INTERMODAL RAIL TRANSIT SYSTEMS

ENSURING OUR ECONOMIC AND TRANSPORTATION FUTURE

INTERMODAL TRANSIT

- Seamless movement of passengers from one mode of transit to another through a central hub

- Transit modes include Light Rail, Commuter Rail, Modern Streetcar, Bus, Bus Rapid Transit and Intercity Bus

WHY RAIL TRANSIT?

- Provides safe, energy-efficient transportation
- Generates economic development
- Enhances quality of life
- Ensures regional economic competitiveness

WHY NOW?

- Protect our economic and transportation future - high fuel costs and time spent in traffic
- Ensure OKC metropolitan area remains regionally competitive – businesses, jobs and residents
- Strong public support for rail transit

QUALITY OF LIFE BENEFITS

- Affordable transportation options
- Reduces traffic and congestion
- Improves air quality – lowers emissions and ozone levels
- Offers urban residents a non-auto dependent lifestyle choice
- Provides commuters an efficient transportation alternative

ECONOMIC BENEFITS

- Stimulates economic development
- Raises property values
- Increases local and state tax revenues
- Enhances business, retail and entertainment districts
- Accelerates urban renewal and core area revitalization
- Attracts new residents and businesses

TRANSIT WILL SPUR ECONOMIC GROWTH

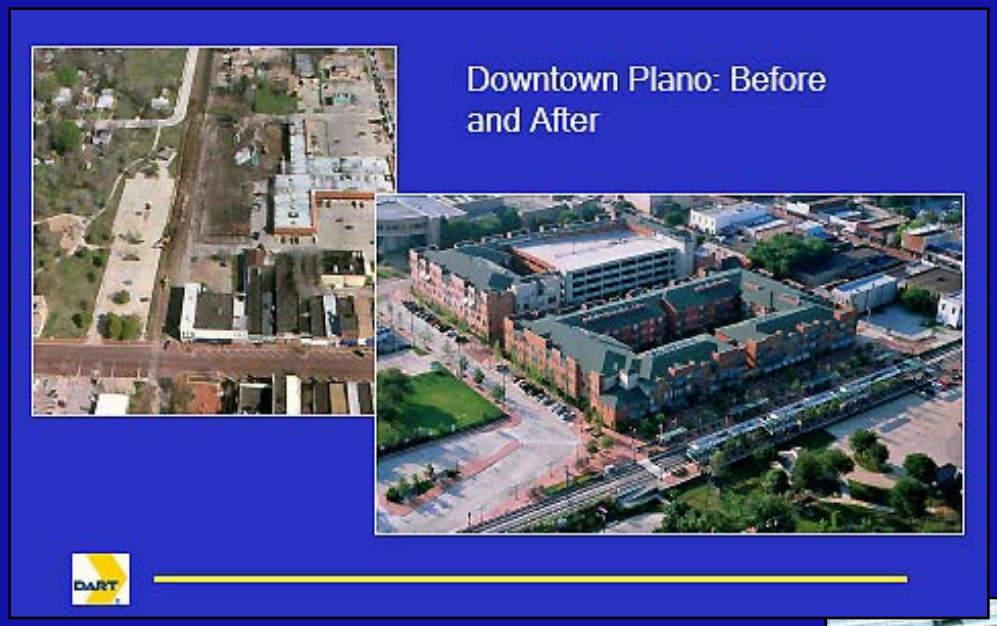
Milwaukee Journal Sentinel – February 20, 2010

"Economic development is about people. The better we move people, the more business we generate."

"Economic success in the 21st century requires making our region attractive to an educated workforce. Corporations have discovered that a good transit system is essential to recruiting such talent."

"Good transit is not a partisan issue."

TRANSIT ORIENTED DEVELOPMENT



- Urban Renewal
- Core Revitalization
- Residential Development
- Retail Development
- Commercial Development

- Increased Business Revenue
- Increased Property Values
- Increased Tax Revenues
- Improved Quality of Life

Denver Union Station Master Plan

SIGNIFICANT FISCAL IMPACT

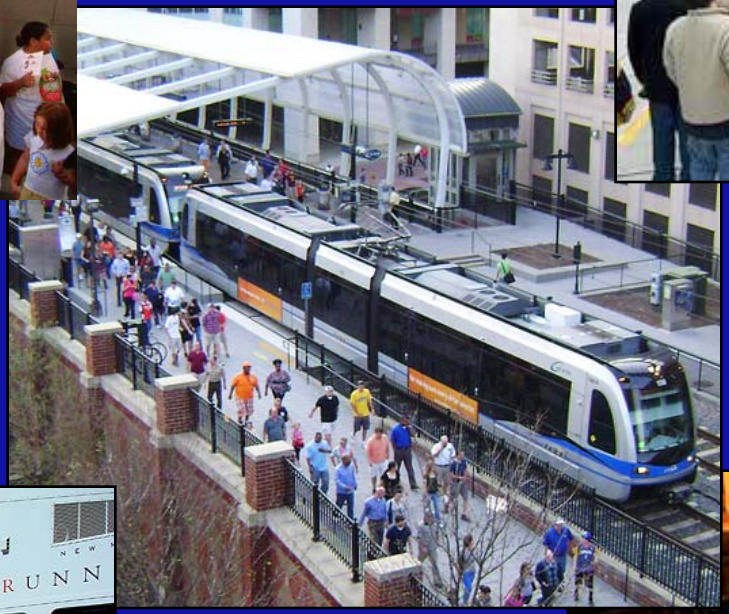
Potential Fiscal Impacts of Existing and Proposed Transit-oriented Development in the Dallas Area Rapid Transit Service Area Annual Estimates at Buildout

Description	Value
Announced Value	**$ 4,902,800,000**
Announced Value Attributable to DART	**$ 4,255,700,000**
Cities	
Taxable Property Value	**$ 2,843,779,000**
Property Tax Revenues	**$ 16,785,000**
Taxable Retail Sales	**$ 665,552,000**
Sales Tax Revenues	**$ 6,656,000**
Total Revenue to Cities	**$ 23,531,000**
Counties	
Taxable Property Value	**$ 2,842,259,000**
Property Tax Revenues	**$ 6,593,000**
School Districts	
Taxable Property Value	**$ 2,904,207,000**
Property Tax Revenues	**$ 46,380,000**
Community College Districts	
Taxable Property Value	**$ 2,736,047,000**
Property Tax Revenues	**$ 2,306,000**
Hospital District	
Taxable Property Value	**$ 2,633,261,000**
Property Tax Revenues	**$ 6,688,000**
State of Texas	
Sales Tax Revenues	**$ 41,597,000**
Total State and Local Tax Revenues	**$ 127,095,000***

* Includes local property taxes and state and local sales taxes. Sources: Dallas Central Appraisal District, Media reports, Chambers of Commerce, Developers, DART, Authors' estimates.

From: Center for Economic Development and Research
University of North Texas 2007

PUBLIC SUPPORT



OKC SUPPORT

Q10: In the future, which of the following ways would you prefer to travel in Central Oklahoma? (choose three*)	Response Total	Response Percent*
Rail	1146	63 %
Car	1074	59 %
Bus	619	34 %
Bike	512	28 %
Walk	277	15 %
Carpool	199	11 %
Other	67	4 %
Total Respondents	1817	
Skipped Question	76	

Q11: What are your top three priorities for the transportation system within Central Oklahoma? (choose three*)	Response Total	Response Percent*
Develop passenger rail	1003	56 %
Maintain roads and bridges	891	50 %
Improve public bus system	619	35 %
Add more bicycle paths/bike lanes	582	33 %
Add more sidewalks/walking paths	469	26 %
Expand interstate rail (Amtrak)	451	25 %
Improve interchanges on interstates	241	14 %
Add lanes to interstates	233	13 %
Improve traffic signals/intersections	227	13 %
Increase transportation services for elderly and disabled	226	13 %
Add lanes to roads	206	12 %
Total Respondents	1782	
Skipped Question	111	

BACK OF THE PACK

- Oklahoma City ranked last out of 50 largest metropolitan areas as best prepared for $4 gasoline [1]
- Oklahoma City ranked 84th out of 100 metropolitan areas in serving the transit needs of its workforce [2]
- Cause: Lack of effective transit system

1 From: Major US Cities Preparedness for an Oil Crisis: Which Cities and Metropolitan Areas are Best Prepared for $4 a Gallon Gasoline and Beyond. A Study by Warren Karlenzig of Common Current. March 2008

2 From: Missed Opportunity: Transit and Jobs in Metropolitan America. A Study by the Brookings Institute. May 2011

2012 TRANSIT RIDERSHIP

Atlanta	131,126,600
Denver	86,659,700
Dallas	69,414,200
St. Louis	47,218,700
San Antonio	47,147,100
Salt Lake City	42,806,000
Austin	35,672,800
Charlotte	26,411,600
Phoenix	24,525,100
Tucson	20,225,300
Kansas City	16,506,500
Cincinnati	16,356,900
Memphis	10,305,700
Oklahoma City	2,934,700
Birmingham	2,892,100

COMPETITIVE EDGE

REGIONAL ADVANTAGE

"Competition is intensifying between cities and regions to create the amenities and the business climate that will attract highly skilled workers."

"Studies show that business locations near high quality urban settings with clean, efficient rail transportation are a priority for young knowledge workers who are choosing a job."

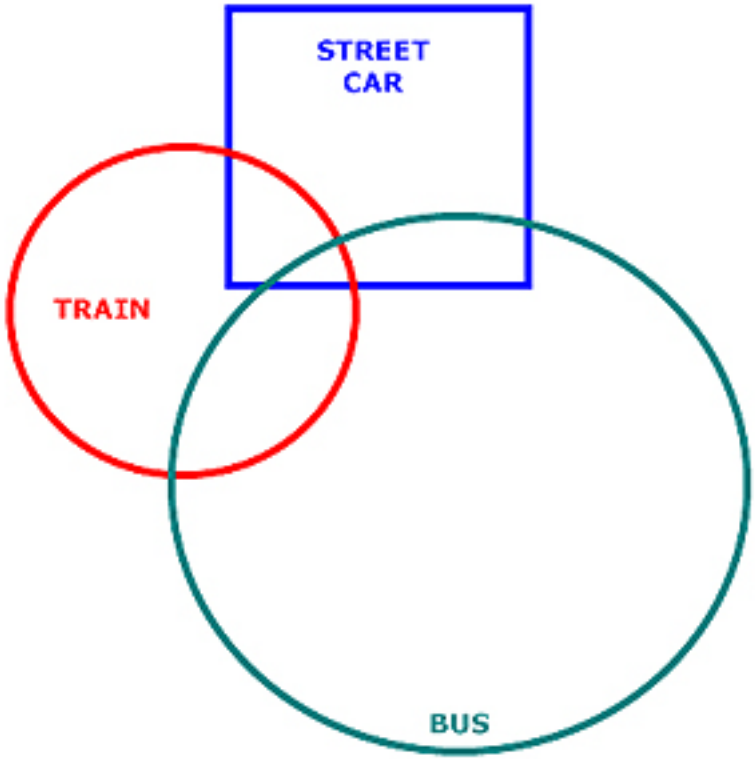
*"It is the ability to attract talent that creates regional advantage: Those that have the talent win, those that do not lose"...*Richard Florida, Professor of Regional Economic Development at Carnegie Mellon University

From Southeastern Wisconsin Coalition for Transit Now

INTERMODAL TRANSIT SYSTEMS

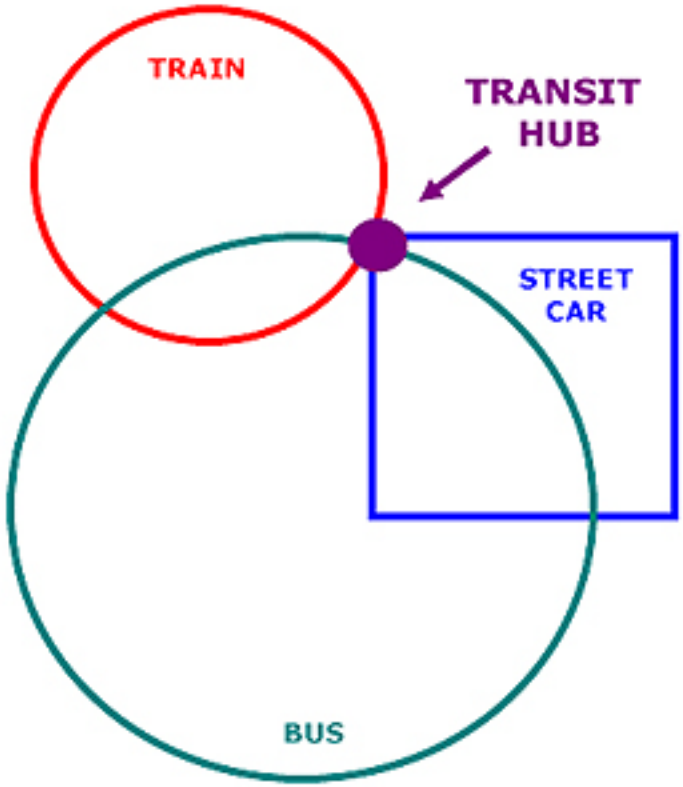
- Movement of passengers from one mode of transit to another, typically taking place at a hub designed for such purposes
- Intermodal hub is the foundation of the system

MULTIMODAL VS. INTERMODAL



MULTIMODAL TRANSIT SYSTEM

"**Multimodal transportation**. The movements of passengers or freight within a set of transport modes offering connections between a set of origins and destinations. Although intermodal transportation is possible, it does not necessarily occur."



INTERMODAL TRANSIT SYSTEM

"**Intermodal transportation**. The movements of passengers or freight from one mode of transport to another, commonly taking place at a terminal specifically designed for such a purpose."

LIGHT RAIL vs. COMMUTER RAIL

- Light Rail: Electric powered trains operating on new dedicated tracks

  $60-$80 million per mile

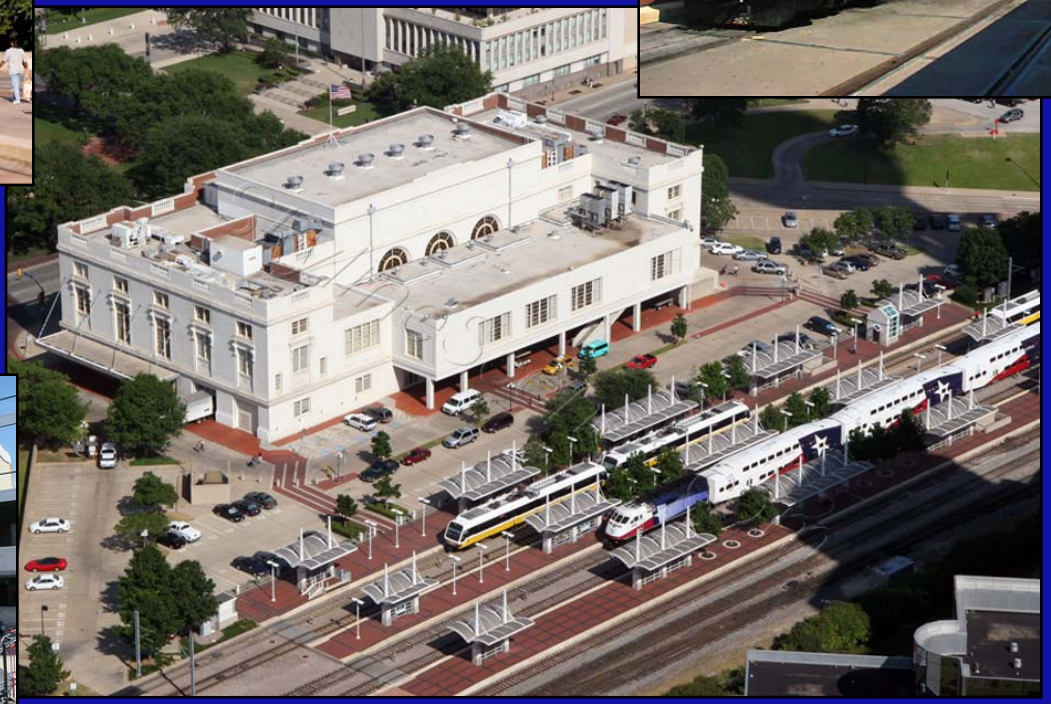
- Commuter Rail: Diesel-electric powered trains operating on existing freight tracks

  $15-$20 million per mile

DALLAS (DART)

LIGHT RAIL

COMMUTER RAIL



DALLAS UNION STATION

ENHANCED BUS

DART RIDERSHIP

FISCAL YEAR	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011
Light Rail	17,892,532	19,437,603	18,965,249	17,799,186	22,302,390
Bus (including charter)	44,689,864	45,211,199	43,103,738	37,990,589	37,212,930
Commuter Rail	2,475,970	2,746,992	2,789,030	2,469,215	2,425,335
HOV	37,600,950	48,094,550	51,033,100	50,108,277	48,045,576
Paratransit	688,939	737,027	750,763	772,675	790,350
Vanpool	492,202	697,210	880,678	924,600	985,046
Total Ridership*	**103,840,457**	**116,924,581**	**117,522,558**	**110,064,542**	**111,761,627**

* Number of Passenger Trips

SALT LAKE CITY (UTA)

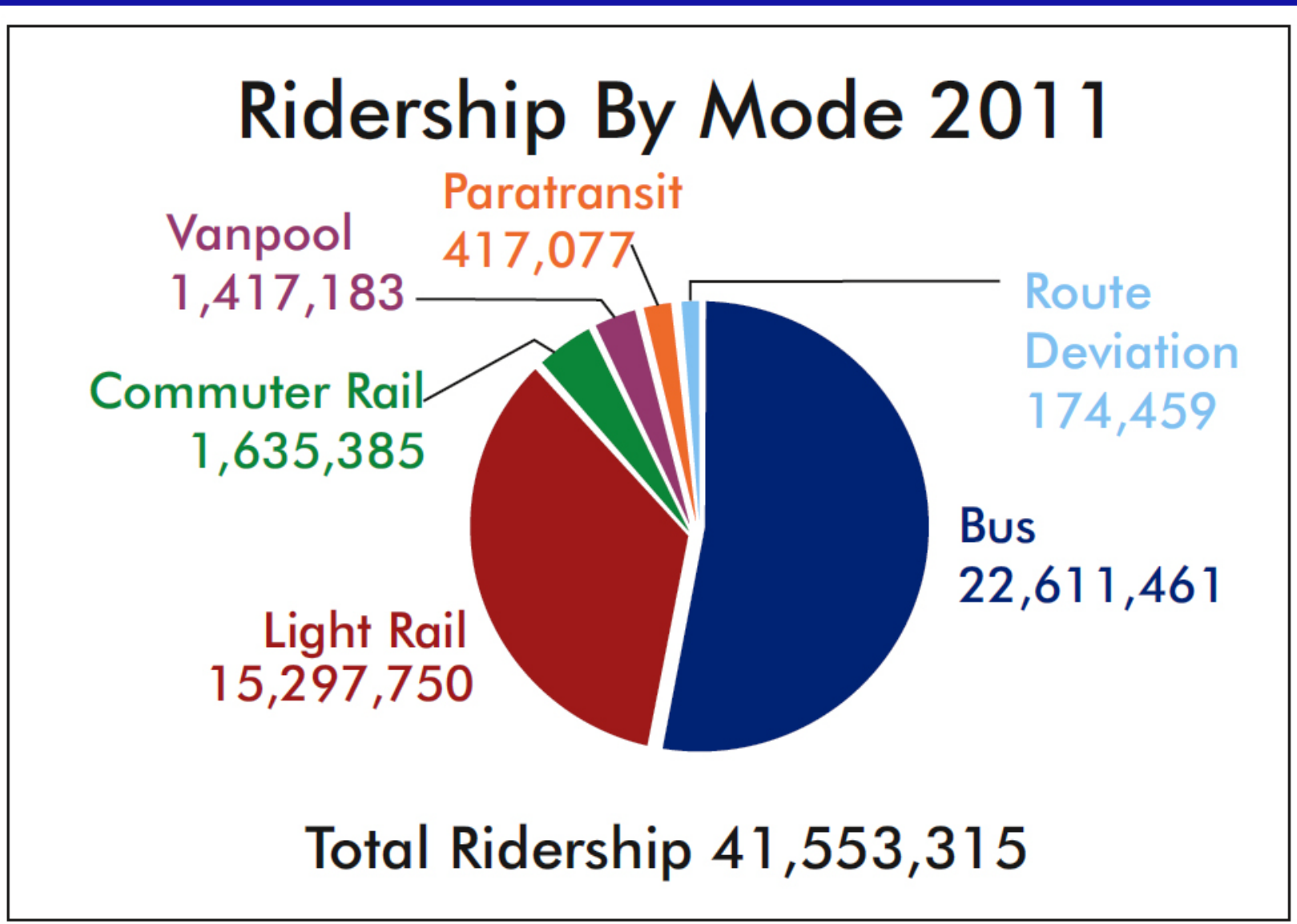
LIGHT RAIL

SALT LAKE CITY INTERMODAL HUB

COMMUTER RAIL

ENHANCED BUS

UTA SYSTEM RIDERSHIP



LESSONS FROM SALT LAKE CITY

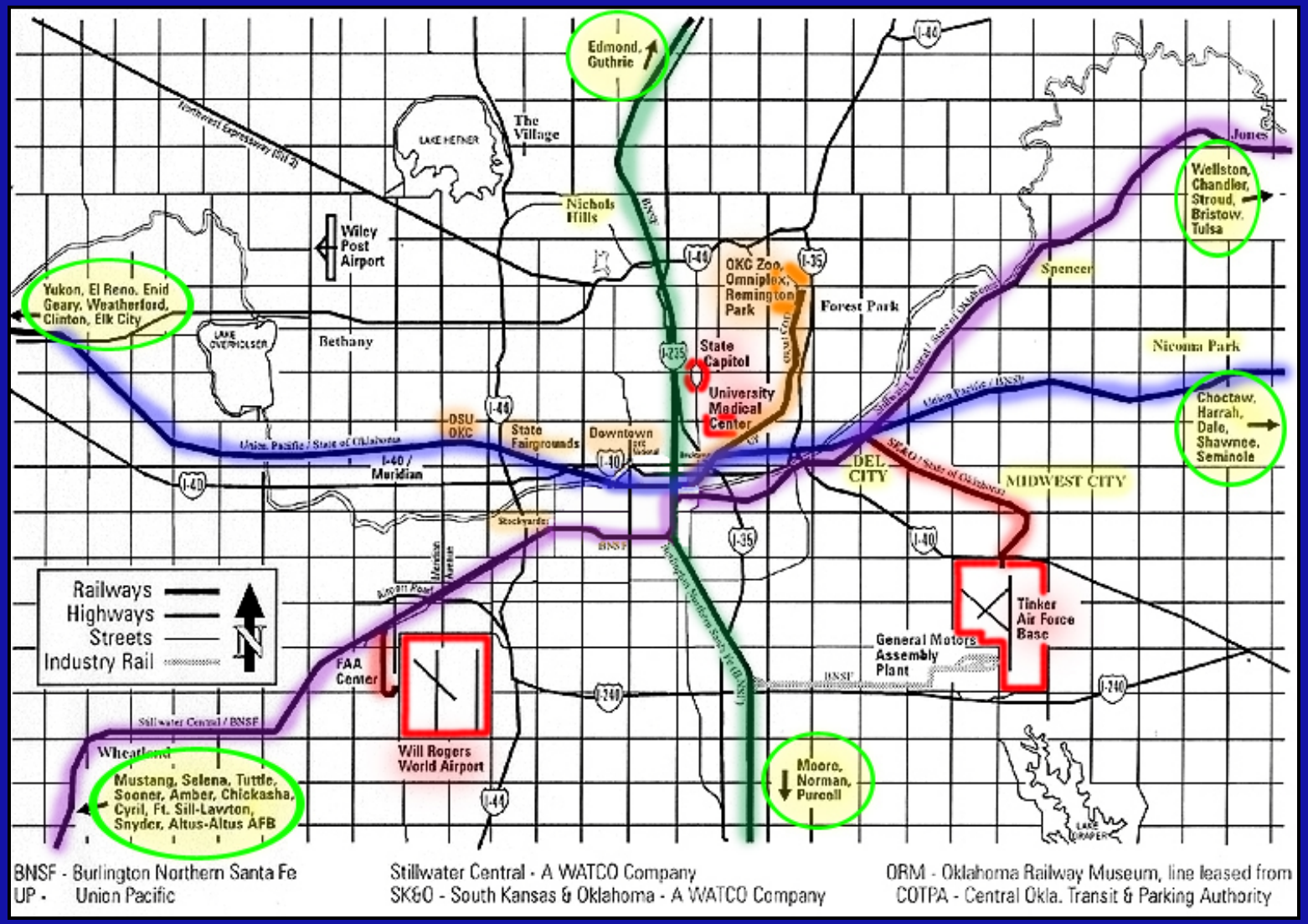
“Salt Lake City's light rail streetcar and its integration with a commuter rail system serving outlying areas of the City and suburbs was particularly important to spurring private development.”

”The linked rail and streetcar system helped inspire growth that also included people moving to downtown Salt Lake City about as fast as the city could handle.”

“Our ridership has doubled projections. Rail transit is making a huge difference in both where people concentrate their economic investments, but also in relieving congestion and providing a pretty clear path to what our future of surface transportation will be.”

Comments by Salt Lake City Mayor Ralph Becker at 2012 OKC Mayor’s Economic Development Roundtable

OKC METRO AREA RAIL NETWORK



FOUNDATION OF A COMMUTER RAIL SYSTEM

COMMUTER RAIL

Salt Lake City

Minneapolis

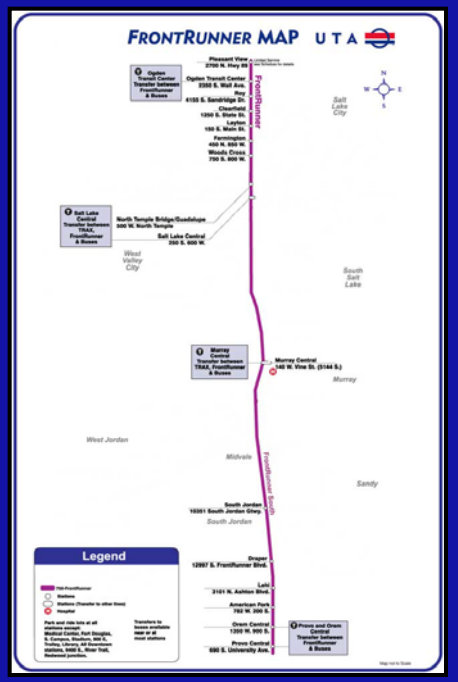
Albuquerque

Affordable...Comfortable...Efficient

MODERN LOCOMOTIVES

- Advanced diesel-electric engines
- Higher horsepower and torque
- Increased acceleration
- Improved fuel efficiency
- Reduced emissions – meets EPA Tier 2
- Greater safety standards
- Quieter operation

UTA FRONTRUNNER



- Connecting Salt Lake City, Provo and Ogden
- Intermodal Hub in downtown Salt Lake City
- Directly serves Hill Air Force Base
- 2011 Ridership: 1,600,0000

NEW MEXICO RAIL RUNNER

- Connecting Albuquerque, Belen, Los Lunas, Bernanlillo and Santa Fe
- Intermodal Hub in downtown Albuquerque
- 2011 Ridership: 1,200,0000

MINNEAPOLIS NORTHSTAR

- Connecting Minneapolis, Coon Rapids, Elk River, Big Lake
- Intermodal hub in Minneapolis near Target Field Stadium
- Trains carry one-and-a-half lanes of traffic at peak periods
- System will generate $4.5 billion in economic development

INTERMODAL TRANSIT HUBS

DENVER

MINNEAPOLIS

ANAHEIM

CORNERSTONE OF RAIL TRANSIT SYSTEM

INTERMODAL TRANSIT HUBS

- Central link for entire transit system
- Connect commuter rail, light rail, and bus transit components
- Provide efficient passenger transfer between transit modes
- Enhance economic development in the Core

Denver Union Station and FasTracks Commuter Rail Development

Denver Post - February 6, 2010

“The station redevelopment project and construction of rail lines could create 10,000 good-paying jobs throughout the metro area."

“Numerous private developers are already beginning to plan projects based on the repositioning of Union Station as a transit center.”

"This project will cause many businesses to move to Denver because the companies know their employees will not have to sit in traffic and will be home for dinner and home life.“

MODERN STREET CARS

Tucson

Atlanta

Dallas

Cincinnati

IMPORTANT “LAST MILE” COMPONENT

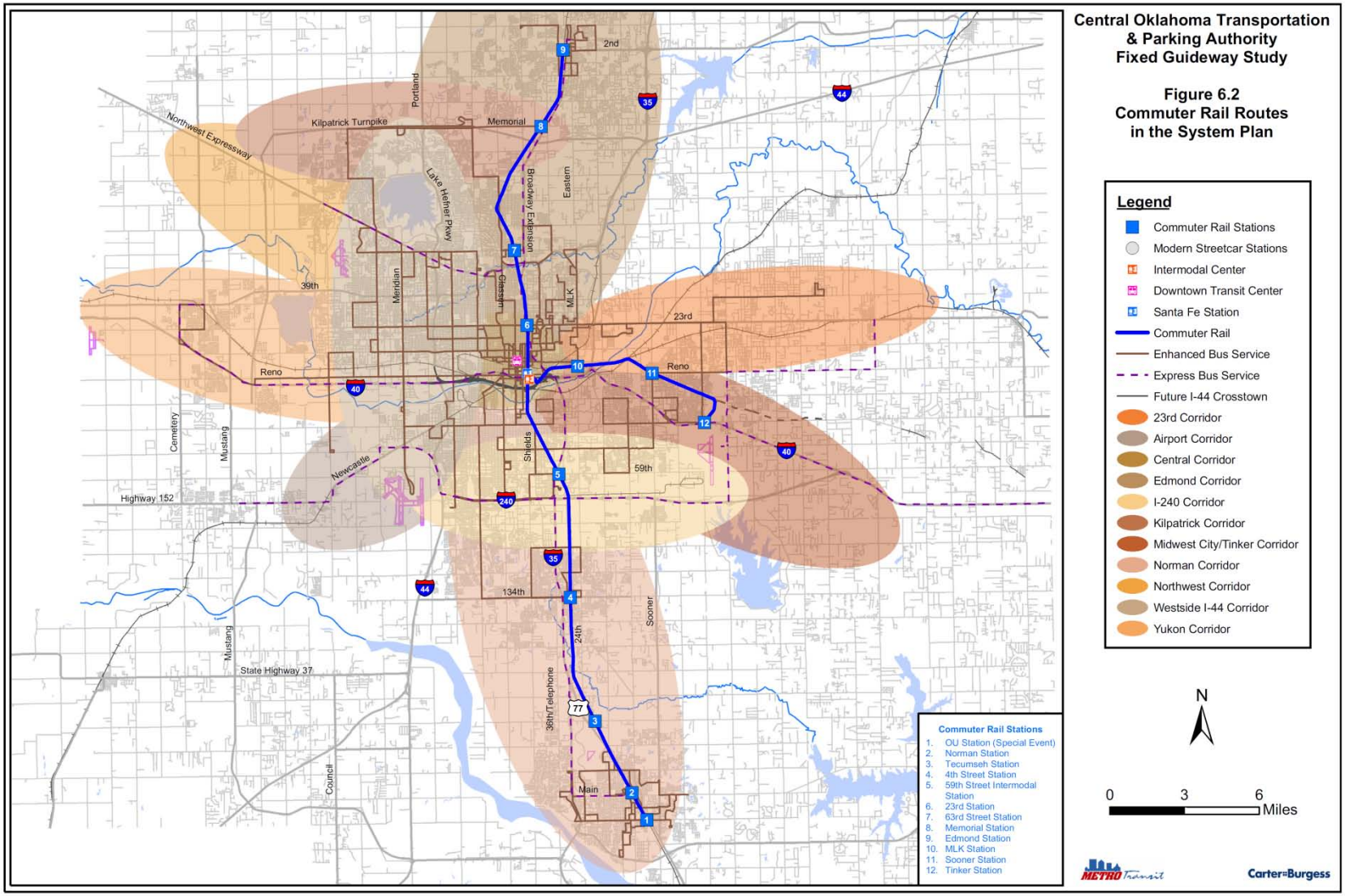
STREETCAR SYSTEM PLAN

CRITICAL TO EFFECTIVENESS OF RAIL TRANSIT SYSTEM

MAKING RAIL TRANSIT WORK

- Political and public commitment
- Establish Regional Transit Authority (RTA)
- Create Regional Transit District (RTD) and dedicated funding source
- Develop intermodal hub and commuter rail, modern streetcar and bus transit systems

FIRST STEPS



2005 FIXED GUIDEWAY STUDY

BIG STRIDES

- OKC developing 4.5 mile - $110 million downtown modern street car system through MAPS 3
- ACOG completed Intermodal Hub Study
- OKC acquired Santa Fe Station through MAPS 3
- OKC redeveloping Santa Fe Station with $28.4 million in FTA, MAPS 3, ODOT, ACOG funding
- ACOG completed Commuter Corridor Analysis for OKC to Edmond, Norman and Midwest City
- ACOG developed framework for Regional Transit Authority and Regional Transit District
- OKC metro area cities authorized Regional Transit Authority Task Force to create RTA

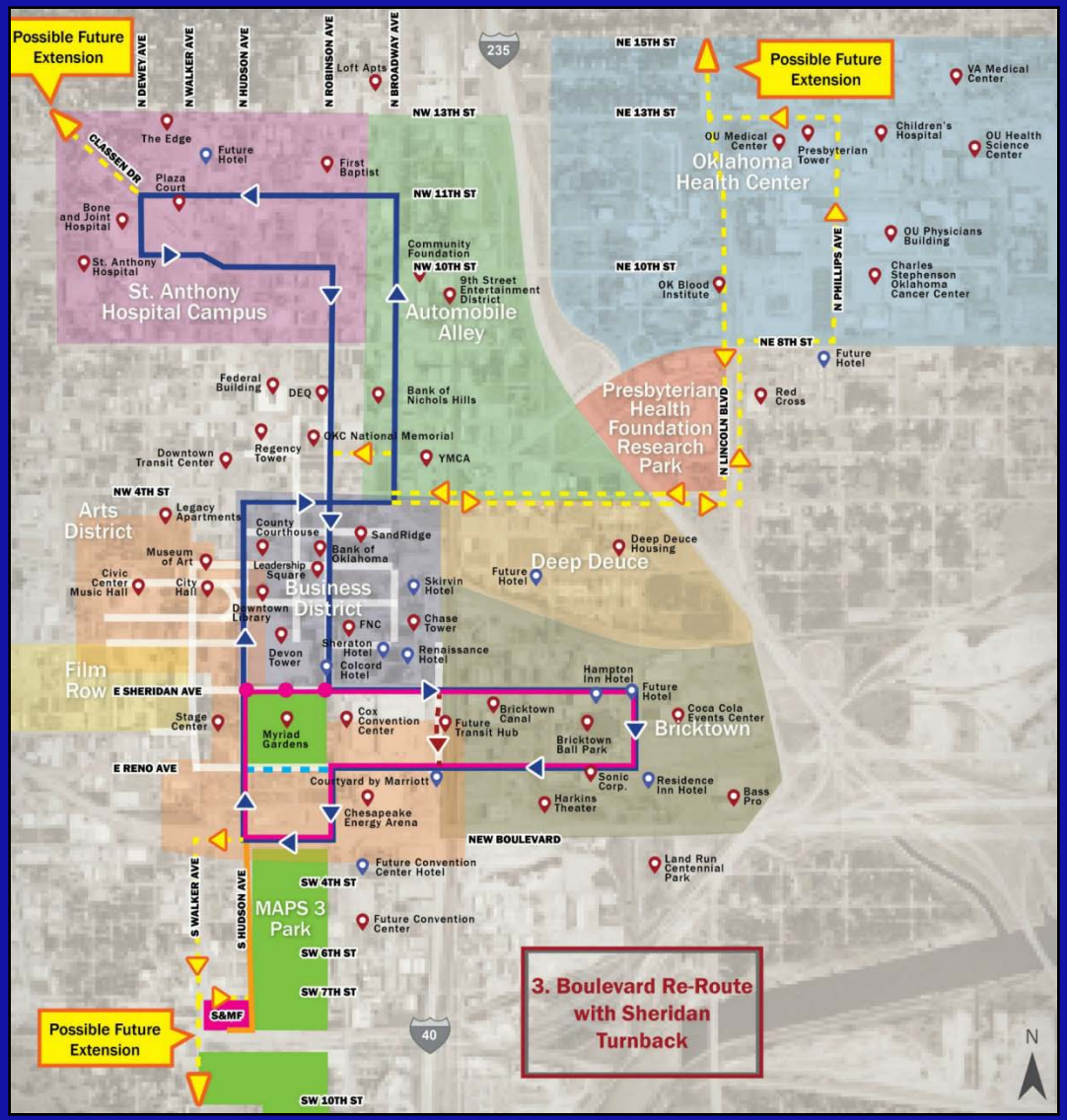
MAPS 3 MODERN STREETCAR

MODERN TRANSIT PROJECT

MAPS3
www.okc.gov/maps3

OKLAHOMA CITY

STREETCAR SYSTEM – PHASE 1



CONNECTING:

- HOUSING
- EMPLOYMENT
- RETAIL
- ENTERTAINMENT
- PUBLIC FACILITIES

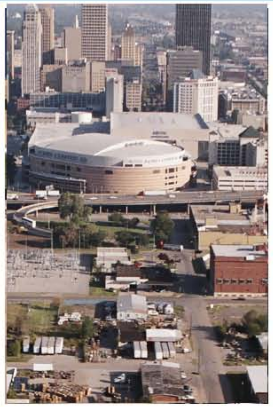
SERVING:

- DEEP DUECE
- BRICKTOWN
- SANTA FE STATION
- NEW CENTRAL PARK
- CHESAPEAKE ARENA
- NEW CONVENTION CENTER
- MYRIAD GARDENS
- CBD
- OKLAHOMA MEMORIAL
- ST. ANTHONY'S
- HERITAGE HILLS
- AUTOMOBILE ALLEY

IN SEARCH OF A HUB

ASSOCIATION OF CENTRAL OKLAHOMA GOVERNMENTS

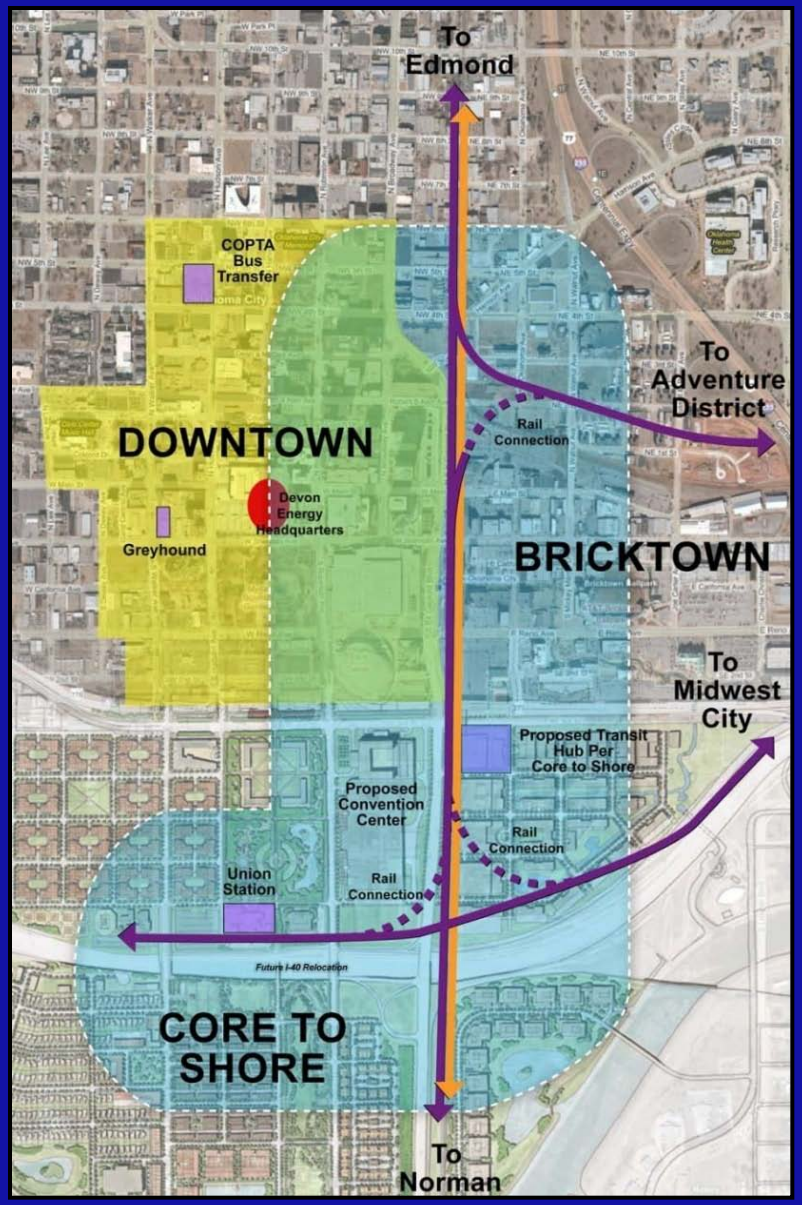
JACOBS

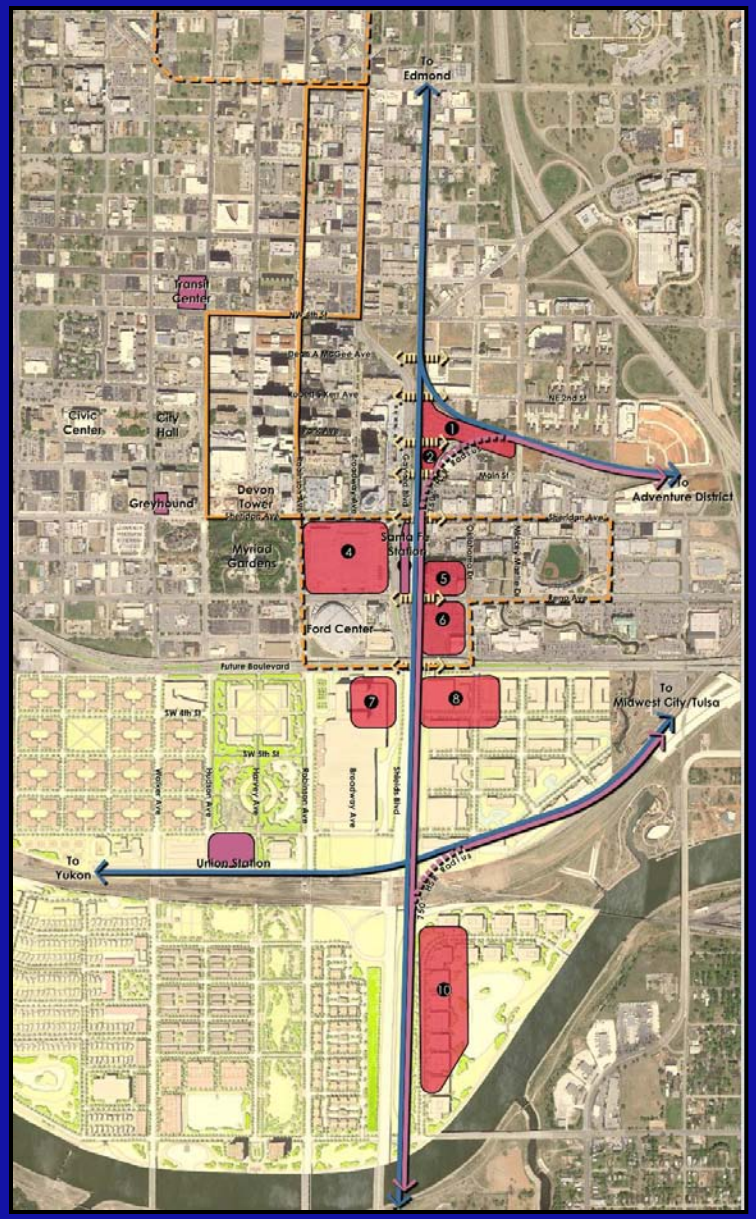


Intermodal Transportation Hub Study

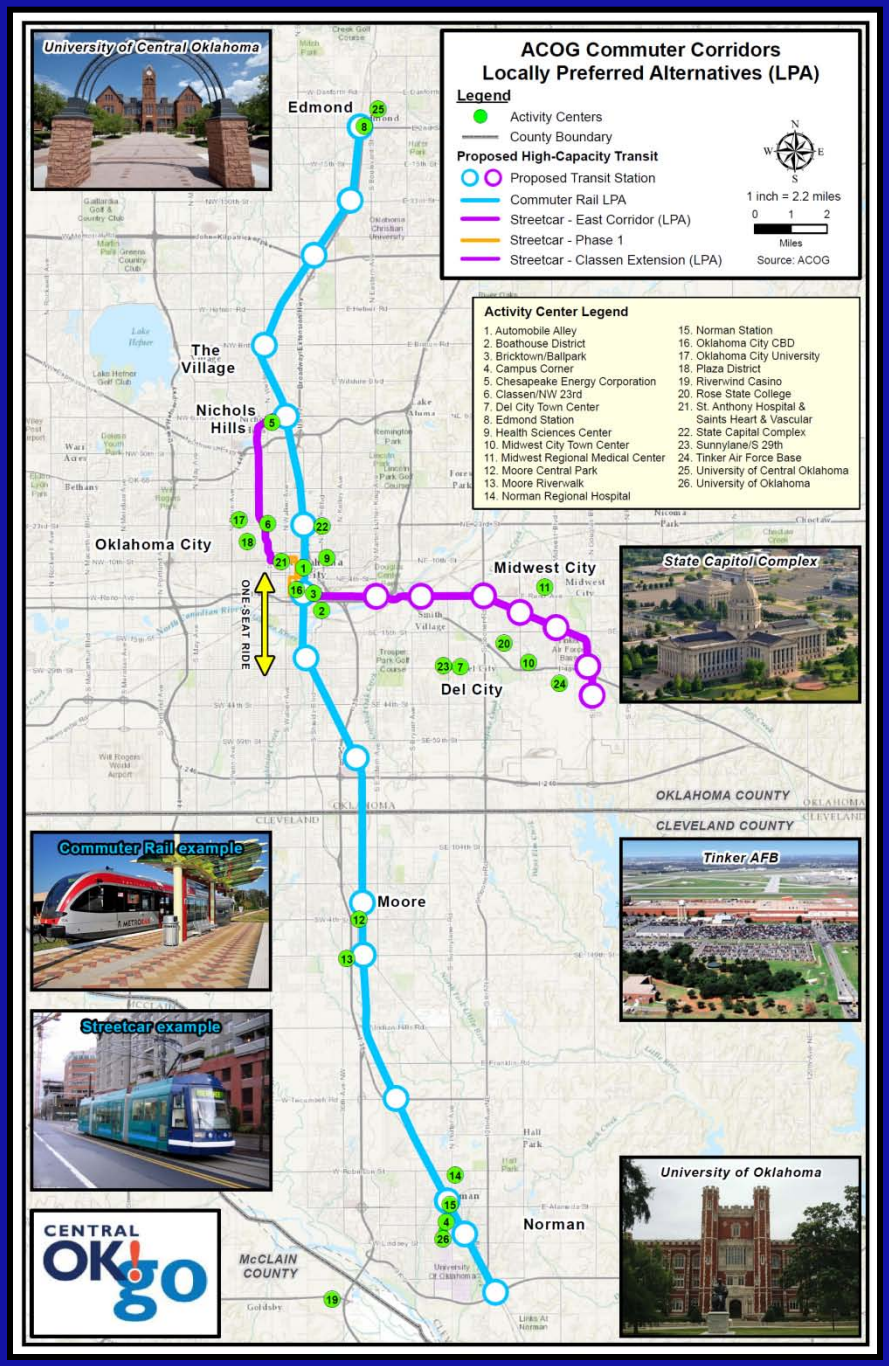
for Central Oklahoma

STRATEGIC LOCATION





SANTA FE INTERMODAL STATION



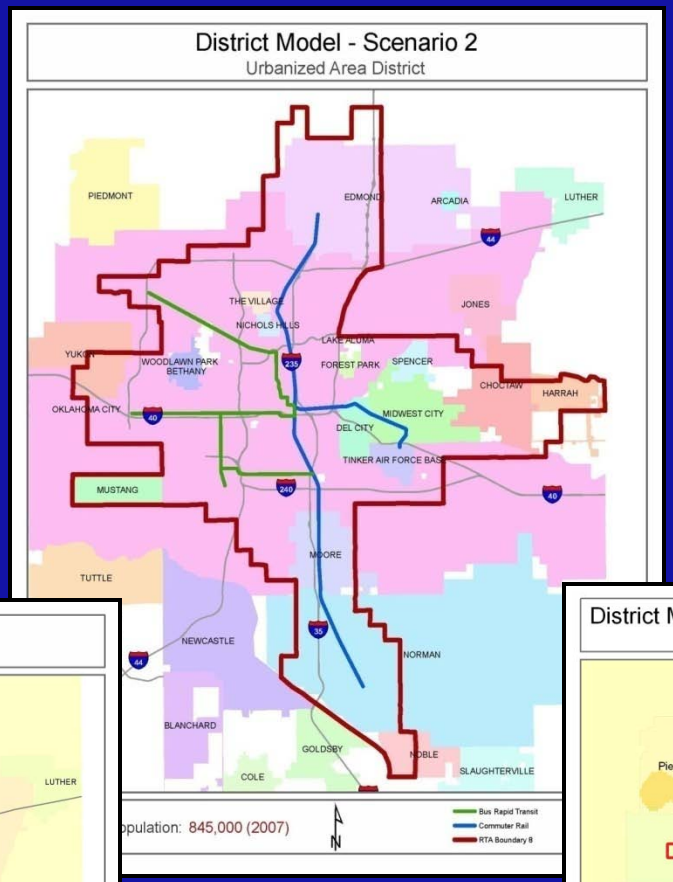
Association of Central Oklahoma Governments

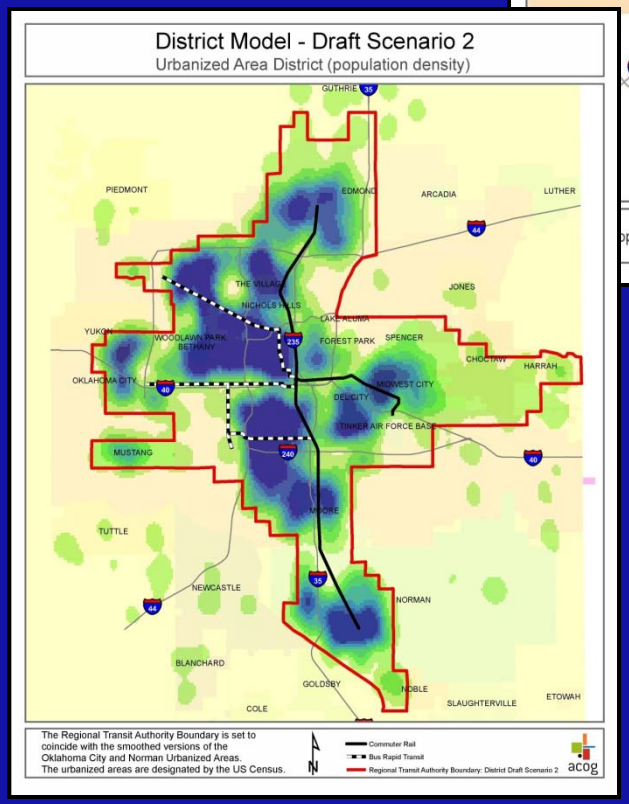
COMMUTER CORRIDORS STUDY

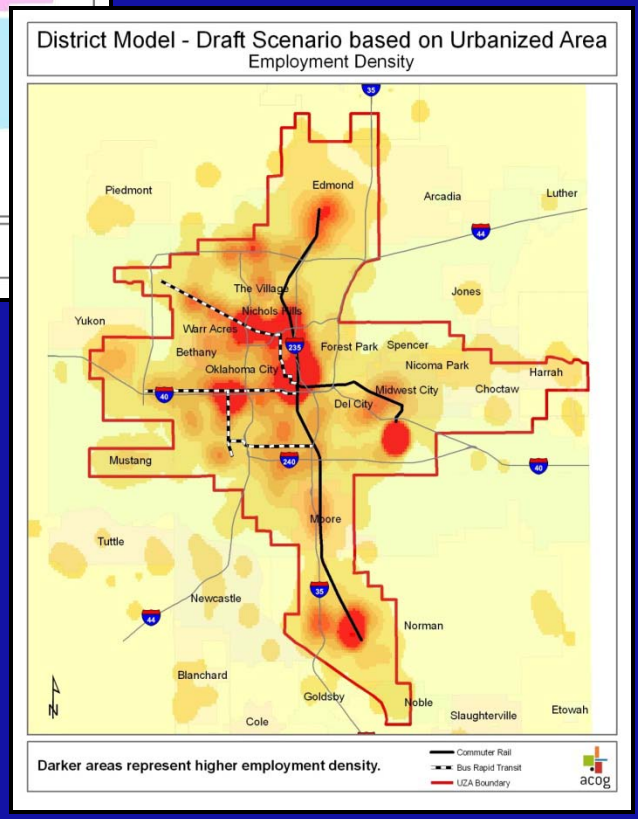
LOCALLY PREFERRED ALTERNATIVES (LPA)

Association of Central Oklahoma Governments

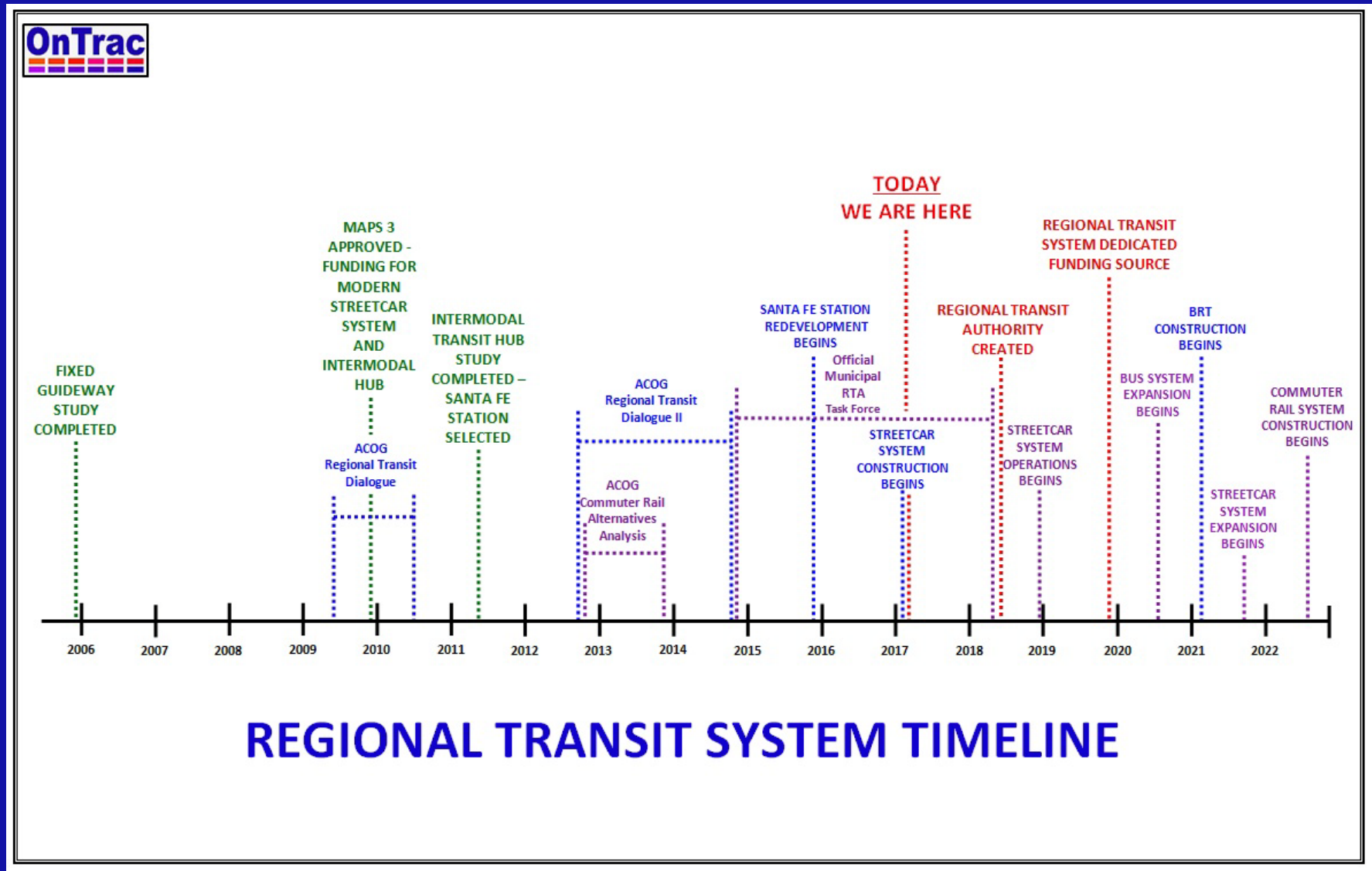
REGIONAL TRANSIT DISTRICT







HYPOTHETICAL TIMELINE



REGIONAL TRANSIT SYSTEM TIMELINE