

**SUNOL SMART CARPOOL LANE
JOINT POWERS AUTHORITY
GOVERNING BOARD**

MEETING NOTICE

Monday, September 12, 2011

9:30 A.M.

Alameda CTC Board Room

1333 Broadway, Suite 300

Oakland, CA 94612

Chair: Supervisor Scott Haggerty, ACTIA/Alameda CTC

Vice Chair: Councilmember Bill Harrison, ACTIA/
Alameda CTC

Members:

Mayor Mark Green, ACCMA/Alameda CTC

Mayor Jennifer Hosterman, ACCMA/Alameda CTC

Vice Mayor Pete McHugh, VTA

Staff Liaison: Frank R. Furger

Secretary: Christina Ramos

AGENDA

1.0 PLEDGE OF ALLEGIANCE

2.0 ROLL CALL

3.0 PUBLIC COMMENT

Members of the public may address the Board during “Public Comment” on any item not on the agenda. Public comment on an agenda item will be heard when that item is before the Board. Anyone wishing to comment should make their desire known to the Chair.

4.0 CONSENT CALENDAR

4.1 Minutes of July 11, 2011* – page 1

A

The Board is requested to approve the Minutes of July 11, 2011.

5.0 ADMINISTRATIVE MATTERS

No Items This Month

6.0 HOV/ EXPRESS LANE PROJECT STATUS UPDATE

6.1 I-680 SB Express Lane Electronic Toll System (ETS) Contract Update*– page 5

I

Attached for the Board’s review and information is the status update for the I-680 Express Lane project – Electronic Toll System. The Alameda CTC is the sponsor of the HOT element of the I-680 Express Lane Project. The status report covers all activities through August 31, 2011.

6.2 I-680 SB HOV Widening Status Update*– page 9

I

On behalf of the JPA, Alameda CTC is the sponsor of the HOT element of the I-680 Express Lane. However, the construction phase of the civil elements of this project is administered by Caltrans. Attached for the Board’s review and information is the status update for the I-680 Express Lane Project Civil Elements. The status report covers all activities through August 31, 2011.

- 6.3 I-680 SB HOV Widening Status Update*– page 13** **I**
Alameda CTC has initiated a project to construct a Northbound Express Lane on I-680 between SR 237 & SR 84. Attached is a status report that covers all activities through August 31, 2011.

A.0 JOINT MEETING WITH I-580 POLICY ADVISORY COMMITTEE 9:45 A.M.

- A.1 Convene joint meeting with I-580 Express Lane Policy Advisory Committee (PAC)**

- A.2 PAC Roll Call – Confirm PAC Quorum (no action by JPA Board)**

- A.3 I-680 Express Lane Status Update* – page 17** **I**
Attached is a summary of operations of the I-680 Express Lane through the end of August.

- A.4 MTC Regional Express Lane Network: Approval of Letter of Support *- page 25** **A**
The JPA Board is recommended to approve the support of Metropolitan Transportation Commission's submission of an application to the California Transportation Commission seeking authorization to implement the Bay Area Regional Express Lane Network.

- A.5 Status of Enforcement Activities**** **I**
Staff will review the enforcement activities for the Express Lane.

- A.6 Recess Joint Meeting**

7.0 ADJOURNMENT/ NEXT MEETING: October 10, 2011

Key: A- Action Item; I – Information Item

* Materials enclosed

** Verbal presentation will be made or materials will be available at the meeting

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

PLEASE DO NOT WEAR SCENTED PRODUCTS SO INDIVIDUALS WITH
ENVIRONMENTAL SENSITIVITIES MAY ATTEND

Glossary of Acronyms

ABAG	Association of Bay Area Governments	MTC	Metropolitan Transportation Commission
ACCMA	Alameda County Congestion Management Agency	MTS	Metropolitan Transportation System
ACE	Altamont Commuter Express	NEPA	National Environmental Policy Act
ACTA	Alameda County Transportation Authority (1986 Measure B authority)	NOP	Notice of Preparation
ACTAC	Alameda County Technical Advisory Committee	PCI	Pavement Condition Index
ACTC	Alameda County Transportation Commission	PSR	Project Study Report
ACTIA	Alameda County Transportation Improvement Authority (2000 Measure B authority)	RM 2	Regional Measure 2 (Bridge toll)
ADA	Americans with Disabilities Act	RTIP	Regional Transportation Improvement Program
BAAQMD	Bay Area Air Quality Management District	RTP	Regional Transportation Plan (MTC's Transportation 2035)
BART	Bay Area Rapid Transit District	SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act
BRT	Bus Rapid Transit	SCS	Sustainable Community Strategy
Caltrans	California Department of Transportation	SR	State Route
CEQA	California Environmental Quality Act	SRS	Safe Routes to Schools
CIP	Capital Investment Program	STA	State Transit Assistance
CMAQ	Federal Congestion Mitigation and Air Quality	STIP	State Transportation Improvement Program
CMP	Congestion Management Program	STP	Federal Surface Transportation Program
CTC	California Transportation Commission	TCM	Transportation Control Measures
CWTP	Countywide Transportation Plan	TCRP	Transportation Congestion Relief Program
EIR	Environmental Impact Report	TDA	Transportation Development Act
FHWA	Federal Highway Administration	TDM	Travel-Demand Management
FTA	Federal Transit Administration	TEP	Transportation Expenditure Plan
GHG	Greenhouse Gas	TFCA	Transportation Fund for Clean Air
HOT	High occupancy toll	TIP	Federal Transportation Improvement Program
HOV	High occupancy vehicle	TLC	Transportation for Livable Communities
ITIP	State Interregional Transportation Improvement Program	TMP	Traffic Management Plan
LATIP	Local Area Transportation Improvement Program	TMS	Transportation Management System
LAVTA	Livermore-Amador Valley Transportation Authority	TOD	Transit-Oriented Development
LOS	Level of service	TOS	Transportation Operations Systems
		TVTC	Tri Valley Transportation Committee
		VHD	Vehicle Hours of Delay
		VMT	Vehicle miles traveled



1333 Broadway, Suites 220 & 300

Oakland, CA 94612

PH: (510) 208-7400

www.AlamedaCTC.org



Directions to the Offices of the Alameda County Transportation Commission:

**1333 Broadway, Suite 300
Oakland, CA 94612**

Public Transportation Access:

BART: City Center / 12th Street Station

AC Transit:

Lines 1,1R, 11, 12, 13, 14, 15, 18, 40, 51, 63, 72, 72M, 72R, 314, 800, 801, 802, 805, 840

Auto Access:

- Traveling South: Take 11th Street exit from I-980 to 11th Street
- Traveling North: Take 11th Street/Convention Center Exit from I-980 to 11th Street
- Parking:
City Center Garage –
Underground Parking,
(Parking entrances located on 11th or 14th Street)



**Alameda County
Transportation Commission
1333 Broadway, Suite 300
Oakland, CA 94612**

September 12, 2011**Agenda Item 4.1**

**SUNOL SMART CARPOOL LANE
JOINT POWERS AUTHORITY
GOVERNING BOARD
MINUTES OF July 11, 2011**

Chair Supervisor Haggerty convened the Sunol Smart Carpool Lane JPA at 9:30 a.m.

1.0 PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was led by Vice Mayor McHugh.

2.0 ROLL CALL

Ramos conducted the roll call; a quorum was confirmed by Councilmember Harrison.

3.0 PUBLIC COMMENT

There was no public comment.

4.0 CONSENT CALENDAR

- 4.1 Minutes of June 13, 2011** - A motion was made by Mayor Green to approve the Minutes of the June 13, 2011 meeting; a second was made by Vice Mayor McHugh. The motion was passed unanimously.

5.0 ADMINISTRATIVE MATTERS

- 5.1 Authorization for Executive Director to Sign Memorandum of Understanding Between member agencies of the California Toll Operators Committee** – Furger explained the request to the JPA Board to authorize the Executive Director to Execute a Memorandum of Understanding with other members of the California Toll Operators Committee. The MOU outlines interoperability and coordination between the various toll operators in California. Green asked Furger what the advantage is to approve the information sharing and MOU with the other agencies; Furger responded that cooperation is the main advantage. McHugh would in the future like to receive the full agreement (ie. MOU) before being asked to authorize execution, this time he will approve it. Mayor Hosterman asked for representative clarification; Furger responded that representation is generally lead staff. The Executive Director will represent the JPA in this California Toll Operators Committee. The motion was moved by Mayor Green; a second was made by Mayor Hosterman. The motion was passed unanimously.

6.0 HOV/ EXPRESS LANE PROJECT STATUS UPDATE

- 6.1 Express Lane Electronic Toll System (ETS) Contract Update** - Information was presented on the status update for the I-680 Express Lane project – Electronic Toll System. The ACCMA / Alameda CTC is the sponsor of the HOT element of the I-680 Express Lane. The status report covered all activities through June 30, 2011. McHugh asked Akkawi to elaborate on original claim; claim was for acceleration of work with limited access and delay to testing, \$850,000 original claim was negotiated back to \$190,000 due to findings from backup, Alameda CTC will pay ETC for acceleration only, not other factors. Akkawi will provide detailed written explanation for claim issues and response to issues. This is an informational item only.

- 6.2 HOV Widening Status Update -**

On behalf of the JPA, ACCMA/Alameda CTC is the sponsor of the HOT element of the I-680 Express Lane with civil elements administered by Caltrans. Staff reviewed the status update for the I-680 Express Lane Project civil elements. The status report covers all activities through June 30, 2011. Remainder of project is on target from detailed status of last meeting. This is an informational item only.

6.3 HOV Widening Status Update -

Alameda CTC has initiated a project to construct a Northbound Express Lane on I-680 between SR 237 & SR 84. Akkawi reviewed the status report which covers activities through June 30, 2011. Green asked about how long each segment took looking back on project. Akkawi explained about 2 years and Southbound HOV is looking at same time frame; optimistically. Dao offered that as Alameda CTC is the managing agency, a Project development team will be brought on early on for Traffic Operations Analysis and will include staff from stakeholder cities. This is an informational item only.

A.0 JOINT MEETING WITH I-580 POLICY ADVISORY COMMITTEE 9:45 A.M.

A.1 Convene joint meeting with I-580 Express Lane Policy Advisory Committee (PAC).

A.2 PAC Roll Call – Confirm PAC Quorum (no action by JPA Board) - Haggerty confirmed a quorum of the I-580 PAC. Harrison is confirmed as alternate for Sbranti.

A.3 I-680 Express Lane Status Update* - Furger provided a PowerPoint summary of operations of the I-680 Express Lane through the end of June; 41 Week Summary. McHugh asked for clarification on how certain summary numbers were developed. Furger reviewed the methodology used and will provide additional detail at the next Board meeting.

Furger presented 41 week summary graphs to the group which included Cumulative Gross Revenue by Week graph, First Time Users graph, Weekly Gross Trips, Weekly Gross Revenue, Peak Period Averages, Typical Daily Revenue by Hour, Typical Daily Trips by Hour and Average Toll Rate by Hour. Haggerty asked about what the highest toll has been, Furger responded \$7.50 but that hasn't been hit for some time. Haggerty requested a graph of percent of people using lane and certain toll prices. Furger agreed to provide data and graph supporting this request during next reporting cycle. JPA has noticed that Friday trips are growing; as employment grows in Silicon Valley revenue has picked up on Friday and PM peak. Green asked if there will be a projected revenue adjustment for this FY as the revenue has increased. Frank is not yet prepared to do a budget adjustment, he will present July and August revenue numbers in September and then the JPA will decide if there should be a budget adjustment with regards to projected revenue, going forward. This is an informational item only.

A.4 Status of Enforcement Activities -** Furger presented PowerPoint of enforcement activities for the Express Lane which included Enforcement Summary, Tag Reading Challenges, Buffer Zone Delineators, Turnpike Grade Curb System, Stable Platform for High Speed Installations and White Paper on Enforcement slides. Harrison asked about tag read challenges issue, with regards to metallic windshields in a small percentage of cars, and why JPA was not aware of the issue sooner. Furger asked the designers the same question and they too were not aware of issue until now. The group discussed pros and cons of externally mounted car tags. This is an informational item only.

A.5 Update on Marketing Activities**- Furger presented an update on the marketing and outreach efforts for the Express Lane. Haggerty found the new Smart Phone App idea problematic, recommended other “email” alerts that would be more useful marketing than using app while driving. Furger will pass on information to marketing group. This is an informational item only.

A.6 Review of Proposed Changes to the Caltrans Highway Design Manual ** - Caltrans is proposing several changes and updates to the Highway Design Manual. Some of these changes may have an impact on Express Lanes. Furger reviewed the proposed changes including width of buffer and consistency in striping for all Express Lanes. This is an informational item only.

A.7 Recess Joint Meeting

7.0 ADJOURNMENT/ NEXT MEETING: September 12, 2011

Attested by:



Christina Ramos, JPA Board Secretary



1333 BROADWAY, SUITE 220, PHONE (510) 836-2560 . FAX (510) 836-2185

**SUNOL SMART CARPOOL LANE
JOINT POWERS AUTHORITY
GOVERNING BOARD**

July 11, 2011

Alameda County Transportation Commission
Conference Room A & B, Third Floor
1333 Broadway, Suite 300, Oakland, CA

BOARD MEMBERS	JURISDICTION/AGENCY	SIGNATURE
Supervisor Scott Haggerty, CHAIR	County of Alameda	
Mayor Jennifer Hosterman, VICE CHAIR	City of Pleasanton	
Mayor Mark Green	City of Union City	
Mayor Marshall Kamena	City of Livermore	
Mayor Tim Sbranti	City of Dublin	
Vice Mayor Pete McHugh	VTa	
Councilmember Bill Harrison	City of Fremont	
STAFF	AGENCY	SIGNATURE
Arthur L. Dao	ACTC, Executive Director	
Frank Furger	JPA, Executive Director	
Ray Akkawi	ACTC, Mgr. of Project Delivery	
Patricia M. Reavey	ACTC, Director of Finance	
Christina Ramos	JPA, Secretary	
Claudia Leyva	ACTC, Admin. Assistant	
LEGAL COUNSEL/OTHERS	AGENCY	SIGNATURE
Zack Wasserman	WRBD	
Pamela Schock Mintzer	WRBD	
Neal Parish	WRBD	
Emily Landin-Lowe	Caltrans	
Mark Zabaneh	Caltrans	
Leo Scott	Gray-Bowen, Inc	

September 12, 2011
Agenda Item 6.1

Memorandum

Date: August 30, 2011

To: **Sunol Express Lane Joint Powers Authority**

From: Ray Akkawi, Manager of Project Delivery

Subject: I-680 Express Lane Project: Status Update – Electronic Toll System

Action

Attached for the Board's review and information is the status update for the I-680 Express Lane project – Electronic Toll System. The CMA is the sponsor of the HOT element of the I-680 Express Lane. However, the construction phase of the civil elements of this project is administered by Caltrans. The status report covers all activities through August 31, 2011.

Background

The 14 mile I-680 Express Lane extends from Highway 84 in the City of Pleasanton to Highway 237 in the City of Milpitas. The project widened the existing facility to allow the conversion of the HOV lane to Express (HOT) Lane. When the express lane opened it allowed carpools to travel free of charge and charged a toll for single occupancy vehicles to use the excess capacity in the High Occupancy Toll (HOT) lane. The scope of the project consists of two elements; the Civil Element, widening to accommodate HOT; and the Electronic Toll System Element that includes the Dynamic Pricing.



**I-680 HOV/EXPRESS LANE PROJECT
Electronic Toll System
Status Report
For
August 2011**

PROJECT DESCRIPTION

The I-680 Express Lane project will allow carpools to travel free of charge and would charge a toll for single occupancy vehicles to use the excess capacity in the High Occupancy Toll (HOT) lane. This project widened I-680 to accommodate the existing High Occupancy Vehicle (HOV) lane and the planned HOT lane; constructed improvements to provide a HOT lane along southbound I-680 from State Route (SR) 84 to Santa Clara County SR 237, and rehabilitated the existing pavement.

The Electronic Toll System component of the project includes the Dynamic Pricing Software, the Vehicle Detection System, the Vehicle Tolling Devices, the Data Toll Center, the Communications / Data Transfer, and the interface with Caltrans Traffic Management Center, Bay Area Toll Authority – Tolling Center and the California Highway Patrol.

CONTRACT STATUS

Contract Status: The Electronic Toll System (ETS) contract was awarded to ETC on December 18, 2008. The notice to proceed (NTP) to perform phase 1 of the contract, that is to coordinate with the civil contractor(s), Caltrans, and BATA was issued mid January 2009. Notice to proceed to perform the work on phase 2 of the ETS contract was issued to ETC mid February 2009.

While the Express Lane was opened on September 20, 2010, approval of the Site Acceptance Test (SAT) was granted in February 2011. Testing could not be performed earlier than December 2010 due to the in-availability of a complete system. The T-1 lines connecting CCTV to the Toll Data Center were not available until November 2010. Initial SAT testings were performed in December 2010, but due to the number of failures, mainly the drops to the cellular modems and the errors in some of the reports, System Manager warranted ETC additional time to workout these problems. Maintenance Online Management System (MOMS) was not communicating with the TDC directly. Alameda CTC staff were not notified of any equipment

failure, only ETC staff were notified of the equipment failures. ETC had to correct this issue and reports of any equipment failure along with the proper action taken by ETC Operations and Maintenance staff are now being reported to both Alameda CTC staff and the System Manager Staff.

The contract is under the warranty period and ETC staff is operating the facility under the supervision of the JPA.

The JPA is exploring the implementation of a video / camera enforcement system to reduce the violation rate. A contract change order to provide the design is underway.

SCHEDULE STATUS

The System Integrator baseline schedule showed installation of equipment to begin in June 2010. Due to delays to the Civil contracts, installation of ETS devices did not begin until mid August 2010. ETC had to coordinate its work with the civil contractors. ETC submitted a claim requesting additional compensation for the cost it incurred related to the delays in installing the equipment and the request to complete the installation in three weeks instead of three months. ETC claimed that not passing the SAT requirements was a result of insufficient time to install the equipment. The three-month installation period would have allowed ETC to perform its own SAT testing. Instead, ETC had to perform the testing while the facility was in full operations. ETC requested compensation for extended project management, premium overtime and weekend work by ETC and its subconsultants, the use of temporary communication devices, and the delay in the commencement of the operations and maintenance phase. The claim totaled \$850K. Alameda CTC staff and the System Manager reviewed the claim and agreed to negotiate a settlement for the items that had merit. ETC agreed to settle the claim for \$196K and to begin the operations and maintenance period April 1st 2011.

OUTSTANDING ISSUES/DISPUTES/CLAIMS

There are no outstanding issues. The contract change order log for the System Integrator contract can be found on the following page.

CONTRACT CHANGE ORDERS LOG

Authorized Dollar Amount: \$6,297,000.00 (including Contingency & 1 yr optional O&M)

Contract: \$4,940,926 Contingency:\$570,000 O&M \$786,074

CCO Number	Contingency Amount	Reason For CCIF	Dollar Amount Requested by this CCIF	Revised Contingency Amount
	\$570,000.00			\$570,000.00
1	\$570,000.00	Comms Alt.	(\$202,181.00)	\$772,181.00
2	\$772,181.00	SenSys Alt.	\$168,034.00	\$604,147.00
3	\$604,147.00	Dual DMS	\$17,847.00	\$586,300.00
4	\$586,300.00	Add'l Enforce Zone	\$127,115.00	\$459,185.00
5	\$459,185.00	CHP Enf. Equip	(\$47,868.00)	\$507,053.00
6	\$507,053.00	Customer Service	\$0.00	\$507,053.00
7	\$507,053.00	Additional Beacons	\$44,336.00	\$462,717.00
8	\$462,717.00	Earthcam	\$122,806.00	\$339,911.00
9	\$339,911.00	Idris Loops	\$56,242.00	\$283,669.00
10	\$283,669.00	LOS, Handheld Screen	\$27,957.00	\$255,712.00
11	\$255,712.00	Removal of CSR	(\$89,386.00)	\$345,098.00
12	\$345,098.00	Claim Settlement	\$196,737.00	\$148,361.00
13	\$148,361.00	Video Enforcement	\$40,000.00	\$108,361.00

CCO 13 has not been approved.

September 12, 2011
Agenda Item 6.2

Memorandum

Date: August 30, 2011

To: **Sunol Express Lane Joint Powers Authority**

From: Emily Landin-Lowe, Regional Project Manager - Caltrans
Ray Akkawi, Manager of Project Delivery

Subject: I-680 Express Lane Project: Status Update – Electronic Toll System

Action

Attached for the Board's review and information is the status update for the I-680 HOV/Express Lane project – Caltrans administered Civil Elements. The Alameda CTC is the sponsor of the HOT element of the I-680 Express Lane. However, the construction phase of the civil elements of this project is administered by Caltrans. The status report covers all activities through August 31, 2011.

Background

The 14 mile I-680 Express Lane extends from Highway 84 in the City of Pleasanton to Highway 237 in the City of Milpitas. The project widened the existing facility to allow the conversion of the HOV lane to Express (HOT) Lane. When the express lane opened it allowed carpools to travel free of charge and charged a toll for single occupancy vehicles to use the excess capacity in the High Occupancy Toll (HOT) lane. The scope of the project consists of two elements; the Civil Element, widening to accommodate HOT; and the Electronic Toll System Element that includes the Dynamic Pricing.

I-680 EXPRESS LANE CONTRACT STATUS DIAGRAM

**CONTRACT 2**

SR 84 to Mission (238)

Award Date:	4/17/09
Project Allotment at award:	\$41,701,000
Paid To Contract To Date:	\$36,267,000
Construction Complete Date:	10/30/11 Target
Estimate at Completion:	\$41,700,000

CONTRACT 3

Mission (238) to Grimmer Blvd.

Award Date:	4/7/09
Project Allotment at award:	\$ 32,859,000
Paid To Contract To Date:	\$ 32,276,000
Construction Complete Date:	10/15/10 Actual
Estimate at Completion:	\$ 34,000,000; Includes claim exposure

CONTRACT 1

Grimmer Blvd. to SR 237

Award Date:	9/2/08
Project Allotment at award:	\$ 38,830,000
Paid To Contract To Date:	\$ 36,680,000
Construction Complete Date:	9/28/10 Actual
Estimate at Completion:	\$ 37,100,000

Other

Mitigation Contract Capital Cost:	\$ 2,000,000
Landscape Contract Capital Cost:	\$ 3,400,000
Mitigation by Others Capital Cost:	\$ 647,000



1333 BROADWAY, SUITE 220, PHONE (510) 208-7400 . FAX (510) 836-2185

**I-680 HOV/EXPRESS LANE PROJECT
Construction of Civil Elements
Status Report
For
August 2011**

PROJECT DESCRIPTION

The I-680 Express Lane project allows carpools to travel free of charge and charges a toll for single occupancy vehicles to use the excess capacity in the High Occupancy Toll (HOT) lane. This project widened I-680 to accommodate the existing High Occupancy Vehicle (HOV) lane and HOT lane; constructed improvements to provide a HOT lane along southbound I-680 from State Route (SR) 84 to Santa Clara County SR 237; and rehabilitated the existing pavement. The Civil Elements of the project was divided into five Contracts. Below is the update of each contract:

CONTRACT 2 (Caltrans administered) - HOV/HOT Lane & Rehabilitation, from SR 238 to Stoneridge Drive.

CONTRACT STATUS

All contract work is complete. Hydromodification work required by the RWQCB is complete. Remaining work is change order and extra work. Some of the work is related to changes in the Express Lane access that were identified late in the contract. This requires additional paving. Contract is within budget. Expected completion is 10/30/11.

CONTRACT 1 (Caltrans administered) - HOV/HOT Lane & Rehabilitation, from Grimmer Boulevard to SR 238.

CONTRACT STATUS

Construction was completed September 27, 2010. Closeout in process, most issues have been resolved.

CONTRACT 3 (Caltrans administered) - HOV/HOT Lane & Rehabilitation, from SR 237 to Grimmer Boulevard

CONTRACT STATUS

Construction was completed October 15, 2010. Closeout in process but there is a large claim that requires an audit. A claim settlement has been proposed based on the audit results.

CONTRACT 5 (Caltrans administered) – Mitigation at Sabercat

CONTRACT STATUS

Construction was suspended for the winter. Work is now on-going. Majority of work will be completed this summer with planting in the fall.

CONTRACT 6 (Caltrans design & administered) – Landscape

CONTRACT STATUS

Design on hold due to impacts from Freeway Performance Initiative Project conflicts. Project will be rescheduled to avoid rework.

OTHER ISSUES:

Ramp metering was activated in July 2011.

There is an additional contract under a cooperative agreement with the City of Dublin administering for required mitigation. Construction is complete and the monitoring period is beginning. Project is anticipated to remain within budget.

CTC approved the payback of \$10M in LONP/TCRP funds to ACTC. Amendment to the cooperative agreement between Alameda CTC and Caltrans is with ACTC and JPA for signatures.

September 12, 2011
Agenda Item 6.3

Memorandum

Date: August 30, 2011
To: Sunol Express Lane Joint Powers Authority
From: Ray Akkawi, Manager of Project Delivery
Subject: I-680 Northbound Express Lane Project

Attached for the Committee's review is the monthly status report for the I-680 Northbound Express Lane Project. The Alameda CTC is the sponsor for this Project. The status report covers all activities through August 30, 2011.

I-680 NORTHBOUND EXPRESS LANE PROJECT

Project Status Report Through August 31, 2011

PROJECT DESCRIPTION

The Project will construct a northbound high occupancy vehicle (HOV) lane and convert it to an express (HOT) lane on I-680 in Alameda and Santa Clara Counties from State Route 84 in Sunol (PM) to State Route 237 in Milpitas (PM 21.4), a distance of approximately 13.1 miles.

PROJECT FUNDING

Funds are available to perform Preliminary Engineering and Environmental Document. Limits of Phase 1 of the project will be determined by the Traffic Operations Analysis and the cost to construct that phase will be determined by the project footprint. Funding for phase 1 is yet to be determined.

PROJECT STATUS

An RFP to select a consultant to prepare the Project Approval and Environmental Document was issued on May 9, 2011. Five proposals were received and the selection panel shortlisted three companies. The selection panel included members from Caltrans, MTC, Santa Clara Valley Transportation Authority (VTA), City of Pleasanton and Alameda CTC. Interviews were held on June 16, 2011. WMH was selected as the top consultant firm and the contract was awarded by the Alameda CTC Board at their July 2011 meeting.

RECENT ACTIVITIES

- A notice to proceed (NTP) was given to the consultant to prepare Supplemental Project Report and Environmental Documents.
- The ruling by Judge presiding over the lawsuit over Caltrans 2005 Environmental Document was issued on August 5, 2011. The ruling vacated the environmental document (IS/EA) and requested that future environmental document is subject to the court's approval.

UPCOMING ACTIVITIES

- Obtain City of Pleasanton concurrence on the environmental document option and traffic operations analysis methodology and alternatives.
- Obtain Caltrans concurrence on the type of environmental document.
- Prepare a project delivery schedule and plan for the project showing all activities and milestones.

PROJECT COST & FUNDING SUMMARY

Project Cost/Funding

Cost Estimate by Phase*	
Traffic Analysis	\$ 500,000
PE/ Environmental	\$ 4,000,000
PS&E	\$
Right of Way/Utilities	\$
Systems Manager	\$ 1,000,000
Construction	\$
TOTAL Expenditures:	\$ 5,500,000

Funding*	
Measure B	\$ 5,500,000
TOTAL Revenues:	\$ 5,500,000

**Based on the Alameda CTC March 2011 Funding Plan*

PROJECT COST SCHEDULE

Project Phase		2011		2012		2013		2014		2015		2016	
		Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2
Traffic Operations (TOAR)	6/11-3/12												
Revenue Forecast	6/11-3/12												
PA/ED	6/11-6/12												
PSR/PR	6/11-6/12												
PS&E	9/11-6/13												
RTL	6/13-12/13												
Construction	1/14-12/15												
ETS	1/16-3/16												

OUTSTANDING ISSUES

None.

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September 12, 2011
Agenda Item A.3

Date: **September 5, 2011**

To: **Sunol Smart Carpool Lane JPA**

From: **Frank R. Furger, Executive Director**

Subject: **Express Lane Operations Summary**

The following summarizes the operations of the I-680 Express Lane through the end of August 2011, totaling 49 weeks of operations.

	Sept 20, 2010 - Week 49	July 2011	Week 49
Total Revenue	\$786,664.65	\$60,442.00	\$19,538.90
Average Daily Revenue	\$3,210.88	\$2,878.19	\$3,907.78
Highest Daily Revenue - February 8th	\$11,372.65		
Average Number of Trips Per Day	1,401	1,461	1,727
Highest Number of Trips Per Day - February 8th	2,324		
Average Toll	\$2.29	\$1.97	\$2.26
Min Toll	\$0.30	\$0.30	\$0.30
Max Toll	\$7.50	\$7.50	\$7.50
Average Peak Period Toll	\$2.90	\$2.42	\$2.71
Average Off-Peak Period Toll	\$0.47	\$0.45	\$0.48

Operations Summary

- Other than a brief dip in usage of the EL in early July, trips and revenue have exceeded expectations in the summer months.
- The facility is averaging 8000 trips per week and averaging approximately \$17,000 in revenue per week over the last two months
- The average number of trips per day in August was 1,625 – the highest average per month to date.
- The maximum toll has not exceeded \$7.50
- Trips in the EL increased over the last two weeks of August when many schools started the fall term.

Attachments (Figures 1-7):

1. Total Trips by Week
2. Total Revenue by Week
3. Cumulative Revenue by Week
4. Daily Averages per Month (Revenue & Trips)
5. Typical Daily Revenue by Hour
6. Typical Daily Trips by Hour
7. Average Toll Rate per Hour

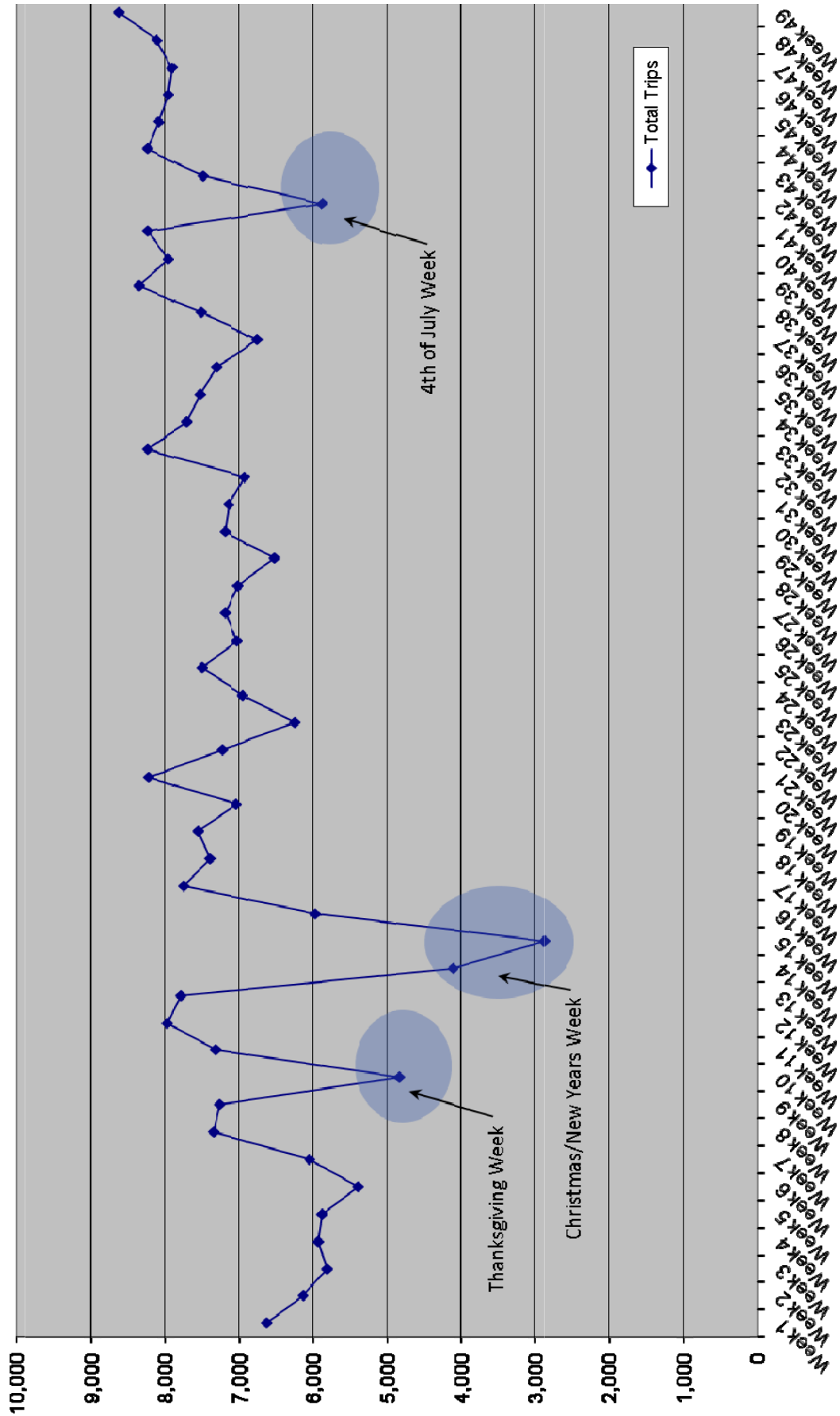


Figure 1 – Total Trips by Week

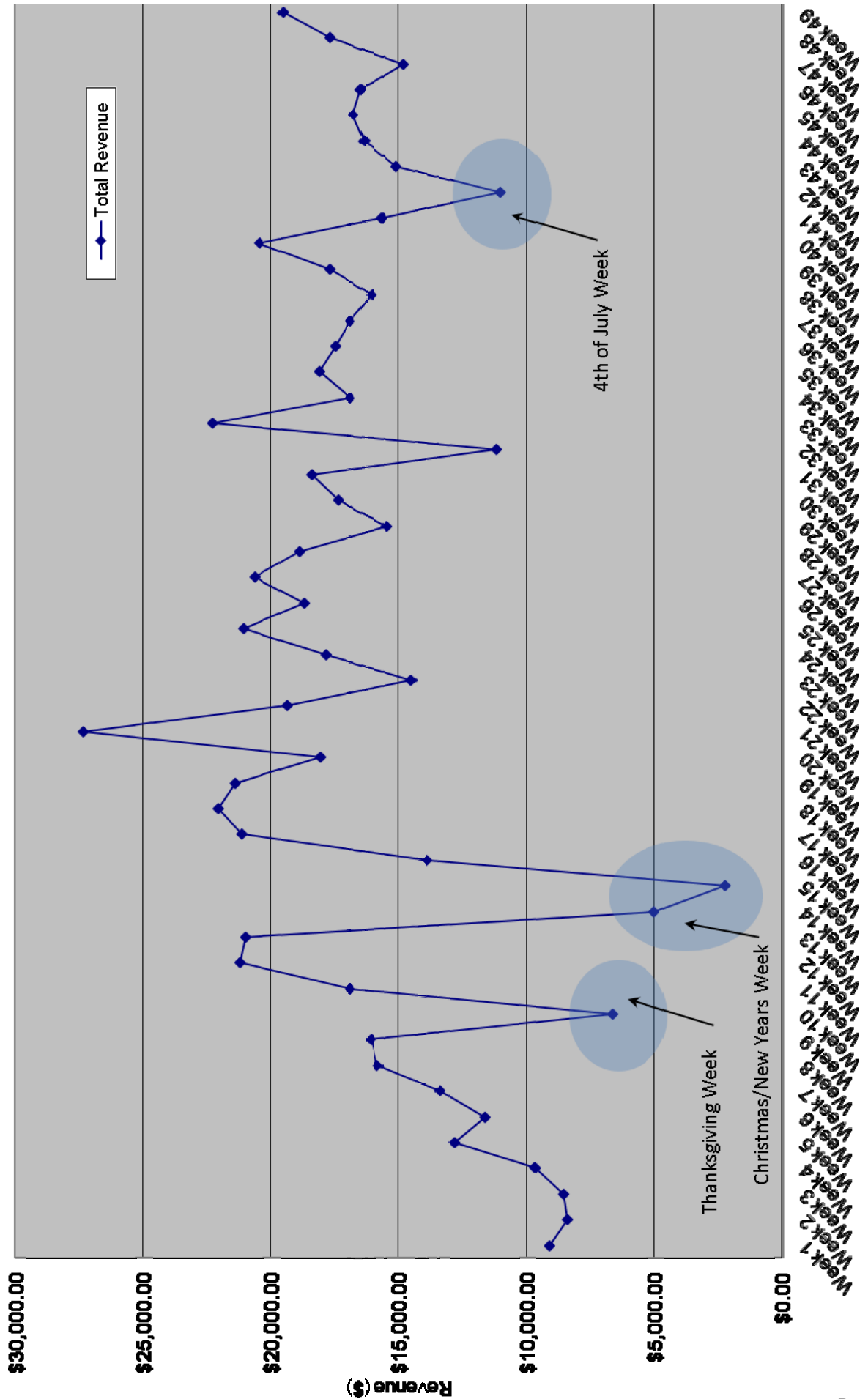


Figure 2 – Total Revenue by Week

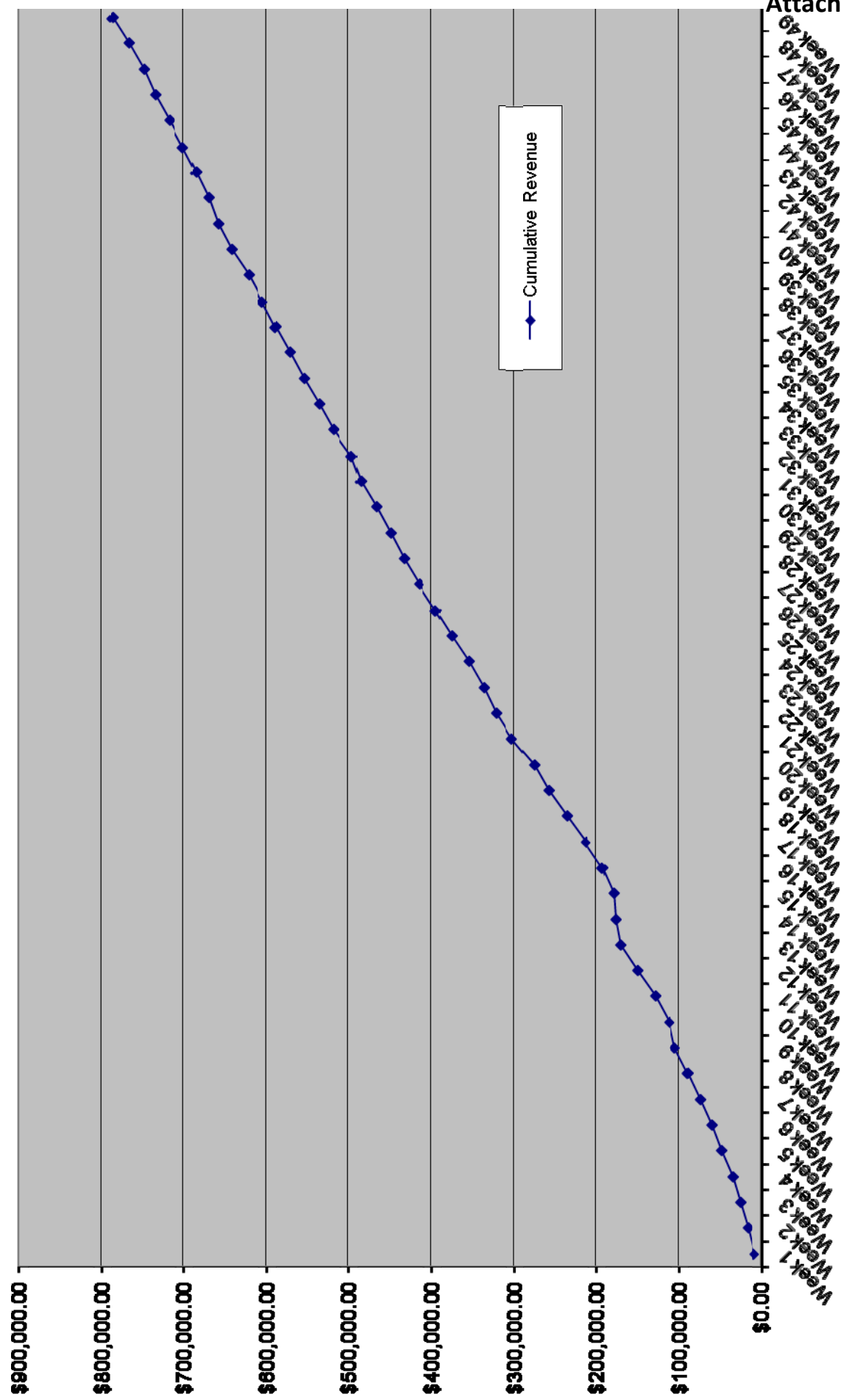


Figure 3 – Cumulative Revenue by Week

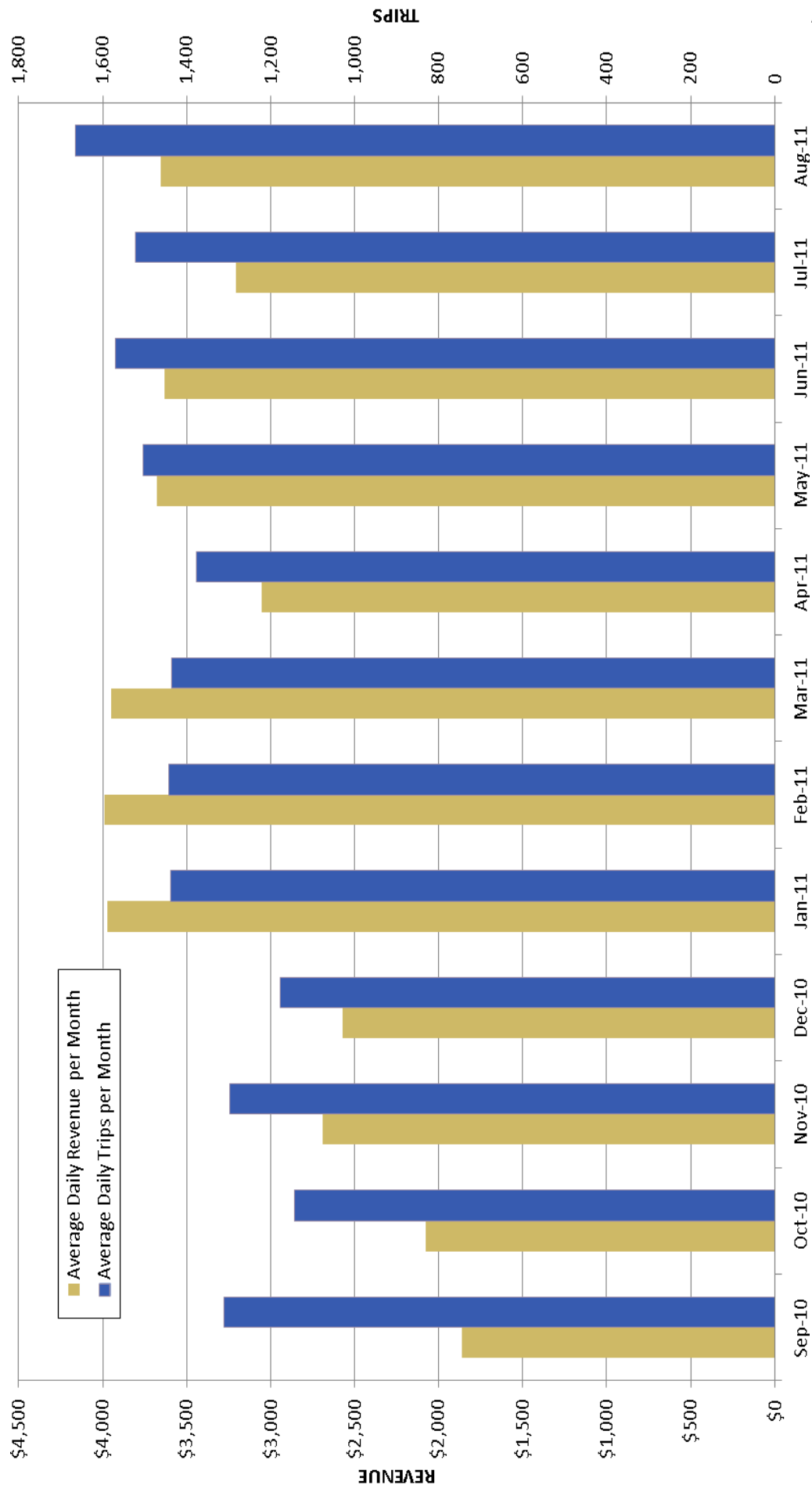


Figure 4 – Daily Averages per Month (Revenue & Trips)

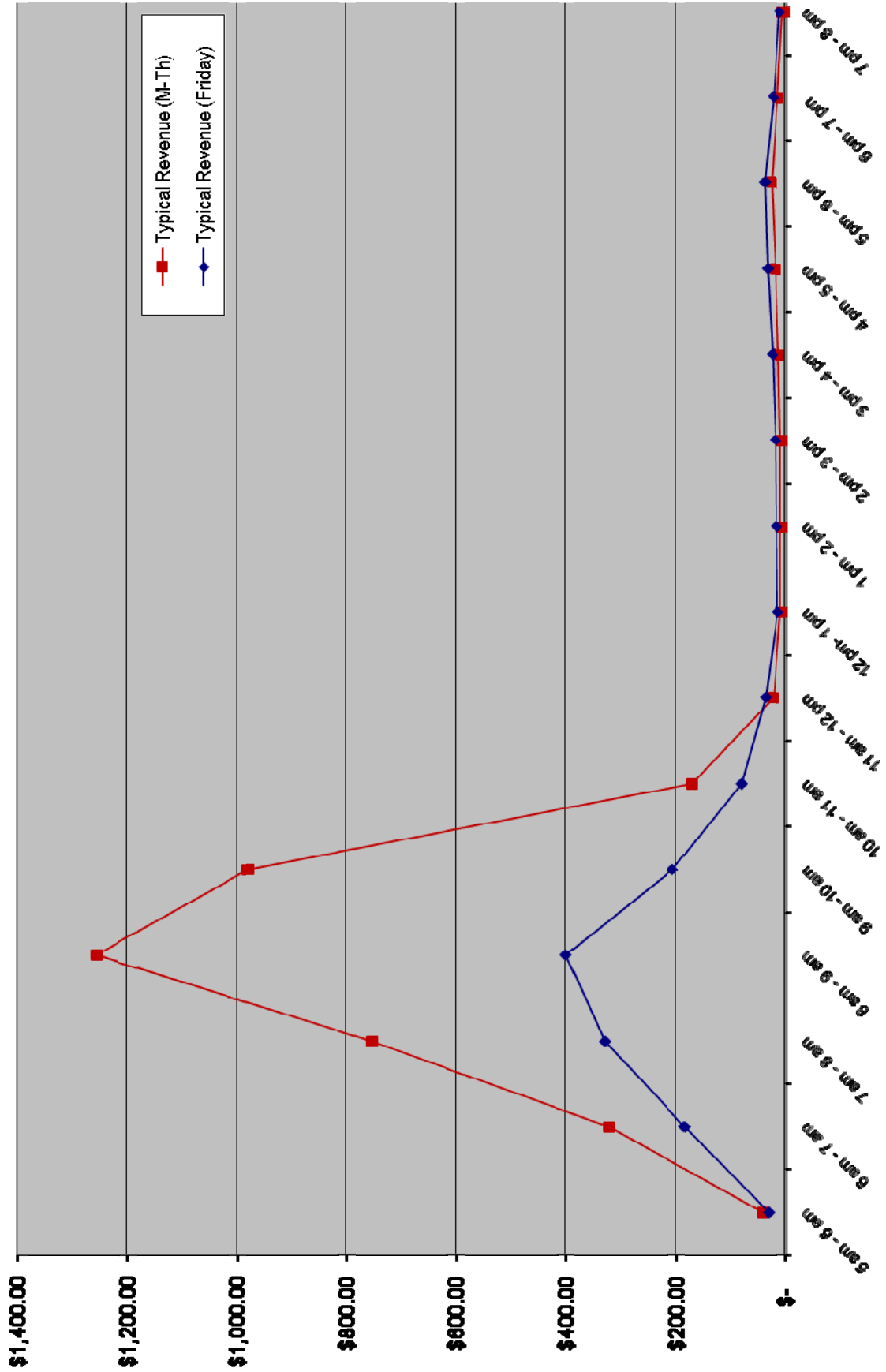


Figure 5 - Typical Daily Revenue by Hour

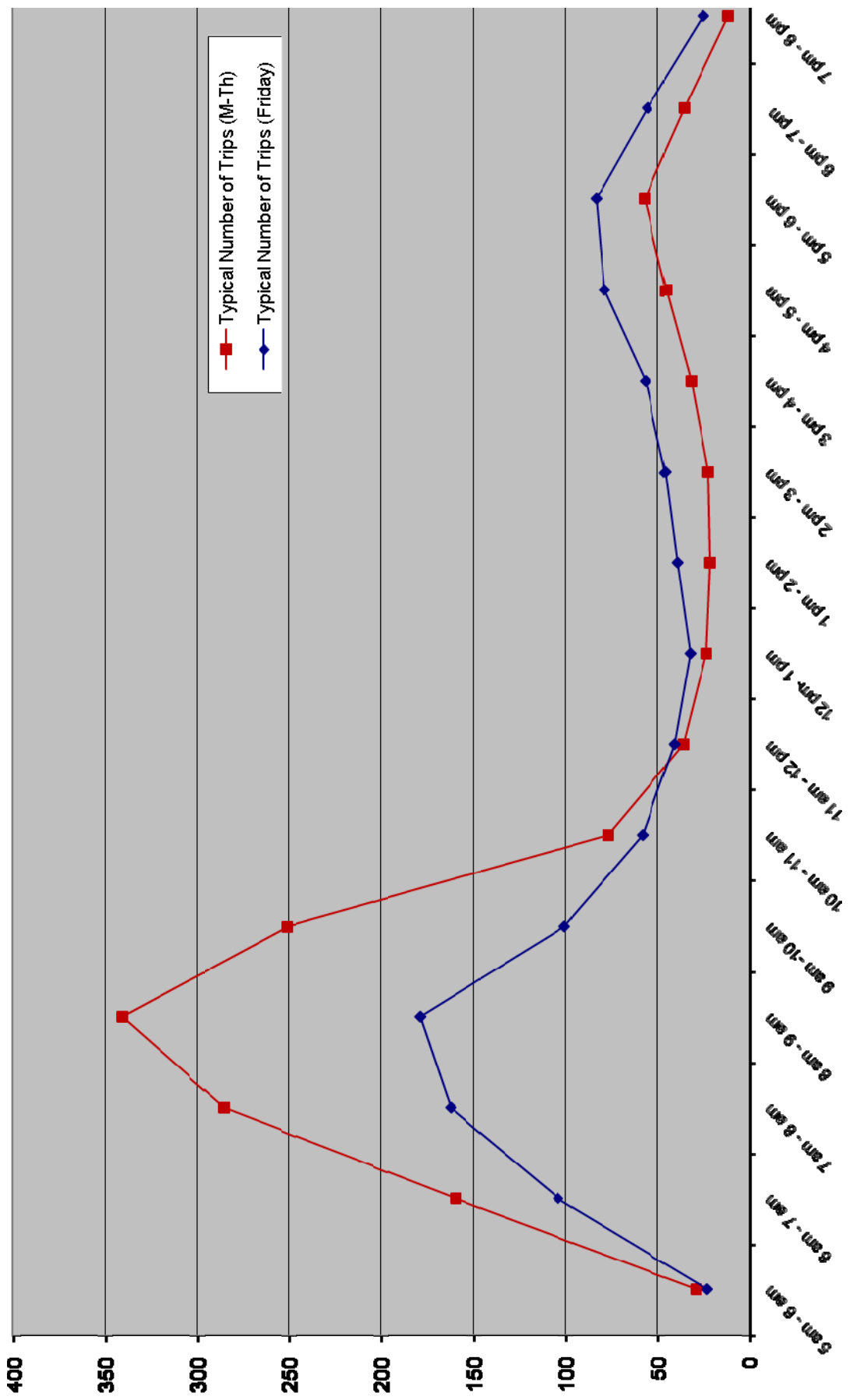


Figure 6 – Typical Daily Trips by Hour

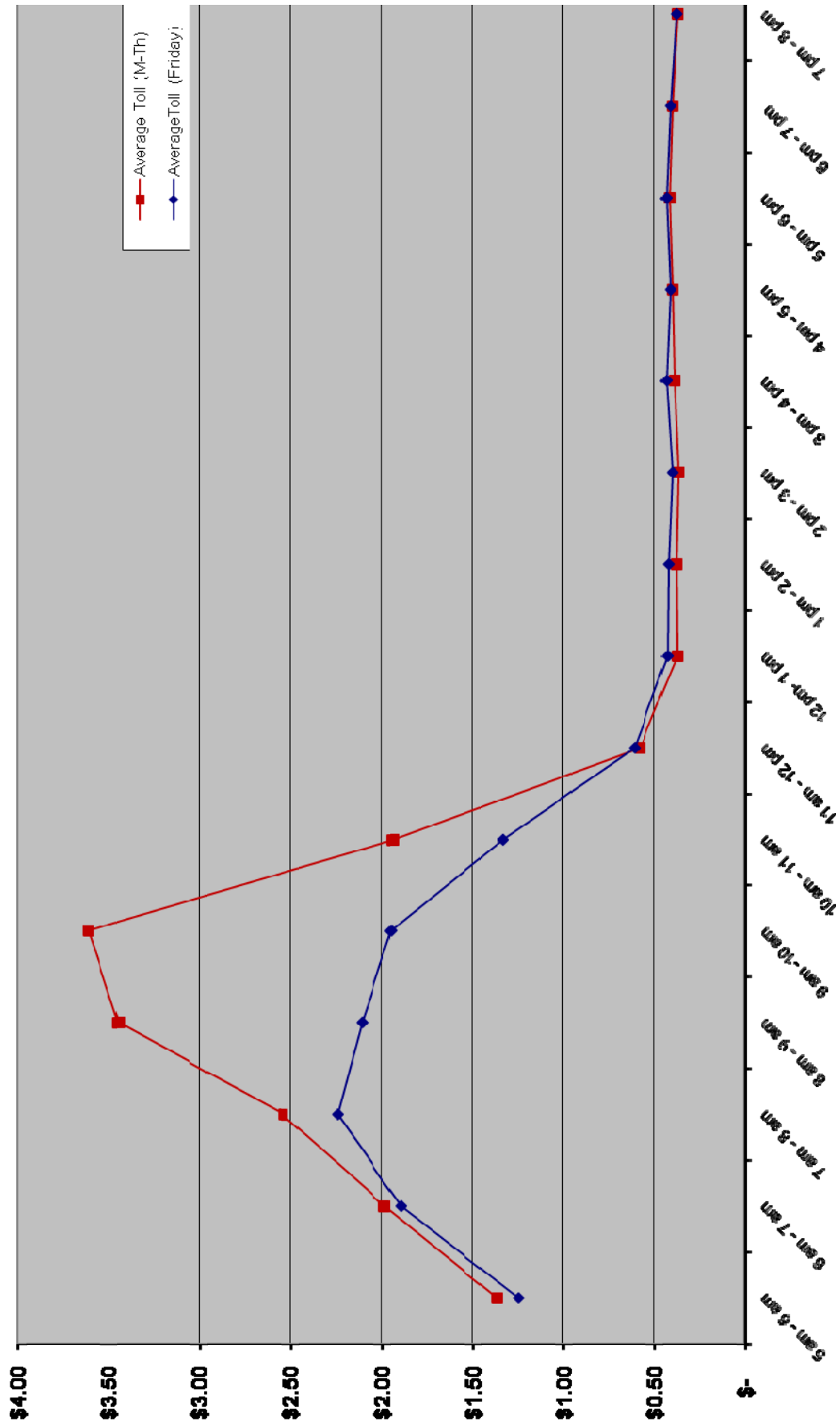


Figure 7 - Average Toll Rate by Hour

September 12, 2011
Agenda Item A.4

Memorandum

Date September 5, 2011

To: **Sunol Express Lane Joint Powers Authority**

From: Ray Akkawi, I-680 Operations Manager
Frank R. Furger, Executive Director

Subject **Letter of Support for MTC Regional Express Lane Proposal**

Recommendation

It is recommended that the JPA support the Metropolitan Transportation Commission's submission of an application to the California Transportation Commission seeking authorization to implement the Bay Area Regional Express Lane Network. A draft letter of support is attached.

A presentation by MTC staff will be made at the JPA meeting.

Discussion

In its efforts to improve the operations of the freeway system and increase the utilization of the High Occupancy Vehicle (HOV) lanes in the Bay Area, the Metropolitan Transportation Commission (MTC) has prepared a programmatic project study report to implement a regional express lane network. The report evaluates the technical and financial feasibility of moving forward with the express lanes network. MTC intends to submit an application for a public partnership for Express Lanes to CTC. The application is consistent with the region's adopted long range Transportation 2035 Plan that envisions integrated, seamless system of express lanes in the Bay Area. MTC is requesting support from the JPA as well as all congestion management agencies in the Bay Area.

The MTC plan consists of a backbone express lane (HOT) network that closes gaps in the HOV lanes and will allow for longer contiguous trips on the lanes than are currently available. The plan will enhance the usage of the underutilized capacity in the HOV lane system and will enhance the performance of the system by increasing the vehicle and person throughput, while increasing the reliability of travel times through the Express Lane Corridor.

MTC has developed a cost and schedule to implement the HOT lane network. The cost to design, construct, implement and operate the Network have been developed for each segment; taking

into account needed improvements. Total capital cost ranges from \$3 billion to \$3.6 billion depending on the speed of implementation.

The network includes two types of projects: 1) conversion of existing HOV lanes and 2) construction of new lanes.

Upon approval of the application by CTC, MTC and its regional partners will conduct detailed analysis of traffic, toll policy, revenue and financing options and will develop a project delivery strategy for each segment.

Attachments:

1. Letter of Support for MTC Regional Express Lanes Network application
2. MTC Regional Express Lanes Fact Sheet

Mr. Dario Frommer, Chair
California Transportation Commission
1120 N Street, Room 2221 (MS-52)
Sacramento, CA 95814

Dear Chairman Frommer and Commissioners:

The I-680 Sunol Smart Carpool Lane Joint Powers Authority (JPA) is a joint power agency with representation from both Alameda and Santa Clara Counties and is charged with the implementation and the operation of the I-680 Express Lane. The I-680 Express Lane opened in September 2010 and is the only Express Lane operating in Northern California.

The purpose of this letter is to express support of the application by the Metropolitan Transportation Commission (MTC) for authority to implement a regional express lanes network. At the September 12, 2011 meeting, the JPA approved an action to support the MTC Express Lanes application and urges the California Transportation Commission (Commission) to make a finding of eligibility under Streets & Highway Code 149.7.

The express lanes network is a component of *Transportation 2035*, the long-range transportation plan for the San Francisco Bay Area. The MTC proposal represents the culmination of significant efforts to define and study the technical and financial feasibility of moving forward with the express lanes network. High-occupancy vehicle (HOV) lanes are already an essential part of the regional transportation system, but they could be even more extensive and make a greater contribution to regional mobility, if they were to reach their full potential. Currently, the HOV lanes are a “patchwork” rather than a network. The implementation of the network for which MTC is seeking authority on behalf of the region would be a powerful tool for management of the freeway system. It would yield the following benefits:

- **Connectivity.** Additional HOV lanes would be constructed to close gaps and permit longer contiguous trips on the lanes than are currently possible or foreseeable under current funding circumstances. The network will become a much more attractive and efficient mobility option for travelers when gaps are closed.
- **Capacity Enhancement/System Performance.** Current underutilization of HOV lanes creates the opportunity to balance the usage of all lanes and increase vehicle and person throughput, as a result of careful real-time pricing strategies. Overall system performance can be improved by a more extensive HOV/express lane network that can be fine-tuned through pricing.

- **Travel Time Savings.** Offering travelers the option of using the express lane provides an opportunity to save travel time, especially on those occasions when being on time is of great value to the user.
- **Reliability.** In addition to time savings, reliability is an important value to users. If predictability can be assured, experience on the I-680 Express Lane as well as with express lanes in other regions has shown that users will pay the toll, even at times when there is not significant congestion on the adjacent general purpose lanes.
- **Bus Transit improvement.** Substantially enhanced connectivity and improved reliability will make express bus travel much more attractive and thereby lead to increased ridership. This will lead to reduced congestion, energy consumption and air emissions.

This application is an important first step in the implementation of a regional express lanes network and the JPA urges the Commission to approve the MTC application.

Sincerely yours,

Scott Haggerty
Chair

Bay Area Express Lanes Network

Background

MTC intends to authorize an MTC-BATA joint exercise of power agency, Bay Area Infrastructure Financing Authority (BAIFA), to submit an application for a public partnership for High Occupancy Toll Lanes, also called Express Lanes, to the California Transportation Commission (CTC) in September 2011 for approval at the October meeting. The application is consistent with the region's adopted long-range Transportation 2035 Plan, which envisions an integrated, seamless system of express lanes in the Bay Area.

The application is in accordance with Sections 143 (c)(4)(D) and 149.7 of the Streets and Highways Code. It includes an approved programmatic project study report (PSR) and a Letter of Finding by the California Department of Transportation (Caltrans) assessing operational impacts and certifying the application is consistent with state highway system requirements.

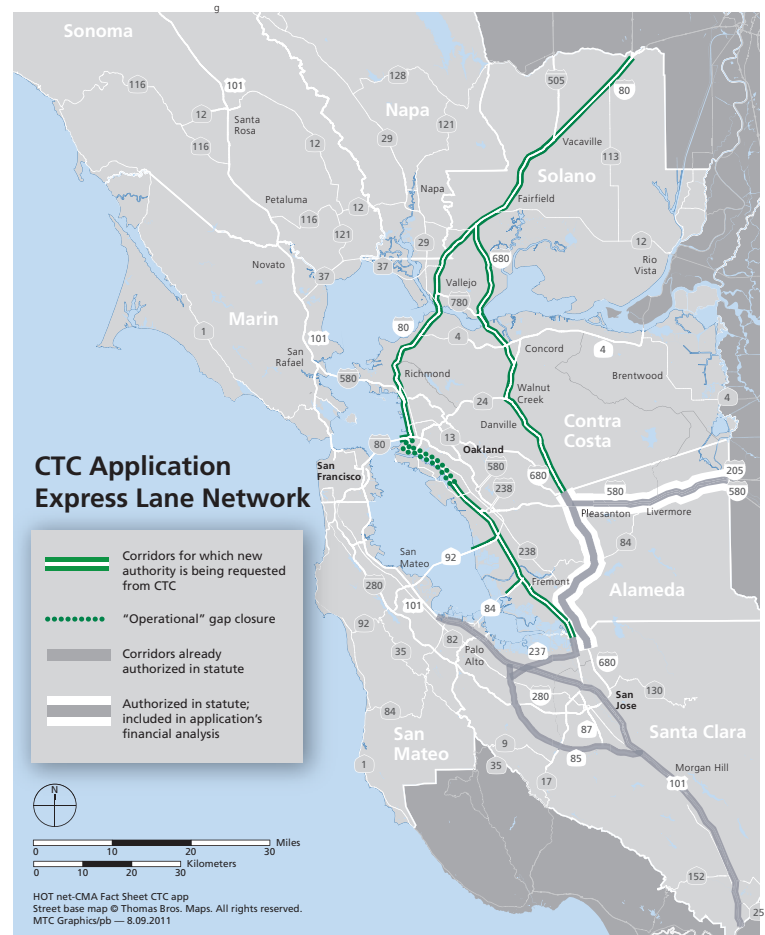
Project Goals

Bay Area highway congestion consistently ranks among the worst in the nation. Commute hour travel is slow and unreliable. The carpool lane system is fragmented by gaps that can't be closed for many decades due to lack of funds, making carpooling and bus transit less effective. Project goals include:

- **Connectivity:** Use express lane toll revenues to close gaps within the existing high-occupancy vehicle (HOV) lane system to increase travel time savings for carpools and buses.
- **Efficiency:** Optimize throughput on freeway corridors to better meet current and future traffic demands, using excess capacity in the existing HOV system.
- **Reliability:** Provide a reliable, congestion-free transportation option.

The Bay Area Express Lanes System

The application seeks CTC authority to implement express lanes on three routes: I-80 in Alameda, Contra Costa and Solano counties; I-880 in Alameda County; and I-680 in Solano and Contra Costa counties. In the near term, mobility and connectivity through the northern section of I-880 through Oakland, where there is no



	Miles Total	Miles Previously Authorized	Miles of New Authority
Convert existing HOV lanes to Express Lanes*	340	190	150
Widen existing freeways to create Express Lanes	210	90	120
Operational gap closure	20	0	20
Total	570	280	290

*includes the existing I-680 Sunol Express Lanes

existing HOV lane, would be addressed through operational strategies. These corridors will complement express lanes authorized under existing statute in Alameda and Santa Clara counties: I-680, I-580, Route 237, and U.S. 101/Route 85.

MTC, Caltrans and county congestion management agencies are committed to seamless operation of the previously and newly authorized express lanes as a single system.

(Continued)

Elements of Application

The application outlines possible phasing, tolling and financing approaches in order to demonstrate financial and operational feasibility under a range of conditions. It does not, however, commit the region to specific policies.

Operational Assessment: The Express Lane Network will make optimum use of available capacity within the existing HOV lanes and within the new Express Lanes. This utilization along with improved transit reliability within the Network corridors will improve the operation of the Bay Area's freeways.

Costs: Costs to design, construct, implement and operate the segments of the Network were developed by segment, taking into account improvements that ensure safety, operation, and cost containment. The total capital cost ranges from \$3 billion to \$3.6 billion (in year of expenditure dollars), depending on the speed of implementation.

Schedule: The network includes two types of projects: 1) conversion of existing HOV lanes and 2) construction of new lanes. The application envisions an expedited 4-year process for the conversion projects and an expedited 6-year process for the new lanes. In financial analysis scenarios described below, conversion projects generally precede construction of new lanes.

Financial Analysis: The financial analysis includes the I-680 and I-580 authorized corridors, reflecting Alameda County Transportation Commission's expressed interest in entering into an agreement with BAIFA. The Route 237 and U.S. 101/Route 85 projects are assumed to remain financially independent.

To demonstrate financial feasibility, the analysis explores two scenarios that bookend a range of possible outcomes:

Base Case – Shows the bulk of the network could be completed by 2025 (with one last segment in 2030) with higher revenue from higher traffic demand, tolling throughout the day (e.g. 6 AM to 7 PM), and increasing HOV occupancy requirements to HOV3+ as the network becomes more connected in 2020.

Conservative Case – Shows that the network could be completed by 2035, under more conservative revenue assumptions, such as limiting tolling to peak periods and maintaining current HOV occupancy requirements until carpool lanes fill up or 2035, whichever comes first.

While it is too early to determine the actual toll rates, the analysis demonstrates financial feasibility based on toll rates in the range of \$0.14 per mile to \$1.00 per mile in 2020. These rates are comparable to current rates on the I-680 Express Lanes (average peak period toll of \$3 for 14 miles) and State Route 91 Express Lanes in Orange County (\$10 for 10 miles).

What Comes Next?

MTC will consider this action at the September 9 meeting of the Planning Committee and September 28 meeting of the full Commission. BAIFA will consider the application at its September 28 meeting. The CTC will consider MTC's application at its meeting on October 26-27. The CTC's ability to authorize new express lanes projects expires on December 31, 2011.

Upon approval, MTC, BAIFA and our regional partners, including Caltrans and the CMAs, will undertake the following steps to establish the network:

- Conduct detailed analysis of traffic, toll policy, revenue and financing options.
- Assign project development responsibilities.
- Develop a project-specific Project Study Report for each construction project, followed by a Project Report and environmental documentation, including required companion studies
- Determine a method of project delivery for each segment.
- Coordinate on operating policies.

Key Dates for Application

September 9 — MTC Planning Committee

September 28 — MTC Full Commission
BAIFA

October 26/27 — California Transportation Commission



METROPOLITAN
TRANSPORTATION
COMMISSION

Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607-4700
Tel: 510.817.5700
TDD/TTY: 510.817.5769
Fax: 510.817.5848
e-mail: info@mtc.ca.gov
Web site: www.mtc.ca.gov

August 2011