

Transportation for America

State transit governance

Erika Young, Director of Strategic
Partnerships

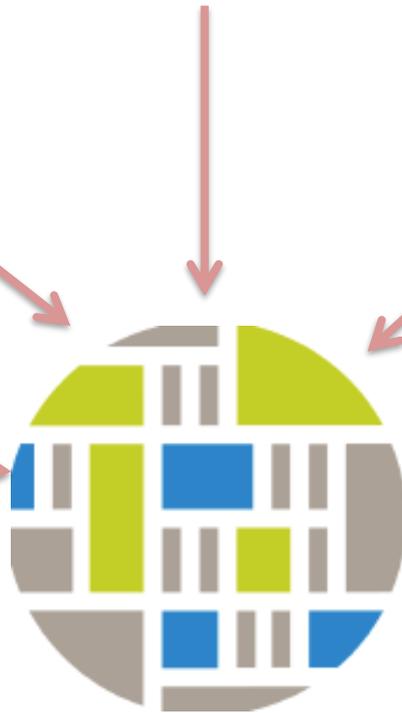
www.T4america.org

@t4america

Smart Growth America's Programs



Local Leaders Council



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



Business Moving Downtown

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



Core Values
Why American Companies are Moving Downtown



Smart Growth America
Making Neighborhoods Great Together

IN PARTNERSHIP WITH



CUSHMAN & WAKEFIELD

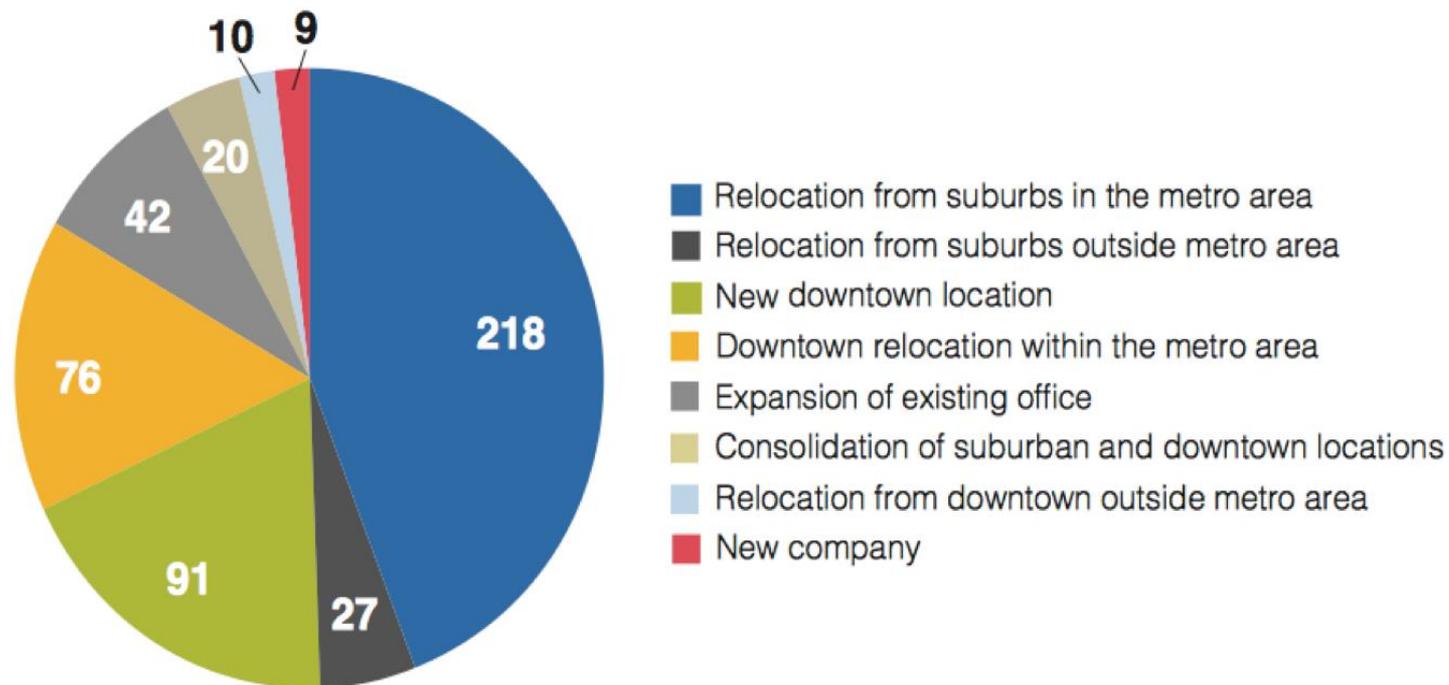


Center for Real Estate
and Urban Analysis
THE GEORGE WASHINGTON UNIVERSITY

Business Moving Downtown

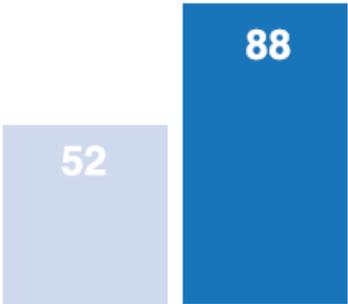
FIGURE 2

Relocations, expansions, and new office creation



Business Moving Downtown

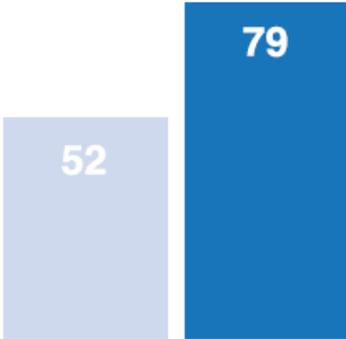
WALK SCORE



Before

After

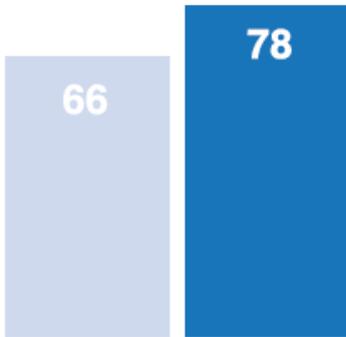
TRANSIT SCORE



Before

After

BIKE SCORE



Before

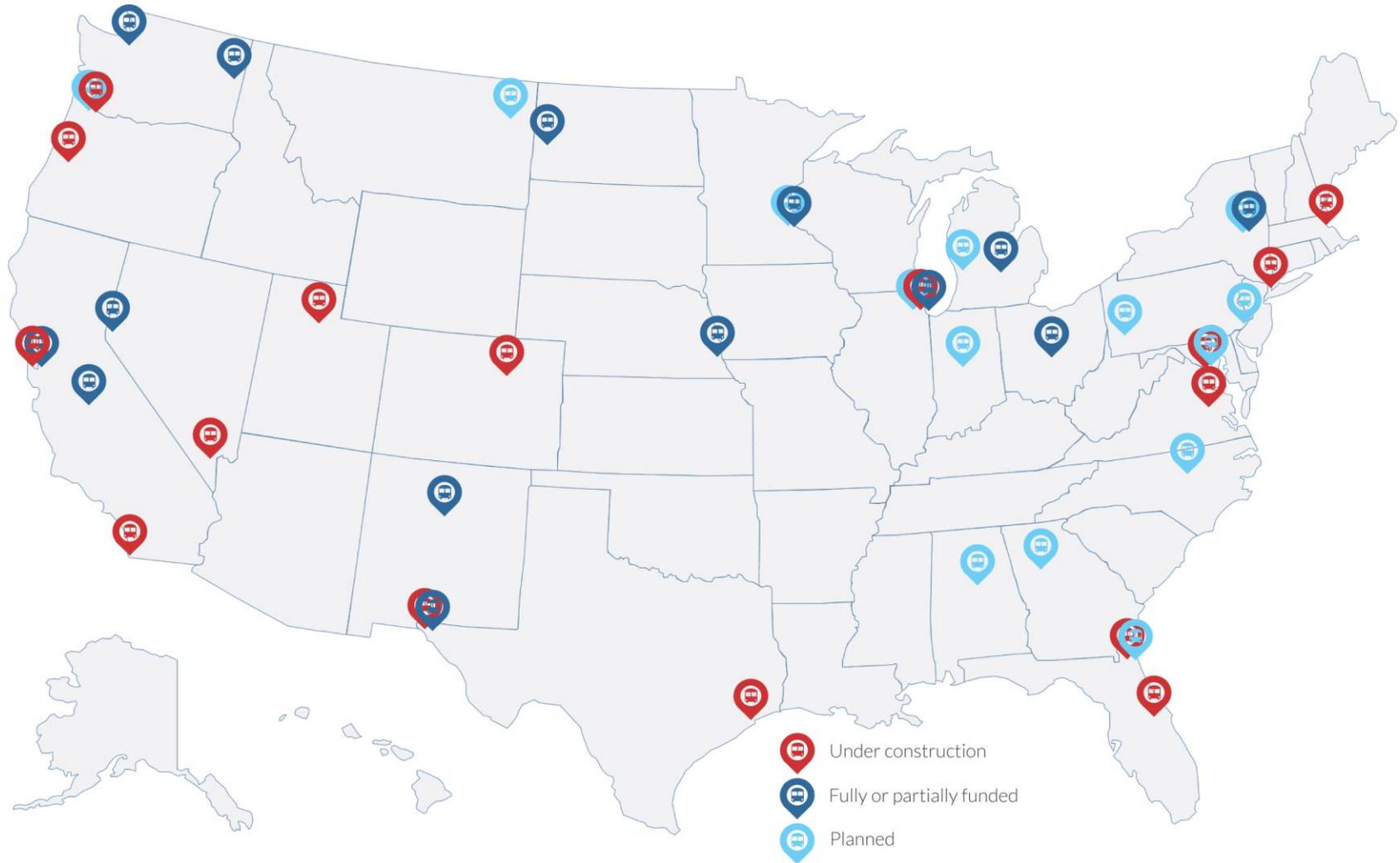
After

Business Moving Downtown

“ 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

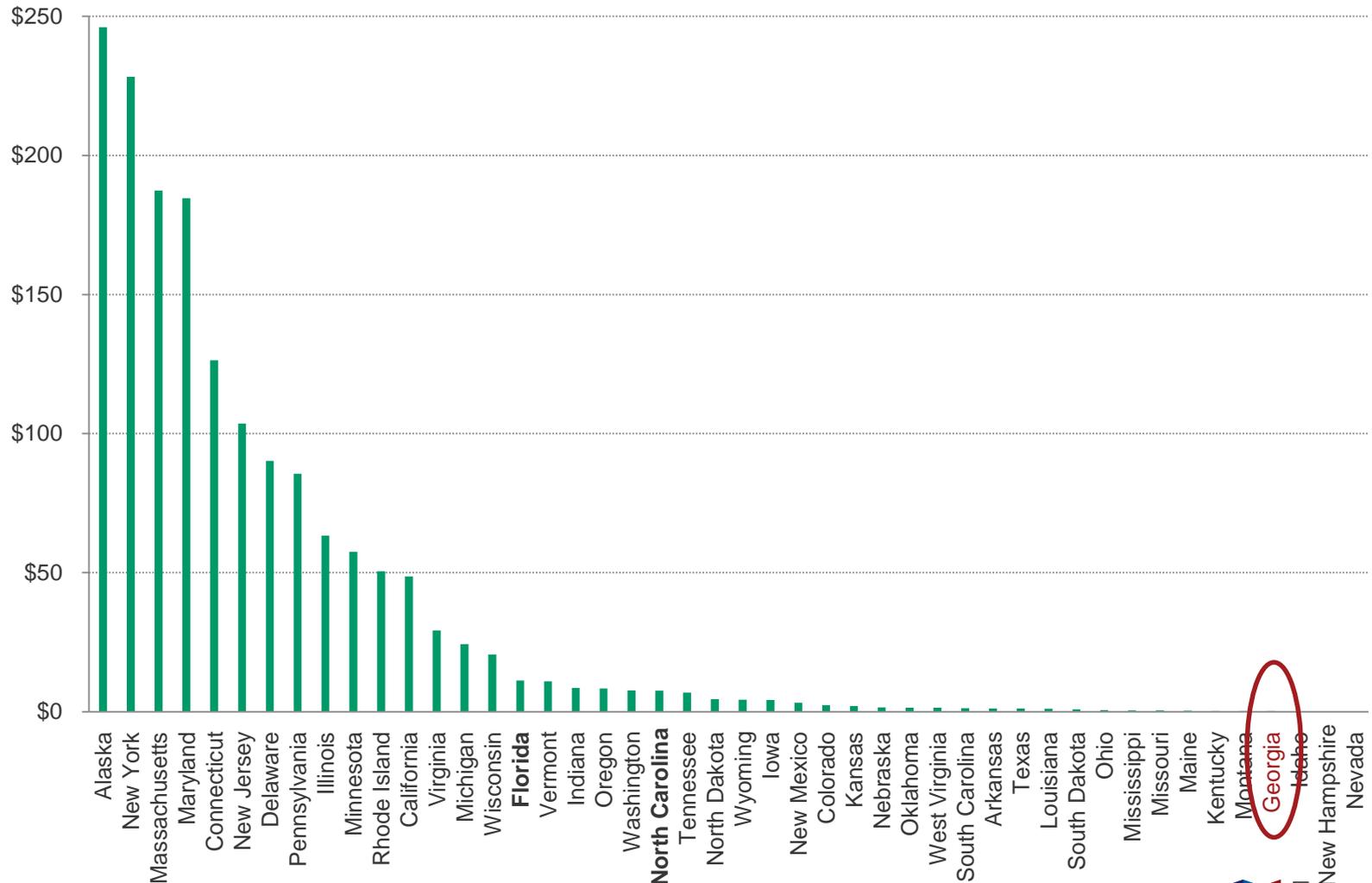


Data on BRT systems that are planned, funded or under construction comes from Yonah Freemark and Steven Vance's Transit Explorer project. January 2016.
<http://www.thetransportpolitic.com/transitexplorer/>

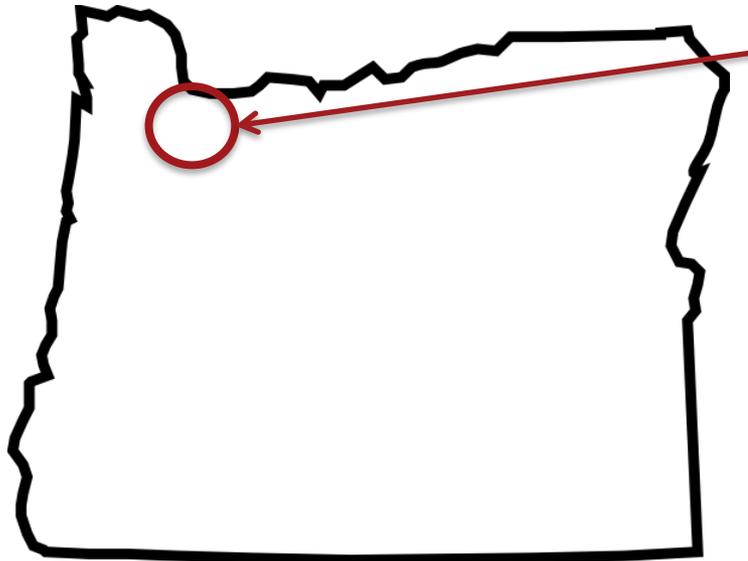
Small Metro and Rural, too



State Public Transit Funding per capita



Oregon & Georgia



4 million statewide
1.5 million Portland
45% in Portland metro



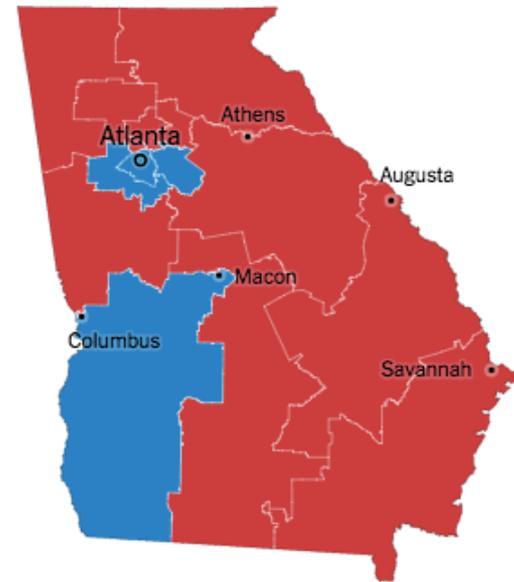
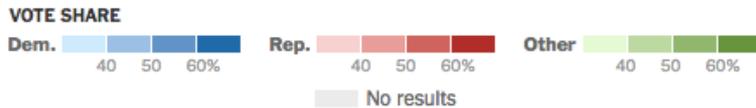
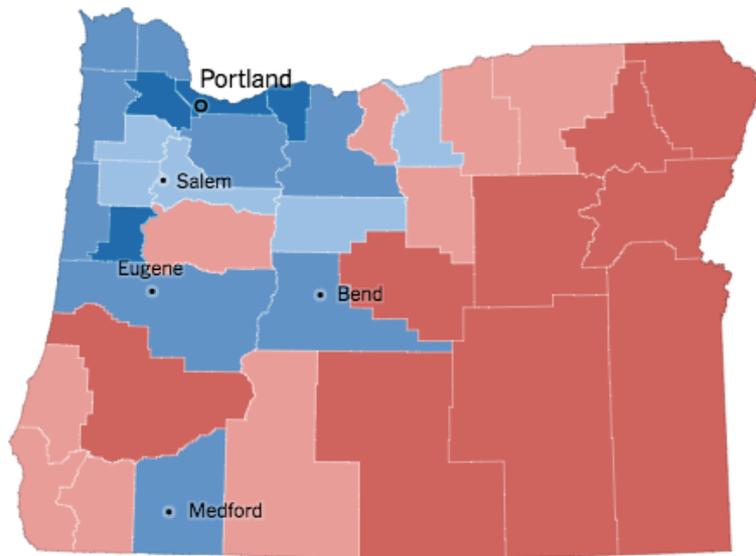
10 million statewide
4.8 million Atlanta
48% in Atlanta
metro

Similarities

- * Constitutionally directed funding
- * 1 major transit provider, many small to mid-size providers

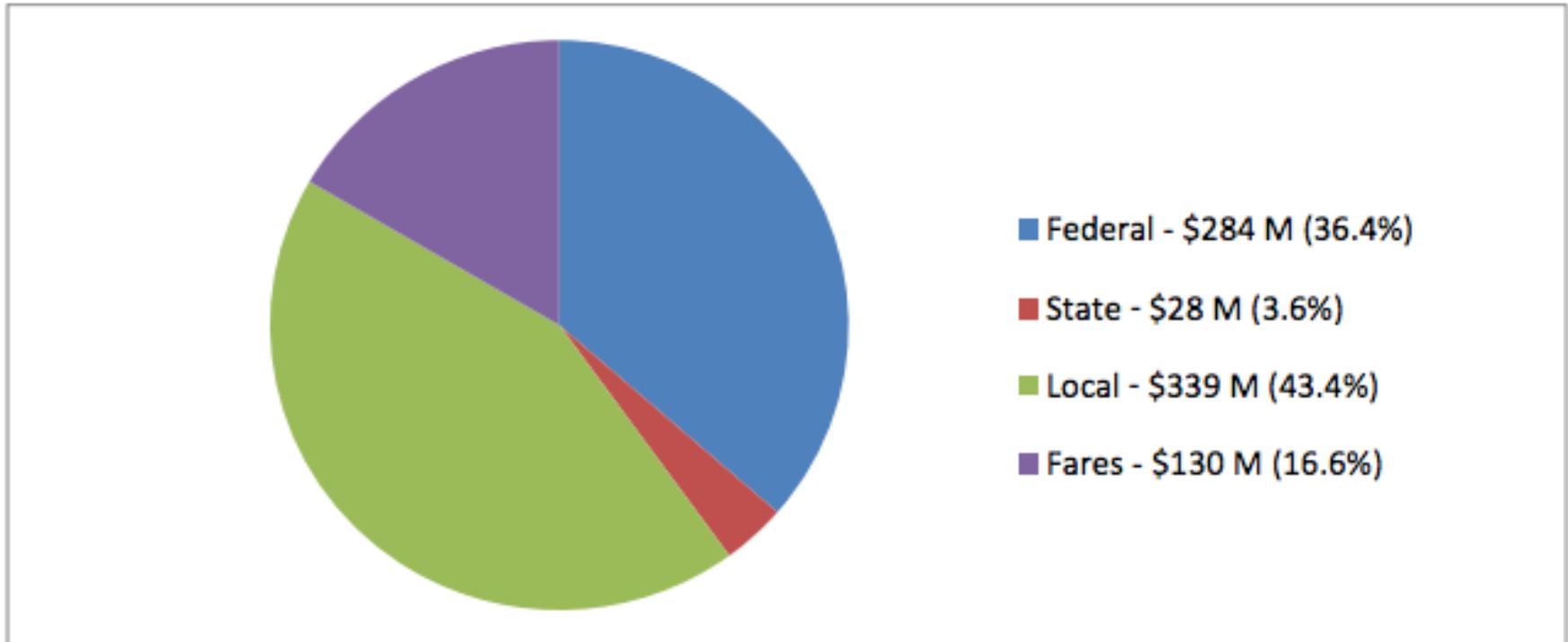
Oregon & Georgia

2016 Presidential vote by County



Public Transportation Funding in Oregon

Figure 1: 2014 Estimated Oregon Public Transportation Funds by Source

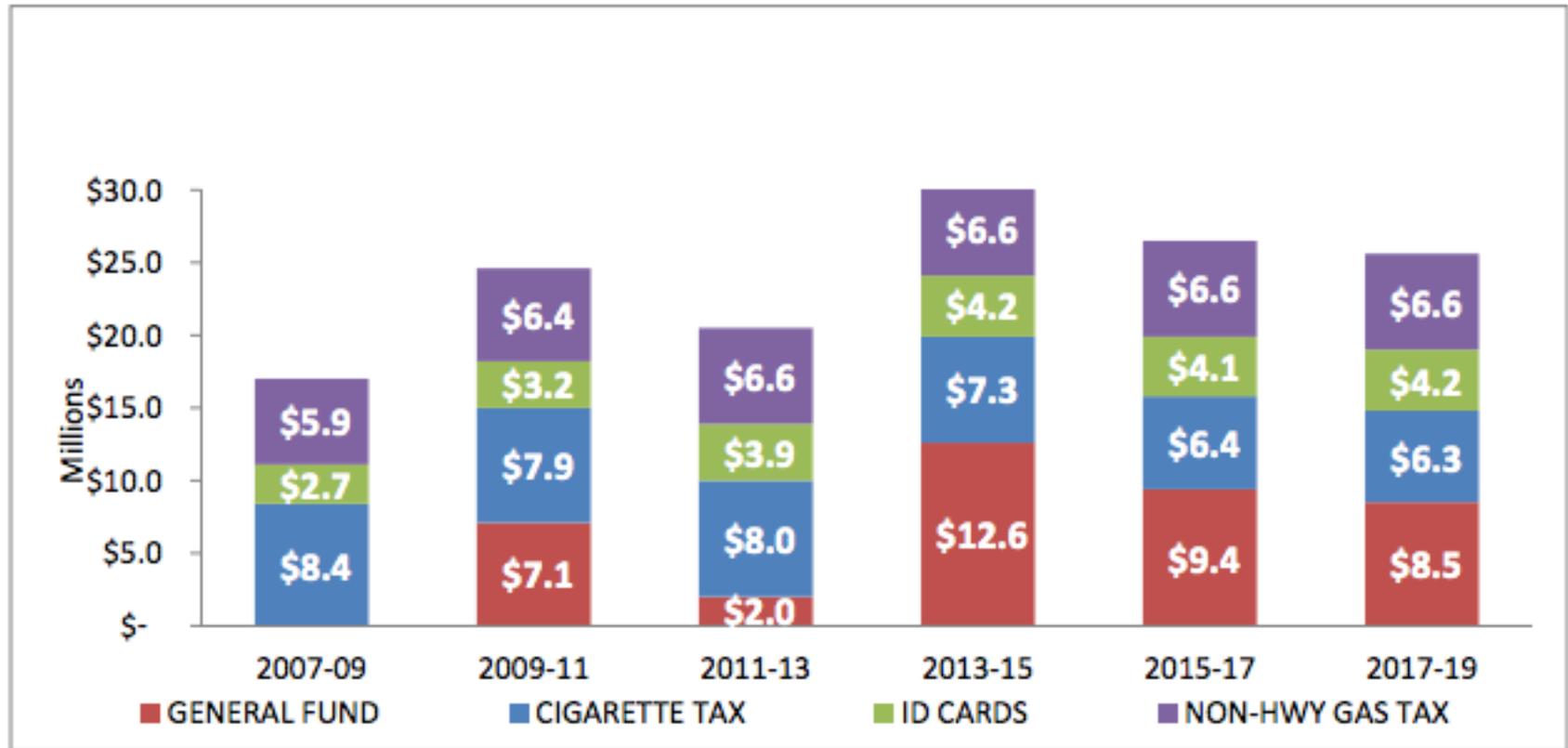


Notes: This graphic includes local public transportation and intercity bus funds and an estimate of average FTA discretionary appropriations for the State of Oregon, but does not include intercity passenger rail funds and fares. The percentage of funding from fares does not reflect farebox recovery because 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



Public Transportation Funding in Oregon

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

Program/Source	Purpose	Allocation Method	FY 2014 Funding
STF: Special Transportation Fund ORS 391.800 through 391.830	Seniors, people with disabilities	ODOT by formula and discretionary; STF agency discretionary local prioritization ¹	\$11.7 M
Mass Transit Payroll Assessment² ORS 291.405 and 291.497	Any transit purpose	DAS formula	\$10 M
ConnectOregon Program Lottery backed bonds ³	Capital	ODOT discretionary	\$4.9 M
Direct Legislative Appropriation Generally lottery backed bonds	Any, typically large capital projects	Discretionary as directed by legislature	\$0 for FY14, \$5.7 M in FY15 ⁴
Non-highway Gas Tax	Passenger rail	ODOT discretionary	\$1.2 M
Custom License Plate fee	Passenger rail	ODOT discretionary	\$3.6 M

Public Transportation Funding in Oregon

Local Funding Sources:

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

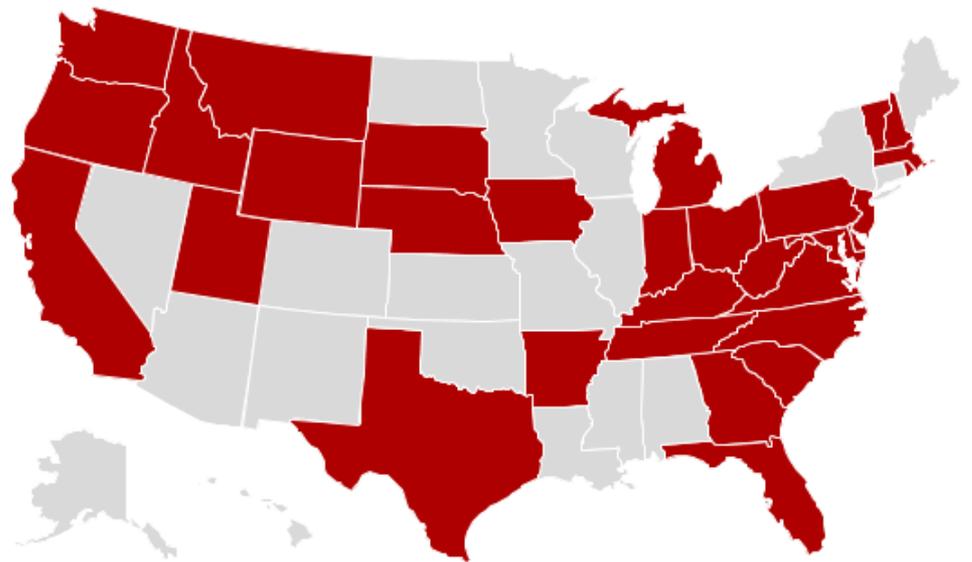
Public Transportation Funding in Oregon

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



TRANSIT FUNDING IN
ST. LOUIS



Thinking Outside the Farebox

*Creative Approaches to
Financing Transit Projects*



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



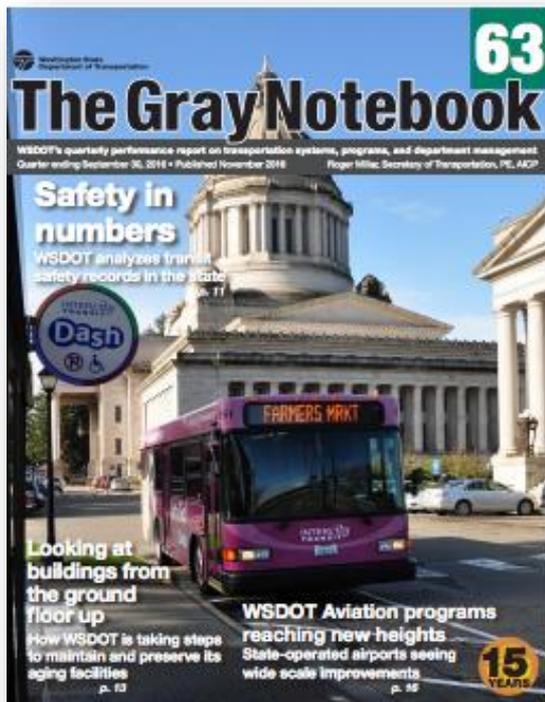
SMART SCALE

Funding the Right Transportation Projects in Virginia

Scoring Process

Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Square Feet of Commercial/Industrial Development Supported	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Other Factor Values Scaled by Potential Acreage Impacted	Support of Transportation-Efficient Land Development

How Georgia Could Fund Public Transit



WSDOT

Statewide policy goal/ WSDOT performance measure	Previous period	Current period	Goal	Goal met	Five-year trend (unless noted)	Desired trend
Safety						
Rate of traffic fatalities per 100 million vehicle miles traveled statewide <small>(Annual measure: calendar years 2014 & 2015)</small>	0.80	0.95 ¹	<1.00	✓		↓
Rate of recordable incidents for every 100 full-time WSDOT workers <small>(Annual measure: calendar years 2014 & 2015)</small>	5.4	4.3	<5.0	✓		↓
Preservation						
Percentage of state highway pavement in fair or better condition by vehicle miles traveled <small>(Annual measure: calendar years 2013 & 2014)</small>	92.6%	93.3%	≥ 90.0%	✓		↑
Percentage of state bridges in fair or better condition by bridge deck area <small>(Annual measure: as reported for 2015 & 2016)</small>	92.1%	91.2%	≥ 90.0%	✓		↑
Mobility (Congestion Relief)						
Highways: Annual (weekday) vehicle hours of delay statewide relative to maximum throughput speeds ² <small>(Annual measure: calendar years 2014 & 2015)</small>	32.3 million	N/A	N/A	N/A		↓
Highways: Average incident clearance times for all Incident Response program responses <small>(Calendar quarterly measure: Q2 2016 & Q3 2016)</small>	11.3 minutes	12.0 minutes	N/A	N/A		↓
Ferries: Percentage of trips departing on time ³ <small>(Fiscal quarterly measure: year to year Q1 FY2016 & Q1 FY2017)</small>	91.1%	90.9%	≥ 95%	—		↑
Rail: Amtrak Cascades on-time performance ⁴ <small>(Annual measure: fiscal years 2015 & 2016)</small>	72.1%	74.8%	≥ 80%	—		↑
Environment						
Number of WSDOT stormwater management facilities constructed <small>(Annual measure: fiscal years 2015 & 2016)</small>	130	151	N/A	N/A		Not applicable
Cumulative number of WSDOT fish passage improvement projects constructed <small>(Annual measure: calendar years 2014 & 2015)</small>	291	301	N/A	N/A		↑

Reward Better Land Use

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



Reward Better Land Use

SGA HELPED MACON FIND HIDDEN SAVINGS WITH ITS (RE)BUILDING DOWNTOWN TOOLS

By working with Smart Growth America to leverage the resources Macon, GA already had, the City estimated that it would generate almost five times more than it would spend on public services.

SGA conducted a fiscal impact analysis of the City's roads, water, sewer, fire services and emergency services across four different growth scenarios. This work showed Macon that it could reclaim and redevelop underutilized spaces in ways that increased surrounding property values and tax revenue, created community amenities, and attracted new residents and businesses. Through this effort, SGA helped counter conventional wisdom and reframe how the community thought about the relationship between their city and surrounding suburb.

4.7x MORE than it would spend if it redeveloped their downtown with the resources they already had.

By working with Smart Growth America, Macon, GA estimated that it would generate

ASSISTANCE PROVIDED:

- BENEFIT COST ANALYSIS
- FISCAL IMPACT ANALYSIS
- MARKET STUDIES
- STATE AND FEDERAL GRANT ASSISTANCE
- OTHER PLANNING ASSISTANCE

“Having the numbers from the analysis of our own community made a compelling case for building a walkable urban center in our downtown. As a result, we have recently issued seven million dollars in bonds to help finance revitalization projects.”
— Mayor of Macon, Robert Reichert

Start making smarter development decisions in your community by emailing info@smartgrowthamerica.org for more information.

Smart Growth America
Improving lives by improving communities

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www.smartgrowthamerica.org • @SmartGrowthUSA

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

Reward Better Land Use

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

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Smart Growth America

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