

EQUITY IN ROAD PRICING

FEBRUARY 2023

AGENDA

- Background on The Greenlining Institute
- California Context
- Greenlining's Mobility Equity Framework
- The Need for Equity-Driven Road Pricing

Our Vision

The Greenlining Institute works towards a future where communities of color can build wealth, live in healthy places filled with economic opportunity, and are ready to meet the challenges posed by climate change.



Equality



Equity



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CURRENT CONTEXT

- **Inadequate community engagement**
- **Transportation disparities**
- **Growing congestion + emissions**
- **Worsening climate crisis**



TransForm 2020

THE GREENLINING INSTITUTE
Mark Ralston/Agence France-Presse — Getty Images

1968

@SEGREGATION_BY_DESIGN

EQUITABLE ROAD PRICING ADVANCES CALIFORNIA

A.

B.

6.

5.

1.

C.

D.

E.

3.

F.

Neighborhoods

- 1. Prescott
- 2. West Oakland
- 3. Downtown
- 4. Uptown
- 5. Temescal
- 6. Longfellow

Landmarks

- A. Bay Bridge
- B. MacArthur Maze
- C. Port of Oakland
- D. City Hall
- E. Lake Merritt
- F. Laney College

FREEWAY R.O.W.
URBAN RENEWAL

SAN FRANCISCO CONGESTION PRICING STUDY

- Get traffic moving
- Increase safety
- Reduce emissions
- Advance equity



MOBILITY EQUITY FRAMEWORK





STEP 1: COMMUNITY NEEDS ASSESSMENT

City of Oakland/Amir Abdul-Shakur

STEP 2: EQUITY ANALYSIS

01

Get traffic moving

- Decrease vehicle trips
- Decrease vehicle/transit delay (traffic reduction)
- Maintain the number of daily person trip
- Decrease the time spent in crowded conditions on transit

02

Increase

- Decrease fatal and serious injury crashes in the study area

03

Reduce emissions

- Reduce greenhouse gas emission
- Reduce unhealthy particulate emissions (PM2.5)
- Increase share of person trips by sustainable modes (transit, walking, bicycling)

04

Advance Equity

- Decrease travel time downtown for low-income households / communities of concern
- Maintain travel costs as a percent of household income
- Increase job accessibility

STEP 3: COMMUNITY DECISION-MAKING



TIERED PRICING MODEL

- Pricing dependent upon driver income, measured by area median income
- Trip cap: drivers would be charged a maximum of 2 times during peak periods

Middle and high-income drivers

\$6.50

Moderate income drivers

\$4.33
(33%discount)

Low-income drivers

\$2.17
(66%discount)

Drivers with disabilities

\$3.25
(50%discount)

Very low-income drivers

Free

PRACTICALITY OF EQUITABLE ROAD PRICING

IMPLEMENTATION

- Means-based transit programs
- Gas tax rebate
- California Low Income Home Energy Assistance Program

REVENUE

- Revenue goals can be met with equitable pricing models
- Pricing mechanisms and strategies can be continuously updated

URGENCY

- Worsening congestion
- Growing emissions
- Intensifying climate crisis
- CTC's commitment to racial equity



KEY TAKEAWAYS

1. Road pricing is a powerful tool to advance equity, push climate solutions, and stabilize revenue
1. Equity + meaningful community engagement must be central to the design and decision making process
1. Equitable pricing is possible and practical

THANK YOU!

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