

# Status Report of the Task Force on Value Pricing for Transportation in the Washington Region

Transportation Planning Board (TPB)  
Meeting

June 16, 2004

# Background

- The TPB sponsored a conference on Value Pricing for Transportation on June 4, 2003 with DDOT, MDOT, VDOT and FHWA.
- Over 200 people attended the conference, including a number of TPB members and other local elected officials.
- The conference received considerable media attention.
- In July 2003, the TPB established a task force to examine how value pricing could benefit the Washington region.

# Goals of the Task Force

1. Explore the role of pricing and market-based solutions in a regional context;
2. Evaluate the regional implications of proposed value pricing projects, including scenarios in the Regional Mobility and Accessibility Study; and
3. Assist in education and outreach to create greater awareness of the potential benefits of pricing, drawing upon experience in other locations nationally and internationally.
4. Develop recommendations for the TPB on task force findings regarding parameters, principles, guidelines or lessons learned on the regional implications of value pricing.

# Membership

- Chair: Christopher Zimmerman- Arlington County
- Thomas Farley (JoAnne Sorenson) – Virginia Department of Transportation (VDOT)
- Catherine Hudgins - Fairfax County
- Marsha Kaiser – Maryland Department of Transportation (MDOT)
- Michael Knapp –Montgomery County
- Phil Mendelson - District of Columbia
- Carol Petzold - Maryland House (Montgomery County)
- Michelle Pourciau –District Department of Transportation (DDOT)
- Richard White (Edward Thomas) – Washington Metropolitan Area Transit Authority (WMATA)

# Task Force Definition of Value Pricing

- Value pricing provides people with travel choices, in a way that reduces congestion, saves time and improves the quality of life.

# Task Force Activities

- The task force has met six times between September 2003 and June 2004
- Parking pricing strategies such as parking cash-out and a regional parking impact fee were discussed
- A regional scenario of variably priced lanes for 2030 was developed for the TPB Regional Mobility and Accessibility Study
- The task force has recently been discussing short-term and long-term options for a regional system of variably priced lanes

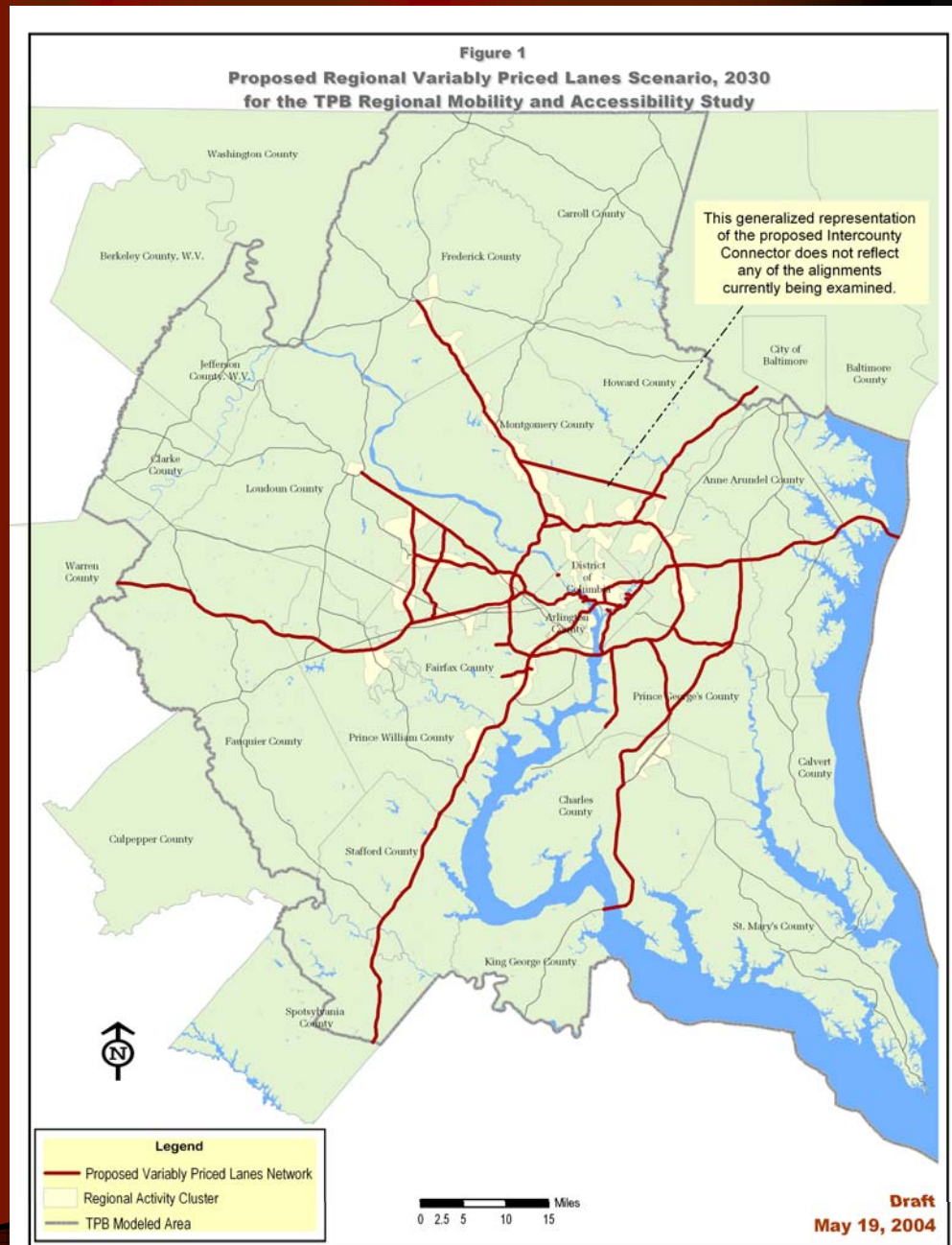


# Proposed

# Regional Variably Priced Lanes Scenario, 2030 for the Regional Mobility and Accessibility Study

## Assumptions for the Scenario:

- Variable tolls will be used on the lanes to keep the lanes from getting congested.
- Access and egress points would be primarily focused around the regional activity clusters.
- Additional lanes would be needed on some facilities in this scenario.



# Task Force Schedule

- The task force will continue to meet for at least another six months to guide the development and review results of the variably priced lanes scenario in the Regional Mobility and Accessibility Study.
- The task force plans to present to the TPB its proposal for a system of variably priced lanes in the Washington region.



# Task Force Recommendation

- The task force recommends that the TPB send a letter immediately to the regional Congressional delegation, the Conference Committee, the Secretary of Transportation and the Federal Transit Administration (FTA) urging that variably priced lanes be recognized as fixed guideway miles so that federal transit funding does not decrease as a result of implementing variably priced lanes.