TRANSIT LEADERSHIP SUMMIT

NEW YORK • APRIL 23-25, 2012

SUMMARY REPORT

NY • NJ • CT Regional Plan Association

C40 CITIES CLIMATE LEADERSHIP GROUP

VREF VOLVO RESEARCH & EDUCATIONAL FOUNDATIONS

About

RPA

Regional Plan Association is America's oldest and most distinguished independent urban research and advocacy organization. RPA works to improve the infrastructure, economic competitiveness and sustainability of the New York- New Jersey-Connecticut metropolitan region. A cornerstone of our work is the development of long-range plans and policies to guide the growth of the region. Through our America 2050 program, RPA also provides leadership in the Northeast and across the U.S. on a broad range of transportation and economic-development issues. RPA enjoys broad support from the business, philanthropic, civic and planning communities.

For more information about RPA, please visit www.rpa.org.

This effort was made possible by the support of VREF and C40.

VREF – investments make a difference

VREF, the Volvo Research and Educational Foundations, is the collective name under which four foundations collaborate to finance research and education in the area Future Urban Transport (FUT): How to deal with complexity. VREF finances FUT research for the purpose of contributing to new ideas and solutions within the complex structure that lies behind the design of sustainable transportation systems in cities. The challenge is to find urban transport systems that will provide accessibility for the masses while at the same time radically reducing transportation's negative local and global environmental impacts. Through the FUT programme, VREF currently supports 8 Centres of Excellence in Africa, South and North America, Asia, Australia and Europe, and accompanying events for networking, communication and debate on critical issues for urban transport.

C40 Cities Climate Leadership Group

The C40 Cities Climate Leadership Group (C40) is a network of large and engaged cities from around the world committed to implementing meaningful and sustainable climate-related actions locally that will help address climate change globally. C40 convenes networks of cities to accelerate the identification, development and implementation of projects, programs and policies in C40 cities through city-to-city collaboration. C40 Networks are currently being developed within 7 initiative areas: transportation, energy, waste management, sustainable development, measurement and planning, water drainage and infrastructure, and sustainable finance infrastructure and green growth.

C40 works in an aligned partnership with the Clinton Climate Initiative (CCI) Cities program, which was started by the William J. Clinton Foundation. CCI Cities became the delivery partner of C40 in 2006. The closer alliance between the two organizations – announced in the spring of 2011 – brings significant resources and infrastructure that will enhance and accelerate their historic activities and positions the combined effort as one of the preeminent climate action organizations in the world.

Contents

Cities represented

Participants

Daniel Bergeron
Vice-president of Strategic Information and Metropolitan Affairs, Montreal Agence Métropolitaine de Transport

Morris Cheung
Human Resources Director, Hong Kong MTR

Choi Chik Cheong
Deputy Director of Knowledge Management, Singapore Land Transport Authority

Luiz Antonio Cortez Ferreira
Senior Environmental and Sustainability Specialist, São Paulo Metrô

Carol Kissal
Deputy General Manager for Administration, Washington Metropolitan Area Transit Authority (Metro)

Arthur T. Leahy
CEO, Los Angeles Metropolitan Transportation Authority (Metro)

Lew Yii Der
Group Director of Corporate Planning & Research, Singapore Land Transport Authority

Joseph J. Lhota
Chairman and CEO, New York Metropolitan Transportation Authority

Anders Lindström
Managing Director, Storstockholms Lokaltrafik

Sergio Aníbal Martínez Sánchez
Director General of Planning and Transport, Mexico City

Henrik Normark
Director of Business Development, Storstockholms Lokaltrafik

Patricio Pérez
Head, Transantiago

Howard R. Permut
President, New York Metropolitan Transportation Authority Metro-North Railroad

Xavier Roselló
Deputy Technical Director, Barcelona Autoritat del Transport Metropolità

Richard R. Sarles
General Manager and CEO, Washington Metropolitan Area Transit Authority (Metro)

Elaine Seagriff
Head of London Wide Policy and Strategy, Transport for London

William Wheeler
Director of Special Project Development & Planning, New York Metropolitan Transportation Authority

David Yale
Deputy Executive Officer for Countywide Planning and Development, Los Angeles Metropolitan Transportation Authority (Metro)

Lessons learned

Many of these shared issues emerged over the course of two days, including:

Quality of the transit experience

A convenient, attractive and comfortable transit experience is key to helping transit agencies grow and diversity their customer base, thereby increasing modeshare and farebox revenue. Participants identified several components to a high-quality experience:

- Frequent and reliable service: Transit needs to be competitive with other modes of transit.
- Amenities: Comfortable seats, wi-fi and other amenities mean that customers can work and socialize while traveling. This is a critical advantage for transit, compared to other modes of transportation. A comfortable and productive commute is likely more important than a fast commute to attracting customers.
- Better communication with customers: This is particularly important with younger customers, who are committed transit users and sophisticated social media users. Real-time information is expected for this generation.
- Branding and good design: Customers' perception of transit is critical to its success.

Fare policy

Fares must be set effectively and equitably; but how? Raising fares is always sensitive politically; a structured formula set by an independent governmental body can help to ensure that fares keep up with inflation and increases in labor costs. Fares should be set high enough for the agency to provide quality service and amenities, but also be designed to accommodate those customers for whom transit costs are a significant portion of their income. New fare collection technologies can help facilitate this segmentation of the market. Transit agencies seeking to adopt a merchant-based fare system should work together with other agencies for a unified fare payment standard to reduce costs with banks.

Financing

Transit investments are expensive, and government funding is difficult to come by in these tough times. Transit agencies can diversify their funding sources:

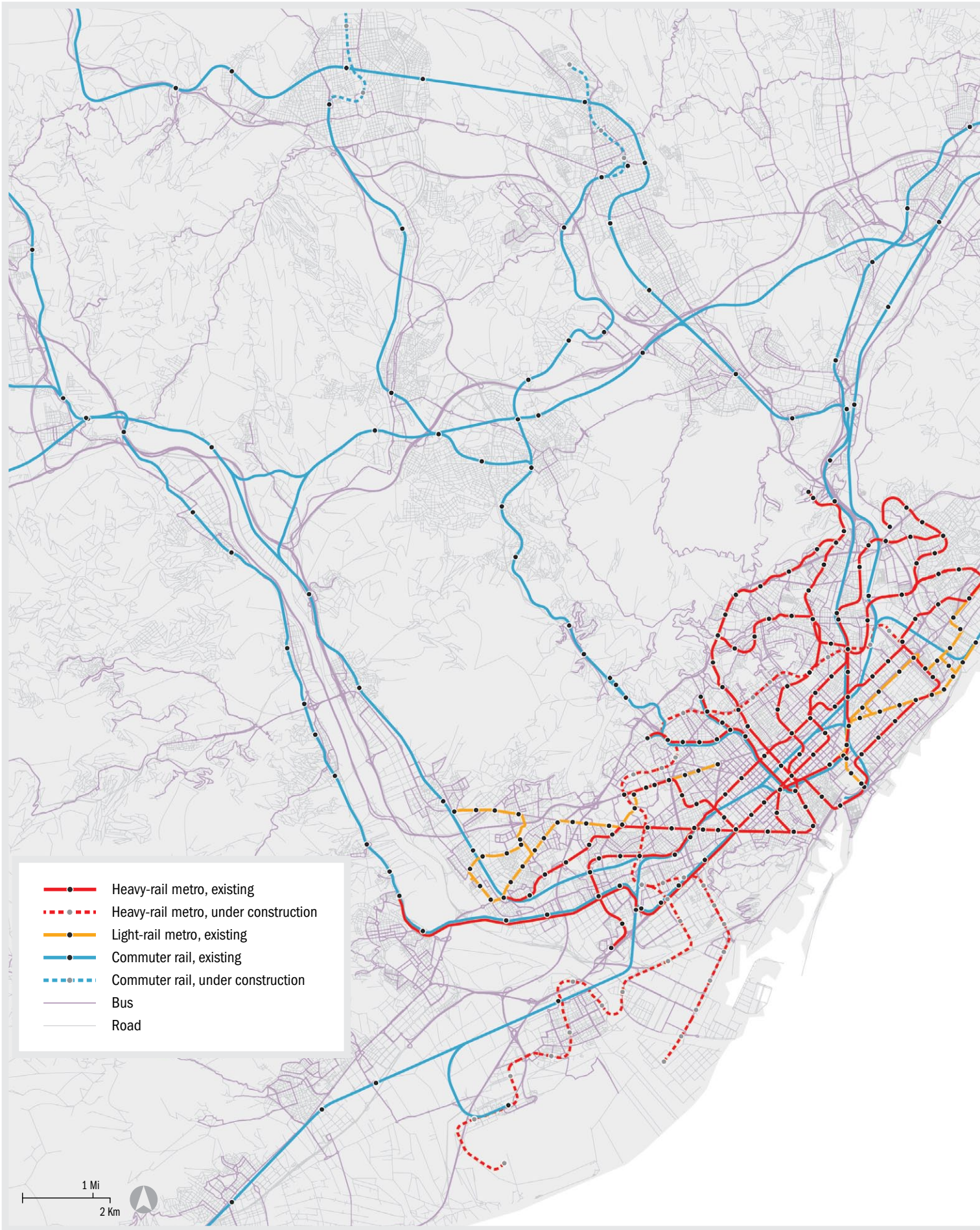
- Farebox revenue: The farebox recovery ratios of the agencies participating in the Summit varied from 27% (Los Angeles) to 200% (Hong Kong). There are many reasons for these variations, of course, including the use of the system, the density of urban development, and operating patterns.
- Partnerships with the private sector: Involving the private sector in the development of new transit systems can help infuse a project with up-front cash, complement the skills of the public agency, and insulate the public sector from politically difficult situations like fare increases and labor negotiations. The public sector, however, should set the goals of the project and closely monitor its private partners.
- Value capture: Several transit agencies have engaged in successful partnerships with private developers to build dense, mixed-use nodes around train stations; and have captured, via those developments, new revenue. If a transit agency owns the underlying property, it can lease out the land for redevelopment. Even if the agency does not own the property, it can work with the local government to structure a property tax system that generates revenue for the transit system (tax-increment financing, for example). These dense residential or commercial development have the added benefit of generating new customers.
- Congestion pricing: London, Stockholm and Singapore – the three cities with congestion pricing – as well as New York City – a city which has considered it – were all present at the Summit. In Stockholm and Singapore, pricing is primarily a congestion-management measure and the revenues do not go to transit. But in London, the revenues from pricing congestion are used to subsidize the transit system, which of course helps to provide a viable alternative to driving (the scheme New York considered also involved a similar cross-subsidy).

Making the case

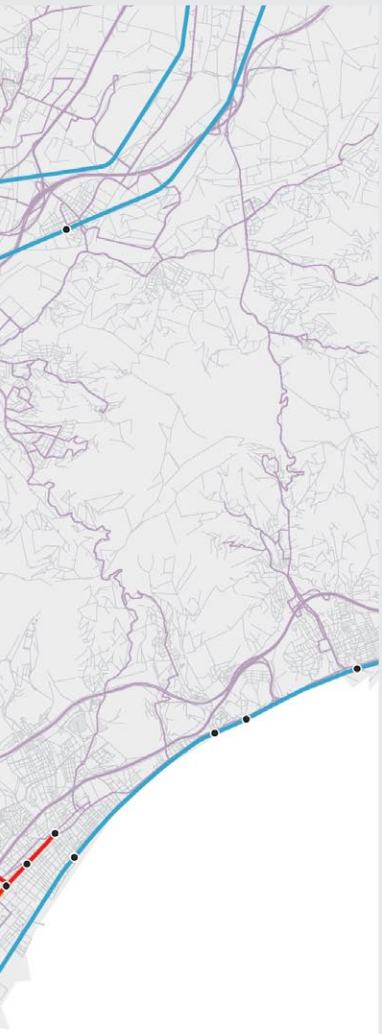
Public transportation is too often taken for granted. But many of the most significant challenges that cities face today – stagnating economies, congestion, long commutes, carbon emissions, etc. – are best addressed by building a strong public transportation system. Building the environmental and economic case for public transportation is critical to ensuring that the government continues to fund transit at appropriate levels. New metrics for measuring the benefits of transit on greenhouse gas emissions, or on the economic climate, would be effective.

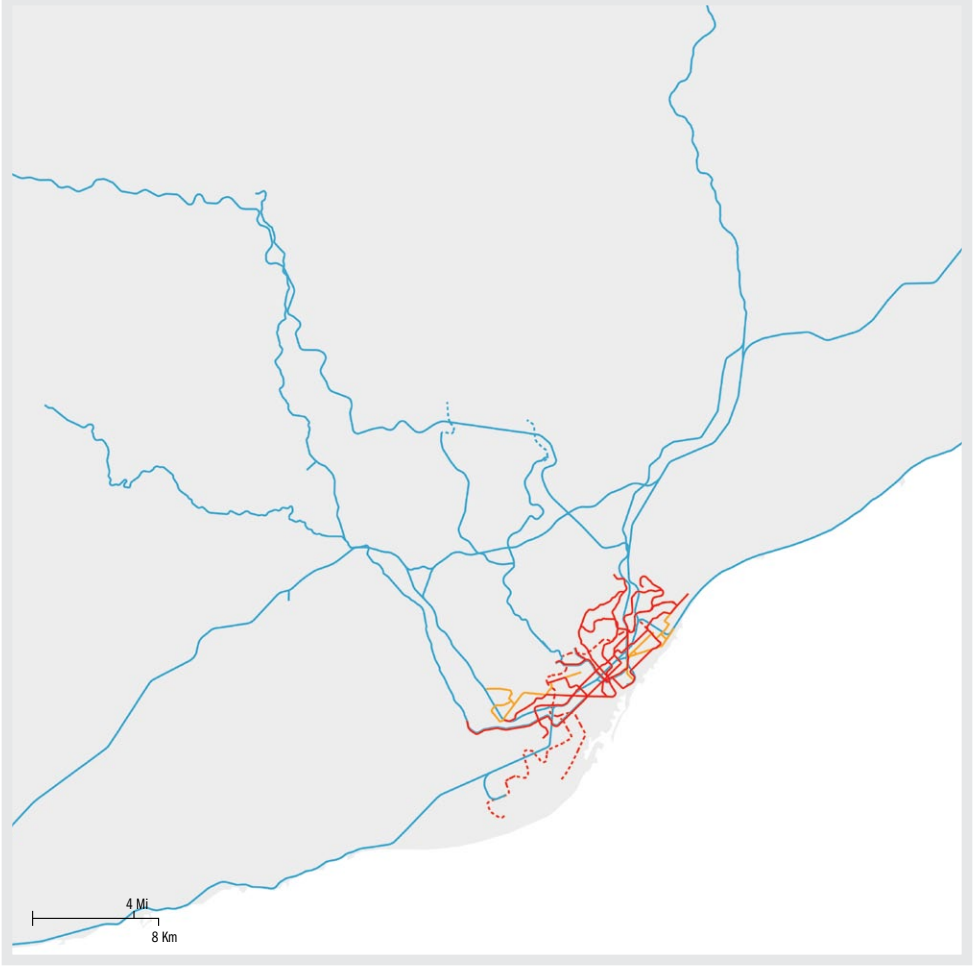
Governance

A civic organization independent from the government can be the most effective advocate for public transportation. The organization can make the economic and environmental case for transit to the public institutions that fund it, as well as to the public, helping to forestall any potential NIMBY opposition to projects.


Heavy-rail metro, existing
Heavy-rail metro, under construction
Light-rail metro, existing
Commuter rail, existing
Commuter rail, under construction
Bus
Road
1 Mi
2 Km

Barcelona





Residents (millions)

City
1.6

Metropolitan
5.0

Surface area (km2)

City: 101
Metro: 3,239

Density (res/km2)

City: 16,000
Metro: 1,500

Metropolitan residential growth trajectory (millions)

2000	2010	2020
4.4	5.0	5.1

Annual ridership (millions)

2000

HR metro	LR metro	Commuter	Bus	BRT	Ferries
342	-	69	228	-	-

2010

HR metro	LR metro	Commuter	Bus	BRT	Ferries
401	24	140	358	-	-

Stations, metropolitan region

2000

HR metro	LR metro	Commuter
143	-	115

2010

HR metro	LR metro	Commuter
164	60	128

under construction

HR metro	LR metro	Commuter
+41	+0	+7

BARCELONA AUTORITAT DEL TRANSPORT METROPOLITÀ

Responsibilities

ATM plans all public transit (metro, light rail, bus, commuter rail) in the region.

Other transit agencies in the region

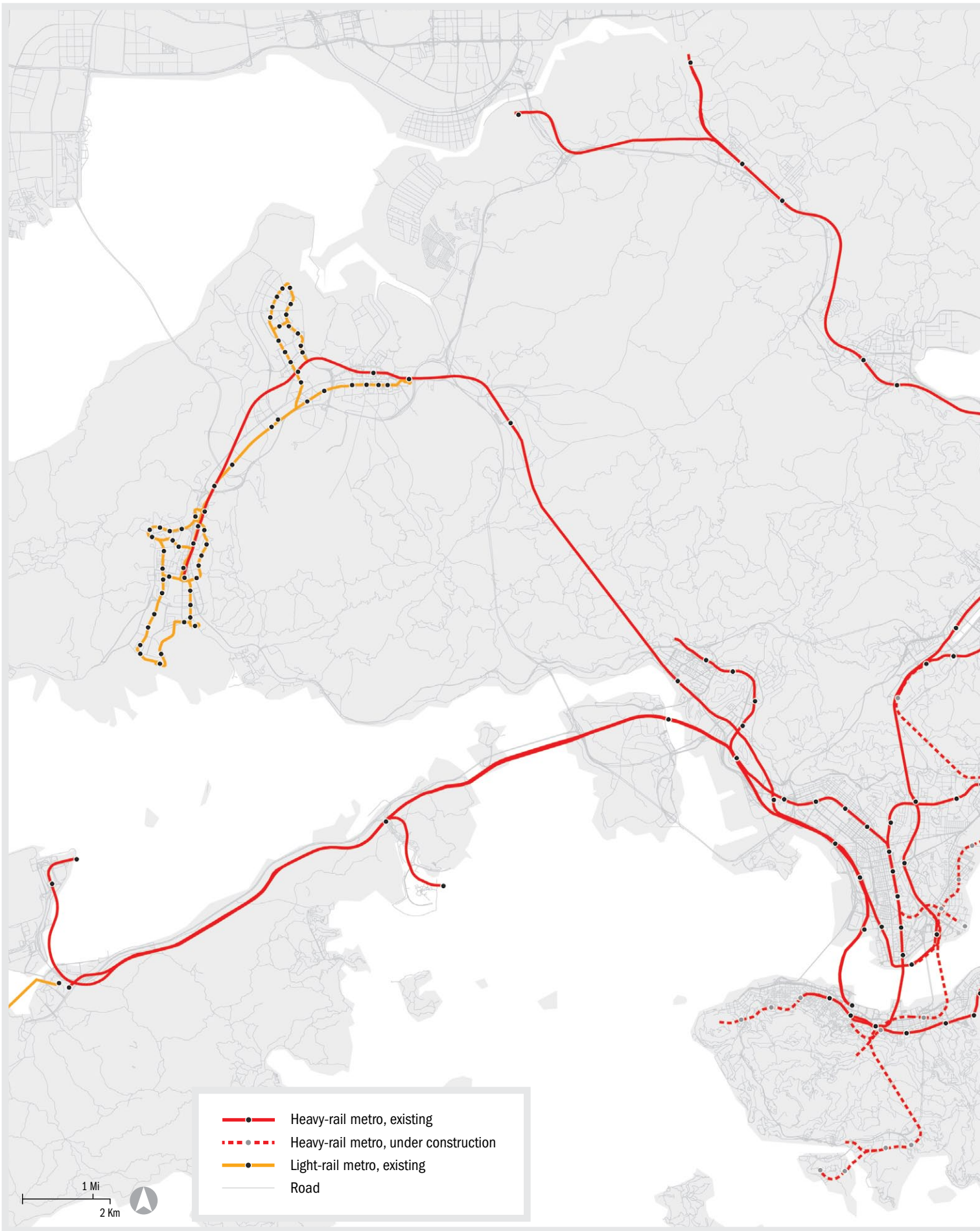
Operations are run by various private entities: FGC operates the commuter rail, funicular, and Lines 6, 7, and 8 of the metro; TMB operates the rest of the metro and bus; RENFE operates commuter rail; TRAMMET operates light rail.

Governance

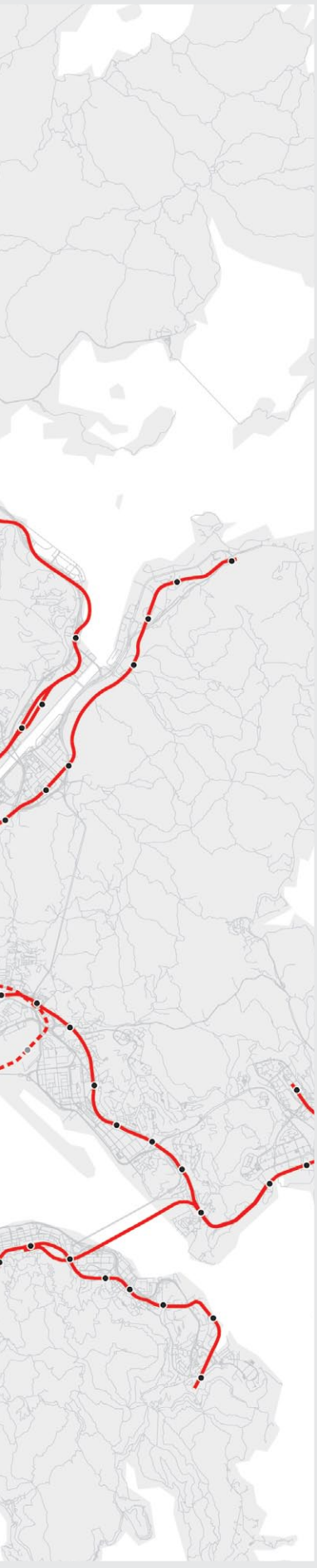
ATM is governed by a board of directors made up of representatives from the Government of Catalonia, the local administrative bodies, ATMU, and two observerving members from the central government.

Summit representative

- Xavier Roselló, Deputy Technical Director


Heavy-rail metro, existing
Heavy-rail metro, under construction
Light-rail metro, existing
Road
1 Mi
2 Km

Hong Kong



Residents (millions)

City
7.1

Metropolitan
7.1

Surface area (km2)
City: 1,104
Metro: 1,104

Density (res/km2)
City: 6,400
Metro: 6,400

Metropolitan residential growth trajectory (millions)

2000	2010	2020
6.7	7.1	7.7

Annual ridership (millions)

2000

HR metro	LR metro	Commuter	Bus	BRT	Ferries
778	-	-	2,116	-	56

2010

HR metro	LR metro	Commuter	Bus	BRT	Ferries
1,410	155	-	2,106	-	49

Stations, metropolitan region

2000

HR metro	LR metro	Commuter
44	-	-

2010

HR metro	LR metro	Commuter
84	68	-

under construction

HR metro	LR metro	Commuter
+19	+0	+0

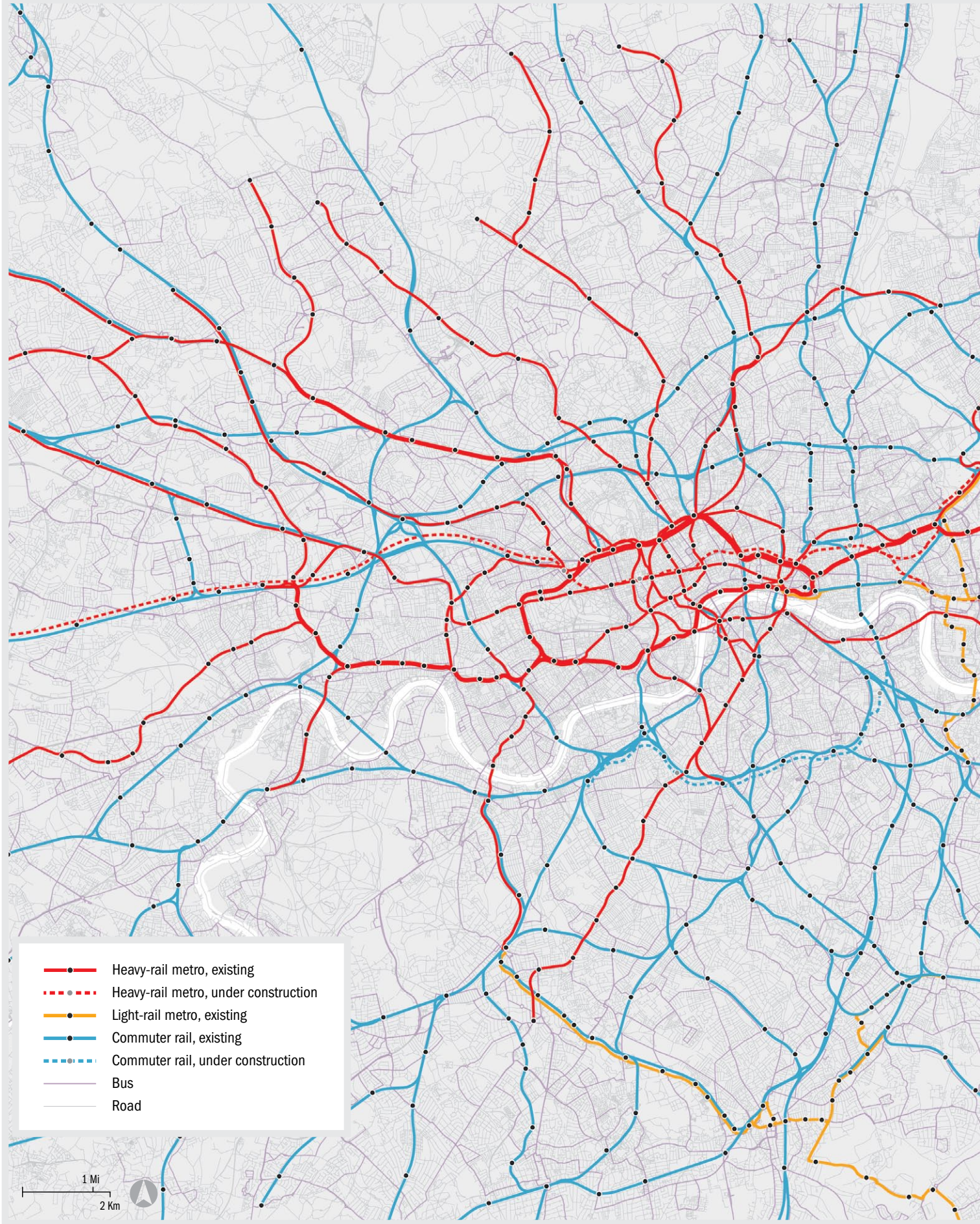
HONG KONG MTR

Responsibilities
MTR operates Hong Kong's metro and light rail, as well as some bus.

Other transit agencies in the region
Planning is handled by the Hong Kong Transport Department. Various private companies operate buses and ferries.

Governance
MTR is a private company that operates transit in Hong Kong and other world cities.

Summit representative
- Morris Cheung, Human Resources Director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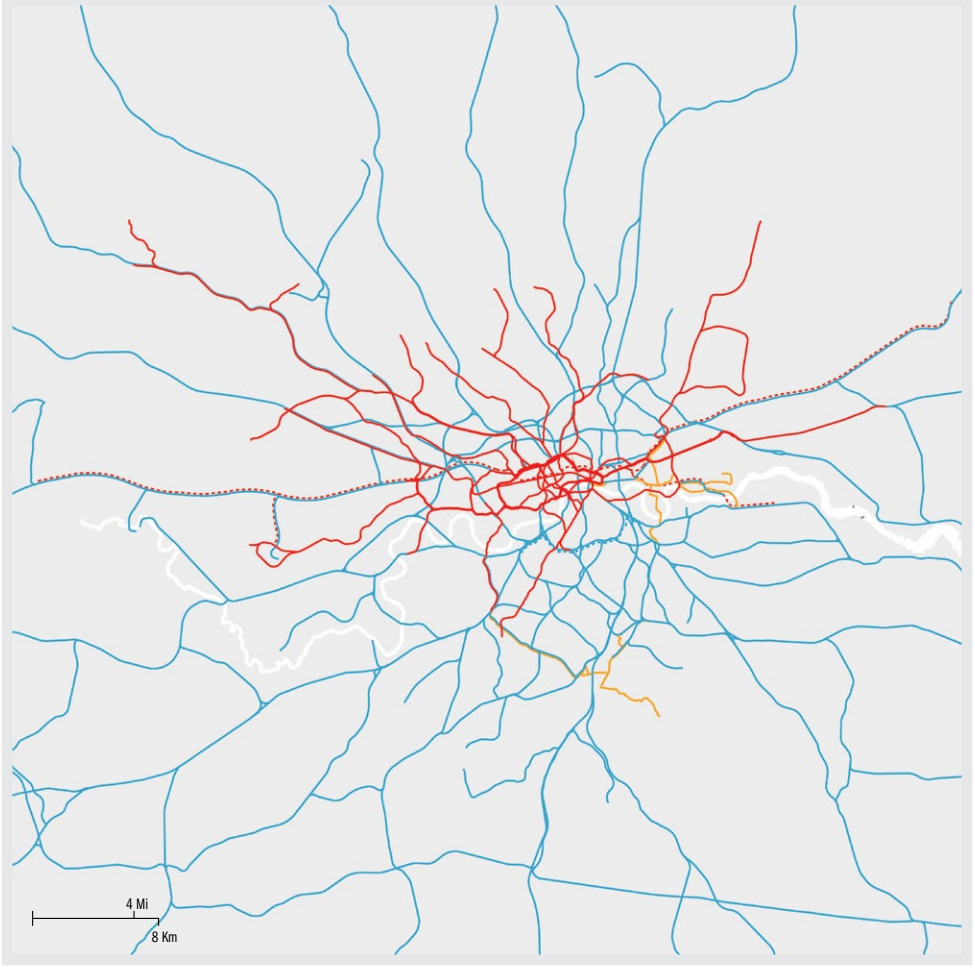
Commuter rail, existing
Commuter rail, under construction
Bus
Road
1 Mi
2 Km



London

Residents (millions)

City
7.8

Metropolitan
17.7

Surface area (km2)
City: 1,579
Metro: 27,833

Density (res/km2)
City: 5,000
Metro: 600

Metropolitan residential growth trajectory (millions)

2000	2010	2020
15.5	17.7	18.7

Annual ridership (millions)

2000

HR metro	LR metro	Commuter	Bus	BRT	Ferries
970	38	UNK	1,354	-	2

2010

HR metro	LR metro	Commuter	Bus	BRT	Ferries
1,107	106	54	2,289	-	4

Stations, metropolitan region

2000

HR metro	LR metro	Commuter
273	34	UNK

2010

HR metro	LR metro	Commuter
268	79	890

under construction

HR metro	LR metro	Commuter
+9	+0	+0

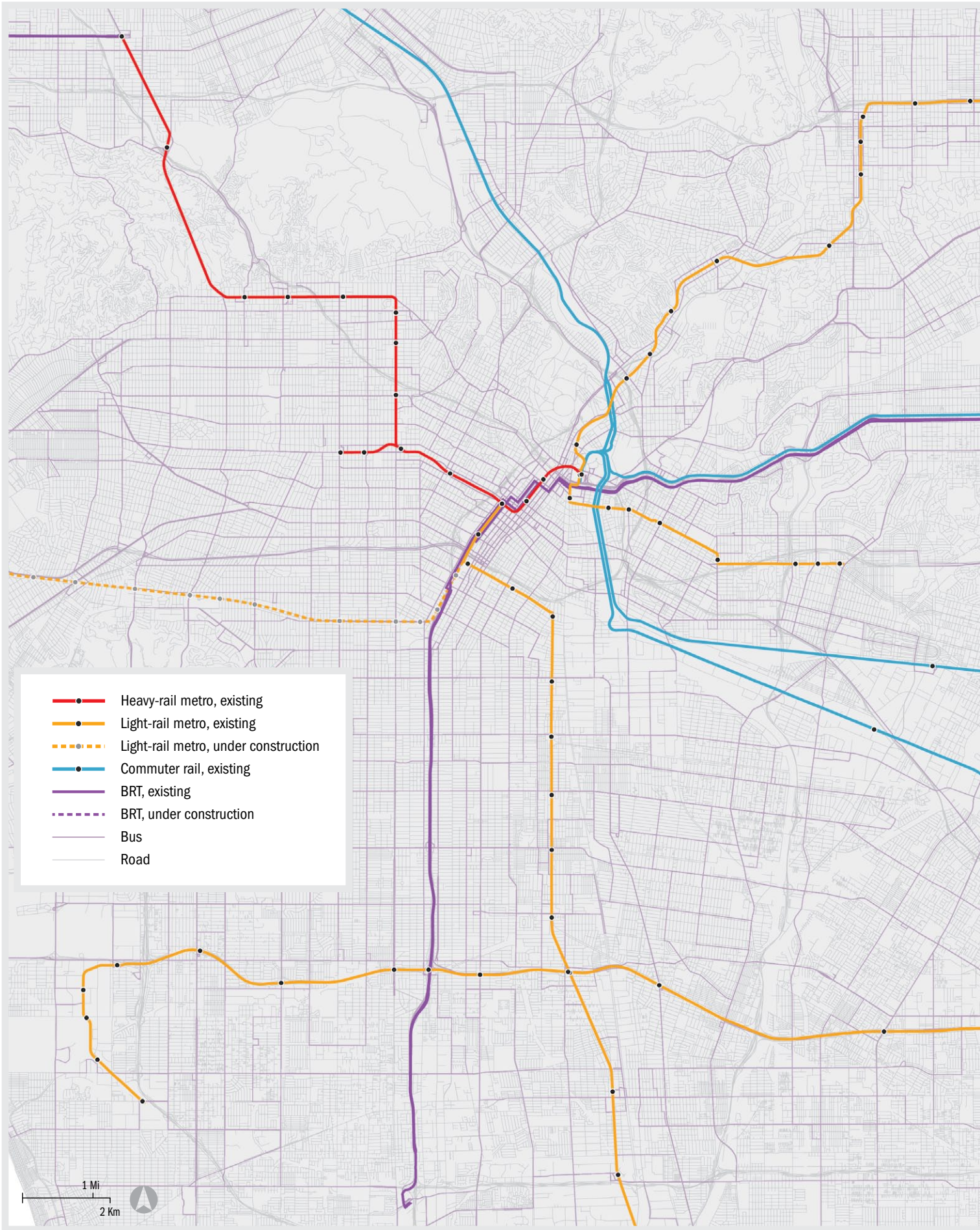
TRANSPORT FOR LONDON

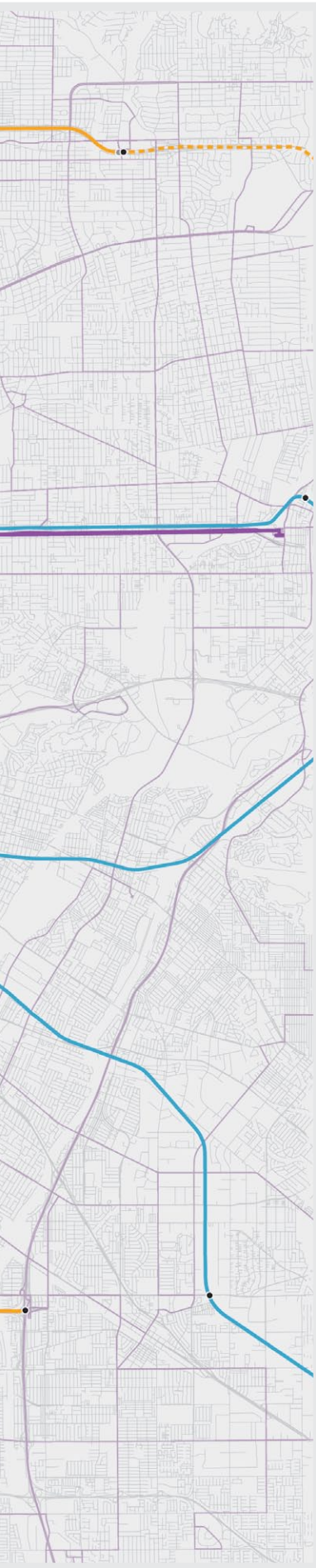
Responsibilities
TfL plans and operates all metro, light rail, buses and ferries in the region. It also operates the congestion charge, traffic signals and manages many of the region's main roads. It also regulates London's taxis.

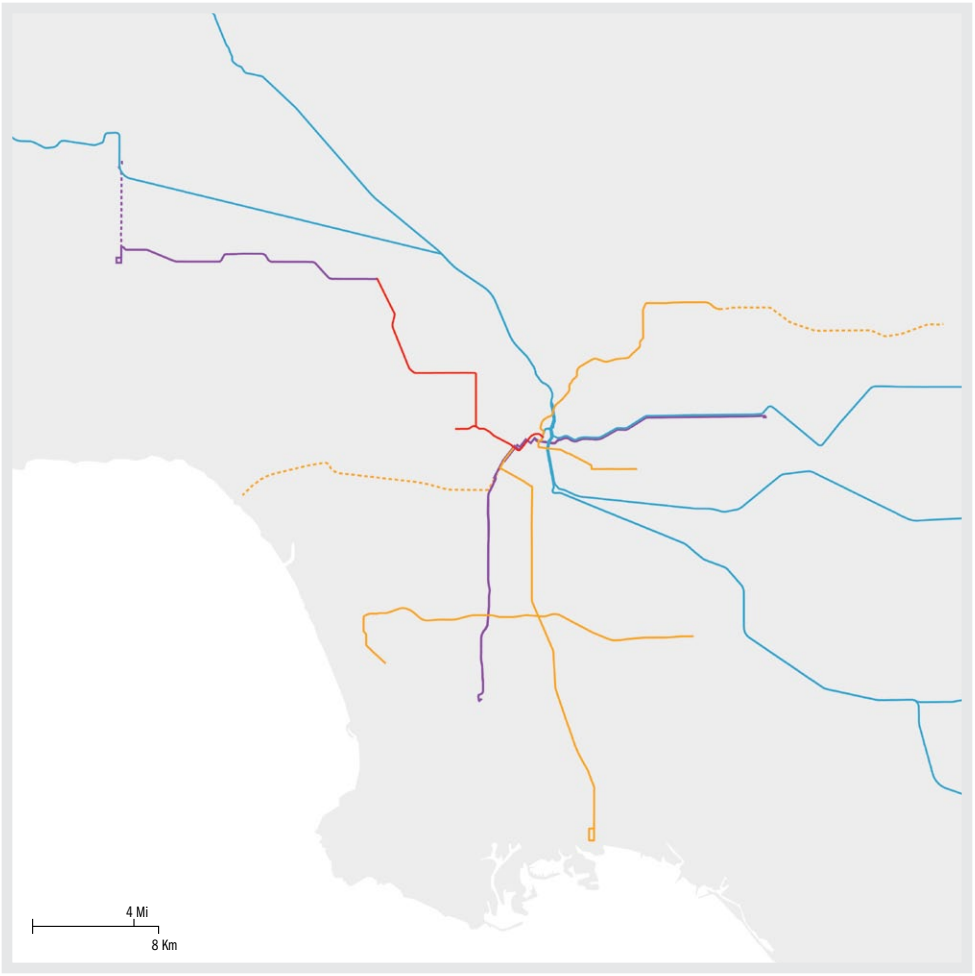
Other transit agencies in the region
Network Rail, a semi-public entity, manages the commuter rail network with services provided by private train operating companies.

Governance
TfL reports directly to the Mayor of London who is also supported by the Greater London Authority, the strategic land-use authority for London.

Summit representative
- Elaine Seagriff, Head of London Wide Policy and Strategy


Heavy-rail metro, existing
Light-rail metro, existing
Light-rail metro, under construction
Commuter rail, existing
BRT, existing
BRT, under construction
Bus
Road
1 Mi
2 Km





Los Angeles

Residents (millions)

City
3.8

Metropolitan
17.9

Surface area (km2)
City: 754
Metro: 86,393

Density (res/km2)
City: 5,000
Metro: 200

Metropolitan residential growth trajectory (millions)

2000	2010	2020
16.4	17.9	19.4

Annual ridership (millions)

2000

HR metro	LR metro	Commuter	Bus	BRT	Ferries
28	30	7	359	-	-

2010

HR metro	LR metro	Commuter	Bus	BRT	Ferries
48	46	12	400	8	-

Stations, metropolitan region

2000

HR metro	LR metro	Commuter
16	36	47

2010

HR metro	LR metro	Commuter
16	53	55

under construction

HR metro	LR metro	Commuter
+0	+16	+0

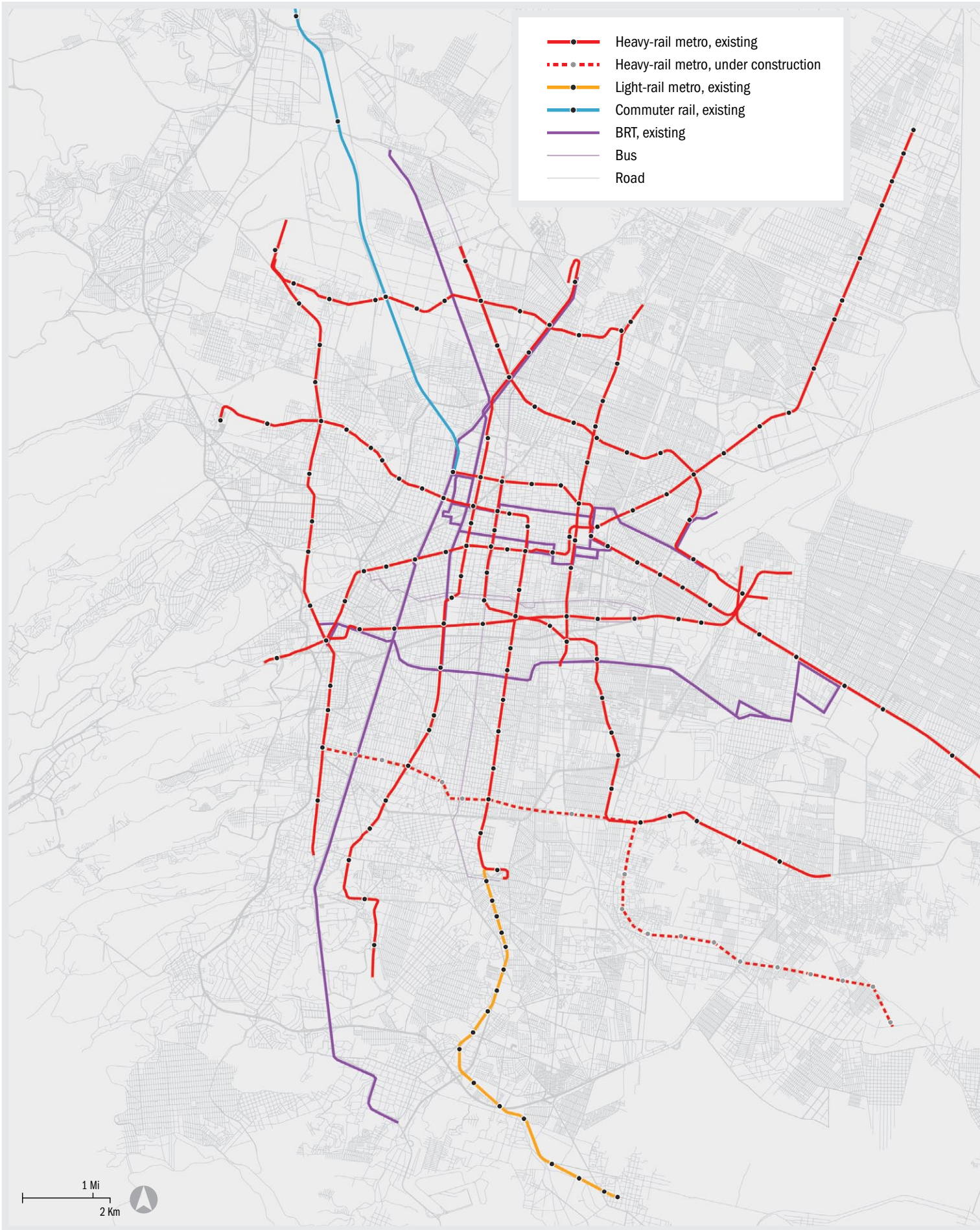
LOS ANGELES METROPOLITAN TRANSPORTATION AUTHORITY (METRO)

Responsibilities
LA Metro plans and operates all metro, light rail, BRT and nearly all buses in the region. LA Metro also manages HOV lanes on some highways.

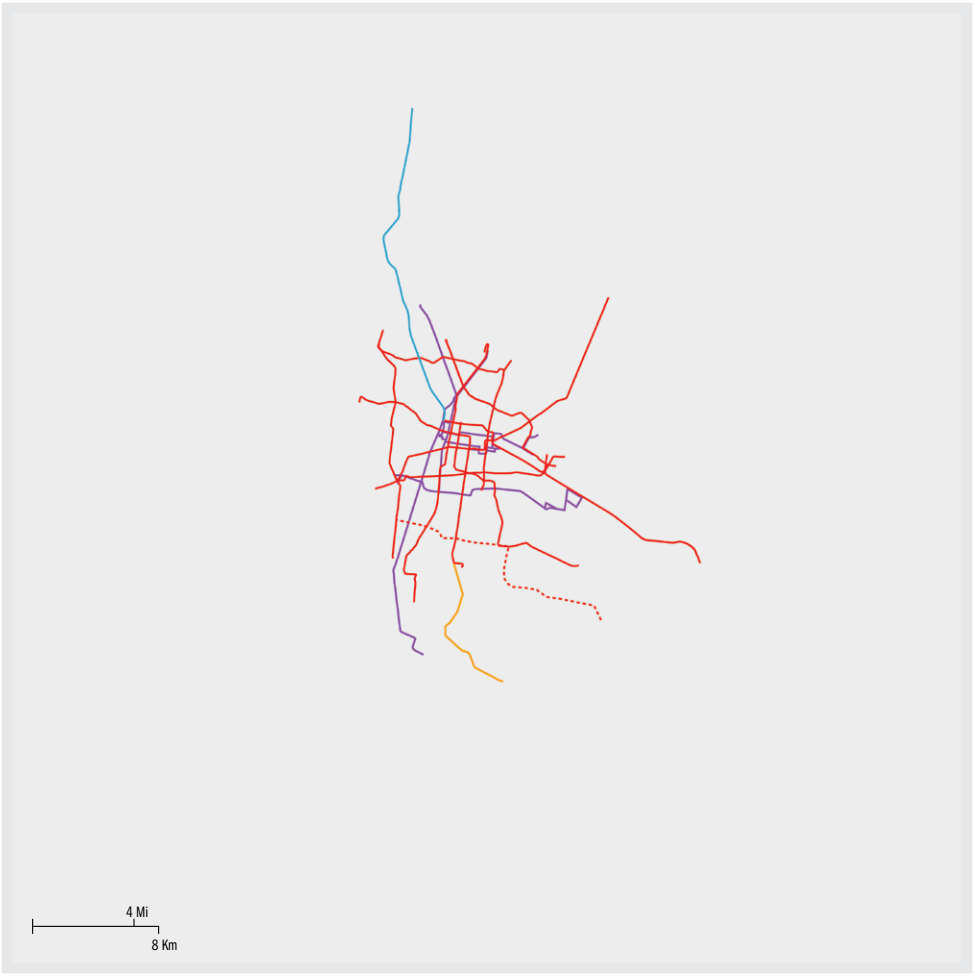
Other transit agencies in the region
Metrolink operates the commuter rail. Some bus operations are assumed by Los Angeles Department of Transportation and AC Transit.

Governance
LA Metro is a state-chartered organization overseen by a board consisting of the mayor of Los Angeles, the five LA County supervisors, three mayor appointees, and rotating representatives of cities served.

Summit representatives
- Arthur T. Leahy, CEO
- David Yale, Deputy Executive Officer for Countywide Planning and Development


Heavy-rail metro, existing
Heavy-rail metro, under construction
Light-rail metro, existing
Commuter rail, existing
BRT, existing
Bus
Road
1 Mi
2 Km

Mexico City



Residents (millions)

City
8.9

Metropolitan
21.2

Surface area (km2)
City: 1,486
Metro: 7,815

Density (res/km2)
City: 6,000
Metro: 2,700

Metropolitan residential growth trajectory (millions)

2000	2010	2020
18.4	21.2	unk

Annual ridership (millions)

2000

HR metro	LR metro	Commuter	Bus	BRT	Ferries
1,393	18	-	180	-	-

2010

HR metro	LR metro	Commuter	Bus	BRT	Ferries
1,410	29	5	270	147	-

Stations, metropolitan region

2000

HR metro	LR metro	Commuter
140	12	-

2010

HR metro	LR metro	Commuter
175	18	7

under construction

HR metro	LR metro	Commuter
+20	+0	+0

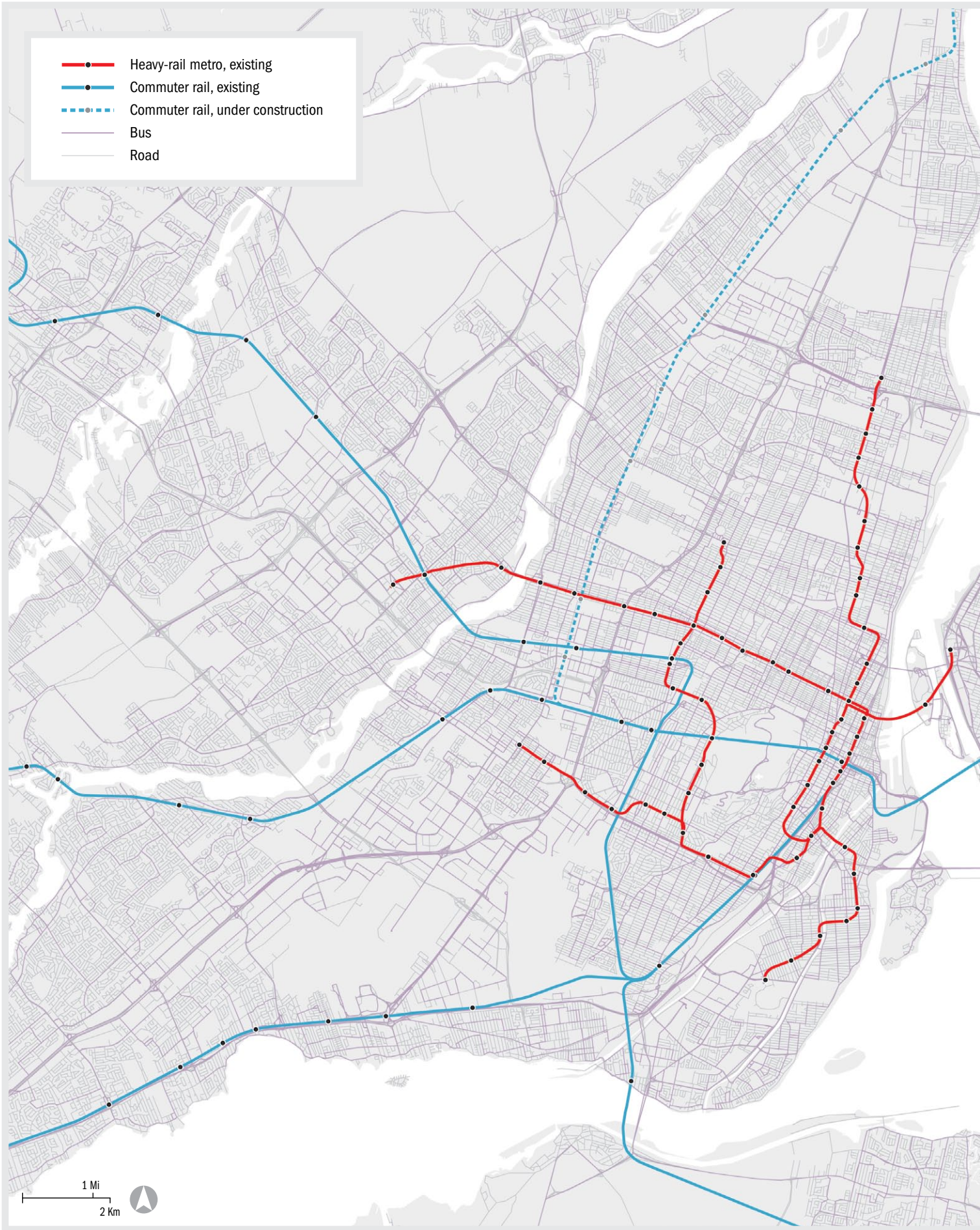
MEXICO CITY DEPARTMENT OF PLANNING AND TRANSPORT

Responsibilities
The municipal government of Mexico City plans the city's transit, and operates commuter rail, BRT and most bus lines within the city.

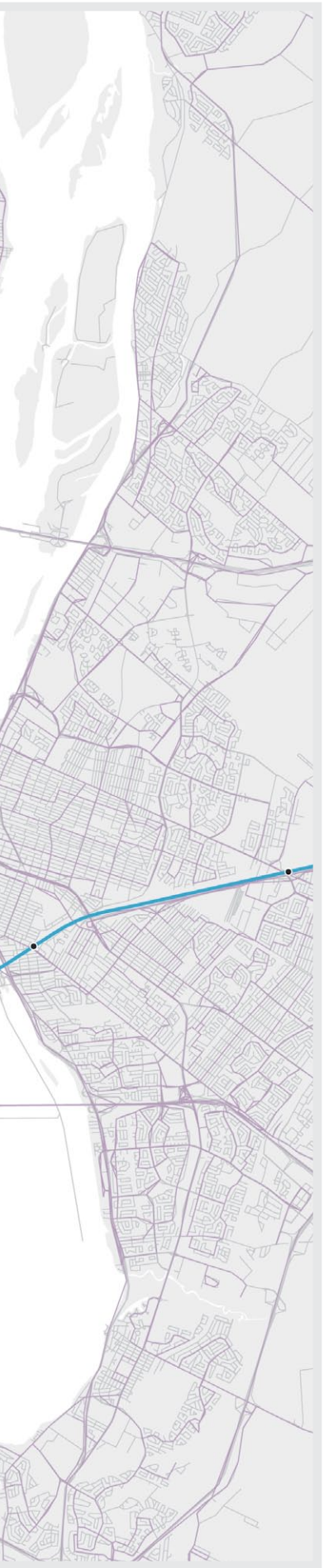
Other transit agencies in the region
The Metro is operated by the Sistema de Transporte Colectivo Metro. Light rail is operated by Servicio de Transportes Eléctricos. Some bus lines are operated by regulated private companies.

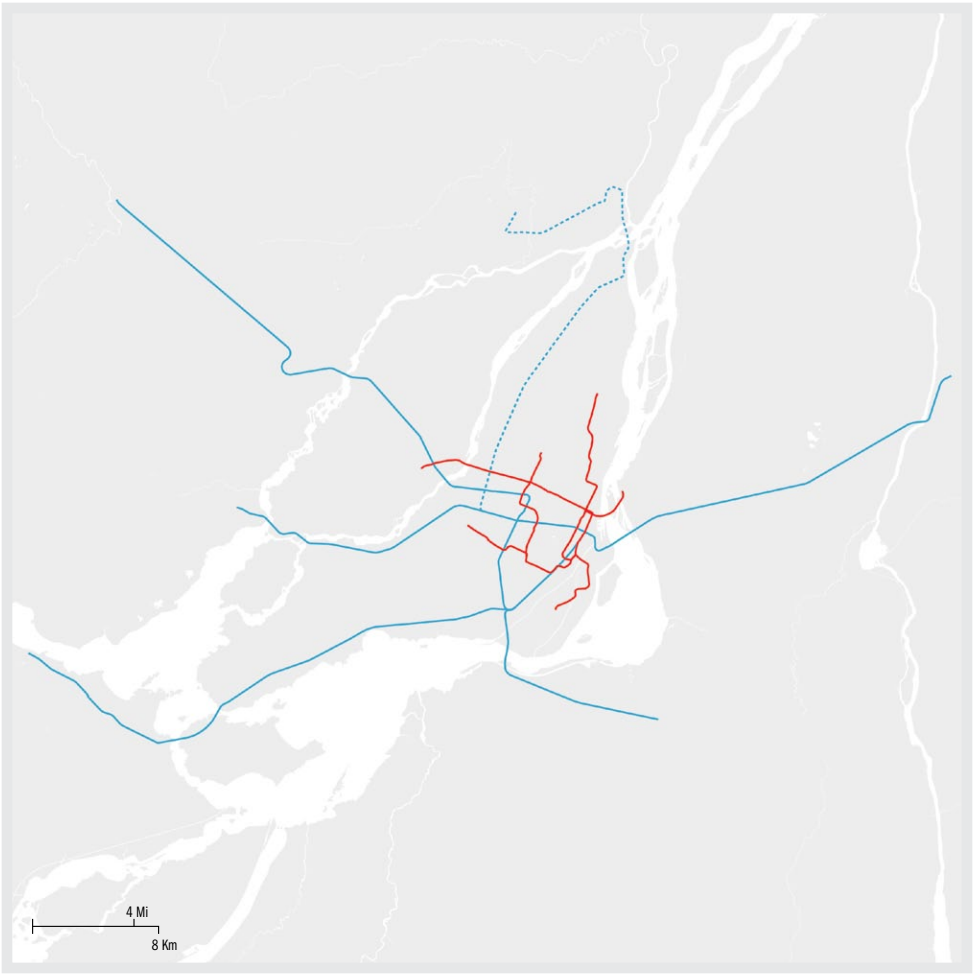
Governance
The Department of Planning and Transport is controlled by the Secretary of Transport and Roads

Summit representative
- Sergio Aníbal Martínez Sánchez, Director General of Planning and Transport


Heavy-rail metro, existing
Commuter rail, existing
Commuter rail, under construction
Bus
Road
1 Mi
2 Km

Montreal





Residents (millions)

City
1.6

Metropolitan
3.8

Surface area (km2)
City: 365
Metro: 3,980

Density (res/km2)
City: 4,500
Metro: 900

Metropolitan residential growth trajectory (millions)

2000	2010	2020
3.3	3.8	4.0

Annual ridership (millions)

2000

HR metro	LR metro	Commuter	Bus	BRT	Ferries
209	-	12	423	-	-

2010

HR metro	LR metro	Commuter	Bus	BRT	Ferries
239	-	15	475	-	-

Stations, metropolitan region

2000

HR metro	LR metro	Commuter
65	-	40

2010

HR metro	LR metro	Commuter
68	-	51

2010

HR metro	LR metro	Commuter
+0	+0	+10

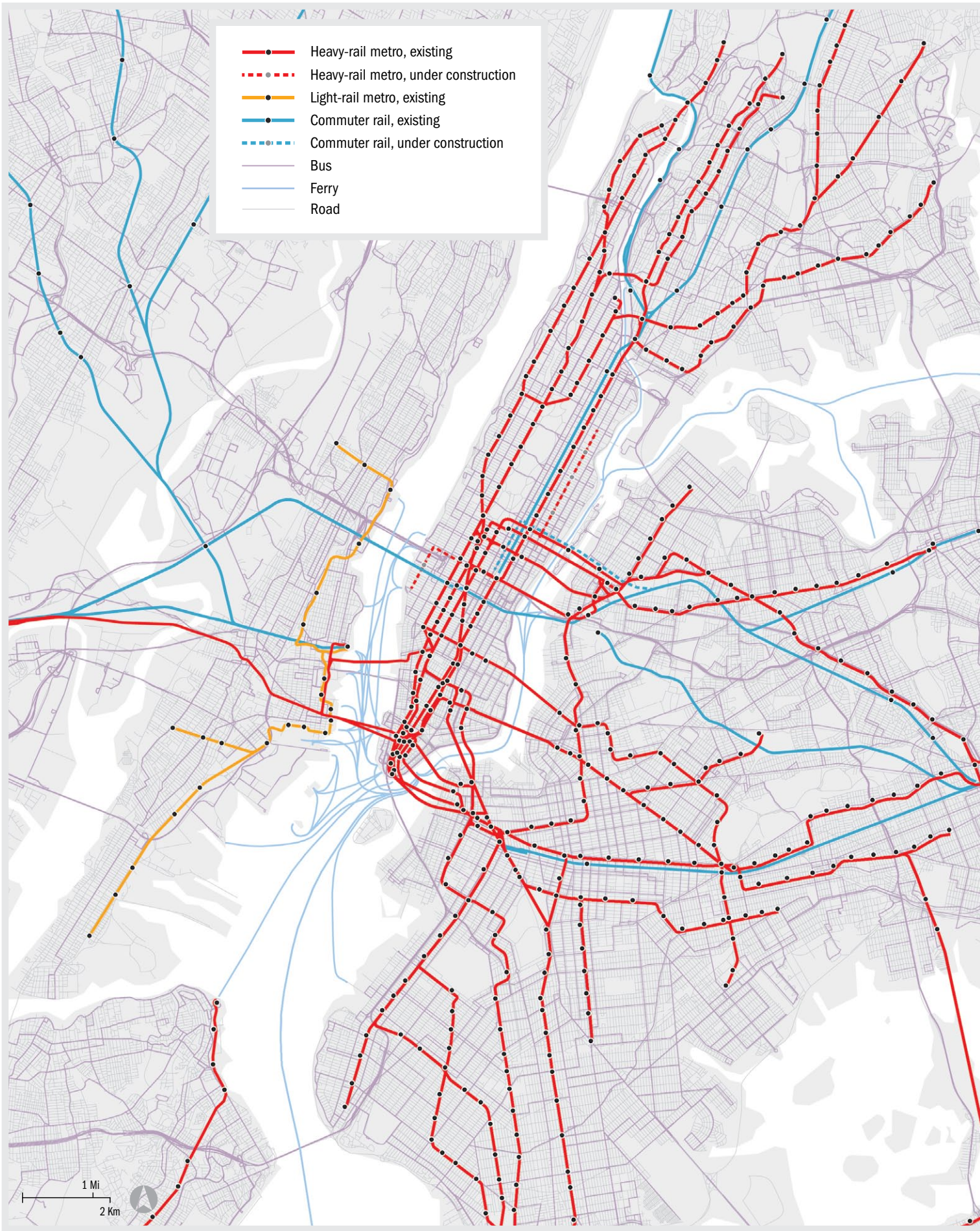
MONTREAL AGENCE MÉTROPOLITAINE DE TRANSPORT

Responsibilities
AMT plans all public transport in the region, and operates commuter rail and a few bus lines. AMT also manages HOV lanes and park-and-ride lots in the region.

Other transit agencies in the region
STM operates the Metro and most buses.

Governance
The state of Quebec oversees AMT and nominates four out of seven members of AMT's board. The other four represent Montreal and its suburbs.

Summit representative
- Daniel Bergeron, Vice-president of Strategic Information and Metropolitan Affairs


Heavy-rail metro, existing
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Light-rail metro, existing
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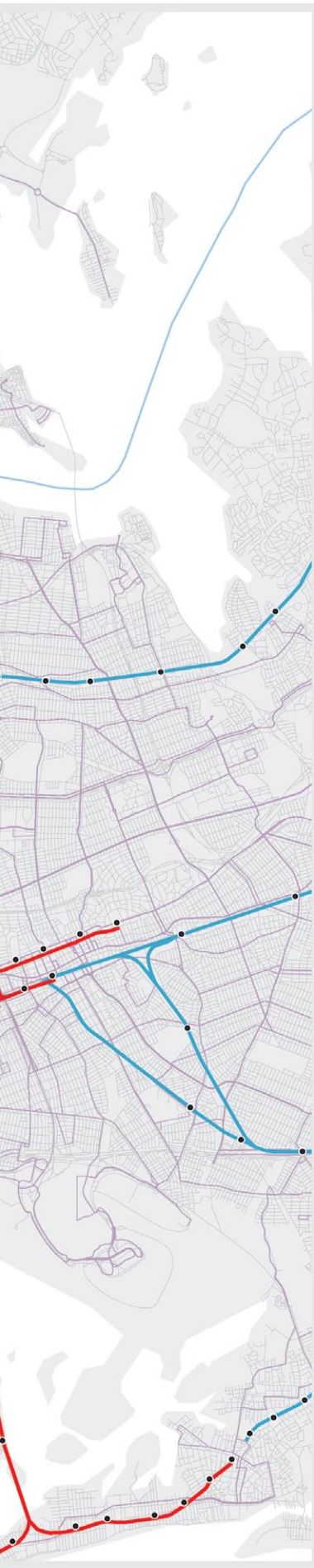
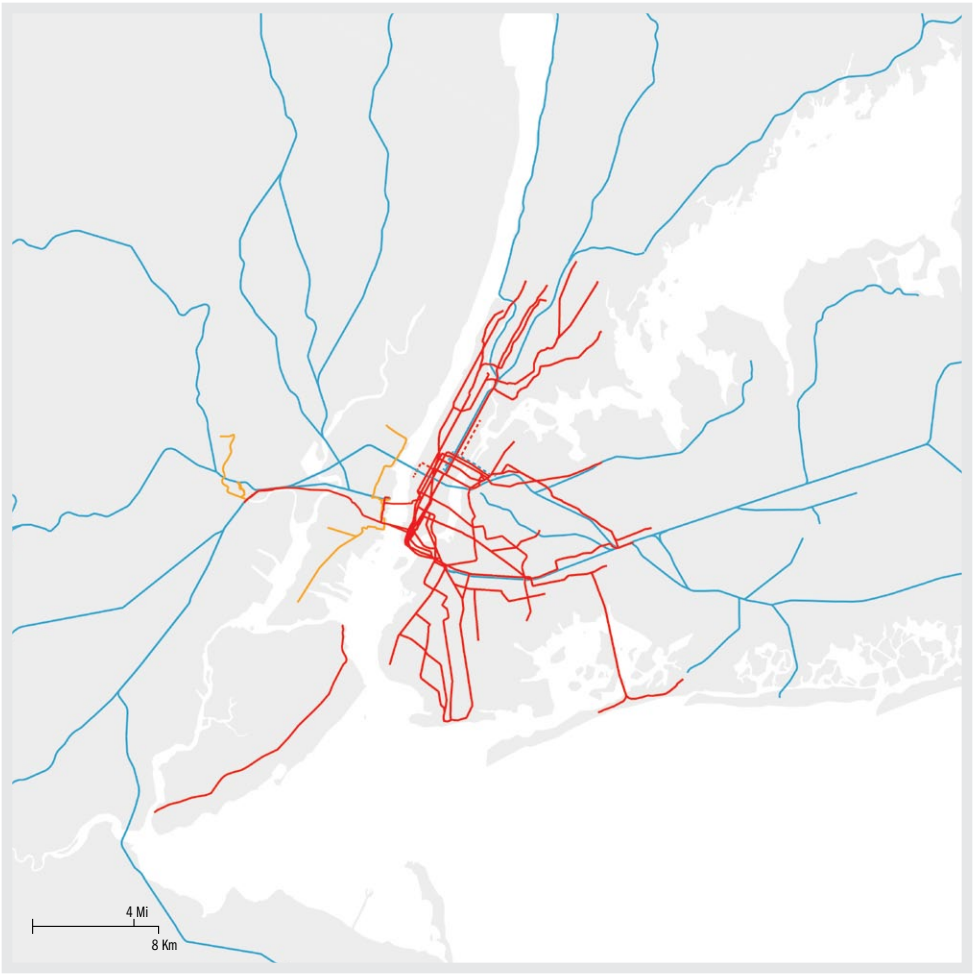
Bus
Ferry
Road
1 Mi
2 Km





New York

Residents (millions)

City
8.2

Metropolitan
22.2

Surface area (km2)

City: 486
Metro: 33,307

Density (res/km2)

City: 16,800
Metro: 700

Metropolitan residential growth trajectory (millions)

2000	2010	2020
21.5	22.5	23.2

Annual ridership (millions)

2000

HR metro	LR metro	Commuter	Bus	BRT	Ferries
1,760	4	241	1,002	-	19

2010

HR metro	LR metro	Commuter	Bus	BRT	Ferries
2,522	21	261	1,055	-	23

Stations, metropolitan region

2000

HR metro	LR metro	Commuter
481	23	399

2010

HR metro	LR metro	Commuter
481	60	398

under construction

HR metro	LR metro	Commuter
+4	+0	+0

NEW YORK METROPOLITAN TRANSPORTATION AUTHORITY

Responsibilities

MTA plans and operates nearly all heavy-rail metro, most commuter rail and most bus in the region. MTA also has jurisdiction over many road bridges and tunnels.

Other transit agencies in the region

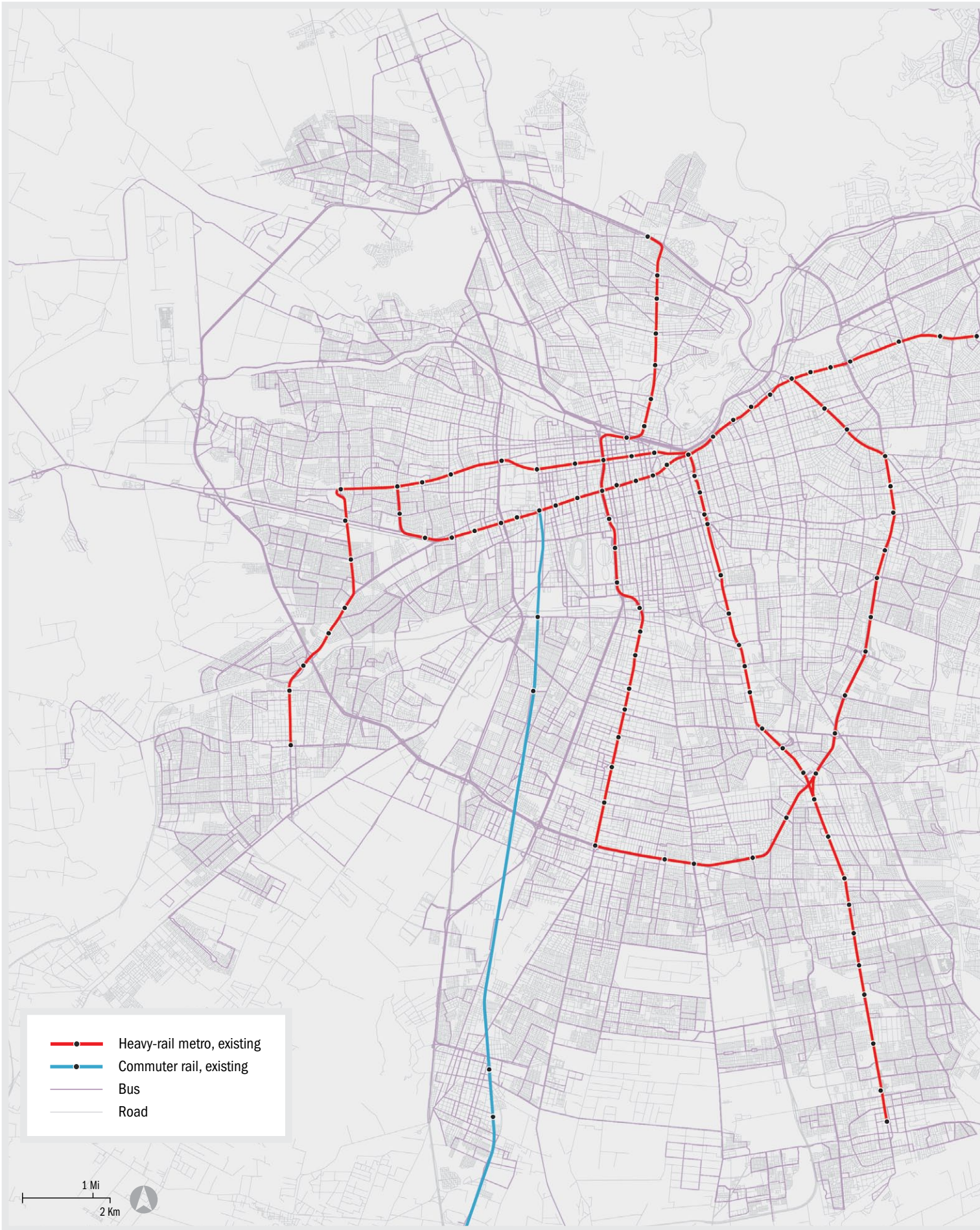
Commuter rail, light rail and buses in New Jersey are planned and operated by NJ TRANSIT, a New Jersey state agency. The Port Authority, controlled by New York and New Jersey, operates a small metro system between the two states. Various companies operate buses in the suburbs.

Governance

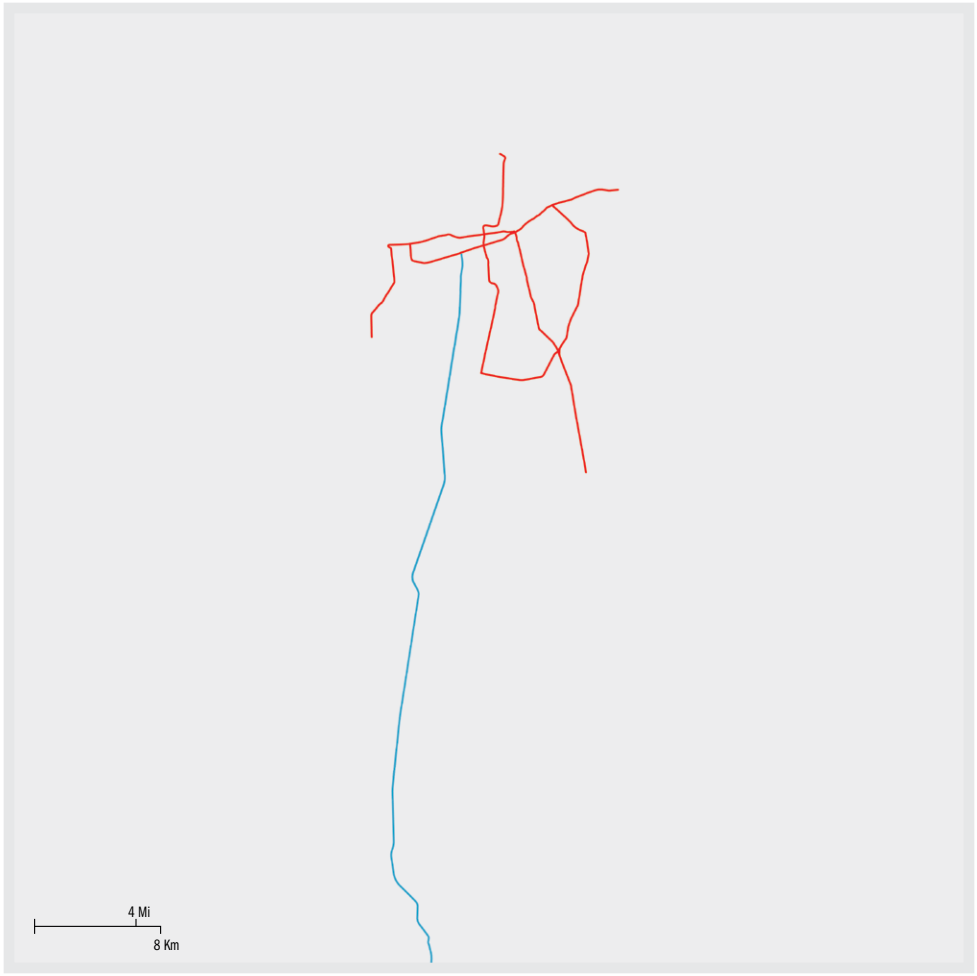
Members of the MTA's governing board are appointed by the New York State Governor and representatives of counties that MTA serves.

Summit representatives

- Joseph J. Lhota, Chairman and CEO
- Howard R. Permut, President of MTA Metro-North Railroad
- William Wheeler, Director of Special Project Development & Planning


Heavy-rail metro, existing
Commuter rail, existing
Bus
Road
1 Mi
2 Km

Santiago



Residents (millions)

City
5.9

Metropolitan
6.9

Surface area (km2)
City: 641
Metro: 15,403

Density (res/km2)
City: 9,200
Metro: 400

Metropolitan residential growth trajectory (millions)

2000	2010	2020
6.2	6.9	7.5

Annual ridership (millions)

2000

HR metro	LR metro	Commuter	Bus	BRT	Ferries
208	-	UNK	1,300	-	-

2010

HR metro	LR metro	Commuter	Bus	BRT	Ferries
640	-	9	1,197	7	-

Stations, metropolitan region

2000

HR metro	LR metro	Commuter
52	-	-

2010

HR metro	LR metro	Commuter
108	-	18

under construction

HR metro	LR metro	Commuter
+0	+0	+0

TRANSANTIAGO

Responsibilities

Transantiago was created in 2007 to unify the city's bus and metro systems. It contracts out the operations of the metro and bus systems to a mix of public and private entities.

Other transit agencies in the region

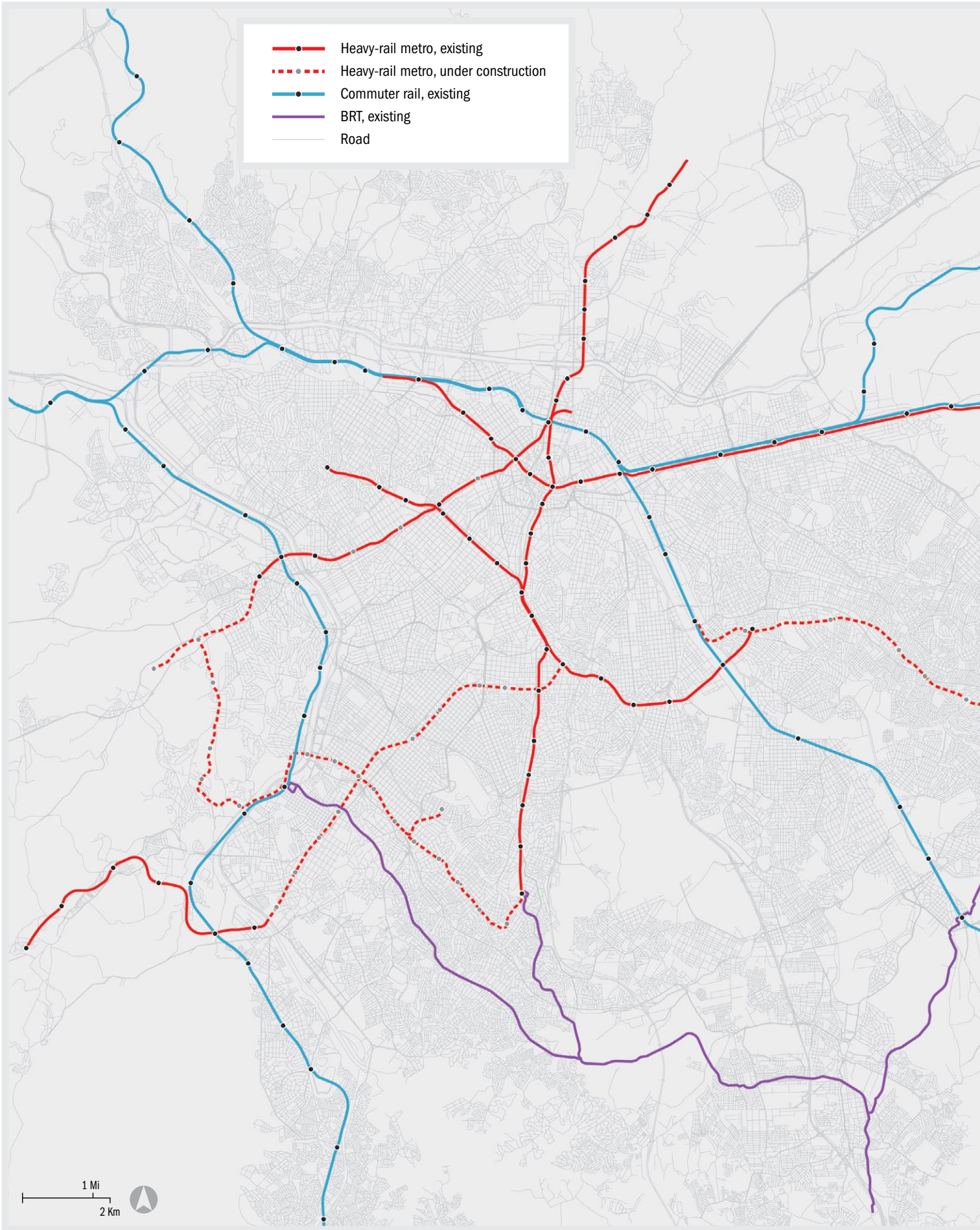
The Metro is operated by the Empresa de Transporte de Pasajeros. Various private entities operate buses. MetroTren, a division of the National Chilean Railway, operates the commuter rail.

Governance

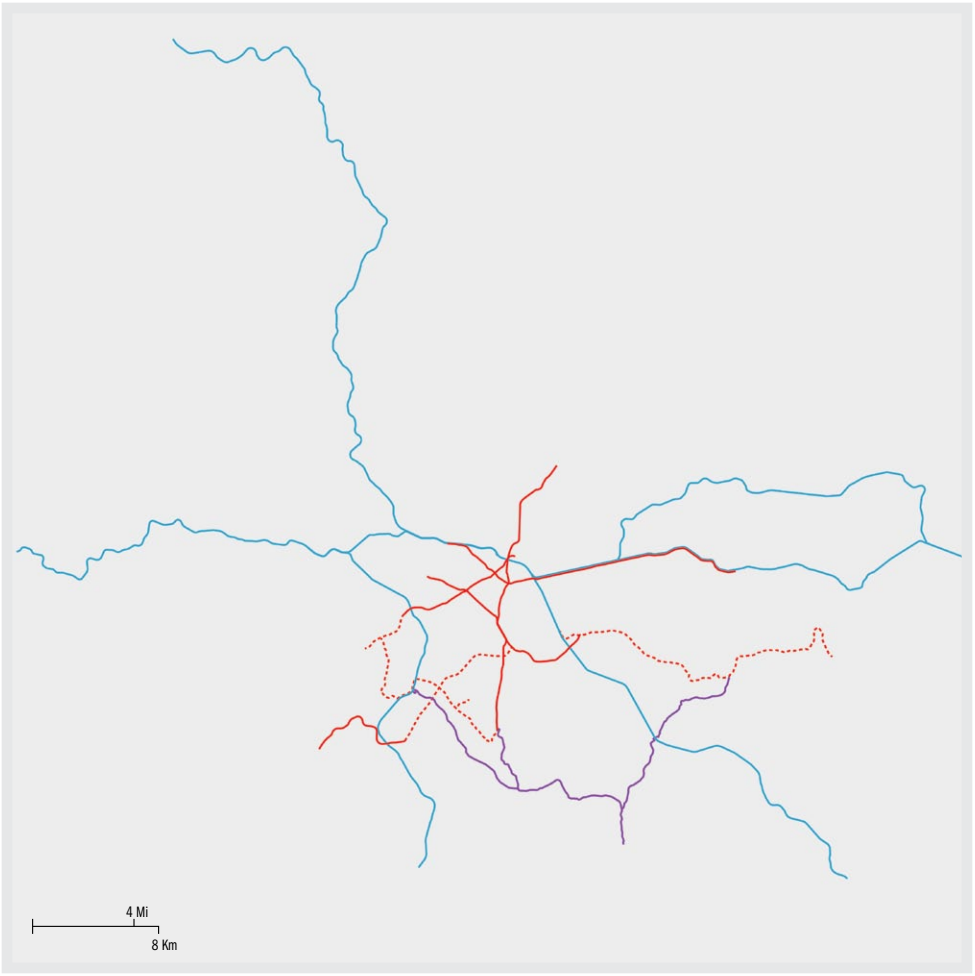
Transantiago is an administrative program of the national Ministry of Transport and Telecommunications, and reports directly to the Minister.

Summit representative

- Patricio Pérez, Head


Heavy-rail metro, existing
Heavy-rail metro, under construction
Commuter rail, existing
BRT, existing
Road
1 Mi
2 Km

São Paulo



Residents (millions)

City
11.3

Metropolitan
20.4

Surface area (km2)
City: 1,523
Metro: 2,914

Density (res/km2)
City: 7,400
Metro: 7,001

Metropolitan residential growth trajectory (millions)

2000	2010	2020
17.9	20.4	22.2

Annual ridership (millions)

2000

HR metro	LR metro	Commuter	Bus	BRT	Ferries
486	-	271	1,200	-	-

2010

HR metro	LR metro	Commuter	Bus	BRT	Ferries
754	-	642	4,357	90	-

Stations, metropolitan region

2000

HR metro	LR metro	Commuter
46	-	78

2010

HR metro	LR metro	Commuter
62	-	89

under construction

HR metro	LR metro	Commuter
+35	+0	+0

SÃO PAULO METRO

Responsibilities
SP Metrô operates all metro in the region. It shares planning responsibilities with the state of São Paulo.

Other transit agencies in the region
CPTM operates the commuter rail. Buses are operated by EMTU and a multitude of private operators.

Governance
The state of São Paulo oversees the agency through the São Paulo Metropolitan Transportation Department.

Summit representative
- Luiz Antonio Cortez Ferreira, Senior Environmental and Sustainability Specialist


Heavy-rail metro, existing
Heavy-rail metro, under construction
Light-rail metro, existing
Bus
Road
1 Mi
2 Km

Singapore

Residents (millions)

City
5.1

Metropolitan
5.1

Surface area (km2)
City: 712
Metro: 712

Density (res/km2)
City: 7,100
Metro: 7,100

Metropolitan residential growth trajectory (millions)

2000	2010	2020
4.0	5.1	unk

Annual ridership (millions)

2000

HR metro	LR metro	Commuter	Bus	BRT	Ferries
383	14	-	1,187	-	-

2010

HR metro	LR metro	Commuter	Bus	BRT	Ferries
755	37	-	1,167	-	-

Stations, metropolitan region

2000

HR metro	LR metro	Commuter
51	14	-

2010

HR metro	LR metro	Commuter
99	43	-

under construction

HR metro	LR metro	Commuter
+10	+0	+0

SINGAPORE LAND TRANSPORT AUTHORITY

Responsibilities

LTA plans all land transportation including public transit (Metro, light rail and bus) and highways in Singapore.

Other transit agencies in the region

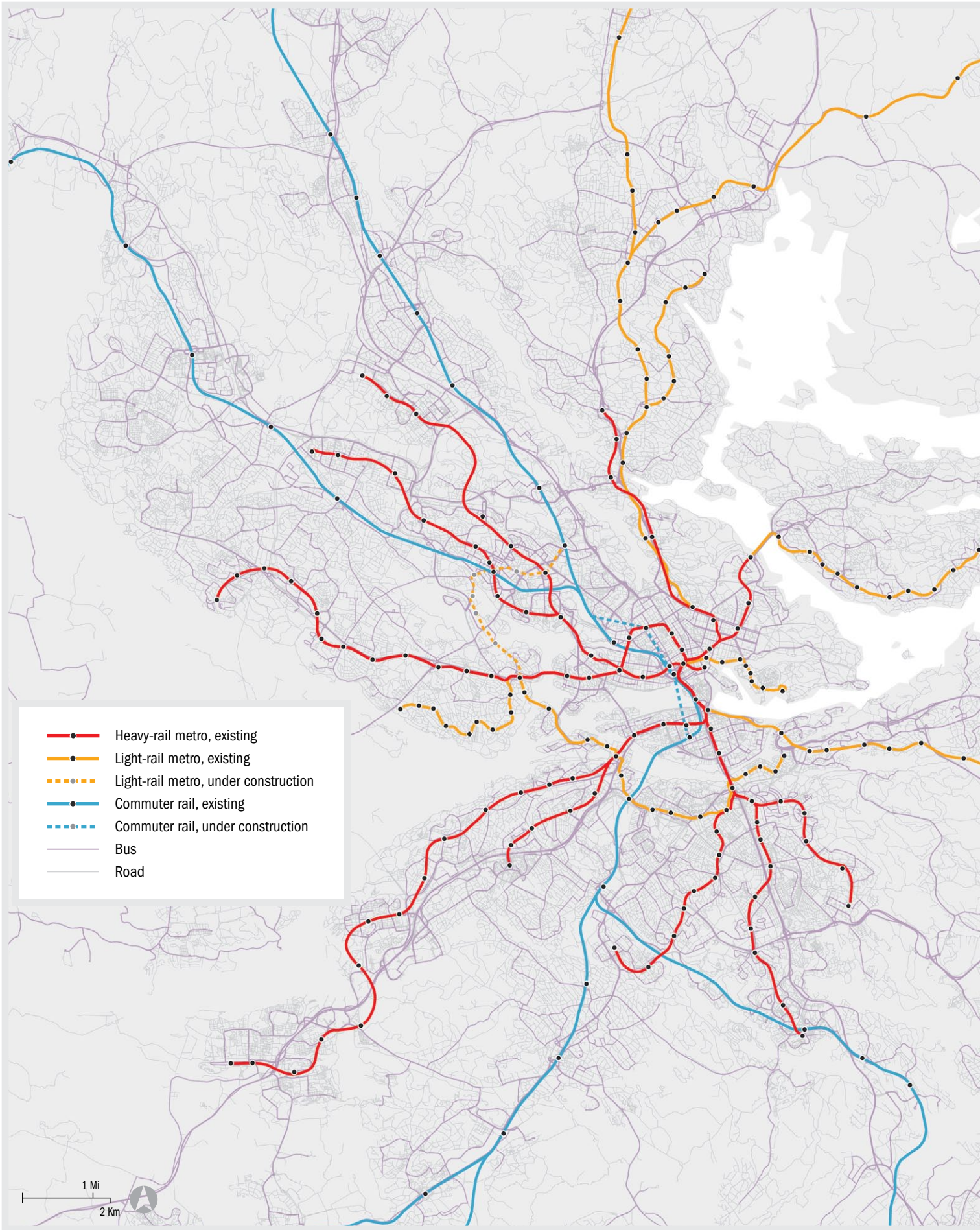
The operations of metro, bus and taxi are assumed by two private companies, SMRT and SBS Transit.

Governance

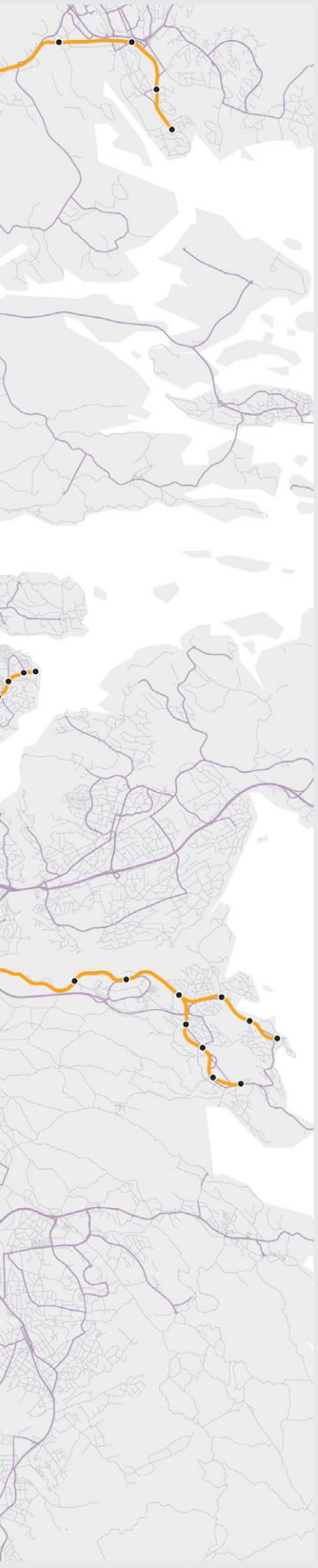
LTA is an agency of the national government.

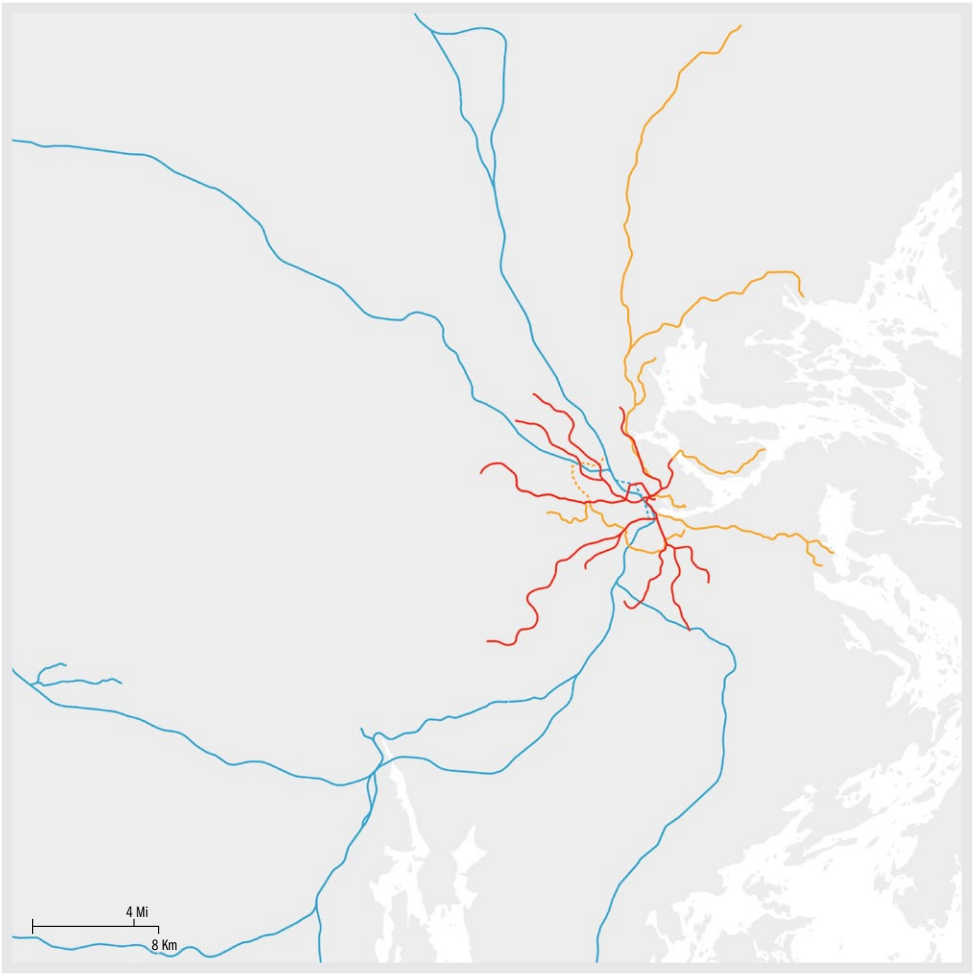
Summit representatives

- Lew Yii Der, Group Director of Corporate Planning & Research
- Choi Chik Cheong. Deputy Director of Knowledge Management


Heavy-rail metro, existing
Light-rail metro, existing
Light-rail metro, under construction
Commuter rail, existing
Commuter rail, under construction
Bus
Road
1 Mi
2 Km

Stockholm





Residents (millions)

City
0.8

Metropolitan
1.2

Surface area (km2)	(res/km2)
City: 187	City: 4,500
Metro: 6,304	Density Metro: 200

Metropolitan residential growth trajectory (millions)

2000	2010	2020
1.1	1.2	1.3

Annual ridership (millions)

2000

HR metro	LR metro	Commuter	Bus	BRT	Ferries
284	22	61	259	-	UNK

2010

HR metro	LR metro	Commuter	Bus	BRT	Ferries
310	38	70	284	-	3

Stations, metropolitan region

2000

HR metro	LR metro	Commuter
100	98	50

2010

HR metro	LR metro	Commuter
100	98	50

under construction

HR metro	LR metro	Commuter
+0	+8	+2

STORSTOCKHOLMS LOKALTRAFIK

Responsibilities

SL plans all public transit (metro, light rail, bus, commuter rail) in the region. Operations are run by private operators through competitve bidding processes.

Other transit agencies in the region

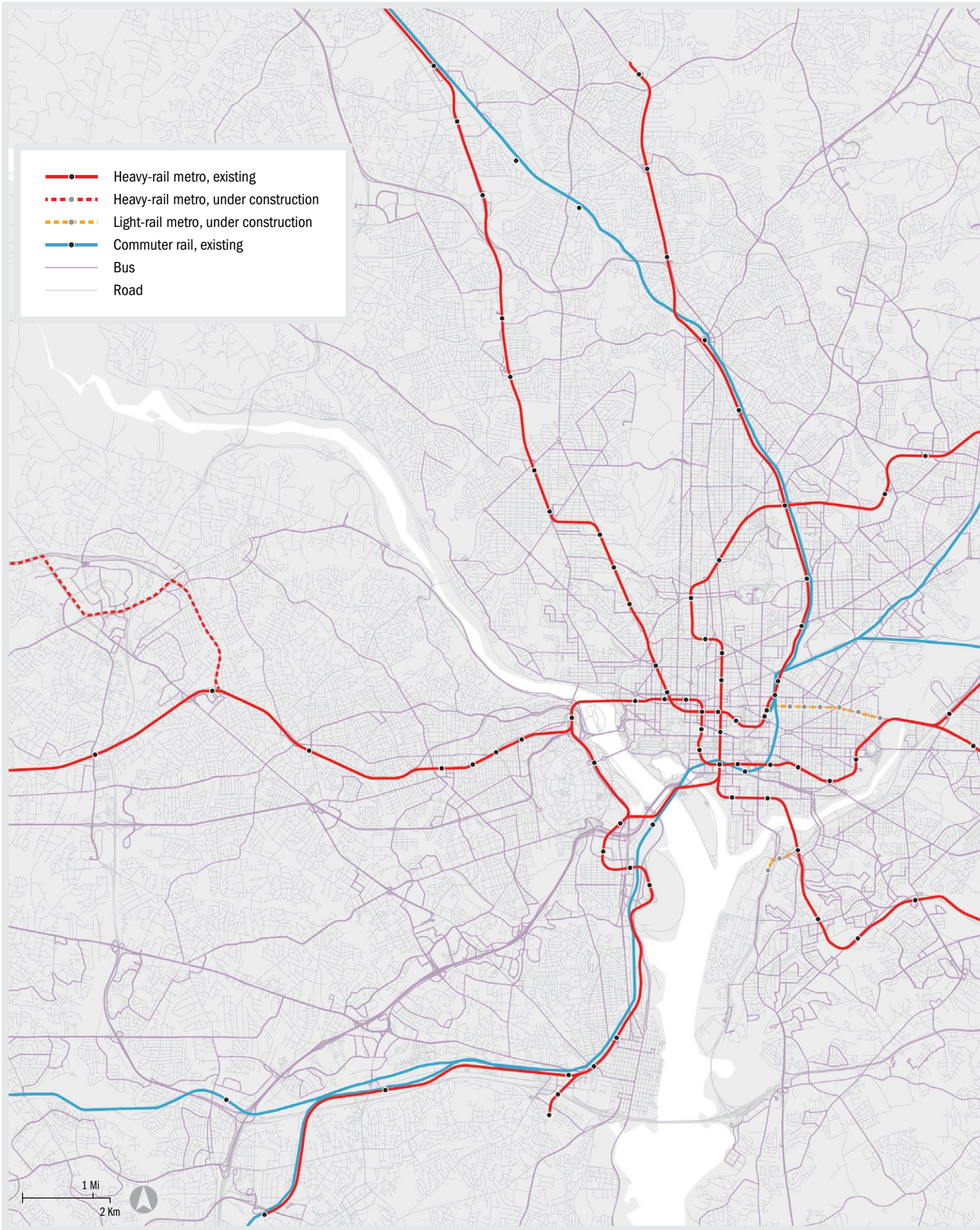
The Metro is currently operated by MTR. Veolia operates the tram. Waxholmsbolaget operates ferries.

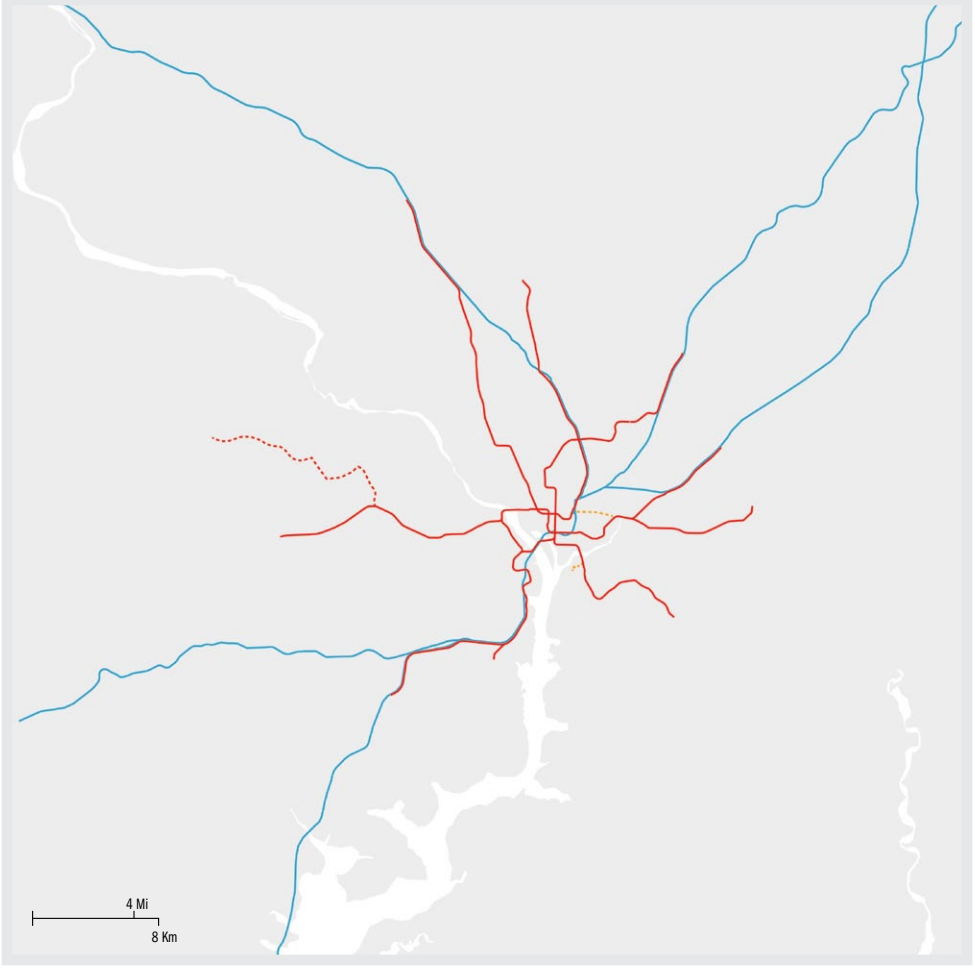
Governance

SL is owned by the Stockholm County Council.

Summit representatives

- Anders Lindström, Managing Director
- Henrik Normark, Director of Business Development


Heavy-rail metro, existing
Heavy-rail metro, under construction
Light-rail metro, under construction
Commuter rail, existing
Bus
Road
1 Mi
2 Km



Washington, DC

Residents (millions)
City
1.0
Metropolitan
5.2

Surface area (km2)
City: 285
Metro: 21,477

Density (res/km2)
City: 3,400
Metro: 200

Metropolitan residential growth trajectory (millions)

2000	2010	2020
5.0	5.2	5.9

Annual ridership (millions)

2000

HR metro	LR metro	Commuter	Bus	BRT	Ferries
163	-	8	142	-	-

2010

HR metro	LR metro	Commuter	Bus	BRT	Ferries
217	-	12	121	-	-

Stations, metropolitan region

2000

HR metro	LR metro	Commuter
78	-	60

2010

HR metro	LR metro	Commuter
86	-	60

under construction

HR metro	LR metro	Commuter
+5	+10	+0

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY (METRO)

Responsibilities
WMATA plans and operates all metro and most bus in the region.

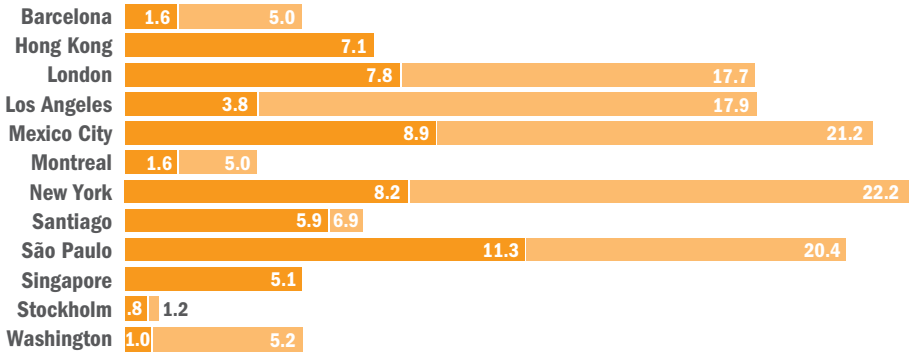
Other transit agencies in the region
Commuter rail is planned and operated by VRE and MARC, two publicly owned companies under the jurisdiction of Virginia and Maryland.

Governance
WMATA is funded by its member counties and run by a board consisting of members appointed by MD, DC, VA, and the federal government.

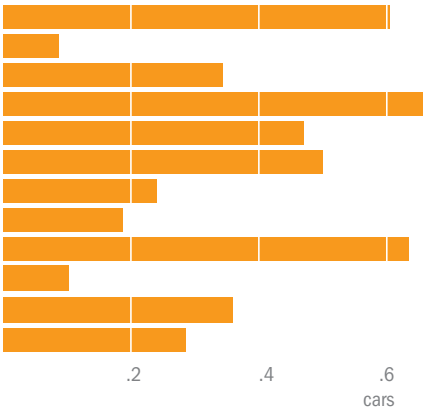
Summit representatives
- Richard R. Sarles, General Manager and CEO
- Carol Kissal, Deputy General Manager for Administration

Key metrics

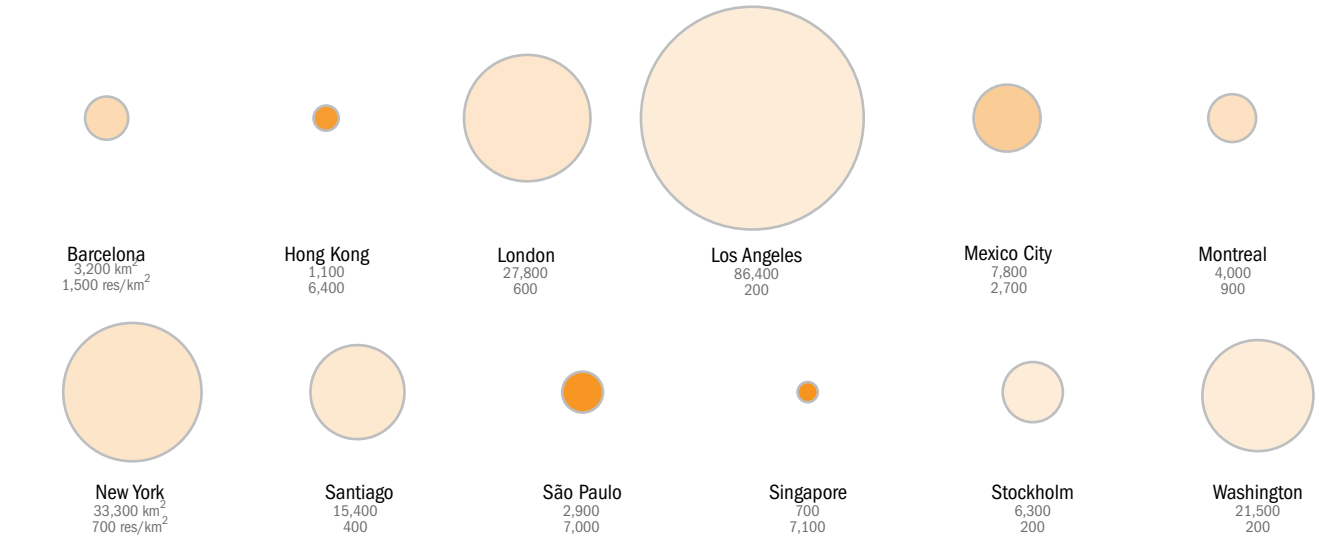
Residents, central city and metropolitan area (millions), 2010



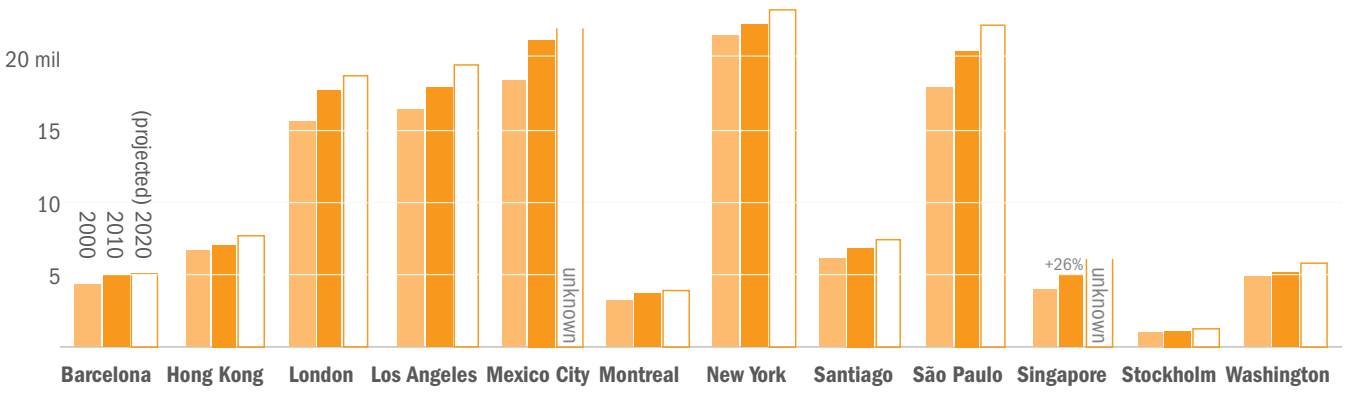
Car ownership per capita (city)



Metropolitan surface area (km2) and density (residents/km2)



Residents, metropolitan area (millions), 2000, 2010, 2020 (projected)

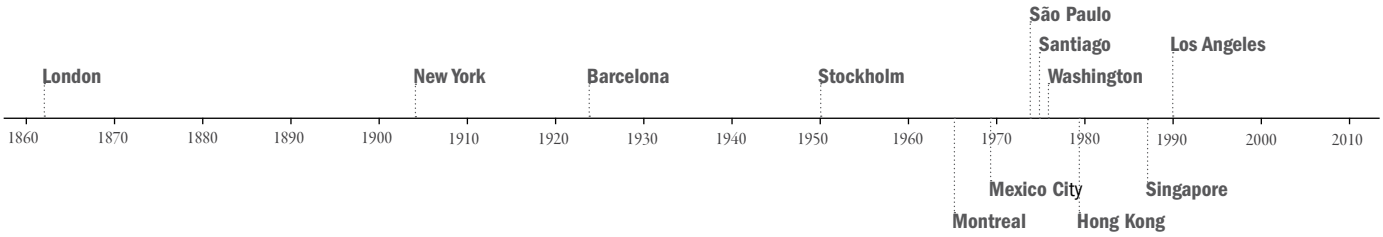


Annual ridership, by mode, 2000, 2010

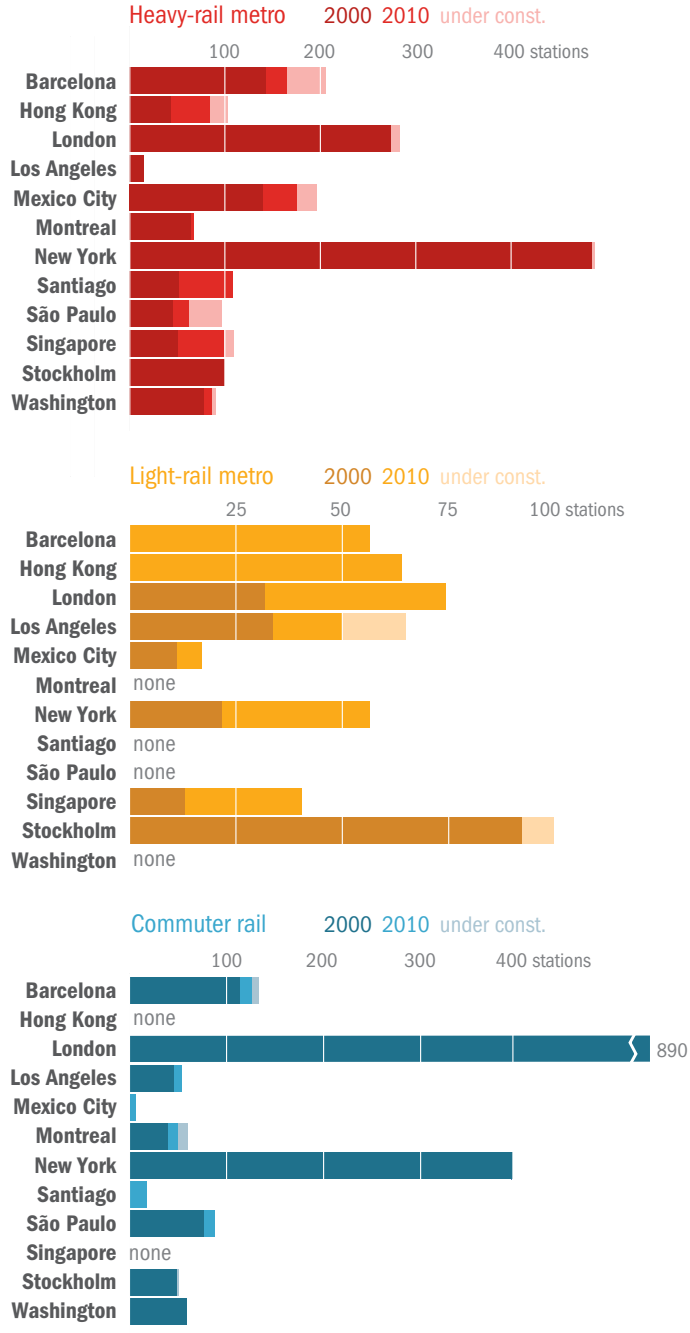
Average distance between stations (km)

	Heavy-rail metro	Light-rail metro	Commuter rail
Barcelona	.8	.5	3.7
Hong Kong	2.2	.5	none
London	1.5	.8	1.6
Los Angeles	1.6	1.8	11.4
Mexico City	1.1	1.0	3.9
Montreal	1.0	none	4.0
New York	.9	1.5	4.4
Santiago	.9	none	7.5
São Paulo	1.1	none	2.9
Singapore	1.5	.7	none
Stockholm	1.1	1.1	4.0
Washington	2.0	none	7.6

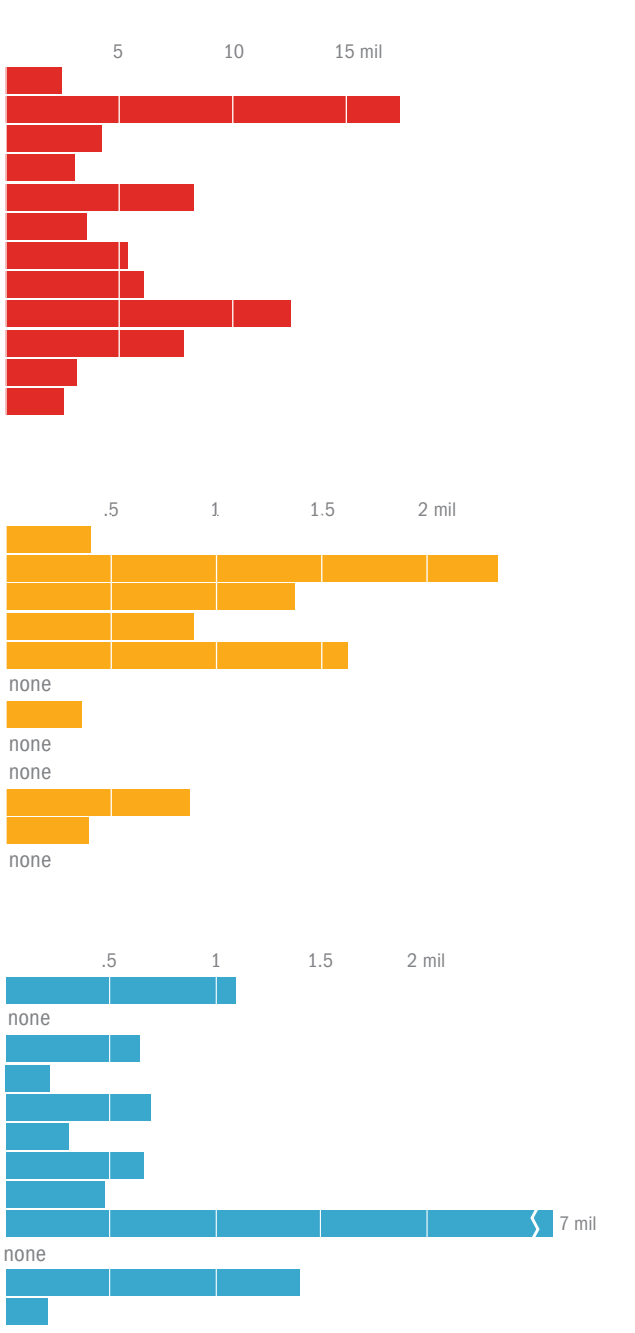
Year metro opened



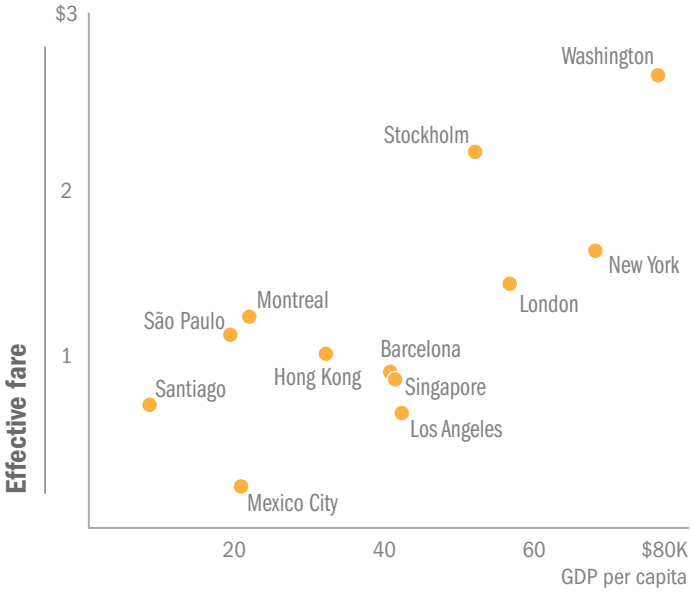
Stations, by mode, 2000, 2010, and under construction



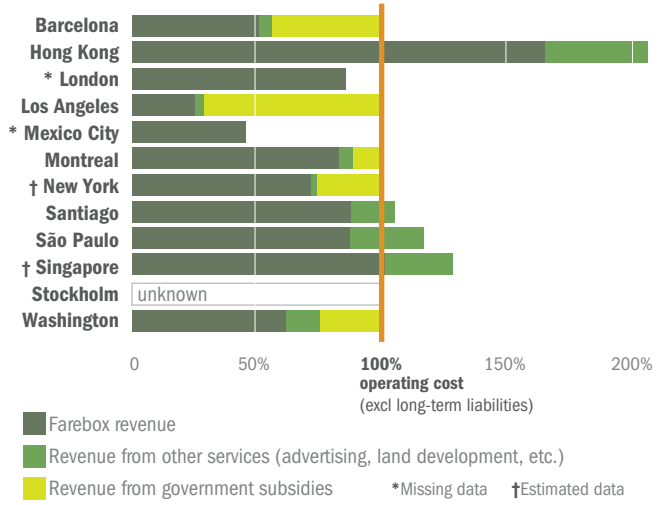
Average annual ridership per station, by mode, 2010



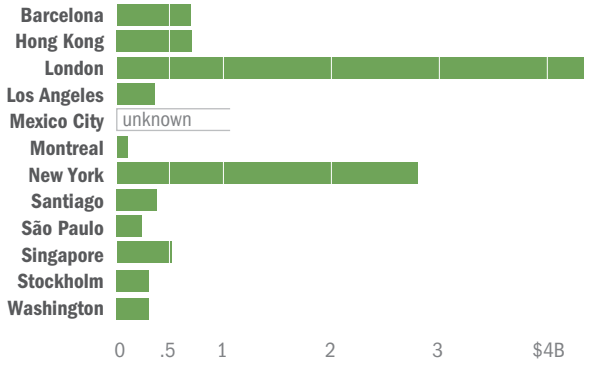
Additional data
about Metro systems only (heavy-rail and light-rail)

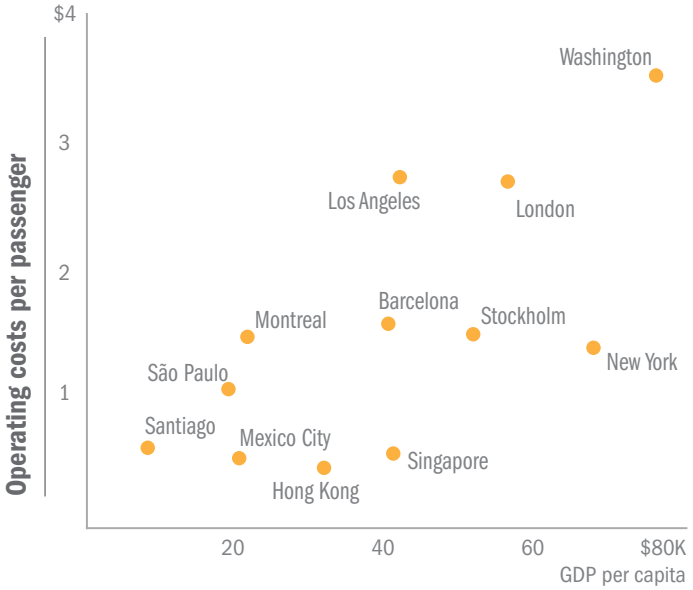


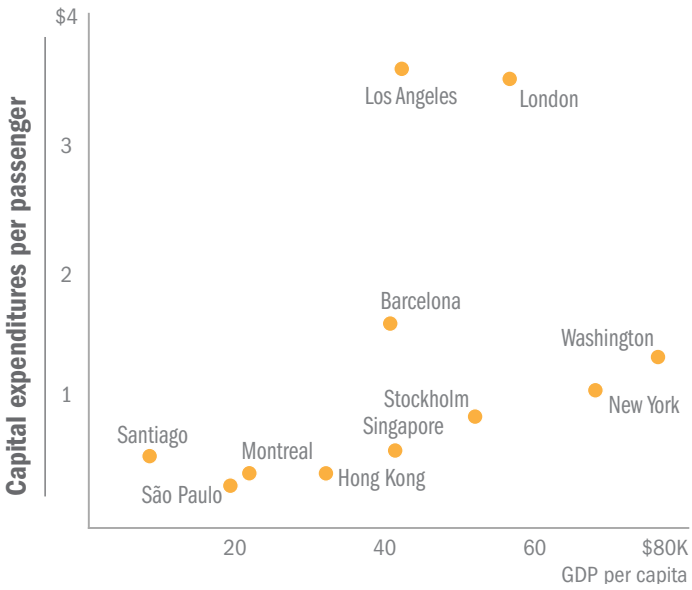
Operating budgets: Revenues as a percentage of costs



Capital budgets: Annual capital expenditures (average last five years)







Montreal


Barcelona


London


Los Angeles


Stockholm


São Paulo


New York


Hong Kong


Singapore


Mexico City


Santiago


Washington, DC


C40
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