

MTC EXPRESS LANE NETWORK



IBTTA Summit on All Electronic Tolling, Managed Lanes & Interoperability

July 22, 2013

Andrew B. Fremier
Deputy Executive Director

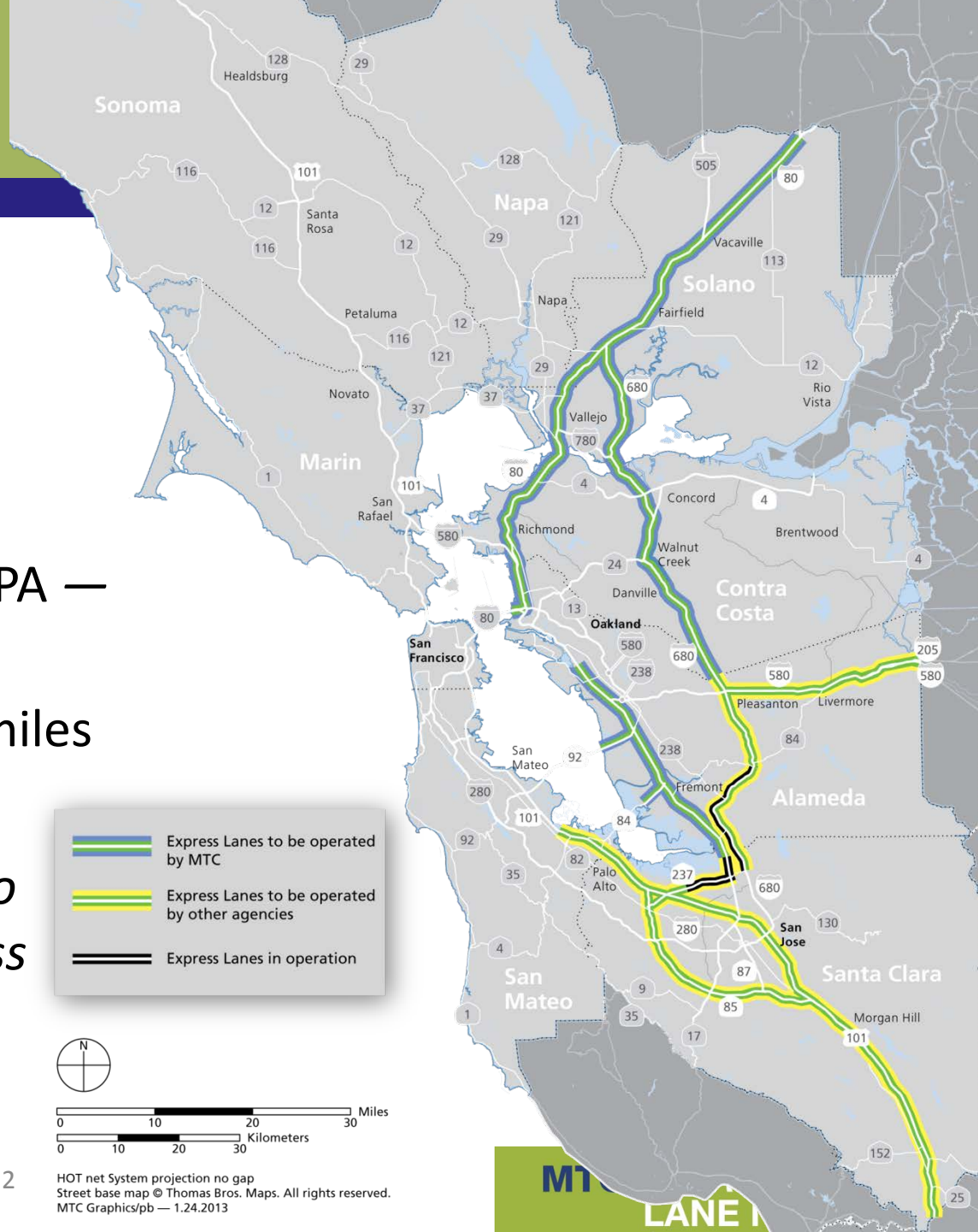
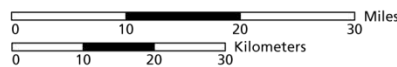


Bay Area Express Lane System

550 miles total

- MTC — 270 miles (Oct. 2011 CTC action)
- Alameda CMA & Sunol JPA — 90 miles
- Santa Clara — VTA 190 miles

All parties are committed to making the system seamless for drivers



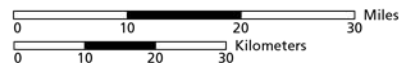
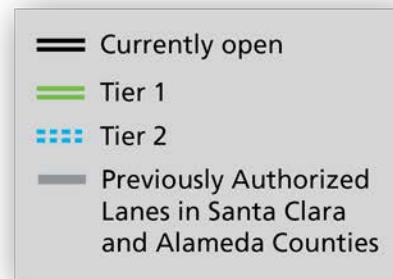
Why Express Lanes?

- **Connectivity:** Close gaps within existing HOV lane system to serve carpools and buses
- **Efficiency:** Optimize capacity in Bay Area freeway corridors
- **Reliability:** Provide a reliable, congestion-free transportation option

Current Project Plan (MTC Network)

1. Conversions first
(benefit cost ratio = 5)
 - Low cost & low risk
 - Toll-system comprises most of the investment
 - 150 miles
2. Close gaps, segments with better revenue/cost ratios
(benefit cost ratio = 3)
 - 65 miles

Current Project Plan



Current Project Plan
Street base map © Thomas Bros. Maps. All rights reserved.
MTC Graphics/dc — 7-9.2013

Tier 1 Conversions

MTC Network Projects Underway 90 miles open in 2015

In progress

- Toll system concept
- Environmental clearance

Next steps in 2013

- Toll system requirements & procurement
- Roadway design

Remaining Conversions 60 miles

Secure funding and initiate studies/environmental clearance in 2013



Bay Area Infrastructure Financing Authority (BAIFA)

- Created by MTC and BATA in 2006 to finance the state contribution to the toll bridge seismic program and “to plan, develop and fund transportation and related projects”
- Amended in September 2011 to include development, operation and financing of express lane facilities

Membership, as revised March 2013

| | |
|--|----------|
| 1. MTC Chair | Worth |
| 2. BATA Oversight Chair | Dodd |
| 3. Alameda County | Haggerty |
| 4. Contra Costa County | Glover |
| 5. Solano County | Spering |
| 6. Business, Transportation & Housing Commissioner (non-voting) | Sartipi |

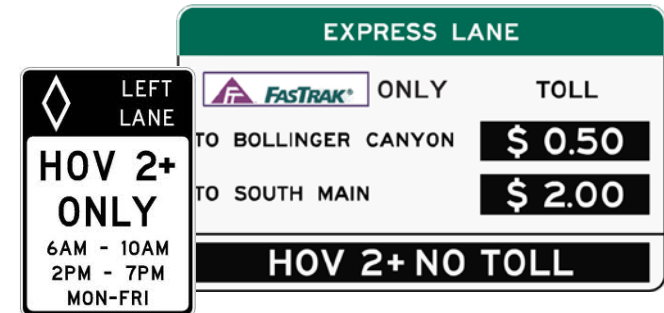
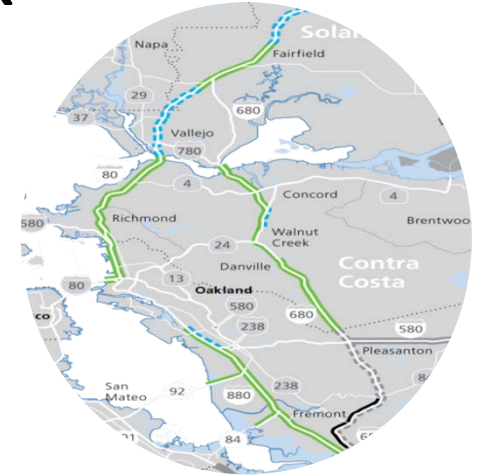
BAIFA and Express Lanes

- Responsibilities for development, operation and funding the Express Lane Network originally resided with MTC (October 2011).
- **MTC delegated responsibilities to BAIFA (March 2013)**
 - Protects MTC and regional transportation funds, in event of financial shortfalls associated with express lanes;
 - Provides BATA a seat at the table.

Policy Decisions and Responsibilities for BAIFA

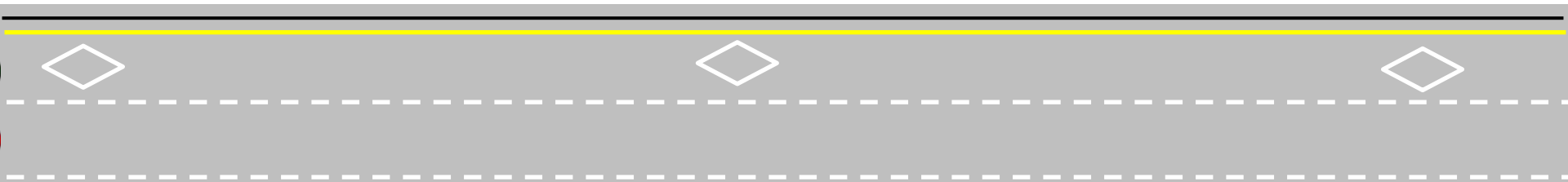
Developing, Operating and Funding the Network

1. Approve phasing and financing plans
 - Which projects get built first;
 - How the network will be financed.
2. Design, procure, install and construct the express lanes and toll system
3. Adopt business rules, tolling and operating policies
 - Hours of operation (peak only, all day, weekends)
 - Toll rates and requirement for toll free travel (HOV2 or HOV3+)
 - Toll collection methods, violation procedures and penalties
4. Operate and maintain the express lanes and toll system
5. Take steps necessary to fund the project

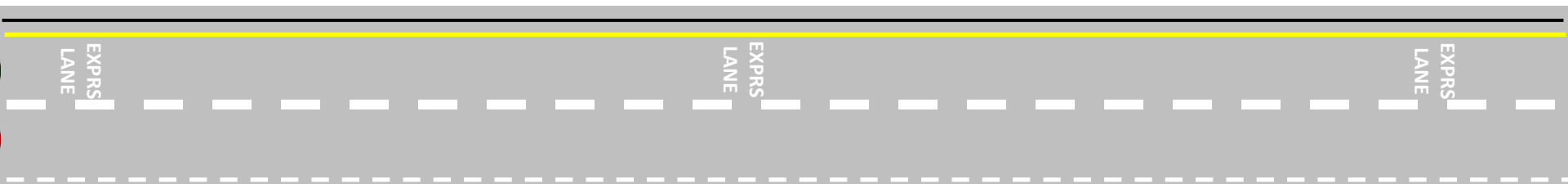


Express Lane Access Configuration

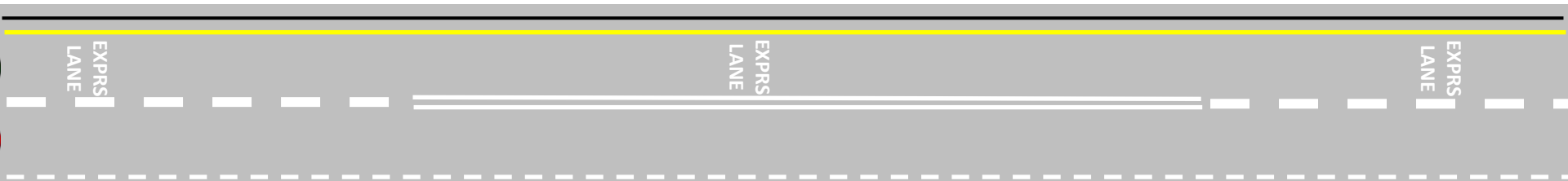
Existing HOV Lane



Express Lane Conversion



Express Lane Access Restriction

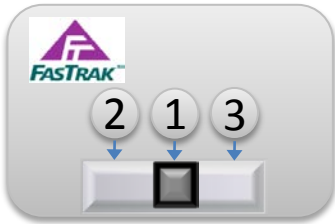


Toll Violation System with Switchable Toll Tags

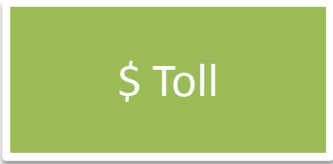
Switchable Toll Tag



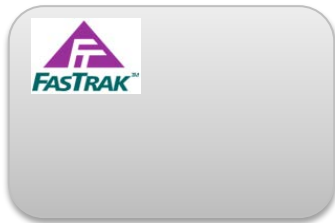
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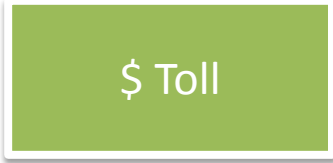
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Legacy Toll Tag



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No Toll Tag Read



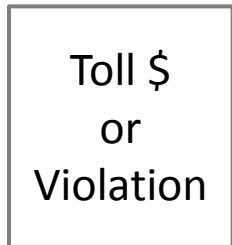
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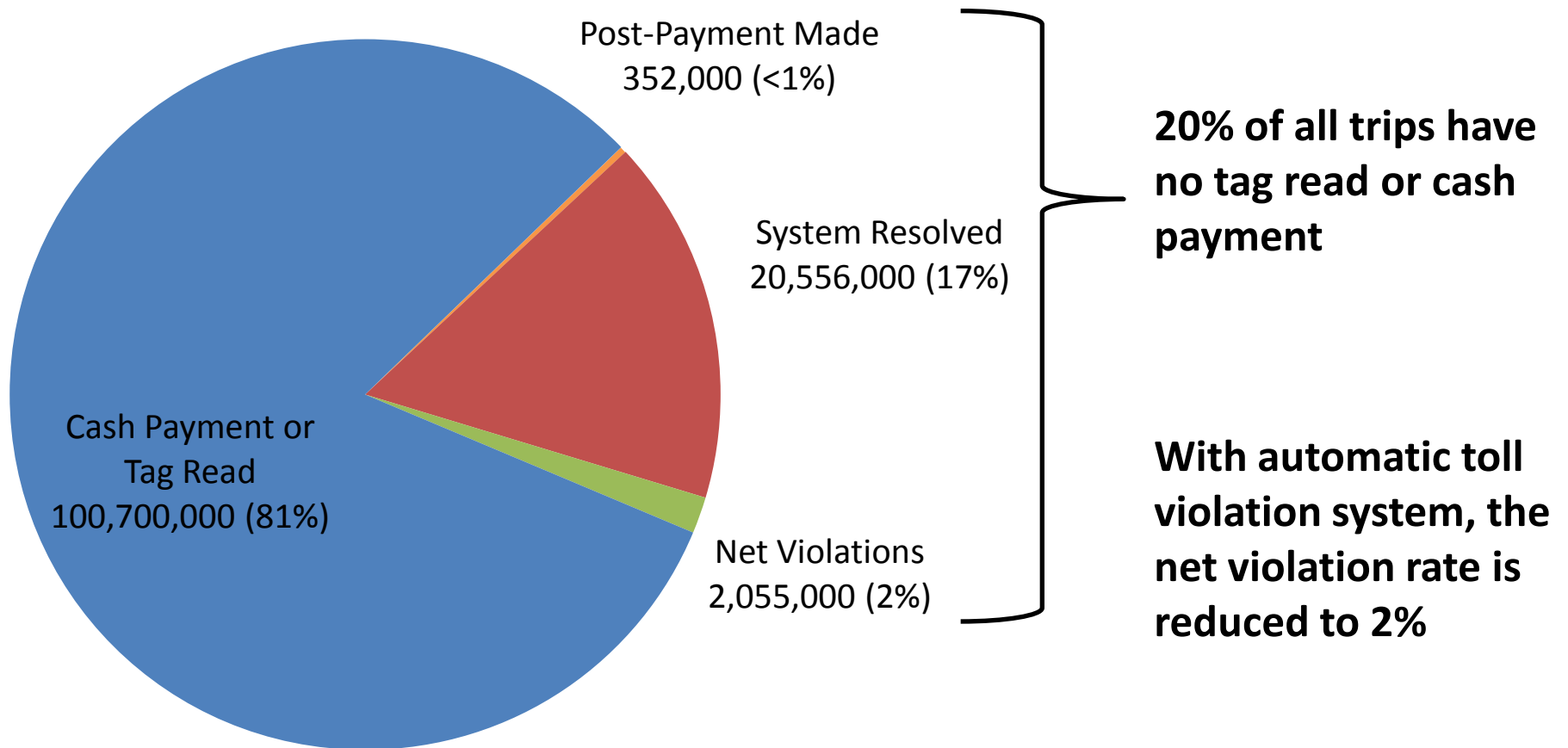


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Toll Violations on BATA Bridges in FY 11-12

Total Bridge Trips: 123,667,000 (100%)



Policy Decisions and Responsibilities

Developing, Operating and Financing the Network

4. Operate and maintain the express lanes and toll system

| BAIFA Responsibility | Fulfilled by* |
|-----------------------------|-----------------------------|
| Toll Tags/Customer Service | BATA (by law) |
| Toll System (O&M, TMC) | BAIFA, BATA, contractor, P3 |
| HOV Enforcement | CHP (by law) |
| Roadway Maintenance | Caltrans, contractor, P3 |

**via cooperative agreement or contract*

Tier 1 Timeline

