

Item 11

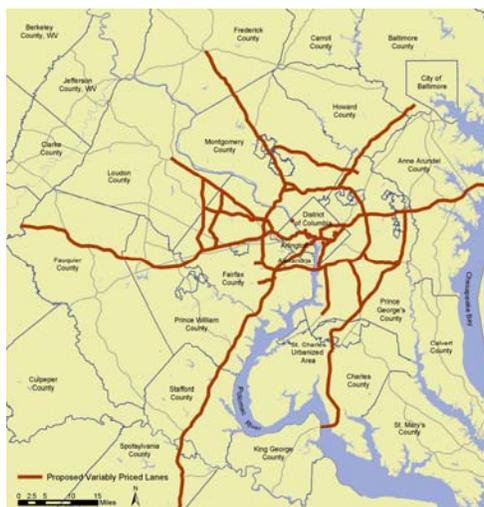
Status Report on the Regional Value Pricing Study

Ronald F. Kirby,
Director of Transportation Planning
November 15, 2006

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TPB Value Pricing Task Force

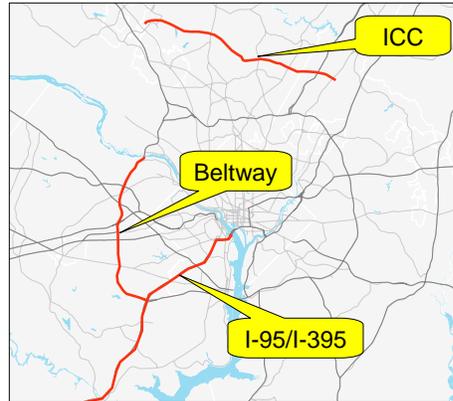
- Created Fall 2003 following June 2003 Regional Conference
- Examine the benefits of value pricing for the Washington region
- Goals approved by TPB, April 2005
- Study a regional system of variably priced lanes (VPLs)



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Current Value Pricing Projects

- Intercounty Connector (ICC)
 - 2004 CLRP Update*
- Beltway HOT
 - 2005 CLRP Update*
- I-95/I-395
 - Under development
- Regional Network
 - Regional Mobility and Accessibility Study



* Federal Record of Decision approved

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TPB Value Pricing Analyses to Date

- Assisting Virginia DOT in analyzing key corridors
 - Beltway
 - I-95/I-395
- Regional Mobility and Accessibility Study (RMAS)
 - “What If?” scenario for regional system of VPLs
 - Transit Sensitivity



Analyzing a Regional System of Variably Priced Lanes

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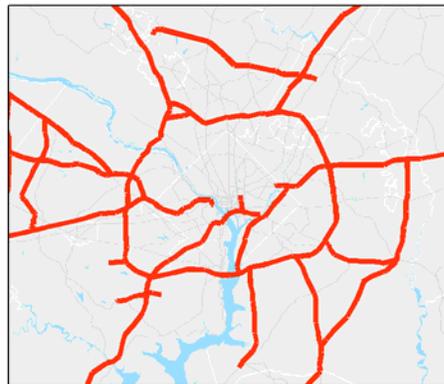
- Develop “starting point” scenario
- Analyze “starting point” scenario
- Conduct sensitivity tests, including impacts of enhanced transit
- Identify high potential corridors for first phase regional network
- Access and Egress Issues

Develop “Starting Point” Scenario

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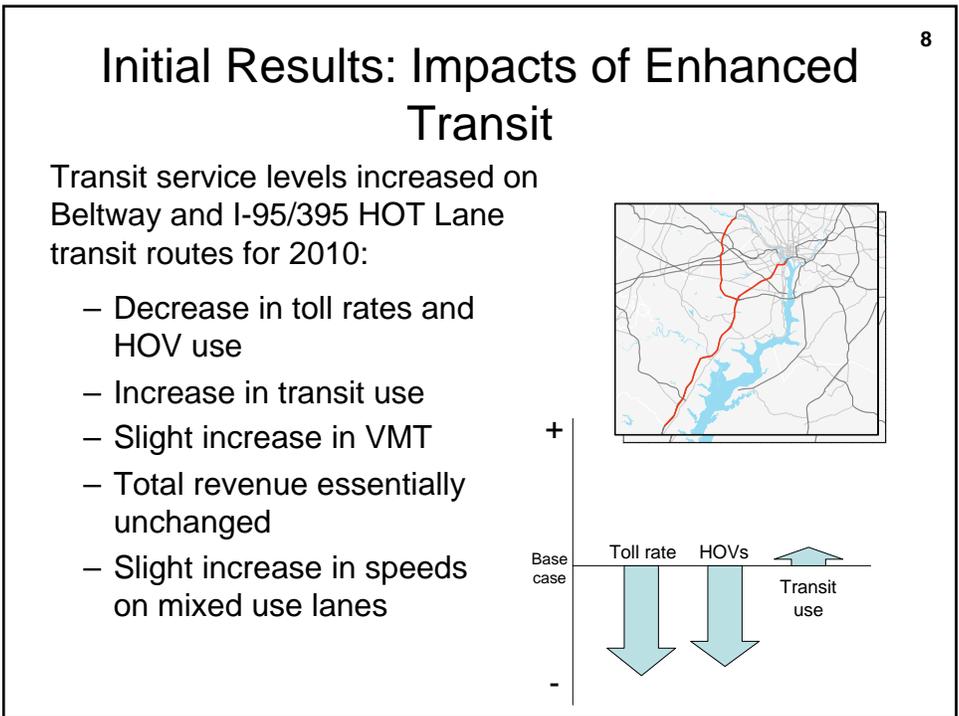
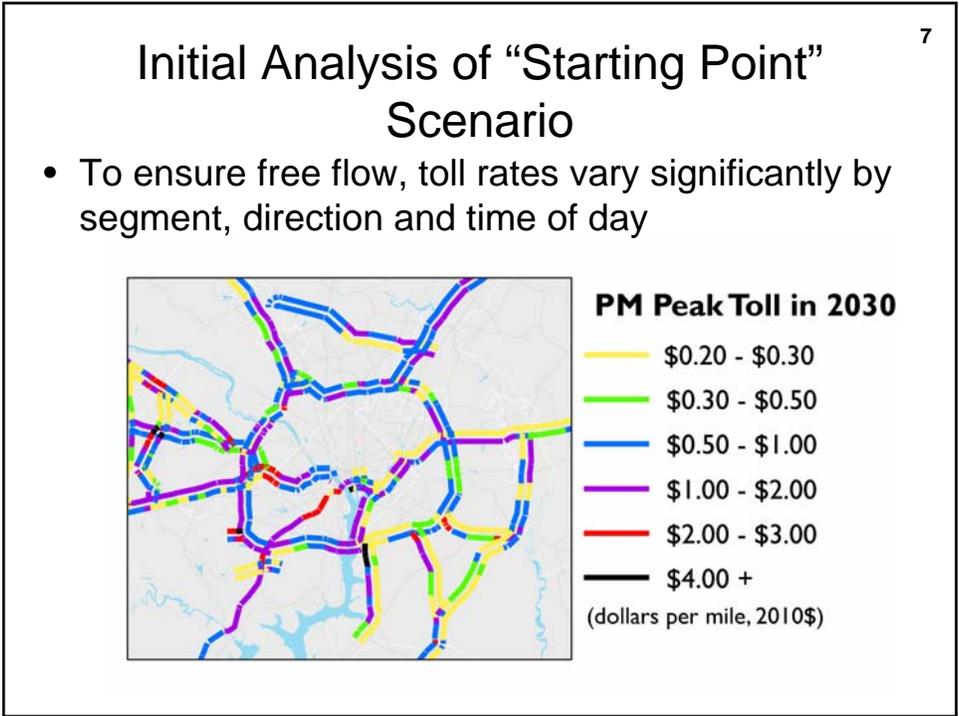
In addition to the ICC, Beltway and I-95/395 as described in previous slides:

- All Freeways:
 - Add 2 VPLs
- Arterials outside of beltway:
 - Add 1 VPL
- Existing HOV lanes:
 - Convert to VPLs
- Direct access ramps at key interchanges
- Incorporate existing transit service



Variably Priced Lanes (VPLs):

- VA: HOT lanes, HOV 3+ free
- DC, MD: Express Toll Lanes (ETL), all pay



Initial Results: Access and Egress Issues 9

- Can vehicles get on and off the toll lanes without delay?
 - Some locations of potential concern:
 - 14th Street Bridge
 - Beltway/I-95/I-395 Interchange
 - Tysons Corner
 - Microsimulation tools may be needed to analyze potential chokepoints



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Findings to Date

- Toll levels will have to vary by segment, direction and time of day
- Transit services will affect demand and toll levels, and need to be explicitly incorporated
- Full network of VPLs has higher value than the sum of the individual segments (the “network effect”)
- Access and egress issues need to be addressed

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New Grant Under FHWA Value Pricing Pilot Program

- Cooperative Agreement Signed Sept 2006
- \$300,000 Total Budget Over One Year
- Anticipated Completion Date: Sept 30, 2007
- Allows scenario developed under RMAS to be evaluated in greater detail and includes additional corridors, such as parkways

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Updated Pilot Program Schedule

Task	2006			2007								
	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep
Task 1: Examine high potential corridors for variably priced lanes. <i>Estimated Cost: \$100,000</i>												
Task 2: Identify potential toll revenues, costs, transit viability and land use activity changes for specific high potential corridors. <i>Estimated Cost: \$100,000</i>												
Task 3: Analyze high potential corridors as a Phase 1 regional network. <i>Estimated Cost: \$50,000</i>												
Task 4: Identify how potential impacts on low-income and minority populations could be identified. <i>Estimated Cost: \$40,000</i>												
Task 5: Develop a study report with major findings. <i>Estimated Cost: \$10,000</i>												
Update and Gather Input from the Value Pricing Task Force												
Brief the Joint Technical Working Group												
<i>Estimated Total Cost: \$300,000</i>												
<i>Federal: \$240,000 State/Local: \$60,000</i>												

Next Steps

- Incorporate DC bridges and other facilities into an expanded test network
 - Under grant from FHWA Value Pricing Pilot Program
- Additional sensitivity tests
- Microsimulation studies
- Land use impacts (RMAS)