

Tampa-Hillsborough County Expressway Authority



Bus Toll Lanes for Premium Transit

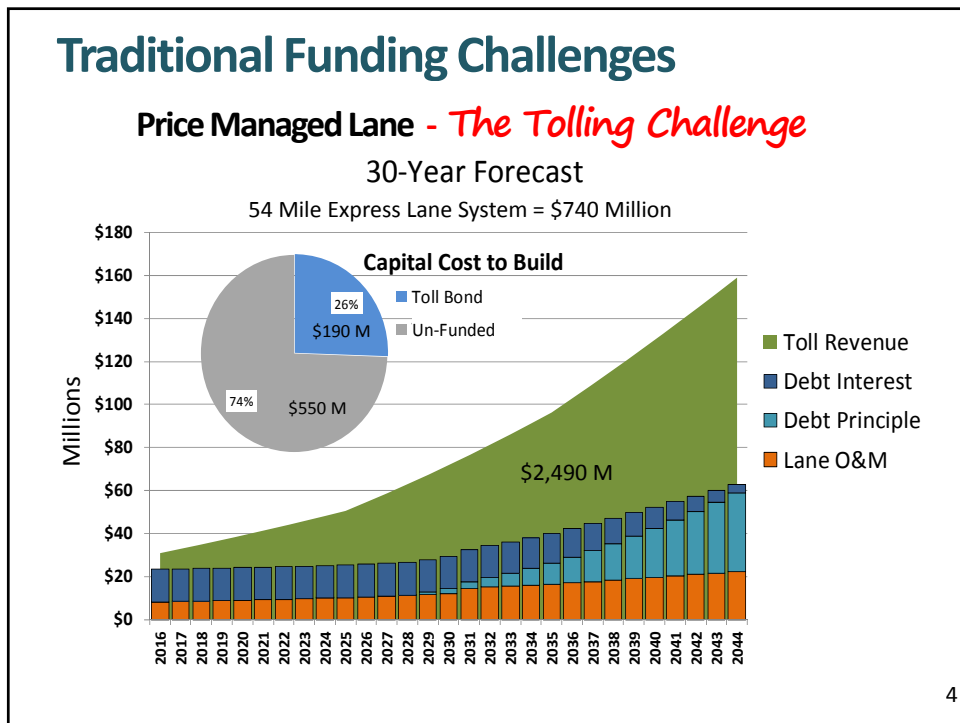
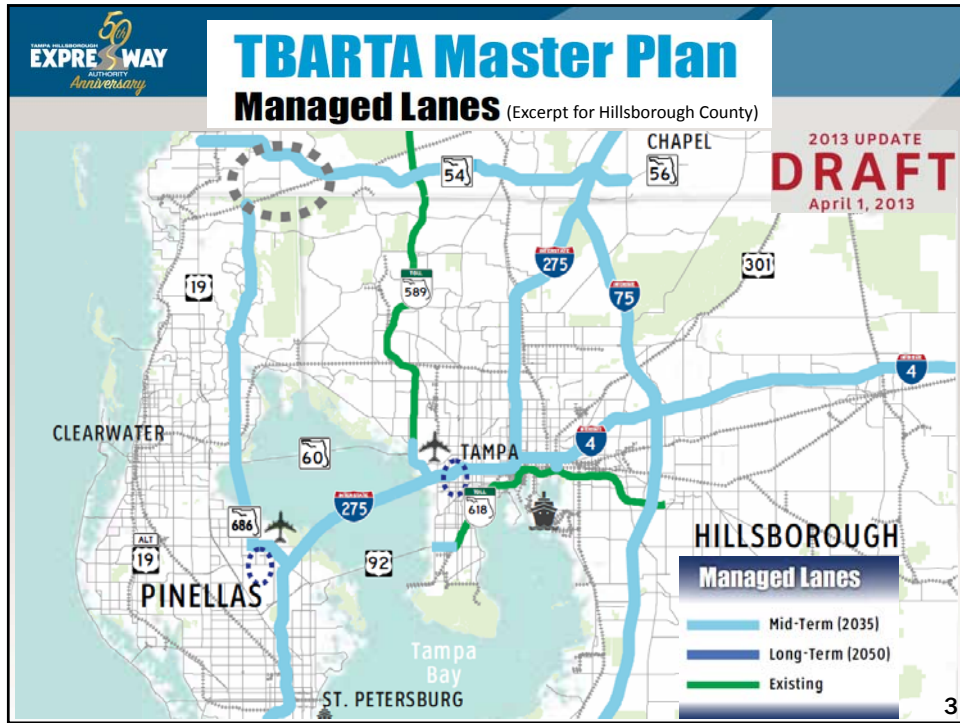


Bus Toll Lane Concept

A Transit Concept

Combining Transit and Toll Finance Elements

- Transit Pays to Help Build The New Express Lanes
- Price Managed for Service – Maintain High Speed
- Buses Have First Call On Express Lane
- Drivers Willing To Pay Toll Use the Express Lane
- Helps “Free” Lanes too
- Assure Trip Time and Schedule Reliability
- Makes Transit a Competitive Choice
- Provides Revenue to Grow Future Mobility



Traditional Funding Challenges

Premium Bus Service - *The Transit Challenge*

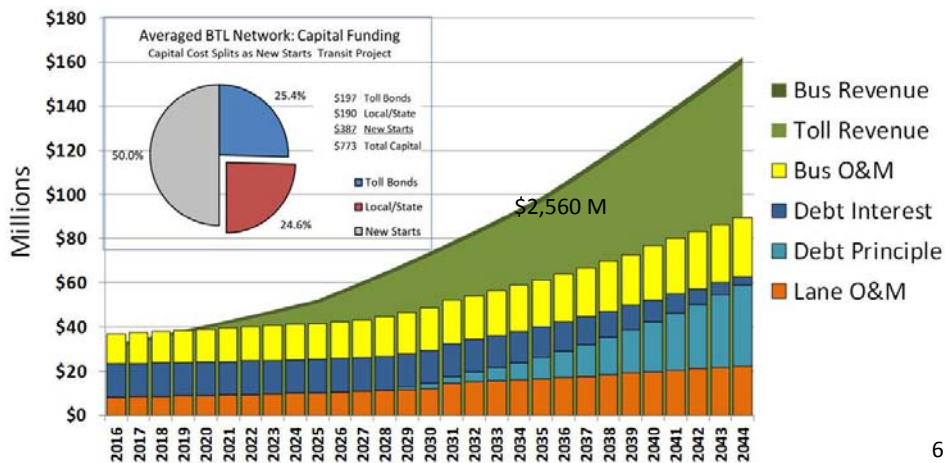
| Dollars in Millions | New Premium Bus |
|---------------------|-----------------|
| Bus Capital Cost | \$33 |
| Bus Revenue | \$70 |
| Bus O&M Cost | \$588 |
| Net Revenue | (\$518) |
| Unfunded Operating | (\$518) |

} 30 Year

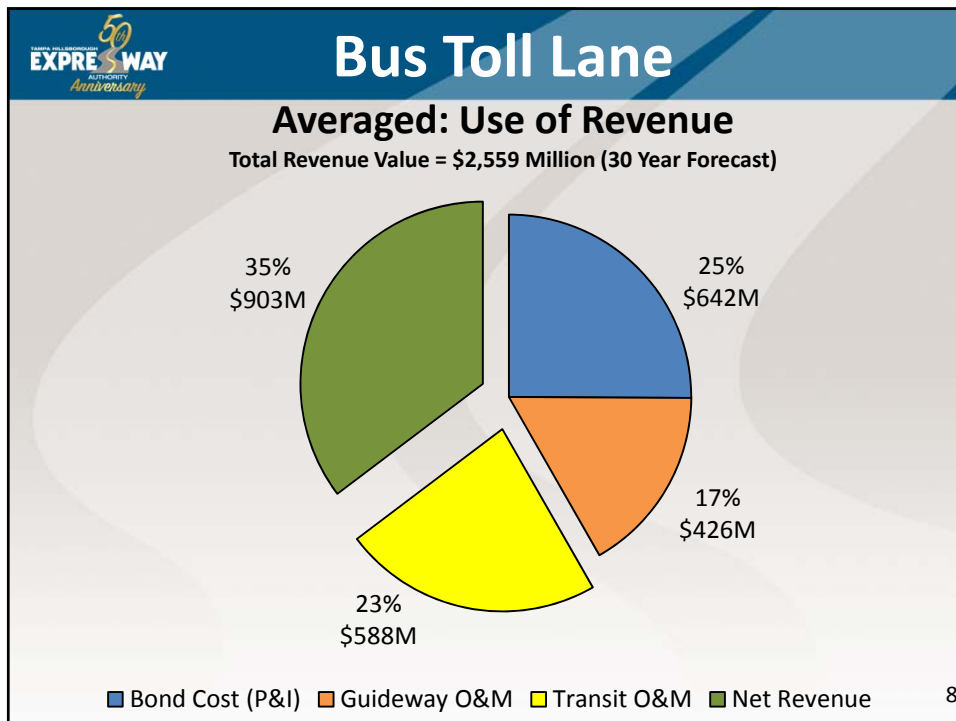
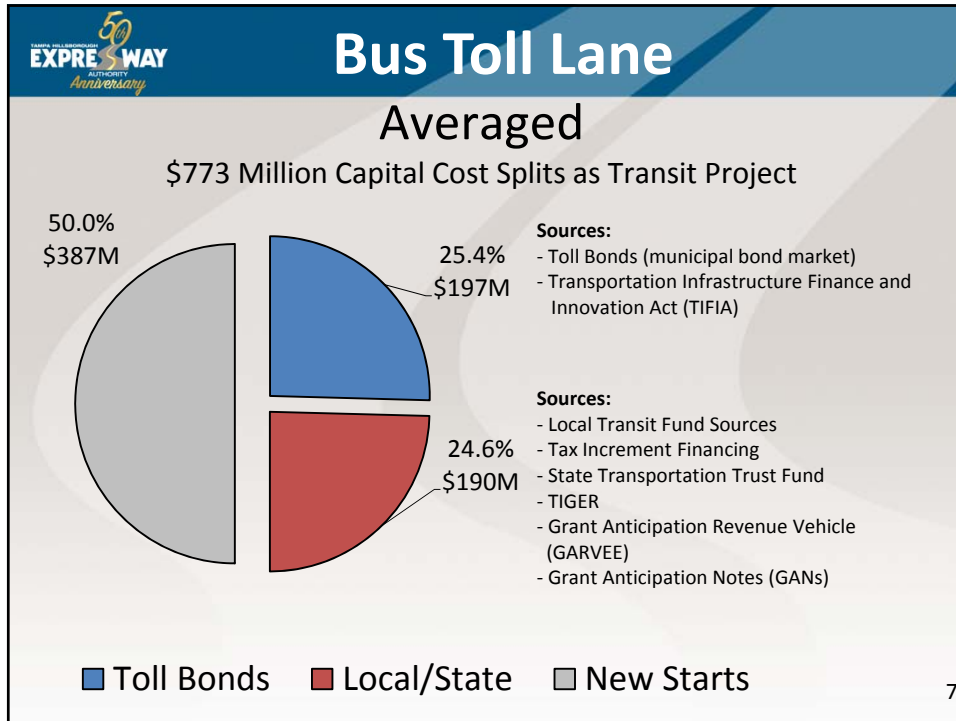
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The Bus Toll Lane Funding Concept

Bus Toll Lane: Averaged Network 30-Year Forecast



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Price-Managed Lanes Comparison to Other Lane Types

| BTL – MOVE PEOPLE! | | | |
|--|-------------------|----------------------------------|--|
| Condition <small>(Vehicle Occupancy Rate = 1.1)</small> | 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% |



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Proposed Amendments

Fixed Guideway - revert to the prior definition of "fixed guideway" to allow the use of right of way usable by other forms of transportation.

Dedicated to Transit Use - define this term to be "a right of way that gives first priority to transit use during peak periods; and, that is owned by a designated grant recipient, under the operational control of a designated grant recipient, or, where a designated grant recipient enters into a long term lease agreement (25-years or longer) with a State to provide public transportation for a project that receives funding under section 5309."

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