



**TRB 2010 Summer Conference  
Congestion Pricing Committee [ABE25]**

**Minneapolis Marriott City Center Hotel  
Monday, July 12, 2010**

***Summary Minutes***

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In attendance: Kiran Bhatt, Lee Biernbaum, Ken Buckeye, Mark Burris, Allison Conway, Mark Darovny, Patrick DeCorla-Souza, John Doan, Max Donath, Steve Fitzroy, Tim Haile, Allen Greenberg, Kent Hymel, Doug Lee, Edward Mark, Kathy McCune, Martine Micozzi, Adrian Moore, Randy Mullet, Lee Munnich, Mark Muriello, Jack Opiola, Bob Poole, Ed Regan, Ferol Robinson, Patty Rubstello, Heidi Rudh, John Sabala, Matt Schmit, Jon Skolnik, Sam Staley, Myron Swisher, Darren Timothy, David Ungemah, Patrick Vu

Via Phone: Ron Davis, Roger Herz, Caroline Rodier, Matt MacGregor, Anjali Mahendra, Tyler Patterson

Patrick called the meeting to order, and introductions ensued. There was a motion to approve minutes from January 2010 TRB Annual Meeting; motion was seconded and approved.

Martine provided an update from TRB staff, noting the committee applied for and received approval for two workshops at the 2011 TRB Annual Meeting. The workshop topics include “The Benefits and Costs of Road Pricing for Demand Management,” occurring the morning of Sunday, January 23, and “Best Parking Pricing and Management Practices,” taking place that afternoon. She noted that some meeting rooms at the newly-renovated Washington Hilton have wi-fi connectivity to facilitate interactive presentations, web links, etc.

In other business, Martine noted that TRB is encouraging its committees to collaborate more, and to ensure there isn’t duplication of effort. To this end, committee members who have access to the TRB planning site can now view the planning efforts of other committees. Bob Poole requested that managed lanes be included in such information-sharing efforts. Martine also added that the committee’s “young professional” limit had been increased from two to four.

There is an August 1 deadline for paper submissions, and a September 15 deadline for paper review. Annual meeting registrants will receive free access to electronic content of presentations on an annual basis. The question was raised as to whether the related website will use Flash Player; the 2010 technical approach was inconvenient and produced unnecessary barriers.

Mark noted that poster presentations will again be loadable to the TRB website. Presenters will be asked to send slides in advance or to load them at the “speaker ready room” as was the case at the 2010 Annual Meeting. Patrick recalled a webinar series aimed at training people to review papers, adding that there is also an online resource for writing problem statements. Martine stated that NCHRP has AASHTO money set aside to address research needs, and problem statements will be collected beginning in mid-August.

Patrick provided an update on the status of federal tolling and pricing programs. First, value pricing pilot program proposals should be awarded soon; Allen added that solicitation for second round funding opportunities should be made public in the near future; see value pricing website for more information. Second, the UPA/CRD evaluation process is underway for six funded projects; results are coming in from Miami and the Twin Cities, parking pricing in San Francisco is moving toward proactive outreach, and there is continued work with planners and NPOs, as well as solicitation for developing concept packages (e.g. mobility strategies that include pricing as a component). Third, the Humphrey Institute and FHWA are working together to hold a series of three webinars on pricing public acceptance and outreach; the sessions will take place in August-September 2010. Fourth, a statement of work is being developed for “Plain Talk” efforts aimed at helping leaders convey basic concepts associated with pricing.

In addition, Patrick reported that the International Scan team returned with six action areas aimed at promoting more aggressive forms of pricing in the U.S. Also, an Iowa study on VMT is in the midst of its data collection phase. He added that Turner-Fairbank Highway Research Center is interested in “exploratory advanced research” within the realm of behavioral economics. Allen noted there is broad interest in the subject and in trying to learn more about various aspects of pricing attitudes and new technique using simulators (somewhat akin to revealed preference). A University of Central Florida study will involve some simulator testing on behavior and preference, based upon different situations and incentives. Among other benefits, the study promises to reveal insight about the use of simulators as a research tool.

Allen added that a separate study on pay-as-you-drive insurance is underway. Related outreach to representatives of six major insurance companies revealed interest among insurers was highest if a potential program was relatively less prescriptive. Several questions emerged; for instance: if the average person saves money under the model (64% are expected to save; total savings estimated at \$27 billion), who would subsidize the savings? Ed echoed this concern, suggesting that if the model operated as an opt-in program, only people who expected to save money would participate; as such, it would be most effective if the whole industry or market participated rather than segments thereof.

Discussion shifted to subcommittee reports. Randy Mullet, reporting on the newly-renamed “Freight Costs and Road Pricing Joint Subcommittee,” noted that a majority of the group’s time was spent identifying common thoughts and a charge for the subcommittee. The group was able to arrive at a shared meaning of where it wanted to go – in general, the area where research and policy meet. He reported a shared attitude among his subcommittee that little is known about the area.

Reporting on the Economics of Pricing Joint Subcommittee, Darren Timothy noted that David Levinson talked with the group about his ongoing work related to the equity implications of pricing; a report will be forthcoming when consensus among collaborators is reached. Doug Lee talked about requirements for a sketch planning model based upon ideas raised at the recent Houston conference; such efforts would reflect the evolution in pricing schemes from relatively-simple to increasingly-sophisticated. The subcommittee also talked about risk analysis issues, specifically related to when the private sector plays a role in operations.

Given that the subcommittee had yet to meet, Ed Regan provided a preview of activity related to the VMT for Revenues Joint Subcommittee. He expected to receive briefings on what’s

happening in different areas of VMT. FHWA's Mary Lynn Tischer will be reporting on the agency's response to a recent congressional inquiry. In addition, Adrian Moore (Reason Foundation), JayEtta Hecker (Bipartisan Policy Center), Joung Lee (AASHTO), Paul Sorenson (Rand Corporation), Lee Munnich (Humphrey Institute) would be providing updates on studies, symposia and related activity each is involved in. Ed added that the subcommittee agenda devoted 30 minutes to discussion on research topics, including questions and issues that need to be resolved to garner support for VMT research in the next reauthorization, as well as policy that should be included in subsequent reauthorization legislation.

Lee noted that the Outreach Subcommittee agenda included a report from Susan Binder on the reauthorization process, discussion of research ideas, and planning in preparation for the January 2011 workshops.

Reporting on the Multimodal Pricing Implementation Joint Subcommittee, David Ungemah spoke of ongoing coordination efforts with respect to HOV/HOT, as well as the likelihood of a future joint poster session. The subcommittee will be: reviewing a list of research topics identified at the Annual Meeting; exploring the possibility of a quarterly teleconference in which practitioners and researchers can talk about problems, developments, and areas of needed research; and enjoying a presentation from Bob Poole outlining the evolution of congestion pricing.

Caroline Roadier provided an update from the Parking Management Joint Subcommittee, noting a recent call for papers from the Transportation Demand Management Committee. She added that there were two related sessions during the 2010 Annual Meeting, and that she would like to see more communication as papers emerge (coordination should run through Patrick, Mark and Martine). Mark agreed, adding that Annie Weinstock serves as the formal liaison between the Congestion Pricing and Parking Demand Management committees.

David Ungemah offered a brief update on efforts related to the Congestion Pricing Committee website. He recalled that TRB-pricing.org launched in 2006, and was in version 2.0 now. The site records about 1,500 unique visitors each month, with most visits involving the downloading of papers or presentations, with relatively fewer visits to the strategic plan or session schedules. Content related to committee business are accessed least often. He acknowledged that it is time for a website update, and that subcommittee activity is not currently well integrated into the site. He expressed an interest in leveraging new communication tools, such as social media. He also referenced conducting a brief survey of committee members and friends to ascertain what's working and what needs improvement, and he expected to share results at the Annual Meeting.

Mark recalled the importance of developing a research needs database, and he renewed his plea to the subcommittees to focus on research and the identification of research needs. He noted that previous efforts to generate worthy research topics led to a number of studies and papers; however, the pace of activity has since declined. He expressed an interest in devoting a fair amount of time during the Annual Meeting to identifying research needs. It was agreed that the opening session at the upcoming Summer Conference workshop would target research needs related to freight issues.

It was agreed that more time should be set aside during the Annual Meeting to incorporate more input for planning. Mark suggested that the group consider using survey tools to gauge workshop topic interests leading into the Annual Meeting in order to facilitate planning.

Lee expressed a need to incorporate more information on international progress with pricing, adding that a session on pricing in China would be beneficial. Planning would need to begin well in advance if full participation from international practitioners or researchers can happen. Sam Staley agreed, adding that we're just starting to tap resources from abroad, specifically from Pacific Rim countries.

Patrick suggested a need for subcommittee chairs to hold a teleconference in order to determine what sessions should be held during the Annual Meeting. Given the session limit for the Congestion Pricing committee, co-sponsorship would be vital. Mark added that it would be helpful to receive a "heads up" as soon as possible on what papers may be coming out.

Discussion turned to notable updates from related TRB committees. Myron Swisher recalled that the HOV Systems Committee was interested in a "future of managed lanes" white paper that was in its early stages. Although the paper would acknowledge various strategies available for managed lanes, it will focus only on those approaches that include a pricing element. Volunteers interested in contributing to the white paper effort should contact Myron. In addition, he noted that the committee will be hosting a conference in late October 2011; he asked that the Congestion Pricing Committee consider cosponsoring the conference.

Mark Burris provided a brief update from the Transportation Economics Committee, noting that the group is interested in research dealing with cost-benefit analyses of pricing projects. He added that a few presentations (one on the value of reliability) were discussed during the committee meeting. The committee was also interested in generating research needs statements, spent time talking about a report on TIGER II grants, and considered previous Summer Conference locations and how the size of the host city and informality of conference site helped foster a more collegial atmosphere.

Randy reported that the freight committees had yet to meet this week. He added that Kathy Ruffalo would be making a presentation during the committee meeting, and that Michael Belzer and Pete Swan would be talking about truck diversion associated with toll roads.

According to Ed Regan, the Taxation and Finance Committee had requested to change its name to the "Revenue and Finance" Committee. The committee agenda included discussion on related session content, including VMT-related issues, greenhouse gas impacts, asset management, collaborative initiatives, and identifying revenue risks specific to managed lane projects. He noted that two competing morning workshops each focused on means of generating revenue needed to rebuild the transportation system. He added that committee discussion also addressed the status of the credit markets, pointing to the need for Private Activity Bonds for some recent projects. Discussion also touched upon various approaches to public-private partnerships.

Jack Opiola provided an update on road pricing in New Zealand and Australia. He reported that, since 1977, Road User Pricing (RUC) has been working in New Zealand. Over the last thirty years, it has evolved and moved from a paper-based charging system to a GPS-based charging system for all diesel vehicles based on miles traveled and mass calculations. The lessons learned

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from this experience have influenced road user charging in the Pacific Rim and the world. In 2003, Australia started an intelligent Access Project that provided heavy goods vehicles a unique business plan to increase mass carried in exchange for greater oversight and restriction to selected routes on the National Network. Jack addressed the NZ RUC system and the lessons learned from both Australia and New Zealand GPS-based systems. He briefly explained both scenarios, addressed the business plan and cost benefit analysis, and touched upon the related enforcement schemes.

With time running out, the committee adjourned.