Southeast Florida Express Lanes Network

REGIONAL CONCEPT FOR TRANSPORTATION OPERATIONS (RCTO)
Agenda

• RCTO Background and Recap
• Executive Summary - RCTO Process and Guidance
• Key Evaluations and Considerations
• Draft RCTO Principals of Understand and Key Next Steps
• Future Program
Regional Concept for Transportation Operations (RCTO) Background

- Funded in cooperation between an FHWA VPPP grant and FDOT
- The Southeast Florida Express Lanes Network builds on the success of 95 Express
- More Express Lane projects are coming to South Florida
RCTO Project Purpose

Develop a comprehensive Regional Concept for Transportation Operations (RCTO) document that can be used by practitioners involved in or responsible for the development of the emerging regional network of express lane (EL) facilities in Southeast Florida.
Regional Concept for Transportation Operations (RCTO) Background
Project Guidance
Southeast Florida EL Network

In Operation (green)
- 95 Express Phase 1

Under Construction (purple)
- I-595
- 95 Express Phase 2

Design or Design/Build (brown)
- I-75
- HEFT (south of SR 836)
- SR 826 (North-South)

PD&E (light blue)
- 95 Express Future Phases
- SR 826 (East-West)
- US 1
Southeast Florida EL Network

Operating within 10 years (green)
- 95 Express Phase 1
- 95 Express Phase 2
- 95 Express Phase 3
- I-595
- I-75
- SR 826
- SR 836
- HEFT (SR 836 to Caribbean)

Vision Projects (purple)
- HEFT (SR 836 to I-75)
- HEFT (Caribbean to Tallahassee)
- SR 924
- SR 874
- US 1
National Scan

I-95 Express: Miami, Florida

I-495 HOT Lanes, Virginia

I-394 Minneapolis, Minnesota

I-85 North, Atlanta, Georgia

SR 167, Seattle, Washington

Katy Freeway, Houston, Texas
Key Evaluations
Key Considerations

- Communications
- Operations
- Legal
- Financial
- Planning/Policy
- Design
Operations – Principles of Understanding

• Daily Operations will occur at the corridor level
• All toll collection will be SunPass
• A transponder is required to use ELN
• ELs will be equipped with camera technology to support enforcement
• ELs will provide enforcement staging areas
• Operating Principles need to be constantly reviewed
Operations – Key Next Steps

- SunGuide software assessment
- Integrate ELN operations into the maintenance management system
- Monitor the operational performance across the network
- Implement MOEs and SOPs for Incident Management Plans between various operating agencies
Design – Principles of Understanding

- All signing and marking plans will be reviewed by FDOT central office
- Toll gantries are designed to accommodate future changes in toll equipment
- Pricing signs will display up to three locations
- Dedicated access is preferred
- Physical separation is preferred
Design – Key Next Steps

- Develop roadway design standards specific to EL
- Identify future technology needs for the ELN
- Identify additional park and ride facility needs in conjunction with local transit agencies
- Research alternative delineators designs
- Develop master signing plan
Physical and operational decisions will be made by the implementing entity at the corridor level. All vehicles, with the exception of heavy trucks, will be allowed to access the ELN. Toll rates will be set to maximize mobility in the peak hours. Systemwide coordination is required on toll rate setting and operations when up or downstream corridors impact adjacent EL corridors.
Planning/Policy – Key Next Steps

• Quantify the benefits and costs associated with allowing heavy trucks in the ELN

• Pilot and test using a hybrid tolling strategy off peak toll rates to improve revenues

• Consider when and if it makes sense to merge key functions across the ELN based on operational experience
Communications – Principles of Understanding

• Key EL policies (pricing, occupancy, enforcement, reimbursement, etc.) will be communicated as early as possible

• All EL corridors will branded with the “flying e” logo

• Agency PIOs are responsible for ELN communications

• Individual project PIOs are responsible for communications of specific corridors with oversight of Agency PIOs
Communications – Key Next Steps

- Arm Agency staff with RCTO guidance
- Train project PIOs on ELN goals, policies, and implementation guidance
- Develop ELN communication materials and media packages
- Develop maintain a master ELN website
• All innovative delivery methods should be considered
• Innovative project delivery and finance will be consistent with State Law and agency specific legislation
• Consistently evaluate a legislative agenda
• ELN Oversight Committee to develop a more clearly defined process for ELN budgeting and accounting

• Monitor applicable laws and rules on an ongoing basis to ensure ELN goals can be met.
Enterprise – Principles of Understanding

- Continue a Statewide EL steering committee
  - Share best practices
  - Evolution of development, deployment, operational and performance considerations and guidance
- Further develop a technical toolbox to support network analysis and management strategies
- Continue to integrate EL system planning into other modal and system planning efforts
Southeast Florida Express Lanes Network

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