



Meeting Notice

1111 Broadway, Suite 800, Oakland, CA 94607

510.208.7400

www.AlamedaCTC.org

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City of Oakland

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Mayor Pauline Cutter

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Mayor Carol DuTra-Vernaci

Executive Director
Arthur L. Dao

I-580 Express Lane Policy Committee

Monday, April 13, 2015, 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

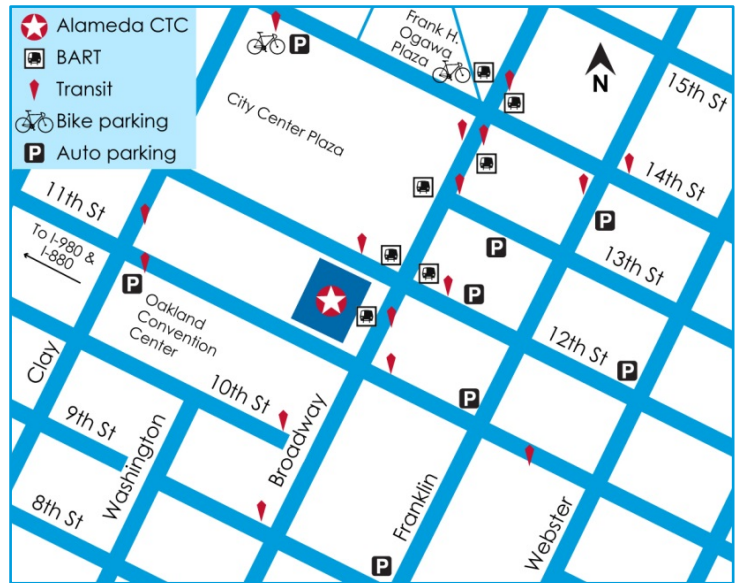
A glossary that includes frequently used acronyms is available on the Alameda CTC website at www.AlamedaCTC.org/app_pages/view/8081.

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, April 13, 2015, 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, Rebecca Kaplan, Bill Harrison, Jerry Thorne, David Haubert
Staff Liaison: Kanda Raj
Executive Director: Arthur L. Dao
Clerk: Vanessa Lee

1. Roll Call

2. Public Comment

3. Consent Calendar

Page A/I

3.1. [March 9, 2015 I-580 Express Lane PC Meeting Minutes](#)

1 A

Recommendation: Approve the March 9, 2015 meeting minutes.

4. Regular Matters

4.1. [I-580 Eastbound and Westbound Express Lanes \(724.4/724.5\): Reimbursable Service Agreement with California Highway Patrol \(CHP\)](#)

3 A

Recommendation: Approve and authorize the Executive Director to execute a Reimbursable Services Contract for Violation Enforcement of the 580 Express Lanes with the CHP (Agreement No. 10R390000-3).

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](#)

5 I

4.3. [I-580 Express Lanes: Outreach and Education Update](#)

27 I

5. Committee Member Reports (Verbal)

6. Staff Reports (Verbal)

7. Adjournment

Next Meeting: May 11, 2015

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, March 9, 2015, 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.

2. Public Comment

There was no public comment.

3. Consent Calendar

3.1 February 9, 2015 I-580 Express Lane PC Meeting Minutes

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

4. Regular Matters

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

Stefan Garcia presented the I-580 Corridor High Occupancy Vehicle (HOV)/Express Lane Projects Monthly Progress Report. He stated that the environmental and civil design work for the express lanes is complete and construction activities are on-going in both eastbound and westbound directions. Kanda Raj provided information on system integration and regional coordination and stated that the lanes are scheduled to open in November.

Commissioner Haubert requested a list of outreach dates. Heather Barber stated that staff would provide the commission with the outreach calendar of events.

Commissioner Haggerty wanted to know when signage on using the lane would go up. Kanda stated that the signage is scheduled to go up in July/August timeframe.

This item was for information only.

4.2. I-580 Express Lanes: Outreach and Education Update

Heather Barber provided an update on the I-580 Express Lane outreach and education plan. She covered key messages for use of the express lane specifically use of the FasTrak Flex transponder. Heather covered recent education and outreach efforts with partner and regional agencies and she concluded by covering the outreach and education plan that will continue through August.

Commissioner Thorne wanted to know what a driver should do with an old FasTrak transponder. Heather stated that if it is a solo driver, they can continue to use the old FasTrak device. If the driver is not a solo driver, they will need to exchange the old transponder at the customer service center at BATA.

Commissioner Haggerty wanted to ensure that Livermore outreach was done because of the impact of the lane in that area. Heather ensured the committee that the plan included outreach in that area.

This item was for information only.

4.3. I-580 Express Lane Draft Toll Violation Process

Kanda Raj recommended that the Commission approve the procedure and schedule of penalties for implementing toll evasion violation enforcement on the I-580 Express Lanes. He stated that this is the first continuous access lane in California and a procedure for implementing toll evasions was required. He covered the scheduled of penalties and procedures requirements and stated that the requested procedure will be consistent with other toll enforcement throughout the Bay Area. Kanda stated that the toll evasion penalty will be the toll + \$25. The delinquent penalty will be the toll + \$70. Kanda covered the toll evasion violation enforcement procedure and upcoming dates and timelines.

Commissioner Haggerty wanted information on first time violations and/or violators who don't have enough money in their FasTrak account. Kanda stated that if it is a first time violator they will be given an opportunity to sign up for FasTrak before a penalty is received. If there is not enough money in the FasTrak account, the driver is issued a potential violation and given an opportunity to replenish the account.

Commissioner Kaplan wanted to know if the toll evasion system was automated. Kanda stated that the toll evasion system is in fact an automated violation system.

Commissioner Haggerty moved to approve this item. Commissioner Thorne seconded the motion. The motion passed unanimously.

5. Committee Member Reports

There were no committee member reports.

6. Staff Reports

There were no staff reports.

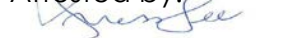
7. Adjournment/ Next Meeting

The next meeting is:

Date/Time: Monday, April 13, 2015 @ 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: April 6, 2015

SUBJECT: I-580 Eastbound and Westbound Express Lanes (724.4/724.5):
Reimbursable Service Agreement with California Highway Patrol (CHP)

RECOMMENDATION: Approve and authorize the Executive Director to execute a Reimbursable Services Contract for Violation Enforcement of the 580 Express Lanes with the CHP (Agreement No. 10R390000-3)

Summary

The Alameda CTC is sponsoring the I-580 Corridor High Occupancy Vehicle (HOV)/Express Lanes Project which is part of an overall 550-mile Bay Area express lane network that will expand commuter choices and maximize the efficiency of this highly congested I-580 corridor by employing emerging technologies, such as real-time congestion pricing and automated toll violation enforcement. The project will implement HOV/express lanes from Hacienda Drive to Greenville Road in the eastbound direction and from Greenville Road to San Ramon Road/Foothill Road in the westbound direction.

Since the opening of the Express Lane facility on southbound I-680 in September 2010, the California Highway Patrol (CHP) has been providing patrol and enforcement services that support the safe and efficient operation of the I-680 Express Lane facility.

Staff recommends approval of the violation and occupancy enforcement contract with CHP for enforcement services on I-580.

Background

The CHP has been providing traffic control and enforcement services to improve safety, deter toll evasion, and ensure proper use of the facility by the patrons on the I-680 Southbound Express Lane. A similar approach is planned to be implemented on the I-580 Express Lanes. This agreement would ensure that CHP's officers are routinely present in the corridor to patrol and provide the necessary enforcement of I-580 (westbound and eastbound) High Occupancy Toll (Express) lanes in Alameda County. Officers will provide focused enforcement of toll and occupancy violations in addition to all other applicable vehicle code violations within the Express Lanes.

Fiscal Impact: Approval of the requested action will encumber \$400,000 of toll funds. Sufficient funds are available in project financial plans, and the necessary funds will be incorporated into the annual budget for fiscal year 2015-16.

Staff Contact

[Arun Goel](#), Express Lane Operations



Memorandum

4.2

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

DATE: April 6, 2015

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 for constructing 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 final component of express lane implementation, system Integrator contract will install the required communication equipment, toll hardware and integrate the toll subsystems, utilizing emerging technologies/software development. Coordination with regional agencies and California Toll Operators Committee is crucial for implementing express lanes on I-580. 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 Auxiliary 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 CCO's 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 the design phase. To avoid schedule conflicts, the upcoming system installation activities have been coordinated with other on-going construction projects within the corridor. Construction activities of express lane-system integration are expected to commence in April 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

[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
March 2015

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 – 80% of the contract work was completed as of 02/20/15

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

- Construction of auxiliary lanes from Isabel Ave. to First St.
- 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:

- Construct remaining retaining wall #18 and sound wall east of Portola Ave.
- Install Lighting and Traffic Operation Systems
- Install infrastructure to support express lane operations
- Pull fiber optic trunk line on south side of I-580 from Hacienda Dr. to Greenville Rd.
- Rubberized hot mix asphalt and open graded asphalt concrete will be placed on main line I-580 between Hacienda Dr. and Greenville Rd. from June through September 2015

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
March 2015

PROJECT DESCRIPTION

The Westbound (WB) 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 Eastbound (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) – 70% of the contract work was completed as of 02/20/15

- North Livermore Avenue 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
- Median barrier reconfiguration
- Soundwall construction at Vasco Road
- Paving of ramp and gore areas
- Installation of electroliers in the median
- Installation of sign structure foundations in the median for express lane tolling system signage

SEGMENT 2 (Western Segment – 78% of the contract work was completed as of 02/20/15

- Median widening from Airway Boulevard to Hacienda Drive
- Temporary striping, shift traffic lanes and placement of safety barrier (k-rail) to allow for Stage 2 outside widening
- Median widening and barrier reconfiguration
- Bridge widening at Dougherty Undercrossing near Dublin BART station
- Bridge widening at Tassajara Creek
- Precast slab pavement replacements
- Retaining walls substantially completed
- Outside widening from Airway Boulevard to Hacienda Drive
- Installation of electroliers in the median
- Installation of sign structure foundations in the median for express lane tolling system signage

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)

- Install drainage facilities in median
- Install Lighting and Traffic Operation Systems
- Install infrastructure to support express lane operations
- Final pavement layers will be placed on main line I-580 between Greenville Road and Airway Boulevard from April through September 2015

SEGMENT 2 (Western Segment)

- Install drainage systems
- 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 June 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
March 2015

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 majority double express lane facility for a distance of approximately 11 miles.

PROJECT DELIVERY STATUS

- Civil design is complete and combined with the westbound component as one contract package. The civil construction is being implemented through the Contract Change Orders (CCOs) process; 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 completed and awaiting permit approval from Caltrans

RECENT ACTIVITIES

- Construction activities are progressing, for detailed civil construction updates see Attachment A
- Construction coordination meetings have been held to ease construction sequence between the civil and systems construction projects
- Toll system design updates provided in Attachment E

UPCOMING ACTIVITIES

- Coordinate civil construction activities to begin system installation by late April 2015, civil construction updates are provided in Attachment A
- Toll system design updates provided in Attachment E

POTENTIAL ISSUES/RISKS

With the exception of final paving and striping, the civil construction activities are scheduled to be completed in spring 2015 to allow ETCC to start the electronic toll system installation so that the express lane facility can be opened by November 2015. This schedule is very aggressive. Staff has been working closely with Caltrans and ETCC to monitor progress and take appropriate actions to maintain the schedule.

FUNDING AND FINANCIAL STATUS

The total project cost of the combined express lane project is \$55 million and is fully funded with a combination of federal, regional and local fund sources.

SCHEDULE STATUS

I-580 Eastbound Express Lane Project Schedule:

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

ATTACHMENT D
I-580 Westbound Express Lane Project
Monthly Progress Report
March 2015

PROJECT DESCRIPTION

The I-580 Westbound Lane Project will convert the planned westbound HOV lane (currently in construction), 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; it has been combined with the eastbound component as one contract package. The civil construction is being implemented through the Contract Change Order (CCO) process 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 completed and awaiting permit approval from Caltrans.

RECENT ACTIVITIES

- Construction activities are progressing, see Attachment B for civil construction updates
- Construction coordination meetings have been held to ease construction sequence between the civil and systems construction projects
- Toll system design updates included in Attachment E

UPCOMING ACTIVITIES

- Coordinate civil construction activities to begin system installation by April 2015, civil construction updates provided in Attachment B
- Toll system design updates included in Attachment E

POTENTIAL ISSUES/RISKS

With the exception of final paving and striping, civil construction activities are scheduled to complete in spring 2015 to allow ETCC to start the electronic toll system installation so that express lane facility can be opened by November 2015. This schedule is very aggressive. Staff has been working closely with Caltrans and ETCC to monitor progress and take appropriate actions to maintain the project schedule.

FUNDING AND FINANCIAL STATUS

The total project cost of the combined express lane project is \$55 million and is fully funded with a combination of federal, regional and local fund sources.

SCHEDULE STATUS

I-580 Westbound Express Lane Project Schedule:

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

ATTACHMENT E
I-580 Express Lanes System Integration
Monthly Progress Report
March 2015

SYSTEM INTEGRATION SCOPE DESCRIPTION

The I-580 Express Lane civil contract will construct the necessary civil infrastructure to implement the express lanes on I-580, these items include signing, sign gantries for dynamic messaging and toll reading, electrical conduit for connecting power and communication sources and pavement striping. The System Integration component of the project will include communication and tolling hardware design, software development, and factory testing of equipment/design, toll system equipment/hardware installation and toll system integration. It will also consist of field testing 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

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. System integration in the I-580 corridor includes the most recent technologies for software, hardware and traffic detection to efficiently manage current and forecasted traffic congestion by optimizing the existing corridor capacity. 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.

As reported during the I-580 Workshops which were held in 2013, 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 through the corridor.

To support near continuous access configuration, the electronic toll system has been designed to implement zone tolling and automated toll violation enforcement (involving license plate image capture and review process). Closely spaced toll antennas and readers will be placed approximately at 3/4-mile intervals to effectively read FasTrak® / FasTrak flex® transponders. A transponder will be read once within a (tolling) zone by a toll reader and will be charged a fee for use of the lane. Throughout the facility, real-time traffic/travel conditions will be gathered through traffic monitoring stations/devices and demand-based toll rates will be calculated, utilizing a dynamic pricing model algorithm. Calculated toll rates will be displayed on Dynamic Message Signs (DMSs) ahead of potential express lane entry locations in order to inform travelers.

The DMSs are expected to display two rates, the first rate is for travel within the current or immediately downstream zone and the second rate is for travel to a major destination within the corridor (determined as the end of the line in the I-580 Corridor).

The system design also includes automated toll violation enforcement. To enact toll violation enforcement the Commission will have to adopt a "Toll Ordinance" under the purview of Vehicle Code Section 40250 which allows toll operators to enact such ordinances, including the penalties associated with violations. Several administrative steps will have to be finalized prior to the Commission adopting a toll ordinance. Staff has been discussing the details, timeline and process associated with development and adoption of a toll ordinance at the Commission meetings.

Express lane implementation on I-580 will depend on services provided by others, primarily by the Bay Area Toll Authority (BATA). Therefore, staff is closely working with BATA to finalize the switchable (aka FasTrak flex®) transponder rollout plan, a new I-580 customer service agreement for BATA provided services such as toll collection, FasTrak account relations, toll violation/delinquent notices and penalty collection services, etc., and the interface requirements for interacting toll systems with BATA operated regional customer service center. Project toll system design and implementation are contingent on finalizing the above.

Project Geometry and Electronic Toll System Design

The latest version of the express lanes concept includes 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 design of system integration is nearing completion. The system integrator consultant, ETCC, has been proceeding with software and hardware development, consistent with project concepts presented during the I-580 Workshops held in 2013. Zone tolling to facilitate efficient toll collection and an automated toll violation system are part of the design. System design also includes tools to support the California Highway Patrol's efforts in curtailing vehicle occupancy violation.

Sequencing of ETCC's system installation has been coordinated with the on-going Caltrans construction projects to finalize the installation schedule. ETCC performed a simulated factory acceptance test during the week of February 14, 2015 and will perform subsequent site/field acceptance testing in September 2015 to validate its hardware and software design, prior to opening the new express lanes facility. Construction of system installation is expected to commence in April 2015 with the electronic toll system fully operational in November 2015.

Agency staff, in cooperation with regional partners, is working to deploy a comprehensive public education and outreach program to support the implementation of the express lanes. As explained at the February 2015 Committee meeting, business rules were developed to provide drivers with a consistent experience throughout the Regional Bay Area Express Lane Network.

RECENT ACTIVITIES

- To coordinate the sequence of construction activities, staff has been conducting monthly coordination meetings with ETCC and Caltrans construction
- ETCC has already procured several back office equipment and performed a simulated factory acceptance test during the week of February 14, 2015. No major implementation issues were observed during this testing
- Submitted an encroachment permit application to Caltrans to secure a permit for installing toll systems within state right-of-way, issuance of the encroachment permit is anticipated in early April 2015
- Continued to discuss interface requirements with BATA's vendor Xerox for processing transponder-based and image-based toll trips
- Continued to work with BATA on tasks necessary for distributing FasTrak flex toll transponders and completing a customer services agreement
- Met with Stanislaus Council of Government (STANCOG) members to discuss the project implementation, benefits, new technologies, schedule and outreach activities within their communities, and sought their input

UPCOMING ACTIVITIES

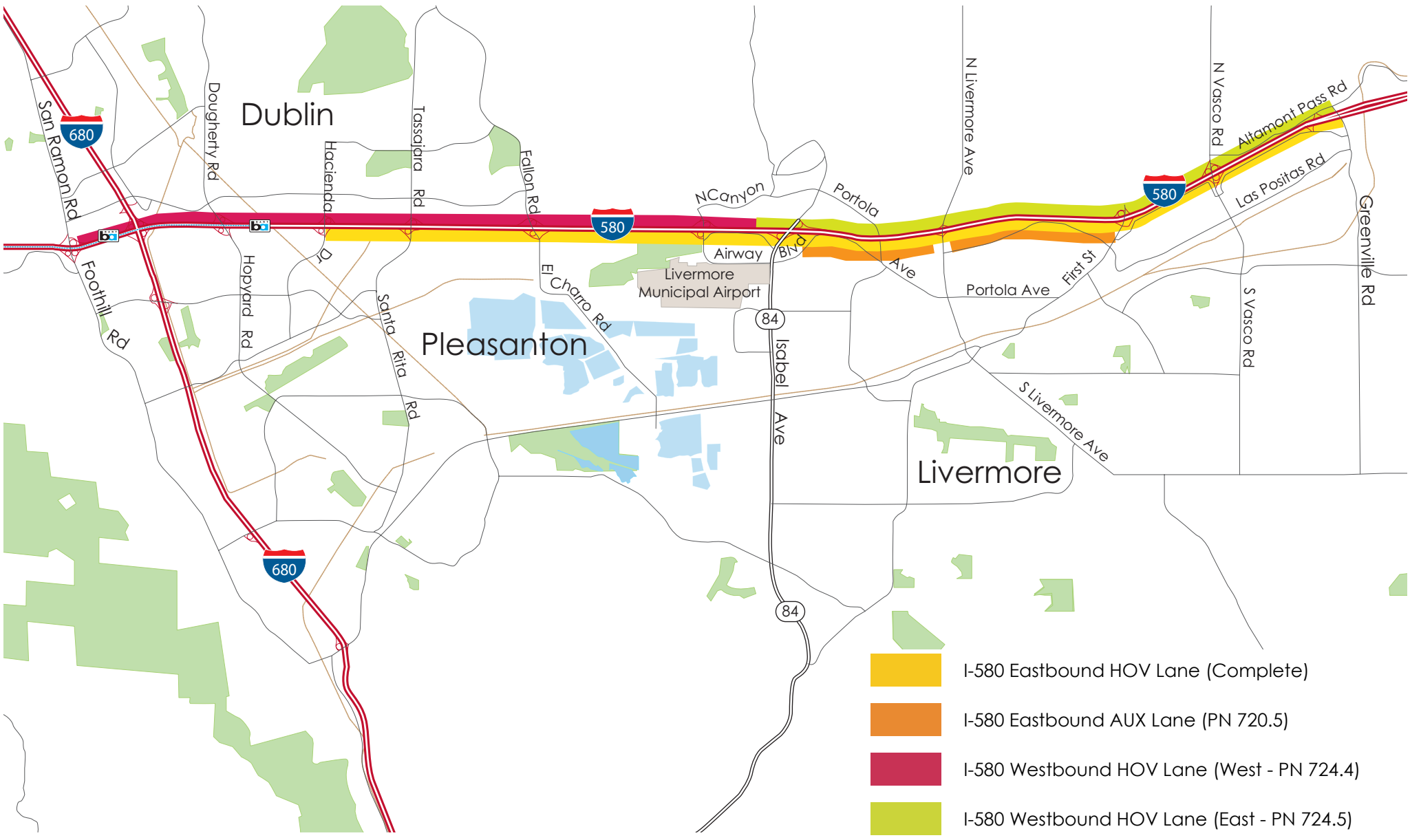
- Continue outreach and education efforts to public/stakeholders focused on educating them about the benefits of express lanes, how to use the lanes, new technologies, including the required use of switchable transponders, and how the public can acquire a new transponder, etc
- Continue to work with Xerox to finalize interfacing requirements with BATA Regional Customer Service Center
- Secure Caltrans encroachment permits and begin system installation in early April 2015
- Continue to coordinate with BATA to complete a customer services agreement by April 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

- Service Agreement with California Highway Patrol will be presented April 2015 for consideration
- Continue to work with California Highway Patrol to complete a Service Agreement by spring 2015

FUNDING AND FINANCIAL STATUS

The total project cost of the combined Eastbound and Westbound I-580 Express lane project is \$55 million, and is fully funded with a combination of federal, regional and local fund sources.

I-580 Corridor HOV Lane Projects - Location map



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I-580 Express Lane Projects Location map



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Memorandum

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

DATE: April 6, 2015

SUBJECT: I-580 Express Lanes Outreach and Education Update

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

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 new carpool~express lane facility will open on east- and westbound I-580 in fall 2015, providing a new incentive to carpool, a new choice for solo drivers, and enhanced mobility by reducing travel times and improving travel time reliability. The express lanes will utilize available HOV lane capacity by offering solo drivers the choice to pay a toll electronically to access the lanes, while carpoolers, vanpools and transit vehicles continue use the lanes at no cost. Currently there is one eastbound HOV lane open in this corridor. This lane will be converted to a carpool~express lane. This lane, plus an additional eastbound and one new westbound carpool~express lane will all open simultaneously this fall.

Background

A comprehensive, research-based education and outreach approach is underway to inform motorists about the benefits of the new lanes, how to use them, and how to obtain the required FasTrak and FasTrak Flex toll tags. I-580 Express Lanes outreach and education is being implemented within the project area and the I-580 travel sheds, which also include San Joaquin, Stanislaus and Contra Costa Counties. In September 2014, staff presented research findings and the process for integrating the results into activities that are now being implemented throughout the Tri-Valley and the commute shed. The education and outreach aims to ensure safe and proper use of the lanes, promote carpool and transit use along the corridor, a clear understanding of how enforcement works, and to support positive perception of the lanes to set the stage for successful future projects in the planned region-wide Bay Area Express Lanes network.

Education and Outreach Update Key Messages

Staff has developed outreach materials and updated project webpage content focusing on the following clear messages:

The I-580 Carpool-Express Lanes provide a smart, reliable choice for your commute along the 14-mile Tri-Valley corridor through Dublin, Pleasanton and Livermore.

Solo Drivers

A FasTrak transponder is required. You may use your existing FasTrak or the new FasTrak Flex, which will be available this summer at www.bayareafastrak.org

Carpoolers (and others eligible to use carpool lanes)

Two new carpool-express lanes are opening Fall 2015. A FasTrak Flex transponder is required for toll-free use of the lanes. Get your new Flex transponder beginning this summer at www.bayareafastrak.org

Key Recent Activities

- March 17 presentation to the Stanislaus Council of Governments staff
- Monthly working meetings with MTC/BAIFA/BATA to coordinate development and implementation of consistent messages for Bay Area Express Lanes
- Development of public outreach materials and project webpages
- Coordination with corridor cities to place carpool-express lane signage on banners and in informational kiosks
- Attendance at public outreach events
 - February 26: Dublin Business Expo
 - March 14-15: Dublin St. Patrick's Day Celebration
 - March 24: Castro Valley Business Expo
 - April 11-12: Manteca Crossroads Street Faire

Key Upcoming Activities

- Attendance at public outreach events
 - April 18: Cinderella Classic Bike Race in Pleasanton
 - April 26: Stockton Earth Day Festival
 - May 2-3: Livermore Wine Festival
 - May 6: Pleasanton's First Wednesday Street Party
 - May 16: Tracy Farmers Market
 - May 21: Dublin Farmers Market
 - May 28: Livermore Farmers Market
- Outreach to employers within commute shed
- Placement of on-corridor signage and banners and informational posters in city kiosks

- Coordination with 511.org and San Joaquin County's employer-based Travel Demand Management program to include 580 Express Lane information on websites, through social media and e-newsletters
- Finalize media outreach plan
- Support MTC/BATA's efforts to provide FasTrak Flex at retail locations throughout the I-580 commute shed when the tag becomes available this summer and coordination to schedule Xerox to attend outreach events to supply FasTrak Flex directly to customers during outreach events August – October.

Next Steps

Staff will continue to bring outreach and education updates to the I-580 Express Lane Policy Committee and Commission 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. FasTrak transponder user education and marketing – June 2015
2. Update on launch activities – September 2015

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

Staff Contact

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[Heather Barber](#), Communications Manager

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