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ROSENDAHL CALLS FOR LAX CONGESTION PRICING STUDY
Councilman is Determined to Regionalize Aviation, Fund Mass Transit Projects

LOS ANGELES- Determined to regionalize aviation and fund much-needed mass transit, City Councilmember Bill Rosendahl today called for a LAX congestion pricing feasibility study.

Rosendahl today introduced a motion calling for a study that would assess the feasibility of implementing an innovative congestion pricing system for LAX and its surrounding communities.

“Our traffic requires us to think out-of-the-box,” Rosendahl said. “I will leave no stone unturned in trying to find ways to free our streets, especially Westside streets, of traffic gridlock.”

Rosendahl said the congestion pricing plan, which would be paired with an automated people mover, could benefit Los Angeles.

“This encourages regionalism and mass transit, and complements several proposed transportation projects such as the Green Line extension and expanded FlyAway service,” Rosendahl. “Congestion pricing has worked well in other cities. I am eager to learn about its feasibility in Los Angeles.”

"We have a traffic crisis in the city of Los Angeles," said Councilwoman Wendy Greuel, chair of the City Transportation Committee. "In order to provide comprehensive long term solutions we must examine the whole spectrum of congestion reducing strategies and decide which are the right fit for our city."

The congestion pricing plan would require motorists to pay a fee to enter into the area, charging a higher rate for vehicles registered outside of Los Angeles County. As an alternative to driving, the automated people mover would provide quick and efficient transportation into the airport free of charge. The motion, which was seconded by Councilmember Wendy Greuel, calls for the City to review these models to see if the system would benefit Los Angeles and provide similar results.

London, Singapore and Stockholm have implemented congestion pricing plans that successfully reduced congestion and financed infrastructure improvements.

The motion specifically directs the Los Angeles Department of Transportation to form a working group with the Chief Legislative Analyst, the Chief Administrative Officer, Council District 11, and Los Angeles World Airports to conduct the study.

Currently, more than 25.6 million cars enter LAX each year, contributing to gridlock in the surrounding streets and neighborhoods, delayed access to the airport, and decreased customer satisfaction. The problem will only worsen as LAX grows to its 78.9 million annual passenger cap.

The motion was referred to the City's Transportation Committee.