



# High Capacity Transit Task Force



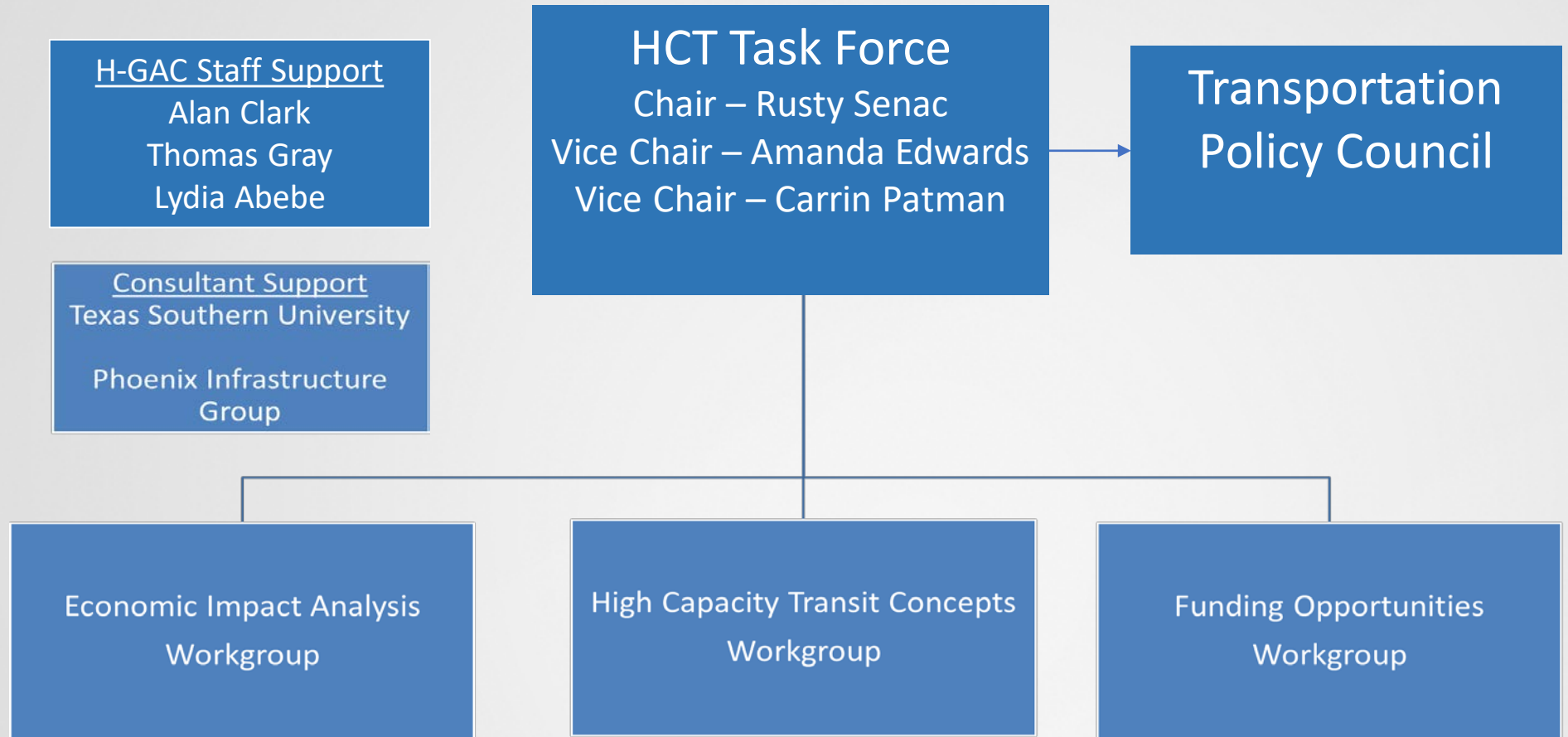
Metropolitan Transit Authority Board of Directors  
January 25, 2018

# Task Force Purpose


- Created by TPC in Spring 2017
- Identify extent to which high capacity transit is needed to support economic growth, mobility and quality of life
- Build a “Business Case” for investment in HCT
- Identify funding options
- Complete “findings and recommendations” report by August 2018



# Task Force Structure















# Task Force Workgroups

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- **Economic Impact:** What are the potential costs and benefits?
  - **Service Concepts:** Based on our travel needs, what services are needed, where and at what level of service?
  - **Funding Opportunities:** What potential funding and financing mechanisms are available?

*What can we learn from others?*

# Example Regions Surveyed



Country	City or Region	Economic Impact	Service Concepts	Innovative Funding
	Atlanta	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
	Austin		<input checked="" type="checkbox"/>	
	Cleveland	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
	Dallas/Fort Worth	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
	Denver	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>
	Los Angeles		<input checked="" type="checkbox"/>	
	Miami		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
	Seattle	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>
	Washington, DC	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
	Ottawa			<input checked="" type="checkbox"/>
	Vancouver		<input checked="" type="checkbox"/>	
	Dubai		<input checked="" type="checkbox"/>	

# Key Phase I Findings



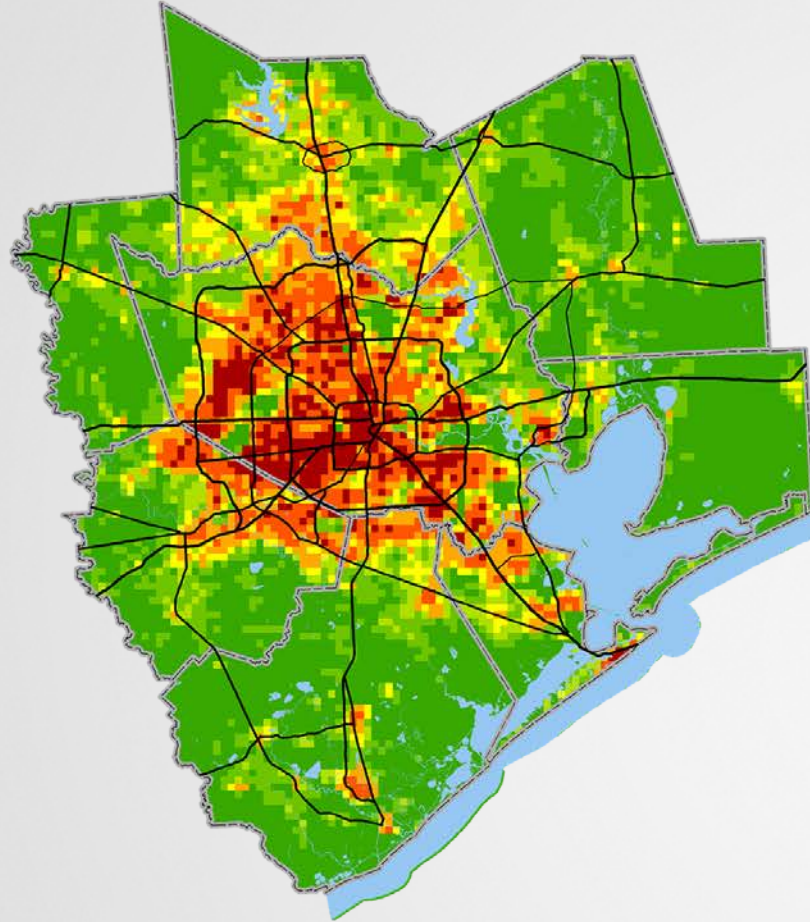
- Continued economic success and quality of life requires new transportation and development solutions.
- Very high regional demand for increased transit access, quality of transit service (frequency, speed, etc.).
- Economic benefits must be identified for individual citizens, employers, and the community at large.
- Other regions are expanding transit using traditional and non traditional funding sources, including public-private partnerships.
- Automated vehicles provide new opportunities for transit but are not a panacea.

# Current Status

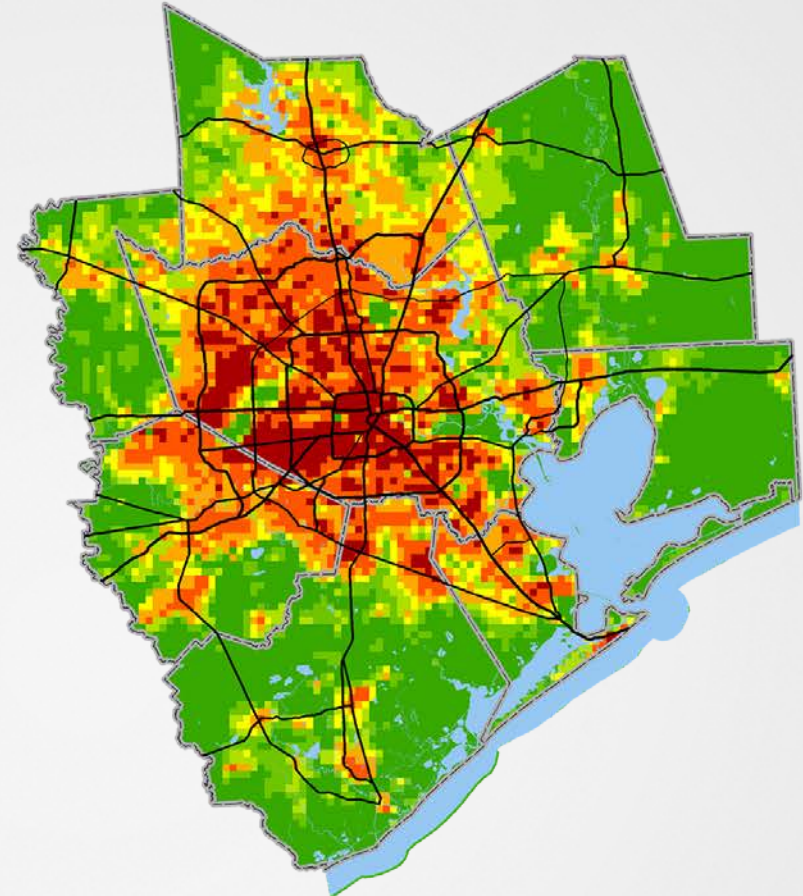
- Phase I analysis being finalized
- Phase II Service Concepts and Funding Opportunities work underway
- H-GAC staff in communication with METRO staff to ensure HCTTF – METRONext coordination
- Next meeting of full Task Force: February 23, 2018



# Population Growth

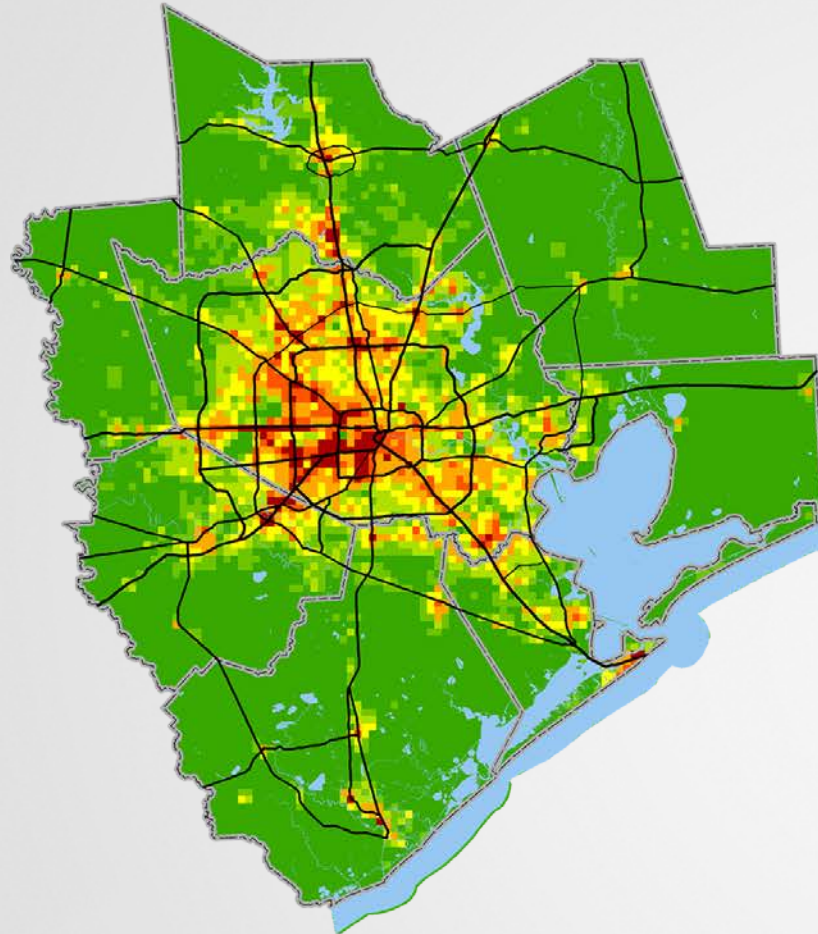


2017

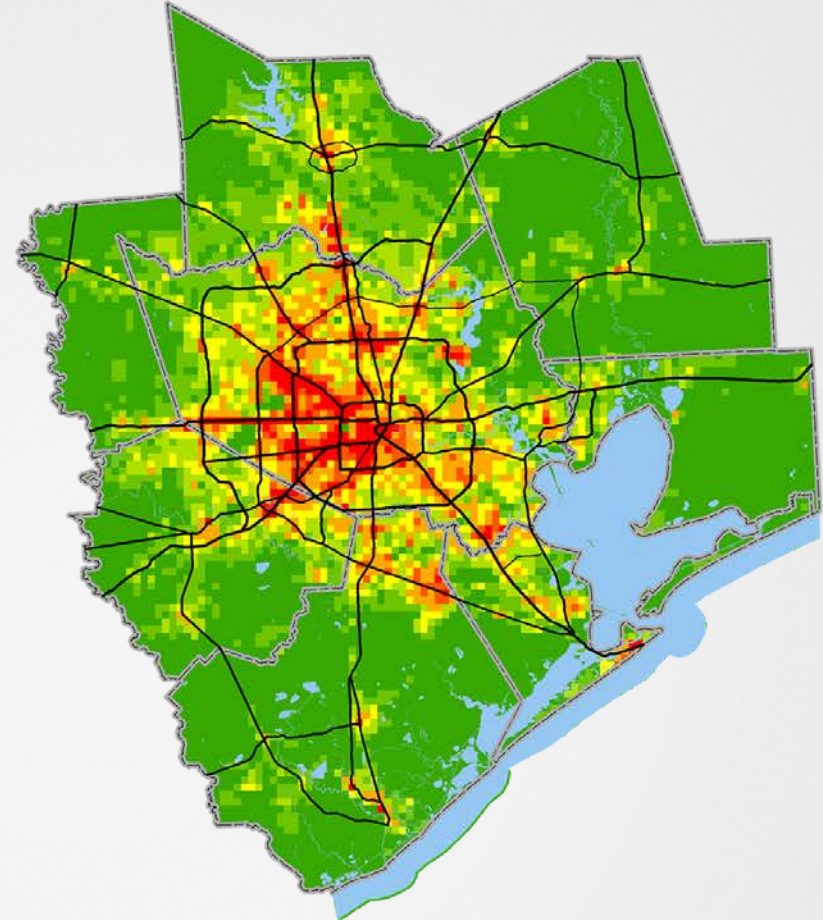


2045

# Employment Growth



2017

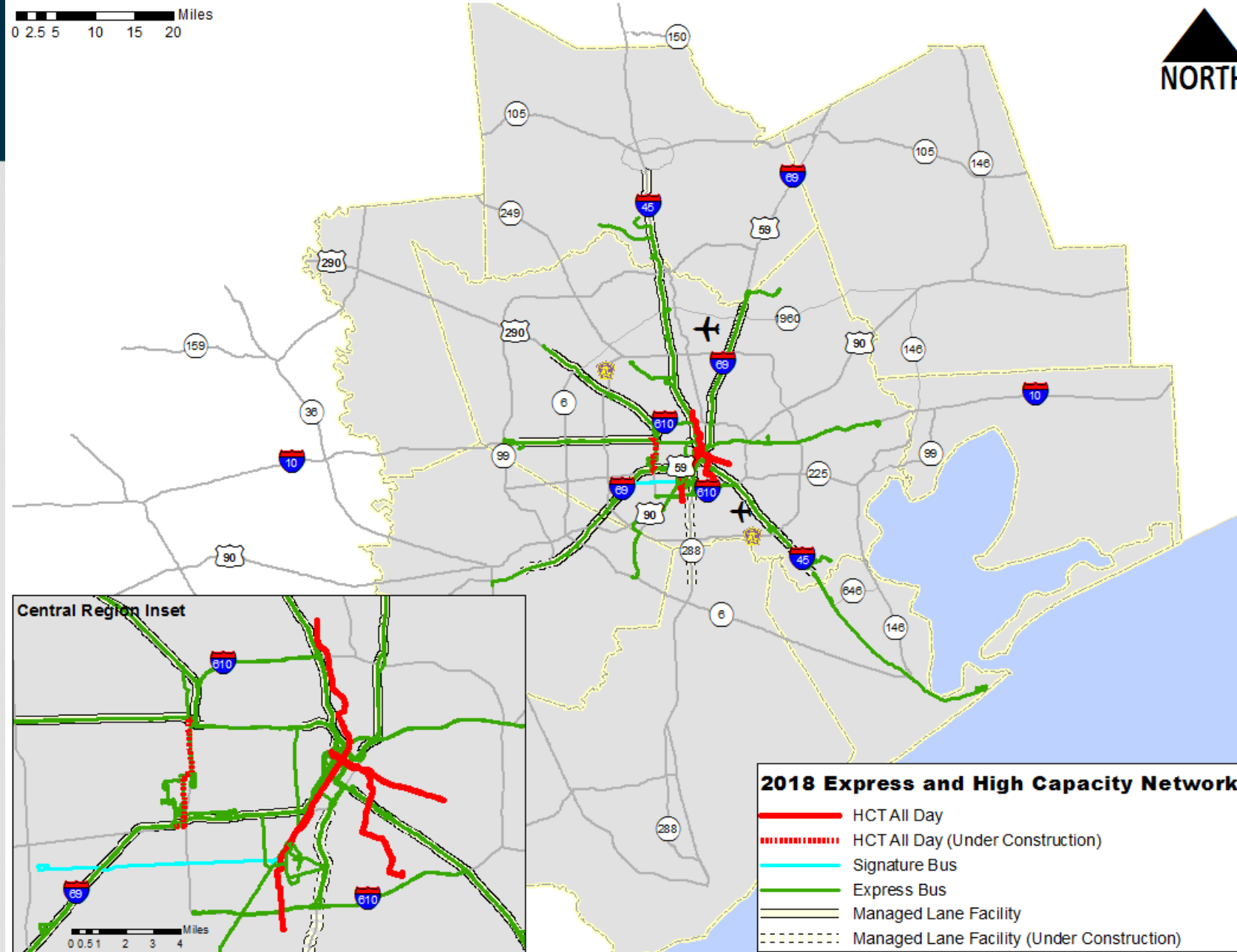


2045

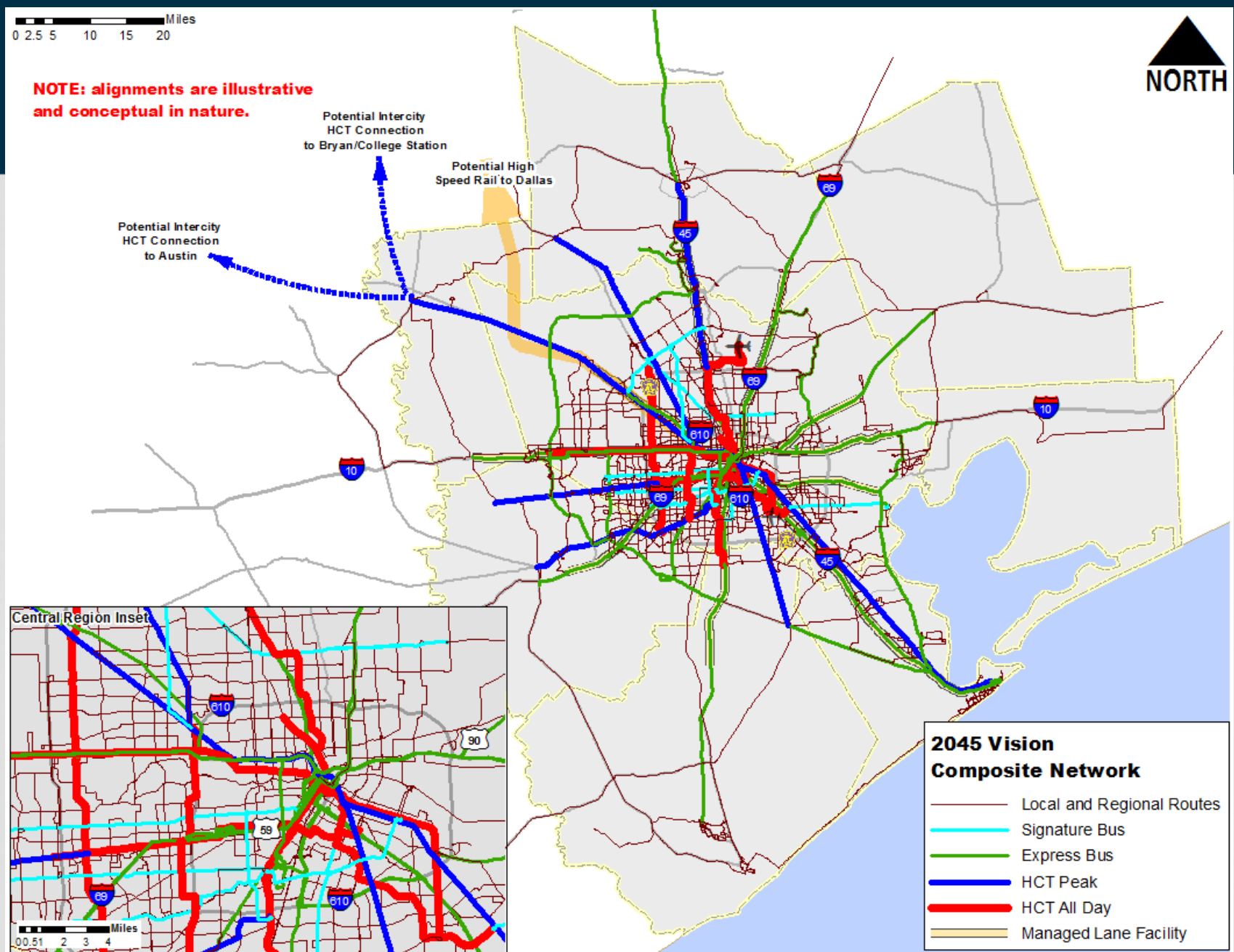
# Today



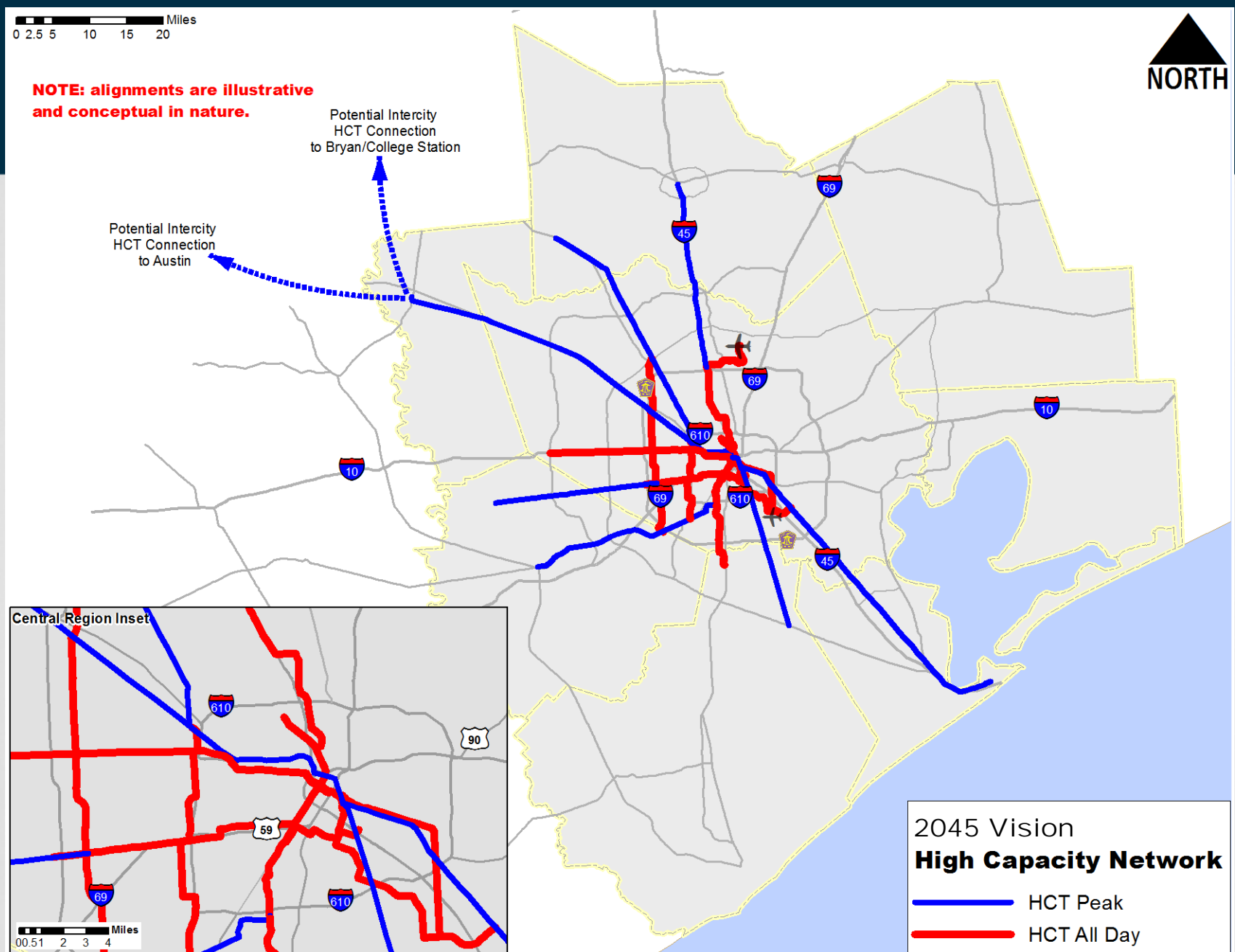
0 2.5 5 10 15 20 Miles



# Vision



# Vision



# Vision



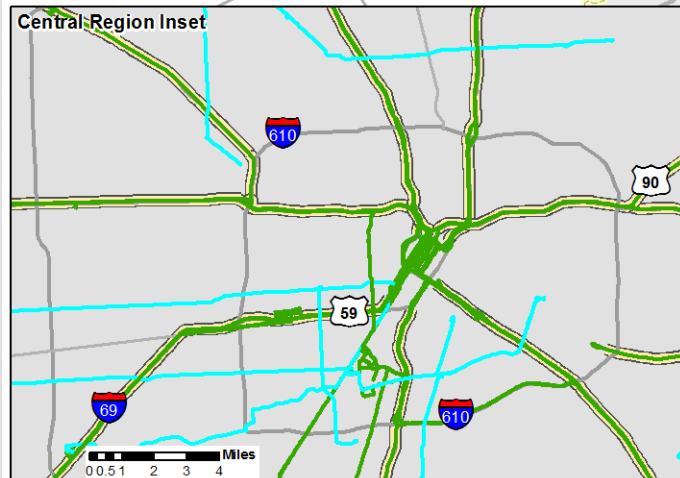
0 2.5 5 10 15 20 Miles

**NOTE: all transit elements are illustrative and conceptual in nature.**

to Huntsville



Central Region Inset



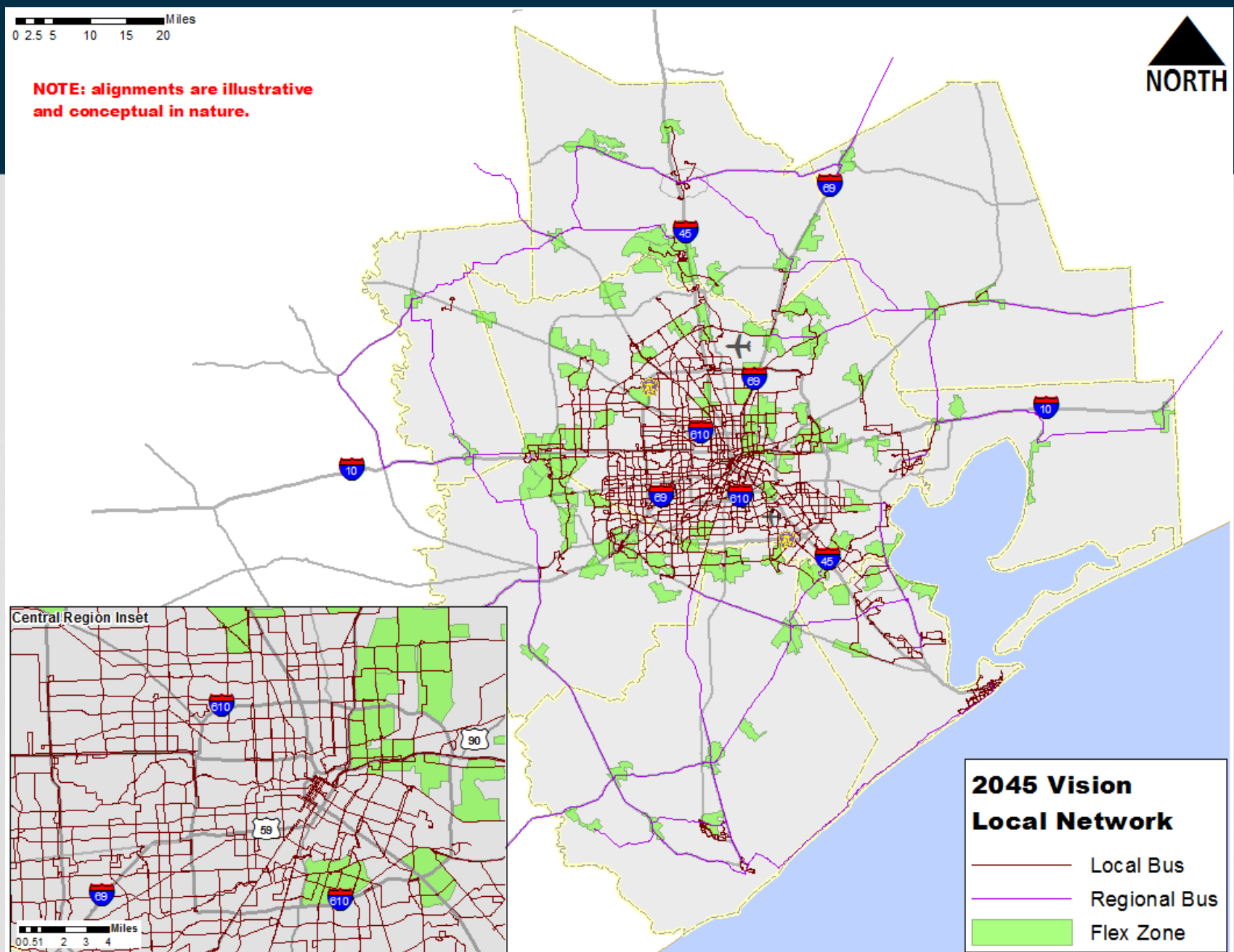
0 0.5 1 2 3 4 Miles

2045 Vision

**Express and Signature Bus Network**

- Express Bus
- Signature Bus
- Managed Lane Facility

# Vision



# Model Results Comparison Table



	Current/Existing*	2040 RTP	2045 Vision
Number of Fixed Routes	156	168	293
Annual Vehicle Revenue Miles (Fixed Route)	47,847,917	67,700,770	144,947,224
Miles of HCT Guideway	27.6	125.3	383.1
Annual Transit Demand (Fixed Route Boardings)	83,866,394	219,833,955	613,154,700
Share Local Circulation/ Connectivity	70.5%	60.1%	40.5%
Share Regional Commuter/ Express	11.3%	8.0%	14.8%
Share Subregional Corridor and Internodal	18.2%	31.9%	44.6%
Annual Passenger Miles (Fixed Route)	509,956,169	1,011,219,635	3,310,635,000
Transit Mode Share (HBW)	2.4%	11.3%	17.4%

\*2015 National Transit Database, 2014 US Census ACS



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