



**METROPOLITAN  
TRANSPORTATION  
COMMISSION**

Joseph P. Bort MetroCenter  
101 Eighth Street  
Oakland, CA 94607-4700  
TEL 510.817.5700  
TDD/TTY 510.817.5769  
FAX 510.817.7848  
E-MAIL [info@mtc.ca.gov](mailto:info@mtc.ca.gov)  
WEB [www.mtc.ca.gov](http://www.mtc.ca.gov)

*Memorandum*

TO: Bay Area Partnership Board

DATE: November 3, 2008

FR: Lisa Klein

W. I.

RE: Moving Forward from the HOT Network Principles

At the October Planning Committee meeting, Commissioners requested a special meeting dedicated exclusively to discussion of the HOT Network. Specifically, Commissioners requested an update on progress made since the Commission approved inclusion of the Regional HOT Network and the accompanying principles (See Attachment A) in the Transportation 2035 Plan, and open discussion with regional partners.

In September, executive staff from BATA/MTC, the congestion management agencies, Caltrans and CHP formed the Executive Management Group. This group has developed a work plan to advance the regional HOT network. Staff made a brief presentation outlining progress that has been made, the areas of focused efforts, and areas that remain under discussion.

Following the staff presentation, the Committee had an opportunity for discussion with members of the Executive Management Group

## ATTACHMENT A

Date: July 23, 2008  
W.I.: 1121  
Referred by: Planning Committee

Attachment B  
Resolution No. 3868

### *High-Occupancy Toll (HOT) Network Implementation Principles*

## OBJECTIVES

Development and implementation of a Bay Area Express/High-Occupancy Toll (HOT) Network has five primary objectives:

- More effectively manage the region's freeways in order to provide higher vehicle and passenger throughput and reduce delays for those traveling within each travel corridor;
- Provide an efficient, effective, consistent, and seamless system for users of the network;
- Provide benefits to travelers within each corridor commensurate with the revenues collected in that corridor, including expanded travel options and funding to support non-highway options that enhance effectiveness and throughput;
- Implement the Express/HOT Lane Network in the Bay Area, as shown in Exhibit 1 and as amended from time to time, using a rapid delivery approach that takes advantage of the existing highway right of way to deliver the network in an expedited time frame; and
- Toll revenue collected from the HOT network will be used to operate the HOT network; to maintain HOT system equipment and software; to provide transit services and improvements in the corridors; to finance and construct the HOT network; and to provide other corridor improvements.

## IMPLEMENTATION

1. Collaboration and Cooperation. To accomplish the objectives requires collaboration and cooperation by numerous agencies at several levels of government, including the Congestion Management Agencies (CMA), Caltrans, California Highway Patrol (CHP) and the Bay Area Toll Authority (BATA). This collaborative process shall establish policies for implementation of the HOT network including, but not limited to, (a) phasing of HOV conversion and HOT construction, (b) phasing of corridor investment plan elements, and (c) occupancy and pricing policies for HOT network operations.
2. Corridor-Based Focus & Implementation. Utilize a corridor-based structure that recognizes commute-sheds and geographic communities of interest as the most effective and user-responsive models for Bay Area Express/HOT Lane facilities implementation.

3. Reinvestment within the Corridor. Recognize that popular, political and legislative support will rest on demonstrating that the revenues collected in a corridor benefit travelers – including the toll payers – in the corridor through a variety of mechanisms, including additional capital improvements on the freeway and parallel arterials, providing support for transit capital and operations that increase throughput capacity in the corridor, and providing funds for enhanced operations and management of the corridor.
4. Corridor Investment Plans. Corridor Investment Plans, developed by stakeholder agencies within the corridor, will direct reinvestment of revenues to capital and operating programs serving the corridor, commensurate with the revenue generated by each corridor.
5. Simple System. Users deserve a simple, consistent and efficient system that is easy to use and includes the following elements: (a) consistent geometric design; (b) consistent signage; (c) safe and simple operations; (d) common technology; and(e) common marketing, logo and terminology.
6. Toll Collection. BATA shall be responsible for toll collection.
7. Financing. A collaborative process will determine the best financing mechanism, which could include using the state owned toll bridge enterprise as a financing pledge to construct the network.



# Advancing the Regional HOT Network

**MTC Planning Committee Workshop**

November 3, 2008



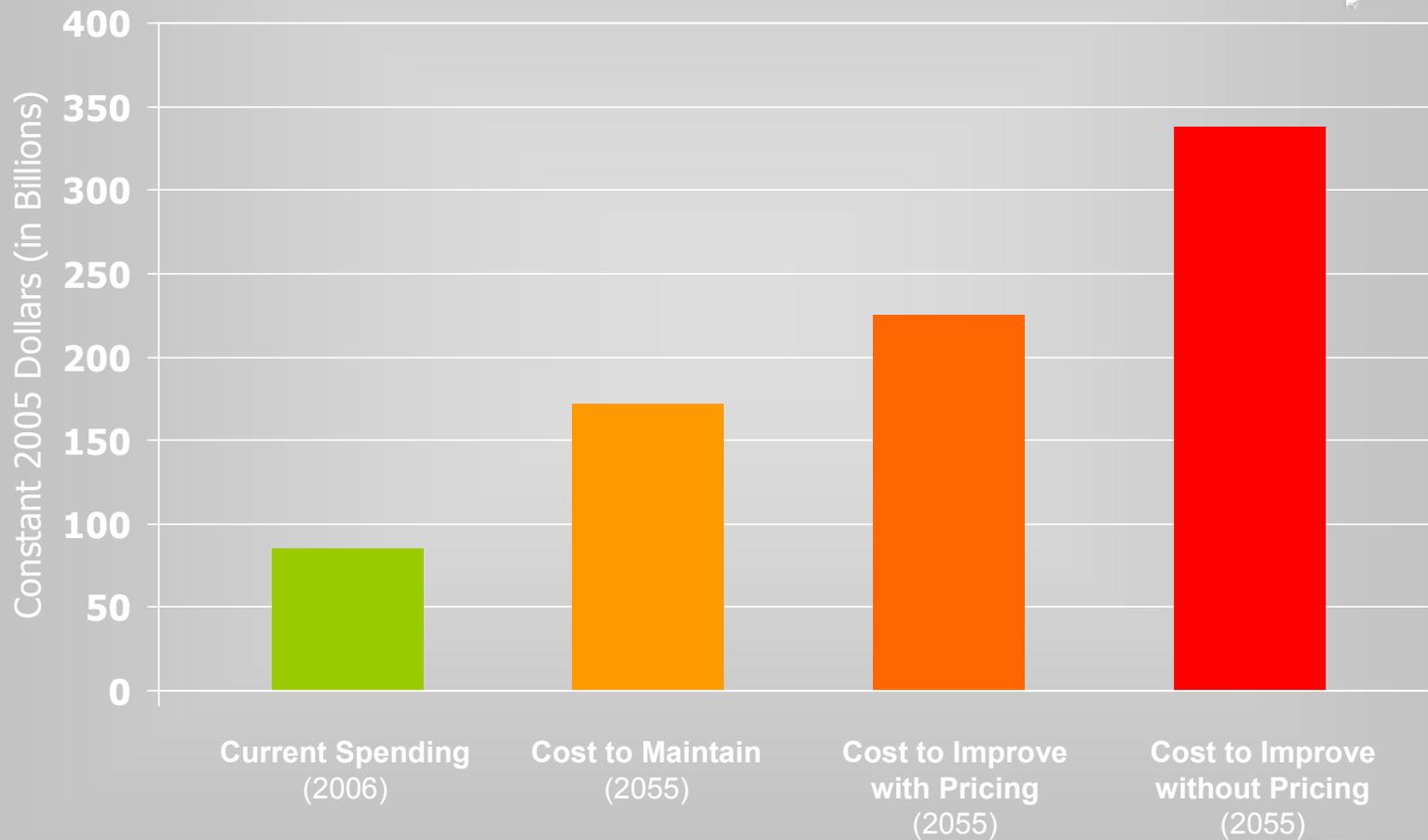


# Why a Regional HOT Network?

# Why a **HOT** Network?

- Sea change in transportation funding on the horizon
  - Federal and state transportation accounts going broke
  - User fees are likely solution
  - Regionally controlled revenue stream
- Proven corridor/system management tool

# Annual National Funding Gap



Source: Section 1909 Commission



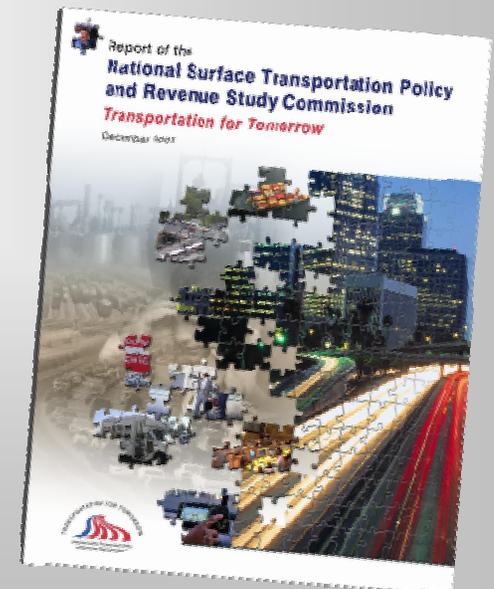
**To keep America competitive, we are recommending a significant increase in investment in our national surface transportation system.**

***More tolling will need to be implemented***

and new and innovative ways of funding our future system will need to be employed.

***And we will need to price for the use of our system,***

which will help reduce investment needs.



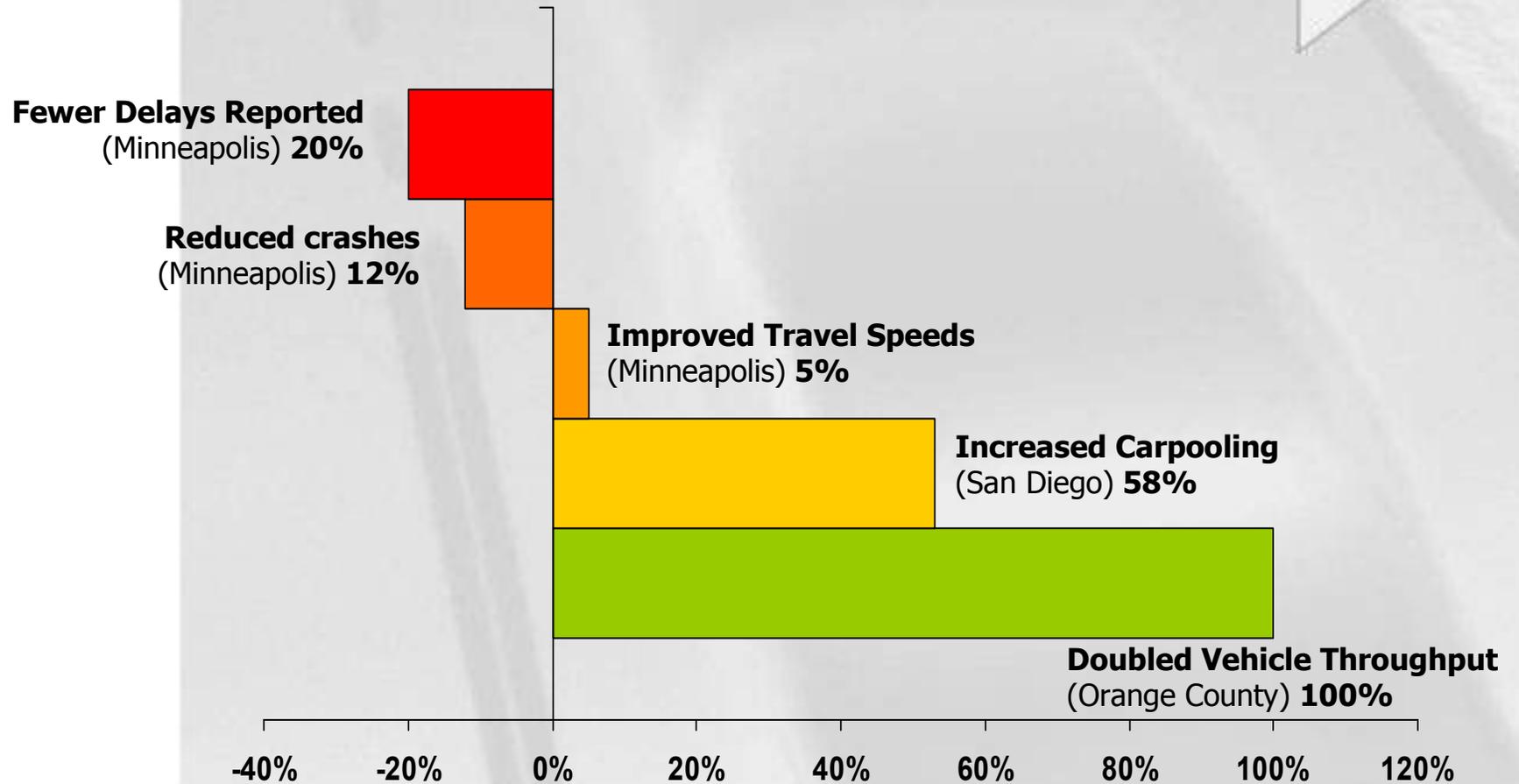
# HOT Lanes Embraced Nationally



- **Orange County (1995)**
- **San Diego (1998)**
- **Houston (1998)**
- **Minneapolis (2005)**
- **Denver (2006)**
- **Seattle (2008)**
- **San Diego extension (2008)**
- **Miami (2008)**
- **Houston expansion (2009)**
- **Los Angeles (2010)**
- **Bay Area I-680, I-580 (2010)**
- **Bay Area Route 85 (2012)**
- **Riverside (2015)**



# Proven Corridor Management Tool

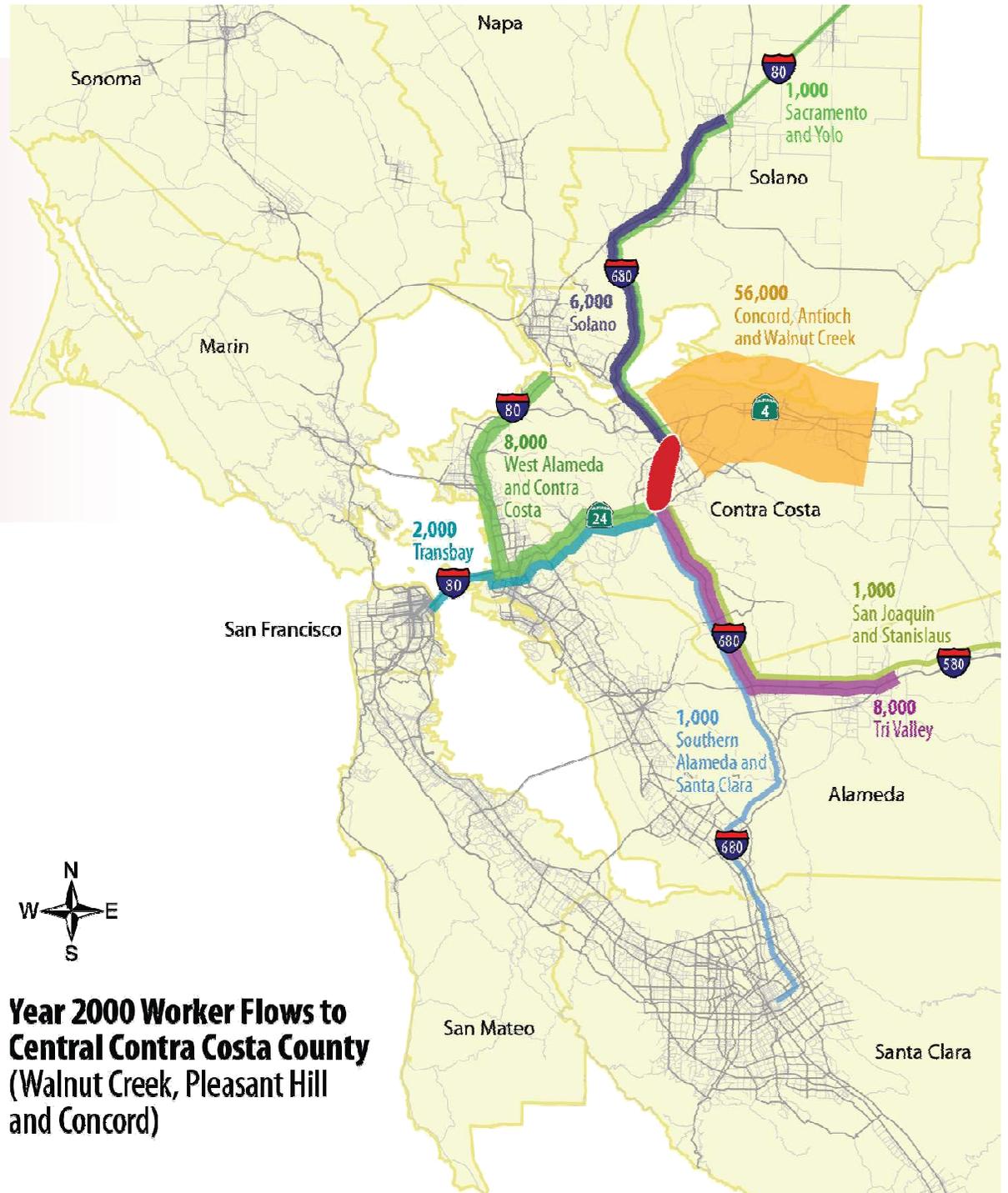


# Why a Regional HOT Network?

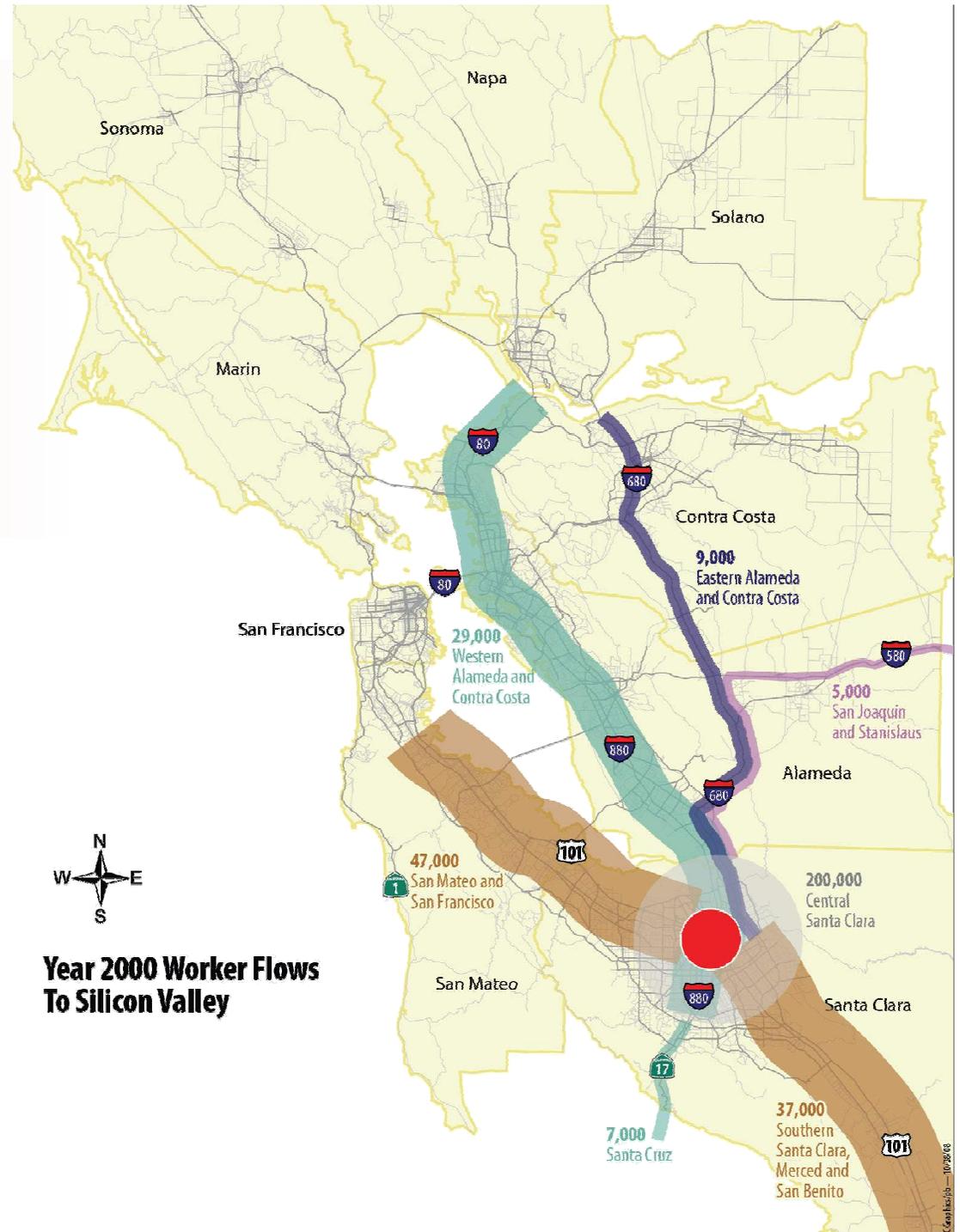
- Could complete HOV network faster
  - Congestion & emissions reductions
  - Potential capital cost savings
- Offers consistency for users
- Increases financing options
- Serves regional economy and travel needs



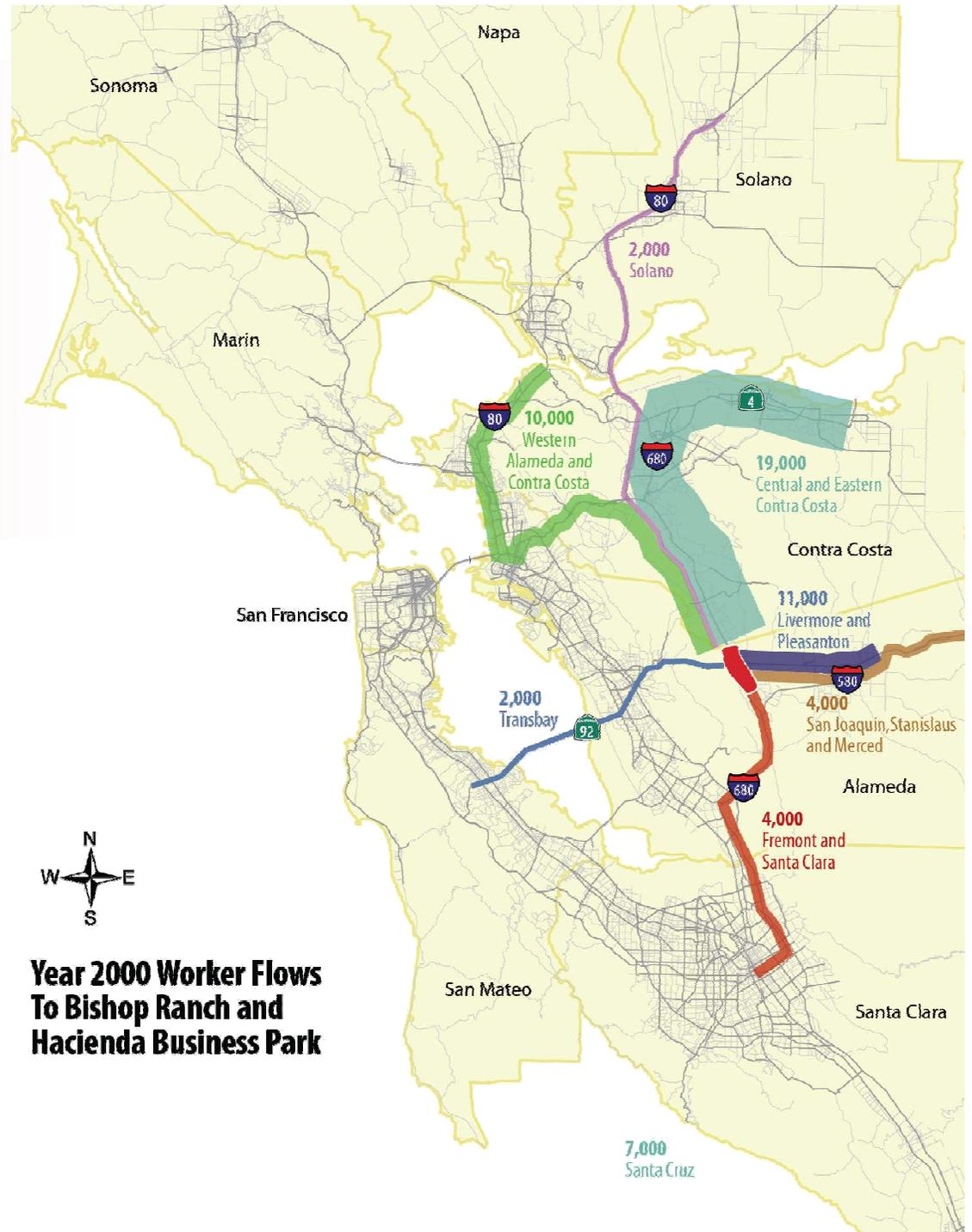
# Regional Network Supports Regional Economy



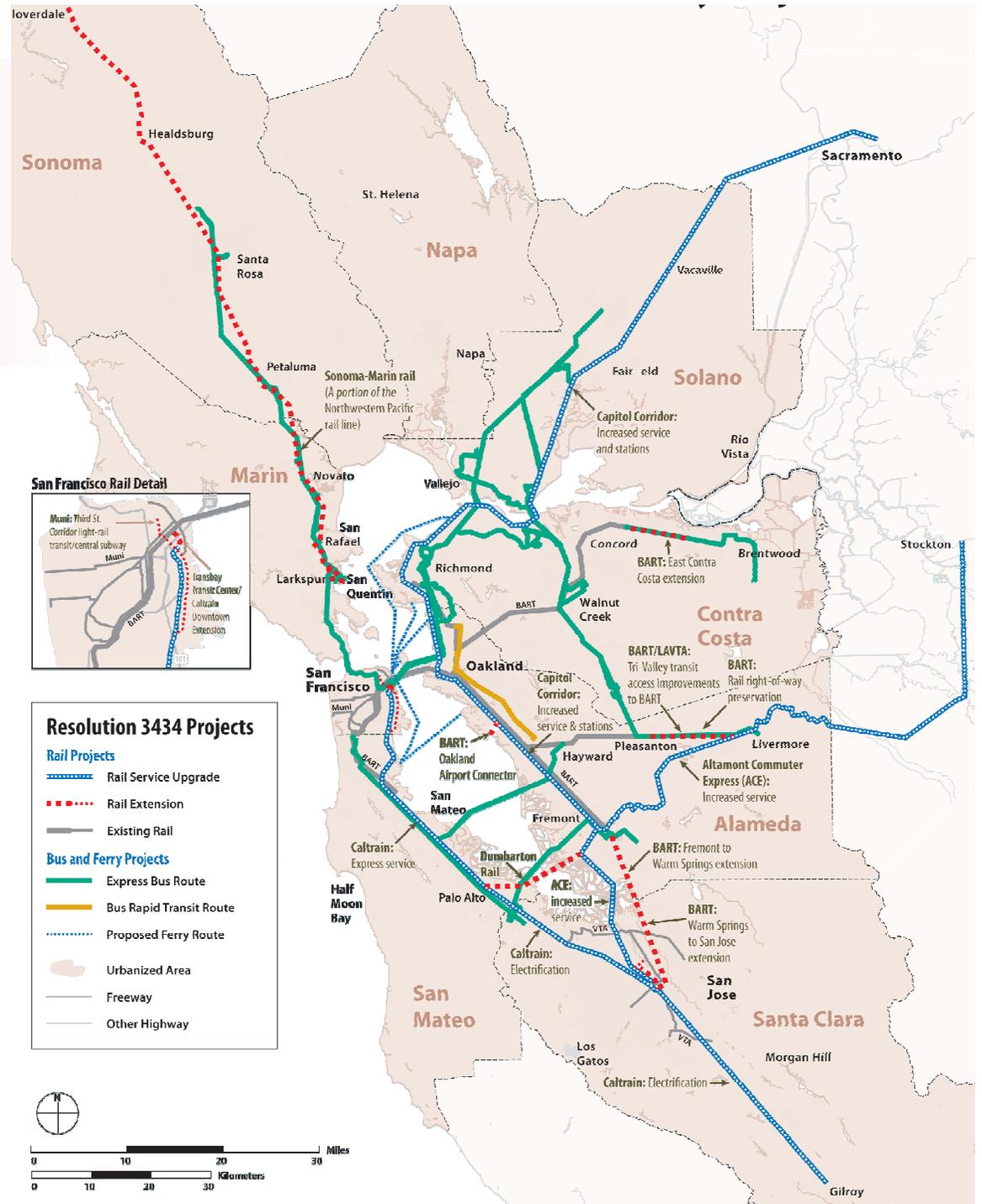
# Regional Network Supports Regional Economy



# Regional Network Supports Regional Economy



# Regional Transit Commitment



# Window of Opportunity is Now!

## DAILY NEWS

NEW YORK'S HOMETOWN NEWS

### Feds put toll plan in gear

EDITORIAL

Awarding Mayor Bloomberg most of the money he requested to launch congestion pricing in New York City, U.S. Transportation Secretary Mary Peters was willing to look past the foolishness in Albany last month.

Even though state lawmakers blew off the grant deadline and tangled the city's application with copious caveats and conditions, Peters still came through with \$354 million - the largest of five anti-gridlock awards nationwide announced yesterday.

The feds are offering some \$214 million for buses and traffic signals, \$113 million for express bus lanes, \$16 million for ferries and \$10 million for toll-collection technology. It's not the half-billion Hizzoner had hoped for, but it's nothing to sneeze at, either.

The onus now falls on the Legislature, especially the Assembly, to make sure congestion pricing gets the green light.

Bloombergers enter days. The raise his Assembly punted their vote and mad big bucks.

That bluff Peters - and trans benefits t dles remain the hard-commissi proval.

Silver mu city offic sion ASAI next five

The California Performance Review



INF 05

### Need for High-Occupancy/Toll Facilities to Reduce Traffic Congestion and Generate Revenue to Cover Project Costs

#### Summary

California has improved congestion and generation of it into

#### Background

Managed lanes through various (HOT) lanes are improve the road minimizing tra

The Department statewide, cov (minimum occ combination, some of the st allow access

## Oakland Tribune

SATURDAY, JULY 26, 2008

EDITORIAL

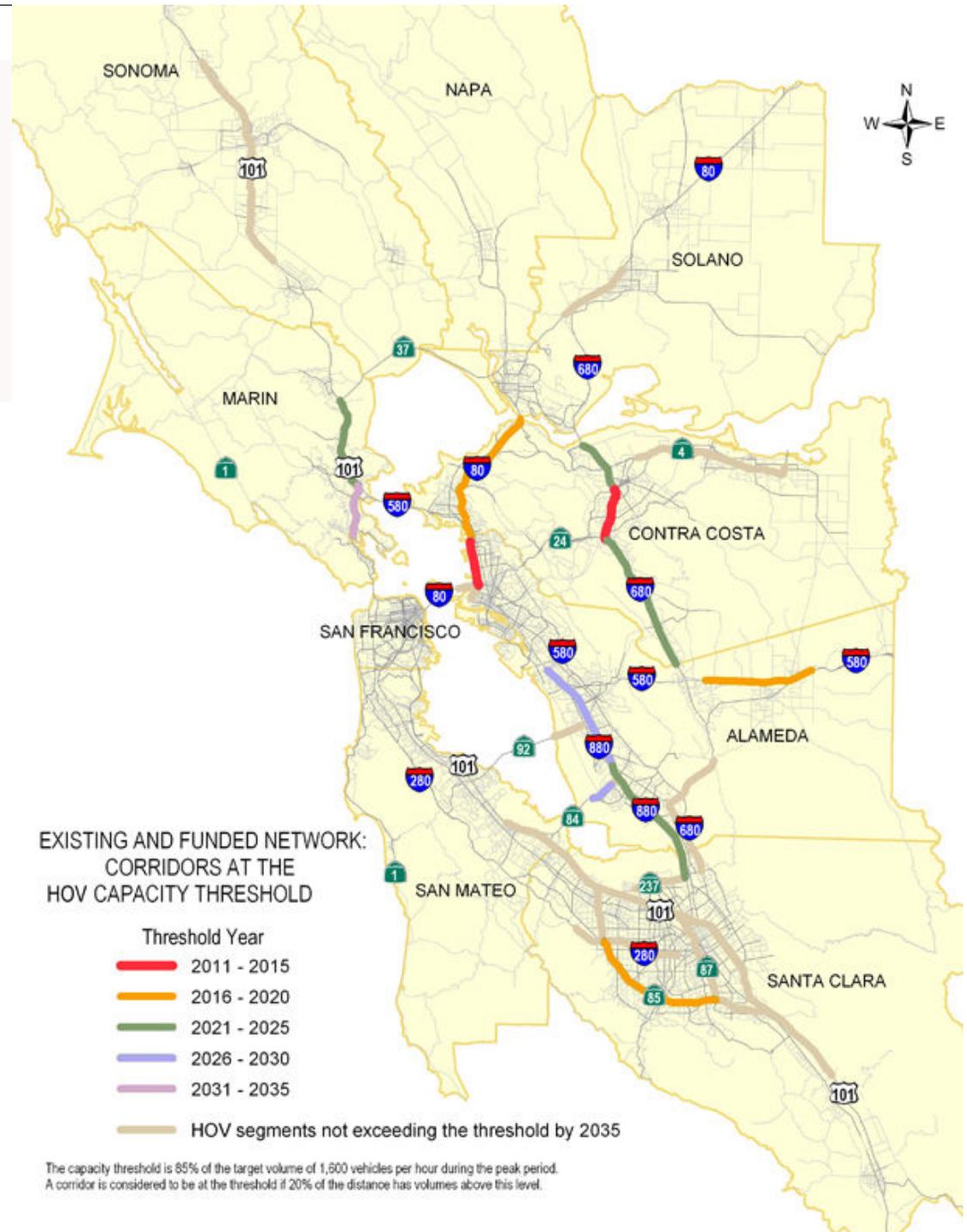
### HOT lanes offer promise of less highway congestion

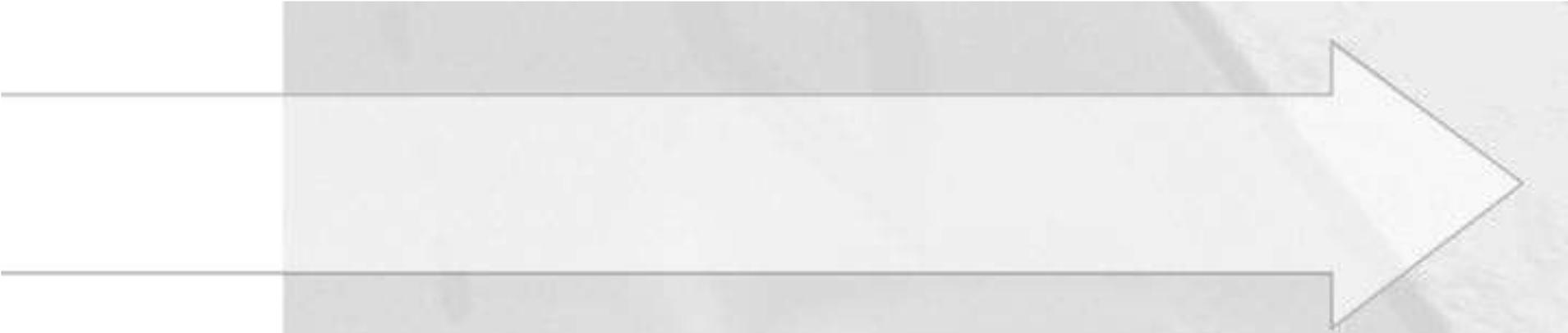
# HOT Network and HOV Occupancy

HOV lanes will fill up without HOT  
HOT Network assumes occupancy increase; same timing as for HOV lanes

HOT is a management tool

- Efficient use of lane capacity
- Allows carpools to fill up lanes over time





# Where We Are

# HOT Network Principles

(adopted July 2008)

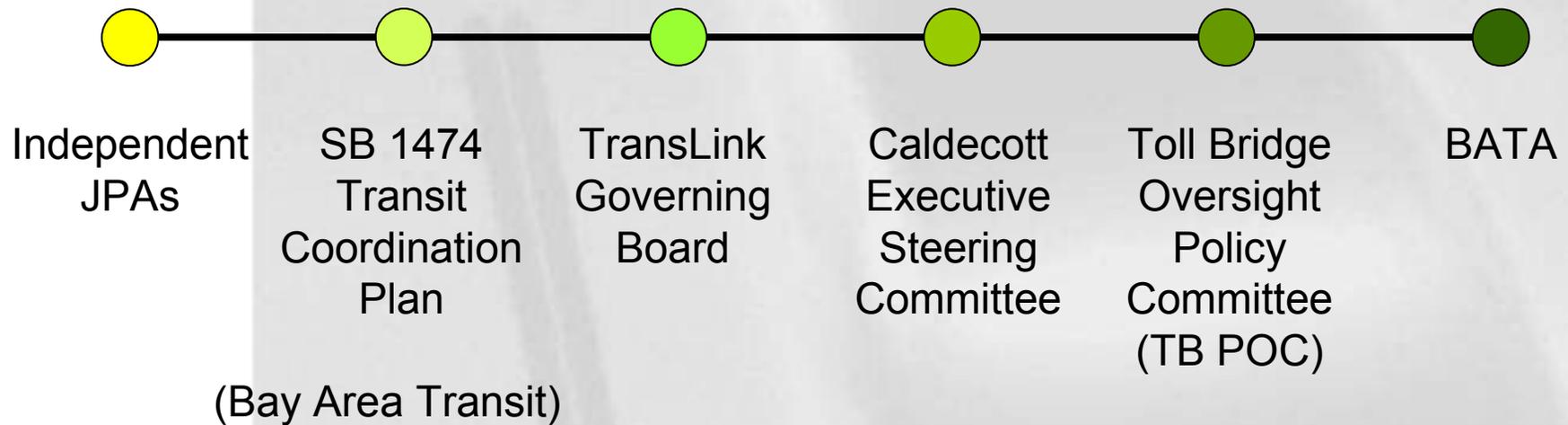
- **Collaboration**
- **Corridor-based implementation and reinvestment**
- Consistent operations
- Evaluate financing options

# Collaboration

- Executive Management Group
  - MTC/BATA
  - CMAs
  - Caltrans
  - CHP
- Develop implementation strategy based on principles (plus design, education and outreach)

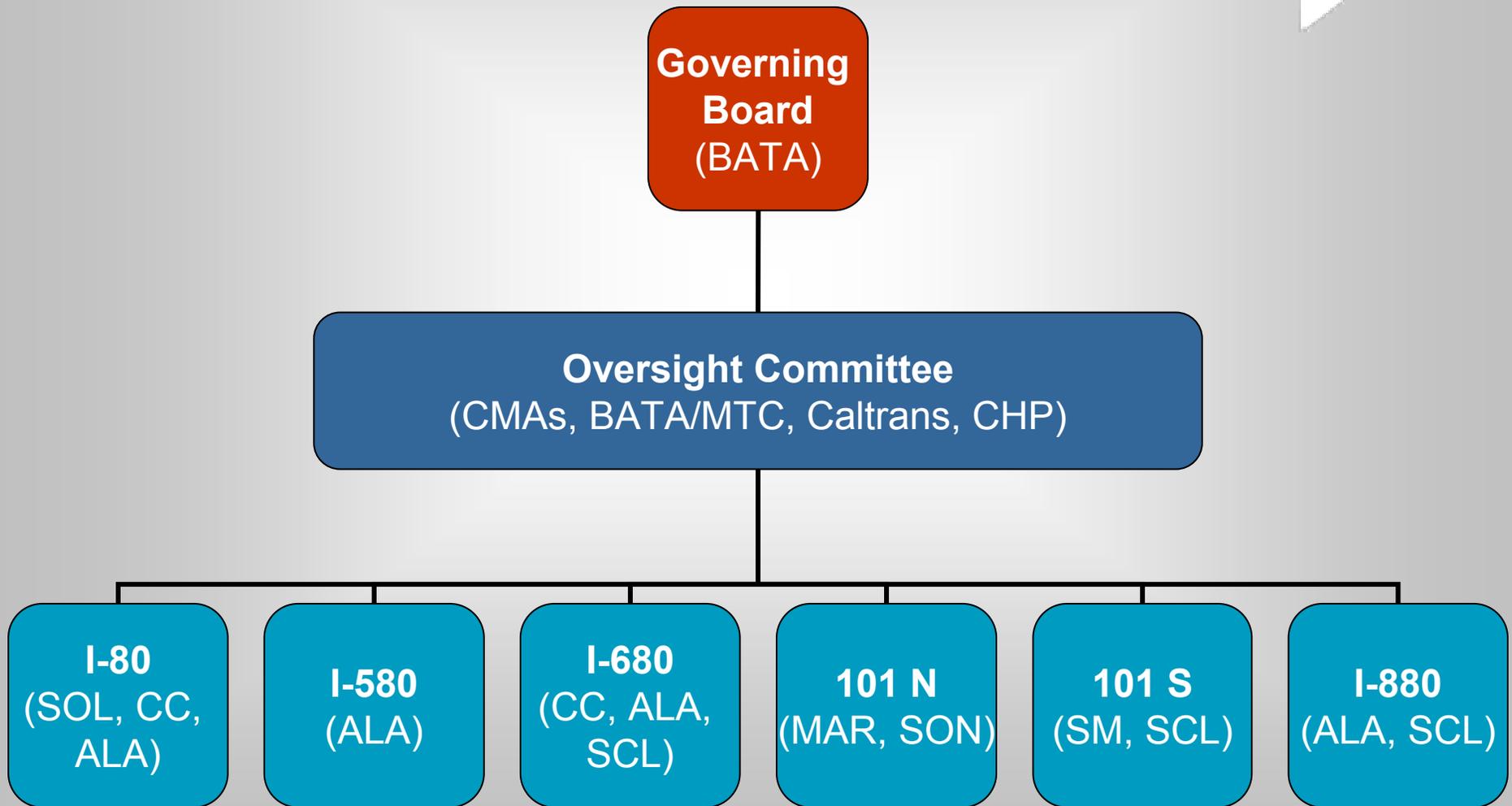
Collaboration:

# Spectrum of Management Models

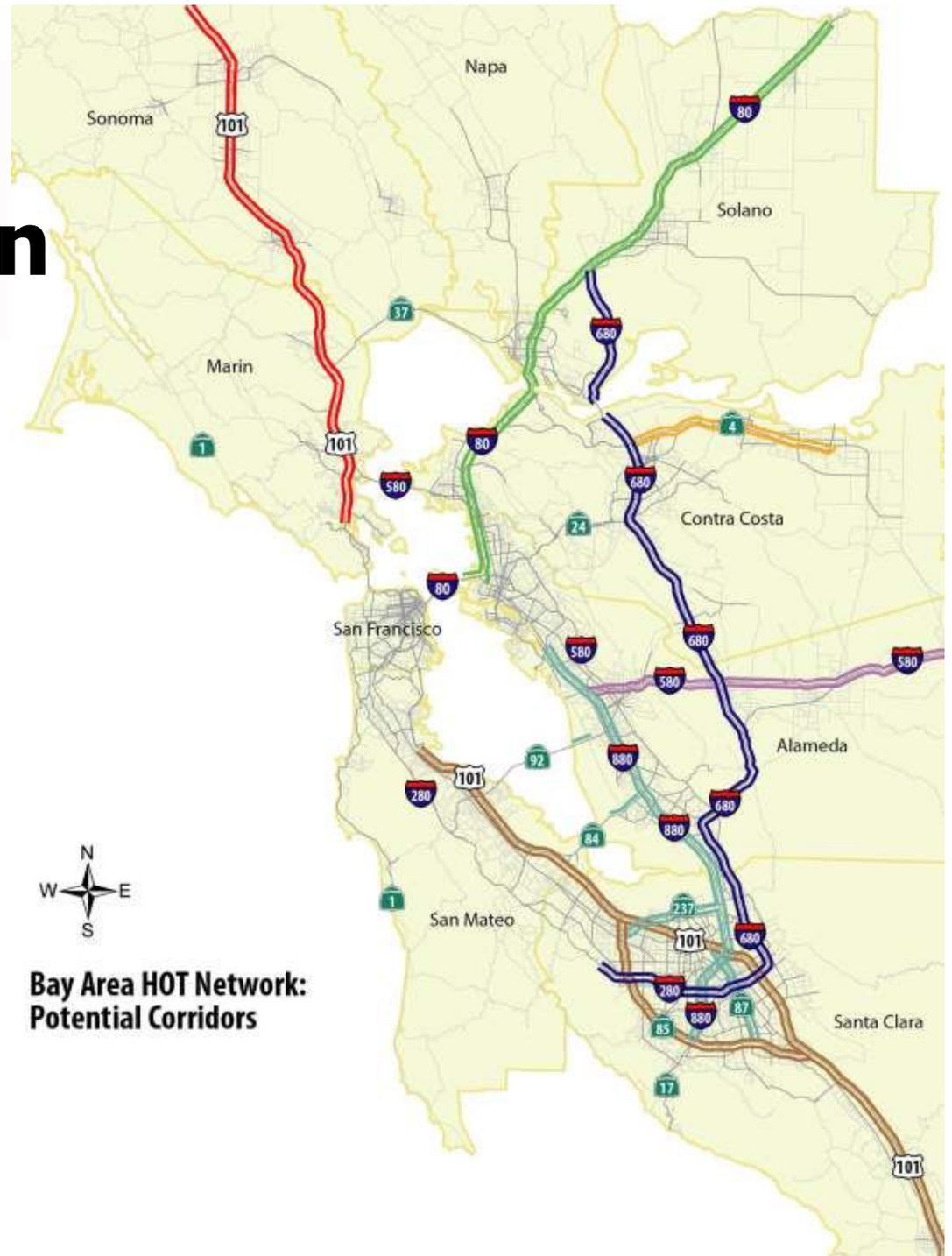


Collaboration:

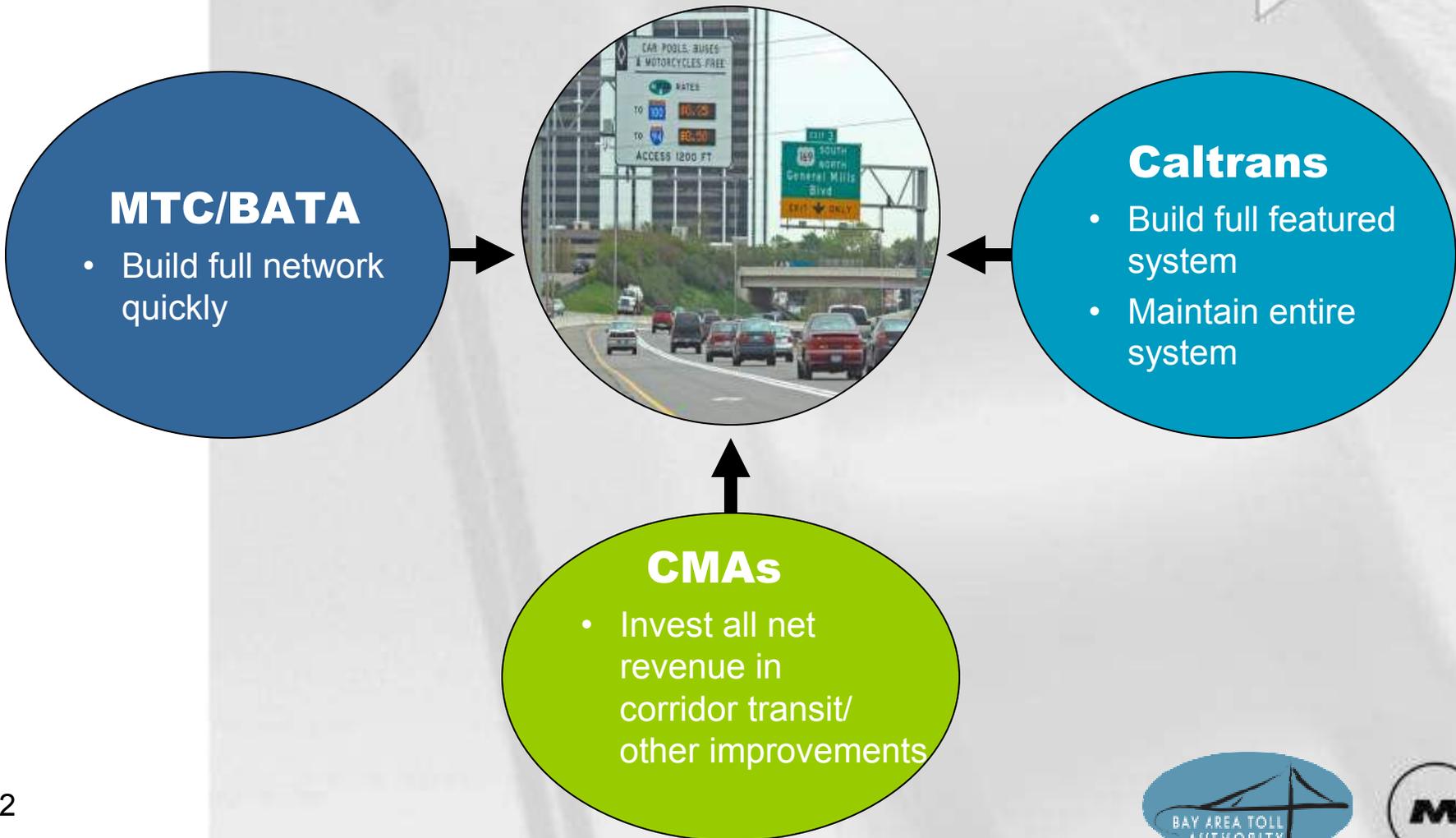
# Potential Management Structure



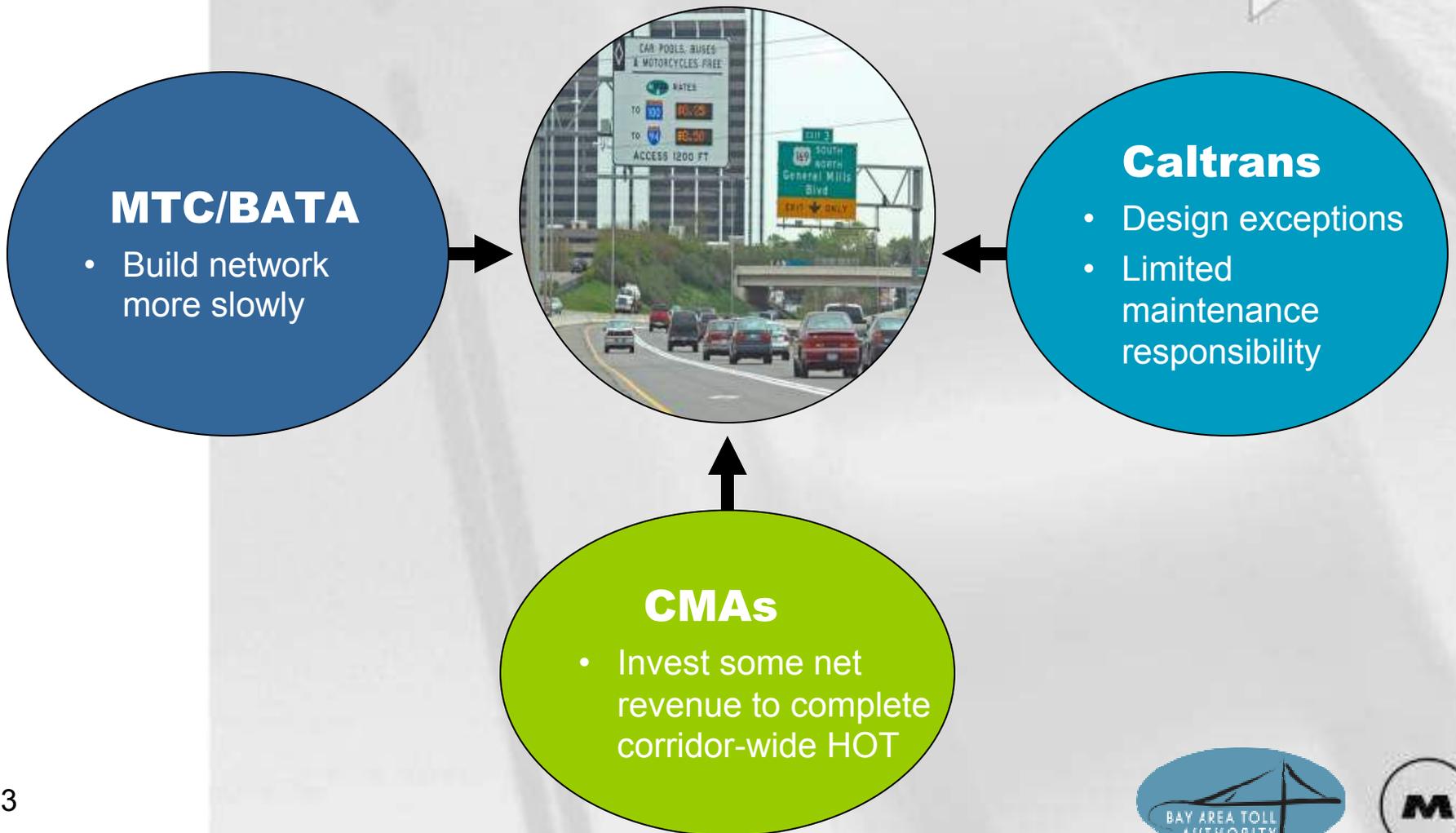
# Corridor-based Implementation



# Corridor-Based Implementation: **Tensions**



# Corridor-Based Implementation: **Compromises**



# Discussion Questions

- 1. Can TB POC model adequately protect corridor interests?**
  - Revenue guarantees — timing and amounts
  - Specific corridor improvements
  - Tolling and operations policy
- 2. If not, what alternative model delivers benefits to users?**
  - Complete system
  - Seamless system

# Discussion Questions, continued

- 3. Should corridors be defined as crossing county borders?**
- 4. What information is needed to agree on balance between HOT network completion and corridor investments?**

# Next Steps

- **Financial analysis** – November/December
- **Refine design approach/costs** – early 2009
- **Legislation** in 2009
- **Corridor improvement plans**  
(CMAs lead)
- **Education and outreach**

**Solano CMA** – Sept 10<sup>th</sup>

**Contra Costa CMA** – Oct 15<sup>th</sup>

**Marin CMA** – Nov 20<sup>th</sup>

**Sonoma CMA** – December 8<sup>th</sup>

**Santa Clara CMA** – December 11

**CTC** – December 10-11<sup>th</sup>