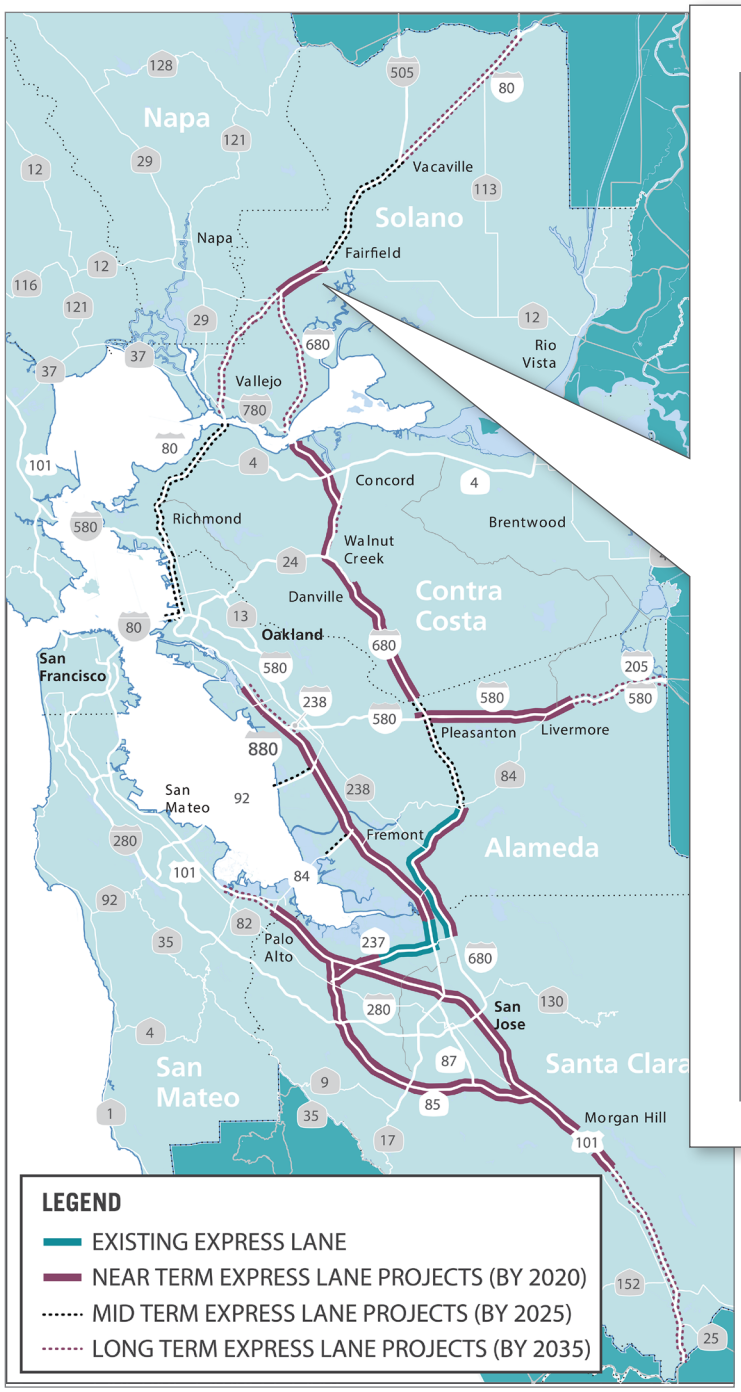
BAY AREA EXPRESS LANES

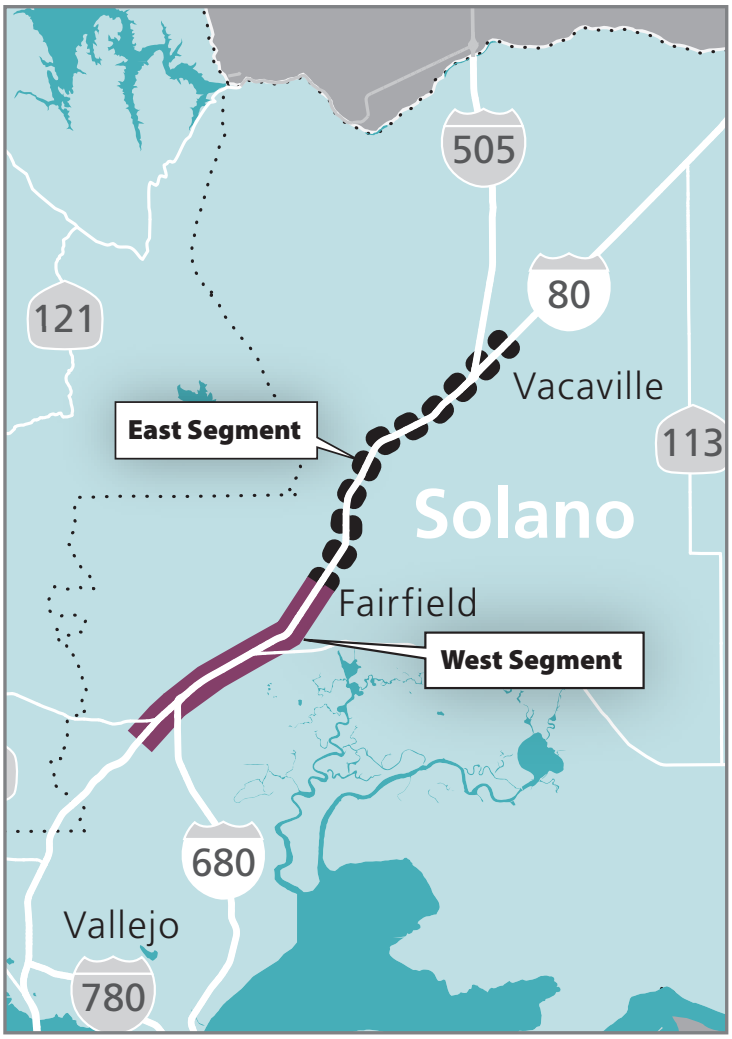
PROPOSED I-80 EXPRESS LANES SOLANO COUNTY

SPRING 2015



2035 BAY AREA EXPRESS LANES BUILD OUT

I-80 PROJECT DETAIL MAP: EAST-WEST SEGMENTS



I-80 PROJECT PARTNERS

METROPOLITAN TRANSPORTATION COMMISSION

STA Solano Transportation Authority ...working for you!

Caltrans

CHP

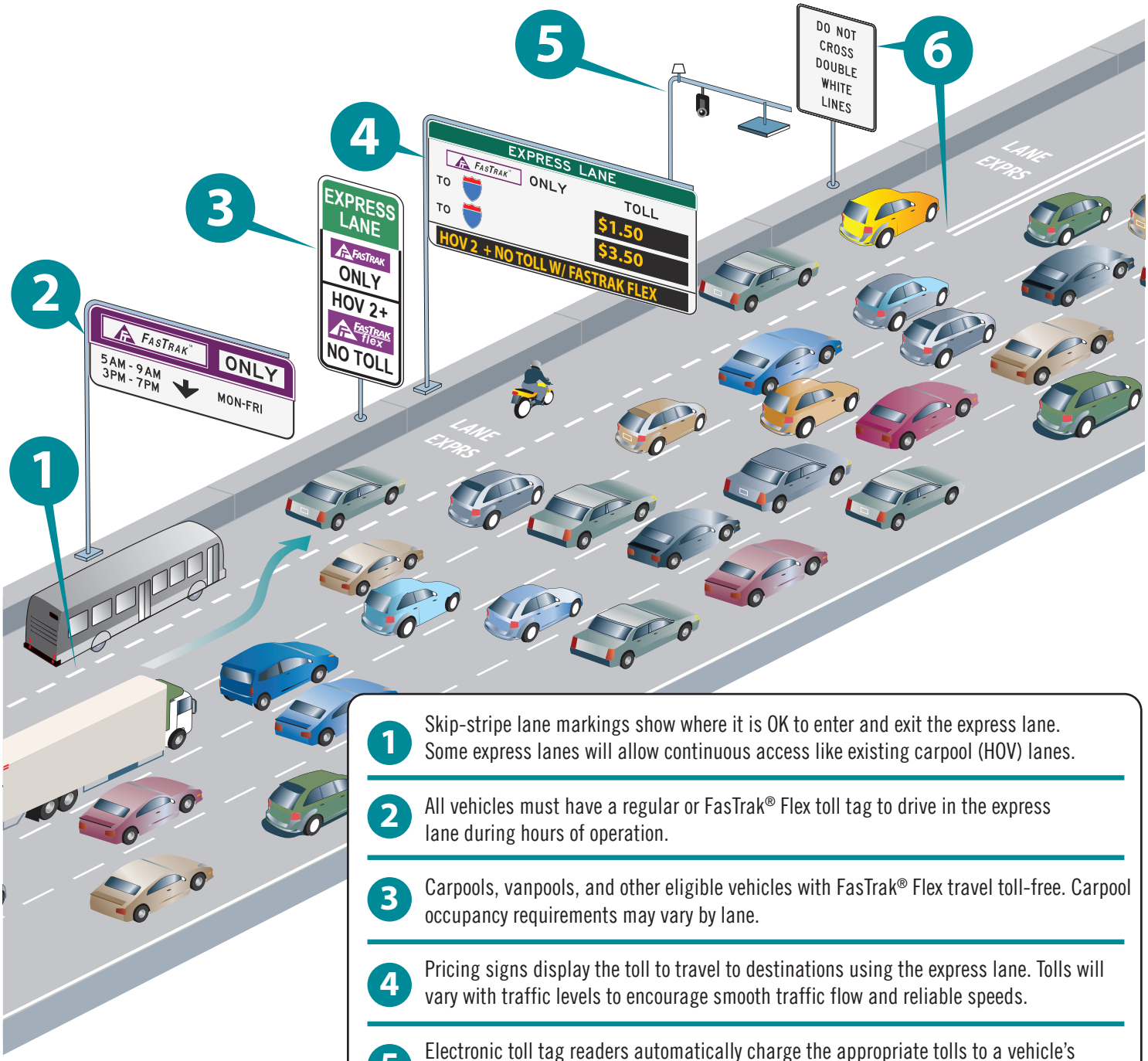
FASTRAK®

PROJECT DESCRIPTION

The Metropolitan Transportation Commission and the Solano Transportation Authority plan to construct approximately 34 lane miles of express lanes on I-80 between I-505 and Red Top Road. The project would be constructed in two segments with the west segment running between Red Top Road and Air Base Parkway and the east segment running between Air Base Parkway and I-505. On the west segment, existing HOV lanes will be repurposed as express lanes, which involves striping lanes and installing sign gantries, signs, FasTrak® toll tag readers, and traffic-monitoring video cameras. On the east segment, the highway would be widened and express lane striping, signage and equipment would be installed.

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.

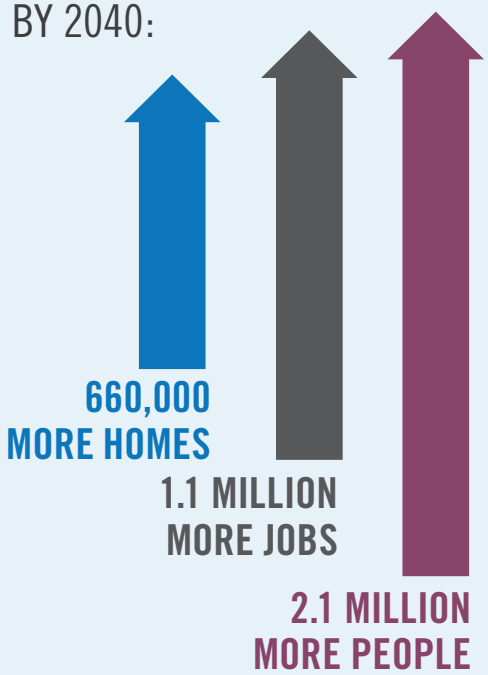


1. Skip-stripe lane markings show where it is OK to enter and exit the express lane. Some express lanes will allow continuous access like existing carpool (HOV) lanes.
2. All vehicles must have a regular or FasTrak® Flex toll tag to drive in the express lane during hours of operation.
3. Carpools, vanpools, 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.

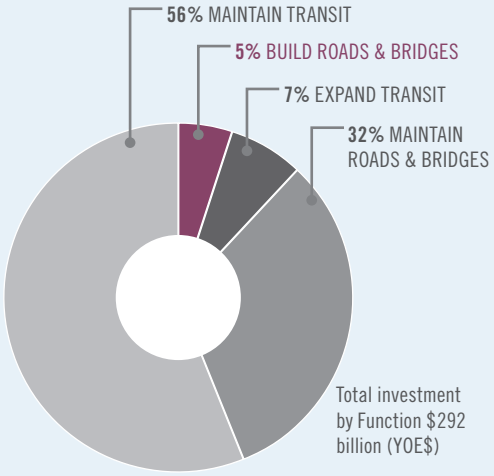
REGIONAL GROWTH BY 2040:



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

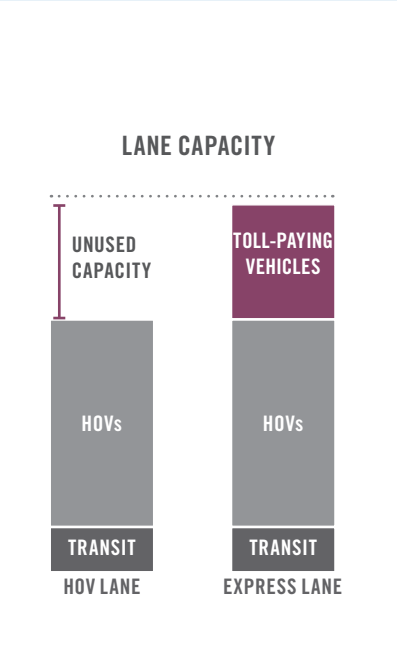
REGIONAL INVESTMENT BY 2040:

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



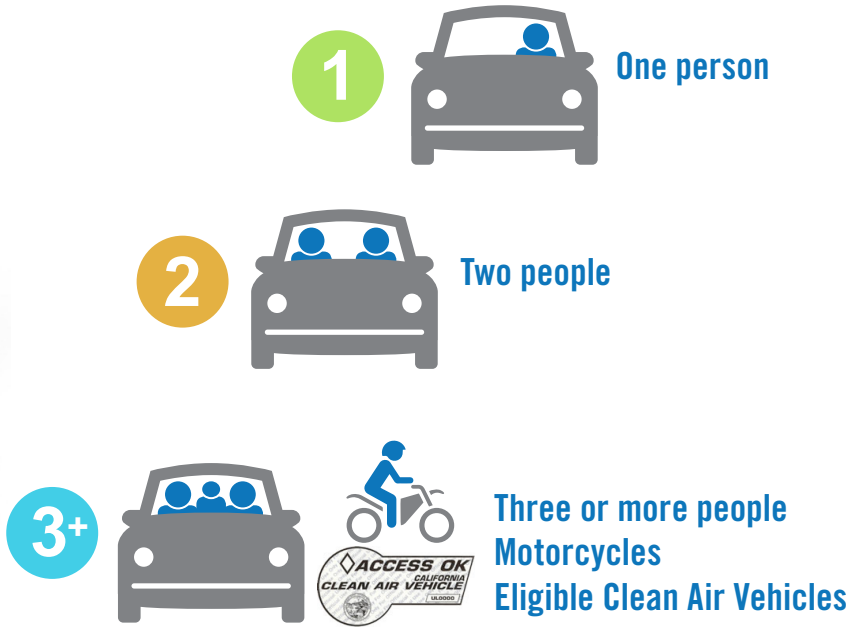
Data Source: Plan Bay Area (2013).
Oakland: Metropolitan Transportation Commission. 66.

HOW EXPRESS LANES HELP:



FasTrak® Flex

All vehicles will need FasTrak® or FasTrak® Flex to travel in express lanes. Carpools, vanpools and other eligible vehicles will need FasTrak® Flex to travel toll free in express lanes. Before driving, move the switch to show the number of people in the vehicle. Solo drivers can also use regular FasTrak® tags. FasTrak® Flex will become available in mid-2015.



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.

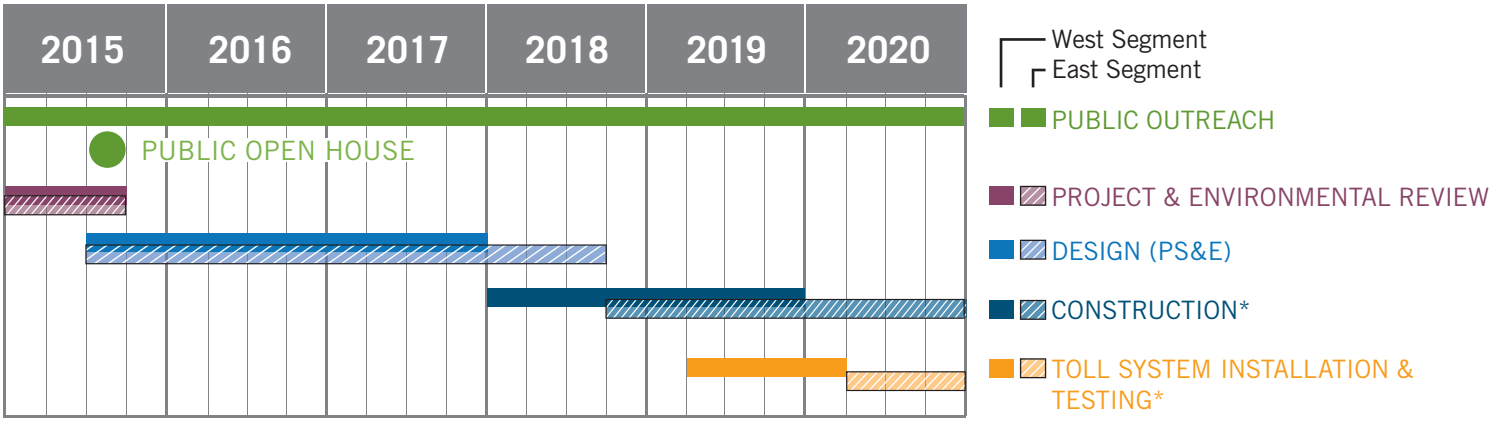
BAY AREA EXPRESS LANES WILL:

- 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.

PROJECT SCHEDULE



* Funding for these activities is not yet secured.

PROJECT COST

The total cost for these I-80 west and east segment projects is approximately $195 million, which includes planning, design and construction. Not all work is currently funded.

BAY AREA EXPRESS LANES

HOW TO REACH US: Visit www.BayAreaExpressLanes.org