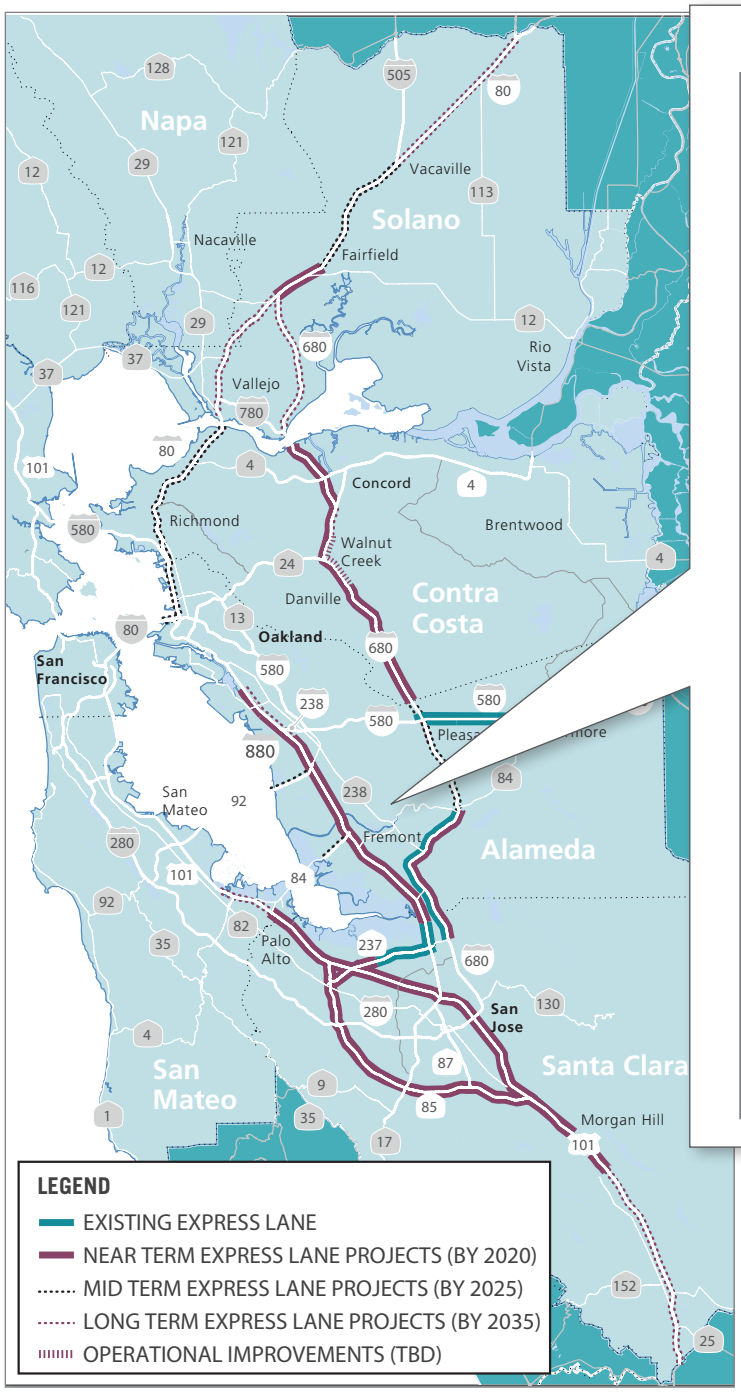
BAY AREA EXPRESS LANES

PROPOSED EXPRESS LANE I-880 ALAMEDA HOV LANE CONVERSION

SPRING 2016



2035 BAY AREA EXPRESS LANES BUILD OUT

I-880 PROJECT DETAIL MAP

PROJECT DESCRIPTION

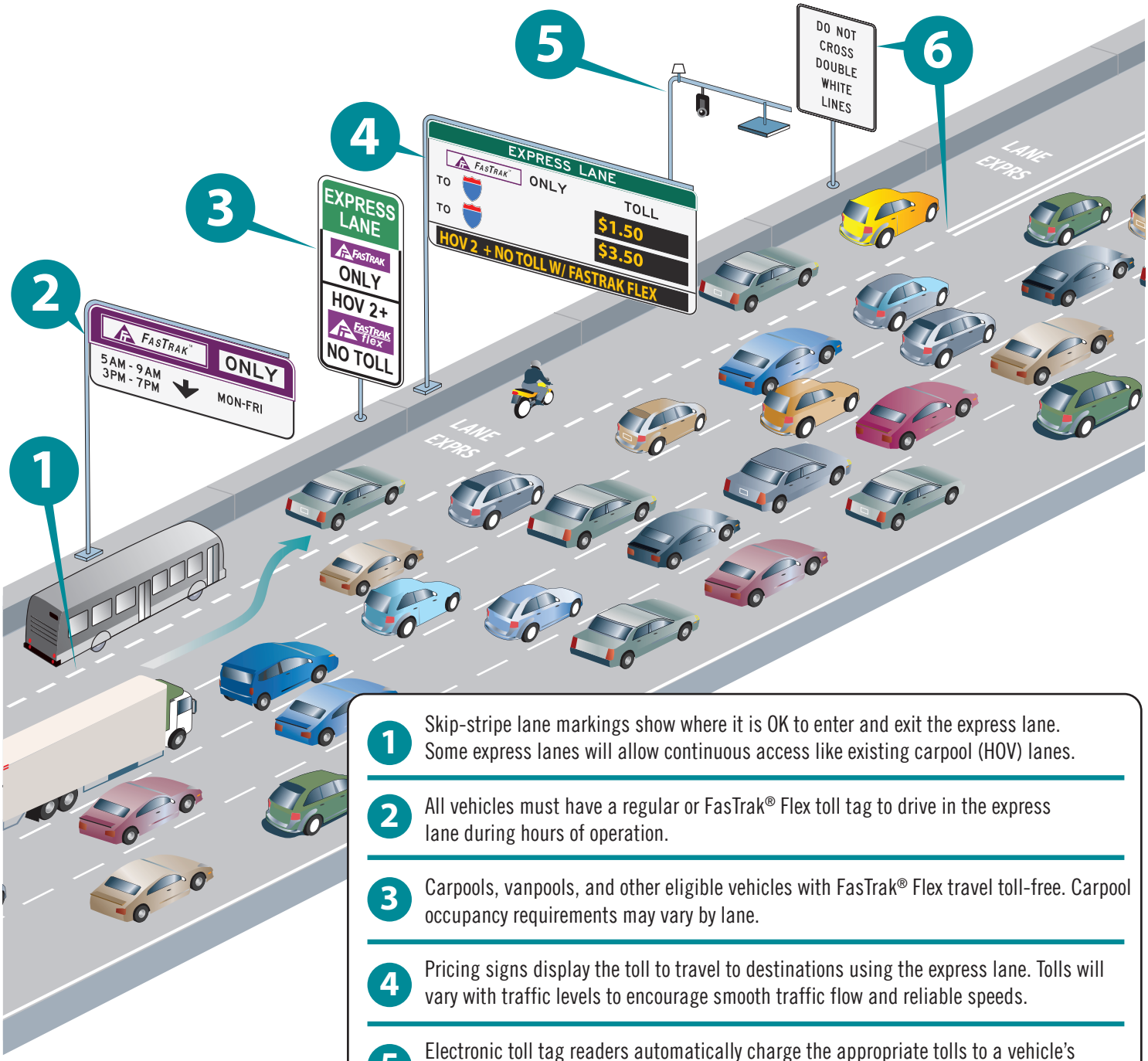
The Metropolitan Transportation Commission plans to convert the existing I-880 HOV lanes that run from Hegenberger Road to Dixon Landing Road in the southbound direction and from Dixon Landing Road to Lewelling Blvd. in the northbound direction to an express lane. The conversion involves lane striping and installing sign gantries, signs, FasTrak® toll tag readers, traffic monitoring video cameras and CHP observation areas. It will result in 51 express lane miles from Oakland to Milpitas. This project is coordinated with Caltrans' project to replace the median barrier on I-880. Work will start in the south and move north up the corridor. The express lane conversion will follow the progression of the median barrier replacement.

I-880 PROJECT PARTNERS

ALAMEDA County Transportation Commission · 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.

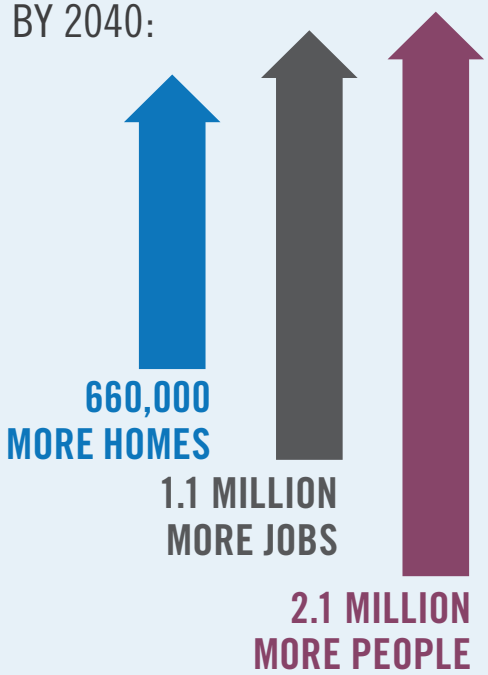


1. Skip-stripe lane markings show where it is OK to enter and exit the express lane. Some express lanes will allow continuous access like existing carpool (HOV) lanes.
2. All vehicles must have a regular or FasTrak® Flex toll tag to drive in the express lane during hours of operation.
3. Carpools, vanpools, 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. Tolls will vary with traffic levels to encourage smooth traffic flow and reliable speeds.
5. Electronic toll tag readers automatically charge the appropriate tolls to a vehicle's FasTrak® account. Like at Bay Area bridges, license plate cameras prevent cheating and support enforcement.
6. Solid double-stripe lane markings show where it is illegal to enter and exit the express lane. It is illegal to cross the solid double-stripe lines at any time. 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.

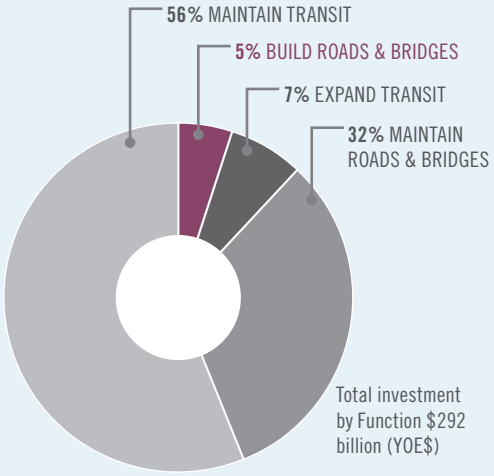
REGIONAL GROWTH BY 2040:



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

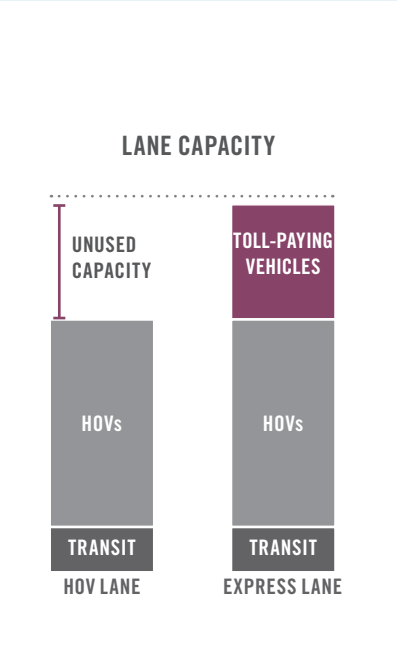
REGIONAL INVESTMENT BY 2040:

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



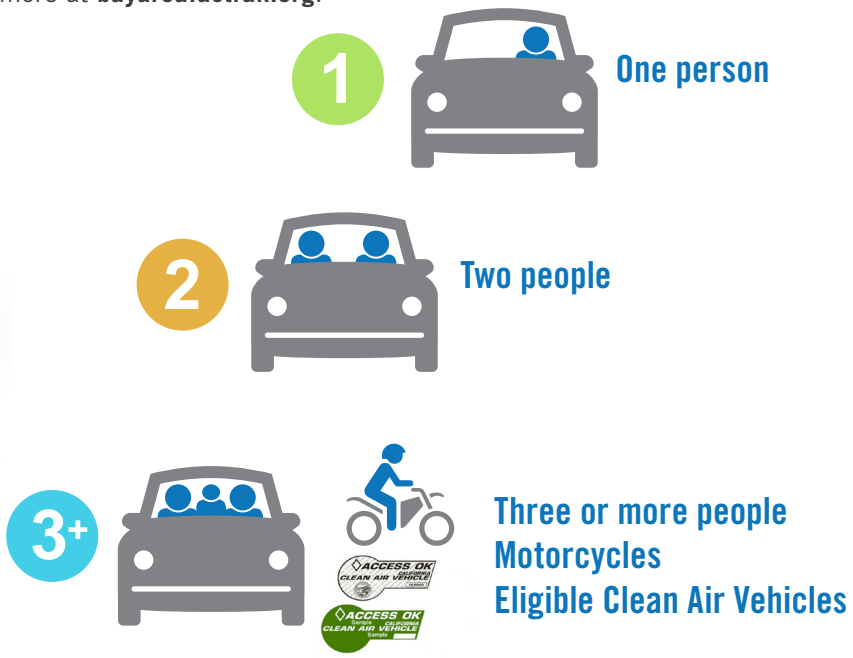
Data Source: Plan Bay Area (2013).
Oakland: Metropolitan Transportation Commission. 66.

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 lane. 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.

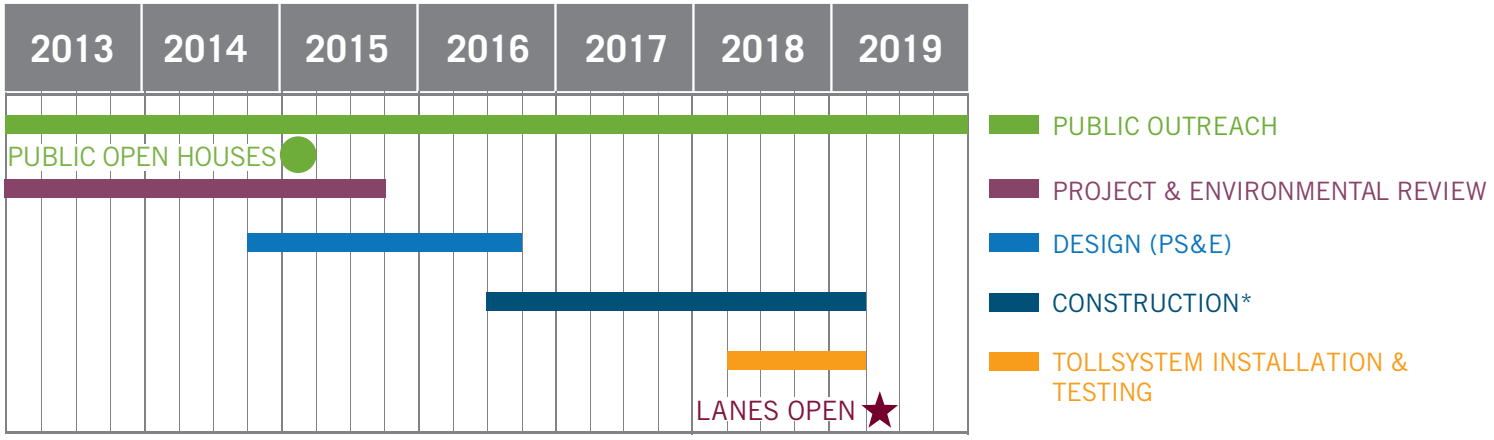
BAY AREA EXPRESS LANES WILL:

- 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.

EXPRESS LANE PROJECT SCHEDULE



*Includes I-880 median barrier improvements.

PROJECT COST

The total cost for this I-880 project is approximately $76 million, which includes planning, design, construction, utilities, and toll system integration.

BAY AREA EXPRESS LANES

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