



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
Mayor Bill Harrison,
City of Fremont

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
Councilmember Laurie Capitelli

City of Dublin
Mayor David Haubert

City of Emeryville
Councilmember Ruth Atkin

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 Jeffrey Wieler

City of Pleasanton
Mayor Jerry Thome

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, October 10, 2016, 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

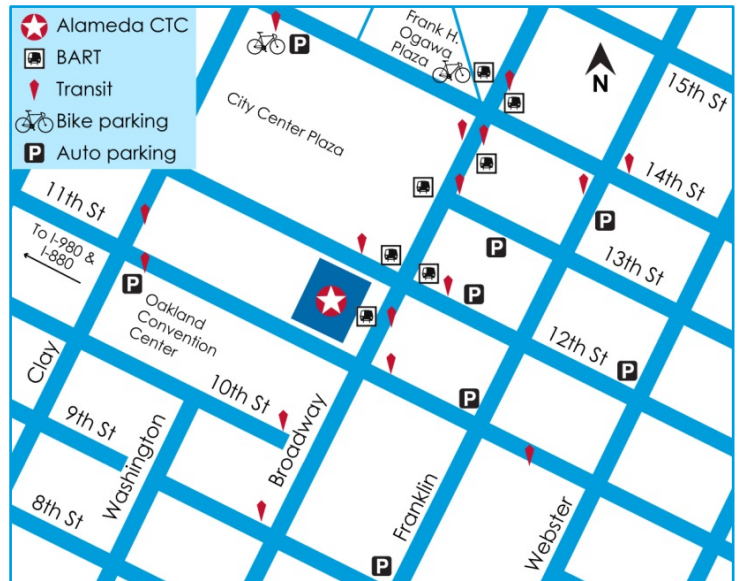
A glossary that includes frequently used acronyms is available on the Alameda CTC website at www.AlamedaCTC.org/app_pages/view/8081.

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, October 10, 2016, 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: Mayor Bill Harrison, City of Fremont
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. [Approval of the September 12, 2016 I-680 Sunol Smart Carpool Lane Joint Powers Meeting Minutes](#) 1 A

5. Regular Matters

- 5.1. [Sunol Smart Carpool Lane Joint Powers Authority Administrative Code Amendment: Approval to Amend and Restate the Sunol Smart Carpool Lane Joint Powers Authority Administrative Code](#) 5 A
- 5.2. [I-680 Southbound Express Lane Operations \(PN 1408.000\): Approval of Amendment No. 2 to Cooperative Agreement with Bay Area Toll Authority for Regional Customer Service Center Services](#) 21 A
- 5.3. [Receive a status update on the operation of the I-680 Southbound Express Lane](#) 23 I
- 5.4. [Receive a monthly status update of the I-680 Northbound Express Lane Project](#) 29 I

6. Committee Member Reports (Verbal)

7. Staff Reports (Verbal)

8. Adjournment

Next Meeting: November 14, 2016

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. Commissioner Baker was present via conference call.

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 July 11, 2016 Meeting Minutes

Commissioner Harrison moved to approve the Consent Calendar. Commissioner Haubert seconded the motion. The motion passed with the following roll call vote:

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

5. Regular Matters

5.1. Receive a status update on the operation of the I-680 Southbound Express Lane.

Liz Rutman presented the I-680 Southbound Express Lane monthly operations update for the months of June and July 2016. She shared the 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 estimated versus forecasted revenue for FY15/16 and FY16/17.

Commissioner Haubert asked if weekend days were included in the performance averages. Liz stated that weekend hours were not included in the average range but holidays are included.

Commissioner Haggerty asked if weekends could be monitored due to the heavy congestion on the corridor. Liz stated that she needed to check on the availability of weekend speed data that is outside of revenue hours. Liz also stated that Northbound data would have to be collected from Caltrans.

Commissioner Haubert wanted more information on average travel speeds throughout the entire corridor. Liz stated that staff could bring speed differentials for the entire corridor at the next meeting.

This item was for information only.

5.2. Receive a monthly status update of the I-680 Northbound Express Lane Project.

Trinity Nguyen presented the I-680 Northbound Express Lane project overview and update. She reviewed the key elements of the environmental document approved in July 2015, including: the purpose and need for the project, the cost estimate, and the technical scope. Trinity also presented the scope for the I-680 Southbound Sunol Express Lane Conversion Project and the Caltrans rehabilitation project. The construction implementation strategy is to implement all three components at the same time. This approach is more cost effective and will minimize inconveniences to the traveling public. During the design phase, Alameda CTC, in partnership with Caltrans, has identified ~\$85 million in cost savings while still meeting the project purpose and need. Given the estimated contract size (\$100 million range), outreach will be conducted to increase bidder interest. Trinity reviewed the overall project schedule noting the Commission's approvals of both the Toll System Integration and System Manager contracts was a key and necessary action to keep the project on schedule to a mid-2019 opening. Trinity concluded by introducing the key team members of that will move the project forward to successful delivery.

Commissioner Haggerty asked if the Sheridan Road overpass would be widened. Gary Sidhu, stated that another bridge would be built alongside the existing bridge and then the old bridge would be dismantled.

Commissioner Haggerty asked who is funding the bridge work at Sheridan Road. Art Dao stated that the Alameda CTC Commission is funding the work.

Commissioner Haggerty requested that the proposed architectural treatment for the Sheridan Road bridge be provided.

Commissioner Haggerty wanted to ensure that businesses along Sheridan Road were not affected by the bridge work. Gary Sidhu responded that the existing bridge will remain accessible until the new one opens.

Commissioner Haggerty asked how many lanes there were in the I-680 corridor. Trinity stated that there are typically three lanes with an auxiliary lane counting as a fourth lane in some areas. The same number of lanes would generally be kept open during construction. Lane closures would generally occur at night or other off peak hours. For example, the freeway would be closed and detours provided for the bridge removal.

Commissioner Thorne asked for a similar update for the SR-84 project. Art confirmed that staff would present at a following meeting.

This item was for information only.

6. Committee Member Report

There were no committee member reports.

7. Staff Reports

There were no staff reports.

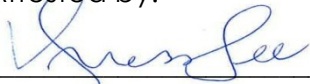
8. Adjournment/ Next Meeting

The next meeting is:

Date/Time: Monday, October 10, 2016 @ 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: October 3, 2016

SUBJECT: Approval to Amend and Restate the Sunol Smart Carpool Lane Joint Powers Authority Administrative Code, Ordinance No. 2006-01

RECOMMENDATION: Approve the Amended and Restated Sunol Smart Carpool Lane Joint Powers Authority Administrative Code (Ordinance No. 2006-01)

Summary

In 2006, as part of the initial organization meetings for the Sunol JPA, the Board adopted the Sunol Smart Carpool Lane Joint Powers Authority Administrative Code, Ordinance No. 2006-01 (Administrative Code). Recently, the Alameda County Transportation Commission (Alameda CTC) and the Santa Clara Valley Transportation Authority (VTA), the JPA's member agencies, approved and executed an Amended and Restated Joint Powers Agreement Establishing the Sunol Smart Carpool Lane Joint Powers Authority (Amended Joint Powers Agreement). The JPA Board now needs to approve an amended version of the Administrative Code to maintain consistency with the Amended Joint Powers Agreement. The Administrative Code is reviewed and approved by the Sunol Joint Powers Authority (Sunol JPA), not by the member agencies independently.

Background

The statute that permitted the formation of the Sunol JPA to administer high-occupancy toll lanes along I-680 in the Sunol Grade area, Streets and Highways Code section 149.5, has been revised to reflect the merger of the Alameda County Transportation Improvement Authority and the Alameda County Congestion Management Agency into the Alameda CTC. The revisions to Streets and Highways Code section 149.5 also included other provisions related to the administration of the JPA.

The attached Legal Counsel's memorandum (Attachment A), dated January 7, 2011, outlines some proposed revisions to the Sunol JPA's Administrative Code based on the statutory changes, along with additional revisions related to the management and administration of the Sunol JPA. The memorandum was presented to the JPA Board at their January 10, 2011 meeting as an informational item. Attachment B is a redline of the Smart Carpool Lane Joint Powers Authority Amended and Restated Administrative Code and reflects all proposed changes to the Code.

The attached memorandum also includes then-proposed changes to the Joint Powers Agreement. These changes are not included in the recommended action, since the Joint

Powers Agreement is reviewed and approved by the JPA's member agencies rather than the JPA itself. These member agencies, Alameda CTC and VTA, approved and executed the amended Agreement as of June 23, 2016.

Staff recommends that the JPA approve the Sunol Smart Carpool Lane Joint Powers Authority Amended and Restated Administrative Code, Ordinance No. 2006-01 (amended).

Fiscal Impact: There is no fiscal impact.

Attachments

- A. Memorandum dated January 7, 2011 from Legal Counsel
- B. Redline Changes to Smart Carpool Lane Joint Powers Authority Amended and Restated Administrative Code, Ordinance No. 2006-01 (amended)

Staff Contact

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



1111 Broadway, 24th Floor
Oakland, CA 94607-4036

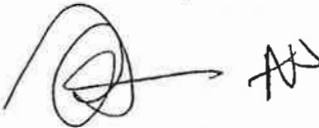
Post Office Box 2047
Oakland, CA 94604-2047

T: 510-834-6600
pminlzer@wendel.com
nparish@wendel.com

MEMORANDUM

January 7, 2011

TO: Sunol Smart Carpool Lane JPA Board

FROM: Pamela Schock Mintzer & Neal A. Parish 

RE: Proposed revisions to Joint Powers Agreement and Administrative Code

When the Joint Powers Agreement Establishing the Sunol Smart Carpool Lane Joint Powers Authority (“Agreement”) and the Administrative Code of the Authority (“Code”) were initially drafted in 2005, it was anticipated that both documents would be revised once the Project was operational based on Project needs and the passage of time. Five years later, we find that both documents must be revised to account for revisions to the statutes enabling the Authority as well as practical requirements of the Authority now that the Project is operational. If the proposed revisions described below are conceptually approved by this Board, the first step is to have the Agreement revised by actions taken by the Alameda County Transportation Commission (“Alameda CTC”) Board and the Santa Clara Valley Transportation Authority (“VTA”) Board. These actions would then be followed by the adoption by this Board of the revised Code at the March Board meeting. The proposed revisions are summarized as follows:

Joint Powers Authority Agreement

Proposed Revisions Based on Statutory Changes

Streets and Highways Code section 149.5 as originally enacted permitted Alameda County Transportation Improvement Authority (“ACTIA”), Alameda County Congestion Management Agency (“ACCMA”), and the VTA to form a JPA to administer high-occupancy toll lanes on I-680 in the Sunol Grade area. In late 2010, to reflect the ongoing merger of ACTIA and ACCMA into Alameda CTC, Streets and Highways Code section 149.5 was revised to substitute Alameda CTC for both ACTIA and ACCMA. In addition, a clause requiring the statute and Project to sunset after four years of operation was removed, and a section was added that allows the Authority to issue bonds to finance construction and construction-related expenditures, and construction and construction-related expenditures that are included in the expenditure plan.

It is proposed that the Agreement be revised to reflect these revisions to Streets and Highways Code section 149.5.

Proposed Revisions to Clarify Other Terms and Provisions

Streets and Highways Code section 149.5 states that the Authority shall be called the Sunol Smart Carpool Lane Joint Powers Authority (SSCLJPA). Although we are forced to use this official name since it is contained in the underlying statute, we propose to revise the Agreement to reflect the fact that the commonly accepted name for the Authority is "I-680 Express Lane JPA."

The Agreement originally included provisions for the collection of fees and other charges from member agencies. These terms are no longer applicable under the operations of the Authority and thus we propose that these provisions be deleted.

The Agreement includes requirements for the election of the Board's Chair and Vice-Chair at the first meeting each year, in addition to requirements for adoption of resolutions regarding meeting dates and schedules. We propose that the Agreement be amended to build in some flexibility as to the timing of the election of the Chair and Vice-Chair, and to provide for the establishment of an annual meeting schedule without the need to adopt a resolution.

The Agreement as originally drafted assumed that the Managing Agency would provide most of the oversight for the project. We propose to revise the Agreement to account for the fact that these responsibilities are now shared between the Managing Agency and the Executive Director, based on the JPA Board's action authorizing the hiring of the Executive Director.

The Agreement includes the requirement for forming a "Management Advisory Committee." As discussed and authorized at the November joint meeting of the JPA Board and the I-580 PAC, this committee has been replaced with a Technical Advisory Committee that will provide input for both the I-580 and I-680 Express Lanes. We propose to revise the Agreement to reflect this action by the Board.

Administrative Code

Proposed Revisions Based on Statutory Changes

As with the Agreement, we propose revisions to the Code based on the 2010 revisions to Streets and Highways Code section 149.5. These proposed revisions would include changes to the names of the member and managing agencies, would delete the sunset clause, and would give the Authority the ability to bond in certain circumstances. We also propose adding the ability to bond to the items that require a majority vote by the members of the Board.

Sunol Smart Carpool Lane JPA Board
January 7, 2011
Page 3

Proposed Revisions to Clarify Other Terms and Provisions

Streets and Highways Code section 149.5 requires the Authority to establish fee structures and traffic flow guidelines. These requirements were initially included in the Code as requiring a majority vote of the Board, regardless of how many members were actually present at the meeting in question. Now that the Project is operational, and given the dynamic pricing model being used for the Express Lane, we propose to delete the voting requirement for these items from the Code.

As with the Agreement, the Code includes requirements for the election of the Board's Chair and Vice-Chair, in addition to requirements for early determination of meeting dates and schedules. We propose that the Code be amended to build in some flexibility as to election of Chair and Vice-Chair, and establishment of an annual meeting schedule.

We propose to revise the Code to reflect the change from the I-680 specific "Management Advisory Committee" to a Technical Advisory Committee for both I-580 and I-680, as discussed above.

We propose to revise the Code to account for the fact that the oversight activities for the JPA are now shared between the Managing Agency and the Executive Director, based on the JPA Board's action authorizing the hiring of the Executive Director, as discussed above. Similarly, we propose to specifically revise the Code to account for the delegation of powers to the Executive Director, as previously authorized by the Board.

The Code originally included terms that could allow the collection of fees and other charges from member agencies. These terms are no longer applicable under the operations of the Authority and thus we propose that these terms be deleted.

In accordance with the Board's action at the November meeting regarding the "auditor" required by Government Code sections 6505.5 and 6505.6, we propose revising the Code to clarify that this is purely an "Internal Auditor," and is distinct from the external auditor that is also required.

We propose revisions to the Code to clarify the terms of meeting compensation.

We propose to revise the Code to allow the Board, as part of the budget process, to establish a financial reserve for the Project to use for equipment replacement and other Project needs.

cc: Frank R. Furger

This page intentionally left blank

SUNOL SMART CARPOOL LANE JOINT POWERS AUTHORITY

AMENDED AND RESTATED
ADMINISTRATIVE CODE

Ordinance No. 2006-01 (amended)

Approved ~~April 10, 2006~~ _____

The Sunol Smart Carpool Lane Joint Powers Authority (the “Authority”) ~~does enact,~~ which may also be identified and referenced as the “I-680 Express Lane JPA,” does hereby amend and restate its Administrative Code in its entirety as follows:

1. Purpose.

The purpose of this code is: (1) to state the powers and duties of the Authority Governing Board, the composition of which is defined in Section 7.1 of the Amended and Restated Joint Powers Agreement Establishing the Sunol Smart Carpool Lane Joint Powers Authority ~~Joint Powers Agreement~~ dated ~~February 23, 2006~~ _____, 2016 (the “JPA Agreement”); (2) to prescribe the rules of proceedings of the Authority; (3) to prescribe the method of appointment of employees of the Authority; (4) to prescribe the methods, procedures, and systems of operation and management of the Authority; and (5) to prescribe other administrative procedures and functions.

2. Powers, Authority and Duties of Board of the Authority.

As set forth in the JPA Agreement, which is incorporated herein by reference, the Authority Governing Board has the power to prepare, adopt, revise, amend, administer and implement the provisions of the JPA Agreement and to accomplish other functions and responsibilities for the planning, design, construction, administration and operation of a value pricing high-occupancy vehicle program on the Sunol Grade segment of ~~southbound I-680 in Alameda and I-680 between the interchange with Alcosta Boulevard in the City of Dublin in Alameda County and State Route 237 (Calaveras Boulevard) in the City of Milpitas in Santa Clara Counties~~ County (the “Project ~~2~~”). ~~The JPA Corridor~~). The Project Corridor is split into two sections: The 14-mile long southern section spans approximately 11.7 miles in Alameda County and 2.3 miles in Santa Clara County between State Route 84 in Alameda County and State Route 237 in Santa Clara County. The northern section spans approximately 10 miles between Alcosta Boulevard and State Route 84, all within Alameda County. As of the date this Code is amended and restated, the Authority operates a southbound facility on the southern section of the Project Corridor.

The Agreement authorizes the Authority Governing Board, in its own name, to perform all acts necessary for the exercise of these powers including but not limited to the following: to make and enter into contracts; to apply for and accept grants, advances and contributions; to employ or contract for the services of agents, employees, consultants and such other persons or firms as it deems necessary; to make plans and conduct studies and to review, recommend or

adopt revisions or amendments to the [JPA Agreement](#) to the extent allowed by law; to acquire, construct, manage, maintain, operate and control any works or improvements necessary to perform its functions under the [JPA Agreement](#); to acquire, hold or dispose of property necessary to perform its functions under the [JPA Agreement](#); to sue and be sued in its own name; to incur debts, liabilities or obligations, subject to limitations set forth in the ~~JPA; to levy and collect fees and charges, including administrative and operating costs, as provided in the JPA or by law, against all entities to which the law applies, both signatory and non-signatory to the Agreement~~[Agreement](#); to issue bonds, refunding bonds, bond anticipation notes, or some other financing mechanism at any time to finance construction and construction-related expenditures of the Project and other projects in the Expenditure Plan, pursuant to and in compliance with [Section 149.5\(f\) of the Streets and Highways Code of the State of California](#); to adopt, as authorized by law, ordinances or resolutions necessary to carry out the purposes of the [JPA Agreement](#); to seek state and federal [or other](#) funding to defray the cost of the design, construction, administration and operation of ~~the projects in~~ Project [Corridor](#); and to perform all other duties described in the [JPA Agreement](#) to the extent allowed by law.

3. Rules for Proceedings.

All proceedings of the Authority Governing Board shall be governed by Robert's Rules of Order, unless otherwise specifically provided in this Code.

3.1 Chairperson and Vice-Chairperson. The Authority Governing Board, annually at its ~~January first~~ meeting [in each calendar year, or as otherwise determined by the Board at its discretion](#), shall elect from the voting Board Members a Chairperson who shall preside at all meetings, and a Vice-Chairperson who shall preside in the absence of the Chairperson. In choosing the Chairperson and Vice-Chairperson, the voting Board Members shall give reasonable consideration to rotating these positions among the voting Board Members, among other factors. In the event of absence of the Chairperson and Vice-Chairperson or their inability to act, the voting Board Members present, by an order entered in the minutes, ~~shall~~ select one of their members to act as Chairperson Protempore, who, while so acting, shall have the authority of the Chairperson.

3.2 Regular Meetings. The Authority Governing Board shall [establish a schedule for its regular meetings provided it shall](#) hold at least one regular meeting each quarter. ~~The date, hour and place at which each such regular meeting shall be held shall be fixed by the Authority Governing Board.~~

3.3 Special Meetings. Special meetings of the Authority Governing Board may be called in accordance with provisions of law.

3.4 Notice of Meetings. All meetings of the Authority Governing Board shall be held subject to the provisions of the Ralph M. Brown Act, being sections 54950 *et seq.* of the Government Code, and other applicable laws of the State of California requiring notice of meetings of public bodies to be given.

3.5 Minutes. The Authority Governing Board shall cause minutes of all meetings to be kept and shall cause a copy of the minutes to be forwarded to each member of the Governing Board.

3.6 Quorum. A majority of the voting Board Members of the Authority Governing Board shall constitute a quorum for the transaction of business, except that less than a quorum may adjourn from time to time.

3.7 Vote Required.

For the following actions, a majority of the vote of the Authority Governing Board shall be required:

(a) Prepare, adopt, revise, amend, administer and implement this Administrative Code.

(b) Prepare, adopt, revise, amend, administer and implement the annual Budget, which sets forth the annual expenses and revenues for Project administration, operations, maintenance and capital projects. The Budget shall consist of a capital budget and an operating budget.

(c) Prepare, adopt, revise, and amend an “Expenditure Plan,” which shall allocate all net revenue generated by the Project that remains after payment of direct expenses pursuant to Section [10.2-9.2](#) of the [JPA Agreement](#) to transportation projects and/or programs within the Project Corridor pursuant to Section [10.3-9.3](#) of the [JPA Agreement](#). The Expenditure Plan shall be adopted biennially and may be revised from time to time as may be needed by the Governing Board of the Authority.

~~(d) Establish, and revise from time to time, the fee structure for the use of the Sunol Smart Carpool Lane associated with the Project.~~

~~(d) (e) Establish and revise the appropriate traffic flow guidelines for the Project Corridor to ensure optimal use of the express lanes by high-occupancy vehicles at level of service C, or level of service D with approval by the California Department of Transportation, and as otherwise provided in [Issue bonds, refunding bonds, bond anticipation notes, or some other financing mechanism at any time to finance construction and construction-related expenditures of projects within the Project Corridor and other projects included in the Expenditure Plan, pursuant to and consistent with](#) Section 149.5(b) of the Streets and Highways Code of the State of California.~~

~~(e) (f) Approve, adopt, revise and amend required reports to the California State Legislature.~~

~~(f) (g) Levy and collect fees and charges, including administrative and operating costs, as provided in the [JPA Agreement](#) or by law, against all entities to which the law applies, both signatory and non-signatory to the [JPA Agreement](#).~~

For all other actions, provided there is a quorum pursuant to Section 3.6, a majority of the vote present and voting shall be required. For purposes of determining whether a majority of votes have been cast under this paragraph, only votes cast either in support or opposition to the matter shall be counted as “voting.” Abstentions shall not be counted in determining the total number of votes cast for purposes of computing the majority.

3.8 Members. All powers of the Authority shall be exercised by a five member Governing Board. The Governing Board shall be composed of ~~two representatives from the Alameda County Congestion Management Agency (“ACCMA”), two~~ four representatives from the Alameda County Transportation ~~Improvement Authority (“ACTIA”)~~ Commission (“Alameda CTC”) and one representative from the Santa Clara Valley Transportation Authority (“VTA”) (collectively “Member Agencies”).

Members of the Governing Board shall be selected by the Boards of each respective Member Agency using the following criteria: ~~ACCMA and ACTIA~~ Alameda CTC shall ~~elect their~~ select its Members of the Governing Board of the Authority from officials who represent jurisdictions within the Project Corridor, or jurisdictions that will benefit from the Project, but Members of the Governing Board need not be members of the governing ~~boards of ACCMA or ACTIA~~ board of Alameda CTC; VTA shall ~~elect~~ select its Member of the Governing Board of the Authority from members or alternate members of VTA’s governing board. The California Department of Transportation may designate one person who shall be entitled to receive all notices sent to Members and to participate in all Board Meetings and discussions, but who shall not be entitled to vote or hold office.

Each Board Member shall hold office from the first meeting of the Authority after his or her appointment until a successor is appointed. Each Board Member shall serve at the pleasure of the appointing Member Agency.

~~**3.9 Management Advisory Committee (SunolMAC).** The SunolMAC is the management advisory committee to the Authority created for the purpose of identifying issues and advising on technical policies and implementation practices to the Authority and ACCMA (the Managing Agency) regarding the development and operation of the electronic toll system operations of the I-680 Sunol Smart Carpool Lane. The SunolMAC shall be composed of one staff representative from each of the following agencies: ACTIA, ACCMA, VTA, the California Department of Transportation, the California Highway Patrol, and the Bay Area Toll Authority. Upon recommendation by the Governing Board, representatives from other appropriate organizations or agencies may be invited to participate in SunolMAC meetings. A majority of the members of the SunolMAC shall constitute a quorum for the conduct of business. The Executive Director of the Authority or his/ her designee shall preside over the meetings of the SunolMAC.~~

~~**3.9**~~ **3.10 Authority Governing Board Committees.** The Authority Governing Board may establish committees from time to time as necessary for the design, construction, operation and administration of projects within the Project Corridor. All members of the Authority Governing Board committees shall be voting members of the Authority Governing Board. The Authority Chairperson shall appoint the representatives to the committees. Appointments to the committees shall occur annually at the same time as the Chairperson and Vice-Chairperson are

selected or when a vacancy occurs. All members of the Authority Governing Board shall be notified of the time and date of committee meetings. However, Board Members who are not members of a given committee may attend meetings of that committee as members of the public, must accordingly be seated with the public rather than at the table with the committee members, and may not vote or participate in committee discussions, other than as a member of the public. Each member of a committee shall carry one vote. The committees shall be advisory to the Authority Governing Board.

3.10 ~~3.11~~ **Representation on Outside Committees and Agencies.** The Authority Governing Board may designate either Board Members or staff, as the Governing Board deems appropriate, to serve as the designated representative(s) of the board on any outside committees or agencies. Such representative(s) shall make a good faith effort to represent the position of the Authority Governing Board on any matter on which the Authority Governing Board has taken an official position or has otherwise taken formal action. In making such appointments, the Authority Governing Board shall make provision for the designation of alternates and of term of the appointment where appropriate.

4. Managing Agency.

Pursuant to Section ~~9.8~~ of the ~~JPA Agreement, ACCMA, Alameda CTC~~ is appointed as the Managing Agency for the Project on behalf of the Authority. The Managing Agency, ~~together with the Executive Director,~~ shall work in cooperation with the ~~other~~ Member ~~Agencies~~ ~~Agency~~ and endeavor to achieve consensus on Authority issues and matters that go before the Governing Board. If consensus cannot be reached, the ~~Executive Director and~~ Managing Agency shall prepare a report to the Governing Board that reflects the position of each Member Agency.

4.1 The Managing Agency shall have the following authority and responsibilities under the direction of the Governing Board, ~~or the Executive Director if so delegated by the~~ ~~Governing Board~~:

(a) Prepare, ~~or oversee the preparation of,~~ documents required for Governing Board approval, including:

(i) The Budget, a draft of which shall be submitted to the Governing Board at least three months prior to the first fiscal year of operation of the Project, and thereafter submitted annually by ~~April 1, three months~~ ~~June 1, at least one month~~ prior to the start of each new fiscal year;

(ii) Two-year Expenditure Plan, a draft of which shall be submitted to the Governing Board at least three months prior to the first fiscal year of operation of the Project, and thereafter submitted biennially by April 1 to the Governing Board;

(iii) Annual Audit pursuant to Section 6505 of the Government Code of the State of California;

(iv) Annual Report to the Governing Board and the Member Agencies;

(v) Project Report to the California State Legislature pursuant to Section 149.5(f) of the Streets and Highways Code of the State of California;

(b) Execute and administer agreements and contracts on behalf of the Authority for the construction, administration, operation and maintenance of the Project.

(c) File grant applications or submit requests for funding of the construction, administration and operation of the Project.

(d) Manage, implement and administer grants related to the Project.

(e) Prepare and submit to the Governing Board reports quarterly, or more frequently as requested by the Governing Board, comparing the actual expenses and revenues to the Budget.

(f) Report regularly to the staff of the Member Agencies and the Governing Board regarding issues that affect the Authority and the Project.

(g) Coordinate the development of the Governing Board agendas and staff reports with the staff of the Member Agencies prior to mailing.

(h) Provide information and support to Member Agencies for satisfying the requirements of local funding sources.

(i) Provide and manage all personnel utilized in providing or supporting the Project, and manage all contracts for professional services.

(j) Pay all invoices properly charged to the Authority, if within and in accordance with the adopted Budget.

(k) Assess Member Agencies for shortfalls in ~~contributions, and credit Member Agency's surplus contributions to offset future Member Agency obligations as set forth in the Budget.~~ operational costs or other unfunded obligations pursuant to Section 5.8 of the Agreement.

4.2 The Authority shall compensate the Managing Agency for its management services pursuant to the limitation of the Budget; however, the Member Agency serving as the Managing Agency shall not be entitled to compensation for its activities in representing that Member Agency on the Governing Board, except as set forth in Section 7.7(f) of the JPA Agreement.

5. Budget.

The Authority's annual budget is the central financial planning document that encompasses all revenue and expenditure decisions related to operations and to capital expenditures.

5.1 Budget Adoption. The Authority shall adopt an annual operating budget by ~~April 1~~ June 30 each year, the first draft of which shall be submitted to the Governing Board at least three months prior to the first fiscal year of operation of the Project. The fiscal year is from July 1 to June 30. The Authority shall also adopt revisions to its capital budget by ~~April 1~~ June 30. The Authority shall notify and provide a copy of the proposed budget to each Member Agency not less than thirty (30) days prior to the adoption of the budget.

5.2 Balanced Budgets. The operating and capital budgets shall be balanced budgets consisting of budgetary revenues and expenditures and the carryover of unused capital budget revenues and expenditure authority from prior years.

5.3 Budget Control. The Executive Director shall maintain a budgetary control process to ensure compliance with the budgets. The operating budget shall be managed at the object line item level ~~as defined in 5.4~~ and the capital budget shall be managed at the project level.

5.4 Line Item Expenditures. The annual budget, once adopted by the Authority Governing Board, is considered the Authority's controlling financial plan for ~~expenditure~~ expenditures. Expenditures that exceed the total approved budget for the Authority are not permitted without Board approval. The Executive Director is authorized to approve expenditures in excess of budgeted line items ~~within the three primary expenditure categories (personnel, consultants/ contractors and other in the operating costs)~~ budget, in any amount, as long as the total ~~budget within each of the three operating~~ expenditure ~~categories~~ budget is not overspent.

5.5 Budget Revisions. The Governing Board of the Authority shall formally review the Authority's fiscal condition quarterly, and amend the budget if necessary.

5.6 Appropriations. ~~Appropriations~~ Appropriation authority for the operating budget ~~lapse~~ lapses at the end of the fiscal year. ~~Appropriations~~ Unused appropriation authority for the capital ~~grants~~ budget ~~carry~~ carries over from year to year.

6. Funds, Audit and Accounting.

6.1 Treasurer. The functions of Treasurer shall be performed for the Authority under supervision of the Executive Director by a person or entity designated by the Executive Director and approved by the Authority Governing Board, pursuant to Sections 6505.5 and 6505.6 of the Government Code of the State of California. The Authority Governing Board, by a majority of the authorized vote, may direct the Treasurer regarding the manner of short-term investment of any Authority funds on a fully secured basis consistent with the practices of state and local agencies for short-term investment of public funds. The Treasurer shall invest Authority funds in accordance with the Authority Governing Board adopted Investment Policy or that of the Managing Agency. ~~In accordance with section 6505.5 of the Government Code~~ On a quarterly basis or when requested by the Authority, the Treasurer shall verify and report in writing to the Authority and to the Member Agencies the amount of money the Treasurer holds for the Authority, the amount of receipts and the amount paid out since the last report to the Authority.

6.2 Internal Auditor. The functions of Internal Auditor shall be performed for the Authority under supervision of the Executive Director by a person or entity designated by the Executive Director and approved by the Authority Governing Board, pursuant to Sections 6505.5 and 6505.6 of the Government Code of the State of California. The Internal Auditor shall cause, on an annual basis, an independent audit to be made by a certified public accountant, or public accountant, in compliance with Section 6505 of the Government Code of the State of California.

6.3 Accounting, Financial Reporting and Auditing. The Authority will establish and maintain the highest standard of accounting practices.

(a) A comprehensive accounting process shall be maintained to provide complete and timely financial information necessary to effectively operate the agency.

(b) The Authority shall follow the applicable financial reporting standards established by the Governmental Accounting Standards Board.

(c) An annual audit shall be performed by an independent certified public accountant in accordance with generally accepted auditing standards, State law (including sections 6505 and 26909 of the California Government Code) and grant provisions. The audit report shall be issued within ~~150~~-180 days after year end.

(d) To the extent possible, the Authority shall organize and assign work duties and responsibilities so that no single employee performs a complete accounting cycle. Established procedures shall require proper authorizations by designated persons for all significant actions taken.

(e) When more than one funding source is available to finance an expenditure, the Authority shall use the most restrictive revenue source first.

6.4 Contracts. After a contract has been signed and authorized by the Authority, the Executive Director, or his/her designee, may approve progress payments to the Contractor. Payments may be made only upon completion of an Authority staff review for compliance with contract provisions.

(a) The Authority Governing Board delegates to the Executive Director authority to execute professional service contracts in an amount not exceeding \$~~50,000~~75,000, if: (1) such contracts for services do not exceed the amount identified for the appropriate line item in the approved annual budget; and (2) ~~proposals are solicited from qualified contractors and selection criteria includes, but is not limited to, merit, quality of proposal and cost~~such contracts are awarded in a manner consistent with the Managing Agency's procurement policy.

(b) It is the policy of the Authority to encourage businesses to locate and remain in Alameda and Santa Clara Counties, to employ residents of Alameda and Santa Clara Counties, and to spend Authority funds for goods and services within these counties. ~~To~~The Authority shall promote and facilitate full participation by qualified local business enterprises and ~~to~~ ensure that a fair proportion of the contracts or subcontracts and contracts for the provisions of goods and professional services for the Authority be placed with these enterprises in proportion to the funding by the Member Agencies as set forth in Section ~~10.1 of the JPA, the~~

~~Authority shall adopt a local business enterprise policy and a small business enterprise policy~~[9.1 of the Agreement.](#)

6.5 Purchases. Expenditures will be made in accordance with Section ~~5.45.5~~, Line Item Expenditures. The Executive Director may establish petty cash in an amount not to exceed \$500.00. This fund may be used only for minor incidental or emergency purchases.

7. Meeting Compensation.

~~The members of the Authority Governing Board shall be reimbursed at the rate of \$125.00 per meeting for attendance at Authority Governing Board meetings and committee meetings, including meetings of (i) the Authority Governing Board committees, (ii) other committees established by the Authority, and (iii) outside committees or agencies. For purposes of (ii) and (iii) above, only those Board Members attending such meetings as Authority Governing Board appointed representatives of the Authority shall be eligible for reimbursement upon presentation of proof of meeting attendance. Such compensation shall cover mileage and other costs associated with meeting attendance. Proper functioning of the Authority requires full participation by Board Members.~~

Proper functioning of the Authority requires full participation by Members of the Authority Governing Board. Board Members shall be reimbursed for attendance at Authority Governing Board meetings and committee meetings by such Member's appointing agency, pursuant to such agency's applicable rules and procedures. No reimbursement shall be paid by the Authority.

8. Executive Director.

The Executive Director of the Managing Agency, or another management employee of the Managing Agency designated by the Executive Director of the Managing Agency, shall be the Executive Director of the Authority.

9. Delegation of Authority. The Governing Board delegates to the Managing Agency and the Executive Director all matters necessary for the day-to-day management of the Authority, except matters specifically reserved for the Board. The Managing Agency and the Executive Director shall, on behalf of the Authority, be responsible for instituting those methods, procedures and systems of operations and management which, in ~~his/her~~their discretion, shall best accomplish the mission and goals of the agency.

9.1 Matters Reserved for the Board. The matters not delegated to the Managing Agency or the Executive Director but rather specifically reserved for the Board include agency strategy and policies, and succession planning for the Executive Director.

9.2 Delegation Limits. The Board shall periodically inform the Managing Agency and Executive Director ~~in writing of~~ the dollar limits of delegated authority for certain types of transactions delegated to ~~him/her~~them. Types of transactions shall include authorization of purchases, disbursements, contracts, change orders, legal settlements, hiring and terminating employees, establishing project and operating budgets, and budget transfers.

~~9.3 Sub-delegation. The Executive Director may sub-delegate authority to Managing Agency employees and consultants where appropriate.~~

9.3 Support and Sub-delegation. The Executive Director will determine if the Managing Agency has employees available to perform operational and other responsibilities of the Authority or whether the support should be provided through outside consultants. Once the Managing Agency employees or consultant resources are secured, the Executive Director may sub-delegate authority or responsibilities to those resources as appropriate. The Executive Director shall ultimately be responsible for carrying out all duties delegated to the Managing Agency and the Executive Director.

9.4 Reporting. The Executive Director shall report regularly to the Board concerning the authority exercised and matters which come within, or may come within, the scope of the matters reserved for the Board. The reports cover a range of matters, including sub-delegations, litigation activity, financial performance, investment risk, and risk management.

Approved as to form:

Approved this ____ day of _____ ~~200~~201__:

Legal Counsel

_____, Chairperson

Attest:

_____, Board Secretary



Memorandum

5.2

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

DATE: October 3, 2016

SUBJECT: I-680 Southbound Express Lane Operations (PN 1408.000): Approval of Amendment No. 2 to Cooperative Agreement with the Bay Area Toll Authority for Regional Customer Service Center Services

RECOMMENDATION: Authorize the Executive Director to execute Amendment No. 2 to the Cooperative Agreement with the Bay Area Toll Authority to extend the term of the agreement until September 30, 2019 for toll collection and customer services necessary for the continued operation of the Express Lane facility.

Summary

Prior to the opening of the I-680 Southbound Express Lane facility to traffic in September 2010, the Sunol Smart Carpool Lane Joint Powers Authority (JPA) entered into a cooperative agreement with the Bay Area Toll Authority (BATA) for toll collection and customer services necessary to operate the Express Lane facility. This agreement was subsequently amended in September 2015 to reduce the unit transaction cost and extend the term of the agreement until December 31, 2016. Staff requests approval of an amendment to the BATA agreement to extend the term of the agreement to ensure continued operation of the Express Lane facility.

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. 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.

Tolls for solo drivers have been collected through an electronic toll (AET) collection method by the use of FasTrak® transponders. In January 2010, the JPA entered into an agreement with BATA to enable AET operation and provide customer services to the patrons. The original

agreement was subsequently amended in September 2015 to reduce the unit transaction cost and extend the term of the agreement until December 31, 2016.

The I-680 Northbound Express Lane Project (Phase 1 Modified) will construct a new northbound HOV/Express Lane on I-680 from south of Auto Mall Parkway to SR 84. In conjunction with this project, the I-680 Southbound Express Lane Toll System Conversion Project will convert the existing southbound HOV/Express Lane from restricted to continuous access between Andrade Road and SR 262. Both projects will ensure operational consistencies with the I-580 Express Lanes, including implementation of automated toll evasion violation enforcement. Prior to the completion of these projects and opening them for public use, the JPA will have to adopt a toll enforcement ordinance that will include such items as penalties for failure to pay the required tolls; penalties and administrative processes associated with toll evasion violations; and situations when toll evasion notices or penalties will be dismissed or waived. The administrative processes includes items such as processing violation notices, responding to customer inquiries about the notices, and preparing toll operator packages for and representing agency in court proceedings. Staff expects that these administrative processes will be delegated to BATA in a manner consistent with the process approved by the Alameda CTC Commission for the I-580 Express Lanes. Therefore, staff is expecting another amendment to the cooperative agreement with BATA to occur in late 2018/early 2019 to incorporate these new and improved toll collection and customer services. Extending the current agreement to September 30, 2019, consistent with the expiration of BATA's current consultant contract with Xerox for customer service support services, ensures consistent customer service independent of the new capital projects but does not preclude modification of the agreement to accommodate the new projects' administrative customer service processes.

Staff recommends that the JPA approve and authorize the Executive Director to execute Amendment No. 2 to the Cooperative Agreement with BATA to extend the term of the agreement until September 30, 2019, for toll collection and customer services necessary for the continued operation of the Express Lane facility. All other term of the agreement will remain unchanged.

Fiscal Impact

Approval of Amendment No. 2 to the agreement will encumber toll revenue funds for subsequent expenditure from January 1, 2017 through September 30, 2019 subject to the approval of the Sunol JPA's FY 2016-17, FY 2017-18, and FY 2018-19 operating budgets.

Staff Contact

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



Memorandum

5.3

1111 Broadway, Suite 800, Oakland, CA 94607

PH: (510) 208-7400

www.AlamedaCTC.org

DATE: October 3, 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 the August 2016.

The August 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 13 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 over 14 miles from SR 84 near Pleasanton to SR 237 in the City of Milpitas. 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.

August 2016 Operations Update: During the 23 days of August express lane operations, there were over 88,000 motorists in the express lane had FasTrak® toll tags. 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).

During August 2016, express lane users experienced average travel speeds up to 26 mph greater than the average speeds in the general purpose lanes, with greater speed differentials in the more congested segments of the corridor. Express lanes also operate at better Level of Service (LOS) than adjacent general purpose lanes during commute times. Table 2 summarizes the speed differentials and LOS at four locations in each of the westbound and eastbound directions during the morning and evening commute hours, respectively.

Table 1. Speed Differentials and Level of Service for August 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)	7 – 11	8	C	C
Central (Washington Blvd to SR 262)	10 – 15	13	B	D
South (SR 262 to Calaveras Rd)	7 – 11	9	B	C

Attachment A presents the speed and density heat maps for the I-680 corridor during revenue hours for the six-month period from March – August 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 March through August, the average speeds in the express lane ranged from 64 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 SR 262. By comparison, the general purpose lanes experienced speeds as low as 40 mph and LOS D for much longer periods of time throughout a greater portion of the corridor.

Table 2 presents the maximum posted toll rates to travel the entire southbound express lane corridor and the average toll assessed to non-HOV users. The posted toll rate to travel the entire length of the corridor hit the current operational maximum value of \$7.50 on 5 of the 23 operating days in August.

Table 2. Toll Rate Data for August 2016

Maximum Posted Toll (Travel Entire Corridor)	Average Assessed Toll (All Trips)
\$7.50	\$2.28

The estimated gross revenue generated from the I-680 express lanes in fiscal year 2016/17 is \$334,000, which is 18 percent higher than was forecasted.

Fiscal Impact: There is no fiscal impact.

Attachments

- A. I-680 Southbound Corridor Heat Maps March – August 2016

Staff Contact

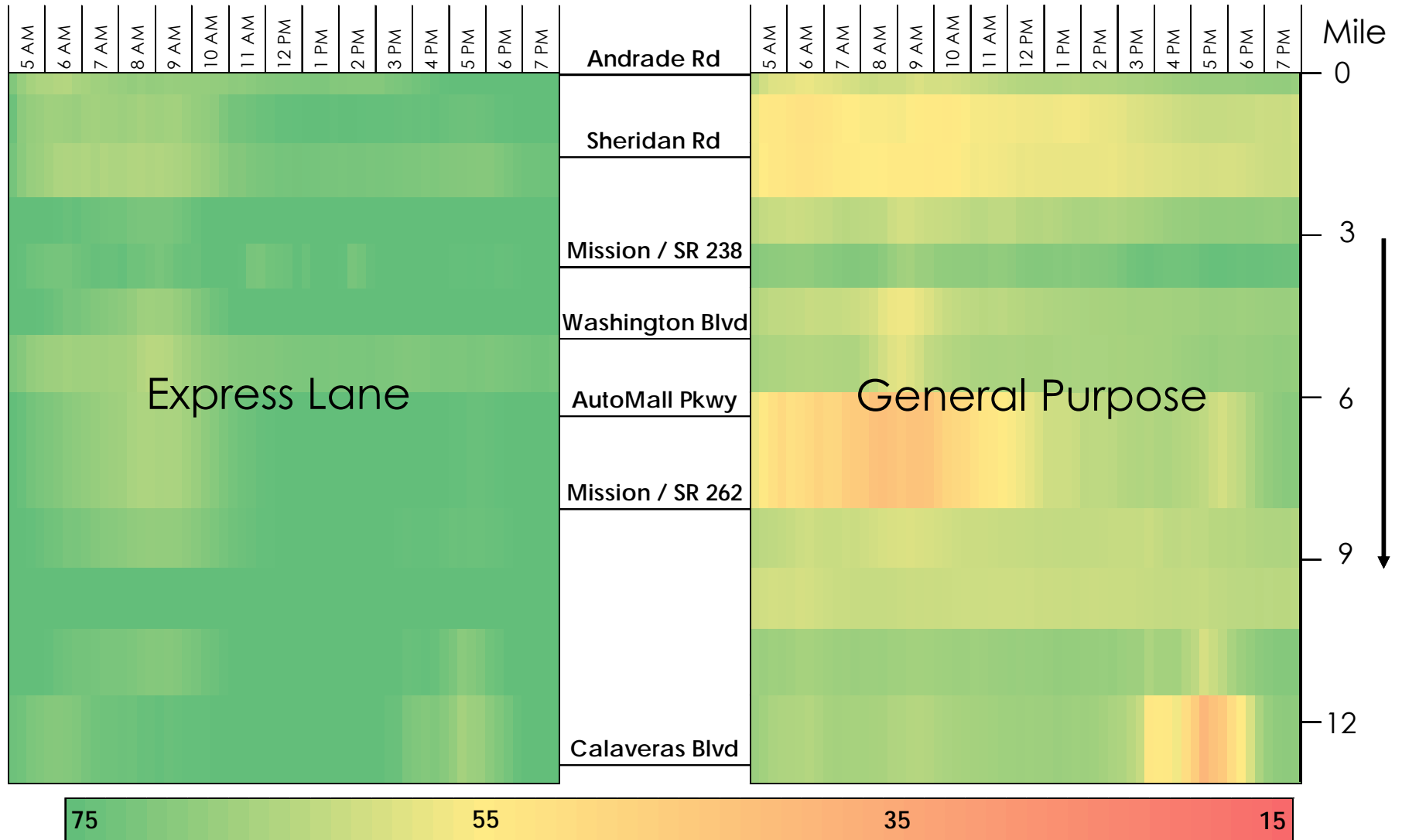
[Liz Rutman](#), Express Lanes Operation and Maintenance Manager

This page intentionally left blank

Average Speed Heat Map

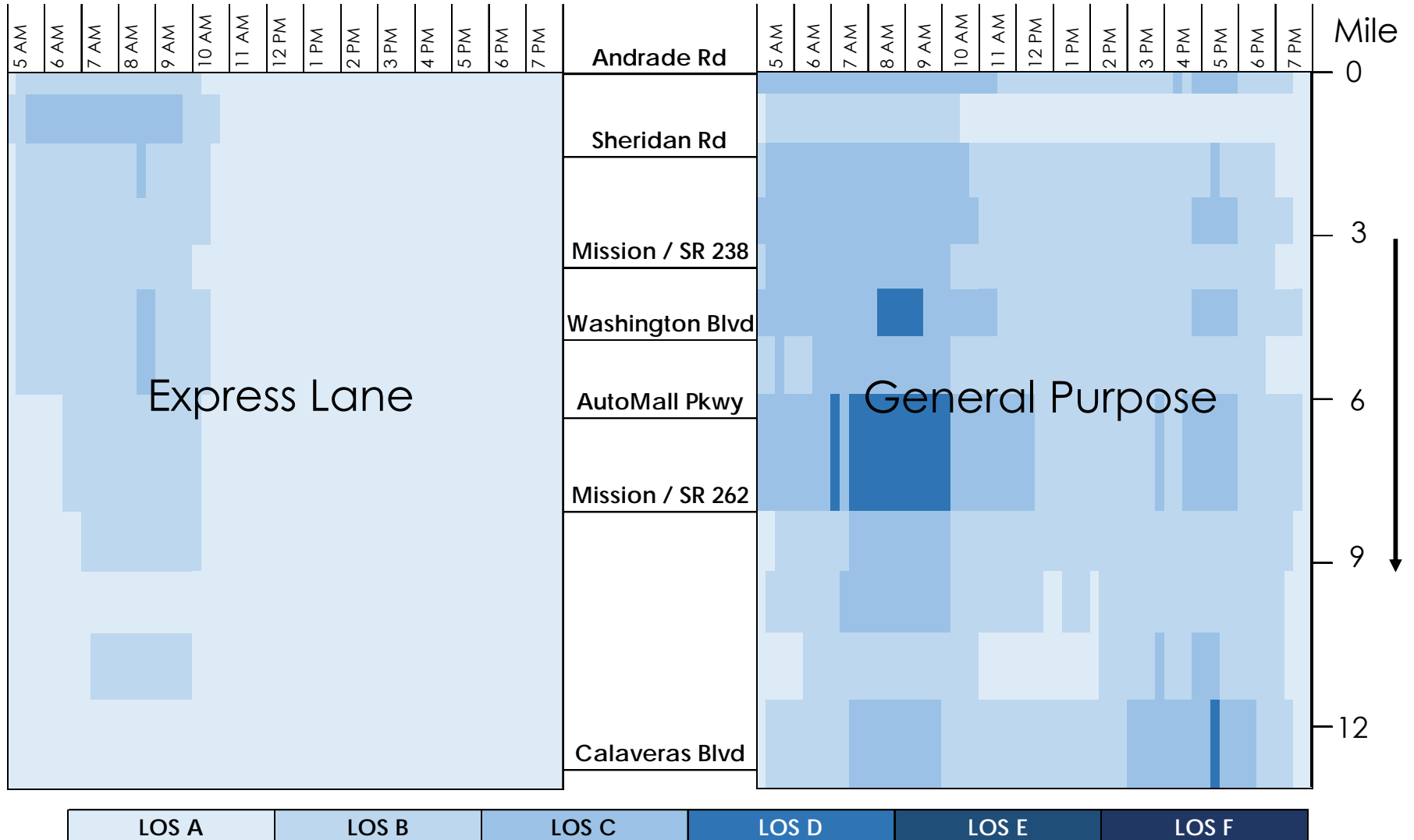
5.3A

Monday-Friday, March 2016 – August 2016



Average Density Heat Map

Monday-Friday, March 2016 – August 2016





Memorandum

5.4

1111 Broadway, Suite 800, Oakland, CA 94607

PH: (510) 208-7400

www.AlamedaCTC.org

DATE: October 3, 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, of the project will complete design and construction of a 9-mile segment between south of Auto Mall Parkway and SR84. The purpose of this item is to provide the Commission with a monthly status update of project development activities which are either completed or planned for the project.

Background

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

Currently, there is heavy afternoon congestion on I-680 Northbound from Scotts Creek Boulevard to Andrade Road. Traffic studies have confirmed that this heavy congestion is caused by two bottleneck locations affecting northbound I-680 between SR 237 and SR 84 on weekday evening commutes between 2pm and 7pm. These bottleneck locations are: near Washington Boulevard and at the lane drop at the truck scales which is located between Sheridan Road and Andrade Road. The initial phase of construction, Phase 1, 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.

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

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 been completed. Commission approved execution of an Agreement with the top-ranked firm at the June 2016 Commission meeting. The following is a detailed discussion of work in progress and/or upcoming major tasks.

Project Implementation Approach

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 Phase 1 project (south of Auto Mall Parkway to SR 84). Staff developed a project delivery strategy to design and construct the Phase 1 Project based on immediate operational benefits and projected funding availability. Several geometric refinements were made to the proposed improvements to reduce cost and minimize environmental impacts. To provide consistency in the tolling access configuration between I-680 NB and SB express lanes, tolling access configuration for the SB is being converted from a controlled access to an open access configuration. I-680 SB tolling access conversion work is being combined with the I-680 NB express lane for design and construction phases. 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 Project.

Project activities anticipated over the next three months:

- Finalize a new Agreement with the top-ranked Toll System Integrator
- Continue to finalize configuration of tolling facility (on-going)
- Continue preliminary toll system design and coordinate with civil design (on-going)
- Continue right of way appraisal activities and negotiations with the property owners (on-going)
- Continue environmental permit approval process
- Complete draft Project Approval and Environmental Document for the SB tolling access conversion (November 2016)
- Complete environmental revalidation process to reflect Phase 1 implementation (November 2016)
- Prepare and submit 95% Plans, Specification & Estimate package to Caltrans (October 2016)
- Continue to coordinate with PG&E, AT&T and Comcast regarding power and communication service connection needs (on-going)

The Phase 1 schedule is as follows:

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

Fiscal Impact: This is for information only.

Staff Contact

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

This page intentionally left blank