Policy Guidance - Identifying Projects

• Density, Distance (of congestion) and Duration (of delay) – initial screening tools
• Make use of Regional Plans to identify potential capacity improvements.
• Covering O&M costs represents a minimum threshold for financial feasibility.
• Investigate available sketch level applications from other sources
Policy Guidance - Defining MOEs

- Define Benefits and Costs clearly from the start
- Minimum project length considers min toll ($0.50)
- Risk Analysis is important
- Make use of user benefits for both toll users and GP users

Model Sensitivities

Standard State of the Practice features should be used to assess toll demand

- Feedback
- Destination Choice with logsum impedance
- Time of Day
- Market Stratification – Income, auto ownership, household size, workers
- Purpose Stratification – carried through to Assignment?
- Multi-class Assignment – tight convergence criteria \(1 \times 10^{-4}\)
Model Sensitivities

In addition the following are desirable sensitivities

• Reliability
• Time of day choice
• Distributed Value of Time
• Smaller time slices for assignment
• Ability to balance toll and demand

Model Design and Application

• Continuity of model design – building on the previous step vs. discrete, distinct model applications
• Focus on methodology, not software framework
• Subarea vs. Focused models for corridor analyses
• Toll Choice estimation in mode choice and assignment steps
• Transit is important
• Plan you data collection strategy early
**Screening and Evaluation Metrics**

- Reliability measures important – can be measured even with static assignments
- Travel Time savings primary and most early benefits result from this. Reliability benefits increase over time.
- Revenue, User benefits, toll rates and traffic demand should all be expected results from screening analyses
- Consumer surplus, time savings are critical measures for evaluation

**Summary of Planning Session**

- State of the practice models necessary but not sufficient
- Use of sketch plan models may be useful in the initial stages of express lane eligibility
- Continuity in assumptions is important throughout the project development process
- Reliability and time of day sensitivities should be added to time savings and cost in later stage evaluations
Next Steps

• Workshop Report preparation – draft by end of July
• FDOT policy on managed lanes forecasting
• Input from MTF welcome!