

TPB Value Pricing Task Force May 19, 2004 Meeting Highlights

Attendance

Tom Biesiadny, Fairfax County Department of Transportation
Lora Byala, WMATA
Howard Chang, Tri-County Council
Patrick DeCorla-Souza, USDOT, Federal Highway Administration Headquarters
Catherine Hudgins, Fairfax County Board of Supervisors
Marsha Kaiser, Maryland Department of Transportation (MDOT)
Betsy Massie, Potomac and Rappahannock Transportation Commission, (PRTC)
Tom McNamara, US DOT, Office of the Secretary
Carol Petzold, Maryland House of Delegates
Michelle Pourciau, District Department of Transportation (DDOT)
Krute Singa, Washington Metropolitan Area Transit Authority (WMATA)
Kanti Srikanth, Virginia Department of Transportation (VDOT)
Edward Thomas, Washington Metropolitan Area Transit Authority (WMATA)
Christopher Zimmerman, TPB and Task Force Chair, Arlington County Board

COG Staff

Bob Griffiths, COG/Department of Transportation Planning
Ron Kirby, COG/Department of Transportation Planning, Director
Wendy Klancher, COG/Department of Transportation Planning
Gerald Miller, COG/Department of Transportation Planning

- The task force approved the March 17, 2004 meeting summary with changes to the attendance list.

Review and Discussion of Draft Principles for Variable Priced Lanes

- Ron Kirby provided an overview of the draft principles for variable priced lanes. The principles are meant to provide guidance on how variable priced lanes can work together as a system.
- The task force discussed the schedule for finalizing the principles and the duration of the task force. A status report will be made to the TPB in June and the principles will be presented for TPB adoption, perhaps as early as July. It is anticipated that the task force will continue to meet for at least another six months to guide the development and review results of the transportation pricing scenario for the Regional Mobility and Accessibility Study.
- Chris Zimmerman suggested that the draft pricing principles presented to the TPB be circulated for comments from experts in the field in metropolitan areas that have

variable priced toll lanes, such as Orange County and San Diego in California and New Jersey and New York.

- The task force discussed the first general principle about maintaining free flowing conditions on variable priced lanes. Questions and concerns were raised about specifying a particular level of service.
- Task force members discussed the technology for paying tolls electronically and how rental cars and other exceptional users could access the variable priced lanes.
- Occupancy and vehicle eligibility policies for variable priced lanes were discussed as well as the different approaches in current proposals in Maryland and Virginia. In the Maryland proposal for express toll lanes, all vehicles will pay to use the express lanes, and in the Virginia proposals discounts are being discussed for carpoolers.
- WMATA suggested that all studies in the region should look at providing free access to HOV-3 and HOV-4.
- WMATA pointed out that it is unclear if FTA will count managed lanes towards fixed guideway miles in the funding formula, as HOT lanes are.
- The task force discussed the principle that two lanes should be provided in each direction for variable priced lanes to operate optimally. Task force members stated that two lanes are not feasible in some corridors but agreed it is preferable. The principle will be rewritten with an emphasis on safety.
- The consideration of transit costs in a variable priced lanes projects and potential toll revenues were discussed.
- Concerns were raised about the financial feasibility of a project if transit vehicles, facilities and operations need to be funded in addition to construction and maintenance and operations of the priced lanes.
- The task force discussed the transit principles for variable priced lanes and agreed that the focus should be on free-flowing traffic for transit vehicles, and not on specific engineering considerations that would allow for free-flowing conditions.
- The section on HOV principles was also discussed. The chairman noted that there has been little discussion by the TPB on current HOV practices in the region.

Report from Transit Subgroup

- Ron Kirby provided a summary of the transit subgroup meeting held on May 11, 2004. The transportation scenarios subgroup for the Regional Mobility and

Accessibility Study (RMAS) is the core of the transit subgroup, with additional interested individuals invited.

- The transit subgroup discussed the need for a more detailed baseline transit network for 2030 to be used in the travel demand modeling of the constrained long-range plan. The congestion management scenario in RMAS has good information on future transit networks, but funding needs to be identified for the improvements.

Update on Regional Value Pricing Proposals

- Maryland's Express Toll Lanes proposal and the brochure designed to educate the public was discussed, as well as the public-private proposals in Virginia for HOT lanes on the beltway and on I-95/I-395 and recent public meetings on these proposals.

Next Meeting Date

- The task force will meet next on June 16, 2004 at 10 a.m.