



# Meeting Notice

1111 Broadway, Suite 800, Oakland, CA 94607 • 510.208.7400 • [www.AlamedaCTC.org](http://www.AlamedaCTC.org)

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Arthur L. Dao

## I-680 Sunol Smart Carpool Lane Joint Powers Authority

Monday, February 9, 2015, 9:30 a.m.

1111 Broadway, Suite 800  
Oakland, CA 94607

### 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

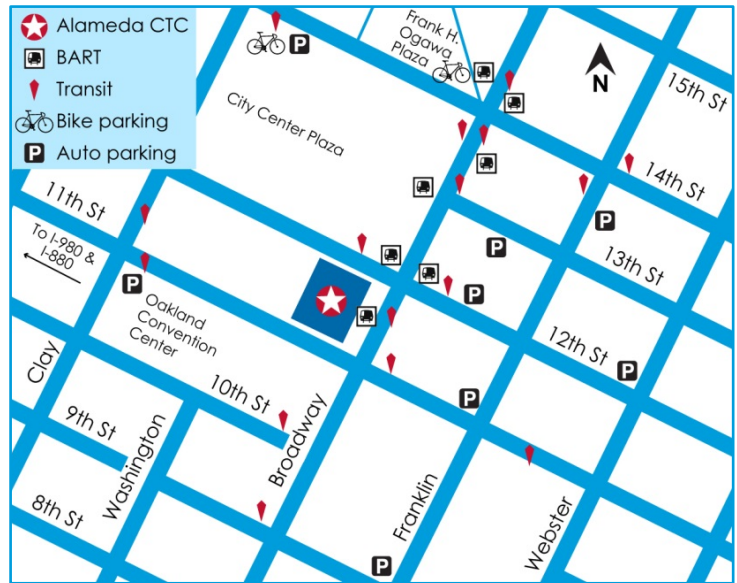
A glossary that includes frequently used acronyms is available on the Alameda CTC website at [www.AlamedaCTC.org/app\\_pages/view/8081](http://www.AlamedaCTC.org/app_pages/view/8081).

## 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](http://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](http://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](http://www.AlamedaCTC.org/events/month/now).

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# I-680 Sunol SMART Carpool Lane Joint Powers Authority Meeting Agenda Monday, February 9, 2015, 9:30 a.m.

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

**\*Chair:** Mayor Bill Harrison, City of Fremont  
**\*Vice Chair:** Mayor Jerry Thorne, City of Pleasanton  
**\*Commissioners/Members:** Scott Haggerty, Gail Price (Santa Clara Valley Transportation Authority)  
**Staff Liaison:** Stewart D. Ng  
**Executive Director:** Arthur L. Dao  
**Clerk:** Vanessa Lee  
**\*These are past committee assignments; new committee membership will be determined by the Commission Chair prior to the March 2015 committee meetings.**

1. Pledge of Allegiance
2. Roll Call
3. Public Comment

#### 4. Consent Calendar

Page A/I

- |  |   |   |
|--|---|---|
| 4.1. <a href="#">January 12, 2015 I-680 Sunol SMART Carpool Lane JPA Meeting Minutes</a> | 1 | A |
| Recommendation: Approve the January 12, 2015 meeting minutes.                            |   |   |

#### 5. Regular Matters

- |  |    |   |
|--|----|---|
| 5.1. <a href="#">Sunol Smart Carpool Lane Statement of Revenues and Expenses as of December 31, 2014</a>         | 3  | A |
| Recommendation: Approve the Sunol Smart Carpool Lane Statement of Revenues and Expenses as of December 31, 2014. |    |   |
| 5.2. <a href="#">I-680 Northbound Express Lane (PN 721.0): Monthly Status Update</a>                             | 11 | I |
| 5.3. <a href="#">I-680 Southbound Express Lane (PN 710.5): Monthly Operations Update</a>                         | 13 | I |

#### 6. Committee Member Reports (Verbal)

#### 7. Staff Reports (Verbal)

#### 8. Adjournment

**Next Meeting:** March 9, 2015

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

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I-680 Sunol SMART Carpool Lane  
Joint Powers Authority Meeting Minutes  
Monday, January 12, 2015, 9:30 a.m.

4.1

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

**1. Pledge of Allegiance**

**2. Roll Call**

A roll call was conducted. All members were present with the exception of Gail Price of VTA.

**3. Public Comment**

There were no public comments.

**4. Consent Calendar**

**4.1. November 10, 2014 I-680 Sunol SMART Carpool Lane JPA Meeting Minutes**

*Commissioner Haggerty moved to approve the Consent Calendar. Commissioner Thorne seconded the motion. The motion passed unanimously (Price absent).*

**5. Regular Matters**

**5.1. I-680 Northbound Express Lane (PN 721.0): Monthly Operations Update**

Susan Chang provided an update on the I-680 Northbound Express Lane. She stated that staff completed a Draft Environmental Document (DED), an EIR/EA that currently is in circulation for public review and comment. Completion of a final Environmental Document (ED) is expected in fall 2015. Susan stated that there were two public meetings for the project scheduled in January and she concluded by reviewing the upcoming project schedule.

*This item was for information only.*

**5.2. I-680 Southbound Express Lane (PN 710.5): Monthly Operations Update**

Arun Goel presented the I-680 Southbound Express Lane Monthly Operations Update. He provided a brief overview of the objective of the lane as well as express lane highlights for the month of October and November. Arun provided information on average daily speed curves, average daily toll trips and the most congested days in the each month. He also covered corridor throughput year-over-year comparisons, revenue, and incident management.

Supervisor Haggerty wanted to know if hourly speed data was captured prior to implementing the lane. Kanda stated that there was an after study completed for the project that compared the before and after project implementation conditions. Staff would bring data showing comparisons to the committee.

*This item was for information only.*

**6. Committee Member Reports**

There were no committee member reports.

**7. Staff Reports**

Art Dao stated that the Governor released the initial 2015 budget and staff will do a detailed analysis of the budget as it relates to transportation.

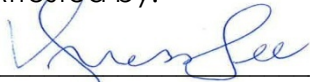
**8. Adjournment/ Next Meeting**

The next meeting is:

Date/Time: Monday, February 9, 2015 @ 9:30 a.m.

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

Attested by:



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Vanessa Lee,  
Clerk of the Commission



# Memorandum

5.1

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

**DATE:** February 2, 2015

**SUBJECT:** Sunol Smart Carpool Lane Statement of Revenues and Expenses as of December 31, 2014

**RECOMMENDATION:** Approve the Sunol Smart Carpool Lane Statement of Revenues and Expenses as of December 31, 2014.

## Summary

This financial report summarizes expenses related to the Sunol Smart Carpool Lane through December 31, 2014. Net toll revenue was \$1,005,467 or 138.8 percent of projected toll revenue for the first half of FY2014-15. Measure B Grant Revenue from Alameda CTC's I-680 Southbound HOT Lane Project (Project) was \$202,799, or 67.6 percent of projected grant revenue. Also included as other revenue is an insurance settlement of \$21,380 for total operating revenues of \$1,229,646. Expenses through the second quarter totaled \$970,668, or 9.7 percent less than budget, which results in an increase to net position of \$258,978. This surplus is mostly due to toll revenues coming in higher than budgeted.

## Background

The Sunol Smart Carpool Lane JPA is in a strong position compared to budget after the second quarter of the fiscal year and remains sustainable. The FY2014-15 budget approved by the JPA Board in June 2014 included approximately \$1.45 million of toll revenues, \$600,000 of grant revenues and \$2.15 million of operating expenses with an overall operating deficit of \$101,000 and a projected ending Net Position of approximately \$3.15 million. The approved budget reflects the subsidy of operations that the Sunol Smart Carpool Lane JPA continues to receive from Alameda CTC Project grant funds.

To assist in understanding the Statement of Revenues and Expenses, staff has included a spreadsheet which summarizes costs by funding source (Attachment B).

## Fiscal Impact

There is no fiscal impact.

## Attachments

- A. Sunol Smart Carpool Lane Statement of Operating Revenues and Expenses as of December 31, 2014
- B. Sunol Smart Carpool Lane Statement of Capital Revenues and Expenses as of December 31, 2014
- C. Sunol Smart Carpool Lane Operating Expenses by Fund Source as of December 31, 2014

## Staff Contact

[Patricia Reavey](#), Director of Finance

[Lily Balinton](#), Accounting Manager



**SUNOL SMART CARPOOL LANE**  
**Statement of Operating Revenues and Expenses**  
**As of December 31, 2014**

<b><u>OPERATING REVENUES</u></b>	<b>YTD Actuals</b>	<b>YTD Budget</b>	<b>% Used</b>	<b>Variance</b>
Toll Revenue	1,005,467	724,500	138.8%	280,967
Measure B Grants	202,799	300,000	67.6%	(97,201)
Other Income	21,380	-	-	21,380
Total Operating Revenues:	<u>1,229,646</u>	<u>1,024,500</u>	120.0%	<u>205,146</u>
<b><u>OPERATING EXPENSES</u></b>				
Operations & Maintenance Contract	405,134	400,000	101.3%	5,134
Revenue Collection Fees	140,640	137,500	102.3%	3,140
CHP Enforcement	112,500	112,500	100.0%	-
Alameda CTC Operations	94,650	100,000	94.7%	(5,350)
Express Lane Maintenance (Caltrans)	62,500	62,500	100.0%	-
Project Management/Controls	30,200	50,000	60.4%	(19,800)
IT Support	44,042	37,500	117.4%	6,542
Insurance	33,121	35,000	94.6%	(1,879)
System Manager/Operations Support	10,000	25,000	40.0%	(15,000)
Alameda CTC Administration	14,945	25,000	59.8%	(10,055)
Marketing/Public Outreach	-	25,000	0.0%	(25,000)
Other Consultant Costs	-	20,000	0.0%	(20,000)
Legal Fees	10,278	12,500	82.2%	(2,222)
Miscellaneous	6,438	12,500	51.5%	(6,062)
Utilities	6,220	10,000	62.2%	(3,780)
Contingency	-	10,000	0.0%	(10,000)
Total Operating Expenses:	<u>970,668</u>	<u>1,075,000</u>	90.3%	<u>(104,332)</u>
Operating Surplus (Deficit)	<u>258,978</u>	<u>(50,500)</u>		
<b><u>Net Position</u></b>				
Beginning of year	<u>3,869,996</u>			
Net Position as of December 31, 2014	<u><u>\$ 4,128,974</u></u>			

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**SUNOL SMART CARPOOL LANE**  
**Statement of Capital Revenues and Expenses**  
**As of December 31, 2014**

<u><b>CAPITAL REVENUES</b></u>	<u>YTD Capital Actuals</u>	<u>YTD Budget</u>	<u>% Used</u>	<u>Variance</u>
Capital Grants	-	700,000	0.0%	(700,000)
Total Capital Revenues:	-	700,000	0.0%	(700,000)
 <u><b>CAPITAL EXPENSES</b></u>				
Automated Toll Violation Enforcement System	-	-		-
Depreciation Expense	-	-		-
Total Capital Expenses:	-	-		-
Capital Surplus (Deficit)	-	700,000		
 <u><b>Net Position</b></u>				
Beginning of year	-			
Net Position as of December 31, 2014	<u>\$ -</u>			

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**SUNOL SMART CARPOOL LANE  
OPERATING EXPENSES BY FUND SOURCE  
As of December 31, 2014**

	Operating Expenses	Operating Expenses by --- Revenues Source ---	
		ACCMA Capital Grants	Operating Revenues
Operations & Maintenance Contract	\$ 405,134	\$ -	\$ 405,134
Revenue Collection Fees	140,640	-	140,640
CHP Enforcement	112,500	-	112,500
Alameda CTC Operations	94,650	-	94,650
Express Lane Maintenance (Caltrans)	62,500	62,500	-
Project Management/Controls	30,200	30,200	-
IT Support	44,042	44,042	-
Insurance	33,121	33,121	-
System Manager/Operations Support	10,000	10,000	-
Alameda CTC Administration	14,945	-	14,945
Marketing/Public Outreach	-	-	-
Other Consultant Costs	-	-	-
Legal Fees	10,278	10,278	-
Miscellaneous	6,438	6,438	-
Utilities	6,220	6,220	-
Contingency	-	-	-
<b>Total Operating Expenses</b>	<b>\$ 970,668</b>	<b>\$ 202,799</b>	<b>\$ 767,869</b>

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# Memorandum

5.2

1111 Broadway, Suite 800, Oakland, CA 94607

PH: (510) 208-7400

www.AlamedaCTC.org

**DATE:** February 2, 2015

**SUBJECT:** I-680 Northbound Express Lane (PN 721.0): 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 HOV/Express Lane in the corridor. 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. This item is for information only.

## 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 and 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 utilize available HOV lane capacity by offering solo drivers the choice to pay a toll electronically to access the lane, while regular carpool users continue to use the lane at no cost.

The Project Team continues to make progress. A Draft Environmental Document (DED), an Environmental Impact Report/Environmental Assessment (EIR/EA), was released for public circulation on November 20, 2014 and closed the comment period on January 23, 2015. The following is a detailed discussion of work in progress and/or upcoming major tasks.

## *Environmental Technical Studies, Traffic and Engineering Studies & Reports*

All environmental, traffic, and engineering studies and reports have been completed, reviewed, and approved by the California department of Transportation (Caltrans) District 4 and Caltrans Headquarters (HQ).

## ***Environmental Document***

A draft EIR/EA was released for public circulation from November 20, 2014 to January 23, 2015. There were two public hearings held during this comment period; one in Pleasanton on January 8, 2014 and one in Fremont on January 13 2015. Thirteen public comments were received during this comment period. The summary of these comments are: support for the project, concerns regarding noise and construction impacts, desire for an auxiliary lane from Durham to Washington during the first phase of construction, and desire for a soundwall around their homes within a specific area of the project. Based on the public and agency reviews and comments, a preferred alternative will be selected by the Project Development Team shortly. A final environmental document (ED) addressing the preferred alternative in detail is expected in fall 2015.

## ***Project Approval***

The Project Report (PR) process is underway. The Draft PR was approved on November 17, 2014. The Draft PR documented the need for the project and summarized the studies, cost, scope, and overall impact of project alternatives. Its approval satisfied the requirement to release a DED for public circulation which took place on November 20, 2014. The DED was circulated for public review, with a review period closing date of January 23, 2015. A preferred alternative will be selected shortly, and the Draft PR will be updated to become the Final PR. Completion of a Final PR indicates Caltrans, Federal Highway Administration (FHWA), and Alameda County Transportation Commission (Alameda CTC) approval of the project. Final PR approval for this project is anticipated in fall 2015.

## ***Project Implementation Approach***

The PR and ED include studies and analysis for both the full project limits (SR 237 to SR 84) and an initial phase of construction (Auto Mall Parkway to SR 84). The limits for the initial phase of construction are 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 (Auto Mall Parkway to SR 84) into the I-680 Northbound Express Lane Project. Staff is exploring project delivery and funding options to expedite the implementation of the initial phase.

**Fiscal Impact:** There is no significant fiscal impact to the budget due to this item. This is for information only.

## **Staff Contact**

[Stewart Ng](#), Deputy Director of Programming and Projects

[Susan Chang](#), Project Controls Team





# Memorandum

5.3

1111 Broadway, Suite 800, Oakland, CA 94607

PH: (510) 208-7400

www.AlamedaCTC.org

**DATE:** February 2, 2015

**SUBJECT:** I-680 Southbound Express Lane (PN 710.5); Monthly Operations Update

**RECOMMENDATION:** Receive an operation update on the I-680 Southbound Express Lane.

## Summary

The purpose of this item is to provide the JPA Board with the December 2014 Monthly Operations Update of the express lane facility. This item is for information only.

Review of December 2014 daily trips and revenue reports indicates that the express lane facility continued to provide travel reliability (speed and time savings) in the lane, improved traffic congestion and operations within the corridor, including in the general purpose lanes, and increased the overall corridor traffic throughput. The holiday traffic and weather conditions had typical impacts on the month, however there were two significant incidents that impacted the corridor.

While comparing the year over year performance matrices, it is noted that the average daily number of toll paying trips increased as well as the corridor vehicle throughput. This is an indication that more solo drivers are choosing to utilize the Express Lane, to experience the travel reliability and time savings. While it appears that traffic congestion has returned to the corridor with upward economic activities noted in Silicon Valley, the average travel speed in the Express Lane continues to remain steady on average maintaining at or above the posted speed limit, with core commute hours extending.

## 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, and admits toll-paying solo drivers in addition to carpoolers (who use the lane at no cost) to optimize capacity, reduce congestion and increase travel time reliability. The facility was opened to traffic in September 2010 and is the first operational express lane facility in Northern California; it is one of a few in the nation to have a shared toll and non-toll facility. Constructed within the restricted right-of-way, the facility has no physical barrier between the General Purpose Lanes and the Express Lane, but is separated by a double white stripe. The Alameda CTC, acting as the managing agency for the JPA has been operating the express lane facility since it has opened to traffic.

Since the opening, approximate 2.4 Million solo drivers have reached their destinations by traveling at speeds that are typically near 14 miles per hour faster (several segments within the 14 mile corridor experience speeds over 17 miles per hour faster) than which motorists experience in the general purpose lanes, during peak commute hour. During traffic incidents and severe congestion the Express Lane remains with high performance and no degradation in reliability or travel time.

Tolls are collected via FasTrak® transponders that are automatically read by readers mounted on overhead gantries. Currently, the I-680 Express Lane includes five FasTrak® readers: one at each toll zone (at Andrade, Washington and Mission), and two at stand-alone enforcement zones (south of Vargas and south of Scott Creek). Readers at the toll zones are linked to the Toll Data Center (TDC). The accounts of vehicles passing through with valid FasTrak® transponders are charged the appropriate toll for the length of their trip, based on the toll rates published via dynamic message signs. Toll rates are calculated by a computerized real-time dynamic pricing model. The enforcement zone readers are not linked to the TDC and are used to aid CHP enforcement by determining if a vehicle has a valid FasTrak® transponder.

The December 2014 operational updates are included as Attachment A.

**Fiscal Impact:** There is no fiscal impact.

## **Attachments**

- A. I-680 Southbound Express Lane December 2014 Operations Update

## **Staff Contact**

[Stewart Ng](#), Deputy Director of Programming and Projects

[Arun Goel](#), Express Lane Operations



# I-680 SB Express Lane Monthly Operations December 2014 Update

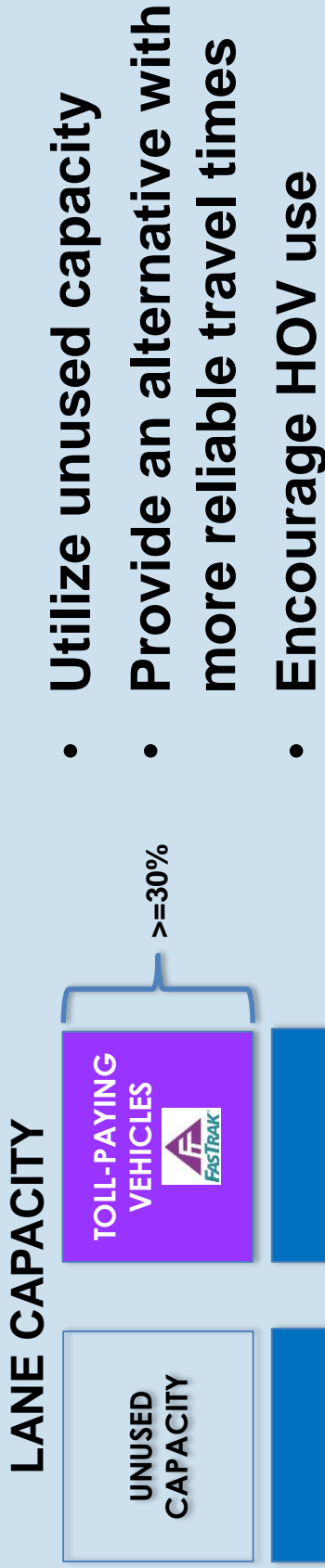
A Presentation for the  
Alameda County Transportation  
Authority (SSCLJPA)  
February 9, 2015



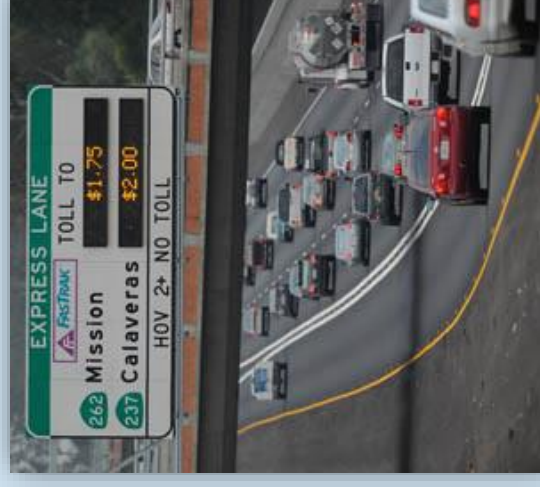
5.3A

# Express Lane Objective

## Improve Corridor Mobility



- Utilize unused capacity
- Provide an alternative with more reliable travel times
- Encourage HOV use



\*Graphics are not to scale

# Express Lane December 2014 Highlights

- Since 2010: **2.36 million solo drivers**
  - Average Speed: **>65 MPH**
  - Average Work Week Trips: **Slightly lower**
  - Max GP Comparison: **>14 MPH**
  - Toll Paying Users: **>2,536 (avg. daily)**
- >79% Repeat Customer** → **>93% Revenue**



# Corridor Throughput Year Over Year Comparison by Month

	December 2013	December 2014
Average Peak Hour Volume (vph)	5,445 vph	5,403 vph
Corridor Vehicle Throughput		↓ 0.8%

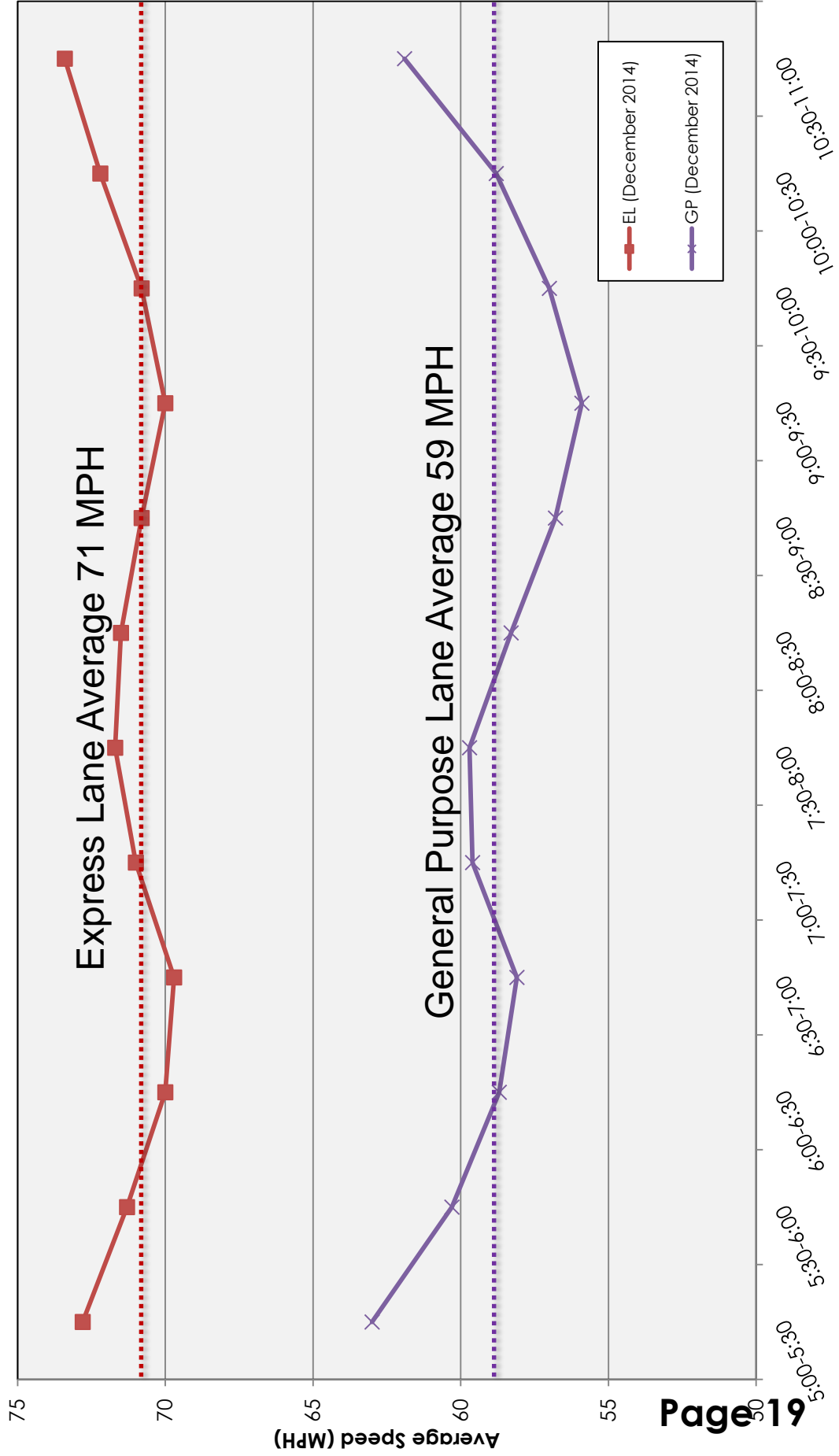
## Average Peak Hour Usage (Against Corridor Capacity)



GP Lanes	80%	77%
HOV/Express Lane	40%	52%
Corridor	71%	71%

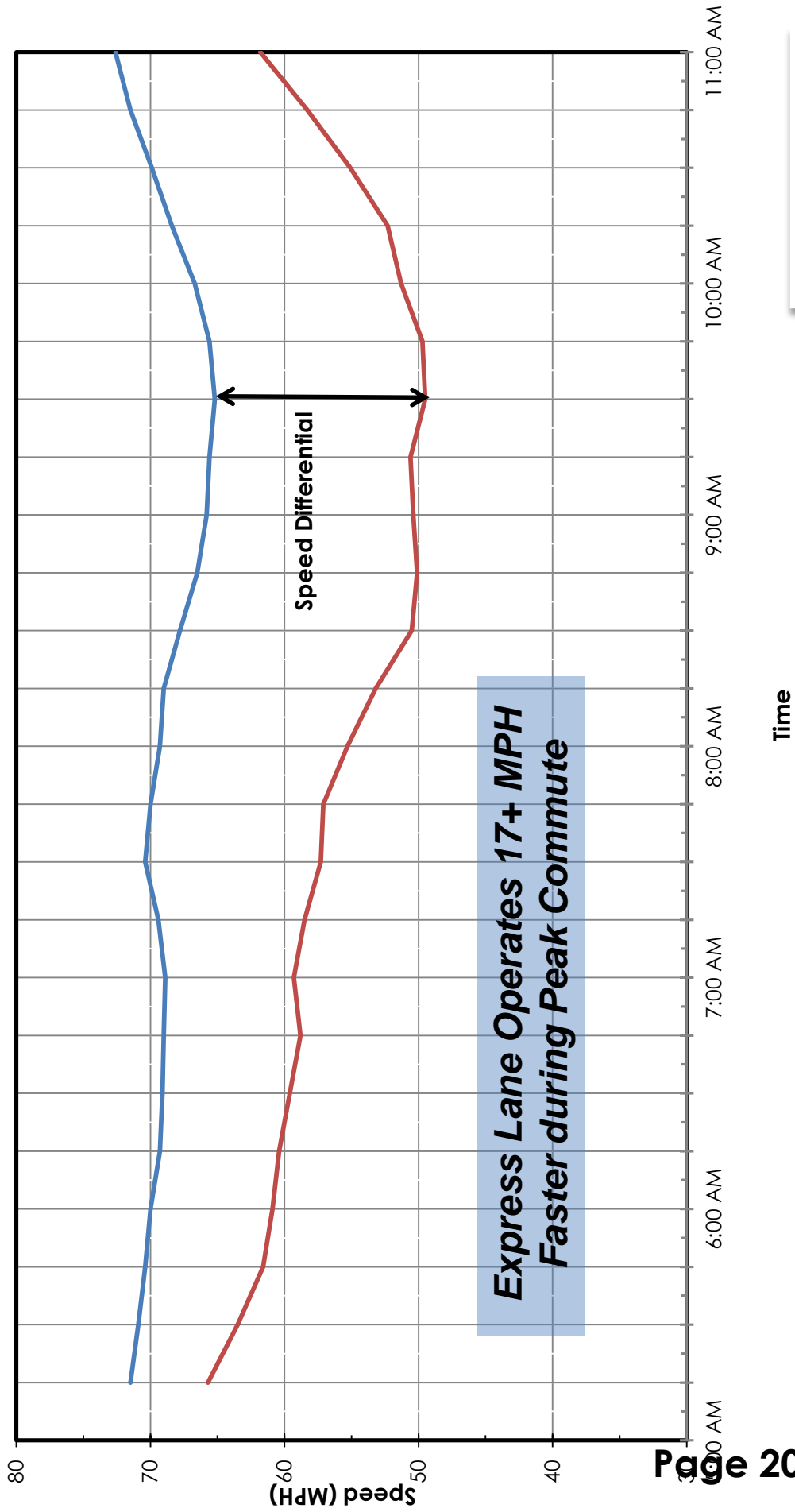
# December 2014 Average Travel Speed

(Within 14-mile Express Lane Facility)



# Average Daily Speed Curves During Peak Commute Period

Central Segment (Washington to Mission)



Time

Express Lane (MPH)

December 2014 - Tuesday to Thursday Averages

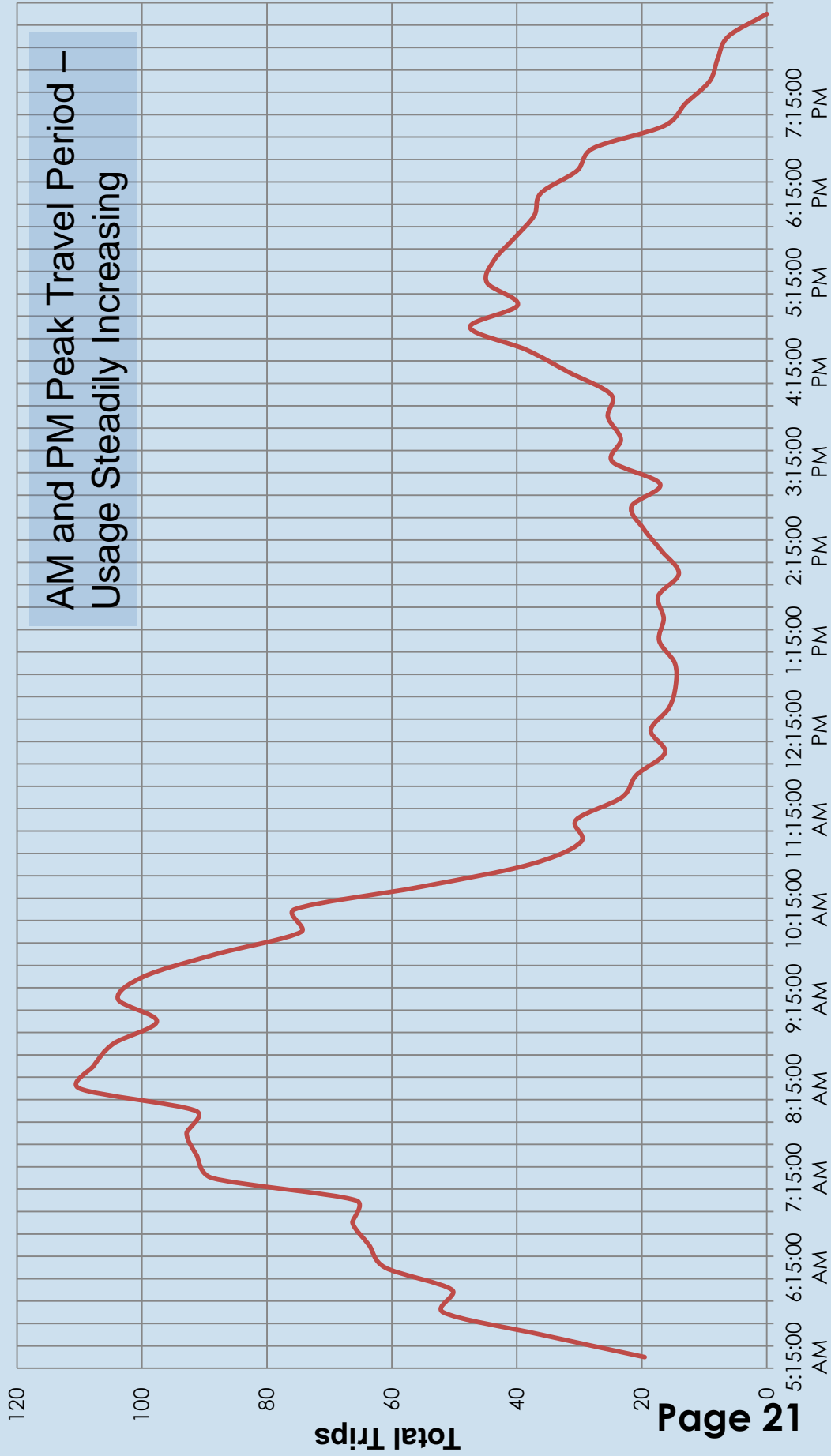
**Express Lane Operates 17+ MPH  
Faster during Peak Commute**



# Average Daily Toll Trips

December 2014

(Tuesday to Thursday from 5 AM to 8 PM)



# December 2014 Most Congested Day



- December 15<sup>th</sup>, 2014
- **Rain/Cloudy Weather**
- **Incident at Vargas, Jack knifed big rig occurred at 3am +/-**
- 3583 solo trips
- Estimated travel time benefit >**12 minutes for 5 miles**

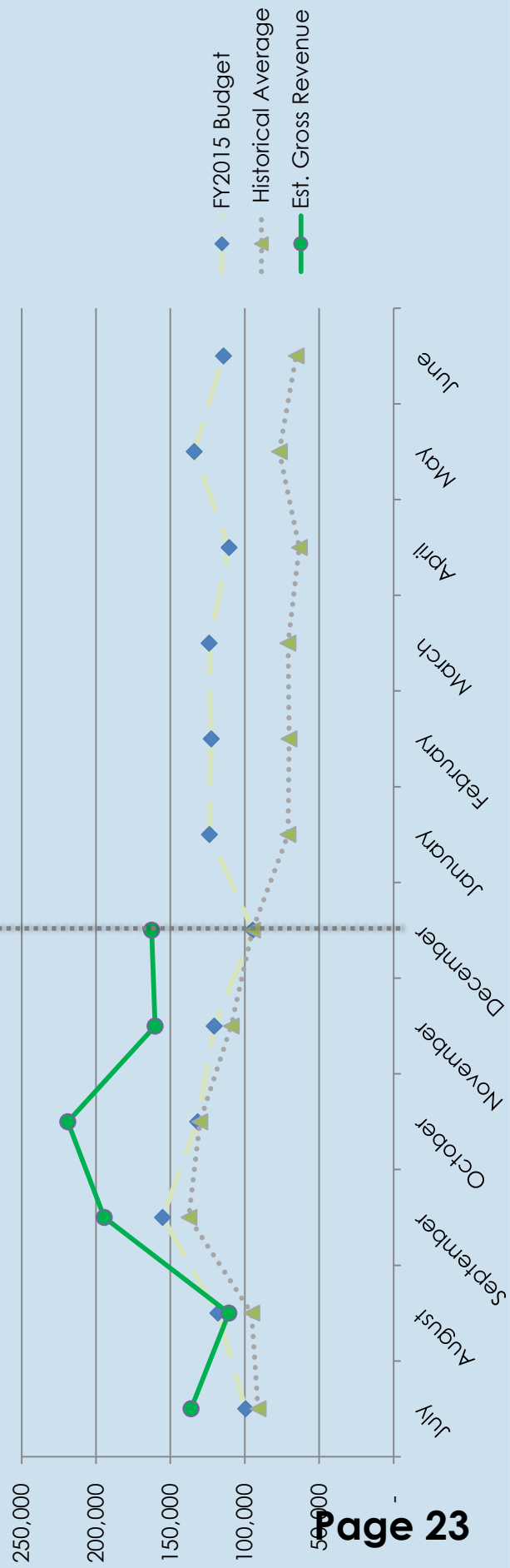
# Revenue (Estimated Gross vs. Forecasted)

## Revenue in FY 2014/15 (December 2014)

**Estimated Gross Revenue** **\$983,000** **↑ 37%**

### Forecasted\*

\* Forecasted revenue for the full FY 14/15 is \$1,449,000



# Incident Management

CHP Traffic Incident Information Page

Resources: Search, Custom Region, Edit Custom Region, Number of Incidents: 5

No.	Time	Type	Location	Location Desc	Area
24183	0072	9:49 AM	Traffic Hazard	580 W / 1550 W N Livermore Ave Cr	Dublin
24183	0083	9:45 AM	Traffic Collision-No Inj	580 W / 1550 W N Livermore Ave Cr	Dublin
24183	0072	9:26 AM	Traffic Hazard	580 W / 1550 W Santa Rita Rd Rt Onr	Dublin
24183	0070	9:15 AM	Traffic Collision-Motor Inj	890 N / 890 N Washington Blvd Cr	Dublin
24183	0025	8:54 AM	Traffic Collision-No Inj	580 W / 1550 W Springfield Blvd Cr	Dublin

Incident: 00970 Type: Tric. Collision-Motor Inj Location: 1650 N / 1650 N Washington Blvd Cr Loc Desc: SB 680 JWO WASHINGTON Lat Lon: 37.531182 121.941176 [Close]

Detail Information

10:05 AM 9 [19] [Rotation Request Comment] 1039 AMPM TOWING 800 511 4893 SD 091 [Shared]

9:48 AM 8 [19] A115-56AM ROWY CLR / REQ 3A FOR BLK ACUS SUV W/ FRNT EHD DAMAGE [Shared]

9:31 AM 7 [15] LATE ENTRY 1039 1141 AT 0917 [Shared]

9:30 AM 6 [14] [Rotation Request Comment] 1039 TO WANTS MISSION PASS FOR 2 FBS ON EXP [Shared]

9:17 AM 5 [7] 2 FB 1185 ON EXP [Shared]

9:16 AM 4 [4] SCL UN

9:16 AM 3 [5] [Aspct]

9:15 AM 2 [2] [Aspct]

9:15 AM 1 [1] 4 VEH

Unit Information

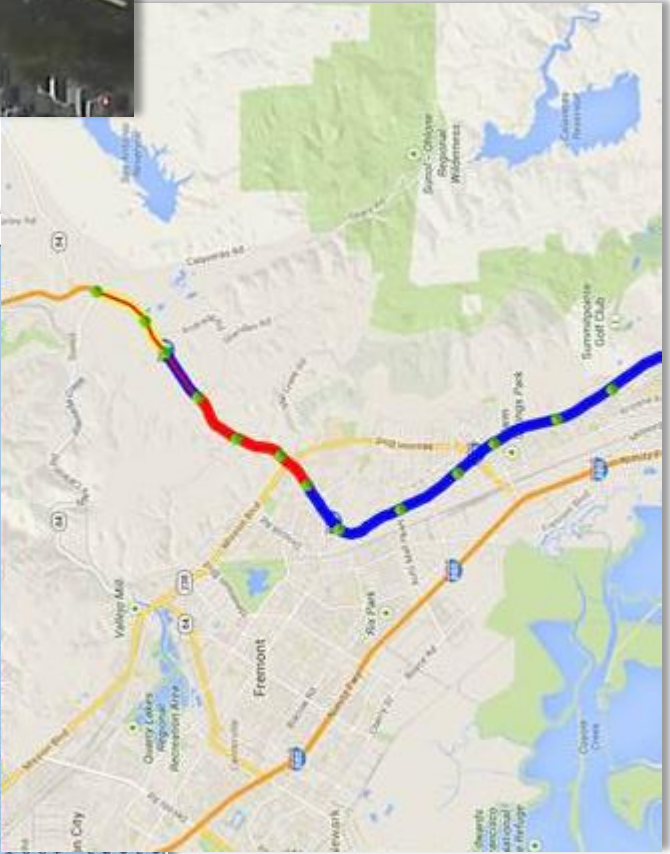
9:15 AM 5 Unit Assign

9:15 AM 4 Unit Enroll

9:15 AM 3 Unit A-Sch

9:21 AM 2 Unit Assign

9:21 AM 1 Unit A-Sch



# Incident Management





# Questions?