



**1. Pledge of Allegiance**

**2. Roll Call**

A roll call was conducted. All members were present. Commissioner Diep was present via conference call.

Commissioner Narum was present as an alternate for Commissioner Throne.

**3. Public Comment**

There were no public comments.

**4. Consent Calendar**

**4.1. Approve the July 10, 2017 I-680 Sunol Smart Carpool Lane Joint Powers Authority (JPA) meeting minutes.**

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

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

**5. Regular Matters**

**5.1. Authorize the Executive Director to execute Amendment No. 3 to the Cooperative Agreement with the Bay Area Toll Authority to perform transitioning and testing activities, for toll collection and customer services necessary for the continued operation of the Express Lane facility.**

Liz Rutman recommended that the JPA approve and authorize the Executive Director to execute Amendment No. 3 to the Cooperative Agreement with BATA to reimburse BATA for their consultant costs to perform transitioning and testing activities necessary for the continued operation of the Express Lane facility. Ms. Rutman noted that all other terms of the agreement will remain unchanged and the Approval of Amendment No. 3 to the amendment to the agreement will encumber \$16,420 in toll revenue funds for expenditure in the Sunol JPA's FY 2017-18 operating budget.

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

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

### **5.2. I-680 Southbound Monthly Operations Status Update.**

Ashley Tam provided an update on the operation of the I-680 Southbound Express Lane for June and July 2017. She covered average toll trip data and roadway segment speeds and corridor performance information. Ms. Tam 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 Haubert requested further clarification on the static toll rate chart in the presentation, specifically the statistics surrounding the toll amount rising to the \$9.00 maximum at approximately 9 a.m. on Tuesdays through Thursdays. Ms. Rutman stated that the scale was based on two months of data that was collected for Tuesdays through Thursdays and the scale was built to match the dynamic pricing.

Commissioner Narum wanted to know why the maximum toll rate only hit day out of twenty-two days as listed on the chart. Ms. Rutman stated that the statistics are for the month of June, which is an unusual commute month as compared to other months throughout the year.

Commissioner Haggerty asked why we have different amount of maximum tolls on different days of the week. Ms. Rutman stated that the amount of congestion varies by day of the week. She also noted that there is significantly less congestion in the southbound direction of the lane on Fridays.

Commissioner Haggerty asked if we can adjust the tolls if there is an accident. Ms. Rutman stated that we are allowed to adjust the tolls if there is an accident and she stated that based on the configuration of the lane, accidents don't typically effect usage.

*This item was for information only.*

### **5.3. I-680 Project Delivery Status Update.**

Trinity Nguyen provided a project delivery update on the I-680 Project. Ms. Nguyen covered project implementation and key achievements for the project. She concluded by reviewing anticipated activities over the next three months

Commissioner Haggerty wanted to know if the project completion date has been delayed. Ms. Nguyen stated that the scheduled date has moved further out based on the contract award dates and the complexity of the project schedule.

Commissioner Mei asked if timeliness of delivery should be a factor in awarding the contract to contractors. Ms. Nguyen reviewed options for expediting the project and Mr. Dao stated that there are several activities that the contractor will have to complete which also effect the project delivery schedule.

Commissioner Mei wanted to know when the tree removal would happen. Ms. Nguyen stated the tree removal contract was awarded in July and would start in October.

Commissioner Haggerty asked what provisions are in the contract that ensure that the contractor won't stop working before the project is finished. Mr. Dao stated that there is much more coordination between staff and Caltrans for the project and he noted that there is liquidated damage language in the contract.

Commissioner Mei wanted to know the terms of the liquidated damages. Stefan Garcia stated that the liquidated damages limits that are included in the contracts are about ten times the limits that were included in the I-580 construction contracts.

Commissioner Narum wanted to know if portions of the lane could be opened during construction. Ms. Rutman stated that due to the technology and equipment of the express lane, the lane operates as a single unit which doesn't allow for segments of the lane to be open intermediately.

*This item was for information only.*

#### **6. Committee Member Report**

There were no committee member reports.

#### **7. Staff Reports**

Mr. Dao noted that MTC released its report on the ten most congested corridors in the Bay Area with I-680 Northbound identified as the number four most congested corridor. Mr. Dao also briefly reviewed funding amendments in SB 595 that effects projects in the corridor.

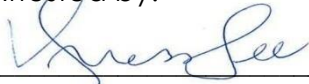
#### **8. Adjournment/ Next Meeting**

The next meeting is:

Date/Time: Monday, October 9, 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:** October 2, 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 August 2017. See Attachment A for express lane operation limits.

The August 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 18 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. Through June 2017, toll rates were calculated based on real-time traffic conditions (speed and volume) in express and general purposes lanes evaluated every three minutes. Beginning July 1, 2017, in preparation for the construction of the new northbound express lane and conversion of the southbound lane to continuous access, a time-of-day pricing plan is in effect with rates changing as frequently as every 15 minutes. California Highway Patrol

(CHP) officers provide enforcement services and the California Department of Transportation (Caltrans) provides roadway maintenance services through reimbursable service agreements.

**August 2017 Operations Update:** Over 91,000 express lane toll trips with FasTrak® toll tags were recorded during operational hours in August. 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 August.

Table 1. Speed Differentials and Level of Service for August 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)	10 – 13	12	B	C
Central (Washington Blvd to SR 262)	13 – 18	15	B	C
South (SR 262 to Calaveras Rd)	6 – 10	8	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 January 2017 – June 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 January through June, 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 and Sheridan Road and SR 238, 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 and E 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.

Table 2. Toll Rate Data for August 2017

Month	Maximum Posted Toll (Travel Entire Corridor)	Average Assessed Toll (All Trips)
August	\$9.00	\$3.04

The estimated gross revenue generated from the I-680 Sunol express lane to date in Fiscal Year 2017/18 is \$471,000, while the forecast operation budget is \$367,000.

**Fiscal Impact:** There is no fiscal impact.

#### **Attachments**

- A. I-680 Southbound Express Lane Location Map
- B. I-680 Southbound Corridor Heat Maps January 2017 – June 2017

#### **Staff Contacts**

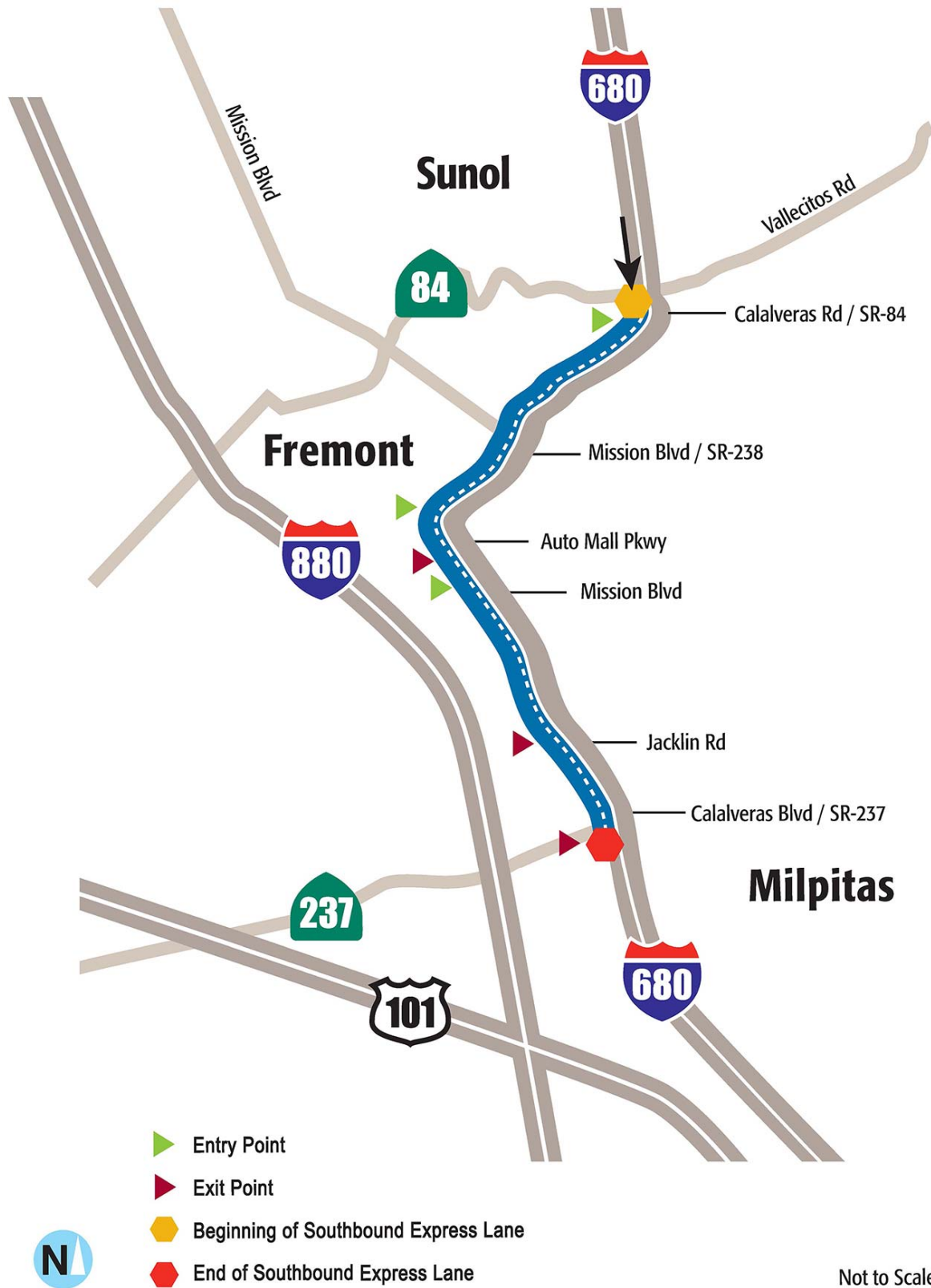
[Liz Rutman](#), Director of Express Lane Implementation and Operations

[Ashley Tam](#), Assistant Transportation Engineer

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# Sunol I-680 Southbound Express Lane Location Map

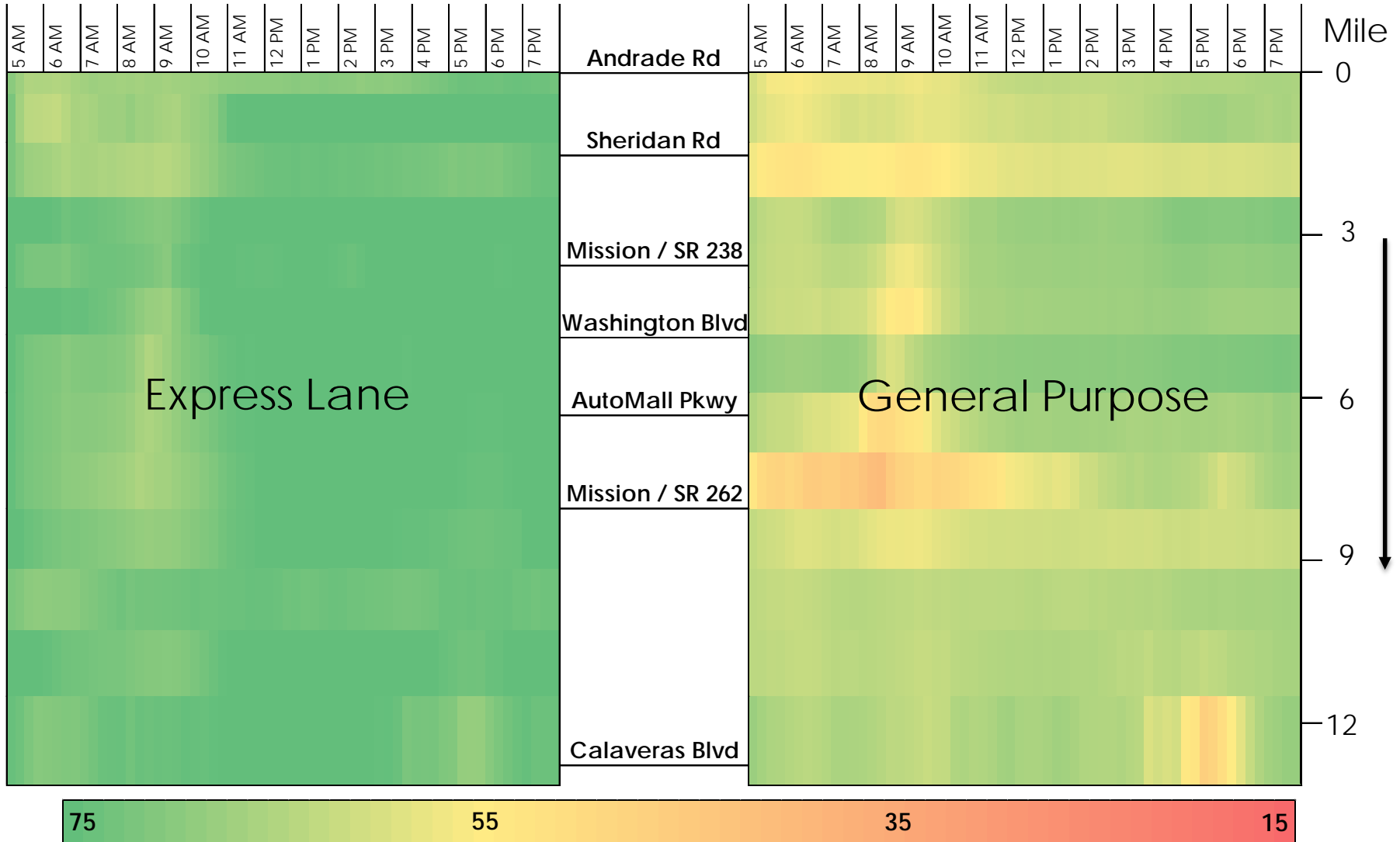


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# Average Speed Heat Map

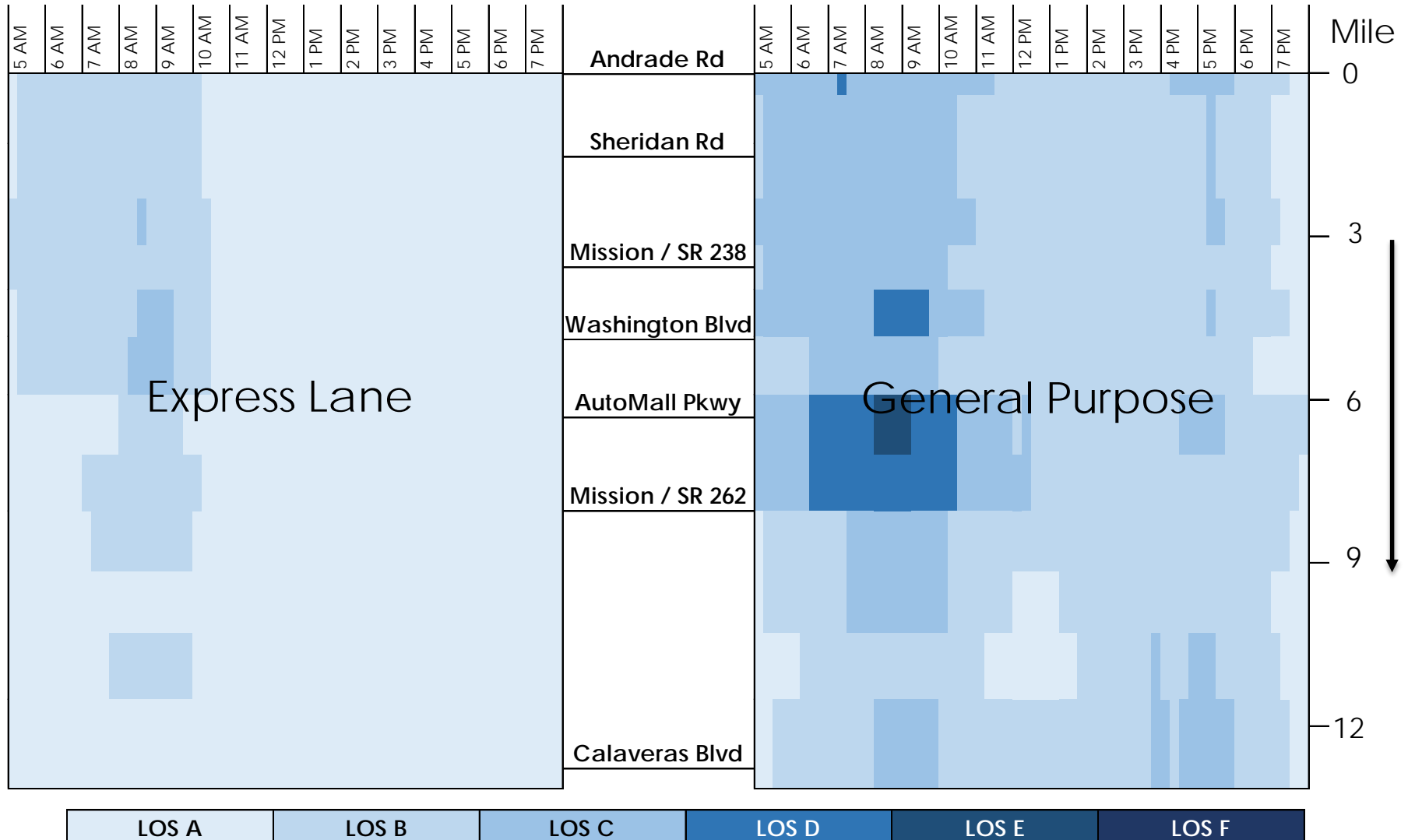
5.1B

Monday-Friday, January 2017– June 2017 (Feb 1-19 unavailable)



# Average Density Heat Map

Monday-Friday, January 2017 – June 2017 (Feb 1-19 unavailable)





# Memorandum

5.2

1111 Broadway, Suite 800, Oakland, CA 94607

PH: (510) 208-7400

www.AlamedaCTC.org

**DATE:** October 2, 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 ultimately construct a 14-mile long northbound High Occupancy Vehicle (HOV)/Express Lane in the corridor. The project is being 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 13<sup>th</sup>, 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 28<sup>th</sup>, 2017.
- Project accomplished Ready to List (RTL) milestone on June 28<sup>th</sup>, 2017.
- CTC allocated SHOPP funds for pavement rehabilitation work on June 28<sup>th</sup>, 2017.
- A mandatory pre-bid meeting was held on August 24, 2017 at the Caltrans Pleasanton Construction office. Nine prime contractors attended the meeting.
- The civil construction contract was advertised on August 14<sup>th</sup>, 2017. A contract addendum was issued on September 13<sup>th</sup>. The target bid opening is October 3<sup>rd</sup>, 2017. Staff will provide a verbal update on preliminary bid results at the 680 JPA meeting.
- Advance tree removal contract is in place. 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 1 2017 (A)
Ready To List (RTL)	June 28, 2017 (A)
CTC Vote SHOPP funds	June 28, 2017 (A)
Construction contract advertisement	August 14, 2017 (A)
Bid Opening	October 3, 2017 (T)
Construction contract award	October 2017 (T)
Construction	Early 2018 – 2020
Toll System Installation & Testing	Late 2018 – 2020
Express Lane opening	2020

(A) Denotes actual date achieved.

**Fiscal Impact:** There is no fiscal impact.

**Staff Contacts**

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

[Liz Rutman](#), Director of Express Lane Implementation and Operations

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