



I-680 Sunol Express Lane Joint Powers Authority Meeting Agenda Monday, October 14, 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: Milpitas City Hall
455 E. Calaveras Blvd., Committee Room – 1st Floor
Milpitas, CA 95035

1. Call to Order/Pledge of Allegiance

2. Roll Call

3. Public Comment

4. Consent Calendar

Page/Action

- 4.1. [Approve the September 9, 2019 I-680 Sunol Smart Carpool Lane Joint Powers Authority \(JPA\) Meeting Minutes](#) 1 A

5. Regular Matters

- 5.1. [Approve the Sunol Smart Carpool Lane Joint Powers Authority Audited Annual Financial Report for the Year Ended June 30, 2019](#) 5 A
- 5.2. [I-680 Southbound Express Lane Project from SR-84 to Alcosta Boulevard Project \(PN 1490001\) - Update on initiation of the Project Plans, Specifications, and Estimate \(PS&E\) and Construction Contract Document Phase](#) 31 I
- 5.3. [I-680 Southbound Express Lane from SR 237 to SR 84: Monthly Operations Status Update](#) 37 I
- 5.4. [I-680 Sunol Express Lanes from SR 237 to SR 84 \(PN 1369.000\): Monthly Status Update](#) 43 I

6. Committee Member Reports

7. Staff Reports

8. Adjournment

Next Meeting: Monday, January 13, 2020

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.

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Alameda CTC Schedule of Upcoming Meetings for October 2019 through December 2019

Commission Chair

Supervisor Richard Valle, District 2

Commission Vice ChairMayor Pauline Cutter,
City of San Leandro**AC Transit**

Board Vice President Elsa Ortiz

Alameda CountySupervisor 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 OaklandCouncilmember 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
8:30 a.m.	Finance and Administration Committee (FAC)	November 18, 2019
9:30 a.m.	I-680 Sunol Smart Carpool Lane Joint Powers Authority (I-680 JPA)	November 18, 2019 Cancelled
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)	
2:00 p.m.	Alameda CTC Commission Meeting	October 24, 2019 December 5, 2019

Advisory Committee Meetings

1:30 p.m.	Alameda County Technical Advisory Committee (ACTAC)	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
1:30 p.m.	Paratransit Advisory and Planning Committee (PAPCO)	November 25, 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).



I-680 Sunol Smart Carpool Lane Joint Powers Authority Meeting Minutes Monday, September 9, 2019, 9:30 a.m.

4.1

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

1. Call to Order/Pledge of Allegiance

2. Roll Call

A roll call was conducted. All members were present with the exception of Commissioner Haggerty, Commissioner Mei and Commissioner Tran. A quorum was not present and item 5.2 was moved before item 3.

Subsequent to the roll call:

Commissioner Haggerty and Commissioner Mei arrived during item 5.2.

3. Public Comment

(This item was after 5.2)

A public comment was made by Kelly Abreu regarding the East Bay most dangerous roads and bicycle and pedestrian provisions were not over the Sunol Pass.

4. Consent Calendar

4.1. Approve the July 8, 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, Mei, Thorne

No: None

Abstain: None

Absent: Tran

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

Gary Huisinigh gave a historic update on the customer service agreements for the toll lanes and introduced Liz Rutman, who recommended that the Authority 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. Ms. Rutman stated that the current BATA agreement will expire on September 30, 2019 and BATA is requesting that the Agreement be extended until March 30, 2022. BATA also requested modifying the terms of the Agreement related to specific reimbursement costs. BATA provides Customer Service Center services for all of the Bay Area Express Lanes. The terms were negotiated with BATA in coordination with

the other Bay Area express lane operating agencies. Ms. Rutman reviewed the amendments and the cost formula with the Authority.

Commissioner Haggerty asked if there was any discussion with BATA to do an extension but to wait on revising costs since Alameda CTC will have to come back and talk with BATA when I-680 Northbound Express Lane is open. Ms. Rutman stated that BATA's contract with their consultant will have the escalating costs beginning in October 2019 and the clean air vehicle transponder distribution will begin approximately in another month.

Commissioner Haggerty asked if the relationship with BATA is better. Ms. Rutman stated that the coordination between BATA has been working very smoothly.

Commissioner Haggerty asked if the 11 percent increase in costs go in all at once or is it phased in. Ms. Rutman stated that the 11 percent increase over the prior fiscal year is a projection for the current fiscal year but that actual costs will be based on the number of toll transactions that occur within the corridor and future costs adjust as additional express lanes, including the new I-680 Express Lanes, begin revenue operations.

Commissioner Mei asked how can we make sure that BATA is considering the pass along costs and do you anticipate staff to be involved in the next steps. Ms. Rutman stated that the most equitable cost sharing of BATA's costs related to express lanes, incurred through their existing consultant contact, is equitable to all Bay Area Express Lanes operating agencies is to base the cost sharing on the number of transactions that BATA process for each facility.

Commissioner Haggerty asked when was the last time Alameda CTC looked at tolling prices. Ms. Rutman responded the last price increase was July 2018; however, staff plans to discuss the tolling policy with the Authority in upcoming months with the new express lane. Mr. Dao said Alameda CTC will bring back the future toll policy and we'll watch for the additional express lanes that will be opening.

Commissioner Haggerty wanted information on driver trends and behavior while in the lane. Ms. Rutman stated that we are embarking on a revenue forecasting project that will look at I-680 and I-580.

There was a public comment on this item by Kelly Abreu regarding costs of the express lane and the origin and identity of the drivers.

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

Yes: Haggerty, Haubert, Mei, Thorne
No: None

Abstain: None
Absent: Tran

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

(This item was presented before item 3)

Ashley Tam provided an update on the I-680 Southbound Express Lane for June and July 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 Haubert commented that 2018 numbers are less than 2017 and was there construction done at that time. Ms. Tam stated that construction started March 2018.

Commissioner Haubert requested if the Authority can receive a 6-month percentage difference. Ms. Tam responded that the decrease was calculated for the last fiscal year and it was a six percent decrease in toll trips compared to the previous fiscal year.

Commissioner Thorne asked what type of contacts are considered "other contacts" by CHP. Ms. Tam stated that this is a range that could include cell phone use, speeding, etc.

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.

Commissioner Haggerty wanted information on the effects of the Southbound Express Lane being out of revenue service. Liz Rutman stated that it's an existing Southbound facility with three toll signs and toll rate signs. The contractor can't complete the median barrier work because the existing signs can't be removed until the new signs are in place and the re-pavement and realignment of the express lanes are complete. She noted that when the pavement process begins the Southbound Express Lane revenue operations will need to be turned off for approximately three months.

Commissioner Haggerty asked what the revenue loss would be during this time and questioned if the contractor could be incentivized for expedited completion of the project or if the Authority's insurance could recoup the revenue. Ms. Rutman stated that the loss will be approximately \$700,000. Mr. Dao stated that staff will look into options for reducing the potential revenue loss.

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, October 14, 2019 at 9:30a.m.

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



Memorandum

5.1

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: October 7, 2019

TO: I-680 Sunol Express Lane Joint Powers Authority

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

SUBJECT: Approve the Sunol Smart Carpool Lane Joint Powers Authority Audited Annual Financial Report for the Year Ended June 30, 2019

Recommendation

It is recommended that the Authority approve the Sunol Smart Carpool Lane Joint Powers Authority Audited Annual Financial Report for the Year Ended June 30, 2019.

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, 2019 by Maze & Associates Accounting Corporation (Maze & Associates). 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 one of the Draft Audited Annual Financial Report, the auditors of the Sunol Smart Carpool Lane Joint Powers Authority (Authority) have expressed what is considered to be an unmodified audit or clean opinion.

"In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the Authority as of June 30, 2019 and the respective 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 \$0.79 million or 13.2 percent from \$5.93 million to \$6.72 million as of June 30, 2019, compared to June 30, 2018. This increase is mostly due to toll revenues outpacing operations and maintenance expenses as a result of operating efficiencies implemented during the prior fiscal year. Capital assets, net of accumulated depreciation, comprised \$0.86 million or 12.7 percent of the total net position at June 30, 2019.

- For the year ended June 30, 2019, cash and cash equivalents increased by \$1.52 million or 32.3 percent from \$4.72 million to \$6.24 million compared to June 30, 2018. This increase is mostly related to toll revenue collections which were significantly more than operating expenses paid during the fiscal year.
- Operating revenue was \$2.85 million during fiscal year 2019, a slight decrease of \$0.03 million or 0.9 percent from fiscal year 2018.
- The Authority's total operating expenses including depreciation were \$1.69 million during fiscal year 2019, an increase of \$0.03 million or 2.0 percent over fiscal year 2018. This increase is attributed to slight increases in various operations and maintenance expense line items. Operating expenses of \$1.69 million for fiscal year 2019 were primarily comprised of program operations and maintenance costs.

As part of the audit process, Maze & Associates 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 Maze & Associates did not identify any deficiencies in internal controls that would be considered a material weakness.

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

Attachment:

- A. Sunol Smart Carpool Lane Joint Powers Authority Draft Audited Annual Financial Report for the Year Ended June 30, 2019



Sunol Smart Carpool Lane Joint Powers Authority

ANNUAL FINANCIAL REPORT FOR THE YEAR ENDED JUNE 30, 2019



**SUNOL SMART CARPOOL LANE
JOINT POWERS AUTHORITY
ANNUAL FINANCIAL REPORT
FOR THE YEAR ENDED JUNE 30, 2019**

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**SUNOL SMART CARPOOL LANE JOINT POWERS AUTHORITY
ANNUAL FINANCIAL REPORT
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JUNE 30, 2019**

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INDEPENDENT AUDITOR'S REPORT

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

Report on 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, 2019, 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 the 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 Authority'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 Authority'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.

Opinion

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the Authority as of June 30, 2019 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.

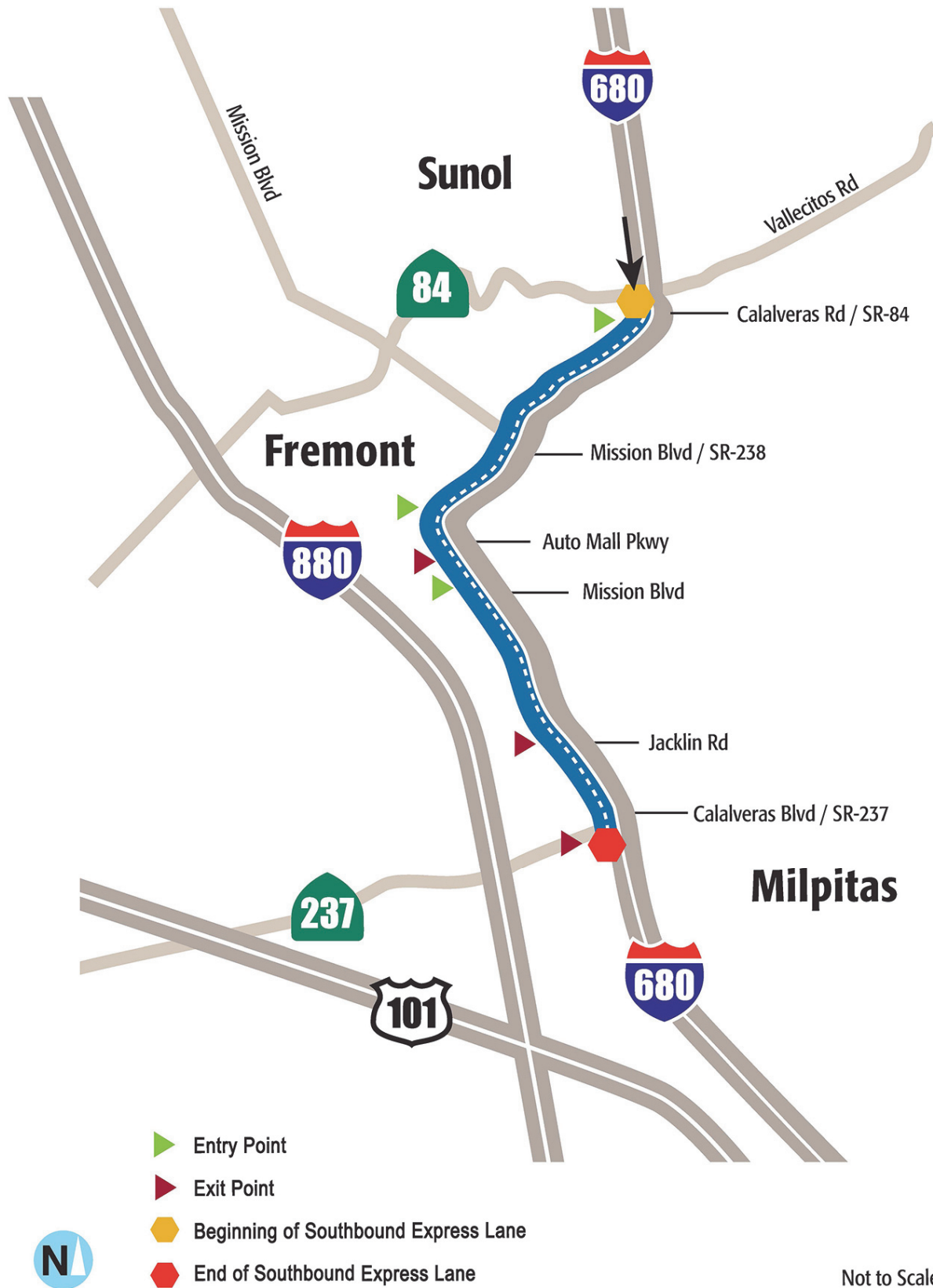
Other Matters

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that Management's Discussion and Analysis as listed in the Table of Contents 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.

Pleasant Hill, California

DATE



SUNOL SMART CARPOOL LANE JOINT POWERS AUTHORITY

MANAGEMENT'S DISCUSSION AND ANALYSIS

JUNE 30, 2019

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, 2019. 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 \$0.79 million or 13.2 percent from \$5.93 million to \$6.72 million as of June 30, 2019, compared to June 30, 2018. This increase is mostly due to toll revenues outpacing operations and maintenance expenses as a result of operating efficiencies implemented during the prior fiscal year. Capital assets, net of accumulated depreciation, comprised \$0.86 million or 12.7 percent of the total net position at June 30, 2019.
- For the year ended June 30, 2019, cash and cash equivalents increased by \$1.52 million or 32.3 percent from \$4.72 million to \$6.24 million compared to June 30, 2018. This increase is mostly related to toll revenue collections which were significantly more than operating expenses paid during the fiscal year.
- Operating revenue was \$2.85 million during fiscal year 2019, a slight decrease of \$0.03 million or 0.9 percent from fiscal year 2018.
- The Authority's total operating expenses including depreciation were \$1.69 million during fiscal year 2019, an increase of \$0.03 million or 2.0 percent over fiscal year 2018. This increase is attributed to slight increases in various operations and maintenance expense line items. Operating expenses of \$1.69 million for fiscal year 2019 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 a single 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 Basic Financial Statements.

SUNOL SMART CARPOOL LANE JOINT POWERS AUTHORITY

MANAGEMENT'S DISCUSSION AND ANALYSIS JUNE 30, 2019

Financial Analysis

The following table presents the Authority's net position as of June 30, 2019, and June 30, 2018:

	June 30, 2019	June 30, 2018
Current assets	\$ 6,347,524	\$ 4,862,005
Capital assets, net	855,872	1,466,840
Total assets	7,203,396	6,328,845
Total liabilities	(483,525)	(394,538)
Net position	<u>\$ 6,719,871</u>	<u>\$ 5,934,307</u>

The following table presents the Authority's change in net position for the fiscal year ended June 30, 2019, and the period ended June 30, 2018:

	June 30, 2019	June 30, 2018
Operating revenues	\$ 2,846,996	\$ 2,872,259
Operating expenses	1,694,086	1,661,591
Operating income	1,152,910	1,210,668
Nonoperating revenue (expense)	(367,346)	26,158
Increase (decrease) in net position	785,564	1,236,826
Net position, beginning of period	5,934,307	4,697,481
Net position, end of period	<u>\$ 6,719,871</u>	<u>\$ 5,934,307</u>

While Alameda County Transportation Commission (Alameda CTC) continues as the managing agency of the Sunol Smart Carpool Lane, it does not subsidize administrative support costs on behalf of the Authority. Accordingly, these costs have been included in the Statement of Revenues, Expenses, and Changes in Net Position (see Note 3 to the financial statements for a more detailed explanation).

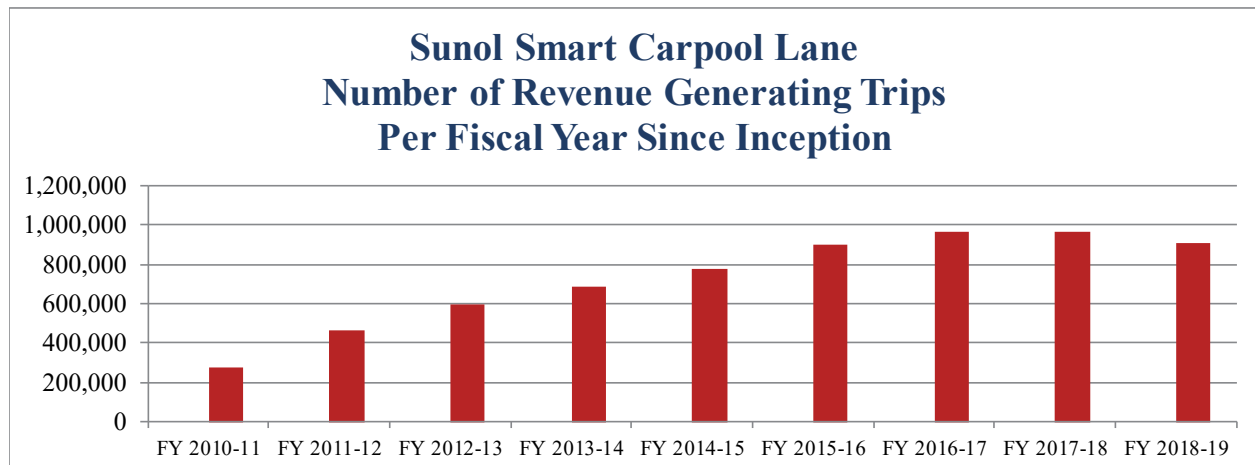
The Authority began operating a toll lane on the Sunol Grade segment of southbound Interstate 680 in Alameda and Santa Clara counties on September 20, 2010. Annual toll lane usage has almost doubled, going from 465,688 trips during fiscal year 2012, the lane's first full fiscal year of operations, to 907,972 trips during fiscal year 2019.

SUNOL SMART CARPOOL LANE JOINT POWERS AUTHORITY

MANAGEMENT'S DISCUSSION AND ANALYSIS

JUNE 30, 2019

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



During the fiscal year ended June 30, 2019, cash increased by \$1,522.2 thousand or 32.3 percent. Revenues for the period, including investment and other income, in the amount of \$2,946.7 thousand plus the change in liabilities of \$89.0 thousand, receivables of \$6.5 thousand and prepaid items of \$30.2 thousand were offset by \$1,550.2 thousand of operations and maintenance expenses which resulted in the change in the cash balance.

Capital Assets

The following table presents the Authority's capital asset activity from June 30, 2018 to June 30, 2019:

	June 30, 2018	Additions	Deletions	June 30, 2019
Toll revenue equipment	\$ 2,708,668	\$ -	\$ (783,226)	\$ 1,925,442
Accumulated depreciation	(1,241,828)	(143,930)	316,188	(1,069,570)
Net book value	<u>\$ 1,466,840</u>	<u>\$ (143,930)</u>	<u>\$ (467,038)</u>	<u>\$ 855,872</u>

Additional information regarding the Authority's capital assets can be found in Note 5 on page 15 of this report.

SUNOL SMART CARPOOL LANE JOINT POWERS AUTHORITY

MANAGEMENT'S DISCUSSION AND ANALYSIS

JUNE 30, 2019

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 2019 was \$2.60 million. Actual operating revenues were \$2.85 million, which was \$0.25 million or 9.5 percent more than budget.

The adopted operating expense budget was \$2.77 million, however, this was updated at mid-year to \$2.37 million. Actual operating expenses were \$1.69 million, which was \$0.67 million or 28.4 percent less than budget.

There was no budget adopted for investment income for the fiscal year. However, actual investment income was \$0.10 million. An investment program was established for cash balances a couple of years prior, however, with market rates extremely low at the time the investment income predicted would have been immaterial to the budget when it was developed.

There was no budget adopted for capital projects and no capital expenses were incurred during the fiscal year. However, there is a related capital project administered by Alameda CTC which encompasses an automated toll violation enforcement system and construction for continuous access in the southbound express lane in addition to construction for a full express lane in the northbound direction (see 'Other Significant Matters' section below).

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 fifteen (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 also will include an upgrade to the southbound express lane configuration from controlled access to near continuous access. The project approval and environmental phase of the project was completed in the summer of 2015. To provide operational benefits and expedite congestion relief in the corridor, the design efforts for an initial nine mile segment from Auto Mall Parkway to State Route (SR) 84 began in August 2015. This first phase of the project was advertised in September 2017, and construction began in March 2018.

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 of 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 2021.

SUNOL SMART CARPOOL LANE JOINT POWERS AUTHORITY

MANAGEMENT'S DISCUSSION AND ANALYSIS

JUNE 30, 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 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 FOR THE YEAR ENDED JUNE 30, 2019

ASSETS

Current Assets

Cash and investments	\$ 6,240,518
Accounts receivable	69,490
Interest receivable	29,341
Prepaid items	8,175
Capital assets, net of accumulated depreciation	855,872
Total Assets	<u>7,203,396</u>

LIABILITIES

Current Liabilities

Accounts payable	374,507
Accrued liabilities	109,018
Total Liabilities	<u>483,525</u>

NET POSITION

Investment in capital assets	855,872
Unrestricted	5,863,999
Total Net Position	<u>\$ 6,719,871</u>

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, 2019**

OPERATING REVENUES

Toll revenue	\$ 2,846,996
Total operating revenue	<u>2,846,996</u>

OPERATING EXPENSES

Operations and maintenance	1,550,156
Depreciation expense	<u>143,930</u>
Total operating expenses	<u>1,694,086</u>
Operating Income	<u>1,152,910</u>

NONOPERATING REVENUES (EXPENSES)

Investment income	99,692
Loss on sale of capital assets	<u>(467,038)</u>
Total nonoperating revenues (expenses)	<u>(367,346)</u>
Change in net position	785,564
Net Position - Beginning	<u>5,934,307</u>
Net Position - Ending	<u><u>\$ 6,719,871</u></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, 2019

CASH FLOWS FROM OPERATING ACTIVITIES

Cash receipts from customers	\$ 2,871,698
Payments to suppliers for goods and services	(1,430,981)
Cash flows from operating activities	<u>1,440,717</u>

CASH FLOWS FROM INVESTING ACTIVITIES

Cash receipts from interest income	<u>81,456</u>
Net change in cash and cash equivalents	1,522,173
Cash and Cash Equivalents - Beginning	4,718,345
Cash and Cash Equivalents - Ending	<u><u>\$ 6,240,518</u></u>

RECONCILIATION OF OPERATING INCOME TO NET CASH PROVIDED BY OPERATING ACTIVITIES

Operating income	\$ 1,152,910
Adjustments to reconcile operating income to net cash provided by operating activities:	
Depreciation Expense	143,930
Changes in assets and liabilities	
Increase in receivables	24,702
Increase in prepaid items	30,188
Increase in liabilities	88,987
NET CASH PROVIDED BY OPERATING ACTIVITIES	<u><u>\$ 1,440,717</u></u>

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

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SUNOL SMART CARPOOL LANE JOINT POWERS AUTHORITY

NOTES TO BASIC FINANCIAL STATEMENTS FOR THE YEAR ENDED JUNE 30, 2019

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), the 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 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. Members of the Authority's Board of Directors are elected officials representing Alameda and Santa Clara Counties. The Interstate 680 (I-680) Express Lane is located along a 14-mile stretch of I-680 in the southbound direction from State Route 84 south of Pleasanton to State Route 237 in Milpitas, CA and has been in operation since September 20, 2010.

NOTE 2 – MANAGING AGENCY

Alameda CTC is the managing agency of the Authority. From inception of the Authority 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 the Authority's operating 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 operations and maintenance costs and depreciation. Since inception of the Authority, Alameda CTC as the managing agency provided administrative support and subsidized operations and maintenance costs of the Sunol Smart Carpool Lane through its I-680 Southbound HOT Lane Project. As of July 1, 2012, the managing agency no longer funded the Authority's administrative support costs. Accordingly, these costs as well as all other operations and maintenance costs incurred by the Authority have been included in the Statement of Revenues, Expenses, and Changes in Net Position since July 1, 2012.

SUNOL SMART CARPOOL LANE JOINT POWERS AUTHORITY

NOTES TO BASIC FINANCIAL STATEMENTS FOR THE YEAR ENDED JUNE 30, 2019

NOTE 3 - SIGNIFICANT ACCOUNTING POLICIES (Continued)

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, equipment malfunctions, and other various issues.

Net Position

Net position is reported in the following categories:

- Net Investment in capital assets – This category includes all capital assets net of 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 net toll revenues to be used only for construction of high-occupancy vehicle facilities and the improvement of transit services within the corridor from which the revenue was generated. The Board designated \$1,500,000 of net position for ongoing maintenance cost such as the replacement of toll equipment (including hardware and software) and roadway rehabilitation. In addition, the Board designated another \$2,000,000 of net position as an operational risk reserve designed to ensure the financial stability of the agency. The Board has set a target of \$20 million to be accumulated in this operational risk reserve, depending on available net operating surplus, which would be eligible to be spent on a catastrophic type failure, such as an overall failure of toll system equipment.

Cash Equivalent

The Authority considers all highly liquid investments to be cash equivalents. As such, the Authority's investment in the Local Agency Investment Fund (LAIF) is considered to be a cash equivalent because withdrawals from the LAIF pool are available on an amortized cost basis which is substantially the same as the fair value reported in the financial statements.

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 AND INVESTMENTS

The Authority had \$1,641,996 cash in the bank and \$4,598,522 invested with the Local Agency Investment Fund (LAIF) for total cash and investments of \$6,240,518 as of June 30, 2019. The Authority's investment policy follows the investment policy of its managing agency, Alameda CTC.

SUNOL SMART CARPOOL LANE JOINT POWERS AUTHORITY

NOTES TO BASIC FINANCIAL STATEMENTS FOR THE YEAR ENDED JUNE 30, 2019

NOTE 4 – CASH AND INVESTMENTS (Continued)

Cash held in banks is entirely collateralized by the bank holding the deposit. California law 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 (investment pool deposits). This collateral remains with the institution, but is considered to be held in the name of the investment pool and places the Authority, which is a participant in the investment pool, ahead of general creditors of the institution.

LAIF is a State of California external investment pool which is regulated by California Government Code §16429 under the oversight of the Treasurer of the State of California. The pool is not registered with the Securities and Exchange Commission. The fair value of the Authority's investments in the pool is reported in the accompanying financial statement at amounts based upon the Authority's pro-rata share of the fair value provided by LAIF for the entire portfolio (in relation to the amortized cost of that portfolio). The balance available for withdrawal is based on accounting records maintained by LAIF, which is recorded on the amortized cost basis. LAIF transactions are restricted to 15 transactions per month with a minimum transaction amount of \$5,000 and increments of a thousand dollars thereafter. LAIF is not rated.

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, 2019, 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 of the Authority's deposits in the Authority's name.

Custodial credit risk for investments is the risk that, in the event of the failure of the counterparty, the Authority would not be able to recover the value of its investments or collateral securities that are in the possession of an outside party. The Authority's investments are not exposed to custodial credit risk.

Fair Value Measurements – The Authority categorizes its fair value measurements within the fair value hierarchy established by generally accepted accounting principles. The hierarchy is based on the valuation inputs used to measure the fair value of the asset. Level 1 inputs are quoted prices in active markets for identical assets; Level 2 inputs are significant other observable inputs; and Level 3 inputs are significant unobservable inputs. Investments in the LAIF are uncategorized because deposits to and from the investment pool are made on the basis of \$1 and not at fair value.

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, 2019, and activity for the year then ended, are as follows:

	June 30, 2018	Additions	Deletions	June 30, 2019
Toll revenue equipment	\$ 2,708,668	\$ -	\$ (783,226)	\$ 1,925,442
Accumulated depreciation	(1,241,828)	(143,930)	316,188	(1,069,570)
Net book value	<u>\$ 1,466,840</u>	<u>\$ (143,930)</u>	<u>\$ (467,038)</u>	<u>\$ 855,872</u>

SUNOL SMART CARPOOL LANE JOINT POWERS AUTHORITY

NOTES TO BASIC FINANCIAL STATEMENTS FOR THE YEAR ENDED JUNE 30, 2019

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
Employee and Public Officials Errors & Omissions	5,000	10,000,000	per occurrence
Public Officials Personal Liability	500	500,000	per occurrence
Employment Practices Liability	5,000	10,000,000	per occurrence
Employment Benefits Liability	5,000	10,000,000	per occurrence
Employee and Public Officials Dishonesty	-	1,000,000	per occurrence
Auto Liability	5,000	10,000,000	per occurrence
Uninsured/Underinsured Motorists	-	1,000,000	per occurrence
Property	5,000	1,000,000,000	per occurrence
Boiler and Machinery	5,000	100,000,000	per occurrence/ per occurrence/
Excess Liability	-	5,000,000	other aggregate

No claims exceeded coverage limits over the past three years.

Cover photos:

Top left courtesy of the California Department of Transportation

Bottom left courtesy of the California Department of Transportation

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Memorandum

5.2

1111 Broadway, Suite 800, Oakland, CA 94607

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• www.AlamedaCTC.org

DATE: October 7, 2019

TO: I-680 Sunsol Express Lane Joint Powers Authority

FROM: John Pulliam, Director of Project Delivery
Gary Huisingsh, Deputy Executive Director of Projects

SUBJECT: I-680 Southbound Express Lane Project from SR-84 to Alcosta Boulevard (PN 1490001) – Update on initiation of the Project Plans, Specifications, and Estimate (PS&E) and Construction Contract Document Phase

Recommendation

This item is to provide the Authority with an update on I-680 Southbound Express Lane Project from SR84 to Alcosta Boulevard (Project). The preparation of the Plans, Specifications, and Estimate (PS&E) and Construction Contract Documents is proposed to be performed by WMH Corporation (WMH). The contract will be requested to be approved by the Programs and Projects Committee today. This item is for information only.

Summary

In August 2019, a Request for Proposal (RFP) R20-0002 was released for professional services for the preparation of PS&E and Construction Contract Document phases. A proposal was received from one firm, and an independent selection panel composed of representatives from the City of Pleasanton and Alameda CTC reviewed the proposal. The panel determined that the WMH team was responsive and qualified to perform the required services and recommended foregoing an interview and proceeding with negotiations.

Alameda CTC has begun negotiating the contract with the consultant after a thorough review of the submitted cost proposal and comparison to Alameda CTC's independent cost estimate and assumptions. An agreement on anticipated hours to complete the required scope of work, escalations, and direct costs will be negotiated.

Staff recommends that the Commission approve and authorize the Executive Director to execute a Professional Services Agreement A20-0004 with WMH for a negotiated amount, not-to-exceed \$22,500,000, to provide professional services for the PS&E and Construction Contract Documents phases.

Background

The Alameda County Transportation Commission (Alameda CTC) is the project sponsor and implementing agency for the I-680 Southbound Express Lane Project from SR-84 to Alcosta Boulevard (PN 1490001) which passes through the community of Sunol and the cities of Dublin and Pleasanton. The project is in the 2014 Transportation Expenditure Plan (TEP No. 35) and proposes to construct a 10-mile segment in southbound direction to complete the Express Lane Network through Alameda County. With the completion of this 10-mile segment, the I-680 corridor would have over 48 miles of continuous southbound express lane facilities, unlocking widespread benefits such as improved interregional traffic operations, improved efficiency of the transportation system on I-680 between SR-237 and SR-84 to accommodate current and future traffic demand, improved travel time and travel reliability for all users, including High Occupancy Vehicle and transit users, and optimization of freeway system management and traffic operations.

On July 18, 2019 the Alameda CTC Commission approved the necessary actions to advertise a RFP to procure a consultant to prepare Plans, Specifications, and Estimate and Construction Contract Documents for the I-680 Southbound Express Lane Project from SR 84 to Alcosta Boulevard. The Commission also allocated a total of \$22.5 million to deliver this phase of the project, consisting of \$12.5 million in Measure BB funds along with \$10 million of unencumbered Measure BB contingency funds previously allocated to the I-680 Sunol Express Lanes (Phase 1) project.

In August 2019, the RFP R20-0002 was released for professional services for PS&E and Construction Contract Documents phases. A pre-proposal meeting was held on August 26, 2019 and was attended by 17 firms. Alameda CTC received one proposal on September 9, 2019 from WMH.

As this RFP relates to work being coordinated with a Caltrans State Highway Operation and Protection Program (SHOPP) project, it is vital to avoid a delay in the schedule. Re-advertising this procurement would have a negative impact on the project schedule and likely cause Caltrans to abandon the combined project.

An independent selection panel composed of representatives from the City of Pleasanton and Alameda CTC reviewed the proposal and after finding WMH as responsive and qualified to complete the required scope of work recommended foregoing interviews and proceeding with negotiations.

Based upon the review of WMH's cost proposal, Alameda CTC's independent cost estimate, and discussions with WMH Corporation, a fee is being negotiated to provide the services necessary to complete the required scope of work for the PS&E and Construction Contract Documents phases of the project, for a negotiated amount, not-to-exceed \$22,500,000. Staff anticipates that a contract will be ready for execution no later than December 2019.

WMH is a well-established small local firm, and its team is comprised of several certified local and small local firms and is expected to meet the Alameda CTC Local Business Contract Equity goals of 70% Local Business Enterprise and 30% Small Local Business Enterprise for the contract.

Levine Act Statement: The WMH Corporation Team did not report a conflict in accordance with the Levine Act.

Fiscal Impact: If approved by Alameda CTC's Commission, the action authorizes the encumbrance of up to \$22,500,000 in previously allocated project funds for subsequent expenditure. This amount is included in the appropriate project funding plans, and will be budgeted into the appropriate Alameda CTC Capital Program Budget updates.

Attachment:

- A. The I-680 Express Lanes Project from SR-84 to Alcosta Boulevard Fact Sheet

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I-680 Express Lanes from SR-84 to Alcosta Boulevard^{5.2A}

MAY 2019

PROJECT OVERVIEW

The Interstate 680 (I-680) Express Lanes from State Route (SR) 84 to Alcosta Boulevard Project will close the gap between existing and in-progress high-occupancy vehicle (HOV)/express lane projects directly to the north and south. The project extends for approximately nine miles on northbound and southbound I-680 through Sunol, Pleasanton, Dublin and San Ramon.

The Alameda County Transportation Commission (Alameda CTC) has started environmental and preliminary engineering studies for the project. An environmental document is planned for public circulation in late 2019. Potential project phasing options will be determined based on the traffic analysis and future funding availability.

Concurrent projects in the area include:

- [SR 84 Widening \(Pigeon Pass to I-680\) and SR 84/I-680 Interchange Improvements](#)
- [I-680 Sunol Express Lanes \(Phase 1\)](#)

PROJECT NEED

- Planned and existing express lanes from SR-84 to SR-237 and from Alcosta Boulevard to Walnut Creek will leave a nine-mile gap in the express lane network between SR-84 and Alcosta Boulevard.
- Heavy commute traffic to and from Silicon Valley, especially in the morning peak period, results in traffic congestion for approximately 10 hours each day.



PROJECT BENEFITS

- Increases the efficiency of the transportation system on I-680 between SR-84 and Alcosta Boulevard to accommodate current and future traffic demand
- Improves travel time and travel reliability for all users, including HOV and transit users
- Optimizes freeway system management and traffic operations



I-680 northbound approaching the Calaveras Road off-ramp.



I-680 northbound approaching the SR-84 off-ramp in Sunol.

STATUS

Implementing Agency: Alameda CTC

Current Phase: Preliminary Engineering/Environmental (PE-ENV)

- Project Study Report-Project Delivery Support (PSR-PDS) was approved in September 2018.

PARTNERS AND STAKEHOLDERS

California Department of Transportation, Alameda CTC, the Federal Highway Administration, Alameda County, Contra Costa County, the community of Sunol and the cities of Dublin, Pleasanton and San Ramon

Note: Information on this fact sheet is subject to periodic updates.

COST ESTIMATE BY PHASE (\$ X 1,000)

Planning/Scoping	\$1,000
PE/Environmental	\$6,500
Final Design (PS&E)	\$27,000
Right-of-Way	\$10,500
Construction	\$435,000
Total Cost Estimate¹	\$480,000

¹Cost estimate assumes construction occurs in two phases.

FUNDING SOURCES (\$ X 1,000)

Measure BB	\$20,000
Federal	TBD
State	TBD
Local	TBD
TBD	\$460,000
Total Revenues	\$480,000

SCHEDULE BY PHASE

	Begin	End
Scoping (PSR-PDS)	Fall 2017	Fall 2018
Preliminary Engineering/ Environmental (PE-ENV)	Fall 2018	Fall 2020
Final Design	Summer 2020	Fall 2022
Right-of-Way	Summer 2020	Fall 2022
Construction	Spring 2023	Fall 2026

Note: The project delivery schedule subsequent to PE-ENV is contingent upon funding availability.



Memorandum

5.3

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DATE: October 7, 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 from SR 237 to SR 84 (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 August 2019. See Attachment A for express lane operation limits.

The August 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.

August 2019 Operations Update:

Nearly 75,000 express lane toll trips were recorded during operational hours in August. Table 1 summarizes the monthly and average daily toll trips during the operational hours. All express lane users typically experience higher speeds and lower 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 August. 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
August	75,000	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	49	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)
August	\$9.50	\$3.07

The estimated gross revenue generated from the I-680 Sunol express lane in Fiscal Year 2019-20 is \$452,000, and the forecasted operating budget is \$322,000.

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

5.4

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DATE: October 7, 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 from SR 237 to SR 84 (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 59% 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 (September 2019):

- Final paving between Mission Blvd. to Washington Blvd. complete.

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 C.
 - Construction of overhead sign foundations, sign installation and removal of toll signs in the median of Segment B and C.
- 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 Testco regarding power and communication service connection needs (on-going).

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

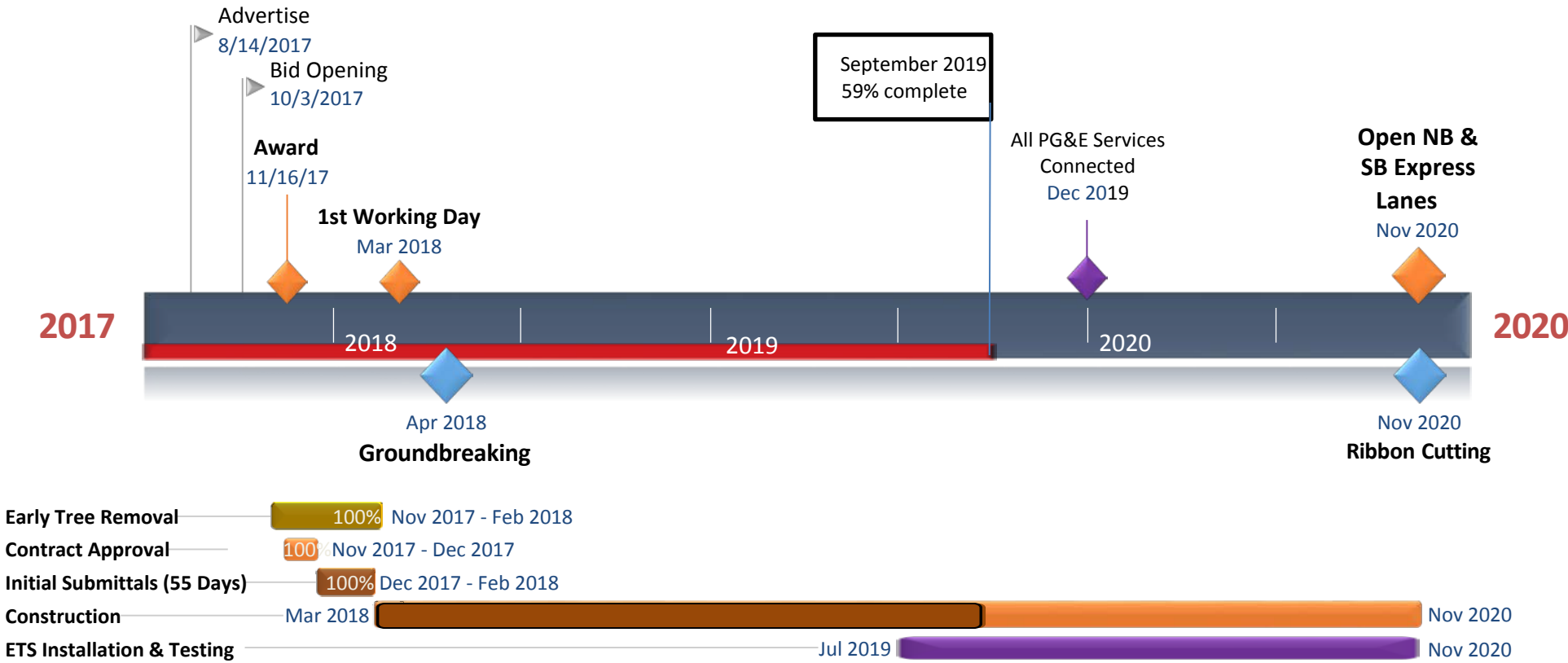
Attachment:

- A. I-680 Sunol Express Lanes Progress Update

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I-680 Sunol Express Lanes

Progress Update: September 2019



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