

PROPOSED AGENDA

Regional Transit Committee

Hon. Kasim Reed, Chair

Monday, January 13th, 2011, 1:30 p.m.
ARC Board Room / Amphitheater
40 Courtland Street, NE, Level C
Atlanta, GA 30303

GENERAL

1. Welcome *Kasim Reed, Chair*
2. Public Comment Period ⁱ *Judy Dovers, ARC*
3. Approve December 17th, 2010 Meeting Summary *Chair*

PLANNING

4. Work Session: Regional Transit Governance Legislation *Cain Williamson*
5. RTC Staff Report & General Updates *David Emory*
6. Other

ⁱ A 10-minute period for public comments is designated at the beginning of each regular RTC meeting. Each commenter must sign a Request to Speak card before 1:30 PM on the meeting date. Each speaker will be limited to two minutes. If the comment period expires before all citizens have an opportunity to address the Committee, citizens will be invited to provide their comments in writing.

ARC COMMITTEE MEETING FOLLOW-UP

REGIONAL TRANSIT COMMITTEE

January 13, 2011 Meeting Notes

Voting Members Present:

Mayor Kasim Reed, Chair
Commissioner Buzz Ahrens
Mr. Brandon Beach
Mr. Jim Durrett
Commissioner John Eaves
Chief Executive Officer Burrell Ellis
Commissioner Shirley Lasseter
Commissioner Tim Lee
Mr. Tad Leithead
Mr. Todd Long
Commissioner Richard Oden

Voting Members Absent:

Mayor Mike Bodker
Mr. Sonny Deriso
Commissioner Eddie Freeman
Commissioner Kathryn Morgan

Non-Voting Members Present:

Commissioner Eldrin Bell
Commissioner Herb Frady
Mr. Charles Krautler
Ms. Jannine Miller
Dr. Beverly Scott
Mr. Doug Tollett

Non-Voting Members Absent:

Commissioner David Austin
Commissioner Clarence Brown
Commissioner Bill Chappell
Ms. Lara O'Connor Hodgson
Commissioner Kevin Little
Commissioner BJ Mathis
Commissioner Tom Oliver
Commissioner Paul Poole
Ms. Pam Sessions
Commissioner Vance Smith
Commissioner Brian Tam
Commissioner Tom Worthan
Commissioner Daniel Yearwood

GENERAL

1. Welcome and Chairman's Comments

Chair Kasim Reed called the meeting to order and welcomed attendees.

2. Public Comment Period

No public comment was offered.

3. Approval of December 17 Meeting Summary

The meeting summary for the December 17, 2010 RTC meeting was approved.

PLANNING

4. Transit Governance Study Commission / Legislative Update

John Eaves reviewed the mission of the RTC subcommittee that was appointed in December to refine the draft regional transit governance legislation being prepared by staff, and asked Cain Williamson, ARC, to review the specifics of the draft legislation as it currently stands.

Williamson briefed the committee on the proposed bill, highlighting the following elements:

- The key definitions established in the bill, including Authority, Transit, Transit-Supporting County, Bonds, and Project.
- The two types of authorities created: a Metropolitan Transit Authority (MTA) mandated for the Atlanta region, and Regional Transit Authorities (RTAs) authorized for other areas in the state.
- The mechanism provided for authorities to assess dues to fund their own operation, and a proposed modification from Fulton County that would exempt the existing MARTA jurisdictions from paying dues.
- The proposed composition of the MTA board, including an outstanding question regarding how the specifically state is represented on the board.
- The provisions governing the operation of the MTA board, including the adoption of bylaws and the appointment of an executive committee.
- The specific powers and requirements assigned to the authorities, and considerations pertaining to the role of existing transit operators.

In response to a request from Kasim Reed for clarification on how the three state-appointed members are selected in the bill's current form, Williamson explained that the MTA board would have one appointee each from the Governor, Lt. Governor, and House Speaker, while any RTA board would have all three appointees selected by the Governor. John Eaves expressed concern about the state being guaranteed representation even if it does not support transit financially. Reed argued that state representation is important to the bill's potential passage, but suggested that the language be changed such that RTA boards use the same appointment process for state members as the MTA board.

Beverly Scott asked if the bill's provision for the MTA to assume designated recipient status applied to new funds only or to existing federal funds as well, to which Williamson responded

that the legislation anticipates designated recipient status being fully transferred to the MTA. Scott expressed concern that an attempt to legislatively mandate transfer of designated recipient status could conflict with existing federal processes. Scott raised several other points regarding the legislation, including the bill's handling of police powers, eminent domain, and coordination with the state regarding intercity rail.

Brandon Beach asked about the possibility of consolidating all existing transit entities into one rather than creating a new layer of administration. Williamson responded that the new organization would have the capability to absorb existing operators if so desired, but that staff had not detected the will to mandate the dissolution of existing entities. Reed added that the bill's strongest mechanism is the ability to force connectivity between existing entities. Beach argued that the bill is a good opportunity to rebrand the entire regional system, to which Reed responded that there is opportunity for rebranding while preserving the option for local control of operators.

John Eaves asked how the Chicago system is branded, given that it is frequently cited as a model. Staff responded that while there is not currently a single unified brand for transit in Chicago, their RTA is beginning to take over more regional functions, and that the proposed legislation allows the Atlanta region to evolve toward a similar arrangement. Burrell Ellis stressed the importance of an approach that facilitates the incorporation of existing services into a new regional entity in a way that results in cost savings as well.

Kirk Fjelstul, GRTA, asked if the legislation would require any changes to the regional transportation sales tax process, noting that H.B. 277 as adopted establishes GRTA as the accountable entity for the implementation of transit projects. Williamson responded that staff's understanding is that the proposed governance bill would transfer that specific responsibility to the MTA.

Reed stated that the Committee has some time to make some modifications to the bill, and instructed staff to work to address the issues raised by Committee members. He also suggested that the full RTC reconvene later in January to formally approve the final legislative language.

5. RTC Staff Report & General Updates

David Emory, ARC, called the Committee's attention to the list of monthly transit policy updates on the last page of the meeting packet, specifically highlighting the following items:

- A contract was signed with Cambridge Systematics to support the RTC work program through calendar year 2011, including such tasks as updating the Concept 3 long-range system plan, a regional transit fleet and facilities plan, and a regional transit data clearinghouse and mapping effort.
- In December the Federal Transit Administration announced the awarding of \$25.7 million to support Alternatives Analysis (AA) studies around the country, including ones for the US 41/I-75 and I-85 corridors in the Atlanta region.

- A call for projects is being issued for the federal Job Access / Reverse Commute (JARC) and New Freedom funding programs administered by ARC. Applications are due February 28th.
- The meetings of the various staff-level committees that support the RTC will be coordinated to coincide on a single day each month, tentatively the Friday following the ARC board meeting.
- The Light Rail Project Sponsors Group, an informal group of governments and other organizations involved in light rail planning efforts around the region, will be reconvened on January 28 at 10:30.

6. Other Business

Tad Leithead asked for confirmation on when the Committee would be reconvening to consider the revised legislation, noting that the next scheduled RTC meeting is February 10. Reed requested that the Committee convene on ARC board day, January 26, to vote on the final legislation, and instructed staff to identify a suitable time.

There being no further business, the meeting was adjourned.

Handouts

- January 13, 2011 Meeting Agenda
- December 17, 2010 Meeting Summary
- Presentation: Draft Regional Transit Governance Legislation
- Text and Summary of Draft Legislation (Committee Member Packets Only)
- Preliminary Report of the Transit Governance Study Commission
- Monthly RTC Staff Report and General Updates

PROPOSED AGENDA

Regional Transit Committee

Hon. Kasim Reed, Chair

Wednesday, January 26th, 2011, 12:00 p.m.

ARC Board Room / Amphitheater

40 Courtland Street, NE, Level C

Atlanta, GA 30303

GENERAL

1. Welcome

Kasim Reed, Chair

2. Public Comment Period ⁱ

Judy Dovers, ARC

PLANNING

3. Draft Regional Transit Governance Legislation (Action Item)

Chair

ANNOUNCEMENTS

ⁱ A 10-minute period for public comments is designated at the beginning of each regular RTC meeting. Each commenter must sign a Request to Speak card before 12:00 PM on the meeting date. Each speaker will be limited to two minutes. If the comment period expires before all citizens have an opportunity to address the Committee, citizens will be invited to provide their comments in writing.

ARC COMMITTEE MEETING FOLLOW-UP

REGIONAL TRANSIT COMMITTEE

January 26, 2011 Meeting Notes

Voting Members Present:

Commissioner Buzz Ahrens
Mr. Brandon Beach
Mayor Mike Bodker
Mr. Sonny Deriso
Mr. Jim Durrett
Commissioner Shirley Lasseter
Commissioner Tim Lee
Mr. Tad Leithead
Commissioner Kathryn Morgan
Commissioner Richard Oden

Voting Members Absent:

Mayor Kasim Reed, Chair
Commissioner John Eaves
Chief Executive Officer Burrell Ellis
Commissioner Eddie Freeman
Mr. Todd Long

Non-Voting Members Present:

Commissioner Eldrin Bell
Commissioner Herb Frady
Mr. Charles Krautler
Ms. Jannine Miller
Commissioner Tom Worthan

Non-Voting Members Absent:

Commissioner David Austin
Commissioner Rodney Brooks
Commissioner Clarence Brown
Commissioner Bill Chappell
Ms. Lara O'Connor Hodgson
Commissioner Kevin Little
Commissioner BJ Mathis
Commissioner Tom Oliver
Ms. Pam Sessions
Commissioner Vance Smith
Dr. Beverly Scott
Commissioner Brian Tam
Mr. Doug Tollett
Commissioner Daniel Yearwood

GENERAL

1. Welcome and Chairman's Comments

Tim Lee, serving as chair in the absence of Kasim Reed, called the meeting to order and welcomed attendees.

2. Public Comment Period

No public comment was offered.

PLANNING

3. Draft Regional Transit Governance Legislation (Action Item)

Lee introduced Cain Williamson, ARC, to review the changes made to the legislation since the January 13 meeting. Williamson then briefed the Committee on the following changes:

- MARTA is authorized to pay Metropolitan Transit Authority (MTA) dues on behalf of its member jurisdictions.
- The state representatives on any Regional Transit Authority (RTA) board would consist of one appointee each by the Governor, Lt. Governor, and Speaker of the House of Representatives.
- All state appointees to any MTA or RTA Board are required to reside in the respective jurisdiction of the authority.
- Language was added allowing for the contracting of police powers to an existing transit authority.
- Regarding designated recipient status of the MTA, language was added to ensure accordance with federal law and the will of authority. MARTA and FTA have reviewed language and find it satisfactory.

Regarding the first change, Mike Bodker asked if the expectation was that Fulton County would not be paying dues to the MTA. Chick Krautler responded that this was not staff's understanding; rather, a direct commitment from MARTA would constitute its member jurisdictions' dues, which would be set on annual basis by the MTA board.

Richard Oden moved to approve the resolution endorsing the legislation, with Buzz Ahrens seconding. The motion passed unanimously.

Krautler commented that the action taken represents a significant step forward for region and was long in coming. He stated that credit is due both to the RTC and its predecessors, the Transit Planning Board (TPB) and Transit Implementation Board (TIB).

Shirley Lasseter expressed her appreciation for the hard work of the Committee and what she has been able to learn during her time as Gwinnett County's representative, and stated that Gwinnett County is very dedicated to the ongoing work of Committee. Bodker responded that if this proposal does become a reality, any past resistance from Fulton and DeKalb should go away and it will lead to new level of regional cooperation.

Tad Leithead also remarked on the significant progress that has been made in five years, noting in particular that MARTA's cooperation has been extraordinary. He also acknowledged the leadership of Eldrin Bell, who chaired the TPB/TIB effort for four years.

Lee stated that Cobb County is also dedicated to making the regional governance proposal a reality.

There being no further business, the meeting was adjourned.

Handouts

- January 26, 2011 Meeting Agenda
- Issue Summary and Resolution: Endorsement of Draft Regional Transit Governance Legislation
- Key Points Regarding Concept Transit Governance Legislation
- Text of Draft Regional Transit Governance Legislation

PROPOSED AGENDA

Regional Transit Committee

Hon. Kasim Reed, Chair

Thursday, February 10th, 2011, 1:30 p.m.

ARC Board Room / Amphitheater

40 Courtland Street, NE, Level C

Atlanta, GA 30303

GENERAL

1. Welcome *Kasim Reed, Chair*
2. Public Comment Period ⁱ *Judy Dovers, ARC*
3. Approve January 13th, 2011 and January 26th, 2011 Meeting Summaries *Chair*

PLANNING

4. Legislative Update *Staff*
5. Concept 3 Project Evaluation Report *Staff*
6. RTC Staff Report & Committee Updates *Staff*
7. Other Business

ⁱ A 10-minute period for public comments is designated at the beginning of each regular RTC meeting. Each commenter must sign a Request to Speak card before 1:30 PM on the meeting date. Each speaker will be limited to two minutes. If the comment period expires before all citizens have an opportunity to address the Committee, citizens will be invited to provide their comments in writing.

ARC COMMITTEE MEETING FOLLOW-UP

REGIONAL TRANSIT COMMITTEE

February 10, 2011 Meeting Notes

Voting Members Present:

Mayor Kasim Reed, Chair
Commissioner Buzz Ahrens
Mayor Mike Bodker
Mr. Jim Durrett
Commissioner Tim Lee
Mr. Tad Leithead
Commissioner Kathryn Morgan

Non-Voting Members Present:

Commissioner Eldrin Bell
Commissioner Rodney Brooks
Commissioner Herb Frady
Mr. Charles Krautler
Ms. Jannine Miller
Dr. Beverly Scott
Ms. Pam Sessions

Voting Members Absent:

Mr. Brandon Beach
Mr. Sonny Deriso
Commissioner John Eaves
Chief Executive Officer Burrell Ellis
Commissioner Eddie Freeman
Commissioner Shirley Lasseter
Mr. Todd Long
Commissioner Richard Oden

Non-Voting Members Absent:

Commissioner David Austin
Commissioner Clarence Brown
Commissioner Bill Chappell
Ms. Lara O'Connor Hodgson
Commissioner Kevin Little
Commissioner BJ Mathis
Commissioner Tom Oliver
Commissioner Vance Smith
Commissioner Brian Tam
Mr. Doug Tollett
Commissioner Daniel Yearwood
Commissioner Tom Worthan

**A voting member quorum was not present;
the meeting was held for informational purposes only.**

GENERAL

1. Welcome and Chairman's Comments

Kasim Reed called the meeting to order and welcomed attendees.

2. Public Comment Period

No public comment was offered.

3. Approval of January 13 and January 26 Meeting Summaries

The meeting summaries for the January 13 and January 26, 2011 RTC meetings were reviewed, with no revisions suggested.

PLANNING

4. Legislative Update

Catherine Brulet, ARC, provided the legislative update. She stated that there are relatively few transportation bills this session, but called the Committee's attention to those that could have impacts, including H.B. 137, which would make several changes to the GDOT code, and H.B. 141, which would exempt state agencies from certain environmental regulations. She also noted that the conceptual regional transit governance legislation endorsed by RTC in January has been forwarded to the Transit Governance Study Commission, and a meeting of the commission to discuss the bill is expected.

5. Concept 3 Project Evaluation Update

David Emory, ARC, briefed the Committee on the ongoing Concept 3 project evaluation work. He started by providing context for the evaluation exercise, explaining how the work fits into the overall 2011 RTC work program as well the development of PLAN 2040 and the Transportation Investment Act of 2010 (TIA) project list. He reviewed the technical evaluation exercise which was performed and presented to RTC in the Fall of 2010, reminding the Committee that nine quantitative performance criteria were considered as well as a benefit-cost factor for each project. Emory then reviewed the evaluation exercise currently underway, a more qualitative review focusing on five criteria relating to project deliverability: Institutional Capacity, Constructability, Financial Capacity, Environmental Process, and Connectivity to the Existing System

Jannine Miller asked how economic impact factored into the analysis. Emory explained that it was part of the quantitative analysis and is reflected in the joint tiering that reflects both the qualitative and quantitative analyses.

Eldrin Bell asked how heavily the economic impact factor was considered in the technical analysis, and also asked about the relative weight of the system-level connectivity factor, stressing that it is very important as well. Emory responded that the economic impact was assigned a weight of 30 percent in the technical review, while system connectivity was assigned a weight of 20 percent in the qualitative review.

Miller asked whether alternative finance strategies such as value-capture financing were considered. Emory responded that such options were considered as part of the financial capacity factor, and referred members to the memorandum in the meeting packet for more detail.

Emory then led the committee through the detailed project-level results, which are included in the meeting packet in both tabular and map-based formats. He explained that a final combined tiering system was developed that incorporates both the qualitative and technical results, consisting of four tiers:

- **Tier 1:** Projects that placed in the upper tiers in both the qualitative and technical reviews.
- **Tier 2:** Projects that placed in the upper tiers in the qualitative review but in the lower tiers in the technical review.
- **Tier 3:** Projects that placed in the upper tiers in the technical review but in the lower tiers in the qualitative review.
- **Tier 4:** Projects that placed in the lower tiers in both the qualitative and technical reviews.

Finally, Emory reviewed the next steps for the evaluation and prioritization work, noting that the immediate next step is completing the updated project cost estimates and revising the benefit-cost analysis as needed to reflect those changes. He also stated that priority corridors will be handed over to GRTA for a more detailed constructability assessment, and noted that there will be opportunity for Committee feedback, with one more RTC meeting scheduled prior to the March 30 deadline for TIA project submittals.

Reed asked what the total cost would be to construct all of the projects considered in the review. Emory responded that the capital cost for the full system expansion is approximately \$20 billion, but noted that this figure does not include annual operating costs for the expanded system or state of good repair costs for the existing transit infrastructure.

Beverly Scott asked about the GRTA-led constructability review and whether MARTA would be asked to be involved. Kirk Fjelstul, GRTA, responded that GRTA would be reaching out to the appropriate people at MARTA in the next several days and that they will also meet with other project sponsors.

Miller asked about the ongoing work to refine project costs and how specifically this work would factor into future benefit-cost analysis. Emory responded that the earlier benefit-cost factors would be updated to incorporate the updated project cost estimates. Jane Hayse, ARC, also noted that transit projects will be included in ARC's ongoing economic modeling work, including new economic development software models currently under development.

In response to a question from Mike Bodker who asked whether the analysis assumed a new regional transit authority, Emory stated that no such authority was assumed. Bodker argued that it would be helpful to know how the results would change if the transit authority was assumed to be in place, and asked if it would be possible to run the analysis with this assumption in place. Beverly Scott added that establishment of an MTA-type entity would have tremendous implications. Staff committed to look into this scenario and brief the committee at the March meeting.

6. RTC Staff Report

David Emory provided the monthly staff report, focusing on recent discussions surrounding regional fare policy. He noted that the RTC is now convening the regional staff-level policy committee regarding the Breeze fare collection system and associated policies, with the first meeting held last week. He stated that there is an effort underway to develop regional consensus around how to determine and allocate the costs of the Breeze system at a regional level, and noted that staff will be briefing the Committee in more detail in the future.

Handouts

- February 10, 2011 RTC Meeting Agenda
- January 13, 2011 RTC Meeting Summary
- January 26, 2011 RTC Meeting Summary
- Memo: Update on Transportation-Related Legislation
- Memo: Reassessment of Concept 3 Project-Level Qualitative Evaluation Criteria
- Overview: Concept 3 Project Evaluation Draft Results
- Presentation: Concept 3 Project Evaluation Draft Results

PROPOSED AGENDA

Regional Transit Committee

Hon. Kasim Reed, Chair

Thursday, March 10th, 2011, 1:30 p.m.
ARC Board Room / Amphitheater
40 Courtland Street, NE, Level C
Atlanta, GA 30303

GENERAL

1. Welcome *Kasim Reed, Chair*
2. Public Comment Period ⁱ *Judy Dovers, ARC*
3. Approve February 10th, 2011 Meeting Summary *Chair*

PLANNING

4. Concept 3 Project Evaluation Follow-Up Report *Cain Williamson*
5. Recommendations for TIA Unconstrained Project List *Cain Williamson*
6. Legislative Update *Catherine Brulet*
7. RTC Staff Report & Committee Updates *David Emory*
8. Other Business

ⁱ A 10-minute period for public comments is designated at the beginning of each regular RTC meeting. Each commenter must sign a Request to Speak card before 1:30 PM on the meeting date. Each speaker will be limited to two minutes. If the comment period expires before all citizens have an opportunity to address the Committee, citizens will be invited to provide their comments in writing.

ARC COMMITTEE MEETING FOLLOW-UP

REGIONAL TRANSIT COMMITTEE

March 10, 2011 Meeting Notes

Voting Members Present:

Mayor Kasim Reed, Chair
Commissioner Buzz Ahrens
Mr. Brandon Beach
Mayor Mike Bodker
Mr. Sonny Deriso
Commissioner Eddie Freeman
Commissioner Tim Lee
Mr. Tad Leithead
Mr. Todd Long
Commissioner Kathryn Morgan

Voting Members Absent:

Mr. Jim Durrett
Commissioner John Eaves
Chief Executive Officer Burrell Ellis
Commissioner Shirley Lasseter
Commissioner Richard Oden

Non-Voting Members Present:

Commissioner Eldrin Bell
Mr. Charles Krautler
Ms. Jannine Miller
Dr. Beverly Scott
Mr. Doug Tollett

Non-Voting Members Absent:

Commissioner David Austin
Commissioner Rodney Brooks
Commissioner Clarence Brown
Commissioner Bill Chappell
Commissioner Herb Frady
Ms. Lara O'Connor Hodgson
Commissioner Kevin Little
Commissioner BJ Mathis
Commissioner Tom Oliver
Ms. Pam Sessions
Commissioner Vance Smith
Commissioner Brian Tam
Commissioner Daniel Yearwood
Commissioner Tom Worthan

GENERAL

1. Welcome and Chairman's Comments

Kasim Reed called the meeting to order and welcomed attendees.

2. Public Comment Period

No public comment was offered.

3. Approval of February 10 Meeting Summary

The meeting summary for the February 10, 2011 RTC meeting was approved unanimously.

PLANNING

4. Concept 3 Project Evaluation Update

Cain Williamson, ARC, presented an overview of the Concept 3 project evaluation and prioritization work completed to date, highlighting the following:

- A model-based technical analysis of the proposed Concept 3 expansions was completed in 2010.
- A key component of the technical work was assessing the economic impact of Concept 3 projects; detailed results are included in the meeting packet. Additional economic modeling will be completed this year using the REMI TranSight tool.
- RTC staff also completed a high-level qualitative review of the deliverability of Concept 3; these results were combined with the technical analysis results to produce an integrated tiering system.
- In response to a request from RTC members at the February meeting, staff recalculated the qualitative scoring assuming the creation of a new regional transit authority; while some projects changed tiers in the qualitative analysis, the impact on the final combined tiering was minimal.
- The next steps in the prioritization of Concept 3 include the incorporation of updated project cost estimates and stakeholder feedback. A system-level financial plan will also be completed.

Beverly Scott commented on the assumptions regarding a future regional transit authority, arguing that the current coordination taking place between MARTA and the City of Atlanta on the implementation of the Atlanta Streetcar project is a key development and strengthens the region going forward. Scott also suggested the formation of technical review group that brings in national expertise and experience.

Kasim Reed asked the committee if the concerns regarding the economic analysis component raised at the February meeting had been addressed. No members indicated any continuing concern.

Jannine Miller asked for clarification on financial plan element of the work. Williamson explained that the plan will consider the total cost of implementing and maintaining the expanded Concept 3 system and will make recommendations about potential funding mechanisms and project phasing.

5. Development of Recommendations for TIA-2010 Transit Deliverability Analysis

Cain Williamson briefed the committee on the process for analyzing and selecting transit projects for the Transportation Investment Act of 2010 (TIA) constrained project list. A timeline was presented highlighting several key dates:

- **March 30:** Sponsors Submit Projects their Regional Commission
- **April/May:** GDOT Prepares Unconstrained List With Input from RC's
- **May 12:** Potential RTC Action on Transit Recommendations for Unconstrained List
- **June:** GDOT Delivers Unconstrained List to Executive Committee of Roundtable
- **By August 15:** Draft Constrained List Delivered to Roundtable by Executive Committee
- **By October 15:** Deadline for Adoption of Final Constrained List by Roundtable

Williamson also presented a list of 15 transit segments that RTC staff propose be submitted to GRTA for a more in-depth constructability analysis.

Kirk Fjelstul, GRTA, commented further on the planned constructability analysis. He stated that the review will not apply to every potential transit expenditure, but rather is focused on new transit expansion projects that carry risk, in particular rail projects. He explained that GRTA plans to provide a risk assessment to GDOT by June, and the RTC is seen as the best forum for regional discussions about which projects to consider.

Tad Leithead asked if RTC action on May 12 would be early enough to influence the project selection process. Jane Hayse stated that the constructability work is a two-month engineering-level assessment, and GRTA needs initial input now on which projects to consider. She further explained that May 12 would be a chance for RTC to review the results of the GRTA analysis, and that this date is still ahead of GDOT's goal to have an unconstrained list ready by June.

Todd Long commented on the timeline, noting that the only firm dates as set forth in the law are the August and October ones, with the other earlier dates being self-imposed deadlines intended to ensure that the Executive Committee has adequate time to develop the constrained list. He also reminded members that the law assigns GRTA responsibility to deliver transit projects in the Atlanta region, highlighting the importance of the risk assessment activity.

Beverly Scott raised the prospect that the final recommended concept may be a hybrid or combination of the current set of segments, and asked how such a concept would fit into the analysis. Fjelstul responded that regardless of which combination of segments ends up being selected, each component needs to be analyzed and the region needs to be comfortable with any associated risk.

6. Legislative Update

Kathryn Lawler, ARC, provided the legislative update. She called the Committee's attention to the written summary of legislative developments in the meeting packet, and noted two bills in particular: S.B. 232, which modifies the restrictions placed on MARTA by the TIA and exempts Fulton and DeKalb Counties from the TIA sales tax; and H.B. 131, a GDOT/EPD regulation bill

that was recently amended to also address the regulation of interbasin transfers; the proposed amendment is not consistent with the position of the Water Planning Board or ARC.

7. RTC Staff Report

David Emory provided the monthly staff report, focusing on the three tasks of the 2011 RTC work program related to service coordination: the development of a regional fleet and facilities plan, the development of a regional transit data clearinghouse, and the update of the regional system map. He noted that kickoff activities have taken place for all three tasks and the work is now moving into the stakeholder outreach and data collection phases.

Other Business

Reed posed a question to the committee regarding how effectively members feel that local priorities are being communicated to staff for the TIA project list development process. Mike Bodker stated that in North Fulton the process has been aided by the recent completion of a comprehensive transportation plan for the area. Norcross Mayor Bucky Johnson commented on progress toward development of a project list for Gwinnett County. Tad Leithead stressed the importance of there being a high level of awareness about the specific timeline so that no worthy projects are left out. Beverly Scott noted that one challenge MARTA faces is the fact that it is not a local government, and she commented on the coordination that was taking place with Fulton and DeKalb Counties and the City of Atlanta. Chick Krautler stated that ARC staff has met one-on-one with jurisdictions to discuss the development of *PLAN 2040*, and that these discussions are also helping to inform the TIA process. Kathryn Morgan noted that Newton is one of the counties served by two regional commissions, and commended ARC staff on their role in coordinating the process. Finally, Kirk Fjelstul stated that for major transit capital projects, GRTA needs a clear sense from both staff and elected officials as to what the priorities are.

Doug Tollett asked for the Mayor's thoughts on the press release from Rep. Donna Sheldon commenting on the previous day's meeting of the Transit Governance Study Commission, which suggests that action on the proposed RTC governance legislation is not expected during the 2011 session. Reed responded that while the meeting and press release do have that tone, there is still work to be done toward advancing the bill in the current session. He raised the possibility that the bill could be scaled down and potentially attached to another bill for action in 2011, noting that there are several active bills that could serve as a vehicle. He further argued that the RTC was correct in waiting until the midpoint of the session to pursue action in the General Assembly given the perception of fatigue surrounding the transportation issue, and encouraged members to focus their efforts on the remaining 20 days of the session. Mike Bodker added that mayors throughout the region are pushing the message that a regional transit structure is needed and that the state and region should not wait until the last minute to act.

There being no further business, the meeting was adjourned.

Handouts

- March 10, 2011 RTC Meeting Agenda
- February 10, 2011 RTC Meeting Summary
- Presentation: Concept 3 Project Evaluation Overview
- Presentation: Development of Transit Recommendations for TIA-2010 Project List
- Memo: Update on Transportation-Related Legislation
- Press Release: Rep. Donna Sheldon Comments on Transportation Governance Study Commission

PROPOSED AGENDA

Regional Transit Committee

Hon. Kasim Reed, Chair

Thursday, April 14th, 2011, 1:30 p.m.
ARC Board Room / Amphitheater
40 Courtland Street, NE, Level C
Atlanta, GA 30303

GENERAL

1. Welcome *Kasim Reed, Chair*
2. Public Comment Period ⁱ *Judy Dovers, ARC*
3. Approve March 10th, 2011 Meeting Summary *Chair*

PLANNING

4. Updated Concept 3 Project Cost Estimates *David Emory, ARC*
5. Transportation Investment Act Update *Jane Hayse, ARC*
Kirk Fjelstul, GRTA
6. Legislative Update *Chair*
7. RTC Staff Report & Committee Updates *David Emory, ARC*
8. Other Business

ⁱ A 10-minute period for public comments is designated at the beginning of each regular RTC meeting. Each commenter must sign a Request to Speak card before 1:30 PM on the meeting date. Each speaker will be limited to two minutes. If the comment period expires before all citizens have an opportunity to address the Committee, citizens will be invited to provide their comments in writing.

ARC COMMITTEE MEETING FOLLOW-UP

REGIONAL TRANSIT COMMITTEE

April 14, 2011 Meeting Notes

Voting Members Present:

Mayor Kasim Reed, Chair
Commissioner Buzz Ahrens
Mr. Brandon Beach
Mayor Mike Bodker
Mr. Sonny Deriso
Mr. Jim Durrett
Commissioner Eddie Freeman
Commissioner Tim Lee
Mr. Tad Leithead
Mr. Todd Long
Commissioner Kathryn Morgan
Commissioner Charlotte Nash
Commissioner Richard Oden

Voting Members Absent:

Commissioner John Eaves
Chief Executive Officer Burrell Ellis

Non-Voting Members Present:

Mr. Emerson Bryan
Ms. Jannine Miller
Dr. Beverly Scott

Non-Voting Members Absent:

Commissioner David Austin
Commissioner Eldrin Bell
Commissioner Rodney Brooks
Commissioner Clarence Brown
Commissioner Bill Chappell
Commissioner Herb Frady
Ms. Lara O'Connor Hodgson
Commissioner Kevin Little
Commissioner BJ Mathis
Commissioner Tom Oliver
Ms. Pam Sessions
Commissioner Vance Smith
Commissioner Brian Tam
Mr. Doug Tollett
Commissioner Daniel Yearwood
Commissioner Tom Worthan

GENERAL

1. Welcome and Chairman's Comments

Tim Lee called the meeting to order and welcomed attendees.

2. Public Comment Period

No public comment was offered.

3. Approval of March 10 Meeting Summary

The meeting summary for the March 10, 2011 RTC meeting was approved unanimously.

PLANNING

4. Concept 3 Project Cost Update

David Emory, ARC, briefed the committee on the work to update Concept 3 expansion project cost estimates. He began by discussing the context for the work, which is the larger review and refinement of the Concept 3 vision that is a major component of the 2011 RTC work program.

Emory walked the Committee through the different modes included in Concept 3, including light rail, streetcar, express bus, arterial rapid bus, and commuter rail, noting in each case the relative change from the 2008 estimates. He called the Committee's attention to several changes in particular, including the decision to no longer include managed lane costs in the express bus estimates, and a significant rise in the estimated capital costs associated with commuter rail.

Finally, he provided an overview of upcoming activities related to the Concept 3 review, including a Concept 3 implementation report in May, a transit public comment report in June, a first read of proposed Concept 3 modifications in July and potential action in August, and a comprehensive Concept 3 financial plan to be completed in the fall.

Tad Leithead recalled that when Concept 3 was introduced a total cost was given in the \$50 billion range and asked how the \$21 billion figure reported today relates to that. Emory responded that the larger figure included the substantial cost of operating and maintaining the transit system as it existed in 2008 in addition to the expansion costs.

Sonny Deriso asked for clarification about the managed lanes costs and the 2008 estimates. Emory explained that managed lane costs were shown in the presentation as part of the 2008 estimates to maintain consistency with how they were originally reported. Deriso suggested that the managed lanes costs no longer be included in the 2008 estimates to ensure a fair comparison with 2011 estimates.

Jannine Miller asked whether the higher commuter rail capital costs accounted for needed upgrades at Howell Junction. Emory and Cain Williamson, ARC, explained that a higher unit cost was used for the segments in the urban core to account for such upgrades at a general level, but that the specific needs at Howell Junction need additional study. Miller suggested that this location is a potential opportunity for a public-private partnership.

Beverly Scott asked whether the unit costs include all of a project's required supporting elements, such as maintenance facilities. Emory responded that the unit costs did include all components associated with implementing and operating a project.

5. Transportation Investment Act Update

Kirk Fjelstul, GRTA, briefed the Committee on the progress of GRTA's transit project deliverability analysis. He began by discussing at a general level the intended outcomes and audience for the work.

Fjelstul explained that of 87 transit-related project submittals received, 24 are in need of review, and that related submittals have been grouped by corridor. He further explained that the output of the analysis is a risk assessment and estimated implementation schedule for each project.

Fjelstul then updated the Committee on the current status of the work, noting that in-depth project sponsor interviews are currently underway, and that the RTC will be briefed on draft results in May.

Jim Durrett asked with whom the final results will be shared once they are complete in June. Fjelstul responded that audience is anyone who is interested, and stated that the results are expected to be used by the GDOT Planning Director and the Regional Roundtable when developing the TIA project list.

Tim Lee asked if a project sponsor will have a chance to review and refine their project if it appears it may be judged a high risk project. Fjelstul responded the goal is to show a draft project review in May, but that there will be opportunity for refinement throughout the process.

Beverly Scott asked if May 12 is the deadline for refinement of projects. Fjelstul stated that the 12th is when the team will start work on rating projects, but that there will be drafts along the way. Jannine Miller added that the process can be thought of as having three stages: a sponsor-focused stage before May 12, a stage from May 12 to June 1 focused more on regional partners, and a stage following June 1 focused on a larger, general audience.

Jane Hayse, ARC, further briefed the Committee on the Transportation Investment Act process, noting that ARC received 417 unique projects submitted across all categories, plus additional local letters of support for other jurisdictions' projects. She stated that all information would be submitted by ARC to the GDOT Director of Planning by close of business the following day (Friday, April 15), and that ARC will continue to work with GDOT over the coming months to develop the unconstrained project list.

6. Legislative Update

Cain Williamson called members' attention to the printed legislative update in the meeting packet, as well the attached copy of S.B. 283, a recently introduced bill that would create a statewide Department of Public Transit.

7. RTC Staff Report

David Emory provided the monthly staff report, focusing on the three tasks of the 2011 RTC work program related to service coordination: the development of a regional fleet and facilities

plan, the development of a regional transit data clearinghouse, and the update of the regional system map. He noted that on site interviews with local operators were recently completed for both the fleet/facilities plan and the data/mapping effort.

Other Business

There being no further business, the meeting was adjourned.

Handouts

- April 14, 2011 RTC Meeting Agenda
- March 10, 2011 RTC Meeting Summary
- Presentation: Concept 3 Project Cost Updates
- Technical Memorandum: Concept 3 Project Cost Updates
- Summary Table: Concept 3 Project Cost Updates
- Presentation: Transit Project Delivery Assessment
- ARC Legislative Report
- Senate Bill 283

PROPOSED AGENDA

Regional Transit Committee

Hon. Kasim Reed, Chair

Thursday, May 12th, 2011, 1:30 p.m.
ARC Board Room / Amphitheater
40 Courtland Street, NE, Level C
Atlanta, GA 30303

GENERAL

1. Welcome *Kasim Reed, Chair*
2. Public Comment Period ⁱ *Patrick Bradshaw, ARC*
3. Approve April 14th, 2011 Meeting Summary *Chair*

PLANNING

4. Concept 3 Implementation Report *David Emory, ARC*
5. Transportation Investment Act Update *David Emory, ARC*
Kirk Fjelstul, GRTA
6. RTC 2012 Budget and Work Program *Cain Williamson, ARC*
7. RTC Staff Report & Committee Updates *David Emory, ARC*
8. Other Business

ⁱ A 10-minute period for public comments is designated at the beginning of each regular RTC meeting. Each commenter must sign a Request to Speak card before 1:30 PM on the meeting date. Each speaker will be limited to two minutes. If the comment period expires before all citizens have an opportunity to address the Committee, citizens will be invited to provide their comments in writing.

ARC COMMITTEE MEETING FOLLOW-UP

REGIONAL TRANSIT COMMITTEE

May 12, 2011 Meeting Notes

Voting Members Present:

Commissioner Buzz Ahrens
Mayor Mike Bodker
Mr. Sonny Deriso
Mr. Jim Durrett
Commissioner Eddie Freeman
Commissioner Tim Lee
Mr. Tad Leithead
Mr. Todd Long
Commissioner Kathryn Morgan
Commissioner Charlotte Nash

Voting Members Absent:

Mr. Brandon Beach
Commissioner John Eaves
Chief Executive Officer Burrell Ellis
Commissioner Richard Oden
Mayor Kasim Reed, Chair

Non-Voting Members Present:

Ms. Jannine Miller
Mr. Doug Tollett
Commissioner Tom Worthan

Non-Voting Members Absent:

Commissioner David Austin
Commissioner Eldrin Bell
Commissioner Rodney Brooks
Commissioner Clarence Brown
Mr. Emerson Bryan
Commissioner Bill Chappell
Commissioner Herb Frady
Ms. Lara O'Connor Hodgson
Commissioner Kevin Little
Commissioner BJ Mathis
Commissioner Tom Oliver
Dr. Beverly Scott
Ms. Pam Sessions
Commissioner Vance Smith
Commissioner Brian Tam
Commissioner Daniel Yearwood

GENERAL

1. Welcome and Chairman's Comments

Tim Lee, acting as chair on behalf of Kasim Reed, called the meeting to order and welcomed attendees.

2. Public Comment Period

Francine English of Stone Mountain, Ga. offered comments to the Committee. English, a MARTA Mobility rider who uses a wheelchair, stated that despite an increase in Mobility fares, overall service quality has deteriorated. She added that she is often unable to use the regular bus services due to impassable sidewalk conditions. English implored the committee to take a closer look at paratransit fare increases and the impact they are having on riders, especially those on fixed incomes.

3. Approval of April 14 Meeting Summary

The meeting summary for the April 14, 2011 RTC meeting was approved unanimously.

PLANNING

4. Concept 3 Implementation Report

David Emory, ARC, briefed the Committee on the progress made toward implementation of the Concept 3 vision since its adoption in 2008, explaining that this report is part of a series of briefings related to Concept 3 leading up to anticipated Committee action later in the year to formally update the regional transit vision.

He then led the Committee through an overview of specific implementation activities completed or underway since 2008, focusing on the following projects and activities:

- The ongoing expansion of the Xpress bus system, which has added 7 new routes throughout the region since 2008 with several additional planned for the coming year.
- The launch in September 2010 of MARTA's "Q" service, an enhanced bus service on the Memorial Dr. corridor in DeKalb County that is an initial step toward the implementation of the ambitious regional arterial rapid bus network included in Concept 3.
- The progress of the Atlanta Streetcar, a downtown circulator project funded in part by a federal discretionary TIGER II grant and expected to see the awarding of a design/build contract for implementation later in the year.
- A series of major corridor studies and environmental reviews currently underway, including ongoing efforts on the Beltline, Clifton, I-20 East, I-75 North, I-85 North, I-285 Top-End, and SR 400 North corridors.

In response to a question from Mike Bodker regarding who operates the "Q" service, Emory stated that it is a MARTA-operated service and lies entirely within the MARTA service area.

5. Transportation Investment Act Update

David Emory briefed the committee on the transit related submittals received by ARC from local project sponsors for consideration in the development of the Transportation Investment Act of 2010 unconstrained project list. He stated that over \$14 billion was requested for transit,

primarily for system expansion but also for preservation and enhancement of the existing system. He then presented a series of graphics that break down the submittals by project type and corridor, and referred Committee members to the printed presentation in their packets for more detail.

Jannine Miller noted that GRTA is preparing a request for continued operation of the regional Xpress bus system for consideration on the unconstrained list. Emory stated that the presentation only reflects what has already been submitted to ARC, which includes some corridor-specific express bus requests but not the systemwide request being prepared by GRTA.

Doug Tollett asked why, in the SR 400 corridor overview chart, the portion of the total request proposed for operating costs differed from that of other submittals. Emory responded that different submittals may have requested different levels of TIA support for the various project elements, and that the requested amount does not necessarily reflect total project cost.

Mike Bodker asked if the Act's restriction on funds being spent on MARTA operation affects any of MARTA's requests. Emory responded that the MARTA system preservation requests are for capital projects, and that no money was requested to operate the existing MARTA system.

Bodker then asked what kind of additional analysis will be performed, particularly with regard to measures that seek to estimate return on investment. Cain Williamson responded that the specific measures used to evaluate projects will ultimately be determined by the Roundtable, with staff providing technical assistance. Jannine Miller added that the project deliverability work will be coordinated with cost-benefit analysis activities. Jane Hayse, ARC, added that staff will be modeling all of the requests and that data based on this evaluation will be made available.

Kirk Fjelstul, GRTA, then updated the Committee on the transit deliverability assessment for proposed expansion projects. He explained that GRTA's job in the analysis is to ensure that (1) projects are delivered during the 10-year timeframe of the tax, (2) project costs are well understood, and (3) a high number of riders will use the new services. He also stressed the importance of establishing a "pipeline" for projects, noting that projects are at various points in the development process and that while some may receive implementation and construction funds, others may only receive planning or engineering funds.

Fjelstul then discussed the current status of the analysis, noting that for each project the team will be delivering a likely implementation schedule and an analysis of potential delivery risks. He then reviewed the upcoming specific work items, focusing on the following 3 tasks:

- A fourth round of project-specific meetings with sponsors is planned for later in May to look at preliminary results, and results will be ready for GDOT and the Roundtable by the end of May.
- A detailed cost review will be performed, with a goal of producing a more uniform level of detail for costs across the projects being considered. The review will also determine an appropriate cost contingency for each project, and will convert all costs to year-of-expenditure dollars. A draft of the cost review is to be ready by the end of June.

- A forum will be held for the Roundtable that brings in experts from around the country that have experience with successful transit referenda, in an effort to help local officials address the challenge of knitting the proposals together into a program of projects that satisfies the region's goals.

6. 2010 RTC Work Program

Cain Williamson briefed the committee on the proposed RTC work program for calendar year 2012. He explained that while the original hope was that a permanent governance structure would be authorized in the 2011 legislative session, the lack of action on such legislation requires that the RTC remain in place for another year. He then reviewed the following series of proposed work tasks for 2012:

- Task 1: General Planning Support
- Task 2: General Administrative Support
- Task 3: Regional Governance Development
- Task 4: Regional Fare Policy and Collection Coordination
- Task 5: Implementation of Fleet and Facilities Plan
- Task 6: Implementation and Maintenance of Regional Transit Data and Maps

Williamson added that the proposed funding mechanism for 2012 is the same as what is currently in place for 2011, in which RTC member dues are used to match federal transit planning funds.

Tim Lee asked what the next step is for advancing the budget and work program. Williamson responded that staff will be preparing a more detailed budget for consideration and approval in June.

Jannine Miller noted that tasks 4 and 5 focus heavily on existing operations and could have an impact on customer service. Williamson stressed that any related actions that impact customers will come before the RTC. Miller also asked how the Transit Operators Subcommittee (TOS) interacts with the RTC on these issues, to which Williamson replied that TOS functions as the staff-level technical support committee for RTC, similar to the relationship between ARC's Transportation and Air Quality Committee and Transportation Coordinating Committee.

7. Monthly Staff / Committee Reports

David Emory provided the monthly staff report. He informed the Committee that ARC had recently awarded \$2.3 million in residual Job Access Reverse Commute (JARC) and New Freedom funds. He also updated the committee on the progress of negotiations regarding the operation of the regional Breeze fare collection system, noting that several productive staff level meetings had been held in the past month and that the hope is to have an agreement ready for consideration in the coming months.

Other Business

There being no further business, the meeting was adjourned.

Handouts

- May 12, 2011 RTC Meeting Agenda
- April 14, 2011 RTC Meeting Summary
- Presentation: Concept 3 Implementation Report
- Presentation: TIA-2010 Transit Submittal Overview
- Proposed 2012 RTC Work Program

PROPOSED AGENDA

Regional Transit Committee

Hon. Kasim Reed, Chair

Thursday, June 9th, 2011, 1:30 p.m.
ARC Board Room / Amphitheater
40 Courtland Street, NE, Level C
Atlanta, GA 30303

GENERAL

1. Welcome *Kasim Reed, Chair*
2. Public Comment Period ⁱ *Judy Dovers, ARC*
3. Approve May 12th, 2011 Meeting Summary *Chair*

PLANNING

4. RTC 2012 Budget and Work Program *Cain Williamson, ARC*
5. Regional Transit Fleet & Facilities Inventory *David Emory, ARC*
6. Breeze Negotiations Update *Cain Williamson, ARC*
7. RTC Staff Report & Committee Updates *David Emory, ARC*
8. Other Business

ⁱ A 10-minute period for public comments is designated at the beginning of each regular RTC meeting. Each commenter must sign a Request to Speak card before 1:30 PM on the meeting date. Each speaker will be limited to two minutes. If the comment period expires before all citizens have an opportunity to address the Committee, citizens will be invited to provide their comments in writing.

ARC COMMITTEE MEETING FOLLOW-UP

REGIONAL TRANSIT COMMITTEE

June 9, 2011 Meeting Notes

Voting Members Present:

Mayor Kasim Reed, Chair
Mr. Brandon Beach
Mayor Mike Bodker
Mr. Sonny Deriso
Commissioner Tim Lee
Mr. Tad Leithead
Mr. Todd Long
Commissioner Charlotte Nash
Commissioner Richard Oden

Voting Members Absent:

Commissioner Buzz Ahrens
Mr. Jim Durrett
Commissioner John Eaves
Chief Executive Officer Burrell Ellis
Commissioner Eddie Freeman
Commissioner Kathryn Morgan

Non-Voting Members Present:

Mr. Emerson Bryan
Ms. Jannine Miller
Mr. Doug Tollett

Non-Voting Members Absent:

Commissioner David Austin
Commissioner Eldrin Bell
Commissioner Rodney Brooks
Commissioner Clarence Brown
Commissioner Bill Chappell
Commissioner Herb Frady
Ms. Lara O'Connor Hodgson
Commissioner Kevin Little
Commissioner BJ Mathis
Commissioner Tom Oliver
Dr. Beverly Scott
Ms. Pam Sessions
Commissioner Vance Smith
Commissioner Brian Tam
Commissioner Tom Worthan
Commissioner Daniel Yearwood

GENERAL

1. Welcome and Chairman's Comments

Kasim Reed called the meeting to order and welcomed attendees.

2. Public Comment Period

No public comment was offered.

3. Approval of May 12 Meeting Summary and June 9 Agenda

The meeting summary for the May 12, 2011 meeting and the agenda for the June 9, 2011 meeting were both approved unanimously.

PLANNING

4. RTC 2012 Work Program and Budget

Cain Williamson, ARC, updated the Committee on the proposed RTC work program for calendar year 2012. He explained that the overall structure of the work program is the same as what was initially presented at the May meeting, but called the Committee's attention to the specific costs assigned to each task and the proposed funding structure for 2012, noting that the amount being requested in member dues is lower than the 2011 dues.

5. Transit Fleet and Facilities Inventory Report

David Emory, ARC, presented an initial report on the Regional Fleet and Facilities Plan, a major element of the 2011 work program. He first explained the purpose of the work, stating that the plan will provide a regionally integrated and standardized database of transit system assets and will identify opportunities for improved efficiencies and cost savings while also helping to inform decisions regarding system expansion. He also reviewed the timeline for the plan, noting that this report covers the survey/inventory work completed to date as well as the project team's preliminary observations, and that a final report with more concrete recommendations will be presented later in the year.

He then covered selected highlights of the work completed to date, including the following:

- The public fleet of transit vehicles as surveyed consists of 18 distinct fleets among 14 operators, with 2,027 total vehicles and 1,658 vehicles available for revenue service. Approximately 88 percent of the surveyed revenue fleet is publicly owned, with the rest owned by private-sector vendors.
- For operations and maintenance support facilities, there were 22 facilities surveyed, with 3 of them rail-focused and the remaining 19 bus-focused. Seventeen are publicly owned and the rest are privately owned. The current utilization rates for the facilities were reviewed, with particular emphasis on MARTA's existing heavy maintenance facilities (the Armour Rail Facility and the Browns Mill Bus Facility) which have significant additional capacity.
- Preliminary observations for interagency coordination indicate a number of potential opportunities, including utilization of MARTA's heavy maintenance assets to support future service; increased use of joint purchasing, recruitment, and training; information and technology enhancements such as sharing of communication equipment and improved rider information services; and cost savings through regional service

coordination such as regional paratransit infrastructure and additional MARTA/GRTA integration.

Finally, Emory reviewed the materials that are currently available, including the system inventory database, narrative descriptions of each operator surveyed, maps and geospatial data, and a preliminary observations memo. He also introduced the members of the consultant team present, including Tara Krueger of Nelson\Nygaard Consulting Associates, the firm leading the work, and Peter Haliburton and Tracy Selin of Cambridge Systematics, the lead firm for the RTC support contract.

Chairman Lee asked whether the team examined costs of operation. Emory responded that capturing costs is not a primary focus of the regional asset inventory, as this is covered by other data collection efforts underway, but noted that the inventory data will be helpful in comparing costs between publicly- and privately-operated services.

Kasim Reed asked what would happen with the report after this year. Emory responded that the team's final recommendations are intended to serve as the basis for specific policy actions going forward, which could include inter-operator agreements on the sharing of resources and related efforts. He noted that implementation of the plan's recommendations is a component of the proposed RTC work program for 2012.

Doug Tollett asked about the distinction between public and private operations, and whether the findings suggest that one approach is preferable to the other. Emory responded that decision depends on a specific operator's situation, with the providers of smaller operations, such as university-run shuttles, often contracting their service out to a third-party vendor, while larger operators such as MARTA may choose to keep their operations in-house.

Sonny Deriso asked if the database includes information on regional vanpool fleets. Krueger responded that they did survey the Douglas County Rideshare fleet but did not survey the privately owned vanpools.

6. Status of Breeze Negotiations

Cain Williamson updated the committee on the ongoing renegotiation of the regional agreements that govern the maintenance and funding of the Breeze fare collection system, noting that the RTC has been coordinating the renegotiation efforts and that it serves as a good example of how the RTC is working to improve service regionally.

Brandon Beach asked for more specifics on the Breeze contract. Williamson explained that the initial agreement was for 3 years, and that subsequent analysis showed that MARTA was shouldering a large share of the costs associated with the upkeep of the regional system. He also explained that since then, ARC has proposed an additional \$1 million annually in regional funds to sustain the system for up to five years while a longer-term arrangement is negotiated. Brian Allen, Gwinnett County, commented that the discussions have been very diplomatic and that the proposal help keeps cost to locals steady. John Crocker, MARTA, noted that fare policy

coordination had been an element of the TPB/TIB process since the beginning and that the role of RTC as a third party has been instrumental in moving the discussion forward.

7. Monthly Staff / Committee Reports

David Emory provided the monthly staff report. He briefed the Committee on several ongoing discussions about service modifications and/or fare increases at area transit providers, including GRTA, MARTA, and CCT, and also updated the committee on the status of the remaining tasks of the 2011 RTC work program.

Emory also informed the Committee that he would be leaving ARC at the end of June to pursue an opportunity in the transit software industry, and that this was his final RTC meeting as a staff member. Tad Leithead thanked him for his service to ARC.

Other Business

There being no further business, the meeting was adjourned.

Handouts

- June 9, 2011 RTC Meeting Agenda
- May 12, 2011 RTC Meeting Summary
- Proposed 2012 RTC Work Program and Budget
- Presentation: Fleet and Facilities Inventory Report

PROPOSED AGENDA

Regional Transit Committee

Hon. Kasim Reed, Chair

Thursday, July 14, 2011

1:30 p.m.

**ARC Board Room / Amphitheater
40 Courtland Street, NE, Level C
Atlanta, GA 30303**

GENERAL

1. Welcome *Kasim Reed, Chair*
2. Public Comment Period ⁱ *Judy Dovers, ARC*
3. Approve June 9th, 2011 Meeting Summary *Chair*

PLANNING

4. Transportation Investment Act Update *Jane Hayse, ARC
Kirk Fjelstul, GRTA*
5. Transit System Performance Report *John Crocker, MARTA*
6. I-85 HOT Lanes Express Bus Expansion *Jannine Miller, GRTA*
7. RTC 2012 Work Program Adoption: First Read *Cain Williamson, ARC*
8. Monthly RTC Staff Report *Staff*
9. Other Business

ⁱ A 10-minute period for public comments is designated at the beginning of each regular RTC meeting. Each commenter must sign a Request to Speak card before 1:30 PM on the meeting date. Each speaker will be limited to two minutes. If the comment period expires before all citizens have an opportunity to address the Committee, citizens will be invited to provide their comments in writing.

ARC COMMITTEE MEETING FOLLOW-UP

REGIONAL TRANSIT COMMITTEE

July 14, 2011 Meeting Notes

Voting Members Present:

Commissioner Tim Lee
Mr. Brandon Beach
Commissioner Buzz Ahrens
Commissioner Charlotte Nash
Commissioner Eddie Freeman
Commissioner Richard Oden
Mr. Sonny Deriso
Mr. Tad Leithead

Voting Members Absent:

Mayor Kasim Reed, Chair
Mayor Mike Bodker
Commissioner Buzz Ahrens
Mr. Jim Durrett
Commissioner John Eaves
Chief Executive Officer Burrell Ellis
Commissioner Kathryn Morgan
Mr. Todd Long

Non-Voting Members Present:

Mr. Emerson Bryan
Ms. Jannine Miller

Non-Voting Members Absent:

Commissioner David Austin
Commissioner Eldrin Bell
Commissioner Rodney Brooks
Commissioner Clarence Brown
Commissioner Bill Chappell
Commissioner Herb Frady
Ms. Lara O'Connor Hodgson
Commissioner Kevin Little
Commissioner BJ Mathis
Commissioner Tom Oliver
Dr. Beverly Scott
Ms. Pam Sessions
Commissioner Vance Smith
Commissioner Brian Tam
Commissioner Tom Worthan
Commissioner Daniel Yearwood
Mr. Doug Tollett

GENERAL

1. Welcome and Chairman's Comments

Tim Lee called the meeting to order and welcomed attendees.

2. Public Comment Period

No public comment was offered.

3. Approval of May 12 Meeting Summary and June 9 Agenda

The meeting summary for the June 9, 2011 meeting and the agenda for the July 14, 2011 meeting were both approved unanimously.

PLANNING

4. Transportation Investment Act Update

Jane Hayse began with an update on the TIA transit project analysis. She pointed out that this presentation was very similar to the one given at the July 7th Roundtable meeting. She reminded the committee that RTC has already adopted a vision for regional transit called Concept 3, which has been incorporated into PLAN 2040. TIA has the potential to bring in more funding to implement that transit vision.

Roughly 80 projects were submitted in March by local sponsors. In the end, 66 projects totaling approximately \$14 billion were included on the unconstrained project list. Of that, projects for new transit service represented the largest share – over \$12 billion. But, there are also over \$1.5 billion in projects to support/modernize existing transit services and another \$125 million of other transit related projects such as the Amtrak station relocation. Hayse then showed the breakdown of the projects to support/modernize existing transit services and to provide new transit services by transit mode.

Hayse then discussed the analysis of those transit project included on the unconstrained project list. There are three promises being made to taxpayers and the Roundtable on performance, cost, and delivery of the projects. Each is equally important. GRTA has done significant analysis related to cost and delivery, while ARC worked on the performance piece. In addition to the promise related to performance, cost, and delivery, the framework for selecting projects must also balance existing transit and new major investments. Projects have been placed into buckets by promise - done and open in 1-10 years; substantial construction (open beyond 10 years); continue the pipeline for the next available funds.

Hayse noted at the July 7th Roundtable meeting, there was a panel discussion related to transit projects. Panelists included transit leaders from Utah, Salt Lake City, Hillsborough County, FL, Denver, and Houston. Key takeaways from that panel discussion were highlighted including that the promise is important.

On the performance analysis, Hayse highlighted the total daily boardings for each of the rail transit projects on the unconstrained list. She noted the range from 2,300 for Turner Field to 31,700 for the Northwest Corridor and 20,000 for Clifton Corridor. The regional travel demand model was used to develop these boardings numbers. To compare these numbers to MARTA existing service, Hayse pointed out that stations in the downtown area have boarding in the number of 40,000 and at other stations further out boardings can be in the 20,000 range.

Hayse then noted the key schedule drivers for projects which include length of project, railroad access agreements or right-of-way, multijurisdictional agreements, complex construction, residential impacts, and coordination with PPP or managed lanes projects. GRTA led the risk assessment on delivery. She showed the results of the delivery analysis for transit projects.

Brandon Beach asked how boarding numbers were calculated; did the travel demand model take into account where people live and work? Hayse responded, yes, the model accounts for where

people live, work, and their income. Beach then asked does it account for land use. Hayse said yes, the model takes into account land use plans too.

Kirk Fjelstul, GRTA, then discussed GRTA's analysis related to the cost of projects which is wrapping up now. Information on updated project costs will be discussed at the July 21st Executive Committee meeting. The scope of GRTA's work included obtaining consistent cost estimates in order to evaluate the projects on equal footing. Project scopes and costs were reviewed in detail and discussed with sponsors. All of the projects are now in a common budget format. The projects will all have a 30% contingency applied to them. This is because all of the projects are still in planning and is based on guidance from their consultants and experiences from other regions. In addition to firming up the capital costs for the projects, operating costs and year of expenditure are also being determined.

Hayse returned and reminded the committee that on June 23rd the Roundtable asked ARC staff to take a first cut at culling the unconstrained list in half. This work was completed and delivered to the Roundtable on July 7th. At the July 7th meeting, Chairman Johnson asked for any comments or concerns to be sent to her. She clarified that she is collecting these comments from Roundtable members and that there is no formal appeals process. She will deliver all received comments back to the Roundtable. Hayse then notes that the Staff Developed list, which is roughly \$12 billion, includes over \$5.5 billion for transit projects including over \$1 billion for support/modernizing existing transit, \$4.3 billion for new transit, and \$125 million for other transit related infrastructure. The Roundtable has taken no action on this Staff Developed list.

Cain Williamson pointed out that the list of transit projects included on that Staff Developed list was included in the committee packet. He also added that going through the exercise, staff applied the principles noted to create one possible scenario of constraining the list.

Williamson then talked about the ongoing coordination with Federal Transit Administration (FTA). He said that FTA has suggested a programmatic approach to delivering the projects and that after the constrained list is developed that the region collectively visit Washington to show a united region.

5. Transit System Performance Report

John Crocker, MARTA, gave a presentation to the committee on transit system performance for the Atlanta region. He noted that the information presented included historical data and shows what the region can track going forward. He asked that the committee let RTC staff know if there are other measures that they think should be tracked. The data included in the presentation is currently included in a spreadsheet, but Crocker pointed out that it is being incorporated into the regional data clearinghouse development currently underway by Cambridge Systematics that is part of RTC's 2011 work program.

Crocker began with a few notes about the data. All data is from the National Transit Database (NTD) reporting. Data not reported to NTD was not included in the presentation. The numbers are fiscal year unless otherwise noted and some FY 2010 data was included where available. The data was separated out by mode.

Overall regional transit ridership is returning to levels that were seen in 2000 at roughly 166.8 million riders annually. He noted that paratransit and vanpool services are a small portion of the total trips. When comparing Atlanta region annual transit ridership to other regions such as Charlotte, Houston, Dallas, Salt Lake, Denver, and Phoenix it shows that the Atlanta annual ridership is at least double, sometimes even triple, that of those peer regions.

While overall trips went down between 2000 and 2009, passenger miles are increasing suggesting that the trips are getting longer. This is consistent with overall national trends.

Regional fare revenues were constant between 2000 and 2006, but have been rising since. Regional operating expenses (how much is spent to operate the entire system) have also increased.

When looking at how many people on average took a trip on a vehicle for each hour it was in service, the data shows that circulators carry a significant number of people when operating and that paratransit and vanpools carry the fewest customers. The rail system carries significantly more trips per hour than the other services.

Looking at how much it costs per hour to run a vehicle, the data shows that rail costs the most. However, it's important to point out that rail also carries the most people. Crocker pointed out that paratransit costs quite a bit to operate and that it also carries the fewest people while operating. Operating data is not available for circulators at this time.

Fare revenue by mode was only broken out in 2002. While heavy rail was the most expensive to operate, the data shows that it also brings in the most fare revenue. In comparison, paratransit also costs a lot to operate, but brings in the least revenue. Circulators are usually free and did not have fare revenue to report.

Paratransit clearly costs the most to provide per trip, but the local agencies have been working hard to contain costs in the face of increasing ridership. Other investments, such as in pedestrian infrastructure to transit can make a difference. Providing greater access to the fixed-route system will lessen the need to provide paratransit. Express buses are also expensive to operate on a per trip basis.

The average trip length appears to be increasing. This is particularly true for paratransit, regional bus, vanpools, and express buses. Vanpools, express buses, and heavy rail are the cheapest on a per passenger mile basis.

Crocker showed an example of monthly ridership numbers for bus and rail. This is an example of the type of monthly data that the regional data clearinghouse will be able to query and show. The region and providers will be able to compare month to month and year to year to track how investments impact ridership. The work Cambridge Systematics is doing for the RTC will automate this.

In summary, overall trips are back to 2000 levels and annual passenger miles have increased over 2000. This potentially means we're carrying the same number of people, but further. This is

consistent with growth in trip lengths regionally. Paratransit and express bus trips have the highest cost per trip, while the other modes are all about the same cost per trip. Vanpools, express buses, and heavy rail have the lowest cost per mile, while paratransit and circulators have the highest. Vanpools and express busses have the longest average trip lengths, while circulators and local buses have the shortest. This information shows the importance of looking at all aspects of measurement when communicating about transit system performance.

6. I-85 HOT Lanes Express Bus Expansion

Jannine Miller, GRTA, provided an update to the committee on the Atlanta Congestion Reduction Demonstration project to convert the I-85 North HOV lane to a HOT lane. The focus of her update was on the transit component of the project.

The USDOT awarded the grant to the Atlanta region in November 2008 to convert 16 miles of existing HOV lane on I-85 North to a HOT lane. The project includes the addition of 36 new commuter coaches on 5 routes and the addition of 2200 parking spaces in 4 park and ride lots in the corridor. The project will also add 45 coaches on 9 new routes, add 5000 parking spaces in 8 park and ride lots, and new operating facilities elsewhere in the region. The total cost is \$182 million with USDOT contributing \$110 million. Funding is going towards public outreach, tolling system development and construction, and transit improvements.

Miller emphasized that transit is an important piece of the project. As congestion goes up, the price of the lane for paying users will go up. Transit rides in the HOT lane free, so it is expected that transit ridership will go up. The more people riding transit in the HOT lane will also help to keep the price down for paying users.

Miller highlighted the specifics related to Xpress stations, coaches, and new routes. She noted that approximately half of the transit investments in the corridor have been implemented. When fully implemented, the average annual boardings in the corridor will almost double that of 2009 levels to just under 1.4 million annual boardings. Miller also pointed out that several park and ride lots in other areas of the region that are funded through this project are also opening.

Another component of the project is the Downtown circulator project to provide better circulation of buses in the downtown Atlanta area. The purpose is to establish new east and west patterns and remove coaches from Peachtree Street. GRTA has been working with the City of Atlanta and Central Atlanta Progress on this. This piece of the project has just received environmental clearance. She thanked ARC for their help in kicking off and facilitating this work. Implementation of the routing changes will happen over the next 6-9 months.

Cain Williamson commented that the HOT lanes will be available for free use by vanpools as well. Miller confirmed this and noted that vanpools carry a lot of riders.

Williamson noted that TDM strategies are being employed by SRTA for the project. Is GRTA thinking about TDM strategies related to vanpools to get more vanpools formed and operating in the corridor? Miller said not yet, but there is opportunity to do that and seems important.

Charlotte Nash how we can do education with the business community in the corridor and who the best point of contact is. Miller said that Matt Markham with GRTA is the best person to contact.

7. RTC 2012 Work Program Adoption: First Read

Cain Williamson presented a draft issue summary and resolution on the proposed 2012 RTC work program and budget as a first read. The RTC will be asked to take action at their September meeting in order for it to be incorporated into the ARC work program and budget later this year. He pointed out the dues rates for members and budget. He pointed out that the dues rate of \$5000 for local jurisdictions is half of what was requested for 2011.

Charlotte Nash asked what the timing was for intergovernmental agreements. Williamson said that they would be executed following adoption of the work program and budget in September. Nash asked that a draft of the agreements be provided to members prior to then for review and comment.

Lee reminded the committee that they would be voting on this draft resolution at the September meeting.

8. Monthly RTC Staff Report

Cain Williamson provided the monthly staff report. He announced that Regan Hammond has filled the position left vacant by David Emory. He also announced the cancellation of the August 11th RTC meeting because it is the same day as the TIA Roundtable Executive Committee meeting where they will be voting on the draft constrained project list.

9. Other Business

There being no further business, the meeting was adjourned.

Handouts

- July 14, 2011 RTC Meeting Agenda
- June 9, 2011 RTC Meeting Summary
- Presentation: Transportation Investment Act of 2010: Transit Project Analysis
- Staff Developed TIA Project List – Transit Projects Only
- Presentation: Atlanta Regional Transit Performance – 2000-2010
- Presentation: Atlanta Congestion Reduction Demonstration
- Draft Issue Summary & Resolution for 2012 RTC Work Program and Budget

PROPOSED AGENDA

Regional Transit Committee

Hon. Kasim Reed, Chair

Thursday, September 15, 2011

1:30 p.m.

**ARC Board Room / Amphitheater
40 Courtland Street, NE, Level C
Atlanta, GA 30303**

GENERAL

1. Welcome *Kasim Reed, Chair*
2. Public Comment Period ⁱ *Judy Dovers, ARC*
3. Approve July 14, 2011 Meeting Summary *Chair*

PLANNING

4. Agency Goals/Strategic Plan *Jane Hayse, ARC*
5. RTC 2012 Work Program & Budget Adoption *Regan Hammond, ARC*
(Action required; draft resolution attached)
6. Atlanta Region 30-Year Transit Vision *Regan Hammond, ARC*
7. Transit Governance *Jane Hayse, ARC*
 - Transit Governance Study Commission Final Report
 - Governor's Executive Order on Transit Governance Task Force
8. Monthly RTC Staff Report *Staff*
9. Other Business
 - Federal Update
 - October 13th RTC meeting - CANCELLED

ⁱ A 10-minute period for public comments is designated at the beginning of each regular RTC meeting. Each commenter must sign a Request to Speak card before 1:30 PM on the meeting date. Each speaker will be limited to two minutes. If the comment period expires before all citizens have an opportunity to address the Committee, citizens will be invited to provide their comments in writing.

ARC COMMITTEE MEETING FOLLOW-UP

REGIONAL TRANSIT COMMITTEE

September 15, 2011 Meeting Notes

Voting Members Present:

Mayor Kasim Reed, Chair
Mayor Mike Bodker
Commissioner Tim Lee
Commissioner Charlotte Nash
Commissioner Richard Oden
Mr. Todd Long
Mr. Sonny Deriso
Mr. Tad Leithead

Voting Members Absent:

Mr. Brandon Beach
Commissioner Buzz Ahrens
Commissioner Eddie Freeman
Mr. Jim Durrett
Commissioner John Eaves
Chief Executive Officer Burrell Ellis
Commissioner Kathryn Morgan

Non-Voting Members Present:

Mr. Emerson Bryan
Ms. Jannine Miller
Commissioner Eldrin Bell
Dr. Beverly Scott

Non-Voting Members Absent:

Commissioner David Austin
Commissioner Rodney Brooks
Commissioner Clarence Brown
Commissioner Bill Chappell
Commissioner Herb Frady
Ms. Lara O'Connor Hodgson
Commissioner Kevin Little
Commissioner BJ Mathis
Commissioner Tom Oliver
Ms. Pam Sessions
Commissioner Vance Smith
Commissioner Brian Tam
Commissioner Tom Worthan
Commissioner Daniel Yearwood
Mr. Doug Tollett

GENERAL

1. Welcome and Chairman's Comments

Tim Lee called the meeting to order and welcomed attendees.

2. Public Comment Period

No public comment was offered.

3. Approval of July 14 Meeting Summary

The meeting summary for the July 14, 2011 meeting and the agenda for the September 15, 2011 meeting were both approved unanimously.

PLANNING

4. Agency Goals/Strategic Plan

Jane Hayse provided the committee with an update on ARC's Strategic Plan which was adopted by the Board in June 2011. The Strategic Plan provides an agency-wide framework focused around sustainability and regional impact, local relevance. The five key objectives are leadership, market impact, ensure sustainability, impact and implementation, and maximize organization.

Hayse noted that the Strategic Plan will directly influence the 2012 work program that is currently under development and that the RTC work program that RTC will be taking action on later in the meeting would be folded into the overall work program. She also noted that the ARC Transportation Demand Management (TDM) Division was recently folded back into the Transportation Planning Division (TPD).

5. RTC 2012 Work Program & Budget Adoption

Regan Hammond gave a brief summary of the proposed 2012 RTC work program and budget. The issue summary and resolution to adopt the work program and budget was brought before the RTC in July for a first read. The work program includes six tasks including regional transit governance development, regional fare policy and collection coordination, regional service coordination, and implementation and maintenance of the regional transit data warehouse and map. The work program will be supported by a proposed budget of \$1,099,000.

Hammond noted that the dues structure for 2012 has been modified. Local jurisdictions and the Metro Atlanta Mayors Association's (MAMA) dues amount for 2012 will be \$5000, which is half of the amount that was required for 2011. The dues collected will go towards the local match of federal funds which will support the implementation of the 2012 work program. As requested by Chairwoman Nash at the July RTC meeting, a sample copy of the agreements that dues paying members would be asked to sign are included in each member's packet.

Mayor Kasim Reed asked why the 2012 dues request has been reduced for local governments and MAMA. Hammond responded that the overall 2012 budget is less than 2011 reflecting a different scope of work and that the lowered dues amount addresses the realities of tighter budgets at the local level.

Commissioner Eldrin Bell recommended that staff revisit the work program and associated task and cost to ensure the dues being requested will be enough to cover the work.

Mayor Mike Bodker asked if the proposed 2012 budget was based on what staff learned from 2011. Hammond responded yes. Jane Hayse also noted that the RTC was able to stretch the 2011 budget across approximately 18 months.

Reed recommended that staff review the work program to address Bell's concerns.

Mayor Reed asked for a motion to approve the 2012 RTC work program and budget. Motion was made with a second, with the motion passing.

Hammond noted that RTC staff would be reaching out to local jurisdictions to begin the process of collecting dues for 2012 and executing agreements in the coming weeks.

6. Atlanta Region 30-Year Transit Vision

Regan Hammond gave a presentation on the Atlanta region's 30-year transit vision. This vision began with the development and adoption of Concept 3 in 2008. Concept 3 included \$20 billion for capital expansion of transit throughout the region. Concept 3 was not only adopted by ARC, but also GRTA and MARTA. The regional transit vision then evolved with the adoption of PLAN 2040 in July 2011.

Concept 3 was fully incorporated into PLAN 2040, with a few minor tweaks reflecting changes in local priority and cost. Staff is recommending that the term "Concept 3" be retired and that PLAN 2040 be recognized as the region's transit vision. PLAN 2040 includes approximately \$22.8 billion for transit system modernization and the continued operation of the existing transit systems in the region. It also includes \$20 billion for capital expansion. Within PLAN 2040 is the constrained long-range Regional Transportation Plan (RTP). Of the \$20 billion capital expansion vision included in PLAN 2040, the RTP specifically calls out 14 individual project segments totaling \$1.3 billion that will be funded and implemented by 2040.

The Transportation Investment Act (TIA) provides an opportunity to advance the implementation of the regional transit vision. Approximately 55% of the draft investment list is for transit projects, all of which are part of the regional transit vision of PLAN 2040.

Tad Leithead asked if the modernization and operating for the \$20 billion capital expansion is included in the \$22.8 billion. Hammond responded that operations for new investments are included within the \$20 capital expansion vision. The \$22.8 billion is for modernizing and operating the existing systems.

Bodker asked if the plan/vision is a constrained plan. Hammond replied that the PLAN 2040 vision is not constrained, but the RTP element within PLAN 2040 is constrained.

Hayse advised that the constraint RTP element of PLAN 2040 assumes that the 50/50 cap on how MARTA must spend its funds has been removed.

Dr. Beverly Scott advised that if the 50/50 restriction is lifted, the monies available will support a capital program through 2022 and will be \$100 million short.

Leithead asked if the 50/50 cap is lifted, does not generate enough money to maintenance and operations?

Dr. Scott advised that MARTOC is having a meeting on September 26th and are inviting all local officials to participate and provide their input. Dr. Scott recommended that a letter be submitted on behalf of the region to MARTOC noting the assumptions made in PLAN 2040.

Leithead proposed submitting letter to MARTOC noting how 50/50 restriction lifting is part of PLAN 2040 assumptions. He also stressed that what's in RTP and TIA list is part of overall regional transit vision, even if they are not fully funded.

Dr. Scott would like to see the region explore the possibility of pursuing a programmatic Environmental Impact Statement (EIS) to help implement the regional transit vision. This is estimated to cost approximately \$25-\$30 million. Staff responded that the update of the regional transit vision, which includes prioritization and development of a finance plan, may be able to assist in preparing for this.

Todd Long, GDOT, noted that projects currently go through the EIS process individually and that EIS do expire.

Bodker asked if the programmatic EIS is more important than state of good repair. Dr. Scott said no.

7. Transit Governance

Jane Hayse provided a brief update on transit governance. The Transit Governance Study Commission released their Final Report this summer which included the recommendation to the state legislature to develop legislation during the 2012 session and that an existing state agency should be charged with regional transit coordination.

Hayse also noted that Governor Deal issued an Executive Order on September 7th appointing a Transit Governance Task Force to develop a transit governance legislation proposal to be introduced during the 2012 session.

Mayor Reed noted the importance and opportunity for RTC to influence legislation so that it's consistent with RTC proposed legislation that was adopted by RTC in January 2011. He said that he would keep RTC regularly briefed on the activities of the task force.

Leithead said that ARC staff would be available to support the legislative efforts.

8. Monthly RTC Staff Report

Regan Hammond provided the committee with a brief update on the status of tasks included in the 2011 work program. As noted earlier in the meeting, the update of the regional transit vision (Concept 3) will ramp back up this month to include updating of project scopes and costs, adding/deleting of projects, incorporate the extensive work conducted as part of the TIA process, prioritization, and development of a finance plan. Staff continues to stay involved in discussions related to transit governance and legislation, the Regional Fleet and Facilities Plan is nearing completion and presentation will be made to RTC in November on its recommendations, and the regional transit data warehouse and map development is also nearing completion and will be available for use by the region's transit providers by the end of the year.

9. Other Business

Jane Hayse gave an update of the Federal Transportation Reauthorization. The House has passed a 6 month clean extension at 2011 levels in a bill that also includes a 4 month Federal Aviation Administration (FAA) extension. The Senate is in agreement with the bill but is held up by Senator Colburn's concerns regarding funding of Transportation Enhancements. Resolving this issue immediately will be important since the current FAA extension expires at midnight on September 16th.

Regarding 2012 appropriations, the House supports the \$3 billion cut from 2011 levels along with the elimination of TIGER grants and cuts to AMTRAK funding. This would result in a 34% cut overall and a 38% cut for mass transit from 2011 levels. Georgia would see \$400 million in cuts overall and \$65 million in cuts for transit.

The proposed American Jobs Act has been published. This act would involve funding for categories including federal aid for highways, an infrastructure bank, mass transit, TIGER grants, high speed rail, and AMTRAK.

The October 13th RTC meeting has been cancelled.

Dr. Scott reminded the committee that MARTA's fare increase to \$2.50 takes affect October 2nd.

There being no further business, the meeting was adjourned.

Handouts

- September 15, 2011 RTC Meeting Agenda
- July 14, 2011 RTC Meeting Summary
- Issue Summary & Resolution for 2012 RTC Work Program and Budget
- Presentation: Atlanta Region 30-Year Transit Vision
- Joint Transit Governance Study Commission Final Report – A Path For A Regional Transit System in Georgia
- Executive Order on Transit Governance Task Force
- Transit Governance Task Force – Members
- 01.26.11 ARC Resolution Endorsing Legislative Language as a Vehicle for Furthering Integrated Regional Transit Governance
- Key Points Regarding Concept Transit Governance Legislation
- 2012 ARC Transportation Committee & Board Meeting Calendar

PROPOSED AGENDA

Regional Transit Committee

Hon. Kasim Reed, Chair

Thursday, November 10, 2011

1:30 p.m.

**ARC Board Room / Amphitheater
40 Courtland Street, NE, Level C
Atlanta, GA 30303**

GENERAL

1. Welcome *Kasim Reed, Chair*
2. Public Comment Period ⁱ *Judy Dovers, ARC*
3. Approve September 15, 2011 Meeting Summary *Chair*

PLANNING

4. REGIONAL Transit Fare Considerations *Davis Allen, MARTA
Peter Benjamin*
5. Regional Fleet & Facilities Analysis *Regan Hammond, ARC*
6. Transit Governance Task Force Update *Cain Williamson, ARC*
7. Monthly RTC Staff Report *Staff*
8. Other Business

ⁱ A 10-minute period for public comments is designated at the beginning of each regular RTC meeting. Each commenter must sign a Request to Speak card before 1:30 PM on the meeting date. Each speaker will be limited to two minutes. If the comment period expires before all citizens have an opportunity to address the Committee, citizens will be invited to provide their comments in writing.

ARC COMMITTEE MEETING FOLLOW-UP

REGIONAL TRANSIT COMMITTEE

November 10, 2011 Meeting Notes

Voting Members Present:

Mayor Kasim Reed, Chair
Mayor Mike Bodker
Commissioner Tim Lee
Commissioner Charlotte Nash
Commissioner Eddie Freeman
Mr. Tad Leithead
Mr. Jim Durrett

Voting Members Absent:

Mr. Brandon Beach
Commissioner Buzz Ahrens
Commissioner John Eaves
Chief Executive Officer Burrell Ellis
Commissioner Kathryn Morgan
Commissioner Richard Oden
Mr. Todd Long
Mr. Sonny Deriso

Non-Voting Members Present:

Mr. Emerson Bryan
Ms. Jannine Miller
Dr. Beverly Scott
Mr. Doug Tollett

Non-Voting Members Absent:

Commissioner David Austin
Commissioner Rodney Brooks
Commissioner Clarence Brown
Commissioner Bill Chappell
Commissioner Eldrin Bell
Commissioner Herb Frady
Ms. Lara O'Connor Hodgson
Commissioner Kevin Little
Commissioner BJ Mathis
Commissioner Tom Oliver
Ms. Pam Sessions
Commissioner Vance Smith
Commissioner Brian Tam
Commissioner Tom Worthan
Commissioner Daniel Yearwood
Mr. Emerson Bryan

No quorum present; meeting held for informational purposes only.

GENERAL

1. Welcome and Chairman's Comments

Mayor Kasim Reed called the meeting to order and welcomed attendees.

2. Public Comment Period

No public comment was offered.

3. Approval of September 15 Meeting Summary

No quorum present.

PLANNING

4. REGIONAL Transit Fare Considerations

Dr. Beverly Scott, MARTA, and Peter Benjamin gave a presentation on regional transit fare considerations that are being looked at by MARTA and the region. Dr. Scott began by noting that currently the region works together on fare issues as a loose confederation of partners and that the Breeze system that has grown out of that confederation will soon reach the end of its useful life. Fare technology in the transit industry is moving quickly. Regionally, we are going to have to make some important decisions, particularly around regional fare policy, which does not currently exist in a formal, codified way. There are four key areas to consider when looking at regional fare policy – financial, technology, equity, and customer acceptance.

Peter Benjamin then indicated that there is considerable interest in the Atlanta region to look at different fare options, including Variable-Based Fares (VBF). He described VBF as users paying different fares based on variables defined by a particular transit agency or governing body. These variables could include distance, time of day, service quality, user classification, fare medium, etc. There is potential to change multiple variables to increase return and increase quality service. Going from fixed fare to VBF is not the same as a fare increase as the average distance trip should cost the same as the fixed fare rate. All of these issues are policy decisions and have implications. Captive riders (non-choice) are a major component of ridership in the Atlanta region and equity implications must be considered. Very few transit systems in U.S. have VBF. If this region goes this direction, it would be unusual. Those that do have VBF, started that way and did not switch over. There is no national data on how switching has impacted ridership or the quality of service since no one has done that before. If the objective is to increase revenue through VBF, that can't be proven now. If VBF is what the Atlanta region wants to do, we would need to move to a fully integrated system that doesn't recognize different operators in terms of fare.

VBF requires various things to implement – hardware, software, end of useful life for current technology, annual fare collection cost, etc. There are new fare collection approaches being explored by major systems around the country. The Breeze card system we have now is becoming dated. Currently value is put on a card, but the new direction is to link to credit cards (similar to buying regular items). Washington DC is doing this now. More and more banks are using national standards in communications protocol to allow for this and increase seamlessness. This type of technology makes it much easier for occasional riders. There are two systems now – proprietary (such as Breeze) that doesn't meet national standard and is “closed” or there is open architecture with open payment (like DC). Major metros are in process of making this shift.

Dr. Scott then stated that sharing this information and beginning a dialogue at the regional level is a responsibility felt by MARTA. This dialogue will take policy level involvement to ensure that this is not staff driven and to ensure future regional transit coordination.

Doug Tollett asked if there is a fee charged by the credit card companies to integrate with transit fare collection. Benjamin said that the volume determines the fee and that the transit agencies are grouping together to approach the credit card companies as a group to negotiate. Tollett also asked if implementation of an open system, like VBF, could be paid for through that fee. Yes, but that's a regional policy decision and would be part of negotiations with the banks.

Cain Williamson then stated that these types of questions can be answered as part of work program for RTC in 2012. Dr. Scott noted that the region spends approximately \$16 million annually to maintain existing fare collection system (both back house and to pay service).

Mike Bodker asked what the impact of a credit card based system would on those who cannot get a credit card? Benjamin said that there are options for pre-paid cards also.

5. Regional Fleet & Facilities Analysis

Regan Hammond provided the committee with an update on the Regional Fleet & Facilities Analysis that has been underway for about a year and is nearing completion. This work is being conducted as part of RTC's 2011 work program. The purpose of this analysis is to inventory existing transit fleet and facility resources in the region, identify opportunities for increased collaboration, cost-saving, and reduce duplication, and to help guide future transit fleet and facility resource investment decisions by providing a toolkit of regional strategies. The analysis was centered around interviews with 13 regional transit providers. Early products of the analysis included individual agency profiles for each operator interviewed, a fleet and facilities database that is being integrated with the regional transit data warehouse, and significant mapping.

Early findings include:

- most agencies in the region purchase their service,
- funding comes from a variety of sources,
- the region's fleet is large and varied,
- there are a number of existing day-to-day examples of coordination among regional operators
- transit services are provided individually by a large number of operators,
- recruitment and training of operations and maintenance staff is a large challenge,
- private contracts for operations are generally procured individually,
- the region has a large fleet size compared to the services provided;
- the region has been successful at implementing transit "start-ups", but creating a sustainable model has been a challenge for the region due to several factors such as a large expanding region, jurisdictional boundaries, funding mandates for some, and lack of dedicated funding for others.

Hammond underscored the fact that there is no one size fits all solution for better coordination on transit fleet and facilities, but this analysis has provided a toolkit of potential strategies. These recommendations may not apply to every organization. They are focused on four main areas:

- Inter-agency collaboration
- Consolidation of passenger information
- Coordination of transit operations
- Strategic inter-agency contracting

Hammond then gave an overview of example strategies within each of the four main areas that could be pursued further via the 2012 RTC work program. In some cases, some of the strategies are already being looked at or implemented within the region. Staff will be consulting and coordinating with the region's operators to identify which regional strategies to further pursue for implementation via the 2012 RTC work program and bring that recommendation to RTC in early 2012.

Jim Durrett, MARTA, asked if the single paratransit call center is on the regional referendum list. Hammond replied that it is. Durrett also asked if this inventory including looking at the public school system bus fleets and if it would make sense to look at public transit integration with school systems. Hammond replied that public transit fleet and facilities was the focus of this analysis and that public schools fleet was not included.

Dr. Scott asked whether there is a plan to look at taking this analysis to another level to work with the TIA projects. Hammond said that as RTC prioritizes which strategies to focus on implementation that the efforts could be coordinated with TIA funding projects and programs.

Charlotte Nash, Gwinnett County, asked if the Transit Operators Subcommittee (TOS) was serving as the advisory committee for this analysis. Hammond replied that, yes, they are and that staff has also coordinated with the Service Coordination Committee (SCC) and the Transportation Coordinating Committee (TCC). Nash also asked what the process was to gather information on express service coordination. Hammond replied that information was gathered through the interview process with each of the operators and they were given the opportunity to provide comment on specific strategies. Nash then asked about the relationship between the Breeze card and fare integration and the coming obsolescence of the system. Cain Williamson answered that an interim step might be to have one regional fare product under the Breeze system before migrating to new fare collection technology.

Jannine Miller, GRTA, indicated that they would like to make sure their coming comments on the analysis are integrated into the final report. She also stated that this analysis' recommended strategies lack compelling numbers that would move the region and partners to action. Williamson responded that this analysis was a first step to identify potential strategies and that further analysis and study via the 2012 RTC work program would be required on the prioritized strategies to bring those numbers to the table.

Gordon Burkette, DeKalb County, asked whether the issue of a large fleet size was a good or bad thing. Hammond said that it isn't necessarily a good or bad thing, but presents an opportunity to maximize efficiency of what we have today and as new vehicles are purchased in the future.

Tim Lee, Cobb County, asked how this links with the work of the Transit Governance Task Force. Williamson noted that this was a good transition to the next agenda item.

6. Transit Governance Task Force Update

Cain Williamson gave an update on the progress of the Task Force noting that he and Tad Leithead testified to the Task Force on November 9th. Williamson noted that the letter that Mayor Reed submitted to the Task Force regarding RTC concept transit governance legislation was included in the packets. The Task Force appreciated the specific recommendations provided by ARC and RTC and they asked good questions. Leithead added that the Task Force was aggressively seeking input and took ARC's comments to heart. One of the key points made was that transit governance in the region needs to include majority representation from the local level. Williamson added that the work RTC is currently doing will serve as a foundation of work that the future transit governance body can use and build upon to compel collaboration and enforce decision made through power of the purse.

Lee asked if this type of coordination impacts EMA plans (NUOSI). Reed responded that it didn't directly, but connectivity and evacuation are areas of coordination. EMA plan is based on what we have now and it can be measured against work of the RTC.

7. Monthly RTC Staff Report

Regan Hammond provided the committee with a brief update on the status of tasks included in the 2011 work program. As noted earlier in the meeting, the Regional Fleet & Facilities Analysis work is wrapping up and staff is receiving final comments from stakeholders. The report will be finalized by the end of 2011 and a first read of an adopting resolution will be brought before RTC in January. The update of Concept 3 continues and staff is working to cross check previous work against the latest information that came out of the TIA project list development. Staff will be scheduling meetings with transit stakeholders in the coming months to review the updates made and RTC will be asked to take action in early 2012. Production work on the regional Transit Data Warehouse and associated system map continues and will be finalized by the end of 2011 with a roll out for use by the region in early 2012. A demo of the latest iteration of that data warehouse was conducted with transit data stakeholders on November 8th and their comments are being incorporated.

Also, MOAs for participation as a voting member of RTC in 2012 were sent out to each jurisdiction/agency in October. Staff has received official confirmation from Henry County that they will be a voting member and several other jurisdictions have the agreement in process now. Hammond reminded the committee that the due date for receipt of those agreements is December 16th. Following receipt of the MOA, ARC will send out an invoice for the dues owed.

8. Other Business

Mayor Reed noted that there will be not RTC meeting in December and wished everyone happy holidays.

There being no further business, the meeting was adjourned.

Handouts

- November 10, 2011 RTC Agenda
- September 15, 2011 RTC Meeting Summary
- Presentation: REGIONAL Transit Fare Considerations
- Presentation: Regional Fleet & Facilities Analysis
- 11.09.11 Letter Regarding RTC/ARC Testimony to the Transit Governance Task Force