



Meeting Notice

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

Commission Chair
Councilmember At-Large,
Rebecca Kaplan, City of Oakland

Commission Vice Chair
Supervisor Richard Valle, District 2

AC Transit
Director Elsa Ortiz

Alameda County
Supervisor Scott Haggerty, District 1
Supervisor Wilma Chan, District 3
Supervisor Nate Miley, District 4
Supervisor Keith Carson, District 5

BART
Director Rebecca Saltzman

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City of Albany
Mayor Peter Maass

City of Berkeley
Councilmember Kriss Worthington

City of Dublin
Mayor David Haubert

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City of Fremont
Mayor Lily Mei

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Mayor Barbara Halliday

City of Livermore
Mayor John Marchand

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Councilmember Luis Freitas

City of Oakland
Councilmember Dan Kalb

City of Piedmont
Mayor Jeff Wieler

City of Pleasanton
Mayor Jerry Thorne

City of San Leandro
Mayor Pauline Cutter

City of Union City
Mayor Carol Dutra-Vernaci

Executive Director
Arthur L. Dao

Programs and Projects Committee

Monday, June 12, 2017, 12:15 p.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.

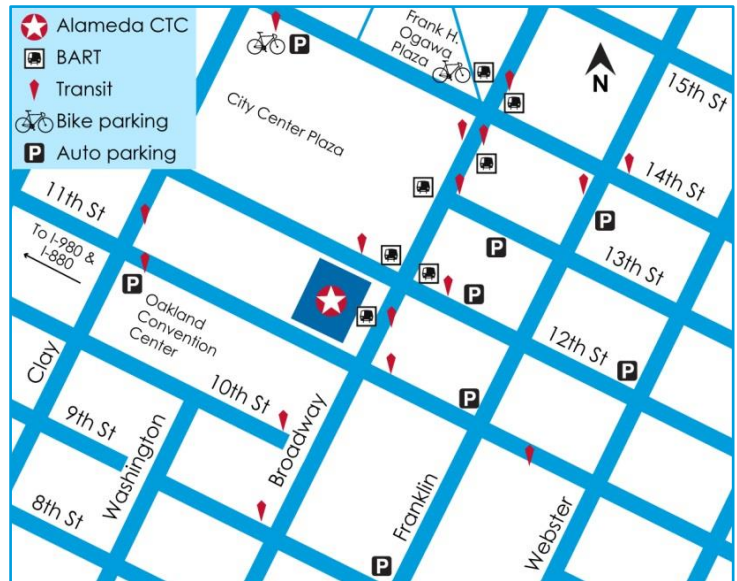
Glossary of Acronyms

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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Programs and Projects Committee Meeting Agenda Monday, June 12, 2017, 12:15 a.m.

1111 Broadway, Suite 800, Oakland, CA 94607

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Chair: Mayor Carol Dutra-Vernaci, Union City
Vice Chair: Mayor Pauline Cutter, City of San Leandro
Commissioners: : John Bauters, Luis Freitas, Scott Haggerty, Dan Kalb, Peter Maass, Nate Miley
Ex-Officio Members: Rebecca Kaplan, Richard Valle
Staff Liaison: Trinity Nguyen
Executive Director: Arthur L. Dao
Clerk: Vanessa Lee

1. Pledge of Allegiance

2. Roll Call

3. Public Comment

4. Consent Calendar

Page A/I

4.1. [Approve the May 8, 2017 PPC meeting minutes.](#)

1 A

5. Programs and Projects

5.1. [FY 2015-16 Measure B, Measure BB and Vehicle Registration Fee Program Compliance Reports Update.](#)

5 I

5.2. [Approve and authorize the Executive Director to amend project agreements with BKF Engineers and Alameda County Public works; and other project agreements as may be required, within the total project budget for the close-out of the construction phase of the I-580 Express Lanes Corridor Project.](#)

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5.3. Capital Projects Update (Verbal)

I

6. Committee Member Reports

7. Staff Reports

8. Adjournment

Next Meeting: July 10, 2017

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

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Programs and Projects Committee Meeting Minutes Monday, May 8, 2017, 12:15 p.m.

4.1

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1. Pledge of Allegiance

2. Roll Call

A roll call was conducted. All members were present with the exception of Commissioner Bauters and Commissioner Kalb.

Subsequent to the roll call

Commissioner Kalb arrived during Item 5.1. Commissioner Valle left during item 5.1.

3. Public Comment

There were no public comments.

4. Consent Calendar

4.1. Approval of the April 10, 2017 Meeting Minutes

Commissioner Haggerty moved to approve the Consent Calendar. Commissioner Cutter seconded the motion. The motion passed with the following vote:

Yes: Dutra-Vernaci, Cutter, Freitas, Haggerty, Maass, Miley
No: None
Abstain: None
Absent: Bauters, Kalb

5. Programs and Projects

5.1. Receive an update on the South County Named Capital Projects and Programs delivery and Programming strategy.

Trinity Nguyen and Vivek Bhat provided an update on the South County Named Capital Projects and Programs delivery and programming strategy. Trinity presented an overview of the South County projects and programs and identified those projects with funding shortfalls. A more detailed assessment was given for the I-880 to Mission Blvd. East-West Connector project that included funding associated with each segment, project risks, and the basis of cost increases. Vivek provided details about the \$120 million Dumbarton Corridor Area Improvements Program. He further provided details of the initiation and timing for a South County Leadership Forum to (1) determine a list of priorities for the program and (2) to address the funding shortfalls for the named capital projects.

Commissioner Cutter wanted information on whether any of the segments in the East-west connector project are owned by Caltrans and more details on any right of way acquisition. Trinity stated that there are segments owned by Caltrans, the City of Union City, and Fremont and that coordination will be required. Art stated that the right away acquisitions costs are based on fair market value.

Commissioner Valle asked if there will be surplus land available in the Caltrans parcel once the East-West connector project is completed. Art stated that Caltrans owns 35-acres in the project area and the Commission sponsored AB 1462, which requires disposal of the land on a pre-described list, where revenue will remain in the local jurisdictions.

Commissioner Haggerty asked whether Alameda CTC owned any property in the corridor. Art stated that Alameda CTC owned a small portion of segment A, which was sold to the Fremont School district. Funds from the sale is part of the East-West Connector project funding.

Commissioner Maass asked for details on the bikes lanes. Art stated that the bike lanes are both Class 1 and Class 2.

Commissioner Maass wanted information on utility costs anticipated in segment. Trinity stated that it is hard to gauge utility relocation costs since they are controlled by the utility company (namely PG&E). Significant overruns have been experienced across many Alameda CTC projects and similar situations have arisen in other Counties as well.

Commissioner Maass asked if there have been previous leadership forums to address issues within projects. Art stated that there have been leadership forums done for other projects in the past and the objective is to get the elected leadership of each jurisdiction and city managers together to discuss the projects and deal with funding shortfalls.

Commissioner Maass asked how BART parking is addressed when developing projects. Art stated that Alameda CTC funds and programs the projects and the cities are responsible for the local vetting process.

Commissioner Kaplan asked if BART and AC Transit will be included in the leadership forum. Art stated that it is at the discretion of the leadership in the jurisdictions.

Commissioner Dutra-Vernaci stated that the leadership forum is a discussion for the Cities and is needed due to the history and complexity of the East-West Connector project. BART and AC Transit would be kept in the loop and could be brought in at a later date.

This item was for information only.

5.2. Authorize the Executive Director to execute the Amended Memorandum of Understanding with other members of the California Toll Operators Committee.

Liz Rutman recommended that the Commission Authorize the Executive Director to execute the Amended Memorandum of Understanding with other members of the California Toll Operators Committee.

Commissioner Cutter moved to approve this item. Commissioner Freitas seconded the motion. Commissioner Dutra-Vernaci opposed the motion. The motion passed with the following vote:

Yes: Dutra-Vernaci, Cutter, Freitas, Haggerty, Maass, Miley
No: None
Abstain: None
Absent: Bauters, Valle

6. Staff Reports

There were no staff reports.

7. Committee Reports

Commissioner Cutter asked if the agency is considering tolling roads in the I-880 corridor. Trinity stated that there is a conversion project in the I-880 corridor which has funding in the measure. Art stated that there will be an express lane from highway 237 operated by the Santa Clara Valley Transportation Authority (VTA), which will be picked up by Metropolitan Transportation Commission and carried out through Hayward. That project is scheduled to start in the 2019 timeframe.

Commissioner Cutter asked if discussions on toll lanes economic equity will come to the commission. Liz stated that social equity studies were done prior to the start of all express lanes in Alameda County, which weighed the economic benefits of the lanes for all income types.

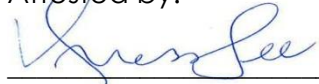
8. Adjournment/ Next Meeting

The next meeting is:

Date/Time: Monday, June 12, 2017 at 12:15 p.m.

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

Attested by:



Vanessa Lee,
Clerk of the Commission

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Memorandum

5.1

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: June 5, 2017

SUBJECT: FY 2015-2016 Measure B, Measure BB and Vehicle Registration Fee Program Compliance Summary Reports

RECOMMENDATION: Receive an update on the FY 2015-2016 Measure B, Measure BB and Vehicle Registration Fee Program Compliance Reports

Summary

This is an informational item on the program compliance status and activities of Direct Local Distribution fund recipients of the Measure B, Measure BB, and Vehicle Registration Fee (VRF) funds for the Fiscal Year 2015-16 (FY15-16) reporting period.

Each year, Alameda CTC requires recipients of Measure B, Measure BB, and VRF Direct Local Distribution (DLD) funds to submit audited financial statements and program compliance reports to document the receipt and use of DLD funds. Alameda CTC, in conjunction with the Independent Watchdog Committee, reviews these reports to verify DLD funds are expended in compliance with the voter approved transportation expenditure plans and Alameda CTC's expenditure requirements. Alameda CTC prepares Program Compliance Summary Reports which includes a review of the fiscal year's DLD investments, fund balances, and a compliance determination.

Alameda CTC finds the DLD recipients in compliance with the DLD financial reporting and program compliance requirements for the FY15-16 reporting period.

Background

Alameda CTC is responsible for administering the Measure B, Measure BB, and the VRF Programs. Annually, Alameda CTC distributes over half of all revenues generated by these programs to twenty eligible recipients as Direct Local Distributions (DLD) for local transportation improvement programs. From the inception of each program to the end of FY15-16, Alameda CTC has distributed approximately \$967M in combined DLD funds to eligible recipients (\$848M in Measure B, \$83M in Measure BB, and \$36M in VRF) for local transportation (streets and road), bicycle/pedestrian, transit, and paratransit programs. The eligible recipients include twenty jurisdictions consisting of the fourteen cities, the County, and five transit agencies providing transportation improvements and services in Alameda County.

For FY15-16, Alameda CTC distributed approximately \$149.3 million in total DLD funds for the respective programs identified in the table below.

Total FY15-16 Fund Distributions By Program (\$ in Millions)				
DLD Program	Measure B	Measure BB	VRF	Total
Local Transportation (Local Streets)	\$ 28.6	\$ 26.1	\$7.4	\$ 62.1
Transit	\$ 27.1	\$ 28.1	\$ -	\$ 55.2
Paratransit	\$ 11.5	\$ 11.8	\$ -	\$ 23.3
Bicycle and Pedestrian	\$ 4.8	\$ 3.9	\$ -	\$ 8.7
Total DLD Funds	\$ 72.0	\$ 69.9	\$7.4	\$149.3

The Master Programs Funding Agreements (MPFAs) between Alameda CTC and the recipients authorizes the distribution of formula funds to the recipients and specifies expenditure requirements. Each year, recipients are required to submit audited financial statements and program compliance reports to confirm DLD annual receipts, expenditures and the completion of reporting obligations. This year's compliance reporting period is for FY15-16, which goes from July 1, 2015 to June 30, 2016.

The reports capture DLD recipients' annual reporting deliverables including:

- Annual revenues, interest, expenditures, and fund balances
- Publication of a newsletter article, website coverage, and signage
- Current Pavement Condition Index for the agency's roadways
- Documentation of current Bicycle and Pedestrian Master Plans
- Documentation of Measure BB Local Streets and Roads expenditures on bicycle/pedestrian improvements
- Adherence to Timely Use of Funds Policy

For the FY15-16 reporting year, DLD recipients submitted the required compliance reports and audited financial statements by the December 31, 2016 deadline. Alameda CTC staff, in collaboration with the Independent Watchdog Committee, reviewed the recipients' expenditures to determine eligibility and program compliance.

The Program Compliance Reports for the Measure B, Measure BB and VRF programs consolidates the recipients' FY15-16 DLD investments, expenditure performances, and financial data into a summary report for the DLD programs. The complete FY15-16 Program Compliance Summary Reports can be found on Alameda CTC's website: http://www.alamedactc.org/app_pages/view/4440. Through the compliance reporting process, Alameda CTC reviews the reporting data submitted by the recipients to verify expenditures are actively invested into eligible transportation improvements annually. Alameda CTC finds all DLD recipients in compliance with the DLD financial reporting and program compliance requirements. It should be noted that although the City of Albany's reports are still under review, tentative findings have determined the city to be compliant based on the initial data received.

FY15-16 Fund Balances and Monitoring

The collective FY15-16 ending fund balance by funding program totals \$86M (\$42M in Measure B, \$34M in Measure BB, and \$10M in VRF). The individual recipient's fund balances by program are included in the Program Compliance Summary Report and attached herein for reference (Attachment A). To encourage the expeditious use of DLD funds, Alameda CTC's Timely Use of Funds Policy on DLD funds requires recipients to actively use their fund balances funds. This policy states that DLD recipients shall not carry an ending fund balance greater than 40 percent of their DLD funds received for that year, for four consecutive years, starting with fiscal year 2016-17. Through the Annual Program Compliance Reporting process, Alameda CTC will monitor the fund balance to revenue ratio to verify DLD recipients are in compliance with the policy. The Timely Use of Funds Policy is not yet applicable to the current FY15-16 reporting contained in these summary reports but will be applicable and monitored starting with next year's compliance reporting process.

Additionally, Alameda CTC monitors the recipient's adherence to the 2014 Measure BB Transportation Expenditure Plan requirement which states that 15 percent of Local Streets and Roads (LSR) DLD funds are to be spent on improvements benefiting bicyclists and pedestrians. Based on the collective Measure BB LSR expenditures to date, the DLD recipients are meeting the requirement with approximately 16 percent of total Measure BB LSR expenditures going towards bicycle/pedestrian related improvements. Some recipients have yet to expend Measure BB LSR funds and have indicated commitments of future expenditures dedicated towards meeting the requirement for their agency. The recipient's LSR expenditures on bicycle/pedestrian improvements is included in the Program Compliance Summary Report and attached for reference (Attachment B).

Alameda CTC will continue to monitor the recipient's compliance with all DLD requirements in future reporting starting next in the fall 2017.

Fiscal Impact: There is no fiscal impact.

Attachments

- A. DLD Program Summary of Fund balances
- B. Summary of Measure BB LSR Expenditures on Bicycle/Pedestrian improvements

Staff Contact

[Vivek Bhat](#), Director of Programming and Project Controls

[John Nguyen](#), Senior Transportation Planner

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Measure B/Measure BB/Vehicle Registration Fee
Direct Local Distribution Fund Balances
(As of the end of Fiscal Year 2015-16)

Jurisdiction:	Measure B	Measure BB	Vehicle Registration Fee	Total
AC Transit	\$4,307,532	\$4,686,801		\$8,994,333
BART	\$0	\$0		\$0
LAVTA	\$0	\$0		\$0
WETA	\$1,777,126	\$100,576		\$1,877,702
ACE	\$2,777,950	\$1,452		\$2,779,402
Alameda County	\$2,025,682	\$3,111,405	\$795,013	\$5,932,100
City of Alameda	\$4,220,309	\$2,007,504	\$620,460	\$6,848,273
City of Albany	\$275,120	\$350,879	\$127,231	\$780,726
City of Berkeley	\$2,289,359	\$3,521,419	\$825,140	\$6,635,919
City of Dublin	\$826,958	\$626,195	\$215,224	\$1,668,377
City of Emeryville	\$962,237	\$320,052	\$131,081	\$1,413,370
City of Fremont	\$2,488,555	\$2,416,806	\$949,487	\$5,854,848
City of Hayward	\$3,815,761	\$3,191,771	\$1,046,299	\$8,053,830
City of Livermore	\$2,112,181	\$993,560	\$750,278	\$3,856,019
City of Newark	\$789,539	\$612,076	\$256,004	\$1,657,619
City of Oakland	\$10,214,483	\$9,276,907	\$2,389,868	\$21,881,258
City of Piedmont	\$82,292	\$23,752	\$3,185	\$109,229
City of Pleasanton	\$696,163	\$1,100,578	\$395,672	\$2,192,413
City of San Leandro	\$2,340,457	\$1,706,819	\$636,938	\$4,684,214
City of Union City	\$306,691	\$257,566	\$424,964	\$989,221
Total	\$42,308,395	\$34,306,118	\$9,566,844	\$86,181,357

Notes:

1. The table above reflects total fund balances from the Measure B/BB/VRF Direct Local Distribution Recipients' FY 2015-16 Audited Financial Statements. Thus, the FY 2015-16 Ending Fund Balance contained in these reports is the starting fund balance for FY 2016-17.

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Measure BB Local Streets and Roads Requirement

15% of Total LSR Expenditures must be towards benefiting bicylists/pedestrians.

Jurisdiction:	Total LSR Expenditures on Bike/Ped to Date	Total LSR Expenditures to Date	Percentage of LSR Expenditures on Bike/Ped over Total LSR Expenditures	15% minimum LSR achieved?
ACPWA	\$20,203	\$20,236	100%	Yes
City of Alameda	\$50,000	\$276,592	18%	Yes
City of Albany ²	\$150,000	\$159,200	94%	Yes
City of Berkeley	\$0	\$235,526	0%	No
City of Dublin	\$0	\$0	0%	No
City of Emeryville	\$130	\$11,187	1%	No
City of Fremont	\$452,414	\$1,012,615	45%	Yes
City of Hayward	\$3,735	\$24,899	15%	Yes
City of Livermore	\$62,200	\$312,774	20%	Yes
City of Newark	\$25,728	\$161,157	16%	Yes
City of Oakland	\$232,278	\$4,531,188	5%	No
City of Piedmont	\$106,624	\$459,704	23%	Yes
City of Pleasanton	\$40,000	\$140,820	28%	Yes
City of San Leandro	\$0	\$262,118	0%	No
City of Union City	\$220,600	\$731,780	30%	Yes
Total	\$1,363,911	\$8,339,796	16%	Yes

Notes:

1. The table above reflects total Measure BB funds reported by jurisdictions.
2. Estimates for City of Albany are based on most current Audited Financial Statements submitted to Alameda CTC for the FY 2015-16.
3. Revenue and expenditure figures may vary due to number rounding.

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Memorandum

5.2

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: June 5, 2017

SUBJECT: Closeout of the construction phase of the I-580 Express Lanes Corridor Project

RECOMMENDATION: Approve and authorize the Executive Director to amend project agreements with BKF Engineers and Alameda County Public works; and other project agreements as may be required, within the total project budget for the close-out of the construction phase of the I-580 Express Lanes Corridor Project.

Summary

The I-580 Express Lanes Corridor Project, located in the Tri-Valley corridor through the cities of Dublin, Pleasanton, and Livermore, was opened to the public in February 2016. With the completion of the one-year system warranty period on February 22, 2017, the project has now fully entered the Operations and Maintenance (O&M) phase, signaling the end of construction and the need to closeout all construction project elements.

The construction of the I-580 Express Lanes Corridor Project is composed of several subprojects, including the original eastbound and westbound HOV lane projects, auxiliary lane and ramp metering projects, and the final eastbound and westbound HOV/HOT conversion projects. Multiple construction contracts and related professional service, utility, and other support contracts were required to implement these improvements.

Closeout of the various project agreements has been ongoing as the construction components are accepted. Staff anticipates completion of closeout tasks by the end of September and has identified a need to amend project agreements with BKF Engineers (Design Engineer of Record) and Alameda County Public Works (Right-of-Way Acquisitions Support) to complete project closeout. The proposed amendments will balance the contract budget between the remaining active agreements to allow for the completion of final deliverables, processing of final payments, and completion of financial closeout for the construction phase, all while maintaining the total authorized project budget (i.e. a "net zero" or less set of changes).

Staff recommends that the Commission approve and authorize the Executive Director to approve amendments to the project agreements with BKF Engineers and Alameda County

Public works; and other project agreements as may be required, to allow for the efficient administrative closeout of the I-580 Express Lanes Corridor Project within existing allocated project budget.

Background

The I-580 Express Lane Corridor Project, located in the Tri-Valley corridor through the cities of Dublin, Pleasanton, and Livermore, operates high occupancy toll lanes in the Livermore Valley east of the I-580 / I-680 interchange, and is composed of several subprojects, including the original eastbound and westbound HOV lane projects, auxiliary lane and ramp metering projects, and the final eastbound and westbound HOV/HOT conversion projects. The I-580 Express Lanes Corridor Project was opened to the public in February 2016, and after an initial one-year warranty period, Alameda CTC accepted the electronic toll system/system integration as complete on February 22, 2017, signaling the beginning of the Operations and Maintenance (O&M) phase of the project and the need to close out all construction project elements.

The construction of the I-580 Express Lanes Corridor Project required multiple construction contracts and related professional services, utilities, and other support contracts to implement. Additionally, given the nature of the phased implementation of the project during construction and the overlapping completion dates, it will be necessary to adjust the budgets across the various components of the I-580 Express Lanes Corridor Project during closeout and confirmation of final actual costs. Subsequently, amendments to the existing agreements will be required to: 1) release encumbered contract funds for other corridor closeout needs; 2) add funds from other corridor agreements with surplus funds to cover actual cost overruns; 3) extend contract time to cover extended closeout and scope coverage during the first year of revenue service.

Staff anticipates completion of the closeout process by the end of September and a need to amend project agreements with BKF Engineers (Design Engineer of Record) and Alameda County Public Works (Right-of-Way) to complete project closeout. The proposed amendments will balance the contract budget between remaining active agreements to allow for completion of final deliverables, processing of final payments, and completion of financial closeout for the construction phase, all while maintaining the total authorized project budget (i.e. a "net zero" or less set of changes). A summary of anticipated amendments and values are shown in Table A.

Staff recommends that the Commission approve and authorize the Executive Director to approve amendments to the project agreements with BKF Engineers and Alameda County Public works; and other project agreements as may be required, to allow for the efficient administrative closeout of the I-580 Express Lanes Corridor Project within existing allocated project budget.

Table A: Summary of Project Agreements			
Contract Status	Work Description	Current Total Contract Not-to-Exceed Value	Estimated Closeout Needs*
BKF Engineers	Design Engineer of Record	\$15,350,780	\$ 125,000
Alameda County Public Works	Right of Way mapping and closeout	\$ 215,000	\$ 30,000
<i>Others</i>	Various	Various	(\$ 155,000)
Net Change			\$0
*Final amounts may vary from contract to contract. Net change will be equal to or less than zero.			

Levine Act Statement: BKF Engineers did not report a conflict in accordance with the Levine Act.

Fiscal Impact: No additional funding is requested with this action. All proposed amendments will be made within existing project funds available in component corridor projects. There is no fiscal impact as a result of this action.

Attachment

A. 580 Express Lane Corridor Location Map

Staff Contacts

[Trinity Nguyen](#), Director of Project Delivery

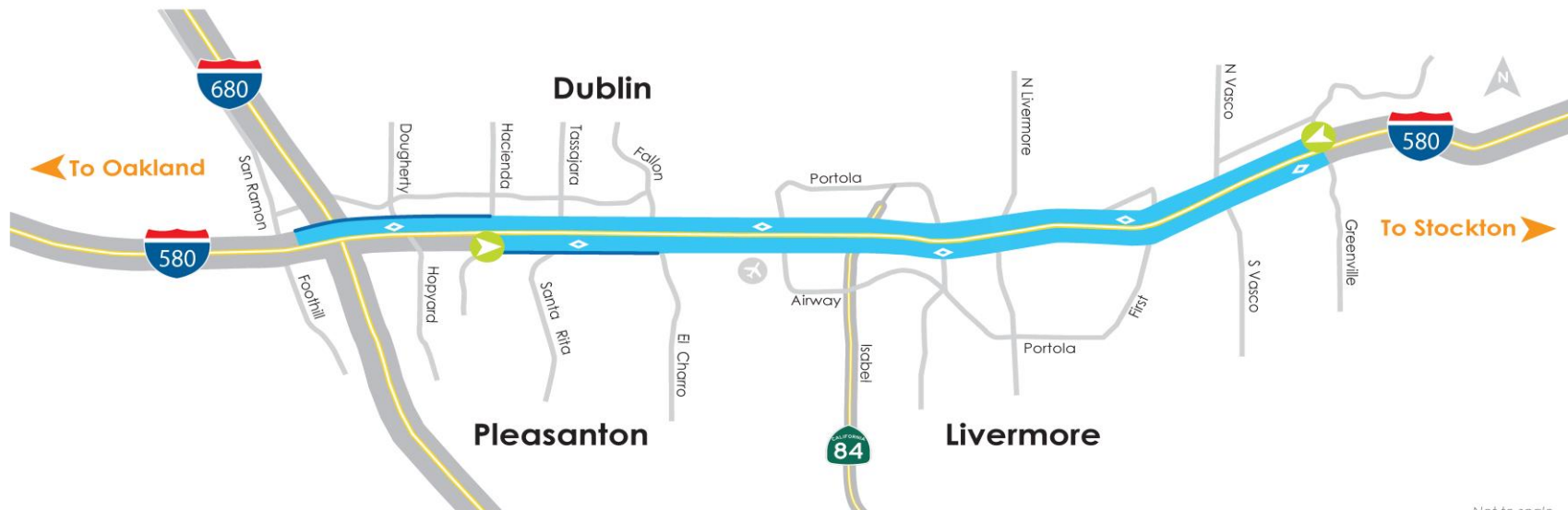
[Stefan Garcia](#), Project Manager (Consultant)

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I-580 Express Lanes Project Location Map

5.2A



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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