



Meeting Notice

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

Commission Chair
Councilmember At-Large,
Rebecca Kaplan, City of Oakland

Commission Vice Chair
Mayor Bill Harrison,
City of Fremont

AC Transit
Director Elsa Ortiz

Alameda County
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Supervisor Richard Valle, District 2
Supervisor Wilma Chan, District 3
Supervisor Nate Miley, District 4
Supervisor Keith Carson, District 5

BART
Director Rebecca Saltzman

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City of Berkeley
Councilmember Laurie Capitelli

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Mayor David Haubert

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Mayor John Marchand

City of Newark
Councilmember Luis Freitas

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Councilmember Dan Kalb

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Acting Mayor Jeff Wieler

City of Pleasanton
Mayor Jerry Thorne

City of San Leandro
Mayor Pauline Cutter

City of Union City
Mayor Carol Dutra-Vernaci

Executive Director
Arthur L. Dao

I-680 Sunol Smart Carpool Lane Joint Powers Authority

Monday, November 14, 2016, 9:30 a.m.

Location:

1111 Broadway, Suite 800
Oakland, CA 94607

Teleconference Location:

Campbell City Hall
Doetsch Conf. Room, 70 N 1st St.
Campbell, CA 95008

Mission Statement

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

Public Comments

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

Recording of Public Meetings

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

Reminder

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

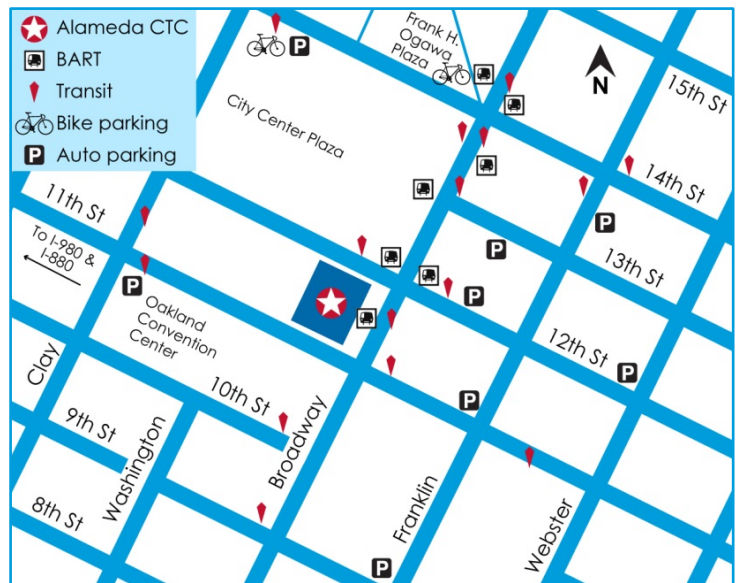
Glossary of Acronyms

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

Location Map

★ Alameda CTC
1111 Broadway, Suite 800
Oakland, CA 94607

Alameda CTC is accessible by multiple transportation modes. The office is conveniently located near the 12th Street/City Center BART station and many AC Transit bus lines. Bicycle parking is available on the street and in the BART station as well as in electronic lockers at 14th Street and Broadway near Frank Ogawa Plaza (requires purchase of key card from bikelink.org).



Garage parking is located beneath City Center, accessible via entrances on 14th Street between 1300 Clay Street and 505 14th Street buildings, or via 11th Street just past Clay Street. To plan your trip to Alameda CTC visit www.511.org.

Accessibility

Public meetings at Alameda CTC are wheelchair accessible under the Americans with Disabilities Act. Guide and assistance dogs are welcome. Call 510-893-3347 (Voice) or 510-834-6754 (TTD) five days in advance to request a sign-language interpreter.



Meeting Schedule

The Alameda CTC meeting calendar lists all public meetings and is available at www.AlamedaCTC.org/events/upcoming/now.

Paperless Policy

On March 28, 2013, the Alameda CTC Commission approved the implementation of paperless meeting packet distribution. Hard copies are available by request only. Agendas and all accompanying staff reports are available electronically on the Alameda CTC website at www.AlamedaCTC.org/events/month/now.

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I-680 Sunol Smart Carpool Lane Joint Powers Authority Meeting Agenda Monday, November 14, 2016, 9:30 a.m.

1111 Broadway, Suite 800, Oakland, CA 94607

510.208.7400

www.AlamedaCTC.org

Teleconference location: Campbell City Hall, Doetsch Conference Room, 70 N. 1st St., Campbell, CA 95008

1. Pledge of Allegiance

2. Roll Call

3. Public Comment

Chair: Mayor Jerry Thorne, City of Pleasanton

Vice Chair: Mayor Bill Harrison, City of Fremont

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

Staff Liaison: Elizabeth Rutman

Executive Director: Arthur L. Dao

Clerk: Vanessa Lee

4. Consent Calendar

Page A/I

- 4.1. [Approval of the October 10, 2016 I-680 Sunol Smart Carpool Lane Joint Powers Meeting Minutes](#)

1 A

5. Regular Matters

- 5.1. [Approve the Sunol Smart Carpool Lane Statement of Revenues and Expenses as of September 30, 2016](#)

5 A

- 5.2. [Approve the Sunol Smart Carpool Lane Joint Powers Authority Audited Annual Financial Report for the Year Ended June 30, 2016](#)

9 A

- 5.3. [Receive a status update on the operation of the I-680 Southbound Express Lane](#)

27 I

- 5.4. [Receive a monthly status update of the I-680 Northbound Express Lane Project](#)

35 I

6. Committee Member Reports (Verbal)

7. Staff Reports (Verbal)

8. Adjournment

Next Meeting: January 9, 2017

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

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I-680 Sunol Smart Carpool Lane Joint Powers Authority Meeting Minutes Monday, September 12, 2016, 9:30 a.m.

4.1

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

1. Pledge of Allegiance

2. Roll Call

A roll call was conducted. Commissioners Thorne and Haggerty were present. Commissioners Harrison, Haubert, and Baker were absent. There was not a quorum.

Chair Thorne began the meeting with Item 5.3, which was for information only.

Subsequent to the roll call:

Commissioner Harrison arrived during item 5.3, confirming a quorum.

3. Public Comment

There were no public comments.

4. Consent Calendar

4.1. Approval of the I-680 Sunol Smart Carpool Lane Joint Powers Authority September 12, 2016 Meeting Minutes

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

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

5. Regular Matters

5.1. Sunol Smart Carpool Lane Joint Powers Authority Administrative Code Amendment: Approval to Amend and Restate the Sunol Smart Carpool Lane Joint Powers Authority Administrative Code

Liz Rutman requested that the Authority approve an Administrative Code amendment to amend and restate the Sunol Smart Carpool Lane Joint Powers Authority Administrative Code. She stated that approval of the amendment will maintain consistency with the Amended Joint Powers Agreement between Alameda CTC and VTA. She noted that the memorandum was presented to the JPA Board at their January 10, 2011 meeting as an informational item and these changes were subsequently added to the amended code between Alameda CTC and VTA. Liz said that the member agencies, Alameda CTC and VTA, approved and executed the amended Agreement as of June 23, 2016. She concluded by recommending that the Authority approve the amended and restated Administrative Code, Ordinance No. 2006-01 (amended).

Commissioner Haggerty moved to approve Item 5.1. Commissioner Harrison seconded the motion. The motion passed unanimously.

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

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

Liz Rutman presented information regarding the agreement between the Sunol JPA and BATA for toll collection and customer services. She noted that the current agreement will expire December 31, 2016 and an extension is necessary to ensure uninterrupted operation of the facility. She said that BATA has agreed to an extension with no changes to the terms and conditions in the current agreement which includes a per transaction cost of 16.1 cents. She recommends extending the current agreement to September 30, 2019, consistent with the expiration of BATA's current consultant contract with Xerox for customer service support services. She continued that this ensures consistent customer service independent of the new capital projects but does not preclude modification of the agreement to accommodate the new projects' administrative customer service processes which are expected to begin in 2019. Staff requests approval of an amendment to the BATA agreement to extend the term of the agreement to ensure continued operation of the Express Lane facility.

Commissioner Haggerty asked if there is satisfaction with BATA's services. Liz stated that she was not particularly satisfied with Xerox's inconsistent customer service performance and the opaque reconciliation procedure. She said both BATA and Xerox have been helpful when there are questions.

Commissioner Haggerty moved to approve Item 5.2. Commissioner Harrison seconded the motion. The motion passed unanimously.

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

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

Liz Rutman presented the I-680 Southbound Express Lane monthly operations update for the months of August 2016. She shared the roadway segment speeds and corridor performance information such as the average lane density, travel speeds, dynamic congestion pricing (toll rates, during operational hours), corridor heat maps (showing the overall health of corridor), and estimated versus forecasted revenue for FY16/17.

Commissioner Haggerty asked for a comparison with how much was forecasted when this was first proposed with current revenues. Art Dao stated that we are not close to the original estimates from the late 1990s.

This item was for information only.

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

Trinity Nguyen presented the I-680 Northbound Express Lane project overview and update. She stated that staff is working towards the 95% Plans, Specification & Estimate submittal to Caltrans. She also presented an overview of the projects along the SR84 corridor including Project 5 which would widen the expressway and improve the interchange. She reviewed the purpose, need, the build/no-build alternatives, and the details of the build improvements for this project. Trinity discussed the project challenges to clear the improved draft environmental document, including right-of-way costs, construction costs around sensitive habitats and utilities, and an absence of a solid funding plan for the \$80 million shortfall. She stated that both CEQA and NEPA needed to be cleared for the document as well. She presented the schedule for the project.

Commissioner Thorne asked for more information about the funding shortfall for the SR84 project. Art responded that this is a relatively inexpensive project at \$220 million which has congestion-easing benefits. Art said that this is a significant regional project and staff will be pursuing regional funding as well as STIP funds.

Commissioner Thorne asked about regulating truck traffic. Art stated that SR84 has fewer trucks than other comparative roads and the trucks that are on this road are serving local areas. Art said a ban on trucks has to be initiated locally.

Commissioner Thorne asked if he could have the slides to show his city council. Art said he would send a presentation with more details.

Commissioner Haggerty said that RM3 funding is not a panacea and is very competitive. He asked if this project competed well in Plan Bay Area. Art answered that this project was ranked fifth in terms of the benefit to cost ratio and could compete regionally.

Commissioner Haggerty asked for the slides to be more readable. He was also interested in having the presentation sent to him.

This item was for information only.

6. Committee Member Report

There were no committee member reports.

7. Staff Reports

Art Dao said that every two years MTC presents their Top 10 Most Congested Corridors. He said that historically, Alameda County has six of the most congested corridors in the bay area, but this year there are only three. He said that unfortunately, northbound I-680 is one of the three. He said that I-880 leading to the Bay Bridge and the Nimitz Freeway are the two others. Art stated that the Commission made a conscientious decision to invest in I-580 to reduce congestion. He is concerned about future congestion, so investments in other forms of transportation will have to be made. He sees I-680 off this list once construction is completed in 2019.

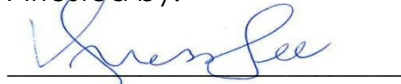
8. Adjournment/ Next Meeting

The next meeting is:

Date/Time: Monday, November 14, 2016 @ 9:30 a.m.

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

Attested by:

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

Vanessa Lee,
Clerk of the Commission



Memorandum

5.1

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: November 7, 2016

SUBJECT: Sunol Smart Carpool Lane Statement of Revenues and Expenses as of September 30, 2016

RECOMMENDATION: Approve the Sunol Smart Carpool Lane Statement of Revenues and Expenses as of September 30, 2016

Summary

This financial report summarizes revenues and expenses related to operations of the Sunol Smart Carpool Lane through September 30, 2016. Net toll revenue was \$512,592 or 2.4 percent lower than projected toll revenue through the first quarter of FY2016-17. Expenses through the first quarter totaled \$444,866, or 15.3 percent less than budget, which results in an increase to net position of \$68,512. This surplus is due to actual expenditures coming in lower than budgeted projections. As of September 30, 2016, the Sunol Smart Carpool Lane had cash and investments totaling \$3,240,804.

Background

The Sunol Smart Carpool Lane JPA is in a strong position compared to budget after the first quarter of the fiscal year and remains sustainable. The FY2016-17 operating budget approved by the Sunol Smart Carpool Lane Board in June 2016 includes \$2.1 million of toll revenues which is offset by \$2.1 million of operating expenses which results in no change projected to net position for the year. There was no capital budget proposed for FY2016-17. In the prior fiscal year, the capital budget included \$2.1 million of grant funding for implementation of an automated toll violation enforcement system, however, these funds were not utilized because the project work and related funding were incorporated into a larger Alameda CTC I-680 Express Lane Project. There are no capital projects planned for the Sunol Smart Carpool Lane during FY2016-17.

In July 2016, an investment account was established for the Sunol Smart Carpool Lane with the Local Agency Investment Fund as approved by the Board. This account is managed by the State of California Treasurer's Office and allows the agency to invest available resources on a short term basis to maximize return while maintaining the safety of the funds and liquidity for cash flow purposes as needs arise.

Fiscal Impact: There is no fiscal impact.

Attachments

- A. Sunol Smart Carpool Lane Statement of Operating Revenues and Expenses as of September 30, 2016

Staff Contact

[Patricia Reavey](#), Deputy Executive Director of Finance and Administration

[Yoana Navarro](#), Accounting Manager

SUNOL SMART CARPOOL LANE
Statement of Operating Revenues and Expenses
As of September 30, 2016

<u>OPERATING REVENUES</u>	<u>YTD Actuals</u>	<u>YTD Budget</u>	<u>% Used</u>	<u>Variance</u>
Toll Revenue	512,592	525,000	97.6%	(12,408)
Interest Income	786	-	0.0%	786
Total Operating Revenues:	<u>513,378</u>	<u>525,000</u>	<u>97.8%</u>	<u>(11,622)</u>

OPERATING EXPENSES

Operations & Toll Equipment Maintenance	179,460	212,500	84.5%	33,040
Revenue Collection Fees	68,967	75,000	92.0%	6,033
CHP Enforcement	53,125	53,125	100.0%	-
Alameda CTC Operations	54,489	75,000	72.7%	20,511
Roadway Maintenance	3,300	6,250	52.8%	2,950
Project Management/Controls	55,204	37,500	147.2%	(17,704)
Marketing/Public Outreach	-	1,250	0.0%	1,250
IT Support	-	8,750	0.0%	8,750
System Manager/Operations Support	-	2,500	0.0%	2,500
Alameda CTC Administration	9,919	13,750	72.1%	3,831
Insurance	10,157	11,250	90.3%	1,093
Legal Fees	3,192	6,250	51.1%	3,058
Miscellaneous	1,900	6,250	30.4%	4,350
Utilities	5,153	6,250	82.4%	1,097
Contingency	-	9,375	0.0%	9,375
Total Operating Expenses:	<u>444,866</u>	<u>525,000</u>	<u>84.7%</u>	<u>80,134</u>
Operating Surplus (Deficit)	<u>68,512</u>	<u>-</u>		

Net Position

Beginning of year	<u>4,543,427</u>
Net Position as of September 30, 2016	<u><u>\$ 4,611,939</u></u>

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Memorandum

5.2

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: November 7, 2016

SUBJECT: Sunol Smart Carpool Lane Joint Powers Authority Draft Audited Annual Financial Report for the Year Ended June 30, 2016

RECOMMENDATION: Approve the Sunol Smart Carpool Lane Joint Powers Authority Audited Annual Financial Report for the Year Ended June 30, 2016.

Summary

Pursuant to Section 9.2(iv) of the Joint Powers Agreement and Section 6505 of the California Government Code, an independent audit was conducted for the fiscal year ended June 30, 2016 by Vavrinek, Trine, Day & Co. LLP. All financial statements are the responsibility of management. The auditor's responsibility is to express an opinion on the financial statements based on their audit. As demonstrated in the Independent Auditor's Report on page two of the Draft Audited Annual Financial Report, the auditors of the Sunol Smart Carpool Lane Joint Powers Authority (Authority) have reported what is considered to be an unmodified or clean audit.

"In our opinion, the financial statements referred to above present fairly, in all material respects, the financial position of the Authority, as of June 30, 2016, and the changes in financial position, and cash flows thereof for the year then ended in accordance with accounting principles generally accepted in the United States of America."

Financial Highlights:

- Total net position increased by \$0.28 million or 6.5 percent from \$4.27 million to \$4.54 million as of June 30, 2016 compared to June 30, 2015. This increase is mostly due to an increase in cash related to toll revenues collected. Capital assets, net of accumulated depreciation, comprised \$1.81 million or 39.8 percent of the total net position at June 30, 2016.
- For the year ended June 30, 2016, cash and cash equivalents increased by \$0.74 million or 28.0 percent from \$2.66 million to \$3.40 million. This increase is mostly attributed to an increase in toll and grant revenue collections over fiscal year 2015.
- Operating revenue was \$2.16 million during fiscal year 2016, an increase of \$0.23 million or 11.7 percent over fiscal year 2015.

- The Authority's total operating expenses were \$1.87 million during fiscal year 2016, an increase of \$0.20 million or 12.1 percent from fiscal year 2015. This increase in operations and maintenance expenses over the prior fiscal year is mostly due to a rate increase on the main consultant contract. Operating expenses of \$1.73 million for fiscal year 2016 were primarily comprised of program operations and maintenance costs.

Background

As part of the audit process, Vavrinek, Trine, Day & Co., LLP considered the Authority's internal controls over financial reporting in order to design audit procedures. They have not expressed an opinion on the effectiveness of the Authority's internal controls; however Vavrinek, Trine, Day & Co., LLP did not identify any deficiencies in internal controls that would be considered a material weakness.

Fiscal Impact: There is no fiscal impact.

Attachments

- A. Sunol Smart Carpool Lane Joint Powers Authority Draft Audited Annual Financial Report for the Year Ended June 30, 2016

Staff Contact

[Patricia Reavey](#), Deputy Executive Director of Finance and Administration



SUNOL SMART CARPOOL LANE JOINT POWERS AUTHORITY

ANNUAL FINANCIAL REPORT FOR THE YEAR ENDED JUNE 30, 2016



**SUNOL SMART CARPOOL LANE
JOINT POWERS AUTHORITY
ANNUAL FINANCIAL REPORT
FOR THE YEAR ENDED JUNE 30, 2016**

SUNOL SMART CARPOOL LANE JOINT POWERS AUTHORITY

TABLE OF CONTENTS

JUNE 30, 2016

Independent Auditor's Report	1
Map of I-680 Sunol Smart Carpool Lane	3
Management's Discussion and Analysis	4
Basic Financial Statements	
Statement of Net Position	8
Statement of Revenues, Expenses, and Changes in Net Position	9
Statement of Cash Flows	10
Notes to Financial Statements	11

DRAFT



INDEPENDENT AUDITOR'S REPORT

Governing Board
Sunol Smart Carpool Lane Joint Powers Authority
Oakland, California

Report on the Financial Statements

We have audited the accompanying financial statements of the Sunol Smart Carpool Lane Joint Powers Authority (Authority), as of and for the year ended June 30, 2016, and the related notes to the financial statements, which collectively comprise the Authority's basic financial statements as listed in the table of contents.

Management's Responsibility for the Financial Statements

Management is responsible for the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States of America; this includes the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

Auditor's Responsibility

Our responsibility is to express opinions on these financial statements based on our audit. We conducted our audit in accordance with auditing standards generally accepted in the United States of America. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

Opinions

In our opinion, the financial statements referred to above present fairly, in all material respects, the financial position of the Authority, as of June 30, 2016, and the changes in financial position, and cash flows thereof for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Other Matters

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that management's discussion and analysis on pages four through seven be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Palo Alto, California

November 20, 2015

SUNOL SMART CARPOOL LANE JOINT POWERS AUTHORITY

MANAGEMENT'S DISCUSSION AND ANALYSIS JUNE 30, 2016



SUNOL SMART CARPOOL LANE JOINT POWERS AUTHORITY

MANAGEMENT'S DISCUSSION AND ANALYSIS JUNE 30, 2016

Management has prepared the following discussion and analysis of the Sunol Smart Carpool Lane Joint Powers Authority (the Authority) financial performance, which provides an overview of its financial activities for the fiscal year ended June 30, 2016. Management encourages readers to consider the information presented here in conjunction with the accompanying financial statements and related notes.

Financial Highlights

- Total net position increased by \$0.28 million or 6.5 percent from \$4.27 million to \$4.54 million as of June 30, 2016 compared to June 30, 2015. This increase is mostly due to an increase in cash related to toll revenues collected. Capital assets, net of accumulated depreciation, comprised \$1.81 million or 39.8 percent of the total net position at June 30, 2016.
- For the year ended June 30, 2016, cash and cash equivalents increased by \$0.74 million or 28.0 percent from \$2.66 million to \$3.40 million. This increase is mostly attributed to an increase in toll and grant revenue collections over fiscal year 2015.
- Operating revenue was \$2.16 million during fiscal year 2016, an increase of \$0.23 million or 11.7 percent over fiscal year 2015.
- The Authority's total operating expenses were \$1.87 million during fiscal year 2016, an increase of \$0.20 million or 12.1 percent from fiscal year 2015. This increase in operations and maintenance expenses over the prior fiscal year is mostly due to a rate increase on the main consultant contract. Operating expenses of \$1.73 million for fiscal year 2016 were primarily comprised of program operations and maintenance costs.

Overview of the Basic Financial Statements

The basic financial statements of the Authority are presented as an enterprise fund, which reports all activities using the accrual basis of accounting and the economic resources measurement focus. With this basis of accounting, revenues are recorded when earned and expenses are recorded when the related liabilities are incurred. The enterprise fund is used to account for the collection of toll revenues and payment of the Authority's expenses. The financial statements provide both long-term and short-term financial information and information about cash flows. The Authority's financial statements are presented as follows:

- Statement of Net Position;
- Statement of Revenues, Expenses and Changes in Net Position;
- Statement of Cash Flows; and
- Notes to the financial statements.

SUNOL SMART CARPOOL LANE JOINT POWERS AUTHORITY

MANAGEMENT'S DISCUSSION AND ANALYSIS JUNE 30, 2016

Financial Analysis

The following table presents the Authority's net position as of June 30, 2016 and June 30, 2015:

	June 30, 2016	June 30, 2015
Current assets	\$ 3,501,505	\$ 2,851,544
Capital assets, net	1,809,451	1,951,027
Total assets	5,310,956	4,802,571
Total liabilities	(767,529)	(534,582)
Net position	\$ 4,543,427	\$ 4,267,989

The following table presents the Authority's change in net position for the fiscal year ended June 30, 2016 and the period ended June 30, 2015:

	June 30, 2016	June 30, 2015
Operating revenue	\$ 2,162,406	\$ 1,935,586
Operating expenses	1,873,863	1,671,082
Operating income	288,543	264,504
Nonoperating revenue (expense)	(13,105)	133,489
Increase (decrease) in net position	275,438	397,993
Net position, beginning of period	4,267,989	3,869,996
Net position, end of period	\$ 4,543,427	\$ 4,267,989

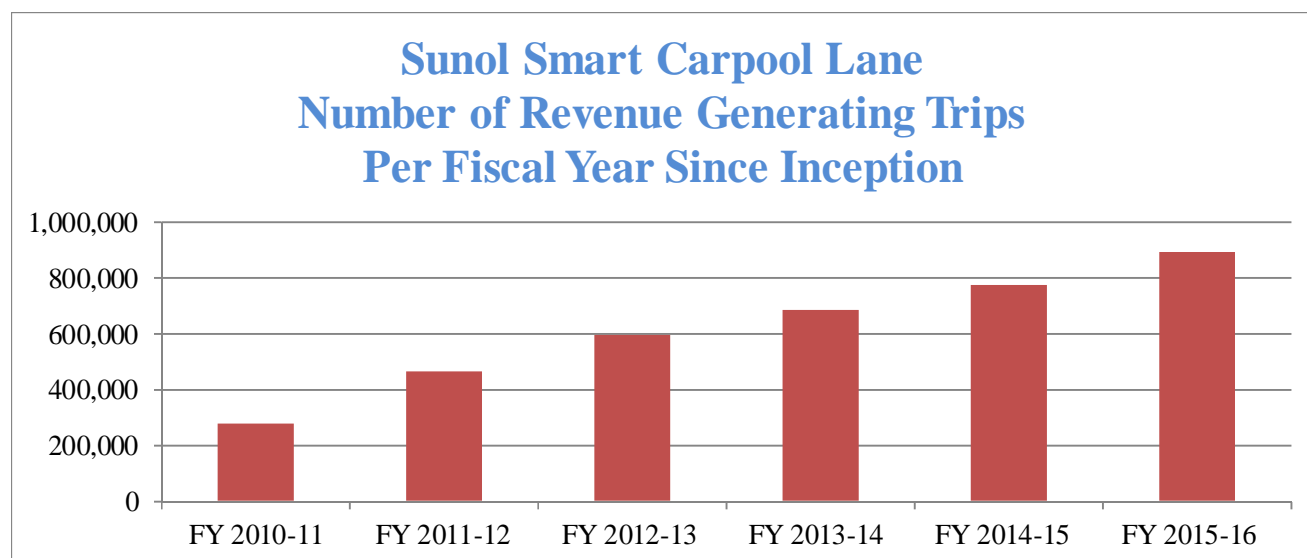
While Alameda County Transportation Commission (Alameda CTC) continues as the managing agency of the Sunol Smart Carpool Lane, it no longer subsidizes administrative support costs on behalf of the Authority. Accordingly, these costs were included in the Statement of Revenues, Expenses, and Changes in Net Position (see Note 3 to the financial statements for a more detailed explanation).

The Authority began operating a toll lane on the Sunol Grade segment of southbound Interstate 680 in Alameda and Santa Clara counties on September 20, 2010. Since operations began, monthly toll lane usage has more than tripled, going from 25,792 trips in October 2010 to 88,127 trips in June 2016.

SUNOL SMART CARPOOL LANE JOINT POWERS AUTHORITY

MANAGEMENT'S DISCUSSION AND ANALYSIS JUNE 30, 2016

The following chart demonstrates the trips that have been taken in the toll lane by fiscal year since inception in September 2010.



Cash increased by \$743.1 thousand or 28.0 percent. Revenues for the period, including tolls and other revenues in the amount of \$2,149.3 thousand plus the change in prepaid expenses of \$7.8 thousand, receivables of \$85.4 thousand, and liabilities of \$232.9 thousand, were offset by \$1,732.3 thousand of operations and maintenance expenses.

Capital Assets

The following table presents the Authority's capital asset activity from June 30, 2015 to June 30, 2016:

	June 30, 2015	Additions	Deletions	June 30, 2016
Toll revenue equipment	\$ 3,119,602	\$ -	\$ -	\$ 3,119,602
Accumulated depreciation	(1,168,575)	(141,576)	-	(1,310,151)
Net book value	<u>\$ 1,951,027</u>	<u>\$ (141,576)</u>	<u>\$ -</u>	<u>\$ 1,809,451</u>

SUNOL SMART CARPOOL LANE JOINT POWERS AUTHORITY

MANAGEMENT'S DISCUSSION AND ANALYSIS

JUNE 30, 2016

Comparison of Budget to Actual

Prior to each fiscal year, the Authority adopts a budget for the coming year. The adopted operating revenue budget for fiscal year 2016 was \$1,700.0 thousand. Actual operating revenues were \$2,162.4 thousand, which was \$462.4 thousand or 27.2 percent higher than budget.

The adopted operating expense budget was \$2,775.6 thousand. Actual operating expenses were \$1,873.9 thousand, which was \$901.7 thousand or 32.5 percent less than budget.

The adopted budget for other revenues was \$610.0 thousand. Actual other revenues were (\$13.1) thousand due to a reversal of a prior year accrual for grant revenues. With this express lane being a fairly new start up, the intent when the budget was developed was to use grant revenues to help fund the operating costs if and when needed, however, this safety net was not invoked as the toll revenues received were more than adequate to fund operations and maintenance costs throughout the fiscal year.

The adopted capital projects budget for both revenues and expenses was \$2,100.0 thousand. Actual capital revenues and expenses were \$0.0 because, for cost effectiveness and efficiency purposes, the anticipated capital budget for an automated toll violation enforcement system was combined with an Alameda CTC capital project and will be implemented along with a larger project by Alameda CTC.

Other Significant Matters

Alameda CTC, in cooperation with the California Department of Transportation and the Federal Highway Administration, will construct a High Occupancy Vehicle (HOV)/Express Lane on northbound I-680 from the State Route (SR) 237 interchange in Santa Clara County to north of the SR 84 interchange in Alameda County. The complete project will widen about 15 miles of the freeway to accommodate the HOV/Express Lane along with several auxiliary lanes connecting on-ramps and off-ramps. Bridge crossings will be modified, and retaining walls will be constructed to accommodate the widening. The project will also include upgrading the southbound express lane configuration from a controlled access to a near continuous access configuration. The project approval and environmental phase of the project was completed in the summer of 2015. The current phase began in August 2015 and includes design and construction of an initial nine mile segment to provide operational benefits and expedite congestion relief in the corridor. The final design of this phase, from Auto Mall Parkway to SR 84, is underway. This work will continue through 2016.

The Authority was originally formed to plan, design, construct, and administer the operations of a value pricing high-occupancy vehicle program on the Sunol Grade segment of Interstate 680 between the interchange with Alcosta Boulevard in the City of Dublin in Alameda County and SR 237 (Calaveras Boulevard) in the City of Milpitas in Santa Clara County. In addition to managing the operations of the existing toll lane, the Authority provides oversight for the planning, design and construction of the northbound project and will be responsible for the operations and maintenance of the express lane once it is put into service which is currently projected for mid-2019.

Request for Information

This financial report is designed to provide a general overview of the Authority's finances for all those interested in the finances of the Sunol Smart Carpool Lane JPA. Questions concerning any of the information provided in this report or requests for additional financial information should be addressed to the Finance Department at 1111 Broadway, Suite 800, Oakland, CA 94607.

SUNOL SMART CARPOOL LANE JOINT POWERS AUTHORITY

STATEMENT OF NET POSITION JUNE 30, 2016

ASSETS

Cash	\$ 3,401,536
Accounts receivable	99,969
Capital assets, net of accumulated depreciation	<u>1,809,451</u>
Total Assets	<u>5,310,956</u>

LIABILITIES

Accounts payable	266,477
Accrued liabilities	<u>501,052</u>
Total Liabilities	<u>767,529</u>

NET POSITION

Net investment in capital assets	1,809,451
Unrestricted	<u>2,733,976</u>
Total Net Position	<u>\$ 4,543,427</u>

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The accompanying notes are an integral part of these financial statements.

SUNOL SMART CARPOOL LANE JOINT POWERS AUTHORITY

STATEMENT OF REVENUES, EXPENSES, AND CHANGES IN NET POSITION FOR THE YEAR ENDED JUNE 30, 2016

OPERATING REVENUES

Toll revenue	\$ 2,162,406
Total operating revenue	<u>2,162,406</u>

OPERATING EXPENSES

Operations and maintenance	1,732,287
Depreciation expense	<u>141,576</u>
Total operating expenses	<u>1,873,863</u>
Operating income	<u>288,543</u>

NONOPERATING REVENUES (EXPENSES)

Interest income	4,793
Grants	<u>(17,898)</u>
Total nonoperating revenues (expenses)	<u>(13,105)</u>
Change in net position	275,438
Net Position - Beginning	<u>4,267,989</u>
Net Position - Ending	<u>\$ 4,543,427</u>

The accompanying notes are an integral part of these financial statements.

SUNOL SMART CARPOOL LANE JOINT POWERS AUTHORITY

STATEMENT OF CASH FLOWS FOR THE YEAR ENDED JUNE 30, 2016

CASH FLOWS FROM OPERATING ACTIVITIES

Cash receipts from customers	\$ 2,222,869
Payments to suppliers for goods and services	(1,491,586)
Cash flow from operating activities	<u>\$ 731,283</u>

CASH FLOWS FROM NONCAPITAL FINANCING ACTIVITIES

Cash receipts from grants	<u>7,056</u>
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CASH FLOWS FROM INVESTING ACTIVITIES

Cash receipts from interest income	<u>4,793</u>
Net change in cash and cash equivalents	743,132
Cash and Cash Equivalents - Beginning	<u>2,658,404</u>
Cash and Cash Equivalents - Ending	<u><u>3,401,536</u></u>

RECONCILIATION OF OPERATING INCOME TO NET CASH PROVIDED BY OPERATING ACTIVITIES

Operating income	288,543
Adjustments to reconcile operating income to net cash provided by operating activities	
Depreciation expense	141,576
Changes in assets and liabilities	
Decrease in receivables	60,463
Decrease in prepaid expenses	7,754
Increase in liabilities	232,947

NET CASH PROVIDED BY OPERATING ACTIVITIES

<u>\$ 731,283</u>

The accompanying notes are an integral part of these financial statements.

SUNOL SMART CARPOOL LANE JOINT POWERS AUTHORITY

NOTES TO FINANCIAL STATEMENTS

JUNE 30, 2016

NOTE 1 – REPORTING ENTITY

The Sunol Smart Carpool Lane Joint Powers Authority (the Authority) is a joint powers authority, organized in February 2006 pursuant to a joint powers agreement (Agreement) among the Alameda County Congestion Management Agency (ACCMA), Alameda County Transportation Improvement Authority (ACTIA), and the Santa Clara Valley Transportation Authority. As of July 1, 2010, ACCMA and ACTIA have been succeeded by the Alameda County Transportation Commission (Alameda CTC) which has all of the powers and responsibilities of the former agencies. The Agreement was entered into pursuant to the Government Code of the State of California, commencing with Section 6500. The Authority was formed to plan, design, construct, and administer the operations of a value pricing high-occupancy vehicle program on the Sunol Grade segment of Interstate 680 in Alameda and Santa Clara Counties. The Authority began operating the toll lane in the southbound direction on September 20, 2010. Members of the Authority's Board of Directors are elected officials representing Alameda and Santa Clara Counties.

NOTE 2 – MANAGING AGENCY

Alameda CTC is the managing agency. From the Authority's inception in 2006, Alameda CTC provided all administrative support including office space, staff time, accounting, and insurance. While Alameda CTC continues as the managing agency, it ceased funding these administrative support costs on behalf of the Authority as of July 1, 2012. Accordingly, all of these costs are included in the Statement of Revenues, Expenses, and Changes in Net Position.

NOTE 3 – SIGNIFICANT ACCOUNTING POLICIES

Basis of Presentation and Accounting

All activities of the Authority are reported using the economic resources measurement focus and the accrual basis of accounting, in accordance with accounting principles generally accepted in the United States of America, as applicable to governmental agencies. With this measurement focus, all assets and liabilities associated with operations are included on the Statement of Net Position. Revenues are reported when earned and expenses are reported when the related liabilities are incurred.

Enterprise funds distinguish operating revenues and expenses from non-operating items. Operating revenues and expenses generally result from providing services in connection with the Authority's principal ongoing operations. The principal operating revenue of the Authority is the collection of toll revenue.

Operating expenses of the Authority are made up of administrative costs, depreciation, and operations and maintenance costs. Since inception of the Authority, Alameda CTC as the managing agency has provided administrative support and subsidized operations and maintenance costs of the Sunol Smart Carpool Lane through its I-680 Southbound HOT Lane Project. Alameda CTC may continue to cover some costs related to operations and maintenance while utilization of the Sunol Smart Carpool Lane grows and revenue increases to a sustainable level and the Authority is considered solvent. However, as of July 1, 2012, the managing agency no longer funds the Authority's administrative support costs. Accordingly, these costs as well as all other operations and maintenance costs incurred by the Authority are included in the Statement of Revenues, Expenses, and Changes in Net Position as of July 1, 2012.

SUNOL SMART CARPOOL LANE JOINT POWERS AUTHORITY

NOTES TO FINANCIAL STATEMENTS

JUNE 30, 2016

The Authority adheres to accounting principles issued by the Governmental Accounting Standards Board (GASB).

Revenue Recognition

The Authority recognizes toll revenue at the time the toll lane is used, net of funds for invalid or stolen tags, equipment malfunctions, and violations dismissed in court.

Net Position

Net position is reported in the following categories:

- Net investment in capital assets – This category includes all capital assets offset by accumulated depreciation. The Authority has no capital related debt.
- Unrestricted – This category represents net position of the Authority that is not restricted for any project or other purpose.

State law requires all toll revenues to be used only for programs and projects that benefit the owners of the vehicles paying the tolls within the corridor. The Board has designated \$300,000 of net position for replacement of toll equipment (including hardware and software) and \$200,000 for roadway rehabilitation.

Estimates

The preparation of basic financial statements in conformity with generally accepted accounting principles in the United States of America requires management to make estimates and assumptions that affect certain reported amounts and related disclosures. Accordingly, actual results may differ from those estimates.

NOTE 4 – CASH

The Authority had \$3,401,536 cash in the bank as of June 30, 2016. The Authority's investment policy follows the investment policy of its managing agency, the Alameda County Transportation Commission.

Cash held in banks is entirely collateralized by the bank holding the deposit. California laws requires banks and savings and loan institutions to pledge government securities with a market value of 110 percent of the deposit or first trust deed mortgage notes with a value of 150 percent of the deposit as collateral for all municipal deposits. This collateral remains with the institution, but is considered to be held in the Authority's name and places the Authority ahead of general creditors of the institution.

Custodial credit risk is the risk that in the event a financial institution or counterparty fails, the Authority would not be able to recover the value of its deposits and investments. At June 30, 2016, the Federal Depository Insurance Corporation insured the Authority's cash deposits up to \$250,000 and the financial institution's trust department collateralized the remainder in the Authority's name.

SUNOL SMART CARPOOL LANE JOINT POWERS AUTHORITY

NOTES TO FINANCIAL STATEMENTS JUNE 30, 2016

NOTE 5 – CAPITAL ASSETS

Equipment costing \$5,000 or more and having a useful life of more than one year is reported in the Statement of Net Position at historical cost. Capital assets are depreciated using the straight-line method over estimated useful lives of five to twenty years.

Capital asset balances at June 30, 2016, and activity for the year then ended, are as follows:

	June 30, 2015	Additions	Deletions	June 30, 2016
Toll revenue equipment	\$ 3,119,602	\$ -	\$ -	\$ 3,119,602
Accumulated depreciation	(1,168,575)	(141,576)	-	(1,310,151)
Net book value	<u>\$ 1,951,027</u>	<u>\$ (141,576)</u>	<u>\$ -</u>	<u>\$ 1,809,451</u>

NOTE 6 – RISK MANAGEMENT

The Authority is exposed to various risks of loss related to torts; theft of, damage to, and destruction of assets; errors and omissions; and natural disasters. The following is a list of insurance covering operations:

Type of coverage	Deductible	Limits
General Liability	\$ 5,000	\$ 10,000,000 per occurrence
Public Officials and Employee Errors	5,000	10,000,000 per occurrence/general aggregate
Personal Liability Coverage for Board Members	5,000	500,000 per occurrence/general aggregate
Employment Practices Liability	5,000	10,000,000 per occurrence/general aggregate
Employee Benefits Liability	5,000	10,000,000 per occurrence/general aggregate
Employee and Public Officials Dishonesty Coverage	5,000	1,000,000 per occurrence
Auto Liability	5,000	10,000,000 per occurrence
Uninsured/Underinsured Motorists	5,000	1,000,000 each accident
Property	5,000	1,000,000,000 per occurrence
Boiler and Machinery	varies	100,000,000 each occurrence
Excess General Liability	-	5,000,000

No claims exceeded coverage limits over the past three years.



Memorandum

5.3

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: November 7, 2016

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

RECOMMENDATION: Receive a status update on the operation of the I-680 Southbound Express Lane

Summary

The purpose of this item is to provide the I-680 Sunol Smart Carpool Lane Joint Powers Authority ("Sunol JPA") with a Monthly Operation Update of the existing I-680 Southbound Express Lane facility for September 2016. See Attachment A for express lane operation limits

The September 2016 operations report indicates that the express lane facility continues to provide travel time savings and travel reliability throughout the day. Express lane users experienced average speeds up to 14 mph higher than the average speeds in the general purposes lanes, along with lesser average lane densities than the general purpose lanes, during the morning commute hours in the most congested segment of the corridor.

Background

The I-680 Southbound Express Lane facility spans approximately 14 miles from SR 84 near Pleasanton to SR 237 in the City of Milpitas. See Attachment A for express lane operation limits. Motorists using the express lane enjoy travel time savings and travel reliability benefits as the express lane optimizes the corridor capacity by providing a new choice to drivers. Single occupancy vehicles (SOVs) may choose to pay a toll and travel within the express lane, while carpool, clean-air vehicles, motorcycles, and transit vehicles enjoy the benefits of toll-free travel in the express lane. The Alameda CTC, acting as the managing agency for the Sunol JPA, has been operating the express lane facility since it opened to traffic in September 2010.

An All Electronic Toll (AET) collection method has been employed to collect tolls. Toll rates are calculated based on real-time traffic conditions (speed and volume) in express and general purposes lanes. California Highway Patrol officers provide enforcement services

and Caltrans provides roadway maintenance services through reimbursable service agreements.

September 2016 Operations Update: During the 22 days of September express lane operations, there were over 81,000 trips taken in the express lane with FasTrak® toll tags. Along with the HOV-eligible users, these express lane users generally experience higher speeds and lesser lane densities than the general purpose lanes. Lane density is measured by the number of vehicles per mile per lane and reported as Level of Service (LOS). LOS is a measure of freeway performance based on vehicle maneuverability and driver comfort levels, graded on a scale of A (best) through F (worst).

During September 2016, express lane users experienced average travel speeds up to 14 mph greater than the average speeds in the general purpose lanes, with greater speed differentials in the more congested segments of the corridor. Express lanes also operate at better Level of Service (LOS) than adjacent general purpose lanes during commute times. Table 1 summarizes the speed differentials and LOS at three segments during the morning commute hours.

Table 1. Speed Differentials and Level of Service for September 2016

Morning Commute (7 AM – 11 AM)

Express Lane Segment	Speed Differential Range (mph)	Average Speed Differential (mph)	Average Express Lane LOS	Average General Purpose Lane LOS
North (Andrade Rd to Washington Blvd)	8 – 11	9	B	C
Central (Washington Blvd to SR 262)	10 – 14	11	B	C
South (SR 262 to Calaveras Rd)	7 – 10	9	A	C

Attachment B presents the speed and density heat maps for the I-680 corridor during revenue hours for the six-month period from April – September 2016. These heat maps are a graphical representation of the overall condition of the corridor, showing the average speeds and densities along the express lane corridor and throughout the day for both the express and general purpose lanes. From April through September, the average speeds in the express lane ranged from 64 to 70 mph during the morning commute hours (5 am to 11 am) with lower speeds occurring in the vicinity of Sheridan Road and Auto Mall Parkway; average speeds throughout the rest of the day exceeded 70 mph. The express lane operated at LOS C or better at all times, with LOS C occurring during the morning commute hours between Andrade Road and Sheridan Road, and for a short period of time between SR 238 and SR 262. By comparison, the general purpose lanes experienced

speeds as low as 40 mph and LOS D for much longer periods of time throughout a greater portion of the corridor.

Table 2 presents the maximum posted toll rates to travel the entire southbound express lane corridor and the average toll assessed to non-HOV users. The posted toll rate to travel the entire length of the corridor hit the current operational maximum value of \$7.50 on 6 of the 22 operating days in September.

Table 2. Toll Rate Data for September 2016

Maximum Posted Toll (Travel Entire Corridor)	Average Assessed Toll (All Trips)
\$7.50	\$2.22

The forecasted revenue is approximately 10% higher than the average of the three prior years of operations. The estimated gross revenue generated from the I-680 express lanes in fiscal year 2016/17 is \$513,000, which is 9 percent higher than was forecasted.

In 2010, the JPA Board adopted a minimum toll of \$0.30 and maximum toll of \$15.00 for the I-680 Southbound Express Lane. The currently implemented minimum and maximum toll rates on I-680 are \$0.30 and \$7.50, respectively; these have not changed since the express lanes were opened to traffic in September 2010. Upon evaluation of the operating costs, staff has recommended to the Executive Director that the minimum toll on I-680 be raised to \$0.50. In addition, after evaluating the maximum toll rates and the maximum rate the dynamic pricing algorithm would set if left uncapped, staff has recommended to the Executive Director that the maximum toll rate on I-680 be raised to \$9.00. Per the I-680 Express Lanes Policy and Business Rules Matrix adopted by the JPA in June 2010, the adjustment of the minimum and maximum toll rates within the constraints set by the JPA is delegated to the Executive Director. These rates will be implemented effective January 1, 2017.

Fiscal Impact: There is no fiscal impact.

Attachments

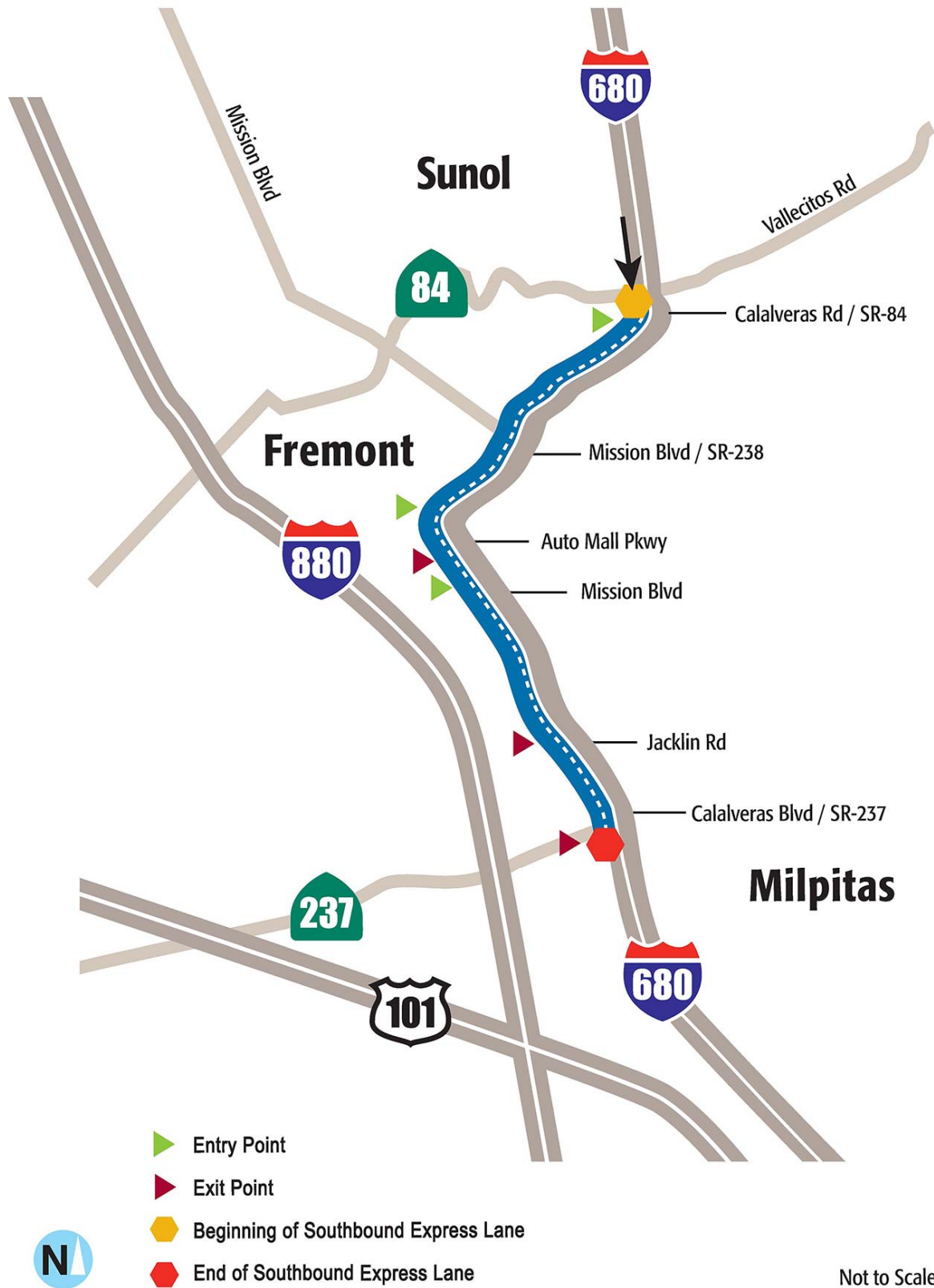
- A. I-680 Southbound Express Lane Location Map
- B. I-680 Southbound Corridor Heat Maps April – September 2016

Staff Contact

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

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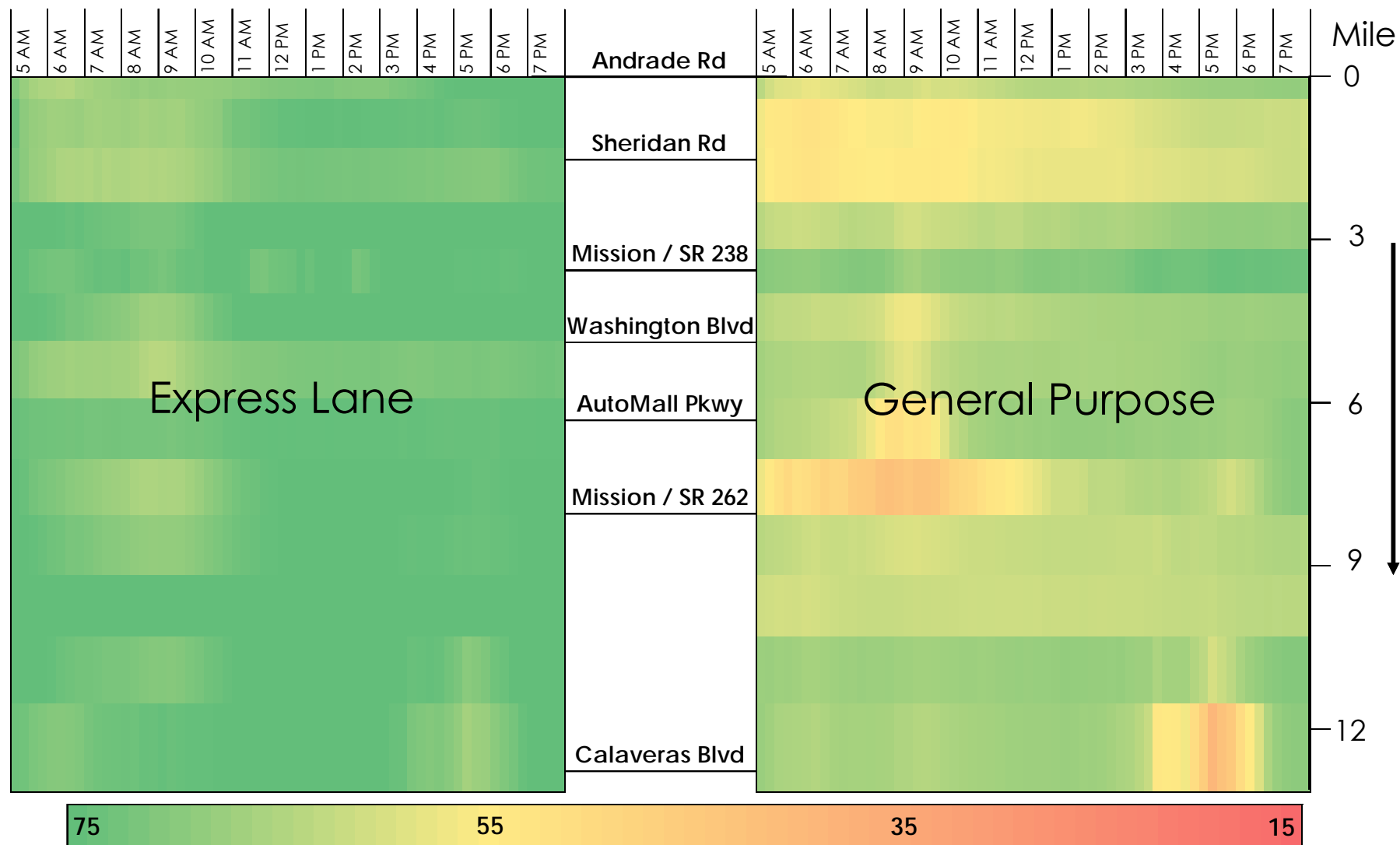
Sunol I-680 Southbound Express Lane Location Map



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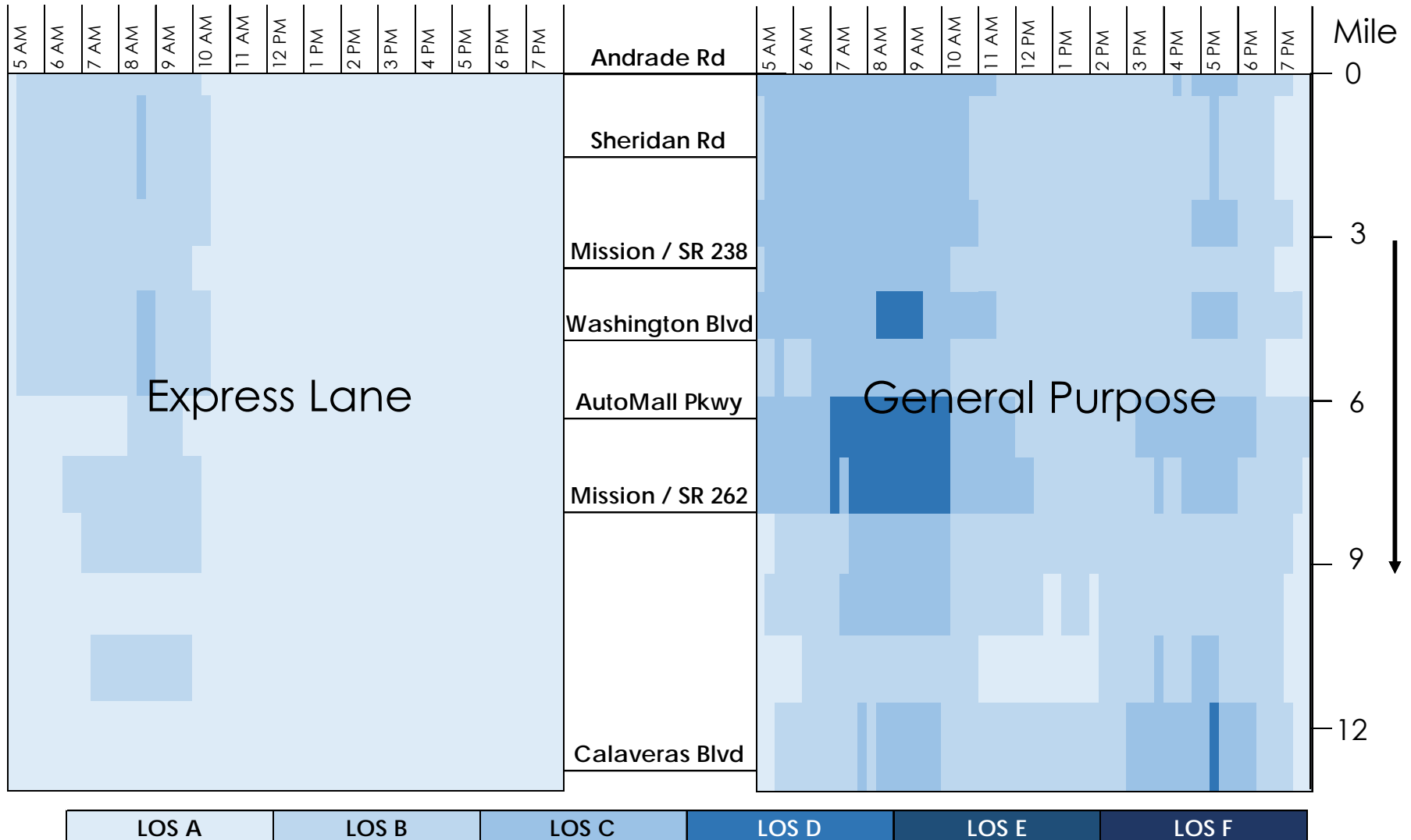
Average Speed Heat Map

Monday-Friday, April 2016 – September 2016



Average Density Heat Map

Monday-Friday, April 2016 – September 2016





Memorandum

5.4

1111 Broadway, Suite 800, Oakland, CA 94607

PH: (510) 208-7400

www.AlamedaCTC.org

DATE: November 07, 2016

SUBJECT: I-680 Northbound Express Lane (PN 1369.000): Monthly Status Update

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

Summary

The I-680 Northbound Express Lane Project will widen I-680 from SR 237 in Santa Clara County to SR 84 in Alameda County and construct a northbound High Occupancy Vehicle (HOV)/Express Lane in the corridor. This overall project will be implemented with a phased approach. The initial phase, Phase 1, of the project will complete design and construction of a 9-mile segment between south of Auto Mall Parkway and SR84. The purpose of this item is to provide the Commission with a monthly status update of project development activities which are either completed or planned for the project.

Background

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

Currently, there is heavy afternoon congestion on I-680 Northbound from Scotts Creek Boulevard to Andrade Road. Traffic studies have confirmed that this heavy congestion is caused by two bottleneck locations affecting northbound I-680 between SR 237 and SR 84 on weekday evening commutes between 2pm and 7pm. These bottleneck locations are: near Washington Boulevard and at the lane drop at the truck scales which is located between Sheridan Road and Andrade Road. The initial phase of construction, Phase 1, proposes to add a new HOV/Express Lane from south of Auto Mall Parkway to SR 84 to eliminate these bottleneck locations and alleviate much of the daily traffic congestion.

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

The Environmental Document and Project Approval (PA&ED) for the overall project was completed in July 2015. The civil detailed design work is underway. The interviews to select a consultant/contractor to provide Toll System Integration services were conducted on January 20, 2016. Best and Final Offer negotiations have been completed. Commission approved execution of an Agreement with the top-ranked firm at the June 2016 Commission meeting. The following is a detailed discussion of work in progress and/or upcoming major tasks.

Project Implementation Approach

The approved Environmental Document and Project Report (PA&ED Documents) included studies and analysis for construction of both the full project limits (SR 237 to SR 84) and an initial Phase 1 project (south of Auto Mall Parkway to SR 84). Staff developed a project delivery strategy to design and construct the Phase 1 Project based on immediate operational benefits and projected funding availability. Several geometric refinements were made to the proposed improvements to reduce cost and minimize environmental impacts. To provide consistency in the tolling access configuration between I-680 NB and SB express lanes, tolling access configuration for the SB is being converted from a controlled access to an open access configuration. I-680 SB tolling access conversion work is being combined with the I-680 NB express lane for design and construction phases. In the interest of expediting important improvements for the public, Alameda CTC and Caltrans have agreed to incorporate a pavement rehabilitation project into the I-680 Northbound Express Lane Project - Phase 1 Project.

Project activities anticipated over the next three months:

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

The Phase 1 schedule is as follows:

- Complete Final Design (PS&E): March 2017
- Construction contract advertisement: June 2017

- Construction: late 2017 - late 2019
- Toll System Installation / Testing: late 2018 - late 2019
- Lane opening: late 2019

Fiscal Impact: This is for information only.

Staff Contact

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

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