



Los Angeles County  
Metropolitan Transportation Authority

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# Metro News

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## **Metro Board Approves Key Recommendations for Metro’s Bold New “Re-Imagining of L.A. County” Transportation Initiative**

In a significant, far-reaching vote to help eradicate congestion, reduce the region’s carbon footprint and combat climate change, the Los Angeles County Metropolitan Transportation Authority (Metro) Board of Directors today approved staff recommendations for pursuing a bold new mobility initiative called “The Re-Imagining of Los Angeles County: Mobility, Equity and the Environment.”

The initiative contains a range of financial and funding recommendations, including the evaluation of congestion pricing, as potential strategies to meet the county’s future mobility needs. In a unanimous vote, the Metro Board cemented the baseline assumptions and priorities Metro needs to manage the delivery of Metro’s Twenty-Eight by ‘28 Initiative that proposes to build 28 transportation projects before the Olympic and Paralympic Games arrive in Los Angeles in 2028. Twenty of those projects are already slated for delivery over the next decade. The Board has asked for the remaining eight projects totaling \$26.2 billion in investment to be accelerated to 2028 as well. The total package of Twenty-Eight by ‘28 projects totals \$42.9 billion.

Projects the board has agreed not to impact to accelerate these projects include retaining Metro’s NextGen study results, which are expected to be announced by the end of this year. Metro will also remain on track with funding its State of Good Repair efforts to keep the transit system in proper working order. Metro will retain its current debt limits for Proposition A and C, previous sales tax measures which are used to fund transit operations. Metro’s debt covenants will also be protected to ensure future funding plans do not adversely impact the rights of bondholders. Funding for several critically important ongoing projects, including the expansion of a new subway maintenance yard in downtown Los Angeles for the future Purple Line Extension Project, will not be affected by the funding plan.

While recommendations for advancing projects were initially requested by the Board to expedite the Twenty-Eight by '28 Initiative, Metro is now thinking beyond the 2028 Olympic Games in much broader efforts to dramatically change the region's transportation paradigm. Metro is re-imagining Los Angeles County through the lens of greater mobility, equity and the environment. The agency's focus is centered around the concepts of eliminating congestion, combating climate change, reducing our carbon footprint, increasing transit frequency and capacity, realizing regional equity and providing free rides on the Metro transit system.

"What Metro CEO Phil Washington is now proposing for addressing our looming transportation challenges is nothing less than revolutionary," said L.A. County Supervisor and Metro Board Chair. "His goal is now the eradication of congestion here in the Car Capital of the World. If we can structure this initiative in a fair, equitable way – and I believe we can – this vision promises to yield tremendous benefits for everyone traveling in our county."

Among the approved recommendations to pursue is a congestion pricing concept. Over the next two years, Metro will investigate the feasibility and framework for conducting a congestion pricing pilot program somewhere in Los Angeles County where a public transit alternative is readily available. The agency will first conduct a feasibility study utilizing a Board-approved advisory council comprised of academia and other experts to evaluate where a pilot could be implemented and what type of congestion pricing model might work best. Metro will evaluate a cordon model, where anyone traveling into a designated zone is charged a fee, a Vehicle Miles Traveled (VMT) Model, where charges are based on the number of vehicle miles traveled within congested areas, and a corridor model, where anyone traveling within a congested corridor is charged based on number of vehicle miles traveled within that corridor. After the two-year feasibility study is complete and subject to future board approval, Metro could then initiate a pilot program to test congestion pricing concepts further.

Metro plans to conduct extensive public outreach to obtain input on all elements of the congestion pricing study. It will also make equity for all users a top priority. For example, Metro will explore the possibility to provide free rides for all on Metro Bus and Rail lines with revenues generated by congestion pricing charges.

"We will not implement congestion pricing if it is not equitable to all people, including low-income drivers, who travel in Los Angeles County," said Metro CEO Phillip A. Washington. "But Los Angeles could become the first city in the world to move to this innovative congestion pricing and free

transit concept. We have the opportunity to re-imagine Los Angeles and keep our growing population moving in the years ahead with this bold new initiative.”

Congestion pricing has been implemented in several major cities around the world including London, Stockholm, and Singapore. Traffic in those cities has improved in the areas where congestion pricing is in place.

### **About Metro**

Metro is a multimodal transportation agency that is really three companies in one: a major operator that transports about 1.4 million boarding passengers on an average weekday on a fleet of 2,200 clean air buses and six rail lines, a major construction agency that oversees many bus, rail, highway and other mobility related building projects, and the lead transportation planning and programming agency for Los Angeles County. Overseeing one of the largest public works programs in America, Metro is changing the urban landscape of the Los Angeles region. Dozens of transit, highway and other mobility projects largely funded by Measure R are under construction or in the planning stages. These include five new rail lines, enhanced bus operations, and numerous highway and local projects.

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