

ARC COMMITTEE MEETING FOLLOW-UP

REGIONAL TRANSIT COMMITTEE

April 11, 2013 Meeting Notes

Voting Members Present:

Mayor Kasim Reed, Chair
Commissioner Buzz Ahrens
Mayor Bucky Johnson
Commissioner Tim Lee
Mr. Tad Leithead
Commissioner Charlotte Nash
Commissioner Richard Oden
Commissioner Tom Worthan

Voting Members Absent:

Mr. Fred Daniels
Mr. Sonny Deriso
Chief Executive Officer Burrell Ellis
Commissioner John Eaves
Commissioner Tommy Smith

Non-Voting Members Present:

Commissioner Steve Brown
Mr. Toby Carr
Ms. Carol Comer
Mr. Doug Hooker
Ms. Jannine Miller
Mr. Dan Moody
Mr. Keith Parker
Mr. Doug Tollett

Non-Voting Members Absent:

Commissioner David Austin
Commissioner Pete Amos
Commissioner Bob Blackburn
Commissioner Keith Ellis
Commissioner Pat Graham
Ms. Lara O'Connor Hodgson
Commissioner Kevin Little
Commissioner Richard Mecum
Ms. Pam Sessions
Commissioner Marty Smith
Commissioner Steve Taylor
Commissioner Jeff Turner

Actions taken during meeting

- 11/15/12 & 2/14/13 Meeting Summaries – Accepted as previously circulated.



GENERAL

1. Welcome and Chairman's Comments

Mayor Reed called the meeting to order and welcomed attendees.

2. Public Comment Period

No public comment was offered.

3. Approval of November 15, 2012 & February 14, 2013 Meeting Summaries

The summaries were accepted as previously circulated.

PLANNING

4. PLAN 2040 Update – Transit Element

John Orr gave an informational presentation meant to lay the ground work for decisions that will need to be made in the fall. He gave a summary of the overall schedule for the PLAN 2040 update and stated that the Board would take action in February of 2014.

He stated that the cost to implement the current projects in the financially constrained plan was \$5.8 billion and that the updated forecast for the New Starts program was \$2 billion. He pointed out that currently the Connect Cobb project which cost \$1.1 billion was not in the financially constrained plan leaving a difference of \$4.9 billion. He also pointed out that the ability to operate the projects must be demonstrated as well. He reminded the Committee that the New Starts program is a nationally competitive program and that depending on how the projects perform there could be more or less money awarded through the program. He mentioned that ARC had been working with FTA to refine the New Starts program financial forecast.

He then explained the New Starts project development process and how that process had significantly changed due to MAP-21. He clarified that although the program had been streamlined, the transit expansion projects in this region were already underway and that the new rules require an important decision point. He explained that under MAP-21 the Alternatives Analysis had been eliminated and that the first key milestone was now Project Development. He made it clear that because the Project Development phase of the process has a two year window, projects should have as much preparation work as possible completed before applying for this phase. He also reminded the Committee that the project must be in the regional transportation plan prior to applying. He pointed out that the region's transit expansion projects had completed the Locally Preferred Alternative phase under the old framework but that none of them had been accepted into project development phase under MAP-21 to start the two year clock.

He stated that the two key policy questions to be answered were:

- What innovative financing, or non-federal funding sources, can be used to support transit expansions?
- Are there opportunities to phase projects so that a segment can be in the financially constrained RTP?



He then highlighted some examples of innovative financing possibilities including piggy backing transit projects onto other transportation projects, public private partnerships, tax allocation districts and community improvement districts. He laid out the next steps which would be to work with the transit sponsors to identify funding strategies including focusing on opportunities to phase projects and identifying options for innovative funding and that he would follow up with the Regional Transit Committee in June.

5. Regional Multi-Modal Public Transit Automated Fare Collection Study

Cain Williamson explained that the Breeze system was implemented by MARTA in 2005 and that the other operators (GRTA, CCT, GCT) implemented the system in varying degrees through various agreements. He mentioned that the Breeze system replaced MARTA's previous token system which had reached the end of its useful life. He stated that MARTA operates a central clearinghouse which they use to reconcile the funds and that the other operators pay MARTA to operate the system but after analyzing the cost, the payments made by the various operators did not cover the cost.

He also indicated that mobile technology has become ubiquitous which was causing the industry to rethink the way in which it needs to collect transit fares. He explained that the Breeze system has a 12-15 year useful life and that the region needed to start thinking about the next generation as well as renegotiate the existing agreements. He told the Committee that the study is designed to identify common needs as well as how to fund and govern the new system. He explained to the Committee that the study uses an independent third party to examine these issues and that the key policy considerations for decisions were:

- Fare policy
- Management of fare collection system
- Financial implications
- Roadmap from existing structure to regional structure

He then provided a list of what the recommendations would include and covered the schedule and work tasks. He pointed out the next steps which were interviews with the operators, fare evasion and fare loss data gathering and reports on current fare collection policies and procedures and current and potential fare evasion and fare revenue leakage. He mentioned that throughout the study, he would come back to the committee to make sure that everyone was in lock step together and that the project would be complete in November of 2013.

Mayor Reed asked how much it had cost to implement the Breeze system.

Dave Brown responded that it had cost 109 million dollars.

6. Legislative Recap

Catherine Brulet gave a legislative update. She indicated that there was a dearth of transportation bills because of a lack of political will to deal with transportation issues in 2013. She stated that Senate Resolution 618 was a bill introduced by Brandon Beach to



create a study committee dealing with transit in the metro Atlanta region and possibly addressing regional transit governance. She also congratulated GRTA for getting funding in the general budget. She referenced House Bill 264 which was introduced by Mike Jacobs to restructure MARTA passed in the house but wasn't addressed in the Senate. She reminded the committee that any bill that didn't pass was still alive for next session. She highlighted Vincent Fort's Senate Bill 90 which almost made it out of the Senate and would have allowed the excise tax on rental vehicles to be spent on transit. She mentioned that House Bill 202 introduced by Bubber Epps passed and had to do with value engineering and embedded in it was the issue of congressional balancing. She mentioned that some of the bills that did not move but were available for the 2014 session were Senate Bills 73 and 99 and House Bills 153, 195 and 306.

Mayor Reed asked Doug Hooker if there was a process in place for monitoring regions who voted in favor of the Transportation Referendum.

Mr. Hooker responded that that the Georgia Department of Transportation was monitoring those regions and that ARC could provide a report summarizing the findings.

ANNOUNCEMENTS

7. MARTA TOD Update

John Crocker stated that MARTA held its joint development day on March 7th. He stated that 250 people attended and that the materials were on the MARTA website.

8. 2014 RTC Work Program & Funding Commitments

Cain Williamson reminded the Committee that the RTC work program is funded through local commitments by the committee to match federal dollars. He explained that these local commitments had been asked for twice in the past and have been stretched farther than initially planned. He also stated that the second time the local commitment was asked for, the amount was half as much. He told the Committee that he would come back in June to present a work program and request a third local commitment.

Mayor Reed recognized Carol Comer as GDOT's new representative and Dan Moody as a new GDOT board member.

Tim Lee congratulated the City of Atlanta on the stadium deal and a successful NCAA tournament weekend.

Handouts (Supplied in advance at www.atlantaregional.com/rtc)

- Presentation: PLAN 2040 Update - Transit Element
- Presentation: Regional Multi-Modal Public Transit Automated Fare Collection Study
- Handout: Legislative Recap

