



Meeting Notice

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

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Executive Director

Arthur L. Dao

I-680 Sunol Smart Carpool Lane Joint Powers Authority

Monday, May 11, 2015, 9:30 a.m.

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

Mission Statement

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

Public Comments

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

Recording of Public Meetings

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

Reminder

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

Glossary of Acronyms

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

Location Map

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

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



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

Accessibility

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



Meeting Schedule

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

Paperless Policy

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

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I-680 Sunol SMART Carpool Lane Joint Powers Authority Meeting Agenda Monday, May 11, 2015, 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 Jerry Thorne, City of Pleasanton

Vice Chair: Mayor David Haubert, City of Dublin

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

Staff Liaison: Kanda Raj

Executive Director: Arthur L. Dao

Clerk: Vanessa Lee

4. Consent Calendar

Page A/I

4.1. [April 13, 2015 I-680 Sunol SMART Carpool Lane JPA Meeting Minutes](#)

1 A

Recommendation: Approve the April 13, 2015 meeting minutes.

5. Regular Matters

5.1. [Sunol SMART Carpool Lane Statement of Revenues and Expenses as of March 31, 2015](#)

3 A

Recommendation: Approve the Sunol SMART Carpool Lane Statement of Revenues and Expenses as of March 31, 2015.

5.2. [I-680 Sunol SMART Carpool Lane JPA Draft FY2015-16 Draft Proposed Budget](#)

11 A

Recommendation: Approve the I-680 Sunol SMART Carpool Lane JPA Draft Proposed Budget for FY2015-16.

5.3. [I-680 Southbound Express Lane Operations \(PN 950.0\): Terminate Professional Services Agreement No. A08-001 and Execute New Professional Services Agreement with Electronic Transaction Consultants Corporation](#)

17 A

Recommendation: Approve and authorize the Executive Director to:

- 1) Terminate Professional Services Agreement No. A08-001 with Electronic Transaction Consultants Corporation (ETCC) on June 30, 2015; and
- 2) Execute a new Professional Services Agreement with ETCC for Operations and Maintenance, and Capital Improvement services for a not-to-exceed amount of \$3,100,000, subject to I-680 Sunol SMART Carpool Lane Joint Powers Authority approval of FY 2015-16 Operating Budget.

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

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

31 I

6. Committee Member Reports (Verbal)

7. Staff Reports (Verbal)

8. Adjournment

Next Meeting: June 8, 2015

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



I-680 Sunol SMART Carpool Lane Joint Powers Authority Meeting Minutes Monday, April 13, 2015, 9:30 a.m.

4.1

1111 Broadway, Suite 800, Oakland, CA 94607

PH: (510) 208-7400

www.AlamedaCTC.org

1. Pledge of Allegiance

2. Roll Call

A roll call was conducted. All members were present with the exception of Jason Baker from VTA.

3. Public Comment

There were no public comments.

4. Consent Calendar

4.1. March 9, 2015 I-680 Sunol SMART Carpool Lane JPA Meeting Minutes

4.2. I-680 Sunol SMART Carpool Lane JPA Annual Report

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

5. Regular Matters

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

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

This item was for information only.

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

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

Commissioner Haggerty wanted to know the data source for the historical traffic speed trends. Saravana Suthanthira stated that traffic data comes from the LOS monitoring which pulls from several sources including phone GPS and data from other transit agencies.

Commissioner Haggerty requested that the traffic speed data be broken down by month and day. Art Dao stated that staff will solicit travel information from other agencies and attempt to capture that information.

This item was for information only.

6. Committee Member Reports

There were no committee member reports.

7. Staff Reports

There were no staff reports.

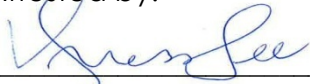
8. Adjournment/ Next Meeting

The next meeting is:

Date/Time: Monday, May 11, 2015 @ 9:30 a.m.

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

Attested by:



Vanessa Lee,
Clerk of the Commission



Memorandum

5.1

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: May 4, 2015

SUBJECT: Sunol SMART Carpool Lane Statement of Revenues and Expenses as of March 31, 2015

RECOMMENDATION: Approve the Sunol SMART Carpool Lane Statement of Revenues and Expenses as of March 31, 2015.

Summary

This financial report summarizes expenses related to the Sunol SMART Carpool Lane through March 31, 2015. Net toll revenue was \$1,472,195 or 135.5 percent of projected toll revenue through the third quarter of FY2014-15. Measure B Grant Revenue from Alameda CTC's I-680 Southbound HOT Lane Project (Project) was \$283,036, or 62.9 percent of projected grant revenue. Also included as other revenue is an insurance settlement of \$21,380 for total operating revenues of \$1,776,611. Expenses through the third quarter totaled \$1,392,152, or 13.7 percent less than budget, which results in an increase to net position of \$384,459. This surplus is mostly due to toll revenues coming in higher than budgeted.

Background

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. The FY2014-15 budget approved by the JPA Board in June 2014 included approximately \$1,450,000 of toll revenues, \$600,000 of grant revenues and \$2,150,000 of operating expenses with an overall operating deficit of \$101,000 and a projected ending Net Position of approximately \$3,150,000. The approved budget reflects the subsidy of operations that the Sunol SMART Carpool Lane JPA continues to receive from Alameda CTC Project grant funds.

To assist in understanding the Statement of Revenues and Expenses, staff has included a spreadsheet which summarizes costs by funding source (Attachment B).

Fiscal Impact: There is no fiscal impact.

Attachments

- A. Sunol SMART Carpool Lane Statement of Operating Revenues and Expenses as of March 31, 2015
- B. Sunol SMART Carpool Lane Statement of Capital Revenues and Expenses as of March 31, 2015

C. Sunol SMART Carpool Lane Operating Expenses by Fund Source as of March 31, 2015

Staff Contact

[Patricia Reavey](#), Director of Finance

[Lily Balinton](#), Accounting Manager

SUNOL SMART CARPOOL LANE
Statement of Operating Revenues and Expenses
As of March 31, 2015

| <u>OPERATING REVENUES</u> | YTD Actuals | YTD Budget | % Used | Variance |
|--------------------------------------|------------------------|-----------------------|-------------------|-----------------|
| Toll Revenue | 1,472,195 | 1,086,750 | 135.5% | 385,445 |
| Measure B Grants | 283,036 | 450,000 | 62.9% | (166,964) |
| Other Income | 21,380 | - | - | 21,380 |
| Total Operating Revenues: | 1,776,611 | 1,536,750 | 115.6% | 239,861 |
| <u>OPERATING EXPENSES</u> | | | | |
| Operations & Maintenance Contract | 579,368 | 600,000 | 96.6% | (20,632) |
| Revenue Collection Fees | 207,270 | 206,250 | 100.5% | 1,020 |
| CHP Enforcement | 168,750 | 168,750 | 100.0% | - |
| Alameda CTC Operations | 135,028 | 150,000 | 90.0% | (14,972) |
| Express Lane Maintenance (Caltrans) | 93,750 | 93,750 | 100.0% | - |
| Project Management/Controls | 46,923 | 75,000 | 62.6% | (28,077) |
| IT Support | 52,467 | 56,250 | 93.3% | (3,783) |
| Insurance | 47,384 | 52,500 | 90.3% | (5,116) |
| System Manager/Operations Support | 15,000 | 37,500 | 40.0% | (22,500) |
| Alameda CTC Administration | 18,699 | 37,500 | 49.9% | (18,801) |
| Marketing/Public Outreach | - | 37,500 | 0.0% | (37,500) |
| Other Consultant Costs | - | 30,000 | 0.0% | (30,000) |
| Legal Fees | 9,672 | 18,750 | 51.6% | (9,078) |
| Miscellaneous | 9,065 | 18,750 | 48.3% | (9,685) |
| Utilities | 8,776 | 15,000 | 58.5% | (6,224) |
| Contingency | - | 15,000 | 0.0% | (15,000) |
| Total Operating Expenses: | 1,392,152 | 1,612,500 | 86.3% | (220,348) |
| Operating Surplus (Deficit) | 384,459 | (75,750) | | |
| <u>Net Position</u> | | | | |
| Beginning of year | 3,869,996 | | | |
| Net Position as of March 31, 2015 | <u>\$ 4,254,455</u> | | | |

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SUNOL SMART CARPOOL LANE
Statement of Capital Revenues and Expenses
As of March 31, 2015

| | YTD Capital Actuals | YTD Budget | % Used | Variance |
|---|---------------------------|---------------|-----------|-------------|
| <u>CAPITAL REVENUES</u> | | | | |
| Capital Grants | - | 1,050,000 | 0.0% | (1,050,000) |
| Total Capital Revenues: | - | 1,050,000 | 0.0% | (1,050,000) |
| <u>CAPITAL EXPENSES</u> | | | | |
| Automated Toll Violation Enforcement System | - | 1,050,000 | 0.0% | (1,050,000) |
| Total Capital Expenses: | - | 1,050,000 | | (1,050,000) |
| Capital Surplus (Deficit) | - | - | | |
| <u>Net Position</u> | | | | |
| Beginning of year | - | | | |
| Net Position as of March 31, 2015 | <u>\$ -</u> | | | |

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**SUNOL SMART CARPOOL LANE
OPERATING EXPENSES BY FUND SOURCE
As of March 31, 2015**

| | Operating Expenses | Operating Expenses by --- Revenues Source --- | |
|-------------------------------------|-------------------------------|--|-------------------------------|
| | | ACCMA Capital Grants | Operating Revenues |
| Operations & Maintenance Contract | \$ 579,368 | \$ - | \$ 579,368 |
| Revenue Collection Fees | 207,270 | - | 207,270 |
| CHP Enforcement | 168,750 | - | 168,750 |
| Alameda CTC Operations | 135,028 | - | 135,028 |
| Express Lane Maintenance (Caltrans) | 93,750 | 93,750 | - |
| Project Management/Controls | 46,923 | 46,923 | - |
| IT Support | 52,467 | 52,467 | - |
| Insurance | 47,384 | 47,384 | - |
| System Manager/Operations Support | 15,000 | 15,000 | - |
| Alameda CTC Administration | 18,699 | - | 18,699 |
| Marketing/Public Outreach | - | - | - |
| Other Consultant Costs | - | - | - |
| Legal Fees | 9,672 | 9,672 | - |
| Miscellaneous | 9,065 | 9,065 | - |
| Utilities | 8,776 | 8,776 | - |
| Contingency | - | - | - |
| Total Operating Expenses | \$ 1,392,152 | \$ 283,037 | \$ 1,109,115 |

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Memorandum

5.2

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: May 4, 2015

SUBJECT: I-680 Sunol SMART Carpool Lane JPA FY2015-16 Draft Proposed Budget

RECOMMENDATION: Approve the I-680 Sunol SMART Carpool Lane JPA Draft Proposed Budget for FY2015-16.

Summary

The proposed FY2015-16 budget reflects a budgeted roll forward net position balance of \$3,530,392 from FY2014-15, which will be updated at mid-year with the actual net position from the FY2014-15 audited financial report. It also includes projected toll revenues of \$1,700,000 which is a 17.3 percent increase over revenues projected for FY2014-15. Unrestricted net assets and revenues, together, provide available resources of \$5,529,166 for FY2015-16.

The proposed FY2015-16 operating expense budget is \$2,560,000 which will be funded with \$1,950,000 of current and prior year toll revenues from the Sunol SMART Carpool Lane and \$610,000 of Measure B grant funds (see Attachment B). If Measure B capital grant funding was not available to subsidize operating costs in FY2015-16, the operating deficit would be \$860,000, indicating that in future years toll revenues would need to grow or expenses would need to decrease significantly before the Sunol SMART Carpool Lane would be considered sustainable.

The proposed capital expense budget is \$2,100,000 which will be funded with 2000 Measure B grant funds, \$1,400,000 of which was unspent and rolled forward from FY2014-15. The scope of the automated toll violation enforcement system project, which will effectively deter toll violations, includes revisions to signage to provide a consistent driver experience between the I-680 and I-580 Express Lanes and implementation of a new disaster recovery infrastructure that will support recovery of traffic and revenue data, in the event of any natural disaster. This capital budget will be maintained as a rolling capital budget in which any unused budget authority will be automatically rolled forward to the next fiscal year. Additional budget authority will be requested on an as needed basis, by project, identifying both the additional budget amount needed and the funding source or sources.

The projected net position balance at the end of FY2015-16 is \$3,064,833. It is comprised of \$500,000 reserved for future toll system, software and hardware replacement and roadway rehabilitation, \$1,695,667 of capital assets and \$869,166 of unrestricted net assets.

Background

Staff has included a schedule which reflects the funding source intended to be utilized for each expense line item in the proposed budget (Attachment B). This schedule is intended to assist in understanding the continued subsidy received by the Sunol SMART Carpool Lane JPA from the ACCMA I-680 Southbound HOT Lane Project in order to remain sustainable.

Fiscal Impact: The fiscal impact of the FY2015-16 proposed budget would be to provide additional resources of \$3,010,000 and authorize operating and additional capital expenses of \$3,475,559 including depreciation, which would reflect an overall decrease in net position of \$465,559 for a projected ending net position balance of \$3,064,833 and a projected ending unrestricted net asset balance of \$869,166.

Attachments

- A. I-680 Sunol SMART Carpool Lane JPA Fiscal Year 2015-16 Draft Proposed Budget
- B. I-680 Sunol SMART Carpool Lane JPA Fiscal Year 2015-16 Draft Proposed Operating Expense by Fund Source

Staff Contact

[Patricia Reavey](#), Director of Finance

[Arun Goel](#), Express Lane Operations

**Sunol SMART Carpool Lane JPA
Fiscal Year 2015-16
Draft Proposed Budget**

| | FY 2014-15 Adopted Budget | FY 2015-16 Proposed Budget |
|---|---------------------------------|----------------------------------|
| Beginning Net Position | \$ 3,869,996 | \$ 3,530,392 |
| Operating Revenues: | | |
| Toll Revenue | 1,449,000 | 1,700,000 |
| Alameda CTC Grants | 600,000 | 610,000 |
| Total Operating Revenues | 2,049,000 | 2,310,000 |
| Operating Expenses: | | |
| Operations and Maintenance contract | 800,000 | 1,000,000 |
| Revenue Collection Fees | 275,000 | 350,000 |
| CHP Enforcement | 225,000 | 225,000 |
| Alameda CTC Operations | 200,000 | 100,000 |
| Express Lane Maintenance (Caltrans) | 125,000 | 125,000 |
| Contingency | 20,000 | 125,000 |
| Project Management/Controls | 100,000 | 225,000 |
| Marketing/Public Outreach | 50,000 | 100,000 |
| IT Support | 75,000 | 75,000 |
| Alameda CTC Administration | 50,000 | 50,000 |
| Insurance | 70,000 | 50,000 |
| Other Consultant Costs | 40,000 | 20,000 |
| Legal | 25,000 | 25,000 |
| Miscellaneous | 25,000 | 25,000 |
| Utilities | 20,000 | 25,000 |
| System Manager/Operations Support | 50,000 | 40,000 |
| Total Operating Expenses | 2,150,000 | 2,560,000 |
| Operating Surplus/(Deficit) | (101,000) | (250,000) |
| Other Expenses: | | |
| Depreciation Expense | 238,604 | 215,559 |
| Capital Revenues: | | |
| Alameda CTC Capital Grants | 1,400,000 | 700,000 |
| Alameda CTC Capital Grants rolled from Prior Year | - | 1,400,000 |
| Total Capital Revenues | 1,400,000 | 2,100,000 |
| Capital Expenses: | | |
| Automated Toll Violation Enforcement System | - | 700,000 |
| Unspent Automated Toll Violation Enforcement System | 1,400,000 | 1,400,000 |
| Total Capital Expenses | 1,400,000 | 2,100,000 |
| Other Expenses: | | |
| Depreciation Expense | | |
| Projected Ending Net Position | \$ 3,530,392 | \$ 3,064,833 |
| Net Position | | |
| Reserved for (maintenance): | | |
| Toll System/Software/Hardware Replacement | 300,000 | 300,000 |
| Roadway Rehabilitation | 200,000 | 200,000 |
| Invested in Capital Assets | 1,911,226 | 1,695,667 |
| Unrestricted | 1,119,166 | 869,166 |
| Total Net Position | \$ 3,530,392 | \$ 3,064,833 |

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**Sunol SMART Carpool Lane JPA
Fiscal Year 2015-16
Draft Proposed Budget
Operating Expenses by Fund Source**

| | Operating Expenses | Operating Expenses by Revenues Source | |
|-------------------------------------|-------------------------------|--|-------------------------|
| | | Alameda CTC Grants | Toll Revenue |
| Operations and Maintenance contract | \$ 1,000,000 | \$ - | \$ 1,000,000 |
| Revenue Collection Fees | 350,000 | - | 350,000 |
| CHP Enforcement | 225,000 | - | 225,000 |
| Alameda CTC Operations | 100,000 | - | 100,000 |
| Express Lane Maintenance (Caltrans) | 125,000 | 125,000 | - |
| Contingency | 125,000 | 125,000 | - |
| Project Management/Controls | 225,000 | 100,000 | 125,000 |
| Marketing/Public Outreach | 100,000 | - | 100,000 |
| IT Support | 75,000 | 75,000 | - |
| Alameda CTC Administration | 50,000 | - | 50,000 |
| Insurance | 50,000 | 50,000 | - |
| Other Consultant Costs | 20,000 | 20,000 | - |
| Legal | 25,000 | 25,000 | - |
| Miscellaneous | 25,000 | 25,000 | - |
| Utilities | 25,000 | 25,000 | - |
| System Manager/Operations Support | 40,000 | 40,000 | - |
| Total Operating Expenses | \$ 2,560,000 | \$ 610,000 | \$ 1,950,000 |

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Memorandum

5.3

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: May 4, 2015

SUBJECT: I-680 Southbound Express Lane Operations (PN 950.0) – Terminate Agreement No. A08-001 and Execute New Professional Services Agreement with Electronic Transaction Consultants Corporation

RECOMMENDATION: Approve and authorize the Executive Director to:

- 1) Terminate Agreement No. A08-001 with Electronic Transaction Consultants Corporation on June 30, 2015; and
- 2) Execute a new Agreement with Electronic Transaction Consultants Corporation for Operations and Maintenance, and Capital Improvement services for a not-to-exceed amount of \$3,100,000, subject to I-680 Sunol Smart Carpool Lane Joint Powers Authority approval of FY 2015-16 Operating Budget.

Summary

The Southbound I-680 Express Lane Project ("Project") opened to traffic in September 2010. The Alameda CTC, as the managing agency of the I-680 Sunol Smart Carpool Lane Joint Powers Authority (Sunol JPA) accepted the final systems for electronic toll system/system integration on April 30, 2012. The Project has since moved into the operation and maintenance phase. The fiscal year (FY) 2015-16 will be the fourth year when the toll funds will support a significant portion of the Project's operating expenses, while part of the operating expenses and all of the capital improvements will be subsidized by Project grant funds (2000 Measure B). This staff report describes the need to terminate the current agreement and enter into a new agreement that supports improved technology and operations of the express lane.

Background

In 2008, Alameda CTC (formerly ACCMA) retained Electronic Transaction Consultants Corporation (ETCC) to provide electronic toll system (ETS)/system integration services, including planning, design, and development/installation of software and hardware to implement toll system for the Project. In addition to the services listed, the consultant service Agreement (A08-001) included 1-year warranty period services and three 1-year optional maintenance services for the facility operation. The Project's ETS design, development and installation were funded by a mixture of federal, state and local funds. Federal and state funds were expended prior to the final system acceptance (on April 30, 2012, as listed above) and closed out by summer 2012.

Due to the unique elements of the technology infrastructure associated with the express lanes project it is customary in the toll industry to assume that the software and the associated integration of the hardware are proprietary to a toll operator (ETCC) and are considered specialty products, customized to incorporate the agency's toll policies and business rules.

Since the Project opened to traffic in September 2010, ETCC, as the agency's toll operator, has been providing field operations and maintenance (O&M) support services that include field preventive and routine maintenance services for the ETS equipment, back office technical support for hardware and software, and software licensing to operate the express lane. Per the direction of the Sunol JPA, the I-680 Southbound express lane will be modified to incorporate the same tolling equipment as planned for the I-580 express lanes to ensure consistency in express lane technology and use by commuters. Due to the new elements, it is recommended that the existing contract be terminated and a new one entered into with the same vendor to ensure seamless continuity for O&M services while the new elements are added to the corridor.

The following describes the history of the agreements and the new elements that will be added to the contract: Since its inception, the Agreement (A08-001) has been amended twice, in May 2013 and June 2014 to include scope and budget for continued O&M services. In the June 2014 amendment, the Program and Projects Committee (PPC) approved scope and budget for two fiscal year O&M services (FYs 2014-15 and 2015-16), and extended the term of the Agreement to June 30, 2016, contingent upon Sunol JPA's approval of its annual operating budget. Since the three year optional operations services have concluded and all non-local fund sources have been expended, staff recommends termination of the existing agreement (A08-001) by June 30, 2015 (one year ahead of the Agreement expiration date) and transfer the remaining O&M scope of services and associated local funding to a new professional services agreement with ETCC for O&M services in FY 2015-16 in order to continue the administration of toll facility operations.

Procuring these necessary O&M services through a standard contracting methods is not recommended, as it would entail budget, schedule and operational impacts associated with having an overlap in services by service providers (vendors), hardware non-compatibility issues between the vendors, and development of new software and associated timeline for completion, which is expected to take over a year to incorporate project toll policies and business rules.

The proposed new professional services agreement with ETCC will continue to provide the necessary O&M support services that include preventative and routine maintenance services for the electronic toll equipment, back office technical support for hardware and software, and software licensing to operate the express lane. In addition, the services will include necessary capital improvements for ensuring consistency with the I-580 Express Lanes, and a new Disaster Recovery infrastructure. This new Disaster Recovery

infrastructure services will support recovery of traffic and revenue data, in the event of any natural disaster, and eventually be leveraged to support a common platform for both the I-580 and I-680 Express Lanes,

The proposed capital improvement modifications would include the necessary modifications for trip building based on toll transponder read with FasTrak flex (also known as switchable) transponder and license plate reads. The scope of services will include the design, development, testing and implementation of an image capture review system (ICRS) that will use these images as part of a trip building process, when no transponder is read at the toll gantries, consistent with the implementation of the I-580 Express Lanes. The image-based trip will be processed to possibly charge a toll when a matching account (an account matched with the license plate number) is found, or process a toll violation when no matching account is found. This will be similar to the toll policies, business rules, processes, and procedures for the I-580 Express Lanes. This ICRS process is expected to curtail toll violation and reduce revenue leakage. In addition to developing an ICRS, the capital improvement scope includes procurement of additional hardware, modification of existing hardware, software, installation, integration and testing of toll system; and interface with Bay Area Toll Authority Regional Customer Service Center for toll collection and customer services.

| Contract Status | Work Description | Initial Amendment Value | Contract Total |
|--|---|------------------------------|----------------------------|
| Original Contract (A08-001) December 2008 | Provide system integrator phase services, including development of the toll system and installation & commissioning of toll equipment | \$7,364,219 | \$7,364,219 |
| Amendment No. 1 May 2013 | Supplement budget to provide O&M services for 1-year (FY 2013/14) | \$200,000 | \$7,564,219 |
| Amendment No. 2 June 2014 | Provide O&M services for 2 years (FYs 2014-15 & 2015-16) | \$1,800,000 | \$9,364,219 |
| <i>Subject to approval of Action 1, listed below</i> | | <\$1,000,000> ⁽²⁾ | \$8,364,219 ⁽¹⁾ |
| | | | |
| Contract Status | Work Description | Proposed Budget | Proposed Contract Total |
| Proposed New Agreement May 2015 | Provide O&M services for 1-year (FY 2015-16) | \$1,000,000 ⁽²⁾ | \$3,100,000 |
| | Capital Improvement | \$2,100,000 ⁽³⁾ | |
| Total Proposed Not to Exceed Amount | | | \$3,100,000 |

(1) Agreement A08-001 value at early termination

(2) \$1 million was included in the approved Amendment No. 2, proposed to be moved to the new Agreement, contingent upon approval of Sunol JPA's FY 2015-16 Operating Budget

(3) Contingent upon approval of Sunol JPA's FY 2015-16 Capital Budget

Continued ETCC staff services are necessary for field maintenance, back office, and remote support for the dynamic pricing application. The new professional services agreement with ETCC will: 1) Provide contract service for one year, from July 1, 2015 to June 30, 2016, and, 2) include compensation for its O&M services and Capital Improvement in FY 2015-16, for a total not-to-exceed amount of \$3,100,000. Compensation for these services is subject to the approval of the FY 2015-16 Sunol JPA Operating Budget.

Action 1:

Authorize the Executive Director to terminate the Agreement (A08-001) a year earlier than currently stipulated in the Agreement, and move the scope and approved budget to a new agreement, as listed in Action 2, below

Action 2:

Authorize the Executive Director to execute a new professional services Agreement with ETCC to provide services associated for O&M and capital improvements for consistent operation with the I-580 Express Lanes.

Fiscal Impact:

Action 1: There is no significant fiscal impact by this action.

Action 2: The action will encumber \$3,100,000 of Project grant and toll revenue funds for subsequent expenditure in FY 2015-16, subject to approval of Sunol JPA's FY2015-16 Operating Budget.

Staff Contact

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

[Kanda Raj](#), Project Controls Team

[Arun Goel](#), Express Lane Operations



Memorandum

5.4

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• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: May 4, 2015

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

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

Summary

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

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

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

Background

The I-680 Southbound Express Lane facility spans over 14 miles from SR 84 near Pleasanton to SR 237 in the City of Milpitas. The facility was opened in September 2010 and is the first operational express lane facility in Northern California; it is one of a few in the nation to have a shared toll and non-toll facility. In addition to carpoolers who use the lane at no cost, it allows toll-paying solo drivers to benefit from optimized capacity, reduced congestion and increased travel time reliability. Constructed within the restricted right-of-way, the facility has no physical barrier between the general purpose lanes and the express lane, but is separated by a double white stripe. The Alameda CTC, acting as the managing agency for the Sunol JPA, has been operating the express lane facility since it opened to traffic in September 2010.

Since the opening, approximate 2.56 million solo trips have reached their destinations by traveling at speeds that are typically near 15 miles per hour faster (several segments within the 14 mile corridor experience speeds over 25 miles per hour faster) than what motorists experience in the general purpose lanes during peak commute hour. Carpools experience the same time savings in the lane. During traffic incidents and severe congestion the express lane continues to experience high performance and no degradation in reliability or travel time.

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

Fiscal Impact: There is no fiscal impact.

Attachments

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

Staff Contact

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

[Kanda Raj](#), Project Controls Team

[Arun Goel](#), Express Lane Operations



I-680 SB Express Lane Monthly Operations March 2015 Update

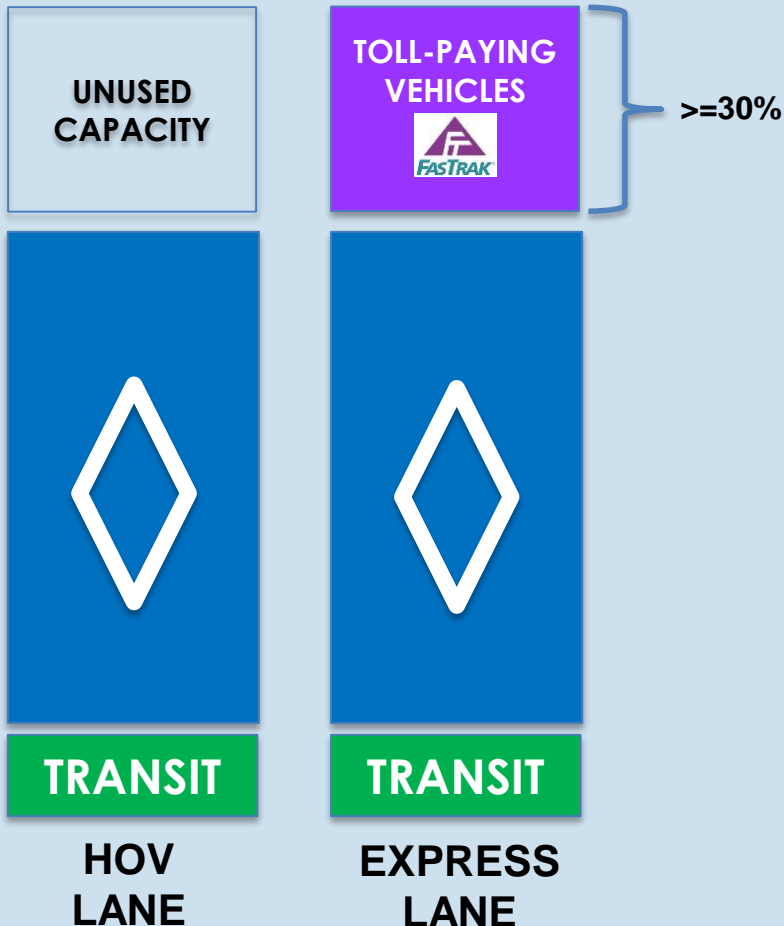
A Presentation for the
I-680 Sunol Smart Carpool Lane Joint Powers Authority (SSCLJPA)
May 11, 2015



Express Lane Objective

Improve Corridor Mobility and Expand Choices

LANE CAPACITY



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



**Graphics are not to scale*

Express Lane March 2015 Highlights

- Since 2010: **2.56 million solo drivers**
- Average Speed: **>65 MPH**
- Average Work Week Trips: **Increased**
- Max GP Comparison: **>15 MPH**
- Toll Paying Users: **>3,313 (avg. daily)**
>79% Repeat Customer → >93% Revenue





Corridor Throughput Year Over Year Comparison by Month

| | March 2014 | | March 2015 |
|---|---------------|--|---------------|
| Average Peak Hour Volume (vph) Corridor Vehicle Throughput | 6,355vph |  2.4% | 6,507 vph |

Average Peak Hour Usage (Against Corridor Capacity)

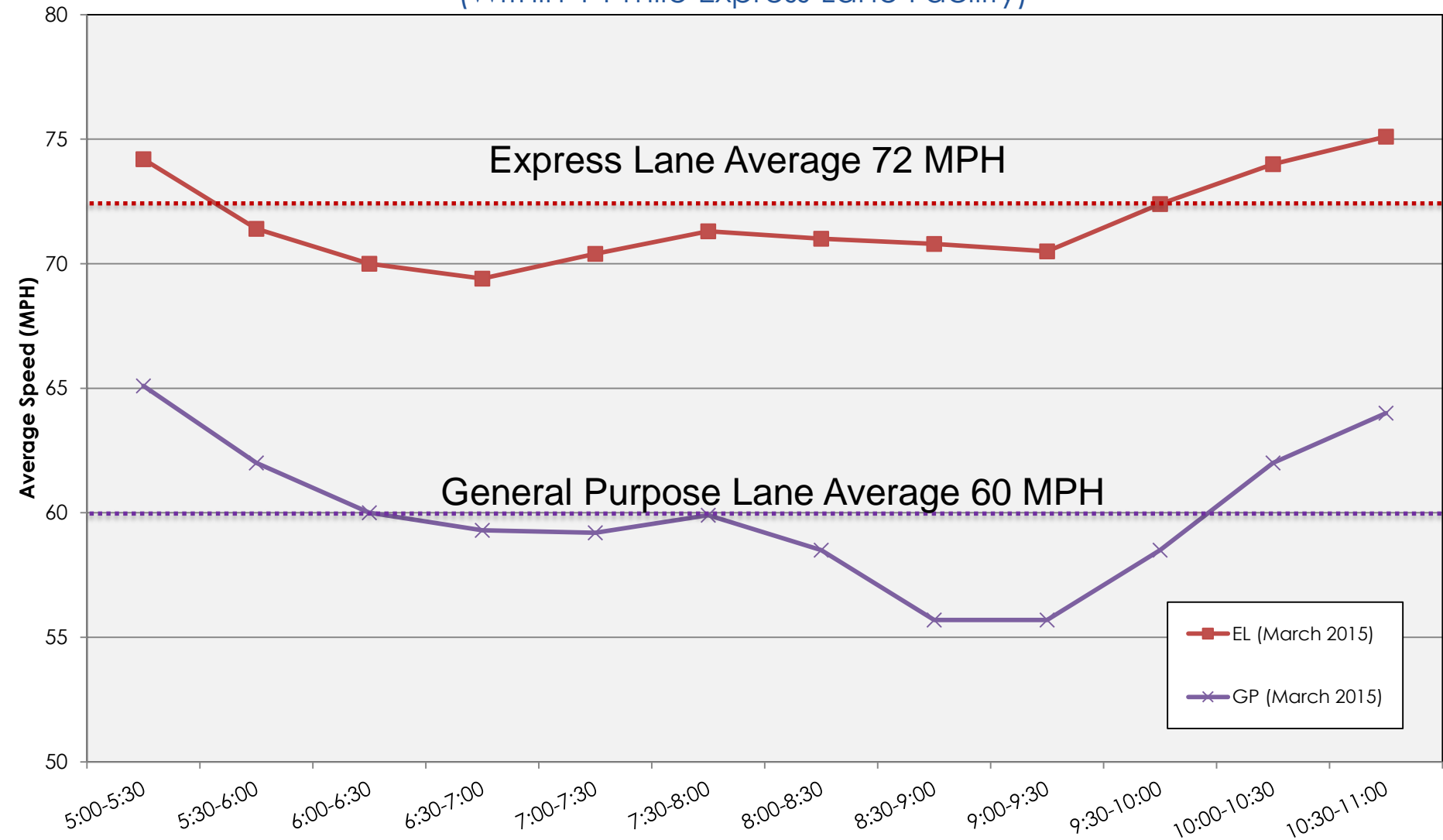


| | | | |
|------------------|-----|---|-----|
| GP Lanes | 94% | | 94% |
| HOV/Express Lane | 44% |  | 53% |
| Corridor | 83% |  | 85% |

March 2015

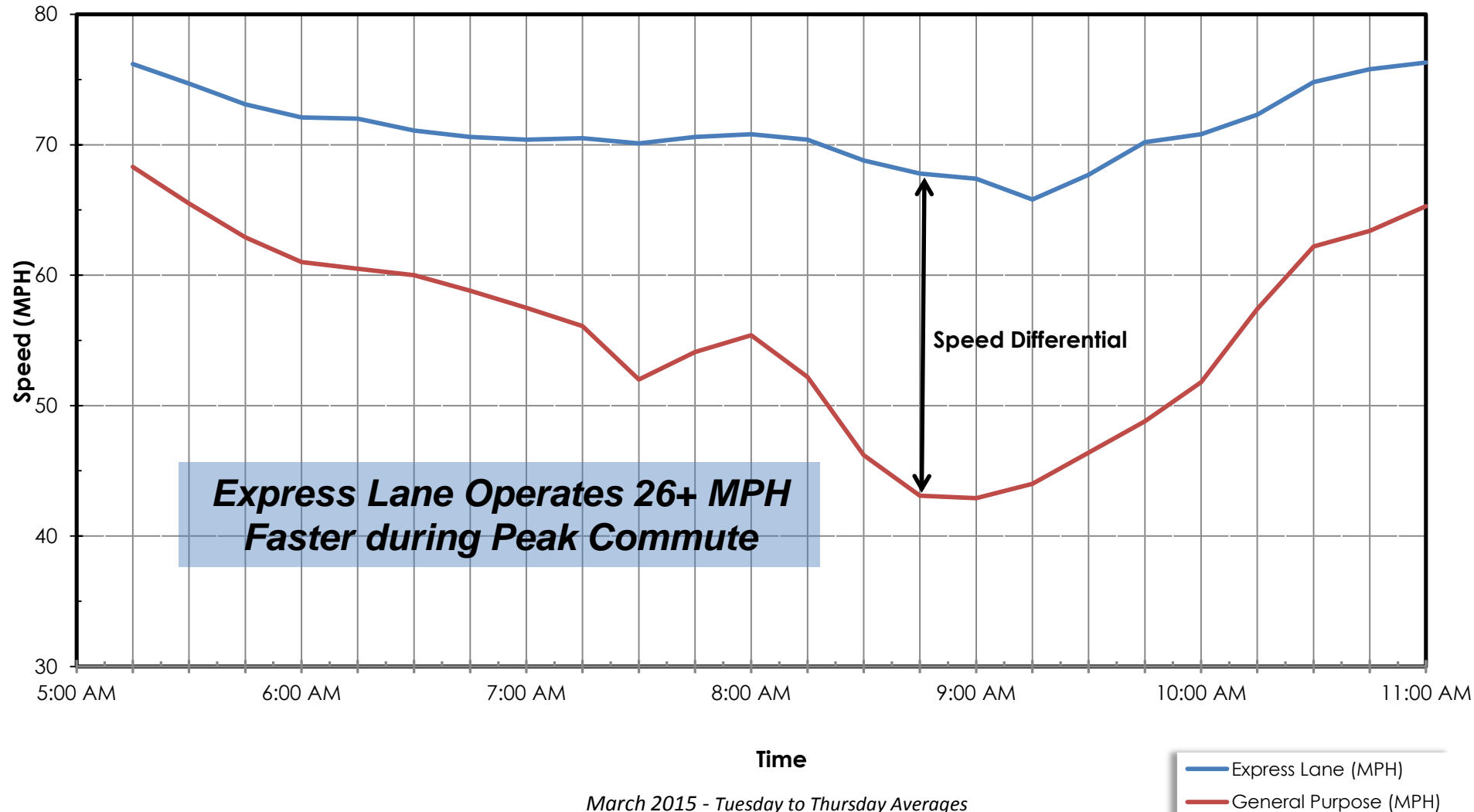
Average Travel Speed

(Within 14-mile Express Lane Facility)



Average Daily Speed Curves During Peak Commute Period

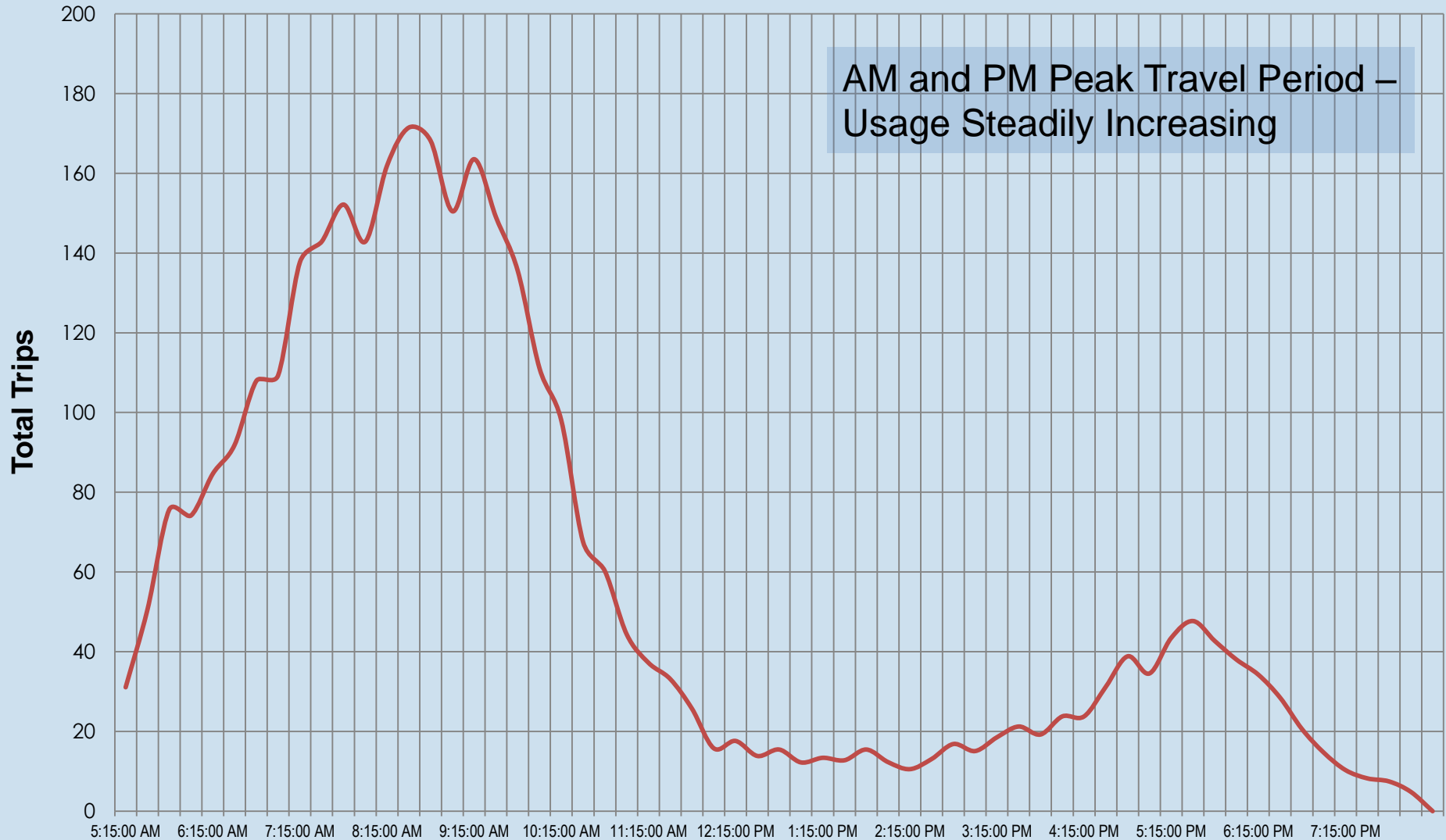
Central Segment (Washington to Mission)



Average Daily Toll Trips

March 2015

(Tuesday to Thursday from 5 AM to 8 PM)



Revenue (Estimated Gross vs. Forecasted)

Revenue in FY 2014/15

(March 2015)

Estimated Gross Revenue

\$1,465,000

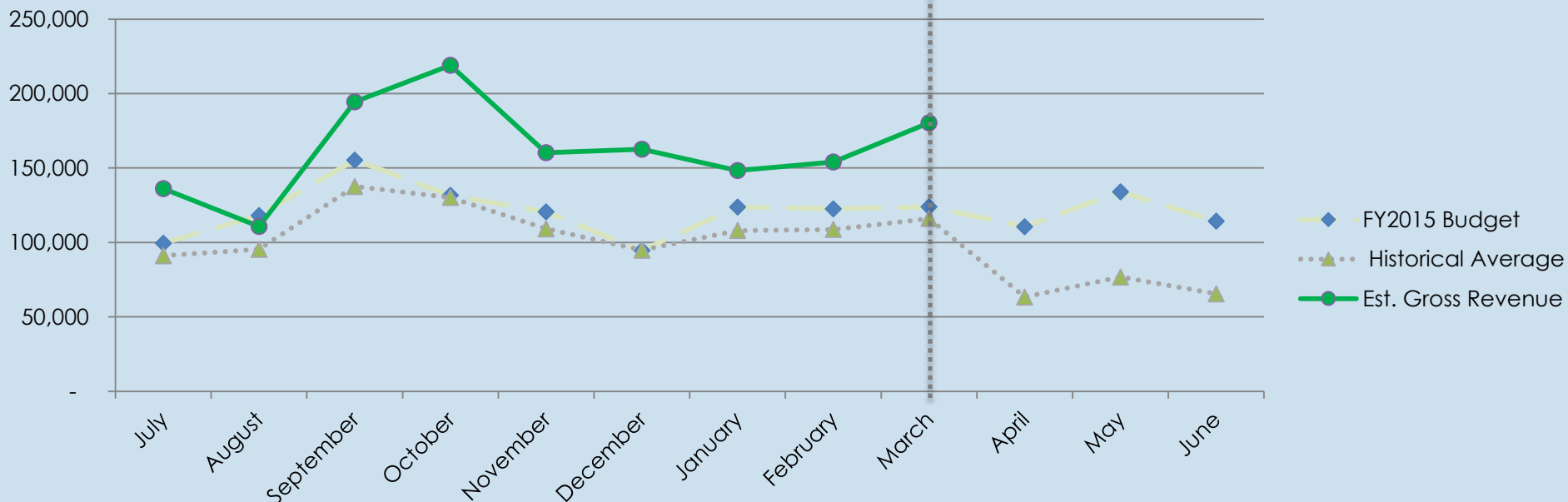


34%

Forecasted*

\$1,090,000

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





Memorandum

5.5

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DATE: May 4, 2015

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

RECOMMENDATION: Receive a 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 northbound High Occupancy Vehicle (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 to construct a 14 mile long 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; 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 this heavy congestion is caused by two bottleneck locations affecting NB I-680 between SR 237 and SR 84 on weekday evening commutes between 2pm and 7pm. These bottleneck locations are: near Washington Boulevard and at the lane drop at the truck scales which is located between Sheridan Road and Andrade Road. The initial phase of construction proposes to add a new HOV/Express Lane between Auto Mall Parkway and SR 84 to eliminate these bottleneck locations and alleviate much of the daily congestion.

The Project Team continues to make progress toward environmental approval. A Final Environmental Document (ED), Environmental Impact Report/Environmental Assessment (EIR/EA), is expected to be completely in summer 2015. Two Request for Proposals (RFP) will be released in late May 2015 to procure a design consultant and the system

integrator and installation consultant for the next phase of project delivery. The following is a detailed discussion of work in progress and/or upcoming major tasks.

Environmental Document & Project Approval (PA&ED)

The Final ED is currently under review by Caltrans HQ and Legal, with approval expected in summer 2015.

The Project Report (PR) process is underway. The Draft PR is currently being updated to become the Final PR. Completion of a Final PR will indicate Caltrans, Federal Highway Administration (FHWA), and Alameda County Transportation Commission (Alameda CTC) approval of the project. Final PR approval is anticipated in summer 2015.

Project Implementation Approach

The ED and PR 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. In the interest of expediting important improvements for the public, Alameda CTC and Caltrans have agreed to incorporate a pavement rehabilitation project (from Auto Mall Parkway to SR 84) into the I-680 NB Express Lane Project.

Staff is exploring project delivery and funding options to expedite the implementation of the initial phase. This initial phase (Phase 1 Modified), which is anticipated to save approximately \$80 million in capital cost, would be achieved as follows:

- Lane and shoulder width reductions, at levels acceptable to Caltrans, intend to reduce the amount of highway and structure widening necessary, with capital cost savings estimated at approximately \$65 million; and
- Minimize right of way acquisitions, utility relocation work, and environmental impacts to further reduce capital cost up to \$15 million and accelerate the right of way, design and construction schedule by about six months.

The schedule for the initial phase (Phase 1 Modified) for the I-680 Project is as follows:

- Final PA&ED: July 2015
- Final Design (PS&E): December 2016
- Construction: early 2017 - late 2018

Alameda CTC, in partnership with Caltrans, is the implementing agency for preliminary engineering, environmental studies, design, right-of-way acquisition, and utility relocation.

Fiscal Impact: There is no significant fiscal impact. This is for information only.

Staff Contact

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[Susan Chang](#), Project Controls Team