



Meeting Notice

1111 Broadway, Suite 800, Oakland, CA 94607 • 510.208.7400 • www.AlamedaCTC.org

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Commission Vice Chair
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City of Fremont

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City of Union City
Mayor Carol Dutra-Vernaci

Executive Director
Arthur L. Dao

I-680 Sunol Smart Carpool Lane Joint Powers Authority

Monday, September 12, 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

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

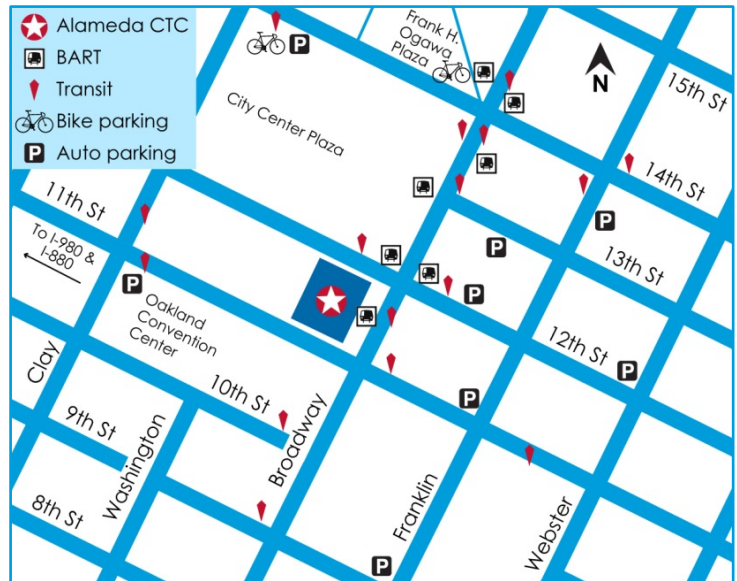
A glossary that includes frequently used acronyms is available on the Alameda CTC website at www.AlamedaCTC.org/app_pages/view/8081.

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, September 12, 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

Chair: Mayor Jerry Thorne, City of Pleasanton

Vice Chair: Bill Harrison, City of Fremont

2. Roll Call

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

3. Public Comment

Staff Liaison: Elizabeth Rutman

Executive Director: Arthur L. Dao

Clerk: Vanessa Lee

4. Consent Calendar

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4.1. [Approval of the July 11, 2016 I-680 Sunol Smart Carpool Lane Joint Powers Meeting Minutes](#)

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5. Regular Matters

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

5 I

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

11 I

6. Committee Member Reports (Verbal)

7. Staff Reports (Verbal)

8. Adjournment

Next Meeting: October 10, 2016

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

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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 Haggerty. Commissioner Baker was present via conference call.

Subsequent to the roll call:

Commissioner Haggerty arrived after the vote on item 4.1.

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 June 13, 2016 Meeting Minutes

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

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

5. **Regular Matters**

5.1. Adopt a resolution authorizing the Sunol Smart Carpool Lane Joint Powers Authority to: Invest monies in the Local Agency Investment Fund, and approve the designation of the managing agency's (Alameda County Transportation Commission) staff to order the deposit or withdrawal of monies in the Local Agency Investment Fund.

Patricia Reavey recommended that the Authority adopt a resolution authorizing the Sunol Smart Carpool Lane Joint Powers Authority to: Invest monies in the Local Agency Investment Fund (LAIF), and approve the designation of the managing agency's (Alameda County Transportation Commission) staff to order the deposit or withdrawal of monies in the Local Agency Investment Fund. She stated that LAIF offers local agencies the opportunity to participate in a major portfolio, which invests hundreds of millions of dollars, using the investment expertise of the State Treasurer. Historically, Sunol JPA funds were not generating interest income because, since inception, the costs of banking services were more than the return available on the smaller balances accumulated by the Sunol JPA. Patricia stated that currently, the Sunol JPA funds are managed in two separate accounts, a checking account for revenue deposits and operational expense disbursements and a savings account for idle

funds that currently earns 0.25 percent in interest. The savings account was established outside of the Sunol JPA's banking analysis structure as balances grew as an initial investment tool to obtain some return when funds were available, but also to keep funds very liquid to address operational needs when required. Sunol JPA bank balances are currently over \$3 million, therefore at this time staff recommends the Sunol JPA Board adopt a resolution authorizing the Sunol JPA to establish an account with LAIF. LAIF is a well-managed, highly liquid fund operating on an amortized cost basis with returns historically higher than can be obtained through a savings account. LAIF's current rate of return is 0.58 percent.

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

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

5.2. Receive a status update on the operation of the I-680 Southbound Express Lane.

Liz Rutman presented the I-680 Southbound Express Lane monthly operations update for May 2016. She shared the corridor performance information such as the average travel density, travel speeds, dynamic congestion pricing (toll rates, during operational hours), estimated versus forecasted revenue, and CHP enforcement blitz data.

This item was for information only.

5.3. Receive a monthly status update of the I-680 Northbound Express Lane Project.

Kanda Raj Introduced the I-680 Northbound Express Lane monthly status update and stated that Gary Sidhu, the agency project manager would be providing more information on the phased construction approach.

Gary covered key features of Phase 1A of the project that included widening of roadway and bridges, replacement of Sheridan Road Overcrossing, pavement rehabilitation, installation of toll system for implementing a new continuous access express lane, from South Grimmer Boulevard Undercrossing to SR 84 in the northbound direction and converting the existing southbound express lane access type to continuous from SR 262 to SR 84. Gary covered the locations where the roadway widening, auxiliary lane, bridge modifications, retaining walls, pavement rehabilitation, lighting and other safety features will be included in the Phase 1A Construction Project. Gary concluded his presentation by stating that the newly retained toll system integrator will integrate the new northbound toll system with existing/modified southbound toll system to create a single toll operation for the I-680 Northbound and Southbound Express Lanes.

Commissioner Haubert and Commissioner Haggerty wanted clarification on the design conception graphic that was provided in the presentation. Art stated that staff will provide more detailed information in upcoming meetings. In addition, he offered to meet individually with any Commissioner who would like to review the design in detail.

Commissioner Haubert wanted to know where Koopman Road is located. Art stated that it is a local road beneath I-680 Freeway, north of the Route 84/I-680 interchange.

Commissioner Harrison asked for a status update on the pavement rehabilitation between SR 237 and Koopman Road Undercrossing. Art answered that Caltrans has programmed approximately \$40 million for the pavement rehabilitation project to resurface the entire pavement surface between Scott Creek Road and Koopman Road. Staff will bring back more information at an upcoming meeting.

This item was for information only.

6. Committee Member Report

Commissioner Harrison thanked staff for working with MTC staff for project improvements on I-680 and I-880.

7. Staff Reports

There were no staff reports.

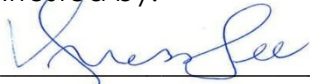
8. Adjournment/ Next Meeting

The next meeting is:

Date/Time: Monday, September 12, 2016 @ 9:30 a.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: September 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 months of June and July 2016. The update is included as Attachment A to this staff report.

The operations report indicates that the express lane facility continues to provide travel reliability during the peak period with average hourly speeds in the express lane estimated up to 14 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. All motorists using the I-680 express lane facility benefit from optimized capacity, reduced congestion and increased travel time reliability. Carpools, clean-air vehicles, motorcycles, and transit vehicles – those vehicles eligible to travel in High Occupancy Vehicle (HOV) lanes – enjoy toll-free travel in the express lanes, while single occupancy vehicles (SOVs) may choose to pay a toll to travel in the express lanes. 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 express and general purposes lanes. California Highway Patrol officers provide enforcement services and Caltrans provides roadway maintenance services through reimbursable service agreements.

June/July 2016 Operations Update: The June/July update is included as Attachment A to this report. In June, during the peak morning commute hours, motorists in the express lane

experienced average travel speeds approximately 8 to 14 mph faster than the motorists in the general purpose lanes in June in the most congested segment of the corridor. This speed differential dropped to 7 to 10 mph in July. 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 significantly less than that of the general purpose lanes in the most congested segment in the corridor in both June and July.

Table 1 shows the average posted toll rates to travel the entire southbound express lane corridor and the average toll assessed to non-HOV users, for each of June and July. Over 88,000 motorists in the express lane had FasTrak® toll tags in June; the number reduced to just over 78,000 in July. The volume and toll rates in July is likely due to decreased traffic congestion from summer travelers.

Table 1. June and July Toll Rates

Time of Day	Average Posted Toll (Travel Entire Corridor)		Average Assessed Toll (All Trips)	
	June	July	June	July
5 am to 8 pm	\$1.87	\$1.67	\$2.46	\$2.03
7 am to 11 am	\$4.22	\$3.51		

The close of end of Fiscal Year 2015-16 provides an opportunity to provide a quarterly update on some express lane characteristic: aggregate speeds and express lane level of service (LOS). During the last quarter of Fiscal Year 2015-2016, the aggregated average express lane corridor speed just under 70 mph during the peak morning commute hours of 8 am to 10 am and greater than 70 mph at all other times. A few spot locations experienced average speeds as low as 60 mph during the morning hours. The average express lane LOS was B or better at all times, with some spot locations experiencing LOS C during the morning commute.

The estimated gross revenue generated from the I-680 express lanes in fiscal year 2015/16 was over \$2.16 million, which was 27 percent higher than the anticipated \$1.7 million.

Fiscal Impact: There is no fiscal impact.

Attachments

- A. I-680 Southbound Express Lane June and July 2016 Operations Update

Staff Contact

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



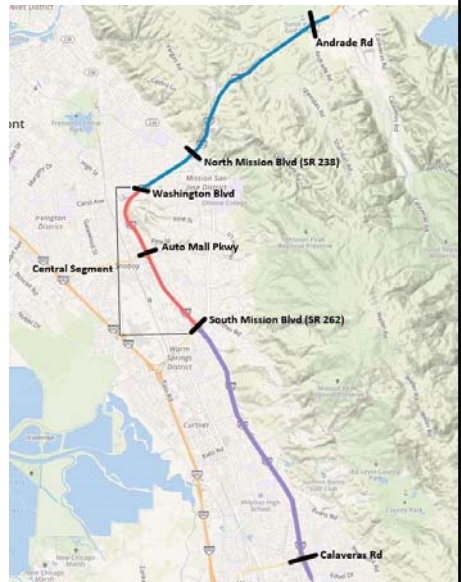
**I-680 SB Express Lane
Monthly Operations Update**

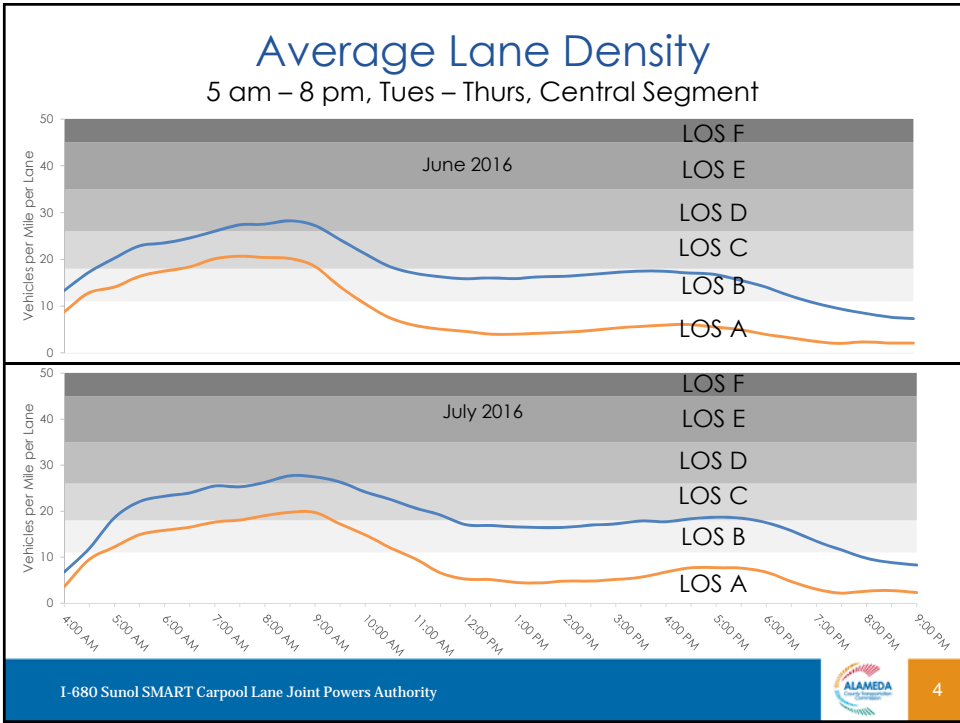
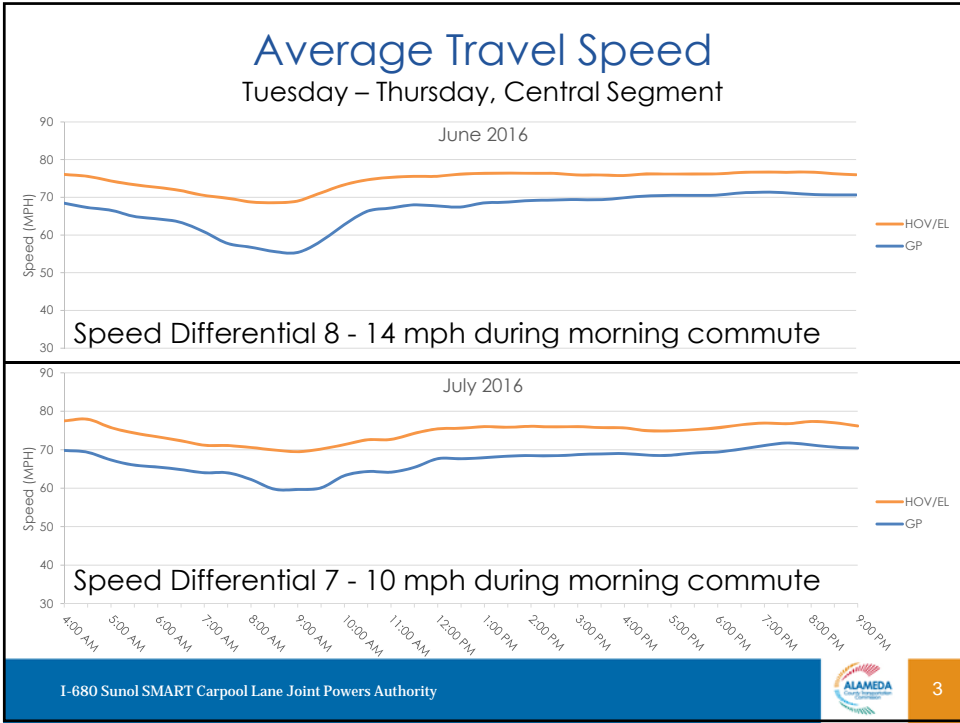
A Presentation for the
I-680 Sunol Smart Carpool Lane Joint Powers Authority (SSCLJPA)
September 12, 2016

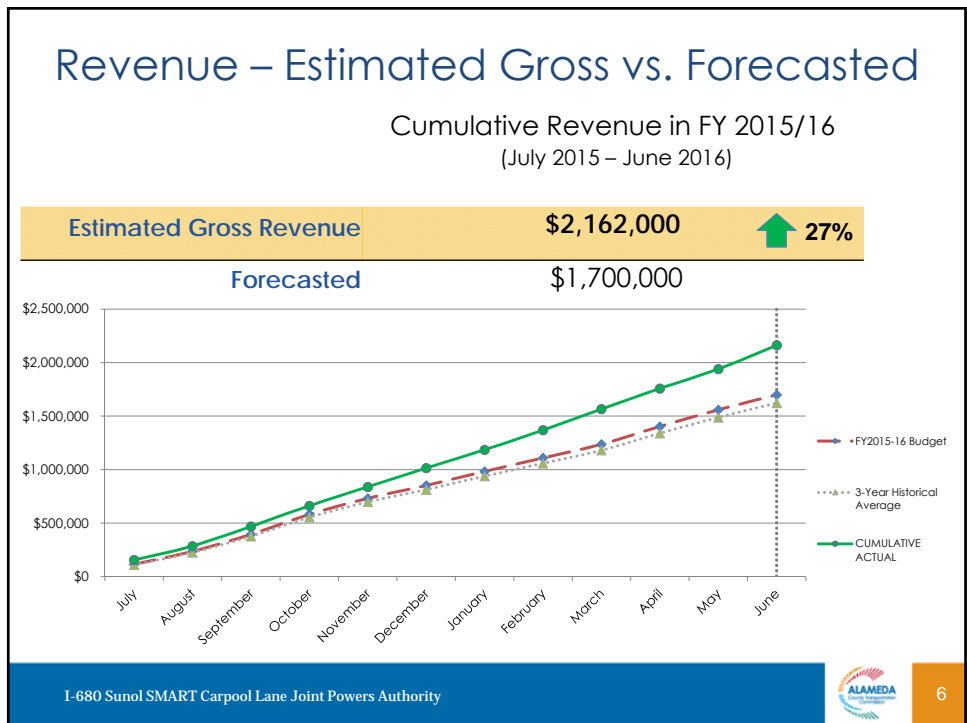
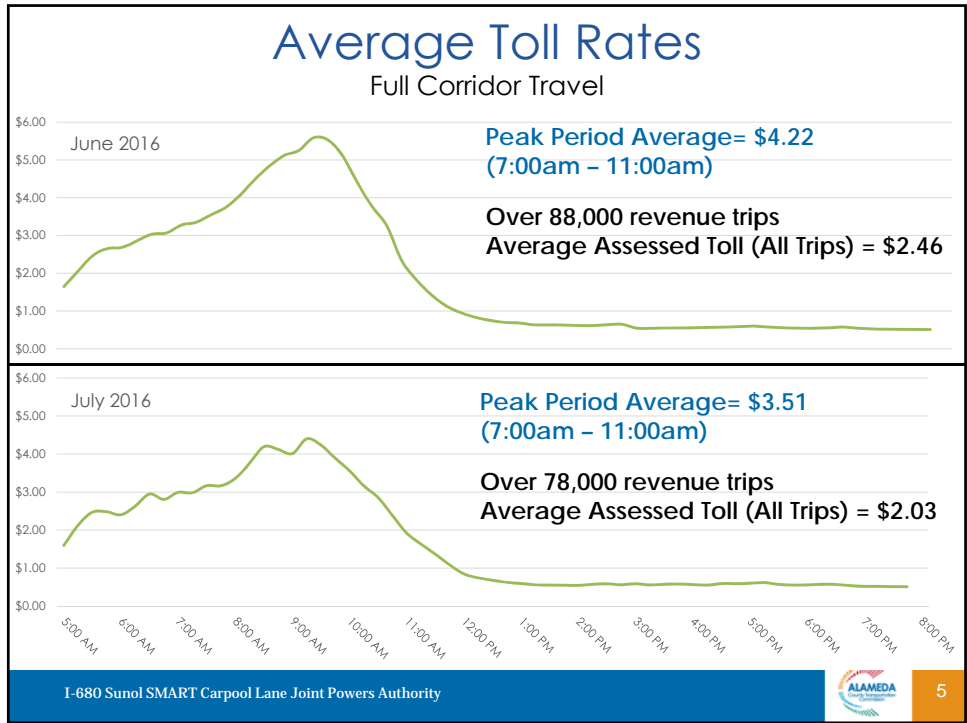


I-680 Express Lane

The Central Segment from Washington Blvd to South Mission Blvd (SR 262) is generally the most congested portion of the corridor.



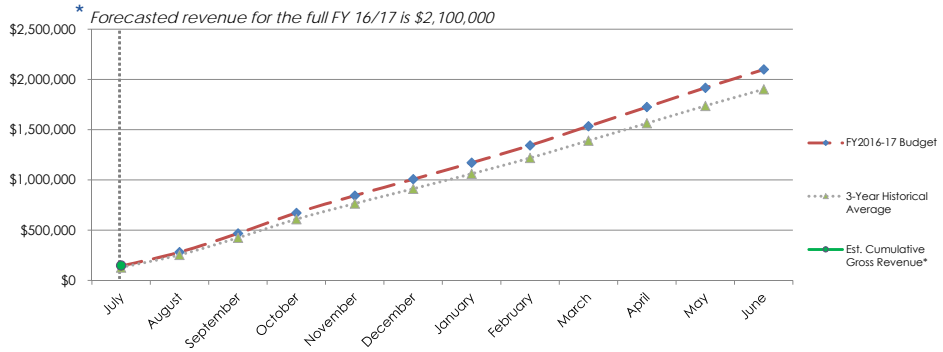




Revenue – Estimated Gross vs. Forecasted

Cumulative Revenue in FY 2016/17
(July 2016)

Estimated Gross Revenue	\$151,000	↑ 5%
Forecasted*	\$143,000	



I-680 Sunol SMART Carpool Lane Joint Powers Authority



7



Questions ?

I-680 Sunol SMART Carpool Lane Joint Powers Authority



8



Memorandum

5.2

1111 Broadway, Suite 800, Oakland, CA 94607

PH: (510) 208-7400

www.AlamedaCTC.org

DATE: September 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, 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, 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 approved execution of an Agreement with the top-ranked firm at 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 project (south of Auto Mall Parkway to SR 84). Staff developed a project delivery strategy to design and construct the Phase 1 Project based on immediate operational benefits and projected funding availability. Several geometric refinements were made to the proposed improvements to reduce cost 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 I-680 Northbound Express Lane Project - Phase 1 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 (on-going)
- Continue preliminary toll system design and coordinate with civil design (on-going)
- Continue right of way appraisal activities and negotiations with the property owners (on-going)
- Complete draft technical study reports (September 2016)
- Complete and submit environmental permit applications to California Fish and Wildlife Service (September 2016)
- Complete environmental revalidation process to reflect Phase 1 implementation (November 2016)
- Prepare and submit 95% Plans, Specification & Estimate package to Caltrans (October 2016)
- Continue to coordinate with PG&E, AT&T and Comcast regarding power and communication connection needs (on-going)

The Phase 1A schedule is as follows:

- Complete Final Design (PS&E): January 2016
- Construction contract advertisement: June 2017
- Construction: late 2017 - mid 2019
- Toll System Installation / Testing: late 2018 - mid 2019
- Lane opening: mid 2019

Fiscal Impact: This is for information only.

Staff Contact

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

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