



The Future of Managed Lanes in San Diego County

APWA 2/6/2024

Pricing Toolbox



- **State Roadway Charge** – A nationwide reform that creates a more sustainable funding mechanism for transportation infrastructure by replacing the antiquated gas tax
- **Congestion Pricing** – Implemented in several locations around the world such as London and Milan. Congestion Pricing is a strategy to reduce demand on local highways and incentivize carpooling and transit use
- **Express Lanes** – An operational strategy that provides faster alternatives and ensures reliable travel during peak use times

State Roadway Charge



Goal is to develop a **fair, transparent, and sustainable** funding mechanism to provide dedicated funding to the transportation system.

- Replaces an antiquated gas tax
- One rate for all based on miles traveled
- Can retain existing formulas and programs

Antiquated Gas Tax: \$87B Of Existing Revenue at Risk



1. FUEL EFFICIENCY GAINS

Gas-powered vehicles are becoming more fuel efficient, so owners are buying less gas and government receives less fuel tax.

2. INCREASE IN ZERO EMISSION VEHICLES

Vehicles that do not use gas, such as electric vehicles, do not pay any fuel taxes.

3. INFLATION AND LOSS OF PURCHASE POWER

Ongoing inflation reduces how much a static gas tax can purchase. In addition, highway construction costs typically increase faster than overall inflation.

4. UNEVEN FUEL TAX BURDEN

Newer and more expensive vehicles are more fuel efficient. Owners of older, less fuel-efficient vehicles pay more to use the road. The fuel tax burden is inequitable.

Replacing the gas tax is a national effort: Thirty states in the west are currently studying alternatives

[RUC America | Leading the charge on road funding alternatives \(rucwest.org\)](http://rucwest.org)

Tier 1: States with Policy Enacted to Implement RUC Programs

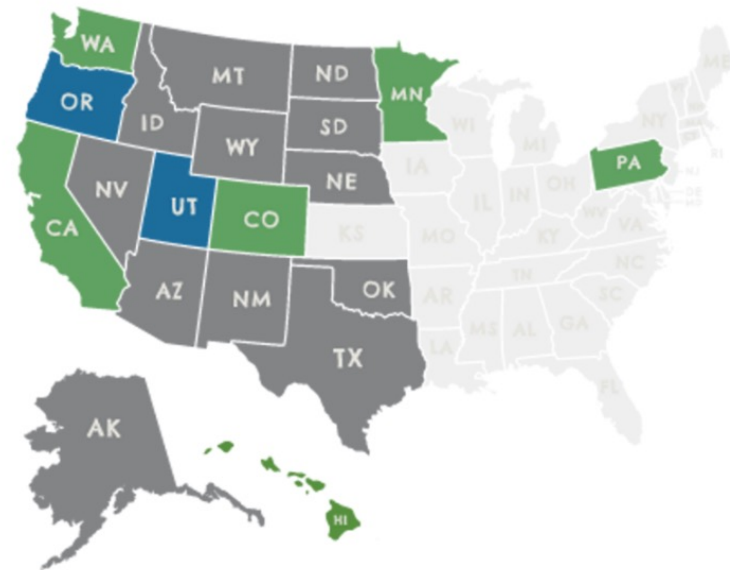
- Oregon
- Utah

Tier 2: States Testing RUC Pilot Programs

- California
- Colorado
- Hawaii
- Minnesota
- Pennsylvania
- Washington

Tier 3: States Researching RUC

- Alaska
- Arizona
- Idaho
- Montana
- Nebraska
- Nevada
- New Mexico
- North Dakota
- Oklahoma
- South Dakota
- Texas
- Wyoming



Cordon (Congestion) Pricing



What Are Managed Lanes?

Lane Management Strategy

Access Control

Express Lanes
Reversible Lanes

Busways
Transit Lanes
Exclusive Truck

Vehicle Eligibility

HOV Lanes
Truck Lane Restrictions
Off-peak use of HOV Lanes by non-HOV vehicles

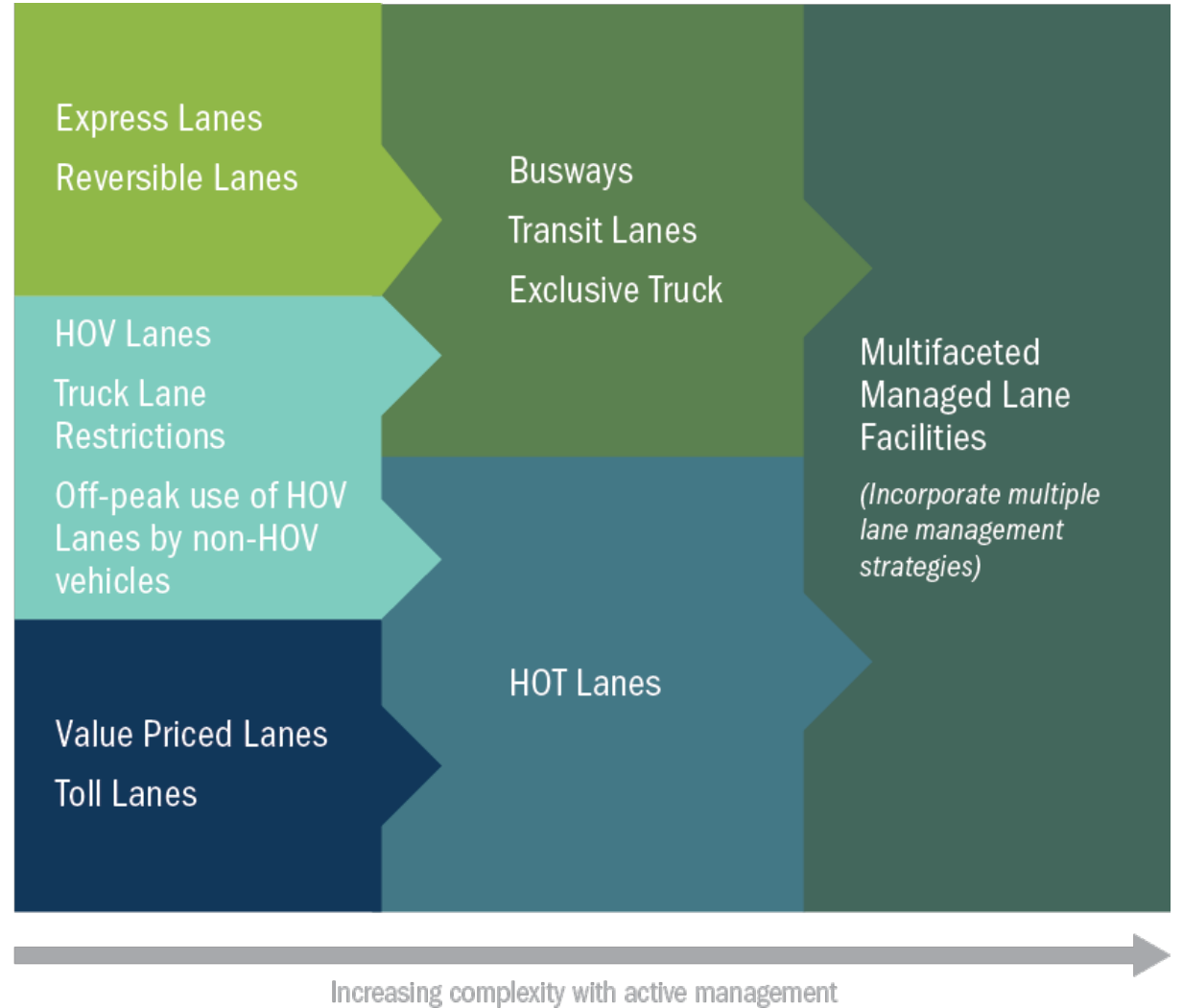
Multifaceted Managed Lane Facilities
(Incorporate multiple lane management strategies)

Pricing

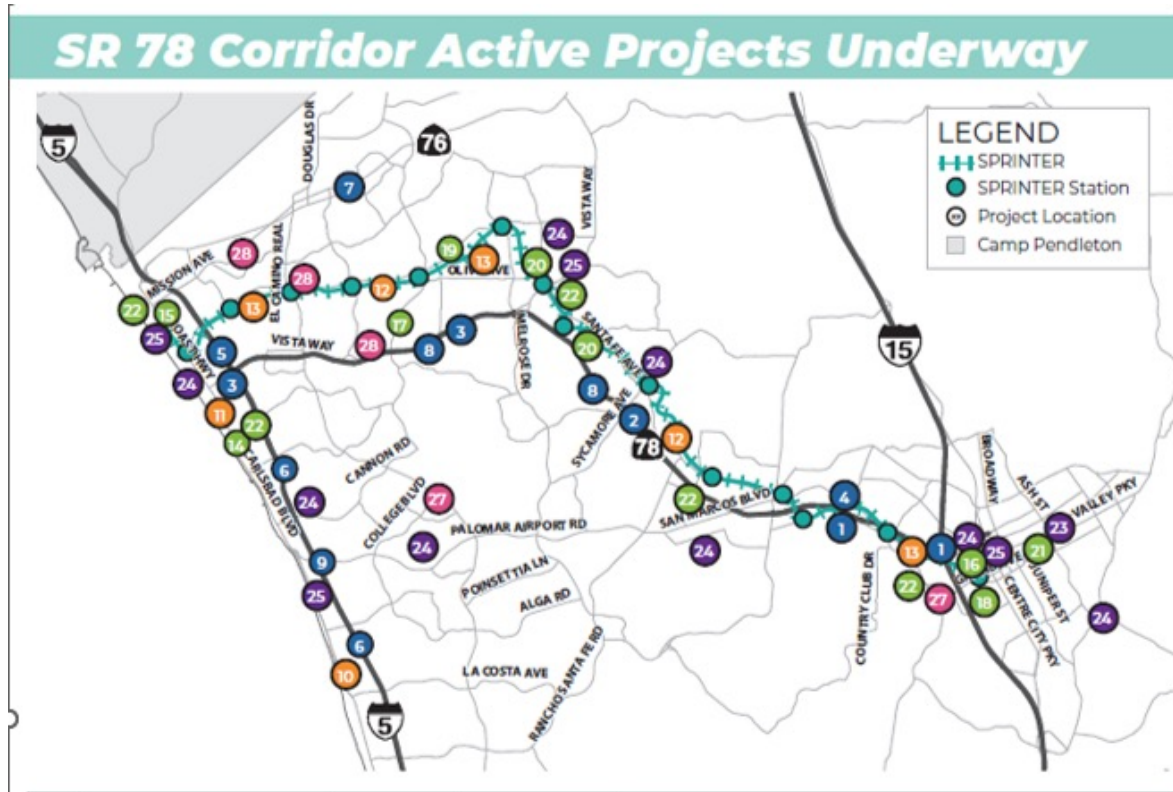
Value Priced Lanes
Toll Lanes

HOT Lanes

Increasing complexity with active management



Managed Lanes are part of a larger system solution



- Concurrent implementation of BRT service
- Transit service improvements
- Transit Oriented Developments
- Transit priority improvements on BRT related arterials
- Mobility hubs/transit stations/Park & Ride improvements
- ZEV infrastructure
- Active Transportation improvements
- Integrated corridor management
- Corridor Traffic Demand Management (TDM)

Express Lanes



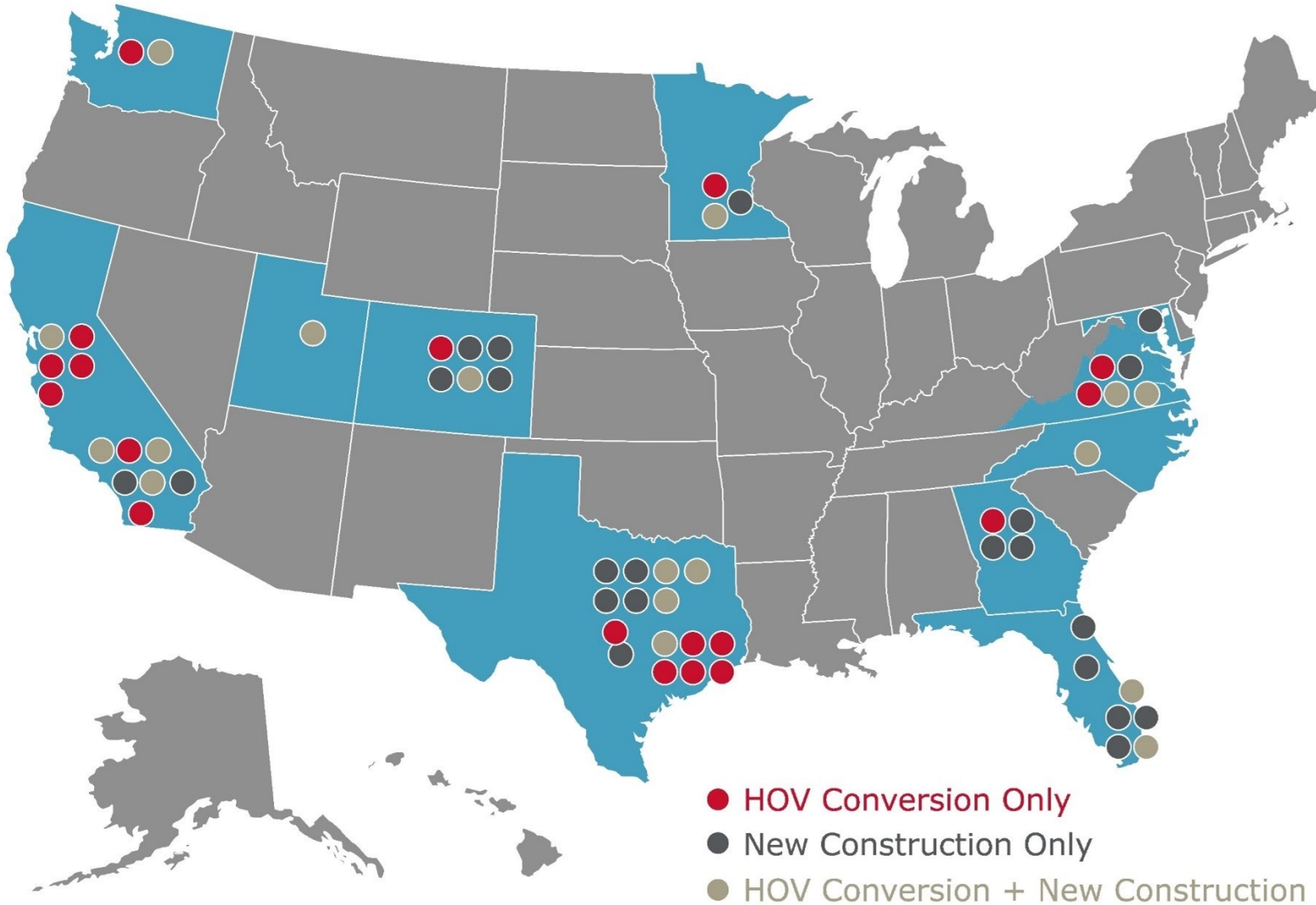
- Express Lanes are an operational strategy to provide a faster more reliable travel option.
- Incentivizes carpooling and transit use and supports regional Bus Rapid Transit system
- Manages demand on highest-use corridors during peak times
- Net Revenue committed to VMT reducing improvements strategies in the corridor



San Diego's Express Lanes builds on success of I-15 Express Lanes opened in 1990's

The I-15 Express Lanes were designed to offer choices and to provide high occupancy vehicles (HOVs) like carpools and vanpools, zero-emission vehicles (with a California DMV-issued Clean Air Vehicle Sticker), motorcycles, MTS Rapid, and FasTrak customers with a smoother, quicker, and more reliable trip along the I-15 corridor. The Express Lanes provide congestion relief and help ease demand on the general-purpose lanes. A moveable barrier separates the northbound and southbound Express Lanes, which enables operators to increase or decrease the number of lanes in each direction to manage congestion.

High Occupancy Toll Lanes in the U.S.



- HOV Conversion Only
- New Construction Only
- HOV Conversion + New Construction

California

- SR-91 Orange, 1996
- I-15 San Diego (orig), 1997
- I-680 SB Alameda, 2010
- I-15 San Diego (rebuilt), 2012
- I-110 Los Angeles, 2012
- SR-237 / I-880 San Jose, 2012
- I-10 Los Angeles, 2013
- I-580 Alameda, 2016
- SR-91 Riverside, 2016
- I-680 Contra Costa, 2017
- I-880 Hayward, 2020
- I-15 Riverside, 2021

Colorado

- I-25 Denver, 2006
- I-25 Adams, 2015 / 2020
- US 36 Boulder, 2015
- I-70 Mountains, 2016
- C-470 Littleton, 2020
- I-25 Castle Rock, 2021

Florida

- I-95 Miami, 2008
- I-595 Ft Lauderdale, 2014
- I-95 Ft Lauderdale, 2016
- I-295 Jacksonville, 2017
- I-75 Miami, 2018
- SR 826 Miami, 2019
- I-4 Orlando, 2022

Georgia

- I-85 Atlanta, 2011
- I-75 Atlanta, 2017
- I-85 Atlanta (north), 2018
- I-575 / I-75 Atlanta, 2019

Maryland

- I-95 Baltimore, 2014

Minnesota

- I-394 Minneapolis, 2005
- I-35W Minneapolis, 2009
- I-35E St. Paul, 2015

North Carolina

- I-77 Charlotte, 2019

Texas

- I-10 Houston (orig), 1998
- I-10 Houston (rebuilt), 2009
- I-45 Houston (south), 2012
- I-45 Houston (north), 2012
- US 59 Houston (north), 2013
- US 59 Houston (south), 2013
- US 290 Houston, 2013
- DFW Connector, 2014
- North Tarrant Express, 2014
- I-635 Dallas, 2015
- Loop 1 Austin, 2016
- I-30 Dallas, 2016
- I-35E Dallas, 2017
- I-35W Ft. Worth, 2018
- Midtown Express Dallas, 2018

Utah

- I-15 Salt Lake City, 2006

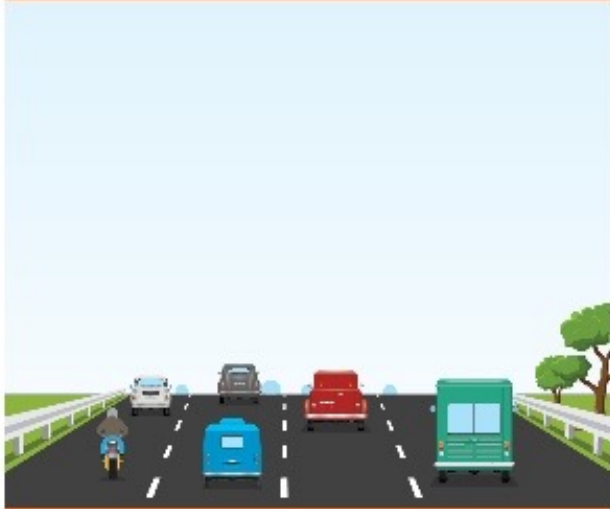
Virginia

- I-495 D.C., 2012
- I-95 D.C., 2014
- I-66 D.C. (in beltway), 2017
- I-64 Norfolk, 2018
- I-395 D.C., 2019

Washington

- SR 167 Seattle, 2008
- I-405 Seattle, 2015

1950s



All Lanes - General Purpose

Initially, freeways were designed for general purpose of uninterrupted travel for long distances without difference or distinction to the types of vehicles nor number of persons in the vehicles.

1970s



Carpool Lanes

Carpool lanes, or sometimes referred to as high-occupancy vehicle (HOV) lanes, were introduced to increase average vehicle occupancy with the goal of reducing traffic congestion and air pollution. They are typically reserved for the exclusive use of vehicles with a driver and one or more passengers, including carpools, vanpools, and transit buses.

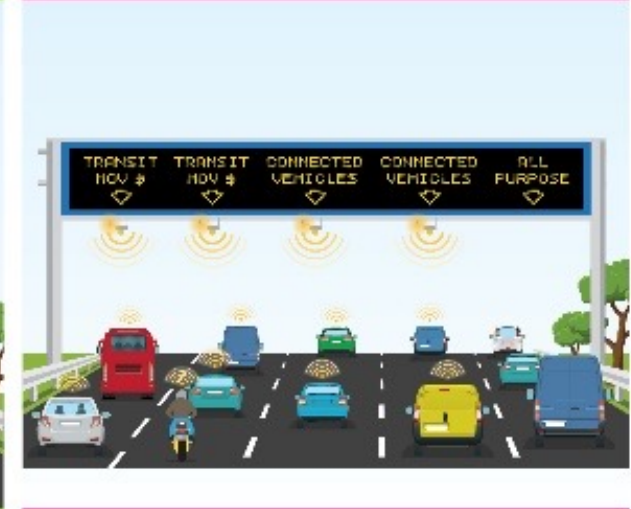
1990s



Express Lanes

Carpool lanes evolved into Express Lanes to further reduce congestion and enhance mobility by allowing solo drivers to pay a fee to use the lane. This generates funds that are used for local infrastructure improvements.

2030 - FUTURE









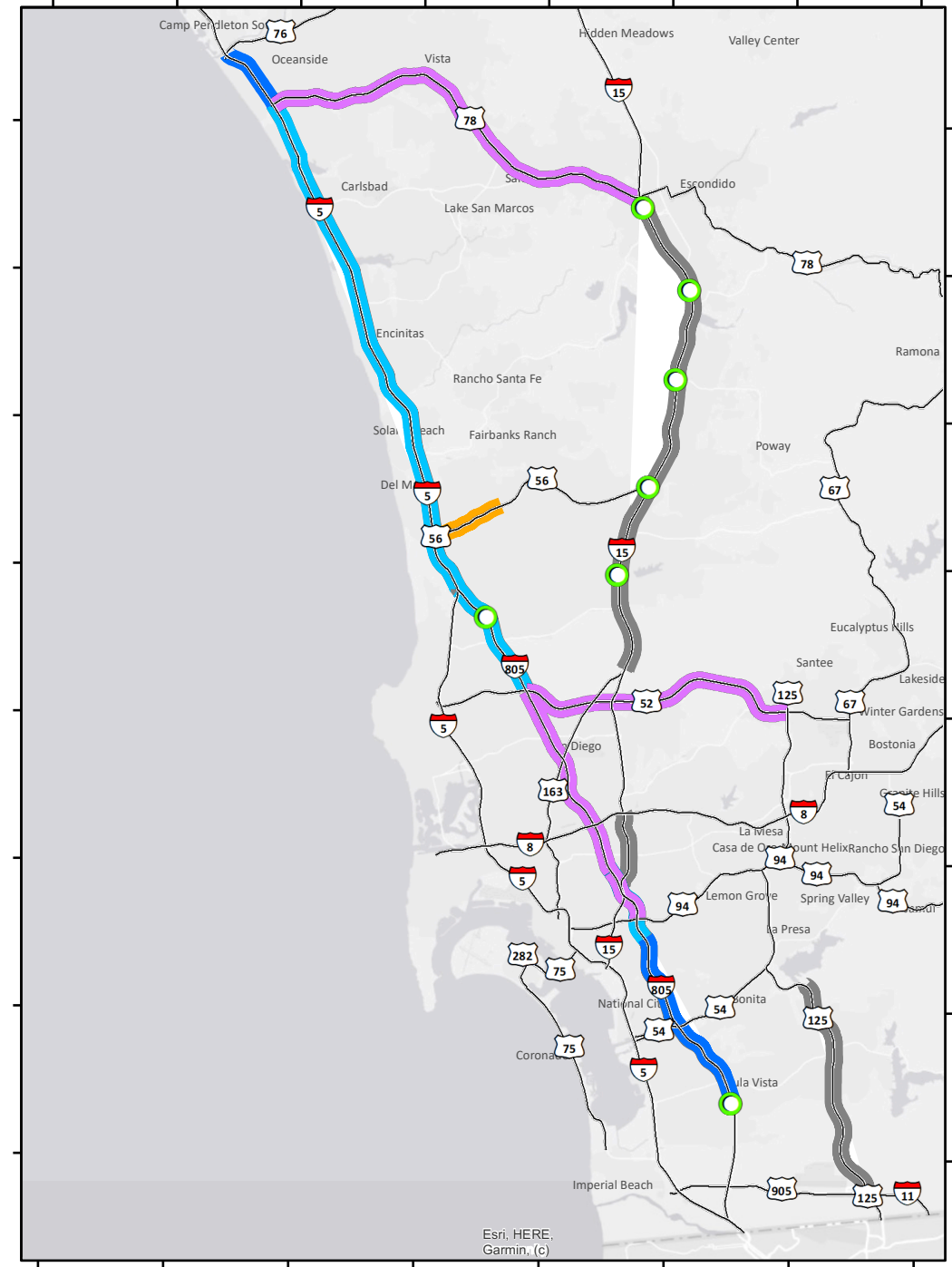
Connected Lanes

As technology advances, vehicles and infrastructure will form a network of intelligent connections to even further improve mobility and reduce congestion.

Active Managed Lane Projects

LEGEND

-  Existing DARs
-  Existing Managed Lanes
-  Project in Construction Phase
-  Projects in Design Phase
-  Projects in PA&ED Phase
-  Projects proposed for Funding



Questions?

