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Your Community Impact Statement Submittal - Council File Number: 08-0229

LA City SNow <cityoflaprod@service-now.com>
 Reply-To: LA City SNow <cityoflaprod@service-now.com>
 To: Clerk.CIS@lacity.org

Sun, May 5, 2024 at 2:32 PM

A Neighborhood Council Community Impact Statement (CIS) has been successfully submitted to your Commission or City Council. We provided information below about CISs and attached a copy of the CIS.

We encourage you to reach out to the Community Impact Statement Filer to acknowledge receipt and if this Community Impact Statement will be scheduled at a future meeting. Neighborhood Council board members are volunteers and it would be helpful if they received confirmation that you received their CIS.

The CIS process was enabled by the to Los Angeles Administrative Code §Section 22.819. It provides that, "a Neighborhood Council may take a formal position on a matter by way of a Community Impact Statement (CIS) or written resolution." NCs representatives also testify before City Boards and Commissions on the item related to their CIS. If the Neighborhood Council chooses to do so, the Neighborhood Council representative must provide the Commission with a copy of the CIS or rResolution sufficiently in advance for review, possible inclusion on the agenda, and posting on the Commission's website. Any information you can provide related to your agenda setting schedule is helpful to share with the NC.

If the CIS or resolution pertains to a matter *listed on the Commission's agenda*, during the time the matter is heard, the designated Neighborhood Council representative should be given an opportunity to present the Neighborhood Council's formal position. We encourage becoming familiar with the City Council's rules on the subject. At the Chair's discretion, the Neighborhood Council representative may be asked to have a seat at the table (or equivalent for a virtual meeting) typically reserved for City staff and may provide the Neighborhood Council representative more time than allotted to members of the general public. They are also permitted up to five (5) minutes of time to address the legislative body. If the CIS or resolution pertains to a matter *not listed on the agenda*, the designated Neighborhood Council representative may speak during General Public Comments.

We share this information to assist you with the docketing neighborhood council items before your board/commission. If you have questions and/or concerns, please contact the Department of Neighborhood Empowerment at empowerla@lacity.org.

***** This is an automated response, please DO NOT reply to this email. *****

Contact Information

Neighborhood Council: North Westwood

Name: Jacob Wasserman

Email: jacobnwwnc@gmail.com

The Board approved this CIS by a vote of: Yea(13) Nay(0) Abstain(1) Ineligible(0) Recusal(0)

Date of NC Board Action: 04/03/2024

Type of NC Board Action: Neutral Position

Impact Information

Date: 05/05/2024

Update to a Previous Input: No

Directed To: City Council and Committees

Council File Number: 08-0229

City Planning Number:

Agenda Date:

Item Number:

Summary: NWWNC supports the continued study of congestion pricing, particularly in the Sepulveda Pass corridor, without delay, and we call for speedy implementation. Car emissions, especially from stopping and starting, harm the health of those nearby. Congestion also contributes to global climate change and locally causes crashes, noise, and frustration. Congestion pricing is the way to make our roads work as intended. Take the following analogy: while water and electricity are vital, we would never give either away for free without limits, lest we suffer blackouts or water shortages. The same logic applies to road space: we call a shortage of road a traffic jam. The only way to avoid this shortage is to meter it through appropriate pricing. Any well-designed congestion pricing program must and will include

discounts for low-income drivers. Because we trust it will be implemented, this is no reason to oppose tolling overall. This Neighborhood Council supports rapid construction of the Sepulveda Transit Corridor. But again, this should not slow down congestion pricing. The problems of pollution and traffic are urgent and need fixing regardless of when transit improvements are made. And not only will congestion pricing provide funds to improve transit, it will also allow buses to travel without traffic over the pass, improving transit immediately even before the rail line opens. Making tolling contingent on large-scale transit improvements is akin to delaying billing for electricity until every house has rooftop solar—an absurd and unrelated delay. Only pricing can solve this issue of traffic: when planners add a new lane of a freeway, it quickly fills up with other drivers who change their routes and travel times to use the new space available. This happened when the 405 was widened. Even the new transit line, while incredibly useful for many travelers, will not relieve congestion on its own, as the space on the freeway it frees up will likewise be re-filled in.

Ref:MSG10295825

 **CIS_Congestion Pricing.pdf**
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- COMMUNITY IMPACT STATEMENT -

Council File: [08-0229](#)

Title: Nexus Study / West Los Angeles Transportation Improvement Mitigation Specific Plan Fund

Position: Neutral

Summary:

The North Westwood Neighborhood Council supports the continued study of congestion pricing, particularly in the Sepulveda Pass corridor, without delay or interruption, and we call for speedy implementation.

Traffic causes a host of problems. Car emissions, especially from stopping and starting, harm the health of those nearby, like our stakeholders who live, work, and travel near the 405. Our students in particular are at risk. Congestion also contributes to global climate change and locally causes crashes, noise, and frustration.

Congestion pricing is the way to make our roads work as intended. Take the following analogy: while water and electricity are vital, we would never give either away for free without limits, lest we suffer blackouts or water shortages. The same logic applies to road space. To adapt UCLA scholar of congestion pricing Michael Manville, we call a shortage of road a traffic jam. The only way to avoid this shortage—i.e., traffic—is to meter it through appropriate pricing.

Any well-designed congestion pricing program must and will include discounts for low-income drivers who cannot afford to live close to work. This is an integral equity consideration, but because we trust it will be implemented, this is no reason to oppose tolling overall. Likewise, we anticipate the program will address traffic on parallel streets to the 405, either through tolling there as well (with provision made for those areas' residents) and/or through access restrictions, methods which the current study will develop.

This Neighborhood Council is on record supporting rapid construction of the Sepulveda Transit Corridor. But again, this should not slow down congestion pricing. The problems of pollution and traffic are urgent and need fixing regardless of when transit improvements are made. And not only will congestion pricing provide funds to

improve transit, it will also allow buses to travel without traffic over the pass, improving transit immediately even before the rail line opens.

To carry forward the metaphor of electricity metering, making tolling contingent on large-scale transit improvements is akin to delaying billing for electricity until every house has rooftop solar—an absurd and unrelated delay. Like transit, solar power has many benefits on its own, but its implementation and the problems it solves are independent of the core pricing issue at hand.

Only pricing can solve this issue of traffic: when planners add a new lane of a freeway, it quickly fills up with other drivers who change their routes and travel times to use the new space available. [This happened when the 405 was widened](#), with travel time savings quickly erased. Even the new transit line, while incredibly useful for many travelers, will not relieve congestion on its own, as the space on the freeway it frees up will likewise be re-filled in.

Congestion pricing solves this, by setting a toll just high enough to ensure free flow of cars. And unlike money, the time currently lost to traffic cannot be taxed or recovered. The many travelers stuck in traffic—especially low-income drivers—waste that precious time every day. Congestion pricing is thus needed urgently.

Written by authority delegated under the Council bylaws and Community Impact Statement filer designation