

# Regional Transit Study

Regional  
Transit Study



Final Recommendations  
March 15, 2010

# Study Background

- The Regional Transit Study, initiated in March 2009, is now complete
- The study evaluated transit needs within the CRTPA region.



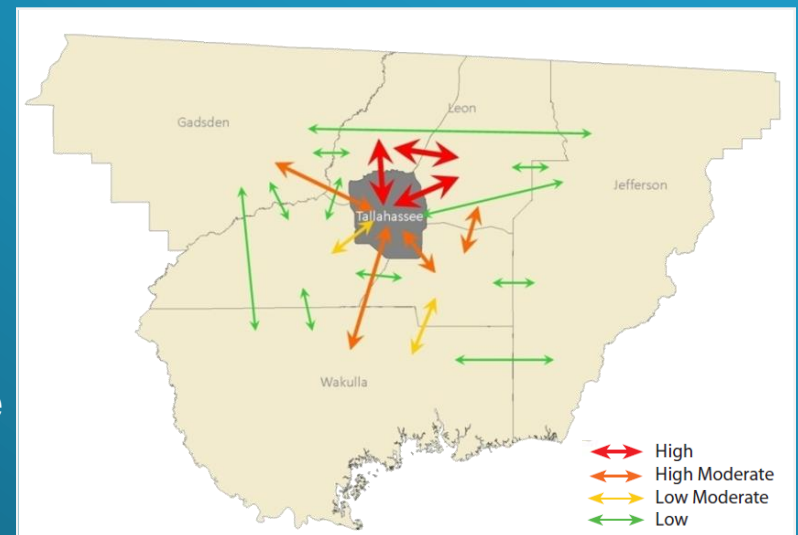
## Study Goals

- Prepare an assessment of future transit needs for the region
- Develop a long-term strategy for transit in the Capital Region
- Identify and assess local and regional funding strategies
- Identify and promote the development of a seamless, regional transit system
- Develop implementation strategies and timelines

# Future Travel Patterns

- Future trip flows were analyzed based on projected origins and destinations in the region by all transportation modes (i.e. automobile, transit, biking and walking).
- Types of trips include:
  - Internal and external commute trips to/from Tallahassee
  - Inter-county (between counties) commute and local non-work trips
  - Intra-county (within a county) commute and local non-work trips.

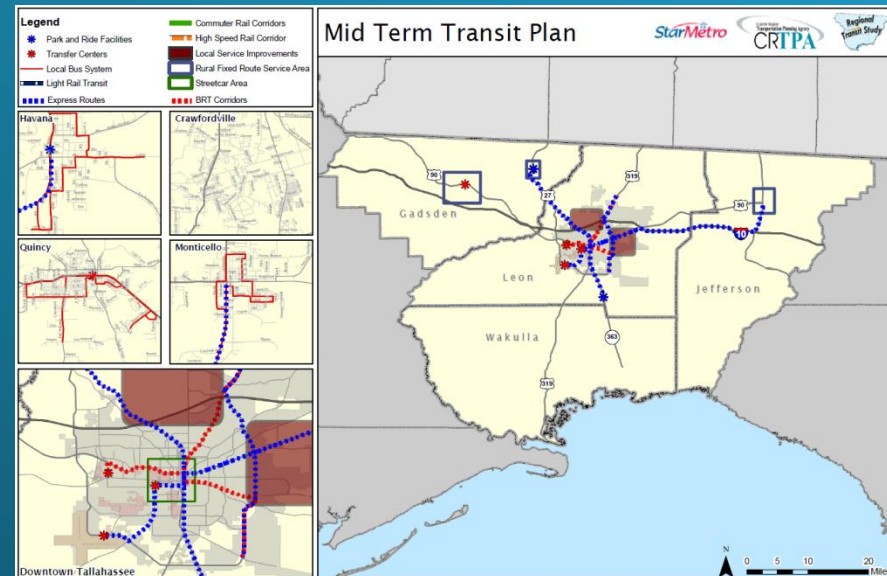
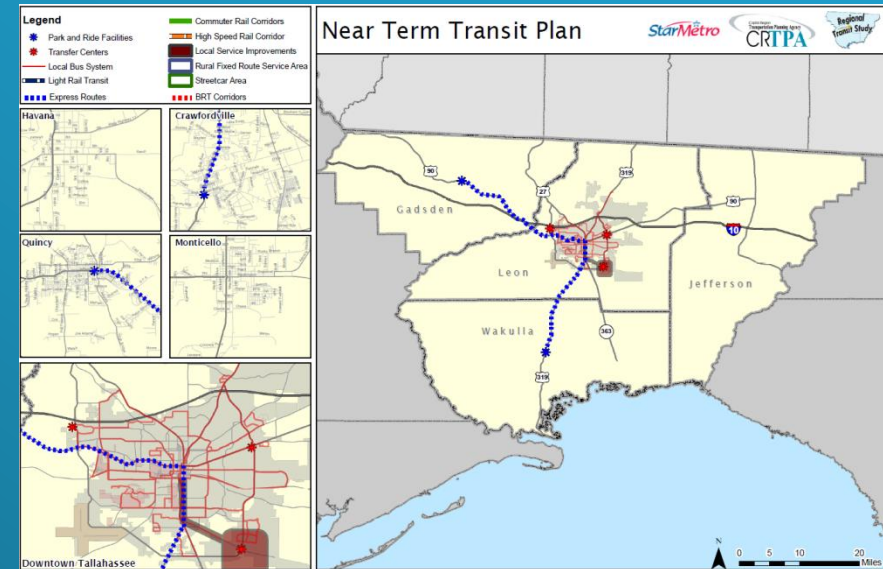
**Year 2050 Projected Trip Flows**



- ***A majority of trips are projected to occur in the northern sections of Leon County and the City of Tallahassee.***
- ***In 2007, approximately 1.2 million total daily trips are made in the region.***
- ***In 2050, approximately 1.9 million total daily trips are projected in the region.***

# Transit Service Improvements

- Near-term Plan (2010-2014)
  - CCOC/Southwood StarMetro Local Bus Service Expansion
  - Tram Road StarMetro Local Bus Service Expansion
  - Crawfordville Express Bus Service
  
- Mid-term Plan (2015-2024)
  - North Leon County StarMetro Local Bus Service Expansion
  - East Leon County StarMetro Local Bus Service Expansion
  - Quincy Fixed Route Expansion
  - Havana Fixed Route
  - Monticello Fixed Route
  - Woodville Highway Express Bus Service
  - Capital Circle East Express Bus Service
  - Havana Express Bus Service
  - Monticello Express Bus Service
  - Airport Express Bus Service
  - West Tennessee Bus Rapid Transit
  - Thomasville Bus Rapid Transit
  - Apalachee Parkway Bus Rapid Transit
  - Gaines Street Line Streetcar
  - Campus Line Streetcar

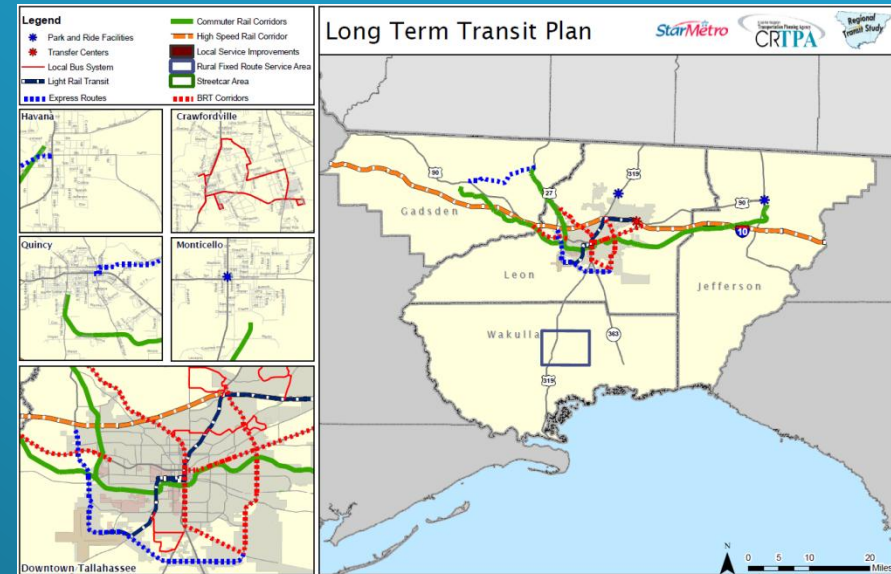


\* Near-Term Improvements not displayed in this map, but included as part of the overall plan.



# Transit Service Improvements

- Long-term Plan (2025-2050)
  - LRT Feeder Bus Service
  - Crawfordville Fixed Route
  - Quincy Fixed Route Expansion
  - Havana Fixed Route Expansion
  - Havana/Quincy Express Bus Service
  - Capital Service Southwest Express Bus Service
  - West Tennessee Bus Rapid Transit Extension
  - Capital Circle East Bus Rapid Transit
  - Monroe Bus Rapid Transit
  - East Tennessee Bus Rapid Transit
  - Airport to Downtown Light Rail Transit
  - Downtown to I-10 High Speed Rail Light Rail Transit
  - Quincy to Downtown Commuter Rail Transit
  - Havana to Downtown Commuter Rail Transit
  - Monticello to Downtown Commuter Rail Transit



\* Near-Term and Mid-Term Improvements not displayed in this map, but included as part of the overall plan.

# Recommended Transit Service Plan

- Continuation of existing transit services incorporating StarMetro's Nova 2010 plan
- Evaluation of proposed transit service based on key criteria:
  - Transit Dependent and Choice Ridership
  - Major Employment and Activity Centers
  - Transfer Opportunities
  - Capital and Operations & Maintenance Costs
- Based on evaluation the following projects were eliminated from inclusion in the final recommended transit service plan:
  - LRT Feeder Service
  - Capital Circle Southwest Express Bus
  - West Tennessee BRT Extension
  - Light Rail Transit Service
  - Commuter Rail Service



# Recommended Transit Service Plan

- Costs estimates based on 2009 dollars
- Total cost to build:
  - \$ 362 million
- Total Costs to Operate and Maintain on Annual Basis:
  - \$38 million

Improvement	Capital Costs	Annual Operating Cost
<b>NEAR-TERM IMPROVEMENTS (2010-2014)</b>		
StarMetro Local Bus Service Expansion	\$5,784,000	\$4,101,000
Express Bus Service	\$945,000	\$898,000
Satellite Transfer Centers	\$4,563,000	\$30,000
Regional Park-and-Ride Facilities	\$763,000	\$20,000
<b>Subtotal of Near-Term Costs</b>	<b>\$12,055,000</b>	<b>\$5,049,000</b>
Improvement	Capital Costs	Annual Operating Cost
<b>MID-TERM IMPROVEMENTS (2015-2024)</b>		
StarMetro Local Bus Service Expansion	\$3,305,000	\$6,340,000
Rural Local Bus Service	\$868,000	\$2,709,000
Express Bus Service	\$3,464,000	\$4,692,000
Bus Rapid Transit (BRT) Service	\$45,739,000	\$5,421,000
Streetcar Service	\$210,501,000	\$6,739,000
Satellite Transfer Centers	\$6,085,000	\$70,000
Regional Park-and-Ride Facilities	\$763,000	\$40,000
<b>Subtotal of Mid-Term Costs</b>	<b>\$270,725,000</b>	<b>\$26,011,000</b>
Improvement	Capital Costs	Annual Operating Cost
<b>LONG-TERM IMPROVEMENTS (2025-2050)</b>		
StarMetro Local Bus Service Expansion	\$0	\$6,340,000
Rural Local Bus Service	\$868,000	\$5,418,000
Express Bus Service	\$630,000	\$5,377,000
Bus Rapid Transit (BRT) Service	\$76,976,000	\$13,501,000
Streetcar Service	\$0	\$6,739,000
Satellite Transfer Centers	\$0	\$70,000
Regional Park-and-Ride Facilities	\$763,000	\$60,000
<b>Subtotal of Long-Term Costs</b>	<b>\$79,237,000</b>	<b>\$37,505,000</b>

# Business Plan

- A high-level projection of costs and revenues was developed based on a set of assumptions :

## Operating Funding Assumptions

Farebox recovery rate for new services: 25%

State operating support (% of expenses): 10%

Federal operating support (% of expenses): 10%

## Capital Funding & Financing Assumptions

Combined state and federal share of capital costs (%)

- Streetcar: 25%

- Bus rapid transit (BRT) corridors: 40%

- Bus, transfer centers, park-and-rides : 70%

Bond interest rate for local share of capital costs: 5%

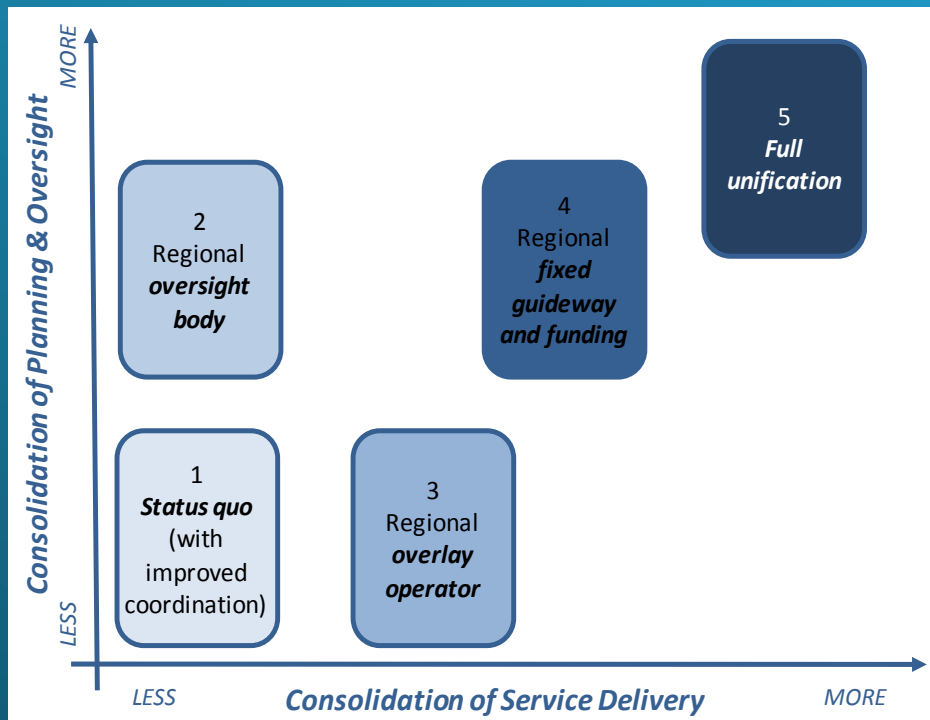
Bond term for local capital costs: 20 years

	Near Term (2010-2014)		Mid Term (2015-2024)		Long Term (2025-2050)	
LOGT Revenue (cents)	2.5¢	\$ 3,671,578	5.0¢	\$ 7,343,155	0.0¢	\$ -
Surtax Revenue (%)	0%	\$ -	0.60%	\$ 23,095,324	1.05%	\$ 40,416,817
Less: Revenue Already Committed to Debt Service		\$ -		\$ (290,197)		\$ (15,206,572)
<b>Available Annual Dedicated Revenue</b>		<b>\$ 3,671,578</b>		<b>\$ 30,148,282</b>		<b>\$ 25,210,245</b>
Total Annual Operating Costs		\$ 5,049,000		\$ 26,011,000		\$ 37,505,000
Less: Fare Revenue	25%	\$ (1,262,250)	25%	\$ (6,502,750)	25%	\$ (9,376,250)
Less: State Support	10%	\$ (504,900)	10%	\$ (2,601,100)	10%	\$ (3,750,500)
Less: Federal Support	10%	\$ (504,900)	10%	\$ (2,601,100)	10%	\$ (3,750,500)
<b>Local Annual Subsidy Required</b>		<b>\$ 2,776,950</b>		<b>\$ 14,306,050</b>		<b>\$ 20,627,750</b>
<b>Remaining Dedicated Revenue</b>		<b>\$ 894,628</b>		<b>\$ 15,842,232</b>		<b>\$ 4,582,495</b>
Total Capital Costs		\$ 12,055,000		\$ 270,725,000		\$ 79,237,000
Less: State/Federal Capital Grants	70%	\$ (8,438,500)	30%	\$ (81,217,500)	40%	\$ (31,694,800)
<b>Local Share of Capital Costs</b>		<b>\$ 3,616,500</b>		<b>\$ 189,507,500</b>		<b>\$ 47,542,200</b>
<b>Required Annual Debt Service (20 years @ 5%)</b>		<b>\$ 290,197</b>		<b>\$ 15,206,572</b>		<b>\$ 3,814,909</b>
<b>Annual Surplus / (Deficit)</b>		<b>\$ 604,430</b>		<b>\$ 635,660</b>		<b>\$ 767,586</b>



# Institutional Structure and Funding Evaluation

- Five broad categories of institutional frameworks were identified as options for the Capital Region:
  - Status quo (with improved coordination),
  - Regional oversight body,
  - Regional overlay operator,
  - Regional fixed guideway and funding, and
  - Full unification (RTA)



- Recommendations for regional funding and institutional organization include:
  - Maintain the existing institutional structure in the near-term.
  - Pursue local option gas tax to fund expansion of current services.
  - Use existing transit providers to implement and operate new and expanded services.
  - Demand response service should be a strong candidate for initial regionalization.
  - Maintain some local control while increasing responsibilities at the regional-level through the long-term.
  - Consider a dedicated sales tax as revenue source for funding long-term transit services

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# Implementation Plan (How to Proceed)

- Near-term Plan (2010-2014)
  - Counties contract directly via intergovernmental agreements with StarMetro or Big Bend Transit for local and express services
  - Regional planning functions may require the creation of an *ad hoc* committee, possibly under the umbrella of CRTC.
  - Enabling legislation to use local option gas tax to fund near-term improvements
- Mid-term Plan (2015-2024) and Long-term Plan (2025-2050)
  - Undertake preparatory campaign work with citizens, the business community, and the Legislature regarding establishment of RTA
  - Inaugurate a Capital Region RTA initially with limited powers
  - Designate the RTA as a regional Community Transportation Coordinator (CTC)
  - Dedicate funding to the RTA for new regional transit services
  - Shift cross-jurisdictional bus services to the RTA for planning funding and operating
  - Deliver regional BRT and streetcar services through the RTA