



# Meeting Notice

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• [www.AlamedaCTC.org](http://www.AlamedaCTC.org)

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## **Executive Director**

Arthur L. Dao

# I-680 Sunol Smart Carpool Lane Joint Powers Authority

## Monday, February 12, 2018, 9:30 a.m.

### **Location:**

1111 Broadway, Suite 800  
Oakland, CA 94607

### **Teleconference Location:**

San Jose City Hall, T-1854 (Tower Side)  
200 East Santa Clara St., 18th Floor  
San Jose, CA 95113

### **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**

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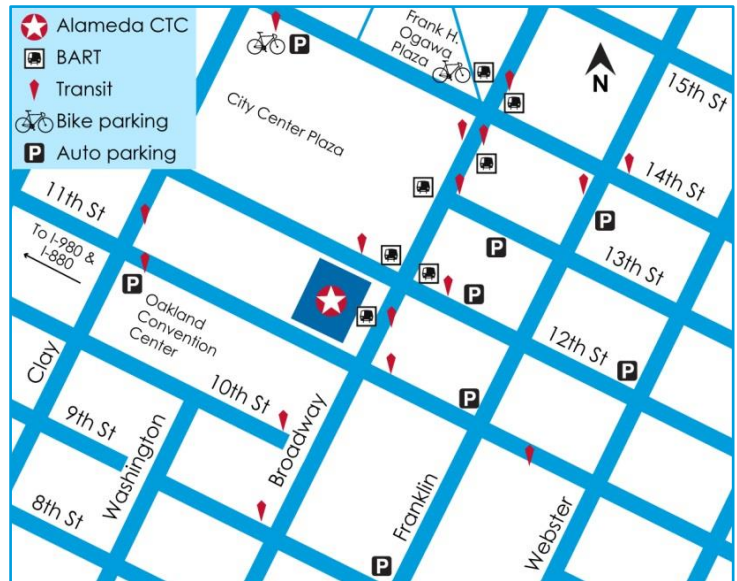
### **Glossary of Acronyms**

A glossary that includes frequently used acronyms is available on the Alameda CTC website at [www.AlamedaCTC.org/app\\_pages/view/8081](http://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](http://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](http://www.511.org).

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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](http://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](http://www.AlamedaCTC.org/events/month/now).

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# I-680 Sunol Smart Carpool Lane Joint Powers Authority Meeting Agenda Monday, February 12, 2018, 9:30 a.m.

1111 Broadway, Suite 800, Oakland, CA 94607

510.208.7400

www.AlamedaCTC.org

Teleconference location: San Jose City Hall, T-1854 (Tower Side), 200 East Santa Clara St., 18<sup>th</sup> Floor, San Jose, CA 95113

## 1. Pledge of Allegiance

**Chair:** Mayor Jerry Thorne, City of Pleasanton

**Vice Chair:** Lily Mei, City of Fremont

**Commissioners/Members:** Scott Haggerty, David Haubert,  
Lan Diep (Santa Clara Valley Transportation Authority)

**Staff Liaison:** Elizabeth Rutman

**Executive Director:** Arthur L. Dao

**Clerk:** Vanessa Lee

## 2. Roll Call

## 3. Public Comment

## 4. Election of Chair and Vice Chair

Page A/I

- 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 8, 2018 I-680 Sunol Smart Carpool Lane Joint Powers Authority \(JPA\) meeting minutes.](#)

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## 6. Regular Matters

- 6.1. [Approve I-680 Sunol Smart Carpool Lane Statement of Revenues and Expenses as of December 31, 2017.](#)
- 6.2. [I-680 Southbound Express Lane: Monthly Operations Status Update.](#)
- 6.3. [I-680 Project Delivery Status Update.](#)

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## 7. Committee Member Reports

## 8. Staff Reports

## 9. Adjournment

**Next Meeting:** March 12, 2018

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

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# I-680 Sunol Smart Carpool Lane Joint Powers Authority Meeting Minutes Monday, January 8, 2018, 9:30 a.m.

5.1

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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 Mei and Commissioner Diep.

## 3. Public Comment

There were no public comments.

## 4. Consent Calendar

### 4.1. Approve the November 13, 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

No: None

Abstain: None

Absent: Mei, Diep

## 5. Regular Matters

### 5.1. I-680 Southbound Express Lane: Monthly Operations Status Update.

Ashley Tam provided an update on the I-680 Southbound Express lane for October and November 2017. She covered average toll trip data and roadway segment speeds and corridor performance information. Ms. Tam also reviewed average speeds and densities for each month, toll rates during operational hours, and CHP enforcement statistics for 2017. She concluded the update by reviewing estimated gross toll revenues versus approved fiscal year operating budget.

Commissioner Haggerty asked how long the lane has been in operations. Ms. Tam stated since 2010.

Commissioner Haggerty wanted to know if CHP officers are still issuing verbal warnings instead of citations. Liz Rutman stated that anytime the CHP pulls over a car, they have to document the contact, which means that not every warning issued is for HOV violations. CHP Officer Kiel Christensen stated that patrol officers use their discretion to determine if a verbal warning is issued or if an actual citation is issued. He noted that officers are able to code activity logs for each vehicle to see if previous verbal warnings were issued.

Commissioner Haubert wanted to see the prior year revenue presented on the slide. Ms. Tam stated that prior fiscal year revenue data would be added to subsequent presentations.

Commissioner Haggerty asked when excess revenue will be discussed. Art Dao noted that a draft expenditure plan for I-580 will be presented in the April timeframe.

*This item was for information only.*

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

Trinity Nguyen presented scheduled milestones as well as delivery milestones. She noted that the tree cutting contractor is the Professional Tree Care Company out of Berkeley. Removal of trees began in November 2017 and will be completed by February 2018, within the time window allowed by permits. Ms. Nguyen stated that Bay Cities Paving & Grading Inc. was awarded the construction contract on November 16, 2017 in the amount of \$106,974.45. This amount is 8.57% under the engineer's estimate of \$117 million.

Commissioner Haubert asked if the tree stumps would remain. Art Dao explained that the stumps would be removed later as part of the main roadway construction contract.

Commissioner Haggerty wanted to know if the engineer's estimate is posted as part of the procurement process. Ms. Nguyen stated that the engineer's estimate (as a total amount) is provided.

*This item was for information only.*

## **6. Committee Member Report**

There were no committee member reports.

## **7. Staff Reports**

There were no staff reports.

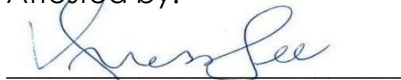
## **8. Adjournment/ Next Meeting**

The next meeting is:

Date/Time: Monday, February 12, 2018 at 9:30a.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 5, 2018

**SUBJECT:** I-680 Sunol Smart Carpool Lane Statement of Revenues and Expenses as of December 31, 2017

**RECOMMENDATION:** Approve the I-680 Sunol Smart Carpool Lane Statement of Revenues and Expenses as of December 31, 2017

## Summary

This financial report summarizes revenues and expenses related to operations of the I-680 Sunol Smart Carpool Lane for the fiscal year through December 31, 2017. Net toll and other revenue was \$1,400,033 or 27.3 percent more than projected revenues through the second quarter of FY2017-18. Expenses through the second quarter totaled \$944,760, or 14.1 percent less than budget, which results in an increase to net position of \$455,273. This positive variance is mostly due to actual toll revenue coming in higher than projections. As of December 31, 2017, the I-680 Sunol Smart Carpool Lane had cash and investments totaling \$4.09 million.

## Background

The I-680 Sunol Smart Carpool Lane JPA is in a strong position compared to budget after the second quarter of the fiscal year and remains sustainable. The FY2017-18 operating budget approved by the I-680 Sunol Smart Carpool Lane Board in June 2017 includes \$2.2 million of toll revenues which is offset by \$2.2 million of operating expenses resulting in no projected change to net position for the year. There was no capital budget proposed for FY2017-18.

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

## Attachment

- A. I-680 Sunol Smart Carpool Lane Statement of Operating Revenues and Expenses as of December 31, 2017

## Staff Contacts

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

[Christine Lacsamana](#), Senior Accountant

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**I-680 SUNOL SMART CARPOOL LANE**  
**Statement of Operating Revenues and Expenses**  
**As of December 31, 2017**

<b><u>OPERATING REVENUES</u></b>	<b><u>YTD Actuals</u></b>	<b><u>YTD Budget</u></b>	<b><u>% Used</u></b>	<b><u>Variance</u></b>
Toll Revenue	1,387,459	1,100,000	126.1%	287,459
Other Income	2,575	-	0.0%	2,575
Interest Income	9,999	-	0.0%	9,999
Total Operating Revenues:	<u>1,400,033</u>	<u>1,100,000</u>	<u>127.3%</u>	<u>300,033</u>
 <b><u>OPERATING EXPENSES</u></b>				
Operations and Maintenance	395,712	425,000	93.1%	29,288
Revenue Collection Fees	146,481	150,000	97.7%	3,519
Alameda CTC Operations and Management	130,776	150,000	87.2%	19,224
Enforcement	112,500	112,500	100.0%	-
Express Lane Operations Monitoring Technicians	54,758	70,000	78.2%	15,242
Alameda CTC Administration	27,763	27,500	101.0%	(263)
IT Support	26,750	22,500	118.9%	(4,250)
Insurance	17,836	22,500	79.3%	4,664
Utilities	13,970	15,000	93.1%	1,030
Roadway Maintenance	5,108	12,500	40.9%	7,392
Miscellaneous	9,834	12,500	78.7%	2,666
Legal Fees	3,272	5,000	65.4%	1,728
Contingency	<u>-</u>	<u>75,000</u>	<u>0.0%</u>	<u>75,000</u>
Total Operating Expenses:	<u>944,760</u>	<u>1,100,000</u>	<u>85.9%</u>	<u>155,240</u>
Operating Surplus (Deficit)	<u>455,273</u>	<u>-</u>		
 <b><u>Net Position</u></b>				
Beginning of year	<u>4,697,481</u>			
Net Position as of December 31, 2017	<u><u>\$ 5,152,754</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 5, 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 December 2017. See Attachment A for express lane operation limits.

The December 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 has been in effect with rates changing as frequently as every 15 minutes.

### December 2017 Operations Update:

Nearly 69,000 express lane toll trips were recorded during operational hours in December, an average of approximately 3,400 per day. 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).

Table 1 summarizes the express lane speed and LOS at four points along the corridor during the morning commute hours in December. 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 continually provide higher speeds and better LOS than the general purpose lanes, particularly during peak commute hours.

Table 1. Speeds and Level of Service in Express Lane in December 2017  
Morning Commute (5 AM – 11 AM)

Express Lane Location	Average Speed Range (mph)	Average Speed (mph)	Average Express Lane LOS
Andrade Rd	70 - 79	73	B
Vargas Rd	68 - 80	73	B
Washington Blvd	48 - 82	68	B
Mission Blvd SR 262	71 - 81	75	A

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)
December	\$9.00	\$2.83

The estimated gross revenue generated from the I-680 Sunol express lane to date in Fiscal Year 2017/18 is \$1.39 million, while the forecast operation budget is \$1.10 million.

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

### **Attachment**

A. I-680 Southbound Express Lane Location Map

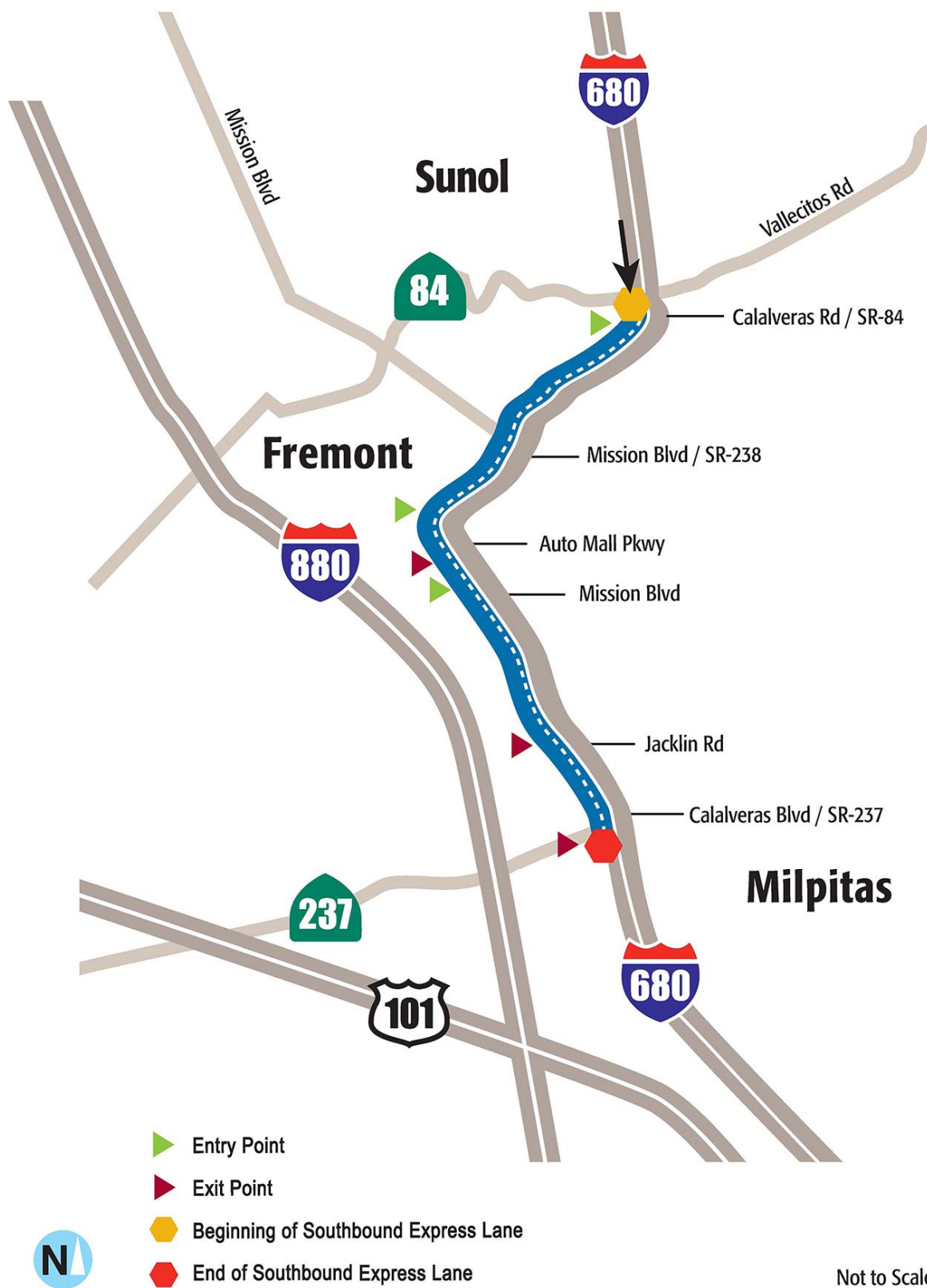
### **Staff Contacts**

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

[Ashley Tam](#), Assistant Transportation Engineer

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## Sunol I-680 Southbound Express Lane Location Map



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# Memorandum

6.3

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

**DATE:** February 5, 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:**

- 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 March 2018 after approval of initial submittals.
- Schedule milestones will be refined after approval of the contractor's baseline Critical Path Method (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 April 2018.

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

### **Attachment**

A. I-680 Sunol Express Lanes Progress Update

### **Staff Contacts**

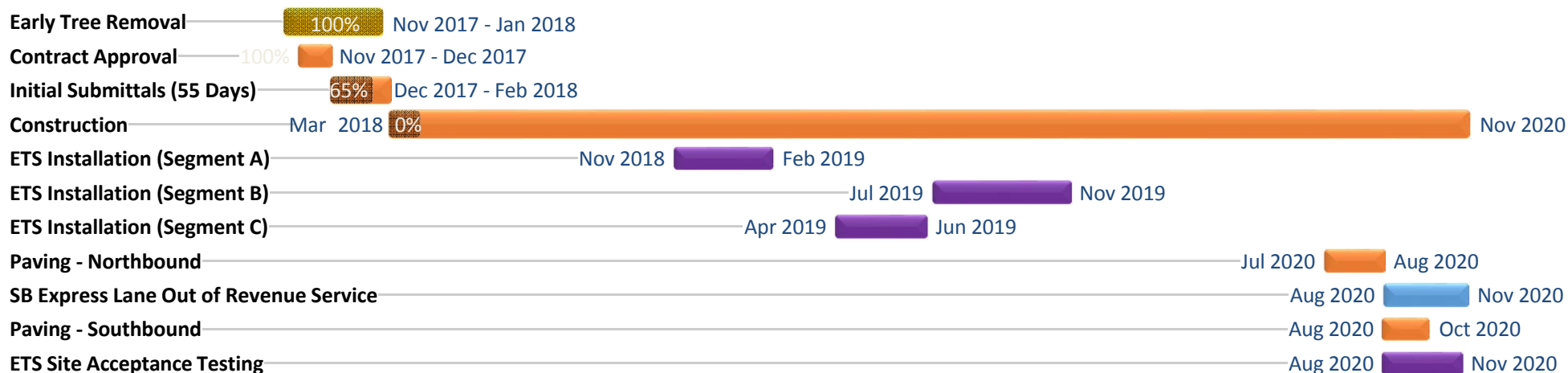
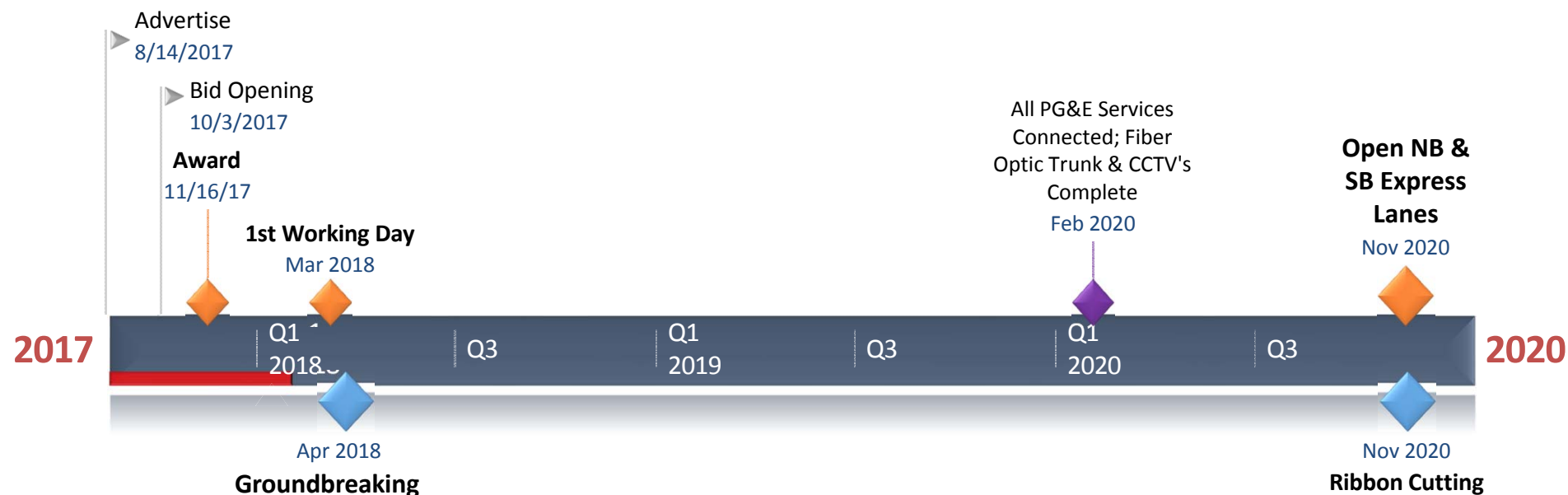
[Trinity Nguyen](#), Director of Project Delivery

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

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# I-680 Sunol Express Lanes

Progress Update: February 2018



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