



I-680 SUNOL SMART CARPOOL LANE
JOINT POWERS AUTHORITY

MEETING NOTICE

Monday, September 10, 2012, 9:30 AM (Please Note Revised Starting Time)
1333 Broadway, Suite 300, Oakland, California 94612
(see map on last page of agenda)

Commission Chair
Mark Green, Mayor – Union City
Commission Vice Chair
Scott Haggerty, Supervisor – District 1

AC Transit
Greg Harper, Director

Alameda County
Supervisors
Richard Valle – District 2
Wilma Chan – District 3
Nate Miley – District 4
Keith Carson – District 5

BART
Thomas Blalock, Director

City of Alameda
Rob Bonta, Vice Mayor

City of Albany
Farid Javandel, Mayor

City of Berkeley
Laurie Capitelli, Councilmember

City of Dublin
Tim Sbranti, Mayor

City of Emeryville
Ruth Atkin, Councilmember

City of Fremont
Suzanne Chan, Vice Mayor

City of Hayward
Marvin Peixoto, Councilmember

City of Livermore
John Marchand, Mayor

City of Newark
Luis Freitas, Vice Mayor

City of Oakland
Councilmembers
Larry Reid
Rebecca Kaplan

City of Piedmont
John Chiang, Mayor

City of Pleasanton
Jennifer Hosterman, Mayor

City of San Leandro
Vacant

Executive Director
Arthur L. Dao

Chair: Scott Haggerty -- Alameda CTC
Vice Chair: Bill Harrison -- Alameda CTC
Members: Mark Green -- Alameda CTC
Jennifer Hosterman -- Alameda CTC
Gail Price -- Santa Clara VTA
Staff Liaison: Stewart D. Ng
Executive Director: Arthur L. Dao
Clerk of the Commission: Vanessa Lee

AGENDA

Copies of Individual Agenda Items are Available on the:
Alameda CTC Website -- www.AlamedaCTC.org

- 1 PLEDGE OF ALLEGIANCE
2 ROLL CALL
3 PUBLIC COMMENT
Members of the public may address the Board during "Public Comment" on any item not on the agenda. Public comment on an agenda item will be heard when that item is before the Board. Only matters within the Board's jurisdictions may be addressed. Anyone wishing to comment should make their desire known by filling out a speaker card and handing it to the Secretary. Please wait until the Chair calls your name. Walk to the microphone when called; give your name, and your comments. Please be brief and limit comments to the specific subject under discussion. Please limit your comment to three minutes.
4 CONSENT CALENDAR
4A. Approval of the Minutes of July 9, 2012– Page 1 A
5 REGULAR MATTERS
5A. Southbound I-680 Express Lane (ACTIA No. 8A) - Review of Traffic Enforcement Issues and Strategies – Page 5 I
5B. Southbound I-680 Express Lane – Review of Financial Breakeven Analysis – Page 7 I
5C. Northbound I-680 Express Lane Project (ACTIA No. 8B) – Update on Environmental Scoping Meeting – Page 11 I
6 COMMITTEE MEMBER REPORTS (Verbal)
7 STAFF REPORTS (Verbal)

**Key: A- Action Item; I – Information Item**

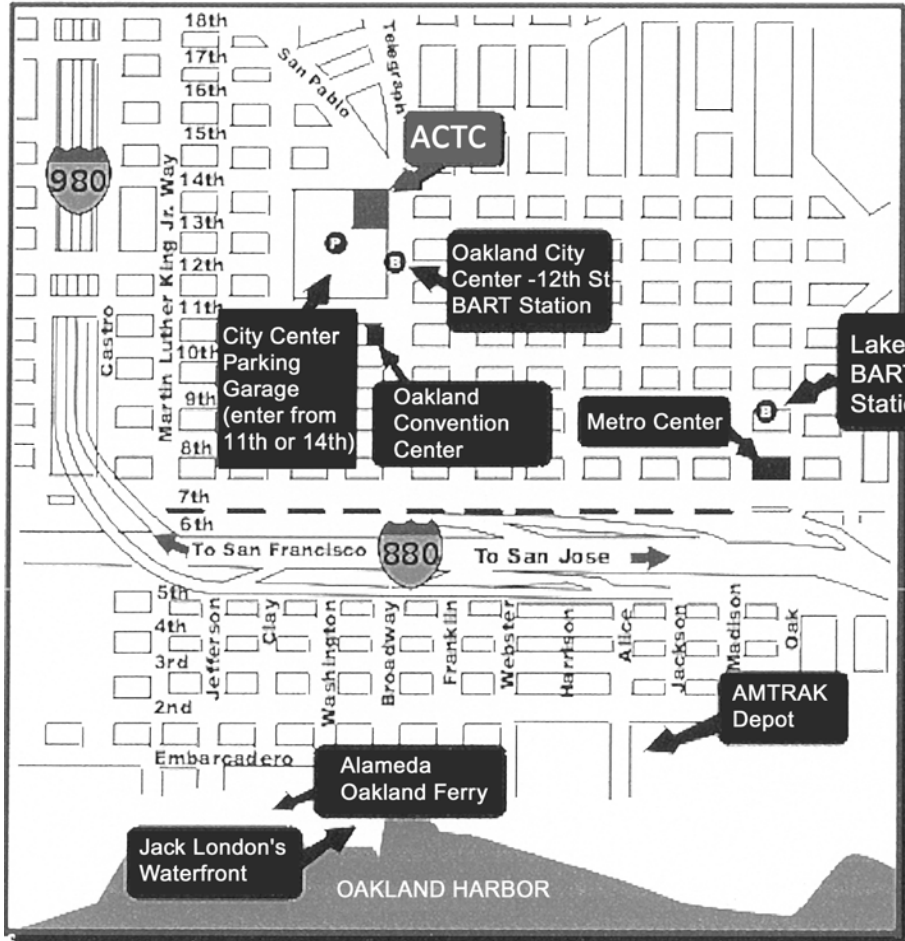
- (\*) Materials will be distributed at the meeting.
- (#) All items on the agenda are subject to action and/or change by the Board.

*PLEASE DO NOT WEAR SCENTED PRODUCTS SO INDIVIDUALS WITH  
ENVIRONMENTAL SENSITIVITIES MAY ATTEND*

*Alameda County Transportation Commission  
1333 Broadway, Suites 220 & 300, Oakland, CA 94612  
(510) 208-7400 (New Phone Number)  
(510) 836-2185 Fax (Suite 220)  
(510) 893-6489 Fax (Suite 300)  
[www.alamedactc.org](http://www.alamedactc.org)*

## Glossary of Acronyms

<b>ABAG</b>	Association of Bay Area Governments	<b>MTC</b>	Metropolitan Transportation Commission
<b>ACCMA</b>	Alameda County Congestion Management Agency	<b>MTS</b>	Metropolitan Transportation System
<b>ACE</b>	Altamont Commuter Express	<b>NEPA</b>	National Environmental Policy Act
<b>ACTA</b>	Alameda County Transportation Authority (1986 Measure B authority)	<b>NOP</b>	Notice of Preparation
<b>ACTAC</b>	Alameda County Technical Advisory Committee	<b>PCI</b>	Pavement Condition Index
<b>ACTC</b>	Alameda County Transportation Commission	<b>PSR</b>	Project Study Report
<b>ACTIA</b>	Alameda County Transportation Improvement Authority (2000 Measure B authority)	<b>RM 2</b>	Regional Measure 2 (Bridge toll)
<b>ADA</b>	Americans with Disabilities Act	<b>RTIP</b>	Regional Transportation Improvement Program
<b>BAAQMD</b>	Bay Area Air Quality Management District	<b>RTP</b>	Regional Transportation Plan (MTC's Transportation 2035)
<b>BART</b>	Bay Area Rapid Transit District	<b>SAFETEA-LU</b>	Safe, Accountable, Flexible, Efficient Transportation Equity Act
<b>BRT</b>	Bus Rapid Transit	<b>SCS</b>	Sustainable Community Strategy
<b>Caltrans</b>	California Department of Transportation	<b>SR</b>	State Route
<b>CEQA</b>	California Environmental Quality Act	<b>SRS</b>	Safe Routes to Schools
<b>CIP</b>	Capital Investment Program	<b>STA</b>	State Transit Assistance
<b>CMAQ</b>	Federal Congestion Mitigation and Air Quality	<b>STIP</b>	State Transportation Improvement Program
<b>CMP</b>	Congestion Management Program	<b>STP</b>	Federal Surface Transportation Program
<b>CTC</b>	California Transportation Commission	<b>TCM</b>	Transportation Control Measures
<b>CWTP</b>	Countywide Transportation Plan	<b>TCRP</b>	Transportation Congestion Relief Program
<b>EIR</b>	Environmental Impact Report	<b>TDA</b>	Transportation Development Act
<b>FHWA</b>	Federal Highway Administration	<b>TDM</b>	Travel-Demand Management
<b>FTA</b>	Federal Transit Administration	<b>TEP</b>	Transportation Expenditure Plan
<b>GHG</b>	Greenhouse Gas	<b>TFCA</b>	Transportation Fund for Clean Air
<b>HOT</b>	High occupancy toll	<b>TIP</b>	Federal Transportation Improvement Program
<b>HOV</b>	High occupancy vehicle	<b>TLC</b>	Transportation for Livable Communities
<b>ITIP</b>	State Interregional Transportation Improvement Program	<b>TMP</b>	Traffic Management Plan
<b>LATIP</b>	Local Area Transportation Improvement Program	<b>TMS</b>	Transportation Management System
<b>LAVTA</b>	Livermore-Amador Valley Transportation Authority	<b>TOD</b>	Transit-Oriented Development
<b>LOS</b>	Level of service	<b>TOS</b>	Transportation Operations Systems
		<b>TVTC</b>	Tri Valley Transportation Committee
		<b>VHD</b>	Vehicle Hours of Delay
		<b>VMT</b>	Vehicle miles traveled



**Directions to the Offices of the Alameda County Transportation Commission:**

**1333 Broadway, Suite 220  
Oakland, CA 94612**

**Public Transportation Access:**

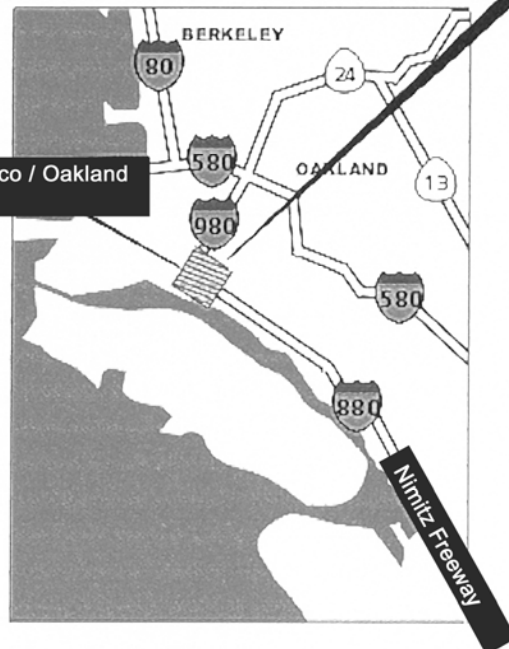
**BART:** City Center / 12<sup>th</sup> Street Station

**AC Transit:**

Lines 1,1R, 11, 12, 13, 14, 15, 18, 40, 51, 63, 72, 72M, 72R, 314, 800, 801, 802, 805, 840

**Auto Access:**

- Traveling South: Take 11<sup>th</sup> Street exit from I-980 to 11<sup>th</sup> Street
- Traveling North: Take 11<sup>th</sup> Street/Convention Center Exit from I-980 to 11<sup>th</sup> Street
- Parking: City Center Garage – Underground Parking, (Parking entrances located on 11<sup>th</sup> or 14<sup>th</sup> Street)



**Alameda County  
Transportation Commission  
1333 Broadway, Suite 220  
Oakland, CA 94612**



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 10:02am

**1 PLEDGE OF ALLEGIANCE**

Supervisor Haggerty led the pledge of allegiance.

**2 ROLL CALL**

Lee conducted a roll call in which a quorum was confirmed.

**3 PUBLIC COMMENT**

There were no public comments.

**4 CONSENT CALENDAR**

**4A Approval of the Minutes of June 11, 2012**

Mayor Green motioned to approve this Item. Councilmember Harrison seconded the motion. The motion passed 5-0.

**5 REGULAR MATTERS**

**5A. Express Lane Operations Update**

Kanda Raj reviewed a summary of the operations of the I-680 Express Lane through June 2012. The summary included average travel speed during morning commute hours, average travel time during morning commute hours, average daily express lane revenue & trip comparison, average monthly/daily express lane trip comparison, and an average monthly/daily express lane revenue comparison.

Supervisor Haggerty questioned if the toll monitoring software accounted for mid-week holiday analysis. Mr. Raj stated that the monitoring system was based on a complex algorithm, which did account for holidays.

This Item was for information only.

**5B. Approval of Issuance of a Request for Proposals (RFP) for the Southbound I-680 Express Lane Evaluation and Authorization to Negotiate and Execute a Contract**

Beth Walukas recommended that the JPA authorize staff to issue an RFP to conduct the After Study to evaluate performance of the Southbound I-680 Express Lane and report to the Legislature on findings, conclusions, and recommendations and Authorize staff to proceed with the contract procurement process to retain a consultant to provide professional services; and authorize the Executive Director, to negotiate and execute a professional services agreement in accordance with procurement procedures.

Ms. Walukas stated that within three years, since the express lane facility became operational, the Alameda CTC is required to comply with evaluation and legislative reporting requirements.

In order to meet the three year statute and to report back to the Legislature data needs to be collected in September/October 2012. The budget for study is included in the Alameda CTC's consolidated FY 2012-13 budget for an amount not to exceed \$180,000.

Mayor Green questioned if the consultant will provide findings and conclusions after the study is concluded. Ms. Walukas stated that Alameda CTC will vet findings and conclusions while the consultant will be responsible for support and research.

Mayor Green motioned to approve this Item. Councilmember Kallio seconded the motion. The motion passed 4-0.

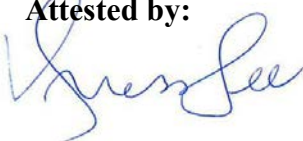
**6 STAFF REPORTS (Verbal)**

There were no staff reports.

**7 ADJOURNMENT/NEXT MEETING: September 10, 2012**

The meeting was adjourned at 10:25am. The next meeting is scheduled for September 10, 2012.

**Attested by:**



**Vanessa Lee**  
**Clerk of the Commission**



**SUNOL SMART CARPOOL LANE  
JOINT POWERS AUTHORITY GOVERNING BOARD**

July 09, 2012

Alameda County Transportation Commission  
Conference Room A & B, Third Floor  
1333 Broadway, Suite 300, Oakland, CA

JURISDICTION/AGENCY	COMMISSIONERS	Initials	ALTERNATES	Initials
Alameda County, District 1	Scott Haggerty, <b>Chair</b>	<i>SH</i>		
City of Fremont	William Harrison, <b>Vice Chair</b>	<i>WH</i>		
City of Union City	Mark Green			
City of Pleasanton	Jennifer Hosterman <i>Cheryl Cook - Radio</i>	<i>JH</i> <i>CC</i>	John Marchand (City of Livermore)	
Santa Clara VTA	Gail A. Price			
JURISDICTION/AGENCY	CONTACT NAME	Initials	CONTACT NAME	Initials
ALAMEDA CTC STAFF / CONSULTANTS	Arthur L. Dao, Executive Director	<i>AD</i>		
	Stewart Ng, Director of Programming and Project Management	<i>SN</i>		
	Patricia Reavey, Director of Finance			
	Kanda Raj, SSCLJPA Operations Manager			
	Christina Ramos, I-680 SSCLJPA Secretary <i>Nanessa Lee</i>	<i>CR</i>		
LEGAL COUNSELS	Zack Wasserman, WRBD			
	Pamela Schock Mintzer, WRBD			
	Neal Parish, WRBD	<i>NP</i>		
CALTRANS	Emily Landin -Lowe		Cristina Feraz	
OTHERS	<i>Beth Uklukas</i>	<i>BU</i>		

SUNOL SMART CARPOOL LANE  
JOINT POWERS AUTHORITY GOVERNING BOARD  
ROSTER OF ATTENDANCE  
July 09, 2012

NAME	JURISDICTION / AGENCY	TELEPHONE	E-MAIL
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Pieme Gould	MTC	510.817.5863	pgould@mtc.ca.gov
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ARUN GOEL	ACTC	510 208-7404	agoel@alamedactc.org
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RAMSEY HESSEN	URS	510-893-3600	RAMSEY_HESSEN@URS.COM
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CRISTINA FERRAZ	CALTRANS	510.286.3890	cristina-ferraz@dot.ca.gov
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## Memorandum

**DATE:** August 30, 2012

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

**FROM:** Stewart Ng, Deputy Director of Projects and Programming  
Arun Goel, Express Lane Operations Project Engineer

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

### Recommendation

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

### Summary

The purpose of this item is to provide the JPA Board with an update on tolling enforcement issues that were discussed at previous JPA meetings and our presently proposed strategies to address these issues.

This staff report and presentation will briefly review the following key areas:

- Vehicle detection mechanism for single occupancy vehicles and carpoled vehicles within the express lane;
- Type of toll violation and key enforcement issues. There are categories of violation that may result from non-intentional behaviors but from other external factors such as condition of equipment and users' familiarity of the facility;
- Strategies and associated issues for addressing enforcement including automated violation enforcement and potential legislative avenues; and,
- Recommended practical next steps.

### Background/ Discussion

The Southbound I-680 Express Lane opened to traffic in September 2010, the first operational express lane facility in Northern California, and among a few across the nation to have a shared toll and non-toll facility. The I-680 Express Lane spans 14 miles from Highway 84 in the vicinity of the City of Pleasanton to Highway 237 in the City of Milpitas. Constructed within restricted right-of-way, the shared facility has no physical barrier between the General Purpose Lanes and the Express Lane, but separated by only 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 Project has since moved into full operation and maintenance phase.

The Express Lane allows carpool users to travel free of charge and charges a toll for single occupancy vehicles to use the excess capacity in the Express Lane. The vehicle violation enforcement of the Express Lane is performed by the California Highway Patrol (CHP) with an estimated FY 2012/13 budget of \$175,000.

Currently, the I-680 Express Lane has FasTrak® readers at five locations: 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 toll 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.

The observed vehicle violation enforcement issues on the facility are: crossing of the double white line, avoiding the toll readers, straddling double white lines, travelling in the toll lane without FasTrak® transponders, placement of the transponder within the vehicle or travelling with weak transponder battery, and metallic coating on the windshield of particular vehicle models. Based on continued discussions with partnering agencies, various strategies are being evaluated, among which are: implement automated violation enforcement, modify the vehicle code through legislation, and implement minor infrastructure modifications.

Due to costs implications and/or budget constraints, no major infrastructure modifications are suggested at this time. Since this is a pilot project, additional coordination with partnering agencies, evaluation of strategies proposed on other similar facilities, collection and analysis of additional traffic/revenue data are necessary prior to implementing major facility enhancements. Furthermore, evaluation of the vehicle code and/or soliciting new legislation may be warranted to develop an effective enforcement strategy, to be enforced at a regional or statewide level.

### **Fiscal Impact**

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



**Memorandum**

**DATE:** August 30, 2012

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

**FROM:** Stewart Ng, Director of Projects and Programming  
Kanda Raj, Operations and Maintenance Manager

**SUBJECT:** **Southbound I-680 Express Lane -- Review of Financial Breakeven Analysis**

**Recommendation**

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

**Background/Discussion**

As part of the JPA's adoption of the FY 2012-13 operating budget in May of this year, the JPA requested staff to conduct a financial breakeven analysis for the operation of the I-680 Southbound Express Lane (the Project). Staff has conducted a breakeven analysis based current information and assumptions and the results are included in this staff report.

The breakeven analysis is based on the following assumptions:

1. In addition to the available near-term projected cash, approximately \$2 million in allocated project funds are available to offset costs in the upcoming years;
2. The usage demand and revenue will continue to grow in the I-680 corridor as projected in the most regional traffic/revenue analysis;
3. An annual cost escalation of two per cent;
4. Staffing efficiencies will help lower management costs over time;
5. An additional \$4.5 million in programmed local funds for the I-680 Improvements (in the current Measure B Expenditure Plan) will be used to subsidize the continued operations of the facility, in addition to appropriate and eligible account from the Vehicle Registration Fees funds. Allocation of these funds are subject to the future actions of the Alameda County Transportation Commission;
6. The Project will include a carryover reserve funds in the amount of \$500,000 to pay for future pavement rehabilitation and any necessary capital replacement;
7. No additional reserve funds will be set aside until there is a positive cash flow;
8. Future equipment/pavement rehabilitation costs will be funded by other state and local funds for the next two 10-year rehabilitation cycles. These funds are assumed to likely to come from the Alameda County share of the State Transportation Improvement Program (STIP).

The availability of these STIP funds for this purpose is subject to a future action of the Alameda County Transportation Commission and the California Transportation Commission (CTC)

9. Revenues from future toll increases are not considered in the analysis to allow for a conservative snapshot of the financials to be obtained.

Based on data currently available and the assumptions listed above, the revenue received in FY 28/29 will equal or exceed the costs associated with toll revenue collection. (See Attachment A.) In order to remain financially sustainable until FY 28/29, the Project will require subsidies as outlined above in the assumptions.

Though this breakeven analysis is only to provide information to the JPA, Staff is asking for the JPA's endorsement to seek the approval of the Alameda CTC, in the future, to:

1. Allocate an additional \$4.5 million in programmed Measure B funds to the Project. This future action will be consistent with the 2000 Measure B Expenditure Plan and will have no adverse impacts to the delivery of any other capital projects in the Expenditure Plan;
2. Allocate \$100,000/year from the Local Transportation Technology Program of the Vehicle Registration Fee funds (less than 1% of VRF revenues) to the Project over the shortfall period; and,
3. Prioritize and program future state and local funds to the Project to pay for anticipated equipment and pavement rehabilitation costs.

Opportunities to realize the benefits of cost sharing with other express lane facilities (economies of scale) will be explored when the implementation plan for the other regional express lane projects is solidified. In addition, ways to minimize revenue leakage will be carefully evaluated for an effective implementation of vehicle violation enforcement.

### **Fiscal Impact**

Sufficient funding capacity exists in Project Financial Plan and Vehicle Registration Program to subsidize project costs until FY 28/29, without harming other planned projects. The future state and local fund programming commitment for the future facility rehabilitation will potentially have priority over other future needs in the County.

### **Attachment**

Attachment A: Southbound I-680 Express Lane - Financial Breakeven Analysis

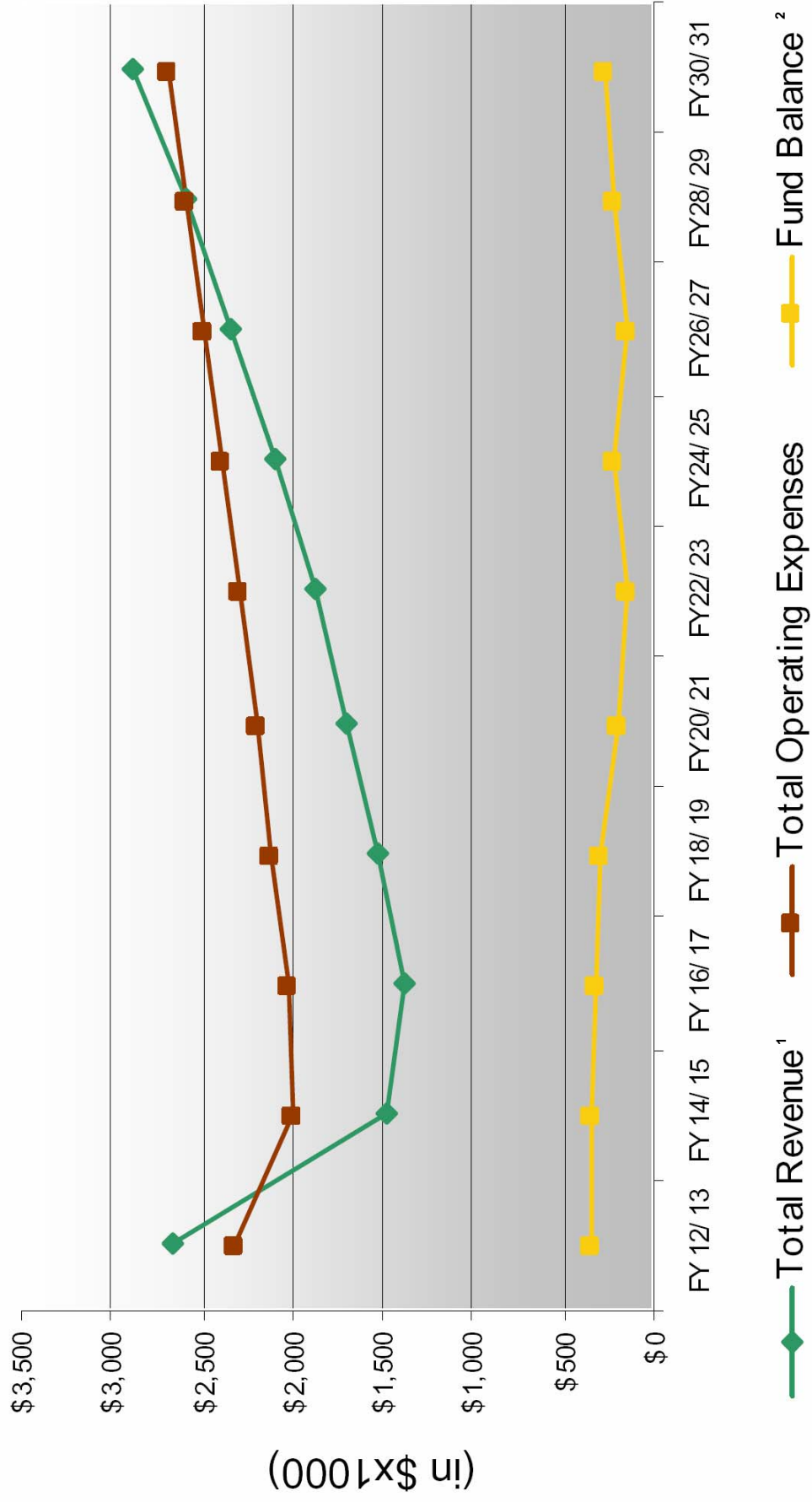
# Southbound I-680 Express Lane – Financial Breakeven Analysis

	FY 12/13	FY 14/15	FY 16/17	FY 18/19	FY 20/21	FY 22/23	FY 24/25	FY 26/27	FY 28/29	FY 30/31
<b>TOTAL REVENUE*<sup>1</sup></b>	\$2,667	\$1,474	\$1,368	\$1,522	\$1,694	\$1,885	\$2,098	\$2,335	\$2,598	\$2,892
<b>TOTAL OPERATING EXPENSES*</b>	\$2,316	\$2,002	\$2,032	\$2,114	\$2,199	\$2,288	\$2,381	\$2,478	\$2,579	\$2,684
<b>Ending Fund Balance *<sup>2</sup></b>	\$ 351	\$ 338	\$ 329	\$ 307	\$ 202	\$ 143	\$ 215	\$ 156	\$ 210	\$ 278

(\* = \$x1000)

- 1 - Includes project funds through FY 14/15
- 2 - Includes assumed project subsidies from FY 14/15 through FY 28/29

# Southbound I-680 Express Lane – Financial Breakeven Analysis



1 - Includes project funds through FY 14/15

2 - Includes assumed project subsidies from FY 14/15 through FY 28/29



**Memorandum**

**DATE:** August 30, 2012

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

**FROM:** Stewart Ng, Deputy Director of Projects and Programming  
Kanda Raj, Operations and Maintenance Manager

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

**Recommendation**

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

**Background/Discussion**

The Northbound I-680 Express Lane Project (“Project”) will widen I-680 from State Route 237 (SR 237) to SR 84 in Santa Clara and Alameda Counties to construct a northbound HOV/Express Lane on I-680 to 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 preliminary engineering and environmental technical studies began in late 2011 for the preparation of the Environmental Impact Report/Environmental Assessment (EIR/EA) for the Project. 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, public scoping meetings are planned in early October 2012, to seek public input on the proposed improvements and to present the scope of the studies to be performed. Since the project extends for nearly 15 miles through several jurisdictions, the Project Development Team (PDT) proposes to conduct two public scoping meetings, one in the City of Pleasanton and the other in the City of Fremont. Meeting information is summarized below:

**Wednesday, October 3rd, 2012**

**6:30 – 8:30 p.m.**

Hearst Elementary School  
5301 Case Avenue  
Pleasanton, CA 94566

**Thursday, October 4th, 2012**

**6:30 – 8:30 p.m.**

Chadbourne Elementary School  
801 Plymouth Ave  
Fremont, CA 94539

**Fiscal Impact**

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

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