

3. REVIEW OF CONGESTION PRICING TOOLS

EXAMEN DES OUTILS DE TARIFICATION DE LA CONGESTION

COMMITTEE RECOMMENDATION, AS AMENDED

That Council direct staff to include plans for a study on the causes of congestion in the City of Ottawa, as well as potential solutions to reduce congestion in keeping with Council's approved policy goals in this regard, as part of Statement of Work for the next Transportation Master Plan review.

RECOMMANDATION DU COMITÉ, TELLES QUE MODIFIÉES

Que le Conseil de charger le personnel d'inclure, dans l'énoncé des travaux pour la prochaine révision du Plan directeur des transports, des plans pour une étude sur les causes de la congestion à Ottawa ainsi que des solutions possibles pour la réduire, conformément aux objectifs que le Conseil a approuvés à cet égard.

DOCUMENTATION / DOCUMENTATION

1. Committee Coordinator report dated 18 March 2016 (ACS2016-CMR-TRC-0006).

Rapport de la Coordinatrice du comité daté le 18 mars 2016 (ACS2016-CMR-TRC-0006).
2. Extract of Draft Minutes 13, Transportation Committee, 6 April 2016.

Extrait de l'ébauche du procès-verbal 13 du Comité des transports, le 6 avril 2016.

**TRANSPORTATION COMMITTEE 21
REPORT 13
13 APRIL 2016**

**COMITÉ DES TRANSPORTS
RAPPORT 13
LE 13 AVRIL 2016**

**Report to
Rapport au:**

**Transportation Committee
Comité des transports
6 April 2016 / 6 avril 2016**

**and Council
et au Conseil
13 April 2016 / 13 avril 2016**

**Submitted on March 18, 2016
Soumis le 18 mars 2016**

**Submitted by
Soumis par:
Rosemary Theriault, Committee Coordinator / Coordonnatrice du comité**

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**Ward: CITY WIDE / À L'ÉCHELLE DE LA File Number: ACS2016-CMR-TRC-0006
VILLE**

SUBJECT: Review of Congestion Pricing Tools

OBJET: Examen des outils de tarification de la congestion

REPORT RECOMMENDATION

That the Transportation Committee recommend that Council direct staff to undertake a study in conjunction with the next review of the Transportation Master Plan of different user pay approaches as a means of reducing urban congestion and encouraging a modal shift away from private vehicle use as well as meeting the increased costs of maintaining City roads.

RECOMMANDATION DU RAPPORT

Que le Comité des transports recommande au Conseil de demander au personnel d'entreprendre, parallèlement à la prochaine révision du Plan directeur des transports, une étude des différentes approches du principe de l'utilisateur-payeur dans le but de réduire la congestion urbaine et d'encourager un transfert modal favorisant le renoncement aux véhicules privés tout en recouvrant les coûts accrus de l'entretien des routes de la Ville.

BACKGROUND

On 2 March 2016, the Transportation Committee received a Notice of Motion which resulted from a staff IPD on the agenda that day with regards to Studying the Best Practices of Road Pricing (ACS2016-PAI-PGM-0037 refers). The IPD was in response to direction given by the Transportation Committee on 2 December 2015. A copy of the Notice of Motion is attached as Document 1 to this report. Since that time, and in light of the fact that the IPD presented on 2 March spoke to funding a study, the Councillor has updated his recommendations to the Committee.

DISCUSSION

Transport Canada has determined that government revenue from gas taxes, vehicle licences and other driver-related charges recovered only 53% of government expenses for roads across Canada during the 2009/2010 fiscal year. Various types of congestion charges have been used effectively in other cities around the world as a means of reducing urban congestion and encouraging a shift towards transit, carpooling, walking and cycling.

Congestion charges and road pricing can take a variety of forms, ranging from variable parking prices (so as to spread parking use and driving times beyond peak periods), fees to use certain highways, bridges or tunnels; fees to use High Occupancy Vehicle (HOV) lanes on highways; fees to enter a particularly congested area of the city (London, Stockholm, Oslo and Singapore are among those cities that use such an approach, often varying the price so as to discourage peak period driving); and fees to partially fund a new piece of transportation infrastructure.

Since Ottawa has a user-pay approach for public transportation as well as for water/sewer related infrastructure and, given that there are indications that the Province may be willing to work with any municipality that wants to add tolls to existing roads under their jurisdiction as a means of meeting increased costs, it is suggested that the City take the steps to study different user pay approaches as a means of reducing urban congestion and encouraging a modal shift away from private vehicle use.

RURAL IMPLICATIONS

There are no rural implications associated to this report.

CONSULTATION

No public consultation was undertaken in the preparation of this report.

Planning and Infrastructure Comment:

Staff provided information related to the costing and timing of a potential study in the IPD - Studying the Best Practices of Road Pricing (ACS2016-PAI-PGM-0037), which was provided to Transportation Committee on March 2, 2016.

COMMENTS BY THE WARD COUNCILLOR(S)

This is a City-wide report.

LEGAL IMPLICATIONS

There are no legal impediments to implementing the recommendations as outlined in this report.

RISK MANAGEMENT IMPLICATIONS

There are no risk management implications associated with the recommendations in this report.

FINANCIAL IMPLICATIONS

In the event that external resources are required to undertake the study, the required funding will be brought forward within the Transportation Master Plan budget request.

ACCESSIBILITY IMPACTS

There are no impacts to accessibility associated with this report.

TERM OF COUNCIL PRIORITIES

ES1 – Support an environmentally sustainable Ottawa (ESD/EC).

SUPPORTING DOCUMENTATION

Document 1 – Notice of Motion

DISPOSITION

If approved, Planning and Infrastructure staff will undertake a study as per the recommendation in this report.

Document 1

City Council, Standing Committee and Commission

Conseil, comités permanents et commission

Notice of Motion / Avis de motion

Committee / Commission: Transportation Committee

Comité / Commission : Comité des transports

Report / Agenda: 12

Rapport / Ordre du jour: 12

Item / Article: Review of Congestion Pricing Tools

Moved by / Motion de: Councillor D. Chernushenko

WHEREAS the City of Ottawa has committed to reducing greenhouse gas emissions at both the corporate and community level, while transportation alone accounts for 40% of community emissions; and

WHEREAS Transport Canada has found that government revenue from gas taxes, vehicle licences and other driver-related charges recovered only 53% of government expenses for roads across Canada during the 2009/2010 fiscal year; and

WHEREAS various types of congestion charges have been used effectively in cities around the world as a means of reducing urban congestion and encouraging a shift towards transit, carpooling, walking and cycling; and

WHEREAS Ottawa has a user-pay approach for public transportation and for water/sewer related infrastructure; and

WHEREAS there are some indications the Province may be willing to work with any municipality that wants to add tolls to existing roads under their jurisdiction as a means of meeting increased costs;

THEREFORE BE IT RESOLVED THAT Transportation Committee recommend that staff be directed to undertake a study in conjunction with the next review of the Transportation Master Plan of different user-pay approaches as a means of reducing urban congestion and encouraging a modal shift away from private vehicle use as well as meeting the increased costs of maintaining City roads and ensure funding for the study is included in the appropriate draft budget; and

BE IT FURTHER RESOLVED THAT an analysis of the most feasible and effective options produced by this study be included for recommendation to Council as part of the next update to the Transportation Master Plan