

Managed Lane Policies at Other Texas MPOS

CAMPO, Austin

2040 Plan, Appendix B

ROADWAY AND TOLLING POLICIES

1. Facilitate preservation of right-of-way that is adequate to accommodate the planned functional classification of the roadway as shown in the CAMPO long range plan. Adequate right of way shall be determined by locally-adopted standards or engineering discretion, or along state system rights-of-way, consistent with standards promulgated by TxDOT, and should generally fall within the width ranges shown in the CAMPO Plan.
2. Any existing roadway to which additional tolled capacity is added shall continue to be maintained and improved and to provide the same amount or more non-tolled capacity as the roadway currently provides. To the extent that it is within the authority of the toll operator and the CAMPO Transportation Policy Board, the non-tolled capacity shall have the same number or fewer traffic control devices as the current roadway except where law and/or safety requires otherwise.
3. The initial operation of any Central Texas Regional Mobility Authority (CTRMA) tolled facility shall allow non-tolled use by public buses and paratransit.

NCTCOG, Dallas-Fort Worth

EXPRESS LANE/HOV LANE POLICIES

RTC Approved: December 13, 2012

1. A fixed-fee schedule will be applied with periodic adjustments to the rate schedule necessary to meet established speed guarantee. It is anticipated that these corridors will be instrumented with toll collection equipment in time to seamlessly interface with tolled managed lanes. Other tolling methods can be considered if seamless operation cannot be achieved in a timely fashion.
2. The toll rate will be set, similar to the managed lane rate, up to \$0.75 per mile. The established rate will be evaluated and adjusted, if warranted, with Regional Transportation Council approval. It is anticipated the actual toll rate will be lower than this.

3. Express lanes/HOV lanes will be enforced manually. Enhanced technology will be utilized when available and can be retrofitted in each corridor.
4. Transit vehicles will not be charged a toll.
5. Single-occupant vehicles will pay the full rate.
6. Trucks will not be permitted due to inadequate design standards.
7. Motorcycles qualify as high-occupancy vehicles and will not be charged a toll.
8. No discount will be given to "green" vehicles.
9. High-occupancy vehicles with two or more occupants and vanpools will be free at all times.
10. When the available capacity of the Express/HOV lane is full from HOV2+ users, additional options based on select data points may be considered as to future occupancy requirements.
11. The toll rate will be established to maintain a minimum average corridor speed of 50 miles per hour.
12. Rebates will not apply to Express/HOV lanes since dynamic pricing will not be implemented.
13. Every Express lane/HOV lane corridor will operate under the same regional policy.
14. Adoption of this policy will have no impact on the Regional Transportation Council Excess Revenue Policy previously adopted.

Houston-Galveston Area Council

For fiscal analysis:

- Assumes the priced facility is profitable
- Assumes a 2% annual increase in toll rates as an inflation adjustment