



Meeting Notice

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

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Commission Vice Chair
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City of Oakland

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Executive Director
Arthur L. Dao

I-680 Sunol Smart Carpool Lane Joint Powers Authority

Monday, February 3, 2014, 9:30-10:00 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.

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.

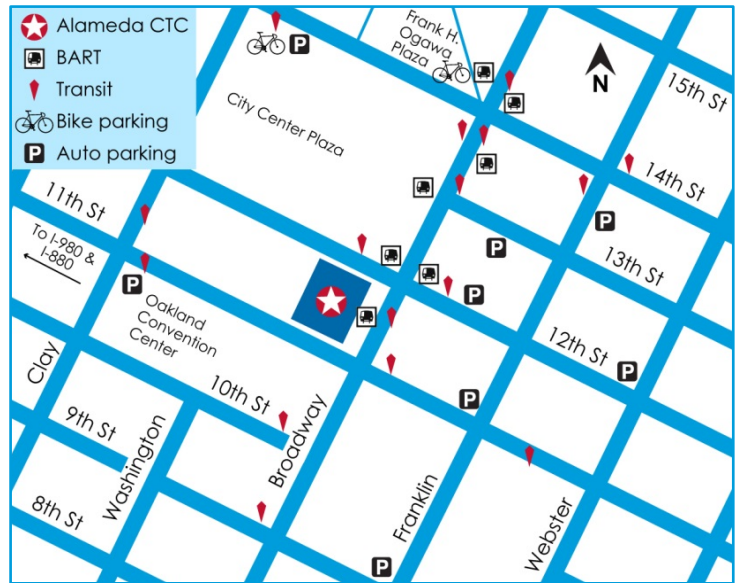
Glossary of Acronyms

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, February 3, 2014, 9:30 a.m.

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

1. Pledge of Allegiance

2. Roll Call

3. Public Comment

Chair: Mayor Bill Harrison, City of Fremont

Vice Chair: Mayor Jerry Thorne, City of Pleasanton

Commissioners/Members: Scott Haggerty, Gail Price (Santa Clara Valley Transportation Authority), Tim Sbranti

Staff Liaison: Stewart D. Ng

Executive Director: Arthur L. Dao

Clerk: Vanessa Lee

4. Consent Calendar

Page A/I

4.1. [January 13, 2014 I-680 Sunol SMART Carpool Lane JPA Meeting Minutes](#)

1 A

Recommendation: Approve the January 13, 2014 meeting minutes.

4.2. [I-680 Northbound Express Lane \(PN 721.0\): Monthly Status Update](#)

3 I

5. Regular Matters

5.1. [Sunol Smart Carpool Lane Statement of Revenues and Expenses as of December 31, 2013](#)

9 A

Recommendation: Approve the Sunol Smart Carpool Lane Statement of Revenues and Expenses as of December 31, 2013.

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

15 I

5.3. [I-680 Southbound Express Lane \(APN 950.0\): Amend Existing Service Agreement with CHP](#)

27 A

Recommendation: Approve Amendment No. 3 to Service Agreement 10R390000 to extend the term of the agreement for two additional years and include required budget.

6. Committee Member Reports (Verbal)

7. Staff Reports (Verbal)

8. Adjournment

Next Meeting: March 10, 2014

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, January 13, 2014, 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 and a quorum was confirmed.

3. Public Comment

There were no public comments.

4. Consent Calendar

4.1. November 4, 2013 I-680 Sunol SMART Carpool Lane JPA Meeting Minutes

Commissioner Thorne motioned to approve the consent calendar. Commissioner Haggerty seconded the motion. The motion passed unanimously.

5. Regular Matters

5.1. Sunol SMART Carpool Lane JPA Draft Audited Annual Financial Report for Year Ended June 30, 2013

Patricia Reavey presented the Sunol SMART Carpool Lane JPA Draft Audited Annual Financial Report for the Year Ended June 30, 2013. She introduced Ahmad Gharaibeh, our auditor and a Partner from Vavrinek, Trine, Day & Co., LLP (VTD), who provided financial highlights including an overview of the Authority's total net position, cash and cash equivalents, toll revenue and total operating expenses as of and for the year ended June 30, 2013. He stated that VTD found no abnormalities when undergoing audit procedures and had no issues working with staff on the audit. He also stated that, in the opinion of VTD, the Sunol JPA financial statements are presented fairly in all material respects as of June 30, 2013 and have received a clean or unmodified audit opinion.

Commissioner Sbranti motioned to approve this Item. Commissioner Haggerty seconded the motion. The motion passed unanimously.

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

Kanda Raj presented the I-680 express lane operations update. He updated the committee on increased lane use, average speed, travel time and stated that the express lane continues to draw more patrons when compared to previous year stats and provide travel liability to the traveling public. He stated that even though the traffic volume has increased in the corridor due to improved economic conditions, the additional capacity in the express lane continue help relief congestion in general purpose lanes and improve corridor throughput. The presentation also included average toll ranges, revenue and toll trip comparisons. Kanda also updated the committee on enforcement including statistics from California Highway Patrol. He stated that CHP and the staff are collaborating to provide focused

enforcement during the morning commute period. The CHP officers provide 90% coverage during the morning commute period.

Commissioner Haggerty stated that he observed several toll violations in the lane and wanted more effective enforcement strategies employed. Kanda indicated that on I-580 Express Lane design includes automated toll violation enforcement strategy that is expected to curb toll violation. Similar techniques will be employed on I-680 when the toll system is rehabilitated. Lieutenant Jim Libby from Dublin CHP stated that extra officers can be dispatched in the corridor provided additional budget is provided for their services.

Commissioner Haggerty inquired about the approved budget for enforcement. Kanda informed the committee that the current fiscal year operations budget includes \$175,000. Commissioner Haggerty requested staff to explore a dedicated CHP services option, likely through legislation.

This item was for information only.

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

Gary Sidhu presented I-680 Northbound Express Lane monthly status update. He updated the committee on completed and in-progress activities, upcoming PA&ED activities, key focus areas, traffic study limits and provided a project schedule.

This item was for information only.

6. Committee Member Reports (Verbal)

There were no committee member reports.

7. Staff Reports (Verbal)

There were no staff reports.

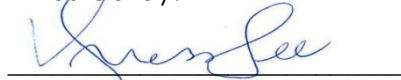
8. Adjournment/ Next Meeting

The meeting adjourned at 10:00 a.m. The next meeting is:

Date/Time: Monday, February 3, 2014 @ 9:30 a.m.

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

Attested by:



Vanessa Lee,
Clerk of the Commission



Memorandum

4.2

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: January 27, 2014

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

RECOMMENDATION: Receive a monthly status update the I-680 Northbound Express Lane Project.

Summary

The I-680 Northbound Express Lane Project will widen I-680 from SR 237 in Santa Clara County to SR 84 in Alameda County and construct a northbound HOV/Express Lane in the corridor. The purpose of this item is to provide the Commission with a monthly status update of project development activities which are either completed or planned for the project. This item is for information only.

Background

The I-680 Northbound Express Lane Project will widen I-680 from SR 237 in Santa Clara County to SR 84 in Alameda County and construct a northbound HOV/Express Lane in the corridor. The project is intended to provide a number of benefits including: 1) enhanced mobility by reducing traffic congestion; 2) reduced travel time and improved travel reliability; 3) reduced congestion related accidents; thereby enhancing safety. The Express Lane facility will utilize available HOV lane capacity by offering solo drivers the choice to pay a toll electronically to access the lane, while regular carpool users continue to use the lane at no cost.

Based on the August 2011 Alameda County Superior Court's ruling on a previously approved project within the same corridor, the project team consulted Caltrans and local cities and determined that the current phase studies should complete a Project Initiation Document and a higher level of environmental analyses for the project. The higher level environmental document requires expanded preliminary engineering, traffic analysis, and technical studies, to obtain environmental clearance for the project.

The Project Team continues to make progress toward completing a final environmental document by summer 2015. The following is a detailed discussion of in progress and/or upcoming major tasks.

Traffic Studies

A Traffic Operational Analysis Report documenting existing traffic conditions analysis, traffic forecasts, and the highway operations analysis has been approved. The team will be using traffic operational analysis to determine project implementation phases, access type and perceived effects on local arterials. This report documents the existing, Year 2020 and Year 2040 traffic conditions for both the "Build" and the "No Build" alternatives.

Environmental Technical Studies

All environmental technical field surveys are complete. A list of required technical studies is included in Attachment A of this report. Technical reports for all of the environmental studies are complete and approved.

Environmental Document

Administrative Draft Environmental Document (DED) has been submitted for Caltrans review. Various cycles of internal agency reviews by both Alameda CTC and Caltrans, 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 August 2014 and July 2015, respectively.

Project Approval

The Project Report (PR) process is underway. 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 August 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. Completion of a Final PR indicates Caltrans, FHWA and Alameda CTC approval of the project. Final PR approval for this project is anticipated in July 2015.

Project Implementation Approach

The Project Report and Environmental Document include studies and analysis for both the full project limits (SR 237 to SR 84) and an initial phase of construction (Auto Mall Parkway to SR 84). The limits for the initial phase of construction are based on immediate operational benefits and projected funding availability.

Fiscal Impact: There is no fiscal impact.

Attachments

- A. List of Planned Project Tasks/Technical Studies

Staff Contact

[Stewart Ng](#), Deputy Director of Programming and Projects

[Gary Sidhu](#), Project Controls Team

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ATTACHMENT A: LIST OF PLANNED PROJECT TASKS/TECHNICAL STUDIES

| ID | DELIVERABLE | STATUS |
|--------------------------------|--|-------------------|
| PRELIMINARY ENGINEERING | | |
| 1 | PSR-PDS | Approved |
| 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 | Complete |
| 8 | Traffic Operations Analysis Report (TOAR) | Approved |
| 9 | Traffic & Revenue Study | Complete |
| ENVIRONMENTAL STUDIES | | |
| 10 | Public Scoping Report | Approved |
| 11 | Biological Field Surveys | Complete |
| 12 | Bat Species Study | Approved |
| 13 | Jurisdictional Wetlands Report | Approved |
| 14 | California Red Legged Frog Study | Approved |
| 15 | Special Status Plant Species Study | Approved |
| 16 | Natural Environment Study (NES) | Awaiting Approval |
| 17 | Biological Assessment | Underway |
| 18 | Biological Opinion | |
| 19 | Water Quality Assessment | Approved |
| 20 | Location Hydraulic Study | Approved |
| 21 | Initial Site Assessment | Approved |
| 22 | Air Quality PM 2.5 Assessment | Complete |
| 23 | Air Quality and Greenhouse Gas Analysis Report | Approved |
| 24 | Noise Surveys | Complete |
| 25 | Noise Impact Report | Approved |
| 26 | Noise Abatement Decision Report (NADR) | Awaiting Approval |
| 27 | Visual Impact Assessment | Approved |
| 28 | Community Impact Assessment | Awaiting Approval |
| 29 | APE Mapping | Approved |
| 30 | Archaeological Survey Report (ASR) | Approved |
| 31 | Historic Architectural History/Built Resources Report (HRER) | Approved |
| 32 | Historic Property Survey Report (HPSR) | Approved |
| 33 | Paleontological Identification and Evaluation Report | Approved |
| 34 | Preliminary Geological Assessment | Approved |

| ID | DELIVERABLE | STATUS |
|-------------------------------|---|-------------------|
| ENVIRONMENTAL DOCUMENT | | |
| 35 | Project Description | Complete |
| 36 | 1 st Admin DEIR/EA | Complete |
| 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 | Complete |
| 45 | Roadway Plans | Complete |
| 46 | Traffic Safety Assessment | Complete |
| 47 | Fact Sheets (Mandatory and Advisory) | Draft Complete |
| 48 | Value Analysis Study | Complete |
| 49 | Storm Water Data Report | Awaiting Approval |
| 50 | Pavement Life Cycle Cost Analysis | Awaiting Approval |
| 51 | Hydromodification Assessment Report (included in Item 19) | Approved |
| 52 | Utility Coordination | Ongoing |
| 53 | R/W Engineering | Complete |
| 54 | Advance Planning Study - Bridges | Draft Complete |
| 55 | Advance Planning Study - Special Retaining Walls | Draft Complete |
| 56 | Preliminary Foundation Report | Draft Complete |
| 57 | Preliminary Geotechnical Report | Approved |
| 58 | Encroachment Policy Variance Request (Utilities) | Draft Complete |
| 59 | Structures Aesthetics Guidelines | Complete |
| 60 | Conceptual Landscape Plan | Complete |
| 61 | Cost Estimate | Complete |
| 62 | 1 st Administrative Draft Project Report | Complete |
| 63 | 2 nd Administrative Draft Project Report | |
| 64 | 3 rd Administrative Draft Project Report | |
| 65 | DPR | |
| 66 | Final Project Report | |



Memorandum

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• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: January 27, 2014

SUBJECT: Sunol Smart Carpool Lane Statement of Revenues and Expenses as of December 31, 2013

RECOMMENDATION: Approve the Sunol Smart Carpool Lane Statement of Revenues and Expenses as of December 31, 2013.

Summary

This financial report as of December 31, 2013 summarizes expenses related to the Sunol Smart Carpool Lane operations from the beginning of the fiscal year. Net toll revenue was \$720,434 or 106.7% of projected toll revenue. Also included in revenues is \$192,625 or 79.4% of projected grant revenue to cover costs budgeted to be paid with Alameda CTC's I-680 Southbound HOT Lane Project (Project) grant funds for total revenues of \$913,059. Expenses through the second quarter totaled \$939,696 which results in a decrease to the net position of \$26,637. This decrease is mostly due to a prior year expense for staff operation costs which was not accrued in the prior year.

Background

The Sunol Smart Carpool Lane JPA is in a strong position compared to budget after the second quarter of the fiscal year and remains sustainable. The FY2013-14 budget update approved by the JPA Board in November 2013 included \$1.35 million of toll revenues, \$485,000 of grant revenues and \$2.02 million of operating expenses with an overall operating deficit of \$185,000 and an ending Net Position of \$3.6 million. The approved budget reflects the subsidy of operations that the Sunol Smart Carpool Lane JPA continues to receive from Alameda CTC Project grant funds. Through December 31, 2013, the Sunol Smart Carpool Lane Statement of Revenues and Expenses reflects decrease in net revenue of \$26,637. To assist in understanding the Statement of Revenues and Expenses, staff has included an additional spreadsheet which summarizes costs by funding source. Staff plans to return to the Board with an update to the FY2013-14 budget in the coming months to reflect changes in budget needs since the original budget was adopted in June 2013.

Fiscal Impact: There is no fiscal impact.

Attachments

- A. Sunol Smart Carpool Lane Statement of Revenues and Expenses as of December 31, 2013
- B. Sunol Smart Carpool Lane Operating Expenses by Fund Source as of December 31, 2013

Staff Contact

[Patricia Reavey](#), Director of Finance

[Yoana Navarro](#), Senior Accountant

SUNOL SMART CARPOOL LANE
Statement of Operating Revenues and Expenses
As of December 31, 2013

| <u>OPERATING REVENUES</u> | YTD Actuals | YTD Budget | % Used | Variance |
|--------------------------------------|------------------------|-----------------------|-------------------|-----------------|
| Toll Revenue | 720,434 | 675,000 | 106.7% | 45,434 |
| Measure B Grants | 192,625 | 242,500 | 79.4% | (49,875) |
| Total Operating Revenues: | 913,059 | 917,500 | 99.5% | (4,441) |
| <u>OPERATING EXPENSES</u> | | | | |
| Operations & Maintenance Contract | 292,444 | 400,000 | 73.1% | (107,556) |
| Project Management/Controls | 25,814 | 42,500 | 60.7% | (16,686) |
| Revenue Collection Fees | 125,353 | 125,000 | 100.3% | 353 |
| CHP Enforcement | 72,603 | 87,500 | 83.0% | (14,897) |
| System Manager/Operations Support | 10,780 | 25,000 | 43.1% | (14,220) |
| Express Lane Maintenance (Caltrans) | 62,500 | 62,500 | 100.0% | - |
| Other Consultant Costs | 3,019 | 25,000 | 12.1% | (21,981) |
| IT Support | 60,675 | 37,500 | 161.8% | 23,175 |
| Alameda CTC Administration | 16,449 | 25,000 | 65.8% | (8,551) |
| Alameda CTC Operations | 224,191 | 87,500 | 256.2% | 136,691 |
| Marketing/Public Outreach | - | 12,500 | 0.0% | (12,500) |
| Insurance | 29,837 | 37,500 | 79.6% | (7,663) |
| Legal Fees | 3,116 | 12,500 | 24.9% | (9,384) |
| Miscellaneous | 7,852 | 15,000 | 52.3% | (7,148) |
| Rent | - | 7,500 | 0.0% | (7,500) |
| Utilities | 5,063 | 7,500 | 67.5% | (2,437) |
| Total Operating Expenses: | 939,696 | 1,010,000 | 93.0% | (70,304) |
| Operating Surplus (Deficit) | (26,637) | (92,500) | | |
| <u>Net Position</u> | | | | |
| Beginning of year | 4,013,999 | | | |
| Net Position as of December 31, 2013 | <u>\$ 3,987,362</u> | | | |

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**SUNOL SMART CARPOOL LANE
OPERATING EXPENSES BY FUND SOURCE
As of December 31, 2013**

| | Operating Expenses | Operating Expenses by --- Revenues Source --- ACCMA Capital Grants | Operating Revenues |
|-------------------------------------|-------------------------------|---|-------------------------------|
| Operations & Maintenance Contract | \$ 292,444 | \$ - | \$ 292,444 |
| Project Management/Controls | 25,814 | 25,814 | |
| Revenue Collection Fees | 125,353 | | 125,353 |
| Traffic Studies | - | - | |
| CHP Enforcement | 72,603 | | 72,603 |
| System Manager/Operations Support | 10,780 | 10,780 | |
| Express Lane Maintenance (Caltrans) | 62,500 | 62,500 | |
| Other Consultant Costs | 3,019 | 3,019 | |
| IT Support | 60,675 | 60,675 | |
| Alameda CTC Administration | 16,449 | | 16,449 |
| Alameda CTC Operations | 224,191 | | 224,191 |
| Marketing/Public Outreach | - | - | |
| Insurance | 29,837 | 29,837 | |
| Legal Fees | 3,116 | | 3,116 |
| Miscellaneous | 7,852 | | 7,852 |
| Rent | - | | - |
| Utilities | 5,063 | | 5,063 |
| Total Operating Expenses | \$ 939,696 | \$ 192,625 | \$ 747,071 |

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Memorandum

5.2

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• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: January 27, 2014

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

RECOMMENDATION: Receive a monthly operations update on the I-680 Southbound Express Lane.

Summary

The purpose of this item is to provide the JPA Board with the December 2013 Monthly Operations Update of the express lane facility. This item is for information only.

Our review of daily trip and revenue reports indicates that the express lane facility assisted in congestion relief and provided reliable travel time for users of the Express Lanes during the month of December 2013, when compared to similar time period in 2012. The Express Lanes provided congestion relief to the corridor, improved the operations of the general purpose lanes and increased the overall traffic throughput.

While comparing the performance matrices, it is noted that the average daily number of toll paying trips has increased by 34 percent, even during a significant holiday period. This is an indication that more solo drivers are choosing to utilize the Express Lane, 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.

Background

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 SR 84, near Pleasanton, to SR 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.

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 has been operating the express lane facility since it has opened to traffic in September 2010.

Since the opening, approximate 1.6 Million solo drivers have reached their destinations by traveling at speeds that are typically 5-8 miles per hour faster (several segments within the 14 mile corridor experience speeds over 20 miles per hour faster) than which motorists experience in the general purpose lanes, during peak commute hour. During traffic incidents and severe congestion the Express Lane remains with 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). Readers at the toll zones are linked to the Toll Data Center (TDC). 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. The enforcement zone readers are not linked to the TDC and are used to aid CHP enforcement by determining if a vehicle has a valid FasTrak® transponder.

The December 2013 operational update (daily/monthly trip, travel time and revenue information) is included as Attachment A.

Fiscal Impact: There is no fiscal impact.

Attachments

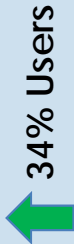
A. I-680 Southbound Express Lane December 2013 Operations Update

Staff Contact

[Stewart Ng](#), Deputy Director of Programming and Projects

[Arun Goel](#), Express Lane Operations

Year Over Year Comparison by Month

| | December 2012 | December 2013 |
|---------------------------------|---|------------------|
| | 1,838 vehicles | 2,466 vehicles |
| |  34% Users | |
| Average Daily Toll Paying Trips | | |

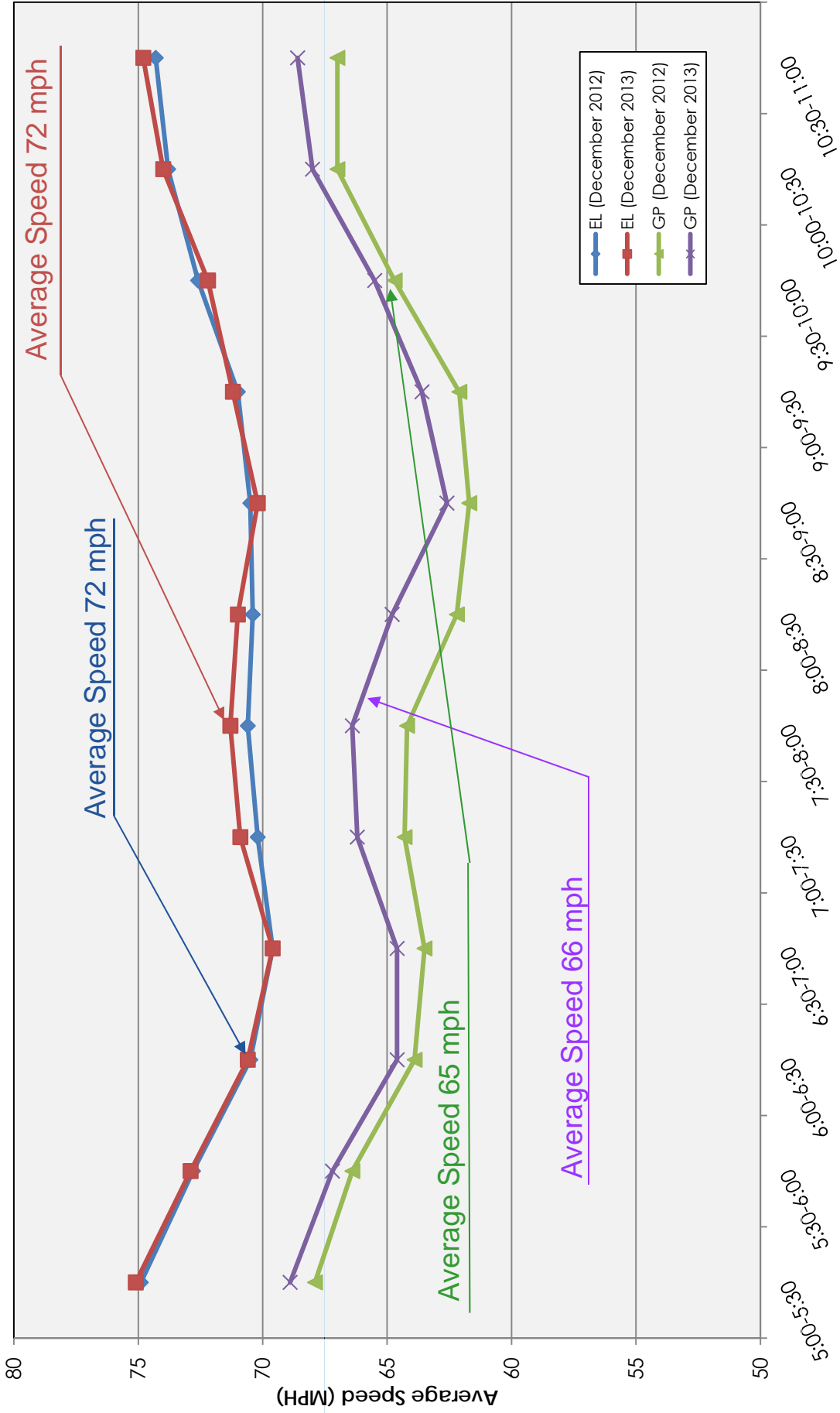
Average Daily Toll Revenue \$4,294 \$5,726

Average Toll Rate \$2.34 \$2.32

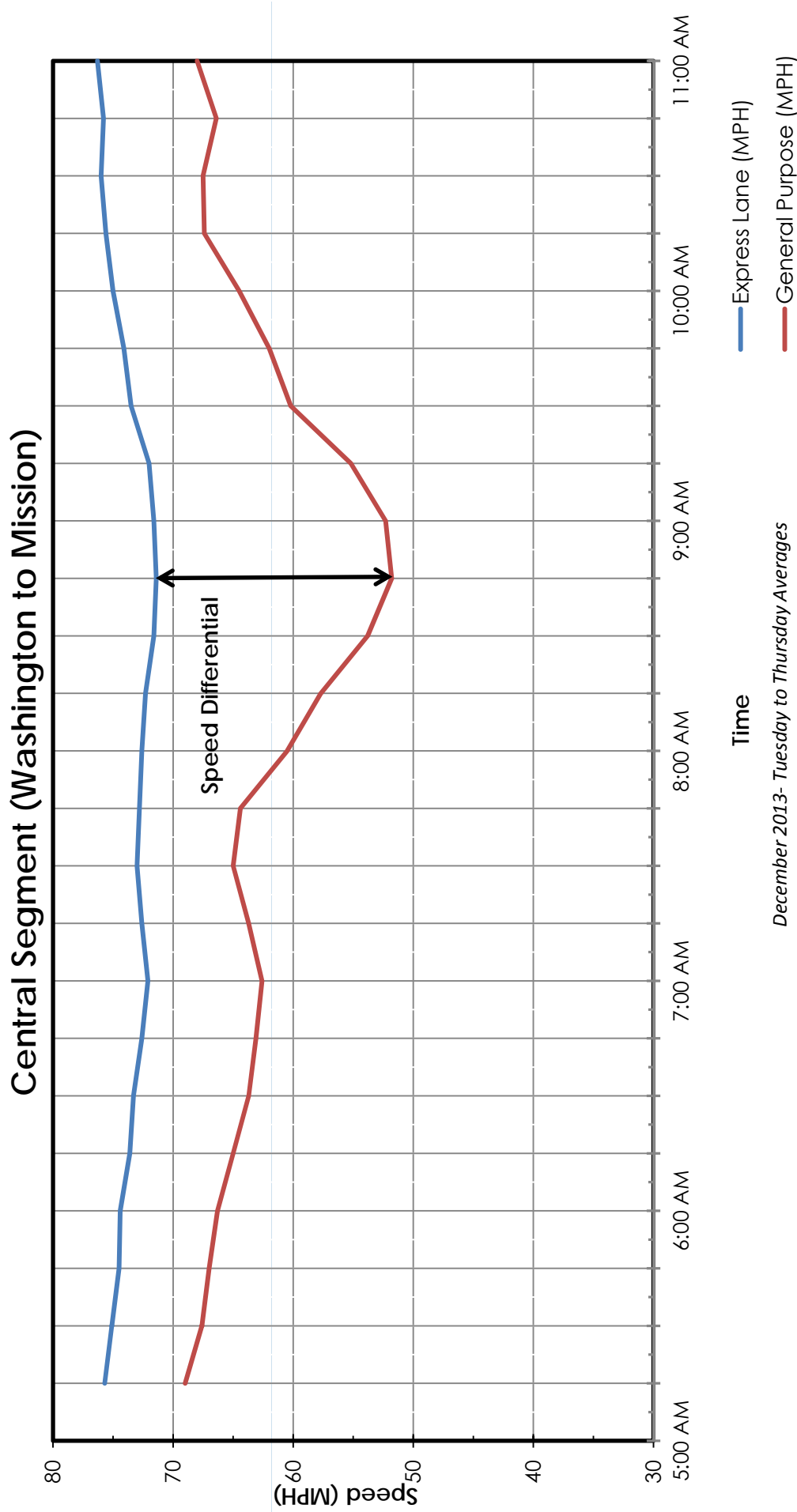
Average Peak Period Toll Rate
M-F 5AM to 11AM \$3.05 \$3.05

Average Peak Period Toll Rate
M-Th 5AM to 9AM \$3.08 \$3.12

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

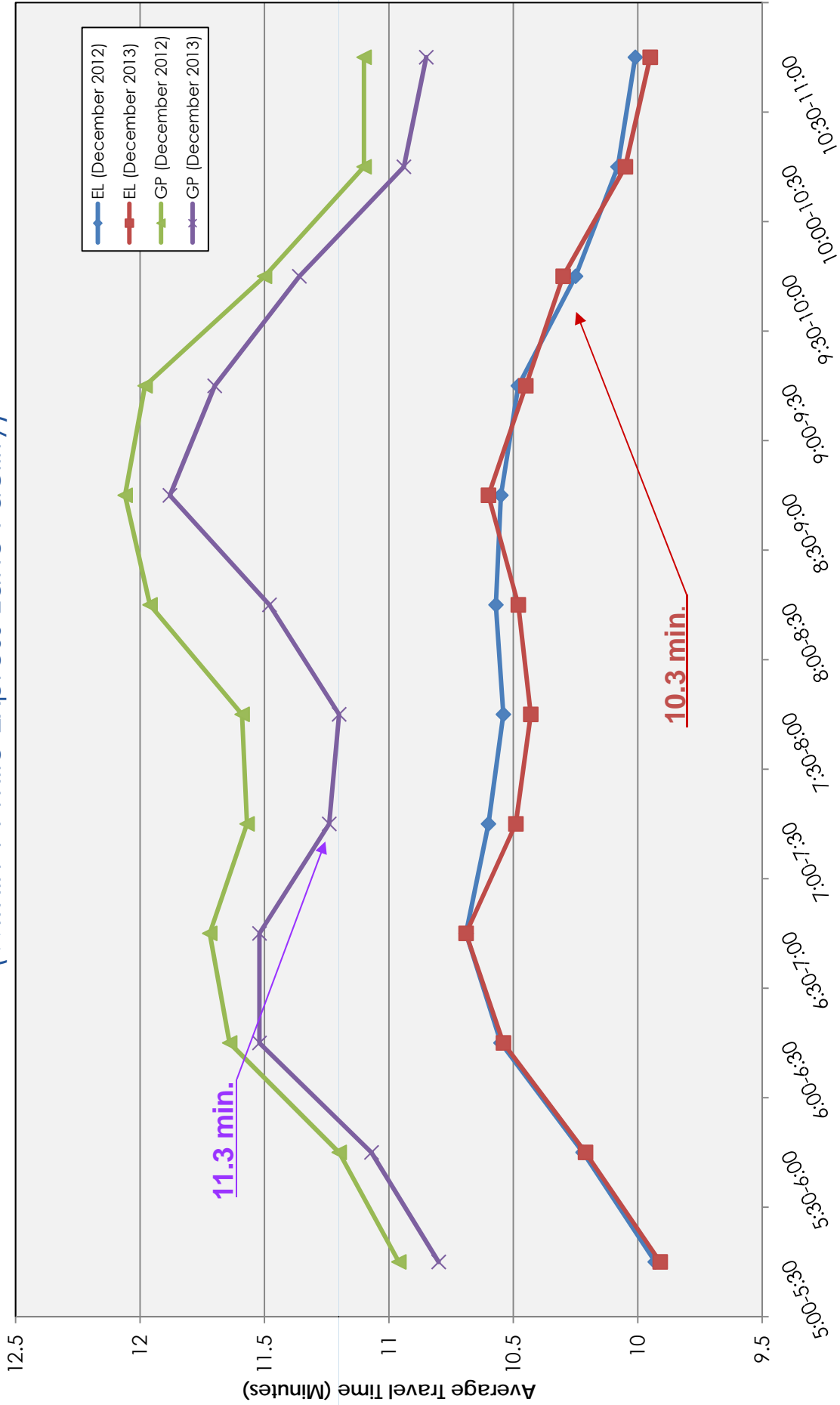


Average Daily Speed Curves During Peak Commute Period



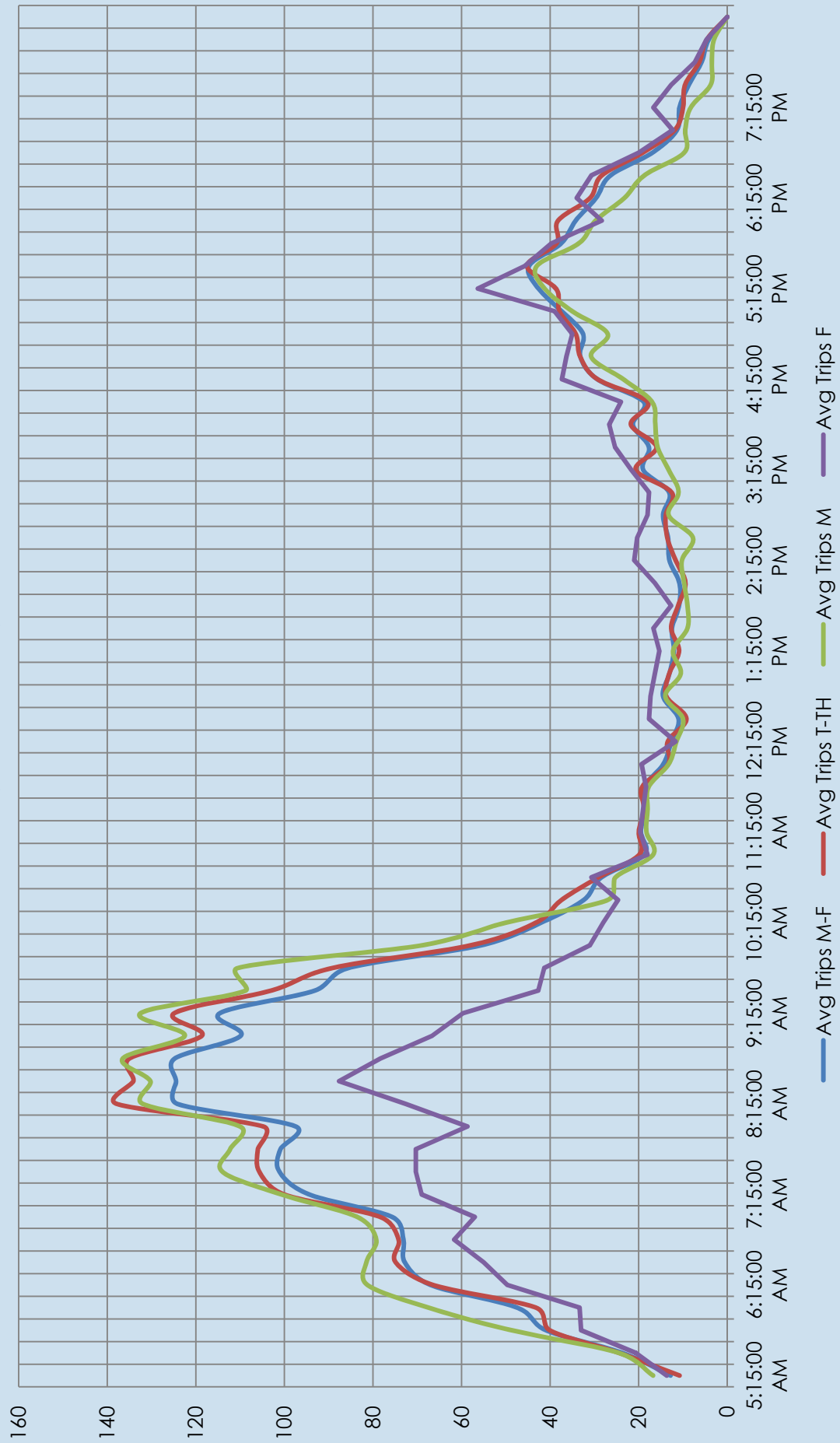
Average Travel Time During Morning Commute Hours

(Within 14-mile Express Lane Facility)



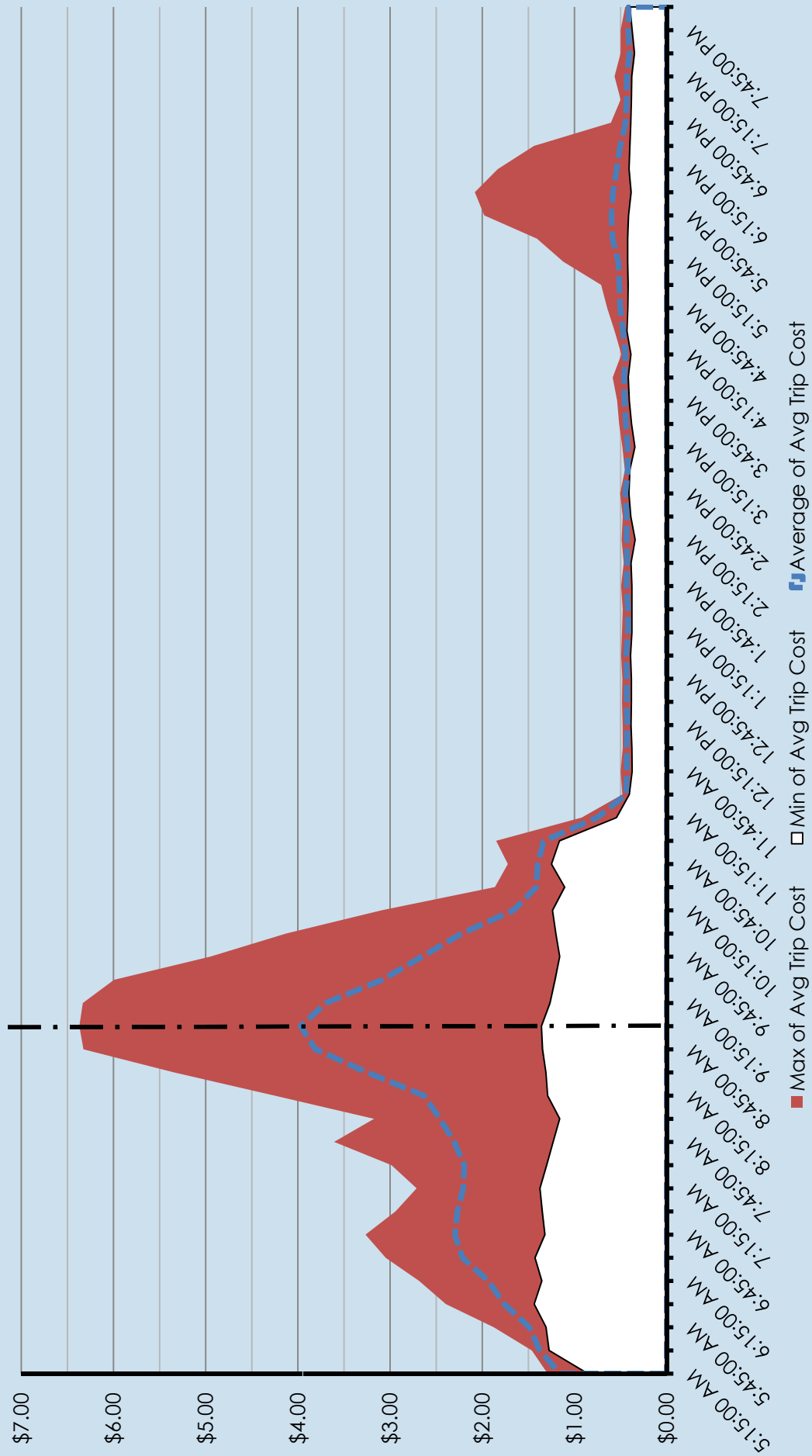
Average Daily Toll Trips

December 2013
(5 AM to 8 PM)



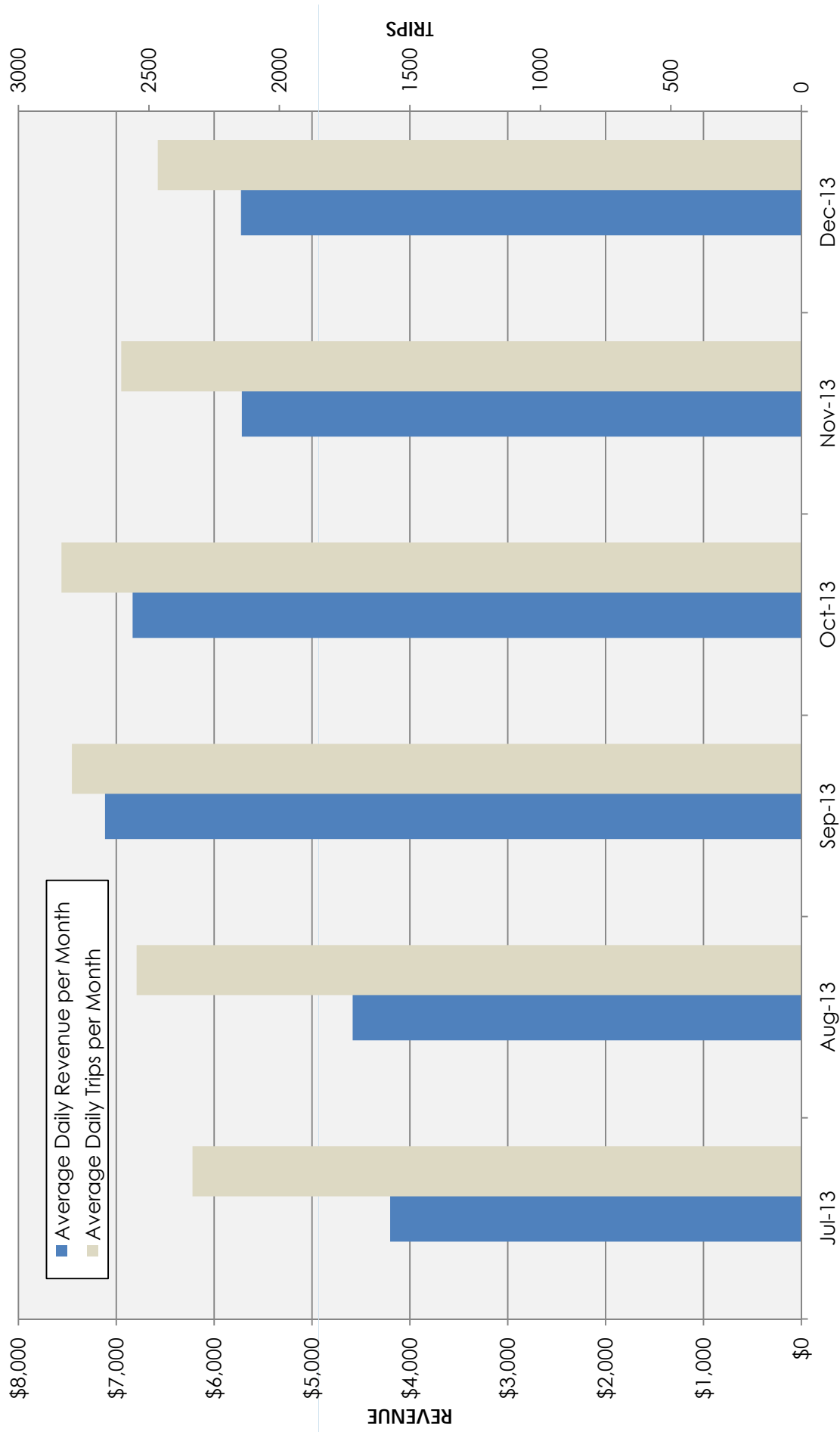
Average Toll Range

December 2013
(5 AM to 8 PM)

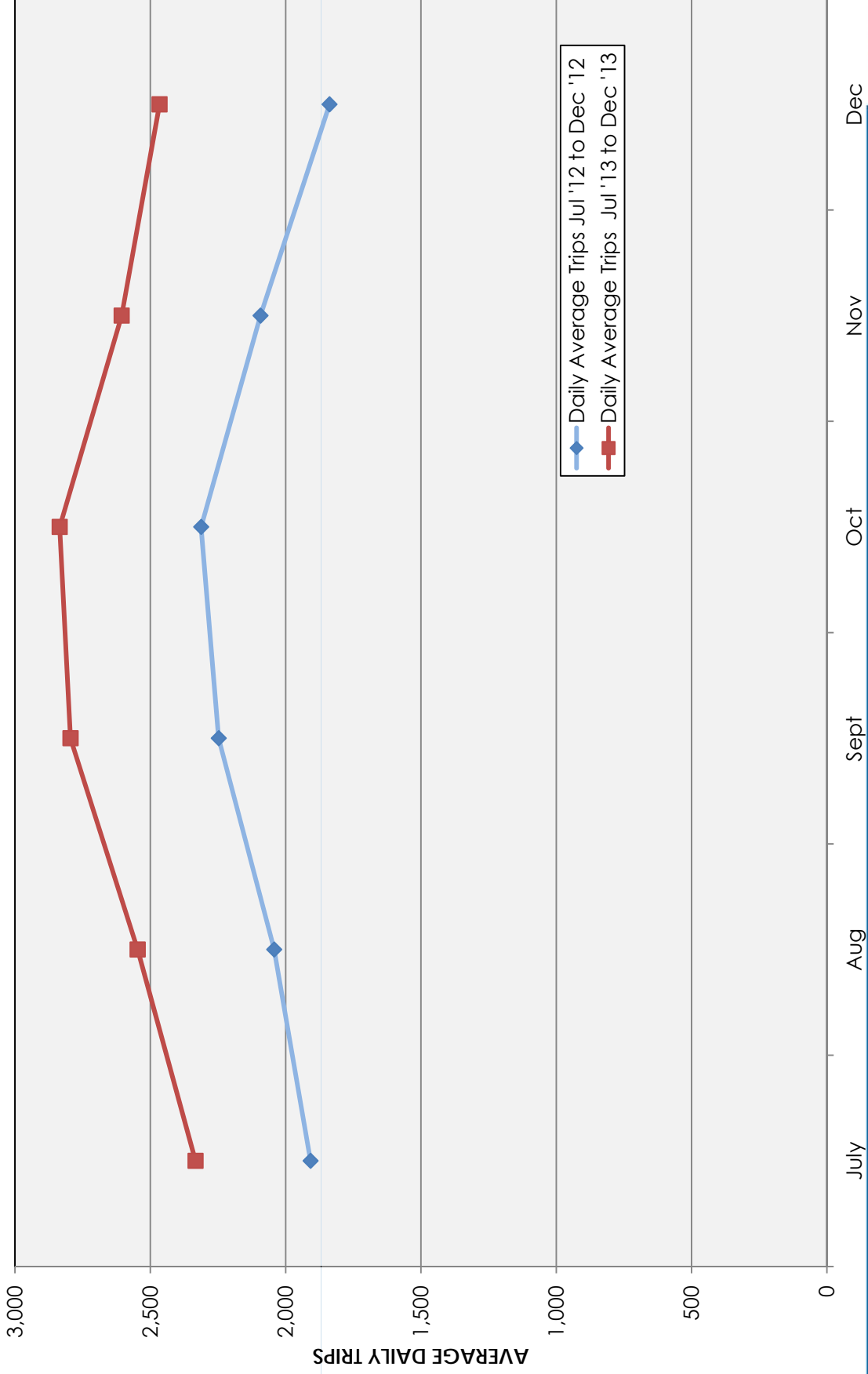


I-680 Sunol SMART Carpool Lane Joint Powers Authority

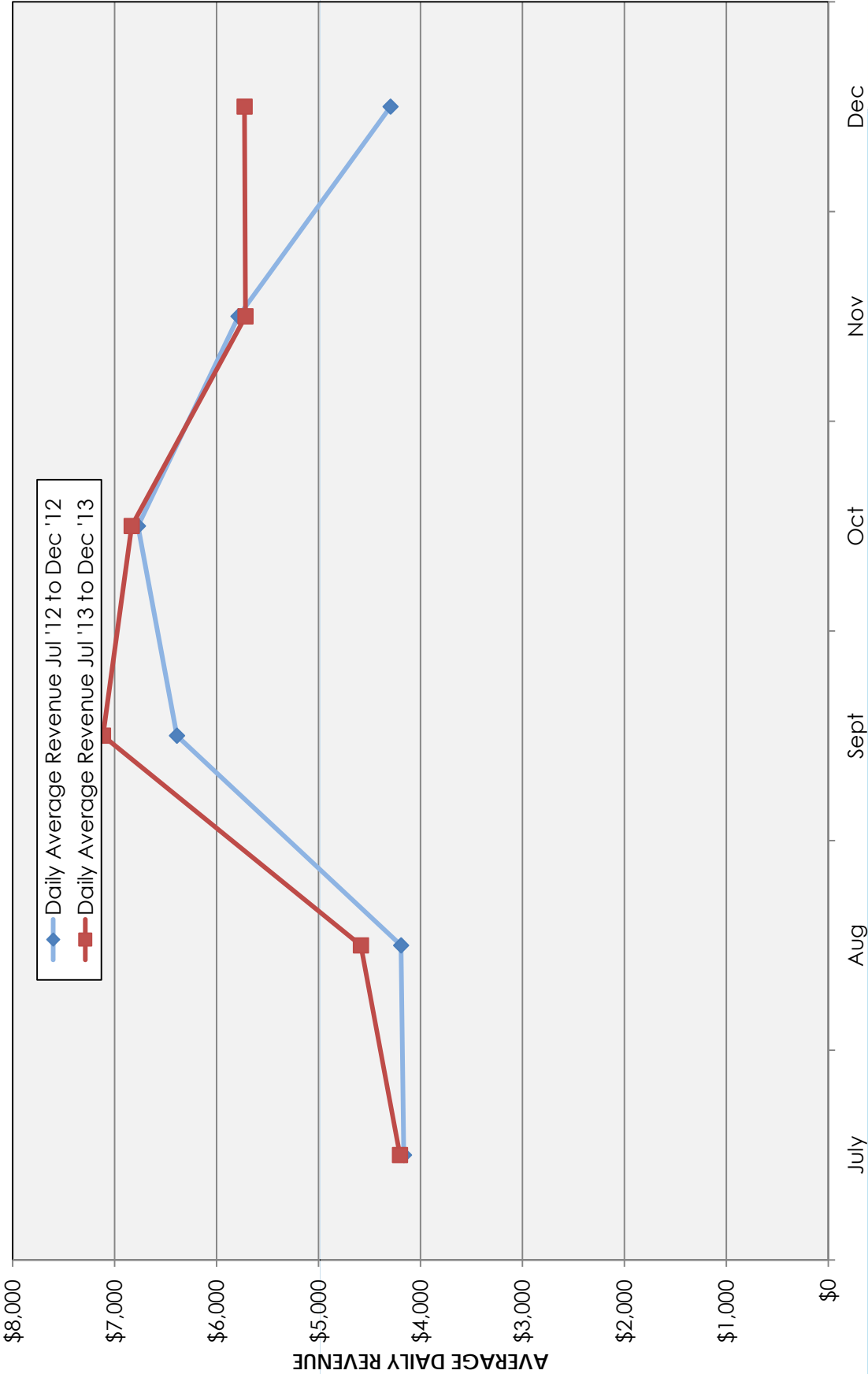
Average Daily Express Lane Revenue & Toll Trip Comparison



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



Average Daily Express Lane Revenue Comparison (Past 6 months)



Revenue (Estimated Gross vs. Forecasted)

Revenue in FY 2013/14
(July to December 2013)

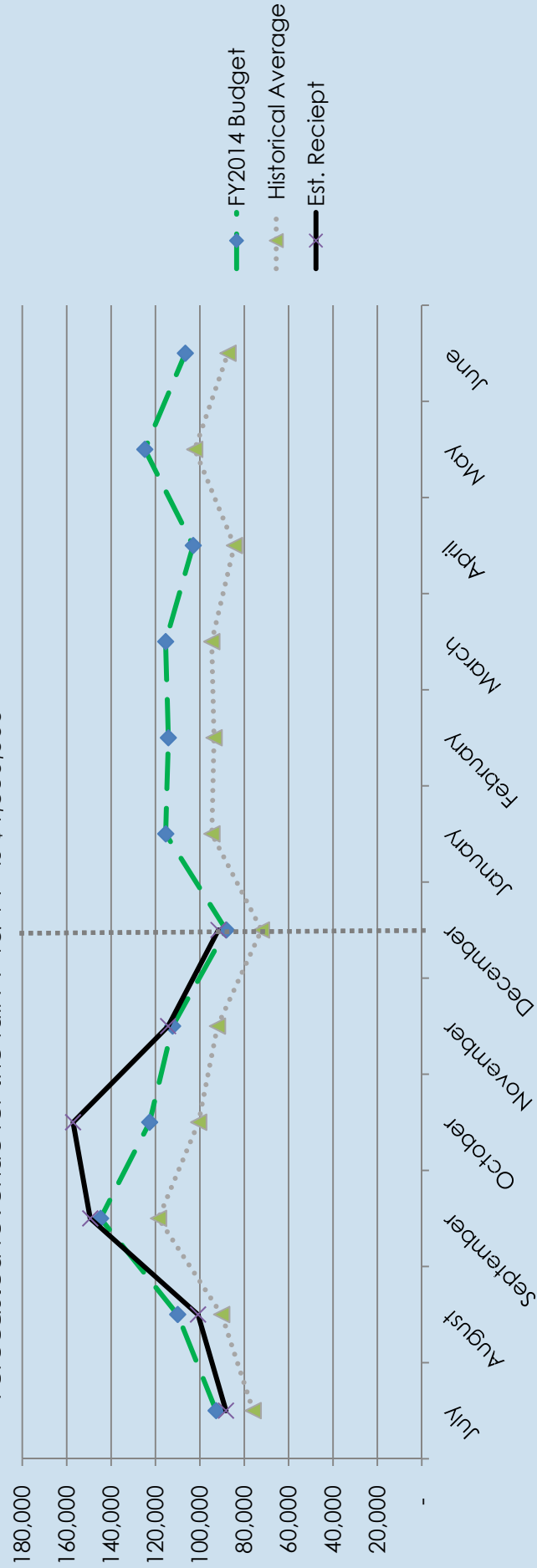
Estimated Gross Revenue

\$702,000

Forecasted*

\$671,000

* Forecasted revenue for the full FY 13/14 is \$1,350,000





Memorandum

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DATE: January 27, 2014

SUBJECT: I-680 Southbound Express Lane (APN 950.0): Amend Existing Service Agreement with CHP

RECOMMENDATION: Approve Amendment No. 3 to Service Agreement 10R390000 to extend the term of the agreement for two additional years and include required budget.

Summary

The Alameda CTC, acting as the managing agency of the Sunol JPA, operates and maintains the I-680 Southbound Express Lane to optimize the usage of existing freeway capacity to manage traffic congestion and provide safe and reliable travel for the traveling public. Since the opening of the facility, the California Highway Patrol (CHP) has been providing reimbursable patrol and enforcement services that are essential for safe and efficient operation of the Express Lane facility. The current CHP services agreement is expiring on June 30, 2014 and an extension of their service agreement will assure continued coverage in the facility.

Background

Since September 20, 2010, CHP has been providing traffic control and enforcement services to improve safety, deter toll evasion, and ensure proper use of the facility by the patrons. Their officers are routinely present in the corridor to pullover suspected toll violators in addition to enforce overall traffic safety within the toll facility. As a follow up to discussions in January 2014 JPA meeting, staff has begun to discuss alternative enforcement strategies with other regional partners and CHP. However, until such time a new strategy can be implemented, staff recommends that the term of existing services agreement is extended and additional budget is included for continued enforcement coverage beyond June 30, 2014.

The original agreement between the JPA and CHP was signed in August 2010 for traffic control services for patrol and enforcement of the facility, in the amount of \$368,653. Subsequently, the agreement was amended twice. In June 2011, Amendment No.1 was approved to extend the term of the agreement to June 30, 2012 and include additional budget of \$106,347. In June 2012, Amendment No. 2 was approved, providing an additional 2-year term extension for a total agreement value of \$825,000.

Based on the above discussions, staff recommends that the JPA Members authorize the Executive Director of Alameda CTC to amend the agreement with CHP (Agreement No. 10R390000), for extending the term of the agreement to June 30, 2016 and including additional compensation of an amount not to exceed \$450,000. Subject to approval of this amendment request, the overall not to exceed maximum budget for the services will be revised as \$1,275,000.

Fiscal Impact: Approval of the requested action will encumber \$450,000 of toll funds. Sufficient funds are available in project financial plans, and the necessary funds will be incorporated into the annual budget for fiscal years 2014/15 and 2015/16.

Staff Contact

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