

To: Members of the TPB Citizens Advisory Committee

From: TPB staff

Date: July 13, 2011

Re: Road-Use Pricing Primer (to be read in preparation for the CAC meeting on July 14, 2011).

The TPB, in conjunction with the Brookings Institution, is conducting a study on public acceptability of road-use pricing, and would like to engage the CAC as part of this study. The CAC's participation will help inform the study team as it looks to conduct large-scale public outreach throughout the region at a later point in the year. This large-scale public outreach will take the form of 5 deliberative forums, each aimed to engage 60 "regular citizens" and last approximately 3-4 hours. In order to capture different views of public acceptability of road-use pricing, participant feedback will be recorded and monitored during these forums as information is shared and discussed.

At the upcoming CAC meeting, you will be asked to participate in a structured activity that seeks to provide a chance for CAC members to share insights into different perspectives on road-use pricing. For the sake of providing some background in advance of the CAC meeting, what follows is a description of road-use pricing, and a brief discussion of some of its applications.

For the purposes of this TPB study and for the upcoming CAC conversation, road-use pricing includes a range of potential approaches, including but not necessarily limited to facility-based fees (e.g., toll roads), cordon or zone charges (e.g., a fee for driving in a cordon area around a city center, with charges levied for passing the cordon line), or vehicle-based mileage charges (e.g., proposals to use GPS systems to track and charge drivers for "vehicle miles of travel" that could vary based upon time of day, levels of congestion, type of vehicle, etc.).

Some examples of road-use pricing that have been implemented in our region include:

- HOT lane construction along the I-495 Beltway in Virginia
- Inter-County Connector (ICC) in Maryland

Road-use pricing is a broad concept that can be applied in many ways. Different types of road-use pricing strategies can address different kinds of transportation-related challenges. Similarly, different applications of road-use pricing can serve a variety of policy goals. For instance, road-use pricing can address issues such as increasing revenues for transportation, relieving congestion and otherwise managing travel demand, freeing up road capacity (as well as funding) for other transportation modes, such as high-quality bus services or bike/ped improvements, and mitigating environmental impacts of fuel consumption.

As you prepare to attend the upcoming CAC meeting, please consider the concept of road-use pricing as it applies to you, to your community, and to the region.