



Meeting Notice

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

Commission Chair
Supervisor Scott Haggerty, District 1

Commission Vice Chair
Councilmember Rebecca Kaplan,
City of Oakland

AC Transit
Director Elsa Ortiz

Alameda County
Supervisor Richard Valle, District 2
Supervisor Wilma Chan, District 3
Supervisor Nate Miley, District 4
Supervisor Keith Carson, District 5

BART
Director Thomas Blalock

City of Alameda
Mayor Marie Gilmore

City of Albany
Vice Mayor Peter Maass

City of Berkeley
Councilmember Laurie Capitelli

City of Dublin
Mayor Tim Sbranti

City of Emeryville
Vice Mayor Ruth Atkin

City of Fremont
Mayor Bill Harrison

City of Hayward
Mayor Barbara Halliday

City of Livermore
Mayor John Marchand

City of Newark
Councilmember Luis Freitas

City of Oakland
Vice Mayor Larry Reid

City of Piedmont
Mayor Margaret Fujjoka

City of Pleasanton
Mayor Jerry Thorne

City of San Leandro
Councilmember Michael Gregory

City of Union City
Mayor Carol Dutra-Vernaci

Executive Director
Arthur L. Dao

I-580 Express Lane Policy Committee

Monday, September 8, 2014, 10:00 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.

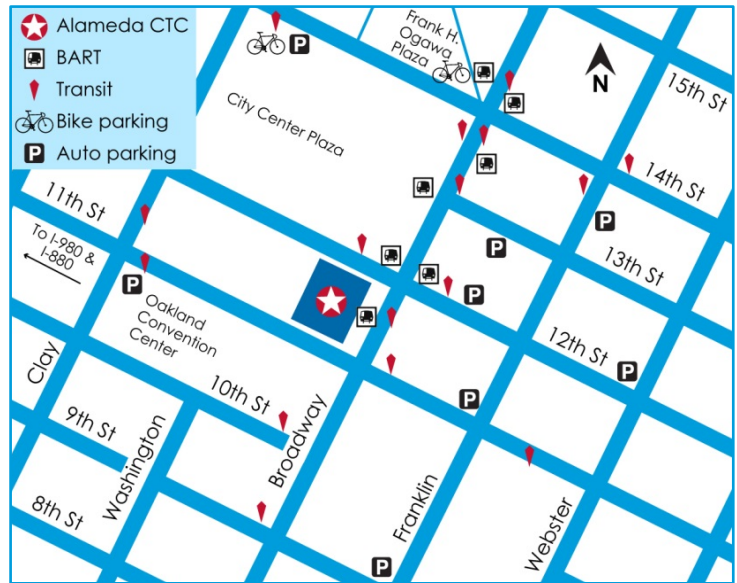
Glossary of Acronyms

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

Location Map

 Alameda CTC
1111 Broadway, Suite 800
Oakland, CA 94607

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



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

Accessibility

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



Meeting Schedule

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

Paperless Policy

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

Connect with Alameda CTC

www.AlamedaCTC.org



facebook.com/AlamedaCTC



[@AlamedaCTC](https://twitter.com/AlamedaCTC)



youtube.com/user/AlamedaCTC



I-580 Express Lane Policy Committee Meeting Agenda

Monday, September 8, 2014, 10:00 a.m.*

*Or immediately following the I-680 Sunol SMART Carpool Lane Joint Powers Authority meeting

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

Chair: Mayor John Marchand, City of Livermore
Vice Chair: Supervisor Nate Miley, Alameda County District 4
Commissioners: Scott Haggerty, Tim Sbranti, Jerry Thorne
Staff Liaison: Stewart D. Ng
Executive Director: Arthur L. Dao
Clerk: Vanessa Lee

- 1. Roll Call
- 2. Public Comment

3. Consent Calendar

Page A/I

- 3.1. [July 14, 2014 I-580 Express Lane PC Meeting Minutes](#)

1 A

Recommendation: Approve the July 14, 2014 meeting minutes.

4. Regular Matters

- 4.1. [I-580 Express Lanes Education and Outreach Update and Report on Research Findings](#)
- 4.2. [I-580 Corridor High Occupancy Vehicle/Express Lane Projects \(PN 720.4/720.5/724.1/724.4/724.5\): Monthly Progress Report](#)

3 I

9 I

5. Committee Member Reports (Verbal)

6. Staff Reports (Verbal)

7. Adjournment

Next Meeting: October 13, 2014

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

This page intentionally left blank



I-580 Express Lane Policy Committee
Meeting Minutes
Monday, July 14, 2014, 10:00 a.m.

3.1

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

1. Roll Call

The Clerk conducted a roll call. All committee members were present.

Commissioner Don Biddle was present as an alternate for Commissioner Tim Sbranti

2. Public Comment

A public comment was heard by Ken Bukowski

3. Consent Calendar

3.1 June 9, 2014 I-580 Express Lane PC Meeting Minutes

Commissioner Biddle motioned to approve the consent calendar. Commissioner Miley seconded the motion. The motion passed unanimously.

4. Regular Matters

4.1 I-580 Corridor High Occupancy Vehicle Lane Projects (PN 720.5/724.4/724.5): Monthly Progress Report

Stefan Garcia presented the I-580 Corridor High Occupancy Vehicle lane projects monthly progress report. He provided an update on the status of the construction of all projects as well as providing financial highlights and a schedule for completion. He concluded by stating that all projects are meeting both schedule and budget goals.

Commissioner Haggerty wanted more information on the Caltrans plan to improve the pavement conditions on the Greenville portion of the corridor. Stefan stated that staff will follow-up with Caltrans and provide an update at an upcoming meeting.

This Item was for information only.

4.2. I-580 Express (HOT) Lane Projects (PN 720.4/724.1): Monthly Progress Report

Gary Sidhu presented the I-580 Express Lane Projects monthly progress report. Gary provided a review of upcoming activities and provided information on continuous access implementation; specifically electronic toll design and toll ordinances. Gary also covered both the express lane schedule and the I-580 HOV Lane Schedule and the express lane funding.

Heather Barber presented Item 4.3 I-580 Express Lanes Education and Outreach update. Heather provided an overview of the education and outreach efforts that support the I-580 Express lanes. She stated that the Commission approved executing a contract with Frank Wilson and Associates for development of the public outreach and educational plan. She stated that staff is currently working on research, has held focus group meetings and conducted a poll. Heather concluded by stating that staff

from Frank Wilson and Associates will present results of findings of focus group meetings and the polling to the group at the September meeting.

Supervisor Haggerty wanted staff to begin evaluating promotional opportunities to garner the public's interest in regards to the switchable transponders. Heather stated that staff will look into working with major retailers for the sale of the transponders.

This item was for information only.

4.3. I-580 Express Lanes Education and Outreach Update

This item was presented in combination with Item 4.2.

5. Committee Member Reports

There were no committee member reports.

6. Staff Reports

There were no staff reports.

7. Adjournment/ Next Meeting

The next meeting is:

Date/Time: Monday, September 8, 2014 @ 10:00 a.m.

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

Attested by:



Vanessa Lee,
Clerk of the Commission



DATE: September 2, 2014

SUBJECT: I-580 Express Lanes Education and Outreach Update and Report on Research Findings

RECOMMENDATION: Receive update on research findings.

Summary

Alameda CTC will open new Express Lanes on I-580 in the Tri-Valley corridor in fall 2015. Launching the I-580 Express Lanes will once again place Alameda County on the leading edge of providing new transportation choices for Bay Area travelers. Education, outreach planning, and new primary research have commenced, including conducting four focus groups and a telephone survey of potential I-580 Express Lane customers. The results of this research will be used to prepare and educate the public for the opening of the express lanes through an integrated education and communications program that will result in positive word of mouth for the project, safe and proper use of the lanes, and a model for future projects.

The planned lanes on I-580 will be the first express lanes to be implemented in the Bay Area, after switchable (or all-purpose) FasTrak® transponders are made available to the public in spring 2015. Additionally, the new express lanes will utilize near-continuous access lane striping, allowing eligible drivers to enter and exit the lanes freely in designated areas..

Background

In December 2013, the Alameda CTC Commission approved the execution of a contract for I-580 Express Lanes Public Outreach and Education Services with Frank Wilson and Associates (FW&A), who have extensive experience promoting the benefits of managed lanes, including work for the Commission for the I-680 Southbound Express Lane facility. FW&A's recent work includes the following projects:

- I-15 Express Lanes: San Diego Association of Governments
- South Bay Expressway: San Diego Association of Governments
- I-10 and I-110 Express Lanes: Los Angeles Metro
- MnPASS Express Lanes: Minnesota Department of Transportation
- E-470 Express Lanes: E-470 Public Highway Authority

The I-580 Public Education and Outreach contract includes the following tasks:

1. Finalize and implement the Public Outreach and Education Plan
 - a. Examination of perceptions and concerns of potential Express Lane users, and recommendations of solutions to support success of the lanes;
 - b. Development of messaging strategy and materials
 - c. Robust pre-launch, launch and post-opening outreach and education to commuters, business and media
2. Post-Opening Education and Outreach Report

Task 1 is currently underway and began with the development of the Outreach and Education Plan and the current implementation of the research plan. The research plan outlines a method to ensure Alameda CTC understands the deeper attitudes and values that affect driver behavior in the project corridor. This understanding will shape the outreach and education messaging to achieve the best targeting and greatest impact.

Research

In order to efficiently determine user perceptions of Express Lanes in the Bay Area, particularly as they relate to facilities being developed by Alameda CTC, FW&A conducted four, two-hour, in-depth focus groups on June 17 and 18, 2014, each with 9 or 10 participants consisting of I-580 FasTrak users, non-FasTrak commuters, carpool and transit users, or the general non-commuter travelers. Participants were recruited from the Livermore-Pleasanton-Dublin area depending on their patterns of usage of I-580 and/or ancillary transportation options. The research groups allowed FW&A to probe and understand the deeper attitudes and values affecting driving behavior and transportation choices.

Following the focus groups, FW&A created and conducted a statistically projectable 15-minute telephone survey to 400 randomly chosen people in the I-580 corridor area on July 22-24, 2014. Sixty-one percent of respondents were commuters and the rest of them (39%) use the Tri-Valley stretch of I-580 at least twice a week. The survey served to quantify the key findings from the focus groups and help determine the percentages of people who understand, believe, and act as they do when it comes to Express Lanes.

Research Findings

There were many indications from the focus groups and survey that the I-580 Express Lanes project will be received positively by the public. Some of the top findings included:

- 80% of respondents indicated they felt the Express Lanes will help ease traffic congestion in the regular freeway lanes.
- 78% indicated they have used an Express Lane somewhere in the state
- 71% of respondents indicated Express Lanes don't seem unfair

- 64% of respondents favored the I-580 Express Lanes after the lane concept was described

Participants of the focus groups were asked to provide any questions about the lanes they have. The majority responded with questions related to the following five categories:

- Pricing
- Criteria for usage
- Traffic alleviation
- Use of revenues
- Definitions of certain terms, such as continuous access

These types of *information-seeking* questions are a good indication of an initial acceptance of the concept and a desire for clarification rather than an initial rejection.

The research findings did uncover indications that the public will need to be reassured about three initial fears related to the project. Respondents indicated they are most concerned about:

- 1) The fear of losing money – is there an unbalanced cost-benefit ratio?
- 2) The fear of the untried – have express lanes been effective elsewhere?
- 3) The fear of being cheated – isn't this paying for using the road twice since tax dollars already helped build the road, and are we being cheated by those who find a way to avoid paying the toll?

Lane Benefits: These findings indicate users of I-580 are well aware of both express lanes and FasTrak, and the benefits provided by express lanes, such as reducing traffic congestion and offering an additional transportation option. These findings provide a positive basis for the planned outreach and education tasks.

Lane Configuration: The research indicates the inclusion of 'Continuous Access' of the 580 Express Lanes will be well received by the general public. Respondents understood the term and did not have any major concerns to this type of lane configuration. Also the concept of 'Dynamic Pricing' is well understood, however the phrase itself may take a while to penetrate in to the public's vernacular.

Most focus group participants incorrectly believed a carpool lane could simply be turned into a regular lane, and therefore Express Lanes were robbing them of something that could have been. This perception changed dramatically when they were told laws prevent carpool lanes from being changed into regular lanes. They then became open to how best to use the underutilized lanes. The messaging going forward should be that Express Lanes are a *gain*, not a loss, and the emphasis should be on *choice* and having an extra option.

Revenue and Pricing: Support for the project increased when the public heard the explanation of how excess revenues will be spent. And while excess revenues are not expected in the financial projects for the first few years of the project, knowing excess revenues will be used to enhance transit in the corridor and fund other local transportation projects within the corridor was very reassuring to the public in general.

The highest point of curiosity in the focus groups was how pricing is established. It will be very important to educate the public on pricing and expected toll ranges as early as possible so the driving public has time to get used to them prior to the opening of the lanes.

Messaging and Outreach

The next phase of education and outreach planning for the launch of the I-580 Express Lanes consists of developing a message strategy which adheres to and is responsive to the key findings from the research. How the lanes are introduced to the public and materials used to describe the lanes will be developed with the additional insight gained from research ensuring that the messaging is on point and aligned with the best methods to alleviate areas of concern.

This strategy will include an identification of target audiences, outreach and education channels used to reach these audiences, and material development designed to capture the audience's attention and relay the various message points in a clear and concise manner.

Next Steps

Staff will continue to bring outreach and education updates to the I-580 Express Lane Policy Committee throughout the coming year as we plan and implement public education and outreach tasks to ensure the successful launch and post-launch use of the I-580 Express Lanes. Topics will include:

1. Education and outreach implementation and regional coordination –January 2015
2. Transponder user education and marketing – Spring 2015
3. Outreach and education for Express Lanes launch – Summer 2015
4. Update on launch activities – Fall 2015

Regional Coordination

Additionally, Alameda CTC staff and consultants participate monthly in the regional Express Lanes Public Information Working Group (PIWG) to ensure region-wide coordination and success of the entire "Bay Area Express Lanes" network, and will update the Committee on these efforts, including branding, a website portal and coordinated messaging.

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

Staff Contact

[Tess Lengyel](#), Deputy Director of Planning and Policy

[Heather Barber](#), Communications Manager

This page intentionally left blank



DATE: September 2, 2014

SUBJECT: I-580 Corridor High Occupancy Vehicle/Express Lane Projects (PN 720.4/720.5/724.1/724.4/724.5): Monthly Progress Report

RECOMMENDATION: Receive a monthly status update on the I-580 Corridor High Occupancy Vehicle/Express Lane Projects.

Summary

The Alameda CTC is sponsoring the I-580 Corridor High Occupancy Vehicle (HOV)/Express Lane Projects along the I-580 corridor in the Tri-Valley. The Eastbound I-580 Express Lane Project will convert the newly constructed eastbound HOV lane, from Hacienda Drive to Greenville Road, to a double express lane facility. The I-580 Westbound Express Lane Project will convert the westbound HOV lane (currently under construction) to a single express lane facility from Greenville Road to San Ramon Road/Foothill Road.

The environmental and civil design work for the express lanes is complete for both eastbound and westbound. Civil construction is being implemented through multiple contract change orders (CCO's) on the on-going HOV Lane construction contracts. The I-580 Eastbound and Westbound Express Lane civil construction work will construct the necessary infrastructure, such as signing, sign gantries for dynamic messaging and toll reading, electrical conduit for connecting power and communication sources, and striping to accommodate the express lanes. The System Integrator contractor will install the required communication equipment, toll hardware and integrate the toll systems, utilizing emerging technologies/software development. The express lane facility is scheduled to open for public use in November 2015.

For detailed information on project funding, schedule and status of each corridor project, including the Eastbound HOV Lane Project (Segment 3 Aux Lanes), the Westbound HOV Lane Project (Segments 1 and 2), the Eastbound I-580 Express Lane Project, Westbound I-580 Express Lane Project and Toll System Integration activities, see Attachments A, B, C, D and E of this report. This item is for information only.

Background

The projects in the I-580 Corridor will provide increased capacity, safety and efficiency for commuters and freight along the primary corridor connecting the Bay Area with the Central Valley. In its role as project sponsor, the Alameda CTC has been working in

partnership with Caltrans, California Highway Patrol, the Metropolitan Transportation Commission (MTC), Alameda County, and the cities of Livermore, Dublin, and Pleasanton to deliver the projects.

The I-580 Corridor HOV Lane Projects will be completed with the construction of three final projects in the Livermore Valley (two westbound HOV segments and one eastbound auxiliary (AUX) lanes project). All of these projects are currently in construction and are being administered by Caltrans. Construction activity began in March 2013 and will complete by late 2015 in parallel with completion of express lane infrastructure.

For efficiency purposes, the I-580 Eastbound and Westbound Express Lane Projects have been combined into one construction project. All the contract change orders (CCO's) for express lane-civil infrastructure construction have already been issued to the on-going construction contracts along I-580 (I-580 Westbound HOV, I-580 Eastbound Auxiliary Lane and Freeway Performance Project). The benefit of implementing CCO's is to avoid working in the environmentally sensitive area, minimize additional traffic disruptions to the traveling public, reduce or eliminate re-work and potentially finish construction sooner. Specific items in CCOs include:

- Electrical Conduit – across and along I-580
- Service and controller cabinets
- Striping – stripe to final express lane configuration
- Install K-rail along median at sign locations
- Median concrete barrier
- Fiber Optics Cable
- Sign structures including tolling gantries, dynamic messaging signs, lighting standards and other sign structures.

The system integration for express lane implementation is currently in design phase. Construction activities of express lane-system integration are expected to commence in March 2015 with electronic toll systems, fully operational in November 2015.

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

Attachments

- A. I-580 Eastbound HOV Lane Project Monthly Progress Report (PN 720.5)
- B. I-580 Westbound HOV Lane Projects Monthly Progress Report (PN 724.4/724.5)
- C. I-580 Eastbound Express Lane Project Monthly Progress Report
- D. I-580 Westbound Express Lane Project Monthly Progress Report

- E. I-580 Express Lanes System Integration Monthly Progress Report
- F. I-580 Corridor HOV Lane Projects – Location Map
- G. I-580 Corridor Express Lane Projects – Location Map

Staff Contact

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

[Stefan Garcia](#), Project Controls Team

[Kanda Raj](#), Project Controls Team

This page intentionally left blank

ATTACHMENT A
I-580 Eastbound HOV Lane Project (PN 720.5)
Monthly Progress Report
August 2014

PROJECT DESCRIPTION

The Eastbound I-580 HOV Lane Project is completing one final construction segment, Segment 3 Auxiliary (AUX) Lanes, between Hacienda Drive and Greenville Road. The Project scope includes:

- Construction of auxiliary lanes from Isabel Avenue to First Street;
- Pavement width necessary for a double express (high occupancy toll lane facility);
- Final lift of asphalt concrete (AC) pavement and striping for entire eastbound project limits from Hacienda Drive to Portola Avenue;
- The soundwall that was deleted from the I-580/Isabel Avenue Interchange Project; and
- The widening of two bridges at Arroyo Las Positas in the eastbound direction.

CONSTRUCTION STATUS

Traffic Handling & Night Work

Construction activities include both day and night work. Significant work is involved in rehabilitating the existing pavement which requires closing traffic lanes; however, no complete freeway closures are anticipated. Due to heavy daytime traffic volumes, closing traffic lanes in the daytime is not feasible. For this reason, pavement rehabilitation work can only be done during nighttime hours. Night work will include setting lane closures and shifting traffic lanes (placement of safety barrier (k-rail) and striping work), existing pavement rehabilitation work (crack and seat, slab replacement and overlay) and electrical work. Caltrans lane closure charts permit the contractor to perform this work at night between 9pm and 4am. Work behind k-rail and all bridge work is expected to occur during daytime hours.

Construction Challenges

Alameda CTC staff is working in close coordination with Caltrans to implement the project within limited funding. Challenges and managed risks for this project include:

- Bird Nesting on structures and in adjacent field areas
- Installation of future express Lane components to facilitate express lane completion. Project staff is working to combine HOV and express lane construction work in a manner that will keep the single HOV lane open until the double lane HOT/HOV express facility is completed

Completed Activities – 64% of the contract work was completed as of 7/20/14

Construction activities began in April 2013. Work completed to date includes:

- Las Positas Creek (EB and WB) bridge widening
- Widening of major box culvert at Arroyo Seco and modification of drainage facilities. Creek diversion is removed and area restored.
- Several retaining walls on the outside edges of the freeway corridor

Ongoing & Upcoming Activities

Caltrans maintains a project website (<http://www.dot.ca.gov/dist4/projects/i580wbhov/>) and conducts public information and outreach efforts in cooperation with Alameda CTC. Ongoing and upcoming work activities include:

- Construct and backfill remaining retaining walls
- Install Lighting and Traffic Operation Systems
- Install infrastructure to support express lane operations
- Paving activities continuing between Hacienda Drive and Greenville Road through October 2014

FUNDING AND FINANCIAL STATUS

The I-580 Eastbound HOV Project is funded through federal, state and local funds.

Funding Plan – SEGMENT 3

Project Phase	Funding Source (\$ million)						Total
	CMIA	RM2	TVTC	FED	SHOPP	Meas. B	
PA&ED						0.02	0.02
PS&E		1.72	1.30	0.23			3.25
ROW		0.17	0.08			0.28	0.53
Construct Cap	17.87	2.20	0.14		4.69	6.57	31.47
Construct Sup	2.53	1.12	0.10			0.71	4.46
Total	20.40	5.21	1.62	0.23	4.69	7.58	39.73
Total Project Cost: \$39.7M							

SCHEDULE STATUS

The Eastbound AUX Lane project between Hacienda Drive and Greenville Road was advertised on July 9, 2012; bids were opened on October 5, 2012. Caltrans awarded the contract to OC Jones & Sons (with a bid 6.33 percent below the Engineer's Estimate) on November 16, 2012. With the inclusion of infrastructure to support express lane operations, construction is now planned to complete in late 2015.

Project Approval	December 2011 (A)
RTL	May 2012 (A)
CTC Vote	May 2012 (A)
Begin Construction (Award)	November 2012 (A)
End Construction	October 2015 (T)

ATTACHMENT B
I-580 Westbound HOV Lane Projects (PN 724.4/724.5)
Monthly Progress Report
August 2014

PROJECT DESCRIPTION

The Westbound I-580 HOV Lane Project includes three segments:

- **SEGMENT 1** – WB HOV Eastern Segment from Greenville Road to Isabel Avenue
- **SEGMENT 2** – WB HOV Western Segment from Isabel Avenue to San Ramon Road
- **SEGMENT 3** – Bridge widening at Arroyo Las Positas Creek. This work is included in the construction contract for the EB HOV Lane Project (see Attachment A).

CONSTRUCTION STATUS – SEGMENTS 1 & 2

Traffic Handling & Night Work

Construction activities include both day and night work. Significant work is involved in rehabilitating the existing pavement which requires closing traffic lanes; however, no complete freeway closures are anticipated. Due to heavy daytime traffic volumes, closing traffic lanes in the daytime is not feasible. For this reason, pavement rehabilitation work can only be done during nighttime hours. Night work will include setting lane closures and shifting traffic lanes (placement of safety barrier (k-rail) and striping work), existing pavement rehabilitation work (crack and seat, slab replacement and overlay) and electrical work. Caltrans lane closure charts permit the contractor to perform this work at night between 9pm and 4am. Work behind k-rail and all bridge work is expected to occur during daytime hours.

Construction Challenges

Alameda CTC staff is working in close coordination with Caltrans to implement the project within limited funding. Challenges and managed risks for the project include:

SEGMENT 1 (Eastern Segment)

- Installation of future express Lane components to facilitate express lane completion. Project staff is working to combine HOV and express lane construction work in a manner that will allow the HOV/express lane facility to be opened concurrently
- Additional widening of the North Livermore Avenue structure to accommodate express lane width requirements
- New retaining wall to account for recent, accelerated erosion within the Arroyo Seco Creek adjacent to the widening necessary for westbound lanes
- Coordination with concurrent Caltrans projects in the area to reduce cost
- Bird Nesting on structures and in adjacent field areas
- Revision of pavement slab replacements to prioritize in areas most in need

SEGMENT 2 (Western Segment)

- Installation of future express lane components to facilitate express lane completion. Project staff is working to combine HOV and express lane

construction work in a manner that will allow the HOV/express lane facility to be opened concurrently

- Elimination of a retaining wall to reduce project cost
- Changes to the pavement cross section to reduce project cost
- Bird Nesting on structures and in adjacent field areas
- Revision of pavement slab replacements to prioritize in areas most in need

Completed Activities

Construction activities began in March 2013. Work completed to date includes:

SEGMENT 1 (Eastern Segment) – 54% of the contract work was completed as of 7/20/14

- North Livermore Ave bridge widening
- Bridge widening at Arroyo Las Positas (2 locations)
- Arroyo Seco RCB culvert extension
- Construct major drainage facilities (e.g. double box culvert)
- Concrete pavement slab replacements
- Excavate and construct retaining walls and soil nail walls
- Temporary striping, shift traffic lanes and placement of k-rail on outside shoulder from Greenville to Airway

SEGMENT 2 (Western Segment) – 61% of the contract work was completed as of 7/20/14

- Stage 1 median widening from Airway to Hacienda
- BART Barrier modifications
- Temporary striping, shift traffic lanes and placement of safety barrier (k-rail) to allow for Stage 2 outside widening
- Bridge widening at Dougherty Undercrossing near Dublin BART station
- Bridge widening at Tassajara Creek
- Precast slab pavement replacements
- K-rail placed for Stage 2 from Airway to just east of Tassajara Creek

Ongoing & Upcoming Activities

Caltrans maintains a project website

(<http://www.dot.ca.gov/dist4/projects/i580wbhov/>) and conducts public information and outreach efforts in cooperation with Alameda CTC. Ongoing and upcoming work activities include:

SEGMENT 1 (Eastern Segment)

- Soundwall construction at Vasco Road
- Install Lighting and Traffic Operation Systems
- Install infrastructure to support express lane operations
- Median widening for HOV lane
- Paving of ramps and conform areas will begin at Greenville and progress westward starting in May 2014

SEGMENT 2 (Western Segment)

- Completion of Stage 2 outside widening
- Installation of drainage systems
- Median barrier reconfiguration
- Install Lighting and Traffic Operation Systems

- Install infrastructure to support express lane operations
- Final paving and striping of westbound I-580 will occur between Airway Boulevard and Hacienda Drive from May to October 2014

FUNDING AND FINANCIAL STATUS

The I-580 Westbound HOV Lane Project is funded through federal, state and local funds available for the I-580 Corridor. The total project cost is \$143.9M, comprised of programmed (committed) funding from federal, state and local sources.

Funding Plan – SEGMENT 1 (Eastern Segment)

Project Phase	Funding Source (\$ million)							Total
	CMIA	RM2	TCRP	FED	SHOPP	Meas. B	TVTC	
Scoping		0.53	0.04					0.57
PA&ED		4.38						4.38
PS&E		2.29	0.11	0.15		1.69	0.42	4.66
ROW		1.16				0.04		1.20
Utilities		0.32						0.32
Const Cap	35.34		5.92	6.19	13.54	1.60		62.59
Const. Sup	6.52		1.59			1.08		9.19
Total	41.86	8.68	7.66	6.34	13.54	4.41	0.42	82.91
Total Project Cost: \$82.9M								

Funding Plan – SEGMENT 2 (Western Segment)

Project Phase	Funding Source (\$ million)							Total
	CMIA	RM2	TCRP	FED	SHOPP	Meas. B	TVTC	
Scoping		0.36	0.02					0.38
PA&ED		2.92						2.92
PS&E		1.53	0.07	0.10		1.12	0.28	3.10
ROW		0.77				0.03		0.80
Utilities		0.21						0.21
Const Cap	33.73		2.49		9.61	0.10	0.30	46.23
Const. Sup	6.75					0.58		7.33
Total	40.48	5.79	2.58	0.10	9.61	1.83	0.58	60.97
Total Project Cost: \$61.0M								

SCHEDULE STATUS

SEGMENT 1 (Eastern Segment):

The Westbound HOV Eastern Segment from Greenville Road to Isabel Avenue was advertised on July 16, 2012 and bids were opened on September 19, 2012. Caltrans awarded the contract to Ghilotti Construction Company, Inc. (with a bid 16.33 percent below Engineer's Estimate) on November 20, 2012. With the inclusion of infrastructure to support express lane operations, construction is now planned to complete in early 2016.

Project Approval	January 2010 (A)
RTL	May 2012 (A)
CTC Vote	May 2012 (A)
Begin Construction (Award)	November 2012 (A)
End Construction	January 2016 (T)

SEGMENT 2 (Western Segment):

The Westbound HOV Western Segment from Isabel Avenue to San Ramon Road was advertised on June 25, 2012 and bids were opened on August 29, 2012. Caltrans awarded the contract to DeSilva Gates Construction (with a bid 23.32 percent below Engineer's Estimate) on October 29, 2012. With the inclusion of infrastructure to support express lane operations, construction is now planned to complete in mid 2015.

Project Approval	January 2010 (A)
RTL	April 2012 (A)
CTC Vote	April 2012 (A)
Begin Construction (Award)	October 2012 (A)
End Construction	July 2015 (T)

ATTACHMENT C
I-580 Eastbound Express Lane Project
Monthly Progress Report
August 2014

PROJECT DESCRIPTION

The I-580 Eastbound Express Lane Project will convert the newly constructed eastbound HOV lane, from Hacienda Drive in Dublin/Pleasanton to Greenville Road in Livermore, to a double express lane facility, a distance of approximately 11 miles.

PROJECT DELIVERY STATUS

- The environmental phase is complete
- Civil design is complete and combined with the westbound component as one contract package. The civil construction is being implemented through CCO's under the three I-580 HOV lane projects currently in construction (I-580 Westbound HOV Lane - West Segment, I-580 Westbound HOV Lane - East Segment and I-580 Eastbound HOV Lane - Segment 3 with Auxiliary Lanes). All the CCOs have been issued to the contractors
- Electronic toll system design is in progress

RECENT ACTIVITIES

- Completed draft Detailed Design Document (PDD) for electronic toll system

UPCOMING ACTIVITIES

- Negotiate and execute various agreements
- Negotiate and process professional services amendment related to Vehicle Toll Violation Enforcement System with ETCC
- Finalize Detailed Design Document (DDD) for the electronic system design

POTENTIAL ISSUES/RISKS

The civil construction has to be completed by early March 2015 to allow ETCC to start the electronic toll system equipment so that express lanes can be opened by November 2015. This schedule is very aggressive. Staff will work closely with Caltrans and ETCC to monitor progress and take appropriate actions as necessary.

FUNDING AND FINANCIAL STATUS

See Attachment E for combined project funding and financial status.

SCHEDULE STATUS

I-580 Eastbound Express Lane Project Schedule:

Project Approval	March 2014
Civil Design Completion	April 2014
Begin Construction	June 2014
End Construction (Civil and System Integration)	November 2015

ATTACHMENT D
I-580 Westbound Express Lane Project
Monthly Progress Report
August 2014

PROJECT DESCRIPTION

The I-580 Westbound Lane Project will convert the planned westbound HOV lane to a single express lane facility from Greenville Road in Livermore to San Ramon Road / Foothill Road in Dublin / Pleasanton, a distance of approximately 14 miles.

PROJECT DELIVERY STATUS

- The environmental phase is complete
- Civil design is complete and combined with the eastbound component as one contract package. The civil construction is being implemented through CCO's under the three I-580 HOV lane projects currently in construction (I-580 Westbound HOV Lane - West Segment, I-580 Westbound HOV Lane - East Segment and I-580 Eastbound HOV Lane - Segment 3 with Auxiliary Lanes). All the CCOs have been issued to the contractors
- Electronic toll system design is in progress

RECENT ACTIVITIES

- Completed draft Detailed Design Document (PDD) for electronic toll system

UPCOMING ACTIVITIES

- Negotiate and execute various agreements
- Negotiate and process professional services amendment related to Vehicle Toll Violation Enforcement System with ETCC
- Finalize Detailed Design Document (DDD) for the electronic system design

POTENTIAL ISSUES/RISKS

The civil construction has to be completed by early March 2015 to allow ETCC to start installation of the electronic toll system equipment so that express lanes can be opened by November 2015. This schedule is very aggressive. Staff will work closely with Caltrans and ETCC to monitor progress and take appropriate actions as necessary.

FUNDING AND FINANCIAL STATUS

See Attachment E for combined project funding and financial status.

SCHEDULE STATUS

I-580 Westbound Express Lane Project Schedule:

Project Approval	August 2013
Civil Design Completion	April 2014
Begin Construction	June 2014
End Construction (Civil and System Integration)	November 2015

ATTACHMENT E
I-580 Express Lanes Systems Integration
Monthly Progress Report
August 2014

SYSTEM INTEGRATION SCOPE DESCRIPTION

The I-580 Express Lane-civil contract will construct the necessary infrastructure, such as signing, sign gantries for dynamic messaging and toll reading, electrical conduit for connecting power and communication sources and pavement striping to accommodate express lanes. The System Integration will include communication and tolling hardware design, software development, factory testing of equipment/design, toll system equipment/hardware installation and toll system integration. It will also consist of field testing of the toll equipment and all subsystems including the interfaces to the Bay Area Toll Authority - Regional Customer Service Center and Caltrans prior to implementing the new express lanes.

Detailed Discussion

The systems integration focuses on the most recent technologies including software, hardware and traffic detection that will be deployed to optimize the existing corridor capacity in order to effectively manage the current and forecasted traffic in the corridor. The system integrator, however, will continue to own the software while the implementing agency will pay for a license to allow for the use of the toll integrator's software.

Electronic Transaction Consultants Corporation (ETCC), the project toll system integrator, has been updating the electronic toll system design to support the "near continuous" access configuration in both directions of I-580. As reported in the 2013 I-580 Workshops, the "near continuous" concept provides additional access opportunities while reducing the foot-print required for implementing a shared express/general purpose lane facility. In addition, it looks and feels similar to a High Occupancy Vehicle (HOV) facility and, therefore, is expected to provide driver familiarity.

Project Geometry and Electronic Toll System Design

The latest version of the express lanes concept proposes the following:

In the eastbound I-580 direction:

- Buffer separated single-lane HOV/Express Lane will be installed from Hacienda Drive to Fallon Road
- Continuous access dual-lane HOV/Express Lane will be installed from Fallon Road to west of Vasco Road
- Continuous access single-lane HOV/Express Lane will be installed from west of Vasco Road to Greenville Road

In the westbound I-580 direction:

- Continuous access single-lane HOV/Express Lane will be installed from Greenville Road to Hacienda Drive
- A buffer separated single-lane HOV/Express Lane will be installed from Hacienda Drive to the I-580/I-680 Interchange

PROJECT STATUS

Software and hardware design

The system integration is currently in the design phase. A Detailed Design Document (DDD), prepared by ETCC is currently under review. Subsequent to the DDD approval by Alameda CTC, ETCC will demonstrate in-lane testing of proto-type toll equipment, perform a series of factory and field tests and work with agency staff to validate its hardware and software design prior to opening the new express lanes facility. Construction activities of express lane-system integration are expected to commence in March 2015 with electronic toll systems, fully operational in November 2015.

To support the near continuous access and curtail toll violation, the toll systems design includes zone-based tolling and automated toll violation enforcement. Toll gantries will be placed at approximately ¼ mile intervals to support toll collection and violation enforcement. System design also includes tools to support the California Highway Patrol's efforts in curtailing vehicle occupancy violation.

Agency staff is working to deploy a comprehensive public education and outreach program to support the implementation of the express lanes which will employ new and emerging technologies. Business rules have been developed for consistent driver experience within the Regional Bay Area Express lane network. The agency's outreach consultants held focus group meetings with potential customers and are currently in the process of summarizing their research findings. The research outcome will assist the planning of upcoming outreach activities to stakeholders and the general public.

RECENT ACTIVITIES

- Staff continues to review a draft Detailed Design Document and other toll systems deliverables related to electronic toll system design based on a near continuous access configuration, "zone tolling" and automated violation enforcement
- Public outreach consultants conducted two focus group meetings and are summarizing the findings to tailor an outreach program for implementation prior to- during- and after- the construction of express lane project.

UPCOMING ACTIVITIES

- Subject to the Commission's approval in September 2014, ETCC will begin work on the image capture review system (ICRS) to enforce automated toll violation
- ETCC to demonstrate in-lane testing of equipment/hardware selected for employment in early September 2014.
- Conduct factory acceptance test in February 2015
- Continue public outreach, education and marketing efforts

- Continue to coordinate with BATA regarding the draft customer services agreement for collecting tolls and processing toll violation enforcement services by summer 2014
- Continue to work with Caltrans on the draft Operations and Maintenance (O&M) Agreement

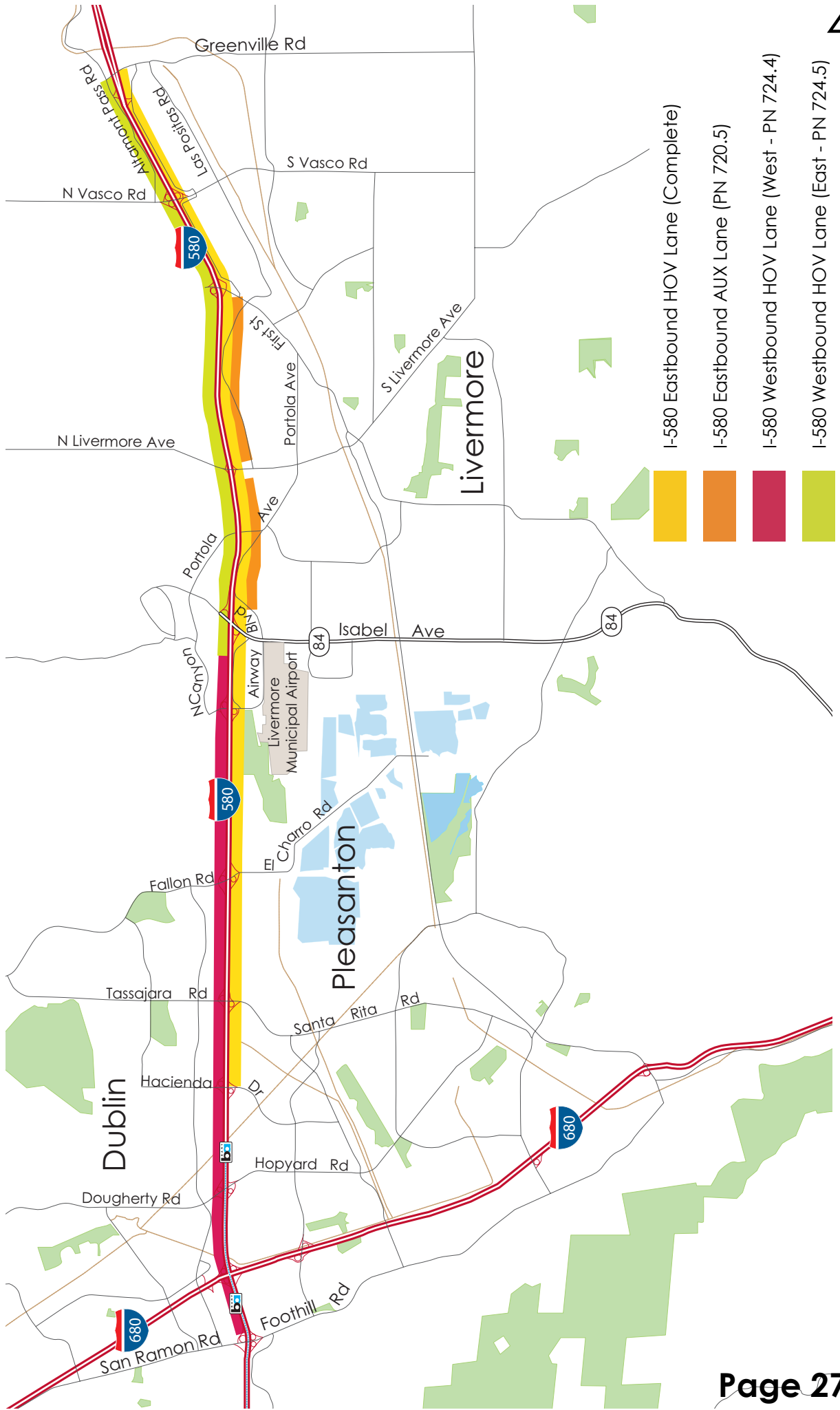
FUNDING AND FINANCIAL STATUS

Combined Eastbound & Westbound Funding Plan for "near continuous" access

Project Phase	Funding Source (\$ million)						Total
	ARRA	Federal Earmark	RM2	TVTC	TCRP Deferred	Local (Meas. B)	
PA&ED			1.39	2.17	0.10		3.66
PS&E	0.70		0.11	0.93	3.10		4.84
Sys. Int.	6.80			0.68	1.47	8.05	17.00
ROW				0.37			0.37
Const. Support			2.55		0.05	1.47	4.07
Construct Cap		1.00		0.63	1.28	21.65	24.56
O&M						0.48	0.48
TOTAL	7.50	1.00	4.05	4.78	6.0	31.65	54.98
Total Project Cost: \$54.98M							

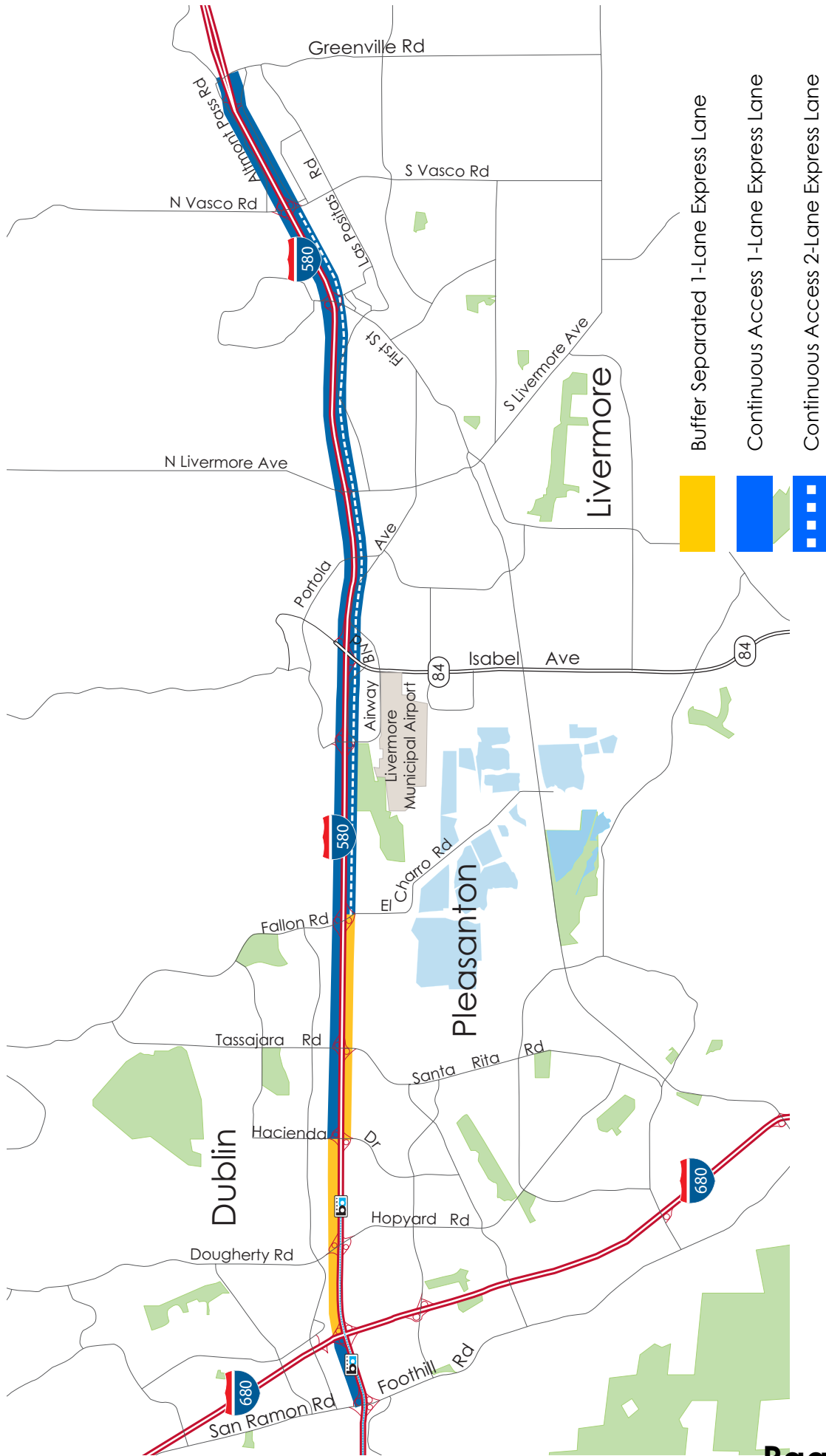
This page intentionally left blank

I-580 Corridor HOV Lane Projects - Location map



This page intentionally left blank.

I-580 Express Lane Projects Location map



This page intentionally left blank