



**I-680 SUNOL SMART CARPOOL LANE
JOINT POWERS AUTHORITY**

MEETING NOTICE

Monday, November 19, 2012, 10:00 AM
1333 Broadway, Suite 300, Oakland, California 94612
(see map on last page of agenda)

Commission Chair
Mark Green, Mayor – Union City

Commission Vice Chair
Scott Haggerty, Supervisor – District 1

AC Transit
Greg Harper, Director

Alameda County
Supervisors
Richard Valle – District 2
Wilma Chan – District 3
Nate Miley – District 4
Keith Carson – District 5

BART
Thomas Blalock, Director

City of Alameda
Rob Bonta, Vice Mayor

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Farid Javandel, Mayor

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Laurie Capitelli, Councilmember

City of Dublin
Tim Sbranti, Mayor

City of Emeryville
Ruth Atkin, Councilmember

City of Fremont
Suzanne Chan, Councilmember

City of Hayward
Marvin Peixoto, Councilmember

City of Livermore
John Marchand, Mayor

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Luis Freitas, Councilmember

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Councilmembers
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John Chiang, Mayor

City of Pleasanton
Jennifer Hosterman, Mayor

City of San Leandro
Michael Gregory, Vice Mayor

Executive Director
Arthur L. Dao

Chair: Scott Haggerty -- Alameda CTC
Vice Chair: Bill Harrison -- Alameda CTC
Members: Mark Green -- Alameda CTC
Jennifer Hosterman -- Alameda CTC
Gail Price -- Santa Clara VTA

Staff Liaison: Stewart D. Ng
Executive Director: Arthur L. Dao
Clerk of the Commission: Vanessa Lee

AGENDA

*Copies of Individual Agenda Items are Available on the:
Alameda CTC Website -- www.AlamedaCTC.org*

1 PLEDGE OF ALLEGIANCE

2 ROLL CALL

3 PUBLIC COMMENT

Members of the public may address the Board during “Public Comment” on any item not on the agenda. Public comment on an agenda item will be heard when that item is before the Board. Only matters within the Board’s jurisdictions may be addressed. Anyone wishing to comment should make their desire known by filling out a speaker card and handing it to the Secretary. Please wait until the Chair calls your name. Walk to the microphone when called; give your name, and your comments. Please be brief and limit comments to the specific subject under discussion. Please limit your comment to three minutes.

4 CONSENT CALENDAR

4A. Approval of the Minutes of October 08, 2012 – **Page 1** **A**

5 REGULAR MATTERS

5A. Acceptance of the JPA’s FY2011-2012 Draft Basic Audited Financial Statements – **Page 3** **A**

5B. Acceptance of the Sunol Smart Carpool Lane Year-to-Date Operating Statement of Revenues and Expenses as of September 30, 2012– **Page 17** **A**

5C. I-680 Southbound Express Lane (ACTIA No. 8A) Monthly Operations Update – **Page 23** **I**

5D. I-680 Northbound Express Lane (ACTIA No. 8B) Monthly Status Update – **Page 29** **I**

6 COMMITTEE MEMBER REPORTS (Verbal)

7 STAFF REPORTS (Verbal)

8 ADJOURNMENT/NEXT MEETING: January 14, 2013

Key: A- Action Item; I – Information Item

- (*) Materials will be distributed at the meeting.
- (#) All items on the agenda are subject to action and/or change by the Board.

*PLEASE DO NOT WEAR SCENTED PRODUCTS SO INDIVIDUALS WITH
ENVIRONMENTAL SENSITIVITIES MAY ATTEND*

*Alameda County Transportation Commission
1333 Broadway, Suites 220 & 300, Oakland, CA 94612
(510) 208-7400 (New Phone Number)
(510) 836-2185 Fax (Suite 220)
(510) 893-6489 Fax (Suite 300)
www.alamedactc.org*

Glossary of Acronyms

ABAG	Association of Bay Area Governments	MTC	Metropolitan Transportation Commission
ACCMA	Alameda County Congestion Management Agency	MTS	Metropolitan Transportation System
ACE	Altamont Commuter Express	NEPA	National Environmental Policy Act
ACTA	Alameda County Transportation Authority (1986 Measure B authority)	NOP	Notice of Preparation
ACTAC	Alameda County Technical Advisory Committee	PCI	Pavement Condition Index
ACTC	Alameda County Transportation Commission	PSR	Project Study Report
ACTIA	Alameda County Transportation Improvement Authority (2000 Measure B authority)	RM 2	Regional Measure 2 (Bridge toll)
ADA	Americans with Disabilities Act	RTIP	Regional Transportation Improvement Program
BAAQMD	Bay Area Air Quality Management District	RTP	Regional Transportation Plan (MTC's Transportation 2035)
BART	Bay Area Rapid Transit District	SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act
BRT	Bus Rapid Transit	SCS	Sustainable Community Strategy
Caltrans	California Department of Transportation	SR	State Route
CEQA	California Environmental Quality Act	SRS	Safe Routes to Schools
CIP	Capital Investment Program	STA	State Transit Assistance
CMAQ	Federal Congestion Mitigation and Air Quality	STIP	State Transportation Improvement Program
CMP	Congestion Management Program	STP	Federal Surface Transportation Program
CTC	California Transportation Commission	TCM	Transportation Control Measures
CWTP	Countywide Transportation Plan	TCRP	Transportation Congestion Relief Program
EIR	Environmental Impact Report	TDA	Transportation Development Act
FHWA	Federal Highway Administration	TDM	Travel-Demand Management
FTA	Federal Transit Administration	TEP	Transportation Expenditure Plan
GHG	Greenhouse Gas	TFCA	Transportation Fund for Clean Air
HOT	High occupancy toll	TIP	Federal Transportation Improvement Program
HOV	High occupancy vehicle	TLC	Transportation for Livable Communities
ITIP	State Interregional Transportation Improvement Program	TMP	Traffic Management Plan
LATIP	Local Area Transportation Improvement Program	TMS	Transportation Management System
LAVTA	Livermore-Amador Valley Transportation Authority	TOD	Transit-Oriented Development
LOS	Level of service	TOS	Transportation Operations Systems
		TVTC	Tri Valley Transportation Committee
		VHD	Vehicle Hours of Delay
		VMT	Vehicle miles traveled

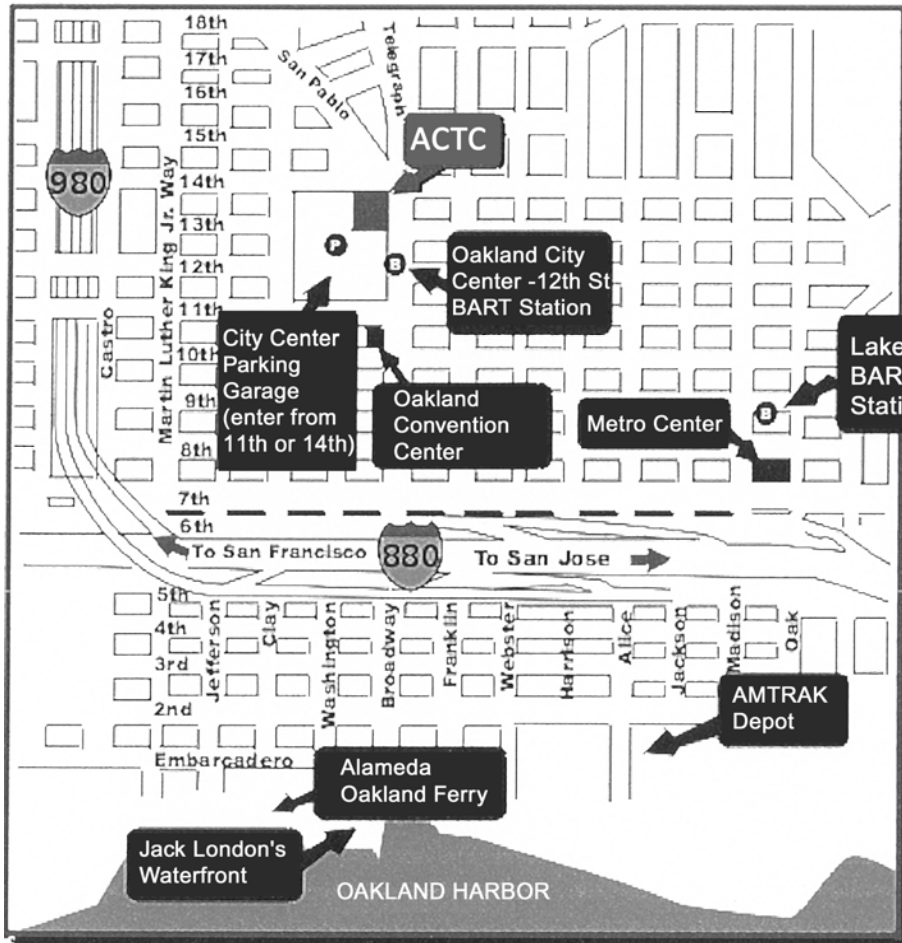


1333 Broadway, Suites 220 & 300

Oakland, CA 94612

PH: (510) 208-7400

www.AlamedaCTC.org



Directions to the Offices of the Alameda County Transportation Commission:

**1333 Broadway, Suite 220
Oakland, CA 94612**

Public Transportation Access:

BART: City Center / 12th Street Station

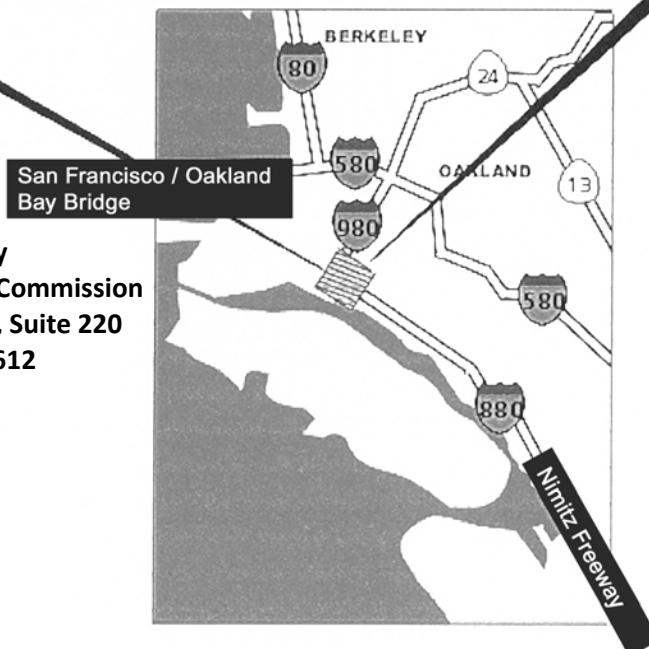
AC Transit:

Lines 1,1R, 11, 12, 13, 14, 15, 18, 40, 51, 63, 72, 72M, 72R, 314, 800, 801, 802, 805, 840

Auto Access:

- Traveling South: Take 11th Street exit from I-980 to 11th Street
- Traveling North: Take 11th Street/Convention Center Exit from I-980 to 11th Street
- Parking:
City Center Garage –
Underground Parking,
(Parking entrances located on 11th or 14th Street)

**Alameda County
Transportation Commission
1333 Broadway, Suite 220
Oakland, CA 94612**





I-680 Sunol Smart Carpool Lane JPA Meeting
MINUTES OF OCTOBER 08, 2012
OAKLAND, CALIFORNIA

The meeting was convened by the Chair, Supervisor Haggerty, at 10:00am

1 PLEDGE OF ALLEGIANCE

Supervisor Haggerty led the pledge of allegiance.

2 ROLL CALL

A quorum was confirmed.

3 PUBLIC COMMENT

There were no public comments.

4 CONSENT CALENDAR

4A. Approval of the Minutes of September 10, 2012

Mayor Green motioned to approve this Item. Councilmember Harrison seconded the motion. The motion passed 4-0.

5 REGULAR MATTERS

5A. Southbound I-680 Express Lane (ACTIA No. 8A) – Review of the Monthly Operations Update

Kanda Raj presented a review of the Monthly Operations Update for the Southbound I-680 Express Lane (ACTIA No. 8A). He reviewed average travel speed during morning commute hours, average travel time during morning commute hours, average daily express lane revenue & trip comparisons of the past six months, average daily express lane trip comparison between 2011 and 2012 numbers, and average daily express lane revenue comparison between 2011 and 2012 numbers.

Mayor Green inquired about the recurring traffic congestion on I-680 southbound, north of the express lane facility. Mr. Raj stated that a consultant team has been retained by Alameda CTC to perform traffic After Study (a post-project implementation study). The After Study limits will encompass these congested areas, and the proposed improvements will be implemented through next phase of I-680 corridor improvements.

This Item was for information only.

5B. Southbound I-680 Express Lane (ACTIA No. 8A) – Review of the Status of the “After” Study

Saravana Suthanthira provided a review of the status of the Southbound I-680 Express Lane after-study. Ms. Suthanthira stated that the goals of the before and after evaluation are to optimize the HOV/HOT lane usage to improve traffic throughput in the corridor, maintain service level C or better for all Express Lane users and improve highway and transit in the corridor with revenues generated. A Request for Proposals was issued for consultant services to conduct the “After” Study. Three proposals were received and reviewed and subsequently,

Kittelson Associates, Inc. was selected to perform the “After” Study.

Mayor Green wanted to know the month that the previous study was done. Ms. Suthanthira stated that the previous study was done in October.

This Item was for information only.

- 5C. Northbound I-680 Express Lane (ACTIA No. 8B) – Review of Monthly Status Update**
Kanda Raj reviewed a monthly status update on the Northbound I-680 Express Lane. The review covered project benefits including reduction of recurring traffic congestion travel times, improved travel reliability, and reduced congestion related accidents. Mr. Raj stated that the project team is preparing both a Project Initiation Document and a Project Approval and Environmental Document. Mr. Raj concluded by stating that in accordance with State CEQA requirements, two public scoping meetings are planned in Fremont and Pleasanton for October 3, 2012 and October 4, 2012.

This Item was for information only.

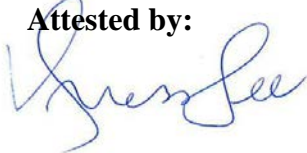
6 STAFF REPORTS (Verbal)

There were no staff reports.

7 ADJOURNMENT/NEXT MEETING: October 08, 2012

The meeting was adjourned at 10:30am. The next meeting is scheduled for October 08, 2012.

Attested by:



Vanessa Lee
Clerk of the Commission



Memorandum

DATE: November 6, 2012

TO: Sunol SMART Carpool Lane Joint Powers Authority Governing Board

FROM: Patricia Reavey, Director of Finance

SUBJECT: **Approval of the JPA's FY2011-2012 Draft Basic Audited Financial Statements**

Recommendation

It is recommended that the Authority approve and enter into the record the JPA's Draft Basic Financial Statements for fiscal year 2011-2012 as presented by the certified public accounting firm of Vavrinek, Trine, Day & Co. LLP.

Summary

Pursuant to Section 9.2(iv) of the Joint Powers Agreement and Section 6505 of the California Government Code, an independent audit was conducted for the fiscal year 2011-2012 by Vavrinek, Trine, Day & Co. LLP. While all financial statements are the responsibility of management, the auditor's responsibility is to express an opinion on the financial statements based on their audit. As demonstrated in the Independent Auditor's Report on page 1 of the Draft Audited Financial Statements, the auditors of the JPA have reported what is considered to be an unqualified or clean audit.

"In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the Authority as of June 30, 2012, and the respective changes in financial position and cash flow, thereof and for the year then ended in conformity with accounting principles generally accepted in the United States of America."

Financial Highlights

- Total net assets increased by \$844 thousand or 24.3% from \$3.5 million to \$4.3 million as of June 30, 2012 compared to June 30, 2011. Capital assets comprised \$2.6 million or 60.4% of the total net assets at June 30, 2012.
- As of June 30, 2012, cash and cash equivalents increased by \$1.1 million or 207.2% over June 30, 2011.
- Toll revenue was \$1.1 million during fiscal year 2012, an increase of \$453 thousand or 72.1% over the period of September 20, 2010 through June 30, 2011.

- The Authority's total operating expenses were \$349 thousand during fiscal year 2012, an increase of \$110 thousand or 46.0% over the period of September 20, 2010 through June 30, 2011. Operating expenses for fiscal year 2012 were primarily comprised of \$239 thousand of depreciation expense on capital assets.

Discussion

As part of the audit process, Vavrinek, Trine, Day & Co., LLP considered JPA's internal controls over financial reporting in order to design audit procedures. They have not expressed an opinion on the effectiveness of the JPA's internal controls; however Vavrinek, Trine, Day & Co., LLP did not identify any deficiencies in internal controls that would be considered a material weakness.

Fiscal Impact

There is no fiscal impact to the acceptance of this item.

Attachments

Attachment A: Sunol Smart Carpool Lane Joint Powers Authority FY 2011-2012 Draft Basic Financial Statements

**SUNOL SMART CARPOOL LANE
JOINT POWERS AUTHORITY
BASIC FINANCIAL STATEMENTS
JUNE 30, 2012**

SUNOL SMART CARPOOL LANE JOINT POWERS AUTHORITY

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DRAFT

INDEPENDENT AUDITOR'S REPORT

Governing Board
Sunol Smart Carpool Lane Joint Powers Authority
Oakland, California

We have audited the accompanying financial statements of Sunol Smart Carpool Lane Joint Powers Authority (the Authority) as of and for the year ended June 30, 2012, which collectively comprise the Authority's basic financial statements as listed in the table of contents. These financial statements are the responsibility of the Authority's management. Our responsibility is to express an opinion on these financial statements based on our audit.

We conducted our audit in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free of material misstatement. An audit includes examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements. An audit also includes assessing the accounting principles used and significant estimates made by management, as well as evaluating the overall financial statement presentation. We believe that our audit provides a reasonable basis for our opinion.

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the Authority as of June 30, 2012, and the respective changes in financial position and cash flow, thereof and for the year then ended in conformity with accounting principles generally accepted in the United States of America.

Accounting principles generally accepted in the United States of America requires that the management's discussion and analysis be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board, who considers it an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Palo Alto, California
 _____, 2012

SUNOL SMART CARPOOL LANE JOINT POWERS AUTHORITY

MANAGEMENT'S DISCUSSION AND ANALYSIS JUNE 30, 2012

Management has prepared the following discussion and analysis of the Sunol Smart Carpool Lane Joint Powers Authority financial performance, which provides an overview of its financial activities for the fiscal year ended June 30, 2012. Management encourages readers to consider the information presented here in conjunction with the accompanying financial statements and related notes.

Financial Highlights

- Total net assets increased by \$844 thousand or 24.3% from \$3.5 million to \$4.3 million as of June 30, 2012 compared to June 30, 2011. Capital assets comprised \$2.6 million or 60.4% of the total net assets at June 30, 2012.
- As of June 30, 2012, cash and cash equivalents increased by \$1.1 million or 207.2% over June 30, 2011.
- Toll revenue was \$1.1 million during fiscal year 2012, an increase of \$453 thousand or 72.1% over the period of September 20, 2010 through June 30, 2011.
- The Authority's total operating expenses were \$349 thousand during fiscal year 2012, an increase of \$110 thousand or 46.0% over the period of September 20, 2010 through June 30, 2011. Operating expenses for fiscal year 2012 were primarily comprised of \$239 thousand of depreciation expense on capital assets.

Overview of the Basic Financial Statements

The basic financial statements of the Authority are presented as an enterprise fund, which reports all activities using the accrual basis of accounting and the economic resources measurement focus. With this basis of accounting, revenues are recorded when earned and expenses are recorded when the related liabilities are incurred. The enterprise fund is used to account for the collection of toll revenues and payment of the Authority's expenses. The financial statements provide both long-and short-term financial information and information about cash flows. The Authority's financial statements are presented as follows:

- Statement of net assets;
- Statement of revenues, expenses and changes in net assets;
- Statement of cash flows; and
- Notes to the financial statements.

Financial Analysis

The following table presents the Authority's net assets as of June 30, 2012 and June 30, 2011 (in thousands of dollars):

	June 30, 2012	June 30, 2011
Current assets	\$ 1,711	\$ 629
Capital assets, net	2,607	2,846
Total assets	4,318	3,475
Net assets	\$ 4,318	\$ 3,475

SUNOL SMART CARPOOL LANE JOINT POWERS AUTHORITY

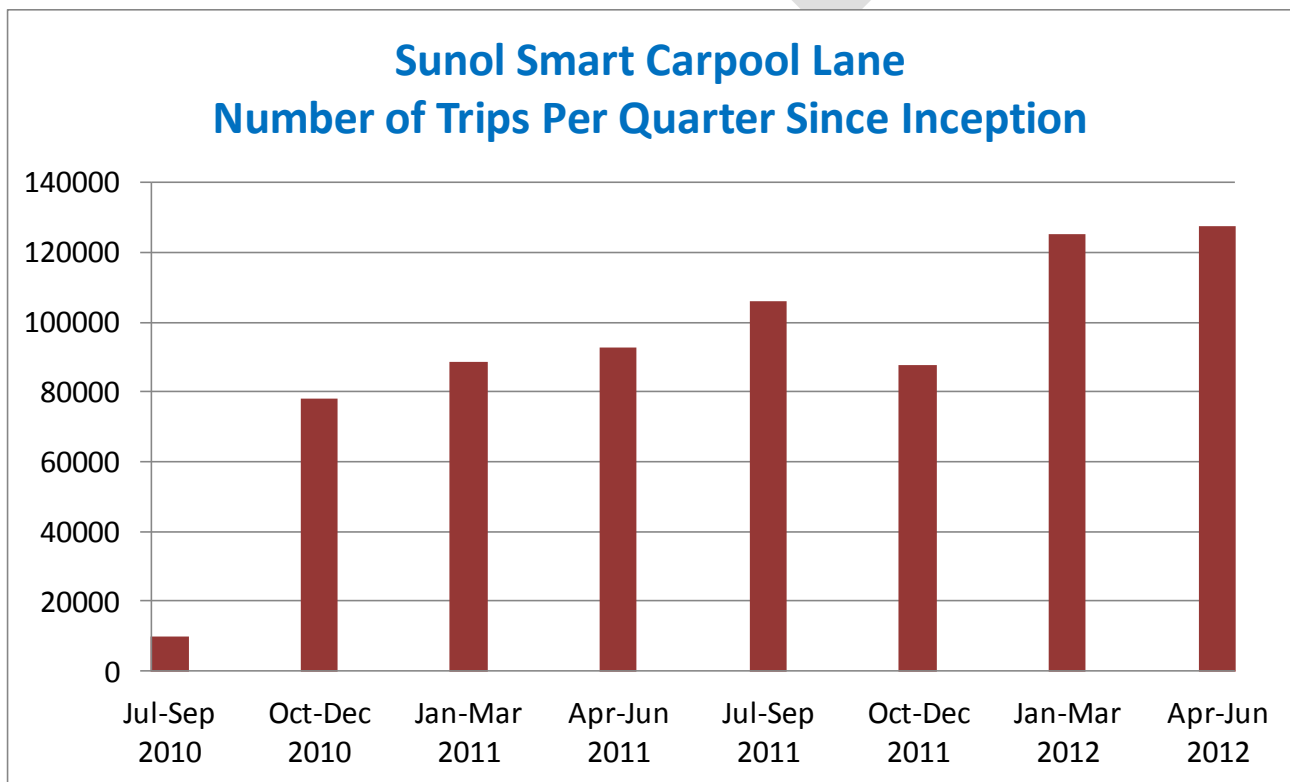
MANAGEMENT'S DISCUSSION AND ANALYSIS JUNE 30, 2012

The following table presents the Authority's change in net assets for the fiscal year ended June 30, 2012 and the period ended June 30, 2011 (in thousands of dollars):

	June 30, 2012	June 30, 2011
Operating revenue	\$ 1,192	\$ 629
Operating expenses	349	239
Operating income	843	390
Capital contribution	-	3,085
Increase in net assets	843	3,475
Net assets, June 30, 2011	3,475	-
Net assets, June 30, 2012	\$ 4,318	\$ 3,475

The Authority began operating a toll lane on the Sunol Grade segment of southbound Interstate 680 in Alameda and Santa Clara counties on September 20, 2010. Toll lane usage increased from 23,999 trips in October 2010 to 34,447 trips in June 2011 and to 43,100 by June 2012.

The following chart demonstrates the trips that have been taken in the toll lane by quarter since inception in September 2010.



SUNOL SMART CARPOOL LANE JOINT POWERS AUTHORITY

MANAGEMENT'S DISCUSSION AND ANALYSIS JUNE 30, 2012

Cash increased by \$1.1 million or 207.2%. Revenues for the period, including tolls and other revenue in the amount of \$1.2 million, were offset by the change in receivables in the amount of \$1,035 and \$110 thousand for program management expenses. All other Authority expenses were paid directly by the ACCMA on behalf of the Authority with grant funds through its capital project and are not shown on these financial statements.

Receivables increased by \$1,035 or 1.0% mostly related to a reimbursement due from the ACCMA exchange fund for program management costs.

Capital Assets

The following table presents the Authority's capital asset activity from June 30, 2011 to June 30, 2012:

	Balance June 30, 2011	Additions	Balance June 30, 2012
Toll revenue equipment	\$ 3,085	\$ -	\$ 3,085
Accumulated depreciation	239	239	478
Net book value	<u>\$ 2,846</u>	<u>\$ 239</u>	<u>\$ 2,607</u>

Comparison of Budget to Actual

Prior to each fiscal year, the Authority adopts a budget for the coming year. The originally adopted operating revenue budget for fiscal year 2011-12 was \$853 thousand. The Authority increased this operating revenue budget by \$200 thousand to \$1,053 thousand to include a funding agreement executed with the ACCMA exchange to fund program management costs. Actual operating revenues were \$1,193 thousand, which was \$140 thousand or 13.3% higher than budget.

The originally adopted operating expense budget was \$150 thousand. The Authority increased this operating expense budget by \$250 thousand to \$400 thousand to include corresponding program management costs and an additional \$50 thousand to allow for possible maintenance on the lanes. Actual operating expenses were \$349 thousand of which \$239 thousand was for depreciation (a non-cash related transaction not accounted for in budget). Therefore, actual operating expenses were \$290 thousand or 72.0% less than budget.

Request for Information

This financial report is designed to provide our citizens, taxpayers, customers, investors, and creditors with a general overview of the Authority's finances and to demonstrate the Authority's accountability for the money it receives. Questions concerning information provided in this report or requests for additional financial information should be addressed to Arthur Dao, Executive Director, or Patricia Reavey, Director of Finance, of the Alameda County Transportation Commission at 1333 Broadway, Suite 220, Oakland, California 94612.

SUNOL SMART CARPOOL LANE JOINT POWERS AUTHORITY

STATEMENT OF NET ASSETS JUNE 30, 2012

ASSETS

Cash	\$ 1,603,235
Accounts receivable	107,743
Capital assets, net of accumulated depreciation	<u>2,607,505</u>
Total assets	<u>4,318,483</u>

NET ASSETS

Invested in capital assets	2,607,505
Unrestricted	<u>1,710,978</u>
Total net assets	<u>\$ 4,318,483</u>

The accompanying notes are an integral part of these financial statements.

SUNOL SMART CARPOOL LANE JOINT POWERS AUTHORITY

STATEMENT OF REVENUES, EXPENSES AND CHANGES IN NET ASSETS FOR THE YEAR ENDED JUNE 30, 2012

OPERATING REVENUE

Toll charges	\$ 1,082,411
Other revenues	110,255
Total operating revenue	<u>1,192,666</u>

OPERATING EXPENSES

Depreciation expense	238,604
Program management	110,255
Total operating expenses	<u>348,859</u>
Change in Net Assets	843,807
Net Assets - Beginning	3,474,676
Net Assets - Ending	<u><u>\$ 4,318,483</u></u>

The accompanying notes are an integral part of these financial statements.

SUNOL SMART CARPOOL LANE JOINT POWERS AUTHORITY

STATEMENT OF CASH FLOWS FOR THE YEAR ENDED JUNE 30, 2012

CASH FLOWS FROM OPERATING ACTIVITIES

Cash receipts from operating activities	\$ 1,191,631
Payments to the program management team	(110,255)
Cash flow provided by operating activity	<u>1,081,376</u>
Cash and Cash Equivalents - Beginning	521,859
Cash and Cash Equivalents - Ending	<u><u>\$ 1,603,235</u></u>

RECONCILIATION OF OPERATING INCOME TO NET CASH PROVIDED BY OPERATING ACTIVITIES

Operating income	\$ 843,807
Adjustments to reconcile operating income to net cash provided by operating activities:	
Depreciation	238,604
Changes in assets and liabilities:	
Receivables	(1,035)
NET CASH PROVIDED BY OPERATING ACTIVITIES	<u><u>\$ 1,081,376</u></u>

The accompanying notes are an integral part of these financial statements.

SUNOL SMART CARPOOL LANE JOINT POWERS AUTHORITY

NOTES TO FINANCIAL STATEMENTS JUNE 30, 2012

NOTE 1 – REPORTING ENTITY

The Sunol Smart Carpool Lane Joint Powers Authority (the Authority) is a joint powers authority, organized in February 2006 pursuant to a Joint Exercise of Powers Resolution among the Alameda County Congestion Management Agency (ACCMA), Alameda County Transportation Improvement Authority (ACTIA), and the Santa Clara Valley Transportation Authority. ACCMA and ACTIA have been succeeded by the Alameda County Transportation Commission which has all of the powers and responsibilities of the former agencies. The Resolution was entered into pursuant to the Government Code of the State of California, commencing with Section 6500. The Authority was formed to plan, design, construct, and administer the operation of a value pricing high-occupancy vehicle program on the Sunol Grade segment of Southbound Interstate 680 in Alameda and Santa Clara Counties. The Authority began operations of the Project on September 20, 2010. Members of the Authority's Board of Directors are elected officials representing Alameda and Santa Clara counties.

NOTE 2 – MANAGING AGENCY

The Alameda County Transportation Commission (Alameda CTC) is the managing agency for the Project. Its role is to manage the daily operations of the Project on behalf of the Authority. The Alameda CTC provided the Authority, at no cost, with all administrative support since its inception in 2006, including office space, staff time, accounting, and insurance. During the year ended June 30, 2012, the Alameda CTC incurred administrative and operating expense on behalf of the Authority as follows:

Bay Area Toll Authority transaction fees	\$	184,277
California Highway Patrol enforcement		80,632
Insurance		50,318
Alameda CTC staff time		38,996
Legal fees		30,323
Utilities		8,923
Financial Audit		8,915
Other		13,568
	\$	<u>415,952</u>

These costs are not paid by the Authority and are not shown in the accompanying financial statements.

NOTE 3 – SIGNIFICANT ACCOUNTING POLICIES

Basis of Presentation and Accounting

All activities of the Authority are reported using the accrual basis of accounting, the economic resources measurement focus, and accounting principles generally accepted in the United States of America as applicable to governmental agencies. With this measurement focus, all assets and liabilities associated with the operations are included on the statement of net assets. With this basis of accounting, revenues are reported when earned and expenses are reported when the related liabilities are incurred.

Enterprise funds distinguish operating revenues and expenses from non-operating items. Operating revenues and expenses generally result from providing services in connection with the Authority's principal ongoing operations. The principal operating revenue of the Authority is the collection of toll revenue.

SUNOL SMART CARPOOL LANE JOINT POWERS AUTHORITY

NOTES TO FINANCIAL STATEMENTS

JUNE 30, 2012

Private sector standards of accounting and financial reporting issued prior to December 1, 1989, generally are followed in the enterprise fund financial statements to the extent that those standards do not conflict with or contradict guidance of the Governmental Accounting Standards Board. Governments also have the option of following subsequent private sector guidance for their business-type activities and enterprise funds, subject to this same limitation. The Authority has elected not to follow subsequent private sector guidance.

Revenue Recognition

The Authority recognizes toll revenue at the time the toll lane is used, net of revenue from invalid or stolen tags, equipment malfunctions, and violations dismissed in court.

Net Assets

Net assets are reported in the following categories:

- Invested in capital assets – This category includes all capital assets reduced by accumulated depreciation. The Authority has no capital-related debt.
- Unrestricted net assets – This category represents net assets of the Authority that are not restricted for any project or other purpose.

State law requires all toll revenues to be used only for programs and projects that benefit the owners of the vehicles paying the tolls. The Board has designated \$300,000 of net assets for replacement of toll equipment (including hardware and software) and \$200,000 for roadway rehabilitation.

Estimates

The preparation of basic financial statements in conformity with generally accepted accounting principles in the United States of America requires management to make estimates and assumptions that affect certain reported amounts and related disclosures. Accordingly, actual results may differ from those estimates.

NOTE 4 – CASH

The Authority had \$1,603,235 cash in the bank at June 30, 2012. The Authority has not adopted an investment policy. It follows the investment policy of its managing agency.

Cash held in banks is entirely collateralized by the bank holding the deposit. California laws requires banks and savings and loan institutions to pledge government securities with a market value of 110% of the deposit or first trust deed mortgage notes with a value of 150% of the deposit as collateral for all municipal deposits. This collateral remains with the institution, but is considered to be held in the Authority's name and places the Authority ahead of general creditors of the institution.

Custodial credit risk is the risk that in the event a financial institution or counterparty fails, the Authority would not be able to recover the value of its deposits and investments. At June 30, 2012, the Federal Depository Insurance Corporation insured the Authority's cash deposits up to \$250,000 and the financial institution's trust department, in the Authority's name, collateralized the remainder.

SUNOL SMART CARPOOL LANE JOINT POWERS AUTHORITY

NOTES TO FINANCIAL STATEMENTS JUNE 30, 2012

NOTE 5 – CAPITAL ASSETS

Equipment costing \$5,000 or more and having a useful life of more than one year is recorded in the statement of net assets at historical cost. Capital assets are depreciated using the straight-line method over estimated useful lives of five to twenty years.

Capital asset balances at June 30, 2012, and activity for the year then ended, are as follows:

	July 1, 2011	Additions	June 30, 2012
Toll revenue equipment	\$ 3,084,714	\$ -	\$ 3,084,714
Accumulated depreciation	(238,605)	(238,604)	(477,209)
Net book value	<u>\$ 2,846,109</u>	<u>\$ (238,604)</u>	<u>\$ 2,607,505</u>

NOTE 6 – RISK MANAGEMENT

The Authority is exposed to various risks of loss related to torts; theft of, damage to and destruction of assets; errors and omissions; and natural disasters. The following is a list of insurance covering operations:

Type of coverage	Deductible	Limits
General liability	\$ 10,000	\$ 2,000,000 General aggregate
Excess liability	-	1,000,000
Employment practices	35,000	1,000,000
Directors' and Officers'	25,000	1,000,000
Property and Equipment Floater	5,000	3,347,000



Memorandum

DATE: November 6, 2012

TO: Sunol SMART Carpool Lane Joint Powers Authority

FROM: Patricia Reavey, Director of Finance
Lily Balinton, Accounting Manager

SUBJECT: **Acceptance of the Sunol Smart Carpool Lane Year-to-Date Operating Statement of Revenues and Expenses as of September 30, 2012**

Recommendation

It is recommended that the Authority accept the attached Year-to-Date (YTD) Operating Statement of Revenues and Expenses of the Sunol Smart Carpool Lane for the period ended September 30, 2012 (Attachment A).

Summary

The YTD financial report summarizes expenditures related to the Sunol Smart Carpool Lane operations from the beginning of the fiscal year. Toll revenue was \$307,131 or 17.0% higher than projected toll revenue. Some operating expenditures continue to be paid with grant funding through the ACCMA's I-680 Southbound HOT Lane Project. To assist in understanding the total operating costs of the Sunol Smart Carpool Lane as of September 30, 2012, staff has included an additional statement which summarizes total costs incurred to operate the Sunol Smart Carpool Lane including those funded through the ACCMA's project (Attachment B).

Background

The I-680 Express Lane opened for operations on September 20, 2010. Since that time usage of the toll lane has continued to grow from week to week. However, the breakeven analysis presented to the board on September 10, 2012 demonstrated the need to continue to fund some operating costs with Alameda CTC grant funds. The FY2012-13 budget approved by the JPA Board in June 2012 projected toll revenue of \$1,050,000 and identified \$1,581,000 in operating related expenses to be funded from toll revenue.

Fiscal Impact

There is no fiscal impact to the approval of this item.

Attachments

Attachment A: Statement of Operating Revenues and Expenses as of September 30, 2012
Attachment B: Sunol Smart Carpool Lane Operating Expenses as of September 30, 2012

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SUNOL SMART CARPOOL LANE
Statement of Operating Revenues and Expenses
As of September 30, 2012

<u>OPERATING REVENUES</u>	<u>YTD Actuals</u>	<u>YTD Budget</u>	<u>% Used</u>	<u>Variance</u>
Toll Revenue	\$ 307,131	\$ 262,500	117.0%	\$ 44,631
Total Operating Revenues:	307,131	262,500		44,631
 <u>OPERATING EXPENSES</u>				
Operations & Maintenance Contract	187,974	166,250	113.1%	(21,724)
Project Management/Controls	-	62,500	0.0%	62,500
Revenue Collection Fees	49,483	50,000	99.0%	517
CHP Enforcement	43,750	43,750	100.0%	-
Express Lane Maintenance (Caltrans)	-	31,250	0.0%	31,250
Alameda CTC Staff	145	12,500	1.2%	12,355
Insurance	1,404	10,000	14.0%	8,596
Legal Fees	-	8,750	0.0%	8,750
Miscellaneous	1,427	7,500	19.0%	6,073
Rent	1,323	1,500	88.2%	177
Utilities	2,043	1,250	163.4%	(793)
Total Operating Expenses:	287,549	395,250		107,701
Operating Surplus (Deficit)	<u>\$ 19,582</u>	<u>\$ (132,750)</u>		

Notes:

- All other operating expenditures are being paid with grant funding through the Alameda CTC's I-680 Southbound HOT Lane Project.

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**SUNOL SMART CARPOOL LANE
OPERATING EXPENSES
As of September 30, 2012**

	YTD Operating Expenses	--- Revenue Sources ---	
		ACCMA Capital Grants	Operating/Other Revenues
Operations & Maintenance Contract	\$ 187,974	\$ -	\$ 187,974
Project Management/Controls	-	-	-
Revenue Collection Fees	49,483	-	49,483
CHP Enforcement	43,750	-	43,750
Express Lane Maintenance (Caltrans)	-	-	-
Alameda CTC Staff	23,013	22,868	145
Insurance	1,404	-	1,404
Legal Fees	-	-	-
Miscellaneous	1,202	(225)	1,427
Rent	1,323	-	1,323
Utilities	2,043	-	2,043
Total Operating Expenditures	\$ 310,192 *	\$ 22,643	\$ 287,549

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Memorandum

DATE: November 6, 2012

TO: I-680 Sunol Smart Carpool Lane Joint Powers Authority

FROM: Stewart D. Ng, Deputy Director for Programming and Projects
Kanda Raj, Project Controls Team

SUBJECT: I-680 Southbound Express Lane (ACTIA No. 8A) Monthly Operations Update

Recommendation

This item is for information only. No action is requested.

Summary

The purpose of this item is to provide the JPA Board with a monthly operations update of the express lane facility. The October 2012 operations data can be found in Attachment A of the staff report. A brief presentation will be provided at the November 19, 2012 JPA Board meeting.

Discussion

The Interstate-680 (I-680) Southbound Express Lane, opened to traffic in September 2010 and is the first operational express lane facility in Northern California, and is one of a few in the nation to have a shared toll and non-toll facility. The express lane facility spans over 14 miles from State Highway 84, near Pleasanton, to State Highway 237 in the City of Milpitas, and admits toll-paying solo drivers in addition to carpoolers (who use the lane at no cost). The express lane optimizes capacity, reduces congestion and increases travel time reliability within the 14-mile corridor. Since the opening of the express lane facility, over 850,000 solo drivers have reached their destinations by traveling at speeds that are typically 10-15 miles per hour faster than that which motorists experience in the general purpose lanes, during peak commute hours, without impacting carpooler driving times.

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

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, accepted the final system from the System Integrator on April 30, 2012. The express lane has since moved into the full operation and maintenance phase.

In September 2012, the Alameda CTC selected Kittleson & Associates, Inc. to perform a legislatively mandated post-implementation traffic study to analyze the operational and safety benefits of the express lane, and to compare the study results against a set performance matrix and pre-implementation traffic study, which was completed in April 2009. The consultants have completed the field traffic data gathering, and are now in the process of analyzing the data collected. Early next year, a draft report on the “After” study will be presented to the Committee.

Our review of daily trip and revenue reports indicates that the express lane facility had a strong performance during the month of October 2012. Few days in October, the daily toll paying usage exceeded 2,500 while the travel speed consistently stayed at or above the posted speed limit in the express lane. This is an indication that more and more customers have chosen to use the express lane facility for its reliability. Please see Attachment A for more details.

Fiscal Impacts

This is an informational item only, and there is no fiscal impact.

Attachment (s)

Attachment A: I-680 SB Express Lane: October 2012 Operations Update

Year Over Year Comparison by Month

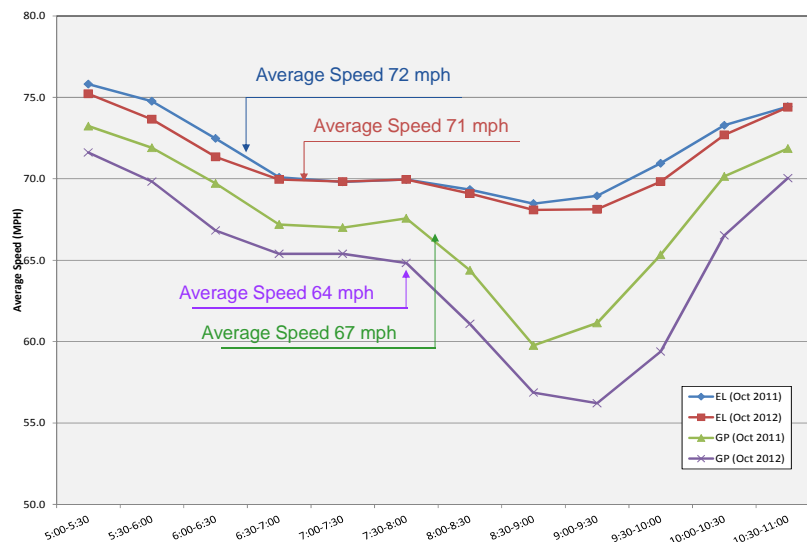
	October 2011	October 2012
Average "Peak Hour" Throughput	6,820 vehicles	6,910 vehicles
Average Daily Express Lane Volume	14,800 vehicles	17,500 vehicles
Average Daily Toll Paying Trips	1,800 vehicles	2,300 vehicles
Average Daily Toll Revenue	\$4,860	\$6,770
Average Peak Hour Toll Rate	\$2.60	\$2.90

I-680 Sunol SMART Carpool Lane Joint Powers Authority



1

Average Travel Speed During Morning Commute Hours (Within 14-mile Express Lane Facility)

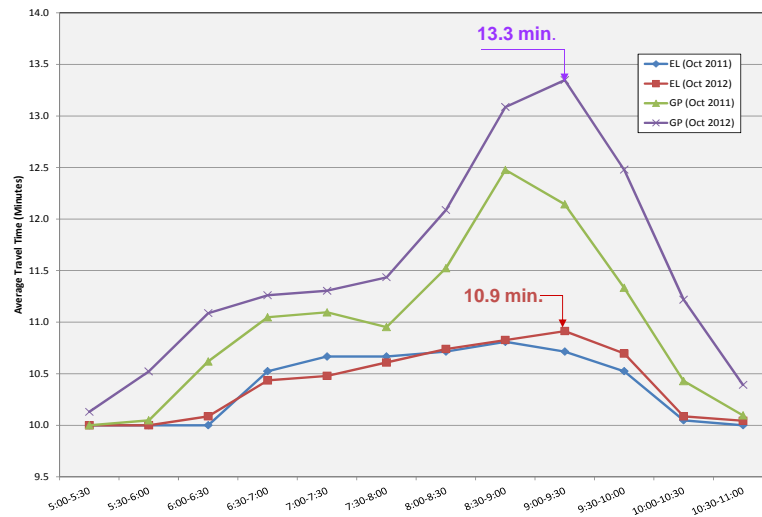


I-680 Sunol SMART Carpool Lane Joint Powers Authority



2

Average Travel Time During Morning Commute Hours (Within 14-mile Express Lane Facility)



I-680 Sunol SMART Carpool Lane Joint Powers Authority



3

Revenue (Actual Gross vs. Forecasted)

Revenue in FY 2012/13 (July 2012 – October 2012)

Actual Gross	\$457,800
Forecasted*	\$350,000

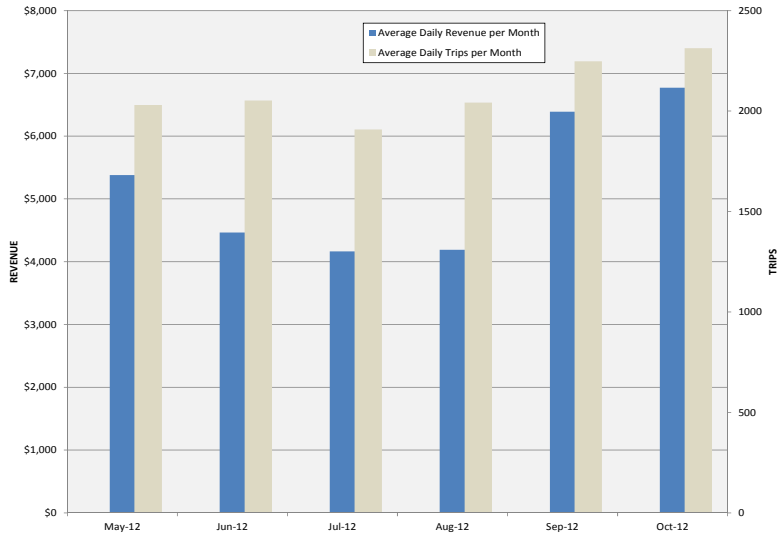
* Forecasted revenue for the full FY 13
is \$1,050,000

I-680 Sunol SMART Carpool Lane Joint Powers Authority



4

Average Daily Express Lane Revenue & Toll Trip Comparison

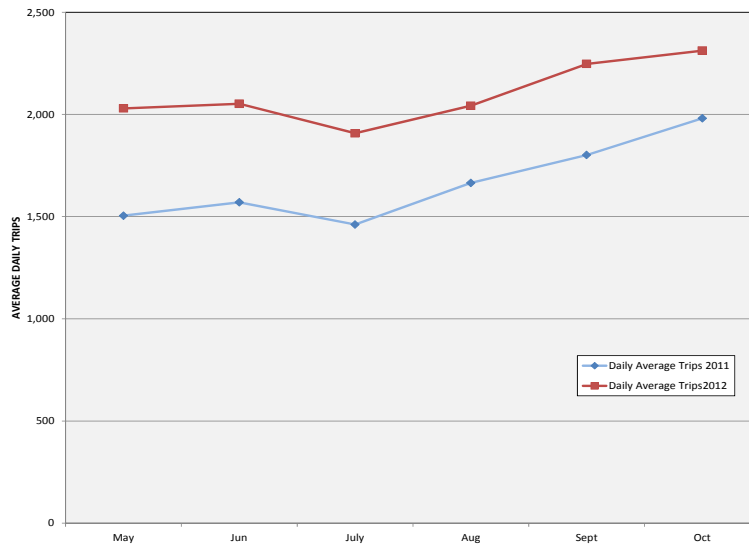


I-680 Sunol SMART Carpool Lane Joint Powers Authority



5

Average Daily Express Lane Toll Trips Comparison (Past 6 months)

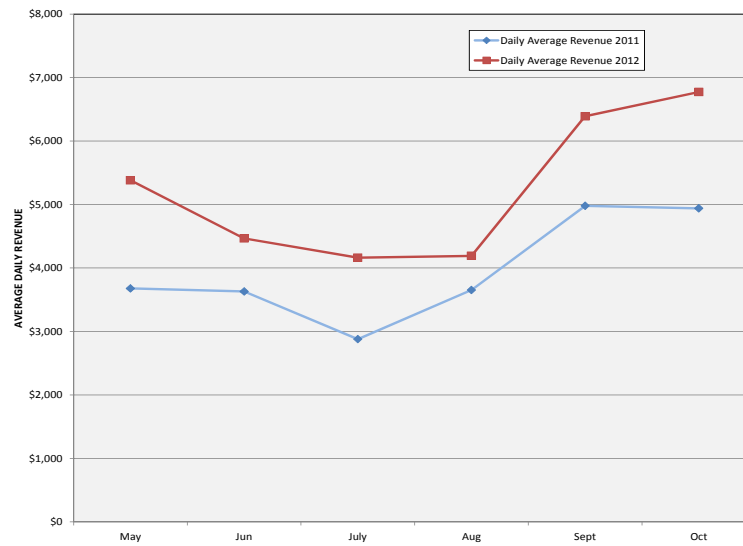


I-680 Sunol SMART Carpool Lane Joint Powers Authority



6

Average Daily Express Lane Revenue Comparison (Past 6 months)



I-680 Sunol SMART Carpool Lane Joint Powers Authority



7



Memorandum

DATE: November 6, 2012

TO: I-680 Sunol Smart Carpool Lane Joint Powers Authority

FROM: Stewart D. Ng, Deputy Director for Programming and Projects
Kanda Raj, Project Controls Team
Tim Lee, WMH Corporation

SUBJECT: I-680 Northbound Express Lane Monthly Status Update

Recommendation

This item is for information only. No action is requested.

Summary

The purpose of this item is to provide the JPA Board with a status update of project development activities that are either completed or planned for the project. This staff report and presentation will briefly review the critical path scope and schedule activities.

Discussion

The Interstate-680 (I-680) Northbound Express Lane Project will widen I-680 from State Route 237 (SR 237) in Santa Clara County to SR 84 in Alameda County and construct a northbound HOV/Express Lane on I-680 (the project). The project is intended to provide a number of benefits including: 1) reduce traffic congestion and thereby enhance mobility along this corridor; 2) reduce travel time and improve travel reliability; and 3) reduce congestion related accidents, and thereby enhance safety. The express lane facility will allow solo drivers to access unused capacity in the HOV lane for a fee while allowing carpool users to travel at no cost.

In mid-2011, the Alameda CTC embarked on the program to convert an already approved I-680 Northbound High Occupancy Vehicle (HOV) Lane project to a combined I-680 Northbound HOV/Express Lane facility. However, in August 2011, in response to a writ filed by a local city the Alameda County Superior Court directed the Department (Caltrans) to vacate the environmental document prepared for the I-680 Northbound HOV Lane project in its entirety. Given the Court's direction, Caltrans and Alameda CTC have determined that a Project Initiation Document and a completely new and higher level of environmental document will be needed to obtain environmental clearance for the project, which involves expanded preliminary engineering, traffic analysis, and technical studies.

The following is a list of major activities completed to date:

- November 2011 – Completed initial traffic data collection.
- January 2012 – Began preparation of the Draft Project Study- Project Development Support (PSR-PDS), traffic model development, and biological field surveys
- May 2012 – Completed biological studies for jurisdictional wetlands, bat species, and tree survey. Completed Draft PSR-PDS.
Completed traffic model validation.
- June 2012 – Caltrans accepted traffic model.
Began development of geometric design.
- July 2012 – Completed draft Existing Conditions Assessment (ECA) for traffic.
Began sensitivity testing of traffic operations for design options.
- August 2012 – Conducted noise surveys.
Completed biological study for California red-legged frog.
Began development of traffic forecasts.
- September 2012 – Began environmental public scoping period.
Caltrans accepted ECA.
- October 2012 – Caltrans approved PSR-PDS.
Conducted two public scoping meetings and completed public scoping period.
Prepared public scoping report.
Completed traffic forecasts. Conducted workshop with Caltrans to discuss preliminary traffic operations analysis results.
Completed biological study for special status plant species.
Completed coordination of PM 2.5 Assessment with MTC Air Quality Task Force with finding that project is of no significant concern to air quality.

Staff plans to coordinate the geometric design with Caltrans Design Coordinator and complete the technical reports within the next three months.

The following is a detailed discussion of major tasks either accomplished or planned for the project:

Traffic Studies

The design team completed preparation of traffic forecasts for Year 2020 and Year 2040 and submitted to Caltrans on October 11, 2012. The design team also completed preliminary traffic analysis of several express lane configurations and presented the findings to Caltrans and Alameda CTC staff on October 3 2012. The review team requested additional design options be investigated and a follow-on meeting is planned for November 14, 2012. The traffic studies will evaluate the begin/end locations of the express lane, type of access to the express lane, and perceived effects on local arterials. The traffic operational analysis will document the existing; Year 2020 and Year 2040 traffic conditions for both Build and No Build alternatives. A draft traffic operational analysis report (TOAR) is planned to be completed in February 2013.

Preliminary Engineering

The design team continued to refine the geometric layout of the proposed improvements developed during the PID phase. Development of project geometry is an iterative process and will be closely coordinated with the traffic studies, other technical studies and through consultation with Caltrans Design staff, Caltrans Headquarters Design Coordinator, and local jurisdictions throughout the PA&ED phase.

Environmental Technical Studies

Various environmental technical studies have commenced. A list of required technical studies is included in Attachment A. The following is a summary of recently completed study activities:

Completed noise measurement surveys to record existing conditions and began development of the noise model to assess existing and future noise conditions with and without the Project

Completed Particulate Matter (PM) 2.5 Air Conformity Assessment, submitted to the MTC Air Quality Task Force for evaluation, and attended a meeting at MTC on October 25, 2012 to seek their concurrence on the assessment. MTC, Caltrans and FHWA staff attended the meeting, and after reviewing the current and forecasted truck volumes they provided verbal concurrence that the project poses no concern to air quality. A written report is forthcoming

Completed biological field surveys (California red-legged frog, bat species and special-status plant species, trees, and delineation of jurisdictional wetland areas), prepared supporting technical reports, and submitted to Caltrans for review and approval. Preparation of the Natural Environment Study report is planned to begin in November 2012.

Began developing hydraulic modeling of Alameda Creek as part of location hydrology study for widening the Alameda Creek Bridge

Began assessing potential locations for permanent Best Management Practice (BMP) and hydro-modification facilities to address water quality and storm water management issues

Draft technical reports for all of the environmental studies are planned for completion in March, 2013.

Public Scoping Process

Caltrans is the California Environmental Quality Act (CEQA) lead agency and has FHWA delegation for the National Environmental Policy Act (NEPA). In accordance with State CEQA requirements, two public scoping meetings were held on October 3rd and 4th of 2012, to seek public input on the proposed improvements and to present the scope of the studies to be performed. The scoping review period ended on October 16, 2012. Several verbal and written comments were received that we summarized in Attachment B.

The project team will take these comments into consideration while conducting environmental studies or other environmental scope of service. The general public will have the opportunity to review a draft environmental document (DED) and comment when it is released. The team will also continue to engage the project stakeholders to ensure that their concerns are addressed prior to completing the DED,

Environmental Document

Based on input received during the environmental scoping process, traffic studies, geometric design, and environmental technical studies the design team plans to complete an administrative draft environmental document (Admin DED) for Alameda CTC and Caltrans staff review by mid-July 2013. Alameda CTC will work with Caltrans for completing this task, concurrent to completing the environmental technical studies to gain time in completing a final project approval. Various cycles of internal agency reviews are expected prior to publishing the DED for public review and comment.

Public Circulation of the DED is planned for April 2014. Following the 60-day public circulation period, comments received from the public and interested stakeholders will be incorporated into the draft final environmental document (Admin FED) and submitted for Alameda CTC and Caltrans staff review by end-August 2014. A total of four agency reviews are expected for the FED with Environmental Certification planned for early-April 2015. A Record Of Decision (ROD) for the approved FED will be requested for a fundable phase of the project.

Stakeholder Outreach

A part of the outreach strategy, the project staff met with the City of Fremont Public Works/Engineering management staff on October 9, 2012 and provided a project status update. The City staff agreed to participate in upcoming Project Development Team (PDT) meetings and provide input on upcoming project development activities. Representatives from VTA, Cities of Milpitas and Pleasanton, and Alameda County Public Works Authority have been participating in monthly PDT meetings since August 2012. Staff has invited representative from the Cities of Dublin and Livermore to attend monthly PDT meetings, effective November 2012.

Schedule

The I-680 Sunol JPA Members have expressed interest in reducing the project schedule for early completion of construction activities. Alameda CTC staff is exploring ways to streamline the Caltrans review and approval processes. In lieu of the oversight review process, the staff is exploring a partnership approach with Caltrans that will reduce the timeline involve in seeking final project approval. In addition, the staff will come back to the JPA and seek authorization to begin the “final design at risk” to shorten the time between project approval and construction completion dates.

Fiscal Impacts

This is an informational item only and there is no fiscal impact.

Attachment (s)

- A. List of Planned Project Tasks/Technical Studies
- B. Summary of Environmental Scoping Review Comments

Attachment A

LIST OF PLANNED PROJECT TASKS/TECHNICAL STUDIES

ID	DELIVERABLE	STATUS
PRELIMINARY ENGINEERING		
1	PSR-PDS	Complete
TRAFFIC STUDIES		
2	Traffic Data Collection	Complete
3	Existing Conditions Assessment	Complete
4	Model Validation	Complete
5	Traffic Forecasts	Complete
6	Traffic Operations Analysis	Underway
7	TOAR	
8	Traffic & Revenue Study	Underway
ENVIRONMENTAL STUDIES		
	Public Scoping	Complete
	Biological Field Surveys	Complete
	Bat Species	Complete
	Jurisdictional Wetlands Report	Complete
	California Red Legged Frog Assessment	Complete
	Special Status Plant Species	Complete
	Natural Environment Study (NES)	Underway
	Biological Assessment	
	Biological Opinion	
	Water Quality Impact	Underway
	Location Hydraulic Study	Underway
	Initial Site Assessment	Underway
	Air Quality PM 2.5 Assessment	Complete
	Air Quality and Greenhouse Gas Analysis Report	Underway
	Noise Surveys	Complete
	Noise Impact Report	Underway
	<i>Noise Abatement Decision Report (NADR)</i>	
	Visual Impact Assessment	
	Community Impact Assessment	
	APE Mapping	Underway
	Archaeological Survey Report (ASR)	Underway
	Historic Architectural History/Built Resources Report (HRER)	
	Historic Property Survey Report (HPSR)	
	Paleontological Inventory Report (PIR)	
	Geotechnical Hazards Assessment	
ENVIRONMENTAL DOCUMENT		
	1 st Admin DEIR/EA	
	2 nd Admin DEIR/EA	
	3 rd Admin DEIR/EA	

ID	DELIVERABLE	STATUS
	DEIR/EA	
	1 st Draft FEIR/EA	
	2 nd Draft FEIR/EA	
	3 rd Draft FEIR/EA	
	FEIR/EA	
PROJECT APPROVAL		
	Geometric Design	Underway
	Roadway Plans	Underway
	Safety Assessment	Underway
	Fact Sheets (Mandatory and Advisory)	
	Storm Water Data Report	
	Hydromodification Assessment Report	Underway
	Utility Coordination	Underway
	R/W Engineering	
	Advance Planning Study - Bridges	Underway
	Advance Planning Study – Special Retaining Walls	Underway
	Preliminary Foundation Report	
	Structures Aesthetics Guidelines	
	Conceptual Landscape Plan	
	Cost Estimate	
	Draft Project Report	
	Project Report	

SUMMARY OF ENVIRONMENTAL SCOPING REVIEW COMMENTS

The following is a brief summary of general items/questions that were brought up by members of the public during the scoping period:

- The limits and scope of the project
- Timeline for project construction completion
- Cross section of proposed improvements
- Is there room to add widening?
- Provide wide shoulders to pull over
- Type of express lane ingress/egress and locations
- Improvements to ingress/egress configuration - striping and markers
- Will the express lane access locations and type be the same as provided on the I-680 Southbound Express Lane project?
- How does the transponder work?
- The cost associated with the improvements? Cost is too excessive.
- Extend the northerly project limit
- Will the project increase traffic?
- Will the project address noise concerns?
- Concern that the project would worsen noise, air pollution and vibration in neighborhoods
- New southbound lanes made freeway more visible from my house
- Short- vs. long-auxiliary lanes, which one is better?
- Auxiliary lanes are necessary
- The project could have been cleared when the Southbound I-680 Express Lane was approved
- Will Sheridan Interchange be open during construction?
- When will the results of this study be known, and how can you design a concept for express lane without the results?
- Will other planned projects impact this project?

The following is a brief summary of general issues that were brought up by the City of Pleasanton during the scoping period:

- A two-lane exit ramp to SR 84 (Vallecitos Road) be provided to help facilitate traffic movements to SR 84 northbound
- The study area be expanded to include the downstream impacts of the project, including but not limited to Noise, Air Quality and Traffic congestion along and through the City of Pleasanton limits
- The review of traffic circulation should include the interstate system on I-680 northbound and I-580 eastbound (through Pleasanton) as well as the local Pleasanton roadway network
- The EIR should include mitigations that address the downstream impacts

- Mitigations identified should be linked and included in the proposed HOV/Express Lane Project, so that they will be constructed as part of the mitigation process to eliminate the impact to the circulation system
- The EIR should analyze the potential mitigation of widening of SR 84 from I-680 to Pigeon Pass

The following is a brief summary of general issues that were brought up by the Alameda County Water District (ACWD) during the scoping period:

- Concerned with potential impacts that the project may have on water quality, water supply, and fisheries restoration in Alameda Creek
- ACWD has a need to maintain suitable quality of the water in Alameda Creek for groundwater recharge and its subsequent use as a drinking water supply
- Emphasize the importance of selecting Best Management Practices which minimize adverse impacts to the quality of water in Alameda Creek
- Maintain the highest level of water quality possible during and after construction
- Encourage any permanent storm-water runoff improvements accomplished by the project
- Want to ensure all wells, within the project area, are identified and each well must be either protected or properly destroyed prior to construction activities
- ACWD operates existing potable water transmission pipelines and two large pump stations and a 20-million-gallon drinking water reservoir. Source water conveyances and ACWD's water mains and appurtenances need to remain in service at all times to maintain ACWD's ability to provide adequate water service and fire protection
- ACWD requests that Caltrans closely coordinate all design, construction and scheduling activities that may impact water mains and facilities with ACWD