

Attachment B

Highlights of the Analysis To Date

- Prioritizing:
 - Many radial routes outside the beltway only have demand in peak period/direction. These routes can be made directional.
 - US-301 in Maryland did not have enough demand to warrant the addition of value priced lanes.
 - Prioritizing network reduces total toll revenue
- Toll rates:
 - Tolling existing District bridges results in high toll rates (mostly between \$3 and \$10 per mile; between \$1 and \$4.25 per one-way crossing)
 - Tolling existing District bridges, freeways and other selected facilities raises system-wide revenue significantly. Transit trips replace HOV usage.
 - Tolling existing parkways increases system-wide revenue significantly, and results in slight decrease in system-wide VMT, and slight increases in HOV and transit use.
- Preliminary Analysis of Adding Enhanced Transit:
 - Enhanced transit results in substitution of transit use for HOV use.
 - Reduction in HOV use frees up space in toll lanes for more paying vehicles, therefore increasing system revenue.

