



Meeting Notice

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

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City of Oakland

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Mayor Pauline Cutter

City of Union City
Mayor Carol Dutra-Vernaci

Executive Director
Arthur L. Dao

I-580 Express Lane Policy Committee

Monday, July 13, 2015, 10:00 a.m.

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

Mission Statement

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

Public Comments

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

Recording of Public Meetings

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

Reminder

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

Glossary of Acronyms

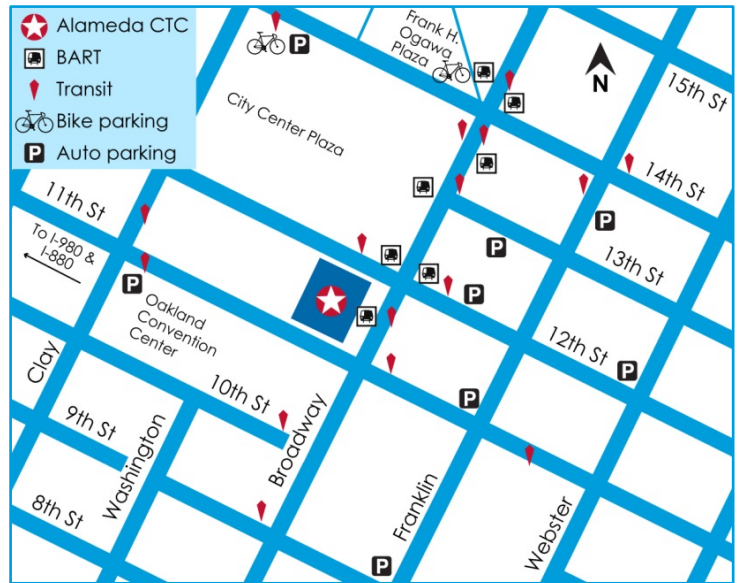
A glossary that includes frequently used acronyms is available on the Alameda CTC website at www.AlamedaCTC.org/app_pages/view/8081.

Location Map

★ Alameda CTC

1111 Broadway, Suite 800
Oakland, CA 94607

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



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

Accessibility

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



Meeting Schedule

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

Paperless Policy

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

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I-580 Express Lane Policy Committee Meeting Agenda Monday, July 13, 2015, 10:00 a.m.*

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

1111 Broadway, Suite 800, Oakland, CA 94607

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• 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

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3.1. [Approval of the I-580 Express Lane PC June 8, 2015 Meeting Minutes](#)

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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](#)

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4.2. [I-580 Express Lane Projects \(PN 720.4/724.\): Approval of Contract Amendments to Professional Services Agreements A09-007 and A13-0092 with Electronic Transaction Consultants Corporation and Authorize Construction Change Orders](#)

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5. Committee Member Reports (Verbal)

6. Staff Reports (Verbal)

7. Adjournment

Next Meeting: September 14, 2015

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

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I-580 Express Lane Policy Committee Meeting Minutes Monday, June 08, 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 Miley arrived during Item 4.1.

Commission Kaplan arrived during item 4.2.

2. Public Comment

There was a public comment by Ken Buckowski.

3. Consent Calendar

3.1 May 11, 2015 I-580 Express Lane PC Meeting Minutes

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

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

Kanda Raj 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. He then provided information on system integration and stated that there has been coordination activities with the Bay Area Toll Authority (BATA) and BAFA.

Commissioner Haggerty requested that the project location map be updated. Kanda stated that staff would provide an updated map at the full Commission meeting.

This item was for information only.

4.2. I-580 Express Lanes: Cooperative Agreement with Bay Area Toll Authority

Kanda recommended that the commission approve and authorize the Executive Director to enter into a Cooperative Agreement with BATA for customer services necessary to support express lane implementation. He provided information on BATA's functionality and provided information on the negotiated services in the agreement. Kanda covered BATA's staff administrative processes for toll collections and violations, staff direct services, and support at outreach events.

Commissioner Haggerty asked if the contract was for four years. Kanda confirmed that it was a four year contract.

Commissioner Haggerty asked if the Alameda CTC would be responsible for absorbing all the start-up fees. Kanda stated that BATA would share the start-up fees.

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

4.3. I-580 Express Lanes: Toll Enforcement Ordinance

Kanda recommended that the Commission approve the Toll Enforcement Ordinance for enacting automated toll evasion violation enforcement on the I-580 Express Lanes. He stated that in order to implement violation enforcement and collect the resulting penalties, the Commission must adopt a Toll Enforcement Ordinance. Kanda went on to state that language in the ordinance is dictated by applicable State laws in conjunction with the procedures of BATA. He also stated that State law requires that the ordinance be heard at two successive Commission meetings before it becomes effective.

Commissioner Kaplan asked if penalty information was included in the ordinance. Kanda stated that the policy for penalties was approved by the Commission in March 2015 and is addressed in the ordinance.

Commissioner Haggerty asked if there were provisions for a first time toll violator. Kanda stated that a first time offender would be given the opportunity to call in, sign up for Fastrak, penalty waived and would only pay the toll.

Commissioner Haggerty asked if information on first-time toll violators can be added to the ordinance. Pamela Shock-Mintzer stated that adding the provision for first time users is do-able as long as it complies with the state statute.

Commissioner Kaplan moved to approve this item with the assurance that the ordinance is revised to include provisions for a first time violator or anyone with low account balance is given an opportunity to sign up for an account or bring the account balance to current and waive the penalty. Commissioner Haubert seconded the motion. The motion passed unanimously.

5. Committee Member Reports

There were no committee member reports.

6. Staff Reports

There were no staff reports.

7. Adjournment/ Next Meeting

The next meeting is:

Date/Time: Monday, July 13, 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", written over a horizontal line.

Vanessa Lee, Clerk of the Commission

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Memorandum

4.1

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: July 6, 2015

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

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

Summary

The Alameda CTC is the project sponsor of 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, mostly to a double express lane facility. The I-580 Westbound Express Lane Project will convert the westbound HOV lane (currently under construction) to a single express lane facility from Greenville Road to San Ramon Road/Foothill Road.

The construction of the express lane civil infrastructure for both eastbound and westbound I-580 express lanes is being implemented through multiple contract change orders (CCO's) on the on-going HOV Lane construction contracts. Express lane civil infrastructure includes overhead and roadside signs, sign gantries for dynamic messaging and toll reading, electrical conduit for connecting power and communication sources, and pavement striping to accommodate the express lanes. Due to the complexity of coordinating multiple construction work activities at overlapping locations, construction completion of the above referenced express lane civil infrastructure has experienced delays.

The construction of the toll system has just begun and 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 late-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.

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 be completed 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 complete and toll system installation has begun. However, due to the complexity of coordinating multiple construction work activities at overlapping locations, construction completion of the above referenced express lane support infrastructure has experienced delays. These delays have direct impact on toll system installation. In addition, completion of commercial power sources required for express lane implementation is also behind schedule. To minimize schedule conflicts, additional construction coordination meetings have been held, almost on a daily basis between all construction contractors and construction managers for coordinating construction sequencing. Executive management and field coordination meetings with the third party

power vendor have been held to complete power installation, required for toll systems testing, ahead of lane opening in late-November 2015

In addition, interface with regional customer service center will have to be completed and tested prior to opening the toll lanes in late-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

[Kanda Raj](#), Project Controls Team

[Stefan Garcia](#), Project Controls Team

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ATTACHMENT A
I-580 Eastbound HOV Lane Project (PN 720.5)
Monthly Progress Report
June 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. Due to the complexity of coordinating multiple work activities at overlapping locations, the installation of express lane support infrastructure has experienced delays. The project team is attempting to make up lost time by expediting priority locations for maintaining the November 2015 "Go Live!" date. Challenges and managed risks for this project include:

- 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
- Bird Nesting on structures and in adjacent field areas

Completed Activities – 83% of the contract work was completed as of 06/20/15

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 widenings
- Widening of major box culvert at Arroyo Seco and modification of drainage facilities; Creek diversion is removed and area restored
- All sound walls and retaining walls on the freeway corridor
- Pavement widening necessary for a double express lane (high occupancy toll lane facility)

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:

- 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.
- Open graded asphalt concrete will be placed on main line I-580 between Hacienda Dr. and Greenville Rd. in July and August 2015
- Stripe final Express Lane facility
- Maintain HOV lane operation with temporary delineation until Express Lane "Go Live!" date
- Open Express Lane facility

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	17.87	2.20	0.14		4.69	6.57	31.47
Cap							
Construct	2.53	1.12	0.10			0.71	4.46
Sup							
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)

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ATTACHMENT B
I-580 Westbound HOV Lane Projects (PN 724.4/724.5)
Monthly Progress Report
June 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. Due to the complexity of coordinating multiple work activities at overlapping locations, the installation of express lane supporting infrastructure has experienced delays. The project team is attempting to make up lost time by expediting priority locations for maintaining the November 2015 “Go Live!” date. 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) – 75% of the contract work was completed as of 06/20/15

- 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
- Pavement widening necessary for conversion of existing HOV lane to an express lane (high occupancy toll lane facility)

SEGMENT 2 (Western Segment) – 85% of the contract work was completed as of 06/20/15

- Median widening from Airway Boulevard to Hacienda Drive
- 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
- 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
- Pavement widening necessary for conversion of existing HOV lane to an express lane (high occupancy toll lane facility)

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 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 through September 2015
- Stripe final Express Lane facility
- Maintain HOV lane operation with temporary delineation until Express Lane "Go Live!" date
- Open Express Lane facility

SEGMENT 2 (Western Segment)

- Install Lighting and Traffic Operation Systems
- Install infrastructure to support express lane operations
- Final paving and striping between Airway Boulevard and Hacienda Drive scheduled to complete in late June 2015
- Stripe final Express Lane facility
- Maintain HOV lane operation with temporary delineation until Express Lane "Go Live!" date
- Open Express Lane facility

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)

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ATTACHMENT C
I-580 Eastbound Express Lane Project
Monthly Progress Report
June 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. The civil construction component is 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 development is complete
- The Caltrans encroachment permit has been secured and field toll system installation activities have begun

RECENT ACTIVITIES

- Construction activities are progressing, detailed civil construction updates provided in Attachment A
- Construction coordination meetings held to mitigate civil construction delays and ease construction sequencing between the civil and systems construction projects
- Public outreach activities are progressing
- Toll system and outreach activity updates provided in Attachment E

UPCOMING ACTIVITIES

- Coordinate civil construction activities to install toll system; civil construction updates provided in Attachment A
- Toll system and outreach updates provided in Attachment E

POTENTIAL ISSUES/RISKS

The civil construction activities are scheduled to be completed in summer 2015 to allow for the electronic toll system installation so that the express lane facility can be opened by late-November 2015. The construction schedule is very aggressive and staff has been working closely with Caltrans and the toll system integrator, Electronic Transaction Consultant Corporation (ETCC), to mitigate schedule delays, 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
June 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 complete (combined with the eastbound component as one contract package). Civil construction implemented through the Contract Change Order (CCO) process under the 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 development complete
- Caltrans encroachment permit secured, field toll system installation activities have begun

RECENT ACTIVITIES

- Construction activities are progressing, see Attachment B for civil construction updates
- Construction coordination meetings have been held to mitigate civil construction delays and ease construction sequence between the civil and toll systems construction projects
- Public outreach activities are progressing
- For toll system and outreach activity updates see Attachment E

UPCOMING ACTIVITIES

- Coordinate civil construction activities to install toll system, civil construction updates provided in Attachment B
- Toll system and outreach updates provided in Attachment E

POTENTIAL ISSUES/RISKS

The civil construction activities are scheduled to complete in summer 2015 to allow electronic toll system installation so that express lane facility can be opened by November 2015. This schedule is very aggressive and staff has been working closely with Caltrans and the toll system integrator, Electronic Transaction Consultant Corporation

(ETCC), to mitigate schedule delays, 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

June 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 (BATA)- Regional Customer Service Center and Caltrans, prior to implementing the new express lanes. Since the express lane implementation is still a relatively new concept to the Bay Area commuters and involves emerging technologies, Alameda CTC embarked on a robust public education and outreach campaign in February 2015.

Detailed Discussion

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 and services.

As reported during the I-580 Workshops held in 2013, the project will include “near continuous” type access configuration to provide additional access opportunities while reducing the foot-print required for implementing a shared express/general purpose lane facility. In addition, the near continuous access configuration 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 (traffic speed and volume data) 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 evasion violation enforcement (involving license plate image

capture and review process). Closely spaced toll antennas and readers will be placed approximately at 3/4-mile intervals to effectively read FasTrak® / FasTrak flex® (aka switchable) 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 evasion violation enforcement the Commission will have to adopt a "Toll Enforcement Ordinance" under the purview of *Vehicle Code Section 40250* which allows toll operators to enact such ordinances, including the penalties associated with violations. At its June 2015 meeting, the Commission heard the first reading of this Ordinance. Staff will present a second reading in July for the Commission to adopt the Ordinance in its final form. At the June 2015 meeting, the Commission also approved a cooperative agreement with BATA for regional customer services necessary for project operations.

In addition, staff has been working closely with BATA to finalize the interface between toll system and regional customer service center operations, and distribution of FasTrak flex® (aka switchable) transponders. The flex transponders will be made available to general public beginning in July 2015.

Since express lanes involve emerging technologies and are a relatively new concept to Bay Area commuters, a comprehensive education and outreach effort is underway to inform motorists about the benefits of the new lanes, how to use them, and how to obtain the required FasTrak® or FasTrak Flex toll tags. An I-580 Express Lanes education and outreach campaign is being implemented within the project area and throughout the I-580 travel sheds, which include San Joaquin, Stanislaus and Contra Costa Counties.

PROJECT STATUS

ETCC has completed software and hardware development consistent with project concepts presented during the I-580 Workshops held in 2013. Zone tolling and automated toll evasion violation enforcement are part of the design development. Toll system implementation also includes tools to support the California Highway Patrol's efforts in curtailing vehicle occupancy violation.

Toll system installation has been progressing, however, due to delays experienced in completion of civil infrastructure elements and commercial power source installations, sequencing of ETCC's filed installation has become challenging. Staff has increased their field coordination efforts, including targeted coordination with the on-going Caltrans construction projects to revise toll system installation sequence. ETCC claimed inefficiencies and requested support for additional traffic control and remobilization. Staff is working closely with all parties involved to maintain the toll facility opening date as November 2015. Agenda Item 4.2 discusses the construction delays and staff recommendations for keeping the Project on schedule.

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

RECENT ACTIVITIES

- Continued to conduct coordination meetings with ETCC and Caltrans construction to find construction windows and to coordinate construction sequence. Discussed changed installation schedule with ETCC to mitigate schedule delays.
- 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 late August - early September 2015.
- Continued to work with BATA on tasks necessary for distributing FasTrak flex toll transponders, reaching out to the patrons
- Conducted the following public education and outreach activities:
 - Coordination with MTC/BAIFA/BATA on outreach and communications regarding FasTrak Flex toll tag availability beginning July 1, 2015.
 - FasTrak Flex toll tags now available online at www.bayareafastrak.org and at Safeway (33 locations), Walgreens (18 locations) and Costco (10 locations) throughout the I-580 commute shed
 - Coordinated with 511.org to place express lane information on home page
 - On-corridor portable changeable message (portable CMS) signs have been activated to convey that "Express Lanes Coming Soon 511.org"
 - Placement of over-the-road banner in Livermore
 - Distribution of Express Lane posters to Tri-Valley Chambers and Cities
 - Distribution of public outreach materials in English and Spanish
 - Launch of media buy with an emphasis on commuter media (radio, local print, online and outdoor) to begin late September and video production
 - Support MTC/BATA's efforts to provide FasTrak Flex at retail locations throughout the I-580 commute shed when the tag becomes available this summer
 - Coordination with Xerox to attend outreach events to supply FasTrak Flex directly to customers during outreach events August – October
 - Attendance at recent public outreach events:
 - **June 6: Mountain House Kite Festival**
 - **June 18: Dublin Farmers Market**
 - **June 18: Livermore Farmers Market**
 - **June 19: Alameda County Fair Senior Day**
 - **June 25: Dublin Farmers Market**

UPCOMING ACTIVITIES

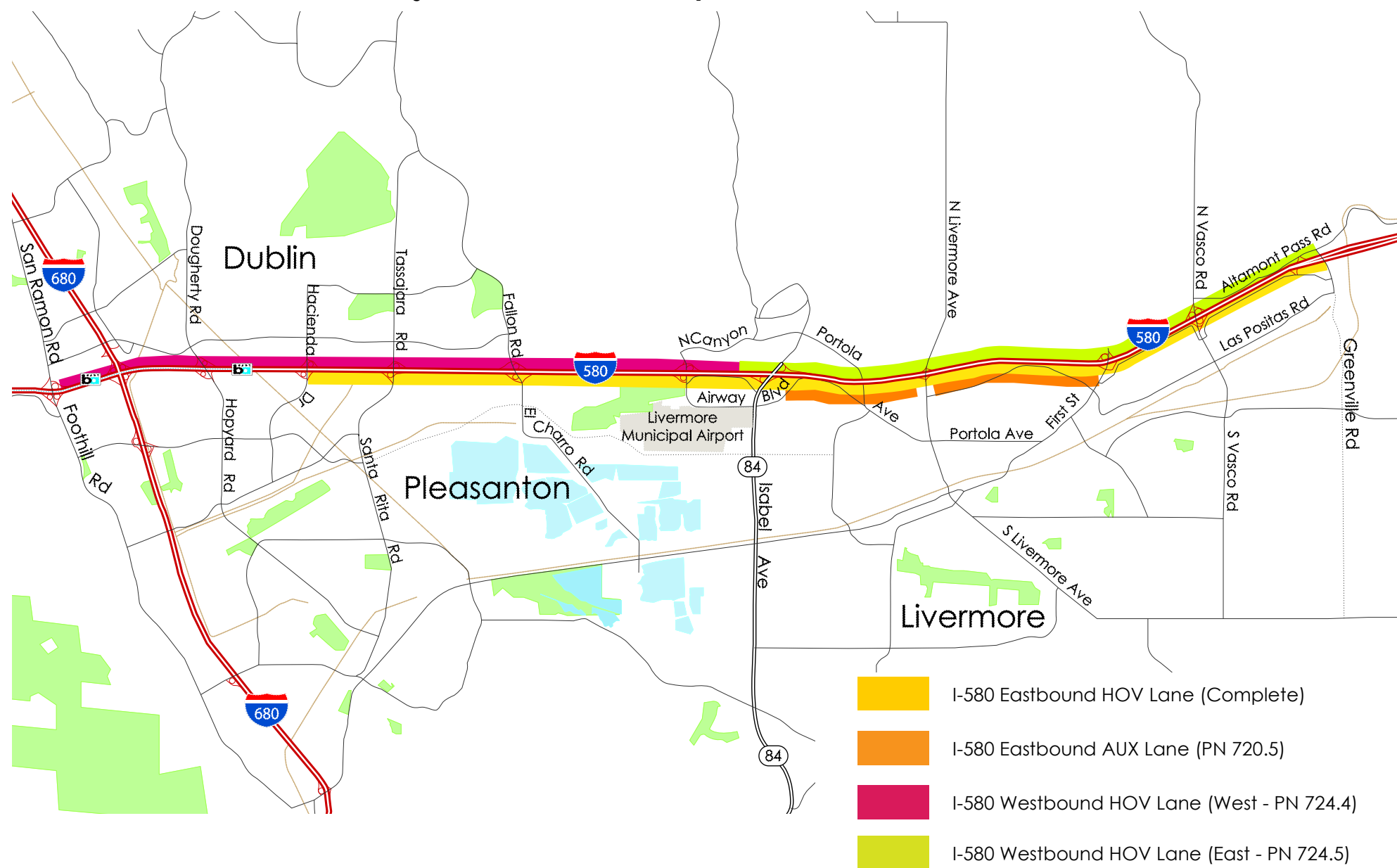
- Continued to coordinate construction sequencing with ETCC and Caltrans construction to coordinate construction sequence.
- Continued to discuss interface requirements with BATA's vendor Xerox for processing transponder-based and image-based toll trips.
- Conducted the following public education and outreach activities:
 - Continued to work with BATA on tasks necessary for distributing FasTrak flex toll transponders, reaching out to the patrons
 - Continued implementation of Media Plan
 - Outreach to employers within commute shed
 - E-blasts to media and stakeholders
 - Finalize Express Lane video

- Coordination with San Joaquin County's employer-based Travel Demand Management program to include 580 Express Lane information on websites, through social media and e-newsletters
- Presentations, and attendance at upcoming public events:
 - **July 1: Pleasanton First Wednesday Street Party**
 - **July 11: Tracy Farmers Market**
 - **July 16: Livermore Farmers Market**
 - **July 23: Dublin Farmers Market**
 - **July 28: Dublin Rotary Club**
 - **August 2: Taste of Downtown - Livermore (with Xerox staff in order to provide FasTrak Flex toll tags directly to patrons)**
 - **August 5: Pleasanton First Wednesday Street Party**
 - **August 15: Tracy Farmers Market and Mountain House Soccer Opening Day**
 - **August 21-23: Good Guys West Coast Nationals Car Show - Alameda County Fair Grounds**
 - **August 23: Livermore Harvest Wine Celebration**
 - **August 27: Livermore Farmers Market**
 - **August 29-30: Brentwood Art, Wine and Jazz Festival**

FUNDING AND FINANCIAL STATUS

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

I-580 Corridor HOV Lane Projects - Location map

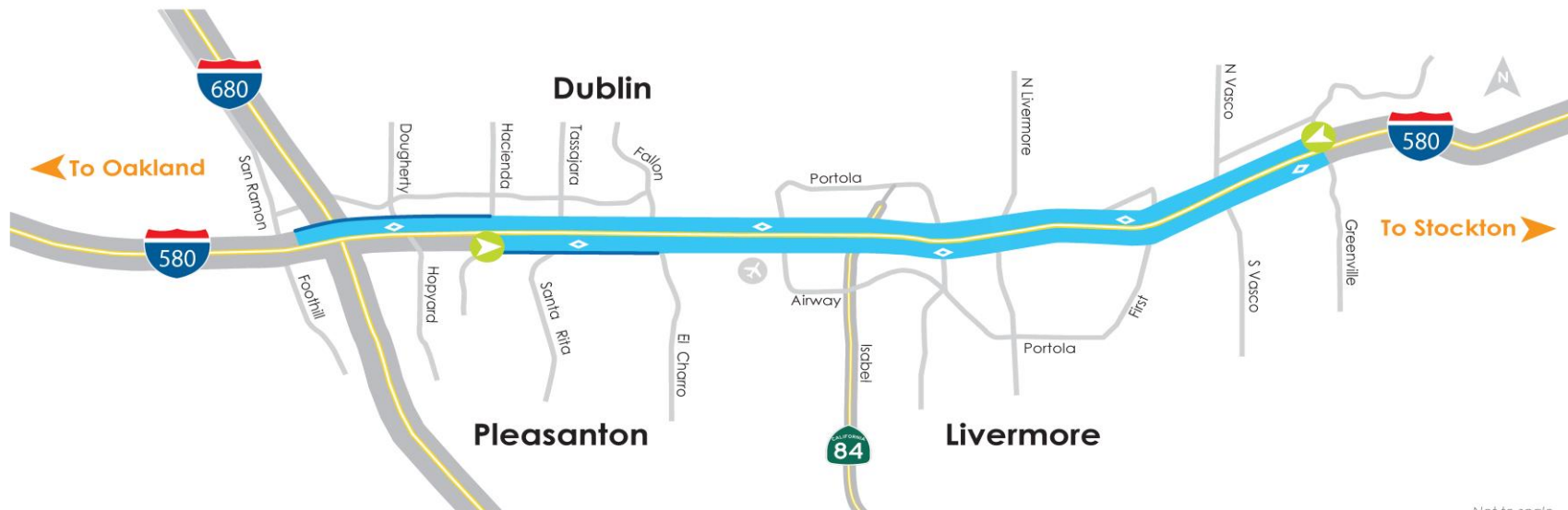


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I-580 Express Lanes Project Location Map

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.

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Memorandum

4.2

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

DATE: July 6, 2015

SUBJECT: I-580 Express Lanes Project (PN 720.4/724.1): Approval of contract amendments to Professional Services Agreements A09-007 and A13-0092 with Electronic Transaction Consultants Corporation and authorize Construction Change Orders.

RECOMMENDATION: Authorize the Executive Director to:

1. Execute Amendment No. 3 to Agreement No. A09-007 with Electronic Transaction Consultants Corporation (ETCC) to include additional scope of services for the I-580 Eastbound (EB) Express Lanes in the amount of \$324,000 for a total not-to-exceed amount of \$12,816,086;
2. Execute Amendment No. 2 to Agreement No. A13-0092 with ETCC to include additional scope of services for the I-580 Westbound (WB) Express Lane in the amount of \$40,000 for a total not-to-exceed amount of \$3,337,500; and
3. Execute construction change orders (CCOs), as needed, during the construction phase of the I-580 EB and WB Express Lanes Systems Integration.

Summary

The I-580 Express Lane Project ("Project") will implement congestion pricing on I-580, from Hacienda Drive to Greenville Road in the eastbound direction and from Greenville Road to San Ramon Road in the westbound direction, to reduce traffic congestion and provide travel reliability within the corridor.

Electronic Transaction Consultants Corporation (ETCC) has been retained by Alameda CTC as its System Integrator to develop and implement the electronic toll collection system. To implement express lanes, ETCC developed systems for traffic data collection, congestion pricing algorithm, and communication network; and began its field installation activities for opening the express lanes in late-November 2015.

Toll systems require interface with the regional customer services center (RCSC), operated by the Bay Area Toll Authority (BATA). An interface control document (ICD) was completed in April 2015 for transferring toll transaction, violation evasion processes and reconciliation processes.

For efficiency purposes, the Alameda CTC staff transferred the license plate image review from BATA's scope to ETCC's scope of services. Otherwise, BATA staff would have required accessing ETCC's Dynamic Pricing Host to review the images and form toll trips. BATA staff then would have sent these formed trips back to ETCC for pricing the trip. Therefore, staff recommend including the image review scope in ETCC's services, upon the lane opening. In addition, for consistent driver experience, Alameda CTC staff collaborated with BATA staff and completed business rules development early this year.

The civil infrastructure improvements required for express lane implementation, have been included in on-going roadway I-580 HOV construction contracts as change order items. Initial completion date for these activities was March 2015. However, due to the complexity of coordinating multiple construction work activities at overlapping locations, construction completion of the above referenced express lane civil infrastructure elements are delayed. These delays have a direct impact on toll system installation and commencement of Site Acceptance Test (SAT).

The new and revised scope of services and associated budget adjustments require amendments to ETCC's consultant services agreements, A09-007 and A13-0092; and construction change orders for system installation-integration tasks. Funding for the changes are already included in project financial plans. Detailed discussions are provided in subsequent sections.

Background

The I-580 Express Lanes Project proposes to convert the newly constructed eastbound High Occupancy Vehicle (HOV) Lane from Hacienda Drive to Greenville Road to a double lane express lane facility and the westbound HOV lane (currently under construction) from Greenville Road to San Ramon Road to a single express lane facility.

The express lane facility combines HOV and congestion pricing strategies to allow single occupancy vehicles (SOVs) access to HOV lanes for a fee when time savings is of a value, while maintaining optimal travel conditions within the HOV lane and air quality benefits through carpooling. For the most part, the I-580 Express Lanes will have a "near continuous" access configuration, which will look and feel like an HOV lane, where traffic can move in and out of the express lanes anywhere along the corridor. Where heavy traffic weave movements are expected, a buffer separation will be provided between the express and general purpose lanes to restrict access.

Action No. 1: Authorize the Executive Director to execute Amendment No. 3 to Agreement No. A09-007 with ETCC to include additional scope of services for I-580 EB Express Lanes in the amount of \$324,000 for a total not-to-exceed amount of \$12,816,086; and

Action No. 2: Authorize the Executive Director to execute Amendment No. 2 to Agreement No. A13-0092 with ETCC to include additional scope of services for the I-580 WB Express Lane in the amount of \$40,000 for a total not-to-exceed amount of \$3,337,500

The current ETCC professional service agreements (A09-007 for eastbound I-580 System Integration and A13-0092 for westbound I-580 System Integration) include scope of services for data collection, communication, dynamic pricing (real-time congestion pricing model), trip building based on toll transponder read and license plate image capture, software and hardware development, equipment procurement and installation, testing and commission of toll facility, and a one-year warranty period/maintenance services.

The new or augmented scope of services will encompass software revisions for incorporating new ICD (interface control document) requirements, resources for performing manual image review (to achieve a high degree of accuracy of less than 2% error while forming imaged-based toll transaction trips) and trip formation based on license plate images captured, and modifications to software to incorporate additional business rule requirements. Details of required changes are provided below:

a) New ICD: When the project budget was reviewed in September 2014, the interface requirement with BATA was in its preliminary stages. Since December 2014, Monthly meetings have been conducted between all parties involved to complete an ICD (Version 9) in April 2015 in order to transfer information related to toll transactions, violations and reconciliation processes. This is a new requirement which will require ETCC to complete software revisions prior to testing the interface with BATA in late August/early September of 2015.

b) Manual Image Review: For efficiency purposes, the Alameda CTC staff removed license plate image - manual review from BATA's scope at the conclusion of negotiations for regional customer service support. This scope was removed to avoid BATA accessing ETCC's Dynamic Price Host to form toll trips, based on a series of license plate image captures, prior to determining the toll or assessing violation evasion penalties. Staff assessed the technical merit of this approach and concluded that the manual image review process will be less cumbersome if the toll operator, ETCC, is to complete the review and trip formation process, instead of BATA's RCSC staff. This manual image review is a new scope during the warranty period, immediately following the lane opening. Staff recommends including scope in ETCC's services now to facilitate the toll collection/toll evasion process required upon opening the lanes in late November 2015.

c) New Business Rules: To ensure consistent driver experience, Alameda CTC staff collaborated with BATA and completed business rules for express lane implementation early this year. Staff presented major rules to the Commission in February 2015. Two of these business rules require extensive revisions to ETCC's software development. The rules are as listed below:

- Retain last published toll rate when communication with a Dynamic Message Sign (DMS) is lost: Based on staff experience operating the I-680 Southbound Express Lane in Alameda County, it is recommended that the I-580 Express lanes include this feature to avoid driver confusion. Opportunities will be provided to overwrite

the rates, based on rates displayed on DMS sign once the communication is restored.

- Charge tolls when solo drivers illegally enter the I-580 Express Lane during "HOV Only Mode:" Based on traffic operational analysis, it is likely that at times, the express lane may have to operate on "HOV Only Mode", to avoid further degrading the HOV lane operation (level of service C, or D as approved by Caltrans). It would be cumbersome to single out all toll evaders via manual enforcement. Therefore, the toll system will have to be modified to have the ability to read the toll tag setting during the "HOV Only Mode" and charge a maximum toll to those who are in violation of the rules.

The above referenced business rules are new requirement that staff recommend for implementation. The software changes cannot be made until early 2016. Staff recommends that the changes are incorporated in early 2016 by utilizing contingency budget included in current agreement.

Augmented scope and budget, resulting from the above referenced changes, will have to be incorporated into ETCC's professional services agreement for completion of the Project through the warranty period.

Additional budget for the corresponding new and revised scope of services are as shown below:

Scope	I-580 EB Agmt. (A09-007)	I-580 WB Agmt. (A13-0092)
a) Software changes to accommodate new ICD	\$268,000	-
b) Manual Image review	\$56,000	\$40,000
c) Software changes to accommodate new business rules*	-	-
Total	\$324,000	\$40,000

*- The cost is estimated at \$127,000. Staff recommend including the revisions in early 2016, by utilizing contingency budget, included in current Agreement A09-007 (\$200,335).

Action No. 3: Authorize Executive Director to execute construction change orders (CCOs), as needed, during the construction phase of the I-580 EB and WB Express Lanes Systems Integration

The I-580 Express Lane is the first of its kind to provide a near continuous access type configuration to boost access opportunities for patrons while employing zone tolling and automated toll evasion violation enforcement. The only other continuous access facility in United States is the I-35W, operated in Minnesota; which does not employ an automated violation enforcement strategy. Alameda CTC staff, including the project consultants and contractors is pioneering the deployment of innovative technology as the Project progresses toward completion. The project is in construction phase with toll system and civil infrastructure installations are progressing.

When the system installation/construction schedule was negotiated in mid- 2014, the project team assumed completion of civil infrastructure, including the power and communication trunk line, by mid-March 2015 to facilitate commencement of the field installation activities by the system integrator. As previously reported, all civil construction elements were included as CCOs to the on-going I-580 roadway construction contracts. Early this year, Project staff realized that the initial civil infrastructure completion date (i.e. March 2015) would not be met based on construction progress to date and the coordination involved. In addition, completion of service connections for power sources is also behind schedule. The delays experienced in completion of civil infrastructure elements and commercial power source installations caused challenges for sequencing the toll system installation as initially planned. To minimize schedule conflicts and coordinating construction sequencing, staff has been working with Caltrans, Contractors, and PG&E to develop a workaround schedule that can be achieved. Additional construction coordination meetings have been held, much more frequently than previously between all construction contractors and construction managers. Executive management and field staff coordination meetings were held with PG&E to complete power installation, required for toll systems testing, ahead of lane opening.

To reflect changed construction sequence operations, the staff began discussing revisions to construction scheduling with the civil-roadway contractors and ETCC. ETCC highlighted inefficiencies associated with its revised system installation/construction schedule activities, and requested additional compensation for remobilizations and additional lane closures required. Staff will continue to work with ETCC to coordinate expeditious installation and commencement of the SAT (Site Acceptance Test). In addition, staff continues to work closely with all parties involved to open the toll facility in late November 2015.

Since the project is in construction and impacts of changed construction sequencing are still under review, the staff recommend that the Commission authorize the Executive Director to execute CCOs, including to modify milestone dates, utilizing the project contingency funds to expeditiously deliver the project to the public. The construction contingency funds budget of \$936,000 is 7.8% of construction capital costs.

Recommendations:

Staff recommends the following actions:

- 1) The Commission authorize the Executive Director to execute Amendment No. 3 to Agreement No. A09-007 with ETCC to include additional scope of services and budget in the amount of \$324,000 for a total not-to-exceed amount of \$12,816,086;
- 2) The Commission authorize the Executive Director to execute Amendment No. 2 to Agreement No. A13-0092 with ETCC to include additional scope of services and budget in the amount of \$40,000 for a total not-to-exceed amount of \$3,337,500; and
- 3) The Commission authorize the Executive Director to execute CCOs, as needed, during the construction phase of the I-580 EB and WB Express Lanes Systems Integration

Sufficient local funds are included in project financial plans to pay for the additional project costs.

Fiscal Impact: The recommended actions will authorize the executive director to execute amendments to ETCC Professional Services Agreements, in the amount of \$364,000 for subsequent expenditure. In addition, the actions will authorize the Executive Director to execute CCOs, as needed, for up to \$936,000 to keep the Project on schedule. The budget is included in the appropriate project funding plans and has been included in the Alameda CTC Adopted FY2014-15 Operating and Capital Program Budget.

Attachments

- A. Summary of Agreement A09-007
- B. Summary of Agreement A13-0092

Staff Contact

[Kanda Raj](#), Project Controls Team

Summary of Agreement No. A09-007			
Agreement Status	Work Description	Value	Total Not-to-Exceed Value
Original Agreement March 26, 2010	System integration for five limited ingress/egress access configuration, including system interaction with regional customer service center	\$6,319,027	\$6,319,027
Amendment No. 1 July 25, 2013	Revised toll system implementation (system integration) scope of services, based on near continuous access configuration	\$3,413,059	\$9,732,086
Amendment No. 2 September 25, 2014	Include new scope for automated toll violation enforcement, spare parts and warranty period services. Time extension to November 30, 2016	\$2,760,000	\$12,492,086
<i>Proposed Amendment No. 3*</i>	<i>Include scope to address new ICD, manual image review and Business Rule</i>	<i>\$324,000*</i>	<i>\$12,816,086*</i>
Total Amended Agreement Not-to-Exceed Amount			\$12,816,086*

*- Subject to Commission's approval on July 23, 2015. Sufficient funds are included in financial plan.

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Summary of Agreement No. A13-0092			
Agreement Status	Work Description	Value	Total Value, as amended
Original Agreement July 25, 2013	System integration for near continuous access implementation, including system interaction with regional customer service center	\$2,764,405	\$2,764,405
Amendment No.1 September 25, 2014	Include new scope for automated toll violation enforcement, spare parts and warranty period services. Time extension to November 30, 2016	\$533,095	\$3,297,500
<i>Proposed Amendment No. 2*</i>	<i>Include scope to address changed construction sequencing and image review.</i>	<i>\$40,000*</i>	<i>\$3,337,500*</i>
Total Amended Agreement Not-to-Exceed Amount			\$3,337,500*

*- Subject to Commission's approval on July 23, 2015. Sufficient funds are included in financial plan.

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