

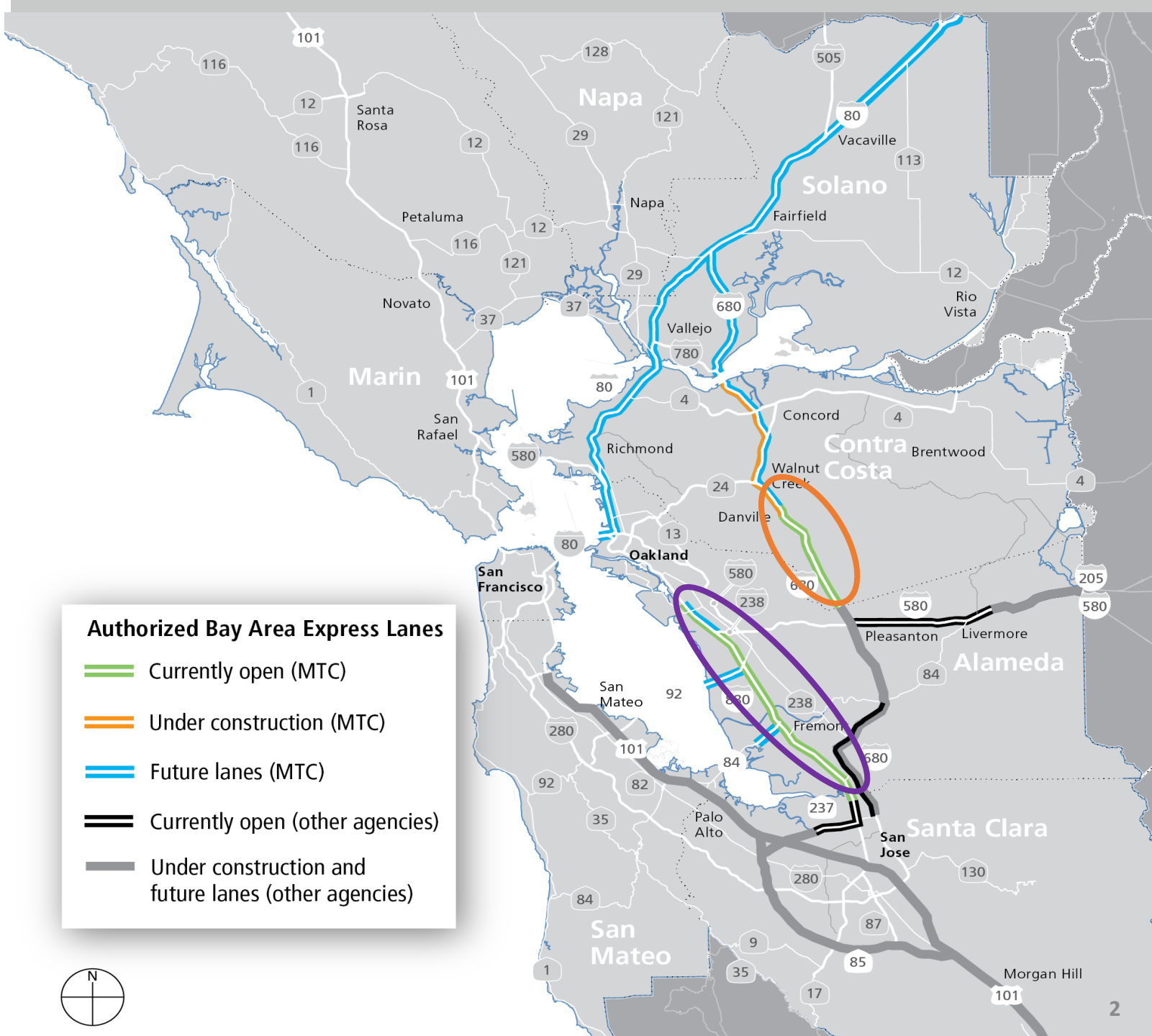
# BAIFA Express Lanes Performance

I-880 and I-680 Contra Costa



# Overview

- I-880 Express Lanes
  - Early pre- and post-tolling data
- I-680 Contra Costa Express Lanes
  - Impact of COVID
- Next steps





# BAIFA Express Lanes Operational Goal

Provide a reliable, congestion-free lane for buses, carpools and toll-paying single-occupant vehicles



# I-880 Managed Lanes Policies

	Before October 2, 2020	Present Condition
<b>Managed Lane Status</b>	HOV Lanes	Express Lanes
<b>Occupancy Policy</b>	2+ carpools	3+ toll free; 2-person: half toll; Solo drivers: full toll
<b>Clean Air Vehicle (CAV) Policy</b>	CAV – allowed	CAV must use FasTrak; Solo CAV driver: half toll
<b>Hours</b>	Monday – Friday: 5 – 9 AM & 3 – 7 PM	Monday – Friday: 5 AM – 8 PM
<b>FasTrak Policy</b>	No FasTrak tag requirements	Discounted travelers require FasTrak Flex or FasTrak CAV tag
<b>Lane Access Restrictions</b>	None – dashed line	Double white lines for approximately half the corridor length

# 880 Lane Performance Measures

Measure	Data Source	Data Notes
1. Traffic Speed	Toll System Data (Wavetronix)	System data – Reliable
2. Vehicle Throughput	Toll System Data	System data – Reliable
3. Vehicle Occupancy & Vehicle Type (observed)	Manual Vehicle Occupancy Counts	Challenging to collect with 100% accuracy
4. Vehicle Occupancy (declared)	Toll System Data	System data – Reliable Declaration itself relies on driver honesty

Before Data: August 2020

After Data: March 2021

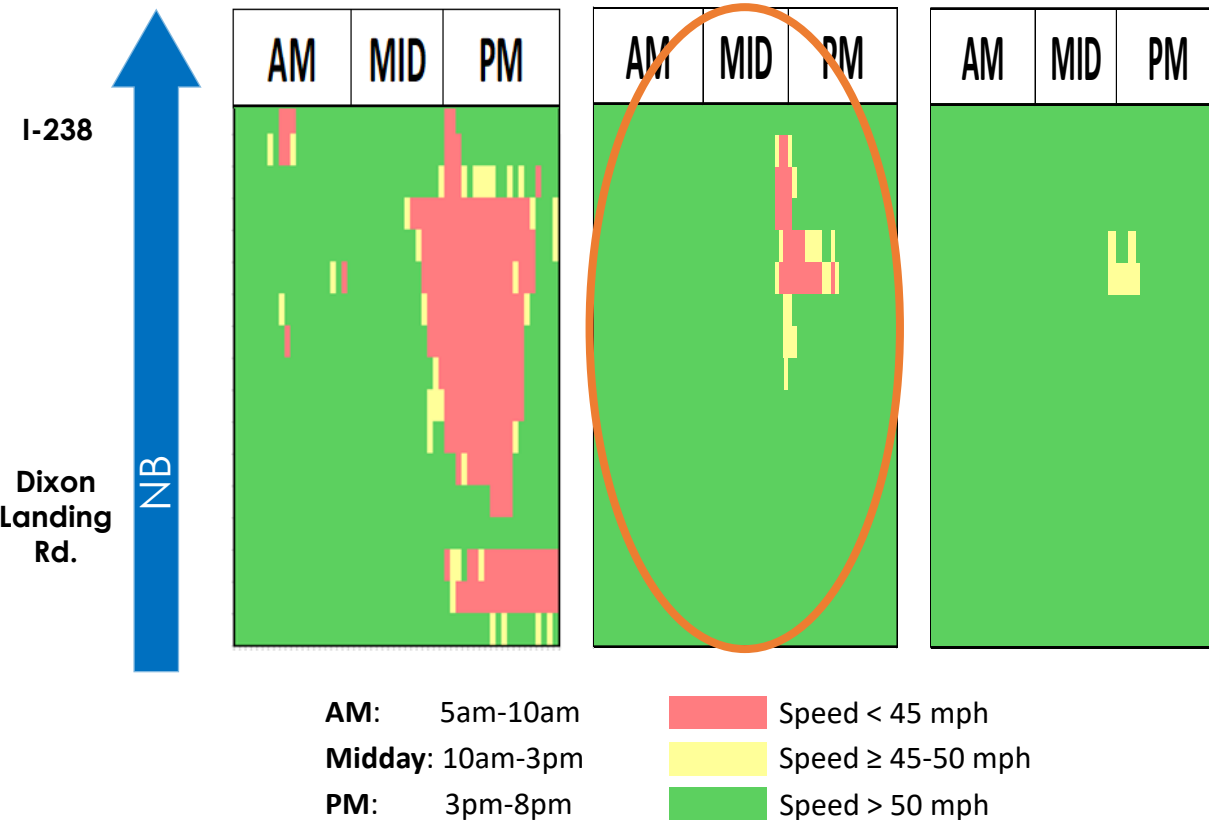
# Northbound Managed Lane Speed Increased

## Managed Lane

May 2019

Aug 2020

Mar 2021

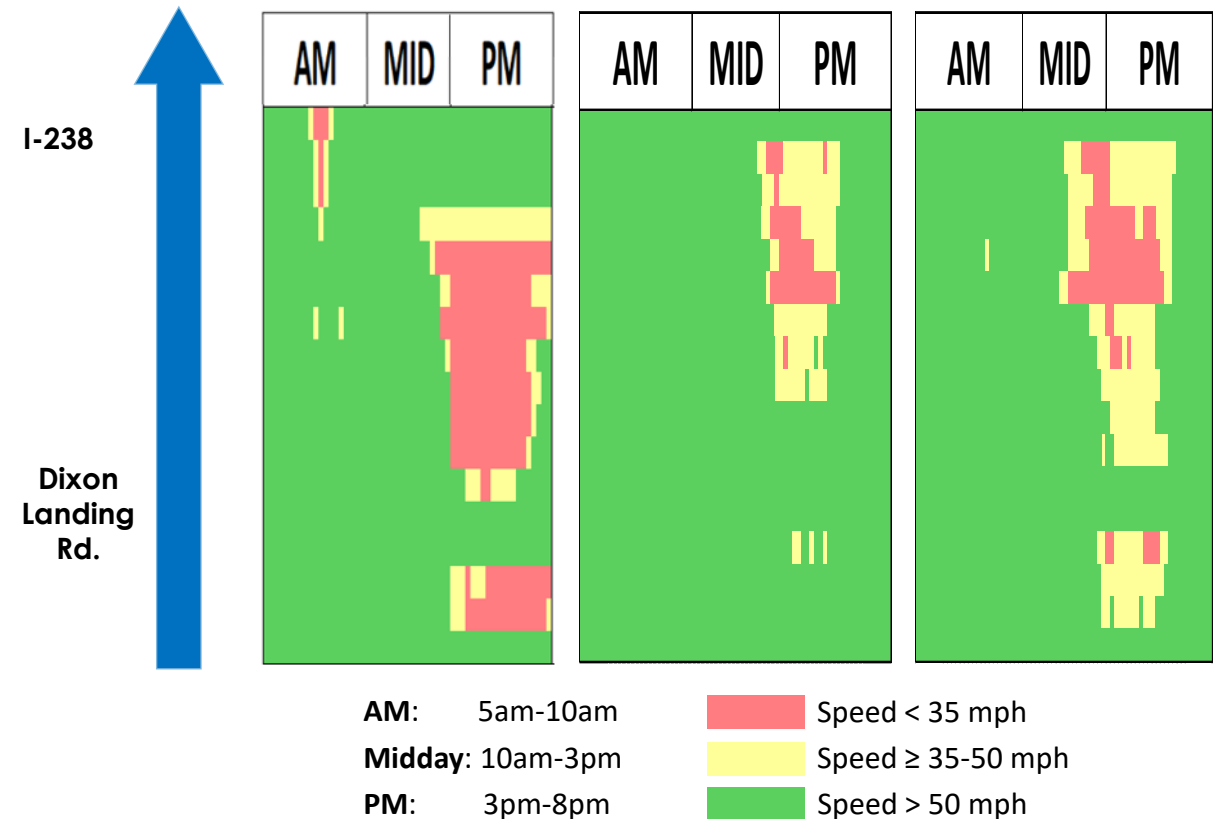


## General Purpose Lanes

May 2019

Aug 2020

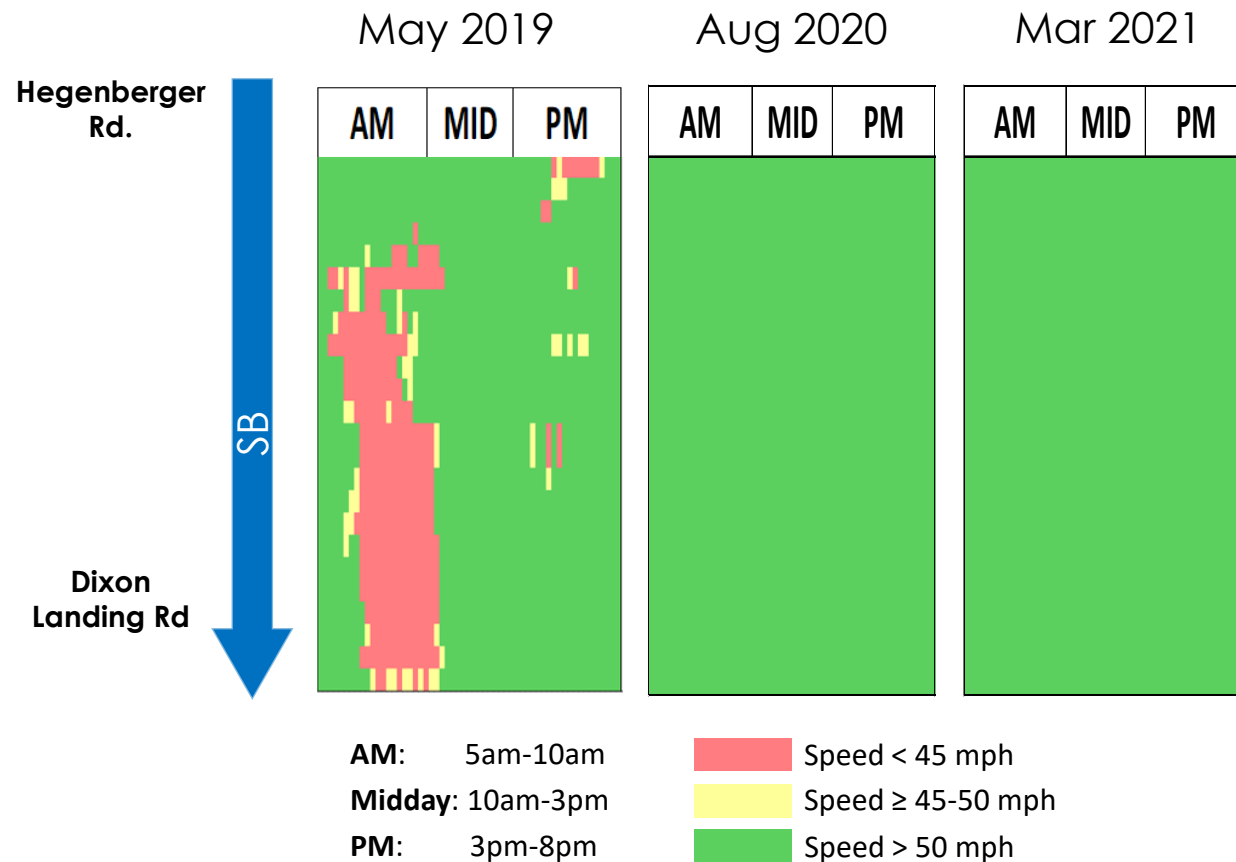
Mar 2021



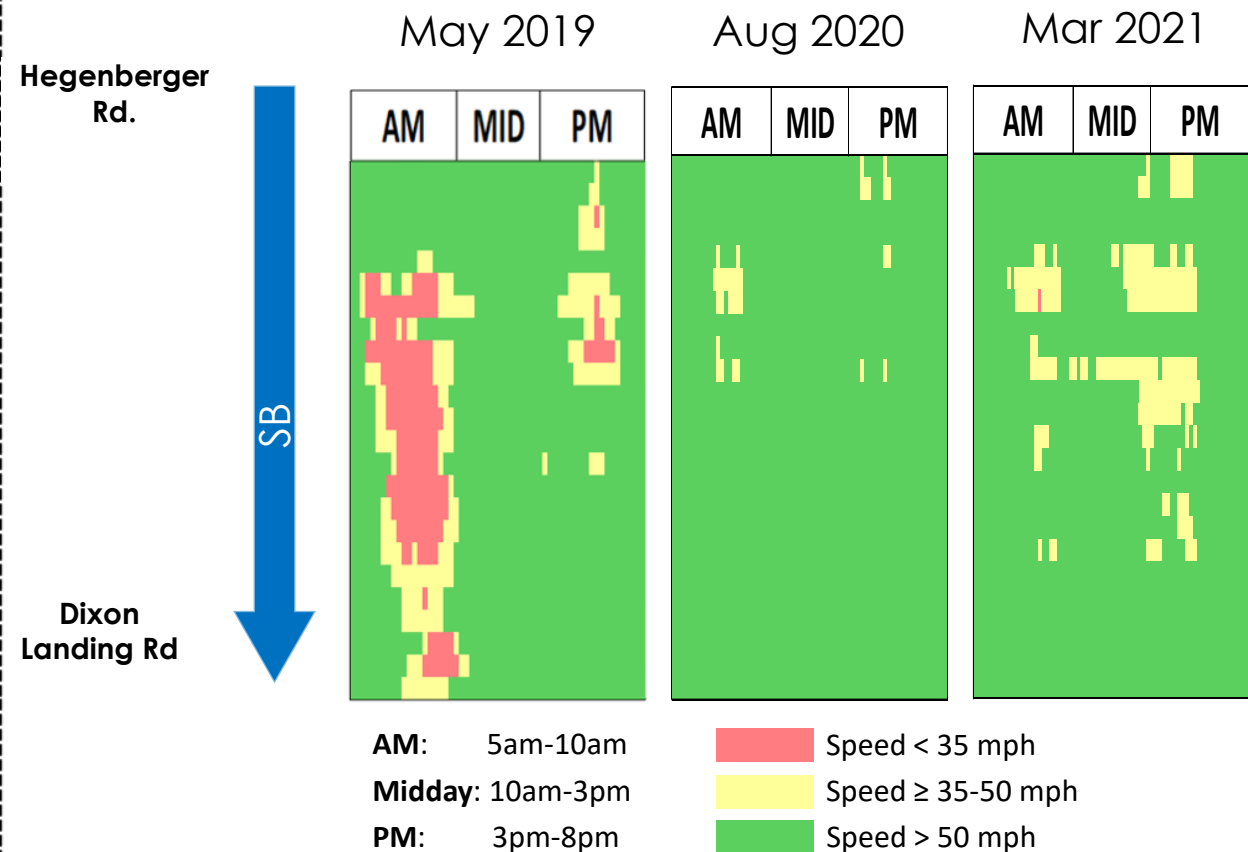
\* Based on Wavetrax toll system data for typical weekdays (Tuesdays-Thursdays)

# Southbound Managed Lane Speed Maintained

## Managed Lane

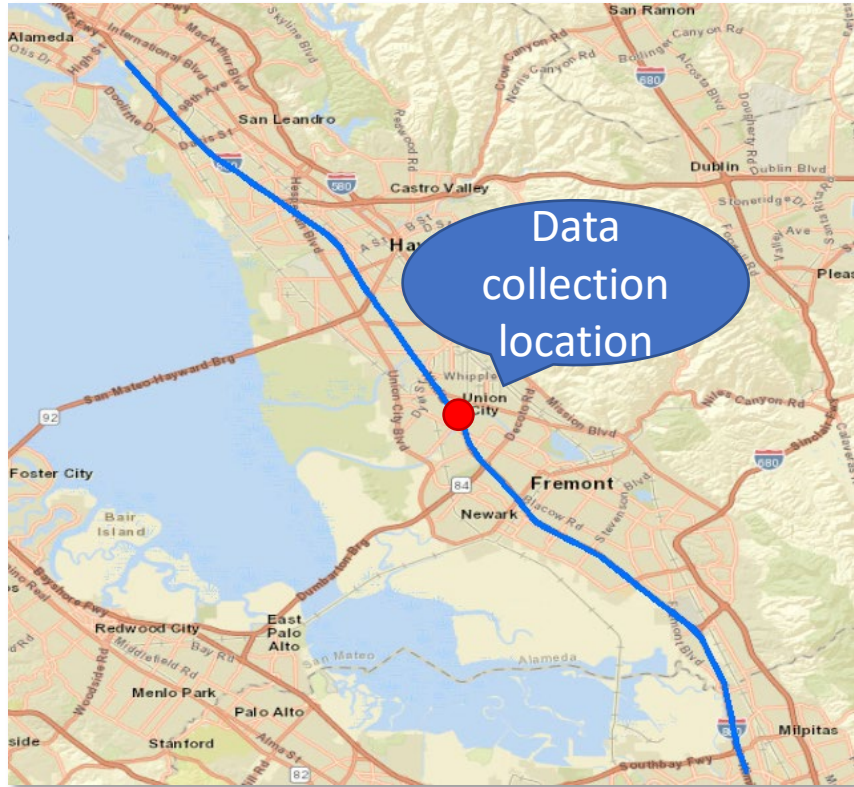


## General Purpose Lanes



\* Based on Wavetronix toll system data for typical weekdays (Tuesdays-Thursdays)

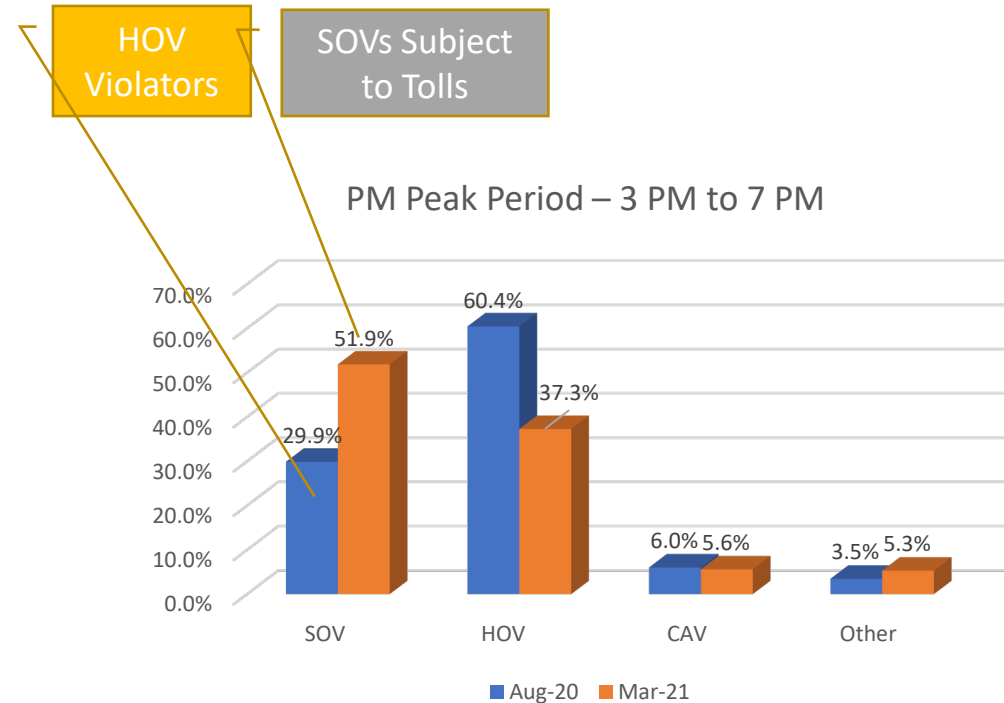
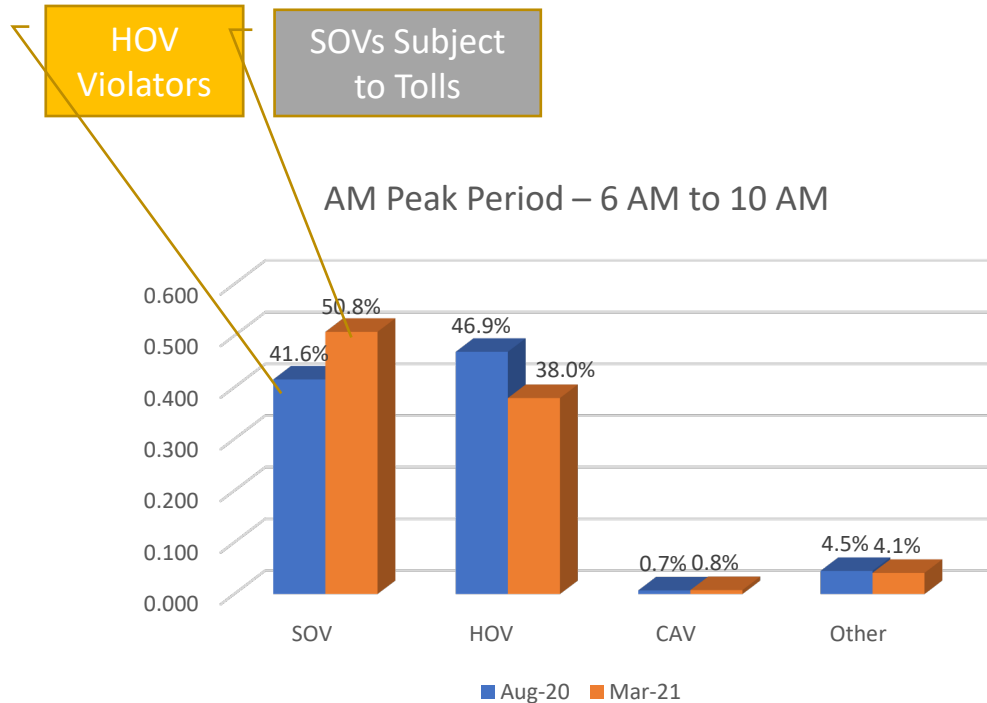
# Vehicle Throughput Maintained; Vehicle Shift in Lanes



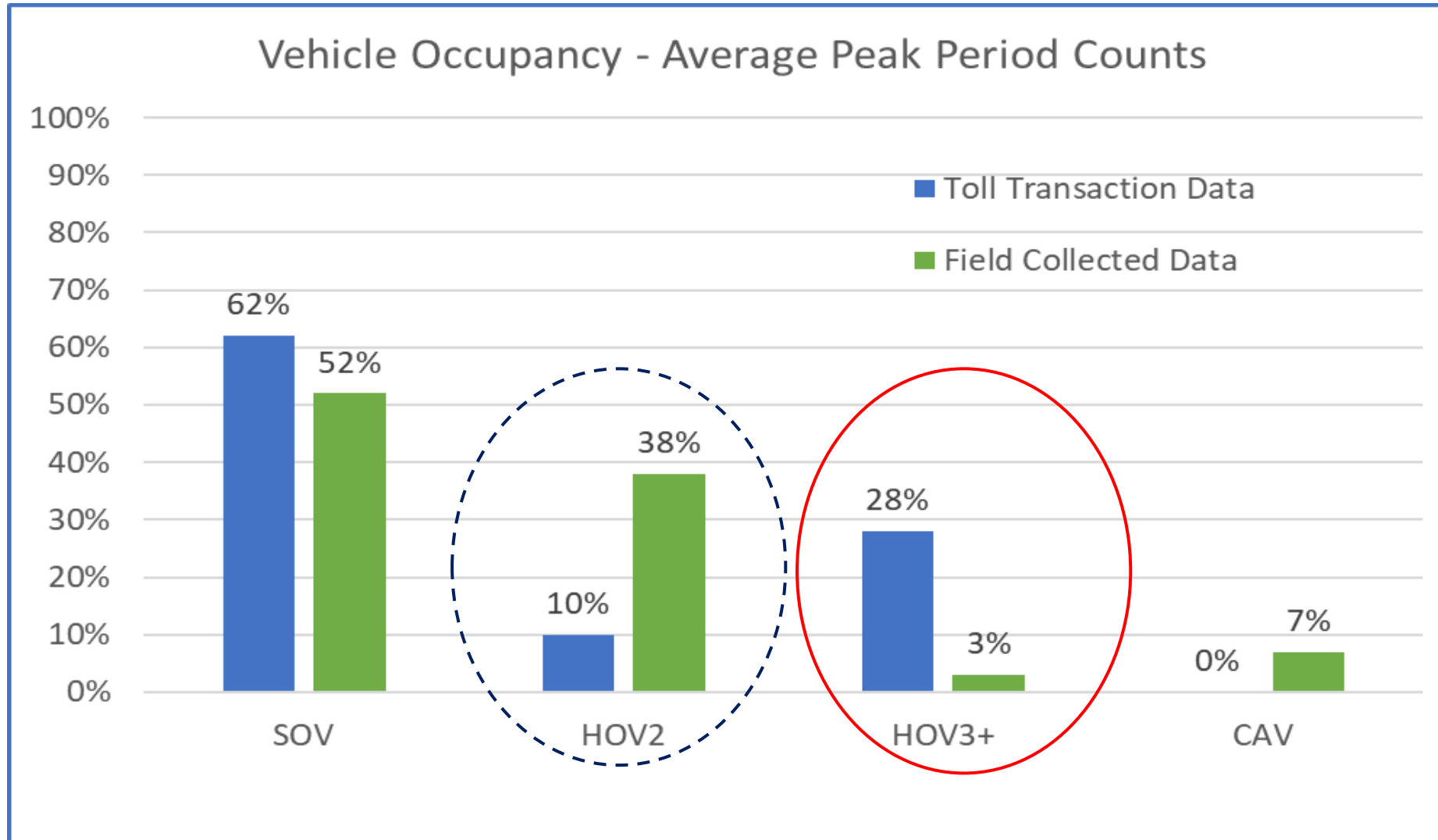
AM Peak Period (6-10a)				
	Lane Group	Throughput (Veh/Hr)		Difference
		Aug-20	Mar-21	
Northbound	EL	2.4 K	1.6 K	-34%
	GP	18.0 K	19.7 K	9%
	Corridor	20.4 K	21.2 K	4%
Southbound (peak dir)	EL	4.6 K	4.3 K	-7%
	GP	21.7 K	22.2 K	2%
	Corridor	26.3 K	26.5 K	1%
PM Peak Period (3-7p)				
	Lane Group	Throughput (Veh/Hr)		Difference
		Aug-20	Mar-21	
Northbound (peak dir)	HOV/EL	5.6 K	4.7 K	-16%
	GP	22.0 K	22.3 K	1%
	Corridor	27.6 K	27.0 K	-2%
Southbound	EL	3.8 K	3.2 K	-16%
	GP	20.8 K	21.0 K	1%
	Corridor	24.6 K	24.2 K	-2%



# Managed Lane Vehicle Occupancy - High HOV violations before tolling and carpool decline after tolling

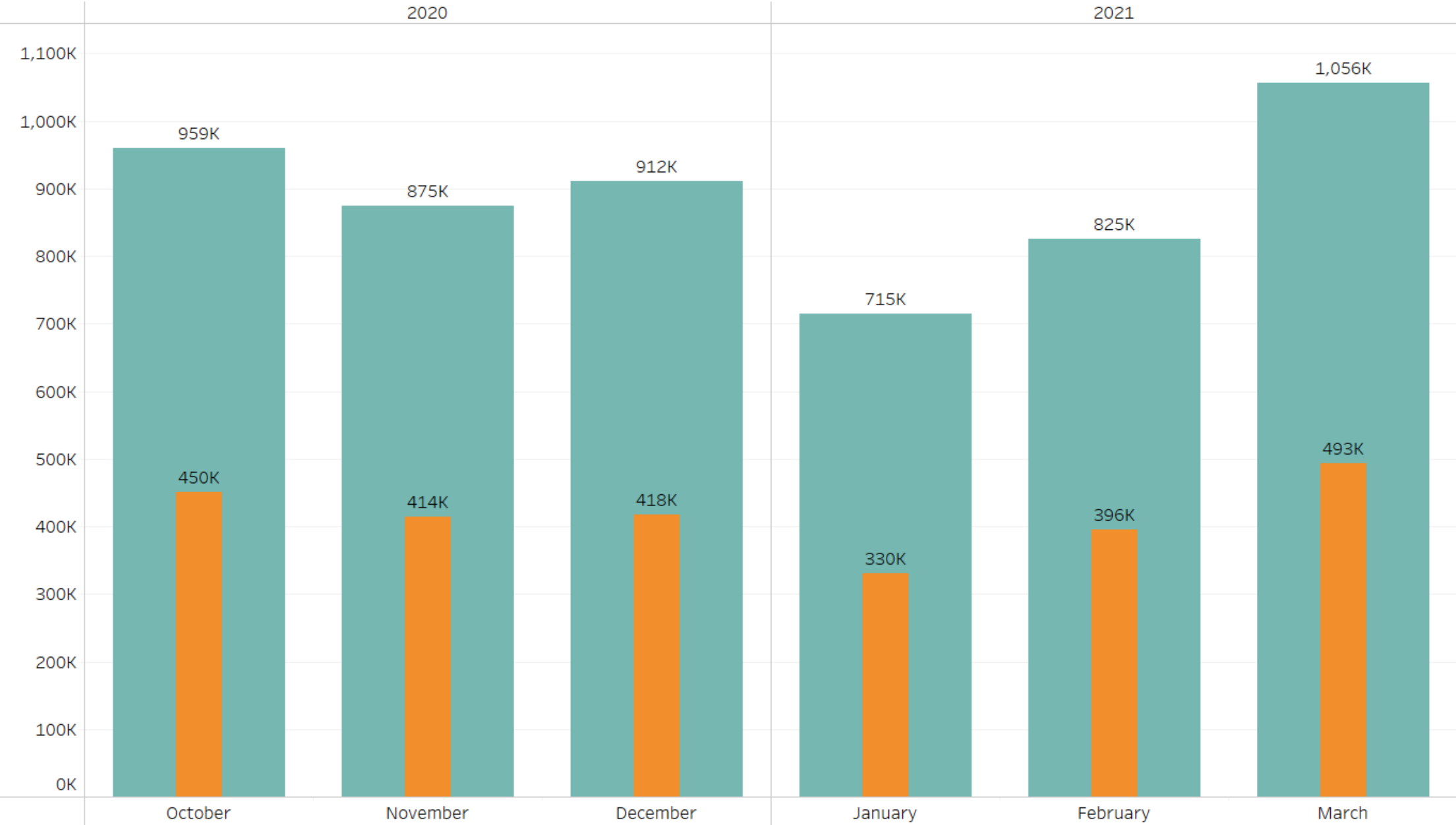


# Express Lane Vehicle Occupancy - More claim toll-free status than observed



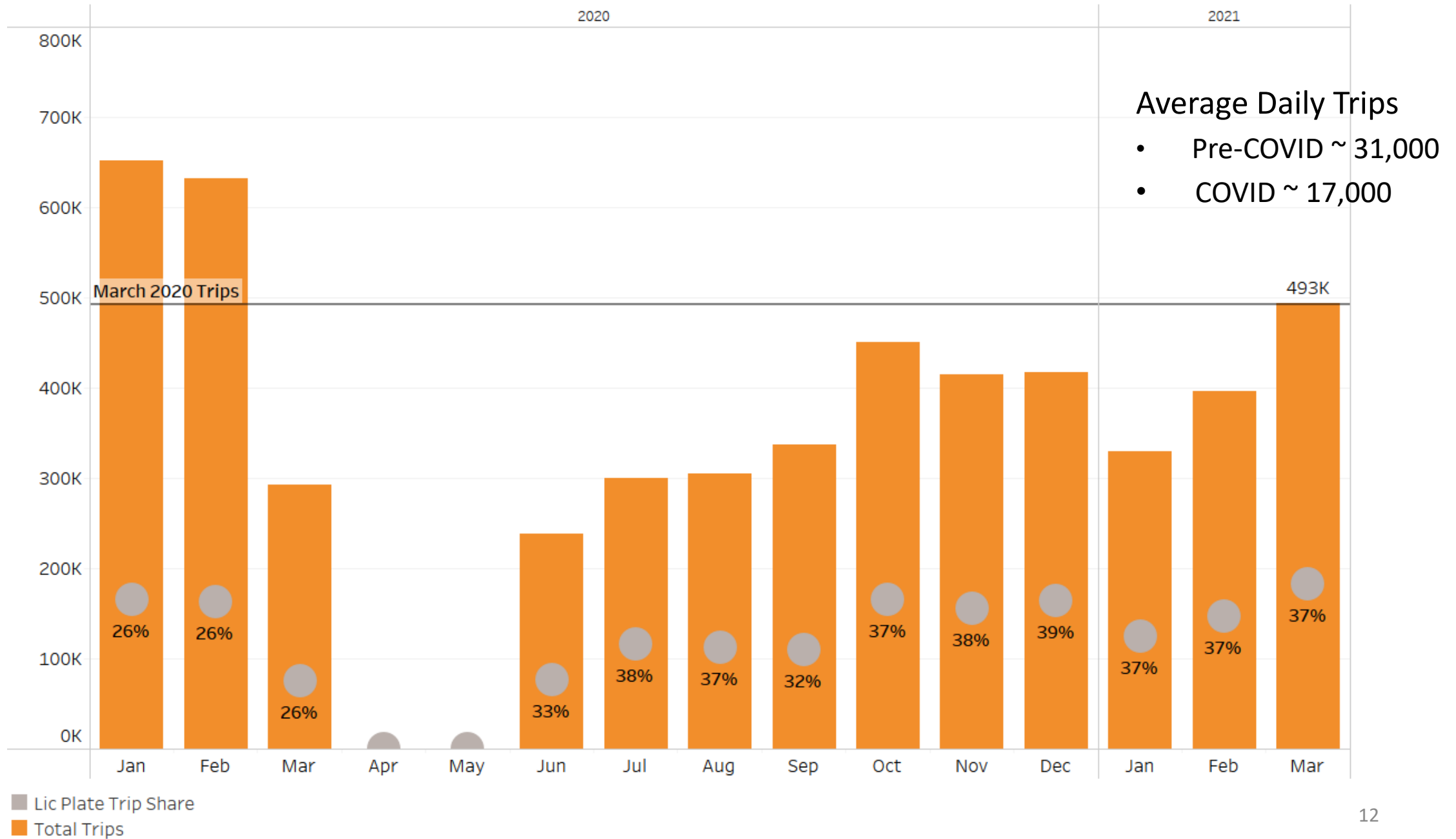
Note: License Plate trips registered by the toll system are counted as SOV trips

Express Lane Trips: I-680 CC and I-880



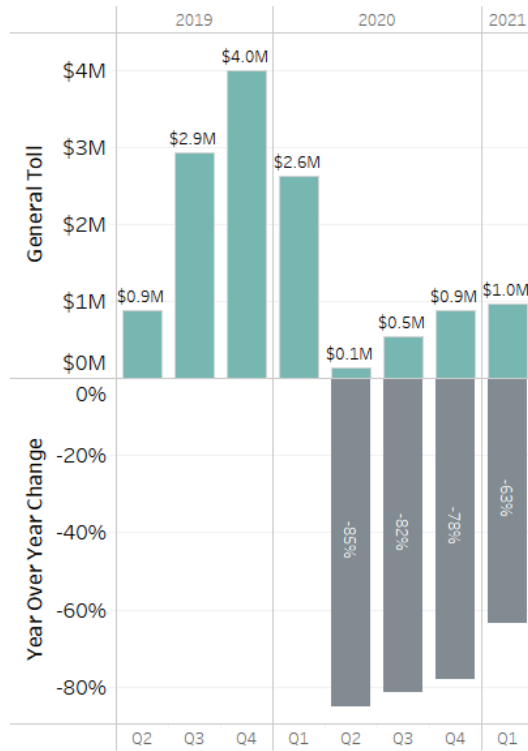
680 Trips  
880 Trips

## I-680 CC Express Lane Trips + Share Made Without a Toll Tag

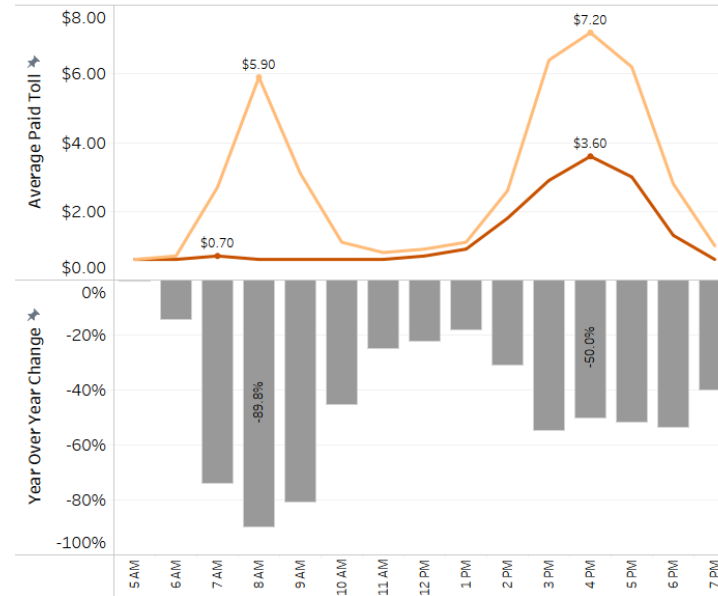




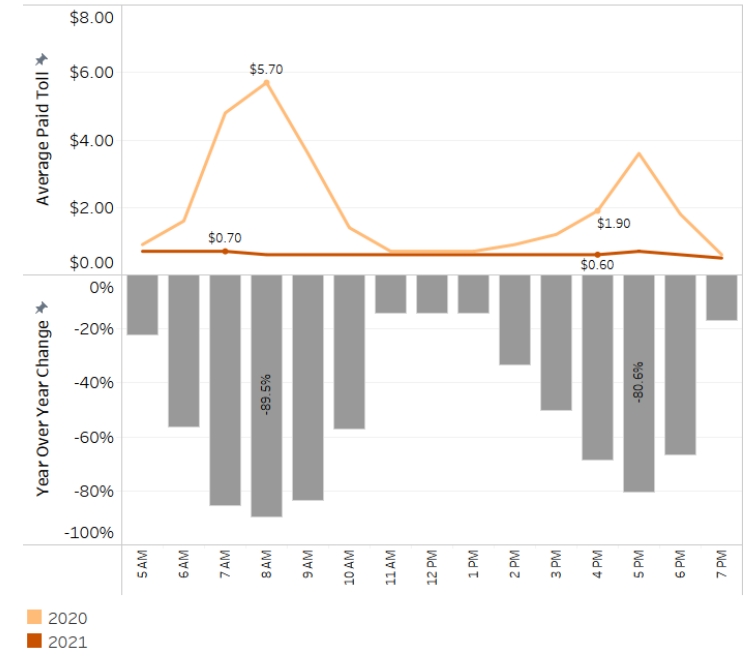
## Quarterly General Toll Revenue & Year Over Year Change



## Northbound Change in Average Tolls

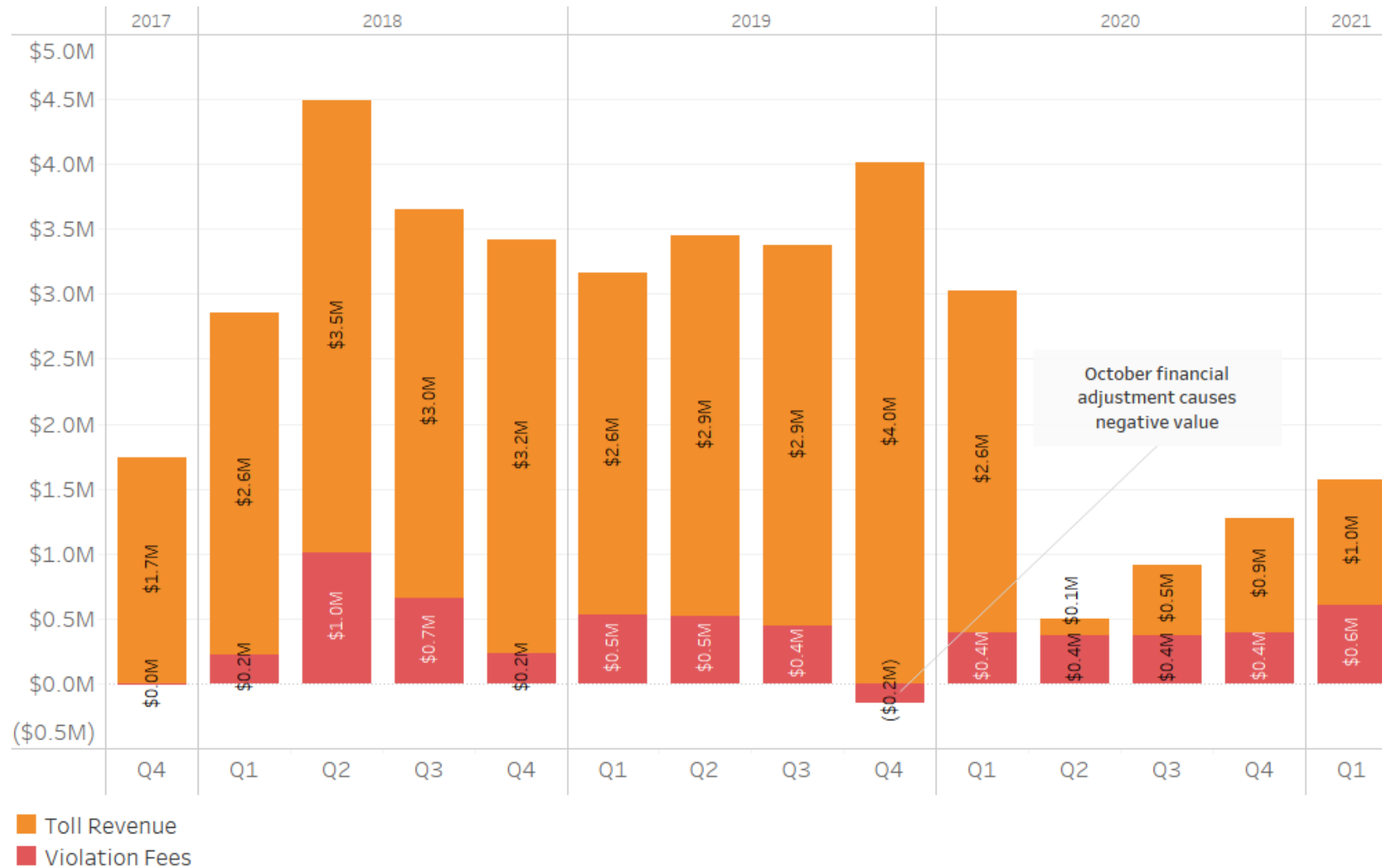


## Southbound Change in Average Tolls



# 680 Tolls

# 680 Contra Costa General Toll Revenue & Fees



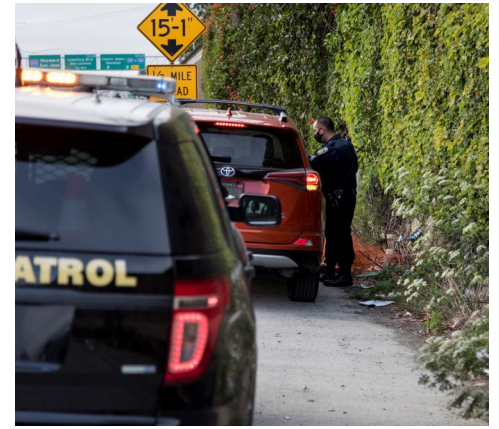
# Express Lane Performance Findings

- The I-880 Express Lanes are congestion free and faster than the general purpose lanes, offering an advantage to carpools and buses
- As expected, incorrect toll tag settings is a challenge
- Toll tag use is declining relative to license plate reads





# Action Items



- On-corridor messaging
- Marketing: GET, SET, GO!
- CHP Partnership
- FasTrak Equity Action Plan







# I-880 and I-680 Contra Costa BAIFA Express Lanes Performance

