



Boston Region MPO Congestion Management Process Committee

August 17, 2023

Boston Region Metropolitan Planning Organization



VIRTUAL

MEETING

Notice of Nondiscrimination

You are invited to participate in our transportation planning process, regardless of your race, color, national origin (including limited English proficiency), religion, creed, gender, ancestry, ethnicity, disability, age, sex, sexual orientation, gender identity or expression, veteran's status, or background.

简体中文 (Simplified Chinese)

如果需要使用其它语言了解信息，请联系波士顿大都会规划组织 (Boston Region MPO) 《民权法案》第六章专员，电话 857.702.3700。

繁體中文 (Traditional Chinese)

如果需要使用其他語言瞭解資訊，請聯繫波士頓大都會規劃組織 (Boston Region MPO) 《民權法案》第六章專員，電話 857.702.3700。

Kreyòl Ayisyen (Haitian Creole)

Si yon moun vle genyen enfòmasyon sa yo nan yon lòt lang, tanpri kontakte Espesyalis Boston Region MPO Title VI la nan nimewo 857.702.3700.

Español (Spanish)

Si necesita esta información en otro idioma, por favor contacte la Boston Region MPO al 857.702.3700.

Português (Portuguese)

Caso estas informações sejam necessárias em outro idioma, por favor, contate o MPO da Região de Boston pelo telefone 857.702.3700.

Tiếng Việt (Vietnamese)

Nếu quý vị cần thông tin này bằng một ngôn ngữ khác, vui lòng liên lạc Boston Region MPO theo số 857.702.3700.

Read the full notice of your rights and protections at www.bostonmpo.org/mpo_non_discrimination.

August 17, 2023

AGENDA

1. **Introductions**
2. Approval of Minutes from March 23, 2023, CMP Committee Meeting
3. Roadway Pricing Interview Results
4. Discussion on Roadway Pricing MPO Goals
5. Discussion on Roadway Pricing Assessments
6. Other Business

Introductions



Technical difficulties?
Call Erin Maguire at 857.702.3681 or
email emaguire@ctps.org.

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Approval of Minutes from March 23, 2023, CMP Committee Meeting



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Learning from Roadway-Pricing Experiences Workshop

August 17, 2023

Seth Asante and Ryan Hicks

Boston Region Metropolitan Planning Organization

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Background

- Identify the political and institutional challenges
- Identify the MPO's goals for roadway pricing
- Identify ways to incorporate roadway pricing into the planning process



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Study Tasks

- Task 1 Identify and Select Roadway-Pricing Projects
- **Task 2 Interview Key Personnel of Candidate Roadway-Pricing Programs**
- **Task 3 Identify the MPO's Goals for Roadway Pricing**
- **Task 4 Explore Roadway Pricing in the MPO Planning Process**
- Task 5 Document Study and Present Results



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Task 1: Identify and Select Roadway-Pricing Programs

✓ MPO staff identified 13 programs

- MPO staff requested input from:
 - CMP Committee members
 - MPO Board members
- **Selected five for further evaluation and interviews**

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Task 2: Interview Key Personnel of Candidate Roadway-Pricing Programs

- ✓ **MPO staff interviewed personnel of five programs**
 - Transportation Network Provider (TNP) Surcharge, Chicago
 - Minnesota DOT High-Occupancy Toll Lanes, Minneapolis and St. Paul
 - Central Business District Tolling Program, New York City
 - Bay Area Express Lanes Program, San Francisco
 - Penn Quarter/Chinatown Parking Pricing Program, Washington DC
- **Present findings from the interviews**



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Transportation Network Provider Surcharge Chicago

Enabling Legislation: City Council legislation

Goals: Reduce congestion, incentivize ridesharing, and generate revenue

Communication Plan:

- Communications with TNP providers
- Communicating benefits to the public
- Transparent data portal used to reenforce policy decision

Surcharge Policy: Reduce TNP trips in designated zones (\$3:00 to \$8:00)



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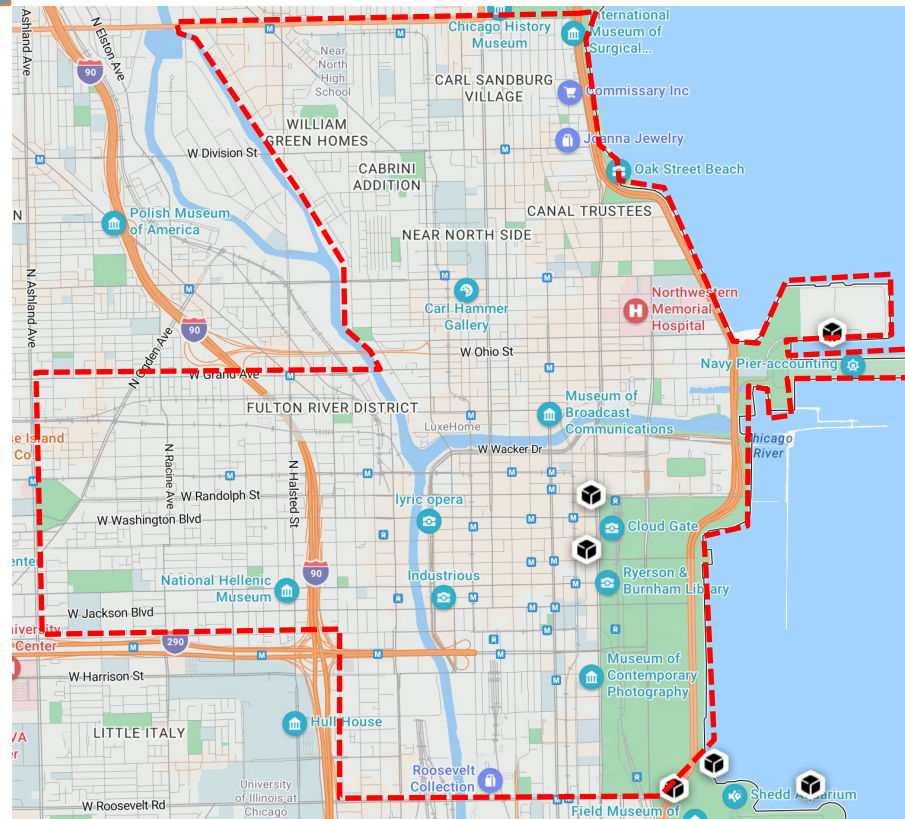
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Transportation Network Provider Surcharge Chicago

TNP Surcharge Designated Area



Benefits:

- Improved inequitable distribution of ground transportation options
- Enabled transit service improvements

Implementation and Operations

- Low-cost, no equipment installations
- TNP companies collect surcharges and transparent TNP data allows verifications
- Small back-office staff



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Minnesota DOT High-Occupancy Toll Lanes Minneapolis and St. Paul

Enabling Legislature: State legislation

Sponsors: MnDOT and Metropolitan Council

Goals: Reduce congestion, and improve reliable travel time and person throughput

Communication Plan:

- Led by a high-level task force—legislators, city officials, FHWA, MPO, MnDOT, and stakeholders
- Extensive public engagement and with policymakers

Tolling Policy: Promote high-occupancy vehicles, transit use, and faster and reliable trips



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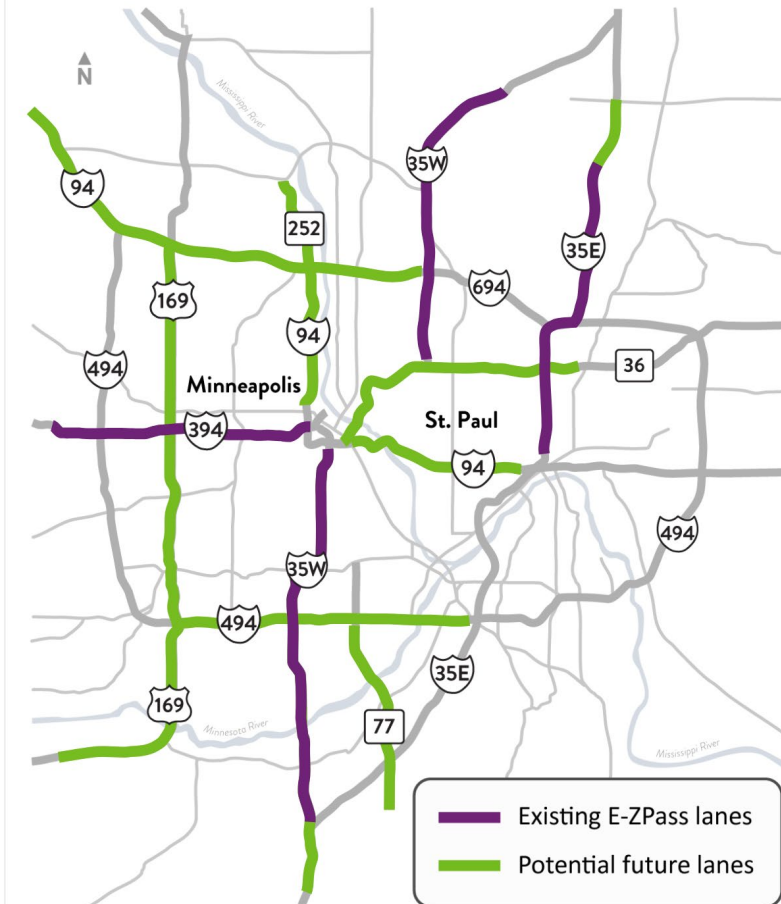
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Minnesota DOT High-Occupancy Toll Lanes Minneapolis and St. Paul

E-ZPass Minnesota



Benefits:

- Reduced congestion and improved travel times and reliability
- Enabled transit service improvements and increased transit ridership

Implementation and Operations

- Involve HOT lane conversions and new lanes
- Require toll, technology, and road infrastructure



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Central Business District Tolling Program New York City

Enabling legislation: State assembly bill to implement the program

Sponsors: MTA's TBTA (lead), NYCDOT, and NYSDOT

Goals: Reduce congestion, generate revenue, and improve air quality

Communication Plans:

- Coordination with elected officials and community leaders
- Early environmental justice community meetings (24 meetings)
- Environmental assessment public hearings (6 meetings)
- Stakeholder working and technical advisory groups meetings

Tolling Policy: Addresses environmental justice population concerns

- State tax credits for low-income households (<\$60,000)
- Free for vehicles with disabled plates and transit and emergency vehicles



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Central Business District Tolling Program New York City



Benefits:

- Reduced traffic, vehicle-miles traveled, and energy consumption in Manhattan central business district
- New source of funding for transit
- Improved regional air quality

Implementation and operations:

- No expansion or widening required
- Low-cost (tolling equipment installations)

Area below 60th Street in Manhattan, excluding:

- The Franklin D. Roosevelt (FDR) Drive, the West Side Highway/Route 9A, and the Battery Park Underpass
- Any surface roadway portion of the Hugh L. Carey Tunnel connecting to West Street (the West Side Highway/Route 9A)



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Bay Area Express Lanes Program San Francisco

Enabling Legislation: State assembly bills to implement pricing programs

Sponsors: CTC, Caltrans, MTC, and regional transportation agencies

Goals: Reduce congestion, enable reliable and faster trips, and improve person throughput

Communication Plans:

- Regional transportations agency boards
- Long-range transportation plans

Tolling Policy: Promote high-occupancy vehicles and transit use and clean-fuel vehicles



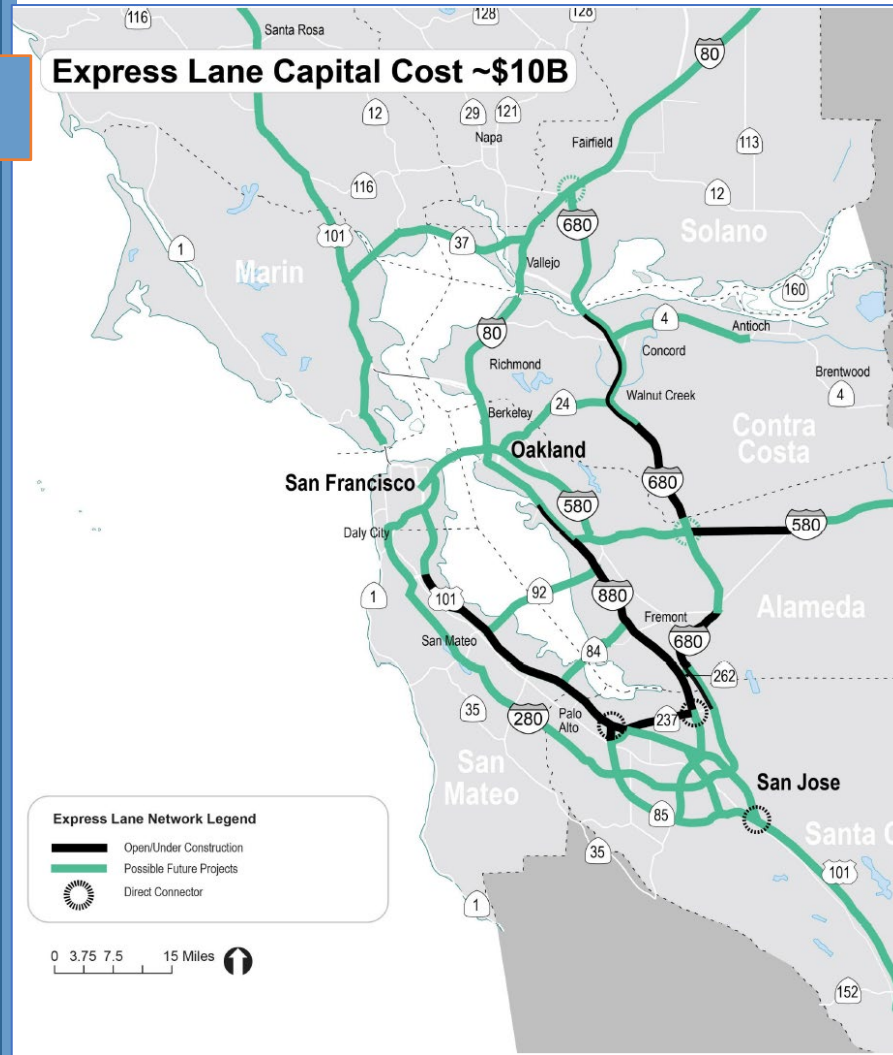
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- Improved travel times, reliability, and air quality

Implementation and Operations:

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Penn Quarter/Chinatown Parking Pricing Program, Washington DC

Enabling Legislation: DC Council legislation

Goals: Improve parking experience, reduce congestion, and develop parking management solutions

Communication Plan:

- Engage stakeholders early and convey results to stakeholders
- Use key messages and several channels of engagements

Parking rate policy: Variable parking rates that are based on location and time of day are used to ensure that commuters can always find parking.



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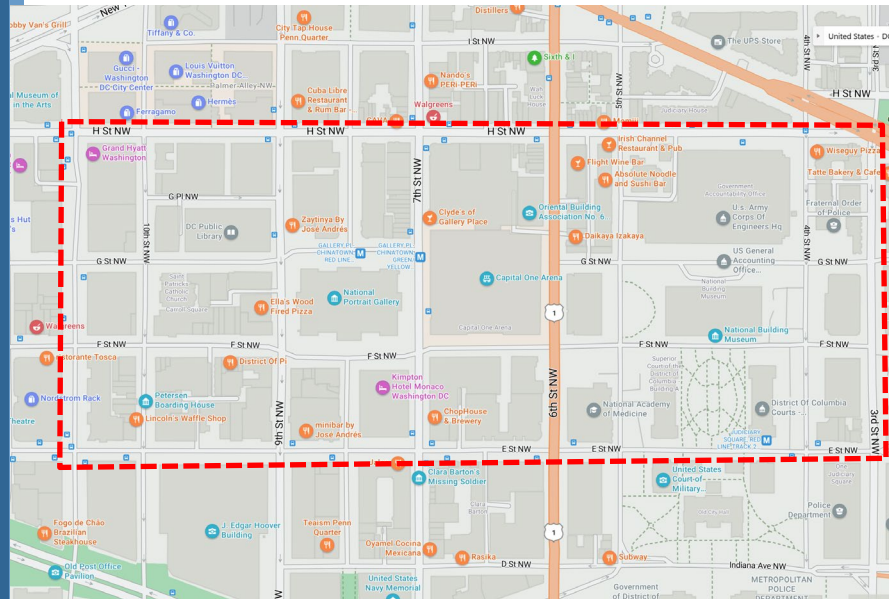
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Penn Quarter/Chinatown Parking Pricing Program, Washington DC

Penn Quarter/Chinatown Parking Pilot Area



Benefits:

- Increased parking availability and use of low-demand parking spaces
- Encourage travel by transit and bicycle during peak periods

Implementation and Operations

- Low-cost and asset-light with small back-office staff
- Effectively using data to test parking occupancy



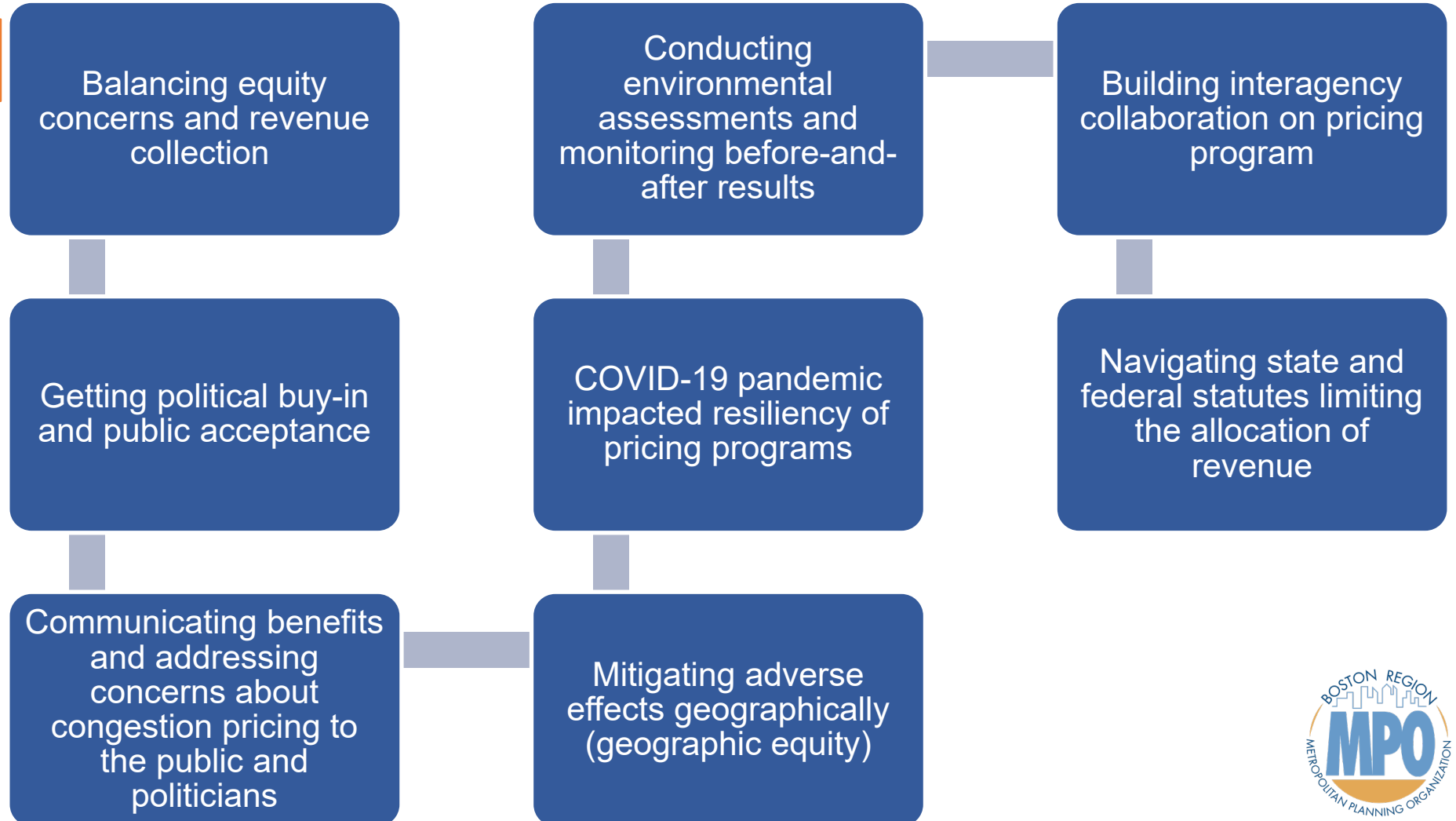
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Challenges

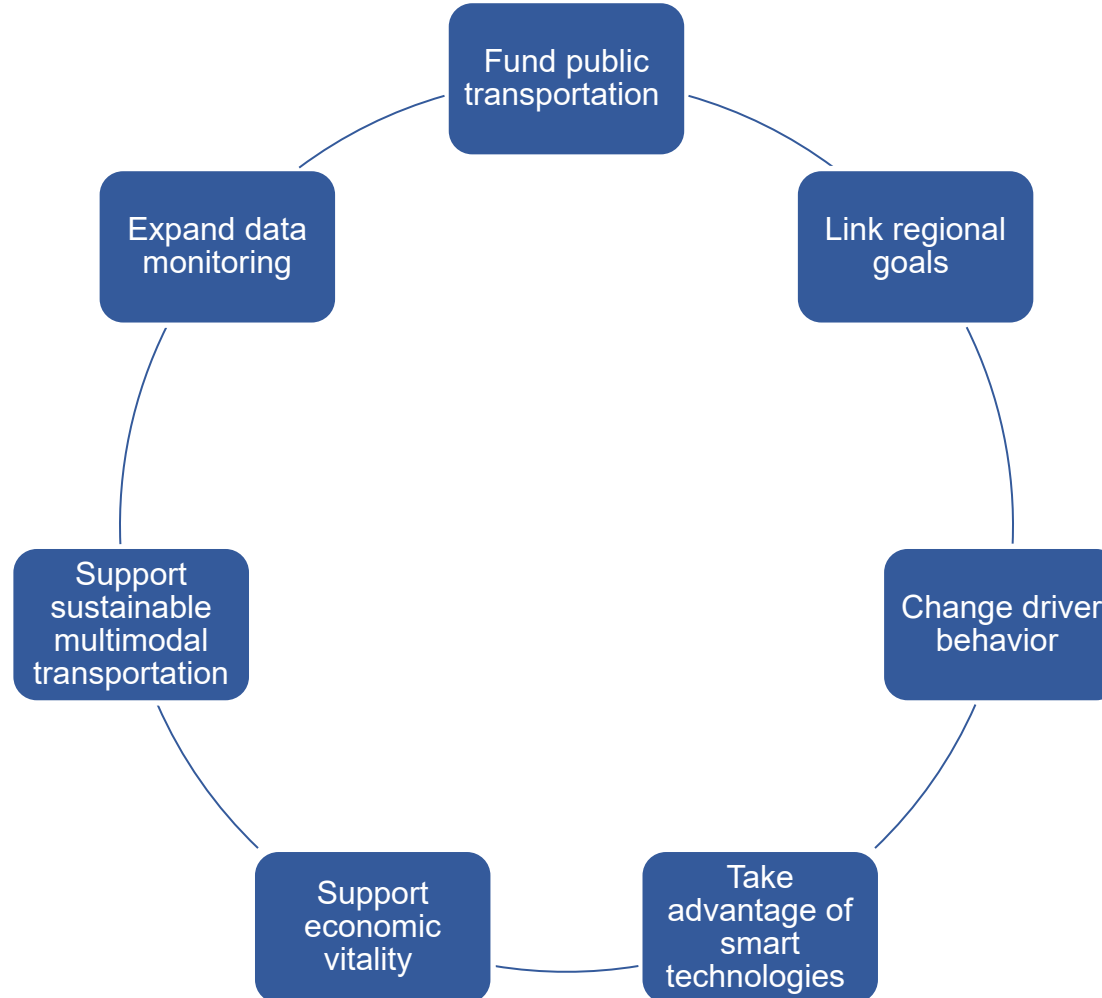


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Opportunities



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Lessons Learned

- 1 Political leadership and legislation is essential
- 2 Involve Environmental Justice (EJ) communities early in process
- 3 Emphasize engagement for underrepresented communities
- 4 Public engagement and education are keys to success
- 5 Show that revenue uses are beneficial, transparent, and linked to transit improvements



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Lessons Learned

6

Pair pricing programs with alternative travel methods/improvements to ensure that the program is successful from day one

7

Focus on goals and benefits rather than revenue

8

Use transparent data to aid transportation decisions

9

Evaluations are key to maintaining the effectiveness of a pricing project

10

Have adequate and specialized staff



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Next Steps

- Have a general discussion today
- Identify MPO goals for roadway pricing
- MPO staff are requesting input from:
 - CMP Committee members
 - MPO Board members



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Linking Pricing to MPO Regional Goals

Which of the following is most important goal for roadway pricing?

- A) Raise revenue
- B) Reduce congestion
- C) Provide disadvantaged communities more transportation options
- D) Preserve transit
- E) Support economic growth
- F) Increase person throughput
- G) Other



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Linking Pricing to MPO Regional Goals

Which of the following LRTP goals does roadway pricing fit best with? (Discuss all that apply)

1. Equity
2. Safety
3. Mobility and Reliability
4. Access and Connectivity
5. Resiliency
6. Clean air, and healthy communities



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Incorporating Roadway Pricing in the MPO Planning Process

1. What would your priorities be on early communication and engagement with the public about roadway pricing? What forms of communication channels would be appropriate?
2. What would your priorities be on exploring the effects roadway pricing on equity populations in Boston region?



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Incorporating Roadway Pricing in the MPO Planning Process

1. What would your priorities be on using the regional modeling to study benefits and effects of roadway pricing?
2. How would you like roadway pricing to be incorporated into future long-range transportation plans?



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