The transportation status quo?

- More vehicles
  - 300,000 more vehicles registered in Greater Boston since 2014

- More driving per person
  - VMT per-capita up almost 50% since 1982

- More total driving
  - VMT up 8.9% since 2014

- More tailpipe emissions
  - Transportation represents 43% of all GHG emissions
Traffic is a non-linear function: each new vehicle contributes more congestion than the last.
Reducing trips and shifting trips away from “Peak of the Peak” reverses this non-linear function, decreasing traffic intensity.
Peaje Belleplane 1

LIVIANOS
Alt. menor a 2.10

HORA PICO AMBOS SENTIDOS
LUNES A VIERNES 7:11HS Y 15:20HS
SABDOM Y FERIADOS
S. PROV. 11-15HS Y S. CENTRO 17-21HS

TARIFAS

Hs. No Pico  Hs. Pico
$45.00      $63.00
Of the top ten most populous regions in the country, how many use some form of time-of-day pricing on their tolls roads?
Does the region employ time-of-day tolling?

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<td>Boston</td>
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“There is a consensus among economists that congestion pricing represents the single most viable and sustainable approach to reducing traffic congestion.”
Does congestion pricing work? ✔

Is congestion pricing fair?  ❓
Lost Time for Workers: Massachusetts drivers face the worst traffic in the country. Traffic delays especially impact hourly-wage workers and those with the least travel flexibility.

Bus Delays: Buses are the worst performing MBTA service, with 3x as many delays as the commuter rail. This bus, the 111, carries 12,000 riders per day, but takes 45 minutes to travel 2.7 miles (that is less than 4 miles per hour).

Higher Cost of Consumer Goods: Traffic delays mean billions of dollars of higher costs for consumer goods. Those increases hit low-income households harder than high-income households.

Air Pollution: Partially due to historic racist practices like redlining, in MA, people of color are more likely to live in neighborhoods impacted by tailpipe pollution. This pollution causes higher rates of asthma, heart disease, and dementia.