A Report and Toolkit to Help Communities Advance a More Equitable and Affordable Transportation System

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UrbanismNext
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CORDON PRICING

- Toll for vehicles crossing the boundary into a pricing zone

AREA PRICING

- Toll for vehicle driving inside a pricing zone
FLEET PRICING

- Targeted pricing of specific vehicle types

ROAD USER CHARGING

- Replace fuel tax with payment per mile traveled

NYC (1st Phase)  OreGo
**TOLL ARTERIAL ROADS**
- Price entire roads

**EXPRESS LANES**
- Convert some lanes to tolled lanes

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**Singapore**

**Florida**

DRAFT FOR INTERNAL
5,700 people /hour in one HOT lane
<table>
<thead>
<tr>
<th>Type of Equity</th>
<th>Key Measures</th>
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<td>Process Equity</td>
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<tr>
<td>Outcome Equity</td>
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1. Identify Who/What/Where

2. Define Equity Outcomes & Performance Indicators

3. Determine Benefits and Burdens

4. Choose Programs that Advance Transportation Equity

Program Adopted/Implemented

5. Provide Accountable Feedback & Evaluation
## Affordability and Driver Assistance

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| Driver Discounts, Caps & Exemptions, such as: | • Free or discounted transponders  
  • Toll discounts or credits for low-income households  
  • Exemptions for people with disabilities  
  • No tolls during off-peak hours | If there are too many of these, then other components of the program, like increasing bus and carpool speeds or climate benefits, may be heavily impacted. |
<p>| Cash Payments (for those without credit cards or bank accounts) |                                                                                                                | Must be convenient to access and minimize up-front deposits.                                                                         |
| Transit Discounts                                                                                           |                                                                                                                | May impose a significant administrative burden to means-test applicants.                                                            |</p>
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| Greater Mobility Options and Safer Active Transportation Networks | **Improved Transit Service**  
• New routes to more destinations  
• Faster, more reliable service  
• Improved stations/stops | Must ensure routes serve vulnerable communities, operate at beginning and end of shifts; minimize need to transfer; not impose undue time penalties; and get as close as possible to job sites. |
| | **Carpool and Vanpool Programs**  
• Carpool matching services such as Scoop  
• New vanpool routes  
• Additional park-and-ride lots | These may often be the most effective way to serve suburban and rural areas. |
| | **Pedestrian/Bike Improvements**  
• Improved pedestrian network  
• Improved bicycle network  
• Pedestrian-scale lighting | Must be useful to enough people to qualify as an equity promotion measure. |
| | **New Mobility Programs, such as:**  
• Bike share  
• Car share  
• Creative use of ride-hailing or other services to connect to transit  
• Shuttles/Microtransit  
• Carpool apps and programs | Even when affordable, access might be limited. Options should exist for people without smartphones. |
Just 4% of employed NYC outer-borough residents commute to jobs in Manhattan by vehicle and could be subject to a congestion fee.

How outer-borough residents get to where they work.

- MTA mass transit (Manhattan): 31%
- MTA mass transit (other destinations): 29%
- Vehicle (Manhattan): 25%
- Vehicle (other destinations): 11%
- Other modes (Manhattan): 4%
- Other modes (other destinations): 1%

Incomes of outer-borough workers traveling to jobs in Manhattan by vehicle:

- Poor: 4%
- Near Poor: 12%
- Moderate Income: 28%
- Higher Income: 55%
NYC Congestion Pricing

Working poor who would potentially pay congestion tolls:

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