

The challenges of development and attractiveness of Greater Toulouse

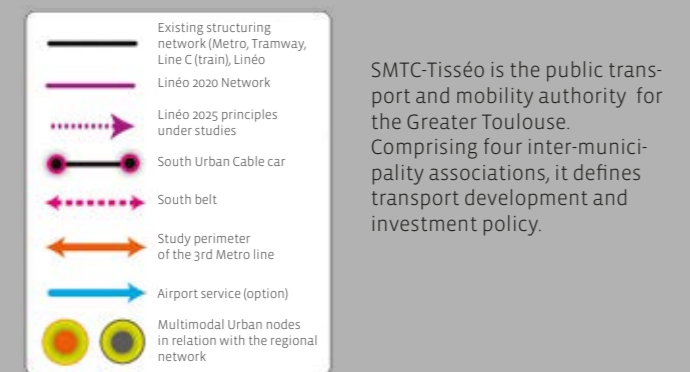
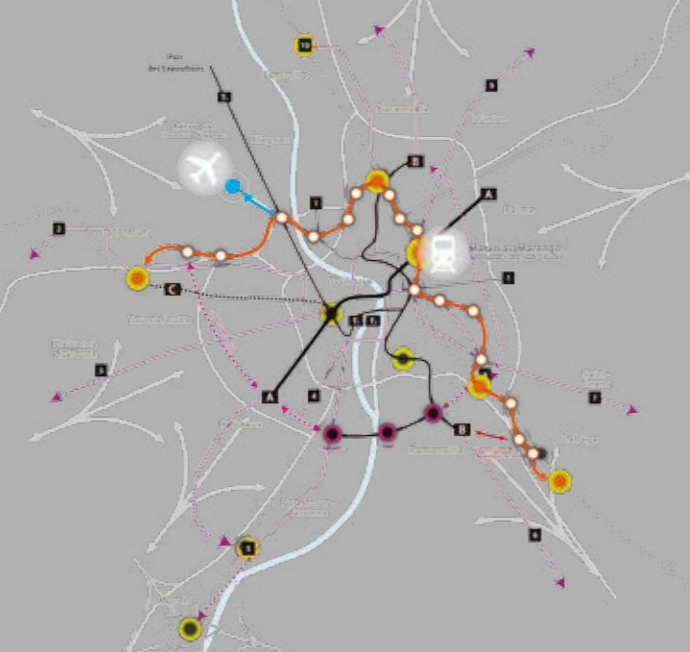
A strong identity between the Atlantic and the Mediterranean

SMTC-Tisséo action

To limit congestion and atmospheric pollution phenomena, to take part in maintaining our region's economic vitality and quality of life, SMTC-Tisséo is committing to an ambitious transport policy with the "Mobilities project 2020-2025-2030" project that will answer to the needs of 500,000 additional journeys a day in 10 years time, thanks to:

- meshing of the region,
- attractive journey times,
- adequate transport capacity (+ 250,000 journeys / day)
- efficient connections with the road and rail network and the airport.

A structured public transport network by 2025



Within 10 years time, due to expected demographic growth, 500,000 additional journeys will be made a day, that is the equivalent of daily frequentation of the Tisséo network in 2015.

An outstanding geographical situation

- At the heart of the South-West "Euro-Region", forming part of a network with Bordeaux and Montpellier, but also Bilbao, Saragossa and Barcelona,
- Connected to the main French and European metropolises by Toulouse-Blagnac Airport, the 4th ranking French hub with its 7.5 million passengers in 2015,
- Just 1 hour 5' from Bordeaux and 3 hours 10' from Paris thanks to the High Speed Rail link (LGV) by 2024.

Exemplary demographic development in France

- 1 million inhabitants in over 101 towns, with an influx of 15,000 newcomers a year (between 2004 and 2013).

Economic growth despite the crisis in 2008

- 150,000 jobs generated over the last 20 years,
- 420,000 private sector and 100,000 public sector jobs,
- Cradle of Europe's aeronautical and space industry: 70,000 jobs.

Covering a wide urban territory

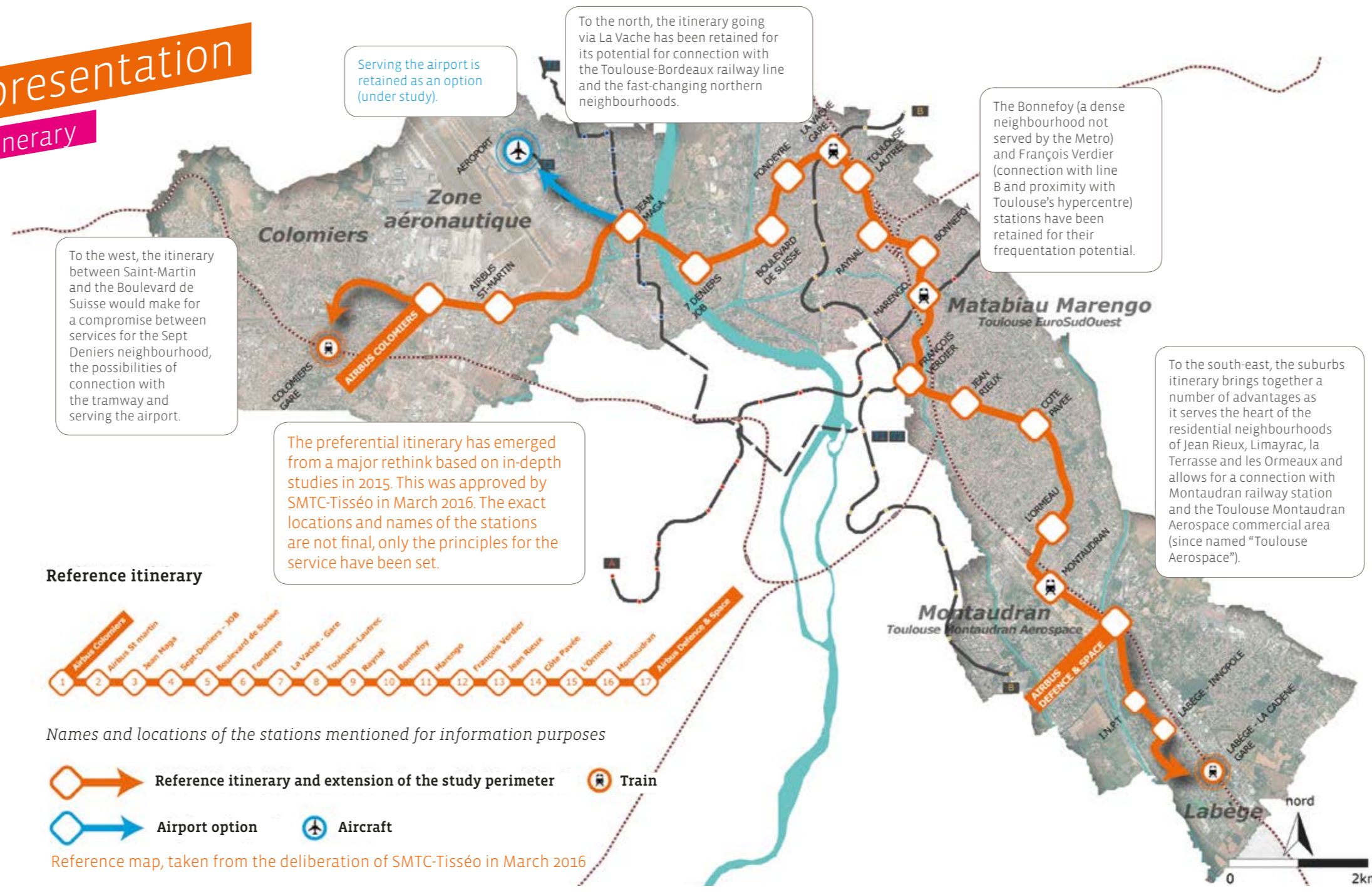
- There is strong residential development on the outskirts of the city based on what has been Toulouse's model for the last 50 years, with the quest to achieve harmony between city and nature.
- There are also employment areas outside Toulouse's city centre along the main highways.

The facts

- Employment areas are still poorly served transport-wise, especially the Aerospace Valley cluster with its 70,000 jobs,
- Increasingly saturated transport infrastructures (ring road, high speed roads, line A of the metro, etc.) with 3.8 million trips a day, all modes of transport included, over Greater Toulouse,
- Just 8% of commutes are made using public transport, the great majority being made in private vehicles, during rush hours, with ever longer journey times,
- Health risks with fine particle limits being regularly exceeded.

Project presentation

Preferential itinerary



Reference itinerary

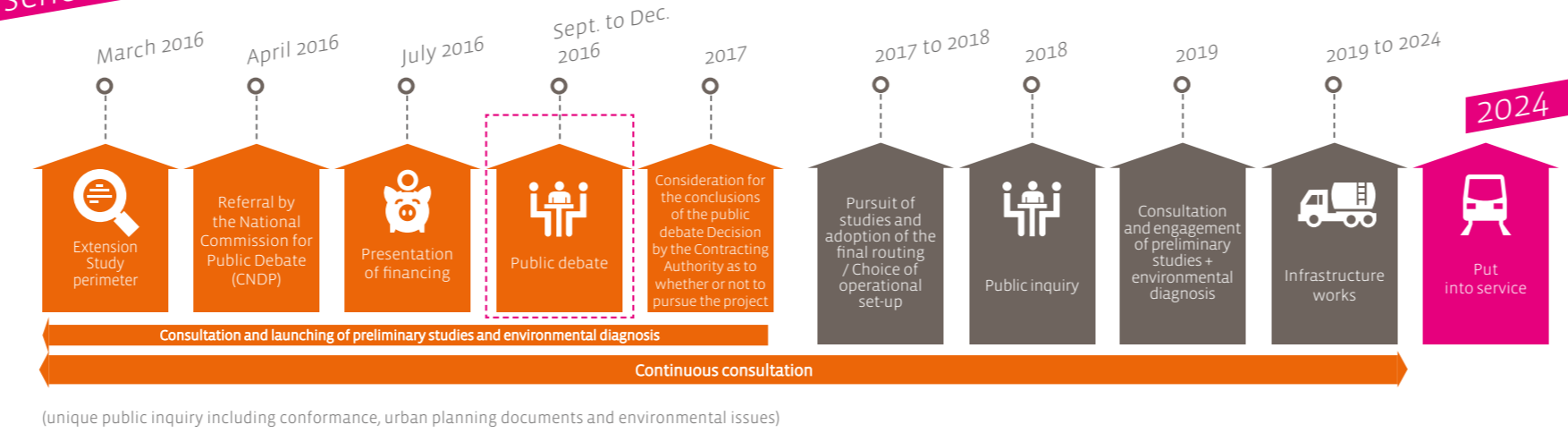


Names and locations of the stations mentioned for information purposes



Reference map, taken from the deliberation of SMTC-Tisséo in March 2016

Project schedule



(unique public inquiry including conformance, urban planning documents and environmental issues)

How did we devise this itinerary?

From February to May 2015
definition of the corridor for studies to answer to the strategic orientations of the "Mobilities Project":
- services to three major economic clusters,
- services of central urban areas,
- need to improve accessibility for the greater conurbation.

From May to October 2015
definition of 4 zones to determine the project issues and allow for a comparative study of the various possible routings:
- "density": the densest zones not served by public transport,
- "suburb": zones suitable for urban development,
- "region undergoing development": zones suited to the development of new residential areas and/or urban requalification,
- "connection": points for optimal connection to transport infrastructures and structuring road networks.

From October 2015 to February 2016
definition of the preferential itinerary presented for public debate via:
- identification of the major crossing points (Colomiers, Airbus sites, Matabiau / Marengo, François Verdier, Montaudran, Labège, etc.),
- a multi-criteria analysis of variants in the routing: 12 criteria relating to technical characteristics, urban analysis and transport analysis.

Lessons drawn from the multicriteria analysis

Preliminary studies are currently being conducted: they will allow the project's major characteristics to be defined, the routing and location of stations to be finalised, environmental issues to be specified and the sequencing of works to be more precisely scheduled... In order to share the 3rd Metro line project's ambition, the public debate will rely on a close intertwining of technical studies, points of view and feedback from users. In a process of gradual elaboration, elements derived from the studies will come in to nourish public debate and the feedback from users will enrich, support and influence the studies in process.

What would the project contribute?

OPTIMISED CONNECTION

- with Matabiau main railway station and Toulouse Blagnac Airport,
- with Colomiers, Montaudran, Labège and La Vache-Gare stations,
- with the metro/tram/Linéo structuring network and its connection with line B via Ramonville station (being studied),
- with the road network thanks to park-and-rides,
- with multimodal interchanges: meet-up and parking points for carpooling, connections with intercity lines and/or long distance coach lines,
- with cycling thanks to the provision of routes, signposting and bike parks.

AN ENHANCED OFFER OF SERVICES

- A more rapid and reliable transport mode



	Today		Tomorrow
	Car	Public transport	2025/2030 network with the 3 rd metro line
Airbus Colomiers > Matabiau Station	35 min	40 min	20 min
Labège Innopôle > Matabiau Station	25 min	40 min	20 min

- Innovation to serve travellers

The 3rd Metro line benefits from the latest innovations in terms of equipment, thermal insulation and lighting and will offer a higher level of comfort than that available on current coaches and stations; traveller experience will be improved.

A GLOBAL PROJECT IN FAVOUR OF THE ENVIRONMENT

- Benefits for the region

Reduced traffic	20 million vehicle trips avoided a year
Reduction of greenhouse effect gas emissions	39,000 tonnes equivalent of CO2 avoided a year
Reduced energy consumption	17 million litres of fuel economised a year

By 2030, the number of people exposed to excessive levels of atmospheric pollutants should be divided by 100.

- The project's environmental issues:

- Improve the inhabitants' daily life style
- Preserve and enhance the built and landscape heritage and water resources
- Protect local biodiversity and maintain nature in the city
- Calm the acoustic environment
- Adopt an "eco-responsible" design approach from the study stage through to the site work phase and operation.

EASIER ACCESS TO ALL THE REGIONS

- Quicker itineraries to allow for:
 - better access to jobs,
 - time-savings setting out from all residential sectors,
 - networking of collective facilities (health, education, leisure and culture)

In 2025, with the 3rd line, half the population of Greater Toulouse will be less than a 10 minute walk from a station or stop on our structuring network (i.e. 507,000 people as against 300,000 at present).

TOWARDS A BETTER "QUALITY OF CITY"

- The 3rd Metro line also fits into a territorial project approach taking part in:
 - controlling urban spread,
 - the diversified development of neighbourhoods (welcoming jobs, inhabitants and services),
 - improving the quality of life of the areas served.

Around the 3rd Metro line, the study perimeter should be able to take in a further 150,000 inhabitants. In addition to urban projects like Toulouse Aerospace (Montaudran), Labège Innopôle and Toulouse Euro SudOuest, the 3rd Metro line should enhance the urban fabric it crosses.

Steering

A partnership based steering committee

As from 2015, SMTC-Tisséo set up a partnership based steering committee bringing together the State, the Region, the Conseil Départemental, Toulouse Métropole, Sicoval and the other local authorities members of SMTC, the French railway operator SNCF, Toulouse Blagnac Airport, Airbus, the Chamber of Commerce and Industry (CCI), the Regional Economic and Social Council (CESER) and the Toulouse School of Economics. This committee proposes the main decision-making stages to be submitted to the SMTC-Tisséo deliberative body.

A multidisciplinary team to serve the project

STMC-Tisséo has set up a dedicated, multidisciplinary organisation fostering short information circuits, bringing together the staff of SMTC-Tisséo, Toulouse Métropole, SICOVAL, SMAT and the Urban Planning Agency (AUAT) with, in addition, various specialised design offices.

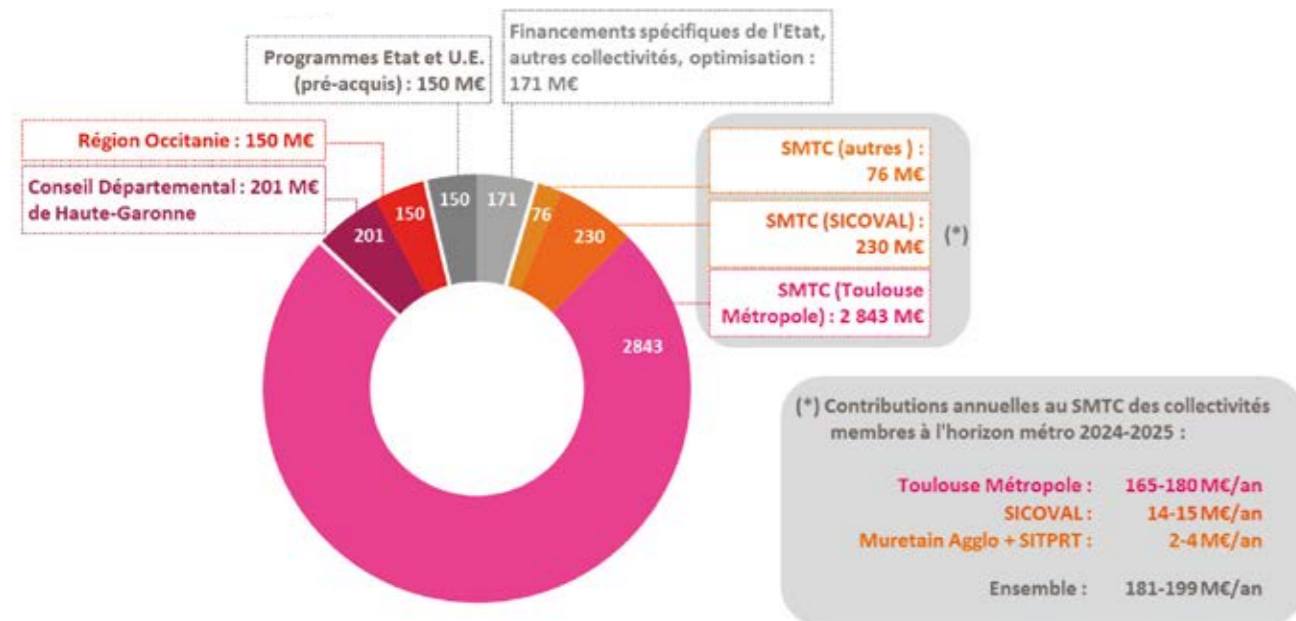
Financing

Financing is studied through a prospective finance exercise taking into account SMTC-Tisséo costs and revenues in investment and operation. The entire investment programme for SMTC-Tisséo's Mobilities 2020-2025-2030 Project represents a global programme of 3.8 billion euros (not including the option for a branch to the airport estimated to come to 110 million Euros):
- A basic programme for about 1.5 billion euros (100 M€ a year on average over 15 years), half of which is made up of investments for renewal and modernisation of existing structures needed to run the network with

the other half for network development projects (doubling the capacity of line A, surface network, south urban cable car, Linéo programme, interchanges and park-and-rides, etc.).
- The investment cost for the 3rd Metro line project is estimated to come to 2.128 billion €¹ at January 2016 values (including 1.720 billion € for the Airbus Colomiers - Airbus Defence & Space section).
- Its connection with line B is estimated to come to 180 millions €.

Abstract from the 25 July 2016 press release: financing of the investment programme *

* Available only in French



¹This is a global operating cost, including the infrastructure, systems, the rolling stock and the storage and maintenance centre, but also real estate acquisitions, contracting authority and contracting expenses. This cost will be more precisely specified as studies make progress, taking in avenues for optimisation within the scope of a "cost objective" approach.

SMTC - Tisséo's ambition in terms of public participation

The stages for public consultation and information:

Already a full year of consultation

SMTC-Tisséo has been pursuing consultation for a year now within the scope of the Mobilities project 2020-2025-2030 (revision of its Sustainable Urban Mobility Plan), of which the 3rd Metro line forms part. That consultation has been and will be an opportunity for people from all sections of the public to express their views on all transport issues for Greater Toulouse, including the 3rd Metro line project. Moreover, the 3rd Metro line project has been covered by a concerted decision-making process. Indeed, the preferential itinerary derived from exchanges and dialogue with the members of the steering committee.

MOBILITIES PROJECT 2020-2025-2030 (SEPTEMBER 2015 AND MAY/JUNE 2016)

- > Distribution of a 4-page brochure
- > Project presentation dossier

- > Public meetings
- > Permanence
- > Itinerant exhibition
- > Site for information and contributions

3RD METRO LINE (JULY, DECEMBER 2015 AND FEBRUARY 2016)

- > Press kit
- > Distribution of a 6-page brochure

A 3rd Metro line, an ambitious project

Considering the major socio-economic issues at stake for the 3rd Metro line and its development cost, SMTC-Tisséo has called on the National Commission for Public Debate. The 3rd Metro line project is one of the most ambitious projects in France (outside the Paris region) and of national significance with respect to regional development and environmental concerns.

Issues for public debate

SMTC-Tisséo will be attentive to what comes out of public debate, using these elements to enrich and inform the studies under way. This public debate should allow the public to be informed about the 3rd Metro line project (why? how? contributions?, etc.) and express its views. Thoughts coming out of the debate will be valued by the SMTC to shape the experience of future users of the 3rd line. But beyond the current public debate, SMTC-Tisséo wishes to pursue constructive dialogue with all the stakeholders (citizens and regional players).

Key figures for the 3rd Metro line

DIRECT CONNECTIONS WITH:

- > Matabiau station high speed rail link in 2024: 1 hour 5' from Bordeaux / 3 hours 10' from Paris
- > 4 railway stations: Colomiers, La Vache, Montaudran, Labège
- > The "Ceinture Sud" (southern belt) whose first link will be the future south urban cable car
- > 2 Metro lines (A and B)
- > 2 tramway lines (T1 and T2)
- > Linéo bus services
- > Ramonville Station via the line B - 3rd line connection (under study)

NATIONAL AND INTERNATIONAL CONNECTIONS:

- > Serving Matabiau railway station whose national and European position will be strengthened by development of the Bordeaux-Toulouse high speed rail link (LGV)
- > Serving the airport (options under study)

TECHNICAL CHARACTERISTICS:

- > 100 % in separate lanes
- > 60 % in tunnels
- > Commercial speed: up to 25 mph

17.5 miles of infrastructures (30 km with the airport option)

Twenty stations planned
A level of frequentation estimated at between 200,000 and 220,000 travellers / day

SERVING MANY:

- > economic clusters (north-west aeronautics zone, Toulouse Euro SudOest, Montaudran, Airbus Defence and Space and Labège Innopole)
- > existing neighbourhoods (Sept Deniers, La Vache / Faubourgs Nord, Bonnefoy, the eastern suburbs and Colomiers)
- > major urban sectors seeing growth (Fondéyre, Toulouse Euro SudOest, Montaudran and Labège Innométo)



SHORTER JOURNEY TIMES AT COMPETITIVE RATES:

Airbus Colomiers, Labège Innopole and Airport
20 minutes from Matabiau



Keep informed about the 3rd Metro line and the public debate

- > smtc-tisseo.fr, SMTC's official site
 - > metroligne3toulouse.debatpublic.fr, the site for public debate to find all the dates for public meetings, mobile debate, etc.
- Other tools providing information and ensuring continuous and regular consultation will be developed as the project makes progress.

PARTICIPATE !

TOULOUSE AEROSPACE EXPRESS

PUBLIC DEBATE
From 12 September to 17 December 2016

The 3rd Metro line of Greater Toulouse

COLOMIERS > BLAGNAC > TOULOUSE > LABÈGE

toulouse métropole

SICOVAL

Le Muretain

sitprt

TOULOUSE AEROSPACE EXPRESS

SMTC tisséo

September 2016

SUMMARY OF THE CONTRACTING AUTHORITY'S DOSSIER

SMTC tisséo