



Meeting Notice

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

Commission Chair

Councilmember At-Large,
Rebecca Kaplan, City of Oakland

Commission Vice Chair

TBD

AC Transit

Director Elsa Ortiz

Alameda County

Supervisor Scott Haggerty, District 1
Supervisor Richard Valle, District 2
Supervisor Wilma Chan, District 3
Supervisor Nate Miley, District 4
Supervisor Keith Carson, District 5

BART

Director Rebecca Saltzman

City of Alameda

Mayor Trish Spencer

City of Albany

Mayor Peter Maass

City of Berkeley

Vacant

City of Dublin

Mayor David Haubert

City of Emeryville

Vice Mayor John Bauters

City of Fremont

Vacant

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

Acting Mayor Jeff Wieler

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 9, 2017, 9:30 a.m.

Location:

1111 Broadway, Suite 800
Oakland, CA 94607

Teleconference Location:

Campbell City Hall
Doetsch Conf. Room, 70 N 1st St.
Campbell, CA 95008

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

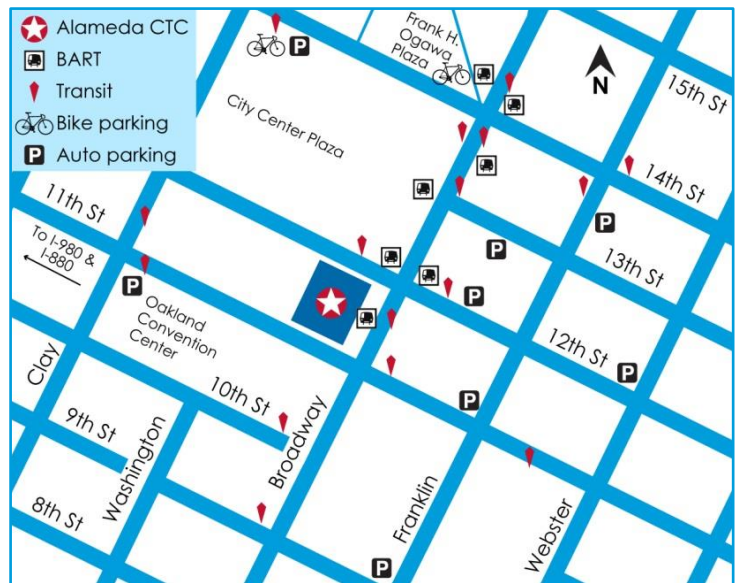
A glossary that includes frequently used acronyms is available on the Alameda CTC website at www.AlamedaCTC.org/app_pages/view/8081.

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 9, 2017, 9:30 a.m.

1111 Broadway, Suite 800, Oakland, CA 94607 • 510.208.7400 • www.AlamedaCTC.org
Teleconference location: Campbell City Hall, Doetsch Conference Room, 70 N. 1st St., Campbell, CA 95008

1. Pledge of Allegiance

2. Roll Call

3. Public Comment

Chair: Mayor Jerry Thorne, City of Pleasanton
Vice Chair: TBD
Commissioners/Members: Scott Haggerty, David Haubert, Jason Baker (Santa Clara Valley Transportation Authority)
Staff Liaison: Elizabeth Rutman
Executive Director: Arthur L. Dao
Clerk: Vanessa Lee

4. Consent Calendar

Page A/I

4.1. [Approve the November 14, 2016 I-680 Sunol Smart Carpool Lane Joint Powers meeting minutes.](#)

1 A

5. Regular Matters

5.1. [Receive a status update on the operation of the I-680 Southbound Express Lane.](#)

5 I

5.2. [Receive a monthly status update of the I-680 Northbound Express Lane Project.](#)

13 I

6. Committee Member Reports (Verbal)

7. Staff Reports (Verbal)

8. Adjournment

Next Meeting: February 13, 2017

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

This page intentionally left blank



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.

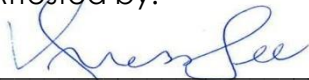
8. Adjournment/ Next Meeting

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

This page intentionally left blank



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

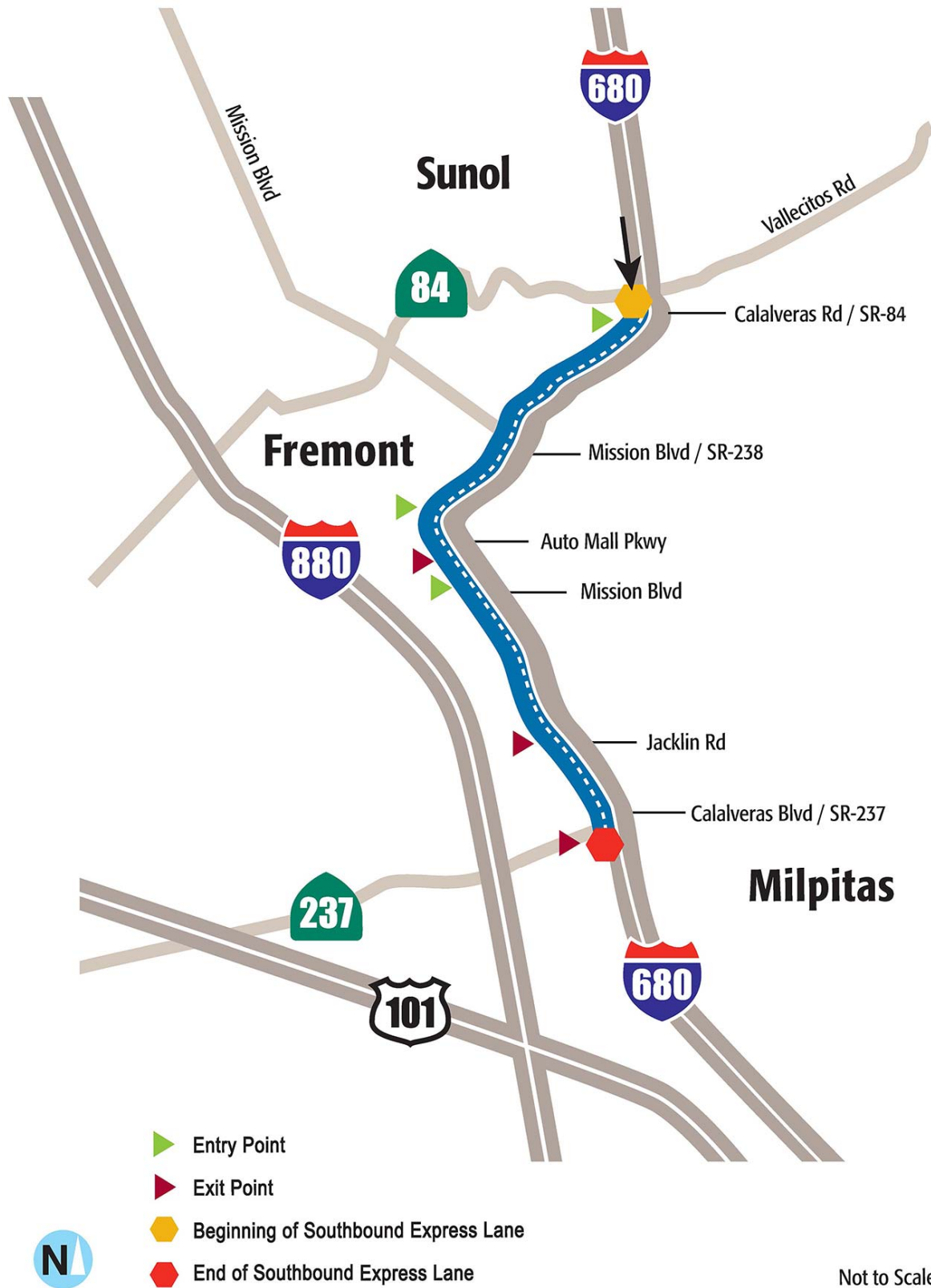
- A. I-680 Southbound Express Lane Location Map
- B. I-680 Southbound Corridor Heat Maps June – November 2016

Staff Contact

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

This page intentionally left blank

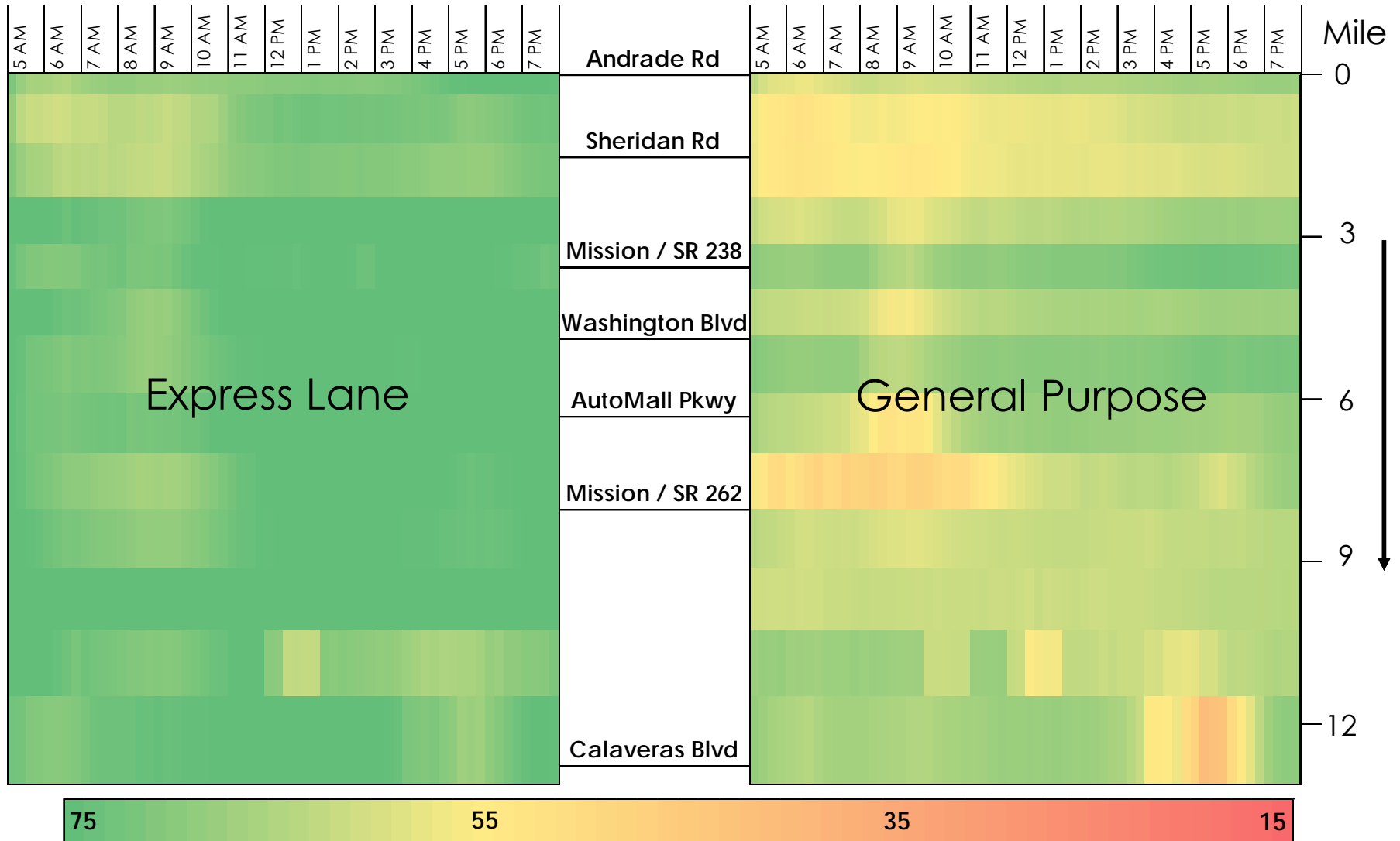
Sunol I-680 Southbound Express Lane Location Map



This page intentionally left blank

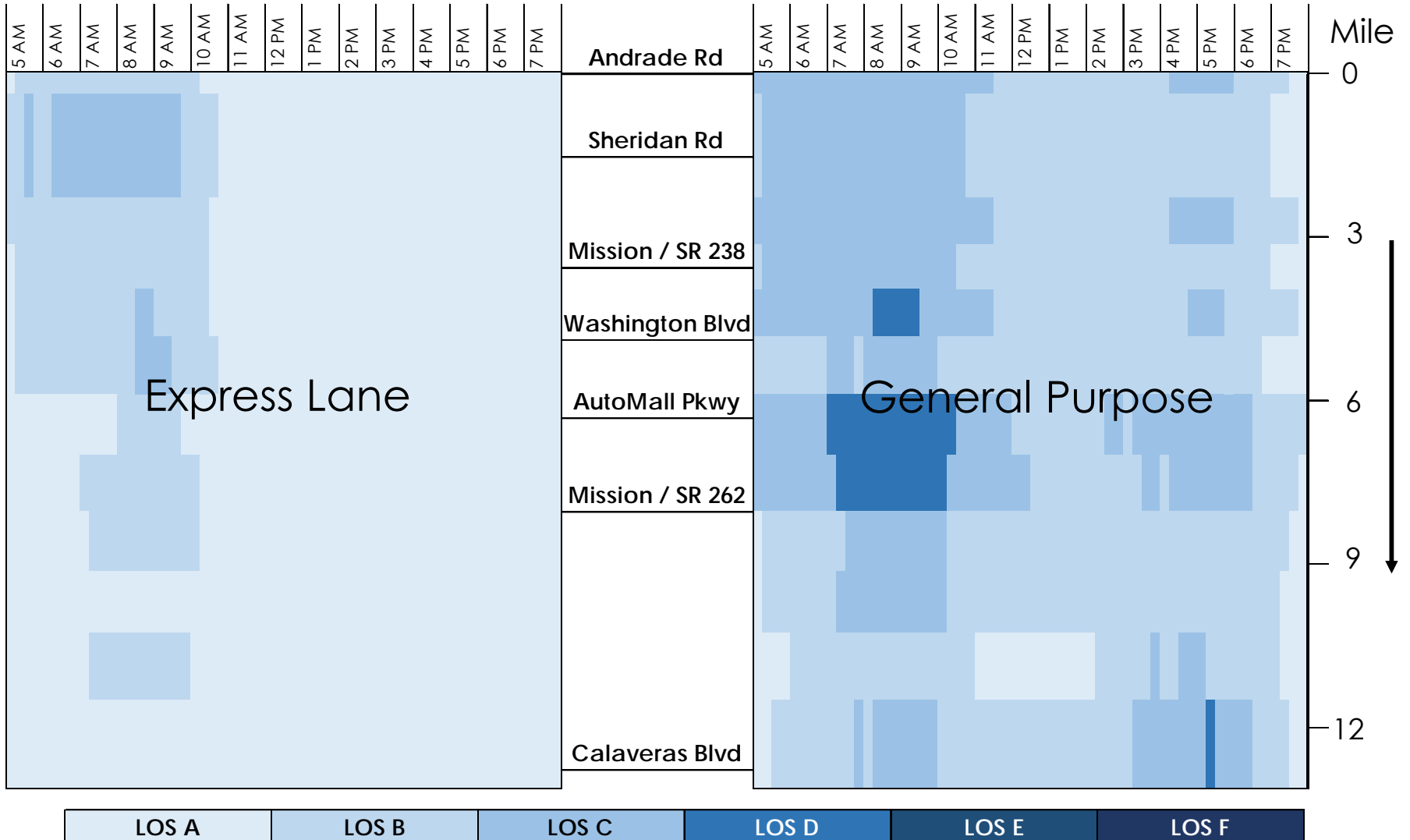
Average Speed Heat Map

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

This page intentionally left blank