



I-680 Sunol Express Lane Joint Powers Authority Meeting Agenda Monday, September 13, 2021, 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-08-21), the Authority will not be convening at its meeting room but will instead move to a remote meeting.

Members of the public wishing to submit a public comment may do so by emailing the Clerk of the Commission at vlee@alamedactc.org by 5:00 p.m. the day before the scheduled meeting. Submitted comments will be read aloud to the Authority and those listening telephonically or electronically; if the comments are more than three minutes in length the comments will be summarized. Members of the public may also make comments during the meeting by using Zoom's "Raise Hand" feature on their phone, tablet or other device during the relevant agenda item, and waiting to be recognized by the Chair. If calling into the meeting from a telephone, you can use "Star (*) 9" to raise/ lower your hand. Comments will generally be limited to three minutes in length.

Authority Chair:	Lily Mei, City of Fremont	Executive Director:	Tess Lengyel
Vice Chair:	David Haubert, Alameda County, District 1	Staff Liaison:	Gary Huisingh
Members:	Karla Brown, Glenn Hendricks (Santa Clara Valley, Transportation Authority), Melissa Hernandez	Clerk of the Authority:	Vanessa Lee

Location Information:

Virtual Meeting Information: <https://us06web.zoom.us/j/85905798808?pwd=Sk9NV2VGWk5LeGE4cCs3UCsyeiVnZz09>
Webinar ID: 859 0579 8808
Password: 423167

For Public Access
Dial-in Information: **(669) 900-6833**
Webinar ID: 859 0579 8808
Password: 423167

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

1. Call to Order

2. Roll Call

3. Public Comment

4. Consent Calendar

Page/Action

- | | | | |
|------|--|---|---|
| 4.1. | Approve the May 10, 2021 I-680 Sunol Smart Carpool Lane Joint Powers Authority (JPA) Meeting Minutes | 1 | A |
| 4.2. | I-680 Sunol Express Lanes Project Implementation Update | 5 | I |

5. Regular Matters

- | | | | |
|------|--|---|---|
| 5.1. | Approve actions necessary to facilitate project advancement into the construction phase for the I-680 Southbound Express Lanes from SR-84 to Alcosta Boulevard Project | 9 | A |
|------|--|---|---|

6. Committee Member Reports

7. Staff Reports

8. Adjournment

Next Meeting: November 8, 2021

Notes:

- All items on the agenda are subject to action and/or change by the Authority.
- To comment on an item not on the agenda, submit an email to the clerk or use the Raise Hand feature or if you are calling by telephone press *9 prior to or during the Public Comment section of the agenda. Generally public comments will be limited to 3 minutes.
- 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.
- 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 Schedule of Upcoming Meetings September and October 2021

Commission Chair

Mayor Pauline Russo Cutter
City of San Leandro

Commission Vice Chair

Councilmember John Bauters
City of Emeryville

AC Transit

Board President Elsa Ortiz

Alameda County

Supervisor David Haubert, 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 Ezy Ashcraft

City of Albany

Councilmember Rochelle Nason

City of Berkeley

Councilmember Lori Droste

City of Dublin

Mayor Melissa Hernandez

City of Fremont

Mayor Lily Mei

City of Hayward

Mayor Barbara Halliday

City of Livermore

Mayor Bob Woerner

City of Newark

Councilmember Luis Freitas

City of Oakland

Councilmember At-Large
Rebecca Kaplan
Councilmember Sheng Thao

City of Piedmont

Councilmember Jen Cavanaugh

City of Pleasanton

Mayor Karla Brown

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	September 23, 2021 October 28, 2021
9:00 a.m.	Multi-Modal Committee (MMC)	October 11, 2021
10:00 a.m.	Programs and Projects Committee (PPC)	
11:30 a.m.	Planning, Policy and Legislation Committee (PPLC)	
4:00 p.m.	Alameda CTC Audit Committee	October 28, 2021

Advisory Committee Meetings

1:30 p.m.	Alameda County Technical Advisory Committee (ACTAC)	September 9, 2021 October 7, 2021
9:30 a.m.	Paratransit Technical Advisory Committee (ParaTAC)	September 14, 2021
5:30 p.m.	Bicycle and Pedestrian Advisory Committee (BPAC)	October 21, 2021
1:30 p.m.	Paratransit Advisory and Planning Committee (PAPCO)	October 25, 2021

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-08-21), the Commission will not be convening at its Commission Room but will instead move to a remote meeting.

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

2. Roll Call

A roll call was conducted. All members were present with the exception of Commissioner Mei.

Subsequent to the roll call

Commissioner Mei arrived during Item 3.

Commissioner Hendricks left during item 5.2.

3. Public Comment

There were no public comments.

4. Consent Calendar

4.1. Approve the February 8, 2020 I-680 Sunol Smart Carpool Lane Joint Powers Authority (JPA) Meeting Minutes

4.2. I-680 Sunol SMART Carpool Lane JPA Annual Report Update

4.3. I-680 Sunol Express Lanes Project Implementation Update

Commissioner Haubert moved to approve the Consent Calendar. Commissioner Hendricks seconded the motion. The motion passed with the following vote:

Yes: Brown, Haubert, Hendricks, Hernandez, Mei

No: None

Abstain: None

Absent: None

5. Regular Matters

5.1. Approve the I-680 Sunol Smart Carpool Lane FY2020-21 Third Quarter Financial Report

Tess Lengyel, Executive Director, introduced Yoana Navarro to present the item. Ms. Navarro recommended that the Authority approve the I-680 Sunol Smart Carpool Lane FY2020-21 Third Quarter Financial Report. She stated that the financial report provides a summary of revenues and expenses related to the I-680 Sunol Smart Carpool Lane for the fiscal year through March 31, 2021. Revenues as of the third quarter totaled \$112,052 or 1.9 percent more than projected through the third quarter of FY2020-21 and there were no additional toll revenues expected through the end of the fiscal year due to the Alameda CTC I-680 capital project. Operating expenses through the third quarter totaled \$542,869 or 44.3 percent less than budget. There were \$418,000 in non-operating expenses, which resulted from a loss on disposal of assets due to upgrades that occurred during the fiscal year as

part of the I-680 capital project. These variances together resulted in an overall decrease to net position of \$849,089 bringing the cash balance to \$5.7 million as of the end of the third quarter.

Commissioner Haubert moved to approve the item. Commissioner Brown seconded the motion. The motion passed with the following vote:

Yes: Brown, Haubert, Hendricks, Hernandez, Mei
No: None
Abstain: None
Absent: None

5.2 Approve the I-680 Sunol Smart Carpool Lane Proposed Budget for FY2021-22

Tess Lengyel noted that this is an action item to approve the budget for the next fiscal year for the I-680 Sunol Smart Carpool Lane. She introduced Jeannie Chen to present this item. Ms. Chen recommended the Authority approve the I-680 Sunol Smart Carpool Lane Proposed Budget for FY2021-22. She reviewed the overall budget with a beginning net position of \$4,793,600, revenues of \$2,715,000, expenses of \$4,197,100, and an ending net position of \$3,311,500 which includes maintenance and operational reserves totaling \$3 million, investments in capital assets of \$230,700, and unrestricted funds of \$80,800. She noted that the proposed budget shows an operating deficit due to the suspension of revenue operations so that construction of the capital project improvements could move forward. Ms. Chen stated that expenses increased to include costs to operate the north bound express lanes scheduled to begin operations in November and reserves for maintenance were reduced due to equipment replaced in the capital project work. She concluded by stating that there were no capital projects included in the proposed budget for FY2021-22.

Commissioner Brown stated that she didn't understand how the budget was negative if the beginning balance was \$4.8 million with additional revenues of \$2.7 million and a deduction for expenses of \$4.2 million. Patricia Reavey noted that the change in net position in the presentation is not the net position at the end of the fiscal year. It is instead, the projected change in net position for the upcoming fiscal year only, which is the difference between projected revenues and expenses for the fiscal year. She stated that the Authority has sufficient fund balance to cover the net expenditures through the end of the fiscal year and staff expects to project more revenues than expenses in following years once the capital project work is finished.

Commissioner Haubert asked if it costs the Authority \$735,000 to collect \$2.7 million in revenues. Ms. Reavey confirmed the costs and she noted that fixed costs drive that number higher on a percentage basis because the fixed costs generally do not change.

Commissioner Haubert asked if the \$200,000 for insurance was a fixed cost. Ms. Reavey stated that the amount is an estimate and it incorporates the expected cost for when the northbound lanes come online. Staff expects the final insurance numbers to be different when received from the insurance carrier and all final amounts will be updated, as needed, during the mid-year budget update process.

Commissioner Haubert asked if the agency has seen an increase in revenues as a result of traffic increasing. Ms. Lengyel stated that the express lanes are not collecting revenues at this time. The agency anticipates that revenue operations will begin towards the end of the year.

Commissioner Haubert asked if the agency is collecting revenues on the I-580 express lanes, and if so, did the revenues increase. Liz Rutman stated that the agency is collecting revenues on the I-580 express lanes, but the traffic on I-580 is coming back faster than the revenues on the express lanes.

Commissioner Mei stated that I-880 usage has increased. Ms. Rutman stated that the Metropolitan Transportation Bay Area Infrastructure Financing Authority (BAIFA) recently reported to their Board about revenues along the I-880 corridor. BAIFA is pleased with what they are seeing, and it is doing reasonably well. She noted that the I-880 express lane opened during the pandemic and they do not have pre-pandemic numbers for comparison.

Commissioner Mei asked if the agency is paying both fixed and variable expenses. Ms. Rutman stated that the agency is currently not paying for enforcement, monitoring of the express lanes, or revenue collection fees because express lanes are not operational at this time. She also noted that the contract is structured so that the JPA is not paying for certain fixed costs either.

Commissioner Haubert moved to approve the item. Commissioner Hernandez seconded the motion. The motion passed with the following vote:

Yes: Brown, Haubert, Hernandez, Mei
No: None
Abstain: None
Absent: Hendricks

6. Member Reports

There were no member reports.

7. Staff Reports

There were no staff reports.

8. Adjournment

The next meeting is Monday, September 13, 2021 at 9:00 a.m.

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DATE: September 7, 2021

TO: I-680 Sunol Express Lane Joint Powers Authority

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

SUBJECT: I-680 Sunol Express Lanes Project Implementation Update

Recommendation

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

Summary

The Interstate 680 (I-680) Sunol Express Lanes (EL) Project (Phase 1) will provide enhanced mobility for motorists in both the northbound and southbound directions by providing a 9-mile express lane segment on northbound I-680 between south of Auto Mall Parkway and SR 84 and converting the existing southbound controlled-access express lane to an open-access facility between SR 84 and SR 262. A new toll system will be deployed for both directions of travel with new technology that will allow for implementation of all Authority-adopted toll policies.

The purpose of this item is to provide the Authority 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 Southbound Express Lane was opened to traffic in September 2010 as a controlled access HOV/Express Lane. Deemed a success, the next logical step was to develop a parallel northbound express lane. Alameda CTC is the project sponsor and implementing agency of the I-680 Sunol Express Lanes Project (I-680 Sunol EL Project), which passes through the cities of Milpitas and Fremont and the community of Sunol, and which has completed construction of a new 9-mile express lane segment on northbound I-680 between south of Auto Mall Parkway and SR 84. To be consistent with the new northbound express lane and provide enhanced accessibility for users, the project has also converted the existing southbound controlled-access express lane to an open-access facility between SR 84 and SR

262. The project will provide a number of benefits to all motorists within the corridor. Motorists using the express lane will enjoy faster and more reliable travel times within the corridor, and all travel lanes will see reduced congestion. The express lane will optimize the corridor capacity by providing a choice to drivers: single occupancy vehicles (SOVs) will have the option to pay an electronic toll to access the express lane, while carpools with two or more persons, motorcycles, and transit vehicles may use the lane at no cost and eligible clean air vehicles may receive a 50% toll discount for solo drivers. All users must have a valid FasTrak® account to use the express lanes.

In order to complete the civil construction work, with Caltrans concurrence, the I-680 Sunol Southbound Express Lane ceased revenue operations and began operating in HOV ONLY mode beginning August 10, 2020, meaning that it is open for use only to HOV-eligible vehicles during the operating hours of 5 am – 8 pm, Monday – Friday, and open to all users during all other hours. On October 29, 2020, the new northbound express lane was opened for use, also in HOV ONLY mode, while construction and toll system development activities were completed. At this time, the new toll system is not yet ready to begin tolling operations. However, the civil construction work and is substantially complete and close-out of the civil construction contract is underway

Implementation of a new toll system requires the services of a Toll System Integrator (TSI), who provides very specialized services for toll system design, software development, equipment procurement and installation, testing, and opening the express lanes for revenue service. Only upon completion of system testing during live operations, is the toll system implementation considered complete. In 2016, Kapsch TrafficCom USA, Inc. was selected to provide TSI Services for the I-680 Sunol EL Project. In June 2021, Alameda CTC terminated the contract with Kapsch based on Kapsch's failure to comply with contract requirements. In July 2021, Alameda CTC authorized the release of an RFP to select a new TSI, and also authorized execution of a sole source contract to Electronic Transactions Consultant, LLC (ETC) to implement an interim I-680 Sunol Express Lanes toll system in order to begin toll revenue collections as soon as possible. ETC was originally selected through competitive processes in 2009 and 2013 as the TSI for the I-580 Express Lanes and has been providing ongoing Operations and Maintenance services since the lanes opened for use in 2016.

The interim toll system will expedite initiation of revenue collection and would allow the public to obtain the transportation benefits of express lanes. The interim toll system will not include all functionality expected in a full toll system. These two key operational features of the interim system differ from the full toll system in the following ways:

- The I-680 Sunol Express Lanes will have three southbound toll zones and two northbound toll zones. Motorists using the express lanes will see a FasTrak® charge on their invoice for each toll zone they use rather than a single charge for the entire trip. This does not affect the total amount charged, only the number of individual charges shown on the invoice. Carpool and Clean Air Vehicle discounts will be applied in accordance with currently adopted toll policies.
- Pricing will be displayed on the variable toll message signs and will vary by time of day, but will not be based on real-time traffic conditions. Staff will develop pricing

schedules based on typical traffic conditions and will monitor traffic and update the schedules as needed to closely mimic dynamic toll pricing.

This interim toll system is expected begin operations in spring 2022 and operate until a fully functional toll system is designed, developed, and deployed.

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

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Memorandum

5.1

1111 Broadway, Suite 800, Oakland, CA 94607 • 510.208.7400 • www.AlamedaCTC.org

DATE: September 7, 2021

TO: I-680 Sunol Express Lane Joint Powers Authority

FROM: Gary Huisingsh, Deputy Executive Director of Projects
Vivek Bhat, Director of Programming and Project Controls

SUBJECT: Approve actions necessary to facilitate project advancement into the construction phase for the I-680 Southbound Express Lanes from SR-84 to Alcosta Boulevard Project

Recommendation

It is recommended that the Authority approve the funding strategy for the I-680 Southbound Express Lanes from SR-84 to Alcosta Boulevard Project to facilitate project advancement into the construction phase.

Summary

The Alameda CTC is the project sponsor and implementing agency of the I-680 Southbound Express Lanes from SR-84 to Alcosta Boulevard project (Project). The delivery of the Project is currently being coordinated with an upcoming Caltrans pavement rehabilitation project along the same section of I-680. Coordination of these two projects will lead to a significant cost savings of approximately \$18 million and, more importantly, will minimize inconvenience and reduce impacts to the traveling public during the many months of construction in an already very congested corridor.

The current estimated total cost of the project is \$259 million, from inception to completion of construction. The project is currently funded by a combination state, regional and local funds totaling \$192.6 million. The Project is currently in the Design phase and scheduled to be ready for construction advertisement by fall 2021. In order to address Caltrans' requirements and to advance the project into the construction phase, staff is recommending several Commission actions to finalize the project funding plan.

The current funding required to complete the project is \$66.4 million. To bridge the funding gap for the delivery of the Project and improvements needed on the I-680 Corridor, it is recommended that the I-680 Sunol Express Lane Joint Powers Authority (Sunol JPA) endorses the Alameda CTC's July 22, 2021 action to program a loan of \$66.4 million from the 2000 Measure B capital account.

Background

The Alameda CTC is the project sponsor and implementing agency of the I-680 Southbound Express Lanes from SR-84 to Alcosta Boulevard project which passes through the community of Sunol and the cities of Dublin and Pleasanton. The Project includes reconstruction of the concrete median barrier, construction of retaining walls, relocation of existing sound walls, pavement widening, and reconstruction to accommodate the addition of 9-miles of southbound High Occupancy Vehicle/Express Lane (HOV/EL) from SR-84 to Alcosta Boulevard. Tolling equipment, including vehicle sensors, toll readers, rear-facing cameras, enforcement beacons, and utility cabinets will also be installed. The project includes HOV/EL signage, including larger signs mounted on cantilevered overhead sign structures spanning the HOV/EL, and smaller signs mounted on the concrete median barrier. The larger signs will include Variable Toll Message Signs (VTMS) to display the prices for using the express lane facility.

Anticipated benefits of the southbound project include improved efficiency of the transportation system on southbound I-680 between SR-84 and Alcosta Boulevard to accommodate the current and future traffic demand, improved travel time and travel reliability for all users, including HOV and transit users, and optimization of freeway system management and traffic operations. When this project is complete, it will close a gap in the southbound HOV/EL along I-680, by connecting the I-680 Sunol Express Lanes, operated by Alameda CTC, with the Bay Area Infrastructure Finance Authority's (BAIFA) I-680 HOV/EL in Contra Costa County, resulting in a 48-mile long I-680 southbound express lane network from Marina Vista Boulevard in Martinez (in Contra Costa County) to SR-237 in Milpitas (in Santa Clara County). This will relieve congestion on two of MTC's ten most congested freeway segments, and will provide benefits such as significantly relieving congestion and improving regional and interregional traffic. This will allow for increased people-throughput by providing infrastructure for express buses and carpools and optimize freeway system management and traffic operations.

In early 2019, staff learned that Caltrans had begun the final design of a major project to rehabilitate the pavement along I-680 from SR-84 to Alcosta Boulevard – the same corridor segment as this project. This Caltrans project is programmed to be funded with the State Highway Operation and Protection Program (SHOPP) funds and was scheduled to start construction in fall 2020. Alameda CTC staff approached Caltrans to discuss combining the Caltrans project with Alameda CTC's I-680 Express Lane Project. Caltrans was receptive to combining the southbound portion of their SHOPP project with Alameda CTC's I-680 Southbound Express Lane Project. Combining the two projects required Caltrans to delay the construction of their project by one year, and Alameda CTC to expedite delivery of the I-680 Southbound Express Lanes from SR-84 to Alcosta Boulevard Project by one year. Staff has prepared an expedited schedule to meet this deadline, including advancing the design of the southbound Project, which was completed in July 2021.

The current estimated total cost of the project is \$259 million, from inception to completion of construction. The current funding plan includes funding secured through the following fund sources:

Fund Source	Funding Program	Amount (\$ millions)
Local	2014 Measure BB I-680 HOT/HOV Lane from SR-237 to Alcosta (TEP-35)	54.5
State	Senate Bill 1 (SB1) Local Partnership Program (LPP) Competitive	25.0
	SB1- LPP formula funds (MTC-BATA share)	10.0
	SB1- LPP formula funds (Alameda CTC share)	12.0
	State Transportation Improvement Program (STIP)	11.1
Regional	Regional Measure 3 (RM3)	80.0
Total Secured Funding		\$192.6

As indicated in the table above, strategic investment of \$54.5 million local 2014 Measure BB funds has resulted in leveraging \$138.1 million of external state and regional funds for this project. The project is ready to move into the construction phase with the state anticipated to recommend allocations for the SB-1 and STIP funds in December 2021. As often is the case for any agency investing in the state highway system, the State has strict requirements including having an approved project funding plan in time to enter into cooperative agreements with Caltrans by September 2021.

The current funding required to complete the project is \$66.4 million. To bridge the funding gap for the delivery of the improvements needed on the I-680 Corridor, it is recommended that the Sunol JPA endorses the Alameda CTC's July 22, 2021 action to program a loan of \$66.4 million from the 2000 Measure B capital account as the funding strategy for the project.

This funding strategy includes that the actual amount expended from the 2000 Measure B Capital Fund will be repaid by net operating revenues from the I-680 Express lanes, once operational. Based on current cash flow projections for the I-680 express lane operations, the \$66.4 million of net operating revenues needed to reimburse the 2000 Measure B capital account could be generated within approximately 20 years of opening the southbound express lane between SR-84 and Alcosta Boulevard. In effect, the recommended action is a means by which the construction can be funded by advancing the anticipated express lane revenues.

Pursuant to Streets and Highway Code, Section 149.5 (e) (3) (A) and (B), the Sunol JPA is authorized to commit excess net toll revenue for reinvesting in transportation improvements within the corridor, such as construction of high-occupancy vehicle facilities, including the design, preconstruction, construction, and other related costs of the northbound Interstate

680 Sunol Smart Carpool Lane project and transit improvements that directly serve the corridor.

Compliant with the eligible expenditures cited in State statues above, staff recommends that the Sunol JPA approve the project funding strategy for these transportation improvements from net revenues and accept a loan of \$66.4 million in 2000 Measure B loans from the Alameda CTC to pay for the above referenced southbound I-680 improvements between SR-84 and Alcosta Boulevard, and commit to repay the loan within 20 years from net operating revenues from the I-680 express lane operations as a first priority expenditure, once the southbound express lane between SR-84 and Alcosta boulevard is operational, which is anticipated in late 2024/early 2025.

Next Steps

Upon approval, staff will work with Caltrans to submit the request for allocation of SB 1 LPP and STIP funds to the California Transportation Commission (CTC), which includes execution of the cooperative agreement by September 2021. CTC will be considering these allocations at their December 2021 meeting.

Fiscal Impact: The toll revenue pay back plan to the 2000 Measure B Capital account will be included in the future I-680 Corridor Express Lanes Expenditure Plan.