



## Memorandum

**DATE:** March 5, 2012

**TO:** Alameda County Technical Advisory Committee (ACTAC)

**FROM:** Matt Todd, Manager of Programming

**SUBJECT:** **Approval of STIP Expenditure Deadline Extension for Alameda CTC's I-680 Express Lane Project**

### Recommendation

It is recommended the Commission approve the request for a 12-month time extension to the STIP-RIP expenditure deadline for the Sunol Southbound 680 HOT Lane Accommodation (aka I-680 Express Lane) project. The Alameda CTC is requesting an extension from June 30, 2012 to June 30, 2013.

### Summary

The Alameda CTC requests a 12-month time extension to the STIP expenditure deadline from June 30, 2012 to June 30, 2013 for \$8,000,000 of STIP, allocated in June 2008, for the construction phase of the project. The total cost of the project is estimated at \$29.8 million. A draft extension request is attached.

### Background

The STIP timely use of funds provisions enacted by SB 45 are intended to encourage local and regional agencies to accurately program, monitor and deliver STIP projects in a timely manner. Per the STIP Guidelines, the CTC may grant a one-time extension to each of the allocation, expenditure, award (which includes FTA transfer), and completion deadlines only if it finds that an unforeseen and extraordinary circumstance beyond the control of the responsible agency has occurred that justifies the extension. The extension will not exceed the period of delay directly attributed to the extraordinary circumstance and will in no event be for more than 20 months.

This AB 2032 authorized High Occupancy Toll (HOT) project is first of its kind implemented in the northern California and a demonstration project for future implementation of similar projects throughout the state. In December 2008, at the time of project award the agency anticipated that the final system acceptance would occur in late 2010/early 2011, which is still incomplete. Upon accepting the system, the agency was planning on spending the next 12 to 18 months to fine tune the system operations to minimize system wide errors, revenue loss and toll violations. Due to the "pilot" nature of the project, the need to fine tune the system following the initial launch was anticipated, however the specifics of the "fine tuning" could not be determined at the time of award to maximize operations and efficiencies by improving the reliance of the system and minimizing toll violations.

Through continued testing and observations it is determined that 1) the newly installed communication system has system wide gaps and/or failures at times due to loss of power for the wireless communication network and 2) the vehicle toll violation detection system, installed as part of the initial design is inadequate to capture most of the toll violations, which is estimated at 20%.

The above referenced issues weren't foreseen at the time of the award, and it is necessary to implement these additional HOT project elements to make this "pilot" project fully operational and successful. Therefore, a 12-month time extension is warranted.

The time extension request for the \$8,000,000 STIP funding is proposed for consideration at the April 25-26, 2012 CTC meeting. MTC requires Alameda CTC concurrence for all STIP extension requests.

**Attachments**

Attachment A: Draft STIP Time Extension Request

**REQUEST FOR TIME EXTENSION  
LOCAL STIP PROJECTS**

**Local Agency Letterhead**

To: Ms. Sylvia Fung, Chief  
District 4 Local Assistance Engineer  
Caltrans, Office of Local Assistance  
111 Grand Avenue  
Oakland, CA 94612

Date : March 2, 2012

PPNO:04-00160

PROJECT #: \_\_\_\_\_

EA: 2A4721

Sunol Southbound 680 HOT Lane Accommodation  
On Interstate 680 from Route 237 to  
Route 84.

Assembly District: \_\_\_\_\_

Senate District: \_\_\_\_\_

Dear Ms Fung:

We request that the California Transportation Commission (CTC) approve a request for a time extension for this project.

**A. Project description:**

This Intelligent Transportation Project will maximize the efficiency of Route 680, encourages the use of buses and carpools, implement an HOV/HOT lane to create an alternative mechanism for financing transportation projects per AB 2032, and reduces traffic congestion along southbound Route 680 during morning commute hours

Programmed STIP\_TE Funding Level by phase (X \$1,000):

Phase	FY 2007/08	Total
Construction	\$8,000,000	\$8,000,000
<b>Total</b>	<b>\$8,000,000</b>	<b>\$8,000,000</b>

**B. Project element for which extension requested: (check appropriate box)**

Allocation\*     Expenditure     Award     Completion  
(contract acceptance)

**C. Phase (component) of project: (check appropriate box or boxes)**

Environmental Studies & Permits     Plans, Specs. & Estimate     Right of Way     Construction\*

D. Allocation and deadline summary

Allocation Date By Phase (if applicable)	Allocated Amount By Phase (if applicable)	Original Deadline	Number of Months of Extension Requested	Extended Deadline
6/26/2008	\$8,000,000	6/11/2012	12	6/11/2013

E. Reason for project delay

This AB 2032 authorized High Occupancy Toll (HOT) project is first of its kind implemented in the northern California and a demonstration project for future implementation of similar projects throughout the state. The initial contract was awarded on December 11, 2008 for the contractor to design and implement HOT components by converting an existing High Occupancy Vehicle (HOV) lane. The final Site/System Acceptance Test (SAT) was performed in January 2011, almost a year later than initially planned and the contractor began to trouble shoot system wide issues identified via the SAT. A year passed by since the SAT was performed, the final system acceptance has yet to be accomplished, even though the baseline schedule assumed a late 2010/ early 2011 final system acceptance.

Through continued testing and observations it is determined that 1) the newly installed communication system has system wide gaps and/or failures at times due to loss of power for the wireless communication network and 2) the vehicle toll violation detection system, installed as part of the initial design is inadequate to capture most of the toll violations, which is estimated at 20%. Due to the "pilot" nature of the project, the need to fine tune the system following the initial launch was anticipated, however the specifics of the "fine tuning" could not be determined at the time of award to maximize operations and efficiencies, by improving the reliance of the system and minimizing toll violations.

The local agency staff began working with Caltrans, Metropolitan Transportation Commission and FHWA to devise a plan to implement these "fine tuning" to make the system more reliable. The proposed additional tweaking includes installation of fiber optics to provide back bone for the communication network and installation of additional cameras to enforce an automated violation detection/enforcement.

The above referenced issues weren't foreseen at the time of the award, and it is necessary to implement these additional HOT project elements to make this demonstration project fully operational and successful. The fiber optics installation will require longitudinal trenching adjacent to freeway shoulders that will endure environmental review and evaluation for variance to longitudinal utility encroachment policy by the state. Therefore, a 12-month time extension is warranted.

F. Status of project milestones/revised project milestones

## 1) Construction:

Construction Award – December 2008.

CCA – June 2013.

G. Timely Use of Funds

We request that the CTC approve this request at the April 25- 26, 2012 meeting.

H. Local Agency Certification:

This Request for Time Extension has been prepared in accordance with the *Procedures for Administering Local Grant Projects in the State Transportation Improvement Program (STIP)*. I certify that the information provided in the document is accurate and correct. I understand that if the required information has not been provided this form will be returned and the request may be delayed. Please advise us as soon as the time extension has been approved. You may direct any questions to

\_\_\_\_\_ at \_\_\_\_\_  
(name) (phone number)

Signature \_\_\_\_\_ Title: \_\_\_\_\_ Date: \_\_\_\_\_

Agency/Commission: \_\_\_\_\_

I. Regional Transportation Planning Agency/County Transportation Commission Concurrence:

Concurred

Signature \_\_\_\_\_ Title: \_\_\_\_\_ Date: \_\_\_\_\_

Agency/CTC \_\_\_\_\_

J. Caltrans District Local Assistance Engineer Acceptance:

I have reviewed the information submitted on the Request for Time Extension and agree it is complete and has been prepared in accordance with the *Procedures for Administering Local Grant Projects in the State Transportation Improvement Program*.

Signature \_\_\_\_\_ Title: \_\_\_\_\_ Date: \_\_\_\_\_

Attachments:

**Distribution:** (1) Original -DLAE (2) Copy- Division of Local Assistance, STIP Coordinator  
(3) Copy - RTPA/County Transportation

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