


## *Priced Managed Lanes National Overview*



*Jim Ely  
Chairman HNTB National Toll Service and  
Past President of the IBTTA*



## *Vision vs. Reality*



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## Priced Managed Lanes

- The Subset of Managed Lanes Where Pricing is Used as an Operational Strategy

Increasing Complexity with Active Management →

Incorporates Multiple Lane Management Strategies

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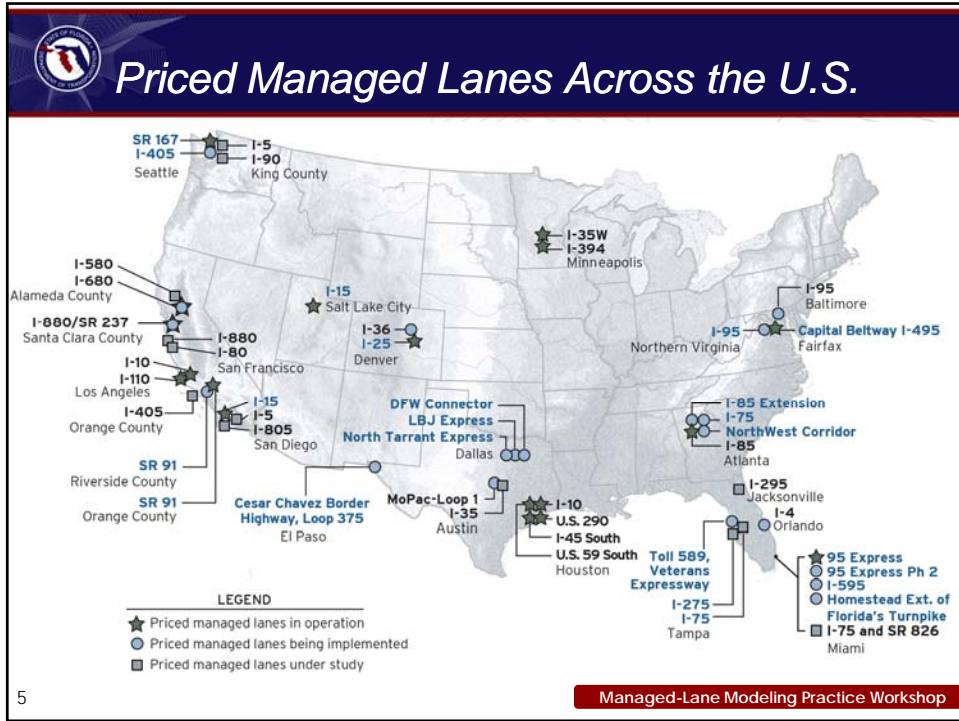
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## Priced Managed Lane Terminology

- Many Terms Used
  - High Occupancy Toll (HOT) Lanes
  - Managed Lanes/Express Lanes
  - Bus Rapid Transit Lanes (BRT)
  - Truck Only Toll (TOT) Lanes
- Can be Physically Similar
- Business Rules Determine What They Are
  - Who can use the facility, who pays, how much and how do we collect it?

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## Origin and Evolution

- Began with SR 91 in California in 1995
- Largely been HOV to HOT conversion
- Evolving into multi-lane new capacity projects
- Regional systems are also evolving
- FHWA Support (MAP-21)

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## Southeast Florida EL Network

**Legend**  
Express Lanes Network  
Project Phase  
In Operation  
Under Construction  
Change in Operating Hours  
Major Study  
Priority  
Intermodal Corridor  
Potential Corridor  
Other  
City

**Legend**  
Priority, other cities  
Intermodal Corridor  
Potential Corridor  
Other  
City

**Figure 1: Current Status of the Express Lanes Network - DRAFT**  
SOUTHEAST FLORIDA EXPRESS LANES REGIONAL CONCEPT FOR TRANSPORTATION OPERATIONS

**Figure 2: Future Vision for the Express Lanes Network - DRAFT**  
SOUTHEAST FLORIDA EXPRESS LANES REGIONAL CONCEPT FOR TRANSPORTATION OPERATIONS

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## Why Priced Managed Lanes?

- How do Priced Managed Lanes benefit a region?
  - Trip Reliability
  - Time Savings
  - Improved Mobility
  - Congestion Management
  - Revenue Generation
  - Reduction in Capital Improvements





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## National Lessons Learned

- A “Political Champion” is a Must
- Engage the Media and Public Early and Often
- Address Equity Issues Early in the Planning Process
- Multi-modal Approach Increases Public Acceptance
- A System Plan Approach Can be Helpful

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## Risks of Priced Managed Lanes (Moody's)

- Desirable but Discretionary Demand
- Greater Risks Than Other Toll Roads
- Difficult to Forecasts Traffic and Revenue
- Faster "Ramp-Up"
- Free Alternative
- Higher Revenue Volatility
- More Entry/Exits- More Volatile
- Usage to Increase
- Investment Grade Possible

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## Fact Sheet 2013 America Thinks Survey On Tolling

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**THE TIME FOR TOLLS IS NOW**

More Americans prefer transportation tolls than taxes, other funding options.

HNTB Corporation's America THINKS survey takes a fresh look at tolls, a revenue source previously most popular before the advent of the gas tax. The findings show most Americans support tolls on roads and bridges to generate transportation revenue, and in fact, more than 7 in 10 (71 percent) drivers would be willing to pay a higher toll fare on a road or highway in order to save travel time.

**USERS UNDERINVESTING IN A CRITICAL UTILITY**

While more than 3 in 5 (63 percent) Americans feel the nation can no longer build its way out of traffic congestion, the nation continues to underinvest, being an 84th ranked nation in spending for road and surface systems by 2020, according to the American Society of Civil Engineers. On average, Americans said they have this year seen more months in gas taxes and tolls than other utilities.

Year	Spending
2010-2011	\$176.20
2011-2012	\$176.20
2012-2013	\$176.20
2013-2014	\$176.20
2014-2015	\$176.20
2015-2016	\$176.20
2016-2017	\$176.20
2017-2018	\$176.20
2018-2019	\$176.20
2019-2020	\$176.20

How much do you pay for each of the following in an average month?

Gas tax	\$24.30
State tolls	\$23.70
Federal tolls	\$19.80

**MORE AMERICANS PREFER TOLLS**

When presented with a choice between tolls and other forms of transportation funding, more than 6 in 10 (63 percent) Americans would be most willing to pay more tolls rather than these other forms of additional funding to maintain existing roads, bridges and tunnels in their area, as well as build new ones, over the next 10 years. More Americans also choose tolls over other forms of funding if they would be allocated to long-term surface transportation improvements in their area.

Which of the following, if any, would you be willing to spend more money on (if it was allocated to long-term surface transportation improvements in your area)?

Gas tax	21%
State tolls	27%
Federal tolls	24%
Other	23%
None	19%
Other	18%
None	21%

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**TAXES, TOLLS OR NO NEW ROADS**

When given a choice, nearly half (46 percent) of Americans prefer new roads funded by new tolls over new roads funded by increased gas taxes (28 percent) or no new roads (26 percent).

If you had to select one, which of the following would you prefer?

New roads funded by new tolls	46%
New roads funded by increased gas tax	25%
No new roads	26%

**ANY WAY YOU SLICE THE SURFACE TRANSPORTATION PIE**

Even when looking at individual types of transportation facilities, tolling emerged as the primary choice for more Americans, and a user majority would rather see their money go to either increased tolls or gas taxes (the combined option).

Please indicate if you think each of the following transportation structures should be funded by increased gas taxes or tolls, or if they should be eliminated altogether:

Structure	Gas Tax	Tolls	Eliminated
Interstates	6%	63%	31%
State roads	6%	63%	31%
Local roads	6%	63%	31%
Highways	6%	63%	31%
Other	6%	63%	31%

**TAKING TOLLS, MAKING EXPECTATIONS HIGHER**

Among the nation's drivers, more than 8 in 10 (86 percent) are willing to pay more tolls, with 67 percent of Americans saying an expectation of better driving conditions, to toll, is more than 8 in 10. Also, 67 percent would expect tolls to be better than non-tolled roads.

In which of the following ways, if any, would you generally expect tolled roads to be better than non-tolled roads?

Reducing travel time	62%
Reducing travel costs	55%
Improving road conditions	45%
Reducing travel time	34%
Reducing travel costs	34%
Improving road conditions	24%

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## Fact Sheet 2013 America Thinks Survey On Priced Managed Lanes

**THINK** America THINKS 2013 Priced Managed Lanes Survey **HNTB**

**THE GREAT UNTAPPED HIGHWAY ALTERNATIVE**  
Most Americans are unaware of a proven time-saving next generation highway concept one that would be used by many if given the opportunity.

HNTB Corporation continues its America THINKS survey series by looking at the public's views on a relatively unknown highway technique known as priced managed lanes or express lanes. These tolled lanes operate in the middle of non-tolled highways with a price that varies to ensure cars can maintain a speed of at least 45 miles per hour and guarantee a predictable, congestion-free trip.

**TIME IS MONEY**  
Many Americans are ready to pay for traffic relief, especially at a time when more than 2 in 3 (67 percent) of commuters have experienced congestion on the drive to work.

More than 2 in 3 (68 percent) Americans said they would pay money, \$5 on average, to save 15 minutes on roads, bridges or tunnels.

**PENDING POPULARITY**  
While there is low awareness of priced managed lanes (less than 1 in 10 percent), Americans have heard of them, what they learn about the concept, close to 3 in 4 (75 percent) drivers say they would be likely to use the lanes when available. In fact, 7 in 10 (70 percent) of all Americans think priced managed lanes should be considered when making improvements to U.S. highways.

**AWARENESS**

How often have you heard about priced managed lanes before?

**LIKELY TO USE**

How often would you be likely to use priced managed lanes, if available?

**THINK** America THINKS 2013 Priced Managed Lanes Survey **HNTB**

**ALL THE RIGHT REASONS**  
There are 3 major reasons nearly 2 in 3 Americans (65 percent) think priced managed lanes are more of a useful option, chosen by cost when needed, rather than a luxury. Among drivers who would not use the lanes, a variety of obstacles - from medical emergencies to much less serious situations - would be a cause for leaving for them, and ensuring a safe route home. More than 6 in 10 (60 percent) would be likely to use them to make up time due to running late.

To which of the following conditions would you be likely to use priced managed lanes, if available? Select all that apply.

**VALUE TO COMMUTERS**  
More than 8 in 10 (84 percent) employed Americans open to priced managed lanes would use them to avoid a congested commute. In fact, nearly one of four (23 percent) commuters who get stuck in traffic use computer tools that save more than 20 minutes per day.

On average, how many minutes does congestion cost you during your commute to work on a daily basis? Your best guess is fine.

**PAYING FOR IT**  
Among drivers, more than 2 in 3 (68 percent) would be willing to sign up for a prepaid account to use a priced managed lanes facility. And more than 2 in 3 (67 percent) of those willing to sign up would either use their account by a credit or debit card, their membership or with cash.

Would you be willing to sign up for a prepaid account to use a priced managed lane facility? If YES, how would you like to be billed to regularly replenish funds?

HNTB's America THINKS survey polled a random nationwide sample of 1,000 Americans, Jan. 29-30, 2013. It was conducted by Fisher Research, which used an email invitation and online survey. Details were set to ensure reliable and accurate representation of the total U.S. population ages 18 and over. The margin of error is +/- 3 percentage points for most information, and much smaller for certain data categories. 800-747-2285, pricedmanagedlanes.com

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## Bottom Line

- Proven Business Case-Market Drive and Choice Based
- Significant Tool to Address Urban Congestion
- Growing Public Acceptance
- Need Clear Understanding of Financial Feasibility

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