

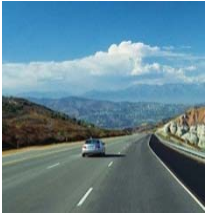


Managed Lanes

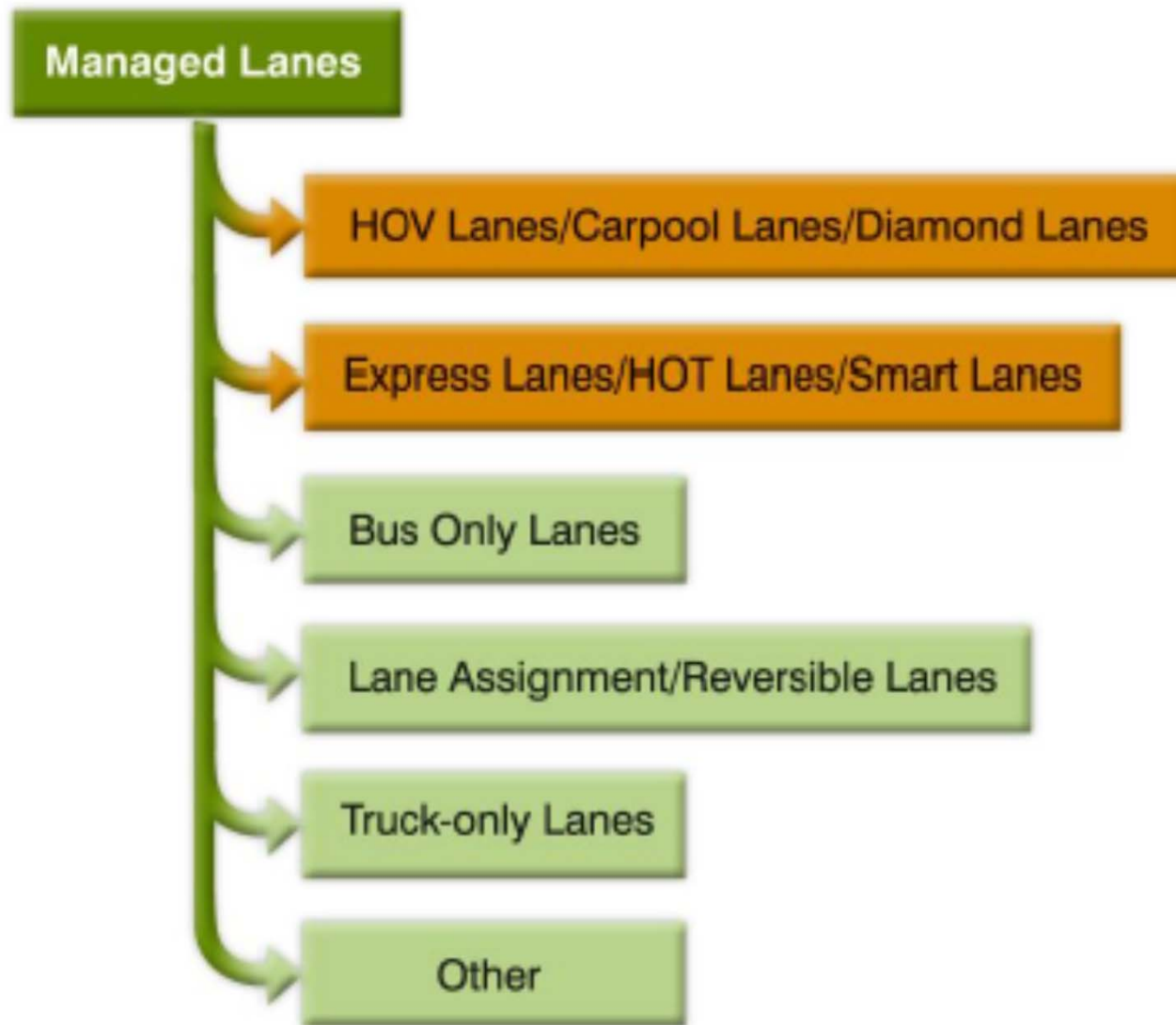
- *Fundamentals and Opportunities*

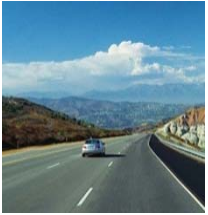
September 12, 2013





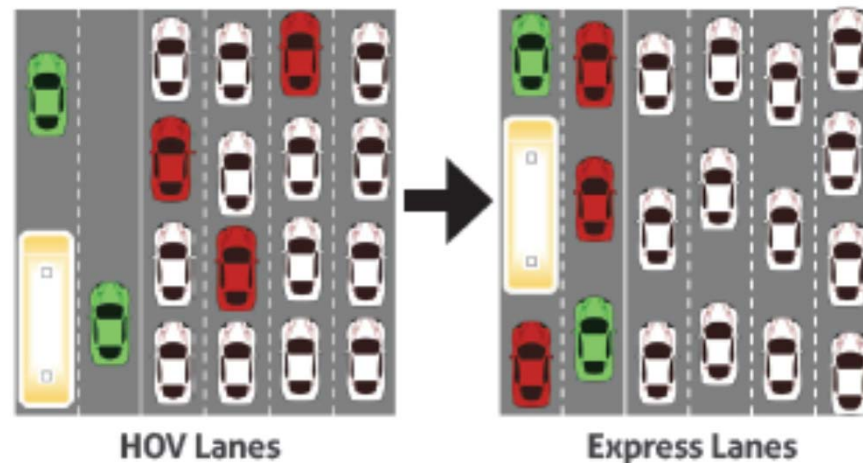
What are managed lanes?





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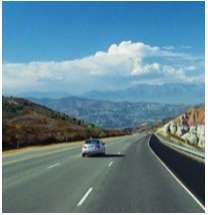
- Specialized lanes rather than general purpose
- Synonym for high occupancy toll (HOT) lanes like 91 Express Lanes
- Are a way to increase vehicle throughput and provide additional options for drivers
- Variable pricing to keep traffic flowing uncongested
- Address requirements for improved mobility, safety and productivity while also being sensitive to environmental and quality of life issues





Why managed lanes?

- HOV and HOT lanes can be a practical alternative to adding more general purpose lanes
- Are a way to increase throughput
 - 91 Express Lanes carry 45% of peak hour vehicles
 - Synergy with transit operations especially BRT
- Decrease travel time for transit
- Add capacity in non-attainment areas
- Generate revenue to pay at least part of the costs
- Critical “escape valve” for motorists with urgent need for time savings
- Address requirements for improved mobility, safety and productivity while also being sensitive to environmental and quality of life issues



Managed Lanes generate revenue and capacity

Revenue: Priced or tolled managed lanes help transportation agencies generate revenue that can help offset capital and operational costs.

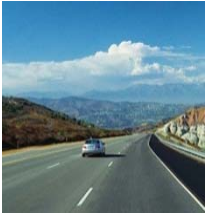
Capacity: Managed lanes squeeze as much capacity as possible from existing lanes.

Improve Mobility: Pulling traffic off general purpose lanes also helps relieve congestion in those lanes. Everyone benefits, even those who don't use the managed lanes.

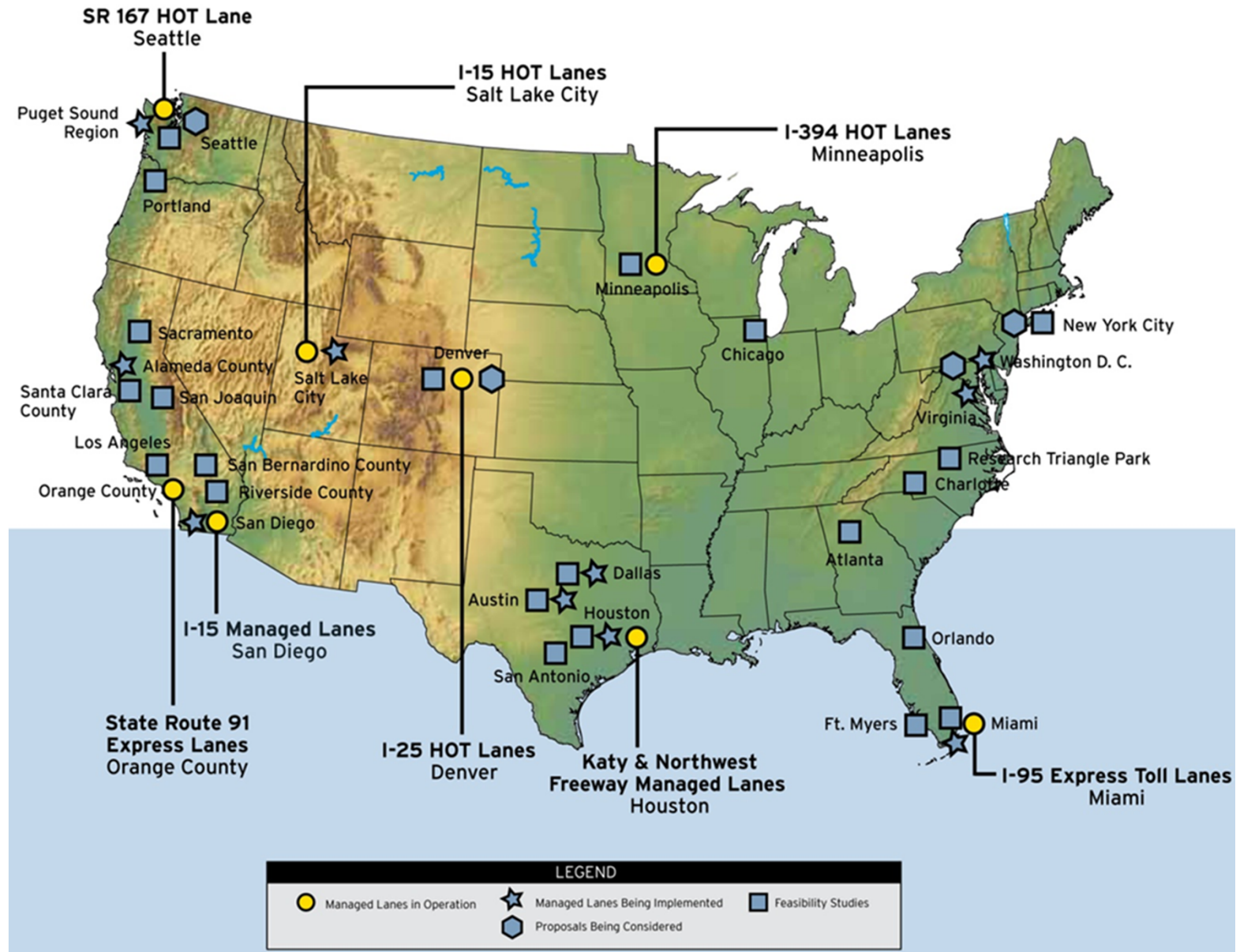


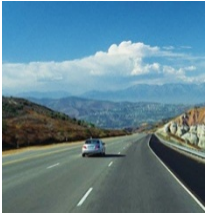
Managed lane characteristics

- Serve 10 to 40 percent of total traffic
 - Depends on number of lanes and operating policies
 - Varies heavily by time of day
 - 91 Express Lanes serve about 15% of daily traffic but up to 45% of rush hour traffic
- Typically not used everyday by most drivers
 - 65-70% of all drivers on SR-91 have transponders; on a given day, only 1 in 5 transponders are used in the 91 Express Lanes
 - Perception is that 15% of drivers use the Express Lanes; reality is that 70% of drivers use the Express Lanes...but only 20% of the time
 - Usage is based on individual situations (late for meeting, home contractors, airline flight...)



Managed lanes across America



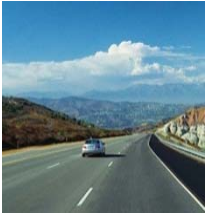


Managed lanes across America

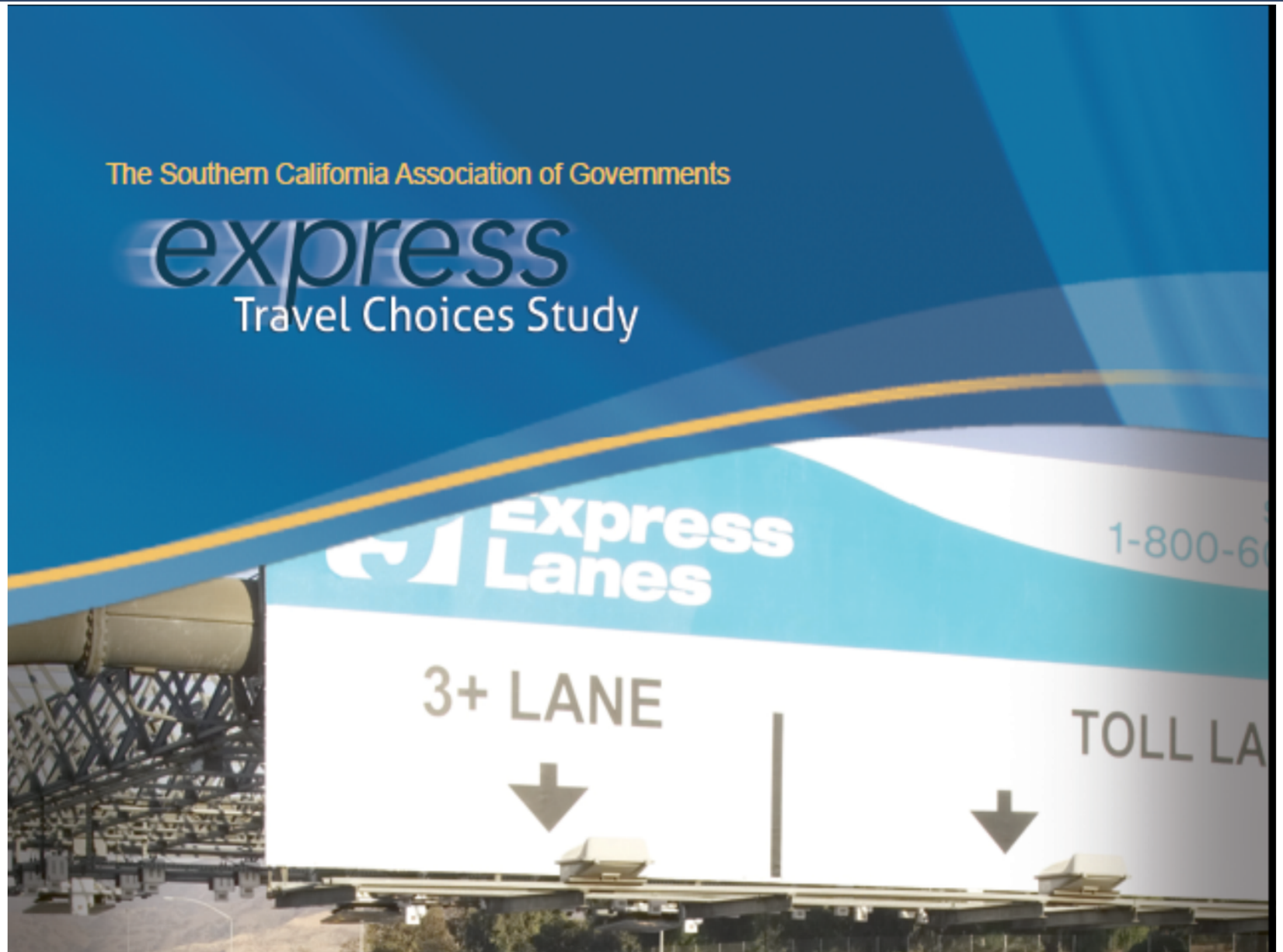
Los Angeles: The first two HOV conversions are now operating in Los Angeles County, on I-110 (Nov 2012) and I-10 (Feb 2013).

San Diego: SANDAG's long-range transportation plan includes a managed lane network. The I-15 managed lanes now extends 20 miles. The network plan includes managed lanes on I-5, I-805 and SR-52.

San Francisco: MTC included a 570 mile managed lanes network in the region's long-range transportation plan. Two HOV conversion projects have been completed I-680 (the Sunol Grade) and SR-237 in Silicon Valley.



Strategic Express Lanes Network







Strategic Express Lanes Network

- Regional Approach
- Network Benefits
- Utilizes existing infrastructure to a high degree
- Potential for broader political support



Key Concerns for Policymakers

- How will the policy decisions be formulated and implemented?
- Public awareness and acceptance
- Redefining roles and responsibilities of all partner agencies.
 - Who controls? Caltrans or local agencies?
- Network versus project benefits; the importance of parallel routes.
- Will managed lanes improve air quality; is there a conflict between FHWA's degradation policy and EPA's air quality policy?



TCA has a significant role

- TCA knows how to build revenue generating infrastructure without taxpayer dollars.
- TCA understands tolling and toll operations.
- The Toll Road system provides significant portions of the managed lane network for Southern California as envisioned by SCAG.
- TCA Board Members can take an active role in the formulation and implementation of policy decisions for managed lanes.