



Transit & Tolling

A Public Partnership Model To Help Move People & Relieve Traffic Congestion

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Bus Toll Lanes

- Transit Facility
- Price Managed to Assure Travel and Schedule Reliability
- Equity Based Revenue Sharing
- Provide Transit with a New Sustainable Revenue Source



Bus Toll Lanes - *MOVE PEOPLE*

Level of Service	Vehicles per Hour	Vehicle Speed	Vehicle Occupancy	Passenger Trips per Hour (ptph)	Equivalent Lanes
LOS C	1,600	50-60	1.2	1,920	1
Bus Toll Lane @ 25* (1.6%)	1,587 **	50-60	2.7	4,296	2.2
Bus Toll Lane @ 50* (3.2%)	1,575**	50-60	4.0	6,242	3.3
Bus Toll Lane @ 100* (6.4%)	1,551**	50-60	6.5	10,134	5.3

*Assumes an 80-Passenger Bus

** Assumes 15% HOV3

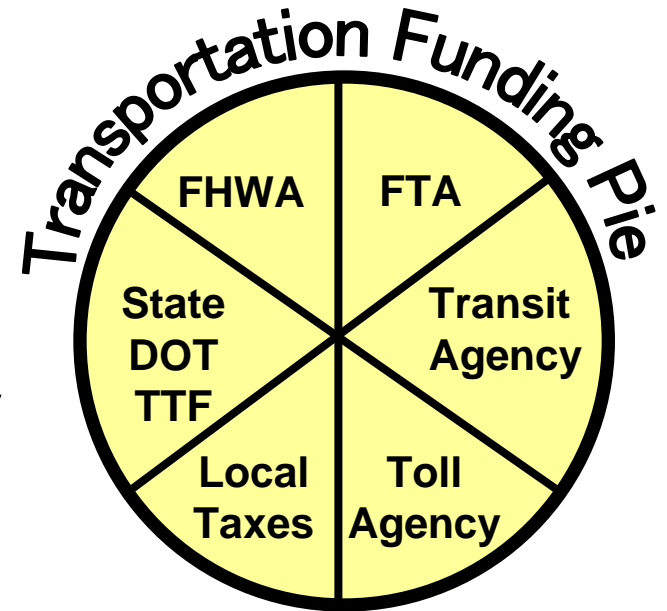
Business Rules - Only the BRT is FREE

SOV, HOV, Hybrids and Motorcycles Pay...

- Bus Lane Revenue Based on Finite Lane Capacity
- All Passenger Vehicles Use Same Capacity
- Lane Price is an Optional Cost / Non-Transit Customers Set Toll Rates
- Time/Cost Savings Encourage Transit Use, and Ridesharing
- Eliminate Enforcement Issues
- Transit Gets the Competitive Edge

Public Partnership (P2) Opportunity

- **Project Funding**
 - Working together for common goals
 - Don't divide the pie - add the slices
- **Project Operations** – efficient/optimize
 - Transit agency manages bus operations
 - Toll agency collect tolls & maintains highway
- **Revenue Sharing from Tolls** (equity based)
 - Bus Toll Lane operation & maintenance
 - Bus Toll Lane preservation (R&R)
 - Repayment of capital debt service
 - New Bus Toll Lane construction (future)
 - Supplement to transit operations



Benefits

Transit Riders

- Expense & **Time** Savings
- Fewer Transfers
- Reliable Trip Times

Automobile Drivers

- Convenience, trip reliability, and time savings
- Less Congested roadways
- Choice

Community

- Reduced traffic congestion
- Improved air quality
- Improved movement of goods & services
- Reduced demand on on taxes for construction, operation & maintenance
- Investment of excess revenue back into local transportation

Additional Community Benefits

- Plan and Grow Transit Oriented with Development Sooner in Small Urban Centers
- Emergency Vehicle Access
- Evacuation
 - Expanded Highway Routes
 - Expanded Bus Fleet

Filling the Toll Function

Toll Agencies as Partners

- Experience and Expertise
- Willing Partner with Transit
- Transit is Regional Nature

Bus Toll Lanes

Concept Statement

This “**new transit concept**” *proposes to move transit forward by making it a partner in the toll road trade*. The idea is **to create bus lanes with transit agencies as an equity holder, or full-owner, of the required highway infrastructure**. The bus lanes would be open to use by all light-duty 2-axle vehicles and would be price managed to assure the desired level of service on the facility. **The “Bus Toll Lanes” (BTL) concept could provide transit agencies access to an inflation sensitive toll revenue source that could be used to pay operating costs, or finance construction of new transit service**. The transit agency share of “excess” toll revenue would be based on the equity share provided for construction of the BTL facility in a partnership arrangement.

Today and in the future transportation agencies face growing travel demand and are required to address that demand with **traditional fund sources that are flat or decreasing in actual buying power**. This is occurring in the face of **diminishing physical opportunities to establish new routes and alignments for new service** and increasing energy costs that are seriously impacting operating budgets and plans.

To meet growing trip demand in our urban centers, an evolution of highways from construction of general purpose “free” lanes, to HOV Lanes, to HOT Lanes is underway. HOV and HOT concepts often include Bus Rapid Transit (BRT) service as an element. To date, we are not aware of any situations in the US where agencies have created a bus lane with the initial intent of using its capacity as a revenue generator. **There is potential for a Bus-Toll Lane to cover the infrastructure maintenance and operation (M&O) costs, and preservation costs from tolls, and, to create a new revenue source capable of supporting capital-financing**.

A **public-public (P2) partnership between toll and transit agencies would combine transit and highway funding sources to develop a new facility faster than either agency could do individually**. Assembling pieces of the “funding pie” also adds to the potential “buy-down” of construction costs from sources other than the toll revenue. This could mean a greater portion of toll revenue is available sooner as an excess revenue stream.

Typically enterprise activities have been tangential to most transit agencies and have involved advertising and joint development activities. **Applying sound “business” decisions to the tolling policy in a BTL would assure that transit remains the primary focus with the main beneficiary being the transit user and the transit agency**. The potential revenue stream from tolling on the BTL is based on a finite lane capacity determined by the targeted level-of-service that price management is set to assure.

These Are Not Your Grandparent's Buses

- Customer Comfort
- High Capacity
- Alternative Fuel

