Smart Growth America’s Programs

Local Leaders Council

SSTI
State Smart Transportation Initiative

LOCUS

Transportation for America

National Complete Streets Coalition
T4A’s Mission

Transportation for America is an alliance of elected, business and civic leaders from communities across the country, united to ensure that states and the federal government step up to invest in smart, homegrown, locally-driven transportation solutions — because these are the investments that hold the key to our future economic prosperity.
Guiding Principles

- Investment
- Innovation
- Local Control & Accountability
- Access to Jobs
- Options
Business Moving Downtown

- attract and retain talented workers.
- build brand identity and company culture.
- support creative collaboration.
- be closer to customers and business partners.
Business Moving Downtown

**FIGURE 2**

**Relocations, expansions, and new office creation**

- **218** Relocation from suburbs in the metro area
- **42** Relocation from suburbs outside metro area
- **91** New downtown location
- **27** Expansion of existing office
- **9** Consolidation of suburban and downtown locations
- **10** Downtown relocation within the metro area
- **9** Relocation from downtown outside metro area
- **New company**
Business Moving Downtown

**WALK SCORE**
- Before: 52
- After: 88

**TRANSIT SCORE**
- Before: 52
- After: 79

**BIKE SCORE**
- Before: 66
- After: 78
“In a city as large as Atlanta it’s important for us to be accessible to our clients, and being downtown puts us near other large businesses where we have significant relationships.“

—Mike Hurst, Regional Development Coordinator, SunTrust Bank, Atlanta, GA
U.S. regions building or considering new bus rapid transit service - 2016

Data on BRT systems that are planned, funded or under construction comes from Yonah Freemark and Steven Vance’s Transit Explorer project. January 2016.
http://www.thetransportpolitician.com/transitexplorer/
Small Metro and Rural, too
State Public Transit Funding per capita

Ohio DOT 2015 Ohio Transit Needs Study
Oregon & Georgia

**Similarities**
* Constitutionally directed funding
* 1 major transit provider, many small to mid-size providers
Public Transportation Funding in Oregon

Figure 1: 2014 Estimated Oregon Public Transportation Funds by Source

- Federal - $284 M (36.4%)
- State - $28 M (3.6%)
- Local - $339 M (43.4%)
- Fares - $130 M (16.6%)

Notes: This graphic includes local public transportation and intercity bus funds and an estimate of average FTA discretionary appropriations for the State of Oregon, but does not include intercity passenger rail funds and fares. The percentage of funding from fares does not reflect farebox recovery because this chart includes all revenues, not just operations funding. Farebox recovery ratios reflect the percentage of operations costs that are recovered through passenger fares.

Source: Estimates calculated by ODOT Planning from internal ODOT expenditure information, federal appropriations, and Secretary of State audits.
Public Transportation Funding in Oregon

Figure 2. STF Trends: 2007-2019

- **2007-09**
  - General Fund: $5.9
  - Cigarette Tax: $2.7
  - ID Cards: $8.4
- **2009-11**
  - General Fund: $6.4
  - Cigarette Tax: $3.2
  - ID Cards: $7.9
- **2011-13**
  - General Fund: $6.6
  - Cigarette Tax: $7.3
  - ID Cards: $3.9
- **2013-15**
  - General Fund: $6.6
  - Cigarette Tax: $4.2
  - ID Cards: $12.6
- **2015-17**
  - General Fund: $6.6
  - Cigarette Tax: $4.1
  - ID Cards: $6.4
- **2017-19**
  - General Fund: $6.6
  - Cigarette Tax: $4.2
  - ID Cards: $6.3
# Public Transportation Funding in Oregon

## Table 2. Major Sources of State Public Transportation Funding in Oregon

<table>
<thead>
<tr>
<th>Program/Source</th>
<th>Purpose</th>
<th>Allocation Method</th>
<th>FY 2014 Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>STF: Special Transportation Fund</strong>&lt;sup&gt;1&lt;/sup&gt;</td>
<td>Seniors, people with disabilities</td>
<td>ODOT by formula and discretionary; STF agency discretionary local prioritization&lt;sup&gt;1&lt;/sup&gt;</td>
<td>$11.7 M</td>
</tr>
<tr>
<td>ORS 391.800 through 391.830</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Mass Transit Payroll Assessment</strong>&lt;sup&gt;2&lt;/sup&gt;</td>
<td>Any transit purpose</td>
<td>DAS formula</td>
<td>$10 M</td>
</tr>
<tr>
<td>ORS 291.405 and 291.497</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>ConnectOregon Program</strong></td>
<td>Capital</td>
<td>ODOT discretionary</td>
<td>$4.9 M</td>
</tr>
<tr>
<td>Lottery backed bonds&lt;sup&gt;3&lt;/sup&gt;</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Direct Legislative Appropriation</strong></td>
<td>Any, typically large capital projects</td>
<td>Discretionary as directed by legislature</td>
<td>$0 for FY14, $5.7 M in FY15&lt;sup&gt;4&lt;/sup&gt;</td>
</tr>
<tr>
<td>Generally lottery backed bonds</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Non-highway Gas Tax</strong></td>
<td>Passenger rail</td>
<td>ODOT discretionary</td>
<td>$1.2 M</td>
</tr>
<tr>
<td><strong>Custom License Plate fee</strong></td>
<td>Passenger rail</td>
<td>ODOT discretionary</td>
<td>$3.6 M</td>
</tr>
</tbody>
</table>
Local Funding Sources:

- Payroll tax
- Property Tax
- Earned Revenues and Fares
- General Fund
- Transportation Operation Fees
- Public/Private Funding Partnerships
Public Transportation Funding in Oregon

HB 2017-10 (enacted)

- 10-yr; $5.3 billion
- Creates a Continuous Improvement Advisory Committee for ODOT
- Conducts BCA for new capacity projects
- Raises gas tax
- 1/10 of 1% of employee wages ($20.28/yr)
- New car and bicycle taxes
State Funding Trends

SINCE 2012
THIRTY-ONE STATES
HAVE APPROVED
PLANS TO
RAISE ADDITIONAL
TRANSPORTATION
REVENUES
How Georgia Could Fund Public Transit
How Georgia Could Fund Public Transit

- Not all answers, a framework for approaching performance measures
- Designed to increase accountability and public participation
- MAP21 measures – possibilities & limitations
- Experience of those writing/implementing
## Scoring Process

<table>
<thead>
<tr>
<th>Factor</th>
<th>Congestion Mitigation</th>
<th>Safety</th>
<th>Accessibility</th>
<th>Economic Development</th>
<th>Environment</th>
<th>Land Use</th>
</tr>
</thead>
<tbody>
<tr>
<td>Increase in Peak Period</td>
<td></td>
<td></td>
<td>Increase in Access to Jobs</td>
<td>Square Feet of Commercial/Industrial Development Supported</td>
<td>Potential to Improve Air Quality</td>
<td>Support of Transportation-Efficient Land Development</td>
</tr>
<tr>
<td>Person Throughput</td>
<td>Reduction in Peak Period Delay</td>
<td>Reduction in Fatal and Injury Crashes</td>
<td>Increase in Access to Jobs for Disadvantaged Populations</td>
<td>Tons of Goods Impacted</td>
<td>Improvement to Travel Time Reliability</td>
<td>Support of Transportation-Efficient Land Development</td>
</tr>
<tr>
<td>Construction</td>
<td>Reduction in Fatal and Injury Crash Rate</td>
<td>Increase in Access to Multimodal Travel Choices</td>
<td>Increase in Access to Jobs</td>
<td>Square Feet of Commercial/Industrial Development Supported</td>
<td>Potential to Improve Air Quality</td>
<td>Support of Transportation-Efficient Land Development</td>
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<td>Land Use</td>
<td></td>
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</table>
## How Georgia Could Fund Public Transit

### Statewide policy goal/WSDOT performance measure

#### Safety
- Rate of traffic fatalities per 100 million vehicle miles traveled statewide (Annual measure: calendar years 2014 & 2015)
  - Previous period: 0.80
  - Current period: 0.95
  - Goal: <1.00
  - Goal met: Yes
- Rate of recordable incidents for every 100 full-time WSDOT workers (Annual measure: calendar years 2014 & 2015)
  - Previous period: 5.4
  - Current period: 4.3
  - Goal: <5.0
  - Goal met: Yes

#### Preservation
- Percentage of state highway pavement in fair or better condition by vehicle miles traveled (Annual measure: calendar years 2013 & 2014)
  - Previous period: 92.6%
  - Current period: 93.3%
  - Goal: ≥90.0%
  - Goal met: Yes
- Percentage of state bridges in fair or better condition by bridge deck area (Annual measure: as reported for 2015 & 2016)
  - Previous period: 92.1%
  - Current period: 91.2%
  - Goal: ≥90.0%
  - Goal met: Yes

#### Mobility (Congestion Relief)
- Highways: Annual (wkdly) vehicle hours of delay statewide relative to maximum throughput speed
  - Previous period: 32.3 million
  - Current period: N/A
  - Goal: N/A
  - Goal met: Not applicable
- Highways: Average incident clearance time for all incident Response program responses (Calendar quarterly measure: Q2 2016 & Q3 2016)
  - Previous period: 11.3 minutes
  - Current period: 12.0 minutes
  - Goal: N/A
  - Goal met: Not applicable
- Ferries: Percentage of trips departing on time
  - Previous period: 91.1%
  - Current period: 90.9%
  - Goal: ≥95%
  - Goal met: No
- Rail: Amtrak Cascades on-time performance
  - Previous period: 72.1%
  - Current period: 74.8%
  - Goal: ≥80%
  - Goal met: No

### Environment
- Number of WSDOT stormwater management facilities constructed (Annual measure: fiscal years 2015 & 2016)
  - Previous period: 130
  - Current period: 151
  - Goal: N/A
  - Goal met: N/A
- Cumulative number of WSDOT fish passage improvement projects constructed (Annual measure: calendar years 2014 & 2015)
  - Previous period: 291
  - Current period: 301
  - Goal: N/A
  - Goal met: N/A

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WSDOT
Reward Better Land Use

States may not control land use, but definitely influences it. Transit is successful where supportive land uses are in place.
Macon, GA

- Hired SGA to examine ways to rebuild their downtown
- Conducted a fiscal analysis of their city services
- When combined, found 4.7 times more return on public investment by changing land uses
ARC’s Livable Centers Initiative

Creates compact, mixed-use, walkable communities

For Example:

*Central Atlanta Progress*

In conjunction with three existing LCI areas, Central Atlanta Progress will analyze land use, zoning and transportation needs in the City of Atlanta’s Memorial Drive corridor and develop recommendations for legislative and regulatory changes.
In Summary

• Transit now a leading community investment
• Diversify funding sources, no one magic source
• Use a carrot approach to create supportive local land use plans
THANK YOU

Erika Young
Director of Strategic Partnerships
Smart Growth America
eyoung@smartgrowthamerica.org