

**I-580 EXPRESS LANE POLICY ADVISORY COMMITTEE
MINUTES OF September 12, 2011**

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

Convened joint meeting with I-580 Express Lane Policy Advisory Committee (PAC) - Chair Sup. Haggerty convened the joint meeting.

A.2 PAC Roll Call – A quorum was confirmed.

A.3 Convened joint meeting with I-580 Express Lane Policy Advisory Committee (PAC) - Chair Sup. Haggerty convened the joint meeting.

A.2 PAC Roll Call – A quorum was confirmed.

A.3 I-680 Express Lane Status Update - The Board reviewed the power point summary of operations of the I-680 Express Lane through the end of August, 2011. Furger pointed out the facility is operating in line with / exceeding revenue projections for the corridor. As the Express lane has now been operational for a year, Mayor Green requested a comparison of last year's numbers to this year's numbers in the monthly revenue update. Sup. Haggerty agreed that a year over year comparison is beneficial, Furger agreed to provide that specific analysis going forward. Trips have continued to be consisted and stay up since the 4th of July weekend 2011. Mayor Green asked about opportunities to further notify public of the existence of the Express lane through possible partnership with the DMV (ie. license plate registration renewal). Furger will check into it but current marketing is through fast track at various stores. Mayor Green was interested in seeing charting of weekend traffic data. Furger can bring data back next month to answer his question. Sup. Haggerty would like to reevaluate exit locations of HOT lane and believes an extra exit at Mission Blvd. or Washington would be beneficial due to the location of the Fremont BART station and downtown Fremont; Council Member Harrison seconded the request. Furger suggested as the Express lane settles into a steady state, detailed traffic analysis can be provided to the committee. Dao suggested perhaps in the future Auto Mall could potentially be heavily used, perhaps changing ingress/egress to a combined designed. Furger suggested to committee that toll analysis will be provided on a rolling three month basis. Staff will provide analysis to the committee. This was an informational item only; a handout of the power point was provided at the meeting.

A.4 MTC Regional Express Lane Network: Approval of Letter of Support *- The JPA Board approved the support of 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 of the letter of support was included in the agenda and detailed handout of the MTC presentation was provided at

the meeting. Mayor Green made the motion for approval, McHugh seconded with unanimous approval.

Sup. Haggerty noted that his office has been receiving a lot of calls regarding Ramp Metering on I-580 / I-680, he has requested to shorten queuing time. Akkawi has CT Operations Specialist Allen Sharp to answer questions regarding adjustments to Ramp metering. Allen Sharp of CT operations and maintenance stated that on I-580 there were three locations that they identified as having excessive queuing times and they have been adjusted last week and studies are being done to confirm that adjustment has not negatively affected city streets. On I-680 the city of Pleasanton has requested that they wait to adjust lights for another couple of weeks if the excessive queuing persists. Queuing at SR 84 has been adjusted and this may affect queuing on I-680. CT is waiting for the traffic to normalize. Dao explained that new ramp metering takes time to normalize and adjust after changes have been made. CT and City of Pleasanton traffic engineer are working together to fix backup on city streets in Pleasanton due to newly deployed ramp metering. Supervisor Haggerty would like this issue to be put on the agenda next month. Dao noted that it will be put on the October 10, 2011 agenda.

- A.5 Status of Enforcement Activities** - Staff reviewed with the JPA Board a power point on enforcement activities for the Express Lane. Ultimately, having every vehicle registered with FasTrak is the most effective way to move forward on enforcement. JPA is continuing with automated enforcement plan. This was an informational item only; a handout of the power point was provided at the meeting.

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** - The Board unanimously approved the Minutes of July 11, 2011. A motion was moved by Mayor Green and Seconded by Council Member Harrison.

3.0 ADMINISTRATIVE MATTERS

There are no reports this month. Positive public comments have been received regarding project in the last few months. Supervisor Haggerty and Mayor Hosterman commended the group for their hard work

4.0 HOV/EXPRESS LANE PROJECT STATUS UPDATES

- 4.1 I-580 EB HOV Lane Project – Construction Status Report*** - Staff and PAC reviewed 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 covered all activities

through August 31, 2011. This item was an informational item only. Positive public comments have been received regarding project in the last few months. Supervisor Haggerty and Mayor Hosterman commended the group for their hard work

- 4.2 I-580 EB Express Lane Project – Project Status Report*** - Staff and PAC reviewed 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 covered all activities through August 31, 2011. This item was an informational item only.
- 4.3 I-580 WB HOV Lane Project – Project Status Report *** - Staff and PAC reviewed the monthly status report for the I-580 Westbound HOV Lane Project. The Alameda CTC is the sponsor for this project. The status report covered all activities through August 31, 2011. This item was an informational item only.
- 4.4 I-580 WB Express Lane Project – Project Status Report*** - Staff and PAC reviewed the monthly status report for the I-580 Westbound Express Lane Project. The Alameda CTC is the sponsor for this Project. The status report covered all activities through August 31, 2011.

5.0 ADJOURNMENT/NEXT MEETING: OCTOBER 10, 2011

Attested by:

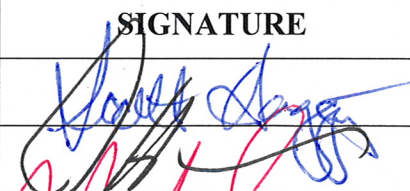
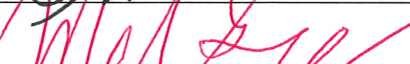
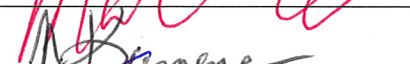
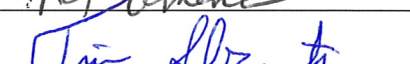






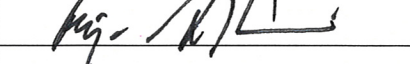
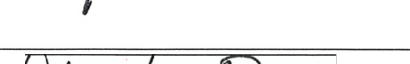





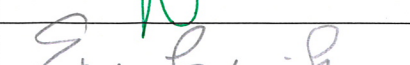


Christina Ramos, JPA Board Secretary

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

September 12, 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	
Stewart Ng	ACTC, Deputy Director Proj/Prog	
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	

	NAME	JURISDICTION/AGENCY	PHONE #	E-MAIL
1.	Casey Emoto	VTA	408 321 5564	emoto_c@vta.org
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October 10, 2011
Agenda Item 6.1

Memorandum

Date: October 3, 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 September 30, 2011.

I-580 EASTBOUND HOV LANE PROJECT
Construction Status Report
Through September 30, 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, that work will be combined with the I-580 Eastbound Express Lane Project. 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. The HOV lane is open and all contract items of work have been completed. Caltrans expects to accept the contract in October 2011, the project funding status will be updated at that time.

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 and striping have been completed.

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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October 10, 2011
Agenda Item 6.2

Memorandum

Date: October 3, 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 September 30, 2011.

I-580 WESTBOUND HOV LANE PROJECT
Project Status Report
Through September 30, 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.

PROJECT STATUS

The 100% PS&E for the west segment has been submitted to Caltrans District 4 for review and will be submitted to Caltrans DES-OE for PS&E processing in October 2011. The 100% PS&E for the east segment will be submitted to Caltrans in November 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.
- Caltrans District 4 is finalizing the PS&E (West Segment) for submittal to Caltrans DES-OE for HQ review and final contract prep.
- 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 DES(Headquarters) Office Engineer.

PROJECT SCHEDULE AND FUNDING PLAN SUMMARY – West Segment

Project Schedule:

Project Phase	Begin - End MM/YY	2010	2011	2012	2013	2014	2015	2016
PE/Environmental	07/07 - 10/09							
Final Design (PS&E)	06/08 - 02/12							
Right-Of-Way	04/08 - 02/12							
Advertisement / Award	02/12 - 06/12							
Construction	06/12 - 11/14							

Funding Plan:

Project Components	Total Costs (\$ x1,000)	Funding (\$ x 1,000)							
		I-BOND CMIA	RM2	TCRP	Others: Local Fed	SHOPP	Others: Local Measure B	Others: Local Livermore	TVTC
PE/ENV	4,850	0	4,850	0	0	0	0	0	\$4,850
PS&E	1,555	0	930	0	125	0	0	0	\$1,555
ROW	1,760	0	1,760	0	0	0	0	0	\$1,760
CONSUP	6,750	6,750	0	0	0	0	0	0	\$6,750
CONCAP	61,100	45,614	0	2,486	0	13,000	0	0	\$61,100
TOTAL	75,815	52,364	7,540	2,486	\$125	\$13,000	\$0	\$0	\$500

PROJECT SCHEDULE AND FUNDING PLAN SUMMARY – East Segment

Project Schedule:

Project Phase	Begin - End MM/YY	2010	2011	2012	2013	2014	2015	2016
PE/Environmental	07/07 - 10/09							
Final Design (PS&E)	06/08 - 03/12							
Right-Of-Way	04/08 - 03/12							
Advertisement / Award	03/12 - 06/12							
Construction	06/12 - 11/14							

Funding Plan:

Project Components	Total Costs (\$ x1, 000)	Funding (\$ x 1,000)									
		I-BOND CMIA	RM2	TCRP	Others: Local Fed	Others: Fed Demo T21	SHOPP	Others: Local Measure B	Others: Local Livermore	TVTC	Total Funding
PE/ENV	5,100	0	4,900	0	0	0	0	200	0	0	\$5,100
PS&E	1,595	0	770	0	125	0	0	200	0	500	\$1,595
ROW	1,070	0	1,070	0	0	0	0	0	0	0	\$1,070
CONSUP	8,110	6,515	0	1,595	0	0	0	0	0	0	\$8,110
CONCAP	73,806	42,821	0	5,919	0	8,666	16,400.0	0	0	0	\$73,806
TOTAL	\$89,681	\$49,336	7,140	\$7,514	\$125	\$8,666	\$16,400.0	\$400	\$0	\$500	\$89,681

OUTSTANDING ISSUES

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

October 10, 2011
Agenda Item 6.3

Memorandum

DATE: October 3, 2011

TO: I-580 Express Lane Policy Advisory Committee

FROM: Ray Akkawi, Manager of Project Delivery

SUBJECT: I-580 Eastbound Express Lane Project – Project Delivery Plan Update

Recommendations

No action is required. This is a Project Delivery Plan update for the I-580 Eastbound Express Lane Project.

Summary

The Eastbound I-580 Express Lane Project will convert the existing eastbound I-580 HOV Lane to an express lane facility on eastbound I-580 between Greenville Road in Livermore (PM 7.8) and Hacienda Drive in Pleasanton (PM 19.1) by revising the I-580 striping, by installing tolling and traffic monitoring devices and by placing additional overhead signs. The total length of this project is approximately 11.3 miles. The express lane will provide revenue for other transit and congestion relief projects within the corridor, provide better utilization of the freeway's capacity and reduce congestion. Express lanes achieve congestion reduction by permitting a controlled or managed number of additional cars on the freeway to use the HOV lane, to the point that capacity is available and overall performance of the lane is not substantially affected. The adjustable toll rates applied to single occupancy drivers in the HOT lane provide the mechanism to manage the overall number of cars that can use the lane while still maintaining an acceptable Level of Service (LOS).

The electronic toll system (ETS) for the express lanes facility will be constructed, managed and maintained by the Alameda CTC. The ETS is a combination of electronic toll collection, detection of traffic in the express and mixed flow lanes, video surveillance and enhanced highway patrol enforcement that will assure an acceptable level of compliance by HOV and express lane users. The express lanes facility components may be adjusted as changes in traffic and user compliance warrant. A buffer zone delineated by solid striping provides the separation between the express lanes and the adjacent mixed flow lanes. There will be limited intermediate exit/entrance locations for lane users.

Implementation

The roadway construction components of the proposed Express Lanes project include striping, signing and installation of the electrical conduit, cabinets and portions of the vehicle detection systems. These project components will be combined with the I-580 Eastbound Auxiliary Lane Project for construction.

Caltrans is the California Environmental Quality Act (CEQA) lead and has the delegation for the National Environmental Policy Act (NEPA) for both projects. The environmental document for the auxiliary lane project consists of a revalidation of the I-580 Eastbound HOV lane Project and Project approval is scheduled for November 2011. Project Approval for the express lanes project will require the completion of an IS/EA and is scheduled for January 2012. When the Environmental Document for the express lane is approved, the auxiliary lane project plans will be revised to include the roadway construction elements of the express lane project.

The design of the Auxiliary Lane Project is underway concurrently with the preparation of the Environmental Document. A 65% PS&E package has been submitted for Caltrans review. Submittal of the PS&E to Caltrans DES-OE is scheduled for January 2012, with RTL scheduled for April 2012. Project plans for the Eastbound Express Lane Project are also being prepared concurrently with the Environmental Document.

The design and installation of the express lanes Electronic Toll System (ETS) will be accomplished through a system integrator contract. Installation of the tolling elements will be a part of the system integrator contract, implemented in conjunction with the roadway construction of the Express Lanes Project and constructed through an encroachment permit. This will ensure the successful opening of the Express Lanes to traffic upon completion of the Express Lanes construction contract and installation/testing of the tolling equipment. A System Integrator is under contract to the Alameda CTC for this work.

Prior to opening, a Tolling Policy will need to be adopted and Tolling Agreements with BATA and FHWA will be required.

Major milestone dates included in the revised project delivery plan are as outlined below:

PA&ED (Auxiliary Lane)	November 2011
PA&ED (Express Lane)	January 2012
Final Design (PS&E Phase)	April 2012
Right-of-way Certification (R/W Phase)	April 2012
Begin Construction (Construction Phase)	August 2012
Accept Construction Contract	April 2014
Begin Toll Collection (after 1-month testing period)	May 2014

Risks associated with the above schedule are 1) approval of the necessary environmental technical studies in time to circulate the express lane IS/EA in November 2011, 2) obtaining the right of way necessary to construct the auxiliary lane project, right of way acquisition cannot begin until the auxiliary lane revalidation is complete. Alameda CTC and Caltrans will jointly manage these risks.

A detailed project delivery plan, including a schedule is included as Attachment A to this memorandum.

Fiscal Impact

The I-580 Eastbound Express Lanes Project is funded through a combination of Federal, State, and local funds. Alameda County Measure B funds totaling \$8.5 Million will be contributed to the project as a loan. A portion of the proceeds from the completed express lane will be used to reimburse Measure B.

The Revenue Analysis completed in October 2009 estimates the express lane will initially generate between \$2 and \$3 million in revenue annually, with annual revenue rising steadily with time. That estimate may be optimistic as the traffic data available at the time did not fully represent the current economic climate, \$1.0 to \$1.5 million may be a more representative number given today's economic conditions.

Attachment A – Project Status Summary

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October 10, 2011
Agenda Item 6.3
Attachment A

I-580 EASTBOUND EXPRESS LANE PROJECT
Project Status Summary
Through September 30, 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 an express lane facility. The Express Lanes Project will be combined with the Eastbound I-580 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 Express Lanes Project is funded through a combination of Federal, State, and local funds. Alameda County Measure B funds totaling \$8.5 Million will be contributed to the project as a loan. A portion of the proceeds from the completed express lane will be used to reimburse Measure B.

The Revenue Analysis completed in October 2009 estimates the express lane will initially generate between \$2 and \$3 million in revenue annually, with annual revenue rising steadily with time. That estimate may be optimistic as the traffic data available at the time did not fully represent the current economic climate, \$1.0 to \$1.5 million may be a more representative number given today's economic conditions.

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, however based on traffic analysis, it was determined that a portion of the express lane facility will require two lanes.

Although the System Integrator continued to work on the tolling infrastructure, design of the civil elements of the project was essentially in suspension as Alameda CTC Staff and Caltrans worked to resolve scope, cost and funding issues resulting from the addition of the second express lane. The scope issues have since been resolved and with the approval of an \$8.5 million loan from Measure B at the September 2011 Alameda CTC meeting the project is again moving forward.

The Alameda CTC is preparing an ED for the construction of a double HOT lane in the eastbound direction. The environmental technical reports have been, or will soon be submitted to Caltrans for review. Approval of the Environmental Document for the I-580 Eastbound Express Lane Facility is scheduled for January 2012

Auxiliary Lane Status:

The change in scope of the Express Lane Project also required changes to the I-580 Eastbound AUX lane project, including additional widening. Implementing these changes has delayed the Auxiliary Lane Project. The environmental technical reports for the Auxiliary Lane Project have been revised and submitted Caltrans for review. Approval of the Environmental Document for the I-580 Eastbound Auxiliary Lane Project is scheduled for November 2011. The Environmental Document for this project consists of a re-validation of the I-580 Eastbound HOV Lane Project IS/EA.

The Design of the revised Auxiliary Lane Project is underway concurrently with preparation of the revised Environmental Document. A 65% PS&E package has been submitted for Caltrans review. Submittal of the PS&E to Caltrans DES-OE is scheduled for January 2012, with RTL scheduled for April 2012.

Implementation:

The Eastbound Express Lanes Project and the Eastbound Auxiliary Lane Projects will be combined for construction. Project plans for the Eastbound Express Lane Project are being prepared concurrently with the Environmental Document. When the Environmental Document for the express lane is approved, the auxiliary lane project plans will be revised to include the roadway construction elements of the express lane scope.

The electronic tolling elements will be installed by the System Integrator.

A Tolling Policy will need to be adopted and Tolling Agreements with BATA and FHWA will be required prior to opening the express lane for tolling.

RECENT ACTIVITIES

- A revised Biological Assessment (BA) addressing the current scope was submitted to US Fish & Wildlife Service for review; USFWS has conceptually approved the Amended BA, pending resolution of some minor comments.
- System Integrator is addressing the comments on Design Detail Document for the tolling system.
- Submittal of revised 65% PS&E addressing the revised scope. Factsheets addressing the design exceptions were also resubmitted to Caltrans.
- Design of electrical and communication plans for system integrator is underway.

UPCOMING ACTIVITIES

- Complete the revalidation of the I-580 Eastbound HOV Lane IS/EA for the Auxiliary Lane Project.

- Circulate the Draft IS/EA for the Eastbound Express Lane Project for public comment.
- Continue work on the PS&E for Auxiliary Lane and Express Lane projects.

PROJECT SCHEDULE AND FUNDING PLAN SUMMARY

Project Schedule:

Project Phase	Begin - End MM/YY	2010	2011	2012	2013	2014	2015	2016
Auxiliary								
PE/Environmental	11/07 - 11/11							
Final Design (PS&E)	12/09 - 04/12							
Right-Of-Way	09/11 - 04/12							
Advertisement / Award	04/12 - 08/12							
Construction	08/12 - 11/14							
Express (HOT)								
PE/Environmental	11/07 - 01/12							
Final Design (PS&E)	12/09 - 04/12							
Right-Of-Way	09/11 - 04/12							
Advertisement / Award	04/12 - 08/12							
Construction	08/12 - 11/14							

Funding Plan:

Project Components	Total Costs Aux (\$ x1, 000)	Total Costs HOT (\$ x1, 000)	Funding (\$ x 1,000)											
			TVTC	CMIA	RM2	I-580 Corridor -EB HOV	Fed	Local: Other	Total Funding	ARRA	TVTC	RM2	Local: Other (LONP)	Total Funding
			Auxiliary Lane Project							Express Lane Project				
PE/ENV	1,575	1,500	0	0	1,350	0	225	0	1,575	0	0	1,500	0	1,500
PS&E	1,270	300	300	0	570	0	0	400	1,270	0	0	300	0	300
SYSTEM	0	8,000	0	0	0	0	0	0	\$0	7,500	0	500	0	8,000
ROW	700.0	200	0	0	500	0	0	200	700.0	0	0	200	0	200
CONSUP	3,550	0	0	2,535	240	0	0	775	3,550	0	0	0	0	0
CONCAP	32,853	9,000	0	19,028	1,700	5,000	0	7,125	32,853	0	2,700	2,665	3,635	9,000
TOTAL	\$39,948	\$19,000	\$300	\$21,563	\$4,360	\$5,000	\$225	\$8,500	\$39,948	\$7,500	\$2,700	\$5,165	\$3,635	\$19,000

Note: Combined I-580 EB AUX/HOT lane funding plan

OUTSTANDING ISSUES

- Approval of the necessary environmental technical studies in time to circulate the express lane IS/EA in November 2011
- Obtaining the right of way necessary to construct the auxiliary lane project, right of way acquisition cannot begin until the auxiliary lane revalidation is complete.

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October 10, 2011
Agenda Item 6.4

Memorandum

DATE: October 3, 2011

TO: I-580 Express Lane Policy Advisory Committee

FROM: Ray Akkawi, Manager of Project Delivery

SUBJECT: I-580 Westbound Express Lane Project – Project Delivery Plan Update

Recommendations

No action is required. This is a Project Delivery Plan update for the I-580 Westbound Express Lane Project.

Summary

The Westbound I-580 Express Lane Project will convert the planned westbound I-580 HOV Lane to an express lane on I-580 between Greenville Road in Livermore (PM 8.4) and San Ramon/Foothill Road in Dublin/Pleasanton (PM 21.6) by revising the I-580 striping, installing tolling and traffic monitoring devices and placing additional overhead signs. The total length of this project is approximately 13.2 miles. The express lane will provide revenue for other transit and congestion relief projects within the corridor, provide better utilization of the freeway's capacity and reduce congestion. Express lanes achieve congestion reduction by permitting a controlled or managed number of additional cars on the freeway to use the HOV lane, to the point that capacity is available and overall performance of the lane is not substantially affected. The adjustable toll rates applied to single occupancy drivers in the HOT lane provide the mechanism to manage the overall number of cars that can use the lane while still maintaining an acceptable Level of Service (LOS).

The electronic toll system (ETS) for the express lanes facility will be constructed, managed and maintained by the Alameda CTC. The ETS is a combination of electronic toll collection, detection of traffic in the express and mixed flow lanes, video surveillance and enhanced highway patrol enforcement that will assure an acceptable level of compliance by HOV and express lane users. The express lanes facility components may be adjusted as changes in traffic and user compliance warrant. A buffer zone delineated by solid striping provides the separation between the express lanes and the adjacent mixed flow lanes. There will be limited intermediate exit/entrance locations for lane users.

Implementation

The roadway construction components of the proposed Express Lanes Project include striping, signing and installation of the electrical conduit, cabinets and portions of the vehicle detection systems. These project components will be combined with the I-580 Westbound HOV Lane Project during construction via Contract Change Order (CCO).

Caltrans is the California Environmental Quality Act (CEQA) lead and has the delegation for the National Environmental Policy Act (NEPA) for the express lane project. The environmental document for the express lane project consists of a Categorical Exemption. A Combined Project Study Report/Project Report will also be prepared. Project Approval is scheduled for July 2012. When the Environmental Document for the express lane is approved, a CCO will be prepared to construct the roadway construction elements of the express lane with the I-580 Westbound HOV Lane Project.

The design of the Westbound HOV Lane Project is underway and the PS&E for the west segment will be submitted to Caltrans DES-OE this month, with RTL scheduled for February 2012.

The design and installation of the express lanes Electronic Toll System (ETS) will be accomplished through a system integrator contract. Installation of the tolling elements will be a part of the system integrator contract and will be implemented in conjunction with the roadway construction of the Express Lanes Project and will be constructed through an encroachment permit. This will ensure the successful opening of the Express Lanes to traffic upon completion of the Express Lanes construction contract and installation/testing of the tolling equipment. A System Integrator cannot be brought under contract to the Alameda CTC for this work until the funding shortfall is resolved.

Prior to opening, a Tolling Policy will need to be adopted and Tolling Agreements with BATA and FHWA will be required.

Major milestone dates included in the revised project delivery plan are as outlined below:

PSR/PR (PA&ED Phase)	July 2012
Final Design (PS&E Phase/CCO)	June 2013
Right-of-way Certification (R/W Phase)	June 2013
Begin Construction (Construction Phase)	October 2013
Accept Construction Contract	October 2014
Begin Toll Collection (after 1-month testing period)	November 2014

Risks associated with the above schedule are 1) finalizing an agreement with MTC to fund the shortfall and 2) completing the Electronic Toll System (ETS) design in time to implement by CCO to the I-580 Westbound HOV Lane Project. Alameda CTC staff will work to manage these risks.

A detailed project delivery plan, including a schedule is included as Attachment A to this memorandum.

Fiscal Impact

The I-580 Westbound Express Lanes Project is funded through a combination of Federal and local funds. The project currently has a shortfall of \$12.1 million. The MTC has conceptually agreed to provide a \$12.1 million loan for the System Integrator and for project construction. A portion of the proceeds from the completed express lane will be used to reimburse MTC.

A Revenue Analysis is being prepared and should be completed later this year.

Attachment A – Project Status Summary

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October 10, 2011
Agenda Item 6.4
Attachment A

I-580 WESTBOUND EXPRESS LANE PROJECT
Project Status Summary
Through September 30, 2011

PROJECT DESCRIPTION

The Project will convert the planned 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. A shortfall of \$12.1 Million remains, however MTC has conceptually agreed to provide the project a loan to cover the shortfall. The \$12.1 million loan will be repaid using a portion of the proceeds from the completed express lane. A Revenue Analysis is being prepared.

PROJECT STATUS

Preparation of a Traffic Operations Analysis Report (TOAR) and a Revenue/Feasibility Study are underway and the TOAR has been submitted to Caltrans for review and approval. A Consultant has been selected to prepare the additional project approval documents (Environmental Analysis and combined Project Study Report/Project Report); preparation of the Environmental and other Project Approval Documents began in August 2011. Project Approval is scheduled for July 2012.

Implementation:

This project will be implemented in combination with the I-580 Westbound HOV Lane Project. Project approval for the westbound express lane is scheduled well before completion of the HOV lane construction. Once Project Approval for the express lane is complete, a Contract Change Order will be prepared to install the necessary signing, striping and tolling equipment. This will allow the new lane to be opened as an express lane.

A Systems Engineering Management Plan and a System Engineering Review Form will be prepared concurrently with the Project Approval Documents.

A Request for Proposals for a System Integrator will be initiated when the project is fully funded.

A Tolling Policy will need to be adopted and Tolling Agreements with BATA and FHWA will be required prior to opening the express lane for tolling.

RECENT ACTIVITIES

- Draft Traffic Operations Analysis Report was submitted to Caltrans for review/approval.
- Environmental technical studies are underway.

UPCOMING ACTIVITIES

- Continued preparation of the Draft Project Study Report/Project Report and Categorical Exemption.
- Finalize agreement with MTC for funding.
- Initiate RFP for System Integrator.

PROJECT SCHEDULE

Project Phase	Schedule*	2008	2009	2010	2011	2012	2013	2014	2015	2016
PA/ED	08/11 - 07/12									
Design	06/12 - 06/13									
Right of Way	06/12 - 06/13									
Adv. / Award Period	06/13 - 10/13									
Construction	10/13 - 10/14									
System Integration	06/12 - 11/14									

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

OUTSTANDING ISSUES

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