

PRESENTATION TO:



Washington State
Transportation Commission

Steps to a More Equitable Transportation System

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Equity

Framing

The Equity Framework

Institutional Issues

Equity in a Post-Covid World

Inequities Are Baked Into Our Systems

Redlining

Highway Construction

“Urban Renewal”

Access to Opportunities

Health Outcomes

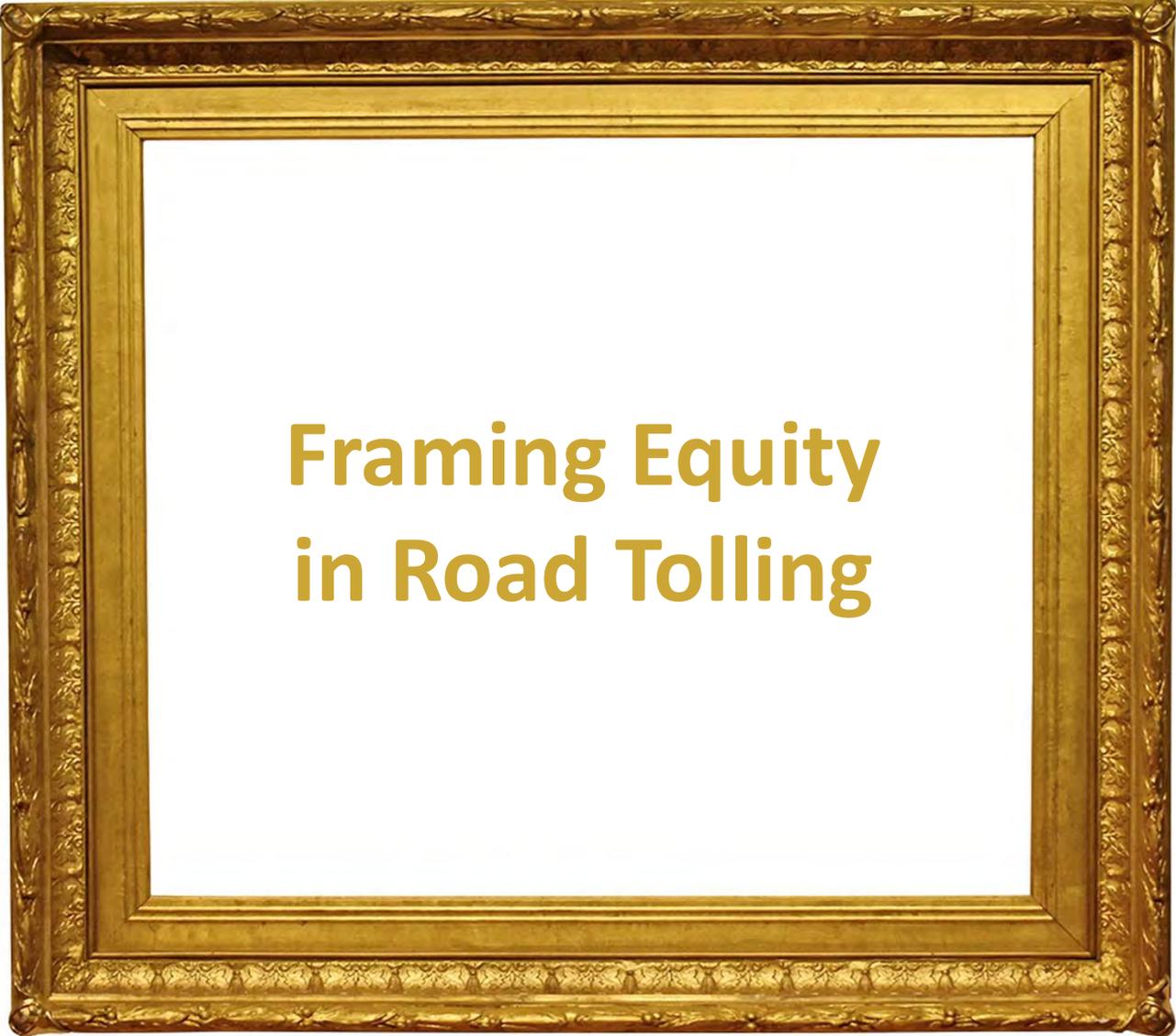
Inequities Are Baked Into Our Systems

White
Cis-gendered
Heterosexual
Ivy-educated
Male

...with a strong sense of privilege



**Here's what
I've learned.**

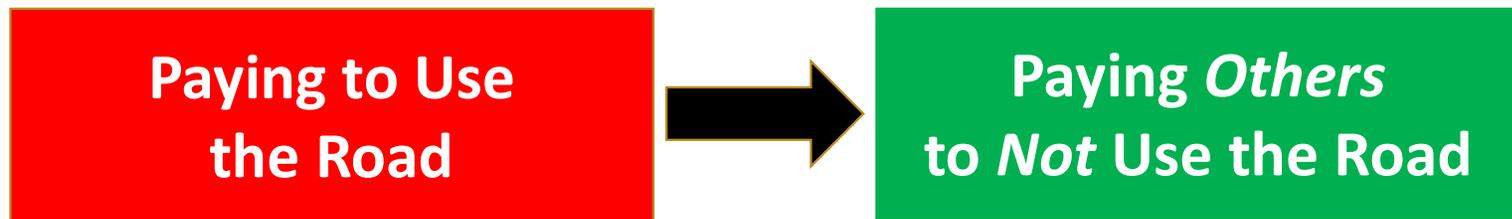


Framing Equity in Road Tolling



Re-Framing Road Pricing

What are you paying for?



"My taxes built the road! Why should I have to pay more?"

"Lexus Lanes!"

"Inequitable!"

Prof. Michael Manville: Flip the Scenarios

Prof. Michael Manville:

Imagine the *opposite* of today.

Drivers pay
to use roads.

Congestion is
far lower.

Pollution is
far lower.

Transit is faster
and more
frequent.

Discount
programs for
low-income
commuters.

Would you switch to today's system?

Rich and poor drive "for free," but...

The "rich" drive much more than the "poor."

Buses would be slower.

Pollution and GHG would increase.

Pollution impacts would fall heavily on the poor.

Fewer revenues for mitigation/equity.

Prof. Michael Manville:

In the Real World:

The “normalcy” of the status quo prevents us from thinking of its fairness.

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In the Real World:

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**Fairness
of Pricing**

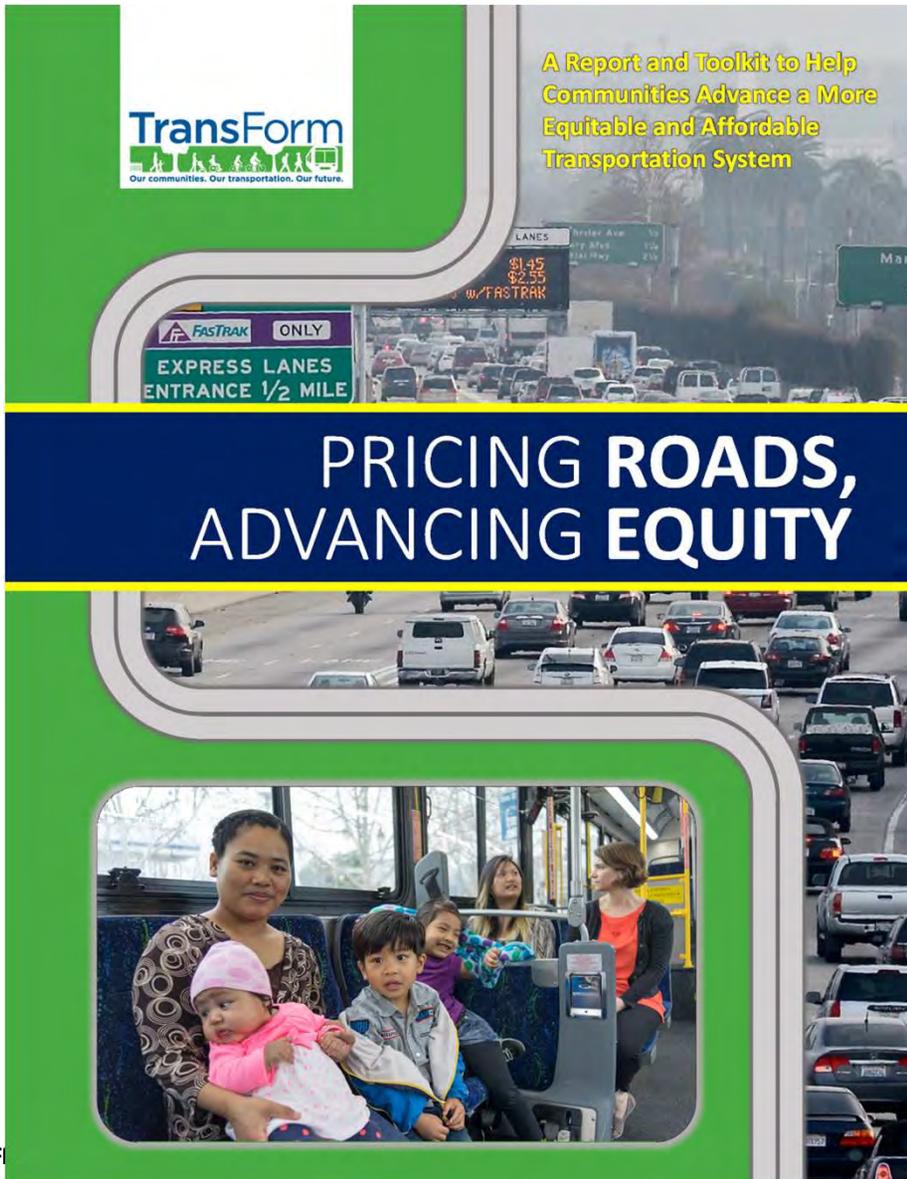
**Fairness
of Free Roads**

What form of “unfairness” can we best mitigate?

Mitigation of Harms



Structural Change



- Report
- Toolkit
- Case Studies
- Additional Resources
- Questions to Ask

Free to download at
[www.transformca.org/
transform-report/pricing-
roads-advancing-equity](http://www.transformca.org/transform-report/pricing-roads-advancing-equity)

Key Proposition:

That **structural** inequity
in our **transportation system**
may be remedied **in part**
by **effective, equitable** road pricing.

Road Pricing + Smart Investment Strategies →



More frequent and affordable public transit

Safer pedestrian and bicycle routes



Improved health outcomes for EJ communities

Discounts & exemptions for low-income HHs

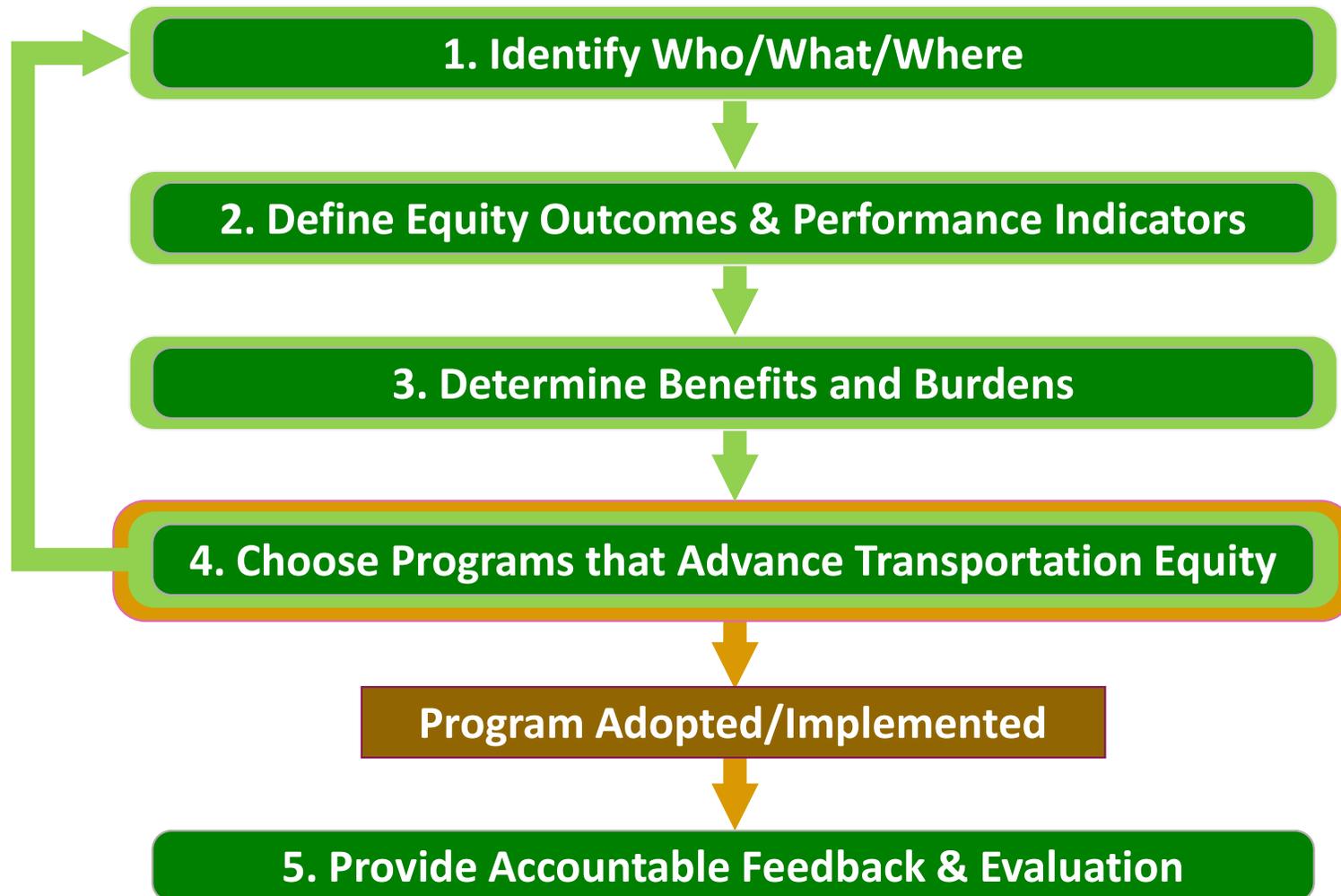


EJ = Environmental Justice
HHs = Households

Equitable Outcomes

- ✓ Greater Affordability
- ✓ Improved Access to Opportunities
 - ✓ Community Health

TransForm's
5 Steps
to an Equitable
Road Pricing Program



Step #1

Identify
Who, What, and Where

Step #1: Identify Who, What, and Where

Are the right populations included?

Low-Income

Minority

Seniors?

Limited-English?

Persons with Disabilities?

Immigrants and Refugees?

Small Businesses?

Meal Deliveries?

Should priority be given to certain populations? Why?

Step #1: Identify Who, What, and Where

Are we missing anyone?

Fair criteria?

Does the measure of household income adequately capture the target population?

In some metro areas households earning up to twice the Federal poverty level may still be economically disadvantaged and in need of more equitable policies.

Step #1: Identify Who, What, and Where

Alternative or Additional Pricing Strategies?

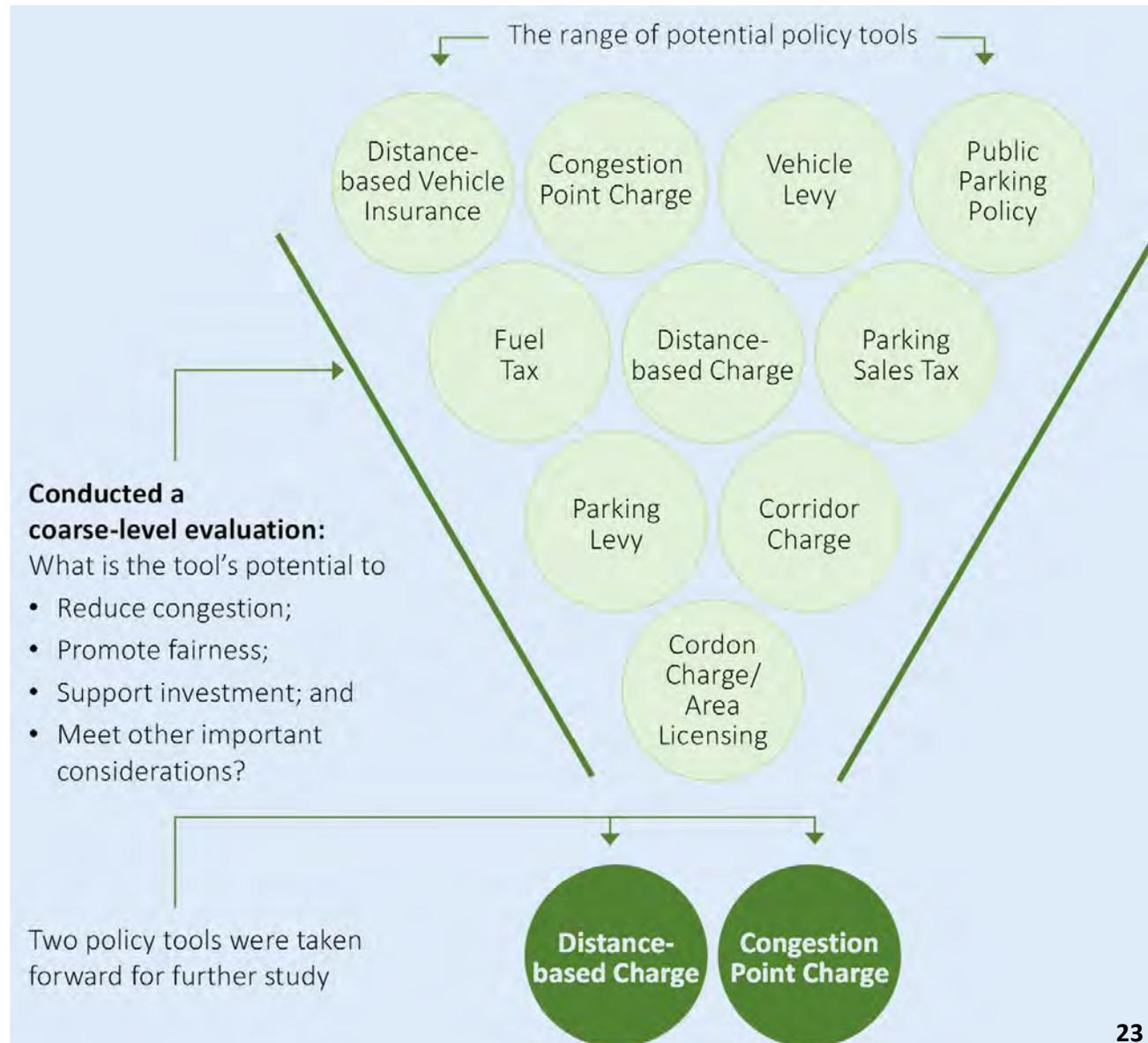
Put another way, does the list of project alternatives include all the options that best serve vulnerable communities?

Have representatives of vulnerable communities provided input on measures, strategies, and goals?

Scope/budget for multiple iterations?

Community-identified priorities?

Vancouver, BC



Step #1: Identify Who, What, and Where

Project boundaries cover all?

Extended Impact Area

Direct Impact Area

Location of critical services

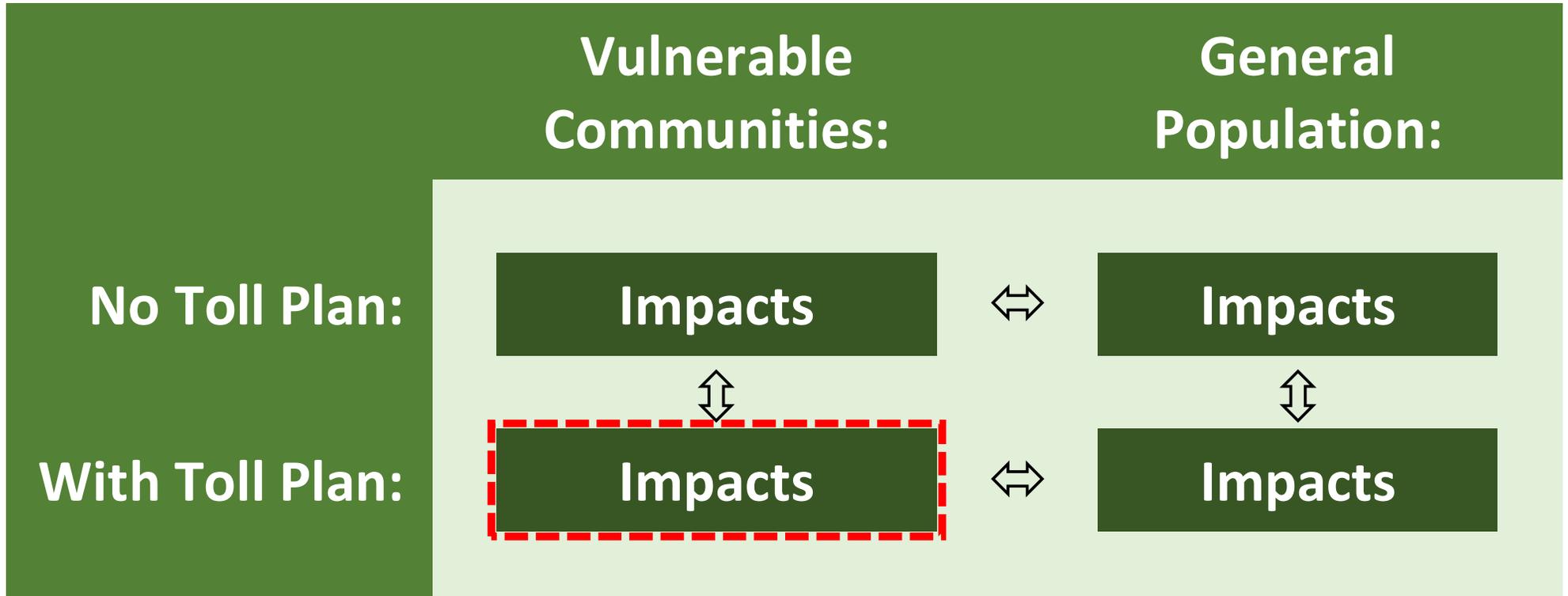
Examples: shopping, medical care, education, religious, and recreation.

Step #2

Define Equity Outcome and Performance Indicators

<i>Type of Equity</i>	<i>Key Measures</i>
Process Equity	Full Participation
Outcome Equity	Affordability
	Access to Opportunity
	Community Health

Understanding Impacts



Case Study: Los Angeles

For its I-10 and I-110 ExpressLane pricing study, looking at Low-Income commuters:

1. # using transponders.
2. # & % using of HOT lanes
3. Usage of HOT lane credits.
4. Mode choice before/after.
5. Performance of transit service in the ExpressLanes.
6. General purpose lane speeds.
7. Account balance problems.
8. Share of time savings vs. share of tolls and transponder costs.
9. Comparative trends: trip distance & trip time.
10. Toll revenue investment.

THE FOUR EQUITIES

1.

Full Participation

Increasing Degree of Participation →

Level	←				Optimal
Public Participation Goal	Minimal Vulnerable Communities are provided information on the project.	Vulnerable Communities provide feedback to the goals.	Solicitation of public concerns and aspirations is ongoing	Agencies closely partner with community groups throughout the project.	Vulnerable communities have a seat at the decision-making table.
Sample Outreach Strategies	<ul style="list-style-type: none"> • Fact sheets • Websites • Open houses 	<ul style="list-style-type: none"> • Public meetings • Public comment • Focus groups • Surveys 	<ul style="list-style-type: none"> • Workshops • Deliberative polling 	<ul style="list-style-type: none"> • Advisory committees comprised of residents • Consensus building • Participatory decision-making 	<ul style="list-style-type: none"> • Citizen juries • Ballots • Delegated decisions • Formal representation on decision-making groups

Full Participation

Activities Held

of meetings

Share of project budget

Communications

Which languages

Ethnic media outlets

Community-Based Organizations

Staff time devoted

Support & funding

Number of Participants

Responsiveness

Community priorities implemented

THE FOUR EQUITIES

2.

Affordability

Affordability

Discounts

On tolls

On transit fares

Regressiveness

Tolls, revenue redistribution

% & Δ of household budget

Participants

participating in discounts

% of eligible participating

Amount of Subsidies from Tolls

Total Expected Savings

Cost of Alternative Modes

THE FOUR EQUITIES

3.

Access to Opportunity

Affordability

Funding

Investment in other modes
% of toll revenues for other modes

Service Levels

Transit improvements

Service Quality

Δ in transit speed, reliability
 Δ in auto travel time

Transit Use

Paying Tolls vs Shifting Travel

Δ in Access to Jobs, etc.

THE FOUR EQUITIES

4.

Community Health

Community Health

Infrastructure

Miles of safe bike/ped ways

Funding

\$ spent on bike/ped in target zones

\$ spent on clean-air buses

Trips Shifted to Bike/Ped

Safety Improvements

Collision, death & injury rates

Air Quality

New clean-air buses

Reduction in particulates, others

Health Benefits

Additional Resources:

NCHRP's *Assessing the Environmental Justice Effects of Toll Implementation or Rate Changes: Guidebook and Toolbox* has several lists that are useful for additional perspective:

- A checklist for understanding the role of quantitative and qualitative performance indicators (pp. 358-359).
- Table 3 (pp. 135-138), "Practical approaches for reaching low-income, minority, and other traditionally underserved populations," presents an agency-level perspective on reaching members of vulnerable populations.

The Greenlining Institute's *Mobility Equity Framework* identifies 12 indicators recommended for equity studies (pp. 11-13).¹

Step #3

Determine Benefits and Burdens

Step #3: Determine Benefits and Burdens

The *scale* of impacts

Community *interest* in those impacts

The *potential* of impacts to help/hurt target populations

Relative Impacts

Absolute Impacts

QUESTIONS TO ASK

Affordability

Social Impacts

Alternatives

Access Opportunity

Travel Time

Business Access

Transit Impacts

Noise

Traffic Diversion

Rents

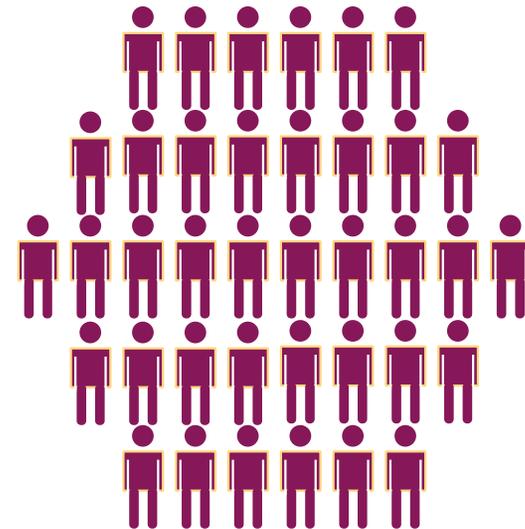
Environmental

Case Study: NYC Congestion Pricing

**Working poor
who would potentially pay
congestion tolls**



**Working poor who would
benefit from better and more
affordable transit**



Step #4

Choose Strategies to Advance Transportation Equity

<p>Affordability and Driver Assistance</p>	<p>Driver Discounts, Caps & Exemptions Cash Payments Transit Discounts</p>
<p>Greater Mobility Options & Safer Active Transportation Networks</p>	<p>Improved Transit Service Carpool and Vanpool Programs Pedestrian/Bike Improvements New Mobility Programs</p>
<p>Programs for Seniors and People with Disabilities</p>	<p>Accessible Information Targeted Transit/Shuttle Routes</p>
<p>Healthier Communities</p>	<p>Encourage Clean Air Vehicles</p>

Step #5

Provide Accountable Feedback and Evaluation

Step #5: Provide Accountable Feedback and Evaluation

Monitoring & Evaluation Timeline

Feedback Mechanisms

Communication of Monitoring & Eval

Case Study: Stockholm

2006 7-Month Congestion Pricing Pilot Program

BEFORE:

2/3



Traffic **Down 22%**

GHG Emissions **Down 14%**

Business Sales **Up 5%**

Improved Transit

AFTER:

2/3



Findings of Post- Pilot Equity Study

Case Study: Stockholm

- High-income individuals were affected more than low-income;
- Men paid 65% more congestion prices than women;
- Relatively few drivers paid the majority of congestion charges – but most paid occasionally;
- Young and low-income individuals benefitted from lower transit fares; and
- Journeys in central areas were shorter, with a lower % by car.
- 18 new regional bus lines and 2,800 new park-and-ride spaces.

QUESTIONS TO ASK:

For Project Funding Commitments:

Entity Responsible?

Priority

Follow-Through?

Who Determines Success?

Pilot Process?

Continuous Oversight?

Unresolved Equity Issues?

Continued Participation

Institutional Issues

Institutional Issues

Priority

Equity must be a stated, up-front goal, championed at the highest levels of organizations involved.

Comfort

Prepare to get uncomfortable. At every level. That's how you know you're doing Equity work.

Depth

Racism is built into **policy, procedures, and laws**. It's often hidden or seems benign to leadership.

Team

Those working with communities must be involved with program planning.

-Christine Moses

Equity in a Post-Covid World

Equity in a Post-Covid World

Whither Transit or Wither Transit?

It's About Time

Hoffman Formula: 5 = 40

Reversing the Order of Planning



The Order of Planning



Optimize the Automotive System



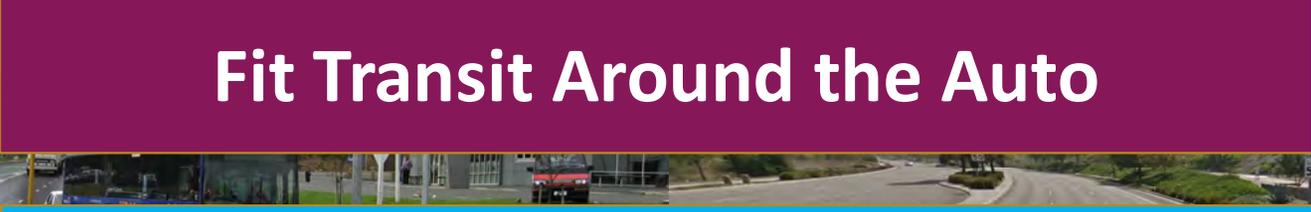
Fit Transit Around the Auto



Limit the Pedestrian



Fit Bicycles Around Everything





A Better Order of Planning

Optimize Transit

Optimize Bicycle Infrastructure

Expand the Pedestrian Realm

Optimize the Automotive System

Thank you!