

# Tolling, Congestion Pricing And Other Revenue Options



California Transportation Commission  
*Joint California/Washington State Meeting*

Sept. 14, 2011



# 91 Express Lanes – Background

- Built by a private company
- OCTA purchased in 2003
- Purchase removed non-compete clause
- Congestion pricing model



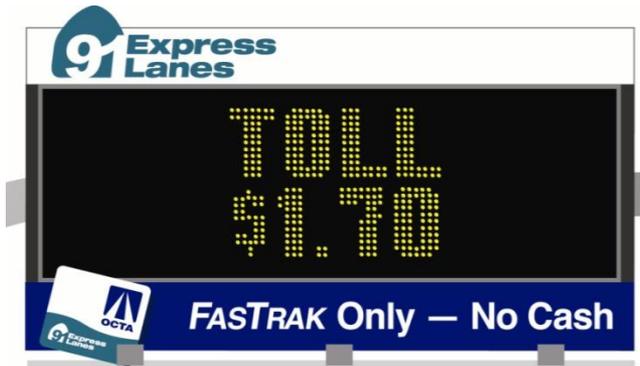
# Financing the Purchase

- 2000: CPTC initially financed lanes
- 2003: OCTA purchased lanes and assumed debt
  - Purchase included a cash payment
- 2003: Restructured debt to be tax-exempt
- 2030: Final payment for lanes anticipated



# Congestion Pricing Model

- Tolls based on traffic demand
  - Monitored daily
  - Adjusted quarterly
- HOV 3+ free, except during peak hours
- Cost of living adjustment yearly
- Excess revenue used to improve adjacent freeway



# 91 Express Lanes – Success

- Ridership increased 27 percent
- Revenue increased 34 percent
- HOV3+ usage increased 8 percent



# Model for the Future

- Toll facilities advance more than one goal:
  - Throughput
  - Mobility
  - Sustainability
  - Financing
  - GHG reductions



# Lessons Learned

- Price lanes to maximize throughput
- Take the politics out of the policy
- Transparency is key for public support



# I-405 Improvement Project

- Currently in environmental phase
- Four alternatives being evaluated
- Toll facility could help finance project



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