

# EXPRESS LANE/HOV LANE POLICIES

1. A fixed-fee schedule will be applied with periodic adjustments to the rate schedule necessary to meet established speed guarantee. It is anticipated that these corridors will be instrumented with toll collection equipment in time to seamlessly interface with tolled managed lanes. Other tolling methods can be considered if seamless operation cannot be achieved in a timely fashion.
2. The toll rate will be set, similar to the managed lane rate, up to \$0.75 per mile. The established rate will be evaluated and adjusted, if warranted, with Regional Transportation Council approval. It is anticipated the actual toll rate will be lower than this.
3. Express lanes/HOV lanes will be enforced manually. Enhanced technology will be utilized when available and can be retrofitted in each corridor.
4. Transit vehicles will not be charged a toll.

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## (continued)

5. Single-occupant vehicles will pay the full rate.
6. Trucks will not be permitted due to inadequate design standards.
7. Motorcycles qualify as high-occupancy vehicles and will not be charged a toll.
8. No discount will be given to “green” vehicles.
9. High-occupancy vehicles with two or more occupants and vanpools will be free at all times.
10. When the available capacity of the Express/HOV lane is full from HOV2+ users, additional options based on select data points may be considered as to future occupancy requirements.

# **EXPRESS LANE/HOV LANE POLICIES**

## **(continued)**

11. The toll rate will be established to maintain a minimum average corridor speed of 50 miles per hour.
12. Rebates will not apply to Express/HOV lanes since dynamic pricing will not be implemented.
13. Every Express lane/HOV lane corridor will operate under the same regional policy.
14. Adoption of this policy will have no impact on the Regional Transportation Council Excess Revenue Policy previously adopted.