

National Capital Region Transportation Planning Board

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Meeting Summary

TASK FORCE ON VALUE PRICING FOR TRANSPORTATION CHAIR: Christopher Zimmerman, Arlington County Board

July 18, 2006
10:30 A.M. TO 11:45 A.M.

Attendees:

Task Force Members

Chair: Chris Zimmerman
Lyn Erickson, MDOT
Cathy Hudgins, Fairfax County
Rick Rybeck, DDOT
Jo Anne Sorenson, VDOT

Angela Jacobs, FHWA
Tom McNamara, US DOT

COG/TPB Staff

Michael Eichler
Ronald Kirby
Andy Meese
Gerald Miller
Jinchul Park
Jane Posey
Robert Griffiths
Monica Bansal

Other Attendees

Tom Biesiadny, Fairfax County DOT
Mark Rawlings, DDOT
Patrick Fleming, Maryland Transportation
Authority
Ian Beam, MDOT
Jaak Pedak, Fairfax County DOT
Michael Replogle, Environmental
Defense
Kanti Srikanth, VDOT-NoVA
Greg McFarland, NTVC

Discussion Items:

- Mr. Kirby provided a brief summary of his experience at the 2007 ITE Technical Conference and Exhibit in San Diego, March 25 – 28. He had been asked to summarize the conference's proceedings relating to value pricing in an article which appeared in the July 2007 ITE Journal. Copies of this article were distributed to the task force membership.
 - Among other points, Mr. Kirby mentioned how the implementation of the Stockholm cordon pricing system included extensive public outreach and



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marketing. One task force member requested information on the costs of the Stockholm marketing and outreach efforts, in absolute terms and as a percentage of the entire project cost. [*Research by TPB staff indicates that the public information component of the Stockholm system was about 3% of the total project cost.*]

- Mr. Kirby then moved on to the first presentation, a recap of the Regional Value Pricing Study work-to-date. This included a review of the scenario selection process which resulted in Scenario BP being selected as the Phase 1 Regional Network.
 - In discussions about a transit sensitivity test, one task force member inquired about the impact on the total number of trips in the corridor or region. According to the presented materials, VMT increased slightly but statistics on the change in the total number of trips was not available at the time. [*According to the model output, total motorized person trips decreased by -0.10%, about -36,000 trips.*]
 - At the end of the Task 1 report, a discussion followed in which task force members requested information on how the BP network was selected as the Phase 1 Regional Network. Many task force members were interested in seeing the CP network selected. (The CP network adds tolling of existing capacity on the region's parkways to BP. See below for a full description of the scenarios analyzed in this study) One task member requested a list of pros and cons for choosing BP versus CP. Mr. Kirby reminded the task force that the selection of the BP network was discussed during the April task force meeting.
- Mr. Kirby then presented the Task 2 update to the task force. This included a discussion of the current work in progress: adding transit to the value-priced network; assessing the impact of the value priced network on land use and activity centers; assessing demand, revenues and costs; and the creation of a phasing plan.
 - When discussing the impact of enhanced transit, one task force member inquired about the creation of the enhanced transit network. TPB staff replied that enhancements were made to all bus transit routes that traveled on roadways to which value-priced lanes were to be added. The enhancement applied was a 50% reduction in headway and a 10% decrease in run time. The task force member expressed his doubt that such an enhancement in transit would be significant enough to influence ridership. He stated that he would like to see an evaluation of region-wide and corridor-level impacts of adding BRT-quality ("first class") service to the modeled value-priced network. [*TPB staff could study a full BRT network at a later date as part of another scenario under the Regional Mobility and Accessibility Study.*]
 - During the discussion of the potential impacts of the value priced network on land use, a few task force members inquired about the 45-minute threshold used by the analysis. They expressed interest in seeing other thresholds compared with the 45-minute threshold. Mr. Kirby responded that the accessibility analysis 45-minute threshold was selected to assess the impacts of



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the CLRP several years ago after review of several alternative criteria. He explained it is preferable to use the same threshold for this study as has been used for past analyses of the CLRP.

- Following Mr. Kirby's presentation, the task force continued the discussion of whether to move forward with the BP or CP network.
- One attendee of the meeting reiterated the TBP Citizens Advisory Committee's request for a scenario where all existing freeway capacity was tolled. Such a scenario is not part of the scope of the current Regional Value Pricing Study as defined by the study Scope of Work under the Federal Highway Administration's Value Pricing Pilot Program. Such a scenario could be analyzed under the TPB's Regional Mobility and Accessibility Study.

The next task force meeting is scheduled for Wednesday, Sept. 19, 2007 at 10:30 AM.



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