



Traffic Reduction Study

3rd Round Results, Lessons from NYC, and Next Steps

October 2025

3rd Round Modeling Assumptions

- DTLA and WLA / SM areas
- Assumes additional transportation investments
- Low-income assistance by mobility wallets and HOV 3+ at ½ price



WHAT IF WE REDUCE TRAFFIC In LA?

41% less delay in traffic reduction zones, **4% less** countywide

17% fewer miles driven in traffic reduction zones, **1% VMT reduction** countywide

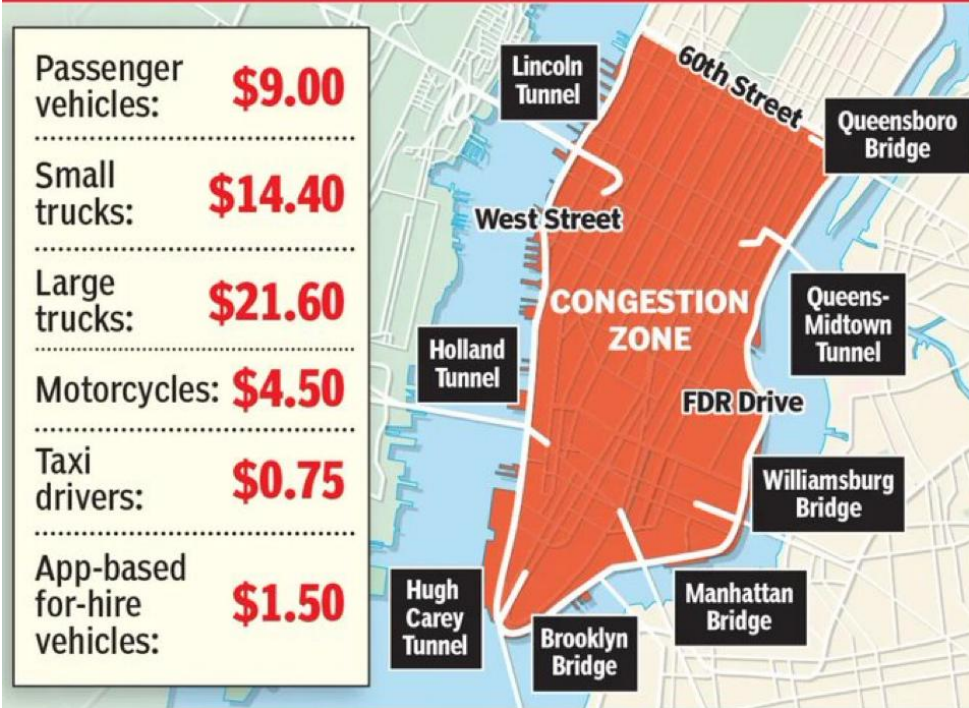
20% higher daily transit boardings countywide

\$616 million net revenue per year

More than 100,000 mobility wallets for low-income residents

8.9% more jobs accessible w/in 60 minutes by transit countywide (**14.8% more** for EFCs)

Here's the Manhattan money map detailing the new congestion-pricing zone and traffic routes into it.



- State Legislation made it happen
- MTA achieved its desired results
- Public opinion became more positive after implementation

Traffic delay down 25% in the zone (down 10% in the Bronx)

Bus and subway ridership are up 12% and 7%

Traffic injuries within the zone are down by 15%.

Pedestrian traffic, office leases, and Broadway ticket sales are up

45% reduction in complaints about honking horns, noise pollution.

Results and Lessons from NYMTA

Key Takeaways

- Modeling results have met main study goals (traffic reduction + transportation investment + low-income assistance)
- 3rd round adjustments, with additional investments and mobility wallet, resulted in major boost to results
- Public comments after 2nd round modeling included concern over DTLA economy and lack of consensus on whether SM Mountains should proceed before or after Sepulveda project opens
- DTLA has shown most promising results and combines well with WLA / SM
- SM Mountains was promising in rounds 1 + 2 but it is challenging to promise high-speed transit options before completion of Sepulveda line
- Staff would recommend I-10W as an ExpressLane

Next Steps

- Explore state legislative and administrative pathways to receive authority for potential future congestion pricing
- Work internally and with local partners on a more detailed operational plan for promising areas