



I-680 Sunol Express Lane Joint Powers Authority Meeting Agenda Monday, May 11, 2020, 9:00 a.m.

Due to the statewide stay at home order and the Alameda County Shelter in Place Order, and pursuant to the Executive Order issued by Governor Gavin Newsom (Executive Order N-29-20), the Commission will not be convening at its Commission Room but will instead move to a remote meeting.

The technology for this meeting may not be able to accommodate verbal comments from the public over the telephone or webcast connection and therefore we request that you submit public comments electronically. Your comments will be read aloud to the Commission and those listening telephonically or electronically. Submit comments to: vlee@alamedactc.org in advance or during the meeting.

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

Executive Director: Tess Lengyel
Staff Liaison: [Gary Huisingsh](#)
Clerk of the Commission: [Vanessa Lee](#)

Location Information:

Virtual Meeting Information: <https://zoom.us/j/96447793311>
Webinar ID: 950 8606 6465

For Public Access (669) 900-6833
Dial-in Information: Webinar ID: 950 8606 6465

To request accommodation or assistance to participate in this meeting, please contact Vanessa Lee, the Clerk of the Commission, at least 48 hours prior to the meeting date at: vlee@alamedactc.org

1. Call to Order/Pledge of Allegiance

2. Roll Call

3. Public Comment

4. Consent Calendar		Page/Action
4.1.	Approve the February 10, 2020 I-680 Sunol Smart Carpool Lane Joint Powers Authority (JPA) Meeting Minutes	1 A
4.2.	Receive the 2019 I-680 Sunol SMART Carpool Lane JPA Annual Report	5 I
4.3.	I-680 Southbound Express Lane from SR 237 to SR 84 Operations Update	7 I
4.4.	I-680 Sunol Express Lanes from SR 262 to SR 84 Construction Status Update	19 I
4.5.	Approve the I-680 Sunol Smart Carpool Lane FY19-20 Third Quarter Financial Report	25 A
5. Regular Matters		
5.1.	Approve the Sunol JPA Proposed FY2020-21 Budget	29 A
5.2.	Approve Amendment No. 6 to Agreement with California Highway Patrol for I-680 Sunol Express Lanes Enforcement Services	33 A
6. Committee Member Reports		
7. Staff Reports		
8. Adjournment		

Next Meeting: Monday, July 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.



Alameda CTC Schedule of Upcoming Meetings for May through July 2020

Commission Chair

Mayor Pauline Russo Cutter
City of San Leandro

Commission Vice Chair

Councilmember John Bauters
City of Emeryville

AC Transit

Board Vice President Elsa Ortiz

Alameda County

Supervisor Scott Haggerty, District 1
Supervisor Richard Valle, District 2
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 Nick Pilch

City of Berkeley

Mayor Jesse Arreguin

City of Dublin

Mayor David Haubert

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

Tess Lengyel

Commission and Committee Meetings

Time	Description	Date
2:00 p.m.	Alameda CTC Commission Meeting	May 28, 2020 June 25, 2020 July 23, 2020
9:00 a.m. 9:30 a.m.*	Multi-Modal Committee (MMC)	June 8, 2020 July 13, 2020
10:00 a.m.	Programs and Projects Committee (PPC)	
11:30 a.m.	Planning, Policy and Legislation Committee (PPLC)	
9:00 a.m.	I-680 Sunol Smart Carpool Lane JPA (I-680 JPA)	July 13, 2020

*The July MMC meeting will begin at 9:30 a.m.

Advisory Committee Meetings

1:30 p.m.	Alameda County Technical Advisory Committee (ACTAC)	June 4, 2020 July 9, 2020
5:30 p.m.	Independent Watchdog Committee (IWC)	July 13, 2020

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). Meetings subject to change.

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1. Call to Order/Pledge of Allegiance

2. Roll Call

A roll call was conducted. All members were present.

3. Public Comment

There were no public comments.

4. Election of Chair and Vice Chair

4.1. Approve the election of the Authority Chair and Vice-Chair of the Sunol Smart Carpool Lane Joint Powers Authority

Commissioner Haggerty moved to approve the nomination of Commissioner Mei as the Chair and Commissioner Haubert as Vice Chair. Commissioner Thorne seconded the motion. The motion passed with the following roll call votes:

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

5. Consent Calendar

5.1. Approve the January 13, 2020 I-680 Sunol Smart Carpool Lane Joint Powers Authority (JPA) Meeting Minutes

Commissioner Thorne moved to approve the consent calendar. Commissioner Thorne seconded the motion. The motion passed with the following roll call votes:

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

6. Regular Matters

6.1 Approve the I-680 Sunol Smart Carpool Lane FY 2019-20 Second Quarter Financial Report

Patricia Reavey recommended that the Authority approve the I-680 Sunol Smart Carpool Lane FY 2019-20 Second Quarter Financial Report. She stated that the net toll and other revenue were \$1,351,227 and expenses totaled \$889,809, which resulted in an increase to net position of \$461,418. She stated that this positive variance relates to expenses coming in lower than projections. As of December 31, 2019, the I-680 Sunol Smart Carpool Lane had cash and investments totaling \$6.74 million. Ms. Navarro noted that the I-680 Sunol Smart Carpool Lane is in a strong position

compared to budget after the second quarter of the fiscal year and remains sustainable.

Commissioner Haubert wanted to know if staff anticipates finishing the year on budget. Ms. Reavey stated that it is expected that expenses will remain under budget.

Commissioner Haggerty questioned when revenue in the lane will be used for transit investments into the corridor. Tess Lengyel stated that there are several transportation agencies and service providers that are looking at express bus service in the corridor. When an expenditure plan is brought before the JPA, it could be considered then.

Commissioner Hendricks asked if there is an adopted plan that delineates future lane opportunities. Ms. Lengyel stated that there is an approved I-580/I-680 workplan and staff is working with other counties and the region to create an express bus program.

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

Yes: Haggerty, Haubert, Hendricks, Mei, Thorne

No: None

Abstain: None

Absent: None

6.2. I-680 Southbound Express Lane from SR 237 to SR 84 Operations Status Update

Ashley Tam provided an update on the I-680 Southbound Express Lane for December 2019. She presented the average toll trip data and roadway segment speeds and corridor performance information. Ms. Tam also discussed average speeds and density, and toll rates during operational hours. She concluded the update by reviewing estimated gross toll revenues versus the forecasted operating budget.

Commissioner Hendricks asked if the corridor average density graph covers all lanes in the corridor. Ms. Tam stated that the graph represents express lanes at three points in the corridor.

Commissioner Hendricks wanted more information for the toll pricing strategy. Ms. Rutman noted that tolls are generally dynamically priced to manage congestion. Once construction started in the lane, data points were limited which resulted in the need to shift to a static pricing schedule.

Commissioner Haggerty wanted to know if the construction has caused any impacts to local streets and roads. Ms. Lengyel stated that with the work that is being done on the Countywide Transportation Plan, Alameda CTC has heard from jurisdictions about concerns about cut-through traffic; however, not specifically related to this project.

This item is for information only.

6.3. I-680 Sunol Express Lanes From SR 237 to SR 84 Construction Status Update

Trinity Nguyen presented the I-680 Sunol Express Lane Construction 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 asked if the design of the sound wall was approved by Caltrans. Ms. Lengyel confirmed that the design was approved by Caltrans.

Commissioner Haggerty wanted a status update on the Gap Closure Project and stated that this needs to be a regional priority. Ms. Lengyel noted that there has been a request to amend the Metropolitan Transportation Commission (MTC) Regional Transportation Plan to add the project to the amended plan and staff is working with MTC and Caltrans to move this project forward.

Commissioner Hendricks requested data on the growth of the people getting Fastrak transponders.

This item is for information only.

7. Committee Member Report

There were no committee reports.

8. Staff Reports

There were no staff reports.

8. Adjournment/ Next Meeting

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Memorandum

4.2

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: May 4, 2020

TO: I-680 Sunol Express Lane Joint Powers Authority

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

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

Recommendation

Receive the I-680 Sunol Southbound Express Lane FY 2018-19 Annual Report. This item is for information only.

Summary

Annually, staff provides the Sunol Smart Carpool Lane Joint Powers Authority (JPA) Board an annual report. The attached I-680 Sunol Southbound Express Lane FY 2018-19 Annual Report includes key project and express lane information and milestones, corridor usage, toll rate data, and financial information.

Background

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

Fiscal Impact: There is no fiscal impact. This is an information item only.

Attachment:

- A. [I-680 Southbound Sunol Express Lane FY 2018-19 Annual Report](#) (hyperlinked to web)

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Memorandum

4.3

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: May 4, 2020

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
Operations Update

Recommendation

This item is to provide an update on the Operation of the I-680 Sunol Southbound Express Lane for the third quarter of fiscal year 2019-2020. 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 Quarterly Operations Update of the existing I-680 Southbound Express Lane facility for the third quarter of fiscal year 2019-2020 (January through March 2020). The express lane facility continues to provide travel reliability along the corridor. See Attachment A for more detail. Due to the recent public health crisis, all Bay Area express lane operators suspended revenue operations effective March 20, 2020.

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. Due to on-going construction of the new northbound express lane and conversion of the southbound lane to continuous access, toll rates are currently set on a time-of-day pricing

schedule with rates changing as frequently as every 15 minutes. When the new toll lanes open in late 2020, toll rates will be dynamically calculated based on traffic conditions within the express lanes.

After Bay Area Counties and the State of California issued Shelter in Place (SIP) orders during the COVID-19 public health crisis, all Bay Area regional express lane operators reached a consensus to suspend revenue operations beginning March 20, 2020. This decision was primarily based on the fact that express lanes in the Bay Area, by design, encourage carpooling by offering carpools toll-free use of the express lanes. Perpetuating tolling fosters the notion that operators are still encouraging carpooling, contradicting social distancing guidelines.

FY 2019-2020 Q3 Operations Update:

Performance of the I-680 Sunol SB Express Lane for the third quarter (Q3) of fiscal year 2019-2020 are highlighted below. See Attachment A for more details.

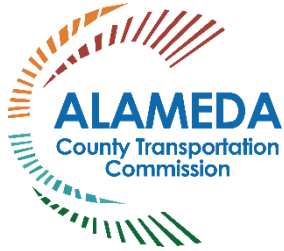
- Motorists made nearly 161,000 express lane toll trips recorded during operational hours in Q3. Daily express lane toll trips averaged 2,900.
- Peak hour (9 AM - 10 AM) express lane speeds averaged 63 miles per hour throughout the corridor. Although general purpose lane speeds are not currently measured, visual observation via closed circuit television cameras suggested that the express lane continually provided higher speeds and better LOS than the general purpose lanes, particularly during peak commute hours.
- The average assessed toll for all trips was \$3.11. The maximum posted was \$9.50.
- CHP performed 634 hours of enforcement services and made 658 enforcement contacts during Q3. CHP enforcement was suspended when tolling operations were suspended.
- The estimated gross revenue generated from the I-680 Sunol express lane in Fiscal Year 2019-20 is \$1,809,000 through March 2020, and the forecast operating budget is \$1,448,000.

After the SIP orders were issued in March, traffic volumes in the express lane decreased by approximately 80 percent. The immediate revenue impact of the public health crises is an estimated loss of \$225,000 per month while the express lanes are non-operational, offset by approximately \$50,000 in reduced operating costs associated with revenue collection and CHP enforcement services.

Fiscal Impact: There is no fiscal impact. This is an information item only.

Attachment:

- A. I-680 Sunol Express Lane Operations Update



ALAMEDA COUNTY TRANSPORTATION COMMISSION

I-680 Sunol Express Lane (SR-237 to SR-84)

Quarterly Operations Update



I-680 Sunol Smart Carpool Lane Joint Powers Authority (Sunol JPA)
Attachment A

I-680 Sunol Southbound Express Lane Overview

Rules of the Road

- Hours are Monday through Friday, 5 a.m. – 8 p.m.
- Solo motorists in the express lane must have FasTrak®
- Carpools (2+), eligible clean air vehicles, motorcycles, and transit buses travel toll-free

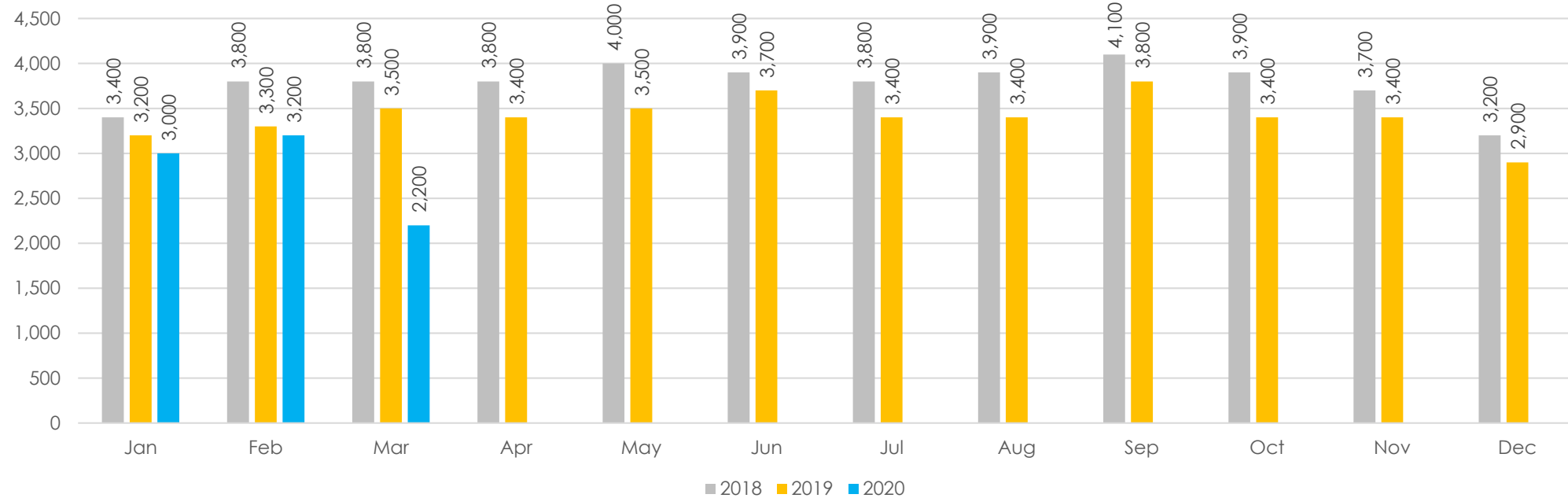


FY 19/20 Q3 Performance Highlights

- Motorists made nearly 161,000 express lane toll trips were recorded during operational hours in Q3. Daily express lane toll trips averaged 2,900.
- Peak hour (9 AM - 10 AM) express lane speeds averaged 63 miles per hour throughout the corridor. Although general purpose lane speeds are not currently measured, visual observation via closed circuit television cameras suggested that the express lane continually provided higher speeds and better LOS than the general purpose lanes, particularly during peak commute hours.
- The average assessed toll for all trips was \$3.11. The maximum posted was \$9.50.
- CHP performed 634 hours of enforcement services and made 658 enforcement contacts during this three-month period. CHP enforcement was suspended when tolling operations were suspended.
- The estimated gross revenue generated from the I-680 Sunol express lane in Fiscal Year 2019-20 is \$1,809,000 through March 2020, and the forecasted operating budget is \$1,448,000.

I-680 Sunol EL Average Daily Toll Trips

FY 2019-2020 Q3



Q3 of FY 2019-2020

161,000
Toll Trips

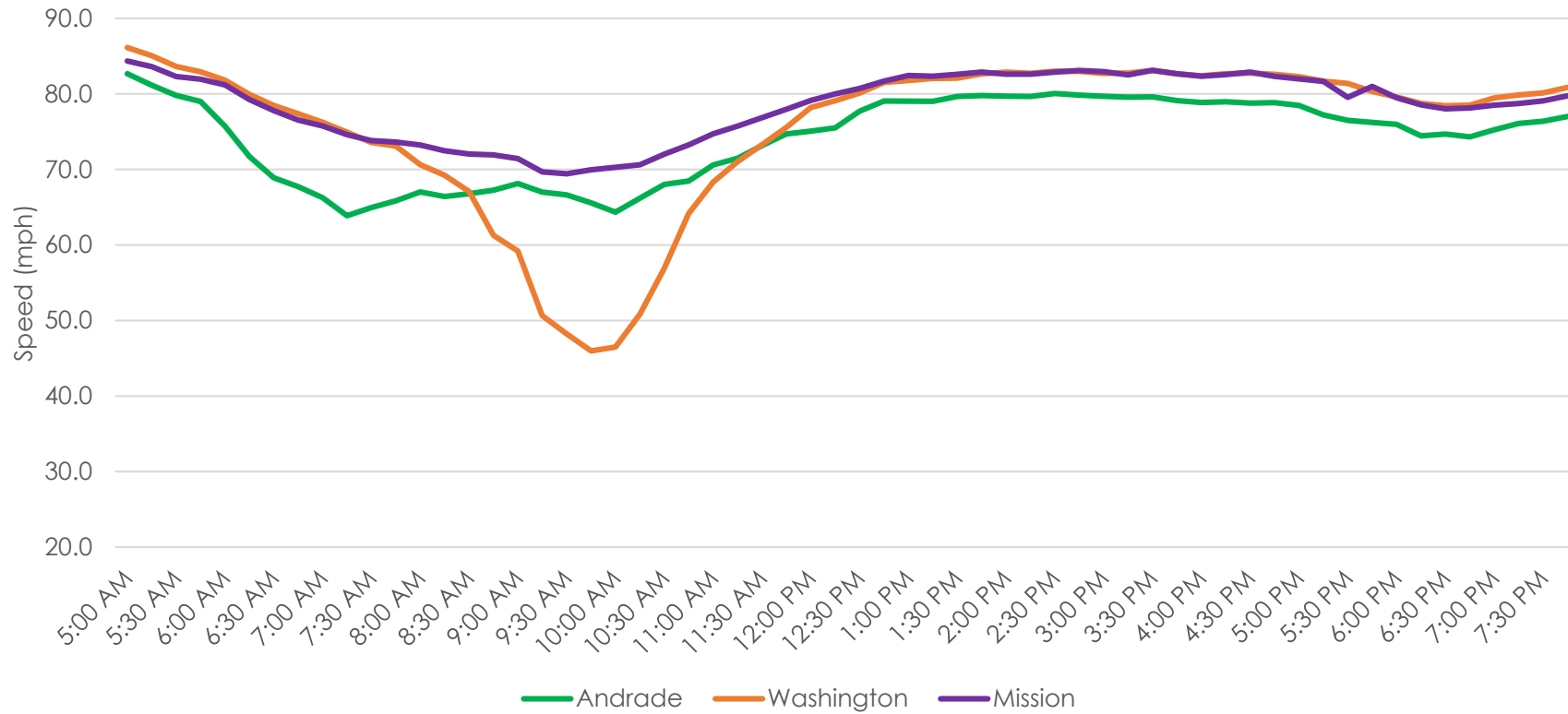
Daily Trip comparison to
Q3 of FY 2018-2019

-14%

Over 7.2 million toll trips have been taken since the I-680 Sunol Southbound Express Lane opened in September 2010. There were a total of 161,000 toll trips in Q3 of FY 2019-2020, which is a 14 percent decrease in daily toll trips compared to Q3 of the prior FY. Factors contributing to this decrease include the construction of the NB express lane in the vicinity of the most traveled portion of the corridor, and decrease in overall traffic volume due to COVID-19 impacts. Express Lanes encourage carpooling, so to comply with current social distancing protocols, all Bay Area Express Lane operators suspended tolling operations beginning 3/20/20.

I-680 Sunol Corridor Average Speed Graph

Monday- Friday, January – March 13, 2020

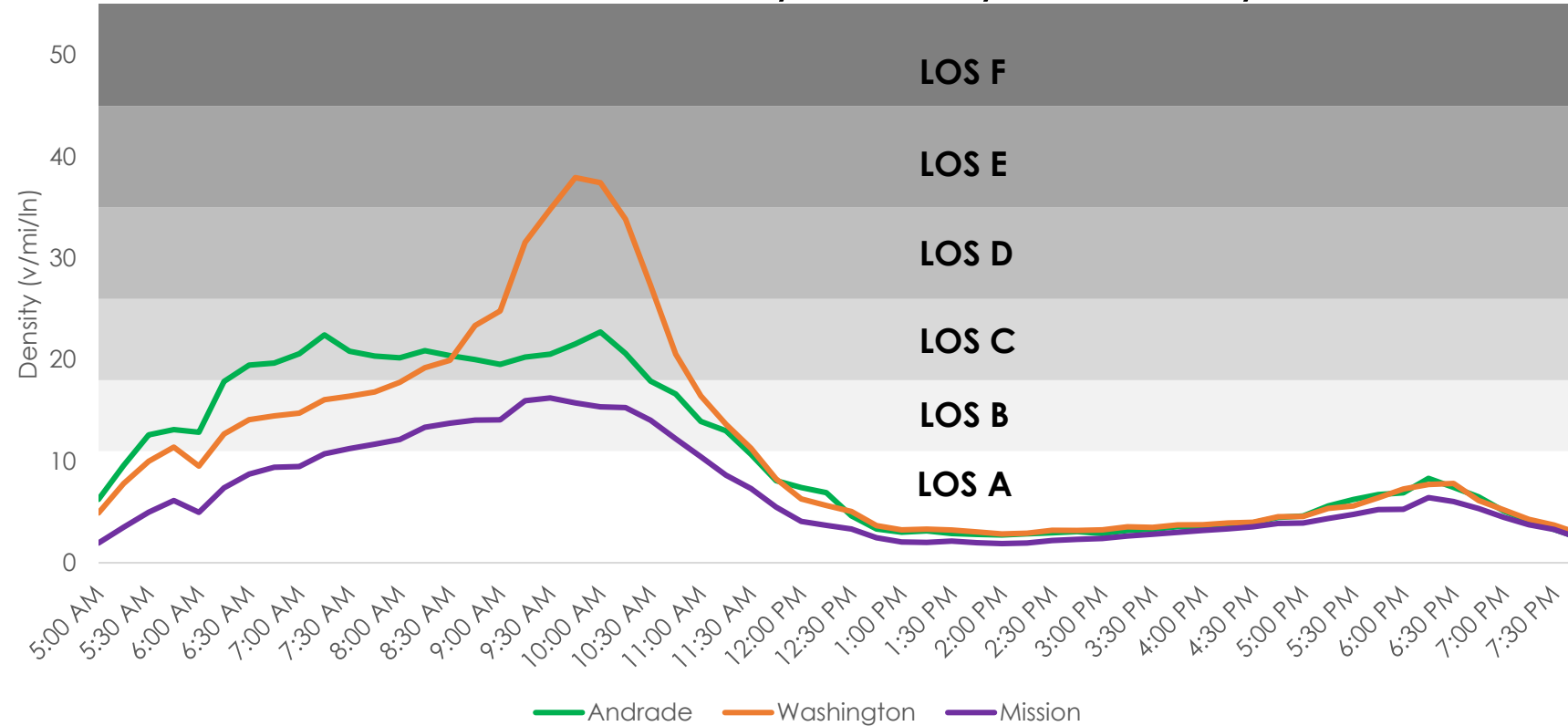


Average speeds in the express lane are generally above 60 mph, except near Washington Blvd during the morning peak. During the peak hour of 9 am – 10 am (when express lane speeds are at their lowest) the express lane speeds averaged 63 mph across all three locations.



I-680 Sunol Corridor Average LOS Graph

Monday- Friday, January – March 13, 2020

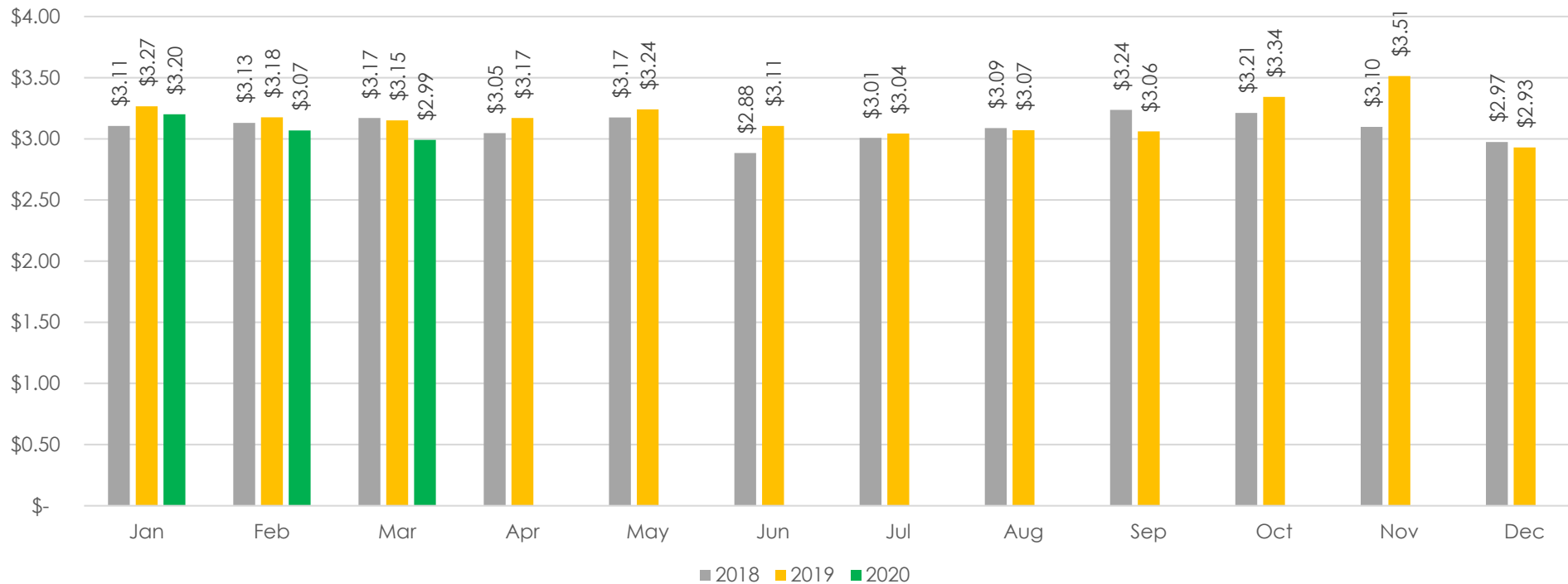


The express lane generally performs at LOS C or better, except near Washington Blvd during the morning peak.



I-680 Sunol Average Assessed Tolls

March 2019 – March 2020



Average tolls paid were similar between Q3 2019 and Q3 2020. While the maximum toll posted during peak times is \$9.50, only 2.65% of toll payers in January-March 2020 chose to pay \$9.50. During the peak period, the average assessed toll was \$6.05. The remaining users paid a lesser toll, and the average assessed toll for all toll-paying users was \$3.11.

Jan-March 2020:

Maximum Posted Toll Rate:

\$9.50

Percent paying \$9.50:

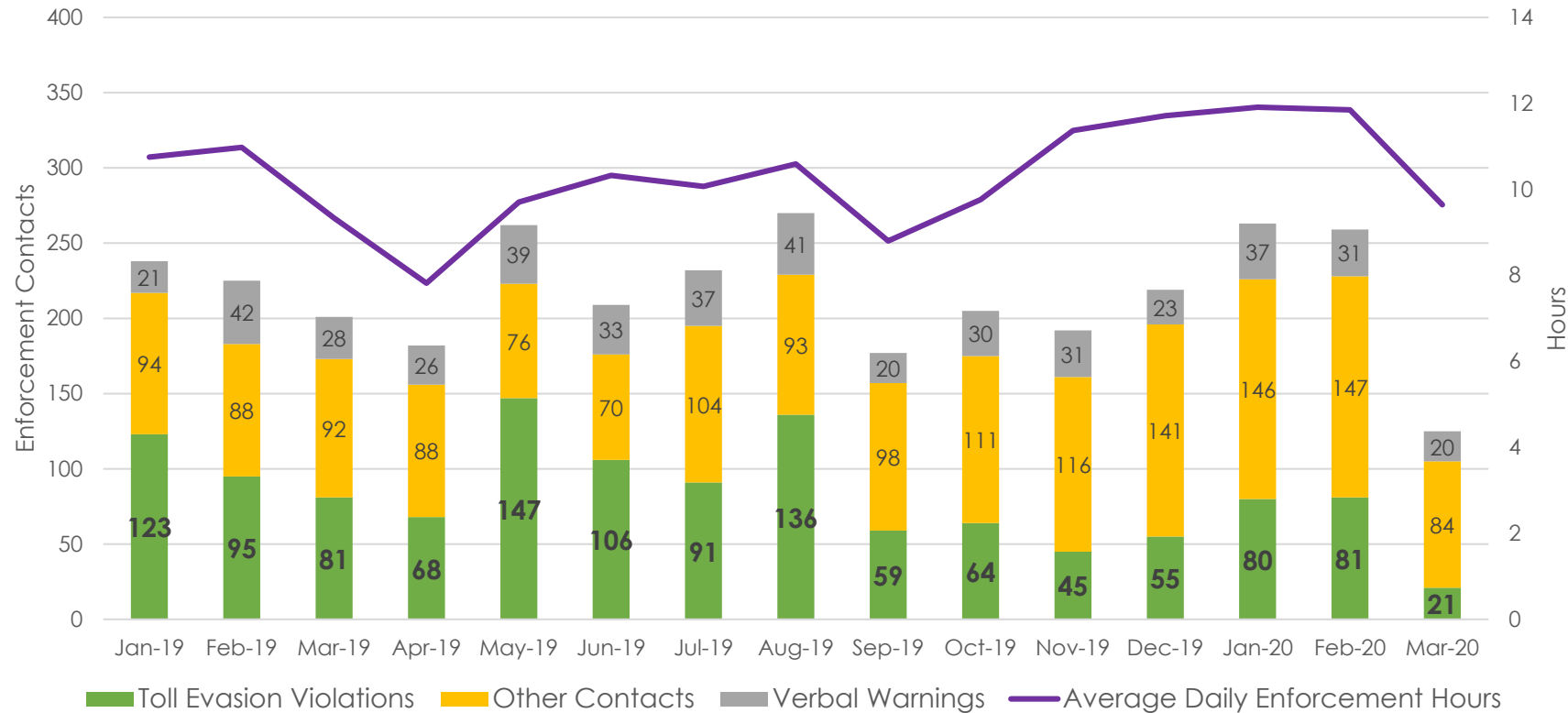
2.65%

Average Assessed Toll:

\$3.11

I-680 Sunol CHP Enforcement

January 2019 – March 2020

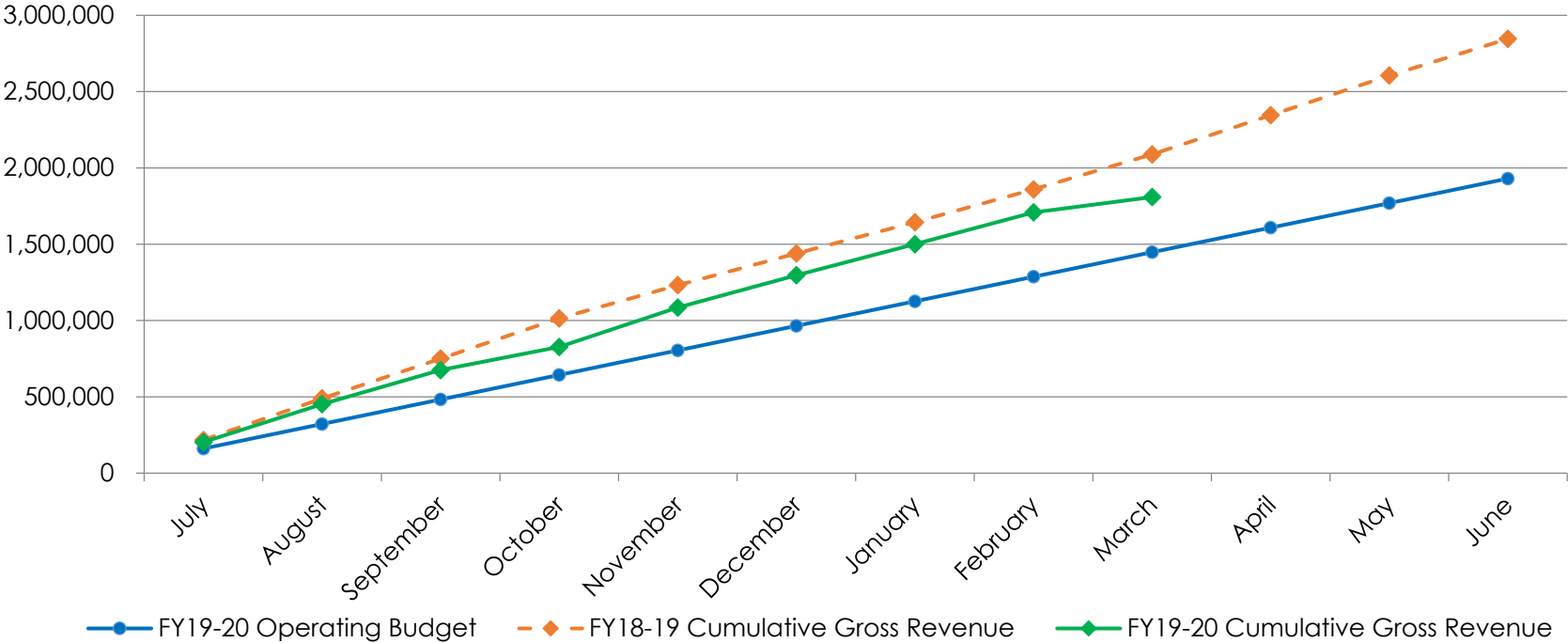


Average monthly cost for CHP in 2019: \$25,300

Average cost for a CHP contact in 2019: \$108

The California Highway Patrol provides enforcement of the I-680 Sunol Southbound Express Lane. CHP recorded approximately 2,800 enforcement contacts in 2019, 37 percent of which resulted in toll evasion violations.

I-680 Sunol EL Revenue: Estimated Gross vs. Forecasted



Cumulative Revenue in FY2019-20
(July 2019 – March 2020)

Estimated Gross Revenue

\$1,809,000

Forecast Operating Budget

\$1,448,000

The estimated gross revenue generated from the I-680 Sunol express lane in Fiscal Year 2019-20 is \$1,809,000 through March 2020, and the forecasted operating budget is \$1,448,000. Reduced revenues received are expected to continue as tolling has been suspended as of 3/20/20.

For more information, visit
www.AlamedaCTC.org/expresslanes





Memorandum

4.4

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: May 4, 2020

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 262 to SR 84 Construction Status Update

Recommendation

This item is to provide the Authority with an update on the status of I-680 Sunol Express Lanes – Phase 1 construction 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 project (Phase 1), 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 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. 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 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 72% 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 (April 2020):

- Crack and seat pavement 680 NB from Vargas to Calaveras complete.
- SB 680 Widening at Retaining Wall 755 complete.
- Fiber optic cable for Electronic Toll System in Segment A complete.
- Retaining wall section near Calaveras complete.

Upcoming Project Activities:

- Visible work activities for the three months ahead will include:
 - Continue construction of PG&E connection
 - Continue installing electronic toll system cabinets
 - Continue progress on the retaining wall on northbound I-680 between Paseo Padre Parkway and Palm Avenue (approximately 1,012 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 C.
 - Continue progress for completion of median barrier in Segment C.
 - Paving in Segment 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 Telco regarding power and communication service connection needs (on-going).

Schedule: COVID-19 Discussion and Impacts:

A Shelter-In-Place Order (Order) has been in effect in Alameda County since March 16, 2020 and includes restrictions on the type of businesses that can operate and how the operations are to be conducted. The current SIP order is in effect until May 3, 2020.

Caltrans is administering the civil work contract and has deemed this work as essential and is continuing with the construction of the project. There has been some benefit to the paving operations, for which, due to lighter than usual volume of traffic, Caltrans has allowed longer traffic closures. However, not all activities are proceeding as scheduled due to the inability to perform some of the work within the social distancing protocols of the Order.

The Toll System Integration contract is not continuing its field operations since much of the work requires two or more individuals working in close proximity and cannot be performed within the social distancing protocols until the Order is lifted or modified. Additionally, due to travel restrictions, the Toll System Integrator, is unable to bring additional field staff from its Texas office to the jobsite.

The NB lane remains on schedule to open to traffic in November 2020, The toll system integration testing work is the controlling activity for the start of toll operations. As such, there may be impacts to the ability to convert the SB toll system concurrently with the activation of the NB toll system. A phased approach is being evaluated that will initiate NB tolling as soon as possible while also minimizing impacts to existing SB operations. It is anticipated that NB tolling would begin in early 2021 followed by SB tolling shortly thereafter.

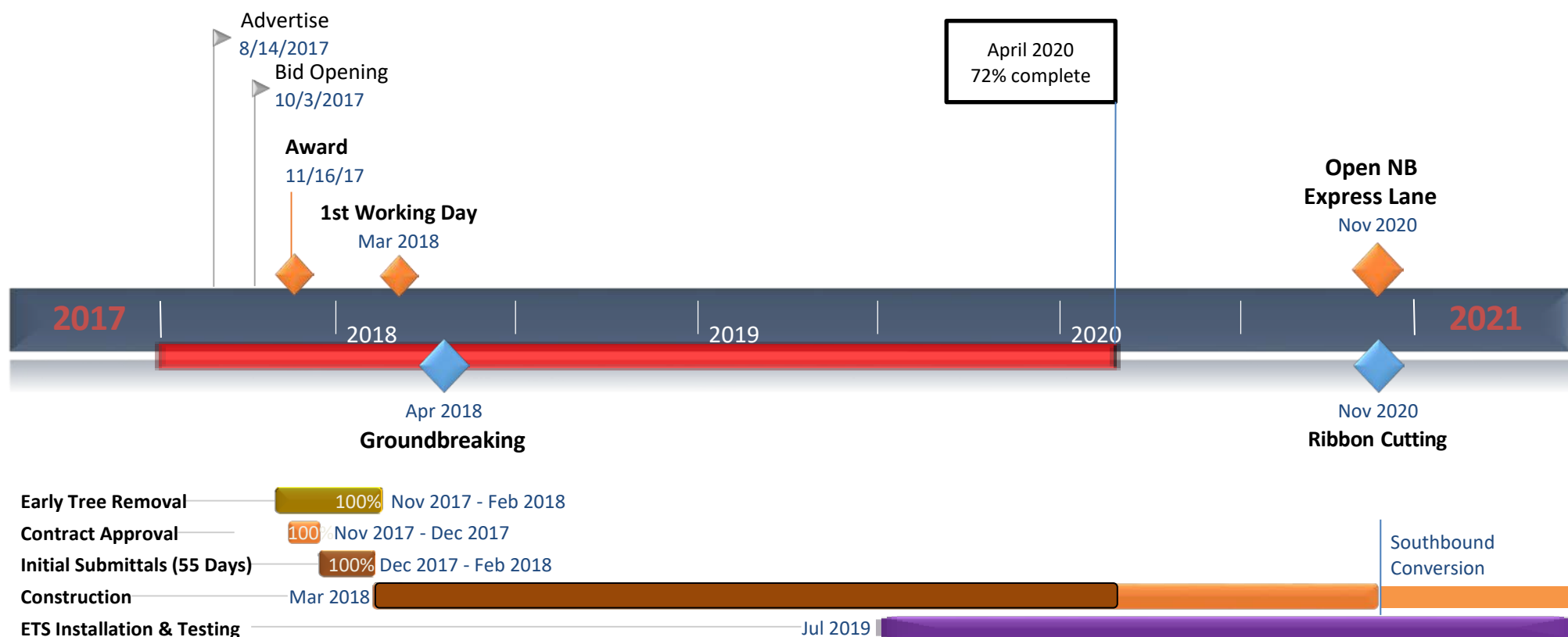
Fiscal Impact: There is no fiscal impact. This is an information item only.

Attachment:

A. I-680 Sunol Express Lanes Progress Update

Sunol Express Lanes from SR 262 to SR 84

Progress Update: April 2020



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Memorandum

4.5

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: May 4, 2020

TO: I-680 Sunol Express Lane Joint Powers Authority

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

SUBJECT: I-680 Sunol Smart Carpool Lane FY2019-20 Third Quarter Financial Report

Recommendation

It is recommended that the Commission approve the I-680 Sunol Smart Carpool Lane FY2019-20 Third Quarter Financial Report.

Summary

This financial report summarizes revenues and expenses related to the I-680 Sunol Smart Carpool Lane for the fiscal year through March 31, 2020. Net toll and other revenue were \$1,890,330 or 8.35 percent less than projected revenues through the third quarter of FY2019-20. Operating expenses through the third quarter totaled \$1,442,171 or 18.6 percent less than budget. These variances together result in an increase to net position of \$468,159. This positive variance, net of the originally projected surplus, relates to expenses coming in lower than projections, mostly due to costs associated with operations and maintenance. As of March 31, 2020, the I-680 Sunol Smart Carpool Lane had cash and investments totaling \$7.05 million.

Revenue collections were halted on the I-680 Express Lane on March 20, 2020 following the March 16, 2020 Shelter in Place Order delivered by the Health Officer of the County of Alameda which was scheduled through April 7, 2020. This order was later extended through May 31, 2020. It is uncertain, at the time of this writing, if this order will be extended again or if it will be replaced with an order that allows for the residents of Alameda County to return to work and daily activities to some degree over time. The effects of the stoppage from March 20, 2020 through March 31, 2020 are reflected in the revenue figure indicated above which specifies that revenues are 8.35 percent below budgeted amounts through March 31, 2020. It is expected that the order will significantly affect revenues on the I-680 Express Lane throughout the balance of the fiscal year.

The Executive Director has the authority to move budget within expense line items to address budget needs throughout the fiscal year. During the third quarter, there was a transfer of \$20,000 of budget from the contingency line item to the System Manager/ Operation Support line item to provide strategic planning support related to system integration contracting, and a transfer of \$90,000 of budget from the Operations and Maintenance line item to the Alameda CTC Operations and Management line item to account for savings in operations and maintenance and allow for an increase in staff time needed to address unanticipated system issues that arose throughout the year.

Background

The I-680 Sunol Smart Carpool Lane JPA is in a strong position compared to budget after the third quarter of the fiscal year. The FY2019-20 operating budget approved by the I-680 Sunol Smart Carpool Lane Board in May 2019 includes \$2.75 million of revenues which is offset by \$2.50 million of expenses, including depreciation, resulting in an increase of \$253,628 to projected net position for the year. The projected net position at the end of FY2019-20 is \$6,421,563 comprised of \$1,134,096 invested in capital assets, \$1,500,000 reserved for maintenance, \$2,500,000 reserved for operational risk, and \$1,287,467 of unrestricted funds. There was no capital budget proposed for FY2019-20.

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

Attachment:

- A. I-680 Sunol Smart Carpool Lane Statement of Operating Revenues and Expenses
As of March 31, 2020

I-680 SUNOL SMART CARPOOL LANE
Statement of Operating Revenues and Expenses
As of March 31, 2020

	<u>YTD Actuals</u>	<u>YTD Budget</u>	<u>% Used</u>	<u>Favorable / (Unfavorable) Variance</u>
Beginning Net Position, June 30, 2019	\$ 6,719,871			
<u>OPERATING REVENUES</u>				
Toll Revenue	1,808,960	2,025,000	89.3%	(216,040)
Interest Income	81,370	37,500	217.0%	43,870
Total Operating Revenues:	<u>1,890,330</u>	<u>2,062,500</u>	<u>91.7%</u>	<u>(172,170)</u>
<u>OPERATING EXPENSES</u>				
Operations and Maintenance	205,100	270,000	76.0%	64,900
Revenue Collection Fees	207,151	243,750	85.0%	36,599
Alameda CTC Operations and Management	248,906	255,000	97.6%	6,094
System Manager/Operations Support	8,253	15,000	55.0%	6,747
Enforcement	242,272	318,750	76.0%	76,478
Express Lane Operations Monitoring Technicians	64,079	90,000	71.2%	25,921
Utilities	27,093	48,750	55.6%	21,657
Alameda CTC Administration	41,654	41,250	101.0%	(404)
IT Support	37,200	37,500	99.2%	300
Insurance	32,536	30,000	108.5%	(2,536)
Legal Fees	7,287	37,500	19.4%	30,213
Roadway Maintenance	162	18,750	0.9%	18,588
Miscellaneous	9,175	18,750	48.9%	9,575
Special Project - Toll Revenue Forecasting	291,303	300,000	97.1%	8,697
Contingency	-	22,500	0.0%	22,500
Total Operating Expenses:	<u>1,422,171</u>	<u>1,747,500</u>	<u>81.4%</u>	<u>325,329</u>
Operating Surplus (Deficit)	<u>468,159</u>	<u>315,000</u>		
<u>Net Position</u>				
Invested in Capital Assets	855,872			
Maintenance Reserve	1,500,000			
Operational Risk Reserve	2,500,000			
Unrestricted Net position	<u>2,332,158</u>			
Total Net Position as of March 31, 2020	<u>\$ 7,188,030</u>			

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Memorandum

5.1

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: May 4, 2020

TO: I-680 Sunol Express Lane Joint Powers Authority

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

SUBJECT: I-680 Sunol Smart Carpool Lane Proposed Budget for FY2020-21

Recommendation

It is recommended that the Commission approve the I-680 Sunol Smart Carpool Lane Proposed budget for FY2020-21.

Summary

The proposed Sunol Smart Carpool Lane FY2020-21 budget reflects an operating deficit due to a reduction in projected revenues related to the expected impacts of the active COVID-19 pandemic and resulting Shelter in Place Order delivered by the Health Officer of the County of Alameda beginning on March 16, 2020. The deficit requires use of the entire unrestricted fund balance and some of the operations risk reserve which had been set aside cumulatively through FY2019-20 for incidents such as this.

The proposed budget is summarized in Attachment A of this staff report and contains projected revenues of \$2,170,000 and an operating expense budget of \$3,672,550 and non-operating expense budget of \$97,681, which includes special project costs related to toll revenue forecasting and the non-cash expense of depreciation. This is a 48.9 percent increase in total expenses over the current FY2019-20 budget, mostly related to the north bound express lane system which is projected to begin operations in FY2020-21.

Potential effects of the COVID-19 pandemic have been reflected in the revenue projections in the proposed budget; however, the effects have not been reflected in expenses since contracts will continue to need to be funded throughout this time. This budget, as proposed, will ensure adequate budget authority moving into FY2020-21 in order to allow the north bound lanes to begin operations as scheduled in FY2020-21. If and when more information is available and staff determines that it is necessary and appropriate to adjust the budget, a

proposed update to the FY2020-21 budget will be brought to the I-680 Sunol JPA Board for consideration.

There are no capital projects planned for the Sunol Smart Carpool Lane during FY2020-21. Capital project budgets for an automated toll violation enforcement system to deter toll violations and provide a consistent driver experience between the I-680 and I-580 Express Lanes and continuous access on the Southbound I-680 Express Lane have been incorporated into the larger Alameda CTC I-680 Express Lane Project. If capital needs should arise throughout the fiscal year, a revision to the budget will be made identifying both the additional budget amount needed and the funding source(s), during the mid-year budget update process.

The projected net position balance at the end of FY2020-21 is \$5,338,268 comprised of \$2,500,000 reserved for maintenance, \$1,627,631 reserved for operational risk, \$1,210,637 invested in capital assets, and no unrestricted funds. The reserves for maintenance in net position has increased by \$1,000,000 in this proposed budget for FY2020-21; this budget also requires the use of \$372,369 of operational risk reserves in net position. Both of these types of reserves are in line with best practices and are necessary to ensure sustainability when maintenance is needed on the toll lane and to cover unanticipated expenses and loss of revenues, such as those related to commitments in the operations and maintenance agreement with Caltrans and loss of revenue due to unexpected events, such as the COVID-19 pandemic, catastrophic failure of the toll lane systems, or a natural disaster, which are not covered by insurance.

Background

FY19-20 was the fourth fiscal year in which the Sunol Smart Carpool Lane JPA was successful in adopting a budget that allowed for all expenses to be paid with current year toll revenues. However, the practice does not continue for this FY2020-21 proposed budget. It will be important to continue to set aside funds for maintenance and operational risk in future years, whenever possible, in order for the Sunol Smart Carpool Lane to remain sustainable.

Fiscal Impact: The fiscal impact of approving the FY2020-21 proposed budget will be to provide resources of \$2,170,000 and authorize expenses of \$3,770,231 reflecting a decrease of \$1,600,231 in net position for a projected ending net position balance of \$5,338,268.

Attachment:

- A. I-680 Sunol Smart Carpool Lane Fiscal Year 2020-21 Proposed Budget

I-680 SUNOL SMART CARPOOL LANE JPA
Fiscal Year 2020-21
Proposed Budget

	FY 2019-20 Adopted Budget	FY 2020-21 Proposed Budget	% Change Increase / (Decrease)
Beginning Net Position	\$ 6,719,871	\$ 6,938,499	3.3
<u>OPERATING REVENUES</u>			
Toll Revenue	2,700,000	2,100,000	(22.2)
Interest Income	50,000	70,000	40.0
Total Operating Revenues:	2,750,000	2,170,000	
<u>OPERATING EXPENSES</u>			
Operations and Maintenance	360,000	900,000	150.0
Revenue Collection Fees	325,000	800,000	146.2
Alameda CTC Operations and Management	360,000	392,000	8.9
System Manager/Operations Support	20,000	100,000	400.0
Enforcement	425,000	680,000	60.0
Express Lane Operations Monitoring Technicians	120,000	120,000	0.0
Utilities	50,000	50,000	0.0
Alameda CTC Administration	60,000	84,000	40.0
IT Support	50,000	71,550	43.1
Insurance	45,000	85,000	88.9
Public Outreach/Education	-	25,000	0.0
Legal Fees	50,000	50,000	0.0
Roadway Maintenance	25,000	40,000	60.0
Miscellaneous	25,000	25,000	0.0
Contingency	50,000	250,000	400.0
Total Operating Expenses:	1,965,000	3,672,550	86.9
Operating Surplus/(Deficit)	785,000	(1,502,550)	(291.4)
<u>OTHER EXPENSES</u>			
Special Proj - Toll Rev Forecasting Salaries & Benefi	37,200	7,850	(78.9)
Special Project - Toll Revenue Forecasting	362,800	-	(100.0)
Depreciation*	166,372	89,831	(46.0)
Total Non-Operating Expenses:	566,372	97,681	(82.8)
<u>PROJECTED ENDING NET POSITION</u>	\$ 6,938,499	\$ 5,338,268	(23.1)
Net Position			
Maintenance Reserve	1,500,000	2,500,000	66.7
Operational Risk Reserve	2,000,000	1,627,631	(18.6)
Invested in Capital Assets	1,300,468	1,210,637	(6.9)
Unrestricted	2,138,031	-	(100.0)
Total Net Position	\$ 6,938,499	\$ 5,338,268	(23.1)

* Non-cash expense

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Memorandum

5.2

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: May 4, 2020

TO: I-680 Sunol Express Lane Joint Powers Authority

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

SUBJECT: Approve Amendment No. 6 to Agreement 10R390000 with the California Highway Patrol for I-680 Sunol Express Lanes Enforcement Services

Recommendation

It is recommended that the Authority approve and authorize the Executive Director to execute Amendment No. 6 to Agreement 10R390000 with the California Highway Patrol to extend the term of the agreement for three years with an additional budget of \$2,460,000 for a total not-to exceed amount of \$4,960,000 for I-680 Sunol Express Lanes Enforcement Services.

Summary

Alameda CTC, acting as the managing agency of the Authority, operates and maintains the I-680 Sunol Southbound Express Lane to provide travel reliability for the public, and will begin operating the accompanying northbound lane during fiscal year 2020-2021. The Authority maintains an agreement with the California Highway Patrol (CHP) to provide the necessary patrol and enforcement services that are an essential element of maintaining optimal operations of the express lanes. The current agreement expires on June 30, 2020 and is expected to expend nearly 90% of the current total contract amount. An extension of this service agreement to June 2023, along with the corresponding increase in budget that will include enforcement of the new northbound express lane, will ensure continued coverage by CHP necessary for successful I-680 Sunol Express Lanes operation.

Background

Pursuant to California Streets and Highway Code Section 149.5, the agreement between the Authority and CHP identifies procedures for enforcement by CHP to prohibit unauthorized use of the express lanes and authorizes reimbursement of this state agency for the enforcement activities. On a regular basis, CHP officers are present in the corridor to pull over suspected toll violators in addition to enforcing overall traffic safety. It is necessary to continue CHP-

provided enforcement services to augment alternative violation enforcement strategies which cannot detect all types of unauthorized use.

This Agreement with CHP was originally executed in 2010. Amendments were issued in 2011, 2012, and every two years since then, each with sufficient budget additions to ensure continued enforcement monitoring of the express lane. Beginning in FY 20-21, additional patrols will be added during the evening commute hours when the new northbound express lane opens. The current agreement expires on June 30, 2020 and an extension of this service agreement will ensure continued coverage by CHP necessary for successful I-680 Sunol Express Lanes operations. Attachment A shows the monthly enforcement statistics for calendar year 2019. CHP officers volunteer for overtime duty to perform express lane enforcement. In addition to issuing citations or warnings, the mere visibility of CHP patrols within the corridor is a deterrent to toll evasion.

At this time, staff and CHP are recommending that the amendment be issued for a three-year time extension to reduce administrative costs associated with each amendment. Staff has estimated that the budget needs for the next three years will be \$2,650,000. Based on the estimated budget remaining from the current contract amount, the additional budget request for this three-year time extension is \$2,460,000.

Fiscal Impact

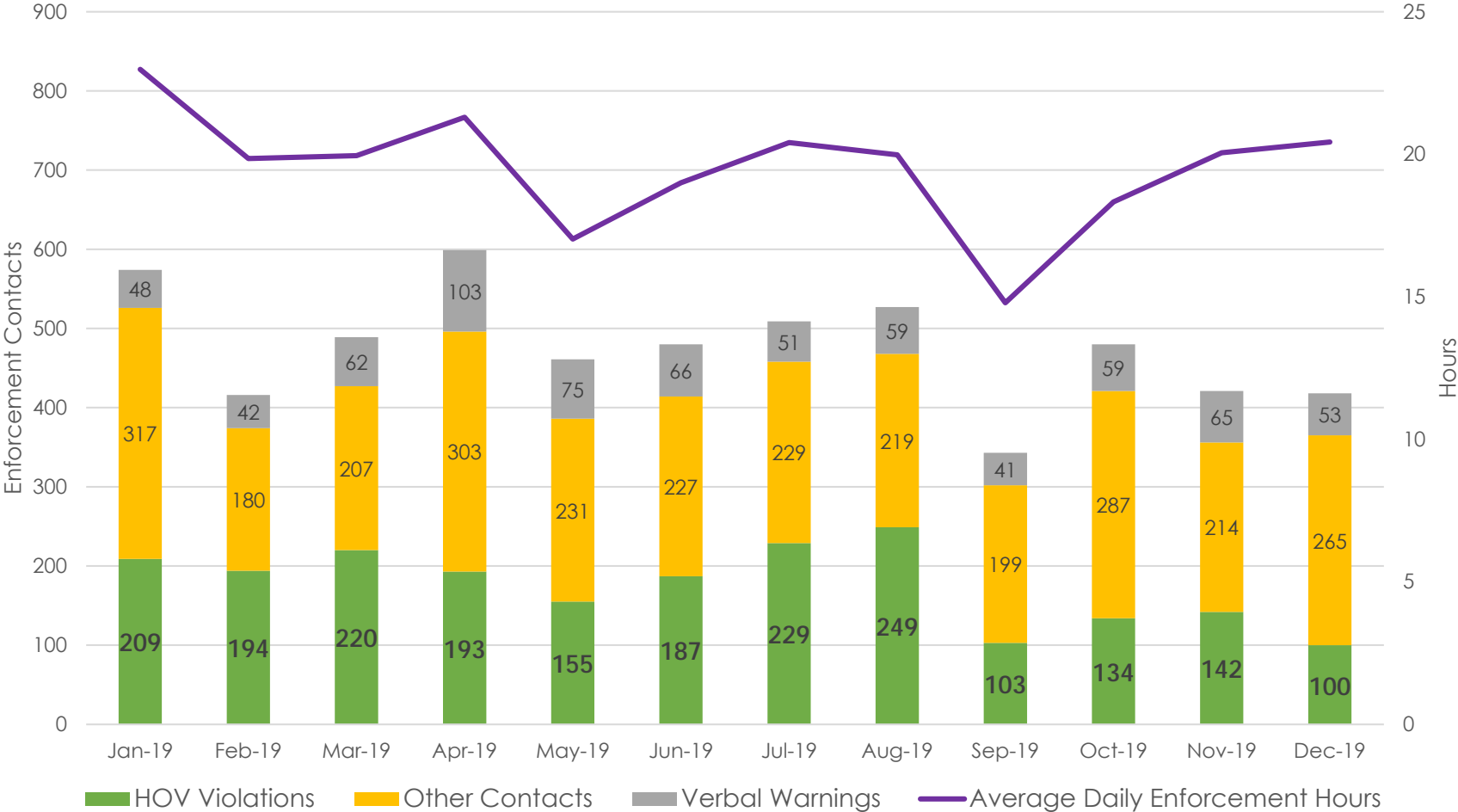
The fiscal impact for approving this item is \$2,460,000 of I-680 Sunol Express Lanes Toll Revenue funds, which will be included in the appropriate I-680 Sunol Express Lanes Operating Budgets.

Attachment:

- A. I-680 Sunol Southbound Express Lane CHP Enforcement Statistics, January 2019 – December 2019

I-580 Express Lanes CHP Enforcement Statistics

January 2019 – December 2019



Average monthly cost
for CHP in 2019:
\$47,700

Average cost for a
CHP contact in 2019:
\$100

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