



Meeting Notice

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Executive Director
Arthur L. Dao

I-680 Sunol Smart Carpool Lane Joint Powers Authority

Monday, July 10, 2017, 9:30 a.m.

Location:

1111 Broadway, Suite 800
Oakland, CA 94607

Teleconference Location:

San Jose City Hall, T-1854 (Tower Side)
200 East Santa Clara St., 18th Floor
San Jose, CA 95113

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.

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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

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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, July 10, 2017, 9:30 a.m.

1111 Broadway, Suite 800, Oakland, CA 94607 • 510.208.7400 • www.AlamedaCTC.org
Teleconference location: San Jose City Hall, T-1854 (Tower Side), 200 East Santa Clara St., 18th Floor, San Jose, CA 95113

1. Pledge of Allegiance

Chair: Mayor Jerry Thorne, City of Pleasanton

Vice Chair: Lily Mei, City of Fremont

2. Roll Call

Commissioners/Members: Scott Haggerty, David Haubert, Lan Diep (Santa Clara Valley Transportation Authority)

3. Public Comment

Staff Liaison: Elizabeth Rutman

Executive Director: Arthur L. Dao

Clerk: Vanessa Lee

4. Consent Calendar

Page A/I

4.1. [Approve the June 12, 2017 I-680 Sunol Smart Carpool Lane Joint Powers Authority \(JPA\) meeting minutes.](#)

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5. Regular Matters

5.1. [Status update on the operation of the I-680 Southbound Express Lane.](#)

5 I

5.2. [Monthly status update of the I-680 Northbound Express Lane Project.](#)

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6. Committee Member Reports

7. Staff Reports

8. Adjournment

Next Meeting: September 11, 2017

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

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I-680 Sunol Smart Carpool Lane
Joint Powers Authority Meeting Minutes
Monday, June 12, 2017, 9:30 a.m.

4.1

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1. Pledge of Allegiance

2. Roll Call

A roll call was conducted. All members were present with the exception of Commissioner Haubert and Commissioner Diep.

Subsequent to the Roll Call:

Commissioner Haubert arrived during item 5.1. Commissioner Diep was present via teleconference after item 5.1.

3. Public Comment

There were no public comments.

4. Consent Calendar

4.1. Approve the May 8, 2017 I-680 Sunol Smart Carpool Lane Joint Powers meeting minutes.

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

Yes: Thorne, Mei, Haggerty

No: None

Abstain: None

Absent: Diep, Haubert

5. Regular Matters

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

Patricia Reavey recommended the Authority approve the Sunol Smart Carpool Lane JPA FY2017-18 Proposed Budget. She noted that this proposed budget is the same as the draft budget that was approved by the Authority in May and no changes were made. Ms. Reavey stated that the proposed budget is a balanced budget which includes projected toll revenues of \$2.2 million as well as projected expenses of \$2.2 million. She also stated that the budget includes a projected net position ending balance of \$4.2 million.

Commissioner Haggerty asked if there is a total reserve amount listed in the report. Ms. Reavey stated that the total projected reserve for the end of FY2017-18 was \$1.5 million. She stated that the reserve increased \$500,000 leaving the current to date amount at \$1 million.

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
No: None
Abstain: None
Absent: Diep

5.2. 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 April 2017. She covered average toll trip data and roadway segment speeds and corridor performance information. Ms. Rutman 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 if the data suggests that the corridor is becoming more congested throughout the day. Ms. Rutman stated that the Southbound segment of the corridor is not extremely congested.

Commissioner Thorne asked if there needed to be a change in the toll rate to increase usage. Ms. Rutman stated that it is challenging to predict customer behavior when lowering toll rates to induce more trips. Art Dao stated that in this corridor there is no correlation between trips and congestion so there should not be a need to adjust toll rates.

Commissioner Haggerty wanted more information on enforcement and requested a report from the California Highway Patrol (CHP). Ms. Rutman stated that CHP enforcement levels have been maintained throughout the year and stated that she would bring data on enforcement back to the Authority at a future meeting.

This item was for information only.

5.3. 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 if there would be nighttime construction. Ms. Nguyen said there will be day and night construction and she noted that all lanes will remain open during daytime construction.

Commissioner Haggerty asked if there will be incentives to expedite the project. Ms. Nguyen stated that there would be contract language that offers incentives.

Commissioner Mei wanted to know a timeframe for construction to start. Trinity stated that the anticipated award will take place in October.

This item was for information only.

6. Committee Member Report

There were no committee member reports.

7. Staff Reports

Art Dao stated that pending the Finance and Administration Committee approval at the June 12, 2017 meeting, there will be a new legal counsel representative from Meyers, Nave, Riback, Silver & Wilson PLC, to assist with specialty legal services for the I-680 JPA.

Trinity Nguyen provided an update on project development for the Route 84 project.

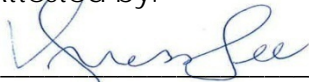
8. Adjournment/ Next Meeting

The next meeting is:

Date/Time: Monday, July 10, 2017 at 9:30a.m.

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

Attested by:



Vanessa Lee,
Clerk of the Commission

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Memorandum

5.1

1111 Broadway, Suite 800, Oakland, CA 94607

PH: (510) 208-7400

www.AlamedaCTC.org

DATE: July 3, 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 May 2017. See Attachment A for express lane operation limits.

The May 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 14 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 the operational limits of the express lane. 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.

May 2017 Operations Update: Nearly 90,000 express lane toll trips with FasTrak® toll tags were recorded during operational hours in May. 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 May.

Table 1. Speed Differentials and Level of Service for May 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)	8 – 13	10	B	C
Central (Washington Blvd to SR 262)	12 – 17	14	B	C
South (SR 262 to Calaveras Rd)	8 – 11	9	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 December 2016 – May 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 December through May, 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 Auto Mall 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 May 2017

Month	Maximum Posted Toll (Travel Entire Corridor)	Average Assessed Toll (All Trips)
May	\$9.00	\$2.14

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 \$1.895million, which is 1.1% less than was forecasted.

Fiscal Impact: There is no fiscal impact.

Attachments

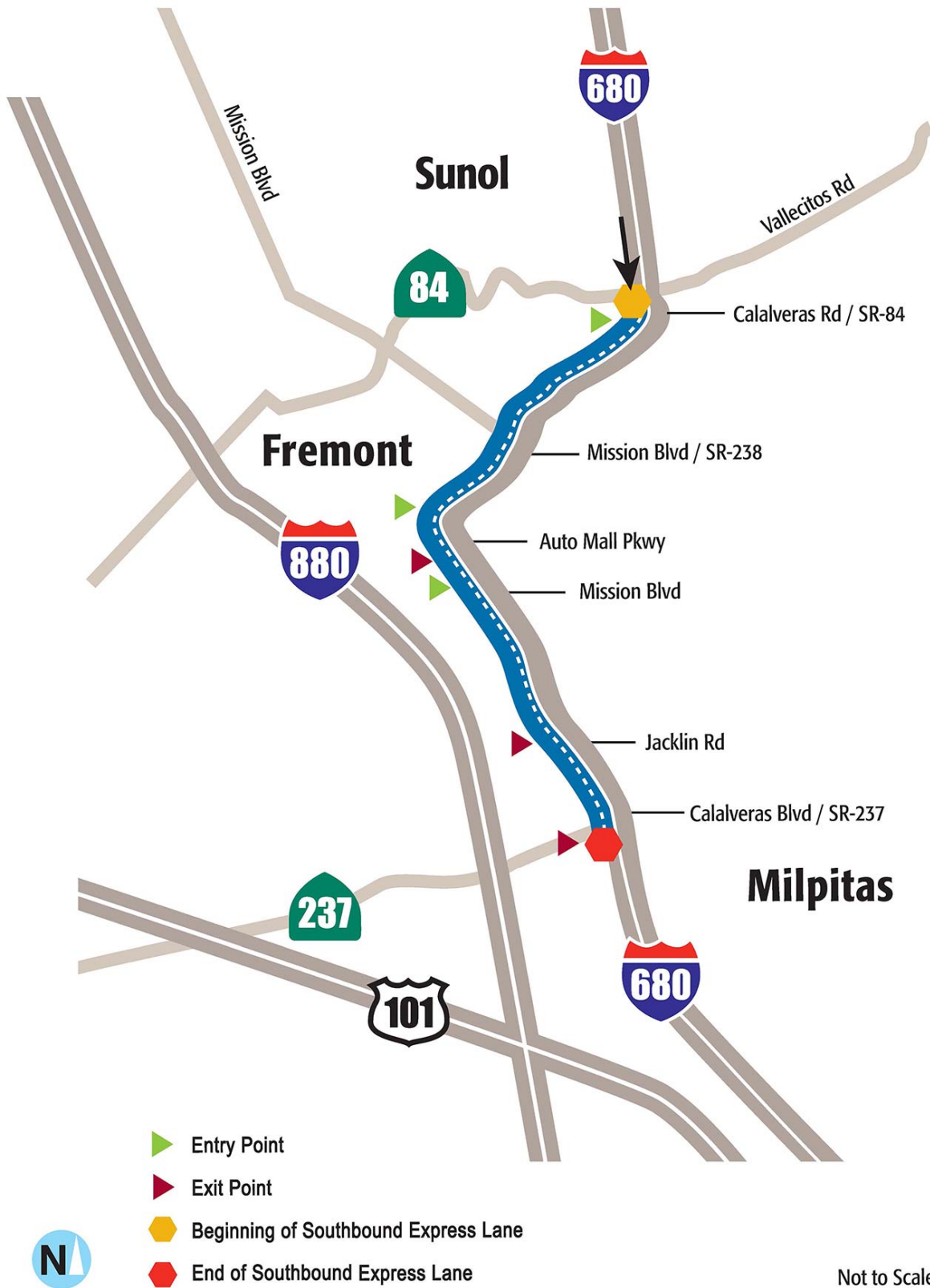
- A. I-680 Southbound Express Lane Location Map
- B. I-680 Southbound Corridor Heat Maps December 2016 – May 2017

Staff Contact

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

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Sunol I-680 Southbound Express Lane Location Map

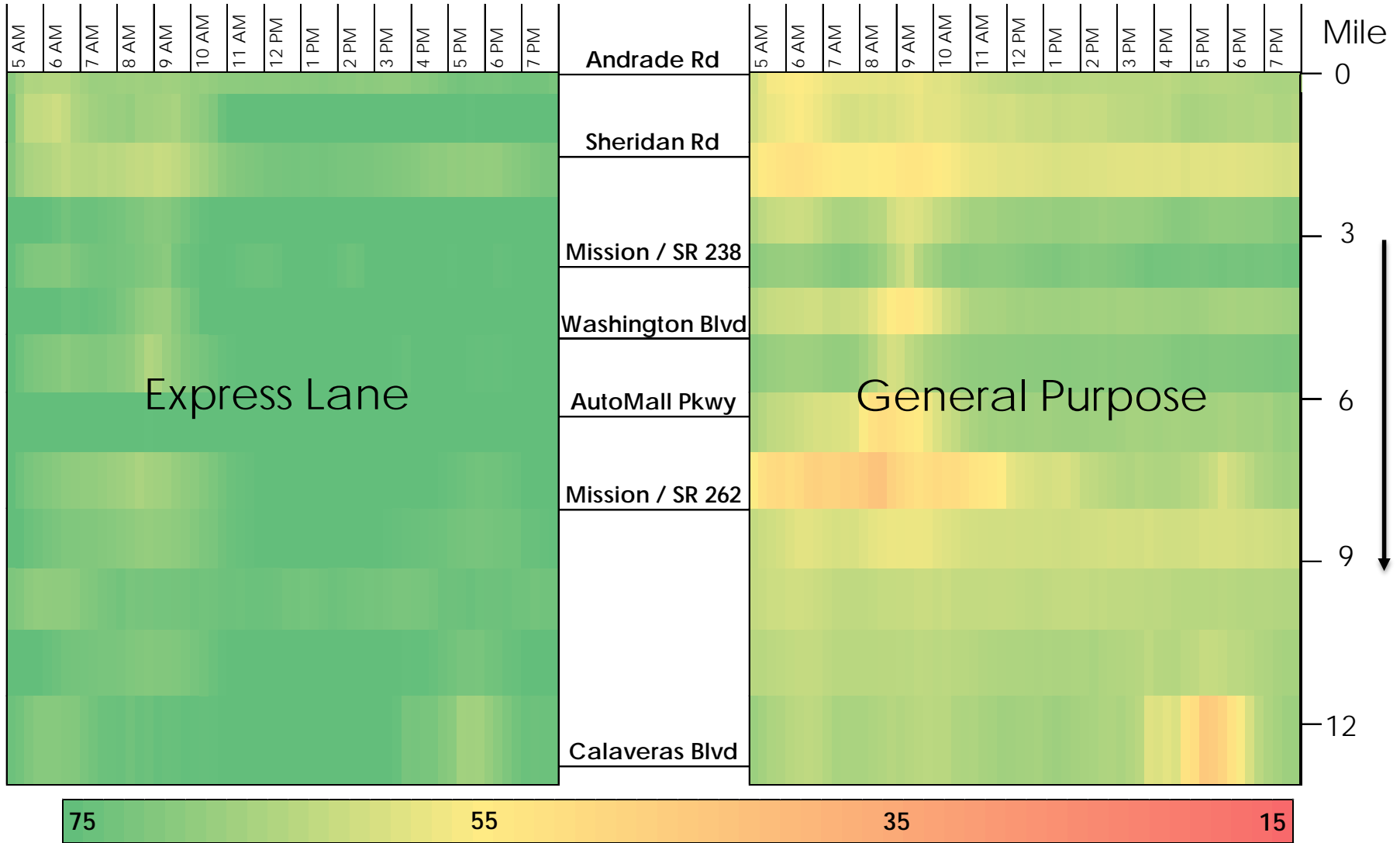


Not to Scale

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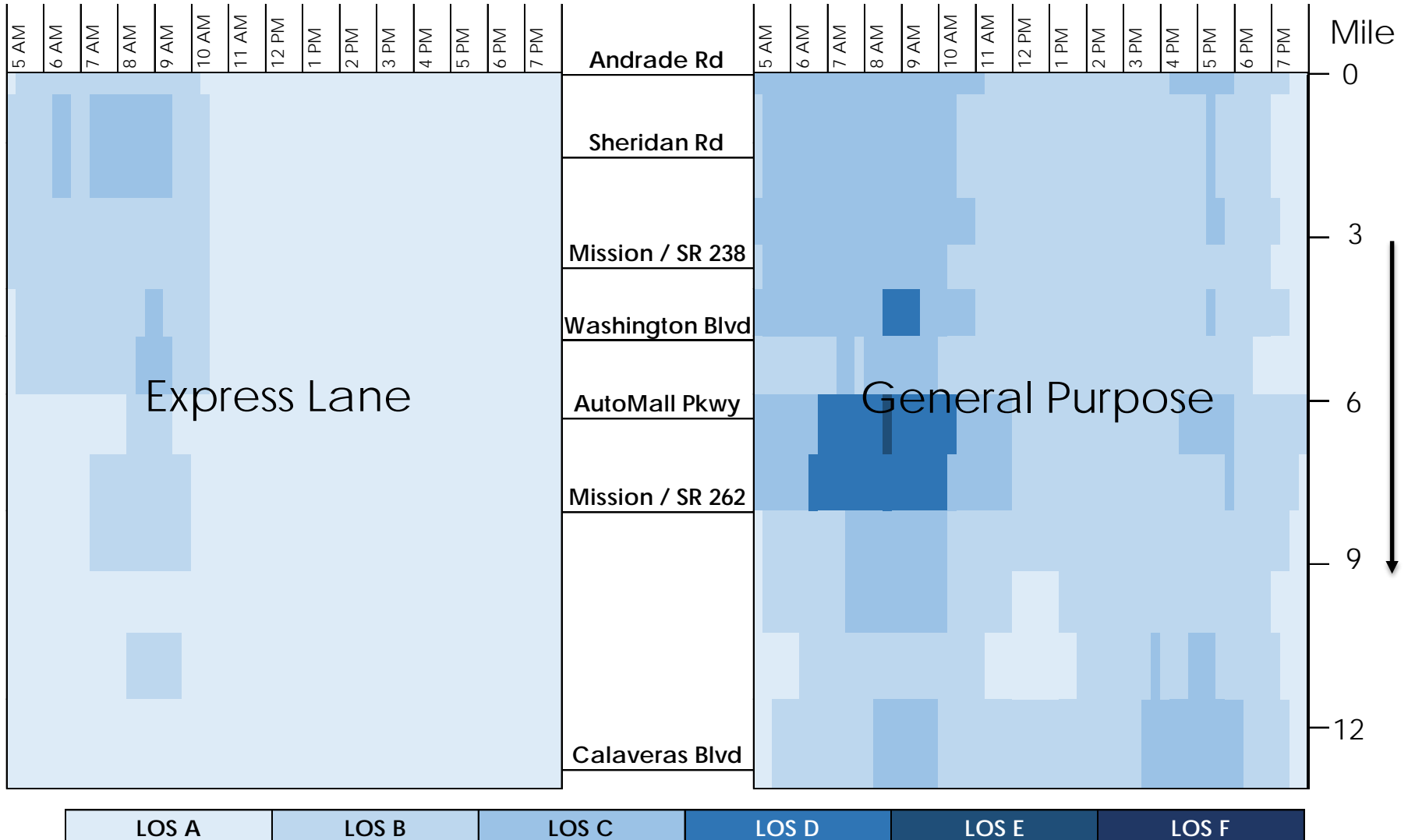
Average Speed Heat Map

Monday-Friday, December 2016 – May 2017 (Feb 1-19 unavailable)



Average Density Heat Map

Monday-Friday, December 2016 – May 2017 (Feb 1-19 unavailable)





Memorandum

5.2

1111 Broadway, Suite 800, Oakland, CA 94607

PH: (510) 208-7400

www.AlamedaCTC.org

DATE: July 3, 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: 1) near Washington Boulevard and 2) 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 to 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:

- Final Plans, Specification & Estimate (PS&E) package submitted to Caltrans on May 1, 2017, marking completion of the final civil design.
- Alameda CTC held a Contractor's Outreach event on June 13th, 2017 to encourage prime contractors and toll system specialty contractors to team and bid on the contract when advertised by Caltrans.
- California Transportation Commission (CTC) issued a Resolution of Necessity (RON) for the last outstanding parcel on June 28th, 2017.
- Project accomplished Ready to List (RTL) milestone on June 28th, 2017.
- CTC allocated SHOPP funds for pavement rehabilitation work on June 29th, 2017.
- Advance tree removal contract is in place and removal of trees conflicting with the project will be performed between October 2017 and February 2018, within the time window allowed by permits.
- 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).

The Phase 1 schedule is as follows:

Final Design (PS&E)	May 01 2017 (A)
Ready To List (RTL)	June 28, 2017 (A)
CTC Vote SHOPP funds	June 29, 2017 (A)
Construction contract advertisement	July 2017
Construction	October 2017 – early 2020
Toll System Installation	mid 2019- late 2019
Testing	late 2019/early 2020
Express Lane opening	late 2019/early 2020

(A) Denotes actual date achieved.

Fiscal Impact: There is no fiscal impact.

Staff Contact

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

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