

I-580 EXPRESS LANE POLICY ADVISORY COMMITTEE

MEETING NOTICE

**Monday, September 12, 2011
9:45 a.m. Joint Meeting with
I-680 JPA**

Alameda CTC Board Room
1333 Broadway, Suite 300
Oakland, California 94612

Chair: Supervisor Scott Haggerty, County of Alameda
Vice Chair: Mayor Jennifer Hosterman, City of Pleasanton

Members:
Mayor Mark Green, City of Union City, Alameda CTC Chair
Mayor Marshall Kamena, City of Livermore
Mayor Tim Sbranti, City of Dublin

Staff Liaison: Ray Akkawi
Secretary: Christina Ramos

AGENDA

Please note that items under Agenda Item A.0 will be taken up during the joint session with Sunol Smart Carpool Lane Joint Powers Authority Governing Board.

A.0 JOINT MEETING WITH SUNOL SMART CARPOOL LANE JOINT POWERS AUTHORITY (JPA) GOVERNING BOARD

A.1 Convene joint meeting with I-580 Express Lane Policy Advisory Committee (PAC)

A.2 PAC Roll Call – Confirm PAC Quorum (no action by JPA Board)

A.3 I-680 Express Lane Status Update*– page 1 **I**
Attached is a summary of operations of the I-680 Express Lane through the end of August.

A.4 MTC Regional Express Lane Network: Approval of Letter of Support * - page 9 **A**
The JPA Board is recommended to approve the support of the Metropolitan Transportation Commission's submission of an application to the California Transportation Commission seeking authorization to implement the Bay Area Regional Express Lane Network.

A.5 Status of Enforcement Activities** **I**
Staff will review the enforcement activities for the Express Lane.

A.6 Recess Joint Meeting

1.0 PUBLIC COMMENT

Members of the public may address the Committee during "Public Comment" on any item not on the agenda. Public comment on an agenda item will be heard when that item is before the Committee. Anyone wishing to comment should make his or her desire known to the Chair.

2.0 MINUTES OF JULY 11, 2011

2.1 Minutes of July 11, 2011 * - page 15

A

The Board is requested to approve the Minutes of July 11, 2011.

3.0 ADMINISTRATIVE MATTERS

There are no reports this month.

4.0 HOV/EXPRESS LANE PROJECT STATUS UPDATES

4.1 I-580 EB HOV Lane Project – Construction Status Report* - page 19

I

Attached for the Committee's review is the monthly construction status report for the I-580 Tri-Valley Rapid Corridor Improvements: Eastbound HOV lane - Segments 1 and 2, and the HOT lane projects. The Alameda CTC is the sponsor for this project. The status report covers all activities through August 31, 2011.

4.2 I-580 EB Express Lane Project – Project Status Report* - page 23

I

Attached for the Committee's review is the monthly status report for the I-580 Eastbound Express (HOT) Lane Project. The Alameda CTC is the sponsor for this project. The status report covers all activities through August 31, 2011.

4.3 I-580 WB HOV Lane Project – Project Status Report * - page 27

I

Attached for the Committee's review is the monthly status report for the I-580 Westbound HOV Lane Project. The Alameda CTC is the sponsor for this project. The status report covers all activities through August 31, 2011.

4.4 I-580 WB Express Lane Project – Project Status Report* - page 31

I

Attached for the Committee's review is the monthly status report for the I-580 Westbound Express Lane Project. The Alameda CTC is the sponsor for this Project. The status report covers all activities through August 31, 2011.

5.0 ADJOURNMENT/NEXT MEETING: OCTOBER 10, 2011

Key: A- Action Item; I – Information Item

* Materials enclosed

** Verbal presentation will be made or materials will be available at the meeting

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

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

Glossary of Acronyms

ABAG	Association of Bay Area Governments	MTC	Metropolitan Transportation Commission
ACCMA	Alameda County Congestion Management Agency	MTS	Metropolitan Transportation System
ACE	Altamont Commuter Express	NEPA	National Environmental Policy Act
ACTA	Alameda County Transportation Authority (1986 Measure B authority)	NOP	Notice of Preparation
ACTAC	Alameda County Technical Advisory Committee	PCI	Pavement Condition Index
ACTC	Alameda County Transportation Commission	PSR	Project Study Report
ACTIA	Alameda County Transportation Improvement Authority (2000 Measure B authority)	RM 2	Regional Measure 2 (Bridge toll)
ADA	Americans with Disabilities Act	RTIP	Regional Transportation Improvement Program
BAAQMD	Bay Area Air Quality Management District	RTP	Regional Transportation Plan (MTC's Transportation 2035)
BART	Bay Area Rapid Transit District	SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act
BRT	Bus Rapid Transit	SCS	Sustainable Community Strategy
Caltrans	California Department of Transportation	SR	State Route
CEQA	California Environmental Quality Act	SRS	Safe Routes to Schools
CIP	Capital Investment Program	STA	State Transit Assistance
CMAQ	Federal Congestion Mitigation and Air Quality	STIP	State Transportation Improvement Program
CMP	Congestion Management Program	STP	Federal Surface Transportation Program
CTC	California Transportation Commission	TCM	Transportation Control Measures
CWTP	Countywide Transportation Plan	TCRP	Transportation Congestion Relief Program
EIR	Environmental Impact Report	TDA	Transportation Development Act
FHWA	Federal Highway Administration	TDM	Travel-Demand Management
FTA	Federal Transit Administration	TEP	Transportation Expenditure Plan
GHG	Greenhouse Gas	TFCA	Transportation Fund for Clean Air
HOT	High occupancy toll	TIP	Federal Transportation Improvement Program
HOV	High occupancy vehicle	TLC	Transportation for Livable Communities
ITIP	State Interregional Transportation Improvement Program	TMP	Traffic Management Plan
LATIP	Local Area Transportation Improvement Program	TMS	Transportation Management System
LAVTA	Livermore-Amador Valley Transportation Authority	TOD	Transit-Oriented Development
LOS	Level of service	TOS	Transportation Operations Systems
		TVTC	Tri Valley Transportation Committee
		VHD	Vehicle Hours of Delay
		VMT	Vehicle miles traveled



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www.AlamedaCTC.org



Directions to the Offices of the Alameda County Transportation Commission:

**1333 Broadway, Suite 300
Oakland, CA 94612**

Public Transportation Access:

BART: City Center / 12th Street Station

AC Transit:

Lines 1,1R, 11, 12, 13, 14, 15, 18, 40, 51, 63, 72, 72M, 72R, 314, 800, 801, 802, 805, 840

Auto Access:

- Traveling South: Take 11th Street exit from I-980 to 11th Street
- Traveling North: Take 11th Street/Convention Center Exit from I-980 to 11th Street
- Parking:
City Center Garage –
Underground Parking,
(Parking entrances located on 11th or 14th Street)



**Alameda County
Transportation Commission
1333 Broadway, Suite 300
Oakland, CA 94612**

September 12, 2011
Agenda Item A.3

Date: **September 5, 2011**

To: **Sunol Smart Carpool Lane JPA**

From: **Frank R. Furger, Executive Director**

Subject: **Express Lane Operations Summary**

The following summarizes the operations of the I-680 Express Lane through the end of August 2011, totaling 49 weeks of operations.

	Sept 20, 2010 - Week 49	July 2011	Week 49
Total Revenue	\$786,664.65	\$60,442.00	\$19,538.90
Average Daily Revenue	\$3,210.88	\$2,878.19	\$3,907.78
Highest Daily Revenue - February 8th	\$11,372.65		
Average Number of Trips Per Day	1,401	1,461	1,727
Highest Number of Trips Per Day - February 8th	2,324		
Average Toll	\$2.29	\$1.97	\$2.26
Min Toll	\$0.30	\$0.30	\$0.30
Max Toll	\$7.50	\$7.50	\$7.50
Average Peak Period Toll	\$2.90	\$2.42	\$2.71
Average Off-Peak Period Toll	\$0.47	\$0.45	\$0.48

Operations Summary

- Other than a brief dip in usage of the EL in early July, trips and revenue have exceeded expectations in the summer months.
- The facility is averaging 8000 trips per week and averaging approximately \$17,000 in revenue per week over the last two months
- The average number of trips per day in August was 1,625 – the highest average per month to date.
- The maximum toll has not exceeded \$7.50
- Trips in the EL increased over the last two weeks of August when many schools started the fall term.

Attachments (Figures 1-7):

1. Total Trips by Week
2. Total Revenue by Week
3. Cumulative Revenue by Week
4. Daily Averages per Month (Revenue & Trips)
5. Typical Daily Revenue by Hour
6. Typical Daily Trips by Hour
7. Average Toll Rate per Hour

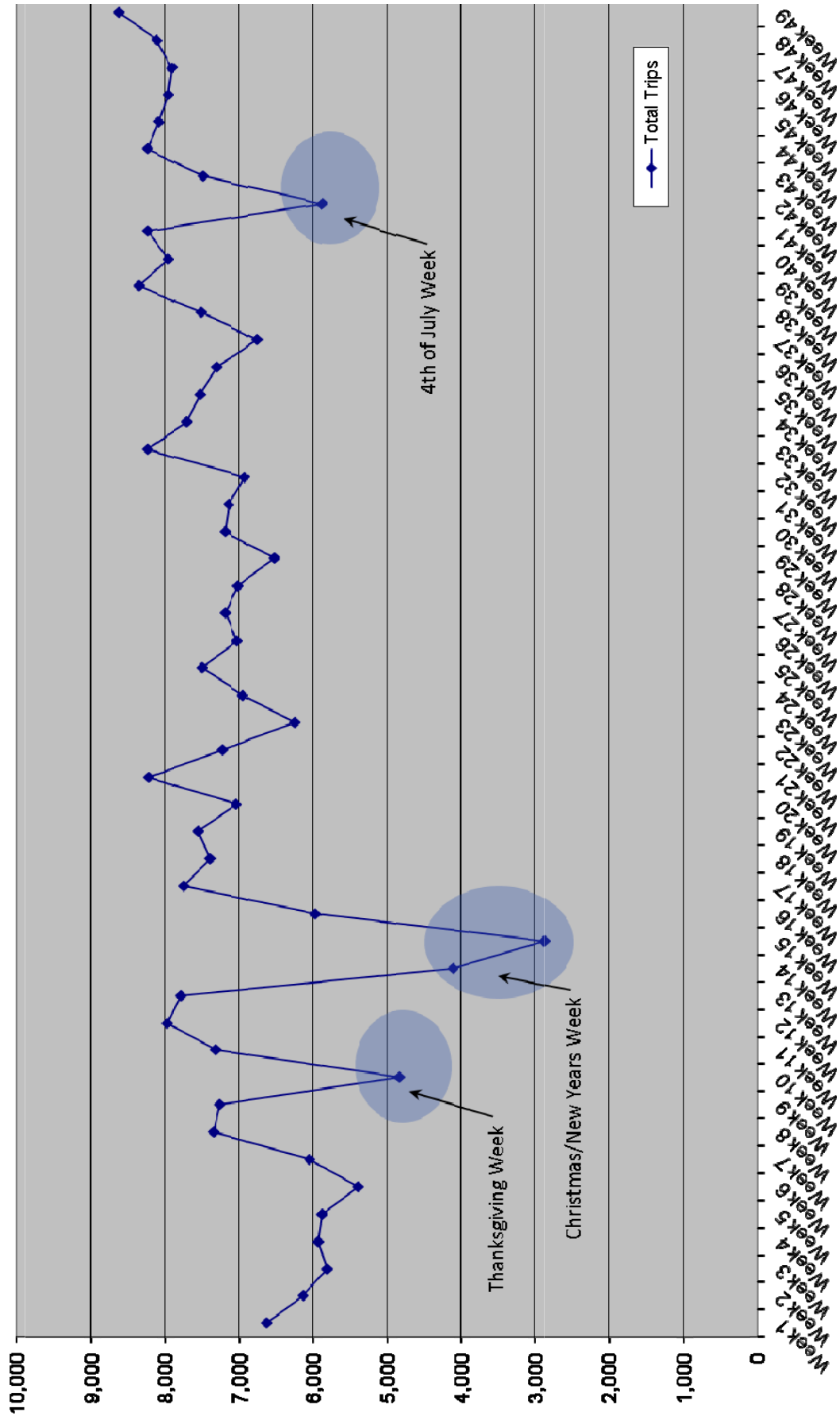


Figure 1 – Total Trips by Week

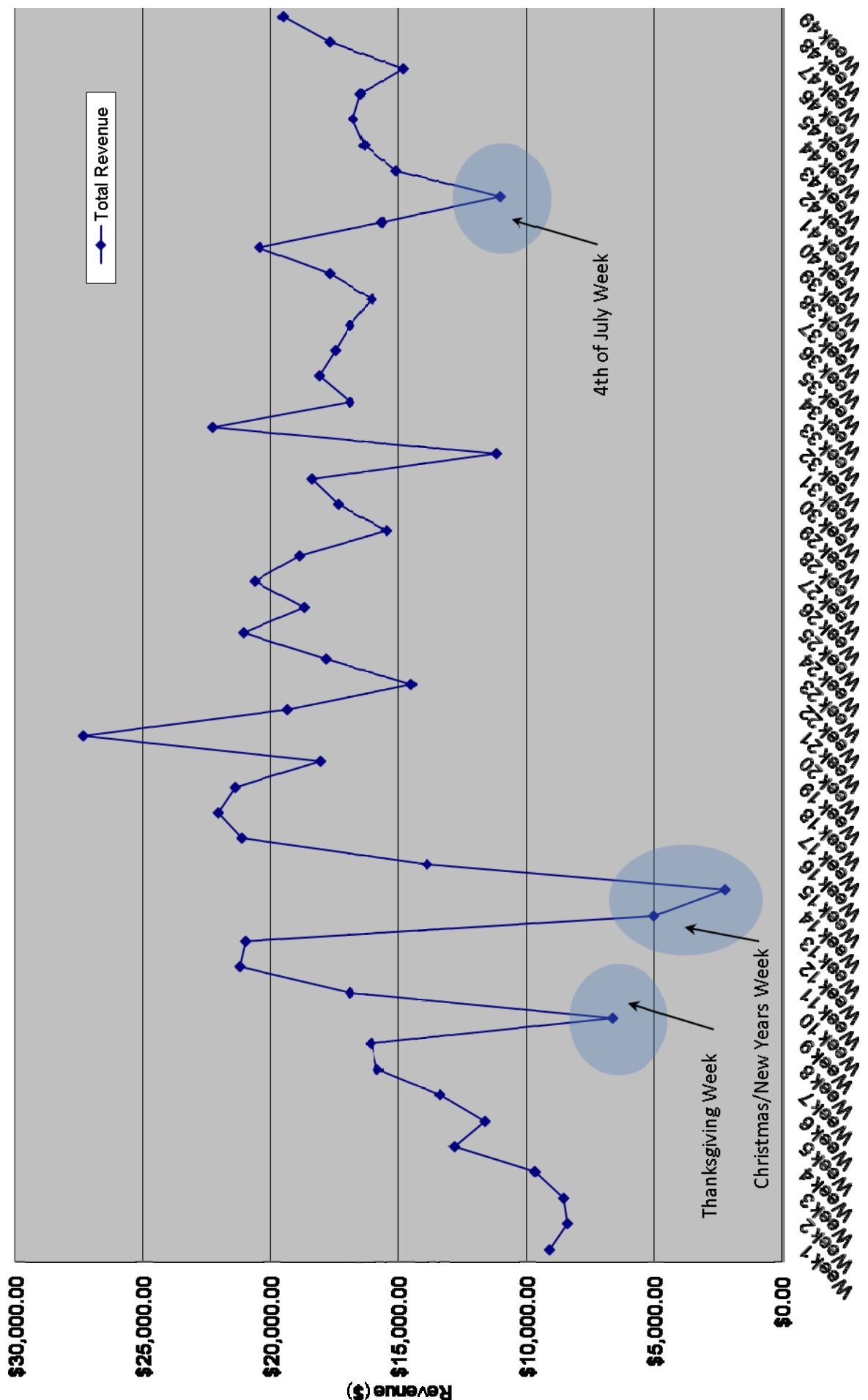


Figure 2 – Total Revenue by Week

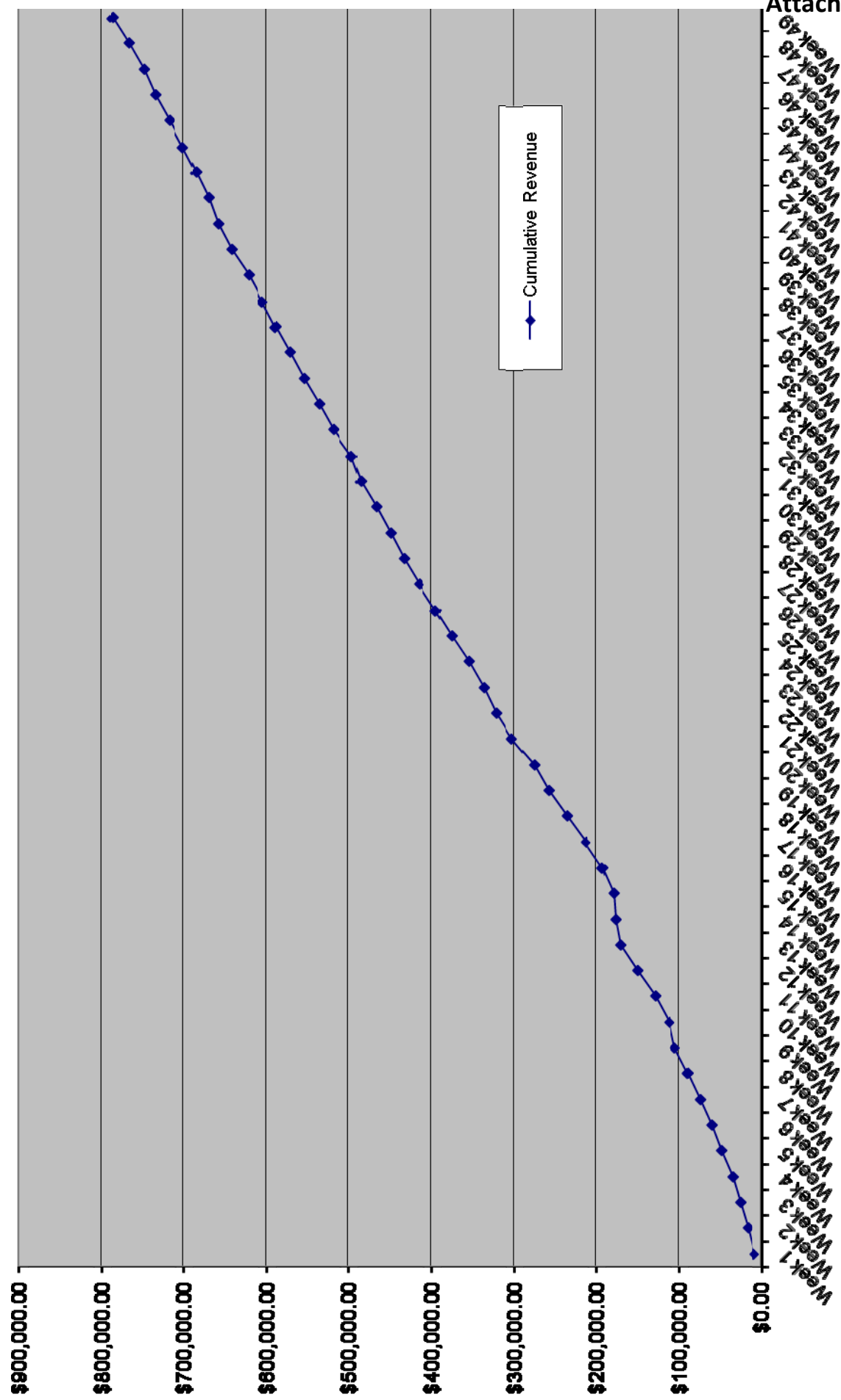


Figure 3 – Cumulative Revenue by Week

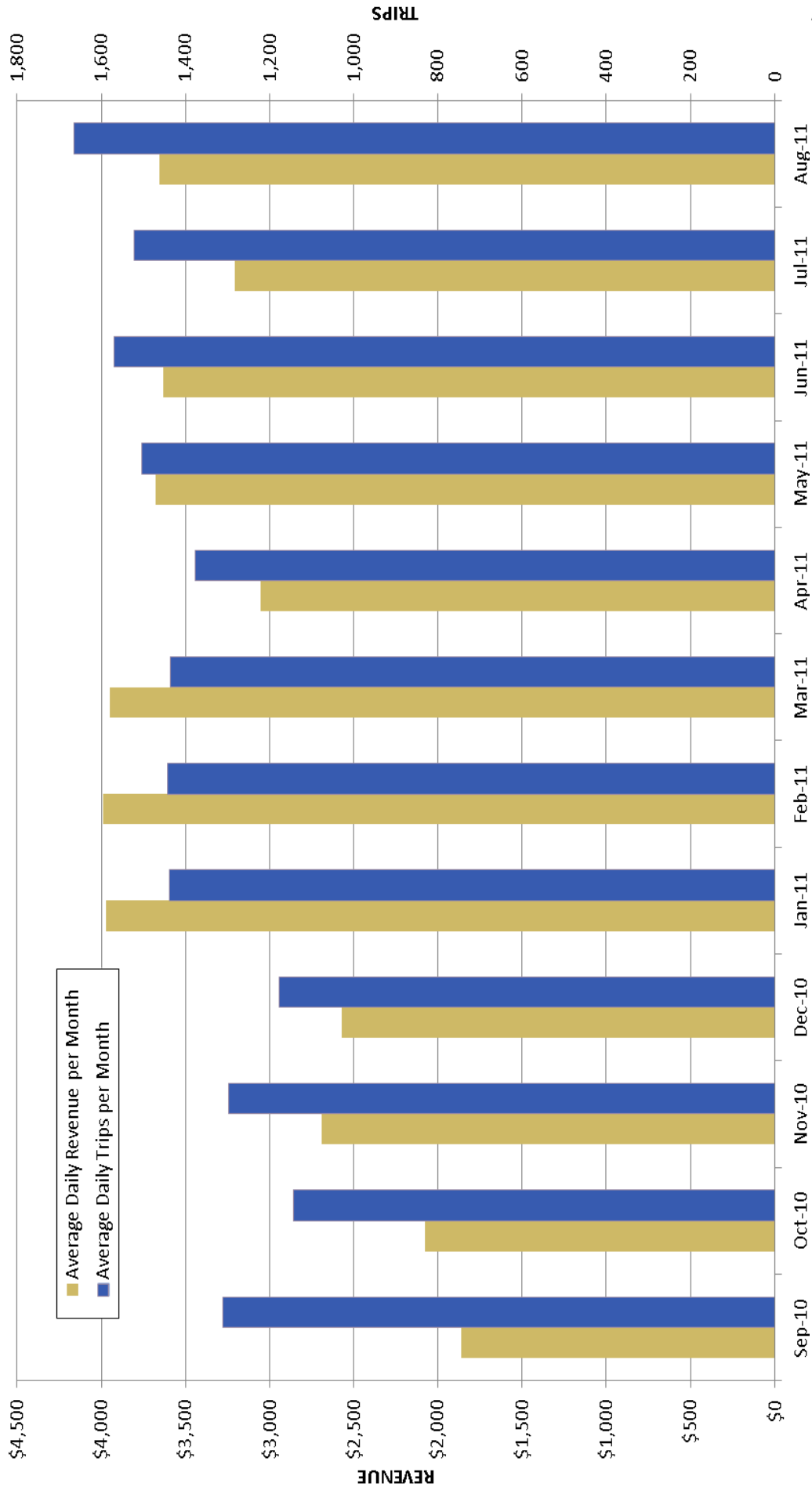


Figure 4 – Daily Averages per Month (Revenue & Trips)

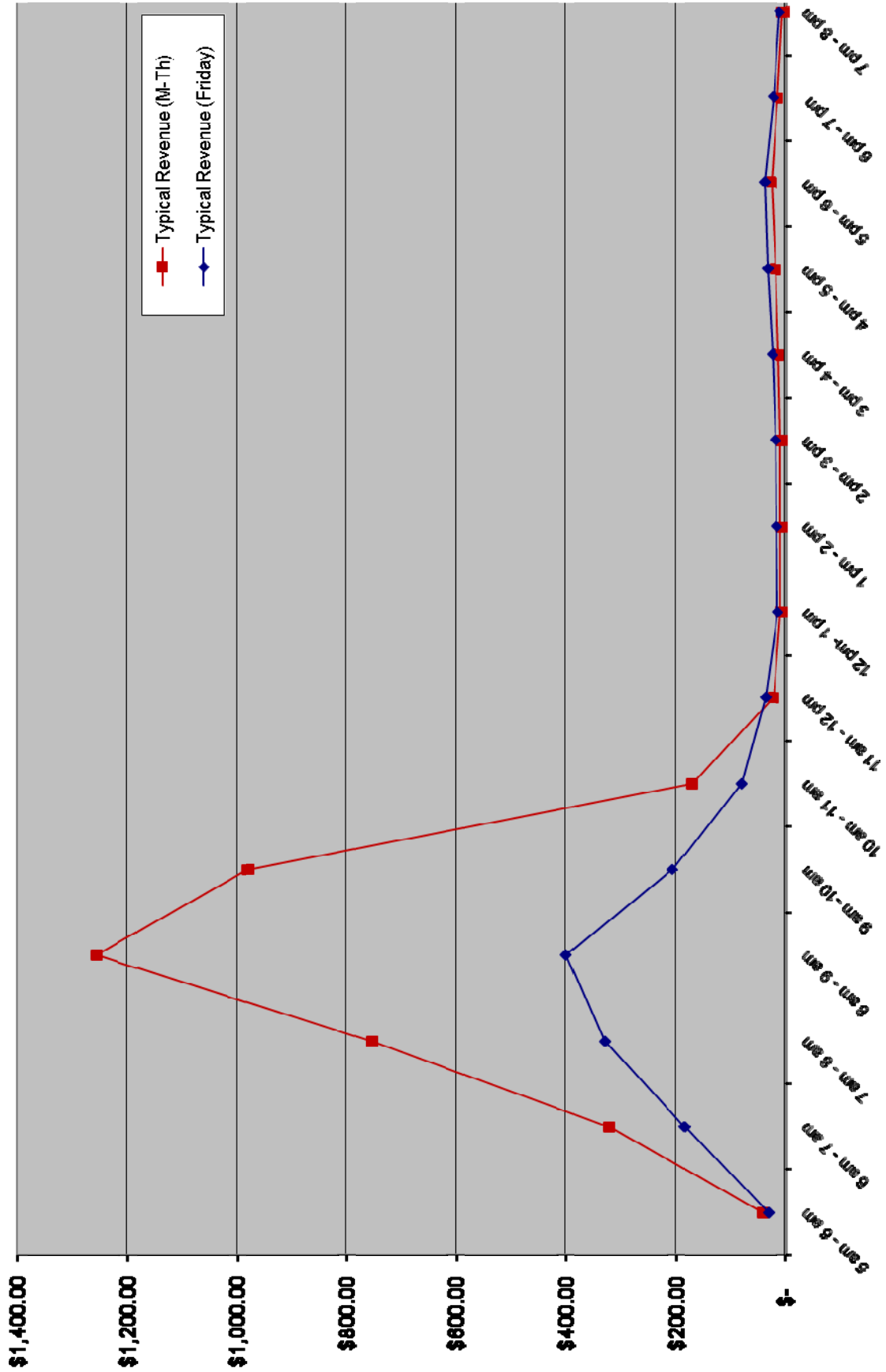


Figure 5 - Typical Daily Revenue by Hour

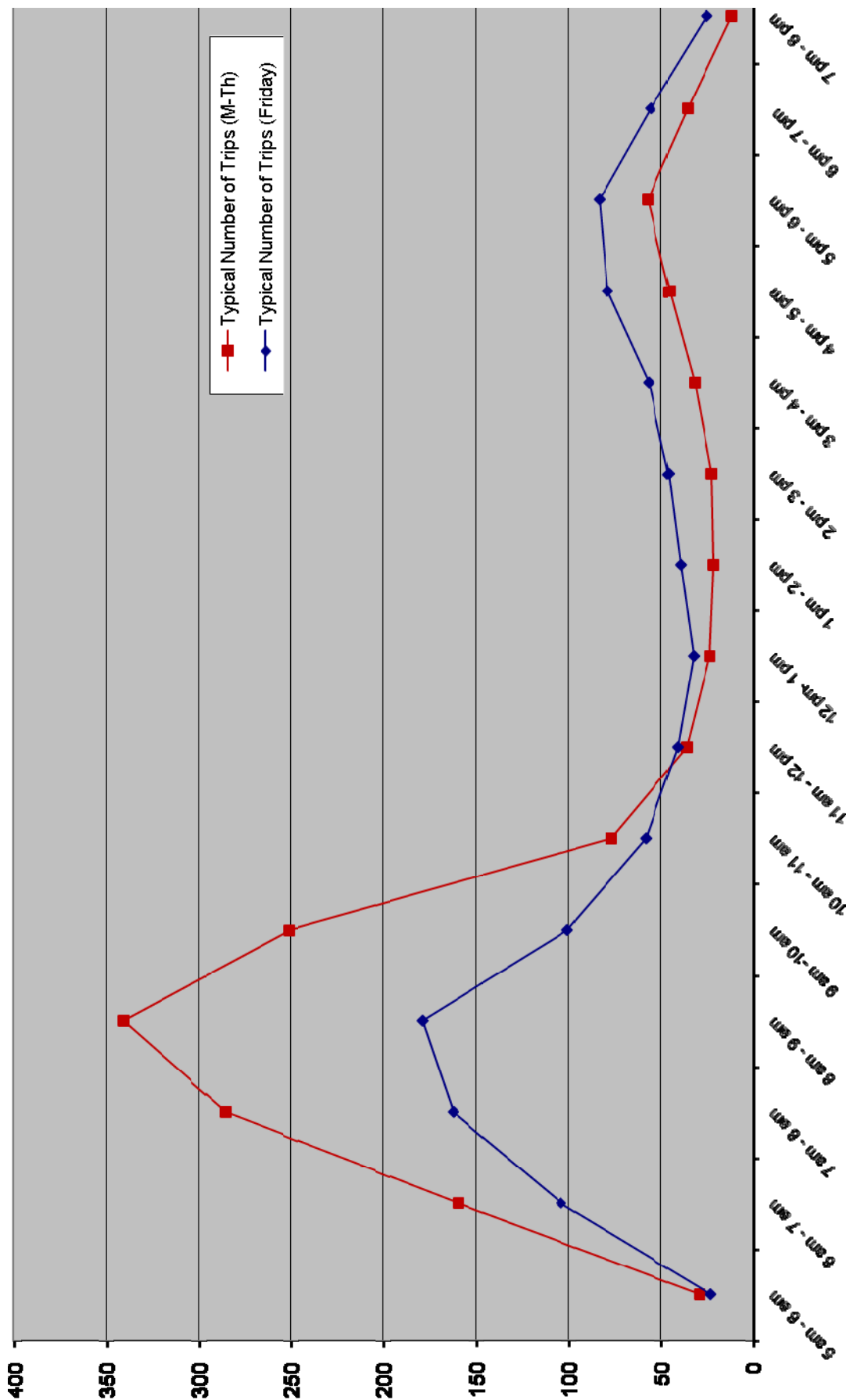


Figure 6 – Typical Daily Trips by Hour

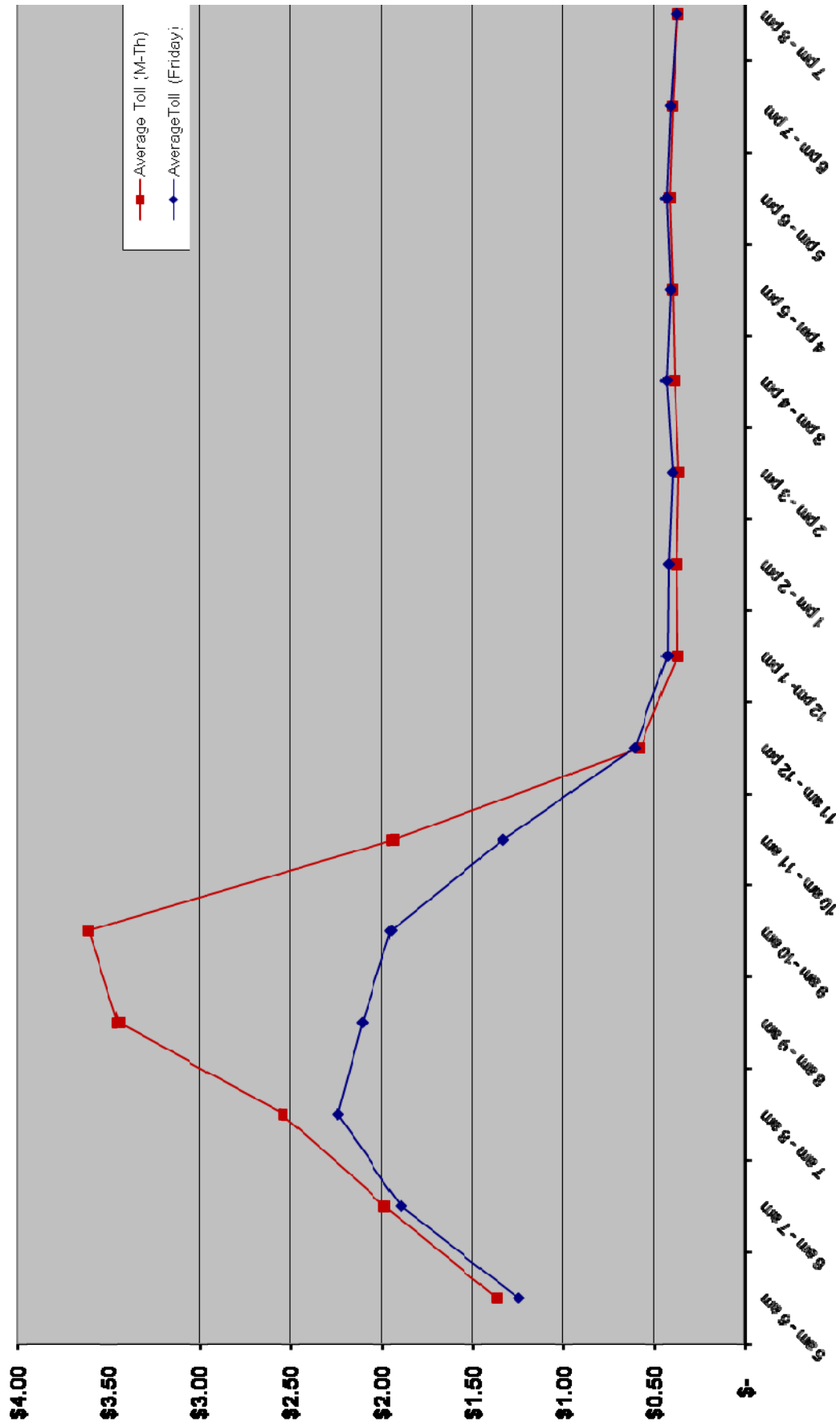


Figure 7 - Average Toll Rate by Hour

September 12, 2011
Agenda Item A.4

Memorandum

Date September 5, 2011

To: **Sunol Express Lane Joint Powers Authority**

From: Ray Akkawi, I-680 Operations Manager
Frank R. Furger, Executive Director

Subject **Letter of Support for MTC Regional Express Lane Proposal**

Recommendation

It is recommended that the JPA support the Metropolitan Transportation Commission's submission of an application to the California Transportation Commission seeking authorization to implement the Bay Area Regional Express Lane Network. A draft letter of support is attached.

A presentation by MTC staff will be made at the JPA meeting.

Discussion

In its efforts to improve the operations of the freeway system and increase the utilization of the High Occupancy Vehicle (HOV) lanes in the Bay Area, the Metropolitan Transportation Commission (MTC) has prepared a programmatic project study report to implement a regional express lane network. The report evaluates the technical and financial feasibility of moving forward with the express lanes network. MTC intends to submit an application for a public partnership for Express Lanes to CTC. The application is consistent with the region's adopted long range Transportation 2035 Plan that envisions integrated, seamless system of express lanes in the Bay Area. MTC is requesting support from the JPA as well as all congestion management agencies in the Bay Area.

The MTC plan consists of a backbone express lane (HOT) network that closes gaps in the HOV lanes and will allow for longer contiguous trips on the lanes than are currently available. The plan will enhance the usage of the underutilized capacity in the HOV lane system and will enhance the performance of the system by increasing the vehicle and person throughput, while increasing the reliability of travel times through the Express Lane Corridor.

MTC has developed a cost and schedule to implement the HOT lane network. The cost to design, construct, implement and operate the Network have been developed for each segment; taking

into account needed improvements. Total capital cost ranges from \$3 billion to \$3.6 billion depending on the speed of implementation.

The network includes two types of projects: 1) conversion of existing HOV lanes and 2) construction of new lanes.

Upon approval of the application by CTC, MTC and its regional partners will conduct detailed analysis of traffic, toll policy, revenue and financing options and will develop a project delivery strategy for each segment.

Attachments:

1. Letter of Support for MTC Regional Express Lanes Network application
2. MTC Regional Express Lanes Fact Sheet

Mr. Dario Frommer, Chair
California Transportation Commission
1120 N Street, Room 2221 (MS-52)
Sacramento, CA 95814

Dear Chairman Frommer and Commissioners:

The I-680 Sunol Smart Carpool Lane Joint Powers Authority (JPA) is a joint power agency with representation from both Alameda and Santa Clara Counties and is charged with the implementation and the operation of the I-680 Express Lane. The I-680 Express Lane opened in September 2010 and is the only Express Lane operating in Northern California.

The purpose of this letter is to express support of the application by the Metropolitan Transportation Commission (MTC) for authority to implement a regional express lanes network. At the September 12, 2011 meeting, the JPA approved an action to support the MTC Express Lanes application and urges the California Transportation Commission (Commission) to make a finding of eligibility under Streets & Highway Code 149.7.

The express lanes network is a component of *Transportation 2035*, the long-range transportation plan for the San Francisco Bay Area. The MTC proposal represents the culmination of significant efforts to define and study the technical and financial feasibility of moving forward with the express lanes network. High-occupancy vehicle (HOV) lanes are already an essential part of the regional transportation system, but they could be even more extensive and make a greater contribution to regional mobility, if they were to reach their full potential. Currently, the HOV lanes are a “patchwork” rather than a network. The implementation of the network for which MTC is seeking authority on behalf of the region would be a powerful tool for management of the freeway system. It would yield the following benefits:

- **Connectivity.** Additional HOV lanes would be constructed to close gaps and permit longer contiguous trips on the lanes than are currently possible or foreseeable under current funding circumstances. The network will become a much more attractive and efficient mobility option for travelers when gaps are closed.
- **Capacity Enhancement/System Performance.** Current underutilization of HOV lanes creates the opportunity to balance the usage of all lanes and increase vehicle and person throughput, as a result of careful real-time pricing strategies. Overall system performance can be improved by a more extensive HOV/express lane network that can be fine-tuned through pricing.

- **Travel Time Savings.** Offering travelers the option of using the express lane provides an opportunity to save travel time, especially on those occasions when being on time is of great value to the user.
- **Reliability.** In addition to time savings, reliability is an important value to users. If predictability can be assured, experience on the I-680 Express Lane as well as with express lanes in other regions has shown that users will pay the toll, even at times when there is not significant congestion on the adjacent general purpose lanes.
- **Bus Transit improvement.** Substantially enhanced connectivity and improved reliability will make express bus travel much more attractive and thereby lead to increased ridership. This will lead to reduced congestion, energy consumption and air emissions.

This application is an important first step in the implementation of a regional express lanes network and the JPA urges the Commission to approve the MTC application.

Sincerely yours,

Scott Haggerty
Chair

Bay Area Express Lanes Network

Background

MTC intends to authorize an MTC-BATA joint exercise of power agency, Bay Area Infrastructure Financing Authority (BAIFA), to submit an application for a public partnership for High Occupancy Toll Lanes, also called Express Lanes, to the California Transportation Commission (CTC) in September 2011 for approval at the October meeting. The application is consistent with the region's adopted long-range Transportation 2035 Plan, which envisions an integrated, seamless system of express lanes in the Bay Area.

The application is in accordance with Sections 143 (c)(4)(D) and 149.7 of the Streets and Highways Code. It includes an approved programmatic project study report (PSR) and a Letter of Finding by the California Department of Transportation (Caltrans) assessing operational impacts and certifying the application is consistent with state highway system requirements.

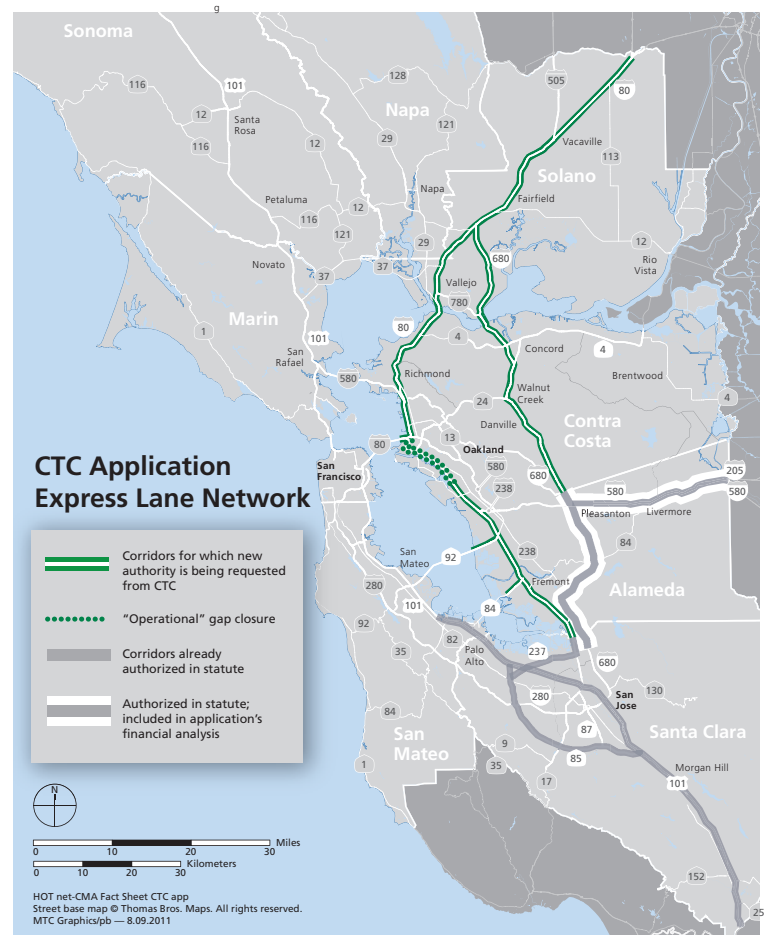
Project Goals

Bay Area highway congestion consistently ranks among the worst in the nation. Commute hour travel is slow and unreliable. The carpool lane system is fragmented by gaps that can't be closed for many decades due to lack of funds, making carpooling and bus transit less effective. Project goals include:

- **Connectivity:** Use express lane toll revenues to close gaps within the existing high-occupancy vehicle (HOV) lane system to increase travel time savings for carpools and buses.
- **Efficiency:** Optimize throughput on freeway corridors to better meet current and future traffic demands, using excess capacity in the existing HOV system.
- **Reliability:** Provide a reliable, congestion-free transportation option.

The Bay Area Express Lanes System

The application seeks CTC authority to implement express lanes on three routes: I-80 in Alameda, Contra Costa and Solano counties; I-880 in Alameda County; and I-680 in Solano and Contra Costa counties. In the near term, mobility and connectivity through the northern section of I-880 through Oakland, where there is no



	Miles Total	Miles Previously Authorized	Miles of New Authority
Convert existing HOV lanes to Express Lanes*	340	190	150
Widen existing freeways to create Express Lanes	210	90	120
Operational gap closure	20	0	20
Total	570	280	290

*includes the existing I-680 Sunol Express Lanes

existing HOV lane, would be addressed through operational strategies. These corridors will complement express lanes authorized under existing statute in Alameda and Santa Clara counties: I-680, I-580, Route 237, and U.S. 101/Route 85.

MTC, Caltrans and county congestion management agencies are committed to seamless operation of the previously and newly authorized express lanes as a single system.

(Continued)

Elements of Application

The application outlines possible phasing, tolling and financing approaches in order to demonstrate financial and operational feasibility under a range of conditions. It does not, however, commit the region to specific policies.

Operational Assessment: The Express Lane Network will make optimum use of available capacity within the existing HOV lanes and within the new Express Lanes. This utilization along with improved transit reliability within the Network corridors will improve the operation of the Bay Area's freeways.

Costs: Costs to design, construct, implement and operate the segments of the Network were developed by segment, taking into account improvements that ensure safety, operation, and cost containment. The total capital cost ranges from \$3 billion to \$3.6 billion (in year of expenditure dollars), depending on the speed of implementation.

Schedule: The network includes two types of projects: 1) conversion of existing HOV lanes and 2) construction of new lanes. The application envisions an expedited 4-year process for the conversion projects and an expedited 6-year process for the new lanes. In financial analysis scenarios described below, conversion projects generally precede construction of new lanes.

Financial Analysis: The financial analysis includes the I-680 and I-580 authorized corridors, reflecting Alameda County Transportation Commission's expressed interest in entering into an agreement with BAIFA. The Route 237 and U.S. 101/Route 85 projects are assumed to remain financially independent.

To demonstrate financial feasibility, the analysis explores two scenarios that bookend a range of possible outcomes:

Base Case – Shows the bulk of the network could be completed by 2025 (with one last segment in 2030) with higher revenue from higher traffic demand, tolling throughout the day (e.g. 6 AM to 7 PM), and increasing HOV occupancy requirements to HOV3+ as the network becomes more connected in 2020.

Conservative Case – Shows that the network could be completed by 2035, under more conservative revenue assumptions, such as limiting tolling to peak periods and maintaining current HOV occupancy requirements until carpool lanes fill up or 2035, whichever comes first.

While it is too early to determine the actual toll rates, the analysis demonstrates financial feasibility based on toll rates in the range of \$0.14 per mile to \$1.00 per mile in 2020. These rates are comparable to current rates on the I-680 Express Lanes (average peak period toll of \$3 for 14 miles) and State Route 91 Express Lanes in Orange County (\$10 for 10 miles).

What Comes Next?

MTC will consider this action at the September 9 meeting of the Planning Committee and September 28 meeting of the full Commission. BAIFA will consider the application at its September 28 meeting. The CTC will consider MTC's application at its meeting on October 26-27. The CTC's ability to authorize new express lanes projects expires on December 31, 2011.

Upon approval, MTC, BAIFA and our regional partners, including Caltrans and the CMAs, will undertake the following steps to establish the network:

- Conduct detailed analysis of traffic, toll policy, revenue and financing options.
- Assign project development responsibilities.
- Develop a project-specific Project Study Report for each construction project, followed by a Project Report and environmental documentation, including required companion studies
- Determine a method of project delivery for each segment.
- Coordinate on operating policies.

Key Dates for Application

September 9 — MTC Planning Committee

September 28 — MTC Full Commission
BAIFA

October 26/27 — California Transportation Commission



METROPOLITAN
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August 2011

**I-580 EXPRESS LANE POLICY ADVISORY COMMITTEE
MINUTES OF July 11, 2011**

A.0 JOINT MEETING WITH SUNOL SMART CARPOOL LANE JOINT POWERS AUTHORITY (JPA) GOVERNING BOARD

A.1 Convene joint meeting with I-580 Express Lane Policy Advisory Committee (PAC).

A.2 PAC Roll Call – Confirm PAC Quorum (no action by JPA Board) - Haggerty confirmed a quorum of the I-580 PAC. Harrison is confirmed as alternate for Sbranti.

A.3 I-680 Express Lane Status Update* - Furger provided a PowerPoint summary of operations of the I-680 Express Lane through the end of June; 41 Week Summary. McHugh asked for clarification on how certain summary numbers were developed. Furger reviewed the methodology used and will provide additional detail at the next Board meeting.

Furger presented 41 week summary graphs to the group which included Cumulative Gross Revenue by Week graph, First Time Users graph, Weekly Gross Trips, Weekly Gross Revenue, Peak Period Averages, Typical Daily Revenue by Hour, Typical Daily Trips by Hour and Average Toll Rate by Hour. Haggerty asked about what the highest toll has been, Furger responded \$7.50 but that hasn't been hit for some time. Haggerty requested a graph of percent of people using lane and certain toll prices. Furger agreed to provide data and graph supporting this request during next reporting cycle. JPA has noticed that Friday trips are growing; as employment grows in Silicon Valley revenue has picked up on Friday and PM peak. Green asked if there will be a projected revenue adjustment for this FY as the revenue has increased. Frank is not yet prepared to do a budget adjustment, he will present July and August revenue numbers in September and then the JPA will decide if there should be a budget adjustment with regards to projected revenue, going forward. This is an informational item only.

A.4 Status of Enforcement Activities** - Furger presented PowerPoint of enforcement activities for the Express Lane which included Enforcement Summary, Tag Reading Challenges, Buffer Zone Delineators, Turnpike Grade Curb System, Stable Platform for High Speed Installations and White Paper on Enforcement slides. Harrison asked about tag read challenges issue, with regards to metallic windshields in a small percentage of cars, and why JPA was not aware of the issue sooner. Furger asked the designers the same question and they too were not aware of issue until now. The group discussed pros and cons of externally mounted car tags. This is an informational item only.

A.5 Update on Marketing Activities**- Furger presented an update on the marketing and outreach efforts for the Express Lane. Haggerty found the new Smart Phone App idea problematic, recommended other "email" alerts that would be more useful marketing than

using app while driving. Furger will pass on information to marketing group. This is an informational item only.

- A.6 Review of Proposed Changes to the Caltrans Highway Design Manual **** - Caltrans is proposing several changes and updates to the Highway Design Manual. Some of these changes may have an impact on Express Lanes. Furger reviewed the proposed changes including width of buffer and consistency in striping for all Express Lanes. This is an informational item only.

A.7 Recess Joint Meeting

1.0 PUBLIC COMMENT

There was no public comment.

2.0 MINUTES OF MARCH 14, 2011

A PAC Quorum was confirmed; a motion was made by Green to approve the Minutes of May July 11, 2011; a second was made by Hosterman. The motion passed unanimously.

3.0 ADMINISTRATIVE MATTERS

There are no reports this month. Haggerty and Hosterman thanked Caltrans for emergency paving which was done on I-580.

4.0 HOV/EXPRESS LANE PROJECT STATUS UPDATE

- 4.1 I-580 Eastbound HOV Lane Project Status Report*** - Akkawi presented the construction status report for the I-580 Tri-Valley Rapid Corridor Improvements: Eastbound HOV lane- Segments 1 and 2, and the HOT lane Projects. The Alameda CTC is the sponsor for this Project. The status report covers all activities through June 30, 2011. Akkawi expects the contract to be completed and closed out December 2011. Sbranti asked about the Isabel Interchange project completion date; Dao responded that the project is sponsored by the City of Livermore and will get the informational factsheet and provide it to the group. This item is for information only.

- 4.2 I-580 Eastbound Express Lane Project Status Report*** - Akkawi presented the status report for the I-580 Eastbound Express Lane Project. The Alameda CTC is the sponsor for this Project. The status report covers all activities through June 30, 2011. Hosterman asked about funding shortfall of \$8.5M, staff will bring recommendation to the Alameda CTC Board in September 2011; Dao stated that because this project is funded by mostly state funds, it is not a project that will be walked away from staff is exploring options to fully fund the project which will be given to Alameda CTC. This item is for information only.

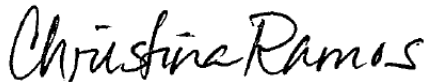
- 4.3 I-580 Westbound HOV Lane Project Status Report*** - Akkawi presented the status report status report for the I-580 Westbound HOV Lane Project. The Alameda CTC is the sponsor for this Project. The status report covers all activities through June 30, 2011. Sbranti mentioned that the paving is getting considerable worse on WB I-580, even on the weekend. Haggerty asked why the east segment is shown to take less time than west segment; Akkwai responded it has less impact as a shorter length. Group is positive of the advancement of this project. This item is for information only.

- 4.4 I-580 Westbound Express Lane Project Status Report*** - Akkawi presented the status report for the I-580 Westbound Express Lane Project. The Alameda CTC is the sponsor for this Project. The status report covers all activities through June 30, 2011. Dao commented that MTC has initially agreed at staff level to loan the Alameda CTC the \$12.5M shortfall to be paid back with future EL revenue; each Agency will go to their respective Boards to approve this potential funding source. This item is for information only.

5.0 ADJOURNMENT/NEXT MEETING: SEPTEMBER 12, 2011

The next I-580 Policy Advisory Committee meeting is scheduled for September 12, 2011.

Attested by:

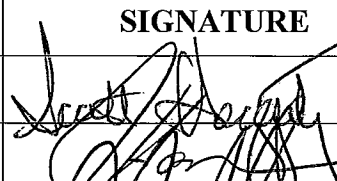
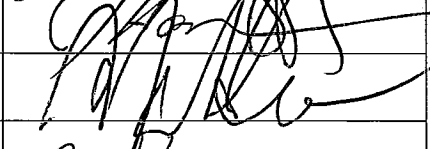
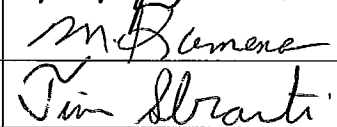
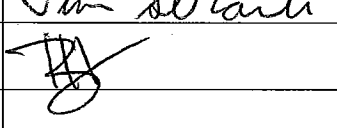
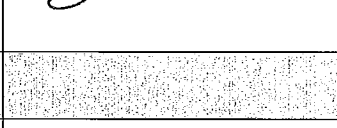
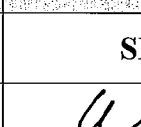

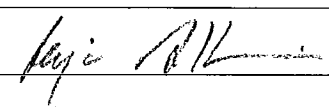
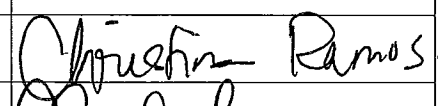

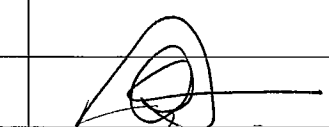

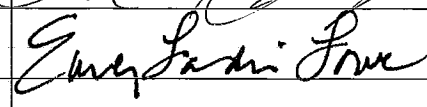
A handwritten signature in black ink that reads "Christina Ramos". The signature is written in a cursive, flowing style.

Christina Ramos, JPA Board Secretary

**CMA I-580 EXPRESS LANE
POLICY ADVISORY COMMITTEE**

July 11, 2011

Alameda County Transportation Commission
Conference Rooms A & B, Third Floor
1333 Broadway, Suite 300, Oakland, CA

COMMITTEE MEMBERS	JURISDICTION/	SIGNATURE
Supervisor Scott Haggerty, CHAIR	County of Alameda	
Mayor Jennifer Hosterman, VICE CHAIR	City of Pleasanton	
Mayor Mark Green	City of Union City	
Mayor Marshall Kamena	City of Livermore	
Mayor Tim Sbranti	City of Dublin	
Councilmember Bill Harrison (Alternate)	City of Fremont	
STAFF	AGENCY	SIGNATURE
Arthur L. Dao	ACTC, Executive Director	
Frank Furger	JPA, Executive Director	
Ray Akkawi	ACTC, Mgr. of Project Delivery	
Patricia M. Reavey	Director of Finance	
Christina Ramos	I-580 PAC/ I-680 JPA Secretary	
Claudia Leyva	ACTC, Admin. Assistant	
LEGAL COUNSEL/OTHERS	AGENCY	SIGNATURE
Zack Wasserman	WRBD	
Pamela Schock Mintzer	WRBD	
Neal Parish	WRBD	
Emily Landin-Lowe	Caltrans	
Mark Zabaneh	Caltrans	
Leo Scott	Gray-Bowen, Inc	

September 12, 2011
Agenda Item 4.1

Memorandum

Date: August 30, 2011
To: I-580 Express Lane Policy Advisory Committee
From: Ray Akkawi, Manager of Project Delivery
Subject: I-580 Tri-Valley Rapid Corridor Improvements: Construction Status Report for the I-580 Eastbound HOV Lane Project.

Attached for the Committee's review is the monthly construction status report for the I-580 Tri-Valley Rapid Corridor Improvements: Eastbound HOV lane - Segments 1 and 2 and the HOT lane projects. The Alameda CTC is the sponsor of the HOV lane project; the construction phase of the HOV lane is administered by Caltrans. This construction status report covers activities through August 31, 2011.

I-580 EASTBOUND HOV LANE PROJECT
Construction Status Report
Through August 31, 2011

PROJECT DESCRIPTION

The EB I-580 HOV Lane project will construct an HOV lane in the median from Hacienda Blvd in the City of Dublin to Greenville Road in the City of Livermore. The project will construct auxiliary lanes between Fallon and Airway, the new Isabel interchange and North Livermore, North Livermore and First Street, and First Street and Vasco Road. To receive competitive bidding and complete the project sooner, the CMA split the project into two smaller construction segments. Segment 1 limits are from Greenville Road to Portola Ave. Segment 2 limits are from Portola Ave. to Hacienda Blvd. To comply with the CMIA scope, a third contract was added to construct the auxiliary lanes between the new Isabel interchange and First Street. Funding for the third contract came from bid savings from contract one and revising the estimates for contract 2.

PROJECT FUNDING

The I-580 EB HOV is fully funded through Federal, State, and local funds available for the I-580 Corridor.

CONSTRUCTION STATUS

Segment 1: The construction contract of this segment (from Greenville Road to Portola Avenue) was completed on February 2, 2010.

Segment 2: This segment of the I-580 Eastbound HOV Lane project will construct an eastbound HOV lane from Portola Avenue in the City of Livermore to the Hacienda Blvd interchange in the City of Dublin. The project will widen the inside and outside shoulders to accommodate the conversion of the HOV lane to High Occupancy Toll (HOT) lane. It will construct auxiliary lanes from Airway to Fallon and from Fallon to Santa Rita, and will also rehabilitate the existing pavement to provide a better roadway surface.

Contract Status:

Contract #2 was awarded by Caltrans on July 29, 2009 in the amount of \$30,454,448. The contract work started on August 21, 2009 and the estimated contractual completion date is December 31, 2011. The HOV Lane between Portola Ave and Airway Blvd was opened to traffic on July 18, 2010. The remainder of the HOV, between Airway and Hacienda was opened on November 5, 2010. While the HOV lane is open, there are other remaining items of work to be completed before Caltrans can accept the contract.

Caltrans had suspended the contract through July 2011 to allow for completion of the Isabel Interchange Project and clearing of the freeway segment between Portola and Airway to allow for pavement rehabilitation. Construction work commenced in August 2011 at the area between Airway and Portola. Final asphalt concrete lift was placed and striping is scheduled to be completed early September 2011.

FINANCIAL STATUS

Budget and Expenditure Summary/ Construction Phase

The table below is the breakdown of the funding allocation.

Contract 2	
Bid Amount	\$30,454,448
ALLOCATION:	
Supplemental Funds	\$1,860,450
State Furnished Mat.	\$1,271,600
Contingency Fund (5%)	\$1,616,502
Total Allotment	\$35,203,000
EXPENDITURES:	
Items Paid to Date	\$29,683,882
Approved CCOs	\$1,240,418
Supplemental work	\$1,640,700
State Furnished Material	\$911,373
Total Estimated Expenditures	\$33,473,373
Estimated Fund Balance (Allocation – Expenditures)	\$1,729,627

SCHEDULE STATUS

Contract 2	
Bid Opening:	June 3, 2009
Contract Approval:	July 29, 2009
Total Working Days per Bid	490
First Charged Working Day	August 21, 2009
Contractual Completion Date:	December 31, 2011
Time Extension due to Weather Days:	20 Working Days
Time Extension due to Change orders:	80 Working Days
% Completion (Time):	74%
% Completion (Work):	96%

OUTSTANDING ISSUES/DISPUTES/CLAIMS

No issues have been reported. All claims are resolved.

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September 12, 2011
Agenda Item 4.2

Memorandum

Date: August 30, 2011
To: I-580 Express Lane Policy Advisory Committee
From: Ray Akkawi, Manager of Project Delivery
Subject: I-580 Tri-Valley Rapid Corridor Improvements: Status Report for the I-580 Eastbound Express Lane Project.

Attached for the Committee's review is the monthly status report for the I-580 Eastbound Express Lane Project. The Alameda CTC is the sponsor for this project. The status report covers all activities through August 31, 2011.

I-580 EASTBOUND EXPRESS LANE PROJECT
Project Status Report
Through August 31, 2011

PROJECT DESCRIPTION

The I-580 Eastbound Express (HOT) Lane Project will convert the recently completed I-580 Eastbound HOV lane from Hacienda Blvd in the City of Dublin to Greenville Road in the City of Livermore to a double express lane facility. The eastbound HOV lane to express lanes project will be combined with the Eastbound Auxiliary (AUX) Lane Project which will construct an auxiliary lane on I-580 from Isabel Avenue to First St. in Livermore.

PROJECT FUNDING

The I-580 Eastbound HOV is partially funded through Federal, State, and local funds available for the I-580 Corridor. A shortfall of \$8.5 Million remains.

PROJECT STATUS

Express Lane Status:

Preliminary engineering and preparation of the environmental document (ED) began in July 2008. A revalidation of the I-580 EB HOV Lane Project IS/EA was approved to allow conversion to a single HOT lane. The Alameda CTC is preparing an ED for the construction of a double HOT lane in the eastbound direction. All environmental technical reports were completed and submitted to Caltrans for review; it has since been determined that additional widening will be required to implement the double HOT lane and that the technical reports will require revision. This will also require changes to the I-580 Eastbound AUX lane project, including additional widening. Implementing these changes will delay AUX lane construction.

Auxiliary Lane Status:

The engineering consultant retained by the Alameda CTC is preparing the ED and PS&E for the Eastbound AUX Lane Project. The ED for this project consists of a re-validation of the I-580 Eastbound HOV Lane Project IS/EA. The project schedule has been revised as the result of changes required to accommodate the I-580 Eastbound HOT lane project.

These projects will be combined for construction.

RECENT ACTIVITIES

- A revised Biological Assessment (BA) addressing the current scope was submitted to US Fish & Wildlife Service for review; the consultant has addressed the initial comments we received back from the service.

- System Integrator is addressing the comments on Design Detail Document for the tolling system. Approval of the document is anticipated to be in September.
- PS&E Design revisions to address the revised scope are in progress. Factsheets addressing the design exceptions were resubmitted to Caltrans.
- Design of electrical and communication plans for system integrator is underway.

UPCOMING ACTIVITIES

- Submit the revisions of remaining environmental technical reports to address revisions to AUX lane project scope to Caltrans.
- Continue revisions to PS&E for AUX lane project.

PROJECT COST & FUNDING SUMMARY

Combined EB HOT / AUX Lane

Cost Estimate by Phase*	
PE / Environmental	\$ 3,604,400
PS& E	\$ 725,000
System Integrator	\$ 7,667,600
Right of Way	\$ 900,000
Construction Support	\$ 4,295,000
Construction Capital	\$ 38,717,000
Operations and Maintenance	\$ 1,450,000
TOTAL Expenditures:	\$ 58,937,000

Funding*	
TVTC	\$ 3,000,000
CMIA	\$ 21,563,000
RM2	\$ 13,160,000
1-580 Corridor EB HOV	\$ 4,989,000
ARRA	\$ 7,500,000
Federal	\$ 225,000
Shortfall	\$ 8,500,000
TOTAL Revenues:	\$ 58,937,000

* Based on the Alameda CTC March 2011 Funding Plan for a combined HOT/AUX Project. Projects will be combined after Project Approval

PROJECT SCHEDULE

Combined EB HOT / AUX Lane

Project Phase	Schedule	2006	2007	2008	2009	2010	2011	2012	2013	2014
PE/Environmental	11/07 - 09/11									
PS&E	12/09 - 04/12									
Right-of-Way	09/11 - 04/12									
Adv. / Award Period	04/12 – 08/12									
Construction	08/12 - 04/14									

OUTSTANDING ISSUES

Additional funding of \$8.5 million will be needed for revisions to the I-580 EB AUX Lane Project. Alameda CTC staff will present a plan addressing this funding shortfall to the Commission this month.

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September 12, 2011
Agenda Item 4.3

Memorandum

Date: August 30, 2011
To: I-580 Express Lane Policy Advisory Committee
From: Ray Akkawi, Manager of Project Delivery
Subject: I-580 Tri-Valley Rapid Corridor Improvements: Status Report for the I-580 Westbound HOV Lane Project.

Attached for the Committee's review is the monthly status report for the I-580 Westbound HOV Lane Project. The Alameda CTC is the sponsor for this project. The status report covers all activities through August 31, 2011.

**I-580 WESTBOUND HOV LANE PROJECT
Project Status Report
Through August 31, 2011**

PROJECT DESCRIPTION

The I-580 Westbound HOV Lane Project will construct a westbound high occupancy vehicle (HOV) lane from the Greenville overcrossing in Livermore to the San Ramon / Foothill Road overcrossing in Dublin / Pleasanton. The project will be constructed in three segments with three construction contracts: an east segment, a west segment and the widening of the eastbound bridges.

PROJECT FUNDING

The I-580 Westbound Express Lane Project is fully funded through Federal, State and local funds available for the I-580 Corridor.

PROJECT STATUS

The 100% PS&E for the west segment has been submitted to Caltrans for review. The 100% PS&E for the east segment will be submitted to Caltrans in September 2011. Caltrans approval of the final design is expected to be completed fall 2011. Right of Way Appraisal Maps have been approved and offer letters have been sent to property owners. California Department of Fish & Game (CDFG) 1600 and U.S. Army Corp of Engineers Permits have been issued; Regional Water Quality Control Board and CDFG Incidental Take Permit for California Tiger Salamander are pending.

The widening of the bridges in the eastbound direction will be combined with the Eastbound Express/Auxiliary Lane Project.

RECENT ACTIVITIES

- Hardcopy/appraisal maps have been approved by Caltrans.
- Appraisal letters have been sent to property owners impacted by the project.
- Consultant is addressing Caltrans comments on the 100% PS&E (West Segment).
- Consultant is preparing the 100% PS&E (East Segment).

UPCOMING ACTIVITIES

- Complete Right of Way acquisition.
- Submit 100% PS&E to Caltrans District 4 for review (East Segment).
- Submit PS&E package (West Segment) to Caltrans Headquarters Office Engineer.

PROJECT COST & FUNDING SUMMARY**Project Cost/Funding**

Cost Estimate by Phase*	
PID	\$ 701,820
PA/ED	\$ 7,399,374
PS&E/Design	\$ 5,345,444
Right of Way	\$ 2,630,000
Construction Engineering	\$ 15,140,714
Major Capital Payments	\$ 139,934,000
TOTAL Expenditures:	\$ 171,151,352

Funding*	
RM2	\$ 15,893,000
ACTIA	\$ 2,686,000
TCRP (LONP Basis)	\$ 14,365,000
TVTC	\$ 1,000,000
City of Livermore	\$ 1,800,000
Federal : IMD	\$ 250,000
I-Bond : CMIA	\$ 101,700,000
SHOPP	33,400,000
STIP	\$ 57,352
TOTAL Revenues:	\$ 171,151,352

* Based on the March 2011 ACTC Funding Plan

PROJECT SCHEDULE**West Segment**

Project Phase	Schedule	2006	2007	2008	2009	2010	2011	2012	2013	2014
PE/ Environmental	07/07 - 10/09									
Final Design (PS&E)	06/08 - 01/12									
Right-of-Way	04/08 - 01/12									
Advertise/Award	01/12 - 05/12									
Construction	06/12 - 10/14									

East Segment

Project Phase	Schedule	2006	2007	2008	2009	2010	2011	2012	2013	2014
PE/ Environmental	07/07 - 10/09									
Final Design (PS&E)	06/08 - 02/12									
Right-of-Way	04/08 - 02/12									
Advertise/Award	02/12 - 07/12									
Construction	07/12 - 10/14									

OUTSTANDING ISSUES

Right of Way condemnation could delay the schedule. Appraisal maps have been approved and appraisal letters have been sent to property owners.

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September 12, 2011
Agenda Item 4.4

Memorandum

Date: August 30, 2011
To: I-580 Express Lane Policy Advisory Committee
From: Ray Akkawi, Manager of Project Delivery
Subject: I-580 Tri-Valley Rapid Corridor Improvements: Status Report for the I-580 Westbound Express Lane Project.

Attached for the Committee's review is the monthly status report for the I-580 Westbound Express Lane Project. The Alameda CTC is the sponsor for this project. The status report covers all activities through August 31, 2011.

I-580 WESTBOUND EXPRESS LANE PROJECT

**Project Status Report
Through August 31, 2011**

PROJECT DESCRIPTION

The Project will convert the westbound (WB) high occupancy vehicle (HOV) lane to an express lane on I-580 in Alameda County from west of the Greenville Road Undercrossing in Livermore (PM R8.3) to west of the San Ramon Road / Foothill Road Overcrossing in Dublin / Pleasanton (PM 21.4), a distance of approximately 13.1 miles.

PROJECT FUNDING

The I-580 Westbound Express Lane Project is partially funded through Federal, and local funds available for the I-580 Corridor. A shortfall of \$12.1 Million remains.

PROJECT STATUS

Preparation of a Traffic Operations Analysis Report and a Revenue/Feasibility Study are underway and are scheduled to be completed in September 2011. A Consultant has been selected to prepare project approval documents (Environmental Analysis and Project Report); preparation of the Environmental and other Project Approval Documents began in August 2011.

RECENT ACTIVITIES

- Caltrans approved the modeling and traffic operations methodology recommendations and the travel demand forecast for the no-build and build conditions.
- Draft Traffic Operations Analysis Report was submitted to Alameda CTC.
- Environmental technical studies are underway.

UPCOMING ACTIVITIES

- Draft Traffic Operations Analysis Report scheduled to be submitted to Caltrans early September.

PROJECT COST & FUNDING SUMMARY

Project Cost/Funding

Cost Estimate by Phase*	
Planning / Scoping	\$ 1,250,000
PE/ Environmental	\$ 450,000
PS&E	\$ 300,000
Right of Way/Utilities	\$ 200,000
System Integrator	\$ 6,000,000
Construction	\$ 8,300,000
TOTAL Expenditures:	\$ 16,500,000

Funding*	
Others : TVTC	\$ 3,400,000
SAFETEA Earmark	\$ 1,000,000
Shortfall	\$ 12,100,000
TOTAL Revenues:	\$ 16,500,000

**Based on the Alameda CTC March 2011 Funding Plan*

PROJECT SCHEDULE

Project Phase	Schedule*	2008	2009	2010	2011	2012	2013	2014	2015	2016
PA/ED	08/11 - 10/12				■	■				
Design	06/12 - 06/13					■	■			
Right of Way	06/12 - 06/13					■	■			
Adv. / Award Period	06/13 - 10/13						■			
Construction	11/13 - 10/14						■	■		
System Integration	06/12 - 10/14					■	■	■		

OUTSTANDING ISSUES

Funding for system integration and construction of the Westbound Express (HOT) Lanes Project has not been identified. There is currently sufficient funding for scoping, project approval and final design activities.

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