



Meeting Notice

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

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Executive Director
Arthur L. Dao

I-680 Sunol Smart Carpool Lane Joint Powers Authority

Monday, July 13, 2015, 9:30 a.m.

**1111 Broadway, Suite 800
Oakland, CA 94607**

Mission Statement

The mission of the Alameda County Transportation Commission (Alameda CTC) is to plan, fund, and deliver transportation programs and projects that expand access and improve mobility to foster a vibrant and livable Alameda County.

Public Comments

Public comments are limited to 3 minutes. Items not on the agenda are covered during the Public Comment section of the meeting, and items specific to an agenda item are covered during that agenda item discussion. If you wish to make a comment, fill out a speaker card, hand it to the clerk of the Commission, and wait until the chair calls your name. When you are summoned, come to the microphone and give your name and comment.

Recording of Public Meetings

The executive director or designee may designate one or more locations from which members of the public may broadcast, photograph, video record, or tape record open and public meetings without causing a distraction. If the Commission or any committee reasonably finds that noise, illumination, or obstruction of view related to these activities would persistently disrupt the proceedings, these activities must be discontinued or restricted as determined by the Commission or such committee (CA Government Code Sections 54953.5-54953.6).

Reminder

Please turn off your cell phones during the meeting. Please do not wear scented products so individuals with environmental sensitivities may attend the meeting.

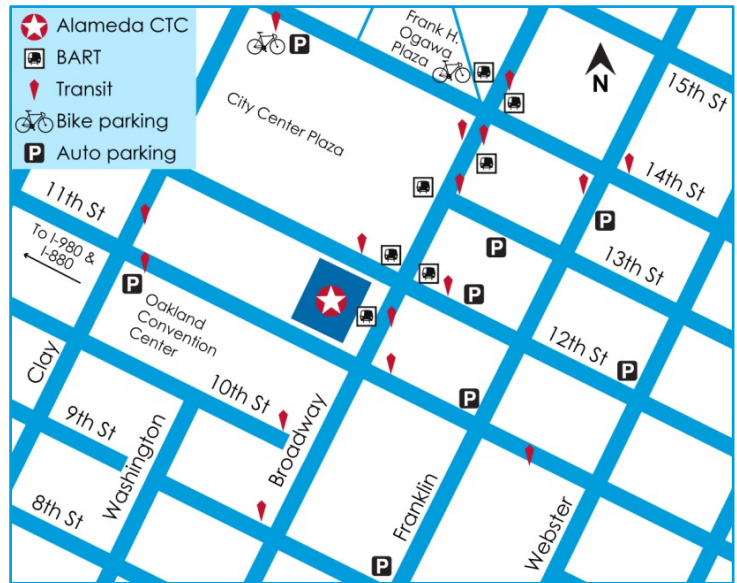
Glossary of Acronyms

A glossary that includes frequently used acronyms is available on the Alameda CTC website at www.AlamedaCTC.org/app_pages/view/8081.

Location Map

★ Alameda CTC
1111 Broadway, Suite 800
Oakland, CA 94607

Alameda CTC is accessible by multiple transportation modes. The office is conveniently located near the 12th Street/City Center BART station and many AC Transit bus lines. Bicycle parking is available on the street and in the BART station as well as in electronic lockers at 14th Street and Broadway near Frank Ogawa Plaza (requires purchase of key card from bikelink.org).



Garage parking is located beneath City Center, accessible via entrances on 14th Street between 1300 Clay Street and 505 14th Street buildings, or via 11th Street just past Clay Street. To plan your trip to Alameda CTC visit www.511.org.

Accessibility

Public meetings at Alameda CTC are wheelchair accessible under the Americans with Disabilities Act. Guide and assistance dogs are welcome. Call 510-893-3347 (Voice) or 510-834-6754 (TTD) five days in advance to request a sign-language interpreter.



Meeting Schedule

The Alameda CTC meeting calendar lists all public meetings and is available at www.AlamedaCTC.org/events/upcoming/now.

Paperless Policy

On March 28, 2013, the Alameda CTC Commission approved the implementation of paperless meeting packet distribution. Hard copies are available by request only. Agendas and all accompanying staff reports are available electronically on the Alameda CTC website at www.AlamedaCTC.org/events/month/now.

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I-680 Sunol Smart Carpool Lane Joint Powers Authority Meeting Agenda Monday, July 13, 2015, 9:30 a.m.

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• PH: (510) 208-7400

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1. Pledge of Allegiance

2. Roll Call

3. Public Comment

Chair: Mayor Jerry Thorne, City of Pleasanton

Vice Chair: Mayor David Haubert, City of Dublin

Commissioners/Members: Scott Haggerty, Bill Harrison, Jason Baker (Santa Clara Valley Transportation Authority),

Staff Liaison: Kanda Raj

Executive Director: Arthur L. Dao

Clerk: Vanessa Lee

4. Consent Calendar

Page A/I

4.1. [Approval of the I-680 Sunol Smart Carpool Lane Joint Powers Authority June 8, 2015 Meeting Minutes](#)

1 A

5. Regular Matters

5.1. [I-680 Southbound Express Lane Operations \(PN 950.0\): Approval of Amendment No. 1 to Cooperative Agreement with Bay Area Toll Authority for Regional Customer Service Center Services](#)

3 A

5.2. [I-680 Southbound Express Lane \(PN 710.5\): Monthly Operations Update](#)

7 I

6. Committee Member Reports (Verbal)

7. Staff Reports (Verbal)

8. Adjournment

Next Meeting: September 14, 2015

All items on the agenda are subject to action and/or change by the Commission.

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I-680 Sunol Smart Carpool Lane Joint Powers Authority Meeting Minutes Monday, June 8, 2015, 9:30 a.m.

4.1

1111 Broadway, Suite 800, Oakland, CA 94607 • PH: (510) 208-7400 • www.AlamedaCTC.org

1. Pledge of Allegiance

2. Roll Call

A roll call was conducted. All members were present.

3. Public Comment

There were no public comments.

4. Consent Calendar

4.1. May 11, 2015 I-680 Sunol Smart Carpool Lane JPA Meeting Minutes

Commissioner Harrison moved to approve the Consent Calendar. Commissioner Haubert seconded the motion. The motion passed unanimously.

5. Regular Matters

5.1. I-680 Sunol SMART Carpool Lane JPA Final FY2015-16 Draft Proposed Budget

Patricia Reavey recommended that the Commission approve the I-680 Sunol Smart Carpool Lane JPA final Budget for FY2015-16. She stated that there were no changes to the budget since it was brought to the Authority last month in draft format.

Commissioner Harrison moved to approve this item. Commissioner Haubert seconded the motion. The motion passed unanimously (Baker absent).

5.2. I-680 Southbound Express Lane (PN 710.5): Monthly Operations Update

Arun Goel presented the I-680 Southbound Express lane operations update for the month of April 2015. He covered the corridor throughput, year over year comparison by month, average travel speed, and speed curves during peak commute period. Arun also covered average daily toll trips and estimated and forecasted revenue. He concluded by providing information on incident management and enforcement.

Commissioner Haggerty asked about how much revenue the lane produced in comparison to what was initially projected. Kanda stated that the initial revenue projections were much higher; however staff reduced the projection to \$1 million due to recession. When compared to the initial year revenue, the lane is now collecting much higher revenue. However, the operating expenditures continue to be higher than toll revenue collection, even though the facility is slowly but surely inching towards financial sustainability.

Commissioner Harrison suggested that the Authority host an event or provide media coverage to celebrate the 5-year anniversary of opening the lane. Art stated that it is a great idea and staff will look into some options to let the public know how successful the lane has been during its five years in operation.

This item was for information only.

5.3. I-680 Northbound Express Lane (PN 721.0): Monthly Status Update

Susan Chang provided an update on the delivery of the I-680 Northbound Express Lane Project. She stated that all environmental, traffic, and engineering studies and reports have been completed and approved. Susan stated that Final Project Approval and Environmental Document (PA/ED) approval is expected summer 2015. She reviewed the project schedule and traffic operations.

Commission Haggerty ask if TIGER grant funds could be used for this project. Art stated that the TIGER grant is very prescriptive and funded primarily to support transit projects. Commissioners suggested that fund allocation is expedited to advance construction of this regionally significant project, to address recurring traffic congestion.

This item was for information only.

6. Committee Member Reports

There were no committee member reports.

7. Staff Reports

There were no staff reports.

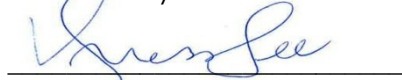
8. Adjournment/ Next Meeting

The next meeting is:

Date/Time: Monday, July , 2015 @ 9:30 a.m.

Location: Alameda CTC Offices, 1111 Broadway, Suite 800, Oakland, CA 94607

Attested by:



Vanessa Lee,
Clerk of the Commission



Memorandum

5.1

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: July 6, 2015

SUBJECT: I-680 Southbound Express Lane Operations (PN 950.0): Approval of Amendment No. 1 to Cooperative Agreement with Bay Area Toll Authority for Regional Customer Service Center Services

RECOMMENDATION: Authorize the Executive Director to execute Amendment No. 1 to the Cooperative Agreement with Bay Area Toll Authority to 1) revise the unit transaction cost, and 2) extend the term of the agreement for toll collection and customer services necessary for the continued operation of the Express Lane facility.

Summary

Prior to the opening of the I-680 Southbound Express Lane facility to traffic in September 2010, the Sunol Smart Carpool Lane Joint Powers Authority (JPA) entered into a cooperative agreement with the Bay Area Toll Authority (BATA) for toll collection and customer services necessary to operate the Express Lane facility. This agreement will expire in mid-September 2015 and will need to be extended. Staff requests approval of an amendment to the BATA agreement to revise the unit transaction cost and to extend the term of the agreement to ensure continued operation of the Express Lane facility.

Background

The I-680 Southbound Express Lane facility provides congestion relief and travel reliability within this 14-mile corridor by allowing solo drivers to use the high occupancy vehicle lane for a fee. Since opening on September 20, 2010, this express lane facility has served over 2.7 million solo drivers.

Tolls for solo drivers have been collected through an electronic toll (AET) collection method by the use of FasTrak® transponders. In January 2010, the JPA entered into an agreement with BATA to enable AET operation and provide customer services to the patrons. The current agreement will expire on September 19, 2015. Since BATA has been providing the services necessary for the toll operation on I-680 Southbound and is set up to provide similar services on the seven Bay Area Toll Bridges, staff recommends that the JPA Board authorize the Executive Director to sign an extension of the current cooperative agreement. As discussed in more detail below, the parties expect that a future amendment to the agreement will be required within the next year. Accordingly, the current proposed amendment will only

extend the term until December 31, 2016. As part of the amendment, Staff negotiated the transaction costs with BATA staff and reached agreement to reduce the cost to \$0.161 (from \$0.21) per transaction, effective from the date the parties execute this amendment. Estimated cost for these extended services is \$320,000, with the assumption that the total annual revenue will be \$2,000,000 and number of monthly toll transaction is 70,000. This represents a reduction of \$52,000 as compared to the current unit transaction price.

To ensure operational consistencies with the I-580 Express Lane, the JPA at its June 2015 meeting authorized a capital improvement budget of \$2.1 million. The scope of the improvements include the implementation of automated toll evasion violation enforcement which is expected to curtail toll evasion. Prior to implementing the automated toll evasion violation enforcement, the JPA will have to adopt a toll enforcement ordinance that will include such items as penalties for failure to pay the required tolls; penalties and administrative processes associated with toll evasion violations; and situations when toll evasion notices or penalties will be dismissed or waived. The administrative processes includes processing violation notices, responding to customer inquiries about the notices; providing impartial administrative hearing, and preparing toll operator packages for and representing agency in court proceedings, etc. Staff expects that these administrative processes will be delegated to BATA, in a manner consistent with the process approved by the Alameda CTC Commission for the I-580 Express Lanes. Therefore, staff is expecting another amendment to the cooperative agreement with BATA to occur in late 2015/early 2016 to incorporate these new and improved toll collection and customer services. Staff will begin discussing these new implementation strategies at the September 2015 JPA meeting.

Staff recommends that the JPA approve and authorize the Executive Director to execute Amendment No. 1 to the Cooperative Agreement with BATA to 1) revise the unit transaction cost to \$0.161, and 2) extend the term of the agreement until December 31, 2016, for toll collection and customer services necessary for the continued operation of the Express Lane facility. All other term of the agreement will remain unchanged.

Fiscal Impact: Approval of Amendment No. 1 to the agreement will encumber toll revenue funds for subsequent expenditure, estimated at \$320,000 for toll collection and customer services necessary for toll operation from September 20, 2015 through December 31, 2016. This represents a savings of \$52,000 as compared to the current unit transactional cost.

Staff Contact

[Kanda Raj](#), Project Controls Team

[Arun Goel](#), Express Lane Operations



Memorandum

5.2

1111 Broadway, Suite 800, Oakland, CA 94607

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• www.AlamedaCTC.org

DATE: July 6, 2015

SUBJECT: I-680 Southbound Express Lane (PN 710.5): Monthly Operations Update

RECOMMENDATION: Receive an operation update on the I-680 Southbound Express Lane.

Summary

The purpose of this item is to provide the I-680 Sunol Smart Carpool Lane Joint Powers Authority ("Sunol JPA") with the May 2015 Monthly Operations Update of the express lane facility included as Attachment A. This item is for information only.

Review of May 2015 daily trips and revenue reports indicates that the express lane facility continued to provide travel reliability (speed and travel time savings) in the lane, and improved traffic operations within the corridor, including in the general purpose lanes.

Year over year performance metrics demonstrate that the average daily number of toll paying trips has increased. This is an indication that solo drivers continue to choose to utilize the express lane to experience travel reliability and time savings. The average travel speed in the express lane continues to remain steady on average; maintaining at or above the posted speed limit.

Background

The I-680 Southbound Express Lane facility spans over 14 miles from SR 84 near Pleasanton to SR 237 in the City of Milpitas. The facility was opened 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. In addition to carpoolers who use the lane at no cost, it allows toll-paying solo drivers to benefit from optimized capacity, reduced congestion and increased travel time reliability. 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 Sunol JPA, has been operating the express lane facility since it opened to traffic in September 2010.

Since the opening, approximate 2.7 million solo trips have reached their destinations by traveling at speeds that are typically near 10 miles per hour faster (several segments within the 14 mile corridor experience speeds over 16 miles per hour faster) than what

motorists experience in the general purpose lanes during peak commute hour. Carpools experience the same time savings in the lane. During traffic incidents and severe congestion the express lane continues to experience high performance and no degradation in reliability or travel time.

Tolls are collected via FasTrak® transponders that are automatically read by readers mounted on overhead gantries. Currently, the I-680 Express Lane includes five FasTrak® readers: one at each toll zone (at Andrade, Washington and Mission), and two at stand-alone enforcement zones (south of Vargas and south of Scott Creek). The accounts of vehicles passing through with valid FasTrak® transponders are charged the appropriate toll for the length of their trip, based on the toll rates published via dynamic message signs. Toll rates are calculated by a computerized real-time dynamic pricing model. California Highway Patrol officers continued to provide enforcement services while Caltrans provides roadway maintenance services, through reimbursable service agreements.

Fiscal Impact: There is no fiscal impact.

Attachments

- A. I-680 Southbound Express Lane May 2015 Operations Update

Staff Contact

[Tess Lengyel](#), Deputy Director of Planning and Policy

[Kanda Raj](#), Project Controls Team

[Arun Goel](#), Express Lane Operations



I-680 SB Express Lane Monthly Operations May 2015 Update

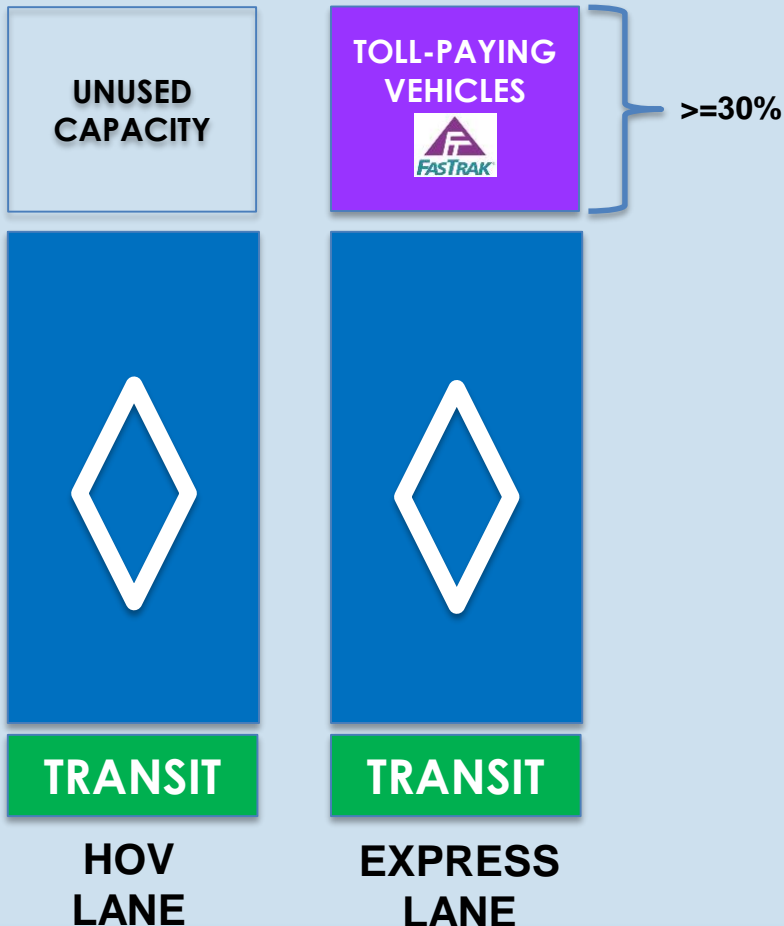
A Presentation for the
I-680 Sunol Smart Carpool Lane Joint Powers Authority (SSCLJPA)
July 13, 2015



Express Lane Objective

Improve Corridor Mobility and Expand Choices

LANE CAPACITY



- Utilize unused capacity
- Provide an alternative with more reliable travel times
- Encourage HOV use



**Graphics are not to scale*

Express Lane May 2015 Highlights

- Since 2010: **2.7 million solo drivers**
- Average Speed: **>65 MPH**
- Average Work Week Trips: **Increased**
- Max GP Comparison: **>10 MPH**
- Toll Paying Users: **>3,162 (avg. daily)**
>77% Repeat Customer → >93% Revenue





Corridor Throughput

Year Over Year Comparison by Month

	May 2014		May 2015
Average Peak Hour Volume (vph) Corridor Vehicle Throughput	7,105 vph	 1%	7,176 vph

Average Peak Hour Usage (Against Corridor Capacity)

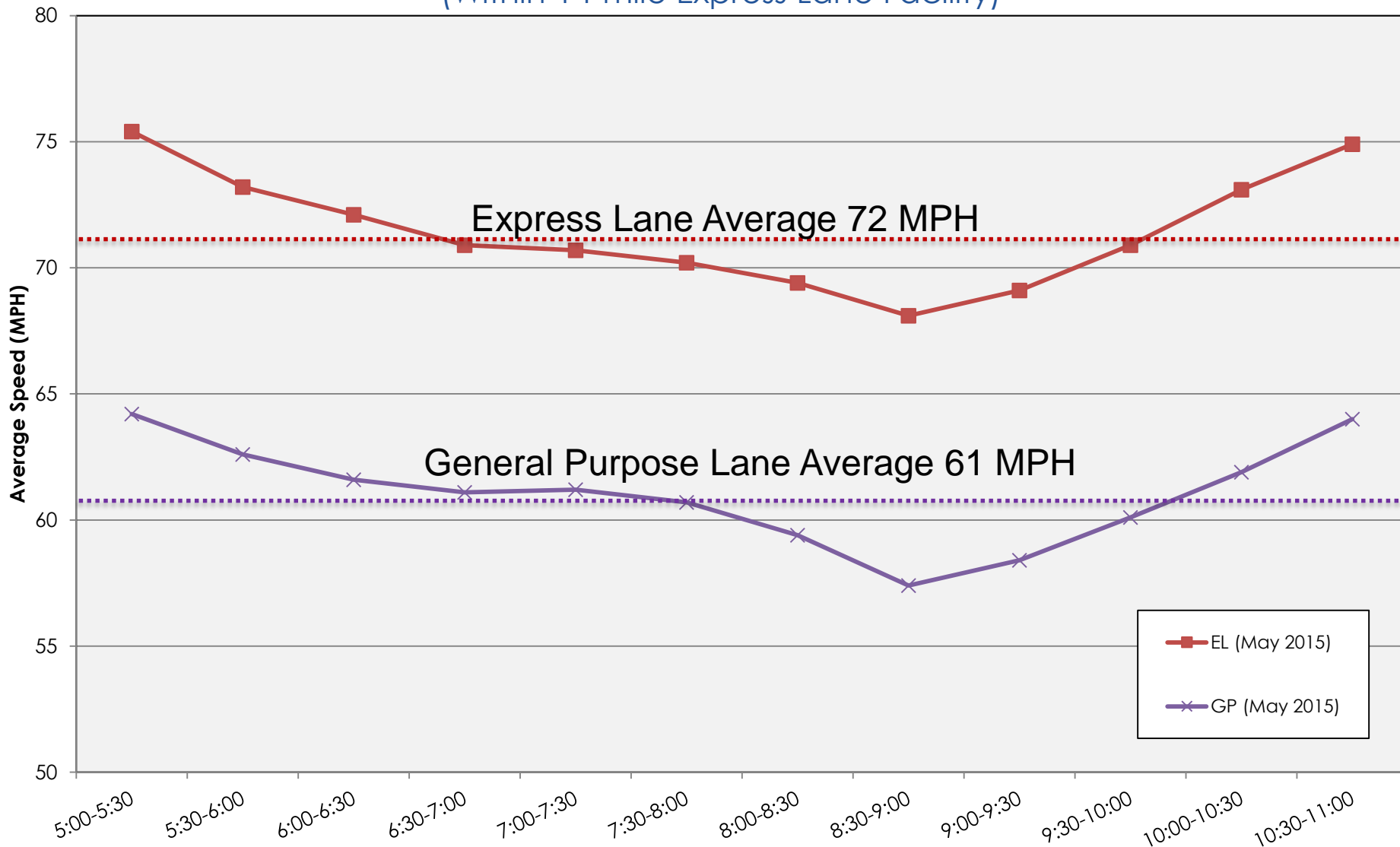


GP Lanes	99%		100%
HOV/Express Lane	72%		73%
Corridor	93%		94%

May 2015

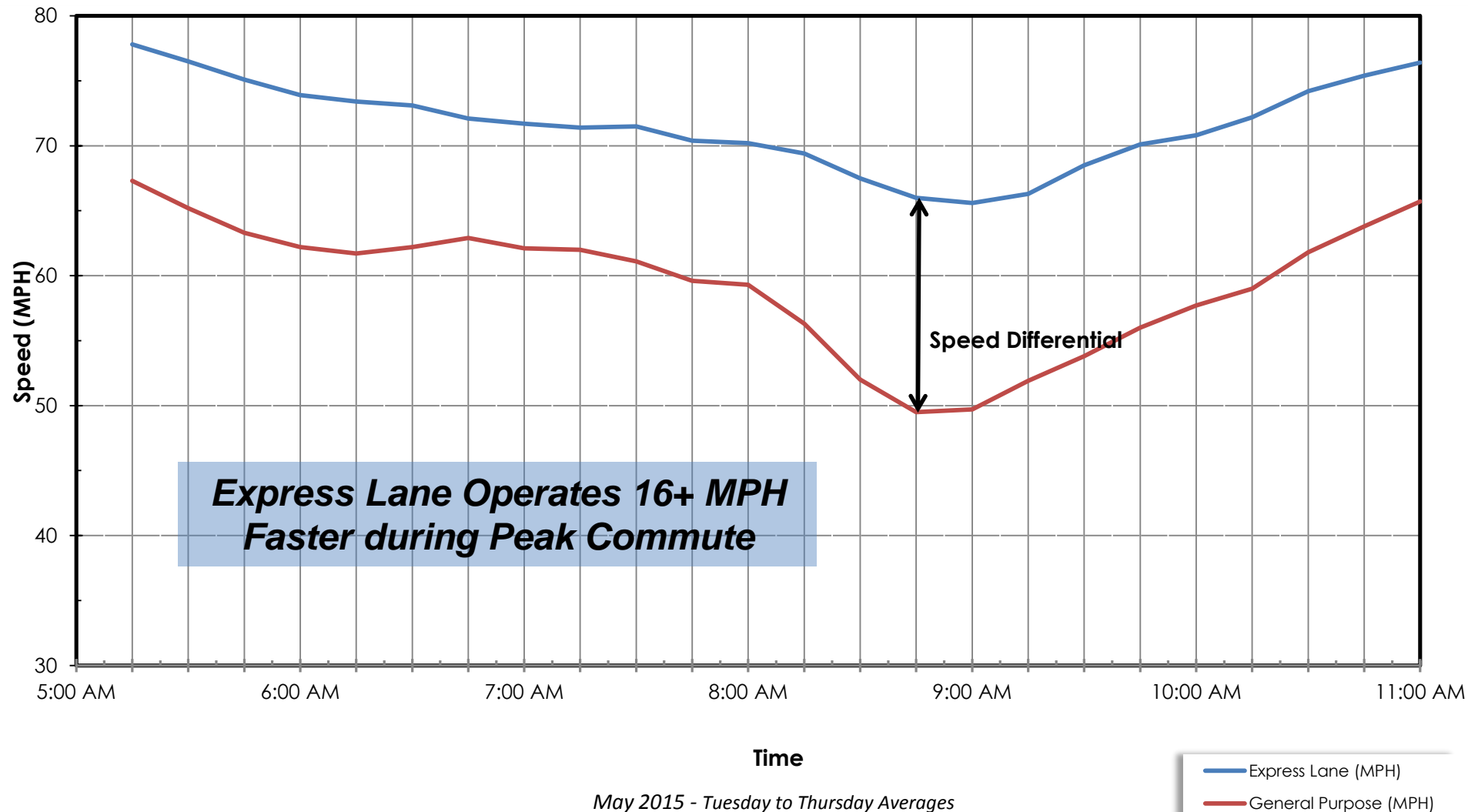
Average Travel Speed

(Within 14-mile Express Lane Facility)



Average Daily Speed Curves During Peak Commute Period

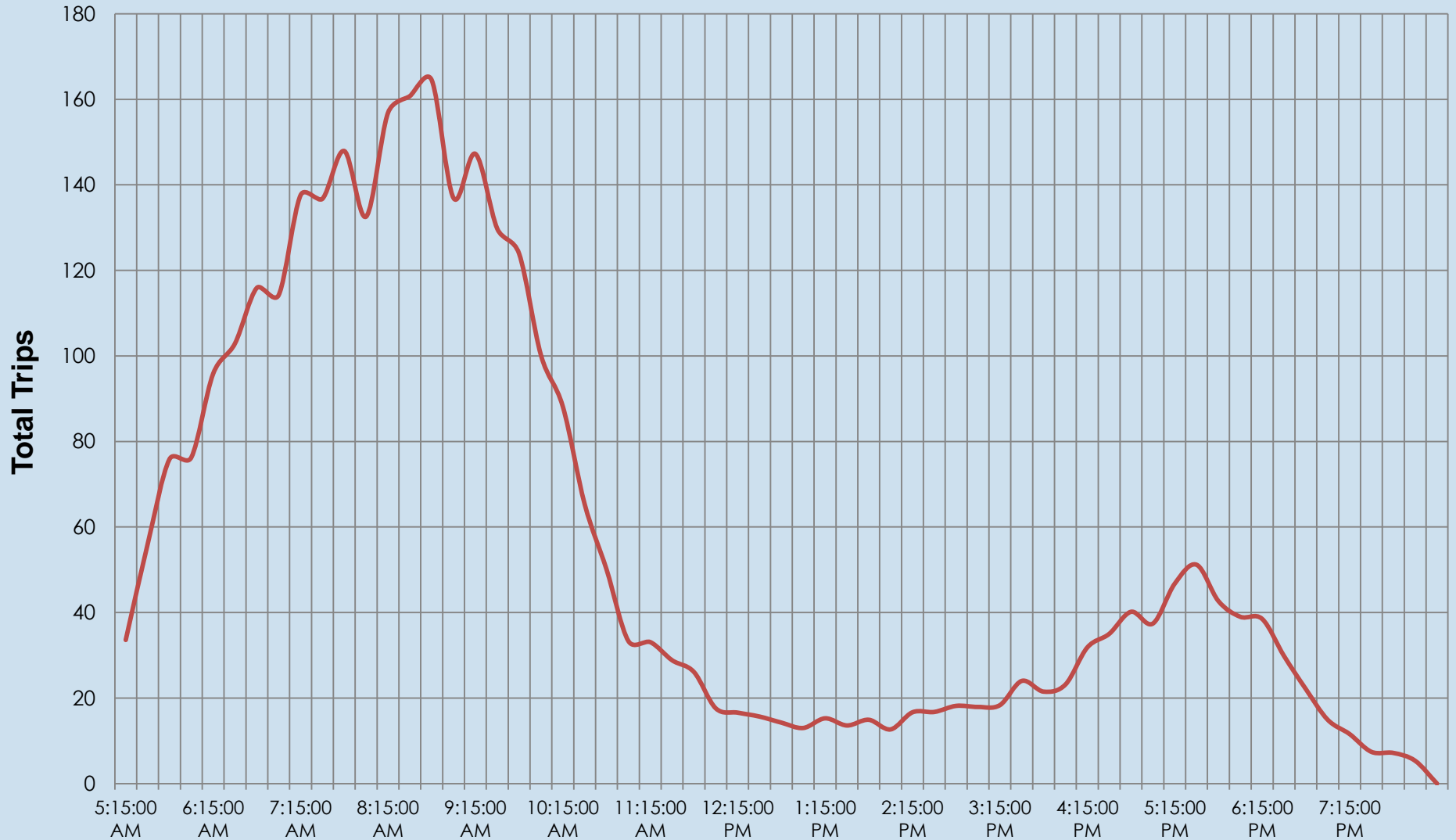
Central Segment (Washington to Mission)



Average Daily Toll Trips

May 2015

(Tuesday to Thursday from 5 AM to 8 PM)



Revenue (Estimated Gross vs. Forecasted)

Revenue in FY 2014/15

(May 2015)

Estimated Gross Revenue

\$1,772,000



33%

Forecasted*

\$1,334,000

* Forecasted revenue for the full FY 14/15 is \$1,449,000

