

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

### **MEETING NOTICE**

**Monday, January 10, 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: Frank R. Furger  
Secretary: Christina Muller

### **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)**

**Information**

The Express Lane Facility opened on September 20<sup>th</sup> at 5 am. Attached a summary of the first three months of operations of the I-680 Express Lanes.

**A.4 Summary of Fastrak Promotional Credit\* (Page 11)**

**Discussion**

The marketing program approved by the JPA Board included a \$10 promotional toll credit on the Express Lane for commuters that opened a new Fastrak account between August 1<sup>st</sup> and October 20<sup>th</sup>. The last day to use the promotional credit was November 20<sup>th</sup>. The attached report summarizes the results of the promotional credit.

**A. 5 Caltrans Proposed Changes to Managed Lane Policy\*(Page 13)**

**Discussion/Action**

The I-680 JPA Board and the I-580 Policy Advisory Committee are requested to take the following actions related to a draft policy released by Caltrans regarding managed lanes on the state highways:

1. Review and comment on the draft guidelines
2. Take an action in support of a change to state statute to provide consistency between the state and the federal guidelines for striping standards on managed lanes.



**I-580 EXPRESS LANE POLICY ADVISORY COMMITTEE  
MINUTES OF NOVEMBER 8, 2010**

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

**A.1 Convene joint meeting with I-680 Sunol Smart Carpool Lane Joint Powers Authority (JPA)**

Chair Haggerty convened the joint meeting with Sunol SMART Carpool Lane Joint Powers Authority (JPA) Governing Board.

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

Muller conducted the roll call and confirmed a quorum.

**A.3 I-680 Express Lane Status Update**

Furger provided a power point presentation reflecting a “Seven Week Summary” of the facts and figures collected from September 20<sup>th</sup> to November 5<sup>th</sup>.

**SEVEN WEEK SUMMARY**

- Toll Revenue: \$73,680.10
- Total Trips: 41,843
- Average Toll: \$1.76
- Average Peak Period Toll: \$2.23
- Average Off Peak Toll: \$0.60
- Revenue and Trip Adjustments (through six weeks):
  - Revenue: \$7,811.80
  - Trips: 5,595
  - The majority of the adjustments are from the Fastrak Promotion
- Majority of the Revenue and Trips are between 6am and 10am (Southbound):
  - 91% of Revenue in AM Peak
  - 72% of Trips in AM Peak

Furger noted at the last meeting the Board expressed their concerns about CHP enforcement on I-680. Staff continues to work with CHP on increasing enforcement. Currently CHP is enforcing the I-680 Express lane using officers on regular shifts and are unable to perform additional overtime enforcement due to restrictions on overtime for State Employees. Furger has prepared a draft letter for Chair Haggerty to review and sign requesting CHP provide enforcement for the Express Lane consistent with the agreement between the I-680 JPA and California Highway Patrol on enforcement. Akkawi advised the Board that he is trying to schedule a meeting with the Dublin Commander. After discussion Chair Haggerty said this letter has to be clear and firm. The letter should be sent to CHP Commander and cc. our State representatives and lobbyist. In addition, we should consider alternative means of enforcing the Express Lanes.

**A.6 Caltrans Plan for Ramp Metering in the Corridor\*\***

**Discussion**

At the January 10<sup>th</sup> meeting, Caltrans will provide an overview of the Ramp Metering Plan for the I-680 Corridor.

**A.7 Review of Operations of Other Express Lane Facilities\*(Page 15)**

**Discussion**

The attached report summarizes toll pricing and operations for other Express Lanes in operation throughout the country.

**A.8 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 NOVEMBER 8, 2010\* (Page 21)**

**Action**

The Committee is requested to approve the attached Minutes of October 11, 2010.

**3.0 ADMINISTRATIVE MATTERS**

**3.1 Election of Chair and Vice-Chair**

**Action**

**4.0 HOV/EXPRESS LANE PROJECT STATUS UPDATE**

**4.1 I-580 Tri-Valley Rapid Corridor Improvements**

**Information**

**Status Report for the I-580 Eastbound HOV Lane Project\* (Page 25)**

Attached for the Committee’s review is the monthly status report for the I-580 Tri-Valley Rapid Corridor Improvements: Eastbound HOV lane- Segments 1 and 2, and the HOT lane Projects. The CMA is the sponsor of the HOV. However, the construction phase of the HOV lane is administered by Caltrans. The construction status report covers all activities through October 31, 2010.

**5.0 ADJOURNMENT/NEXT MEETING: FEBRUARY 14, 2011**

\* 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

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





# ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY

1333 BROADWAY, SUITE 220 • OAKLAND, CA 94612 • PHONE: (510) 836-2560 • FAX: (510) 836-2185  
E-MAIL: mail@accma.ca.gov • WEB SITE: accma.ca.gov



## Public Transportation Access

**BART:** City/Center 12<sup>th</sup>  
Street Station

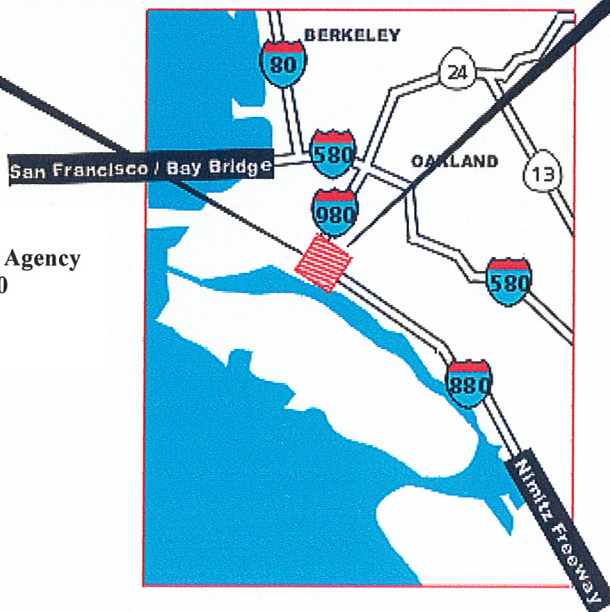
## AC Transit:

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 11<sup>th</sup>  
Street exit from I-980 to  
11<sup>th</sup> Street
- Traveling North: Take 11<sup>th</sup>  
Street/Convention Center  
Exit from I-980 to 11<sup>th</sup>  
Street
- Parking:  
City Center Garage –  
Underground Parking,  
enter from 11<sup>th</sup> or 14<sup>th</sup>  
Street

Alameda County  
Congestion Management Agency  
1333 Broadway, Suite 220  
Oakland, CA 94612



## Memorandum

*January 10, 2011  
Agenda Item A.3*

Date: December 24, 2010

To: **Sunol Smart Carpool Lane JPA**

From: Frank R. Furger, Executive Director

Subject: I-680 Express Lane: Update on Operations

Attached for the Board's review is a summary of the 13 weeks of operations of the I-680 Express Lanes.

<b>Total Revenue through 13 weeks</b>	<b>\$171,526</b>
<b>Average Daily Revenue</b>	<b>\$ 2,639</b>
<b>Highest Daily Revenue – December 8th</b>	<b>\$ 6,046</b>
<b>Total Trips through 13 weeks</b>	<b>84,394</b>
<b>Average Number of Trips per day</b>	<b>1,298</b>
<b>Highest Number of Trips per day – December 8th</b>	<b>1,857</b>
<b>Average Toll</b>	<b>\$2.03</b>
<b>Average Peak Period Toll</b>	<b>\$2.31</b>
<b>Average Off Peak Toll</b>	<b>\$0.51</b>
<b>Range of Tolls</b>	<b>\$0.30 - \$6.50</b>

- Express Lane Usage continues to be higher Monday – Thursday; with a 33% decrease in trips on Fridays
- Thanksgiving Week resulted in a large drop in Corridor traffic and trips in the Express Lane
- Rain has had a significant impact on the number of commuters using the Express Lane: Trips in the EL increased by 30% on each of the two significant rain days in the period.
- Peak Period Trips are increasing: 81% of the trips in the 13 weeks of operations have been in the peak period. During the first six weeks of operations, 72% of trips were in the peak period.
- A total of 26,755 distinct vehicles have used the Express Lane facility

Average Weekly Express Lane Trips and Revenue are increasing

	1 <sup>st</sup> Four Weeks	2 <sup>nd</sup> Four Weeks	3 <sup>rd</sup> Four Weeks
Total Revenue	<b>\$35,807</b>	<b>\$53,696</b>	<b>\$75,349</b>
Average Weekly Revenue	<b>\$ 8,952</b>	<b>\$13,424</b>	<b>\$18,837</b>
Total Trips	<b>24,512</b>	<b>24,683</b>	<b>30,358</b>
Average Weekly Trip Total	<b>6,128</b>	<b>6,171</b>	<b>7,590</b>

Note: Data does not include Thanksgiving week.

Attachments

Cumulative Revenue Summary

Total Revenue by Week

Daily Revenue

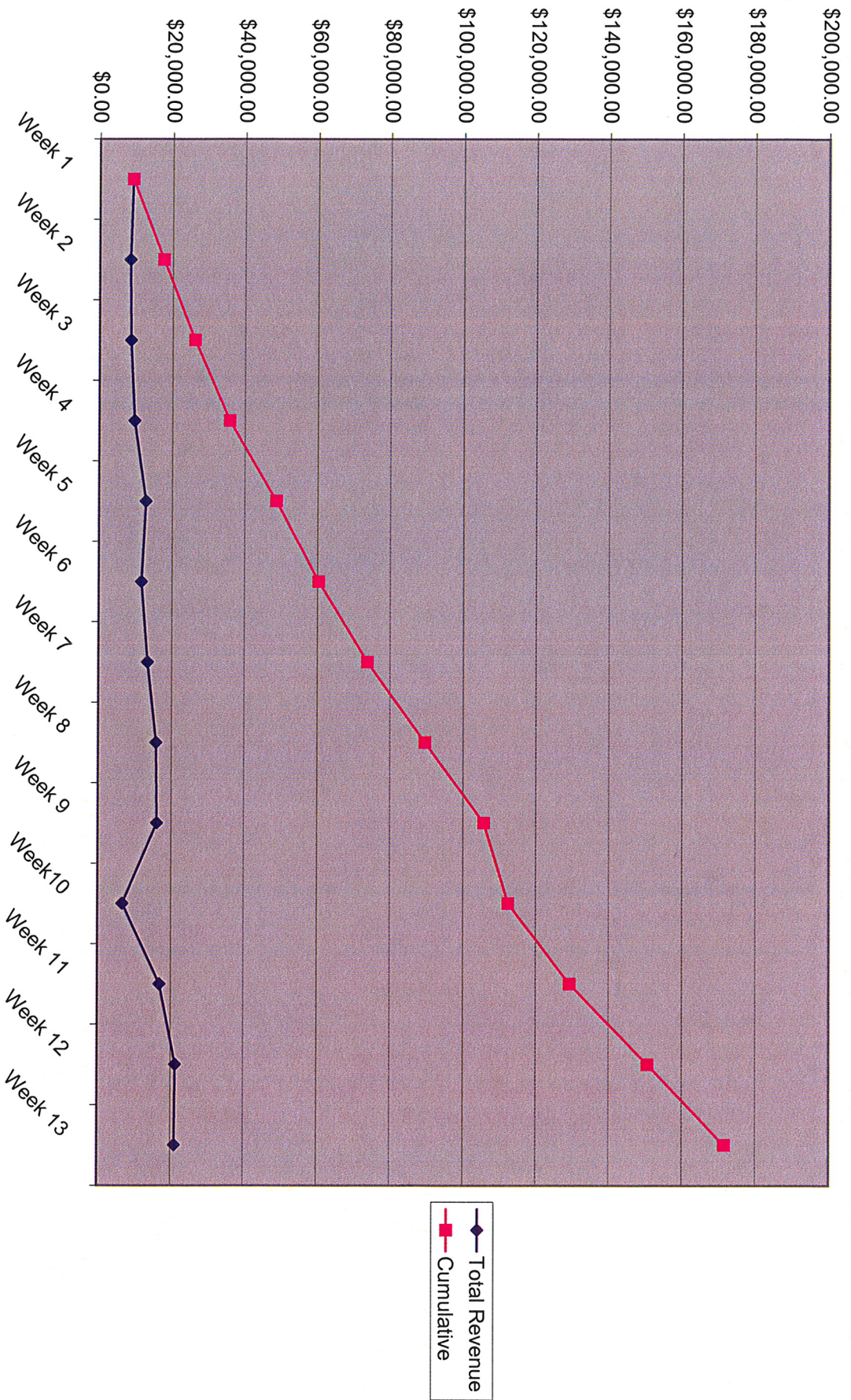
Daily Trips

Total Trips by Week

Percentage of Revenue & Trips by Segment

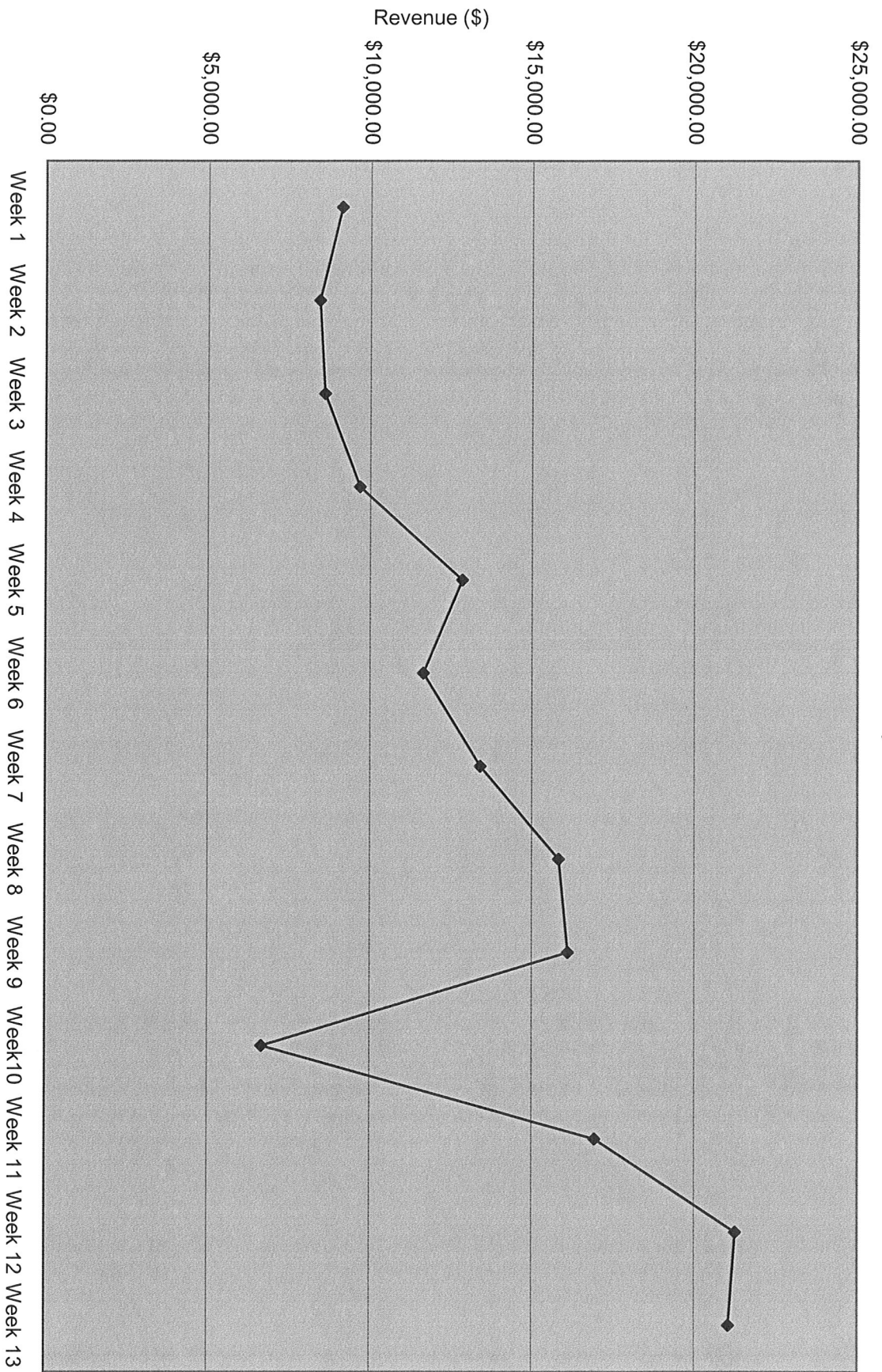


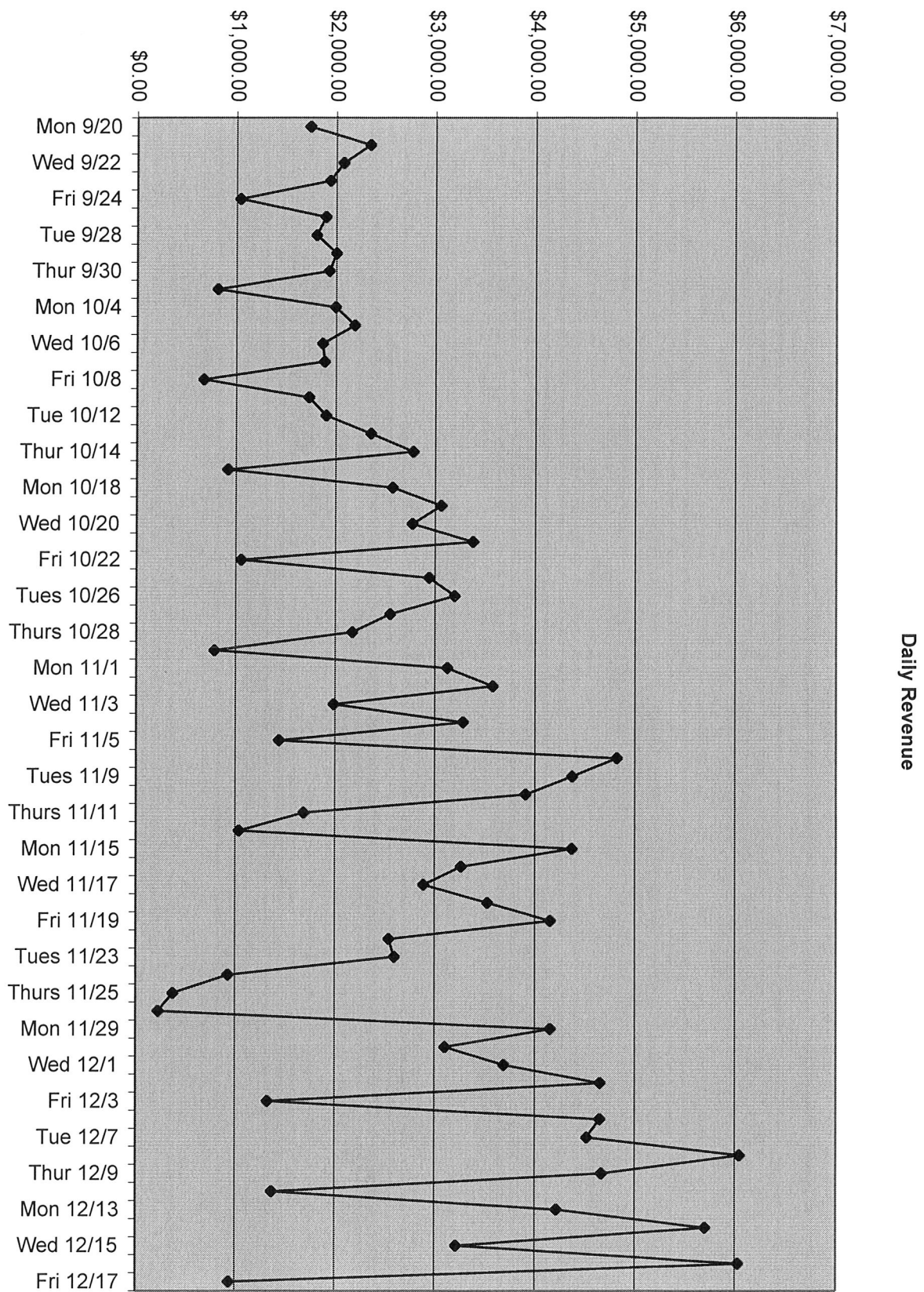
Revenue Summary



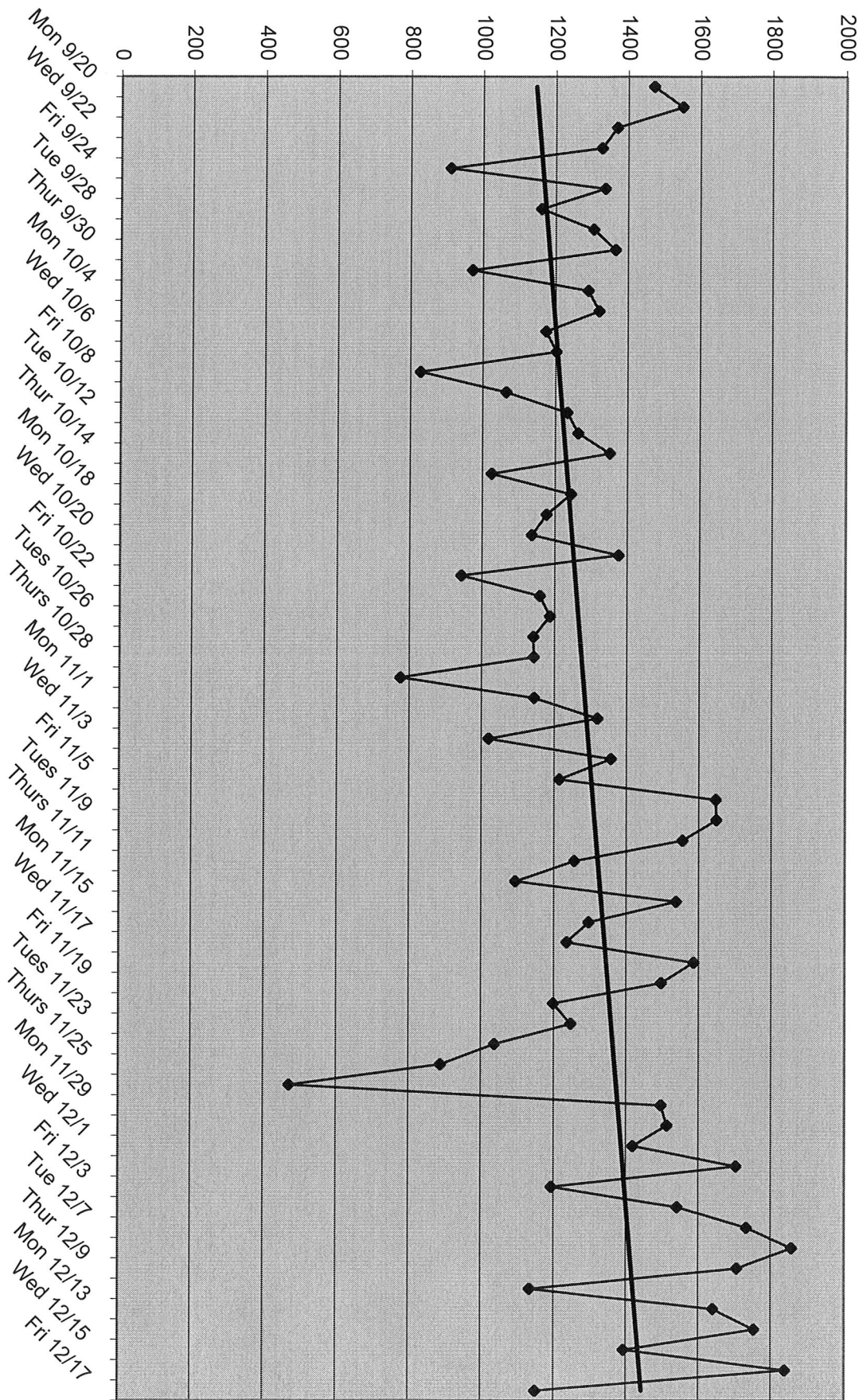


Total Revenue by Week



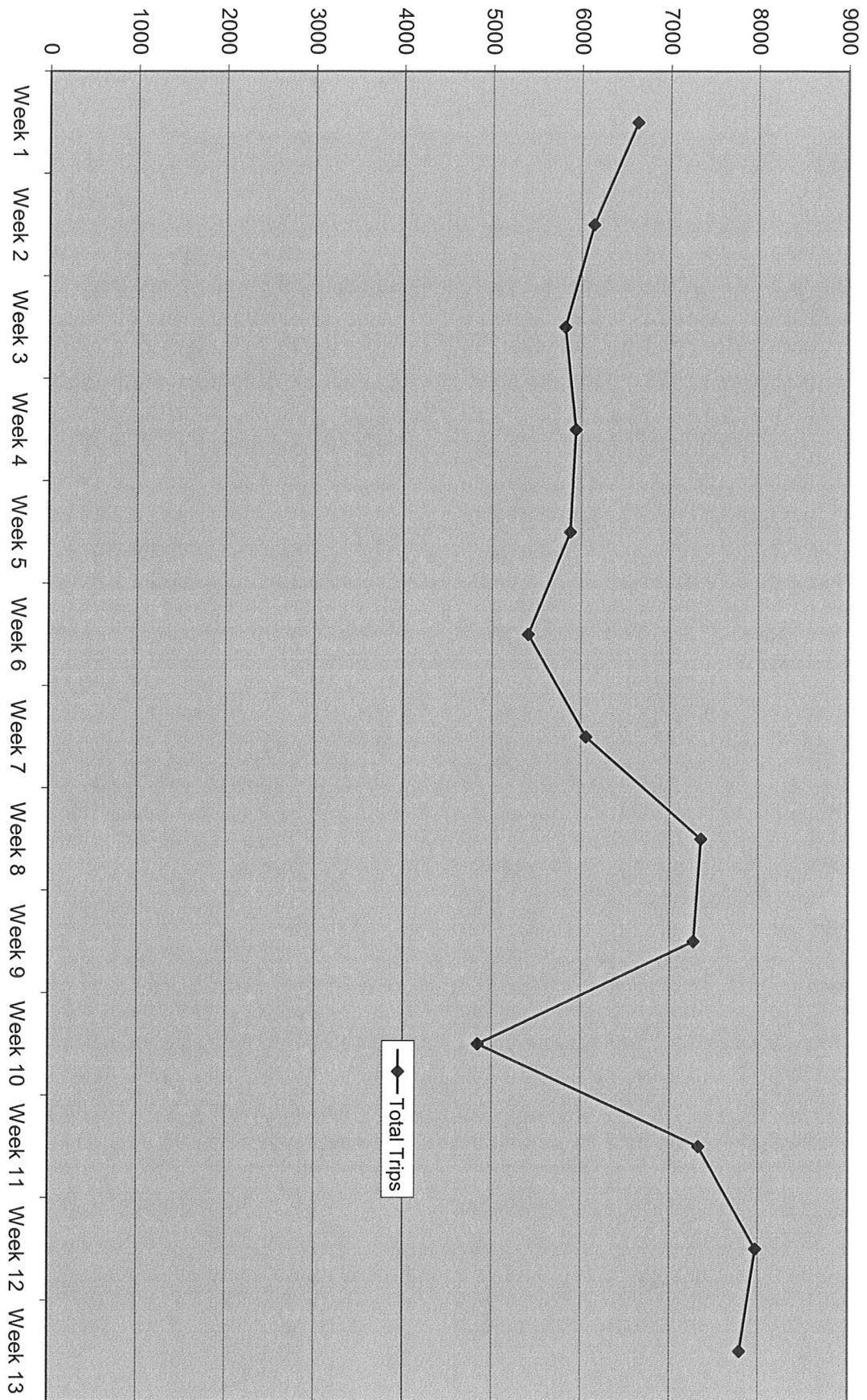


Daily Trips





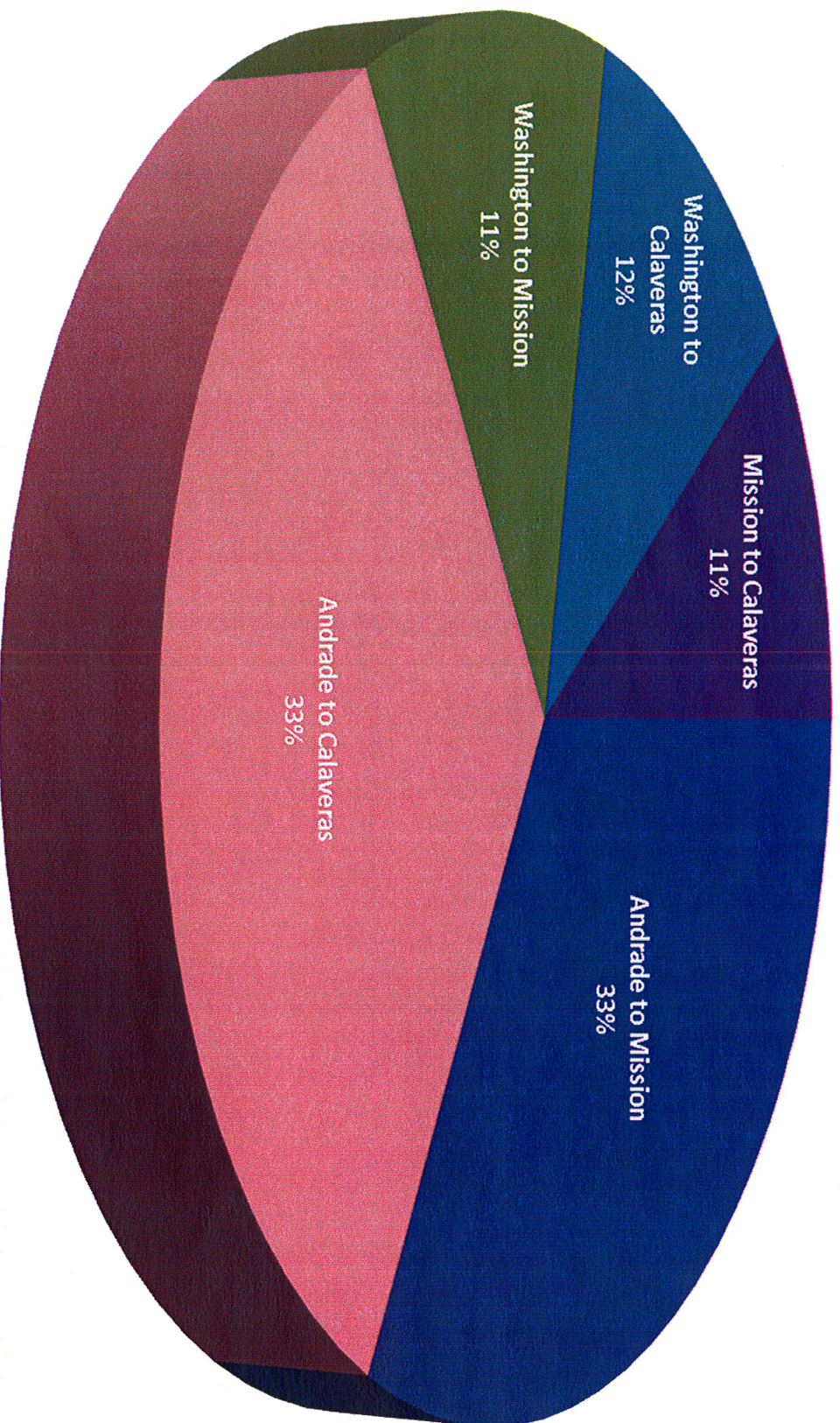
Total Trips by Week





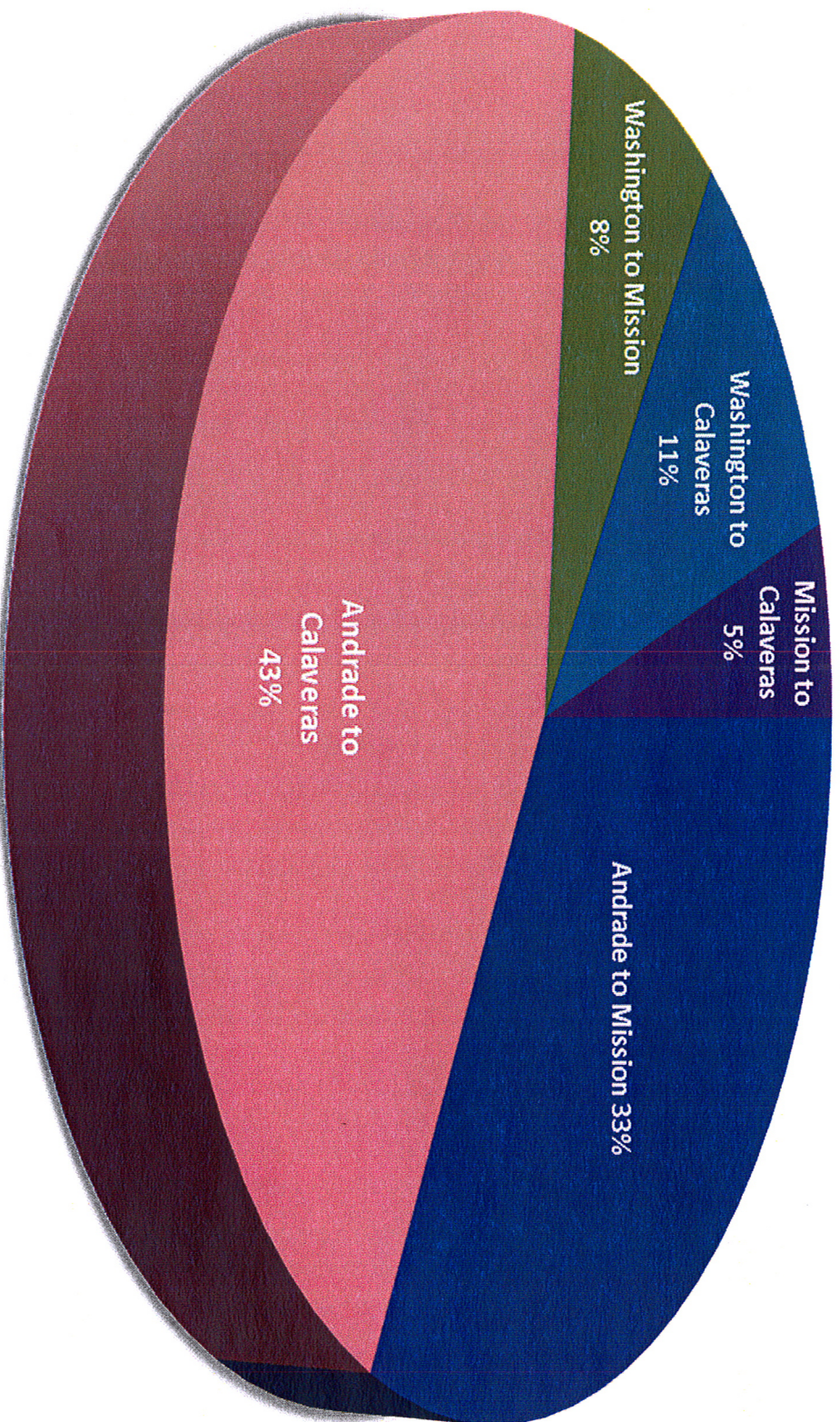
	Percentage of Revenue	Percentage of Trips
Andrade – Mission	33%	33%
Andrade – Calaveras	43%	33%
Washington – Mission	8%	11%
Washington – Calaveras	11%	12%
Mission – Calaveras	5%	11%

# Percentage of Trips By Section





# Percentage of Revenue By Section



**Memorandum**

*January 10, 2011*  
*Agenda Item A.4*

Date: December 24, 2010

To: **Sunol Smart Carpool Lane JPA**

From: Frank R. Furger, Executive Director

Subject: Summary of Fastrak Promotional Credit

The Marketing Plan approved by the JPA Board included a \$10 promotional toll credit on the Express Lane for new Fastrak accounts that were opened between August 1<sup>st</sup> and October 20<sup>th</sup>. The last day to use the promotional credit was November 20<sup>th</sup>; two months after the Express Lane began operations.

The following summarizes the new accounts that made use of the promotional credit:

- A total of 2,105 new Fastrak accounts that were opened between August 1<sup>st</sup> and October 20<sup>th</sup> received some promotional credit.
- 606 new accounts used the entire \$10 credit
- 1,499 new accounts used only a part of the \$10 credit
- Of the 606 accounts that received the maximum \$10 toll credit, a total of \$18,583 in additional tolls have been paid by these users after the \$10 credit was exhausted.
- The average use of the Express Lanes by these 606 new accounts is 8-10 times per month with \$18 a month in tolls being paid.
- Of the 1,499 accounts that only used some of the \$10 toll credit, an additional \$2,325 in tolls have been paid since the promotion ended on November 20<sup>th</sup>.
- A total of \$20,907 in additional tolls have been collected from the 2,105 new accounts that received a promotional toll credit.

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**Memorandum***January 10, 2011*  
*Agenda Item A.5*

Date: December 24, 2010

To: **Sunol Smart Carpool Lane JPA**

From: Frank R. Furger, Executive Director

Subject: Caltrans Proposed Changes to Managed Lanes Policy

**Action Requested**

The I-680 JPA Board and the I-580 Policy Advisory Committee are requested to take the following actions related to a draft policy released by Caltrans regarding managed lanes on the State highways:

1. Review and comment on the draft guidelines
2. Take an action in support of a change to state statute to provide consistency between the state and the federal guidelines for striping standards on managed lanes.

**Discussion**

Caltrans has requested input from local agencies on revisions to the statewide policy regarding signing, striping, lighting and analysis of managed lane projects. The draft guidance includes discussion of various design standards including:

- Standards for design of ingress and egress locations
- Design standards for striping and buffers
- Design standards for lighting and signing
- Design criteria and operational analysis

Staff from the JPA and the Alameda CTC are coordinating with MTC to provide comments on the draft guidelines.

Staff has identified two areas of concern in the guidelines:

**Width of Buffer Separating the Managed Lane from the Mixed Flow Lane**

Express Lane projects such as the I-680 project are typically separated by a solid striped buffer restricting access to the lane to specific ingress/egress points. The I-680 project is designed with a 2 foot buffer and plans for Express Lanes in the I-580 Corridor are also being designed with a 2 foot buffer. The draft Caltrans guidelines discuss the use of a buffer that is between 2 and 4 feet wide. There has been some indication that the wider 4 foot buffer is preferred because of the additional safety factor associated with a larger separation between the Express Lane and the mixed flow lane. Staff believes the option of a 2 foot buffer needs to be maintained in the guidelines. Requirement of a 4 foot buffer would result in increased costs and changes to the design of the projects in the I-580 Corridor.



### **Consistency with federal standards for striping**

The federal standard for striping of limited access managed lanes calls for parallel solid white stripes for striping of the buffer. There is however, some inconsistency in California state law regarding parallel solid striping:

Section 21460 of the California Vehicle Code appears to prohibit the use of the double solid stripe detail in a managed lane project: "When double parallel solid lines are in place, no person driving a vehicle shall drive to the left thereof...."

However, Section 21655.8 of the Vehicle Code states: "(W)hen exclusive or preferential use lanes for high-occupancy vehicles are established pursuant to Section 21655.5 and double parallel solid lines are in place to the right thereof, no person driving a vehicle may cross over these double lines to enter into or exit from the exclusive or preferential use lanes, and entrance or exit may be made only in areas designated for these purposes or where a single broken line is in place to the right of the exclusive or preferential use lanes."

The color of the striping is not mentioned in either section of code.

Caltrans required the use of solid white striping on the I-680 project for consistency with the federal standard and anticipating legislation that would provide clarification of the inconsistencies in the vehicle code. This change in statute has not yet been made. Caltrans and the California Highway Patrol are pursuing legislation to address the inconsistencies in the vehicle code related to buffer striping on managed lanes.

It is recommended that the I-680 JPA Board and the I-580 PAC support changes in statute that will provide consistency between the federal and state standard related to striping of managed lanes.

# Memorandum

*January 10, 2011  
Agenda Item A.7*

Date: December 24, 2010

To: **Sunol Smart Carpool Lane JPA**

From: Frank R. Furger, Executive Director

Subject: Operation of Other Express Lane Facilities

The following table compares toll pricing for several other Express Lane facilities to the toll pricing in place on the I-680 Express Lanes.

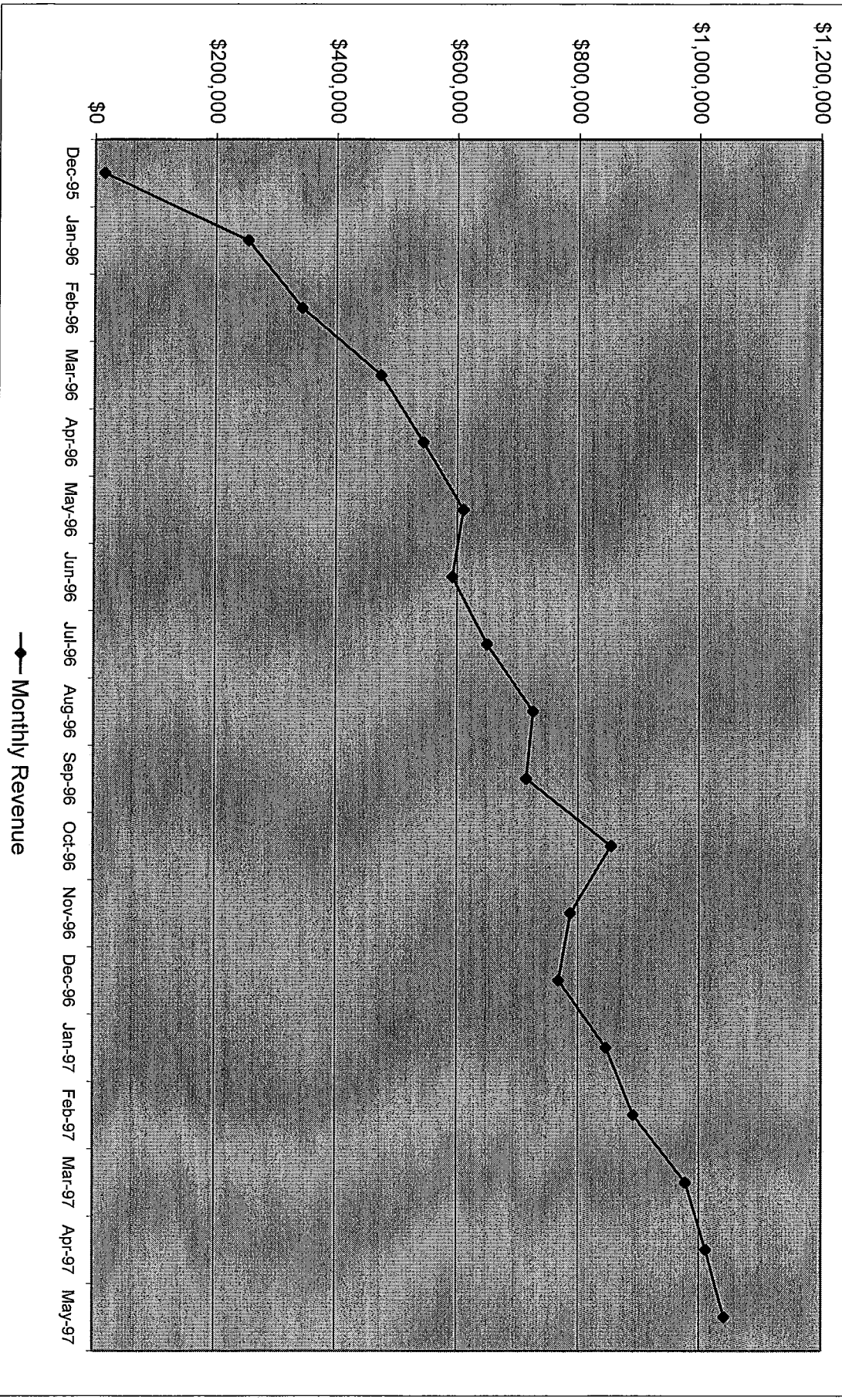
Project	Length of Facility (miles)	Average Peak Period Toll	Average Daily Toll	Range of Tolls
I-15 in San Diego	12	\$0.50 - \$4.00	\$1.10	\$0.50 - \$8.00
SR 91 in Orange County	10	\$3.90 - \$9.55	\$3.01	\$1.25 - \$9.95
I-25 in Denver	7	\$3.50	\$2.35	\$0.50 - \$3.50
I-394 in Minneapolis	11	\$1.00 - \$4.00	\$1.25	\$0.25 - \$8.00
SR 167 in Seattle	9	\$1.00 - \$2.00	\$0.75	\$0.50 - \$9.00
I-10 in Houston	13	\$2.00	\$2.00	\$2.00
I-95 in Miami	7	\$1.90 - \$2.65	\$1.08	\$0.25 - \$6.20
I-680 Project	14	\$2.31	\$2.03	\$0.30 - \$6.50

## **Revenue Ramp Up**

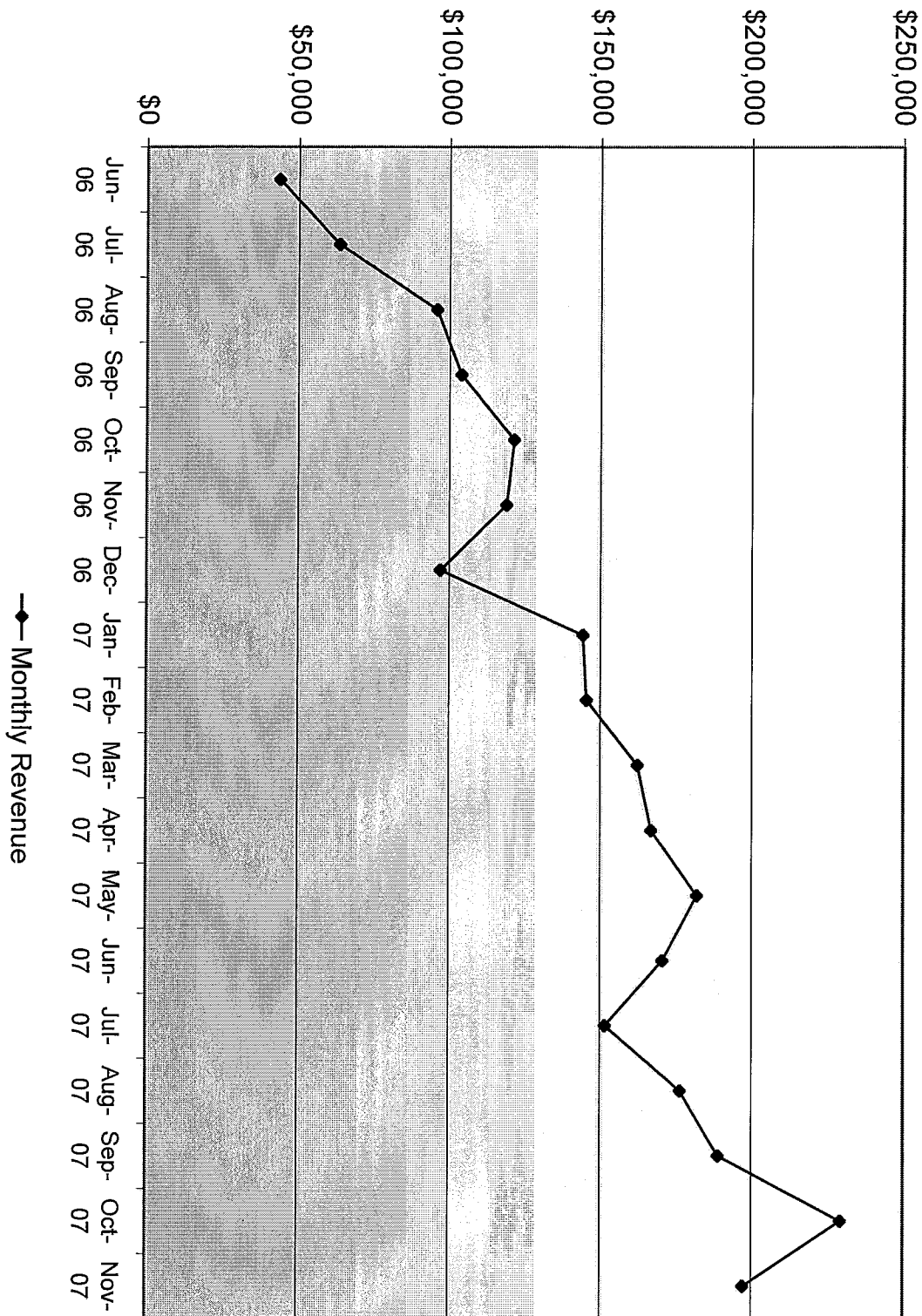
New Express Lane facilities will typically take up to 24 months to ramp up to full revenue estimates as commuters get used to the facility and operations stabilize. The attached graphs show the monthly revenue ramp-up from several Express Lanes in the first 1 – 2 years of operations.



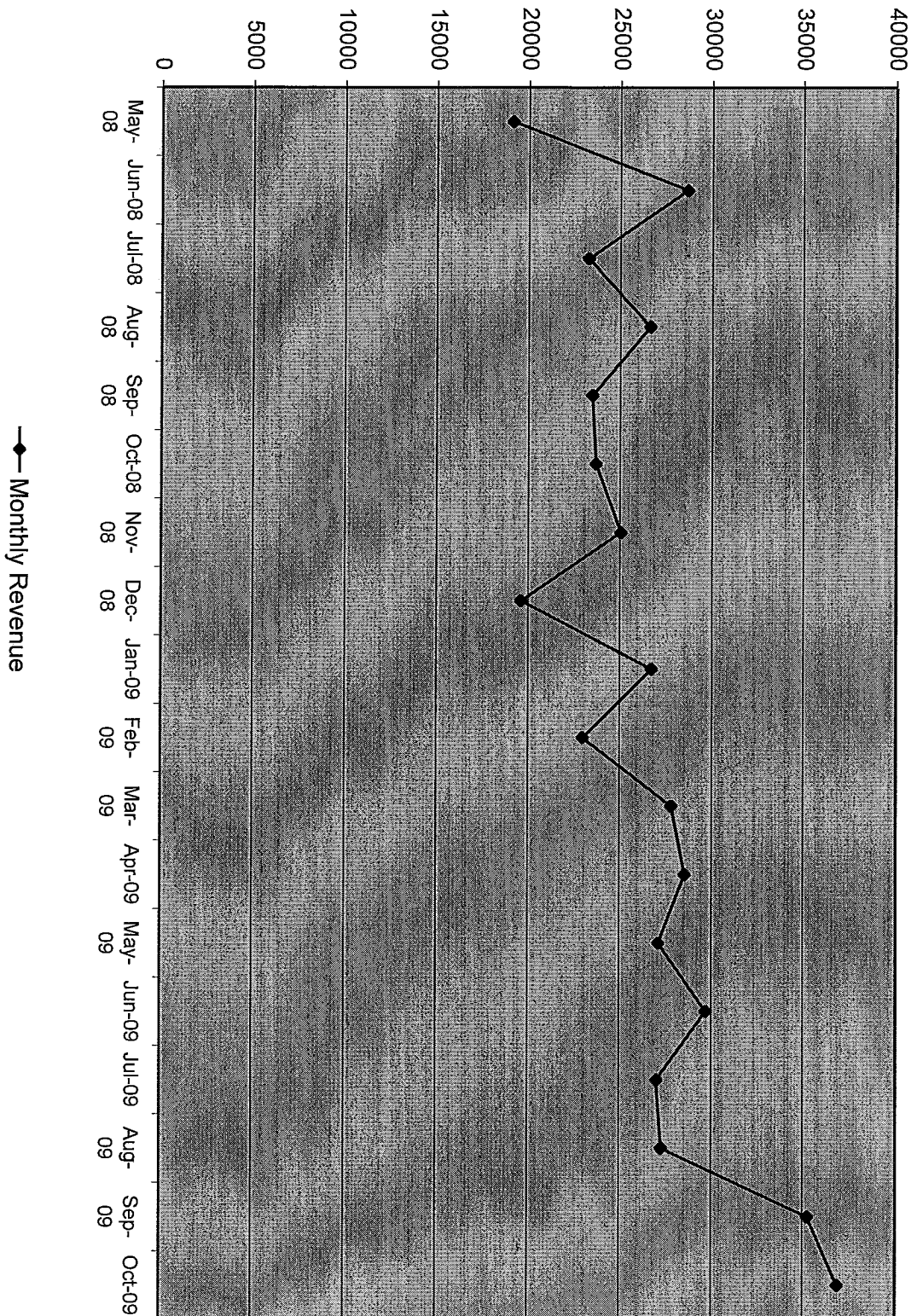
# I-91 Express Lane Ramp Up, Orange County, Ca.



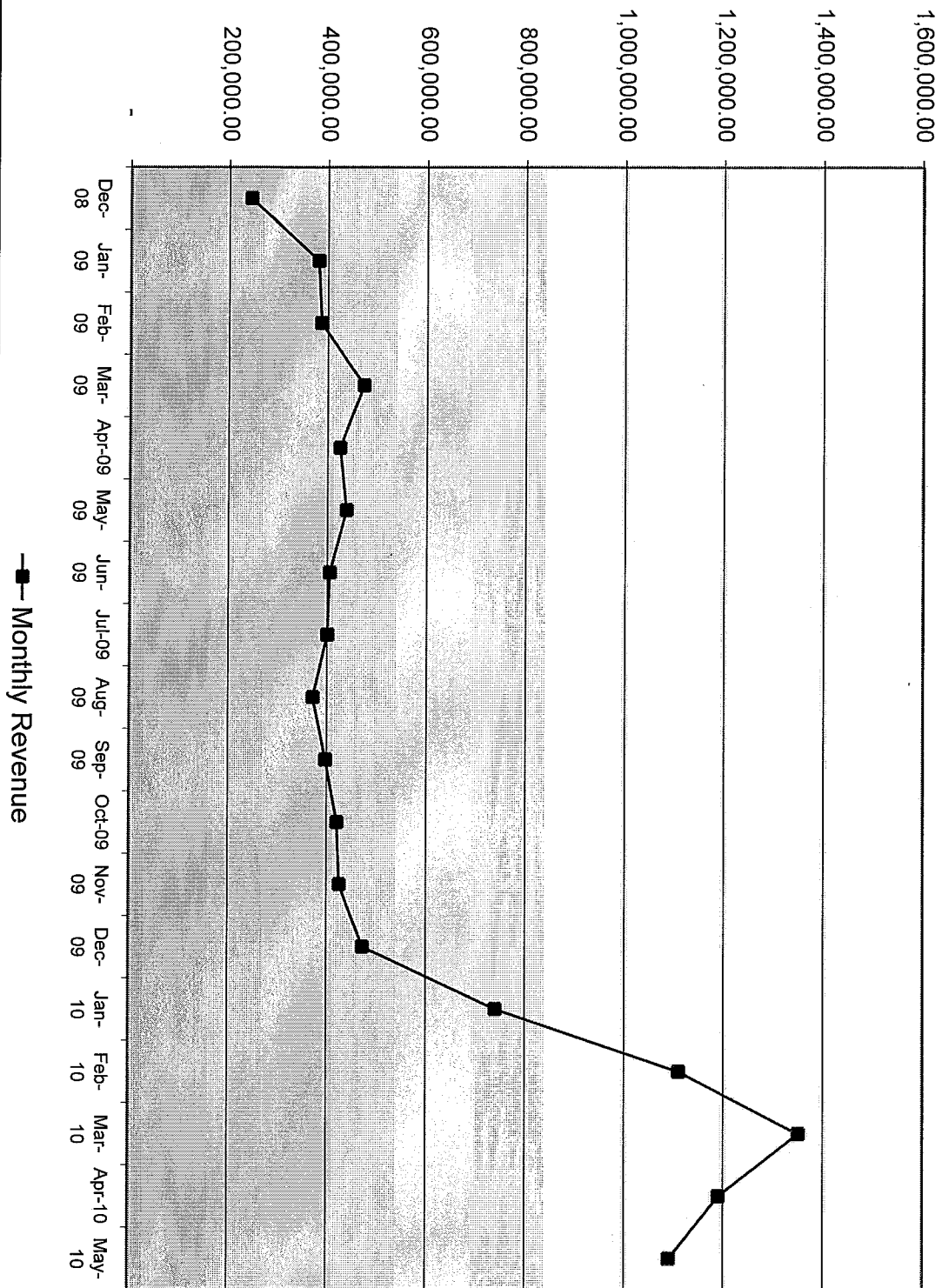
# I-25 Express Lanes, Denver Co. Ramp Up



## SR 167 HOT Lane Ramp Up



# I-95 Miami Express Ramp Up



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Furger noted that his handout addresses several operational questions that were raised at the last meeting. Harrison requests that a Budget Projection be provided at the next meeting. Furger advised the Board that a Quarterly Report will be provided in February. Green asked how the other lanes were being affected. Furger noted that the travel time for the general purpose lanes have improved. McHugh asked what was anticipated for the first seven weeks in terms of the total trip and total revenue. Furger noted that the trend is consistent with what was anticipated and that in January staff will provide an analysis of the current trend compared to the projections.

#### **A.4 Establishment of Technical Advisory Committee (TAC) for I-680 and I-580 Corridor Express Lanes**

Furger recommended that the I-680 JPA Board and the I-580 Policy Advisory Committee (PAC) establish a Technical Advisory Committee (TAC) to provide input to staff on the development and operation of Express Lanes in the I-680 and I-580 Corridors. Representation on the TAC would include staff from the cities along the Corridors, Caltrans, CHP, MTC/BATA, Santa Clara and Alameda Counties, and transit agencies with service in the Corridors. Legal Counsel pointed out that two separate actions were needed for the I-680 JPA Board and I-580 Policy Advisory Committee. McHugh inquired how and who will be selected to be a part of the TAC. Furger confirmed that the Technical Advisory Committee will be comprised of non-elected officials. Haggerty asked about the voting structure and how this would impact decision making. Furger noted that the TAC will only provide technical input to the JPA Board and that all policy decisions would still be made at the Board level.

A motion was made by Kamena to support the establishment of the Technical Advisory Committee for the I-580 Express Policy Advisory Committee; a second was made by Sbranti. The motion passed unanimously.

A motion was made by Green to support the establishment of the Technical Advisory Committee for I-680 Sunol Smart Carpool Lane Joint Powers Authority Governing Board; a second was made by Harrison. The motion passed unanimously.

#### **A.5 Status of Promotions and Public Outreach**

Furger advised the Board that the Fastrak promotional credit for the Express Lane will expire on November 20<sup>th</sup>. Staff will provide an update at the next meeting.

#### **A.6 Recess Joint Meeting**

Chair Haggerty adjourn the Sunol SMART Carpool Lane Joint Powers Authority Governing Board Meeting until January 10, 2011, and reconvened the I-580 Express Lane Policy Advisory Committee.

### **1.0 PUBLIC COMMENT**

There were no public comments.

### **2.0 MINUTES OF OCTOBER 11, 2010**

The Committee is requested to approve the attached Minutes of October 11, 2010. A motion was made by Green to approve the Minutes of October 11, 2010; a second was made by Kamena. The motion passed unanimously.

### **3.0 HOV/EXPRESS LANE PROJECT STATUS UPDATE**

#### **3.1 I-580 Tri-Valley Rapid Corridor Improvements Status Report for the I-580 Eastbound HOV Lane Project**

Akkawi provided an update on the I-580 EB HOV Lane Project. Contract #2 (from Portola to Hacienda) – the lane was opened on Friday, November 5, 2010. Caltrans will send out a Save the Date email this afternoon for the planned Ribbon Cutting event. Chair Haggerty inquired on the status of posting a sign along the corridor notifying the public that lanes will be converting to HOT Lanes. Furger advised the Committee that he is working with some cities and agencies along the corridor and is trying to find a location outside of the Caltrans Right of Way to put the sign up. Green asked staff to provide an update on the one lane vs. two lane discussion with Caltrans. Dao advised the Committee that there will be a Design Workshop with Caltrans District 4 Design Management on December 10, 2010. Staff will discuss the desire to construct a ten foot shoulder and review three options with Caltrans. Dao would like to see a decision made at this workshop which would in turn help maintain a schedule. Haggerty noted that he is aware that MTC is pushing for single lane HOT lane with a three plus HOV, as opposed to two plus HOV and he will not support that option. Furger noted that in June staff provided the JPA and 580 PAC revenue projections and the revenue and traffic operational analysis showed that one lane (two plus) will fill up immediately and there is no capacity to sell. Staff and Caltrans realize that operationally the most efficient way is two lanes and Caltrans is supportive of this option. Furger will provide the JPA and 580 PAC Operational Analysis and Revenue Projections in February.

### **4.0 ADJOURNMENT/NEXT MEETING:**

The three standing committees of Alameda County Transportation Commission will not meet on December 13, 2010. ***The next I-580 Policy Advisory Committee meet is scheduled for January 10, 2011.***

Attested by:



Christina Muller,  
I-680 JPA Secretary

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**Memorandum****January 10, 2011**  
**Agenda Item 4.1**

**Date:** December 21, 2010

**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 HOV Lane Project.

Attached for the Committee's review is the monthly status report for the I-580 Tri-Valley Rapid Corridor Improvements: Eastbound HOV lane- Segments 1 and 2, and the HOT lane Projects. The CMA is the sponsor of the HOV. However, the construction phase of the HOV lane is administered by Caltrans. The construction status report covers all activities through December 31, 2010.

# **I-580 HOV LANE PROJECT**

## **Construction Status Report**

### **Through December, 2010**

#### **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. 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 to in the amount of \$30,454,448. The contract work started on August 21, 2009 and the estimated contractual completion date is August 25, 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 opened, there are other works the needed to be completed before Caltrans can accept the contract. It is anticipated that the contract will be completed in March 2011.

## FINANCIAL STATUS

### Budget and Expenditure Summary/ Construction Phase

The table below is the breakdown of the funding allocation.

	<b>Contract 2</b>
<b>Bid Amount</b>	\$30,454,448
<b>ALLOCATION:</b>	
<b>Supplemental Funds</b>	\$1,860,450
<b>State Furnished Mat.</b>	\$1,271,600
<b>Contingency Fund (5%)</b>	\$1,616,502
<b>Total Allotment</b>	<b>\$35,203,000</b>
<b>EXPENDITURES:</b>	
<b>Items Paid to Date</b>	\$30,406,351
<b>Approved CCOs</b>	\$1,240,418
<b>Supplemental work</b>	\$1,040,700
<b>State Furnished Material</b>	\$0
<b>Total Estimated Expenditures</b>	\$32,687,469
<b>Estimated Fund Balance (Allocation – Expenditures)</b>	<b>\$2,515,531</b>

## SCHEDULE STATUS

	<b>Contract 2</b>
<b><i>Bid Opening:</i></b>	June 3, 2009
<b><i>Contract Approval:</i></b>	July 29, 2009
<b><i>Total Working Days per Bid</i></b>	490
<b><i>First Charged Working Day</i></b>	August 21, 2009
<b><i>Contractual Completion Date:</i></b>	August 18, 2011
<b><i>Time Extension due to Weather Days:</i></b>	20 Working Days
<b><i>Time Extension due to Change orders:</i></b>	00 Working Days
<b><i>% Completion (Time):</i></b>	66%
<b><i>% Completion (Work):</i></b>	88%

## OUTSTANDING ISSUES/DISPUTES/CLAIMS

All issues related to the coordination with Isabel Interchange project were resolved.

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