



PLAN 2040 RETREAT BRIEFING BOOKLET

SPECIAL POINTS OF INTEREST

- Coordination of multiple objectives for aging, land use and transportation can occur through the LifeLong Communities and LCI programs.
- Regional policies are needed to support the visions of local governments.
- Funding in the RTP is inadequate to meet our needs. How do we balance preservation and expansion?
- What criteria are important in selecting projects for a regional sales tax?

Policymaker Input Needed on Critical Phases of PLAN 2040 Development

Your direction and ideas for crafting the 25-year long-range plan for the Atlanta region, PLAN 2040, is critical. This multi-faceted and cross-cutting plan will shape how our region evolves in important areas in the future, including land use, transportation and aging and other important services to our residents. As the region's policymakers — our region's future is literally in your hands.

The PLAN 2040 retreat on July 22 will be a key opportunity for you to provide your thoughts before ARC staff develops draft PLAN 2040 recommendations. If you have not already completed the retreat survey/questionnaire, please take a few minutes to complete it as your answers will give staff valuable direction.

This is your retreat. Staff will be there to listen and provide any information needed. Your input and ideas at this juncture are critical to help ARC planners begin project and program evaluation, which are key elements to the PLAN 2040 development process. We look forward to your ideas.

Major Retreat Focus Areas

This retreat focuses on five major topics:

- 1) **Exploring how ARC can support Lifelong Community concepts.** Lifelong Communities serves as a foundation for integrating aging policy and needs in the land use and transportation process.
- 2) **Working with local governments to implement their visions.** PLAN 2040 policies emphasize developing transit-focused centers and increasing attention on preserving rural areas. What future actions are needed?
- 3) **Making the most of new DCA rules while implementing PLAN 2040.** ARC has a new tool to help local governments achieve their visions. What is the best way to use this?
- 4) **Spending limited transportation funding.** There will not be enough funding to meet all needs in PLAN 2040, as was the case in Envision6. Challenging decisions are ahead regarding how we balance preserving the existing transportation system with providing transit and highway expansion.
- 5) **HB 277: Identifying potential sales tax projects.** GDOT will be releasing criteria for project identification at the end of July. What should these criteria reflect and achieve?



ATLANTA REGIONAL COMMISSION

PLAN 2040...Where Are We?

ARC has completed the early stages of PLAN 2040, including the development of a Regional Assessment and stakeholder outreach. Staff is in the policy development phase and will develop a financially constrained plan in October that will be tested for air-quality conformity.

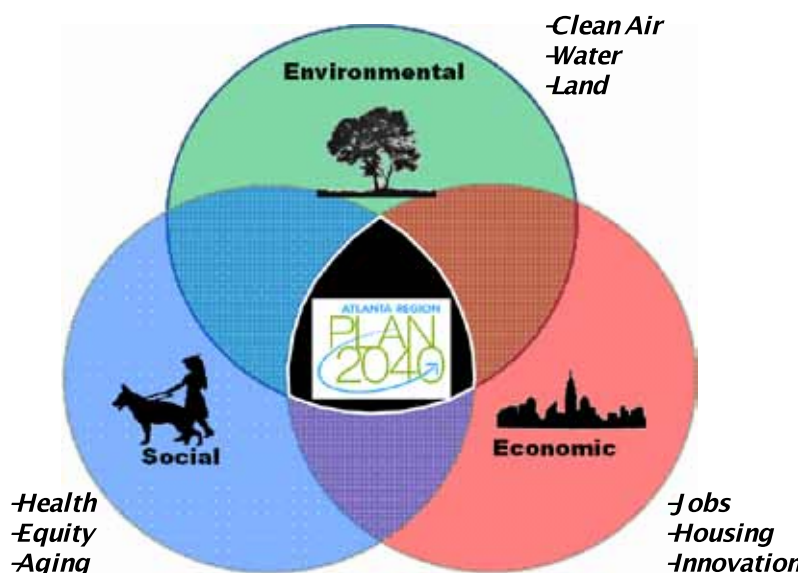
Based on policy direction received from the Fifty Forward process, PLAN 2040 is organized around the concept of “sustainability.” Policymakers have been clear that PLAN 2040 must address the long-term needs of the region, balancing economic, social and environmental factors.

Staff will work closely with policymakers to decide priority initiatives in PLAN 2040. The guiding principles identified below will be used to help guide these decisions.

ARC staff will use input received today to finalize policies, develop funding ranges for transportation programs and continue working with the state on criteria for the regional sales tax.

The concept of sustainability recognizes the relationships among environment, economy and social needs, incorporating lessons learned from the Fifty Forward Process.

PLAN 2040's three goals are:
1) Lead as the global gateway to the South.
2) Encourage healthy communities.
3) Expand access to community resources.



PLAN 2040 Guiding Principles

- Focus financial resources and public investments in existing communities.
- Conserve and protect environmentally-sensitive areas and increase the amount and connectivity of green space.
- Promote sustainable and energy-efficient land development and transportation investments.
- Align growth and development with infrastructure investment.
- Encourage a variety of choices related to housing and transportation.
- At strategic regional locations, plan and retain industrial and freight land uses.
- Increase the density and variety of land uses around existing and planned transit stations.
- Assure the preservation, maintenance and operation of the existing transportation system.
- Incorporate the needs of the region's changing demographics into all aspects of planning.

Lifelong Communities has three over-arching goals:

- Expand housing & transportation options.
- Promote healthy lifestyles.
- Expand access to health & services.

Lifelong Communities and the LCI program connect transportation, land use and aging together into a coherent framework.

1. EXPLORING HOW ARC CAN SUPPORT LIFELONG COMMUNITIES CONCEPTS

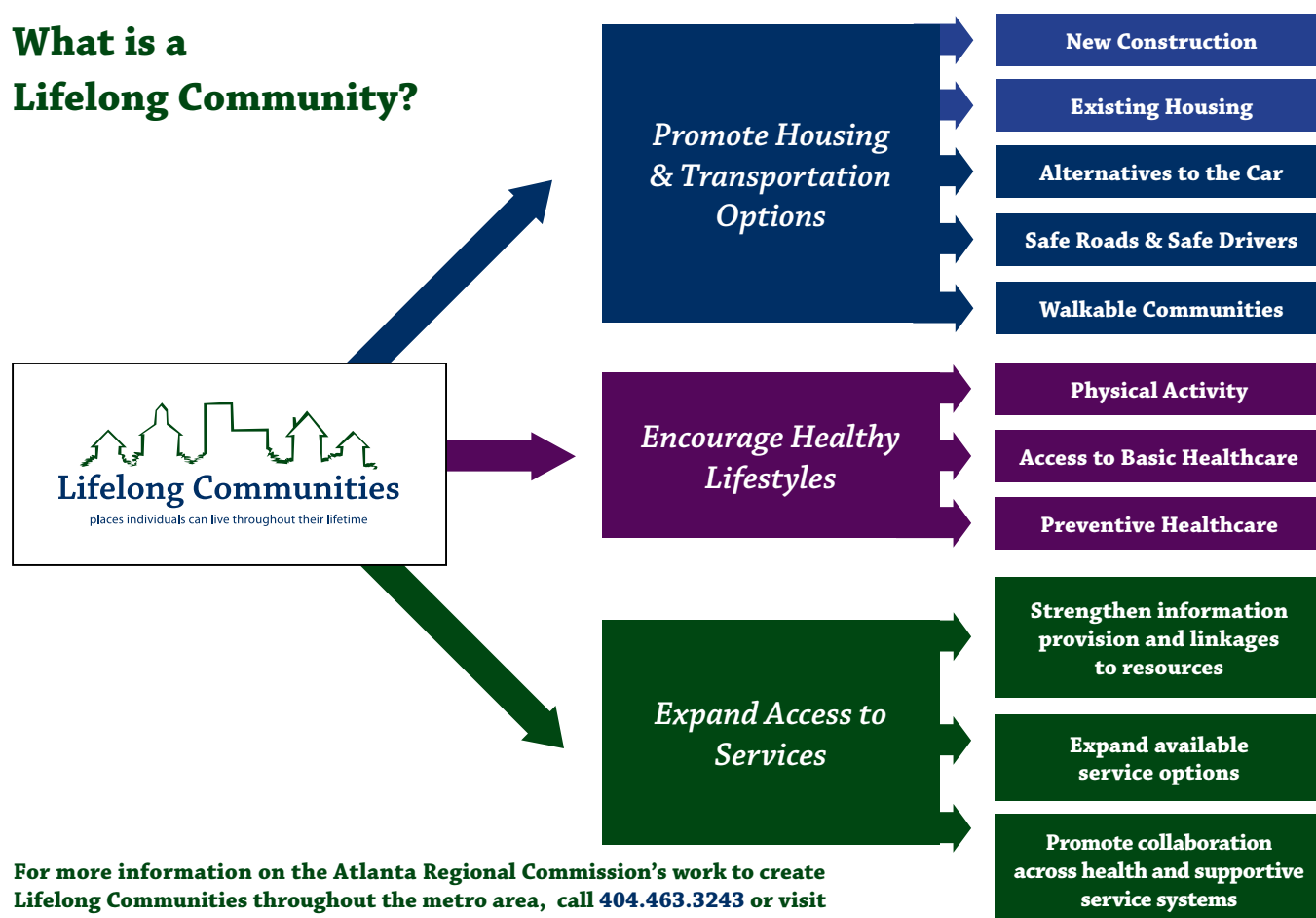
Looking ahead, we are faced with new challenges due to dramatic growth in the number of older adults and their changing needs.

Regional demographic projections reveal the number of older residents 60+ to double from a ratio of 1:10 to 1:5 by 2030. The total number of older adults in the Atlanta region will exceed the current aging population of the entire state:

- County projections show increases ranging from 85 percent to 266 percent.
- The older adult population is changing, richly diverse and has different consumer expectations.
- Many live in communities with limited options to accommodate their changing needs.

This provides the region with a new charge and vision, moving ARC to adopt the Lifelong Communities framework, creating communities where older adults can “age in place.” The services that ARC and contract agencies provide are critical and form the foundation that the network has established over the past 30 years. However, we can no longer focus on services alone. The region must re-examine what is provided for older adults now—and in the future.

What is a Lifelong Community?



For more information on the Atlanta Regional Commission's work to create Lifelong Communities throughout the metro area, call 404.463.3243 or visit

www.atlantaregional.com/lc

Using Lifelong Communities, LCI Programs To Connect Aging, Transportation, Land Use Planning

A major PLAN 2040 initiative is pursuing the concept of a “Lifelong Community.” This program builds on the LCI program, providing an aging-related focus. Lifelong Communities enhance quality of life by offering options to residents regardless of age.

Family size, health status, entertainment, shopping, social and supportive needs, even the willingness or ability to mow the yard, change with age. Individuals may change, but the community they call home can remain the same.

Many older adults can no longer maintain the homes in which they raised their children. Condos, apartments, duplexes and quadraplexes allow older adults to downsize, reduce yard maintenance and live close to neighbors. Homes with sidewalks, greenspace and nearby shopping help residents remain active and provide alternatives to the car.

Transportation options are essential to those who cannot safely drive. Altering routes during off-peak hours, enhancing bus stops and offering senior discounts on public transit can increase senior ridership. Lifelong Communities comprehensively connect a broad array of activities into a coordinated framework.

ARC will use the Lifelong Communities concept to collectively address aging, transportation and land use objectives.

Implementing Lifelong Community Concepts in PLAN 2040

The Aging Services Division is actively participating in the development of PLAN 2040. Several factors demonstrate why aging issues must be closely integrated into PLAN 2040:

88 percent of older adults use their own vehicles as their primary mode of transportation, and 15 percent report having trouble getting to their desired destinations. When asked, 13 percent said they plan to use public transportation as their primary mode when they can no longer drive, while 57 percent plan to be driven by others.

Funding is limited for major transit improvements. However, other options can be explored, such as regional and local programs with cost-effective, short-term solutions.

The demographic shift and aging population challenge the built environment and current infrastructure. A mismatch exists between current housing stock and the potential needs of future households.

ARC is making significant progress on the implementation of the Lifelong Communities framework. Our success has been largely due to the partnerships staff is building at the local level and the various approaches tailored to the communities they are serving.

ARC passed a resolution to support the creation of Lifelong Communities in the summer of 2009. Since then, its concepts have been integrated into regional planning efforts like PLAN 2040 and the LCI program.

Lifelong Community concepts are also being integrated into local plans by working closely with local planners. In the last nine months, staff has engaged in projects in several communities:

What else can ARC do to support local governments and stakeholders in implementing Lifelong Community concepts?

Lifelong Mableton, South Cobb County

ARC received a national grant from the U.S. Administration on Aging to implement the Lifelong Community framework. This grant is one of 13 demonstration grants underway throughout the country. Lifelong Mableton supports the local vision for Mableton's future by involving stakeholders in planning and focusing on Lifelong Community principles.

Lifelong DeKalb, DeKalb County

The DeKalb County Board of Commissioners adopted a resolution to support Lifelong Community principles. The BOC created the Lifelong DeKalb Committee to develop policies related to senior housing options and senior center locations and programming throughout the county. ARC staff is providing ongoing technical assistance and support.

Other Efforts

ARC is working with other communities in the region to apply the Lifelong Community principles. This included technical assistance, letters of support, review and recommendations of housing plans and development of individual approaches to apply the principles, such as the formation of a Senior Council. Staff is also working with several other agencies and jurisdictions:

- Atlanta Housing Authority
- City of Stone Mountain
- City of East Point, NORC Program to become a Lifelong Community
- City of Kennesaw
- City of McDonough

Leveraging What We Have Learned

Regional policies such as the Lifelong Community principles are integrated with direct assistance and programs with the local governments.

For example, the Lifelong Mableton project has created a partnership framework called "Create Communities." The "Create Communities" partnership has produced early implementation successes within the study:

- Walkability Assessment for Cobb County
- Form-based code development process
- Community garden
- Local farmer's market

These planning approaches are different for each community, with implementation requiring follow-up assessments.

PLAN 2040 has the ability to incorporate Lifelong Community principles at broader levels, such as in the Unified Growth Policy Map development guide. This will help to ensure the principles are considered in other PLAN 2040 implementation activities, like project selection for the TIP, the review of DRIs, comprehensive land use plans and comprehensive transportation plans.

How can the region best accommodate the expected growth in people and jobs?

2. WORKING WITH LOCAL GOVERNMENTS TO IMPLEMENT THEIR VISIONS

Metropolitan Atlanta has been one of the nation's fastest growing places for almost 60 years. Our economic success combined with our unprecedented outward expansion has also made the metro area one of the most congested places in the nation. An additional three million new residents are expected by 2040.

By looking at multiple scenarios, it is possible to understand the consequences that different land use patterns have on the transportation infrastructure we expect to provide in the future.

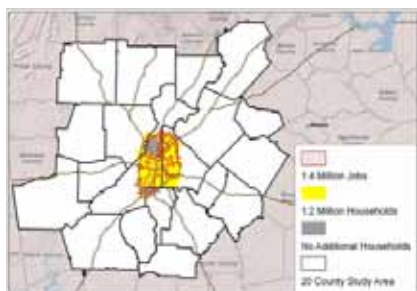
The technical analysis shows planners and policymakers the implications of various growth visions. This has been used as input for the Unified Growth Policy Map for policy recommendations.



“Sprawl” Scenario

The “Sprawl” scenario shows the potential implications of continued suburban development. This scenario tests what would happen to the transportation system if the region grew ONLY in currently undeveloped areas, with no infill or redevelopment in existing developed areas or centers.

Under the Sprawl scenario, people will drive more miles and spend more time driving than in any of the other scenarios. More open space would also be lost as more land would be used for development.



Concentrated Growth Scenario

In the Concentrated Growth scenario, household and employment growth through the year 2040 is concentrated around future transit infrastructure within the urban core of the region. The Concentrated Growth scenario illustrates, more than any other, the need for a balanced approach to land use development and future transportation infrastructure. Without a single road or transit improvement, residents' vehicle miles traveled (VMT) is lower than in any other scenario. Yet, delay hours are nearly the worst of all scenarios, meaning more forced short trips,

lower travel speeds and more time spent in the car. Even with no new infrastructure, transit trips are greatest in this scenario, illustrating the switch in modes from car to transit to compensate for the congestion.



Local Policy (UGPM/LCI) Scenario

The Local Policy scenario explores the results of maximizing household and employment growth in Livable Centers Initiative (LCI) areas and implementing minimum Unified Growth Policy Map (UGPM) density recommendations for the rest of the region. Using local land use policy as the building block of the recommendations of the UGPM, this scenario does not have as compact a growth pattern as the Concentrated Growth scenario. However, compared to the Sprawl scenario, the Local Policy scenario is more focused, more concentrated on existing activity centers, Livable

Centers Initiative Areas (LCIs), employment centers and transit infrastructure.

Lessons Learned: Strategic Planning and Regional Growth Scenarios

Each scenario (Sprawl, Concentrated Growth and Local Policy (UGPM/LCI) represents a future with clear advantages and disadvantages. For purposes of comparison, our current growth pattern is referred to as the Base Scenario.

As the diagrams below show, the Concentrated Growth scenario performed well on most performance measures. However, it did not perform well on one of the most critical measures: improving regional congestion. The exaggerated pattern of the Concentrated Growth scenario makes travel from north to south almost impossible. Traffic conditions in the Concentrated Growth scenario would be drastically worse than they are today.

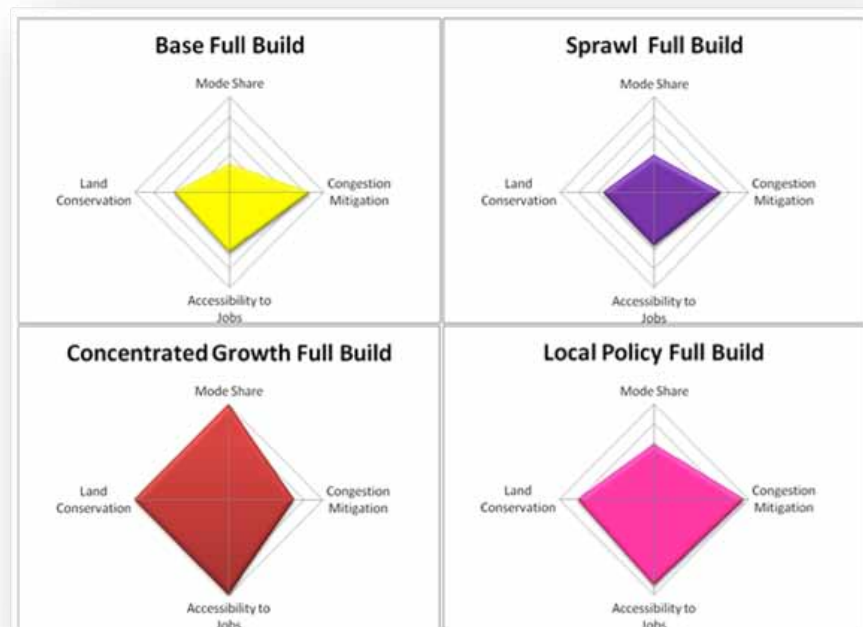
As a contrast to Concentrated Growth, the Sprawl scenario shows that if we only develop in greenfield areas, our transportation system would perform the worst. We would also face the most negative environmental impact. Growth would consume the most land and is the most mismatched with planned transportation infrastructure, given the performance measure results. The Sprawl Scenario would have the highest congestion cost, VMT and annual delay.

Under the Local Policy scenario, with its comprehensive focus on regional centers, substantial improvements are found compared to the Base forecast on all measures. It best uses the planned transportation infrastructure. While it does not provide the highest level of environmental protection, it does perform substantially better than the Base Scenario and it is a more realistic future than the Concentrated Growth scenario. It also shows a substantial increase in transit ridership over the Base Scenario. In one of the most critical measures of transportation mobility, the time you actually spend traveling, the Local Policy scenario performs best.

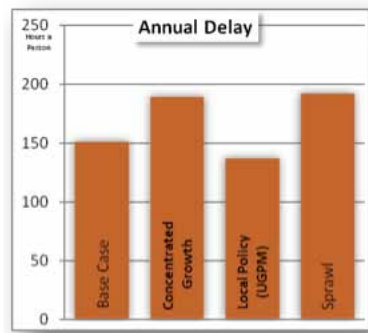
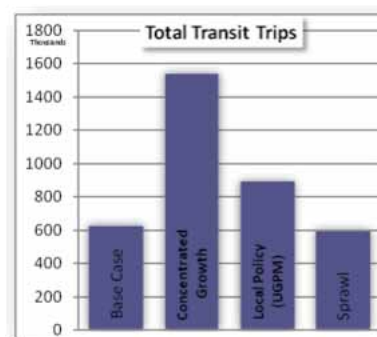
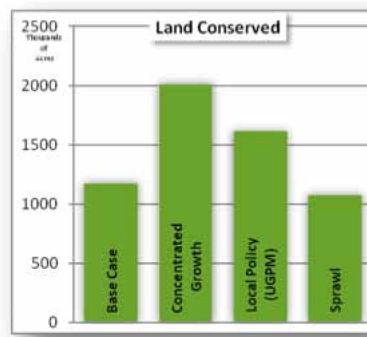
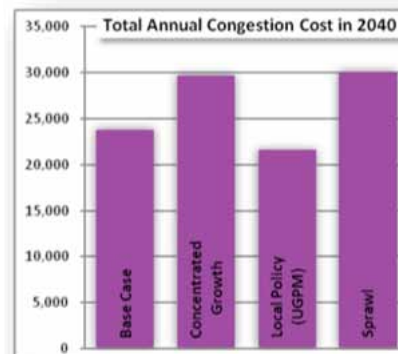
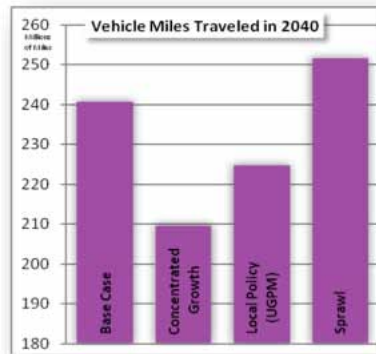
The lesson is to be strategic in allocating infrastructure to the places that have planned well to accommodate growth in targeted areas. Land use has an undeniable and critical impact on future mobility.

“As for the future, your task is not to foresee it, but to enable it.”
— Antoine de Saint-Exupery

Local policy scenarios perform well on main measures. How can the region support local visions through the regional planning process?

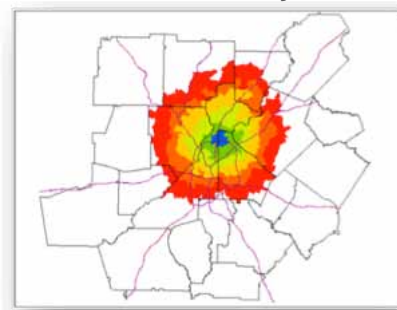
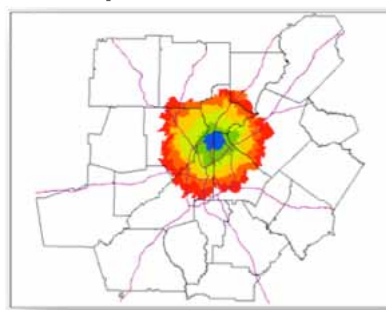


Regional Growth Scenario Measures



Perimeter Center, one of the region's largest employment centers, illustrates the substantial differences in mobility between scenarios and the importance of land use. Under the Sprawl scenario, mobility from Perimeter Center in the evening peak period, as shown by travel time distance bands, is much less than the Local Policy scenario.

Travel Time Distance Bands
Sprawl Scenario **Local Policy**



Policy Actions Needed to Support Regional Land Use Vision

ARC staff has completed a draft update of the region's growth vision: the Unified Growth Policy Map (UGPM)(see pg. 16), Many factors went into the update, including the assessment of the alternative growth scenarios you just saw.

This update reflects local land use and transportation plans, including PLAN 2040 goals and objectives. It was developed through collaboration with regional, state and local stakeholders. It incorporates local government visions with a regional roadmap for future growth.

The UGPM update is an evolution of recommendations made in 2007. Focus is given to developing transit-supportive centers along with identifying rural areas to preserve.

Two major challenges work against making this vision a reality.

First, the region's centers where future fixed guideway expansion is planned, are not yet close to densities that make rail transit service successful. Implementing the region's \$40 billion transit vision, Concept 3, requires stronger policy to maximize future investments.

What policies can ARC support to improve the viability of future transit projects? For example, should ARC focus the LCI program on developing transit-supportive centers?

Second, the region's rural areas are threatened by future growth. Local land use plans call for the protection of rural areas.

Is there support for ARC, in partnership with local governments, to develop focused programs to support rural preservation? Examples of these could be comprehensive zoning assistance programs, similar in nature to the Comprehensive Transportation Plan (CTP) program.

Local governments clearly stress a need to preserve rural areas as identified in their land use plans. Transit expansion is another clear, long-term goal for many local governments. What can ARC do to help?

Very few areas have the supportive land uses to make transit viable. What can PLAN 2040 do to fill this need?

Concept 3 recommends light rail be constructed in Cobb and Gwinnett Counties, but current densities do not support rail services. Should ARC establish regional land use initiatives, similar to LCI, to support station area planning?



3. NEW DCA RULES PROVIDE TOOLS TO HELP IMPLEMENT PLAN 2040

On July 1, 2009, Georgia's new regional planning requirements took effect. ARC staff has been working with local governments to implement these rules as part of PLAN 2040. Many of the critical elements of the planning process have been completed, including the Regional Assessment, Regional Resource Plan and major public input.

PLAN 2040 will now begin the process of developing concepts for implementation. The DCA regional planning rules have an increased focus on implementation.

PLAN 2040 is required by DCA to have an "implementation program" consisting of four elements: 1) Guiding Principles. 2) Performance Standards. 3) Strategies. 4) Regional Work Program.

The element most new to local governments and ARC is the performance standards requirement. Two thresholds are identified by DCA that must be included in regional plans.

The first threshold is a "minimum standard" that local governments must achieve in local comprehensive plans. These are set by the Commission in plan development.

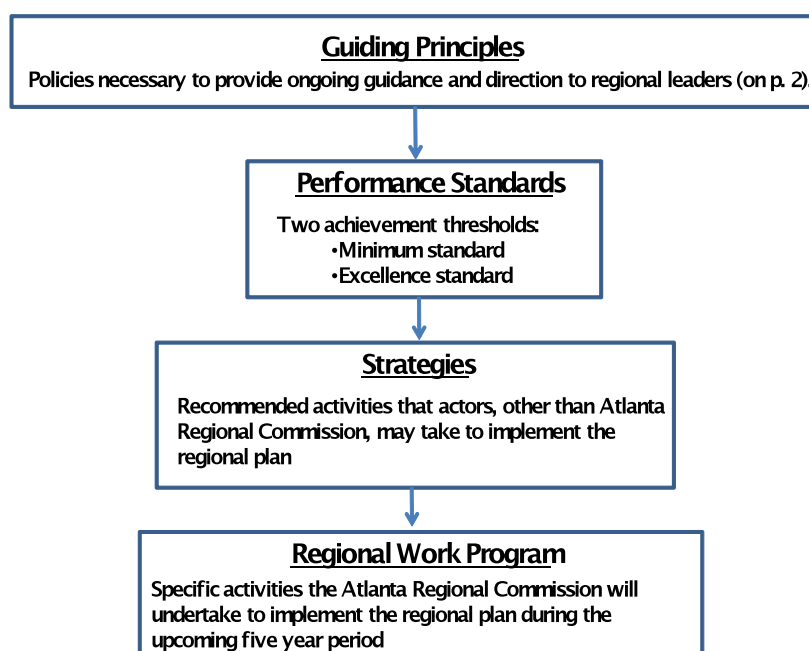
The second threshold is what is called an "excellence standard." This standard could include defined incentives for local governments to take the extra step to implement PLAN 2040 directions.

How do you, the ARC policy makers think the DCA planning requirements can best be achieved? What is a reasonable minimum and excellence threshold for PLAN 2040? Specifically, how can ARC best use this tool in PLAN 2040 to implement our regional vision?

ARC has been working with local governments to include the new DCA planning requirements in PLAN 2040.

ARC will identify minimum and excellence standards for PLAN 2040. What guidance can the Commission provide on establishing these standards?

DCA Implementation Program Framework

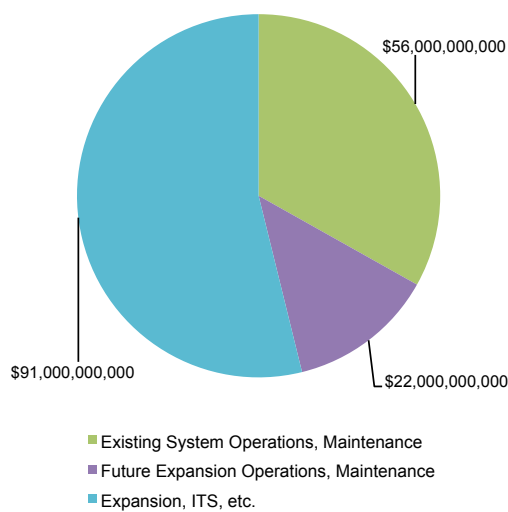


4. PLAN 2040 MUST DETERMINE WHERE TO FOCUS TRANSPORTATION FUNDING

In the current funding environment, local governments must reset project delivery expectations, as major project delays will occur in the FY 2012–2017 TIP and the long-range element of the RTP.

With transit systems decreasing existing services, threatening implementation of the region's growth vision, what options should be explored to supplement existing transit revenue sources?

Total Needs Through 2040 = \$169 Billion



A planning challenge identified in 2007, when Envision 6 was adopted, was that the 2011 RTP (PLAN 2040) would have to tackle a major financial crisis. This concern back in 2007 has become a reality. Federal, state, and regional funding capacity has deteriorated significantly, with needs greatly exceeding available revenues.

Total needs identified through studies completed since 2007, the previous Envision 6 RTP, updated maintenance, preservation and operational forecasts, identify \$169 billion in needs through 2040. Since the adoption of E6, major

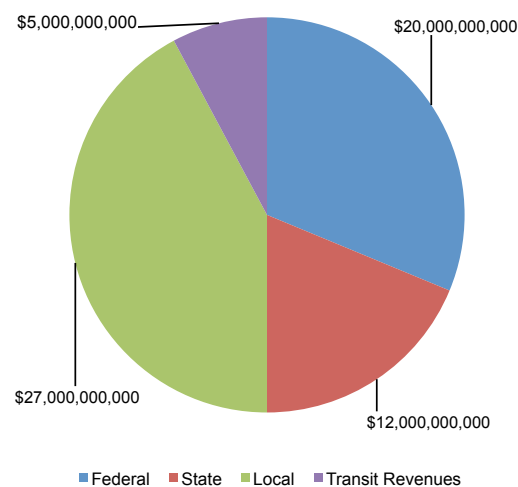
system plans have been prepared, including the managed lanes network, regional transit and a more accurate forecast of total preservation needs.

Through 2040, existing revenue sources are expected to generate approximately \$64 billion, not including the potential regional sales tax. The majority of this funding comes from local sources, such as local government sales taxes (including the MARTA tax) and general funds. Federal revenues are expected to generate \$20 billion and state sources \$12 billion.

Less than 38 percent of expected transportation funding needs can be met with current funding sources. This means the region is faced with similar challenges to those experienced in Envision 6, with project delays in the TIP and long-range.

Federal revenues from the Highway Trust Fund, the primary funding source for both highway and transit projects, is stagnant. The latest projections from the Congressional Budget Office indicate a 1.2 percent annual increase in funding, much less than the expected 2-3 percent long-range inflation rates.

Expected Revenues = \$64 Billion



Only Texas, California and Florida have added more people since 2000, yet Georgia's transportation excise tax rate has not changed in almost 40 years.

An increasing amount of Georgia's transportation funding is going to service bond debt, expected to exceed \$448 million in 2012, limiting the state's ability to meet transportation needs. Faced with these demands, does the state need additional funding for basic infrastructure needs?

Transit Funding in a State of Crisis, Impacting Region's Ability to Implement Desired Growth Visions

Regional transit service is at a point of crisis due to funding sources that are inadequate to ensure stable service levels. With ridership increasing and assets aging, the next few years will be challenging for transit operators and the governments that fund them.

2010 has been a difficult year for transit in the Atlanta region. The Clayton County bus system was shut down due to inadequate funding. MARTA has once again cut existing services, with bus service decreasing by 10 percent and rail by 14 percent. The GRTA X-press system has adequate funding only through 2012.

The transit funding crisis has direct implications for PLAN 2040. The region will face challenges in receiving federal funding for future transit expansions that support the UGPM growth vision. A key funding criteria assessed by federal agencies is a region's ability to operate and maintain existing systems—before agreeing to participate in funding expansion projects.

The limited capacity of the region to maintain existing service levels means that it is unlikely a major capital expansion will occur this decade under traditional funding mechanisms.

Why Transportation Funding Is Not Meeting Needs...

Policymakers and citizens often struggle to understand why the significant levels of funding currently dedicated to transportation don't meet our state and region's needs.

While there are several reasons for this, three primary factors are important, 1) The decline of the federal Highway Trust Fund (HTF). 2) The state's relatively low motor fuel tax. 3) Increasing bond debt payment obligations for the state.

The federal Highway Trust Fund is currently operating with an extension through the end of calendar year 2010. This extension and an associated \$19 billion infusion of general funds will likely maintain the HTF's solvency through 2013. However, because it is funded by motor fuel taxes, growth of the HTF has been slowed by better fuel efficiency in our vehicles and increased use of alternative transportation modes. While these are positive changes for congestion and air quality, the loss of funding creates significant long-term challenges. Many experts believe that an increase in federal revenues, potentially including an increase in motor fuel taxes, will be required. The last increase, of 4.3 cents, occurred in 1993, bringing them to today's level of 18.4 cents.

While the national HTF is suffering revenue shortfalls, similar funding shortfalls exist for the state of Georgia. The current motor fuel excise tax has not increased in almost 40 years, last raised to its current 7.5 cent level in 1971.

During this time, Georgia has been one of the nation's fastest growing state's. In fact, since 2000, only Texas, California and Florida have added more population than Georgia's 1,642,000 additional residents. Due to this rapid growth and associated low motor fuel excise tax, Georgia has relied increasingly on bond financing to meet urgent infrastructure needs. The impact of repaying transportation-related debt is discussed in the following section.

Policymakers are faced with the challenge of aligning growth visions with a decreased capacity to fund needed large-scale capacity projects to support growth. How can the region best balance the competing demands to fund system expansions, against maintaining the existing system?

Roadway and bridge maintenance needs become most acute after 2020, while the greatest transit preservation needs run in 20-year cycles (2010–2020, 2030–2040).

Challenging maintenance funding gaps exist in bridge, pavements and transit operations and state of good repair. While potential new funding sources, such as a regional sales tax, will help in expanding transportation systems, are additional future funding sources needed for existing system preservation?

Mounting Debt Obligations Impacting the State, Region

The Georgia DOT is facing significant challenges in meeting the state's transportation funding needs. GDOT has to provide transportation infrastructure, including maintenance, for the nation's 4th fastest growing state—with a motor fuel excise tax that is at the same level as nearly 40 years ago.

In order to meet needs, the state of Georgia has increasingly relied on debt financing this decade. The state must pay between \$303 million and \$448 million annually to service bond debt now through 2020. Because of this debt, the state has less to invest in maintenance and expansion of the transportation system. The following section illustrates the coming maintenance challenges, leaving little funding to implement needed expansion projects to serve past and future growth.

Transportation System Preservation vs. Expansion...Where is the Balance?

An important decision ARC must make is recommending funding allocations among important program categories. The main program categories are expansion, upgrades, preservation and operations and demand management. In each RTP, the Commission makes decisions regarding the levels of funding for these categories.

Most areas around the nation are facing the same dilemma as the Atlanta region. There is an increasing need, due to population growth, to expand the system. At the same time, aging infrastructure, such as bridges and transit, require rehabilitation.

A major bottleneck of aging infrastructure exists. Transit rehabilitation is expected to be greatest in the 2010–2020 and 2031–2040 decades. Major demands for pavement and bridge preservation occur from 2021 to 2040.

This funding gap for maintaining existing infrastructure is forecasted at \$15.3 billion for bridges, \$6.8 billion for transit and \$6.9 billion for pavement.

The key message for regional policy makers is that local governments in the future will increasingly be faced with tough decisions on maintenance vs. expansion projects. Due to the federal and state funding challenges, local governments will increasingly have to fund these projects. This raises several PLAN 2040 policy issues.

Local growth visions that rely on securing large-scale funding for new capacity face a risky environment. The current funding realities require local governments to revisit previous growth visions, focusing attention on existing centers and developed areas, where lower cost projects can be implemented.

Future projects that will most likely succeed are those that optimize the existing system, such as maintenance projects, access management, bicycle and pedestrian improvements, along with traffic operations, like signal retiming and intersection improvements.

5. HB 277: IDENTIFYING POTENTIAL SALES TAX PROJECTS

A regional sales tax provides an opportunity for the region to “catch up” with past growth, implementing needed expansion projects.

Regional sales tax criteria is the first major step in developing a list of potential projects. What does ARC want to see reflected in this criteria?

HB 277, the Georgia 2020 Transportation Investment Act, was signed by Governor Sonny Perdue on June 2, 2010. Among the provisions of this Bill is the creation of a regional sales tax mechanism to fund transportation projects in each of the state’s Regional Commission (RC) districts. For the 10-county Atlanta region this one-percent sales tax is estimated to generate approximately \$6.7 billion, in current year dollars, over a 10-year period.

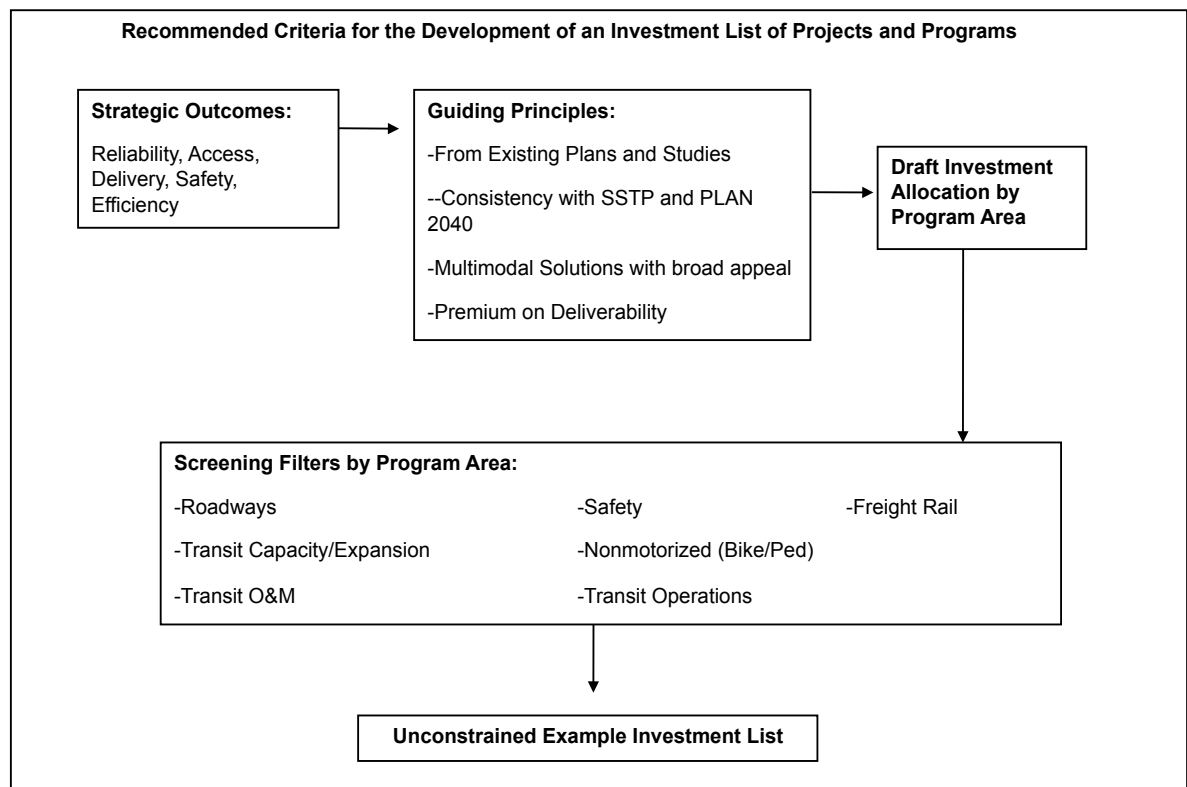
Many steps must be followed in order to make this funding opportunity a reality. Criteria must be developed, a Regional Roundtable convened and a project list identified. Then a successful vote must occur among the region’s citizens in 2012.

An immediate area where staff needs feedback is suggested criteria for identifying potential projects. The GDOT Planning Director, appointed by the Governor, will release criteria in late July. ARC staff has been consulting with the Planning Director regarding criteria options.

The current direction is to identify a range of funding targets for programs by percentage, similar to what is occurring for PLAN 2040.

Additional criteria will help identify projects within each program type. For example, transit expansion projects will be given a minimum range of funding and the characteristics of desired transit expansion projects defined.

Below is ARC staffs’ current direction on identifying criteria and guiding principles for project selection. Feedback is needed today to share with the Planning Director on next steps for criteria development.



Stakeholders are concerned with many of the same issues expressed in past plan updates, include providing incentives to implement regional policy and the expansion of regional transit.

ARC is consulting with citizens around the region, including community forums such as this one held in June in Cobb County.

In Closing...What We Are Hearing From the Public and Stakeholders

Since early 2009, ARC staff has shared information from the PLAN 2040 planning process with hundreds of local officials, local and regional leadership, stakeholders and the general public. Here is a synopsis of their reactions:

Policy:

- Provide incentives to implement public policy decisions.
- Put into place supports to grow the economy/jobs.
- We need to do better with what we have.
- Connect across jurisdictional, modal, geographic, economic, and system boundaries.
- Ensure that local plans are reflected regionally.
- Those with disabilities must have more access alternatives.

Travel & Walkability:

- Provide transit options in many forms, including support for a regional transit system.
- Safety is a primary concern from both a travel perspective and in our neighborhoods.
- Reduce traffic congestion.
- Include the Complete Streets policy in PLAN 2040.
- Recognize that infrastructure is not free — transportation is a major expense for a modern society.
- Expand connections between major interstates and highways.

Development:

- How do we focus investments on already developed areas versus outlying areas?
- Density in land developments only works in certain areas.
- Include affordable housing and education assets in land use plan considerations.
- Where is the water and energy conversation?
- Focus the plan on results for people, places and opportunity — together.
- Decision makers need to understand how sustainable development contributes to the region in order to advocate and implement.

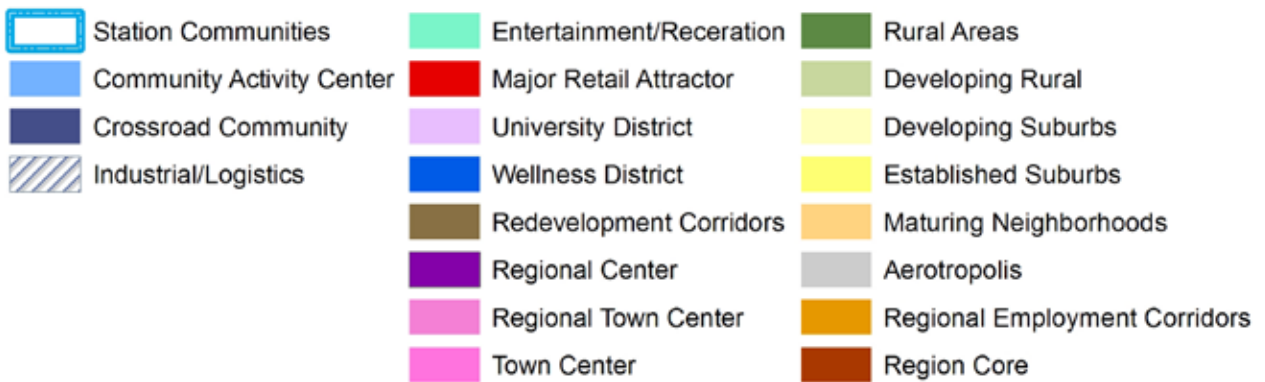
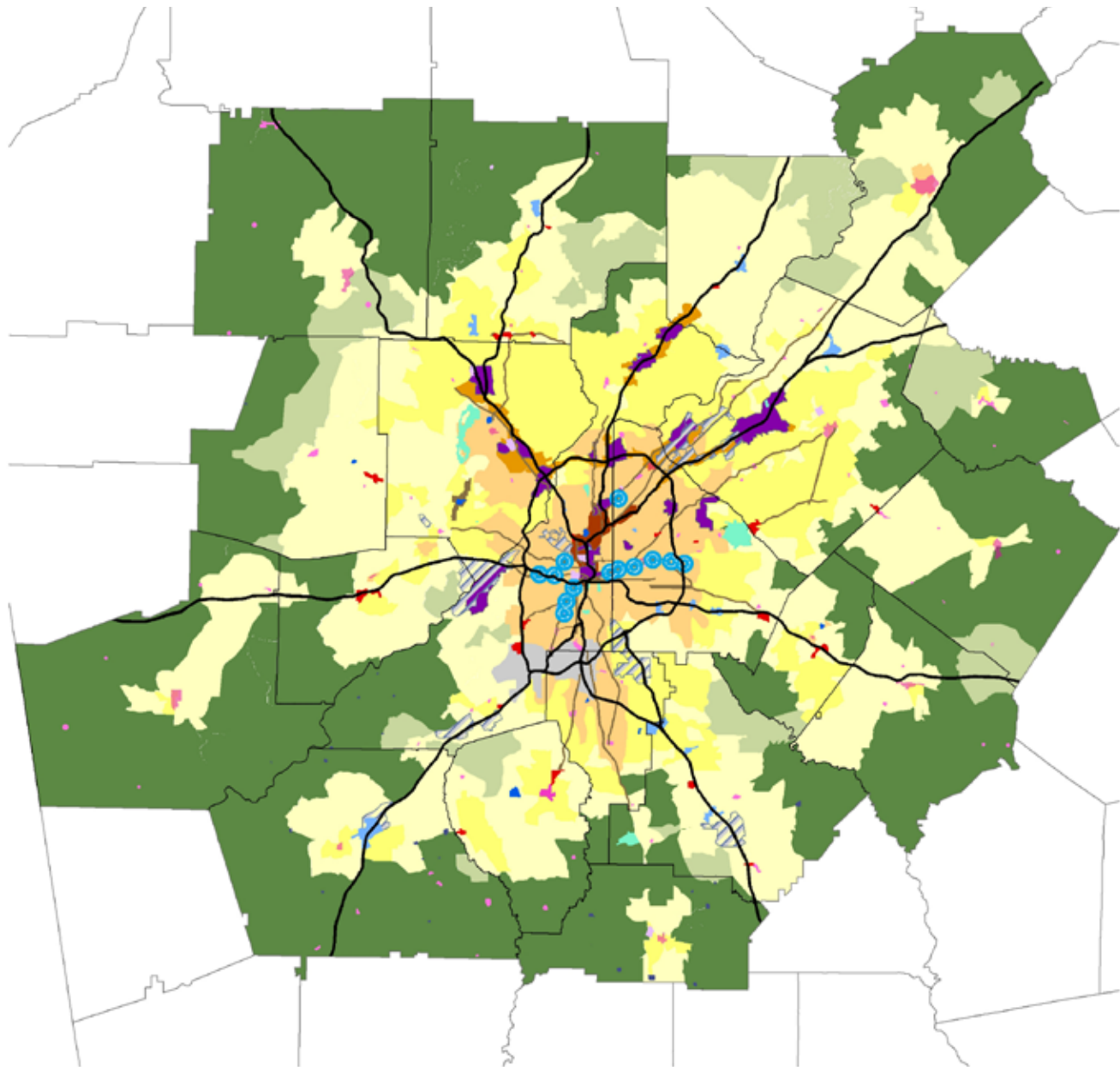
PLAN 2040 Next Steps Through Adoption in July 2011

Key PLAN 2040 dates to remember...

- Plan constraint — 4th quarter 2010
- Commission/TAQC consultation on draft projects — 1st quarter 2011
- Final Commission/TAQC approval — July 2011

(results of vote on HB 277 do not impact process until after Jan. 2013)

The Unified Growth Policy Map provides a vision for regional growth, building upon the local and regional land use plans



The RSTS identifies the most regionally important transportation facilities that federal transportation funds are focused on for capacity projects

