Cross-mode variations in VTTS estimates: Evidence from Norway.

The sources of variation of *Value of Travel Time Savings* (VOT) can be summarized in three broad categories; *mode effects* (essentially mode characteristics such as safety, comfort, vehicle environment etc.), *user type effects* (socioeconomic status of the users, etc.) and *trip characteristics* (trip distance, purpose, etc.). This paper focuses on the observed cross transport mode variations in VOT estimates and analyzing to what extent these variations can be attributed to the mode and to what extent they are predetermined by self selection. Under the *mode effects* hypotheses the characteristics of the mode have an effect on the traveller’s VOT. Under the *user type effects* hypothesis the choice of the transport mode is predetermined by the characteristics of the user. Another cause of cross-mode variations of VOT is associated with strategic behaviour that Fosgerau et al. (2007) investigated in the context of data for Denmark. Under this hypothesis, the respondents escape the choice experiment context and recognize incentives for understating or overstating their true VOT. Identifying the sources of variation is quite important in appraising transport projects that involve simultaneous changes in the market shares between modes.

In this paper we use the data (stated choice) for long distance travel in Norwegian value of time study (Ramjerdi et al., 1997). Experimentation with various mixing distributions (Normal, Lognormal and Johnson SB) reveals some evidence in accordance with previous estimations, such as Hess et al. (2005); VTTS depends on the mixing distribution, which can inflate or deflate the estimated values. We conclude by presenting the mixed evidence of our study; this involves a coexistence of mode and user type effects.

**References**

