

Lund, April 8-10

VREF project on

Governance of metropolitan  
transport

version 190326

What  
how

why?  
Power!!

politics and governance

# VREF comparative papers on metropolitan transport governance

- 10 cities US/CAN/AUS
- 16 cities nine west european countries
- BRT governance in Latin America
- BRT governance in India:
- BRT governance Sub-Saharan Africa

= one synthesis!

Governance in *this* project:

'the network of *public* institutions through which *political power* is exercised in the management of metropolitan transport'

= more narrow than World Bank definition

= after Bo Rothstein: 'the quality of government'

85-90 % correct ...

skating on thin ice over deep water

- the ice breaks once you slow down

Political power is exercised in  
*interaction* with other sources of  
power

- economic
- legal
- professional
- ... ideas (Victor Hugo!)

'*power* is as fundamental to the social sciences as *energy* is to the natural sciences'

... and is about *relations*

# Understanding power: biographies and novels

Robert Caro on Robert Moses: *the powerbroker* on legal, professional and financial power

Robert Caro on *Lyndon Johnson* (four volumes so far)

Tom Wolfe: *a man in full*

*and many other examples*

Governance of metropolitan transport

road systems *similar*

+ public transport systems *different*

= *concentrate on public transport*

US/CAN/AUS:

*similar* governance structure

*different* public transport quality

western Europe:

*different* governance structures

*similar* public transport quality

# Politics and governance – and politics

- today's governance is **yesterday's** politics  
TfL, NYCMTA, SL, STIF ....
- politics is **more** than winning next election
- politics is about forging alliances around an idea that last **over many** elections **and** win next election!
- = US and Western Europe: **alliances** differ...

# Politics in 'politics and governance'

Funding as in taxes and user fees

place as in gentrification and  
segregation

land use as in MoD or ToD:  
Motorway or Transit oriented  
development

# politics of funding:

metropolitan transport authorities strive to make public transport **beneficiaries** contribute

- land value capture
- joint transport infrastructure and property investments
- excess profits from toll roads and tunnels
- congestion charges
- parking fees (only if cities run public transport)
- local employment taxes
- ***no best practice!*** Lots of experiments

# Governance in 'politics and governance'

- 1 constitutional issues
- 2 economic philosophies
- 3 the urban and suburban middle classes

# 1 Constitutional issues

- federal or unitary
- presidential or parliamentary
  
- taxation authority
- cities' autonomy
- mayors

# 1.1 Federal countries

US/CAN/AUS: the **British legacy**  
states/provinces have **huge** influence over  
metropolitan transport **organization and  
funding**

- cities in CAN and US versus AUS

Germany, Austria different federal history:

- cities much stronger role

- more cohesive relations states/federal levels

## 1.2 Unitary countries

parliamentary or presidential

mayors in France and the UK

- political careers in France made in major cities
- political careers in UK made in parliament

*French mayors build trams to develop cities*

## 1.3 Taxation *DEFINES* metropolitan transport governance

- types of taxes differ
- levels where taxes are raised differ
- cities generally have limited taxation powers except in Scandinavia

large transport infrastructure *always* involve all levels of government but 'how' differs

## 2 Economic philosophies

the state, the market, the place of politics

- Anglo-American view the market as *driver*
  - the French view the state as *driver*
  - the German ordoliberal view of the *interdependence* market/state/politics
- = San F Bay and Ruhr area polycentric, same size, *very different* governance!!

*3 urban and suburban middle class must be regular users for a high quality metropolitan public transport:*

health and education: when the middle classes opt out the quality for the working classes deteriorates

*the major difference between the US and Western Europe*

# Summing up Politics and governance

No '*best* practices'  
some *bad* practices  
many *interesting* practices

politicians learn from each other  
experts learn from each other

= they learn *different* things!!!

# Summing up - practices

creating place: Vienna started 1918, still at it

land use control: Stuttgart

MaaS: Paris, Frankfurt, San F, TfL

fees on cars: Stockholm, Oslo, London, NYC

metro+property: Paris, Copenh'n, Montreal

changing path: Los Angeles

looking for new revenues: TfL, NYC

New governance forms; Manchester, Montreal

*bad practice*: Chicago, Toronto

# metropolitan public transport in US/CAN/AUS and Western Europe is *messy*

- multiple levels of government,
- multiple *and different* sources of revenues
- no 'best practice' but *many interesting* ones
- politics *always* dominates governance
- politics is about creating stable alliances for  
*middle class buy-in*

Thank you

# Three aspects of politics

funding

place

land use

# *politics of place*

place and quality of city life  
city trams, bikes, pedestrian zones

some cities move faster than others  
- Vienna, Vancouver,

*gentrification and segregation go together!!!*

## politics of land use

motorway oriented development dominates

Transit oriented development when

- *cities* also own land (some still do!)
  - property values reflect *transit quality*
  - public transport authorities are *aligned* with local authorities
- 
- Stuttgart, Montreal!
  - politically strong cities necessary (AUS!)