



Meeting Notice

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

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Executive Director
Arthur L. Dao

I-680 Sunol Smart Carpool Lane Joint Powers Authority

Monday, June 08, 2015, 9:30 a.m.

**1111 Broadway, Suite 800
Oakland, CA 94607**

Mission Statement

The mission of the Alameda County Transportation Commission (Alameda CTC) is to plan, fund, and deliver transportation programs and projects that expand access and improve mobility to foster a vibrant and livable Alameda County.

Public Comments

Public comments are limited to 3 minutes. Items not on the agenda are covered during the Public Comment section of the meeting, and items specific to an agenda item are covered during that agenda item discussion. If you wish to make a comment, fill out a speaker card, hand it to the clerk of the Commission, and wait until the chair calls your name. When you are summoned, come to the microphone and give your name and comment.

Recording of Public Meetings

The executive director or designee may designate one or more locations from which members of the public may broadcast, photograph, video record, or tape record open and public meetings without causing a distraction. If the Commission or any committee reasonably finds that noise, illumination, or obstruction of view related to these activities would persistently disrupt the proceedings, these activities must be discontinued or restricted as determined by the Commission or such committee (CA Government Code Sections 54953.5-54953.6).

Reminder

Please turn off your cell phones during the meeting. Please do not wear scented products so individuals with environmental sensitivities may attend the meeting.

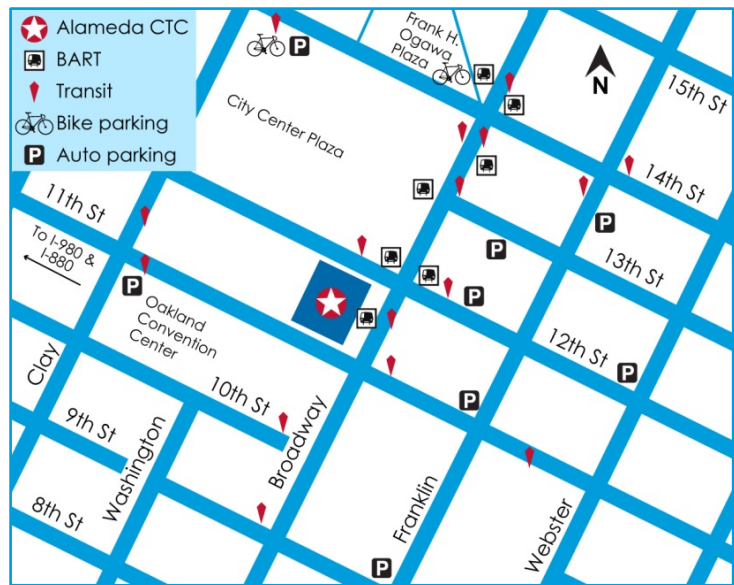
Glossary of Acronyms

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

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.

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I-680 Sunol Smart Carpool Lane Joint Powers Authority Meeting Agenda Monday, June 8, 2015, 9:30 a.m.

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

1. Pledge of Allegiance

2. Roll Call

3. Public Comment

Chair: Mayor Jerry Thorne, City of Pleasanton

Vice Chair: Mayor David Haubert, City of Dublin

Commissioners/Members: Scott Haggerty, Bill Harrison, Jason Baker (Santa Clara Valley Transportation Authority),

Staff Liaison: Kanda Raj

Executive Director: Arthur L. Dao

Clerk: Vanessa Lee

4. Consent Calendar

Page A/I

4.1. [May 11, 2015 I-680 Sunol Smart Carpool Lane JPA Meeting Minutes](#)

1 A

Recommendation: Approve the May 11, 2015 meeting minutes.

5. Regular Matters

5.1. [I-680 Sunol Smart Carpool Lane JPA Final FY2015-16 Budget](#)

5 A

Recommendation: Approve the I-680 Sunol Smart Carpool Lane JPA Final Budget for FY2015-16.

5.2. [I-680 Southbound Express Lane \(PN 710.5\): Monthly Operations Update](#)

11 I

5.3. [I-680 Northbound Express Lane \(PN 721.0\): Monthly Status Update](#)

23 I

6. Committee Member Reports (Verbal)

7. Staff Reports (Verbal)

8. Adjournment

Next Meeting: July 13, 2015

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

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I-680 Sunol Smart Carpool Lane Joint Powers Authority Meeting Minutes Monday, May 11, 2015, 9:30 a.m.

4.1

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

1. Pledge of Allegiance

2. Roll Call

A roll call was conducted. All members were present with the exception of Jason Baker from VTA.

3. Public Comment

There were no public comments.

4. Consent Calendar

4.1. April 13, 2015 I-680 Sunol Smart Carpool Lane JPA Meeting Minutes

Commissioner Haggerty moved to approve the Consent Calendar. Commissioner Harrison seconded the motion. The motion passed unanimously (Baker absent).

5. Regular Matters

5.1. Sunol SMART Carpool Lane Statement of Revenues and Expenses as of March 31, 2015

Patricia Reavey recommended that the Authority approve the Sunol SMART Carpool Lane Statement of Revenues and Expenses as of March 31, 2015. She stated that net toll revenue was \$1,472,195 or 135.5 percent of projected toll revenue through the third quarter of FY2014-15. Measure B Grant Revenue from Alameda CTC's I-680 Southbound HOT Lane Project was \$283,036, or 62.9 percent of projected grant revenue. Also included as other revenue is an insurance settlement of \$21,380 for total operating revenues of \$1,776,611. Expenses through the third quarter totaled \$1,392,152, or 13.7 percent less than budget, which results in an increase to net position of \$384,459.

Commissioner Harrison inquired whether the unused grant funds will roll over to future years. Kanda Raj confirmed that any unused grant funds will roll over to cover future year operational needs.

Commissioner Haggerty wanted more information on the operations and maintenance contract listed as an operating expense. Art stated that the contract is with Electronic Transaction Consultants Corporation (ETCC) to ensure that all the equipment is maintained, software is functional to properly operate the toll operation. There is also a separate contract with Caltrans for pavement repair and maintenance.

Commissioner Haggerty asked how the maintenance contract was managed. Arun stated that ETCC provides field maintenance support, generates daily traffic and revenue reports for the facility operation, and that he holds bi-weekly meetings with ETCC to review operational issues.

Commissioner Haggerty inquired how the revenue collection fee was calculated. Patricia confirmed that the fees are paid to MTC per number of toll transactions processed by MTC. Art explained that in addition to "per transaction fee" the agency also pays MTC/BATA for an administrative staff fee.

Commissioner Haggerty asked for clarification with regards to the legal fees. Art stated that the majority of legal fees are for legal counsel to review contracts and technical documents and to attend internal and committee meetings.

Commissioner Harrison moved to approve this item. Commissioner Haubert seconded the motion. The motion passed unanimously (Baker absent).

5.2. I-680 Sunol SMART Carpool Lane JPA Draft FY2015-16 Draft Proposed Budget

Patricia Reavey recommended that the Commission approve the I-680 Sunol SMART Carpool Lane JPA Draft Proposed Budget for FY2015-16. She stated that the proposed FY2015-16 budget reflects a budgeted roll forward net position balance of \$3,530,392 from FY2014-15, which will be updated at mid-year with the actual net position from the FY2014-15 audited financial report. The budget also includes projected toll revenues of \$1,700,000 which is a 17.3 percent increase over revenues projected for FY2014-15. Unrestricted net assets and revenues, together, provide available resources of \$5,529,166 for FY2015-16.

Patricia informed the Commission that the operating expense budget is \$2,560,000 which will be funded with \$1,950,000 of current and prior year toll revenues from the Sunol Smart Carpool Lane and \$610,000 of Measure B grant funds. The proposed capital expense budget is \$2,100,000 which will be funded with 2000 Measure B grant funds, \$1,400,000 of which was unspent and rolled forward from FY2014-15. The proposed budget will provide additional resources of \$3,010,000 and authorize operating and additional capital expenses of \$3,475,559 including depreciation, which would reflect an overall decrease in net position of \$465,559 for a projected ending net position balance of \$3,064,833 and a projected ending unrestricted net asset balance of \$869,166.

Commissioner Harrison moved to approve this item. Commissioner Haubert seconded the motion. The motion passed unanimously (Baker absent).

5.3. I-680 Southbound Express Lane Operations (PN 950.0): Terminate Professional Services Agreement No. A08-001 and Execute New Professional Services Agreement with Electronic Transaction Consultants Corporation

Arun Goel recommended the Authority approve and authorize the Executive Director to terminate Professional Services Agreement No. A08-001 with ETCC on June 30, 2015; and Execute a new Professional Services Agreement with ETCC for Operations and Maintenance, and Capital Improvement services for a not-to-exceed amount of \$3,100,000, subject to I-680 Sunol SMART Carpool Lane Joint Powers Authority approval of FY2015-16 Operating Budget.

Arun stated ETCC's current contract has served its purpose, completed field installation and three years of operation and maintenance services; all Federal and

State grant funds have been expended and funding agreements have been closed out. Arun explained that the I-680 Southbound Express Lane will be modified to incorporate the same tolling equipment as planned for the I-580 Express Lanes to ensure consistency in express lane technology and use by commuters. To continue seamless facility operations and to implement the facility upgrades, it is recommended that the existing contract be terminated and a new one entered into with the same vendor.

Commissioner Haggerty asked if we are required to use the same vendor to provide operation and maintenance. Art stated that ETCC is the developer and owner of the software that is being utilized for facility operations. Arun explained that it would add cost and time to procure a new service provider. New procurement process may also interrupt the facility operation. Kanda Raj stated that a request for proposal will be issued shortly for the I-680 Northbound Express Lane System Integration tasks that will include an optional task to upgrade the I-680 Southbound Express Lane to a near continuous access facility. Staff will use that opportunity to evaluate a need to change the service provider to the Southbound facility, and will report back to Sunol JPA.

Commissioner Harrison moved to approve this item. Commissioner Haubert seconded the motion. The motion passed unanimously (Baker absent).

5.4. I-680 Southbound Express Lane (PN 710.5): Monthly Operations Update

Arun Goel presented the I-680 Southbound Express lane operations update. He covered corridor throughput year over year comparison by month, average travel speed, and speed curves during peak commute period. Arun also covered average daily toll trips and estimated and forecasted revenue. He concluded by providing information on incident management and enforcement.

This item was for information only.

5.5. I-680 Northbound Express Lane (PN 721.0): Monthly Status Update

Susan Chang provided an update on the I-680 Northbound Express Lane. She stated that all environmental, traffic, and engineering studies and reports have been completed and approved. Susan stated that Final PA/ED approval is expected summer 2015. She reviewed the project schedule and traffic operations.

This item was for information only.

6. Committee Member Reports

There were no committee member reports.

7. Staff Reports

There were no staff reports.

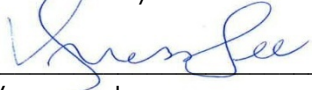
8. Adjournment/ Next Meeting

The next meeting is:

Date/Time: Monday, June 8, 2015 @ 9:30 a.m.

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

Attested by:

A handwritten signature in blue ink, appearing to read "Vanessa Lee", written over a horizontal line.

Vanessa Lee,
Clerk of the Commission



Memorandum

5.1

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: June 1, 2015

SUBJECT: I-680 Sunol Smart Carpool Lane JPA FY2015-16 Proposed Budget

RECOMMENDATION: Approve the I-680 Sunol Smart Carpool Lane JPA Proposed Budget for FY2015-16.

Summary

The proposed FY2015-16 budget reflects a budgeted roll forward net position balance of \$3,530,392 from FY2014-15, which will be updated at mid-year with the actual net position from the FY2014-15 audited financial report. It also includes projected toll revenues of \$1,700,000 which is a 17.3 percent increase over revenues projected for FY2014-15. Unrestricted net assets and revenues, together, provide available resources of \$5,529,166 for FY2015-16.

The proposed FY2015-16 operating expense budget is \$2,560,000 which will be funded with \$1,950,000 of current and prior year toll revenues from the Sunol Smart Carpool Lane and \$610,000 of Measure B grant funds (see Attachment B). If Measure B capital grant funding was not available to subsidize operating costs in FY2015-16, the operating deficit would be \$860,000, indicating that in future years toll revenues would need to grow or expenses would need to decrease significantly before the Sunol Smart Carpool Lane would be considered sustainable.

The proposed capital expense budget is \$2,100,000 which will be funded with 2000 Measure B grant funds, \$1,400,000 of which was unspent and rolled forward from FY2014-15. The scope of the automated toll violation enforcement system project, which will effectively deter toll violations, includes revisions to signage to provide a consistent driver experience between the I-680 and I-580 Express Lanes and implementation of a new disaster recovery infrastructure that will support recovery of traffic and revenue data, in the event of any natural disaster. This capital budget will be maintained as a rolling capital budget in which any unused budget authority will be automatically rolled forward to the next fiscal year. Additional budget authority will be requested on an as needed basis, by project, identifying both the additional budget amount needed and the funding source or sources.

The projected net position balance at the end of FY2015-16 is \$3,064,833. It is comprised of \$500,000 reserved for future toll system, software and hardware replacement and roadway rehabilitation, \$1,695,667 of capital assets and \$869,166 of unrestricted net assets.

Background

Staff has included a schedule which reflects the funding source intended to be utilized for each expense line item in the proposed budget (Attachment B). This schedule is intended to assist in understanding the continued subsidy received by the Sunol Smart Carpool Lane JPA from the ACCMA I-680 Southbound HOT Lane Project in order to remain sustainable.

Fiscal Impact: The fiscal impact of the FY2015-16 proposed budget would be to provide additional resources of \$3,010,000 and authorize operating and additional capital expenses of \$3,475,559 including depreciation, which would reflect an overall decrease in net position of \$465,559 for a projected ending net position balance of \$3,064,833 and a projected ending unrestricted net asset balance of \$869,166.

Attachments

- A. I-680 Sunol Smart Carpool Lane JPA Fiscal Year 2015-16 Proposed Budget
- B. I-680 Sunol Smart Carpool Lane JPA Fiscal Year 2015-16 Proposed Operating Expenses by Fund Source

Staff Contact

[Patricia Reavey](#), Director of Finance

[Arun Goel](#), Express Lane Operations

**Sunol Smart Carpool Lane JPA
Fiscal Year 2015-16
Proposed Budget**

	FY 2014-15 Adopted Budget	FY 2015-16 Proposed Budget
Beginning Net Position	\$ 3,869,996	\$ 3,530,392
Operating Revenues:		
Toll Revenue	1,449,000	1,700,000
Alameda CTC Grants	600,000	610,000
Total Operating Revenues	2,049,000	2,310,000
Operating Expenses:		
Operations and Maintenance contract	800,000	1,000,000
Revenue Collection Fees	275,000	350,000
CHP Enforcement	225,000	225,000
Alameda CTC Operations	200,000	100,000
Express Lane Maintenance (Caltrans)	125,000	125,000
Contingency	20,000	125,000
Project Management/Controls	100,000	225,000
Marketing/Public Outreach	50,000	100,000
IT Support	75,000	75,000
Alameda CTC Administration	50,000	50,000
Insurance	70,000	50,000
Other Consultant Costs	40,000	20,000
Legal	25,000	25,000
Miscellaneous	25,000	25,000
Utilities	20,000	25,000
System Manager/Operations Support	50,000	40,000
Total Operating Expenses	2,150,000	2,560,000
Operating Surplus/(Deficit)	(101,000)	(250,000)
Other Expenses:		
Depreciation Expense	238,604	215,559
Capital Revenues:		
Alameda CTC Capital Grants	1,400,000	700,000
Alameda CTC Capital Grants rolled from Prior Year	-	1,400,000
Total Capital Revenues	1,400,000	2,100,000
Capital Expenses:		
Automated Toll Violation Enforcement System	-	700,000
Unspent Automated Toll Violation Enforcement System	1,400,000	1,400,000
Total Capital Expenses	1,400,000	2,100,000
Other Expenses:		
Depreciation Expense		
Projected Ending Net Position	\$ 3,530,392	\$ 3,064,833
Net Position		
Reserved for (maintenance):		
Toll System/Software/Hardware Replacement	300,000	300,000
Roadway Rehabilitation	200,000	200,000
Invested in Capital Assets	1,911,226	1,695,667
Unrestricted	1,119,166	869,166
Total Net Position	\$ 3,530,392	\$ 3,064,833

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**Sunol Smart Carpool Lane JPA
Fiscal Year 2015-16
Proposed Budget
Operating Expenses by Fund Source**

	Operating Expenses	Operating Expenses by Revenues Source	
		Alameda CTC Grants	Toll Revenue
Operations and Maintenance contract	\$ 1,000,000	\$ -	\$ 1,000,000
Revenue Collection Fees	350,000	-	350,000
CHP Enforcement	225,000	-	225,000
Alameda CTC Operations	100,000	-	100,000
Express Lane Maintenance (Caltrans)	125,000	125,000	-
Contingency	125,000	125,000	-
Project Management/Controls	225,000	100,000	125,000
Marketing/Public Outreach	100,000	-	100,000
IT Support	75,000	75,000	-
Alameda CTC Administration	50,000	-	50,000
Insurance	50,000	50,000	-
Other Consultant Costs	20,000	20,000	-
Legal	25,000	25,000	-
Miscellaneous	25,000	25,000	-
Utilities	25,000	25,000	-
System Manager/Operations Support	40,000	40,000	-
Total Operating Expenses	\$ 2,560,000	\$ 610,000	\$ 1,950,000

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Memorandum

5.2

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: June 1, 2015

SUBJECT: I-680 Southbound Express Lane (PN 710.5); Monthly Operations Update

RECOMMENDATION: Receive an operation update on 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 the April 2015 Monthly Operations Update of the express lane facility included as Attachment A. This item is for information only.

Review of April 2015 daily trips and revenue reports indicates that the express lane facility continued to provide travel reliability (speed and travel time savings) in the lane, and improved traffic operations within the corridor, including in the general purpose lanes.

Year over year performance metrics demonstrate that the average daily number of toll paying trips has increased. This is an indication that solo drivers continue to choose to utilize the express lane to experience travel reliability and time savings. The average travel speed in the express lane continues to remain steady on average; maintaining at or above the posted speed limit.

Background

The I-680 Southbound Express Lane facility spans over 14 miles from SR 84 near Pleasanton to SR 237 in the City of Milpitas. The facility was opened in September 2010 and is the first operational express lane facility in Northern California; it is one of a few in the nation to have a shared toll and non-toll facility. In addition to carpoolers who use the lane at no cost, it allows toll-paying solo drivers to benefit from optimized capacity, reduced congestion and increased travel time reliability. Constructed within the restricted right-of-way, the facility has no physical barrier between the general purpose lanes and the express lane, but is separated by a double white stripe. The Alameda CTC, acting as the managing agency for the Sunol JPA, has been operating the express lane facility since it opened to traffic in September 2010.

Since the opening, approximate 2.64 million solo trips have reached their destinations by traveling at speeds that are typically near 13 miles per hour faster (several segments within the 14 mile corridor experience speeds over 21 miles per hour faster) than what

motorists experience in the general purpose lanes during peak commute hour. Carpools experience the same time savings in the lane. During traffic incidents and severe congestion the express lane continues to experience high performance and no degradation in reliability or travel time.

Tolls are collected via FasTrak® transponders that are automatically read by readers mounted on overhead gantries. Currently, the I-680 Express Lane includes five FasTrak® readers: one at each toll zone (at Andrade, Washington and Mission), and two at stand-alone enforcement zones (south of Vargas and south of Scott Creek). The accounts of vehicles passing through with valid FasTrak® transponders are charged the appropriate toll for the length of their trip, based on the toll rates published via dynamic message signs. Toll rates are calculated by a computerized real-time dynamic pricing model. California Highway Patrol officers continued to provide enforcement services while Caltrans provides roadway maintenance services, through reimbursable service agreements.

Fiscal Impact: There is no fiscal impact.

Attachments

A. I-680 Southbound Express Lane April 2015 Operations Update

Staff Contact

[Tess Lengyel](#), Deputy Director of Planning and Policy

[Kanda Raj](#), Project Controls Team

[Arun Goel](#), Express Lane Operations



I-680 SB Express Lane Monthly Operations April 2015 Update

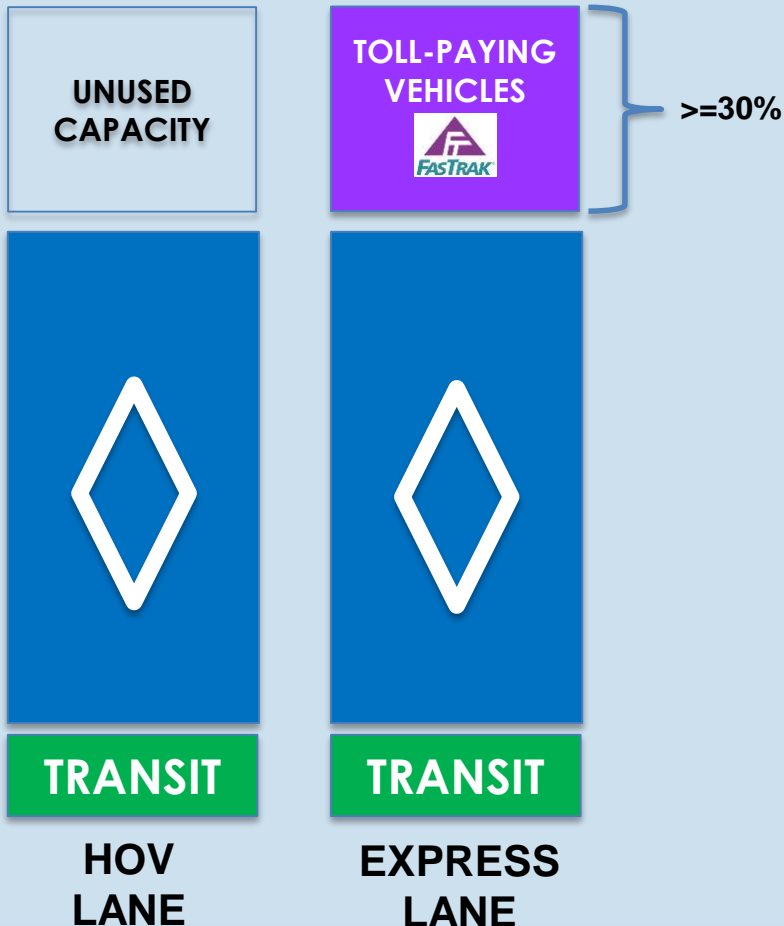
A Presentation for the
I-680 Sunol Smart Carpool Lane Joint Powers Authority (SSCLJPA)
June 8, 2015



Express Lane Objective

Improve Corridor Mobility and Expand Choices

LANE CAPACITY



- Utilize unused capacity
- Provide an alternative with more reliable travel times
- Encourage HOV use



**Graphics are not to scale*

Express Lane April 2015 Highlights

- Since 2010: **2.64 million solo drivers**
- Average Speed: **>65 MPH**
- Average Work Week Trips: **Increased**
- Max GP Comparison: **>15 MPH**
- Toll Paying Users: **>3,277 (avg. daily)**
>79% Repeat Customer → >93% Revenue





Corridor Throughput

Year Over Year Comparison by Month

	April 2014		April 2015
		 -0.9%	
Average Peak Hour Volume (vph) Corridor Vehicle Throughput	6,346vph		6,291 vph

Average Peak Hour Usage (Against Corridor Capacity)

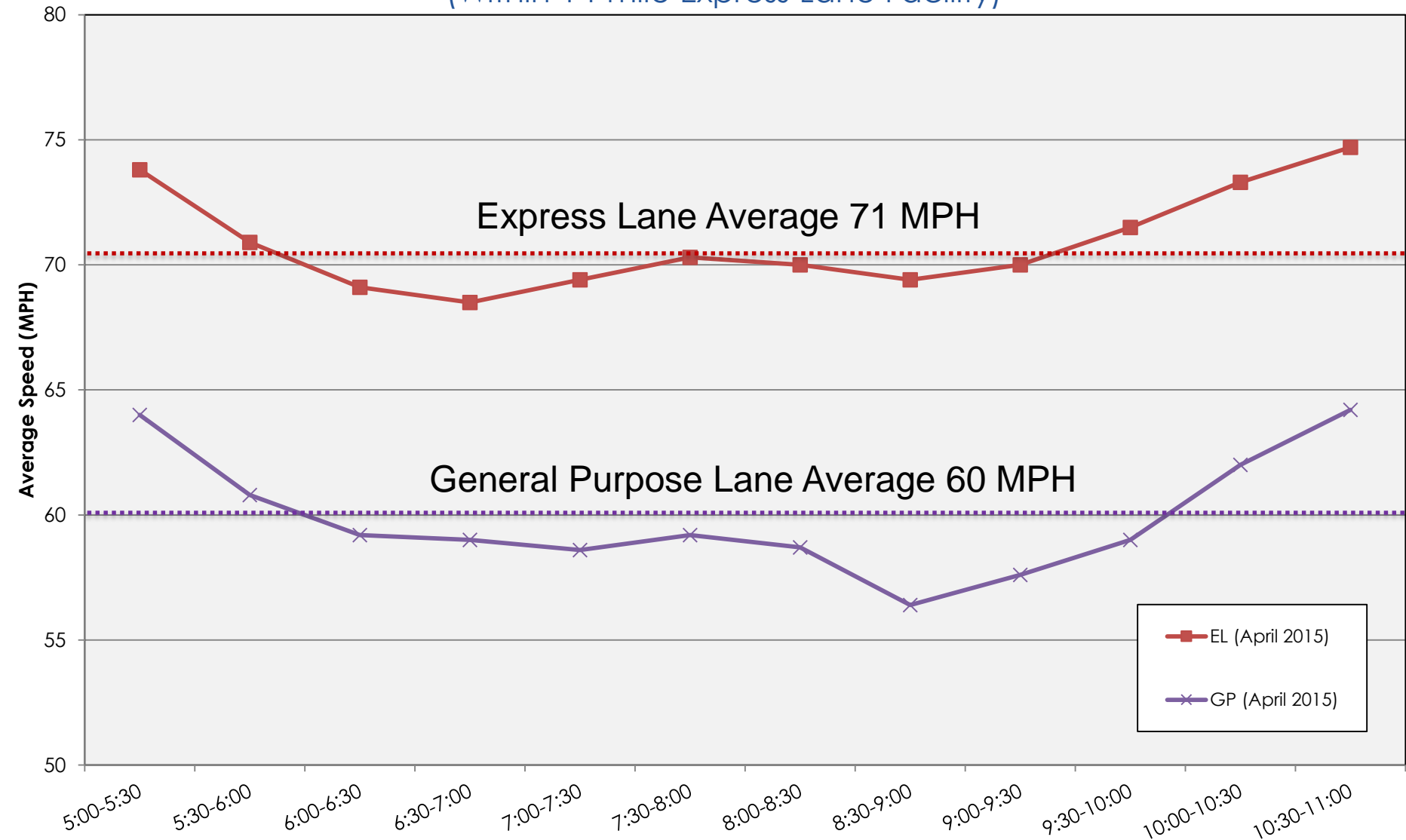


GP Lanes	90%		90%
HOV/Express Lane	59%		59%
Corridor	83%		83%

April 2015

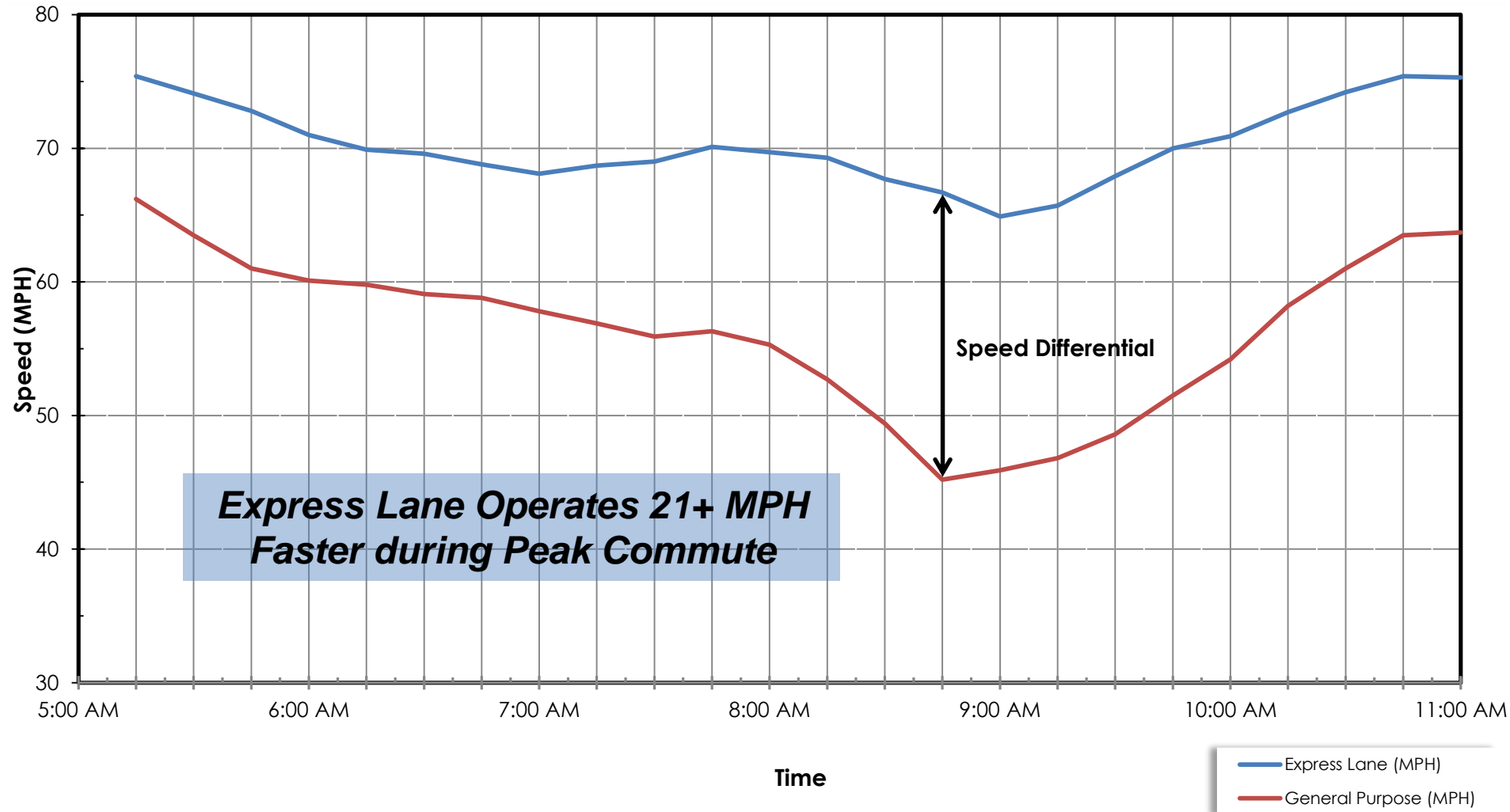
Average Travel Speed

(Within 14-mile Express Lane Facility)



Average Daily Speed Curves During Peak Commute Period

Central Segment (Washington to Mission)

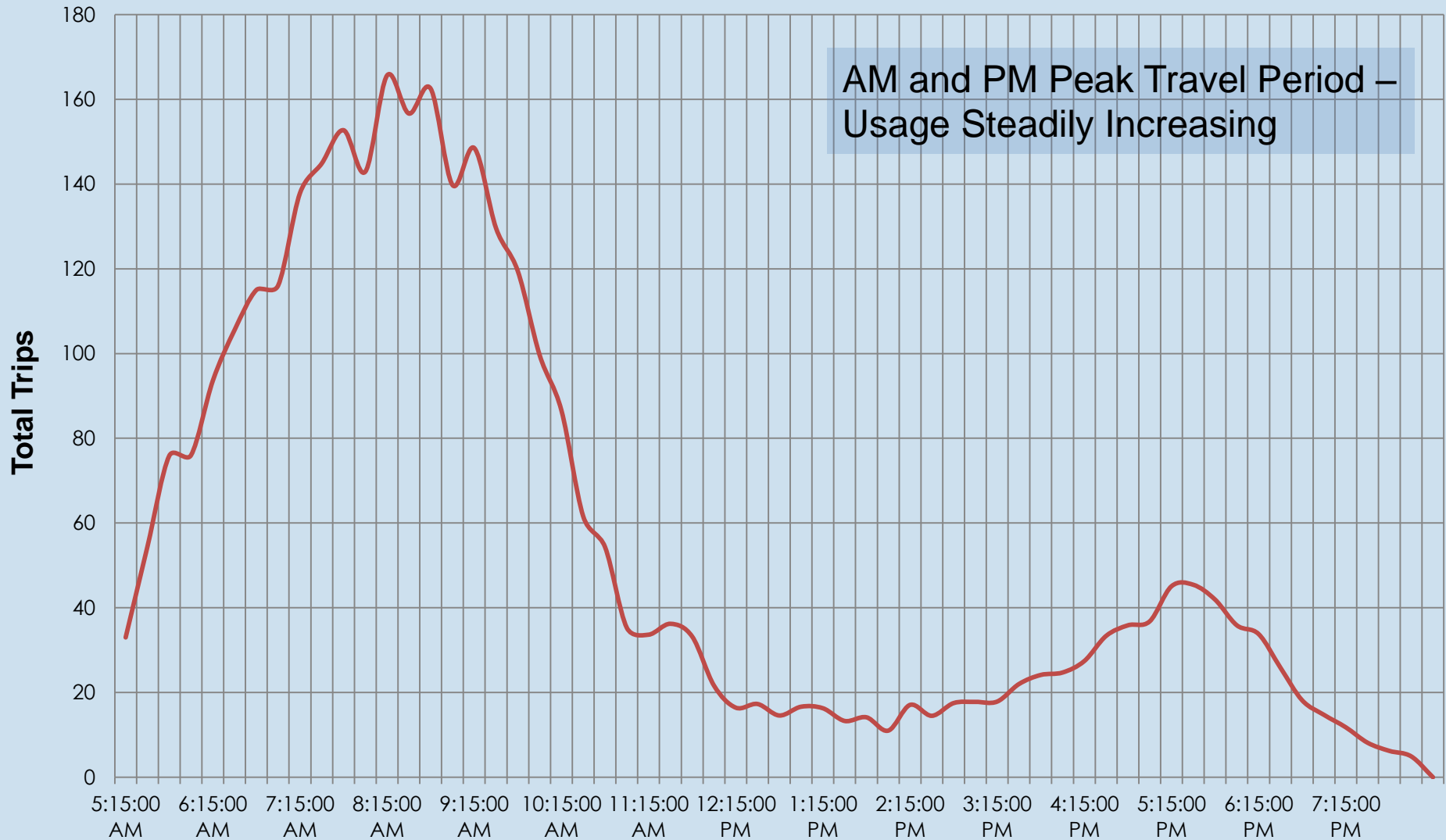


April 2015 - Tuesday to Thursday Averages

Average Daily Toll Trips

April 2015

(Tuesday to Thursday from 5 AM to 8 PM)



Revenue (Estimated Gross vs. Forecasted)

Revenue in FY 2014/15

(April 2015)

Estimated Gross Revenue

\$1,643,000

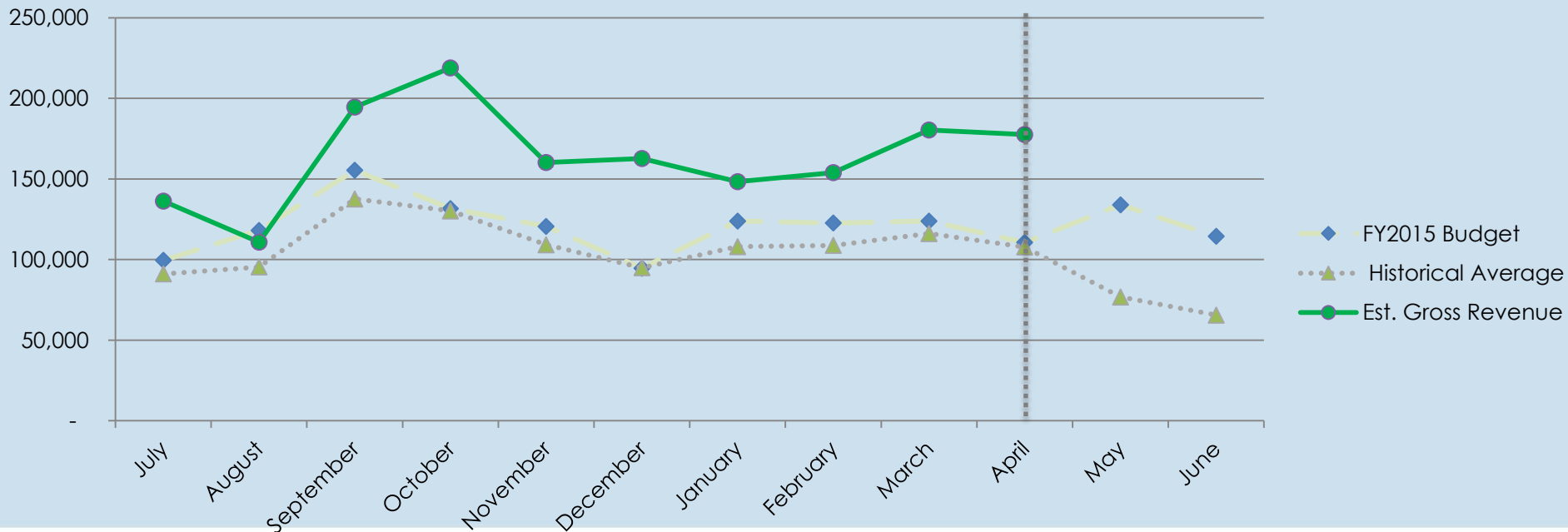


34%

Forecasted*

\$1,200,000

* Forecasted revenue for the full FY 14/15 is \$1,449,000





Questions ?

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Memorandum

5.3

1111 Broadway, Suite 800, Oakland, CA 94607

PH: (510) 208-7400

www.AlamedaCTC.org

DATE: June 1, 2015

SUBJECT: I-680 Northbound Express Lane (PN 721.0): 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. 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. This item is for information only.

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 NB 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 proposes to add a new HOV/Express Lane between Auto Mall Parkway and SR 84 to eliminate these bottleneck locations and alleviate much of the daily congestion.

The Project Team continues to make progress toward environmental approval. A Final Environmental Document (ED), Environmental Impact Report/Environmental Assessment (EIR/EA), is expected to be completely in summer 2015. A Request for Proposal (RFP) was released in May 2015 to procure a design consultant for final design. Release of an RFP

for system integration is expected shortly. The following is a detailed discussion of work in progress and/or upcoming major tasks.

Environmental Document & Project Approval (PA&ED)

The Final ED is currently under review by Caltrans HQ and Legal, with approval expected in summer 2015.

The Project Report (PR) process is underway. The Draft PR is currently being updated to become the Final PR. Completion of a Final PR will indicate Caltrans, Federal Highway Administration (FHWA), and Alameda County Transportation Commission (Alameda CTC) approval of the project. Final PR approval is anticipated in summer 2015.

Project Implementation Approach

The ED and PR include studies and analysis for both the full project limits (SR 237 to SR 84) and an initial phase of construction (Auto Mall Parkway to SR 84). The limits for the initial phase of construction are based on immediate operational benefits and projected funding availability. In the interest of expediting important improvements for the public, Alameda CTC and Caltrans have agreed to incorporate a pavement rehabilitation project (from Auto Mall Parkway to SR 84) into the I-680 NB Express Lane Project.

Staff is exploring project delivery and funding options to expedite the implementation of the initial phase. This initial phase (Phase 1 Modified), which is anticipated to save approximately \$80 million in capital cost, would be achieved as follows:

- Lane and shoulder width reductions, at levels acceptable to Caltrans, intend to reduce the amount of highway and structure widening necessary, with capital cost savings estimated at approximately \$65 million; and
- Minimize right of way acquisitions, utility relocation work, and environmental impacts to further reduce capital cost up to \$15 million and accelerate the right of way, design and construction schedule by about six months.

The schedule for the initial phase (Phase 1 Modified) for the I-680 Project is as follows:

- Final PA&ED: July/August 2015
- Final Design (PS&E): December 2016
- Construction: early 2017 - late 2018

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

Fiscal Impact: There is no significant fiscal impact. This is for information only.

Staff Contact

[Kanda Raj](#), Project Controls Team

[Susan Chang](#), Project Controls Team