



I-680 Sunol Express Lane Joint Powers Authority Meeting Agenda Monday, February 8, 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-29-20), 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://zoom.us/j/99421117329?pwd=c0RqOUowK1U0R0VlZXdEMEtIWVhBdz09>
Webinar ID: 994 2111 7329
Password: 604079

For Public Access Dial-in Information: (669) 900-6833
Webinar ID: 994 2111 7329
Password: 604079

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. Election of Chair and Vice Chair

Page/Action

- | | | | |
|------|---|---|---|
| 4.1. | Approve the election of the Chair and Vice-Chair of the Sunol Smart Carpool Lane Joint Powers Authority | 1 | A |
|------|---|---|---|

5. Consent Calendar

- | | | | |
|------|--|---|---|
| 5.1. | Approve the November 9, 2020 I-680 Sunol Smart Carpool Lane Joint Powers Authority (JPA) Meeting Minutes | 3 | A |
|------|--|---|---|

6. Regular Matters

- | | | | |
|------|--|----|---|
| 6.1. | I-680 Sunol Express Lanes Project Implementation Update | 7 | I |
| 6.2. | Approve the I-680 Sunol Smart Carpool Lane FY2020-21 Second Quarter Financial Report | 11 | A |
| 6.3. | Approve the I-680 Sunol Smart Carpool Lane FY2020-21 Mid-Year Budget Update | 15 | A |

7. Committee Member Reports

8. Staff Reports

9. Adjournment

Next Meeting: May 10, 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 February through March 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	February 25, 2021 March 25, 2021
9:00 a.m.	Finance and Administration Committee (FAC)	March 8, 2021
10:00 a.m.	Programs and Projects Committee (PPC)	
11:30 a.m.	Planning, Policy and Legislation Committee (PPLC)	

Advisory Committee Meetings

1:30 p.m.	Joint Paratransit Advisory and Planning Committee and Paratransit Technical Advisory Committee (PAPCO/ParaTAC)	February 22, 2021
1:30 p.m.	Alameda County Technical Advisory Committee (ACTAC)	March 4, 2021
5:30 p.m.	Independent Watchdog Committee (IWC)	March 8 2021
9:30 a.m.	Paratransit Technical Advisory Committee (ParaTAC)	March 9, 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-29-20), 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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Memorandum

4.1

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

DATE: February 1, 2021

TO: I-680 Sunol Express Lane Joint Powers Authority

FROM: Tess Lengyel, Executive Director
Vanessa Lee, Clerk of the Authority

SUBJECT: Approve the election of the Authority Chair and Vice-Chair

Recommendation

It is recommended that the Authority approve the election of the Chair and Vice-Chair of the Sunol SMART Carpool Lane Joint Powers Authority (Sunol JPA).

Summary

Per the Sunol JPA's Administrative Code, the election of the Chair and Vice-Chair of the Authority will occur annually at its first meeting of the year, and such elections will be effective immediately.

Background

The Sunol JPA annually elects the Chair and Vice Chair at its organizational Sunol JPA meeting. The Administrative Code indicates that in selecting the Chair and Vice-Chair, members of the Authority should give reasonable consideration to rotating these positions among voting members, among other things.

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

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1. Call to Order

2. Roll Call

A roll call was conducted. All members were present.

3. Public Comment

There were no public comments.

4. Consent Calendar

4.1. Approve the September 14, 2020 I-680 Sunol Smart Carpool Lane Joint Powers Authority (JPA) Meeting Minutes

4.2. Approve I-680 Sunol Smart Carpool Lane FY2020-21 First Quarter Financial Report

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

4.4. I-680 Sunol Express Lanes from SR 262 to SR 84 Construction Status Update

Commissioner Thorne moved to approve the consent calendar. Commissioner Haubert 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. Regular Matters

5.1. Approve Amendment No. 5 to Cooperative Agreement with the Bay Area Toll Authority for Regional Customer Service Center Services for the I-680 Sunol Express Lanes

Tess Lengyel recommended that the Authority approve Amendment No. 5 to Cooperative Agreement with the Bay Area Toll Authority (BATA) for Regional Customer Service Center Services for the I-680 Sunol Express Lanes. Ms. Lengyel noted that the Northbound I-680 Express lane opened on October 29, 2020, and she expressed her appreciation to the Committee for their participation. Liz Rutman stated that this item is to approve an existing agreement between the Sunol JPA and BATA for revenue collection services related to the I-680 Sunol Express Lanes Project. Ms. Rutman noted that the I-680 Sunol Southbound I-680 Express Lanes opened in 2010. At that time, Sunol JPA and BATA entered into an agreement for toll collection services. She stated that the I-680 Sunol Express Lanes Project will construct a new northbound express lane and modified the existing southbound express lane. The new I-680 Sunol Express Lanes includes enhanced violation enforcement technology. Ms. Rutman stated that an amendment to the cooperative agreement is necessary to add terms necessary for the implementation and operations of the new I-680 Sunol Express Lanes toll system that is expected to begin revenue service in spring 2021. Costs associated with the software development ramp-up support are considered

project costs associated with the I-680 Sunol Express Lanes project, for which Alameda CTC is the sponsor, and these costs are within the Alameda CTC programmed budget for this project. All other costs requested in this amendment are operational costs and were anticipated and included in the Sunol JPA's FY 2020 – 2021 annual budget. Ms. Rutman stated that It is recommended that the Sunol JPA approve and authorize the Executive Director to execute Amendment No. 5 to Cooperative Agreement I-680-BATA-JPA with the Bay Area Toll Authority for Regional Customer Service Center Services for the I-680 Express Lanes.

Commissioner Hendricks asked if integration with BATA had been previously envisioned and budgeted for, and if the request is for the Authority to approve previously considered costs. Ms. Rutman confirmed that integration costs were considered in the budget.

Commissioner Hendricks asked if the \$361,000 and the \$300,000 costs are consistent with what anyone would pay for this type of work. Ms. Rutman confirmed that costs are consistent.

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

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

5.2. Approve the Sunol Smart Carpool Lane Joint Powers Authority Draft Audited Annual Financial Report for the Year Ended June 30, 2020

Patricia Reavey recommended that the Authority approve the Sunol Smart Carpool Lane Joint Powers Authority Draft Audited Annual Financial Report for the Year Ended June 30, 2020. She stated that the auditors have reported what is considered to be an unmodified audit or clean opinion. Ms. Reavey then introduced David Alvey, a partner with Maze & Associates Accounting Corporation, who presented financial highlights of the audit. Mr. Alvey stated that Maze & Associates considered the Authority's internal controls over financial reporting in order to design audit procedures. He noted that Maze & Associates did not express an opinion on the effectiveness of the Authority's internal controls; however, Maze & Associates did not identify any deficiencies in internal controls that would be considered a material weakness. He also stated that Maze and Associates expressed what is considered to be a clean or unmodified opinion on the financial statements.

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

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

6. Committee Member Report

There were no committee reports.

7. Staff Reports

Tess Lengyel thanked departing Authority Members for their years of service.

8. Adjournment/ Next Meeting

The next meeting is:

Date/Time: Monday, January 11, 2021 at 9:00 a.m.

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Memorandum

6.1

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• 510.208.7400

• www.AlamedaCTC.org

DATE: February 1, 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 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. The I-680 Sunol Express Lanes Project (Phase 1) has widened northbound I-680 to provide a 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.

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. (Kapsch) 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. Civil construction began on March 5, 2018 and is substantially complete, with all new travel lanes fully constructed. A necessary step in the transition of the southbound express lane to the new toll system is the removal of the original I-680 Sunol Southbound Express Lane toll system infrastructure that has been in operation since 2010. With Caltrans concurrence, beginning August 10, 2020, the I-680 Sunol Southbound Express Lane ceased revenue operations and began operating in HOV ONLY mode, meaning that they are 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 are completed. At this time, the new toll system is not yet ready to begin tolling operations.

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. The TSI is typically contracted to provide ongoing Operations and Maintenance (O&M) services for the life of the toll system. Toll system design and testing goes through numerous steps to ensure that the field equipment and toll host system have been properly integrated; testing includes validating that dynamic toll rates are properly calculated and displayed to motorists, all vehicles that travel within the express lanes are accurately identified by means of toll tags and/or license plates, vehicle transactions are properly compiled into trips, and fares are assigned in accordance with the operating business rules. The TSI must adhere to technical requirements established by the toll facility owner for toll system performance and accountability metrics.

The Kapsch team has encountered delays in finalizing the toll system design and software development. To keep the project moving forward, Kapsch has installed the toll equipment at risk so that, once the software development and preliminary testing are completed, field

testing can proceed immediately. Full toll operations are currently projected to begin in Fall 2021.

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

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Memorandum

6.2

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DATE: February 1, 2021

TO: I-680 Sunol Express Lane Joint Powers Authority

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

SUBJECT: Approve the I-680 Sunol Smart Carpool Lane FY2020-21 Second Quarter Financial Report

Recommendation

It is recommended that the Authority approve the I-680 Sunol Smart Carpool Lane FY2020-21 Second Quarter Financial Report.

Summary

This financial report provides a summary of revenues and expenses related to the I-680 Sunol Smart Carpool Lane for the fiscal year through December 31, 2020. Net toll and other revenues were \$106,314 or 54.76 percent less than projected through the second quarter of FY2020-21, and no additional revenues are expected through the balance of the fiscal year. Operating expenses through the second quarter totaled \$392,878 or 63.88 percent less than budget. In addition, assets that are no longer usable due to the upgrades under development as part of Alameda CTC's I-680 capital project have been disposed resulting in a loss on disposal of assets in the of \$417,130. These variances together resulted in a decrease to net position of \$703,694. As of December 31, 2020, the I-680 Sunol Smart Carpool Lane had cash and investments totaling \$5.9 million.

The significant variances from budget for both revenues and expenses as of December 31, 2020 are related to the timing of the planned shut-down of revenue operations on the express lane related to construction work on Alameda CTC's I-680 capital project, which was brought forward three months to take advantage of lighter traffic flows during the pandemic, minimizing the effect on commuters, and to expedite the capital project.

Construction on the I-680 express lanes will continue to have a significant effect on revenues and expenses for the I-680 Express Lane throughout the fiscal year. In accounting for the unusual projections for revenues and expenses in the budget for

FY2020-21, assumptions were made as to the timing of construction work and the resulting suspension of revenue operations on the express lane in order to attempt to compare actual revenues and expenses to a budget that would make more sense for each quarter. Therefore, the budget for toll revenues and some expenses including operations and maintenance, revenue collection fees, and enforcement were not budgeted on an annual straight-line basis. Instead, these items were budgeted at a specific amount for each month, and the sum of those specific amounts for July through December were used in the attached financial statement to compare budget to actual revenues and expenses for the line items listed above.

Staff has reviewed all budgeted projections for both revenues and expenses, but most specifically, in relation to the timing of construction work on the lanes and is bringing a separate staff report to propose updates to the adopted budget which reflect updated expectations of construction work on the express lane.

Background

The FY2020-21 operating budget approved by the I-680 Sunol Smart Carpool Lane Board in May 2020 included \$2.17 million of revenues which was offset by \$3.77 million of expenses, including depreciation, resulting in a decrease of \$1.60 million to the projected net position for the fiscal year. The projected net position in the budget at the end of FY2020-21 was \$5,338,268 comprised of \$1,210,637 invested in capital assets; \$2,500,000 reserved for maintenance; and \$1,627,631 reserved for operational risk, a decrease of \$372,369 due to pandemic related projections, which was to be used if those funds were needed throughout the fiscal year. There was no capital budget proposed for FY2020-21.

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 December 31, 2020

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

	<u>YTD</u> <u>Actuals</u>	<u>YTD</u> <u>Budget</u>	<u>%</u> <u>Used</u>	<u>Favorable /</u> <u>(Unfavorable)</u> <u>Variance</u>
Beginning Net Position, June 30, 2020	\$ 6,826,638			
<u>OPERATING REVENUES</u>				
Toll Revenue	85,930	200,000	43.0%	(114,070)
Other Income	1,000	-	0.0%	1,000
Interest Income	19,384	35,000	55.4%	(15,616)
Total Operating Revenues:	<u>106,314</u>	<u>235,000</u>	45.2%	<u>(128,686)</u>
<u>OPERATING EXPENSES</u>				
Operations and Maintenance	46,198	92,400	50.0%	46,202
Revenue Collection Fees	19,777	100,000	19.8%	80,223
Alameda CTC Operations and Management	169,995	199,925	85.0%	29,930
System Manager/Operations Support	2,550	50,000	5.1%	47,450
Enforcement	18,055	245,000	7.4%	226,945
Express Lane Operations Monitoring Technicians	9,451	60,000	15.8%	50,549
Utilities	10,196	25,000	40.8%	14,804
Alameda CTC Administration	32,169	42,000	76.6%	9,831
IT Support	17,350	35,775	48.5%	18,425
Insurance	49,561	42,500	116.6%	(7,061)
Public Outreach/Education	-	12,500	0.0%	12,500
Legal Fees	5,275	25,000	21.1%	19,725
Roadway Maintenance	848	20,000	4.2%	19,152
Miscellaneous	11,453	12,500	91.6%	1,047
Contingency	-	125,000	0.0%	125,000
Total Operating Expenses:	<u>392,878</u>	<u>1,087,600</u>	36.1%	<u>694,722</u>
Operating Surplus (Deficit)	<u>(286,564)</u>	<u>(852,600)</u>		
<u>NON-OPERATING EXPENSES</u>				
Loss on Disposal of Assets	417,130			
<u>Net Position</u>				
Invested in Capital Assets	312,347			
Maintenance Reserve	2,500,000			
Operational Risk Reserve	2,000,000			
Unrestricted Net position	1,310,597			
Total Net Position as of December 31, 2020	<u>\$ 6,122,944</u>			

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Memorandum

6.3

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DATE: February 1, 2021

TO: I-680 Sunol Express Lane Joint Powers Authority

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

SUBJECT: Approve the I-680 Sunol Smart Carpool Lane FY2020-21 Mid-Year Budget Update

Recommendation

It is recommended that the Authority approve the I-680 Sunol SMART Carpool Lane JPA FY2020-21 Mid-Year Budget Update.

Summary

The proposed mid-year budget update for the I-680 Sunol SMART Carpool Lane (Attachment A) adjusts the beginning net position of the currently adopted budget to tie to the ending net position in the audited financial statements for FY2019-20, updates both revenue and expense line items to reflect changes in expectations due to the closure of toll revenue service and adjustments in the timing of Alameda CTC's I-680 Express Lane Project and the related disposal of legacy equipment that is no longer usable with the project implementation upgrades. These changes decrease the beginning net position by \$111,861, projected revenues by \$2,051,787, and expense authority by \$1,619,074; therefore, decreasing the net position by \$544,574 to \$4,793,694 which is primarily due to the disposal of obsolete equipment on the I-680 express lane. The projected ending net position is comprised of \$2.5 million of maintenance reserves, \$2.0 million of operational risk reserves, \$257,969 of capital assets, net of depreciation, and \$35,725 of unrestricted funds.

Background

In May 2020, the Sunol Smart Carpool Lane JPA Board adopted an operating budget for FY2020-21, which included \$3,770,231 of expenses including asset depreciation to be paid from \$2,170,000 of revenues, unrestricted fund balance and reserves, for an overall decrease in net position of \$1,600,231. This change in net position reflected depreciation expense of \$89,831 and an operating deficit of \$1,510,400 due to a reduction in projected revenues related to the expected impacts of the COVID-19 pandemic and resulting Shelter

in Place Order. Operational risk reserves are set aside for unforeseen risks, such as the pandemic, and was intended to fund \$372,369 of the originally adopted FY2020-21 budget. The balance of the deficit was funded by unrestricted fund balance.

This update to the budget replenishes the \$372,369 to the operational risk reserve net position account. These reserves are necessary and in line with best practices to ensure sustainability and to cover unanticipated expenses, such as those related to commitments in the operations and maintenance agreement with Caltrans which are not covered by insurance, catastrophic failure of the toll lane system, natural disasters or other unforeseeable circumstances.

Fiscal Impact: The fiscal impact for the approval of this item is to decrease projected revenues by \$2,051,787 due to the suspension of toll collections and decrease budget expense authority by \$1,619,074 to \$2,151,157, to be paid from projected FY2020-21 toll revenues and unrestricted fund balance. This budget update also decreases overall net position by \$544,574 mostly related to non-cash capital asset expenditures while replenishing the set aside for the Operational Risk Reserve to \$2.0 million.

Attachment:

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

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

	FY 2020-21 Adopted Budget	Proposed Budget Adjustment	FY 2020-21 Proposed Budget
Beginning Net Position	\$ 6,938,499	\$ (111,861)	\$ 6,826,638
<u>OPERATING REVENUES</u>			
Toll Revenue	2,100,000	(2,014,787)	85,213
Interest Income	70,000	(37,000)	33,000
Total Operating Revenues:	2,170,000	(2,051,787)	118,213
<u>OPERATING EXPENSES</u>			
Operations and Maintenance	900,000	(810,000)	90,000
Revenue Collection Fees	800,000	(600,000)	200,000
Alameda CTC Operations and Management	392,000	(125,000)	267,000
System Manager/Operations Support	100,000	(75,000)	25,000
Enforcement	680,000	(530,000)	150,000
Express Lane Operations Monitoring Technicians	120,000	(56,000)	64,000
Utilities	50,000	-	50,000
Alameda CTC Administration	84,000	(13,000)	71,000
IT Support	71,550	(29,100)	42,450
Insurance	85,000	15,000	100,000
Public Outreach/Education	25,000	-	25,000
Legal Fees	50,000	-	50,000
Roadway Maintenance	40,000	-	40,000
Miscellaneous	25,000	-	25,000
Contingency	250,000	(150,000)	100,000
Total Operating Expenses:	3,672,550	(2,373,100)	1,299,450
Operating Surplus/(Deficit)	(1,502,550)	321,313	(1,181,237)
<u>OTHER EXPENSES</u>			
Special Project - Toll Rev Forecasting Salaries & Benefits	7,850	(2,650)	5,200
Special Project - Toll Revenue Forecasting	-	375,000	375,000
Depreciation*	89,831	(35,454)	54,377
Loss on Disposal of Assets*	-	417,130	417,130
Total Non-Operating Expenses:	97,681	754,026	851,707
<u>PROJECTED ENDING NET POSITION</u>	\$ 5,338,268	\$ (544,574)	\$ 4,793,694
Net Position			
Maintenance Reserve	2,500,000	-	2,500,000
Operational Risk Reserve	1,627,631	372,369	2,000,000
Invested in Capital Assets	1,210,637	(952,668)	257,969
Unrestricted	-	35,725	35,725
Total Net Position	\$ 5,338,268	\$ (544,574)	\$ 4,793,694

* Non-cash transactions/expense

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