



I-680 Sunol Express Lane Joint Powers Authority Meeting Agenda Monday, May 14, 2018, 9:30 a.m.

Committee Chair: Jerry Thorne, City of Pleasanton
Vice Chair: Lily Mei, City of Fremont
Members: Scott Haggerty, David Haubert,
Lan Diep (Santa Clara Valley
Transportation Authority)

Executive Director: Arthur L. Dao
Staff Liaison: [Elizabeth Rutman](#)
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 April 9, 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 FY2017-18 Third Quarter Financial Report | 5 | A |
| 5.2. Approve the I-680 Sunol Smart Carpool Lane Proposed Budget for FY2018-19 | 9 | A |
| 5.3. I-680 Southbound Express Lane: Monthly Operations Status Update | 15 | I |
| 5.4. Express Lanes Toll Revenue Forecasting Update | 19 | I |
| 5.5. I-680 Sunol Express Lanes (PN 1369.000): Monthly Status Update | 21 | I |

6. Committee Member Reports

7. Staff Reports

8. Adjournment

Next Meeting: Monday, June 11, 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.
- Call 510.208.7400 48 hours in advance to request accommodation or assistance at this meeting.

- 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

Mayor Jesse Arreguin

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)	June 7, 2018	1:30 p.m.
Finance and Administration Committee (FAC)	June 11, 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.
Independent Watchdog Committee (IWC)	July 9, 2018	5:30 p.m.
Paratransit Technical Advisory Committee (ParaTAC)	September 11, 2018	9:30 a.m.
Alameda CTC Commission Meeting	May 24, 2018	2:00 p.m.
Paratransit Advisory and Planning Committee (PAPCO)	May 21, 2018	1:30 p.m.
Bicycle and Pedestrian Community Advisory Committee (BPAC)	June 28, 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).

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

4.1

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1. Call to Order/Pledge of Allegiance

2. Roll Call

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

Subsequent to the roll call

Commissioner Mei arrived during Item 5.1.

3. Public Comment

There were no public comments.

4. Consent Calendar

4.1. Approve the March 12, 2018 I-680 Sunol Smart Carpool Lane Joint Powers Authority (JPA) meeting minutes.

4.2. I-680 Sunol SMART Carpool Lane JPA Annual Report

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

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

5. Regular Matters

5.1. I-680 Express Lanes (PN 1408.000): Approve Amendment No. 5 to Service Agreement 10R390000 with the California Highway Patrol to extend the term of the agreement for two additional years and an additional budget of \$850,000 for a total not-to exceed amount of \$2,500,000

Liz Rutman recommended that the Authority approve Amendment No. 5 to Service Agreement 10R390000 with the California Highway Patrol to extend the term of the agreement for two additional years and an additional budget of \$850,000 for a total not-to exceed amount of \$2,500,000. Ms. Rutman stated that through a cooperative effort with CHP, adjustments to the staffing plan were made which enabled CHP to fill the shifts more consistently, significantly increasing the patrol hours devoted to the express lane corridor. The fiscal impact for approving this item is \$850,000 of toll-revenue funds, which will be included in the I-680 Sunol Express Lane Operating Budgets adopted for FY18-19 and FY 19-20.

Commissioner Thorne asked how much the contract has increased annually. Liz stated that the last amendment was for an increase of \$425,000 for two years.

Commissioner Haggerty requested clarification on the flexibility in CHP enforcement hours. Liz stated that the original contract had enforcement hours from 5 a.m. - 11 a.m. Monday through Friday on an overtime basis. Liz stated that there was additional budget added to the contract to allow CHP the flexibility to have additional enforcement shifts starting at any hour after the officers' regular shift.

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

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

5.2. Interstate 680 Express Lanes Expenditure Plan

Liz Rutman recommended that Authority approve the Interstate 680 Express Lanes Expenditure Plan Development approach. She reviewed legislative direction for toll revenue generated for the express lanes and stated that based on an assessment of operational risk, it has been recommended by legal counsel that an Operational Risk Reserve for both the I-580 Express Lanes and the I-680 Express Lanes be established at the \$20 million level. The staff recommendation is to defer the development of an expenditure plan until the targeted reserve level is reached.

Commissioner Haubert moved to approve this item. Commissioner Mei seconded the motion. The motion passed with the following votes:

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

5.3 I-680 Southbound Express Lane: Monthly Operations Status Update

Ashley Tam provided an update on the I-680 Southbound Express Lane for February 2018. She covered the average toll trip data and roadway segment speeds and corridor performance information. Ms. Tam also reviewed average speeds and density, and 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.

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

Trinity presented the I-680 Sunol Express lane status update. She provided an update on construction activities, project scheduling and groundbreaking dates.

Commissioner Haggerty wanted to know what assurances are in place to ensure that the contractor won't drop tools on the project once construction starts. Ms. Nguyen stated that there is retention and liquidated damage language in the contract to manage this issue.

Commissioner Haggerty requested an update on construction work being done on Route 84. Ms. Nguyen stated that staff can bring information on construction progress at a future meeting.

This item was for information only.

6. Committee Member Report

There were no committee member reports.

7. Staff Reports

Art Dao noted that the groundbreaking for I-680 Sunol Express Lane will be held on April 19, 2018.

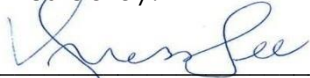
8. Adjournment/ Next Meeting

The next meeting is:

Date/Time: Monday, May 14, 2018 at 9:30a.m.

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

Attested by:



Vanessa Lee,
Clerk of the Commission

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Memorandum

5.1

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DATE: May 7, 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 FY2017-18 Third Quarter Financial Report

Recommendation

It is recommended that the Commission approve the I-680 Sunol Smart Carpool Lane FY2017-18 Third Quarter Financial Report.

Summary

This financial report summarizes revenues and expenses related to the I-680 Sunol Smart Carpool Lane for the fiscal year through March 31, 2018. Net toll and other revenue was \$2,127,883 or 13.5 percent more than projected revenues through the third quarter of FY2017-18. Operating expenses through the third quarter totaled \$1,038,661, or 35.4 percent less than budget. Non-operating expenses through the third quarter totaled \$88,900 or 5.7% less than budget. This results in an increase to net position of \$1,000,322. This positive variance is mostly due to actual toll revenue coming in higher and expenses coming in lower than projections. As of March 31, 2018, the I-680 Sunol Smart Carpool Lane had cash and investments totaling \$4.27 million.

Background

The I-680 Sunol Smart Carpool Lane JPA is in a strong position compared to budget after the third quarter of the fiscal year and remains sustainable. The FY2017-18 mid-year budget update approved by the I-680 Sunol Smart Carpool Lane Board in March 2018 includes \$2.5 million of toll revenues which is offset by \$2.4 million of expenses, including depreciation, resulting in an increase of \$61,923 to projected net position for the year. There was no capital budget proposed for FY2017-18.

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

Attachment:

A. I-680 Sunol Smart Carpool Lane Financial Report as of March 31, 2018

I-680 SUNOL SMART CARPOOL LANE
Financial Report
As of March 31, 2018

<u>OPERATING REVENUES</u>	YTD Actuals	YTD Budget	% Used	Variance
Toll Revenue	2,106,411	1,875,000	112.3%	231,411
Other Income	2,575	-	0.0%	2,575
Interest Income	18,897	-	0.0%	18,897
Total Operating Revenues:	<u>2,127,883</u>	<u>1,875,000</u>	<u>113.5%</u>	<u>252,883</u>
 <u>OPERATING EXPENSES</u>				
Operations and Maintenance	373,113	712,500	52.4%	339,387
Revenue Collection Fees	212,188	225,000	94.3%	12,812
Alameda CTC Operations and Management	175,334	225,000	77.9%	49,666
Enforcement	129,975	187,500	69.3%	57,525
Express Lane Operations Monitoring Technicians	77,005	90,000	85.6%	12,995
IT Support	38,375	45,000	85.3%	6,625
Utilities	19,720	30,000	65.7%	10,280
Roadway Maintenance	12,951	18,750	69.1%	5,799
Contingency	-	75,000	0.0%	75,000
Total Operating Expenses:	<u>1,038,661</u>	<u>1,608,750</u>	<u>64.6%</u>	<u>570,089</u>
Operating Surplus (Deficit)	<u>1,089,222</u>	<u>266,250</u>		
 <u>NON-OPERATING EXPENSES</u>				
Alameda CTC Administration	43,792	41,250	106.2%	(2,542)
Insurance	26,754	26,755	100.0%	1
Legal Fees	5,518	7,500	73.6%	1,982
Miscellaneous	12,836	18,750	68.5%	5,914
Total Non-Operating Expenses:	<u>88,900</u>	<u>94,255</u>	<u>94.3%</u>	<u>5,355</u>
 <u>Net Position</u>				
Beginning of year	<u>4,697,481</u>			
Net Position as of March 31, 2018	<u><u>\$ 5,697,803</u></u>			

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Memorandum

5.2

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DATE: May 7, 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 Proposed Budget for FY2018-19

Recommendation

It is recommended that the Commission approve the I-680 Sunol Smart Carpool Lane Proposed budget for FY2018-19.

Summary

The proposed Sunol Smart Carpool Lane FY2018-19 budget reflects a sustainable, balanced budget utilizing toll revenues to fund expenses.

The proposed budget contains a projected roll forward net position of \$4,759,404 from FY2017-18, which will be updated at mid-year with the actual net position from the FY2017-18 audited financial report. It also includes projected toll revenues of \$2,600,000 which is a 4 percent increase over revenues projected for FY2017-18. Unrestricted net assets rolled forward from FY2017-18 and revenues for the current fiscal year, together, provide projected resources of \$7,359,404.

The proposed FY2018-19 operating expense budget is \$2,140,000 and non-operating expense budget is \$626,372, including the non-cash depreciation expense, which will be funded with current year toll revenues from the Sunol Smart Carpool Lane. This draft budget is successful in having the Sunol Smart Carpool Lane expenses fully funded by toll revenues projected for the current fiscal year.

At this time, there is one special project for toll revenue forecasting, which is included in non-operating expenses, and no capital projects planned for the Sunol Smart Carpool Lane for FY2018-19. Capital project budgets for an automated toll violation enforcement system to deter toll violations and provide a consistent driver experience between the I-680 and I-580 Express Lanes and continuous access on the Southbound I-680 Express Lane have been

incorporated into the larger Alameda CTC I-680 Express Lane Project. If capital needs should arise throughout the fiscal year, a revision to the budget will be made identifying both the additional budget amount needed and the funding source(s), during the mid-year budget update process.

The projected net position balance at the end of FY2018-19 is \$4,593,032 comprised of \$1,500,000 reserved for maintenance, \$1,500,000 reserved for operational risk, \$1,301,086 invested in capital assets, and \$291,946 of unrestricted assets. The reserves for maintenance and operational risk in net position have not been increased by this budget for FY2018-19. Revenues and expenses will be reassessed during the mid-year budget update process to see if there is room to set aside additional funds in these reserves at that time. These reserves are necessary and in line with best practices to ensure sustainability when maintenance is needed on the toll lane and to cover unanticipated expenses, such as those related to commitments in the operations and maintenance agreement with Caltrans which are not covered by insurance, catastrophic failure of the toll lane systems, or a natural disaster.

Background

All funding in the draft budget is projected to come from toll revenues projected for the current fiscal year. This demonstrates a sustainable budget for the Sunol Smart Carpool Lane. FY2017-18 was the second fiscal year in which the Sunol Smart Carpool Lane JPA was successful in adopting a budget that allowed for all expenses to be paid with current year toll revenues, and the practice continues for the FY2018-19 proposed budget. It will be important to continue to set aside funds for maintenance and operational risk in future years in order for the Sunol Smart Carpool Lane to remain sustainable.

Fiscal Impact: The fiscal impact of approving the FY2018-19 proposed budget will be to provide resources of \$2,600,000 and authorize cash expenses of \$2,600,000, which along with projected depreciation would reflect a decrease of \$166,372 in net position for a projected ending net position balance of \$4,593,032 and a projected ending unrestricted net position balance of \$291,946.

Attachment:

- A. I-680 Sunol Smart Carpool Lane Fiscal Year 2018-19 Proposed Budget

I-680 SUNOL SMART CARPOOL LANE
Fiscal Year 2018-19
Proposed Budget

	FY 2017-18 Adopted Budget	FY 2018-19 Proposed Budget	% Change Increase/ (Decrease)
Beginning Net Position	\$ 4,697,481	\$ 4,759,404	1.3
<u>OPERATING REVENUES</u>			
Toll Revenue	2,500,000	2,600,000	4.0
Total Operating Revenues:	2,500,000	2,600,000	
<u>OPERATING EXPENSES</u>			
Operations and Maintenance	950,000	750,000	(21.1)
Revenue Collection Fees	300,000	325,000	8.3
Alameda CTC Operations and Management	300,000	300,000	0.0
Enforcement	250,000	425,000	70.0
Express Lane Operations Monitoring Technicians	120,000	120,000	0.0
IT Support	60,000	85,000	41.7
Utilities	40,000	50,000	25.0
Roadway Maintenance	25,000	25,000	0.0
Contingency	100,000	60,000	(40.0)
Total Operating Expenses:	2,145,000	2,140,000	(0.2)
Operating Surplus/(Deficit)	355,000	460,000	29.6
<u>NON-OPERATING EXPENSES</u>			
Alameda CTC Administration	55,000	55,000	0.0
Insurance	35,673	40,000	12.1
Legal Fees	10,000	10,000	0.0
Miscellaneous	25,000	25,000	0.0
Special Project - Toll Revenue Forecasting	-	330,000	0.0
Depreciation*	167,404	166,372	(0.6)
Total Non-Operating Expenses:	293,077	626,372	
<u>PROJECTED ENDING NET POSITION</u>	\$ 4,759,404	\$ 4,593,032	(3.5)
Net Position			
Maintenance Reserve	1,500,000	1,500,000	0.0
Operational Risk Reserve	1,500,000	1,500,000	0.0
Invested in Capital Assets	1,467,458	1,301,086	(11.3)
Unrestricted	291,946	291,946	0.0
Total Net Position	\$ 4,759,404	\$ 4,593,032	(3.5)

* Non-cash expense

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I-680 SUNOL SMART CARPOOL LANE
Fiscal Year 2018-19
Proposed Budget

	FY 2017-18 Adopted Budget	FY 2018-19 Proposed Budget	% Change Increase/ (Decrease)
Beginning Net Position	\$ 4,697,481	\$ 4,759,404	1.3
<u>OPERATING REVENUES</u>			
Toll Revenue	2,500,000	2,600,000	4.0
Total Operating Revenues:	2,500,000	2,600,000	
<u>OPERATING EXPENSES</u>			
Operations and Maintenance	950,000	750,000	(21.1)
Revenue Collection Fees	300,000	325,000	8.3
Alameda CTC Operations and Management	300,000	300,000	0.0
Enforcement	250,000	425,000	70.0
Express Lane Operations Monitoring Technicians	120,000	120,000	0.0
IT Support	60,000	85,000	41.7
Utilities	40,000	50,000	25.0
Roadway Maintenance	25,000	25,000	0.0
Contingency	100,000	60,000	(40.0)
Total Operating Expenses:	2,145,000	2,140,000	(0.2)
Operating Surplus/(Deficit)	355,000	460,000	29.6
<u>NON-OPERATING EXPENSES</u>			
Alameda CTC Administration	55,000	55,000	0.0
Insurance	35,673	40,000	12.1
Legal Fees	10,000	10,000	0.0
Miscellaneous	25,000	25,000	0.0
Special Project - Toll Revenue Forecasting	-	330,000	0.0
Depreciation*	167,404	166,372	(0.6)
Total Non-Operating Expenses:	293,077	626,372	
<u>PROJECTED ENDING NET POSITION</u>	\$ 4,759,404	\$ 4,593,032	(3.5)
Net Position			
Maintenance Reserve	1,500,000	1,500,000	0.0
Operational Risk Reserve	1,500,000	1,500,000	0.0
Invested in Capital Assets	1,467,458	1,301,086	(11.3)
Unrestricted	291,946	291,946	0.0
Total Net Position	\$ 4,759,404	\$ 4,593,032	(3.5)

* Non-cash expense

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Memorandum

5.3

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DATE: May 7, 2018

TO: I-680 Sunol Express Lane Joint Powers Authority

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

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

Recommendation

This item is to provide an update on the Operation of the I-680 Southbound Express Lane. This item is for information only.

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

The March 2018 operations report indicates that the express lane facility continues to provide travel time savings and travel reliability along the corridor.

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 reliability as the express lane optimizes the corridor capacity by providing a 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 schedule has been in effect with rates changing as frequently as every 15 minutes.

March 2018 Operations Update:

Over 83,000 express lane toll trips were recorded during operational hours in March, an average of approximately 3,800 per day. All 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 in the corridor during the morning commute hours in March. Although comprehensive traffic data is not currently available, daily observation of the corridor via closed circuit television cameras suggests that the express lane continually provides 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 March 2018
Morning Commute (5 AM – 11 AM)

Express Lane Location	Average Speed Range (mph)	Average Speed (mph)	Average Express Lane LOS
Andrade Rd	62 - 79	69	B
Vargas Rd	64 - 89	70	B
Washington Blvd	42 - 83	63	C
Mission Blvd SR 262	69 - 82	73	B

Table 2 presents the maximum posted toll rate to travel the entire southbound express lane corridor and the average toll assessed to non-HOV users for March 2018.

Table 2. Toll Rate Data for March 2018

Maximum Posted Toll (Travel Entire Corridor)	Average Assessed Toll (All Trips)
\$9.00	\$3.17

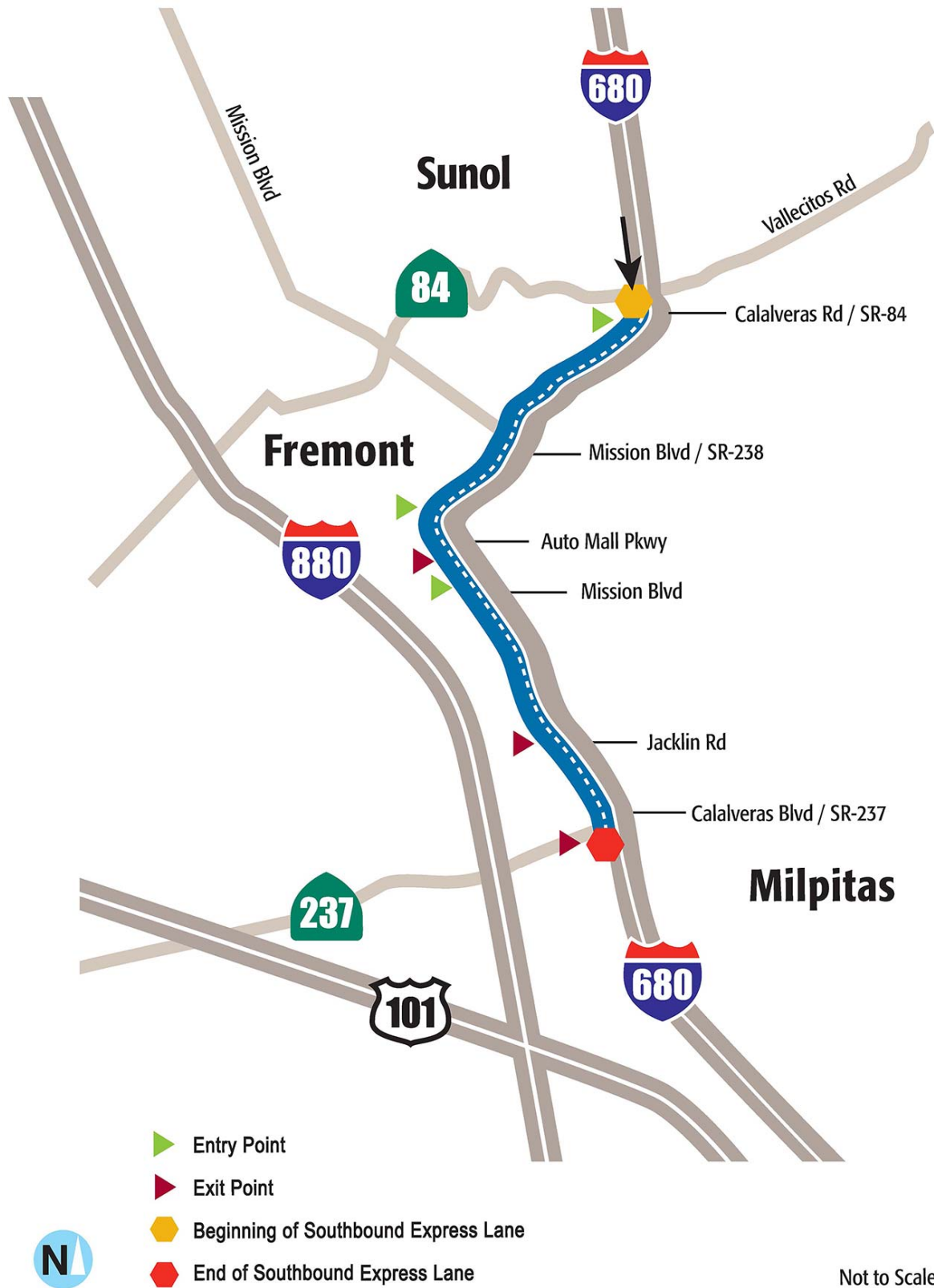
The estimated gross revenue generated from the I-680 Sunol express lane to date in Fiscal Year 2017-18 is \$2.1 million, while the forecast operation budget is \$1.7 million.

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

Attachment:

A. I-680 Southbound Express Lane Location Map

Sunol I-680 Southbound Express Lane Location Map



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Memorandum

5.4

1111 Broadway, Suite 800, Oakland, CA 94607

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DATE: May 7, 2018

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

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

SUBJECT: Express Lanes Toll Revenue Forecasting Update

Recommendation

This item is to provide an update on the I-680 Sunol Express Lanes toll revenue forecast activities. This item is for information only.

Summary

The Alameda CTC operates and maintains both the I-580 Express Lanes and the I-680 Sunol Express Lane, the latter on behalf of the Sunol Smart Carpool Lane Joint Powers Authority (Sunol JPA). Toll revenue forecasts were most recently prepared in 2013 for the I-580 Express Lanes and for the Northbound I-680 Sunol Express Lane. The I-580 Express Lanes have been in operation for more than two years and the revenues have exceeded those reflected in the forecasts. Actual usage data indicates that there is a need to update forecasted toll revenues for both corridors.

Background

Preliminary Traffic and Revenue (T&R) forecasts for the I-580 Express Lanes were prepared in 2005 for the eastbound direction and in 2009 for the westbound direction. In 2013, forecasts were revised for both directions to account for impacts associated with the economic recession and the change in operational configuration, from limited, to near-continuous access. Several forecasts were generated based on different operational assumptions, including implementation of both HOV2+ and HOV3+ policies. The I-580 Express Lanes currently operate as an HOV2+ facility: vehicles detected with a FasTrak® Flex tag in either an HOV2 or HOV3+ setting are granted toll-free use of the facility at all times.

The 2013 study of the I-580 Express Lanes, which assumed an opening year of 2015, forecasted revenues for 2017 under an HOV2+ policy of just under \$3 million. Although the express lanes did not open until early 2016, in fiscal year 2016-17, which was the I-580 Express

Lanes' first full fiscal year of operations, the gross toll revenue exceeded \$10 million. A review of the 2013 T&R forecast in comparison to actual data from the I-580 Express Lanes' toll system shows that the projected usage by HOV/HOV-eligible vehicles that enjoy free travel in the express lanes was significantly different. The T&R study projected that 2015 usage by HOV/HOV-eligible vehicles would be 55% in the eastbound direction and 86% in the westbound direction, and continued to increase each year. However, current data shows that approximately 44% of eastbound and 47% of westbound users are HOV/HOV-eligible. This inaccurate projection is considered the leading cause of the low revenue projections in the 2013 forecast.

Similarly, a T&R study for the northbound I-680 Sunol Express Lane currently under construction was last prepared in 2013 and projected a 77% usage by HOV2+ vehicles. Based on current I-580 data, usage of HOV2+ vehicles on the I-680 was likely overstated in the 2013 T&R study; therefore, correspondingly, it is expected that the revenue forecast was underestimated.

The I-580 Toll Revenue Expenditure Plan approved in April 2018 by Alameda CTC used current toll revenues escalated at 3% per year as a basis for the plan. However, given that the previous forecasts have been invalidated, staff does not feel that these projections can be relied upon. At this time, staff is seeking a more comprehensive, 20-year forecast utilizing more recent data and information. The model calibration is expected to be more extensive than previous efforts since it will utilize actual operating data and information, which will help to ensure a more accurate forecast. Once the I-580 Express Lanes' forecast is completed, the consultant will apply the same usage assumptions to the future I-680 Express Lanes to configure and develop T&R forecasts for that corridor, which will benefit the future development of the I-680 Toll Revenue Expenditure Plan.

Alameda CTC staff will be seeking approval to release an RFP for Professional Services to develop toll revenue forecasts for the I-580 Express Lanes and I-680 Sunol Express Lanes.

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



Memorandum

5.5

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DATE: May 7, 2018

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

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

This item is to provide an update on the status of I-680 Sunol Express Lanes projects. 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 recently completed and/or anticipated for the next three months:

- Civil construction began on March 5, 2018 after approval of required initial submittals. Progress to date is satisfactory.
- A project groundbreaking event was held on April 19th 2018
- Visible work activities for the three months ahead will include:
 - Lane closures will be placed, primarily at night, to provide safe working areas for work on or near mainline 680 lanes
 - 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
 - Replacement of failed pavement slabs throughout the project limits
 - Early civil work for electric service points will continue through August 2018
 - 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 in 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).

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

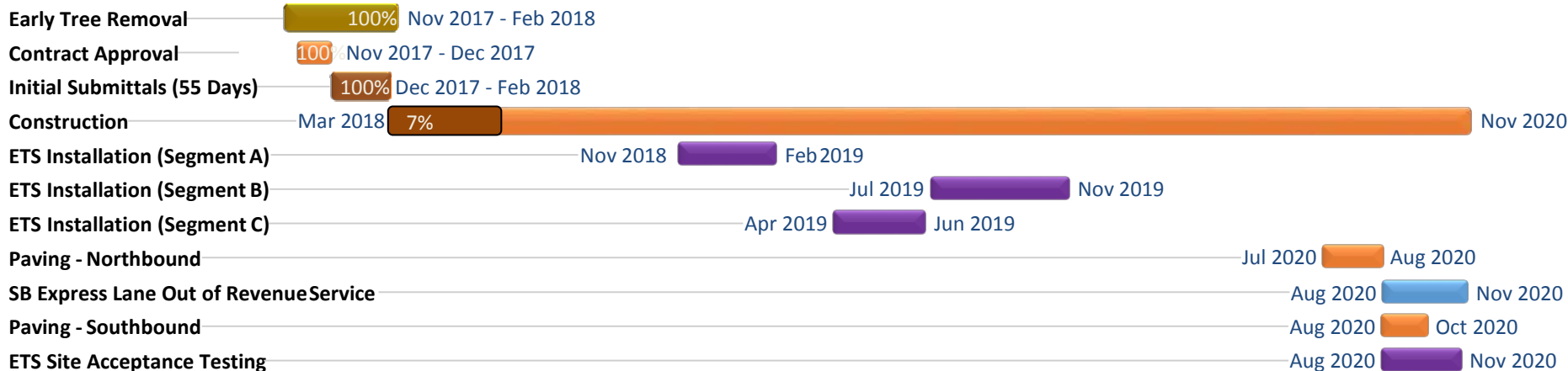
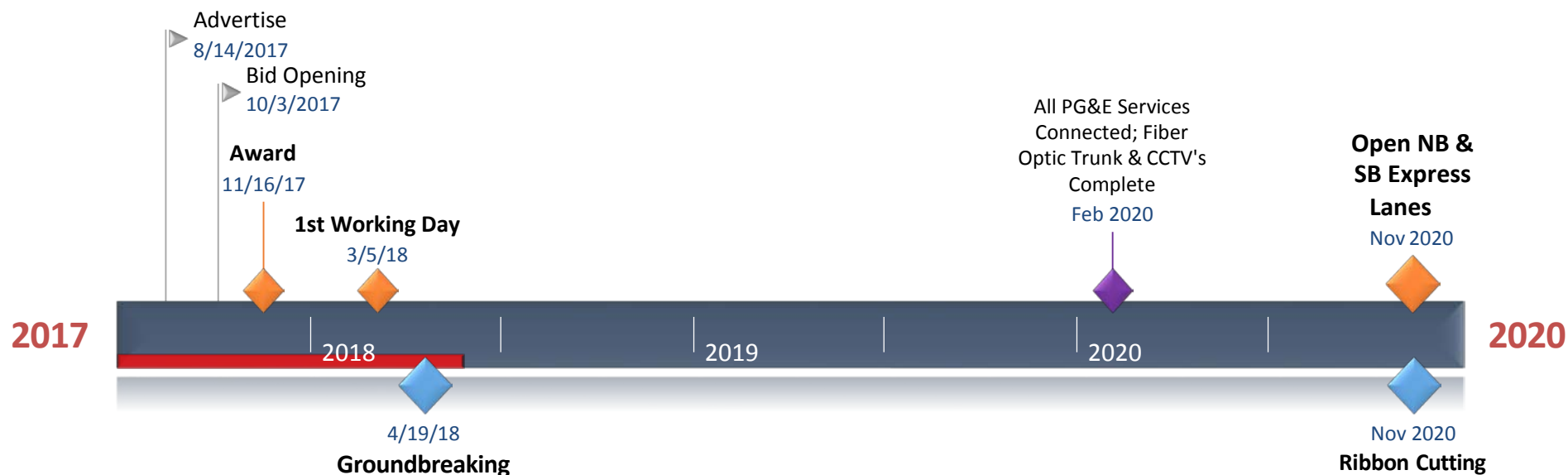
Attachment:

- A. I-680 Sunol Express Lanes Progress Update

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Progress Update: May 2018



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