Express Lanes
What are Managed Lanes?

Highway facilities or a set of lanes where operational strategies are proactively implemented and managed in response to changing conditions.

Why Managed Lanes?

How do Express Lanes benefit a region?

- Trip reliability
- Time savings
- Improved mobility
- Congestion management
- Revenue generation
- Reduction in capital improvements
System Throughput: Congestion Pricing Concept

![System Throughput Diagram](image-url)
Travel Time Reliability:
Northbound I-35W AM Peak

![Graph showing travel time reliability for Northbound I-35W AM Peak. The graph displays average travel times in general purpose lanes and MnPASS express lane, along with travel time variability for both.](image-url)
Where are Managed Lanes being considered?

- 91 Express Lanes in Riverside County, CA
- US 36 Corridor in Denver, CO
- I-495 Capital Beltway in Washington DC
- I-95/I-395 in Washington DC
- Managed Lane Networks: South FL, Atlanta, Seattle, SF, LA, Houston
- Congestion Charging: LA
- Truck Lanes in MO
What are the key lessons learned?

- Be realistic with expectations
- Don’t take any existing capacity away
- Use is highly discretionary
- Not all corridors are good candidates
- Capital cost recovery through pricing typically requires more than 1 lane and restricting free use
- Agency partnering is critical
- Competing interests on what managed lanes should do — congestion management vs. revenue generation
- Regional lane systems provide the best opportunities
What are the key lessons learned?

- Intense public/media outreach and education needed
- Elected officials outreach/education program
- ETC program publicity
- Design – signing, access, termini
- Transit part of the solution – not whole solution
- Some may make good PPP projects
- Learn from others, talk among peers
Why Express Lanes?

- Gas Tax is not a sustainable funding source
  - No Inflation Adjustment
  - No Adjustment for increased fuel mileage of vehicles
    - Increasing MPG decreases gas consumed, reduces gas tax paid
  - Tax is only collected on Gasoline and Diesel
    - Electric and Hybrid Vehicles consume less gas, less tax paid!
- Ability to add Capacity is very challenging
  - New corridors are constrained as they require new rights-of-Way
  - Existing corridors are also limited due to R/W constraints
  - Both have considerable Environmental Constraints
- Express Lanes provide reliable travel time options
Why Express Lanes?

- Provide Choices
- Manage Demand for Limited Roadway Capacity Using Dynamic Pricing of New Lanes
  - (All Existing Lanes Remain Free)
- Provide More Reliable Travel Times than General Use Lanes
- Benefit Existing General Use Lanes by Diverting Traffic to Express Lanes
Where will these be implemented in our Region?

- FDOT has two projects in the Five Year Work program where Express Lanes will be implemented.
  - I-295 segments:
    - Buckman Bridge to I-95
    - SR 9B to J. Turner Butler Boulevard
Buckman Bridge to I-95
5.7 Miles funded in FY 13/14

SR 9B to J. Turner Butler Blvd
5 Miles funded in FY 14/15
What will they look like?

Roadway with Express and General Use Lanes
Express Lane Geometry and Operations

- Express Lanes are Separated from General Use Lanes by Striping and Pylons

- All Collections on Express Lanes will be by Electronic Open Road Tolling Using only SunPass –
  - **NO Toll Booths!**

- Currently 50,000 SunPass Users in North Florida Area (Duval, Nassau, St. Johns & Clay Counties)
Where to purchase SunPass

- Publix
- CVS/Pharmacy
- Auto Club South
## Select a transponder type to purchase which will be mailed to you:

<table>
<thead>
<tr>
<th>Transponder Type</th>
<th>Description</th>
<th>Quantity</th>
<th>Cost Per Transponder</th>
<th>Fund your Transponder</th>
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</thead>
<tbody>
<tr>
<td>SunPass Slim Portable Transponder</td>
<td>Can be moved from vehicle to vehicle. 2 year warranty. No Batteries Required. Does not light or beep when toll is paid</td>
<td>0</td>
<td>$25.00</td>
<td>Initial Load: 10.00</td>
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<tr>
<td>SunPass Mini Sticker Transponder</td>
<td>Only operates when affixed to glass windshields. Not designed for use on motorcycles</td>
<td>0</td>
<td>$4.99</td>
<td>Initial Load: 10.00</td>
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</table>

[Click here to learn more about each SunPass transponder type.](#)

**Total: $0.00**

Sales tax is applied by county.
Cash Replenishment

Replenish with cash at thousands of payment locations in Florida

SunPass is pleased to announce our most recent service enhancement created for you, our valued customer.

SunPass customers now have the opportunity to replenish SunPass accounts with **cash** at over 4,000 retail locations throughout the state of Florida. This new convenient service puts you in the driver's seat; add money to your account when and where you want. **No credit card needed.**

Adding money to your account and checking your account balance is **as easy as 1-2-3.** You can find cash replenishment services at many authorized merchants near you including your neighborhood grocery, convenience and check cashing stores.
What happens to the generated revenue?

- Revenues from Express Lanes will Generally be used to Operate and Maintain the Roadway where Collected

- Excess Revenues will be Used on Transportation Projects in the North Florida Area
Florida’s Express Lane Experience

- I-95 Express in Miami converted a 10-Lane Interstate (8 General + 2 HOV) to a 12-Lane Interstate (8 General + 4 Express)

- Peak Hour Speeds Increased from 20 MPH to:
  - 40 MPH in the General Use Lanes
  - 60 MPH in the Express Lanes

- I-95 Express Lane operates at speeds above 45 MPH 99.5% of the Time
Florida’s Express Lane Experience

- Typical Minimum Charge 25 Cents/Toll Segment
- Miami I-95 Express Lane Typical Trip Rates:
  Average Weekday 10 Cents/Mile
  Average Peak Period 24 Cents/Mile
Typical Section
SR 9B to J.T. Butler Blvd.
## Project Schedule

<table>
<thead>
<tr>
<th>Activity</th>
<th>Status</th>
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<tbody>
<tr>
<td>Project Development &amp; Environment (PD&amp;E)</td>
<td>On Going</td>
</tr>
<tr>
<td>Design</td>
<td>On Going</td>
</tr>
<tr>
<td>Right of Way</td>
<td>2014</td>
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<tr>
<td>Construction</td>
<td>2015</td>
</tr>
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</table>
Project Cost

Alternative 1  $ 90 Million
Alternative 2  $150 Million
What’s Left?

- Public Involvement Activities
  - Receive public input
  - Agency coordination
  - Final alternative analysis
  - Hold a public hearing in Fall 2014
Thank you for attending tonight’s meeting!