

**Value Pricing Task Force
March 17, 2004 Meeting Summary**

Attendance

Tom Biesiadny, Fairfax County Department of Transportation
Howard Chang, Tri-County Council
Wayne Cooper, Charles County Commissioner
Patrick DeCorla-Souza, USDOT, Federal Highway Administration Headquarters
Joan DuBuis, Fairfax County Board of Supervisors
Catherine Hudgins, Fairfax County Board of Supervisors
Marsha Kaiser, Maryland Department of Transportation (MDOT)
Mike Lake, Fairfax County Department of Transportation
Michelle Pourciau, District Department of Transportation (DDOT)
Rick Rybeck, District Department of Transportation (DDOT)
Krute Singa, Washington Metropolitan Area Transit Authority (WMATA)
Linda Smyth, Fairfax County Board of Supervisors
Carl Swerdloff, U.S. DOT, Office of the Secretary
JoAnne Sorenson, Virginia Department of Transportation (VDOT)
Edward Thomas, Washington Metropolitan Area Transit Authority (WMATA)
Karen Waterman, Potomac and Rappahannock Transportation Commission, (PRTC)
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

Meeting Highlights

- The task force reviewed the November 19, 2003 meeting highlights and the value pricing definitions.

Review of the Proposed High Occupancy Vehicle/High Occupancy Toll (HOV/HOT) Scenario for the Regional Mobility and Accessibility Study

- The task force discussed a map of the proposed expanded HOV/HOT scenario for the Regional Mobility and Accessibility Study.
- Chairman Zimmerman stated that a good role for the task force would be to develop criteria that could be used to evaluate pricing proposals in the region. What qualities or best practices should be encouraged?
- In particular, principles for incorporating transit into the system designed should be developed.

- The task force discussed that the pricing scenario will involve different types of pricing and that the scope and phasing needs to be defined.
- Rick Rybeck stated that more facilities in the District should be part of the HOT scenario to be tested in the RMAS. Some of the facilities are congestion pricing of existing lanes, rather than HOT/HOV lanes.
- The issue of adding additional lanes that would be tolled versus tolling existing lanes was discussed. VDOT experienced a strong negative public reaction when a general use lane was changed to an HOV lane on the Dulles Toll Road.
- Enforcement issues of HOT/HOV lanes were discussed including the difficulty in distinguishing between carpools and single occupancy vehicles. Technology improvements, such as EZ pass, have made tolling more feasible in recent years.
- The task force would like to use this scenario study to think about new things and leave political and technical obstacles to the side. The modeling exercise could look at tolling existing HOV lanes first, and then look at adding additional toll lanes.
- The use of tolls on the proposed ICC was discussed. Tolls would be coupled with providing transit.
- The task force agreed to develop principles addressing issues such as eliminating the time delay for buses, access and egress and physical dimensions. Several people expressed interest in being involved in this activity.
- Ron Kirby discussed the need for additional information to model future bus routes in 2015, 2025 and 2030 for the air quality conformity testing. The task force discussed the difficulty is predicting future bus routes and the importance of looking at this issue from a regional perspective.
- Chris Zimmerman asked that staff 1) work with a small group on the transit issues involved with a pricing project from a broad perspective; 2) create a draft scope for the pricing network that classified the types of pricing to be used and the basis for evaluation; and 3) recommend the phasing for the pricing network with access/egress and enforcement considerations.
- Wayne Cooper from Charles County asked that the Waldorf Bypass project be included in the pricing scenario.

Regional Parking Fees and Other Area Experiences

- Ron Kirby described parking pricing strategies that have been analyzed by TPB which include parking cash-out and a regional parking impact fee. Parking cash-out can be promoted, but since it is employer driven, it cannot be mandated. A parking impact fee such as the TERM proposed several years back could be mandated but faces administrative challenges.
- Staff research found that no such parking impact fee has been implemented regionally in the U.S.
- The task force discussed the issues related to parking pricing such as the importance of changing the incentives with pricing, recognizing the potential system impacts, the parking provisions that financial lenders prefer for development, the role the federal government could play, the importance of coordinating pricing efforts regionally, and technological advancements.

Set Next Meeting Date and Identify Next Steps

- The next task force meeting will be held on May 19 at 10 a.m. prior to the TPB meeting.