

# Memorandum

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

**CTC Meeting:** March 20, 2014

**Reference No.:** 4.5  
Information Item

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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.