



Meeting Notice

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

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Executive Director
Arthur L. Dao

I-580 Express Lane Policy Committee

Monday, January 11, 2016, 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

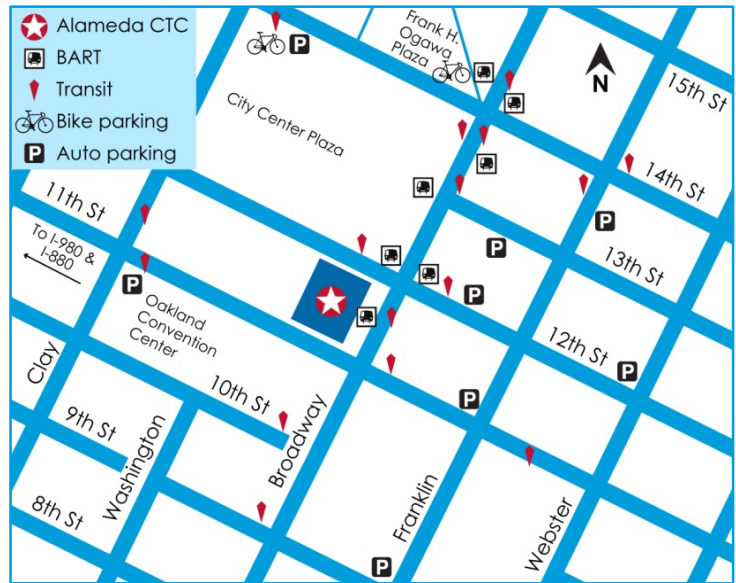
A glossary that includes frequently used acronyms is available on the Alameda CTC website at www.AlamedaCTC.org/app_pages/view/8081.

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, January 11, 2016, 10:00 a.m.*

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

1111 Broadway, Suite 800, Oakland, CA 94607 • 510.208.7400 • www.AlamedaCTC.org

Chair: Mayor John Marchand, City of Livermore
Vice Chair: Supervisor Nate Miley, Alameda County District 4
Commissioners: Scott Haggerty, Rebecca Kaplan, Bill Harrison, Jerry Thorne, David Haubert
Staff Liaison: Kanda Raj
Executive Director: Arthur L. Dao
Clerk: Vanessa Lee

1. Roll Call
2. Public Comment
3. Consent Calendar

	Page	A/I
3.1. Approval of the I-580 Express Lane PC November 9, 2015 Meeting Minutes	1	A
4. Regular Matters

4.1. I-580 Corridor High Occupancy Vehicle/Express Lane Projects (PN 1373.000/1368.004/1373.001/1372.004/1372.005): Monthly Progress Report	3	I
4.2. I-580 Express Lanes Education and Outreach Update	29	I
5. Committee Member Reports (Verbal)
6. Staff Reports (Verbal)
7. Adjournment

Next Meeting: February 8, 2016

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, November 9, 2015, 10:00 a.m.

3.1

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

1. Roll Call

A Roll Call was conducted. All committee members were present.

2. Public Comment

There was one public comment:

Ken Bukowski

3. Consent Calendar

3.1 Approval of the I-580 Express Lane PC October 12, 2015 Meeting Minutes

Commissioner Haggerty motioned to approve the consent calendar. Commissioner Harrison seconded the motion. The motion passed unanimously.

4. Regular Matters

4.1. I-580 Corridor High Occupancy Vehicle/Express Lane Projects (PN

1373.000/1368.004/1373.001/1372.004/1372.005): Monthly Progress Report

Stefan Garcia presented the I-580 Corridor High Occupancy Vehicle (HOV) Express Lane Projects monthly progress report. He informed the Commission that all projects are meeting budget constraints and final paving in the corridor is being completed. Stefan stated that field testing and toll site commissions will occur in December with the system scheduled to be complete in early 2016. Kanda Raj stated that Caltrans managed contractors have completed civil infrastructure requirements for system installation. Kanda mentioned that the toll system network will have to be tested after all sites have been individually commissioned, prior to conducting the site acceptance test (SAT) and open the lanes in early 2016, weather dependent. Heather Barber concluded the report by updating the Committee on communication and outreach efforts stating that all materials had been updated to reflect the new opening date of the lanes.

Commissioner Kaplan asked what the anticipated opening date of the lane was. Heather stated that the lane is scheduled to open in mid- February 2016, weather dependent.

This item was for information only.

5. Committee Member Reports

There were no committee member reports.

6. Staff Reports

There were no staff reports.

7. Adjournment/ Next Meeting

The next meeting is:

Date/Time: Monday, January 11, 2016 @ 10:00 a.m.

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

Attested by:



Vanessa Lee, Clerk of the Commission



DATE: January 4, 2016

SUBJECT: I-580 Corridor High Occupancy Vehicle/Express Lane Projects (PN 1373.000/1368.004/1373.001/1372.004/1372.005): 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 that are expected to open to traffic in early 2016 (weather dependent). The I-580 Eastbound Express Lane Project will convert the newly constructed eastbound HOV lane, from Hacienda Drive to Greenville Road, to a double HOV/Express Lane facility. The I-580 Westbound Express Lane Project will convert the westbound HOV lane to a single HOV/Express Lane facility from Greenville Road to San Ramon Road/Foothill Road. To increase access opportunities, the I-580 HOV/Express Lanes facility has been constructed as a continuous access type facility that will allow carpoolers to continue to travel at no cost.

Construction of the HOV and express lane civil infrastructure are nearing completion. Toll system installation has been completed with system testing expected to commence in mid-January 2016, after completion of toll system interface testing and troubleshooting.

Attachments A through E of this report provide detailed information on project funding, schedule and status of each corridor project, including the I-580 Eastbound HOV Lane Project - Segment 3 Auxiliary Lanes, Westbound HOV Lane Project (Segments 1 and 2), Eastbound Express Lane Project, Westbound Express Lane Project and the Toll System Integration.

Background

The I-580 Corridor projects 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, 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 in March 2016 (weather dependent), including the civil infrastructure required for express lane implementation.

For efficiency purposes, the I-580 Eastbound and Westbound Express Lane Projects have been combined into one express lane construction project. The civil infrastructure components of this combined project are being constructed via construction contract change orders (CCO's) which have 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 included as CCO's are:

- 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 communication backbone
- Sign structures including tolling gantries, dynamic messaging signs, lighting standards and other sign structures.

The toll system installation is complete. Punch list items have been coordinated and resolved with the civil construction contractor for power and communication sources required for system testing. Field coordination efforts have helped mitigate schedule delays and maintain plans to open the lanes in early 2016 (weather dependent).

Interface with the regional customer service center will have to be completed and tested prior to opening the toll lanes to the public. Preliminary interface testing between the I-580 Toll System and regional customer service center began in December 2015 to facilitate the toll operation when the lanes are opened to traffic. Staff will provide additional update to Commissioners at the meeting.

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 1368.004)
- B. I-580 Westbound HOV Lane Projects Monthly Progress Report (PN 1372.004/1372.005)
- C. I-580 Eastbound Express Lane Project Monthly Progress Report (PN 1373.000)
- D. I-580 Westbound Express Lane Project Monthly Progress Report (PN 1373.001)
- 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](#), Express Lanes Program Manager

[Stefan Garcia](#), Construction Program Manager

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ATTACHMENT A
I-580 Eastbound HOV Lane Project (PN 1368.004)
Monthly Progress Report
December 2015

PROJECT DESCRIPTION

The I-580 Eastbound 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. No complete freeway closures are anticipated. Due to heavy daytime traffic volumes, closing traffic lanes in the daytime is not feasible. For this reason, most work can only be done during nighttime hours. Caltrans lane closure charts permit the contractor to perform this work at night between 9 pm and 4 am. 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 has minimized delays by expediting priority locations and elevating priorities with supporting contractors and agencies such as Betancourt Brothers Construction, PG&E & Comcast. Challenges, delays and managed risks for this project include:

- Installation of future express Lane components to facilitate express lane completion. Project staff combined HOV and express lane construction work in a manner that keeps the single HOV lane open until the double lane HOV/express lane facility is completed.
- Paving work in the I-580 corridor was sourced to all three major HOV contractors from the same plant/quarry, due to volume and distance requirements for the

required products. The corridor contractors sequenced a plan that completed paving in the 2015 season to mitigate the impact on the entire delivery schedule.

- Lane closures for the express lane civil infrastructure are required for the work and were often in conflict with paving operations, requiring the express lane activities to be deferred until paving was completed.
- Significant delay was experienced in obtaining commercial power services from PG&E at 17 power sites necessary for the operation of the new express lane tolling system. All sites currently have power.
- Delays in the completion of fiber optics communication trunk throughout the corridor. The fiber trunk is complete.
- Contractor rework and design modifications to fit field conditions, including several "long distance" tolling sites on the corridor. All modifications are complete.
- Forecasts indicate high probability of an El Nino weather pattern. Weather may delay activities further over the 2015-2016 winter season.
- Bird Nesting on structures and in adjacent field areas

Completed Activities – 95% of the contract work was completed as of 11/20/15

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

- Median and outside widening and barrier reconfiguration
- 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 conversion of the existing HOV lane to 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:

- Test and troubleshoot infrastructure supporting express lane operations throughout the testing phase.
- Maintain HOV lane operation with temporary delineation until Express Lane "Go Live!" date
- Final striping and sign modifications to open Express Lane facility just prior to the "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 Cap	17.87	2.20	0.14		4.69	6.57	31.47
Construct Sup	2.53	1.12	0.10			0.71	4.46
Total	20.40	5.21	1.62	0.23	4.69	7.58	39.73
Total Project Cost: \$39.7M							

SCHEDULE STATUS

The Eastbound AUX Lane project between Hacienda Drive and Greenville Road was advertised on July 9, 2012; bids were opened on October 5, 2012. Caltrans awarded the contract to OC Jones & Sons (with a bid 6.33 percent below the Engineer's Estimate) on November 16, 2012. With the inclusion of infrastructure to support express lane operations, HOV lane construction is now planned to complete in late 2015, clearing the way for Alameda CTC's express lane contractor to complete field installation and testing activities in advance of opening the new express lanes to revenue service.

Due to the complexity of coordinating multiple construction work activities at overlapping locations, completion of the express lane civil infrastructure has continued to experience significant delays. Delays during the construction phase of the HOV and express lane created consequent delay to the planned opening of the new express lane facilities, and staff now anticipates the facilities will be opened in early 2016 (weather dependent).

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

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ATTACHMENT B
I-580 Westbound HOV Lane Projects (PN 1372.004/1372.005)
Monthly Progress Report
December 2015

PROJECT DESCRIPTION

The I-580 Westbound (WB) 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 I-580 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. No complete freeway closures are anticipated. Due to heavy daytime traffic volumes, closing traffic lanes in the daytime is not feasible. For this reason, most work can only be done during nighttime hours. Caltrans lane closure charts permit the contractor to perform this work at night between 9 pm and 4 am. 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 has minimized delays by expediting priority locations and elevating priorities with supporting contractors and agencies such as Betancourt Brothers Construction, PG&E & Comcast. Challenges, delays and managed risks for the project include:

SEGMENT 1 (Eastern Segment) & SEGMENT 2 (Western Segment)

- Installation of future express Lane components to facilitate express lane completion. Project staff combined 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. This work is complete.
- Paving work in the I-580 corridor was sourced to all three major HOV contractors from the same plant/quarry, due to volume and distance requirements for the required products. The corridor contractors sequenced a plan that completed paving in the 2015 season to mitigate the impact on the entire delivery schedule

- Lane closures for the express lane civil infrastructure are required for the work and were often in conflict with paving operations, requiring the express lane activities to be deferred until paving was completed
- Significant delay was experienced in obtaining commercial power services from PG&E at 17 power sites necessary for the operation of the new express lane tolling system. All sites currently have power.
- Delays in the completion of fiber optics communication trunk throughout the corridor. The fiber trunk is complete.
- Contractor rework and design modifications to fit field conditions, including several “long distance” tolling sites on the corridor. All modifications are complete.
- Forecasts indicate high probability of an El Nino weather pattern. Weather may delay activities further over the 2015-2016 winter season
- 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
- Revision of pavement slab replacements to prioritize in areas most in need
- 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) – 97% of the contract work was completed as of 11/20/15

- 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 and outside widening and barrier reconfiguration
- Soundwall construction at Vasco Road
- Installation of lighting electroliers in the median
- Lighting and Traffic Operation Systems
- Infrastructure to support express lane operations
- Pavement widening necessary new express lane (high occupancy toll lane facility)
- All paving activity is complete

SEGMENT 2 (Western Segment) – 95% of the contract work was completed as of 11/20/15

- Bridge widening at Tassajara Creek
- Precast slab pavement replacements

- Retaining walls
- Median and outside widening and barrier reconfiguration
- Installation of lighting electroliers in the median
- Lighting and Traffic Operation Systems
- Infrastructure to support express lane operations and pavement widening necessary new express lane (high occupancy toll lane facility)
- All paving activity is complete

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) & SEGMENT 2 (Western Segment)

- Test and troubleshoot infrastructure supporting express lane operations throughout the testing phase
- Maintain HOV lane closed to traffic with temporary delineation until Express Lane "Go Live!" date
- Final striping and sign modifications to open Express Lane facility just prior to the "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, HOV lane construction is now planned to complete in early 2016, clearing the way for Alameda CTC's express lane contractor to complete field installation and testing activities in advance of opening the new express lanes to revenue service.

Due to the complexity of coordinating multiple construction work activities at overlapping locations, completion of the express lane civil infrastructure has continued to experience significant delays. Delays during the construction phase of the HOV and express lane created consequent delay to the planned opening of the new express lane facilities, and staff now anticipates the facilities will be opened in early 2016 (weather dependent).

Project Approval	January 2010 (A)
RTL	May 2012 (A)
CTC Vote	May 2012 (A)
Begin Construction (Award)	November 2012 (A)
End Construction	March 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 fall 2015, clearing the way for Alameda CTC's express lane contractor to complete field installation and testing activities in advance of opening the new express lanes to revenue service.

Due to the complexity of coordinating multiple construction work activities at overlapping locations, completion of the express lane civil infrastructure has continued to experience significant delays. Delays during the construction phase of the HOV and express lane created consequent delay to the planned opening of the new express lane facilities, and staff now anticipates the facilities will be opened in early 2016 (weather dependent).

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

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ATTACHMENT C

I-580 Eastbound Express Lane Project

Progress Report

December 2015

PROJECT DESCRIPTION

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

PROJECT DELIVERY STATUS

- The civil construction component is being implemented through the Contract Change Orders (CCOs) process under the three I-580 HOV lane projects currently in construction: the I-580 Westbound HOV Lane - West Segment Project; the I-580 Westbound HOV Lane - East Segment Project and the I-580 Eastbound HOV Lane - Segment 3 Auxiliary Lane Project. All CCOs have been issued and the work is nearing completion.
- Electronic toll system installation is complete
- Toll system interface testing is progressing

RECENT ACTIVITIES

- Civil construction activities are progressing (see Attachment A for details)
- Construction coordination meetings held to ease construction sequencing between the civil and systems construction projects and mitigate schedule delays
- Toll system installation, testing and outreach activities are progressing (see Attachment E for details)

UPCOMING ACTIVITIES

- Complete civil construction activities, including infrastructure required for the installation of toll system (see Attachment A for details)
- Toll system equipment tuning, interface and system testing, site acceptance testing and pre-opening public outreach activities are expected to continue until the lanes are open in early 2016 (see Attachment E for details)
- Toll system acceptance and outreach activities will continue beyond the lane opening, which is anticipated in early 2016, weather dependent.

POTENTIAL ISSUES/RISKS

Delays have been experienced in completing the civil infrastructure required for the toll system installation and lane opening. Due to the delays, the express lanes will now be

opened to traffic in early 2016. Staff continues to assess schedule delays to minimize lane opening delays.

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 Infrastructure for Toll Lanes)	Early 2016 (T)
End System Integration and Open Express Lanes	Early 2016 (T)

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

PROJECT DESCRIPTION

The I-580 Westbound Lane Project will convert the planned westbound HOV lane (currently in construction), to a single HOV/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

- The civil construction component is being implemented through the Contract Change Orders (CCOs) process under the three I-580 HOV lane projects currently in construction: the I-580 Westbound HOV Lane - West Segment Project; the I-580 Westbound HOV Lane - East Segment Project and the I-580 Eastbound HOV Lane - Segment 3 Auxiliary Lane Project. All CCOs have been issued and the work is nearing completion.
- Electronic toll system installation is complete
- Toll system interface testing is progressing

RECENT ACTIVITIES

- Civil construction activities are progressing (see Attachment B for details)
- Construction coordination meetings held to ease construction sequencing between the civil and systems construction projects and mitigate schedule delays
- Toll system installation, testing and outreach activities are progressing (see Attachment E for details)

UPCOMING ACTIVITIES

- Complete civil construction activities, including infrastructure required for the installation of toll system (see Attachment B for details)
- Toll system equipment tuning, interface and system testing, site acceptance testing and pre-opening public outreach activities are expected to continue until the lanes are open in early 2016 (see Attachment E for details)
- Toll system acceptance and outreach activities will continue beyond the lane opening, which is anticipated in early 2016, weather dependent

POTENTIAL ISSUES/RISKS

Delays have been experienced in completing the civil infrastructure required for the toll system installation and lane opening. Due to the delays, the express lanes will now be opened to traffic in early 2016. Staff continues to assess schedule delays to minimize the delays in lane opening.

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 Infrastructure for Toll Lane)	Early 2016 (T)
End System Integration and Open Express Lane	Early 2016 (T)

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

PROJECT DESCRIPTION

The I-580 Express Lane civil contract will construct the necessary civil infrastructure to implement the express lanes on I-580. Civil 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 includes communication and tolling hardware design, software development, and factory testing of toll system equipment, hardware installation and toll system integration. 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 is also included under the System Integration contract. Implementation of express lane projects involves emerging technologies and is still a relatively new concept to Bay Area commuters. For this reason, Alameda CTC embarked on a robust education and outreach campaign in February 2015, to inform the public of the new facility and how to use the lanes. An update on public education and outreach is provided in Agenda Item 4.3.

Detailed Discussion

System integration improvements along the I-580 corridor include the most recent congestion management hardware, software and traffic detection technologies to efficiently manage current and forecasted traffic congestion to optimize existing corridor capacity. The system integrator 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.

The project will include "near continuous" type access configuration to provide additional access opportunities through the express lane facility, 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.

Real-time traffic and travel conditions (traffic speed and volume data) will be gathered through traffic monitoring devices at various stations throughout the facility. Demand-based toll rates will be calculated utilizing a dynamic pricing model algorithm. Travelers will be informed of the calculated toll rates ahead of express lane entry locations on Dynamic Message Signs (DMSs). The DMSs are expected to display two rates, the first rate is for travel within the current or immediately downstream zone (typically the next interchange) 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 this near continuous access configuration, the electronic toll system has been developed to implement zone tolling and automated toll evasion violation enforcement which involves a 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® (also known as switchable) transponders. A transponder will have to be read once within a toll zone by a toll reader; which will charge a flat fee for use of the lane within that zone. The Toll Enforcement Ordinance was adopted by the Commission in July 2015 that will enable Alameda CTC to enforce automated toll evasion violation through the use of license plate image capture and review process. The registered owners of vehicles without a valid FasTrak® account will be issued a toll evasion violation notice, following a procedure, similar to the current procedure employed throughout the San Francisco Bay Area on the toll bridges.

In addition, staff has been working closely with BATA to finalize the interface between the toll system, regional customer service center operations, and the distribution of the FasTrak® flex (aka switchable) transponders. Preliminary interface testing between the I-580 Toll System and regional customer service center began in December 2015 to facilitate the toll operation when the lanes are opened to traffic. Since express lanes involve new and 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 Alameda, San Joaquin, Stanislaus and Contra Costa Counties.

PROJECT STATUS

Toll system installation is complete. Construction punch-list items have been resolved with the civil contractor and toll system integrator to resolve minor power and communication issues to ensure power and communication sources are available to commence site acceptance test. Individual site preparations and preliminary interface testing with the regional customer service center have begun ahead of commencing the site acceptance test in mid- to late-January 2016. The lanes are anticipated to be opened in early 2016 (weather dependent). A summary of approved toll systems related change orders are included in Table A.

TABLE A. Toll System Construction Contract Change Orders:

CCO	CCO Budget	Description of CCO	CCO Amount	Remaining CCO Budget
Budget approved in July 2015	\$936,000			
No. 1		Additional scope and budget for ETCC to remobilize and provide increased traffic control to manage toll system installation	\$113,400	
No. 2		Additional three long-distance toll sites, based on field conditions that increased the labor and materials costs	\$70,500	\$752,100

The comprehensive education and outreach effort continues within the project area and throughout the I-580 travel shed. The outreach effort is focused on educating the public about the benefits of the lanes and that a toll tag (FasTrak/FasTrak flex) is required for all users. Collateral materials and online information has been updated to reflect the new anticipated opening schedule and staff has worked to inform partners including the cities and CHP. Outreach continues to employers and major corridor destinations as well as via presentations to civic groups. A significant media campaign will be launched on January 4, 2016, placing particular emphasis on commuter-oriented media including radio traffic sponsorships, online ads, local civic television, and outdoor transit posters as well as local print.

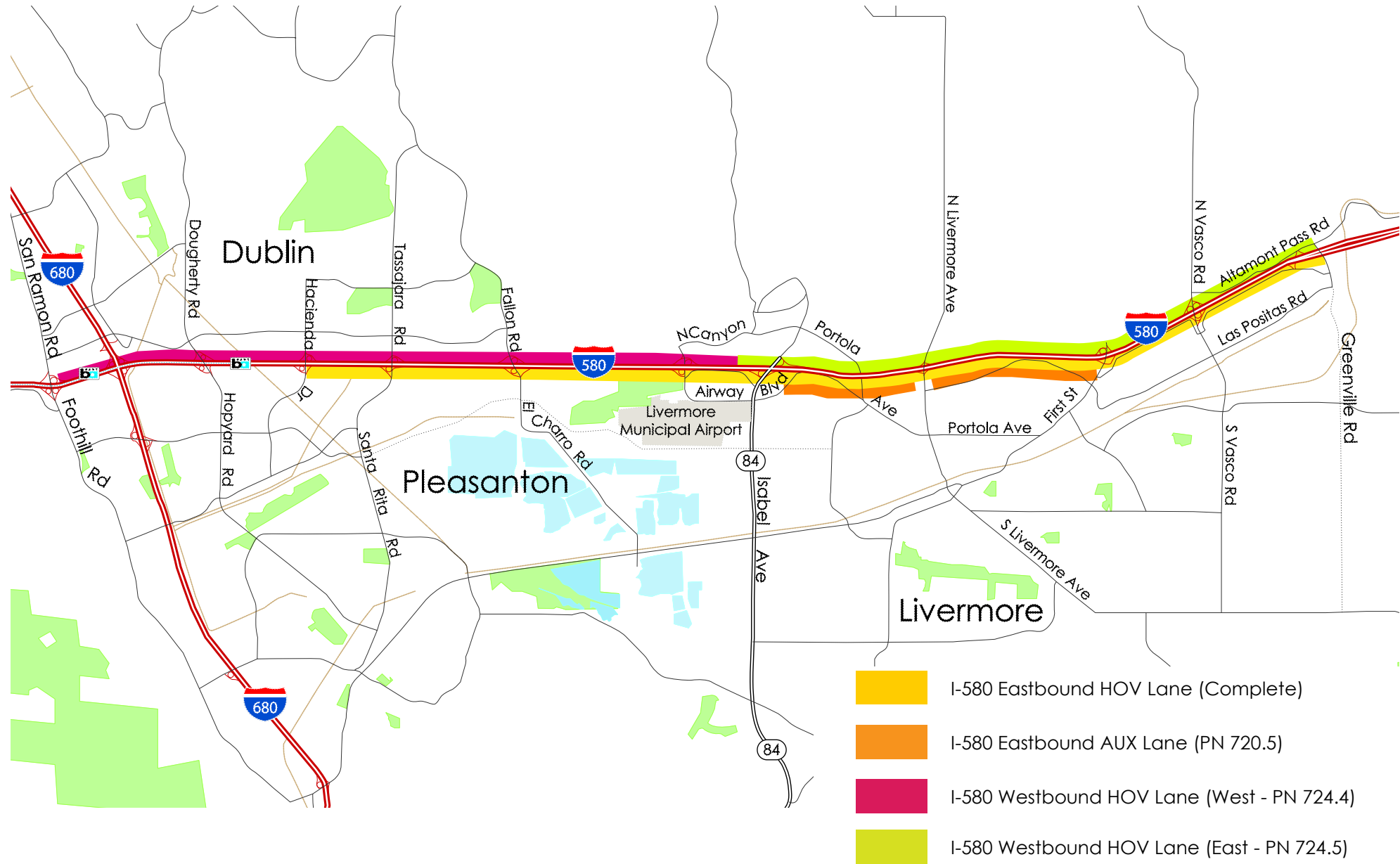
The public is obtaining FasTrak Flex toll tags at a good rate both online at www.bayareafastrak.org and at Costco, Safeway and Walgreens retail stores, and the Bay Area Toll Authority has registered more than 28,500 toll tags through November 2015.

Additional details of Project's public education and outreach are included in Agenda Item 4.3.

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

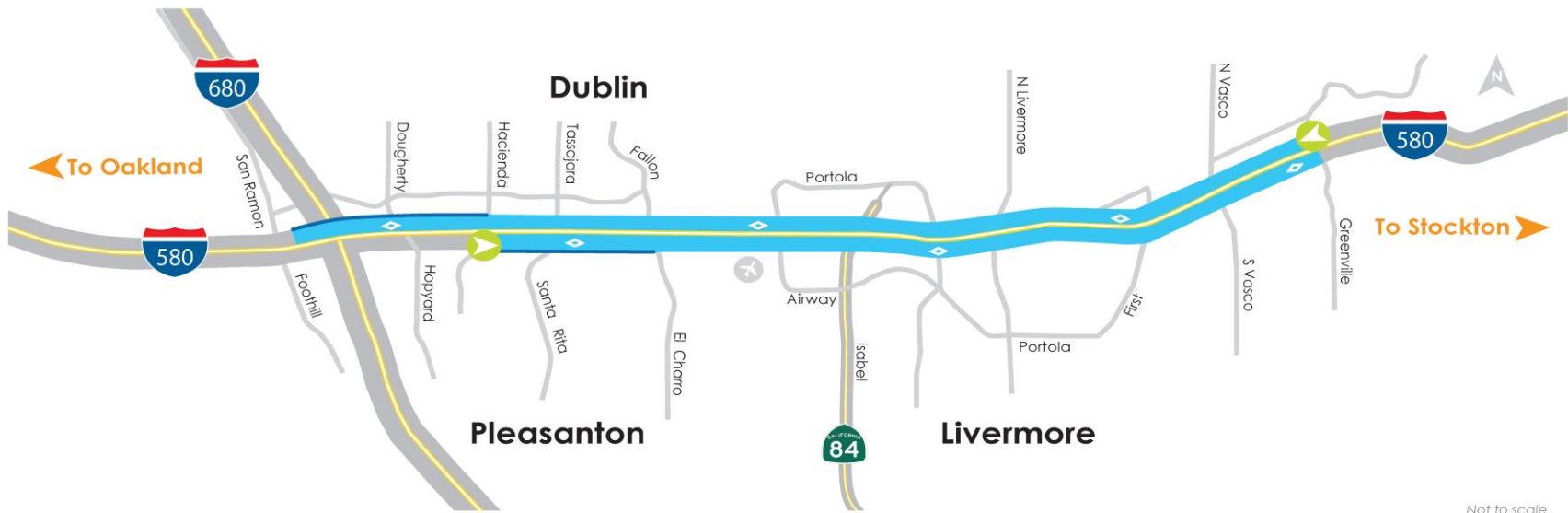


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I-580 Express Lanes Project Location Map

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

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

DATE: January 4, 2016

SUBJECT: I-580 Express Lanes Outreach and Education Update

RECOMMENDATION: Receive an update on I-580 Express Lanes Education and Outreach.

Summary

Alameda CTC is sponsoring the I-580 Express Lane Project along the I-580 corridor in the Tri-Valley. The new facility will open on east- and westbound I-580 through Dublin, Pleasanton and Livermore in early 2016, providing a new incentive to carpool, a new choice for solo drivers, and enhanced mobility by reducing traffic congestion and improving travel time reliability. The express lanes will utilize available HOV lane capacity by offering solo drivers the choice to pay a toll electronically to access the lanes, while carpoolers, vanpools and transit vehicles continue use the lanes toll-free with a FasTrak® Flex toll tag. Education and outreach is particularly important as this facility is the first in the region to require all users to have a FasTrak® or FasTrak® Flex toll tag. As of December 1, 2015 more than 28,500 FasTrak Flex toll tags have been registered by the public. Staff will give a presentation updating the committee on outreach activities.

Background

A comprehensive, research-based 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 and FasTrak Flex toll tags. I-580 Express Lanes outreach and education is being implemented within the project area and the I-580 travel sheds, which also include Contra Costa, San Joaquin and Stanislaus Counties. Participation in outreach events, presentations to civic groups, development and distribution of collateral materials, coordination with regional partners and media, and a robust media campaign are all components of the education and outreach plan being implemented currently.

Key Recent Activities

- Launched [on-line media tool kit](#)
- Presentation and collateral materials to ACTAC
- E-blast sent to media, commuters and employers
- Express Lane Training for FasTrak customer service center representatives

- Press release and FasTrak Flex promotion in conjunction with SR2S (Safe Route to School) Cocoa for Carpools events in Tri-Valley
- Finalized "how-to" video
- December 21, posters placed in downtown Livermore kiosks
- Coordination with 511.org to ensure express lane information

Key Upcoming Activities

- Media campaign to launch January 4, 2016 - estimated to generate 21 million impressions.
 - Local Print (including Pleasanton Weekly, Livermore Independent, BANG)
 - Radio traffic report sponsorships (English and Spanish in Bay Area, Modesto and Stockton)
 - Online ads (BANG, Facebook, local papers)
 - Targeted e-mail blast to 50,000
 - Outdoor transit ads (Tri-Valley and San Joaquin County)
- January 11 www.BayAreaFasTrak.org website updated to include additional information about FasTrak Flex and Express Lanes
- January 13 presentation to Tracy Sunrise Rotary Club
- Placement of banner over 4th Street in Livermore January 18-31
- January 28 presentation to Tri-Valley Rotary Club
- January media briefing
- Distribution of door-hangers to 10,000 corridor residents
- February 4 presentation to Dublin Chamber of Commerce Economic Development Committee
- Placement of informational car cards on WHEELS buses
- Series of e-blasts to media, commuters and employers
- Ribbon Cutting Event

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

Staff Contact

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