



1. Pledge of Allegiance

2. Roll Call

A roll call was conducted. All members were present with the exception of

3. Public Comment

There were no public comments.

4. Consent Calendar

4.1. Approve the April 10, 2017 I-680 Sunol Smart Carpool Lane Joint Powers meeting minutes.

Commissioner Haggerty moved to approve the Consent Calendar. Commissioner seconded the motion. The motion passed with the following roll call votes:

Yes: Mei, Haggerty, Haubert, Diep

No: None

Abstain: Thorne

Absent: None

5. Regular Matters

5.1. Approve the I-680 Sunol Smart Carpool Lane Draft Budget for FY2017-18.

Patricia Reavey recommended the Authority approve the Sunol Smart Carpool Lane FY2017-18 Draft Budget. She noted that the draft budget is a balanced, sustainable budget, and that the express lane is no longer dependent on grant funds for its solvency. In keeping with recommended best practices, the draft budget accounts for a set aside of funds in the net position for future maintenance needs in order for the operations of the Sunol Smart Carpool Lane to remain sustainable. Patricia stated that the draft budget contains a projected roll forward net position of \$4.3 million from FY2016-17, projected toll revenues of \$2.2 million, operating expenses of \$2.2 million, and depreciation expense of \$159.9 thousand for a projected ending net position of \$4.2 million.

Commissioner Haubert moved to approve this item. Commissioner Haggerty seconded the motion. The motion passed with the following roll call votes:

Yes: Thorne, Mei, Haggerty, Haubert, Diep

No: None

Abstain: None

Absent: None

5.2. Approve the Sunol Smart Carpool Lane Statement of Revenues and Expenses as of March 31, 2017.

Patricia Reavey recommended the Authority approve the Sunol Smart Carpool Lane Statement of Revenues and Expenses as of March 31, 2017. She stated that, as of March 31, 2017, net toll and other revenue was \$1,582,744 or 0.5 percent more than projected revenues and expenses totaled \$1,332,441, or 15.4 percent less than budget, which results in an increase to net position of \$250,303. This surplus is mostly due to actual expenses coming in lower than projections. As of March 31, 2017, the Sunol Smart Carpool Lane had cash and investments totaling \$3.3 million. Patricia also stated that the Sunol Smart Carpool Lane JPA is in a strong position compared to budget after the third quarter of the fiscal year and remains sustainable.

Commissioner Mei moved to approve this item. Commissioner Haggerty seconded the motion. The motion passed with the following roll call votes:

Yes: Thorne, Mei, Haggerty, Haubert, Diep
No: None
Abstain: None
Absent: None

5.3. Approve and authorize the Executive Director to execute the amended Memorandum of Understanding with members of the California Toll Operators Committee.

Liz Rutman recommended that the Authority approve and authorize the Executive Director to execute the Amended Memorandum of Understanding (MOU) with the other Members Agencies of California Toll Operators (CTOC). The Alameda County Transportation Commission (Alameda CTC) has been participating in CTOC as the managing agency for the Sunol Smart Carpool Lane Joint Powers Authority (Sunol JPA). The MOU was adopted in 2011 by the member agencies of CTOC. The CTOC Executive Committee has proposed amendments to the CTOC MOU. Approval of the amended MOU will effectively assign Alameda CTC as the one Member Agency representing both Alameda CTC and Sunol JPA with full voting privileges.

Commissioner Haggerty asked what is the advantage of being a CTOC member. Liz stated that the JPA and Alameda CTC will get an opportunity to make decisions on interoperability and tolling policies.

Commissioner Haggerty asked how staff will communicate to the I-580 PC what happens at the committee meeting. Liz stated that Alameda CTC would like to be a member representing themselves as opposed to representing the Sunol JPA. Art mentioned that Alameda CTC is the managing agency for the Sunol JPA and staff would report to the committee on CTOC meetings at the Sunol JPA.

Commissioner Haggerty moved to approve this item. Commissioner Haubert seconded the motion. The motion passed with the following roll call votes:

Yes: Thorne, Mei, Haggerty, Haubert, Diep
No: None
Abstain: None
Absent: None

5.4. Status update on the operation of the I-680 Southbound Express Lane.

Liz Rutman provided an update on the operation of the I-680 Southbound Express Lane as of March 2017. She covered average toll trip data and roadway segment speeds and corridor performance information. Liz reviewed average speeds and density, toll rates during operational hours and corridor heat maps. She concluded the update by reviewing estimated versus forecasted revenue for FY2016-17.

Commissioner Haggerty asked how many people pay \$9 toll. Liz stated that she that number was not readily available and she was unsure if that information was obtainable.

Commissioner Haggerty requested more information on hardware failure. Liz stated that there was a hardware failure in February in which traffic data was lost.

Commissioner Haubert stated that trips and revenue are increasing and how much of the increased revenue is based on traffic versus pricing. Liz stated that there was no increase on the cap on the system until Jan 2017, the more trips means higher pricing based on the congestion.

Commissioner Mei asked can we capture data from other segments of the corridor. Liz stated that the current system configuration is based on three segments of the lane and there are limitations to the amount of analysis that can be done in the lane.

Commissioner Mei asked are there any methods we are using to back-up hardware. Liz stated that IT team corrected the hardware failure and the data is pulled monthly.

This item was for information only.

5.5. Monthly status update of the I-680 Northbound Express Lane Project.

Trinity Nguyen presented a monthly status update on the I-680 Northbound Express Lane project. She covered project implementation and reviewed key achievements as well as anticipated activities over the next three months.

Commissioner Haggerty asked how much of the construction will be done at night. Trinity stated that the vision is to keep all the lanes open during night work. She stated that staff intends to review the construction contract with the commission.

Commissioner Haggerty asked will there be a bonus for a contractor who can get the lane completed and opened early. Trinity stated that the current proposal that will go out includes contractor incentives, which are usually based on the contractor being able to improve on the schedule which leads to cost savings.

This item was for information only.

6. Committee Member Report

There were no committee member reports.

7. Staff Reports

There were no staff reports.

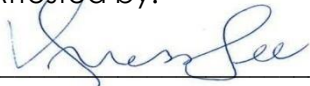
8. Adjournment/ Next Meeting

The next meeting is:

Date/Time: Monday, June 12, 2017 at 9:30a.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: June 5, 2017

SUBJECT: I-680 Sunol Smart Carpool Lane JPA FY2017-18 Proposed Budget

RECOMMENDATION: Approve the I-680 Sunol Smart Carpool Lane JPA Proposed Budget for FY2017-18.

Summary

The proposed Sunol Smart Carpool Lane JPA FY2017-18 budget reflects a sustainable, balanced budget utilizing toll revenues to fund total operating expenses. In keeping with recommended best practices, the proposed budget accounts for a set aside of funds in the net position for future maintenance needs in order for the operations of the Sunol Smart Carpool Lane to remain sustainable. In addition, the Sunol Smart Carpool Lane JPA strives to maintain an unrestricted net position of at least one year's worth of expenses in order to mitigate risk and ensure sufficient liquidity for operations.

The proposed budget contains a projected roll forward net position of \$4,323,685 from FY2016-17, which will be updated at mid-year with the actual net position from the FY2016-17 audited financial report. It also includes projected toll revenues of \$2,200,000 which is a 5 percent increase over revenues projected for FY2016-17. Unrestricted net assets rolled forward from FY2016-17 and revenues for the current fiscal year, together, provide projected available resources of \$3,933,976 for FY2017-18.

The proposed FY2017-18 operating expense budget is \$2,200,000 which will be funded with current year toll revenues from the Sunol Smart Carpool Lane. This proposed budget is successful in having the Sunol Smart Carpool Lane operating expenses fully funded by toll revenues projected for the current fiscal year.

The projected net position balance at the end of FY2017-18 is \$4,163,753 comprised of \$1,500,000 reserved for operations and maintenance, \$1,429,777 invested in capital assets and \$1,233,976 of unrestricted assets. The reserve for operations and maintenance in net position has increased by \$500,000 in the budget for FY2017-18. This reserve is in line with best practices to ensure sustainability when maintenance and repairs are needed.

Background

All funding in the proposed budget is projected to come from toll revenues projected for the current fiscal year. This demonstrates a sustainable budget for the Sunol Smart Carpool Lane JPA. Last fiscal year, FY2016-17, was the first fiscal year in which the Sunol Smart Carpool Lane JPA was successful in adopting a budget that allowed for all operating expenses to be paid with current year toll revenues, and the practice continues for the FY2017-18 budget. It will be important to continue to set aside funds for maintenance in future years in order for the operations of the Sunol Smart Carpool Lane to remain sustainable.

Fiscal Impact: The fiscal impact of approving the FY2017-18 proposed budget will be to provide additional resources of \$2,200,000 and authorize operating expenses of \$2,200,000, which along with projected depreciation would reflect an overall decrease in net position of \$159,932 for a projected ending net position balance of \$4,163,753 and a projected ending unrestricted net asset balance of \$1,233,976.

Attachment

- A. I-680 Sunol Smart Carpool Lane JPA Fiscal Year 2017-18 Proposed Budget

Staff Contacts

[Patricia Reavey](#), Deputy Executive Director of Finance and Administration

[Seung Cho](#), Director of Budgets and Administration

**Sunol Smart Carpool Lane JPA
Fiscal Year 2017-18
Proposed Budget**

	FY 2016-17 Adopted Budget	FY 2017-18 Proposed Budget
Beginning Net Position	\$ 4,543,427	\$ 4,323,685
Operating Revenues:		
Toll Revenue	2,100,000	2,200,000
Total Operating Revenues	2,100,000	2,200,000
Operating Expenses:		
Normal Operations and Maintenance (Consultant)	850,000	850,000
Alameda CTC Operations and Management	300,000	300,000
Revenue Collection Fees (BATA)	300,000	300,000
Enforcement (CHP)	212,500	225,000
Express Lane Operations Monitoring Technicians	-	140,000
Alameda CTC Administration	55,000	55,000
Insurance	45,000	45,000
IT Support	35,000	45,000
Utilities	25,000	30,000
Normal Express Lane Maintenance (Caltrans)	25,000	25,000
Miscellaneous	25,000	25,000
Legal	25,000	10,000
Project Controls	150,000	-
System Manager/Operations Support	10,000	-
Public Outreach / Education	5,000	-
Contingency	37,500	150,000
Total Operating Expenses	2,100,000	2,200,000
Operating Surplus/(Deficit)	-	-
Other Expenses:		
Depreciation Expense	219,742	159,932
Projected Ending Net Position	\$ 4,323,685	\$ 4,163,753
Net Position		
Reserved for Operations & Maintenance:		
Capital Replacement and Modernization	1,000,000	1,500,000
Pavement Resurfacing and Rehabilitation		
Major Civil Infrastructure Repair		
Invested in Capital Assets	1,589,709	1,429,777
Unrestricted	1,733,976	1,233,976
Total Net Position	\$ 4,323,685	\$ 4,163,753

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Memorandum

5.2

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DATE: June 5, 2017

SUBJECT: I-680 Sunol Southbound Express Lane (PN 1408.000): Monthly Operations Update

RECOMMENDATION: Receive a status update on the operation of 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 a Monthly Operation Update of the existing I-680 Southbound Express Lane facility for April 2017. See Attachment A for express lane operation limits.

The April 2017 operations report indicates that the express lane facility continues to provide travel time savings and travel reliability along the corridor. Express lane users experienced average speeds up to 16 mph higher than the general purposes lanes and lesser average lane densities than the general purpose lanes during the morning commute hours.

Background

The I-680 Sunol Southbound Express Lane spans approximately 14 miles from SR 84 near Pleasanton to SR 237 in the City of Milpitas. See Attachment A for express lane operation limits. Motorists using the express lane benefit from travel time savings and travel reliability as the express lane optimizes the corridor capacity by providing a new choice to drivers. Single occupancy vehicles (SOVs) have the option to pay a toll and travel within the express lane, while carpool, clean-air vehicles, motorcycles, and transit vehicles enjoy the benefits of toll-free travel in the express lane. 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.

An All Electronic Toll (AET) collection method has been employed to collect tolls. Toll rates are calculated based on real-time traffic conditions (speed and volume) in express and general purposes lanes and can change as frequently as every three minutes. California Highway Patrol (CHP) officers provide enforcement services and the California Department of Transportation (Caltrans) provides roadway maintenance services through reimbursable service agreements.

April 2017 Operations Update: Over 76,000 express lane toll trips with FasTrak® toll tags were recorded during operational hours in April. Along with the HOV-eligible users, these express lane users generally experience higher speeds and lesser lane densities than the general purpose lanes. Lane density is measured by the number of vehicles per mile per lane and reported as Level of Service (LOS). LOS is a measure of freeway performance based on vehicle maneuverability and driver comfort levels, graded on a scale of A (best) through F (worst).

Table 1 summarizes the speed differentials and LOS at three segments during the morning commute hours in April.

Table 1. Speed Differentials and Level of Service for April 2017
Morning Commute (5 AM – 11 AM)

Express Lane Segment	Speed Differential Range (mph)	Average Speed Differential (mph)	Average Express Lane LOS	Average General Purpose Lane LOS
North (Andrade Rd to Washington Blvd)	6 – 11	9	B	C
Central (Washington Blvd to SR 262)	11 – 16	12	B	C
South (SR 262 to Calaveras Rd)	8 – 11	10	A	A

Attachment B presents the speed and density heat maps for the I-680 corridor during operational hours for the six-month period from November 2016 – April 2017. These heat maps are a graphical representation of the overall performance of the express lane corridor, showing the average speeds and densities along the corridor throughout the day for both the express and general purpose lanes, and are used to evaluate whether the express lane is meeting both federal and state performance standards. From November through April, the average speeds in the express lane ranged from 60 to 70 mph during the morning commute hours (5 am to 11 am) with lower speeds occurring between Andrade Road and Sheridan Road; average speeds throughout the rest of the day exceeded 70 mph. The express lane operated at LOS C or better at all times, with LOS C occurring during the morning commute hours between Andrade Road and Sheridan Road, and for a short period of time between SR 238 and AutoMall Parkway. By comparison, the general purpose lanes experienced average speeds as low as 40 mph and LOS D throughout portions of the corridor.

Table 2 presents the maximum posted toll rates to travel the entire southbound express lane corridor and the average toll assessed to non-HOV users. Toll rates are dynamically adjusted based on congestion in the corridor; higher toll rates are typically observed during mid-week commute hours; lower rates are typically observed on Fridays.

Table 2. Toll Rate Data for April 2017

Month	Maximum Posted Toll (Travel Entire Corridor)	Average Assessed Toll (All Trips)
April	\$8.75	\$1.94

The forecasted revenue is approximately 10 percent higher than the average of the three prior years of operations. The estimated gross revenue generated from the I-680 express lanes in fiscal year 2016/17 is \$1.72 million, which is 0.1% less than was forecasted.

Fiscal Impact: There is no fiscal impact.

Attachments

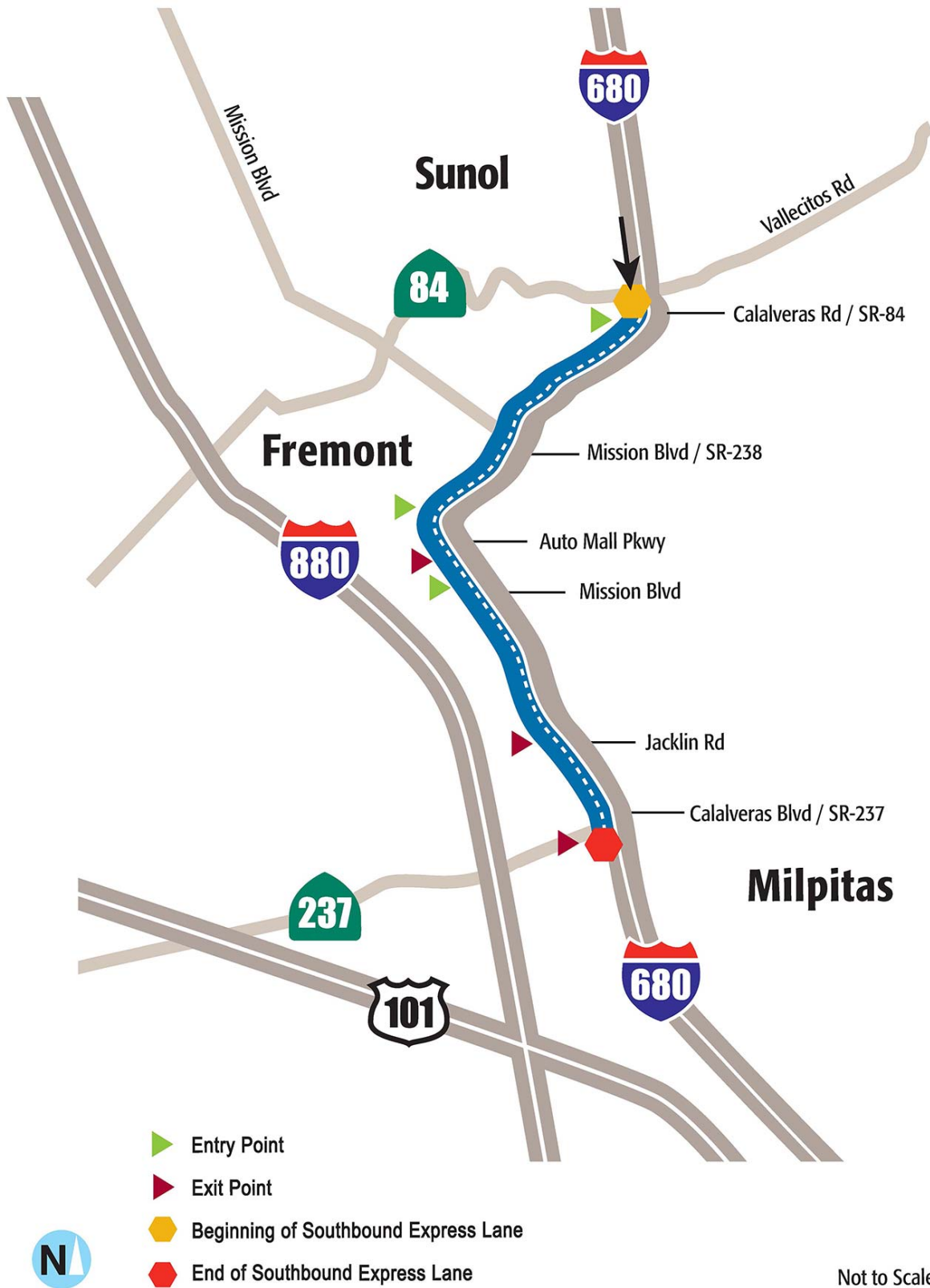
- A. I-680 Southbound Express Lane Location Map
- B. I-680 Southbound Corridor Heat Maps November 2016 – April 2017

Staff Contact

[Liz Rutman](#), Express Lanes Operations and Maintenance Manager

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Sunol I-680 Southbound Express Lane Location Map

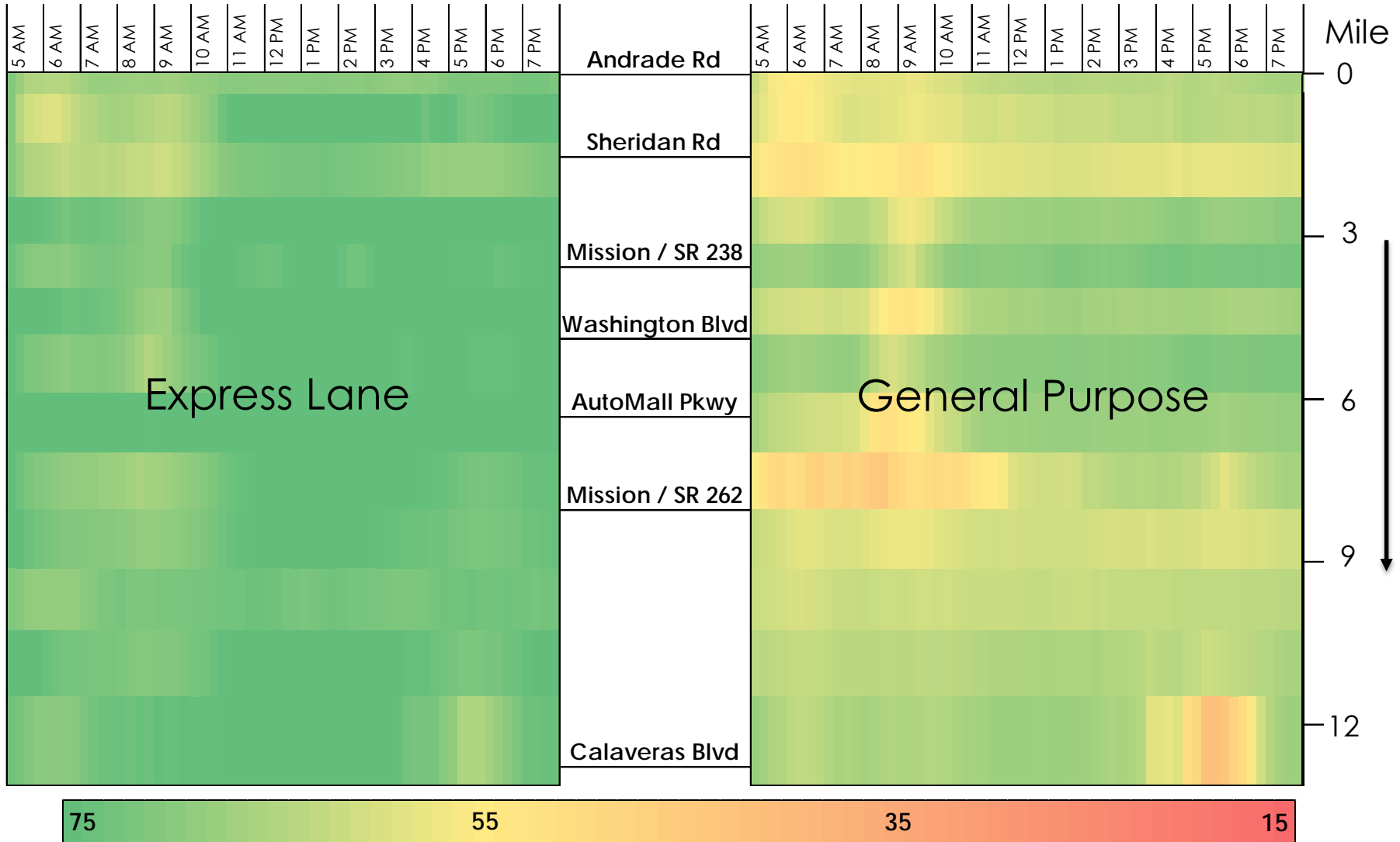


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Average Speed Heat Map

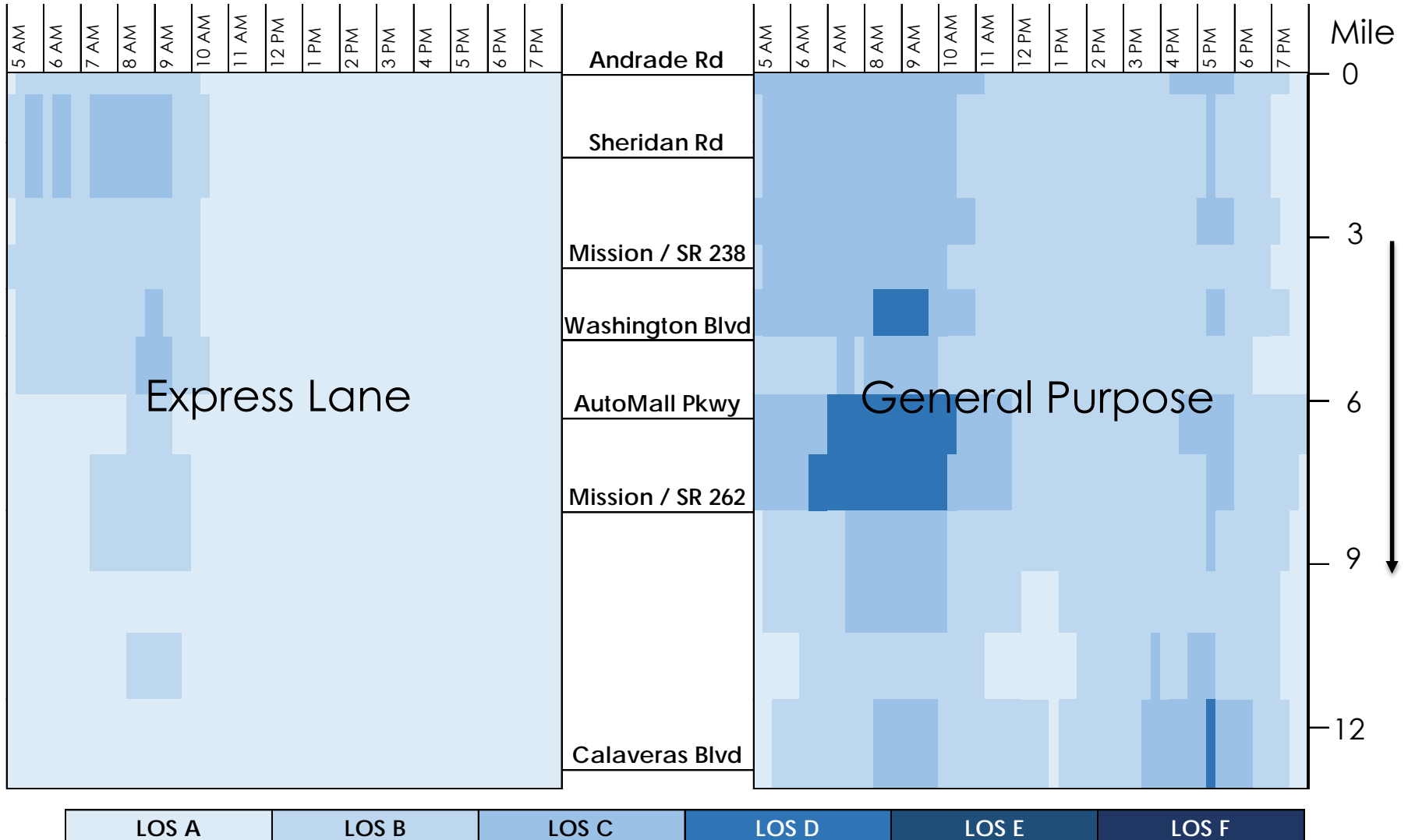
5.2B

Monday-Friday, November 2016 – April 2017 (Feb 1-19 unavailable)



Average Density Heat Map

Monday-Friday, November 2016 – April 2017 (Feb 1-19 unavailable)





Memorandum

5.3

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PH: (510) 208-7400

www.AlamedaCTC.org

DATE: June 5, 2017

SUBJECT: I-680 Northbound Express Lane (PN 1369.000): Monthly Status Update

RECOMMENDATION: Monthly status update of 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 14-mile long northbound High Occupancy Vehicle (HOV)/Express Lane in the corridor. The project will be implemented with a phased approach focused on providing immediate operational benefits within current projected funding availability. The I-680 Northbound Express Lane - Phase 1 (Phase 1) project, will provide an initial 9-mile HOV/Express Lane segment on northbound I-680 between south of Auto Mall Parkway and SR 84. The purpose of this item is to provide the Commission with a monthly status update on the project development and implementation activities which are either completed or planned for the Phase 1 project.

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 to construct a 14-mile long northbound HOV/Express Lane in the corridor. The project will provide a number of benefits including: 1) enhanced mobility by reducing traffic congestion; 2) reduced travel time and improved travel reliability; and 3) reduced congestion related accidents, thereby enhancing safety. The Express Lane facility will maximize available HOV lane capacity by offering solo drivers the choice to pay an electronic toll to access the lane, while regular carpool/carpool eligible users continue to use the lane at no cost.

Currently, there is heavy afternoon congestion on I-680 Northbound from Scotts Creek Boulevard to Andrade Road. Traffic studies have confirmed that it is caused by two bottleneck locations affecting northbound I-680 between SR 237 and SR 84 during weekday evening commutes between 2pm and 7pm. The bottlenecks occur near Washington Boulevard and at the lane drop at the truck scales (located between Sheridan Road and Andrade Road). The Phase 1 project will provide an initial 9-mile segment of new HOV/Express Lane from south of Auto Mall Parkway to SR 84 to eliminate the bottlenecks and alleviate much of the daily traffic congestion.

The Project Approval and Environmental Document (PA&ED) for the overall project was completed in July 2015. In December 2015, WMH Corporation was selected to prepare the civil design. In June 2016, Kapsch TrafficCom Transportation NA, Inc. was selected to provide Toll System Integration Services. The following is a detailed discussion of work in progress and/or upcoming major tasks.

Project Implementation Approach

Alameda CTC, in partnership with Caltrans, is the implementing agency for preliminary engineering, environmental studies, design, right-of-way acquisition, and utility relocation. For the construction phase, Alameda CTC is the project sponsor and Caltrans is the implementing agency that will administer the construction of the Phase 1 project.

The approved Environmental Document and Project Report (PA&ED documents) included studies and analysis for construction of both the full project limits (SR 237 to SR 84) and an initial segment (south of Auto Mall Parkway to SR 84). The initial segment (Phase 1 project) is focused on providing immediate operational benefits within currently available funding. During development of the Phase 1 project, staff identified and implemented several geometric refinements to reduce costs and minimize environmental impacts.

To provide consistency in the tolling access configuration between I-680 northbound (NB) and southbound (SB) express lanes, the existing SB controlled access tolling configuration is being converted to an open access configuration. The I-680 SB tolling access conversion work is being incorporated into the Phase 1 project. In the interest of expediting important improvements for the public, Alameda CTC and Caltrans have agreed to incorporate a pavement rehabilitation project into the Phase 1 project.

Project activities already completed and anticipated over the next three months:

- Preliminary tolling zone configuration and associated signing locations determined. Continue to finalize configuration of tolling facility (on-going).
- Continue preliminary toll system design and coordinate with civil design for construction staging/sequencing (on-going).
- Continue to coordinate with PG&E, AT&T and Comcast regarding power and communication service connection needs (on-going).
- Final Plans, Specification & Estimate (PS&E) package submitted to Caltrans marking completion of the final civil design.
- Work with the Consultant design team and Caltrans to complete activities necessary to secure permits/agreements required for Ready to List (RTL) milestone (June 2017)
 - Final Lake or Streambed Alteration Agreement received from the California Department Fish & Wildlife –completed February 2017.
 - The species mitigation agreement with the Ohlone West Conservation Bank– completed March 2017.
 - A License Agreement for a temporary construction agreement from the San Francisco Public Utility Commission approved – May 2017.

- An Incidental Take Permit (ITP) received from the California Department Fish & Wildlife – May 2017.
- Locate an off-site planting site for riparian trees.
- Six of the eight parcels required for the project have been acquired. For the remaining two parcels, the first has obtained a Resolution of Necessity (RON) and the order of possession is pending; for the second parcel, a RON hearing is scheduled for action by the California Transportation Commission (CTC) in June, and if secured and order of possession would be anticipated in early 2018.
- A cooperative agreement with Caltrans for the construction phase approved – May 2017.
- Initiated advanced tree removal contract (May 2017) and tree removal expected between October 2017 and February 2018, within time window allowed by permits.
- Alameda CTC is holding a Contractor's Outreach event to encourage prime contractors and toll system specialty contractors to team and bid on the contract when advertised by Caltrans on June 13, 2017.

The Phase 1 schedule is as follows:

Complete Final Design (PS&E)	May 2017
Ready To List (RTL)	June 2017
CTC Vote SHOPP funds	June 2017
Construction contract advertisement	July 2017
Construction	late 2017 - late 2019
Toll System Installation	mid 2019- late 2019
Testing	late 2019/early 2020
Express Lane opening	late 2019/early 2020

Fiscal Impact: There is no fiscal impact.

Staff Contact

[Trinity Nguyen](#), Director of Project Delivery

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