

**TPB Value Pricing Task Force  
June 16, 2004 Meeting Summary**

**Attendance**

Tom Biesindny, Fairfax County Department of Transportation  
William Carr, District Department of Transportation (DDOT)  
Howard Chang, Tri-County Council  
Wayne Cooper, Charles County Commissioner  
Patrick DeCorla-Souza, USDOT, Federal Highway Administration Headquarters  
Jeffrey Ensor, U.S. DOT Policy  
Edgar Gonzalez, Montgomery County, Executive Branch  
Catherine Hudgins, Fairfax County Board of Supervisors  
Marsha Kaiser, Maryland Department of Transportation (MDOT)  
Michelle Martin, Maryland Department of Transportation (MDOT)  
Betsy Massie, Potomac and Rappahannock Transportation Commission (PRTC)  
Danielle McCray, Virginia Department of Transportation (VDOT)  
Carol Petzold, Maryland House of Delegates  
Michael Replogle, Environmental Defense  
Jo Anne Sorenson, Virginia Department of Transportation (VDOT)  
Kanti Srikanth, Virginia Department of Transportation (VDOT)  
Rick Stevens, Washington Metropolitan Transit Authority (WMATA)  
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  
Jill Locantore, COG/Department of Transportation Planning

- Rick Stevens briefed the task force on the draft Tolling Principles prepared by the American Public Transit Association (APTA) Working Group on Roadway Tolling/Value Pricing. APTA is particularly concerned that current federal law does not clearly define whether value-priced facilities qualify as fixed guideways as HOV/BRT lanes do, and therefore federal funding for transit may be lost when existing HOV lanes are converted into variably-priced lanes.
- Ron Kirby provided an overview of the revised draft principles for a regional system of variably-priced lanes. The task force discussed the revised draft principles for the majority of the meeting and made additional changes.
- The task force discussed whether the principles should be labeled “guidelines” or “goals” instead of “principles.”

- Task force members expressed concerns about the potential loss of transit revenue in the region should existing HOV lanes be converted to HOT lanes under current law.
- The task force agreed to postpone a discussion of the most controversial principles, regarding transit and net revenues, until September, and to refrain from reporting on the principles to the Transportation Planning Board until that time.
- The task force reviewed the Task Force Status Report for the board meeting, scheduled for later that day, and made changes to reflect the foregoing discussion. In addition, the definition of value pricing stated in the report was modified to refer more explicitly to transportation options.
- The task force agreed to recommend that the Transportation Planning Board write a letter to Congress and relevant federal agencies, urging that variably-priced lanes should qualify as fixed guideways.
- The task force approved the May 19, 2004 meeting summary with no changes.