

TOLLING & EXPRESS LANES OVERVIEW

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TRIANGLE STRATEGIC
TOLLING STUDY

Toll Road v. Express Toll Lanes



- u Everyone pays a toll to use the facility
- u Route-based Choice: option to use the Toll Road or use a different non-toll facility



- u Only Express Toll Lane users pay a toll
- u Lane-based Choice: option to use the Express Toll Lanes or use the toll-free general purpose lanes

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TRIANGLE STRATEGIC
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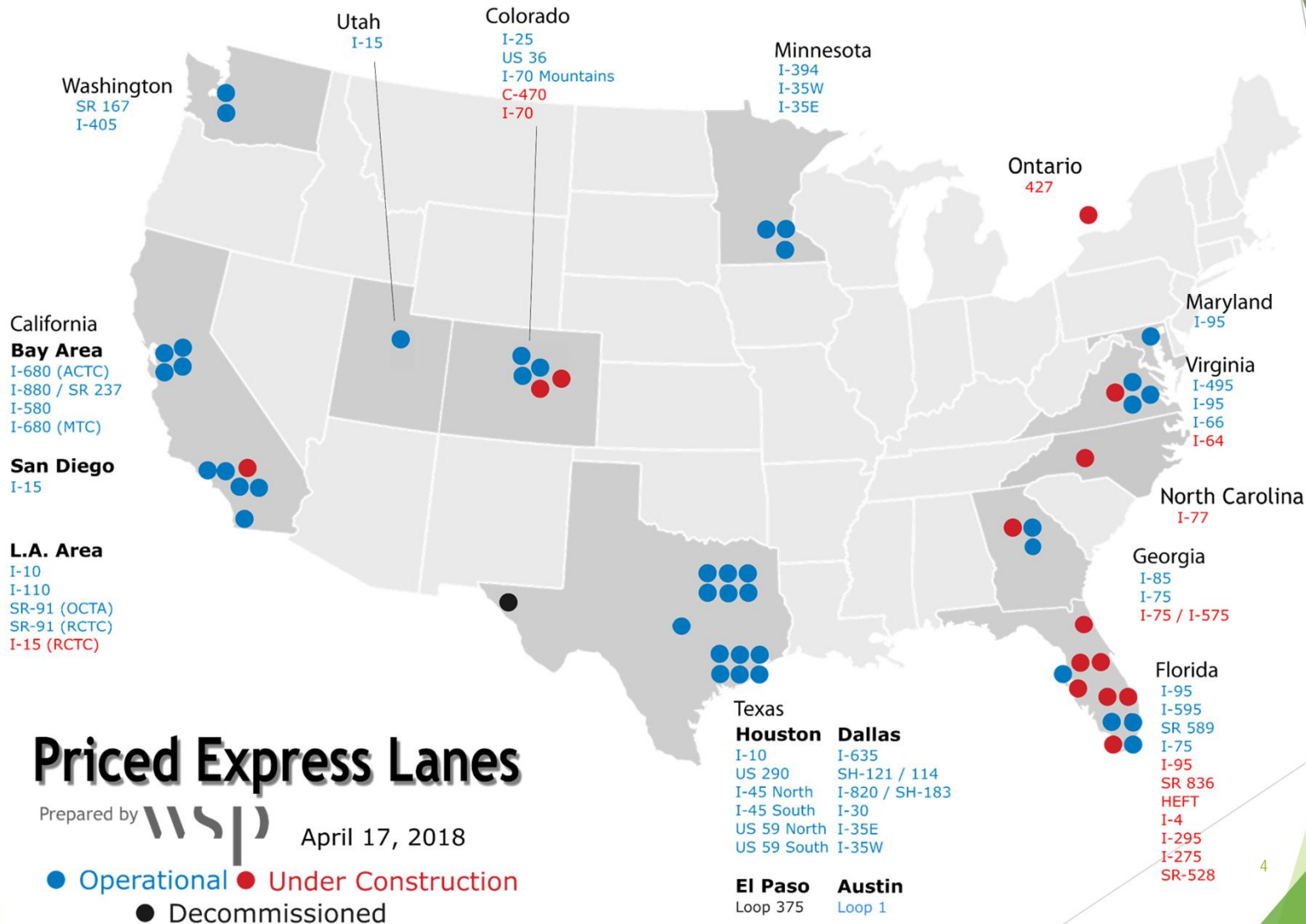
So Why Would Anyone Pay a Toll?

Toll Roads and Express Toll Lanes provide higher travel speeds, lower and consistent travel times, and a higher quality of trip than toll-free general purpose lanes ...

... as proven by over 40 variably priced facilities in 11 states.

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TRIANGLE STRATEGIC
TOLLING STUDY



Priced Express Lanes

Prepared by **WSP** April 17, 2018

TRIANGLE STRATEGIC TOLLING STUDY

Biggest Misconceptions about Express Toll Lanes

- u Cost to use express toll lanes is high.
 - u National peak period toll is less than \$5
- u Heavy cost burden per month
 - u Less than 1% of corridor commuters use every day
 - u National average cost per month is \$10-15 / month
- u Express toll lanes will be as congested as toll-free lanes
 - u Provide congestion relief for all travelers
 - u Express lanes managed for 45+ mph at all times
- u Foreign ownership concerns for tolling
 - u 75% of express toll lanes are wholly owned, operated, and controlled by public agencies
 - u Even if P3 concessionaire, state still controls the roadway operations, costs, and revenue through formal P3 contract

The Washington Post

Gridlock

Forget the infamous \$40 toll. Here's what the I-66 tolls are averaging.



Looking west on Lee Highway, lines of cars split between taking I-66 vs. staying on Lee Highway during rush hour Dec. 4. (John Chikwendu/The Washington Post)

By Liz Lazo
December 8, 2017

You've seen the headlines about the sky-high tolls on the new Interstate 66 Express Lanes: "A \$40 toll to drive 10 miles?" "\$34.50 for a one-way trip." "Drivers adjust to new tolls, with Thursday peak of \$25.50."

But while the peak of the peak tolls have been high, they don't tell the whole story. Most road users are paying a lot less, according to early data from the Virginia Department of Transportation.

[Calling the toll prices "unacceptable," several Virginia lawmakers want to suspend I-66 tolls]

Here are some highlights from first-day numbers:

- The average morning toll Monday was \$10.70. This exceeds the projections of \$9 for an eastbound trip for the entire 10 miles from the

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ABOUT THE STUDY

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TOLLING STUDY

Study Background

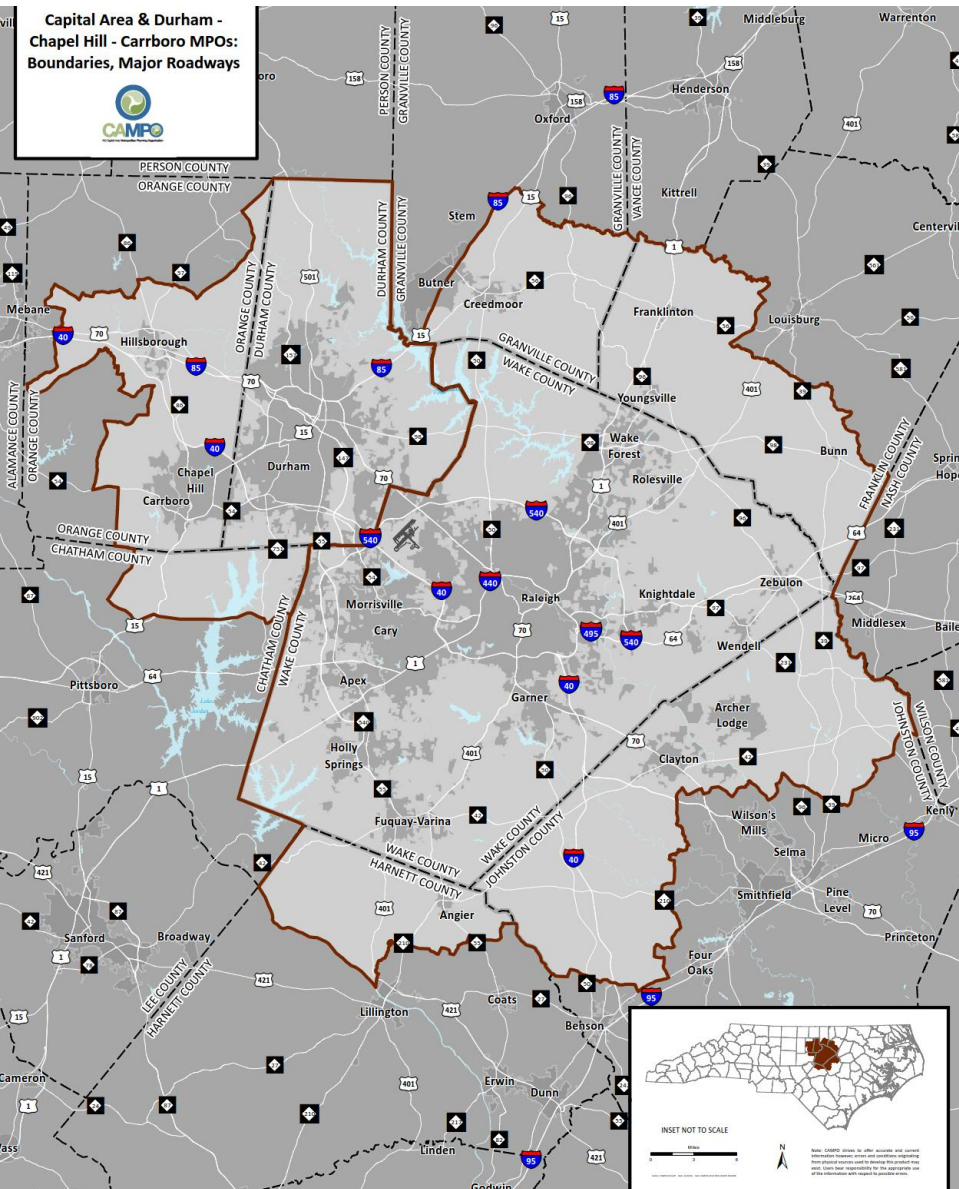
- u The Triangle Region is growing rapidly and to stay competitive with other regions, a study is being conducted to:

Evaluate the regional transportation network

Determine if toll lanes and/or managed lanes are applicable to the Triangle Region

Develop a toll lane and/or managed lane strategy to address current and future capacity needs with funding deficiencies

TRIANGLE STRATEGIC
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Study Sponsors

u This study is a collaborative effort of:

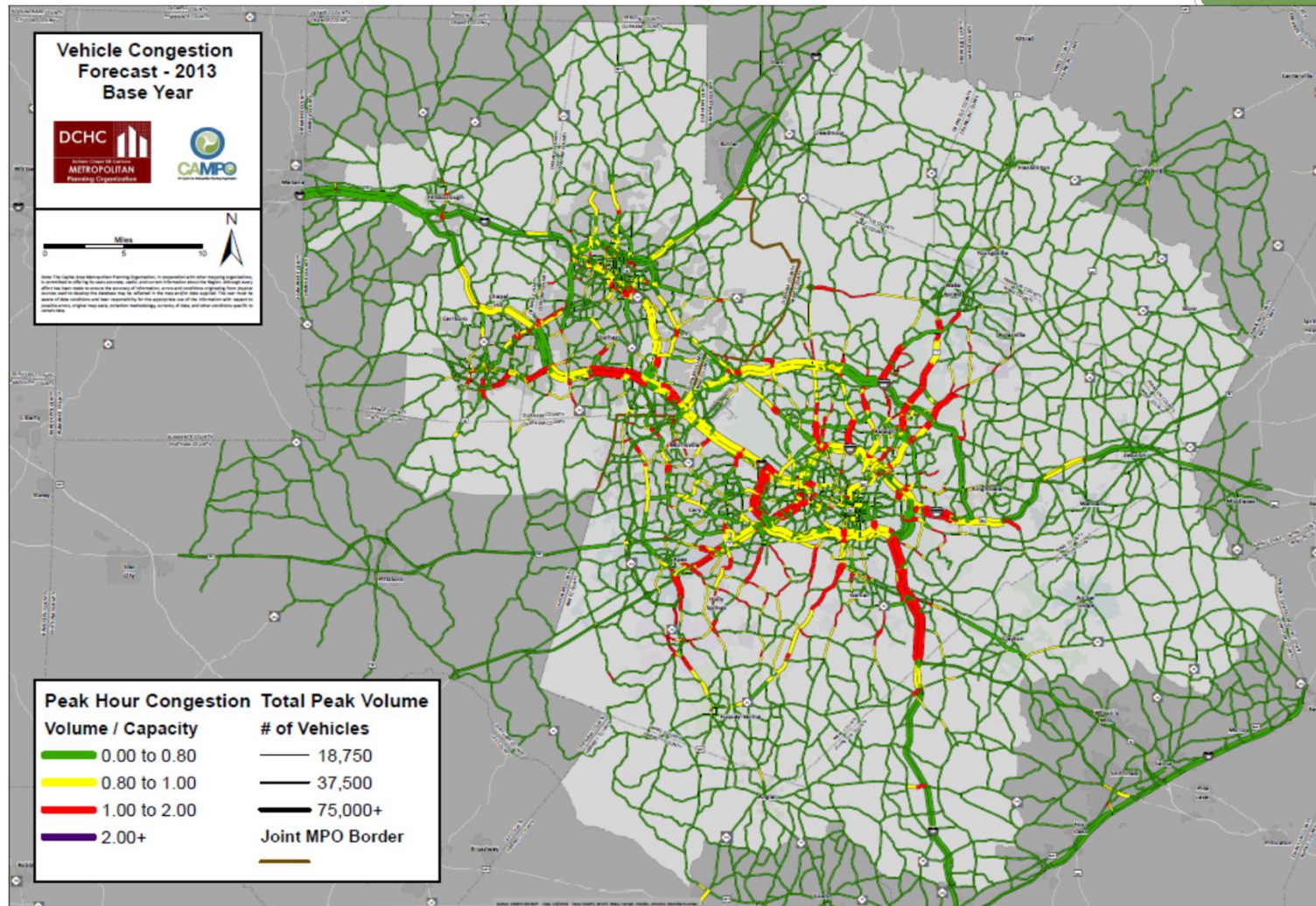
Capital Area MPO

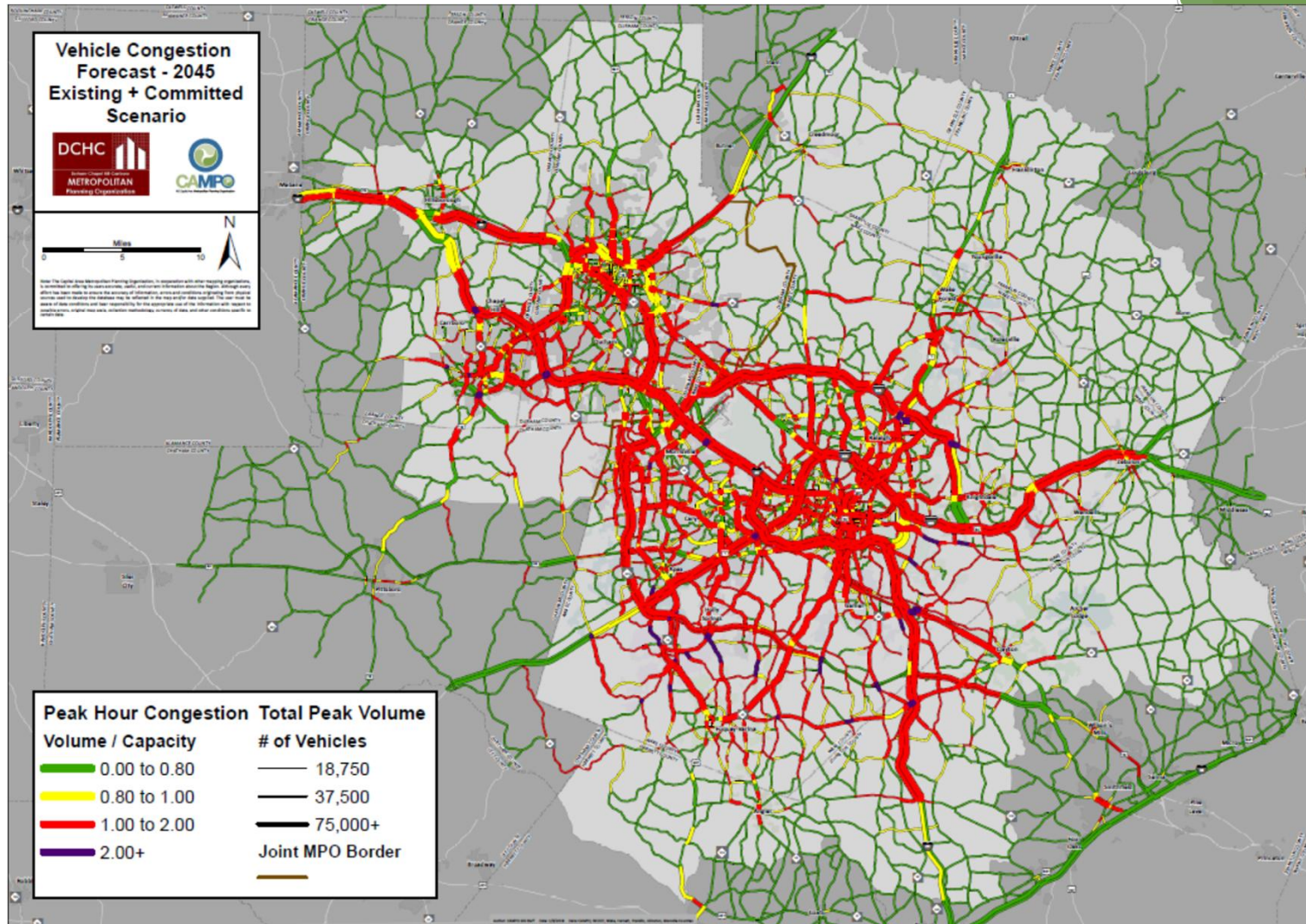
Durham-Chapel Hill-Carrboro MPO

NCDOT

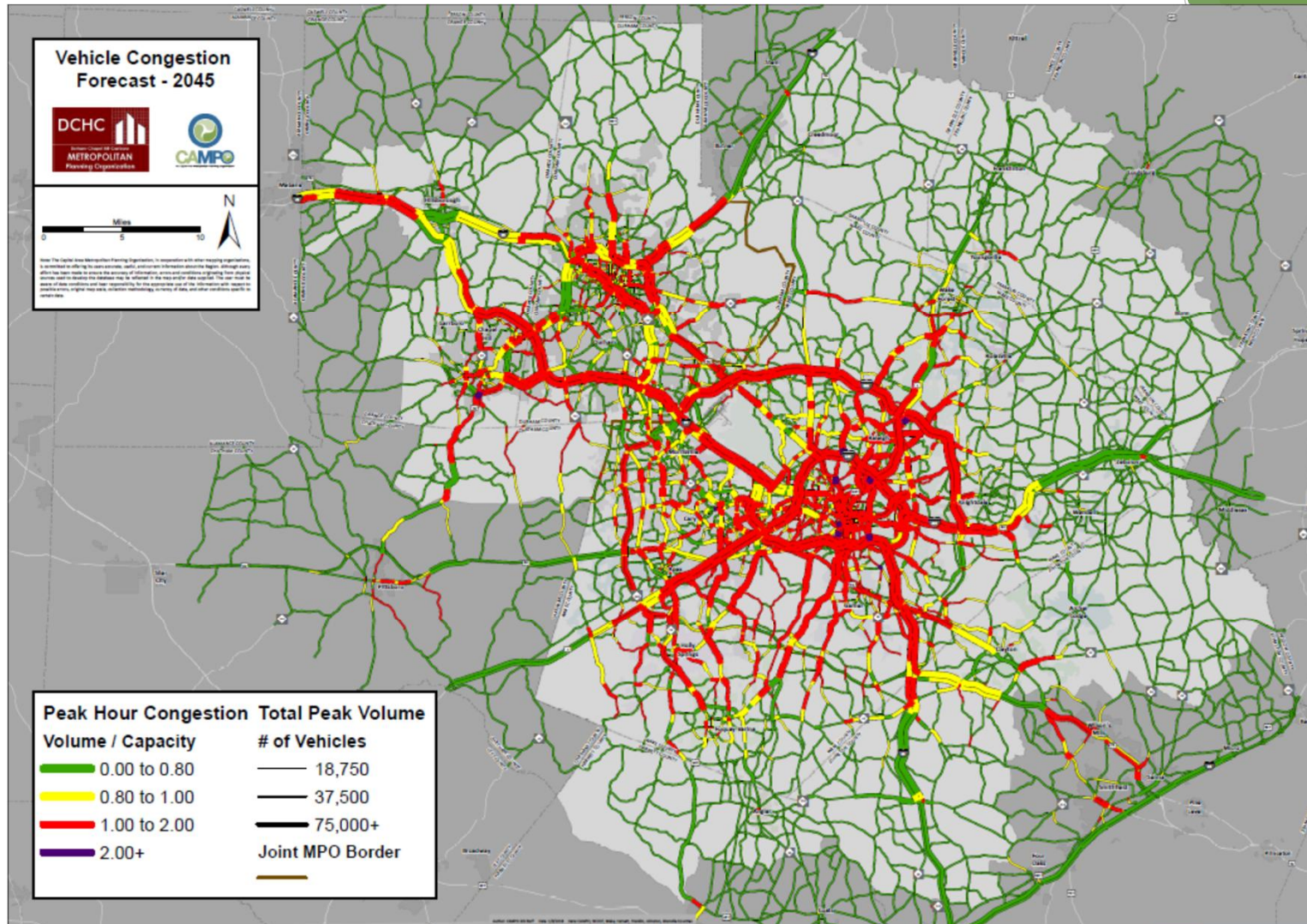
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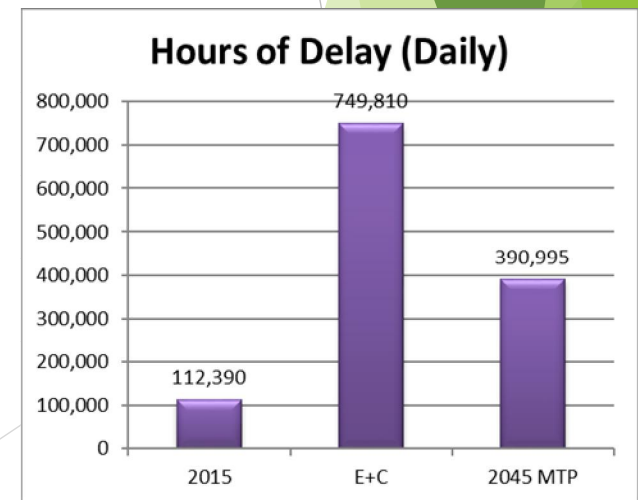
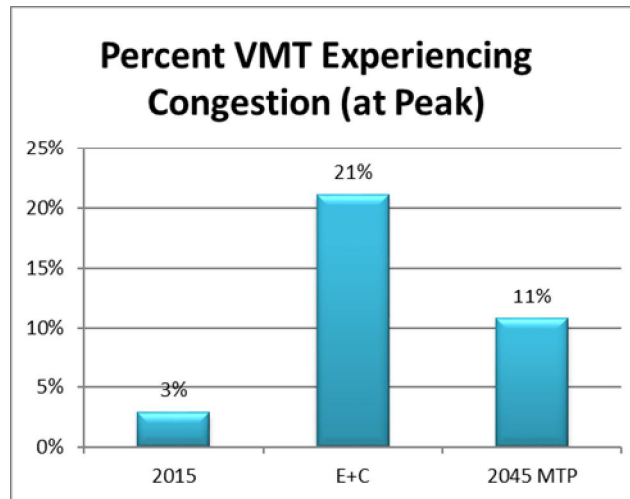
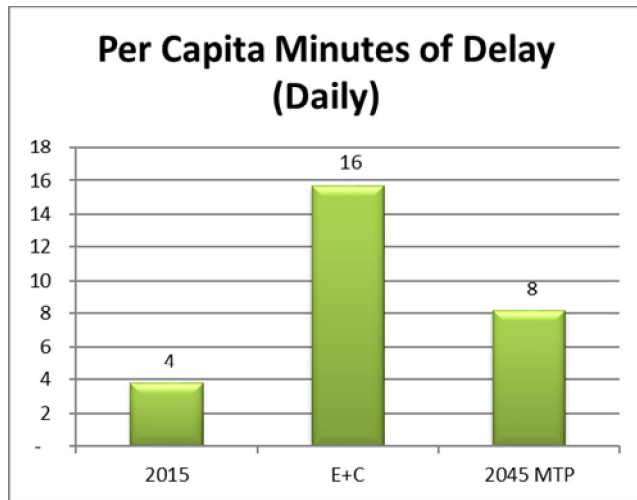




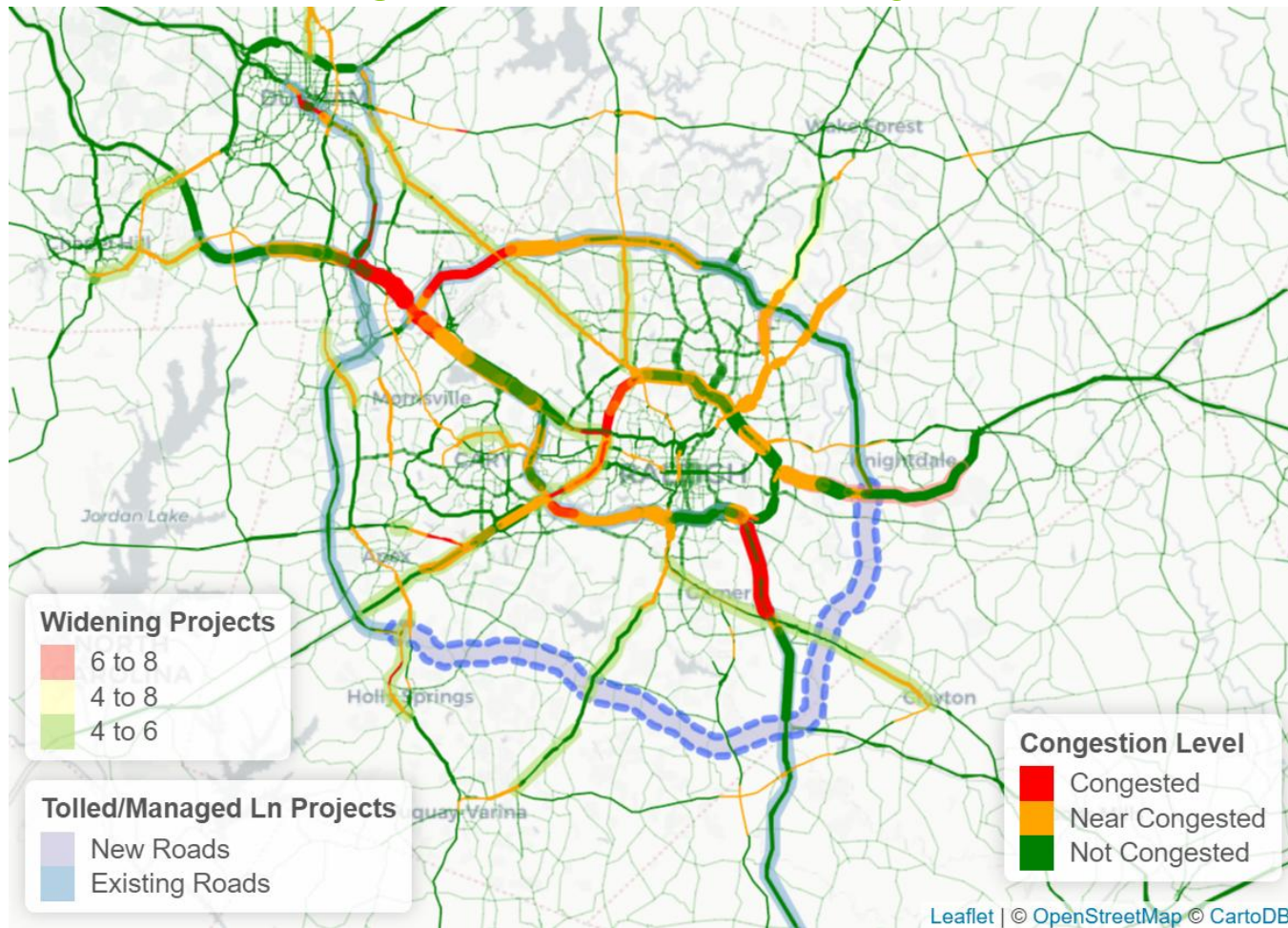
LE STRATEGIC
ING STUDY



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Current Congestion and MTP Projects



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TRIANGLE STRATEGIC
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PRELIMINARY SCREENING RESULTS

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TRIANGLE STRATEGIC
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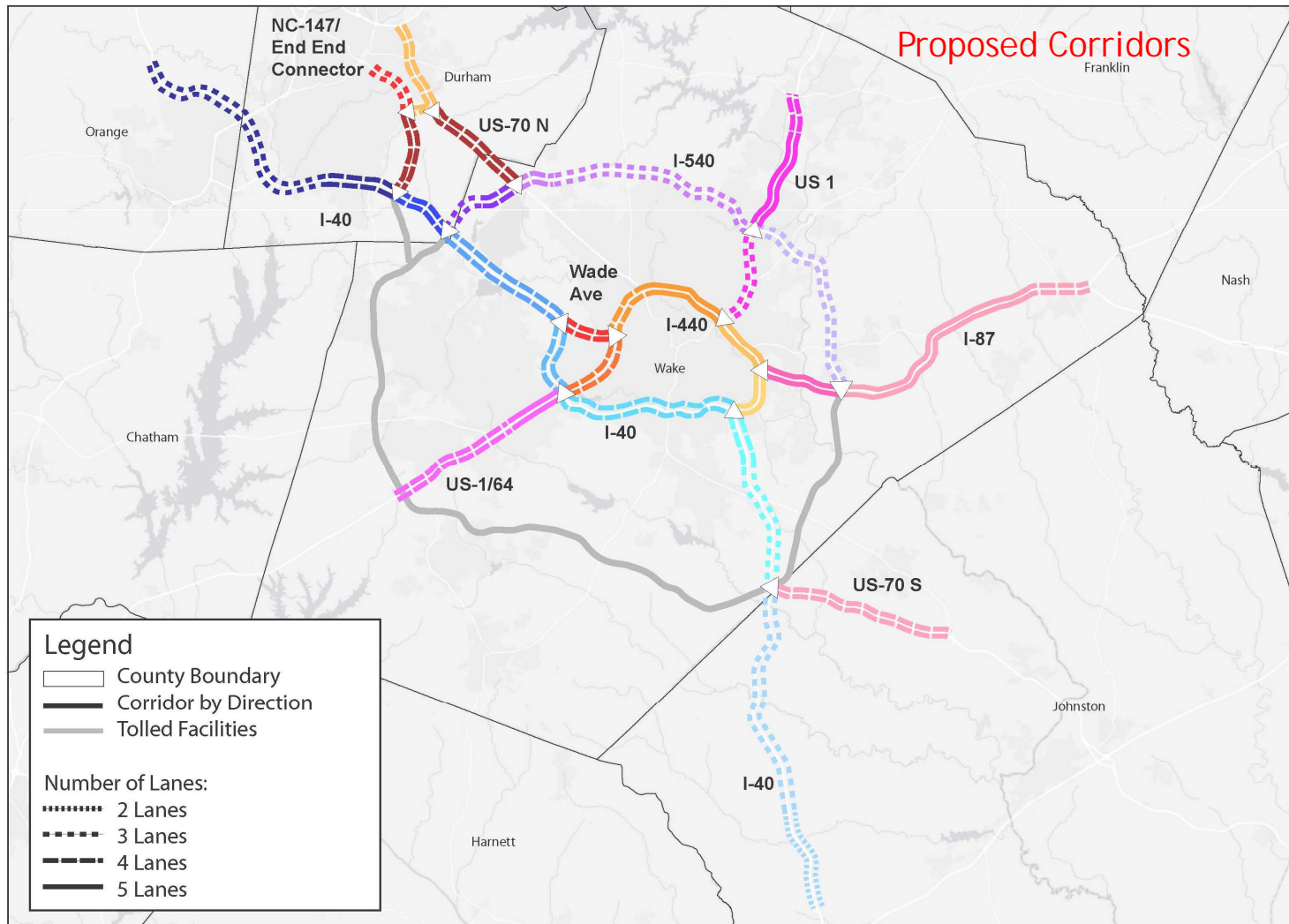
Tier 1 Corridor Evaluation

- u Estimated 2045 peak-period congestion levels and speeds using Triangle Regional Model (TRM)
- u Examined current PM peak hour congestion using Google
- u Used TRM to generate demand volumes for projected express toll lane network (assuming 2045 MTP build-out)
- u Applied ECONorthwest's Toll Optimization Model using TRM outputs to test future performance of express toll lane facilities

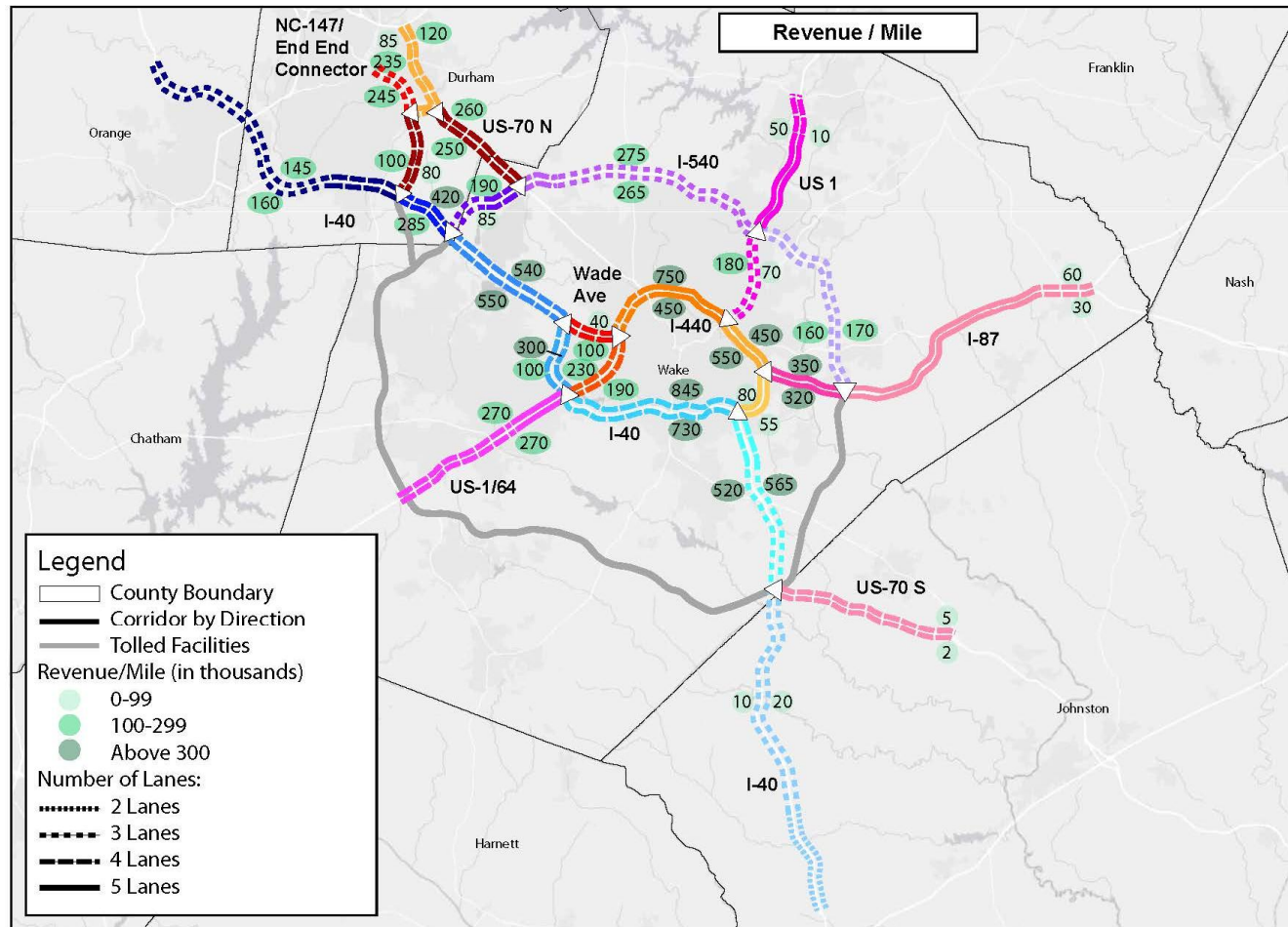
Preliminary Corridor Modeling Results

- u Revenue & travel time savings results based on all users paying for facility use
- u Buses and vanpool vehicles travel for free
- u Results are general indication of corridor's relative performance

Tier 1 Corridor Screening



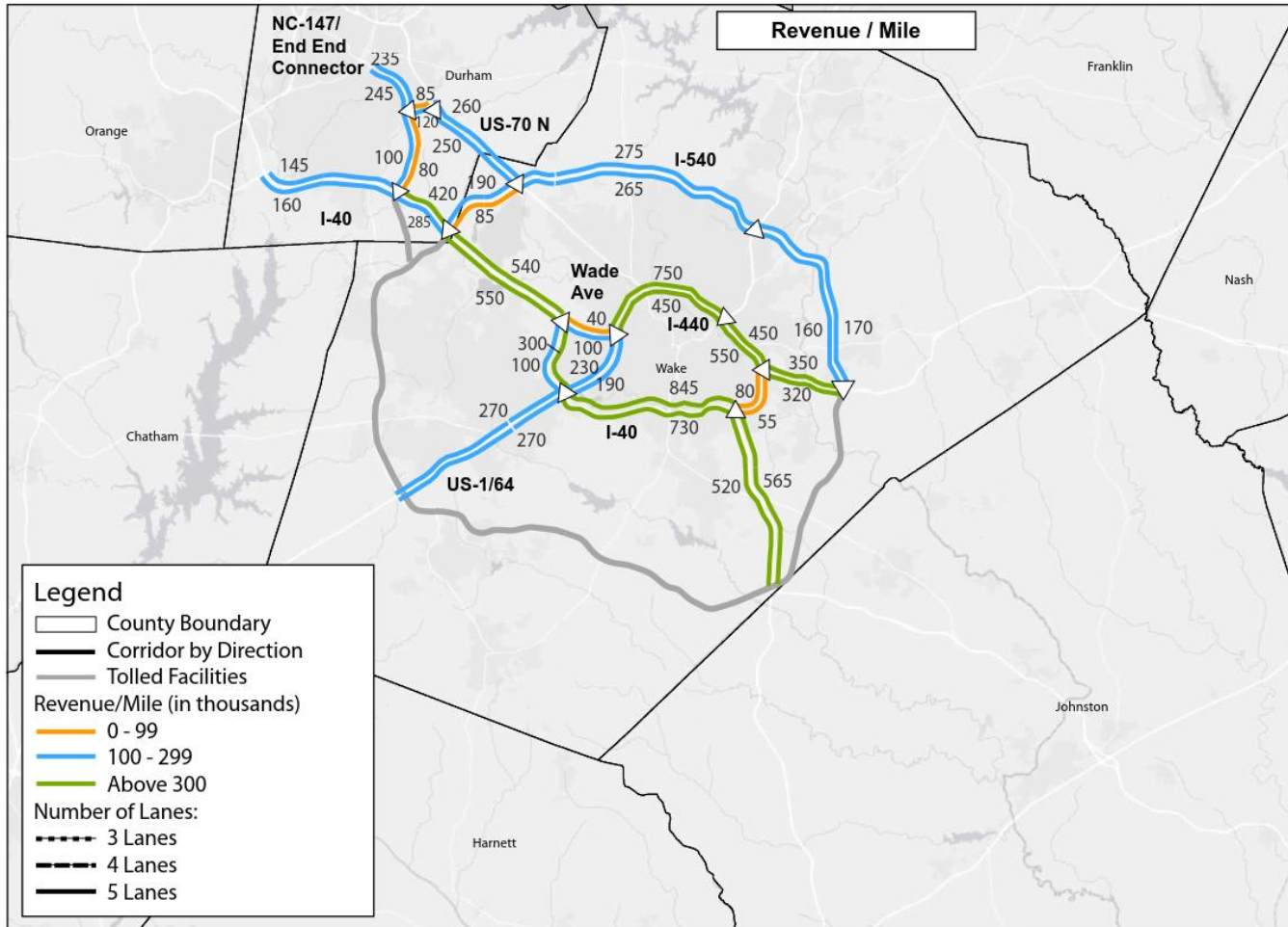
2045 Annual Weekday Gross Revenues/Mile



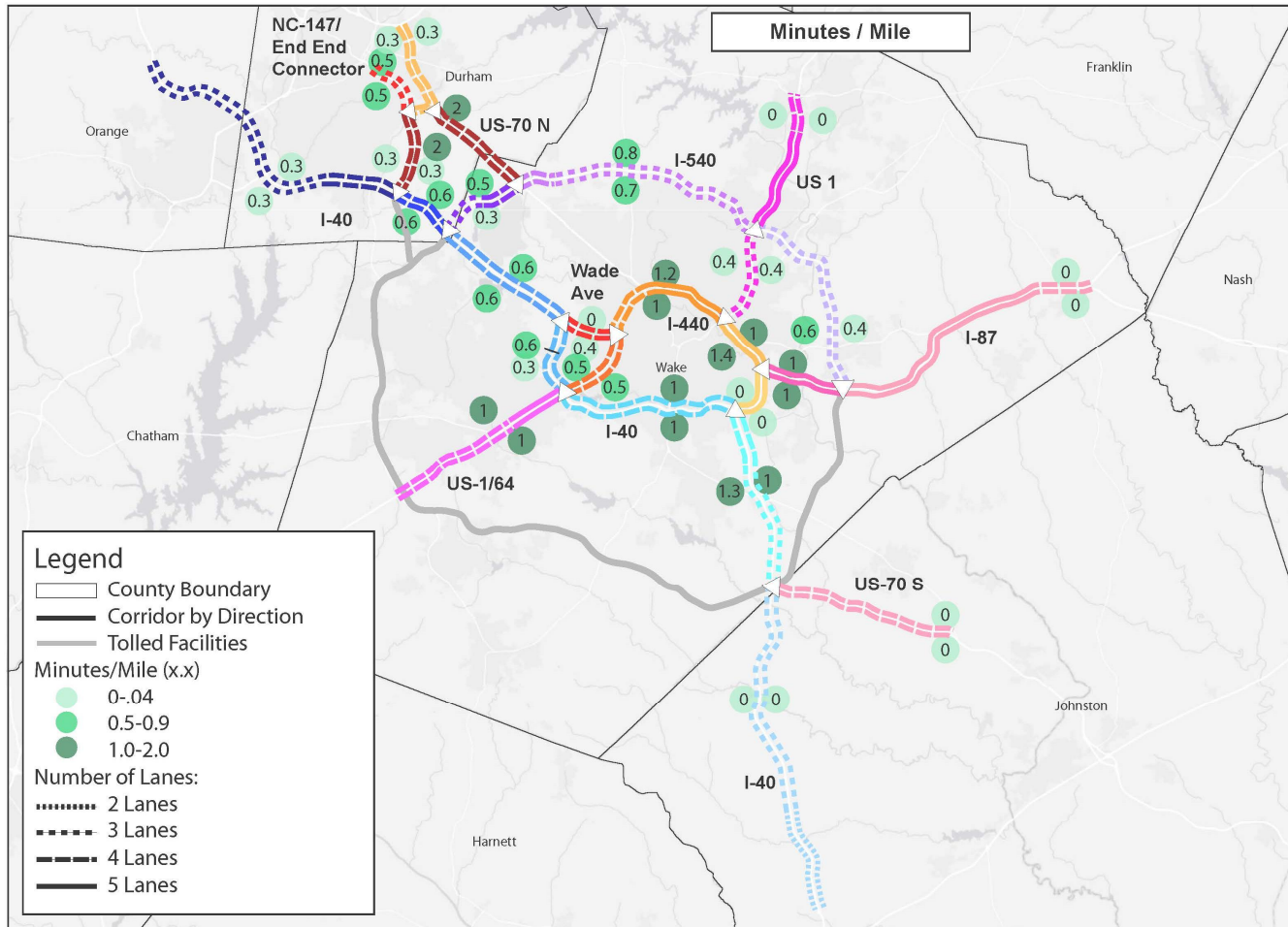
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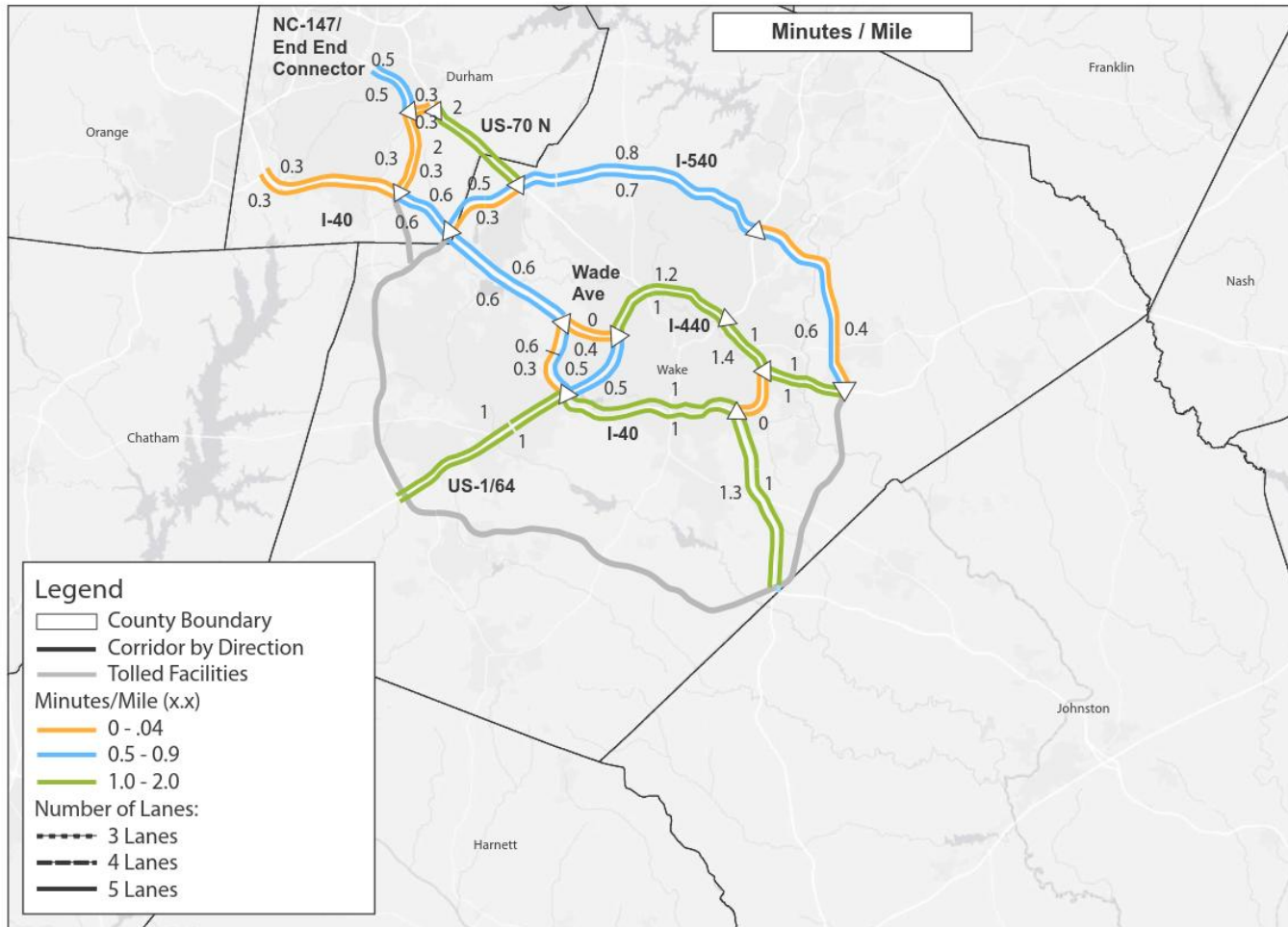
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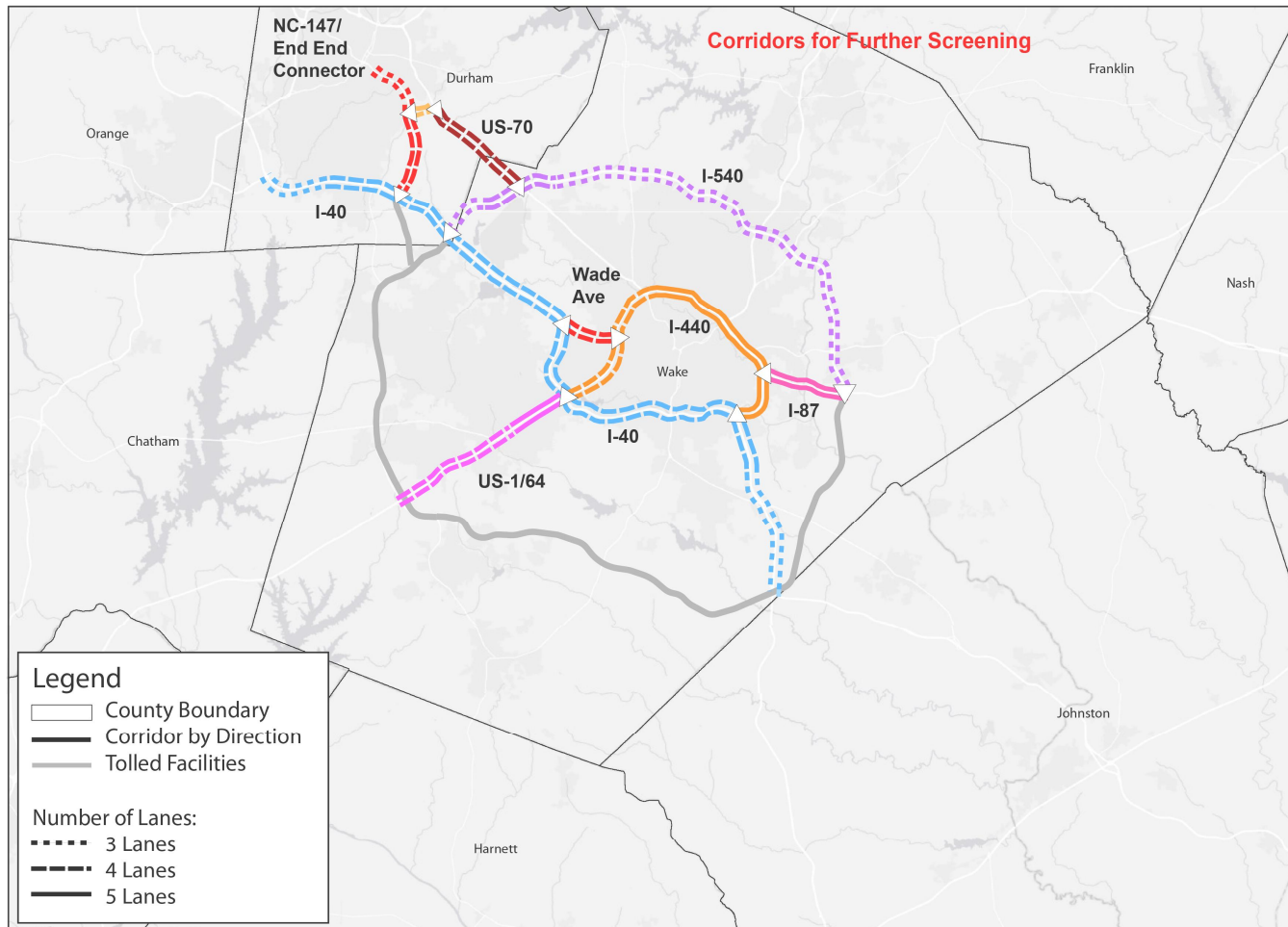
2045 Peak Hour Travel Time Savings



2045 Peak Hour Travel Time Savings



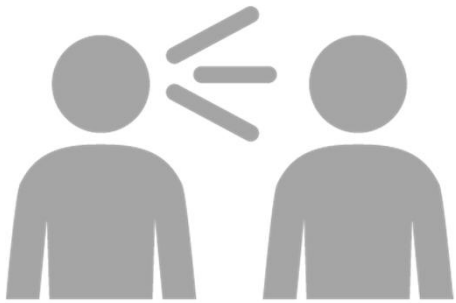
Tier 2 Corridor Screening



Tier 2 Corridor Screening

- u Re-run models using “model feedback” to refine corridor performance results
- u Evaluate corridor performance based on:
 - o Traffic operations improvements
 - o Transit services
 - o Equity impacts (Environmental Justice population)
 - o Stakeholder input (MPO Executive Board, Stakeholder Oversight Team & Core Technical Team)
 - o Revenue, capital and O&M costs & project delivery schedules

More Information?



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