Meeting Notice

1333 Broadway, Suites 220 & 300, Oakland, CA 94612 • PH: (510) 208-7400 • www.AlamedaCTC.org

I-580 Express Lane Policy Committee

Monday, July 8, 2013, 9:30 a.m.
1333 Broadway, Suite 300
Oakland, CA 94612

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.

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.

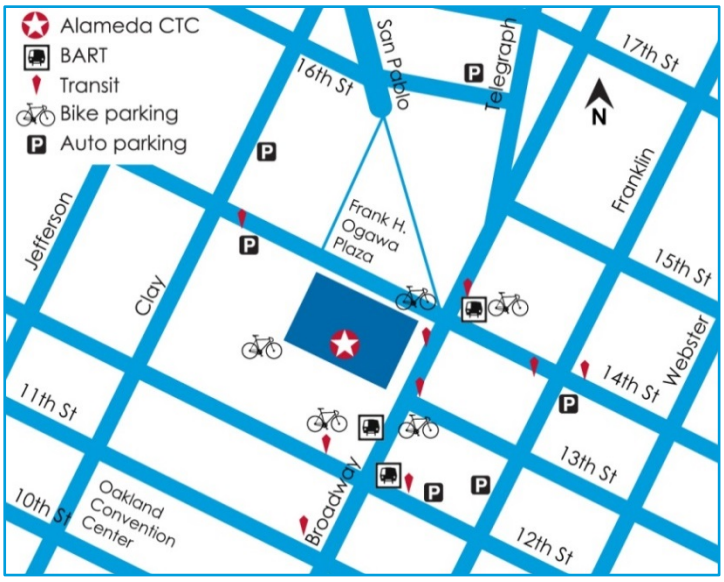
Glossary of Terms

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

Location Map

Alameda CTC
1333 Broadway, Suite 300
Oakland, CA 94612

Alameda CTC is accessible by multiple transportation modes. The office is a few steps away from the City Center/12th Street BART station. There are bus stops for major AC Transit lines in front of the building and across the street. Bicycle parking is available inside the building and in electronic lockers at 14th Street and Broadway near Frank Ogawa Plaza (requires purchase of key card from bikelink.org).



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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, July 8, 2013, 9:30 a.m. – 10:30 a.m.

1333 Broadway, Suites 220 & 300, Oakland, CA 94612 • PH: (510) 208-7400 • www.AlamedaCTC.org

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

		Page	A/I
A.	**Joint Meeting with I-680 Sunol Smart Carpool Lane Joint Powers Authority (JPA)**		
A.1.	Convene Meeting with I-680 Sunol Smart Carpool Lane JPA		
A.2.	Roll Call to Confirm Quorum		
A.3.	I-580 Express Lane Projects Workshop: Concept of Operations Review	1	I
A.4.	Recess Joint Meeting		
1.	**Public Comment**		
2.	**Consent Calendar**		
2.1.	June 10, 2013 I-580 PC Meeting Minutes	17	A
2.2.	I-580 Corridor High Occupancy Vehicle Lane Projects (PN 724.4/ 724.5): Monthly Progress Report	19	I
2.3.	I-580 Express (HOT) Lane Projects (PN 720.4/724.1): Monthly Progress Report	29	I
3.	**Committee Member Reports (Verbal)**		
4.	**Staff Reports (Verbal)**		
5.	**Adjournment**		

Next Meeting: September 9, 2013

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

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DATE:	July 1, 2013
SUBJECT:	I-580 Express Lane Projects Workshop: Concept of Operations Review
RECOMMENDATION:	Provide input on key concepts that define the development of the I-580 Express Lanes.

Summary

Development and implementation of the I-580 Express Lanes is underway from Hacienda Drive to Greenville Road in the eastbound direction and from Greenville Road to San Ramon Road/Foothill Road in the westbound direction. This is the second express lane project that will be implemented in Alameda County and is part of a larger Bay Area Express Lane network that is being implemented with partner agencies. New technologies and new methods for using the lanes will be employed in this corridor and will be coordinated with the regional network. The development and implementation schedule for the I-580 Express Lanes is ahead of most other express lanes in the region and several design, operations, enforcement and educational decisions must be made that will ultimately be consistent with other express lanes to ensure that the public understands and can readily use the lanes as a regional network. This memo provides an overview of issues and solutions associated with several different development areas of the express lanes: design and infrastructure, operations and enforcement, policy and legislation, education and outreach, and agency coordination. This item is for information only.

Background

The I-580 corridor has consistently been rated as one of the top three congested freeway segments within the San Francisco Bay Area region. As the next step in strategic investments in this corridor, the Alameda CTC is implementing express lanes in both the east and westbound directions. The express lanes will include the implementation of an Electronic Toll System (ETS) to collect revenue generated by single-occupant users of the express lanes. ETS implementation is considered a high-profile Intelligent Transportation System activity by the Federal Highway Administration (FHWA) and requires the completion of a Concept of Operations report as a prerequisite for the system hardware and software design. This memorandum outlines key concepts developed for ETS implementation.

The express lane concept is an innovative transportation solution that utilizes technology to optimize the existing corridor capacity to provide traffic congestion relief.

Express lanes provide the following benefits:

- Expands travel choices by allowing solo drivers to use the underutilized capacity in the High Occupancy Vehicle (HOV) lane for a fee when time saving is of value,
- Optimizes the existing corridor capacity and improves efficiency of the corridor,
- Provides travel reliability, and
- Creates a revenue source to pay for future corridor improvements, including closing gaps in the HOV network, transit investments and other improvements to increase connectivity.

By researching industry trends, evaluating lessons learned from the only operating express lane in Alameda County, the I-680 Southbound Express Lane, sharing information with the local, regional, state and national toll operators and employing industry experts as project staff, Alameda CTC has developed concepts for the ETS implementation. The draft Concept of Operations plan has documented these concepts, which include: express lane access design, toll pricing strategies, software and hardware needs, the operating organizational structure, enforcement concepts, and system maintenance requirements. Because the express lane implementation is still a relatively new concept, staff began providing periodic updates to the I-580 Policy Committee about the key concepts, beginning in November 2012. There are additional policy and design related issues that require detailed discussions at the Committee meetings. Over the next several months, staff will provide detailed information on a series of topics and will request feedback from the Commissioners on policy issues to keep project development moving forward. Attachment A provides the list of topics planned for discussion that will be presented at the July, September and October 2013 meetings.

Staff will provide a presentation in July that will include an overview of all design and policy aspects of the project, and will address any specific questions or comments that the Commissioners may have on the following topics:

- Design and Infrastructure: express lane access design
- Operations and Enforcement: pricing strategies, messaging and enforcement
- Policy and Legislation
- Public Education and Outreach
- Agency Coordination

1. Design and Infrastructure

Design of express lanes: In general, a continuous access express lane facility looks and feels like an HOV lane facility. It provides easy access to the lane and is suitable for facilities where the interchange densities are high, entrance ramps are closely spaced and the majority of those ramps are carrying large volumes of express lane-bound vehicles. The I-580 Corridor possesses these characteristics. The project will include a combination of limited and continuous access configurations, collectively known as "near continuous" (aka "more open") access. The project will install limited access in the areas where potential traffic conflicts are anticipated.

A near continuous access express lane on I-580 will provide the following benefits:

- Increased access opportunities to HOV, transit & toll paying users
- Improved corridor throughput by providing increased access opportunities
- Reduced customer complaints related to access challenges
- Increased driver familiarity of the express lane since it will look and feel like an HOV lane facility
- Reduced foot print required to install express lanes in a shared facility

The following describes the planned access configuration:

In the eastbound I-580 direction:

- Limited access (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, and
- 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,
- Limited access single-lane HOV/Express Lane will be installed from Hacienda Drive to the I 580/I-680 Interchange, and
- Continuous access single-lane HOV/Express Lane will extend from the I-580/I-680 interchange and terminate at San Ramon Boulevard.

The planned near continuous access implementation on I-580 is consistent with other regional agencies plans for the implementation of their upcoming express lane facilities. In the United States, the I-35W Express Lane in the Minneapolis metropolitan area is the only existing operational near continuous express lane. In Seattle, Washington, efforts are underway to convert the existing SR-167 limited access express lane to a continuous access-type facility as a demonstration project. The near continuous access express lane on I-35W is depicted in Attachment B.

Design of tolling equipment: Since the access configuration is near continuous, which will increase the ingress and egress opportunities, it will be difficult to implement tolls based on lane miles traveled. A "zone tolling" concept will have to be implemented that will employ a flat fee for travel within a zone, based on real-time travel demand in the corridor.

Since the near continuous express lane provides increased access opportunities, closely spaced toll antennas and readers (placed on overhead toll gantries spaced approximately at ¾ mile intervals) are essential for effective read of FasTrak® transponders. Within a tolling zone, a transponder will have to be read just once, at one of the closely spaced toll readers for fee collection and travel within that zone. It is less likely that the toll evaders will try to bypass each of these closely spaced toll gantries during the congested commute hours, thus minimizing revenue leakage. Therefore, zone tolling will not only support near continuous access configuration but also help reduce toll evasion.

Real-time traffic/travel conditions will be gathered by traffic monitoring stations/devices, in the express and general purposes lanes 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 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 end of the line in this I-580 Corridor). See Attachment C illustrating and example of the I-580 Express Lane zones and a price message sign.

2. Operations and Enforcement

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 shared facility, which for the most part has no physical barrier or striped buffer separation between the express and general purposes lanes. In addition, the project will employ an increased number of toll gantries and it will not be cost effective to install enforcement areas at each of the toll gantry locations to support manual enforcement. Staff communicated with other toll operators in the country where their systems have relied on limited manual enforcement estimates, and found that the violation rate is estimated at 15%. The "After Study" completed on the I-680 Southbound

Express Lane assessed the violation rate at 20%. Therefore, staff has actively sought cost effective solutions, consulted industry experts and proposes an automated violation enforcement system for implementation on this project. This system will include a violation enforcement system (VES) that employs license plate recognition (LPR) capabilities, (i.e. cameras which are capable of capturing the license plate images when vehicles fail to carry valid transponders or are not registered as HOV users).

The LPR cameras will be installed at every toll gantry spaced at approximately ¾ mile intervals to minimize toll violation. The primary components of the LPR subsystem are a camera, a light source, and an image processor. Cameras and lights will be mounted on the toll gantry directly above the express lanes to capture the rear license plate for each vehicle. When a toll transponder is not read and recorded, a vehicle detector installed at the toll gantry will trigger the mechanism to capture the vehicle license plate. All images, including those that cannot successfully be processed by optical character recognition (OCR) software, will be compiled in corresponding transaction records, which ultimately will be sent to the customer service center for processing.

3. Policy and Legislation

In order to assess toll violation penalties, the Commission will likely have to adopt a "Toll Ordinance" under the purview of Vehicle Code Section 40250 that allows toll operators to enact such ordinances. The toll ordinance will include several administrative steps, including appeal and hearing processes. In April 2012, Los Angeles County Metropolitan Transportation Authority (LA Metro) adopted a toll ordinance for similar purposes; additional information about this ordinance effort will be provided in coming months.

To facilitate the automated violation enforcement system and to distinguish between the HOV, toll paying and toll evading vehicles, each traveler in the express lanes will either be required to carry a transponder or have their vehicle (license plate) registered as a HOV/Single Occupancy Vehicle (SOV). Per these requirements, the VES/lane controller can easily single out the toll violators. In addition, the requirements will reduce the volume of license plate imaging that would otherwise have to be processed through the OCR process. On the I-85 Express Lane in Atlanta, all vehicles are required to carry transponders. Currently, neither the Department of Motor Vehicles (DMV) nor Metropolitan Transportation Commission (MTC) require vehicles to register as HOV or SOV. Based on this situation, each vehicle will have to carry either a legacy or switchable transponder, to effectively implement automated toll violation enforcement.

With switchable transponders, the HOV users will have the ability to self-declare the number of occupants in the vehicle by setting the occupant count as "1," "2," or "3." The toll readers will be equipped to recognize this feature and assess the fees, based on the adopted toll policy/business rules. Currently, the HOV users are allowed to travel for free in the express lane facilities. The current HOV eligibility on I-580 is 2 or more (2+). LA Metro implemented automated violation enforcement and the use of switchable transponders when it opened its express lanes on I-110 and I-10 in November 2012 and

February 2013, respectively. MTC is contemplating employing similar techniques when it opens its Tier 1 Bay Area Express Lane network projects in Solano, Contra Costa and Alameda counties. Since a reliable technology has yet to be developed for an automated vehicle occupancy count, manual enforcement will initially be employed on I-580 to deter occupancy violations.

The Vehicle Code section 149.5 (b) stipulates that unrestricted access to the Alameda County express lanes by HOV vehicles shall be available at all times. Therefore, legislative efforts are necessary to clarify the Vehicle Code and require HOV users to carry transponders while accessing the express lane facility. LA Metro and other toll operators in the region will have to pursue similar legislation in order to enforce the toll transponder requirement for all users. Staff has begun to coordinate with other entities to collectively pursue legislation. Additional information will be provided in coming months. A VES system and switchable transponder are illustrated in Attachment D.

4. Public Education and Outreach

As outlined in the I-580 Work Plan which was presented to the Committee in April 2013, staff is working towards completing a public education and marketing plan by the end of this calendar year. Goals of the plan are to: advance education of the Project benefits, provide information on how to use or access the new facility and on-going public education to support the use and understanding of this new commute choice. Targeted audiences will include: HOV users, current FasTrak® users and other potential express lane users.

The I-580 Express Lanes and associated physical and technological features such as the continuous access, zone-based dynamic toll pricing, toll messaging, FasTrak® requirements and customer service center operations are relatively new to commuters, and, therefore, will require early customer education and marketing strategies. The public education and marketing strategies are expected to commence in July 2014, well in advance of the planned opening of the facility in October 2015, and extend at minimum six months beyond the opening date. Staff is working with other regional entities to effectively manage both the traveling public and the elected officials' expectations.

5. Agency Coordination

Staff has been coordinating the project development efforts with other congestion management agencies such as the Santa Clara Valley Transportation Authority (VTA), Contra Costa Transportation Authority (CCTA) and the Solano Transportation Authority (STA); the MTC/Bay Area Toll Authority (BATA) and collaborating with the California Toll Operators Committee (CTOC), California Department of Transportation (Caltrans), and FHWA. In addition, staff routinely communicates with other toll operators such as the LA Metro, Orange County Transportation Authority (OCTA) and the Minnesota Department of Transportation to share information and validate concepts developed for the project.

Fiscal Impact: There is no fiscal impact.

Attachments

A: List of Express Lane items for discussion in upcoming meetings

B: Picture of a near continuous access express lane

C: Sample I-580 zone and pricing message sign diagrams

D: Automated violation enforcement: Pictures of VES system and switchable transponder

Staff Contact

Stewart Ng, Deputy Director of Programming and Projects

Kanda Raj, Project Controls Team

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A: List of Express Lane items for discussion in upcoming meetings

I580 PC/I680 Sunol JPA Meeting Date	**List of Items**
July 8, 2013	1. Design and Infrastructure a. Lane Design for Access b. Equipment and lane design to support pricing strategies and messaging 2. Operations and Enforcement: Concept of Operations, including Enforcement 3. Policy Overview: Legislation and Ordinance 4. Public Education and Marketing Strategies 5. Agency Coordination
September 9, 2013	1. Enforcement 2. Policy and Legislation a. Toll Ordinance b. Legislation {clean up Vehicle Code 149.5(b)} c. HOV Degradation d. FHWA MAP-21 Interoperability e. Caltrans Deputy Directive-43 3. Public Education and Marketing Strategies
October 14, 2013	1. Operations a. Revenue Study Results b. HOV Eligibility (2+, 3+, etc.) c. Hours of Operation 2. Policy: Tolling Polices and Business Rules 3. Environmental Justice 4. Public Education and Marketing Strategies

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B: Picture of a near continuous access express lane

I-35W Express Lane in Minneapolis, Minnesota

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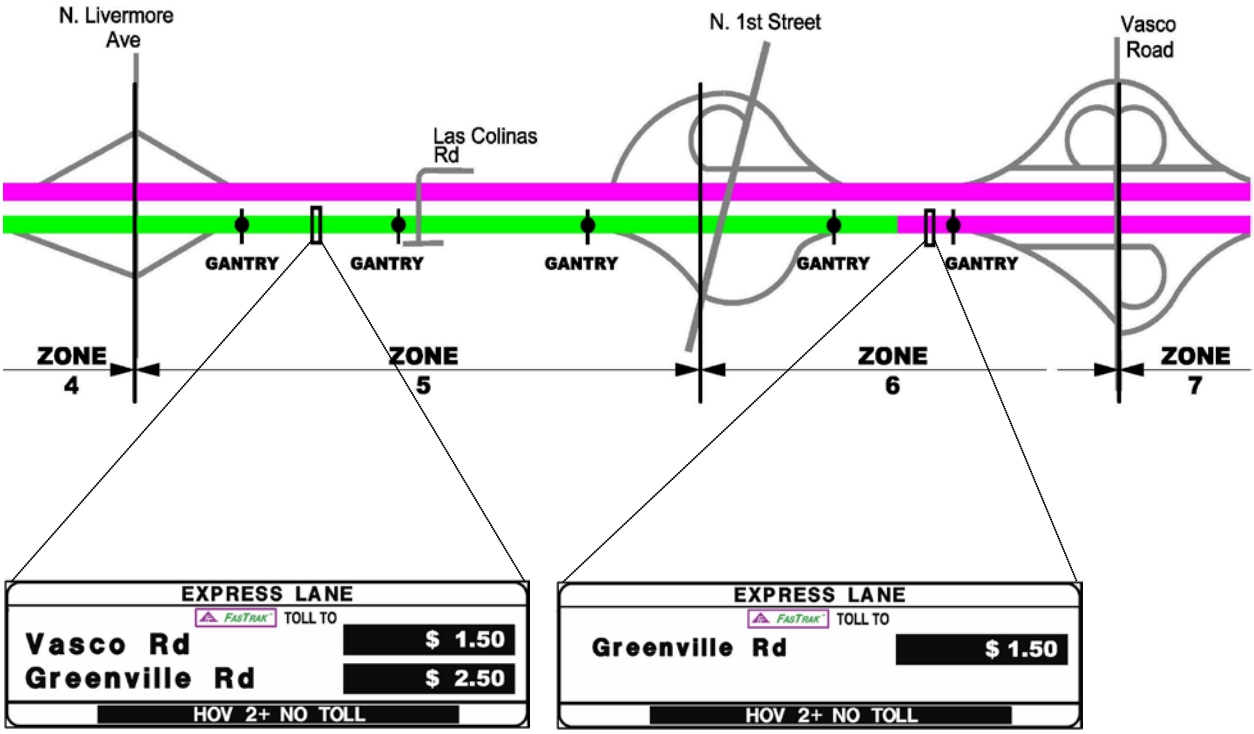
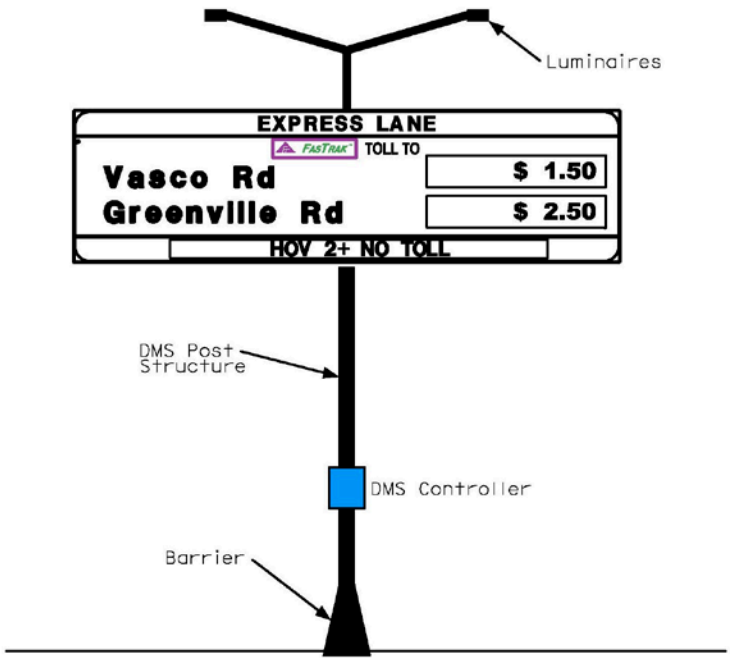
C: Sample I-580 zone and pricing message sign diagrams





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D: Automated violation enforcement: Pictures of VES system and switchable transponder

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1. **Roll Call**

2. **Public Comment**
   There were no public comments.

3. **Consent Calendar**
   There were no public comments.

   3A. Approval of Minutes of May 13, 2013
   Commissioner Sbranti motioned to approve the consent calendar. Commissioner Thorne seconded the motion. The motion passed unanimously.

4. **Regular Matters**
   4A.I-580 Corridor High Occupancy Vehicle (HOV) Lane Projects Monthly Progress Report
   Stefan Garcia presented the I-580 Corridor High Occupancy Vehicle (HOV) Lane Projects Monthly Progress Report. Mr. Garcia stated that all three of project segments are currently in construction and the project partners will hold a groundbreaking ceremony on June 13, 2013.

   This Item was for information only.

   4B. I-580 Express (HOT) Lane Projects Monthly Progress Report
   Gary Sidhu presented the I-580 Express (HOT) Lane Projects Monthly Progress Report. Mr. Sidhu stated that Both I-580 express lane projects are currently in the environmental phase and detailed information on system integrators, project funding and schedule.

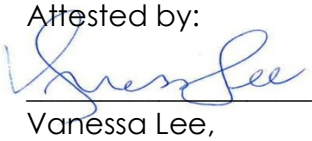
   This Item was for information only.

5. **Committee Member Reports**
   There were no Committee Member Reports

6. **Staff Reports**
   Art Dao stated that there would be a ground breaking ceremony for the I-580 HOV Lanes on June 13, 2013.

7. **Adjournment/ Next Meeting**
   The meeting adjourned at 10:24 a.m. The next meeting is:
   Date/Time: Monday, July 8, 2013 @9:45 a.m.
   Location: Alameda CTC Offices, 1333 Broadway, Suite 300, Oakland, CA 94612

Attested by:



Vanessa Lee,
Clerk of the Commission

DATE:	July 1, 2013
SUBJECT:	I-580 Corridor High Occupancy Vehicle Lane Projects (PN 720.5 / 724.4 / 724.5): Monthly Progress Report
RECOMMENDATION:	Receive a monthly status update on the I-580 Corridor High Occupancy Vehicle Lane Projects.

Summary

The Alameda CTC is currently sponsoring the I-580 Corridor High Occupancy Vehicle (HOV) Lane Projects along the I-580 corridor in the Tri-Valley. This monthly progress report is intended to provide a status update of the various projects currently underway in the corridor. This item is for information only.

Background

The Alameda CTC is the sponsor for the I-580 Corridor High Occupancy Vehicle (HOV) Lane Projects which constructs an HOV lane in the Eastbound and Westbound directions between Pleasanton and Livermore. The projects provide increased capacity, safety and efficiency for commuters and freight along the primary trade 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, 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 Project will be completed with the construction of three final projects in the Livermore Valley (two westbound HOV segments and one eastbound auxiliary lanes project). All of these projects are currently in construction and are being administered by Caltrans. Construction activity began in March 2013 and the project partners held a groundbreaking ceremony on June 13, 2013.

Attached for the Committee's review are the June 2013 progress reports for the I-580 Eastbound HOV Lane Project and the I-580 Westbound HOV Lane Project.

Fiscal Impact: There is no fiscal impact.

Attachments

A: I-580 Eastbound HOV Lane Project Monthly Progress Report

B: I-580 Westbound HOV Lane Project Monthly Progress Report

C: I-580 Corridor HOV Lane Projects – Location Map

Staff Contact

Stewart Ng, Deputy Director of Programming and Projects

Stefan Garcia, Project Controls Team

ATTACHMENT A
I-580 Eastbound HOV Lane Project
Monthly Progress Report
Through June 1, 2013

PROJECT DESCRIPTION

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

- **SEGMENT 1 –** EB HOV lane from Greenville Road to Portola Avenue. **OPENED 2009**
- **SEGMENT 2 –** EB HOV lane from Portola Avenue to Hacienda Drive. **OPENED 2010**
- **SEGMENT 3 –** Auxiliary (AUX) Lanes between Hacienda Drive and Greenville Road. Project scope includes:
  - Construction of auxiliary 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 3

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 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 within the median behind k-rail is expected as the first order of work and will occur during daytime hours. In addition, all bridge work is expected to occur during day time hours.

Completed Activities

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

- Construction Area signage installation
- Temporary striping and placement of safety barrier (k-rail) for Stage 1
- Install temporary creek diversion system for box culvert and bridge work
- Installation of bird exclusion measures at bridge locations

Ongoing & Upcoming Activities

Caltrans is maintaining 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:

- Excavate and construct retaining walls
- Widen bridge over Arroyo Las Positas
- Widen major box culvert and modify related drainage facilities

FUNDING AND FINANCIAL STATUS – SEGMENT 3

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

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 – SEGMENT 3

The EB Auxiliary Lane project between Hacienda Drive and Greenville Road was advertised on July 9, 2012; bids were opened on October 5, 2012. The contract was awarded to OC Jones & Sons (with a bid 6.33% below the Engineer's Estimate) by Caltrans on November 16, 2012. Construction is planned to complete in late 2014.

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)

ATTACHMENT B
I-580 Westbound HOV Lane Project
Monthly Progress Report
Through June 1, 2013

PROJECT DESCRIPTION

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

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

CONSTRUCTION STATUS – SEGMENTS 1 & 2

Traffic Handling & Night Work

Construction activities include both day and night work. Significant work is involved in rehabilitating the existing pavement which requires closing traffic lanes; however, no complete freeway closures are anticipated. Due to heavy day time 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 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 within the median behind k-rail is expected as the first order of work and will occur during daytime hours. In addition, all bridge work is expected to occur during day time hours.

Completed Activities

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

SEGMENT 1 (Eastern Segment)

- Temporary striping, shift traffic lanes and placement of safety barrier (k-rail) on outside shoulder from Greenville to Airway
- Removed shrubs and some trees to prevent bird nesting
- Removed OH sign at N. Livermore Ave to facilitate relocation of PG&E pole.
- PG&E relocating overhead line at N. Livermore Avenue
- Install temporary creek diversion system for bridge and box culvert (RCB) widenings

SEGMENT 2 (Western Segment)

- Temporary striping, shift traffic lanes and placement of safety barrier (k-rail) on median shoulder from Airway to Foothill
- Storm Water Pollution Prevention Program (SWPPP) approved
- Removed shrubs and some trees to prevent bird nesting
- BART Barrier modifications completed.

Ongoing & Upcoming Activities

Caltrans is maintaining 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)

- Submittal reviews ongoing
- Foundation work for bridge widenings
- Excavate and construct retaining walls
- Construct major drainage facilities (e.g. double box culvert at Tassajara Creek)

SEGMENT 2 (Western Segment)

- Bridge widening at Dougherty near Dublin BART station
- Submittal reviews in progress
- Stage 1 median widening from Airway to Hacienda
- Install temporary creek diversion system at Tassajara Creek
- Construct median barrier from El Charro to Tassajara

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.

Funding Plan At Award – SEGMENT 1 (Eastern 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									

Funding Plan At Award – SEGMENT 2 (Western 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

SEGMENT 1 (Eastern Segment):
The WB HOV Eastern Segment from Greenville Road to Isabel Avenue was advertised on July 16, 2012; bids were opened on September 19, 2012. The contract was awarded to Ghilotti Construction Company, Inc. (with a bid 16.33% below Engineer's Estimate) by Caltrans on November 20, 2012. Construction is planned to complete in late 2014.

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 (Western Segment):
The WB HOV Western Segment from Isabel Avenue to San Ramon Road was advertised on June 25, 2012 and bids were opened on August 29, 2012. The contract was awarded to DeSilva Gates Construction (with a bid 23.32% below Engineer's Estimate) by Caltrans on October 29, 2012. Construction is planned to complete in late 2014.

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)

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I-580 Corridor HOV Lane Projects - Location Map

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DATE:	July 1, 2013
SUBJECT:	I-580 Express Lane Projects (PN 720.4 / 724.1): Monthly Progress Report
RECOMMENDATION:	Receive a monthly status update on the I-580 Express (HOT) Lane Projects.

Summary

The Alameda CTC is the sponsor of the I-580 Express Lane Projects. The Eastbound I-580 Express (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 (HOT) Lane Project 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. This monthly progress report is intended to provide a status update of the various express lane project delivery activities which are currently underway. This item is for information only.

Background

Both I-580 Express Lane Projects are currently in the environmental phase which is forecast for completion in October 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.

There is a current funding shortfall for the combined eastbound and westbound projects. In addition to exploring other funding sources, staff has submitted an application for a $30 million TIGER V Discretionary Grant to complete the funding package. Letters of support for the Grant application have been received from several representatives, including local, state and federal elected officials, County of Alameda, MTC, and the Cities of Danville, Dublin and Pleasanton. The City of Livermore declined to support the TIGER V

Discretionary Grant application due to their concerns about the impacts of the express lane project on the BART to Livermore Extension project. A letter responding to the City of Livermore's concerns is included as Attachment E to this report.

For detailed information on the 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.

Delivery Strategy

I-580 Eastbound Express (HOT) Lane and I-580 Westbound Express (HOT) Lane 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 express lane 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 eastbound project until approximately October 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: There is no fiscal impact.

Attachments

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

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

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

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

E: Alameda CTC Response Letter to the City of Livermore, dated June 20, 2013

Staff Contact

Stewart Ng, Deputy Director of Programming and Projects

Gary Sidhu, Project Controls Team

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

PROJECT DESCRIPTION

The Eastbound I-580 Express (HOT) Lane Project will convert the newly constructed eastbound HOV lane, from Hacienda Drive to Greenville Road, to a double express lane facility.

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 July 2013. The estimated date of circulation of the draft IS/EA is July 2013. A 30 day public circulation period is required in addition to a public meeting expected in August 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).

POTENTIAL ISSUES/RISKS

- Funding – Current funding shortfall to implement "near continuous" approach. (See "Funding & Financial Status" at the end of Attachment C). Staff is pursuing a TIGER V Discretionary Grant funding and exploring other options to fully fund the project.
- Schedule impacts –additional project delays to the environmental phase due to refinement of traffic analysis for "near continuous" access configuration and final agreement on the Design Exceptions. The delay in environmental phase is not expected to have any effect on construction start which is scheduled to start in 2014.

SCHEDULE STATUS

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

Project Approval	October 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 and cost
- Discussing dynamic messaging and other sign plans with Caltrans to get their approval

UPCOMING ACTIVITIES

- Finalize Traffic Study refinements – Target July 2013
- Finalize Draft Project Report – Target June 2013
- Circulate the Draft IS/EA for 30 day public comment – working toward July 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 October 2013
- Determine items to be added to HOV lane projects via CCO – Target June 2013

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

PROJECT DESCRIPTION

The I-580 Westbound (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; which is a Categorical Exemption (CE)
- A Supplemental Project Report is being reviewed by Caltrans.
- 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).

POTENTIAL ISSUES/RISKS

- Funding – there is a current funding shortfall. (See Funding & Financial Status at the end of Attachment C). Staff is pursuing a TIGER V Discretionary Grant and exploring other options to fully fund the project.
- Schedule impacts –There have been 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 July 2013. This delay is not expected to have any effect on construction start which is scheduled for fall 2014.

SCHEDULE STATUS

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

Project Approval	July 2013
RTL	June 2014
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.
- Draft Traffic Operational Analysis Report (TOAR) being reviewed by Caltrans.
- A Public Outreach Meeting was held on May 14, 2013.

UPCOMING ACTIVITIES

- Supplemental Project Report Approval – Target July 2013
- Final environmental clearance – Target July 2013

ATTACHMENT C
I-580 Express (HOT) Lanes Systems Integration
Monthly Progress Report
Through June 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. As discussed at the previous I-580 PAC meetings, the agency and ETC staff have been working toward 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. 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 foot-print 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. 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 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. 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; and 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.

RECENT ACTIVITIES

- Alameda CTC, URS, CDM Smith 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.
- Continue to work on "zone tolling", pricing and automated violation strategies.
- Express Lane sign plans have been reviewed by Caltrans. Staff is working with design consultant teams and Caltrans to develop system design requirements.

UPCOMING ACTIVITIES

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

FUNDING AND FINANCIAL STATUS

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

There is a $30 million funding shortfall for the combined eastbound and westbound projects. In addition to exploring other funding sources, staff has submitted an application for a $30 million TIGER V Discretionary Grant to complete the funding package. Letters of support for the Grant application have been received from several representatives, including local, state and federal elected officials, County of Alameda, MTC, and the Cities of Danville, Dublin and Pleasanton. The City of Livermore declined to support the TIGER V Discretionary Grant application due to their concerns about the impacts of the express lane project on the BART to Livermore Extension project. A letter responding to the City of Livermore's concerns is included as Attachment E to this staff report.

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	0.70		0.11	0.93	3.10			4.84
Sys. Int.	6.80			0.68	1.47		8.05	17.00
ROW				0.37				0.37
Const. Support			2.55		0.05	1.47		4.07
Construct Cap		1.00		0.63	1.28		21.65	24.56
O&M						0.18	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 Express Lane Projects Location map

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ALAMEDA County Transportation Commission
1333 Broadway, Suites 220 & 300 ▪ Oakland, CA 94612 ▪ PH: (510) 208-7400
www.AlamedaCTC.org

June 20, 2013

Mayor John Marchand
1052 South Livermore Avenue
Livermore, CA 94550

Dear Mayor Marchand,

Thank you for your letter dated May 23, 2013, identifying your concerns related to the I-580 Express Lanes Project and the future unfunded BART to Livermore Extension Project, for which the detailed scope, cost and schedule have yet to be identified. I regret that you were not able to support the Express Lanes Project's TIGER V Discretionary Grant application because of these concerns.

The I-580 Express Lanes project is one of the many planned and approved transportation projects that are being implemented along the I-580 Corridor to address chronic traffic congestion, freight needs and air quality issues in the Tri-Valley. Consistent with the I-580 corridor improvements plan that has been vetted and approved over the past years, the delivery of the I-580 Express Lanes Project is the appropriate and prudent next step in reducing the recurring traffic congestion and delays, and improving the overall safety of the travelling public. Based on regional traffic forecasts, congestion on I-580 is expected to increase in the future. Alameda CTC along with its partners in the Tri-Valley, have aggressively sought solutions to relieve congestion and improve mobility within the I-580 Corridor.

As we have discussed previously, the I-580 Express Lanes project will not preclude the implementation of a future BART extension in the median. At this point, the proposed BART extension is only to the vicinity of the Isabel Avenue Interchange. It is being environmentally evaluated, and no formal final decision has been made regarding a BART extension further to the east. The reason that we can tell you with confidence that the Express Lanes Project will not preclude the future BART extension is the fact that even prior to the construction of the carpool lanes/express lanes, the median was never wide enough to accommodate BART in the median. With or without the Express Lanes (including the dual lane portion) in place, any BART extension project in the median of I-580 would have to widen the median and relocate the freeway. This would require acquisition of additional right of way in the future. The City, through its own local and administrative process, could elect to preserve the right of way now, and we would encourage the City of Livermore and other cities to do so at your own costs.

The Caltrans Highway Design Standard Exception process is a State Department of Transportation process which is fully controlled by the State. The process does not allow for the Alameda CTC, or any similar project proponent, to seek a design exception for a future unfunded project which has yet to be environmentally approved, such as the BART to Livermore Extension project. Each project on the State highway system must undergo its own design standard analyses and decide whether it could meet the design standards or pursue design exceptions. Through a complex and protracted process, Caltrans had approved a set of design exceptions for the I-580 Express Lanes project. Caltrans could choose to modify that decision for a future project. The Alameda CTC design team has prepared an analysis illustrating how BART and the Express Lanes could fit under existing structures with the granting of a design exception for up to a two foot shoulder. Whether or not Caltrans would grant that design exception cannot be determined at this time.

In an effort to further alleviate your concerns regarding the impacts of Express Lanes project on BART Livermore Extension, please consider the following information:

- The need for the I-580 Express Lanes project is based on current and forecast traffic needs in the I-580 corridor. In the eastbound direction, it was determined that dual express lanes are necessary to accommodate this demand and alleviate congestion. This second lane is being implemented within the foot print of the current roadway width.

- Express Lanes do not add to the future costs of the BART to Livermore Extension project. Each project must undergo its own cost analysis based upon the conditions at the time that the project is delivered. Each project must develop its own funding plan, based on the project scope, purpose and needs, and project requirements. The I-580 Express Lanes project is being implemented with an approved scope that is responsive to the purpose and needs.

- The I-580 Express Lanes project is consistent with overall system planning within the I-580 corridor. This approach has been endorsed and approved by the Alameda CTC Board and is documented in the approved Project Study Report (PSR) and the environmental document for the project.

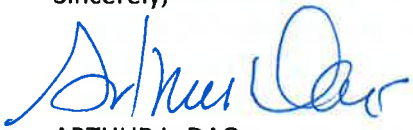
- A draft revenue study for the project is currently under development. Results of the analysis will be presented to the I-580 Policy Committee at its September 2013 meeting. As outlined in the Work Plan presented at the April 2013 I-580 PAC meeting, Express Lane policies (HOV3+ and others) will be discussed in future meetings. These policy decisions will be jointly made with MTC, CHP and Caltrans.

- Alameda CTC's Measure B Strategic Plan and long range Countywide Transportation Plan include multimodal improvements, including improvements to transit and ride share programs. Multimodal corridor planning studies are a part of the Alameda CTC's work plan.

The I-580 Express Lanes project is an important component of the regional transportation network and is a critical project which addresses current and future regional and interregional transportation needs. The I-580 Express Lanes project is consistent with the overall transportation planning within the I-580 Corridor. The project has been endorsed and approved by the Alameda CTC and the appropriate advisory committees.

If you have any questions or need additional information, please do not hesitate to contact me.

Sincerely,



ARTHUR L. DAO
Executive Director
Alameda County Transportation Commission

Cc: Alameda CTC I-580 Policy Advisory Committee Members
Alameda CTC Commissioners
Mr. Stewart Ng, Alameda CTC Deputy Director of Projects and Programming