



Meeting Notice

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

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Arthur L. Dao

I-580 Express Lane Policy Committee

Monday, October 13, 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.

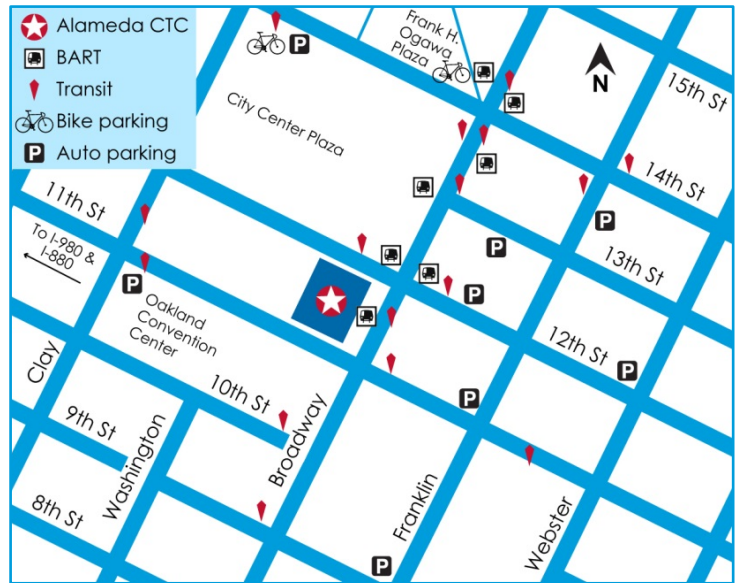
Glossary of Acronyms

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.

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I-580 Express Lane Policy Committee Meeting Agenda Monday, October 13, 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

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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. [September 8, 2014 I-580 Express Lane PC Meeting Minutes](#)

1 A

Recommendation: Approve the September 8, 2014 meeting minutes.

4. Regular Matters

- 4.1. [I-580 Express Lanes Education and Outreach Schedule](#)
- 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](#)

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5. Committee Member Reports (Verbal)

6. Staff Reports (Verbal)

7. Adjournment

Next Meeting: November 10, 2014

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

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I-580 Express Lane Policy Committee Meeting Minutes

Monday, September 08, 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 except Commissioner Nate Miley

Subsequent to the roll call:

Commissioner Nate Miley arrived during item 4.1.

2. Public Comment

There was no public comment.

3. Consent Calendar

3.1 July 14, 2014 I-580 Express Lane PC Meeting Minutes

Commissioner Thorne motioned to approve the consent calendar. Commissioner Sbranti seconded the motion. The motion passed unanimously.

4. Regular Matters

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

Heather Barber presented the I-580 express lanes education and outreach update and gave a report on the research findings. She provided an overview of the schedule for the education and outreach plan over the next 18-months. She stated that there was a draft outreach and education plan approved by the Commission and that staff had done initial research regarding outreach and education.

Heather introduced Daniel Spalding from Frank Wilson & Associates who presented more detailed information on the research findings. Daniel stated that there were four focus group held in the tri-valley area as well as a quantitative telephone survey of 400 respondents. He covered awareness and favorability findings, as well as the top five questions and concerns. He also covered lane operations, time savings finding and cost benefits. He provided information on the perception of fairness of the express lane and the top five priorities expressed by the participants. He concluded by stating that the findings will be incorporated into the express lane education and outreach plan and used to finalize the outreach timeline.

Commissioner Marchand wanted to know what outreach was done for commuters in the San Joaquin valley. Daniel stated that outreach for commuters coming from the San Joaquin valley was included into express lane outreach and educational plan.

This item was for information only.

4.3. I-580 Corridor High Occupancy Vehicle/Express Lane Projects (PN720.4/720.5/724.1/724.4/724.5): Monthly Progress Report

Stefan Garcia presented the I-580 Corridor High Occupancy Vehicle/Express Lane Projects Monthly Progress Report. He stated that this update was a combined HOV and HOT update for the I-580 corridor. Stephan stated that all projects are meeting construction and contract budget goals. He added that express lane civil elements have been incorporated into the ongoing HOV and auxiliary lane construction contracts. Kanda Raj stated that system integration is the last piece of the express lane implementation and briefly covered the robust outreach and educational effort.

This item was for information only.

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, October 13, 2014 @ 10:00 a.m.

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

Attested by:



Vanessa Lee,
Clerk of the Commission



Memorandum

4.1

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: October 6, 2014

SUBJECT: I-580 Express Lanes Education and Outreach Schedule

RECOMMENDATION: Receive an update on the I-580 Express Lanes Education and Outreach Schedule.

Summary

Alameda CTC will open new Express Lanes on the I-580 corridor in the Tri-Valley in fall 2015. A comprehensive research-based education and outreach approach has commenced that will inform motorists about the lanes and their safe and proper use, and will be a model for future projects. New primary research has been completed to test commuter perceptions about the lanes. The results of the research are being integrated into the Outreach and Education Plan and messages are being refined in order to best prepare and educate the public for the opening of the express lanes.

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 the materials used to describe the lanes will be developed with the insight gained from research, ensuring that the messaging is on point.

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. A draft Outreach and Education Plan has been developed and a research plan was implemented over the summer. In September staff presented research findings and a comprehensive research-based approach to education and outreach that will be implemented throughout the Tri-Valley and in Contra Costa and San Joaquin Counties.

Education and Outreach Schedule

The 580 Express Lane communications will be implemented through a systematic process that result in positive word of mouth for the project, safe and proper use of the lanes, manageable enforcement and a model for future projects in the planned regional Bay Area Express Lanes network. The following provides a project schedule and approach to these tasks.

October – December 2014

Major Milestones:

- I-580 Express Lanes opening in thirteen months
- New FasTrak transponder

Key Communications Activities:

- Develop and refine messaging that ensures easy understanding and access, as identified in research.
- Develop and launch an outreach effort to begin to raise awareness about the project to build a positive perception of Alameda CTC and the project within the marketing areas.
 - Develop key stakeholder list and outreach event priority list
 - Develop branding and messaging for I-580 Express Lanes
 - Prepare talking points and project fact sheet
 - Develop press kit materials, FAQs and media list
 - Design and produce print materials
 - Develop website content develop “B-roll” and “How To” video for website
- Develop speaking engagements list and schedule:
 - Develop project powerpoint
 - Conduct one-on-one meetings with key stakeholders/connectors
 - Meet with key stakeholders
 - Attend key community events
- Promote Alameda CTC and Bay Area express lanes leaders in providing transportation solutions in the county and region.
- Work with partners (MTC/BATA) to develop plan for outreach and education of FasTrak Flex to promote early acquisition of new tag by I-580 corridor users.
- Coordinate with MTC/PIWG to integrate I-580 Express Lanes education and outreach with Bay Area Express Lanes Network

January – March 2015

Major Milestones:

- Express Lane system integration construction activities to commence
- FasTrak Flex to become available in April

Key Communications Activities:

- Begin outreach to key stakeholders, including government, business and community groups in Alameda, Contra Costa and San Joaquin Counties
- Develop and launch Social Media Tools for Express Lanes to begin building a following
- Plan media event/photo opportunities to mark the completion of gantry installation
- Continued coordination with regional partners

April – August 2015**Major Milestones:**

- FasTrak Flex becomes available for distribution in the Bay Area
- I-580 systems integration and testing

Key Communications Activities:

- Launch grass-roots community outreach effort to support early adoption of express lanes and FasTrak Flex, including understanding of benefits
- Staff and attend spring/summer community events, including providing opportunities to obtain FasTrak Flex
- Coordinate and attend transportation fairs at major employment centers
- Continue outreach to key stakeholders, including government, business and community groups in Alameda, Contra Costa and San Joaquin Counties
- Continue media outreach: Project Status Report/How To's
- Coordinate with CHP to ensure safety and enforcement and to support grace period and violator education
- Develop Risk Communications Protocols for opening of new lanes
- Continued coordination with regional partners

September - December 2015**Major Milestones:**

- Completion of systems integration and testing
- Launch I-580 Express Lanes

Key Communications Activities:

- Press Conference and Media Tour
 - Introduce "How to use the I-580 Express Lanes" Video
 - Interviews with Alameda CTC Commissioners and CHP
- Outreach to carpoolers to reinforce and support carpooling
- Continue marketing campaign for FasTrak Flex tolls tags
- Grand Opening/Ribbon Cutting Event

- Continued coordination with CHP to ensure safety and enforcement and to support grace period and violator education to offer violators opportunities to become customers
- Continued coordination with regional partners

January – March 2016

Major Milestones:

- Post-Launch success

Key Communications Activities:

- Ongoing education to drivers and close coordinate with CHP to ensure drivers understand rules of the road
- Continue marketing campaign for FasTrak Flex tolls tags
- Collect and promote testimonials of new users of I-580 lanes
- Promote statistics on growing usage tied to milestones (first month, first ninety days)
- Develop messaging around travel time saved by the Express Lanes
- Document public feedback and effectiveness of targeted outreach and marketing and define next steps

Next Steps

Staff will continue to bring outreach and education updates to the I-580 Express Lane Policy Committee throughout the coming year as staff plans and implements 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 – March 2015
3. Outreach and education for Express Lanes launch – June 2015
4. Update on launch activities – Sept 2015

Fiscal Impact: There is no 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



Memorandum

4.2

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: October 6, 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 subsystems, 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 areas, 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 system, 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 (PN 720.4)
- D. I-580 Westbound Express Lane Project Monthly Progress Report (PN 724.1)

- 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

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ATTACHMENT A
I-580 Eastbound HOV Lane Project (PN 720.5)
Monthly Progress Report
September 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 – 74% of the contract work was completed as of 9/20/14

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.
- Most retaining walls on the outside 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:

- Backfill two 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	17.87	2.20	0.14		4.69	6.57	31.47
Cap							
Construct	2.53	1.12	0.10			0.71	4.46
Sup							
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
September 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) – 51% of the contract work was completed as of 9/20/14

- 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
- Paving of ramp and gore areas

SEGMENT 2 (Western Segment – 77% of the contract work was completed as of 9/20/14

- 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
- Outside widening from Airway to Hacienda

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
- Complete retaining walls
- Median widening and barrier reconfiguration
- Mainline paving will begin in spring 2015

SEGMENT 2 (Western Segment)

- Installation of drainage systems
- Median barrier reconfiguration
- Complete retaining walls
- Install Lighting and Traffic Operation Systems
- Install infrastructure to support express lane operations

- Final paving and striping between Airway Boulevard and Hacienda Drive will begin in spring 2015.

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
September 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

- Civil construction activities are progressing
- See Attachment E for toll system design updates

UPCOMING ACTIVITIES

- Coordinate civil construction activities for completion by March 2015
- See Attachment E for toll system design updates

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
September 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

- Civil construction activities are progressing
- See Attachment E for toll system design updates

UPCOMING ACTIVITIES

- Coordinate civil construction activities for completion by March 2015
- See Attachment E for toll system design updates

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 System Integration
Monthly Progress Report
September 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 system 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 congestion 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. To support the near continuous access and curtail toll violation, the toll system design includes zone-based tolling and automated toll violation enforcement. Toll gantries will be placed at approximately $\frac{3}{4}$ 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.

Detailed Design Document (DDD), prepared by ETCC for system integration has been approved. The approval enabled ETCC to proceed with software development. Consistent with project concepts presented in 2013 I-580 Workshops, ETCC procured proto-type hardware, conducted field tests and shared the results with Alameda CTC staff. Through these tests ETCC verified how its toll system would successfully detect vehicles under different driving scenarios. Subsequently, ETCC will perform a series of factory and field tests and work with Alameda CTC 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 system, fully operational in November 2015.

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. In the October 2014 meeting, staff will outline the schedule activities associated with the public education and outreach plan.

RECENT ACTIVITIES

- ETCC verified that the proposed toll system will be capable of identifying and collecting tolls in single- and double-lane near continuous access express lanes, capturing license plate images and providing tools to enhance occupancy violation enforcement
- Based on Commission's approval in September 2014, staff is working with ETCC to include license plate image capture and review system (ICRS) in ETCC's scope of services in its Agreement to enforce automated toll violation

UPCOMING ACTIVITIES

- Roll out the education and outreach campaign to the public in early 2015 to educate them about the benefits of express lanes, how to use the lanes, new technologies, including the use of switchable transponders, and how to gather additional information, etc.
- Conduct factory acceptance test in February 2015

- Continue to coordinate with BATA to complete a customer services agreement by spring 2015 for collecting tolls and processing toll violation enforcement services
- Continue to work with Caltrans to complete an Operations and Maintenance (O&M) Agreement by spring 2015

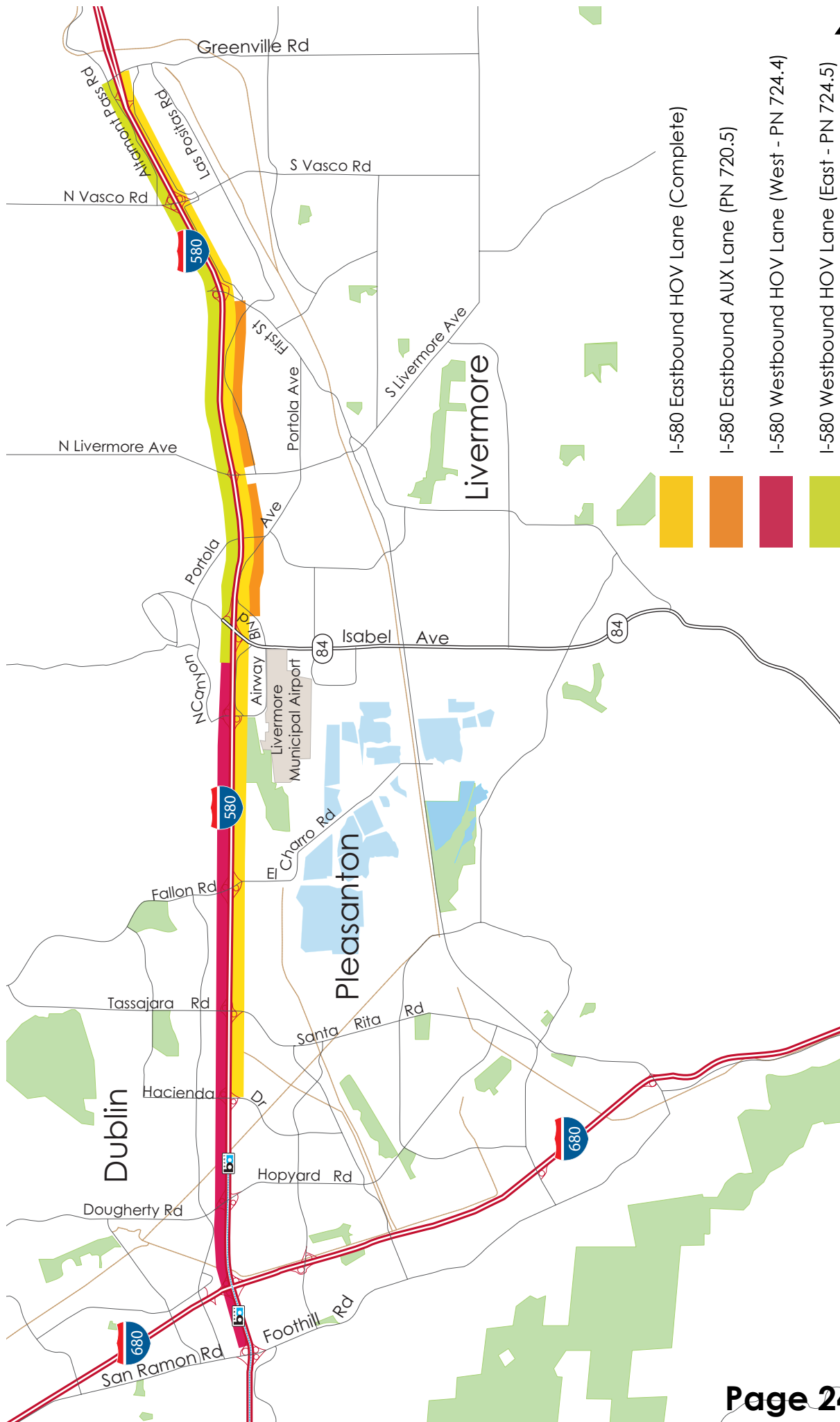
FUNDING AND FINANCIAL STATUS

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	1.00		0.68	1.47	7.05	17.00
ROW				0.37			0.37
Const. Support			2.55		0.05	1.47	4.07
Construct				0.63	1.28	22.65	24.56
Cap							
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							

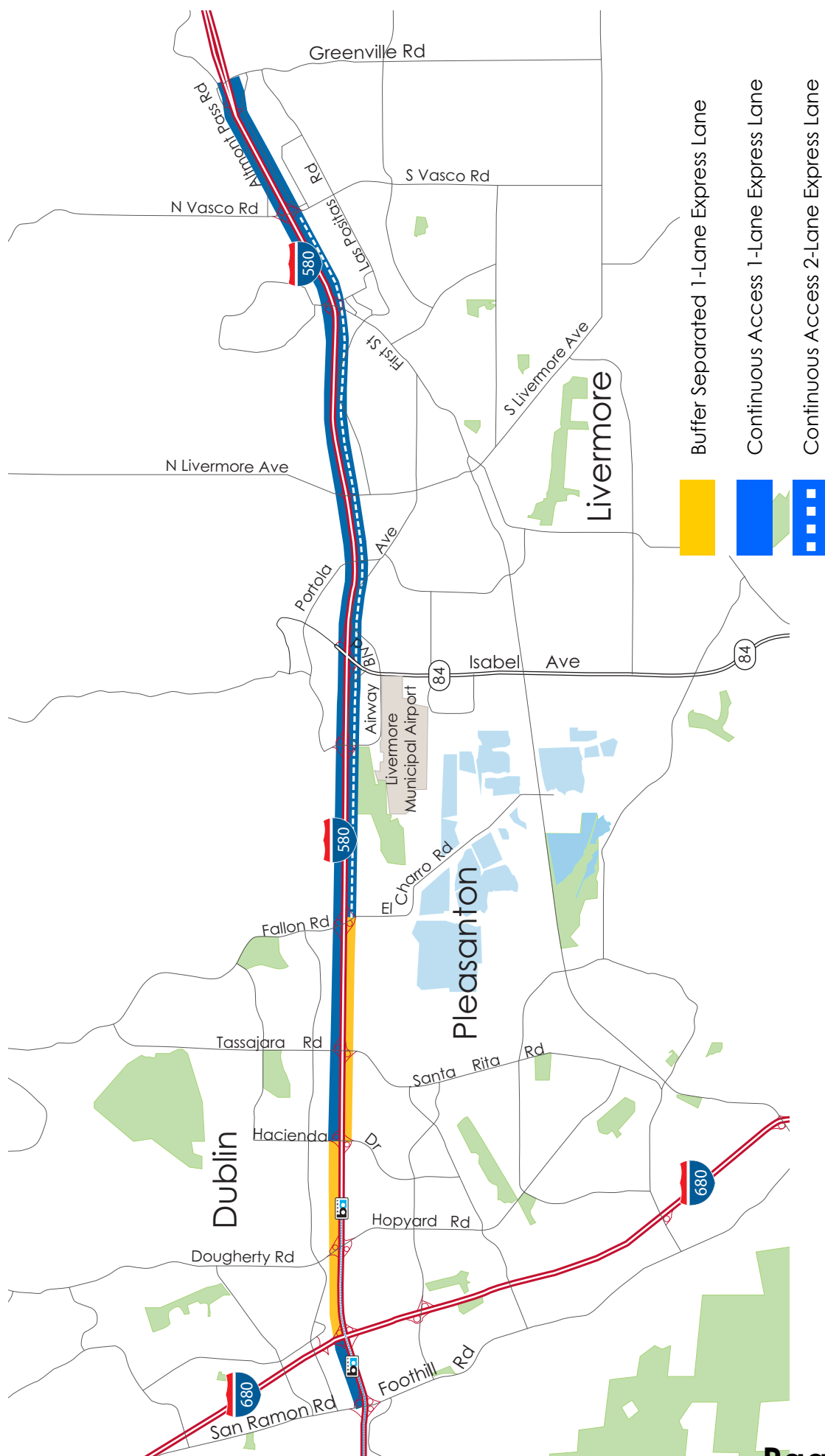
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I-580 Corridor HOV Lane Projects - Location map



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I-580 Express Lane Projects Location map



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