

ITE TPC Web Seminar
HOT Lanes Revenue and Enforcement Concerns
Web seminar discussion points – October 27, 2005

BACKGROUND

Managed lanes, typically comprising some combination of value pricing and transit/carpool priority treatment, have been implemented in several states and are actively being studied in nearly every major US metro area. The value-pricing concept allows operating agencies to provide higher operating speeds in the corridor, a reliable travel time and some level of revenue. The most common type of managed lane being studied is a high-occupancy/toll combination called a HOT lane. HOT lanes are being considered in both barrier-separated and concurrent flow implementation. Most HOT lanes in operation are barrier-separated, although in May 2005, Minnesota DOT (MnDOT) opened the first concurrent-flow HOT lane system on I-394.

All of the implemented HOT lanes around the country have been conversions of existing HOV lanes and did not involve construction of new lanes other than SR 91 in California, which requires HOVs to pay a reduced fee to use the lanes. The Maryland Department of Transportation (MDOT) and the Maryland Transportation Authority (MdTA) are studying express toll lanes (ETL) in lieu of HOT lanes, citing concerns about both HOV violator enforcement and the need for revenues to cover a portion of the capital and operating costs of the added lanes. MnDOT has also begun pursuing a mix of ETL and HOT applications. Balancing these concerns of HOV users and the need for revenues to pay for these improvements is an issue that all jurisdictions considering managed lanes must face.

The focus of the ITE TPC Web seminar is to evaluate the technical and policy aspects regarding **enforcement, revenue** and **utilization** of HOT versus ETL lanes, with a focus on issues associated in concurrent-flow environments. The Web seminar will include brief presentations from MdTA and MnDOT outlining concerns and proposed methods of addressing these concerns, followed by group discussion using text chat. The Web seminar will be of value to TPC members who need to understand the technical issues associated with an often-politicized issue.

WHO SHOULD ATTEND

The Web seminar will be useful to:

- State DOT staff who are performing or considering studies of managed lanes and value pricing;
- Regional and local agency staff who need to inform elected officials about technical aspects of managed lane operations; and
- Private sector firms interested in enforcement and revenue issues associated with managed lane operations.

WEB SEMINAR PARTICIPANTS

The Web seminar will be hosted by staff of the Institute of Transportation Engineers and will include the following panelists:

- Mr. Patrick DeCorla-Souza, Federal Highway Administration
- Ms. Ginger Goodin, Texas Transportation Institute
- Mr. Dennis Simpson, Maryland Transportation Authority
- Mr. Ken Buckeye, Minnesota Department of Transportation

Each panelist may have a second staff member or consultant to help with the dialogue.

The first 30 minutes of the Web seminar will include brief Powerpoint presentations by:

- The Maryland Transportation Authority regarding technical guidance that contributed to the shift from HOT lanes to ETL; and
- The Minnesota Department of Transportation, regarding lessons learned in the first months of the I-394 MnPASS concurrent-flow HOT lanes and technical guidance that is informing their consideration of HOT or ETL lanes in future applications.

FHWA and the Texas Transportation Institute will provide the nationwide perspective as panel members responding to participant questions in the discussion topics to follow.

The remaining 60 minutes of the Web seminar will include Web seminar participant and panel discussion regarding different experiences in answering the following questions:

- How much of facility capital and operating costs should be recaptured by toll revenues?
- What is the relative importance of person-throughput, HOV violation rates and revenue generation?
- Can technology solutions address enforcement concerns for either toll or HOV violations?

The moderator and panelists will be broadcast via both Internet (for Powerpoint slides) and teleconference line (for audio). The remaining Web seminar participants will both dial into the teleconference and website, but will contribute dialogue via instant messaging. The instant messaging feature will include both broadcast capabilities (to post questions to the panelists or share ideas with all participants) as well as the ability to chat one-on-one with other individual participants.