

Review of Rail and Bus Rapid Transit System Expansion

*Executive Committee
December 12, 2018*



Purpose

- Learn how others accomplished a regional rapid transit system
- What's next for rail and bus rapid transit in Central Florida?
 - Focus on funding and connections with Orlando International Airport



What We Did

- Analyzed 24 metro areas that are expanding or have expanded transit in last 25 years
 - 22 of these 24 metro areas have a dedicated local funding source for capital expansion and/or operations
- Profiled 4 metro areas with similarities to Central Florida's transit history



Considerations Going Forward



- What's next for this research?
 - Direction for MetroPlan Orlando Board and Staff?
 - What else would you like to know?
- Brightline/Virgin Trains USA: What does its expansion mean for transit planning activities?



Proposed Virgin Trains USA Route from OIA to Tampa

Findings



- No two metropolitan areas followed the same steps
- Governance and regional structure varied widely when it came to developing and implementing a regional rapid transit map
- Securing the dedicated local funding source often included a citizen-approved transit map with list of projects
 - This local funding proved key to transit system expansion

Metro Areas



Albuquerque

Austin*

Charlotte*

Cleveland*+

Dallas*+

Denver*+

Houston*

Indianapolis*+

Jacksonville*

Kansas City*

Las Vegas*+

Los Angeles*+

* *Dedicated local funding source*

+ *Connection to airport*

Metro Areas



Miami*+

Minneapolis*+

Norfolk/Virginia Beach

Phoenix*+

Portland*+

Raleigh*

Salt Lake City*+

San Antonio*

San Diego*+

Seattle*+

St. Louis*+

Tucson*

* *Dedicated local funding source*

+ *Connection to airport*

Salt Lake



Key Highlights:

- 140 miles in 14 years
 - Initial 70 miles = mostly federal funded
 - Next 70 miles = mostly local funds
 - 2008 ballot referendum – Frontlines 2015
 - \$2.9 billion transit expansion
 - Connection to airport
- Olympic Games were impetus for quick expansion
- Envision Utah – key for public support/funding
- Proactively bought existing rail corridors or preserved street right of way for future transit routes

Before



After



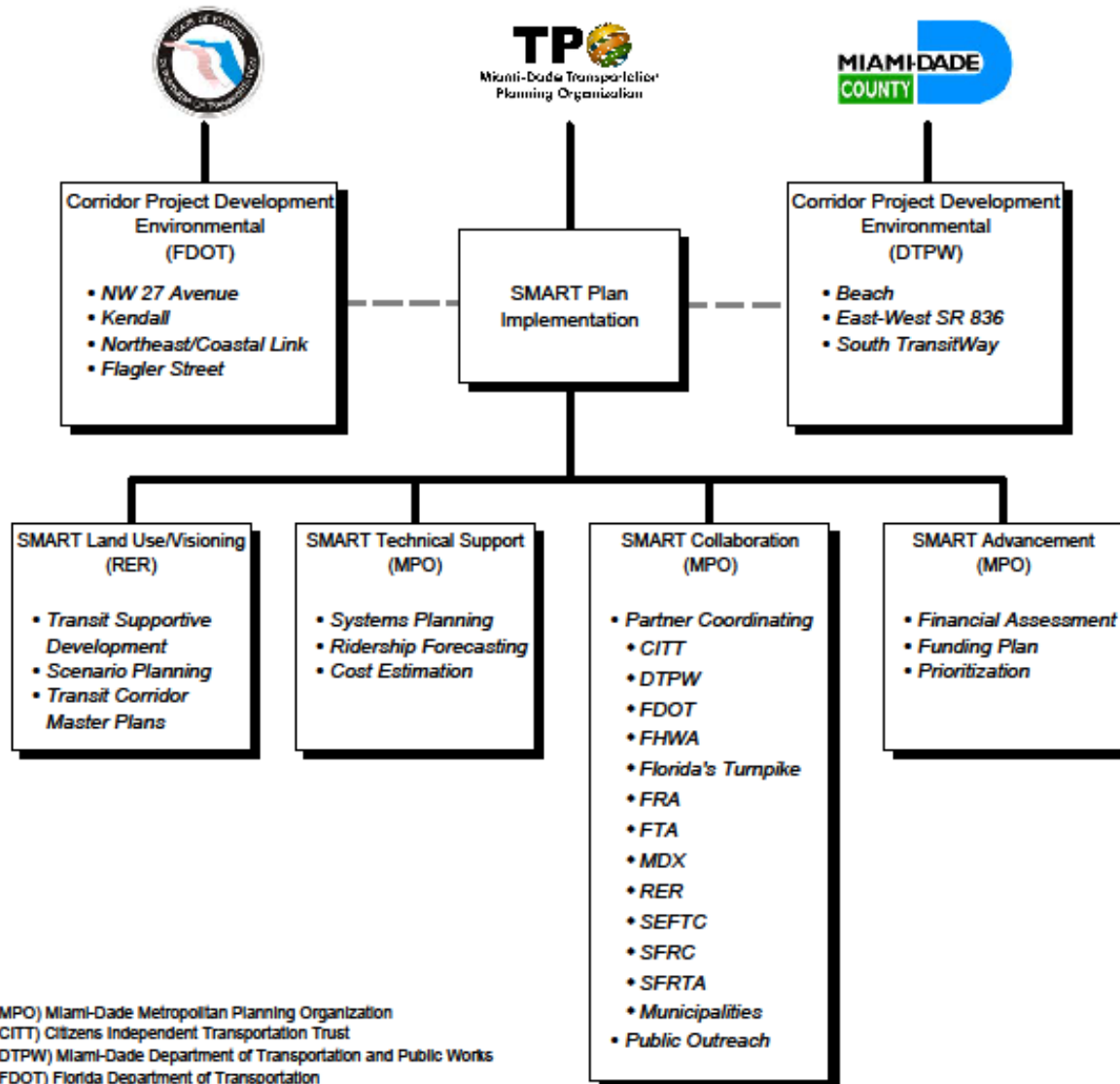
Miami



Key Highlights:

- MPO is coordinator for SMART Plan activities
 - Not “reinventing the wheel”
 - FDOT and Miami Dade Transit leading technical transit planning studies
 - Assistance from Miami Dade Expressway for one corridor
- MPO using STP funds to lead land use and associated studies to complement Project Development studies
- 1/2 cent sales tax, passed in 2002
 - Goal = Build 4 new rail lines
 - Reality = Built 1 line and diversion of funds for operations

Strategic Miami Area Rapid Transit (SMART) Plan Table of Organization



(MPO) Miami-Dade Metropolitan Planning Organization
 (CITT) Citizens Independent Transportation Trust
 (DTPW) Miami-Dade Department of Transportation and Public Works
 (FDOT) Florida Department of Transportation
 (FHWA) Federal Highway Administration
 (FRA) Federal Railroad Administration
 (FTA) Federal Transit Administration
 (MDX) Miami-Dade Expressway Authority
 (RER) Miami-Dade Regulatory & Economic Resources
 (SEFTC) Southeast Florida Transportation Council

Norfolk/Virginia Beach



Key Highlights:

- Similar geography to Orlando metro area
- Light Rail expansion aggressively pursued, but not implemented
- Virginia Beach = citizens approved a non-binding referendum to prohibit light rail expansion
 - City leaders have supported expansion
- Two BRT lines going through implementation process
- Led by transit agency with limited involvement from MPO/regional agency

Raleigh



Key Highlights:

- 3-county region
 - Each county has own transit plan
 - ½ cent sales tax to fund each county's plan
 - Funds must stay in same county
- Implementation underway
 - No rapid transit in operation
- Transit coordinated by regional transit authority or a local service operator (a division of municipal government)
- 83 miles of frequent bus service
 - Important of each transit plan (but not on regional transit map)

Other Metro Area Highlights



- Houston
 - Started with one line (took 20 years to happen)
 - Expansion plans underway during construction of original line
- Indianapolis
 - Currently building a 47.8 BRT system, connects to airport
- Jacksonville
 - 5-phased BRT system, nearing completion
 - Commuter focused
- Las Vegas
 - Regional Transportation Commission = controls all modes of transportation and MPO
 - Planning for first rapid transit line, connecting the airport to the strip

Other Metro Area Highlights



- Denver
 - 8 county transit service area
 - Built a couple of rapid transit lines then launched Fastracks
 - 122 miles of rail (mix of commuter and light rail)
- Los Angeles
 - Started with couple of lines (mix of heavy rail, BRT, and light rail)
 - Largest transit expansion in US currently underway
 - “28 by 28”
- Phoenix
 - Independent transit agency with 18 member governments
 - Utilizing construction authority within the agency to build its 66 mile light rail system

Discussion



- What's next for this research?
 - Direction for MetroPlan Orlando Board and Staff?
 - What else would you like to know?
- Brightline/Virgin Trains USA: What does its expansion mean for transit planning activities?
 - What role should the board and staff play?
 - If implemented, what does this service mean for existing projects?