



**1. Pledge of Allegiance**

**2. Roll Call**

A roll call was conducted, all members were present with the exception of Commissioner Haggerty and Commissioner Baker.

Commissioner Biddle was present as the alternate for Commissioner Haubert.

**Subsequent to the roll call:**

Commissioner Haggerty arrived during agenda item 5.2.

**3. Public Comment**

There were no public comments.

**4. Consent Calendar**

**4.1. Approval of the October 10, 2016 I-680 Sunol Smart Carpool Lane Joint Powers Authority Meeting Minutes**

*Commissioner Harrison moved to approve the Consent Calendar. Commissioner Biddle seconded the motion. The motion passed with the following votes:*

Yes: Thorne, Harrison, Biddle

No: None

Abstain: None

Absent: Baker, Haggerty

**5. Regular Matters**

**5.1. Approve the Sunol Smart Carpool Lane Statement of Revenues and Expenses as of September 30, 2016**

Patricia Reavey recommended that the Authority approve the Sunol Smart Carpool Lane Statement of Revenues and Expenses as of September 30, 2016. She stated that in the first quarter the net toll revenue was \$512,592 or 2.4 percent lower than projection and the expenses were \$444,866 or 15.3 percent less than projection, which resulted in an increase net position of \$68,512. The surplus is due to the expenditures coming in lower than budgeted projections. The Sunol Smart Carpool Lane had \$3,240,804 in cash and investment at the end of September 30, 2016.

Patricia informed the Commission that the Sunol Smart Carpool Lane JPA is in a strong position compared to budget after the first quarter of the fiscal year. The FY2016-17 operating budget includes 2.1 million of toll revenues that is offset by \$2.1 million of operating expenses, resulting in no change to the net position for the year. She stated in July 2016, an investment account was established through the Local Agency Investment Fund that is managed by the State of California Treasurer's Office and

interest is coming in on the Sunol Smart Carpool Lane statement for the first time this quarter.

*Commissioner Harrison moved to approve this item. Commissioner Biddle seconded the motion. The motion passed with the following votes:*

Yes: Thorne, Harrison, Biddle  
No: None  
Abstain: None  
Absent: Baker, Haggerty

### **5.2. Approve the Sunol Smart Carpool Lane Joint Powers Authority Audited Annual Financial Report for the Year Ended June 30, 2016**

Patricia Reavey recommended that the Commission approve the Audited Financial Report for Year Ended June 30, 2016. She introduced Ahmad Gharaibeh, a partner with Vavrinek, Trine, Day & Co., LLP (VTD) who presented financial highlights of the audit. He stated that the scope of the audit is to make sure that the financial statements are fairly stated and presented. Ahmad stated that the total net position increased by \$0.28 million or 6.5 percent from \$4.27 million to \$4.54 million as of June 30, 2016. The increase is due to the toll revenues collected relative to the expenses of the JPA. Ahmad stated that the cash and cash equivalents increased by \$0.74 million or 28.0 percent from \$2.66 million to \$3.40 million. The increase of cash is attributed to the fact that the Authority is collecting toll revenues that will be expended to future capital projects. Ahmad stated that operating revenue was \$2.16 million during fiscal year 2016 which is an increase of \$0.23 million or 11.7 percent over fiscal year 2015. Ahmad concluded informing the Authority that the auditors issued a clean opinion on the financial statements and found no deficiencies in the audit.

Commissioner Haggerty asked if funding for toll revenue that is being saved for future capital projects will go toward transit operations and if so, will staff bring forth a policy to the Authority for approval. Patricia stated that once there is a significant amount of revenue aggregated, the agency could consider capital projects. Art Dao also noted that the JPA is continuing to operate under the statute of Assembly Bill 2032, which identifies how net revenue can be expended based on a very specific tiered system.

*Commissioner Haggerty moved to approve this item. Commissioner Harrison seconded the motion. The motion passed with the following votes:*

Yes: Thorne, Harrison, Haubert, Haggerty  
No: None  
Abstain: None  
Absent: Baker

### **5.3. Receive a status update on the operation of the I-680 Southbound Express Lane**

Liz Rutman presented I-680 Southbound Express Lane monthly operations update for the month of September 2016 and aggregated information for six months prior. She shared the roadway segment speeds and corridor performance information such as the average lane density, travel speeds, dynamic congestion pricing (toll rates,

during operational hours), corridor heat maps (showing the overall health of corridor), and CHP enforcement data for the last six months. Liz stated that effective January 1, 2017, I-680 minimum toll rate will increase from \$0.30 to \$0.50 for a single zone and the maximum toll will be \$9.00. Liz informed the Commission that CHP Officer Tyler Hahn is available for questions.

Commissioner Haggerty asked if verbal warnings are for HOV violations or for correctable (fix-it) violations. Officer Hahn responded that verbal warnings may be for either type of violation.

Commissioner Haggerty asked why a person would receive a warning as opposed to a citation, if they do not have a toll tag. Liz responded that it's at the officer's discretion to issue citations.

*This item was for information only.*

#### **5.4. Receive a monthly status update of the I-680 Northbound Express Lane Project**

Trinity Nguyen presented the I-680 Northbound Express Lane project update and key milestones. She noted that the Civil Delivery and Systems Integration teams has been working very closely to meet the delivery schedule, which is 95 percent complete. Trinity stated that staff submitted the checked package to Caltrans for continuing evaluation of the project. She informed the Commissioners that the Plans, Specification and Estimate final design is scheduled to be completed in March 2017. Caltrans will be performing the construction management for the project and staff will bring the commission a request for a co-op in the near future.

*This item was for information only.*

#### **6. Committee Member Report**

There were no committee member reports.

#### **7. Staff Reports**

There were no staff reports.

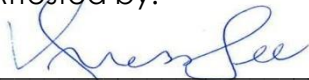
#### **8. Adjournment/ Next Meeting**

The next meeting is:

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

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

Attested by:



Vanessa Lee,  
Clerk of the Commission

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# Memorandum

5.1

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

**DATE:** December 30, 2016

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

**RECOMMENDATION:** Receive a status update on the operation of the I-680 Southbound Express Lane

## Summary

The purpose of this item is to provide the I-680 Sunol Smart Carpool Lane Joint Powers Authority ("Sunol JPA") with a Monthly Operation Update of the existing I-680 Southbound Express Lane facility for October and November 2016. See Attachment A for express lane operation limits.

The October and November 2016 operations report indicates that the express lane facility continues to provide travel time savings and travel reliability throughout the day. Express lane users experienced average speeds up to 14 mph higher than the average speeds in the general purposes lanes, along with lesser average lane densities than the general purpose lanes, during the morning commute hours in the most congested segment of the corridor.

## Background

The I-680 Southbound Express Lane facility spans approximately 14 miles from SR 84 near Pleasanton to SR 237 in the City of Milpitas. See Attachment A for express lane operation limits. Motorists using the express lane enjoy travel time savings and travel reliability benefits as the express lane optimizes the corridor capacity by providing a new choice to drivers. Single occupancy vehicles (SOVs) may choose to pay a toll and travel within the express lane, while carpool, clean-air vehicles, motorcycles, and transit vehicles enjoy the benefits of toll-free travel in the express lane. The Alameda CTC, acting as the managing agency for the Sunol JPA, has been operating the express lane facility since it opened to traffic in September 2010.

An All Electronic Toll (AET) collection method has been employed to collect tolls. Toll rates are calculated based on real-time traffic conditions (speed and volume) in express and general purposes lanes. California Highway Patrol officers provide enforcement services

and Caltrans provides roadway maintenance services through reimbursable service agreements.

**October/November 2016 Operations Update:** Over 75,000 and 78,000 express lane toll trips with FasTrak® toll tags were recorded during operational hours in October and November, respectively. Along with the HOV-eligible users, these express lane users generally experience higher speeds and lesser lane densities than the general purpose lanes. Lane density is measured by the number of vehicles per mile per lane and reported as Level of Service (LOS). LOS is a measure of freeway performance based on vehicle maneuverability and driver comfort levels, graded on a scale of A (best) through F (worst).

Table 1 and Table 2 summarize the speed differentials and LOS at three segments during the morning commute hours in October and November, respectively.

Table 1. Speed Differentials and Level of Service for October 2016  
Morning Commute (7 AM – 11 AM)

Express Lane Segment	Speed Differential Range (mph)	Average Speed Differential (mph)	Average Express Lane LOS	Average General Purpose Lane LOS
North (Andrade Rd to Washington Blvd)	8 – 13	10	B	C
Central (Washington Blvd to SR 262)	11 – 14	13	B	C
South (SR 262 to Calaveras Rd)	9 – 11	10	A	C

Table 2. Speed Differentials and Level of Service for November 2016  
Morning Commute (7 AM – 11 AM)

Express Lane Segment	Speed Differential Range (mph)	Average Speed Differential (mph)	Average Express Lane LOS	Average General Purpose Lane LOS
North (Andrade Rd to Washington Blvd)	9 – 14	12	B	C
Central (Washington Blvd to SR 262)	11 – 16	14	B	C
South (SR 262 to Calaveras Rd)	8 – 10	10	A	C

Attachment B presents the speed and density heat maps for the I-680 corridor during revenue hours for the six-month period from June – November 2016. These heat maps are a graphical representation of the overall condition of the corridor, showing the average speeds and densities along the express lane corridor and throughout the day for both the express and general purpose lanes. From June through November, the average speeds in the express lane ranged from 60 to 70 mph during the morning commute hours (5 am to 11 am) with lower speeds occurring in the vicinity of Sheridan Road and Auto Mall Parkway; average speeds throughout the rest of the day exceeded 70 mph. The express lane operated at LOS C or better at all times, with LOS C occurring during the morning commute hours between Andrade Road and Sheridan Road, and for a short period of time between SR 238 and AutoMall Parkway. By comparison, the general purpose lanes experienced average speeds as low as 40 mph and LOS D for much longer periods of time throughout a greater portion of the corridor.

Table 3 presents the maximum posted toll rates to travel the entire southbound express lane corridor and the average toll assessed to non-HOV users.

Table 3. Toll Rate Data for October - November 2016

Month	Maximum Posted Toll (Travel Entire Corridor)	Average Assessed Toll (All Trips)
October	\$7.50	\$2.22
November	\$7.50	\$2.61

The forecasted revenue is approximately 10 percent higher than the average of the three prior years of operations. The estimated gross revenue generated from the I-680 express lanes in fiscal year 2016/17 is \$966,000, which is 14 percent higher than was forecasted.

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

### Attachments

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

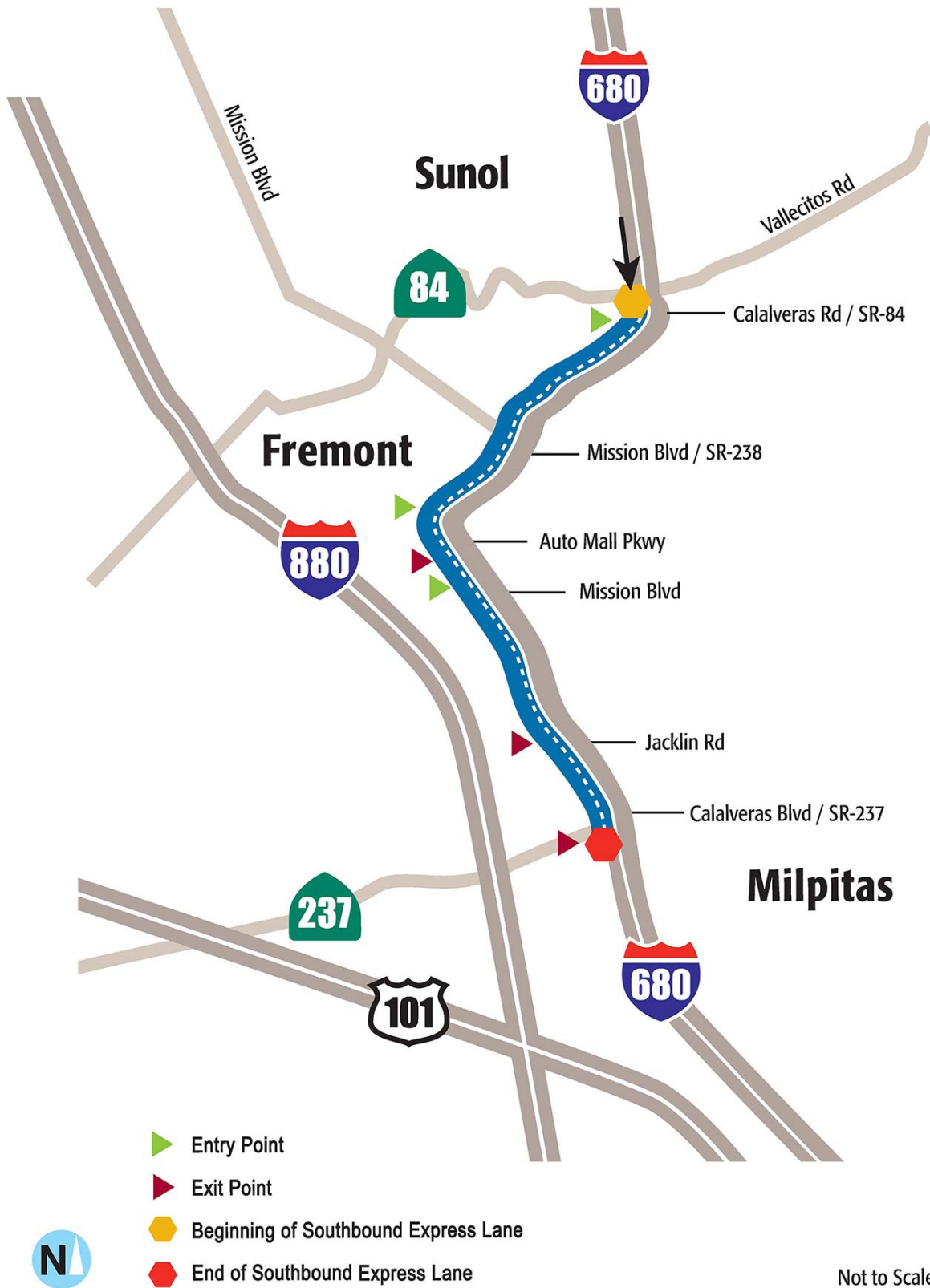
### Staff Contact

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

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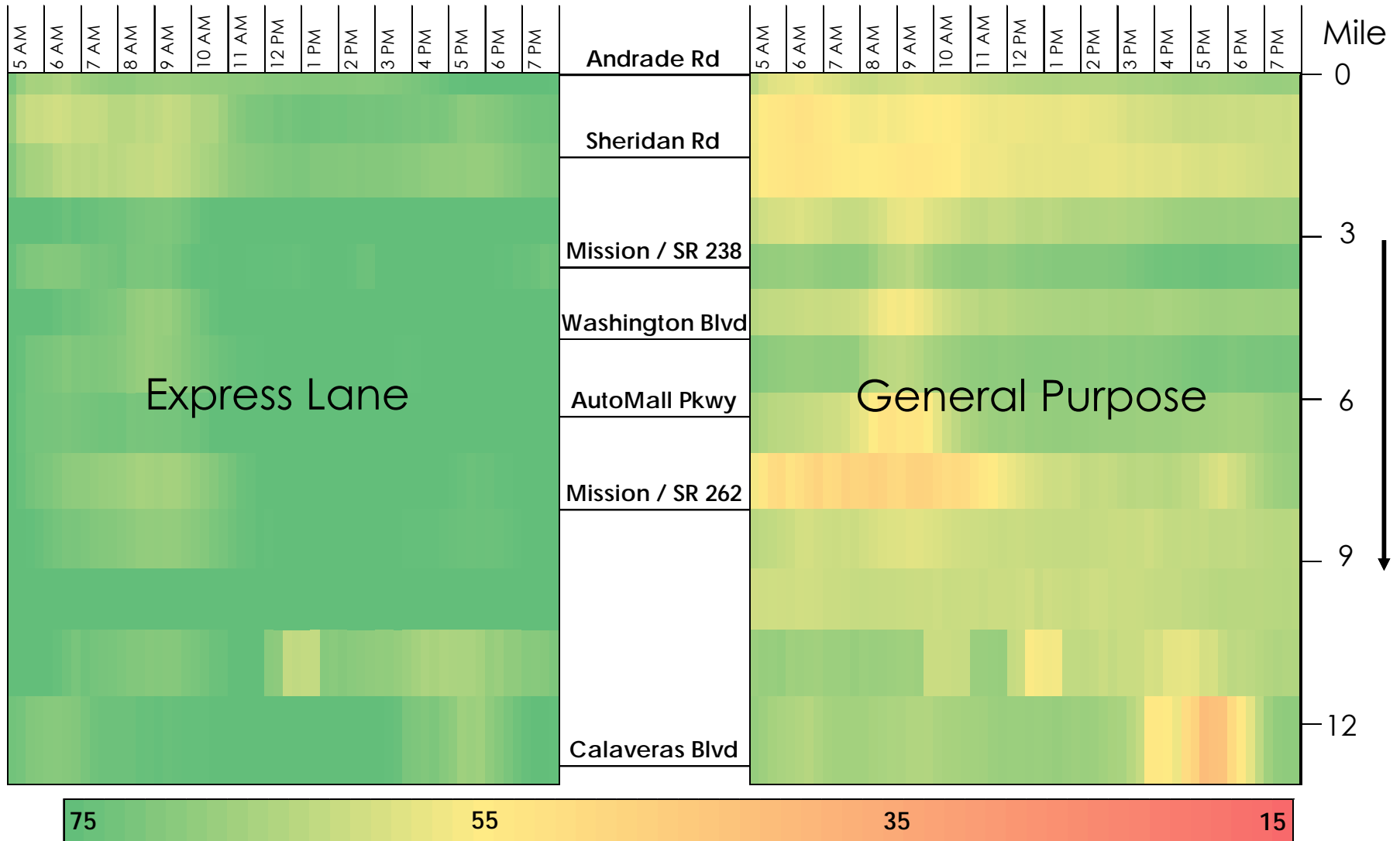
# Sunol I-680 Southbound Express Lane Location Map



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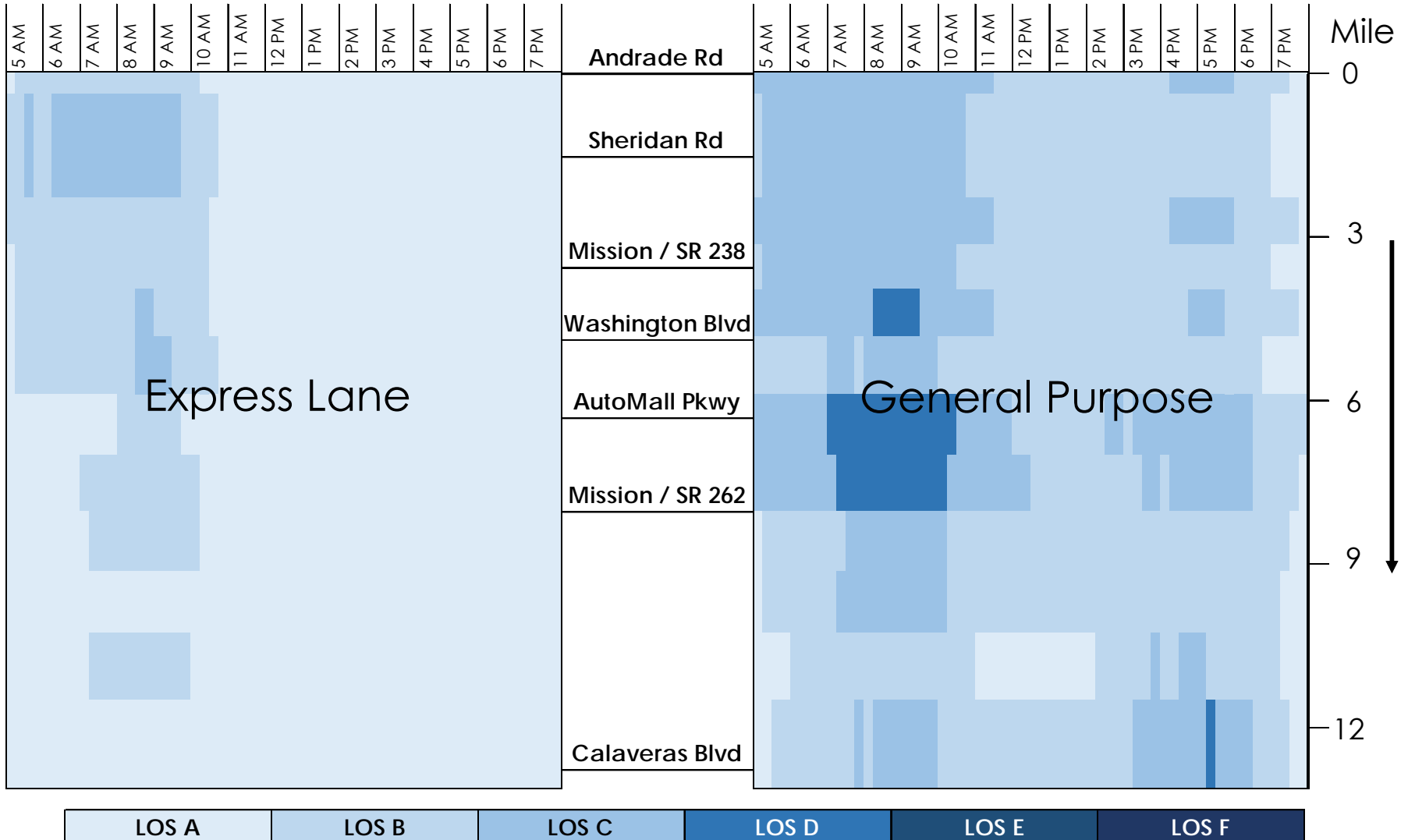
# Average Speed Heat Map

Monday-Friday, June 2016 – November 2016



# Average Density Heat Map

Monday-Friday, June 2016 – November 2016





# Memorandum

5.2

1111 Broadway, Suite 800, Oakland, CA 94607

PH: (510) 208-7400

www.AlamedaCTC.org

**DATE:** December 30, 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 to construct a 14-mile long northbound High Occupancy Vehicle (HOV)/Express Lane in the corridor. The project will be implemented with a phased approach focused on providing immediate operational benefits within current projected funding availability. The I-680 Northbound Express Lane - Phase 1 (Phase 1) project, will provide the initial 9-mile HOV/Express Lane segment on northbound I-680 between south of Auto Mall Parkway and SR 84. The purpose of this item is to provide the Commission with a monthly status update on the project development and implementation activities which are either completed or planned for the Phase 1 project.

## Background

The I-680 Northbound Express Lane project will widen I-680 from SR 237 in Santa Clara County to SR 84 in Alameda County to construct a 14-mile long northbound HOV/Express Lane in the corridor. The project will provide a number of benefits including: 1) enhanced mobility by reducing traffic congestion; 2) reduced travel time and improved travel reliability; and 3) reduced congestion related accidents, thereby enhancing safety. The Express Lane facility will maximize available HOV lane capacity by offering solo drivers the choice to pay an electronic toll to access the lane, while regular carpool/carpool eligible users continue to use the lane at no cost.

Currently, there is heavy afternoon congestion on I-680 Northbound from Scotts Creek Boulevard to Andrade Road. Traffic studies have confirmed that it is caused by two bottleneck locations affecting northbound I-680 between SR 237 and SR 84 during weekday evening commutes between 2pm and 7pm. The bottlenecks occur near Washington Boulevard and at the lane drop at the truck scales (located between Sheridan Road and Andrade Road). The Phase 1 project proposes to add an initial 9-mile segment of new HOV/Express Lane from south of Auto Mall Parkway to SR 84 to eliminate the bottlenecks and alleviate much of the daily traffic congestion.

The Environmental Document and Project Approval (PA&ED) for the overall project was completed in July 2015. The detailed civil design work is currently underway. Interviews to select a consultant/contractor to provide Toll System Integration services were conducted on January 20, 2016. Upon completion of the Best and Final Offer negotiations, the Commission approved the execution of an agreement with the top-ranked firm at its June 2016 meeting. The following is a detailed discussion of work in progress and/or upcoming major tasks.

### **Project Implementation Approach**

Alameda CTC, in partnership with Caltrans, is the implementing agency for preliminary engineering, environmental studies, design, right-of-way acquisition, and utility relocation. It is anticipated that Caltrans will administer the construction of the Phase 1 project.

The approved Environmental Document and Project Report (PA&ED documents) included studies and analysis for construction of both the full project limits (SR 237 to SR 84) and an initial segment (south of Auto Mall Parkway to SR 84). The initial segment (Phase 1 project) is focused on providing immediate operational benefits within the current projected funding availability. During the project development of the Phase 1 project, staff has identified and implemented several geometric refinements to reduce costs and minimize environmental impacts.

To provide consistency in the tolling access configuration between I-680 northbound (NB) and southbound (SB) express lanes, the existing tolling access configuration for the SB is being converted from a controlled access to an open access configuration. The I-680 SB tolling access conversion work is being incorporated into the Phase 1 project. In the interest of expediting important improvements for the public, Alameda CTC and Caltrans have agreed to incorporate a pavement rehabilitation project into the Phase 1 project.

### **Project activities anticipated over the next three months:**

- Continue to finalize configuration of tolling facility (on-going)
- Continue preliminary toll system design and coordinate with civil design (on-going)
- Continue negotiations with the property owners for right of way acquisition needed for the project (on-going)
- Continue environmental permit approval process (on-going)
- Continue to coordinate with PG&E, AT&T and Comcast regarding power and communication service connection needs (on-going)
- Continue to seek an off-site planting site for riparian trees (on-going)
- Finalize an agreement with the top-ranked Toll System Integrator (December 2016)
- Complete Project Approval and Environmental document for the SB tolling access conversion (December 2016)
- Complete environmental revalidation process to reflect the Phase 1 project implementation (December 2016)
- Prepare and submit 100% Plans, Specification & Estimate (PS&E) package to Caltrans (January 2017)

- Conduct Caltrans reviews, including constructability of 95% PS&E and the 100% PS&E submittals (March 2017)
- Complete the species mitigation agreement with the Ohlone West Conservation Bank (March 2017)

**The Phase 1 schedule is as follows:**

Complete Final Design (PS&E)	April 2017
Construction contract advertisement	June 2017
Construction	late 2017 - late 2019
Toll System Installation / Testing	late 2018 - late 2019
Lane opening	late 2019

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

**Staff Contact**

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

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