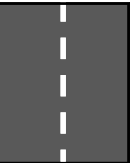


# Managed Lanes: Alameda CTC Experience



TOLL-PAYING  
VEHICLES



TRANSIT

A Presentation for the  
San Francisco County Transportation Authority  
Plans and Programs Committee, October 11, 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*



## 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*

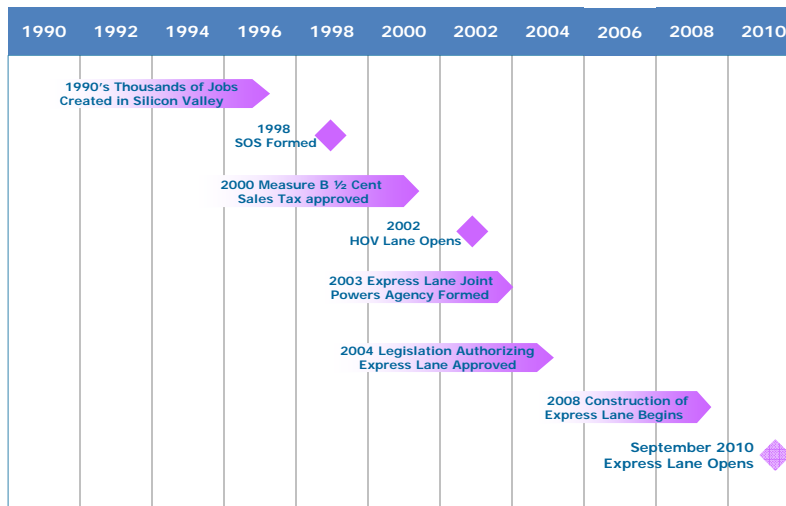
## Express Lane Implementation Steps

- 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!

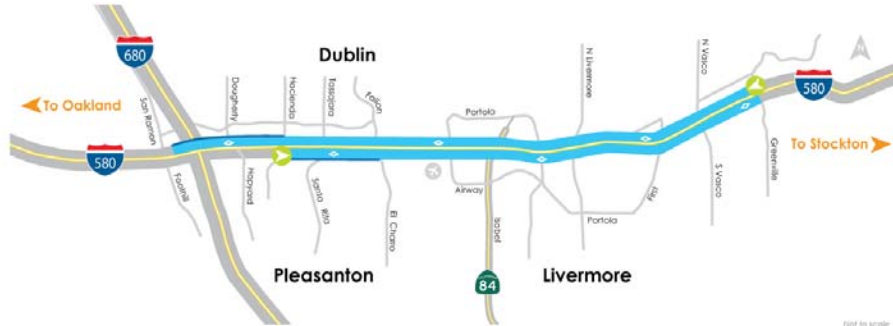


## I-580 Needs Identification: 2000s

- 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



**Two Eastbound Express Lanes**  
 Lanes begin at Hacienda (11 miles)  
 No entry/exit from eastbound express lanes from Hacienda to Fallon/EI 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**

**Maintenance**

**Incident Management**

## 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

## 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

## Questions & Answers

