



Alameda County Transportation Commission
meeting as a committee of the whole as the

I-580 EXPRESS LANE POLICY COMMITTEE

MEETING NOTICE

Monday, May 13, 2013 9:15 am

(Or immediately following I-680 SSCLJPA meeting)

1333 Broadway, Suite 300, Oakland, California 94612

(See map on last page of agenda)

Commission Chair

Scott Haggerty, Supervisor-District 1

Commission Vice Chair

Rebecca Kaplan, Councilmember,
City of Oakland

AC Transit

Elsa Ortiz, Director

Alameda County

Supervisors

Richard Valle – District 2

Wilma Chan – District 3

Nate Miley – District 4

Keith Carson – District 5

BART

Thomas Blalock, Director

City of Alameda

Marilyn Ezzy Ashcraft, Vice Mayor

City of Albany

Peggy Thomsen, Mayor

City of Berkeley

Laurie Capitelli, Councilmember

City of Dublin

Tim Sbranti, Mayor

City of Emeryville

Ruth Atkin, Councilmember

City of Fremont

Suzanne Chan, Councilmember

City of Hayward

Marvin Peixoto, Councilmember

City of Livermore

John Marchand, Mayor

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Luis Freitas, Councilmember

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Larry Reid, Vice Mayor

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John Chiang, Mayor

City of Pleasanton

Jerry Thorne, Mayor

City of San Leandro

Michael Gregory, Vice Mayor

City Of Union City

Carol Dutra-Vernaci, Mayor

Executive Director

Arthur L. Dao

Chair:

John Marchand

Vice Chair:

Nate Miley

Members:

Scott Haggerty

Jerry Thorne

Tim Sbranti

Staff Liaison:

Stewart D. Ng

Executive Director:

Arthur L. Dao

Clerk of the Commission:

Vanessa Lee

AGENDA

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

1 ROLL CALL

2 PUBLIC COMMENT

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

3 CONSENT CALENDAR

3A. [Approval of the Minutes of April 8, 2013 – Page 1](#)

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4 REGULAR MATTERS

4A. [I-580 Corridor High Occupancy Vehicle \(HOV\) Lane Projects Monthly Progress Report – Page 3](#)

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4B. [I-580 Express \(HOT\) Lane Projects Monthly Progress Report – Page 13](#)

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5 COMMITTEE MEMBER REPORTS (Verbal)

6 STAFF REPORTS (Verbal)

7 ADJOURNMENT/NEXT MEETING: June 10, 2013

Key: A- Action Item; I – Information Item

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

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

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I-580 Express Lane Policy Committee Meeting
MINUTES OF APRIL 8, 2013
OAKLAND, CALIFORNIA

The meeting was convened by the Chair, Mayor Marchand, at 9:30am

1 ROLL CALL

A quorum was confirmed.

2 PUBLIC COMMENT

There were no public comments.

3 CONSENT CALENDAR

3A. Approval of Minutes of March 11, 2013

Supervisor Haggerty motioned to approve this Item. Mayor Sbranti seconded the motion. The motion passed 4-0.

4 REGULAR MATTERS

4A. I-580 Corridor High Occupancy Vehicle (HOV) Lane Projects Status Update

Stefan Garcia provided an update on the I-580 Corridor High Occupancy Vehicle (HOV) Lane Projects. Mr. Garcia gave an update on all three contracts relating to the projects and stated that the Alameda CTC has been working in partnership with Caltrans, the Metropolitan Transportation Commission (MTC), as well as local jurisdictions to deliver the projects.

This item was for information only.

4B. I-580 Express (HOT) Lane Projects and System Integration Status Update

Gary Sidhu presented an update on the I-580 Express (HOT) Lane Projects. The update included a status on the design and construction phase, east and westbound scheduling, implementation of near continuous access configuration, manual and automatic violation enforcement mechanisms and detection systems.

Mayor Sbranti questioned if the project precluded right of way for BART. Art Dao stated that the project did not preclude right of way for BART.

Mayor Sbranti wanted to know how the zone tolling process would operate. Stewart Ng stated that the readers are $\frac{3}{4}$ mile apart and limit cars from moving in and out of the toll zone to avoid a toll.

This Item was for information only.

4C. I-580 Express (HOT) Lane Work Plan

Kanda Raj presented the comprehensive work plan to take the project through construction and reviewed project limits, a project schedule, implementation, budget and the enforcement

plans.

Supervisor Haggerty questioned what the project shortfall is. Mr. Dao stated that the project has a \$27 million shortfall. Staff is working on seven options to fund the project and is working with MTC and financial advisors to address the issue.

Supervisor Miley asked if FasTrack could be used. Mr. Dao stated that FasTrack is the default for I-580.

Supervisor Miley wanted to know if the Commission would be responsible for setting penalties for HOV violation. Neal Parish, Legal counsel, stated that penalties for HOV violations are state mandated and staff would have to develop specific ordinances for administering toll violations.

These items were presented for information only.

5 COMMITTEE MEMBER REPORTS

There were no committee member reports.

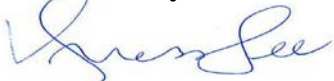
6 STAFF REPORTS

There were no staff reports.

7 ADJOURNMENT/NEXT MEETING: May 13, 2013

The meeting adjourned at 10:13 am. The next meeting will be May 13, 2013.

Attested by:



Vanessa Lee
Clerk of the Commission



Memorandum

DATE: May 02, 2013

TO: I-580 Express Lane Policy Committee

FROM: Stewart D. Ng, Deputy Director of Programming and Projects
Stefan Garcia, Project Controls Team

SUBJECT: I-580 Corridor High Occupancy Vehicle (HOV) Lane Projects Monthly Progress Report

Recommendation

This item is for information only.

Summary

The Alameda CTC is the sponsor for the I-580 Corridor High Occupancy Vehicle (HOV) Lane Projects, which will construct an HOV lane in both the Eastbound and Westbound directions along I-580 from Pleasanton to Livermore. The projects are designed to provide increased capacity, safety and efficiency for commuters and freight along the primary trade corridor connecting the Bay Area with the Central Valley.

As project sponsor, the Alameda CTC has been working in partnership with Caltrans, the Metropolitan Transportation Commission (MTC), Alameda County, and the cities of Livermore, Dublin, and Pleasanton to deliver the projects. The construction contracts are being administered by Caltrans; the current status of each is as follows:

- I-580 Eastbound HOV Lane Project The Segment 3 construction contract for auxiliary lanes (Segment 3) was awarded on November 16, 2012. Construction activity will began in April 2013.
- I-580 Westbound HOV Lane Project will be constructed in two separate construction contracts: an eastern segment from Greenville Road to Isabel Avenue and a western segment from Isabel Avenue to Foothill/San Ramon Road. The construction contract for the western segment was awarded on October 29, 2012; the eastern segment was awarded on November 20, 2012. Construction activity began in March 2013. A groundbreaking ceremony is currently being planned in cooperation with Caltrans for late May 2013.

Attached for the Committee's review, are the monthly progress reports for both the I-580 Eastbound HOV Lane Project and the I-580 Westbound HOV Lane Project; each report covers activities through April 30, 2013.

Discussion

I-580 Eastbound HOV Lane

The I-580 Eastbound HOV Lane Project is comprised of three segments:

- Segment 1 and 2 provided one HOV lane in the eastbound direction from Greenville Road to Hacienda Drive. Construction was completed in 2010.
- Segment 3 limits span from Hacienda Drive to Greenville Road and will construct eastbound auxiliary (AUX) lanes from Isabel Avenue to First Street in Livermore. In addition, the project will widen the eastbound bridges at Arroyo-Las Positas, pave and stripe all lanes in the eastbound direction from Hacienda Drive to Greenville Road and make other improvements to accommodate conversion of the HOV lane to a double express / high occupancy toll (HOT) lane facility.

Design and right-of-way acquisition work for Segment 3 was completed in May 2012. The bids for this segment were opened on October 5, 2012. The apparent low bidder was OC Jones & Sons with a bid 6.22% below the Engineer's Estimate. The contract was awarded to OC Jones & Sons on November 16, 2012. Construction activity will begin in April 2013.

The total cost of I-580 Eastbound HOV Lane Project is \$137.1M. The project is funded from a combination of local, state and federal funds. The California Transportation Commission allocated \$21.56M CMIA and \$5M SHOPP funds for Segment 3 at their May 2012 meeting. Both CMIA and SHOPP allocations were adjusted to reflect the bid savings at contract award. See Attachment A for detailed project funding and financial status.

I-580 Westbound HOV Lane

The I-580 Westbound HOV Lane Project will provide a westbound HOV lane from the Greenville Overcrossing in Livermore to the San Ramon / Foothill Road overcrossing in Dublin / Pleasanton. The project will also provide an auxiliary lane from Vasco Road to First Street; First Street to North Livermore Avenue; North Livermore Avenue to Isabel Avenue; and from Airway Boulevard to Fallon Road and will rehabilitate the existing pavement. The widening of the Arroyo Las Positas Creek Bridges has been included in Segment 3 of Eastbound HOV Lane Project in order to avoid conflict during construction between contractors. The westbound project will be constructed in two separate construction contracts:

- An East Segment from Greenville Road to Isabel Avenue, and
- A West Segment from Isabel Avenue to San Ramon/Foothill Road.

The total cost of the I-580 Westbound HOV Project is \$145.2M. The project is funded from local, state and federal funds. California Transportation Commission allocated \$101.7M CMIA, \$29.4M SHOPP and \$10.0M TCRP funds at their April, May and September 2012 meetings. Both CMIA and SHOPP allocations were adjusted to reflect bid savings at contract award. See Attachment B for detailed project funding and financial status.

Design and right-of-way acquisition work for both segments was completed in May 2012. The bids for the western segment were opened on August 29, 2012; the apparent low bidder was DeSilva Gates Construction with a bid 23.32% below Engineer's Estimate. The bids for the eastern segment were opened on September 19, 2012; the apparent low bidder was Ghilotti Construction Company with a bid 16.33% below Engineer's Estimate. The west segment

contract was awarded October 29, 2012 and the east segment contract was awarded on November 20, 2012. Construction activity began in March 2013.

Benefits

The I-580 Eastbound HOV Project has reduced peak period congestion and delay by providing a new HOV lane for carpooling motorists and transit riders. The I-580 Westbound HOV Project will complement the newly completed eastbound HOV lane and provide similar benefits. The new lane aims to encourage ridesharing and transit use and to reduce the number of single occupant vehicles on the mainline. AUX lanes are designed to improve highway operations by separating vehicle on and off movements on the mainline from the faster moving through traffic lanes. This project will support regional air quality attainment goals by reducing the numbers of automobiles in use and idling in traffic. It will also improve safety for motorists and maintenance workers by providing adequate inside and outside shoulders where possible, allowing a refuge area for disabled vehicles and improving accessibility for the California Highway Patrol (CHP) and emergency and maintenance vehicles.

Fiscal Impact

This item is for information only. There is no fiscal impact at this time.

Attachment(s)

- Attachment A: I-580 Eastbound HOV Lane Project Monthly Progress Report
- Attachment B: I-580 Westbound HOV Lane Project Monthly Progress Report
- Attachment C: I-580 Corridor HOV Lane Projects – Location Map

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**ATTACHMENT A
I-580 Eastbound HOV Lane
Monthly Progress Report
Through April 30, 2013**

PROJECT DESCRIPTION

The Eastbound I-580 HOV Lane Project includes three segments: Segment 1, Segment 2 and Segment 3:

- **Segment 1** - HOV lane construction from Greenville Road to Portola Avenue.
- **Segment 2** - HOV lane construction from Portola Avenue to Hacienda Drive.
- **Segment 3** - Auxiliary (AUX) Lane from Hacienda Drive to Greenville Road. Project scope includes:
 - Construction of AUX lanes from Isabel Avenue to First Street;
 - Pavement width necessary for a double high occupancy toll (HOT) 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

Segment 1 - The HOV lane from Greenville Road to Portola Avenue was opened to traffic in October 2009. The construction contract of this segment was accepted on February 2, 2010.

Segment 2 - The HOV lane from Hacienda Drive to Portola Avenue was opened to traffic in November 2010. The construction contract was accepted on September 30, 2011.

Segment 3 – The Auxiliary Lane project from Hacienda Drive to Greenville Road was advertised on July 9, 2012 and bids were opened on October 5, 2012. The apparent low bidder was OC Jones & Sons with a bid 6.33% below the Engineer's Estimate. The contract was awarded to OC Jones & Sons by Caltrans on November 16, 2012. Caltrans is reviewing initial submittals and the contractor began construction activity in April 2013.

SEGMENT 3 ANTICIPATED CONSTRUCTION STAGING & TRAFFIC HANDLING

Construction activities are expected to include both day and night work; final construction staging sequence may change based on contractor's proposed plans. Significant work is involved in rehabilitating the existing pavement which requires closing traffic lanes. Due to heavy day time traffic volumes, closing traffic lanes will create considerable traffic delays. For this reason, pavement rehabilitation work can only be done during night time hours. Night work will include setting lane closures and shifting traffic lanes (placement of k-rail and striping

work), existing pavement rehabilitation work (crack and seat, slab replacement and overlay) and electrical work. According to the approved lane closure charts by Caltrans, night work will occur between 9:00 PM and 4:00 AM. Lane closures are expected, but complete freeway closure is not anticipated. Work within the median behind k-rail is expected as the first order of work and will occur during day time hours. In addition, all bridge work is expected to occur during day time hours. In cooperation with Alameda CTC, Caltrans will lead the public outreach effort; which is expected to occur following award of the construction contract.

FUNDING AND FINANCIAL STATUS

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

I-580 Eastbound AUX Lane Project Funding Plan at Award - Segment 3

Project Phase	Funding Source (\$ x million)						
	CMIA	RM2	TVTC	FED	SHOPP	Meas. B	Total
PA&ED		1.54	0.64				2.18
PS&E		1.38	0.92	0.23		0.07	2.60
ROW		0.20	0.06			0.33	0.59
Construct Cap	17.87	2.20			4.69	6.08	30.84
Construct Sup	2.53	1.12				1.09	4.74
TOTAL	20.40	6.44	1.62	0.23	4.69	7.57	40.95
Total Project Cost: \$40.95 M							

SCHEDULE STATUS

I-580 Eastbound AUX Lane Project Schedule - Segment 3

Project Approval	December 2011 (A)
RTL	May 2012 (A)
CTC Vote	May 2012 (A)
Begin Construction (Award)	November 2012 (A)
End Construction	November 2014 (T)

RECENT ACTIVITIES

Project was awarded on November 16, 2012.

UPCOMING ACTIVITIES

Construction activities began April 2013 with temporary striping and placement of safety barrier (k-rail).

**ATTACHMENT B
I-580 Westbound HOV Lane
Monthly Progress Report
Through April 30, 2013**

PROJECT DESCRIPTION

The Westbound I-580 HOV Lane Project includes three segments: Segment 1, Segment 2 and Segment 3:

- **Segment 1** - East HOV Segment; project limits are Greenville Road to Isabel Avenue.
- **Segment 2** - West HOV Segment; project limits are from Isabel Avenue to San Ramon Road in Dublin.
- **Segment 3** - Eastbound bridge widenings at Arroyo Las Positas Creek. The project scope of this segment has been combined with, and will be delivered as part of, the Segment 3 contract for the Eastbound HOV Lane Project.

CONSTRUCTION STATUS

Segment 1 (East Segment) – This project was advertised on July 16, 2012 and bids were opened on September 19, 2012. The apparent low bidder was Ghilotti Construction Company, Inc. with a bid 16.33% below Engineer's Estimate. The contract was awarded to Ghilotti Construction Company, Inc. by Caltrans on November 20, 2012. Caltrans is reviewing initial submittals and anticipates the contractor starting field work in April 2013.

Segment 2 (West Segment) – This project was advertised on June 25, 2012 and bids were opened on August 29, 2012. The apparent low bidder was DeSilva Gates Construction with a bid 23.32% below Engineer's Estimate. The contract was awarded to DeSilva Gates Construction by Caltrans on October 29, 2012. Caltrans is reviewing initial submittals and the contractor started construction activity in March 2013.

ANTICIPATED CONSTRUCTION STAGING & TRAFFIC HANDLING

Even though final construction staging sequence could change based on contractor's proposed plans, construction activities are expected to include both day and night work. Significant work is involved in rehabilitating the existing pavement which requires closing traffic lanes. Due to heavy day time traffic, closing traffic lanes will create significant traffic delays. As such pavement rehabilitation work can only be done during night time. Night work will include setting lane closures and shifting traffic lanes (placement of k-rail and striping work), existing pavement rehabilitation work (crack and seat, slab replacement and paving) and electrical work. According to the approved lane closure charts by Caltrans, night work will occur between 9:00 PM and 4:00 AM. Lane closures are expected but complete freeway closure is not anticipated. Work within the median behind k-rail is expected as first order of work and will occur during day time. All bridge work is expected during day time. In cooperation with Alameda CTC, Caltrans will lead the public outreach effort; which is expected to occur following award of the construction contracts.

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 \$145.2M. The total programmed (committed) funding from federal, state and local sources is \$45.2M.

I-580 Westbound HOV Lane Project Funding Plan At Award Segment 1 (East Segment)

Project Phase	Funding Source (\$ x million)								
	CMIA	RM2	TCRP	FED	SHOPP	Meas. B	TVTC	TCRP LONP	Total
PA&ED		4.44							4.44
PS&E		3.23		0.12		0.89	0.54		4.78
ROW		1.37							1.37
Const Cap	35.34		5.92	6.19	13.54	0.96			61.95
Const. Sup	6.52		1.59			2.06		0.24	10.41
Total	41.86	9.04	7.51	6.31	13.54	3.91	0.54	0.24	82.95
Total Project Cost: \$82.95 M									

Segment 2 (West Segment)

Project Phase	Funding Source (\$ x million)							
	CMIA	RM2	TCRP	FED	SHOPP	Meas. B	TVTC	Total
PA&ED		3.71						3.71
PS&E		2.71		0.10		0.73	0.46	4.00
ROW		1.12						1.12
Const Cap	33.73		2.49		9.61			45.83
Const. Sup	6.75					0.88		7.63
Total	40.48	7.54	2.49	0.10	9.61	1.61	0.46	62.29
Total Project Cost: \$62.29 M								

SCHEDULE STATUS

I-580 Westbound HOV Lane Project Schedule:

Segment 1 (East Segment):

Project Approval	January 2010 (A)
RTL	May 2012 (A)
CTC Vote	May 2012 (A)
Begin Construction (Award)	November 2012 (A)
End Construction	November 2014 (T)

Segment 2 (West Segment):

Project Approval	January 2010 (A)
RTL	April 2012 (A)
CTC Vote	April 2012 (A)
Begin Construction (Award)	October 2012 (A)
End Construction	November 2014 (T)

RECENT ACTIVITIES

- East Segment: Bids opened on September 19, 2012; construction contract awarded November 20, 2012. Construction activity began in April 2013.
- West Segment: Bids opened on August 29, 2012; construction contract awarded October 29, 2012. Construction activity began in March 2013.

UPCOMING ACTIVITIES

- East Segment: Construction activities include temporary striping, placement of temporary safety barrier and clearing the work area.
- West Segment: Construction activities include temporary striping, placement of temporary safety barrier and clearing the work area.

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Memorandum

DATE: May 02, 2013

TO: I-580 Express Lane Policy Committee

FROM: Stewart D. Ng, Deputy Director of Programming and Projects
Gary Sidhu, Project Controls Team

SUBJECT: I-580 Express (HOT) Lane Projects Monthly Progress Report

Recommendation

This item is for information only.

Summary

The Eastbound I-580 Express High Occupancy Toll (HOT) 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 High Occupancy Toll (HOT) Lane will convert the westbound HOV lane (currently under construction) to a single express lane facility from west of Greenville Road to west of the San Ramon Road/Foothill Road Overcrossing in Dublin/Pleasanton.

Both I-580 express lane projects are currently in the environmental phase which is forecast for completion in August 2013 and are scheduled to start construction immediately after the east and west segments of the I-580 Westbound HOV Lane and I-580 Eastbound Auxiliary Lane Projects are completed in 2014. These HOV lane projects will widen the freeway to provide the width needed for the express lane projects. The I-580 Eastbound and Westbound Express Lane Projects 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 and software. The express lane facility will be open for use in 2015.

For detailed information on project funding, schedule and status of the Eastbound I-580 Express (HOT) Lane, Westbound I-580 Express (HOT) Lane and System Integration, see Attachments A, B and C of this report.

Discussion

Delivery Strategy

I-580 Eastbound Express (HOT) and I-580 Westbound Express (HOT) Projects will be combined into one construction project. This will reduce bid advertising and construction support costs

and minimize potential conflicts with two contractors performing work within the same project limits and median of the highway.

Staff continues to work with Caltrans to add strategic express lane project elements to the existing I-580 Westbound HOV and I-580 Eastbound Auxiliary Lane construction contracts via contract change order, where feasible. The benefit of this approach is to avoid additional traffic disruptions to the traveling public and reduce or eliminate re-work. Items under consideration to be included as contract change order work includes:

- Electrical Conduit – across and along I-580
- Striping – stripe to final HOT configuration
- Install K-rail along median at sign locations

“Near Continuous” Access Configuration Status

Staff is currently moving forward with the concept of a “near continuous” access configuration in lieu of “limited” access for the express lanes on the I-580 corridor. The “near continuous” (aka “more open”) access configuration would eliminate the two foot buffer between the express lane and the general purpose lanes except at “hot spots” or “safety zones” such as between Hacienda and Fallon Road (eastbound) and Hacienda and I-680 (westbound). The project team is working on refining the traffic operations analysis for a “near continuous” access configuration. This process has required more work and time than originally anticipated; which will result in a delay in completion of the environmental phase of the two projects until approximately August 2013. The construction start date will not be delayed and is scheduled to start in fall 2014.

In addition, other project revisions are underway to implement the “near continuous” access concept including revisions to the toll systems software, changes to the location of the Dynamic Message Signs (DMS) and toll gantries, updating the Concept and Operations Plan and System Engineering and Management Plan, and analyzing zone tolling requirements.

Fiscal Impact

This item is for information only. There is no fiscal impact at this time.

Attachment(s)

Attachment A: I-580 Eastbound Express (HOT) Lane Project Monthly Progress Report

Attachment B: I-580 Westbound Express (HOT) Lane Project Monthly Progress Report

Attachment C: I-580 Express (HOT) Lanes System Integration Monthly Progress Report

Attachment D: I-580 Corridor Express Lane Projects – Location Map

ATTACHMENT A
I-580 Eastbound Express (HOT) Lane Project
Monthly Progress Report
Through April 30, 2013

PROJECT DESCRIPTION

The Eastbound I-580 Express or High Occupancy Toll (HOT) Lane Project will convert the newly constructed eastbound HOV lane, from Hacienda Drive to Greenville Road, to a double express lane facility which will include standard shoulder and lane widths where feasible.

PROJECT DELIVERY STATUS

The Environmental Phase for this project is underway as follows:

- Environmental studies are complete and the Initial Study and Environmental Assessment (IS/EA) is drafted and ready to circulate pending updating for changes to address “near continuous” access alternative and Caltrans approval of the Traffic Operational Analysis Report and Draft Project Report in June 2013. The estimated date of circulation of the draft IS/EA is June 2013. A 30 day public circulation period is required in addition to a public meeting expected in July 2013.
- Staff is working to coordinate with the three I-580 HOV lane projects currently in construction (I-580 Westbound HOV - West Segment, I-580 Westbound HOV - East Segment, I-580 Eastbound HOV Segment 3 - Auxiliary Lanes) to add some express lane elements to the civil projects via contract change order (CCO). The following is a list of work under consideration to include by CCO:
 - Electrical Conduit – across and along I-580
 - Striping – stripe to final HOT configuration
 - Install K-rail along median at sign locations

POTENTIAL ISSUES/RISKS

- Funding – Current funding shortfall to implement “near continuous” approach. (See “Funding & Financial Status” at the end of Attachment C).
- Schedule impacts –additional project delays to the environmental phase due to refinement of traffic analysis for “near continuous” access configuration and final agreement of the Design Exceptions. Staff anticipates working on design details for “near continuous” access (location and number of toll gantries, zone tolling requirements) concurrently with completing the overall civil design to avoid delays to the start of construction which is scheduled to start in 2014.

SCHEDULE STATUS

I-580 Eastbound Express (HOT) Lane Project Schedule:

Project Approval	August 2013
RTL	June 2014
Begin Construction	September 2014
End Construction	June 2015

RECENT ACTIVITIES

- Refining traffic studies for “near continuous” access alternative
- Updating the civil work cost estimate and System Integration scope & cost
- Discussing dynamic messaging and other sign plans with Caltrans to get their approval

UPCOMING ACTIVITIES

- Finalize Traffic Study refinements – Target date June 2013
- Finalize Draft Project Report – Target June 2013
- Circulate the Draft IS/EA for 30 day public comment – working toward June 2013 circulation of document; dependent on completion of additional work for conversion to “near continuous” access. A public meeting will be held during the 30 day comment period
- Working toward environmental clearance and project approval by Caltrans and the Federal Highway Administration by August 2013
- Determine items to be added to HOV lane projects via CCO – Target date May 2013

ATTACHMENT B
I-580 Westbound Express (HOT) Lane
Monthly Progress Report
Through April 30, 2013

PROJECT DESCRIPTION

The I-580 Westbound Express or High Occupancy Toll (HOT) Lane Project will convert the planned westbound HOV lane to a single express lane facility on I-580 in Alameda County from west of the Greenville Road Undercrossing in Livermore to west of the San Ramon Road/Foothill Road Overcrossing in Dublin/Pleasanton, a distance of approximately 14 miles.

PROJECT DELIVERY STATUS

The environmental phase for this project is underway as follows:

- Traffic studies are being updated to include an evaluation of the “near continuous” access alternative.
- The environmental document, a Categorical Exemption (CE), is being prepared and environmental studies are underway.
- A Supplemental Project Report is being reviewed by Caltrans.

POTENTIAL ISSUES/RISKS

- Funding – there is a current funding shortfall. (See Funding & Financial Status at the end of Attachment C)
- Schedule impacts –There are some delays associated with completing the traffic studies for the “near continuous” access approach. The target date for completion of the environmental phase is currently June 2013. At this time, staff anticipates to work on design details for “near continuous” access (location and number of toll gantries) concurrently with completing the overall civil design to avoid delays to the start of construction which is scheduled for fall 2014

SCHEDULE STATUS

I-580 Westbound Express (HOT) Lane Project Schedule:

Project Approval	June 2013
RTL	December 2013
Begin Construction	September 2014
End Construction	June 2015

RECENT ACTIVITIES

- Environmental technical studies and completion of traffic studies (including “near continuous” access configuration) are underway
- Completion of geometrics and Supplemental Project Report (including Design Exceptions) are underway
- Discussing dynamic messaging and other sign plans with Caltrans for their approval.
- Traffic Operational Analysis Report (TOAR)

UPCOMING ACTIVITIES

- Supplemental Project Report – Target date May 2013
- Draft Environmental Document (CE) – Target date May 2013
- Final environmental clearance – Target date June 2013

ATTACHMENT C
I-580 Express (HOT) Lanes Systems Integration
Monthly Progress Report
Through April 30, 2013

SYSTEM INTEGRATION SCOPE DESCRIPTION

The I-580 Express Lane civil 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 pavement striping to accommodate express lanes. The System Integrator will include tolling hardware design and software development, factory testing of design, equipment and system installation, and road geometry and toll system integration. It will also consist of field testing of the toll equipment and all subsystems including the interfaces to the BATA 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 the use of license to allow for the usage of the toll integrator's software.

In March 2010, the Alameda CTC retained Electronic Transaction Consultants (ETC) Corporation as its Systems Integrator for implementation of the new electronic toll collection system for the I-580 Eastbound Express Lanes facility. ETC's system design progressed based on a limited access configuration; which is comprised of a total of five access locations: three exclusive ingress/egress and two combined ingress/egress locations. As discussed at the I-580 PAC meetings since November 2012, the agency and ETC staff have been working towards revising the contract requirements to revise the express lane access configuration from "limited" to a "near continuous" operating concept and include additional tasks for implementing the electronic toll collection system for the Westbound I-580 Express Lane. The civil/roadway work described above will be removed from the systems integration work. With the revisions to the consultant services agreement, ETC would be responsible for the toll system design, development, factory testing, installation, integration, field testing and operations and maintenance, for the new I-580 express lanes in both directions of travel.

The "near continuous" concept provides additional access opportunities while reducing the footprint required for implementing a shared express/general purpose lane facility. In addition, it looks and feels almost like an HOV facility and, therefore, would expect to provide driver familiarity.

Project Status

The following is a detailed discussion of the major activities that are either progressing or planned for in 2013:

Project Geometry and Electronic Toll System Design

The civil/roadway designers have developed geometry for the “near continuous” express lanes operating concept. Geometric development is an iterative process as it requires close coordination with the operational analysis and needs to address operational, safety and enforcement issues. 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 dual-lane HOV/Express Lane will be installed from Fallon Road to west of Vasco Road
- Continuous single-lane HOV/Express Lane will be installed from west of Vasco Road to Greenville Road

In the westbound I-580 direction:

- Continuous 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

Additional coordination between the designers and Caltrans is necessary prior to finalizing the project geometry.

On a regular basis, the civil and toll system designers have been coordinating their designs and have determined the preliminary locations of the toll equipment, such as the Dynamic Message Signs (DMS), the toll antennas and readers. Final location of all of the express lanes related equipment will be determined based on Caltrans/Agency approval of project geometry. ETC staff will design the toll system software and hardware based on the identified new toll equipment locations, the power and communication sources, and the revised express lanes access configuration. ETC will also define the power and communication requirements for the electronic toll collection system design and provide this information to the civil/roadway design team for their power/communication design.

Traffic and Revenue Study

The travel demand forecast and toll revenue forecasts in both directions of the I-580 express lanes facility are being updated to reflect post-recession traffic numbers. In addition, the revenue model will incorporate the post-recession socio/economic conditions that have been experienced in the east county communities and the near continuous access concept.

While the “near continuous” access could potentially generate additional revenue, it might lead to an increase in revenue leakage due to challenges associated with enforcing express lane violations in a “continuous” express lane concept. Project staff is exploring an automated violation enforcement system concept to try and deter system violations, as described in subsequent sections of this memorandum.

Concept of Operations/System Engineering Management & Enforcement Plans

CDM Smith (formerly Wilbur Smith Associates) staff will be updating a concept of operations (Con Ops) plan and a system engineering management plan (SEMP) to reflect the changes described above. These plans will outline the engineering process, the testing process, QA/QC guidelines, toll maintenance and operations requirements, and communication network requirements, etc. A System Enforcement plan needs to be developed by CDM Smith, utilizing electronic equipment to deter/minimize toll evasion/violation. A final SEMP will include both the Con Ops and the System Enforcement plan as appendices; which will require FHWA review and approval.

Software and hardware design

ETC will revise the Detailed Design Document (DDD) for the software and hardware development based on deploying a “near continuous” access express lane system. The designers will also revise the communication network and electrical power needs. ETC staff will then perform a series of factory and field tests and work with the agency staff to validate its hardware and software design, prior to opening the new express lanes facility.

Toll Pricing and Rate Publishing

As discussed in previous meetings, for practical purposes and to curtail toll violation, a zone-based toll pricing scheme likely will be implemented to effectively support the “near continuous” access configuration. The zone-based toll rates will be displayed to patrons via the DMSs. However, since the “near continuous” access approach is a new concept and first of its kind to be implemented in California, additional details for pricing and messaging will have to be analyzed and determined during the system design process, prior to finalizing the electronic toll collection and price-setting systems.

Toll Antennas, Readers and Violation Enforcement Subsystem

Closely spaced toll antennas and readers will help facilitate a “near continuous” access express lane configuration since it will lead to an effective FasTrak® transponder read. It should also support more effective toll violation enforcement. Various local and regional agencies are currently studying the potential effects of placing toll reader gantries at various intervals through the corridor, for example from ½ mile or 1 mile intervals, which is expected to effectively support a “near continuous” access express lane facility. While evaluating a preliminary project geometry and electronic toll collection system design, staff situated the toll gantries at approximately ¾ mile intervals. Efforts were made by the project design team to combine the tolling gantry and DMS locations at the same locations, for use in both directions of travel.

Since the “near continuous” access will employ an increased number of toll gantries (for readers), it will be difficult to enforce manual toll violation enforcement. Therefore, an automated toll violation enforcement system strategy will have to be designed and deployed to effectively manage the toll violation enforcement. The issues related to customer privacy, toll dispute resolution, customer service and issuance of automated violation tickets will have to be vetted to ensure that it can be implemented within the current California vehicle code and agency requirements. In addition, to enhance system violation detection, additional CCTV cameras and violation enforcement system (VES) cameras (for license plate capture) will need to be designed, developed, integrated into the toll system and installed.

LA Metro implemented switchable transponders when it opened its express lanes on I-110 and I-10. However, the switchable transponders are new to Bay Area toll customers. Therefore, the robust public education/outreach program that the agency plans to employ, at least a year prior to opening the facility, will have to include additional information about these toll transponders (i.e. how to obtain it, who needs to use it, how it works, how to reach customer service, etc.).

The Golden Gate Bridge Authority implemented another payment option, payment through pay-by-plate. The user will be required to open up an account to pay via their license plate. Our initial assessment indicates that this payment option is likely to encounter challenges since it will be difficult to distinguish the HOV and SOV users in an open/shared express lane facility, unless every vehicle is required to register as either an HOV or SOV vehicle. Staff will continue to evaluate and collaborate with other toll operators and report back to the committee on whether the I-580 Express Lanes will employ such payment option.

A Work Plan for the I-580 Express Lanes; presented in April 2013 I-580 PC meeting included a timeline for the approval of all toll policies and business operating rules, financial breakeven analysis, the SEMP; development of project delivery and financing strategies, completion of electronic toll system design, and development of a public education/outreach program. In addition, the policy matters/business rules will be discussed and adopted by the I-580 PC and Commission prior to implementation of the I-580 Express Lanes.

In summary, even though the “near continuous” access concept provides additional opportunities it is a relatively new concept for implementation in the region. Additional research, education and evaluation are necessary for effective implementation of such a concept for all future Alameda County Express Lanes, including the I-580 Express Lanes. Staff is committed to working closely with other likeminded agencies/industry experts to move forward and implement an effective electronic toll collection system strategy to effectively support a “near continuous” access express lane configuration.

SYSTEM INTEGRATION STATUS

- Alameda CTC and ETC staff have been working towards revising ETC contract requirements to revise the express lane access configuration from “limited” to a “near continuous” approach and include additional tasks for implementing the electronic toll collection system for the Westbound I-580 Express Lane.
- Express Lane sign plans have been submitted to Caltrans for their review and approval. Once the sign locations and other infrastructure elements are finalized, system design requirements will be developed.

RECENT ACTIVITIES

- Alameda CTC, URS, CDM Smith and ETC continue to discuss scope of System Integration work and ETC’s proposal.
- Continue to work on “zone tolling”, pricing and automated violation strategies.

UPCOMING ACTIVITIES

- Finalize contract negotiations with ETC – Target date May 2013
- ETC contract amendment – Target date June 2013 Commission Meeting
- Prepare Draft Concept Operations Plan – Target date June 2013
- Prepare Draft System Engineering Management Plan – Target date July 2013

FUNDING AND FINANCIAL STATUS

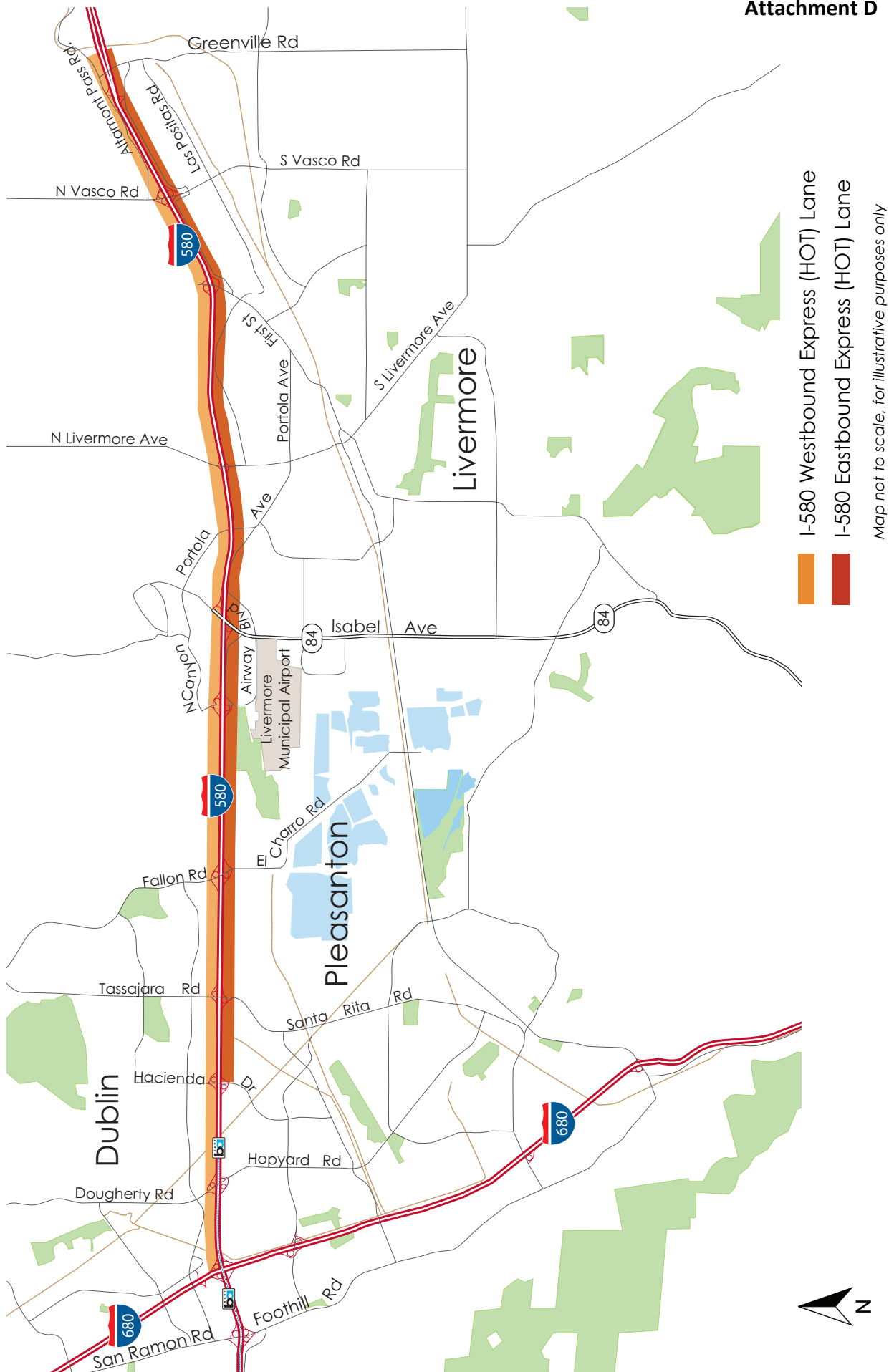
Combined Eastbound & Westbound Funding Plan for “near continuous” access

Project Phase	Funding Source (\$ x million)							
	ARRA	Federal Earmark	RM2	TVTC	TCRP Deferred	Local (Meas. B)	TBD	Total
PA&ED			1.39	2.17	0.10			3.66
PS&E			0.14	1.53	3.07			4.74
Sys. Int.	7.50				1.00		8.80	17.30
ROW				0.37				0.37
Const. Support			0.60	0.71	0.50	0.78	1.48	4.07
Construct Cap		1.00	1.92		1.33	0.69	19.42	21.36
O&M						0.18	0.30	0.48
TOTAL	7.50	1.00	4.05	4.78	6.0	1.65	30.00	54.98
Total Project Cost: \$54.98 M								

Note: An additional funding shortfall of \$3M from the previous report is due to additional lighting required by Caltrans based on the Safety Review Committee’s recommendations.

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I-580 Corridor Express Lane Projects - Location Map



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