



Meeting Notice

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

Commission Chair
Supervisor Scott Haggerty, District 1

Commission Vice Chair
Vice Mayor Rebecca Kaplan,
City of Oakland

AC Transit
Director Elsa Ortiz

Alameda County
Supervisor Richard Valle, District 2
Supervisor Wilma Chan, District 3
Supervisor Nate Miley, District 4
Supervisor Keith Carson, District 5

BART
Director Thomas Blalock

City of Alameda
Mayor Trish Spencer

City of Albany
Vice Mayor Peter Maass

City of Berkeley
Councilmember Laurie Capitelli

City of Dublin
Mayor David Haubert

City of Emeryville
Mayor Ruth Atkin

City of Fremont
Mayor Bill Harrison

City of Hayward
Mayor Barbara Halliday

City of Livermore
Mayor John Marchand

City of Newark
Councilmember Luis Freitas

City of Oakland
Councilmember Dan Kalb

City of Piedmont
Mayor Margaret Fujioka

City of Pleasanton
Mayor Jerry Thorne

City of San Leandro
Mayor Pauline Cutter

City of Union City
Mayor Carol Dutra-Vernaci

Executive Director
Arthur L. Dao

I-580 Express Lane Policy Committee

Monday, May 11, 2015, 10:00 a.m.

**1111 Broadway, Suite 800
Oakland, CA 94607**

Mission Statement

The mission of the Alameda County Transportation Commission (Alameda CTC) is to plan, fund, and deliver transportation programs and projects that expand access and improve mobility to foster a vibrant and livable Alameda County.

Public Comments

Public comments are limited to 3 minutes. Items not on the agenda are covered during the Public Comment section of the meeting, and items specific to an agenda item are covered during that agenda item discussion. If you wish to make a comment, fill out a speaker card, hand it to the clerk of the Commission, and wait until the chair calls your name. When you are summoned, come to the microphone and give your name and comment.

Recording of Public Meetings

The executive director or designee may designate one or more locations from which members of the public may broadcast, photograph, video record, or tape record open and public meetings without causing a distraction. If the Commission or any committee reasonably finds that noise, illumination, or obstruction of view related to these activities would persistently disrupt the proceedings, these activities must be discontinued or restricted as determined by the Commission or such committee (CA Government Code Sections 54953.5-54953.6).

Reminder

Please turn off your cell phones during the meeting. Please do not wear scented products so individuals with environmental sensitivities may attend the meeting.

Glossary of Acronyms

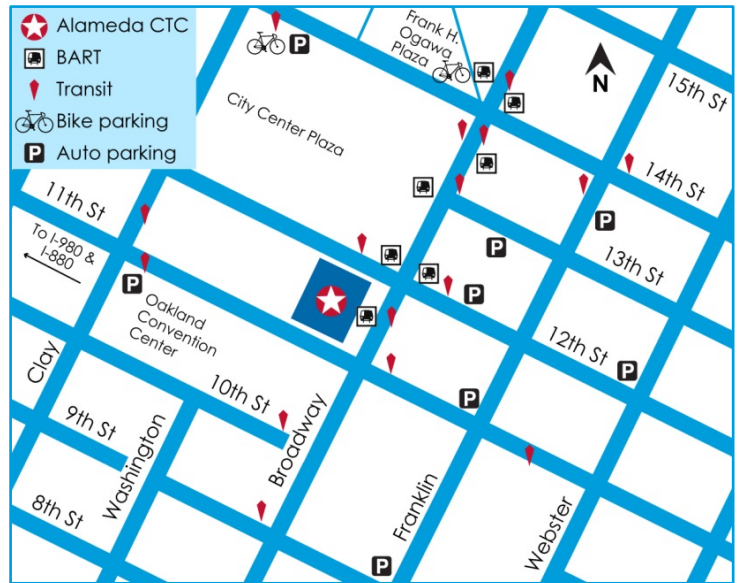
A glossary that includes frequently used acronyms is available on the Alameda CTC website at www.AlamedaCTC.org/app_pages/view/8081.

Location Map

★ Alameda CTC

1111 Broadway, Suite 800
Oakland, CA 94607

Alameda CTC is accessible by multiple transportation modes. The office is conveniently located near the 12th Street/City Center BART station and many AC Transit bus lines. Bicycle parking is available on the street and in the BART station as well as in electronic lockers at 14th Street and Broadway near Frank Ogawa Plaza (requires purchase of key card from bikelink.org).



Garage parking is located beneath City Center, accessible via entrances on 14th Street between 1300 Clay Street and 505 14th Street buildings, or via 11th Street just past Clay Street. To plan your trip to Alameda CTC visit www.511.org.

Accessibility

Public meetings at Alameda CTC are wheelchair accessible under the Americans with Disabilities Act. Guide and assistance dogs are welcome. Call 510-893-3347 (Voice) or 510-834-6754 (TTD) five days in advance to request a sign-language interpreter.



Meeting Schedule

The Alameda CTC meeting calendar lists all public meetings and is available at www.AlamedaCTC.org/events/upcoming/now.

Paperless Policy

On March 28, 2013, the Alameda CTC Commission approved the implementation of paperless meeting packet distribution. Hard copies are available by request only. Agendas and all accompanying staff reports are available electronically on the Alameda CTC website at www.AlamedaCTC.org/events/month/now.

Connect with Alameda CTC

www.AlamedaCTC.org



facebook.com/AlamedaCTC

[@AlamedaCTC](https://twitter.com/AlamedaCTC)

youtube.com/user/AlamedaCTC



I-580 Express Lane Policy Committee Meeting Agenda

Monday, May 11, 2015, 10:00 a.m.*

*Or immediately following the I-680 Sunol SMART Carpool Lane Joint Powers Authority meeting

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

Chair: Mayor John Marchand, City of Livermore

Vice Chair: Supervisor Nate Miley, Alameda County District 4

Commissioners: Scott Haggerty, Rebecca Kaplan, Bill Harrison, Jerry Thorne, David Haubert

Staff Liaison: Kanda Raj

Executive Director: Arthur L. Dao

Clerk: Vanessa Lee

1. Roll Call

2. Public Comment

3. Consent Calendar

Page A/I

3.1. [April 13, 2015 I-580 Express Lane PC Meeting Minutes](#)

1 A

Recommendation: Approve the April 13, 2015 meeting minutes.

4. Regular Matters

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

5 I

4.2. [I-580 Express Lanes: Status Update on Cooperative Agreement with Bay Area Toll Authority for Customer Services](#)

27 I

4.3. [I-580 HOV/Express Lane Hours of Operation Update](#)

33 I

5. Committee Member Reports (Verbal)

6. Staff Reports (Verbal)

7. Adjournment

Next Meeting: June 8, 2015

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

This page intentionally left blank



I-580 Express Lane Policy Committee Meeting Minutes Monday, April 13, 2015, 10:00 a.m.

3.1

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

1. Roll Call

The Clerk conducted a roll call. All committee members were present with the exception of Commissioner Miley and Commission Kaplan.

Subsequent to the roll call:

Commissioner Kaplan arrived during Item 4.2.

2. Public Comment

There was no public comment.

3. Consent Calendar

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

Commissioner Thorne motioned to approve the consent calendar. Commissioner Haggerty seconded the motion. The motion passed unanimously (Miley and Kaplan absent)

4. Regular Matters

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

Arun Goel recommended that the Commission approve and authorize the Executive Director to execute a Reimbursable Services Agreement for Violation Enforcement of the 580 Express Lanes with the CHP (Agreement No. 10R390000-3). He stated that approval of the agreement would allow CHP officers to patrol and provide the necessary enforcement of express lanes. Arun stated that approval of the action will encumber \$400,000 of toll funds and sufficient funds are included in project financial plans.

Commissioner Marchand wanted to know where the funding for the contract comes from and when a revenue forecast will be completed. Kanda Raj stated that the funding will come from projected toll revenue and that express lane revenue projections will be completed in 2016, once the lane use stabilizes. Art Dao indicated that the project includes seed monies to begin facility operations in fall 2015.

Commissioner Haggerty moved to approve this item. Commissioner Haubert seconded the motion. The motion passed unanimously (Miley and Kaplan absent).

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

Stefan Garcia presented the I-580 Corridor High Occupancy Vehicle (HOV)/Express Lane Projects Monthly Progress Report. He stated that the environmental and civil

design work for the express lanes is complete and construction activities are on-going in both eastbound and westbound directions. Kanda Raj provided information on system integration and regional coordination for public outreach and customer services.

This item was for information only.

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

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

Commissioner Haggerty wanted to know why the Fastrak Flex transponder has an option for three-plus drivers in the I-580 express lane. Art Dao stated that it gives the flexibility to change the HOV occupancy requirement, should the federal and state transportation agencies require the change in the future.

Commissioner Kaplan wanted to ensure that staff advocates that legislation ensure the Alameda CTC continues to collect the revenue from the lane. Art stated that AB2032 already mandated that the net revenue is expended within the corridor and under a separate item at PPLC, staff will request that the Commission support a bill that will address express lane revenue streaming.

Commissioner Kaplan wanted to know if you can order the new transponder over the phone. Kanda stated that a patron can order over the phone, or through the website or in selected stores. Public will also be able obtain the transponder at the various outreach events this summer.

This item was for information only.

5. Committee Member Reports

There were no committee member reports.

6. Staff Reports

There were no staff reports.

7. Adjournment/ Next Meeting

The next meeting is:

Date/Time: Monday, May 11, 2015 @ 10:00 a.m.

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

Attested by:

A handwritten signature in blue ink, appearing to read "Vanessa Lee", is written over a horizontal line.

Vanessa Lee, Clerk of the Commission

This page intentionally left blank



Memorandum

4.1

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: May 4, 2015

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

RECOMMENDATION: Receive a monthly status update on the I-580 Corridor High Occupancy Vehicle/Express Lane Projects.

Summary

The Alameda CTC is sponsoring the I-580 Corridor High Occupancy Vehicle (HOV)/Express Lane Projects along the I-580 corridor in the Tri-Valley. The Eastbound I-580 Express Lane Project will convert the newly constructed eastbound HOV lane, from Hacienda Drive to Greenville Road, to a double express lane facility. The I-580 Westbound Express Lane Project will convert the westbound HOV lane (currently under construction) to a single express lane facility from Greenville Road to San Ramon Road/Foothill Road.

Construction of express lane civil infrastructure, for the combined eastbound and westbound express lanes, is being implemented through multiple contract change orders (CCO's) on the on-going HOV Lane construction contracts for constructing the necessary infrastructure, such as signing, sign gantries for dynamic messaging and toll reading, electrical conduit for connecting power and communication sources, and striping to accommodate the express lanes. The final component of express lane implementation, system Integrator contract will install the required communication equipment, toll hardware and integrate the toll subsystems, utilizing emerging technologies/software development. Coordination with regional agencies and California Toll Operators Committee is crucial for implementing express lanes on I-580. The express lane facility is scheduled to open for public use in November 2015.

For detailed information on project funding, schedule and status of each corridor project, including the Eastbound HOV Lane Project - Segment 3 Auxiliary Lanes, the Westbound HOV Lane Project (Segments 1 and 2), the Eastbound I-580 Express Lane Project, Westbound I-580 Express Lane Project and Toll System Integration activities, see Attachments A, B, C, D and E of this report. This item is for information only.

Background

The projects in the I-580 Corridor will provide increased capacity, safety and efficiency for commuters and freight along the primary corridor connecting the Bay Area with the Central Valley. In its role as project sponsor, the Alameda CTC has been working in partnership with Caltrans, California Highway Patrol, the Metropolitan Transportation Commission (MTC), Alameda County, and the cities of Livermore, Dublin, and Pleasanton to deliver the projects.

The I-580 Corridor HOV Lane Projects will be completed with the construction of three final projects in the Livermore Valley (two westbound HOV segments and one eastbound auxiliary (AUX) lanes project). All of these projects are currently in construction and are being administered by Caltrans. Construction activity began in March 2013 and will complete by late 2015 in parallel with completion of express lane infrastructure.

For efficiency purposes, the I-580 Eastbound and Westbound Express Lane Projects have been combined into one construction project. All the contract change orders (CCO's) for express lane-civil infrastructure construction have already been issued to the on-going construction contracts along I-580 (I-580 Westbound HOV, I-580 Eastbound Auxiliary Lane and Freeway Performance Project). The benefit of implementing CCO's is to avoid working in the environmentally sensitive areas, minimize additional traffic disruptions to the traveling public, reduce or eliminate re-work and potentially finish construction sooner. Specific items in CCO's include:

- Electrical Conduit – across and along I-580
- Service and controller cabinets
- Striping – stripe to final express lane configuration
- Install K-rail along median at sign locations
- Median concrete barrier
- Fiber Optics Cable
- Sign structures including tolling gantries, dynamic messaging signs, lighting standards and other sign structures.

Development of system integration is nearing completion and toll system installation is about to begin.. To avoid schedule conflicts, the toll system installation activities have been coordinated with on-going HOV lane construction projects within the corridor. Installation activities of express lane-toll system will be completed and tested prior to opening the toll lanes to general public in November 2015.

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

Attachments

- A. I-580 Eastbound HOV Lane Project Monthly Progress Report (PN 720.5)
- B. I-580 Westbound HOV Lane Projects Monthly Progress Report (PN 724.4/724.5)
- C. I-580 Eastbound Express Lane Project Monthly Progress Report (PN 720.4)
- D. I-580 Westbound Express Lane Project Monthly Progress Report (PN 724.1)
- E. I-580 Express Lanes System Integration Monthly Progress Report
- F. I-580 Corridor HOV Lane Projects – Location Map
- G. I-580 Corridor Express Lane Projects – Location Map

Staff Contact

[Stefan Garcia](#), Project Controls Team

[Kanda Raj](#), Project Controls Team

This page intentionally left blank

ATTACHMENT A
I-580 Eastbound HOV Lane Project (PN 720.5)
Monthly Progress Report
April 2015

PROJECT DESCRIPTION

The Eastbound I-580 HOV Lane Project is completing one final construction segment, Segment 3 Auxiliary (AUX) Lanes, between Hacienda Drive and Greenville Road. The Project scope includes:

- Construction of auxiliary lanes from Isabel Avenue to First Street;
- Pavement width necessary for a double express (high occupancy toll lane facility);
- Final lift of asphalt concrete (AC) pavement and striping for entire eastbound project limits from Hacienda Drive to Portola Avenue;
- The soundwall that was deleted from the I-580/Isabel Avenue Interchange Project; and
- The widening of two bridges at Arroyo Las Positas in the eastbound direction.

CONSTRUCTION STATUS**Traffic Handling & Night Work**

Construction activities include both day and night work. Significant work is involved in rehabilitating the existing pavement which requires closing traffic lanes; however, no complete freeway closures are anticipated. Due to heavy daytime traffic volumes, closing traffic lanes in the daytime is not feasible. For this reason, pavement rehabilitation work can only be done during nighttime hours. Night work will include setting lane closures and shifting traffic lanes (placement of safety barrier (k-rail) and striping work), existing pavement rehabilitation work (crack and seat, slab replacement and overlay) and electrical work. Caltrans lane closure charts permit the contractor to perform this work at night between 9pm and 4am. Work behind k-rail and all bridge work is expected to occur during daytime hours.

Construction Challenges

Alameda CTC staff is working in close coordination with Caltrans to implement the project within limited funding. Challenges and managed risks for this project include:

- Bird Nesting on structures and in adjacent field areas
- Installation of future express Lane components to facilitate express lane completion. Project staff is working to combine HOV and express lane construction work in a manner that will keep the single HOV lane open until the double lane HOV/express lane facility is completed

Completed Activities – 80% of the contract work was completed as of 03/20/15

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

- Construction of auxiliary lanes from Isabel Ave. to First St.
- Las Positas Creek (EB and WB) bridge widening
- Widening of major box culvert at Arroyo Seco and modification of drainage facilities; Creek diversion is removed and area restored
- Most retaining walls on the outside of the freeway corridor

Ongoing & Upcoming Activities

Caltrans maintains a project website

(<http://www.dot.ca.gov/dist4/projects/i580wbhov/>) and conducts public information and outreach efforts in cooperation with Alameda CTC. Ongoing and upcoming work activities include:

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

FUNDING AND FINANCIAL STATUS

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

Funding Plan – SEGMENT 3

Project Phase	Funding Source (\$ million)						Total
	CMIA	RM2	TVTC	FED	SHOPP	Meas. B	
PA&ED						0.02	0.02
PS&E		1.72	1.30	0.23			3.25
ROW		0.17	0.08			0.28	0.53
Construct Cap	17.87	2.20	0.14		4.69	6.57	31.47
Construct Sup	2.53	1.12	0.10			0.71	4.46
Total	20.40	5.21	1.62	0.23	4.69	7.58	39.73
Total Project Cost: \$39.7M							

SCHEDULE STATUS

The Eastbound AUX Lane project between Hacienda Drive and Greenville Road was advertised on July 9, 2012; bids were opened on October 5, 2012. Caltrans awarded the contract to OC Jones & Sons (with a bid 6.33 percent below the Engineer's Estimate) on November 16, 2012. With the inclusion of infrastructure to support express lane operations, construction is now planned to complete in late 2015.

Project Approval	December 2011 (A)
RTL	May 2012 (A)
CTC Vote	May 2012 (A)
Begin Construction (Award)	November 2012 (A)
End Construction	October 2015 (T)

ATTACHMENT B
I-580 Westbound HOV Lane Projects (PN 724.4/724.5)
Monthly Progress Report
April 2015

PROJECT DESCRIPTION

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

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

CONSTRUCTION STATUS – SEGMENTS 1 & 2

Traffic Handling & Night Work

Construction activities include both day and night work. Significant work is involved in rehabilitating the existing pavement which requires closing traffic lanes; however, no complete freeway closures are anticipated. Due to heavy daytime traffic volumes, closing traffic lanes in the daytime is not feasible. For this reason, pavement rehabilitation work can only be done during nighttime hours. Night work will include setting lane closures and shifting traffic lanes (placement of safety barrier (k-rail) and striping work), existing pavement rehabilitation work (crack and seat, slab replacement and overlay) and electrical work. Caltrans lane closure charts permit the contractor to perform this work at night between 9pm and 4am. Work behind k-rail and all bridge work is expected to occur during daytime hours.

Construction Challenges

Alameda CTC staff is working in close coordination with Caltrans to implement the project within limited funding. Challenges and managed risks for the project include:

SEGMENT 1 (Eastern Segment)

- Installation of future express Lane components to facilitate express lane completion. Project staff is working to combine HOV and express lane construction work in a manner that will allow the HOV/express lane facility to be opened concurrently
- Additional widening of the North Livermore Avenue structure to accommodate express lane width requirements
- New retaining wall to account for recent, accelerated erosion within the Arroyo Seco Creek adjacent to the widening necessary for westbound lanes
- Coordination with concurrent Caltrans projects in the area to reduce cost
- Bird Nesting on structures and in adjacent field areas
- Revision of pavement slab replacements to prioritize in areas most in need

SEGMENT 2 (Western Segment)

- Installation of future express lane components to facilitate express lane completion. Project staff is working to combine HOV and express lane construction work in a manner that will allow the HOV/express lane facility to be opened concurrently

- Elimination of a retaining wall to reduce project cost
- Changes to the pavement cross section to reduce project cost
- Bird Nesting on structures and in adjacent field areas
- Revision of pavement slab replacements to prioritize in areas most in need

Completed Activities

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

SEGMENT 1 (Eastern Segment) – 73% of the contract work was completed as of 03/20/15

- North Livermore Avenue bridge widening
- Bridge widening at Arroyo Las Positas (2 locations)
- Arroyo Seco RCB culvert extension
- Construct major drainage facilities (e.g. double box culvert)
- Concrete pavement slab replacements
- Excavate and construct retaining walls and soil nail walls
- Median barrier reconfiguration
- Soundwall construction at Vasco Road
- Paving of ramp and gore areas
- Installation of electroliers in the median
- Installation of sign structure foundations in the median for express lane tolling system signage

SEGMENT 2 (Western Segment – 79% of the contract work was completed as of 03/20/15

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

Ongoing & Upcoming Activities

Caltrans maintains a project website

(<http://www.dot.ca.gov/dist4/projects/i580wbhov/>) and conducts public information and outreach efforts in cooperation with Alameda CTC. Ongoing and upcoming work activities include:

SEGMENT 1 (Eastern Segment)

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

SEGMENT 2 (Western Segment)

- Install drainage systems
- Complete retaining walls
- Install Lighting and Traffic Operation Systems
- Install infrastructure to support express lane operations
- Final paving and striping between Airway Boulevard and Hacienda Drive will begin in June 2015

FUNDING AND FINANCIAL STATUS

The I-580 Westbound HOV Lane Project is funded through federal, state and local funds available for the I-580 Corridor. The total project cost is \$143.9M, comprised of programmed (committed) funding from federal, state and local sources.

Funding Plan – SEGMENT 1 (Eastern Segment)

Project Phase	Funding Source (\$ million)							Total
	CMIA	RM2	TCRP	FED	SHOPP	Meas. B	TVTC	
Scoping		0.53	0.04					0.57
PA&ED		4.38						4.38
PS&E		2.29	0.11	0.15		1.69	0.42	4.66
ROW		1.16				0.04		1.20
Utilities		0.32						0.32
Const Cap	35.34		5.92	6.19	13.54	1.60		62.59
Const. Sup	6.52		1.59			1.08		9.19
Total	41.86	8.68	7.66	6.34	13.54	4.41	0.42	82.91
Total Project Cost: \$82.9M								

Funding Plan – SEGMENT 2 (Western Segment)

Project Phase	Funding Source (\$ million)							Total
	CMIA	RM2	TCRP	FED	SHOPP	Meas. B	TVTC	
Scoping		0.36	0.02					0.38
PA&ED		2.92						2.92
PS&E		1.53	0.07	0.10		1.12	0.28	3.10
ROW		0.77				0.03		0.80
Utilities		0.21						0.21
Const Cap	33.73		2.49		9.61	0.10	0.30	46.23
Const. Sup	6.75					0.58		7.33
Total	40.48	5.79	2.58	0.10	9.61	1.83	0.58	60.97
Total Project Cost: \$61.0M								

SCHEDULE STATUS

SEGMENT 1 (Eastern Segment):

The Westbound HOV Eastern Segment from Greenville Road to Isabel Avenue was advertised on July 16, 2012 and bids were opened on September 19, 2012. Caltrans awarded the contract to Ghilotti Construction Company, Inc. (with a bid 16.33 percent below Engineer's Estimate) on November 20, 2012. With the inclusion of infrastructure to support express lane operations, construction is now planned to complete in early 2016.

Project Approval	January 2010 (A)
RTL	May 2012 (A)
CTC Vote	May 2012 (A)
Begin Construction (Award)	November 2012 (A)
End Construction	January 2016 (T)

SEGMENT 2 (Western Segment):

The Westbound HOV Western Segment from Isabel Avenue to San Ramon Road was advertised on June 25, 2012 and bids were opened on August 29, 2012. Caltrans awarded the contract to DeSilva Gates Construction (with a bid 23.32 percent below Engineer's Estimate) on October 29, 2012. With the inclusion of infrastructure to support express lane operations, construction is now planned to complete in mid 2015.

Project Approval	January 2010 (A)
RTL	April 2012 (A)
CTC Vote	April 2012 (A)
Begin Construction (Award)	October 2012 (A)
End Construction	July 2015 (T)

ATTACHMENT C

I-580 Eastbound Express Lane Project

Monthly Progress Report

April 2015

PROJECT DESCRIPTION

The I-580 Eastbound Express Lane Project will convert the newly constructed eastbound HOV lane, from Hacienda Drive in Dublin/Pleasanton to Greenville Road in Livermore, to a majority double express lane facility for the a distance of approximately 11 miles.

PROJECT DELIVERY STATUS

- Civil design is complete and combined with the westbound component as one contract package. The civil construction is being implemented through the Contract Change Orders (CCOs) process; under the three I-580 HOV lane projects currently in construction (I-580 Westbound HOV Lane - West Segment, I-580 Westbound HOV Lane - East Segment and I-580 Eastbound HOV Lane - Segment 3 with Auxiliary Lanes). All the CCOs have been issued and coordinated with Caltrans construction management staff and the contractors
- Electronic toll system design is complete
- Caltrans issued permit for the system integrator to begin installing toll system equipment

RECENT ACTIVITIES

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

UPCOMING ACTIVITIES

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

POTENTIAL ISSUES/RISKS

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

FUNDING AND FINANCIAL STATUS

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

SCHEDULE STATUS

I-580 Eastbound Express Lane Project Schedule:

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

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

PROJECT DESCRIPTION

The I-580 Westbound Lane Project will convert the planned westbound HOV lane (currently in construction), to a single express lane facility from Greenville Road in Livermore to San Ramon Road / Foothill Road in Dublin / Pleasanton, a distance of approximately 14 miles.

PROJECT DELIVERY STATUS

-
- Civil design is complete; it has been combined with the eastbound component as one contract package. The civil construction is being implemented through the Contract Change Order (CCO) process under the three I-580 HOV lane projects currently in construction (I-580 Westbound HOV Lane - West Segment, I-580 Westbound HOV Lane - East Segment and I-580 Eastbound HOV Lane - Segment 3 with Auxiliary Lanes). All the CCOs have been issued and coordinated with Caltrans construction management staff and the contractors
- Electronic toll system design is complete
- Caltrans issued permit for the system integrator to begin installing toll system equipment.

RECENT ACTIVITIES

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

UPCOMING ACTIVITIES

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

POTENTIAL ISSUES/RISKS

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

Electronic Transaction Consultant Corporation (ETCC) to monitor progress and take appropriate actions to maintain the project schedule.

FUNDING AND FINANCIAL STATUS

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

SCHEDULE STATUS

I-580 Westbound Express Lane Project Schedule:

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

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

SYSTEM INTEGRATION SCOPE DESCRIPTION

The I-580 Express Lane civil contract will construct the necessary civil infrastructure to implement the express lanes on I-580, these items include signing, sign gantries for dynamic messaging and toll reading, electrical conduit for connecting power and communication sources and pavement striping. The System Integration component of the project will include communication and tolling hardware design, software development, and factory testing of equipment/design, toll system equipment/hardware installation and toll system integration. It will also consist of field testing the toll equipment and all subsystems, including the interfaces to the Bay Area Toll Authority - Regional Customer Service Center and Caltrans, prior to implementing the new express lanes.

Detailed Discussion

Electronic Transaction Consultants Corporation (ETCC), the project toll system integrator, has been updating the electronic toll system design to support the "near continuous" access configuration in both directions of I-580. System integration in the I-580 corridor includes the most recent technologies for software, hardware and traffic detection to efficiently manage current and forecasted traffic congestion by optimizing the existing corridor capacity. The system integrator, however, will continue to own the software while the implementing agency will pay for a license to allow for the use of the toll integrator's software.

As reported during I-580 Workshops which were held in 2013, the "near continuous" concept provides additional access opportunities while reducing the foot-print required for implementing a shared express/general purpose lane facility. In addition, it looks and feels similar to a High Occupancy Vehicle (HOV) facility and, therefore, is expected to provide driver familiarity through the corridor.

Throughout the facility, real-time traffic/travel conditions will be gathered through traffic monitoring stations/devices and demand-based toll rates will be calculated, utilizing a dynamic pricing model algorithm. Calculated toll rates will be displayed on Dynamic Message Signs (DMSs) ahead of potential express lane entry locations in order to inform travelers. The DMSs are expected to display two rates, the first rate is for travel within the current or immediately downstream zone and the second rate is for travel to a major destination within the corridor (determined as the end of the line in the I-580 Corridor). To support near continuous access configuration, the electronic toll system has been developed to implement zone tolling and automated toll violation enforcement (involving license plate image capture and review process). Closely

spaced toll antennas and readers will be placed approximately at ¼-mile intervals to effectively read FasTrak® / FasTrak flex® transponders. A transponder will be read once within a (tolling) zone by a toll reader and will be charged a fee for use of the lane. To enact toll violation enforcement the Commission will have to adopt a "Toll Ordinance" under the purview of Vehicle Code Section 40250 which allows toll operators to enact such ordinances, including the penalties associated with violations. Several administrative steps will have to be finalized prior to the Commission adopting a toll ordinance. Staff has been discussing the details, timeline and process associated with development and adoption of a toll ordinance at the Commission meetings.

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

PROJECT STATUS

Software and hardware design

Development of toll system is nearing completion. ETCC has been proceeding with software and hardware development, consistent with project concepts presented during the I-580 Workshops held in 2013. Zone tolling and an automated toll violation system are part of the design development. Toll stem will also include tools to support the California Highway Patrol's efforts in curtailing vehicle occupancy violation. Sequencing of ETCC's filed installation has been coordinated with the on-going Caltrans construction projects to determine feasible construction windows for the toll system installation.

Agency staff, in cooperation with regional partners, has embarked on a comprehensive public education and outreach program to support the implementation of the express lanes. Staff is working closely with the cities of Livermore, Pleasanton and Dublin staff to provide advance project information to the local communities.

RECENT ACTIVITIES

- To coordinate the sequence of construction activities, staff has been conducting monthly coordination meetings with ETCC and Caltrans construction
- ETCC has already procured several back office equipment and performed factory acceptance test
- Caltrans approved ETCC's design and issued permit to install toll system. ETCC is about to begin its toll system installation.
- Continued to discuss interface requirements with BATA's vendor Xerox for processing transponder-based and image-based toll trips. An interface testing (successful testing of toll transaction/trip information transfers) is expected in August 2015.

- Continued to work with BATA on tasks necessary for distributing FasTrak flex toll transponders, reaching out to the patrons and completing a customer services agreement
- Conducted outreach events in the cities of Pleasanton and Stockton

UPCOMING ACTIVITIES

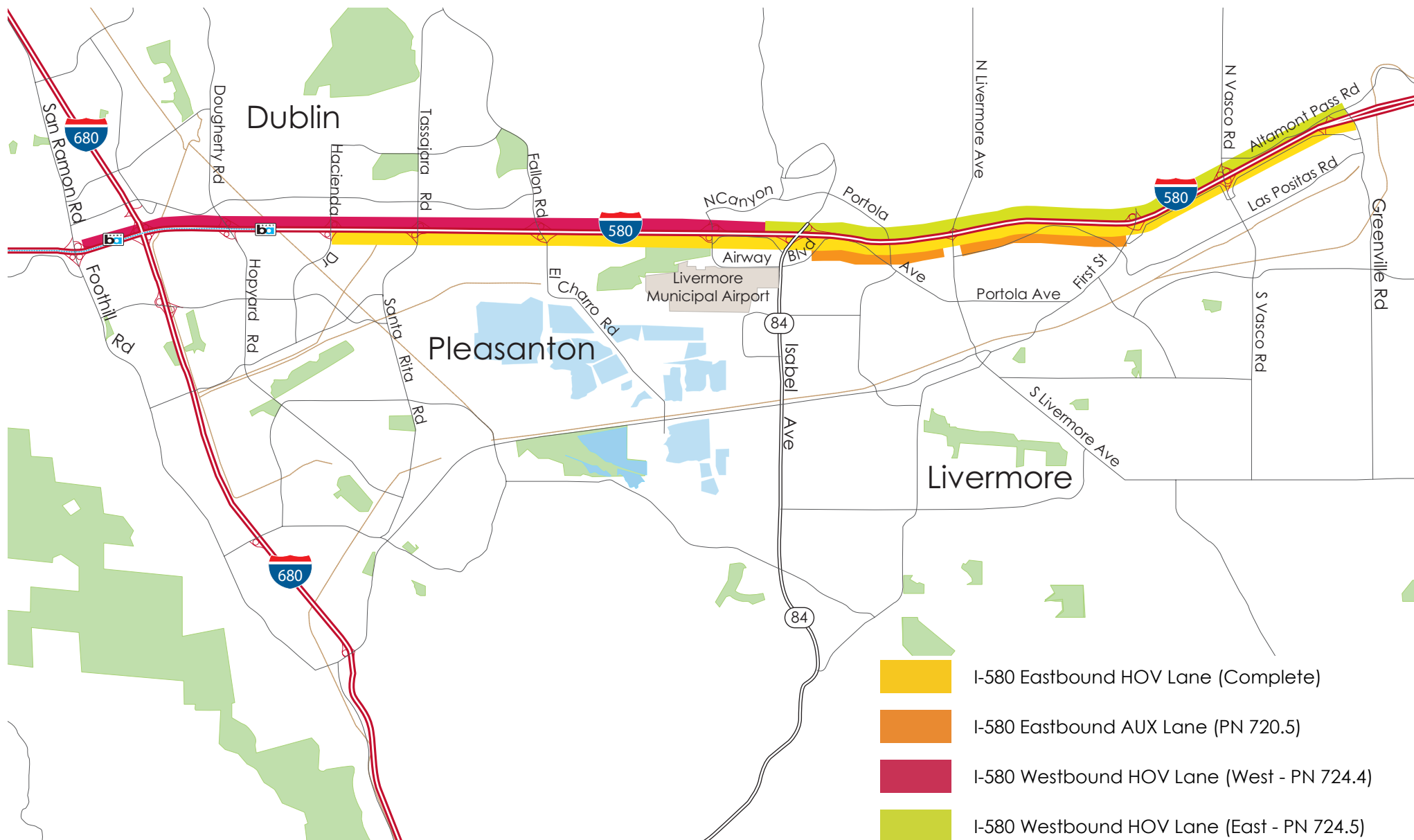
- Continue outreach and education efforts to public/stakeholders focused on educating them about the benefits of express lanes, how to use the lanes, new technologies, including the required use of switchable transponders, and how the public can acquire a new transponder, etc.
- In May 2015, staff expect to conduct additional outreach events in the cities of Dublin, Pleasanton, Livermore and Tracy.
- Continue to work with the cities, Caltrans and contractors to install advance message signs within the corridor, to provide advance project information.
- Continue to work with Xerox to finalize interfacing requirements with BATA Regional Customer Service Center
- Continue to coordinate with BATA to complete a customer services agreement by May/June 2015 for collecting tolls and processing toll violation enforcement services
- Continue to work with Caltrans to complete an Operations and Maintenance (O&M) Agreement by spring 2015
- Continue to work with California Highway Patrol to approve a Service Agreement by spring 2015
- Continue to install toll system equipment
- Upon completing toll system installation, ETCC will perform site/field acceptance testing in early fall 2015 to validate its hardware and software design, prior to opening the new express lanes facility.
- Toll system will be fully operational in November 2015.

FUNDING AND FINANCIAL STATUS

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

This page intentionally left blank

I-580 Corridor HOV Lane Projects - Location map

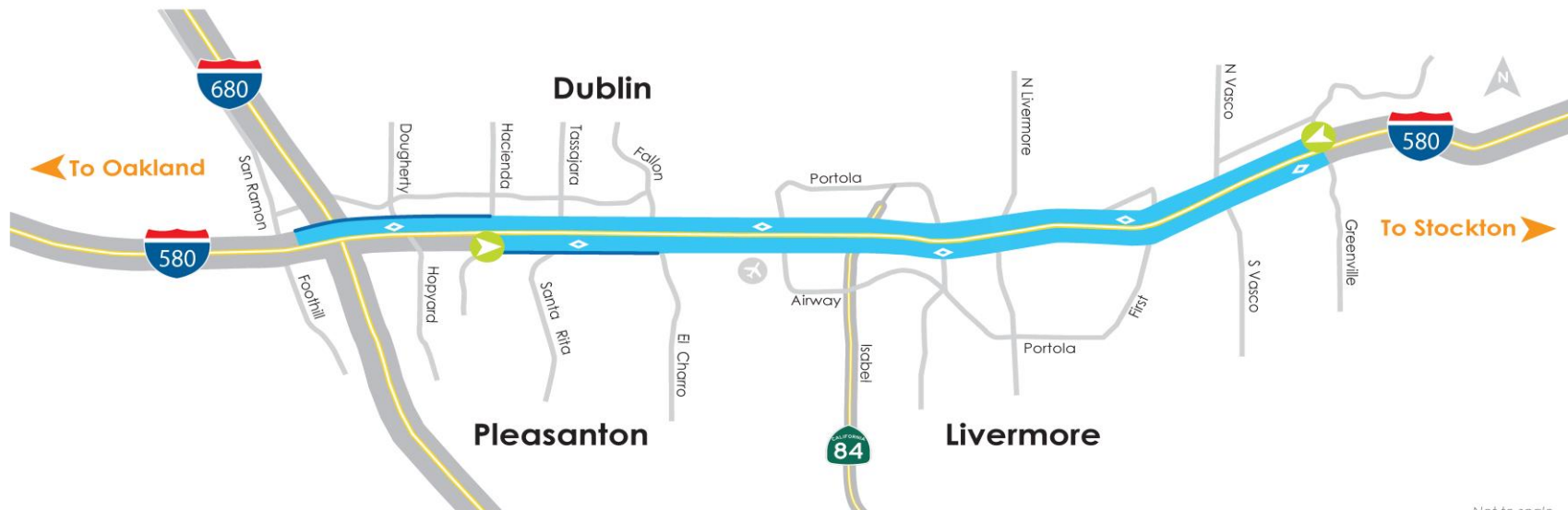


This page intentionally left blank



I-580 Express Lanes Project Location Map

4.1G



Not to scale



Two Eastbound Express Lanes

Lanes begin at Hacienda



No entry/exit from eastbound express lanes from Hacienda to Fallon / El Charro.

Please note: For access to Santa Rita Road, do not enter express lanes.



One Westbound Express Lane

Lane begins at Greenville



No entry/exit from westbound express lane from Hacienda to end.

Please note: For access to I-680 or Dougherty, exit express lane before Hacienda.

This page intentionally left blank



Memorandum

4.2

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: May 4, 2015

SUBJECT: I-580 Express Lanes: Status Update on Cooperative Agreement with Bay Area Toll Authority for Customer Services

RECOMMENDATION: Receive update on pending Cooperative Agreement with Bay Area Toll Authority for customer services necessary to support express lane implementation.

Summary

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

Tolls for solo drivers will be collected through all electronic toll (AET) collection method by the use of FasTrak® transponders. Bay Area Toll Authority (BATA) is the only agency in the Bay Area region that is set up to distribute FasTrak® toll tags, maintain accounts, collect tolls, process violation penalties, and provide related customer services for the regional patrons. Since spring 2014, staff has been developing a services agreement with and negotiating the scope and fee associated with the above referenced services with BATA and its vendor Xerox. Staff will provide a status update of the agreement at the Committee meeting.

This is an informational item.

Background

Over the last two decades, the I-580 corridor has consistently been rated as one of the most congested freeway segments within the San Francisco Bay Area region. As the next step in strategic investments in this corridor, Alameda CTC is implementing express lanes in both the east- and west-bound directions. The express lanes will include the implementation of an electronic toll system (ETS) that will provide a new choice to single occupancy vehicle (SOV) users, enabling them to make use of the unused capacity in the HOV lane for a fee, if they choose to use the lanes.

By providing this new choice, express lanes are expected to provide the following benefits:

- Optimize the existing corridor capacity and improve efficiency of the corridor
- Provide travel reliability
- Create a revenue source to pay for future corridor improvements, including
 - HOV gap closures
 - Transit and other highway improvements that directly help reduce corridor congestion

Tolls will be collected through AET collection method by the use of FasTrak®/FasTrak flex® (the new switchable transponder, which will be available to the public beginning June 2015). Toll system will include a violation enforcement system (VES) to implement automated toll evasion violation enforcement which is expected to curtail toll evasions. In order to enact toll evasion violation penalties, the Commission will have to adopt a toll enforcement ordinance. Staff plan to present the toll ordinance at the June and July 2015 Commission meetings for approval. The toll enforcement ordinance must include many different elements, including, liabilities for failure to pay the required tolls; penalties and administrative processes associated with toll evasion violations; and situations when toll evasion notices or penalties will be dismissed or waived. The administrative processes includes processing violation notices, responding to customer inquiries about the notices; providing impartial administrative hearing, and preparing toll operator packages for court proceedings, etc.

Since BATA is already set up to provide similar services on seven Bay Area Toll Bridges and will be responsible for collection of tolls for the express lanes, staff consider BATA as the ideal agency to provide the above referenced administrative services. In addition, Section 149.5 of Streets and Highway Code stipulates that Alameda CTC enters into an agreement with BATA for toll collection and customer services. Consequently, staff are in the process of negotiating a scope and fee proposal with BATA for its services to provide the administrative procedures associated with the toll evasion violation process, in addition to toll collection, account maintenance and general customer services associated with the FasTrak® accounts. Staff have also requested that BATA provide a cost estimate to provide customer service support at selected public outreach events to register patrons for FasTrak® accounts.

In summary, BATA is expected to provide the following administrative services:

- Provide initial office set-up and staff training for toll collection/customer services
- Issue toll tags and respond to customers regarding new toll accounts
- Maintain new accounts/accounting
- Provide customer service staff support at selected public outreach events to facilitate FasTrak® account registration

- Collect tolls
- Review image-based trips to find matching FasTrak® account
- Process toll evasion violation notices
 - Mail 1st notice
 - Respond to customer inquiries about the notices
 - Issue 2nd notice (delinquent notice), when applicable
 - Provide impartial administrative review of notice
 - Place hold on DMV records (when applicable)
 - Prepare packages for court proceedings (when applicable)

The scope and fee negotiation with BATA is currently underway. Staff will provide a verbal status update of this agreement at the May 2015 meeting and plan to present the cooperative agreement with BATA for approval at the June 2015 Commission meeting.

This is an informational item.

Fiscal Impact: There is no fiscal impact.

Attachments

- A. Project Location Map

Staff Contact

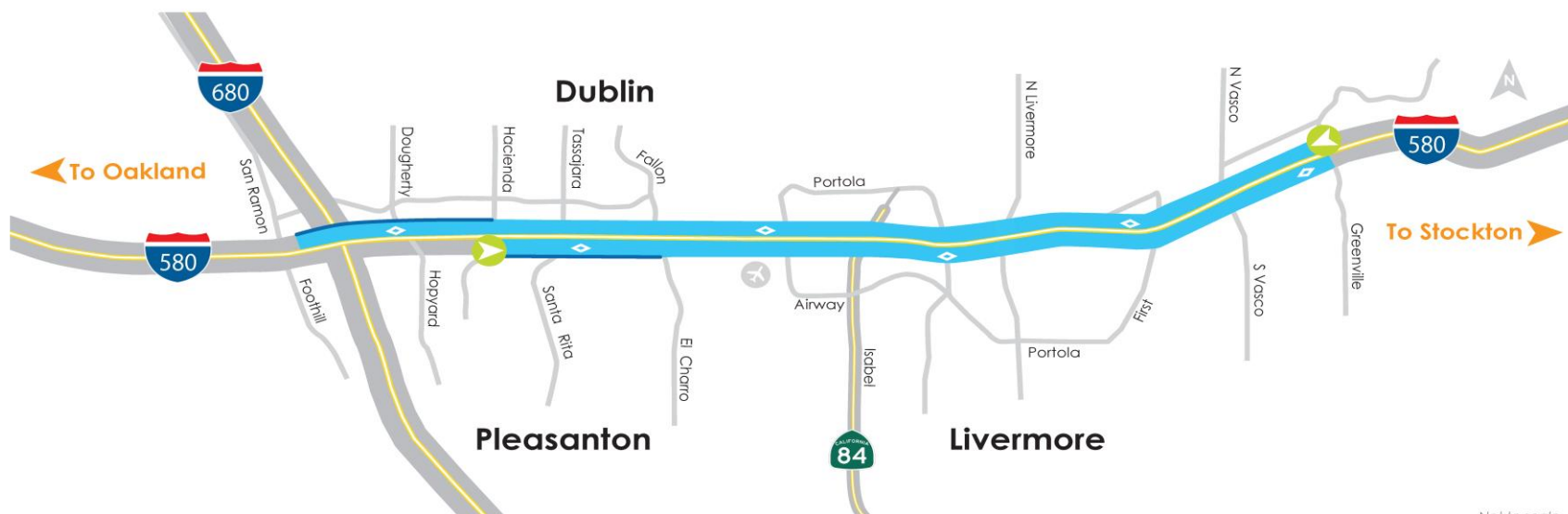
[Kanda Raj](#), Project Controls Team

This page intentionally left blank



I-580 Express Lanes Project Location Map

4.2A



Not to scale



Two Eastbound Express Lanes

Lanes begin at Hacienda



No entry/exit from eastbound express lanes from Hacienda to Fallon / El Charro.

Please note: For access to Santa Rita Road, do not enter express lanes.



One Westbound Express Lane

Lane begins at Greenville



No entry/exit from westbound express lane from Hacienda to end.

Please note: For access to I-680 or Dougherty, exit express lane before Hacienda.

This page intentionally left blank



Memorandum

4.3

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: May 4, 2015

SUBJECT: I-580 Express Lanes: Update on Hours of Operation

RECOMMENDATION: Receive an update on hours of operation necessary for the express lane implementation

Summary

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

One of the policy issues that staff discussed in workshops held in 2013 is the need to define the hours during which the express lanes will be operational, to help manage the congestion and provide travel reliability. The California Department of Transportation (Caltrans) is mandated by State and Federal statutes to define the hours of operation within the State in consultation with the Regional Transportation Planning Agency (RTPA) and California Highway Patrol (CHP). Staff have been meeting with these agencies to determine the hours of operation and will provide an update at the Committee meeting.

This is an informational item.

Background

Over the last two decades, the I-580 corridor has consistently been rated as one of the most congested freeway segments within the San Francisco Bay Area region. As the next step in strategic investments in this corridor, Alameda CTC is implementing express lanes in both the east- and west-bound directions. The express lanes will provide a new choice to single occupancy vehicle (SOV) users, enabling them to make use of the unused capacity in the HOV lane for a fee, if they choose to use the lanes.

As discussed at the I-580 Policy Committee (I-580 EL PC) Meeting in February 2015 (Item 4.2: Business Rules Update), Section 149.5 of California Streets and Highway Code

stipulates that the express lanes operate within the HOV hours of operation without degrading the operation of the general purposes lanes. Furthermore, Sections 21655.5 (a) & (b) and 21655.6 (a) of the California Vehicle Code provide the authority to Caltrans for studying, designating occupancy and selecting the hours of operations of the lane; in cooperation with the RTPA {which is the Metropolitan Transportation Commission (MTC) for the San Francisco Bay Region}. An HOV Lane Committee comprised of Caltrans, MTC and CHP staff periodically meets to discuss the hours of operation and recommend changes to the Bay Area HOV Lane Network. Since last year, the Alameda CTC staff have been discussing the operational requirements with Caltrans to efficiently manage current and forecasted traffic demand. Based on its initial review of the request, Caltrans requested that Alameda CTC perform additional traffic analysis to demonstrate the benefits of extending the HOV/express lane hours of operation beyond the current HOV lane hours. On March 10, 2015, a formal request was forwarded to the HOV Lane Committee to review the results of the traffic analysis and consider revising the hours of operation. The HOV Lane Committee met on April 21, 2015 and reviewed the operational needs of the project. Based on additional review time requested by MTC, the Committee agreed to reconvene on May 6, 2015 to make a final decision on revising the hours of operation. Staff will provide an update on the status of this item at the May 11, 2015 I-580 EL PC meeting.

This is an informational item.

Fiscal Impact: There is no fiscal impact.

Attachments

- A. Project Location Map

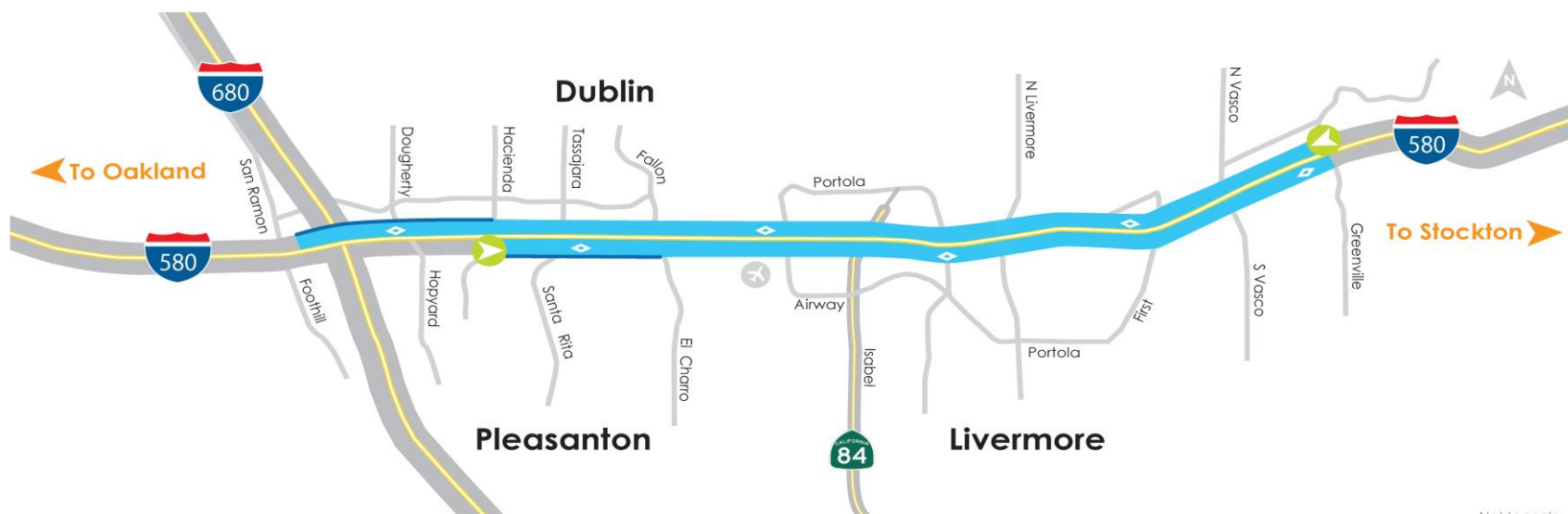
Staff Contact

[Kanda Raj](#), Project Controls Team



I-580 Express Lanes Project at Whycobaud

4. A



Not to scale



Two Eastbound Express Lanes

Lanes begin at Hacienda



No entry/exit from eastbound express lanes from Hacienda to Fallon / El Charro.

Please note: For access to Santa Rita Road, do not enter express lanes.



One Westbound Express Lane

Lane begins at Greenville



No entry/exit from westbound express lane from Hacienda to end.

Please note: For access to I-680 or Dougherty, exit express lane before Hacienda.

This page intentionally left blank