

# Memorandum

**To:** CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

**CTC Meeting:** March 20, 2014

**Reference No.:** 4.5  
Information Item

**From:** NORMA ORTEGA  
Chief Financial Officer

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**Subject:** MANAGED LANES

The California Department of Transportation (Department) will be presenting a discussion on managed lanes at the March 20, 2014, California Transportation Commission (Commission) Meeting.

## **BACKGROUND:**

Managed lanes are exclusive lanes set aside, within a freeway corridor, that are operated using a variety of fixed or real-time strategies, such as occupancy, pricing (tolls), and access control. The three types of managed lanes used on the California State Highway System (SHS) are as follows:

- High Occupancy Vehicle (HOV) lanes: Dedicated lanes for vehicles carrying a minimum number of occupants.
- High Occupancy/Toll (HOT) lanes: Dedicated lanes that are free for vehicles carrying a minimum number of occupants; vehicles containing less than the minimum number of occupants must pay a toll to use the lanes.
- Express toll lanes: Dedicated lanes that require all users pay a toll; vehicles carrying a minimum number of occupants may pay a discounted toll to use the lanes.

## **SUMMARY:**

Managed lanes have the potential to increase person and vehicle throughput on freeway corridors, provide trip reliability, reduce congestion, and reduce greenhouse gas emissions. They can also generate revenues to operate and maintain the facility and fund other transportation improvements or augment existing resources for maintenance and operation of the freeway. The Department is currently in the process of updating existing Deputy Directive 43 – “High Occupancy Vehicle (HOV) Systems”, to address managed lane operations on the SHS. The updated policy will outline the Department’s objectives for managed lanes and roles and responsibilities of the Department and local partners. The policy is in the process of being finalized.

The Department will also be seeking consultant support in the development of a statewide Managed Lanes Master Plan by Summer 2014. The Master Plan will provide a statewide blueprint for where managed lanes will operate on the SHS. It will also include additional policy components to address the operational, institutional, technical, and performance challenges and issues associated with managed lanes. The objective is to develop unified and seamless managed lane networks in each of the State’s urban areas that can adapt to changing regional needs.

# Managed Lanes



Presented by Joe Rouse  
Managed Lanes Manager  
Caltrans Traffic Operations



# Managed Lanes Defined

- Lanes that are proactively managed in response to changing operating conditions in order to achieve improved efficiency and performance.
- Includes:
  - High-occupancy vehicle (HOV) lanes (carpool lanes)
  - High-occupancy/ toll (HOT) lanes
  - Express Toll Lanes



# Value of Managed Lanes

- Support modal shift
- Reliability
- Improved air quality
- Greater throughput
- Sustainability
- Revenue generation



# Managed Lanes Policy Development

- Updated Deputy Directive 43
  - Outlines roles and responsibilities
  - Caltrans is interested in pricing
  - Revenue sharing on regionally operated facilities
- Comments received from regional partners
  - Will Caltrans implement pricing without local input?
  - Revenue sharing will impact project financing
  - Caltrans needs to explain how degradation relates to policy

# Managed Lanes Guiding Principles

- Intended to improve throughput in the corridor
- Developed and operated collaboratively with partners
- Should not negatively affect freeway performance and safety
- Toll revenues are used first to pay for financing, operating and maintaining the managed lanes
- Excess revenues are reinvested in the corridor
  - Exact use determined on case-by-case basis
  - Uses could include transit, other capital improvements, augmenting maintenance and operations on adjacent lanes

# Managed Lane Policy Development

- Executive level discussions have been held
- Updated draft to be circulated shortly
  - Clearly states the principles
  - Clarifies expectations



# Other Actions Underway

- Updates to Caltrans HOV Guidelines
- Managed Lanes Master Plan

