

Online Public Meeting #6

Script

Slide One:

Hello, my name is Jane Hayse, Chief of Transportation Planning at the Atlanta Regional Commission. Thank you for taking the time today to come to this PLAN 2040 online public meeting.

PLAN 2040 is like no other plan in ARC's history. This plan is performance-based and outcome driven, creating a more sustainable Atlanta region.

We're at a very important place in the planning process right now – pulling together the results of three years' worth of planning activities.

Even though this is the sixth and final online public meeting for PLAN 2040, the formal public review and comment period for the plan just opened on May 20th. The review period and this online public meeting will end on June 20, 2011. After that, ARC will prepare a report of the comments we receive and respond formally to them. The ARC Board will consider adoption of the Plan at its July 27th meeting.

To get to this point, we have heard from a very broad cross section of residents in the region in over 300 separate meetings, some with elected officials and their staffs, and others with people like you.

This presentation is a brief summary of PLAN 2040. We have more detailed information as a part of this online public meeting in the Resources Section, including the complete draft plan.

Slide Two: One of the most important things we do with each of our plans is make sure they pass all of the federal and state regulatory requirements. This is what allows us to implement the plan going forward. And the good news is, based on our modeling and testing, PLAN 2040 does this and then some.

I'm going to show you how PLAN 2040 meets these requirements. I'll also introduce new factors into our process that we think will enhance implementation of the Plan.

Slide Three: In order to create a Plan of this magnitude, we must understand the numbers. We updated the population and employment growth forecasts for the region, a critical first step to identifying our needs.

Population, employment and various socioeconomic characteristics will impact how we will need to travel and how land will be used in the future.

As you have seen in prior meetings, we expect a lot of people by the year 2040 – an additional 2.8 million residents.

This forecasted growth will place a heavy burden on regional infrastructure, which is already strained by the rapid growth experienced over the past 60 years.

Slide Four: To accommodate the region's anticipated growth in a sustainable way, the region must plan for different types of development than it has seen in recent decades.

The map you see here is called the Unified Growth Policy Map. It describes predominant land use patterns throughout the region and reflects specific uses of land in employment and

residential areas. Using this map, we plan transportation investments to complement the way land is used in different areas, supporting significant corridors and regional centers with needed improvements. The results of these planning efforts result in increased economic competitiveness, accessibility and mobility.

Slide Five:

PLAN 2040 includes a financially unconstrained Aspirations Plan that totals \$126 billion. This cost is in current year, or 2012 dollars. However, federal guidelines say that ARC must ensure that PLAN 2040 remains fiscally sound. That means that expected project costs cannot exceed expected revenues. Therefore, we must develop a Financial Plan for PLAN 2040. This includes forecasting financial resources from federal, state, local, transit and private sources. We then forecast costs to balance the plan. Our research finds that \$61 billion of funding is available for PLAN 2040. Our costs cannot exceed this amount. The total cost of PLAN 2040 is \$60.5 billion, thus meeting federal financial planning requirements.

PLAN 2040 devotes 70% of its funding to maintaining and maximizing the efficiency of existing roads, bridges and transit service. Another 26% will be used for expanding our roadway and transit systems. And the final 4% is for managing the demand on our transportation system by promoting carpooling, teleworking and other activities that take cars off the roads.

Once the federal government has deemed that PLAN 2040 meets all federal requirements, projects can then be funded and implemented as described in the Plan.

Slide Six: The Clean Air Act provides limits on the levels of air pollutants in the U.S.

ARC is directly responsible for developing a Transportation Plan that conforms to air quality goals set by the Clean Air Act and the State of Georgia. I'm very happy to say that PLAN 2040 meets all of these requirements.

Also, for the first time in one of our plans, we are measuring greenhouse gas emissions. While overall regional emissions will increase due to the rising population, emissions will decrease on a per-person basis. This is primarily a result of better technology and more fuel-efficient vehicles.

Slide Seven: It is also important to analyze PLAN 2040's impacts on people, especially vulnerable populations. Equitable target areas identify areas with high concentrations of seniors, below average housing values, poverty, and racial diversity. These areas are overlaid with the plan's transportation projects to determine the impacts and amounts of the investments in these communities. It was found that transportation investments in these areas exceed those in non-targeted communities by more than 34%.

This analysis is a crucial step in ARC's ongoing evaluation of how the region is or is not prospering. ARC intends to develop more detailed information in the future based on this work.

Slide Eight: Now let's discuss how the Plan will be implemented.

Slide Nine: PLAN 2040 incorporates an important step to ensure it is vital and relevant to the region– a management plan for implementation. As the plan is being implemented, what are the results? And are they the right results? The management plan guides implementation and tracks the progress of PLAN 2040. We intend to make sure that PLAN 2040 provides a vital path for the region and is making good on its promises. In the Resources Section of this meeting, you can look at the plan in detail.

Slide Ten: In prior online public meetings, we have shared how PLAN 2040 meets our vision and goal statements. I'm going to explain briefly how we will be implementing the given objectives of the plan. I'll do this by giving you an example of an action step ARC will take for each objective. The first objective is that the Plan will provide mobility options for people and goods. One way to do this is to ensure that each project and corridor study together reflect the region's priorities of sustainability, coordination, land use integration and multiple options for travel. To further this objective, the FY 2012-2017 TIP includes \$21 million dollars to conduct scoping studies.

Slide Eleven: This objective has many components – one of which is safety. Safety was a very important factor in our many discussions with the public and with planners – ARC will track and report safety-related programs in conjunction with any projects that are included in a regional plan. Projects scheduled to be built in fiscal years 2012 to 2017 include over \$230 million in safety-related programs, and the outcomes of these efforts will be

closely monitored to evaluate their performance in meeting safety objectives.

Slide Twelve: Accessibility has to be paramount if our economy is going to thrive. One of the ways to accomplish this is to connect housing, economic activity, and transportation investments. PLAN 2040 will build partnerships to promote this and to monitor it going forward. Supporting this effort, projects planned for construction during fiscal years 2012 to 2017 provide over \$91 million to continue the Livable Centers Initiative (LCI) program, the foundation of PLAN 2040's strategy to build sustainable centers.

Slide Thirteen: Preservation and energy efficiency are vital if our economy and region are to be sustainable. ARC will track and report on the environmental benefits of traffic control and other operational improvements. Among the most cost-effective projects, the 2012 to 2017 construction list provides over \$229 million to improve traffic flow through projects such as signal upgrades.

Slide Fourteen: To be innovative in our planning efforts. A way to do this is through packaging separate transportation investments together to maximize their benefits and impacts. We will need to look at how land use, services, and transportation activities can benefit each other. A promising strategy is to coordinate transit expansion, including Express Buses, with future managed lanes expansion. The region is investing over \$2.1 billion during fiscal years 2012 to 2017 for regional managed lane expansions. As these projects are implemented, the opportunity exists to expand express bus service along these corridors.

Slide Fifteen: You can find more details on implementation activities in the Resources Section for the land development plan and the transportation plan. Across the board, implementation activities will be monitored and reports made available on a regular basis.

What are our next steps? PLAN 2040 is scheduled to be approved in July. Then we will begin implementation and monitoring. In 2012, new PLAN 2040 projects will be added to the construction plan for 2012 to 2017. These include things like the freight improvement program and a program to give bicyclists and pedestrians better access to transit stops. If the Transportation Investment Act of 2010 is passed in a 2012 referendum, there will be a PLAN 2040 amendment. And, of course, we will begin the process of updating PLAN 2040.

Slide Sixteen: Thank you for your attention during this online public meeting. We ask you to take the time to fill out a brief survey to let us know what you think about the draft plan and its components. Your comments and our responses will be provided to the ARC policy committees and Board as a part of the PLAN 2040 Public Participation report that will be submitted as part of PLAN 2040. That section will also be available to you on this website before ARC Committee action in July.

We will also ask you to evaluate the entire process which began in 2008 and give us your thoughts and suggestions.

Again, thank you for your time and for giving us your thoughts.