



I-680 Sunol Express Lane Joint Powers Authority Meeting Agenda Monday, September 9, 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](#)

Teleconference location: Moffett Field House
934 Macon Road
Mountain View, CA 94043

1. Call to Order/Pledge of Allegiance

2. Roll Call

3. Public Comment

4. Consent Calendar

Page/Action

- 4.1. [Approve the July 8, 2019 I-680 Sunol Smart Carpool Lane Joint Powers Authority \(JPA\) Meeting Minutes](#) 1 A

5. Regular Matters

- 5.1. [I-680 Southbound Express Lane Operations \(PN 1408.000\): Approve Amendment No. 4 to Cooperative Agreement with the Bay Area Toll Authority for Regional Customer Service Center Services](#) 5 A
- 5.2. [I-680 Southbound Express Lane: Monthly Operations Status Update](#) 11 I
- 5.3. [I-680 Sunol Express Lanes \(PN 1369.000\): Monthly Status Update](#) 17 I

6. Committee Member Reports

7. Staff Reports

8. Adjournment

Next Meeting: Monday, October 14, 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](#).

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Alameda CTC Schedule of Upcoming Meetings for September 2019 through December 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	September 26, 2019 October 24, 2019 December 5, 2019
9:00 a.m.	Finance and Administration Committee (FAC)	October 14, 2019 November 18, 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

1:30 p.m.	Paratransit Advisory and Planning Committee (PAPCO)	September 23, 2019 November 25, 2019
1:30 p.m.	Alameda County Technical Advisory Committee (ACTAC)	October 10, 2019 November 7, 2019
5:30 p.m.	Independent Watchdog Committee (IWC)	November 18, 2019
5:30 p.m.	Bicycle and Pedestrian Advisory Committee (BPAC)	November 21, 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, July 8, 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 Tran.

3. Public Comment

There were no public comments.

4. Consent Calendar

4.1. Approve the May 13, 2019 I-680 Sunol Smart Carpool Lane Joint Powers Authority (JPA) meeting minutes

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

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

5. Regular Matters

5.1 I-580 Toll System Upgrade Project (PN 1486.002, State Route 84 Widening and State Route 84/Interstate 680 Interchange Improvements Project (PN 1386.000), I-680 Express Lanes Project (PN 1369.000), I-580 Express Lane Operations (1373.002), and I-680 Express Lane Operations (1408.000) Update

Liz Rutman presented an update on the I-580 Toll System Upgrade, State Route 84 Widening and State Route 84/Interstate 680 Interchange Improvements Project, I-680 Express Lanes Project, I-580 Express Lane Operations, and I-680 Express Lane Operations. The update included information on the current I-580 Toll System

Commissioner Haggerty asked what the estimated revenue loss would be if the new contract were not approved and what span it covers. Ms. Rutman stated that the \$7,200,000 in toll revenue loss would be over 12-years.

Commissioner Haggerty questioned if grant funding could be secured to fund the project as opposed to using toll revenue. Art Dao noted that the agency competes for federal grants but the type of grant for the type of technology is very limited and competitive.

Commissioner Haubert asked why the Authority is going back to license plate readers when the Authority stopped license plate reading technology based on inefficiency. Mr. Dao explained that the current contract does not have performance metrics but the new contract would have such performance metrics, making the additional technology cost beneficial.

Commissioner Thorne stated that the license plate reader has incorrectly fined constituents. Ms. Rutman noted that violations are issued to the registered owner based on information provided by DMV and there may be an issue with the vehicles registration at DMV.

Commissioner Mei asked if the technology would allow for analysis of vehicles mile of travel using the license plate data from the toll system. Ms. Rutman stated that the personally identifiable information data collected by the toll system could not be used for such purposes.

Commissioner Mei requested more information on the one year warranty. Ms. Rutman stated that the new contract includes full turnkey operations and maintenance services for 8 – 12 years, instead of a one-year warranty, that includes upgrades to equipment for certain pieces of equipment but enhancements would incur additional costs.

This item is for information only.

5.2. I-680 Southbound Express Lane from SR 84 to Alcosta Boulevard Project (PN: 1490.001): Update on necessary actions to initiate and complete the preparation of Plans, Specifications, and Estimate (PS&E) and Construction Contract Documents

John Pulliam presented an update on the I-680 Southbound Express Lane from SR 84 to Alcosta Boulevard Project and the necessary actions to initiate and complete the preparation of Plans, Specifications, and Estimate (PS&E) and Construction Contract Documents. He noted that this item will go before the Programs and Projects Committee for action. Mr. Pulliam noted that the delivery of the I-680 Southbound Express Lane Project could be integrated and coordinated with an upcoming major Caltrans pavement rehabilitation project along the same section of I-680. Coordination of these two projects will lead to a cost savings and will minimize inconvenience and reduce impacts to the public during construction. He reviewed the project schedules for each project and for the combined project schedules. Mr. Pulliam concluded his presentation with the project cost estimates for each phase, each project and the combined projects.

Commissioner Thorne asked when staff anticipates construction in the northbound direction. Mr. Pulliam noted that there is no firm date set for construction to start in the northbound direction; however, partnering with Caltrans for the southbound section will allow for significant funding and revenue options.

Commissioner Haubert wanted to know how much the agency will save by doing this project. Mr. Dao noted that there are significant savings and funding opportunities for this project especially from the public's viewpoint since we won't have to do multiple rounds of construction.

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. She also gave an update on other projects in the corridor and the expected construction timing.

This item is for information only.

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

In the interest of time, the Committee declined to hear the presentation on this item.

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, September 9, 2019 at 9:30a.m.

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

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Memorandum

5.1

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• 510.208.7400

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DATE: September 3, 2019

TO: I-680 Sunol Express Lane Joint Powers Authority

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

SUBJECT: I-680 Southbound Express Lane Operations (PN 1408.000): Approve Amendment No. 4 to Cooperative Agreement with the Bay Area Toll Authority for Regional Customer Service Center Services

Recommendation

It is recommended that the Sunol JPA approve and authorize the Executive Director to execute Amendment No. 4 to Cooperative Agreement I680-BATA-JPA with the Bay Area Toll Authority for Regional Customer Service Center Services for the I-680 Express Lanes to extend the term of the Agreement until March 30, 2022 and amend the terms of reimbursable costs.

Summary

The Sunol JPA entered into a cooperative agreement with the Bay Area Toll Authority (BATA) for toll collection and customer services necessary to operate the I-680 Sunol Southbound Express Lane in 2010. The Agreement was subsequently amended three times to adjust reimbursable costs, extend the term of the Agreement, and add protections for Personally Identifiable Information. The current Agreement will expire on September 30, 2019. BATA requests that the Agreement be extended until March 30, 2022.

In addition, BATA is requesting modifications to several terms of the Agreement related to specific reimbursement costs. Because BATA provides Customer Service Center (CSC) services for all of the Bay Area Express Lanes, staff has negotiated these terms with BATA in coordination with the other Bay Area express lane operating agencies to ensure equitability and consistency of cost sharing of joint costs and cost adjustments automatically applied as additional express lane facilities begin operations. A summary of the amendment items is included in Table A.

The overall impact of these changes to the FY 2019-2020 operating costs of the I-680 Sunol Southbound Express Lane associated with BATA CSC Services is estimated to be \$30,000, an 11% increase over the FY 2018-19 expenditures for this Agreement. These additional costs will adjust over time as new express lane facilities, including the new I-680 Northbound Express

Lane, begin revenue operations and adjust the proportional share borne by the I-680 Express Lanes.

Background

The Sunol JPA owns the I-680 Sunol Southbound Express Lane. Tolls for solo drivers are collected through an All Electronic Toll (AET) collection method by the use of FasTrak® transponders. Prior to the opening of the facility to traffic in September 2010, the Sunol JPA entered into a cooperative agreement with the Bay Area Toll Authority (BATA) for toll collection and customer services necessary to operate the I-680 Sunol Southbound Express Lane as an AET facility. BATA is the only agency in the Bay Area that is set up to distribute FasTrak® / FasTrak flex® transponders (a.k.a. toll tags), maintain accounts, collect tolls, and provide related customer services for the Bay Area. BATA, therefore, provides these back office services for all of the Bay Area toll facilities. The original Agreement was amended in September 2015 to reduce the unit transaction cost and extend the term of the Agreement until December 31, 2016, and amended again in October 2016 to extend the term of the Agreement until September 30, 2019. The third amendment to this Agreement allowed for Kapsch TrafficCom, the system integrator for the I-680 Sunol Express Lanes Project, to complete an interim toll system and interface with the BATA CSC. The current Agreement will expire on September 30, 2019. BATA requests that the Agreement be extended until March 30, 2022.

In addition, BATA is requesting modifications to several terms of the Agreement related to specific reimbursement costs. Because BATA provides Customer Service Center (CSC) services for all of the Bay Area Express Lanes, staff has negotiated these terms with BATA in coordination with the other Bay Area express lane operating agencies to ensure equitability and consistency of cost sharing of joint costs and cost adjustments automatically applied as additional express lane facilities begin operations. A summary of the amendment items is included in Table A.

Clean Air Vehicle Enrollment Costs:

Sunol JPA's current business rules permit vehicles with two or more persons (HOV2+) to travel toll free in the I-680 Sunol Southbound Express Lane. Under California law, clean air vehicles (CAVs) with eligible decals issued by the Department of Motor Vehicle must be allowed to access the Express Lanes regardless of vehicle occupancy; such access may be allowed free of charge or at a reduced rate. Eligibility is determined by California Air Quality Resources Board. Motorists traveling on the I-680 Sunol Southbound Express Lane do not need to have FasTrak for toll-free travel. However, since FasTrak is required on the nearby I-580 Express Lanes and I-680 Contra Costa Express Lanes, many users who qualify for toll-free travel do so by using a FasTrak Flex® transponder set to the HOV2 or HOV3+ position. Use of the HOV setting makes it more difficult for CHP to enforce the express lanes as they now must look for a DMV decal as well as occupancy when assessing the status of a CAV.

To better facilitate enforcement of the Express Lanes, as well as support agencies throughout the state that intend to shift from toll-free to reduced-rate toll CAV policies, BATA is developing an enrollment program to allow CAV owners to register their CAV with their FasTrak account and obtain a new "CAV transponder" that will indicated to all toll systems

within the state that the vehicle is a documented CAV. In conjunction with a recent state-mandated update, the I-680 Sunol Express Lane toll system was modified to identify these new transponders to ensure such vehicles are assessed toll amounts in accordance with the I-680 Express Lanes business rules. At this time, staff is not recommending that Sunol JPA modify the I-680 Sunol Southbound Express Lane business rules with respect to CAVs. In the coming months, prior to the opening of the new I-680 Express lanes, the Sunol JPA will adopt business rules and an Ordinance for Administration of Tolls and Enforcement of Toll Violations for the I-680 Express Lanes, which is necessary due to the addition of violation enforcement technology with the new toll system. The terms of those policies and the ordinance have not yet been established. However, staff recommends approval of the requested amendment to include reimbursement of BATA for I-680 Express Lanes calculated share of costs associated with BATA CSC staff and material costs for CAV toll tag enrollment and swap-out mailing for replacement tags for an existing account holder who is trading in an existing FasTrak tag for a new "CAV" tag because the I-680 toll system must recognize those users as qualifying for the discount associated with the adopted business rules. Sunol JPA's monthly share of additional startup costs shall be calculated based on the Sunol JPA proportion of Bay Area Express Lane transactions processed by the BATA CSC.

Transaction Processing Costs:

The I-680 Sunol Southbound Express Lane toll system creates a trip record, or transaction, each time a vehicle uses the express lane. The current Cooperative Agreement includes fixed cost per transaction for each transponder-based transaction processed by the BATA CSC. These costs are incurred only for the first handling of the transaction and does not apply to subsequent handling of the transaction necessary for full transaction processing. The Agreement allows for review of the unit cost on an annual basis. BATA is now requesting that the Cooperative Agreement be amended to stipulate that these unit costs will be escalated beginning October 2019 according to the then current California Consumer Price Index (CPI) for San Francisco CMSA as published by the California Department of Finance, and annually thereafter, consistent with the BATA CSC contract costs.

BATA CSC Operation and Maintenance Costs:

The current Agreement does not include reimbursement of BATA for Sunol JPA's share of operational and maintenance of software and hardware, and licensing fee associated with BATA CSC's services specially related to the I-680 Sunol Southbound Express Lane. This cost has been borne solely by the I-580 Express Lanes and the Bay Area Infrastructure Financing Authority (BAIFA) I-680 Contra Costs Express Lanes since 2016. BATA is now requesting that this cost be borne by all Bay Area Express Lane operators. With this amendment, staff is recommending that Sunol JPA's monthly share of additional startup costs be calculated based on the Sunol JPA proportion of Bay Area Express Lane transactions processed by the BATA CSC.

BATA CSC Accounting Specialist Cost:

BATA is requesting that express lane operators reimburse BATA for the monthly cost associated with BATA CSC's accounting specialist support staff needs specifically related to the express lanes. The Agreement amendment would include that Sunol JPA reimburse BATA

for its share of this monthly cost, with the cost share based on the Sunol JPA proportion of Bay Area Express Lane transactions processed by the BATA CSC.

BATA Direct Costs:

The current Agreement includes reimbursement of BATA for direct staff costs, including overhead, expended by BATA for ongoing management and support of the Express Lanes. The Agreement allows for review of the unit cost on an annual basis. BATA is now requesting that the Cooperative Agreement be amended to increase this amount from \$4,800 per month to \$5,670 per month to account for increases in those costs since the Agreement was initially executed in 2010. This monthly cost is being applied consistently to all of the Sunol JPA, Alameda CTC, and Santa Clara Valley Transportation Authority express lanes.

TABLE A: Summary of Amendment Impacts to Cooperative Agreement I-580-EI-BATA-FY15-16

Agreement Item	Current Terms	Revised Terms
Expiration Date	September 30, 2019	March 30, 2019
CAV Program Costs:	N/A	
CAV Application Validation		Calculated share \$6.350 each based on monthly express lane transaction share
CAV Tag Kit Assembly (replacement tags only)		Calculated share of \$3.099 each based on monthly express lane transaction share
CAV Tag Kit Postage (replacement tags only)		Calculated share of actual cost based on monthly express lane transaction share
Transaction Processing Costs:		
Transponder-Based Transactions	\$0.161 each	Transaction costs will be escalated beginning October 2019 according to the then current California Consumer Price Index (CPI) for San Francisco CMSA as published by the California Department of Finance, and annually thereafter, consistent with the BATA CSC contract costs.
BATA CSC Operation and Maintenance Costs	N/A	Calculated share of (estimated \$19,287) Total Actual O&M Costs related to Express Lanes based on monthly express lane transaction share
BATA CSC Accounting Specialist Cost	N/A	Calculated share of (estimated \$6,309) per month cost based on monthly express lane transaction share
BATA Direct Costs	\$4,800 per month	\$5,670 per month
TOTAL ESTIMATED ADDITIONAL COST FOR FY 2019-2020		\$30,000

Cost Share Formula:

$$\text{Sunol JPA Cost Share} = \frac{\text{Sunol JPA Monthly number of Transactions}}{\text{Total Monthly number of Bay Area Express Lane Transactions for Alameda CTC}}$$

*Bay Area Infrastructure Financing Authority
San Mateo Express Lanes Joint Powers Authority
Santa Clara Valley Transportation Authority
I – 680 Sunol JPA*

Fiscal Impact: Approval of Amendment No. 1 to the Agreement will encumber I-680 Toll Revenue funds for subsequent expenditure from September 1, 2019 through March 30, 2022 subject to the approval of the FY 2020-21 and FY 2021-22 operating budgets.

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Memorandum

5.2

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DATE: September 3, 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 June and July 2019. See Attachment A for express lane operation limits.

The June/July 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.

June-July 2019 Operations Update:

Over 147,000 express lane toll trips were recorded during operational hours in June and July. Table 1 summarizes the monthly and average daily toll trips during the operational hours. 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 June and July. 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
June	73,000	3,700
July	74,000	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	66	C	61	C
Washington Blvd	66	C	53	D
Mission Blvd / SR 262	73	B	69	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)
June	\$9.50	\$3.11
July	\$9.50	\$3.04

The estimated gross revenue generated from the I-680 Sunol express lane in Fiscal Year 2018-19 is \$2.85 million, and the gross revenue in July 2019 is \$203,000.

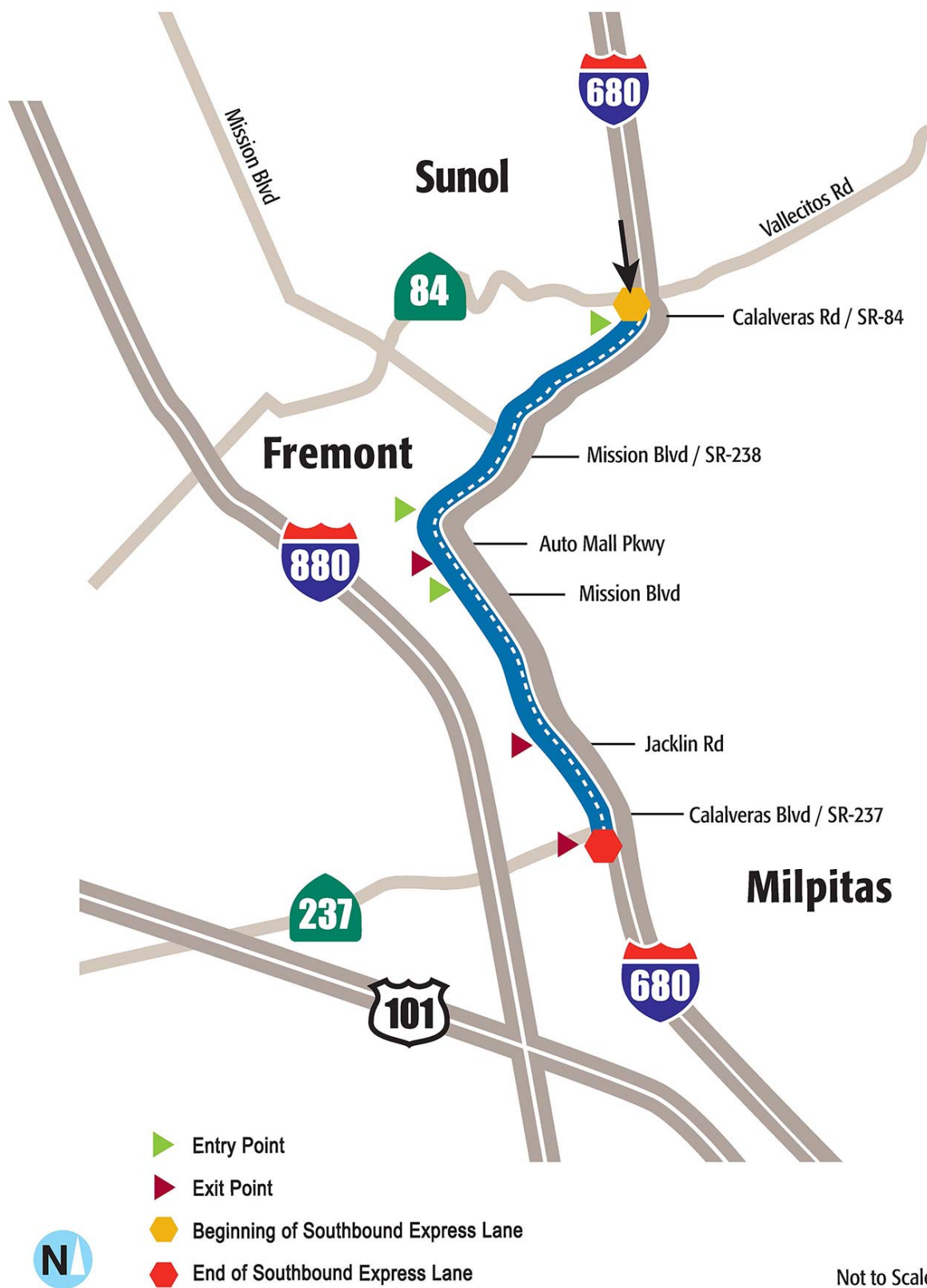
Fiscal Impact: There is no fiscal impact associated with the requested action.

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

5.3

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• 510.208.7400

• www.AlamedaCTC.org

DATE: September 3, 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 will provide enhanced mobility for motorists in both the northbound and southbound directions as a combination of two projects, the I-680 Express Lanes (EL) project and the I-680 Southbound Conversion Project. 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 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 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.

Civil construction began on March 5, 2018 after the approval of the required initial submittals. To date, the contractor has achieved 54% 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 (June 15, 2019-August 15, 2019):

- Foundation for all retaining walls completed.
- Column casing completed at Calaveras Bridge
- Installation of median lights completed in Segment A.
- Construction of median barrier completed in Segment A.
- Submittal of Toll System Integrator installation plan.

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.
 - 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 B.
 - Continue progress for completion of median barrier in Segment B and C.
 - Construction of overhead sign foundations, sign installation and removal of toll signs in the median of Segment B and C.
- 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.

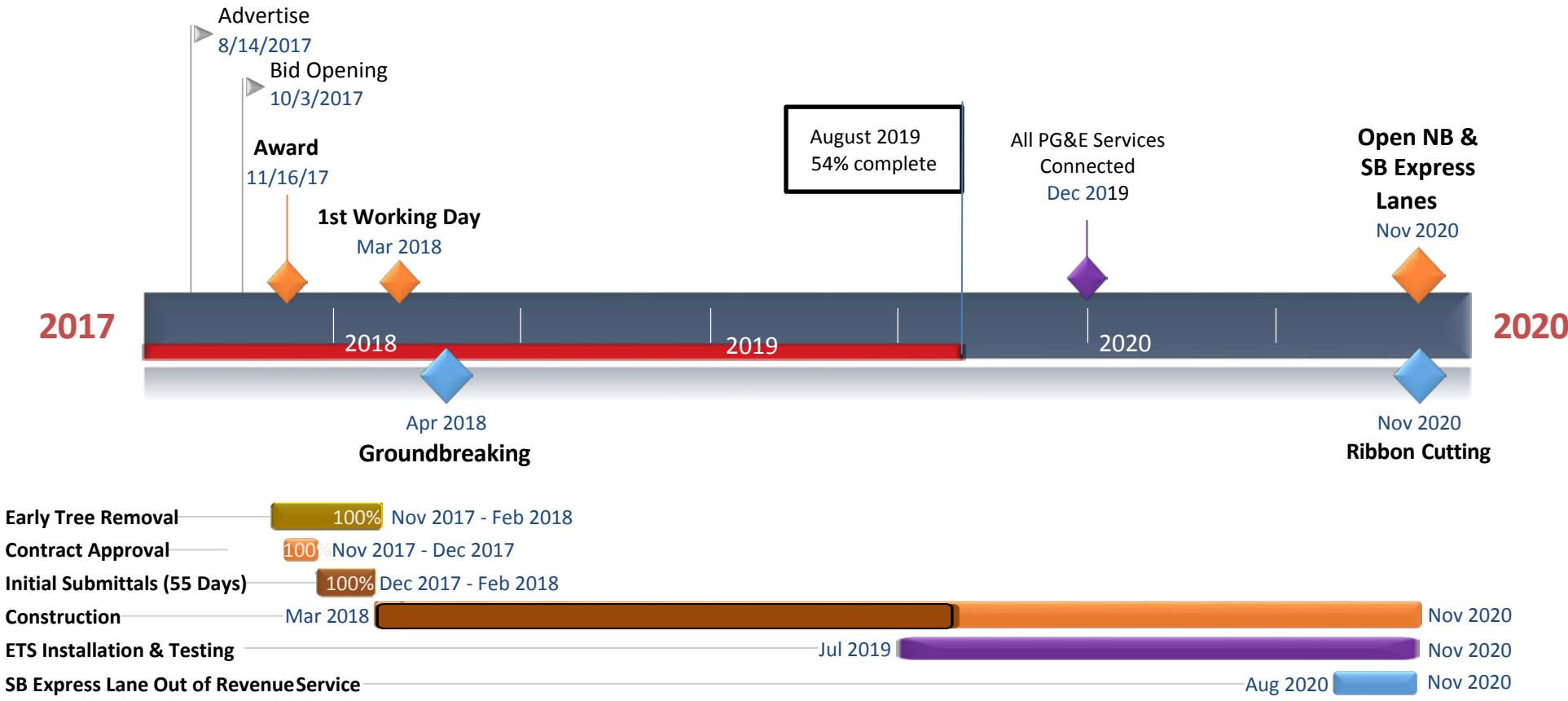
Attachment:

- A. I-680 Sunol Express Lanes Progress Update

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I-680 Sunol Express Lanes

Progress Update: August 2019



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