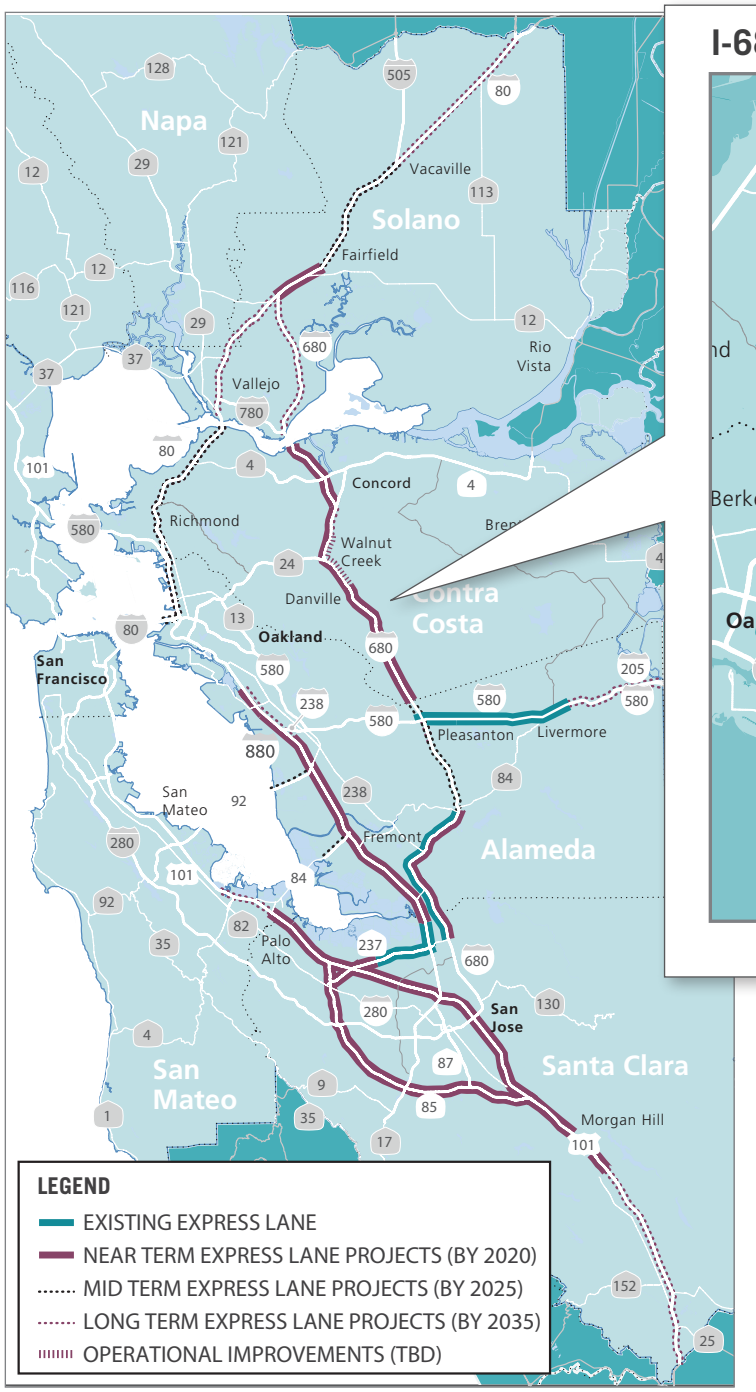
BAY AREA EXPRESS LANES

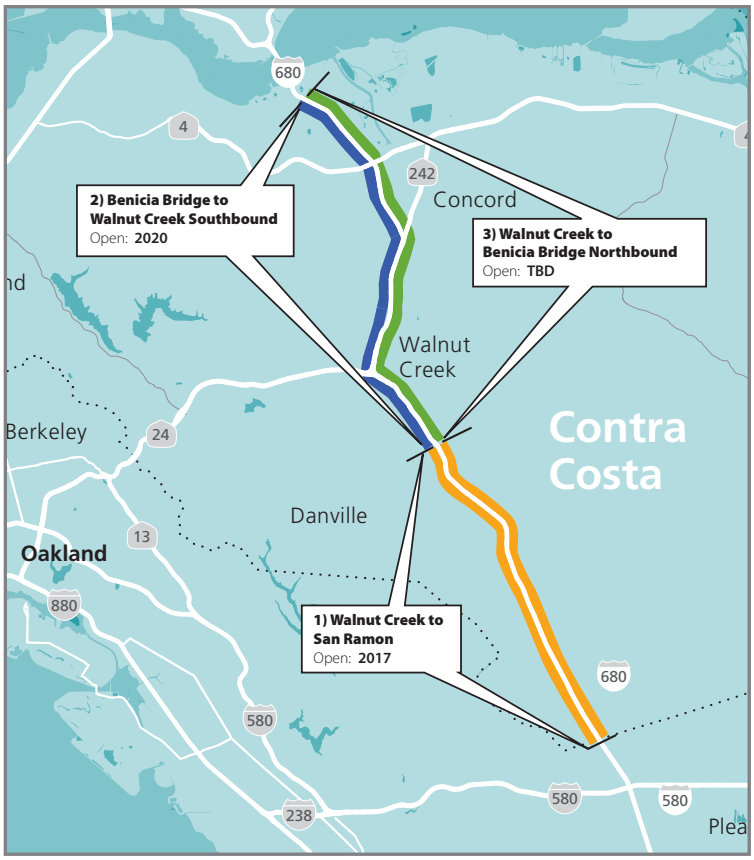
I-680 CONTRA COSTA CORRIDOR IMPROVEMENTS

FALL 2016



2035 BAY AREA EXPRESS LANES BUILD OUT

I-680 CONTRA COSTA PROJECT DETAIL MAP



The Bay Area Express Lane partners are planning the following improvements on I-680 in Contra Costa:

1. Build express lanes between Rudgear Road in Walnut Creek and Alcosta Blvd. in San Ramon by converting existing High Occupancy Vehicle (HOV) lanes.
2. Build southbound express lanes from the Benicia Bridge to Rudgear Road in Walnut Creek by adding lanes and converting existing HOV lanes.
3. Build northbound express lanes by adding and converting lanes from N. Main Street in Walnut Creek to the Benicia Bridge and implement operational improvements from Livorna Road to N. Main Street in Walnut Creek.

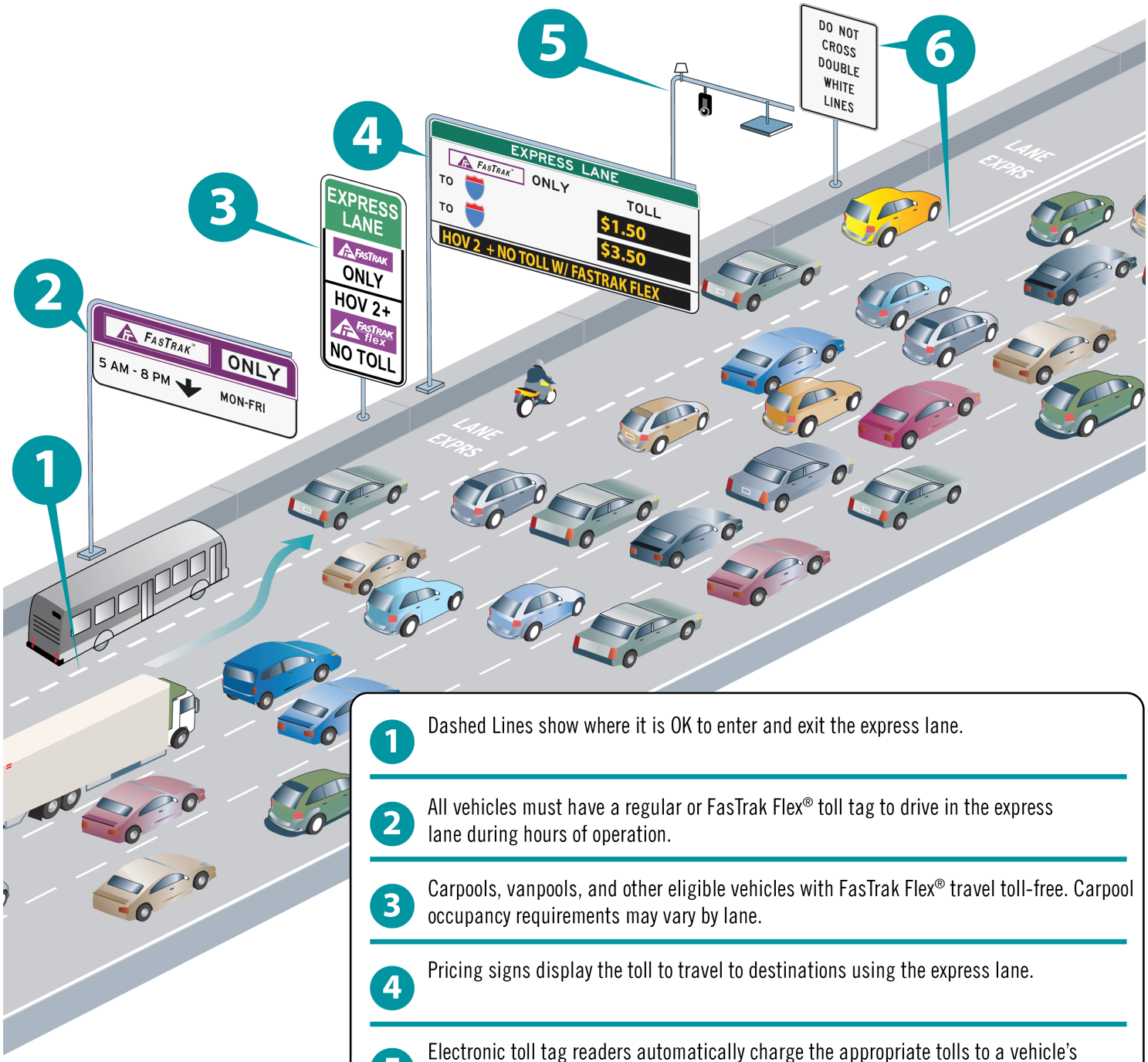
Projects 1 and 2 are scheduled to be complete by 2020 and will add 5 new lane miles and result in 35 miles of express lanes in Contra Costa County. The schedule for Project 3 will be determined once funding is secured.

I-680 PROJECT PARTNERS

CONTRA COSTA transportation authority · Caltrans · CHP · FASTRAK · METROPOLITAN TRANSPORTATION COMMISSION

HOW EXPRESS LANES WORK

A general description of how express lanes work is below. Depending on the express lane, there could be differences in layout or operations. For lane-specific information, go to www.BayAreaExpressLanes.org.

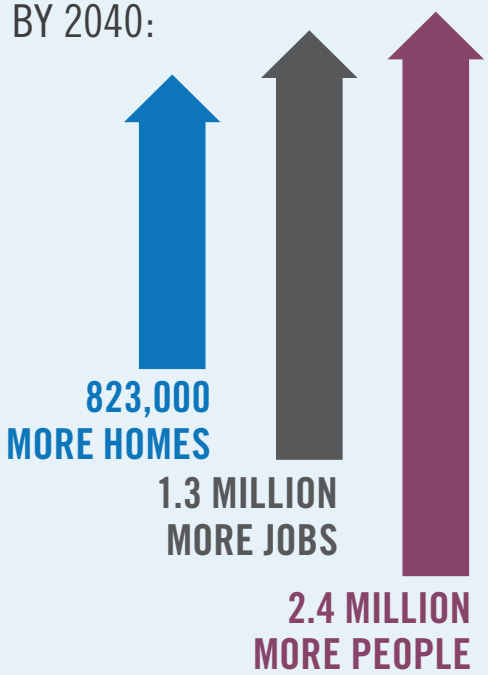


1. Dashed Lines show where it is OK to enter and exit the express lane.
2. All vehicles must have a regular or FasTrak Flex® toll tag to drive in the express lane during hours of operation.
3. Carpools, vanpools, and other eligible vehicles with FasTrak Flex® travel toll-free. Carpool occupancy requirements may vary by lane.
4. Pricing signs display the toll to travel to destinations using the express lane.
5. Electronic toll tag readers automatically charge the appropriate tolls to a vehicle's FasTrak® account.
6. Double white lines show where it is illegal to enter and exit the express lane. These access limitations improve traffic flow.

WHY EXPRESS LANES?

While the Bay Area's population is expected to grow, the amount of transportation funding and land for road expansion is limited. Bay Area Express Lanes improve our highways by A) better utilizing capacity, B) improving carpool lane enforcement, C) implementing strategies to improve flow, and D) raising funds to close gaps in the HOV lane network sooner to encourage more carpooling.

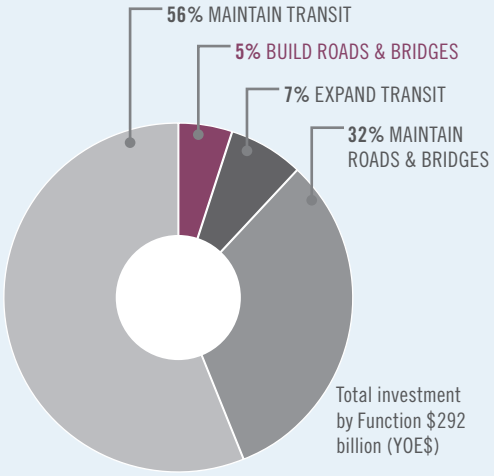
REGIONAL GROWTH BY 2040:



Data Source: Plan Bay Area (2013).
Oakland: Metropolitan Transportation Commission. 30.

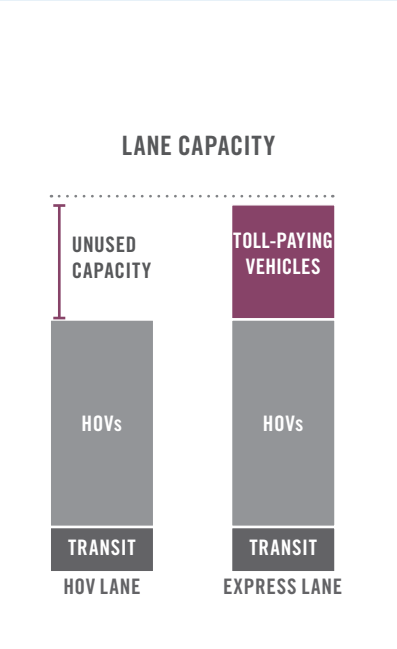
REGIONAL INVESTMENT BY 2040:

ONLY 5% OF THE REGION'S TRANSPORTATION DOLLARS WILL BE USED TO BUILD NEW ROADS.



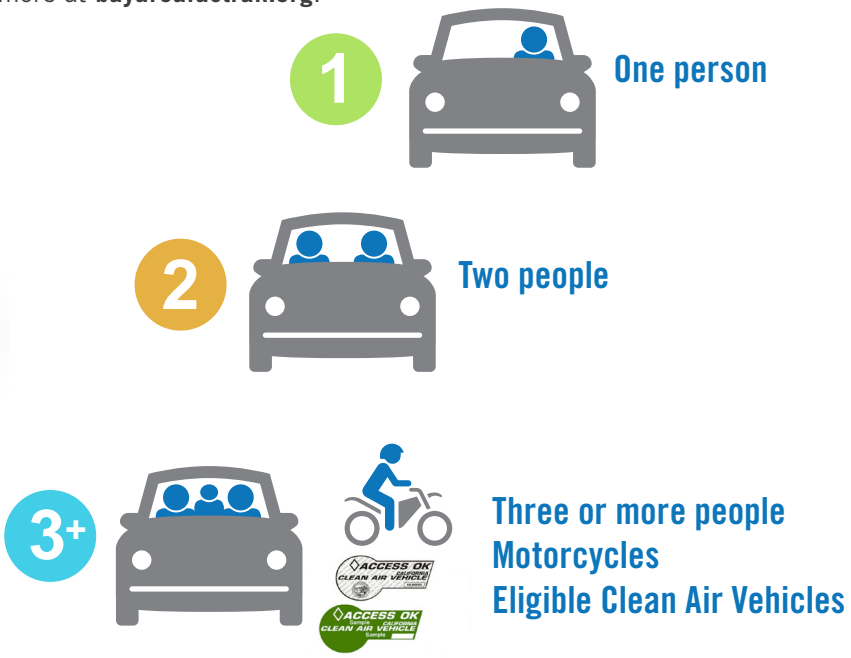
Data Source: Plan Bay Area (2013).
Oakland: Metropolitan Transportation Commission. 66.

HOW EXPRESS LANES HELP:



FasTrak Flex®

Carpools, vanpools and other eligible vehicles will need FasTrak Flex® toll tags to travel toll free in express lanes. Before driving, move the switch to show the number of people in the vehicle. Solo drivers can use regular FasTrak® toll tags or FasTrak Flex® toll tags set in the "1" position. Learn more at **bayareafastrak.org**.



WHAT ARE EXPRESS LANES?

Express Lanes are specially-designated highway lanes that are toll-free for carpools, vanpools, buses and other eligible vehicles. Express lanes also allow solo drivers to choose to pay tolls to use the lanes. Tolls for solo drivers increase as traffic congestion increases and decrease as congestion decreases.

EXPRESS LANES BENEFITS

Express lanes have proven to be a successful tool to manage highway congestion locally and in other parts of the country.

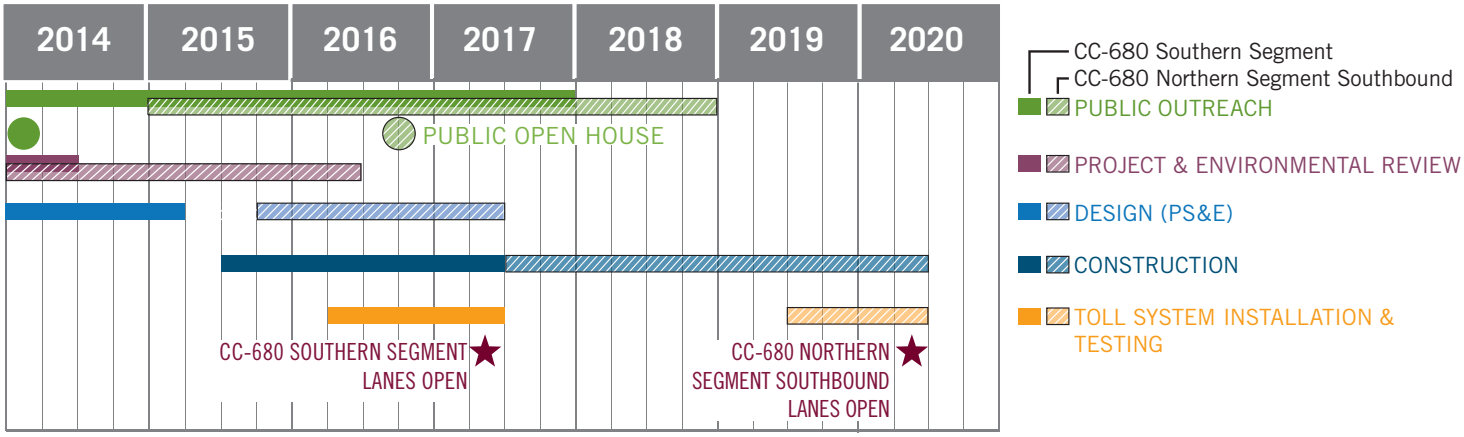
BAY AREA EXPRESS LANES WILL:

- Create a seamless network of HOV lanes to encourage carpools, vanpools and express buses;
- Make the best use of HOV lane capacity;
- Provide reliable travel times for customers;
- Better manage lanes to keep traffic moving; and
- Provide solo drivers the choice to pay a toll to use the HOV lanes.

PROJECT DEVELOPMENT AND OPERATIONS

A Joint Powers Authority (JPA) between the Metropolitan Transportation Commission (MTC) and the Bay Area Toll Authority (BATA) along with the Contra Costa Transportation Authority (CCTA) are leading the environmental review, design and construction of the projects. The JPA will operate the lanes once open. The JPA will make policy and operational decisions, such as toll rates and use of revenue.

SCHEDULE – PROJECTS 1 & 2*



PROJECT COST*

The cost for Project 1 is approximately $56 million. The cost for Project 2 includes $85 million for a new 5-mile southbound lane through Walnut Creek plus $34 million for express lane elements. Both project costs include planning, design, construction, utilities, and toll system integration.

***Schedule and costs for Project 3 are being developed.**

BAY AREA EXPRESS LANES

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