

PUBLIC TRANSPORTATION INTRODUCTION

OUTLINE

- **Current Status and Recent Trends**
- **Significant Influences**
- **A Critical Assessment**
- **Arguments Supporting Public Transport**
- **Future Influences**
- **Ingredients for Future Success**

Current Status

- **Ridership stable but market share is small and continuing to decline**
- **Strong financial support from all levels of government**
- **Significant growth in number of new rail starts in past 25 years**
- **Major rebuilding of many older systems over past 15 years**
- **Little institutional or technological innovation, but growing recognition that fundamental change may be necessary for survival well into 21st century**

US Public Transport Today

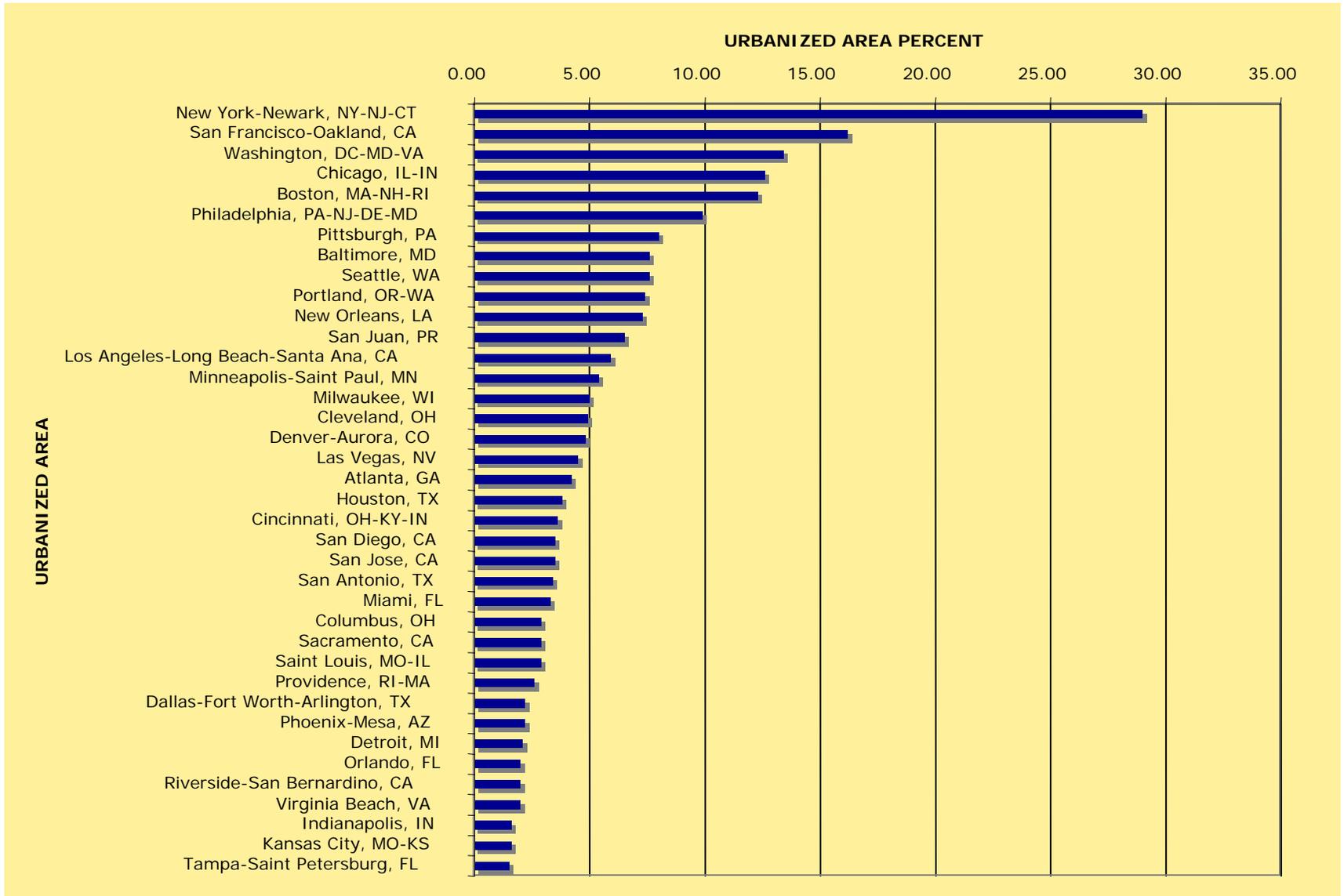
Trends in Modal Split for Daily Travel in the United States (1969-2001)

Mode of Transportation	1969	1977	1983	1990	1995	2001
Auto	81.8	83.7	82.0	87.1	86.5	86.4
Transit	3.2	2.6	2.2	2.0	1.8	1.6
Walk	na	9.3	8.5	7.2	5.4	8.6
Bicycle	na	0.7	0.8	0.7	0.9	0.9
Other	5.0	3.7	6.5	3.0	5.4	2.5

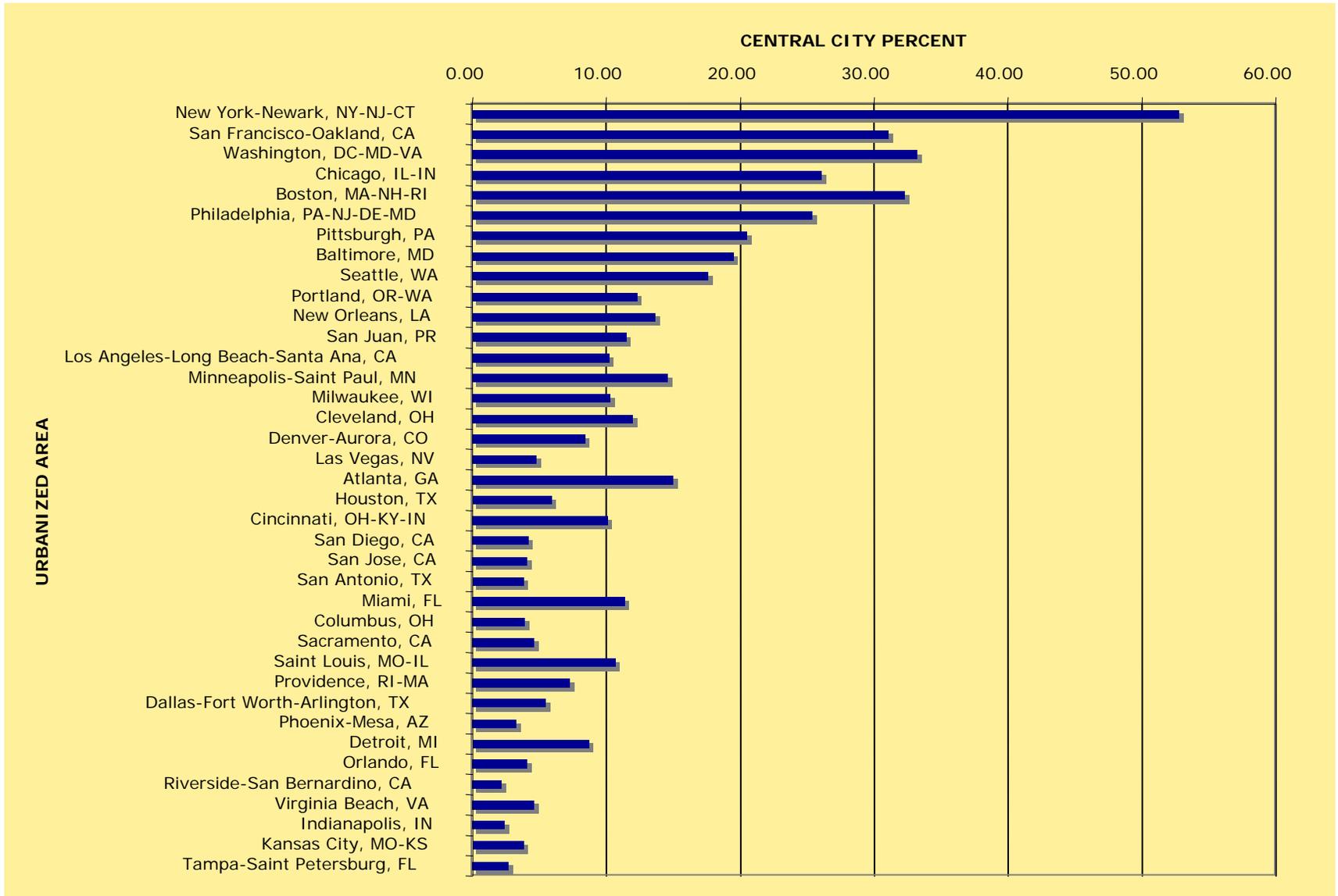
Source: Socioeconomics of Urban Travel: Evidence from the 2001 NHTS by John Pucher and John L. Renne, . Transportation Quarterly, Vol. 57, No. 3, Summer 2003 (49–77). Eno Transportation Foundation, Inc., Washington, DC.

Federal Highway Administration, Nationwide Personal Transportation Surveys 1969, 1977, 1983, 1990, and 1995; and National Household Travel Survey, 2001.

Percentage of Workers Using Public Transportation in Urbanized Areas Over 1,000,000 Population (2000)



Percentage of Workers Using Public Transportation in Urbanized Areas Over 1,000,000 Population (2000)



Significant Influences

- **Suburbanization of homes, employment and attractors**
- **Low car ownership and operation costs**
- **Extensive urban road infrastructure**
- **Government policies towards roads and public transport**

Suburbanization: 2000 Journey to Work

A. Total Trips (in millions of daily trips)

	JOBS IN:		
HOMES IN:	Central City	Suburbs	Total Homes
Central City	28.2 (27%)	9.2 (9%)	37.4 (36%)
Suburbs	20.8 (20%)	44.6 (43%)	65.4 (64%)
Total Jobs	49.0 (48%)	53.8 (52%)	

Suburbanization: 2000 Journey to Work

B. Share of 1990-2000 Increase		
	JOBS IN:	
HOMES IN:	Central City	Suburbs
Central City	5%	14%
Suburbs	16%	65%

C. Public Transport Mode Share (1990 figures)		
	JOBS IN:	
HOMES IN:	Central City	Suburbs
Central City	14%	6%
Suburbs	6%	2%

The Car-Road System

- **High car ownership levels**
 - 600 cars per 1000 population
- **High car usage**
 - 10,000 veh-km per capita annually
- **Low taxes, fees and user charges for car ownership and use**
 - Sales taxes range from 5-8%
 - Users pay only 60% of road infrastructure costs in US
 - Petrol taxes are from 10-20% of European levels

The Car-Road System

- **Urban parking supply is relatively widely available and often free**
 - 380 parking spaces per 1000 central city workers in 10 largest US cities
 - 95% of car commuters enjoy free parking
- **Highly developed urban road system**
 - 6.6 meters of road per capita in 10 largest US cities; 3 times European levels

Public Transport Funding by Source (2002, in \$ billions)

	Capital	Operating
Fares	---	8.6 (33%)
Directly Generated	3.6 (28%)	4.6 (17%)
Local	2.6 (20%)	5.3 (20%)
State	1.5 (12%)	6.7 (25%)
Federal	5.2 (40%)	1.3 (5%)
Total	12.8 billion	26.6 billion

A Critical Assessment

- **Public transport has been stabilized**
- **Many new rail initiatives in operation or under construction**
- **Some real success stories: New York City, Houston, Seattle**
- **Institutional change is occurring slowly**
- **Retention of political support**

Arguments Supporting Public Transport

- **Equity:** access for those who cannot or do not choose to drive
- **Congestion:** the need for a high-quality alternative
- **Land use influence:** public transport is necessary, but not sufficient to change trends
- **Environmental:** car technology strategies are effective
- **Energy:** car technology strategies are effective

Future Influences on Public Transport

- **Urban form**
 - continued growth on periphery is likely
- **Demographics**
 - rapid increase in numbers of elderly
- **Technological change**
 - telecommunications advances
 - ITS impacts on car/road system performance
- **Higher public expectations**
 - better service quality needed to attract choice riders
 - greater return for public support

Ingredients for Future Success

- **Maintain supportive coalition**
 - expand base benefiting from public transport: rural, suburban, big cities
 - demonstrate that real change is occurring in response to changing needs and expectations
- **Expand the definition of public transport**
 - greater variety of services with more flexibility in use of funds
- **Greater private sector involvement**
 - greater use of partnerships and connections with private sector employers and activity providers
 - more reliance on innovative financing and procurement techniques
 - competition in the provision of services

Ingredients for Future Success

- **Aggressive implementation of new technology**
 - better information provision - pre-trip and en route
 - more effective real-time operations control
 - improved vehicle design
- **Organizational change**
 - greater operating staff responsibility and inclusion
 - greater customer orientation