



Congestion pricing can reduce congestion, reduce air pollution, and improve mobility and access for everyone



Congestion pricing schemes are generally more equitable than the status quo of unpriced roads



Express lanes generally create fewer equity concerns than other types of congestion pricing schemes



Express lanes are slightly less regressive than other forms of transportation finance



Revenue redistribution is key to equitable outcomes



It is difficult for express lanes to generate enough net revenue to fully fund projects that benefit underserved communities



Congestion pricing can have negative environmental justice impacts if a highway is expanded for a new lane



The evidence does not support claims that traffic will be diverted through nearby communities



The direct benefits of express lanes accrue to higher income groups more than others



Acceptability after implementation is widespread and all groups make some use of the guaranteed reliable travel times



Low-income drivers are a small share of peak-period traffic, and therefore less likely to pay the highest tolls