



Federal Tolling & Pricing Programs: *Status Update & Synthesis of Options*

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Background

- Require US DOT approval to toll Interstate facilities and/or facilities with federal financial participation
 - Combination of pilot programs and statutory authorities
 - But no comprehensive federal approach to tolling within statutory construct
 - Reauthorization of federal surface transportation program could affect available options and timing
- Need to be cognizant of Administration policy goals
 - Livability
 - Travel Choices
 - Congestion Management
- Submitted Expression of Interest (EOI) May 28, 2010
 - Awaiting official response
 - Ongoing dialogue with FHWA Office of Innovative Program Delivery on technical matters
 - Potential to submit supplement to EOI

Synopsis of Federal Options

- Six tolling and pricing programs or authorities:
 - Express Lanes Demonstration Program (*currently inactive*)
 - High Occupancy Vehicle (HOV) Facilities Program
 - Interstate System Construction Toll Pilot Program
 - Interstate System Reconstruction and Rehabilitation Toll Pilot Program
 - Section 129 Agreements
 - Value Pricing Pilot Program
- All programs will require environmental clearances to be completed prior to full approval; US DOT can provide provisional approval prior to this time.

Federal Program Comparison

Tolling Program / Statutory Provision	Relative Speed*	Revenue Flexibility	Potential Scope
S. 129	Potentially relatively high	Relatively high	<ul style="list-style-type: none"> •Downtown Bridges and approaches •East End Bridge and approaches •Other crossings (to extent eligible as reconstruction/ rehabilitation)
Interstate Reconstruction and Rehabilitation Pilot	Anticipated to be moderate; potential to expedite application	Potentially relatively low (funds must be used only on facility)	<ul style="list-style-type: none"> •Kennedy Interchange (seeking related clarifications)
Interstate Construction Pilot	Anticipated to be moderate; potential to expedite application	Relatively low (funds must be used only on facility)	<ul style="list-style-type: none"> •East End Bridge (if pursued as an interstate project)
Value Pricing	Anticipated to be relatively low; requires re-designation from another state	Highest (no limitations beyond general Toll Agreement requirements)	<ul style="list-style-type: none"> •All project elements and regional/statewide
HOV (HOT) Lanes	Nearly immediate; limited federal review required	Relatively high (revenues can be used broadly as long as facility maintained)	<ul style="list-style-type: none"> •Applicable to any high occupancy/toll (HOT) lanes; if HOV only (used for traffic management), program is unnecessary
Express Lanes	Program inactive	N/A	<ul style="list-style-type: none"> •Requires reauthorization

* Each depends on speed of federal action.

Continuum of Potential Tolling Strategies

- **Ohio River Bridges Tolling Strategy**
 - Tolls on I-65 Downtown Bridges and East End Bridge (represented in MTP Financial Demonstration)
 - Provides funding for Bridges Project
 - Achievable with S. 129 toll agreements; East End Bridge as non-Interstate
- **Ohio River Bridges and Approaches Congestion Management and Tolling Strategy**
 - Tolls on combination of I-65 Downtown Bridges access, East End Bridge, and Kennedy Interchange
 - Provides funding for Bridges Project *plus* congestion/traffic management
 - Likely best achieved via S.129 and Interstate Reconstruction and Rehabilitation or Value Pricing
- **Metropolitan Area Congestion Management and Tolling Strategy**
 - Tolls on combination of I-65 Downtown Bridges access, East End Bridge, and Kennedy Interchange coupled with comprehensive regional congestion/traffic management across all river crossings
 - Value pricing techniques, including but not limited to variable priced tolling
 - Travel management techniques, including but not limited to: high occupancy vehicle (HOV) or high occupancy/toll (HOT) lanes, express bus/van lanes, reversing lanes, etc.
 - Provides funding for Bridges Project *plus* comprehensive regional congestion/traffic management
 - Value Pricing Program likely most viable federal program approach but potentially achievable with combination of S. 129, Interstate Reconstruction and Rehabilitation, and possibly HOV Programs

Preliminary Screening – Key Decision Factors & Tradeoffs

- Traffic/congestion management potential
- Financing capacity
- Toll rates and equity
- Environmental ramifications
- Timing

Potential Next Steps – Creating and Preserving Options

- Flexible (3-pronged) Approach:
 1. Position Downtown Bridges and East End Bridge for S.129 Toll Agreement eligibility
 2. Clarify potential inclusion of Kennedy Interchange as part of S.129 agreement. As needed, submit Interstate Reconstruction and Rehabilitation Pilot application for Kennedy Interchange
 3. Simultaneously initiate efforts to secure Value Pricing Pilot slot
- Can be pursued simultaneously for a period of time as additional analysis is conducted and until response received from US DOT on EOI.
- Potential immediate steps include supplement to EOI and/or pilot program applications, as well as continued dialogue on technical matters