



Meeting Notice

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Executive Director
Arthur L. Dao

I-680 Sunol Smart Carpool Lane Joint Powers Authority

Monday, June 13, 2016, 9:30 a.m.

Location:

1111 Broadway, Suite 800
Oakland, CA 94607

Teleconference Location:

Campbell City Hall
Doetsch Conf. Room, 70 N 1st St.
Campbell, CA 95008

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

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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

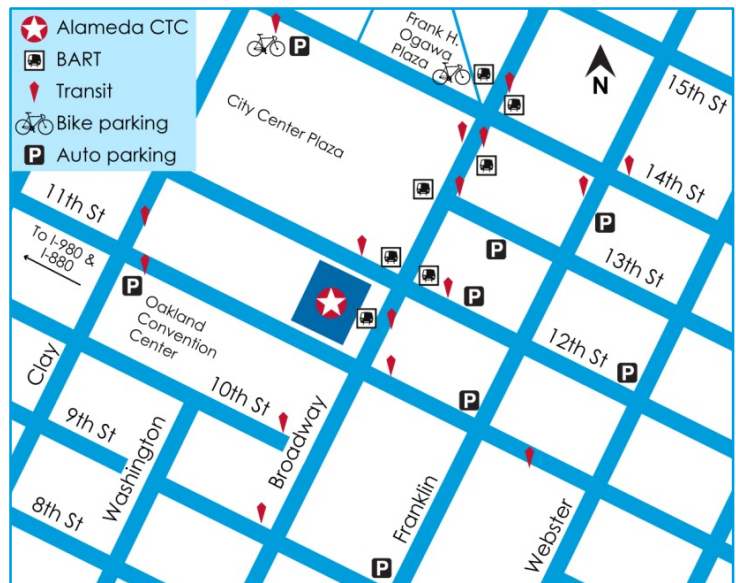
A glossary that includes frequently used acronyms is available on the Alameda CTC website at www.AlamedaCTC.org/app_pages/view/8081.

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, June 13, 2016, 9:30 a.m.

1111 Broadway, Suite 800, Oakland, CA 94607 • 510.208.7400 • www.AlamedaCTC.org
Teleconference location: Campbell City Hall, Doetsch Conference Room, 70 N. 1st St., Campbell, CA 95008

1. Pledge of Allegiance

2. Roll Call

3. Public Comment

Chair: Mayor Jerry Thorne, City of Pleasanton
Vice Chair: Bill Harrison, City of Fremont
Commissioners/Members: Scott Haggerty, David Haubert, 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. [Approval of the I-680 Sunol Smart Carpool Lane Joint Powers Authority May 9, 2016 Meeting Minutes](#) 1 A

5. Regular Matters

5.1. [I-680 Sunol Smart Carpool Lane JPA FY2016-17 Final Proposed Budget: Approval of the I-680 Sunol Smart Carpool Lane Final Proposed Budget for FY2016-17](#) 5 A

5.2. [I-680 Southbound Express Lane \(PN 1408.000\): Monthly Operations Update](#) 9 I

5.3. [I-680 Northbound Express Lane \(PN 1369.000\): Monthly Status Update](#) 15 I

6. Committee Member Reports (Verbal)

7. Staff Reports (Verbal)

8. Adjournment

Next Meeting: July 11, 2016

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

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I-680 Sunol Smart Carpool Lane Joint Powers Authority Meeting Minutes Monday, May 09, 2016, 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. Commissioner Baker was present via conference call. Commissioner Narum was present as an alternate for Commissioner Thorne.

3. Public Comment

There were no public comments.

4. Consent Calendar

4.1. Approval of the I-680 Sunol Smart Carpool Lane Joint Powers Authority February 8 2016 Meeting Minutes

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

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

Yes:	Narum, Haubert, Harrison, Haggerty, Baker
No:	None
Abstain:	None
Absent:	None

5. Regular Matters

5.1. Sunol Smart Carpool Lane Statement of Revenues and Expenses: Approval of Sunol Smart Carpool Lane Statement of Revenues and Expenses as of March 31, 2016

Patricia Reavey recommended that the Authority approve the Sunol Smart Carpool Lane Statement of Revenues and Expenses as of March 31, 2016. She stated that net toll revenue was \$1,565,935 or 22.8 percent higher than year-to-date budget. Expenses through the third quarter totaled \$1,366,267, or 28.8 percent less than budget, which results in an increase to net position of \$202,821. This surplus is due to a combination of actual toll revenues coming in higher and actual expenses coming in lower than budget projections. As of March 31, 2016, the Sunol JPA had a cash balance of \$3,140,774.

Commissioner Haggerty asked where the unspent \$2.1 million capital improvement funding is going in the Alameda CTC budget. Patricia stated that the \$2.1 million capital budget will be shifted from the Sunol JPA capital budget to the Alameda CTC budget for the same work originally intended in the Sunol JPA capital budget, capital lane conversion improvement, as a line item under the I-680 Southbound project.

Commissioner Haggerty suggested having a dedicated CHP officer enforce the express lanes. Art Dao stated that staff will look into that option and will ensure that there is adequate enforcement in the lane.

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

Yes: Narum, Haubert, Harrison, Haggerty, Baker
No: None
Abstain: None
Absent: None

5.2. I-680 Sunol Smart Carpool Lane JPA FY2016-17 Draft Proposed Budget: Approval of the I-680 Sunol Smart Carpool Lane Draft Proposed Budget for FY2016-17

Patricia Reavey recommended that the Authority approve the I-680 Sunol Smart Carpool Lane JPA Draft Proposed Budget for FY2016-17. She stated that the budget was aligned with the core function of the Sunol Smart Carpool Lane JPA and reflects a balanced, sustainable budget for FY2016-17. The budget also reflects that the I-680 southbound express lane is no longer dependent on grant funds for solvency, as all operating costs are funded utilizing toll revenues. Operating expenses decreased 18% from the FY2015-16 budget, there was an increase to funds reserved for maintenance, and there are no capital projects planned for FY2016-17. As a best practice, the Sunol JPA should continue to set aside funding for future maintenance needs and maintain an adequate unrestricted fund balance. Patricia state that the proposed budget contains a projected roll forward net position balance of \$3.8 million from the FY2015-16 budget and projected toll revenues of \$2.1 million which is a 23.5 percent increase over revenues projected for FY2015-16. Patricia also stated that the proposed FY2016-17 operating expense budget is \$2.1 million. She reviewed specific expense line items in the budget and stated that the projected net position balance at the end of FY2016-17 is \$3.6 million. She recommended approval of the proposed budget which will provide resources of \$2.1 million and authorize expenses of \$2.1 million for an overall decrease in net position of \$219.7 thousand with a projected ending unrestricted net asset balance of \$1.1 million.

Commissioner Haggerty stressed the importance of California Highway Patrol (CHP) presence in the corridor and requested that more funding be allocated for enforcement. Liz stated that the budget has not changed year over year, but that staff will be working with CHP on strategies to increase enforcement.

Commissioner Narum asked if maintenance and operations budget amounts go towards the reserve. Patricia stated that the operations and maintenance line item is an actual expense amount expected for FY2016-17 but there is an additional reserve in the amount of \$500,000 set aside for future maintenance needs.

Commissioner Baker asked how the reserve amount is determined and if there could be more funds placed in the reserve. Patricia stated that based on available resources, \$500,000 was the amount set aside in past years and another \$500,000 for FY2016-17. The reserve amount is expected to grow over time.

Commissioner Baker asked if maintenance charges are expected to increase over the next five to 10 years. Kanda stated that since major capital upgrades are planned as part of the lane conversion project in 2018/19, no other major maintenance costs are anticipated over the next five to 10 years.

Commissioner Haggerty asked if there is a probability that Caltrans will start requiring street lights on all highway projects. Art stated that lighting will be part of work in the Southbound direction of the lane however, Caltrans has indicated that the need for placing freeway lighting will be determined on a case by case basis.

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

Yes:	Narum, Haubert, Harrison, Haggerty, Baker
No:	None
Abstain:	None
Absent:	None

5.3. I-680 Southbound Express Lane (PN 1408.00): Monthly Operations Update

Liz Rutman presented the I-680 Southbound Express Lane monthly operations update. She covered average daily volumes and average travel speeds in the general purpose and express lanes, and toll rates by segments. Liz also provided information on the estimated revenue versus forecasted revenue. She concluded by providing CHP enforcement monthly averages.

Commissioner Haggerty asked how rental car violators are enforced. Liz stated that drivers with no toll tags are considered HOV users since the current system does not have the ability to capture those drivers with no transponder.

Commissioner Narum asked if there was a way of tracking safety and if the lane has reduced the amount of incidents in the corridor. Kanda stated that two years ago, staff completed a Before and After Project Implementation – Performance Evaluation Study and submitted to the State Legislature, which indicated reduction of incidents within the express lane limits. The study implied that the accident history was lower than the statewide average for similar facility. He stated that staff has been logging each incident that involves the express lane operation, however hasn't updated the safety analysis in recent years. Art indicated that the staff will look into it and provide an update in upcoming meetings.

This item was for information only.

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

Gary Sidhu presented the I-680 Northbound Express Lane monthly status update. He stated that the final design work is in progress and the expedited schedule allows construction to commence in mid-2017. He stated that conversion of the southbound express lane will be implemented simultaneously with the northbound project improvements. Staff has been coordinating the conversion with the City of Fremont and VTA staff.

Commissioner Haggerty asked if all work will be done at night. Gary stated that there will be a combination of both day and night construction work.

This item was for information only.

6. Committee Member Reports

There were no committee member reports.

7. Staff Reports

Art stated that the agency is working to nominate the Northbound Express Lane project for the TIGER grant application.

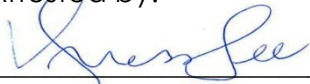
8. Adjournment/ Next Meeting

The next meeting is:

Date/Time: Monday, June 09, 2016 @ 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: June 03, 2016

SUBJECT: I-680 Sunol Smart Carpool Lane JPA FY2016-17 Proposed Budget

RECOMMENDATION: Approve the I-680 Sunol Smart Carpool Lane JPA Proposed Budget for FY2016-17

Summary

The proposed Sunol Smart Carpool Lane JPA FY2016-17 budget reflects a sustainable, balanced budget utilizing toll revenues to fund total expenditures. This is an important time in the history of the Sunol Smart Carpool Lane because it demonstrates that the I-680 south bound express lane has turned a corner and is becoming sustainable and no longer dependent on grant funding for solvency. However, in keeping with recommended best practices, it will be important to continue to set aside funds for future maintenance needs in order for the operations of the Sunol Smart Carpool Lane to remain sustainable, and to strive to maintain at least one year's worth of expenses in unrestricted fund balance to mitigate current and future risks and to ensure sufficient liquidity for operations. After several years of operations staff has developed a better understanding of budget needs and has been able to scale back FY2016-17 budgeted operating expenses by 18.0 percent from the approved budget for FY2015-16 operating expenses.

The proposed budget contains a roll forward net position of \$3,802,430 from FY2015-16, which will be updated at mid-year with the actual net position from the FY2015-16 audited financial report. It also includes projected toll revenues of \$2,100,000 which is a 23.5 percent increase over revenues projected for FY2015-16. Unrestricted net assets and revenues, together, provide available resources of \$3,666,962 for FY2016-17.

The proposed FY2016-17 operating expense budget is \$2,100,000 which will be funded with toll revenues from the Sunol Smart Carpool Lane. This is the first Sunol Smart Carpool Lane operating budget fully funded by toll revenues since inception of the lane.

The proposed capital revenue and expense budgets are \$0. The capital budget for FY2015-16 included \$2,100,000 of grant funding and related capital project expenditures for implementation of an automated toll violation enforcement system designed to deter toll violations and provide a consistent driver experience between the I-680 and I-580 Express Lanes. These funds were not utilized by the Sunol Smart Carpool Lane in FY2015-16 because this project has been incorporated into the larger Alameda CTC I-680 Express Lane Project.

The grant funding that had been previously budgeted for the Sunol Smart Carpool Lane has been shifted to fund this same desired work in Alameda CTC's I-680 Express Lane Project. At this time, no capital projects are planned for the Sunol Smart Carpool Lane for FY2016-17. If capital needs should arise throughout the fiscal year, a revision to the budget will be made identifying both the additional budget amount needed and the funding source or sources during the mid-year budget update process.

The projected net position balance at the end of FY2016-17 is \$3,582,688. It is comprised of \$1,000,000 reserved for maintenance, \$1,515,726 of capital assets and \$1,066,962 of unrestricted net assets. The funds reserved for maintenance has been increased by \$500,000 in the budget for FY2016-17. This reserve is in line with best practices to ensure sustainability when maintenance and repairs are needed.

Background

Staff did not prepare an additional schedule to reflect the funding source intended to be utilized for each expense line item in the proposed budget for FY2016-17 as was done in previous years since all funding in the proposed budget is projected to come from toll revenues. This is an important step for the Sunol Smart Carpool Lane because it demonstrates that the JPA is becoming sustainable and no longer depending on grant funding for support. It will be important to continue to set aside funds for maintenance in future years in order for the operations of the Sunol Smart Carpool Lane to remain sustainable.

Fiscal Impact

The fiscal impact of approving the FY2016-17 proposed budget will be to provide additional resources of \$2,100,000 and authorize operating expenses of \$2,100,000, which along with projected depreciation would reflect an overall decrease in net position of \$219,742 for a projected ending net position balance of \$3,582,688 and a projected ending unrestricted net asset balance of \$1,066,962.

Attachments

- A. I-680 Sunol Smart Carpool Lane JPA Fiscal Year 2016-17 Proposed Budget

Staff Contact

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

**Sunol SMART Carpool Lane JPA
Fiscal Year 2016-17
Proposed Budget**

	FY 2015-16 Adopted Budget	FY 2016-17 Proposed Budget
Beginning Net Position	\$ 4,267,989	\$ 3,802,430
Operating Revenues:		
Toll Revenue	1,700,000	2,100,000
Alameda CTC Grants	610,000	-
	2,310,000	2,100,000
Operating Expenses:		
Operations and Maintenance contract	1,000,000	850,000
Revenue Collection Fees	350,000	300,000
CHP Enforcement	225,000	212,500
Alameda CTC Operations	100,000	300,000
Express Lane Maintenance (Caltrans)	125,000	25,000
Project Management/Controls	225,000	150,000
Marketing/Public Outreach	100,000	5,000
IT Support	75,000	35,000
System Manager/Operations Support	40,000	10,000
Other Consultant Costs	20,000	-
Alameda CTC Administration	50,000	55,000
Insurance	50,000	45,000
Legal	25,000	25,000
Miscellaneous	25,000	25,000
Utilities	25,000	25,000
Contingency	125,000	37,500
	2,560,000	2,100,000
Operating Surplus/(Deficit)	(250,000)	-
Other Expenses:		
Depreciation Expense	215,559	219,742
Capital Revenues:		
Alameda CTC Capital Grants	700,000	-
Alameda CTC Capital Grants rolled from Prior Year	1,400,000	-
	2,100,000	-
Capital Expenses:		
Automated Toll Violation Enforcement System	700,000	-
Unspent Automated Toll Violation Enforcement System	1,400,000	-
	2,100,000	-
Projected Ending Net Position	\$ 3,802,430	\$ 3,582,688
Net Position		
Reserved for maintenance:	500,000	1,000,000
Invested in Capital Assets	1,735,468	1,515,726
Unrestricted	1,566,962	1,066,962
	3,802,430	3,582,688
Total Net Position	\$ 3,802,430	\$ 3,582,688

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Memorandum

5.2

1111 Broadway, Suite 800, Oakland, CA 94607 • PH: (510) 208-7400 • www.AlamedaCTC.org

DATE: June 6, 2016

SUBJECT: I-680 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 express lane facility for the month of April 2016. The update is included as Attachment A to this staff report.

The April 2016 operations reports indicate that the express lane facility continues to provide travel reliability during the peak period with average hourly speeds in the express lane estimated at 5 to 15 mph higher than the average hourly speeds in the general purposes lanes during the morning peak hours in the most congested segment of the corridor.

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. 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. 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 fall 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 HOV/express and general purposes lanes. California Highway Patrol officers continued to provide enforcement services while Caltrans provides roadway maintenance services, through reimbursable service agreements.

April 2016 Operation Update: The April update is included as Attachment A to this report. During the peak commute hour, the motorists in the express lane traveled with speeds approximately 5 to 15 mph faster than the motorists traveling in the general purpose lanes in the most congested segment of the corridor. Motorists in the express lane also

experienced much less congestion than the general purpose lanes during commute hours. This is measured by the vehicle density, the number of vehicles per mile per lane. During the morning commute, the express lane average density was less than half that of the general purpose lanes in the most congested segment in the corridor.

The April 2016 average toll rate to travel the length of the corridor from Andrade Road to Calaveras Boulevard was \$1.80 during all hours of operation (5:00 a.m. – 8:00 p.m.) and \$4.04 within the peak morning commute hours of 7:00 am – 11:00 am. Nearly 77,000 express lane users had active FasTrak toll tags; the average toll assessed was \$2.52.

Fiscal Impact: There is no fiscal impact.

Attachments

- A. I-680 Southbound Express Lane April 2016 Operations Update

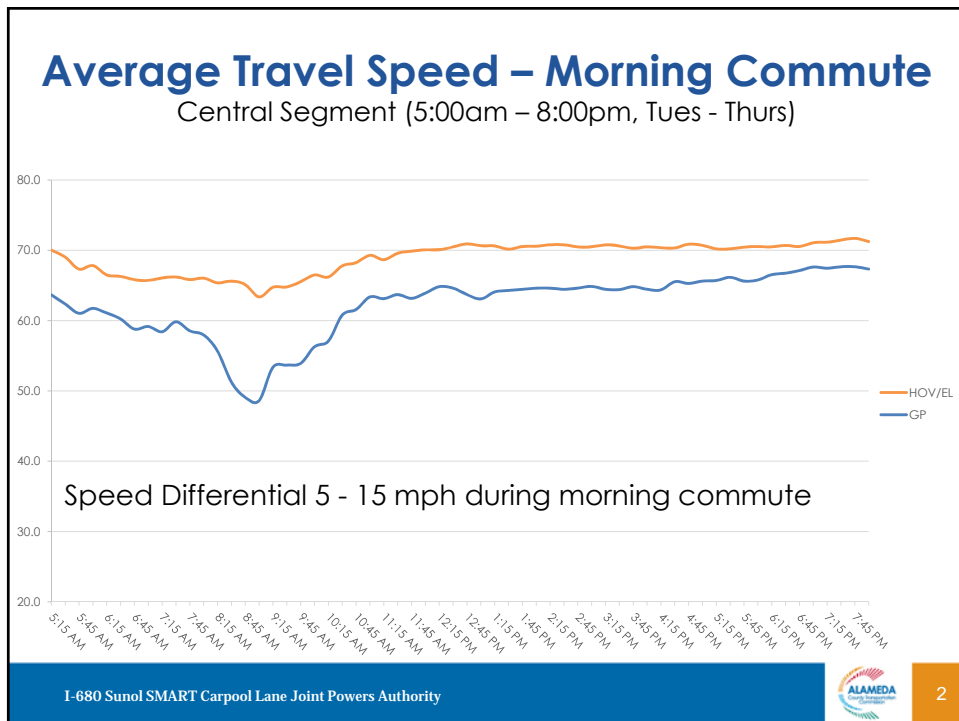
Staff Contact

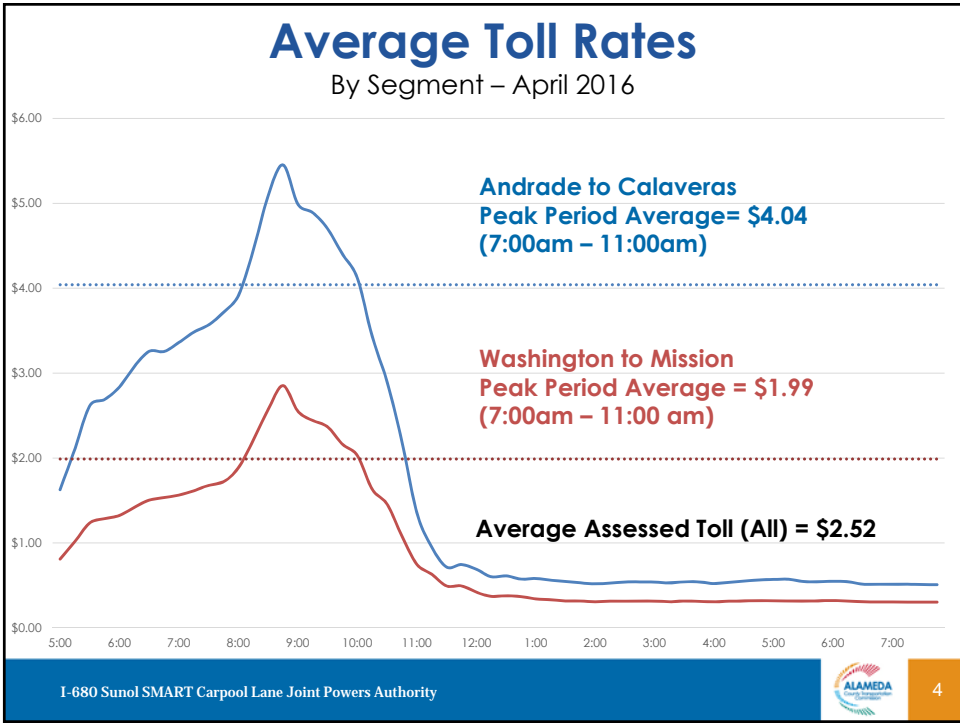
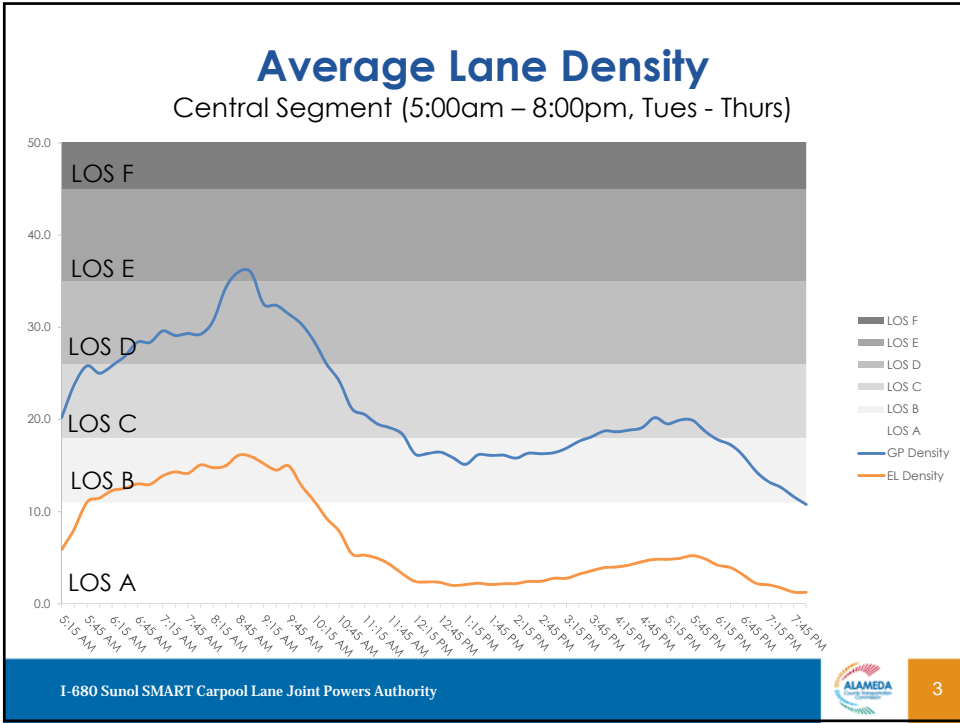
[Liz Rutman](#), Express Lanes Operation and Maintenance Manager

EXPRESS LANE
FasTrak TOLL TO
 262 Mission \$1.50
 237 Calaveras \$1.75
 HOV 2+ NO TOLL

**I-680 SB Express Lane
 Monthly Operations
 April 2016 Update**

A Presentation for the
 I-680 Sunol Smart Carpool Lane Joint Powers Authority (SSCLJPA)
 June 13, 2016





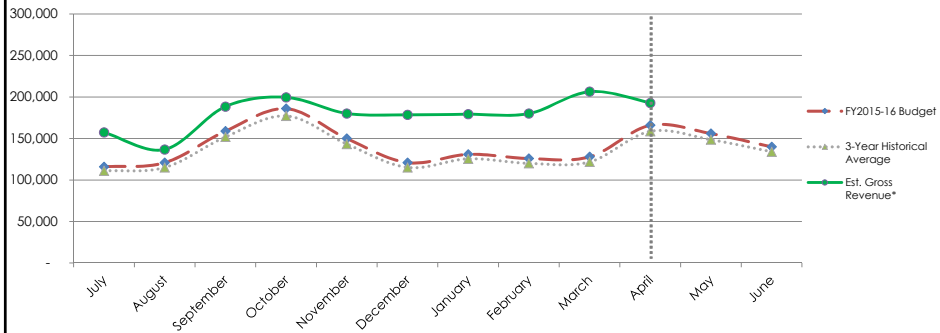
Revenue - Estimated Gross vs. Forecasted

Cumulative Revenue in FY 2015/16
(July 2015 – April 2016)

Estimated Gross Revenue **\$1,800,000** **↑ 28%**

Forecasted* **\$1,400,000**

* Forecasted revenue for the full FY 15/16 is \$1,700,000



Questions ?



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Memorandum

5.3

1111 Broadway, Suite 800, Oakland, CA 94607

PH: (510) 208-7400

www.AlamedaCTC.org

DATE: June 6, 2016

SUBJECT: I-680 Northbound Express Lane (PN 1369.000): 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. This overall project will be implemented with a phased approach. The initial phase, Phase 1 Modified, of the project will complete design and construction of a 9-mile segment between south of Auto Mall Parkway and SR84. 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.

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 northbound 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, Phase 1 Modified, proposes to add a new HOV/Express Lane from south of Auto Mall Parkway to SR 84 to eliminate these bottleneck locations and alleviate much of the daily traffic congestion.

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

The Environmental Document and Project Approval (PA&ED) for the overall project was completed in July 2015. The civil detailed design work is underway. The interviews to select a consultant/contractor to provide Toll System Integration services were conducted on January 20, 2016. Best and Final Offer negotiations have been completed. Commission's approval for executing an Agreement with the top-ranked firm will be sought in the June 2016 Commission meeting. The following is a detailed discussion of work in progress and/or upcoming major tasks.

Project Implementation Approach

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 Phase 1 Modified project (south of Auto Mall Parkway to SR 84). Staff has developed a project delivery strategy to design and construct the Phase 1 Modified project 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 into the I-680 Northbound Express Lane Project - Phase 1 Modified Project.

Project activities anticipated over the next three months:

- Execute a new Agreement with the top-ranked Toll System Integrator
- Continue to finalize configuration of tolling zones and related sign locations
- Begin preliminary toll system design and coordinate with civil design
- Complete right of way appraisal activities and initiate negotiations with the property owners
- Complete field work to prepare foundation reports for bridge structures and retaining walls; development of pavement structural section recommendations; and soils investigation for potential presence of hazardous materials
- Complete environmental revalidation process to reflect Phase 1A implementation
- Prepare and submit 65% Plans, Specification & Estimate package to Caltrans (July 2016)

The Phase 1A schedule is as follows:

- Complete Final Design (PS&E): December 2016
- Construction contract advertisement: March 2017
- Construction: mid 2017 - late 2018
- System Integration: mid 2018 - late 2018
- Lane opening: late 2018/early 2019

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

Staff Contact

[Kanda Raj](#), Express Lanes Program Manager

[Gary Sidhu](#), Highway Program Manager