

Novel Institutional Arrangements (Click on section to go to article)

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INTERNATIONAL MOBILITY OBSERVATORY

INNOVATION FACT SHEET

STRATEGY: NOVEL INSTITUTIONAL ARRANGEMENTS No. 8.1.1

CONCEPT: Regional Transport Associations (*Verkehrsbund*)

PROJECT NAME:

LOCATION: Germany, Switzerland, Austria

A number of cities in Germany, Switzerland and Austria have formed Regional Transport Associations with the aim of coordinating schedules and transfers, and creating a seamless metropolitan transit system. Some transport associations include dozens of separate transit providers and involve complex fare allocation agreements.

The transport associations, in effect, have separated policy- and rate-making functions on the one hand, from operating functions on the other hand. This allows metropolitan areas to provide a variety of services, ranging from high-capacity line haul buses and trains to taxis running substitute nighttime service on suburban low-density routes. These services are operated by different specialized providers, many of whom are private transportation companies

The concept of a Regional Transport Association originated in Hamburg in the late 1960s. Since then, other cities, such as Munich, Frankfurt and Duesseldorf established similar entities. More recently, the concept also has been embraced by Austrian and Swiss cities, notably Zurich, Bern, Vienna and Salzburg.

Source: Pucher and Kurth, "Verkehrsverbund: The Success of Regional Public Transport in Germany, Austria and Switzerland"

INTERNATIONAL MOBILITY OBSERVATORY

INNOVATION FACT SHEET

STRATEGY: **NOVEL INSTITUTIONAL ARRANGEMENTS** No. 8.2.1

CONCEPT: Transportation Management Associations

PROJECT NAME:

LOCATION: Various location in USA

The origins of the TMAs can be traced to the early 1980s, when a massive migration of jobs to the suburbs first gave rise to the phenomenon of suburban traffic congestion. Concerned with the potentially deleterious impact of mounting traffic congestion on the local economies, suburban business leaders began to form voluntary associations to catalyze employer participation in traffic mitigation and to secure a greater voice in the planning and investment decisions affecting mobility in the "Edge Cities" — the new growth centers that have arisen on the peripheries of urban areas.

Offering initially little more than carpool/vanpool promotion, the TMAs progressively widened their scope of activities. Over the years, many of them have branched out and tackled a multitude of transportation-related problems. Today, the typical mature TMA pursues a fourfold mission: (1) gives the private sector a voice in local transportation planning and investment decisions; (2) represents the transportation needs of the business community in the policymaking, legislative and regulatory processes; (3) helps relieve traffic congestion through demand management and trip reduction programs; and (4) widens the choice of employee commute options. In unincorporated suburbs, in the absence of any other appropriate authority, TMAs also serve as a civic establishment and a forum for business leadership.

Today, over 140 TMAs operate in 12 states and 15 metropolitan areas. In many jurisdictions the TMAs have been recognized as legitimate partners in the transportation planning process and participate actively in local and regional transportation forums. Outside the United States, the TMA concept has been embraced in the Netherlands and in Australia.

INTERNATIONAL MOBILITY OBSERVATORY

INNOVATION FACT SHEET

STRATEGY: **NOVEL INSTITUTIONAL ARRANGEMENTS** No. 8.3.1

CONCEPT: Transportation Management Districts

PROJECT NAME:

LOCATION: Montgomery County MD, USA

In November 1993, the County Council of Montgomery County MD passed a legislation (Bill No. 32-93) authorizing the creation of transportation management districts (TMD) in areas surrounding transit rail stations. The purpose of the TMDs, as stated in the preamble to the legislation, was to promote the County's land use and economic development objectives of increasing development densities around transit stations and making station areas attractive and convenient places to in which to live, work, shop and do business. In the Council's view, aggressive transportation management, leading to fewer auto trips, would permit increased densities without requiring new road capacity or causing unacceptable levels of traffic congestion in the transit station areas. Among the measures to be employed in the TMDs would be parking controls and parking charges, transit and ridesharing incentives, alternative work hours programs, improved bicycle and pedestrian access and other TDM incentives.

The county legislation was modeled after the highly successful Silver Spring TMD, established in 1987 as part of Montgomery County's plan to revitalize the Silver Spring central business district. However, in crafting the 1993 legislation, the Council departed in several respects from the earlier model. Unlike the Silver Spring TMD, which is operated by the County's Transportation Department, future TMDs could be administered by private transportation management associations through contractual arrangements or grant agreements with the County. Unlike the Silver Spring TMD, whose transportation goals required both property owners and employers to participate in the transportation management program, future TMDs would, at least initially, make participation mandatory only for new developments. The methods of financing TMD activities also would be different: the Silver Spring TMD is financed with county general revenues and parking district fees, while future TMDs will derive their revenues from "transportation management fees" imposed on applicants for development approval and parking management programs .

The first transportation management district created pursuant to the 1993 Council's legislation is was established in North Bethesda, a rapidly growing employment and retail center situated in the lower part of Montgomery County, north of the District of Columbia. Three more TMDs are in planning stages.

Ref: Innovation Briefs, December '95