



## I-680 Sunol Express Lane Joint Powers Authority Meeting Agenda Monday, May 13, 2019, 9:30 a.m.

Committee Chair: Lily Mei, City of Fremont  
Vice Chair: David Haubert, City of Dublin  
Members: Scott Haggerty, Jerry Thorne,  
Rich Tran (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 March 11, 2019 I-680 Sunol Smart Carpool Lane Joint Powers Authority (JPA) Meeting Minutes | 1 | A |
| 4.2. I-680 Sunol SMART Carpool Lane JPA Annual Report   | 5 | I |

### 5. Regular Matters

- |  |    |   |
|--|----|---|
| 5.1. Approve the I-680 Sunol Smart Carpool Lane Proposed Budget for FY2019-20            | 7  | A |
| 5.2. Approve the I-680 Sunol Smart Carpool Lane FY2018-19 Third Quarter Financial Report | 11 | A |
| 5.3. I-680 Southbound Express Lane (PN 1408.000) : Monthly Operations Update             | 15 | I |
| 5.4. 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 10, 2019

#### 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 for May 2019 through July 2019

### Commission Chair

Supervisor Richard Valle, District 2

### Commission Vice Chair

Mayor Pauline Cutter,  
City of San Leandro

### AC Transit

Board Vice 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

Vice President Rebecca Saltzman

### City of Alameda

Mayor Marilyn Ezzy Ashcraft

### City of Albany

Mayor Rochelle Nason

### City of Berkeley

Mayor Jesse Arreguin

### City of Dublin

Mayor David Haubert

### City of Emeryville

Councilmember 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 Sheng Thao

### City of Piedmont

Mayor Robert McBain

### City of Pleasanton

Mayor Jerry Thorne

### City of Union City

Mayor Carol Dutra-Vernaci

### Executive Director

Arthur L. Dao

### Commission and Committee Meetings

Time	Description	Date
2:00 p.m.	Alameda CTC Commission Meeting	May 23, 2019 June 27, 2019 July 25, 2019
9:30 a.m.	Alameda CTC Commission Retreat	May 30, 2019
9:00 a.m.	Finance and Administration Committee (FAC)	June 10, 2019 July 8, 2019
9:30 a.m.	I-680 Sunol Smart Carpool Lane Joint Powers Authority (I-680 JPA)	
10:00 a.m.	I-580 Express Lane Policy Committee (I-580 PC)	
10:30 a.m.	Planning, Policy and Legislation Committee (PPLC)	
12:00 p.m.	Programs and Projects Committee (PPC)	

### Advisory Committee Meetings

5:30 p.m.	Bicycle and Pedestrian Community Advisory Committee (BPAC)	May 16, 2019
1:30 p.m.	Joint Paratransit Advisory and Planning Committee (PAPCO) and Paratransit Technical Advisory Committee (ParaTAC)	May 20, 2019
1:30 p.m.	Alameda County Technical Advisory Committee (ACTAC)	June 6, 2019
1:30 p.m.	Paratransit Advisory and Planning Committee (PAPCO)	June 24, 2019
5:30 p.m.	Independent Watchdog Committee (IWC)	July 8, 2019

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, March 11, 2019, 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 Thorne and Commissioner Tran.

Commissioner Salwan was present as an alternate for Commissioner Mei.

## 3. Public Comment

There were no public comments.

## 4. Consent Calendar

### 4.1. Approve the February 11, 2019 I-680 Sunol Smart Carpool Lane Joint Powers Authority (JPA) meeting minutes

*Commissioner Haggerty moved to approve the consent calendar. Commissioner Haubert seconded the motion. The motion passed with the following votes:*

Yes: Haggerty, Haubert, Salwan  
No: None  
Abstain: None  
Absent: Thorne, Tran

## 5. Regular Matters

### 5.1 Approve the Sunol JPA FY2018-19 Mid-Year Budget Update

Patricia Reavey recommended that the Authority approve the Sunol JPA FY2018-19 Mid-Year Budget Update. She noted that the update adjusts the beginning net position of the current budget to tie the ending net position in the audited financial statements for FY 2017-18 and updates expense line items to reflect more refined expectations for these types of expenses since the budget was adopted; these changes decrease overall budget expense authority by \$400,000. All changes together increased the net position by \$1,574,903 to \$6,167,935. The net position is comprised of \$1.5 million of maintenance reserves, \$2.0 million of operational risk reserves, capital assets net of depreciation of \$1,300,468, and unrestricted funds of \$1,367,467.

Commissioner Haggerty noted that there was a request from the committee to do a study on best practices for toll facilities in regards to the risk reserve. Mr. Dao stated that the Metropolitan Transportation Commission (MTC) research and analysis on best practices for toll facilities risk reserves is still ongoing. However staff will take a look at what MTC has done and review our own research and analysis and bring back to the Board justification for the recommended risk reserve level adopted by the board.

Commissioner Haggerty asked if there is a way to have a reserve that applies to both the I-680 express lane and the I-580 express lane. Ms. Reavey stated that since the lanes are two separate legal entities the reserve cannot be combined.

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

Yes: Haggerty, Haubert, Salwan

No: None

Abstain: None

Absent: Thorne, Tran

### **5.2. I-680 Southbound Express Lane: Monthly Operations Status Update**

Ashley Tam provided an update on the I-680 Southbound Express Lane for the month of January 2019. 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.

Commissioner Salwan asked why the speed slows around Washington Avenue. Ms. Rutman noted that there is a sharp curve at Washington Avenue that causes all vehicles to slow down, and the tolling point just happens to be at the bottom of the curve, which is where the traffic is slowest.

*This item is for information only.*

### **5.3. I-680 Sunol Express Lanes (PN 1369.000): Monthly Status Update**

Trinity Nguyen presented the I-680 Sunol Express lane status update. Ms. Nguyen presented construction highlights and next steps in the project's development including continued preliminary toll system design and coordination with civil design for construction staging/sequencing, and continued coordination with PG&E regarding power service.

Ms. Nguyen also provided an update on the related corridor projects including the SR 262 (Mission Boulevard) Cross Connector, I-680 Express Lanes from SR 84 to Alcosta Boulevard, SR 84 Widening and SR 84/I-680 Interchange Improvements and the SR 84 Widening (South Segment) projects.

Commissioner Haggerty and Commissioner Salwan noted the 1% progress achieved and questioned its impact to the project schedule. Ms. Nguyen stated that in the 24% time elapsed, the contractor has completed 36% of the project work which is an indicator that the project is making good overall progress.

Commissioner Salwan asked why there is traffic congestion from the South Mission to North Mission Boulevard in Fremont. Mr. Dao noted that we are not aware of

significant congestion in the southbound sections of the lane. He stated that the northbound segment was considered the 6th most congested area in the bay area so this project is to address this issue.

Commissioner Haggerty asked if there was a bonus for the contractor to finish the project early. Mr. Dao noted that there is no such incentives allowed for these contracts. The contract does apply liquidated damages if the contractor does not meet the contract schedule.

*This item is for information only.*

**6. Committee Member Report**

There were no committee reports.

**7. Staff Reports**

There were no staff reports.

**8. Adjournment/ Next Meeting**

The next meeting is:

Date/Time: Monday, April 8, 2019 at 9:30a.m.

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

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# Memorandum

4.2

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**DATE:** May 6, 2019

**TO:** I-680 Sunol Express Lane Joint Powers Authority

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

**SUBJECT:** I-680 Sunol SMART Carpool Lane JPA Annual Report

## Recommendation

Receive the I-680 Southbound Sunol Express Lane FY2017-18 Annual Report. This item is for information only.

## Summary

Staff provides the Sunol Smart Carpool Lane Joint Powers Authority (JPA) Board the attached I-680 Southbound Sunol Express Lane FY2017-18 Annual Report, which includes key project and lane information and milestones, corridor usage, toll rate data, and financial information.

## Background

This eighth annual report is responsive to the JPA Administrative Code requirement that the managing agency shall prepare or oversee the preparation of an annual report to the governing board and the member agencies.

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

## Attachment:

- A. [I-680 Southbound Sunol Express Lane FY2017-18 Annual Report](#) (hyperlinked to web)

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# Memorandum

5.1

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**DATE:** May 6, 2019

**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 FY2019-20

## Recommendation

It is recommended that the Commission approve the I-680 Sunol Smart Carpool Lane Proposed budget for FY2019-20.

## Summary

The proposed Sunol Smart Carpool Lane FY2019-20 budget reflects a sustainable, balanced budget utilizing toll revenues to fund expenses.

The proposed budget is summarized in Attachment A on page 9 of this staff report and contains projected revenues of \$2,750,000 and an operating expense budget of \$1,930,000 and non-operating expense budget of \$566,372, which includes the non-cash depreciation expense. This is a 5.5 percent increase in total expenses over the current budget, mostly related to the expense projected for the toll revenue forecasting project. 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 FY2019-20. 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 FY2019-20 is \$6,421,563 comprised of \$1,500,000 reserved for maintenance, \$2,500,000 reserved for operational risk, \$1,134,096 invested in capital assets, and \$1,287,467 of unrestricted assets. The reserves for maintenance in net position has not been increased by this proposed budget for FY2019-20; however this budget does propose a \$500,000 increase to the operational risk reserve in net position. Both of these types of reserves are in line with best practices and necessary 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. FY2018-19 was the third 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 FY2019-20 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 FY2019-20 proposed budget will be to provide resources of \$2,700,000 and authorize cash expenses of \$2,330,000, which along with projected depreciation would reflect an increase of \$253,628 in net position for a projected ending net position balance of \$6,421,563 and a projected ending unrestricted net position balance of \$1,287,467.

### **Attachment:**

- A. I-680 Sunol Smart Carpool Lane Fiscal Year 2019-20 Proposed Budget

**I-680 SUNOL SMART CARPOOL LANE**  
**Fiscal Year 2019-20**  
**Proposed Budget**

	<b>FY 2018-19 Adopted Budget</b>	<b>FY 2019-20 Proposed Budget</b>	<b>% Change Increase/ (Decrease)</b>
<b>Beginning Net Position</b>	\$ 5,934,307	\$ 6,167,935	3.9
<b><u>OPERATING REVENUES</u></b>			
Toll Revenue	2,600,000	2,700,000	3.8
Interest Income	-	50,000	-
<b>Total Operating Revenues:</b>	<b>2,600,000</b>	<b>2,750,000</b>	
<b><u>OPERATING EXPENSES</u></b>			
Operations and Maintenance	600,000	450,000	(25.0)
Revenue Collection Fees	325,000	325,000	0.0
Alameda CTC Operations and Management	300,000	250,000	(16.7)
Enforcement	425,000	425,000	0.0
Express Lane Operations Monitoring Technicians	120,000	120,000	0.0
Utilities	65,000	65,000	0.0
Alameda CTC Administration	55,000	55,000	0.0
IT Support	50,000	50,000	0.0
Insurance	40,000	40,000	0.0
Legal Fees	30,000	50,000	66.7
Roadway Maintenance	25,000	25,000	0.0
Miscellaneous	25,000	25,000	0.0
Contingency	60,000	50,000	(16.7)
<b>Total Operating Expenses:</b>	<b>2,120,000</b>	<b>1,930,000</b>	<b>(9.0)</b>
<b>Operating Surplus/(Deficit)</b>	<b>480,000</b>	<b>820,000</b>	<b>70.8</b>
<b><u>OTHER EXPENSES</u></b>			
Special Project - Toll Revenue Forecasting	80,000	400,000	400.0
Depreciation*	166,372	166,372	(0.0)
<b>Total Non-Operating Expenses:</b>	<b>246,372</b>	<b>566,372</b>	<b>129.9</b>
<b><u>PROJECTED ENDING NET POSITION</u></b>	<b>\$ 6,167,935</b>	<b>\$ 6,421,563</b>	<b>4.1</b>
<b>Net Position</b>			
Maintenance Reserve	1,500,000	1,500,000	0.0
Operational Risk Reserve	2,000,000	2,500,000	25.0
Invested in Capital Assets	1,300,468	1,134,096	(12.8)
Unrestricted	1,367,467	1,287,467	(5.9)
<b>Total Net Position</b>	<b>\$ 6,167,935</b>	<b>\$ 6,421,563</b>	<b>4.1</b>

\* Non-cash expense

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# Memorandum

5.2

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**DATE:** May 6, 2019

**TO:** I-680 Sunol Express Lane Joint Powers Authority

**FROM:** Yoana Navarro, Accounting Manager  
Patricia Reavey, Deputy Executive Director of Finance  
and Administration

**SUBJECT:** I-680 Sunol Smart Carpool Lane FY2018-19 Third Quarter  
Financial Report

## Recommendation

It is recommended that the Commission approve the I-680 Sunol Smart Carpool Lane FY2018-19 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, 2019. Net toll and other revenue was \$2,147,578 or 10.1 percent more than projected revenues through the third quarter of FY2018-19. Operating expenses through the third quarter totaled \$1,170,646 or 29.1 percent less than budget. These variances together result in an increase to net position of \$976,932. This positive variance relates to actual toll revenue coming in slightly higher and expenses coming in lower than projections, mostly due to operations and maintenance and enforcement costs. As of March 31, 2019, the I-680 Sunol Smart Carpool Lane had cash and investments totaling \$5.9 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 FY2018-19 mid-year budget update approved by the I-680 Sunol Smart Carpool Lane Board in March 2019 includes \$2.6 million of toll revenues which is offset by \$2.37 million of expenses, including depreciation, resulting in an increase of \$233,628 to projected net position for the year. The projected net position at the end of FY2018-19 is \$6,167,935 comprised of \$1,300,468 invested in capital assets, \$1,500,000 reserved for maintenance, \$2,000,000 reserved for operational risk, and \$1,367,467 of unrestricted funds. There was no capital budget proposed for FY2018-19.

**Fiscal Impact:** There is no fiscal impact associated with the approval of this item.

**Attachment:**

A. I-680 Sunol Smart Carpool Lane Revenues/Expenditures as of March 31, 2019



**I-680 SUNOL SMART CARPOOL LANE**  
**Statement of Operating Revenues and Expenses**  
**As of March 31, 2019**

	<u>YTD Actuals</u>	<u>YTD Budget</u>	<u>% Used</u>	<u>Favorable / (Unfavorable) Variance</u>
Beginning Net Position, June 30, 2018	\$ 5,934,307			
<b><u>OPERATING REVENUES</u></b>				
Toll Revenue	2,088,580	1,950,000	107.1%	138,580
Other Income	983	-	0.0%	983
Interest Income	58,015	-	0.0%	58,015
Total Operating Revenues:	<u>2,147,578</u>	<u>1,950,000</u>	<u>110.1%</u>	<u>197,578</u>
<b><u>OPERATING EXPENSES</u></b>				
Operations and Maintenance	327,292	450,000	72.7%	122,708
Revenue Collection Fees	212,062	243,750	87.0%	31,688
Alameda CTC Operations and Management	183,687	225,000	81.6%	41,313
Enforcement	229,947	318,750	72.1%	88,803
Express Lane Operations Monitoring Technicians	62,917	90,000	69.9%	27,083
IT Support	22,525	37,500	60.1%	14,975
Utilities	36,025	48,750	73.9%	12,725
Roadway Maintenance	7,990	18,750	42.6%	10,760
Alameda CTC Administration	30,310	41,250	73.5%	10,940
Insurance	28,772	30,000	95.9%	1,228
Legal Fees	16,718	22,500	74.3%	5,782
Miscellaneous	12,401	18,750	66.1%	6,349
Special Project - Toll Revenue Forecasting	-	60,000	0.0%	60,000
Contingency	-	45,000	0.0%	45,000
Total Operating Expenses:	<u>1,170,646</u>	<u>1,650,000</u>	<u>70.9%</u>	<u>479,354</u>
Operating Surplus (Deficit)	<u>976,932</u>	<u>300,000</u>		
<b><u>Net Position</u></b>				
Invested in Capital Assets	1,466,840			
Maintenance Reserve	1,500,000			
Operational Risk Reserve	2,000,000			
Unrestricted Net position	1,944,399			
Total Net Position as of March 31, 2019	<u>\$ 6,911,239</u>			

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# Memorandum

5.3

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**DATE:** May 6, 2019

**TO:** I-680 Sunol Express Lane Joint Powers Authority

**FROM:** Ashley Tam, Associate Transportation Engineer  
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 February and March 2019. See Attachment A for express lane operation limits.

The February-March 2019 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.

#### February - March 2019 Operations Update:

Over 137,000 express lane toll trips were recorded during operational hours in February and March. Table 1 summarizes the monthly and average daily toll trips during the operational hours in February and March. 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 2 summarizes the express lane speed and LOS at three points in the corridor during the morning commute hours in February and 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. Toll Trips in Express Lane

Month	Total Monthly Toll Trips	Average Daily Toll Trips
February	65,000	3,200
March	72,000	3,400

Table 2. Speeds and Level of Service in Express Lane

Express Lane Location	5 AM – 11 AM		8 AM – 9 AM	
	Avg Speed (mph)	Avg Express Lane LOS	Avg Speed (mph)	Avg Express Lane LOS
Andrade Rd	67	C	64	C
Washington Blvd	64	C	50	D
Mission Blvd / SR 262	73	B	70	B

Table 3 presents the maximum posted toll rate to travel the entire southbound express lane corridor and the average toll assessed to non-HOV users.

Table 3. Toll Rate Data

Month	Maximum Posted Toll (Travel Entire Corridor)	Average Assessed Toll (All Trips)
February	\$9.50	\$3.24
March	\$9.50	\$3.23

The estimated gross revenue generated from the I-680 Sunol express lane thus far in Fiscal Year 2018-19 is \$2.09 million, while the pro-rated forecast operation budget is \$1.95 million.

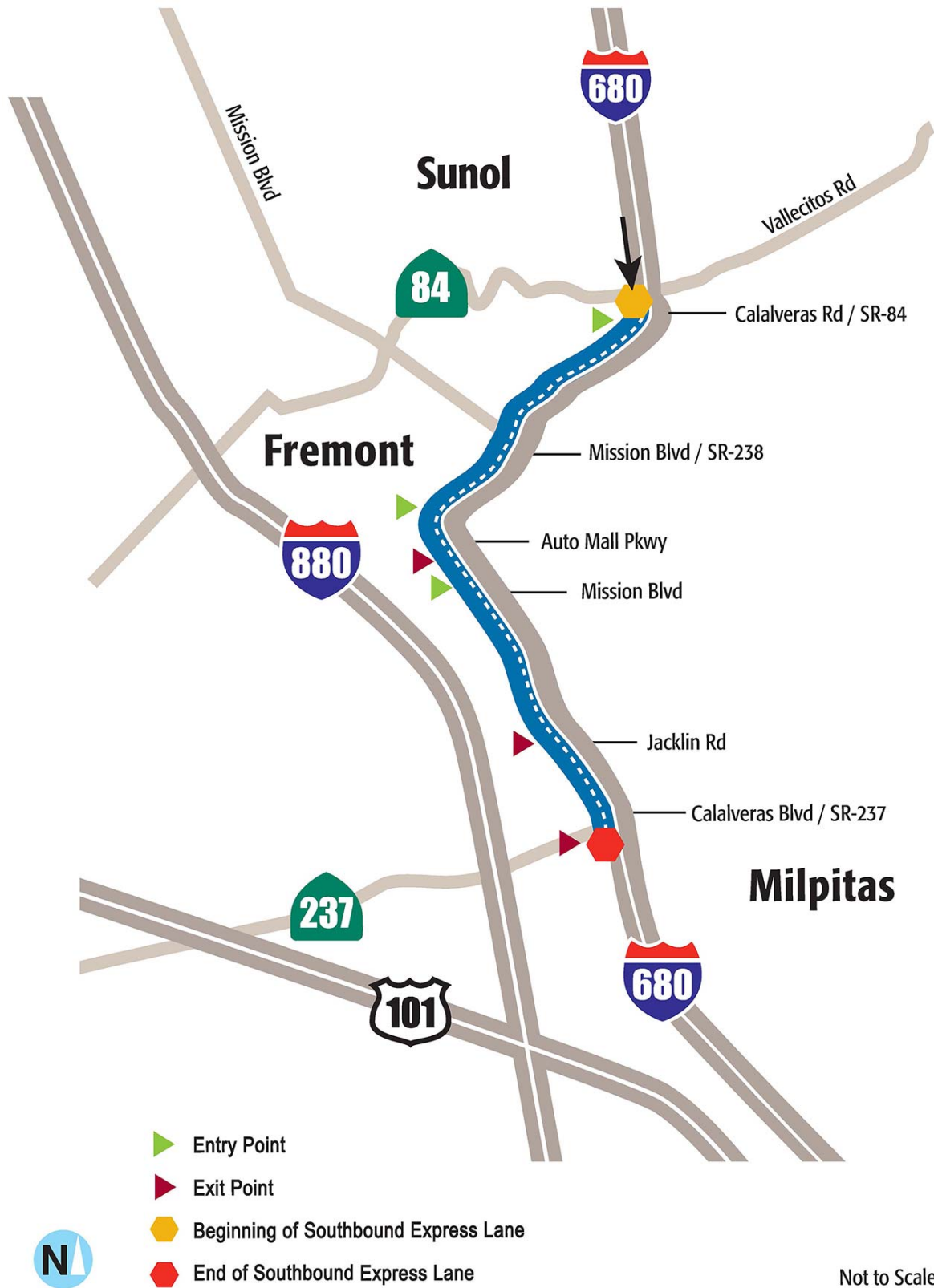
**Fiscal Impact:** There is no fiscal impact associated with the requested action.

**Attachment:**

A. I-680 Southbound Express Lane Location Map

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## Sunol I-680 Southbound Express Lane Location Map



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# Memorandum

5.4

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**DATE:** May 6, 2019

**TO:** I-680 Sunol Express 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 the Authority with an update on the status of I-680 Sunol Express Lanes – Phase 1 project. This item is for information only.

## Summary

The Interstate 680 (I-680) Sunol Express Lanes (EL) Project is a combination of two projects, the I-680 Express Lanes (EL) project and the I-680 Southbound Conversion Project, that will provide enhanced mobility for motorists in both the northbound and southbound directions. The I-680 Sunol EL 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 High Occupancy Vehicle (HOV)/Express Lane in the corridor. The project is being implemented in a phased approach focused on providing immediate operational benefits based on funding availability. The I-680 Sunol Express Lane - Phase 1 (Phase 1) project, constructs 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. 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 express lane in 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.

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 responsible for the administration of 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.

Civil construction began on March 5, 2018 after the approval of the required initial submittals. To date, the contractor has achieved 37% progress on various bid items at various locations. The following is a detailed discussion of work in progress and/or upcoming major tasks.

### **Recently Completed Project activities in April**

- Sheridan Bridge completed and opened to traffic.
- Old Sheridan Bridge demolished.

### **Upcoming Project Activities**

- Visible work activities for the three months ahead will include:
  - Continue construction of PG&E pedestals,
  - Continue progress on the widening at Calaveras Bridge; superstructure work underway,
  - Continue progress on the retaining wall on northbound I-680 between Paseo Padre Parkway and Palm Avenue (Approximately 1,012 feet long),
  - Continue progress on the retaining wall on northbound I-680 between Vargas Road and Sheridan Road off-ramps (Approximately 2,897 feet long),
  - Continue progress for retaining wall (Approximately 1,606 feet long) along northbound I-680 from north of the Alameda Creek Bridge Undercrossing to the Calaveras Road off-ramp,
  - Continue placement for median lights in Segment A and B,
  - Continue progress for completion of median barrier in Segment A and B,
  - Construction of overhead sign foundations and sign installation in the median starting from the southern end of the project and proceeding northerly and removal of median toll signs,
  - Continue drainage installation and median structural section in Segment B,
- 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),
- Submittal of Toll System Integrator installation plan,
- Traffic switch at Sheridan Bridge and bridge demolition,

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

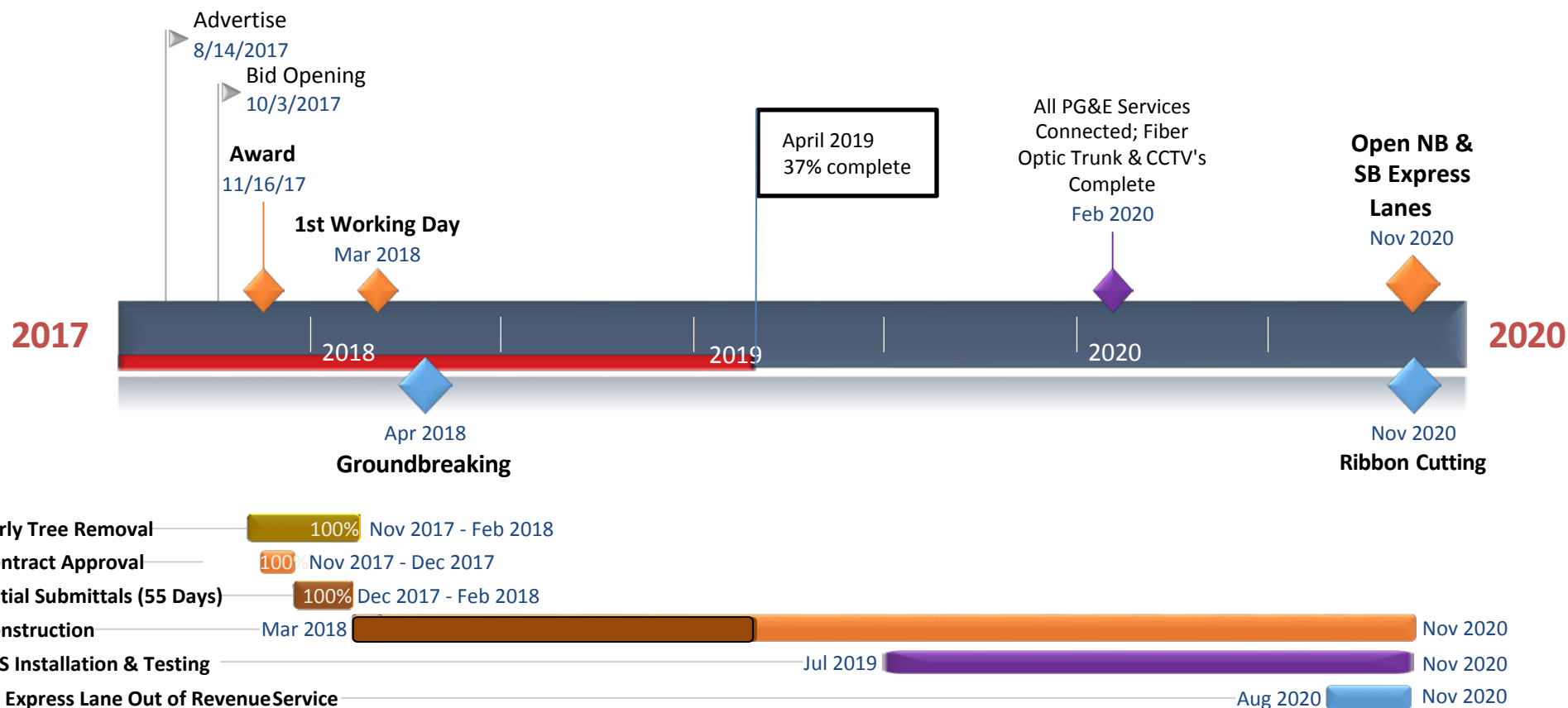
### **Attachment:**

- A. I-680 Sunol Express Lanes Progress Update

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# I-680 Sunol Express Lanes

Progress Update: April 2019



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