Meeting Notice

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

I-680 Sunol Smart Carpool Lane Joint Powers Authority

Monday, May 9, 2016, 9:30 a.m.

Location:
1111 Broadway, Suite 800
Oakland, CA 94607

Teleconference Location:
Campbell City Hall
Doetsch Conf. Room, 70 N 1st St.
Campbell, CA 95008

Mission Statement

The mission of the Alameda County Transportation Commission (Alameda CTC) is to plan, fund, and deliver transportation programs and projects that expand access and improve mobility to foster a vibrant and livable Alameda County.

Public Comments

Public comments are limited to 3 minutes. Items not on the agenda are covered during the Public Comment section of the meeting, and items specific to an agenda item are covered during that agenda item discussion. If you wish to make a comment, fill out a speaker card, hand it to the clerk of the Commission, and wait until the chair calls your name. When you are summoned, come to the microphone and give your name and comment.

Recording of Public Meetings

The executive director or designee may designate one or more locations from which members of the public may broadcast, photograph, video record, or tape record open and public meetings without causing a distraction. If the Commission or any committee reasonably finds that noise, illumination, or obstruction of view related to these activities would persistently disrupt the proceedings, these activities must be discontinued or restricted as determined by the Commission or such committee (CA Government Code Sections 54953.5-54953.6).

Reminder

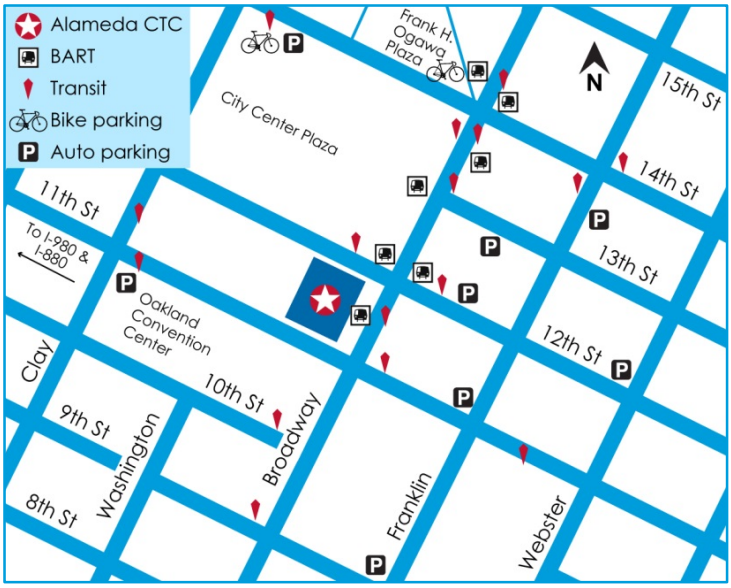
Please turn off your cell phones during the meeting. Please do not wear scented products so individuals with environmental sensitivities may attend the meeting.

Glossary of Acronyms

A glossary that includes frequently used acronyms is available on the Alameda CTC website at www.AlamedaCTC.org/app_pages/view/8081.

Location Map

Alameda CTC
1111 Broadway, Suite 800
Oakland, CA 94607



Alameda CTC is accessible by multiple transportation modes. The office is conveniently located near the 12th Street/City Center BART station and many AC Transit bus lines. Bicycle parking is available on the street and in the BART station as well as in electronic lockers at 14th Street and Broadway near Frank Ogawa Plaza (requires purchase of key card from bikelink.org).

Garage parking is located beneath City Center, accessible via entrances on 14th Street between 1300 Clay Street and 505 14th Street buildings, or via 11th Street just past Clay Street.
To plan your trip to Alameda CTC visit www.511.org.

Accessibility

Public meetings at Alameda CTC are wheelchair accessible under the Americans with Disabilities Act. Guide and assistance dogs are welcome. Call 510-893-3347 (Voice) or 510-834-6754 (TTD) five days in advance to request a sign-language interpreter.

Meeting Schedule

The Alameda CTC meeting calendar lists all public meetings and is available at www.AlamedaCTC.org/events/upcoming/now.

Paperless Policy

On March 28, 2013, the Alameda CTC Commission approved the implementation of paperless meeting packet distribution. Hard copies are available by request only. Agendas and all accompanying staff reports are available electronically on the Alameda CTC website at www.AlamedaCTC.org/events/month/now.

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I-680 Sunol Smart Carpool Lane
Joint Powers Authority Meeting Agenda
Monday, May 9, 2016, 9:30 a.m.

1111 Broadway, Suite 800, Oakland, CA 94607 • 510.208.7400 • www.AlamedaCTC.org
Teleconference location: Campbelll City Hall, Doetsch Conference Room, 70 N. 1st St., Campbell, CA 95008

Chair: Mayor Jerry Thorne, City of Pleasanton
Vice Chair: Bill Harrison, City of Fremont
Commissioners/Members: Scott Haggerty, David Haubert, Jason Baker (Santa Clara Valley Transportation Authority)
Staff Liaison: Kanda Raj
Executive Director: Arthur L. Dao
Clerk: Vanessa Lee

1. **Pledge of Allegiance**
2. **Roll Call**
3. **Public Comment**
4. **Consent Calendar**

5. **Regular Matters**

6. **Committee Member Reports (Verbal)**
7. **Staff Reports (Verbal)**
8. **Adjournment**

Next Meeting: June 13, 2016

All items on the agenda are subject to action and/or change by the Commission.

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1. **Pledge of Allegiance**

2. **Roll Call**
   A roll call was conducted. All members were present. Commissioner Baker was present via conference call.

3. **Public Comment**
   There were no public comments.

4. **Consent Calendar**
   4.1. Approval of the I-680 Sunol Smart Carpool Lane Joint Powers Authority February 8 2016 Meeting Minutes
   Commissioner Harrison moved to approve the Consent Calendar. Commissioner Haubert seconded the motion. The motion passed with the following roll call vote:

Yes:	*Thorne, Haubert, Harrison, Haggerty, Baker*
No:	None
Abstain:	None
Absent:	*None*

5. **Regular Matters**

5.1. I-680 Southbound Express Lane (PN 1364.005): Monthly Operations Update
Liz Rutman presented the I-680 Southbound Express Lane monthly operations update. She covered average daily volumes and average travel speeds in the general purpose and express lanes, and toll rates by segments. Liz also provided information on the estimated revenue versus forecasted revenue and presented a special slide that outlined the traffic increase as a result of the Altamont Commuter Express shut down on March 8, 2016.

Commissioner Haggerty asked for more information on California Highway Patrol (CHP) enforcement. Kanda stated that there are two officers enforcing the lane during the morning commute hours. He stated that staff will bring back enforcement statistics at the next meeting.

This item was for information only.

5.2. I-680 Northbound Express Lane (PN 1369.000): Monthly Status Update
Kanda Raj presented the I-680 Northbound Express Lane monthly status update. He stated that the final design work is in progress and the expedited schedule allows construction to commence in mid-2017. He stated that conversion of the southbound

express lane will be implemented simultaneously with the northbound project improvements. Staff has been coordinating the conversion with the City of Fremont and VTA staff.

Toll system integrator selection process is currently underway and the staff is expected to bring a draft contract for Commission's consideration in June 2016. Construction activities are expected to last for two construction seasons and the express lanes will be opened to traffic in late 2018/early 2019.

Commissioner Haggerty asked if the project could have a seven day per week toll lane. Art stated that legislation would be needed to allow the lane to operate 24 hours-a-day. Art also mentioned that there are more carpoolers on the weekend which may affect any anticipated revenue that would be seen from a 24-hour express lane.

This item was for information only.

6. Committee Member Reports

There were no committee member reports.

7. Staff Reports

Art stated that the agency is working to nominate the Northbound Express Lane project for the TIGER grant application.

8. Adjournment/ Next Meeting

The next meeting is:

Date/Time: Monday, May 9, 2016 @ 9:30 a.m.
Location: Alameda CTC Offices, 1111 Broadway, Suite 800, Oakland, CA 94607

Attested by:

Vanessa Lee,
Clerk of the Commission

DATE:	May 2, 2016
SUBJECT:	The I-680 Southbound Express Lane FY2014-15 Annual Report
RECOMMENDATION:	Receive the I-680 Southbound Express Lane FY2014-15 Annual Report.

Summary

Staff provides the Sunol Smart Carpool Lane Joint Powers Authority (JPA) Board the attached I-680 Southbound Express Lane FY2014-15 Annual Report, which includes key project and lane information and milestones, corridor usage and toll rates data and financial information.

Background

This fifth 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.

Attachments

A. I-680 Southbound Express Lane FY2014-15 Annual Report

Staff Contact

Liz Rutman, Operations Manager

Heather Barber, Communications Manager

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The I-680 Southbound Express Lane

FY2014-15 Annual Report

ALAMEDA County Transportation Commission

SUNOL SMART CARPOOL LANE JOINT POWERS AUTHORITY

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Message from the Chair

September 20, 2015 marked the five-year anniversary of the first express lane opening in Northern California. Since opening, more than 2.7 million solo drivers have chosen to use the I-680 Express Lane, reaching their destinations at speeds generally 10-15 mph faster than speeds motorists experience in the general purpose lanes during peak commute hours; at times this differential can reach up to 35 mph.

Each year since inception, the lane has attracted more users while maintaining excellent service and reliability. This year, more than 750,000 vehicles that would have used the general purpose lanes paid a toll to use the express lane, reducing congestion within the corridor while maintaining reliability within the high-occupancy vehicle (HOV) lane. With the aid of a dynamic pricing program, the express lane maintained excellent service and was never so congested that restriction to "HOV-only" status was necessary.

The Sunol Smart Carpool Lane Joint Powers Authority, with our members the Alameda County Transportation Commission and the Santa Clara Valley Transportation Authority, have set the stage for the regionwide Bay Area Express Lanes, a planned 550-mile network of managed lanes that includes the recently-opened express lanes on I-580 in the Tri-Valley in eastern Alameda County and future express lanes including I-680 northbound (parallel to the existing express lane along the Sunol Grade) and along I-680 in Contra Costa County. Together, we are providing the region with improved travel choices.

— **Jerry Thorne,** *Chair*
Sunol Smart Carpool Lane Joint Powers Authority (Sunol JPA)

"Express Lanes maximize the efficiency of the entire roadway and make travel times more reliable. They encourage carpools, vanpools, and clean-air vehicles and they support transit. Ultimately, everyone on the corridor spends less time in stop-and-go traffic."

— **Mayor Bill Harrison,**
Sunol JPA Vice Chair

"Express lanes offer the option to better utilize the existing HOV lane capacity, giving solo drivers the option to pay a toll to use the express lane. They provide more reliable travel times and improve overall corridor performance."

— **Arthur L. Dao,**
Alameda CTC
Executive Director

The I-680 Southbound Express Lane

Since opening in September 2010 as Northern California's first express lane facility, more than 2.7 million solo drivers have chosen to get to their destination faster by using the I-680 Southbound Express Lane. Located on a 14-mile stretch of southbound Interstate 680 from Highway 84 south of Pleasanton to Highway 237 in Milpitas, the express lane was designed to manage growing traffic congestion on I-680 and to provide people with a new commute choice between the East Bay and Silicon Valley. It is governed by the Sunol Smart Carpool Lane Joint Powers Authority.

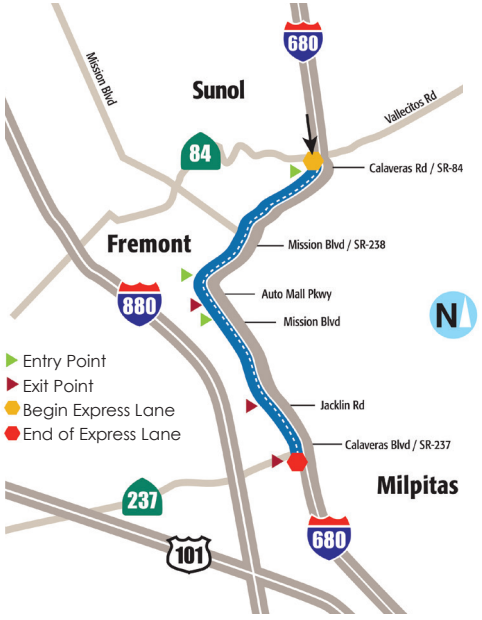
The I-680 Express Lane project launched a new era of technology-based lane management for drivers in Northern California, giving solo drivers the choice to pay a toll for access into the HOV lane when there is excess capacity. This year, the express lane experienced an average maximum capacity of 67 percent during peak commute hours and an overall maximum capacity of 92 percent; therefore, the express lane was never restricted to HOV-only use due to excessive congestion. Carpool lane users continue to enjoy the benefits of sharing rides at no cost — and enjoy the benefits of the express lane, since access to the lane is regulated to ensure reliable travel times.

Usage of the toll lane has increased steadily since opening. During fiscal year 2014-2015 (FY2014-15), more than 750,000 toll payers used the express lane and paid an average toll of $2.58 per trip. An estimated 37 percent of all express lane users this year were toll-paying users.

History

In 1998, the I-680 corridor between Pleasanton and Milpitas in eastern Alameda County known as the Sunol Grade, was one of the top three most-congested corridors in the Bay Area, leading to the creation of the Solutions on Sunol Coalition to address and find solutions to this congestion. A transportation systems management report identified the need for operational improvements in both directions of Interstate 680 along the Sunol Grade. By the end of 2002, a 14-mile southbound HOV lane opened between Route 84 and Route 237 as a first step to manage congestion.

After the successful implementation of express lanes in Southern California, the state legislature passed Assembly Bill 2032 in 2004 that authorized the Alameda County Transportation Commission (Alameda CTC) to conduct, operate and administer a value-pricing program (express lane) within two corridors in Alameda County including the Sunol Grade Corridor. Conversion of the I-680 southbound HOV lane began in 2008 and included roadway widening and installation of electronic toll-collection equipment. Operation of the express lane began in September 2010.



The I-680 express lane is part of the major commute route connecting the Tri-Valley Area (Dublin, Livermore and Pleasanton) in Alameda County with South Bay cities in Santa Clara County and Silicon Valley businesses.

How Does the Express Lane Work?

The I-680 Southbound Express Lane operates Mondays through Friday from 5 a.m. to 8 p.m. Solo drivers who want to use the lane need a FasTrak® toll tag (a standard tag or the new Flex tag that became available in mid-2015). Each time drivers use the express lane, the toll amount is deducted from their FasTrak account balance. The operation is fully electronic, with no tollbooths or tollgates, so customers do not need to slow down or stop to pay.

Carpools with two or more people, vanpools, motorcycles and transit buses always use the lane for free, as do permitted zero- and low-emission vehicles. To avoid being charged a toll, carpool drivers need to place their FasTrak toll tag in a mylar bag provided by FasTrak or use the new FasTrak Flex toll tag set to 2 or 3+ occupancy.

Dynamic pricing: The I-680 Southbound Express Lane was one of the first managed lanes in the nation to deploy a full dynamic pricing system intended to provide a consistent and reliable travel time in the express lane. Dynamic pricing means that tolls vary based on real-time traffic conditions in the corridor. Posted toll rates increase when congestion is heavier and decrease when traffic is lighter. The goal is to keep the express lane operating at a reliable level of service, which generally means a minimum speed of 45 mph.

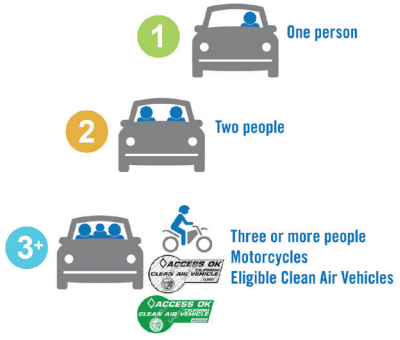
Electronic tolling: Tolls on the I-680 Express Lane can range from $0.30 during off-peak hours to a maximum of $7.50 (to travel the entire corridor) during the most congested commute days. During FY2014-15, the average morning commute toll (7-10 a.m.) to travel the entire corridor was $4.27; toll rates for shorter segments were lower. Toll rates are evaluated and modified as needed every three minutes based on congestion levels.

Three entry and two exit points:
The express lane has three entry points and two exit points. One half-mile before each entry point, an overhead electronic sign displays the current toll rate. Solo drivers have a choice: pay the current toll to use the express lane or use the general purpose lanes for free. The amount drivers pay is the price displayed at their entry point, even if toll rates change, while they are in the express lane.

Enforcement zone readers are used as an aid to the CHP enforcement and determine if a vehicle has a valid FasTrak toll tag.

Express Lane Operation

- Carpools, motorcycles, transit vehicles and eligible zero- and low-emission vehicles use the express lane toll free without a toll tag, with a standard FasTrak stored in its mylar bag or with a FasTrak Flex toll tag set to 2 or 3+.



Toll Enforcement

- Express lane tolls are collected via FasTrak® toll tags, which are required for any solo driver to use the lane. The California Highway Patrol (CHP) provides toll enforcement on the I-680 Express Lane, employing both the normal patrols provided on other Bay Area freeways as well as extra officers contracted for additional enforcement to prevent access and toll violations.
- The facility has a two-foot buffer stripe separating the general purpose and express lanes. Crossing the double lanes to enter the I-680 Express Lanes is a driving violation. Additional violations include avoiding the toll readers, straddling double white lines and traveling in the toll lane without a working FasTrak toll tag. In FY2014-15, CHP reported stopping more than 1,000 drivers for HOV violations.

Use of the express lane is increasing faster than use of the general purpose lanes.

Corridor Usage and Toll Rates

The express lane corridor has seen increased traffic in all lanes over the past several years. While there has been a greater increase in the express lane than in the general purpose lanes, the express lane continues to function with excellent service levels. This is due, in part, to the dynamic pricing that helps keep congestion in the express lane at a manageable level. Data below from FY2014-15 helps to answer key questions:

- Where are corridor users going?
- Where do they come from?
- How much does it cost to use the express lane?

Figure 1. Percent Change in Average Daily Traffic Volumes

Use of the express lane is increasing faster than use of the general purpose lane. In FY2014-15, the average daily volume increases for the general purpose and express lanes were 4 percent and 12 percent, respectively, compared to FY2013-14. The number of toll trips totaled over 750,000, an increase of 13 percent from the previous year.

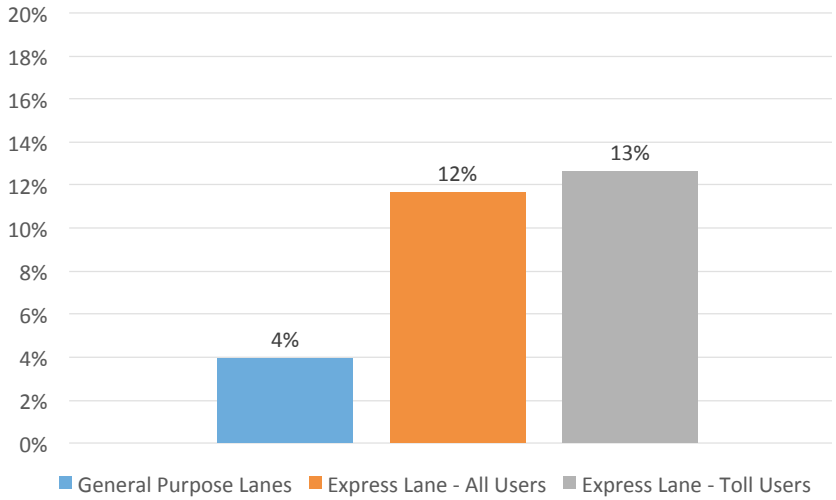


Figure 2. Average Daily Lane Speeds

The central segment from Washington Boulevard to Mission Boulevard is the most-congested segment in the corridor. During the morning peak hour of 8:15-9:15 a.m., the express lane speeds averaged 10-20 mph greater than the general purpose lane speeds.

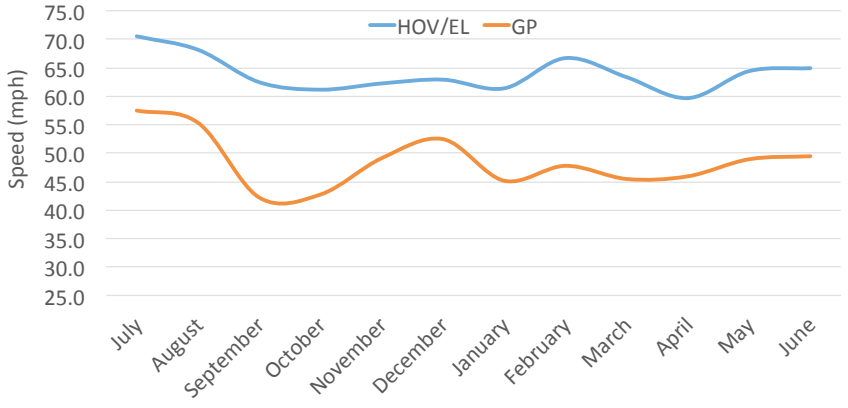


Figure 3. Express Lane Users by County

I-680 Express Lane users come predominantly from Alameda County, Contra Cost County and Santa Clara County.

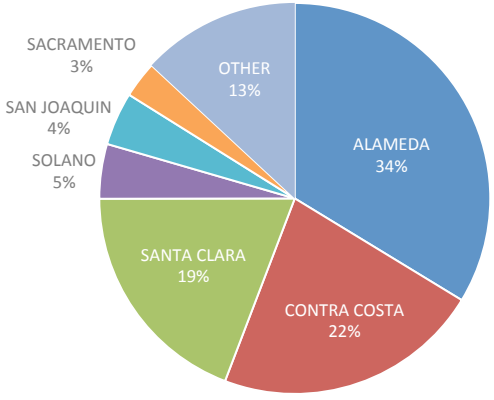


Figure 4. Toll User Corridor Usage – Where are they going?

Nearly 40 percent of toll users within the corridor travel the entire length from Andrade Road to Calaveras Boulevard. Nearly 90 percent travel the segment between Washington Boulevard and Mission Boulevard, making it the most-congested segment within the corridor.

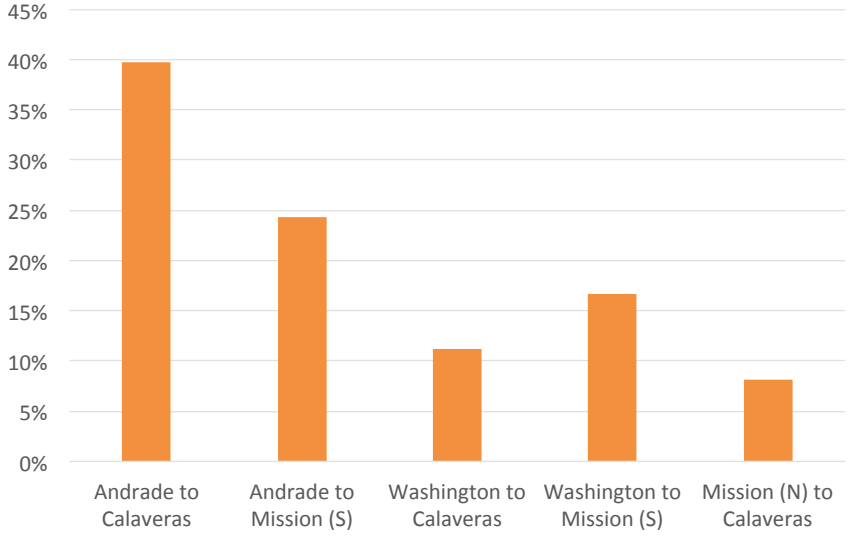


Figure 5. Average Daily Toll Rates – Am I paying more this year?

In FY2014-15, the average peak-period posted toll rate to travel the entire corridor was $4.27, and to travel just the central segment was $2.19. The maximum potential toll rate of $7.50 was reached 106 of the 261 days of revenue operations. Although the posted toll rates increased by 15-45 cents from FY2013-14 to FY2014-15, the average toll paid by all users increased only 20 cents from FY2013-14 to FY2014-15.

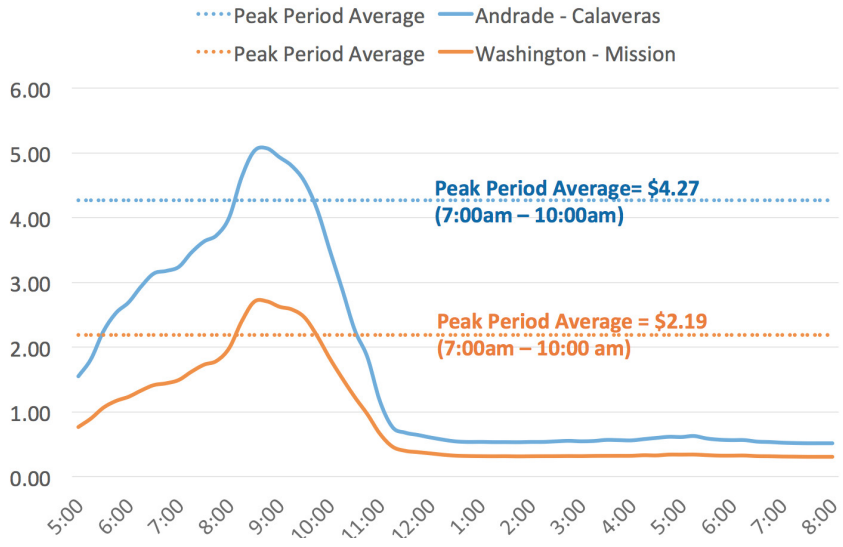
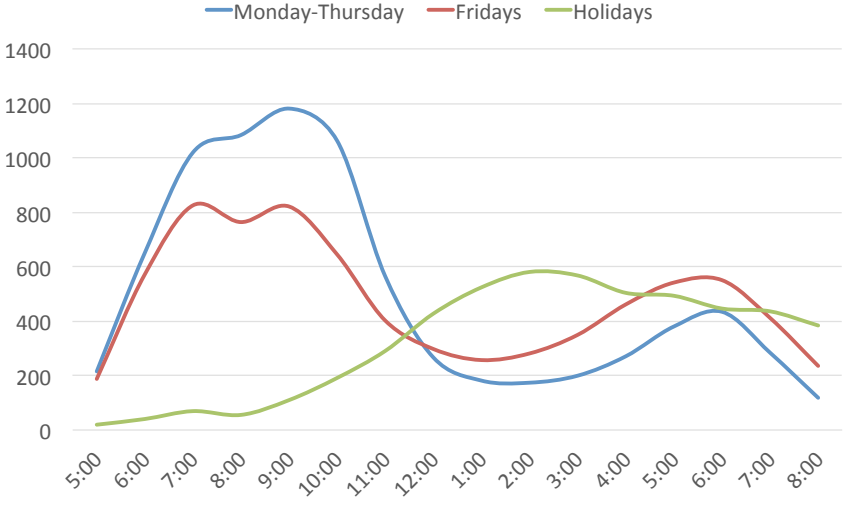


Figure 6. Average Daily Express Lane Volumes – Why do holidays matter?

Drivers use the I-680 Express Lane most frequently Monday through Thursday, between 7 a.m. and 10:00 a.m. The lane operates Mondays through Friday from 5 a.m. to 8 p.m. In the I-680 corridor, the afternoon peak is greater on Fridays than on other weekdays due to travelers heading out of town for the weekend. On holidays, there is also a higher, and longer, afternoon peak period. Maintaining tolling on holidays helps keep the express lane moving during these periods of higher congestion.



Corridor Revenues

When the Sunol JPA was formed in 2010, it agreed to reinvest the net revenues derived from the express lanes directly back into the project corridor. Toll revenues are used to first pay for operating and maintaining the I-680 Express Lane, and then to fund additional transportation projects such as a future HOV/express lane project on northbound I-680 or transit operations along the corridor, including express bus and other transit service.

Increased usage by toll users means increased net revenues. In FY2014-15, the I-680 Express Lane revenues totaled over $1.9 million, exceeding the cost of maintaining and operating the lane for the first time. During the coming year, the Sunol JPA will seek to adopt an expenditure plan for future net revenues.

Sunol JPA Members

Chair: Jerry Thorne, City of Pleasanton Mayor, Alameda CTC Commissioner

Vice Chair: Bill Harrison, City of Fremont Mayor, Alameda CTC Commissioner

Members:
Jason Baker, City of Campbell Mayor, VTA Board Member

Scott Haggerty: Alameda County Supervisor, District 1, Alameda CTC Commissioner

David Haubert: City of Dublin Mayor, Alameda CTC Commissioner

Staff Liaisons

Arthur L. Dao, Alameda CTC Executive Director

Kanda Raj, Express Lanes Program Manager

Elizabeth Rutman, Express Lanes Operations Manager

I-680 Express Lanes Website

www.alamedactc.org/680Express

Sunol Smart Carpool Lane Joint Powers Authority

The Sunol Smart Carpool Lane Joint Powers Authority (Sunol JPA) is an independent joint powers authority created to operate the I-680 Express Lane. Its board of directors consists of five elected officials, four voting members from Alameda County and one voting member from Santa Clara County. Voting rights were determined based on each county's share of road miles within the corridor (approximately one-fifth of corridor miles are within Santa Clara County).

The Sunol JPA meets monthly, and meetings are open to the public. Meeting agendas and minutes are posted on the Alameda CTC website at **www.alamedactc.org**

Partnerships

The Alameda County Transportation Commission, the California Department of Transportation and the California Highway Patrol provide services to the Authority contractually. For toll collection, the Sunol JPA has an agreement with the Bay Area Toll Authority to use its FasTrak® electronic toll-collection system.

The I-680 Southbound Express Lane is part of the growing Bay Area Express Lanes Network. On completion in 2035, the Bay Area will have 550 miles of express lanes operated by the Metropolitan Transportation Commission (MTC), Santa Clara Valley Transportation Authority (VTA) and Alameda CTC. More information at **www.bayareaexpresslanes.org**

Financial Information, Fiscal Year 2014-15

Toll revenues received on the I-680 Southbound Express Lane are used to pay for operations and maintenance of the express lane. The express lane is subsidized by Alameda CTC grant funding for the I-680 Southbound High Occupancy Toll Lane Project, and net revenues will be reinvested in the project corridor. The Sunol JPA Board of Directors will determine how to spend net revenues through the biennial adoption of an expenditure plan. Funds are eligible for capital and operations needs that directly serve this corridor including converting the ingress and egress on the I-680 Southbound Express Lane to continuous access to allow for more open and free-flowing access between the general purpose lanes and the toll lane, for the I-680 northbound lane project or for transit services that directly serve this corridor.

- Total net position increased by $0.40 million or 10.28 percent from $3.87 million to $4.27 million as of June 30, 2015 compared to June 30, 2014. This increase is mostly due to a decrease in accrued liabilities related to a reversal of a prior year accrual. Capital assets comprised $1.95 million or 45.71 percent of the total net position at June 30, 2015.
- For the year ended June 30, 2015, cash and cash equivalents increased by $0.03 million or 1.11 percent from $2.63 million to $2.66 million. This increase is mostly attributed to an increase in operating revenue over fiscal year 2014.
- Operating revenue was $2.07 million during fiscal year 2015, an increase of $0.08 million or 4.23 percent over fiscal year 2014.
- The Sunol JPA's total operating expenses were $1.67 million during fiscal year 2015, a decrease of $.046 million or 21.72 percent from fiscal year 2014. This decrease is largely due to a reversal of a prior year accrual for maintenance costs. Operating expenses for fiscal year 2015 were primarily comprised of $1.43 million of program operations and maintenance costs.

For more information about the I-680 Express Lane and future express lane projects, visit **www.alamedactc.org/ExpressLanes.**

Sunol Smart Carpool Lane Joint Powers Authority
1111 Broadway, Suite 800 / Oakland, CA 94607
www.AlamedaCTC.org/ExpressLanes

DATE:	May 02, 2016
SUBJECT:	Sunol Smart Carpool Lane Statement of Revenues and Expenses as of March 31, 2016
RECOMMENDATION:	Approve the Sunol Smart Carpool Lane Statement of Revenues and Expenses as of March 31, 2016

Summary

This financial report summarizes revenues and expenses related to the Sunol Smart Carpool Lane through March 31, 2016. Net toll revenue was $1,565,935 or 22.8 percent higher than projected toll revenue through the third quarter of FY2015-16. Expenses through the third quarter totaled $1,366,267, or 28.8 percent less than budget, which results in an increase to net position of $202,821. This surplus is due to a combination of actual toll revenues coming in higher and actual expenditures coming in lower than budget projections. As of March 31, 2016, the Sunol JPA had a cash balance of $3,140,774.

Background

The Sunol Smart Carpool Lane JPA is in a strong position compared to budget after the third quarter of the fiscal year and remains sustainable. The FY2015-16 operating budget approved by the JPA Board in June 2015 includes $1.70 million of toll revenues and $0.61 million of grant revenues which is offset by $2.56 million of operating expenses for an overall operating deficit of $0.25 million. The FY2015-16 approved capital budget includes $2.1 of both revenues and expenses for an automated toll violation enforcement system. The approved budget reflects the subsidy of operations that the Sunol Smart Carpool Lane JPA continues to be eligible to receive from Alameda CTC Project grant funds. However, expenses will first be paid from available toll revenues before grant funds are utilized.

Fiscal Impact

There is no fiscal impact.

Attachments

A. Sunol Smart Carpool Lane Statement of Operating Revenues and Expenses as of March 31, 2016
B. Sunol Smart Carpool Lane Statement of Capital Revenues and Expenses as of March 31, 2016

Staff Contact

Patricia Reavey, Director of Finance

Yoana Navarro, Senior Accountant

SUNOL SMART CARPOOL LANE
Statement of Operating Revenues and Expenses
As of March 31, 2016

OPERATING REVENUES	YTD Actuals	YTD Budget	% Used	Variance
Toll Revenue	1,565,935	1,275,000	122.8%	290,935
Measure B Grants	-	457,500	0.0%	(457,500)
Interest Income	3,153	-	0.0%	3,153
Total Operating Revenues:	1,569,088	1,732,500	90.6%	(163,412)
OPERATING EXPENSES				
Operations & Toll Equipment Maintenance	538,380	750,000	71.8%	(211,620)
Revenue Collection Fees	197,365	262,500	75.2%	(65,135)
CHP Enforcement	168,750	168,750	100.0%	-
Alameda CTC Operations	69,470	75,000	92.6%	(5,530)
Roadway Maintenance	27,047	93,750	28.9%	(66,703)
Project Management/Controls	206,673	168,750	122.5%	37,923
Marketing/Public Outreach	34,968	75,000	46.6%	(40,032)
IT Support	21,150	56,250	37.6%	(35,100)
Computer Equipment	4,764	-	0.0%	4,764
System Manager/Operations Support	8,009	30,000	26.7%	(21,991)
Other Consultant Costs	-	15,000	0.0%	(15,000)
Alameda CTC Administration	17,515	37,500	46.7%	(19,985)
Insurance	28,779	37,500	76.7%	(8,721)
Legal Fees	10,686	18,750	57.0%	(8,064)
Miscellaneous	11,758	18,750	62.7%	(6,992)
Utilities	20,953	18,750	111.7%	2,203
Contingency	-	93,750	0.0%	(93,750)
Total Operating Expenses:	1,366,267	1,920,000	71.2%	(553,733)
Operating Surplus (Deficit)	202,821	(187,500)		
Net Position				
Beginning of year	4,267,989			
Net Position as of March 31, 2016	$ 4,470,810			

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SUNOL SMART CARPOOL LANE
Statement of Capital Revenues and Expenses
As of March 31, 2016

	YTD Capital Actuals	YTD Budget	% Used	Variance
CAPITAL REVENUES				
Capital Grants	-	1,575,000	0.0%	(1,575,000)
Total Capital Revenues:	-	1,575,000	0.0%	(1,575,000)
CAPITAL EXPENSES				
Automated Toll Violation Enforcement System	-	1,575,000	0.0%	(1,575,000)
Total Capital Expenses:	-	1,575,000		(1,575,000)
Capital Surplus (Deficit)	-	-		
Net Position				
Beginning of year	-			
Net Position as of March 31, 2016	$ -			

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DATE:	May 02, 2016
SUBJECT:	I-680 Sunol Smart Carpool Lane JPA FY2016-17 Draft Proposed Budget
RECOMMENDATION:	Approve the I-680 Sunol Smart Carpool Lane JPA Draft Proposed Budget for FY2016-17

Summary

The proposed Sunol Smart Carpool Lane JPA FY2016-17 budget reflects a sustainable, balanced budget utilizing toll revenues to fund total expenditures. This is an important time in the history of the Sunol Smart Carpool Lane because it demonstrates that the I-680 south bound express lane has turned a corner and is becoming sustainable and no longer dependent on grant funding for solvency. However, in keeping with recommended best practices, it will be important to continue to set aside funds for future maintenance needs in order for the operations of the Sunol Smart Carpool Lane to remain sustainable, and to strive to maintain at least one year's worth of expenses in unrestricted fund balance to mitigate current and future risks and to ensure sufficient liquidity for operations. After several years of operations staff has developed a better understanding of budget needs and has been able to scale back FY2016-17 budgeted operating expenses by 18.0 percent from the approved budget for FY2015-16 operating expenses.

The proposed budget contains a roll forward net position of $3,802,430 from FY2015-16, which will be updated at mid-year with the actual net position from the FY2015-16 audited financial report. It also includes projected toll revenues of $2,100,000 which is a 23.5 percent increase over revenues projected for FY2015-16. Unrestricted net assets and revenues, together, provide available resources of $3,666,962 for FY2016-17.

The proposed FY2016-17 operating expense budget is $2,100,000 which will be funded with toll revenues from the Sunol Smart Carpool Lane. This is the first Sunol Smart Carpool Lane operating budget fully funded by toll revenues since inception of the lane.

The proposed capital revenue and expense budgets are $0. The capital budget for FY2015-16 included $2,100,000 of grant funding and related capital project expenditures for implementation of an automated toll violation enforcement system designed to deter toll violations and provide a consistent driver experience between the I-680 and I-580 Express Lanes. These funds were not utilized by the Sunol Smart Carpool Lane in FY2015-16 because this project has been incorporated into the larger Alameda CTC I-680 Express Lane Project.

The grant funding that had been previously budgeted for the Sunol Smart Carpool Lane has been shifted to fund this same desired work in Alameda CTC's I-680 Express Lane Project. At this time, no capital projects are planned for the Sunol Smart Carpool Lane for FY2016-17. 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 or sources during the mid-year budget update process.

The projected net position balance at the end of FY2016-17 is $3,582,688. It is comprised of $1,000,000 reserved for maintenance, $1,515,726 of capital assets and $1,066,962 of unrestricted net assets. The funds reserved for maintenance has been increased by $500,000 in the budget for FY2016-17. This reserve is in line with best practices to ensure sustainability when maintenance and repairs are needed.

Background

Staff did not prepare an additional schedule to reflect the funding source intended to be utilized for each expense line item in the proposed budget for FY2016-17 as was done in previous years since all funding in the proposed budget is projected to come from toll revenues. This is an important step for the Sunol Smart Carpool Lane because it demonstrates that the JPA is becoming sustainable and no longer depending on grant funding for support. It will be important to continue to set aside funds for maintenance in future years in order for the operations of the Sunol Smart Carpool Lane to remain sustainable.

Fiscal Impact

The fiscal impact of approving the FY2016-17 proposed budget will be to provide additional resources of $2,100,000 and authorize operating expenses of $2,100,000, which along with projected depreciation would reflect an overall decrease in net position of $219,742 for a projected ending net position balance of $3,582,688 and a projected ending unrestricted net asset balance of $1,0669,962.

Attachments

A. I-680 Sunol Smart Carpool Lane JPA Fiscal Year 2016-17 Draft Proposed Budget

Staff Contact

Patricia Reavey, Director of Finance and Administration

Sunol SMART Carpool Lane JPA
Fiscal Year 2016-17
Draft Proposed Budget

	FY 2015-16 Adopted Budget	FY 2016-17 Proposed Budget
Beginning Net Position	**$ 4,267,989**	**$ 3,802,430**
Operating Revenues:		
Toll Revenue	1,700,000	2,100,000
Alameda CTC Grants	610,000	-
Total Operating Revenues	**2,310,000**	**2,100,000**
Operating Expenses:		
Operations and Maintenance contract	1,000,000	850,000
Revenue Collection Fees	350,000	300,000
CHP Enforcement	225,000	212,500
Alameda CTC Operations	100,000	300,000
Express Lane Maintenance (Caltrans)	125,000	25,000
Project Management/Controls	225,000	150,000
Marketing/Public Outreach	100,000	5,000
IT Support	75,000	35,000
System Manager/Operations Support	40,000	10,000
Other Consultant Costs	20,000	-
Alameda CTC Administration	50,000	55,000
Insurance	50,000	45,000
Legal	25,000	25,000
Miscellaneous	25,000	25,000
Utilities	25,000	25,000
Contingency	125,000	37,500
Total Operating Expenses	**2,560,000**	**2,100,000**
Operating Surplus/(Deficit)	**(250,000)**	**-**
Other Expenses:		
Depreciation Expense	215,559	219,742
Capital Revenues:		
Alameda CTC Capital Grants	700,000	-
Alameda CTC Capital Grants rolled from Prior Year	1,400,000	-
Total Capital Revenues	**2,100,000**	**-**
Capital Expenses:		
Automated Toll Violation Enforcement System	700,000	-
Unspent Automated Toll Violation Enforcement System	1,400,000	-
Total Capital Expenses	**2,100,000**	**-**
Projected Ending Net Position	**$ 3,802,430**	**$ 3,582,688**
Net Position		
Reserved for maintenance:	500,000	1,000,000
Invested in Capital Assets	1,735,468	1,515,726
Unrestricted	1,566,962	1,066,962
Total Net Position	**$ 3,802,430**	**$ 3,582,688**

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DATE:	May 02, 2016
SUBJECT:	I-680 Southbound Express Lane (PN 1408): Monthly Operations Update
RECOMMENDATION:	Receive a status update on the operation of the I-680 Southbound Express Lane.

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 express lane facility for the month of March 2016. The update is included as Attachment A to this staff report.

The March 2016 operations reports indicate that the express lane facility continues to provide travel reliability during the peak period with average hourly speeds in the express lane estimated at 5 to 15 mph higher than the average hourly speeds in the general purposes lanes during the morning peak hours in the most congested segment of the corridor.

Background

The I-680 Southbound Express Lane facility spans over 14 miles from SR 84 near Pleasanton to SR 237 in the City of Milpitas. In addition to carpoolers who use the lane at no cost, it allows toll-paying solo drivers to benefit from optimized capacity, reduced congestion and increased travel time reliability. 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 fall 2010.

An All Electronic Toll (AET) collection method has been employed to collect tolls. Toll rates are calculated based on real-time traffic conditions (speed and volume) in HOV/express and general purposes lanes. California Highway Patrol officers continued to provide enforcement services while Caltrans provides roadway maintenance services, through reimbursable service agreements.

March 2016 Operation Update: The March update is included as Attachment A to this report. During the peak commute hour, the motorists in the express lane traveled with speeds approximately 5 to 15 mph faster than the motorists traveling in the general purpose lanes in the most congested segment of the corridor. Motorists in the express lane

also experienced much less congestion than the general purpose lanes during commute hours. This is measured by the vehicle density, the number of vehicles per mile per lane. During the morning commute, the express lane average density was less than half that of the general purpose lanes in the most congested segment in the corridor.

The March 2016 average toll rate to travel the length of the corridor from Andrade Road to Calaveras Boulevard was $1.76 during all hours of operation (5:00 a.m. – 8:00 p.m.) and $3.93 within the peak morning commute hours of 7:00 am – 11:00 am. Nearly 81,000 express lane users had active FasTrak toll tags; the average toll assessed was $2.55.

Fiscal Impact: There is no fiscal impact.

Attachments

A. I-680 Southbound Express Lane March 2016 Operations Update

Staff Contact

Liz Rutman, Express Lanes Operation and Maintenance Manager

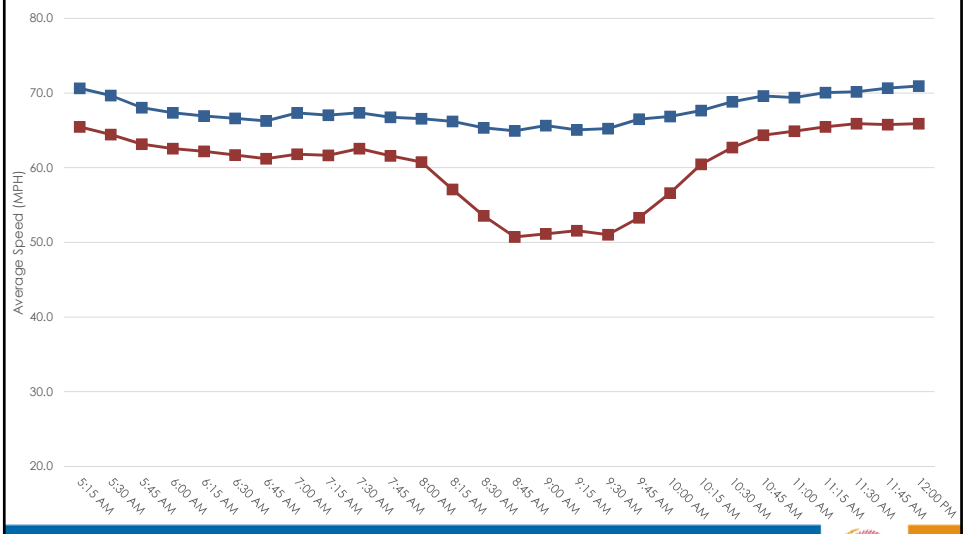
I-680 SB Express Lane
Monthly Operations
March 2016 Update

A Presentation for the
I-680 Sunol Smart Carpool Lane Joint Powers Authority (SSCLJPA)
May 9, 2016

ALAMEDA County Transportation Commission

Average Travel Speed – Morning Commute

Central Segment (5:00am – 12:00pm, Tues - Thurs)



I-680 Sunol SMART Carpool Lane Joint Powers Authority

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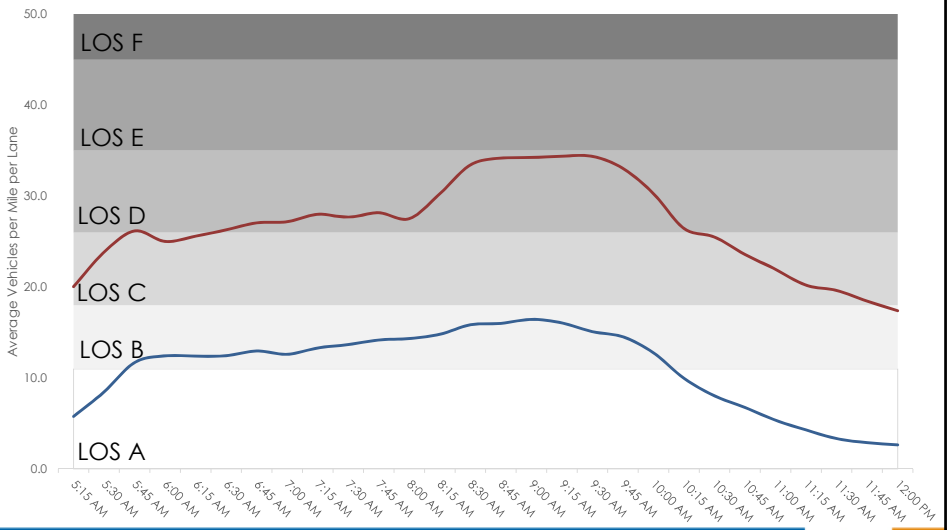
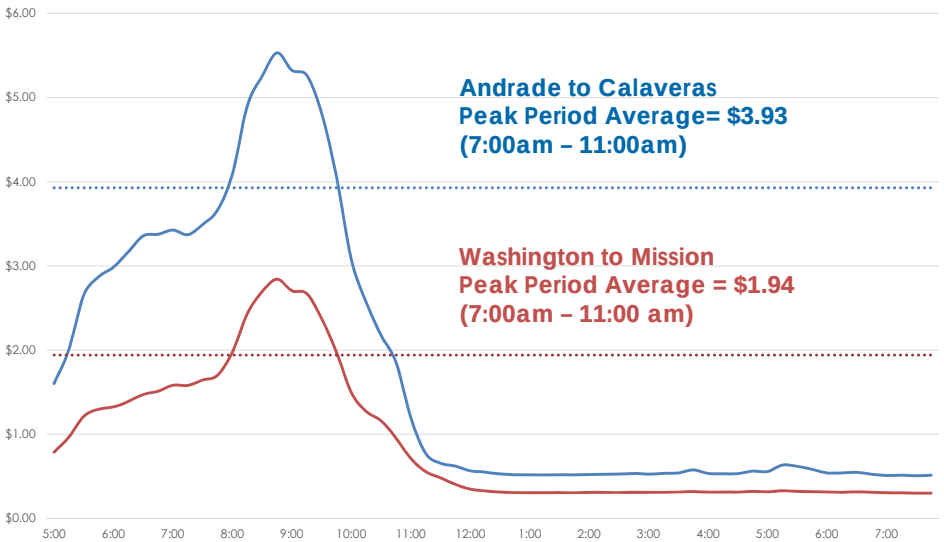
Average Lane Density– Morning Commute

Central Segment (5:00am – 12:00pm, Tues - Thurs)



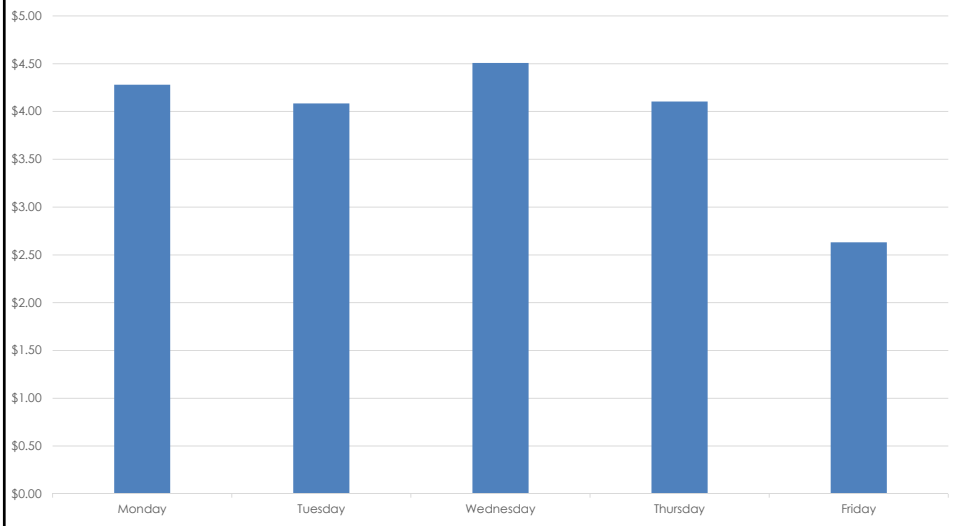
Average Toll Rates

By Segment – March 2016



Average Toll Rates

By Day of Week – March 2016
(Andrade to Calaveras)



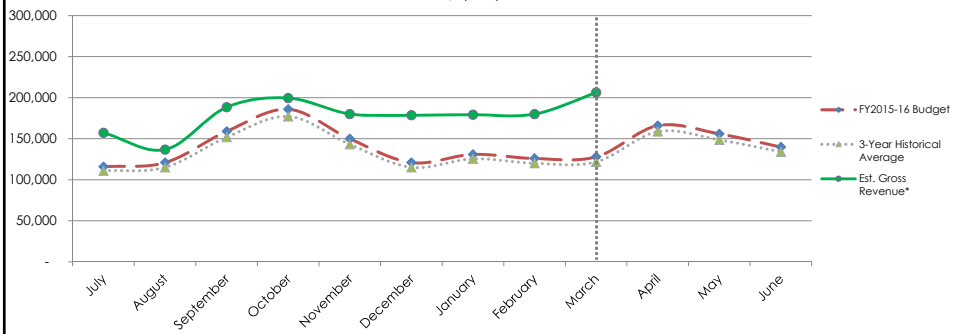
Revenue - Estimated Gross vs. Forecasted

Cumulative Revenue in FY 2015/16
(July 2015 - March 2016)

Estimated Gross Revenue	$1,600,000	26%

Forecasted* $1,230,000

** Forecasted revenue for the full FY 15/16 is $1,700,000*




EXPRESS LANE
TOLL TO
237 Calaveras
$1.25
HOV 2+ NO TOLL
LANE ENDS
MERGE RIGHT
400 FEET
AHEAD
Mission Blvd To
Scott Creek Road
Jacklin Road
Questions ?
I-680 Sunol SMART Carpool Lane Joint Powers Authority
ALAMEDA
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DATE:	May 02, 2016
SUBJECT:	I-680 Northbound Express Lane (PN 1369.000): Monthly Status Update
RECOMMENDATION:	Receive a monthly status update of the I-680 Northbound Express Lane Project.

Summary

The I-680 Northbound Express Lane Project will widen I-680 from SR 237 in Santa Clara County to SR 84 in Alameda County and construct a northbound High Occupancy Vehicle (HOV)/Express Lane in the corridor. This overall project will be implemented with a phased approach. The initial phase, Phase 1 Modified, of the project will complete design and construction of a 9-mile segment between south of Auto Mall Parkway and SR84. The purpose of this item is to provide the Commission with a monthly status update of project development activities which are either completed or planned for the project.

Background

The I-680 Northbound Express Lane 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 HOV/Express Lane in the corridor. The project is intended to 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.

Currently, there is heavy afternoon congestion on I-680 Northbound from Scotts Creek Boulevard to Andrade Road. Traffic studies have confirmed that this heavy congestion is caused by two bottleneck locations affecting northbound I-680 between SR 237 and SR 84 on weekday evening commutes between 2pm and 7pm. Theses bottleneck locations are: near Washington Boulevard and at the lane drop at the truck scales which is located between Sheridan Road and Andrade Road. The initial phase of construction, Phase 1 Modified, proposes to add a new HOV/Express Lane from south of Auto Mall Parkway to SR 84 to eliminate these bottleneck locations and alleviate much of the daily traffic congestion.

The Environmental Document and Project Approval (PA&ED) for the overall project was completed in July 2015. The civil detailed design work is underway. The interviews to

select a consultant/contractor to provide Toll System Integration services were conducted on January 20, 2016. Beast and Final Offer negotiations have begun. Upon completing negotiations, staff will present a contract with a toll system integrator for approval in June 2016 Commission meeting. The following is a detailed discussion of work in progress and/or upcoming major tasks.

Environmental Document & Project Approval

The PA&ED was completed and approved in July 2015 for the overall project between SR237 and SR84.

Project Implementation Approach

The approved Environmental Document and Project Report include studies and analysis for construction of both the full project limits (SR 237 to SR 84) and an initial Phase 1 Modified project (south of Auto Mall Parkway to SR 84). Staff has developed a project delivery strategy to design and construct the Phase 1 Modified project based on immediate operational benefits and projected funding availability. In the interest of expediting important improvements for the public, Alameda CTC and Caltrans have agreed to incorporate a pavement rehabilitation project into the I-680 Northbound Express Lane Project - Phase 1 Modified Project.

Project activities anticipated over the next three months:

- Select the Toll System Integrator and execute contract
- Continue to finalize configuration of tolling zones and related sign locations
- Begin preliminary toll system design and coordinate with civil design
- Complete right of way appraisal activities
- Complete field work to prepare foundation reports for bridge structures and retaining walls; development of pavement structural section recommendations; and soils investigation for potential presence of hazardous materials
- Complete environmental revalidation process to reflect Phase 1A implementation
- Prepare and submit 65% Plans, Specification & Estimate package to Caltrans (June 2016)

The Phase 1A schedule is as follows:

- Complete Final Design (PS&E): December 2016
- Construction advertisement: March 2017
- Construction: mid 2017 - late 2018
- System Integration: mid 2018 - late 2018
- Lane opening: late 2018/early 2019

Alameda CTC, in partnership with Caltrans, is the implementing agency for preliminary engineering, environmental studies, design, right-of-way acquisition, and utility relocation.

Fiscal Impact: There is no significant fiscal impact. This is for information only.

Staff Contact

Kanda Raj, Express Lanes Program Manager

Gary Sidhu, Highway Program Manager

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