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FOR IMMEDIATE RELEASE

CONGESTION PRICING COMES TO LOS ANGELES Top Government Officials Announce \$213-Million Federal Grant for Congestion Pricing Demonstration Project

Los Angeles – Today, top government officials announced a \$213-million Federal grant for a demonstration project to convert carpool lanes to congestion pricing toll lanes.

Governor Arnold Schwarzenegger, the Metropolitan Transportation Authority (Metro) and the California Department of Transportation (Caltrans) accepted the Federal grant today to begin the demonstration project on two local freeways: the San Bernardino (I-10) El Monte Busway in the San Gabriel Valley and a portion of the Foothill Freeway (I-210) between I-710 and State Route 605. Pending financing availability, a portion of the Harbor Freeway (I-110) south of Downtown Los Angeles also will be converted.

By definition, congestion pricing is the concept of charging for the use of a transportation facility, such as a carpool lane, based on the level of traffic congestion; and it provides another alternative to managing traffic flow. The greater the congestion, usually occurring during morning and evening rush hours, the higher the cost to use the lane.

Present at the announcement were: Mary Peters, U. S. Secretary of Transportation; Governor Arnold Schwarzenegger; Dale Bonner, Secretary, Business Transportation and Housing Agency; Los Angeles Mayor Antonio Villaraigosa; Will Kempton, Director, California Department of Transportation (Caltrans); District 7 Director Douglas R. Failing, California Department of Transportation; Roger Snoble, Chief Executive Officer, Metro; and other elected officials and business leaders. The event took place just adjacent to the Harbor Freeway (I-110) in Downtown Los Angeles at the corner of 23rd and Flower Streets.

“We are grateful that the U.S. Department of Transportation has chosen Los Angeles in awarding funding to this congestion pricing proposal,” said Metro CEO Roger Snoble. “These funds will





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go a long way towards improving transportation options along these congested corridors and will allow us to reduce freeway congestion by better managing traffic in the corridor.”

The project is expected to be implemented by 2010.

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