

# Triangle Strategic Tolling Study

## Statement of Principles (draft 09/16/19)

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The purpose of the Triangle Strategic Tolling Study is to develop a strategy for using express toll lanes to benefit all travelers regardless of their travel mode, residential and employment location, and income level. In a fast growing urban area, implementing toll express lanes have several advantages over the addition of general purpose lanes. Toll lanes provide the option for toll users and transit riders to experience a faster, more reliable travel time, and an opportunity to reduce the number of single-occupied vehicles. However, the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) is concerned that low-income people will not be able to afford the tolls and will lack the financial tools to access the payment system. In addition, transit users may not directly benefit from toll lanes, and the growth of vehicle-miles-of-travel, which accelerates climate change, might increase.

In order to address these equity and environmental concerns, the DCHC MPO will incorporate the following set of principles in their evaluation and support of express toll lanes:

### Income

- Conduct outreach activities with low-income households to fully understand the effects, both real and perceived, of toll lanes on low-income travelers, and address these effects in the detailed planning, design and implementation of toll lanes.
- Study and consider implementing subsidy options for low-income users.
- Remove financial tool barriers to the toll system by permitting, for example, cash toll accounts and eliminating account maintenance fees for low-income users.

### Transit and Multimodal

- Permit bus transit providers free use of the toll lanes.
- Dedicate a portion of toll revenues to improve transit service in the corridor.
- Dedicate a portion of toll revenues to implement other transportation improvements within the corridor.

### Environment

- Set tolling policy to create incentives for increased car-pooling and van-pooling, and closely coordinate that policy with employer, university, local government and institutional commuter programs.

### Programming

- The construction of express toll lanes will likely require conventional state or federal transportation funding in addition to the toll revenues; thus, the possibility of using the conventional funds for transportation improvements other than a toll facility should be considered.

### Regional Cooperation

- Coordinate the implementation of these principles with the Capital Area Metropolitan Planning Organization (CAMPO) to ensure that equity and environmental concerns are applied to tolling projects throughout the region.