

# The Future of Regional Transportation:

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## What Citizens Want to Know



**May 20, 2011**

## Overview

Between June 2010 and April 2011, The Civic League for Regional Atlanta convened nine community forums for the Atlanta Regional Commission for the purpose of collecting citizen input for PLAN 2040, the state- and federally-mandated plan for guiding the region's economic and population growth over the next 30 years. The forums were conducted in two phases, the first with four forums spanned from June to October 2010. The topics for these forums varied, depending on which phase of planning the ARC staff was working on at the time each was held, but generally, they addressed PLAN 2040's two focus areas - land use and transportation - and participants were asked to weigh priorities and give their recommendations on what decisions or actions would be necessary to move the region forward sustainably. The first-phase forums were held in Cobb, Henry and Gwinnett Counties and the City of Atlanta. (Full reports on each session are available at [www.civicleagueatlanta.org](http://www.civicleagueatlanta.org) under the tab "Research and Reports".)

The second phase included five forums held in March and April 2011, in Cobb, DeKalb, Fayette, Gwinnett and Rockdale counties. Unlike the previous set of forums, the discussion topics and questions were identical for each of these five forums. This second set of forums also presented an opportunity to begin talking with citizens about the Transportation Improvement Act (TIA), which was passed by the state legislature in 2010 and asks citizens to vote as a region on a penny sales tax to fund transportation improvements over a 10-year period. Though the transportation sales tax referendum won't take place until the summer of 2012, it will include a project list that is to be completed by October 15, 2011 (i.e., voters will find out exactly which projects would be funded by the tax before they vote on it). The ARC and other organizations are already seeking input from citizens on the *types of projects* they consider priorities and on *specific projects* they would like to see funded, in order to create a project list that resonates with voters - whether they ultimately decide to support the tax or not.

This was a remarkable body of information to cover in a two-hour forum. To make it more manageable, presenters narrowed the focus of the PLAN 2040 presentation to transportation, which typically draws more interest and more questions than land use. The presenters did note that land use was a critical part of the plan and that land use and transportation guidelines were interwoven. They also answered a number of land use-related questions from participants.

At each of the five forums, we invited participants to list any questions they had regarding PLAN 2040 or the TIA and promised to follow up with answers. At the conclusion of the forums, we were able to look at the full list of these questions and identify a few "big questions," representing significant concerns, complex issues that required better explanations and common misperceptions. The purpose of this report is to respond to those big questions. We have also included separate reports on each of the five forums as Appendices A-E.

## Who Participated

The PLAN 2040/TIA forums were publicized through e-blasts to The Civic League’s database of 4,000 members and subscribers and ARC’s database of 5,000; targeted e-mails to past forum participants; print and online media; and notices placed in relevant community calendars. Additionally, several chambers of commerce notified their members of these events.

Ultimately, 156 people participated in the five forums. At each session, we asked participants to complete a demographics form so that we could develop a snapshot of the kinds of people whom we were most effectively reaching and who demonstrate a strong interest in regional transportation plans and funding. Of the 156 total participants, 125 turned in completed demographics forms and are counted in the tables below.

**Table 1. Demographic Snapshot**

| Demographic     |     |
|-----------------|-----|
| Male            | 57% |
| Female          | 43% |
| Under 18        | 1%  |
| 18 to 24        | 4%  |
| 25 to 39        | 9%  |
| 40 to 54        | 30% |
| 55 to 65        | 37% |
| Over 65         | 19% |
| Black           | 18% |
| White           | 74% |
| Asian           | 2%  |
| Native American | 0%  |
| Latino          | 2%  |
| Other           | 3%  |

**Table 2. Participation by County**

| County          |     |
|-----------------|-----|
| Fayette         | 32% |
| Rockdale        | 21% |
| DeKalb          | 13% |
| Cobb            | 8%  |
| Gwinnett        | 8%  |
| Fulton, Central | 6%  |
| Fulton, South   | 4%  |
| Fulton, North   | 2%  |
| Coweta          | 2%  |
| Henry           | 2%  |
| Butts           | 1%  |
| Hall            | 1%  |
| Newton          | 1%  |

## The Big Questions

Forum participants asked many questions to gain a better understanding of PLAN 2040 and its role in the future of Metro Atlanta; they also had many questions about the TIA and the projects it might fund. At the conclusion of the five forums, Civic League staff scanned the notes from each session and identified the following “Big Questions” – primarily those that were asked most

frequently, but also some that could not be adequately addressed during the forums because of time constraints. The Atlanta Regional Commission staff provided the following responses to these key questions.

## **Regional growth spurt**

*What accounts for the projected population increase of 3 million people over the next 30 years?*

- A substantial amount of the region's growth is the result of natural increase (births minus deaths). The region has a slightly younger population, and we expect substantial natural increase.
- Metro Atlanta's population has increased in large degree due to migration from northern and western states to the South during the past 40 years. This trend is expected to continue. Substantial economic growth is also focused on Sunbelt states. New jobs, small business and need for trades to undertake construction, etc. create jobs.
- Metro Atlanta and Georgia are a destination for retirees from other states. Therefore, some growth can occur without any new economic incentives because some individuals will bring their existing retirement income to metro Atlanta.

*Where will they all live?*

- When ARC does its growth trend analysis for PLAN 2040, it includes two different planning boundaries reflected in the chart below: 10 metro Atlanta counties that ARC officially represents as a regional commission and an expanded 20-county area that applies to federal requirements for transportation and air quality analysis.
- Two of the fastest-growing counties in the nation – Henry and Cherokee – will also continue rapid growth. Henry County is forecast to more than triple its 2000 population by 2040 to lead the 10-county metro area. It is forecast to add 315,000 people, while Cherokee will add 261,000. This absolute growth ranks them third and fourth, respectively, in the 20-county area. The City of Atlanta's recent population surge will also continue.
- While the 10-county metro region will capture almost 67 percent of the 20-county area's growth, most of the largest percentage gains are found in the 10 counties falling outside the region, but within the air quality non-attainment area. Several counties outside of the ARC area are expected to more than triple their population during 2010-2040. Forsyth County ranks second in percentage growth, 2000-2040, increasing their population by 296 percent. The other counties whose 2000 populations are forecast to triple by 2040 are Paulding, up 249 percent and Newton, up 226 percent.

**TABLE 3. Population Growth, 2000-2040**

| County                        | Population       |                  |                  |                |
|-------------------------------|------------------|------------------|------------------|----------------|
|                               | 2000             | 2040             | Total Change     | Percent Change |
| Cherokee                      | 141,903          | 402,995          | 261,092          | 184.0%         |
| Clayton                       | 236,517          | 325,026          | 88,509           | 37.4%          |
| Cobb                          | 607,751          | 849,933          | 242,182          | 39.8%          |
| DeKalb                        | 665,865          | 925,017          | 259,152          | 38.9%          |
| Douglas                       | 92,174           | 257,034          | 164,860          | 178.9%         |
| Fayette                       | 91,263           | 187,968          | 96,705           | 106.0%         |
| Fulton                        | 816,006          | 1,337,248        | 521,242          | 63.9%          |
| Gwinnett                      | 588,448          | 1,159,795        | 571,347          | 97.1%          |
| Henry                         | 119,341          | 433,984          | 314,643          | 263.7%         |
| Rockdale                      | 70,111           | 162,961          | 92,850           | 132.4%         |
| <b>Total 10-County Region</b> | <b>3,429,379</b> | <b>6,041,961</b> | <b>2,612,582</b> | <b>76.2%</b>   |
| Barrow                        | 46,144           | 133,072          | 86,928           | 188.4%         |
| Bartow                        | 76,019           | 169,990          | 93,971           | 123.6%         |
| Carroll                       | 87,268           | 191,989          | 104,721          | 120.0%         |
| Coweta                        | 89,215           | 249,997          | 160,782          | 180.2%         |
| Forsyth                       | 98,407           | 390,056          | 291,649          | 296.4%         |
| Hall                          | 139,277          | 349,995          | 210,718          | 151.3%         |
| Newton                        | 62,001           | 202,044          | 140,043          | 225.9%         |
| Paulding                      | 81,678           | 285,101          | 203,423          | 249.1%         |
| Spalding                      | 58,417           | 115,012          | 56,595           | 96.9%          |
| Walton                        | 60,687           | 155,025          | 94,338           | 155.5%         |
| <b>Total 20-County Region</b> | <b>4,228,492</b> | <b>8,284,242</b> | <b>4,055,750</b> | <b>95.9%</b>   |

## So many plans

*How do regional plans mesh with local plans?*

- Federal and state planning laws create a public sector program to develop local comprehensive plans and regional plans. PLAN 2040 is the comprehensive plan for the region, incorporating both state- and federally-required plan elements. The responsibilities and legal basis for implementing plans is managed across all levels of government. Citizens, the private sector and non-profits are important to plan implementation.
- Studies such as the Livable Centers Initiative (LCI) or County Transportation Plans (CTPs) influence local and regional policy through a bottom-up process as expressed in ARC's regional plan, PLAN 2040.

*How are PLAN 2040 and the Transportation Investment Act coordinated?*

- The coincidental timing of the adoption of PLAN 2040 and development of the TIA unconstrained project list ensured close coordination.
- Most TIA major capacity projects requested by local governments were already identified in PLAN 2040, while smaller-scale projects were consistent with defined programs.
- Following compilation of all requests, ARC staff conducted a thorough review of each project for consistency with plan policies and strategies, regional multimodal priority networks and existing scopes and costs.
- This information was provided to the Georgia Department of Transportation Director of Planning for his use in making selections for the TIA unconstrained list.
- ARC has conducted regular meetings to respond to inquiries related to his supplemental information and ensure that the process of integrating TIA projects into the regional plan (assuming passage of the referendum in 2012) will be seamless.

### **Making sense of the money**

*Presenters referred to two big numbers: \$59 billion and \$129 billion. Please explain A) what these two numbers represent; B) where the money comes from? C) what we can “buy” for this amount; and D) who decides how the money is spent.*

(Note: The dollar amounts have changed since the Neighborhood Forums: \$59 billion is now \$60.5 billion and \$129 billion is now \$126 billion)

**Table 4. PLAN 2040 Funding for Major Program Areas in Current Year (2012) Dollars (\$millions)**

| Project types                  | Federal         | State          | Local           | Private        | Totals          |
|--------------------------------|-----------------|----------------|-----------------|----------------|-----------------|
| <b>SYSTEM MODERNIZATION</b>    |                 |                |                 |                |                 |
| Transit                        | \$3,294         | \$289          | \$20,240        |                | \$23,823        |
| Roadway/Bridge Preservation    | \$9,000         | \$4,317        | \$1,942         |                | \$15,259        |
| System Optimization and Safety | \$1,531         | \$219          | \$1,820         |                | \$3,571         |
| <b>DEMAND MANAGEMENT</b>       |                 |                |                 |                |                 |
| Bicycle and Pedestrian         | \$899           | \$6            | \$656           |                | \$1,561         |
| Other Programs/ Initiatives    | \$352           | \$12           | \$76            |                | \$440           |
| <b>SYSTEM EXPANSION</b>        |                 |                |                 |                |                 |
| Managed Lanes Expansion        | \$994           | \$1,156        |                 | \$3,203        | \$5,353         |
| Transit Expansion              | \$975           | \$303          | \$2,034         | \$150          | \$3,462         |
| Roadway Expansion              | \$4,660         | \$1,049        | \$1,355         |                | \$7,064         |
| <b>TOTALS</b>                  | <b>\$21,706</b> | <b>\$7,351</b> | <b>\$28,124</b> | <b>\$3,353</b> | <b>\$60,533</b> |

*What these two numbers represent*

The PLAN 2040 Regional Transportation Plan (RTP) includes two elements:

- The first, a financially constrained element, reflects the investments the region can afford between 2012 and 2040.

- The second element, the Aspirations Plan, includes other regional investments if funding were available by 2040. The Aspirations Plan helps the region and state understand the level of unmet needs while also providing a future transportation vision.
- The overall cost for the financially constrained RTP is approximately \$60.5 billion (current year 2012 dollars).
- An additional \$66 billion of major roadway and transit expansion projects, as well as roadway, bridge and transit preservation and operating needs, are also included in the Aspirations Plan. The total cost of identified strategies in Plan 2040 is \$126 billion (rounded). There are no sources of funding available currently for the additional \$66 billion.

#### *Where the money comes from*

- For Federal funding:
  - Federal Highway Administration - \$17.7 billion
  - Federal Transit Administration - \$4.0 billion
- State funding is derived from state motor fuel taxes:
  - Prepaid Sales Tax: 3% of retail value (adjusted semi-annually)
  - Excise Tax: 7.5 cents per gallon
- Local funding is derived from county and city property taxes and local sales taxes.
- Private funding is derived from *public-private partnerships* – known as P3s – which are arrangements that state and local governments make with an equity partner from the private sector. P3s will play a prominent role in the construction and operation of future managed lanes projects in the region, as well as with future transit projects – such as the Multimodal Passenger Terminal in Downtown Atlanta. In total, \$3.3 billion in private funding will contribute to the total resources of PLAN 2040.

#### *What it will “buy”*

- **System Modernization** includes improvements to existing road and transit infrastructure in order to meet growing demand, as well as alleviating bottlenecks and improving safety. Because such a significant portion of the region’s transportation infrastructure will reach the critical age when upgrades and reconstruction will be necessary, System Modernization comprises 70.6% of total expenditures in PLAN 2040.
- **Demand Management** covers a wide variety of projects and programs that are geared towards encouraging and facilitating use of transportation alternatives to driving single-occupant vehicles. Examples include constructing new bike/pedestrian facilities; funding the Ride Smart program – which encourages vanpooling, carpooling, transit, biking and teleworking; and funding human services transportation – which includes paratransit for seniors and low-income households and improving access to transportation facilities and services for persons with disabilities. Another component includes initiatives that promote sustainable land use patterns among the region’s communities – such as the Livable Centers Initiative and Lifelong Communities.
- **System Expansion** includes major additions to the Atlanta region’s surface transportation network – such as managed lanes, new light-rail transit facilities, and additional roadway capacity and extensions. System expansion projects comprise 26.4% of the total expenditures in PLAN 2040.

### *Who decides how the money is spent*

- Because resources are available at a much lower level than they have been in the past, due to the economic downturn and a growing population, ARC has become more proactive in implementing a more structured and transparent decision-making process based on performance. Projects are submitted to ARC through:
  - Regional Planning Partners (GDOT, GRTA, MARTA, SRTA, local governments)
  - Transportation Studies (Concept 3, Managed Lanes System Plan, etc.)
- Most of these submitted projects are included in the region's *Aspirations Plan* – which is a list of projects that regional stakeholders (such as local governments, private sector representatives, and people impacted by those projects) promote through the planning process and that enjoy a degree of popular support; however unlike the RTP, it is not fiscally constrained (the region may not have the financial resources to implement all projects in the plan). Projects in the Aspirations Plan are modeled to measure their performance and effectiveness, according to PLAN 2040's goals and objectives, and then placed through a decision-making filtering process known as *key decision points*.
- The final draft of projects must demonstrate fiscal constraint and also keep the region in conformity with federal air quality standards. Once this draft of PLAN 2040 is approved by the ARC Board in July, it becomes official.

### **Planes, trains, some automobiles and what else?**

#### *What exactly is mass transit?*

Mass transit refers to a wide range of publicly accessible transportation services that allow commuters, residents and visitors to travel within our region. Specific modes of transit considered in PLAN 2040 include:

- **Heavy rail:** A passenger transit service that utilizes fully grade-separated rail lines either below or above ground, such as MARTA's rail system. The term 'heavy' refers to the number of passengers the trains can carry, not the weight. Heavy rail services typically feature high average speeds with stops spaced relatively far apart compared to other modes.
- **Light rail:** A passenger transit service that generally operates within a city and its suburbs. The term 'light' refers to the number of passengers the trains can carry, not the weight. Light rail trains typically carry fewer passengers than heavy rail and commuter rail. They don't share tracks with commuter rail or freight trains, but sometimes share right-of-way with automobiles. Because of their design, light rail systems typically operate at lower speeds than heavy rail and feature closely spaced stops.
- **Bus:** Buses provide both local and express service on existing streets and highways. Bus systems in the Atlanta region include those operated by MARTA, Cobb Community Transit, Gwinnett County Transit and GRTA Xpress.
- **Streetcar and circulator shuttles:** A bus, streetcar or other vehicle operating on a route designed to move people within an activity center. Circulators typically operate at high frequencies with closely spaced stops, and in many cases are free to ride. Combined with walking and biking, circulators can help eliminate the need for using a car within an activity center.



- Bus Rapid Transit: BRT can refer to a wide variety of enhanced bus services, ranging from basic improvements to local bus service (such as larger shelters and priority at traffic signals) to a fixed guideway transit concept that operates in an exclusive right of way and loads passengers at stations similar to light rail stations.
- Commuter rail: A passenger rail service utilizing the existing intercity railroad network, often providing service between a city center and outlying suburbs and other locations. Service is typically focused on the peak commuting hours, though all-day service may be provided as well. Fares are usually charged using a distance- or zone-based pricing structure.

*What are the limitations?*

- Transit in the Atlanta region is currently quite limited compared to peer regions: A recent study by the Brookings Institution evaluated the transit systems in the 100 largest regions in the country, looking at both geographic coverage and job access, and ranked Atlanta's system at #91, the lowest for any major metropolitan area.
- The region's transit providers are currently challenged by a severe lack of funding for construction, operation and maintenance of the existing system as well as any proposed expansion. In recent years, several of the region's providers, including MARTA, have been forced to institute drastic service cuts, and one system (Clayton County's C-Tran) has been shut down completely.
- There is currently a less than optimal mechanism for regional transit governance and coordination. Both this issue and the lack of funding contribute directly to the delay in the construction of proposed transit projects and result in these projects being placed either in the outer years of the RTP or not in the financially constrained RTP at all.

*How will it affect me?*

- Transit is vital to the health of the Atlanta region and its residents, even those who do not ride transit themselves. A strong transit system provides reliable trip alternatives for travelers, improves environmental sustainability, supports the regional economy, and enhances the region's national and international competitiveness. A recent survey of current transit riders confirms that transit provides a vital function within the regional transportation system:
  - 40 percent of transit riders do not own or have access to a car
  - 3 out of 4 transit riders are employed
  - 45 percent of transit riders use it to get to work

*Can we coordinate existing transit systems?*

- There is much potential for improved coordination between existing transit services. The Regional Transit Committee (RTC), a policy committee of ARC, currently serves as an interim coordinating body for regional transit planning and implementation. Specific issues currently being worked on by the RTC include the regional Breeze fare collection system, optimization of the region's transit vehicle fleet and supporting facilities, and coordination of regional transit data resources and rider information services.

- Ultimately, the goal is to create a permanent, legally constituted transit entity to house the regional service coordination functions and to facilitate implementation of cross-jurisdictional transit expansions. ARC, through the Regional Transit Committee, has prepared and endorsed draft legislation that would create such an entity for the Atlanta region.

## **HOT topic**

*How do HOT lanes help with congestion? Where does the money go? How are they equitable?*

- Sometimes referred to as HOT lanes (high-occupancy, tolled lanes), managed lanes are a recent innovation that has been implemented by urban areas across the country. While high-occupancy vehicles and buses are allowed to travel in the lanes for free, as they are currently, the lanes will also be made available for use by single-occupant vehicles for a fee or toll. The tolls in these lanes are assessed on a per-mile basis, with rates fluctuating according to volume and time in order to guarantee a reliable level of mobility in the lanes.
- It is important to note that managed lanes are not intended for daily use by motorists because of the significant costs that they would incur from frequent use. Rather they are intended for the convenience of those who have the urgent need to arrive at their final destination at a specific and crucial time – such as people needing to catch a flight, parents having to pick up their children from daycare centers by certain time, professionals needing to arrive on time at a business meeting, etc. Additionally, because a certain level of mobility is guaranteed in managed lanes, passengers on express buses will benefit from more reliable trip times and less frequent delay.
- Most of the managed lanes projects that are included in PLAN 2040 will be financed through P3s, where a private partner will construct and operate the managed lanes. The costs incurred by the private partner will be covered through toll revenues from the managed lanes.

## **Land use and transportation -- can't have one without the other**

*What is the relationship between transportation and land use? Can transportation investments be used to drive growth in a different direction?*

- To accommodate the region's anticipated growth in a sustainable fashion, the region must plan for a different type of development than it has seen in recent decades. The Regional Development Guide provides direction for future growth based on the Unified Growth Policy Map (UGPM). The UGPM is comprised of Areas and Places. Areas describe predominant land use patterns throughout the region. Places reflect concentrated uses that have generally defined boundaries and provide greater detail within Areas. A PLAN 2040 Development Guide provides the following for each Area and Place identified on the UGPM:
  - A detailed map showing the specific location in the region
  - A written description that includes a defining narrative and issue summary
  - Guidelines for recommended building height and development density
  - Pictures that characterize development patterns that are typical and desirable

- Implementation Priorities, defined by the PLAN 2040 Objectives, that identify measures to achieve desired development patterns and suggest possible action toward the attainment of regional goals
- The UGPM and Development Guide supported PLAN 2040 transportation recommendations through:
  - Evaluation of Potential Transportation Investments – The specific policies and outcomes identified in the UGPM and Development Guide were applied in evaluating potential projects for inclusion in the RTP. For example, transportation investments that were inconsistent with regional growth objectives were not recommended for federal funding.
  - Identification of Transportation Programs – Based on the vision articulated in the UGPM and Development Guide, existing transportation programs were extended and modified to support desired outcomes. New programs were also identified to meet PLAN 2040 objectives. For example, the Livable Centers Initiative (LCI) program is continued in PLAN 2040. This program helps support core regional vision objectives such as fostering growth in transit-supportive communities.
- The UGPM provides a coherent vision for the future development of the region and is the foundation of the transportation plan in that it identifies desired future growth, including the nature and density of future communities, and assists in identifying existing and future transportation needs.

*What does all of this mean for the overall health of the region's citizens?*

- Local governments have a primary role in implementing programs that affect the health of citizens and communities. Local governments need assistance and resources from regional organizations like ARC as well as non-profits and state agencies. ARC has numerous programs and coordinates with other organizations such as the Centers for Disease Control (CDC) to improve communities and, thereby, health.
- The private sector and federal government also have large roles that influence public health. Some actions that can improve health can be influenced (but not changed) by local governments or ARC.
- The overall trends for health are mixed. For instance, obesity has increased while some new actions and programs are underway to improve health, including those programs that promote walking, and living closer to amenities, services and employment.
- ARC and local governments have focused a great deal in recent years on helping local governments build more livable places through the LCI and Lifelong Communities programs. These programs provide the resources and some infrastructure to build or retrofit places where citizens can live with less reliance on an automobile and more opportunities for interactions, recreation and services.
- PLAN 2040 provides new resources for transit and Human Services Transportation which provides transportation services for people who are disadvantaged, including older adults, persons with disabilities and individuals with lower incomes.

*What do these plans mean for the growing number of senior citizens?*

- ARC approaches human services planning and programming from a Lifelong Communities (LLC) model that emphasizes keeping people in their communities, integrating services and promoting wellness and independence. The model relies on ARC integrating the planning for physical and human services infrastructures.
- As the Area Agency on Aging, the ARC plans and provides a comprehensive array of services to address the needs of the region's older population. In this capacity ARC has developed Lifelong Community Principles to help communities incorporate housing and transportation options, health and wellness, and access to information that allows all residents in the region to live in their communities for as long as possible.
- ARC programs, LLC and the Livable Centers Initiative (LCI), offer benefits for local governments and the region towards anticipating development and community changes that will be required to accommodate population growth and demographic changes. LCI is a program that provides planning and transportation construction funds to facilitate land use and other physical planning to facilitate better design of new development with the intention of improving mobility. LLC offers principles, guidelines and technical support to local communities as they address the needs of older adults.

*How do these plans speak to sustainability?*

- PLAN 2040 defines “sustainability” as meeting environmental, social and economic goals.
- PLAN 2040 objectives all point to meeting the sustainability goals. The management and implementation plan for PLAN 2040 is organized under the following objectives:
  - Increase mobility options for people and goods.
  - Foster a healthy, educated, well trained, safe and secure population.
  - Promote places to live with easy access to jobs and services.
  - Improve energy efficiency while preserving the region's environment.
  - Identify innovative approaches to economic recovery and long-term prosperity.
- PLAN 2040 has many programs, planned investments and actions to promote sustainability goals.
- For example, PLAN 2040 includes a first ever Resource Plan element. The Resource Plan describes the methods currently used to protect the region's natural, cultural and historic resources.

## **Timing is everything**

*What's the plan for the first 10 years?*

- Substantial implementation has occurred on many projects during the past 10 years. GDOT, private business, local governments, community improvement districts, non-profits and ARC have undertaken many new infrastructure investments, services and actions.
- ARC has outlined implementation through many documents including the Livable Centers Initiative (LCI) annual reports and Envision6 Implementation Strategy Reports.
- Implementation is critical during the next 10 years. ARC must provide resources and otherwise assist local governments while collaborating with other organizations to bring about progress in the region.

## The transportation sales tax

*What happens between now and the vote? If it passes, how far will it get us? If it doesn't pass in my county, are we exempt? How do I know my county is getting its fair share?*

- The Transportation Investment Act creates a regional roundtable whose primary task is to create a list of projects to be funded by the referendum if it passes. They will receive an unconstrained list from the Department of Transportation from which they will develop a final list to be voted on by the Roundtable in October 2011. If that list is accepted by the Roundtable, the public will vote on whether to accept a penny sales tax in the summer of 2012. If it passes, the sales tax could raise \$7-8 billion over a 10-year period – enough to add substantially to the region’s transportation needs including transit, roads, safety projects, pedestrian and bike improvements and technology updates. This is a regional tax so all funds raised in the region will stay in the region – no county can exempt themselves.
- The Atlanta Regional Transportation Roundtable is comprised of elected officials from each of the 10 counties, as well as the City of Atlanta, so ensuring an equitable return on investment for their citizens will undoubtedly be a key consideration for them.
- It must be noted that there are many different ways of defining “fair share” other than direct return of dollars into infrastructure improvements within that same jurisdiction.
- For example, residents of a county in which a significant portion of commuters rely on a transportation corridor that has a major bottleneck (such as a congested interchange) in a neighboring county, thus making it difficult to access regional job centers, should have a direct interest in seeing that bottleneck eliminated.
- This would be an example where an investment in another area produces a good return on investment for those citizens, although not in the traditional sense where “fair share” is defined solely by political boundaries.
- ARC is currently exploring ways to ensure that roundtable members can make informed decisions regarding a fair distribution of TIA investments so that all residents feel they are getting their money’s worth.

## For More Information

PLAN 2040: [www.atlantaregional.com](http://www.atlantaregional.com)

The Transportation Improvement Act: [www.atlantaregionalroundtable.com](http://www.atlantaregionalroundtable.com)

Reports on other PLAN 2040 forums: [www.civicleagueatlanta.org](http://www.civicleagueatlanta.org)

## About the Appendices

At each of the five forums, participants worked in small discussion groups to answer a series of questions posed by the facilitator. The members of each group took turns serving as “scribe” to capture key points on flipcharts. Appendices A-E represent the notes that were transcribed by the Civic League staff from those flipchart pages.

For clarity, we have:

1. Inserted the discussion questions posed by the facilitator above their respective answers.
2. Noted where groups did not record answers to certain questions.
3. Numbered questions and answers for easy reference (i.e. Group 1, Question A, Answer 3).
4. Corrected obvious spelling and punctuation errors.
5. Written out obvious abbreviations (i.e. “Rd.”) but left alone ambiguous ones (i.e. “trans” might mean “transportation” or “transit”).

In some cases, groups recorded notes that did not clearly correspond to any of the discussion questions. Those notes are identified by the heading “Other”.

## Appendix A. Fayette County, March 10, 2011

### Who Participated

Sixty people participated in the Fayette County forum, held at the Wendell Coffee Golf and Events Center in Tyrone. Of the 46 who turned in completed demographic forms, 85 percent were residents of Fayette County; others came from Cobb, Coweta and Fulton. They were about evenly divided by gender; 89 percent were white and 11 percent African American. One participant was 18 or younger, and the remainder were ages 40-54 (33 percent), 55-65 (39 percent) and over 65 (24 percent).

### What They Said

#### GROUP 1

#### A. Briefly share your motivations for attending this forum.

1. Quality of life preservation
2. Environment
3. Future and technology
4. Realtor – sustainability
5. No Clayton County quality of life
6. Who controls Fayette County – us or them
7. Working together with the region
8. MARTA's next station

\*\* 74/ I-85 exit – trucks

#### B. Please list any questions you have.

[No questions recorded.]

#### C. What excites you about the recommendations for maximizing transportation resources in our region?

1. Planning – thinking about the future
2. Considering alternatives

#### D. What changes would you make to the regional recommendations to further maximize limited resources?

1. Technology – telecommute/broadband
2. Live/work/play communities

#### E. Which transportation projects must be on the list and considered for funding?

1. I-85/Hwy 74 interchange
2. Half diamond on Hwy 92 (for truck traffic)
3. Traffic exiting Fayetteville to interstates
4. Adequate access/parking for/to mass transit

**F. Which transportation projects should be excluded from the list?**

[No responses recorded.]

**GROUP 2**

**A. Briefly share your motivations for attending this forum.**

1. Concerned with where we live
2. Curious
3. Concern for future
4. Become informed
5. Interested in growth patterns
6. Plans for region
7. Interested in conversation
8. Interest/concern for seniors

**B. Please list any questions you have.**

1. Can mass transit expand?
2. Impact of telecommuting?
3. Is there a model of success?
4. What is a true definition of transit?
5. Can mass transit be forced on communities?

**C. What excites you about the recommendations for maximizing transportation resources in our region?**

1. There is a plan.
2. Fixing the I-85/Hwy 74 interchange
3. It incorporates various people seniors/disabled etc.
4. Getting people out of cars
5. What happens if we do nothing
6. Opportunity to weave this all together

**D. What changes would you make to the regional recommendations to further maximize limited resources?**

1. An endowment fund
2. Place emphasis on the use of technology (telecommute)
3. Analysis of impact of truck traffic
4. Allocate funding to users

**E. Which transportation projects must be on the list and considered for funding?**

1. Hwy 74 interchange
2. All state routes in Fayette 4 lanes



3. Hwy 38 interchange
4. Adding an interchange south of Hwy 74
5. Adding HOT lanes
6. More funding for MARTA for expansion
7. Explore opportunities for light rail
8. Identify what transportation vehicles currently exists to leverage and max them

**F. Which transportation projects should be excluded from the list?**

[No responses recorded.]

**GROUP 3**

**A. Briefly share your motivations for attending this forum.**

1. Roads for intermodal vs. general roads
2. Local chamber focus
3. Better understand issues
4. Understand coordinated growth patterns
5. More user friendly transportation/easier access
6. Curious/concern on Atlanta suburb
7. Concern on oil dependence/economy
8. Better understand
9. Transportation and access to jobs

**B. Please list any questions you have.**

1. Why no plan to generate maintenance funds when roads, etc. built?
2. What about transportation needs between areas, not just to Atlanta downtown?
3. How to solve transportation without dealing with transit system?

**C. What excites you about the recommendations for maximizing transportation resources in our region?**

1. An additional exit/interchange from I-85 to help with truck traffic?
2. Long-range planning discussion
3. Regional cooperation (infancy?)
4. Meeting in our “neighborhood”

**D. What changes would you make to the regional recommendations to further maximize limited resources?**

[No responses recorded.]

**E. Which transportation projects must be on the list and considered for funding?**

1. Hwy 74/I-85 interchange improvement
2. US 29 expand from 2 to 4 lanes from Palmetto to Newnan
3. Widen Camp Creek Pkwy or reroute trucks

4. Clear 154 from Hwy 29 to I-85
5. Widen Lower Fayetteville Road in Coweta
6. 19/41 expansion south of Fayette congestion relief
7. Light rail – mixed opinions

**F. Which transportation projects should be excluded from the list?**

[No responses recorded.]

**GROUP 4**

**A. Briefly share your motivations for attending this forum.**

1. Region's future
2. Children's future
3. Support transportation
4. Senior int.
5. Roads/infrastructure
6. Short term
7. Transportation
8. General interest

**B. Please list any questions you have.**

[No responses recorded.]

**C. What excites you about the recommendations for maximizing transportation resources in our region?**

[No responses recorded.]

**D. What changes would you make to the regional recommendations to further maximize limited resources?**

[No responses recorded.]

**E. Which transportation projects must be on the list and considered for funding?**

1. I-85 and SR 74
2. Dogwood Trail – control/truck traffic

**F. Which transportation projects should be excluded from the list?**

[No responses recorded.]

**Other**

1. Where does \$ go?
2. Land use and transportation
3. On-demand services
4. Aging population and land use to meet it

## GROUP 5

### **A. Briefly share your motivations for attending this forum.**

1. Traffic at 74 and 85
2. Concerned about pollution
3. Transportation – discussion??
4. Stop mass transit in Fayette
5. ARC plan – benefits for Fayette
6. Future tax payers
7. Voice in change
8. Understand area/county
9. Transportation for families

### **B. Please list any questions you have.**

[No responses recorded.]

### **C. What excites you about the recommendations for maximizing transportation resources in our region?**

[No responses recorded.]

### **D. What changes would you make to the regional recommendations to further maximize limited resources?**

[No responses recorded.]

### **Other**

Fix existing roads

- Before starting new roads and bridges
- Where is the funding coming from?
- What other transportation besides mass transit?
- Who decides how the money is spent?
- How are the projects picked? Who decides?

### **E. Which transportation projects must be on the list and considered for funding?**

1. 74/I-85 interchange – fix
2. 138/I-85 interchange
3. Repair existing infrastructure
4. Add lanes to 19 and 41 in Clayton Co. – elevate with limited access
5. Express lanes – interstate and other lights for through traffic

### **F. Which transportation projects should be excluded from the list?**

1. Build new infrastructure (unless repaired the old first)

2. 92/I-85 NO interchange

#### GROUP 6

##### **A. Briefly share your motivations for attending this forum.**

1. Preserve quality of life in county
2. Create opposition to ARC
3. Halt regional concept and help defeat SPLOST (home rule)
4. Stop ARC
5. Protect environment
6. No mass transit
7. Defeat HB277

##### **B. Please list any questions you have.**

[No responses recorded.]

##### **C. What excites you about the recommendations for maximizing transportation resources in our region?**

[No responses recorded.]

##### **D. What changes would you make to the regional recommendations to further maximize limited resources?**

[No responses recorded.]

##### **E. Which transportation projects must be on the list and considered for funding?**

[No responses recorded.]

##### **F. Which transportation projects should be excluded from the list?**

[No responses recorded.]

##### **Other**

1. Develop multi hub work and live centers
2. Atlanta is not the ultimate work and live destination
3. Problem
  - a. Everybody going to same small area → Atlanta
4. Solution
  - a. New business
  - b. New community
5. Review Phil's list - We've been working on it for over a year!!!!+++++

## Appendix B. Rockdale County, March

### Who Participated

Thirty-four people participated in the Rockdale County forum, held in Conyers at the J.P. Carr Community Center. Of the 31 who turned in completed demographic forms, 84 percent were residents of Rockdale County, with others coming from Newton, Henry, Butts, DeKalb and Fulton. Fifty-eight percent were male and 42 percent female. Sixty-eight percent were white and 16 percent African-American. One participant was Hispanic and two identified themselves as “other”. Ten percent of participants were between ages 25 and 39, with the remainder being age 40 or older (40-54, 16 percent; 55-65, 48 percent and over 65, 26 percent).

### What They Said

#### GROUP 1

#### A. Briefly share your motivations for attending this forum.

1. Cont. employment
2. Better informed
3. Homeowners’ association president – to be informed
4. Make Rockdale a better place
5. SPLOST chair and transportation
6. To listen before making a decision

#### B. Please list any questions you have.

1. Where is the population expected to grow?
2. What jobs are expected?

#### C. What excites you about the recommendations for maximizing transportation resources in our region?

1. I-20 and 138
2. Increase capacity on I-20

#### D. What changes would you make to the regional recommendations to further maximize limited resources?

1. Do not spend all the money on the “rich” areas. Spend some to promote jobs in other areas.

#### E. Which transportation projects must be on the list and considered for funding?

1. Sigman Road
2. 4-lane -20 -20
3. Flat Shoals 4-Lane to Newton
4. Non-access bridge

5. Local intersection improvements

**F. Which transportation projects should be excluded from the list?**

[No responses recorded.]

**GROUP 2**

**A. Briefly share your motivations for attending this forum.**

1. Learn more
2. Learn more about Salem Road work
3. Progress
4. News
5. Transportation – planning and density
6. Projection of seniors and recreation

**B. Please list any questions you have.**

1. What are your views on social resources?
2. Where does the \$59 billion come from; with or without T-Tax?
3. Decline in opportunity to use transit unreliable
4. Why is MARTA specifically mentioned and not the other means in Atlanta? GRTA, etc.
5. Are the changes planned and included in the projections in the next 40 years?

**C. What excites you about the recommendations for maximizing transportation resources in our region?**

1. If Federal and State eliminate requirements for cities and counties to plan – How does this affect the plan?
2. Plan is not specific on the local level

**D. What changes would you make to the regional recommendations to further maximize limited resources?**

1. Design better livable center nodes and connections
2. Driver training back in schools
3. Extend train routes through Conyers
4. Reduce need for trans.
5. Improved grid alternatives

**E. Which transportation projects must be on the list and considered for funding?**

1. 138 – 4 lanes from I-75 -> I20
2. I-20 and Hwy 20/138 interchange
3. I-20 and Salem Interchange 8 miles into Newton
4. Additional overpasses

5. Extending HOV into Newton I-20
6. Where does money come from for security for new roads, trails, etc.?
7. Extend rail along I-20 to Horse Park
8. I-20 Sigman to 4-lane Salem

**F. Which transportation projects should be excluded from the list?**

[No responses recorded.]

**GROUP 3**

**A. Briefly share your motivations for attending this forum.**

1. Planning commission (3 members in this group)
2. Interested citizen
3. Community involvement and input
4. Planning for the future

**B. Please list any questions you have.**

1. Where are the funds from?
2. Why is it all (almost) about transportation?

**C. What excites you about the recommendations for maximizing transportation resources in our region?**

[No responses recorded.]

**D. What changes would you make to the regional recommendations to further maximize limited resources?**

1. Focus on the village concept and scale; golf carts, ped, short trips
2. Bring light rail to Athens-316 corridor. Increase ridership to ATL. It's an economically appealing solution or at least fund a study.
3. Concern: collaboration of freight train companies
4. At-grade rail crossings for vehicles, pedestrians in Rockdale: North/South barrier (I-20 also a problem)
5. Storm water management on roads
6. Cater to every generation.

**E. Which transportation projects must be on the list and considered for funding?**

1. Salem Road widening
2. Hwy 138 interchange @ I-20
3. Additional connections
4. N-S over I-20 & railroad
5. Hwy 20 S

6. Hwy 138 N
7. Albrion Road (Newton) interchange
8. Paved multi-use paths, sidewalks, shoulders
9. Connection Stonecrest – Sigman & Iris
10. Transit
11. Light commuter rail

**F. Which transportation projects should be excluded from the list?**

[No responses recorded.]

**GROUP 4**

**A. Briefly share your motivations for attending this forum.**

1. Transportation plan – impact
2. Get first-hand information from public concerning 2040 plan
3. Provide input and receive comments/input
4. Receive input/provide comments
5. Concerned about future of community

**B. Please list any questions you have.**

1. MARTA operate in black and not in the red?
2. Expanding other roadways other than 138 and 20?
3. Re-synchronize traffic signals to move traffic efficiently?
4. Better materials for maintaining existing roads?
5. Can Rockdale opt out of transportation tax?
6. Can Rockdale get a better return on sales tax investment?

**C. What excites you about the recommendations for maximizing transportation resources in our region?**

1. Bike paths and multi use trails
2. Recreation
3. Light rail

**D. What changes would you make to the regional recommendations to further maximize limited resources?**

1. No increase in sales tax
2. Find ways to reduce construction cost to build transportation system
3. Pay for transit if you use it
4. Make tough choices to conserve transportation resources
5. Develop a true regional transportation system

**E. Which transportation projects must be on the list and considered for funding?**

1. Hwy 138/Covington Hwy underpass to be completed



2. Four lane Sigman Road from GA 20 to Salem Road
3. 4-lane Salem Road from I-20 to Broad Bridge Road
4. 4-lane GA 20 S from Honey Creek Road to GA Hwy 212
5. I-20/138 interchange
6. New I-20 overpass (limited access) @ WalMart
7. New interchange in Newton County to I-20

**F. Which transportation projects should be excluded from the list?**

1. Everyone else's

## Appendix C. DeKalb County Forum, March 31, 2011

### Who Participated

Thirty people participated in the DeKalb County forum, held at the Manuel Maloof Auditorium in Decatur. Of the 24 who turned in completed demographic forms, 10 were residents of communities in DeKalb County, 11 were residents of the City of Atlanta (Fulton County), one was from Gwinnett, one from Cobb and one from Henry County. Fifteen participants were male and nine female. Thirteen were white, eight were African-American, two Hispanic and one Asian. More than half were between ages 40 and 65, five were between 25 and 39, and three each were between 18 and 24 and over age 65.

### What They Said

#### GROUP 1

##### **A. Briefly share your motivations for attending this forum.**

1. Community interest
2. Keep track of transportation
3. Walking, biking and transit
4. Health and transportation
5. Other views and information

##### **B. Please list any questions you have.**

1. Why is there a 20-year delay? (except streetcar)
2. How will the money be distributed and used?
3. Managed lanes – carpool/HOV – equitable?
4. Who and how is the location of the transit being decided?
5. What happens if we do not use the projected amount of money?
6. What can we do to reduce the % towards maintaining what we have?
7. Is human health being considered?

##### **C. What excites you about the recommendations for maximizing transportation resources in our region?**

1. Alternate transportation is on the table
2. Emphasis on maintenance
3. Attempt at regional inclusiveness
4. Trying to get transportation and land use coordinated

##### **D. What changes would you make to the regional recommendations to further maximize limited resources?**

1. Quit encouraging sprawl, encourage density instead – no new roads in suburbs
2. Ensure transportation HUB is completed – multi modal station

3. Include costs of accidents/pollution/externalities
4. Plan needs to include land use/zoning/increase density in town/nodes
5. More effective communication

**E. Which transportation projects must be on the list and considered for funding?**

1. All transit, cycling, walking
2. Monetary incentives for using alternate transportation – MARTA, carpool, subsidize shower facilities for cyclists
3. Multimodal passenger terminal

**F. Which transportation projects should be excluded from the list?**

1. All road expansion except for bus rapid transit
2. No rail transit on expressways because freeway right of way prevents transit-oriented development directly adjacent to station

GROUP 2

**A. Briefly share your motivations for attending this forum.**

1. Black angel monument (1<sup>st</sup>) and on MARTA route
2. NPU-V, Atlanta advisory board member- on transportation
3. Civil engineer – waste water/environmental engineer – commuting/mass transit concerns
4. ARC – forecasting
5. Architect – infrastructure and commuting

**B. Please list any questions you have.**

1. Corridors: state control (money from) or to system?
2. Mass transit/Beltline – 3 million additional people, where will they be located?  
Environmental impacts?
3. Coordination of mass transit systems?
4. Extension of existing metropolitan transit systems? (MARTA)
5. Will there be: high-speed/light rail, environmental impact, walk, brownfield, friendly?
6. Who pays? Funding?
7. Coordination of MARTA to expressways?

**C & D. Recommendations/Likes/ Dislikes:**

1. Include transit-oriented developments, mixed-use communities? Environmental impacts?
2. Futurists – out of box recommendations?
3. Public safety items/considerations?
4. Efficient mobility?
5. Incorporate “future trends”, modes, etc.?
6. Housing type considerations?
7. Expansion of public transit? Outer perimeter/monorail (light rail)?
8. What accounts for “new” population?

9. MARTOC\_involvement? (MARTOC = state legislature's Metropolitan Atlanta Rapid Transit Overview Committee)

**LIKES:** effort spent and community input!!!!

**E. Which transportation projects must be on the list and considered for funding?**

1. Hold elected officials accountable
2. Separate budgets for public transportation and highways
3. Interchange/merges improvement at GA 400 and I-85
4. Add express and local lanes (and transit)
5. Double-deck major highways
6. Transparency of fund collection and use
7. Use only for specific purposes
8. Traffic communication/avoidance systems to airport "580"
9. Education of public on public transit

**F. Which transportation projects should be excluded from the list?**

[No responses recorded.]

**GROUP 3**

**A. Briefly share your motivations for attending this forum.**

1. Student in urban planning interested in urban development
2. User of mass transit, interested in comprehensive mass transit system
3. To see how regional plans mesh with local plans. How are PLAN 2040 and Transportation Investment Act coordinated?
4. What road plans are in progress?
5. Wanted to know what is planned
6. Attend last November forum and wanted to see next steps

**B. Please list any questions you have.**

1. What is balance between improved transportation and coordinated lane use?
2. How to manage cost over runs?

**C & D. Likes and Dislikes**

1. Move 3<sup>rd</sup> item-> provide more travel options up in priority
2. Revenue sources should shift to multi modal
3. Don't overlook aging infrastructure. How does it come into play? Is there a plan?
4. Regional plan should make all counties fiscally responsible.
5. The new 3 million people - where will they live?
6. Promote CIDs in the areas - Stonecrest, Perimeter Center as models
7. Can transportation investments be used to drive growth in a new direction?

**E. Which transportation projects must be on the list and considered for funding?**

1. Regional transit projects rail/bus expansion
2. Actual use of mass transit “incentivize”
3. Dynamic traffic controls – driver control (Memorial Drive example)
4. Commuter rail connecting ARC region to other regions
5. Sidewalks on all state highways
6. Concentrated economic development

**F. Which transportation projects should be excluded from the list?**

[No responses recorded.]

**GROUP 4**

**A. Briefly share your motivations for attending this forum.**

1. What’s the point?
2. Learn more about the funding and PLAN 2040 and hopefully contribute ideas
3. Help the region be more environmentally and family friendly. Also unhappy with the perception that public transportation is for the poor.
4. Environmental protection and transit advocacy
5. Find out about the role of mass transit in PLAN 2040
6. Find out how non-automobile transit is going to overtake automobile transit

**B. Please list any questions you have.**

1. Why is “preserve and optimize” not bundled with “complete streets”?
2. Why is mass transit not until 2030-2040?
3. How does PLAN 2040 work with city-level development plans (CDP)?
4. How will those who can’t afford to live close to jobs afford managed lanes? How is that an inclusive or equitable plan?

**C. What excites you about the recommendations for maximizing transportation resources in our region?**

1. Less cars/roads, in favor of transit
2. Build transit first then build roads accordingly
3. PLAN 2040 should be focused on encouraging planned growth instead of being reactionary to sprawl
4. Building an ADA-compliant system creates a smooth running system

**D. What changes would you make to the regional recommendations to further maximize limited resources?**

1. Interchange improvement and additions

**E. Which transportation projects must be on the list and considered for funding?**

1. If MARTA expands we need express trains

2. MARTA needs to stop at places people actually go
3. Street cars across the region
4. Beltline
5. Guidelines revamped to +70% for transit, 5% cars/roads, 25% for everything else
6. Public transit to Stone Mountain Park linked to the regional transit

**F. Which transportation projects should be excluded from the list?**

1. Everyone else's

## Appendix D. Gwinnett County, April 14, 2011

### Who Participated

Seventeen people participated in the Gwinnett County forum, which was held at the Suwanee City Hall. Of the 12 who turned in completed demographic forms, nine were residents of communities in Gwinnett County and three were residents of Alpharetta in neighboring Fulton County. Eight participants were male and four female. Eight were white, two were African-American, one was Asian and one was Hispanic. Ten participants were between ages 40 and 65, one was between younger than 18 and one was between 25 and 39.

*Note: Because of low turnout for this forum, attendees participated in a single group discussion rather than breaking into smaller discussion groups, so only one set of questions and answers is included below.*

### What They Said

#### A. Briefly share your motivations for attending this forum.

1. Interested in transportation improvements and T-SPLOST
2. Interested in future of transportation funding. Want to hear what others think.
3. Sees this as a nexus for regional issues and different perspectives across the region.
4. Want to see how we're developing – where we're going
5. Wanted to get involved with Civic League
6. Local manufacturer and member of Junior League – want to take information back and share with others
7. Educator and member of Lead Gwinnett. Involved in steering committee for transportation for seniors.
8. Served on local transportation board. Activist. Hoping we do a better job in the next 30 years that we did in the last 30 years.
9. Support effort of grassroots involvement. Need to gather info.
10. Came to see what citizens want.
11. Came to see what the vision is for the future.
12. How can we handle our growth?
13. Seventh-grade civics teacher and community person
14. Local government official; want to listen to citizens

#### B. Please list any questions you have.

1. Given the economy, how can we project this kind of growth?
2. Regarding managed lanes, is there a report that explains how they work and why they're effective?
3. If sales tax passes, how far will it get us? Everything we need?
4. What possibilities are there for public-private partnerships to maximize or leverage funding?

5. Could you clarify “aging in place” initiatives?
6. Are you looking at changing land use?
7. How does this plan incorporate/accommodate Gwinnett’s plan?
8. Growth won’t be spread evenly across all counties. What’s the impact for Gwinnett? How about Forsyth?
9. How will environmental impact change as we are forced to find substitutes for gas-powered autos?
10. Are there plans for electric charging stations?
11. Can you explain the differences between heavy, light and commuter rail?
12. Curious about cost per mile for light rail v. heavy rail.
13. Would light rail connect with MARTA?
14. Will there be bike lanes in areas like Midtown?
15. What’s the plan for the first 10 years?
16. What happens to the gas tax if the T-SPLOST passes?
17. How do airport projects fit into the Transportation Investment Act?
18. Re. the TIA, we were told that the GA 400 toll would end when the road was paid for and that bargain was not kept. How is this different?

**C. What excites you about the recommendations for maximizing transportation resources in our region?**

1. Trains! Would love to take a train to the airport.
2. Light rail and trains. Transit would give us better options for getting around.

**D. What changes would you make to the regional recommendations to further maximize limited resources?**

1. All mass transit systems coordinated and not called MARTA.
2. An umbrella agency for all transit in the region.

**E. Which transportation projects must be on the Transportation Investment Act list and considered for funding?**

1. Highway 20
2. Managing traffic through cameras and technology – see [gcsmartcommute.com](http://gcsmartcommute.com)
3. “Intelligent Transportation Systems” to make the most out of the roads we have
4. Light rail
5. Citizen traffic commissions
6. Great opportunity. Think about carpool stops and managed lanes.
7. Atlanta is a great area. Hope to see more sidewalks and parks.

**F. Which transportation projects should be excluded from the Transportation Investment Act list?**

1. Would like to see people and businesses close together. We don’t need more roads.
2. DOT, stop with the concrete medians in the middle of the road.



**Other (In addition to the above suggestions, the group had a number of general comments about the Transportation Investment Act):**

1. Seems fair. Not tied to the property tax, so everybody participates.
2. Wish we could get more private citizens out here.
3. Let's share this information with our neighbors.
4. Look into the Gwinnett SPLOST for an understanding of how the TIA would work.
5. Keep an open mind.
6. Need for community input.

## Appendix D. Cobb County, April 19, 2011

### Who Participated

Fifteen people participated in the Cobb forum, which was held at the Mansour Center in Marietta. Of the 12 who turned in completed demographic forms, eight were residents of Cobb County, with others coming from DeKalb, Fulton and Fayette. Participants were about evenly divided by gender. Eight were white, two were African-American, one was Asian and one was Hispanic. Seven participants were between ages 40 and 65, one was between 18 and 24, two between 25 and 39 and two over age 65.

### What They Said

#### GROUP 1

#### A. Briefly share your motivations for attending this forum.

1. Member of Civic League board of directors, plus community interest
2. Commute to Atlanta – interest in transportation
3. Already familiar with 2040 – interest in update
4. Interested in grassroots input
5. To see action plan
6. Be a voice to empower the underserved in these discussions

#### B. Please list any questions you have.

1. What percentage of the \$59 billion is roads?

What percentage of the \$59 billion is mass transit?

1. Same questions for the \$125 billion mentioned?
2. How much is local, state, federally funded?
3. What is the likelihood of MARTA being able to use reserve for operations?

#### C. What excites you about the recommendations for maximizing transportation resources in our region?

[No responses recorded.]

#### D. What changes would you make to the regional recommendations to further maximize limited resources?

1. Would like more background on PLAN 2040 – who mandates?
2. Too much info to give educated response
3. Need more localized info from presentation
4. What assurances do we have that our comments are appropriately interpreted?
5. Need to consider how this information is being distributed
6. Label maps – very difficult to identify anything other than I-285
7. Like idea of HOT lanes

8. Like compilation of land use plan with transportation plan
9. Not excited about HOT lanes
10. How is money from HOT lanes allocated?
11. Excited about light rail from Atlanta to Chattanooga
12. Excited that this discussion balances local decision making with regional decision making
13. Need to hear more about light rail

**E. Which transportation projects must be on the list and considered for funding?**

1. Mass transit over roads ... anything but car
2. Extended hour
3. Rail around region ... buses locally, strategically routed
4. I-285 to GA 400 interchange

**F. Which transportation projects should be excluded from the list?**

[No responses recorded.]

**GROUP 2**

**A. Briefly share your motivations for attending this forum.**

1. Community activist
2. Information/education – use of tax money
3. Education about all topics/quality of life
4. Education/long history in Cobb Co. and with zoning issues
5. Listen and learn
6. Understand process of public involvement/Civic League process

**B. Please list any questions you have.**

1. How will land use and transportation plans be integrated? And funded?
2. How will “mag lev” options be included?
3. Where will revenue from “HOTS” be divided/managed?
4. How fast would investment be recouped?
5. How will aging infrastructure be evaluated and prioritized?
6. What are considerations for seniors? Sidewalks, etc.
7. Need information about land use!

**C. What excites you about the recommendations for maximizing transportation resources in our region?**

1. The prospect of less congestion and being able to get where I need to go!
2. Maintain roads/bridges
3. HOT lanes
4. Transit governance regionally

**D. What changes would you make to the regional recommendations to further maximize limited resources?**

1. Continued reduction of Federal, State and local funding
2. High cost of all projects

**E. Which transportation projects must be on the list and considered for funding?**

1. Mass transit
2. Street cars/buses
3. Increase capacity/efficiency of Rte 78 intersection and whole corridor
4. Increased use of existing smart technology
5. Regional transportation system and management
6. More services for seniors, e.g. regional call center for transportation

**F. Which transportation projects should be excluded from the list?**

[No responses recorded.]