



Metropolitan Atlanta Rapid Transit Authority Atlanta, Georgia

MAG Regional Transit Framework Study • November 2008

Metropolitan Atlanta Rapid Transit Authority, known as MARTA, is the primary regional transit agency of the Atlanta, Georgia metropolitan area. The Atlanta Transit System was purchased in February 1972 for \$12.9 million giving control of the regions primary bus service to MARTA. Serving DeKalb and Fulton counties as well as the City of Atlanta, MARTA operates 4 heavy rail lines, more than 100 bus routes, and demand response service. Additionally, MARTA runs three shuttle routes that provide seasonal service connecting heavy rail to Six Flags, Lakewood Amphitheater, and Turner Field.

In 2006 MARTA partnered with the Atlanta Regional Commission (ARC) and the Georgia Regional Transportation Authority (GRTA) to create the Transit Planning Board (TPB). The TPB will work to build a plan for expanding and funding a regional transit network for the Atlanta region.

MARTA Members

DeKalb County
Fulton County
City of Atlanta

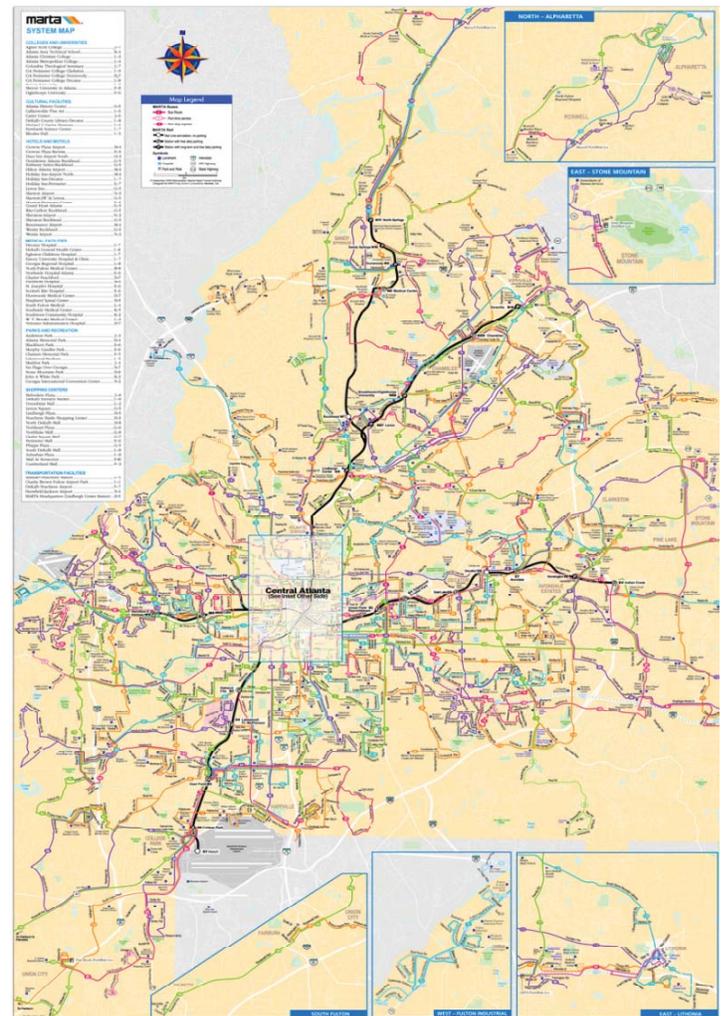
REGIONAL CHARACTERISTICS

Population: 4,051,000
Land Area: 1,963 sq mi

REGIONAL MODES

- Heavy Rail
- Local/Express Bus*
- Demand Response
- Vanpool

*Express Bus operated by other transit agency



Source: MARTA, 2008

MARICOPA ASSOCIATION OF GOVERNMENTS
Regional Transit Framework Study

Metropolitan Atlanta Rapid Transit Authority
Atlanta, Georgia

Peer Region Presentation
November 19, 2008



Service Characteristics Operations

- Services Operated
 - Bus
 - Heavy Rail
 - Demand Response
- Hours of Service
 - Weekday / Weekend:
 - Local Bus: 5:00 AM to 1:30 AM / 5:00 AM to 12:30 AM
 - Rail: 5:00 AM to 1:00 AM / 5:30 AM to 12:30 AM
 - Demand Response: 4:00 AM to 1:00 AM / 4 :00 AM to 1:00 AM



Service Characteristics

Fares

Mode	Type	One-Way Fare
Bus	Regular	\$1.75
Heavy Rail	Reduced	\$0.85
Demand Response		\$3.50

Source: MARTA, 2008



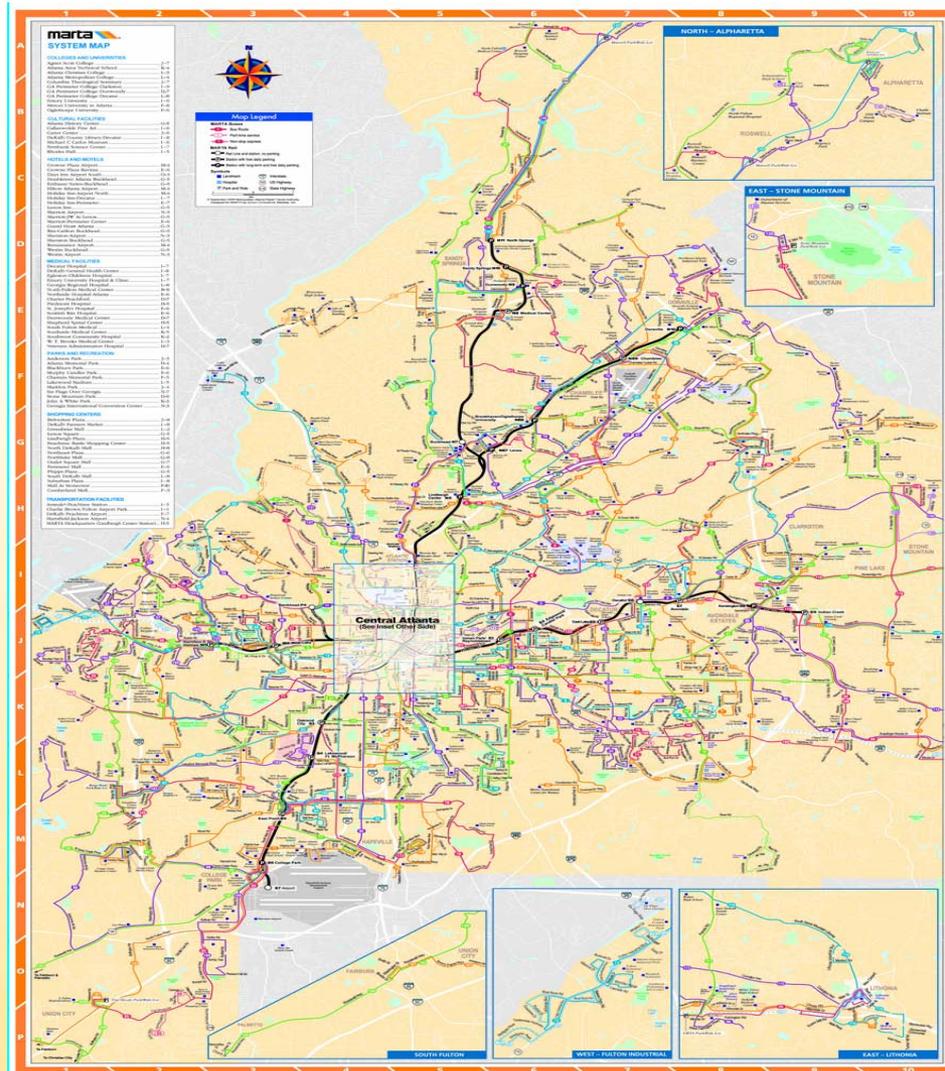
Service Characteristics Capital

- Bus
 - No. of vehicles: 599
 - No. of directional guideway miles: 16.5
- Heavy Rail
 - No. of vehicles: 276
 - No. of directional guideway miles: 96.1
- Demand Response
 - No. of vehicles: 120

Source: 2006 National Transit Database



System Map



Source: MARTA, 2008

Regional Transit Coordination

- MARTA is the FTA §5307 Designated Recipient for the Region (Jointly with MPO)
- MARTA operates Clayton County C-TRAN through an inter-governmental agreement
- MARTA is a partner agency (along with GRTA and ARC) in the Transit Planning Board
 - Regional Service Coordination Council
 - Breeze Fare Collection System
 - Chartering Atlanta Regional Transit Authority



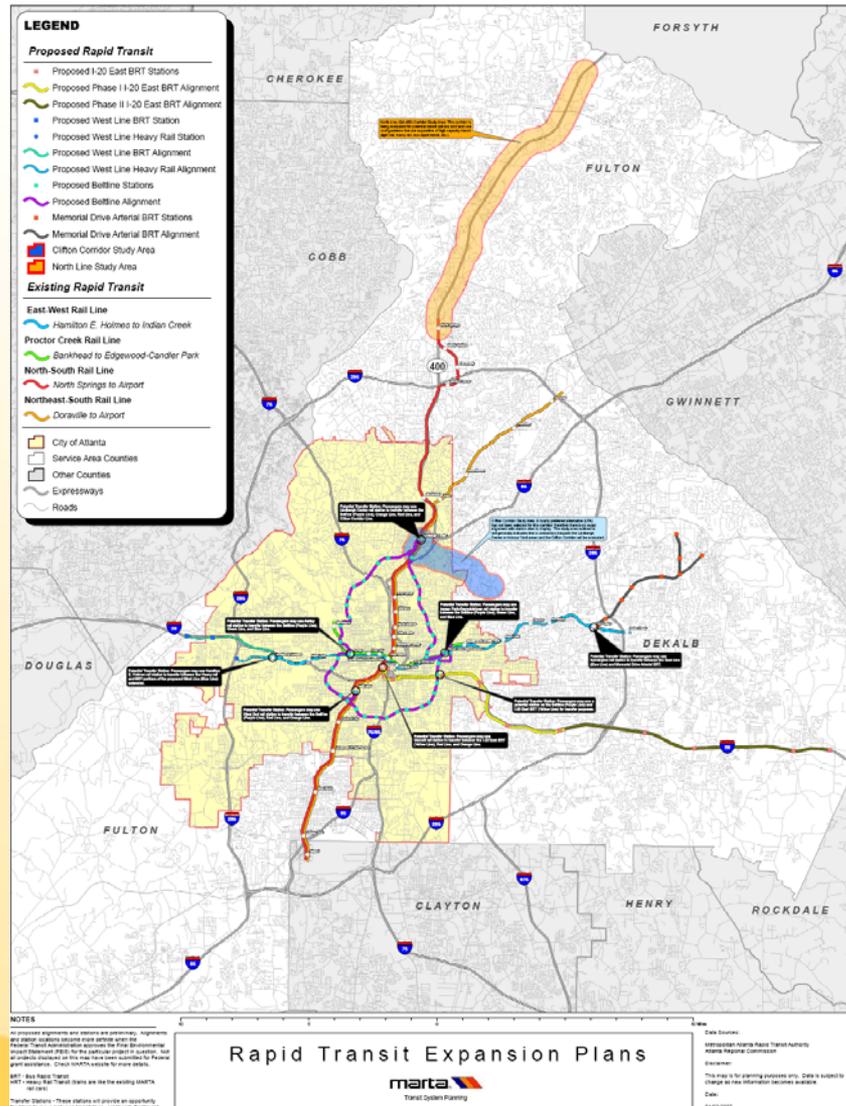
Funding Sources

- Local Sales Tax
 - 1 percent
 - In 1983, tax extended 15 years to 2012
 - In 2007, tax extended to 2047
- Transit Planning Board
 - Concept 3
 - Long range transit plan for the Atlanta region
 - Approved by TBP in August 2008
 - ARC for adoption
 - Exploring funding options for this plan



Future Expansion

- Memorial Dr. Phase 1
 - 5.4 miles of BRT
- Memorial Dr. Phase 2
 - 7.5 miles of BRT
- Lindbergh/Decatur
 - 7.5 miles of HCT
- I-20 East Phase 1
 - 8.2 miles of BRT
- I-20 West
 - 3.5 miles of BRT
- Beltline Corridor – NE
 - 5.3 miles of HCT
- Beltline Corridor – SE
 - 6.5 miles of HCT
- Beltline Corridor – SW
 - 3.1 miles of HCT
- Beltline Corridor – NW
 - 6.5 miles of HCT
- I-20 East Phase 2
 - 10.8 miles of BRT



Significant Accomplishments

- Completion of Concept 3 Transit Plan
- Completion of Regional Paratransit Study
- Clayton County Bus Operations Agreement
- Industry leader in Technology
 - 100% smart card fare collection system
- Rail Car Rehabilitation
- Track Renovations



Sustainability Goals and Policies

- Authority's Goals
 - Establish MARTA's environmental baseline and develop a Comprehensive Sustainability Master Plan
 - Reduce MARTA's environmental footprint
 - Increase MARTA's use of green products and services
 - Increase the volume of recycled materials
 - Increase savings and return on investment through greening strategies



Sustainability Goals and Policies

- Authority's Policy
 - Advocate mobility for families and businesses via public transit
 - Decrease air pollution and road congestion
 - Encourage smart growth and transit oriented development
 - Preserve and enhance the natural environment

Why Regional Transit System?

- Optimization of existing and future transit infrastructures
- Coordinated regional approach to:
 - Transit Service Planning
 - Transit Funding
 - Transit Operations
- Quality regional transit system that is “customer first” focused





Dallas Area Rapid Transit

Dallas, Texas

MAG Regional Transit Framework Study • November 2008

Dallas Area Rapid Transit, known as DART, is the regional transit agency of the Dallas, Texas metropolitan area. A one-cent local sales tax was approved by voters on August 13, 1983 and DART was created. Today, DART service includes approximately 130 bus routes, 45 miles of light rail transit (LRT), 75 miles of high occupancy vehicle (HOV) lanes, and paratransit service. Additionally, DART works in conjunction with the Fort Worth Transportation Authority (the T) to operate 35 miles of Commuter Rail linking downtown Dallas and Fort Worth.

Consisting of 13 member cities, DART is directed by a 15 member board (based on population) which is selected by each member's city council.

Member Cities

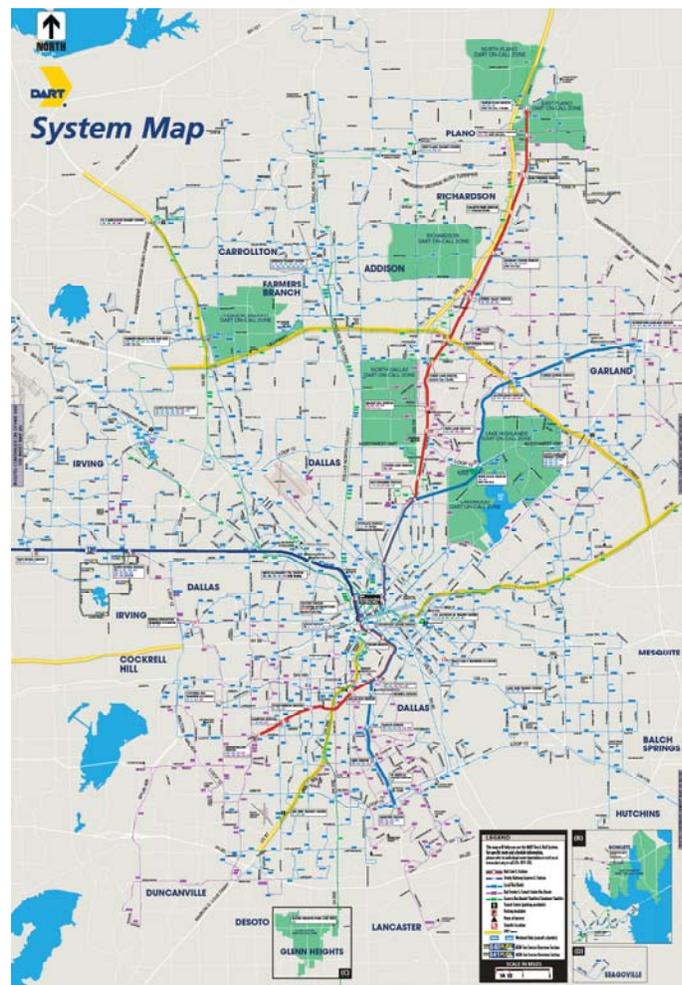
Addison	Carrollton
Cockrell Hill	Farmers Branch
Dallas	Garland
Glenn Heights	Highland Park
Irving	Plano
Richardson	Rowlett
University Park	

REGIONAL CHARACTERISTICS

Population:	4,809,000
Land Area:	1,529 sq mi

REGIONAL MODES

- Commuter Rail
- Light Rail
- Local/Express Bus
- Demand Response
- Vanpool Service



Source: DART, 2008

HOURS OF OPERATION

Weekday / Weekend

Local Bus – 5:00am to 1:30am / 5:00am to 12:00am

Light Rail – 4:30am to 1:00am / 4:30am to 1:00am

*Commuter Rail – 5:00am to 12:00am / 7:30am to 12:00am

Demand Response – 5:00am to 9:00pm / No Service

*No Sunday Service

FUTURE EXPANSION

- Green Line (SE) – 10.1-miles of LRT opening in 2009
- Green Line (NW) – 12.1-miles of LRT opening in 2009
- Orange Line (NW) – 14-miles of LRT opening in 2011
- Blue Line (Rowlett) – 4.5-miles of LRT opening in 2012
- Dallas CBD – LRT extension opening in 2014
- South Oak Cliff – 2.9-miles of LRT opening in 2018
- Cotton Belt – 26-miles of Commuter Rail opening TBD
- Southport – 2.9-miles of LRT opening TBD
- Scyene Rd – 4.3-miles of LRT opening TBD
- West Oak Cliff – 4.3-miles of LRT opening TBD
- West Dallas – 6.0-miles of LRT opening TBD
- NW Highway – 13.8-miles of BRT opening TBD
- Ferguson – 6.3-miles of BRT opening TBD



Source: DART, 2008

FUNDING

Transit-related funding for the Dallas region is supported by a one-cent regional sales tax which is dedicated to fund DART. Additional funding has been secured through a \$2.9 billion bond and a \$700 million federal grant that will be used for the future expansion of the rail system. Future funding is dependant on voter approval.





Regional Transportation District Denver, Colorado

MAG Regional Transit Framework Study • November 2008

The Regional Transportation District, known as RTD, is the regional transit agency of the Denver, Colorado metropolitan area. Created by the Colorado General Assembly in 1969, RTD is responsible for developing, operating and maintaining a regional mass transit network able to serve 2.6 million people. RTD currently operates six light rail lines, fixed route service consisting of over 100 local bus routes, 25 express routes and 20 regional routes, and demand response service. In addition to the current service, a new 12 mile light rail line is under construction; and 110 miles of additional light rail and commuter rail lines are in various phases of development, with the lines set to open between 2013 and 2017.

The RTD district consists of all or parts of eight counties governed by a 15 member, directly-elected Board of Directors.

RTD Members

Boulder County	City/County of Denver
Jefferson County	City/County of Broomfield
Adams County	Arapahoe County
Douglas County	Weld County

REGIONAL CHARACTERISTICS

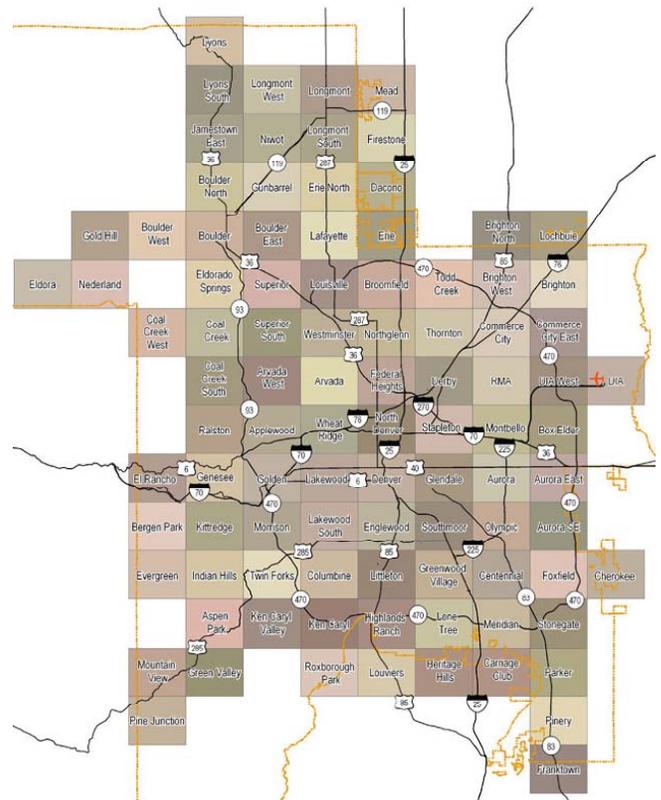
Population: 2,316,000
Land Area: 585 sq mi

REGIONAL MODES

- Light Rail
- Local/Express Bus
- Demand Response (ADA and "call-n-Ride")
- Vanpool

WHY A REGIONAL SYSTEM?

- Benefits shared throughout Region
- Travel demand patterns cross jurisdictional boundaries, driving need for regional service
- Business and political community recognize economic opportunities of multi-modal transit system for Region
- More efficient allocation of funds; supports prioritization of investments
- Region speaks with one voice in pursuit of Federal dollars for agreed-upon regional transit priorities



Source: RTD, 2008

HOURS OF OPERATION

Weekday / Weekend

Local Bus – 5:00am – 10:00/11:00pm; w/ late night routes

Light Rail – 4:00am – 2:30am / 4:00am – 2:30am

Demand Response – 5:30am – 8:00pm

FUNDING

The FasTracks Ballot Initiative, passed in 2004, provided local funding for the \$6.1 billion program to expand light rail and commuter rail lines to reach additional urban and suburban communities as well as the Denver International Airport (DIA). The initiative also included funding for a new bus rapid transit service and provided an 80 percent increase in parking capacity at park-and-ride facilities. FasTracks was funded with a local sales tax increase from 0.6 percent to 1 percent.

FUTURE EXPANSION

West Corridor – 12.1-miles of LRT opening in 2013

East Corridor – 23.6-miles of CRT opening in 2015

NW Rail Corridor – 41-miles of CRT opening in 2015

Central Corridor – 0.8-miles of LRT opening in 2015

I-225 Corridor – 10.5-miles of LRT opening in 2015

North Metro Corridor – 18-miles of CRT opening in 2015

Gold Line – 11.2-miles of CRT opening in 2015

SE Corridor – 2.3-miles of LRT opening in 2016

SW Corridor – 2.5-miles of LRT opening in 2016

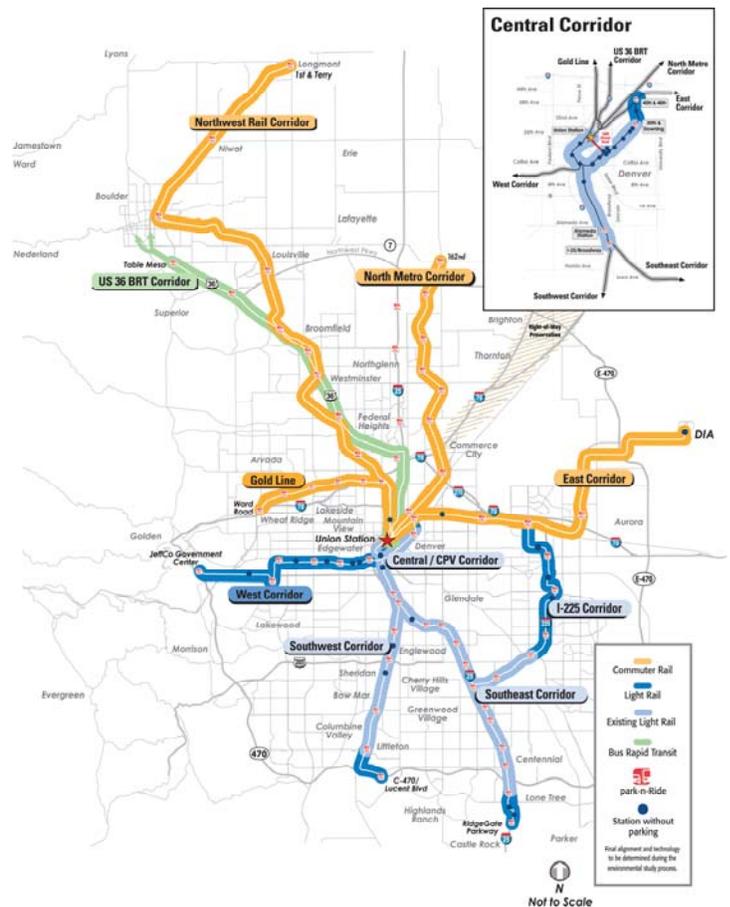
US 36 – 18-miles of BRT opening in 2016

POLICY AND GOALS ADOPTED OCTOBER 2006

- Objectives:
 - Improve environment
 - Provide greater travel choices and accessibility
 - Promote livable cities and communities
- Recognition that transit, by its nature, is a cornerstone of a community's sustainable development and good environmental policy
- Two Sustainability Committees formed (internal and external)

ACCOMPLISHMENTS

- Opened 4 light rail (LRT) Corridors on time and within budget; with ridership exceeding projections each time:
 - 1994 – Central Corridor, 5.3 miles, \$116.5 m.
 - 2000 – SW Corridor, 8.7 miles, \$177.7 m.
 - 2002 – Central Platte Valley, 1.8 miles, \$47.8 m.
 - 2006 – SE Corridor, 19 miles, \$879 m.
 - 2004 - Development and Passage of FasTracks Ballot (sales tax) initiative for funding of \$6.1 b. regional rapid transit system expansion
- Consistently strong growth in ridership and strong service reliability (on time performance: LRT 99.9%; ADA 96%; Local bus 88%; Express/Regional bus 92%)



Source: RTD, 2008

The logo for FASTTRACKS RTD, featuring the word "FASTTRACKS" in a bold, italicized, black sans-serif font with a red underline, and "RTD" in a smaller, black sans-serif font to the left.

MARICOPA ASSOCIATION OF GOVERNMENTS
Regional Transit Framework Study

Regional Transportation District

Denver, Colorado



Peer Region Presentation

November 19, 2008

Service Characteristics Operations



- Services Operated
 - Local/Express Bus
 - Light Rail
 - Demand Response (ADA and “call-n-Ride”)
 - Vanpool Service
- Hours of Service
 - Weekday / Weekend:
 - Local Bus: 5:00a – 10/11p; numerous late night routes
 - Light Rail: 4:00a – 2:30a / 4:00a – 2:30a
 - Demand Response: ADA varies per law; “call-n-Ride” 5:30a – 8:00p

Service Characteristics

Fares



Mode	Type	One-Way Fare	
Bus	Local	Regular \$1.75	Reduced \$0.85
	Express	\$3.00	\$1.50
	Regional	\$4.00	\$2.00
Light Rail	1 Zone	Regular \$1.75	Reduced \$0.85
	2 Zones	\$1.75	\$0.85
	3 Zones	\$3.00	\$1.50
	4 Zones	\$4.00	\$2.00
Demand Response (ADA)	Local	Regular \$3.50	Reduced N/A
	Express	\$6.00	N/A
	Regional	\$8.00	N/A

Source: RTD, 2008

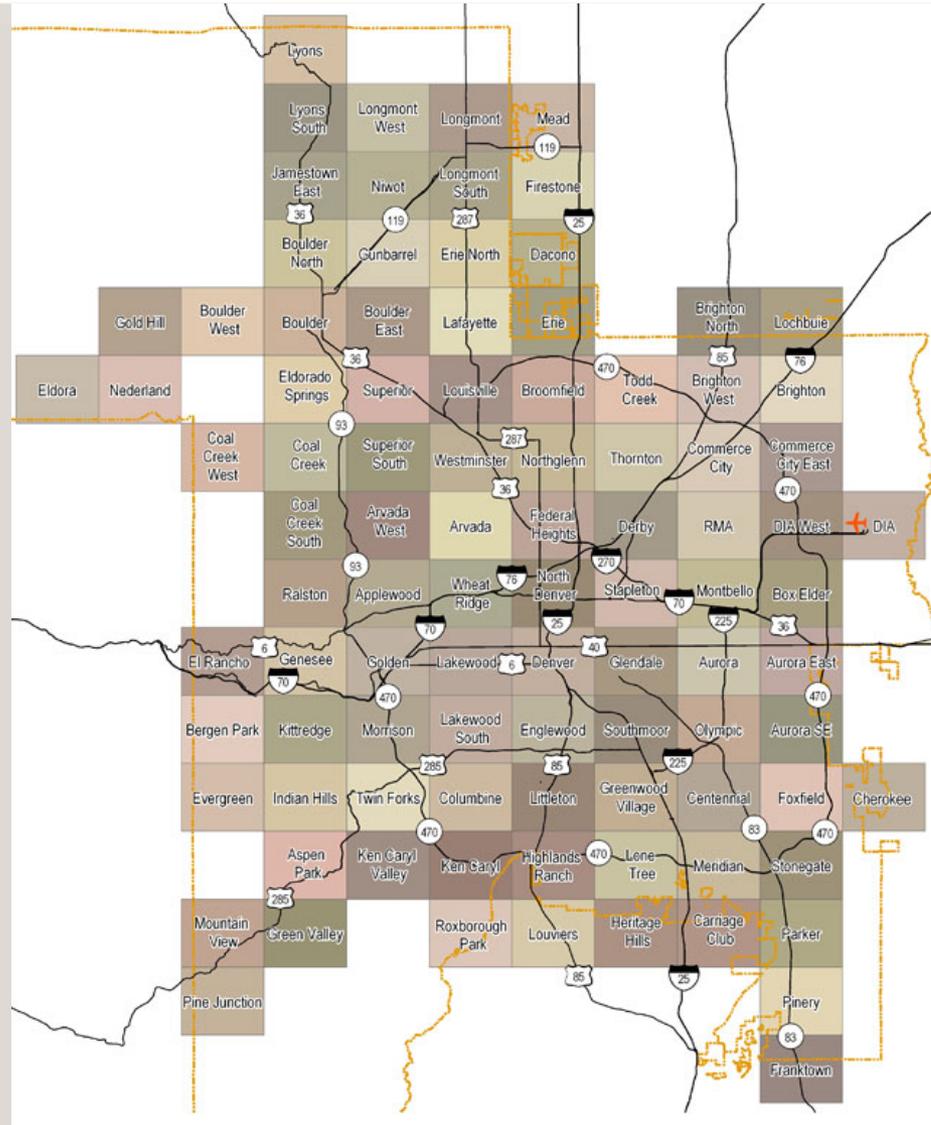
Service Characteristics

Capital

FASTTRACKS
RTD

- Bus
 - No. of Vehicles: 1,179
 - No. of directional guideway miles: 50.7
- Light Rail
 - No. of Vehicles: 83
 - No. of directional guideway miles: 70
- Demand Response (ADA & 20 “call-n-Ride” services)
 - No. of Vehicles: 377
- Vanpool Service
 - No. of Vehicles: 156

System Map



Source: RTD, 2008

Regional Transit Coordination



- 1970s – Today: MPO identification of priority transit corridors in RTP with RTD input and coordination
- 1995 – 2001: RTD, MPO and CDOT cooperatively conducted Major Investment Studies in 7 priority corridors and identified transit and highway improvements
- 2000 – 2006: T-REX project; CDOT & RTD jointly managed \$1.7 billion highway and light rail (19 miles) expansion project
- 2004: RTD FasTracks transit expansion initiative, gained support from all mayors in the region; most elected officials; business and development community

Funding Sources



- Local Sales Tax
 - 1 percent total sales tax (0.6% base; 0.4% FasTracks)
 - FasTracks Initiative
 - Passed in 2004
 - Local sales tax funding for the \$6.1 billion program to expand light rail and commuter rail (122 miles)
 - New Funding for Bus Rapid Transit service
 - 80 percent increase in parking capacity at park-and-ride facilities
- Federal Funds
 - Formula Funds
 - New Starts Funds
 - \$525 million for T-REX light rail – opened 2006
 - \$308 million for West Corridor light rail (pending Full Funding Grant Agreement)
 - \$1.03 billion for East and Gold Lines Public-Private Partnership (just entering New Starts Funding Process)

Future Expansion (FasTracks)



Source: RTD, 2008

- West Corridor (2013)
 - 12.1 miles of LRT
- East Corridor (2015)
 - 23.6 miles of CRT
- NW Rail Corridor (2015)
 - 41 miles of CRT
- Central Corridor (2015)
 - 0.8 miles of LRT
- I-225 Corridor (2015)
 - 10.5 miles of LRT
- North Metro Corridor (2015)
 - 18 miles of CRT
- Gold Line (2015)
 - 11.2 miles of CRT
- SE Corridor (2016)
 - 2.3 miles of LRT
- SW Corridor (2016)
 - 2.5 miles of LRT
- US 36 (2016)
 - 18 miles of BRT

Significant Accomplishments



- Opened 4 light rail (LRT) Corridors on time and budget; with ridership exceeding projections each time:
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 - 2000 – SW Corridor, 8.7 miles, \$177.7 million
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- Consistently strong growth in ridership and strong service reliability (on time performance: LRT 99.9%; ADA 96%; Local bus 88%; Express/Regional bus 92%)

Sustainability Goals and Policies

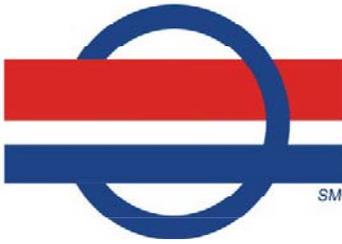
Board Adopted Policy and Goals in October 2006

- Objectives
 - Improve environment (energy efficiency, air/water quality, alternative fuels, recycling, etc.)
 - Provide greater travel choices and accessibility
 - Promote livable cities and communities
- Recognition that transit, by its nature, is a cornerstone of a community's sustainable development and good environmental policy
- Two Sustainability Committees formed (internal and external)
- Implementation still in relatively early stages (examples):
 - 36 hybrid/CNG-electric buses in operation; alternative fuels demonstration projects
 - Design compliance with LEED standards as recognized goal
 - Recycling wash water, motor oil, fluids, tires, etc.

Why Regional Transit System?



- Benefits shared throughout Region
- Travel demand patterns cross jurisdictional boundaries, driving the need for regional service
- Business and political community recognize economic opportunities of multi-modal transit system
- Assures efficient (cost-effective) allocation of funds and supports prioritization of investments
- Region speaks with one voice in pursuit of Federal dollars for agreed-upon regional transit priorities



Utah Transit Authority

Salt Lake City, Utah

MAG Regional Transit Framework Study • November 2008

The Utah Transportation Authority, known as UTA, is the regional transit agency of the Salt Lake City, Utah metropolitan area. UTA was founded in 1970 when the cities of Sandy, Salt Lake, and Murray voted to approve the creation of a transit district. Today UTA provides commuter rail, light rail, fixed route bus, demand response, and vanpool service for the Salt Lake City region. In April 2008, UTA's Commuter Rail line called Frontrunner began operation

Consisting of 6 counties, UTA is governed by a city/county appointed 16-member Board of Trustees. The number of board appointments varies based on population. Those counties vote to approve a local option sales tax to fund UTA operations and maintenance.

UTA Members

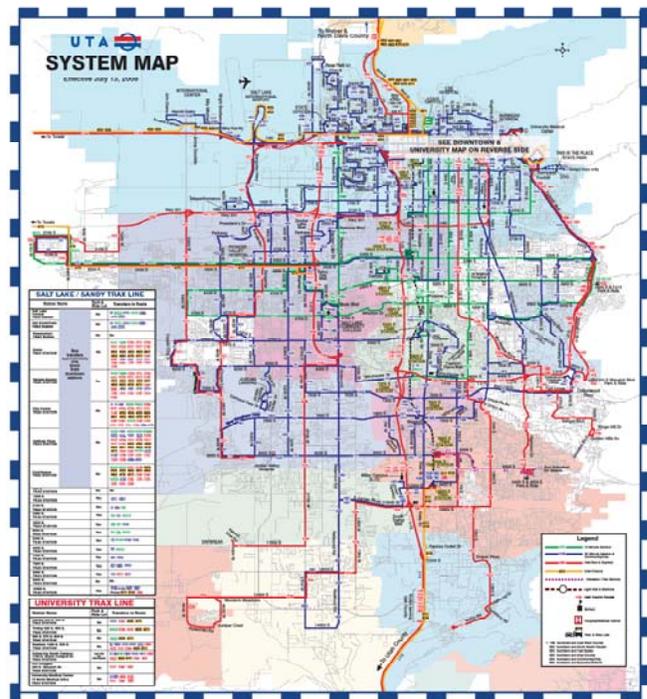
Davis County	Box Elder County
Tooele County	Salt Lake County
Utah County	Weber County

REGIONAL CHARACTERISTICS

Population: 945,000
Land Area: 231 sq mi

REGIONAL MODES

- Light Rail
- Commuter Rail
- Local/Express Bus
- Demand Response
- Vanpool



Source: UTA, 2008

UTA Mission

Utah Transit Authority strengthens and connects communities enabling individuals to pursue a fuller life with greater ease and convenience by leading through partnering, planning, and wise investment of physical, economic, and human resources.

HOURS OF OPERATION

Local Bus – 6am-12am (M-F) / 7am-12am (Sat) / 9am- 6pm (Sun)
 Light Rail – 5:30am-11pm (M-Th) / 5:30am-1am (F&Sat) / 9:30am-9:30pm (Sun)
 Commuter Rail – 5am-11:30pm (M-F) / 7am-11pm (Sat) / No Service (Sun)

FUNDING

Funding for transit operations in Salt Lake City stems from a variety of sources including, local sales tax, federal funding, motor vehicle sales tax, and rental car tax. In 2000, an approved sales tax was allocated exclusively to fund commuter rail and expanded light rail service in the Salt Lake City region. Voters also secured funding for future transit expansion through the passing of Proposition 3, a one-quarter-cent sales tax, in 2006.

UTA FUNDING SOURCES

Sales Tax – 42 percent
 - 0.48 Utah (District Wide Increase)
 - 0.55 Box Elder, Davis, Weber Counties
 - 0.68375 Salt Lake County
 - 0.5260 Utah County
 - 0.30 Toole Area
 Federal Funds – 46 percent
 Fare Box – 10 percent
 Other – 2 percent

SUSTAINABILITY GOALS/POLICIES

- Every Resident along the Wastach Front within one mile of a major transit stop by 2030
- Dedicated to promoting transit oriented development
- Only transit agency both ISO 9001 and 14001 certified
- Assist in developing a statewide air quality policy

ACCOMPLISHMENTS

- Transportation provider for 2002 Winter Olympic Games
- Purchased more than 175 miles from Union Pacific Railroad in 2002
- Rail Transit has been embraced by the community
- Created innovative project management solutions that allowed projects to be completed ahead of schedule and under budget

FRONTLINES 2015

- Mid-Jordan – 10.1-miles of LRT opening in 2012
- Frontrunner South – 44-miles of CRT opening in 2013
- West Valley – 5-miles of LRT opening in 2013
- Draper – 4.9-miles of LRT opening in 2014
- Airport – 6-miles of LRT opening in 2015

FUTURE EXPANSION

Bus Rapid Transit

- Mountain View Corridor
- Utah County
- 3500 South

Street Car

- South Davis
- Sugar House
- Ogden

Commuter Rail

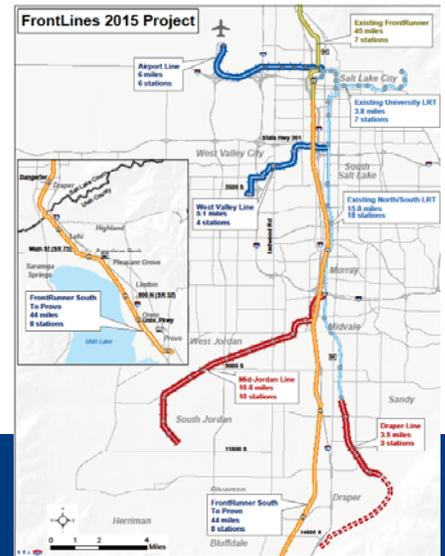
- Payson Extension
- Brigham City Extension

Transit Studies

- Taylorsville/Murray
- 9400 South
- Westside Transit

Diesel Multi Unit (DMU)

- Brigham City





MARICOPA ASSOCIATION OF GOVERNMENTS
Regional Transit Framework Study

Utah Transit Authority

Salt Lake City, Utah

Peer Region Presentation

November 19, 2008



FRONT
// UTA  LINES 2015
Building 70 miles of rail in 7 years

Service Characteristics Operations

- Service Area
 - 1,400 square miles
 - Serves more than 80 percent of state's population
- Services Operated – Avg. Weekday Ridership
 - Local/Express Bus – 88,827
 - Light Rail – 51,849
 - Commuter Rail – 8,250
 - Paratransit – 1,093
 - Vanpool Service – 6,471
- Hours of Service
 - Local Bus: 5am-12am (M-F) / 7am-12am (Sat) / 9am-6pm (Sun)
 - Light Rail: 5am-12am (M-Th) / 5am-1am (F-Sat) / 9:30am-9:30pm (Sun)
 - Commuter Rail: 5am-11:30pm (M-F) / 7am-11pm (Sat) / No Service (Sun)





Service Characteristics Fares

Mode	Type	One-Way Fare
Bus	Regular	\$2.25
	Premium	\$5.00
Light Rail	Reduced	\$1.10
	Regular	\$3.50-\$6.50*
Commuter Rail	Premium	\$5.00
	Reduced	\$1.75-\$3.25*
Paratransit		\$2.75

Source: UTA, 2008

*Commuter Rail fares are based on distance

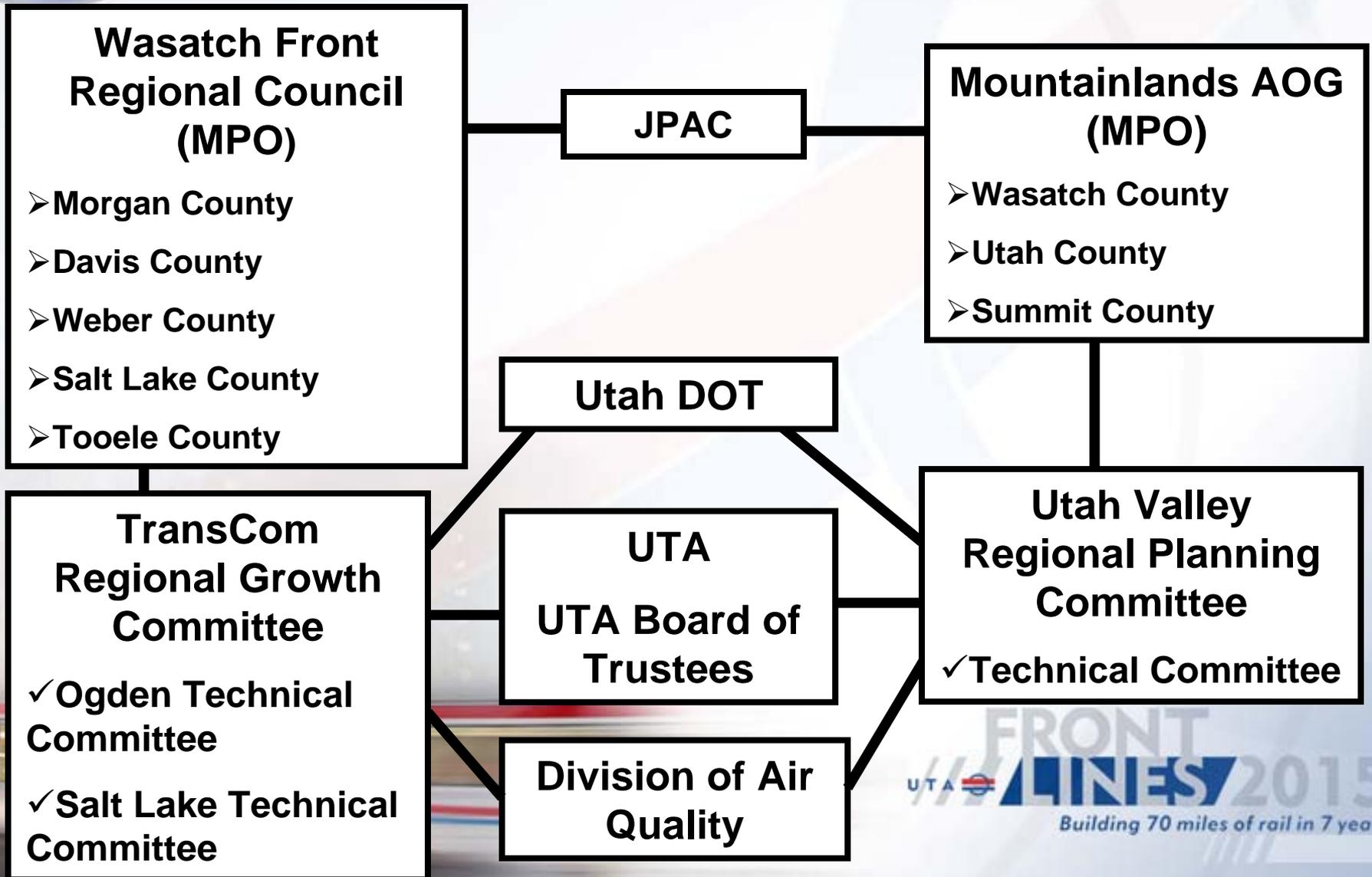
Service Characteristics Capital

- Bus
 - No. of Vehicles: 550
 - No. of miles: 69,725 total miles
- Light Rail
 - No. of Vehicles: 69 + 77 on order for new lines
 - No. of miles: 20
- Commuter Rail*
 - No. of Vehicles: 25 + 18 on order for new line
 - No. of miles: 44
- Paratransit
 - No. of Vehicles: 102
- Vanpool Service
 - No. of Vehicles: 575



Source: 2006 National Transit Database
*Note: Information from UTA Website

Regional Transit Coordination





Funding Sources

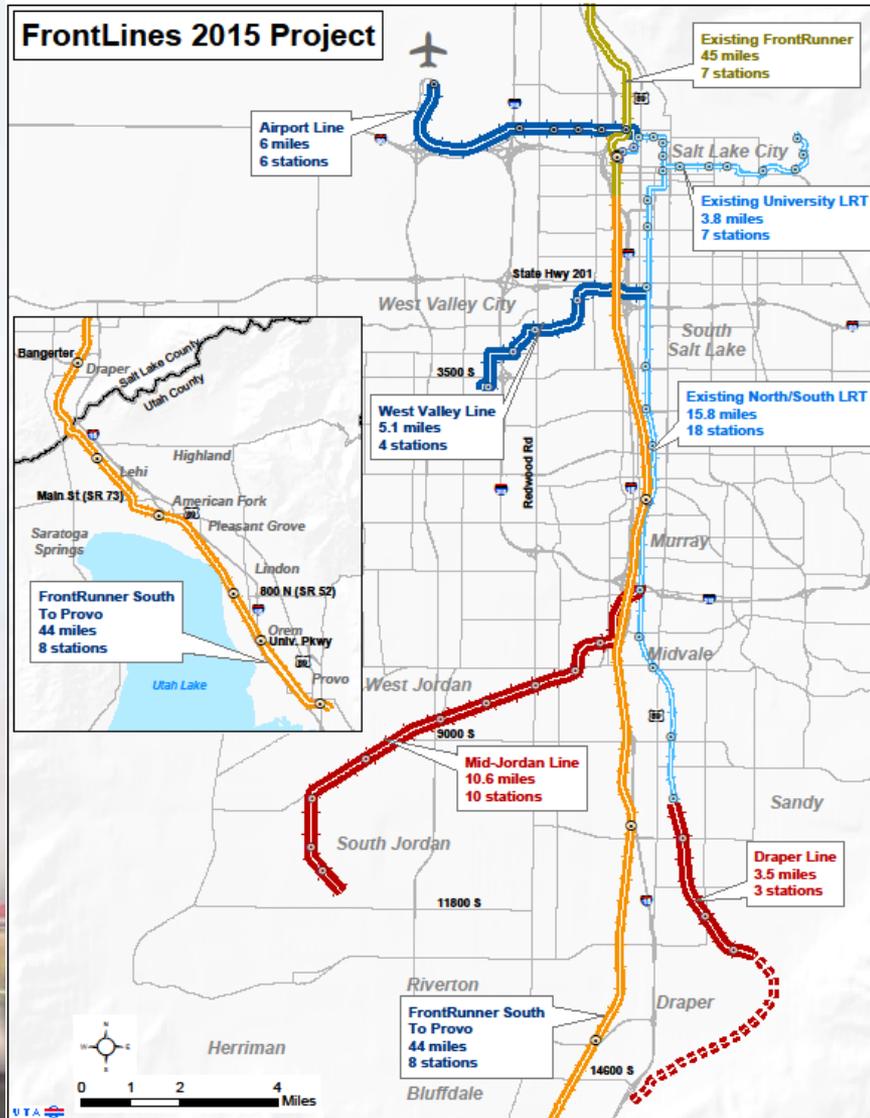
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 - 0.55 Box Elder, Davis, & Weber Counties
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 - 0.5260 Utah County
 - 0.30 Tooele area
- Federal Funds – 46 percent (Cap and Maint)
- Fare Box – 10 percent
- Other – 2 percent

Future Expansion: FrontLines 2015

- UTA's largest project in its history
- Building 70 miles of rail in 7 years
- One \$2.8 billion project that includes five lines
- 115 Pound Rail
 - 9,126 tons
 - 997,878 feet
 - 189 miles
- 195,738 Concrete Ties
- 350,000 Daily Passengers



FrontLines 2015



- One Project / Five Lines:
- Mid-Jordan TRAX (2012)
 - 10.1 miles of LRT
 - FrontRunner South (2013)
 - 44 miles of CRT
 - West Valley TRAX (2013)
 - 5 miles of LRT
 - Draper TRAX (2014)
 - 3 miles of LRT
 - Airport TRAX (2015)
 - 6 miles of LRT

Future Expansion

FrontLines 2015 and Next Tier Projects

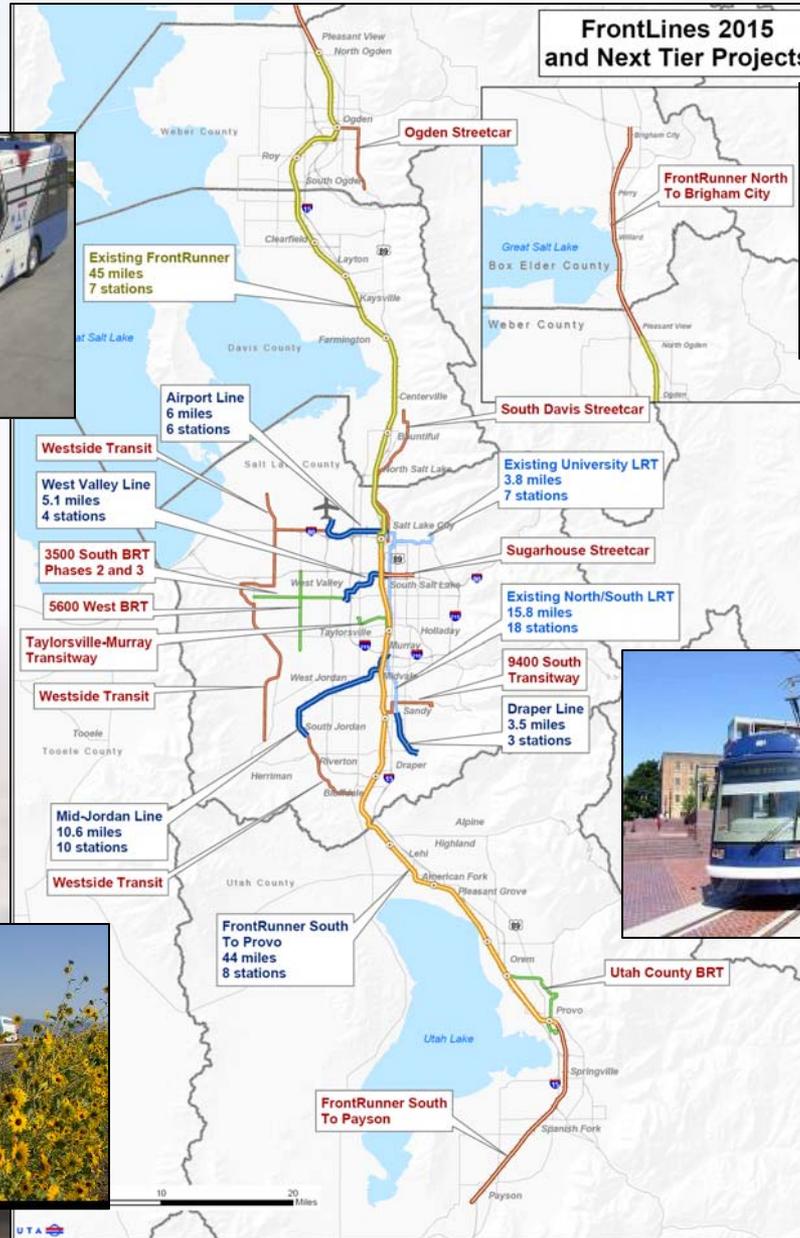


Bus Rapid Transit

- Mountain View Corridor
- Utah County
- 3500 South

Commuter Rail

- Payson Extension
- Brigham City Extension



Diesel Multi Unit (DMU)

- Brigham City



Streetcar

- South Davis
- Sugar House
- Ogden

Transit Studies

- Taylorsville/Murray
- 9400 South
- Westside Transit



Significant Accomplishment

- 2002 Winter Olympic Games
- Purchased more than 175 miles from UP in 2002
- Rail transit embraced by community
- Innovative project management solutions
 - Projects ahead of schedule and under budget



Sustainability Goals and Policies

- Every resident along the Wasatch Front within **one mile** of a major transit stop by 2030
- Dedicated to promoting transit oriented developments
- Only transit agency both ISO 9001 and 14001 certified
- Assist in developing a statewide air quality policy



Why Regional Transit System?

UTA Mission:

"Utah Transit Authority strengthens and connects communities enabling individuals to pursue a fuller life with greater ease and convenience by leading through partnering, planning, and wise investment of physical, economic, and human resources."



San Diego Metropolitan Transit System San Diego, California

MAG Regional Transit Framework Study • November 2008

San Diego Metropolitan Transit System, known as MTS, is the regional transit agency for the San Diego, California metropolitan area. The Metropolitan Transit Development Board (MTDB) was established in 1975 by the approval of California Senate Bill 101. In 2005, MTDB changed its name to the Metropolitan Transit System (MTS). Today MTS provides service to more than 70 percent of San Diego County and is responsible for determining routing, stops, frequency of service and hours of operation for all transit service. MTS transit service consists of nearly 100 express and local bus routes, three trolley or LRT routes, and demand response service. The San Diego Coast Express Rail is regional commuter rail service operated by the San Diego Northern Railway.

Consisting of 10 cities and parts of 2 counties, MTS is directed by a 15 member board.

MEMBER CITIES

San Diego	Chula Vista	Coronado
El Cajon	La Mesa	Imperial Beach
Poway	Lemon Grove	Santee
National City		

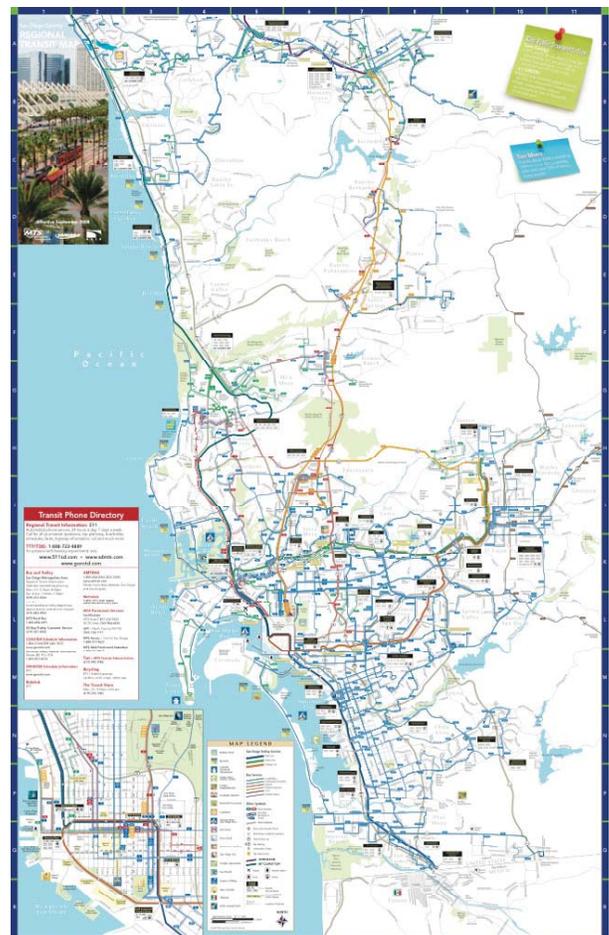
REGIONAL CHARACTERISTICS

Population: 2,722,000
Land Area: 782 sq mi

REGIONAL MODES

- Local/Express Bus
- Light Rail
- Commuter Rail*
- Demand Response
- Vanpool Service*

*Operated by other transit agency



Source: SDMTS, 2008

HOURS OF OPERATION

Weekday / Weekend

Local Bus: 4:30am – 2:30am / 5:00am – 1:30am

Light Rail: 4:00am – 2:00am / 4:30 – 1:00am

Commuter Rail: 5:20am – 8:00pm / 8:30am – 7:40pm

Demand Response: 4:30am – 2:30am / 5:00am – 1:30 am

FUNDING

TransNet, a 20-year local sales tax initiative, was approved by San Diego County voters in 1988 and allocates one-third of the total revenue of a one-half-cent sales tax toward public transit projects. A 40-year extension of TransNet was approved by voters in 2004 that included a series of Early Action Projects aimed at expanding highways, adding lanes to support BRT, and expanding the light rail and commuter rail systems. Voters also recently passed a series of propositions in support of transit including a gasoline and local sales tax in 2006.

FUTURE EXPANSION

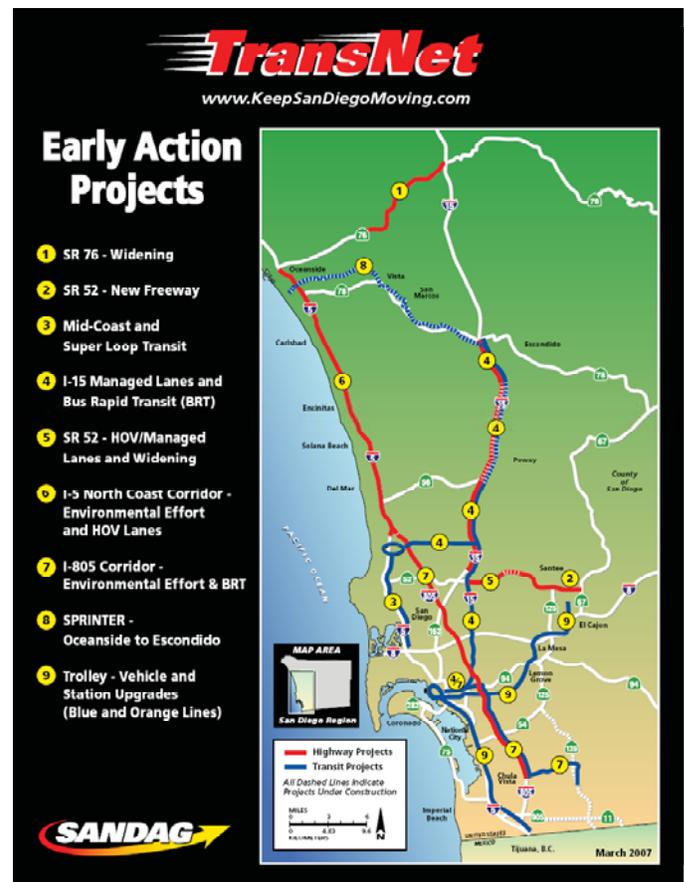
- Super Loop – 7.5-miles of BRT opening in 2008
- Mid City Rapid Bus – 10-miles of BRT opening in 2011
- I-15 BRT – 20-miles of BRT opening in 2012
- Mid-Coast Ext. – 11-miles of LRT opening in 2014
- South Bay BRT – TBD BRT opening in 2015

SUSTAINABILITY GOALS/POLICIES

- The local sales tax, TransNet, provides capital and operation funding
- MTS balances its operating budget each year with recurring revenues
- MTS continues to fund ongoing maintenance programs while maintaining a healthy reserve

ACCOMPLISHMENTS

- Carried 90.6 million passengers in FY 08
- 38.7% System-Wide farebox recovery ratio FY 08
- Improved all systems productivity indicators
- Reorganized 5 separate operations into 1 agency (MTS)
- Opened new 5.9 mile Light Rail segment
- Conducted and implemented a Comprehensive Operations Analysis, moving toward a market driven system
- Reduced average age of bus fleet from 9.6 to 6.7 years
- 70% of bus fleet is compressed natural gas powered



Source: SDMTS, 2008

MARICOPA ASSOCIATION OF GOVERNMENTS
Regional Transit Framework Study

**San Diego Metropolitan Transit System:
Transit in the San Diego Region**

San Diego, California

Peer Region Presentation

November 19, 2008



Service Characteristics

Operations~

SERVICE OPERATED

Local/Express Bus
 Light Rail
 Commuter Rail*
 Demand Response
 Vanpool Service**

*Operated by NCTD transit agency

** Operated by SANDAG

SPAN OF SERVICE

Weekday / Weekend

Local Bus

4:30a-2:30a / 5:00am-1:30am

Light Rail

4:00am-2:00am/4:30am-1:00am

Commuter Rail

5:20am-8:00pm/8:30am-7:40pm

Demand Response

4:30a-2:30a / 5:00am-1:30am



Service Characteristics

Fares~

Mode	Type	One-Way Fare	
Bus	Shuttle	\$1.00	
	Local	\$2.00	
	Urban	\$2.25	
	Express	\$2.50	
	Premium	\$5.00	
	Rural	\$5.00 - \$10.00	
	Reduced	\$5.00	
Light Rail	In Downtown One-Way	Regular	Reduced
		\$1.25	\$.60
Commuter Rail		Regular	Reduced
		1 Zone	\$2.00
		2 Zones	\$2.25
		3 Zones	\$2.50
		4 Zones	\$2.75
Demand Response	Zone 1	\$4.50	
	Zone 2-4	\$3.50	

Source: San Diego Metropolitan Transit System, 2008



Service Characteristics

Capital~



- **BUS**
 - No. of Vehicles: 723
 - No. of directional guideway miles: 16.6
- **LIGHT RAIL**
 - No. of Vehicles: 134
 - No. of directional guideway miles: 102.6
- **COMMUTER RAIL**
 - No. of Vehicles: 35
 - No. of directional guideway miles: 82.2
- **DEMAND RESPONSE**
 - No. of Vehicles: 182
- **VANPOOL**
 - No. of Vehicles: 511

Source: 2006 National Transit Database

Note: Modes aggregated from SDMTS, NCTD, San Diego Trolley Inc, SANDAG, and MCS



Regional Transit Coordination

- Two transit operators: Metropolitan Transit System (MTS) and North County Transit District (NCTD)
- San Diego Association of Governments (SANDAG)
- California Department of Transportation (Caltrans)
- General Services Administration (GSA)
- County of San Diego
- San Diego Port Authority
- Cities: 10 cities served by MTS, 8 cities served by NCTD
 - MTS jurisdiction: San Diego, El Cajon, Poway, National City, Chula Vista, La Mesa, Lemon Grove, Coronado, Imperial Beach, and Santee
 - NCTD jurisdiction: Escondido, San Marcos, Vista, Oceanside, Carlsbad, Encinitas, Solana Beach, Del Mar



Consolidation of Regional Transit Planning

- California State Senate Bill 1703 (2002)
 - Merged transit planning, financial programming, project development and construction functions into SANDAG
 - MTS and NCTD retained positions as operators of public transportation
 - Separate Boards of Directors
 - Separate business identities
 - Separate governing Ordinances
 - Retain service operations planning and scheduling
 - Federal designated grantees for transit funding
- SANDAG administers the *Trans Net* program



Regional Characteristics

Population: 2.7 Million

Land Area: 3,240 sq mi

MTS Area: 10 Cities and parts of unincorporated County of San Diego

NCTD Area: 8 Cities and parts of Unincorporated County



Funding Sources

- Federal Transit Administration funding
- State Transit Assistance (gas tax)
- Transportation Development Act
 - 0.25-Percent or $\frac{1}{4}$ of one cent.
- *TransNet*
 - 1/3 of a $\frac{1}{2}$ -cent local sales tax toward public transit projects, through 2049
- 2006: voter-approved transit infrastructure funding

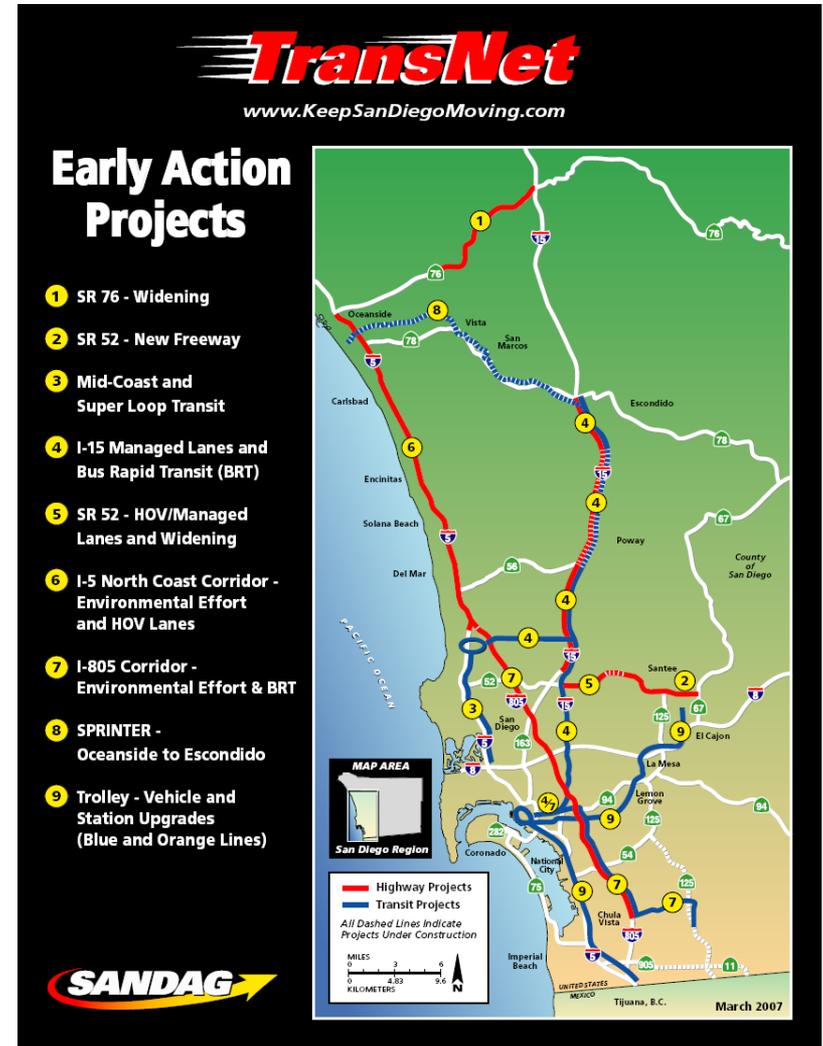


Future System Expansion

TransNet~

- Super Loop (2008)
 - 7.5 miles of BRT
- Mid City Rapid Bus (2011)
 - 10 miles of BRT
- I-15 BRT (2012)
 - 20 miles of BRT
- Mid-Coast Extension (2014)
 - 11 miles of LRT
- South Bay BRT (2015)
 - 25 Miles of BRT

Source: SANDAG, 2008



MTS Significant Accomplishments

- Carried 90.6 Million Passengers (FY 08)
- 38.7% System-wide Farebox Recovery Ratio (FY 08)
- Improved all system productivity indicators
- Reorganized 5 separate operations into 1 agency (MTS)
- Opened new 5.9 mile Light Rail segment, Mission Valley East
- Conducted and implemented a Comprehensive Operations Analysis, moving toward a market driven system
- Reduced average age of bus fleet from 9.6 years to 6.7 years
- 70% of bus fleet is CNG powered



Sustainability Goals and Policies

- The local sales tax, TransNet, provides capital and operations funding.
- MTS balances its operating budget each year with recurring revenues.
- MTS continues to fund ongoing maintenance programs while maintaining a healthy reserve.



HOURS OF OPERATION

Express/Bus – 5:00am – 12:30am / 6:00am – 12:00am

Light Rail – 5:30am–10pm (M-F) / 8am–10pm (Sat) /
10am–6pm (Sun)

*Commuter Rail – 5am – 7:45pm

*No Weekend Service

FUNDING

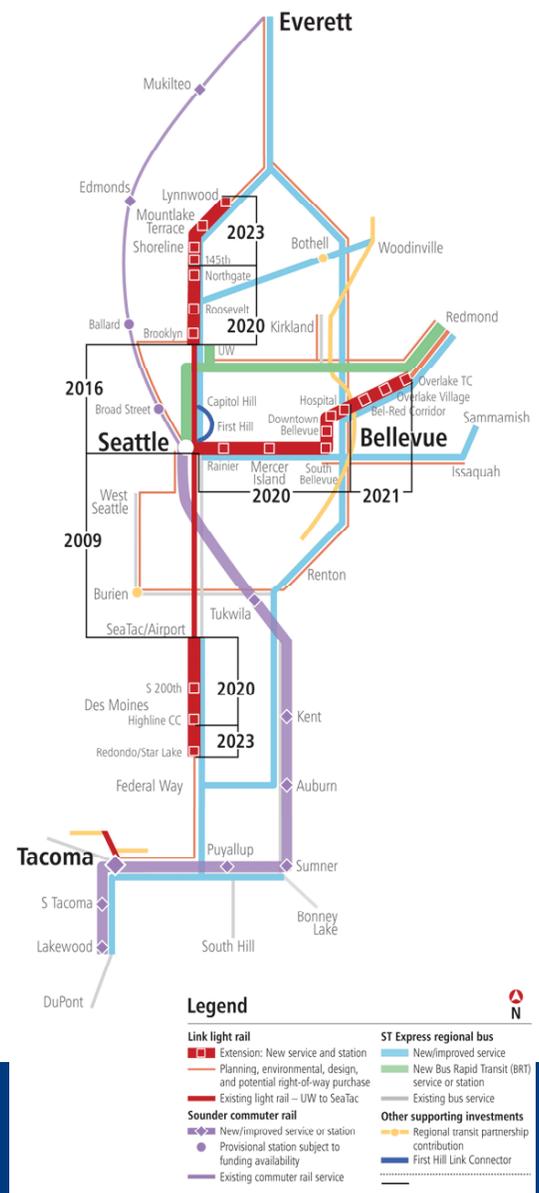
Local sales tax provides the largest source of revenue for transit operations in the Seattle region. In 2006, voters approved Sound Move, a \$3.9 billion initiative aimed at expanding the existing HOV system, creating an 81-mile commuter rail system, and creating a 25-mile light rail system. A new plan, Sound Transit 2, will be presented to voters in November 2008.

FUTURE EXPANSION

- North Ext. Phase 1 – 3.2-miles of LRT opening in 2016
- North Ext. Phase 2 – 4.3-miles of LRT opening in 2020
- South Ext. Phase 1 – 2.0-miles of LRT opening in 2020
- East Ext. Phase 1 – 6.9-miles of LRT opening in 2020
- East Ext. Phase 2 – 3.5-miles of LRT opening in 2021
- North Ext. Phase 3 – TBD LRT opening in 2023
- South Ext. Phase 3 – TBD LRT opening in 2023
- Increase transit ridership across the region by 65%
- Eliminate between 99,550 and 178,330 metric tons of carbon dioxide equivalent GHG emissions each year
- Saves average person throughout the region \$155 per year
- Creates 66,000 jobs across the regional economy during construction
- Creates 48,000 permanent jobs across the economy once the system opens
- Increases transit commute trips to regional destinations from 25% to 65%
- Provides easy access to rail system for 70% of regions residents and 85% of jobs in the district
- Extends rail to 50% of designated “Regional Centers”

MEASURES OF SUCCESS

- High quality projects are completed on time and within budget
- Services are well used with high customer satisfaction
- Checks and balances ensure accountability to the community
- Projects are developed with the help of meaningful community involvement and participation
- Projects include innovative design and operating features that benefit customers and attract new riders
- Partnerships leverage Sound Transit’s investments and/or reduce project costs



Source: ST, 2008

MARICOPA ASSOCIATION OF GOVERNMENTS
Regional Transit Framework Study



Sound Transit

Seattle, Washington

Peer Region Presentation

November 19, 2008

Service Characteristics Operations

- Services Operated

- Local*/Express Bus
- Light Rail
- Commuter Rail
- Monorail*
- Ferryboat*
- Demand Response*
- Vanpool Service*

- Hours of Service

- Weekday / Weekday:

- Express Bus: 5am to 12:30am (approx.) / 6am to 12am (approx.)
- Light Rail: 5:30am to 10:30pm / 8am to 10pm (Sat) / 10am to 6pm (Sun)
- Commuter Rail – Seattle to/from:
 - Everett: 6 AM & 6 PM Trips / No Service
 - Tacoma: 8 AM & 8 PM Trips / No Service



*Operated by other transit agency

Service Characteristics

Fares

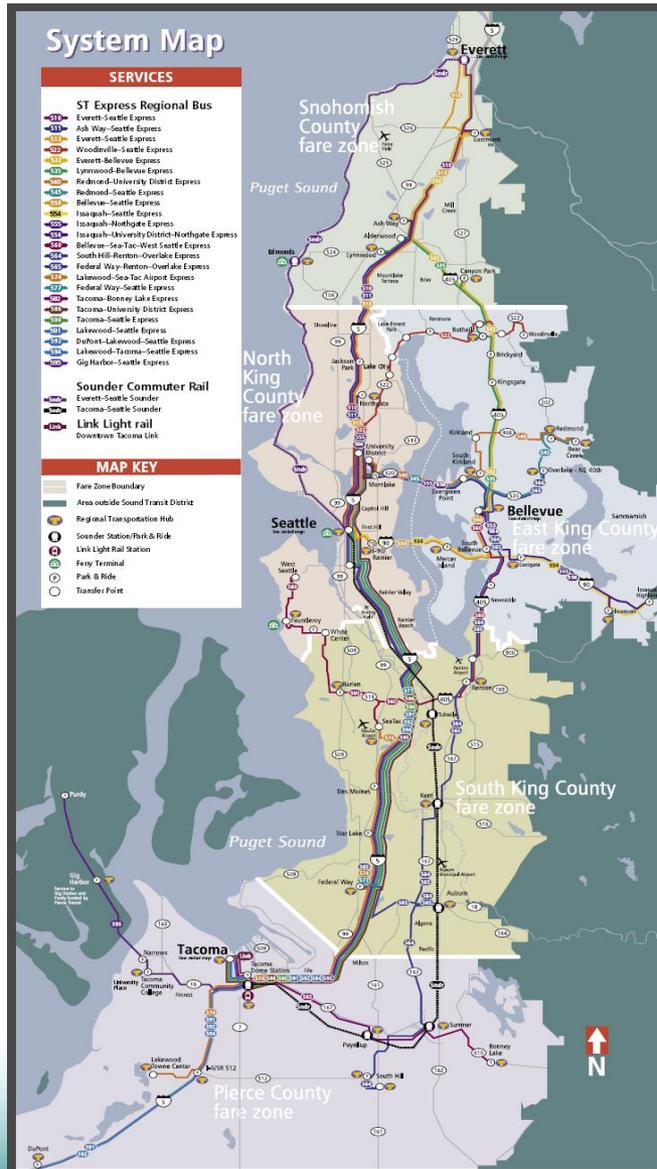
Mode	Type	One-Way Fare	
Local Bus (King County Metro)		Off-Peak	Peak
	Youth	\$0.50	\$0.50
	1 Zone	\$1.50	\$1.75
	2 Zones	\$1.50	\$2.25
	Reduced	\$0.25	\$0.50
Demand Response		\$0.75	
Monorail	Youth	\$1.50	
	Adult	\$4.00	
	Reduced	\$2.00	
Ferryboat	Youth	\$2.60-\$16.00	
	Adult	\$1.30-\$8.00	
	Reduced	\$2.10-\$12.80	
Commuter Rail	Youth	\$2.00-\$3.50	
	Adult	\$2.75-\$4.75	
	Reduced	\$1.25-\$2.25	
Light Rail		Free	

Source: King County Metro Transit, 2008; Washington State Department of Transportation, 2008; Sound Transit, 2008.

Service Characteristics Capital

- Bus
 - No. of Vehicles: 228
 - No. direction guideway miles: 224.0
- Light Rail
 - No. of Vehicles: 3
 - No. of direction guideway miles: 3.6
- Commuter Rail
 - No. of Vehicles: 69
 - No. of directional guideway miles: 146.9

System Map



Source: Sound Transit, 2008

Funding Sources

- Local Sales Tax – King County
 - 0.8 percent
- Sound Move
 - \$3.9 billion initiative
 - Local Sales – Regional
 - 0.4 percent
 - MVET Tax – Regional
 - 0.3 percent
- Sound Transit 2 Plan
 - \$17.8 billion initiative
 - 0.5 percent increase in sales tax
 - In addition to Sound Move taxes

Sound Transit 2 Plan: ST Express Regional Bus



	Snohomish	East King	South King	Pierce	Total
2008 Base Hours (approx)	93,000	295,000	72,000	148,000	607,000
Remaining Sound Move Hours (programmed by 2011)	4,000	6,000	3,000	23,000	36,000
New ST2 Hours (programmed in 2009)	29,000	49,000	7,000	15,000	100,000
Total Hours (ST2 + SM)	126,000	350,000	82,000	186,000	743,000
Overall Increase above 2008	35%	19%	14%	26%	22%
Increase Attributed to ST2	31%	17%	10%	10%	17%

Note: Numbers may not add due to rounding.

Sound Transit 2 Plan: Commuter Rail



- Lakewood to Seattle Line:
 - Station expansion and access improvements in Lakewood, South Tacoma, Tacoma Dome, Puyallup, Sumner, Auburn and Kent
 - Build a permanent station in Tukwila
 - Extend station platforms and train lengths to 8 cars
 - Increase the number of round trip trains by 4, up from 9 under Sound Move
- Everett to Seattle
 - Build a permanent station in Edmonds
 - Expand access opportunities in Mukilteo
 - Potentially add new stations in Ballard and just north of downtown Seattle if money is available
- Fleet, yard and shops, other track and systems improvements

Sound Transit 2 Plan: Light Rail Link



- Adds 36 miles of light rail to the 19 miles funded by Sound Move that opens to the airport in 2009 and to UW in 2016
 - North from the UW to Northgate, Shoreline, Mountlake Terrace and Lynnwood (at least 7 stations, 12.5 miles)
 - East from downtown Seattle to Mercer Island, Bellevue and Redmond's Overlake Transit Center (at least 9 stations, 14.5 miles)
 - South from Sea-Tac Airport to Redondo/Star Lake near Federal Way (at least 3 stations, 6.8 miles)
 - Streetcar connector serving Seattle's International District, First Hill and Capitol Hill (approximately 13 stops, 2.2 miles)
- Fleet and yard expansions to existing facility

Sound Transit 2 Plan: Summary

- Increases transit ridership across the region by 65%
- Eliminates between 99,550 and 178,330 metric tons of CO₂ equivalent GHG emissions each year
- Saves average person in the region \$155 per year
- Creates 66,000 jobs across the regional economy during construction
- Creates 48,000 permanent jobs across the economy once the system opens
- Increases transit commute trips to regional destinations by 25% to 65%
- Provides easy access to the rail system for 70% of regions residents and 85% of jobs in the district
- Extends rail to 50% of designated "Regional Centers"