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
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!!
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!)