

Improving Transit Outcomes through Better Integration

Applied Research

FDOT District 4

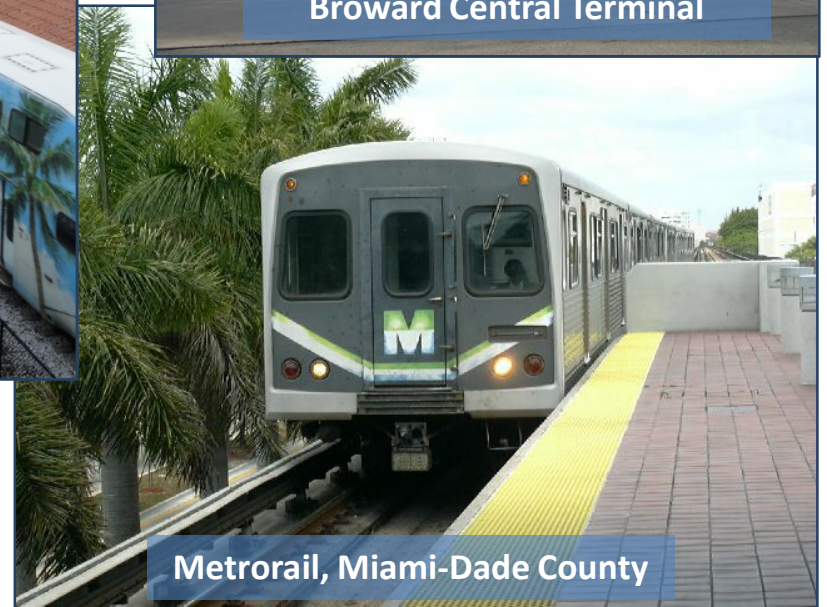
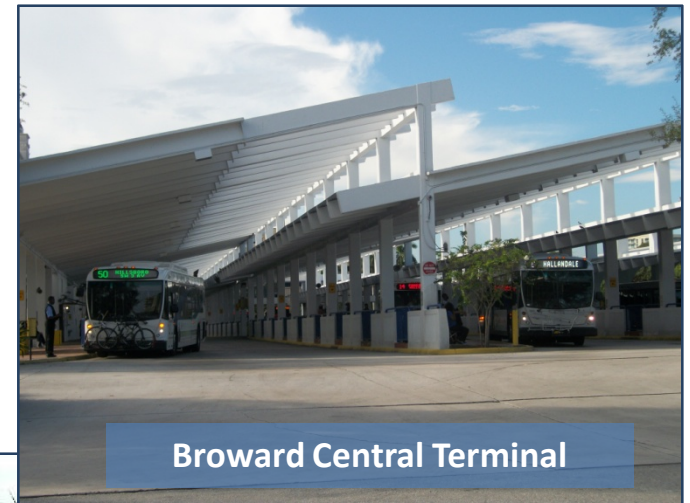
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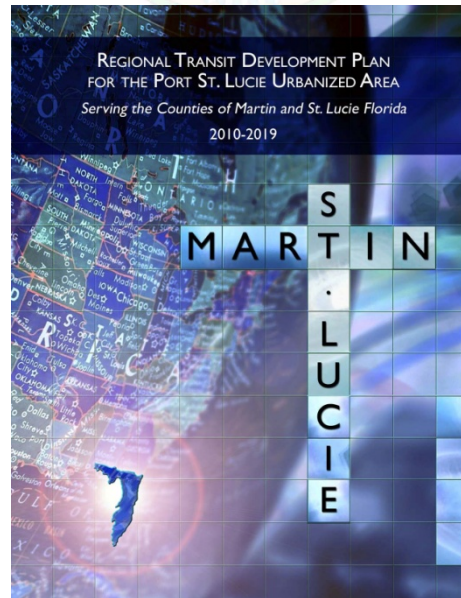
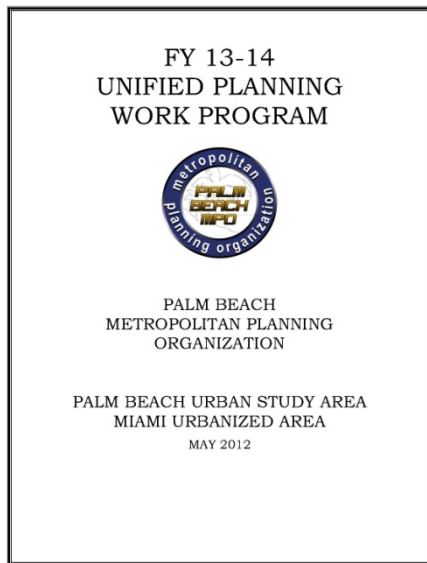
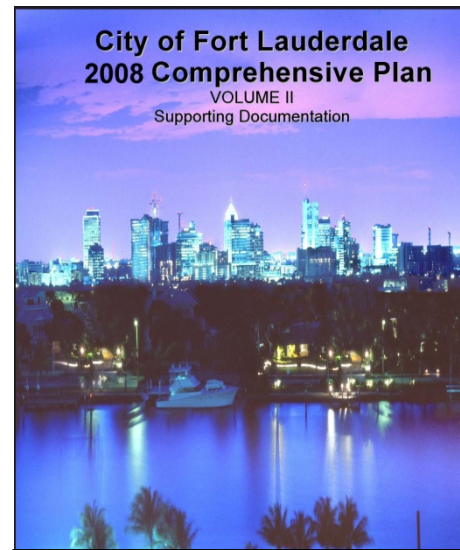
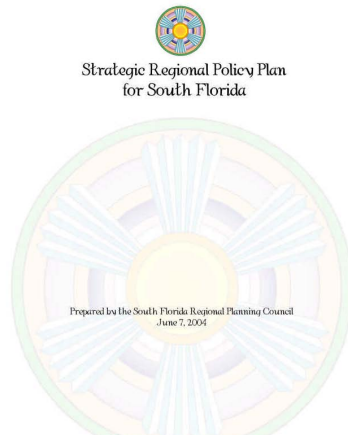
Presentation Agenda

1. The Issues
2. Better Integration – A Key Solution
3. The Supporting Evidence:
 - Southeast Florida Research
 - Case Study Research
4. Key Messages
5. Discussion

The Issues: 1 Region, Many Providers



The Issues: 1 Region, Many Plans



What is Integrated Transit Planning?

Transit planning is considered well integrated when a vision, goals, strategies, and measures of success are widely shared among the various agencies responsible for planning and delivering transit services in a region.

- **Applied Research Purpose:** Does better integrated transit planning lead to more success in funding, implementing, and operating transit services?

Hypothesis

A more integrated approach to transit planning is related to higher levels of transit service effectiveness and both federal and local funding support for transit.

Supporting Logic:

- Better transit planning integration ultimately leads to a transit network that is more seamless and convenient.
- Transit becomes a more attractive option when the services are better integrated across jurisdictional boundaries.
- Better transit planning integration also attracts more financial support because funding agencies, such as FTA, and local residents better understand the region's vision.

Southeast Florida Research

- Studied plans and planning processes in Southeast Florida
- Interviewed staff from transit agencies, local government, and regional planning agencies to understand obstacles to integration

Obstacles to Integration

1. No universally-shared definition of “region”
2. Concern that regional planning overlooks local needs
3. Weak local commitment to TOD implementation hinders support for transit investment
4. Varying levels of staff capacity and resources
5. Confusion about how the TDP relates to other plans

Obstacles to Integration

6. Planning horizons are not aligned
7. Weak public involvement in transit planning and low engagement from advocacy groups
8. Service area boundaries (typically county lines) hinder service integration
9. Large number of stakeholders involved
10. Multiple transit plans with different focuses

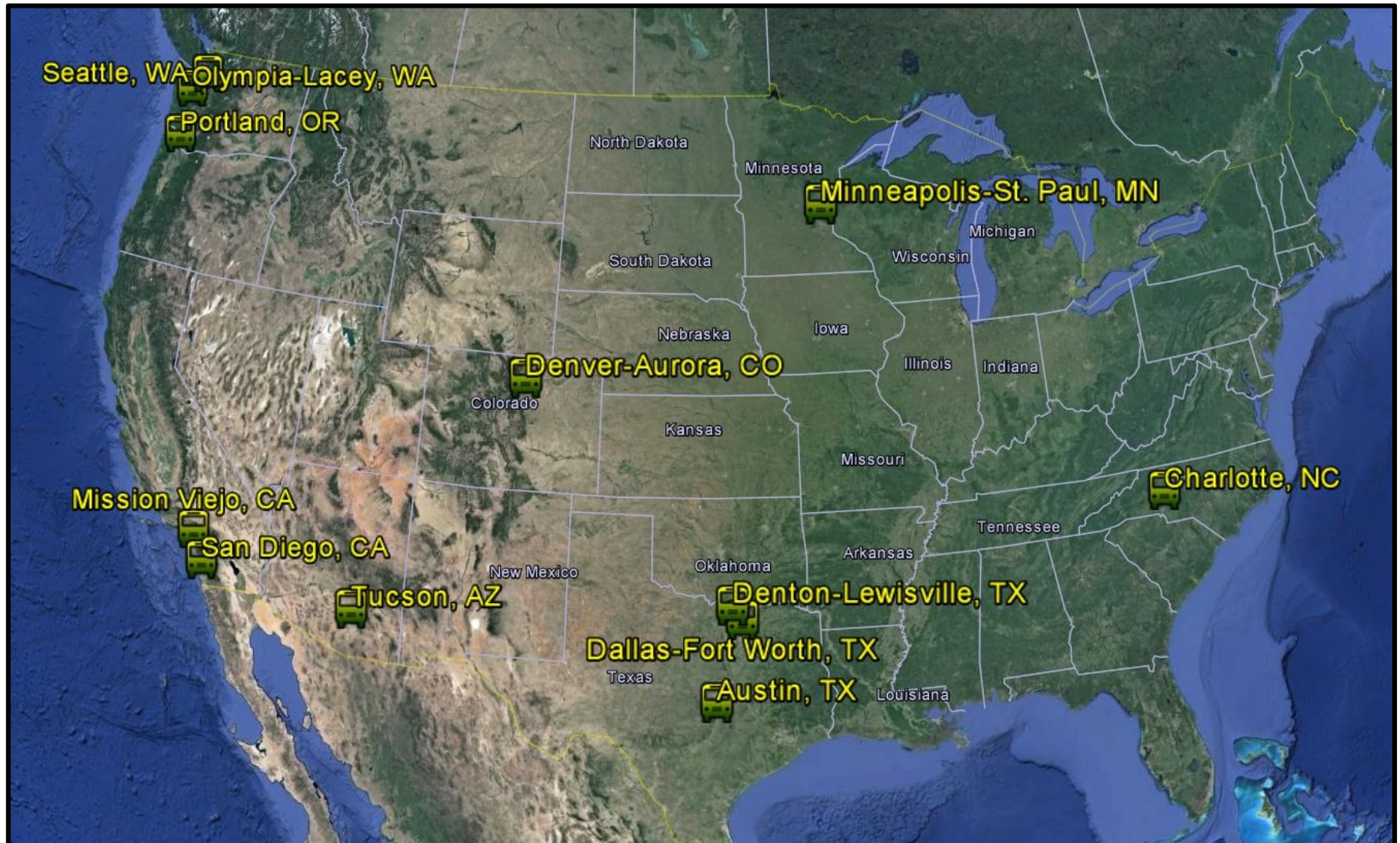
Transit Planning Addressed in Many Places

- Transit Development Plans
- Regional Vision Plan
- Long-Range Transportation Plans
- Unified Planning Work Programs
- Comprehensive Plans

Case Study Research

- Interviewed planning staff at 12 national analysis regions and reviewed planning documents to learn how they pursue and achieve better integration
- Selected based on their performance on measures of transit service effectiveness or funding (or both)
- Collect data to quantify the relationship between better integration and funding/service outcomes

12 Analysis Regions



Basic Service and Funding Effectiveness Measures for Analysis Regions

Region (UZA)	Population	New Starts Funds Per Capita (annual)	Local Funds per Capita (annual)	Passengers per Revenue Mile, Fix. Route (2011)
Portland, OR	1,849,898	\$35.84	\$123.71	3.5
Denver	2,374,203	\$24.07	\$124.90	2.1
Minneapolis-St. Paul	2,650,890	\$17.80	\$35.17	2.7
Seattle, WA	3,059,393	\$16.43	\$231.54	1.9
Charlotte, NC	1,249,442	\$15.87	\$43.38	2.0
San Diego, CA	2,956,746	\$13.32	\$30.27	3.0
Dallas-Ft. Worth	5,121,892	\$9.79	\$66.25	1.5
<i>Miami</i>	<i>5,502,379</i>	<i>\$2.70</i>	<i>\$56.08</i>	<i>2.4</i>
Austin, TX	1,362,416	\$0.33	\$82.46	2.2
Tucson, AZ	843,168	\$0.21	\$28.70	2.5
Denton-Lewisville, TX	366,174	\$0.06	\$7.15	1.7
Olympia-Lacey, WA	176,617	\$0.00	\$79.95	0.9
Mission Viejo....CA	583,681	Not Available	Not Available	2.1

Measuring Integration

- Developed an integration score for each region based on:
 1. Whether the region has a clear & compelling transit vision
 2. The planning horizon of the region's transit system plan to the MPO's long-range transportation plan
 3. The percent of voters supporting the most recent pro-transit ballot measure
 4. The percent of work trips made by non-SOV modes
 5. The transit mode share for work trips that cross county lines compared to the mode share for all work trips
- Each variable transformed to 0-1 scale and summed to create the “composite integration score”

Composite Integration Score (high to low)

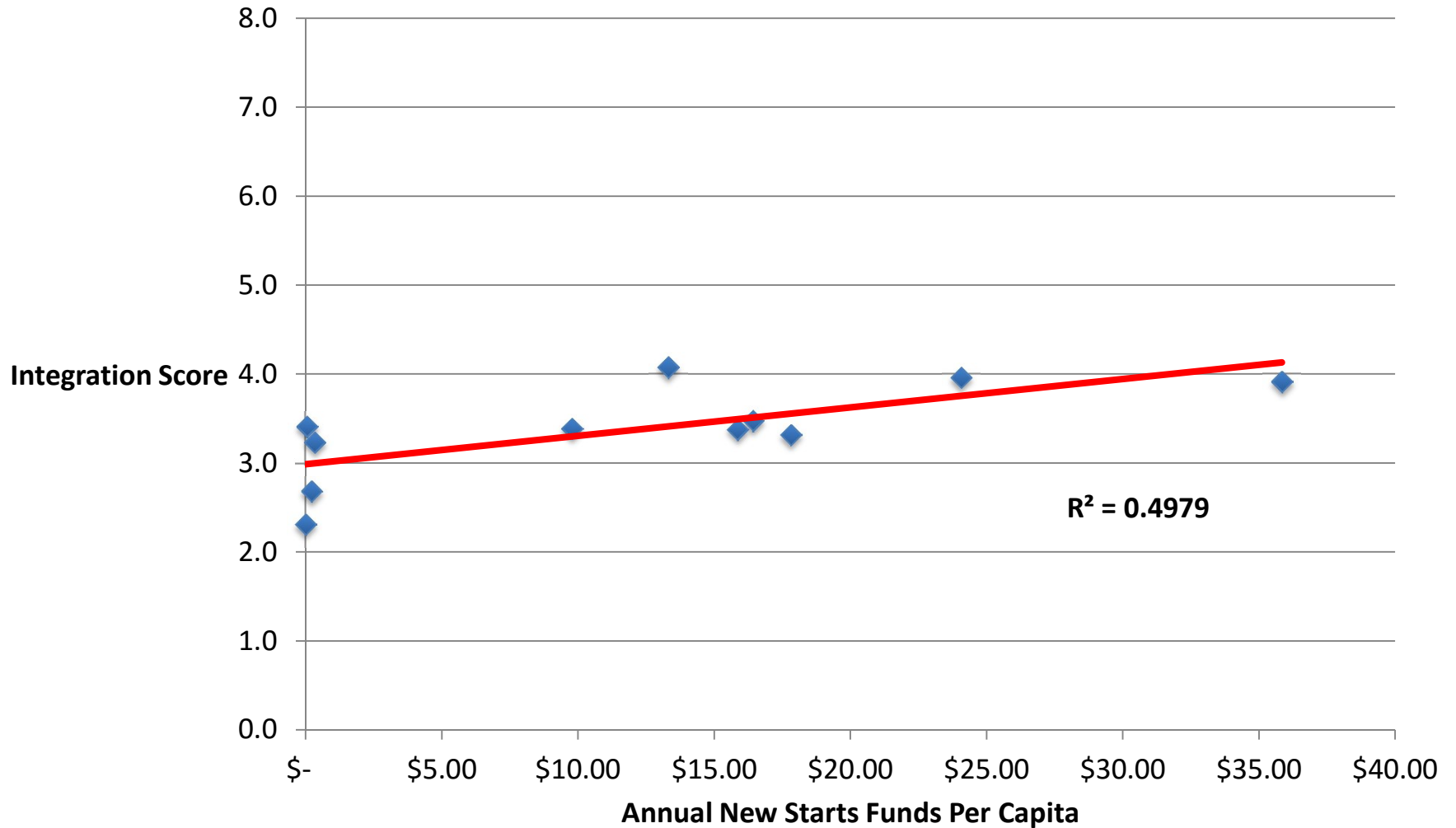
Region (UZA)	Integration Score
San Diego, CA	4.1
Denver	4.0
Portland, OR	3.9
Mission Viejo....CA	3.8
Seattle, WA	3.5
Charlotte, NC	3.4
Dallas-Ft. Worth	3.4
Denton-Lewisville, TX	3.4
Minneapolis-St. Paul	3.3
Austin, TX	3.2
Tucson, AZ	2.7
Olympia-Lacey, WA	2.3
<i>Miami</i>	2.2

**Top
Quartile**

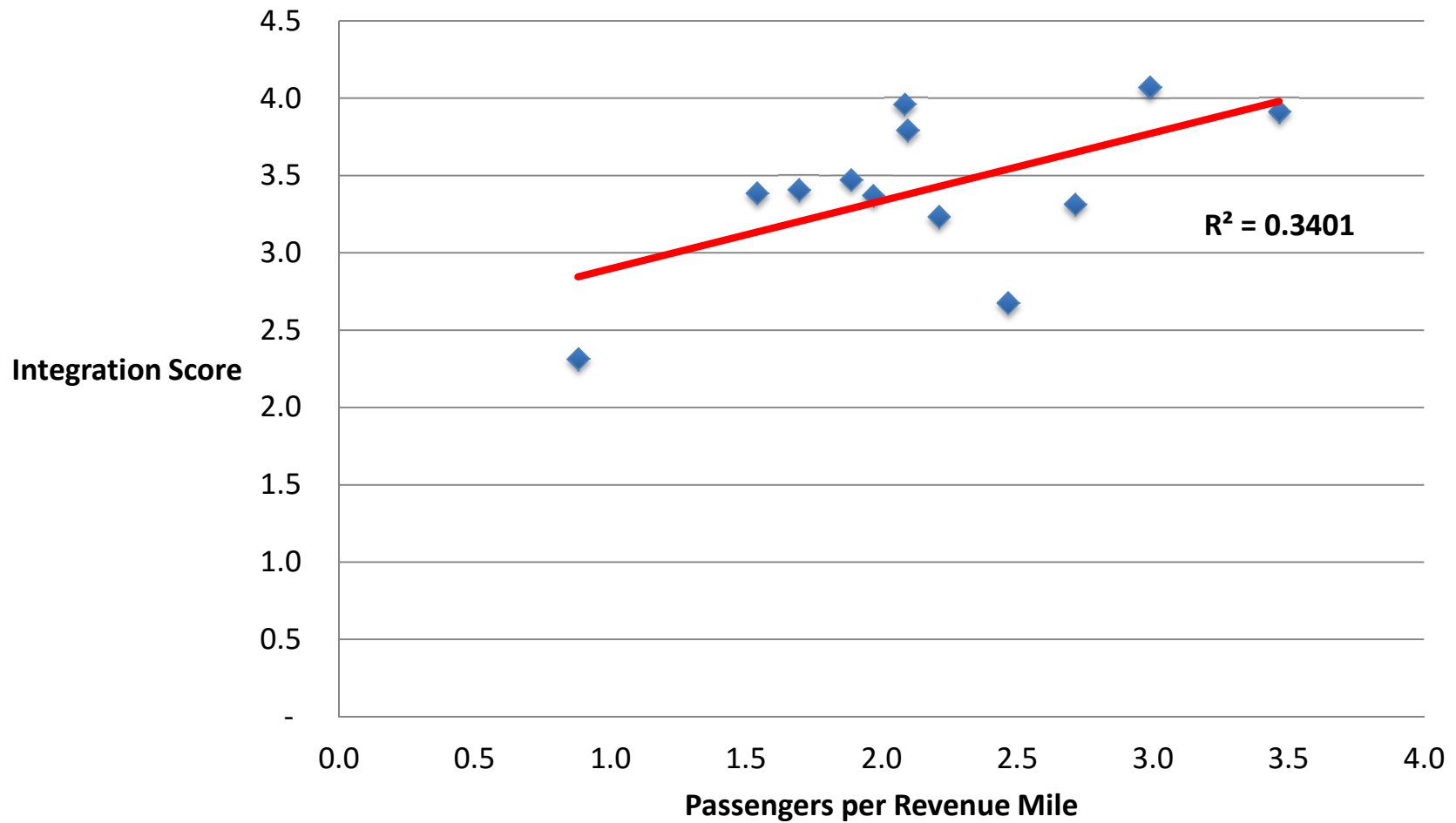
Quantitative Research Conclusion

Better transit planning integration is related to more discretionary funding and more effective service.

Integration/New Starts Scatterplot



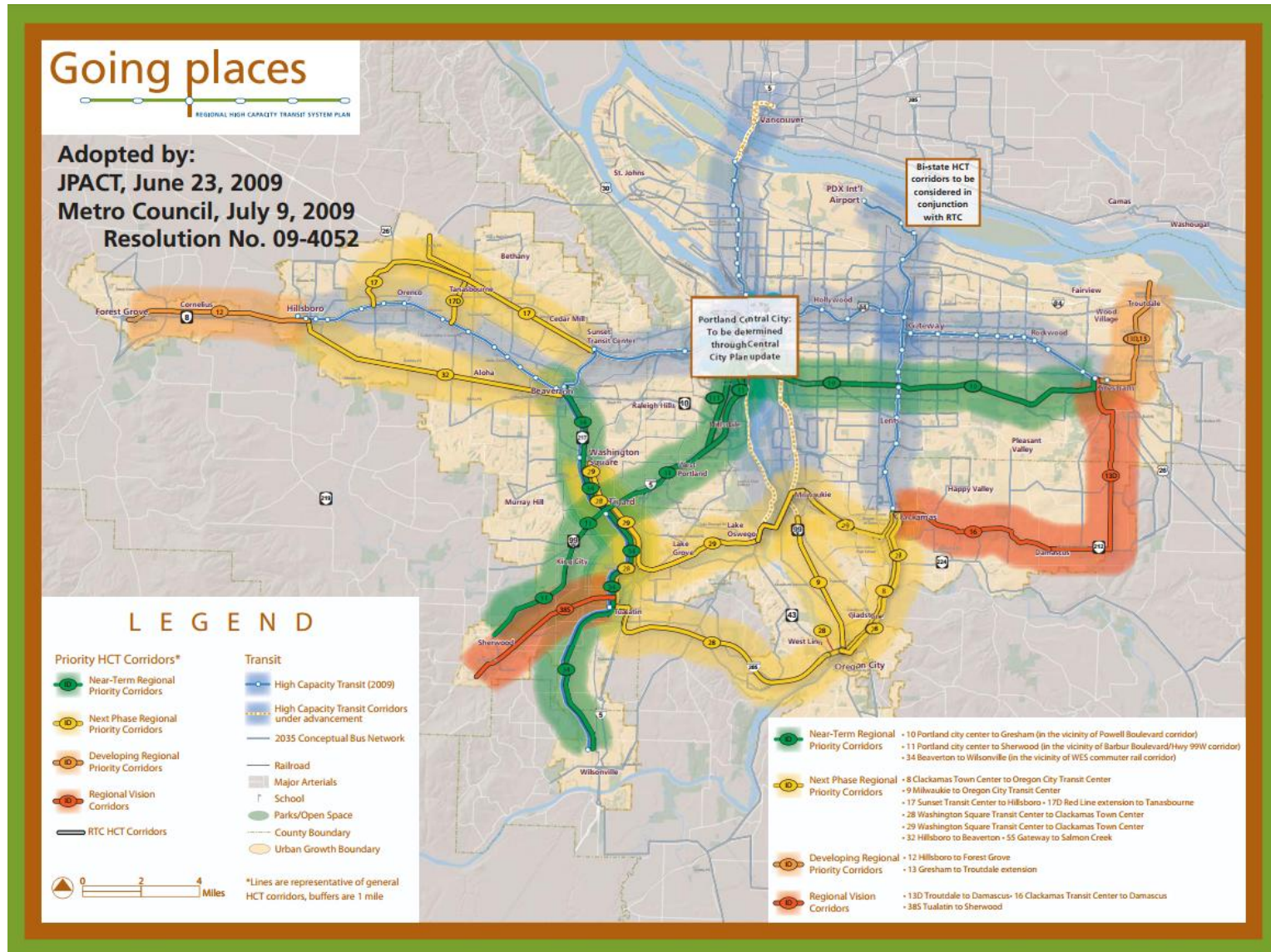
Integration/Productivity Scatterplot



Qualitative Research Conclusion

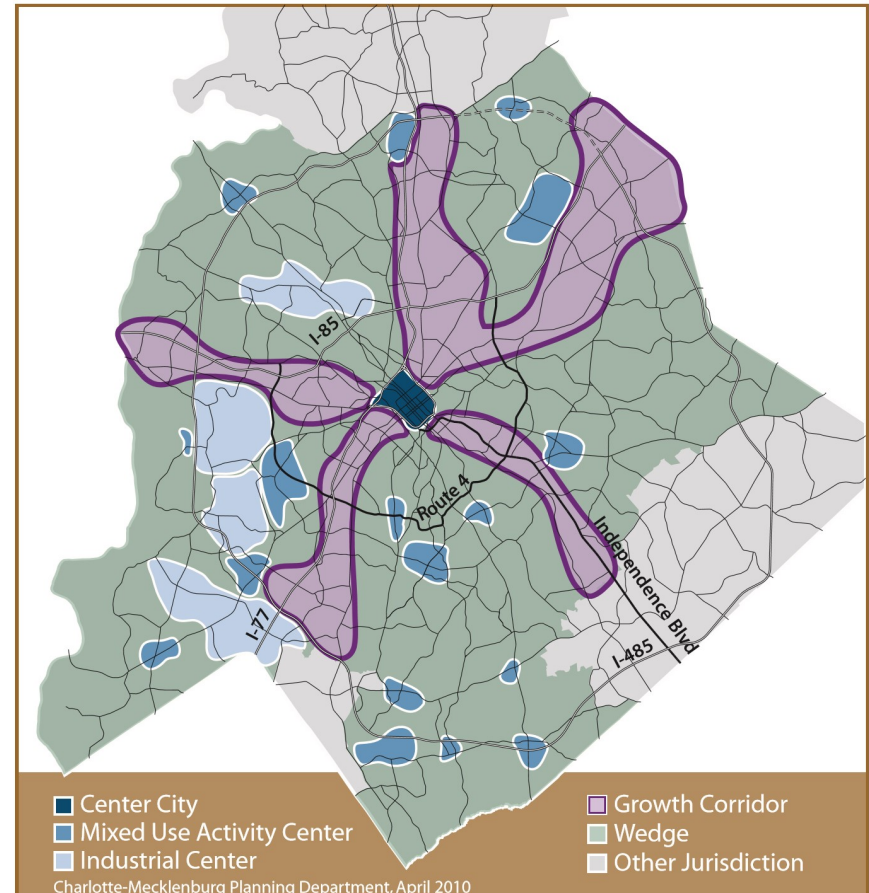
- Interviews and plan reviews demonstrate the analysis regions achieve success through:
 1. Clear Visions
 2. Clear Missions
 3. Dedicated Regional Funding
 4. Legislative Support
 5. Emphasis on Coordination

Portland's Clear Vision



Charlotte, NC Vision

- Centers, Corridors & Wedges
- Growth strategy for sales tax referendum
 - 400,000 pop. Growth
 - Refocusing development
- Urban Street Design Guidelines
- Multiple MPOs in one region



Charleston, SC – the Neck



Clear Mission

- Responsibilities are clearly divided among the regional transit operator, local operators, regional planning agencies, and state DOT.
- San Diego is a good example. State law in 2003 clearly placed SANDAG (the MPO) in charge of long-term planning and project implementation, leaving the region's two main agencies to focus on operations.

Dedicated Regional Funding

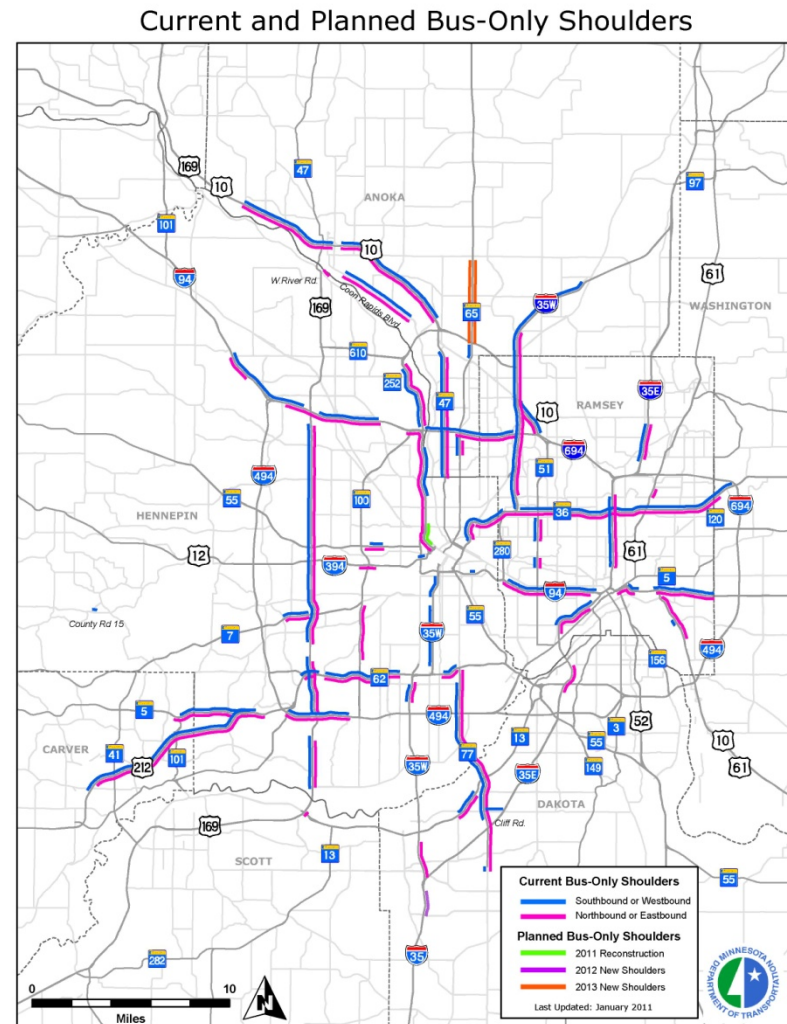
Region	Primary Regional Source of Transit Funding
Austin, TX	1.00% Sales Tax
Charlotte, NC	0.50% Sales Tax
Dallas-Ft. Worth	0.50% to 1.00% Sales Tax
Denton-Lewisville, TX	0.50% Sales Tax
Denver	1.00% Sales Tax
Minneapolis-St. Paul	0.25% Sales Tax and \$20 motor vehicle sales tax
Mission Viejo....CA	0.50% Sales Tax
Olympia-Lacey, WA	0.80% Sales Tax
Portland, OR	0.70% Payroll Tax
San Diego, CA	0.50% Sales Tax
Seattle, WA	0.90% Sales Tax (plus additional county sales tax for local service)
Tucson, AZ	0.50% Sales Tax

Legislative Support

- The state legislature has actively promoted integration in several of the analysis regions:
 - **Seattle:** State law RCW 47.01.340 states:
 - “local and regional transportation agencies shall adopt common transportation goals”
 - “the Office of Transit Mobility shall review local and regional transportation plans....to provide for the efficient integration of multimodal and multijurisdictional transportation planning”
 - **San Diego:** State Law SB 1703 (2003):
 - “Several separate limited-purpose transportation agencies have been established in the San Diego region, however, the San Diego region would benefit from coordinated and comprehensive planning by these agencies.”

Emphasis on Coordination

- Many analysis regions have a strong forum or staff person dedicated to coordination among stakeholders.
- **Minnesota's Team Transit** is an example.
 - DOT funds a staff person responsible for coordination
 - Results include nearly 300 miles of bus-only shoulders and many park and ride lots



Key Messages

1. It Starts with a Vision
2. Clearly Defined Roles
3. Strengthen Existing Relationships and Processes

Integrated Planning Strategies

<u>Funding</u>	<u>Governance</u>	<u>Process</u>	<u>Evaluation</u>
<p>Community Involvement: Involve key businesses, institutions, and organizations to create a regional transit vision and support local & regional implementation through strategic funding decisions/initiatives.</p>	<p>Clear Roles: Clearly delineate transit planning responsibilities among existing MPOs, transit operators, local governments, and DOT. Roles may be influenced by state law.</p>	<p>Integrate Plans: Integrate transit agency plans with the LRTP and regional transit vision. Everyone with a stake in transit works closely in all critical transit planning efforts.</p>	<p>Regional Performance Measures: Measures are referenced in all regional plans and supplement local measures. They influence programming decisions.</p>
<p>Regional Vision: A vision for premium transit services supports a region-wide funding strategy, source, or ballot initiative.</p>	<p>Regional Vision: A regional premium transit vision supports desired future growth, sustainability, and economic development. The vision not only attracts funding, but developing it creates opportunities for better relationships among agencies at various levels of government (local, regional, state).</p>	<p>Alignment: Vision, goals, objectives, strategies, and time horizon (where applicable) are aligned among LRTPs, corridor studies, and TDPs.</p>	<p>Regional Data: A single agency compiles and maintains a set of key regional transit data for use by agencies. The Congestion Management Process (CMP) maintained by the MPO is a central data source that can play this role.</p>
<p>Regional Funding Source: The funding source or program covers the entire region and helps implement a regional transit vision.</p>		<p>Diverse Participation: MPO and transit agency boards include non-voting representation or advisors from businesses & institutions.</p>	
<p>TOD Planning Grants: Grants and guidance from MPO or state DOT level support TOD planning and implementation by local governments.</p>	<p>Regional Coordination: Establish strong forums for interagency coordination beyond planning and programming (handled by MPO). For example, service coordination and project implementation.</p>	<p>Development Review: Transit agencies review and comment on major land development proposals and substantive changes to land use plans.</p>	<p>Consolidate Reporting: Transit performance data for all agencies in the region are summarized in one regularly updated report or site.</p>

Integration Strategies: A Central Florida Example

- **D5, D7, and D4 call** revealed integration challenges are common in the state's large urban areas.
- D5 has seen some success through **regional visioning**.
- **“How Shall We Grow”** regional vision for Central Florida presented in 2007.
- Supported by state agencies, regional planning agencies, & Orlando Regional Chamber of Commerce.
- One of the **4 themes** calls for:
 - *“Connect centers with a balance of roads, light rail, streetcars and buses planned by county transportation planners cooperating regionally.”*

Integration Strategies: A Central Florida Example

- LYNX supported the regional vision in 2011 through its own long-term planning effort.
- **Vision 2030** is the agency's 20-year vision of the transit system.
 - Funded by the MPO (METROPLAN)
 - Focuses on 22 corridors intended to grow with high capacity premium transit services.
 - Is a guide for the transit element of the LRTP.
 - Separate from the TDP. Not fiscally constrained.

Wrap Up

- **Key Points:**
 - There are clearly integration issues.
 - Tampa Bay's issues are not unique; the analysis regions have tackled the same issues.
 - Florida's transit planning framework can be improved.
- **What steps can we take to foster better integration?**