



1111 Broadway, Suite 800, Oakland, CA 94607

510.208.7400

www.AlamedaCTC.org

Teleconference location: San Jose City Hall, T-1854 (Tower Side), 200 East Santa Clara St., 18th Floor, San Jose, CA 95113

I-680 Sunol Express Lane Joint Powers Authority Meeting Agenda Monday, March 12, 2018, 9:30 a.m.

Committee Chair:	Jerry Thorne, City of Pleasanton	Executive Director	Arthur L. Dao
Vice Chair:	Lily Mei, City of Fremont	Staff Liaison:	Elizabeth Rutman
Members:	Scott Haggerty, David Haubert, Lan Diep (Santa Clara VTA)	Clerk of the Commission:	Vanessa Lee

1. Call to Order/Pledge of Allegiance

2. Roll Call

3. Public Comment

4. Consent Calendar

Page/Action

- | | | |
|--|---|---|
| 4.1. Approve the February 12, 2018 I-680 Sunol Smart Carpool Lane Joint Powers Authority (JPA) Meeting Minutes | 1 | A |
|--|---|---|

5. Regular Matters

- | | | |
|--|----|---|
| 5.1. Approve the I-680 Sunol SMART Carpool Lane JPA FY2017-18 Mid-Year Budget Update | 5 | A |
| 5.2. Express Lane System Manager/Program Support Update | 9 | I |
| 5.3. I-680 Southbound Express Lane: Monthly Operations Status Update | 13 | I |
| 5.4. I-680 Project Delivery Status Update | 19 | I |

6. Committee Member Reports

7. Staff Reports

8. Adjournment

Next Meeting: Monday, April 9, 2018

Notes:

- All items on the agenda are subject to action and/or change by the Commission.
- To comment on an item not on the agenda (3-minute limit), submit a speaker card to the clerk.
- Call 510.208.7450 (Voice) or 1.800.855.7100 (TTY) five days in advance to request a sign-language interpreter.
- If information is needed in another language, contact 510.208.7400. Hard copies available only by request.
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- Meeting agendas and staff reports are available on the [website calendar](#).
- Alameda CTC is located near 12th St. Oakland City Center BART station and AC Transit bus lines. [Directions and parking information](#) are available online.



Alameda CTC Schedule of Upcoming Meetings:

Commission Chair
Supervisor Richard Valle, District 2

Commission Vice Chair
Mayor Pauline Cutter,
City of San Leandro

AC Transit
Board President Elsa Ortiz

Alameda County
Supervisor Scott Haggerty, District 1
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
Councilmember Peter Maass

City of Berkeley
Councilmember Kriss Worthington

City of Dublin
Mayor David Haubert

City of Emeryville
Mayor John Bauters

City of Fremont
Mayor Lily Mei

City of Hayward
Mayor Barbara Halliday

City of Livermore
Mayor John Marchand

City of Newark
Councilmember Luis Freitas

City of Oakland
Councilmember At-Large
Rebecca Kaplan
Councilmember Dan Kalb

City of Piedmont
Vice Mayor Teddy Gray King

City of Pleasanton
Mayor Jerry Thorne

City of Union City
Mayor Carol Dutra-Vernaci

Executive Director
Arthur L. Dao

Description	Date	Time
Alameda County Technical Advisory Committee (ACTAC)	April 5, 2018	1:30 p.m.
Finance and Administration Committee (FAC)	April 9, 2018	8:30 a.m.
I-680 Sunol Smart Carpool Lane Joint Powers Authority (I-680 JPA)		9:30 a.m.
I-580 Express Lane Policy Committee (I-580 PC)		10:00 a.m.
Planning, Policy and Legislation Committee (PPLC)		10:30 a.m.
Programs and Projects Committee (PPC)		12:00 p.m.
Transit Planning Committee (TPC)		1:30 p.m.
Independent Watchdog Committee (IWC)	July 9, 2018	5:30 p.m.
Paratransit Technical Advisory Committee (ParaTAC)	September 11, 2018 (tentative)	9:30 a.m.
Alameda CTC Commission Meeting	March 22, 2018	2:00 p.m.
Paratransit Advisory and Planning Committee (PAPCO)	March 26, 2018	1:30 p.m.
Bicycle and Pedestrian Community Advisory Committee (BPAC)	March 29, 2018	5:30 p.m.

All meetings are held at Alameda CTC offices located at 1111 Broadway, Suite 800, Oakland, CA 94607. Meeting materials, directions and parking information are all available on the [Alameda CTC website](http://www.AlamedaCTC.org).



I-680 Sunol Smart Carpool Lane
Joint Powers Authority Meeting Minutes
Monday, February 12, 2018, 9:30 a.m.

4.1

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1. Pledge of Allegiance

2. Roll Call

A roll call was conducted. All members were present with the exception of Commissioner Mei.

Subsequent to the roll call:

Commissioner Mei arrived during Item 6.2.

3. Public Comment

There were no public comments.

4. Election of Chair and Vice Chair

4.1. Approve the election of the Commission Chair and Vice Chair of the Sunol Smart Carpool Lane Joint Powers Authority.

Commissioner Haggerty moved to approve the nomination of Commissioner Thorne as Chair. Commissioner Haubert seconded the motion. The motion passed with the following roll call votes:

Yes: Thorne, Haggerty, Haubert, Diep
No: None
Abstain: None
Absent: Mei

Commissioner Thorne moved to approve the nomination of Commissioner Haubert as Vice- Chair. Commissioner Haggerty seconded the motion. The motion passed with the following roll call votes:

Yes: Thorne, Haggerty, Haubert, Diep
No: None
Abstain: None
Absent: Mei

Commissioner Haggerty moved to rescind the motion to approve Commissioner Haubert as Vice-Chair and motioned to approve Commissioner Mei as Vice-Chair of the I-680 JPA. Commissioner Thorne seconded the motion. The motion to rescind the previous nomination and approve Commissioner Mei as Vice-Chair passed with the following roll call votes:

Yes: Thorne, Haggerty, Haubert, Diep, Mei
No: None
Abstain: None
Absent: None

5. Consent Calendar

5.1. Approve the January 8, 2018 I-680 Sunol Smart Carpool Lane Joint Powers Authority (JPA) meeting minutes.

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

Yes: Thorne, Haggerty, Haubert, Diep
No: None
Abstain: None
Absent: Mei

6. Regular Matters

6.1. Approve I-680 Sunol Smart Carpool Lane Statement of Revenues and Expenses as of December 31, 2017.

Patricia Reavey recommended that the Authority approve the I-680 Sunol Smart Carpool Lane Statement of Revenue and Expenses as of December 31, 2017. She stated that the Authority's net revenue was \$1,400,033 and the expenses totaled \$944,760, which results in an increase to net position of \$455,273. Ms. Reavey stated that this positive variance is mostly due to actual toll revenue coming in higher than projections. As of December 31, 2017, the I-680 Sunol Smart Carpool Lane had cash and investments totaling \$4.09 million. She noted that the I-680 Sunol Smart Carpool Lane is in a strong position compared to budget after the second quarter of the fiscal year and remains sustainable.

Commissioner Haggerty asked when the Authority will discuss revenue from the Lane. Art Dao stated that the plan is to bring the proposed draft Expenditure Plan to the Committee in April.

Commissioner Haggerty moved to approve the item. Commissioner Haubert seconded the motion. The motion passed with the following roll call votes:

Yes: Thorne, Haggerty, Haubert, Diep
No: None
Abstain: None
Absent: Mei

6.2. I-680 Southbound Express Lane: Monthly Operations Status Update.

Ashley Tam provided an update on the I-680 Southbound Express Lane for December 2017. She covered the average toll trip data and roadway segment speeds and corridor performance information. Ms. Tam also reviewed average speeds and

density, toll rates during operational hours. She concluded the update by reviewing estimated gross toll revenues versus forecasted operating budget.

This item was for information only.

6.3. I-680 Project Delivery Status Update.

Trinity Nguyen presented scheduled milestones as well as delivery milestones. She noted that the tree removal contract with Professional Tree Care Company out of Berkeley is substantially complete with their work. Bay Cities Paving & Grading Inc. recently submitted their baseline schedule and Alameda CTC will look for opportunities to improve the delivery milestones. Ms. Nguyen noted that a project groundbreaking event is tentatively planned for April 2018.

Ms. Nguyen also provided an update on the State Route 84 Widening and SR-84/I-680 Interchange Improvements project and noted the recent submittal of the SB1 funding request to close the \$70.9 million funding gap.

Commissioner Thorne asked what will happen to the project if Senate Bill 1 is repealed and if Regional Measure 3 fails. Ms. Nguyen said Alameda CTC would investigate Measure BB funds as well as other grants. Art Dao added that other potential sources include funding from Toll revenues and increasing State Transportation Improvement Program funding currently in the project.

Commissioner Thorne suggested staff investigate getting the project into the Federal Bill. Mr. Dao noted that more will be known in the next few months about the Federal Bill.

Mayor Thorne requested information on the I-680 HOV gap closure project. Ms. Nguyen noted that the I-680 Express Lanes from SR-84 to Alcosta Boulevard project is currently in the scoping phase and that AECOM was selected to prepare the scoping work and advance the project through the environmental phase. Mr. Dao further expanded with additional project features.

This item was for information only.

7. Committee Member Report

There were no committee member reports.

8. Staff Reports

There were no staff reports.

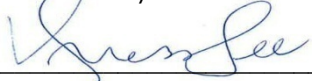
8. Adjournment/ Next Meeting

The next meeting is:

Date/Time: Monday, March 12, 2018 at 9:30a.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

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DATE: March 5, 2018

TO: I-680 Sunol Express Lane Joint Powers Authority

FROM: Patricia Reavey, Deputy Executive Director of Finance and Administration

SUBJECT: I-680 Sunol SMART Carpool Lane JPA FY2017-18 Mid-Year Budget Update

Recommendation

Approve the I-680 Sunol SMART Carpool Lane JPA FY2017-18 Mid-Year Budget Update.

Summary

The proposed mid-year budget update for the I-680 Sunol SMART Carpool Lane (Attachment A) adjusts the beginning net position of the currently adopted budget to tie to the ending net position in the audited financial statements for FY2016-17; redefines expense categories between operating and non-operating expenses, which includes more administrative types of expenses; increases revenue projections for the fiscal year to reflect more refined expectations as the year progresses; reallocates current budget authority between expense line items to reflect more refined expectations for these expenses as the year progresses; and increases overall budget authority by \$78,145 mostly related to operations and maintenance costs. These changes increase the net position by \$595,651, going from \$4,163,753 to \$4,759,404, primarily due to the update to the beginning net position from the audited financial statements for FY2016-17. The projected ending net position is comprised of \$1.5 million of maintenance reserves, \$1.5 million of operational risk reserves, capital assets net of depreciation of \$1,467,458, and unrestricted funds of \$291,946.

Background

In June 2017, the Board of the Sunol Smart Carpool Lane JPA adopted a balanced operating budget for FY2017-18, which included \$2.2 million of operating expenses to be paid from \$2.2 million of toll revenues and \$159,932 of depreciation expense, for an overall decrease in net position of \$159,932 related to the depreciation of capital assets only. In addition, the budget adopted in June stated a goal of maintaining a reserve to

mitigate risk by ensuring sufficient liquidity for operations of at least one year's worth of expenses. While this goal has not yet been reached, the agency has the opportunity to come closer to this goal due to the projected increase in revenue; therefore in this FY2017-18 mid-year budget update, the agency has set aside \$1.5 million in an operational risk reserve.

Fiscal Impact: The fiscal impact for the approval of this item is to provide additional budget authority of \$78,145 for operating and non-operating expenses to be paid from the increase in the projected toll revenue budget for total budget authority of \$2,438,077 for FY2017-18.

Attachment

- A. I-680 Sunol Smart Carpool Lane Fiscal Year 2017-18 Proposed Mid-Year Budget Update

I-680 SUNOL SMART CARPOOL LANE
Fiscal Year 2017-18
Proposed Mid-Year Budget Update

	FY 2017-18 Adopted Budget	Proposed Budget Adjustment	FY 2017-18 Proposed Budget
Beginning Net Position	\$ 4,323,685	\$ 373,796	\$ 4,697,481
<u>OPERATING REVENUES</u>			
Toll Revenue	2,200,000	300,000	2,500,000
Total Operating Revenues:	2,200,000	300,000	2,500,000
<u>OPERATING EXPENSES</u>			
Operations and Maintenance	850,000	100,000	950,000
Revenue Collection Fees	300,000	-	300,000
Alameda CTC Operations and Management	300,000	-	300,000
Enforcement	225,000	25,000	250,000
Express Lane Operations Monitoring Technicians	140,000	(20,000)	120,000
IT Support	45,000	15,000	60,000
Utilities	30,000	10,000	40,000
Roadway Maintenance	25,000	-	25,000
Contingency	150,000	(50,000)	100,000
Total Operating Expenses:	2,065,000	80,000	2,145,000
Operating Surplus/(Deficit)	135,000	220,000	355,000
<u>NON-OPERATING EXPENSES</u>			
Alameda CTC Administration	55,000	-	55,000
Insurance	45,000	(9,327)	35,673
Legal Fees	10,000	-	10,000
Miscellaneous	25,000	-	25,000
Depreciation*	159,932	7,472	167,404
Total Non-Operating Expenses:	294,932	(1,855)	293,077
<u>PROJECTED ENDING NET POSITION</u>	\$ 4,163,753	\$ 595,651	\$ 4,759,404
Net Position			
Maintenance Reserve	1,500,000	-	1,500,000
Operational Risk Reserve	-	1,500,000	1,500,000
Invested in Capital Assets	1,429,777	37,681	1,467,458
Unrestricted	1,233,976	(942,030)	291,946
Total Net Position	\$ 4,163,753	\$ 595,651	\$ 4,759,404

* Non-cash expense

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Memorandum

5.2

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DATE: March 5, 2018

TO: Sunol Smart Carpool Lane Joint Powers Authority

FROM: Liz Rutman, Director of Express Lanes Implementation and Operations

SUBJECT: Express Lane System Manager/Program Support Services Update

Recommendations

Status Update on the Express Lane System Manager/Program Support Services for the I-580 and I-680 Express Lanes programs. This item is for information only.

Summary

The I-680 Sunol Southbound Express Lane spans approximately 14 miles from SR 84 near Pleasanton to SR 237 in the City of Milpitas. 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.

In coordination with Alameda CTC staff, a System Manager provides technical oversight of the Toll System Integrator (TSI) during the design, development, testing, and implementation of the toll system. In addition, a System Manager may provide support during operations to ensure key performance metrics are met throughout the life of the system. The first System Manager for the I-680 Express Lanes was procured in 2004 and that consultant provided oversight for the implementation of the express lane. After several years of operations, the required level of support greatly diminished and the contract was allowed to expire.

The current System Manager for I-680 was procured in 2016 to support the new northbound express lane implementation. That agreement, which includes an optional task to provide operational support services, will culminate in System Acceptance of the new I-680 Express Lanes Project at the end of the one-year warranty period in 2021.

With a growing express lane program for both the Sunol JPA and Alameda CTC, there is a need for additional strategic and policy advice and program support, a scope for which the current System Manager team was not solicited. Alameda CTC staff will be seeking approval

to release an RFP for System Manager whose scope will include provision of Express Lane Program Support Services associated with the I-680 Sunol Express Lanes.

Background

The I-680 Sunol Southbound Express Lane spans approximately 14 miles from SR 84 near Pleasanton to SR 237 in the City of Milpitas. Motorists using the express lane benefit from travel time savings and travel reliability as the express lane optimizes the corridor capacity by providing a new choice to drivers. Single occupancy vehicles (SOVs) have the option 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. California Highway Patrol (CHP) officers provide enforcement services and the California Department of Transportation (Caltrans) provides roadway maintenance services through reimbursable service agreements.

Implementation of any new toll system requires the assistance of System Manager Services. These consultants provide technical expertise relating to toll system design, testing and deployment; oversee the TSI, including review and approval of all TSI deliverables; and often provide ongoing support during operations for items such as performance audits and evaluation of potential liquidated damage assessments relating to the key performance metrics. In 2004, the Alameda County Congestion Management Agency procured the first System Manager Wilbur Smith Associates (now CDM Smith, Inc) for the initial I-680 Southbound Express Lane project. CDM Smith not only provided oversight of the TSI but also guided the agency with respect to toll policy and operational support. After several years of operations, the required level of support diminished and the contract expired in June 2016.

In July 2016, the Commission authorized the execution of Professional Services Agreement ("Agreement") with HNTB Corporation for System Manager Services for the I-680 Northbound Express Lanes implementation, with an option to provide operations support for the I-580 Express Lanes. The I-680 Express Lanes scope will culminate in System Acceptance at the end of the one-year warranty period in 2021.

The Alameda CTC/Sunol JPA Express Lanes program is growing. We are currently operating two corridors, designing new systems, and planning for future expansions. Meanwhile, other regional agencies are developing express lanes and soon the region will experience two systems coming face-to-face for the first time. Such actions require not only coordination, but technical advice on how to ensure a seamless system for the traveling public.

Concurrently, the toll industry is changing at a rapid pace. This year we will be implementing the new 6C toll tag protocol recently adopted by the State of California, which necessitates software updates to both of the existing toll systems. Regional and state operators are discussing toll policies such as occupancy, clean-air vehicle, and nationwide interoperability standards. Various levels of government are trying to plan for the impending arrival of automated and connected vehicles. Toll system expansions may necessitate consideration of alternative funding and/or implementation strategies. In order to make effective recommendations to the Commission, staff needs the input from industry leaders who can provide strategic advice on such matters.

Alameda CTC staff will be seeking approval to release an RFP for Express Lane System Manager / Program Support Services, including optional scope elements that would solicit a team capable of providing such strategic advice as an on-call service. Upon System Acceptance of the I-680 Express Lanes, the selected System Manager would provide ongoing support for the I-680 Express Lanes as well, consolidating that effort under a single System Manager. The System Manager/Program Support Services Agreement is envisioned as a 3-year agreement with two one-year optional extensions, after which the contract would be re-procured.

Fiscal Impact: There is no fiscal impact associated with the requested action.

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Memorandum

5.3

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DATE: March 5, 2018

TO: I-680 Sunol Express Lane Joint Powers Authority

FROM: Liz Rutman, Director of Express Lanes Implementation and Operations
Ashley Tam, Assistant Transportation Engineer

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

Recommendation

Operation of the I-680 Southbound Express Lane Update.

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 January 2018. See Attachment A for express lane operation limits.

The January 2018 operations report indicates that the express lane facility continues to provide travel time savings and travel reliability along the corridor. Express lane users experienced higher speeds and lesser average lane densities than the general purpose lanes, resulting in a more comfortable drive and travel time savings for express lane users.

Background

The I-680 Sunol Southbound Express Lane spans approximately 14 miles from SR 84 near Pleasanton to SR 237 in the City of Milpitas. See Attachment A for the operational limits of the express lane. Motorists using the express lane benefit from travel time savings and travel reliability as the express lane optimizes the corridor capacity by providing a new choice to drivers. Single occupancy vehicles (SOVs) have the option 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. California Highway Patrol (CHP) officers provide enforcement services and the California Department of Transportation (Caltrans) provides roadway maintenance services through reimbursable service agreements.

An All Electronic Toll (AET) collection method has been employed to collect tolls. Through June 2017, toll rates were calculated based on real-time traffic conditions (speed and volume) in express and general purposes lanes evaluated every three minutes. Beginning July 1, 2017, in preparation for the construction of the new northbound express lane and conversion of the southbound lane to continuous access, a time-of-day pricing plan has been in effect with rates changing as frequently as every 15 minutes.

January 2018 Operations Update:

Over 72,000 express lane toll trips were recorded during operational hours in January, an average of approximately 3,300 per day. Along with the HOV-eligible users, these express lane users typically experience higher speeds and lesser lane densities than the general purpose lanes. Lane density is measured by the number of vehicles per mile per lane and reported as Level of Service (LOS). LOS is a measure of freeway performance based on vehicle maneuverability and driver comfort levels, graded on a scale of A (best) through F (worst).

Table 1 summarizes the express lane speed and LOS at four points along the corridor during the morning commute hours in January. Although comprehensive traffic data is not currently available, daily observation of the corridor via closed circuit television cameras monitored by Alameda CTC staff suggest that the express lanes continually provide higher speeds and better LOS than the general purpose lanes, particularly during peak commute hours.

Table 1. Speeds and Level of Service in Express Lane in January 2018
Morning Commute (5 AM – 11 AM)

Express Lane Location	Average Speed Range (mph)	Average Speed (mph)	Average Express Lane LOS
Andrade Rd	64 - 77	69	B
Vargas Rd	65 - 78	71	B
Washington Blvd	48 - 81	67	B
Mission Blvd SR 262	68 - 80	73	B

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.

Table 2. Toll Rate Data

Month	Maximum Posted Toll (Travel Entire Corridor)	Average Assessed Toll (All Trips)
January	\$9.00	\$3.11

The estimated gross revenue generated from the I-680 Sunol express lane to date in Fiscal Year 2017/18 is \$1.6 million, while the forecast operation budget is \$1.2 million.

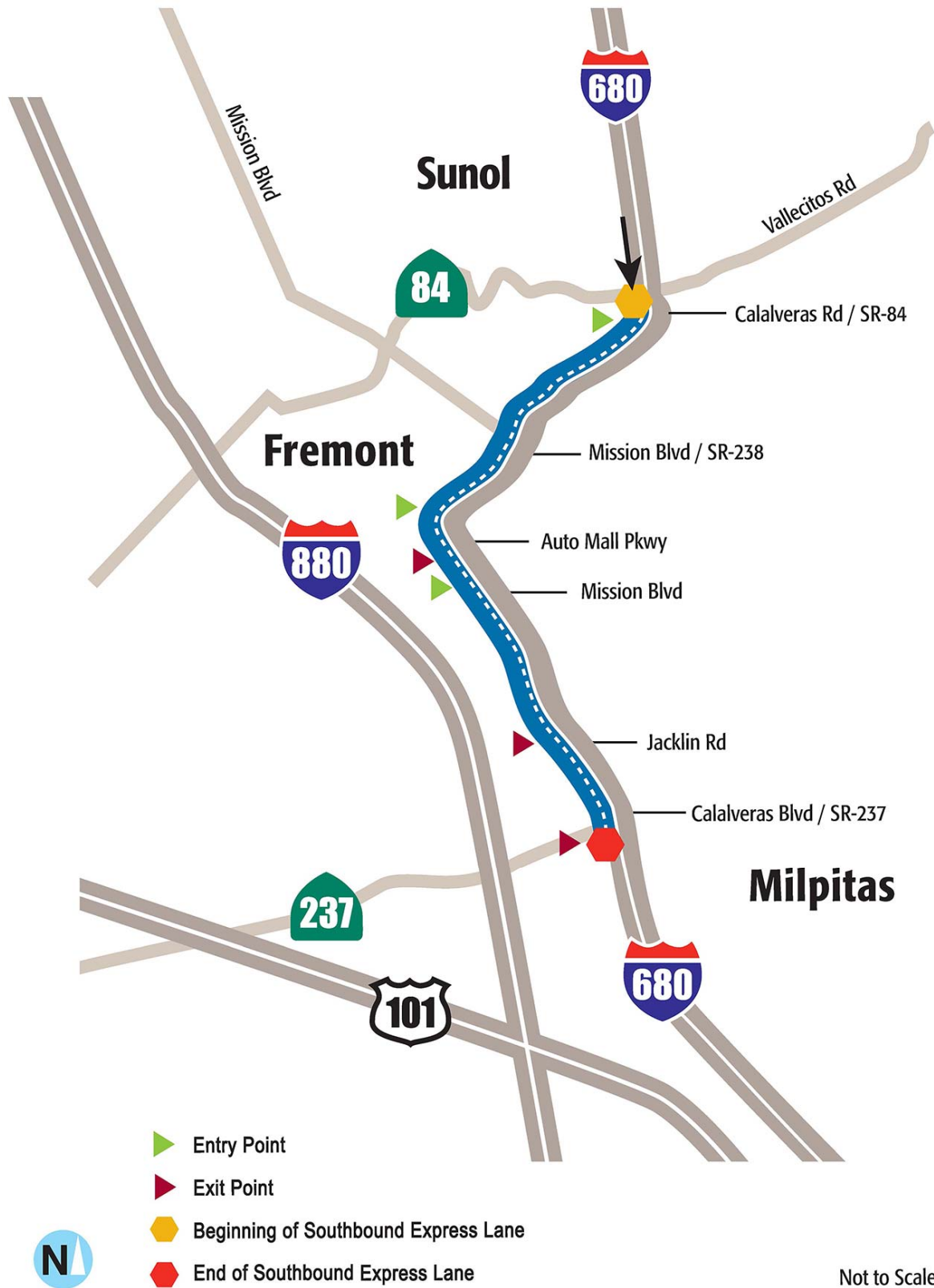
Fiscal Impact: There is no fiscal impact associated with the requested action.

Attachment

A. I-680 Southbound Express Lane Location Map

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Sunol I-680 Southbound Express Lane Location Map



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Memorandum

5.4

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• PH: (510) 208-7400

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DATE: March 5, 2018

TO: Projects and Programs Committee

FROM: Trinity Nguyen, Director of Project Delivery
Liz Rutman, Director of Express Lanes Implementation and Operations

SUBJECT: I-680 Sunol Express Lanes (PN 1369.000): Monthly Status Update

Recommendation

I-680 Sunol Express Lanes (PN 1369.000): Monthly Status Update. This item is for information only.

Summary

The I-680 Sunol Express Lanes Project will provide enhanced mobility for motorists in both the northbound and southbound directions as a combination of two projects. The I-680 Sunol Express Lane project will widen I-680 from SR 237 in Santa Clara County to SR 84 in Alameda County and ultimately construct a 14-mile long northbound High Occupancy Vehicle (HOV)/Express Lane in the corridor. The project is being implemented with a phased approach focused on providing immediate operational benefits within current projected funding availability. The I-680 Sunol Express Lane - Phase 1 (Phase 1) project, will provide an initial 9-mile HOV/Express Lane segment on northbound I-680 between south of Auto Mall Parkway and SR 84. The I-680 Southbound Access Conversion project will convert the existing southbound controlled access tolling configuration to an open access configuration to provide consistency with the new northbound express lane. This conversion has been incorporated into the northbound Phase 1 project. The purpose of this item is to provide the Commission with a monthly status update on the project development and implementation activities which are either completed or planned for the Phase 1 project.

Background

The I-680 Sunol Express Lanes project will widen northbound I-680 from SR 237 in Santa Clara County to SR 84 in Alameda County to construct a 14-mile long northbound HOV/Express Lane in the corridor. The project will provide a number of benefits including: 1) enhanced mobility by reducing traffic congestion; 2) reduced travel time and improved travel reliability; and 3) reduced congestion related accidents, thereby enhancing safety. The Express Lane facility will maximize available HOV lane capacity by

offering solo drivers the choice to pay an electronic toll to access the lane, while regular carpool/carpool eligible users continue to use the lane at no cost.

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

The I-680 Southbound Express Lane was opened to traffic in September 2010 as a controlled access facility. To be consistent with the new northbound express lane and provide enhanced accessibility for users, the southbound direction will be converted to an open access configuration in conjunction with the Phase 1 project.

The Project Approval and Environmental Document (PA&ED) for the overall project was completed in July 2015. In December 2015, WMH Corporation was selected to prepare the civil design and will continue to provide design support during construction (DSDC). In June 2016, Kapsch TrafficCom Transportation NA, Inc. was selected to provide Toll System Integration Services. In November 2017, Bay Cities Paving & Grading Inc. was awarded the civil construction contract. The following is a detailed discussion of work in progress and/or upcoming major tasks.

Project Implementation Approach

Alameda CTC, in partnership with Caltrans, is the implementing agency for preliminary engineering, environmental studies, design, right-of-way acquisition, and utility relocation. For the construction phase, Alameda CTC is the project sponsor and Caltrans is the implementing agency to administer the construction of the Phase 1 project. Attachment A, I-680 Sunol Express Lanes Progress Update, provides the current implementation schedule and delivery milestones.

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

In the interest of expediting important improvements for the public, Alameda CTC and Caltrans have agreed to incorporate a pavement rehabilitation project into the Phase 1 project.

Project activities already completed and anticipated over the next three months:

- Removal of trees conflicting with the project was substantially completed in February. A short delay is being resolved at a location where a native wood rat nest interfered temporarily with tree removal.
- Civil construction will begin in March 2018 after approval of required initial submittals.
- Visible work activities for the three months ahead will include:
 - Placement of temporary barrier (K-rail) along the inside and outside shoulders of northbound I-680 to allow for median work and outside widening work
 - Clearing and grubbing of outside widening areas
 - Structure and retaining wall work will begin at both the Sheridan Road and Calaveras Road interchanges
 - Overhead tolling and sign gantries will begin to be constructed in the median, starting from the southern end of the project and proceeding northerly
- Schedule milestones will be refined after approval of the contractor's baseline Critical Path Method (CPM) schedule, anticipated by April 2018. Opportunities to improve the delivery milestones will be re-evaluated after approval and subsequent partnering discussions with the contractor.
- Preliminary tolling zone configuration and associated signing locations determined. Continue to finalize configuration of tolling facility (on-going).
- Continue preliminary toll system design and coordinate with civil design for construction staging/sequencing (on-going).
- Continue to coordinate with PG&E, AT&T and Comcast regarding power and communication service connection needs (on-going).
- A project groundbreaking event is tentatively planned for April 2018.

Fiscal Impact: There is no fiscal impact.

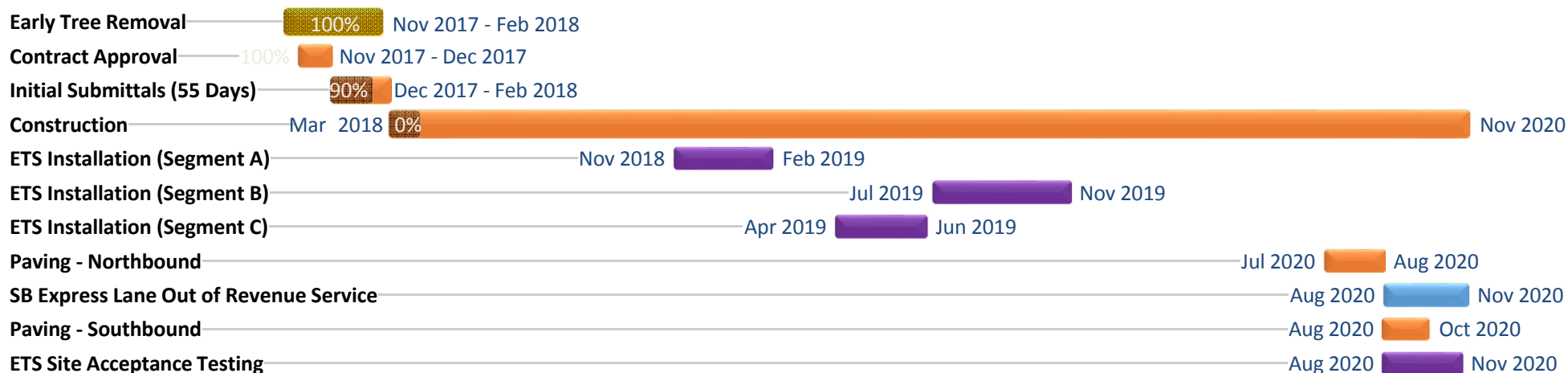
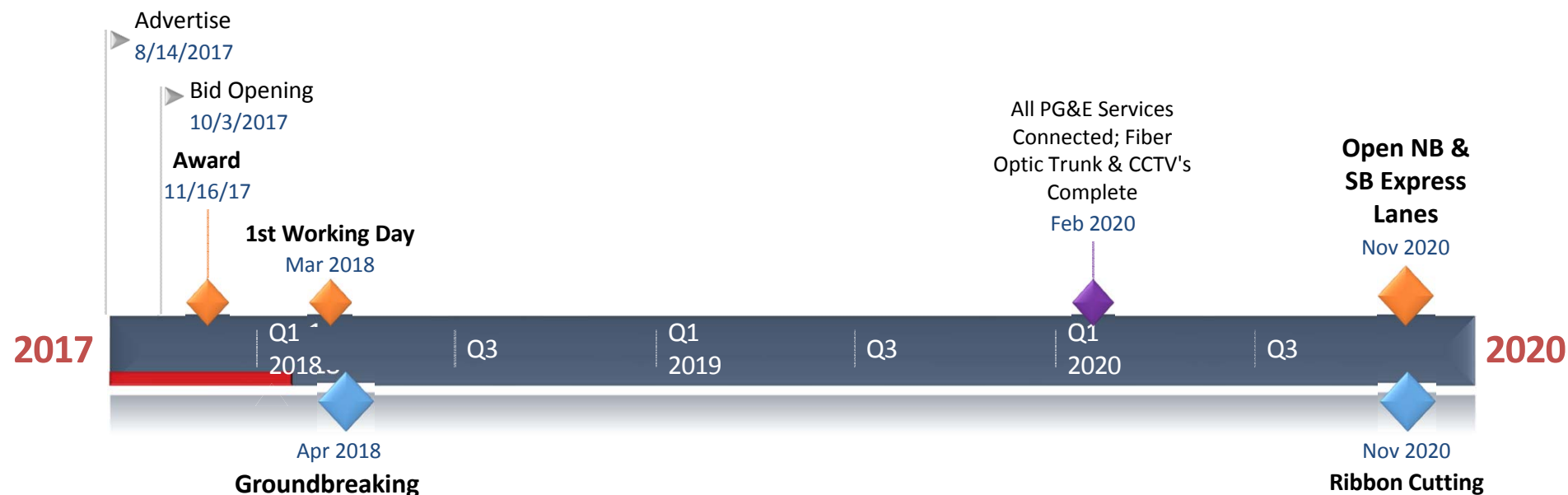
Attachment

- A. I-680 Sunol Express Lanes Progress Update

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I-680 Sunol Express Lanes

Progress Update: March 2018



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