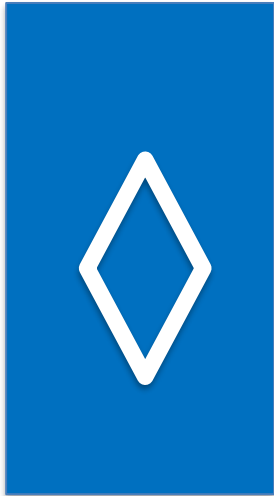
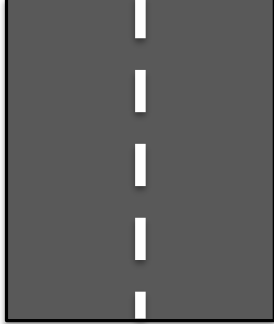


Managed Lanes: Alameda CTC Experience



**A Presentation for the
San Francisco County Transportation Authority**
Citizens Advisory Committee, October 26, 2016



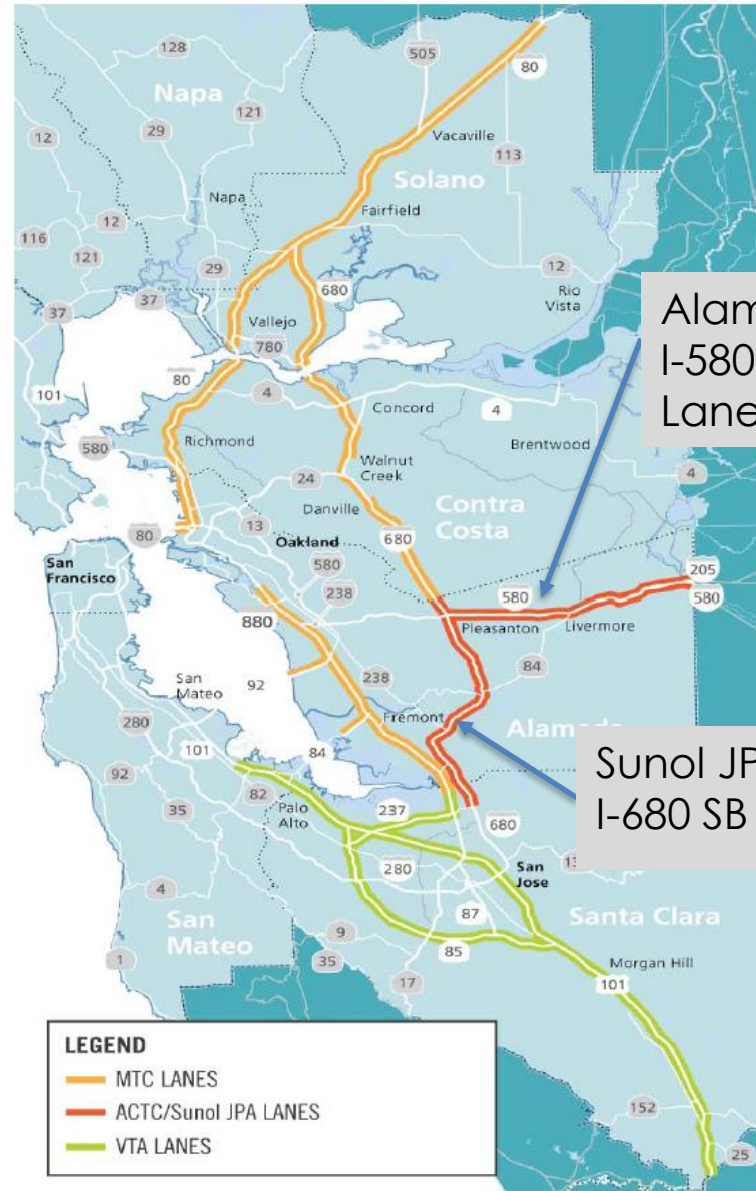
Introduction

- Alameda CTC has been managing express lanes (HOT lanes) since 2010.
- This presentation will discuss:
 - *How we came to decide on express lanes*
 - *Multitude of steps for implementation*
 - *Benefits we have observed*

Bay Area Express Lanes

Network by Operator

- ▶ 4 Agency Operators
- ▶ Seamless Network
- ▶ I-880 Conversion is an MTC Lane



6

I-680 Needs Identification: 1990s

- Thousands of jobs created in Silicon Valley
- Bay Area commute patterns changed
- I-680 over the Sunol Grade identified as top congested corridor
- 1998: Solutions on Sunol Coalition formed to identify solutions
 - *Tasked with identifying funding*
 - *Goal to quickly implement southbound HOV lane to increase capacity and encourage carpooling*
 - *Express Lane identified as desired tool for managing congestion*

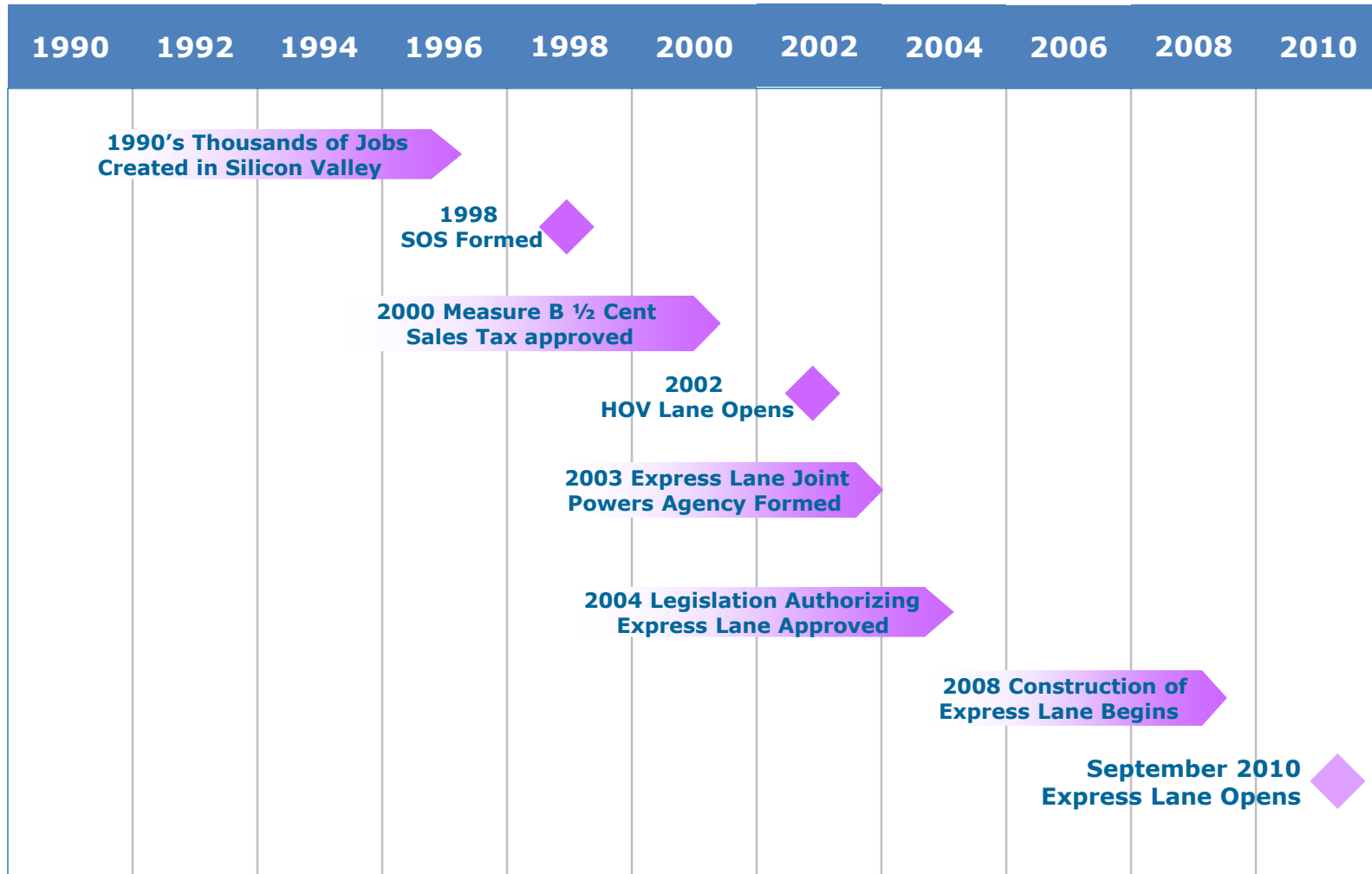
Express Lane Implementation Steps

- Funding
 - *Alameda County Sales Tax Measure in 2000*
 - *Other state and federal funding identified*
- JPA
 - *Sunol JPA established in 2003 = ACTIA + ACCMA + VTA*
- Legislation
 - *AB 2032 passed in 2004 authorizing I-680 Sunol Grade express lane and second corridor in Alameda County*
- Building Consensus
 - *Public opinion polls*
 - *MTC, Caltrans, CHP, FHWA, affected cities*

Political/Policy Issues

- Tolling Policy
 - Access: *limited vs continuous*
 - Hours of Operation: *peak period vs all day*
 - Tolling and Enforcement (SOV, HOV2, HOV3+, CAV)
 - Performance Requirements
- Interagency Agreements
 - Caltrans – construction
 - Caltrans – maintenance
 - CHP – enforcement
 - BATA – revenue collection services

I-680 Congestion Relief Timeline



I-680 Express Lane Project

- First operating express lane in Northern California
- 14-mile stretch over the Sunol Grade
- Three entry points, three exit points
- Dynamic pricing

Toll System Cost: \$ 41 million

NEXT UP: NB Express Lane!



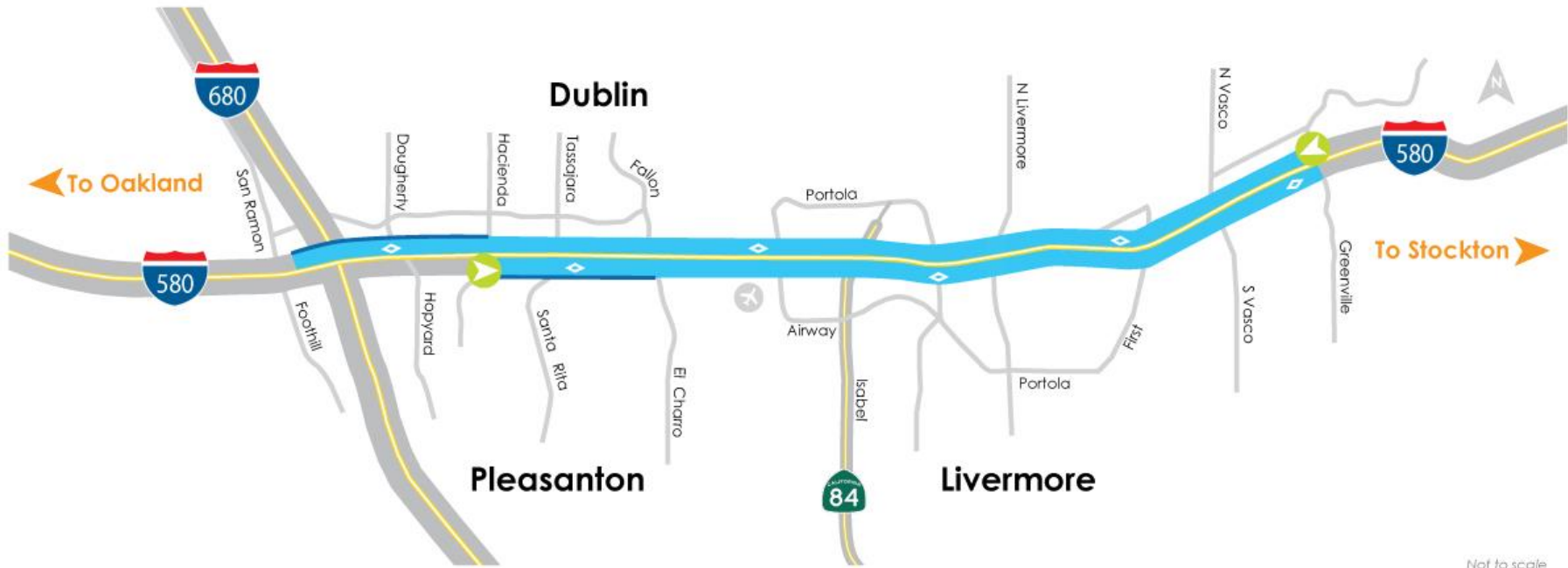
I-580 Needs Identification: 2000s

- Major goods movement and commute corridor
 - *Tri-Valley to Bay Area; Port of Oakland*
- 2005: Identified by ACCMA as potential express lanes corridor
- 2012: Eastbound HOV lane opened
- 2014: Express lane construction commenced
- February 2016: Express Lanes opened for use
 - *Two EB lanes*
 - *One WB lane*
 - *Continuous Access*

I-580 Express Lanes



Opened
February 2016



Not to scale

Two Eastbound Express Lanes
Lanes begin at Hacienda (11 miles)
 No entry/exit from eastbound express lanes from Hacienda to Fallon / El Charro.
Please note: For access to Santa Rita Road or El Charro/Fallon, do not enter express lanes.

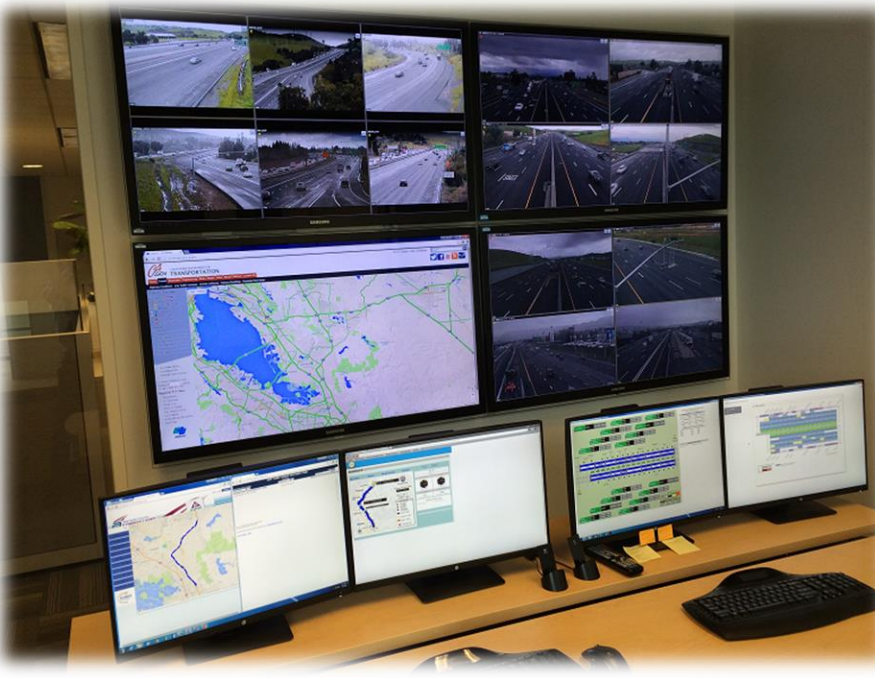
One Westbound Express Lane
Lane begins at Greenville (14 miles)
 No entry/exit from westbound express lane from Hacienda to end.
Please note: For access to I-680 or Dougherty, exit express lane before Hacienda.

- 12-mile corridor
- Continuous Access
- Dynamic Pricing

Toll System Cost: \$55 million



Opening Day is Just the Beginning!



Monitoring



Enforcement

Incident Management



Maintenance



Benefits to Alameda County

I-680 Express Lane Corridor

- Reduced travel times in both express and general purpose lanes
- Increased vehicle and person throughput
- Reduced queues at key points of congestion
- January – August 2016 trip/revenue stats:
 - Average 78,000 toll trips per month
 - Average \$190,000 gross revenue per month
- Operating in the black since FY 2014/15

Benefits to Alameda County

I-580 Express Lane Corridor

- Average speed differential up to 25 mph (express vs GP)
- February – August 2016 trip/revenue stats:
 - Average 700,000 total trip (280,000 toll trip) per month and growing
 - Average \$780,000 gross revenue per month
 - ~ 32% toll free use
 - ~ 56% toll users
 - ~ 12% violation (no FasTrak)
- Still in ramp-up period
- Outreach ongoing to increase FasTrak usage

Lessons Learned

- Enforcement Matters
 - *License Plate Capture Technology reduces cheating*
- Access Control Matters
 - *SB I-680 converting to continuous access in 2019*
- Outreach Matters
 - *Video of how express lanes work (website, You-Tube)*
 - *Direct mail, community event booths*
 - *Media tours*
- Consolidate HOV + Express Lane construction for time and cost savings

Questions & Answers

