

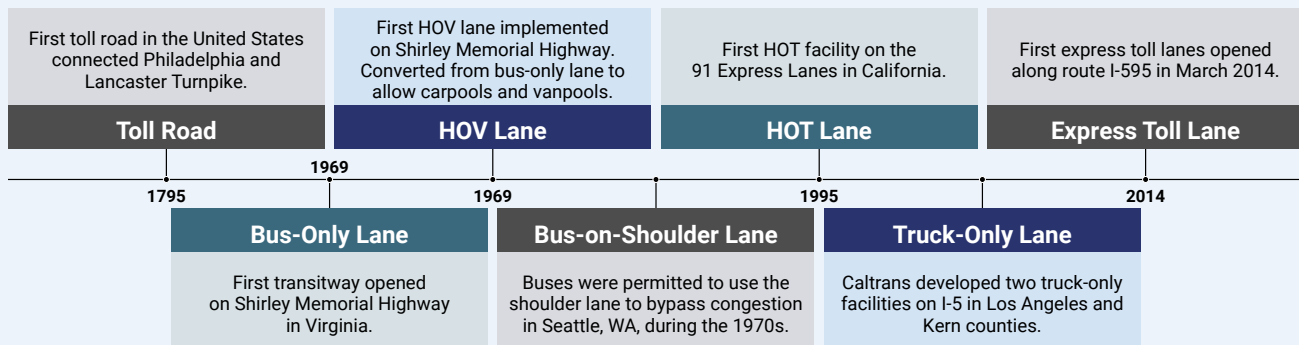
# The 2021 National Inventory of Specialty Lanes and Highways



U.S. Department of Transportation  
Federal Highway Administration

## EXECUTIVE SUMMARY

Our Nation has a long history of roadway innovations—from the first toll road in Pennsylvania in 1795, to the first managed lanes in Northern Virginia in 1969. Today, specialty lanes and highways complement general purpose highways by helping to improve mobility and enhance our transportation system.



Source: Federal Highway Administration, U.S. Department of Transportation. *2021 National Inventory of Specialty Lanes and Highways*. FHWA-HOP-20-043.

## The Purpose of This Inventory

The *2021 National Inventory of Specialty Lanes and Highways* provides an inventory of 10 classes of specialty lanes and highways that complement general-purpose highways. These facilities provide time-savings or safer separation of travel for qualifying vehicles. The inventory covers all 50 States and Puerto Rico. Researchers and practitioners should find this report useful in referencing the number of facilities by State and type, identifying the entities that own and operate facilities, and identifying the facilities' general operating rules and vehicle restrictions. The summary is complete through December of 2019.

The *2021 National Inventory of Specialty Lanes and Highways* is a wholly comprehensive National list of what are collectively known as managed lanes and/or toll roads. Managed lanes are “highway facilities or a set of lanes where operational strategies are proactively implemented and managed in response to changing conditions” (FHWA-HOP-05-031).<sup>1</sup> Toll roads are also known as “turnpikes”; examples are the Pennsylvania Turnpike, the Ohio Turnpike, and much of the Florida Turnpike system. This report does not intend to provide any subjective commentary or synopsis of the merits, challenges, controversies, or any other discourse on the effectiveness of specialty lanes and highways. The intended audience is transportation agencies, State and regional highway authorities, researchers and practitioners who work with specialty lanes, and anyone who may be simply interested in knowing where and how many of these facilities exist.

### KEY HIGHLIGHTS

- **502 total facilities** in **39 states** and Puerto Rico
- Owned and operated by **151 public and private agencies**
- Cover **8,248 centerline-miles**
- Apart from toll roads, **high-occupancy vehicle (HOV) facilities are most common**
- **Public agencies are planning for more truck-only and bus-only facilities**
- **40 high-occupancy toll (HOT) and express toll lane (ETL) facilities use dynamic pricing**
- **More states are integrating shoulders as travel lanes**

<sup>1</sup>Federal Highway Administration, U.S. Department of Transportation. *Managed Lanes: A Primer*. 2008. [https://ops.fhwa.dot.gov/publications/managelanes\\_primer/managed\\_lanes\\_primer.pdf](https://ops.fhwa.dot.gov/publications/managelanes_primer/managed_lanes_primer.pdf). FHWA-HOP-05-031.

To develop the report, the project team reviewed existing inventories, databases, and agency websites, compiling raw statistics about lanes and highways that are not for general purpose use. The team also reached out to State and Federal representatives, tolling authorities, and various project sponsors.

**Why Do We Need Specialty Lanes?**

*Since their inception, managed lanes have improved trip reliability for motorists across the Nation. Specialty lanes and highways support:*




- Traffic management
- Reliable trip times
- Promotion of carpooling and other incentives
- Revenue generation
- Enhanced public transit
- Peak-hour congestion mitigation

**Ten Options To Enhance Our Highway System**




The 2021 National Inventory of Specialty Lanes and Highways characterizes the facilities by price, vehicle eligibility, occupancy, and permission. Refer to the Facility Reference Guide below, which summarizes the number of facilities categorized by principal facility type.

**Facility Reference Guide**




**Price**  
can require overhead gantries and transponders

	<b>High-Occupancy Toll (HOT) Lanes</b> Offer free access to carpools and motorcycles, but require tolls for lower-occupant drivers. Many are converted high-occupancy vehicle lanes.	<b>31</b> FACILITIES NATIONWIDE
	<b>Express Toll Lanes (ETL)</b> Use electronic tolling and may offer discounts for carpools. Some allow vanpools and transit vehicles to travel toll free.	<b>22</b> FACILITIES NATIONWIDE
	<b>General Toll Roads, Bridges, and Turnpikes</b> Use open, closed, or electronic tolling. The nearly 47,000-mile Interstate System includes over 2,900 miles of adopted turnpike mileage. This allows connectivity in some corridors without building redundant Federal highways. Otherwise, toll roads, generally speaking, are autonomous facilities compared to the Federal system.	<b>275</b> FACILITIES NATIONWIDE

**Vehicle or Occupancy Eligibility**  
limited to specific vehicle classes or minimum number of passengers

	<b>Truck-Only Lanes</b> Separates trucks from general traffic, giving needed distance to move across lanes.	<b>5</b> FACILITIES NATIONWIDE
	<b>Bus-Only Lanes</b> Dedicated lanes on highways and freeways for buses and transit vehicles only.	<b>3</b> FACILITIES NATIONWIDE
	<b>High-Occupancy Vehicle (HOV) Lanes</b> Offer free access to carpools and motorcycles. Allow some electric vehicles with decals. Many are single lanes that run parallel to general purpose lanes and are separated by a barrier.	<b>97</b> FACILITIES NATIONWIDE

**Permission**  
allows use during specific times of day

	<b>Static Part-Time Shoulder Use Lanes (S-PTSU)</b> Open on a preestablished schedule during recurring peak times.	<b>13</b> FACILITIES NATIONWIDE
	<b>Dynamic Part-Time Shoulder Use Lanes (D-PTSU)</b> Open to vehicles as needed at times selected by an operator. Open or closed status marked by dynamic signs at shoulder entry.	<b>6</b> FACILITIES NATIONWIDE
	<b>Bus-on-Shoulder Lanes</b> Promote transit use by providing conditional shoulder access to stay on schedule.	<b>46</b> FACILITIES NATIONWIDE
	<b>Non-Toll Express Lanes</b> Allow vehicles to bypass local exits on longer trips. May provide barriers from general purpose lanes.	<b>4</b> FACILITIES NATIONWIDE

## Number of Facilities

Of the Nation's **502** specialty lanes and highways, **463** are operated by a public transportation agency or authority, and **39** are privately operated. They are owned by **151** unique entities, including State agencies, local and regional authorities, city and county governments, and private companies.

California has the highest number of HOV lanes, with **37** out of the Nation's **97** total facilities. **Eleven** States have only toll roads and no other specialty lanes. D-PTSU lanes operate in **6** states, and **13** S-PTSU lanes operate across **7** states.

### KEY HIGHLIGHT

At **68**, Texas has the most specialty lanes and highways, followed by California with **67**.

### KEY HIGHLIGHT

There are **5,326** lane-miles of specialty lanes (HOV, HOT, and ETL) and **25,496** lane-miles of general toll roads and bridges.

## Miles Covered by Specialty Lanes

The inventory also lists the number of lane-miles (the cumulative distance of all lanes within the specialty road or lane group) and centerline-miles (the distance between two points along the median of a corridor, regardless of number of lanes) covered by specialty facilities. **Eight** states (Florida, Texas, New York, Oklahoma, California, Pennsylvania, Illinois, and New Jersey) have more than **2,000** lane-miles of specialty lanes and highways. **Twelve** states (Alaska, Arkansas, Connecticut, Hawaii, Michigan, Missouri, Nebraska, Nevada, Oregon, Rhode Island, South Carolina, and Vermont) have less than **100**.

## Tolling and Pricing

HOT, ETL, and D-PTSU facilities use one of three pricing methods:

- **Fixed pricing:** Users pay a fixed toll price regardless of the time or day.
- **Time-of-day pricing:** Toll prices vary according to a specific schedule by time and day of the week.
- **Dynamic pricing:** Toll prices increase or decrease according to real-time demand, with higher toll prices usually occurring during peak periods.

Of the Nation's **54** priced lanes, **1** has a fixed toll price, **13** have time-of-day pricing, and **40** have dynamic pricing. Many priced lanes require travelers to register for a toll account and equip a vehicle transponder. Other facilities permit travelers to receive an invoice through the mail as part of a "pay-by-mail" option.

### KEY HIGHLIGHT

There are **54** priced lanes that are not general toll roads or bridges.

## Specialty Lanes and Highways by State

State	High-Occupancy Vehicle (HOV) Lanes	High-Occupancy Toll (HOT) Lanes	Express Toll Lanes	Non-Toll Express Lanes	General Toll Roads, Bridges, and Turnpikes	Truck-Only Lanes	Bus-Only Lanes	Bus-on-Shoulder Lanes	Dynamic Part-Time Shoulder Use Lanes	Static Part-Time Shoulder Use Lanes
AL					•					
AK					•					
AZ	•									
AR										
CA	•	•	•		•	•				•
CO	•	•			•				•	
CT	•									
DE					•			•		
DC										
FL		•	•		•			•		
GA	•	•	•					•	•	•
HI	•							•		•
ID										
IL					•			•		
IN					•					
IA										
KS					•			•		
KY										
LA	•				•					
ME					•					
MD	•		•		•			•		
MA	•				•					•
MI				•	•				•	
MN		•			•			•		
MS										
MO				•	•					
MT										
NE					•					
NV	•									
NH					•					
NJ	•			•	•					•
NM										
NY	•				•		•			
NC		•			•			•		
ND										
OH					•			•	•	

## Specialty Lanes and Highways by State (continued)

State	High-Occupancy Vehicle (HOV) Lanes	High-Occupancy Toll (HOT) Lanes	Express Toll Lanes	Non-Toll Express Lanes	General Toll Roads, Bridges, and Turnpikes	Truck-Only Lanes	Bus-Only Lanes	Bus-on-Shoulder Lanes	Dynamic Part-Time Shoulder Use Lanes	Static Part-Time Shoulder Use Lanes
OK					•					
OR	•				•					
PA	•				•					
Puerto Rico			•		•					
RI					•					
SC					•					
SD										
TN	•									
TX	•	•	•		•					
UT		•			•					
VT					•					
VA	•	•			•			•	•	•
WA	•	•		•	•			•	•	•
WV					•					
WI										
WY										

**Learn More.** Check out the *2021 National Inventory of Specialty Lanes and Highways* for more information on how many specialty lanes exist in the United States, the types of special services they offer, and where they are located.

Available at [bit.ly/specialtylanes](https://bit.ly/specialtylanes)



**Questions?** Contact Neil Spiller, Manager for FHWA's Office of Operations Freeway Management Program, at [Neil.Spiller@dot.gov](mailto:Neil.Spiller@dot.gov).



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