OahuMPO Technical Advisory Committee

June 12th, 2020

I. Call to order by Chair

II. Introductions/Roll Call

III. May 8th, 2020 Meeting Minutes

IV. Reports
A. Executive Director

V. Old Business

VI. New Business

A. Accelerated TIP Amendment Policy

Accelerated TIP Amendment Policy

- In response to the COVID-19 pandemic, the U.S. Congress is considering legislation to provide:

  stimulus funds for infrastructure
  (including surface transportation)

- Projects must be listed on the TIP and STIP to be eligible for funding

- Need for an accelerated TIP amendment schedule to facilitate the timely addition of projects to receive federal stimulus funds

Regular TIP Revision Schedule

5 months

November

HDOT, DTS, HART submit proposed TIP amendments to OahuMPO

January

Public and intergovernmental agency comment period

February

Policy Board action and OahuMPO transmits amended TIP to Governor's Designee (HDOT Director) for approval

March

FHWA and FTA transmit approved STIP letter

Revision Proposals → **Draft TIP** → **Comment Period** → **TAC** → **PB** → **Governor's Approval** → **FTA & FHWA**

December

OahuMPO develops draft TIP revision, works with HDOT, DTS, and HART to confirm accuracy

February

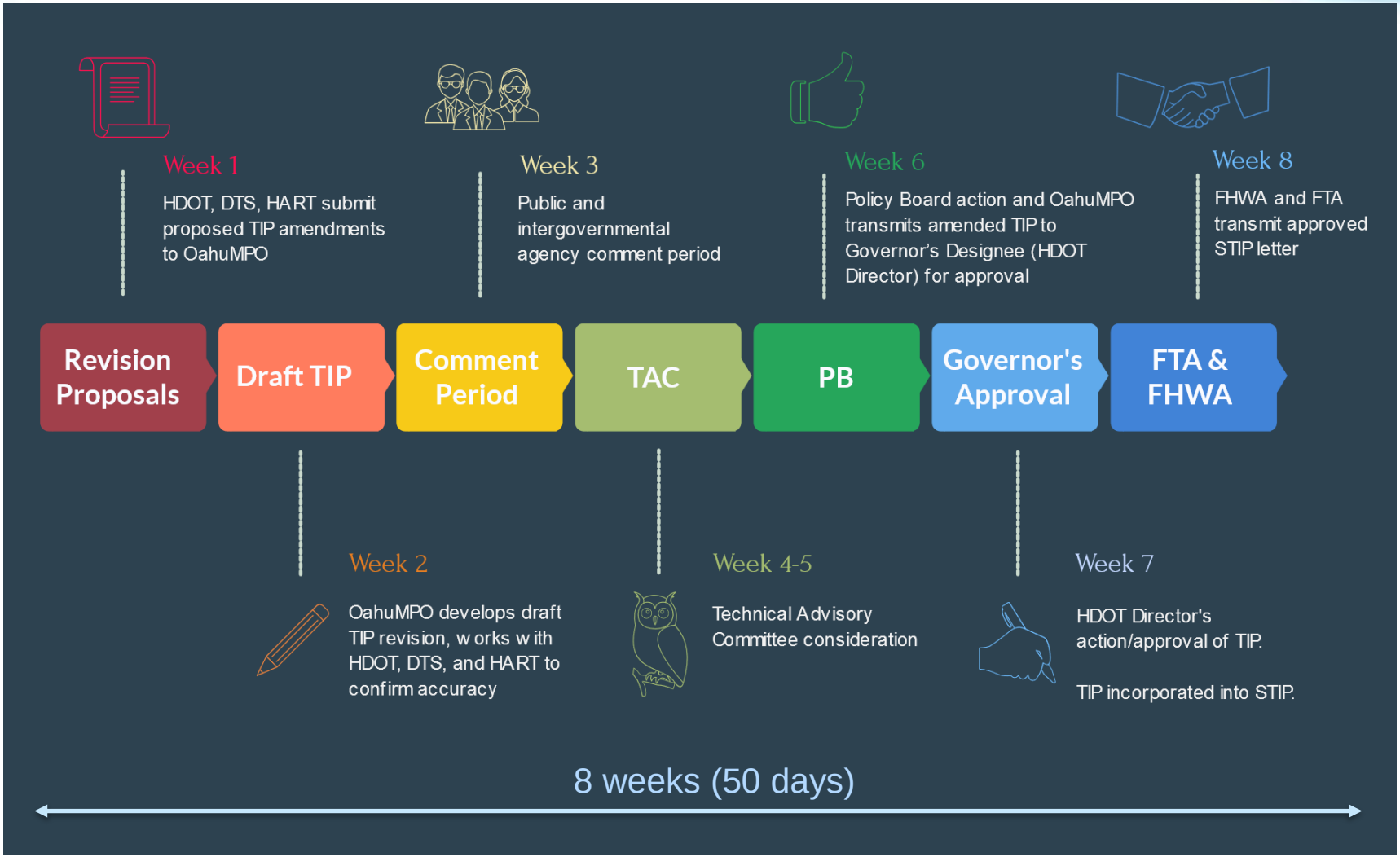
Technical Advisory Committee consideration

March

HDOT Director's action/approval of TIP.

TIP incorporated into STIP.

Accelerated TIP Revision Schedule



The temporary accelerated TIP amendment policy shall apply **only** to projects proposed for addition to the TIP using:

- Stimulus funds or
- Federal redistribution funds

The current TIP policies and procedures for regular TIP revisions remain in effect.

Requested Action: *Recommend to the Policy Board their approval of the Accelerated TIP Amendment Policy.*

VI. New Business

B. Congestion Pricing Study Tour Presentation

Congestion Pricing Study Tour Briefing June 2020

London & Stockholm

Presented by:
Brandon Elefante, Honolulu City Council and
Marian Yasuda, Department of Transportation Services

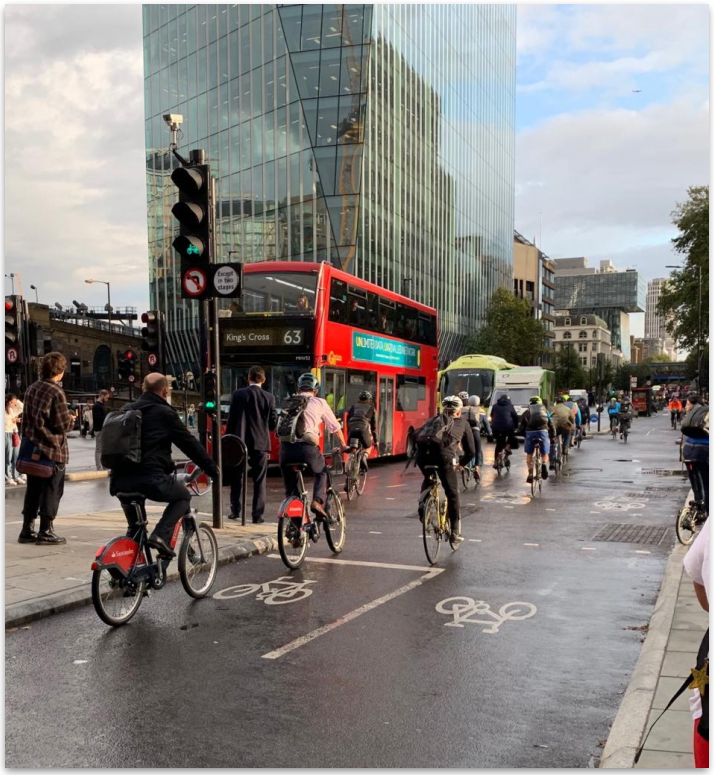
Top 10 Lessons Learned on the October 2019 Congestion Pricing Study Tour

1	Invest in public transit and bike/ped network as you plan congestion pricing
2	Process is everything
3	Determine your data needs and start collecting your data immediately
4	Use pilots to allow the results to speak for themselves
5	Design your system with the #1 goal to advance equity - make it the “why”, the “crisis”
6	Fearless political leadership is key; prepare for a political moment with grassroots support
7	Build a big tent for discussion with business, health, equity, environmental, political, and other communities
8	Congestion pricing is a powerful, dextrous tool, so build your objectives into your design
9	Don’t focus on revenue as the objective for congestion pricing policy
10	It works!

Lesson 1: Invest in public transit, bike, and pedestrian networks as you plan congestion pricing

- London: **300 new buses** added to the city network prior to start of congestion charge

- Stockholm: **14 new bus lines** plus added capacity on existing lines (for a total of **18 high frequency bus lines**, and more high frequency train lines)



Lesson 2: Process is everything

- Build a strong foundation with a **thoughtful, strategic process**
- Commit to **full participation of vulnerable communities** from the beginning - solve for them first

Lesson 3: Determine your data needs, start collecting data immediately

- Use data to **assess** existing conditions and **define** the problem
- Analyze **benefits and burdens** of various scenarios with a **strong model**
- Be open to being surprised by the results!

Lesson 4: Use pilots to allow the results to speak for themselves

- Allow public to **experience improvements** before rolling out full policy- public support is often lowest right before policy roll-out
- **Be ready to rapidly iterate**, learning lessons and make changes based on small-scale trials

Lesson 5: Design your system with the #1 goal of advancing equity—for US, it's the "why", the "crisis"

- **Lack of access to opportunity** is the #1 factor limiting upward social mobility in the United States
- **Revenue** from the charge can prioritize transportation improvements for **those who need it most**

Lesson 6: Political leadership is key; prepare for a political moment with grassroot/top support

- **Political leadership** is essential to success
- If champion is still emerging:
  - Build **diverse coalitions**
  - Understand stakeholder **needs**
  - Craft **winning proposals** in lead up to political moment

Lesson 7: Build a big tent for discussion with business, health, equity, political, environment, other groups

- **Understand goals** of diverse stakeholder groups and allow these needs **define problem statement** new policy will address
- Expect that **different benefits may appeal most to different groups**, allow for a dynamic message

Lesson 8: Congestion pricing is a dextrous tool, so build your objectives into the design

- Congestion pricing can be tailored to achieve a variety of different specific goals:
  - Lower **emissions**
  - Improved **safety**
  - Better **air quality**
- Be intentional; design the tool to **shift with evolving context**

Lesson 9: Don't focus on revenue as the objective for congestion pricing policy

- Citizens already feel overtaxed, so **revenue is generally not a received as a compelling rationale** for congestion pricing
- **Gothenburg** is a cautionary tale:
  - Rationale was **revenue for new rail tunnel** construction
  - **Voters rejected the charge since the expenditure plan was unpopular.**

Lesson 10: It works!

- **Vehicles entering central business district**: **down 20%** in London and Stockholm
- **Road delay**: up to **50% reduction**
- **Transit delay**: **60% reduction** in London
- **Childhood asthma**: **45% reduction** in hospitalizations in Stockholm
- **Carbon emissions**: **16% lower** in London

Livingstone hails congestion charge 'success'

The £5 daily fee has cut traffic delays by 30%, led to an 18% reduction in traffic entering the zone and a 30% reduction in cars entering the zone, according to new Transport for London performance figures.

Driving Fee Rolls Back Asthma Attacks in Stockholm

Study estimates that without new "congestion pricing" policy, kids would have suffered 45 percent more asthma attacks.

TODAY *Singapore*

Number of off-peak cars shrinks to 13,400, dropping 73% from 2010

Results Speak for Themselves

London:

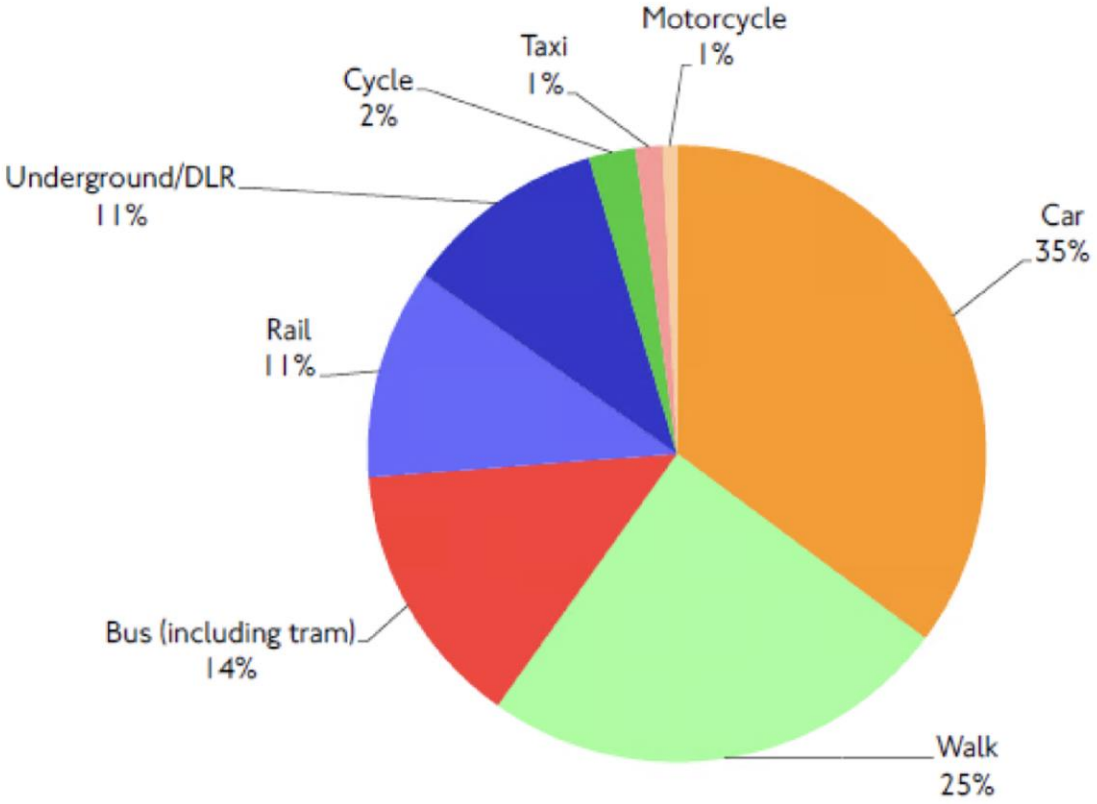
- 30% reduction in traffic congestion
- 30% increase in average speed
- Increase in travel-time reliability
- Bus service increased by 23%

Of the thousands of car trips no longer made to the cordon zone:

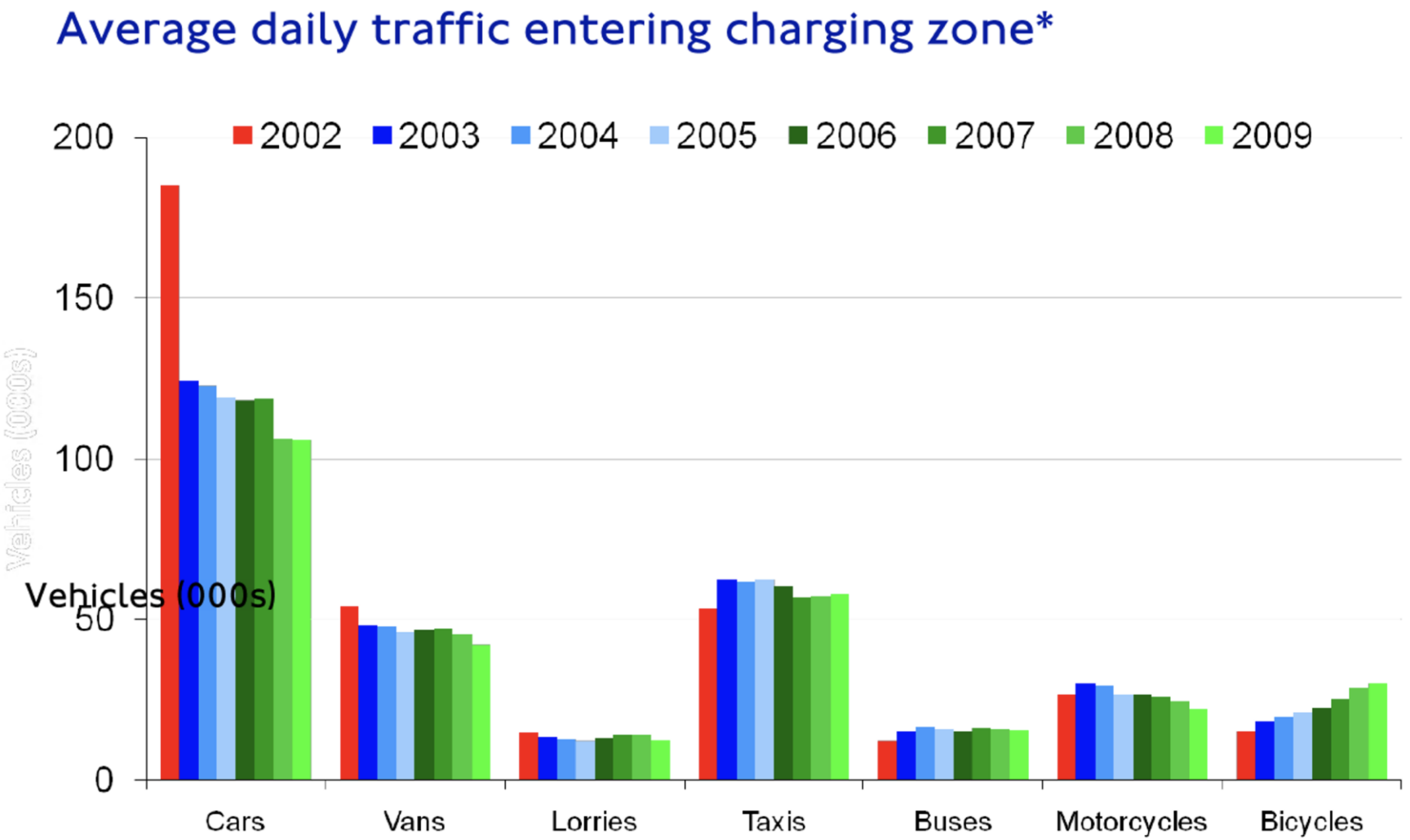
- 50% of car trips shifted to public transit
- 25% of car trips were diverted out of the cordon zone
- 25% attributed to carpooling, walking, or biking, or traveling outside of the CP operation.
- Bus ridership at a 50-year high
- Bike trips have increased 79% since 2001
- 10% less car volume (in spite of 20% population growth)

Results Speak for Themselves

Trips by private transport decreased by more than 11 percentage points between 2000 and 2017



Results Speak for Themselves



Results Speak for Themselves

- Net revenues
  - Congestion Charging raises around **£150m** per year to be spent on other transport initiatives within London
- Economy
  - Broadly neutral impact overall on business

- Environment
  - Congestion Charging directly responsible for reductions inside the original zone of traffic emissions equating to around **8%** of NO_x, **7%** of PM_{10} and **16%** of CO_2
- Road safety
  - Reduced numbers of cars led to less personal injury road accidents in the central zone

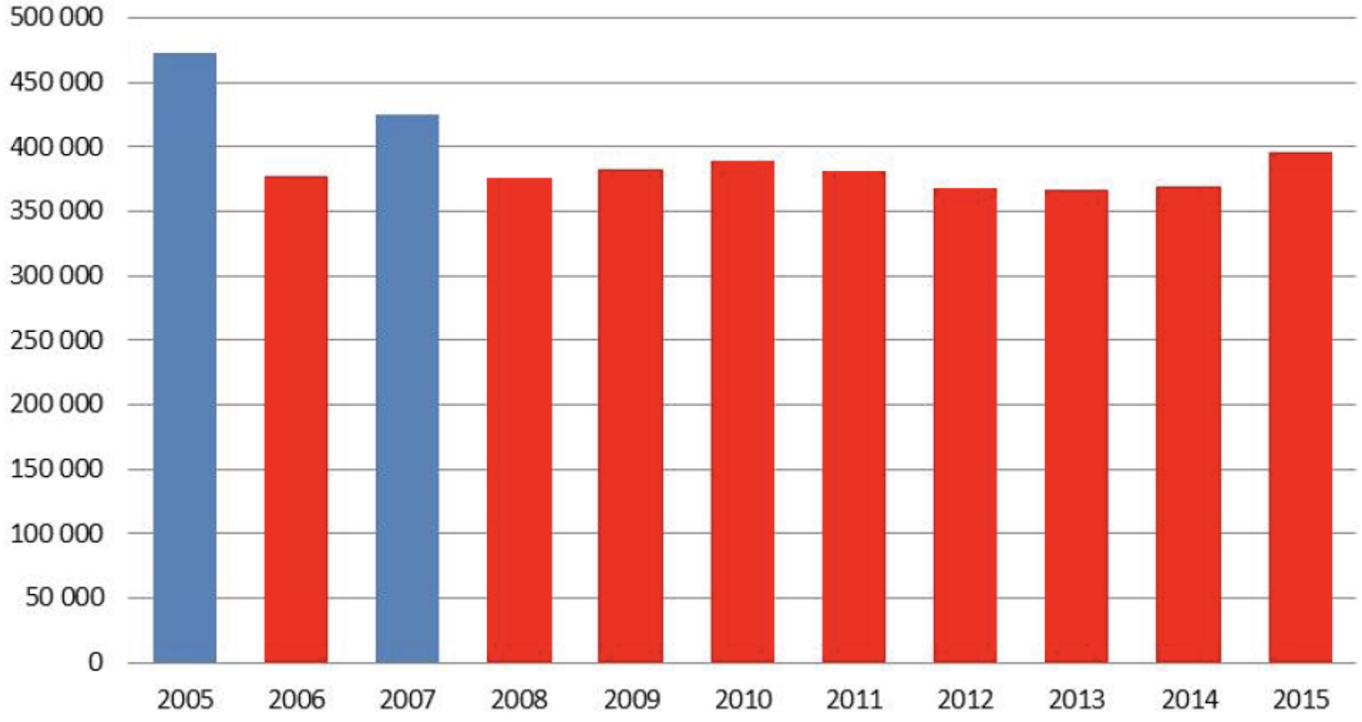
Results Speak for Themselves

Stockholm:

- Traffic to and from the inner city cordon reduced by 20% (100,000 passages daily)
- Congestion reduced by 30 – 50% on arterials
- Traffic delays decreased by 14%VMT decreased by 14%
- Disappearing Drivers (25% person trips):
- About half of the disappearing drivers changed to transit (number of passengers increased by 5%)
- About half of the disappearing drivers pursued other alternatives such as different departure times and destinations, fewer trips
  - Six percent were discretionary trips – consolidating trips, trip chaining, bypassing
  - Five percent were professional traffic - trip chaining and rerouting

Results Speak for Themselves

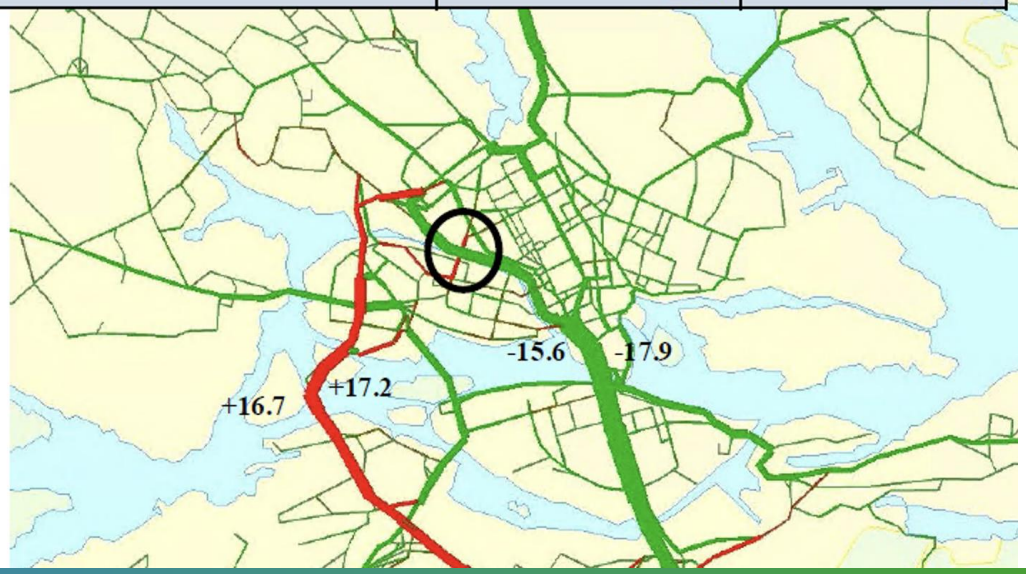
20 percent less traffic
… lasting effect
… lots of people liked the alternatives



Results Speak for Themselves

Designing charges is difficult – no one believed the forecasts

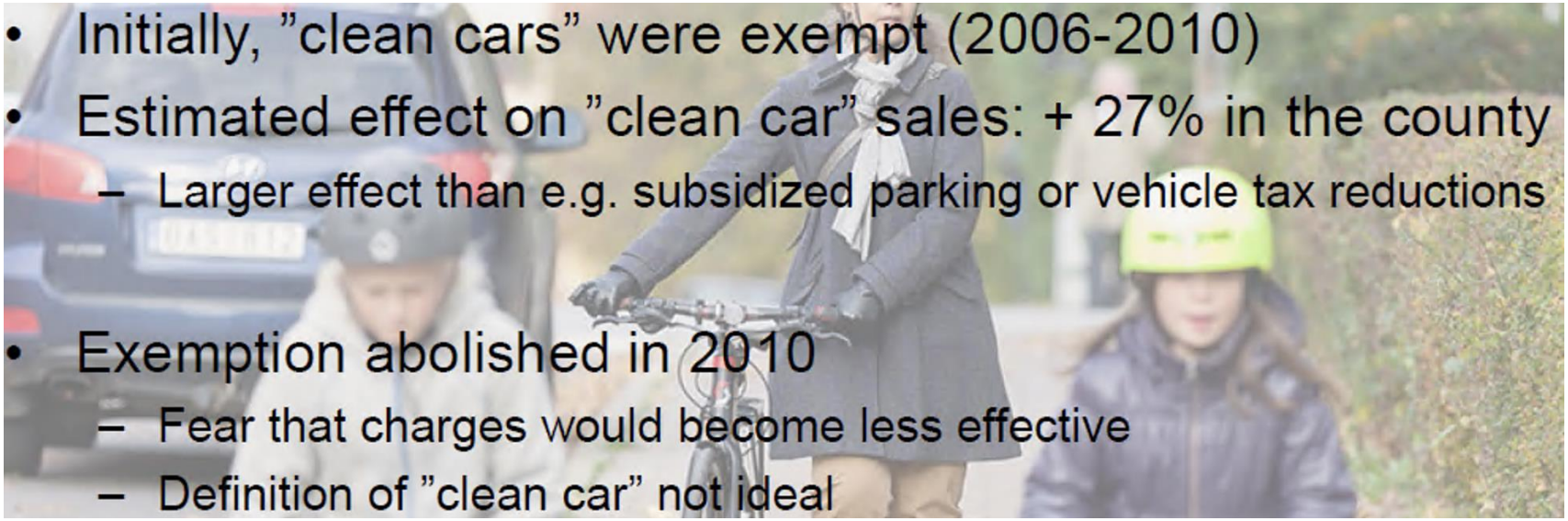
	Forecast	Actual
Traffic across cordon	-16%	-20%
Rush hours	*-17%*	*-18%*
Public transport	+6%	+5%



Results Speak for Themselves

Revenues are increasing

2008 Original system – first year	2015 Original system – last year	2018 Extended system	2020 Further extended
0.7 billion SEK	0.8 billion SEK	1.6 billion SEK	+0,32 billion SEK



- Initially, ”clean cars” were exempt (2006-2010)
- Estimated effect on ”clean car” sales: + 27% in the county
  - Larger effect than e.g. subsidized parking or vehicle tax reductions
- Exemption abolished in 2010
  - Fear that charges would become less effective
  - Definition of ”clean car” not ideal

Mahalo!

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VII. Invitation to interested members of the public to be heard on matters not included on the agenda

VIII. Announcements

IX. Adjournment