



I-580 Eastbound Express Lanes Project

I-580 EASTBOUND EXPRESS LANES PROJECT PUBLIC MEETING

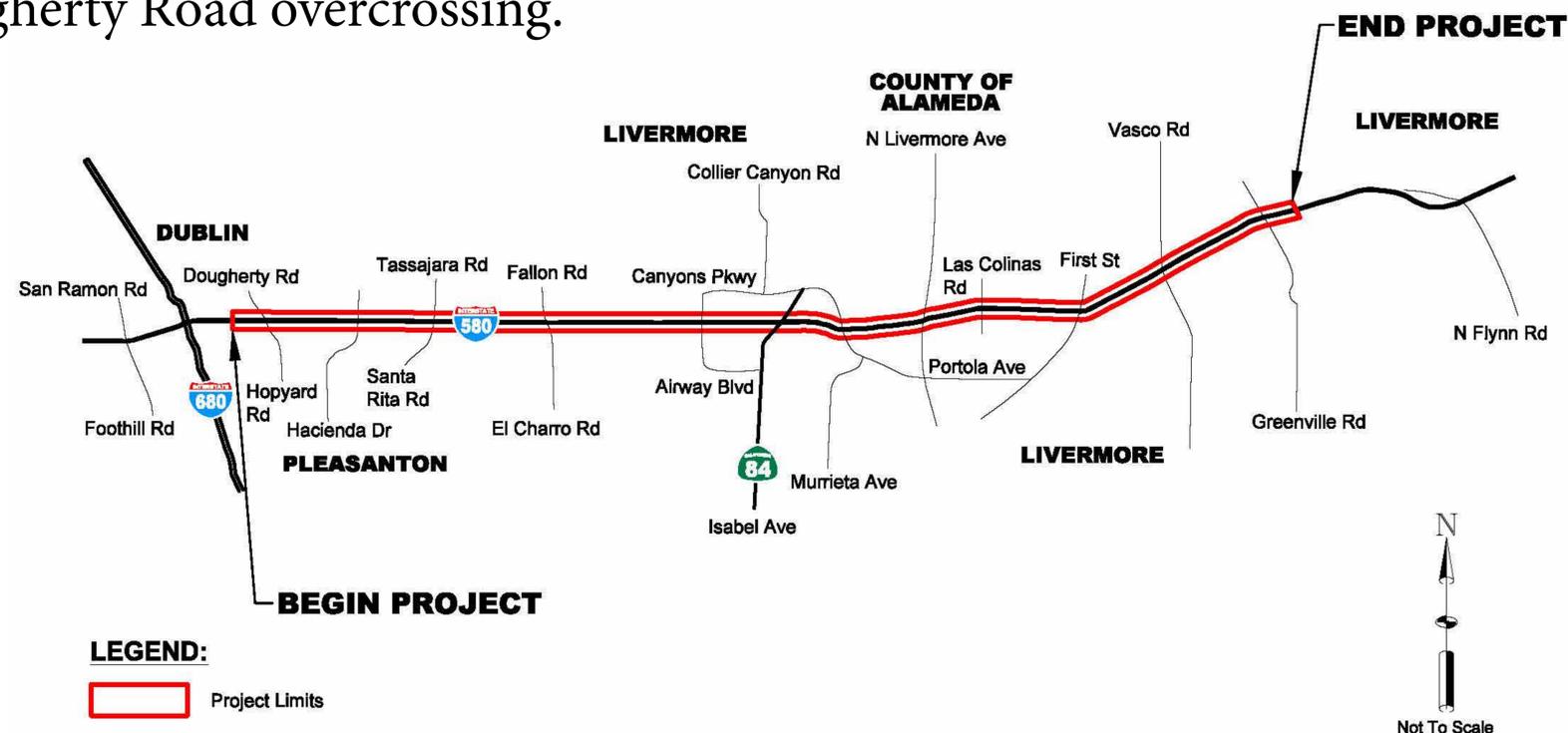
January 22, 2014

I-580 Eastbound Express Lanes Project

PROJECT OVERVIEW AND PURPOSE

What is an express lane? Express lanes offer toll-free travel for carpools, vanpools, motorcycles, buses and eligible clean-air vehicles while also giving solo drivers the option to pay to use the lanes to avoid congestion.

Where would the I-580 Eastbound Express Lanes be located? The existing HOV lane on eastbound I-580 from west of the Hacienda Drive interchange to west of the Greenville Road undercrossing would be converted to an express lane. A second express lane would be provided from the Fallon Road/El Charro Road interchange to the North First Street interchange. Advance notification signs for the express lanes would be placed starting west of the Hopyard Road/Dougherty Road overcrossing.

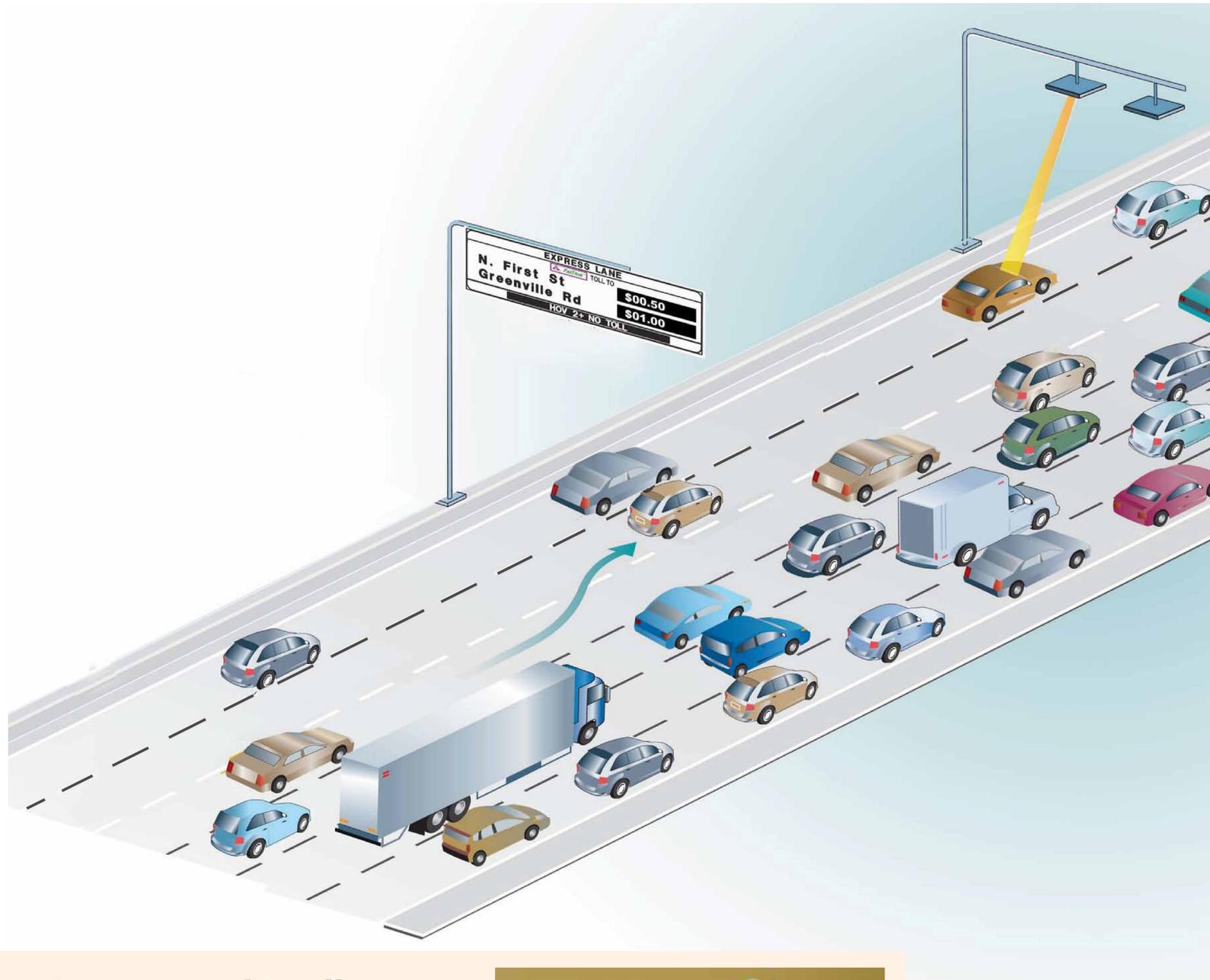


Why is this project being done?

- To provide additional congestion relief by maximizing the efficiency and use of the high-occupancy vehicle (HOV) lane
- To provide enhanced safety and operational improvements, including reliable travel times
- To expand mobility options in the I-580 corridor, by offering an alternative way to generate revenue for future transportation and transit improvements

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HOW WILL THE EXPRESS LANE WORK?



Electronic Toll Collection

- ✓ Express lane tolls will be collected electronically using FasTrak®.
- ✓ FasTrak® uses a small windshield-mounted electronic device called a toll tag.
- ✓ Each time you enter an express lane, your FasTrak® account will be automatically charged a fee based on “dynamic pricing” (when there is more traffic in the express lane, the fee will be higher).
- ✓ With FasTrak® there are no tollbooths, slowing down or paying with cash; overhead sensors on the express lanes will identify your toll tag and charge your account.
- ✓ Carpools, vanpools, motorcycles, buses and eligible clean-air vehicles can use the express lane for no charge.
- ✓ Outside of operational hours, the lanes are open for all to use at no cost.

Using a FasTrak® Toll Tag when Driving as a Carpooler

If you have a FasTrak® toll tag but are carpooling with two or more people, you can use the express lane for free. Simply put your FasTrak® toll tag in the Mylar bag (provided by FasTrak®) to cover it so it will not be read by the electronic toll reader.



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HOW DID THE I-580 EXPRESS LANES COME ABOUT?

Alameda County Express Lane Project

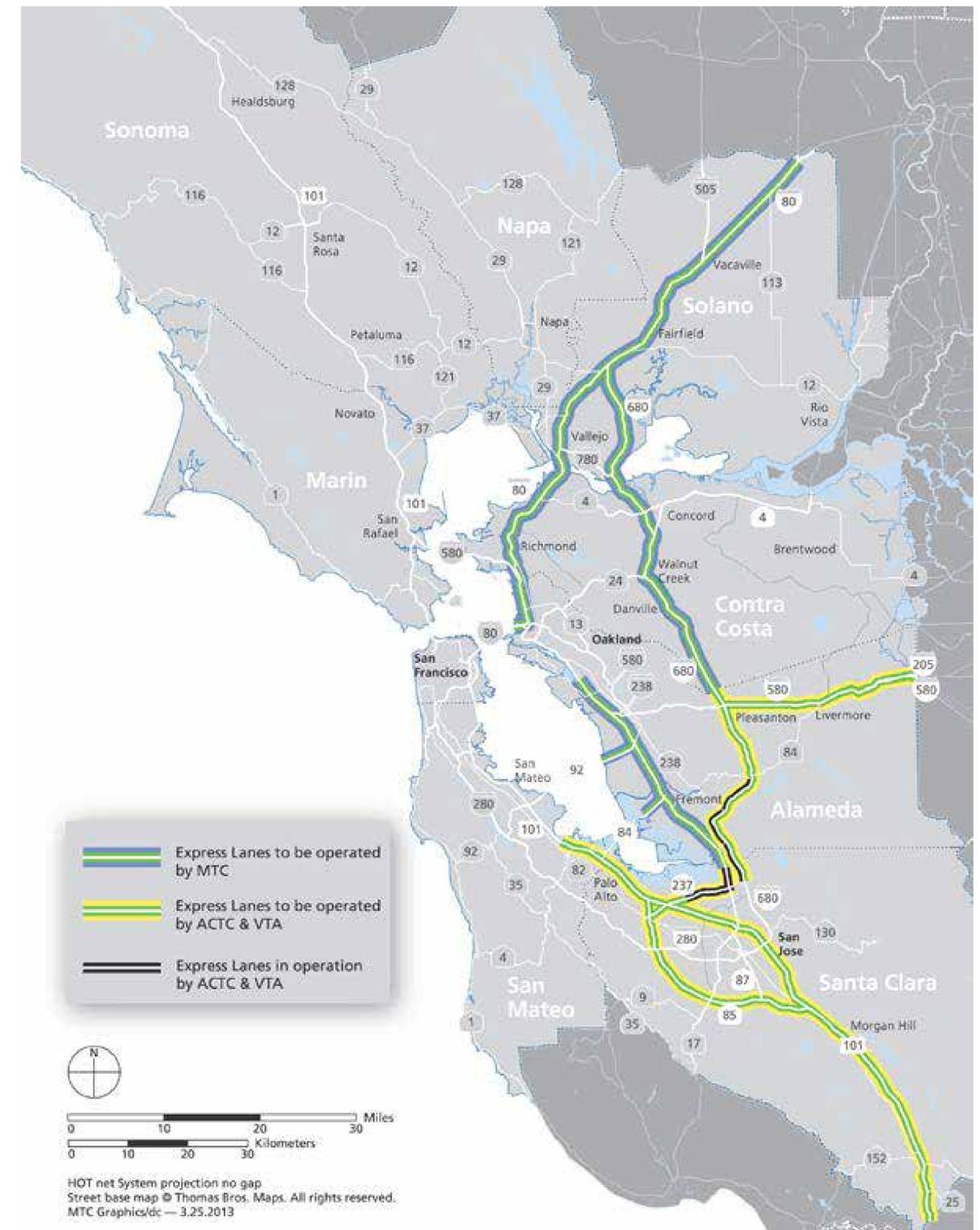
California Assembly Bills 2032 (2004) and 574 (2007) authorized the Alameda County Transportation Commission (ACTC) to create express lanes on two freeways in Alameda County. This effort became known as the Alameda County Express Lane Project, which includes express lanes on:

- Southbound I-680 between SR 84 in Pleasanton and SR 237 in Milpitas
- Westbound I-580 from east of Greenville Road in Livermore to west of San Ramon Road/Foothill Road in Pleasanton
- Eastbound I-580 from west of Hopyard Road/Dougherty Road in Pleasanton to east of Greenville Road in Livermore.

All tolls are to be reinvested in the corridor.

Express Lanes to Connect the Bay Area

- The Alameda County Express Lane Project will be part of a 550-mile regional express lane network planned to be in place by 2035.
- The Metropolitan Transportation Commission (MTC) will operate 270 miles of express lanes on I-80 in Alameda, Contra Costa and Solano Counties, I-880 in Alameda County, I-680 in Contra Costa and Solano Counties, and the westbound approaches to the Bay Bridge, San Mateo Bridge and Dumbarton Bridge.
- The Santa Clara Valley Transportation Authority (VTA) operates the SR 237 express lanes in Milpitas. VTA will add express lanes on US 101 and SR 85 in Santa Clara County, and extend express lanes on SR 237.



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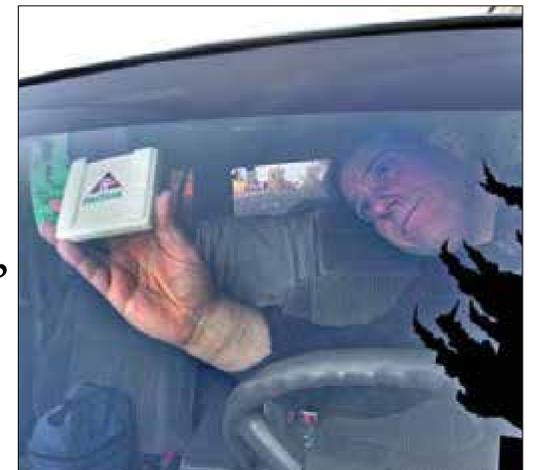
HOW WILL FASTRAK® WORK?

FasTrak® is a registered trademark and is the standard for electronic toll collection in the state of California. Interoperable on all toll roads and bridges statewide, FasTrak® allows solo drivers to pay a fee on the Alameda County express lanes through electronic tolling.

To participate, solo drivers must have a prepaid FasTrak® account and toll tag properly mounted on their vehicle's windshield when they use the express lanes. Carpools, vanpools, motorcycles, buses, and eligible clean-air vehicles can use express lanes for free; however, on the Bay Area toll bridges, all vehicles are charged a toll and therefore must have their FasTrak® toll tag accessible when going through the toll gate.

How does the FasTrak® system work in the Express Lanes?

- To use the Alameda County express lanes, you must have a FasTrak® toll tag. A small device, the toll tag, is mounted inside the vehicle on the windshield and identifies the customer's prepaid toll account. Overhead antennas in the express lanes read the toll tag and deduct the correct toll electronically from the customer's FasTrak® prepaid account (unless the toll tag is placed in the FasTrak® Mylar bag, which prevents it from being read by the electronic toll readers).
- A deposit may be required when you open your FasTrak® account.
- For more information about how to replenish your account by credit card or check, maintain your prepaid balance, move tags between vehicles, or deal with lost or stolen tags, contact FasTrak® Customer Service Center by calling 1-877-BAY-TOLL (1-877-229-8655) or go to www.bayareafastrak.org.



Source: sfgate.com

HOW WILL DYNAMIC PRICING WORK?

What is dynamic pricing? With dynamic pricing, tolls are adjusted based on real-time traffic to keep traffic flowing smoothly.

Here's how:

- Electronic sensors in the roadway continually monitor traffic in the express lane
- Tolls vary every few minutes to maintain free-flow conditions
- The toll is clearly posted on overhead signs before each tolling zone
- You see the toll in advance so you can decide whether to use the express lane
- The toll shown when you enter the express lane applies to your entire trip

Hours of operation will be determined in cooperation with California Highway Patrol, Caltrans, and MTC. Outside of operational hours, the lanes are open for all to use at no cost.

How much will it cost for solo drivers to use the express lane?

- The toll rates have yet to be determined
- The average trip price to use express lanes in California and elsewhere in the U.S. ranges from \$1.50 to \$6.00 (based on a March 2012 MTC survey).



Source: URS



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HOW WILL ENFORCEMENT WORK?

Who will enforce use of the express lanes?

The California Highway Patrol (CHP) is responsible for enforcing all laws on the I-580 Eastbound Express Lane including toll and High Occupancy Vehicle laws.

Enforcement will consist of:

- A combination of electronic and visual assessment
- Electronic equipment will be used to determine if the vehicle has a valid toll tag
- If the CHP determines a solo driver in the express lane does not have a valid toll tag, the driver will be pulled over and cited



Source: ocregister.com



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WHAT IS THE PROJECT COST, FUNDING AND SCHEDULE?

PROJECT COST ESTIMATE BY PHASE	(\$ x 1,000)
Project Engineering/Environmental	\$2,160
Final Design	\$3,500
Right-of-Way/Utilities	\$200
System Integration	\$10,000
Construction	\$16,230
Total Expenditures	\$32,090

PROJECT FUNDING	(\$ x 1,000)
<i>Federal</i>	\$7,500
<i>Measure B (Loan)</i>	\$1,650
<i>Regional</i>	\$4,050
<i>Other Local</i>	\$18,890
Total Expenditures	\$32,090

PROJECT SCHEDULE								
Project Phase	Begin-End MM/YY	2010	2011	2012	2013	2014	2015	2016
Project Engineering/Environmental	08/11-03/14		[Bar]					
Final Design (PS&E)	01/13-04/14				[Bar]			
Right-of-Way	01/13-04/14				[Bar]			
Westbound HOV Construction	10/12-11/14				[Bar]			
Vote/Adv./Award	07/14-10/14					[Bar]		
Express Lane Construction	2014-2015						[Bar]	



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ENVIRONMENTAL DOCUMENT IS NOW AVAILABLE FOR REVIEW

Environmental Document: “Initial Study with Proposed Negative Declaration/Environmental Assessment” or “IS/EA”

An IS/EA considers the same environmental topics as an Environmental Impact Report/
Environmental Impact Statement

Technical studies conducted for:

Air Quality

Biology

Archaeological and Historical Resources

Paleontological Resources

Noise

Storm Water

Traffic

Visual/Aesthetics

How to comment:

Complete a comment card tonight or
Submit comments by postal mail or email
by 5 p.m. on February 5, 2014 to:

Valerie Shearer,
Senior Environmental Planner
Caltrans District 4 Office of
Environmental Analysis
P.O. Box 23660, Oakland, CA 94623-0660
Email: valerie_shearer@dot.ca.gov

Next Steps

- Comment period ends on February 5, 2014
- Project team will respond to comments in the final environmental document