



1. Pledge of Allegiance

2. Roll Call

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

Subsequent to the roll call:

Commissioner Mei arrived during item 5.2.

3. Public Comment

There were no public comments.

4. Consent Calendar

4.1. Approve the October 9, 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: Thorne, Haggerty, Haubert, Diep
No: None
Abstain: None
Absent: Mei

5. Regular Matters

5.1. Approve the I-680 Sunol Smart Carpool Lane Statement of Revenues and Expenses as of September 30, 2017.

Patricia Reavey recommended that the Authority approve the I-680 Sunol Smart Carpool Lane Statement of Revenues and Expenses as of September 30, 2017. She stated that net toll and other revenue was \$729,798 or 32.69 percent more than projected revenues through the first quarter of FY2017-18. Expenses through the first quarter totaled \$463,913, or 15.7 percent less than budget, which results in an increase to net position of \$265,885. This positive variance is due to actual revenue coming in higher and expenses coming in lower than projections. As of September 30, 2017, the I-680 Sunol Smart Carpool Lane had cash and investments totaling \$3.66 million.

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

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

5.2. Approve the I-680 Sunol Smart Carpool Lane Joint Powers Authority Draft Audited Annual Financial Report for the Year Ended June 30, 2017.

Patricia Reavey recommended that the Authority approve the I-680 Sunol Smart Carpool Lane Joint Powers Authority Draft Audited Annual Financial Report for the Year Ended June 30, 2017. Ahmad Gharaibeh from Vavrinek, Trine, Day & Co., LLP presented financial highlights of the audited financial report and expressed what is considered to be an unmodified audit or clean opinion.

Commissioner Haggerty asked what events could potentially effect operation of the lane considering the close operating margin. Art Dao stated that risks and tort liability exposure could have negative effects on operation of the lane.

Commissioner Haggerty asked if there is legislative relief that the agency can seek as a toll lane operator that protects the agency in areas that include state highway right of way. Mr. Dao stated that the state is self-insured and he noted that the agency has a maintenance agreement with Caltrans that is being reviewed by staff and legal counsel to access the agency's true liability and exposure to Caltrans for operating the lane.

Commissioner Haubert moved to approve this item. Commissioner Mei 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. I-680 Southbound Express Lane: Monthly Operations Status Update.

Liz Rutman provided an update on the I-680 Southbound Express lane for the month of September. She covered average toll trip data and roadway segment speeds and corridor performance information. Ms. Rutman also reviewed average speeds and density, toll rates during operational hours and corridor heat maps. She concluded the update by reviewing estimated versus forecasted revenue.

This item was for information only.

5.4. I-680 Project Delivery Status Update.

Trinity Nguyen provided an updated on the I-680 Project Delivery Status Update. She noted that bids for the construction contract opened on October 3, 2017, with the lowest bidder being under the estimate. She noted that the tree cutting contractor was effected by the Sonoma county wildfires, however, the contract is on-call, so Caltrans will go to the next bidder to have them perform the tree trimming. Mr. Dao noted that the construction contracts are owned by Caltrans and not the Sunol JPA.

Commissioner Mei encouraged expediting the process for the tree trimming contract in order to avoid weather delays. Ms. Nguyen stated that the tree trimming contract is not as dependent on weather as other construction contractors.

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, January 8, 2018 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: January 2, 2018

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 October and November 2017. See Attachment A for express lane operation limits.

The October and November 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 higher speeds and lesser average lane densities than the general purpose lanes, resulting in a more comfortable drive and travel time savings for express lane users.

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

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.

October/November 2017 Operations Update: The original Toll System Integrator (TSI) for the I-680 Southbound Express Lane was Electronic Transaction Consultants Corporation (ETCC). In June 2016, the Alameda County Transportation Commission selected Kapsch TrafficCom Transportation NA, Inc. (Kapsch) as the TSI for the I-680 Express Lane Project, which will construct a new northbound express lane and convert the existing southbound express lane to continuous access. As a first step in implementation of the new toll system, and to accommodate the construction impacts associated with the Project, Kapsch has implemented an interim toll system for the existing I-680 Southbound Express Lane. The traffic sensors initially deployed throughout the corridor are not necessary either for the time-of-day pricing or for the ultimate system yet to be constructed. Therefore, they were not integrated into the interim toll system and traffic data is consequently limited to only the four toll point locations and to only the express lane speeds and volumes until the Project construction is completed with new traffic sensors installed and the new lanes are opened for use.

Over 88,000 express lane toll trips were recorded during operational hours in October, an average of approximately 4,000 per day. There were nearly 74,000 express lane toll trips recorded in November, or 3,700 average daily trips. Along with the HOV-eligible users, these express lane users typically 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). Speed and density measurements over a six-month period of time are used to evaluate whether the express lane is meeting required federal and state performance standards.

Attachment B presents the speed and density heat maps for the I-680 corridor during operational hours for the six-month period from April 2017 – September 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. Because the traffic sensors are no longer in use, this is the last time these heat maps will be presented until new data is available from the new lane sensors. During the six months shown in these maps, express lane users experience average speeds greater than 60 mph with LOS C or better at all times. In comparison to the general purpose lanes, these heat maps show that the express lanes provide a significant benefit in both speed and LOS.

Table 1 summarizes the speed and LOS at four points along the express lane corridor during the morning commute hours in October and November. Although comprehensive traffic data is not currently available, daily observation of the corridor via closed circuit

television cameras monitored by Alameda CTC staff suggest that the express lanes provided higher speeds and better LOS than the general purpose lanes in both October and November.

Table 1. Speeds and Level of Service in Express Lane
Morning Commute (5 AM – 11 AM)

Express Lane Location	October			November		
	Average Speed Range (mph)	Average Speed (mph)	Average Express Lane LOS	Average Speed Range (mph)	Average Speed (mph)	Average Express Lane LOS
Andrade Rd	62 - 71	65	B	65 - 72	68	B
Vargas Rd	69 - 77	72	B	67 - 74	71	B
Washington Blvd	53 - 75	65	C	44 - 76	61	C
Mission Blvd SR 262	65 - 74	69	B	69 - 76	72	B

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

Month	Maximum Posted Toll (Travel Entire Corridor)	Average Assessed Toll (All Trips)
October	\$9.00	\$2.97
November	\$9.00	\$3.09

The estimated gross revenue generated from the I-680 Sunol express lane to date in Fiscal Year 2017/18 is \$1.17 million, while the forecast operation budget is \$920,000.

Fiscal Impact: There is no fiscal impact.

Attachments

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

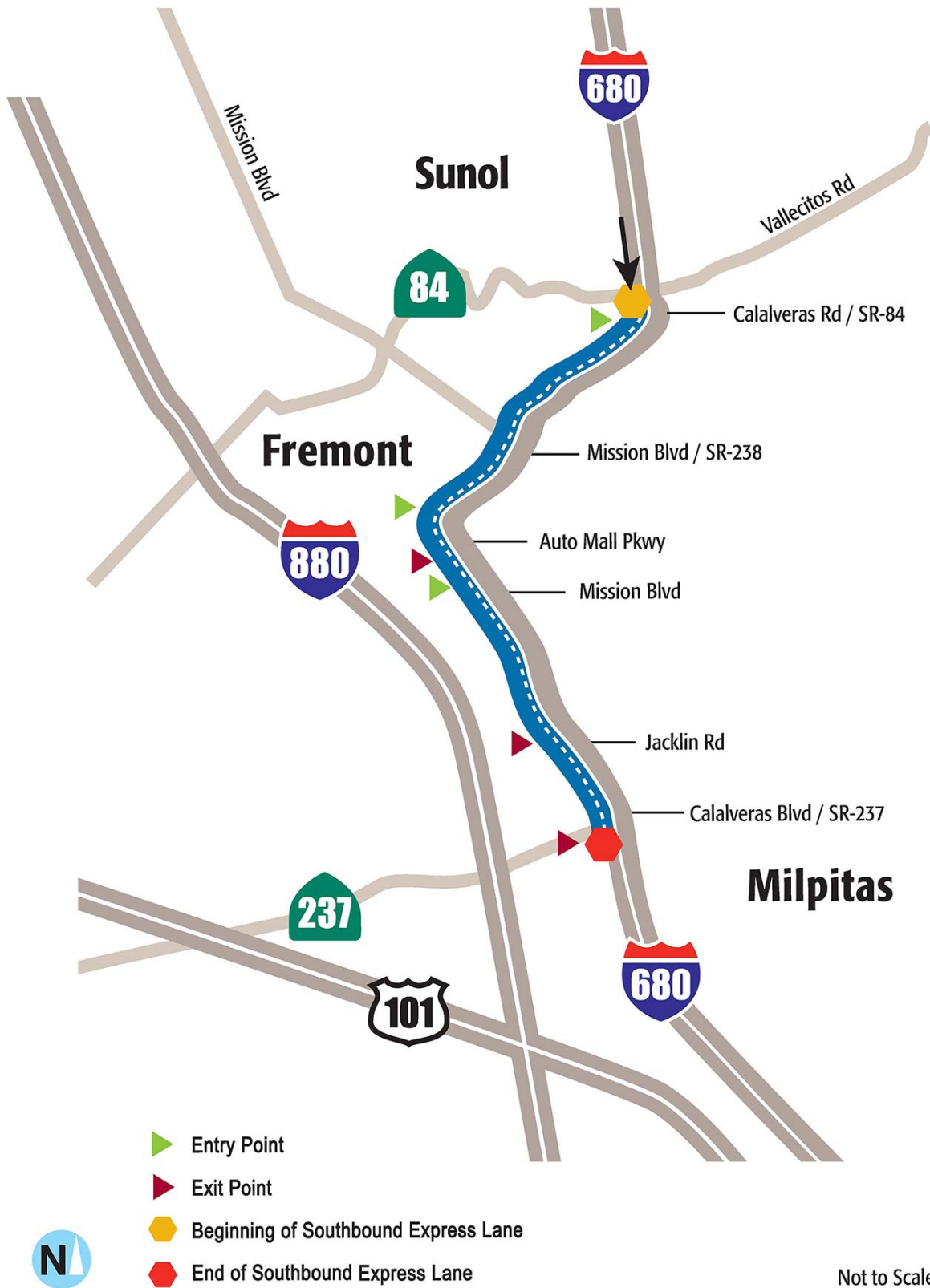
Staff Contacts

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

[Ashley Tam](#), Assistant Transportation Engineer

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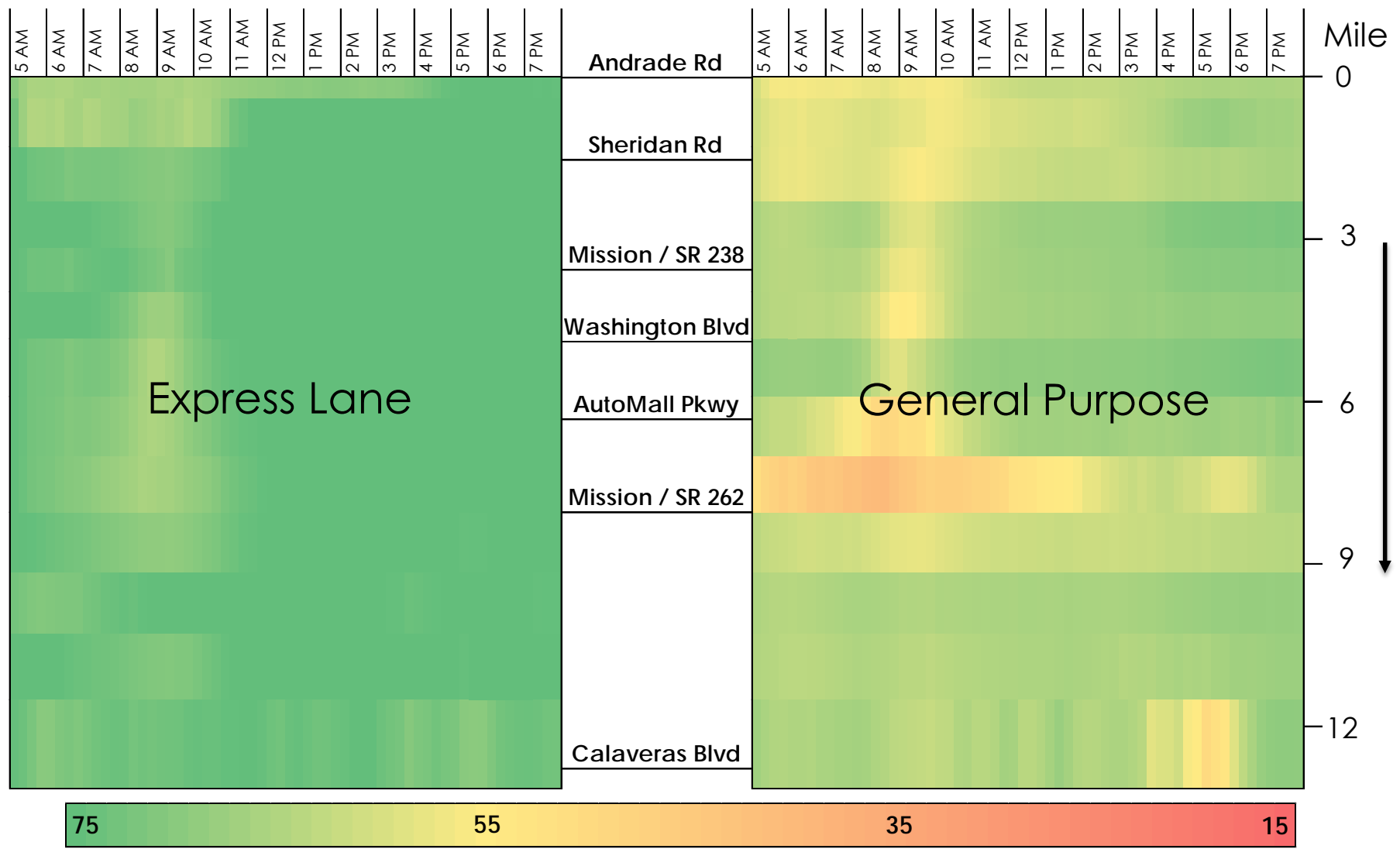
Sunol I-680 Southbound Express Lane Location Map



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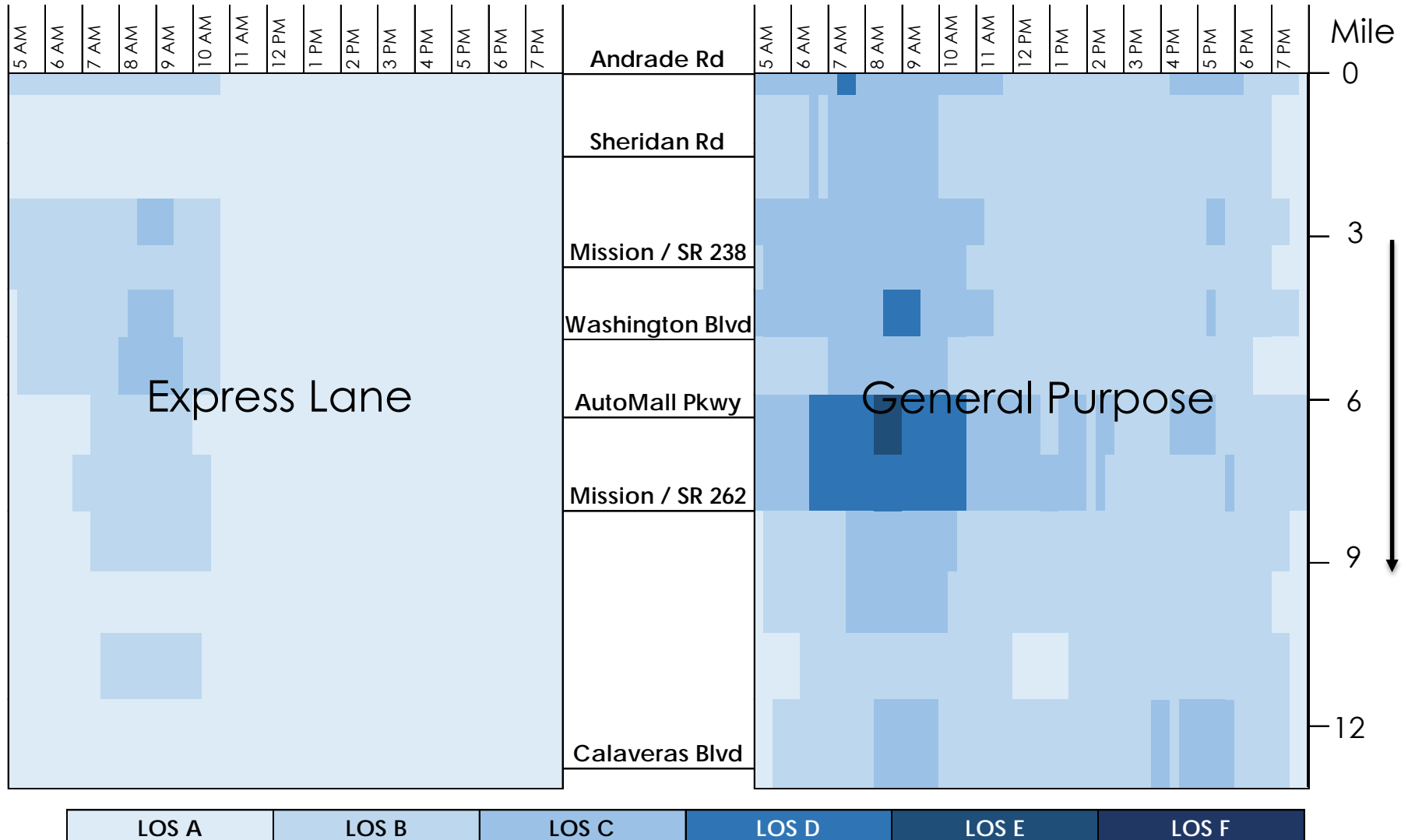
I-680 Sunol Corridor Average Speed Heat Map ^{5.1B}

Monday-Friday, April 2017– September 2017



I-680 Sunol Corridor Average Density Heat Map

Monday-Friday, April 2017 – September 2017





Memorandum

5.2

1111 Broadway, Suite 800, Oakland, CA 94607

PH: (510) 208-7400

www.AlamedaCTC.org

DATE: January 2, 2018

SUBJECT: I-680 Sunol Express Lanes (PN 1369.000): Monthly Status Update

RECOMMENDATION: Monthly status update of the I-680 Sunol Express Lanes project.

Summary

The I-680 Sunol Express Lanes Project will provide enhanced mobility for motorists in both the northbound and southbound directions as a combination of two projects. The I-680 Sunol 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 Sunol 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 I-680 Southbound Access Conversion project will convert the existing southbound controlled access tolling configuration to an open access configuration to provide consistency with the new northbound express lane. This conversion has been incorporated into the northbound Phase 1 project. 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 Sunol Express Lanes project will widen northbound 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 I-680 Southbound Express Lane was opened to traffic in September 2010 as a controlled access facility. To be consistent with the new northbound express lane and provide enhanced accessibility for users, the southbound direction will be converted to an open access configuration in conjunction with the Phase 1 project.

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 and will continue to provide design support during construction (DSDC). In June 2016, Kapsch TrafficCom Transportation NA, Inc. was selected to provide Toll System Integration Services. In November 2017, Bay Cities Paving & Grading Inc. was awarded the civil construction contract. 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. Attachment A, I-680 Sunol Express Lanes Progress Update, provides the current implementation schedule and delivery milestones.

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.

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:

- 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. A mandatory pre-bid meeting was held on August 24, 2017 at the Caltrans Pleasanton Construction office.
- The civil construction contract was advertised by Caltrans on August 14th, 2017.
- Four bids were received and opened on October 3rd, 2017.

- Caltrans received bid protests during the award phase from the 2nd and 3rd lowest bidders regarding DBE goals and unit pricing. The bid protests were resolved after several weeks of evaluation.
- Bay Cities Paving & Grading Inc. of Concord, CA was awarded the construction contract on November 16th, 2017 in the amount of \$106,974,086.45. This amount is 8.57% under the Engineer's Estimate of \$117 million.
- Removal of trees conflicting with the project began in November 2017 and will complete by February 2018, within the time window allowed by permits.
- Civil construction is anticipated to begin in February 2018 after approval of initial submittals.
- Schedule milestones will be refined after approval of the contractor's baseline CPM schedule, anticipated in early 2018. Opportunities to improve the delivery milestones will be re-evaluated at that time.
- 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).
- A project groundbreaking event is tentatively planned for March 2018.

Fiscal Impact: There is no fiscal impact.

Attachment

- A. I-680 Sunol Express Lanes Progress Update

Staff Contacts

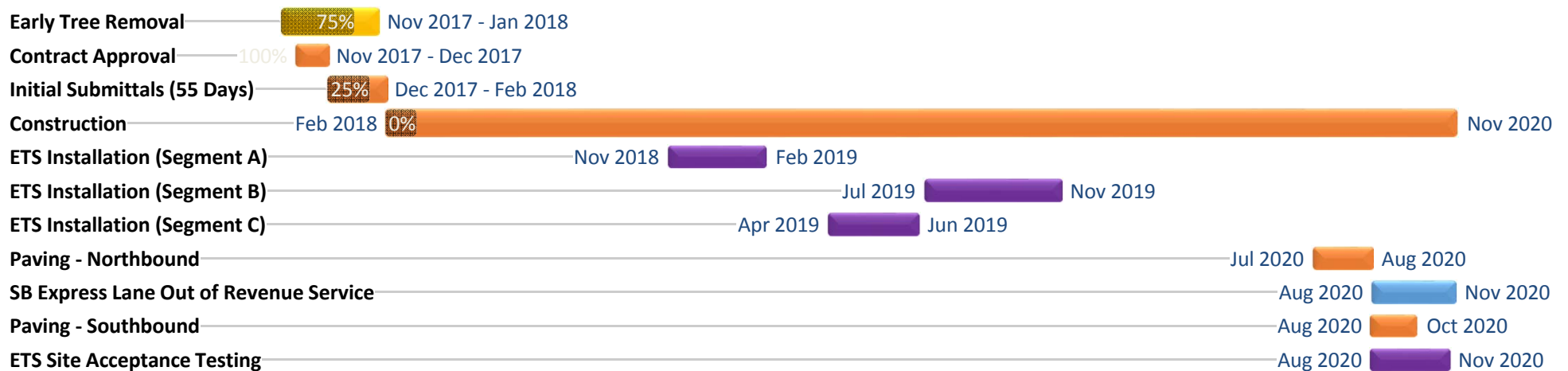
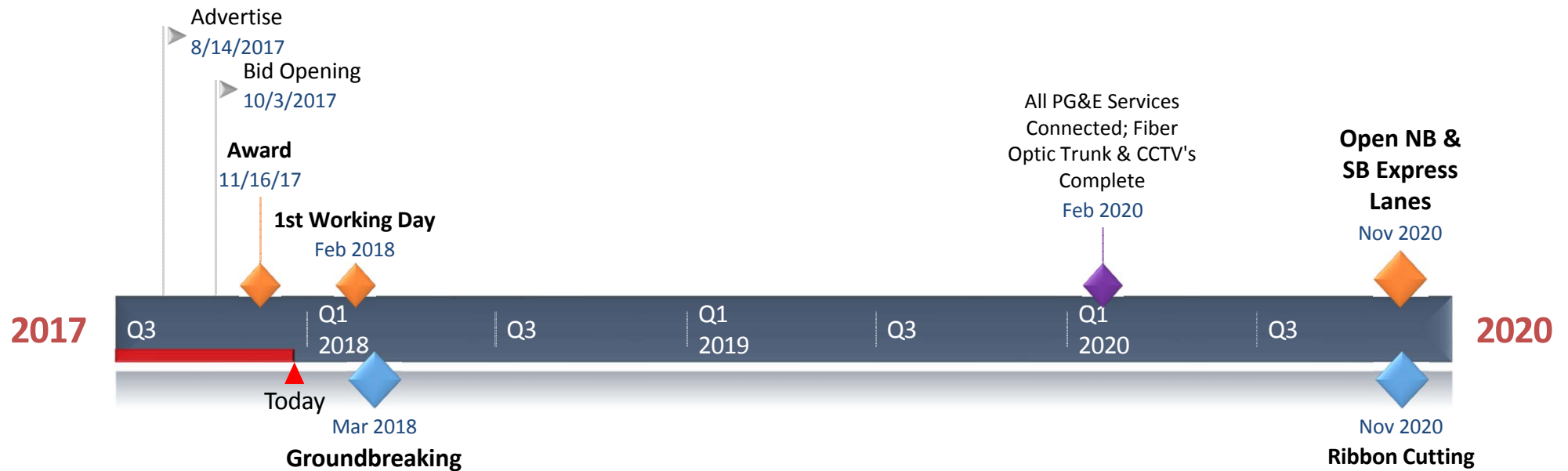
[Trinity Nguyen](#), Director of Project Delivery

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

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I-680 Sunol Express Lanes

Progress Update: January 2018



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