Metropolitan Transportation Planning Institutions: 6 International Case Studies

Australia, Brazil, Canada, France, Germany, and the United States

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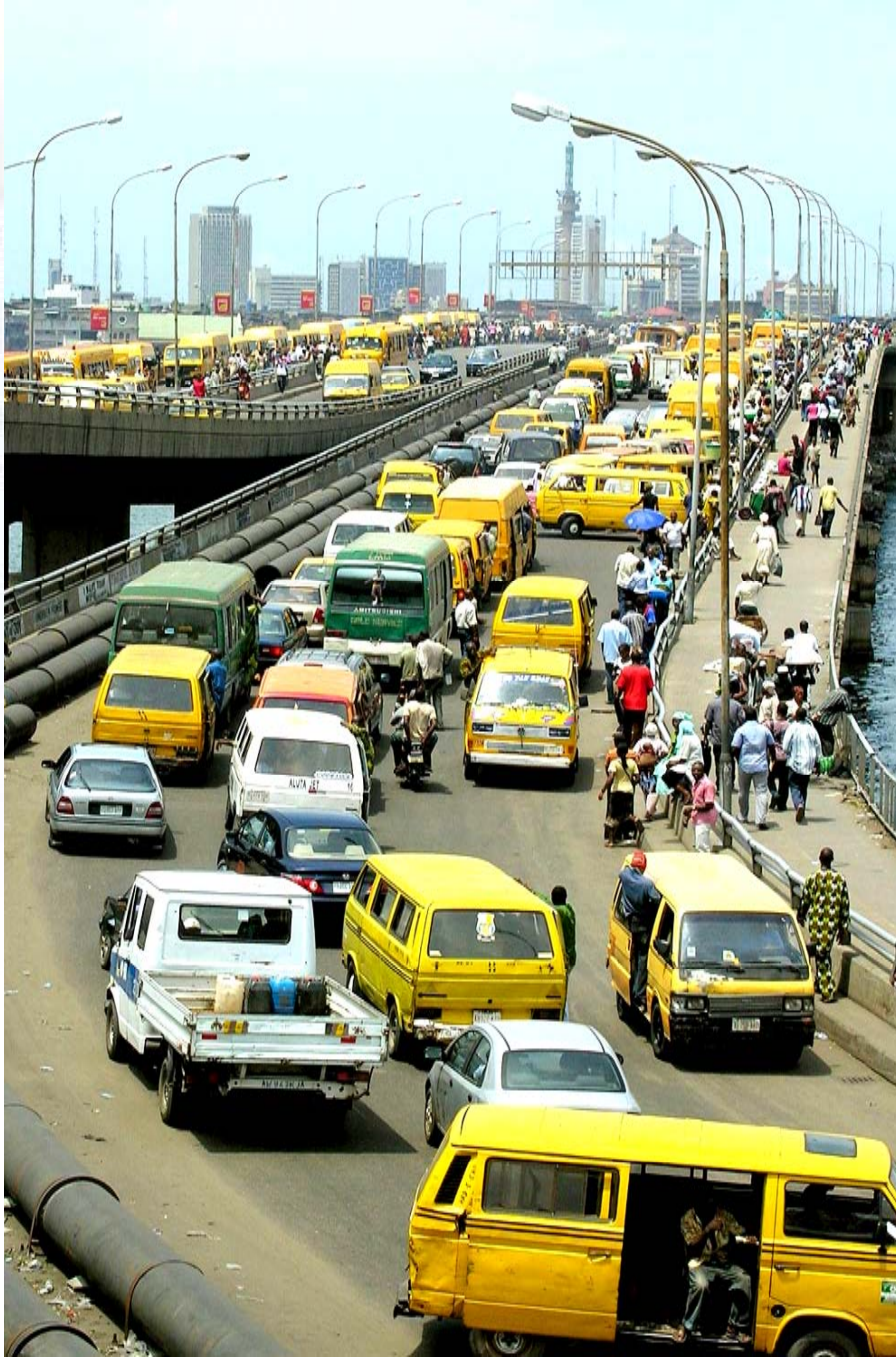
UNPLANNED


LAGOS CITY COMPUTER COLLEGE
SOLOTONE
DARA
GOD IS ABOVE
HASBUNALLAHU NIG ENT



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Planned

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BRT
ONLY

Why the Difference ? – Informed Policies and Investments Reflecting:

- Structured, formalized planning and implementation process
- Transportation, economic and financial analysis
- Coordination among entities with transportation investment, operations, management responsibility

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Why the Difference? Informed Policies - Or Lack Thereof ?

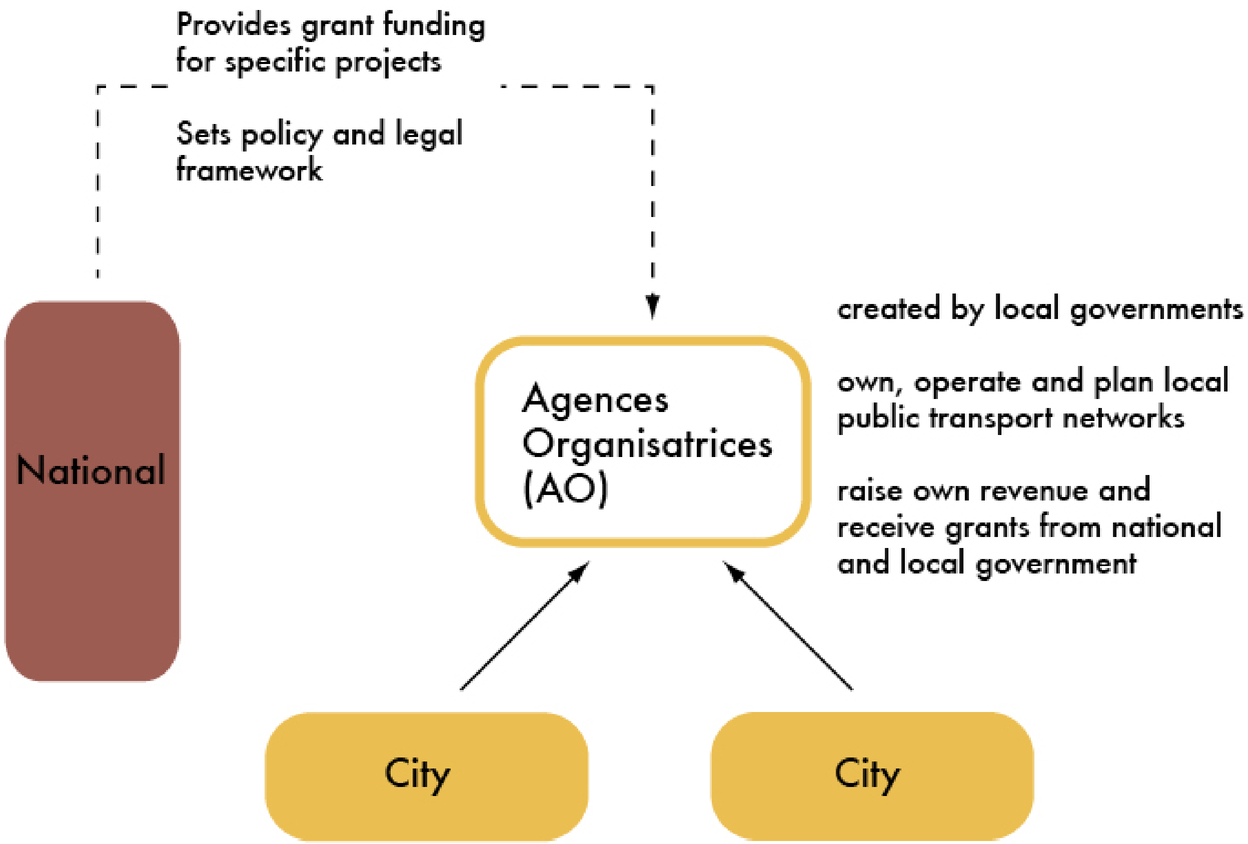
- Each mode advocating for its own projects and funding priority
- No regulatory institutions to oversee and rationalize competition
- No planning process to provide analytical underpinning for decision making

Methodology

- 6 case study countries
  - Selected because of Federal structure of government (except France) and geographic diversity
- Consistent evaluation template
  - Role of the central or federal government
  - Structure of metropolitan institutions
  - Degree of integration between land use and transport planning
  - Sources of funds for capital investment in infrastructure, operations and maintenance
  - Responsibility for system (e.g., congestion) management
- Focus on unique or innovative aspects of the given case

The French Case Study: an Illustration

France



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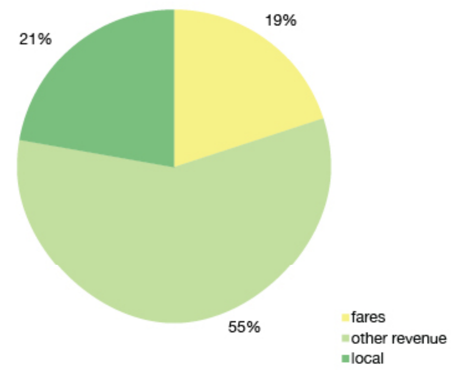
The French Case Study: an Illustration

- Clearly defined roles laid out by national laws laying out the framework for the creation of Autorités Organisatrices (AO)
- Local bodies (communes) given the authority to join together and finance, plan and deliver their own transport services through AOs
- Financing includes an employee based tax that provides a significant share of public transport funding
- Central government involvement limited to grants for specific projects, and capital funding has virtually disappeared since 2003

The French Case Study: an Illustration

- Analyzed sources of funds for public transport operating expenses and infrastructure investments

Sytral - Lyon, France



Annual Operating Expenses

Sytral serves the Lyon metropolitan area, composed of 50 different communes, and serves more than 1.2 million daily passengers. The network operated by Sytral consists of more than 100 bus lines, several trolley bus lines, 4 tramways (light rail lines) and 4 metro lines.

The single largest source of revenue for the Systral system comes from the Versement Transport, a local payroll tax that it is empowered to collect (included in "other revenue"). Its remaining funds come from transfers provided directly by local governments within its jurisdiction (21%) and fares (19%). The national and regional governments do not provide any operating funding for the system.

A Sample Project: The T4 Tramway

The T4 tramway, a new 10km long light rail line with 18 stations, opened in 2009. It currently carries about 20,000 passengers/day. The project cost was borne almost entirely by the Sytral, the operator of public transport service. A small grant was also provided by the national government.

This project came to life when it was included in the AO's PDU in 2002.

National	11.2 mil Euros	6%
State/Province	0 Euros	0%
Local (AO)	171.8 mil Euros	94%

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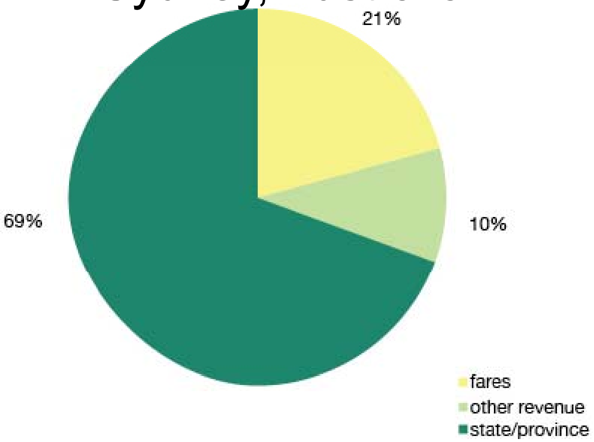
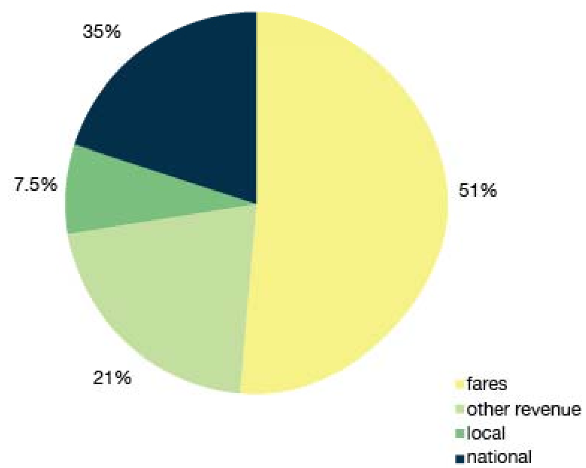
Other cases (see report)

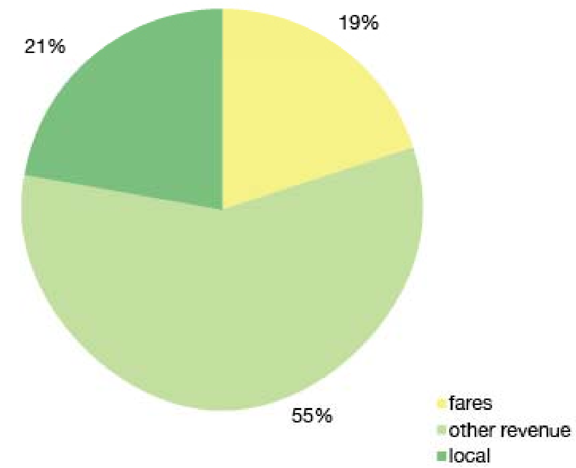
Sydney, Australia



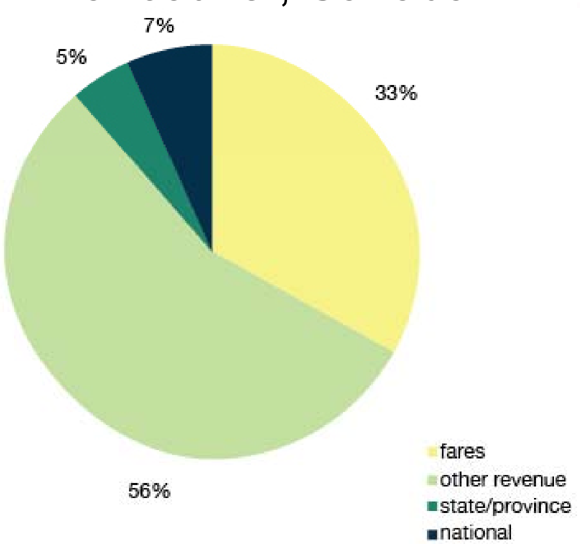
Stuttgart, Germany



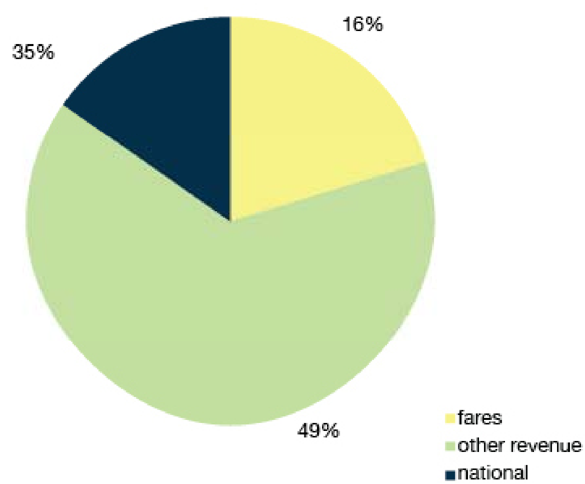
Lyon, France



Vancouver, Canada



Portland, Oregon



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Findings from Case Studies

- No national approach is a perfect model for everyone
  - There are many examples of successes in some dimensions
  - There are many examples of policies to be avoided.
- See the full report for details.

Keys to Success

- Coordination and cooperation among levels of government with transportation functions.
- Coordination and cooperation between modes regarding investment and operations/management policies, formalized in organizational structure or binding memorandums of understanding.
- Integration between planning agencies and the implementing or operating agencies.
- Stable, predictable funding for transportation investment projects, operations, management ***and metropolitan planning/priority setting.***

Keys to Success

- Well defined planning process that combines inputs from local government, metropolitan agencies and funding agencies
- Coordination between transportation decision making and land use planning and regulation
- Executive leadership combined with staff competence
- An established process for citizen involvement

India

- Excellent start through National Urban Transport Policy
- Very good initial Unified Metropolitan Transport Authorities

Challenge

- Build on India's experience to date
- Borrow from international experience
- Expand effective Metropolitan Authorities to all areas over one million population

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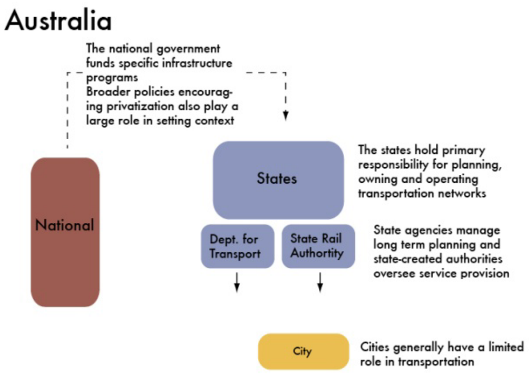
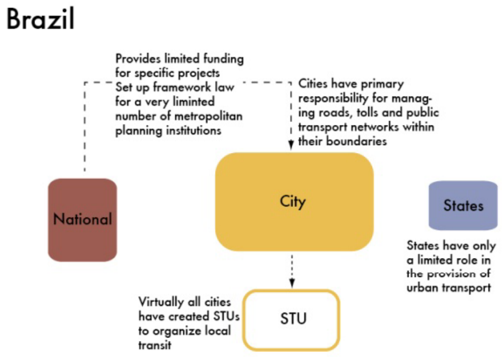
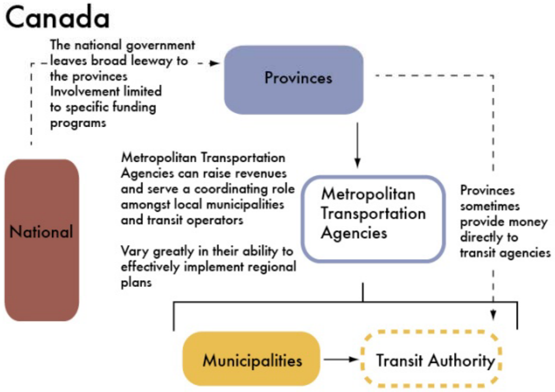
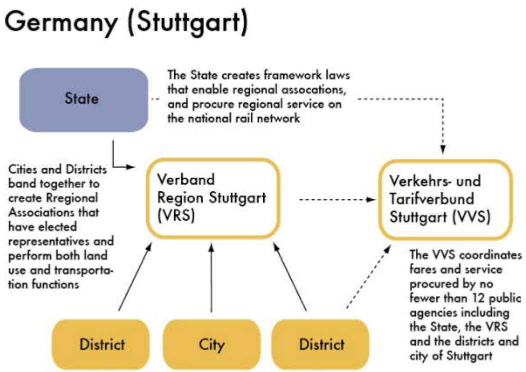
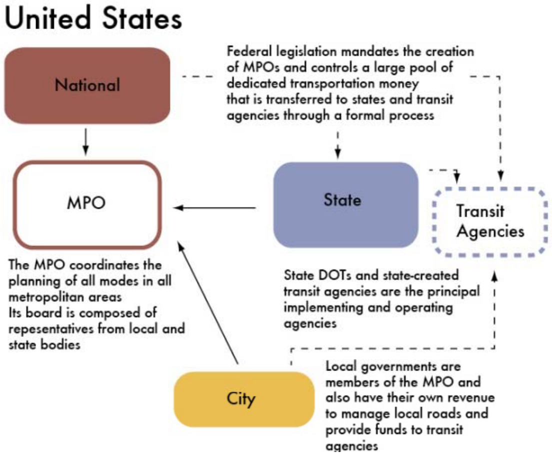
Other cases (see report)











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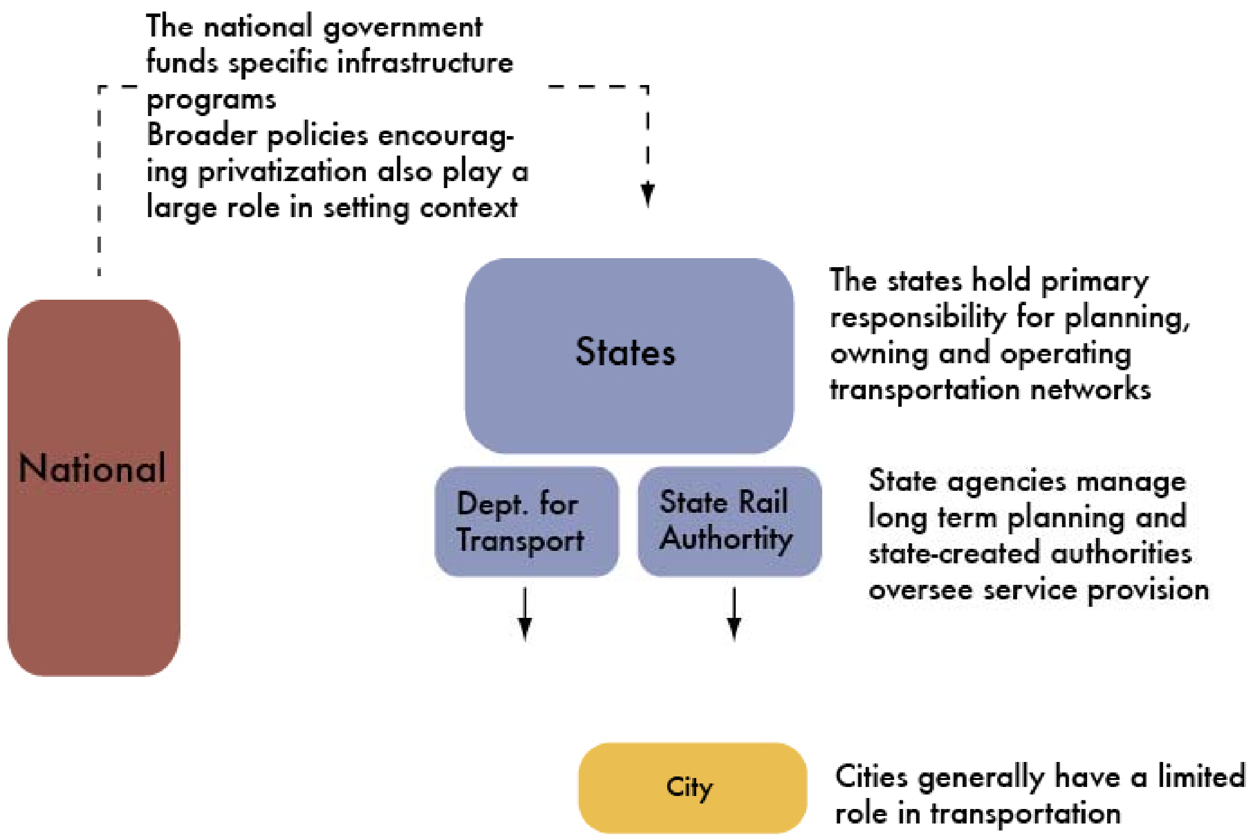
Australia

Australia



Australia

- Federal role is limited but sometimes increases with government funding of specific projects. Nevertheless, federal funding is always ad hoc and not part of a permanent long term strategy
- Federal policies encouraging private sector competition in the provision of public services have played an important role in shaping the transportation procurement by the states
- States play the dominant role in planning, funding and operating transport services
- State strategies, although not structured by federal policy, are often similar due to shared research and expertise
- Cities have virtually no formal, legally mandated role (there are some exceptions)

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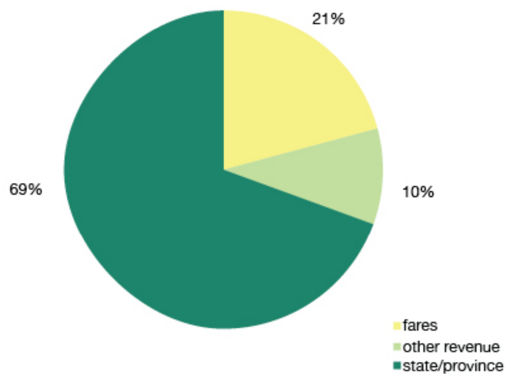
Australia

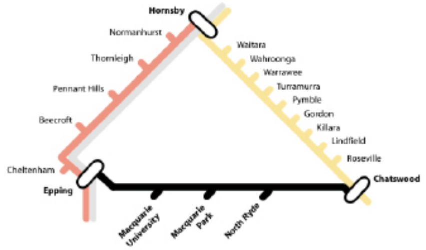
RailCorp - Sydney, New South Wales

296 million annual unlinked passenger trips



Annual Operating Expenses

RailCorp is a statutory authority created by the state government of New South Wales. It operates an extensive suburban rail system that centers on the city of Sydney. The vast majority of the funding comes from state general fund revenues, with smaller amounts coming from fares and revenue generated within the company. Cities, which play only a limited role in Australian metropolitan transportation, do not provide any of RailCorp's operating funds.



A Sample Project: The Epping to Chatswood Rail Line

The 12.5 kilometer track, with new stations at Macquarie University, Macquarie Park and North Ryde, has cost $2.3 billion dollars to build – $900 million more than originally estimated. The track is entirely underground. The project is intended to be the first stage of a larger extension of the Sydney commuter rail network. As it stands, the new line provides a more rapid connection and the possibility for more efficient routings across the existing network. It was entirely planned and funded by the state of New South Wales.

National	0$	0%
State	2.3B$ AUS	100%
Local	0$	0%

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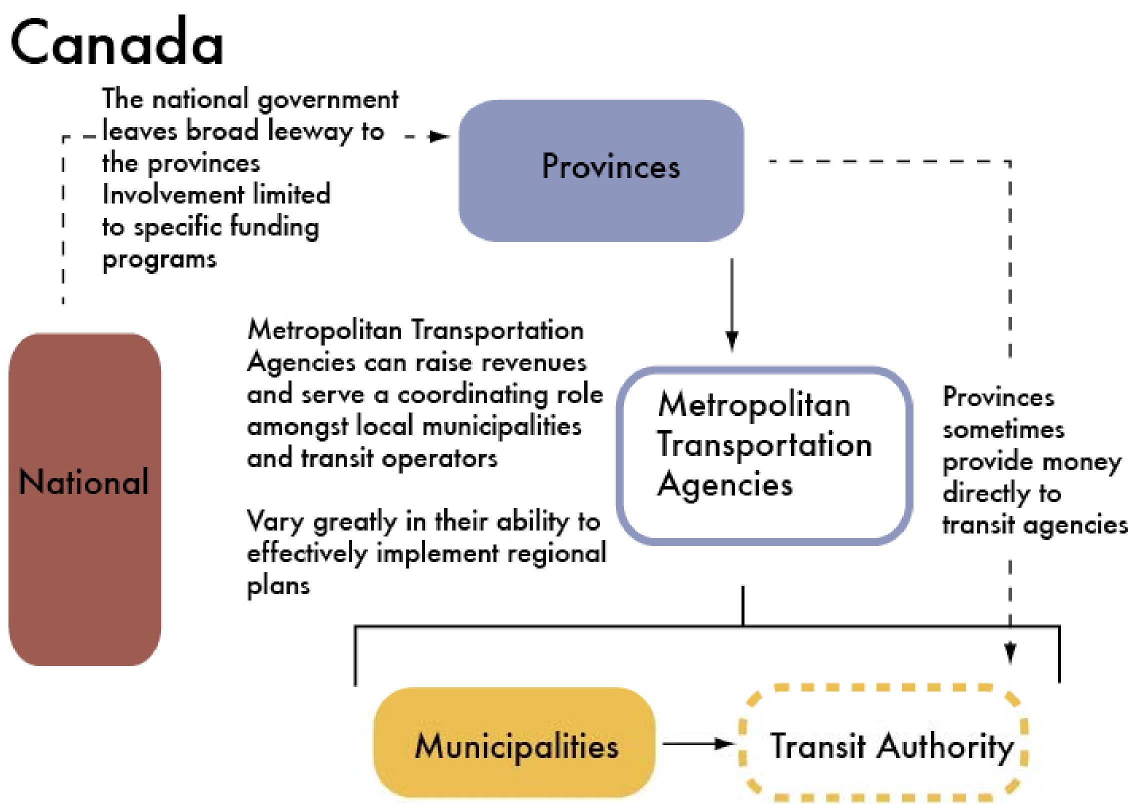
Canada



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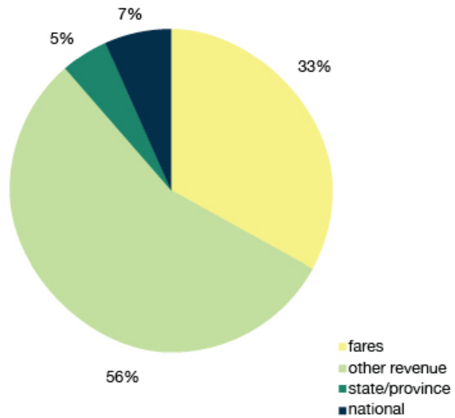
Canada

- No mandated federal structure for metropolitan transportation planning
- Provinces play the dominant role by creating and defining the responsibilities of Metropolitan Transportation Agencies
- These Agencies show a wide degree of experimentation in responsibilities, funding sources, integration with land use, etc
- Successful examples have emerged, like Vancouver, where stable funding sources exist, governing boards are integrated with local bodies, and land use and transport plans are developed together
- Transit agencies can either be tied to a municipality (as in Toronto) or run through the Metropolitan Transportation Agency (as with Translink, in Vancouver)

Canada

Translink - Vancouver, BC

304 million annual unlinked passenger trips



Annual Operating Expenses

Translink generates the vast majority of its operating revenue through a combination of fares and dedicated streams of revenue the agency has been empowered to collect. A fuel tax of .12cents per liter on gas sold in the Translink region as well as a property tax in the area generate the bulk of this revenue. Smaller streams of revenue accrue from a parking tax and a levy on electricity consumption. Together, these dedicated funding streams provide a relatively stable base for operating expenses, although Translink has been suffering from a significant operating deficit in recent years.

A Sample Project: The Canada Line

The Canada Line opened ahead of schedule in August of 2009. It is an 11km, fully automated heavy rail system composed of elevated, at grade and underground segments that connects Richmond (a suburb of Vancouver) and the airport to the CBD. The line is being operated as a 30 year concession by the private partner, Canadian firm SNC Lavalin, who also provided $200 million to the up-front costs. In return, the concessionaire has been guaranteed 100,000 daily traffic on weekdays. The project was in planning for many years but its completion was spurred on by the selection of Vancouver as the site of the 2010 Winter Olympics. Canadian projects are typically funded by a combination of federal, provincial and local money.

National	450 million$ CAD	26%
Province/State	435 million$ CAD	25%
Local	663 million$ CAD	38%
Private Partner	200 million$ CAD	11%

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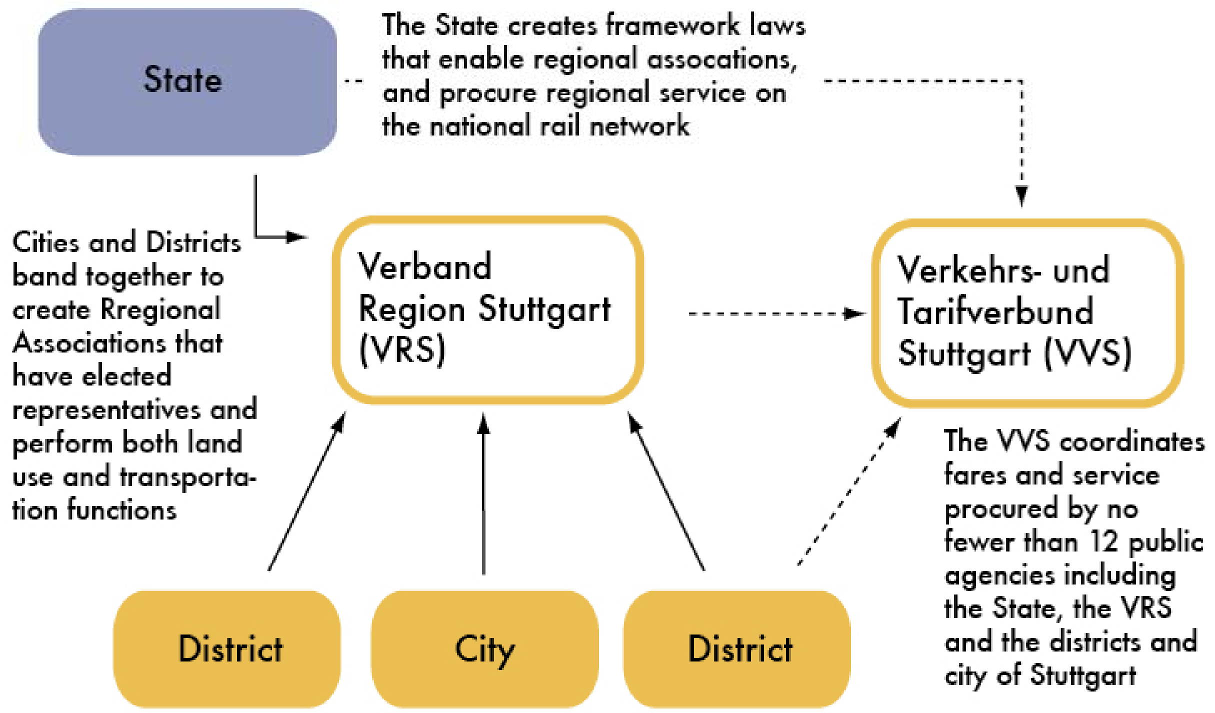
Germany

Germany (Stuttgart)



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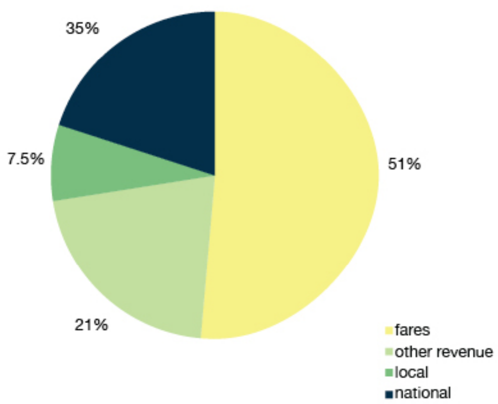
Germany

- Virtually all levels of government are involved in the provision of transport services and infrastructure, but their involvement is mostly coordinated through the Vergers-und Tarifverbund Stuttgart (VVS) and the Verband Region Stuttgart (VRS).
- Strong regional land use planning mandate controlled by the Verband Region Stuttgart (VRS), an elected regional governance body. The VRS also organizes long range transportation planning.
- Despite being procured by many different agencies, public transport fares and service is coordinated by the VVS. This so-called traffic and tariff association has a board of governors evenly divided between procuring agencies (government agencies), and transport providers (a mix of public and private actors).

Germany

SSB - Stuttgart, Germany

187 million annual unlinked passenger trips



Annual Operating Expenses

SSB is one of the operators coordinated by the VVS in the Stuttgart region. Its network consists of light rail operated on 17 lines on 177 km of track. It also operates a susbtantial bus network with a fleet of more than 400 busses. The SSB is owned by the City of Stuttgart, and generates more than half of its revenue through fares, with a further 21% coming from other revenue. The SSB considers the 7.5% subsidy it receives from the City of Stuttgart to be its only subsidy. The 35% it receives from a combination of state and national government is considered “compensation”, to be used only to provide lower fares to elderly, student and handicapped users.

Service is planned and fares are collected by the VVS on behalf of SSB.

A Sample Project: the U15 light rail expansion

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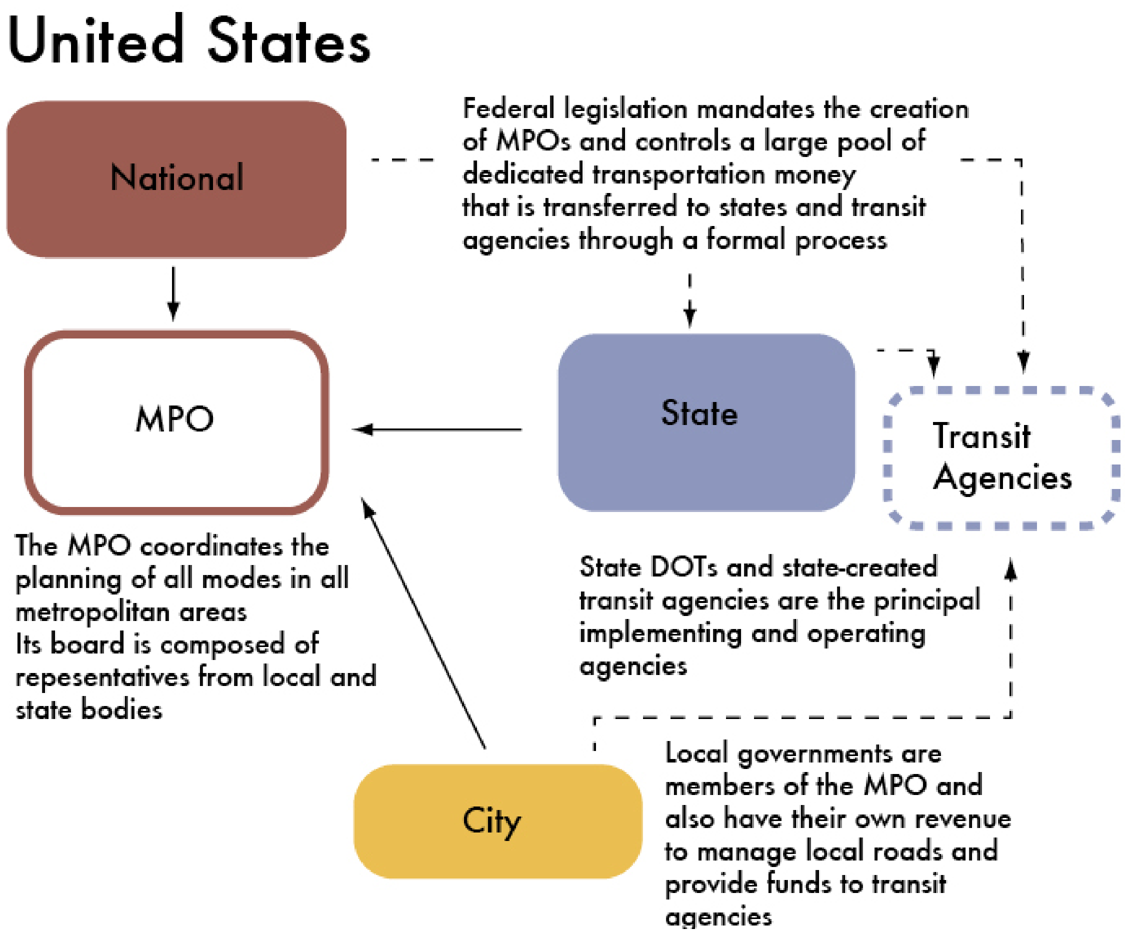
United States



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United States

- Strong federal role mandating a planning process and a planning institution, the MPO, but essentially no role in MPO decision making
- MPOs create plans for highways and public transport, incorporate air quality conformity provisions, and have responsibility/ability to shift some federal funds apportioned to their area between highway and transit projects
- Large amount of transportation funds contributed by federal government
- States have an historically strong role in highways and an increasingly strong role in transit
- Operating and Implementing agencies, typically state created transit agencies and state departments of transportations, are not the same body as the MPO
- Cities participate in the MPO process and have jurisdiction over local roads