



Integrating Transit with Managed Lanes Projects

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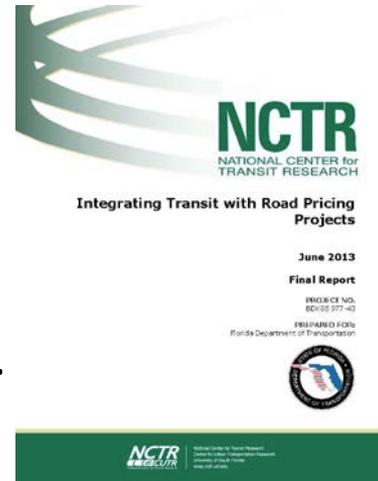
IBTTA Summit on AET, Managed Lanes & Interoperability
July 14, 2015 • Operations Track - Focus on Managed Lanes

Presentation Outline

- Project background
- “Managed lanes” defined
- National transit integration examples
- Findings
- Recommendations

Project Background

- FDOT sponsored
- August 2011 – “Creating Choices” announced
- National Center for Transit Research
- February 2012 to April 2013
- Early examples in-state were UPAs
- National Center for Transit Research – Davis/Reich

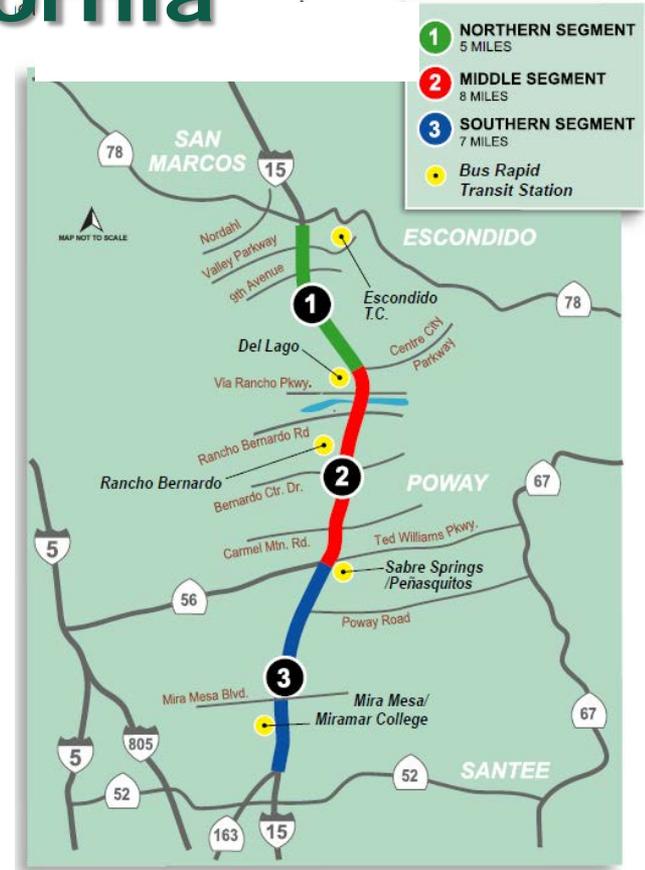


Transit Integration Examples

- 15 projects identified with “significant transit”
- 5 with unique transit features reported
 - *I-15* – San Diego, California
 - *SR 167* – Seattle, Washington
 - *I-85* – Atlanta, Georgia
 - *SR 520* – Seattle, Washington
 - *I-805* – San Diego, California

I-15 – San Diego, California

- HOT lanes – Bus Rapid Transit
- Direct access ramps for high-frequency BRT
- VES implementation
- TransNet – voter approved half-cent sales tax
- During the 60-year life of the program, \$17 billion +
- Distributed among highway, transit, and local road projects in approximately equal thirds



SR 167 – Seattle, Washington

- 10-mile HOT facility
- 12 express routes
- 17 local routes
- 22 park-and-rides
- Rolling stock & transit maintenance not in financing
- Constitutional prohibition on gas tax for transit



I-85 – Atlanta, Georgia

- 15.5-mile HOT facility
- Phase I funds – 2 new park-and-rides
- 1,900 additional parking spaces for transit users
- 36 new commuter coaches
- Support 7 routes serving the I-85 project corridor



SR 520 – Seattle, Washington

- 13-mile HOV & bridge replacement
- Reinstitution of tolls
- Federal funds for rolling stock
- Bus stop improvements
- 2 structured parking facilities



Transit Integration Examples

	I-15 San Diego CA	I-85 Atlanta GA	SR 167 Seattle WA	SR 520 Seattle WA	I-805 San Diego CA
Toll Charge for Transit	no	no ¹	no	no	no
HOT	2+	3+	2+	no	2+ (ultimate)
Transit Capital	yes	yes	no	yes	yes
Transit Operating	possible	possible	no	possible	possible
Reversible	yes	no	no	no	no
Direct Access Ramps	yes		no	yes	ultimate
Park-and-Rides Funding	yes	yes	no	yes	yes
Transit Station Funding	yes	yes	no	yes	ultimate
Federal Program	Value Pricing	CRD	Value Pricing	UPA/RITA ² /FTA ³	AARA ⁴ /FTA
Implementing Entity	MPO/DOT	State DOT	State DOT	State DOT	MPO/DOT

¹Transit vehicles required to register.

²Research and Innovative Technology Administration.

³Federal Transit Administration.

⁴American Recovery and Reinvestment Act of 2009.

Findings

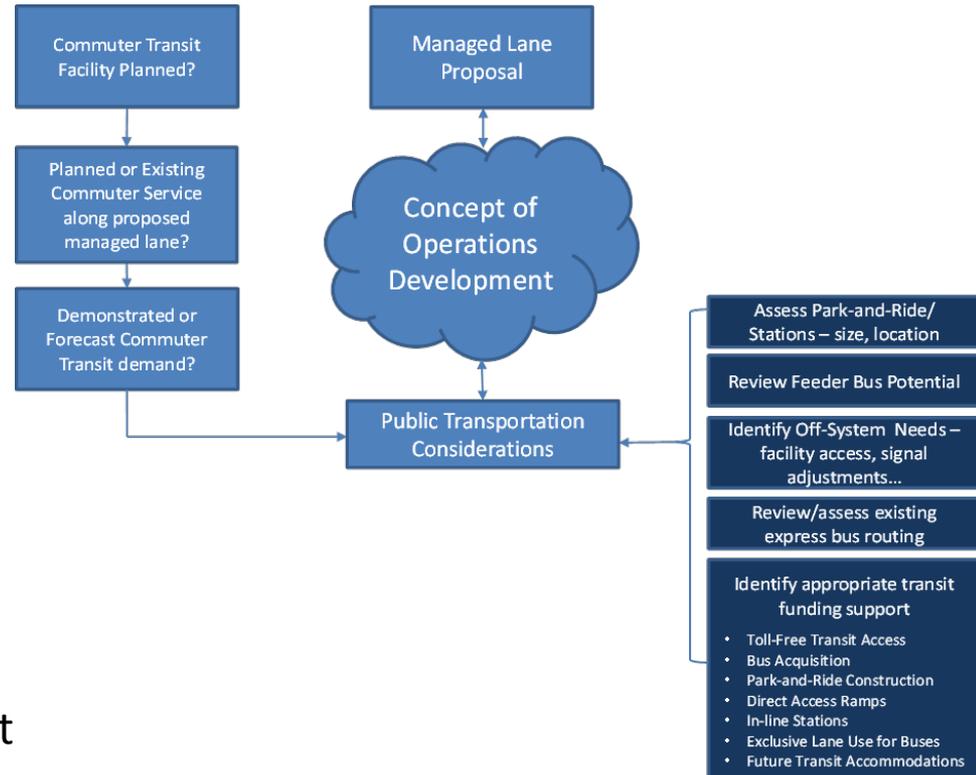
- Wide range of managed lane transit accommodation



- Planning & design to accommodate future demand and facility
- Financial Considerations
 - Most common – park-and-rides; rolling stock purchase
 - Sharing of toll revenue uncommon
 - Expectations raised with UPA and CRD programs for transit funds
 - Unrealistic perceptions of toll revenues
 - Bondholder pledges / legal prohibitions
- Policy Considerations
 - Maintain focus on strategic objective of the project

Recommendations

- Forecast transit demand
- View in a network context
- Invest in transit commensurate with future demand
- Transit operating costs *are* managed lane costs for ongoing congestion reduction
- Balance policy with financial commitment
- Gain early agreement on motivation for priced lane project



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