Q4 How did you arrive at those VOTs? (briefly describe the methodology used to calculate the VOT, are they estimated based on local surveys, Census data, or are they borrowed, asserted, etc.)

Answered: 21   Skipped: 0

#	RESPONSES	DATE
1	Stated preference surveys, some others borrowed from similar areas/projects	10/25/2017 2:46 PM
2	Localized wage rates plus benefits	10/22/2017 8:23 PM
3	Estimated from travel household survey	10/19/2017 11:48 AM
4	Some years ago, PSRC did a study with a pricing experiment. The resulting values of time were quite high. https://www.psrc.org/sites/default/files/traffic-choices.pdf	10/18/2017 10:23 AM
5	Derived from a stated preference survey.	10/17/2017 3:16 PM
6	VOT's came from published examples...typically from major metropolitian areas	10/17/2017 10:18 AM
7	Here's the general process: - Calculate a median hourly wage rate that will be used to inform an initial value of time (VOT) for autos. - Calculate a VOT based on the published Bureau of Labor Statistics (BLS) weekly wage rate. - Determine the percentage of the hourly wage rate to estimate a value-of-time (VOT) for autos. - Determine a VOT multiplier for truck classes. The value can be 2.5 times or greater than general purpose vehicles. - Convert the VOT from dollars per hour to dollars per minute. - The VOT can be modified based on assignment results.	10/17/2017 7:52 AM
8	Broad-bases approach using survey data and BLS data. In some cases, values are asserted based on established relationships	10/16/2017 2:16 PM
9	Combination of local surveys and census data.	10/16/2017 8:35 AM
10	borrowed from neighboring state (and rather asserted as well)	10/16/2017 8:19 AM
11	Based on average wages and survey data. The Mode Choice model estimation (based on a 2011 HH survey of 10,000 HHs) also yields a VOT and this was consistent with wage data.	10/16/2017 5:21 AM
12	The average values of time for assignment are a weighted average across the various nationality and trip purpose values (all segments of which are not present (eg- purpose) in assignment, but up to mode choice, which comes after distribution in our 4 step model) . The purpose based VOT used in steps before assignment are based on wages for working and non -working VOT(assumed as a % of working VOT)	10/15/2017 1:40 AM
13	literature review, especially ATRI reported estimates for truck VOTs	10/13/2017 3:39 PM
14	Whenever possible it is best to use both stated and revealed preference data specific to the region. We often use mixed logit models with continuously distributed parameters to estimate the distribution of VOT, even if we then simplify the distribution to a discrete representation.	10/13/2017 3:03 PM
15	local surveys	10/13/2017 2:58 PM
16	Average passenger VOT of $18/h (1996$) was determined from an SP survey of toll beltway users. "Low" and "High" groups were constructed 50/50 so that their VOTs would average to $18/h (1996$) by construction. Factor of 3 for trucks was developed by calibration and professional judgment.	10/13/2017 2:37 PM
17	N/A	10/13/2017 2:36 PM
18	(2015) USDOT guidance on value of time and 2013 national median annual household income rates we tested: Cost (AUTOOPC=$0.13/mile) and Value of Time (VOT=$0.16/minute) we are on the low side but within range	10/13/2017 2:30 PM
19	It is borrowed from other places, and then re-calibrated to match assigned volumes to toll road traffic counts	10/13/2017 2:20 PM
20	The cntinuous distribution of VOT's were provided by a client.	10/13/2017 2:18 PM

| 21 | Estimated based on average regional wage rate | 10/12/2017 2:36 PM |