

The following are relevant excerpts; click here for the complete document [Federal Highways Department Value Pricing](#)

Won't the electronic technology invade our privacy?

All of the operating projects in the United States and more than 250 other toll facilities across the country use electronic toll collection (ETC). Tolling agencies have devised a method to protect the public's privacy by linking the transponder and the driver's personal information with a generic, internal account number that does not reveal the driver's identity and that is not disclosed to other organizations.

Is value pricing a realistic solution to reduce congestion?

Value pricing has worked in California, Texas, New York, Florida, Norway, Singapore, Australia, Canada, and many other places. Survey results from operating facilities prove that value pricing effectively manages traffic, encourages transit use, is accepted by consumers, funds transit and freeway improvements, and gives drivers more options.

Are tolls unfair to low-income drivers who can't afford them? Aren't we just creating exclusive "Lexus Lanes"?

Results from surveys conducted for projects in operation show that drivers of all income levels use priced express lanes. Although many low-income users don't choose to use the tolled facility every day, they support having the four-year old express lanes comes from the lowest income users (80 percent support). Moreover, low income bus riders disproportionately benefit from toll financed transit improvements. Finally, the current system of paying for roads makes relatively heavy use of regressive taxes, such as the gas tax. As such, it places a larger burden on lower income people. A well-designed value pricing plan can be less burdensome to low-income citizens than current transportation financing systems.

Will value pricing discourage ridesharing and transit use?

Within three months of the opening of the express lanes on California's SR-91, a 40 percent jump occurred in the number of vehicles with more than three passengers. Ridership on buses and a nearby rail line have remained steady. Between 1999 and 2001 on San Diego's I-15, revenues generated by users of the facility financed transit improvements that contributed to a 25 percent increase in bus ridership.

Will the public accept value pricing?

In San Diego, the public supports value pricing. After using the I-15 express lanes for four years, 89 percent of users and non-users support extending it.

For more information, visit www.valuepricing.org.