

**Value Pricing Task Force  
October 15, 2003 Meeting Highlights**

**Attendance**

*Members*

Peter Shapiro, Task Force and TPB Chair and Prince George's County Council Chair  
Catherine Hudgins, Fairfax County Board of Supervisors  
Marsha Kaiser, Maryland Department of Transportation (MDOT)  
Michelle Martin, Maryland Department of Transportation (MDOT)  
Carol Petzold, Maryland House of Delegates  
Michelle Pourciau, District Department of Transportation (DDOT)  
Rick Rybeck, District Department of Transportation (DDOT)  
Jo Anne Sorenson, Virginia Department of Transportation (VDOT)  
Edward Thomas, Washington Metropolitan Area Transit Authority (WMATA)

*Guests*

Patrick DeCorla-Souza, U.S. DOT, Federal Highway Administration  
Thomas McNamara, U.S. DOT, Office of the Secretary

*Staff*

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

**Meeting Highlights**

- The task force reviewed highlights from the September 10 meeting, as well as the revised task force goals, strategies and timeframe.
- The task force discussed the High Occupancy Vehicles/High Occupancy Toll (HOV/HOT) lanes scenario to be tested in the Regional Mobility and Accessibility Study (RMAS).
- A central issue with the scenario is whether or not any new capacity would be added to the highway network, such as the proposed Inter County Connector. Some facilities in the scenario would need HOV lanes added in order to be included in the regional network.
- The task force agreed that the Inter County Connector facility should be considered in the HOV/HOT lane scenario.
- Taking an existing general use, or "free" lane, and using it as an HOV/HOT lane would be very unpopular with the public and not politically viable.

- Pricing options that provide people with an option or benefit that was not previously available are more acceptable than “taking” previously “free” options away.
- The task force discussed the importance of developing regional pricing scenarios in a system context, because each new HOV/HOT lane facility will have impacts on other facilities.
- The task force agreed that the pricing scenarios need to be bold but also politically feasible.
- The potential revenue from a HOT lane scenario was discussed. Even though a HOT lane network would raise revenue, funding would be needed to build the supporting infrastructure. Depending on how the supporting infrastructure is funded, revenue from a HOT lane network may be needed to pay back bonds for a period before actually becoming a new revenue source.
- The task force discussed the definition of transportation pricing that Martin Wachs presented at the June 4 conference. The task force felt that the definition emphasized the revenue raising side of pricing over behavior change.
- The goals and benefits of transportation pricing were discussed, including how pricing can help relieve congestion, encourage drivers to use alternatives to driving alone, educate the public on the cost of driving, change attitudes and behavior, use the highway system more effectively and efficiently, and also can be an innovative way to raise money.
- After considerable discussion, the Task Force seemed inclined to focus on the benefits as perceived by the public, as in the following tentative definition:
  - Value pricing provides people with choices, in a way that reduces congestion, saves time and improves the quality of life.
- Staff was asked to separate out the purposes and provide a definition(s) that will facilitate discussion and frame what the task force is doing
- Enhanced transit service needs to be highlighted as a key component of HOV/HOT lanes. The language explaining the HOV/HOT scenario in the write-up needs to stress the transit component upfront, and the language explaining the concept should be softened.
- Discount transit fares should be offered when drivers are charged. People in a HOT facility would be charged for the service of a managed lane and for saving time.

- The HOV/HOT lane scenario needs to be designed so that is comparable to the other scenarios and fits into the overall study structure and purpose of the regional mobility and accessibility study.
- The impact of diversionary and induced traffic caused from a HOT/HOV lane network must be looked at when testing the scenario.
- Environmental justice related impacts should also be considered in the HOT/HOV lane scenario. Providing improved bus service on the facilities may mitigate these issues.
- The HOT/HOV scenario will involve tolling the existing and planned HOV lanes in 2030, or adding new HOV lanes by 2030 that will be tolled. The issue of where right of way exists for additional HOV lanes was discussed. Right of way along the Capital Beltway in Maryland is not available for adding HOT/HOV lanes.
- For the District of Columbia it's important to look at the entrances and exits for HOT lanes in the scenario. DDOT should be involved in the discussion about where the lanes terminate.
- The task force postponed the discussion on parking pricing and legislative outreach.
- The task force will continue to meet prior to the TPB meetings, and the next meeting will be held on November 19 from 10 a.m. to 11:45 a.m. Agenda items will include finalization of the HOV/HOT lane scenario and a review of parking pricing options. Some local jurisdictions need to be invited to the next task force meeting.
- A revised and more detailed version of the HOV/HOT scenario reflecting member comments will be sent out prior to the next meeting.