



## **TRANSIT OPERATORS SUBCOMMITTEE MEETING**

**May 7, 2010**

**8:00AM, ARC, HARRY WEST ROOM**

### I. Welcome and Introductions

### II. PLAN 2040 – David Haynes, ARC

- David Haynes, ARC provided a brief overview of the PLAN 2040 process to date including the goals and objectives for the plan. Haynes asked members what specific policies can ARC develop to help opera
- Jane Hayse, ARC emphasized to members that he objectives for PLAN 2040 have been kept mode neutral intentionally. This may change once ARC gets more into the development of the RTP. Hayse also emphasized that ARC really needs good policy statements from TOS.
- Haynes asked members once mobility options become available how does the region incentivize persons to use them.
- Jackie McMorris, Cherokee or Paul Grether, MARTA/RTC, advised that pedestrian infrastructure would address access, health, and energy conservation. Johns Creek is linking their trails to their sidewalks. This does not require more operation funds but increases accessibility.
- Laraine Vance, Cobb County, advised that in order to incentivize, you have to make people feel safe enough to use the infrastructure in place.
- Phil Boyd, Gwinnett County Transit, advised that the region have to increase the access and design it so it is safe.
- Jackie McMorris, Cherokee County Area Transit, advised that there is a lot of inter connectivity issues. Operators need the ability to be able to cross county lines. For those persons in Cherokee who do not use Xpress or Vanpool options they can only travel within the county.
- Boyd advised that there is a need to increase parking for auto access along major thoroughfares because the bus system in those areas mainly used by captive riders. Most people live too far away from a bus



stop or if they could drive to an area where a bus stop is located, parking is needed.

- Hayse added that captive needs are spreading into suburban areas.
- Haynes added that a lot could be addressed by increasing accessibility to existing options.
- Hayse advised that this issue falls under preserving the existing systems.
- Haynes asked members what they thought needed to be in place in order for the region to buy into and invest in transit.
- Boyd answered that locating public facilities close to existing services and linking these facilities to transit.
- Grether added that density is not the issue but the regions design of facilities is often set-up to deter transit instead of promoting it. The time that it takes to use local fixed-route services needs to be more competitive with the travel time in the car. Facilities should be design to speed-up local bus services.
- Vance added that we need to prepare the corridors for rail.
- Grether highlights that it is a misconception that density is needed to support rail.
- Cain Williamson ARC/RTC emphasized that Haynes is asking this group for strategies and policies to address the goals and objectives for transit in the region.
- Vance responded require corridor plans.
- Boyd stated that it should be made easier for people to commute downtown and that PLAN 2040 should promote connecting people with more job centers.
- Vance recommended talking and working with traffic engineers because often times there are priorities and competing goals between traffic flow and pedestrian needs. Vance also recommended including young people in the public outreach process.
- Haynes advised that it appears this group has a lot more to add and asked members if they would like more opportunity to provide input in the PLAN 2040 process during future TOS Meetings. TOS members responded yes.
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### III. Section 5307/5340 Sub allocation – Cathy Gesick, MARTA

- Cathy Gesick, MARTA ran sub allocation for the region currently the region's apportionment is \$28 million. Have not transferred any funds to GRTA currently from other recipients. Set aside 25% for RTC even though a decision for FY 10 funds has not been decided on. Did not sub allocate any residual, there will be FY 06 residual funds from Clayton County. Gesick did not do the adjustments for bus fixed guide for the shared portions between Cobb, Gwinnett, GRTA, and MARTA.
- Deadlines for full apportionments of the 5307/5340 FY 10 funds are not clear.

### IV. FTA's State of Good Repair and TIGGER II Grants – Kenyata Smiley

- State of Good Repair grant funds are available approximately \$775 million. Applications are due June 18, 2010. Two confirmations will be sent one to confirm receipt of proposal and the second to verify if application is validated or rejected.
- Proposals require endorsement from the MPO. Operators are to give the MPO 2 weeks notice. MARTA and Cobb expressed interest and have projects for consideration.
- Clean Fuels /Bus and Bus Facilities program grant funds are available \$81 million nationwide to assist with air quality non-attainment and maintenance areas in achieving national air quality standards for ozone and CO and support emerging clean fuel advanced propulsion technologies for transit buses and markets for those technologies. A local match is required, ranging from 17% for clean fuels projects to 20% for bus facilities. TIGGER II grants funds are available \$75 for distribution for capital investments that will reduce the energy consumption or green house
- Smiley will send out information for all grants with deadlines to TOS members.

Adjournment