

# Attachment A

## Review of Scenarios

Under Task 1, the following scenarios were developed and analyzed. These scenarios were presented and discussed at task force meetings in April and July, 2007. Scenarios are based on the 2006 CLRP for 2030. Maps of these scenarios are available at the end of this attachment.

- Scenario A (full network)
  - All freeways have two VPLs (variably priced lanes)
    - Convert all HOV lanes to VPLs
    - Freeways with one converted HOV lane get one additional new lane.
    - Freeways with 2+ converted HOV lanes get no additional lanes
    - Freeways that are HOV-only in peak periods become 24/7 VPL-only facilities
    - Freeways with no HOV lanes get two additional lanes.
  - Add one VPL to major arterials outside of beltway
- Scenario B (reduced network, toll existing DC facilities)
  - Scenario A, plus tolling District bridges, removal of new capacity from District freeways previously added in Scenario A and instead toll selected existing capacity in the District (see below), and address chokepoints along major arterials outside the beltway.
  - Toll DC Bridges (Existing Capacity)
    - Chain Bridge
    - Key Bridge
    - Memorial Bridge
    - South Capitol Street (Frederick Douglas) Bridge
    - Pennsylvania Avenue (John Phillip Sousa) Bridge
    - East Capitol Street (Whitney Young Memorial) Bridge
    - Benning Road Bridge
  - Toll Other DC Facilities (Existing Capacity)
    - New York Avenue from the District line to I-395 at 4<sup>th</sup> St NW
    - Independence Ave SW and Maine Ave SW between the Memorial Bridge and the Southeast/Southwest Freeway
    - Remove added capacity on Southeast/Southwest Freeway and I-295 and toll all existing lanes.
  - Add additional VPLs to Address Scenario A Chokepoints
    - Fairfax County Parkway northbound and southbound at the Dulles Toll Road (VA-267)
    - Braddock Road westbound at the Capital Beltway (I-495)
    - Indian Head Highway (MD-210) southbound at the Capital Beltway (I-495)

- Scenario C (reduced network, toll existing DC facilities, toll parkways)
  - Scenario B, plus the addition of tolls to existing lanes on the region's parkways:
    - Baltimore-Washington Parkway
    - George Washington Parkway
    - Clara Barton Parkway
    - Rock Creek & Potomac Parkway
  
- Scenario AP (full network prioritized) (under development)
  - Prioritize A, removing VPLs where demand is low.
    - Segments that have high toll rates in the peak direction only are changed to directional toll lanes
  - Segments with low toll rates in both directions are removed from the network
  
- Scenario BP (**P**rioritized network, toll existing DC facilities)
  - Prioritize B, removing VPLs where demand is low.
    - Segments that have high toll rates in the peak direction only are changed to directional toll lanes
    - Segments with low toll rates in both directions are removed from the network
  
- Scenario CP (**P**rioritized network, toll existing DC facilities, toll parkways)
  - Prioritize C, removing VPLs where demand is low. Similar to the development of BP.

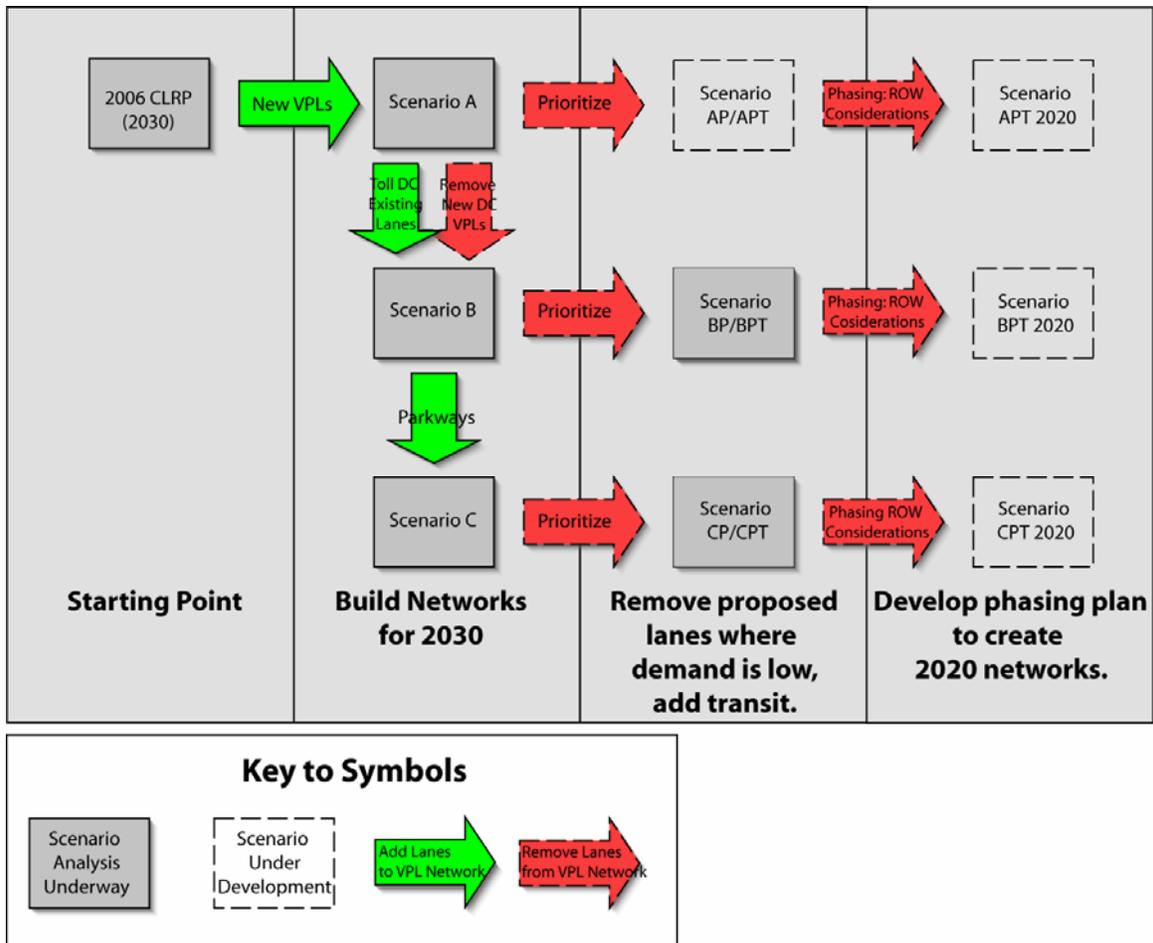
### **Additional Scenarios To Be Studied**

In response to the feedback received from task force members at the July 2007 Value Pricing Task Force meeting, it is proposed that the scope of the Regional Value Pricing Study be modified. Instead of carrying one scenario through the analysis as previously planned, three scenarios would be analyzed under Task 2 of the Regional Value Pricing Study. These scenarios are described as follows:

- Scenario APT (full network **P**rioritized, plus **T**ransit)
  - Same as AP, plus the addition of *enhanced transit* to the VPL network.
  - All freeways have two VPLs (variably priced lanes)
  - Add one VPL to major arterials outside of beltway
  
- Scenario BPT (**P**rioritized network, toll existing DC facilities, plus **T**ransit)
  - Same as BP, plus the addition of *enhanced transit* to the VPL network.
  - Two new lanes added to all freeways outside of the District, as described in Scenarios A and B.

- Tolling selected existing facilities in the District, as described in Scenario B.
- Removal of VPLs where demand is low, as described in Scenarios BP
- Scenario CPT (**P**rioritized network, toll existing DC facilities and parkways, plus **T**ransit)
  - Same as CP, *plus* the addition of *enhanced transit* to the VPL network.
  - Two new lanes added to all freeways outside of the District, as described in Scenarios A and B.
  - Tolling selected existing facilities in the District, as described in Scenario B.
  - Tolling of the region's parkways, as described in Scenario C.
  - Removal of VPLs where demand is low, as described in Scenarios BP and CP.

See the following page for graphical and tabular representations of the scenarios.



**Figure 1: Flow chart of scenario development for the Regional Value Pricing Study. Scenarios APT, BPT and CPT will be fully analyzed in Tasks 2, 3 and 4.**

**Table 1: Tabular depiction of scenario development for the Regional Value Pricing Study.**

Scenario:	A	B	C	AP	BP	CP	APT	BPT	CPT
Add 2 VPLs freeways outside DC	X	X	X	X	X	X	X	X	X
Add 2 VPLs freeways inside DC	X			X			X		
Tolls existing DC Bridges		X	X		X	X		X	X
Tolls existing DC Freeways		X	X		X	X		X	X
Tolls existing Parkways			X			X			X
Remove segments with low demand				X	X	X	X	X	X
Add enhanced bus transit							X	X	X

