

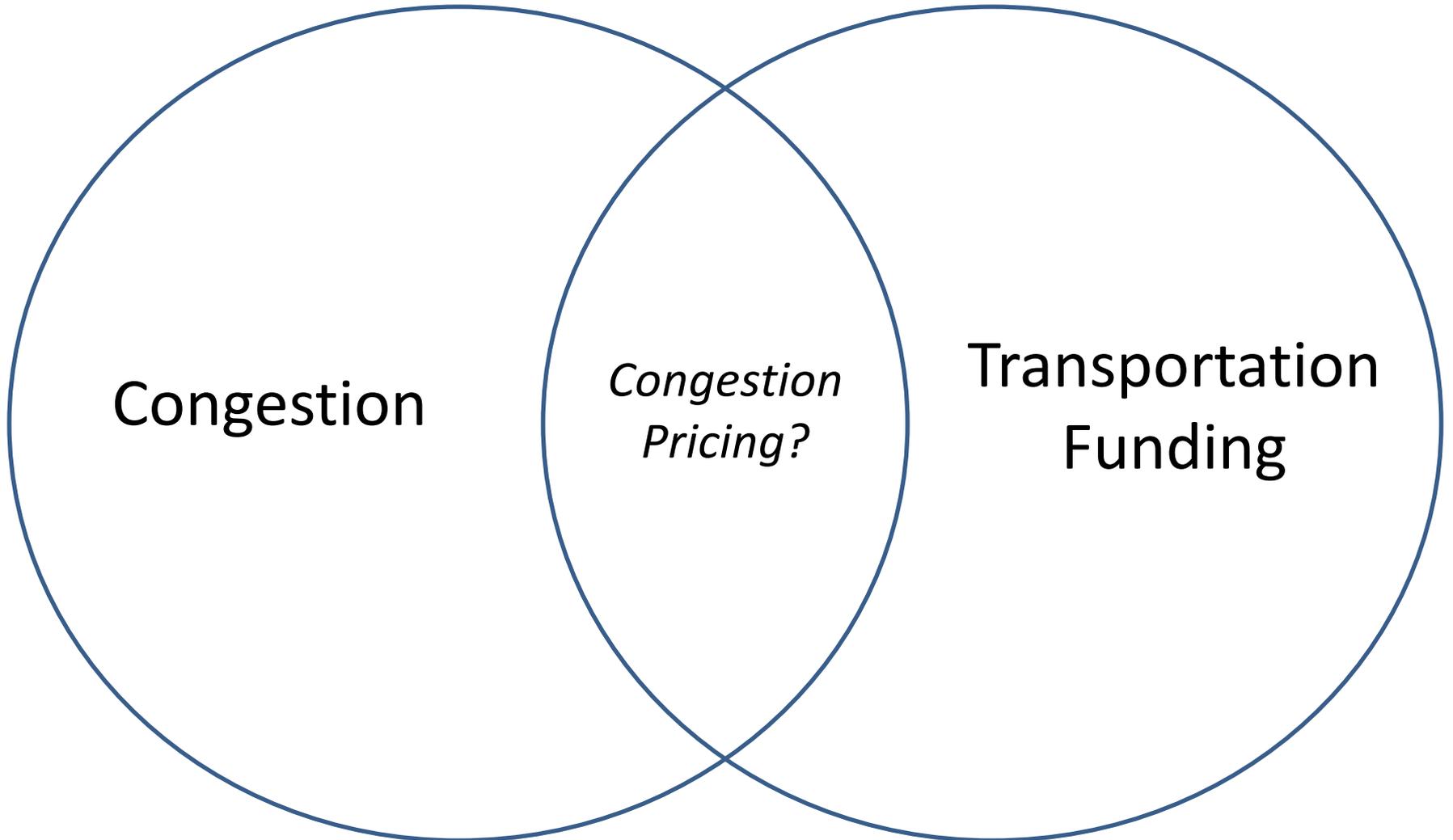
Study on the Public Acceptability of Road-Use Pricing

Presentation to the TPB

John Swanson, Principal Transportation
Planner

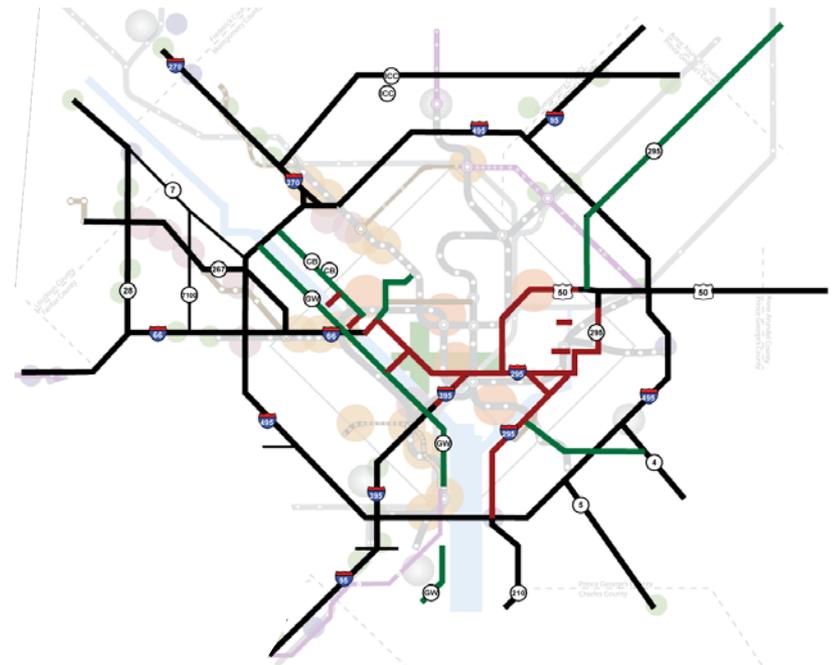
September 21, 2011

Addressing Two Challenges



Our Region's Track Record

- *Projects:*
 - HOT lanes
 - ICC
- *Policy Development & Discussions*
 - Conference, 2003
 - Policy Task Force, 2004-2006
- *Scenarios:*
 - Variably priced lanes (federal grant), 2007
 - CLRP Aspirations scenarios, 2010 and 2011



Brookings Paper, 2009

B | Metropolitan Policy Program
at BROOKINGS

GREATER WASHINGTON RESEARCH AT BROOKINGS

Road-use Pricing: How Would You Like to Spend Less Time in Traffic?

Benjamin K. Orr and Alice M. Rivlin

"The national capital region should serve as an example of what truly sustainable transportation policy looks like for the rest of the nation."

Severe congestion and underfunded public transportation systems in the Washington, D.C. region and nationwide call for a more sustainable way of pricing transportation. This brief proposes replacing state gas taxes with regional road-use pricing that takes into account the effects of vehicle travel while simultaneously providing incentives to reduce traffic congestion and pollution and improve public transportation.

To achieve this, a demonstration project should be launched in the Washington region that uses GPS transponders to categorize motorists' travel based on distance, level of congestion, and type of vehicle. The transponder would calculate the totals for each category and drivers would be charged accordingly when they purchased gas. Tourists and other motorists lacking the GPS device would continue to pay the full gas tax. At an average price of between 9 and 15 cents per mile, such a policy could reduce congestion by 75 to 80 percent.

I. Introduction

According to the Texas Transportation Institute, Washington D.C. area commuters on average wasted a workweek and a half (60 hours) due to traffic congestion in 2005, the second worst in the nation.¹ The cost to the average commuter in terms of time and gas wasted was the equivalent of almost \$1,000. Since 2000 this delay has increased by an entire workday. For comparison, in 1982 area commuters spent only 10 hours in traffic, and the cost was barely \$143 (in 2005 dollars) in losses. Some commuters who had one way commutes longer

Federal Grant Proposal

- Purpose: Get better information on issues related to the public acceptability of road-use pricing
- Submitted to the FHWA Value Pricing Pilot Program (VPPP)
- Partnership with Brookings
- Submitted through VDOT
- Submission & Approval Timeline:
 - TPB approved proposal, October 2009
 - Federal approval, August 2010
 - Notice to Proceed from VDOT, January 2010

Research Approach

- Deliberative Forums conducted by *AmericaSpeaks*
- Five events
 - 2 in VA, 2 in MD, 1 in DC
 - Oct 2011–Jan2012
- Each forum – 4 hours long
- 60-70 participants at each event
- Include a representative sample of the region's population

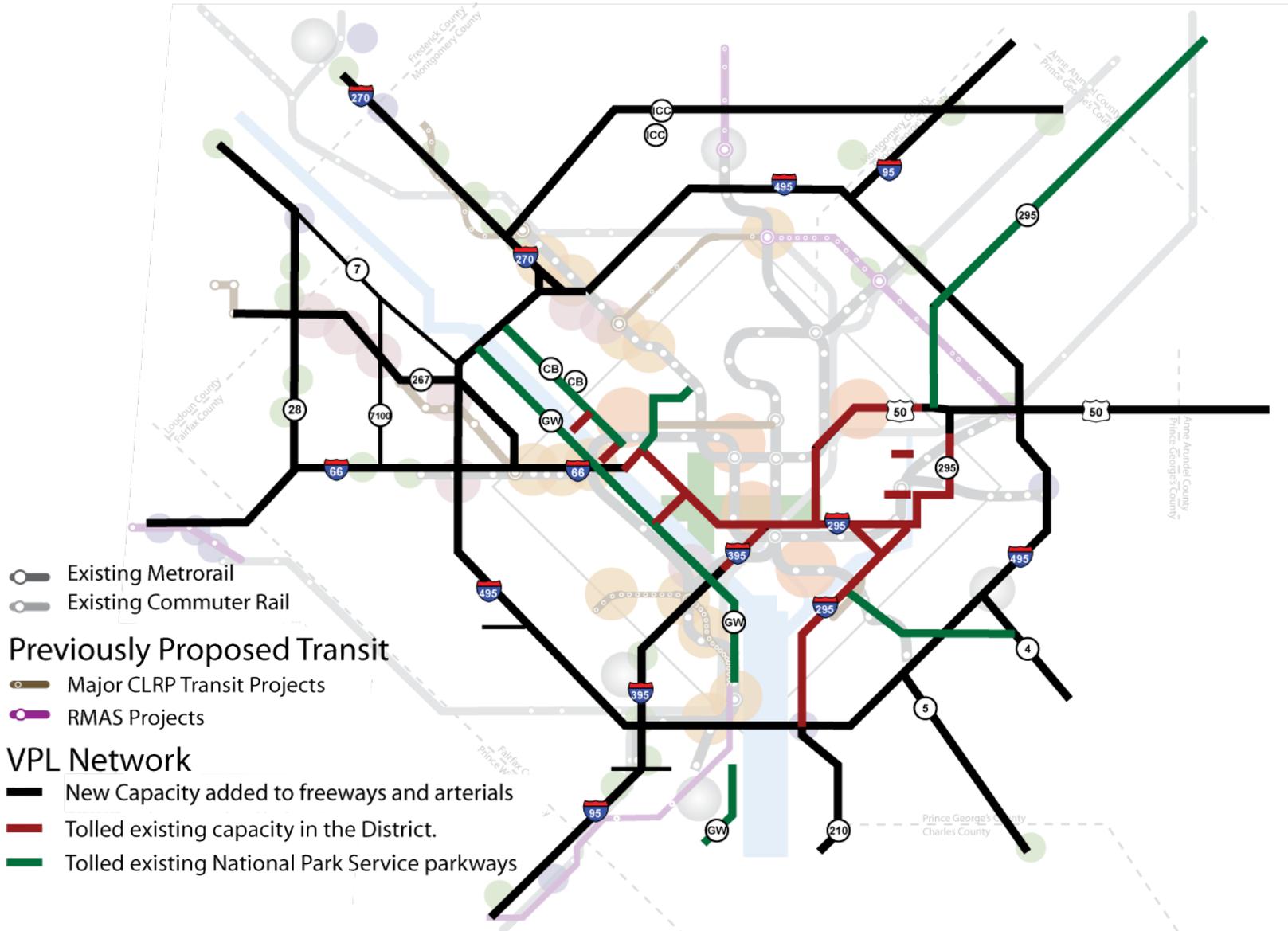
Deliberative Forums: Dates and Locations

- Saturday, October 15 – New Carrollton, MD
- Saturday, November 5 – ~~Chantilly, VA~~ **Rockville, MD**
- Saturday, November 19 – ~~Rockville, MD~~ **Chantilly, VA**
- Saturday, December 3 – Springfield, VA
- Saturday, January 21 – Washington, DC

Content for Deliberative Forums

*What might a regional
“systems approach” to road-
use pricing look like?*

A Network of Priced Lanes?



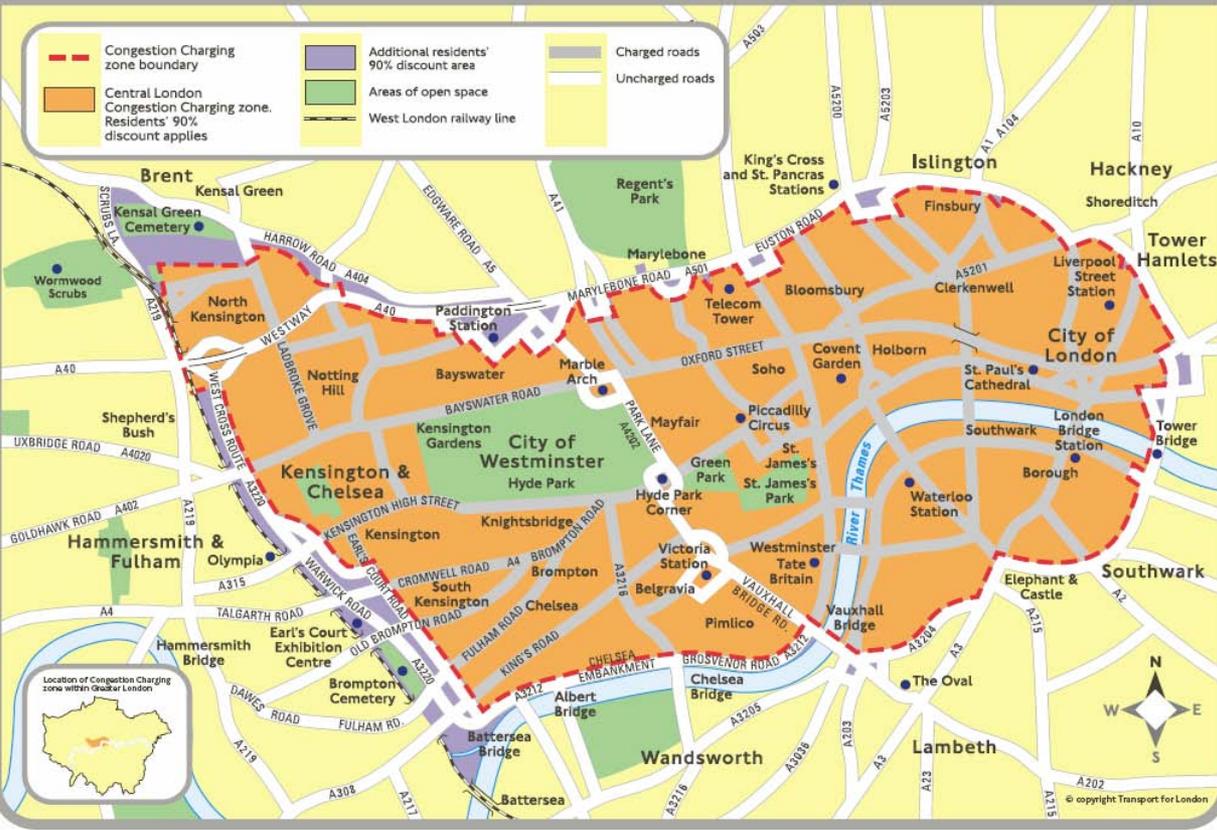
System-wide, Mileage-Based Pricing?



- Charge for driving on all streets and roads.
- Price could vary based upon:
 - Time
 - Place
 - Vehicle
 - Congestion

A Cordon (Zone) Charge?

The central London Congestion Charging zone



Talking with the public:

- Why do it?
 - Benefits to you, to the community?
 - What aspects of these approaches would be essential for your support?
- Why not do it?
 - Downsides for you and for the community?
 - What aspects of these approaches would cause you to oppose them?

Project Timeline

- October 2009 – TPB approved project submission.
- January 2011 – Grant awarded
- July 2011 – AmericaSpeaks contracted to conduct deliberative forums
- Summer 2011 – Listening Sessions conducted to inform the design of the deliberative forums
- Fall 2011 – Five deliberative forums
- Spring 2012 – Final Report to TPB