

# Evolution of Second Generation Pricing Projects

FEHR & PEERS

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TRB Managed Lanes Conference- 2016

# AGENDA

- 1 What are Second Generation Pricing Projects?
- 2 Case Studies
- 3 Observations

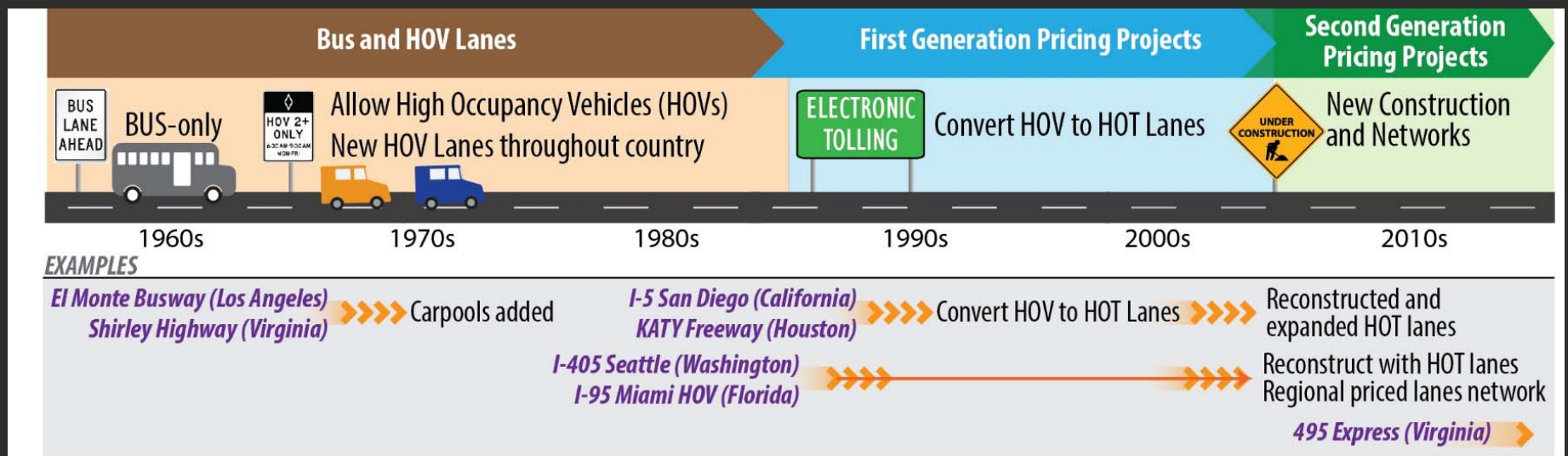
## Study Authors

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- Angela Jacobs- FHWA
- Myron Swisher- Leidos

# What are Second Generation Pricing Projects?

## Types:

- Newly constructed priced lanes
- Networks of priced managed lanes
- Priced managed roadways



# FHWA Role

## Value Pricing Pilot Program (since 1992)

- Testing
- Research (equity, enforcement, outreach, operations, institutional barriers)
- Evaluation

Knowledge Builds Support for  
Pricing Projects

# Case Studies

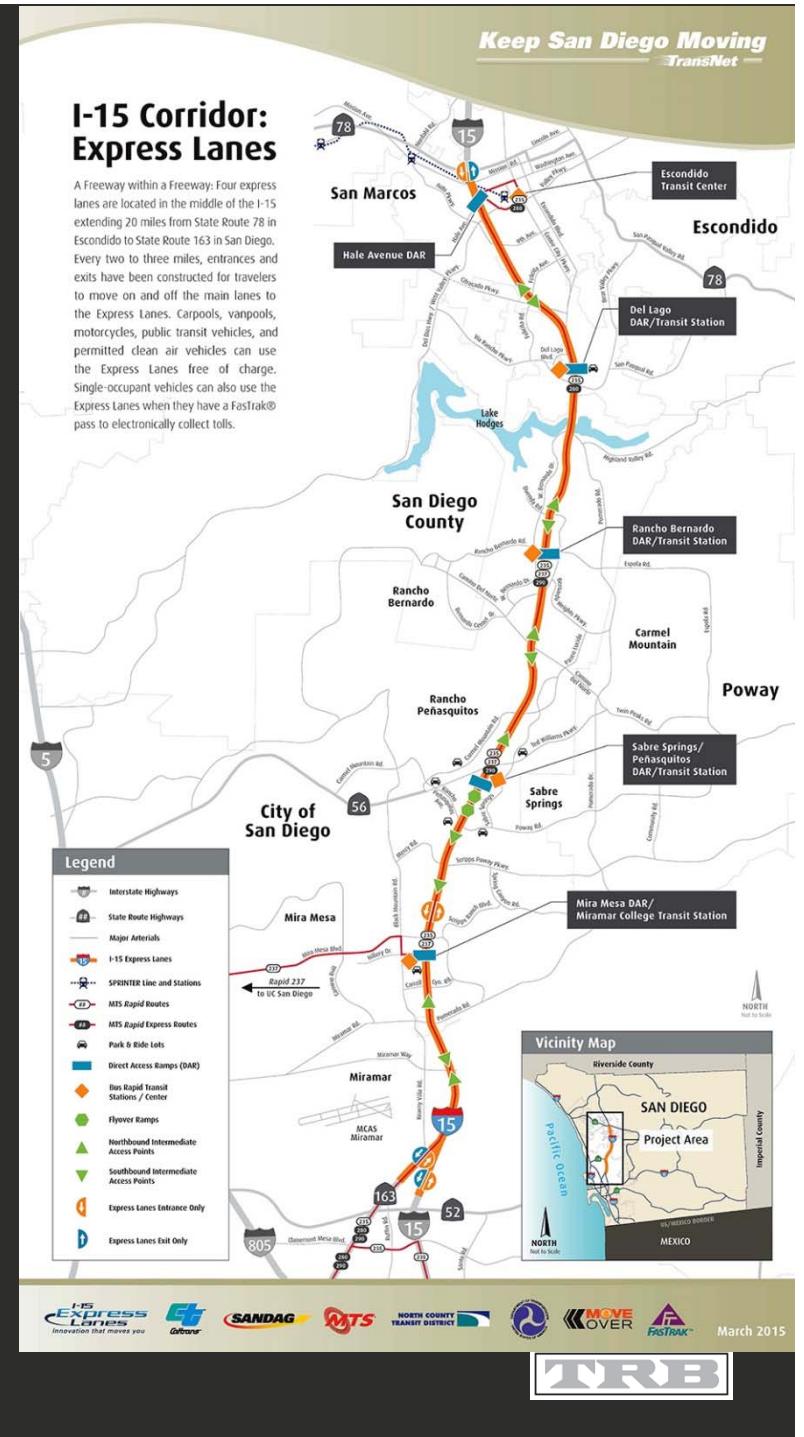
- **San Diego**
- **Houston**
- **Minneapolis/St. Paul**
- **Puget Sound, WA**
- **Northern Virginia**
- **Southeast Florida**

# San Diego

- 1<sup>st</sup>- Converted reversible HOV-to-HOT on I-15
- 2<sup>nd</sup>- Expanded to 4 lanes and extended to 20 miles
- Full evolution from HOV-to-HOT to rebuild and extension
- Emphasize toll revenues to support transit
- Planned ETL network expansion

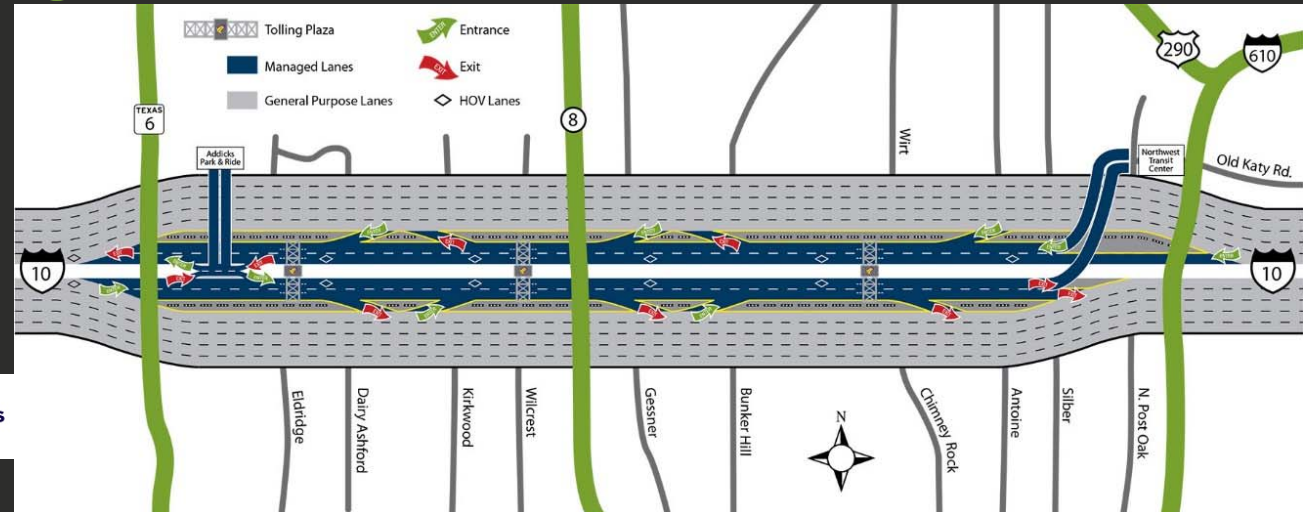


Department of Transportation  
Highway Administration



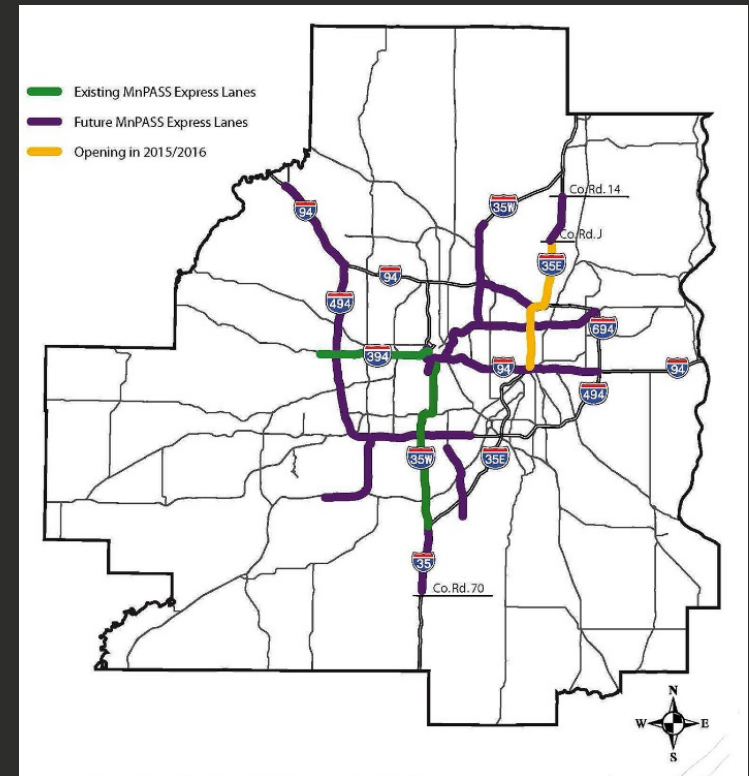
# Houston

- 1<sup>st</sup>- Converted reversible HOV lanes on Katy to HOT
- 2<sup>nd</sup>- Katy reconstructed with dual ETLs
- Full evolution from reversible HOV to rebuilt ETLs
- Strong state & regional partners with good public communication
- Regional network of other priced managed lanes- 1<sup>st</sup> generation



# Minneapolis/St. Paul

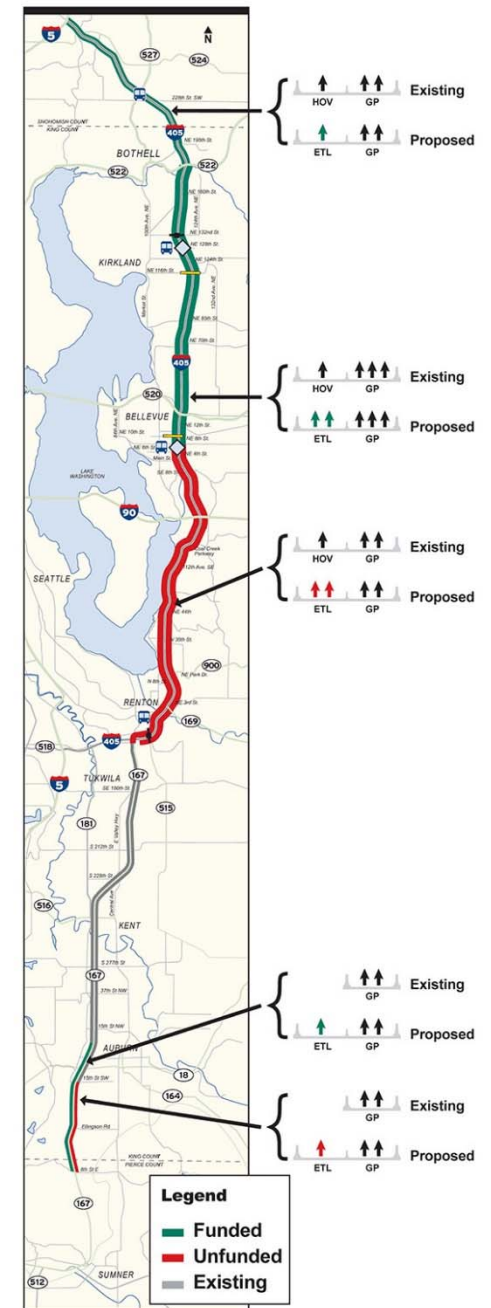
- 1<sup>st</sup>- Converted HOV-to-HOT on I-394 + I-35W, including priced dynamic shoulder lane
- 2<sup>nd</sup>- Expanding network to I-35E and other facilities
- Initial project led to acceptance for pricing elsewhere
- Innovative bus use on shoulders
- I-35E includes HOV-to-HOT conversion and some new lanes



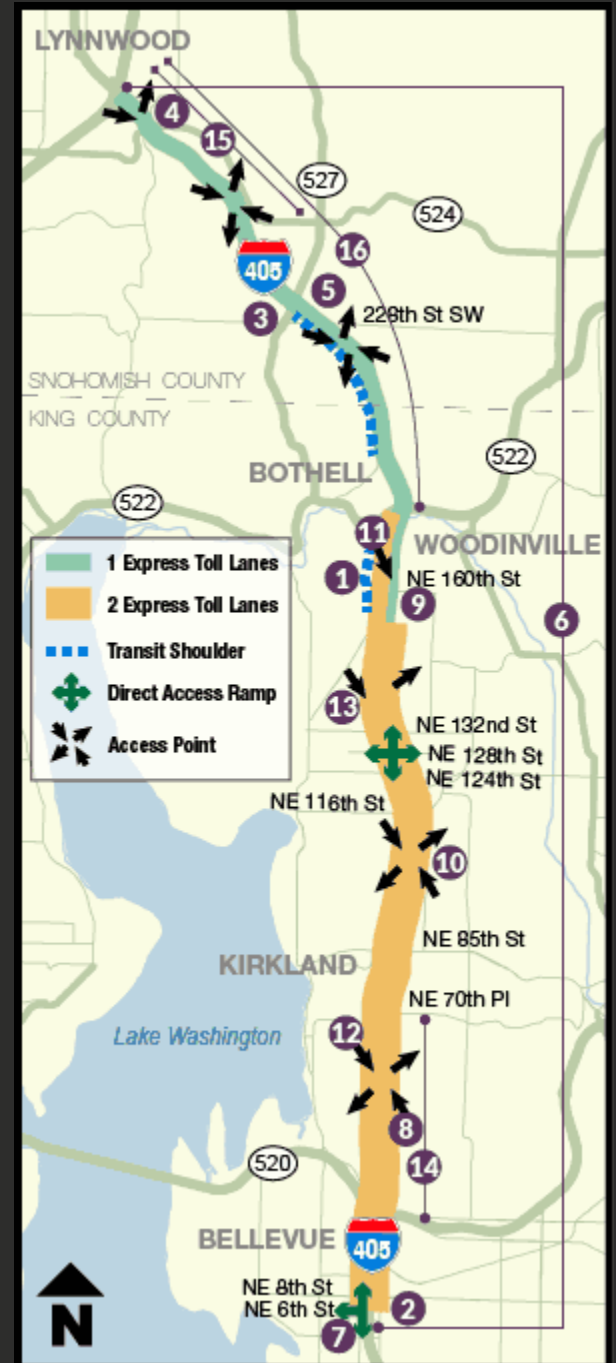


# Puget Sound

- 1<sup>st</sup>- 235 miles of managed lanes; converted SR 167 from HOV-to-HOT pilot
- 2<sup>nd</sup>- SR 520 bridge; dual ETLs on I-405
- Initial pilot project evolving into regional ETLs
- Managed lane network = key transit corridors
- Each facility has different operating rules; close coordination needed



# I-405 ETL's



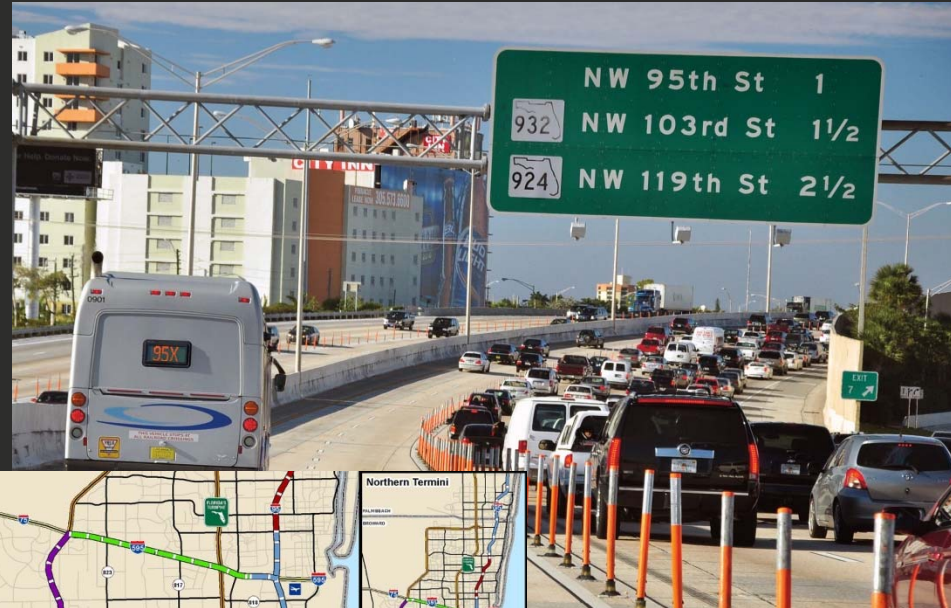
# Northern Virginia

- 1<sup>st</sup>- HOV Lane System- no pricing
- 2<sup>nd</sup>- I-495 Express; I-95/395 extension
- Unsolicited private proposal for I-495 led to successful implementation
- PPP led to new VDOT office; network expanding to I-66



# Southeast Florida.

- 1<sup>st</sup>- HOV lane then directly to 2<sup>nd</sup> generation
  - Dual ETLs on I-95; extended lanes and added I-595 ETLs
- Common vision and champions
- Focus on a priced managed lane Network
- Successful agency coordination



# Observations

- **More complexity- planning, finance, operations**
- **Consider network-scale decisions- design, operations, eligibility—but can vary within region**
- **Need champions at the start**
- **Technology is not a constraint**

**COMMUNICATE !!**

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# questions

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