



Meeting Notice

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

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Mayor Carol DuTra-Vernaci

Executive Director
Arthur L. Dao

I-680 Sunol Smart Carpool Lane Joint Powers Authority

Monday, February 13, 2017, 9:30 a.m.

1111 Broadway, Suite 800
Oakland, CA 94607

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

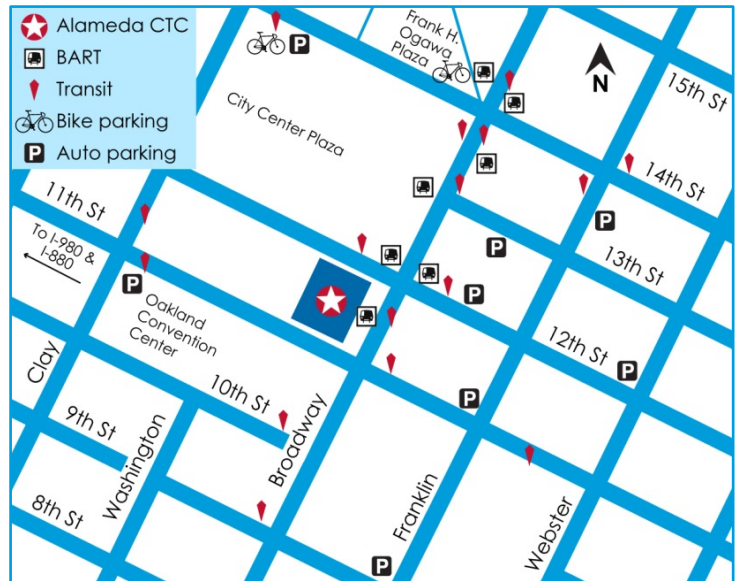
A glossary that includes frequently used acronyms is available on the Alameda CTC website at www.AlamedaCTC.org/app_pages/view/8081.

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, February 13, 2017, 9:30 a.m.

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1. Pledge of Allegiance

2. Roll Call

3. Public Comment

Chair: Mayor Jerry Thorne, City of Pleasanton
Vice Chair: TBD
Commissioners/Members: Scott Haggerty, David Haubert, Lily Mei, Lan Diep (Santa Clara Valley Transportation Authority)
Staff Liaison: Elizabeth Rutman
Executive Director: Arthur L. Dao
Clerk: Vanessa Lee

4. Election of Chair and Vice Chair

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4.1. [Approve the election of the Commission Chair and Vice Chair of the Sunol Smart Carpool Lane Joint Powers Authority.](#)

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5. Consent Calendar

5.1. [Approve the January 9, 2017 I-680 Sunol Smart Carpool Lane Joint Powers meeting minutes.](#)

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6. Regular Matters

6.1. [Approve the Sunol Smart Carpool Lane Statement of Revenues and Expenses as of December 31, 2016.](#)

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

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

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7. Committee Member Reports

8. Staff Reports

9. Adjournment

Next Meeting: March 13, 2017

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

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Memorandum

4.1

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

DATE: February 6, 2017

SUBJECT: Election of Chair and Vice-Chair of the Sunol Smart Carpool Lane Joint Powers Authority

RECOMMENDATION: Approve the election of the Chair and Vice Chair of the Sunol Smart Carpool Lane Joint Powers Authority (Authority)

Summary

Per the Authority's Administrative Code, elections of the Board's Chair and Vice-Chair are to take place at its first meeting in each calendar year, or as otherwise determined by the Board at its discretion. Elections of the Chair and Vice-Chair are effective immediately.

Background

As mentioned above, elections of the Authority's Chair and Vice-Chair are to take place at the first meeting in each calendar year, however, in consideration of the calendar year-end election cycle, the Board has opted to elect the Chair and Vice-Chair of the Authority's Board at its February meeting. The Administrative Code indicates that in selecting the Chair and Vice-Chair, members of the Board should give reasonable consideration to rotating these positions among the voting Board Members.

Fiscal Impact: There is no fiscal impact.

Staff Contact

[Art Dao](#), Executive Director

[Vanessa Lee](#), Clerk of the Commission

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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 Baker.

3. Public Comment

There were no public comments.

4. Consent Calendar

4.1. Approve the November 14, 2016 I-680 Sunol Smart Carpool Lane Joint Powers meeting minutes.

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

Yes: Thorne, Haggerty, Haubert, Mei

No: None

Abstain: None

Absent: Baker

5. Regular Matters

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

Liz Rutman presented a status update on the operation of the I-680 Southbound Express Lane for October and November 2016. She shared the roadway segment speeds and corridor performance information such as the average lane density, travel speeds, dynamic congestion pricing (toll rates, during operational hours), corridor heat maps (showing the overall health of corridor), and estimated versus forecasted revenue for FY16/17.

Commissioner Haggerty asked if the level of service was being measured from 7:00 a.m.-11:00 a.m. Liz confirmed that the data presented in the table is from 7:00 a.m. to 11:00 a.m. Monday through Friday.

Commissioner Haggerty asked why level of service monitoring didn't start at 6:00 a.m. Liz stated that staff will adjust the data to reflect level of service from 5:00 a.m. to 11:00 am.

Commissioner Mei asked if it may be helpful to drill down on an area with more operational issues. Liz stated that the express lanes experience more congestion in the Northern end, however the general purpose lanes don't tend to experience many issues.

This item was for information only.

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

Trinity Nguyen presented a monthly status update of the I-680 Northbound Express Lane Project. She briefly covered project implementation and reviewed key achievements as well as anticipated activities over the next three months. Trinity stated that construction contract for the project will be advertised in June 2017.

Commissioner Haggerty asked if all deliverables that were expected in December 2016 were completed. Trinity stated that all anticipated deliverables were completed.

Commissioner Haggerty asked if the pavement rehab would have any time or financial impacts on the project. Trinity stated that the pavement rehab is already included as part of the project and will have no additional time or financial impacts on the project.

Commissioner Mei stated that the agency should explore options that could assist in expediting project completion. Art Dao stated that staff has been aggressively working to deliver the project and we are expected to deliver the project two years early.

This item was for information only.

6. Committee Member Report

There were no committee member reports.

7. Staff Reports

There were no staff reports.

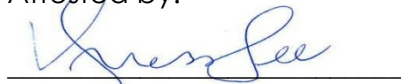
8. Adjournment/ Next Meeting

The next meeting is:

Date/Time: Monday, February 13, 2017 at 9:30 a.m.

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

Attested by:



Vanessa Lee,
Clerk of the Commission



Memorandum

6.1

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

DATE: February 6, 2017

SUBJECT: Sunol Smart Carpool Lane Statement of Revenues and Expenses as of December 31, 2016

RECOMMENDATION: Approve the Sunol Smart Carpool Lane Statement of Revenues and Expenses as of December 31, 2016

Summary

This financial report summarizes revenues and expenses related to operations of the Sunol Smart Carpool Lane for the fiscal year through December 31, 2016. Net toll revenue was \$1,059,503 or 0.9 percent higher than projected toll revenue through the second quarter of FY2016-17. Expenses through the second quarter totaled \$882,842, or 15.9 percent less than budget, which results in an increase to net position of \$180,784. This positive difference is mostly due to actual expenditures coming in lower than budgeted projections. As of December 31, 2016, the Sunol Smart Carpool Lane had cash and investments totaling \$3,246,280.

Background

The Sunol Smart Carpool Lane JPA is in a positive position compared to budget after the second quarter of the fiscal year and remains to be financially sustainable. The FY2016-17 operating budget approved by the Sunol Smart Carpool Lane Board in June 2016 includes \$2.1 million of toll revenues which is offset by \$2.1 million of operating expenses resulting in no change projected to net position for the year. There was no capital budget proposed for FY2016-17. In the prior fiscal year, the capital budget included \$2.1 million of grant funding for implementation of an automated toll violation enforcement system, however, these funds were not utilized because the project work and related funding were incorporated into a larger Alameda CTC I-680 Express Lane Project that will be delivered in subsequent fiscal years.

In July 2016, an investment account was established for the Sunol Smart Carpool Lane with the Local Agency Investment Fund (LAIF) as approved by the Board. This account is managed by the State of California Treasurer's Office and allows the agency to invest available resources on a short term basis to maximize return while maintaining the safety of the funds and liquidity for cash flow purposes as needs arise.

Fiscal Impact: There is no fiscal impact associated with this report.

Attachments

- A. Sunol Smart Carpool Lane Statement of Operating Revenues and Expenses as of December 31, 2016

Staff Contact

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

[Christine Lacsamana](#), Senior Accountant

SUNOL SMART CARPOOL LANE
Statement of Operating Revenues and Expenses
As of December 31, 2016

<u>OPERATING REVENUES</u>	<u>YTD Actuals</u>	<u>YTD Budget</u>	<u>% Used</u>	<u>Variance</u>
Toll Revenue	1,059,503	1,050,000	100.9%	9,503
Interest Income	4,123	-	0.0%	4,123
Total Operating Revenues:	<u>1,063,626</u>	<u>1,050,000</u>	101.3%	<u>13,626</u>
<u>OPERATING EXPENSES</u>				
Operations & Toll Equipment Maintenance	376,866	425,000	88.7%	48,134
Revenue Collection Fees	140,328	150,000	93.6%	9,672
CHP Enforcement	106,250	106,250	100.0%	-
Alameda CTC Operations	100,098	150,000	66.7%	49,902
Roadway Maintenance	5,063	12,500	40.5%	7,437
Project Management/Controls	62,687	75,000	83.6%	12,313
Marketing/Public Outreach	-	2,500	0.0%	2,500
IT Support	17,500	17,500	100.0%	-
System Manager/Operations Support	-	5,000	0.0%	5,000
Alameda CTC Administration	25,154	27,500	91.5%	2,346
Insurance	20,315	22,500	90.3%	2,185
Legal Fees	7,431	12,500	59.4%	5,069
Miscellaneous	8,083	12,500	64.7%	4,417
Utilities	13,067	12,500	104.5%	(567)
Contingency	-	18,750	0.0%	18,750
Total Operating Expenses:	<u>882,842</u>	<u>1,050,000</u>	84.1%	<u>167,158</u>
Operating Surplus (Deficit)	<u>180,784</u>	<u>-</u>		
<u>Net Position</u>				
Beginning of year	<u>4,543,427</u>			
Net Position as of December 31, 2016	<u><u>\$ 4,724,211</u></u>			

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Memorandum

6.2

1111 Broadway, Suite 800, Oakland, CA 94607

PH: (510) 208-7400

www.AlamedaCTC.org

DATE: February 6, 2017

SUBJECT: I-680 Southbound Express Lane (PN 1408.000): Monthly Operations Update

RECOMMENDATION: 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 December 2016. The I-680 Southbound Express Lane revenue operating hours are from 5:00 am to 8:00 pm, Monday through Friday. See Attachment A for express lane operation limits.

The December 2016 operations report indicates that the express lane facility continues to provide travel time savings and travel reliability throughout the day. Express lane users experienced speeds up to 15 mph higher than the general purposes lanes, as well as lesser average lane densities than the general purpose lanes, during the morning commute hours in the most congested segment of the corridor.

Background

The I-680 Southbound Express Lane facility spans approximately 14 miles from SR 84 near Pleasanton to SR 237 in the City of Milpitas. See Attachment A for express lane operation limits. Motorists using the express lane enjoy travel time savings and travel reliability benefits 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. California Highway Patrol officers provide enforcement services

and Caltrans provides roadway maintenance services through reimbursable service agreements.

December 2016 Operations Update: Over 71,000 express lane toll trips with FasTrak® toll tags were recorded during operational hours in December. 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 December.

Table 1. Speed Differentials and Level of Service for December 2016
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 – 12	10	B	C
Central (Washington Blvd to SR 262)	11 – 15	13	A	C
South (SR 262 to Calaveras Rd)	8 – 12	10	A	A

Attachment B presents the speed and density heat maps for the I-680 corridor during revenue hours for the six-month period from July – December 2016. These heat maps are a graphical representation of the overall condition of the corridor, showing the average speeds and densities along the express lane corridor and throughout the day for both the express and general purpose lanes. From July through December, 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 in the vicinity of Sheridan Road and Auto Mall Parkway; 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 AutoMall Parkway. By comparison, the general purpose lanes experienced average speeds as low as 40 mph and LOS D for much longer periods of time throughout a greater portion 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 December 2016

Month	Maximum Posted Toll (Travel Entire Corridor)	Average Assessed Toll (All Trips)
December	\$7.50	\$2.06

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 \$1.068 million, which is six percent higher than was forecasted.

Fiscal Impact: There is no fiscal impact.

Attachments

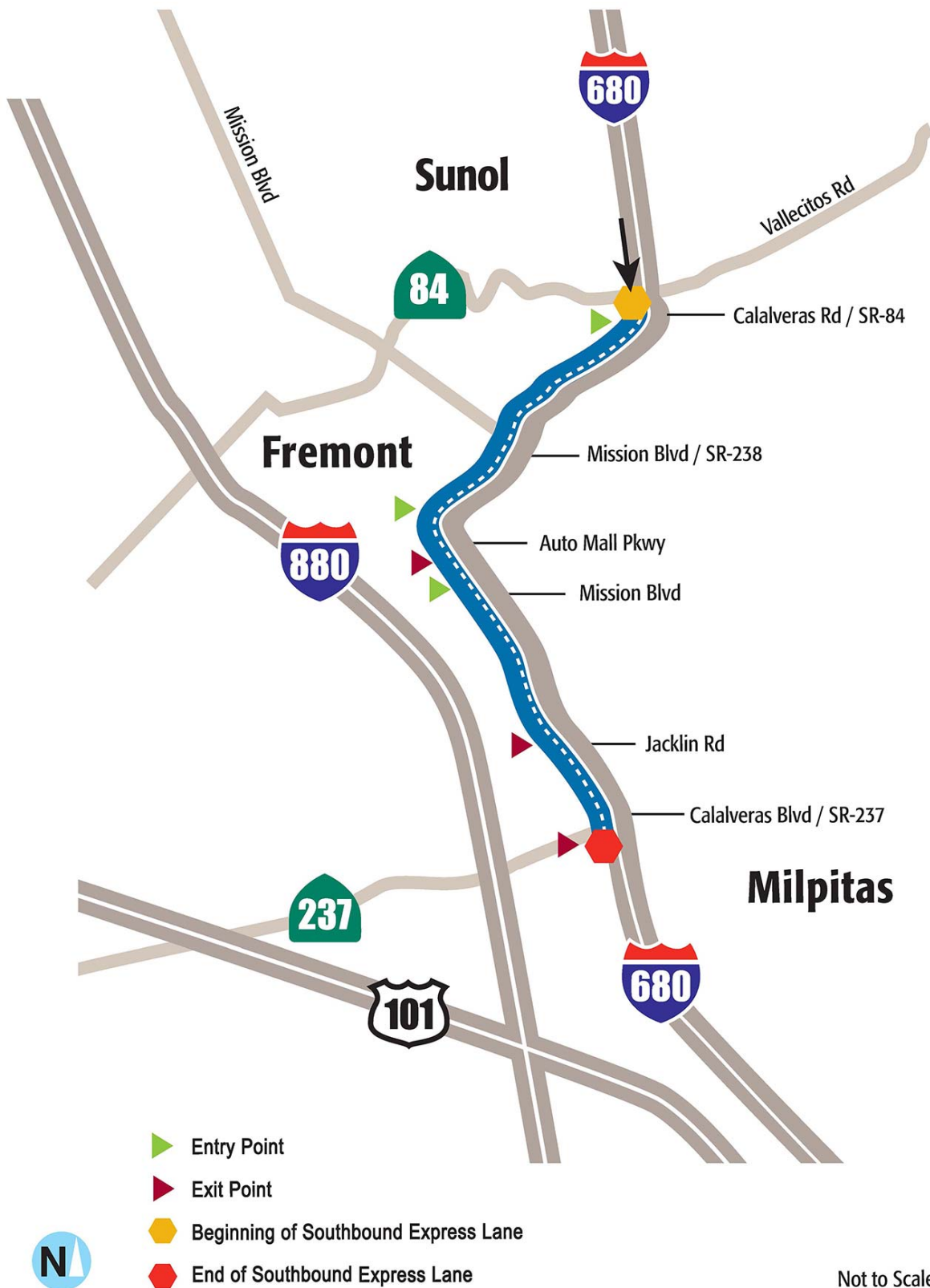
- A. I-680 Southbound Express Lane Location Map
- B. I-680 Southbound Corridor Heat Maps July – December 2016

Staff Contact

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

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Sunol I-680 Southbound Express Lane Location Map

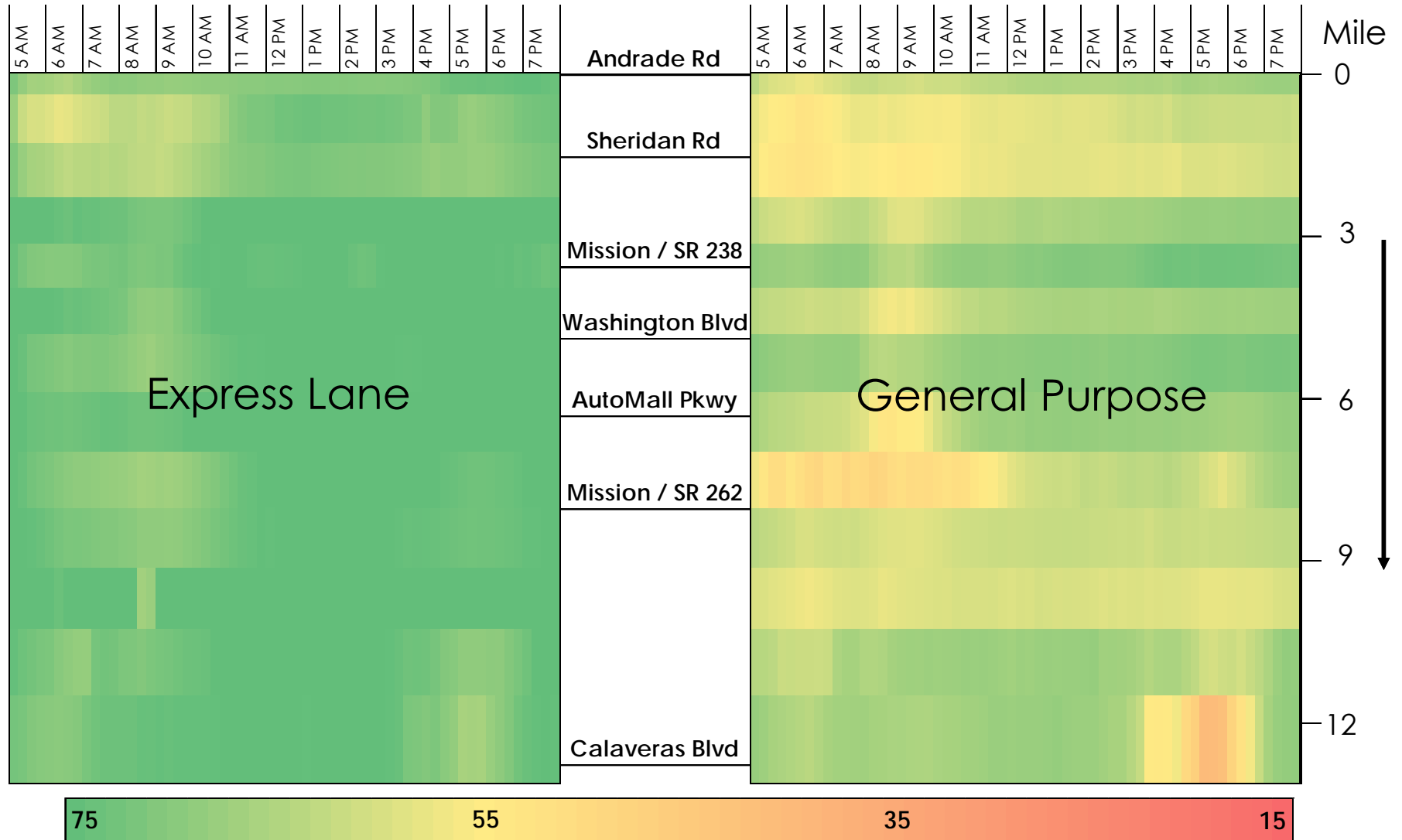


Not to Scale

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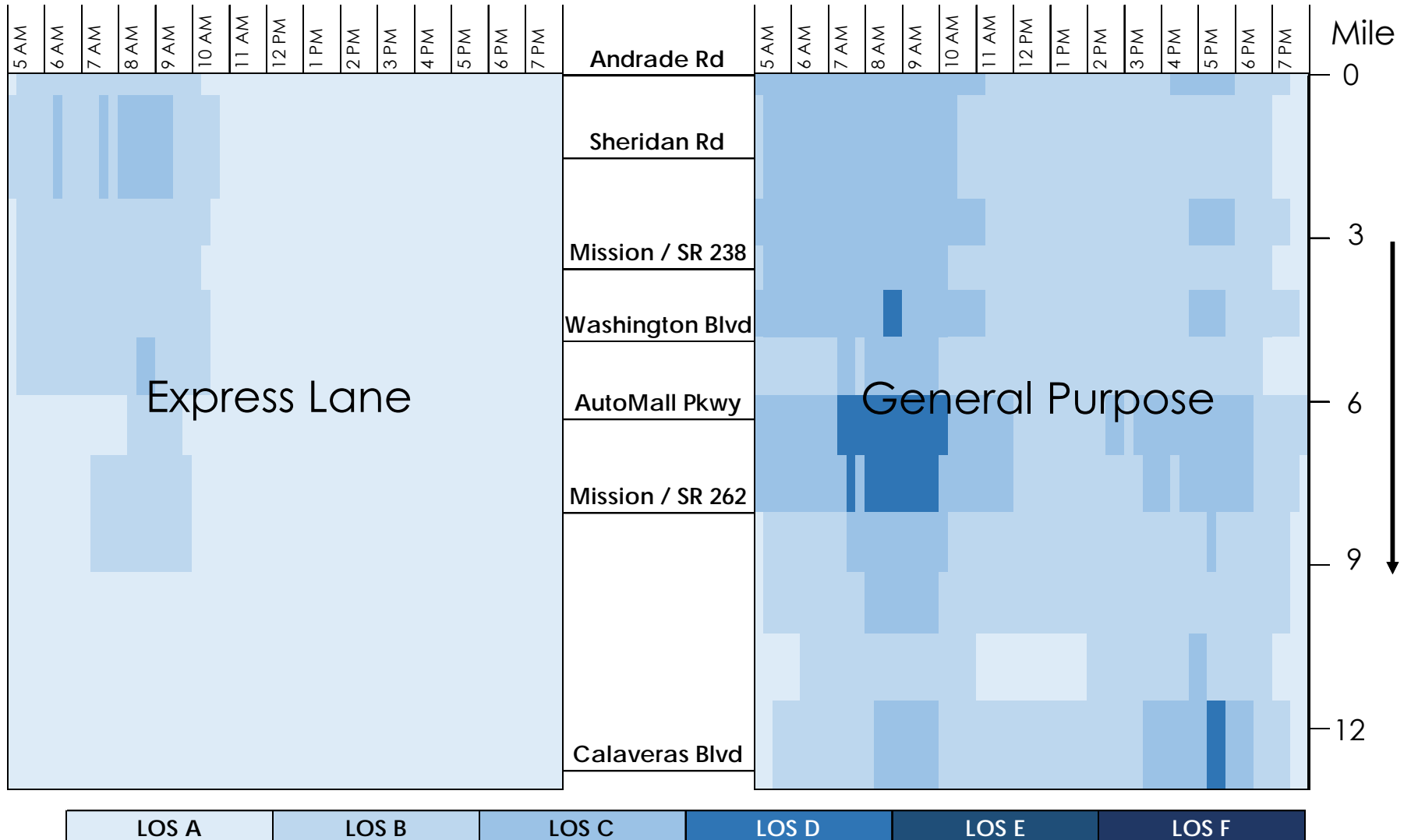
Average Speed Heat Map

Monday-Friday, July 2016 – December 2016



Average Density Heat Map

Monday-Friday, July 2016 – December 2016





Memorandum

6.3

1111 Broadway, Suite 800, Oakland, CA 94607

PH: (510) 208-7400

www.AlamedaCTC.org

DATE: February 6, 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 to 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 the 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 near Washington Boulevard and at the lane drop at the truck scales (located between Sheridan Road and Andrade Road). The Phase 1 project proposes to add 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 Environmental Document and Project Approval (PA&ED) for the overall project was completed in July 2015. The detailed civil design work is currently underway. Interviews to select a consultant/contractor to provide Toll System Integration services were conducted on January 20, 2016. Upon completion of the Best and Final Offer negotiations, the Commission approved the execution of an agreement with the top-ranked firm at its June 2016 meeting. 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. It is anticipated that Caltrans will 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 the current projected funding availability. During the project development of the Phase 1 project, staff has 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 anticipated over the next three months:

- 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 negotiations with the property owners for right of way acquisition needed for the project (on-going)
- Continue environmental permit approval process (on-going)
- Continue to coordinate with PG&E, AT&T and Comcast regarding power and communication service connection needs (on-going)
- Continue to seek an off-site planting site for riparian trees (on-going)
- Prepare and submit 100% Plans, Specification & Estimate (PS&E) package to Caltrans (February 2017)
- Conduct Caltrans reviews of 100% PS&E submittals (March 2017)
- Complete the species mitigation agreement with the Ohlone West Conservation Bank (March 2017)
- Execute cooperative agreement with Caltrans for construction phase (April 2017)

- Work with the Consultant design team and Caltrans to achieve Ready to List (RTL) milestone (April 2017)

The Phase 1 schedule is as follows:

Complete Final Design (PS&E)	April 2017
Construction contract advertisement	June 2017
Construction	late 2017 - late 2019
Toll System Installation	mid 2019- late 2019
Testing	late 2019/early 2020
Lane opening	late 2019/early 2020

Fiscal Impact: There is no fiscal impact.

Staff Contact

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

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