

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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