

I-680 Sunol Smart Carpool Lane JPA Meeting
MINUTES OF FEBRUARY 11, 2013
OAKLAND, CALIFORNIA

The meeting was convened by the Chair, Bill Harrison, at 9:50am

1 PLEDGE OF ALLEGIANCE

Mayor Harrison led the pledge of allegiance.

2 ROLL CALL

A quorum was confirmed.

3 PUBLIC COMMENT

There were no public comments.

4 CONSENT CALENDAR

4A. Approval of the Minutes of January 14, 2013

Supervisor Haggerty motioned to approve this Item. Mayor Thorne seconded the motion. The motion passed 3-0.

5 REGULAR MATTERS

5A. Acceptance of the Sunol Smart Carpool Lane Year-to-Date Statement of Operating Revenues and Expenses as of December 31, 2012

Patricia Reavey recommended that the Authority accept the attached Year-to-Date (YTD) Sunol Smart Carpool Lane Statement of Operating Revenues and Expenses for the period ended December 31, 2012. Ms. Reavey stated that net toll revenue is \$669,029 or 27.4% higher than projected toll revenue. She also stated that operating expenses are under budget.

Supervisor Haggerty motioned to approve this Item. Mayor Thorne seconded the motion. The motion passed 3-0.

5B. I-680 Southbound Express Lane (ACTIA No. 8A) Monthly Operations Update

Arun Goel presented an update on the I-680 Southbound Express Lane monthly operations. Mr. Goel reviewed the average travel speeds, speed curves, express lane revenue & toll trip comparison, average daily express lane toll trips and average daily express lane revenue comparison for the past 6 months.

This Item was for information only.

5C. I-680 Northbound Express Lane (ACTIA No. 8B) Monthly Operations Update

Kanda Raj presented a project status update on the I-680 Northbound Express Lane project. Mr. Raj reviewed major activities completed since the last update including traffic studies, environmental technical studies, geometric development; timeline for the approval of environmental document and project report. Mr. Raj stated that the project team is currently focusing on addressing community and elected official's issues such as access, perceived noise and traffic impacts; toll pricing and violation enforcement schemes, project funding

and schedule

Mayor Harrison wanted to know how the traffic after study integrates into the work plan. Art Dao stated that the after study for was for southbound segment of the project.

This Item was for information only.

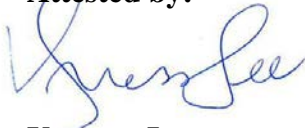
6 STAFF REPORTS (Verbal)

There were no staff reports. Art Dao reviewed a memo regarding the 580 Express Lane PAC alternate composition. Supervisor Haggerty appointed Mayor Marchand as his alternate, Mayor Harrison appointed Councilmember Raj Salwan as his alternate and Mayor Thorne appointed Councilmember Cheryl Cook-Callio as his alternate.

7 ADJOURNMENT/NEXT MEETING: March 11, 2013

The meeting was adjourned at 10:11am. The next meeting is scheduled for March 11, 2013.

Attested by:



**Vanessa Lee
Clerk of the Commission**



Memorandum

DATE: February 27, 2013

TO: I-680 Sunol Smart Carpool Lane Joint Powers Authority

FROM: Stewart D. Ng, Deputy Director for Programming and Projects
Arun Goel, Express Lane Operations

SUBJECT: I-680 Southbound Express Lane (ACTIA No. 8A) Monthly Operations Update

Recommendation

This item is for information only. No action is requested.

Summary

The purpose of this item is to provide the JPA Board with a monthly operations update of the express lane facility. The January 2013 operations data can be found in Attachment A of the staff report. A brief presentation will be provided at the March 11, 2013 JPA Board meeting.

Discussion

The I-680 Southbound Express Lane opened to traffic in September 2010 and is the first operational express lane facility in Northern California; it is one of a few in the nation to have a shared toll and non-toll facility. The express lane facility spans over 14 miles from State Highway 84, near Pleasanton, to State Highway 237 in the City of Milpitas, and admits toll-paying solo drivers in addition to carpoolers (who use the lane at no cost). The express lane optimizes capacity, reduces congestion and increases travel time reliability within the 14 mile corridor. Since the opening of the express lane facility, over 1,070,000 solo drivers have reached their destinations by traveling at speeds that are typically 7-11 miles per hour faster (several segments within the 14 mile corridor experience over 15 miles per hour faster) than that which motorists experience in the general purpose lanes, during peak commute hour.

Tolls are collected via FasTrak® transponders, read at automated vehicle identification readers mounted on overhead gantries. Currently, the I-680 Express Lane includes five FasTrak® readers: Three at each toll zones (at Andrade, Washington and Mission) and two at stand-alone enforcement zones (south of Vargas and south of Scott Creek). Readers at the toll zone are linked to the Toll Data Center (TDC) and the accounts of vehicles passing through with valid FasTrak® transponders. Appropriate tolls are being charged based on the toll rates published via dynamic message signs for the length of their trip, calculated by a computerized real-time dynamic pricing model. The enforcement zone readers are not linked to the TDC and are used only as an aid to CHP enforcement, by determining if a vehicle has a valid FasTrak® transponder.

Constructed within the restricted right-of-way, the facility has no physical barrier between the General Purpose Lanes and the Express Lane, but is separated by a double white stripe. The Alameda CTC, acting as the managing agency for the JPA, accepted the final system from the System Integrator on April 30, 2012. The express lane has since moved into the full operation and maintenance phase.

In September 2012, the Alameda CTC selected Kittleson & Associates, Inc. to perform a legislatively mandated post-implementation traffic study to analyze the operational and safety benefits of the express lane, and to compare the study results against a set performance matrix and pre-implementation traffic study, which was completed in April 2009. The consultants have completed the field traffic data gathering, and are now in the process of analyzing the data collected. In May of 2013, a draft report of the “After” study results will be presented to the Committee.

The month of January historically is considered to be an atypical month as a result of holidays and schools and colleges being closed. Our review of daily trip and revenue reports indicates that the express lane facility had a strong performance during the month of January 2013 when compared to similar time period in 2012. While comparing the performance matrices, it is noted that the average daily number of toll paying trips has increased by 25 percent, an indication that more and more solo drivers have chosen to leave the general purposes lanes and use the express lane, instead to experience the travel reliability and time savings. While it appears that traffic congestion has returned to the corridor with upward economic activities noted in Silicon Valley, the average travel speed in the express lane continues to remain at or above the posted speed limit. Please see Attachment A for more details.

Fiscal Impacts

This is an informational item only, and there is no fiscal impact.

Attachment(s)

Attachment A: I-680 SB Express Lane January 2013 Operations Update

Year Over Year Comparison by Month

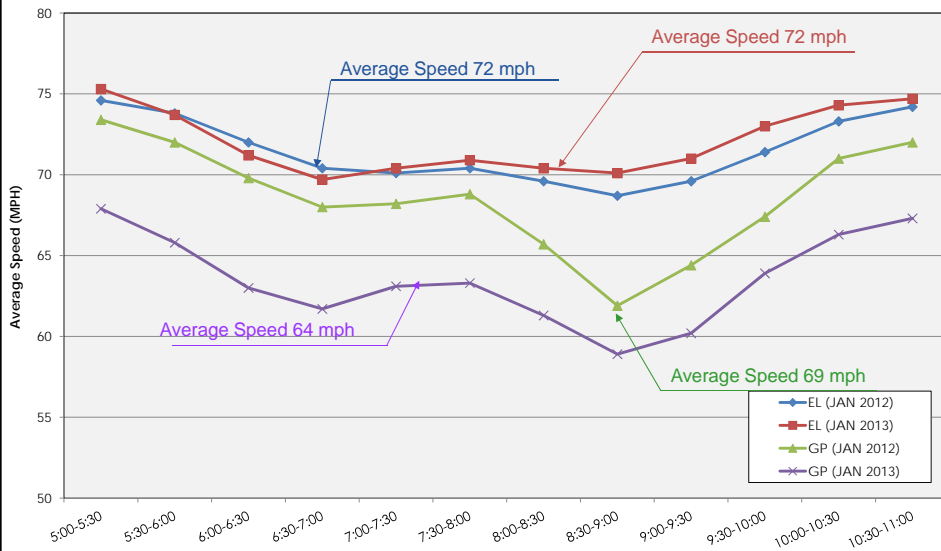
	January 2012	January 2013
Average Daily Toll Paying Trips	1,657 vehicles	2,072 vehicles
Average Daily Toll Revenue	\$4,062	\$5,049
Average Peak Period Toll Rate	\$2.45	\$2.45

I-680 Sunol SMART Carpool Lane Joint Powers Authority



1

Average Travel Speed During Morning Commute Hours (Within 14-mile Express Lane Facility)

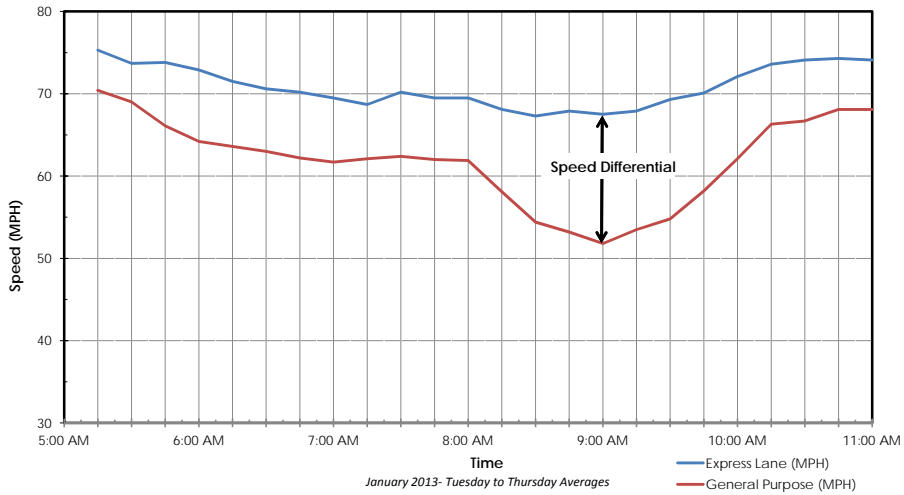


I-680 Sunol SMART Carpool Lane Joint Powers Authority



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Average Daily Speed Curves During Peak Commute Period (January 2013) Central Segment (Washington to Mission)

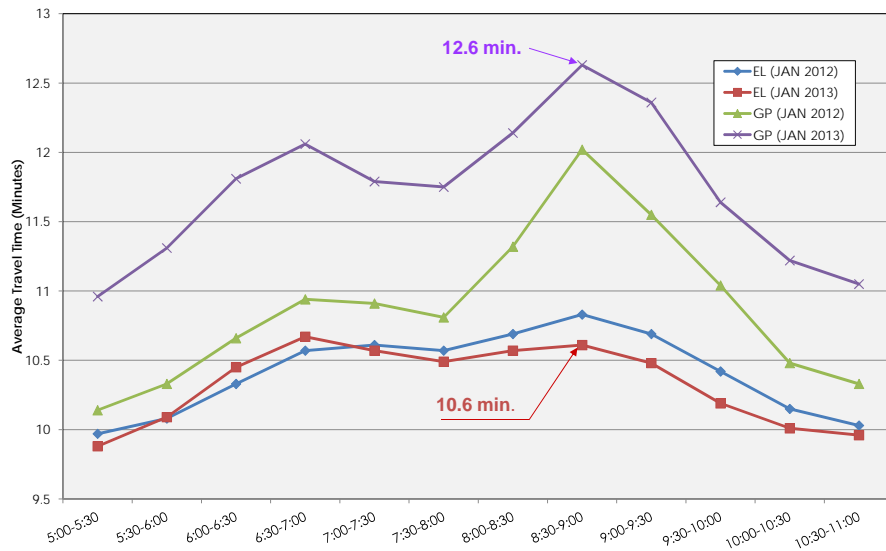


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Average Travel Time During Morning Commute Hours (Within 14-mile Express Lane Facility)



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Revenue (Actual Gross vs. Forecasted)

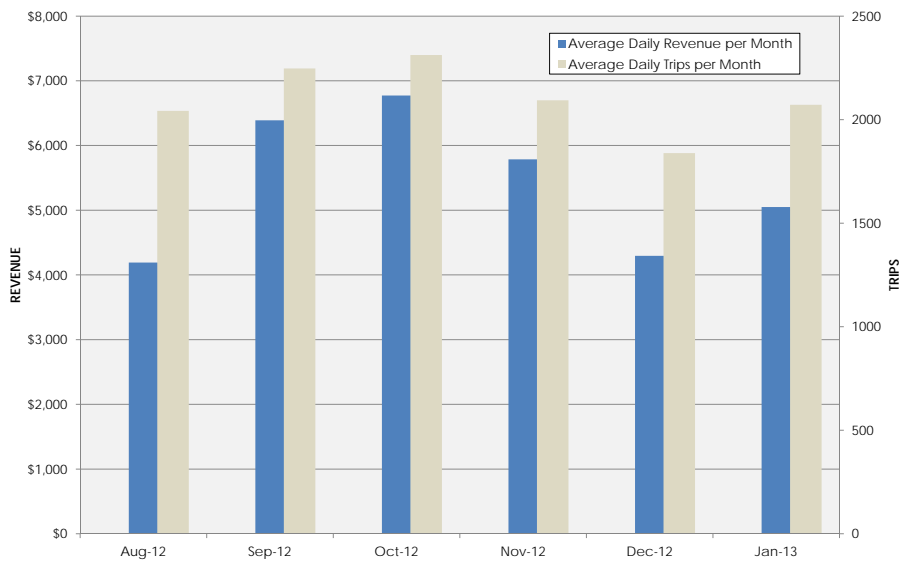
Revenue in FY 2012/13
(July 2012 – January 2013)

Actual Gross	\$800,050
Forecasted*	\$612,500

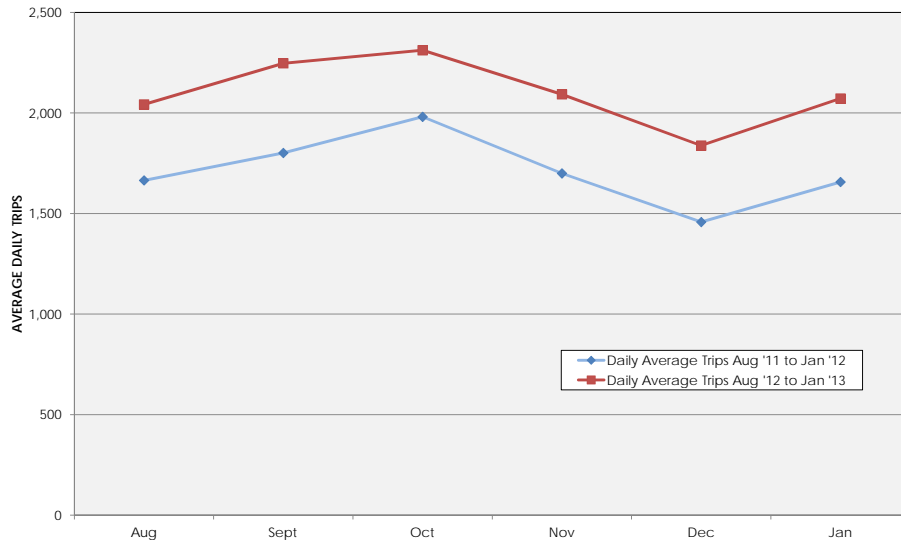
* Forecasted revenue for the full FY 13
is \$1,050,000



Average Daily Express Lane Revenue & Toll Trip Comparison



Average Daily Express Lane Toll Trips Comparison (Past 6 months)

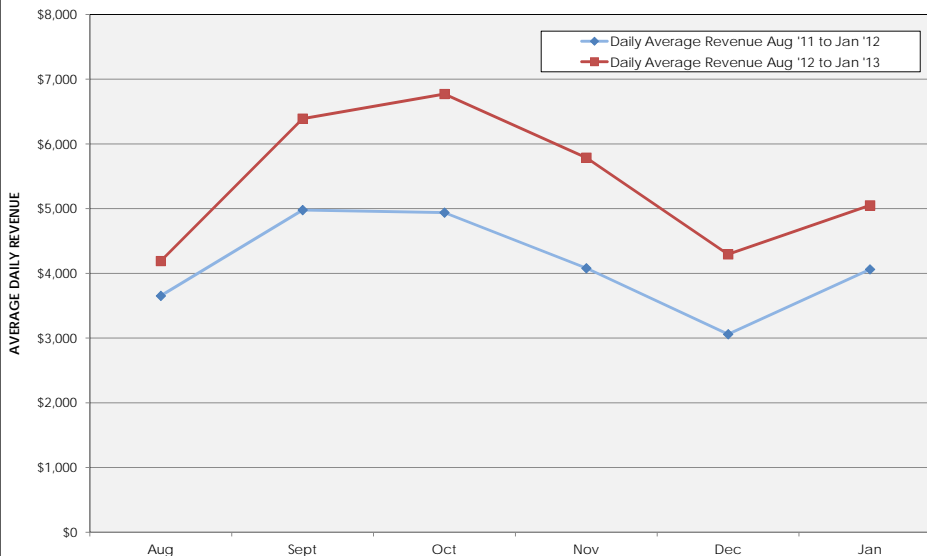


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7

Average Daily Express Lane Revenue Comparison (Past 6 months)



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8



Memorandum

DATE: February 27, 2013

TO: I-680 Sunol Smart Carpool Lane Joint Powers Authority

FROM: Stewart D. Ng, Deputy Director for Programming and Projects
Gary Sidhu, Project Controls Team

SUBJECT: I-680 Northbound Express Lane (ACTIA No. 8B) Monthly Status Update

Recommendation

This item is for information only. No action is requested.

Summary

The purpose of this item is to provide the JPA Board with a status update of project development activities that are either completed or planned for the project. This staff report and presentation will briefly review the critical path scope and schedule activities.

Discussion

The Interstate-680 (I-680) Northbound Express Lane Project will widen I-680 from State Route 237 (SR 237) in Santa Clara County to SR 84 in Alameda County and construct a northbound HOV/Express Lane on I-680. The project is intended to provide a number of benefits including: 1) reduce traffic congestion and thereby enhance mobility along this corridor; 2) reduce travel time and improve travel reliability; 3) reduce congestion related accidents, and thereby enhance safety. The express lane facility will allow solo drivers to access unused capacity in the HOV lane for a fee while allowing carpool users to travel at no cost.

In mid-2011, the Alameda CTC embarked on the program to convert an already approved I-680 Northbound High Occupancy Vehicle (HOV) Lane project to a combined I-680 Northbound HOV/Express Lane facility. However, in August 2011, in response to a writ filed by a local city, the Alameda County Superior Court directed the Department (Caltrans) to vacate the environmental document prepared for the I-680 Northbound HOV Lane Project in its entirety. Given the Court's direction, in late 2011 Caltrans and Alameda CTC determined that a Project Initiation Document and a completely new and higher level of environmental document was needed to obtain environmental clearance for the project; involving expanded preliminary engineering, traffic analysis, and technical studies.

The following is a list of major activities ongoing or completed since the last update which staff provided at the February 2013 I-680 Sunol JPA Meeting:

- ✓ Obtained Caltrans approval of traffic forecasts
- ✓ Continued preparation of draft Traffic Operational Analysis and draft report (TOAR)
- ✓ Completed traffic and revenue study and draft report
- ✓ Completed California Red Legged Frog Survey Report
- ✓ Began preparation of Natural Environment Study and draft report
- ✓ Began preparation of Archaeological Survey Report
- ✓ Continued to develop noise impact study and draft report
- ✓ Continued to develop air quality impact study and draft report
- ✓ Continued to develop visual impact study and draft report
- ✓ Continued to develop community impact assessment and draft report
- ✓ Completed paleontological evaluation study and draft report
- ✓ Updated location hydraulic study and draft report
- ✓ Updated water quality impact study and draft report
- ✓ Updated preliminary geotechnical assessment and draft report
- ✓ Completed draft cultural mapping and detailed project description
- ✓ Continued coordination with the affected utility companies
- ✓ Continued preliminary engineering design and documentation of nonstandard features
- ✓ Continued to develop preliminary engineering plans
- ✓ Continued to develop advanced planning studies for bridge structures and special retaining walls
- ✓ Obtained Caltrans approval of Public Scoping Report

The Project Team continues to make progress towards completing a final environmental document by March 2015. The following is a detailed discussion of major tasks planned for the project in Calendar Year 2013:

Traffic Studies

In April 2013, a formal documentation of the existing conditions analysis, traffic forecasts, and the highway operations analysis will be consolidated under a TOAR; based on the initial findings of the sensitivity testing of the design scenarios and the follow on iterative process to refine the range of geometric design options. The traffic operation analysis will also evaluate the begin/end locations of the express lane, type of access to the express lane, and perceived effects on local arterials. It will document the existing, the Year 2020 and the Year 2040 traffic conditions for both the “Build” and the “No Build” alternatives. Based on Caltrans and local agency reviews, the final approval of the TOAR is anticipated in July 2013. A series of workshop meetings are being conducted to streamline consensus on the various stages of development for the traffic studies.

Environmental Technical Studies

All environmental technical field surveys are complete. A list of required technical studies is included in Attachment A of this report. Draft technical reports for all of the environmental studies are planned for completion in March/April 2013 and final reports approvals are anticipated in July 2013.

Environmental Document

Based on input that the design team already received, during the environmental scoping process, traffic studies, geometric design and environmental technical studies, the design team plans to complete an administrative draft environmental document (Admin DED) for review by Alameda CTC and Caltrans staff in July 2013. Alameda CTC will work with Caltrans to complete this task concurrent to completing the environmental technical studies in order to gain time in completing a final project approval. Various cycles of internal agency reviews are expected prior to publishing the DED for public review and comment. Public circulation of the DED and completion of a final document are expected in April 2014 and March 2015, respectively.

Project Approval

The Project Report (PR) process is underway and completion of a Final PR indicates Caltrans, FHWA and Alameda CTC approval of the project. The Draft PR will document the need for the project and summarize the studies, cost, scope, and overall impact of project alternatives; and its approval is required prior to releasing a DED for public circulation and agency reviews. A Draft PR is planned for completion in April 2014. After the public and agency review process is complete and a preferred alternative is selected by the project development team, the Draft PR will be updated to become the Final PR. The Final PR approval is anticipated in March 2015.

Fiscal Impacts

This is an informational item only and there is no fiscal impact.

Attachment(s)

Attachment A: List of Planned Project Tasks/Technical Studies

Attachment A

LIST OF PLANNED PROJECT TASKS/TECHNICAL STUDIES

ID	DELIVERABLE	STATUS
PRELIMINARY ENGINEERING		
1	PSR-PDS	Complete
TRAFFIC STUDIES		
2	Traffic Data Collection	Complete
3	Existing Conditions Assessment	Approved
4	Model Validation	Approved
5	Traffic Forecasts	Approved
6	Preliminary Traffic Operations Sensitivity Analysis	Complete
7	Traffic Operations Analysis	Underway
8	Traffic Operations Analysis Report (TOAR)	Underway
9	Traffic & Revenue Study	Draft Complete
ENVIRONMENTAL STUDIES		
10	Public Scoping	Approved
11	Biological Field Surveys	Complete
12	Bat Species Study	Complete
13	Jurisdictional Wetlands Report	Complete
14	California Red Legged Frog Study	Complete
15	Special Status Plant Species Study	Complete
16	Natural Environment Study (NES)	Underway
17	Biological Assessment	
18	Biological Opinion	
19	Water Quality Impact	Draft Complete
20	Location Hydraulic Study	Draft Complete
21	Initial Site Assessment	Draft Complete
22	Air Quality PM 2.5 Assessment	Complete
23	Air Quality and Greenhouse Gas Analysis Report	Underway
24	Noise Surveys	Complete
25	Noise Impact Report	Underway
26	<i>Noise Abatement Decision Report (NADR)</i>	
27	Visual Impact Assessment	Underway
28	Community Impact Assessment	Underway
29	APE Mapping	Underway
30	Archaeological Survey Report (ASR)	Underway
31	Historic Architectural History/Built Resources Report (HRER)	
32	Historic Property Survey Report (HPSR)	
33	Paleontological Inventory Report (PIR)	Draft Complete
34	Preliminary Geotechnical Assessment	Draft Complete
ENVIRONMENTAL DOCUMENT		
35	Project Description	Draft Complete
36	1 st Admin DEIR/EA	

ID	DELIVERABLE	STATUS
37	2 nd Admin DEIR/EA	
38	3 rd Admin DEIR/EA	
39	DEIR/EA	
40	1 st Draft FEIR/EA	
41	2 nd Draft FEIR/EA	
42	3 rd Draft FEIR/EA	
43	FEIR/EA	
PROJECT APPROVAL		
44	Geometric Design	Underway
45	Roadway Plans	Underway
46	Safety Assessment	Underway
47	Fact Sheets (Mandatory and Advisory)	Underway
48	Value Analysis Study	
49	Storm Water Data Report	
50	Pavement Life Cycle Cost Analysis	Underway
51	Hydromodification Assessment Report	Underway
52	Utility Coordination	Underway
53	R/W Engineering	Underway
54	Advance Planning Study - Bridges	Underway
55	Advance Planning Study - Special Retaining Walls	Underway
56	Preliminary Foundation Report	Underway
57	Structures Aesthetics Guidelines	
58	Conceptual Landscape Plan	
59	Cost Estimate	Underway
60	Draft Project Report	Underway
61	Project Report	

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