

Making Transit Work...Economically!

(and no, that's not a crazy concept)

Tri-State Transportation Campaign
September 14, 2013

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The Case We Need to Make



- **Transit is a good thing:**
 - for the economy
 - for the public
 - for the environment

Key Fact

- Not everyone sees transit as an inherent public good
- Making the case will be about using the right tools to change the debate



Exhibit A



“Transit should pay for itself”

--Executive Director of a key policy think tank
on the right coast of NY

Tools to Make the Case



- Quantify Economic Impacts
- Rethink Silo Budgeting
- Address Customer Choice

Quantify Economic Impacts of Transit

- 1) Impact of Transit Capital Plans
- 2) Impact of Inconvenient Commutes
- 3) Impact of New Mobility Trends
- 4) Impact on Local Economy



Impact of Capital Plans

Western New York and Finger Lakes Regions

4,468 Jobs

\$563 Million Economic Impact

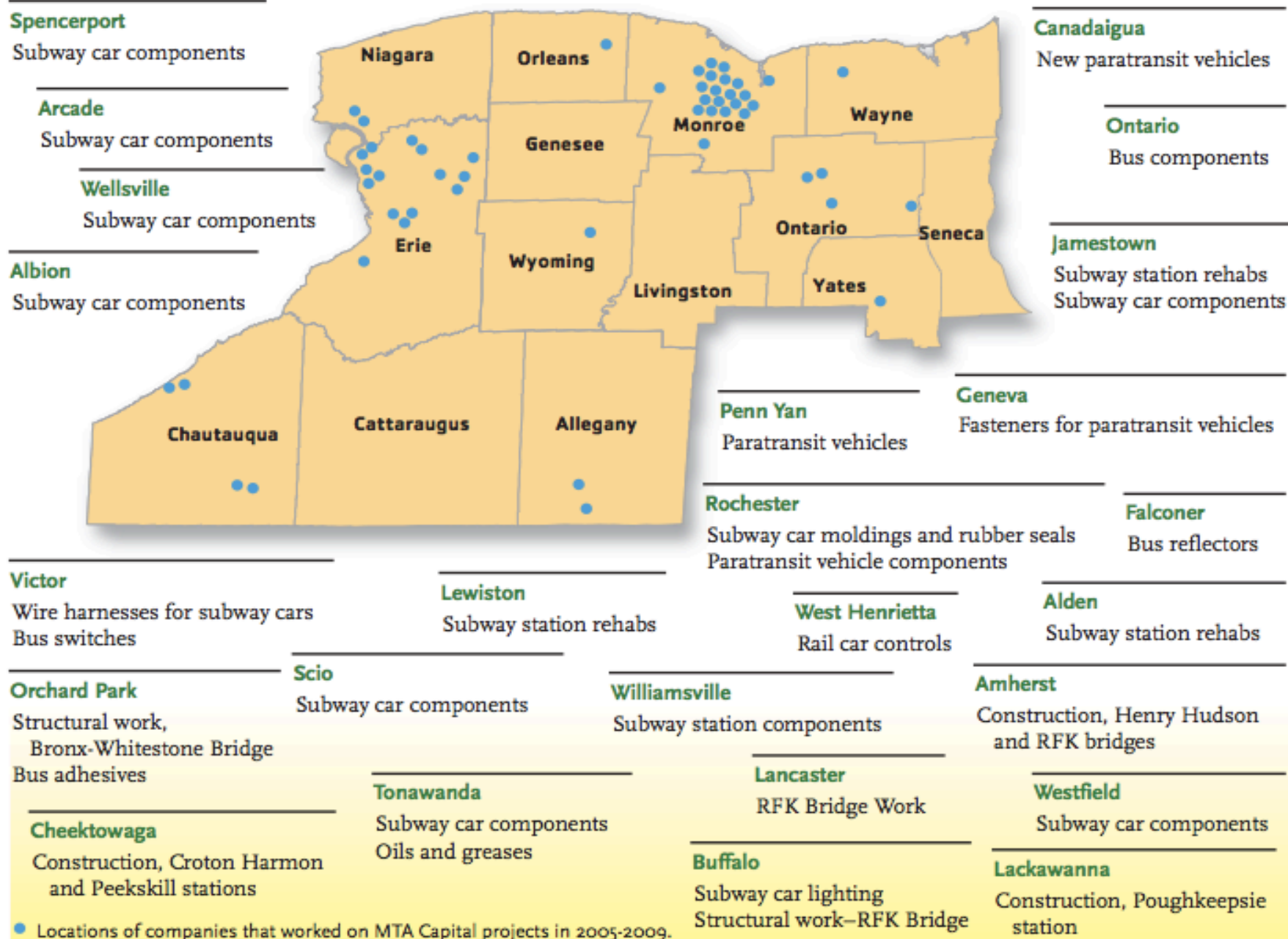


We Need Your Help:
Calculate the Impact of the
NFTA's Capital Plan

Source:

"Built in New York: The Economic Impact of MTA Capital Program Investment on New York State", MTA, 2011

Select listing of work in Western NY and the Finger Lakes Regions for MTA Capital projects.



Impact of Inconvenient Commutes

Table 2. Top Splits between City and Suburban Labor Access in 90 Minutes via Transit, 100 Metropolitan Areas

Metro Area	Labor Access Rates		
	City	Suburb	Difference
New York-Northern New Jersey-Long Island, NY-NJ-PA	58.1%	14.4%	43.7%
Des Moines-West Des Moines, IA	51.2%	8.7%	42.5%
Minneapolis-St. Paul-Bloomington, MN-WI	49.0%	13.1%	35.9%
Washington-Arlington-Alexandria, DC-VA-MD-WV	56.9%	22.4%	34.5%
Modesto, CA	53.7%	19.9%	33.7%
Buffalo-Niagara Falls, NY	51.9%	18.6%	33.4%
Syracuse, NY	45.6%	13.3%	32.3%
San Francisco-Oakland-Fremont, CA	52.6%	21.4%	31.2%
Boston-Cambridge-Quincy, MA-NH	46.9%	15.9%	31.0%
Philadelphia-Camden-Wilmington, PA-NJ-DE-MD	43.9%	13.8%	30.1%

Source: Brookings Institution analysis of transit agency, Nielsen Pop-Facts 2010, and Nielsen Business-Facts data

Source: "Where the Jobs Are: Employer Access to Labor by Transit", Brookings, 2012



TRUE AFFORDABILITY AND LOCATION EFFICIENCY

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buffalo, NY

FIND



Transportation Costs % Income ▼

Regional Moderate Household in Buffalo-Niagara Falls, NY

Income: \$37,142 HH Size: 2.34 People Commuters: 1.04 Workers

Focus: Municipality

Buffalo, NY

	Criteria	Households	% of Households
■	Insufficient Data	0	0%
■	< 15 %	0	0%
■	15 to 25 %	22,267	19%
■	25 to 30 %	77,134	65.8%
■	30 to 35 %	17,787	15.2%
■	35 + %	86	0.1%
	Total	117,274	100%

Source: <http://htaindex.cnt.org>

Impact of Inconvenient Commutes

FIRST ANNUAL LONG ISLAND RAIL ROAD LAGGY AWARDS

Lost Productivity Laggy

- The lost economic productivity due to late, cancelled and terminated trains on the LIRR from July 2012 through June 2013 was **\$60,760,661.**

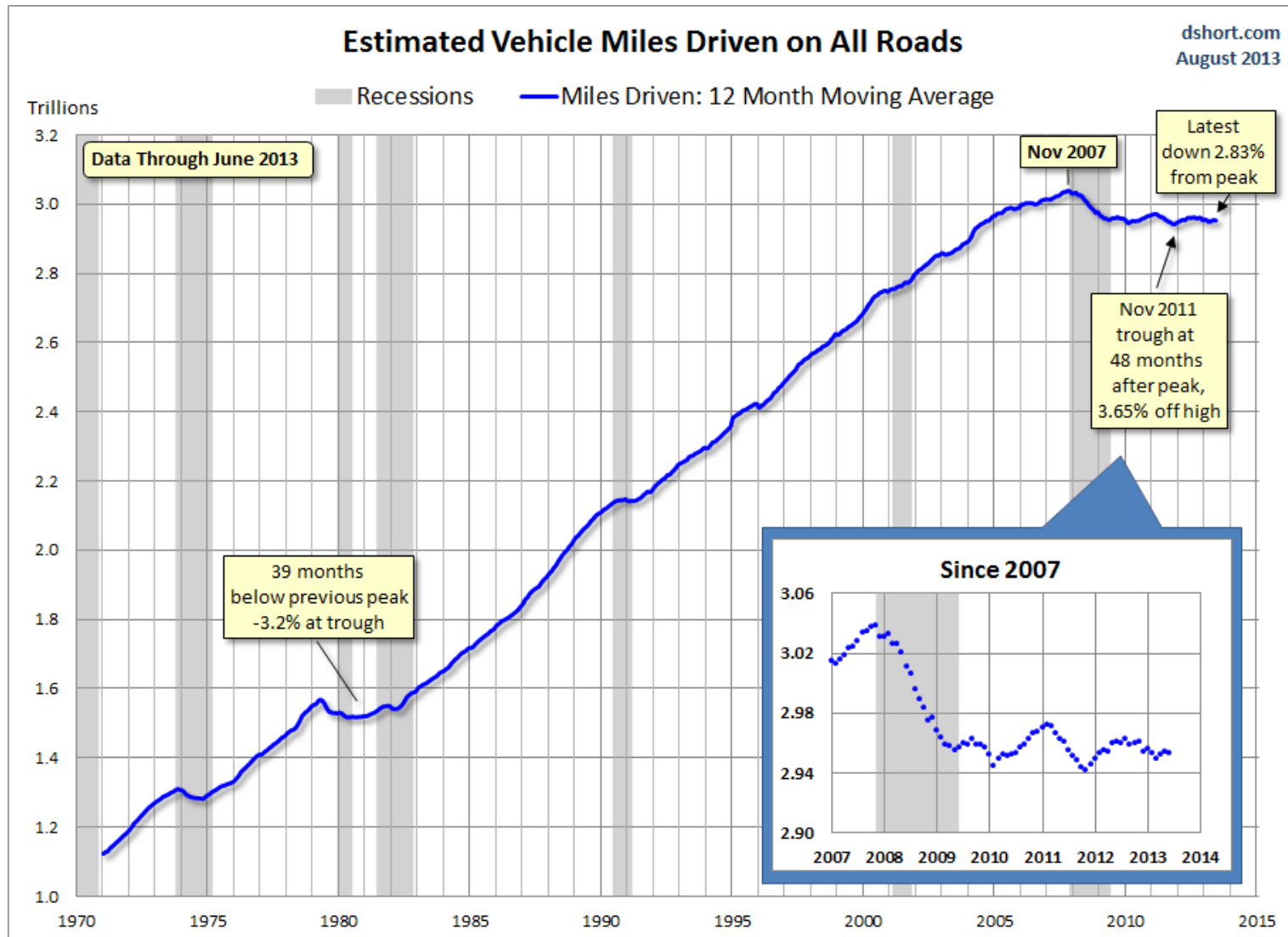
Gold Laggy	Babylon Branch	\$ 14,743,781
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Silver Laggy	Ronkonkoma Branch	\$ 12,285,067
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Bronze Laggy	Huntington Branch	\$ 9,805,101
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Source: TSTC Analysis, 2013

Impact of New Mobility Trends



Impact on Local Economy

- 1) Developers are attracted to transit areas.
- 2) Properties near train stops sell for 20 to 25 percent more than comparable properties farther away.
- 3) Business revenues and profits can be up to three times that of public sector investments (e.g., a \$10-million investment results in a \$30-million gain in sales).
- 4) Local and state tax revenues can increase 4 to 16 percent thanks to income and employment generated by transit investments.
- 5) Transit impacts spending & purchasing power of residents.

Source:

<http://transportation.nationaljournal.com/2012/12/transit-to-jobs-equals-economy.php>

Rethink Silo Budgeting

Lock that Box!

Taxes and fees dedicated to transit are for transit.

That's what "dedicated" means.

Period.



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Tuesday, September 10, 2013

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Governor should sign bill to stop raids on funds meant for mass transit systems

on August 29, 2013 - 12:01 AM

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A favorite gambit by governors needing cash to balance budgets is to raid the fund balances in various state authorities and agencies. If some of that money is declared surplus, it's fair game for being swept into the general fund as one of the state's notorious one-shot budget gimmicks.



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State Transit Operating Assistance Reductions



FYE 2009
Proposed

FYE 2009
Enacted

FYE 2009
Amended

FYE 2010
Enacted

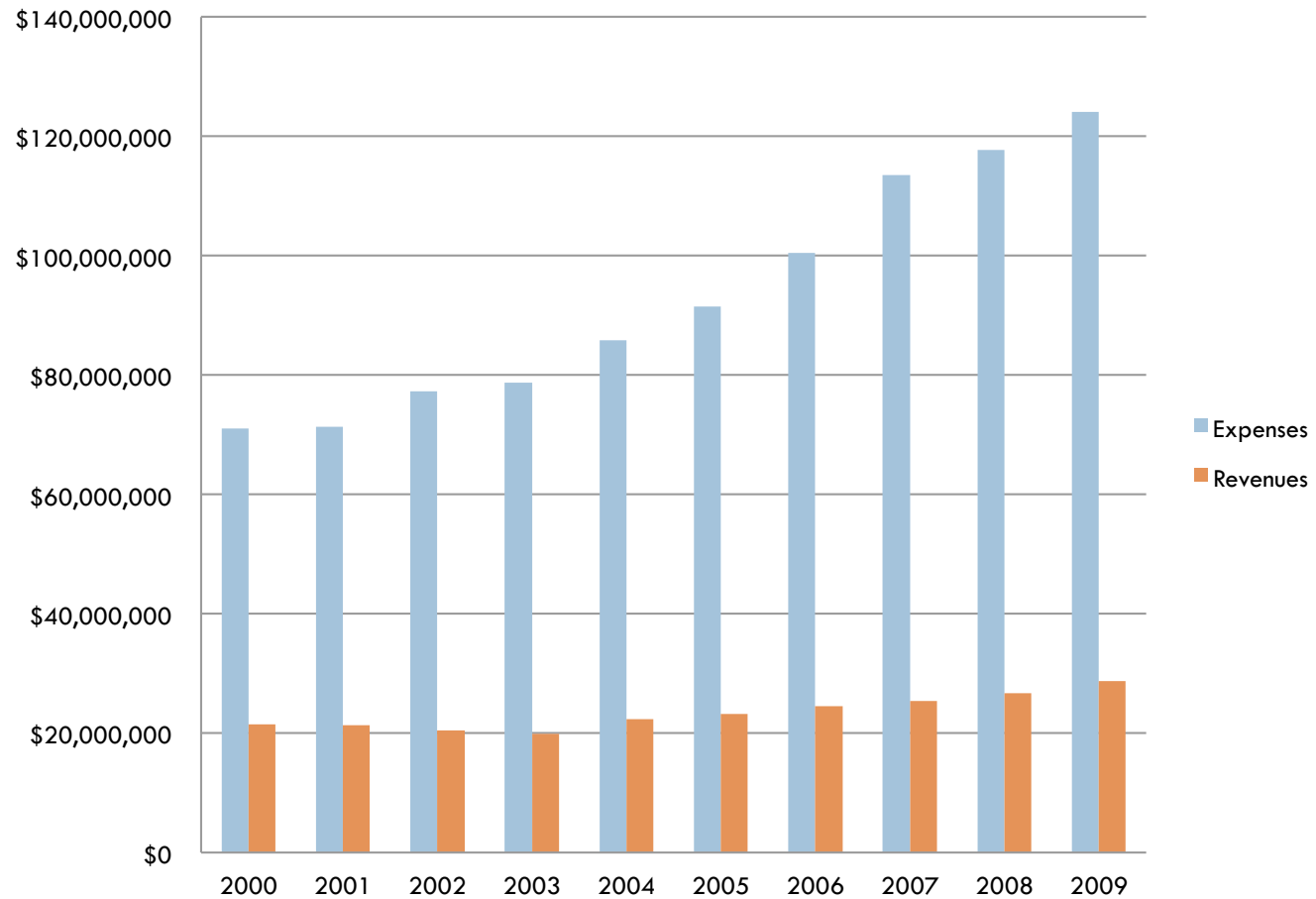
FYE 2010
Amended

FYE 2011
Enacted

FYE 2011
Amended

FYE 2012
Enacted

Niagara Frontier, Expenses and Revenues, 2000-2009



Source: TSTC Analysis, 2012

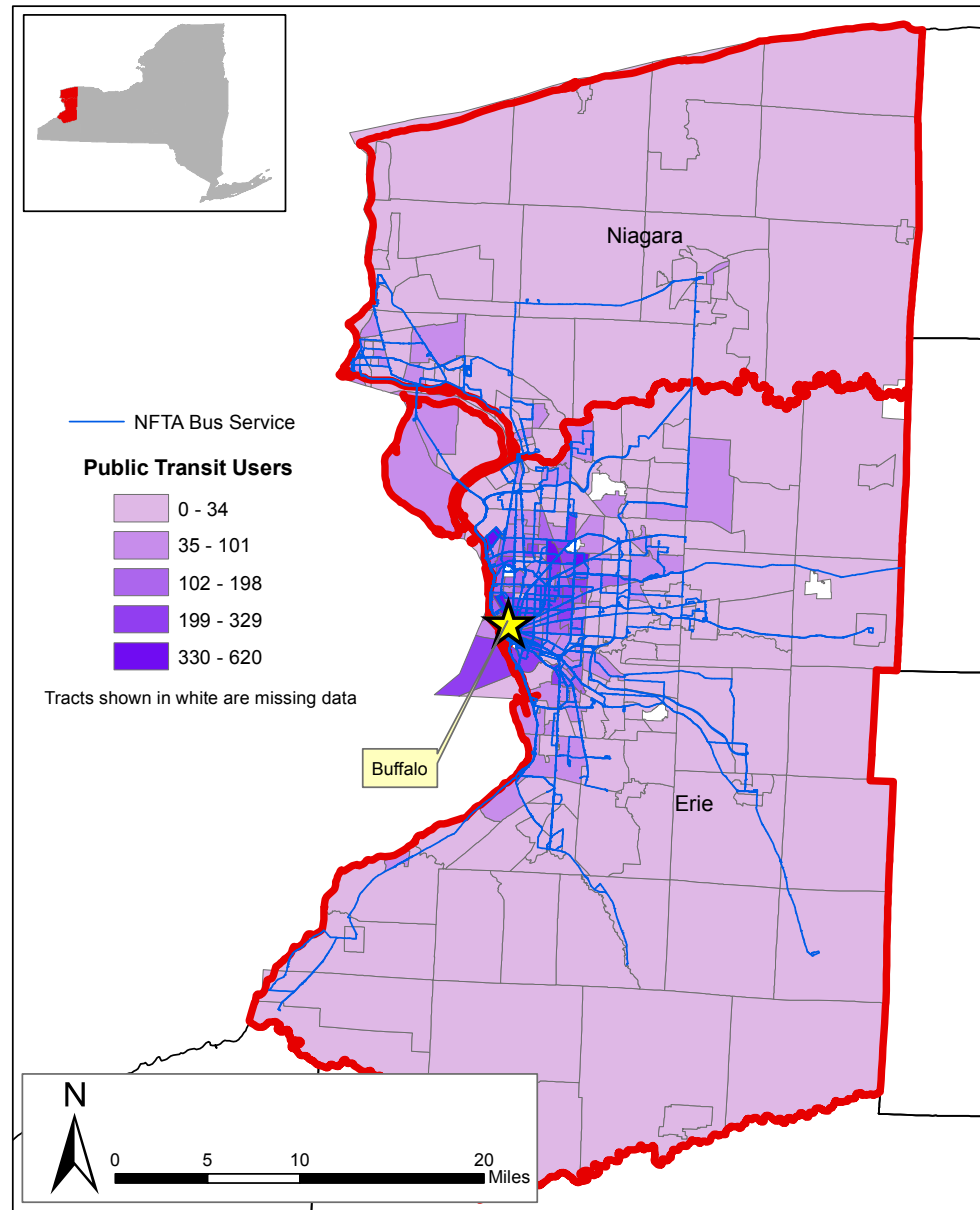


Address Consumer Choice

“You could spend billions of dollars expanding the light rail system in Buffalo and build something completely state-of-the-art — but because Buffalo already offers extremely short commute times (because of its population loss), it would be a waste of resources and nobody would use it.”

--Nate Silver, New York Times

Public Transit Users by Census Tract Buffalo -- Niagara Frontier Transportation Authority (NFTA) Bus Service Area



Sources:
 NYS Dept. of Transportation
 NYS Dept. of Environmental Conservation
 American Community Survey 2005-2009, Census Bureau

Prepared by Sabrina Terry on behalf of
 AARP, Tri-State Transportation Campaign, and New York State Transportation Equity Alliance
 November, 2011

Light Rail Vs. BRT?

**Why spend \$5 billion on
a new Tappan Zee if it's
missing a crucial piece?**



Getting the Money



Counter Arguments Welcome!

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