

National Capital Region Transportation Planning Board Regional Value Pricing Study

Proposed Final Report Outline

1. Executive Summary

2. Background

- TPB Value Pricing Activities
- Current Value Pricing Projects
- Current and projected performance of the regional highway and transit system
- Travel Demand Methodology

3. Scenario Development (Task 1)

- First Round Scenarios
 - Full Network (Scenario A)
 - Reduced Network, Toll Existing DC Facilities (Scenario B)
 - Reduced Network, Toll Existing DC Facilities, Toll Parkways (Scenario C)
 - Includes maps of scenarios
- Prioritized Scenarios
 - Prioritized Full Network (Scenario AP)
 - Prioritized Reduced Network, Toll Existing DC Facilities (Scenario BP)
 - Prioritized Reduced Network, Toll Existing DC Facilities, Toll Parkways (Scenario CP)
- Scenarios with Enhanced Transit
 - Prioritized Full Network, Plus Transit (Scenario APT)
 - Prioritized Reduced Network, Toll Existing DC Facilities, Plus Transit (Scenario BPT)
 - Prioritized Reduced Network, Toll Existing DC Facilities, Toll Parkways, Plus Transit (Scenario CPT)

4. Scenario Analysis (Tasks 2 and 3)

- Potential Demand and Revenue
 - Evaluation of scenarios for demand and revenue
- Potential Costs
 - Estimation of potential costs based on per lane-mile estimates
- Viability of Transit
 - Sensitivity analysis, comparing scenarios with and without transit
- Measures of Effectiveness
 - Examination of scenarios as regional networks
 - Assess changes in regional VMT, transit use, HOV use, system toll revenue compared to the 2006 CLRP
 - Tables and maps used to compare results of scenarios
- Evaluation of potential land use impacts

- Assessment of changes in accessibility between the 2006 CLRP and scenarios
- Suggestion of a phasing plan
 - Based on highest potential facilities, right-of-way availability, and other considerations.

5. Impacts of Pricing Scenarios on Different Population Groups (Task 4)

- Low-income groups, persons with disabilities and minorities
- The tolled (users), the tolled-off (former users) and the un-tolled (non-users)
- Discussion of those potentially affected

6. Topics for Further Consideration and Study

- Policy Parameters
 - CAC Recommendation of evaluating a “scenario that focuses mainly on converting existing lanes to VPLs”
 - The scenarios currently under study in the Regional Value Pricing Study include two scenarios (B & C) that toll a significant number of existing lanes.
 - Study of tolling more existing lanes might be performed under RMAS in the future.
 - Modeling and analysis of Bus Rapid Transit (BRT) on the VPL Network
 - The current study evaluates the impact of adding enhanced transit to the VPL network by increasing service levels of existing or planned bus lines that could make use of the VPLs.
 - Designing and modeling a network of high-quality express bus lines might be performed under RMAS.
 - Provisions for Trucks
 - Trucks are to be allowed on the ICC and on the tolled existing capacity within the District where they are permitted now, but not on any of the newly constructed VPLs in the Regional Value Pricing Study.
 - Freight movement is very important for the region, and the mobility of trucks should be addressed explicitly in this and other studies that evaluate adding new capacity to the region’s roadway network.
- Right-of-way and Geometrics
 - Inclusion of the parkways in the regional network
 - There are several issues related to inclusion of parkways in the regional network of priced facilities. First, the National Park Service is concerned about visual obstructions caused by gantries or other hardware required to implement and enforce tolling. Second, it is currently unknown whether the geometries of the parkways and overpasses will permit

buses since the parkways were not designed to accommodate heavy vehicles. The current barrier walls are already a problem for larger vehicles such as SUVs and, in case of accidents, would be inadequate to prevent buses from leaving the roadway.

- The modeling efforts assume available right-of-way for new lanes along several corridors. If the construction of entrenched or elevated roadways along these corridors is deemed infeasible, consideration should be given to having one-lane VPL segments within the regional network of variably priced lanes, or to tolling of existing lanes.
- Phasing of the VPL networks
 - The scope of work for the Regional Value Pricing Study states that the final report will “suggest a phasing of corridors for variably priced facilities, possibly a network for 2010, 2020 and 2030.” One method to determine a phasing plan would be to exclude new lanes where new right-of-way would need to be acquired. This could result in the otherwise two-lane regional network having single-lane sections. Alternatively, jurisdictions may wish to evaluate the possibility of pricing one lane from the existing freeway in order to achieve the full VPL network. Other criteria for phasing can be evaluated.
- Outreach
 - Informing other corridor studies in the region
 - There are currently several corridor studies underway or pending in the region, including the Southern Mobility Study, the Western Mobility Study, the 14th Street Bridge EIS, and the I-66 Corridor Study. The task force should consider how the Regional Value Pricing Study might inform these and other corridor studies.
 - Public Outreach and Education
 - Public outreach and education must be a large part of any implementation discussion. It is especially important to address the impacts on those affected by the tolling of existing lanes, as was done in Stockholm and London.