Collaboration Between Tolling and Transit

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Setting the Stage

- Federal Legislation
- Current Facilities
- Three Case Studies
- Lessons Learned
Federal Restrictions
Express Toll Lanes are used across the country as part of the solution to urban congestion
Atlanta, Georgia
Performance

NORTHWEST CORRIDOR EXPRESS LANES USAGE
In just eight months of operation, more than 4.2 million trips have been registered posting travel speeds 30% faster than the general purpose lanes.

More than 4.2 MILLION Trips

As a result, the corridor’s rush hour has been reduced by more than one hour during both the morning and evening commutes, benefiting both Peach Pass motorists and drivers in the general purpose lanes.

Fact Sheet: Transit Options on Northwest Corridor Express Lanes

What transit options are available along the Northwest Corridor Express Lanes?
Registered public transit providers that operate on this corridor, including Express and non-registered shuttles, will be able to use Northwest Corridor Express Lanes free of charge. Any additional taxi or trucking transit agencies that expand or introduce operations within the area and register with the program will also have access to the lanes. There will be no additional costs to access the lanes for transit riders or non-registered vehicles.

To access Express, transit riders can choose one of several Park and Ride lots located along the Northwest Corridor Express Lanes.

PARK AND RIDE LOTS ARE LOCATED AT THE FOLLOWING ADDRESSES:

ALONG I-75
- Acworth, 6895 Lake Acworth Drive (SR 92) at I-75
- Town Center: 644 Big Shanty Road NW, Emerson

ALONG 1-575
- Canton, 1.055 Marietta Highway (SR 140)
- Woodstock: 550 Mills Lane
<table>
<thead>
<tr>
<th></th>
<th>I-85 Express</th>
<th>I-85 Express Extension</th>
<th>I-75 South Metro Express</th>
<th>Northwest Corridor Express</th>
</tr>
</thead>
<tbody>
<tr>
<td>Toll Free Eligibility</td>
<td>HOV3+, Transit, Motorcycles, Alternative Fuel Vehicles</td>
<td></td>
<td>Transit</td>
<td></td>
</tr>
<tr>
<td>Typical Section</td>
<td>1-lane in each direction</td>
<td>1 or 2 lanes, reversible</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Separation</td>
<td>Limited access, buffer stripe only</td>
<td></td>
<td>Barrier separated</td>
<td></td>
</tr>
<tr>
<td>Toll Schema/Trip Building</td>
<td>Mainline (several transactions in each segment)</td>
<td>Entry-Exit (two transactions in each trip)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Current Integrator</td>
<td>Electronic Transaction Consultants</td>
<td></td>
<td>Neology</td>
<td></td>
</tr>
<tr>
<td>Length</td>
<td>15 miles</td>
<td>10 miles</td>
<td>12 miles</td>
<td>30 miles</td>
</tr>
<tr>
<td>Number of Lanes$^1$</td>
<td>64</td>
<td>36</td>
<td>9/12$^1$</td>
<td>16/26$^1$</td>
</tr>
<tr>
<td>Avg. Trips per Weekday</td>
<td>30,000</td>
<td>7,400</td>
<td>10,300</td>
<td>29,100</td>
</tr>
<tr>
<td>Toll Rate Min/Max</td>
<td>$0.20/$15.50</td>
<td>$0.20/$1.00</td>
<td>$0.50/$1.15</td>
<td>$0.20/$5.95</td>
</tr>
</tbody>
</table>
Future
Seattle, Washington
Performance

- **SR 520**
  - Meet goals of reduce congestion and generate revenue to help finance replacement bridge

- **I-405 ETL**
  - Meeting goals of reduced travel times and increase speed during peak periods
  - Generating revenue to invest in the corridor

<table>
<thead>
<tr>
<th></th>
<th>Ave weekday trips</th>
<th>Ave weekday transit boardings</th>
<th>Ave weekday vanpools</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pre-tolling</td>
<td>103,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>FY 2014</td>
<td>70,000</td>
<td>22,000</td>
<td>200</td>
</tr>
<tr>
<td>FY 2018</td>
<td>81,000</td>
<td>23,000</td>
<td>435</td>
</tr>
</tbody>
</table>
I-405 Master Plan

Regional Consensus

- EIS Record of Decision, 2002

Roadways

- 2 new lanes in each direction
- Local arterial improvements

15 Mile North end opened September 2015

Transit & Transportation Choices

- Bus Rapid Transit system
- 9 new transit centers added
- 50% transit service increase
- HOV direct access ramps and flyer stops
- Potential managed lanes system
- 5000 new Park & Ride spaces
- 1700 new vanpools

Environmental Enhancements
Future
Los Angeles, California
Performance

- ExpressLanes trip continue to grow
- HOV2 and HOV3+ continue to slightly grow over SOV trips
- Average travel speeds during the year remain above 45 mph
- Average speed in ExpressLanes remain higher than general purpose
- Put funding back into the corridor
Net Toll Revenue Reinvestment Program - 1

- Funds segregated by corridor
- Within 3 miles of road

20 Projects

$19,854,458
Net Toll Revenue Reinvestment Program - 2

- Transit Use
- Roadway Improvement
- System Connectivity/Active Transportation

21 Projects
$27,854,525
Observations
Conclusion

Similarities
- Severe congestion
- FHWA Demonstration Projects
- Springboard to other projects
- Improved mobility
- Stakeholder management and public acceptance
- Newer agencies
- Use of toll credits

Differences
- Type of agency
- Use of net revenue
Thank You