



**I-680 SUNOL SMART CARPOOL LANE  
JOINT POWERS AUTHORITY**

**MEETING NOTICE**

**Monday, May 13, 2013, 9:00 AM**

1333 Broadway, Suite 300, Oakland, California 94612

(see map on last page of agenda)

**Commission Chair**

Scott Haggerty, Supervisor – District 1

**Commission Vice Chair**

Rebecca Kaplan, Councilmember

**AC Transit**

Elsa Ortiz, Director

**Alameda County**

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**Chair:**

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**Vice Chair:**

Jerry Thorne – Alameda CTC

**Members:**

Gail Price – Santa Clara VTA

Tim Sbranti – Alameda CTC

Scott Haggerty – Alameda CTC

**Staff Liaison:**

Stewart D. Ng

**Executive Director:**

Arthur L. Dao

**Clerk of the Commission:**

Vanessa Lee

**AGENDA**

*Copies of Individual Agenda Items are Available on the:  
Alameda CTC Website -- [www.AlamedaCTC.org](http://www.AlamedaCTC.org)*

**1 PLEDGE OF ALLEGIANCE**

**2 ROLL CALL**

**3 PUBLIC COMMENT**

Members of the public may address the Board during “Public Comment” on any item not on the agenda. Public comment on an agenda item will be heard when that item is before the Board. Only matters within the Board’s jurisdictions may be addressed. Anyone wishing to comment should make their desire known by filling out a speaker card and handing it to the Secretary. Please wait until the Chair calls your name. Walk to the microphone when called; give your name, and your comments. Please be brief and limit comments to the specific subject under discussion. Please limit your comment to three minutes.

**4 CONSENT CALENDAR**

4A. [Approval of the Minutes of April 8, 2013 – Page 1](#)

**A**

4B. [Acceptance of the I-680 Southbound Express Lane FY2011-2012 Annual Report – Page 3](#)

**A**

**5 REGULAR MATTERS**

5A. [Approval of the Proposed Budget Update for Fiscal Year 2012-2013 – Page 21](#)

**A**

5B. [Acceptance of the Sunol Smart Carpool Lane JPA Operating Statement of Revenues and Expenses as of March 31, 2013 – Page 27](#)

**A**

- 5C. [I-680 Sunol Smart Carpool Lane JPA Proposed Budget for Fiscal Year 2013-2014](#) I  
– Page 33
- 5D. [I-680 Southbound Express Lane \(ACTIA No. 8A\) Monthly Operations Update](#) I  
– Page 39
- 5E. [I-680 Northbound Express Lane \(ACTIA No. 8B\) Monthly Progress Report](#) I  
– Page 55

**6 COMMITTEE MEMBER REPORTS (Verbal)**

**7 STAFF REPORTS (Verbal)**

**8 ADJOURNMENT/NEXT MEETING: June 10, 2013**

**Key: A- Action Item; I – Information Item**

- (\*) Materials will be distributed at the meeting.  
(#) All items on the agenda are subject to action and/or change by the Board.

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

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I-680 Sunol Smart Carpool Lane JPA Meeting  
**MINUTES OF April 08, 2013**  
**OAKLAND, CALIFORNIA**

The meeting was convened by the Chair, Bill Harrison, at 9:15 am

**1 PLEDGE OF ALLEGIANCE**

Mayor Harrison led the pledge of allegiance.

**2 ROLL CALL**

A quorum was confirmed.

**3 PUBLIC COMMENT**

There were no public comments.

**4 CONSENT CALENDAR**

**4A. Approval of the Minutes of March 11, 2013**

Supervisor Haggerty motioned to approve this Item. Mayor Thorne seconded the motion.  
The motion passed 4-0.

**5 REGULAR MATTERS**

**5A. I-680 Southbound Express Lane (ACTIA No. 8A) Monthly Operations Update**

Arun Goel provided a monthly operations update of the express lane facility. He reviewed average travel times during commute hours, speed curves, express lane revenue and toll trip comparison, average daily express lane toll trips and average daily express lane revenue comparison for the past six months.

Supervisor Haggerty wanted to know how often the toll price settings are adjusted. Mr. Goel stated that the settings are based on a dynamic toll with minimum and maximum amounts and that the system updates every 5-10 minutes based on congestion.

Mayor Thorne asked what the minimum toll price was. Mr. Goel stated that during peak travel the minimum toll is 30 cents.

This Item was for information only.

**5B. I-680 Northbound Express Lane (ACTIA No. 8B) Monthly Status Update**

Gary Sidhu provided a status update of project development activities that are completed or planned for the I-680 Northbound Express Lane. He reviewed recently completed and ongoing activities including traffic, revenue and environmental technical studies. Mr. Sidhu concluded by reviewing upcoming PA&ED activities, scheduling and key issues relating to the project.

Supervisor Haggerty wanted to know if the technical advisory committee met. Mr. Sidhu stated that TAC meetings were held.

This Item was for information only.

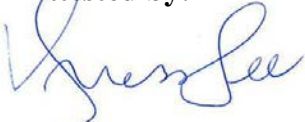
**6 STAFF REPORTS (Verbal)**

There were no member or staff reports.

**7 ADJOURNMENT/NEXT MEETING: May 15, 2013**

The meeting was adjourned at 9:20 am. The next meeting is scheduled for May 15, 2013.

**Attested by:**



**Vanessa Lee  
Clerk of the Commission**





## **Memorandum**

**DATE:** May 02, 2013

**TO:** I-680 Sunol Smart Carpool Lane Joint Powers Authority

**FROM:** Tess Lengyel, Deputy Director of Policy, Public Affairs and Legislative

**SUBJECT:** **Acceptance of the I-680 Southbound Express Lane FY2011-2012 Annual Report**

### **Recommendation**

It is recommended that the Sunol Smart Carpool Lane JPA (JPA) Board accept the attached I-680 Southbound Express Lane FY2011-2012 Annual Report which includes a history of improvements to this corridor, key project and lane milestones, lane use data and financial information.

### **Discussion**

This second annual report is responsive to the JPA Administrative Code requirement that the Managing Agency shall prepare or oversee the preparation of an annual report to the Governing Board and the Member Agencies.

### **Fiscal Impact**

There is no fiscal impact at this time.

### **Attachment(s)**

Attachment A: I-680 Southbound Express Lane FY2011-2012 Annual Report

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# I-680 Southbound Express Lane





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## Message from the Chair

September 20, 2012 marked the two-year anniversary of the opening of the first express lane in Northern California. The 14 mile I-680 Southbound Express Lane over the Sunol Grade was created to give drivers more reliability in their travel time by helping to manage congestion — and improve throughput within the corridor. Already we have seen significant success.

Ongoing monitoring shows the average travel speed in the express lane is observed as 10-15 mph faster than in the general purpose lanes during peak commute, and a more than 20 mph speed differential has been observed in the most congested segment, in the vicinity of Washington Boulevard. Hundreds of additional solo drivers have switched to the express lane to take advantage of this time savings.

I am proud that together with our partners, the Alameda County Transportation Commission and the Santa Clara Valley Transportation Authority, we are employing the latest technology to expand choices for the residents, commuters and businesses of the East Bay. This first operational express lane facility is part of a larger express lane network envisioned throughout the Bay Area. The success of the I-680 southbound express lane provides evidence that increasing the efficiency of our existing infrastructure improves travel reliability and travel times.



**Bill Harrison, Chair**  
Sunol Smart Carpool Lane Joint Powers Authority

*“Providing options in this busy corridor offers commuters dependable travel times. These types of mobility improvements reduce delays and support a better quality of life by reducing the amount of time people are stuck in traffic. High-tech travel choices on I-680 are a model for the future.”*

— Scott Haggerty,  
JPA Chair, 2010-2012



## The I-680 Southbound Express Lane

Since it opened to traffic in September 2010 as Northern California's first high occupancy toll (HOT) or express lane facility, the I-680 Southbound Express Lane located between State Route 84 and State Route 237 has been a success by providing travel options to commuters and increasing road capacity. It was designed to manage growing traffic congestion on I-680 and provide people with a new commute choice between the East Bay and Silicon Valley. It is governed by the Sunol Smart Carpool Lane Joint Powers Authority — and was funded with state, federal and local funds, including Alameda County's voter-approved local sales tax, Measure B.

Since opening, more than 900,000 solo drivers have chosen to get to their destination faster by using the Express Lane.

The I-680 Southbound Express Lane launched a new era of congestion relief for drivers in Northern California, giving solo drivers the choice to pay a toll for access into the HOV lane, when there is excess capacity. Carpool lane users continue to enjoy the benefits of sharing rides at no cost — and can enjoy the benefits of the express lane since access to the lane is regulated to ensure reliable travel times. Usage of the toll lane has increased steadily since its inception. During fiscal year 2011-2012 (July 1, 2011 – June 30, 2012), the express lane was used by more than 520,000 toll payers, with an average peak hour (5 a.m. to 11 a.m.) toll of \$3.09 per trip and non-peak hour (11 a.m. to 8 p.m.) toll of \$0.47.

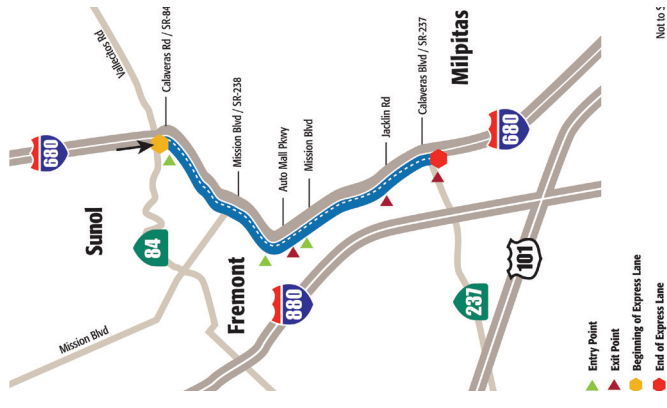
*“As our economy recovers  
and traffic congestion  
increases, the benefits of  
the express lanes will be  
even more significant.”*

— Jerry Thorne,  
JPA Vice Chair

## I-680 Express Lane Key Milestones

- **1990s**  
Sunol Grade becomes one of the top three most congested commute corridors in the Bay Area.
- **1998**  
Solutions on Sunol Coalition forms to address congestion issues.
- **2001**  
New I-680 Southbound auxiliary lane opens.
- **2002**  
New 14-mile I-680 Southbound HOV lane opens.
- **2004**  
State Legislature authorizes two pilot express lanes in Northern California; I-680 Southbound was the first to open.
- **2008**  
I-680 Southbound Express Lane construction begins.
- **2009**  
Pre-implementation traffic study is completed.
- **2010**  
I-680 Southbound Express Lane opens.
- **2012**  
I-680 Southbound Express Lane celebrates two-years of operation.
- **2013**  
Post-implementation traffic study submitted to state legislature.

From 2010-2012 more than 900,000 solo drivers used the express lane to reach their destinations faster.



## History

The I-680 Corridor between Pleasanton and Milpitas in eastern Alameda County, known as the Sunol Grade, is a major commute route connecting the Tri-Valley Area (Dublin, Livermore and Pleasanton) in Alameda County with South Bay cities in Santa Clara County and Silicon Valley businesses. In 1998, a group of elected officials, agencies and businesses formed the Solutions on Sunol (SOS) Coalition to address congestion within the corridor, which was recorded as one of the top three most-congested corridors in the Bay Area. A transportation systems management report identified the need for operational improvements in both directions of I-680 along the Sunol Grade. By the end of 2002, a 14-mile southbound HOV lane opened between Route 84 and Route 237 as a first step to manage congestion.

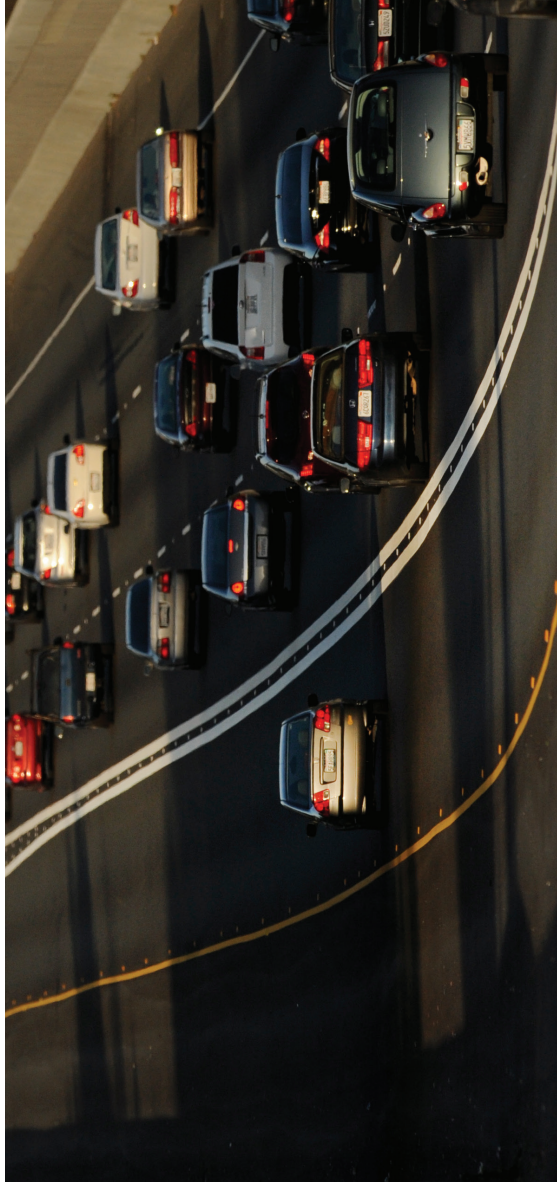
Studies were then conducted to see whether the southbound HOV lane could be converted to a high-occupancy toll (HOT) or express lane facility. Express lanes offer the option to better utilize the existing HOV lane capacity, giving solo drivers the option to pay a toll to use the express lane and avoid congestion, which reduces congestion in general-purpose lanes thus improving overall corridor performance. After the successful implementation of express lanes in Southern California, the state legislature passed Assembly Bill 2032 (AB 2032) in 2004 that authorized the agency to conduct, operate and administer a value-pricing program (express lane) within two corridors in Alameda County, including the Sunol Grade Corridor.



Conversion of the I-680 southbound HOV lane into an express lane began in 2008. Construction included widening the roadway to accommodate a new two-foot buffer — separating the express lane from the general purpose lanes, installing electronic toll-collection equipment, repaving the entire roadway and adding soundwalls in locations as identified through noise studies.

The I-680 Southbound Express Lane sparked the initiation of a regionwide express lane network that will include 550 miles of express lanes in the San Francisco Bay Area in coming years.

This \$41 million express lane project was funded with federal, state and local funds, including \$19.7 million from Measure B, Alameda County's local transportation sales tax measure approved by 81.5% of voters in 2000.





Carpools, vanpools, motorcycles, buses and permitted low-emission vehicles use the express lane for free.

## How the Lane Works

### Dynamic Pricing and Tolls

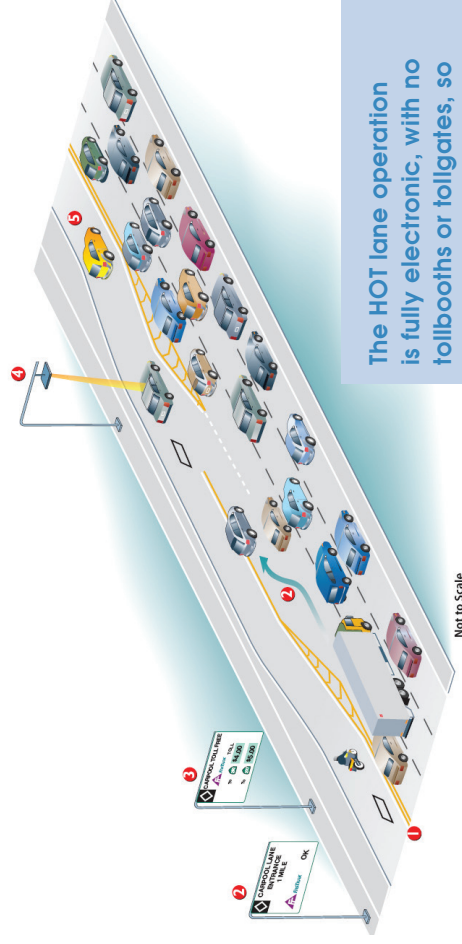
The I-680 Southbound Express Lane is one of the first in the nation to deploy a full, dynamic pricing system, which ensures a consistent and reliable travel time in the express lane. Dynamic pricing means that tolls vary based on real-time traffic conditions in the corridor — increasing when congestion is heavier and decreasing when traffic is lighter. The goal is to keep the express lane operating at a reliable level of service, which requires a minimum speed of 45 mph.

Tolls on the I-680 Southbound Express Lane have ranged from \$0.30 during off-peak hours to a maximum of \$7.50 during peak hours on the most-congested commute days.

The express lane operates Monday through Friday from 5 a.m. to 8 p.m. Solo drivers who want to use the lane need a FasTrak<sup>®</sup> transponder. Each time drivers choose to use the express lane, the toll amount is deducted from their FasTrak account balance. The operation is fully electronic, with no tollbooths or tollgates, so customers do not need to slow down or stop to pay.

There are three entry points and three exit points. One half-mile before each entry point, an overhead electronic sign displays the toll being assessed. Solo drivers have a choice to pay the current toll to use the express lane. The amount drivers pay is based on the price displayed at their entry point, even if toll rates change while they are in the express lane. Carpools with two or more people, vanpools, motorcycles and buses always use the lane for free. To avoid being charged a toll, carpool drivers need to place their FasTrak® transponders in a mylar bag provided by FasTrak.

To avoid being charged a toll, carpool drivers need to place their FasTrak® transponders in a mylar bag.



The HOT lane operation is fully electronic, with no tollbooths or tollgates, so customers do not need to slow down or stop to pay.



## Corridor Use and Investments

The I-680 Southbound Express Lane has seen a 78% increase in the number of monthly users from 2010 to 2012.

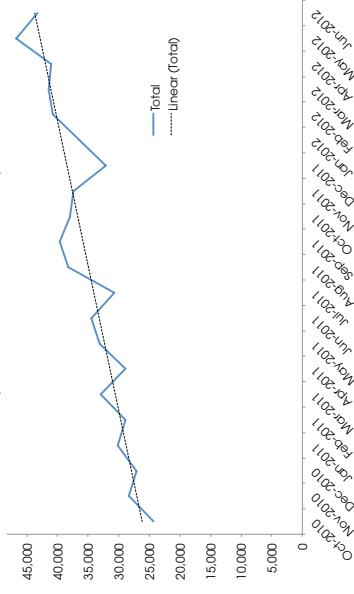
When the Sunol Smart Carpool Lane JPA was formed, the Authority agreed to reinvest all net revenues derived from the express lanes directly back into the project corridor to fund other transportation projects or programs, and to use toll revenues first to pay for operating and maintaining the I-680 Express Lane.

Use of the I-680 Southbound Express Lane has risen steadily since its inception, with the exception of brief declines during holiday periods.



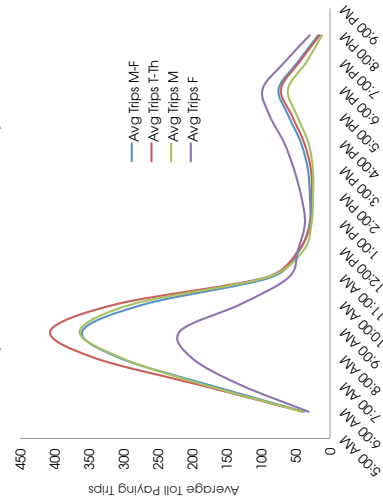
Total Express Lane Revenue Trips

(October 2010 to June 2012)



The express lane operates from 5 a.m. to 8 p.m., Monday through Friday. The lane is used most frequently Tuesday through Thursday, with the highest use between the hours of 8 a.m. and 10 a.m. Tolls range from \$0.30 to a maximum of \$7.50, and the highest toll rates correspond with the highest use period (8 a.m. and 10 a.m.). Dynamic pricing increases tolls during highest-use hours to ensure a steady flow of traffic in the express lane.

**Average Daily Express Lane  
Toll Paying Trips by Hour**  
(October 2010 to June 2012)



**Average Daily Toll Rate 5 a.m. – 8 p.m.**  
(October 2010 to June 2012)



## Dynamic Pricing:

The I-680 Express Lane is managed with a dynamic pricing mechanism that changes the cost for solo drivers to use the lanes as congestion changes in the corridor. The I-680 Express Lane is priced to ensure lane capacity for carpool, vanpool and transit users, so that the average speed in the express lane does not go below 45 mph.



## Toll Enforcement

Express lane tolls are collected via FastTrak® transponders, which are required for any solo driver to use the lane. The California Highway Patrol (CHP) provides toll enforcement on the I-680 Southbound Express Lane, employing both the normal patrols provided on other Bay Area freeways as well as additional officers contracted for increased enforcement to deter toll violations. The I-680 Southbound Express Lane has FastTrak readers at five locations: three at each toll zone, and two at stand-alone enforcement zones. The enforcement zone readers are used only as an aid to the CHP enforcement, by determining if a vehicle has a valid FastTrak transponder.

The facility has a two-foot buffer stripe separating the general-purpose and express lanes; crossing the double lines to enter the express lanes is a moving violation. Additional violations include avoiding the toll readers, straddling double white lines, and traveling in the toll lane without a valid FastTrak transponder. Additional information about violation rates within the corridor will be available in a post-implementation After Study Report that will be complete

in summer 2013. Alameda CTC is working closely with the California Toll Operators Committee and other regional agencies to evaluate additional emerging technologies that could provide automated toll violation enforcement options to reduce violation rates.



Roadway cameras monitor the I-680 HOT Lanes

## The Future: A Regional Express Lane Network

The I-680 Southbound Express Lane is part of the 550-mile Bay Area Express Lane Network that is envisioned to provide increased travel reliability and efficiency, and to improve connectivity in the HOV network within the Bay Area, benefiting drivers and transit users alike. The goals of the network are to promote carpooling and express bus use, and reduce congestion and emissions — ensuring that all users, not just those who choose to pay the toll, benefit from the express lane network.

The next express lanes in Alameda County will be the eastbound and westbound I-580 HOV/Express Lanes, within a 24-mile freeway corridor in the vicinity of the cities of Dublin, Pleasanton and Livermore. They are slated for construction in late 2014. This is the second corridor legislatively approved for express lane implementation in Alameda County by AB 2032. The I-680 Northbound Express Lane, which will complement the existing I-680 Southbound Express Lane, is currently in the environmental clearance phase.

### Reporting Results:

California Assembly Bill 2032, the legislation that authorized the I-680 Express Lanes, requires a post-implementation traffic study to evaluate the operational benefits of the express lane, and to compare the study results with the pre-implementation traffic study (completed in April 2009) using a set of performance metrics. In September 2012, Alameda CTC selected a firm to perform the post-implementation study as required by AB 2032. The study will be complete in summer 2013.

## Sunol Smart Carpool Lane JPA

**Chair:**

**Bill Harrison, Mayor,**  
City of Fremont,  
Alameda CTC

**Vice Chair:**

**Jerry Thorne, Mayor,**  
City of Pleasanton,  
Alameda CTC

**Members:**

**Scott Haggerty, Alameda**  
County Supervisor,  
District 1,  
Alameda CTC

**Gail Price, Councilmember,**  
City of Palo Alto,  
Santa Clara VTA

**Tim Sbranti, Mayor,**  
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**Executive Director:**

**Arthur L. Dao,**  
Alameda CTC

**Staff Liaison:**

**Stewart D. Ng,**  
Deputy Director of  
Projects and Programming,  
Alameda CTC

**Clerk of the Commission:**

**Vanessa Lee**

[www.alamedaexpress.org](http://www.alamedaexpress.org)

The Sunol Smart Carpool Lane Joint Powers Authority is an independent joint powers authority created to operate the I-680 Express Lane. Its Board of Directors consists of five elected officials, four voting members from Alameda County, and one voting member from Santa Clara County. Voting rights were determined based on each county's share of road miles within the corridor.

The Authority holds monthly meetings that are open to the public. Meeting agendas and minutes are posted on the Alameda CTC website at [www.alamedactc.org](http://www.alamedactc.org). The Alameda County Transportation Commission, Caltrans and the California Highway Patrol provide services to the Authority contractually. The Authority also has an agreement with the Bay Area Toll Authority to use its FasTrak® electronic toll-collection system.



## Financial Information, Fiscal Year 2011-2012

Toll revenues received on the express lane are utilized to pay for operations and maintenance of the express lane. Currently, revenues do not exceed operating costs, and the express lane is subsidized by grant funding for the I-680 Southbound HOT Lane Project. When the express lane becomes sustainable and revenues exceed operations and maintenance costs, the Sunol Smart Carpool Lane JPA Board will determine how to reinvest these funds into the project corridor. An Expenditure Plan will be adopted biennially and may include funding for the construction of HOV facilities including the I-680 Northbound Sunol Smart Carpool Lane project or transit capital and operations that directly serve the Sunol Smart Carpool Lane Corridor.

FY2011-12 tollpaying trips totaled 521,315. The average peak time toll was \$3.09, reaching a high of \$7.50, and the average non-peak time toll was \$0.47.

Highlights from the FY2011-12 Audited Financial Report:

- Total net assets increased by \$844,000 or 24.3% from \$3.5 million to \$4.3 million as of June 30, 2012, as compared to June 30, 2011. Capital assets comprised \$2.6 million or 60.4% of the total net assets as of June 30, 2012.
- As of June 30, 2012, cash and cash equivalents increased by \$1.1 million or 207.2% over June 30, 2011.
- Toll revenue was \$1.1 million during fiscal year 2012, an increase of \$453,000 or 72.1% over the period of September 20, 2010 through June 30, 2011.
- The Authority's total operating expenses were \$349,000 during fiscal year 2012, an increase of \$110,000 or 46.0% over the period of September 20, 2010 through June 30, 2011. Operating expenses for fiscal year 2012 were primarily comprised of \$239,000 of depreciation expense on capital assets.



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## **Memorandum**

**DATE:** May 02, 2013

**TO:** I-680 Sunol Smart Carpool Lane Joint Powers Authority

**FROM:** Arthur L. Dao, Executive Director  
Patricia M. Reavey, Director of Finance

**SUBJECT:** **Approval of the Proposed Budget Update for Fiscal Year 2012-2013**

### **Recommendation**

It is recommended that the Board approve the attached I-680 Sunol Smart Carpool Lane JPA FY2012-13 Proposed Budget Update (Attachment A), for express lane operations.

### **Discussion**

The attached budget update is being provided to update the beginning net asset balance to the amount in the FY2011-12 audited financial report and to reallocate the current budget authority between expenditure line items.

The proposed FY2012-13 budget update reflects a roll forward net asset balance of \$4,318,483 from the FY2011-12 audited financial report, which includes the capitalized assets acquired from Caltrans upon acceptance of work on the project in the amount of \$2,846,110 and reserves for future toll system, software and hardware replacement and roadway rehabilitation in the amount of \$500,000. The toll revenue projection of \$1,050,000 remains unchanged from the adopted budget. Net assets and revenues less capital assets and reserves provide total resources of \$2.0 million for FY2012-13.

FY2012-13 is the first full year that the JPA became segregated from the ACCMA project and is paying for the majority of its operating cost independently. Total projected operating costs for the JPA remain unchanged in this budget update at \$1,581,000, but have been reallocated among budget line item category. This leaves the JPA with a projected operating deficit of \$531,000 and a projected ending net asset balance of \$3,787,483. The projected ending net asset balance of \$3,787,483 million includes capital assets in the amount of \$2,846,110 and reservations in the amount of \$500,000 for future toll system, software and hardware replacement and roadway rehabilitation leaving the JPA with projected ending unrestricted net assets in the amount of \$441,373.

Grant funding from the ACCMA project to be utilized to fund JPA operating costs in FY2012-13 remains unchanged at \$835,000. The associated costs have also been reallocated, but remain the

same in total. These costs are shown in Attachment B for informational purposes only.

**Fiscal Impact**

There is no fiscal impact related to the proposed budget update for FY2012-13 as both the total projected revenues and total expenditures remain unchanged.

**Attachment(s)**

Attachment A: I-680 Sunol Smart Carpool Lane JPA FY2012-13 Proposed Budget Update

Attachment B: I-680 Sunol Smart Carpool Lane JPA Proposed Operating Costs, FY 2012-13

**I-680 SUNOL SMART CARPOOL LANE JPA**  
**Fiscal Year 2012-13**  
**Proposed Budget Update**

	<b>FY 12-13 Adopted Budget</b>	<b>FY12-13 Proposed Adjustment</b>	<b>FY 12-13 Proposed Adjusted Budget</b>
<b>Beginning Net Assets</b>	<b>\$ 1,281,567</b>	<b>\$ 3,036,916</b>	<b>\$ 4,318,483</b>
<b><u>OPERATING REVENUES</u></b>			
Toll Revenue	1,050,000	-	1,050,000
<b>Total Operating Revenues</b>	<b>1,050,000</b>	<b>-</b>	<b>1,050,000</b>
<b><u>OPERATING EXPENSES</u></b>			
Operations & Maintenance Contract	665,000	85,000	750,000
Project Management/Controls	250,000	(250,000)	-
Revenue Collection Fees	200,000	5,000	205,000
CHP Enforcement	175,000	-	175,000
Express Lane Maintenance (Caltrans)	125,000	-	125,000
Alameda CTC Administration	50,000	-	50,000
Alameda CTC Operations	-	125,000	125,000
Insurance	40,000	35,000	75,000
Legal Fees	35,000	(10,000)	25,000
Miscellaneous	30,000	-	30,000
Rent	6,000	-	6,000
Utilities	5,000	10,000	15,000
<b>Total Operating Expenses</b>	<b>1,581,000</b>	<b>-</b>	<b>1,581,000 *</b>
<b>Operating Surplus/(Deficit)</b>	<b>(531,000)</b>	<b>-</b>	<b>(531,000)</b>
<b>Ending Net Assets</b>	<b><u>\$ 750,567</u></b>	<b><u>\$ 3,036,916</u></b>	<b><u>\$ 3,787,483</u></b>
<b>Net Assets</b>			
Reserved for:			
Toll System/Software/Hardware Replacement	300,000	-	300,000
Roadway Rehabilitation	200,000	-	200,000
Invested in Capital Assets	-	2,846,110	2,846,110
Unrestricted	250,567	190,806	441,373
<b>Total Net Assets</b>	<b><u>\$ 750,567</u></b>	<b><u>\$ 3,036,916</u></b>	<b><u>\$ 3,787,483</u></b>

\* Proposed operating expenses include only the operating expenses to be paid from Sunol Smart Carpool Lane toll revenues. Please see Attachment B for total operating expenses including those to be funded with capital grants through the I-680 Southbound HOT Lane project.

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**I-680 SUNOL SMART CARPOOL LANE JPA  
PROPOSED OPERATING COSTS  
Fiscal Year 2012-13**

	<b>FY2012-13 Operating Expenditures As Adopted</b>	<b>FY2012-13 Proposed Adjustment</b>	<b>FY2012-13 Proposed Adjusted Operating Expenditures</b>	<b>Operating Expenditures by --- Revenues Source --- ACCMA      Operating Capital Grants      Revenues</b>	
Operations & Maintenance Contract	\$ 665,000	\$ 185,000	\$ 850,000	\$ 100,000	\$ 750,000
Project Management/Controls	500,000	(250,000)	250,000	250,000	-
Revenue Collection Fees	200,000	30,000	230,000	25,000	205,000
Traffic Studies	200,000	-	200,000	200,000	-
CHP Enforcement	175,000	-	175,000		175,000
System Manager/Operations Support	170,000	(25,000)	145,000	145,000	-
Express Lane Maintenance (Caltrans)	125,000	-	125,000		125,000
Other Consultant Costs	100,000	(60,000)	40,000	40,000	-
IT Support	75,000	(10,000)	65,000	65,000	-
Alameda CTC Administration	50,000		50,000		50,000
Alameda CTC Operations	-	125,000	125,000		125,000
Marketing/Public Outreach	40,000	(30,000)	10,000	10,000	-
Insurance	40,000	35,000	75,000		75,000
Legal Fees	35,000	(10,000)	25,000		25,000
Miscellaneous	30,000	-	30,000		30,000
Rent	6,000	-	6,000		6,000
Utilities	5,000	10,000	15,000		15,000
<b>Total Operating Expenditures</b>	<b>\$ 2,416,000</b>	<b>\$ -</b>	<b>\$ 2,416,000</b>	<b>\$ 835,000</b>	<b>\$ 1,581,000</b>

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## Memorandum

**Date:** May 02, 2013

**To:** I-680 Sunol Smart Carpool Lane Joint Powers Authority

**From:** Patricia Reavey, Director of Finance  
Lily Balinton, Accounting Manager

**Subject:** **Acceptance of the Sunol Smart Carpool Lane Operating Statement of Revenues and Expenses as of March 31, 2013**

### Recommendation:

It is recommended that the Board accept the attached Operating Statement of Revenues and Expenses of the Sunol Smart Carpool Lane JPA for the period ended March 31, 2013 (Attachment A).

### Summary:

The YTD financial report summarizes expenditures related to the Sunol Smart Carpool Lane operations from the beginning of the fiscal year. Net toll revenue is \$981,891 or 124.7% higher than projected toll revenue. Some operating expenditures continue to be paid with grant funding through the Alameda CTC's I-680 Southbound HOT Lane Project. To assist in understanding the total operating costs of the Sunol Smart Carpool Lane as of March 31, 2013, staff has included an additional statement which summarizes total costs incurred to operate the Sunol Smart Carpool Lane including those funded through the Alameda CTC's project (Attachment B).

### Discussion:

The I-680 Express Lane opened for operations on September 20, 2010. Since that time usage of the toll lane has continued to grow from week to week. However, the breakeven analysis presented to the board on September 10, 2012 demonstrated the need to continue to fund some operating costs with Alameda CTC grant funds. The FY2012-13 budget approved by the JPA Board in June 2012 projected toll revenue of \$1,050,000 and identified \$1,581,000 in operating related expenses to be funded from toll revenue. These amounts are not projected to change in total; however staff is presenting a proposed budget adjustment, concurrently at this board meeting, to reallocate budgeted expenses within the budgeted line items to more accurately reflect projected expenses through the yearend.

### Fiscal Impact:

There is no fiscal impact at this time.

### Attachment(s):

Attachment A: Statement of Operating Revenues and Expenses as of March 31, 2013  
Attachment B: Sunol Smart Carpool Lane Operating Expenses as of March 31, 2013

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**SUNOL SMART CARPOOL LANE**  
**Statement of Operating Revenues and Expenses**  
**As of March 31, 2013**

<b><u>OPERATING REVENUES</u></b>	<b>YTD Actuals</b>	<b>YTD Budget</b>	<b>% Used</b>	<b>Variance</b>
Toll Revenue	\$ 981,891	\$ 787,500	124.7%	\$ 194,391
Total Operating Revenues:	981,891	787,500		194,391
 <b><u>OPERATING EXPENSES</u></b>				
Operations & Maintenance Contract	590,043	498,750	118.3%	(91,293)
Project Management/Controls	-	187,500	0.0%	187,500
Revenue Collection Fees	154,616	150,000	103.1%	(4,616)
CHP Enforcement	131,250	131,250	100.0%	-
Express Lane Maintenance (Caltrans)	93,750	93,750	100.0%	-
Alameda CTC Staff	7,723	37,500	20.6%	29,777
Insurance	12,136	30,000	40.5%	17,864
Legal Fees	15,542	26,250	59.2%	10,708
Miscellaneous	17,644	22,500	78.4%	4,856
Rent	3,970	4,500	88.2%	530
Utilities	7,214	3,750	192.4%	(3,464)
Total Operating Expenses:	1,033,888	1,185,750		151,862
<b>Operating Surplus (Deficit)</b>	<b>\$ (51,997)</b>	<b>\$ (398,250)</b>		

## Notes:

- All other operating expenditures are being paid with grant funding through the Alameda CTC's I-680 Southbound HOT Lane Project.

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**SUNOL SMART CARPOOL LANE  
OPERATING EXPENSES  
As of March 31, 2013**

	<b>YTD Operating Expenses</b>	<b>--- Revenue Sources ---</b>	
		<b>Alameda CTC Capital Grants</b>	<b>Operating/Other Revenues</b>
Operations & Maintenance Contract	\$ 583,154	\$ (6,889)	\$ 590,043
Project Management/Controls	-	-	-
Revenue Collection Fees	154,616	-	154,616
CHP Enforcement	131,250	-	131,250
Express Lane Maintenance (Caltrans)	93,750	-	93,750
Alameda CTC Staff	99,428	91,705	7,723
Insurance	12,136	-	12,136
Legal Fees	15,542	-	15,542
Miscellaneous	17,704	60	17,644
Rent	3,970	-	3,970
Utilities	7,160	(54)	7,214
<b>Total Operating Expenditures</b>	<b>\$ 1,118,710</b>	<b>\$ 84,822</b>	<b>\$ 1,033,888</b>

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## Memorandum

**DATE:** May 02, 2013

**TO:** I-680 Sunol Smart Carpool Lane Joint Powers Authority

**FROM:** Arthur L. Dao, Executive Director  
Patricia M. Reavey, Director of Finance

**SUBJECT:** **I-680 Sunol Smart Carpool Lane JPA Proposed Budget for Fiscal Year 2013-2014**

### Recommendation

It is recommended that the Board review and comment on the attached I-680 Sunol Smart Carpool Lane JPA FY2013-14 Proposed Operating Budget (Attachment A).

### Discussion

The proposed FY2013-14 budget reflects a budgeted roll forward net asset balance of \$3,787,483 from FY2012-13, which will be updated at mid-year with actual information from the FY2012-13 audited financial report. It also includes projected toll revenues of \$1,350,000 which is a 28.6 percent increase over revenues projected for FY2012-13. However, current year revenues are on target to reach approximately \$1.29 million so this proposed increase is conservative at only 4.65 percent higher than projected actuals for the current year. Unrestricted net assets and revenues together, provide available resources of \$1.6 million for FY2013-14.

Total Operating expenses budgeted to be funded by toll revenues from the Sunol Smart Carpool Lane are projected to be \$1,535,000 which leaves the JPA with a projected operating deficit of \$185,000. Approximately \$485,000 of operating expenses will continue to be paid with capital grants funded through the ACCMA's I-680 Southbound HOT Lane project (see Attachment B). If the ACCMA's capital grant funding was not available to fund these costs in FY2013-14, the operating deficit would be \$670,000 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 projected net asset balance at the end of FY2013-14 is \$3,602,483. It is comprised of \$500,000 reserved for future toll system, software and hardware replacement and roadway rehabilitation, \$2,846,110 of capital assets and \$256,373 of unrestricted net assets.

### Fiscal Impact

The impact of the Proposed Budget for FY2013-14 would be to provide resources of \$1,350,000 and authorize expenses of \$1,535,000 for FY2013-14 which would reflect an overall decrease in

available net assets of \$185,000 for a projected ending net asset balance of \$3,602,483 and a projected ending unrestricted net asset balance of \$256,373.

**Attachment(s)**

Attachment A: I-680 Sunol Smart Carpool Lane JPA FY2013-14 Proposed Operating Budget

Attachment B: I-680 Sunol Smart Carpool Lane JPA Total Proposed Operating Expenses  
FY2013-14



**I-680 SUNOL SMART CARPOOL LANE JPA**  
**Fiscal Year 2013-14**  
**Proposed Operating Budget**

	<u>FY 2012-13 Budget</u>	<u>FY 2013-14 Proposed Budget</u>
<b>Beginning Net Assets</b>	<b>\$ 4,318,483</b>	<b>\$ 3,787,483</b>
<b><u>OPERATING REVENUES</u></b>		
Toll Revenue	<u>1,050,000</u>	<u>1,350,000</u>
<b>Total Operating Revenues</b>	<b>1,050,000</b>	<b>1,350,000</b>
<b><u>OPERATING EXPENSES</u></b>		
Operations & Maintenance Contract	750,000	800,000
Revenue Collection Fees	205,000	250,000
CHP Enforcement	175,000	175,000
Express Lane Maintenance (Caltrans)	125,000	-
Alameda CTC Administration	50,000	50,000
Alameda CTC Operations	125,000	175,000
Insurance	75,000	-
Legal Fees	25,000	25,000
Miscellaneous	30,000	30,000
Rent	6,000	15,000
Utilities	<u>15,000</u>	<u>15,000</u>
<b>Total Operating Expenses</b>	<b>1,581,000</b>	<b>1,535,000</b>
<b>Operating Surplus/(Deficit)</b>	<b>(531,000)</b>	<b>(185,000) *</b>
<b>Ending Net Assets</b>	<b><u>\$ 3,787,483</u></b>	<b><u>\$ 3,602,483</u></b>
<b>Net Assets</b>		
Reserved for:		
Toll System/Software/Hardware Replacement	300,000	300,000
Roadway Rehabilitation	200,000	200,000
Invested in Capital Assets	2,846,110	2,846,110
Unrestricted	<u>441,373</u>	<u>256,373</u>
<b>Total Net Assets</b>	<b><u>\$ 3,787,483</u></b>	<b><u>\$ 3,602,483</u></b>

\* Proposed operating expenses include only the operating expenses to be paid from Sunol Smart Carpool Lane toll revenues. Please see Attachment B for total operating expenses including those to be funded with capital grants through the I-680 Southbound HOT Lane project.

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**I-680 SUNOL SMART CARPOOL LANE JPA  
TOTAL PROPOSED OPERATING EXPENSES  
Fiscal Year 2013-14**

	<b>Operating Expenses</b>	<b>Operating Expenses by --- Revenues Source ---</b>	
		<b>ACCMA Capital Grants</b>	<b>Operating Revenues</b>
Operations & Maintenance Contract	\$ 800,000	\$ -	\$ 800,000
Project Management/Controls	85,000	85,000	
Revenue Collection Fees	250,000		250,000
CHP Enforcement	175,000		175,000
System Manager/Operations Support	50,000	50,000	
Express Lane Maintenance (Caltrans)	125,000	125,000	
Other Consultant Costs	50,000	50,000	
IT Support	75,000	75,000	
Alameda CTC Administration	50,000		50,000
Alameda CTC Operations	175,000		175,000
Marketing/Public Outreach	25,000	25,000	
Insurance	75,000	75,000	
Legal Fees	25,000		25,000
Miscellaneous	30,000		30,000
Rent	15,000		15,000
Utilities	15,000		15,000
<b>Total Operating Expenses</b>	<b>\$ 2,020,000</b>	<b>\$ 485,000</b>	<b>\$ 1,535,000</b>

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## Memorandum

**DATE:** April 26, 2013

**TO:** I-680 Sunol Smart Carpool Lane Joint Powers Authority

**FROM:** Stewart D. Ng, Deputy Director for Programming and Projects  
Arun Goel, Express Lane Operations

**SUBJECT: I-680 Southbound Express Lane (ACTIA No. 8A) Monthly Operations Update**

### Recommendation

This item is for information only. No action is requested.

### Summary

The purpose of this item is to provide the JPA Board with a monthly operations update of the express lane facility. The March 2013 operations data can be found in Attachment A of the staff report. A brief presentation will be provided at the May 13, 2013 JPA Board meeting.

### Discussion

The I-680 Southbound Express Lane opened to traffic 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. The express lane facility spans over 14 miles from State Highway 84, near Pleasanton, to State Highway 237 in the City of Milpitas, and admits toll-paying solo drivers in addition to carpoolers (who use the lane at no cost). The express lane optimizes capacity, reduces congestion and increases travel time reliability within the 14 mile corridor. Since the opening of the express lane facility, over 1,160,000 solo drivers have reached their destinations by traveling at speeds that are typically 7-12 miles per hour faster (several segments within the 14 mile corridor experience over 22 miles per hour faster) than that which motorists experience in the general purpose lanes, during peak commute hour.

Tolls are collected via FasTrak® transponders, read at automated vehicle identification readers mounted on overhead gantries. Currently, the I-680 Express Lane includes five FasTrak® readers: Three at each toll zones (at Andrade, Washington and Mission) and two at stand-alone enforcement zones (south of Vargas and south of Scott Creek). Readers at the toll zone are linked to the Toll Data Center (TDC) and the accounts of vehicles passing through with valid FasTrak® transponders. Appropriate tolls are being charged based on the toll rates published via dynamic message signs for the length of their trip, calculated by a computerized real-time dynamic pricing model. The enforcement zone readers are not linked to the TDC and are used only as an aid to CHP enforcement, by determining if a vehicle has a valid FasTrak® transponder.

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 JPA, accepted the final system from the System Integrator on April 30, 2012. The express lane has since moved into the full operation and maintenance phase.

In September 2012, the Alameda CTC selected Kittleson & Associates, Inc. to perform a legislatively mandated post-implementation traffic study to analyze the operational and safety benefits of the express lane, and to compare the study results against a set performance matrix and pre-implementation traffic study, which was completed in April 2009. The consultants have completed the field traffic data gathering, and are now in the process of analyzing the data collected. In June of 2013, a draft report of the “After” study results will be presented to the Committee.

Our review of daily trip and revenue reports indicates that the express lane facility had a strong performance (data indicates there was an increase in trips, although with a lower average peak toll rate) during the month of March 2013 when compared to similar time period in 2012. While comparing the performance matrices, it is noted that the average daily number of toll paying trips has increased by 23 percent, an indication that more and more solo drivers have chosen to leave the general purposes lanes and use the express lane, instead to experience the travel reliability and time savings. While it appears that traffic congestion has returned to the corridor with upward economic activities noted in Silicon Valley, the average travel speed in the express lane continues to remain at or above the posted speed limit. Please see Attachment A for more details.

Enforcement statistics for the first quarter of 2013 (January to March) indicate that approximately 12% of citations issued in the corridor were attributable to HOV violations with an average of 81% of the total operating days having enforcement coverage.

### **Fiscal Impacts**

This is an informational item only, and there is no fiscal impact.

### **Attachment(s)**

Attachment A: I-680 SB Express Lane March 2013 Operations Update

# Year Over Year Comparison by Month

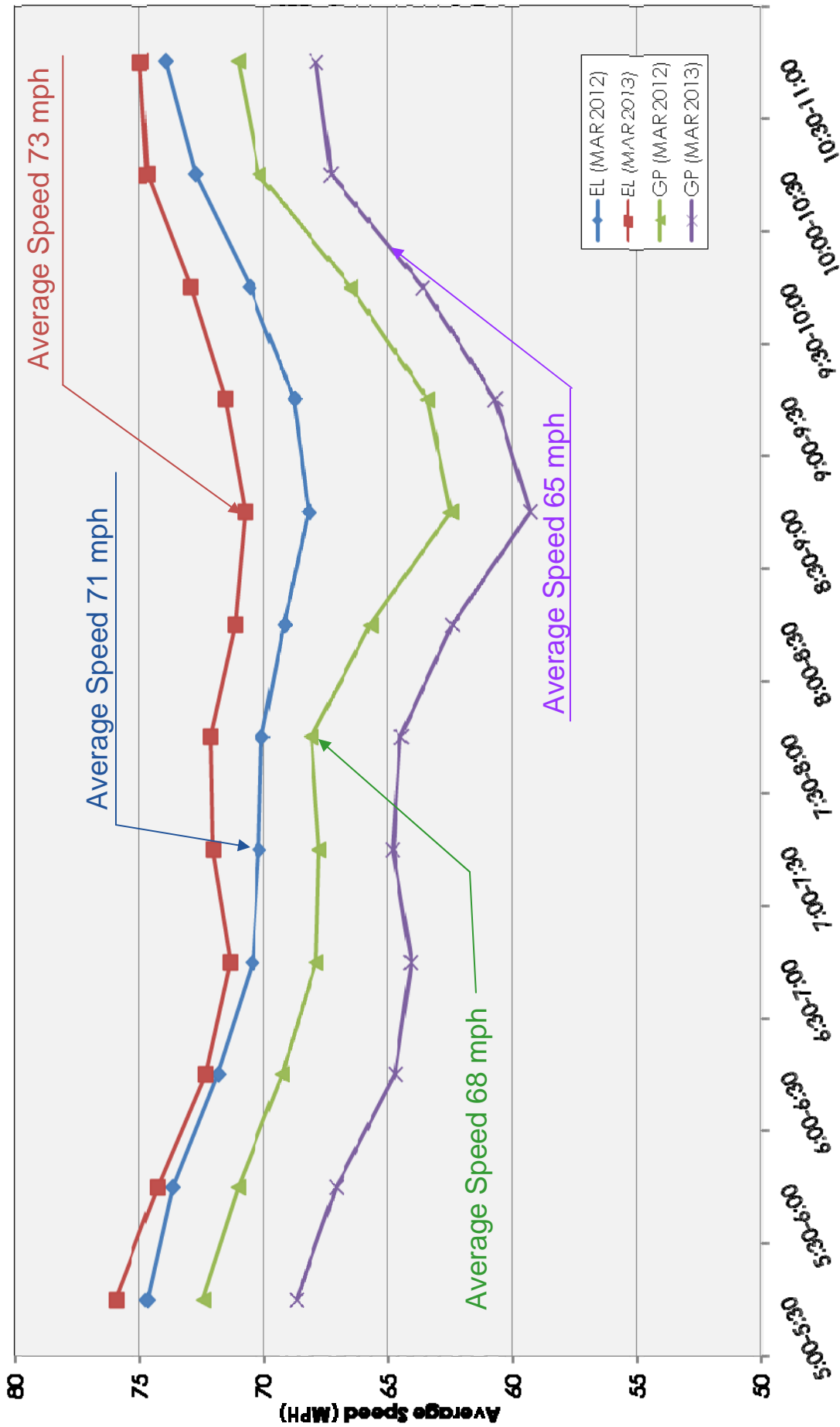
March 2012                      March 2013

Average Daily Toll Paying Trips                      1,881 vehicles                      2,330 vehicles

Average Daily Toll Revenue                      \$4,525                      \$4,925

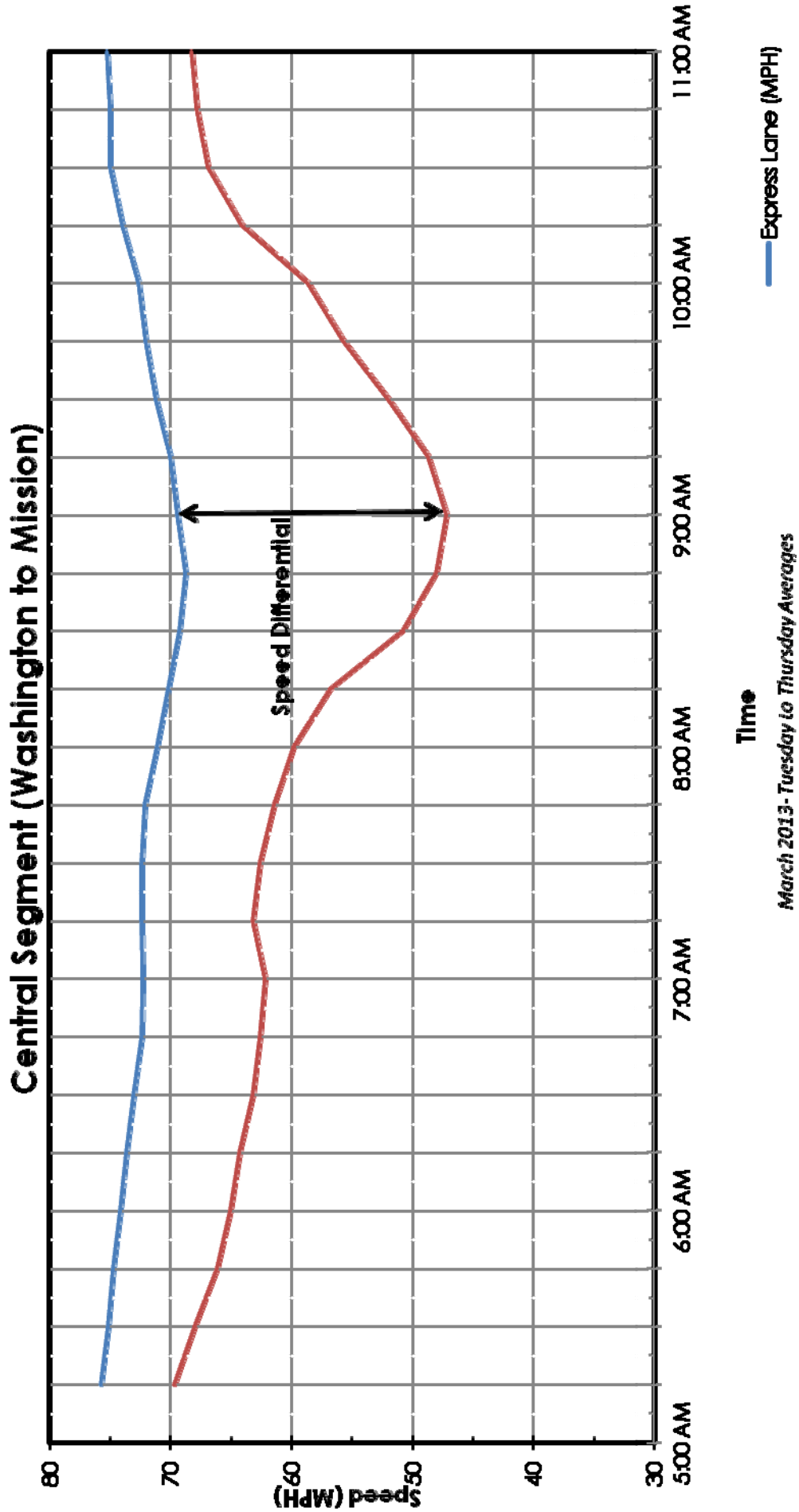
Average Peak Period Toll Rate                      \$2.41                      \$2.11

# Average Travel Speed During Morning Commute Hours (Within 14-mile Express Lane Facility)



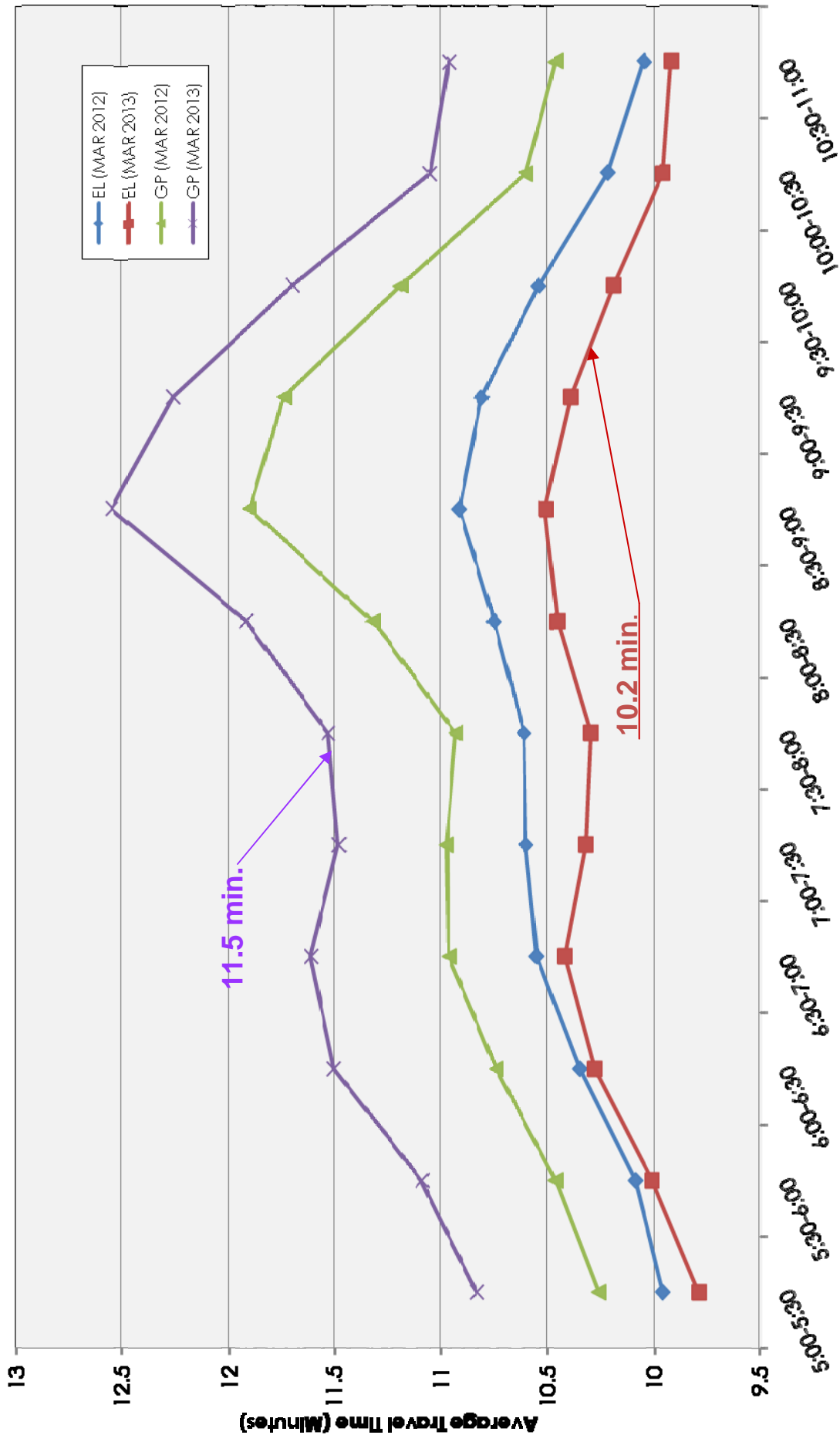


# Average Daily Speed Curves During Peak Commute Period (March 2013)





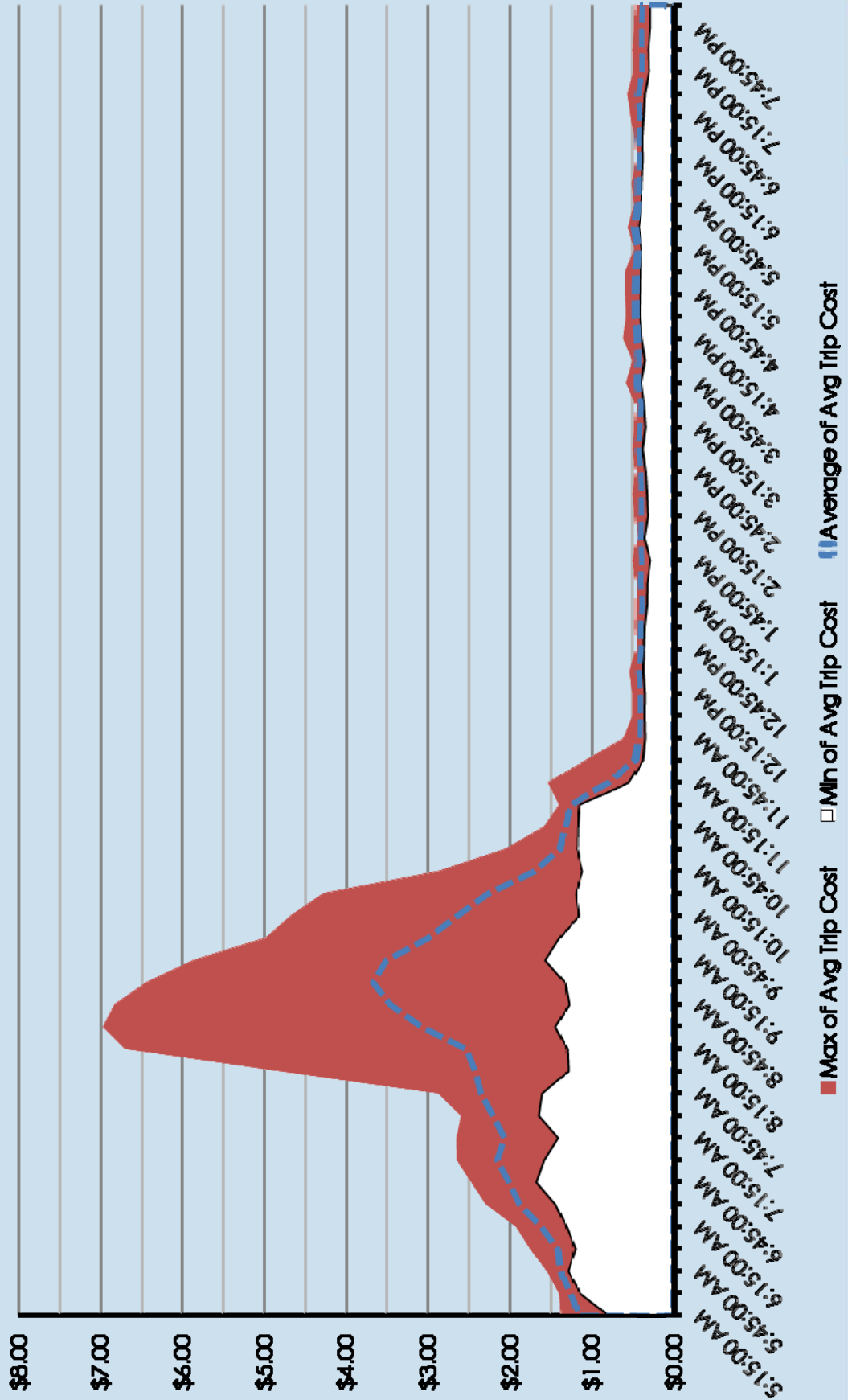
# Average Travel Time During Morning Commute Hours (Within 14-mile Express Lane Facility)





# Average Toll Range

March 2013  
(5 AM to 8 PM)



# Revenue (Actual Gross vs. Forecasted)

Revenue in FY 2012/13  
(July 2012 – March 2013)

Actual Gross	\$996,300
Forecasted*	\$787,500

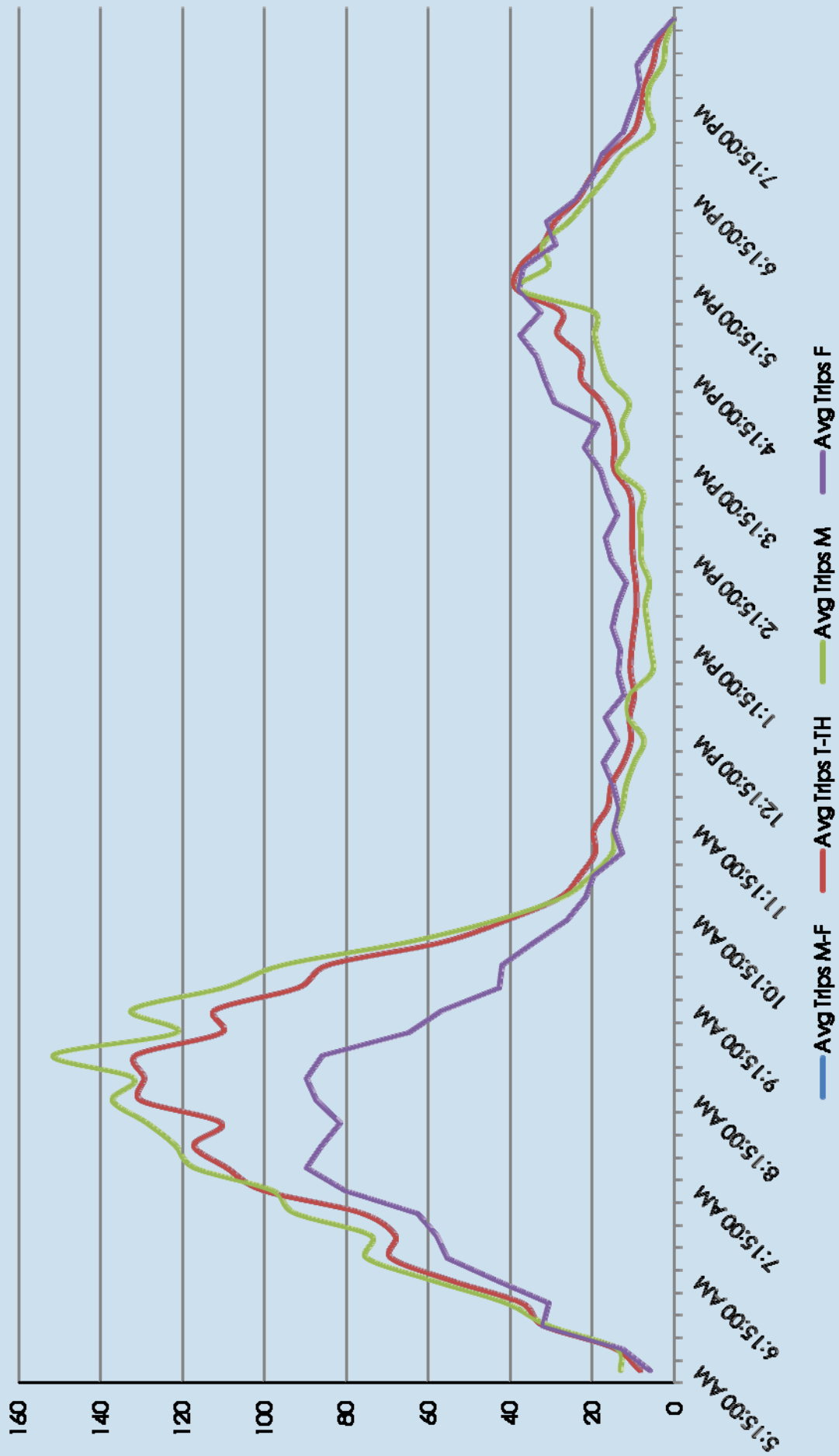
\* Forecasted revenue for the full FY 13 is \$1,050,000



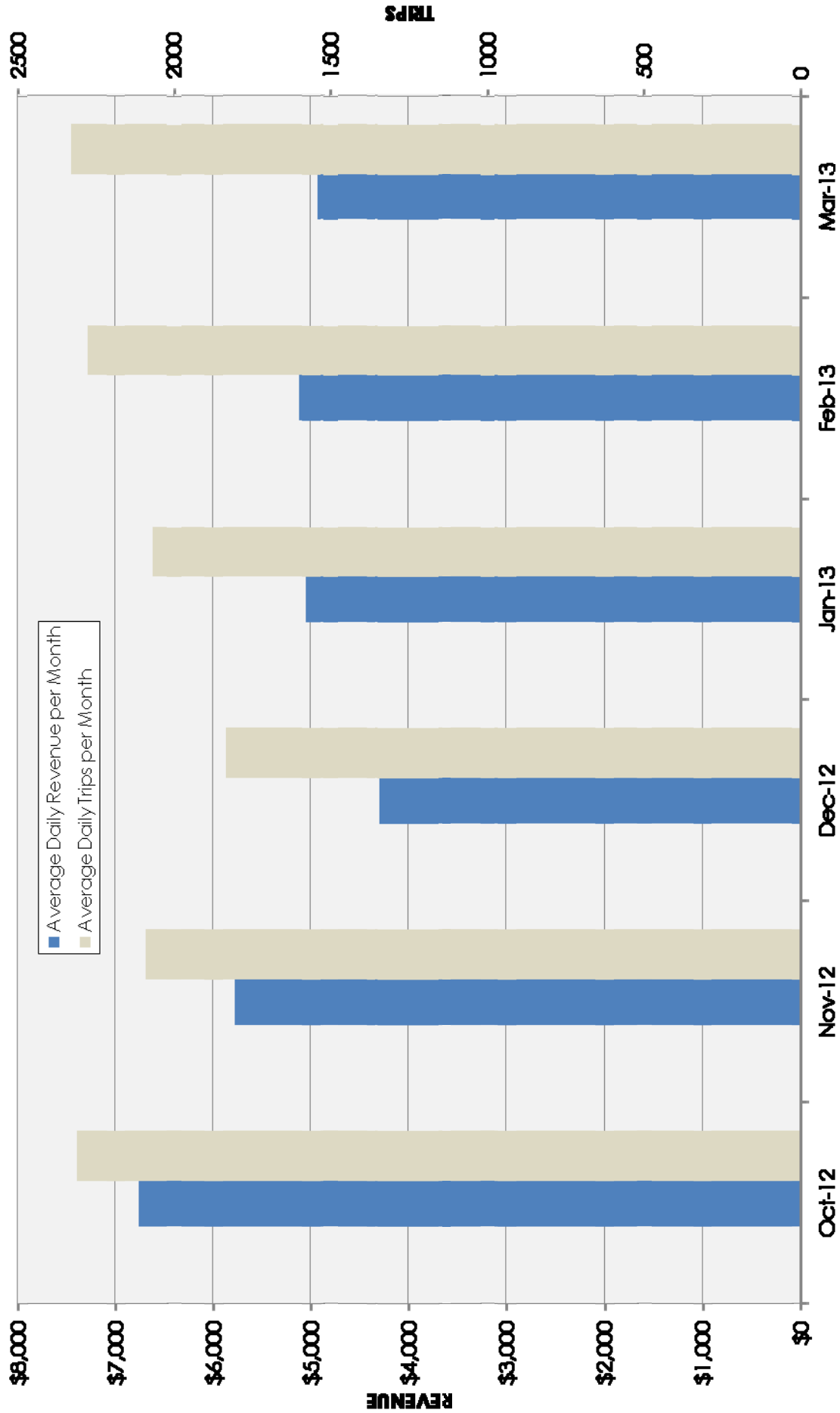


# Average Daily Revenue Trips by Hour

March 2013  
(5 AM to 8 PM)

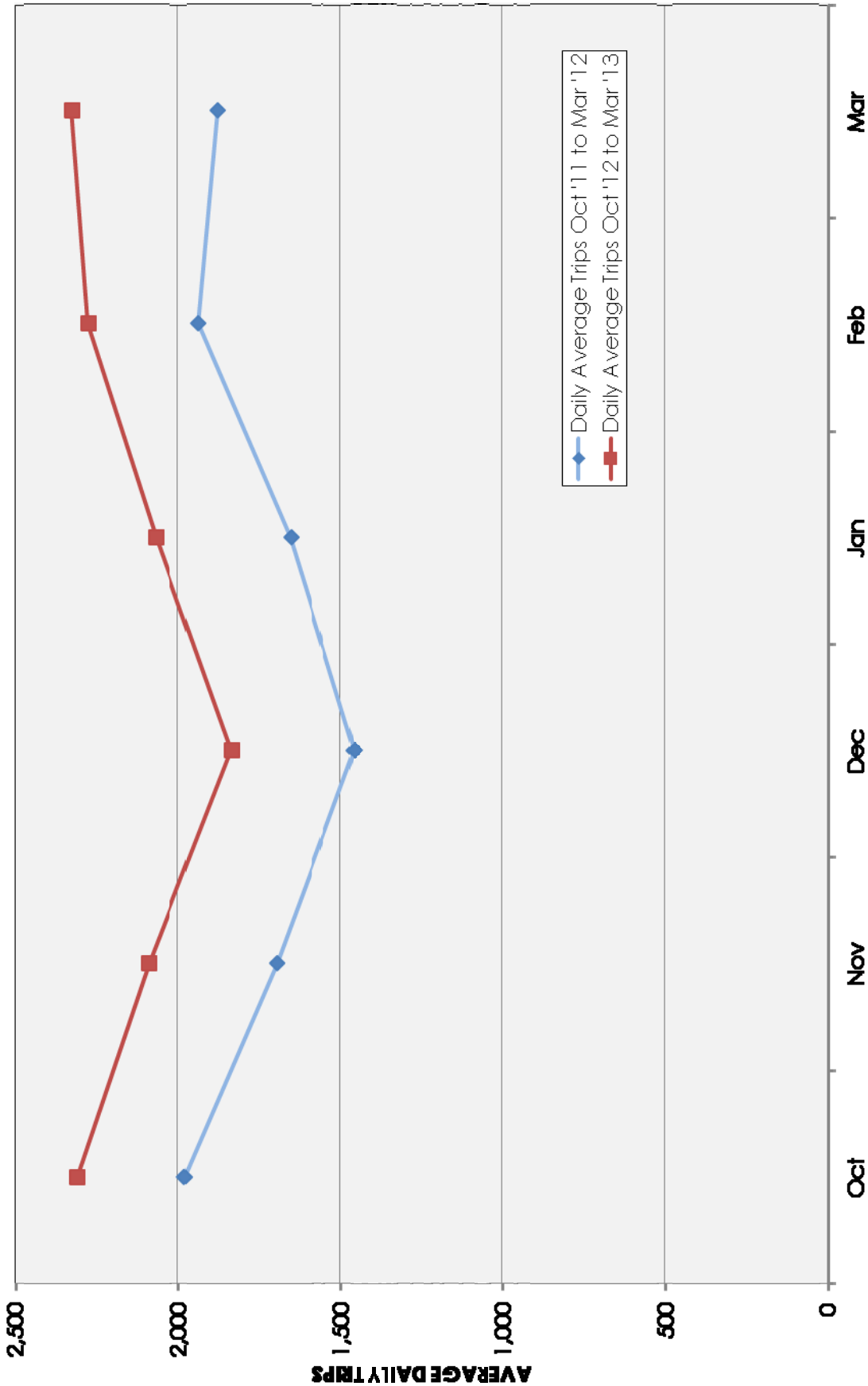


# Average Daily Express Lane Revenue & Toll Trip Comparison

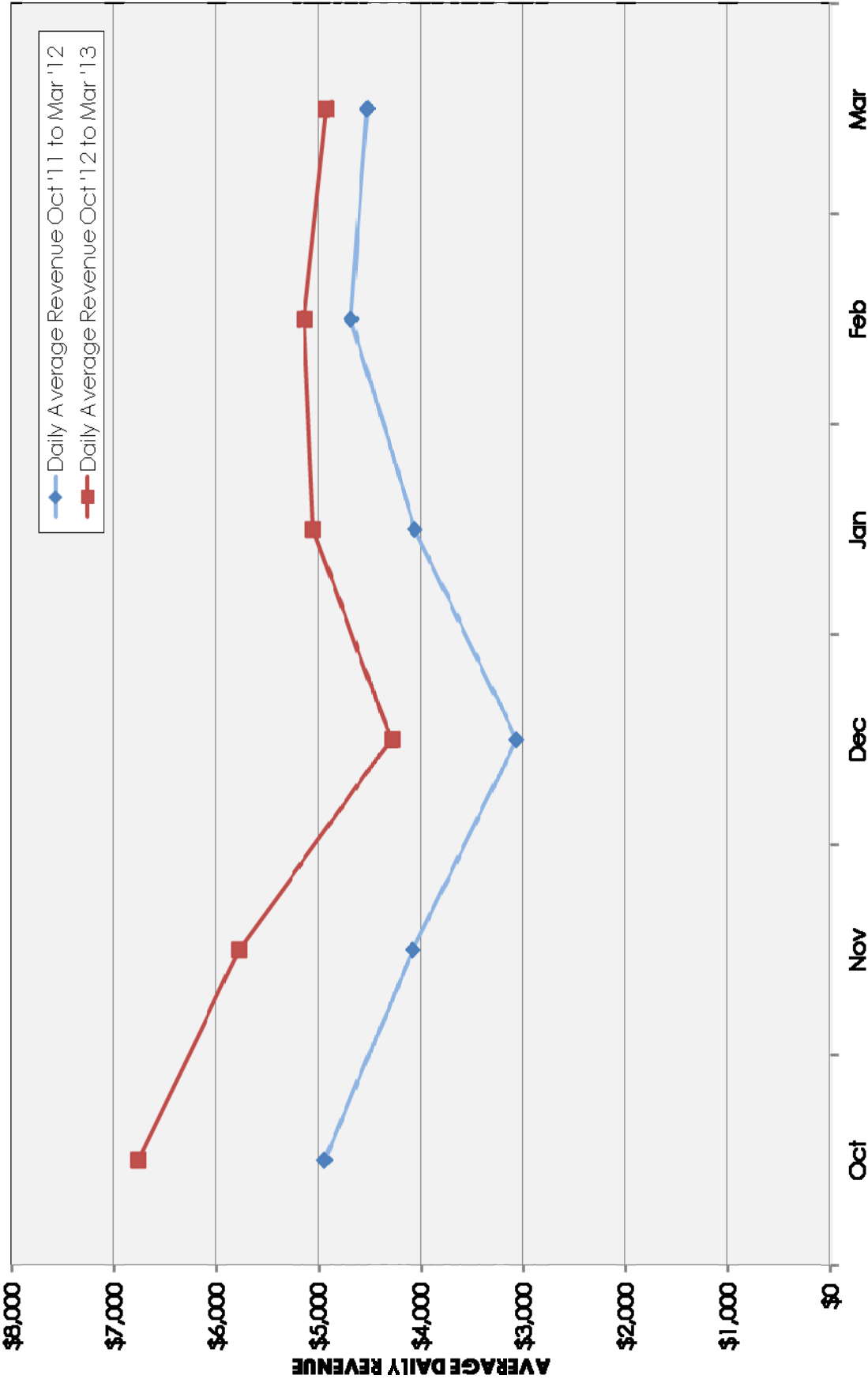




Average Daily Express Lane Toll Trips Comparison (Past 6 months)



Average Daily Express Lane Revenue Comparison (Past 6 months)







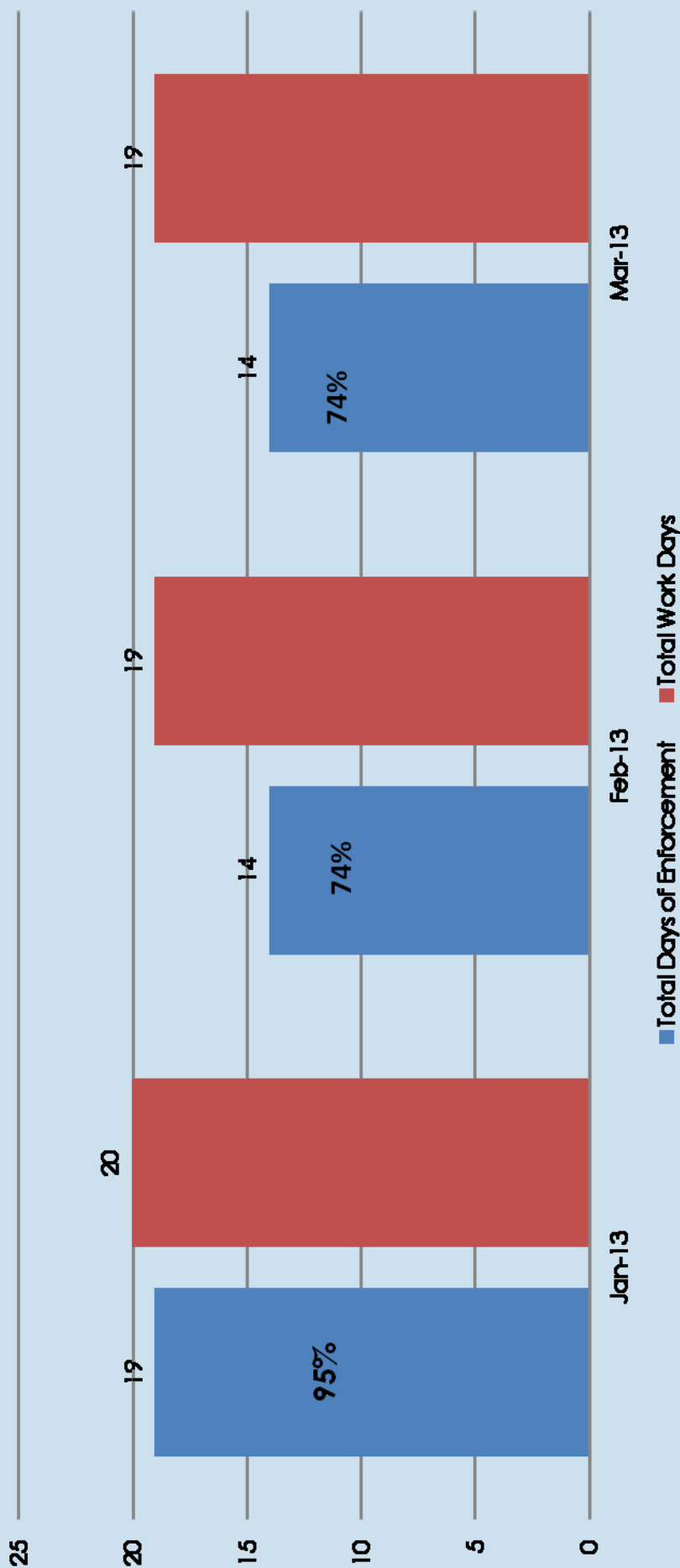
# California Highway Patrol Enforcement Quarter 1 Update January to March 2013



*CHP Dublin – Lt. Libby*

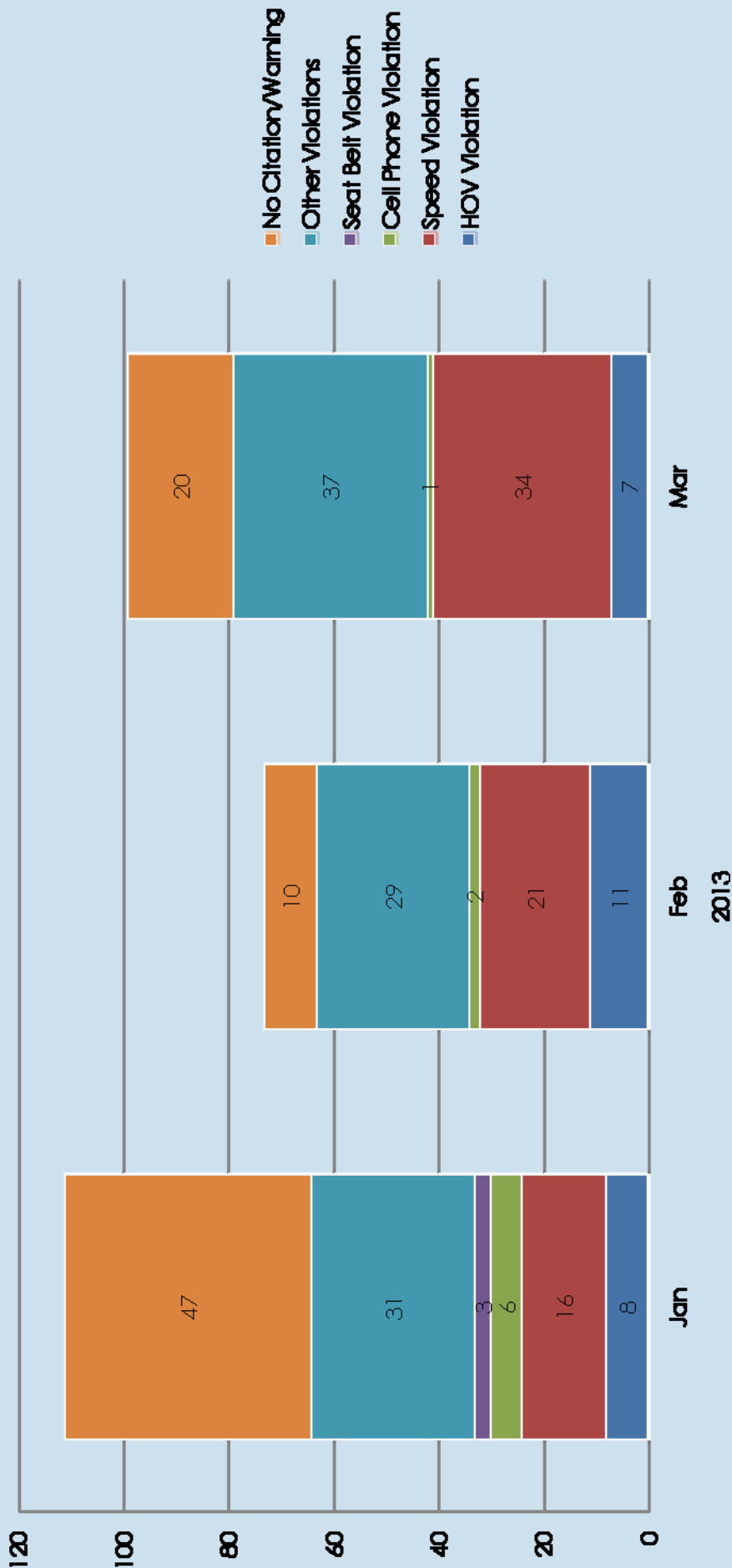


## Total Days of Enforcement vs. Total Work Days Qtr 1 - 2013





## CHP Enforcement Statistics Qtr 1 - 2013



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## **Memorandum**

**DATE:** April 30, 2013

**TO:** I-680 Sunol Smart Carpool Lane Joint Powers Authority

**FROM:** Stewart D. Ng, Deputy Director for Programming and Projects  
Gary Sidhu, Project Controls Team

**SUBJECT: I-680 Northbound Express Lane (ACTIA No. 8B) Monthly Progress Report**

### **Recommendation**

This item is for information only.

### **Summary**

The purpose of this item is to provide the Board with a Monthly Progress Report of the project development activities which are either completed or planned for the project. This staff report and presentation will briefly review the critical path scope and schedule activities.

### **Discussion**

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 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; 3) reduced congestion related accidents; thereby enhancing safety. The Express Lane facility will give solo drivers the choice to pay a toll electronically to use the lane, utilizing unused HOV lane capacity, while regular carpool users continue to use the lane at no cost.

In mid-2011, the Alameda CTC embarked on the program to convert an already approved I-680 Northbound High Occupancy Vehicle (HOV) Lane project to a combined I-680 Northbound HOV/Express Lane facility. However, in August 2011, in response to a writ filed by a local city, the Alameda County Superior Court directed Caltrans to vacate the environmental document prepared for the I-680 Northbound HOV Lane Project in its entirety. Given the Court's direction, it was determined by Caltrans and Alameda CTC in late 2011, that a Project Initiation Document and a completely new and higher level of environmental document involving expanded preliminary engineering, traffic analysis, and technical studies, was needed to obtain environmental clearance for the project.

The following is a list of major activities ongoing or completed since the last update which was provided by staff at the February 2013 I-680 Sunol JPA Meeting:

- ✓ Completed Draft Traffic Operational Analysis Report (TOAR)
- ✓ Updated Draft traffic and revenue study reports
- ✓ Approved Background Biological Studies
- ✓ Approved Initial Site Assessment (Hazardous Materials)
- ✓ Completed preparation of Natural Environment Study and draft report
- ✓ Completed preparation of Archaeological Survey Report
- ✓ Completed noise impact study and draft report
- ✓ Continued preparation of Noise Abatement Decision Report
- ✓ Completed air quality impact study and draft report
- ✓ Completed visual impact study and draft report
- ✓ Completed community impact assessment and draft report
- ✓ Approved location hydraulic study and draft report
- ✓ Approved water quality assessment study and draft report
- ✓ Updated preliminary geotechnical assessment and draft report
- ✓ Completed draft cultural (APE) mapping and detailed project description
- ✓ Continued coordination with the affected utility companies and documentation of encroachment policy variance request
- ✓ Continued preliminary engineering design and documentation of nonstandard features
- ✓ Continued to develop preliminary engineering plans
- ✓ Continued to develop advanced planning studies for bridge structures and special retaining walls

The Project Team continues to make progress towards completing a final environmental document by March 2015. The following is a detailed discussion of major tasks planned for the project in Calendar Year 2013:

### ***Traffic Studies***

A Draft Traffic Operational Analysis Report (TOAR) documenting existing traffic conditions analysis, traffic forecasts, and the highway operations analysis has been completed. The team will be using traffic operational analysis to evaluate the begin/end locations of the express lane facility, access type, and perceived effects on local arterials. This report documents the existing, Year 2020 and Year 2040 traffic conditions for both the “Build” and the “No Build” alternatives. Based on Caltrans and local agency reviews, the final approval of the TOAR is anticipated in July 2013.

### ***Environmental Technical Studies***

All environmental technical field surveys are complete. A list of required technical studies is included in Attachment A of this report. Draft technical reports for all of the environmental studies are complete. Several reports have already been approved by Caltrans; those remaining are currently under review. All final reports approvals are expected in July 2013.

***Environmental Document***

Based on input that the design team received, during the environmental scoping process, traffic studies, geometric design and environmental technical studies, the project team plans to complete an administrative draft environmental document (Admin DED) for review by Alameda CTC and Caltrans staff in July 2013. Alameda CTC will work with Caltrans to complete this task concurrent to completing the environmental technical studies in order to gain time in completing a final project approval. Various cycles of internal agency reviews are expected prior to publishing the DED for public review and comment. Public circulation of the DED and completion of a final document are expected in April 2014 and March 2015, respectively.

***Project Approval***

The Project Report (PR) process is underway. The Draft PR will document the need for the project and summarize the studies, cost, scope, and overall impact of project alternatives; and its approval is required prior to releasing a DED for public circulation and agency reviews. A Draft PR is planned for completion in April 2014. After the public and agency review process is complete and a preferred alternative is selected by the project development team, the Draft PR will be updated to become the Final PR. Completion of a Final PR indicates Caltrans, FHWA and Alameda CTC approval of the project. Final PR approval for this project is anticipated in March 2015.

***Fiscal Impacts***

This item is for information only. There is no fiscal impact at this time.

***Attachment(s)***

Attachment A: List of Planned Project Tasks/Technical Studies

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Attachment A

## LIST OF PLANNED PROJECT TASKS/TECHNICAL STUDIES

ID	DELIVERABLE	STATUS
<b>PRELIMINARY ENGINEERING</b>		
1	PSR-PDS	Complete
<b>TRAFFIC STUDIES</b>		
2	Traffic Data Collection	Complete
3	Existing Conditions Assessment	Approved
4	Model Validation	Approved
5	Traffic Forecasts	Approved
6	Preliminary Traffic Operations Sensitivity Analysis	Complete
7	Traffic Operations Analysis	Draft Complete
8	Traffic Operations Analysis Report (TOAR)	Underway
9	Traffic & Revenue Study	Draft Complete
<b>ENVIRONMENTAL STUDIES</b>		
10	Public Scoping	Approved
11	Biological Field Surveys	Complete
12	Bat Species Study	Approved
13	Jurisdictional Wetlands Report	Approved
14	California Red Legged Frog Study	Approved
15	Special Status Plant Species Study	Approved
16	Natural Environment Study (NES)	Complete
17	Biological Assessment	
18	Biological Opinion	
19	Water Quality Impact	Approved
20	Location Hydraulic Study	Complete
21	Initial Site Assessment	Approved
22	Air Quality PM 2.5 Assessment	Complete
23	Air Quality and Greenhouse Gas Analysis Report	Complete
24	Noise Surveys	Complete
25	Noise Impact Report	Draft Complete
26	<i>Noise Abatement Decision Report (NADR)</i>	Underway
27	Visual Impact Assessment	Underway
28	Community Impact Assessment	Draft Complete
29	APE Mapping	Complete
30	Archaeological Survey Report (ASR)	Draft Complete
31	Historic Architectural History/Built Resources Report (HRER)	Draft Complete
32	Historic Property Survey Report (HPSR)	Underway
33	Paleontological Inventory Report (PIR)	Draft Complete
34	Preliminary Geological Assessment	Draft Complete
<b>ENVIRONMENTAL DOCUMENT</b>		
35	Project Description	Complete
36	1 <sup>st</sup> Admin DEIR/EA	Underway

<b>ID</b>	<b>DELIVERABLE</b>	<b>STATUS</b>
37	2 <sup>nd</sup> Admin DEIR/EA	
38	3 <sup>rd</sup> Admin DEIR/EA	
39	DEIR/EA	
40	1 <sup>st</sup> Draft FEIR/EA	
41	2 <sup>nd</sup> Draft FEIR/EA	
42	3 <sup>rd</sup> Draft FEIR/EA	
43	FEIR/EA	
<b>PROJECT APPROVAL</b>		
44	Geometric Design	Draft Complete
45	Roadway Plans	Draft Complete
46	Safety Assessment	Draft Complete
47	Fact Sheets (Mandatory and Advisory)	Underway
48	Value Analysis Study	
49	Storm Water Data Report	Underway
50	Pavement Life Cycle Cost Analysis	Underway
51	Hydromodification Assessment Report	Underway
52	Utility Coordination	Underway
53	R/W Engineering	Underway
54	Advance Planning Study - Bridges	Underway
55	Advance Planning Study - Special Retaining Walls	Underway
56	Preliminary Foundation Report	Underway
57	Geotechnical Design Report	Underway
58	Encroachment Policy Variance Request (Utilities)	Underway
59	Structures Aesthetics Guidelines	
60	Conceptual Landscape Plan	
61	Cost Estimate	Underway
62	Draft Project Report	Underway
63	Project Report	