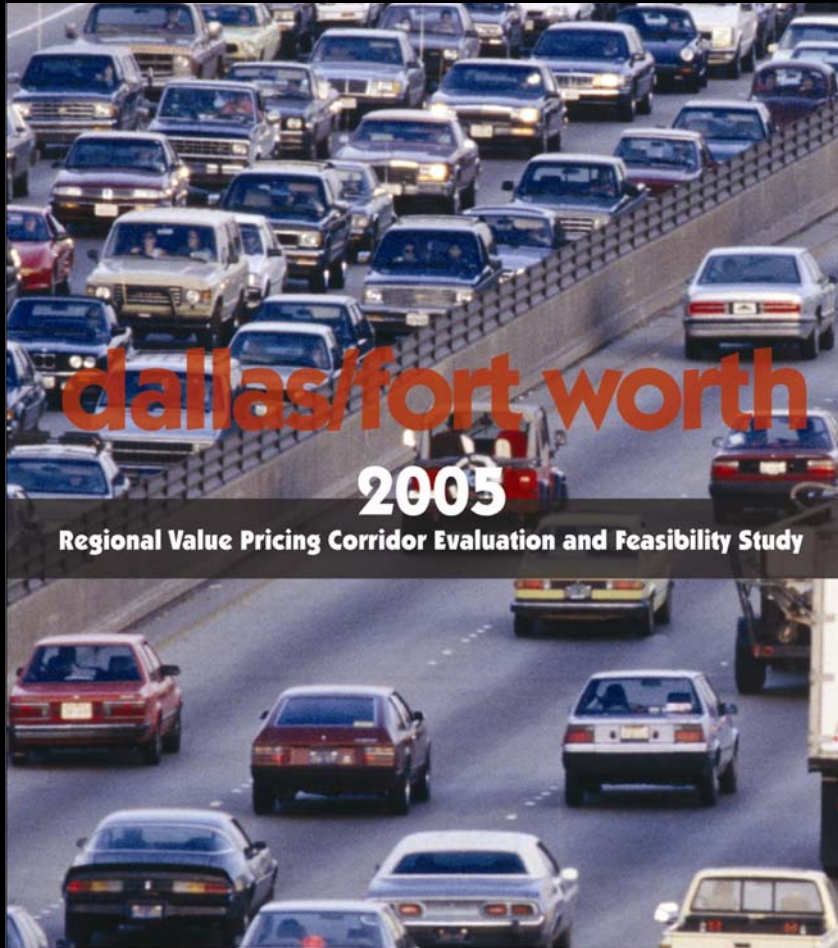
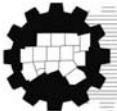


Regional Value Pricing Corridor Evaluation & Feasibility Study



8th Annual
Texas Transportation Summit
Irving, Texas

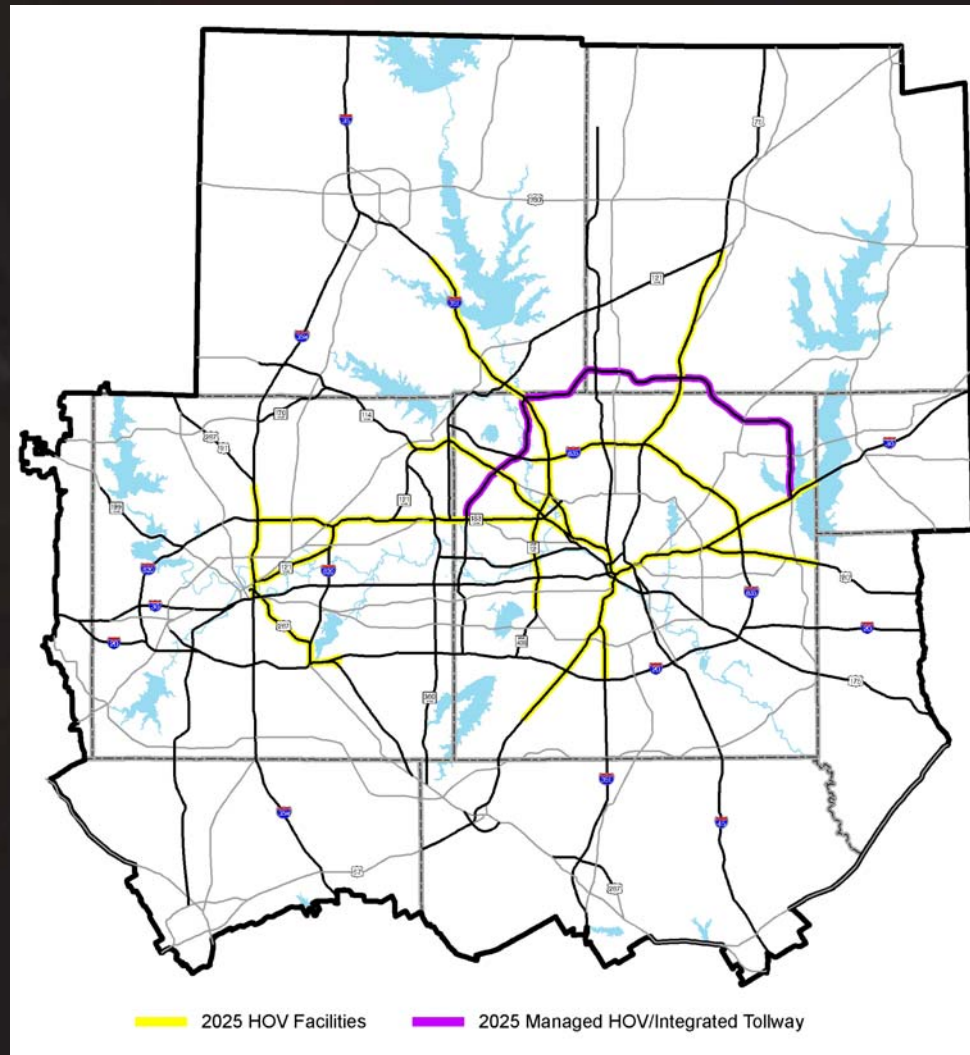
Dan Lamers, P.E.
NCTCOG
August 10, 2005



North Central Texas
Council of Governments
Transportation

URS

Mobility 2025: 2005 Amendment Managed Lane System



Current Regional Policies

- All new freeways on new right-of-way should be studied as potential toll roads (February 1993 policy position)
- Adopted short list of new freeways on new right-of-way and express lanes for toll road consideration (March 1994)
- Agreement with TTA to consider Value Pricing (May 1994)
- Adopted Managed HOV/Integrated Toll road concept as contained in Mobility 2020 (January 1998)
- RTC does not support converting existing free non-HOV/Managed lanes to Toll Roads (October 2003)
- RTC's adopted Policy on excess toll revenue sharing with regard to TxDOT sponsored traditional toll projects (excludes managed lanes)
- RTC's adopted Policy on TxDOT-sponsored managed lane toll projects (2005)

Potential Benefits of Value Pricing in the Dallas-Fort Worth Region

- Demand management strategy to minimize the need to add unconstrained capacity
- Raise revenue for additional capacity
- A combination of both
- Improve and expand the Express Bus System
- Encourage HOV and carpool usage

What is Value Pricing?

- Value pricing, also known as congestion pricing, is the concept of managing roadway capacity through the use of pricing strategies that may vary by time of day, type of vehicle, and facility type.
- Application of Value Pricing is consistent with the goals of the North Central Texas Council of Governments (NCTCOG), the Texas Department of Transportation (TxDOT), the North Texas Tollway Authority (NTTA), Dallas Area Rapid Transit (DART), the Fort Worth Transportation Authority (The T), and the Denton County Transportation Authority (DCTA).

Application of Value Pricing Strategies

● Existing Facilities

- HOV – “Sell” excess capacity
- Tollroads – Apply variable pricing strategies
- Pricing currently “free” lanes – Inconsistent with Regional Transportation Council (RTC) Policy

● New Facilities or Added Capacity

- Stand alone “managed lanes” on new right-of-way
- New capacity in existing roadway corridors

Lessons Learned

- Travelers are willing to pay for improvements in transportation service
- Road users highly value time savings and are willing to pay to avoid congestion and delay
- Value pricing is a fair and equitable means of providing travel choices
- Value pricing can reduce congestion by shifting demand to off-peak travel periods
- A strong public involvement and a comprehensive public participation program helps system users understand the program and its benefits
- Nurturing of supporting constituencies are critical factors in acceptance

Lessons Learned

- The success of value pricing on any of the corridors in the region could open doors for widespread implementation of pricing on a system of corridors in the future
- Mainstream pricing applications in project development process
- Limiting factors in legislation or covenants must be considered early in the planning phase
- Identify key decision points for pricing decisions within the project development process in the Dallas-Fort Worth Region
- Half the customers are non-regular drivers who use the lanes once a week or less

Value Pricing Applications in the Dallas-Fort Worth Region

- Paradigm shift in the way the region incorporates value pricing in its planning process
- Value pricing could become a significant tool for relieving traffic congestion, while also generating revenue
- Value pricing has the potential to significantly impact HOV and carpool usage with managed lanes Any existing or planned facility could be considered for value pricing in the future
- Utilize incentive-based applications to provide equity and environmental justice benefits

Value Pricing Applications in the Dallas-Fort Worth Region

- Continue project development efforts for managed facility recommendations in the current Metropolitan Transportation Plan (MTP)
- NCTCOG and its partners will continue to use the guidelines established for this Regional Value Pricing study to make recommendations for future Metropolitan Transportation Plans
- IH 30 between Arlington and Dallas CBD selected as the first value pricing demonstration project

Future Policy Issues to Resolve Regarding Value Pricing

- Various transportation provider agencies role, participation, and coordination
- Vehicle types (e.g., buses; “green” vehicles)
- Truck-Lane Demonstration Project (potential overlap)
- Operational Characteristics (e.g., auto-occupancy; toll rate; variable vs. fixed pricing structure; reversible vs. concurrent)
- Funding options
- Design considerations (e.g., access/egress issues; free exits; slip ramps vs. wishbone ramps)
- Marketing
- Enforcement
- Toll collection philosophy (electronic vs. manual)

For More Information on Value Pricing In the Dallas-Fort Worth Region

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