



I-680 Sunol Smart Carpool Lane JPA Meeting
MINUTES OF JULY 09, 2012
OAKLAND, CALIFORNIA

The meeting was convened by the Chair, Supervisor Haggerty, at 9:30am

1 PLEDGE OF ALLEGIANCE

Supervisor Haggerty 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 July 09, 2012

Councilmember Harrison motioned to approve this Item. Supervisor Haggerty seconded the motion. The motion passed 4-0.

5 REGULAR MATTERS

5A. Southbound I-680 Express Lane (ACTIA No. 8A) – Review of Traffic Enforcement Issues and Strategies

Arun Goel presented a review of toll enforcement issues and proposed strategies to address these issues. Mr. Goel's presentation covered the different types of toll violations and enforcement issues, vehicle detection mechanisms for single occupancy vehicles and carpooled vehicles in the express lane. Lieutenant Boyd from the San Jose California Highway Patrol was also present to answer and vet questions. No major infrastructure modifications were suggested. Staff will continue to evaluate modifications to the vehicle code and legislation to develop an effective enforcement strategy, for consistent regional or statewide enforcement.

Mayor Hosterman wanted to know when the peak congestion days and times were. Mr. Goel informed the Committee that the peak time days are Tuesday- Thursday, but there has been an increase in congestion now that summer is over.

Supervisor Haggerty recognized and asked for a moment of silence for slain California Highway Patrol officer, Kenyon Youngstrom.

This Item was for information only.

5B. Southbound I-680 Express Lane – Review of Financial Breakeven Analysis

Kanda Raj reviewed the southbound I-680 Express Lane financial breakeven analysis. Based on current assumptions and available data, Mr. Raj indicated that the revenue received in fiscal year 2028/29, for the first time will exceed the costs associated with toll revenue

collection. To remain financially sustainable until fiscal year 2028/29, Mr. Raj recommend project subsidies and requested that the JPA endorse, for Alameda CTC approval, allocating an additional \$4.5 million in programmed Measure B funds for the project, allocating \$100,000/year from the Local Transportation Technology Program and, prioritizing and programming future state and local funds to the Project to pay for equipment and pavement rehabilitation costs.

Mayor Green motioned to endorse this Item. Mayor Hosterman seconded the request. The motion passed 5-0.

5C. Northbound I-680 Express Lane Project (ACTIA No. 8B) – Update on Environmental Scoping Meeting

Kanda Raj stated that in accordance with State CEQA requirements, scoping meetings are planned in early October to seek public input on the proposed improvements and to present the scope of the studies to be performed. The two meetings are being held in the City of Pleasanton and the City of Fremont.

This Item was for information only.

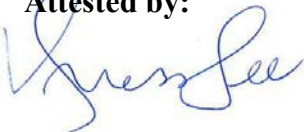
6 STAFF REPORTS (Verbal)

There were no staff reports.

7 ADJOURNMENT/NEXT MEETING: October 8, 2012

The meeting was adjourned at 10:40am. The next meeting is scheduled for October 08, 2012.

Attested by:



**Vanessa Lee
Clerk of the Commission**



Memorandum

DATE: September 26, 2012

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

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

SUBJECT: Southbound I-680 Express Lane (ACTIA No. 8A) – Review of the 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 update of the express lane operations. An updated September 2012 operations data will be presented at the October 8, 2012 JPA Board meeting. The presentation will briefly review the following key data:

- Average travel speed during morning commute hours,
- Average travel time during morning commute hours,
- Average daily express lane revenue & trip comparison (of past six months),
- Average daily express lane trip comparison (of 2011 and 2012 numbers), and
- Average daily express lane revenue comparison (of 2011 and 2012 numbers)

Discussion

The Southbound Interstate-680 (I-680) Express Lane, opened to traffic in September 2010, the first operational express lane facility in Northern California, and one of the few in the nation to have a shared toll and non-toll facility. This express lane facility spans over 14 miles from State Highway 84 in the vicinity of the City of Pleasanton to State Highway 237 in the City of Milpitas, admits toll-paying solo drivers in addition to carpoolers (who use the lane at no cost), which optimizes capacity; thereby reduces congestion and increases travel time reliability within this 14-mile corridor. Since the express lane facility opened to traffic, over 835,000 solo drivers have reached their destinations by traveling at speeds that are typically 10-15 miles per hour faster than motorists experience in the general purpose lanes during peak commute hours, without impacting carpooler drive times.

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 adopted published toll rate and the length of their trip, calculated by a computerized dynamic pricing model. The enforcement zone readers are not linked to the TDC and are used only as an aid to the CHP enforcement, by determining if a vehicle has a valid FasTrak® transponder.

Constructed within 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 systems from the System Integrator on April 30, 2012. The express lane has since moved into full operation and maintenance phase. Alameda CTC is currently negotiating a consultant contract to perform a post-implementation traffic study to analyze the operational and safety benefits of the express lane, and to compare the study results against the set performance matrix and pre-implementation traffic study, which was completed in April 2009. Based on the analysis, a final report will be prepared to the legislature.

Fiscal Impacts

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



Memorandum

DATE: September 26, 2012

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

FROM: Saravana Suthanthira, Senior Transportation Planner
Beth Walukas, Deputy Director of Planning

SUBJECT: **Southbound I-680 Express Lane (ACTIA No. 8A) - Review of the Status of the "After" Study**

Recommendation

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

Summary

The Alameda CTC is required to comply with statutory project evaluation requirements as part of administration and operations of the southbound I-680 Express Carpool Lane, which opened to traffic in September 2010. In Fall 2008, Alameda CTC collected the “Before” Study transportation data in the I-680 corridor before the construction and implementation of the southbound I-680 Express Lane occurred, and the results of the “Before” Study were finalized in a report entitled: *Alameda I-680 Express Carpool Lane Project – Before Study and Existing Conditions*, dated April 2009. In order to meet the three year requirement for an evaluation of operations and to report back to the Legislature on the demonstration project by June 30, 2013, transportation data needs to be collected in Fall 2012, the same season when the “Before” Study data was collected. A Request for Proposals was released on July 26, 2012 seeking professional services to conduct the “After” Study. Three proposals were received in response. Based on the review process, Kittelson Associates Inc. has been selected to conduct the study, and a contract is being executed. The study is scheduled to be completed by end of January 2013.

Discussion

The Alameda I-680 Express Carpool Lane Project – Before Study and Existing Conditions Report, dated April 2009, presents the goals, objectives and evaluation results for the I-680 Express Carpool Lane project pre-construction and operation (“Before” Study) and establishes procedures for an “After” Study to be completed no later than three years after the southbound I-680 Express Lane is open to traffic as required by AB 574 (Torrico). The southbound I-680 study corridor extends from SR 84 in Alameda County to SR 237 in Santa Clara County.

The goals of the before and after evaluation are to optimize the HOV/HOT lane usage to improve traffic throughput in the corridor, maintain service level C or better for all Express Lane users and improve highway and transit in the corridor with revenues generated. The Evaluation Plan identified in the “Before” Study describes data needed, performance measures and evaluation methods that were applied to the “Before” evaluation and will be applied to the “After” evaluation to determine how

well the goals are met. A control corridor, northbound I-680 between Alcosta Boulevard in San Ramon to Livorna Road in Alamo, was also defined in addition to the study corridor to help determine if any changes in travel behavior are due to the Express Lane or to other travel trends in the San Francisco Bay Area.

Based on the approval from the Commission at their meeting on July 26, 2012, a Request for Proposals was issued seeking professional consultant services to conduct the “After” Study. Three proposals were received in response. Based on the review process, Kittelson Associates, Inc. has been selected to perform the “After” Study, and a Notice to Proceed was issued on September 7, 2012. Alameda CTC is currently in the process of executing an agreement with the selected consultant. The “After” Study includes the evaluation of the performance of the southbound I-680 Express Lane consistent with the process identified in the “Before” Study and preparation of an Evaluation Report including preparing a report to the California Legislature.

Data Collection for the “After” Study is scheduled to begin upon receiving the encroachment permit from Caltrans, which is anticipated in the first two weeks of October, and after finalizing the contract. The evaluation will be completed by January 31, 2013 so that a report can be prepared and sent to the Legislature by June 30, 2013. The Evaluation Report will be presented to this Committee in February for approval of the Commission.

Fiscal Impacts

The budget for the I-680 Express Lane “After” Study is included in the Alameda CTC’s consolidated fiscal year 2012-2013 budget for an amount not to exceed \$180,000.



Memorandum

DATE: September 26, 2012

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

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

SUBJECT: **Northbound I-680 Express Lane (ACTIA No. 8B) – Review of the 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 currently underway. This staff report and presentation will briefly review the critical path schedule activities.

Discussion

The Northbound I-680 Express Lane Project (“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; and 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.

The project team is currently preparing both a Project Initiation Document (PID) and a Project Approval and Environmental Document (PA&ED) for the Project. In fall 2011, the design team began preparing a Project Study Report - Project Development Support (PSR-PDS, a type of PID) for the Project. A draft final PSR-PDS is pending approval by Caltrans ahead of anticipated completion date of November 2012. . The PA&ED phase scope of services also began in fall 2011 to prepare an Environmental Impact Report/Environmental Assessment (EIR/EA) for the Project. Engineering and environmental technical studies are well underway. The following are the critical items that are either recently completed or currently underway:

- Environmental technical studies are underway including the preparation of a full range of environmental technical reports, expected to be completed over the next three to six months.

- The geometric design for the Project has been developed and the coordination effort with the Caltrans District Design to obtain conceptual geometric approval is underway.
- Preliminary construction cost for a range of build alternatives is estimated at \$170 to \$280 million.
- Traffic operations analysis and revenue forecasting efforts are progressing, with draft reports anticipated in February 2013.
- Preliminary results of traffic operations, access types and limits of express lane will be evaluated in October 2012 by the project team.

Caltrans is the California Environmental Quality Act (CEQA) lead agency and has the delegation for the National Environmental Policy Act (NEPA). In accordance with State CEQA requirements, two public scoping meetings are planned for October 3rd and 4th of 2012, to seek public input on the proposed improvements and to present the scope of the studies to be performed. Meeting location information is summarized below:

Wednesday, October 3, 2012

Hearst Elementary School
5301 Case Avenue
Pleasanton, CA
(6:30 – 8:30 p.m.)

Thursday, October 4, 2012

Chadbourne Elementary School
801 Plymouth Ave
Fremont, CA 94539
(6:30 – 8:30 p.m.)

The 30-day comment period for environmental scoping review will end on October 16, 2012.

A draft Environmental Document (DED) is scheduled for release and general public and agency review in March 2014. Final project approval is expected in March 2015.

Fiscal Impacts

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