INNOVATIVE STATE TRANSIT PROGRAMS

partnerships for mobility

Moderator: Ed Coven

Florida Department of Transportation

Panel:

Matthew Click Cambridge Systematics

Lowell ClaryClary Consulting, LLC

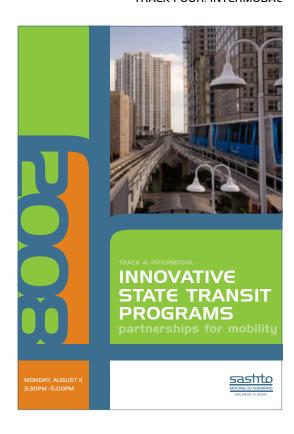
Lisa Bacot

Florida Commission for the Transportation Disadvantaged

Transit use is on the rise due to rising fuel costs while local governments are faced with cutting services because of budget constraints. This session looked at ways to meet the transit demands of the future.

A Journey Into the Future

Vehicles of tomorrow will be smaller and rely on electric, hydrogen, hybrid and other fuel sources. All vehicles will utilize technology - vehicles will talk to vehicles, vehicles will talk to the roads. The transportation system will carry more buses and fewer cars during peak travel time and move cargo (trucks) at night. Creation of a new revenue model: 1) Replace the gas tax with "everybody pays all of the time" toll as the base. Treat users as customers. 2) Increase the tolls during peak travel times and dedicate the revenue to transit. 3) Implement environmental tolls, charging additional toll depending on the type of vehicle driven. Revenue would fund environmental programs.



Transit Financing in the 21st Century

Riding transit has become cool and ridership is rising. Major cost and funding stresses on transit. Short-term funding solutions are difficult. Longer term funding solutions are likely more market based and tied to land use. Public Private Partnerships will be part of the transit landscape. They can help control cost and produce up front financing for much needed projects.

Florida's Paratransit Program

The program started as a simple concept in 1979 to provide transportation services to the transportation disadvantaged (TD). Florida was the first state with a law requiring this type of service. Each of the state's 67 counties now have a Community Transportation Coordinator, 83 percent of the paratransit providers are for-profit entities. The Transportation Disavantaged Board, comprised of seven voting and eight non-voting members, oversee the program. Funding sources include the TD Trust Fund, a portion of the revenue from Temporary Disabled Parking Placards and voluntary contribution of \$1 from vehicle registrations.