



PLANNING • LEADERSHIP • RESULTS

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

December 17, 2010 Meeting Notes

Voting Members Present:

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

Voting Members Absent:

Mr. Sonny Deriso
Mr. Michael Tyler
Commissioner Kathryn Morgan

Non-Voting Members Present:

Mr. Charles Krautler
Ms. Jannine Miller
Dr. Beverly Scott

Non-Voting Members Absent:

Commissioner David Austin
Commissioner Eldrin Bell
Commissioner Clarence Brown
Commissioner Bill Chappell
Ms. Lara O'Connor Hodgson
Commissioner Charles Laughinghouse
Commissioner Kevin Little
Commissioner BJ Mathis
Commissioner Tom Oliver
Commissioner Paul Poole
Ms. Pam Sessions
Commissioner Jack Smith
Commissioner Vance Smith
Mr. Doug Tollett
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

Laurel Paget-Seekins commented on the recently completed technical evaluation of Concept 3, expressing concern about the fact that the modeling work only considered existing local bus service and not new feeder services that would support the proposed fixed-guideway corridors being evaluated. She argued that local bus service is a critical component of the larger transit

network, noting that 60 percent of riders access the current MARTA system by local bus, and argued further that new fixed-guideway services cannot rely on park-and-ride access alone, as it limits the environmental and land use benefits of the transit investment as well as benefits to the mobility of non-drivers.

Chuck Warbington, Executive Director of the Gwinnett Village CID, also commented on the technical evaluation of Concept 3, expressing concern about several factors that are believed to have hurt the performance of the I-85 light rail corridor project, including the model's lack of an extensive feeder bus network for the I-85 corridor, the use of future land use assumptions that do not fully reflect the locally adopted plans, and the use of capital and operations cost estimates from older Concept 3 work. Warbington also cited the results of a recently commissioned poll regarding transportation in Gwinnett County, included in a packet distributed to the committee, in which the I-85 light rail project polled very well.

3. Approval of October 14 Meeting Summary

The meeting summary for the October 14, 2010 RTC meeting was approved unanimously.

4. Transit Governance Study Commission / Legislative Update

Cain Williamson, ARC, briefed the committee on the December 7 meeting of the Transit Governance Study Commission. He reviewed the major topics covered in the meeting, including a presentation from Steve Schlickman, former executive director of the Regional Transit Authority in Chicago; a presentation from Cal Marsella, former general manager of the Denver Regional Transit District; a briefing by RTC staff on the various transit technologies being considered for the region; and presentations from local transit-related business owners on the impact of transit on the Georgia economy. Williamson also noted that a work session is planned for later in December to discuss the preliminary report of the Study Commission, to be prepared by the end of the year.

Reed called upon Rep. Pat Gardner, a member of the Study Commission, to offer her thoughts on the meeting. Gardner stated that the Chicago RTA presentation was especially interesting given how that agency developed and evolved over series of years. She added that it is important that the General Assembly receive recommendations on transit governance from ARC, and stated that while the political reality is that there is not currently a high degree of interest in new transportation legislation this session, the door has not been closed completely.

Reed stated that he would like for a subcommittee of the RTC to work on a bill for submittal in the 2011 session, and appointed Tim Lee, Richard Oden, Mike Bodker, and John Eaves to serve on the subcommittee. In response to concerns that there is limited time to develop legislation for the coming session, Reed stressed that the RTC and its predecessors have been working on the issue for several years, and that the job of the subcommittee is more a matter of fine-tuning existing proposals. Tom Weyandt added that significant progress on draft legislation was made during the term of the Transit Implementation Board, and noted that there is a draft bill that is 85 to 90 percent ready, which will be used as a starting point. Todd Long added that a potential

transit governance bill is closely tied to the H.B. 277 sales tax process, and encouraged RTC members to work closely with members of the Study Commission going forward.

5. Concept 3 Project Evaluation Status Report

David Emory, ARC, briefed the committee on the current status of the evaluation and prioritization of Concept 3, which is being conducted to support both the development of *Plan 2040* and the work of the Atlanta Regional Transportation Roundtable. In addition to the technical project evaluation completed earlier in 2010, the following work items for early 2011 and tentative timeframes were discussed:

- Continued work on a detailed qualitative evaluation of the Concept 3 system to complement the previous model-based evaluation (November 2010 to February 2011, with presentation of results to RTC targeted for the February meeting).
- A reconvening of the light rail project sponsors group, which originally met in June 2010 (January 2011).
- A comprehensive update of the Concept 3 project-level capital and operational cost estimates (January to March 2011).
- Identification of high-priority Concept 3 segments and delivery to GDOT and the ARTR for consideration (February to April 2011).

John Eaves asked for details on what specific factors the qualitative evaluation will consider. Emory responded that for each project staff will be focusing on its overall constructability, its progress in the environmental review process, the region's institutional and financial capacity to build and operate the project, and other considerations such as community and political support.

Beverly Scott stressed the importance of approaching the Concept 3 evaluation work with an emphasis on regional system integration. Emory responded that identifying opportunities for combining specific project concepts has been a key aspect of both the technical and qualitative evaluation work. Cain Williamson added that the final product of the work is expected to be an integrated system expansion concept.

6. 2011 RTC Work Program

David Emory briefed the committee on the 2011 RTC work program, reviewing the five key work tasks that will be the focus of RTC staff and consultants for the coming year:

- **Regional Transit Plan (Concept 3) Maintenance** – Staff will work to maintain and refine the region's adopted regional transit plan, Concept 3. The work will include coordination with ongoing project-level planning, completion of the prioritization of Concept 3, and an update of all project cost estimates.

- **Governance and Legislative Policy Support** – Staff will support the ongoing governance work of the RTC, focusing on the completion of regional transit governance legislation for consideration in the 2011 session of the General Assembly.
- **Regional Transit Fleet and Facilities Plan** – Staff will conduct an analysis of existing conditions and needs regarding the regional bus fleet and maintenance facilities, focusing on recommendations for improved efficiencies and cost savings through strategies such as joint vehicle procurement and shared use of maintenance facilities.
- **Regional Transit Data Clearinghouse** – Staff will work with regional operators to design and implement a unified framework for the collection, management, and distribution of regional transit system data. The clearinghouse will serve as a foundation for system performance monitoring efforts as well as online rider information services.
- **Regional Transit System Map** – RTC staff and consultants will develop an integrated map of the regional transit system in both online and printed formats. The interactive online map will include the capability for regular updates as system conditions change, facilitated by the data clearinghouse produced under Task 4.

Mike Bodker stated that he is particularly excited about the system integration tasks and that they will help build the credibility of the RTC effort.

7. Other Business

Brandon Beach announced that Georgia DOT recently released a Request for Proposals (RFP) for a master developer to guide development of the proposed Multi-modal Passenger Terminal (MMPT) in Downtown Atlanta. Further information is available at www.georgiap3.com/mmpt.

Cain Williamson announced that the budgeting process is underway for the RTC for 2012, and will likely to be similar to the 2011 arrangement in which local governments are asked to contribute funds to match federal transit planning dollars.

Finally, it was noted that the meeting was Tom Weyandt's last as an ARC employee. The committee and audience recognized Weyandt's service with a standing ovation.

There being no further business, the meeting was adjourned.

Handouts

- December 17 Meeting Agenda
- October 14 Meeting Summary
- Overview: Concept 3 Project Prioritization Timeline
- Overview: 2011 RTC Work Program

REGIONAL TRANSIT COMMITTEE DRAFT TRANSIT GOVERNANCE LEGISLATION

RTC Meeting
January 13, 2011

Definitions

- **Authority:** metropolitan transit authorities and regional transit authorities
- **Transit Supporting County:** any county within the metropolitan transit authority in which federally eligible service is funded using local or sales and use tax funds
- **Transit:** publicly accessible land-based transportation of passengers and their incidental baggage by any means other than vehicles for hire
- **Bonds:** any bonds, notes, interim certificates, reimbursement anticipation notes, or other evidences of indebtedness of the authority, including without limitation obligations issued to refund any of the foregoing

Definitions

- **Project:** acquisition, construction, installation, modification, renovation, repair, extension, renewal, replacement, or rehabilitation of land, interest in land, buildings, structures, facilities, roads, streets, bridges, sidewalks or other improvements and the acquisition, installation, modification, renovation, repair, extension, renewal, replacement, rehabilitation, or furnishing of fixtures, machinery, equipment, furniture, vehicles, rolling stock, or other property of any nature whatsoever used on, in, or in connection with any such land, interest in land, building, structure, facility, or other improvement, all for the essential public purpose of providing facilities and services to meet land public transportation needs and to aid in the accomplishment of the purposes of an authority, but not including roads, streets, highways or bridges or toll highways or toll bridges for general public use

Authorities

- **Bill creates two types:**
 - ▣ Metropolitan Transit Authorities (MTA)
 - ▣ Regional Transit Authorities (RTA)
- **MTA specific to 10-county Atlanta region, adjacent counties permitted to join & mandated**
- **RTAs just enabled in the rest of the state and can be a single or multiple counties**

Authorities

- Administrative costs of authorities to be covered by dues paid by members.
- Dues assessment – costs and protocols – to be established by bylaws
 - Fulton County has submitted language to exempt MARTA jurisdictions from paying dues to MTA

RTA Board

- County Chair from each member county
- One mayor from each member county
- Three gubernatorial appointees
- Chair of GDOT board – or designee

MTA Board

- Mirrors RTC recommendation
 - County chair from each transit supporting county
 - One mayor from each supporting county
 - Mayor of most populous city
 - One appointee each of Gov., Lt. Gov., & Speaker
 - ARC, GRTA, MARTA, & GDOT – non-voting
- Suggestion was made in subcommittee to remove the state appointees or require that they be from the MTA region – no consensus.

MTA Board

- Enables creation of ExCom to act as admin body for full board
- Reserves following authorities exclusively for full board:
 - adoption and amendment of the bylaws
 - issuance of long-term financial instruments including, but not limited to, notes, bonds, and swaps
 - approval of contracts in excess of ten million dollars
 - adoption of annual budget
 - adoption of all multi-year financial plans
 - approval of any collective bargaining agreement
 - adoption of any long-term plan
 - approval of any multi-year contracting commitment
 - appointment and terms and conditions of the employment of the executive director

MTA Board

- ☐ Board must adopt bylaws within 90 days of first meeting
- ☐ Initial bylaws must be adopted by 2/3 vote
- ☐ Board can add additional members per bylaws
- ☐ Bylaws must adopt voting protocols consistent with existing regional policy including population and funding
- ☐ Bylaws can provide for first ring counties to be members of MTA

Powers of Authorities

- ☐ plan, design, construct, own, operate, maintain projects & facilities
- ☐ enter contracts w/ other govt entities to deliver transit projects
- ☐ apply for & accept gifts, grants, and loan guarantees from the federal government
- ☐ coordinate & assist in planning for projects

Powers of Authorities

- ☐ acquire, lease, and dispose of real property
- ☐ for new transit projects, be the entity that participates in the regional planning process
- ☐ be the designated recipient of federal funds
- ☐ be the sole recipient of any state funds contributed to transit in its jurisdiction

Powers of Authorities

- ☐ issue bonds
- ☐ act as a centralized purchasing or support service provider
- ☐ plan, construct, operate, fund and retain ownership of new transit projects
- ☐ be the conduit for any new transit funding originating from a multi-jurisdictional tax (i.e. HB 277) and allocate those funds at its discretion

Requirements of Authorities

- ☐ Develop and adopt a long-range regional transit system plan
- ☐ Develop a 5-year regional transit capital program
- ☐ Adopt an annual budget

Existing Operator Considerations

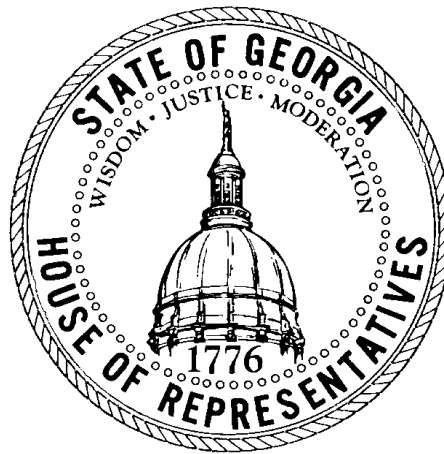
- ☐ Prevents authorities from directing/managing operations of or acquire existing operators without consent
- ☐ Enables MARTA to act as contractor to MTA for rail construction and operation outside current service area
- ☐ Gives existing operators full control w/out restriction over their existing revenues
- ☐ Gives authorities full control over new regional funding for transit

Questions

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Guiding Principles For A Regional Transit System In Georgia



Preliminary Report **Joint Transit Governance Study Commission**

REP. DONNA SHELDON
CHAIRMAN

Report prepared by: Brian Walker

Joint Transit Governance Study Commission

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Joint Transit Governance Study Commission

INTRODUCTION

The Joint Transit Governance Study Commission was created through the Statewide Regional Transportation Funding Bill, HB 277, with the expressed duty to examine the methodical development of a regional transit governing authority in Georgia through specific legislative proposals. In order to identify the best possible system for the growth and development of Georgia's transit network a series of meetings have been held in order to hear testimony from Georgia's current transit providers as well as providers from other states. In satisfaction of the requirements of HB 277, the following preliminary report includes an analysis of Georgia's current transit system as well as a list of guiding principles that the commission believes should be used in order to determine the most efficient and capable system for the State of Georgia.

MEETING SCHEDULE

Meeting 1: September 8th, 2010, Coverdell Legislative Office Building Room # 606

Meeting 2: September 30th, 2010, Coverdell Legislative Office Building Room # 606

Meeting 3: December 7th, 2010, Coverdell Legislative Office Building Room # 606

Working Meeting: December 20th, 2010, Capitol Building Room # 417

EXECUTIVE SUMMARY

The Joint Transit Governance Study Commission was authorized by House Bill 277 and is comprised of seventeen (17) members including State Senators, State Representatives, Transit Providers, Statewide and Regional Spokespersons and the Mayor of Atlanta. For the purposes of all conversations involving the term "transit" the Commission agrees with the definition provided by the Atlanta Regional Commission (ARC), publicly accessible land-based transportation of passengers and their incidental baggage by any means other than vehicles for hire. Members of the Commission understand their task is to establish a framework for future legislation that creates a transit governance structure that maximizes current funding availability, reacts to local guidance, and utilizes alternative funding sources, market coordination, and regional strategic planning.

The Commission realizes that transit is one of the tools necessary to address the transportation needs of the region. According to the Andrew Young School of Policy Research, a total of 335 miles of freeway (interstate) and 2,820 miles of arterial street lane were added from 1995 to 2007. The Texas Transportation Institute ranked Atlanta as the 3rd worst city for travel congestion in 1995, and despite the significant addition of lanes it maintained its position again in 2007. It is imperative, given the limited funds available to transit, that the Commission continues its work to discover a governance structure that meets its intended goals.

Any conversation regarding transit in Metro Atlanta must begin with a clear perspective of the complex transit systems as they exist today. The Metropolitan Atlanta Rapid Transit Authority (MARTA), since its creation in 1971, has served primarily the residents of Fulton and DeKalb counties through bus routes and heavy commuter rail. Over time though, other organizations have developed and provide transit support including the Georgia Regional Transit Authority (GRTA) and various county transit operators such as Cobb, Gwinnett, and Cherokee. Each of these later developing groups operate solely through bus transit, but in the last several years additional rail operators such as the Atlanta Beltline, Inc. and the recently announced and Department of Transportation funded Atlanta Streetcar Project have engaged various levels of funding to provide rail transit services within the City of Atlanta. Although neither of these final two entities are yet operational, they must be

Joint Transit Governance Study Commission

included in the perspective of a regional transit governance system which seeks to maximize the efficiency of all its various parts while keeping to a minimum the public costs to manage and operate the system.

In order to understand the enormous importance transit systems have upon the interconnectivity and economic development of the Atlanta region, one only needs to see the number of total “trips” provided by the operating entities. In 2009, the five largest transit providers (MARTA, GRTA, CCT, GCT, and Cherokee County Transit) combined to provide approximately 165 million “trips” for the citizens and visitors to the Metro Atlanta Region.

The latest census data, provided in December 2010, also helps to frame the need for a comprehensive regional structure. Georgia is currently the 9th largest state in the Union and has seen an 18% increase in its population since 2000. A quick analysis of county-by-county growth projections from 2009* shows that of the ten-county “Atlanta region” used in the Statewide Regional Transportation Funding Act, HB 277, these ten counties will have grown at an expected rate of 30%.

The result is simple, despite the large volume of transit “trips” that have already been established the need for efficient and cost-effective management of those trips is necessary for transit services to survive and flourish, and provide the greatest amount of economic support for not only Atlanta and the region, but for the entire state. Improvements to the delivery of transit services to the region will serve to increase the available labor pool for area employers, provide transportation to the aging population, the disabled population, tourist and visitors to the State. According to a 2007 study conducted by the Carl Vinson Institute of Government at The University of Georgia, MARTA provided an estimated \$2.1 billion impact to Georgia’s economy. In 2009 the American Public Transportation Association found that for every \$1 invested in public transportation \$4 is generated in economic returns. This Commission realizes however, that without a stable, efficient governance structure whose focus will be the continuation and expansion of transit modes with a regional perspective, that investment will be squandered and the entire network, all of its individual systems, and the state as a whole, will suffer from the loss.

Numerous studies by industry experts have been commissioned on Atlanta’s transit network. One such study, the Statewide Strategic Transportation Plan, identifies three equally important components needed to facilitate the most effective system of mobility for the area’s residents and visitors: demand management; supply expansion focused on employment centers and reliable modes; and the coordination of infrastructure investments that will align with future development patterns. Accepting the importance of these components is crucial for the implementation of a system that is not only the best fit for today, but is flexible enough to accommodate growth that will become necessary as more and more people move into our area. It is the intention of this Commission to integrate these key components into the heart of a new governance structure.

Furthermore, despite the well-documented focus of transit within the “Atlanta region”, this body cannot approach transit governance without understanding that all transit systems, even the smallest of routes, must be able to operate in order to maximize the economic development that is inherent in all forms of transit. To that end, the Commission will work diligently to ensure that all providers, regardless of the size and scope of their service to the people of Georgia, will be able to thrive within the governance system which is enacted.

The Joint Transit Governance Study Commission is committed to discovering the best possible structure for the citizens of Georgia, and although much time and effort has already been spent in examining the problems and benefits of various systems, more analysis must be done. This is only a preliminary report that focuses on broad guidelines that will shape an eventual coordinated network which seeks to maximize mobility of people using

Joint Transit Governance Study Commission

an affordable, sustainable funding method. To provide for anything less would be risking the future growth of our entire state and that risk is too great to act without due diligence. The symptoms that hinder our current transit systems did not appear overnight, nor will they be solved immediately. The Commission understands its responsibilities and will continue in the coming year to seek input from transit providers and their recipients, as well as public leaders, concerned coalitions, and the public at large, and will in due time provide its legislative suggestions for the best possible course of action.

*County by county data from the 2010 census was not yet available at the time of this report.

GUIDING PRINCIPLES

The Transit Governance Study Commission determines that in order to move forward with a regional public transportation system that meets the growing needs of Georgia's citizens and visitors to our state, the following six principles should be incorporated in any recommendations to the Georgia General Assembly in reforming a regional transit governance structure.

1. The regional transit authority should work to create a strategic transit vision that improves coordination of services throughout the region and employs a partnership with the Regional Transportation Roundtable and the Federal government including the Federal Transit Administration.
2. The regional transit governing board must provide fair and equitable representation from the communities and residents which make up the region.
3. The viable legal entity which provides for the Atlanta region's transit infrastructure growth and operation should do so without triggering defaults under bond documents and certain other financial agreements, governmental agreements, and governmental contracts.
4. Any regional transit authority should include a certain minimum percentage of private contracts that will make up the system's daily transit operation network. This procedure will promote competitive bidding for transit operations that will ultimately be advantageous to the people of the transportation region.
5. A regional transit authority statutory framework should foster and incorporate public/private partnerships focused on expansion, operation, efficiency, and support systems similar to the recent successful growth and operation of the Colorado RTD. These partnerships have proven to be critical factors in the acquisition of Federal Transit Administration funds and similarly critical to the overall mission of providing the best possible transit network to the people of the Atlanta transportation region and to the people of Georgia.
6. Adopt a governing framework which requires accountability within the organization through an independent performance auditing process every three (3) years. The framework should also require transparent reporting of operation and financial expenditures as otherwise required by state and federal law. Furthermore the framework should resist the seemingly natural growth of administration rosters within publicly run entities by capping the percentage of employees defined as administration relevant to the overall workforce.

Joint Transit Governance Study Commission

CONCLUSION

The preceding report of the Joint Transit Governance Study Commission is only a preliminary dialogue with regards to the discussion of a regional transit governance structure. The Commission will continue to meet throughout 2011 until its completion deadline, or a consensus can be reached.

RESPECTFULLY SUBMITTED:

Rep. Donna Sheldon, Chairman
House District 105

RTC Transit Policy Updates – January 2011

In addition to the featured items on the January meeting agenda, the following updates concerning transit policy and related developments in the Atlanta region are presented to Regional Transit Committee for reference:

- **RTC Planning Support Contract Signed** – A contract has been signed with Cambridge Systematics for support of 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. The contract is being funded by a combination of RTC member dues and Federal Sec. 5340 transit planning funds.
- **Federal Alternatives Analysis Grants Awarded** – In late December the Federal Transit Administration announced the awarding of \$25.7 million for the support of Alternatives Analysis (AA) studies for proposed fixed-guideway transit corridors around the country, including two in the Atlanta region:
 - **Northwest Atlanta Corridor:** US 41/I-75 between Acworth and Arts Center MARTA (\$1.36 million)
 - **I-85 Corridor:** I-85 between Doraville MARTA and Sugarloaf Pkwy. (\$600,000)
 The awards have been reflected in an amendment to the region's Unified Planning Work Program (UPWP).
- **JARC / New Freedom Call for Projects** – A call for projects has been issued for the federal Job Access / Reverse Commute (JARC) and New Freedom funding programs administered by ARC. Applications are due February 23rd.
- **Staff-Level Committee Updates** – Several administrative changes will affect the various staff committees that support the work of the RTC. The meetings of the Transit Operators Subcommittee, the Service Coordination Council, the Regional Breeze Working Group, the Human Services Transportation Advisory Committee, and a proposed new committee covering data and technology will be coordinated to coincide on a single day each month, tentatively the Friday following ARC's board meeting. In addition, the Breeze Working Group, previously managed by MARTA, will now be convened at ARC by RTC staff. The first "Transit Friday" will be January 28, and will continue for the remainder of the first quarter of 2011 on a trial basis.
- **Light Rail Project Sponsors Group to Meet January 28** – 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 to discuss the status of their respective projects and the Concept 3 evaluation work. The group previously met in June 2010.

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.



DATE: January 26, 2011

**ISSUE SUMMARY: ENDORSEMENT OF PROPOSED REGIONAL
TRANSIT GOVERNANCE LEGISLATION**

FROM: Chick Krautler, Director

IMPORTANCE:

The attached resolution formally endorses draft regional transit governance legislation prepared under the guidance of ARC's Regional Transit Committee, and instructs staff to forward the legislation to the chair of the General Assembly's Joint Transit Governance Study Commission and other stakeholders for consideration.

The RTC is charged with building upon a six-year effort to identify a viable and sustainable regional transit governance framework that would enable the implementation of the region's adopted long range transit vision, Concept 3. The Regional Transit Authority in Chicago has long been viewed as the preferred model for the Atlanta region to follow, and over the course of the last two years, the RTC and its predecessor, the Transit Implementation Board, drafted the proposed legislation that would establish a similar framework here.

The proposed bill would mandate the creation of a Metropolitan Transit Authority (MTA), modeled after the Chicago RTA, for the Atlanta region, and authorize the creation of similar authorities elsewhere in Georgia. The MTA would have extensive powers to establish a greater degree of coordination and cooperation among existing transit providers, and would also have the capability to sponsor, implement, and operate regional transit projects. The proposed structure of the MTA is consistent with the various policies regarding regional transit governance adopted by the RTC over the past year.

ACTION REQUIRED: Approval of the resolution.

**A RESOLUTION BY THE REGIONAL TRANSIT COMMITTEE
ENDORING LEGISLATIVE LANGUAGE AS VEHICLE FOR
FURTHERING INTEGRATED REGIONAL TRANSIT
GOVERNANCE**

WHEREAS, the Regional Transit Committee (RTC) became effective January 1, 2010 as a policy committee of the Atlanta Regional Commission (ARC) following the successful amendment of the quad-party transportation planning agreement among ARC, the Georgia Department of Transportation (GDOT), the Georgia Regional Transportation Authority (GRTA), and the Metropolitan Atlanta Rapid Transit Authority (MARTA); and

WHEREAS, the RTC is charged with building on the previous six years of study completed and decisions made by the region regarding a regional transit governance framework to develop a recommendation for long-term transit governance in the Atlanta region that supports the implementation of Concept 3, the region's adopted long-range transit vision; and

WHEREAS, the region's local elected leadership has repeatedly reaffirmed the consensus decision to develop a regional transit governance system for metropolitan Atlanta that is modeled on the Chicago Regional Transit Authority; and

WHEREAS, the RTC has, over the course of the last two years, drafted example legislative language to illustrate how the region would establish an integrated regional transit governance system

NOW, THEREFORE, BE IT RESOLVED that the RTC endorses the attached concept legislation as a framework for establishing a regional transit governance structure for the metropolitan Atlanta region;

BE IT FURTHER RESOLVED that the RTC instructs staff to forward a copy of this draft legislation to the chair of the Joint Transit Governance Study Commission of the Georgia General Assembly and to share it with stakeholders and other interested parties.

Key Points Regarding Concept Transit Governance Legislation

- Local officials in the metropolitan Atlanta region have spent the last six years studying the institutional arrangements that govern the region's transit system, currently through the Regional Transit Committee (RTC) of the Atlanta Regional Commission.
 - On numerous occasions, this group of officials has reached the consensus that a governance system similar to the Chicago Regional Transit Authority (RTA) is the appropriate governance structure for the Atlanta region. This consensus was first reached in 2005, and was reaffirmed in 2008, 2009 and 2010.
 - Additionally, local officials have repeatedly reaffirmed a set of guiding principles or policy statements for the constitution and operation of a regional transit governance system, including:
 - **Unified Decision-Making** — the region needs a single entity that will be able to plan, finance, build, own, operate and maintain (or contract for) cross-jurisdictional transit infrastructure and service.
 - **Voting Structure** — in order for an entity to have voting rights in the decision-making process in the region's transit governance structure, that entity must contribute financially to the operation of region's transit system.
 - **Proportional Representation** — in addition to being required to contribute to the operational expenses of the region's transit systems in order to vote at the regional level, the weight of an entity's vote should be proportional to value of its contribution to the system.
 - The RTC has prepared a piece of draft legislation that accomplishes all of these goals, without jeopardizing any existing transit funding sources or requiring changes to home-rule provisions of the Georgia Constitution to prevent local governments from operating transit systems.
 - This concept legislation recognizes MARTA as the backbone of the Atlanta regional transit system, and enables MARTA to provide rail service outside Fulton and DeKalb counties in the same way it is currently able to provide bus service.
 - The RTC's concept legislation is completely consistent with the set of guiding principles issued by the Joint Legislative Transit Governance Study Commission.
 - The RTC intends this concept legislation as a statement of regional policy and an example of how that policy could be written into law in a way that meets the stated guidelines put forth by the General Assembly in the form of the draft report of the Joint Legislative Transit Governance Study Commission.
-

A BILL TO BE ENTITLED

AN ACT

To amend Title 50 of the Official Code of Georgia annotated, relating to state government, so as to enact a new Chapter 38 of such title relating to transit authorities; to provide for the creation of metropolitan transit authorities and regional transit authorities; to provide for legislative findings and declaration of policy; to provide for definitions; to provide for the governance, powers and duties of such authorities; to provide for the responsibilities of such authorities with respect to certain new transportation projects; to provide for transit system plans; to provide for annual budgets and capital system plans of such authorities; to provide for consolidation and coordination of functions of certain transit agencies; to provide for studies of transit innovation; to provide for a Citizens Transit Advisory Committees; to provide for the issuance of bonds and other evidences of indebtedness by such authorities; to provide for related matters; to repeal conflicting laws; and for other purposes.

BE IT ENACTED BY THE GENERAL ASSEMBLY OF GEORGIA:

SECTION 1.

Title 50 of the Official code of Georgia annotated, relating to state government, is amended by adding at the end thereof a new Chapter 38 to read as follows:

“Chapter 38.

Transit Authorities.

50-38-1

This Act shall be known and may be cited as the
“_____.”

50-38-2

The General Assembly of Georgia recognizes that providing mass transit is an essential public purpose that enhances public health, safety and welfare. Mass transit improves the mobility of the public and provides access to jobs, commercial facilities, schools, medical institutions, and cultural attractions, while decreasing air pollution and other environmental hazards and promoting physical well-being. Mass transit is essential to economic well-being, congestion mitigation,

environmental preservation, maintenance of full employment, conservation of energy and land use optimization.

The intent of this Act is to acknowledge the significant responsibilities of the state and local governments in addressing multi-jurisdictional transit needs by establishing additional tools to plan, finance, construct, operate, maintain and manage mass transit systems of regional importance and related infrastructure to include, but not limited to, demand-response transit services, vanpool programs, rideshare programs, regional bus services, bus rapid transit services, commuter bus services, heavy rail services, light rail services, commuter rail services, park-and-ride lots, transit-oriented developments and any additional supporting facilities, services and developments necessary to support and sustain a coordinated and comprehensive regional mass transit systems.

50-38-3

As used in this chapter:

- (1) "Authority" means the metropolitan transit authorities and regional transit authorities created pursuant to Code Section 50-38-4;
- (2) "Board" means the Board of Directors of an authority;
- (3) "Project" means the acquisition, construction, installation, modification, renovation, repair, extension, renewal, replacement, or rehabilitation of land, interest in land, buildings, structures, facilities, roads, streets, bridges, sidewalks or other improvements and the acquisition, installation, modification, renovation, repair, extension, renewal, replacement, rehabilitation, or furnishing of fixtures, machinery, equipment, furniture, vehicles, rolling stock, or other property of any nature whatsoever used on, in, or in connection with any such land, interest in land, building, structure, facility, or other improvement, all for the essential public purpose of providing facilities and services to meet land public transportation needs and to aid in the accomplishment of the purposes of an authority, but not including roads, streets, highways or bridges or toll highways or toll bridges for general public use;
- (4) "Transportation Agency" means any body politic, municipal corporation, public authority or unit of local or state government which provides public transportation in whole or in part within an authority area;

(5) "Transit-supporting county" means any county within the metropolitan transit authority in which federally eligible service is funded using local or sales and use tax funds;

(6) "Transit" means the publicly accessible land-based transportation of passengers and their incidental baggage by any means other than vehicles for hire; and

(7) "Revenue bond," "bonds," or "bond" means any bonds, notes, interim certificates, reimbursement anticipation notes, or other evidences of indebtedness of the authority, including without limitation obligations issued to refund any of the foregoing."

(8) "Transit contract" means an agreement between a public corporation or authority and a local government, the primary purpose of which is a commitment to provide a mass transportation service.

50-38-4

(a) There are created within this state metropolitan transit authorities whose jurisdiction shall encompass and be coterminous with the geographical area on January 1, 2011 of each metropolitan area planning and development commission activated pursuant to Article 4 of Chapter 8 of this title. Any county sharing a common geographical border with any county that was within the geographical area of such an authority on the date of its creation may join such authority pursuant to procedures specified by the board of such authority.

(b) Regional transit authorities not encompassing any part of a metropolitan transit authority may be created:

(1) By agreement of two or more contiguous counties; or

(2) In a single county, by resolution of the governing authority of such county with concurrence by resolution of the governing authorities of qualified municipalities representing more than fifty percent of the municipal population of such county according to the 2010 United States Decennial Census or any future such census. A county shall be wholly within one regional transit authority or metropolitan transit authority, and no county shall be divided among more than one authority. The boundaries of regional transit authorities shall be otherwise as determined by the constituent counties, and may include, without limitation, all counties in a

region created pursuant to Article 2 of Chapter 8 of this title, and the jurisdiction of such regional transit authority shall encompass and be coterminous with the geographical area of its constituent counties.

(c) Each authority shall be a body corporate and politic, which shall be deemed an instrumentality of the State of Georgia and a public corporation thereof, for purposes of managing or causing to be managed public transit projects and transportation agencies within certain areas of this state; and by the name, style, and title chosen by the board of directors thereof such body may contract and be contracted with and bring and defend actions in all courts of this state. No authority shall transact any business or exercise any powers under this chapter, other than organization of the board of directors as provided for by Code Section 50-38-5, until the board of directors thereof shall, by proper resolution, declare that there is a need for the authority to function, thereby activating the authority.

(d) The management of the business and affairs of an authority shall be vested in a board of directors, subject to the provisions of this chapter and to the provisions of bylaws adopted by the board as authorized by this chapter. The board shall make bylaws governing its own operation and shall have the power to make bylaws, rules, and regulations for the government of the authority and the operation, management, and maintenance of such projects as the board may determine appropriate to undertake from time to time.

(e) Actions of the board shall require a majority vote of a quorum of the board, such quorum being set by the authority's bylaws. The vote of a majority of the members of the board present at the time of the vote, if a quorum is present at such time, shall be the act of the board unless the vote of a greater number is required by law or by the bylaws of the board.

(f) No vacancy on an authority shall impair the right of a quorum of the appointed members to exercise all rights and perform all duties of the authority. Each authority shall have perpetual existence. Any change in the name or composition of an authority shall in no way affect the vested rights of any person under this chapter or impair the obligations of any contracts existing under this chapter.

(g) Local jurisdictions shall pay dues for membership in their respective authorities. Such dues may be paid by member jurisdictions, or, at the election of a transit authority, by such transit authority on behalf of a member jurisdiction, in the form of financial instruments or in-kind services, at the discretion of the authority created pursuant to this Title, equal to the monetary value of the assessed dues.

Such dues for jurisdictions levying and collecting the sales tax throughout their entire jurisdiction for a transit authority as authorized by Ga. L. 1965, p. 2243 shall be paid by that transit authority in the form of financial instruments or in-kind services equal to the monetary value of the assessed dues. The structure for dues payment shall be set in the bylaws of the authorities. The amount of dues to be paid shall be sufficient to cover the administrative costs of the authorities and shall be set at the time the authorities adopt an annual budget pursuant to Code Section 50-38-11.

(h) Use and disposition of funds received by any public corporation or authority pursuant to a transit contract, or from any other source, shall be first, for the purposes and in the manner required by any trust indenture or other agreement for the benefit of bondholders, including the payment of the principal of or premium or interest upon bonds or certificates issued by such public corporation or authority or to create a reserve for that purpose, and thereafter shall be governed solely by the terms of such contract.

(i) All transportation agencies or transportation planning agencies in the authority area shall furnish to the authority such information pertaining to public transportation or relevant for plans therefor as it may from time to time require. The executive director, or his or her designee, shall, for the purpose of securing any such information necessary or appropriate to carry out any of the powers and responsibilities of the authority under this chapter, have access to, and the right to examine, all books, documents, papers or records of any transportation agency receiving funds from or through the authority, and such transportation agency shall comply with any such request by the executive director, or his or her designee, within 30 days or such extended time as may be provided for by the executive director.

50-38-5

(a) The board of a regional authority shall include the chief executive officer or chairman of the governing authority of each county within the jurisdiction of the authority, one mayor from each county within the jurisdiction of the authority, one member to be appointed from the residents within the jurisdiction of the authority by the Governor, one member to be appointed from the residents within the jurisdiction of the authority by the Lieutenant Governor, one member to be appointed from the residents within the jurisdiction of the authority by the Speaker

of the House of Representatives, and the chairman of the State Transportation Board or his or her designee, which designee, if any, shall serve a term coterminous with the term of the chairman by whom he or she is designated.

(b) The board of a metropolitan transit authority shall include the chief executive officer or chairman of the governing authority of each transit-supporting county within the jurisdiction of the authority, a mayor of a municipality located wholly or partly within each transit-supporting county other than the mayor of the most populous city within the jurisdiction of the authority selected by a caucus of all mayors representing cities within the transit-supporting county, the mayor of the most populous city within the jurisdiction of the authority, one member to be appointed from the residents within the jurisdiction of the authority by the Governor, one member to be appointed from the residents within the jurisdiction of the authority by the Lieutenant Governor, one member to be appointed from the residents within the jurisdiction of the authority by the Speaker of the House of Representatives, one non-voting member to be appointed by the board of directors of the largest metropolitan area planning and development commission encompassing all or part of the geographical area of the authority from among the officers, employees or members of the board of directors of such commission, one non-voting member to be appointed by the board of directors of the Georgia Regional Transportation Authority from among the officers, employees or members of the board of directors thereof, one non-voting member to be appointed by the board of directors of the Metropolitan Atlanta Rapid Transit Authority from among the officers, employees or members of the board of directors thereof, and one non-voting member to be appointed by the State Transportation Board from among the officers or employees of the Department of Transportation or the members of the State Transportation Board. The board of a metropolitan transit authority may establish through bylaws an executive committee and such procedures and rules for its operation as it deems necessary and convenient. The executive committee may be empowered to perform as the administrative body of the board and may be empowered by the board to act in its stead. The board of a metropolitan transit authority shall be required to meet at least bi-annually. The following shall require a majority vote of a quorum of the board:

- (1) adoption and amendment of the bylaws
- (2) issuance of long-term financial instruments including, but not limited to, notes, bonds, and swaps
- (3) approval of contracts in excess of ten million dollars
- (4) adoption of annual budget

- (5) adoption of all multi-year financial plans
- (6) approval of any collective bargaining agreement
- (7) adoption of any long-term plan
- (8) approval of any multi-year contracting commitment
- (9) appointment of the executive director and the terms and conditions of the executive director's employment

(c) Additional members of the board of any authority may be added under such terms and conditions as provided for in the bylaws thereof, subject to the provisions of this Code section.

(d) All members of the board shall serve until the qualification of a successor. No person holding any other office of profit or trust under the state shall be appointed to membership except as provided in this Code section. The chair of the board shall be selected by majority vote of the members of the board.

(e) All successors shall be appointed in the same manner as original appointments. Vacancies in office shall be filled within 90 days in the same manner as original appointments. A person appointed to fill a vacancy shall serve for the unexpired term. No vacancy on the board shall impair the right of the quorum of the remaining members then in office to exercise all rights and perform all duties of the board.

(f) The members of the board shall be entitled to and shall be reimbursed for their actual travel expenses necessarily incurred in the performance of their duties and, for each day actually spent in the performance of their duties, members of the board not employed by the state or a local government or any subdivision, agency, authority or instrumentality thereof shall receive the same per diem as do members of the General Assembly.

(g) The members of an authority shall be subject to the applicable provisions of Chapter 10 of Title 45, including without limitation Code Sections 45-10-3 through 45-10-5. Members of an authority shall be public officers who are members of a state board for purposes of the financial disclosure requirements of Article 3 of Chapter 5 of Title 21. The members of an authority shall be accountable in all respects as trustees. Each authority shall keep suitable books and records of all actions and transactions and shall submit such books together with a statement of the authority's financial position to the state auditor on or about the close of the state's fiscal year. The books and records shall be inspected and audited at least once in each year.

(h) Meetings of a board , regular or special, shall be held at the time and place fixed by or under the bylaws, with no less than five days' public notice for regular meetings as prescribed in the bylaws, and such notice as the bylaws may prescribe for special meetings. Each member shall be given written notice of all meetings as prescribed in the bylaws. Meetings of a board may be called by the chairperson or by such other person or persons as the bylaws may authorize. All meetings of a board shall be subject to the provisions of Chapter 14 of this title.

(i) Each authority is assigned to the Department of Community Affairs for administrative purposes only.

50-38-6

(a) Until such time as the board of directors of a metropolitan transit authority meets for the first time, the chair of the county commission of the most populous county within the jurisdiction of the authority shall as act as the interim chair of the authority's board. At the first meeting of the board, a chair shall be elected by simple majority vote of those board members present.

(b) Within 30 days of the enactment of this law, the interim board chair will issue notification to all county commission chairs and mayors within the jurisdiction of the authority as well as the governor, lieutenant governor, and speaker of the house of the date of the first meeting of the authority. This first meeting of the authority shall occur within 90 days of the enactment of this law. Should the interim chair fail to meet this requirement, two or more members of the board may call the first meeting of the authority.

(c) The board of a metropolitan transit authority shall, within 90 days of the first meeting of the authority, establish a set of bylaws that govern the operation of the authority. The bylaws shall at a minimum establish board voting protocols that rely on existing regional policy and use population and local financial contributions to the regional transit system as factors. The adoption of the initial set of bylaws will require a two-thirds vote of the board members present.

50-38-7

(a) Each authority shall have the following general powers:

- (1) To sue and be sued in all courts of this state, the original jurisdiction and venue of any such action being the superior court of any county wherein a substantial part of the business was transacted, the tortious act, omission, or injury occurred, or the real property is located;
- (2) To have a seal and alter the same at its pleasure;
- (3) To plan, design, acquire, construct, add to, extend, improve, equip, operate, and maintain or cause to be operated and maintained projects and all facilities and appurtenances necessary or beneficial thereto, within or servicing the geographic area over which the authority has jurisdiction, and to enter into contracts and agreements with any federal, state, regional, or local government agency, department, or instrumentality, or with any private person, firm, or corporation, for those purposes;
- (4) To make and execute contracts, lease agreements, and all other instruments necessary or convenient to exercise the powers of the authority or to further the public purpose for which the authority is created, such contracts, leases, or instruments to include contracts for acquisition, construction, operation, management, or maintenance of projects and facilities owned by local government, the authority, a transportation agency, or by the state or any political subdivision, department, agency, or authority thereof, and to include contracts relating to the execution of the powers of the authority and the disposal of the property of the authority from time to time; and any and all transportation agencies, local governments, departments, institutions, authorities, or agencies of the state are authorized to enter into contracts, leases, agreements, or other instruments with the authority upon such terms and to transfer real and personal property to the authority for such consideration and for such purposes as they deem advisable;
- (5) To acquire by purchase, lease, or otherwise and to hold, lease, and dispose of real or personal property of every kind and character, or any interest therein, in furtherance of the public purpose of the authority, in compliance, where required, with applicable federal law including without limitation the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, 42 U.S.C. Section 4601, et seq., 23 C.F.R. Section 1.23, and 23 C.F.R. Section 713(c);
- (6) To appoint an executive director who shall be executive officer and administrative head of the authority. The executive director shall be appointed and

serve at the pleasure of the authority. The executive director shall hire officers, agents, and employees, prescribe their duties and qualifications and fix their compensation, and perform such other duties as may be prescribed by the authority. Such officers, agents, and employees shall serve at the pleasure of the executive director;

(7) To acquire or contract to acquire from any person, firm, corporation, local government, federal or state agency, transportation agency or corporation by grant, purchase, or otherwise, leaseholds, real or personal property, or any interest therein; and to sell, assign, exchange, transfer, convey, lease, mortgage, or otherwise dispose of or encumber the same; and every transportation agency and local government is authorized to grant, sell, or otherwise alienate leaseholds, real and personal property, or any interest therein to the authority;

(8) To provide advisory, technical, consultative, training, educational, and project assistance services to the state, local governments, and transportation agencies and to enter into contracts with such entities to provide such services, which are authorized to enter into contracts with the authority for such services and to pay for such services as may be provided them;

(9) To apply for and to accept any gifts or grants or loan guarantees or loans of funds or property or financial or other aid in any form from the federal government or any agency or instrumentality thereof, or from the state or any agency or instrumentality thereof, or from any other source for any or all of the purposes specified in this chapter and to comply, subject to the provisions of this chapter, with the terms and conditions thereof;

(10) To lease to local governments and transportation agencies any authority owned facilities or property or any state owned facilities or property which the authority is managing under contract with the state;

(11) To contract with state agencies or any local government or transportation agency for the use by the authority of any property or facilities or services of the state or any such state agency or local government or for the use by any state agency, local government or transportation agency of any facilities or services of the authority and such entities are authorized to enter into such contracts;

(12) To cooperate and act in conjunction with industrial, commercial, medical, scientific, public interest, or educational organizations; with agencies of the federal government and this state and local government; with other states and their political subdivisions; and with joint agencies thereof and such state agencies, local government, and joint agencies are authorized and empowered to cooperate and act in conjunction, and to enter into contracts or agreements with the authority and local government to achieve or further the purposes of the authority;

(13) To coordinate and assist in planning for projects within the geographic area over which the authority has jurisdiction pursuant to this chapter, between and among all federal, state, regional, and local authorities and transportation agencies charged with planning responsibilities for such purposes by state or federal law, and to adopt a regional transit plan or plans based in whole or in part on such planning;

(14) To the extent permissible under federal law, to operate as a receiver of federal and state grants, loans, and other moneys intended to be used for projects within the geographic area over which the authority has jurisdiction;

(15) To exercise any power granted by the laws of this state to public or private corporations which is not in conflict with the public purpose of the authority;

(16) To do all things necessary or convenient to carry out the powers conferred by this chapter;

(17) To procure insurance against any loss in connection with its property and other assets or obligations or to establish cash reserves to enable it to act as self-insurer against any and all such losses;

(18) To accept and use federal funds; to enter into any contracts or agreements with the United States or its agencies or subdivisions relating to the planning, financing, construction, improvement, operation, and maintenance of any project; and to do all things necessary, proper, or expedient to achieve compliance with the provisions and requirements of all applicable federal-aid acts and programs. Nothing in this chapter is intended to conflict with any federal law; and, in case of such conflict, such portion as may be in conflict with such federal law is declared of no effect to the extent of the conflict;

(19) To fund, in whole or in part, with State or federal-aid funds only those projects included in approved transportation improvement programs adopted and approved by designated metropolitan planning organizations and the Governor and in the land transportation plan adopted and approved by the designated metropolitan planning organization, if such project lies within the jurisdiction of a metropolitan planning organization and is in compliance with the requirements of relevant portions of the regulations implementing the Clean Air Act including without limitation 40 C.F.R. Section 93.105(c)(1)(ii) and 40 C.F.R. Section 93.122(a)(1), where such inclusion, approval, designation, or compliance is required by applicable federal law or regulation;

(20) To appoint and select officers, agents, and employees, including engineering, architectural, and construction experts and attorneys, and to fix their compensation; and

(21) To contract with any public authority, including without limitation any authority created pursuant to the provisions of this chapter, created for the acquisition, establishment, operation and administration of a system for public transportation of passengers for hire on behalf of any county, municipality, or any combination thereof to provide public transportation services and facilities by contract for, to or within any county, municipality, or combination thereof pursuant to the provisions of section (9) of subparagraph (a) of Paragraph III of Section II of Article IX of the Constitution of the State of Georgia, subject to the provisions of subparagraph (b) of said Paragraph; and all such counties, municipalities, and combinations thereof are authorized to contract with any transit authority for such facilities and public transportation services.

(22) In its discretion to contract for or to provide and maintain, with respect to the facilities and property owned, leased, operated or under its control a security force to protect persons and property, disperse unlawful or dangerous assemblages and assemblages which obstruct full and free passage, control pedestrian and vehicular traffic, and otherwise preserve and protect the public peace, health and safety. Any transit authority that currently has a security force is authorized to contract with an authority to provide a security force for the entire authority jurisdiction. For these purposes a member of such force shall be a peace officer and, as such, shall have authority and immunities equivalent to those of a peace officer of the municipality or county in which that person is discharging the duties of a member of such force. The authority, and, if such security force is provided contractually, the transit authority providing the security force, shall enjoy governmental immunity for all

actions resulting from the lawful exercise of such police power. The chief of police or chief executive officer of such force shall be authorized to administer an oath of office to any individual employed by the authority as a member of such force who has met the requirements for certification as a peace officer under the laws of this state.

50-38-8

(a) In order to accomplish the purposes of this chapter, the responsibility for planning, operating, and funding new public transit projects in an authority area shall be allocated as described in this Code section.

(b) The authority shall not have the power to direct or manage the operations of a transportation agency, or to acquire assets of a transportation agency except with the consent of such agency. However, the authority shall be the primary public entity which participates in the continuing, cooperative and comprehensive transportation planning process in accordance with 23 U.S.C. 134 and 135 and 49 U.S.C. 5303 and 5304. The authority, to the extent that all Federal law requirements for the receipt of federal transportation funds are met, shall, at the discretion of the authority, be the recipient of such funds. For new projects, each transportation agency participating in such project shall participate as an agent of the authority for all purposes involving funding provided by or through the authority. Ownership of a share of any such project proportional to such funding shall be retained by the authority unless transferred by agreement with one or more such transportation agency, but such project shall be operated by the authority through the agency of such transportation agency or agencies, which shall have the power to direct or manage such project.

(c) All funds appropriated or otherwise provided for purposes of financing in whole or in part any new project by the state, any of its agencies or instrumentalities, or pursuant to provisions of general law, including funds provided to or accessible to any metropolitan planning organization for such purposes and any multi-jurisdictional revenues provided through special districts or otherwise, shall be provided through an authority, where such an authority exists, to the transportation agencies designated as the recipients of such funds as agents of the authority and in such manner and for such purposes as deemed appropriate by the authority in its sole discretion, notwithstanding any other provision of law.

50-38-9

(a) Each authority shall adopt a public transit system plan designed to implement the public policy of the state to provide adequate, efficient, and coordinated public transportation throughout its authority area. Such plan shall identify goals and objectives with respect to:

(i) increasing ridership and passenger miles on public transportation funded by the authority;

(ii) coordination of public transportation services and the investment in public transportation facilities to enhance the integration of public transportation throughout the authority area;

(iii) coordination of fare and transfer policies to promote transfers by riders among transportation agencies and public transportation modes, which may include goals and objectives for development of a universal fare instrument that riders may use interchangeably on all projects funded by or through the authority, and methods to be used to allocate revenues from transfers;

(iv) improvements in public transportation facilities to bring those facilities into a state of good repair, including proposing enhancements to attract ridership and improve customer service, and expansions needed to serve areas with sufficient demand for public transportation;

(v) access for transit-dependent populations, including access by low-income communities to places of employment, and giving consideration to the location of employment centers in each county and the availability of public transportation at off-peak hours and on weekends;

(vi) the financial viability of the public transportation system in the authority area, including both operating and capital programs;

(vii) enhancing transit options to improve mobility; and

(viii) such other goals and objectives that advance the policy of the state to provide adequate, efficient, and coordinated public transportation in the authority area.

The authority shall take action to ensure the citizens in the region are adequately informed about and are able to provide comments on the proposed plan. The executive director of the authority shall review the plan on an ongoing basis and make recommendations to the board with respect to any update or amendment of the plan. The plan shall describe the specific actions to be taken by the authority

and the transportation agencies to provide adequate, efficient, and coordinated public transportation.

(b) The public transit system plan shall establish the process and criteria by which proposals for projects by transportation agencies will be evaluated by the authority for inclusion in the five-year capital program, which may include criteria for:

- (i) allocating funds among maintenance, enhancement, and expansion improvements;
- (ii) projects intended to improve or enhance ridership or customer service;
- (iii) design and location of station or transit improvements intended to promote transfers and increase ridership;
- (iv) assessing the impact of projects on the ability to operate and maintain the existing transit system; and
- (v) other criteria that advance the goals and objectives of the strategic plan.

(c) The public transit system plan shall establish performance standards and measurements regarding the adequacy, efficiency, and coordination of public transportation services in the region and the implementation of the goals and objectives in the plan. At a minimum, such standards and measures shall include customer-related performance data measured by line, route, or sub-region, as determined solely by the authority, on the following:

- (i) travel times and on-time performance;
- (ii) ridership data;
- (iii) equipment failure rates;
- (iv) employee and customer safety; and
- (v) customer satisfaction.

Transportation agencies that receive funding from or through an authority shall prepare, publish, and submit to the authority such reports with regard to these standards and measurements in the frequency and form required by the authority; however, the frequency of such reporting shall be no less than annual. The authority shall compile and publish such reports in a publicly-accessible manner.

(d) The public transit system plan shall identify innovations to improve the delivery of public transportation and the construction of public transportation facilities.

(e) The public transit system plan shall describe the expected financial condition of public transportation in the authority area prospectively over three successive 10-year periods.

(f) In developing the public transit system plan, an authority shall rely on such demographic and other data, forecasts, and assumptions developed by the metropolitan planning organization or regional commission for its authority area with respect to the patterns of population density and growth, projected commercial and residential development, and environmental factors within its authority area and in areas outside its authority area that may impact public transportation utilization in its authority area.

(g) An authority may adopt sub-regional or corridor plans for specific geographic areas of the authority area in order to improve the adequacy, efficiency, and coordination of existing, or the delivery of new, public transportation. Such plans may also address areas outside the authority area that may impact public transportation utilization in the authority area. In preparing a sub-regional or corridor plan, an authority may identify changes in operating practices or capital investment in the sub-region or corridor that could increase ridership, reduce costs, or improve coordination.

(h) If an authority determines that, with respect to any proposed new public transit service or facility, (i) multiple transportation agencies are potential service providers or (ii) the public transit facilities to be constructed or purchased constitute, in the judgment of the authority as provided for by rules or regulations promulgated thereby, a significant regional transit investment, the authority shall have sole responsibility for conducting any alternatives analysis and preliminary environmental assessment required by federal or state law.

50-38-10.

Each authority, after consultation with any metropolitan planning and development organization representing any part of its jurisdiction, the Georgia Department of Transportation, the transportation agencies within its jurisdiction, and the applicable regional commission shall annually adopt, after public notice and hearing, a five-year capital program that shall include each capital improvement proposed to be undertaken by or on behalf of a transportation agency within its

jurisdiction. In reviewing proposals for improvements to be included in a five-year capital program, the authority may give priority to improvements that are intended to bring public transportation facilities into a state of good repair. No transportation agency shall undertake any significant regional transportation investment funded in whole or in part by or through the authority that is not identified in such five-year capital program.

50-38-11

Each authority shall adopt an annual budget and five-year financial plan for the authority, containing a statement of the funds estimated to be on hand for the authority at the beginning of each fiscal year, the funds estimated to be received from all sources for such year, the estimated expenses and obligations of the authority, and the funds estimated to be on hand at the end of such year. The authority shall submit a copy of its annual budget and five-year financial plan to the General Assembly and the Governor after its adoption. Before the proposed annual budget and five-year financial plan is adopted, the authority shall hold at least one public hearing thereon in its jurisdiction, and shall meet with the county commission or its designee of each of the several counties in its jurisdiction.

50-38-12

An authority , at the request of two or more transportation agencies, may designate itself or a transportation agency to:

- (1) Serve as a centralized purchasing agent for the transportation agencies;
- (2) Perform other centralized services, including without limitation maintenance, repair, and fare collection;
- (3) Construct or acquire any public transportation facility or service for use by a transportation agency and may acquire any such facilities or services from any transportation agency; and
- (4) Develop locally or regionally coordinated and consolidated sales, marketing, advertising, and public information programs that promote the use and coordination of, and transfers among, public transportation services in the authority area.
- (5) Perform any other regionalized service necessary and proper to the good functioning of a regional transit system.

50-38-13

Each authority shall study public transportation problems and developments; encourage experimentation in developing new public transportation technology, financing methods, and management procedures; conduct, in cooperation with other public and private agencies, studies and demonstration and development projects to test and develop methods for improving public transit, for reducing its costs to users or for increasing public use; encourage and facilitate innovative public-private partnerships and opportunities for cost-effective and efficient private sector participation in delivering transit service to the authority's service area and conduct, sponsor, and participate in other studies and experiments, which may include fare demonstration programs, useful to achieving the purposes of this chapter.

50-38-14

There is established for each authority a Citizens Transit Advisory Committee, to be composed of riders of the metropolitan or regional transit system and appointed by the board in consultation with the executive director. The committee shall meet at least quarterly and shall advise the board of the impact of its policies and programs on the communities within the authority area. Members shall serve without compensation, except that members of the committee shall be entitled to reimbursement of reasonable transportation expenses necessarily incurred in the performance of their duties, to be paid from funds available to the authority.

50-38-15

(a) Each authority shall have the power to apply for, receive and expend grants, loans or other funds from the state or any department, agency or instrumentality thereof, from any unit of local government, from the federal government or any department or agency thereof, for use in connection with any of the powers or purposes of the authority. Each authority shall have power to make such studies as may be necessary and to enter into contracts or agreements with the state or any department, agency or instrumentality thereof, with any unit of local government, or with the federal government or any department or agency thereof, concerning such grants, loans or other funds, or any conditions relating thereto, including obligations to repay such funds, not inconsistent with the provisions of this chapter. An authority may make such covenants concerning such grants, loans and funds, not inconsistent with the provisions of this chapter, as it deems proper and necessary in carrying out its responsibilities, purposes and powers as provided in

this chapter.

(b) Each authority shall be the primary public body within its jurisdiction with authority to apply for and receive any grants, loans or other funds relating to projects from the state or any department, agency or instrumentality thereof, or from the federal government or any department or agency thereof. Any unit of local government or transportation agency may apply for and receive any such federal or state capital grants, loans or other funds, provided, however that the terms and conditions governing such grants, loans, or other funds, and the projects provided for thereby, shall be included in or, in the judgment of the authority for its authority area, consistent with the strategic plan and five-year capital program of the authority. Any unit of local government or transportation agency shall notify the authority for its authority area prior to making any such application and shall file a copy thereof with the authority. Nothing in this Code section shall be construed to impose any limitation on the ability of the state or any department, agency or instrumentality thereof, any unit of local government or transportation agency to make any grants or to enter into any agreement or contract with the National Rail Passenger Corporation with regard to intercity rail transportation.

(c) The authority shall have the power and is authorized, at one time or from time to time, to provide by resolution for the issuance of negotiable revenue bonds of the authority for the purpose of paying all or any part of the cost of a project, as defined in paragraph (3) of Code Section 50-38-3, of any one or a combination of projects. The principal and interest of such revenue bonds shall be payable from and may be secured by a pledge revenues of all or any part of the project financed in whole or in part with the proceeds of such issue or with the proceeds of bonds refunded or to be refunded by such issue or by a pledge of any other revenues of the authority that are legally available for such purpose. The bonds of each issue shall be dated, shall bear interest as provided for in Code Section 50-38-16(e), shall mature not later than 40 years from the date of issue, shall be payable in such media of payments as to both principal and interest as may be determined by the authority, and may be made redeemable before maturity, at the option of the authority, at such price or prices and under such terms and conditions as may be fixed by the authority in the resolution providing for the issuance of the bonds.

(d) The authority may authorize by resolution the following: the obtaining of loans; the issuance and sale of notes; and the issuance and sale of bonds. The foregoing obligations may be offered at public or private sale in such manner and for such

interest rate and at such price as the authority may determine to be in the best interests of the authority and the state, provided that any offering is subject to the review and approval of the Georgia State Financing and Investment Commission pursuant to the provisions of Article 2 of Chapter 17 of Title 50.

(e) Bonds issued by the authority shall be authorized by resolution of the authority, be in such denominations, bear such date or dates, and mature at such time or times within 40 years from the issuance thereof as the authority determines to be appropriate. Such bonds shall be subject to such terms of redemption, bear interest at such rate or rates payable at such times, be in registered form or book-entry form through a securities depository, or both, as to principal or interest or both principal and interest, carry such registration privileges, be executed in such manner, be payable in such medium of payment at such place or places, and be subject to such terms and conditions as such resolution of the authority may provide; provided, however, in lieu of specifying the rate or rates of interest which the bonds to be issued by an authority are to bear, the resolution of the authority may provide that the bonds when issued will bear interest at a rate not exceeding a maximum per annum rate of interest which may be fixed or may fluctuate or otherwise change from time to time as specified in the resolution or may state that, in the event the bonds are to bear different rates of interest for different maturity dates, none of such rates will exceed the maximum rate, which rate may be fixed or may fluctuate or otherwise change from time to time, as specified. Bonds may be sold at public or private sale for such price or prices as the authority shall determine.

(f) All bonds issued by the authority shall be executed in the name of the authority by the chair of the authority and shall be sealed with the official seal of the authority or a facsimile thereof. The facsimile signatures of the chair of the authority may be imprinted thereon in lieu of the manual signatures if the authority so directs in the resolution authorizing such bonds or otherwise. In case any officer whose manual or facsimile signature shall appear on any bonds shall cease to be such officer before the delivery of such bonds, such signature shall nevertheless be valid and sufficient for all purposes the same as if he or she had remained in office until such delivery.

(g) All revenue bonds issued under this article shall have and are declared to have all the qualities and incidents of negotiable instruments under the negotiable instruments law of the state. Such bonds, their transfer, and the income therefrom shall be exempt from all taxation in this state.

(h) The proceeds of the bonds shall be used solely under such restrictions, if any, as the resolution authorizing the issuance of the bonds or the trust indenture may provide. If the proceeds of such bonds, by error of calculation or otherwise, shall be less than the cost of the project or combined projects, unless otherwise provided in the resolution authorizing the issuance of the bonds or in the trust indenture, additional bonds may in like manner be issued to provide the amount of such deficit, which bonds, unless otherwise provided in the resolution authorizing the issuance of the bonds or in the trust indenture, shall be deemed to be of the same issue and shall be entitled to payment from the same fund without preference or priority of the bonds first issued for the same purpose. If the proceeds of the bonds of any issue shall exceed the amount required for the purpose for which such bonds are issued, all surplus shall be paid into the sinking fund provided for the payment of principal and interest of such bonds.

(i) Prior to the preparation of definitive bonds, the authority may, under like restrictions, issue interim receipts, interim certificates, or temporary bonds, with or without coupons exchangeable for definitive bonds upon the issuance of the latter.

(j) The authority may also provide for the replacement of any bond which becomes mutilated or which is destroyed or lost.

(k) Resolutions for the issuance of revenue bonds may be adopted without any other proceedings or the happening of any other conditions or things than those proceedings, conditions, and things which are specified or required by this article. In the discretion of the authority, revenue bonds of a single issue may be issued for the purpose of paying the cost of any one or more, including a combination of, projects at any one location or any number of locations. Any resolution providing for the issuance of revenue bonds under this article shall become effective immediately upon its passage and need not be published or posted; and any such resolution may be passed at any regular or special or adjourned meeting of the authority by a majority of its members.

(l) Revenue bonds issued under this article shall not be deemed to constitute a debt of the State of Georgia or a pledge of the faith and credit of the state, but such bonds shall be payable from the revenues and funds of the authority as provided for in the resolutions or trust indentures authorizing or securing such bond issues; and the issuance of such revenue bonds shall not directly, indirectly, or contingently obligate the state to levy or to pledge any form of taxation whatsoever therefor or to make any appropriation for the payment thereof; and all such bonds

shall contain recitals on their face covering substantially the foregoing provisions of this Code section.

(m)(1) In the discretion of the authority, any issue of such revenue bonds may be secured by a trust indenture by and between the authority and a corporate trustee, which may be any trust company or bank having the powers of a trust company, inside or outside of the state. Such trust indenture may pledge or assign any revenues and earnings to be received by the authority.

(2) Either the resolution providing for the issuance of revenue bonds or such trust indenture may contain provisions for protecting and enforcing the rights and remedies of the bondholder, including the right of the appointment of a receiver upon default in the payment of any principal or interest obligation and the right of any receiver or indenture trustee to enforce collection of revenues or other charges for the use of the project or projects, necessary to pay all costs of operation, all reserves provided for, the principal and interest on all bonds in the given issue, all cost of collection, and all other costs reasonably necessary to accomplish the collection of such sums, in the event of any default by the authority.

(3) Such resolution or trust indenture may include covenants setting forth the duties of the authority in relation to the acquisition of property; the construction of the project; the custody, safeguarding, and application of all moneys; and the operation and maintenance of the project or projects; and may also provide that any project shall be constructed and paid for under the supervision of engineers or others satisfactory to the original purchasers of the bonds issued for such project or projects. Such resolution or trust indenture may also require that the security given by contractors and by any depository of the proceeds of the bonds or revenues or other moneys be satisfactory to such purchasers and may also contain provisions concerning the conditions, if any, upon which additional revenue bonds may be issued.

(4) It shall be lawful for any bank or trust company incorporated under the laws of this state to act as such depository and to furnish such indemnifying bonds or pledge such securities as may be required by the authority. Such indenture may set forth the rights and remedies of the bondholders and of the trustee and may restrict the individual right of action of bondholders as is customary in trust indentures securing bonds and debentures of corporations.

(5) In addition to the foregoing, such trust indenture may contain such other provisions as the authority may deem reasonable and proper for the security of the

bondholders. All expenses incurred in carrying out such trust indenture may be treated as a part of the cost of maintenance, operation, and repair of the project affected by such indenture.

(n) The authority shall, in the resolution providing for issuance of revenue bonds or in the trust indenture, provide for the payment of the proceeds of the sale of the bonds to any officer or person who or any agency, bank, or trust company which shall act as trustee of such funds and shall hold and apply such funds as provided in this article, subject to such regulations as this article and such resolution or trust indenture may provide.

(o)(1) The revenues and earnings derived from any particular project or projects and all or any part of the revenues and earnings received by the authority, regardless of whether or not such earnings and revenues were produced by a particular project for which bonds have been issued, unless otherwise pledged or allocated, may be pledged by the authority to the payment of the principal and interest obligations of any revenue bond issues of the authority. All funds so pledged, from whatever source received, which may include funds received from one or more of all sources of the authority's income, shall be set aside at regular intervals, as may be provided in the resolutions or trust indentures, into sinking funds which shall be pledged to and charged with the payment of (i) the interest upon such revenue bonds as such interest shall fall due, (ii) the principal of the bonds as the same shall mature, (iii) the necessary charges of paying agents for paying principal and interest, and (iv) any premium required upon bonds retired by call or purchase as may be provided in the resolutions or trust indentures.

(2) The use and disposition of such sinking funds shall be subject to such regulations as may be provided in the resolutions authorizing the issuance of the revenue bonds or in the trust indentures; but, except as may otherwise be provided in such resolutions or trust indentures, such sinking funds, individually, shall be funds for the benefit of all revenue bonds of the given issue for which they are created without distinction or priority of one over another.

(p) Any holders of revenue bonds issued under this article or any of the coupons appertaining thereto, any duly appointed receiver of such bonds or coupons, and any indenture trustee for bondholders, except to the extent the rights given in this Code section may be restricted by resolution passed before the issuance of the bonds or by the trust indenture, may, either at law or in equity, by action, mandamus, or other proceedings, protect and enforce any and all rights under the laws of Georgia or granted in this Code section or under such resolution or trust

indentures and may enforce and compel performance of all duties required by this article or by such resolution or trust indenture to be performed by the authority or any officer thereof, including the fixing, charging, and collection of revenues, tolls, and other charges for the use of the project or projects. No holder of any such bond or receiver or indenture trustee thereof shall have the right to compel any exercise of the taxing power of the state to pay any such bond or the interest thereon or to enforce the payment thereof against any property of the state; nor shall any such bond constitute a charge, lien, or encumbrance, legal or equitable, upon any property of the state.

(q) The authority is authorized, subject to any prior resolution or trust indenture, to provide by resolution for the issuance of revenue refunding bonds of the authority for the purpose of refunding any revenue bonds issued under this article and then outstanding, together with accrued interest thereon. The issuance of such revenue refunding bonds, the maturities and all other details thereof, the rights of the holders thereof, and the duties of the authority in respect to the same shall be governed by this article insofar as the same may be applicable.

(r) The bonds authorized in this article are deemed securities in which (1) all public officers and bodies of this state and all municipalities and all municipal subdivisions, (2) all insurance companies and associations and other persons carrying on an insurance business, (3) all banks, bankers, trust companies, savings banks and savings associations, including savings and loan associations, building and loan associations, investment companies, and other persons carrying on a banking business, (4) all administrators, guardians, executors, trustees, and other fiduciaries, and (5) all other persons whatsoever who are now or may hereafter be authorized to invest in bonds or other obligations of the state may properly and legally invest funds, including capital in their control or belonging to them. The bonds are also deemed securities which may be deposited with and shall be received by all public officers and bodies of this state and all municipalities and municipal subdivisions for any purpose for which the deposit of the bonds or other obligations of this state is now or may hereafter be authorized.

(s) While any of the bonds issued by the authority remain outstanding, the powers, duties, or existence of the authority or of its officers, employees, or agents shall not be diminished or impaired in any manner that will affect adversely the interests and rights of the holders of such bonds.

(t) Bonds of the authority shall be confirmed and validated in accordance with Article 3 of Chapter 82 of Title 36, the "Revenue Bond Law." The bonds, when

validated, and the judgment of validation shall be final and conclusive with respect to such bonds and against the authority issuing the same.

50-38-16

It is found, determined, and declared that the creation of each authority and the carrying out of its corporate purposes is in all respects for the benefit of the people of the state and that each authority is an institution of purely public charity and will be performing an essential governmental function in the exercise of the power conferred upon it by this chapter. For such reasons the state covenants with the owners from time to time of the bonds, notes, and other obligations issued under this chapter that no authority shall be required to pay any taxes or assessments imposed by the state or any of its counties, municipal corporations, political subdivisions, or taxing districts upon any property acquired by the authority or under its jurisdiction, control, possession, or supervision or leased by it to others, or upon its activities in the operation or maintenance of any such property or on any income derived by the authority in the form of fees, recording fees, rentals, charges, purchase price, installments, or otherwise, and that the bonds, notes, and other obligations of the authority, their transfer, and the income therefrom shall at all times be exempt from taxation within the state. The tax exemption provided in this chapter shall include an exemption from sales and use tax on property purchased by an authority or for use by the authority. Any public authority that provides transit services shall be exempted from the motor fuel tax.

SECTION 2.

If any provision, section, subsection, sentence, clause or phrase of this Act is found by a court of competent jurisdiction to be invalid or unconstitutional, the remaining provisions, sections, subsections, sentences, clauses and phrases of this Act shall remain valid, unless the court determines that the valid provisions, standing alone, are incomplete and are incapable of being executed in accordance with the legislative intent.

SECTION 3.

This Act shall become effective upon its approval by the Governor or upon its becoming law without such approval.

SECTION 4.

All laws and parts of laws in conflict with this act are hereby repealed.

RTC-DRAFT

DRAFT TRANSIT GOVERNANCE LEGISLATION SUMMARY

REGIONAL TRANSIT COMMITTEE

JANUARY 2, 2011

SECTION 1

50-38-1: This section gives the title of the bill.

50-38-2: This section states the purpose of the bill and declares that public transportation is important to the state of Georgia. It also addresses multi-jurisdictional transit needs and identifies a broad range of transit projects covered under this act.

50-38-3: This section provides definitions of terms used throughout the rest of the bill. Words and terms defined are "Authority", "Board", "Project", "Transportation Agency", "Transit-supporting county", "Transit", "Revenue Bond", "Revenue Bonds", "Bond", "Bonds", "Transit Contract".

50-38-4(a-b): This section creates and describes two types of multi-jurisdictional transit authorities in the state of Georgia:

1) metropolitan transit authorities (MTA)

An MTA is mandated in the Atlanta region and is comprised of the 10-county ARC region. Additionally, counties that share a border with one of the 10 counties may also join the MTA in a manner defined by the bylaws of the newly created MTA

2) regional transit authorities (RTA)

RTAs are simply enabled by the bill rather than mandated. RTAs may be created outside metro Atlanta by agreement between counties or within a single county.

50-38-4(c-f): This section also declares all transit authorities – MTAs and RTAs alike:

- are public corporations of the state of Georgia responsible for managing public transportation projects

- will be governed by a board which can make its own bylaws
- will require a quorum to do business and states that the quorum will be defined by the Board in bylaws
- will fund its administrative costs through dues that member jurisdictions shall pay in an amount and via a mechanism to be set by the board of directors annually in the budget process.

50-38-4(g): This section states that the administrative costs of authorities will be recovered through dues that member jurisdictions shall pay in an amount and via a mechanism to be set by the board of directors annually in the budget process.

Additionally the section mandates that MARTA will pay dues on behalf of Fulton and DeKalb Counties as well as the City of Atlanta and that as a result these jurisdictions will not be asked to directly contribute dues. The language also states that at the discretion of the board of the MTA, MARTA will be able to meet the dues requirement in either cash or in kind services.

50-38-4(h): This section provides that if a public corporation such as the authority enters into a contract with another public entity regarding funding, any restrictions – other than bond debt -- on the use of those funds must be in the contract between the two parties. This would eliminate the provision of the MARTA act that mandates the 50/50 split of MARTA's sales tax revenues between capital and operating expenses.

50-38-4(i): This section gives oversight powers to the authorities such that they can examine the paper trail of the expenditure of funds by any grantee of the authorities.

50-38-5: This section defines the boards of directors of MTAs and RTAs.

50-38-5(a): The boards for RTAs are defined to include the County Chair (or equivalent) and one mayor from each county in the authority; one appointee each of the Governor, the Lt. Governor, and the Speaker; and the Chair of the State Transportation Board (GDOT) or his/her designee.

50-38-5(b): The board of the Metropolitan Transit Authority (MTA) is defined as follows:

- Each transit-supporting county in the authority's jurisdiction will have two representatives – the County chair or equivalent and a mayor selected by the mayors of the county.
- The mayor of the most populous city is in the authority's jurisdiction
- One appointee each of the Governor, Lt. Governor and Speaker of the House, all of which are required to reside within the jurisdiction of the MTA.
- ARC, MARTA, GRTA and GDOT are all listed as non-voting members.

Additionally, MTAs are enabled to create an executive committee which can act as the administrative body of the board and to act in its place.

The bill requires that the full board meet at least twice a year and that the following items be the exclusive purview of the full board rather than the executive committee:

- (1) adoption and amendment of the bylaws
- (2) issuance of long-term financial instruments including, but not limited to, notes, bonds, and swaps
- (3) approval of contracts in excess of ten million dollars
- (4) adoption of annual budget
- (5) adoption of all multi-year financial plans
- (6) approval of any collective bargaining agreement
- (7) adoption of any long-term plan
- (8) approval of any multi-year contracting commitment
- (9) appointment and terms and conditions of the employment of the executive director

50-38-5(c-i): Additionally, this section of the bill provides that:

- additional board members can be added via the bylaws
- all board members will serve until the qualification of a successor and no board vacancy shall prevent the board from doing business
- the board chair is selected by majority vote of the board
- all successors of board members must be appointed within 90 days in the same manner as the previous members
- board members are eligible for actual travel expenses reimbursement

- board members are declared public officers of a state board for public disclosure requirements and are accountable as trustees; the authority shall keep books and submit them to an audit at least once a year
- board meetings dates/times shall be fixed by the bylaws and will require five days notice
- authorities will be attached to the Department of Community Affairs in order to be able to receive direct appropriations from the state legislature should the legislature desire.

50-38-6(a): Establishes the chair of the most populous county in an authority's jurisdiction as the interim chair of the authority until the first meeting of the authority at which the board is required to elect a chair.

50-38-6(b): Requires the interim chair to announce the first meeting of the board within 30 of the enactment of the law and requires that the first meeting of the board take place within 90 days of the enactment of the law.

50-38-6(c): Requires the board to adopt a set of bylaws within 90 days of the first meeting of the board. Requires that the bylaws establish board voting protocols that rely on existing regional policy including population and local funding contributed to the regional transit system. Requires that the initial set of bylaws be adopted by a two-thirds majority of the board.

50-38-7(a): This section provides the general powers of transit authorities which include the ability to:

- (1) sue and be sued
- (2) have a seal and alter it
- (3) plan, design, construct, own, operate, maintain projects and facilities and to enter into contracts with other governmental entities to deliver transit projects (i.e. the federal government)
- (4) enter into contracts and lease agreements
- (5) buy or lease and sell or lease real and personal property
- (6) appoint an ED
- (7) acquire from any person, firm, corporation or governmental entity real and personal property and to dispose of it
- (8) provide technical assistance, accept grants, hire consultants, etc.
- (9) apply for and accept gifts, grants, and loan guarantees from agency of the federal government
- (10) lease its facilities to local governments and transportation agencies

- (11) contract with the state and local government for use of their facilities
- (12) cooperate and act in conjunction with industrial, commercial, medical, scientific, public interest, or educational organizations
- (13) coordinate and assist in planning for projects within its jurisdiction
- (14) operate as a receiver of federal and state grants for projects in its jurisdiction
- (15) exercise any power granted by the state to public or private corporation not conflicting with this law
- (16) do all things necessary and convenient to carry out the powers conferred by this chapter
- (17) procure insurance
- (18) accept and use federal funds and enter into contract with the United States related to planning, financing, construction, improvement, operation and maintenance of any project
- (19) only fund those projects in an approved TIP and/or STIP
- (20) appoint officers, agents and employees

50-38-7(a)(21): This section enables transportation agencies and MTAs to execute transportation service contracts that authorize the construction, operation, and maintenance of extensions or additions to any current existing rapid rail system. This provision will remove the prohibition of MARTA operating rail service under contract outside its current service area, thereby enabling it to be a rail service provider to the MTA for infrastructure owned by the MTA.

50-38-7(a)(21): This section enables MTAs to raise their own police forces or contract for police services. It also enables existing transit authorities to provide police services under contract to MTAs.

50-38-8(a-c): The authority will not have the power to direct or manage the operations of, or acquire an existing operator without the consent of that operator. But for new transit projects, the authority will be the entity that participates in the federally designated regional planning process and shall, to the extent permissible under federal law, be the designated recipient of federal funds. Additionally any state funds contributed to transit in an authority's jurisdiction will flow through the authority. Also, the authority is empowered to plan, construct, operate and fund new transit projects. Consequently, any other transportation agency participating in the development of a project using authority funding will

do so an agent of the authority and the authority will retain ownership of the project proportional to the funding it contributes to it. Therefore, an Atlanta MTA could build and operate a new line, but it could not take over MARTA, CCT, etc. without consent. The authority will be the conduit for any new transit funding originating from a multi-jurisdictional tax (i.e. HB 277 referendum funding for transit) and shall, at its discretion, allocate such funding as it deems appropriate including the operation and maintenance of existing transit systems. This section eliminates the prohibition on MARTA using proceeds from HB 277 to support existing services.

50-38-9(a-h): This section requires the authority to adopt a Transit System Plan focused on increasing ridership, coordination of services, coordination of fares, improvements to the system, providing access to transit dependent populations and creating a viable and financially sustainable transit system. The plan will have defined processes and criteria for evaluating projects proposed by transportation agencies to be funded. In other words, if a transit operator requests funding for a project, it must meet the goals of the MTA's plan. The plan will also establish defined performance standards. Any agency receiving funds from the authority will be required to submit a report on how they meet those standards at least annually. The plan must also describe the expected 30-year financial condition of the entire regional transit system. The authority will work closely with the MPO(s) and regional commissions in its area and use its forecasting data and may also adopt sub-regional or corridor plans. The authority also has the ability to keep sole responsibility for preparing AA's, DEIS's or other similar documents required by state and federal law for regionally significant transit investments.

50-38-10: This section requires the authority to have a five year capital program with authority to prioritize projects for state of good repair. Additionally, no agency under the authority will undertake a project that is not included in the capital plan (i.e. a county cannot build a maintenance facility using authority funds unless it is in the capital plan).

50-38-11: Authorities are required to adopt an annual budget that contains a statement of the funds estimated to be on hand for the authority at the beginning of each fiscal year, the funds estimated to be received from all sources for such year, the estimated expenses and obligations of the

authority, and the funds estimated to be on hand at the end of such year. The authority shall submit a copy of its annual budget and five-year financial plan to the General Assembly and the Governor after its adoption.

- 50-38-12:** This section allows the authority to serve (at the request of 2 or more transportation agencies) as a central purchasing agency, perform centralized services such as maintenance, fare collection, marketing and anything else that might make sense being centrally coordinated.
- 50-38-13:** This section instructs the authority to be innovative and to participate in research projects and other activities in an effort to reduce the cost to users and/or increase public use of the system.
- 50-38-14:** This section creates a Citizen's advisory committee that meets quarterly and is unpaid. The members of the Committee are to be appointed by the board in consultation with the executive director.
- 50-38-15:** This section grants the Authority the ability to enter into grants, loans and bonds. It does not set an upper limit on the bonding capacity of the authority but does require that any bond issued has to be repaid within no more than 40 years. The language used in this section is derived from the language granting SRTA bonding authority.
- 50-38-16:** This section exempts the authority from sales, ad velorum and income taxes.

SECTION 2

This section states that if one part of the bill is unconstitutional, the rest of the law remains in effect.

SECTION 3

This section states that the act will become effective upon approval by the governor or upon its becoming law without such approval.

SECTION 4

This section repeals any previous laws in conflict with this law.

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

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

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

DATE: February 10, 2011
TO: Regional Transit Committee Members
FROM: Catherine Brulet, ARC Governmental Affairs Manager.

UPDATE ON TRANSPORTATION RELATED LEGISLATION. (This is the 13th legislative day)

HB 137: GDOT - Multiple Code Changes - Rep Donna Sheldon, Jay Roberts, Jon Burns

This is a department bill:

- Clarifies the team of the State Planning Director related to an incoming Governor, and eliminates the Director's bonding requirement.
- Authorizes the department to require local governments remove abandoned water pipes that contain asbestos when in right of ways, and that are deemed "in conflict" with GDOT projects. An Engineering report must be submitted to the local jurisdiction.
- Requires electronic submission of certain accidents reports by law enforcement agencies.
- Removes the requirement to include zip codes on official department maps and lists.
- Allows local governments to send updated road information to the department using GIS files.
- Deletes the requirement that the department obtain a cemetery redevelopment permit unless human remains are to be relocated.
- Prohibits local governments from charging fees to state agencies or other local governments for GIS data. (THIS SECTION HAS BEEN REMOVED)

STATUS: Pending in House Transportation committee

HB 131: Exempt State Agencies from certain state environmental requirements-- Rep. James Epps, Jay Roberts

This is a department bill:

- Exempts state departments, agencies, authorities, and their contractors from civil penalties for erosion & sediment violations.
- Exempts GDOT and SRTA from state stream buffer requirements if the impacts have been approved by federal law, rules or regulations including NEPA, Endangered Species Act and the Clean Water Act .
- Repeals the requirement for preparation of an erosion and sediment control plan by GDOT and STRA.

The legislation is being reworked to narrow its scope.

STATUS: Pending in House Transportation committee

HB 101: Change code for Bicycle Safety – Rep McKillip

This bill creates a number of code changes to better preserve the safety of drivers of bicycle's on public and private roadways and automobile drivers.

STATUS: Pending in Public Safety & Homeland Security

HB 180: Overtaking a bicycle – Rep Wendell Willard

This bill requires that the driver of a motor vehicle leave a minimum of 3 feet when overtaking a bicycle driving in the same direction.

STATUS: Pending in House Public Safety & Homeland Security

HR 13: Sales and Use Tax for Transportation – Rep Ed Setzler

Calls for a Constitutional Amendment asking voters to dedicate 25% of the state's income from sales and use tax to transportation purposes, and is phased in by formula.

STATUS: Pending in House Ways and Means committee

SR 29: Urge GDOT- Efficient Delivery and Maintenance – Senator Jeff Mullis and Senate leadership

Urges GDOT to make an assessment of employees and management plan that would reduce staff by 25% by June, 2015.

STATUS: Pending in Senate Transportation committee

SR 30: Urging DGOT – Senator Jeff Mullis and Senate leadership

This bill urges GDOT to develop and implement a procedure by which local governments could become pre-authorized to clear snow and ice from state routes in cases of emergency. The department would also develop a list of contractors likely to respond to assisting with emergency clearing.

STATUS: Pending in Senate Transportation committee

Update on GDOT Board Election's held Wednesday 2-9-11:

District

4th Robert Brown

9th Emily Dunn

10th Don Gratham

11th Jeff Lewis

DRAFT Memorandum

TO: ARC Regional Transit Committee

FROM: Peter Haliburton, Tracy Selin

DATE: January 28, 2011

RE: Re-Assessment of Concept 3 Project-Level Qualitative Evaluation Criteria

This draft memorandum outlines the methodology used to re-evaluate the Concept 3 universe of transit projects in terms of the five qualitative evaluation criteria:

- Institutional Capacity
- Constructability
- Financial Capacity
- Environmental Process
- Connectivity

Each of the evaluation criteria is further described below, together with the methodology used to assign points to each project for each criterion for the purpose of project prioritization.

Evaluation Criteria

1. Institutional Capacity

Could the project be built today, given current organizational framework.

Projects were evaluated in terms of the following:

- Jurisdictions impacted;
- Whether or not the project can be implemented by existing transit operator(s) in their current form;
- Presence of existing transit service in the corridor and whether or not there are existing agreements/models in place to support cross-jurisdictional operations; and, to a lesser extent,

- If there are CIDs or other stakeholder agencies/partners within the proposed transit service area to help champion implementation.

Institutional Capacity Point Allocation

Point	Application
1	<ul style="list-style-type: none"> • Located entirely within existing transit service area (i.e., can be implemented by existing operator in current form)
2	<ul style="list-style-type: none"> • Crosses more than one jurisdiction and transit service area • Existing transit in all or part of corridor • Existing operations agreement to jointly operate service • CID or other *potential* agency/stakeholder champion operating in proposed service area
3	<ul style="list-style-type: none"> • Crosses more than one jurisdiction and transit service area • Existing transit in all or part of corridor • No existing operations agreement to jointly operate service • CID or other *potential* agency/stakeholder champion operating in proposed service area
4	<ul style="list-style-type: none"> • Crosses more than one jurisdiction; one or more of the jurisdictions does not currently operate transit • Existing transit in portion of corridor • No existing operations agreement to jointly operate service
5	<ul style="list-style-type: none"> • No existing transit service or transit operator in corridor

2. Constructability

The relative difficulty of constructing a project assuming funding, environmental and institutional issues are resolved.

All rail (heavy rail, light rail, streetcar and commuter rail) projects were reviewed individually. Express Bus and Arterial Rapid Bus Transit projects were considered as a group. The review consisted of following the currently proposed alignment on Google Maps and noting various obstacles to constructing the project. Examples of construction obstacles include:

- Grade separation (either bridge or tunnel) between a rail line and freeway ramps;
- Bridge over a roadway;
- Bridge over a river or creek;
- Widening of a bridge to accommodate a rail line;
- Widening of an underpass to accommodate a rail line;

- Bridge to provide an entrance or exit to/from a roadway median;
- Construction or reconstruction of private railroad tracks; and
- Narrow right-of-way (ROW) that may require new right-of-way or difficult construction.

Constructability Point Allocation

Point	Application
1	<ul style="list-style-type: none"> • Minimal obstacles or construction issues • Can be constructed within existing ROW
2	<ul style="list-style-type: none"> • Few obstacles or construction issues • Likely can be constructed within existing ROW
3	<ul style="list-style-type: none"> • Medium number of obstacles and issues • Some new ROW may be needed
4	<ul style="list-style-type: none"> • Significant number of obstacles and issues – i.e. several grade separations and bridges required • New ROW is required
5	<ul style="list-style-type: none"> • Major number of obstacles and difficult construction - i.e. several grade separations and bridges required, crossing Chattahoochee River or a major creek or requiring railroad reconstruction at Howell Junction • Significant new ROW may be required

Constructability was evaluated for the segments listed on the initial project spreadsheet provided by ARC. These segment constructability ratings were then rolled up into a corridor constructability rating. The corridor rating is a weighted, non-mathematical average of the ratings of all the segments and it is meant to generally represent the constructability of that corridor.

3. Financial Capacity

The ability to finance capital construction and long-term operations and maintenance of the project.

Projects were evaluated in terms of the following:

- Revenue committed (**available**) for project implementation;
- Revenue committed for study, project development activities (i.e., some level of sunk cost already in the project to advance implementation);
- Identified source of revenue for capital and/or operations and maintenance;

- Revenue potentially available from other state or local sources to advance transit initiative (to include: MLSP/tolled corridor, CID, TAD, county or municipality SPLOST); and
- Existing mechanisms in place to support capital construction and operations/maintenance; i.e., existing transit operator in proposed service area.

Financial Capacity Point Allocation

Point	Application
1	<ul style="list-style-type: none"> • Revenue committed (**available**) for project implementation • Existing mechanisms in place to support capital construction and operations/maintenance
2	<ul style="list-style-type: none"> • Revenue committed for study, project development activities • Identified source of revenue for capital and/or operations and maintenance • Existing mechanisms in place to support capital construction and operations/maintenance
3	<ul style="list-style-type: none"> • Revenue committed for study, project development activities • Revenue potentially available from other state or local sources to advance transit initiative • Existing mechanisms in place to support capital construction and operations/maintenance
4	<ul style="list-style-type: none"> • Revenue committed for study, project development activities • Existing mechanisms in place to support capital construction and operations/maintenance
5	<ul style="list-style-type: none"> • Minimal (or no) project development activities have occurred • No identified (or potential) capital or operating source • No mechanisms in place to support capital constructions and operations/maintenance

4. Environmental Process

Status of NEPA environmental study process and project planning to date.

Projects were reviewed to ascertain the status of project planning and environmental work undertaken or completed to date, including assessing what work remained “current” and what would have to be updated or revised due to time constraints or changes to the project definition.

Projects were evaluated in terms of the following:

- Status of prior transit system plan or corridor/feasibility study;
- Status of known environmental study work initiated or in progress; and

- Extent of known environmental issues in the project corridor.

Environmental Process Point Allocation

Point	Application
1	<ul style="list-style-type: none"> • NEPA environmental study completed (ROD in place) or nearing completion • Evidence of strong support for the project
2	<ul style="list-style-type: none"> • Environmental study funded and underway • Evidence of support for project
3	<ul style="list-style-type: none"> • Corridor/feasibility study complete • Some environmental work initiated
4	<ul style="list-style-type: none"> • System plan complete; project in LRTP • Environmental study not started or dated and requiring substantial revision
5	<ul style="list-style-type: none"> • No environmental work completed • No evidence of support for project, or opposition known.

5. Connectivity to Existing System

The implementation phasing of segments within a rail corridor.

Projects must connect to logical termini and to the remainder of the regional network when they are constructed. Segmentation from the original spreadsheet provided by ARC was considered and some changes to construction segments were recommended. Modified segments were based on more logical termini for the project.

Connectivity to Existing System Point Allocation

Point	Application
1	<ul style="list-style-type: none"> • Project can stand alone • Project should be implemented first in a corridor
2-5	<ul style="list-style-type: none"> • Project must be implemented after the adjacent lower rated segment

Atlanta Regional Commission – Regional Transit Committee
Evaluation of Concept 3 Project **CORRIDORS**
DRAFT – TABLE 1 of 4 - Ranking based on **Qualitative** Scores Only

PROJECT TYPE	PROJECT DESCRIPTION	QUALITATIVE SCORE	TIER
Streetcar	Downtown E-W Streetcar	5.0	1
Streetcar	Atlanta Beltline	8.0	1
LRT	NW Corridor: Cobb Section	10.0	1
HRT	West Line Extension	11.0	1
Streetcar	Peachtree Streetcar	11.0	1
LRT	Northeast/I-85 Corridor	12.0	2
LRT	Clifton Corridor	12.0	2
Express Bus	Express Bus Network Expansion	12.0	2
CRT	South Corridor	12.0	2
LRT	I-20 East Corridor	13.0	2
Streetcar	Marietta/North/Ponce Streetcar	13.0	2
LRT	I-285 Top-End Corridor	14.0	2
LRT	SR 400 North Corridor	14.0	2
LRT	NW Corridor: Intown Connections	15.0	3
HRT	South Corridor Heavy Rail Spur	15.0	3
HRT	Northeast Branch Extension	16.0	3
CRT	Southwest Corridor (to Senioa)	18.0	3
CRT	Southwest Corridor (to Newnan)	18.0	3
CRT	West Corridor	18.0	3
CRT	East Corridor	19.0	4
CRT	Northeast / Gainesville Corridor	19.0	4
Arterial BRT	Arterial BRT Network	19.0	4
LRT	NW Corridor: Cherokee Extension	20.0	4
CRT	Athens Corridor	20.0	4

Atlanta Regional Commission – Regional Transit Committee
Evaluation of Concept 3 Project SEGMENTS
DRAFT – TABLE 2 of 4 - Ranking based on Qualitative Scores Only

PROJECT TYPE	PROJECT DESCRIPTION	FROM	TO	QUALITATIVE SCORE	TIER
Streetcar	Downtown E-W Streetcar2_1	Peachtree Street	Auburn Ave/Beltline	5.0	1
Streetcar	Downtown E-W Streetcar2_2	Peachtree Street	Centennial Park Area	5.0	1
Streetcar	Atlanta Beltline5_3	MARTA South Line	MARTA West Line	6.0	1
Streetcar	Atlanta Beltline5_1	MARTA North Line	MARTA East Line	7.0	1
Streetcar	Atlanta Beltline5_2	MARTA East Line	MARTA South Line	7.0	1
LRT	Northeast/I-85 Corridor3_1	Norcross	Indian Trail Park and Ride Lot	9.0	1
Streetcar	Atlanta Beltline5_4	Northside	MARTA North Line	10.0	1
Streetcar	Atlanta Beltline5_5	Northside	MARTA West Line	10.0	1
LRT	NW Corridor: Cobb Section4_1	Cumberland	Southern Poly	10.0	1
LRT	NW Corridor: Cobb Section4_2	Southern Poly	Marietta	10.0	1
LRT	I-20 East Corridor6_1	Downtown Atlanta	Moreland Ave	11.0	2
LRT	I-20 East Corridor6_3	South DeKalb	Wesley Chapel	11.0	2
LRT	I-20 East Corridor6_4	Wesley Chapel	Panola Road	11.0	2
LRT	NW Corridor: Cobb Section4_4	Smyrna	Cumberland	11.0	2
Streetcar	Peachtree Streetcar6_1	Five Points	North Ave	11.0	2
Streetcar	Peachtree Streetcar6_2	North Ave	Brookwood	11.0	2
Streetcar	Peachtree Streetcar6_3	North Ave	Arts Center	11.0	2
Streetcar	Peachtree Streetcar6_4	Brookwood	Peachtree/Beltline	11.0	2
Streetcar	Peachtree Streetcar6_5	Peachtree/Beltline	Brookhaven	11.0	2
Streetcar	Peachtree Streetcar6_6	Five Points	Fort McPherson	11.0	2
HRT	West Line Extension	H.E. Holmes MARTA Station	Martin Luther King, Jr. Drive	11.0	2
LRT	Clifton Corridor2_1	Lindbergh/Armour	Emory	12.0	2
LRT	Clifton Corridor2_2	Emory	Decatur	12.0	2
Express Bus	Express Bus Network Expansion			12.0	2
LRT	I-20 East Corridor6_2	Moreland Ave	South DeKalb	12.0	2
LRT	I-20 East Corridor6_5	Panola Road	Stonecrest	12.0	2
LRT	Northeast/I-85 Corridor3_2	Indian Trail Park and Ride Lot	Gwinnett Place	12.0	2
LRT	Northeast/I-85 Corridor3_3	Gwinnett Place	Gwinnett Arena	12.0	2
LRT	NW Corridor: Cobb Section4_3	Southern Poly	Town Center	12.0	2
CRT	South Corridor	MMPT	Griffin	12.0	2
Streetcar	Marietta/North/Ponce Streetcar3_1	Peachtree Street	Moreland/Ponce	13.0	3
Streetcar	Marietta/North/Ponce Streetcar3_2	Peachtree Street	Beltline/Hollowell	13.0	3
Streetcar	Marietta/North/Ponce Streetcar3_3	Beltline/Hollowell	Marietta Blvd/Bolton Rd	13.0	3
LRT	NW Corridor: Intown Connections4_1	Arts Center	Northside/Beltline	13.0	3
LRT	I-285 Top-End Corridor4_4	Perimeter	Doraville (alt. 2)	14.0	3
LRT	SR 400 North Corridor3_2	Holcomb Bridge Road	North Point	14.0	3
LRT	SR 400 North Corridor3_3	North Point	Windward	14.0	3
LRT	I-285 Top-End Corridor4_1	Cumberland	Perimeter	15.0	3
LRT	I-285 Top-End Corridor4_2	Perimeter	Norcross	15.0	3
LRT	I-285 Top-End Corridor4_3	Perimeter	Norcross via Doraville (alt. 1)	15.0	3
LRT	NW Corridor: Intown Connections4_2	Five Points	Northside/Beltline	15.0	3
LRT	NW Corridor: Intown Connections4_4	Cumberland	SP via Marietta Blvd	15.0	3
HRT	South Corridor Heavy Rail Spur	East Point	Southern Crescent	15.0	3
LRT	SR 400 North Corridor3_1	Perimeter	Holcomb Bridge Road	15.0	3
LRT	I-20 East Corridor6_6	Stonecrest	Sigman Road	16.0	3
HRT	Northeast Branch Extension	Doraville	Norcross	16.0	3
LRT	NW Corridor: Intown Connections4_3	Northside/Beltline	Cumberland	17.0	3
CRT	Southwest Corridor (to Newnan)	MMPT	Newnan	18.0	4
CRT	Southwest Corridor (to Senioa)	MMPT	Senioa	18.0	4
CRT	West Corridor	MMPT	Temple	18.0	4
Arterial BRT	Arterial BRT Network			19.0	4
CRT	East Corridor	MMPT	Social Circle	19.0	4
CRT	Northeast / Gainesville Corridor	MMPT	Gainesville	19.0	4
LRT	NW Corridor: Cherokee Extension3_1	Bells Ferry-Town Center	SR 92	19.0	4
LRT	NW Corridor: Cherokee Extension3_2	SR 92	Sixes Road	19.0	4
CRT	Athens Corridor	MMPT	Winder	20.0	4
LRT	NW Corridor: Cherokee Extension3_3	Sixes Road	Canton	20.0	4

Atlanta Regional Commission – Regional Transit Committee
Evaluation of Concept 3 Project **CORRIDORS**
DRAFT – TABLE 3 of 4 - Ranking based on **Technical and Qualitative** Scores

PROJECT TYPE	PROJECT DESCRIPTION	QUALITATIVE TIER	TECHNICAL TIER	QUADRANT
Streetcar	Atlanta Beltline	1	1	1
LRT	NW Corridor: Cobb Section	1	1	1
Streetcar	Downtown E-W Streetcar	1	2	1
HRT	West Line Extension	1	2	1
Express Bus	Express Bus Network Expansion	2	1	1
LRT	I-20 East Corridor	2	1	1
LRT	Clifton Corridor	2	2	1
CRT	South Corridor	2	2	1
Streetcar	Peachtree Streetcar	1	4	2
LRT	Northeast/I-85 Corridor	2	3	2
Streetcar	Marietta/North/Ponce Streetcar	2	3	2
LRT	I-285 Top-End Corridor	2	3	2
LRT	SR 400 North Corridor	2	3	2
CRT	East Corridor	4	1	2
CRT	Northeast / Gainesville Corridor	4	1	2
Arterial BRT	Arterial BRT Network	4	2	2
LRT	NW Corridor: Intown Connections	3	1	3
HRT	South Corridor Heavy Rail Spur	3	1	3
HRT	Northeast Branch Extension	3	2	3
CRT	Southwest Corridor (to Senioa)	3	2	3
CRT	Southwest Corridor (to Newnan)	3	2	3
CRT	West Corridor	3	2	3
LRT	NW Corridor: Cherokee Extension	4	3	4
CRT	Athens Corridor	4	3	4

Atlanta Regional Commission – Regional Transit Committee

Evaluation of Concept 3 Project SEGMENTS

DRAFT – TABLE 4 of 4 - Ranking based on Technical and Qualitative Scores

PROJECT TYPE	PROJECT DESCRIPTION	FROM	TO	QUALITATIVE TIER	TECHNICAL TIER	QUADRANT
Streetcar	Atlanta Beltline5_3	MARTA South Line	MARTA West Line	1	1	1
Streetcar	Atlanta Beltline5_1	MARTA North Line	MARTA East Line	1	1	1
Streetcar	Atlanta Beltline5_2	MARTA East Line	MARTA South Line	1	1	1
LRT	NW Corridor: Cobb Section4_1	Cumberland	Southern Poly	1	1	1
LRT	NW Corridor: Cobb Section4_2	Southern Poly	Marietta	1	1	1
Streetcar	Atlanta Beltline5_4	Northside	MARTA North Line	1	1	1
Streetcar	Atlanta Beltline5_5	Northside	MARTA West Line	1	1	1
Streetcar	Downtown E-W Streetcar2_1	Peachtree Street	Auburn Ave/Beltline	1	2	1
Streetcar	Downtown E-W Streetcar2_2	Peachtree Street	Centennial Park Area	1	2	1
LRT	NW Corridor: Cobb Section4_4	Smyrna	Cumberland	2	1	1
LRT	I-20 East Corridor6_1	Downtown Atlanta	Moreland Ave	2	1	1
LRT	I-20 East Corridor6_3	South DeKalb	Wesley Chapel	2	1	1
LRT	I-20 East Corridor6_4	Wesley Chapel	Panola Road	2	1	1
LRT	NW Corridor: Cobb Section4_3	Southern Poly	Town Center	2	1	1
Express Bus	Express Bus Network Expansion			2	1	1
LRT	I-20 East Corridor6_2	Moreland Ave	South DeKalb	2	1	1
LRT	I-20 East Corridor6_5	Panola Road	Stonecrest	2	1	1
HRT	West Line Extension	H.E. Holmes MARTA Station	Martin Luther King, Jr. Drive	2	2	1
LRT	Clifton Corridor2_1	Lindbergh/Armour	Emory	2	2	1
LRT	Clifton Corridor2_2	Emory	Decatur	2	2	1
CRT	South Corridor	MMPT	Griffin	2	2	1
LRT	Northeast/I-85 Corridor3_1	Norcross	Indian Trail Park and Ride Lot	1	3	2
LRT	Northeast/I-85 Corridor3_2	Indian Trail Park and Ride Lot	Gwinnett Place	2	3	2
LRT	Northeast/I-85 Corridor3_3	Gwinnett Place	Gwinnett Arena	2	3	2
Streetcar	Peachtree Streetcar6_1	Five Points	North Ave	2	4	2
Streetcar	Peachtree Streetcar6_2	North Ave	Brookwood	2	4	2
Streetcar	Peachtree Streetcar6_3	North Ave	Arts Center	2	4	2
Streetcar	Peachtree Streetcar6_4	Brookwood	Peachtree/Beltline	2	4	2
Streetcar	Peachtree Streetcar6_5	Peachtree/Beltline	Brookhaven	2	4	2
Streetcar	Peachtree Streetcar6_6	Five Points	Fort McPherson	2	4	2
LRT	NW Corridor: Intown Connections4_1	Arts Center	Northside/Beltline	3	1	3
LRT	NW Corridor: Intown Connections4_2	Five Points	Northside/Beltline	3	1	3
HRT	South Corridor Heavy Rail Spur	East Point	Southern Crescent	3	1	3
LRT	NW Corridor: Intown Connections4_4	Cumberland	5P via Marietta Blvd	3	1	3
LRT	I-20 East Corridor6_6	Stonecrest	Sigman Road	3	1	3
LRT	NW Corridor: Intown Connections4_3	Northside/Beltline	Cumberland	3	1	3
HRT	Northeast Branch Extension	Doraville	Norcross	3	2	3
CRT	East Corridor	MMPT	Social Circle	4	1	3
CRT	Northeast / Gainesville Corridor	MMPT	Gainesville	4	1	3
Streetcar	Marietta/North/Ponce Streetcar3_1	Peachtree Street	Moreland/Ponce	3	3	3
Streetcar	Marietta/North/Ponce Streetcar3_2	Peachtree Street	Beltline/Hollowell	3	3	3
Streetcar	Marietta/North/Ponce Streetcar3_3	Beltline/Hollowell	Marietta Blvd/Bolton Rd	3	3	3
LRT	SR 400 North Corridor3_2	Holcomb Bridge Road	North Point	3	3	3
LRT	SR 400 North Corridor3_3	North Point	Windward	3	3	3
LRT	I-285 Top-End Corridor4_4	Perimeter	Doraville (alt. 2)	3	3	3
LRT	SR 400 North Corridor3_1	Perimeter	Holcomb Bridge Road	3	3	3
LRT	I-285 Top-End Corridor4_1	Cumberland	Perimeter	3	3	3
LRT	I-285 Top-End Corridor4_2	Perimeter	Norcross	3	3	3
LRT	I-285 Top-End Corridor4_3	Perimeter	Norcross via Doraville (alt. 1)	3	3	3
CRT	Southwest Corridor (to Newnan)	MMPT	Newnan	4	2	3
CRT	West Corridor	MMPT	Temple	4	2	3
CRT	Southwest Corridor (to Senioa)	MMPT	Senioa	4	2	3
Arterial BRT	Arterial BRT Network			4	2	3
LRT	NW Corridor: Cherokee Extension3_1	Bells Ferry - Town Center	SR 92	4	3	4
LRT	NW Corridor: Cherokee Extension3_2	SR 92	Sixes Road	4	3	4
LRT	NW Corridor: Cherokee Extension3_3	Sixes Road	Canton	4	3	4
CRT	Athens Corridor	MMPT	Winder	4	3	4

Concept 3 Project Evaluation

Draft Results

presented to

Atlanta Regional Commission, Regional Transit Committee

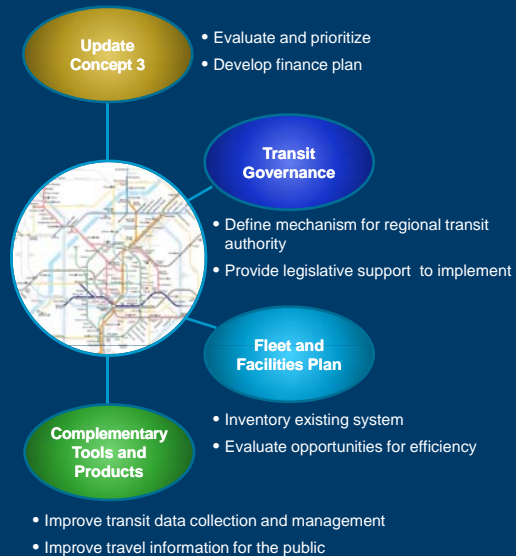
presented by

David Emory, Atlanta Regional Commission

February 10th 2011

Concept 3 Regional Transit Planning Context

- RTC has initiated several strategic planning activities for 2011
- One of the first critical tasks is to evaluate and prioritize Concept 3
 - » Concept 3 is unconstrained vision
 - » Need to prioritize investments in terms of:
 - Performance impact
 - Cost considerations
 - Deliverability



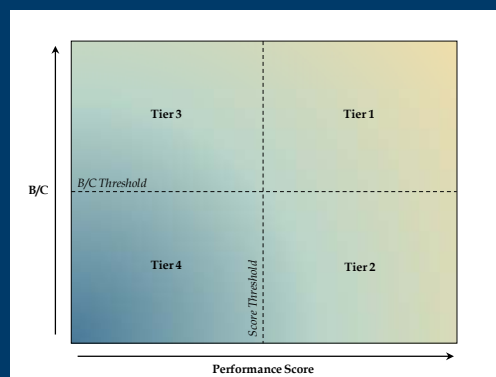
Concept 3 Technical Evaluation

- Project-level technical evaluation occurred in 2010
- Nine performance criteria evaluated:
 - » Transit trips
 - » Boardings
 - » Passenger miles
 - » Connectivity to centers
 - » Multimodal connection
 - » Crash reduction
 - » Employment travel shed
 - » Environmental impact
 - » State of good repair
- Performance score calculated across nine criteria for each project
 - » 0-100 points
- Benefit-cost (B/C) calculated for each project
 - » Total points divided by total project cost

3

Concept 3 Technical Evaluation (continued)

- Performance score plotted against B/C to determine technical tier for each project
- Technical tier shows how project compares from performance standpoint, relative to other projects
- Results vetted with RTC in October, 2010



4

Concept 3

Qualitative Evaluation

- Project-level qualitative evaluation currently underway
- Five deliverability criteria evaluated:
 - » Institutional capacity
 - » Constructability
 - » Financial capacity
 - » Environmental process
 - » Connectivity to existing system
- Qualitative score assigned to five criteria for each project corridor and corresponding project segments
 - » 1-5 points for each criteria yielding total of 5-25 points

5

Concept 3

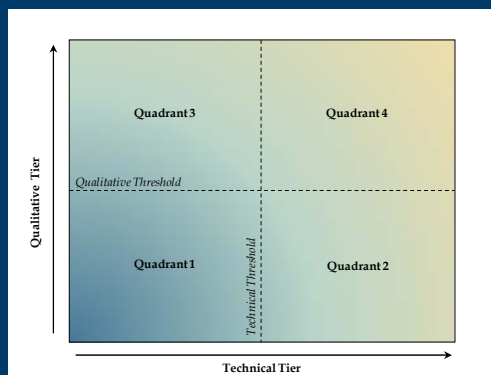
Qualitative Evaluation (continued)

- Qualitative score used to rank project corridors and project segments
- Qualitative tier assigned according to the ranked list
- Qualitative tier shows how project corridors and project segments compare, relative to other corridors and segments, from deliverability standpoint

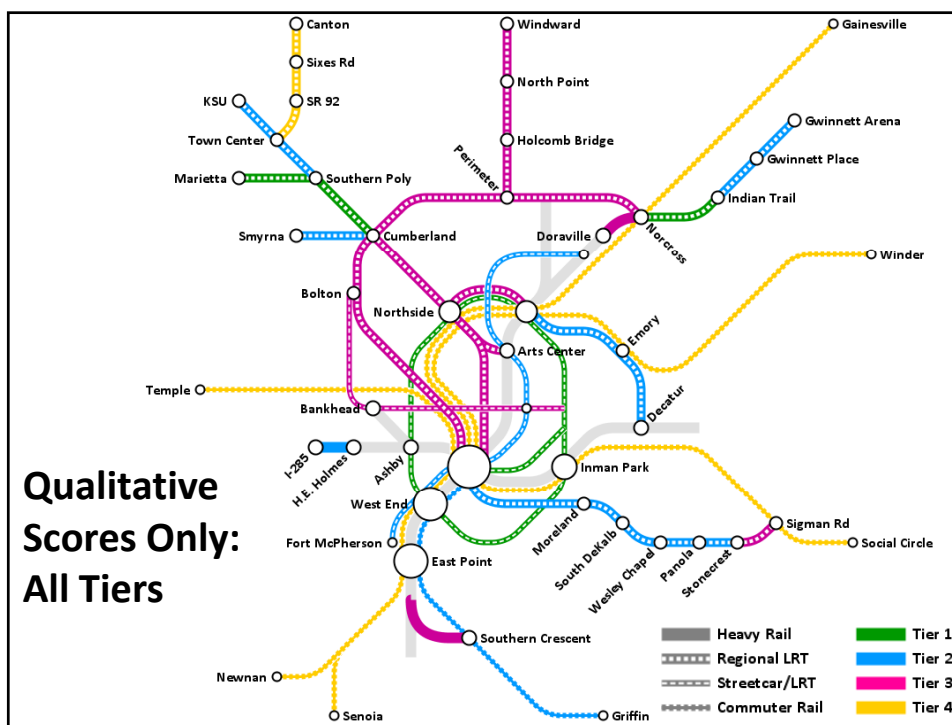
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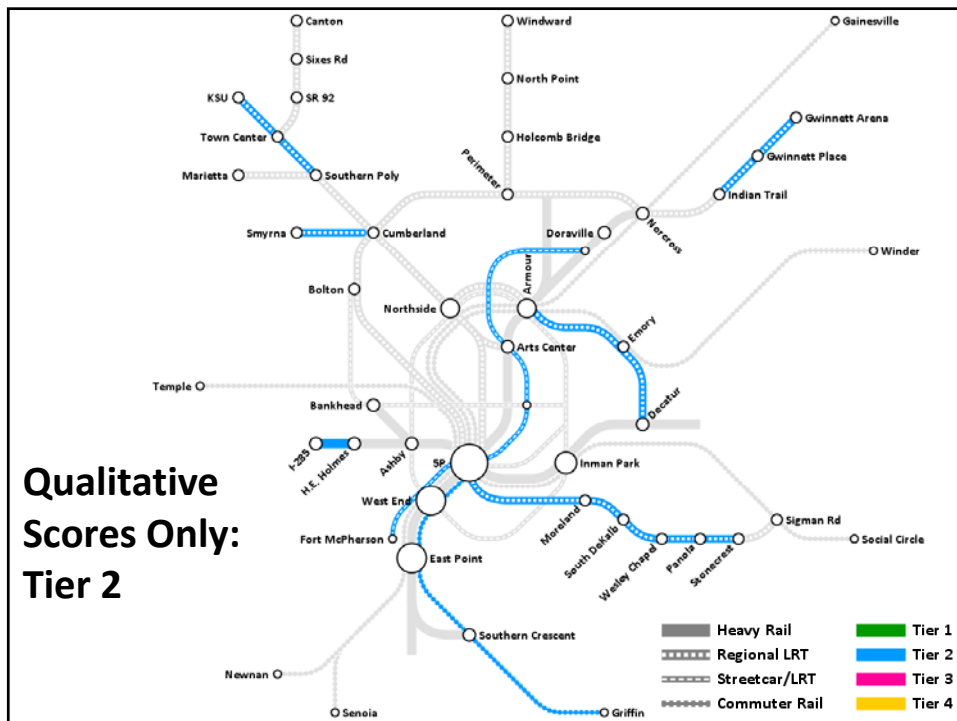
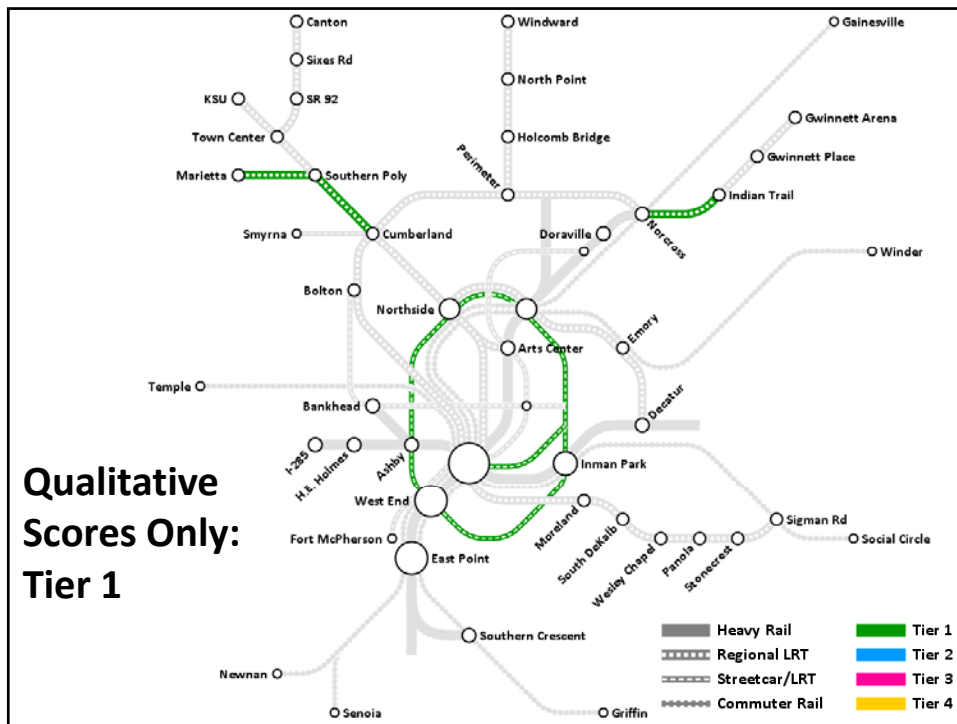
Concept 3 Combined Technical and Qualitative Evaluation

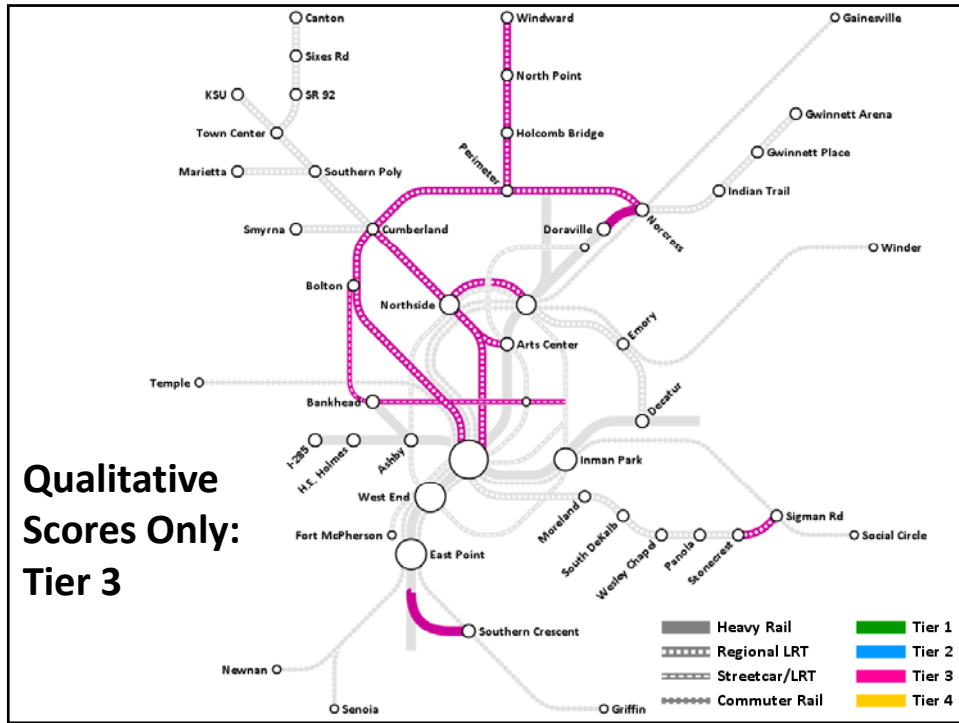
- Technical tier plotted against qualitative tier to assign projects and project segments to one of four quadrants
- Quadrants serve same function as tiers
 - » Grouping of projects (and project segments) into similar categories
 - » Help focus discussion on relative priorities for implementation

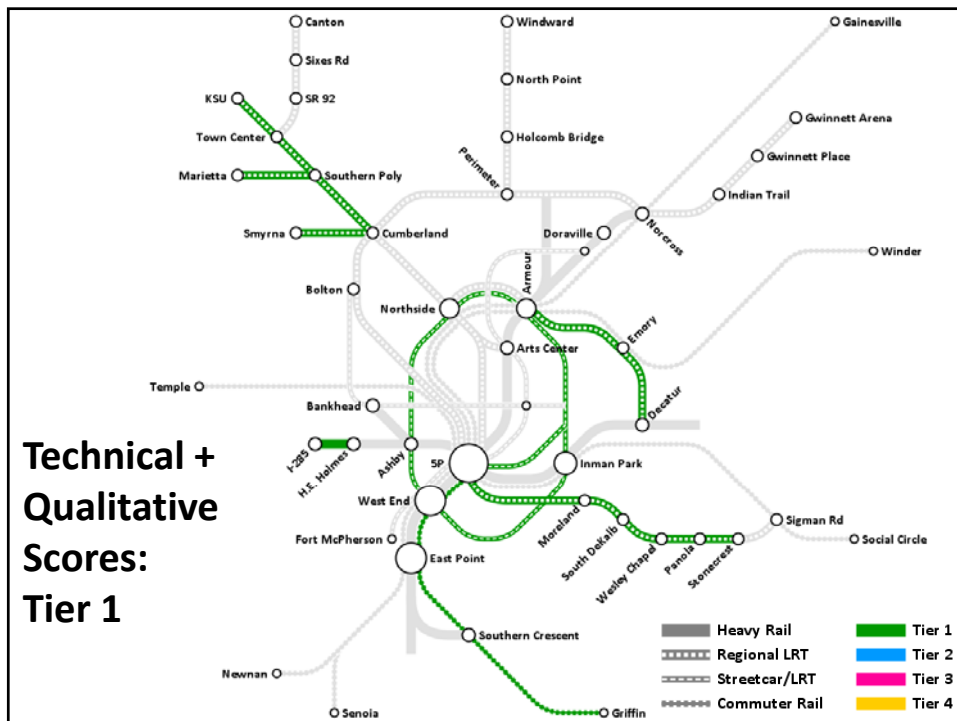
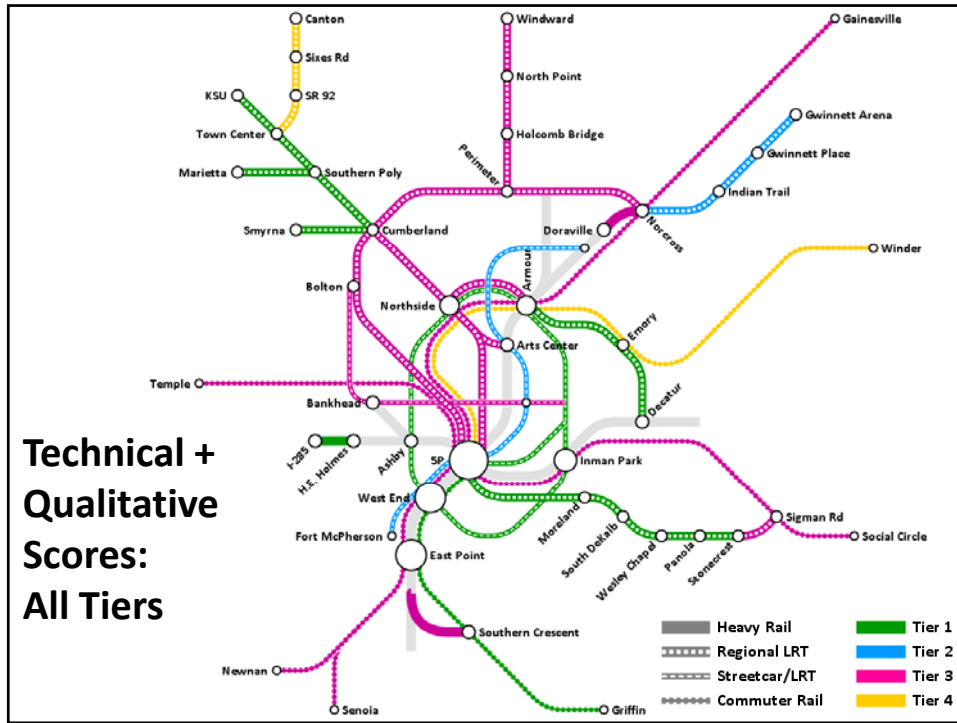


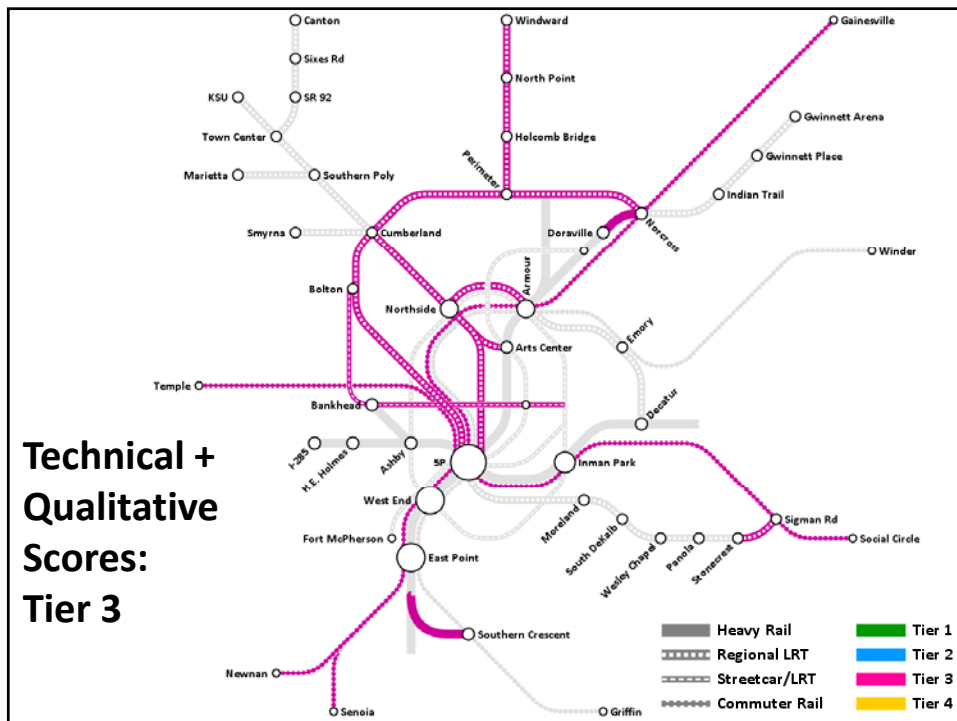
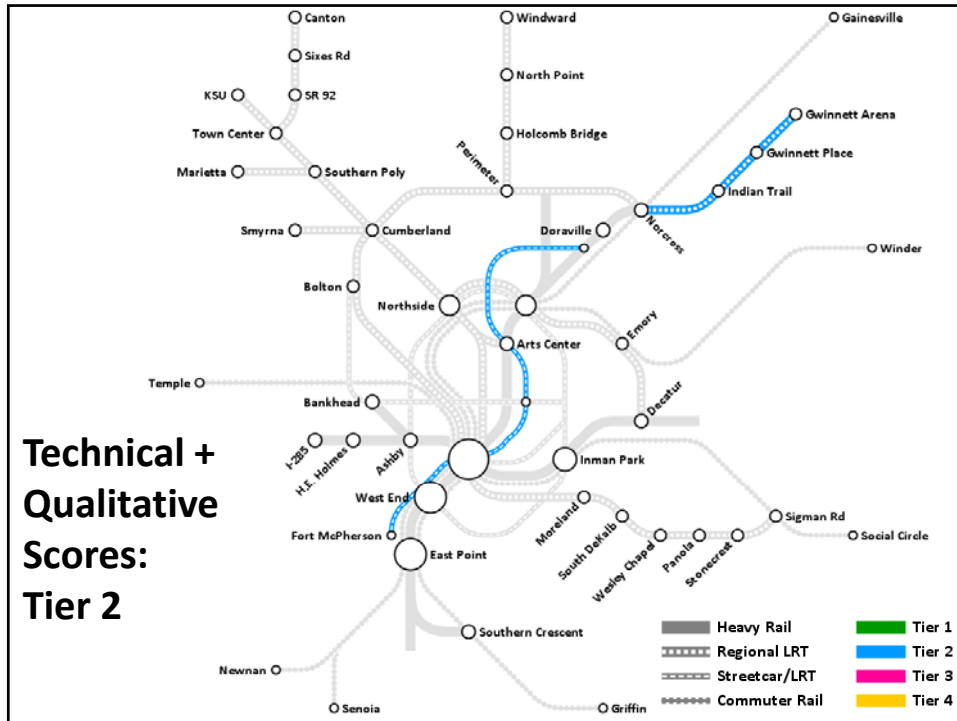
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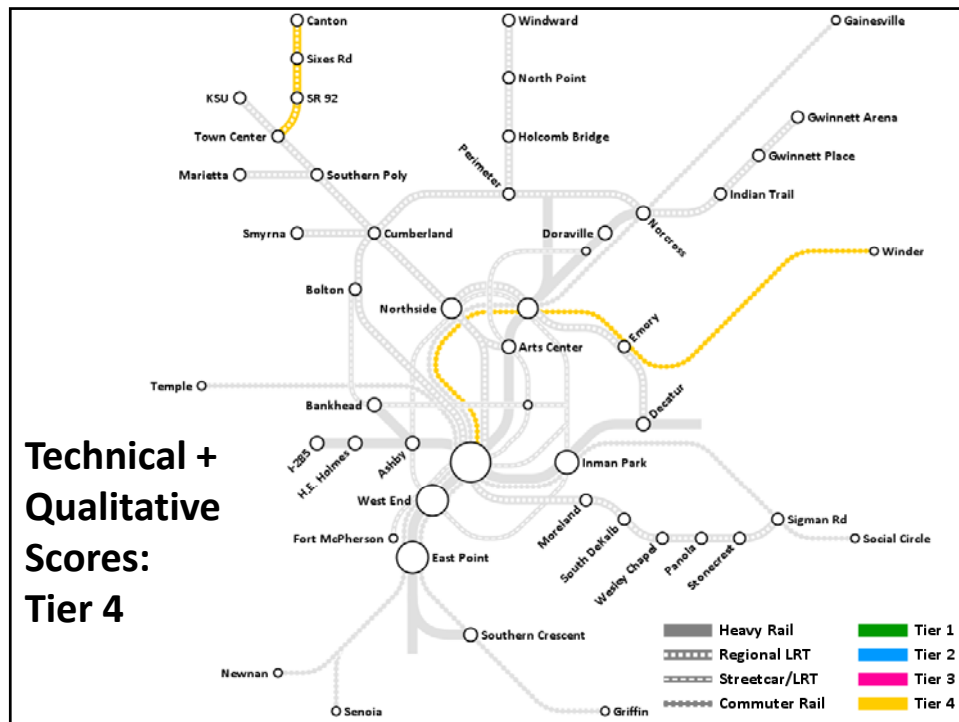












Concept 3 Cost Update

- Concept 3 project cost review also underway
 - » Capital cost
 - » Annual operating and maintenance costs
- Most project costs reasonably estimated in initial Concept 3 plan
- Recommendations are being developed where cost estimates differ
 - » Updated project information
 - » Reflect more recent national and local costing data and trends

Next Steps

- **Finalize Concept 3 project evaluation in February**
 - » Cost updates
 - » Revised technical and qualitative assessments, as needed
- **Define logical, priority corridors given final results**
- **Use segmentation detail to help determine project phasing for:**
 - » Plan 2040 and subsequent updates
 - » HB277 - Note: priority corridors/segments will be handed off to GRTA to conduct more detailed constructability assessment
- **Vet with RTC stakeholders**



PLANNING • LEADERSHIP • 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 | <i>Kasim Reed, Chair</i> |
| 2. Public Comment Period ⁱ | <i>Judy Dovers, ARC</i> |
| 3. Approve February 10 th , 2011 Meeting Summary | <i>Chair</i> |

PLANNING

- | | |
|---|------------------------|
| 4. Concept 3 Project Evaluation Follow-Up Report | <i>Cain Williamson</i> |
| 5. Recommendations for TIA Unconstrained Project List | <i>Cain Williamson</i> |
| 6. Legislative Update | <i>Kathryn Lawler</i> |
| 7. RTC Staff Report & Committee Updates | <i>David Emory</i> |
| 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

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

CONCEPT 3 PROJECT EVALUATION OVERVIEW

Regional Transit Committee
March 10, 2011

Why Prioritize Concept 3?

- Prioritization Has Been Desire of TPB/TIB/RTC Since Adoption of Concept 3 in 2008
- Project Evaluation Will Assist with Identification of Transit Priorities in PLAN 2040, to be Adopted by ARC in July
- Work Will Also Inform Development of Project List for Transportation Investment Act (TIA) Referendum

Two Primary Components

- Stage 1: Technical Analysis
 - Focused on Quantitative, Model-Based Measures
 - Analysis Performed by RTC Staff/Consultants in Late Summer/Fall 2010
 - Results Presented to RTC at October 2010 Meeting
- Stage 2: Qualitative Analysis
 - Focused on High-Level Deliverability-Related Factors
 - Analysis Performed by RTC Staff/Consultants in Winter 2010-11
 - Preliminary Results Presented to RTC at Feb. Meeting

Review of Technical Work

- Project-level Technical Evaluation Occurred in 2010
- Six Evaluation Factors Considered: Mobility, Connectivity, Economic Impact, Environmental Impact, Safety, and State of Good Repair
- Performance Score and Benefit-cost (B/C) Rating Calculated for Each Project
- Performance score plotted against B/C to determine technical tier for each project
- Results vetted with RTC in October, 2010

Focus: Economic Impact Analysis

- Represents 30% of Technical Performance Score
- Model-Based Measure
 - Estimates Absolute Change in Employment Travel Shed as Result of Transit Expansion
- Following Slides Show Groupings of Projects for Economic Impact Factor Only

Focus: Economic Impact Analysis

Tier 1

- KSU - Cumberland - Northside - Lindbergh - Decatur
- Express Bus Network
- Canton - KSU
- Canton - KSU - Cumberland - Midtown
- Windward - Perimeter - Norcross - Gwinnett Place
- KSU - Cumberland - Perimeter
- Commuter Rail Network
- KSU - Cumberland - Midtown
- KSU - Cumberland - Downtown
- I-285 North to Norcross

Tier 2

- Arterial BRT Network
- Perimeter - Gwinnett Place
- I-285 North to Doraville
- Perimeter - Doraville - Gwinnett Place
- KSU - Cumberland - Marietta Boulevard - Downtown
- Windward - Perimeter - Cumberland
- East Point - Southern Crescent Extension
- Clifton Corridor Beltline
- Norcross - Gwinnett Arena

Focus: Economic Impact Analysis

Tier 3

- Cumberland - Midtown - Peachtree Street - South DeKalb
- Cumberland - Downtown EW Streetcar - South DeKalb
- I-20 East
- Downtown EW Streetcar - Northside - Cumberland
- Windward Comm Rail
- Windward - Perimeter
- Ponce North Marietta Streetcar
- Gainesville Commuter Rail
- Streetcar Network
- Ponce North Streetcar

Tier 4

- Downtown EW Streetcar - South DeKalb
- Social Circle Commuter Rail
- Griffin Commuter Rail
- Newnan Commuter Rail
- Temple Commuter Rail
- Senoia Commuter Rail
- Doraville - Norcross
- West Line Extension
- Downtown EW Streetcar
- Peachtree Streetcar

Additional Economic Analysis Ongoing

- REMI TranSight Model
 - Integrates Travel Demand Model Output with REMI Econometric Model
 - Estimates Various Economic Effects Resulting from Capital Improvement Spending
 - Regional Jobs Supported, Broken Down by Sector
 - Change in Total Economic Output
 - Change in Personal Income
 - Can Be Applied at Plan or Project Level

Technical Work: General Findings

- Several Corridors Emerge as Priorities
 - Northwest Corridor and I-20 East were top performers
 - Others include Clifton Corridor, Northeast Corridor, South Corridor (including east-side Airport access), and Inner Core (BeltLine/Streetcars)
- Projects with direct access to Downtown/Midtown core generally perform better than projects requiring transfer to reach core

Qualitative Work: Overview

- Focus on Deliverability of Projects Rather than Quantitative Performance
- Five Criteria Considered:
 - Institutional Capacity
 - Constructability
 - Financial Capacity
 - Environmental Process
 - Connectivity to Existing System

Combined Results To Date



Alternative: Assume MTA In Place

- New Regional Operator Assumed; "Institutional Capacity" Becomes Equal for All Projects
- Little Change in Overall Qualitative Tiering:
 - Four Commuter Rail Segments, Previously Penalized for Lack of Clear Operator, Moved Up One Tier
 - Four Other Segments, All Focused on MARTA Service Area, Fell One Tier After Losing Relative Advantage of Existing Operator
 - 46 Remaining Segments Did Not Change Tiers
- NO Change in Final Combined Tiering

Next Steps For Concept 3 Prioritization

- Update of Concept 3 Financial Assumptions
 - ▣ Updated Project-Level Costs Estimates Being Finalized
 - ▣ Consultants to Develop Long-Range Financial Plan for Regional Transit System
- Incorporate Stakeholder Feedback

Questions?

DEVELOPMENT OF TRANSIT RECOMMENDATIONS FOR TIA-2010 PROJECT LIST

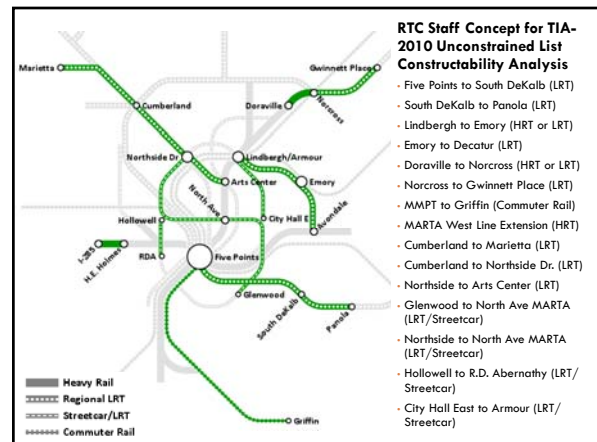
Regional Transit Committee
March 10, 2011

Upcoming TIA-2010 Milestones

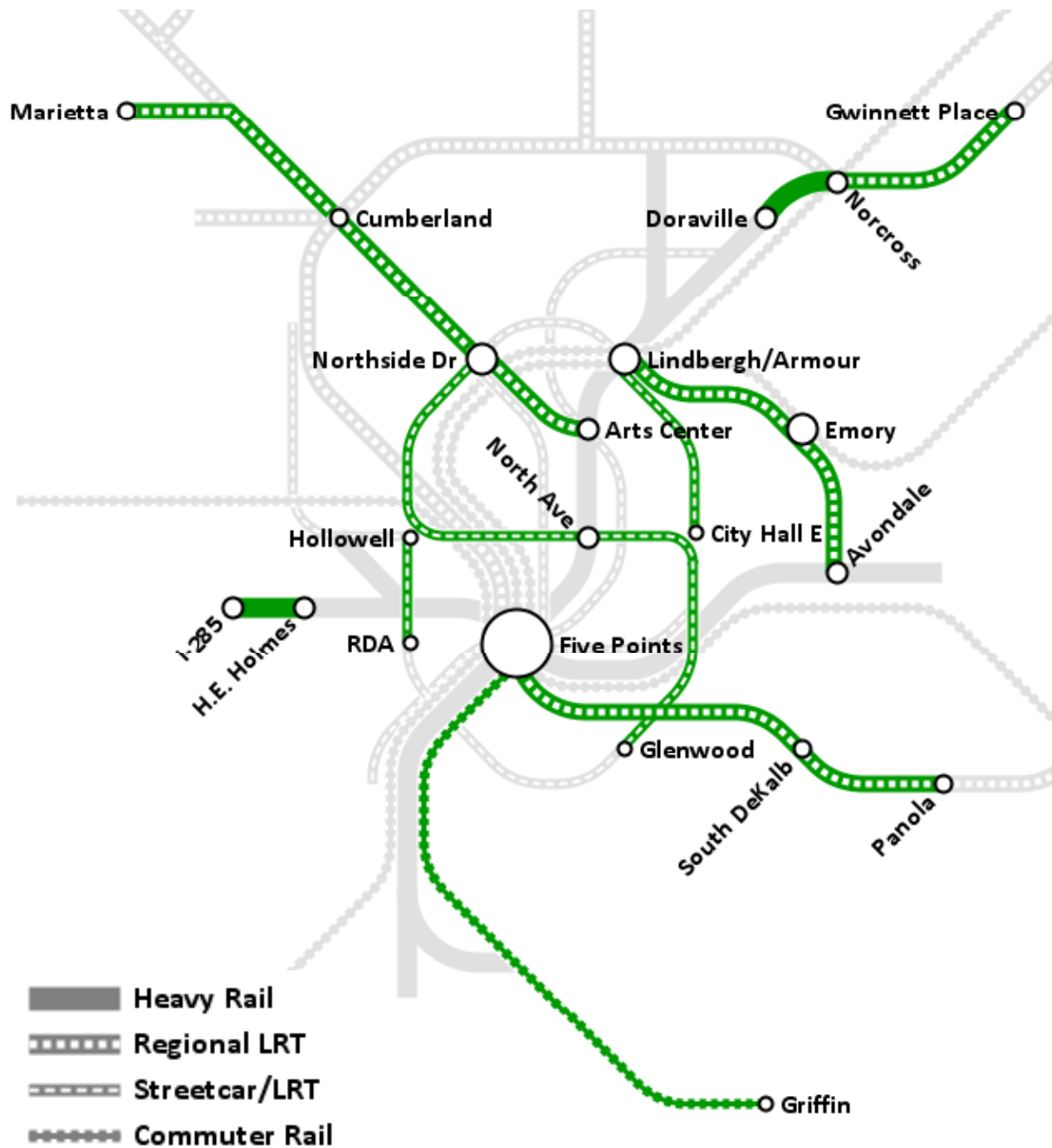
- **March 30:** Sponsors Submit Projects their Regional Commission
- **April/May:** GDOT Prepares Unconstrained List With Input from RC's
- **May 12:** *Potential RTC Action on Transit Recommendations for Unconstrained List*
- **June:** GDOT Delivers Unconstrained List to Executive Committee of Roundtable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

Related Activities

- Detailed Transit Project Constructability Analysis
 - ▣ GRTA Leading Work; Consultant Selected
 - ▣ Will Focus on Physical/Engineering Challenges
 - ▣ Work Underway; Expected to Conclude by Mid-May



Questions?	



RTC Staff Concept for TIA-2010 Unconstrained List Constructability Analysis

- Five Points to South DeKalb (LRT)
- South DeKalb to Panola (LRT)
- Lindbergh to Emory (HRT or LRT)
- Emory to Decatur (LRT)
- Doraville to Norcross (HRT or LRT)
- Norcross to Gwinnett Place (LRT)
- MMPT to Griffin (Commuter Rail)
- MARTA West Line Extension (HRT)
- Cumberland to Marietta (LRT)
- Cumberland to Northside Dr. (LRT)
- Northside to Arts Center (LRT)
- Glenwood to North Ave MARTA (LRT/Streetcar)
- Northside to North Ave MARTA (LRT/Streetcar)
- Hollowell to R.D. Abernathy (LRT/Streetcar)
- City Hall East to Armour (LRT/Streetcar)

DATE: March 10, 2011
TO: Regional Transit Committee Members
FROM: Catherine Brulet, ARC Governmental Affairs Manager

UPDATE ON TRANSPORTATION RELATED LEGISLATION.

SB 232: Changes to the Transportation Investment Act of 2010– Senator Fort, James, Jones

This bill attempts to correct the restrictions on tax proceeds placed on MARTA within HB 277 of the 2010 legislative session; exempts Fulton and DeKalb County from the Act's tax if approved by the voters in 2012; and gives all counties within ARC 25 % of the discretionary fund rather than the 15 % now assigned.

STATUS: Pending in Senate Transportation committee

HB 137: GDOT - Multiple Code Changes - Rep Donna Sheldon, Jay Roberts, Jon Burns

This is a department bill:

- Clarifies the team of the State Planning Director related to an incoming Governor, and eliminates the Director's bonding requirement.
- Authorizes the department to require local governments remove abandoned water pipes that contain asbestos when in right of ways, and that are deemed "in conflict" with GDOT projects. An Engineering report must be submitted to the local jurisdiction.
- Requires electronic submission of certain accidents reports by law enforcement agencies.
- Removes the requirement to include zip codes on official department maps and lists.
- Allows local governments to send updated road information to the department using GIS files.

STATUS: Passed the House: Pending in Senate Transportation

HB 131: Exempt State Agencies from certain state environmental requirements– Rep. James Epps, Jay Roberts

This is a GDOT bill meant to lessen the burden of fines to the department for environmental infractions but the bill has gone through considerable change over the past month and has received substantial opposition, including EPD. As passed out of House committee yesterday:

- There is a new penalty provision for violations of a construction NPDES permit (erosion and sedimentation control). For state agencies and their contractors the penalty shall not exceed \$5,000 per day. Also, EPD must give 24 hours written notice of such violations and allow 30 days for correction. If it is corrected within 30 days, no penalty can be assessed.
- A mediation council is re-established to mediate disputes between DOT and EPD.
- DOT's public private partnership projects do not have to comply with erosion and sedimentation plan submittals and reviews.

- This bill is effective July 1, 2011, but the penalty provision is not effective if EPA does not approve it.
- Rep Tom McCall offered the final amendment which passed yesterday in committee. It maintains that 1) any interbasin transfer of water from the Tennessee River Basin does not have to comply with State interbasin transfer requirements. And 2) EPD **shall** consider the interbasin transfer criteria in the State Water Plan and DNR rules in considering permits for **new** interbasin transfers. This amendment is so controversial and has the potential to simply kill the bill in Rules Committee.

STATUS: Pending in House Rules committee

HB 352: Toll Extension modify – Rep Martin, Riley, Wilkinson

This bill maintains that no toll shall be extended beyond their life without the passage of a joint resolution of the General Assembly; and no toll shall be charged on any project or portion of a project that is not obligated for any interest payments on public indebtedness.

STATUS: Pending in House Transportation committee

HB 101: Change code for Bicycle Safety – Rep McKillip

This bill creates a number of code changes to better preserve the safety of drivers of bicycle's on public and private roadways and automobile drivers.

STATUS: Passed the House; Pending in Senate Public Safety

HR 13: Sales and Use Tax for Transportation – Rep Ed Setzler

Calls for a Constitutional Amendment asking voters to dedicate 25% of the state's income from sales and use tax to transportation purposes, and is phased in by formula.

STATUS: Pending in House Ways and Means committee

SR 29: Urge GDOT- Efficient Delivery and Maintenance – Senator Jeff Mullis and Senate leadership

Urges GDOT to make an assessment of employees and management plan that would reduce staff by 25% by June, 2015.

STATUS: Passed the Senate

SR 30: Urging DGOT – Senator Jeff Mullis and Senate leadership

This bill urges GDOT to develop and implement a procedure by which local governments could become pre-authorized to clear snow and ice from state routes in cases of emergency. The department would also develop a list of contractors likely to respond to assisting with emergency clearing.

STATUS: Passed the Senate: Pending in House Transportation committee

Regional Transit Committee

April 14, 2011 Meeting Packet

1. Meeting Agenda p. 1
2. March 10, 2011 Meeting Summary p. 2
3. Concept 3 Project Cost Update
 - *Overview Presentation* p. 7
 - *Technical Memorandum* p. 9
 - *Summary Table of Cost Updates* p. 17
4. Presentation: Transit Project Delivery Assessment p. 21
5. Legislative Update
 - *ARC Legislative Report* p. 26
 - *Senate Bill 283* p. 28



PLANNING • LEADERSHIP • RESULTS

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

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

CONCEPT 3 PROJECT COST UPDATE

Regional Transit Committee
April 14, 2011

Context

- Concept 3 Costs Have Not Been Updated Since Plan Adoption in 2008
- Numerous Project Specifics and Cost Assumptions Have Changed
- Update of Costs is Major Task in 2011 RTC Consultant Work Program



Light Rail & Streetcars

- Relatively Minor Changes Overall
- Streetcar O&M Costs Updated Based on More Recent National Averages



	2008 Estimate	2011 Estimate	Percent Change
Cross-Regional LRT: Capital	\$9.3B	\$9.4B	1%
Cross-Regional LRT: O&M	\$245M	\$245M	(none)
Streetcar/Beltline: Capital	\$1.5B	\$1.5B	(none)
Streetcar/Beltline: O&M	\$39M	\$33M	-15%

Express Bus Network Expansion

- Capital Costs No Longer Include Managed Lane Costs; Still Include Vehicles, Passenger and Maintenance Facilities
- O&M Costs Updated Based on More Recent Xpress Financial Plan



	2008 Estimate	2011 Estimate	Percent Change
Capital	\$2.1B	\$235.7M	--
O&M	\$29M	\$23M	-29%

Arterial Rapid Bus Network

- One Completed Project No Longer Included: Memorial Drive Phase I
- Two Projects Upgraded to Exclusive-ROW Concepts (Buford Hwy. & Fulton Industrial Blvd.)
- Higher O&M Assumptions

	2008 Estimate	2011 Estimate	Percent Change
Capital	\$992M	\$1.06B	7%
O&M	\$105M	\$182M	73%



Commuter Rail - Overview

- Commuter Rail Saw Most Dramatic Changes From 2008
- New Numbers Reflect Need for Major Rail Corridor Upgrades, Especially Core Trunk Segments
- Investments Would Have Benefits Beyond Concept 3: e.g. Freight Mobility, Intercity/High-Speed Rail



Commuter Rail – Costs

- Capital Costs Used Higher Unit Cost based on Updated National Averages
- Hours of Service Adjusted Based on More Recent Modeling Work
- Lower Hourly O&M Rate Based on National Average for Comparable Systems

	2008 Estimate	2011 Estimate	Percent Change
Capital	\$3.5B	\$6.4B	83%
O&M	\$108M	\$88M	-19%

Total System Expansion Costs

	2008 Estimate	2011 Estimate	Percent Change
Capital	\$18.6B*	\$21.0B	11.4%
O&M	\$580M	\$626M	8%

* Excludes Managed Lane Costs for Express Bus Expansion

- Total 2008 Reported Capital Cost: **\$20.6 Billion**
- Total 2011 Reported Capital Cost: **\$21.0 Billion**

Concept 3 Updates: Next Steps

- **May:** Concept 3 Implementation Report
- **June:** Report on Transit-Related Public Comment from PLAN 2040 Outreach
- **July:** Presentation of Proposed Modifications to Concept 3 and Updated Project Analysis
- **August:** Target for RTC Action on Updated & Prioritized Concept 3
- **Fall:** Update of Long Range Concept 3 Financial Plan (Existing System + Prioritized Expansion)

Questions?

DRAFT Memorandum

TO: Regional Transit Committee

FROM: Peter Haliburton, Jie Bian

DATE: April 12, 2011

RE: DRAFT Review of Capital and Operating Costs for Concept 3

As part of the Regional Transit Committee Planning Support Services contract for ARC, the Consultant conducted a reassessment of project costs, including both capital construction costs and long-term operations and maintenance costs. This analysis was used to update project costs developed in 2008 for Concept 3 projects.

Capital Cost Review Summary

The task focused on reviewing and refining planning level capital and operating cost estimates, an approach consistent with the variety of projects, the network size, and the timeframe for this study. It should be noted that capital costs can vary significantly from the national averages assumed in this analysis when additional details become available during the engineering design on a particular project.

The procedure for capital cost review included four major steps: (1) Obtain unit capital cost estimates from different sources, convert them into track-mile unit cost for rail projects and route-mile unit cost for bus projects, and categorize them into low, medium, and high cost categories; (2) Validate the length of each Concept 3 project under study; (3) Calculate the project cost based on the unit cost estimated from different sources and the validated project length, and compare the calculated capital cost with the capital cost provided; (4) Assess if any project cost fall out of the estimated range. A summary of details and findings of the analysis is provided below:

REVIEW OF NATIONAL TRANSIT PROJECT CAPITAL COSTS

Two major sources were used in our review:

- Internet research of capital cost estimates for typically three or more transit projects around the country in each of the modes proposed in Concept 3;
- U.S. Government Accountability Office (GAO) report: "Bus Rapid Transit Offers Communities a Flexible Mass Transit Option."

VALIDATE PROJECT LENGTHS

Project lengths for Light Rail, Heavy Rail, and Streetcar were provided in the Concept 3 Qualitative Analysis evaluation table obtained from ARC. Project lengths were not included for Commuter Rail projects, Express Bus projects, and Arterial Bus Rapid Transit projects. The evaluation table was revised to include lengths for all transit projects consistent with a shapefile provided by ARC staff to represent the current alignment of all projects included in Concept 3.

CALCULATE REVISED PROJECT CAPITAL COST

The project capital costs were calculated using the following function:

This calculation was made for each of the low, medium and high cost ranges. Capital costs for each project were then compared with the original cost estimates provided by ARC, and an assessment was made of whether the original cost estimates fell within the revised cost ranges.

FINDINGS OF THE CAPITAL COST REVIEW

The table below indicates the reference projects used in the verification/calculation of unit costs for each transit mode, as well as the averages resulting from the calculations.

Transit Mode	Low Cost (Millions)	Medium Cost (Millions)	High Cost (Millions)
Light Rail Transit	Tampa Light Rail (USF) Charlotte - South Corridor Charlotte - NE Corridor Downtown - Astrodome LRT Denver I-225 Corridor Denver Southwest Corridor Denver West Corridor Average Unit Cost: \$29/track-mile	MTA Purple Line MTA Red Line Minnesota Central Corridor LRT Denver Central Corridor Extension Denver Southeast Corridor Average Unit Cost: \$46/track-mile	LA Metro Gold Line Eastside Ext Houston North Corridor BRT Houston SE Corridor BRT Seattle- East Link Project Average Unit Cost: \$77/track-mile
Heavy Rail Transit	Miami-Dade Transit Orange Line Phase 2: North Corridor Metrorail Extension Average Unit Cost: \$87/track-mile	Miami-Dade Transit Orange Line Phase 3: East-West Corridor Average Unit Cost: \$96/track-mile	Miami-Dade Transit MIC/Orange Line Phase 1- Earlington Heights Average Unit Cost: \$110/track-mile
Streetcar	Little Rock River Rail Streetcar Average Unit Cost: \$8/track-mile	Seattle South Lake Union Streetcar Tampa Teco Streetcar Charlotte- West Corridor Average Unit Cost: \$21/track-mile	Tacoma Link Streetcar Average Unit Cost: \$33/track-mile
Commuter Rail Transit	Riverside Perris Valley Line SFRTA Tri-Rail Average Unit Cost: \$7/track-mile	Denver Northwest Corridor Average Unit Cost: \$17/track-mile	Denver East Corridor Denver Gold Line Corridor Denver North Metro Corridor Average Unit Cost: \$54/track-mile

Transit Mode	Low Cost (Millions)	Medium Cost (Millions)	High Cost (Millions)
Express Bus		Capital costs were estimated for four components: Vehicles, Stations, Park-n-Ride lots and ITS/Technology. Running-way costs were assumed covered in the Managed Lanes component of the plan. Cost assumed \$0.7/route-mile	
Arterial Bus Rapid Transit (BRT)	San Bernardino E St. SBX BRT Denver US 36 BRT Corridor AC Transit East Bay BRT Average Unit Cost: \$6/route-mile	There are no projects fall into this category, the medium cost is the average of low and high cost. Average Unit Cost: \$21/route-mile	Charlotte- SE Corridor/ LYNX Silver Line Average Unit Cost: \$37/route-mile

Detailed capital cost review notes and recommendations for revised costs have been included in the Concept 3 Project Evaluation spreadsheet, provided under separate cover as a Microsoft Excel file.

It was found that most project costs were reasonably estimated with some exceptions detailed in the notes below, provided by mode.

Light Rail

No changes to unit cost recommended. The cost of one segment from the NW Corridor LRT proposal was adjusted slightly to reflect an updated mileage assumption.

Heavy Rail

No changes recommended.

Intown LRT/Streetcar

The Peachtree streetcar project segmentation was modified based on input provided by City of Atlanta staff. The length of the project was also updated based on the new segmentation. Because the corridor is located in the central urban area, a higher unit cost was justified. The unit cost of the segment between Five Points and Arts Center was estimated to be \$26M/track-mile, the unit cost of the segment between Arts Center and Piedmont was estimated to be \$19.4M/track-mile, and the unit cost of the remaining segments was estimated to be \$13.5M/track-mile.

Commuter Rail

Commuter rail costs previously assumed for Concept 3 were taken from the R.L. Banks study (2007) and ranged from about \$2M/mile to \$27M/mile. The lower costs were taken from a GDOT study over a decade old, while the higher values were developed in more recent

estimates. Based on the national research, it was recommended that two unit costs should be applied to develop revised commuter rail costs:

- Central urban area at \$25M/mile
- Remainder of system at \$20M/mile

The segments that are within central urban area were provided as following:

- Between MMPT and East Point
- Between East Point and Southern Crescent
- Between MMPT and Howell Junction, and
- Between Howell Junction and Armour

These segments are shared by the seven proposed commuter rail corridors, therefore, their costs were not double counted in the total system cost estimate for commuter rail.

Express Bus Network

The updated express bus network costs were based on several factors, including a 2009 GRTA Xpress system expansion and financial plan as well as the following finding from the GAO report “Bus Rapid Transit Offers Communities a Flexible Mass Transit Option:”

“In the cities that GAO reviewed, the per-mile capital costs of Bus Rapid Transit varied with the type of system – averaging \$13.5 million for busways, \$9.0 million for buses on high-occupancy vehicle lanes, and \$680,000 for buses on city streets – and compared favorably with the per-mile capital costs of Light Rail. For comparison, we examined the capital costs of several Light Rail lines and found that they averaged about \$34.8 million per mile, ranging from \$12.4 million to \$118.8 million per mile.”

The research indicated a unit cost of \$9M/mile, validated by the findings of a GAO report. For the network of 481 miles, the capital cost came to \$4.3B. This value assumed a significant amount of capital facility investment. For Atlanta’s freeway-based express bus network, it has been assumed that the capital cost of the managed lanes that will serve the express buses will be covered by the \$16B managed lanes project. Therefore, the incremental capital cost for the bus network was calculated for just four incremental elements:

Vehicles	Number and size of vehicles calculated based on the mileage of the express bus network expansion proposed in Concept 3.	51 Standard buses 19 Articulated buses Cost \$37.2M
Stations	No incremental cost assumed – buses use existing stations	Cost \$0
Park-n-Ride facilities	Some new Park & Ride facilities and expansion of existing facilities, per GRTA Plans.	Cost \$80.93M
Operating Facilities	Some new operating facilities.	Cost \$20.48M
ITS technology and communications.	From national research, capital cost per vehicle was assumed at \$12k. Converted to per-mile cost for four lines as above	Cost \$0.69M

The resulting unit capital cost for these elements was \$ 0.49M/route-mile

Arterial Bus Network

The arterial bus network expansion in Concept 3 is broken into two tiers:

- Tier 1: the “Arterial BRT” system, consisting of significant operational upgrades and high-frequency service on major urban and suburban arterial corridors.
- Tier 2: the “Regional Suburban Bus” system, consisting of basic, limited stop service connecting selected suburban activity centers.

Of the Tier 1 / Arterial BRT corridors, two (Buford Hwy. and Fulton Industrial Blvd.) are more substantial proposals with dedicated lanes. Based on the unit cost categories used in recent studies of these concepts, a \$5M/route-mile unit cost is used for these two corridors to reflect the construction cost of adding exclusive lanes. This value is slightly lower than that of the findings from the national transit project capital cost review (\$6M/route-mile), and is considered justified by the extent of the network included in Concept 3.

For the other Arterial BRT corridors, which include operational improvements and service expansion but not dedicated lanes, a lower unit cost of \$1.5M/route-mile was used. The recommended capital costs for each Tier 1 / Arterial BRT corridor have been updated in the Evaluation Spreadsheet.

For the Tier 2 / Regional Suburban Bus corridors, a national average of \$0.68M/route-mile unit cost was used. The system-wide capital cost for the Regional Suburban Bus network has been updated in the Evaluation Spreadsheet.

Operating and Maintenance (O&M) Cost Review Summary

The review of long-term operations and maintenance costs included the following steps: (1) Review assumptions, unit costs and calculations provided by ARC; (2) Research national operating and maintenance costs for the transit modes included in Concept 3; (3) Compare with costs included in the Evaluation spreadsheet; and (4) Recommend revisions to operating and maintenance costs where supported by research and analysis findings.

Annual O&M Cost Estimate Assumptions used by TPB:

Annual operating and maintenance costs for Concept 3 were calculated for the project prioritization process on behalf of the Transit Planning Board in August 2007 (Draft). The hourly unit costs by mode were as follows:

MO DE	HOURLY COST (Consist)
Bus	\$90
Streetcar	\$175 – Atlanta Beltline \$125 – Other Streetcar
Light Rail (LRT)	\$375
MARTA (Heavy Rail)	\$750
Commuter Rail	\$3,100
Regional Rail	\$1,000

The sources of these costs are reproduced below from the TPB report.

O&M Costs

From source documents, if available. Inflated to 2007 dollars, using a 5%/year inflation factor. For projects where costs were not known, we used typical order-of-magnitude (O of M) costs. Cost assumptions by mode are as follows:

- Commuter Rail – The Lovejoy to Atlanta cost/revenue train-hour (the only one where O&M was known) averages \$3,100 in 2007 dollars. This is within the range of costs for other commuter rail projects. Thus, used \$3,100/revenue train-hour for all other commuter rail projects.
- LRT – Used \$375 per train-hour, based on cost per train-hour information for Denver, Dallas, Portland, Salt Lake, St. Louis. Applied this just to the NW Cobb LRT project.
- Streetcar – The Beltline cost/revenue train-hour is approximately \$170 in 2007 dollars. Used this figure for the Lindbergh-Decatur project.
- Freeway BRT – Used \$90/revenue bus-hour.
- MARTA Rail Projects – Used \$750 per revenue train-hour, based on approximate cost per train-hour from the MARTA 2005 NTD.
- Arterial BRT – Used \$90/revenue bus-hour for both premium and enhanced arterial BRT projects.

These costs were applied to vehicle hours of service to represent each corridor project based on the service plan to date, or on the assumptions as described below.

Vehicle Hours

From source documents, if available. For projects where vehicle hours were not known, the following assumptions were used:

- Commuter Rail – Was able to determine train-hours for the Athens line based on a train schedule that was provided in the GDOT Fact Sheets. For the other lines, assumed 12 one-way trips/day (similar to Athens and Lovejoy), 35 mph avg speed (similar to Athens and Lovejoy) and 250 days of service per year (same as Athens and Lovejoy).
- LRT/Streetcar – Train-hours were known for the Beltline. For Lindbergh/Decatur, assumed the same ratio of train-hours/route-mile as the Beltline. Thus, for this project we are assuming a similar speed and similar service plan as the Beltline.
- Freeway BRT – Most projects assume a 3 min. peak/10 min. off-peak frequency to get to daily bus trips, times the route length, with a 30 mph avg. speed assumed and 300 days annualization factor. The I-285 West and South project assume less service (5 peak/10 midday frequencies to get to daily bus trips).
- MARTA Rail Projects – Assumed 230 weekday trips (similar to existing), a 35 mph avg. operating speed, and an annualization factor of 330. NTD supports use of a higher annualization factor.
- Arterial BRT – Assumed 140 weekday trips for premium BRT and 100 weekday trips for enhanced BRT projects. This reflects about 10-min. peak, 15 to 20-minute off-peak frequencies), and an annualization factor of 300. Assumed a 15 or 20 mph avg. speeds, depending on the operating environment. All premium arterial BRT projects assume 20 mph average speeds (due to the assumption of bus-only lanes). Assumptions vary slightly for Memorial Drive, for there was some information on service frequencies and span of service for this project.

National Operating and Maintenance Costs

Hourly unit costs for operations and maintenance were reviewed for 2010 against costs by transit mode from a number of different national and local sources to develop a sense of the validity/accuracy based on recent available operating cost data. The sources used included the following:

- National Transit Database (2005 - 2009),
- A number of available project cost reports covering the same transit modes included in Concept 3 from :
 - New York,
 - Virginia (Washington DC area),
 - Rhode Island,
 - California,
 - Florida,
 - Oregon

Findings of the Operating and Maintenance Cost Review

The following table compares the Transit Planning Board (TPB) unit costs (from 2007) with the recommended 2010 costs based on the findings of the re-evaluation.

MODE	2007 HOURLY COST (Consist)	Recommended 2010 HOURLY COST (Consist)	Updated Cost Factor
Bus	\$90	\$90	1.00
Streetcar	\$175 – Atlanta Beltline \$125 – Other Streetcar	\$175	1.00 1.40
Light Rail (LRT)	\$375	\$375	1.00
MARTA (Heavy Rail)	\$750	\$900	1.20
Commuter Rail	\$3,100	\$750	0.24
Regional Rail	\$1,000	\$900	0.90

Operating costs for commuter rail and express bus were modified from the original Concept 3 estimates based on revised service hour estimates which were obtained from the regional planning model. Annual commuter rail service hours were increased from an estimate of 16,200 to 46,800.

Recommended Revision To Operating and Maintenance Costs

Based on these recommended costs, the operating cost estimates for Concept 3 have been updated in the Evaluation spreadsheet.

PROJECT CORRIDOR	SEGMENT ENDPOINTS		CAPITAL COST		O&M COST	
	From	To	Original	Proposed Update	Original	Proposed Update
Regional Light Rail Projects						
Northeast/I-85 Corridor	Norcross	Indian Trail Park and Ride Lot	\$ 361.7	\$ 361.7	\$ 9.9	\$ 9.9
	Indian Trail Park and Ride Lot	Gwinnett Place	\$ 437.8	\$ 437.8	\$ 12.0	\$ 12.0
	Gwinnett Place	Gwinnett Arena	\$ 266.5	\$ 266.5	\$ 7.3	\$ 7.3
I-20 East Corridor	Downtown Atlanta	Moreland Ave	\$ 258.7	\$ 258.7	\$ 7.3	\$ 7.3
	Moreland Ave	South DeKalb	\$ 377.9	\$ 377.9	\$ 10.7	\$ 10.7
	South DeKalb	Wesley Chapel	\$ 225.3	\$ 225.3	\$ 6.4	\$ 6.4
	Wesley Chapel	Panola Road	\$ 196.2	\$ 196.2	\$ 5.6	\$ 5.6
	Panola Road	Stonecrest	\$ 290.7	\$ 290.7	\$ 8.2	\$ 8.2
	Stonecrest	Sigman Road	\$ 167.1	\$ 167.1	\$ 4.7	\$ 4.7
I-285 Top-End Corridor	Cumberland	Perimeter	\$ 570.0	\$ 570.0	\$ 13.8	\$ 13.8
	Perimeter	Norcross	\$ 518.0	\$ 518.0	\$ 12.5	\$ 12.5
Clifton Corridor	Lindbergh/Armour	Emory	\$ 345.0	\$ 345.0	\$ 11.9	\$ 11.9
	Emory	Decatur	\$ 120.0	\$ 120.0	\$ 2.9	\$ 2.9
NW Corridor: Cobb Section	Cumberland	Southern Poly	\$ 402.5	\$ 402.5	\$ 9.7	\$ 9.7
	Southern Poly	Marietta	\$ 62.5	\$ 62.5	\$ 1.5	\$ 1.5
	Southern Poly	Town Center	\$ 360.0	\$ 360.0	\$ 8.7	\$ 8.7
	Smyrna	Cumberland	\$ 202.0	\$ 202.0	\$ 4.9	\$ 4.9
	Arts Center	Northside/Beltline	\$ 134.3	\$ 134.3	\$ 3.3	\$ 3.3
NW Corridor: Intown Connections	Five Points	Northside/Beltline	\$ 286.9	\$ 286.9	\$ 6.9	\$ 6.9
	Northside/Beltline	Cumberland	\$ 600.7	\$ 600.7	\$ 14.5	\$ 14.5
	Cumberland	5P via Marietta Blvd	\$ 930.4	\$ 930.4	\$ 22.5	\$ 22.5
NW Corridor: Cherokee Extension	Town Center	SR 92	\$ 292.7	\$ 380.5	\$ 8.8	\$ 8.8
	SR 92	Sixes Road	\$ 358.6	\$ 358.6	\$ 10.8	\$ 10.8
	Sixes Road	Canton	\$ 526.9	\$ 526.9	\$ 15.9	\$ 15.9
SR 400 North Corridor	Perimeter	Holcomb Bridge Road	\$ 548.0	\$ 548.0	\$ 13.2	\$ 13.2
	Holcomb Bridge Road	North Point	\$ 225.0	\$ 225.0	\$ 5.4	\$ 5.4
	North Point	Windward	\$ 225.0	\$ 225.0	\$ 5.4	\$ 5.4
Regional LRT Total			\$ 9,290.5	\$ 9,378.3	\$ 244.9	\$ 244.9

PROJECT CORRIDOR	SEGMENT ENDPOINTS		CAPITAL COST		O&M COST	
	From	To	Original	Proposed Update	Original	Proposed Update

Commuter Rail System

20-County Commuter Rail System				\$ 5,522.5		\$ 76.9
Non-RTC Extensions (Athens, Madison, Bremen)				\$ 918.0		\$ 11.3
Commuter Rail Total			\$ 3,491.4	\$ 6,440.5	\$ 108.4	\$ 88.2

Heavy Rail Projects

Northeast Branch Extension	Doraville	Norcross	\$ 387.0	\$ 387.0	\$ 1.5	\$ 1.8
West Line Extension	H.E. Holmes MARTA Station	Martin Luther King, Jr. Drive	\$ 370.0	\$ 370.0	\$ 1.2	\$ 1.4
South Corridor Heavy Rail Spur	East Point	Southern Crescent	\$ 690.0	\$ 690.0	\$ 3.5	\$ 4.2
Infill Stations & Access Improvements	N/A	N/A	\$ 224.0	\$ 224.0	N/A	N/A
Bankhead Station Platform Extension	N/A	N/A	\$ 6.0	\$ 6.0	N/A	N/A
Key Transfer Station Improvements	N/A	N/A	\$ 100.0	\$ 100.0	N/A	N/A
Heavy Rail Total			\$ 1,777.0	\$ 1,777.0	\$ 6.2	\$ 7.4

Intown LRT/Streetcar Projects

Peachtree Streetcar	Five Points	North Ave	\$ 64.6	\$ 64.6	\$ 1.6	\$ 0.9
	North Ave	Arts Center	\$ 70.9	\$ 70.9	\$ 1.7	\$ 1.0
	Arts Center	Beltline/Piedmont	\$ 63.0	\$ 63.0	\$ 2.1	\$ 1.2
	Beltline/Piedmont	Buckhead MARTA	\$ 83.5	\$ 83.5	\$ 3.9	\$ 2.2
	Buckhead MARTA	Brookhaven MARTA	\$ 50.5	\$ 50.5	\$ 2.4	\$ 1.3
	Five Points	White Street	\$ 70.8	\$ 70.8	\$ 3.3	\$ 1.9
	White Street	Fort McPherson	\$ 55.8	\$ 55.8	\$ 2.6	\$ 1.5

PROJECT CORRIDOR	SEGMENT ENDPOINTS		CAPITAL COST		O&M COST	
	From	To	Original	Proposed Update	Original	Proposed Update
Downtown E-W Streetcar	Peachtree Street	Auburn Ave/Beltline	\$ 50.8	\$ 50.8	\$ 1.3	\$ 1.8
	Peachtree Street	Centennial Park Area	\$ 11.7	\$ 11.7	\$ 0.3	\$ 0.4
Marietta/North/Ponce Streetcar	Peachtree Street	Moreland/Ponce	\$ 44.8	\$ 44.8	\$ 1.1	\$ 1.6
	Peachtree Street	Beltline/Hollowell	\$ 43.8	\$ 43.8	\$ 1.1	\$ 1.5
	Beltline/Hollowell	Marietta Blvd/Bolton Rd	\$ 86.4	\$ 86.4	\$ 2.2	\$ 3.0
Atlanta Beltline	MARTA North Line	MARTA East Line	\$ 222.6	\$ 222.6	\$ 4.0	\$ 4.0
	MARTA East Line	MARTA South Line	\$ 254.3	\$ 254.3	\$ 4.5	\$ 4.5
	MARTA South Line	MARTA West Line	\$ 125.0	\$ 125.0	\$ 2.2	\$ 2.2
	Northside	MARTA North Line	\$ 94.5	\$ 94.5	\$ 1.7	\$ 1.7
	Northside	MARTA West Line	\$ 143.5	\$ 143.5	\$ 2.6	\$ 2.6
Intown Streetcar/LRT Total			\$ 1,536.6	\$ 1,536.6	\$ 38.5	\$ 33.4

Arterial BRT Projects

Campbellton Rd Arterial BRT	Oakland City MARTA	Camp Creek Pkwy	\$ 42	\$ 26.3	3.6	\$ 5.4
Candler Rd / South DeKalb Arterial BRT	Decatur MARTA	Arabia Mtn. Area	\$ 40	\$ 46.9	3.4	\$ 9.6
I-20 W / Fulton Ind Blvd BRT	HE Holmes MARTA	FIB @ SR 6	\$ 15	\$ 76.2	1.3	\$ 4.7
Jimmy Carter Blvd / Mountain Ind Blvd / N Hairston Rd Arterial BRT	Norcross	Memorial Dr Arterial BRT Corridor		\$ 31.3		\$ 6.4
Memorial Dr Arterial BRT: West Extension	Garnett MARTA	Columbia Dr	\$ 22	\$ 27.4	2.5	\$ 5.6
Memorial Dr Arterial BRT: East Extension	Stone Mountain P&R	Snellville	\$ 25	\$ 24.8	2.8	\$ 5.1
N Druid Hills Rd / Briarcliff Rd / Moreland Ave Arterial BRT	Brookhaven MARTA	I-285	\$ 41	\$ 43.7	3.4	\$ 8.9
Piedmont Rd / Roswell Rd Arterial BRT	Lindbergh MARTA	Roswell	\$ 82	\$ 44.5	6.8	\$ 9.1
Pryor Rd Transit Corridor	Georgia State MARTA	Lakewood Fairgrounds	\$ 16	\$ 12.0	1.3	\$ 2.4

PROJECT CORRIDOR	SEGMENT ENDPOINTS		CAPITAL COST		O&M COST	
	From	To	Original	Proposed Update	Original	Proposed Update
South Fulton Parkway Arterial BRT	College Park	Chattahoochee Hills	\$ 42	\$ 37.6	4.7	\$ 7.7
SR 120 Arterial BRT	Marietta	Lawrenceville	\$ 197	\$ 118.2	13.2	\$ 24.1
SR 13 (Buford Hwy) Arterial BRT	Lindbergh MARTA	Pleasant Hill Rd	\$ 28	\$ 169.8	5.7	\$ 10.4
SR 34 / SR 54 Suburban Bus	Newnan	Jonesboro	\$ 146	\$ 87.8	9.8	\$ 17.9
US 41 Arterial BRT	Southern Crescent Transit Center	Griffin	\$ 63	\$ 92.0	7.1	\$ 18.8
SR 54 / McDonough Rd / Jonesboro Rd Arterial BRT	Fayetteville	McDonough	\$ 51	\$ 51.3	5.7	\$ 10.5
SR 6 / Sailors Pkwy / Powder Springs Rd Arterial BRT	Dallas	Marietta	\$ 100	\$ 65.8	6.7	\$ 13.4
SR 85 Arterial BRT	Southern Crescent Transit Center	Fayetteville	\$ 40	\$ 44.6	4.5	\$ 9.1
US 78 / Bankhead Hwy Arterial BRT	Douglasville	Beltline @ Hollowell Pkwy	\$ 42	\$ 64.8	2.3	\$ 13.2
Arterial BRT Total			\$ 992.0	\$ 1,064.9	\$ 105.0	\$ 182.2

Bus Network Projects

Express Bus Network Expansion*	N/A	N/A	\$ 332.0	\$ 235.7	\$ 29.2	\$ 22.5
Arterial Suburban Bus Network	N/A	N/A	N/A	\$ 550.7	\$ 47.6	\$ 47.6

* Estimates do not include cost of managed lane projects, which are assumed in modeling work

Total Concept 3 Expansion Costs	\$ 18,583.00	\$ 20,983.75	\$ 579.81	\$ 626.16
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(excludes
managed
lane costs)



TRANSIT PROJECT DELIVERY ASSESSMENT Status Update

Regional Transit Committee

APRIL 14, 2011



Transit Deliverability Review



- Deliverability review of major transit capital projects
- Outcome – a reasonable estimated duration for each project, along with a schedule risk profile for meeting 10 year target
- Results presented to Regional Transit Committee, GDOT Director of Planning, and Regional Roundtable



Project Review Classifications



- No Review

- Minor Capital Projects (scope poses no material delivery risk): state of good repair, operations assistance, maintenance, fleet replacement or renewal, new Bus Rapid Transit (BRT) in existing corridors

- Review

- Major Capital Projects (scope with material risk to delivery): new rail lines or expansions, new BRT on new alignments

3



Transportation Investment Act Preliminary Summary of Transit Project Submissions



TRANSIT SUBMISSION SUMMARY	# OF SUBMISSIONS	COST SUBMISSIONS
DELIVERY ASSESSMENT- NOT REQUIRED	63	\$4.5B
DELIVERY ASSESSMENT- REQUIRED	24	\$10.1B
TOTAL	87	\$14.6B

4

Projects/Corridors To Be Reviewed

#	CORRIDOR	PROJECT NAME SEGEMENT	KEY SPONSOR
1	I-285 TRANSIT CORRIDOR	BRT: Cumberland - Perimeter - Doraville LRT: Perimeter - Doraville	Perimeter CID
2	GRIFFIN CORRIDOR	Commuter Rail: Atlanta - Griffin - Macon	Clayton County
3	I-20 EAST CORRIDOR	LRT/BRT: Central Atlanta to Candler Rd/I-20 HRT: Indian Creek to Wesley Chapel	MARTA
4	DOWNTOWN CORRIDOR	HRT: Garnett to Turner Field	MARTA
5	CLIFTON CORRIDOR	HRT: Lindberg to Emory University HRT: Emory University to N Decatur Rd P&R HRT: Y Access Airport / Clifton	MARTA
6	WEST CORRIDOR	HRT Extension: Hamilton Holmes to I-285/MLK	MARTA
7	NW/COBB PARKWAY CORRIDOR	LRT: Downtown to Cumberland LRT: Cumberland to Acworth	Cobb DOT / Atlanta Cobb DOT
8	I-85 CORRIDOR NE LINE	HRT Extension: Doraville - Oakcliff LRT: Doraville - Oakcliff Rd LRT: Oakcliff Rd - Gwinnett Village LRT: Gwinnett Village - Indian Trail P&R LRT: Indian Trail P&R - Gwinnett Place Mall LRT: Gwinnett Place Mall - Gwinnett Arena	MARTA Gwinnett County
9	ATLANTA BELTLINE / STREETCAR	LRT/Streetcar: NE ATL to Downtown LRT/Streetcar: S Buckhead to Midtown LRT/Streetcar: SE ATL to Midtown LRT/Streetcar: SW ATL to Midtown	City of Atlanta

5

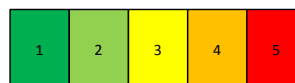


Estimated Schedule



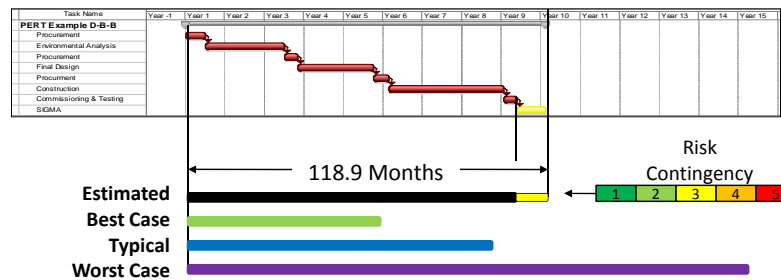
- Schedule with high confidence that the project can be completed on time, using time contingency to offset risk (i.e.- higher risk means more contingency).

Risk
Contingency



6

Example: Programmatic Schedule with Risk Analysis



7



Transit Deliverability Review



Fast-Track Schedule

- February
 - ✓ Consultant procurement
 - ✓ Regional coordination
- March
 - ✓ Consultant contracting
 - ✓ Initial Project Sponsor Meeting
 - ✓ Identify Projects for review
 - ✓ Develop of Draft Risk Evaluation Methodology
- April
 - Project Sponsor Interviews
 - Project Refinement & Clarification with Sponsors

- May
 - Preliminary evaluation of projects utilizing draft methodology
 - Finalize methodology, evaluate projects and screen results for detailed analysis
 - Detailed Analysis: Programmatic Schedules and Risk Profiles
 - Presentation of Results to GDOT, RTC, Regional Roundtable and GRTA.
- Throughout the process - coordination with GDOT, ARC, RTC, Regional Roundtable.

8



QUESTIONS?

DATE: April 14, 2011
TO: Regional Transit Committee Members
FROM: Catherine Brulet, Governmental Affairs Manager

**UPDATE ON TRANSPORTATION RELATED LEGISLATION
THIS IS DAY 40 -Sine Die**

SB 283: Creation of the Georgia Department of Public Transit – Senator Mullis, Gooch, Stoner

It is Senator Mullis' intent that this legislation serve only as a place-holder for upcoming discussions on transit governance. The Senator purposely did not use either the RTC concept legislation, or any attempts to change the GRTA statute. As drafted the bill:

- Creates a state department of transit to consolidate current transit systems and provide leadership to regional transit systems in the state.
- The Board would consist of: a Commissioner, appointed by the Governor; the state Planning Director; Executive Director of GRTA; General Manager of MARTA; Chairman of ARC; Director of State Properties Commission; Mayor of the most populous city in the State; Chair of a County Commission with the most population in unincorporated areas; a Mayor appointed by the Mayors of the State; a County Chair appointed by the County Chairs of the State; appointees of the House and Senate Transportation Committee; and a Chairman of the Board also appointed by the Governor.
- Department shall develop and implement a business plan to combine and streamline public transit entities, and shall be the sole recipient of state and federal funds for transit. The business plan may include a portion of state motor fuel tax if feasible.
- The act shall become effective July 1, 2012.

HB 137: GDOT - Multiple Code Changes - Rep Donna Sheldon, Jay Roberts, Jon Burns

This is a department bill: It was amended in Senate committee to include some of the language in HB 131 which exempted GDOT from environmental fines: those sections were removed on the Senate floor.

- Clarifies the team of the State Planning Director related to an incoming Governor, and eliminates the Director's bonding requirement.
- Authorizes the department to require local governments remove abandoned water pipes that contain asbestos when in right of ways, and that are deemed "in conflict" with GDOT projects. An Engineering report must be submitted to the local jurisdiction.
- Requires electronic submission of certain accidents reports by law enforcement agencies.
- Removes the requirement to include zip codes on official department maps and lists.
- Allows local governments to send updated road information to the department using GIS files.

STATUS: Passed the House and Senate; awaiting House agreement on Senate version.

SR 29: Urge GDOT- Efficient Delivery and Maintenance – Senator Jeff Mullis

Urges GDOT to make an assessment of employees and management plan that would reduce staff by 25% by June, 2015.

STATUS: Passed the Senate

SR 30: Urge GDOT – Senator Jeff Mullis and Senate leadership

This bill urges GDOT to develop and implement a procedure by which local governments could become pre-authorized to clear snow and ice from state routes in cases of emergency. The department would also develop a list of contractors likely to respond to assisting with emergency clearing.

STATUS: Passed both House and Senate

HB 101: Change code for Bicycle Safety – Rep McKillip

This bill creates a number of code changes to better preserve the safety of drivers of bicycle's on public and private roadways and automobile drivers.

STATUS: Passed both House and Senate

BILLS THAT DID NOT MAKE CROSS-OVER BUT ARE ALIVE FOR NEXT SESSION:**SB 232: Changes to the Transportation Investment Act of 2010– Senator Fort, James, Jones**

This bill attempts to correct the restrictions on tax proceeds placed on MARTA within HB 277 of the 2010 legislative session; exempts Fulton and DeKalb County from the Act's tax if approved by the voters in 2012; and gives all counties within ARC 25 % of the discretionary fund rather than the 15 % now assigned.

HB 352: Toll Extension modify – Rep Martin, Riley, Wilkinson

This bill maintains that no toll shall be extended beyond their life without the passage of a joint resolution of the General Assembly; and no toll shall be charged on any project or portion of a project that is not obligated for any interest payments on public indebtedness.

HR 13: Sales and Use Tax for Transportation – Rep Ed Setzler

Calls for a Constitutional Amendment asking voters to dedicate 25% of the state's income from sales and use tax to transportation purposes, and is phased in by formula.

HB 131: Exempt State Agencies from certain state environmental requirements– Rep. James Epps, Jay Roberts

This is a GDOT bill meant to lessen the burden of fines to the department for environmental infractions but the bill has gone through considerable change over the past month and has received substantial opposition, including EPD.

Senate Bill 283

By: Senators Mullis of the 53rd, Gooch of the 51st, Stoner of the 6th, Miller of the 49th and Seay of the 34th

A BILL TO BE ENTITLED

AN ACT

To amend Title 50 of the Official Code of Georgia Annotated, relating to state government, so as to create the Georgia Department of Public Transit; to provide for a board and a commissioner of public transit; to provide for duties of the department; to provide for maximum use of available resources to enhance public transit in this state; to provide for related matters; to provide for an effective date; to repeal conflicting laws; and for other purposes.

BE IT ENACTED BY THE GENERAL ASSEMBLY OF GEORGIA:

SECTION 1.

Title 50 of the Official Code of Georgia Annotated, relating to state government, is amended by adding a new chapter to read as follows:

"CHAPTER 38

50-38-1.

The State of Georgia, particularly the metropolitan Atlanta region, faces a number of critical issues relating to its transportation system and ever-increasing traffic congestion. In light of the dwindling resources available to help solve these problems, it is imperative that all available current resources be used to maximum efficiency in order to alleviate the gridlock in and around the metropolitan Atlanta region and other areas of the state. There exists a need for a single state-wide agency to consolidate our current public transit system and provide leadership to regional public transit systems in Georgia.

50-38-2.

(a) There is hereby created the Georgia Department of Public Transit which shall be governed by the Board of Public Transit consisting of:

(1) The commissioner of transportation;

(2) The planning director of the Department of Transportation;

(3) The executive director of the Georgia Regional Transportation Authority;

(4) The general manager of the Metropolitan Atlanta Rapid Transit Authority;

(5) The chairperson of the Atlanta Regional Commission;

(6) The director of the State Properties Commission;

(7) Appointees as follows, each of whom shall serve no more than three two-year terms and shall be selected and qualified by July 1 of each odd-numbered year, except as indicated otherwise:

(A) An appointee of the mayor of the most populous city in the state;

(B) An appointee of the chairperson of the county commission with the most population living in unincorporated areas;

(C) An appointee of the cities in the state, as selected by a majority vote of the mayors;

(D) An appointee of the counties in the state, as selected by a majority vote of the county commission chairpersons;

(E) An appointee of the chairperson of the Senate Transportation Committee;

(F) An appointee of the chairperson of the House Committee on Transportation; and

(G) The chairperson of the board, to be appointed by the Governor, who shall be selected and qualified within 60 days of the Governor taking the oath of office, and who shall serve no more than two four-year terms.

(b) The Governor shall appoint a commissioner of public transit who shall oversee the activities of the department under the direction of the board. The commissioner shall hire and direct the necessary staff to carry out the duties and responsibilities of the department, including a director of public transit.

50-38-3.

(a) The primary duty of the department shall be to develop and implement a business plan for combining all regional public transit entities in this state into a streamlined and integrated state-wide public transit system. This business plan shall include a viable plan for financing such a system using all available federal, state, and local funds, including a portion of the existing motor fuel tax, if feasible. The department shall be the sole recipient of all state funds and federal funds directed to Georgia for public transit system purposes.

(b) The plan developed under subsection (a) of this Code section shall incorporate all types of public transit, including, but not limited to, light and heavy rail and buses. The final plan shall be constrained to what is demonstrated to be economically feasible and financially sustainable at the time of implementation. The commissioner of public transit shall direct the preparation and support the introduction of any necessary legislative component to allow for implementation of the plan."

60 **SECTION 2.**

61 This Act shall become effective on July 1, 2012.

62 **SECTION 3.**

63 All laws and parts of laws in conflict with this Act are repealed.

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

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

CONCEPT 3 IMPLEMENTATION REPORT

Regional Transit Committee
May 12, 2011

The Concept 3 Vision



- Concept 3 Developed, Adopted in 2008
- Serves as Transit Element of “Aspirations Plan” of Unconstrained RTP
- Projects Pulled Into Constrained RTP/ TIP as Funding Becomes Available and Sponsor is Identified

Implementation Overview

- Open for Service Since 2008
 - ▣ Xpress Bus Network Expansion (Ongoing)
 - ▣ Memorial Drive Arterial BRT
- Projects Entering Construction
 - ▣ Downtown Atlanta Streetcar
- Corridors With Major Planning/Engineering Work Underway
 - ▣ I-20 East, BeltLine, Clifton Corridor, Northwest Corridor, I-85 Corridor, I-285 Top End, Ga. 400

Xpress Expansion



- 5 New Routes Since 2008
- 10 New or Expanded P&R's
- 2 New Routes, 3 New/Expanded P&R's for FY2012

	FY 2009	FY 2010	FY 2011	FY 2012 Planned
New Services	<ul style="list-style-type: none"> • 431 Stockbridge to Midtown • 491 Woodstock to Midtown 	<ul style="list-style-type: none"> • 424 Stone Mtn to Downtown 	<ul style="list-style-type: none"> • 462 W. Douglas to Downtown • 411 Mall of Georgia to Midtown 	<ul style="list-style-type: none"> • Hamilton Mill to Downtown • 416 Dacula to Downtown
New Facilities	<ul style="list-style-type: none"> • Hiram Station • Woodstock (His Hands Lease) • Stockbridge (Brandsmart Lease) 	<ul style="list-style-type: none"> • Jonesboro Station • Stone Mtn (Cub Foods Lease) 	<ul style="list-style-type: none"> • Town Center Station • W. Douglas Station • Newnan Station • Sigman Road Expansion • Mall of GA Lease 	<ul style="list-style-type: none"> • I-985/GA 20 P&R Expansion • Hamilton Mill Station • Dacula (Hebron Baptist Lease)

Xpress Expansion

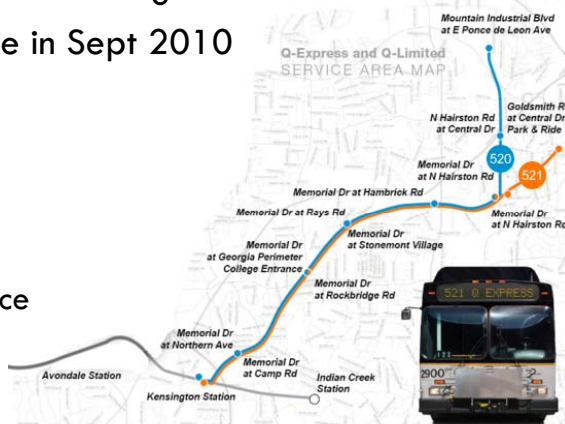


□ System Growth Since 2008:

Xpress	FY 2008 Actual	FY 2012 Projected
Routes	26	33
Peak Coaches	98	137
Revenue Hours	105,000	133,000
Boardings	1.8 million	2.4 million
Passenger Miles	46 million	60 million

Memorial Drive BRT (The “Q”)

- Connects Kensington Station with New Stone Mtn. P&R
- 10-Minute Frequencies During Peak
- Opened for Service in Sept 2010
- Amenities Include:
 - ▣ “Queue Jumpers”
 - ▣ Signal Priority
 - ▣ Larger Shelters
 - ▣ Limited-Stop Service



Memorial Drive BRT



Atlanta Streetcar

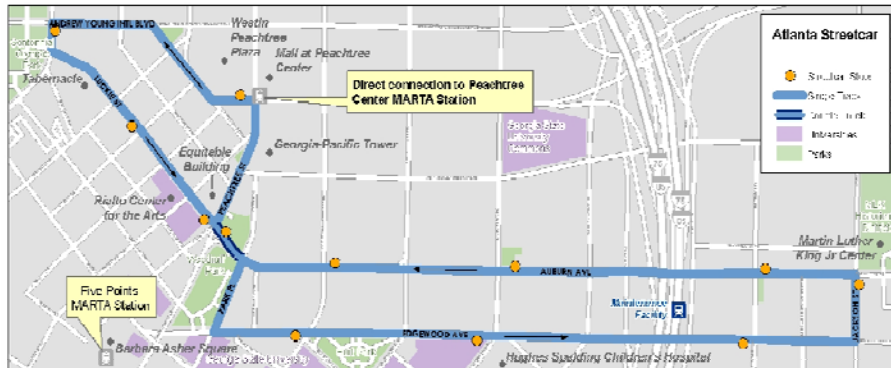


- 2.7-Mile Downtown Circulator
- First Rail Transit Expansion in Region Since 2000
- Will Be Interoperable with Planned Light Rail
- Utilizes Existing Rail Maintenance Infrastructure



- \$78 Million Capital Cost:
 - ▣ Federal TIGER II Grant: \$48M
 - ▣ City of Atlanta: \$26M
 - ▣ Atlanta Downtown Improvement District: \$6M

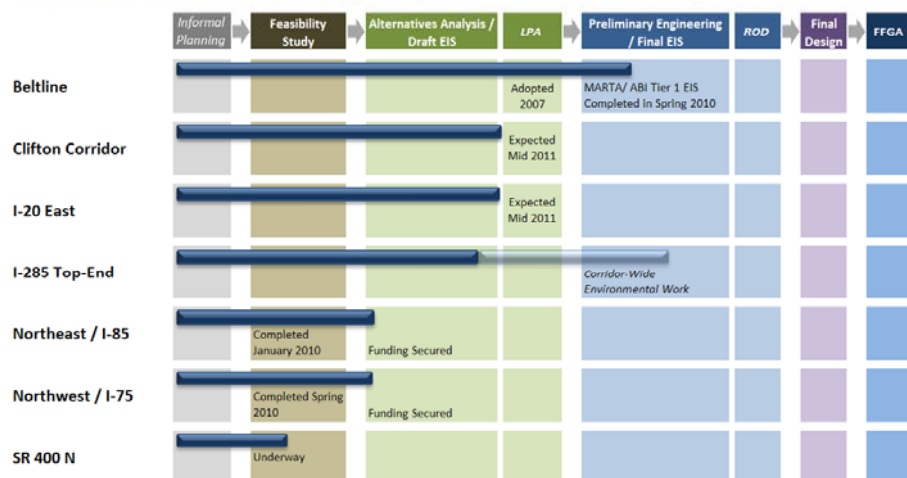
- Route Connects Centennial Park Area to King Center
- Transfer to MARTA at Peachtree Center Station



- 5

Planning/Environmental Work

Status of Fixed Guideway Proposals in New Starts / NEPA Process



Questions?



Overview of TIA-2010 Transit Submittals

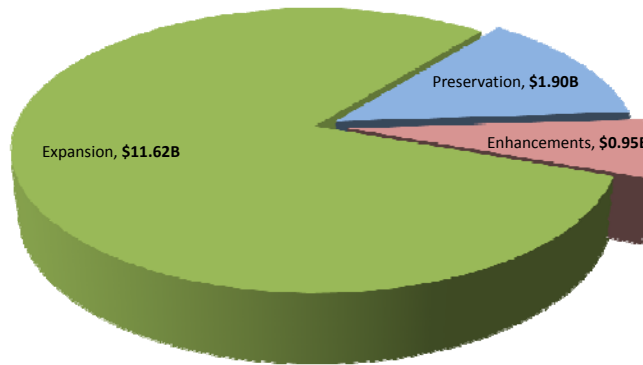
Regional Transit Committee
May 12, 2011

Context

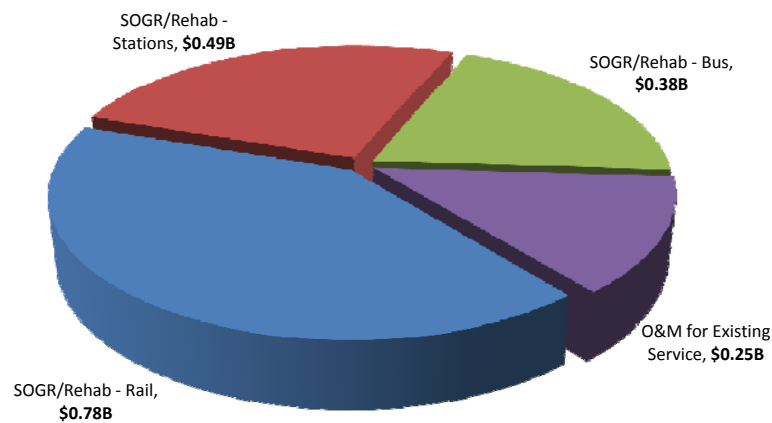
- Roughly 80 Unique Transit Submittals Received Totaling Over \$14 Billion
- Following Graphics Provide “Big Picture” Overview of Submittals, Organized by Project Type and Location
- Totals Reflect Only What was Requested by Sponsor; Total Project Cost May Be Higher
- Note: Additional Projects May be Added as Unconstrained List is Finalized

Total Transit Requests

- Total Amount Requested For Transit: **\$14.5B**

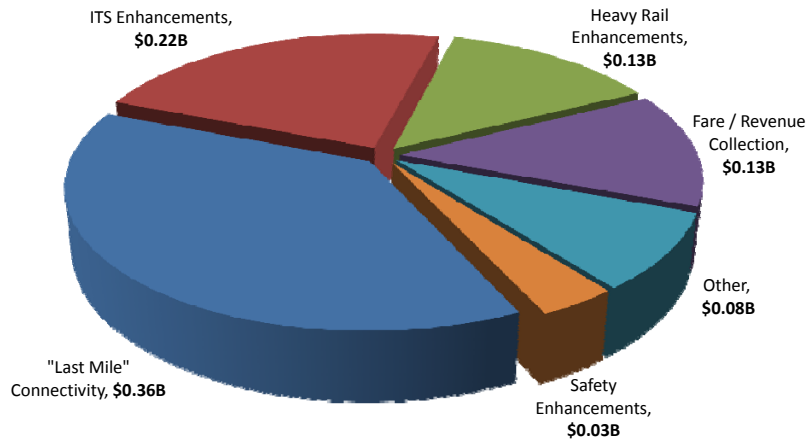


Breakdown: Preservation Requests



- Total System Preservation Requests: **\$1.9B**

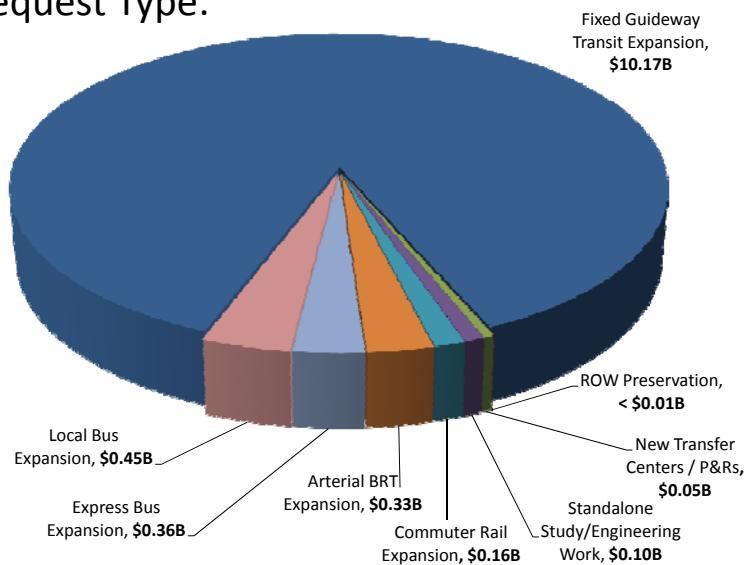
Breakdown: Enhancement Requests



- Total System Enhancement Requests: **\$953M**

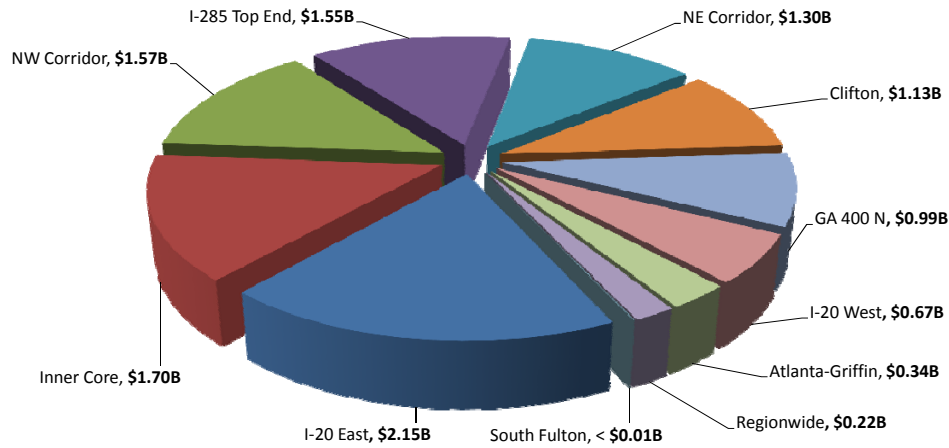
Breakdown: Expansion Requests

By Request Type:

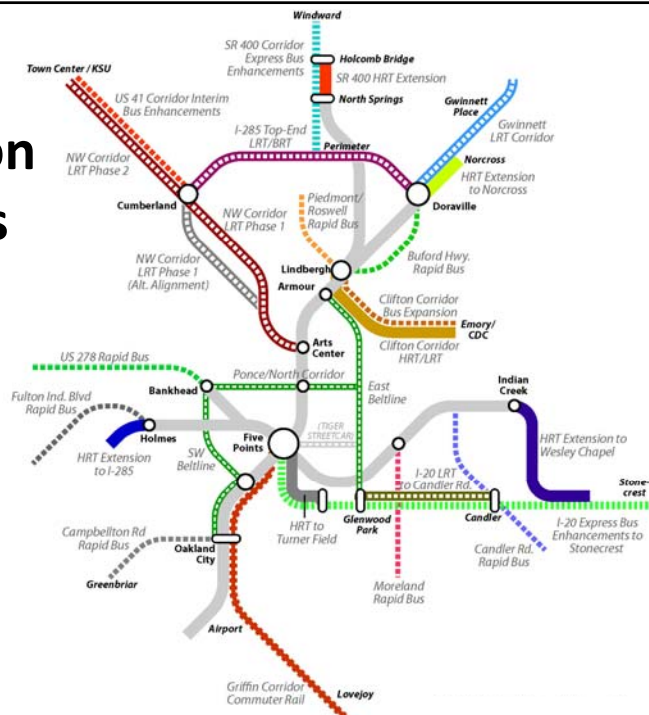


Breakdown: Expansion Requests

By Corridor/Area:



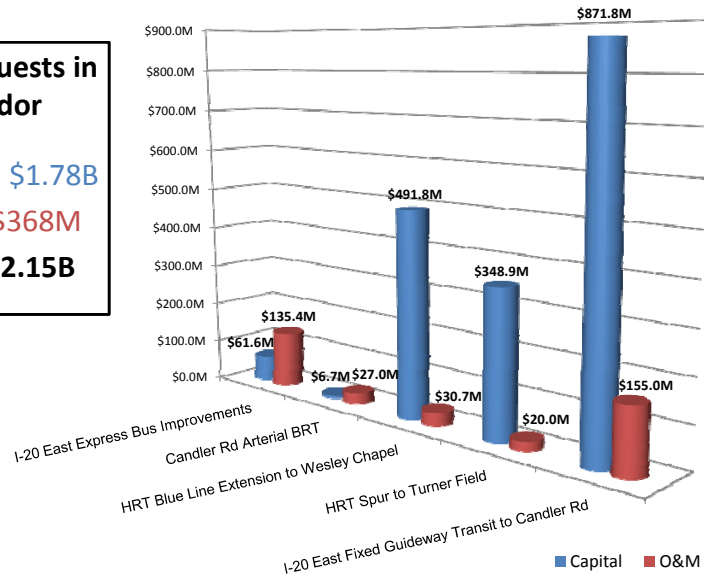
Map of Expansion Requests



Expansion Focus: I-20 East

Total requests in corridor

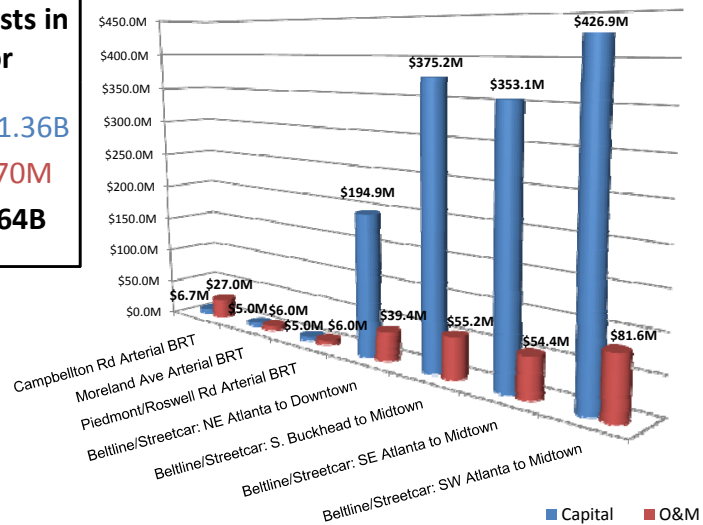
- Capital: \$1.78B
- O&M: \$368M
- Total: \$2.15B



Expansion Focus: Inner Core

Total requests in corridor

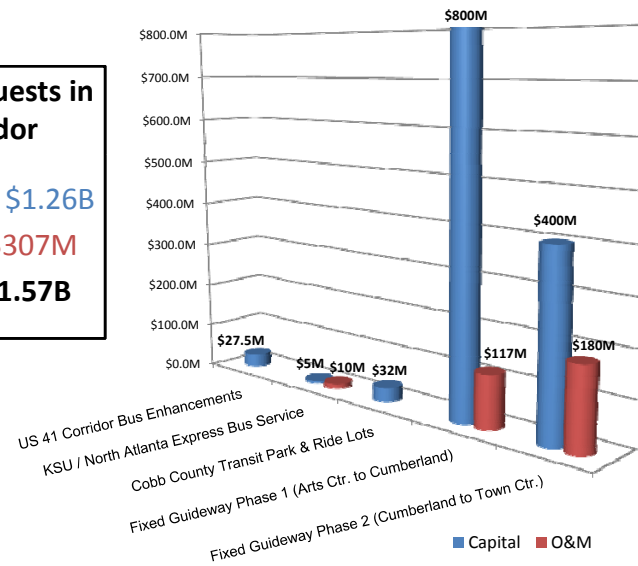
- Capital: \$1.36B
- O&M: \$270M
- Total: \$1.64B



Expansion Focus: NW Corridor

Total requests in corridor

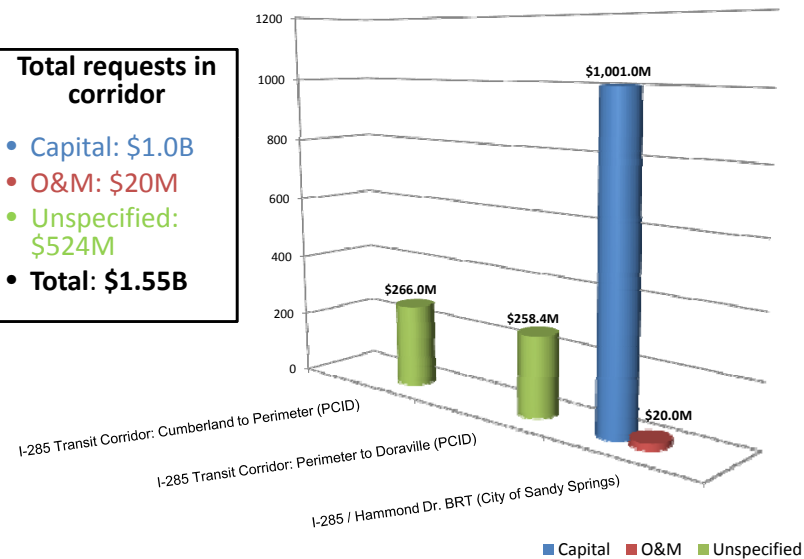
- Capital: \$1.26B
- O&M: \$307M
- Total: \$1.57B



Expansion Focus: I-285 Top End

Total requests in corridor

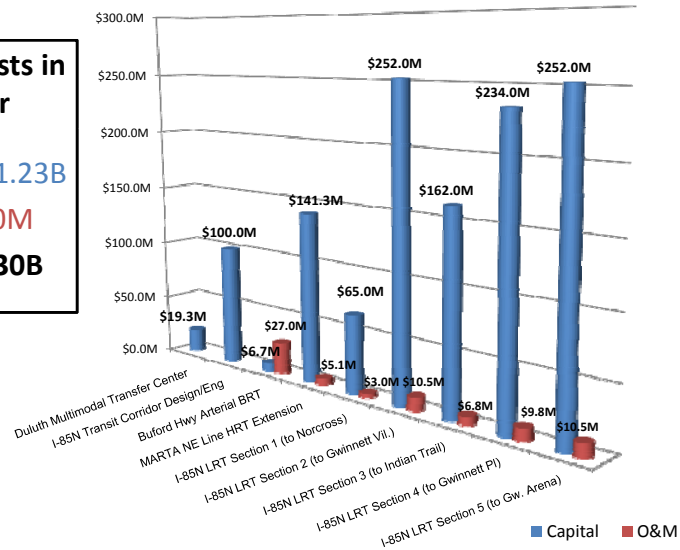
- Capital: \$1.0B
- O&M: \$20M
- Unspecified: \$524M
- Total: \$1.55B



Expansion Focus: NE/I-85 Corridor

Total requests in corridor

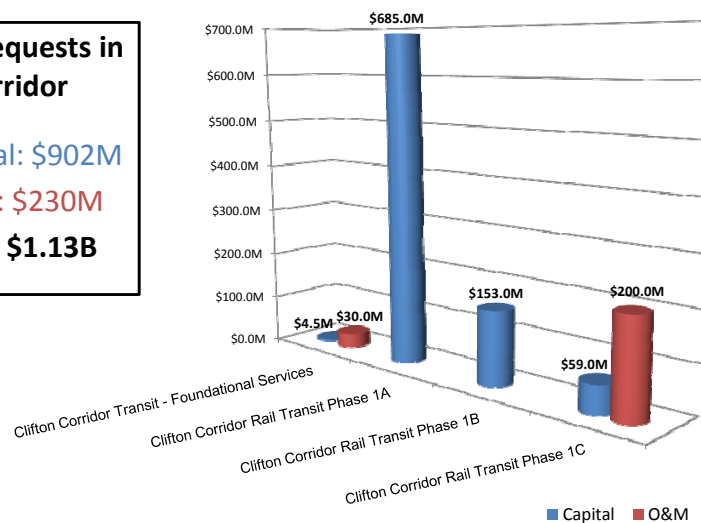
- Capital: \$1.23B
- O&M: \$70M
- Total: \$1.30B



Expansion Focus: Clifton Corridor

Total requests in corridor

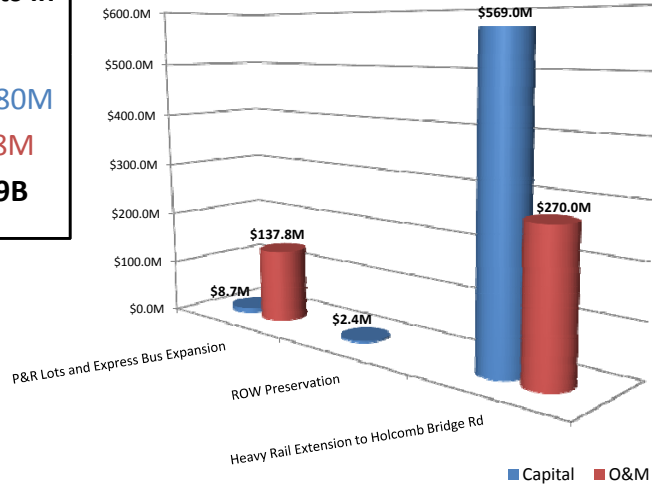
- Capital: \$902M
- O&M: \$230M
- Total: \$1.13B



Expansion Focus: GA 400 Corridor

Total requests in corridor

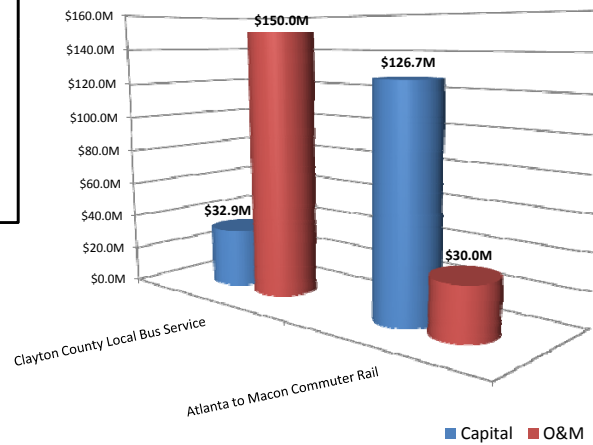
- Capital: \$580M
- O&M: \$408M
- Total: \$0.99B



Expansion Focus: Atlanta-Griffin

Total requests in corridor

- Capital: \$160B
- O&M: \$180M
- Total: \$340M



Proposed 2012 RTC Work Program and Budget

At the time the Regional Transit Committee became a committee of the ARC board, it was intended to be a short-term, temporary solution to the region's need for more coordinated multi-jurisdictional transit governance. More specifically, it was hoped that the region would be able to work with the Governor and the General Assembly in the 2011 session to enact legislation that would create a permanent solution to the region's transit governance needs.

As the legislature failed to act this year, the RTC will need to continue in its current capacity for another year. This will require additional funds from members to match federal funds to pay for the work of the RTC. Staff proposes the same dues structure for 2012 that was used in 2011. See Table 1 below for detail on that structure.

Table 1: Current 2011 and Proposed 2012 RTC Dues Structure	
Member	Dues Amount
County Government	\$10,000
Metro Atlanta Mayor's Association	\$10,000
GDOT	\$22,500
MARTA	\$150,000 (in kind services)
GRTA	\$150,000 (in kind services)

RTC staff will use these local funds to match federal grant funds as well as other funds to implement the work program proposed below.

Task 1: General Planning Support

Concept 3 will require ongoing maintenance to keep it current with any regional changes. Additionally, RTC staff will need to ensure that the rest of the transportation planning done in the region remains consistent with the region's transit vision.

Task 2: General Administrative Support

RTC staff will work to provide support to the Committee. Staff will set meeting agendas, keep the chair informed, prepare meeting summaries, develop necessary resolutions, and maintain communications with RTC members as well as their support staffs.

Task 3: Regional Governance Development

RTC staff will work to further the legislative process of creating a permanent transit governance structure. Additionally, once such a structure is created, RTC staff will ensure a smooth transition of the RTC responsibilities and authorities to the newly created entity.

Task 4: Regional Fare Policy and Collection Coordination

RTC staff will continue the work begun this year to better integrate the fare collection processes and fare products across the multiple operators and modes in the region. This will include the development of a regional fare policy, investigation of regional variable based fares, development of a universal fare product, study and recommendations regarding next generation fare collection technologies, renegotiation of transfer agreements, and any other activities necessary to the smooth function and integration of the region's fare collection system.

Task 5: Implementation of Fleet and Facilities Plan

RTC staff will complete a region-wide fleet and facilities plan by the end of 2011. The outcome of this work will have to be incorporated into Concept 3 as well as the RTP and TIP maintained by the MPO. RTC staff will work to ensure these activities occur. Additionally, it is likely that the fleet and facilities plan will make recommendations regarding efficiency gains that could result from additional collaboration among the region's operators. RTC will convene technical personnel, executive management, and policy officials as necessary from the region's transit properties to negotiate appropriate agreements to ensure that the region achieves the potential efficiencies outlined in the fleet and facilities plan.

Task 6: Implementation and Maintenance of Regional Transit Data and Maps

RTC staff will complete a region-wide transit data collection and standardization effort by the end of 2011, resulting in the deployment of a regional transit data clearinghouse and both print and online regional system maps. Ongoing maintenance work will be necessary throughout 2012 to ensure that the clearinghouse and maps reflect any changes to the region's transit services. In addition, enhancements to these products may also be warranted to better incorporate related program elements such as the region's travel demand management program.

Regional Transit Committee

June 9, 2011 Meeting Packet

- | | |
|--|------|
| 1. Meeting Agenda | p. 1 |
| 2. May 12, 2011 Meeting Summary | p. 2 |
| 3. RTC 2012 Work Program & Budget | p. 7 |
| 4. Presentation: Fleet & Facilities Inventory Report | p. 9 |

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 | <i>Kasim Reed, Chair</i> |
| 2. Public Comment Period ⁱ | <i>Judy Dovers, ARC</i> |
| 3. Approve May 12 th , 2011 Meeting Summary | <i>Chair</i> |

PLANNING

- | | |
|--|-----------------------------|
| 4. RTC 2012 Budget and Work Program | <i>Cain Williamson, ARC</i> |
| 5. Regional Transit Fleet & Facilities Inventory | <i>David Emory, ARC</i> |
| 6. Breeze Negotiations Update | <i>Cain Williamson, ARC</i> |
| 7. RTC Staff Report & Committee Updates | <i>David Emory, ARC</i> |
| 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 the 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 2012 RTC Work Program and Budget

June 9, 2011

At the time the Regional Transit Committee became a committee of the ARC board, it was intended to be a short-term, temporary solution to the region's need for more coordinated multi-jurisdictional transit governance. More specifically, it was hoped that the region would be able to work with the Governor and the General Assembly in the 2011 session to enact legislation that would create a permanent solution to the region's transit governance needs.

Given the lack of legislative action this year, the RTC will need to continue in its current capacity for another year. There are six tasks that compose the proposed 2012 work program, described in further detail at the end of this document. Table 1 below provides estimated costs for each of the proposed tasks. The costs represent a combination of estimated ARC, MARTA, and GRTA staff time, contracted work, and other general expenses.

Table 1: Proposed 2012 RTC Work Program Expenditures	
Task	Budget
Task 1 - General Planning Support	\$99,000
Task 2 - General Administrative Support	\$147,000
Task 3 - Regional Governance Development	\$216,000
Task 4 - Regional Fare Policy and Collection Coordination	\$398,000
Task 5 - Regional Service Coordination	\$167,000
Task 6 - Implementation and Maintenance of Regional Transit Data and Maps	\$96,000
Total	\$1,124,000

The proposed work program will require additional funds from members to match federal funds to pay for the work of the RTC. Staff proposes that a modified version of the 2011 dues structure be used for 2012. Table 2 below provides additional detail on that structure.

Table 2: Proposed 2012 RTC Dues Structure	
Member	Dues Amount
County Government / City of Atlanta	\$5,000
Metro Atlanta Mayors Association	\$5,000
GDOT	\$10,000
MARTA	\$150,000 (in kind services)
GRTA	\$150,000 (in kind services)

RTC staff will use these local contributions to match federal grant funds to implement the work program, described in further detail below.

Task 1: General Planning Support

Concept 3 will require ongoing maintenance to keep it current with any regional changes. Additionally, RTC staff will need to ensure that the rest of the transportation planning done in the region remains consistent with the region's transit vision.

Task 2: General Administrative Support

RTC staff will work to provide support to the Committee. Staff will set meeting agendas, keep the chair informed, prepare meeting summaries, develop necessary resolutions, and maintain communications with RTC members as well as their support staffs.

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Task 5: Implementation of Fleet and Facilities Plan

RTC staff will complete a region-wide fleet and facilities plan by the end of 2011. The outcome of this work will have to be incorporated into Concept 3 as well as the RTP and TIP maintained by the MPO. RTC staff will work to ensure these activities occur. Additionally, it is likely that the fleet and facilities plan will make recommendations regarding efficiency gains that could result from additional collaboration among the region's operators. RTC will convene technical personnel, executive management, and policy officials as necessary from the region's transit properties to negotiate appropriate agreements to ensure that the region achieves the potential efficiencies outlined in the fleet and facilities plan.

Task 6: Implementation and Maintenance of Regional Transit Data and Maps

RTC staff will complete a region-wide transit data collection and standardization effort by the end of 2011, resulting in the deployment of a regional transit data clearinghouse and both print and online regional system maps. Ongoing maintenance work will be necessary throughout 2012 to ensure that the clearinghouse and maps reflect any changes to the region's transit services. In addition, enhancements to these products may also be warranted to better incorporate related program elements such as the region's travel demand management program.

FLEET AND FACILITIES INVENTORY REPORT

Regional Transit Committee
June 9, 2011

Overview

- Review Project Purpose & Timeline
- Fleet Inventory Overview
- Facilities Inventory Overview
- System Expansion Implications
- Preliminary Observations and Potential Opportunities

Project Purpose

Why Conduct a Fleet/Facilities Plan?

- Currently Limited Information on Transit System Assets in Regionally Integrated Format
- Opportunities Exist for Improved Efficiencies/Cost Savings
- Will Inform Decisions Regarding Expansion

Project Deliverables:

- Transit Fleet and Facilities Database
- Regional Transit Fleet and Facilities Plan
- Web-based Interface for Accessing Data

Plan Timeline

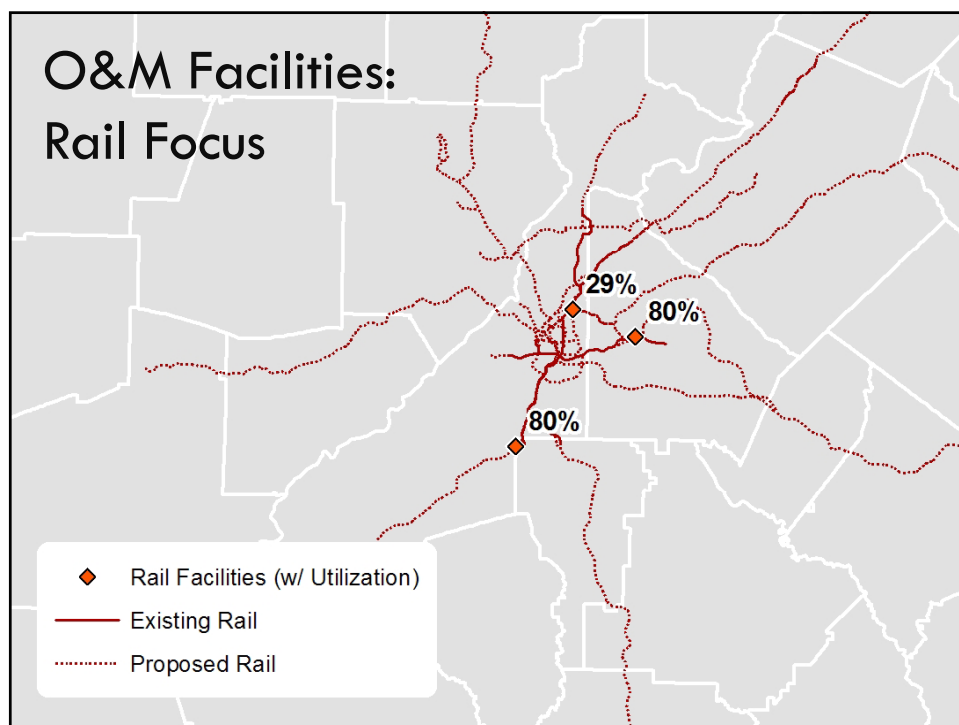
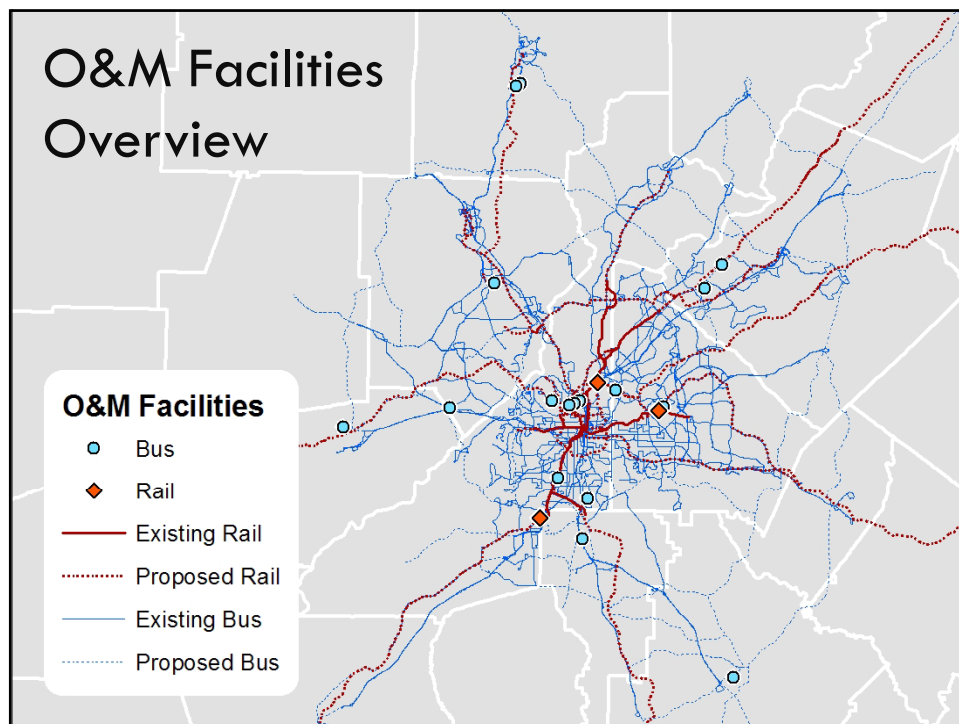
- January: Project Kickoff
- March: Site Visits & Interviews
- April-June: Inventory Database Created
- **June: Preliminary Report to RTC**
- June-August: Prepare and Present Recommendations & Draft Plan
- September: Launch of Online Data Warehouse
- Fall: Finalize and Adopt Fleet/Facilities Plan

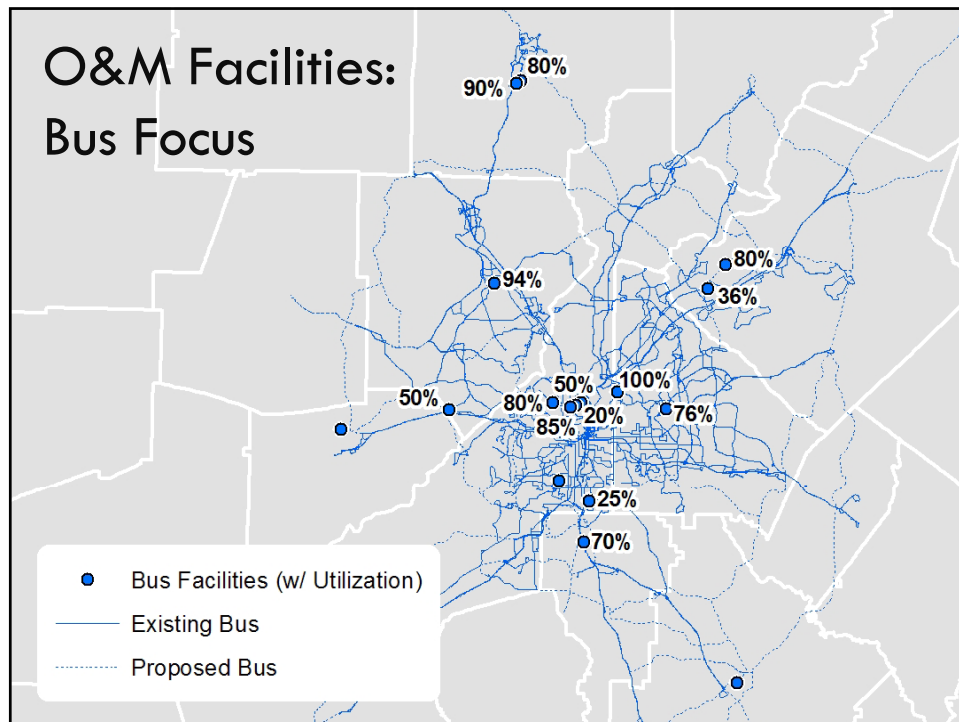
Fleet Overview

- 18 Distinct Fleets Surveyed Among 14 Operators
- 2,027 Total Vehicles; 1,658 for Revenue Service
- Approximately 88% of Revenue Fleet is Publicly Owned; Rest are Leased/Contracted
- Inventory Includes Detailed Data on Vehicle Age, Capacity, Condition, Fuel Type, Communications Equipment, Passenger Amenities, etc.
 - E.g., Approximately 91% of Bus Fleet has Wheelchair Access/Tie-Downs

O&M Facilities Overview

- 22 Operating & Maintenance Facilities Surveyed
- 3 Rail-Focused (All MARTA), 19 Bus-Focused
- 17 Publicly Owned, 5 Privately Owned
- Utilization Rate Ranges from 20% to 100%
- Inventory includes Extensive Additional Information on Capacity, Functions & Capabilities, Condition, etc.





Preliminary Observations

- Opportunity for Inter-Agency Contracting
- MARTA's O&M Capabilities Underutilized
 - ▣ Capacity Exists at MARTA's Heavy Maintenance Facilities; Could Support Existing and/or Future Service
- Opportunities for Increased Joint Activities
 - ▣ Joint Purchasing
 - ▣ Joint Recruitment
 - ▣ Joint Training

Preliminary Observations

- Service Coordination Through Passenger Information and Fare Technology
 - ▣ E.g. Real-time Arrival Information; Inventory Shows Substantial Portion of Fleet Already GPS-Equipped
- Opportunities for Cost Saving Through Regional Service Coordination
 - ▣ Regional Integration of Paratransit Infrastructure
 - ▣ More Opportunities for Xpress/MARTA Integration

What Materials are Available?

- System Inventory Database
- Narrative Descriptions for Each Operator Surveyed
- Maps & Geospatial Data
- Preliminary Observations Memo

Questions?

- David Emory, ARC
demory@atlantaregional.com
(404) 463-3283

- Tara Krueger, Nelson\Nygaard Consulting Associates
tkrueger@nelsonnygaard.com
(617) 521-9408

Regional Transit Committee

July 14, 2011 Meeting Packet

- | | |
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| 1. Meeting Agenda | p. 1 |
| 2. June 9, 2011 Meeting Summary | p. 2 |
| 3. Transportation Investment Act Update | p. 6 |
| 4. Transit System Performance | p. 19 |
| 5. I-85 HOT Lanes Express Bus Expansion | p. 28 |
| 6. RTC 2012 Work Program Adoption: First Read | p. 32 |



PLANNING • LEADERSHIP • RESULTS

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

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

Regional Transit Committee
July 14, 2011



Proposed TIA Transit Projects

- Roughly 80 projects were submitted by local governments and transit operators in March
- Related and overlapping projects were consolidated
- Added MARTA North Line heavy rail extension, GRTA Xpress service expansion and extension of Roswell Road Bus Rapid Transit service from Atlanta to Sandy Springs / Dunwoody
- Net result of 66 projects totaling \$14.0 Billion

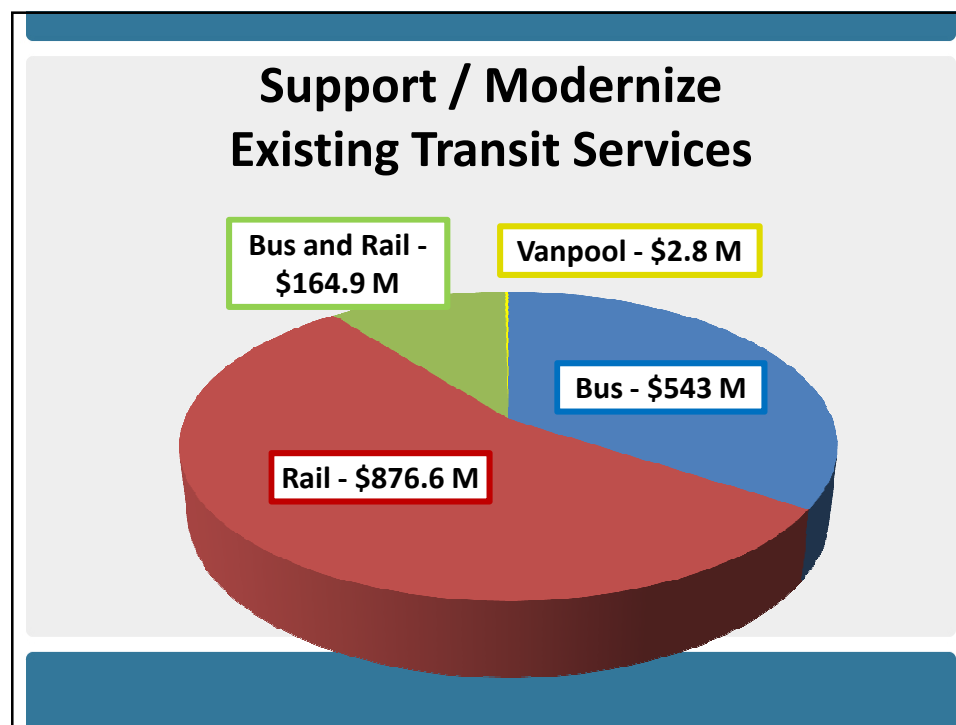
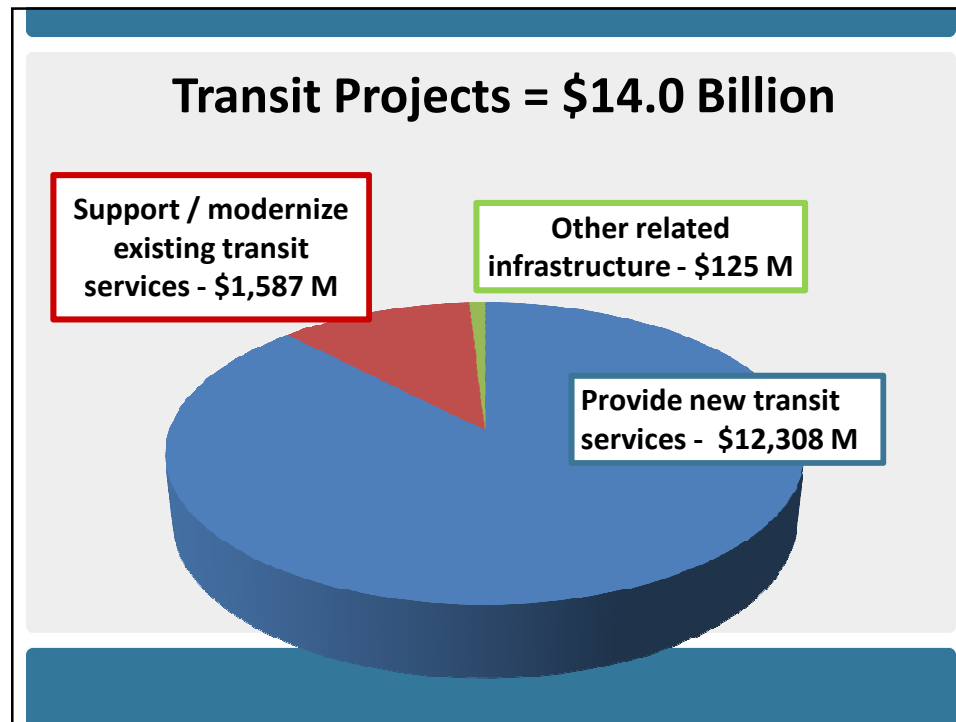
TIA Unconstrained Rail Transit Projects

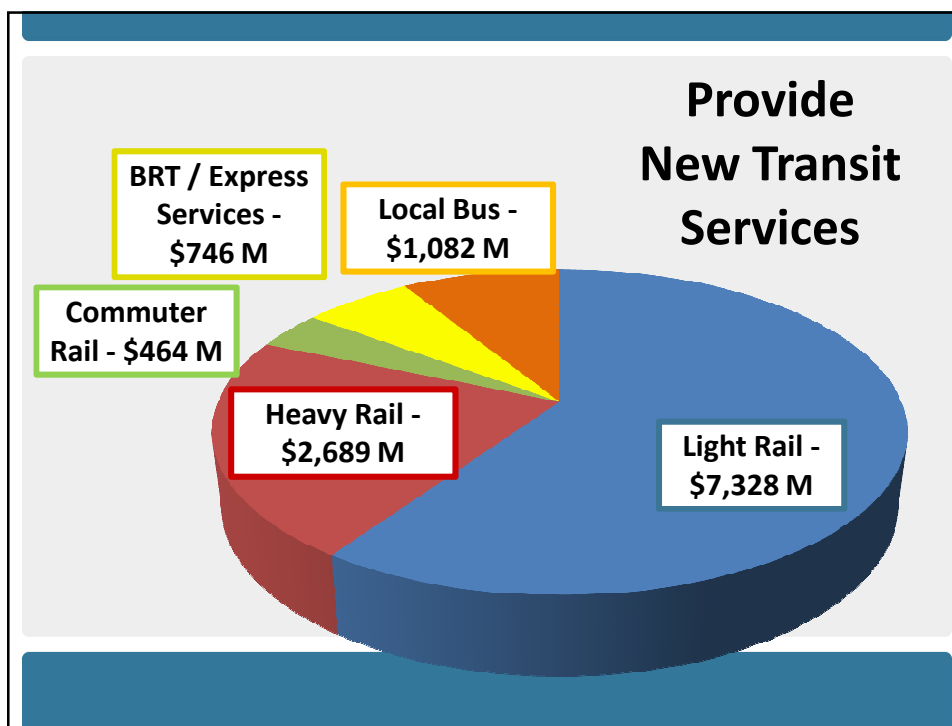


**Source - \$22.9 B
Unconstrained List**

Atlanta Regional Commission
July 1, 2011

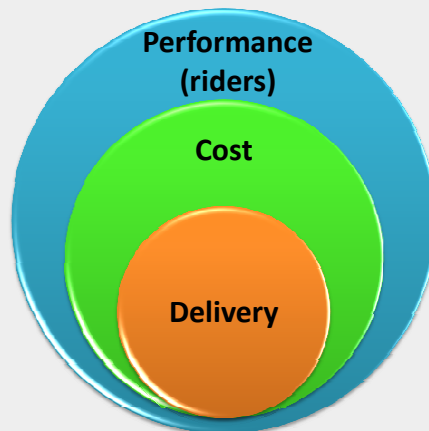
DRAFT





Analysis of Transit Projects to Date

Three Promises



Made to:

- Taxpayers
- Roundtable

PERFORMANCE

COST

DELIVERY

Framework for Selecting Projects

- Promise:
 - Performance
 - Cost
 - Delivery
- Balance:
 - Existing transit
 - New major investments

PERFORMANCE

COST

DELIVERY

Major Transit Investment Promise

10 Year Promise Buckets

Projects placed in buckets by promise:

1. Done and open: 1-10 yrs
 - Lots of people riding
 - Costs are understood (on budget)
 - Project is delivered on time
2. Substantial construction: beyond 10 yrs
 - Ridership projections are high
 - Substantial construction (on schedule)
 - Costs are understood (on budget)
3. Continue the pipeline for the next available funds

PERFORMANCE

COST

DELIVERY

Takeaways from July 7th Roundtable Meeting

Panel Discussion

- There is a 10 year promise that is made:
 - With the voters
 - With the other elected officials
- The promise is important:
 - Building public confidence
- The promises are around:
 - Executing a vision
 - Performance (riders)
 - Price
 - Schedule
- Keeping a promise means:
 - Under promise and over deliver
 - Budget and schedule conservatively
 - Reach agreements with local governments early
 - Commitment and focus are required

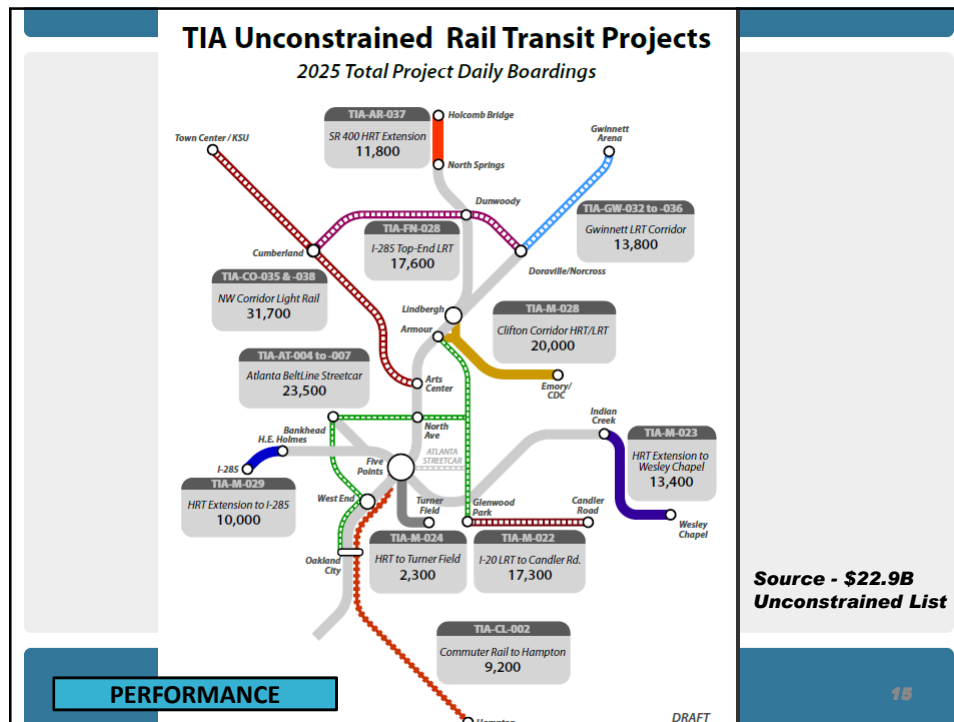
Balance

- New
- Existing



Balance - Investment in Existing Systems Meets Business Case

- New investments connect to the existing system
- Maximizing existing assets is cost effective



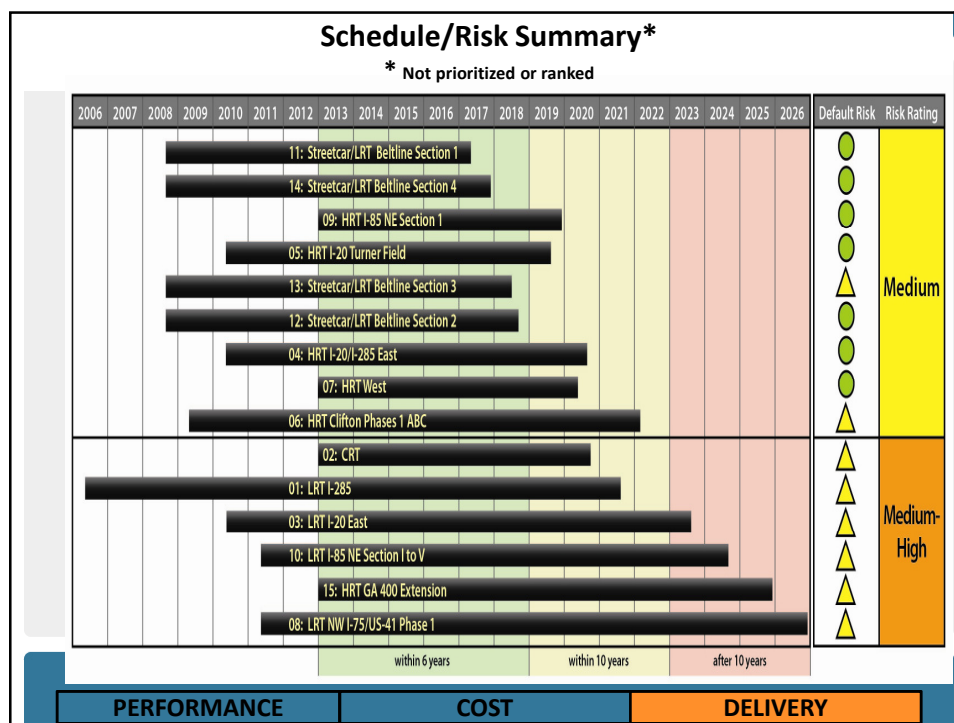
Key Schedule Drivers

- Length of project
- Railroad access agreements or right-of-way
- Multijurisdictional agreements
- Complex construction (major bridges, tunnels, guideway within interstate corridors)
- Residential neighborhood impacts
- Coordination PPP or Managed Lanes Projects

PERFORMANCE

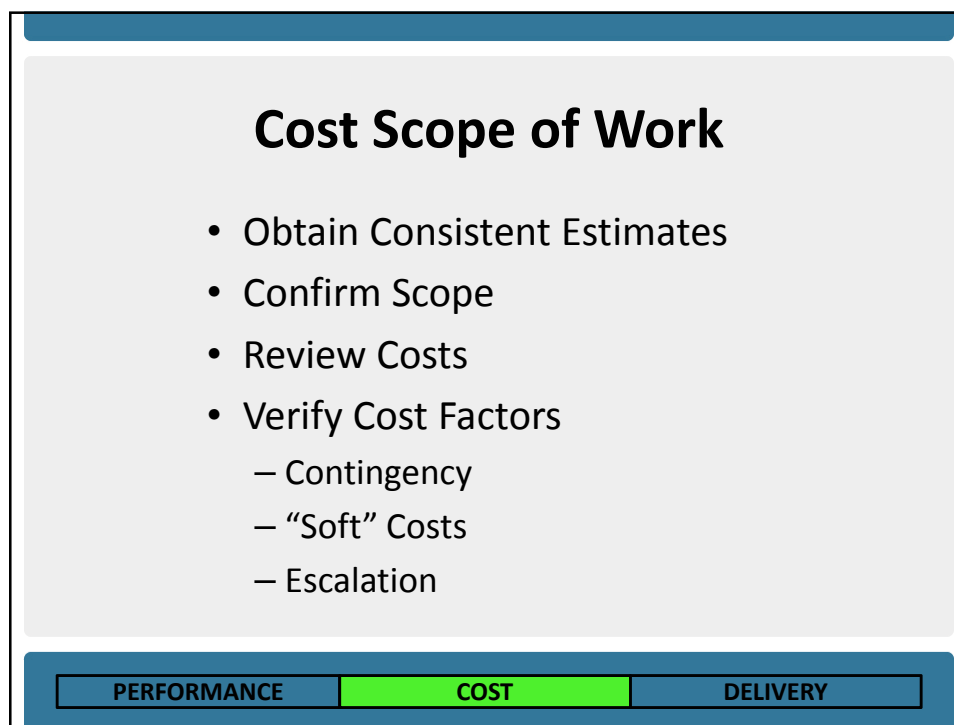
COST

DELIVERY



Cost Scope of Work

- Obtain Consistent Estimates
- Confirm Scope
- Review Costs
- Verify Cost Factors
 - Contingency
 - “Soft” Costs
 - Escalation



Staff Developed TIA Project List Transit Highlights

- **\$5.51 Billion** (45% of \$12.2 Billion staff list)
 - **Support/modernize existing transit services**
\$1.07 Billion
 - **Provide new transit service**
\$4.32 Billion
 - **Other related infrastructure**
\$125 Million

Staff Developed Transportation Investment Act (TIA) Project List - July 7, 2011

This list reflects the results of ARC staff, working together with staff of local government and state agencies, to respond to the direction of the Atlanta Regional Roundtable's Executive Committee on June 23, 2011 to reduce the \$22.9 billion of TIA funding requested to approximately 50% of this amount. This represents a work in progress and is for review and discussion purposes only. These are staff suggestions for the Executive Committee to consider and do not constitute any official action by the Executive Committee or the full Roundtable to constrain the project list to the level of funding actually available. Project cost estimates are still under review and subject to change.

Note: This is not a complete list and only reflects transit recommendations.

Project ID	Project Name	Project Type	Subregion	Total Funds Requested	Recommended Total Funding	Notes / Explanation
TIA-AR-001	Georgia Multimodal Passenger Terminal - Property Acquisition and Associated Surface Street Improvements	Transit	Regional	\$ 50,000,000	\$ 50,000,000	
TIA-AR-002	Howell Junction Rail Interchange Improvements - Concept Design and Environmental Documentation	Transit	Regional	\$ 20,000,000	\$ 20,000,000	
TIA-AR-034	Amtrak Station Relocation	Transit	Central Subregion	\$ 38,000,000	\$ 38,000,000	
TIA-AR-037	MARTA North Heavy Rail Line Extension to SR 140	Transit	North Subregion	\$ 839,000,000	\$ 100,000,000	Partial funding; final funding level TBD and contingent on other decisions on transit within the I-285, Northwest, North and Northeast subregions
TIA-AR-041	GRTA Xpress System - Capital and Operations Funding for Existing Services	Transit	Regional	\$ 180,100,000	\$ 200,000,000	
TIA-AR-042	GRTA Xpress System - Capital and Operations Funding for System Expansion	Transit	Regional	\$ 316,700,000	\$ 100,000,000	Partial funding; route expansion decisions must relate to suburban fixed guideway transit corridors
TIA-AR-043	Regional Vanpool Program Assistance	Transit	Regional	\$ 2,816,000	\$ 2,816,000	
TIA-AR-044	Regional Mobility Call Center and Enhanced Transportation Services for Older Adults and Persons with Disabilities	Transit	Regional	\$ 17,000,000	\$ 17,000,000	
TIA-AT-003	US 78 (Bankhead Highway / DL Hollowell Boulevard) Bus Rapid Transit Between Bankhead MARTA Station in Atlanta and Douglasville - Includes Roadway Operational Improvements	Transit	West Subregion	\$ 89,600,000	\$ 89,600,000	
TIA-AT-004 to TIA-AT-007	Atlanta Beltline Streetcar Circulator and Trail	Transit	Central Subregion	\$ 1,580,573,383	\$ 700,000,000	Final funding level TBD and contingent on other transit decisions in central subregion
TIA-AT-020	US 23 (Moreland Avenue) Bus Rapid Transit and Operational Improvements between Inman Park / Reynoldstown MARTA Station and Custer Avenue - Includes Roadway Operational Improvements	Transit	Central Subregion	\$ 36,000,000	\$ 36,000,000	
TIA-AT-021A	SR 237 (Piedmont Road) / SR 9 (Roswell Road) between Atlanta City Limits and Lindbergh Center MARTA Station - Bus Rapid Transit and Roadway Operational Improvements	Transit	Central Subregion	\$ 46,000,000	\$ 46,000,000	
TIA-AT-021B	SR 9 (Roswell Road) / Hammond Drive between Atlanta City Limits and Dunwoody MARTA Station - Bus Rapid Transit and Roadway Operational Improvements	Transit	Central Subregion	\$ 46,000,000	\$ 46,000,000	

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Note: This is not a complete list and only reflects transit recommendations.

Project ID	Project Name	Project Type	Subregion	Total Funds Requested	Recommended Total Funding	Notes / Explanation
TIA-CL-006	Clayton County Local Bus / Fixed Route Transit Service	Transit	South Subregion	\$ 182,880,000	\$ 100,000,000	Partial funding; amount recommended maintains parity between suburban local bus systems
TIA-CO-002	Cobb Community Transit (CCT) - Bus Replacements	Transit	Northwest Subregion	\$ 36,825,000	\$ 12,000,000	Partial funding
TIA-CO-003	Cobb Community Transit (CCT) - Operating Assistance	Transit	Northwest Subregion	\$ 200,000,000	\$ 50,000,000	Partial funding; amount recommended maintains parity between suburban local bus systems
TIA-CO-008	US 41 (Cobb Parkway) Transit Improvements	Transit	Northwest Subregion	\$ 27,500,000	\$ 27,500,000	
TIA-CO-014	KSU to North Atlanta Employment Centers - Express Bus Service	Transit	Northwest Subregion	\$ 15,000,000	\$ 15,000,000	
TIA-CO-035	US 41 (Cobb Parkway) Fixed Guideway Transit - Phase 1 from Midtown to Cumberland	Transit	Northwest Subregion	\$ 917,000,000	\$ 917,000,000	Final funding level TBD and contingent on other decisions on transit within the I-285, Northwest, North and Northeast subregions
TIA-FN-028	I-285 North and Hammond Drive Fixed Guideway Transit Service	Transit	I-285 Corridor	\$ 1,021,000,000	\$ 100,000,000	Partial funding; final funding level TBD and contingent on other transit decisions in I-285, Northwest, North and Northeast subregions
TIA-FS-007	Bus Service Between College Park, East Point, Fort McPherson and Greenbriar	Transit	Central Subregion	\$ 4,850,000	\$ 4,850,000	
TIA-GW-031	I-85 North Transit Corridor Alternatives Analysis	Transit	Northeast Subregion	\$ 100,000,000	\$ 100,000,000	Final funding level TBD and contingent on other transit decisions in I-285, Northwest, North and Northeast subregions
TIA-GW-073	Xpress Transit System - Gwinnett County Local Match	Transit	Northeast Subregion	\$ 50,000,000	\$ 50,000,000	
TIA-M-XXX	MARTA State of Good Repair and Enhancement Projects (multiple)	Transit	Regional	\$ -	\$ 700,000,000	Partial funding lump sum recommended for all MARTA state of good repair and enhancement projects, except those funded as stand-alone projects for various reasons
TIA-M-013	MARTA Five Points Station Improvements	Transit	Central Subregion	\$ 16,515,000	\$ 16,515,000	This project broken out from lump sum due to high visibility and potential popularity
TIA-M-014	MARTA Airport Station Improvements	Transit	Central Subregion	\$ 7,125,000	\$ 7,125,000	This project broken out from lump sum due to high visibility and potential popularity
TIA-M-022	I-20 East Corridor High Capacity Transit from Central Atlanta to Candler Road	Transit	Central Subregion	\$ 1,026,800,000	\$ 100,000,000	Partial funding; final funding level TBD and contingent on other transit decisions in central subregion
TIA-M-023	MARTA East Heavy Rail Line Extension from Indian Creek Station to Wesley Chapel Road Near I-20 East	Transit	East Subregion	\$ 522,500,000	\$ 522,500,000	

Staff Developed Transportation Investment Act (TIA) Project List - July 7, 2011

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Note: This is not a complete list and only reflects transit recommendations.

Project ID	Project Name	Project Type	Subregion	Total Funds Requested	Recommended Total Funding	Notes / Explanation
TIA-M-028	Clifton Corridor Transit - Rail Corridor Phases 1A, 1B and 1C	Transit	Central Subregion	\$ 1,097,000,000	\$ 1,097,000,000	Final funding level TBD and contingent on other transit decisions in central subregion
TIA-M-029	MARTA West Heavy Rail Line Extension from Hamilton Holmes Station to Martin Luther King, Jr. Drive Near I-285	Transit	West Subregion	\$ 542,100,000	\$ 100,000,000	Partial funding
TIA-M-030	MARTA Northeast Heavy Rail Line Extension from Doraville Station to Norcross	Transit	Northeast Subregion	\$ 146,400,000	\$ 146,400,000	

\$ 9,175,284,383 \$ 5,511,306,000

Atlanta Regional Transit Performance – 2000 - 2010

Regional Transit Committee
July 14, 2011

Overview

- Service Overview
- Overall Regional Transit Ridership
- Overall Expenditures/Revenues
- Selected Performance Measures
- Overall Comments



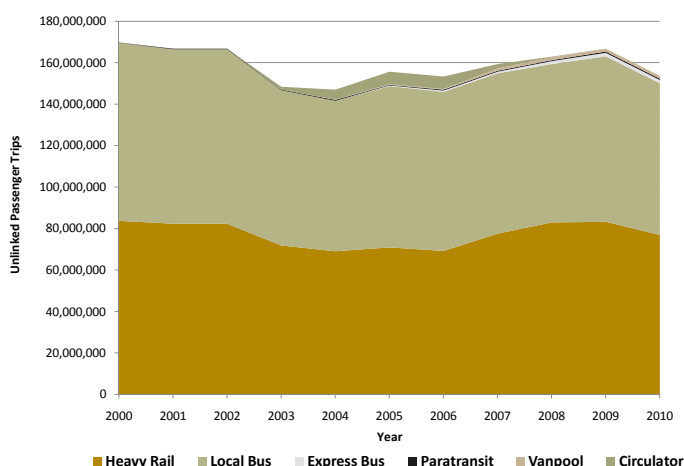
Notes on Data

- Numbers are Fiscal Year unless otherwise noted
- Some FY 2010 data included where available
- Separated out by mode – if mode not included, then reliable data not available
- Update of presentation from last year's April 16th meeting
- All Data from National Transit Database Reporting



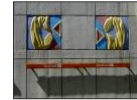
Overall Regional Transit Ridership

Annual Regional Unlinked Passenger Trips - 2000 - 2010



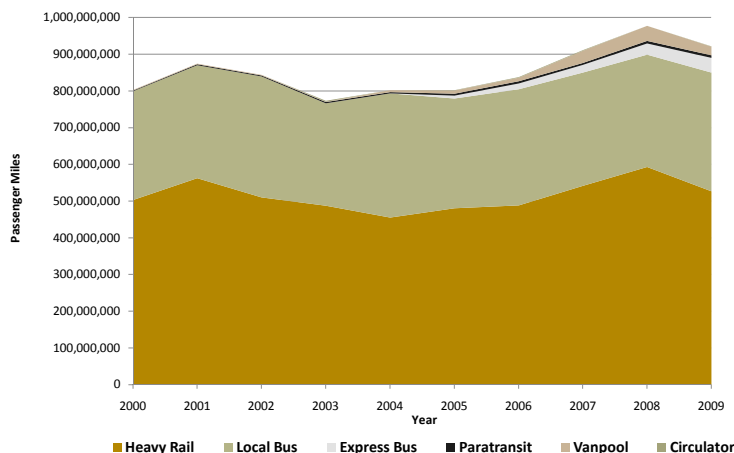
National Comparison: 2009 Annual Ridership (Millions)

■ Atlanta	=	166.8
■ Charlotte	=	25.7
■ Houston	=	88.5
■ Dallas	=	66.0
■ Salt Lake	=	37.2
■ Denver	=	98.2
■ Phoenix	=	51.1



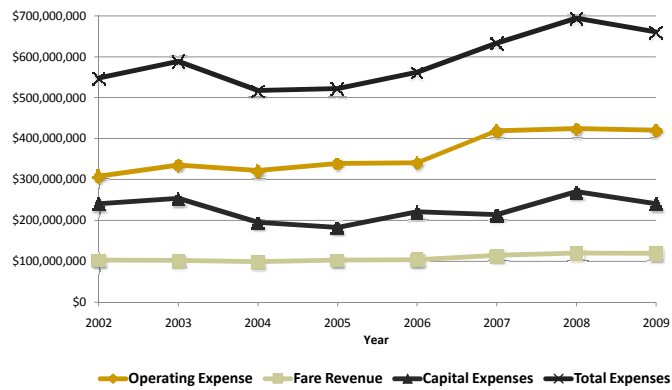
Overall Regional Transit Passenger Miles

Annual Regional Passenger Miles - 2000 - 2009



Overall Regional Expenses and Fare Revenues

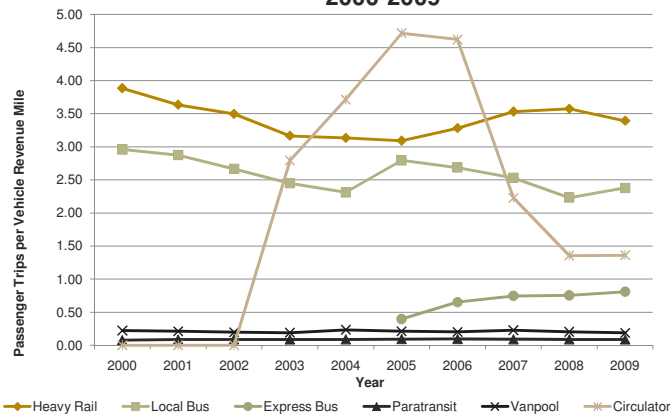
Total Regional Transit Operating Expenses, Capital Expenses & Fare Revenues 2000 - 2009



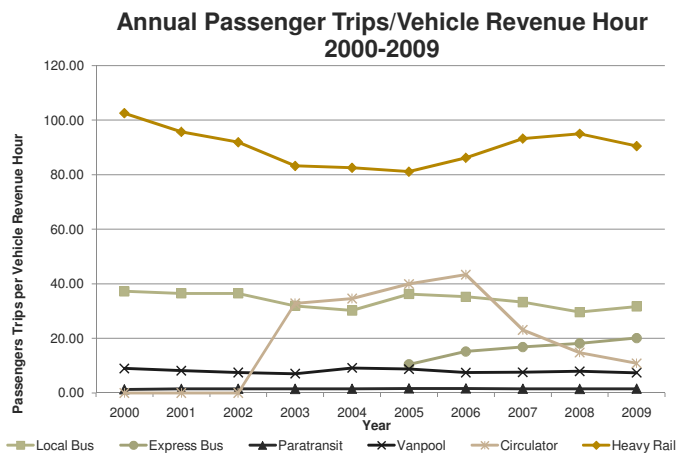
* - NTD Began reporting fare revenue in 2002

How many boardings a vehicle has in a mile

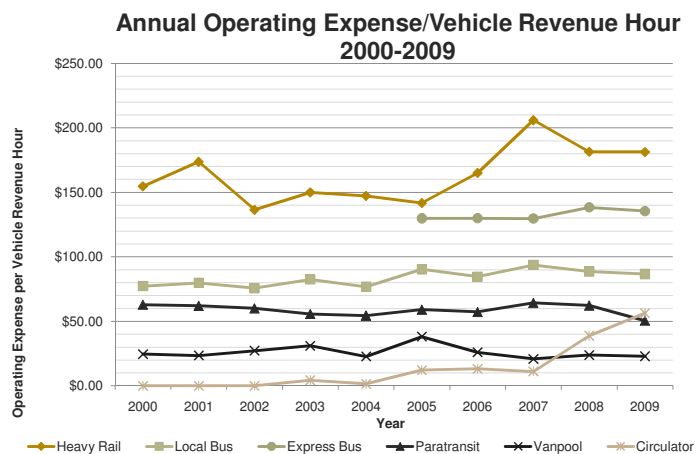
Annual Passenger Trips/Vehicle Revenue Mile 2000-2009



How many passengers a vehicle carries in an hour

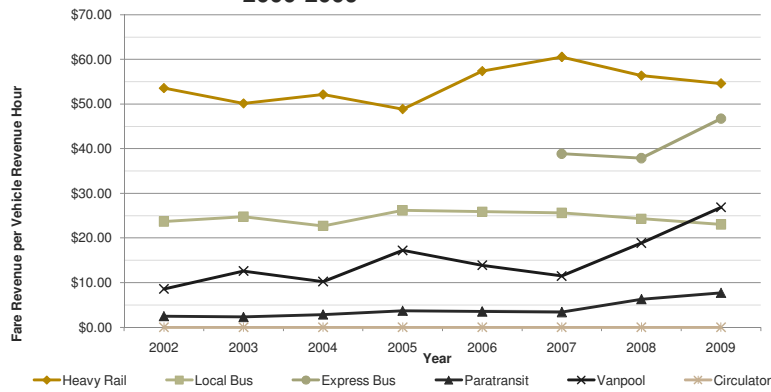


How much it costs to operate per hour



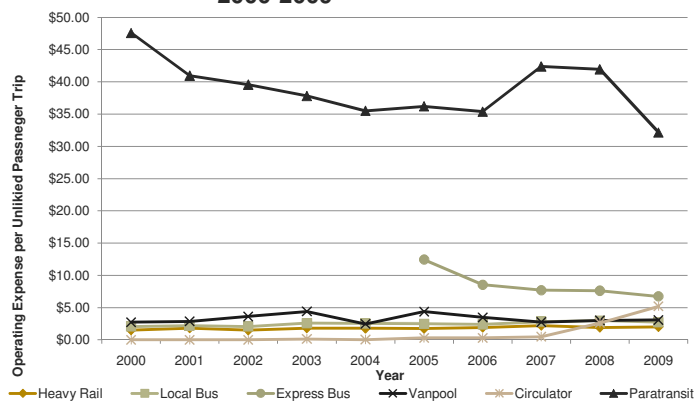
How much revenue each vehicle brings in per hour

Annual Fare Revenue/Vehicle Revenue Hour
2000-2009

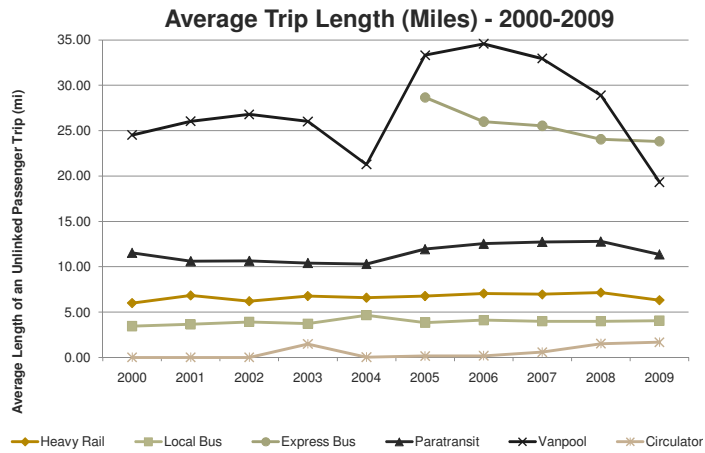


How does it cost per trip?

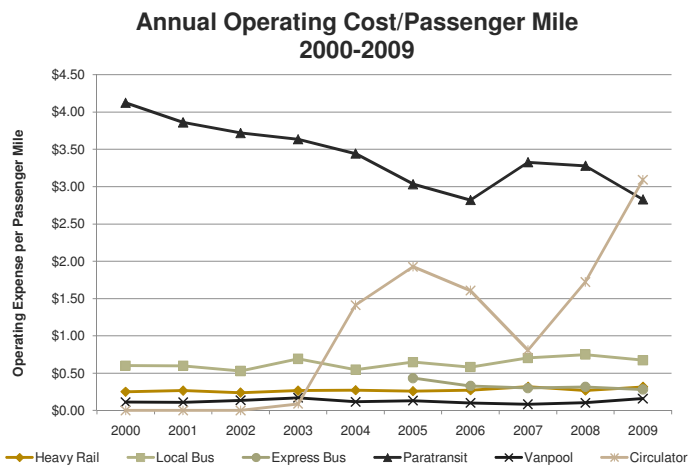
Annual Operating Expense/Passenger Trip
2000-2009



Average Trip Length

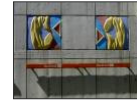
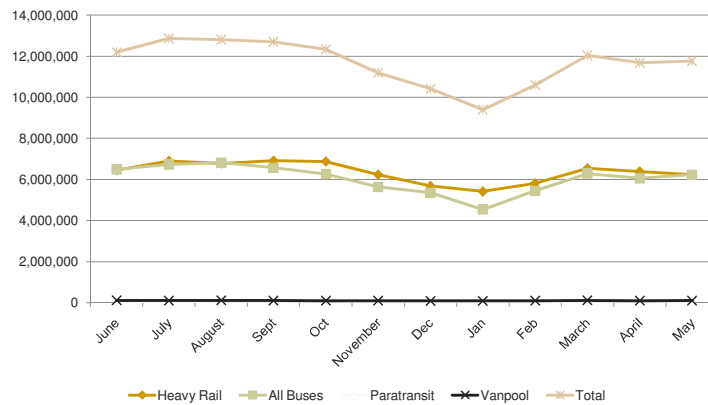


Cost per Passenger Mile



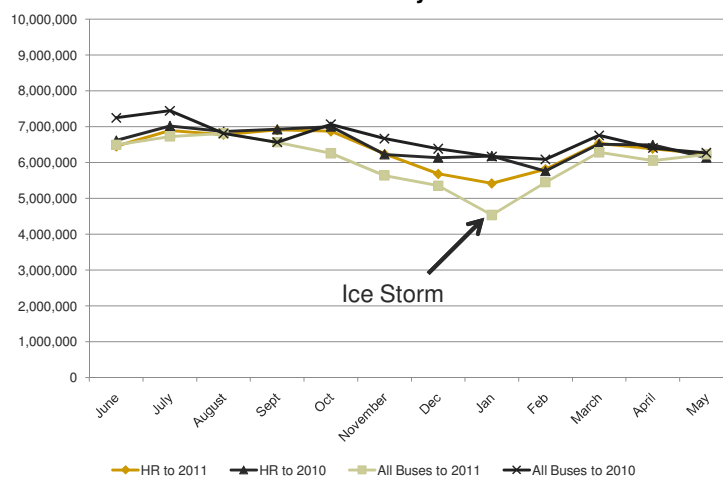
Monthly Ridership Bus & Rail

**Regional Ridership
June 2010-May 2011**



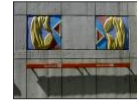
Historical Monthly Ridership - Bus & Rail

**Regional Bus & Heavy Rail
June 2010-May 2011**



[Overall Comments]

- 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 – consistent with growth in trip lengths regionally
- Paratransit and Express bus trips have the highest cost per trip – the other modes are all about the same cost per trip
- Vanpools, Express Buses and Heavy rail have the lowest cost per mile – Paratransit and Circulators have the highest
- Vanpools and Express buses have the longest average trip lengths – circulators and local buses have the shortest average trip length



Atlanta Congestion Reduction Demonstration

- USDOT Congestion Reduction Demonstration Program Grant awarded on November 21, 2008
- HOV2+ to HOV3+ conversion of I-85 (@16miles)
- 36 new commuter coaches, 2 park and rides
- Total cost \$182 million, with USDOT contributing \$110 million
 - Public outreach
 - Tolling system development and construction
 - Transit improvements



CRD Transit Projects

- I-85 North HOV to HOT
 - Add 36 coaches on 5 routes
 - Add 2,200 parking spaces in 4 park and ride lots
- Remainder of Region
 - Add 45 coaches on 9 new routes
 - Add 5,000 parking spaces in 8 park and ride lots
 - New operating facilities



Buford – Route 101 GCT to Downtown
Mall of GA – Route 411 to Midtown
Hamilton Mill – Route 413 to Downtown (8/1)
 - Route 411 to Midtown
Dacula – Route 416 to Downtown
Discover Mills – Route 103 GCT to Downtown
 - Route 410 to Lindbergh
 - Route 412 to Midtown
Indian Trail – Route 102 GCT to Downtown



I-85 N Transit Stations / Coaches / Routes

Xpress Stations

Station	Spaces	Open
Mall of Georgia (lease)	750	Aug '10
Hamilton Mill	918	Aug '11
I-985 / GA 20 (expansion)	384	July '11
Hebron Baptist Dacula (lease)	400	June '11

Xpress Coaches

Order Date	# Coaches	Delivery Date
June '10	20	May '11
Nov '11	16	May '12

New Routes

Rt #	From	To	#Buses Planned	Start Date	Average Daily Boardings
411	Mall of Georgia	Mid-Town	5	Aug '10	350
413	Hamilton Mill	Down-Town	8	Aug '11	600
414	Hamilton Mill	Mid-Town	5	July '12	450
416	Dacula	Down-town	8	July '11	600
417	Dacula	Mid-town	5	July '12	450
Total includes 5 spares			36		2,450

Ridership estimates are average daily riders after 36 months of operation.

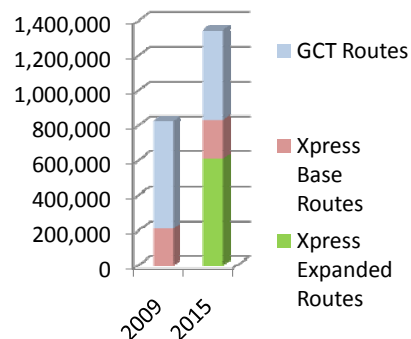
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I-85 North Xpress Services

I-85N Corridor 2015 Service Plan

Route	Park and Ride Lot	Destination	Avg. Annual Boardings
G 101	I-985 and GA 20	Downtown	195,000
G 102	Indian Trail	Downtown	65,750
G 103	Discover Mills	Downtown	253,000
410	Discover Mills	Lindbergh	71,000
412	Discover Mills	Midtown	151,800
411	Mall of Georgia	Midtown	88,550
413	Hamilton Mill	Downtown	151,800
414	Hamilton Mill	Midtown	88,550
416	Dacula	Downtown	151,800
417	Dacula	Midtown	126,500
			1,343,750

I-85N Corridor Average Annual Boardings



4



Downtown *Xpress* Circulation Project

Purpose

- Establish new East and West patterns
- Remove coaches from Peachtree Street

Features

- Peachtree Center Avenue contra-flow lane from Harris Street to Auburn Avenue
- Spring Street contra-flow lane from Ivan Allen Jr. Blvd to Baker Street
- Safety improvements to West Peachtree Street at MARTA Civic Center Station
- Advanced traffic signal systems
- Passenger facilities

Status

- Concerns raised by GSU's Gilmer Street have been addressed
- Environmental clearance received from FTA on April 21, 2011

Next Steps

- On-going coordination with Streetcar
- FTA grant revisions to fund engineering and construction
- Begin Engineering/Design
- Begin Construction





DATE:

**ISSUE SUMMARY: RTC MEMBER DUES, WORK PROGRAM AND
BUDGET FOR CALENDAR YEAR 2012**

FROM: Jane Hayse, Transportation Planning Division

IMPORTANCE:

The Regional Transit Committee (RTC) became effective as a formal policy committee of the ARC on January 1, 2010, in accordance with a request made by its predecessor, the Transit Implementation Board (TIB), which sunset on December 31, 2009.

The January 4, 2010 resolution of the RTC established a dues structure of cash or in-kind staff time for all eligible RTC members for calendar year 2011.

This resolution continues the dues structure that was established in 2010, modifying the dues amount based on the proposed work program and budget for calendar year 2012. The formal establishment of these 2012 dues by the RTC will allow ARC to move forward with negotiations with the individual eligible RTC members regarding their participation in the RTC in 2012.

These specific dues levels are being proposed for calendar year 2012 only. The issue will be revisited by the RTC for an future years of operation.

ACTION REQUIRED:

July - First read of resolution by RTC and the ARC Board.

September - Adoption

**A RESOLUTION BY THE REGIONAL TRANSIT COMMITTEE
ESTABLISHING RTC MEMBER DUES, WORK PROGRAM AND BUDGET FOR
CALENDAR YEAR 2012**

WHEREAS, the Regional Transit Committee (RTC) became effective January 1, 2010 as a policy committee of the Atlanta Regional Commission (ARC) following the successful amendment of the quad-party transportation planning agreement between ARC, the Georgia Department of Transportation (GDOT), the Georgia Regional Transportation Authority (GRTA), and the Metropolitan Atlanta Rapid Transit Authority (MARTA); and

WHEREAS, the Transit Implementation Board (TIB), the predecessor of the RTC, adopted in September 2009 a policy establishing membership and voting protocols for the RTC, including the requirement that voting members contribute financially to the operation of the Committee; and

WHEREAS, the RTC staff has prepared a proposed work program and budget for calendar year 2012 and has based proposed RTC member dues on that work program and budget.

WHEREAS, ongoing negotiations between ARC and the eligible members regarding full participation in the RTC are contingent upon the formal establishment of dues by the RTC.

NOW, THEREFORE, BE IT RESOLVED that the RTC dues for calendar year 2012 be set at \$5,000 for all eligible local government entities, consisting of the City of Atlanta; the Metro Atlanta Mayors Association; and Barrow, Bartow, Carroll, Cherokee, Clayton, Cobb, Coweta, DeKalb, Douglas, Fayette, Fulton, Forsyth, Gwinnett, Hall, Henry, Newton, Paulding, Rockdale, Spalding and Walton Counties.

BE IT FURTHER RESOLVED that the RTC dues for calendar year 2012 be set at one full time equivalent of in-kind staff time for the eligible staffing agencies, consisting of the ARC, GRTA, and MARTA.

BE IT FURTHER RESOLVED that the RTC dues for calendar year 2012 be set at \$10,000 for the remaining eligible state government members, consisting of GDOT and the Office of the Governor of Georgia.

BE IT FURTHER RESOLVED that the RTC endorses the attached RTC work program and budget for calendar year 2012 and forwards it to the ARC for incorporation into the 2012 Work Program and Budget.

Proposed 2012 RTC Work Program and Budget

July 14, 2011

At the time the Regional Transit Committee became a committee of the ARC board, it was intended to be a short-term, temporary solution to the region's need for more coordinated multi-jurisdictional transit governance. More specifically, it was hoped that the region would be able to work with the Governor and the General Assembly in the 2011 session to enact legislation that would create a permanent solution to the region's transit governance needs.

Given the lack of legislative action this year, the RTC will need to continue in its current capacity for another year. There are six tasks that compose the proposed 2012 work program, described in further detail at the end of this document. Table 1 below provides estimated costs for each of the proposed tasks. The costs represent a combination of estimated ARC, MARTA, and GRTA staff time, contracted work, and other general expenses.

Table 1: Proposed 2012 RTC Work Program Expenditures	
Task	Budget
Task 1 - General Planning Support	\$93,000
Task 2 - General Administrative Support	\$142,000
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Task 4 - Regional Fare Policy and Collection Coordination	\$394,000
Task 5 - Regional Service Coordination	\$166,000
Task 6 - Implementation and Maintenance of Regional Transit Data and Maps	\$92,000
Total	\$1,099,000

The proposed work program will require additional funds from members to match federal funds to pay for the work of the RTC. Staff proposes that a modified version of the 2011 dues structure be used for 2012. Table 2 below provides additional detail on that structure.

Table 2: Proposed 2012 RTC Dues Structure	
Member	Dues Amount
County Government / City of Atlanta	\$5,000
Metro Atlanta Mayors Association	\$5,000
GDOT	\$10,000
MARTA	\$150,000 (in kind services)
GRTA	\$150,000 (in kind services)

RTC staff will use these local contributions to match federal grant funds to implement the work program, described in further detail below.

Task 1: General Planning Support

Concept 3 will require ongoing maintenance to keep it current with any regional changes. Additionally, RTC staff will need to ensure that the rest of the transportation planning done in the region remains consistent with the region's transit vision.

Task 2: General Administrative Support

RTC staff will work to provide support to the Committee. Staff will set meeting agendas, keep the chair informed, prepare meeting summaries, develop necessary resolutions, and maintain communications with RTC members as well as their support staffs.

Task 3: Regional Governance Development

RTC staff will work to further the legislative process of creating a permanent transit governance structure. Additionally, once such a structure is created, RTC staff will ensure a smooth transition of the RTC responsibilities and authorities to the newly created entity.

Task 4: Regional Fare Policy and Collection Coordination

RTC staff will continue the work begun this year to better integrate the fare collection processes and fare products across the multiple operators and modes in the region. This will include the development of a regional fare policy, investigation of regional variable based fares, development of a universal fare product, study and recommendations regarding next generation fare collection technologies, renegotiation of transfer agreements, and any other activities necessary to the smooth function and integration of the region's fare collection system.

Task 5: Implementation of Fleet and Facilities Plan

RTC staff will complete a region-wide fleet and facilities plan by the end of 2011. The outcome of this work will have to be incorporated into Concept 3 as well as the RTP and TIP maintained by the MPO. RTC staff will work to ensure these activities occur. Additionally, it is likely that the fleet and facilities plan will make recommendations regarding efficiency gains that could result from additional collaboration among the region's operators. RTC will convene technical personnel, executive management, and policy officials as necessary from the region's transit properties to negotiate appropriate agreements to ensure that the region achieves the potential efficiencies outlined in the fleet and facilities plan.

Task 6: Implementation and Maintenance of Regional Transit Data and Maps

RTC staff will complete a region-wide transit data collection and standardization effort by the end of 2011, resulting in the deployment of a regional transit data clearinghouse and both print and online regional system maps. Ongoing maintenance work will be necessary throughout 2012 to ensure that the clearinghouse and maps reflect any changes to the region's transit services. In addition, enhancements to these products may also be warranted to better incorporate related program elements such as the region's travel demand management program.

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

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



DATE: 9/15/11

**ISSUE SUMMARY: RTC MEMBER DUES, WORK PROGRAM AND
BUDGET FOR CALENDAR YEAR 2012**

FROM: Jane Hayse, Transportation Planning Division

IMPORTANCE:

The Regional Transit Committee (RTC) became effective as a formal policy committee of the ARC on January 1, 2010, in accordance with a request made by its predecessor, the Transit Implementation Board (TIB), which sunset on December 31, 2009.

The January 4, 2010 resolution of the RTC established a dues structure of cash or in-kind staff time for all eligible RTC members for calendar year 2011.

This resolution continues the dues structure that was established in 2010, modifying the dues amount based on the proposed work program and budget for calendar year 2012. The formal establishment of these 2012 dues by the RTC will allow ARC to move forward with negotiations with the individual eligible RTC members regarding their participation in the RTC in 2012.

These specific dues levels are being proposed for calendar year 2012 only. The issue will be revisited by the RTC for an future years of operation.

ACTION REQUIRED: Approval of the resolution

**A RESOLUTION BY THE REGIONAL TRANSIT COMMITTEE
ESTABLISHING RTC MEMBER DUES, WORK PROGRAM AND BUDGET FOR
CALENDAR YEAR 2012**

WHEREAS, the Regional Transit Committee (RTC) became effective January 1, 2010 as a policy committee of the Atlanta Regional Commission (ARC) following the successful amendment of the quad-party transportation planning agreement between ARC, the Georgia Department of Transportation (GDOT), the Georgia Regional Transportation Authority (GRTA), and the Metropolitan Atlanta Rapid Transit Authority (MARTA); and

WHEREAS, the Transit Implementation Board (TIB), the predecessor of the RTC, adopted in September 2009 a policy establishing membership and voting protocols for the RTC, including the requirement that voting members contribute financially to the operation of the Committee; and

WHEREAS, the RTC staff has prepared a proposed work program and budget for calendar year 2012 and has based proposed RTC member dues on that work program and budget.

WHEREAS, ongoing negotiations between ARC and the eligible members regarding full participation in the RTC are contingent upon the formal establishment of dues by the RTC.

NOW, THEREFORE, BE IT RESOLVED that the RTC dues for calendar year 2012 be set at \$5,000 for all eligible local government entities, consisting of the City of Atlanta; the Metro Atlanta Mayors Association; and Barrow, Bartow, Carroll, Cherokee, Clayton, Cobb, Coweta, DeKalb, Douglas, Fayette, Fulton, Forsyth, Gwinnett, Hall, Henry, Newton, Paulding, Rockdale, Spalding and Walton Counties.

BE IT FURTHER RESOLVED that the RTC dues for calendar year 2012 be set at one full time equivalent of in-kind staff time for the eligible staffing agencies, consisting of the ARC, GRTA, and MARTA.

BE IT FURTHER RESOLVED that the RTC dues for calendar year 2012 be set at \$10,000 for the remaining eligible state government members, consisting of GDOT and the Office of the Governor of Georgia.

BE IT FURTHER RESOLVED that the RTC endorses the attached RTC work program and budget for calendar year 2012 and forwards it to the ARC for incorporation into the 2012 Work Program and Budget.

Proposed 2012 RTC Work Program and Budget

September 15, 2011

At the time the Regional Transit Committee became a committee of the ARC board, it was intended to be a short-term, temporary solution to the region's need for more coordinated multi-jurisdictional transit governance. More specifically, it was hoped that the region would be able to work with the Governor and the General Assembly in the 2011 session to enact legislation that would create a permanent solution to the region's transit governance needs.

Given the lack of legislative action this year, the RTC will need to continue in its current capacity for another year. There are six tasks that compose the proposed 2012 work program, described in further detail at the end of this document. Table 1 below provides estimated costs for each of the proposed tasks. The costs represent a combination of estimated ARC, MARTA, and GRTA staff time, contracted work, and other general expenses.

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Concept 3 will require ongoing maintenance to keep it current with any regional changes. Additionally, RTC staff will need to ensure that the rest of the transportation planning done in the region remains consistent with the region's transit vision.

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RTC staff will complete a region-wide fleet and facilities plan by the end of 2011. The outcome of this work will have to be incorporated into Concept 3 as well as the RTP and TIP maintained by the MPO. RTC staff will work to ensure these activities occur. Additionally, it is likely that the fleet and facilities plan will make recommendations regarding efficiency gains that could result from additional collaboration among the region's operators. RTC will convene technical personnel, executive management, and policy officials as necessary from the region's transit properties to negotiate appropriate agreements to ensure that the region achieves the potential efficiencies outlined in the fleet and facilities plan.

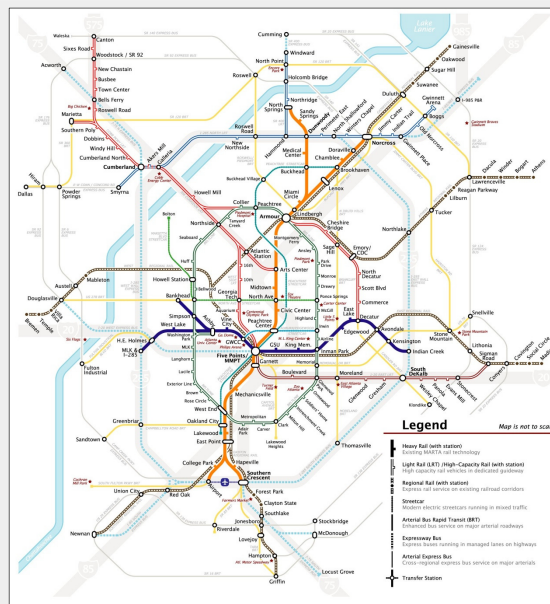
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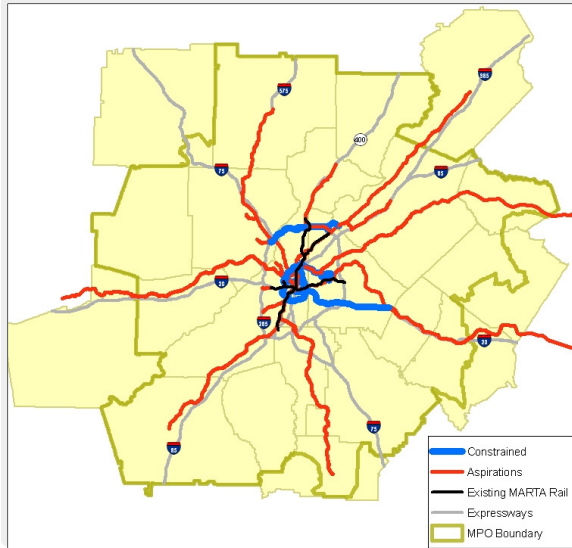


Concept 3

- Adopted 2008
- \$20 billion vision for capital expansion



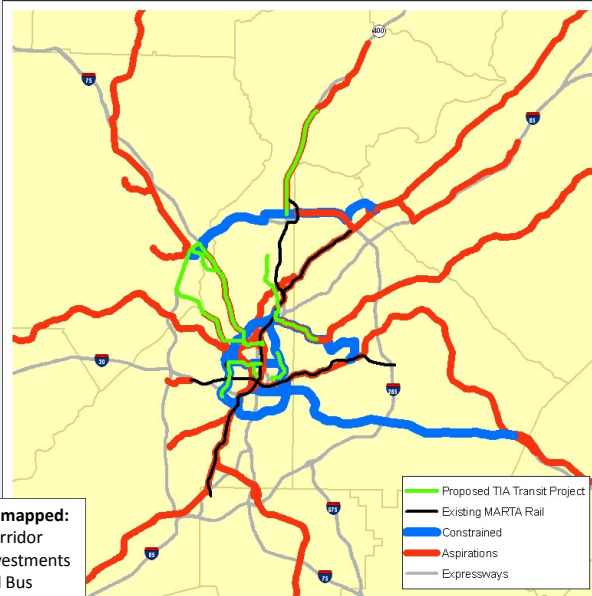
PLAN 2040 Transit Vision



- Adopted in July 2011
- Incorporates Concept 3
- \$22.8 billion to modernization and operate existing transit systems
- \$20 billion for capital expansion
 - Constrained RTP includes \$1.3 billion for 14 specific project segments

PLAN 2040 Transit Vision & Transportation Investment Act

- Transit represents 55% of Draft Investment List



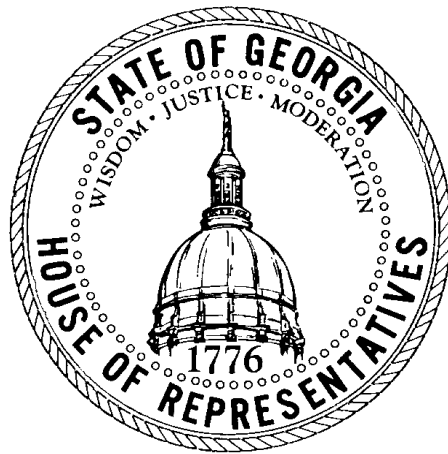
- TIA transit projects not mapped:**
- I-85 North Transit Corridor
 - I-20 East Corridor Investments
 - Clayton County Local Bus
 - Gwinnett County Bus Service

Next Steps

- **Update PLAN 2040 Transit Vision**
 - Incorporate Regional Fleet and Facilities Plan
 - Refine project scopes and costs
 - Removal/addition of projects
 - Prioritization
 - Develop Finance Plan
- **Implementation of PLAN 2040**
- **Transportation Investment Act**

GEORGIA HOUSE OF REPRESENTATIVES
18 Capitol Square, SW
Atlanta, GA 30334
(404) 656-0305
(404) 656-5639 Fax

A Path For A Regional Transit System In Georgia



Final Report **Joint Transit Governance Study Commission**

REP. DONNA SHELDON
CHAIRMAN

Report prepared by: Brian Walker

Joint Transit Governance Study Commission

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Joint Transit Governance Study Commission

INTRODUCTION

The Joint Transit Governance Study Commission was created through the Statewide Regional Transportation Funding Bill, HB 277, with the expressed duty to examine the methodical development of a regional transit governing authority in Georgia through specific legislative proposals. In order to identify the best possible system for the growth and development of Georgia's transit network a series of meetings have been held in order to hear testimony from Georgia's current transit providers as well as providers from other states. In satisfaction of the requirements of HB 277, the Commission presents the following final report.

MEETING SCHEDULE

Meeting 1: September 8th, 2010, Coverdell Legislative Office Building Room # 606

Meeting 2: September 30th, 2010, Coverdell Legislative Office Building Room # 606

Meeting 3: December 7th, 2010, Coverdell Legislative Office Building Room # 606

Working Meeting: December 20th, 2010, Capitol Building Room # 417

Meeting 4: March 9th, 2011, Coverdell Legislative Office Building Room # 606

EXECUTIVE FINDINGS

Currently, metro Atlanta has a multitude of transit entities that operate essentially independently from one another. Taken as a whole, these uncoordinated systems are confusing to transit users, fall short of achieving economies of scale and cost efficiencies, do not provide a definitive picture of return-on-investment to taxpayers, and produce a disjointed message about the region's transit priorities.

The Transit Governance Study Commission finds that commuters, transit stakeholders and the general public would benefit from oversight, streamlining and coordination of the individual transit systems in the metro Atlanta region.

Because the transit services in most need of streamlining efforts and management coordination activities are those that cross county and city boundaries, state government representatives should be given this responsibility. It is not necessary for the state to create a new government agency to accomplish this task. An existing state transportation agency should be charged with achieving the necessary coordination and oversight of current and future transit systems.

Since the predominance of transit funding is presently supplied by local governments, representatives of the local communities should be formally involved in decision-making. Therefore, such state agency's official policy-making process should include substantive input and guidance by local officials and their representatives.

Given these findings, the next step is for state lawmakers to craft the necessary legislation for the 2012 session of the Georgia General Assembly. Governor Nathan Deal has communicated to the Commission his support of advancing this important issue.

The Commission supports and recommends that the General Assembly and Governor, with continued input from local communities, stakeholders and the public, prepare legislation for the 2012 session to create a coordinated transit system for metro Atlanta.

Joint Transit Governance Study Commission

RESPECTFULLY SUBMITTED:

Rep. Donna Sheldon, Chairman
House District 105

Sen. David Shafer
Senate District 48

Rep. Edward Lindsey
House District 54

Sen. Judson Hill
Senate District 32

Rep. David Knight
House District 126

Sen. Steve Henson
Senate District 41

Rep. Pat Gardner
House District 57

Sen. Ronald Ramsey
Senate District 43



THE STATE OF GEORGIA

EXECUTIVE ORDER

BY THE GOVERNOR:

- WHEREAS:** More than 2 million jobs support the economy of metropolitan Atlanta, which is a driving force in the prosperity of the State of Georgia, and an additional 2.8 million people are projected to live and work in the region in the during the next three decades; and
- WHEREAS:** The Statewide Strategic Transportation Plan indicates that Georgia's job growth and economic prosperity are linked to the state's ability to significantly increase the number of reliable commute options to major job centers at the lowest costs possible; and
- WHEREAS:** One of the most effective ways of accomplishing these outcomes is the provision and management of efficient regional transit services that meet the travel demands of Georgians, regardless of the county boundaries that are crossed during the transit trip; and
- WHEREAS:** Currently, the metropolitan Atlanta region has multiple transit entities operating essentially independently, which leads to an uncoordinated system that is confusing to transit users, falls short of achieving economies of scale and cost efficiencies, does not provide a definitive picture of return-on-investment to taxpayers, and produces a disjointed message about the region's transit priorities; and
- WHEREAS:** A regional transit governance model focused on coordination and accountability would create a mechanism for driving needed improvement of metro Atlanta's existing and future transit services by improving the effectiveness of commute alternatives, increasing cost efficiencies and enabling the region and the state to speak with a unified voice regarding the transit priorities of metropolitan Atlanta; and
- WHEREAS:** An effective transit governance model should recognize the need of transit operators to be able to freely allocate their revenues in a way that ensures maximum effectiveness toward reaching regional transit goals and objectives; and

WHEREAS: The Transit Governance Study Commission was charged with conducting a thorough examination of metro Atlanta's current transportation system and developing a concept for a regional transit governance authority in Georgia; and

WHEREAS: The Commission issued its final report on August 1, 2011, and found that commuters, transit stakeholders and the general public would benefit from oversight, streamlining and coordination of the individual transit systems in the metro Atlanta region; and

WHEREAS: The Commission further found that the state should be charged with this oversight and that such oversight should include meaningful participation by local government officials' and their representatives.

NOW, THEREFORE, PURSUANT TO THE AUTHORITY VESTED IN ME AS GOVERNOR OF THE STATE OF GEORGIA, IT IS HEREBY

RESOLVED: That, there shall be formed a Transit Governance Task Force, which shall be co-chaired by Representative Donna Sheldon and Senator Jeff Mullis and shall consist of the following members: Senator Ron Ramsey, Senator Butch Miller, Representative Edward Lindsey, Representative Billy Mitchell, Representative Mike Jacobs (Chair of the MARTA Oversight Committee), the Mayors of the City of Atlanta, the City of Johns Creek, and the City of Riverdale; and the Commission Chairs of Gwinnett, Douglas, and Rockdale Counties.

IT IS FURTHER

RESOLVED: That the Transit Governance Task Force shall take the executive findings of the Transit Governance Study Commission and use them as a basis for developing a legislative proposal to be introduced in the 2012 session of the General Assembly.

IT IS FURTHER

RESOLVED: That developed by the Task Force shall meet, at a minimum, the following requirements:

- Establishes clearly-articulated regional transit goals, vision and mission in order to define the purpose of the governance reform efforts and to drive its implementation toward results for Georgia's taxpayers.
- Creates a decision-making structure that includes representatives from the state and from local governments.

- Designates a state agency or authority with the responsibilities of oversight and coordination of transit services in the metro Atlanta region.

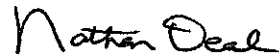
IT IS FURTHER

RESOLVED: That the Task Force shall coordinate with the Governor's Office in the development of legislation.

IT IS FURTHER

RESOLVED: That the work of the Task Force shall commence no later than October 1, 2011 and the final draft of any legislation shall be submitted to the Governor no later than January 23, 2012.

This 7 day of September, 2011.



GOVERNOR

Transit Governance Task Force – Members

Chairs:

Representative Donna Sheldon

Senator Jeff Mullis

Legislative Officials:

Senator Butch Miller (Hall)

Senator Ron Ramsey (DeKalb/Rockdale)

Representative Ed Lindsey (Fulton)

Representative Billy Mitchell (DeKalb/Gwinnett)

Representative Mike Jacobs (DeKalb)

Local Elected Officials:

Mayor Kasim Reed (Atlanta)

Mayor Mike Bodker (Johns Creek)

Mayor Evelyn Dixon (Riverdale)

Chairwoman Charlotte Nash (Gwinnett)

Chairman Tom Worthan (Douglas)

Chairman Richard Oden (Rockdale)

**A RESOLUTION BY THE ATLANTA REGIONAL COMMISSION
ENDORSING LEGISLATIVE LANGUAGE AS VEHICLE FOR
FURTHERING INTEGRATED REGIONAL TRANSIT
GOVERNANCE**

WHEREAS, the Regional Transit Committee (RTC) became effective January 1, 2010 as a policy committee of the Atlanta Regional Commission (ARC) following the successful amendment of the quad-party transportation planning agreement among ARC, the Georgia Department of Transportation (GDOT), the Georgia Regional Transportation Authority (GRTA), and the Metropolitan Atlanta Rapid Transit Authority (MARTA); and

WHEREAS, the RTC is charged with building on the previous six years of study completed and decisions made by the region regarding a regional transit governance framework to develop a recommendation for long-term transit governance in the Atlanta region that supports the implementation of Concept 3, the region's adopted long-range transit vision; and

WHEREAS, the region's local elected leadership has repeatedly reaffirmed the consensus decision to develop a regional transit governance system for metropolitan Atlanta that is modeled on the Chicago Regional Transit Authority; and

WHEREAS, the RTC has, over the course of the last two years, drafted example legislative language to illustrate how the region would establish an integrated regional transit governance system

NOW, THEREFORE, BE IT RESOLVED that the ARC supports the action of the RTC to endorse the attached concept legislation as a framework for establishing a regional transit governance structure for the metropolitan Atlanta region;

BE IT FURTHER RESOLVED that the ARC concurs with the RTC's instruction to staff to forward a copy of this draft legislation to the chair of the Joint Transit Governance Study Commission of the Georgia General Assembly and to share it with stakeholders and other interested parties.

I do hereby certify that the foregoing resolution was adopted by the Atlanta Regional Commission on January 26, 2011.

A handwritten signature in dark ink, reading "Robin L. Rutherford". The signature is fluid and cursive, with the first name "Robin" and last name "Rutherford" clearly legible.

Robin Rutherford, ARC Assistant Secretary

Key Points Regarding Concept Transit Governance Legislation

- Local officials in the metropolitan Atlanta region have spent the last six years studying the institutional arrangements that govern the region's transit system, currently through the Regional Transit Committee (RTC) of the Atlanta Regional Commission.
 - On numerous occasions, this group of officials has reached the consensus that a governance system similar to the Chicago Regional Transit Authority (RTA) is the appropriate governance structure for the Atlanta region. This consensus was first reached in 2005, and was reaffirmed in 2008, 2009 and 2010.
 - Additionally, local officials have repeatedly reaffirmed a set of guiding principles or policy statements for the constitution and operation of a regional transit governance system, including:
 - **Unified Decision-Making** — the region needs a single entity that will be able to plan, finance, build, own, operate and maintain (or contract for) cross-jurisdictional transit infrastructure and service.
 - **Voting Structure** — in order for an entity to have voting rights in the decision-making process in the region's transit governance structure, that entity must contribute financially to the operation of region's transit system.
 - **Proportional Representation** — in addition to being required to contribute to the operational expenses of the region's transit systems in order to vote at the regional level, the weight of an entity's vote should be proportional to value of its contribution to the system.
 - The RTC has prepared a piece of draft legislation that accomplishes all of these goals, without jeopardizing any existing transit funding sources or requiring changes to home-rule provisions of the Georgia Constitution to prevent local governments from operating transit systems.
 - This concept legislation recognizes MARTA as the backbone of the Atlanta regional transit system, and enables MARTA to provide rail service outside Fulton and DeKalb counties in the same way it is currently able to provide bus service.
 - The RTC's concept legislation is completely consistent with the set of guiding principles issued by the Joint Legislative Transit Governance Study Commission.
 - The RTC intends this concept legislation as a statement of regional policy and an example of how that policy could be written into law in a way that meets the stated guidelines put forth by the General Assembly in the form of the draft report of the Joint Legislative Transit Governance Study Commission.
-

2012 SCHEDULE

FOR TCC, TAQC, RTC AND ARC BOARD MEETINGS

	Atlanta Regional Commission Board	- Wednesdays, 1:00 PM
	Transportation & Air Quality Committee (TAQC)	- Thursdays, 10:00 AM
	Regional Transit Committee (RTC)	- Thursdays, 1:30 PM
	Transportation Coordinating Committee (TCC)	- Fridays, 9:30 AM
	ARC Holiday	

JANUARY 2012							FEBRUARY 2012							MARCH 2012						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
1	2	3	4	5	6	7				1	2	3	4					1	2	3
8	9	10	11	12	13	14	5	6	7	8	9	10	11	4	5	6	7	8	9	10
15	16	17	18	19	20	21	12	13	14	15	16	17	18	11	12	13	14	15	16	17
22	23	24	25	26	27	28	19	20	21	22	23	24	25	18	19	20	21	22	23	24
29	30	31					26	27	28	29				25	26	27	28	29	30	31

APRIL 2012							MAY 2012							JUNE 2012						
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15	16	17	18	19	20	21	13	14	15	16	17	18	19	10	11	12	13	14	15	16
22	23	24	25	26	27	28	20	21	22	23	24	25	26	17	18	19	20	21	22	23
29	30						27	28	29	30	31			24	25	26	27	28	29	30

JULY 2012							AUGUST 2012							SEPTEMBER 2012						
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15	16	17	18	19	20	21	12	13	14	15	16	17	18	9	10	11	12	13	14	15
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29	30	31					26	27	28	29	30	31		23	24	25	26	27	28	29
														30						

OCTOBER 2012							NOVEMBER 2012							DECEMBER 2012						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
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7	8	9	10	11	12	13	4	5	6	7	8	9	10	2	3	4	5	6	7	8
14	15	16	17	18	19	20	11	12	13	14	15	16	17	9	10	11	12	13	14	15
21	22	23	24	25	26	27	18	19	20	21	22	23	24	16	17	18	19	20	21	22
28	29	30	31				25	26	27	28	29	30		23	24	25	26	27	28	29
														30	31					

2012 SCHEDULE

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

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

METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY

REGIONAL Transit Fare Considerations



Presentation to Regional Transit Committee
November 10, 2011

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METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY

Regional Fare Considerations

FINANCIAL

TECHNOLOGY

EQUITY


**CUSTOMER
ACCEPTANCE**

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marta | METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY

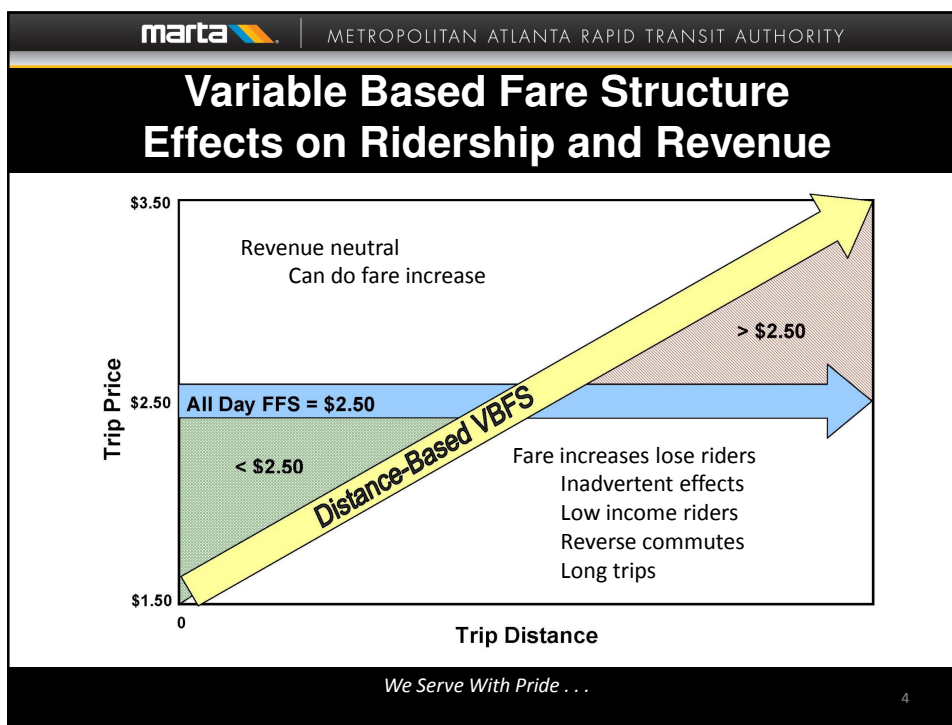
Interest In Changing Type Of Fare


- **Consideration Of Variable Based Fare In Place Of Fixed Fare**
- **Users Pay Different Fares Based On Variables Defined By The Transit Agency**
 - **Distance**
 - Boarding
 - Graduated
 - Cap
 - **Time Of Day, Day Of Week**
 - Peak
 - Weekends
 - **Service Quality**
 - Express
 - **User**
 - Student
 - Senior/disability
 - **Fare Medium**
 - **Customer Loyalty**
 - Pass
 - **Bus Zones**



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3





METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY

Policy Implications Of Switching To VBF



- **Enhances Equity**
- **Allows Pricing Like A Business**
 - Cost Reflects Demand
 - “Ability To Pay” A Consideration
 - Establish % Of Cost That Passenger Pays (Fare Box Recovery)
- **Very Few Transit Systems In US Have VBF Structure**
- **No US Systems Have Changed From Flat To VBF Structure**
 - Introduces Confusion
- **Little Actual Data Available On Ridership/Revenues Response To Switch**
- **Cannot Do Free Bus To Rail Transfer**
 - Transfer Discount Or Full Fare For Both Modes
- **Seamless System**
 - Integrated Regional Fare Policy

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5



METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY

Implementing Variable Based Fares

- **Requires Hardware And Software Upgrades/Investment**
- **Current Hardware Approaching End Of Useful Life**
- **Annual Fare Collection Cost**
- **New Fare Collection Approaches Being Explored By Major Transit Systems**
 - Reduce complexity of fare payment
 - Seamless payment
 - Increase occasional riders
- **Payment System Types**
 - Proprietary closed
 - Open architecture open payment

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6

 METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY

MARTA/ Regional Transit Governance Structure Near Term Decisions Impact Future Options

- **What Are WE** --- MARTA Only...or MARTA + Breeze Users or Big Integrated **REGIONAL** Fare System?
- **How & What Do WE Charge Customers** --- Flat Fare **Vs.** Variable Based Fare Structure?
- **What Is The Collection Technology** --- Proprietary **Vs.** Open Source Code; Card Centric **Vs.** Account Based?
- **When Do WE Implement & How Do We Pay For It?** Capital Costs To Construct and O & M To Maintain.
- **REGIONAL** Cost Allocation Methodology/ Service Agreements

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7

 METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY

Conclusion

NEXT STEPS.....

8

Regional Transit Committee

Regional Fleet & Facilities Analysis



November 10, 2011

Overview/Purpose

- Inventory the existing transit fleet and facility resources in the region
- Identify opportunities for increased collaboration, cost-saving, and reduced duplication
- Help guide future transit fleet and facility resource investment decisions by providing a tool-kit of regional strategies

Methodology

Conducted interviews with 13 providers:

- Atlantic Station Shuttle
- Atlanta University Center Woodruff Library Shuttle
- Buckhead Uptown Connection (the buc)
- Cherokee Area Transportation System (CATS)
- Cobb Community Transit (CCT)
- Douglas County Rideshare (DCR)
- Emory University/Clifton Corridor Shuttles
- Georgia Tech Stinger Shuttles
- Georgia Regional Transportation Authority (GRTA)
- Georgia State University PantherExpress Shuttles
- Gwinnett County Transit (GCT)
- Henry County Transit (HCT)
- Metropolitan Atlanta Rapid Transit Authority (MARTA)



Products

- Agency Profiles
- Fleet and Facilities Database
- Mapping



Agencies

Most agencies purchase service*:

- | | | |
|----------------------------------|--|---------------------|
| ▪ Larger public transit agencies | ▪ Small/medium public transit agencies | ▪ Shuttles |
| – CCT* | – Cherokee Area Transportation System (CATS) | – Atlantic Station* |
| – GCT* | – Henry County Transit (HCT) | – Buckhead* |
| – GRTA* | – Douglas County Rideshare (DCR) | – AU Center* |
| – MARTA | | – Emory University* |
| | | – Georgia Tech* |
| | | – Georgia State* |



Funding

Local funding comes from a variety of sources, including:

- One-cent sales tax (MARTA)
- County funds (CCT, GCT, Douglas County Rideshare, Henry County Transit, etc.)
- University funds (shuttles)
- Private sources (the buc, among others)



Fleet & Facilities Inventory

- 1,586 transit vehicles
 - 660 large buses (≥ 30 ft)
 - 301 small buses
 - 208 commuter buses
 - 338 rail cars
 - 79 vans
- 22 operations and maintenance facilities (3 rail-only)
- 79 passenger facilities
 - 38 rail stations
 - 39 bus/vanpool-only park and rides
 - 2 bus-only transfer centers (Cumberland TC; Gwinnett TC)
plus Douglas County TC (bus/vanpool)



Coordination

Existing examples:

- Breeze card
- GRTA agreements with CCT and GCT
- GA Tech /AU Center and Emory/GSU O&M facilities
- Emory-GT shuttle route
- Atlantic Station Shuttle / MARTA Route 37 scheduling
- Atlantic Station Shuttle procurement
- 14 passenger facilities served by multiple providers
- CNG fueling
- MARTA training sessions
- C-Tran (no longer in operation)



Findings

- Transit services provided individually by large number of providers
- Large regional fleet size compared to level of service provided & wide range of vehicle types
- Private contracts for operations generally procured individually
- Recruitment and training of operations and maintenance staff



Findings

- Region has been incredibly successful incubator of transit “start-ups”
- But, creating sustainable service model for the region has been a major challenge due to:
 - Large and expanding region
 - Jurisdictional boundaries
 - Funding mandates (for some)
 - Lack of dedicated funding (for others)



Strategies

- No one-size-fits-all solution for all operational and funding issues
- Tool-kit of strategies for more effective use of available resources:
 - Inter-agency collaboration
 - Consolidation of passenger information and marketing
 - Coordination of transit operations
 - Strategic inter-agency contracting



Inter-agency collaboration

- Contracting for maintenance and/or operations
- Joint purchasing and procurement
- Joint employee recruitment and training



Consolidation of passenger information & marketing

- Numerous “easy wins” exist to make service more seamless
 - Unified Google Transit feed
 - Signage at transfer points
 - Updated system map
- Longer term approaches
 - Introduce full functionality of Breeze Card throughout region
 - “One-call-one-click” service



Coordination of transit operations

- Single paratransit call center
- Express feeders to rail stations and transfer centers
- Coordinate Express service to/from Atlanta
- Downtown/Midtown express layovers



Strategic inter-agency contracting

- Funding concerns manifest themselves in different ways for different providers
- Aims to “operationalize” capital dollars to the benefit of the region:
 - Explore options to right-size regional vehicle fleet through lease agreements
 - Agencies could contract with MARTA for service as they do now with private providers
 - Academic and TMA shuttles could contract with public provider for service to ensure that ridership is fully reported to the FTA, resulting in a greater formula fund allocations to the region



Next Steps

- Finalize report
- Identify priority strategies to implement via 2012 work program
- Bring to RTC in January/February 2012 for adoption



Questions?

Regan Hammond

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CITY OF ATLANTA

KASIM REED
MAYOR

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TEL (404) 330-6100

November 9, 2011

The Honorable Jeff Mullis
Co-Chair of Transit Governance Task Force
421-A State Capitol
Atlanta, GA 30334

The Honorable Donna Sheldon
Co-Chair of Transit Governance Task Force
415 State Capitol
Atlanta, Georgia 30334

Dear Senator Mullis and Representative Sheldon:

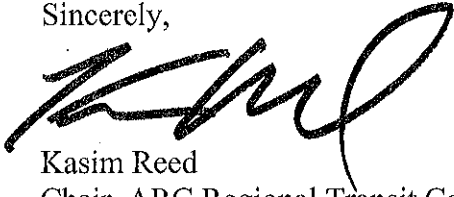
The Atlanta Regional Commission's Regional Transit Committee (RTC) was charged with developing a recommendation for long-term transit governance in the Atlanta region that supports the implementation of Concept 3, the region's adopted transit vision.

On January 26, 2011 the RTC and ARC Board adopted Concept Transit Governance Legislation that provides an illustrative framework for how the region can establish integrated regional transit governance. This adopted concept legislation was the result of six years of study of institutional arrangements that govern this and other regions' transit systems and the developing local consensus on the role of transit in our future. It reaffirms a set of guiding principles for the constitution and operation of a regional transit governance system. Those guiding principles include:

- A **single regional unified decision-making entity** that would have extensive powers to establish a greater degree of coordination and cooperation among existing transit providers, and would also have the capability to sponsor, implement, and operate regional transit projects;
- A voting structure that **requires entities to contribute financially to the operation of the region's transit system in order to have voting rights** in the decision-making process; and
- **Proportional representation** that weighs an entity's vote based on the value of its contribution to the system.

This legislation is a clear statement of regional transit governance policy. I ask that you strongly consider the guiding principles outlined above and the enclosed adopted RTC Concept Transit Governance Legislation in your development of proposed legislation to be considered by the Georgia General Assembly in 2012.

Sincerely,

A handwritten signature in black ink, appearing to read 'K. Reed', with a large, stylized loop at the end.

Kasim Reed
Chair, ARC Regional Transit Committee