



FDOT POLICY REQUIREMENTS

Wednesday May 22, 2013
Managed Lanes Modeling Workshop



Agenda



- Florida's Transportation Vision for the 21st Century
- Brief summary of what has been accomplished to date
- Draft Statewide Express Lanes Policy Guidance statements
- Why are you here?



Florida's Transportation Vision for the 21st Century



What has been accomplished so far:



- Managed Lanes Workshop – January 2013

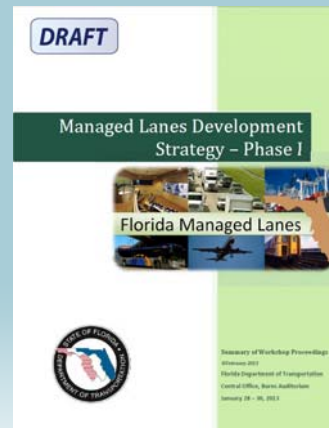


Managed Lanes Workshop – January 2013



The Managed Lanes Workshop resulted in:

- Draft policy statements for Feasibility, Finance and Tolling, Concept of Operations, TSM&O Strategies, and Design
- Votes to keep, modify, or discard each policy statement
- Comments explaining why or how the policy statement should be modified or discarded



Policy Decisions



- The policy guidance will first focus on Express Lanes
- All new capacity for existing limited access State Highway System (SHS) facilities shall analyze a dynamically tolled alternative while maintaining existing non tolled capacity; If through NEPA analysis it is determined tolling is not appropriate, the Department Secretary shall be notified
- No trucks (3 axles or more) allowed in the Express Lanes
- Remaining toll revenue after all statutory requirements have been met, may be used on operating express bus service in the express lanes



Coordination with TSM&O



- Managed Lanes is a TSM&O strategy
- Work with ITS and help incorporate ML in TSM&O Strategic Business Plan
- One Policy statement for TSM&O and all strategies will have guidance documents



Feasibility



- All new capacity for existing limited access State Highway System (SHS) facilities shall analyze a dynamically tolled alternative while maintaining existing non tolled capacity; If through NEPA analysis it is determined tolling is not appropriate, the Department Secretary shall be notified



Finance and Tolling



For the purpose of benefit cost analysis or Internal Rate of Return (IRR), only additional capital and operations and maintenance costs associated with the express lanes should be considered.

–“Additional capital and operations and maintenance costs” are costs associated with building the additional lanes, toll collection, separation, and the potential for reversibility.

Annual toll revenue, at a minimum, should cover the toll collection costs as defined in the financial test of feasibility for express lanes.



Concept of Operations



A Concept of Operations document shall be developed for each Express Lanes project during the Planning Phase continuing through Project Development and Environment (PD&E) Phase and shall be frequently updated through the life of the project.



TSM&O



Other TSM&O strategies shall be considered and, when appropriate, included with express lanes projects.



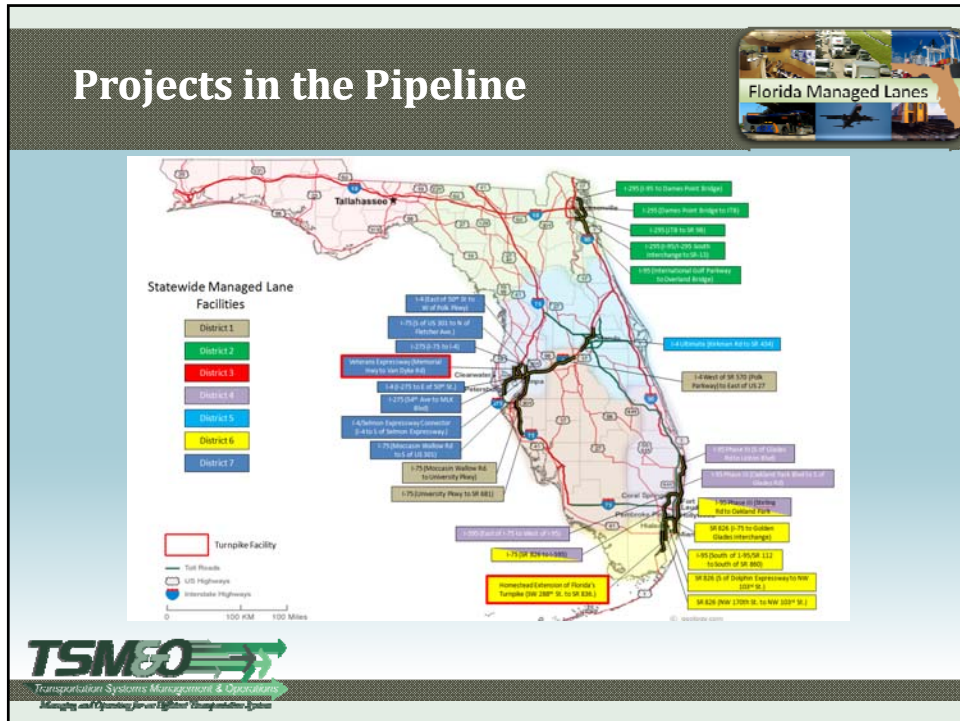
Design



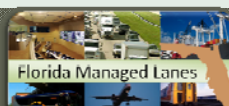
The Production and Operations offices shall be included/involved during the development and project feasibility processes for all Express Lanes projects.

The administration, design, and operations of Express Lanes shall be consistent across districts and other agencies within the project region.





Creating Choices



Transportation Vision for the 21st Century


Creating Choices

Objective	Activities	Performance Indicators	Targets	Responsible Party
The Department will develop and maintain a system of managed lanes in Florida.	Complete the FDOT Express Lanes Policy	Policy Attached	4th Q FY 13	Jennifer Fortunas
	Complete the FDOT Express Lanes Procedures/Standards	Procedure Attached/PPM Updated	2nd Q FY 14	Jennifer Fortunas
	Complete the FDOT Managed Lanes Policy	Policy Attached	2nd Q FY 14	Jennifer Fortunas
	Complete the FDOT Managed Lanes Procedures/Standards	Procedure Attached/PPM Updated	4th Q FY 14	Jennifer Fortunas
	Create and maintain an FDOT Managed Lanes Website/Intranet Site*	http://www.floridamanagedlanes.com/	Active	Jennifer Fortunas
	Suggested information for the site			
	Best Practices			
	Lessons Learned			
Sample Information				
	Policies, Procedures, links to project sites			


* Additional activities should be developed associated with the website

* Provide links between key websites like the Vision 21 and Managed lanes with a goal of information being in one source to avoid duplication.

Why are you here?



- Common travel demand model framework or platform
- Set parameters and sensitivities for demand modeling in planning and operations
- Define relationship between travel demand model, tolling, and micro-simulation



Transportation Systems Management & Operations
Managing and Operating Smart Highway Transportation Systems

Contact Information




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You Snooze You Lose
Don't Drive Drowsy

You Snooze, You Lose – Don't Drive Drowsy



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