Meeting Notice

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

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Supervisor Wilma Chan, District 3
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Mayor Carol Dutra-Vernaci

Executive Director
Arthur L. Dao

I-680 Sunol Smart Carpool Lane Joint Powers Authority

Monday, February 08, 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.
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 8, 2016, 9:30 a.m.

1. Pledge of Allegiance
   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

2. Roll Call

3. Public Comment

4. Consent Calendar
   4.1. Approval of the I-680 Sunol Smart Carpool Lane Joint Powers Authority January 11, 2016 Meeting Minutes

5. Regular Matters
   5.1. Sunol Smart Carpool Lane Statement of Revenues and Expenses Approval of Statement of Revenues and Expenses as of December 31, 2015
   5.2. I-680 Southbound Express Lane (PN 1364.005): Monthly Operations Update
   5.3. I-680 Northbound Express Lane (PN 1369.000): Monthly Status Update

6. Committee Member Reports (Verbal)

7. Staff Reports (Verbal)

8. Adjournment

Next Meeting: March 14, 2016

All items on the agenda are subject to action and/or change by the Commission.
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I-680 Sunol Smart Carpool Lane
Joint Powers Authority Meeting Minutes
Monday, January 11, 2016, 9:30 a.m.

1. Pledge of Allegiance

2. Roll Call
   A roll call was conducted. All members were present except Commissioner Baker and
   Commissioner Haggerty.

   Subsequent to the roll call:
   Commissioner Haggerty arrived during Item 5.1.

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 November 9,
        2015 Meeting Minutes
   Commissioner Harrison moved to approve the Consent Calendar. Commissioner
   Haubert seconded the motion. The motion passed unanimously (Baker and Haggerty
   absent).

5. Regular Matters

   5.1. 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, and average
   travel speed within the most congested segment. Kanda also covered the lane
   operation with increased number of clean air vehicles (decal sticker vehicles) in
   HOV/Express Lane.

   Commissioner Haggerty asked if toll revenue is higher this year versus last year, now that
   there is more usage in the lane. Kanda stated that staff would review the data and
   bring information back to the Authority.

   This item was for information only.
5.2. I-680 Northbound Express Lane (PN 1369.000): Monthly Status Update

Kanda Raj presented the I-680 Northbound Express Lane monthly status update. He stated that final design is underway and 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. Alameda CTC, in partnership with Caltrans, is the implementing agency for preliminary engineering, environmental studies, design, right-of-way acquisition, and utility relocation.

This item was for information only.

6. Committee Member Reports

There were no committee member reports.

7. Staff Reports

8. Adjournment/Next Meeting

The next meeting is:

Date/Time: Monday, February 8, 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

DATE: February 1, 2016

SUBJECT: Sunol Smart Carpool Lane Statement of Revenues and Expenses as of December 31, 2015

RECOMMENDATION: Approve the Sunol Smart Carpool Lane Statement of Revenues and Expenses as of December 31, 2015

Summary

This financial report summarizes revenues and expenses related to the Sunol Smart Carpool Lane through December 31, 2015. Net toll revenue was $1,014,069 or 19.3 percent higher than projected toll revenue through the second quarter of FY2015-16. Expenses through the second quarter totaled $933,534, or 27.1 percent less than budget, which results in an increase to net position of $81,922. This surplus is due to a combination of actual toll revenues coming in higher and actual expenditures coming in lower than budgeted.

Background

The 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 FY2015-16 operating budget approved by the JPA Board in June 2015 includes $1.70 million of toll revenues and $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 approved budget reflects the subsidy of operations that the Sunol Smart Carpool Lane JPA continues to receive from Alameda CTC Project grant funds. However, expenses will first be paid from available toll revenues before grant funds are utilized.

Fiscal Impact

There is no fiscal impact.

Attachments

A. Sunol Smart Carpool Lane Statement of Operating Revenues and Expenses as of December 31, 2015
B. Sunol Smart Carpool Lane Statement of Capital Revenues and Expenses as of December 31, 2015
Staff Contact

Patricia Reavey, Director of Finance
Yoana Navarro, Senior Accountant
# SUNOL SMART CARPOOL LANE

## Statement of Operating Revenues and Expenses

As of December 31, 2015

### OPERATING REVENUES

<table>
<thead>
<tr>
<th></th>
<th>YTD Actuals</th>
<th>YTD Budget</th>
<th>% Used</th>
<th>Variance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Toll Revenue</td>
<td>1,014,069</td>
<td>850,000</td>
<td>119.3%</td>
<td>164,069</td>
</tr>
<tr>
<td>Measure B Grants</td>
<td>-</td>
<td>305,000</td>
<td>0.0%</td>
<td>(305,000)</td>
</tr>
<tr>
<td>Interest Income</td>
<td>1,387</td>
<td>-</td>
<td>-</td>
<td>1,387</td>
</tr>
<tr>
<td>Total Operating Revenues</td>
<td>1,015,456</td>
<td>1,155,000</td>
<td>87.9%</td>
<td>(139,544)</td>
</tr>
</tbody>
</table>

### OPERATING EXPENSES

<table>
<thead>
<tr>
<th>Expense Description</th>
<th>Actual</th>
<th>Budget</th>
<th>% Used</th>
<th>Variance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Operations &amp; Maintenance Contract</td>
<td>388,202</td>
<td>500,000</td>
<td>77.6%</td>
<td>(111,798)</td>
</tr>
<tr>
<td>Revenue Collection Fees</td>
<td>135,589</td>
<td>175,000</td>
<td>77.5%</td>
<td>(39,411)</td>
</tr>
<tr>
<td>CHP Enforcement</td>
<td>100,000</td>
<td>112,500</td>
<td>88.9%</td>
<td>(12,500)</td>
</tr>
<tr>
<td>Alameda CTC Operations</td>
<td>34,808</td>
<td>50,000</td>
<td>69.6%</td>
<td>(15,192)</td>
</tr>
<tr>
<td>Express Lane Maintenance (Caltrans)</td>
<td>9,150</td>
<td>62,500</td>
<td>14.6%</td>
<td>(53,350)</td>
</tr>
<tr>
<td>Contingency</td>
<td>-</td>
<td>62,500</td>
<td>0.0%</td>
<td>(62,500)</td>
</tr>
<tr>
<td>Project Management/Controls</td>
<td>139,072</td>
<td>112,500</td>
<td>123.6%</td>
<td>26,572</td>
</tr>
<tr>
<td>Marketing/Public Outreach</td>
<td>11,945</td>
<td>50,000</td>
<td>23.9%</td>
<td>(38,055)</td>
</tr>
<tr>
<td>IT Support</td>
<td>10,800</td>
<td>37,500</td>
<td>28.8%</td>
<td>(26,700)</td>
</tr>
<tr>
<td>Computer Equipment</td>
<td>34,800</td>
<td>-</td>
<td>0.0%</td>
<td>34,800</td>
</tr>
<tr>
<td>Alameda CTC Administration</td>
<td>9,727</td>
<td>25,000</td>
<td>38.9%</td>
<td>(15,273)</td>
</tr>
<tr>
<td>Insurance</td>
<td>19,221</td>
<td>25,000</td>
<td>76.9%</td>
<td>(5,779)</td>
</tr>
<tr>
<td>System Manager/Operations Support</td>
<td>8,009</td>
<td>20,000</td>
<td>40.0%</td>
<td>(11,991)</td>
</tr>
<tr>
<td>Other Consultant Costs</td>
<td>-</td>
<td>10,000</td>
<td>0.0%</td>
<td>(10,000)</td>
</tr>
<tr>
<td>Legal Fees</td>
<td>10,768</td>
<td>12,500</td>
<td>86.1%</td>
<td>(1,732)</td>
</tr>
<tr>
<td>Miscellaneous</td>
<td>14,698</td>
<td>12,500</td>
<td>117.6%</td>
<td>2,198</td>
</tr>
<tr>
<td>Utilities</td>
<td>6,744</td>
<td>12,500</td>
<td>54.0%</td>
<td>(5,756)</td>
</tr>
<tr>
<td>Total Operating Expenses</td>
<td>933,534</td>
<td>1,280,000</td>
<td>72.9%</td>
<td>(346,466)</td>
</tr>
</tbody>
</table>

Operating Surplus (Deficit) 81,922 (125,000)

### Net Position

<table>
<thead>
<tr>
<th>Period</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Beginning of year</td>
<td>4,267,989</td>
</tr>
<tr>
<td>Net Position as of December 31, 2015</td>
<td>$ 4,349,911</td>
</tr>
</tbody>
</table>
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SUNOL SMART CARPOOL LANE
Statement of Capital Revenues and Expenses
As of December 31, 2015

<table>
<thead>
<tr>
<th>CAPITAL REVENUES</th>
<th>Capital Actuals</th>
<th>YTD Budget</th>
<th>%</th>
<th>Used</th>
<th>Variance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Capital Grants</td>
<td>-</td>
<td>1,050,000</td>
<td>0.0%</td>
<td>(1,050,000)</td>
<td></td>
</tr>
<tr>
<td>Total Capital Revenues:</td>
<td>-</td>
<td>1,050,000</td>
<td>0.0%</td>
<td>(1,050,000)</td>
<td></td>
</tr>
</tbody>
</table>

| CAPITAL EXPENSES          |                |            |     |       |              |
| Automated Toll Violation Enforcement System | - | 1,050,000 | 0.0%| (1,050,000) |              |
| Total Capital Expenses:   | -               | 1,050,000  |     | (1,050,000) |              |

| Capital Surplus (Deficit) | -               | -          |     |       |              |

Net Position

| Beginning of year | - |

| Net Position as of December 31, 2015 | $ - |
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DATE: February 1, 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 December 2015. The update is included as Attachment A to this staff report.

The December 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 10-13 mph higher than the average hourly speeds in the general purposes lanes during the morning peak hour.

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.

**December 2015 Operation Update:** The December update is included as Attachment A to this report. During the peak commute hour, the motorists in the express lane, including the carpool users, traveled with speeds approximately 10-13 mph faster than the motorists traveling 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 20 percent increase in HOV/express Lane usage for the month of December. The December 2015 average toll rate to travel the length of the corridor from Andrade Road to Calaveras Boulevard was $1.70 during all hours of operation (5:00 a.m. – 8:00 p.m.) and $4.05 within the peak morning commute hours (7:00 am – 10:00 am), which are similar to the December 2014 average toll rates.

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

**Attachments**

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

**Staff Contact**

Kanda Raj, Express Lanes Program Manager

Liz Rutman, Express Lanes Operation and Maintenance Manager
I-680 SB Express Lane
Monthly Operations
December 2015 Update

A Presentation for the
I-680 Sunol Smart Carpool Lane Joint Powers Authority (SSCLJPA)
February 8, 2016
Average Daily Volumes
Percent Change – December 2014 vs. 2015

- General Purpose Lanes
- Express Lane - All Users
- Express Lane - Toll Users

20.3%
14.2%
5.6%
Average Travel Speed - During Peak Hour
Central Segment (8:45 – 9:45am, Mon - Thurs)

Express Lane Average 60 MPH
General Purpose Lane Average 49 MPH
Average Toll Rates
By Segment – December 2015

Peak Period Average = $4.05
(7:00am – 10:00am)

Peak Period Average = $2.07
(7:00am – 10:00 am)

Daily Average All Segments = $1.18
(5:00am – 8:00 pm)
Revenue - Estimated Gross vs. Forecasted

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

Estimated Gross Revenue $1,033,361

Forecasted* $852,505

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

DATE: February 1, 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. Theses 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 were conducted on January 20, 2016. Best and Final Offer negotiations have begun. Upon completing negotiations, staff will present a contract with a toll system integrator for approval in March/April 2016 Commission meeting. 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:**

- Select the Toll System Integrator and execute contract
- Begin preliminary toll system design and coordinate it with civil designers
- Complete right of way engineering work to initiate right of way appraisal activities
- Final approval of geometric design features and associated design exceptions
- Complete field work to complete foundation reports for various structures, retaining walls and pavement structural section recommendations
- Develop 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 and submit 35% Plans, Specification & Estimate package to Caltrans
- Execute 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