Bay Area Express Lane System

550 miles total
- MTC — 270 miles (Oct. 2011 CTC action)
- Alameda CMA & Sunol JPA — 90 miles
- Santa Clara — VTA 190 miles

All parties are committed to making the system seamless for drivers
Why Express Lanes?

- Connectivity: Close gaps within existing HOV lane system to serve carpools and buses
- Efficiency: Optimize capacity in Bay Area freeway corridors
- Reliability: Provide a reliable, congestion-free transportation option

Improvements Serve Transit

<table>
<thead>
<tr>
<th>Route</th>
<th>Peak Hour Bus Trips (proposed service)</th>
</tr>
</thead>
<tbody>
<tr>
<td>A. I-80 Yolo County to I-505</td>
<td>4</td>
</tr>
<tr>
<td>B. I-80 I-505 to Carquinez Bridge</td>
<td>40</td>
</tr>
<tr>
<td>C. I-680 Gold Hill Rd. to I-780</td>
<td>4</td>
</tr>
<tr>
<td>D. I-680 Route 242 to North Main St.</td>
<td>40</td>
</tr>
<tr>
<td>E. I-680 Alcosta Blvd. to SR 237</td>
<td>4</td>
</tr>
<tr>
<td>F. I-580 Greenville to San Joaquin County</td>
<td>40</td>
</tr>
<tr>
<td>G. I-880 Hegenberger to Lewelling</td>
<td>30</td>
</tr>
</tbody>
</table>
Complementary Strategies

Coordination is Key

Toll System Operations & Policies
Project Design
Public Information & Messaging
**Current Project Plan (MTC Network)**

1. Conversions first (benefit cost ratio = 5)
   - Low cost & low risk
   - Toll-system comprises most of the investment
   - 150 miles

2. Close gaps, segments with better revenue/cost ratios (benefit cost ratio = 3)
   - 65 miles

**Tier 1 Conversions**

**MTC Network Projects Underway**
90 miles open in 2015

In progress
- Toll system concept
- Environmental clearance

Next steps in 2013
- Toll system requirements & procurement
- Roadway design

**Remaining Conversions**
60 miles

Secure funding and initiate studies/environmental clearance in 2013
I-880 Corridor

- Congested corridor
- Some slowdowns in HOV lanes already, primarily due to weaving
- Interface with 237 Express Lanes—coordination with VTA has begun
- Timing with Hegenberger to Marina HOV extension
- Lack of communications infrastructure

Bay Area Infrastructure Financing Authority (BAIFA)

- Created by MTC and BATA in 2006 to finance the state contribution to the toll bridge seismic program and “to plan, develop and fund transportation and related projects”
- Amended in September 2011 to include development, operation and financing of express lane facilities

Recommendation: Revise board membership for express lane responsibilities. Both MTC and BATA must approve this change.

<table>
<thead>
<tr>
<th>Current Membership</th>
<th>Proposed Membership</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. MTC Chair</td>
<td>1. MTC Chair</td>
</tr>
<tr>
<td>2. MTC Vice Chair</td>
<td>2. BATA Oversight Chair</td>
</tr>
<tr>
<td>3. BATA Oversight Chair</td>
<td>Alameda County</td>
</tr>
<tr>
<td>4. BATA Oversight Vice Chair</td>
<td>Contra Costa County</td>
</tr>
<tr>
<td>5. Programming &amp; Allocations Chair</td>
<td>Solano County</td>
</tr>
<tr>
<td>6. Programming &amp; Allocations Vice Chair</td>
<td>Business, Transportation</td>
</tr>
<tr>
<td></td>
<td>&amp; Housing Appointee (non-voting)</td>
</tr>
</tbody>
</table>
Policy Decisions and Responsibilities for BAIFA

Developing, Operating and Funding the Network

1. Approve phasing and financing plans
   – Which projects get built first;
   – How the network will be financed.

2. Design, procure, install and construct the express lanes and toll system

3. Adopt business rules, tolling and operating policies
   – Recommend hours of operation (peak only, all day, weekends)
   – Toll rates and requirement for toll free travel (HOV2 or HOV3+)
   – Toll collection methods, violation procedures and penalties

4. Operate and maintain the express lanes and toll system

5. Take steps necessary to fund the project

Example BAIFA Policy Decision:
Toll Violation System

• FasTrak® toll tags will be used for toll collection.
• Employ toll violation system, which is in use on toll bridges:
  1. Toll violations will be automatically captured through license plate cameras.
  2. All vehicles, including carpools, will be required to carry a toll tag.
• Managing violations is critical for managing traffic, recovering the cost of operations, and for bond financing.
Toll Violations on BATA Bridges in FY 11-12

Total Bridge Trips: 123,667,000 (100%)
- Post-Payment Made: 352,000 (<1%)
- System Resolved: 20,556,000 (17%)
- Net Violations: 2,055,000 (2%)

20% of all trips have no tag read or cash payment

With automatic toll violation system, the net violation rate is reduced to 2%

Example BAIFA Policy Decision: Determining Toll Tag Technology

- Switchable toll tag
  - Drivers identify number of occupants using a switch on the toll tag
  - Toll readers detect the switch setting and apply the toll for non-HOVs; HOVs travel toll-free
  - Used in LA (I-10 and I-110) and Virginia (I-495 E-Zpass® Flex™)
  - Non-HOVs can use existing FasTrak® tags
- Large number of Bay Area carpoolers have FasTrak® already
  22,000 daily HOV trips on the BATA bridges (2012)
HOV Violations Enforced by CHP

1: CHP observes beacon and visually verifies fewer than the required number of people in the car

2: CHP pulls vehicle over and verifies whether toll tag was set to HOV mode. A ticket can then be issued on-site.

BAIFA Timeline

<table>
<thead>
<tr>
<th>Month</th>
<th>Events</th>
</tr>
</thead>
<tbody>
<tr>
<td>Feb</td>
<td>- Information item on BAIFA</td>
</tr>
<tr>
<td></td>
<td>2/13 BATA Oversight &amp; MTC Admin.</td>
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<tr>
<td>Mar</td>
<td>- Revise BAIFA Board</td>
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<td></td>
<td>3/6 BATA Oversight &amp; MTC Admin.</td>
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<tr>
<td></td>
<td>3/27 BATA &amp; MTC</td>
</tr>
<tr>
<td></td>
<td>- Approve MTC-BAIFA coop</td>
</tr>
<tr>
<td></td>
<td>3/6 MTC Admin.</td>
</tr>
<tr>
<td></td>
<td>3/27 MTC</td>
</tr>
<tr>
<td>Apr</td>
<td>- First BAIFA express lanes meeting</td>
</tr>
<tr>
<td></td>
<td>- Approve MTC-BAIFA coop</td>
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<tr>
<td></td>
<td>4/24 BAIFA</td>
</tr>
<tr>
<td>Spring 2013 and beyond</td>
<td>- Monthly BAIFA meetings</td>
</tr>
</tbody>
</table>

ACTAC Meeting 03/05/13
Agenda Item 5A
Handout
## Tier 1 Timeline

### Civil Portion (Roadway)
- **2012**: Concept
- **2013**: Requirements & Procurement
- **2014**: Design/Installation/Testing
- **2015**: Toll System
- **Today**: Open for service

### Project Approval/Environ. Process (projects underway)
- **2013**: Design & Construction

### Public Outreach / Customer Education
- **Initiate Project Approval/Environmental for Remaining Tier 1 Conversions**

ACTAC Meeting 03/05/13
Agenda Item 5A
Handout