LESSONS LEARNED FROM PUBLIC TRANSIT SUCCESS IN METROPOLITAN AREAS

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July 30, 2020
Study Purpose

- What are the replicable factors in metropolitan-wide public transportation that make transit an effective competitor to the private motor vehicle?”
- Methodology: Case studies from ten metropolitan areas in Europe, Canada, and Australia
Goal was to determine common features:

1. Institutional and structural features
2. Customer-apparent characteristics
3. Financial support / subsidy
Ten Metropolitan Area Case Studies

<table>
<thead>
<tr>
<th>Europe</th>
<th>Non-European</th>
</tr>
</thead>
<tbody>
<tr>
<td>5 countries, 6 regions</td>
<td>2 countries, 4 regions</td>
</tr>
<tr>
<td>1. Lyon, France</td>
<td>1. Sydney, Australia</td>
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<tr>
<td>2. Stuttgart, Germany</td>
<td>2. Perth, Australia</td>
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<tr>
<td>3. Frankfurt, Germany</td>
<td>3. Vancouver, Canada</td>
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<tr>
<td>4. Milan, Italy</td>
<td>4. Toronto, Canada</td>
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<td>5. Barcelona, Spain</td>
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<td>6. Stockholm, Sweden</td>
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Findings - Regional Structure

• All ten case study metropolitan areas have an entity that is responsible for regional transit coordination
  ▫ Consortium of cities and counties
  ▫ Specially created agency (created by a government political body: the state or province)

• RTC - Regional Transit Coordinator
3 Basic Structures of RTCs found:

1. Coordination only agency - distinct agency from transit agencies owned & operated by local and state governments
   • Stuttgart, Frankfurt, Lyon, Milan, Barcelona

2. Coordination agency is the regional transit operator and coordinates all other transit modes/operators
   • Toronto

3. Complete consolidation of all transit agencies under one agency.
   • Stockholm, Vancouver, Sydney, Perth.
Structure of RTCs & Examples

Example 1. Coordination Only

The RTC is an alliance of separate transit agencies with specific responsibilities to coordinate the many separate local & regional transit systems. Notably, in Europe these separate transit systems are departments of a city or province or are city-owned companies.

Stuttgart, Frankfurt, Lyon, Milan, Barcelona (also Turin, Vienna, Zurich, Oslo, Helsinki, & a total of 7 Austrian & over 60 German areas)
Structure of RTCs & Examples

Model 2. Coordinates all transit operators + operates regional transit

Coordination plus regional transit operator

The RTC not only coordinates the separate local transit agencies, it also is the regional transit provider i.e. it is also the regional Transit Agency and Operator for regional transit (both rail and bus).

Toronto (also Manchester, UK)
Model 3. Consolidation

Consolidation

The RTC and all transit modes and systems are all the same agency: One entity coordinates, operates and manages all public transit modes in the entire region.

County Government - Stockholm, (also Scania [Malmo] and Gothenburg)

State - Sydney
NSW, Perth WA

Regional Government - Vancouver
Many variations—even for Complete Consolidation

- **Existing** Gov Agency-County/state level
  - Stockholm TFV is an agency of the Stockholm County

- **Newly created metro-area wide** transport-specific quasi-gov. agency
  - Translink (Vancouver) separate regional quasi gov. body for transit

- Metropolitan areawide transit agency

- **Subsumed under the State in a newly created state level transit-specific gov. agency**
  - PTA
    - Transperth
Year Regionwide Transit Coordination began

1960s
- 1967 Stockholm TFV

1970s
- 1974 VVS Stuttgart
- 1974 Greater Perth TA
- 1978 Milano SITAM, then AMAT, then TPL in 2016
- 1972 Sydney and 2011 Transport for New So. Wales

1980s
- 1985 Lyon SYTRAL

1990s
- 1995 RMV Frankfurt
- 1997 AMB Barcelona
- 1998 Greater Vancouver TA/TransLink

2000s
- 2006 Greater Toronto TA
Customer Apparent Features

1. Transit supply
   ▫ Geographic extent
   ▫ Frequency
   ▫ Temporal – hours of the day

How does this come together in practice?

▫ Milan’s 12 suburban commuter train lines
▫ 6 am to midnight, 7 days a week
▫ run 10-30-minute minimum headways
   ▪ Even late night at 11 pm, or an early weekend morning, or midday Saturday, the maximum wait time for a train is 30 minutes
Customer Apparent Features

2. Fares and Fare Policy
   - Single fare structure across all modes & operators
   - Price the journey from origin to destination, not the individual modal trip.
     - Mode- and operator-blind
     - Essentially means free transfers regionwide
   - Affordable
   - Fare policies to encourage transit use
Single-ticket journey-based fares

How does this come together in practice?

▫ All transit modes & operators accept the same ticket or pass: no need to obtain or purchase a “transfer” or to purchase passes from different transit operators.
▫ One single-journey ticket is typically valid for 70-100 min, using as many modes as you need to: take bus to the train or subway, use the train, then light rail—several cities several operators but one fare—one ticket.
▫ Passes encouraged—all modes and operators use the same pass: local busses, subway, commuter rail, light rail, funiculars.
▫ Many options for passes: day, multiday, week, month, annual
▫ Discounts for students up to age 26.
▫ Children < 12 are free or deeply discounted.
▫ On weekends, monthly passholders can bring the family
▫ Or can bring-a-friend-for-free.
Funding of Transit

• Subsidies varied, but of course, there are subsidies
• Unapologetically fund public transit
• Future plans to expand their rail networks
• Coordinating agency ensures that the long-term planning and funding is also coordinated
• Financial commitment, both past and present, to building and maintaining the infrastructure and operations to support it
Conclusion - Regional Transit Coordinator

RTC is the logical next phase of urban transit

Key duties of the coordinator

- A common fare structure regionwide.
- Schedule coordination among different modes / operators.
- Consolidated procurement and contracting with resulting economies of scale.
- Branding, marketing, public information.
- Monitoring operations to ensure quality control
- Coordinated long-range planning to serve the entire region.
Other Conclusions

• Fare policy - All case studies had some degree of fare integration, and most had complete regionwide fare integration.

• Affordability - Transit service from a regional perspective was frequent, abundant, and affordable in all cases.

• Supply – excellent existing supply and a commitment to expand the range of rapid and rail transit

• Funding is key to this; the laws that created new RTC agencies also ensured that:
  ▫ the total transit dollars increased;
  ▫ transit funding comes from many sources: parking fees, developer fees, gas taxes, sales taxes, and more.
A steady, sufficient, reliable funding stream is fundamental to world-class, reliable public transportation.
Questions?

Contact information:  
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Full report to be available at:  
https://transweb.sjsu.edu/research/publications
Thank you for joining us for:

Lessons Learned from Public Transit Success in Metropolitan Areas

View the full report at: (coming soon) https://transweb.sjsu.edu/research/publications

Tune in for our next MTI Research Snap “Rising to the Transportation Challenge—Students Applying STEM Solutions to Improve Transit” on August 20, 2020 at 10 a.m. Visit https://transweb.sjsu.edu/events for details and registration.

Have a suggestion for a webinar topic you’d like to see featured? Email irma.garcia@sjsu.edu