

FRA Rail Program Delivery Conference October 12, 2015

APTA 2015 INTERNATIONAL STUDY MISSION

INNOVATIVE FUNDING AND FINANCING: LEARNING FROM INTERNATIONAL PRACTICE

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April 2015 Study Mission on Innovative Funding and Financing to London, Stockholm, Munich



Study Mission – Participants

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London

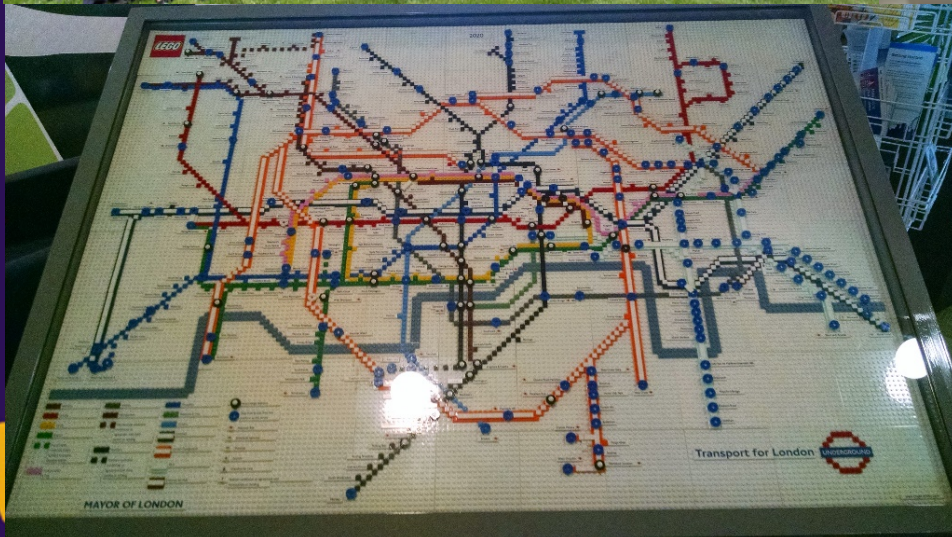


Crossrail Funding Summary (£, Billion)

Central Government	4.7
Mayor	
- Business Rates Supplement	4.1
- Section 106 Contribution	0.3
- Community Infrastructure Levy	0.3
TfL Contribution	
- Prudential Borrowing	1.9
- OSD Receipts	0.5
Other Third Party Funding	0.7
National Rail	2.3
Total	14.8



Northern Line Extension/Battersea

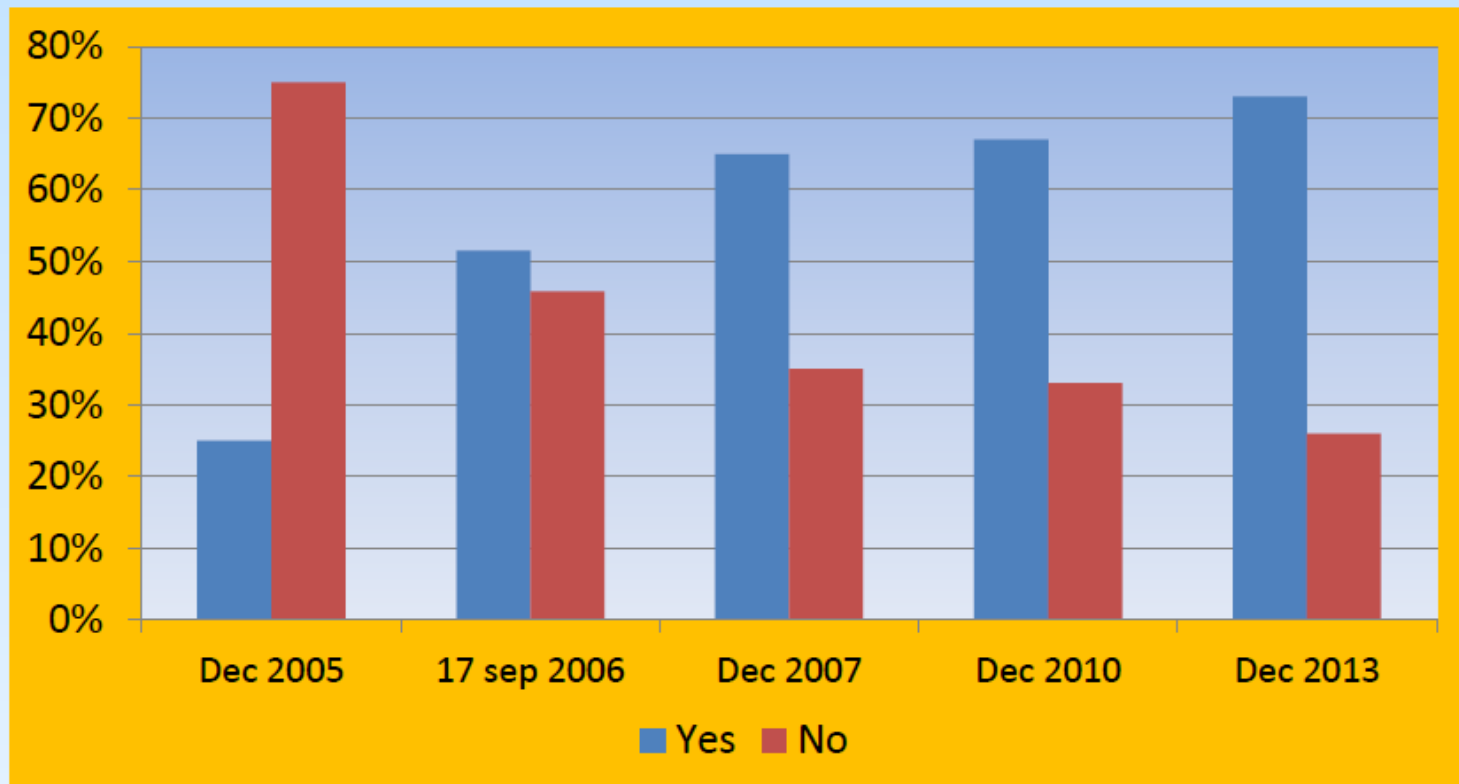


Stockholm



Congestion Charging

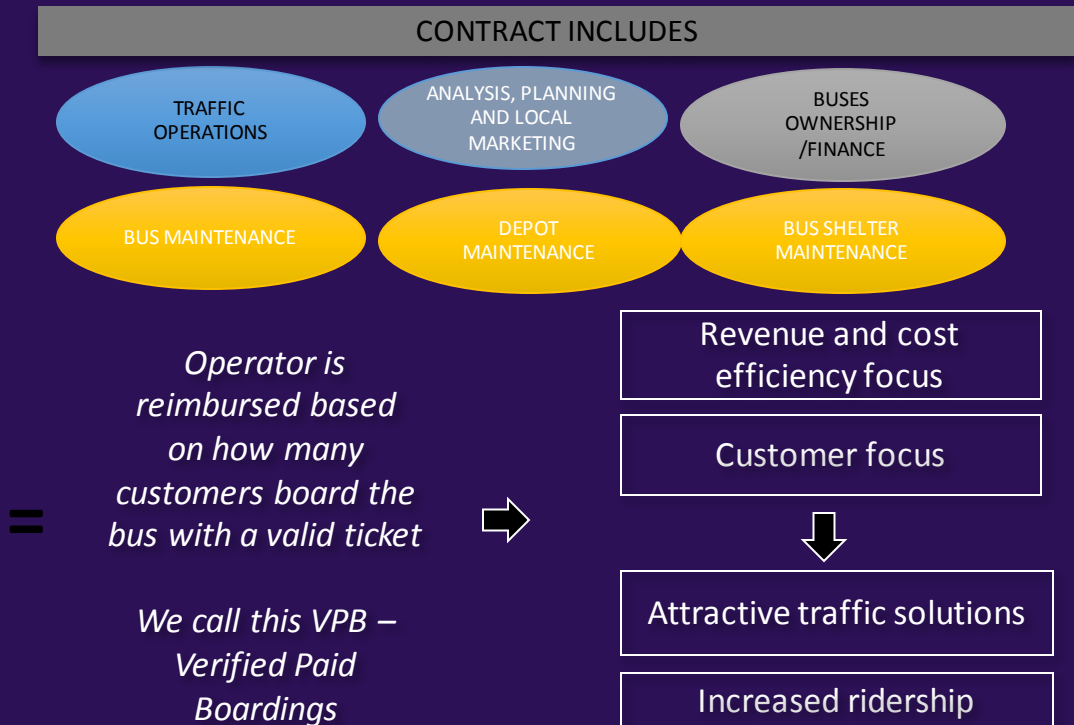
Public opinion 2005 – 2013



Bus Contract Business Structure



REMUNERATION
/PAYMENT MODEL



Munich



Munich



Applicability to North America

1. Capture property value from beyond transit stations.
2. Engage developers to contribute to both capital and long-term operating.
3. Change travel behavior through congestion pricing in large and small communities.
4. Demonstrate new measures first, then seek binding public support.



Applicability to North America

5. Contract out with passenger boardings and customer service incentives.
6. Put transit “where people *are* and not where people *scream*”.
7. Manage transit as a business center
 - “Price fares” for cost recovery; subsidize concessions directly to user’
 - Generate other operating revenues as a mobility manager.



Applicability to North America

8. Ensure customers see a consolidated service.
9. Look to future to build long-term support for transit.
10. Embrace transit as an economic revitalizer, job creator, congestion reducer, improver of quality of life – not as a cost.





“Fundamentally, a shift in mindset is required in North America, from providing transit to increasing customers' accessibility and mobility regardless of how we do it and regardless of the challenges of any one community.”

