



Congestion Pricing and Environmental Justice

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Honolulu, HI
June 24, 2009

Congestion Pricing and Environmental Justice

- EJ and how it relates to transportation and congestion pricing
- Research approach
- Findings
- Missing pieces and next steps

Environmental Justice

- Negative environmental and human health effects should not disproportionately impact EJ populations
- Benefits of public projects should be evenly distributed
- EJ populations should have meaningful opportunities to participate in decision-making process

EJ Populations

- Low-income – household income at or below 2009 federal poverty level

Persons in Family or Household	48 Contiguous States and D.C.	Alaska	Hawaii
1	\$10,830	\$13,530	\$12,460
2	14,570	18,210	16,760
3	18,310	22,890	21,060
4	22,050	27,570	25,360
5	25,790	32,250	29,660
For each person, add	3,740	4,680	4,300

EJ and Transportation

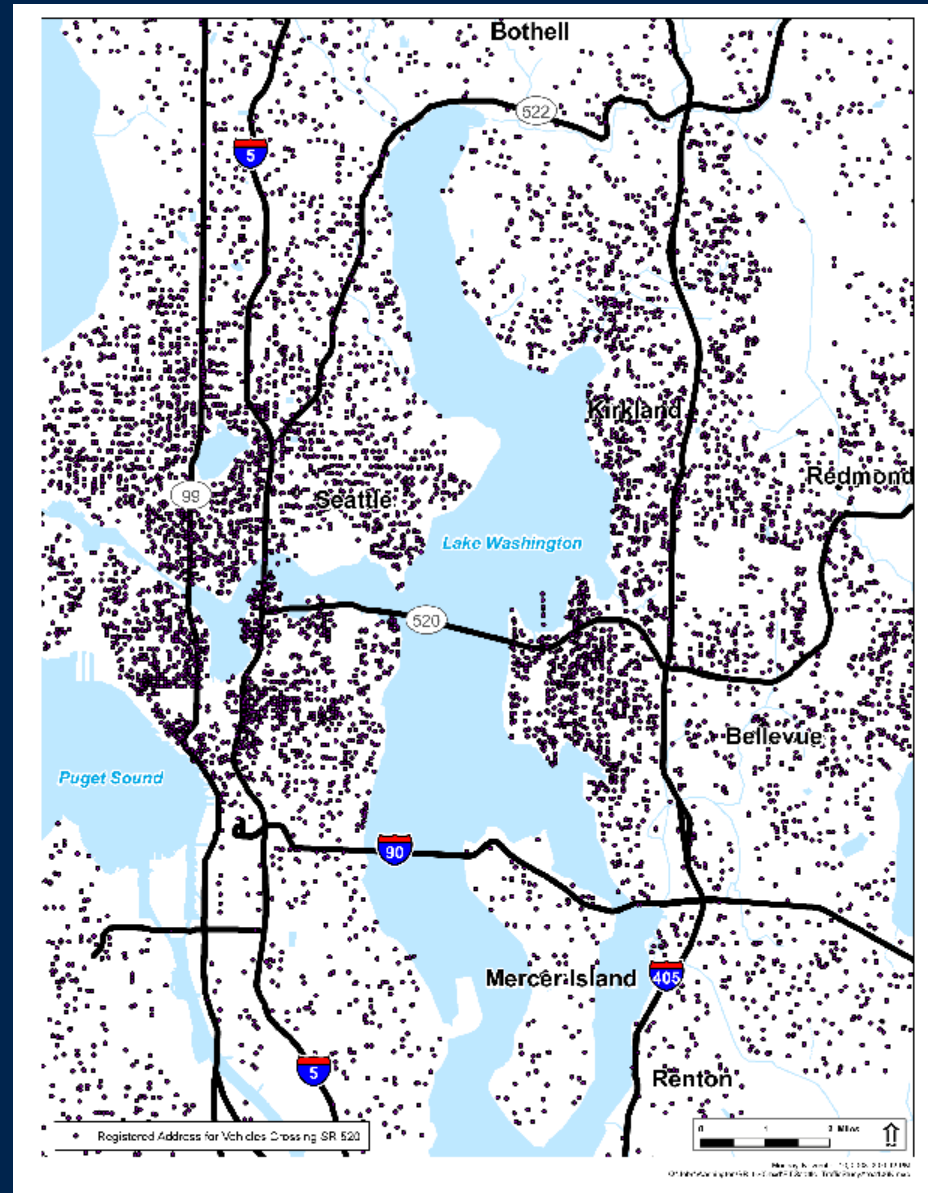
- USDOT, FHWA, NEPA, and Civil Rights Act
- Negative effects associated with transportation
 - Limited access to publicly-funded facility
 - Disruptions in community cohesion
 - Haz mat, noise, water and/or air pollution

Methodology

- Identify travelshed
- Collect and evaluate data on SR 520 users
 - Surveys
 - Focus groups
 - Spanish-language interviews

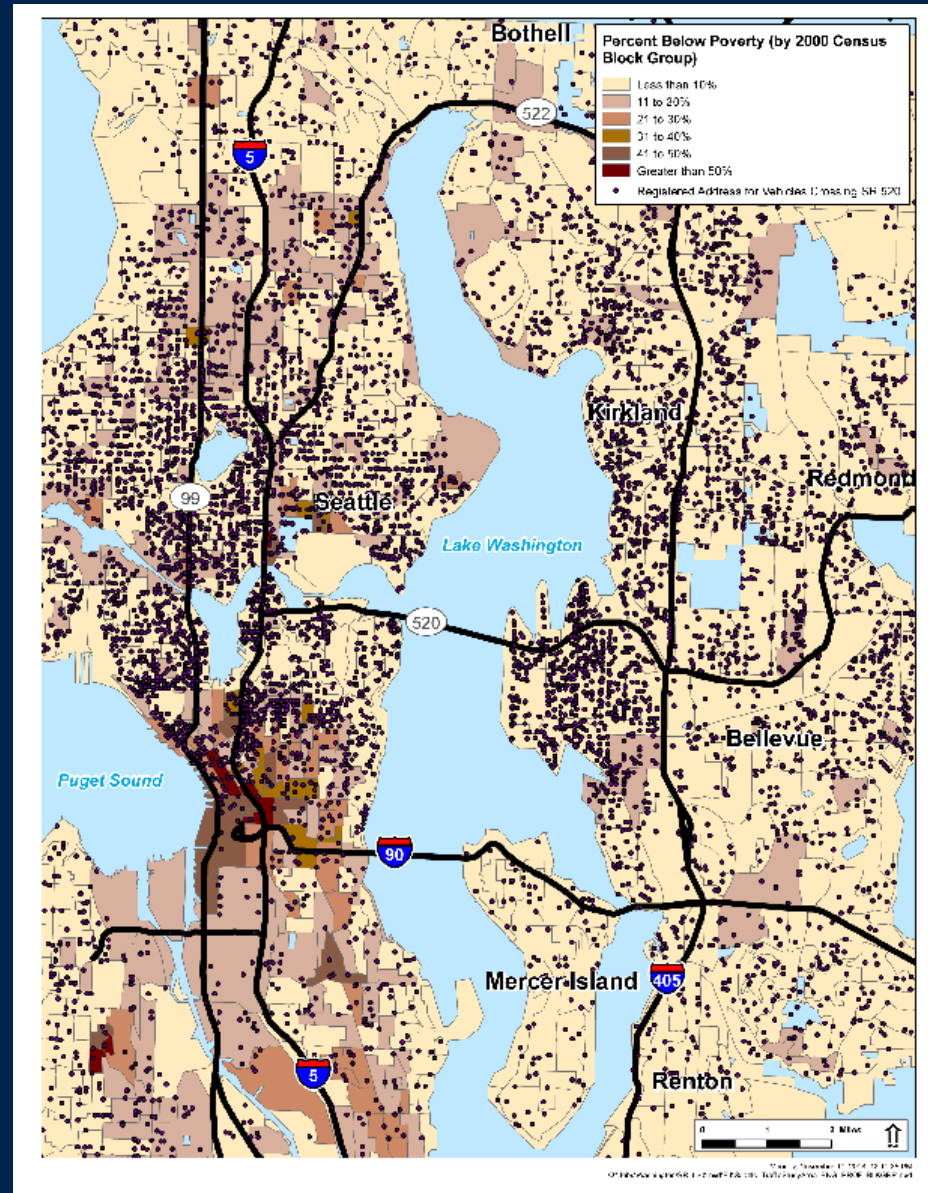
Study area

Videotaped
license plates
on SR 520 in
May 2008



Study area

Overlaid with
poverty data
from 2000
Census



Data Collection

Method	Sample Description	Sample size(s)
Telephone survey	SR 520 bridge users <i>Low-income</i> <i>Minority</i> <i>Non-EJ</i>	N=659 <i>N=71</i> <i>N=292</i> <i>N=367</i>
Transit-intercept survey	SR 520 bridge transit users <i>Low-income</i> <i>Minority</i> <i>Non-EJ</i>	N=447 <i>N=12</i> <i>N=108</i> <i>N=341</i>
Focus groups	SR 520 bridge users <i>Low-income</i> <i>Non-EJ</i>	N=12 <i>N=4</i> <i>N=8</i>
Spanish-language telephone interviews	Spanish-speaking SR 520 bridge users <i>Low-income</i> <i>HH income at/below 130% poverty</i>	N=6 <i>N=2</i> <i>N=4</i>

Findings

- Congestion pricing benefits some
- Cost of tolls burdens many
- Transit is not a viable alternative
- Un-tolled routes add time and distance
- Transponder technology adds burden

Some Low-Income Users Support Congestion Pricing

- Nearly 36% of low-income telephone survey respondents
- Half of low-income focus group participants and all of Spanish-language interviewees
- Consistent with HOT Lanes studies
- Tolls may be less costly than traffic delays for some low-income families

Tolls Burden Many Low-Income Users

- Many low-income survey, focus group, and interview respondents said tolls would be a burden for their families
- While some will forgo the trip or use an un-tolled alternative, others will give up other family expenditures

Transit is Not a Viable Option for Many Low-Income Users

- 51% of low-income telephone survey respondents said they would not use transit to avoid the toll
- Of those,
 - 53% said service was too infrequent
 - 56% said they live/work too far from transit
- Many low-income users are car-dependent

Un-tolled Routes Add Substantial Time and Distance

- More than 64% of low-income telephone survey respondents said they would use un-tolled routes
- Of those who said they would,
 - 67% said alternate route would greatly increase travel time
 - 97% said alternate route would greatly increase travel distance

Transponders Create Burden

- 25% low-income telephone survey respondents would not be able to use credit, debit, or checking account to prepay

Missing Pieces, Next Steps

- Benefits to low-income people of congestion pricing
- Effects of system-wide congestion pricing
- Mitigation strategies

Questions

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