

Congestion Pricing

What is it and why does LWVC support it?

Grace Peng, PhD
8 August 2024



A CENTURY OF FIGHTING TRAFFIC CONGESTION IN LOS ANGELES

1920-2020

BY MARTIN WACHS, PETER SEBASTIAN CHESNEY, AND YU HONG HWANG

Traffic congestion is synonymous with Los Angeles, but it doesn't have to stay that way.

Other cities have implemented congestion pricing and seen immediate relief.

The status quo is immensely unfair and costs everyone money, time and health.

Congestion Pricing

A PRIMER



December 2006

FEDERAL HIGHWAY ADMINISTRATION
Office of Transportation Management, HOTM
400 Seventh St. SW, Room 3404
Washington, DC 20590

Publication Number: FHWA-HOP-07-074

Use the power of the market to reduce traffic congestion by shifting it to other modes or other times.

Analyst Name Click here to enter text.

Today's Date Click here to enter a date.

Advocacy Area Choose an item.

League Position 1 Choose an item.

League Position 3 Choose an item.

Subject Click here to enter text.

Bill Amendment Assessment Choose an item.

LA Recommendation (check one): **Support** **Oppose** **Support if Amended** **Take No Position**

Bill Number¹ & Author Click here to enter text.

Date Bill Introduced Click here to enter a date.

Date Bill Amended Click here to enter a date.

League Position 2 Choose an item.

League Position 4 Choose an item.

Secondary Position Analysis Recommended

Secondary Position Area Choose an item.

DESCRIPTION OF BILL AND ARGUMENTS THAT JUSTIFY LEAGUE ACTION

PRESENT LAW:

THE BILL

ARGUMENT (s): *In your argument, please include a citation to the specific part of the League position that you believe supports your recommendation and explain how it supports your recommendation.*

<https://lwvc.org/position/transportation/>

1. Transportation and land use planning should be integrated to promote reduced vehicle miles traveled through a jobs/housing balance and requirements that land use development facilitate use of transit and other alternatives to single occupant vehicles.
2. Planning for transportation should promote:
 1. strategies to influence travel behavior, such as fees, taxes and tolls, combined with mitigation measures for low income persons;
 2. alternatives to single occupant vehicle travel, such as high occupancy vehicle lanes, expanded transit, car/van pools and bicycle lanes;
 3. other strategies to improve traffic flow, such as flextime and telecommuting;
 4. project evaluation processes which include early and informed public participation, analysis of alternative routes and modes, analysis of costs and benefits of each alternative, and consideration of consistency with regional and state transportation systems.

<https://lwvc.org/position/climate-change/>

- ★ Promote a clean, sustainable low-carbon energy economy that includes all forms of renewable energy and transportation infrastructure.
- ★ Promote electrification in buildings.
- ★ Promote low-carbon energy sources, energy conservation, and energy efficiency in buildings and transportation.
- ★ Promote land use policies that reduce automobile dependence.
- ★ Protect and promote the capacity of natural, working, and urban lands to capture and sequester carbon.
- ★ Promote carbon pricing by market mechanisms such as cap and trade systems and carbon taxes.
- ★ Promote policies designed to adapt to the impacts of climate change in urban, rural, agricultural, and natural settings.
- ★ Promote basic research and technology development, encouraging the use of a portfolio of technologies.
- ★ Promote solutions that ease climate-related hardships to low- and moderate-income households.

<https://lwvc.org/position/position-meeting-basic-human-needs/>

Access to Transportation

The LWWUS believes that energy-efficient and environmentally sound transportation systems should afford better access to housing and jobs and will continue to examine transportation policies in light of these goals.

Further Guidelines and Criteria

Criteria for Income Assistance

- Eligibility of all low-income individuals for assistance should be based on need. Eligibility should be established through simplified procedures such as a declaration of need, spot-checked in a manner similar to that used in checking the validity of income tax returns.
- Benefit levels should be sufficient to provide decent, adequate standards for food, clothing and shelter. Minimum income standards should be adjusted for regional differences in the cost of living and should be revised periodically to take into account changes in the purchasing value of the dollar. Until a federal welfare program achieves an adequate level of benefits, some states will need to supplement federal payments.
- There should be increasing emphasis on cash assistance, but in-kind assistance (e.g., food stamps, housing subsidies, medical aid) should be continued to help assure that these needs are met.
- Under a revised program participants should not have their benefits reduced.
- Privacy of participants should be protected. All administrative procedures should be conducted with respect for the rights and dignity of the individuals.

Guardrails on Priced Lanes: Protecting Equity While Promoting Efficiency

2022 | Manville, Michael; Pierce, Gregory; Graveline, Bryan

Main Content


Metrics

Author & Article Info

— Abstract

Can congestion pricing be implemented in a way that protects vulnerable residents of California? This report examines that question from two perspectives. First, we empirically estimate the size of the vulnerable population likely to be impacted if congestion pricing were introduced on California's urban freeways. Our estimates suggest that 13% of households, as a result of their low incomes and current travel habits, might be unduly burdened by a freeway tolling program in California. Second, we consider ways to mitigate these burdens. In particular, we compare freeway use to use of other metered network infrastructure, like electricity grids or water systems. We suggest that assistance programs from these utilities provide a useful model for protecting low-income drivers from road prices, and further note that policymakers would be less constrained in progressively redistributing congestion toll revenue than they would be in redistributing utility revenue.

<https://escholarship.org/uc/item/2rj35891>

Go to... 

Evaluation of a Large Scale Universal Basic Mobility Wallet in South Los Angeles

Project ID:	Status:	Funding Source:
LA2204	Ongoing	Statewide Transportation Research Program



Madeline Brozen (PI)
Deputy Director, Lewis Center for Regional Policy Studies; Lecturer
mbrozen@ucla.edu

Project Description

A lack of reliable and affordable transportation exacerbates socioeconomic inequities for low-income communities, especially people of color (Blumenberg and Pierce, 2014; Caywood and Roy, 2018). Mobility wallets are a relatively new approach to addressing financial barriers to travel among the transport-disadvantaged. Individuals are provided with funds to pay for a range of mobility options, including transit and shared modes, at their discretion.

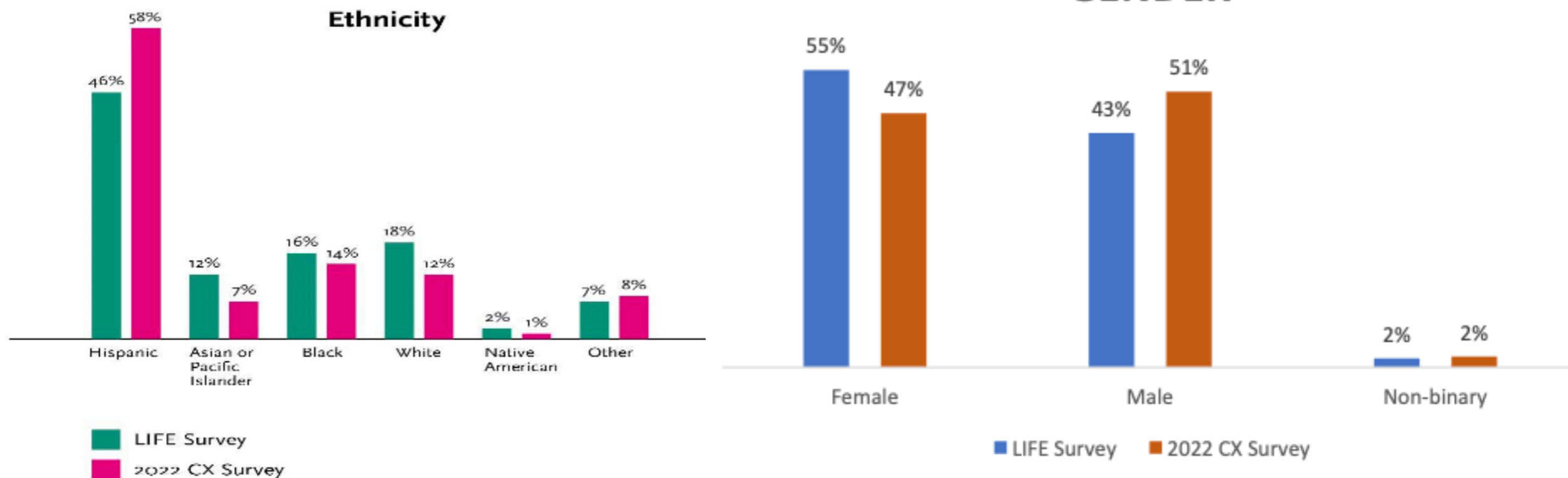
Currently, there are five implemented mobility wallet programs/pilots in the US; however, only two pilots (Portland and Sacramento) specifically recruit

Research Team
Madeline Wander, tamika
l. butler

Low Income Fare Is Easy

<https://www.metro.net/riding/fares/life/>

LIFE Survey Summary



- Self Attestation of low-income eligibility
- 1% Selected each year for further income verification
- 98% Provide proof of low income
- Mobility Wallet households selected from LIFE customers

Analyst Name Grace Peng
Today's Date June 4, 2023
Advocacy Area Social Policy
League Position 1 Transportation
League Position 3 Meeting Basic Needs
Subject
Bill Amendment Assessment Choose an item.
LA Recommendation (check one): Support Oppose Support if Amended Take No Position

Bill Number¹ & Author LA County Congestion Pricing
Date Bill Introduced Proposal Stage
Date Bill Amended Click here to enter a date.
League Position 2 Climate Change
League Position 4 Air Pollution
Secondary Position Analysis Recommended
Secondary Position Area Choose an item.

DESCRIPTION OF BILL AND ARGUMENTS THAT JUSTIFY LEAGUE ACTION

PRESENT LAW:

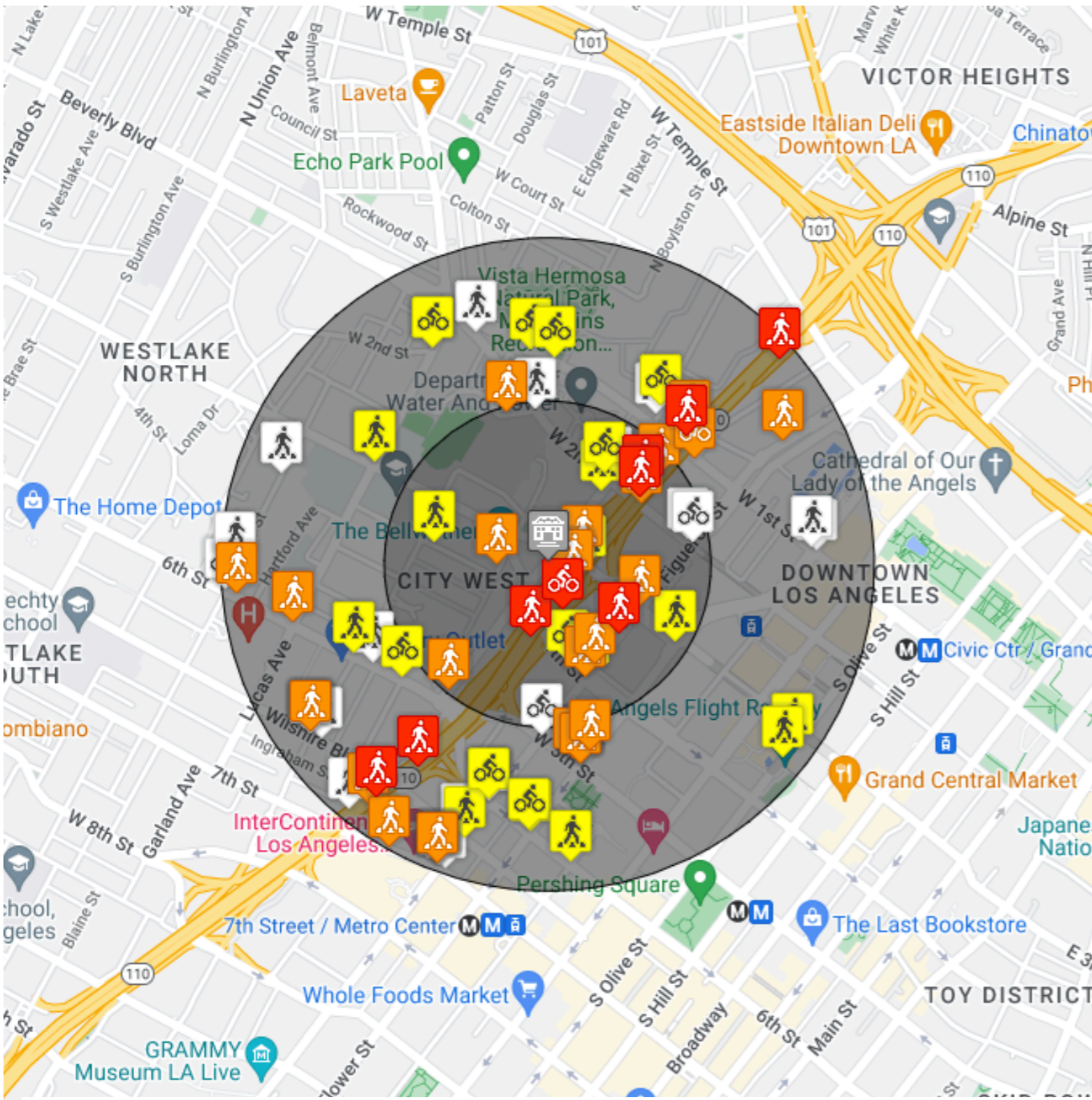
Roads in LA County are presently unpriced with the exception of some toll lanes (many with discounts for carpools). LA County is slowly growing in population, and per capita vehicle miles traveled (VMT, car miles) have also grown. This has resulted in increasing congestion erasing the gains of pollution controls, reducing economic productivity and public health.

THE BILL

Metro has proposed congestion pricing for years, but elected officials have directed Metro to spend an additional 5 years studying the equity of congestion pricing. <https://www.metro.net/projects/trafficreduction/>
The target start date is 2028 which may not be on time.

The targeted areas are:

- DTLA (cordon area)
- I-10 between Santa Monica and DTLA (toll road)
- I-405 through the Sepulveda pass, including canyon roads (corridor pricing)



2020 through Q1 2024
 1/2 mile radius
 Freeway-adjacent
 schools suffer the
 most.

Radius	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Pedestrian	Bicycle	Total
<1/4 mi.	5	11	7	5	22	6	28
1/4 - 1/2 mi.	4	13	19	21	42	16	57
Total	9	24	26	26	64	22	85

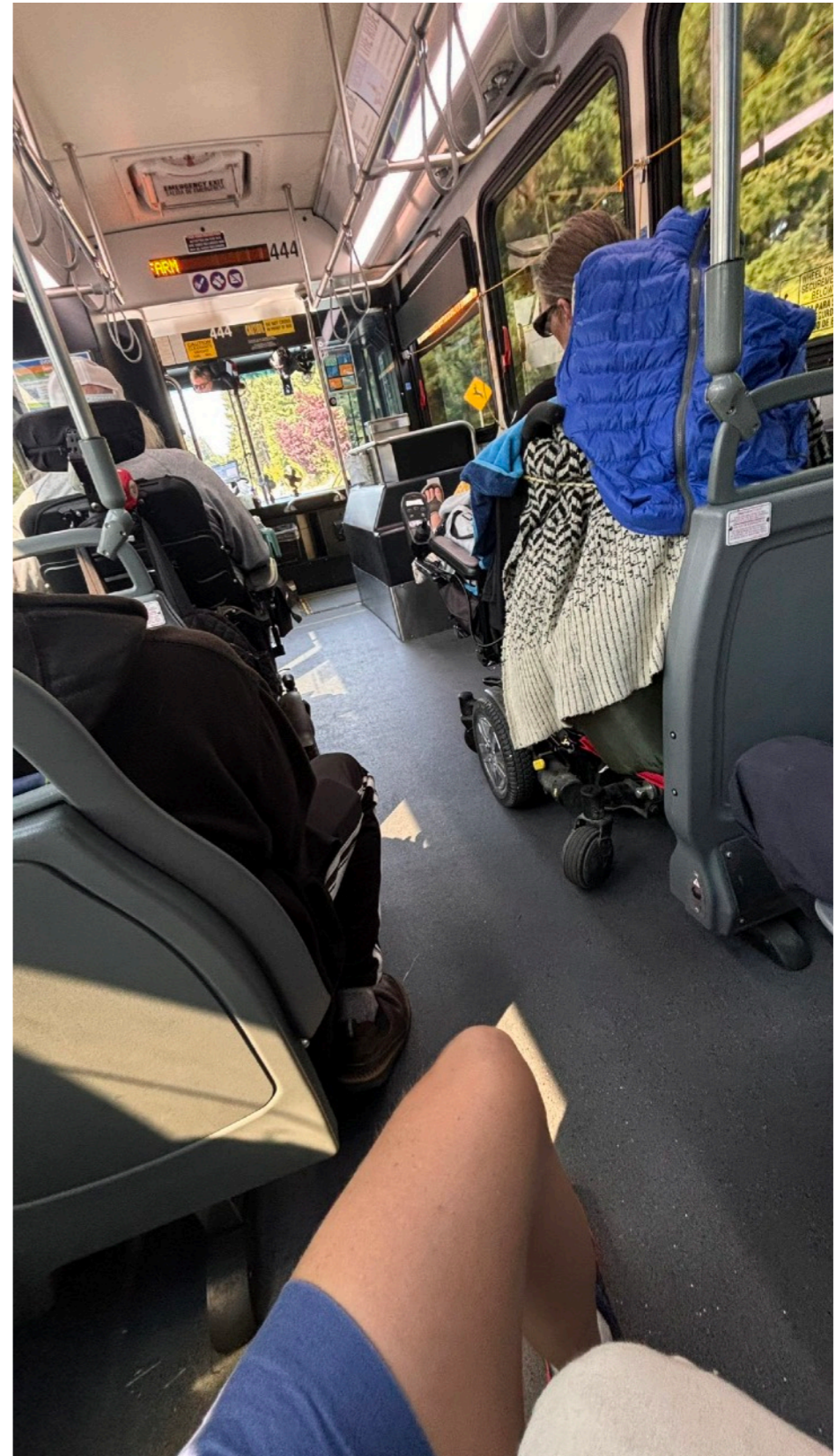
When Driving Is Not An Option



Steering Away from Car Dependency

Anna Letitia Zivarts

FOREWORD BY DANI SIMONS



I use a wheelchair and I want more bike lanes

EJ Barrett

Guest writer

[Share Story](#)



Image: Tina Tiller

This may come as a shock, but disabled people who use transport care about more than just car parks.

“It seems like nearly every week I am having arguments about how bike infrastructure is ableist. It’s not.”



October 30, 2023

Los Angeles County Metropolitan Transportation Authority
Board Administration
One Gateway Plaza
MS: 99-3-1
Los Angeles, CA 90012

Dear Metro Board of Directors,

We are writing to enthusiastically support implementation of congestion pricing in general and in Los Angeles County in particular.

The League recognizes [mobility as a basic human need](#) while supporting measures to reduce vehicle miles traveled (VMT), carbon emissions, auto-dependence, pollution and congestion¹². “Planning for transportation should promote strategies to influence travel behavior, such as fees, taxes, and tolls, combined with mitigation measures for low income persons.”

https://docs.google.com/document/d/1qSYArp1eBS3vqZZQfZsuQ-PQg_tM5nLc/edit?usp=sharing&oid=107059636089398410683&rtpof=true&sd=true