

Southern California Association of Governments

# **Advisory Committee for Mobility Innovations**

**WORKSHOP #1**

# 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**  
00001

We are identifying opportunities to conceptualize, design, and **implement congestion pricing in a way that enhances social equity.**

WHAT

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**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.

**123456**

**WHY**

**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

**1** **2** **3** **4** **5** **6**

# 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

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## 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

## 00004

# LOW EMISSION ZONES



**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 OVERVIEW

**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.

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WHAT



# 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?

# GOALS + BENEFITS



- 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



carpools



low- or zero-  
emission  
vehicles



priority  
populations





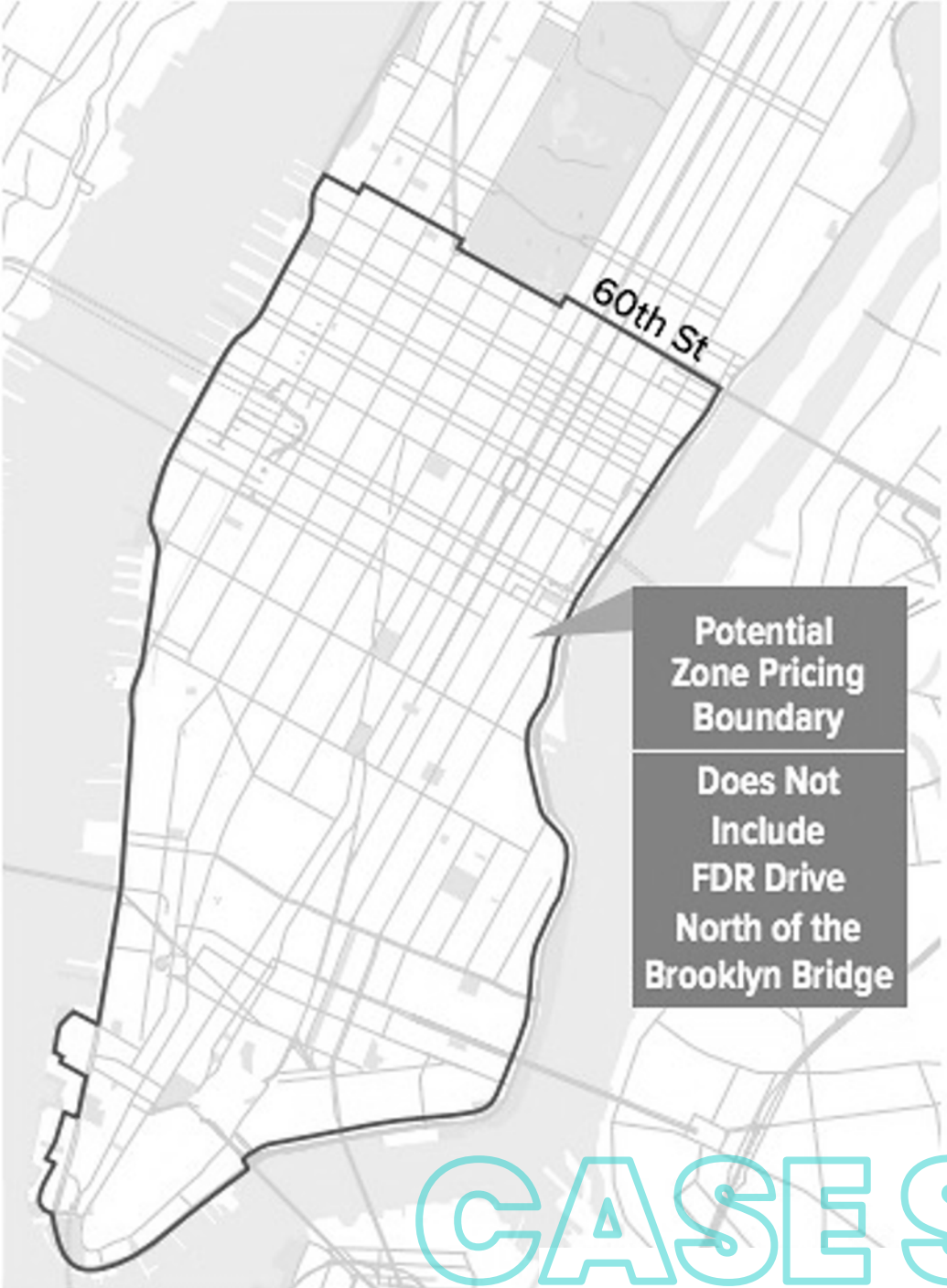
# **COST**

the baseline price for driving trips



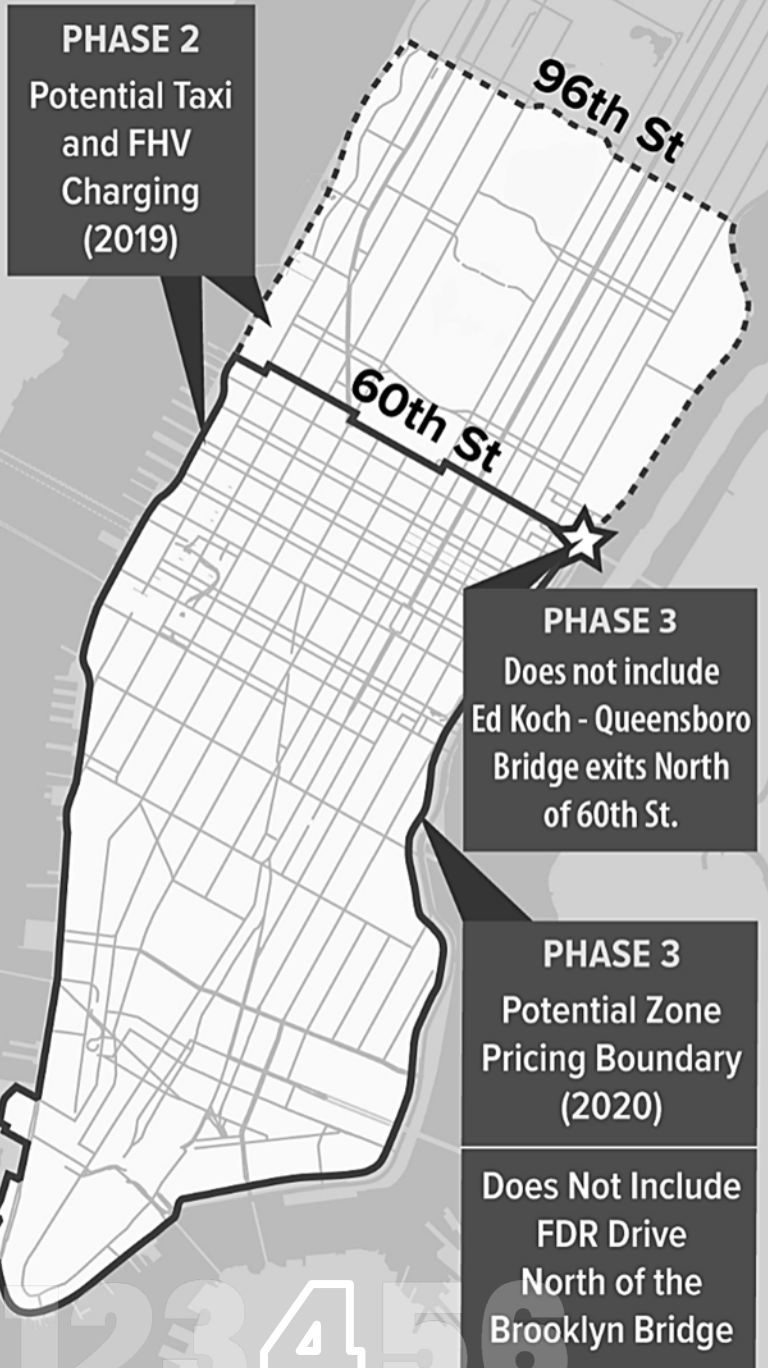


# NEW YORK CITY



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CASE STUDIES



## 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.

# CASE STUDIES

# GRASSROOTS IMPLEMENTATION

## MoveNY

grassroots movement of environmental and transit advocates

## Fix NYC Panel

15 members chosen by Gov. Cuomo (October 2017)

## 2018 NYS Budget

Uber, Lyft, *et al.* + taxi surcharge in congestion zone

Metropolitan Transportation Sustainability Group

## Fast Forward Plan

comprehensive plan estimated \$19-43B



# 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

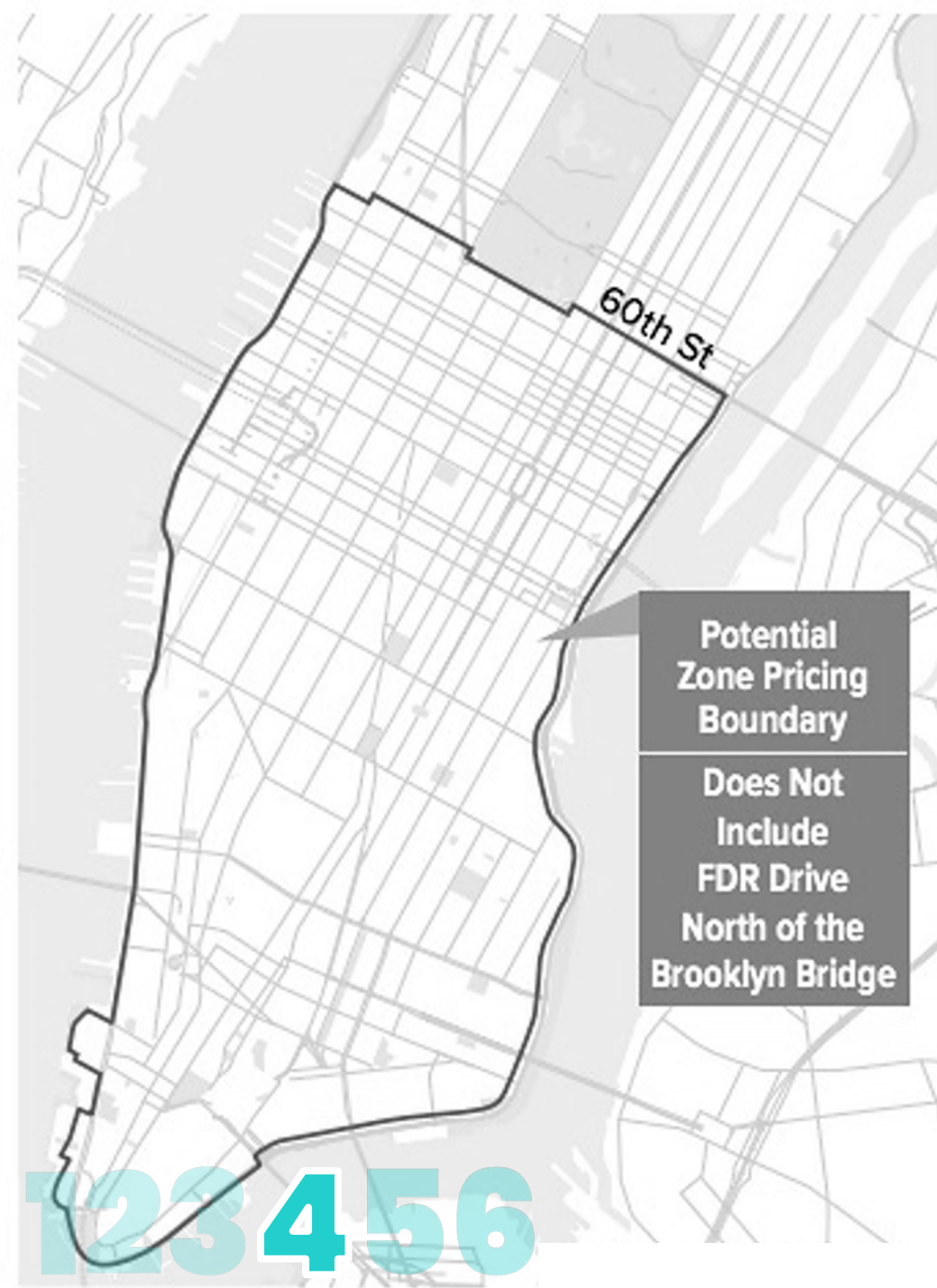
- SOVs to toll crossings 6a-10a M-F
- City sued by AAA & Garage Board - City loses

## 2008 Mayor Bloomberg: NYCPlan 2030

- \$8 Charge to central business district
- State legislature fails to hold vote

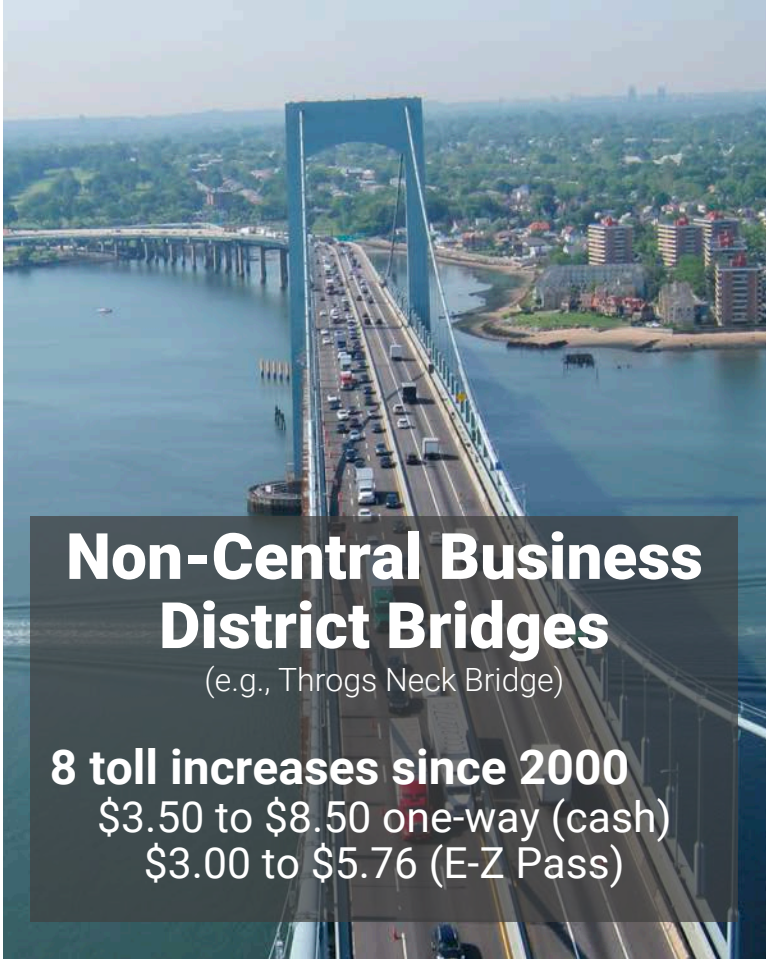
# EQUITY ISSUES RAISED WITH CONGESTION PRICING

- 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



# CASE STUDIES

**Since 2000, most pay a lot more money;**  
a few don't pay at all.



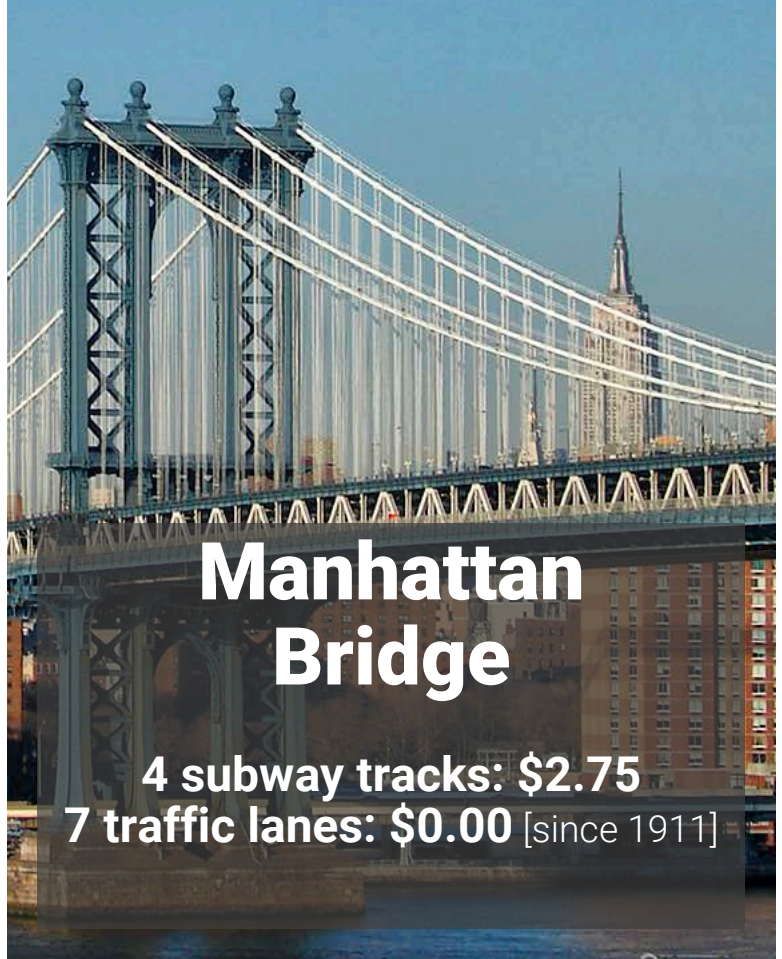
**Non-Central Business District Bridges**  
(e.g., Throgs Neck Bridge)

**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

### NEW SERVICE THE BRONX

New Triboro RX subway line connecting BK, BX & QU

Sheridan Expressway conversion

New Select Bus routes

Penn Access: 4 new Metro North stations

### NEW SERVICE QUEENS

New Triboro RX subway line connecting BK, BX & QU

New Select Bus routes

LIRR subway conversion between BK & QU

Extend G Train to Queensboro Plaza

Feasibility study for Rockaway Beach subway line

### NEW SERVICE BROOKLYN

New Triboro RX subway line connecting BK, BX & QU

LIRR subway conversion between BK & QU

Extend G Train to Queensboro Plaza

Expanding the BK Bridge bike & pedestrian lanes

Bike & pedestrian access on Verrazano Bridge

### NEW SERVICE HUDSON VALLEY

Bus Rapid Transit on the Tappan Zee Bridge

Increased county bus service

Penn Access: 4 new Metro North stations in the Bronx

Increased parking capacity at M-N stations

### NEW SERVICE MANHATTAN

Funding for Phase II of 2nd Avenue Subway

Expanding the BK Bridge bike & pedestrian lanes

New Crosstown & N/S Select Bus routes

### NEW SERVICE STATEN ISLAND

North Shore Bus Rapid Transit

Bike & pedestrian access on Verrazano Bridge

New Express Bus Service

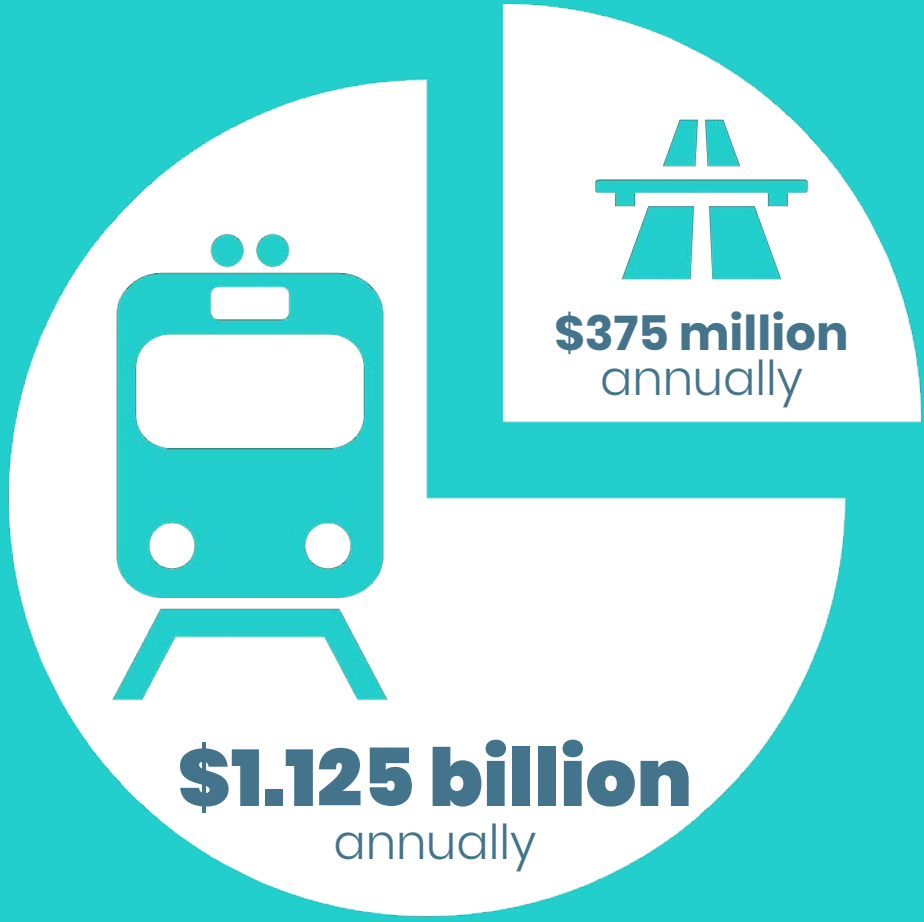
### NEW SERVICE LONG ISLAND

New LIRR service

Increased county bus service

Increased parking capacity at LIRR stations

# 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**



# LONDON



# WHAT



all driving trips within the zone

# WHEN



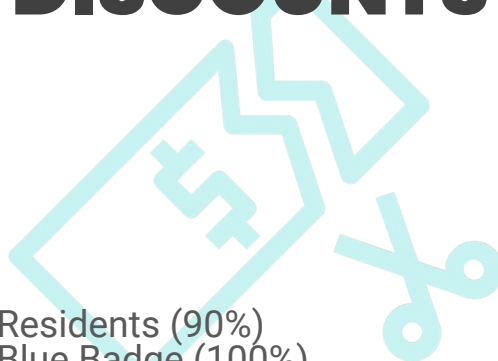
7a-6p, Mon. thru Fri.

# HOW



autopay

# DISCOUNTS



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

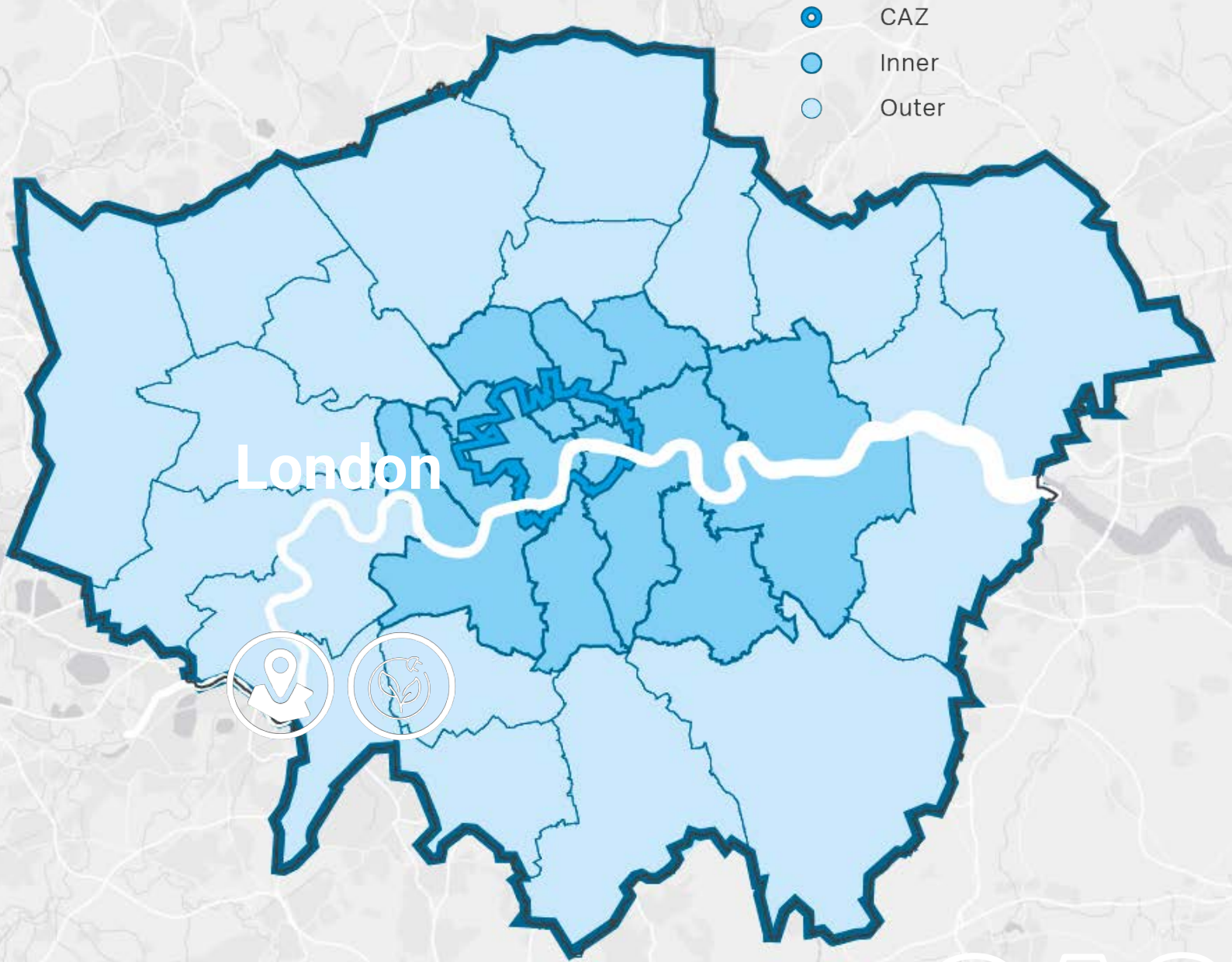
# OUTCOMES

- 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



# LONDON IN 2002

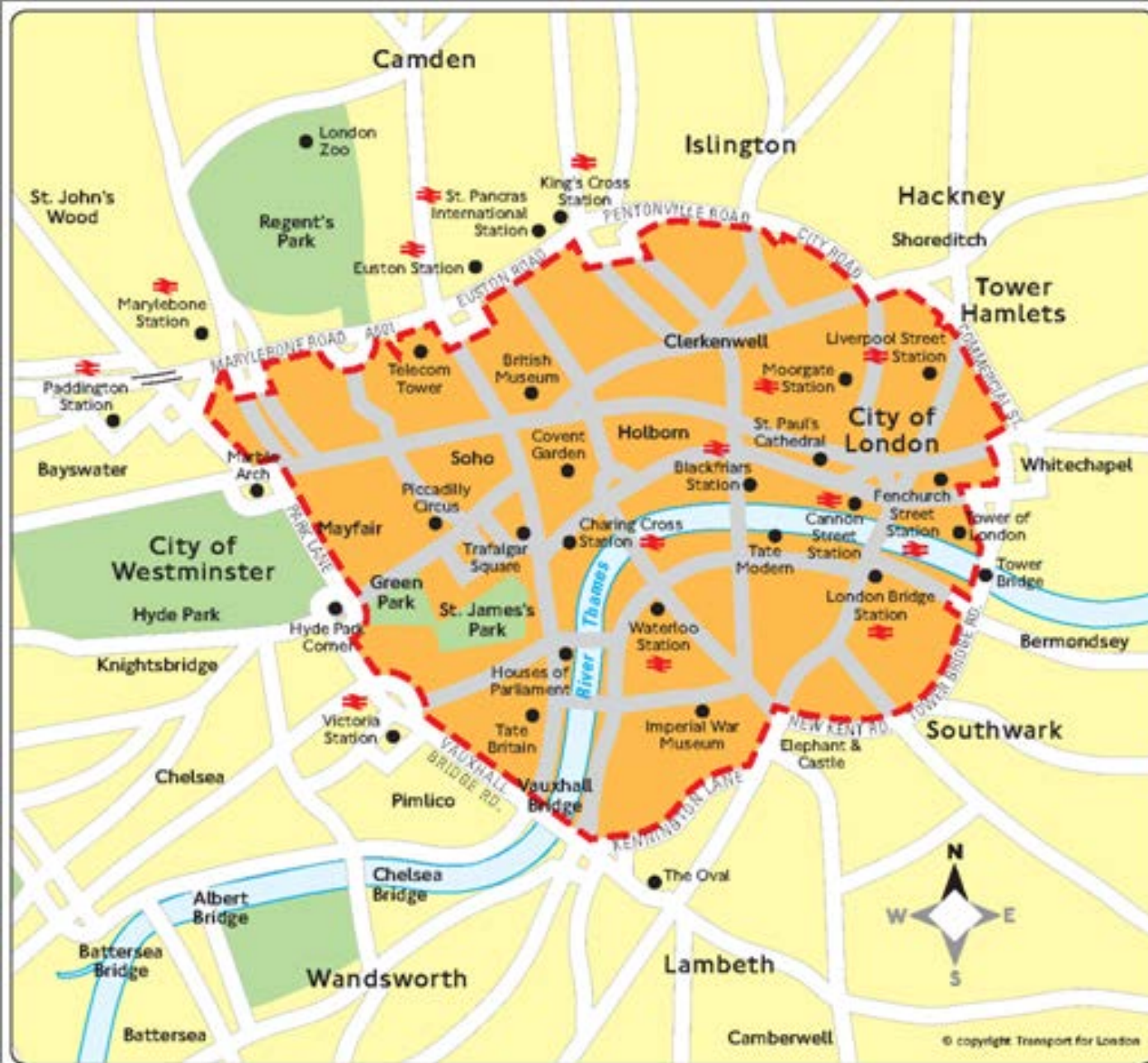
Central London  
24-hr. avg. travel speed: 8.6 mph  
Uncongested speed: 20 mph

Inner London  
Drivers spend 50% of their time  
traveling < 10 mph

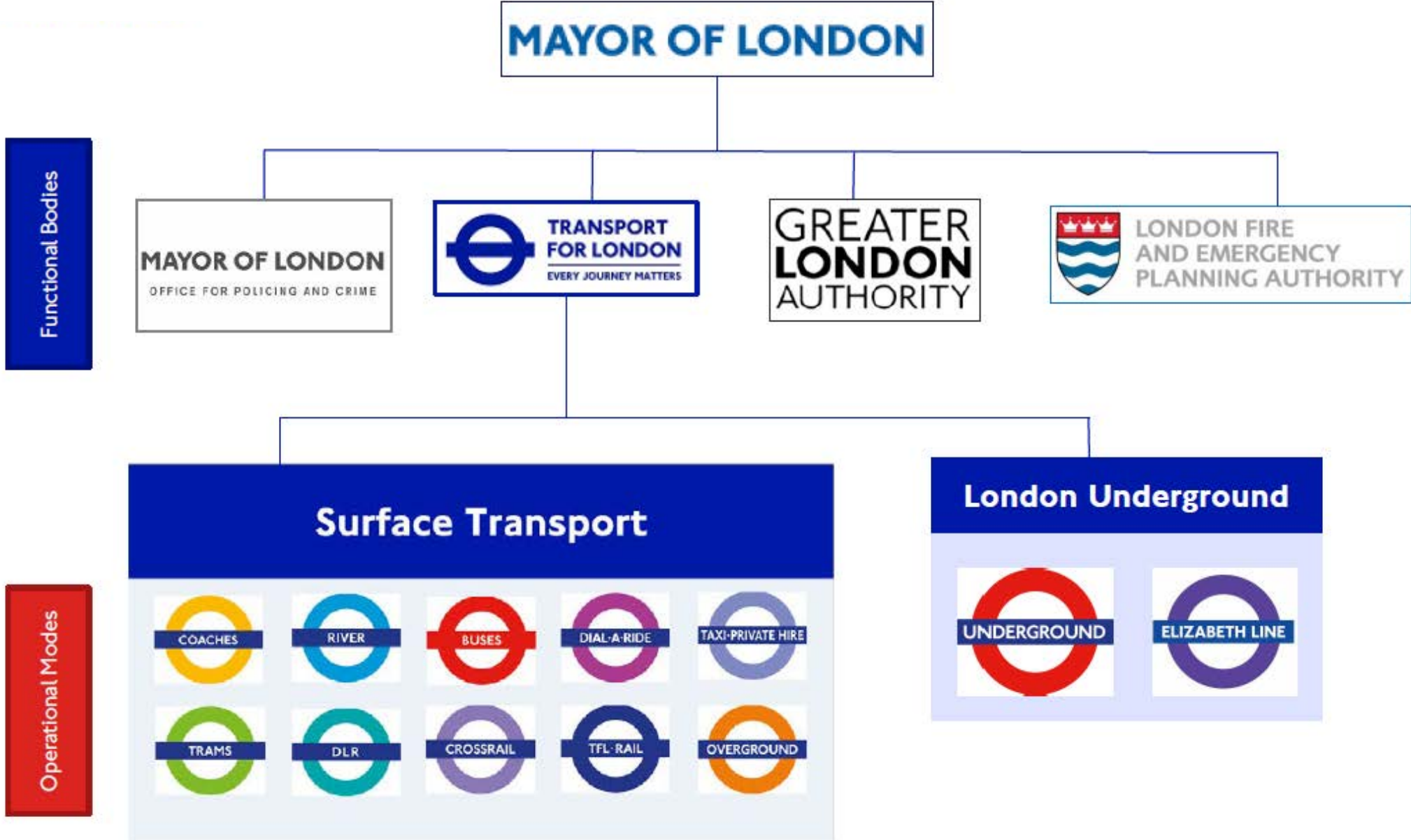


# LONDON AFTER CONGESTION PRICING

- 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



# LONDON'S INVESTMENT IN BUSES

- 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)



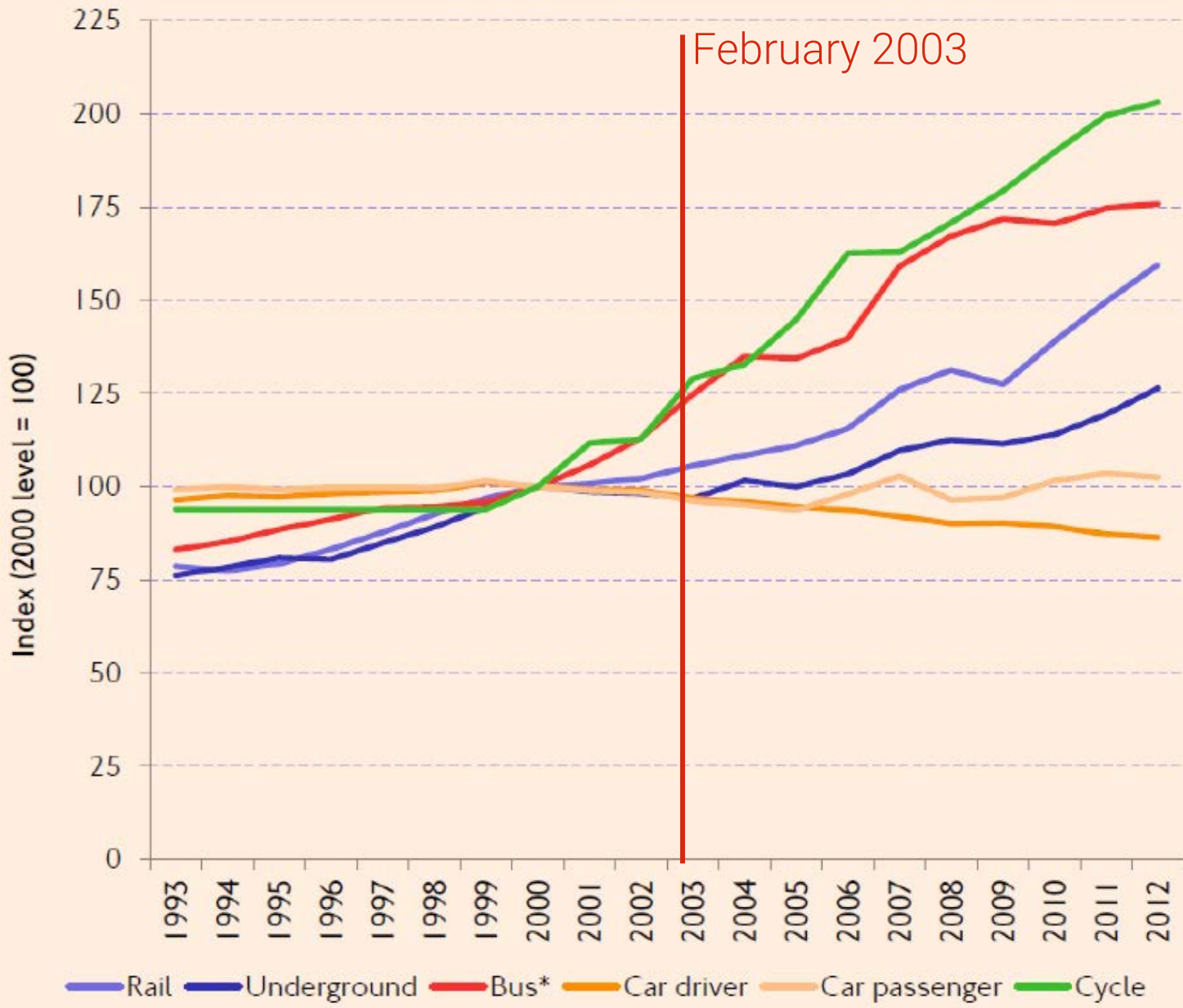
## LONDON'S IMPROVEMENTS TO THE PUBLIC REALM

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

# CASE STUDIES



# 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

# 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**



**1**  
What was your initial reaction to the concepts and case studies?

**2**  
What equity and inclusion issues came to mind?

**3**  
What are some outstanding questions or issues you'd like us to tackle during the next workshop?

**1 2 3 4 5 6**

**DISCUSSION**

# GLOSSARY

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## **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

Southern California Association of Governments

# **Advisory Committee for Mobility Innovations**

**WORKSHOP #1**