

**Draft Principles for a Regional System of Variably Priced Lanes**  
**TPB Task Force on Value Pricing for Transportation**  
**AS EDITED BY THE TASK FORCE on June 16, 2004**  
**Changes from the meeting highlighted**

*As the Washington region moves forward with plans to develop variably priced lanes, it is anticipated that a system of variably priced lanes will be implemented in phases, likely with one corridor or segment at a time. The following principles can help guide the regional development of variably priced lanes that work together as a system, while addressing the special policy and operational issues raised by the multi-jurisdictional nature of this area.*

- Operations, enforcement, reciprocity, technology, and toll setting policies should be coordinated to ensure seamless connections between jurisdictional boundaries.
- The variably priced lanes should be managed so that reasonably free flowing conditions are maintained.
- Electronic toll collection devices should be integrated and interoperable among the District of Columbia, Maryland and Virginia, and should work with other multi-state electronic toll collection systems, such as EZ-Pass<sup>SM</sup>.
- To ensure safety and to maintain speeds of variably priced lanes on high-speed facilities, one lane with a wide shoulder consistent with applicable FHWA guidelines should be provided at a minimum. Optimally, two lanes should be provided in each direction (or two lanes in the peak direction by means of reversible lanes) where possible.
- Given the significant peak-hour congestion in the Washington area, transit bus service should be an integral part of a system of variably priced lanes in order to move the maximum number of people, not just the maximum number of vehicles.
- Where practical, transit buses should have reasonably free-flowing and direct access to variably priced lanes from major activity centers, key rail stations, and park-and-ride lots, so that transit buses do not have to cross several congested general purpose lanes.
- Where practical, (?) transit buses using the variably priced lanes should have clearly designated and accessible stops at activity centers or park-and-ride lots,

and signal priority or dedicated bus lanes to ensure efficient access to and from activity centers.

- The region urges that the Congress and the Federal Transit Administration (FTA) recognize variably priced lanes as fixed guideway miles so that federal transit funding does not decrease as a result of implementing variably priced lanes. (Added to this section)
- The Washington region currently has approximately 200 miles of HOV lanes and a significant number of carpoolers, vanpoolers and other HOV-eligible vehicles. If the introduction of variably priced lanes changes the eligibility policies for use of existing HOV facilities, transitional policies and sunset provisions should be set and clearly stated for all the users.
- As individual phases of a system of variably priced lanes are implemented, users of the lanes should be able to make connections throughout the region with minimal inconvenience or disruption.

## DRAFT PRINCIPLES REQUIRING FURTHER DISCUSSION

- While toll revenues from each variably priced lane project will be required to finance construction, operation, and maintenance of the priced lanes, a portion of the net or surplus revenues should be dedicated to subsidize transit service along the project corridor.
- Transit service should be integrated into the funding plan and design aspects of each variable priced lane project from the beginning. The costs of transit vehicles, stations, park-and-ride facilities, and operations should be considered.
- Transit buses should be allowed to use variably priced lanes at significantly discounted rates. (moved from previous section)
- The region should explore whether selective enforcement at facility entrances or exits could accommodate different eligibility requirements in different parts of the system of variably priced lanes without inconvenience or disruption to the users.