

Bus Toll Lanes

Price Managed Lanes as a Transit Option

- *Premium Transit Service* using price managed lanes
- *Transit and Road as Capital Investment Partners*
to Build-Maintain-Operate
- *Transit Capital Investment* revenue return could
Cover 100% of Transit Operating Costs
- *Aligns public purpose to move vehicles and people =*
MOBILITY

Bus Toll Lanes

BTL – MOVE PEOPLE!

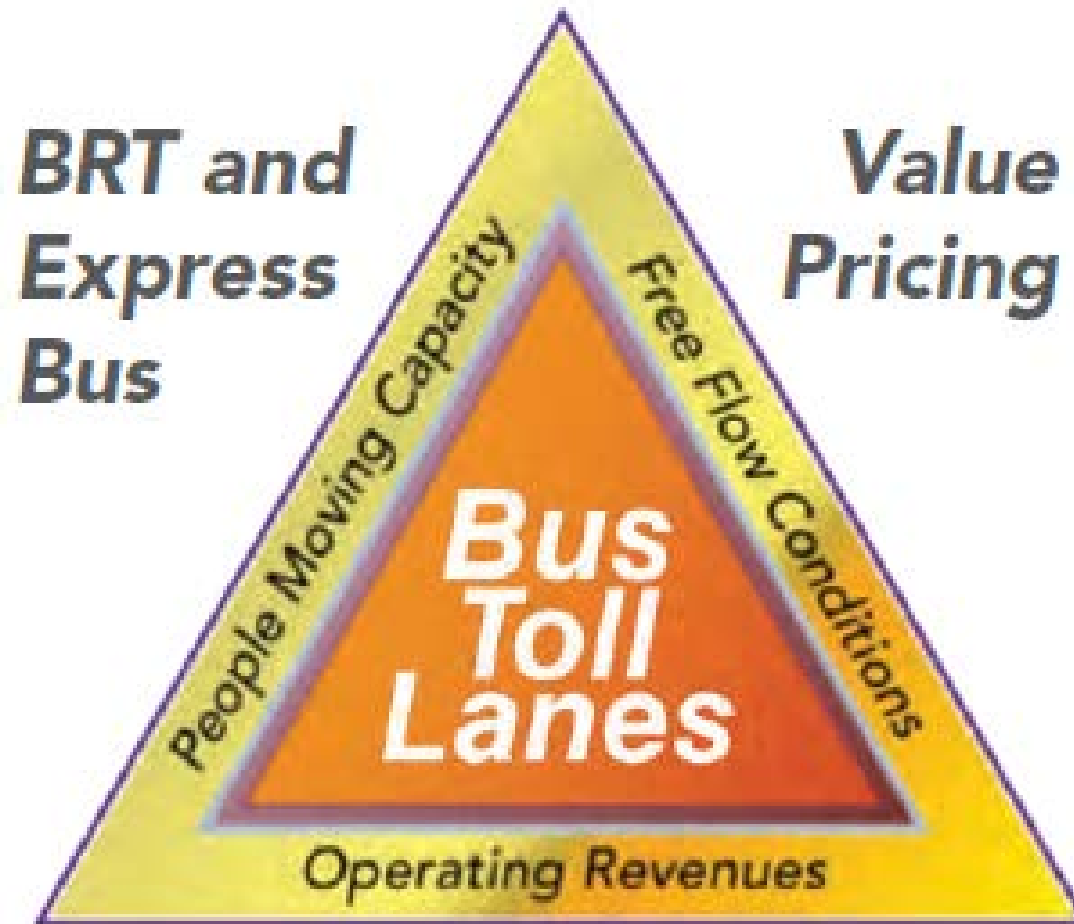
Condition (Vehicle Occupancy Rate = 1.1)	Buses Per Hour	Person Throughput Per Hour	Comparison to General Purpose Lane
General Purpose Lane With Severe Congested	0	1100	100%
Price-Managed Express Lane No Transit	0	1815	165%
BTL 15 Minute Headway	4	1977	180%
BTL 10 Minute Headway	6	2058	187%
BTL 5 Minute Headway	12	2302	209%
BTL 2 Minute Headway	30	3032	276%
BTL 1 Minute Headway	60	4248	386%

60 buses an hour would use less than 10% of the lane capacity.

The remaining 90% is available for toll paying vehicles that will support and grow the transit service.

Bus Toll Lanes

- **Fast Reliable Transit** Trips
- **Low Cost Choice** to Driving and Paying a Toll
- **Competitive Choice** to Move People Out of Cars
- **Address Equity Issues**



Toll Paying Drivers and Fare Paying Passengers

- **Urban Solution**
- **Sustainable** Level of **Service**
- **Sustainable** Source of **Revenue**
- Test Beds for our **Automated Connected Electric Future**