

**Value Pricing Task Force
November 19, 2003 Meeting Summary**

Attendance

Tom Biesiadny, Fairfax County Department of Transportation
 Howard Chang, Tri-County Council
 Wayne Cooper, Charles County Commissioner
 Edgar Gonzales, Montgomery County Department of Public Works and Transportation
 Catherine Hudgins, Fairfax County Board of Supervisors
 Marsha Kaiser, Maryland Department of Transportation (MDOT)
 Thomas McNamara, U.S. DOT, Office of the Secretary
 Phil Mendelson, District of Columbia Council
 Carol Petzold, Maryland House of Delegates
 Rick Rybeck, District Department of Transportation (DDOT)
 Krute Signa, Washington Metropolitan Area Transit Authority (WMATA)
 Jo Anne Sorenson, Virginia Department of Transportation (VDOT)
 Edward Thomas, Washington Metropolitan Area Transit Authority (WMATA)

COG Staff

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

Meeting Highlights

- The task force reviewed the October 15 meeting highlights and the revised value pricing definitions.

The High Occupancy Vehicle/High Occupancy Toll (HOV/HOT) Scenario for the Regional Mobility and Accessibility Study (RMAS)

- The task force reviewed and discussed a series of maps depicting the existing and planned HOV network, and the proposed HOV/HOT scenario for the Regional Mobility and Accessibility Study.
- The TPB CAC November 18 outreach meeting on the Virginia Beltway HOT lane proposal was discussed. One of the points stressed by citizens was the need for connectivity and to understand system effects. The citizens at the outreach meeting also spoke about concerns regarding adequate transit access to the HOT lanes.
- The task force discussed what order the scenario should be analyzed – either starting with the entire proposed network or modeling the proposed new facilities incrementally.

- Modeling an extensive network could illustrate what such a system could achieve and may be more politically safe, but the scenario should follow the reasonableness in the other transportation scenarios.
- The boundary of the HOV/HOT lane scenario should extend out as far as the TPB model will allow.
- Staff was asked to update the HOV/HOT scenario narrative and map to reflect task force comments and changes, including specific facilities in Maryland, Virginia and the District of Columbia.

Parking Pricing Strategies

- Ron Kirby reviewed parking cash-out and parking impact fee strategies previously examined as potential transportation emissions reduction measures (TERMs).
- A common reason that employees do not participate in parking cash out programs is that they are taxed on the money they receive in lieu of free parking, as opposed to Metrocheck benefits, which are tax free.
- Marketing of such parking pricing programs are important, and must be presented to the public in the right way.
- Montgomery County explored a parking impact fee but found that the administration of such a fee is a real barrier to implementation. The fee should be applied regionally to be fully effective.
- The goals of a parking impact fee include raising revenues and/or influencing mode shifts. The employee needs to pay for the fee directly to influence mode shift, and the alternative mode needs to be available. Rural and suburban business parks may not have adequate transit services.
- Staff was asked to look at research regarding regional experience with parking impact fees.

Set Next Meeting Date and Identify Next Steps

The next task force meeting will be held on January 21 at 10 a.m. prior to the TPB meeting.