

## Policy Comparisons

### What are the expected outcomes of a CBCP policy?

CBCP can reduce all forms of recurrent congestion, as travelers shift away from congested routes. Average travel speeds will rise, while departure times, destinations and mode choices shift. Travel times will become much more reliable, and transit more popular, as pollution abates and commerce is enhanced.

### How does CBCP compare to other congestion-management strategies?

- **HOV lanes** – Offer time savings for carpoolers but may not be well used, even when other lanes are heavily congested. Very low cost, when converting existing lanes.
- **High-occupancy toll (HOT) lanes** – Can flow close to capacity, while promoting carpooling and raising some revenues. Require costly lane separation, for toll enforcement.
- **Flat-rate toll roads** – Help ensure that motorists cover roadway construction & maintenance costs. Are insensitive to changing traffic conditions (i.e., congestion) and equity concerns (i.e. pricing off lower income drivers).
- **Fast & Intertwined Regular (FAIR) lanes** – Tolls charged on “fast lanes”, alongside regular (slower) lanes. Credits for fast-lane use offered to frequent users of regular lanes. Promotes classes of service on public facilities.
- **Congestion Pricing** – Tolls vary with traffic conditions. Revenues may be used in any way. Is sensitive to changing traffic conditions, but insensitive to equity concerns.

## Policy Comparisons - continued

- **CBCP** – As with congestion pricing, it adapts to changing traffic conditions and eliminates the need for lane separation. In addition it addresses equity by providing a base level of access to a defined group.

## Other Details

### What technology would be used?

Electronic toll collection technology would be used to prevent long queues at the toll plazas. Radio frequency identification (RF-ID) would identify the toll tag. Automated number plate recognition (ANPR) would be used to identify violators, and the Department of Public Safety would issue citations.



### What about visitors?

Visitors to the region would be responsible for obtaining a temporary (removable) RF-ID tag associated with their license plate number. This could be in the form of a fixed or variable-price pass for a particular amount of time.

For further information, please contact:

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## Credit-Based Congestion Pricing



## Combating Congestion

## CBCP: The Policy

Traffic delays cost the average urban area resident \$500 per year in lost time and wasted fuel. Credit-based congestion pricing (CBCP) is a novel congestion alleviation strategy, with the primary aim of ensuring efficient use of road space through proper pricing signals and provision of no-cost travel budgets.

Under a CBCP policy, people would pay a congestion toll to drive on roadways experiencing high demand. But unlike standard tolls, all eligible travelers are given a travel budget, thus permitting a base level of roadway access at no cost. Individuals who exhaust the monthly allowance would have to pay out of pocket to continue driving on congested roadways.

Seamless traffic flow would be ensured thanks to electronic toll collection technology. And implementation costs would average well under \$100 per year per resident. Extensive research suggests that CBCP can help tackle the problem of congestion in an economically viable, equitable, and efficient manner.



## CBCP: Budgets

### Who is eligible for a budget?

A region's needs will determine budget eligibility. Potential criteria include the following:

- Regular congested corridor users
- All registered vehicle owners
- All commuters (or low income commuters only)
- All licensed drivers in the region

### How much travel budget would I get?

Each month's travel budget will depend on revenues raised from CBCP during the previous month. Common budgets may range from \$5 to \$30 per month, depending on congestion levels, tolling locations, implementation costs and program eligibility.



### What other uses of CBCP revenues are possible?

- Roadway capacity addition & maintenance
- Tax reductions (gasoline & registration fees)
- Investment in transit systems
- Improvements in non-motorized modes (including bike lanes and sidewalks)
- Special projects for adversely affected regions
- A combination of two or more of the above

## CBCP: Tolls

### Which roads would be tolled?

To keep implementation costs low, the region's most congested freeways would be tolled first. The system would be expanded as desired.

### How much toll would I have to pay?

Toll rates would vary by time of day and traffic levels, ranging from nothing at all in free-flowing conditions to as high as \$1.00 per mile in extremely congested environments. Typical rush hour tolls can be expected to be around 10 cents per mile on popular freeways.

### How will I know current toll rates?

Prevailing congestion toll rates would be aired on radio and the internet. Variable message signs, placed well ahead of the priced corridors, would indicate toll rates to help drivers make their travel decisions.



### How do I pay tolls?

Tolls can be paid via online accounts linked to windshield stickers (toll tags). Users would have the option of replenishing their accounts at a variety of locations, including on-line and automatically, via credit card.