



Meeting Notice

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

Commission Chair
Supervisor Scott Haggerty, District 1

Commission Vice Chair
Vice Mayor Rebecca Kaplan,
City of Oakland

AC Transit
Director Elsa Ortiz

Alameda County
Supervisor Richard Valle, District 2
Supervisor Wilma Chan, District 3
Supervisor Nate Miley, District 4
Supervisor Keith Carson, District 5

BART
Director Thomas Blalock

City of Alameda
Mayor Trish Spencer

City of Albany
Mayor Peter Maass

City of Berkeley
Councilmember Laurie Capitelli

City of Dublin
Mayor David Haubert

City of Emeryville
Mayor Ruth Atkin

City of Fremont
Mayor Bill Harrison

City of Hayward
Mayor Barbara Halliday

City of Livermore
Mayor John Marchand

City of Newark
Councilmember Luis Freitas

City of Oakland
Councilmember Dan Kalb

City of Piedmont
Mayor Margaret Fujioka

City of Pleasanton
Mayor Jerry Thorne

City of San Leandro
Mayor Pauline Cutter

City of Union City
Mayor Carol Dutra-Vernaci

Executive Director
Arthur L. Dao

I-680 Sunol Smart Carpool Lane Joint Powers Authority

Monday, January 11, 2016, 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.

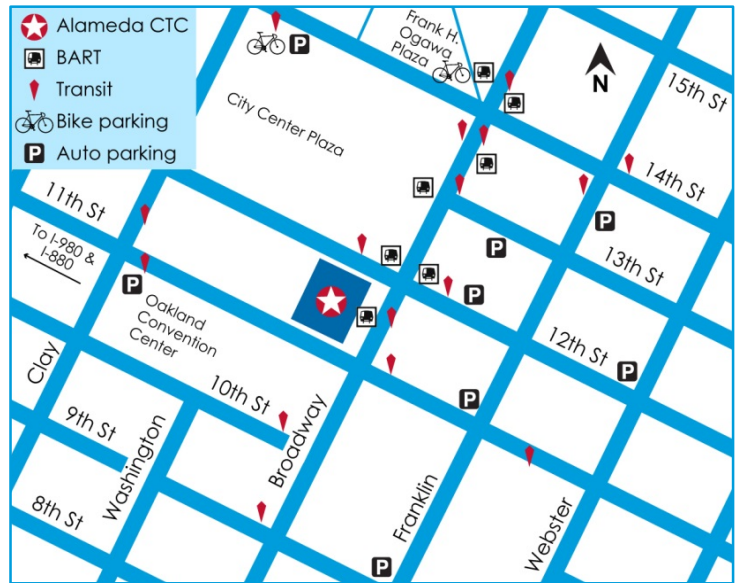
Glossary of Acronyms

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.

Connect with Alameda CTC

www.AlamedaCTC.org



facebook.com/AlamedaCTC

[@AlamedaCTC](https://twitter.com/AlamedaCTC)

youtube.com/user/AlamedaCTC



I-680 Sunol Smart Carpool Lane Joint Powers Authority Meeting Agenda Monday, January 11, 2016, 9:30 a.m.

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

1. Pledge of Allegiance

2. Roll Call

3. Public Comment

Chair: Mayor Jerry Thorne, City of Pleasanton

Vice Chair: Mayor David Haubert, City of Dublin

Commissioners/Members: Scott Haggerty, Bill Harrison, 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 November 9, 2015 Meeting Minutes](#)

1 A

5. Regular Matters

5.1. [I-680 Southbound Express Lane \(PN 1364.005\): Monthly Operations Update](#)

5 I

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

13 I

6. Committee Member Reports (Verbal)

7. Staff Reports (Verbal)

8. Adjournment

Next Meeting: February 8, 2016

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

This page intentionally left blank



I-680 Sunol Smart Carpool Lane Joint Powers Authority Meeting Minutes Monday, November 9, 2015, 9:30 a.m.

4.1

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

1. Pledge of Allegiance

2. Roll Call

A roll call was conducted. All members were present except Commissioner Haggerty.

Subsequent to the roll call:

Commissioner Haggerty arrived during Item 5.2.

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 October 12, 2015 Meeting Minutes

Commissioner Haubert moved to approve the Consent Calendar. Commissioner Harrison seconded the motion. The motion passed unanimously (Commissioner Haggerty absent).

5. Regular Matters

5.1. Sunol Smart Carpool Lane Statement of Revenues and Expenses as of September 30, 2015: Approval of the Sunol Smart Carpool Lane Statement of Revenues and Expenses as of September 30, 2015

Patricia Reavey recommended that the Commission approve the Sunol Smart Carpool Lane Statement of Revenues and Expenses as of September 30, 2015. She stated that net toll revenue was \$468,861 or 110.3 percent of projected toll revenue. Measure B Grant Revenue was \$65,517, or 43.0 percent of projected grant revenue for total operating revenues of \$534,378. Expenses totaled \$437,109 or 31.7 percent less than budget, which results in an increase to net position of \$97,269. The surplus is primarily due to actual expense being less than budget.

Patricia stated that the Sunol JPA is in a strong position compared to budget after the first quarter of the fiscal year. The FY2015-16 operating budget includes \$1.7 million of toll revenues and approximately \$0.61 million of grant revenues which is offset by \$2.56 million of operating expenses for an overall operating deficit of \$0.25 million. The FY2015-16 approved capital budget includes \$2.1 million of both revenues and expenses for an automated toll violation enforcement system. The projected ending Net Position is \$3.06 million which includes \$1.7 million of investments in capital assets. The approved budget also reflects the subsidy of operations from Alameda CTC project grant funds.

Commissioner Harrison moved to approve this item. Commissioner Haubert seconded the motion. The motion passed unanimously (Commissioner Haggerty absent).

5.2. Sunol Smart Carpool Lane Draft Audited Annual Financial Report for the Year Ended June 30, 2015: Approval of the Draft Audited Annual Financial Report for the Year Ended June 30, 2015

Patricia Reavey recommended that the Commission approve the Draft Audited Annual Financial Report for the Year Ended June 30, 2015. She stated that the auditors have reported what is considered to be an unmodified, or clean, audit. Patricia then introduced Ahmad Gharaibeh, a partner with Vavrinek, Trine, Day & Co., LLP who presented financial highlights of the audit. He stated that total net position increased by \$0.40 million or 10.28 percent from \$3.87 million to \$4.27 million as of June 30, 2015. This increase is due to a decrease in accrued liabilities related to a reversal of a prior year accrual. Ahmad reported that Capital assets comprised \$1.95 million or 45.71 percent of the total net position. He also stated that cash and cash equivalents increased by \$0.03 million or 1.11 percent from \$2.63 million to \$2.66 million. This increase is mostly attributed to an increase in operating revenue over fiscal year 2014. Operating revenue was \$2.07 million during fiscal year 2015, an increase of \$0.08 million or 4.23 percent over fiscal year 2014. The Authority's total operating expenses were \$1.67 million during fiscal year 2015, a decrease of \$0.46 million or 21.72 percent from fiscal year 2014. This decrease is mostly due to a reversal of a prior year accrual for maintenance costs. Operating expenses for fiscal year 2015 were primarily comprised of \$1.43 million of program management and operations costs.

Commissioner Harrison moved to approve this item. Commissioner Baker seconded the motion. The motion passed unanimously.

5.3. I-680 Southbound Express Lane (PN 1364.005): Monthly Operations Update

Kanda Raj presented the I-680 Southbound Express Lane monthly operations update. He covered average daily High Occupancy Vehicle (HOV)/Express Lane volume compared to toll paying trips, and average travel speeds and average toll rates, during the peak period. He also provided detailed information about the peak hour HOV/Express Lane volume, toll paying trips and corresponding toll rates within the most congested segment, from Washington Boulevard to South Mission Boulevard. He concluded by providing quarterly enforcement stats.

Commissioner Haggerty inquired about the toll violation penalties. Kanda stated that since Sunol JPA has yet to adopt a toll enforcement ordinance the agency has not enacted any toll evasion violation procedures/penalties. However, the CHP has been enforcing California Vehicle Codes and issuing citations for HOV violations. Staff will bring a toll enforcement ordinance to Sunol JPA's consideration prior to the opening of the I-680 Northbound Express Lane.

Commissioner Baker asked if once there is a toll violation ordinance in place can a person get a toll violation in addition to a HOV violation. Kanda stated that it is a possibility that someone can get both violation notices.

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 final design is underway and a Request for Proposals to provide toll system integration services was issued on September 21, 2015, with an anticipated date for contract execution in early 2016. Alameda CTC, in partnership with Caltrans, is the implementing agency for preliminary engineering, environmental studies, design, right-of-way acquisition, and utility relocation.

Commissioner Haggerty stated that all construction work on the lane needs to be done at nighttime due to traffic congestion and the current heavy usage of the lane. Art stated that construction during the day will be limited and most of the work on the lane will be done at night.

This item was for information only.

5.5. I-680 Northbound and Southbound Express Lanes(PN 1364.005/1369.000): Funding Strategy for Express Lane Improvements – Preliminary Acceptance of Loan of Measure B Funds from Alameda CTC.

Kanda Raj recommended that the Authority approve a funding strategy for Express Lane improvements – preliminary acceptance of loan of Measure B Funds from Alameda CTC. He stated that Caltrans project development processes require Alameda CTC's commitment to fully fund the construction of the project prior to Caltrans investing in reviewing the design/construction contract documents. Pursuant to Streets and Highway Code, Section 149.5 (e) (3) (A) and (B), the Sunol JPA is authorized to commit excess net toll revenue for reinvesting in transportation improvements within the corridor, such as the construction of HOV facilities, including the design, preconstruction, construction, and other related costs of the northbound Interstate 680 Sunol Smart Carpool Lane project and transit improvements that directly serve the corridor. Financial analysis indicates that the net revenue from facility operations will be sufficient to pay the loans in twenty years. Kanda recommended that the Authority approve the concept of funding those transportation improvements from net revenues and accepting a loan of \$120 million in 2000 Measure B loans (\$100 million for the northbound improvements and \$20 million for southbound access conversion) from Alameda CTC Commission to pay for the I-680 improvements, and commit to repay the loan within 20 years, utilizing the net operating revenues from the northbound and southbound express lane operations as a first priority expenditure. The I-680 Northbound Express Lane is anticipated to be operational in late 2018/early 2019.

Commissioner Haggerty asked if revenue from lanes comes back higher than projected each year will the Authority be able to pay back the loan quicker. Art stated that early repayment is possible.

Commissioner Baker inquired whether the staff noticed increased use of the express lane by the clean air vehicles. Staff will review the information and provide an update in January Sunol JPA meeting.

Commissioner Harrison moved to approve this item. Commissioner Haubert seconded the motion. The motion passed unanimously.

6. Committee Member Reports

There were no committee member reports.

7. Staff Reports

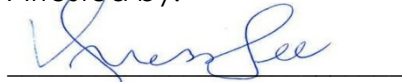
8. Adjournment/ Next Meeting

The next meeting is:

Date/Time: Monday, January 11, 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: January 4, 2016

SUBJECT: I-680 Southbound Express Lane (PN 1364.005): 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 November 2015. The update is included as Attachment A to this staff report.

The November 2015 operation reports indicate that the express lane facility continued to provide travel reliability during the peak period, as average hourly speeds in the express lane remained consistently 10-15 mph higher than the average hourly speeds in the general purposes lanes.

Comparison of performance metrics demonstrates that the average daily HOV/express lane usage continues to increase, including usage by toll paying motorists. This is an indication that more and more patrons continue to choose to utilize the express lane to experience travel reliability and time savings.

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. The facility was opened in September 2010 and is the first operational express lane in Northern California. 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. Constructed within the restricted right-of-way, the facility has no physical barrier between the general purpose lanes and the express lane, but is separated by a double white stripe. 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. Tolls are collected via FasTrak® transponders (also known as FasTrak® toll tags), issued by Bay Area Toll Authority and are automatically read by readers mounted on overhead gantries. Toll

rates are calculated based on real-time traffic conditions (speed and volume) in HOV/express and general purposes lanes. The accounts of vehicles passing through with valid FasTrak® transponders are charged the appropriate toll for the length of their trip, based on the toll rates published via dynamic message signs. California Highway Patrol officers continued to provide enforcement services while Caltrans provides roadway maintenance services, through reimbursable service agreements.

The facility is equipped to read the newly introduced FasTrak® flex toll tags. When the toll tag is set at 2 or 3, the toll readers located on I-680 Southbound will read them and allow the carpool users to continue to use the lane at no cost. Solo drivers can set their FasTrak® Flex to 1 to pay a toll to use the lane. FasTrak® flex toll tags are not yet required for carpoolers on I-680 Southbound Express Lane, but will be required on the forthcoming I-580 Express Lanes in the Tri-Valley, and on the new I-680 Express Lanes between Walnut Creek and San Ramon in Contra Cost County.

November 2015 Operation Update: The November update is included as Attachment A to this report. During the peak commute hour, the motorists in the express lane, including the carpool users, travelled with speeds approximately 10-15 mph faster than the motorists travelling in the general purpose lanes. In addition, vehicle speeds observed in the HOV/express Lane during the commute hours indicate that the use of the lane by solo toll paying and clean air vehicle drivers did not degrade the level of service in the lane and/or impede the benefits of carpooling.

The year over year comparison indicates a 14 percent increase in HOV/express Lane usage and the November 2015 average toll rate was \$1.75, within the hours of operation (5:00 a.m. – 8:00 p.m.).

Fiscal Impact: There is no fiscal impact.

Attachments

A. I-680 Southbound Express Lane November 2015 Operation Update

Staff Contact

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

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



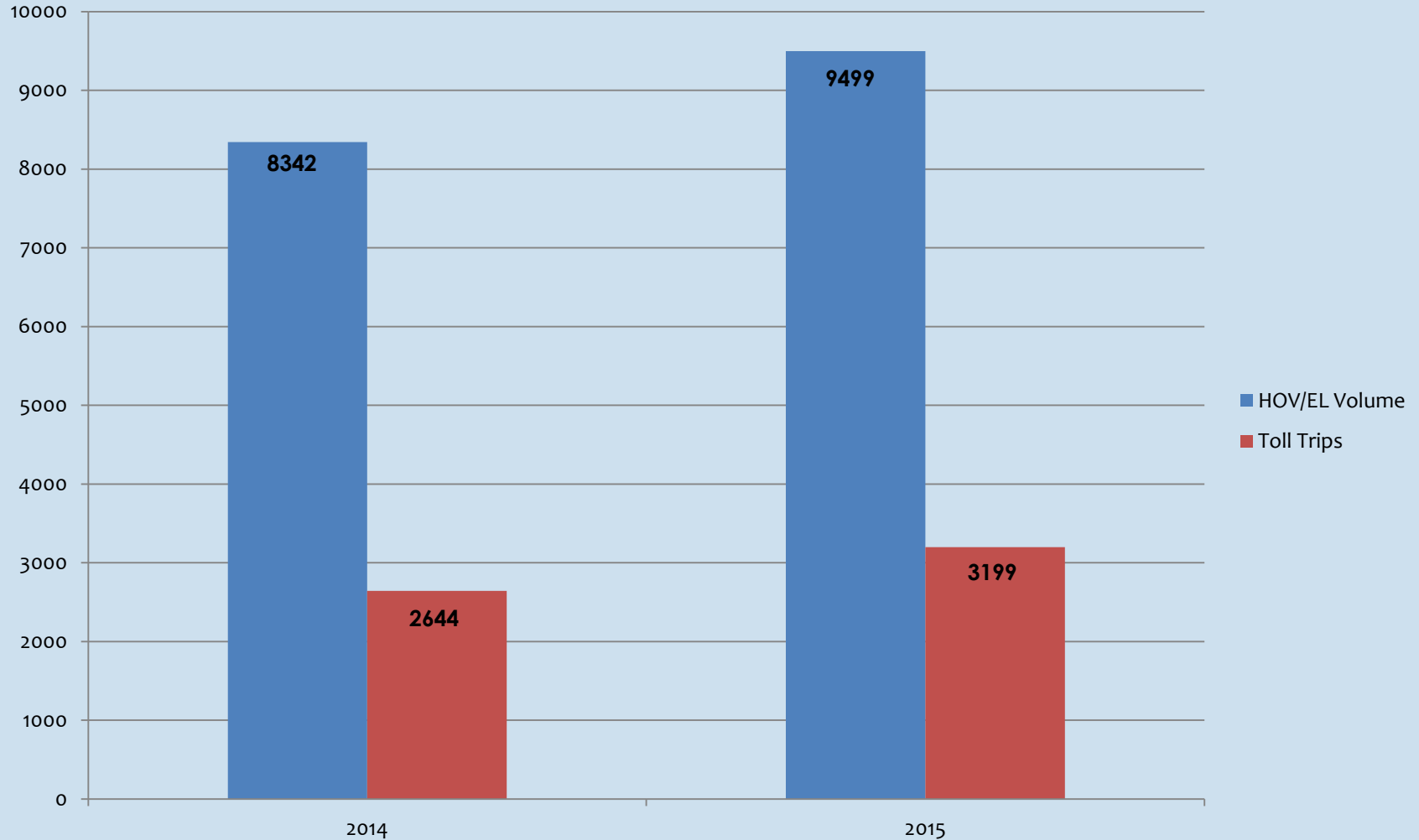
I-680 SB Express Lane Monthly Operations November 2015 Update

A Presentation for the
I-680 Sunol Smart Carpool Lane Joint Powers Authority (SSCLJPA)
January 11, 2016



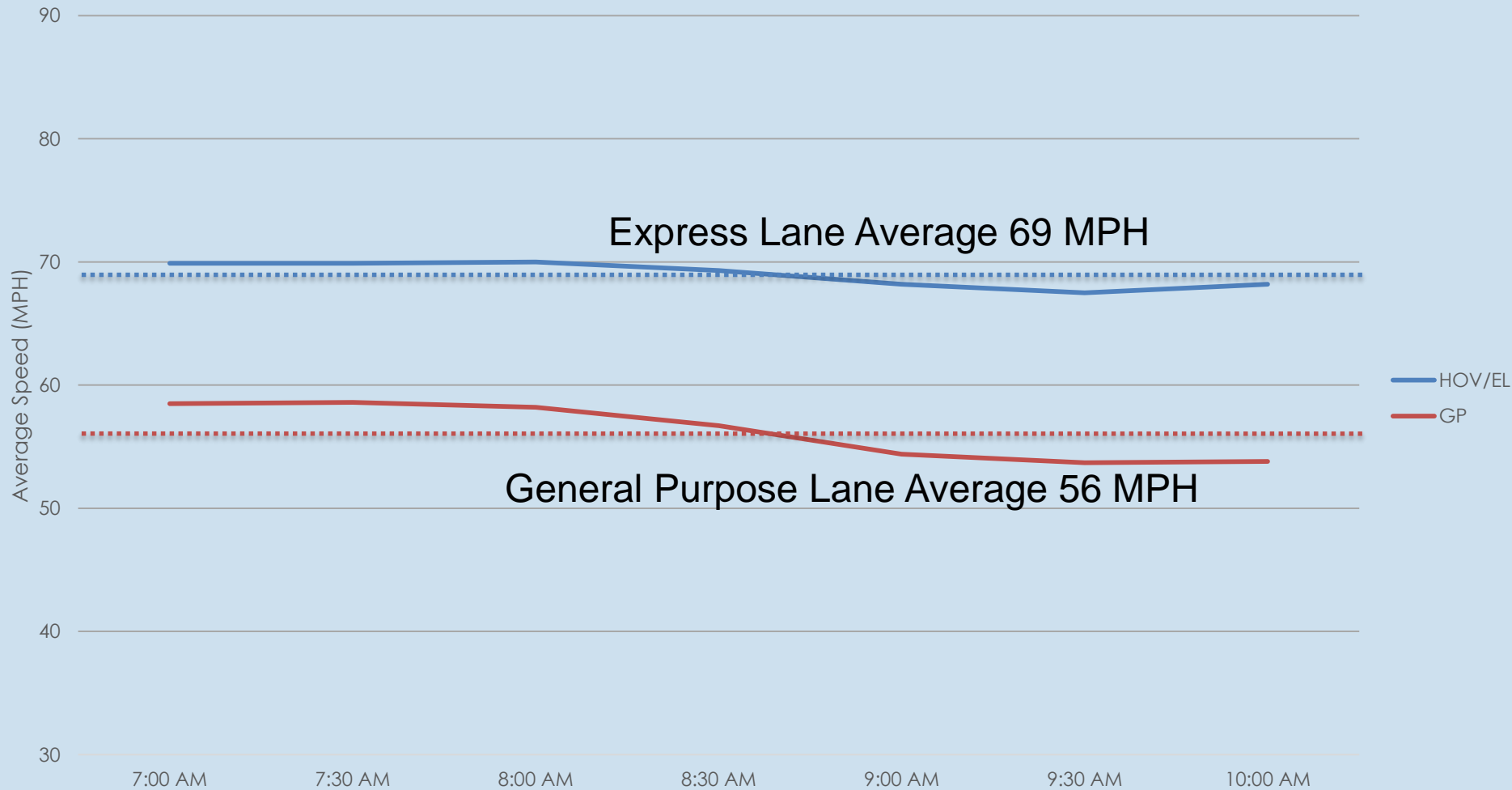
Average Daily HOV/EL Volume vs. Toll Trips

November 2014 & 2015
Year over Year Comparison



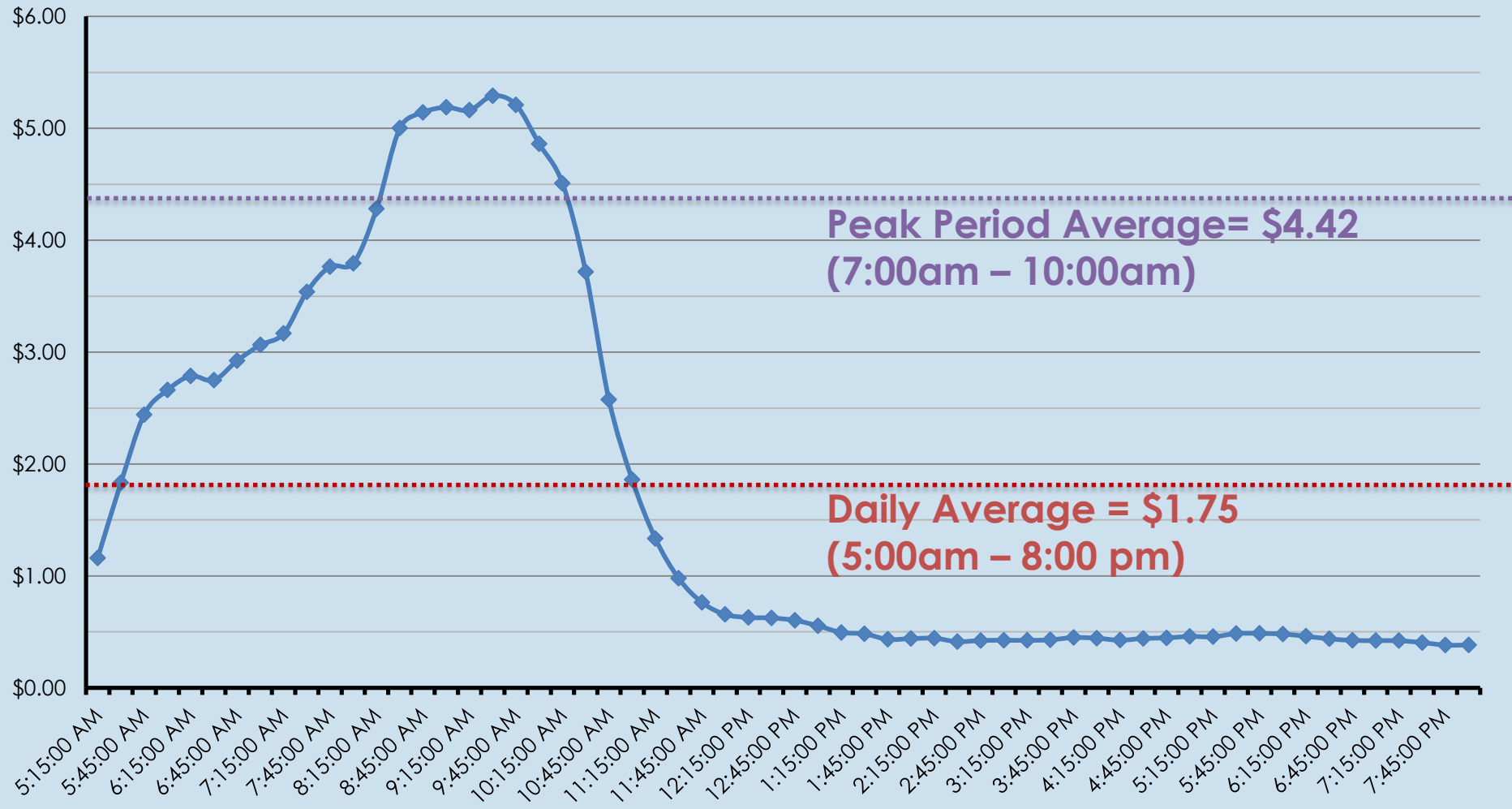
Average Travel Speed - During Peak Period

Throughout the Corridor in November 2015 (7:00 – 10:00am, Mon - Thurs)



Average Toll Rate - Throughout the Corridor

November 2015 (Mon-Thurs)



Revenue - Estimated Gross vs. Forecasted

Cumulative Revenue in FY 2015/16
(July - November 2015)

Estimated Gross Revenue

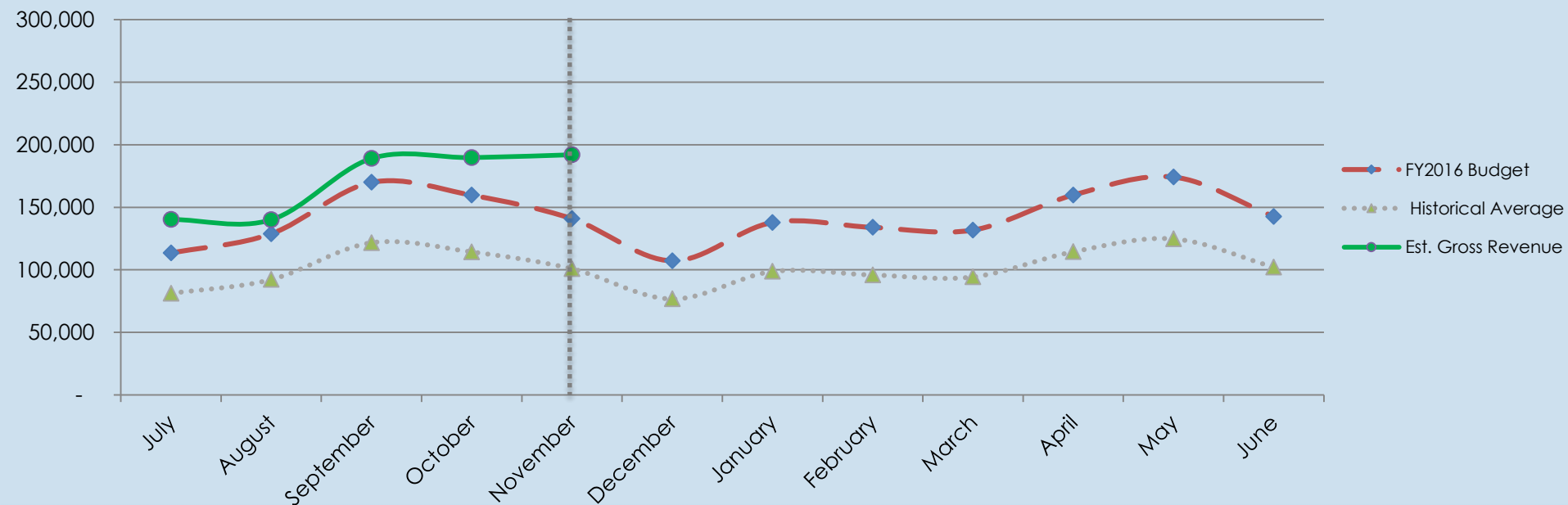
\$611,309

↑ 7%

Forecasted*

\$571,781

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





Questions ?



Memorandum

5.2

1111 Broadway, Suite 800, Oakland, CA 94607

PH: (510) 208-7400

www.AlamedaCTC.org

DATE: January 4, 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.

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 are tentatively scheduled for the week of January 17, 2016, with an anticipated date for contract execution in March 2016. The following is a detailed discussion of work in progress and/or upcoming major tasks.

Environmental Document & Project Approval

The PA&ED was completed and approved in July 2015 for the overall project between SR237 and SR84.

Project Implementation Approach

The approved Environmental Document and Project Report include 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:

- Selection of the Toll System Integrator
- Determination of final right of way requirements and potential utility conflicts
- Completion of right of way engineering work to initiate right of way appraisal activities
- Final approval of geometric design features and associated design exceptions
- Initiation of field work to complete foundation reports for various structures, retaining walls and pavement structural section recommendations
- Draft configuration of tolling zones and related sign locations
- Complete field survey work and update the topographic mapping
- Initiate environmental revalidation process to reflect Phase 1 implementation
- Prepare 30% Plans, Specification & Estimate package
- Execution of a cooperative agreement for the I-680 SB Express Lane Access Configuration Conversion

The Phase 1 schedule is as follows:

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

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

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

This page intentionally left blank