AGENDA

1. Welcome and overview
2. Intros, framing, and ground rules
3. Sharing perspectives: survey, mobility experiences, and committee experts
4. Mobility concepts overview
5. Q+A and group discussion
6. Workshop #2 preview
WELCOME & OVERVIEW
We are identifying opportunities to conceptualize, design, and implement congestion pricing in a way that enhances social equity.
SCAG is leading this study to support local agency efforts throughout the region. SCAG aims to enhance public agencies’ understanding of critical equity issues presented by congestion pricing and low emission zones and elevate the concerns of historically underrepresented populations.
With worsening traffic congestion and anticipated population growth, the region can no longer rely on new or expanded roadways to reduce travel times. Particularly in Los Angeles, the average driver loses over 100 hours a year in traffic, and traffic creates negative impacts on health, safety, climate, and the economy.
WORKSHOP GOALS

- Share mobility experiences
- Survey sentiments
- Introduce pricing and mobility concepts
INTROS
FRAMING
GROUND RULES
00002
INTRODUCTIONS

1. Name
2. Pronouns
3. Organization
4. Your workshop goals
SAMPLE GROUND RULES

1. one mic, one speaker
2. assume good intent
3. move up, move back
4. respect confidentiality
5. challenge with care
6. be present
7. be mindful of time
8. others?
SHARING PERSPECTIVES
HIGHER PRIORITY
- public transportation
- environmental justice
- affordable housing and anti-displacement

LOWER PRIORITY
- congestion pricing
- freight and goods movement
- law enforcement and policing
- economic and workforce development

ADD’L PRIORITIES
- park/open space access
- equitable community engagement and planning processes
- differently-abled access to transit and disability rights
- free fare transit
- indigenous peoples’ voices
- good jobs in transportation

These priorities represent feedback from community-based organizations participating in a workshop.
Do you think Southern California’s transportation system works well?

01: What aspects of the system work well?
02: How can the system be improved?
03: How does this assessment change based on where you live, who you are, and/or how you travel?

Who benefits from our current transportation system? Who is disadvantaged?

01: Consider how demographic and social factors (e.g., ability, age, gender, immigration status, income, linguistic isolation, race, etc.) inform your answer to each question.

These are sample discussion questions to facilitate group dialogue around transportation equity.
MOBILITY CONCEPTS OVERVIEW
Low Emission Zones are areas where some polluting vehicles are restricted to improve air quality. They typically cover a broad area and target high-emitting fleets.

Zero Emission Zones restrict all polluting vehicles.
Congestion pricing is a fee-based program where drivers are charged to drive into, out of, or within a specific area during congested times. A congestion pricing program will raise revenue that can be reinvested in the transportation system.
CONGESTION PRICING OVERVIEW

- where
- when
- who
- cost
PRICING OUTCOMES

why pricing?

equity concerns
Why would a city (or region) pursue pricing? What are some goals or anticipated outcomes?
01. reduce traffic congestion
02. make travel times more predictable
03. reduce local air pollution and emissions
04. produce revenues for transportation and safety improvements
05. shift driving trips to other modes or to less congested times
What are the perceived equity concerns?
EQUITY CONCERNS

01. pricing is regressive
02. makes traveling by car too expensive for low-income drivers
03. creates a two-tiered transportation system
04. upfront costs and financial requirements limit access
CONGESTION PRICING OVERVIEW

where
when
who
cost
WHERE: the area where drivers pay for trips

cordon pricing
area pricing
distance-based fee
corridor pricing
**WHEN:** the times of day drivers pay to travel

- **flat rate charges**
- **dynamic or variable pricing**
WHO: Which drivers are required to pay, who is exempt, and who receives a discount.
COST
the baseline price for driving trips
NEW YORK CITY
WHAT
all vehicles entering the central business district

WHEN
all day

HOW
transponders

DISCOUNTS
- emergency vehicles
- travelers with disabilities
- zone resident low-income tax credit

REINVESTMENT
into the MTA to improve:
- Staten Island Railway
- New York City Subway
- MTA Regional Bus Operations
- Long Island Rail Road
- Metro-North Railroad.
GRASSROOTS IMPLEMENTATION

1. **MoveNY**
   - grassroots movement of environmental and transit advocates

2. **Fix NYC Panel**
   - 15 members chosen by Gov. Cuomo (October 2017)

3. **2018 NYS Budget**
   - Uber, Lyft, et al. + taxi surcharge in congestion zone
   - Metropolitan Transportation Sustainability Group

4. **Fast Forward Plan**
   - comprehensive plan estimated $19-43B

CASE STUDIES
PAST CONGESTION PRICING ATTEMPTS

1973 Mayor Lindsay: Air Quality Plan
- Tolls on East & Harlem River Bridges
- Act of Congress kills it

1980 Mayor Koch: Post-transit strike
- SOVs to toll crossings 6a-10a M-F
- City sued by AAA & Garage Board - City loses

2008 Mayor Bloomberg: NYCPlan 2030
- $8 Charge to central business district
- State legislature fails to hold vote
EQUITY ISSUES RAISED WITH CONGESTION PRICING

- Impact on low income persons
- Drivers contributing but getting nothing in return
- Manhattan (richest area) pays the least but gets the most benefit
- Outer boroughs, particularly Brooklyn and Queens, contribute the most
- Transit deserts not addressed
- Unfair toll and fare collection policies today
- Small businesses will be hurt
Since 2000, most pay a lot more money; a few don’t pay at all.

Non-Central Business District Bridges (e.g., Throgs Neck Bridge)
8 toll increases since 2000
$3.50 to $8.50 one-way (cash)
$3.00 to $5.76 (E-Z Pass)

Subway
6 fare increases since 2000
$1.50 to $2.75

Manhattan Bridge
4 subway tracks: $2.75
7 traffic lanes: $0.00 [since 1911]
CITYWIDE BENEFITS
$1.5 billion per year

- City ticket 7 days a week
- Fair fares
- New monthly pass combining rail/subway/bus
- New ferry services
- $1 off Express Bus fares
- $350M/year roads & bridges
- $2.8B/year increased economic activity
- Set-aside for community generated transportation projects
THE BOTTOM LINE

$1.5 billion net revenue per year (bondable $15-22 billion)

30,000 recurring local jobs per year

15 – 20% reduction in travel times

$1.125 billion annually

$375 million annually
LONDON
WHAT
all driving trips within the zone

WHEN
7a-6p, Mon. thru Fri.

HOW
autopay

DISCOUNTS
- Residents (90%)
- Blue Badge (100%)
- Cleaner vehicles (100%)
- HOV (9+) and Motorbikes (100%)

OUTCOMES
- 16% reduction in vehicle trips
- 17% reduction in CO2 emissions
- 30% reduction in travel time

REINVESTMENT
£122M ($158M) per year on road safety, street improvements and public transportation.

CASE STUDIES
Central London
24-hr. avg. travel speed: 8.6 mph
Uncongested speed: 20 mph

Inner London
Drivers spend 50% of their time traveling < 10 mph
By 2006, the congestion charging zone had reduced congestion in central London by 26%.

- Average speed increased to 10.4 mph
- 40-70% fewer crashes that resulted in personal injury within the zone.
- Congestion charging scheme was estimated to save £2.5 ($3.25) million per year as a result of a reduction in vehicle miles travelled, fuel consumption and CO2 emissions
- Achieved a cost efficiency of £78 ($101.6) million per year when all costs and benefits were considered.
COORDINATED APPROACH

MAYOR OF LONDON

Functional Bodies

MAYOR OF LONDON
OFFICE FOR POLICING AND CRIME

TRANSPORT FOR LONDON
EVERY JOURNEY MATTERS

GREATER LONDON AUTHORITY

LONDON FIRE
AND EMERGENCY
PLANNING AUTHORITY

Surface Transport

London Underground

Operational Modes

COACHES
RIVER
BUS
DIAL-A-RIDE
TAXI-PRIVATE HIRE

TRAMS
DLR
CROSSRAIL
TFL RAIL
OVERGROUND

UNDERGROUND
ELIZABETH LINE
On the launch of the congestion charge zone in February 2003, London added 300 extra buses to account for a shift from private vehicles to buses.

In 2007, bus volumes increased from 90,000 trips/day (pre-charge) to 116,000 trips/day
- Increased passenger demand increases revenue
- Reduced congestion increases bus travel speeds
- Increased revenue provides improved service (more routes & higher frequencies)
Traveling by public transport typically involves significantly more physical activity due to the need to walk to/from the station or stop.

Active transportation can help achieve healthy lifestyles for all.

Without action, London’s population growth will lead to traffic clogged streets, creating unpleasant places and deterring active travel.

LONDON’S IMPROVEMENTS TO THE PUBLIC REALM
February 2003

LONDON’S IMPROVEMENTS TO THE PUBLIC REALM

Cycling has grown 83% since the introduction of congestion pricing zone
600k+ bicycle trips per day
328 existing lane km (200 mi) of cycling facilities in 2016 with plans for expansion

Index (2000 level = 100)

Source: TfL Planning, Strategic Analysis
EFFECT ON LOCAL BUSINESS

- One year into congestion charge zone, the London First study reveals **72% of companies believe the experiment is working**
- 58% say congestion charge zone is improving London’s image
- 36% say congestion charge zone has neutral impact on London’s economy
- 26% say it has a positive impact
Q+A
DISCUSSION
00005
where  when  who  price
What was your initial reaction to the concepts and case studies?

What equity and inclusion issues came to mind?

What are some outstanding questions or issues you’d like us to tackle during the next workshop?
CORDON PRICING
drivers pay a fee whenever they enter a defined area or zone
**AREA PRICING**

like cordon pricing, drivers pay a fee when they travel within the zone.
DISTANCE-BASED FEE
drivers pay a fee based on how far they travel
CORRIDOR PRICING
all users of the facility pay a toll
FLAT RATE CHARGE
prices that do not change
DYNAMIC OR VARIABLE PRICING
prices vary based on demand
HIGH OCCUPANCY / TOLL LANES

carpools use HOT lanes, with excess capacity available for solo drivers willing to pay a fee
EXPRESS LANES

toll lanes that charge all drivers (including carpools) a fee
ZERO EMISSION AREAS
a defined area where polluting vehicles are prohibited or must pay a fee