Smart Growth America
Improving lives by improving communities

Connect to the Future Working Group
August 17 Packet of Materials to Review

The following materials provide information and examples to inform discussions during the Connect to the Future Working Group meeting on August 17, 2019. Smart Growth America (SGA) has provided instructions below for how Working Group members should focus their review of each document in advance of the meeting. SGA's intent is to provide Working Group members with the specific pages of reading we believe provide the most useful information for this group; however, SGA is happy to provide more information in these areas if desired. Please email Rayla Bellis at rbellis@smartgrowthamerica.org with questions.

1. ***Case study: Envision Utah visioning process (link):*** Utah has become a model for gathering input, priorities, and preferences from residents and reflecting that information back through a "values mapping" process. Those values—the things that are most important to Utahans and their priorities for the future—serve as the basis for government entities to set goals and employ strategies around land use, regional planning, and transportation for the future: https://www.envisionutah.org/images/Utah_Value_To_Growth_Harris.pdf

   Instructions: Review the objective of the project and the priorities that came out of Envision Utah's values mapping **(pages 6-14)** for an example of a forward-looking vision based on desired outcomes for the community. Think about the following questions that the Working Group was unable to discuss during the July 20 meeting and bring specific ideas for discussion:
   - *What are the outcomes that are important in the region?*
   - *What will your region be like in 5 years? In 10?*

2. ***Summary of Connect Transit operations and funding (attached below):*** This powerpoint presentation from Connect Transit General Manager Isaac Thorne provides information on Connect Transit goals, funding, and operations.

   Instructions: Review the provided slides and come prepared with any questions. Isaac will present a shorter summary of this information during the meeting.

3. ***Comparison across transit systems: funding and service characteristics (attached below):*** This brief report compiled by SGA compares Connect Transit's funding sources and characteristics to a sample of transit systems from Illinois and nationwide.

   Instructions: Review the provided info and make note of any observations about how Connect Transit compares to other systems. Your thoughts will inform the discussions after Isaac's presentation.

4. ***Transit Funding in St. Louis (link):*** This report from Transportation for America analyzes the strengths and weaknesses of a menu of options for funding transit expansion projects (capital investments) in St. Louis. While not a peer community in size, the funding options that St. Louis considered are relevant as the Working Group considers the future of the system: https://cmt-stl.org/app/uploads/2015/07/T4America-Transit-Funding-in-St.-Louis.pdf

[Over]

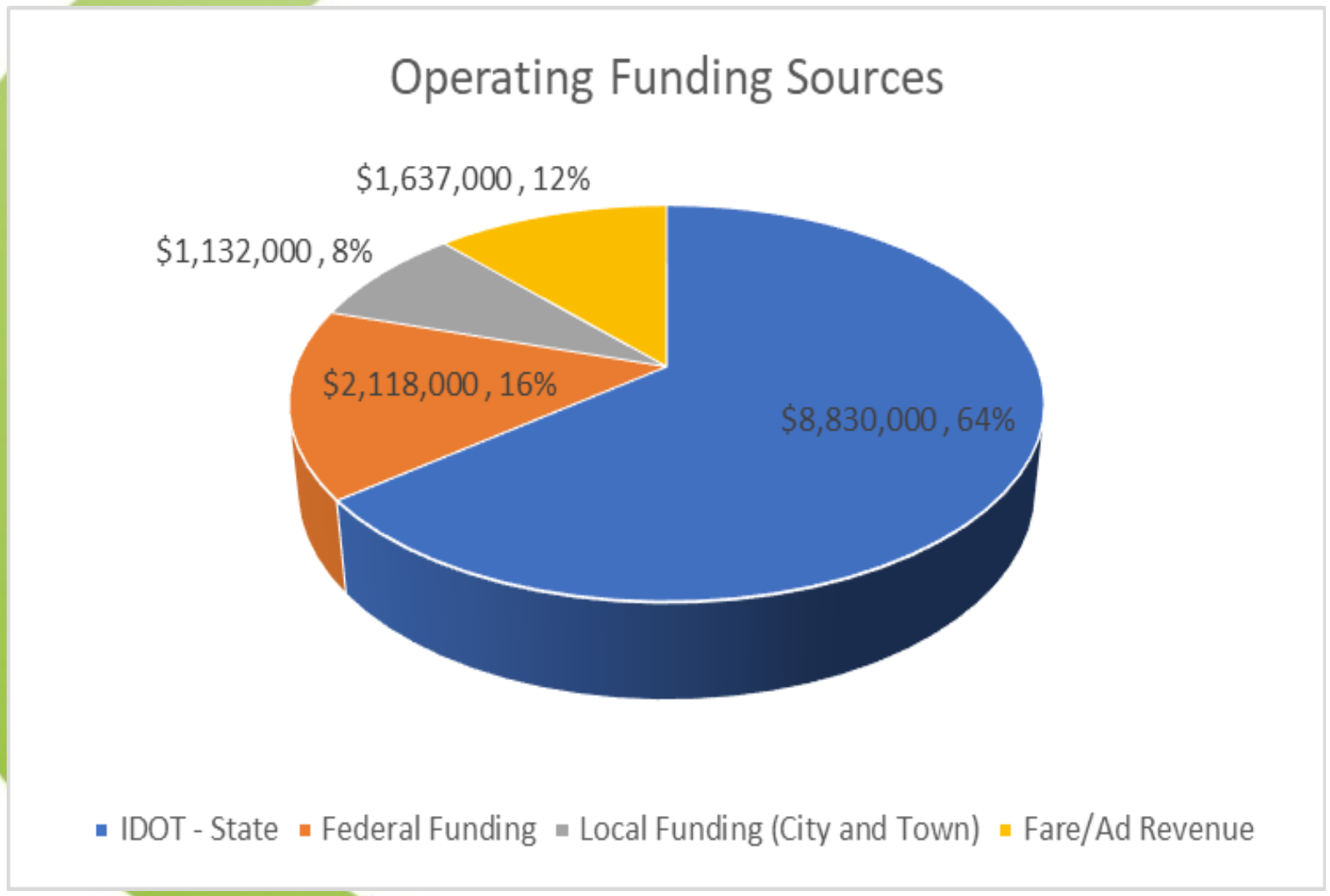
Instructions: Do a high-level review the Appendix of this report **(pages 19-36)** to familiarize yourself with the range of federal, state, and local options available to fund future transit expansion. A summary table beginning on page 5 may also be helpful.

5. ***Thinking Outside the Farebox: Creative approaches to financing transit projects (link):*** This guide from Transportation for America provides information on a range of transit funding and financing options and case studies from several large transit systems: http://t4america.org/wp-content/uploads/2012/08/T4-Financing-Transit-Guidebook.pdf

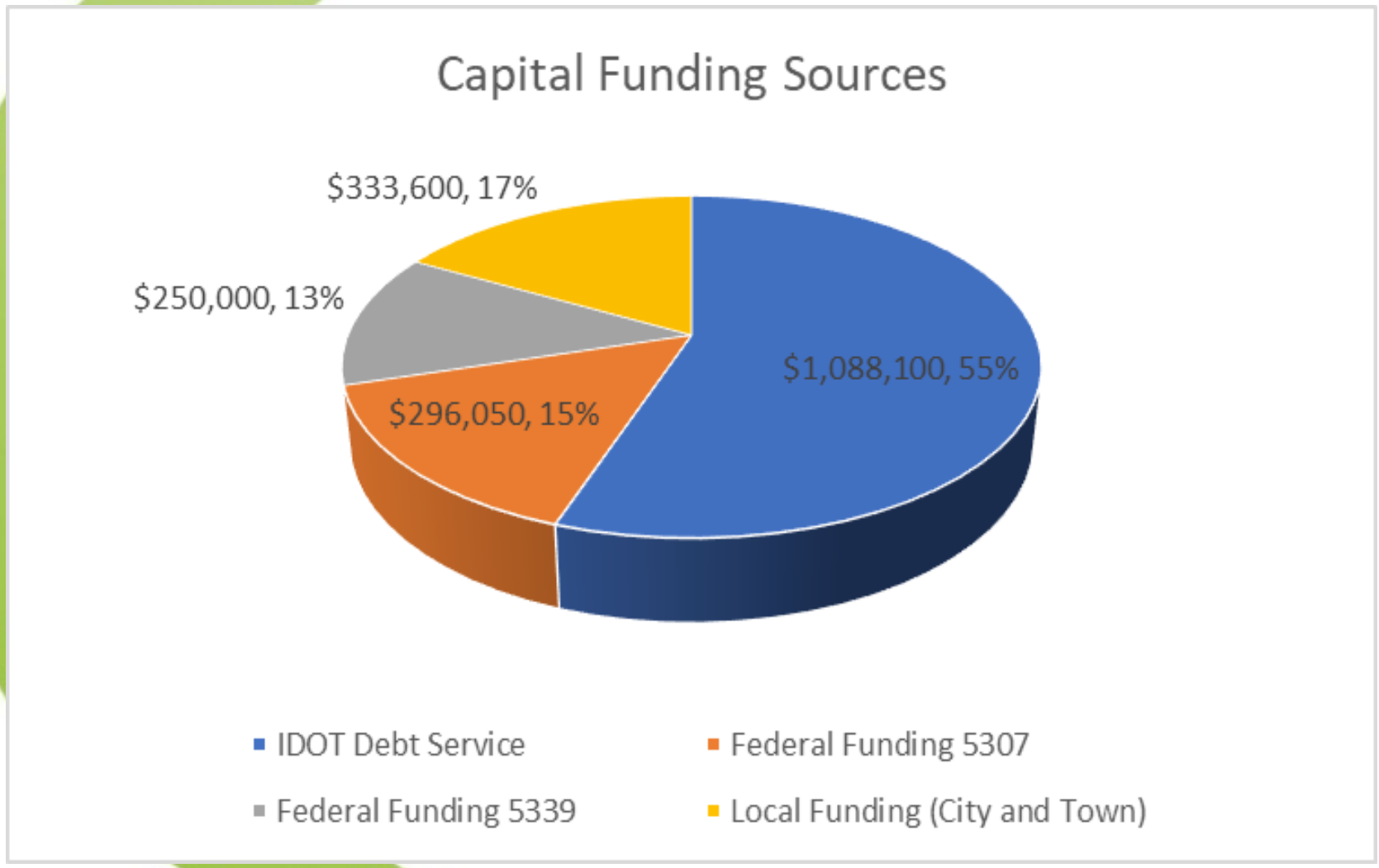
   Instructions: Familiarize yourself with the table of potential local revenue sources on **page 47**, and think about which options would and would not work in Bloomington-Normal. The proceeding section beginning on page 37 provides more information about each option.

Connect to the Future Work Group

FY2020 Operating Budget – Funding Sources



FY2020 Capital Budget – Funding Sources



Connect Transit – Priorities

- Increase ridership
  - Increase OTP
  - Get riders to destinations faster
- Improve public health
  - Greater safety for passengers
  - Better health outcomes for drivers
- Cost containment
  - Keep cost per mile low
  - Keep fares low

Connect Transit – Short Range Transit Plan

Prepared by Mclean County Regional Planning Commission

Fixed Route Rider Profile

- Transit Riders are Younger
  - 47% of respondents are under the age 24 years. 31% of respondents are students
- Communities of Color make up the Majority of Transit Ridership
  - 45% are White, 49% are African American, and other racial group make up 3%. General Demographic profile of community is nearly 80% White, 10% African American, and remaining 10% split between other races

Connect Transit – Short Range Transit Plan

Prepared by Mclean County Regional Planning Commission

Fixed Route Rider Profile

- Transit Riders are Low Income
  - 92% of riders reported incomes under $50,000
    Of those 50% reported incomes under $15,000
- Majority of the Non-Student riders are employed
  - 70% of the respondents are employed full or part-time
- Current Ridership is transit dependent
  - 55% of all riders do not have a valid driver's license and 86% take the bus more than three times per week

Connect Transit – Short Range Transit Plan

Prepared by Mclean County Regional Planning Commission

Transit Propensity Map

- Identifies areas with higher than average transit markets
- MCRPC applied weights to ten variables obtained from a variety of local and national data sets
- 10 attributes analyzed for Transit Propensity
- 74% of all high frequency bus stops are within low or moderate income block groups, while 66% of all bus stops fall within these block groups

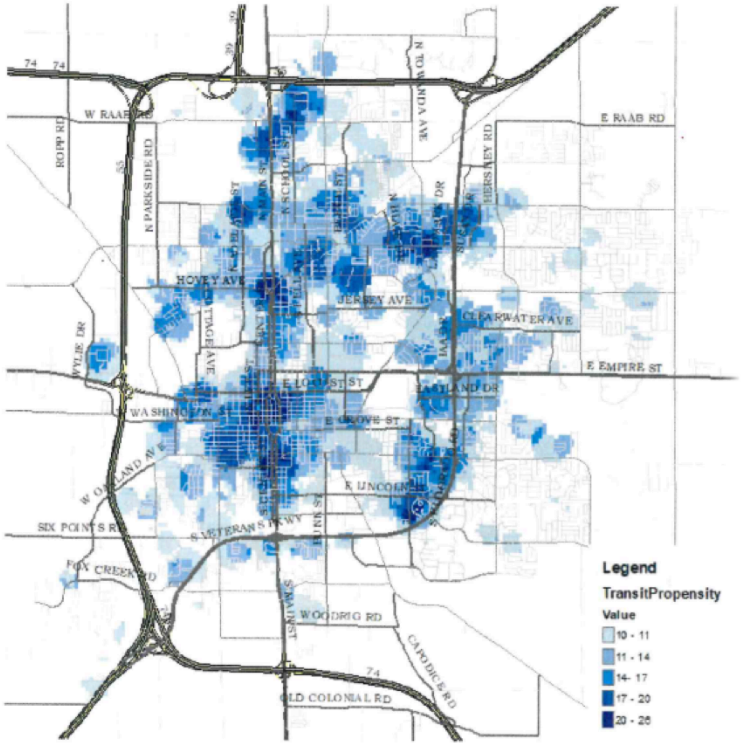
Connect Transit – Short Range Transit Plan

Prepared by Mclean County Regional Planning Commission

Fixed Route Analysis with Respect to Rider Propensity

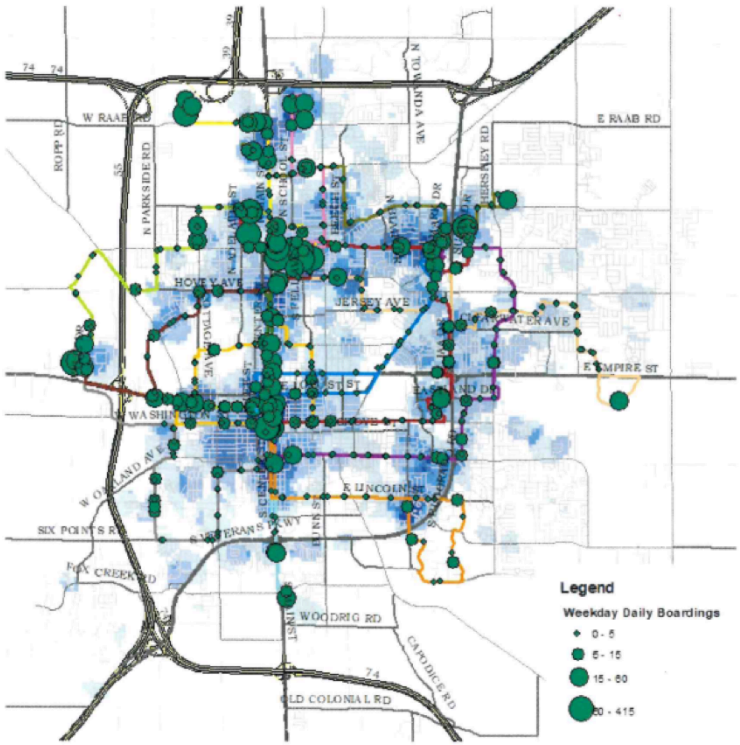
Transit Propensity Map

Figure 19: Transit Propensity Map



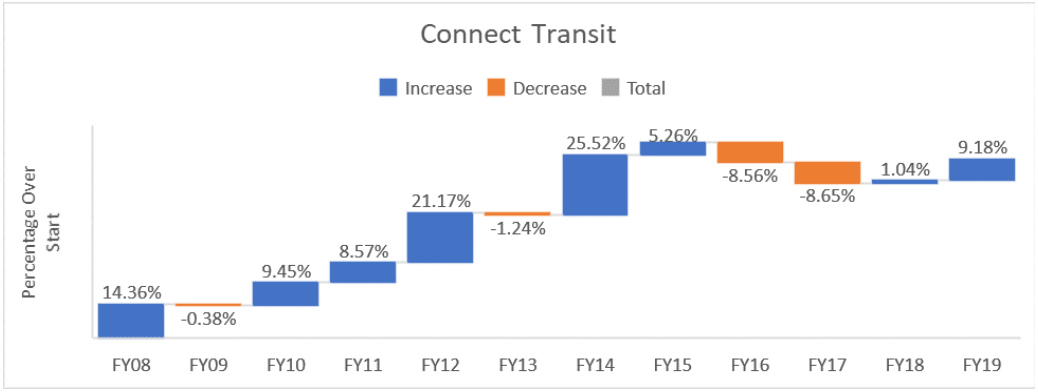
Transit Propensity Map with Fixed Routes

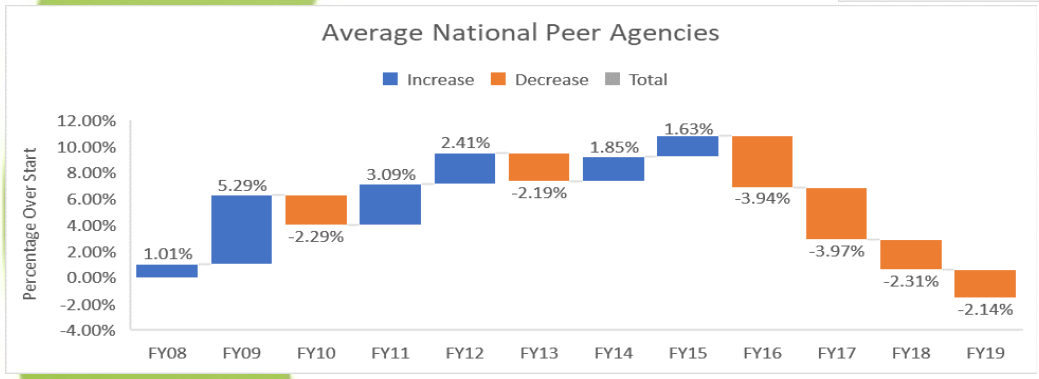
Figure 20: Transit Routes, Bus Stop Daily Ridership in Conjunction with Transit Propensity



Fixed Route Trends

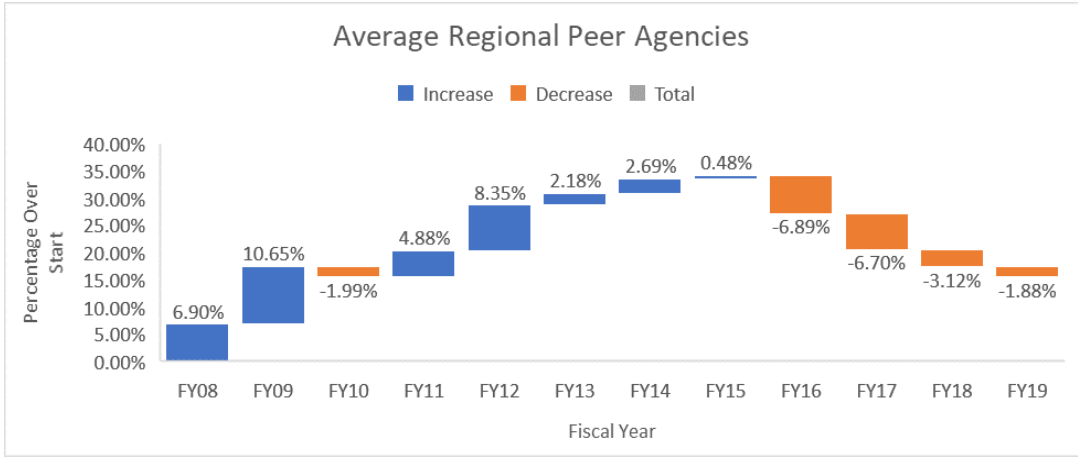
+97.25% ridership





-1.56% ridership

+15.53% ridership

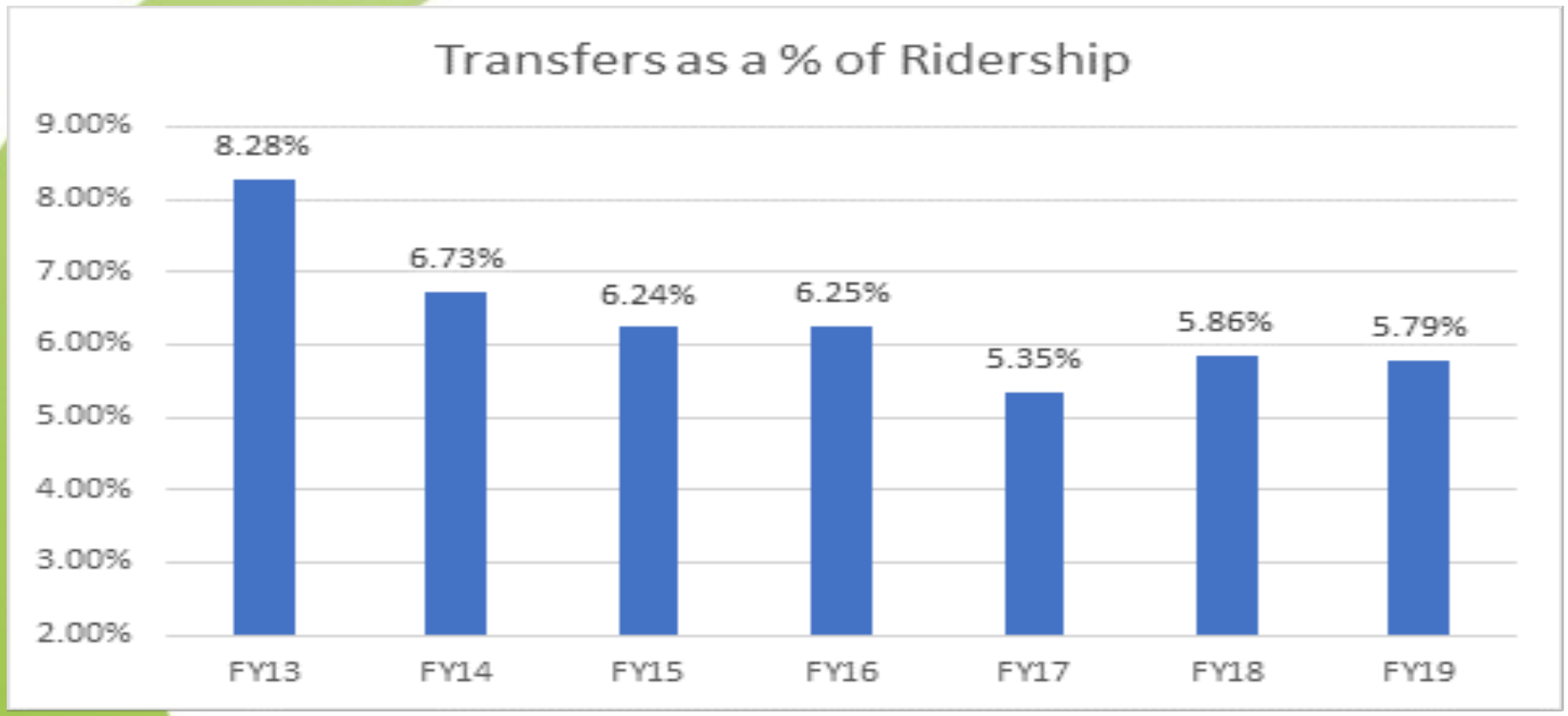


Connect Transit FY2019 Metrics

- Fixed Route
  - 2,446,527 passenger trips
  - Cost per ride $4.01 (unaudited)
  - $90.59 cost per revenue hour (unaudited)

- Connect Mobility
  - 90,515 passenger trips
  - $27.01 (unaudited)
  - $78.32 cost per revenue hour (unaudited)

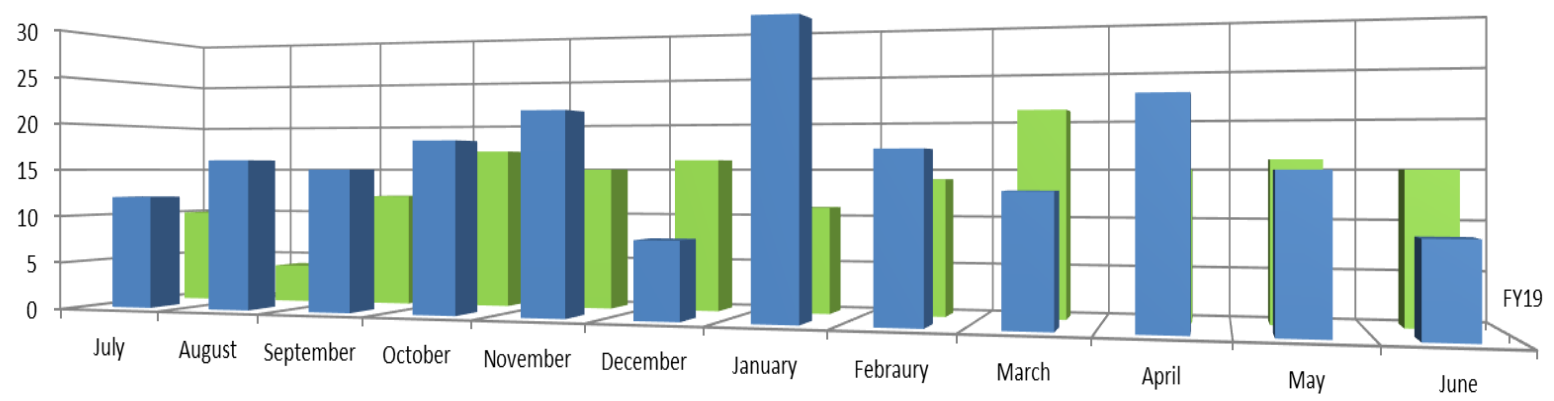
Transfer Trend and Passenger Trips



- Unlinked Passenger Trips (UPT)

The number of passengers who board public transportation vehicles. Passengers are counted each time they board vehicles no matter how many vehicles they use to travel from their origin to their destination per Federal Transit Administration

Connect Transit FY2019 Safety Metrics

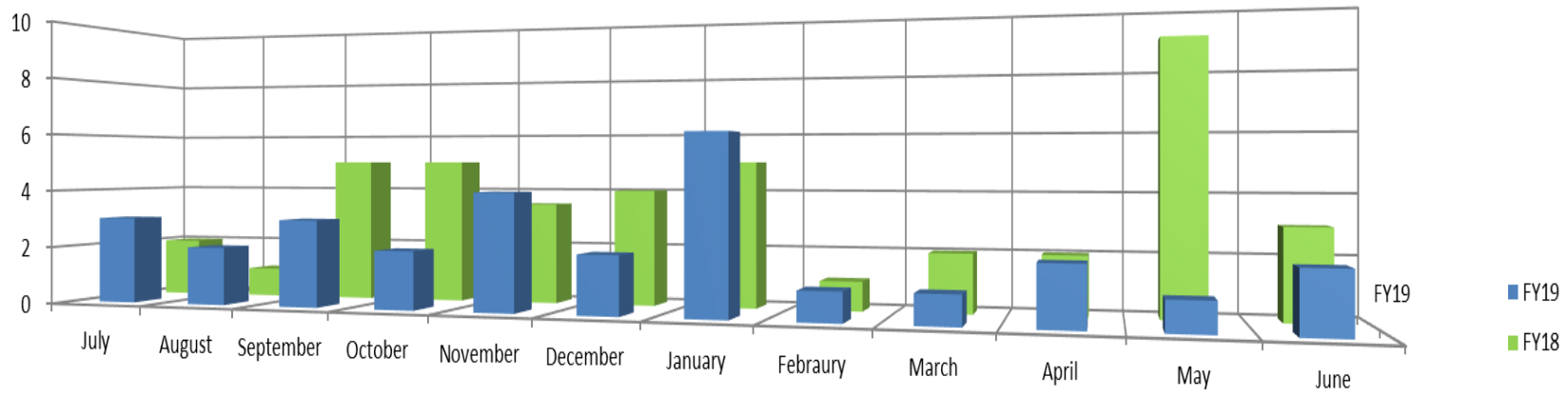


	July	August	September	October	November	December	January	Febraury	March	April	May	June
FY19	12	16	15	18	21	8	30	17	13	22	15	9
FY18	10	4	12	17	15	16	11	14	21	15	16	15

Notes: The numbers in this category show the *total number of reports received* for the calendar month. This number does not indicate whether an incident or accident was determined to be "Preventable". All submitted reports are reviewed and categorized by the Safety and Training Director.

Connect Transit FY2019 Safety Metrics

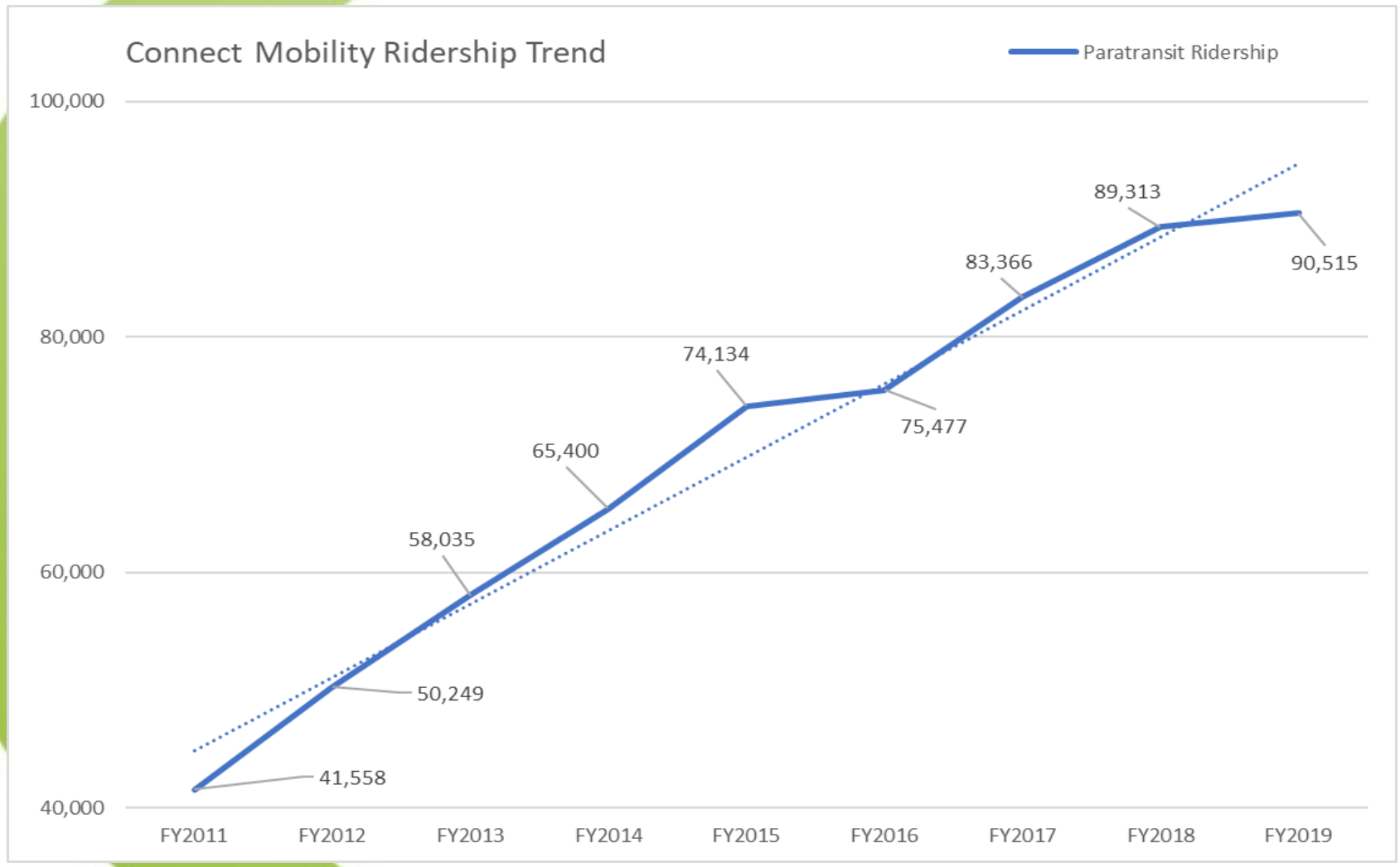
Preventable Accidents Per 100,000 Miles



	July	August	September	October	November	December	January	Febraury	March	April	May	June
FY19	3	2	3	2	4	2	6	1	1	2	1	2
FY18	2	1	5	5	4	4	5	1	2	2	9	3

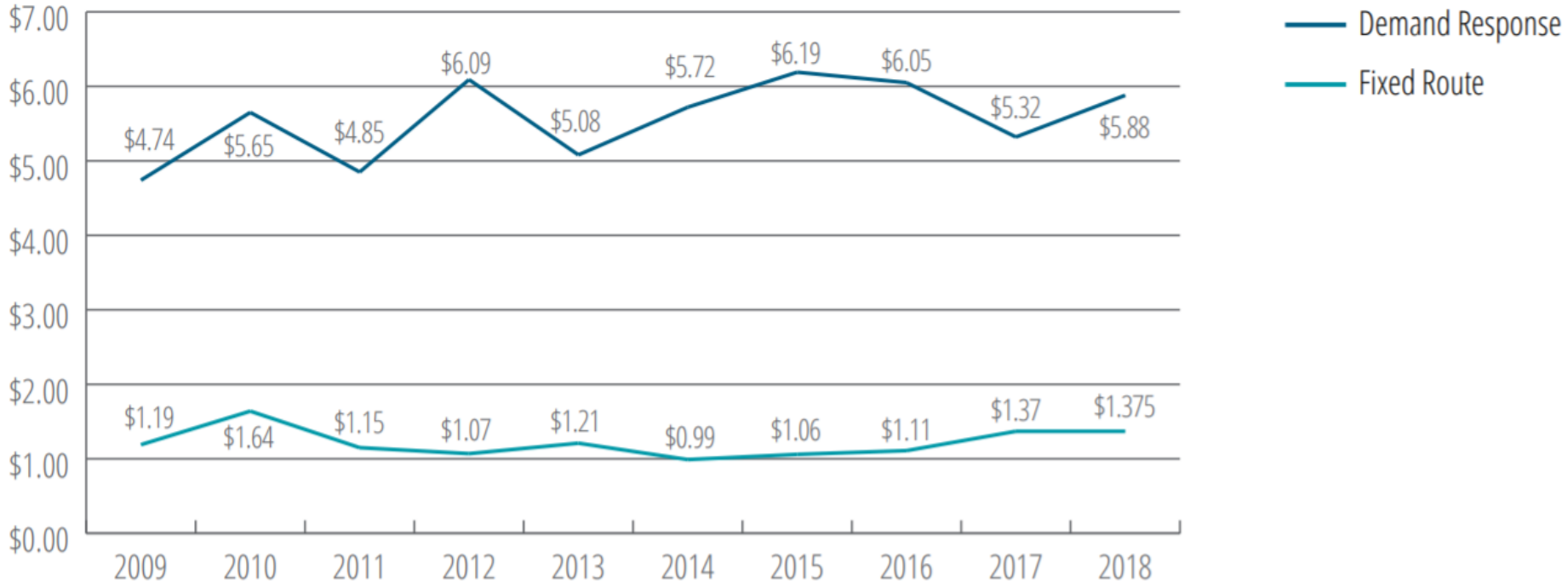
Notes: **Accident:** An unplanned event that may or may not have resulted in personal injury or property damage, but in which the employee failed to exercise reasonable precautions to prevent the event. This consists of events such as a collision with another vehicle, a collision with a fixed object, closing a vehicle entry/exit door on a customer, etc.

Connect Mobility Service



Connect Mobility Service

Figure 9: Cost Per Passenger Mile



Connect Mobility Service - Medicaid

- Approval process for accepting Medicaid
  - 8 month application process for Connect Transit
- Early Challenges
  - State regulation changes
  - Staffing
- Customer Benefits
  - Qualified applicant receive free transportation
  - 5,000 rides in last 7 months
  - $10,000 saved by riders in the last 7 months
  - Top user has been provided with 300 free trips in last 7 months

Connect Transit Advisory Committee

- Approved in 2014
  - Committee members are riders of both fixed route and Connect Mobility
- Purpose
  - Make riding public transit a better experience for all
  - To review major policies decisions under consideration by Connect Transit
  - Provide a forum for the discussion of local public transportation issues and to foster a better understanding of the issues between users and non-users of the system

Fixed Route Fares – Regional Comparison

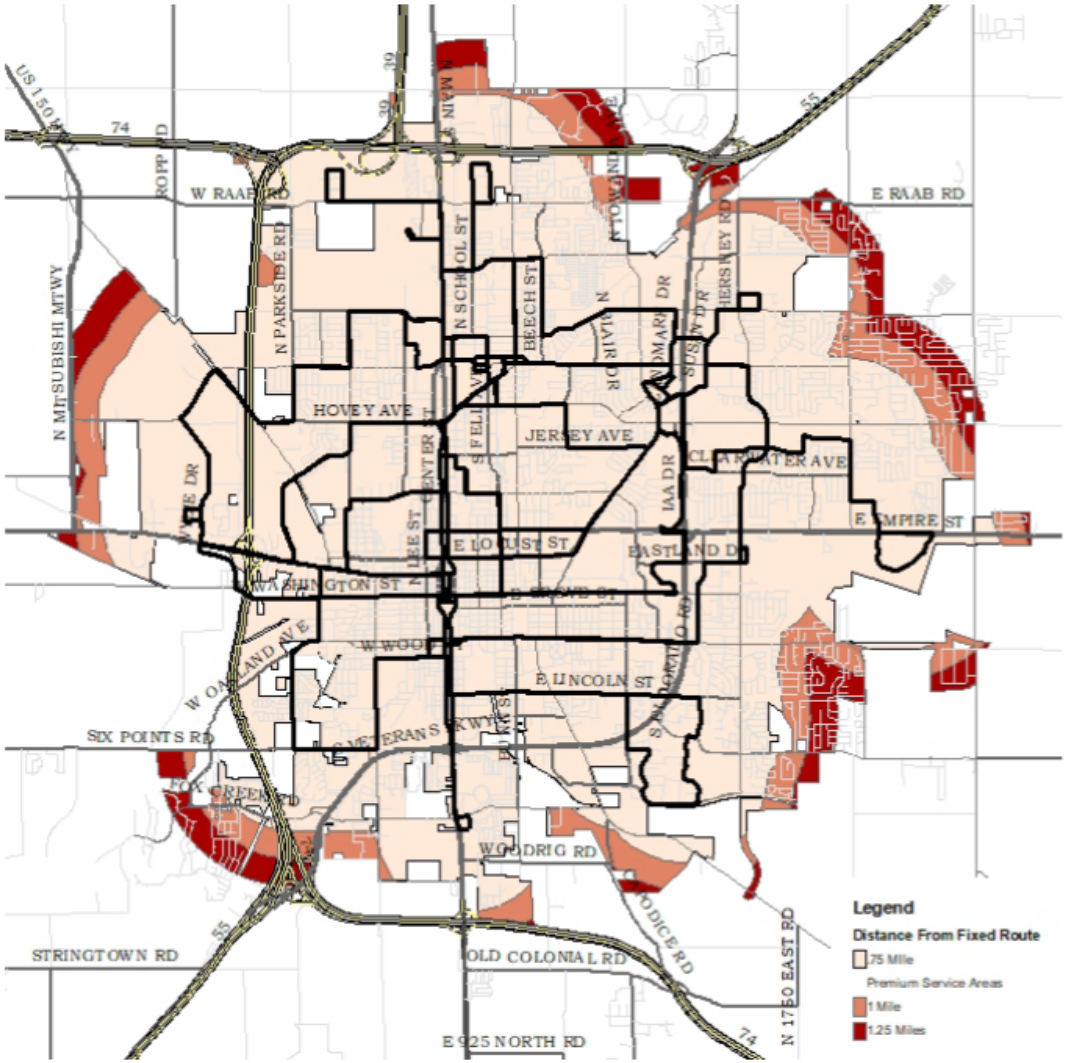
- Springfield Mass Transit District - $1.25 one-way / No monthly pass / 20 rides for $20.00
- MetroLINK (Rock Island Mass Transit District) - $1.00 one-way / $30 calendar month pass
- Greater Peoria Mass Transit District - $1.00 per pride / transfers $1.00 / $40.00 30-day pass
- Champaign Mass Transit District - $1.00 one-way / $20.00 monthly pass
- Decatur Public Transit - $1.00 one-way / $36.80 calendar month pass
- Danville Public Transit - $1.00 one-way / $36.00 calendar month pass
- Rockford Mass Transit District - $1.50 one-way / $55.00 30-day pass

Fare Structure – January 1, 2020

- Fixed Route
  - $1.00 increases to $1.25
  - 30-day unlimited pass $32 increases to $36
- Connect Mobility
  - $2.00 increases to $2.50
  - 30-day unlimited pass $65 replaced with Value Card
- Premium Service Zones
  - ADA paratransit service that goes beyond ¾ miles from fixed route
  - 1 mile $3.00 increases to $3.50
  - 1.25 miles $4.00 increases to $4.50

Connect Mobility Service Area

Figure 6: Connect Mobility Service Areas

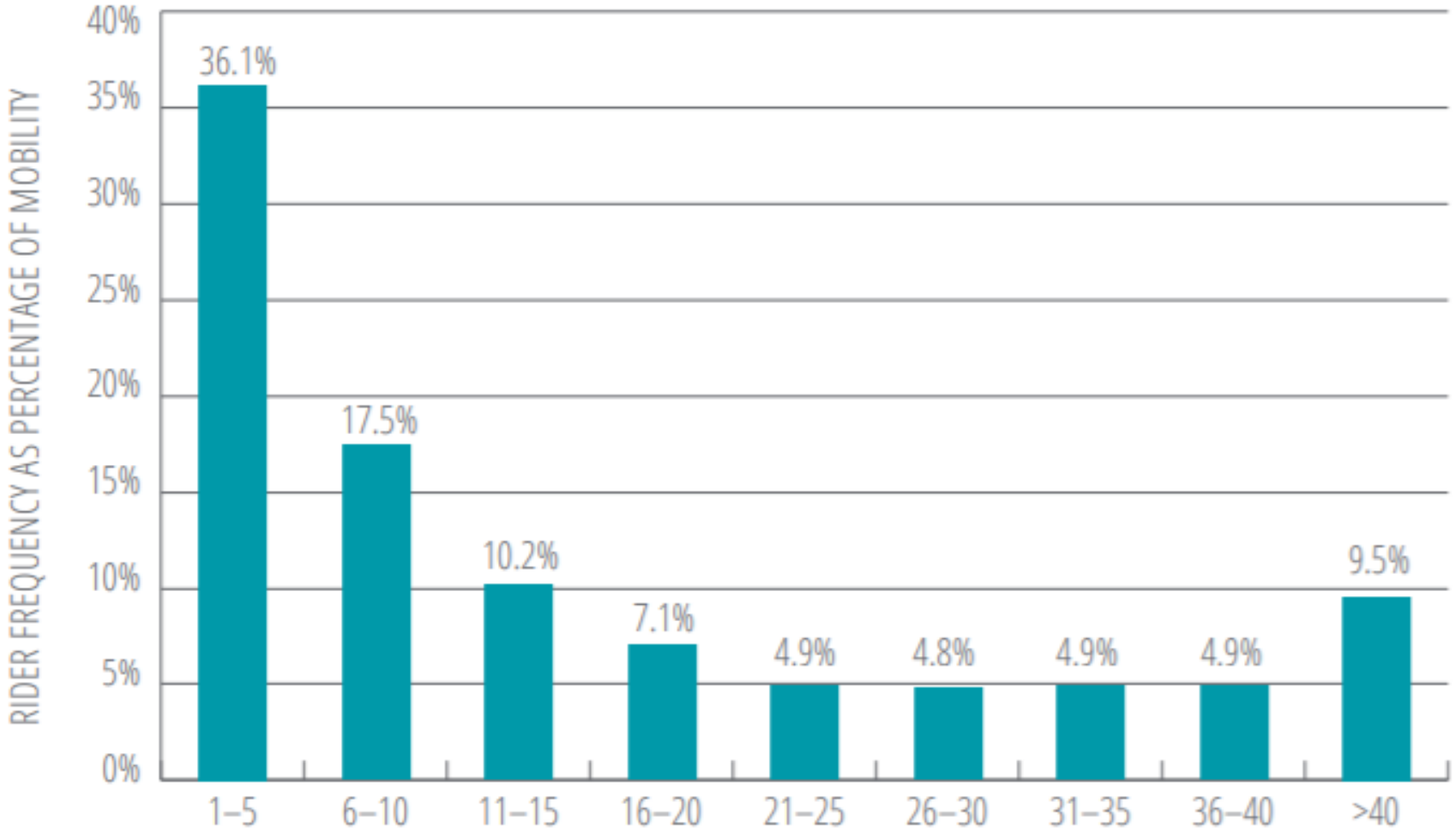


Fares

- Value Card
  - 5% discount on a $25 Value Card, customers is charged $23.75
  - 10% discount on a $50 Value Card, customer is charged $45.00
  - 15% discount on a $100 Value Card, customer is charged $85.00
- All ADA paratransit customers receive a discount with the Value Card

Connect Mobility

Figure 8: Mobility User Trip Frequency



Bus Stops

- Benefits of Fixed Stops
  - Customers know where to stand
  - Keeps routes on-time
  - Stops have ¼ mile spacing (industry standard)
  - Reasonable Modification

- Bus Stop Improvement Process
  - Site Drawings
  - Permit
  - Easement
  - Construction

Better Bus Stops

- March 2018, the Connect Transit Board approved the three-year bus stop improvement plan budgeted at $880,000
  - Improvements in FY19
    - 19 of 21 Stops have been improved to date
      - 7 – Shelters
      - 6 – Benches
      - 6 - ADA Pads
- 120 Stops are scheduled for improvements in the next two years
- Funding for the stop improvements comes out of Connect's capital budget.
- Connect Transit is currently pursing grant and funding opportunities to continue to grow the campaign.

Bus Stops

- Challenges
  - Lack of Sidewalks
  - Pedestrian crosswalks
  - Maintaining bus stops

What is a Route's Service Area?

The service availability standard is based on customer travel distances to reach transit.

Federal Transit Administration states that if routes and stops are placed properly, then a majority of the people in the neighborhoods served by the transit system will be within ¼ to ½ mile of a transit stop, or a 5 to 10 minute walk.

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Bloomington-Normal, IL
Federal Transit Agency (FTA) Profile - 2017

This is a brief summary meant to illustrate a comparison between public transit systems between cities with population similar to that of Bloomington-Normal in size, considered small-sized for the purposes of this report, as well as a few large- and medium-sized cities. The categories of comparison are (a) Service Area, (b) Ridership, (c) Fleet Size, and (d) Funding.

The first section of this document provides a summary of a few transit systems as reported by the National Transit Database (NTD). The second and final section consists of a visual depiction of each agency's distribution of funding sources for comparison. A summary table with funding distributions is provided in the last page.

Bloomington-Normal, IL

Service Area:	The local transit system covers 97.3% of its population and 93% of its area
Ridership:	2,217,641 annual passenger trips
Total Revenue Hours:	141,078
Fleet Size:	45 operational buses and 15 bus routes
Capital Funds:	The vast majority of Capital Funds come from federal assistance (60.8%), and the rest from local funds (39.2%)
Operating Funds:	The vast majority of Operating Funds come from state funds (64.91%), followed by federal assistance (14.69%), fare revenues (10.58%), and local funds (8.8%)
Fare Revenues:	$1,127,929
Operating Expenses:	$9,245,069

Chicago, IL (pop. 8,608,208)

Service Area:	The local transit system covers 37.37% of its population and %12.6 of its area
Ridership:	249,231,171 annual passenger trips
Total Revenue Hours:	9,861,626
Fleet Size:	1,579 operational buses and 129 bus routes
Capital Funds:	Almost half and half – federal assistance (54.8%) and local funds (42.5%). Some state funds (1.3%) and other funds (1.4%)
Operating Funds:	Fare revenues (39.1%), local funds (33.9%), state funds (21.7%), and other funds (5.0%)
Fare Revenues:	$ 270,336,920
Operating Expenses:	$ 810,708,270

Blacksburg, VA (pop. 88,542)

Service Area:	The local transit system covers 76.1% of its population and 66.6% of its area
Ridership:	3,705,429 annual passenger trips
Total Service Hours:	95,483
Fleet Size:	32 operational buses and 15 bus routes
Capital Funds:	Federal assistance (80.0%), and the rest from state funds (5.7%) and other funds (3.8%)
Operating Funds:	Almost equally distributed between fare revenues (24.6%), state funds (23.8%), federal assistance (23.2%) and other funds (25.2%).
Fare Revenues:	$1,928,462
Operating Expenses:	$6,781,829

Moline, IL (pop. 280,151)

Service Area:	The local transit system covers 42.9% of its population and 33.3% of its area
Ridership:	3,145,005 annual passenger trips
Total Service Hours:	172,859
Fleet Size:	46 operational buses
Capital Funds:	Federal assistance (89.1%) and state funds (10.9%)
Operating Funds:	The vast majority of Operating Funds come from state funds (67.7%), followed by local funds (6.8%) and fare revenues (6.7%).
Fare Revenues:	$826,791
Operating Expenses:	$15,864,047

Ann Arbor, MI (pop. 306,022)

Service Area:	The local transit system covers 74.69% of its population and 68.75% of its area
Ridership:	6,596,905 annual passenger trips
Total Service Hours:	280,886
Fleet Size:	84 operational buses and 35 bus routes
Capital Funds:	Federal assistance (52.4%), local funds (35.7%), state funds (11.9%)
Operating Funds:	Mostly from local (36.8%) and state (33.6%) funds. Fare revenues (19.0%) and federal assistance (9.8%)
Fare Revenues:	$4,879,796
Operating Expenses:	$29,850,581

Cedar Rapids, MI (pop. 177,844)

Service Area:	The local transit system covers 91.99% of its population and 93.75% of its area
Ridership:	1,185,726 annual passenger trips
Total Service Hours:	96,840
Fleet Size:	22 operational buses and 14 bus routes
Capital Funds:	Vast majority from local funds (74.4%) and rest from federal assistance (25.3%)
Operating Funds:	Mostly from local funds (44.1%) federal assistance. Fare revenues (13.0%), state funds (9.2%), and other funds (2.3%)
Fare Revenues:	$820,737
Operating Expenses:	$7,122,366

Peoria, IL (pop. 266,921)

Service Area:	The local transit system covers 78.63% of its population and 92.1% of its area
Ridership:	2,711,720 annual passenger trips
Total Service Hours:	180,068
Fleet Size:	45 operational buses and 19 bus routes
Capital Funds:	Vast majority from federal assistance (80.7%) and rest from local (15.2%) and state (4.2%) funds
Operating Funds:	Majority from state funds (63.1%). Also local funds (21.6%), fare revenues (7.1%) and federal assistance (7.1%)
Fare Revenues:	$1,582,189
Operating Expenses:	$17,734,327

Minneapolis, MN (pop. 2,650,452)

Service Area:	The local transit system covers 70.21% of its population and 63.89% of its area
Ridership:	57,322,632 annual passenger trips
Fleet Size:	754 operational buses
Capital Funds:	Majority from local funds (76.4%), then federal assistance (18.7%) and state (4.9%) funds
Operating Funds:	Majority from state funds (60.5%). Also fare revenues (24.6%), local funds (7.6%) and federal assistance (5.5%)
Fare Revenues:	$ 66,307,058
Operating Expenses:	$ 290,671,637

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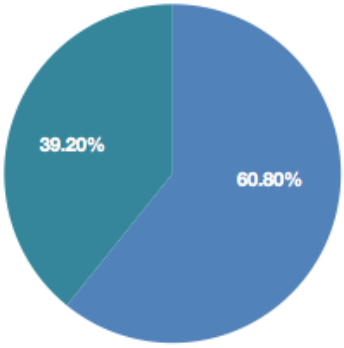
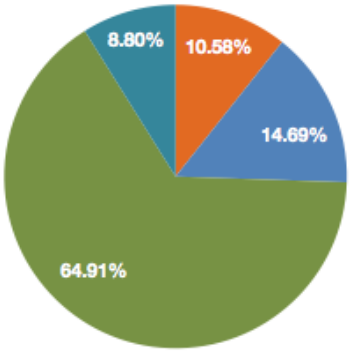
Sources of Funding

Bloomington-Normal, IL (pop. 132,600)

Capital Funds



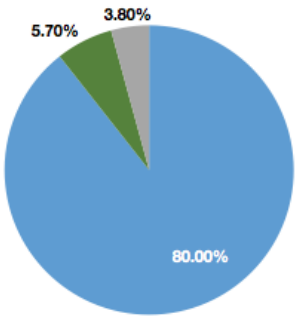
Operating Funds

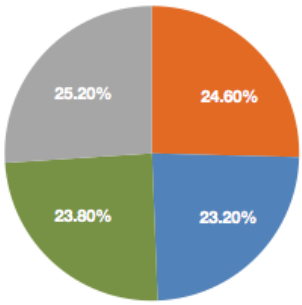


Small Cities

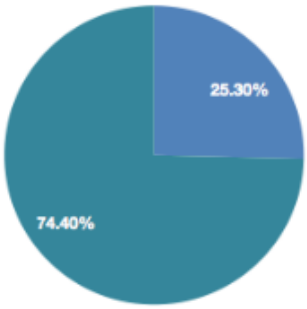
Capital Funds **Operating Funds** **Capital Funds** **Operating Funds**

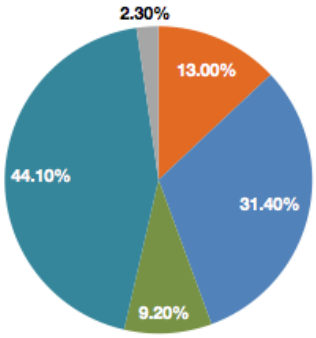
Blacksburg, VA
(pop. 88,542)





Cedar Rapids, MI
(pop. 177,844)





Fare Revenue | Federal Assistance | State Funding | Local Funding | Other Funding

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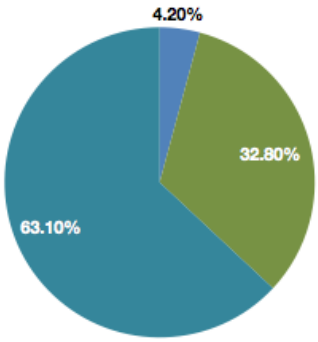
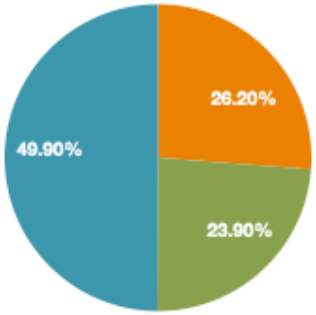
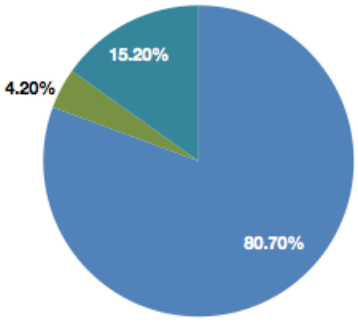
Capital Funds	Operating Funds	Capital Funds	Operating Funds

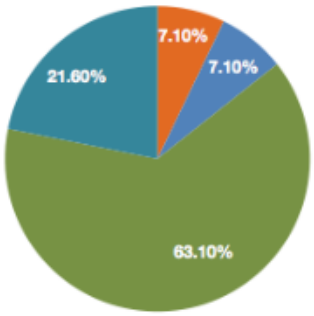
Arlington, VA
(pop. 234,965)



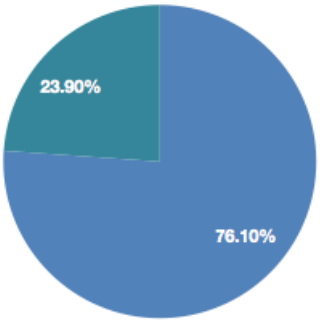


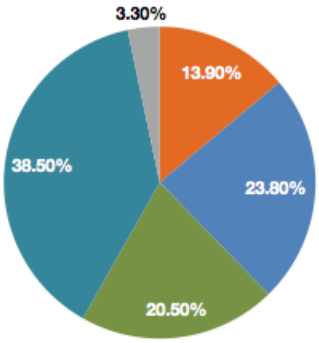
Peoria, IL
(pop. 266,921)



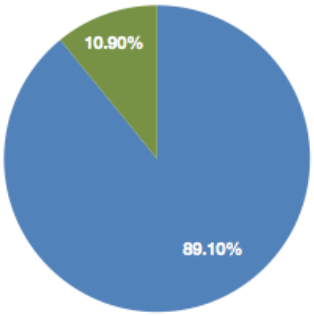


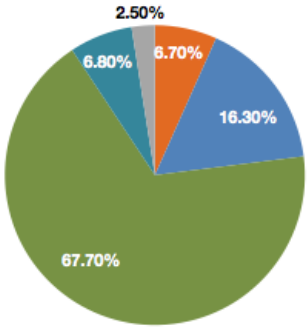
South Bend, IN
(pop. 278,165)





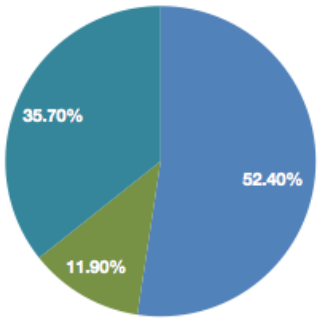
Moline, IL
(pop. 280,051)

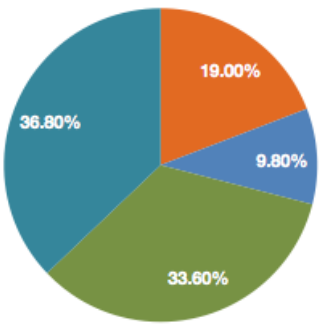




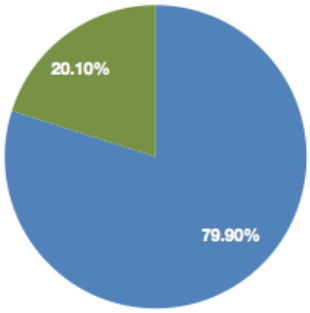
Mid-Size Cities

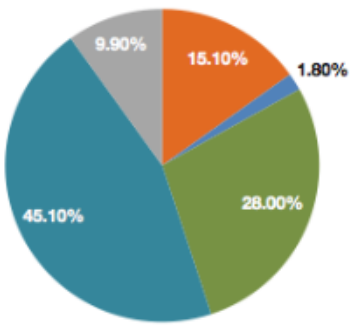
Ann Arbor, MI
(pop. 306,022)





Lansing, MI
(pop. 313,532)



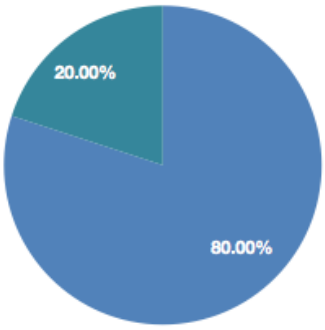


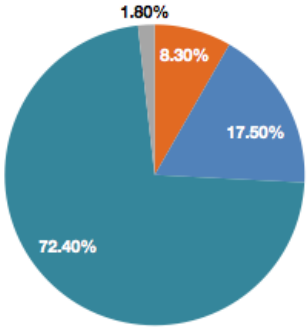
Fare Revenue | Federal Assistance | State Funding | Local Funding | Other Funding

Smart Growth America
Improving lives by improving communities

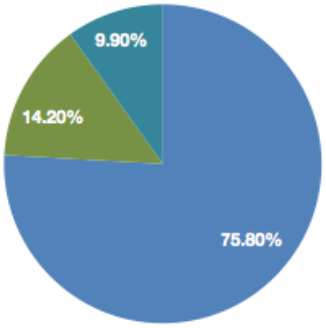
Capital Funds	Operating Funds	Capital Funds	Operating Funds

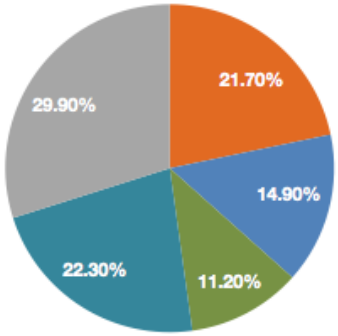
Mobile, AL
(pop. 326,183)



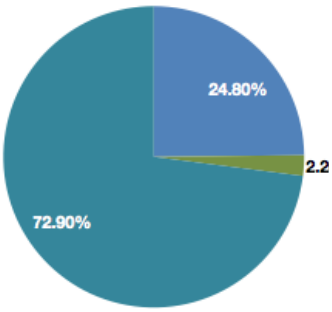


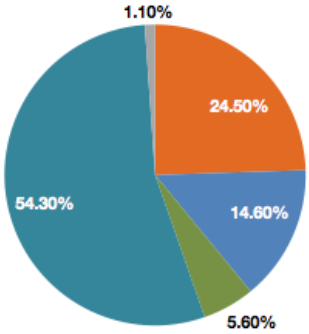
Chattanooga, TN
(pop. 381,112)



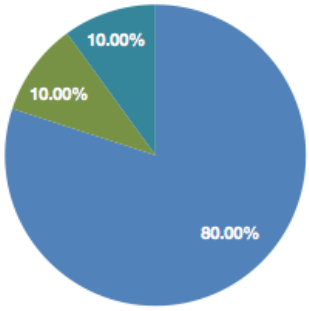


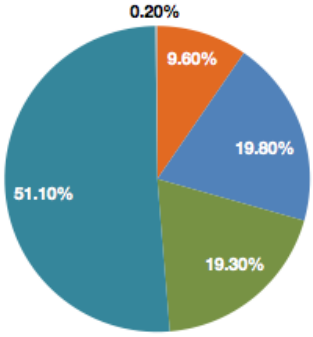
Des Moines, IA
(pop. 450,070)



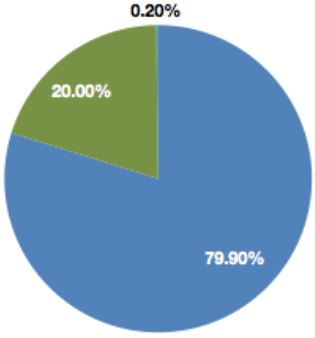


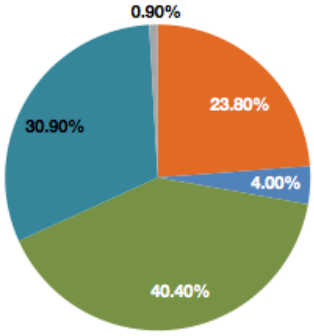
Knoxville, TN
(pop. 558,696)



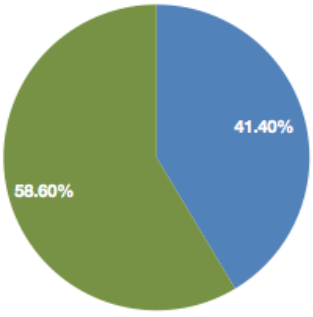


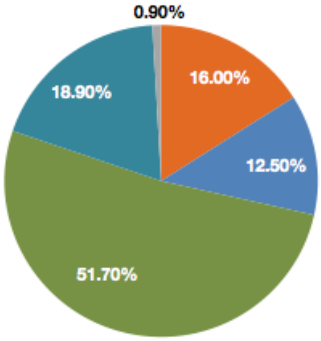
Grand Rapids, MI
(pop. 569,935)





Springfield, MA
(pop. 621,300)





Fare Revenue | Federal Assistance | State Funding | Local Funding | Other Funding

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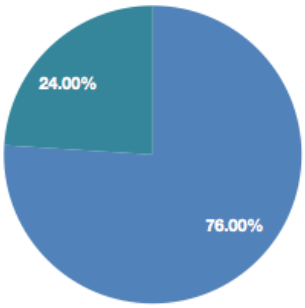
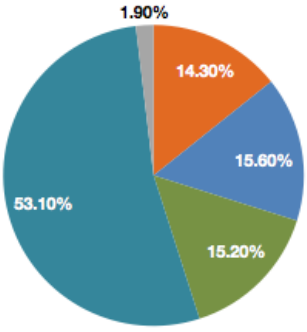
Large Cities

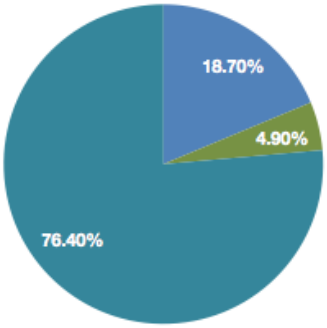
Capital Funds **Operating Funds** **Capital Funds** **Operating Funds**

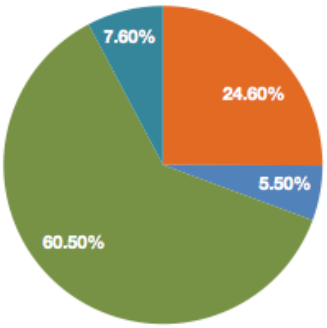
Indianapolis, IN
(pop. 872,680)



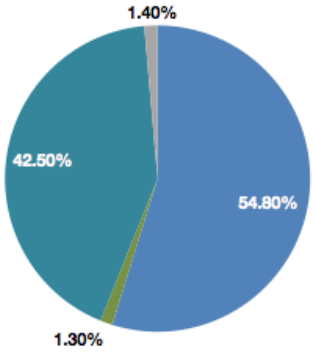


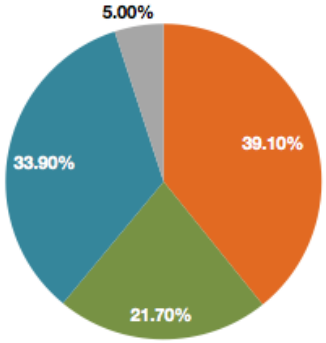
Minneapolis, MN
(pop. 2,50,890)





Chicago, IL
(pop. 8,608,208)





Fare Revenue | Federal Assistance | State Funding | Local Funding | Other Funding

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Distribution Table – Funding Sources

Place	Capital Funds					Operating Funds				
	Fare Revenue	Federal Funds	State Funds	Local Funds	Other Funds	Fare Revenue	Federal Funds	State Funds	Local Funds	Other Funds
Blacksburg, VA	0%	80.0%	5.7%	0.0%	3.8%	24.6%	23.2%	23.8%	0.0%	25.2%
Bloomington-Normal, IL	0%	60.8%	0.0%	39.2%	0.0%	10.6%	14.7%	64.9%	8.8%	0.0%
Cedar Rapids, IA	0%	25.3%	0.0%	74.4%	0.0%	13.0%	0.0%	9.2%	44.1%	2.3%
Arlington, VA	0%	4.2%	32.8%	63.1%	0.0%	26.2%	0.0%	23.9%	49.9%	0.0%
Peoria, IL	0%	80.7%	4.2%	15.2%	0.0%	7.1%	7.1%	63.1%	21.6%	0.0%
South Bend, IN	0%	76.1%	0.0%	23.9%	0.0%	13.9%	23.8%	20.5%	38.5%	3.3%
Moline, IL	0%	89.1%	10.9%	0.0%	0.0%	6.7%	0.0%	67.7%	6.8%	0.0%
Ann Arbor, MI	0%	52.4%	11.9%	35.7%	0.0%	19.0%	9.8%	33.6%	36.8%	0.0%
Lansing, MI	0%	79.9%	20.1%	0.0%	0.0%	15.1%	1.8%	28.0%	45.1%	9.9%
Mobile, AL	0%	80.0%	0.0%	20.0%	0.0%	8.3%	17.5%	0.0%	72.4%	1.8%
Chattanooga, TN	0%	75.8%	14.2%	9.9%	0.0%	21.7%	14.9%	11.2%	22.3%	29.9%
Des Moines, IA	0%	24.8%	2.2%	72.9%	0.0%	24.5%	14.6%	5.6%	54.3%	1.1%
Knoxville, TN	0%	80.0%	10.0%	10.0%	0.0%	9.6%	19.8%	19.3%	51.1%	0.2%
Grand Rapids, MI	0%	79.9%	20.0%	0.2%	0.0%	23.8%	4.0%	40.4%	30.9%	0.9%
Springfield, MA	0%	41.4%	58.6%	0.0%	0.0%	16.0%	12.5%	51.7%	18.9%	0.9%
Indianapolis, IN	0%	76.0%	0.0%	24.0%	0.0%	14.3%	15.6%	15.2%	53.1%	1.9%
Minneapolis, MN	0%	18.7%	4.9%	76.4%	0.0%	24.6%	5.5%	60.5%	7.6%	0.0%
Chicago, IL	0%	54.8%	1.3%	42.5%	1.4%	39.1%	0.0%	21.7%	33.9%	5.0%