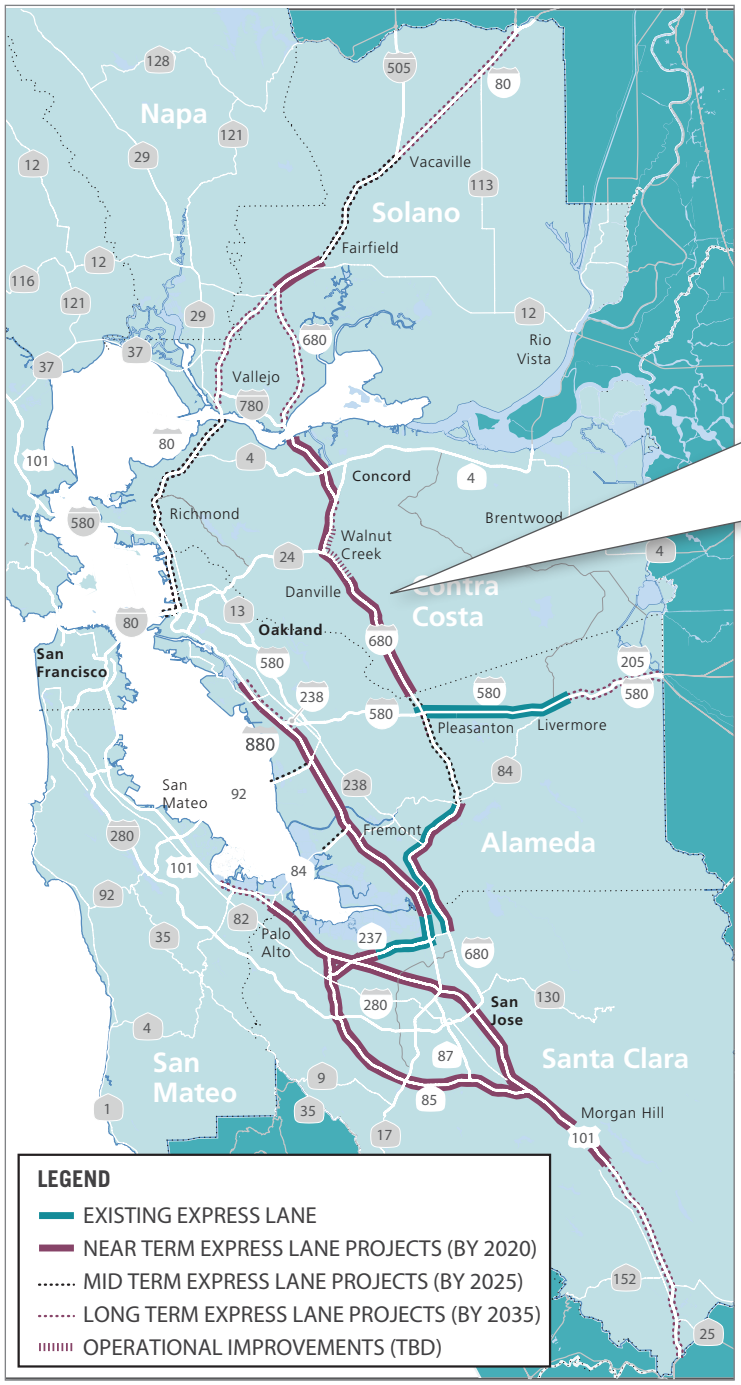
BAY AREA EXPRESS LANES

FALL 2016

I-680 WALNUT CREEK TO SAN RAMON EXPRESS LANE



2035 BAY AREA EXPRESS LANES BUILD OUT

I-680 PROJECT DETAIL MAP

PROJECT DESCRIPTION

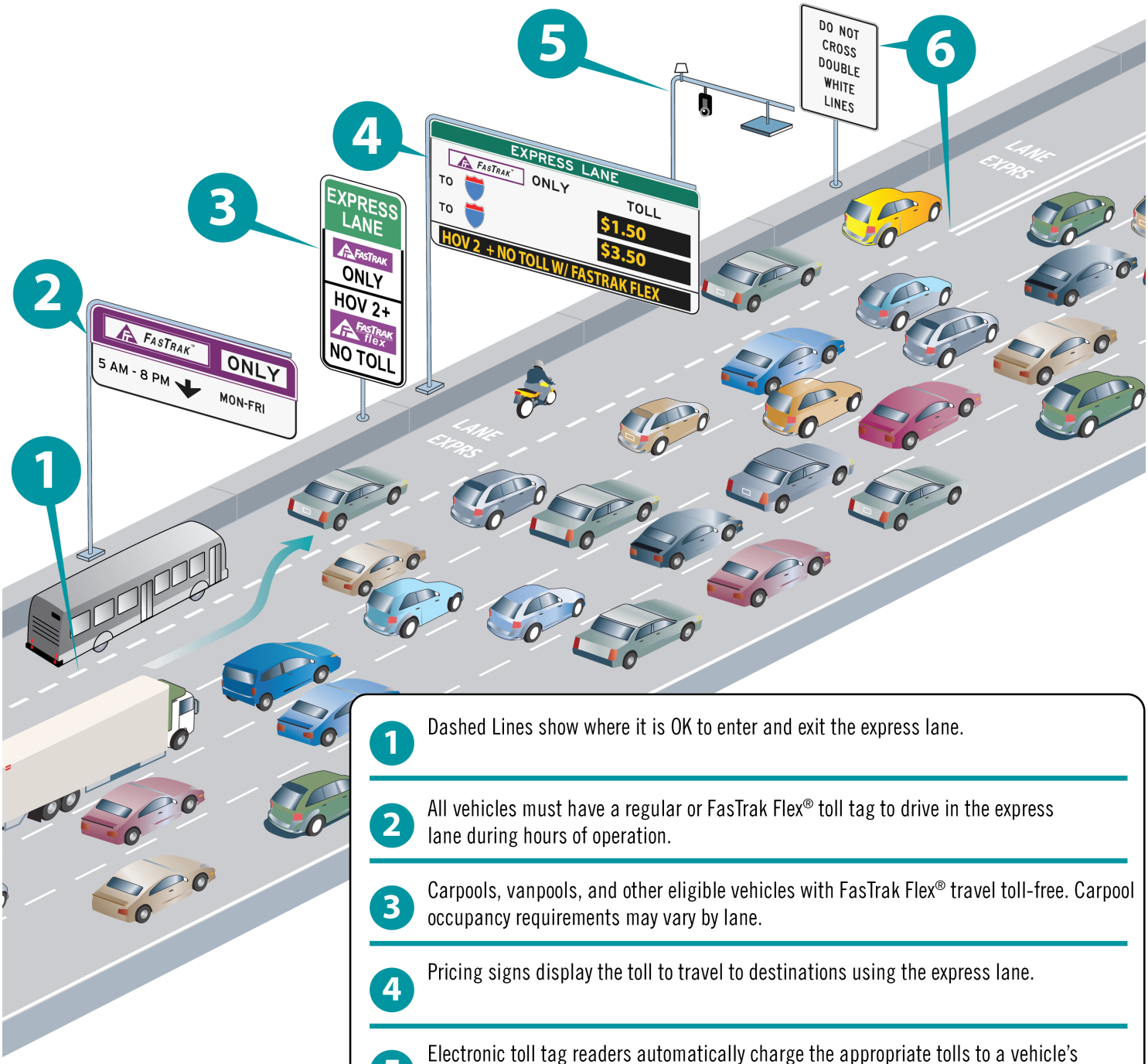
The Project converts existing HOV lanes to express lanes on I-680 from Rudgear Rd. to Alcosta Blvd. in the southbound direction and from Alcosta Blvd. to Livorna Rd. in the northbound direction. It will result in 23 express lane miles through San Ramon, Danville, Alamo and southern Walnut Creek. No widening or additional lanes will be added to the freeway. This conversion project includes striping lanes and installing sign gantries, signs, FasTrak® toll tag readers, and traffic monitoring video cameras. In addition, the project installs equipment and observation areas to help the California Highway Patrol (CHP) enforce proper use of the lanes. The express lanes will allow continuous access like the existing carpool lanes.

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.

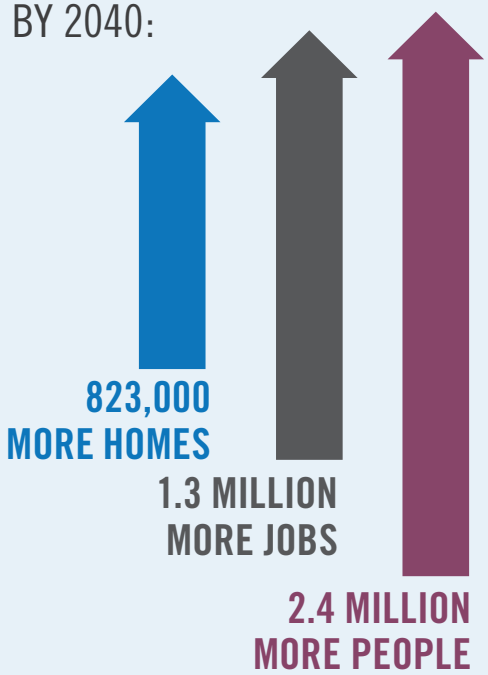


1. Dashed Lines show where it is OK to enter and exit the express lane.
2. All vehicles must have a regular or FasTrak Flex® toll tag to drive in the express lane during hours of operation.
3. Carpools, vanpools, and other eligible vehicles with FasTrak Flex® travel toll-free. Carpool occupancy requirements 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.

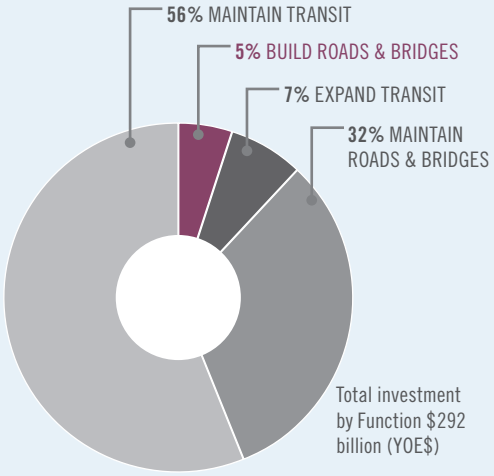
REGIONAL GROWTH BY 2040:



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

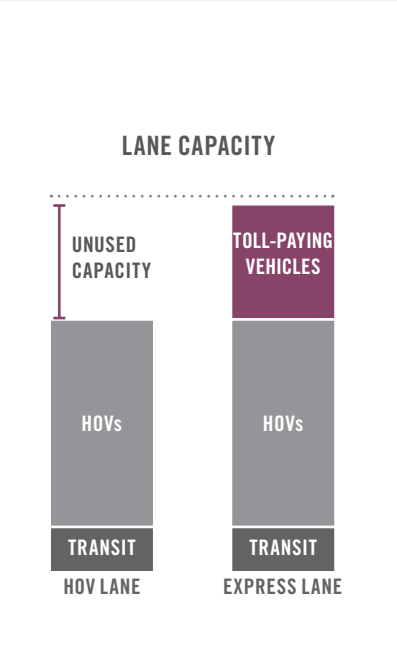
REGIONAL INVESTMENT BY 2040:

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



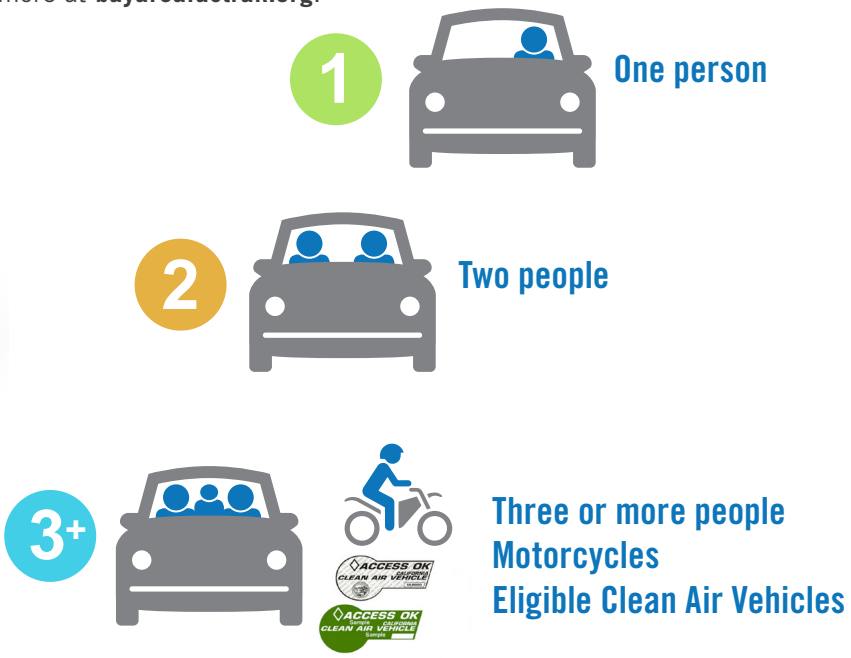
Data Source: Plan Bay Area (2013).
Oakland: Metropolitan Transportation Commission. 66.

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.

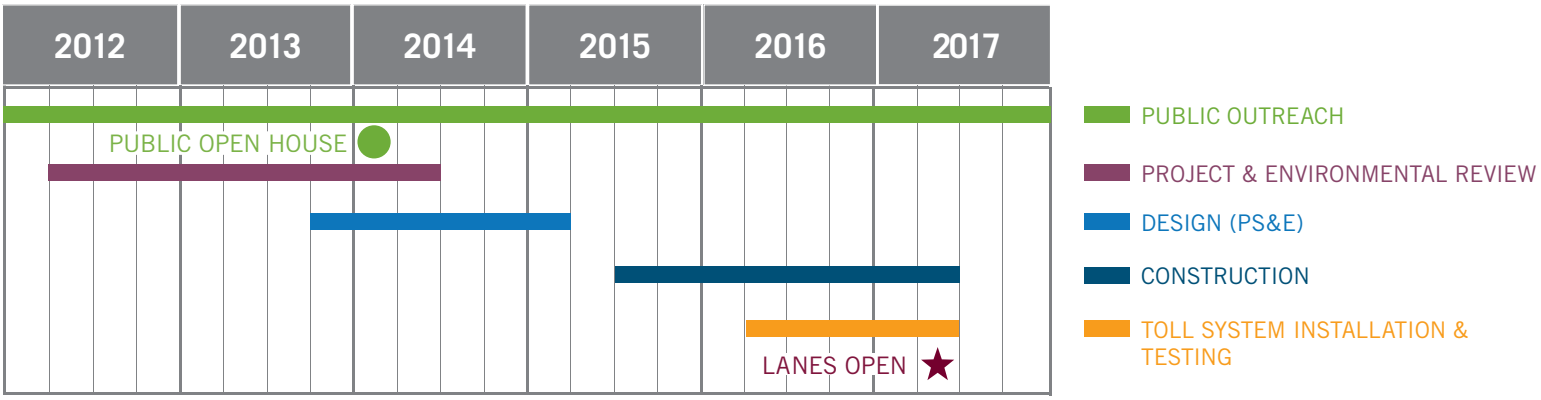
BAY AREA EXPRESS LANES WILL:

- 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.

OPERATING AUTHORITY

The Metropolitan Transportation Commission (MTC) and the Bay Area Toll Authority (BATA) have formed a Joint Powers Authority (JPA) to develop and operate MTC's express lanes. The majority of the JPA's five voting members represent the three counties where its lanes are located: Alameda, Contra Costa and Solano. The JPA will make policy and operational decisions, such as toll rates, project phasing and use of revenue.

PROJECT SCHEDULE



PROJECT COST

The total cost for this I-680 project is approximately $56 million, which includes planning, design, construction, utilities, and toll system integration.

BAY AREA EXPRESS LANES

www.BayAreaExpressLanes.org

info@BayAreaExpressLanes.org • (415) 778-6655