

PROPOSED AGENDA

Regional Transit Committee

Hon. Kasim Reed, Chair

Thursday, January 12, 2012

1:30 p.m.

**ARC Board Room / Amphitheater
40 Courtland Street, NE, Level C
Atlanta, GA 30303**

GENERAL

1. Welcome *Kasim Reed, Chair*
2. Public Comment Period ⁱ *Judy Dovers, ARC*
3. Approve November 10, 2011 Meeting Summary *Chair*

PLANNING

4. Transit Governance Task Force Update *Cain Williamson, ARC*
5. Atlanta Transit Implementation Strategy *Nate Conable, Atlanta Beltline Inc.*
6. Open Source Transit Data *Regan Hammond, ARC*
Landon Reed, James Wong & Jacob Tzegaegbe, GA Tech
7. GDOT Intermodal Update *Carol Comer, GDOT*
8. Monthly RTC Staff Report *Staff*
9. Other Business
 - Transportation Investment Act Update
 - Regional Paratransit Coordination

ⁱ A 10-minute period for public comments is designated at the beginning of each regular RTC meeting. Each commenter must sign a Request to Speak card before 1:30 PM on the meeting date. Each speaker will be limited to two minutes. If the comment period expires before all citizens have an opportunity to address the Committee, citizens will be invited to provide their comments in writing.

ARC COMMITTEE MEETING FOLLOW-UP

REGIONAL TRANSIT COMMITTEE

January 12, 2012 Meeting Notes

Voting Members Present:

Mayor Kasim Reed, Chair
Mr. Brandon Beach
Commissioner Buzz Ahrens
Commissioner Eddie Freeman
Mr. Fred Daniels
Commissioner Richard Oden
Mr. Sonny Deriso
Commissioner BJ Mathis
Commissioner Tim Lee
Mr. Tad Leithead

Voting Members Absent:

Commissioner John Eaves
Chief Executive Officer Burrell Ellis
Commissioner Charlotte Nash
Commissioner Kathryn Morgan
Mayor Mike Bodker
Mr. Todd Long

Non-Voting Members Present:

Mr. Doug Hooker
Ms. Jannine Miller
Dr. Beverly Scott
Mr. Doug Tollett
Commissioner Eldrin Bell
Commissioner Jim Boff

Non-Voting Members Absent:

Commissioner David Austin
Commissioner Rodney Brooks
Commissioner Clarence Brown
Commissioner Bill Chappell
Commissioner Herb Frady
Commissioner Keith Golden
Ms. Lara O'Connor Hodgson
Commissioner Kevin Little
Commissioner Tom Oliver
Ms. Pam Sessions
Commissioner Tom Worthan
Commissioner Daniel Yearwood

GENERAL

1. Welcome and Chairman's Comments

Mayor Kasim Reed called the meeting to order and welcomed attendees.

2. Public Comment Period

No public comment was offered.

3. Approval of September 15 Meeting Summary

The meeting summary for the November July 10, 2011 meeting was approved unanimously.

PLANNING

4. Transit Governance Task Force Update

Cain Williamson provided the committee with a brief update of the activities of the Governor's Transit Governance Task Force. The Task Force is working on developing draft transit governance legislation.

Chairman Oden confirmed that the Task Force is still working on and negotiating the draft legislation. A draft will be released very soon. Oden thanked Mayor Reed for recently hosting a meeting of local elected officials to discuss the legislation.

5. Atlanta Transit Implementation Strategy

Nate Conable, Atlanta Beltline, Inc., provided the committee with an update on transit planning activities currently underway in the City of Atlanta. He began by discussing the City's project included on the regional transportation referendum project list that will be voted on in July. Those projects build on regionally and locally adopted transit plans like Concept 3 and the Connect Atlanta Plan. These referendum projects build off of the Atlanta Streetcar project in downtown Atlanta along Auburn and Edgewood Avenues which will begin construction in the coming months. The referendum projects would provide the following key transportation connections within the city and to the region:

- Downtown Atlanta circulation from MARTA
- Midtown Atlanta circulation from MARTA
- Georgia Tech University
- Georgia State University
- Piedmont Park
- Carter Center
- MLK Jr. National Historic Site
- Centennial Olympic Park/Georgia Aquarium
- Georgia World Congress Center/Philips Arena

Conable then gave an overview of the City's Transit Implementation Strategy that is currently underway. This planning effort's purpose is to design a network of high-quality transit connecting neighborhoods, employment, and activity centers. It will develop a high-level implementation plan for transit projects identified in the Connect Atlanta Plan, including high-priority or near-term project to implement in the 2012-2020 timeframe. It will also provide detailed project management and financial plans for projects included on the regional transportation sales tax referendum.

The corridor refinement process includes identifying concept corridors, evaluating those corridors, analyzing the corridors by segment, and taking information gained from that work along with public input to define segments for detailed analysis. The City has done much of this work and is now in the detailed segment analysis of 9 segments across the city.

Next steps include finishing the detailed segment analysis, prioritizing projects, complete community engagement, development of draft report, and citywide approval and adoption process. The adoption process would amend the Connect Atlanta Plan to include this strategy.

6. Open Source Transit Data

Regan Hammond began by providing context for this presentation. Through RTC's 2011 work program, staff has been developing a regional transit data warehouse. Part of that data warehouse's capability will be to store regional transit operators' route, stop, and schedule data and then allow that data to be converted into a standard format that can then be consumed by software developers who are producing applications like trip planners. Providing this data in an open format that is usable by developers creates opportunities for information to be easily disseminated to the public so that they can use it in making decisions on when and how to use transit in the region.

Hammond then introduced a group of Georgia Tech students who recently completed a class project looking at open transit data and its application potential in the Atlanta region. The group of students included Landon Reed, James Wong, Jacob Tzegaegbe, Lauren Pessoa, and Bin Yan. Reed began by giving an overview of what the group's presentation would cover: What is Open Data?; What kind of applications can be created?; and What should we consider as a region moving forward?

Transit route, stop, and schedule data was initially disseminated through paper schedules. This hard copy format was comprehensive and concise, but can be difficult to read and flood the rider with too much information. Next, the information migrated to electronic format, such as PDF, but this still required the rider to navigate through a lot of information. Today, developers and agencies have started to see new ways to deliver this information through interactive applications that give riders only the information that they're interested in.

Open data provides developers with a single source for the data needed to create these types of interactive applications. Traditionally, developers would have to contact each individual transit operator to obtain their data. With open data, in a General Transit Feed Specification (GTFS) format, an agency puts the data on the internet and anyone interested in the data can create applications for it. This allows more people to participate and more applications can be developed for the traveling public. From a regional perspective, housing all regional transit operators' data in one location can increase developer accessibility by them not having to go to multiple locations to obtain it.

Tzegaegbe then gave some examples of applications that use open transit data. Google Transit is probably the best known, but there are many more applications out there that cater to specific user needs. City-Go-Round is an application hub for agencies with open data. OpenTripPlanner is a multi-agency tool that encourages multimodal travel and provides user the necessary information on how to make local and regional trips utilizing any number of modes. Those regions and cities with open data can be added to OpenTripPlanner at no cost to the agency. Open data allows information to be disseminated to diverse groups and personal technologies and can address equitable information access. Benefits for agencies include applications like

TimeTablePublisher which allows for print-quality schedules to be easily created directly from open data.

Wong then talked about development cost scenarios related to open data. Bay Area Rapid Transit (BART) developed and deployed applications for multiple devices. This proved to be too costly to keep up with evolving technologies. In Chicago, the RTA developed a custom multimodal trip planner costing over \$4 million. By agencies focusing on making data open, rather than application development, the private sector can take on the cost burden of development. A successful example of this being done is in Portland where their region's open data is being used by OpenTripPlanner, which is transferable to other cities.

Georgia is among a group of states that currently does not have any transit agencies with open data. In fact, Georgia and Michigan are the only two states with more than 15 transit agencies without open data. Where open data is being made available, both large and small transit systems are participating. Examples include California, Oregon, Washington, New York, Pennsylvania, Massachusetts, and Washington D.C.

Some important considerations that agencies and regions must address include usage agreements, keeping data up-to-date and accurate, open data initiatives are low in cost and their usage can be easily tracked, and strong leadership and staff-level champions lead to successful deployments.

The group closed with the following: "Open data enables transit agencies to tap into a free pool of innovative developers to benefit existing and potential riders. Developers create applications that support transit connectivity, improve equity in information access and provide opportunities for positive press."

Questions from committee members included:

- Jim Boff, Forsyth County – Can open data be used to generate revenue? The students responded that, in their research, those agencies who attempted to use it as a revenue resource were unsuccessful.
- Eldrin Bell, Clayton County – For seniors who have to travel for medical purposes, will open data help to capture the cost of the trip? The students answered that the capability to capture this information is possible.

Hammond reminded the committee that the Regional Transit Data Warehouse, that is currently in production via the 2011 RTC work program, will give the Atlanta region the capability to produce transit data in an open format.

7. GDOT Intermodal Update

Carol Comer, GDOT, provided the committee with an update on the transit activities of GDOT's Intermodal Division. Intermodal staff is working on several major projects that impact the Atlanta region. The largest effort is managing the transit projects included on the final investment lists for the TIA in regions outside of Atlanta. Statewide there are 52 transit projects, 27 of which are outside metro Atlanta. GRTA will manage those 25 projects in the Atlanta

region. GDOT Intermodal is working to develop a project delivery strategy. Staff will also participate in educating voters on TIA, not advocating.

Another major project of GDOT Intermodal is the Multimodal Passenger Terminal (MMPT) master developer agreement and environmental impact projects. Concepts of what the MMPT would look like are being developed. A public involvement plan and communications strategy have been drafted. Environmental clearance is another effort of this project.

GDOT Intermodal is also working with regional and state partners on the potential relocation of the Amtrak station. Work will begin soon on a project to evaluate potential environmental impacts of a site near Atlantic Station.

Over the past year, GDOT Intermodal has been working with GRTA and the Governor's Development Council on rural human services transportation coordination. That effort is being coordinated with human services transportation planning in metro Atlanta. Recommendations to date look at statewide and regional mobility management. Further study and coordination will take place at 3 pilot projects in regions outside metro Atlanta. Other recommendations look at uniformity in policies, procedures, and delivery across many organizations currently providing services. The state is also looking into a one-call number for transportation services that will also coordinate with Atlanta region one-call, one-click platforms.

High speed ground transportation planning is another effort being led by Intermodal. Work is wrapping up on a Tier 1 Environmental Impact Statement (EIS) for the Atlanta to Chattanooga line, with a Tier 2 EIS expected to start this spring. Additionally, a grant has been secured to do a Tier 1 EIS for the Atlanta to Charlotte line and is expected to begin soon.

GDOT Intermodal staffing is going through some changes. Steve Kish, who has been with the Department for over 30 years, retired at the end of 2011. Tyronda Edwards will fill his position in the interim.

8. Monthly RTC Staff Report

Regan Hammond briefed the committee on staff activities:

- Work continues on the update to Concept 3. Staff has been updating project scopes, cost, and deliverability information, particularly to account for work done on projects for the TIA list. A Finance Plan is also underway, which will lay out options for funding projects included in Concept 3. This work will be brought to stakeholders later in January and in February for review and comment.
- Staff received comments on the Regional Fleet & Facilities Analysis draft final report and is working to incorporate those comments. The Transit Operators Subcommittee will see the final report in late January and will begin pulling together a subset of recommendations to consider for additional analysis and implementation via the 2012 RTC work program.
- Production of the regional transit data warehouse and interactive map is almost complete. Next steps include populating the data warehouse with transit agency ridership,

performance, route, stop, and schedule data. Staff expects to roll out the data warehouse for use by transit operators and the public in mid-2012.

- Included in the meeting packet is a status update on RTC 2012 voting membership.

9. Other Business

- Jane Hayse provided the committee with a brief update on Transportation Investment Act activities. Staff is wrapping up the technical analysis of projects and is creating a standard presentation with talking points that can be used by committee members and their staffs to educate voters. Staff is also maintaining the atlantaregionalroundtable.com website and is responding to questions from the public daily. ARC has developed a policy for staff on what they can and cannot say related to the referendum – they can educate, not advocate.
- Cain Williamson called the committee’s attention to a letter from Dr. Beverly Scott, MARTA, to ARC requesting RTC’s assistance in advancing and prioritizing regional coordination on paratransit services. Dr. Scott then added that this is an area that has been discussed for some time among the operators. There is a fast growing population that can’t use the fixed-route transit system and has to rely on demand response services. Currently, operators of fixed-route systems have agreements for fares and operations, but paratransit services are not coordinated among the operators. This is a regional issue because the aging population is growing fast and usage of paratransit and other demand-response services is growing. The cost to supply these types of trips is much higher than fixed route service.
- Mayor Reed reminded the committee of their next meeting on February 9th.

There being no further business, the meeting was adjourned.

Handouts

- January 12, 2012 RTC Agenda
- November 10, 2011 RTC Meeting Summary
- Presentation: Atlanta Transit Implementation Strategy
- Presentation: Open Transit Data
- 2012 RTC Membership as of January 12, 2012
- 12.08.11 MARTA Letter to ARC Regarding Regional Coordination for Paratransit Services

PROPOSED AGENDA

Regional Transit Committee

Hon. Kasim Reed, Chair

Thursday, February 9, 2012

1:30 p.m.

**ARC Board Room / Amphitheater
40 Courtland Street, NE, Level C
Atlanta, GA 30303**

GENERAL

1. Welcome *Kasim Reed, Chair*
2. Public Comment Period ⁱ *Judy Dovers, ARC*
3. Approve January 12, 2012 Meeting Summary *Chair*

PLANNING

4. Transit Governance Task Force Final Report *RTC Staff*
5. Downtown Atlanta Bus Rerouting *William Mecke, GRTA
Paul Grether, MARTA*
6. Briefing on Concept 3 Update Activities *Regan Hammond, ARC*
7. JARC/New Freedom Project Selection *Kenyata Smiley, ARC*
8. Monthly RTC Staff Report *Staff*
9. Other Business

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REGIONAL TRANSIT COMMITTEE

January 12, 2012 Meeting Notes

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Mayor Mike Bodker
Mr. Fred Daniels
Chief Executive Officer Burrell Ellis
Commissioner Tim Lee
Mr. Tad Leithead
Commissioner Richard Oden

Voting Members Absent:

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Commissioner John Eaves
Commissioner Charlotte Nash
Commissioner BJ Mathis
Commissioner Tom Worthan

Non-Voting Members Present:

Mr. Brandon Beach
Commissioner Eldrin Bell
Commissioner Jim Boff
Commissioner Eddie Freeman
Mr. Doug Hooker
Mr. Todd Long
Ms. Jannine Miller
Dr. Beverly Scott
Ms. Pam Sessions

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Commissioner Bill Chappell
Commissioner Herb Frady
Commissioner Keith Golden
Ms. Lara O'Connor Hodgson
Commissioner Kevin Little
Commissioner Tom Oliver
Mr. Doug Tollett
Commissioner Daniel Yearwood

GENERAL

1. Welcome and Chairman's Comments

Mayor Kasim Reed called the meeting to order and welcomed attendees.

2. Public Comment Period

No public comment was offered.

3. Approval of January 12, 2012 Meeting Summary

The meeting summary for the January 12, 2012 meeting was approved unanimously.

PLANNING

4. Transit Governance Task Force Final Report

Cain Williamson provided the committee with a brief update of the activities of the Governor's Transit Governance Task Force. The Task Force released its Final Report on January 23, 2012. He noted that there was a breakfast meeting of ARC Board members this morning to discuss the report and how it relates to the 4 guiding principles on governance that RTC has been working under for years. Those guiding principles were included in the meeting packet. Williamson then deferred to Mayor Reed who called for a motion for RTC to re-endorse those 4 guiding principles. The motion was passed unanimously.

5. Downtown Atlanta Bus Rerouting

William Mecke, GRTA, gave an overview of the downtown express bus rerouting that will be taking effect on March 5th. This rerouting affects GRTA, Cobb County Transit, and Gwinnett County Transit express routes. It also affects MARTA local bus service. This rerouting stems from work over the past several to coordinate moving express bus service off of Peachtree Street and the construction of the first phase of the Downtown Atlanta Streetcar. The GRTA Board approved the Downtown Rerouting Plan at their January 11, 2012 meeting. Construction of ADA accommodations, additional outreach activities, refinements to stops and routes, and posting of signage has been underway since January and will continue into March.

The methodology used to develop the newly proposed routes included:

- Reduce potential conflicts with Atlanta Streetcar/further limit travel on Peachtree Street
- Reduce bus congestions at MARTA stations
- Provide service to Civic Center MARTA using Midtown routes when available
- Maintain ADA compliance
- Avoid/mitigate potential Title VI issues
- Balance routes between east and west sides

The rerouting affects 2/3 of all express services in the region. All operators had input into the process. There are 27 routes that serve downtown Atlanta. 11 of the routes will serve the east side of downtown and 12 will serve the west side. 4 CCT routes will use a loop that is slightly different. Unified signage has been developed to help customers know which routes across all operators service specific stop locations.

Jannine Miller, GRTA, thanked ARC, the City of Atlanta, Central Atlanta Progress, and MARTA for their help and cooperation. She also noted that GRTA is working closely with customers and if any RTC members receive questions they can direct the public to GRTA staff who can help.

Paul Grether, MARTA, then gave an overview of the MARTA local bus rerouting that has already gone into effect to accommodate construction of the Streetcar. The local bus rerouting is

considered a temporary detour that will go back to regular routing after construction of the Streetcar is complete.

Todd Long, GDOT, asked whether these routes would duplicate service provided by the Streetcar. Grether clarified that the Streetcar and local bus offer different types of service, but may run along the same alignment for some shorter segments. The local bus service will continue to focus on feeding the MARTA rail station, but will provide the opportunity for transfers to the Streetcar.

6. Briefing on Concept 3 Update Activities

Regan Hammond, ARC, provided the committee with a briefing on activities associated with the update to Concept 3 that was part of RTC's 2011 work program. The scope of the update work includes:

- Update/refine project evaluation and prioritization methods
- Refine the "universe" of projects
- Update project costs
- Develop a Finance Plan

She noted that establishing and maintaining a regional transit vision and investment strategy is part of the transit governance proposals put out by both RTC and the Transit Governance Task Force.

The update/refinement of project evaluation and prioritization methods took place early in 2011 and was applied to those projects included in Concept 3 as adopted in 2008. This work assessed projects for performance impact, cost considerations, and deliverability. The results of this work fed directly into the development of PLAN 2040. Refining the "universe" of project is currently underway. It includes reviewing the region's transit planning work since 2008 and incorporating any applicable alignment or service changes. Also underway is updating project costs related to both capital construction and long-term operational and maintenance costs. This work also includes updating financial revenue projections to reflect PLAN 2040 financial planning assumptions. The work completed by GRTA and ARC for the Regional Transportation Referendum is also being incorporated as part of the project cost update work. Development of the Finance Plan is also underway. This Finance Plan will identify priority projects over a 30-year horizon, demonstrate the region has the resources available to maintain and operate existing transit services before new capacity is considered, investigate alternative funding sources, and develop estimates for levels of revenue that could be generated by each alternative source.

Next steps associated with the update of Concept 3 include bringing the details of the Finance Plan component to RTC in March and the committee possibly taking action to adopt the update in May. Staff has proposed the following items be included in what RTC takes action on:

- An executive summary detailing the changes that were made to Concept 3 as part of this update
- Updated stylized Concept 3 map
- Finance Plan

Over the past several months, staff has received feedback and suggestions to consider renaming Concept 3 to something that is more indicative of what the plan includes. The name of the plan needs to indicate that it is the regional transit vision for metro Atlanta. Staff welcomes suggestions from RTC members and stakeholders on potential renaming ideas.

Dr. Beverly Scott, MARTA, asked whether the Finance Plan can analyze the financial impact to the region if the MARTA 50/50 spending requirement is not lifted. Hammond noted that PLAN 2040's financial assumptions include the lifting of that restriction.

Tad Leithead, ARC, said that we need to rename Concept 3, but that were learned that there is a lot in a name and would not be simple.

Long asked about the relationship with the Transit Governance Task Force. Hammond noted that RTC will continue to do this and other regional transit coordination work in the absence of passage of transit governance legislation and creating of a new transit governance entity. Reed echoed that RTC will continue to work until there is resolution to the transit governance issue. Mike Bodker, Metro Atlanta Mayors Association, said that it is more important than ever to see RTC's process and to recognize that RTC is transit governance for now. Depending on the outcome of transit governance legislation, staff will continue to look at RTC's work program to see if it needs to be amended to address more regional coordination and governance needs.

7. JARC/New Freedom Project Selection

Kenyata Smiley, ARC, briefed the committee on those projects that were awarded FY 2011 Job Access and Reverse Commute (JARC) and New Freedom FTA funding. A total of \$3.3 million was awarded to 11 grantees. A press release was included in the meeting packets listing the awardees. These two funding sources are for transit projects and services that help to enhance connectivity and provide transportation for older adults, persons with disabilities, and the transportation disadvantaged.

CEO Burrell Ellis, DeKalb County, noted that the press release only included 10 recipients. Smiley said that a corrected press release would be sent out to RTC members and reposted to ARC's website.

8. Monthly RTC Staff Report

Regan Hammond briefed the committee on staff activities:

- An updated list of 2012 RTC voting and non-voting membership was provided in the committee packets. The only changes to note are that Fayette County confirmed their non-voting status and the Metro Atlanta Mayors Association confirmed their voting status. This results in RTC having 13 voting members. Any non-voting member who is interested in becoming a voting member is asked to make that commitment by the end of February so that staff can finalize the 2012 budget and submit for FTA grant funding to support the work program.

- Staff is working on preparing anticipated budgetary needs for RTC in 2013 and 2014 and will bring that information back to the committee in the coming months to help local governments and agencies prepare for their next budget cycles.
- An intern, Landon Reed, has been hired to assist RTC staff and transit operators with the regional transit data warehouse that was developed as part of RTC's 2011 work program.

9. Other Business

- Jane Hayse provided the committee with an update on federal transportation reauthorization activities impacting transit. We have been working under SAFETEA-LU, which expired 3 years and has been continued under extensions. The current extension is set to expire on March 31st. In addition the Highway Trust Fund, which funds federal programs, is expected to be exhausted by the end of 2012/early 2013. Both the Senate and the House have versions of reauthorization out. The Senate's draft, called Moving Ahead for Progress in the 21st Century (MAP-21) is a 2 year bill that maintains current spending levels, but has a \$13 billion funding gap proposed to be filled by closing tax loop holes. The House's draft, called the American Energy and Infrastructure Jobs Act, is a 5 year bill at current spending levels. It addresses a number of planning activities and streamlines environmental review. But, in terms of funding, the House Ways and Means Committee voted to drastically alter how transit is funding via the Highway Trust Fund by completely eliminating the mass transit account. In its place, a one-time \$40 billion infusion would be made, but that would be subject to annual budgetary negotiations. ARC is expecting both versions to go their respective floors by the end of the week. Moving the transit funding out of the Highway Trust Fund is a major policy shift that has been in place since 1982.

Dr. Scott said that this is important and that there is an absolute national opposition from many sides (APTA and AASHTO included) to this funding policy shift proposed in the House's draft. All sides say that his does not solve the overall sustainability issue.

Fred Daniels, MARTA Board Chair, made a motion to alert congressman that RTC strongly opposes any bill that removes mass transit from the Highway Trust Fund to an annual appropriation subject to the annual budgeting process. The motion was passed unanimously.

- Cain Williamson brought up the growing request for coordination of Human Services Transportation, paratransit, and many other issues brought up at last month's meeting and in the resent weeks. He underscored the importance of the committees roll in this coordination and the growing demands on RTC staff members. Bodker said that since we are, by default, acting as transit governance that staff should investigate how RTC might restructure itself and/or amend its work program to do more and be consistent with RTC transit governance guiding principles. Leithead said that RTC and staff would continue to move forward and supported Bodker's request. He made a motion direct ARC staff to continue in the next steps suggested by Bodker. Ellis asked about what will be reported back to the committee. Reed indicated that they are directing staff to develop

a report on what would be required to become the regional body. The motion passed unanimously.

There being no further business, the meeting was adjourned.

Handouts

- February 9, 2012 RTC Agenda
- January 12, 2012 RTC Meeting Summary
- Transit Governance Review and Update
- Presentation: Xpress Downtown Rerouting
- Presentation:
- Presentation: Briefing on Concept 3 Update
- Press Release: Eleven Agencies Selected for Annual Federal Transit Administration Funding
- 2012 RTC Membership as of February 9, 2012
- Regional Transportation Referendum Initial Economic Modeling Results

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REVISED

Regional Transit Committee

Hon. Kasim Reed, Chair

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3. Approve February 9, 2012 Meeting Summary *Chair*

PLANNING

4. State of Paratransit in the Atlanta Region *Kenyata Smiley, ARC*
5. How RTC Could Fulfill Transit Governance Principles *Cain Williamson, ARC*
6. Monthly RTC Staff Report *Staff*
7. Other Business
 - State & Federal Legislative Update

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GENERAL

1. Welcome and Chairman's Comments

Mayor Kasim Reed called the meeting to order and welcomed attendees.

2. Public Comment Period

John Keys, representing the Georgia Council on Developmental Disabilities and the Statewide Independent Living Council, provided comment. He noted that there is a potential for partnering between regional transit operators and the private sector (such as taxi cab companies) to expand transportation services for those who utilize or need paratransit in the region.

However, those partnerships currently have a state law barrier preventing taxis from picking up outside their designated zones. This greatly impacts the 6 accessible taxis operating in the Atlanta region from being able to provide rides to the disabled. SB 373, sponsored by Jeff Mullis, will remove that barrier if certain conditions are met.

3. Approval of February 9, 2012 Meeting Summary

The meeting summary for the February 9, 2012 meeting was approved unanimously.

PLANNING

4. State of Paratransit in the Atlanta Region

Kenyata Smiley, ARC, began by introducing two citizens who provided a personal perspective on regional paratransit coordination issues, particularly related to fares and transfers. Mrs. Mildred Mallory and Rev. Harriet Bradley noted that for Mrs. Mallory to travel from Gwinnett County to Alpharetta, she has to utilize both Gwinnett County Transit and MARTA's paratransit services. Because there is not a free transfer agreement in place between the two operators for paratransit service, Mrs. Mallory must pay fares to both operators, while those who ride regular fixed-route services get a free transfer.

Smiley then provided an overview of paratransit services in the Atlanta region, and highlighted challenges. She noted that her presentation was brought to RTC to begin addressing issues like those of Ms. Mallory and to follow up on the letter sent by Dr. Beverly Scott of MARTA to ARC asking that RTC begin addressing regional coordination issues related to paratransit.

The federal Americans with Disabilities Act (ADA) prohibits discrimination against the disabled and requires specific complementary paratransit services to be provided by transit system operators who provide fixed-route service. Smiley detailed the existing paratransit service areas across the region and explained that a number of residents, particularly the disabled and seniors, in the region have little or no access to fixed-route or paratransit services. Smiley then explained demographic details on the growing senior population, a primary group for paratransit services.

Regional statistics were provided based on three major paratransit providers within the region – MARTA, Cobb Community Transit, and Gwinnett County Transit. The data included number of trips, number of transfers, and types of cross-jurisdictional (and cross-system) trip transfers. Major challenges for paratransit in the region include no regional eligibility process, lack of free transfer between systems, service coverage area, inter-jurisdictional service delivery, and fixed-route service cuts. Smiley noted several potential solutions identified on the regional level to help address these challenges.

Smiley concluded with a brief summary of existing initiatives and requested feedback from any RTC member or local stakeholder on how the region can continue to address these issues.

Doug Tollett asked how many of the 10,000 eligible to ride paratransit in the region actually ride it. Smiley responded that approximately 5,000 or 50% of eligible users utilize paratransit.

5. How RTC Could Fulfill Transit Governance Principles

Cain Williamson, ARC, provided the committee with a high-level report attempting to answer the question: “What would it take for ARC/RTC to fulfill the regional transit governance needs identified in RTC’s transit governance guiding principles and concept legislation?”

He pointed out that ARC serves as the Regional Commission (RC), Metropolitan Area Planning and Development Commission (MAPDC), and Metropolitan Planning Organization (MPO). Each of these has different and overlapping roles and responsibilities. He noted that any authority of RTC derives from the authority of the ARC. Planning staff reviewed the authorities of ARC as the RC, MAPDC, and MPO against the transit governance guiding principles and concept legislation that ARC adopted in January 2011. Based on this draft review, ARC has the ability to do many of the things outlined in the concept legislation. He noted many of the things that ARC is already doing, most notably in the areas of planning, policy, and coordination. He also called attention to what ARC cannot do, including issuing bonds and levying taxes.

Williamson then went over an array of areas where ARC could enhance its role. Planning, policy, and coordination duties such as enhancing coordination, interoperability standards, performance standards, lead on planning and environmental studies, designated recipient, sole liaison for feds, marketing, etc. is an area that could be enhanced relatively quickly. If ARC wishes to take on more of these roles, that would require additional staff and expanded competencies, particularly in technical and financial areas. Other areas include organization changes, implementation and operations, and developing a sustainable funding approach. Currently RTC’s work efforts are funded by annual request to participating local governments to match federal grants.

Williamson posed a question to the committee asking them what outcomes they want to achieve. How much transit planning, coordination, and implementation do you want centralized with RTC? He proposed that staff come back in April or during a half-day work session with several centralization scenarios, including associated costs and staffing needs.

Chairman Nash, Gwinnett County, asked whether there has been an analysis on the impact on ARC’s current structure if it were to take on more duties. Douglas Hooker, ARC, replied that staff has not done a deep analysis yet and would like to have a better understanding of what specific duties RTC/ARC is interested in pursuing before proceeding.

Dr. Beverly Scott, MARTA, asked that a legal team do a more detailed review that should look to maximize and optimize existing resources across agencies and internally to ARC.

Tad Leithead, ARC, asked whether we were asking RTC to become the entity with ARC staffing it or ARC becoming the entity.

Mike Bodker, City of Johns Creek/MAMA, said is question from the February RTC meeting resulted from frustration of no legislation and wants to find a way to move forward. What are we willing to do?

Nash said that the legal review is important and it will reveal the true limitations. She suggested the legal review as the next step. Reed agreed and noted that it would give a better idea of how quickly we could move forward and if any legislative involvement would be required.

CEO Burrell Ellis, DeKalb County, asked what the timeframe was. Reed said the legal review would happen first and then scenarios with costs would come after.

Bodker said this needs to occur whether or not the Regional Transportation Referendum passes. Reed agreed and views that there could be a hard focus on intergovernmental agreements.

Leithead moved that the RTC direct the Executive Director and staff to proceed with a legal review. Reed provided an amendment to the motion that staff bring proposals on the work prior to beginning so that RTC can review scope and cost before proceeding. The motion passed unanimously.

6. Monthly RTC Staff Report

Regan Hammond briefed the committee on staff activities:

- The 2012 RTC voting and non-voting membership has been confirmed. The committee has 13 voting members. This will allow for staff to begin the process of submitting for a FTA grant to support the committee's 2012 work program, which will total approximately \$1 million including the match.
- ARC awarded funding to 4 transit projects included in Concept 3 to support environmental analysis. This funding was part of a \$5 million program in the Transportation Improvement Program (TIP) to support preparation of Alternatives Analyses and Tier 1 Environmental Impact Statements for selected regional transit corridors. The projects funded include:
 - Atlanta BeltLine and Downtown Streetcar Extension Tier 2 Environmental Reviews/Detailed Corridor Analyses – City of Atlanta
 - Piedmont Road-Roswell Road Bus Rapid Transit Environmental Assessment – City of Atlanta
 - Clifton Corridor Environmental Impact Statement – MARTA
 - Northwest Corridor Transit Environmental Impact Statement – Cobb County
- ARC is hiring a Senior Transit Planner to support the ongoing work of the RTC. Interested candidates should refer to ARC's website for more information about the position.
- RTC will not meet in May. The next scheduled meeting is April 12.

7. Other Business

- Kathryn Lawler provided the committee with a brief update on state legislation relevant to transit. Neither regional transit governance bill crossed over. HB 1051 and 1052, which are bills related to MARTA, did pass the House and have moved over to the

Senate where some changes will likely be made related to MARTA's 50/50 provision and cross jurisdictional transit.

Jannine Miller, GRTA, noted that the bill extending the gas tax exemption for transit operators also crossed over.

- Jane Hayse provided the committee with an update on federal transportation reauthorization activities impacting transit. The Senate passed MAP-21 which is a 2-year bill retroactive back to October 2, 2011 and is funded at \$109 billion. There are three provisions of particular interest to transit:
 - Change in definition of Bus Rapid Transit (BRT)
 - New bus discretionary program at \$75 million paid for out of the general fund
 - Small bus system operators in urbanized areas would be able to use federal funds for operating assistance. If under 75 buses, 75% of funding could be used for operations, and if 75-100 buses up to 50% could be used for operations.

Dr. Beverly Scott noted that MARTA staff was in Washington D.C. and saw both of Georgia's Senators. Both voted for MAP-21.

There being no further business, the meeting was adjourned.

Handouts

- March 15, 2012 RTC Agenda
- February 9, 2012 RTC Meeting Summary
- Presentation: ADA Complementary Paratransit in the Atlanta Region
- Presentation: Furthering Transit Governance Principles in the Atlanta Region

PROPOSED AGENDA

REVISED

Regional Transit Committee

Hon. Kasim Reed, Chair

**Thursday, April 12, 2012
1:30 p.m.
ARC Board Room / Amphitheater
40 Courtland Street, NE, Level C
Atlanta, GA 30303**

GENERAL

1. Welcome *Kasim Reed, Chair*
2. Public Comment Period ⁱ *Judy Dovers, ARC*
3. Approve March 15, 2012 Meeting Summary *Chair*

PLANNING

4. Concept 3 Updated Draft Project List *Regan Hammond, ARC*
5. Connect Cobb Alternatives Analysis *Faye DiMassimo, Cobb County DOT*
6. I-20 East & Clifton Corridor Locally Preferred Alternatives *Don Williams, MARTA*
7. Other Business
 - Furthering Regional Transit Governance – Legal Review Update
 - Federal Legislative Update

ⁱ A 10-minute period for public comments is designated at the beginning of each regular RTC meeting. Each commenter must sign a Request to Speak card before 1:30 PM on the meeting date. Each speaker will be limited to two minutes. If the comment period expires before all citizens have an opportunity to address the Committee, citizens will be invited to provide their comments in writing.

ARC COMMITTEE MEETING FOLLOW-UP

REGIONAL TRANSIT COMMITTEE

April 12, 2012 Meeting Notes

Voting Members Present:

Mayor Kasim Reed, Chair
Mr. Fred Daniels
Mr. Sonny Deriso
Commissioner BJ Mathis
Commissioner Richard Oden

Non-Voting Members Present:

Commissioner Eldrin Bell
Mr. Todd Long
Ms. Jannine Miller
Dr. Beverly Scott
Mr. Doug Tollett

Voting Members Absent:

Commissioner Buzz Ahrens
Mayor Mike Bodker
Commissioner John Eaves
Chief Executive Officer Burrell Ellis
Commissioner Tim Lee
Mr. Tad Leithead
Commissioner Charlotte Nash
Commissioner Tom Worthan

Non-Voting Members Absent:

Commissioner David Austin
Mr. Brandon Beach
Commissioner Jim Boff
Commissioner Rodney Brooks
Commissioner Clarence Brown
Commissioner Bill Chappell
Commissioner Herb Frady
Commissioner Eddie Freeman
Commissioner Keith Golden
Ms. Lara O'Connor Hodgson
Mr. Doug Hooker
Commissioner Kevin Little
Commissioner Tom Oliver
Commissioner Kathy Morgan
Ms. Pam Sessions
Commissioner Daniel Yearwood

No quorum present; meeting held for informational purposes only.

GENERAL

1. Welcome and Chairman's Comments

Mayor Kasim Reed called the meeting to order and welcomed attendees.

2. Public Comment Period

No public comment was offered.

3. Approval of February 9, 2012 Meeting Summary

No quorum present.

PLANNING

4. Concept 3 Updated Draft Project List

Regan Hammond, ARC, gave a brief overview of the changes made to the project list as part of the Concept 3 update. Hammond first reviewed what tasks were included in the update to Concept 3. They included updating/refining the project evaluation and prioritization methods. That work was completed in early 2011 and was used as input into PLAN 2040. Refining the “universe” of projects, updating project costs, and developing a finance strategy were also key tasks of the update to Concept 3.

As part of the work to refine the “universe” of projects, the following proposed changes have been made:

- Modify the intown light rail/streetcar projects to be consistent with the Atlanta Transit Implementation Strategy work currently underway by the City of Atlanta
- Add Ft. McPherson – Lakewood Height Bus Rapid Transit
- Revise the intown segments of the Northwest Corridor to be consistent with the alternatives being looked at as part of Cobb County’s ongoing Connect Cobb Alternatives Analysis
- Note the ongoing Alternatives Analysis for Connect Cobb, Connect 400, and I-85 (Gwinnett)
- Revise the scopes for the I-20 East and Clifton Corridors to be consistent with the Locally Preferred Alternatives adopted by the MARTA Board on April 9th
- Add a “regionally significant” stations and station improvements categories
- Remove all transit segments from Fayette County

Hammond then showed maps of the revised Concept 3 projects and their relation to the transit projects included on the Regional Transportation Referendum project list. All referendum projects directly correspond to projects included in Concept 3.

5. Connect Cobb Alternatives Analysis

Faye DiMassimo, Cobb County DOT Director, updated the committee on the Connect Cobb Alternatives Analysis that is currently underway. This study will lead to the selection of a Locally Preferred Alternative for the Northwest Transit Corridor.

She began with an overview of the extensive public outreach and involvement, noting the many partnerships with local, state, and federal stakeholders. Outreach included many meetings in communities along the study corridor and surveys, some of which corresponded with the County’s Comprehensive Plan update. She noted the results of the surveys showed that traffic congestion, reliable travel times, and inadequate public transit as significant transportation issues

that need to be addressed and that if Cobb improves its transit system the preference is rail service that connects to the regional transit system.

DiMassimo then gave an overview of the findings from the land use/market analysis. The study area includes the I-75 and US 41 corridors in Cobb and Fulton Counties and includes 5 cities, 4 universities and 3 CIDs. The median household income is \$65,000 and over 50% of the population has a college degree. 40% of current Cobb County residents work in Cobb while 29% work in Fulton and 40% of Cobb County workers live in Cobb while 11% live in Fulton. Households are expected to grow about 30% and employment is expected to grow about 50% by 2040. 40.8% of the study area's population is minority and 13.8% of the population is in poverty.

There are many water, cultural, and historic resources in the study area along with some hazardous sites. It was noted that regardless of the alignment, impacts to these resources and sites would be about the same. The study area also includes the US 41 Redevelopment Overlay District and Franklin Road Greentech Corridor.

Needs in the corridor include:

- Travel patterns in the corridor suggest a very strong market for trips between Cobb County and neighboring Fulton County and City of Atlanta.
- Current transit service along U.S. 41 is inconvenient and the ability to operate reliably in the future will be compromised by increasing congestion.
- Travel between the activity centers along the corridor has caused traffic congestion on U.S. 41 and I-75 to increase over the past decade, resulting in longer travel times.
- A transportation system to complement development, redevelopment and job growth while maximizing the potential to leverage public and private investments.

Alternatives are being evaluated using an analysis matrix that looks at transportation/air quality, land use, economic development/redevelopment, environment, and financial criteria. All initial alternatives and potential station locations are currently going through a Tier 1 screening, using the matrix to remove any fatally flawed segments from the analysis. There are 4 alternative alignments, a TSM/enhanced bus service alternative, and no built scenario being reviewed.

Ridership potential is currently being evaluated and upcoming activities include coding/running corridor alternatives, assessing performance of alternatives, and refining alternatives. The financial plan analysis is looking at all options, including the Regional Transportation Referendum.

Partnerships with the I-75 managed lane project are being considered if a Bus Rapid Transit (BRT) alternative is ultimately selected. Shared facilities and interoperability is being talked about at the regional level through the Service Coordination Council and with other regional partners.

The Tier 1 screening is close to being completed and a reduced set of alternatives will be available for use in the education for the Regional Transportation Referendum. The referendum project will likely be BRT, but the scope is flexible enough if another alternative is selected. The

County is beginning work on the Environmental Impact Statement/Environmental Assessment with the majority of work to begin in August and completed in 2013.

Doug Tollet asked what the projected ridership is. DiMassimo responded that early projections used in their federal application were 35,000-40,000, but real projections won't be known until that work has been completed in the next few months.

Tollett also asked about specific dates for implementation. DiMassimo responded that it depends on the outcome of the July 31 referendum vote and the availability of other funds, such as federal New Starts.

6. I-20 East & Clifton Corridor Locally Preferred Alternatives

Don Williams, MARTA, updated the committee on the Locally Preferred Alternatives (LPAs) for I-20 East and the Clifton Corridor that were adopted by the MARTA Board on April 9. These LPAs resulted from Alternatives Analyses (AAs) conducted over the past year for both corridors. These AAs included extensive public and stakeholder outreach.

The Recommendation Framework used in the technical analysis integrated screening results with recommendations from the Technical Advisory Committee and Stakeholder Advisory Committee, screening results with recommendations from the community, and was balanced with technical feasibility and cost.

The recommended LPA for the Clifton Corridor would run light rail from the Lindbergh Center MARTA station to the Emory University area, Decatur, and would terminate at the Avondale MARTA station. It includes 10 new stations and 8.8 miles of double track. The projected travel time from Lindbergh to Emory/CDC is 13 minutes and from Lindbergh to Avondale is 26 minutes. Projected travel time from the Airport to Emory is 43 minutes. Projected boardings are 17,500 and new riders are 5,300 by 2030. The capital cost is \$1.16 billion and annual operating cost is \$15.3 million.

The recommended LPA for the I-20 East corridor would be a combination of heavy rail service from the Indian Creek MARTA station south along I-285 and east along I-20 terminating at the Stonecrest Mall area and BRT from downtown Atlanta east along the I-20 corridor to Wesley Chapel Road. It includes 12.8 miles of BRT and 12 miles of heavy rail with 9 new stations (4 BRT and 5 heavy rail) and an optional station at Turner Field. Daily boardings are projected at 28,700 along with 6,400 new riders by 2030. The capital cost is \$2.04 billion and annual operating cost is \$18 million.

Both corridors are now ready to move into the Environmental Impact Statement phase of the FTA project development process. The recommended LPAs for these two corridors will be incorporated into future Regional Transportation Plan updates.

7. Other Business

- Furthering Regional Transit Governance – Legal Review Update. Cain Williamson updated the committee on where things stand with the proposed legal review of ARC’s authorities in the context of furthering regional transit governance principles. At the March RTC meeting, staff provided a planning review of various governance duties outlined in the RTC’s adopted concept governance legislation. The committee then asked staff to proceed with developing a Request for Information (RFI) to the legal community to build off of that initial staff review. Staff is working on developing and finalizing the RFI and is talking with some Board members who have legal expertise. Staff will come back in June with more information for the committee.
- Federal Legislative Update – Kathryn Lawler introduced James Coreless, Director of Transportation for America. Coreless gave a brief overview of his organization and talked about what they have been monitoring in Washington, D.C. The FY 2013 federal budget is currently being marked up for appropriations. Transportation for America is working to ensure there aren’t severe cuts and doesn’t expect there will be an appropriations bill before the November election. For transit funding in particular, his organization needs the assistance of localities and regions to help ensure funding is kept at current levels. Federal reauthorization is two and a half years overdue. The Senate has passed their bill, but the House has not yet. The two bills are very different from what we’ve been operating under. The hope is to maintain the current share for transit and a focus on state of good repair and asset management of the existing systems. There may be some flexibility for using federal funds for operations. The New Starts process is proposed to be streamlined and there is an emphasis on Transit Oriented Development and land use. The Senate bill has a pilot program for station area planning. Typical formula funds aren’t going to increase but there will be more new and innovative ways for financing. TIFIA loans are an example, allowing transit projects to be more competitive if local funds are available. Coreless noted that the future will not look like the past and that the entire country is looking at what will happen with Georgia’s transportation referendums this summer.

There being no further business, the meeting was adjourned.

Handouts

- April 12, 2012 RTC Agenda
- March 15, 2012 RTC Meeting Summary
- Presentation: Concept 3 Updated Draft Project List
- Presentation: Northwest Transit Corridor Alternatives Analysis
- Presentation: Recommended Locally Preferred Alternative for I-20 East and Clifton Corridor Expansions Projects
- Flyer: Multimodal Passenger Terminal (MMPT) Open House Information

PROPOSED AGENDA

Regional Transit Committee

Hon. Kasim Reed, Chair

Thursday, June 14, 2012

1:30 p.m.

**ARC Board Room / Amphitheater
40 Courtland Street, NE, Level C
Atlanta, GA 30303**

GENERAL

1. Welcome *Kasim Reed, Chair*
2. Public Comment Period ⁱ *Judy Dovers, ARC*
3. Approve March 15 & April 12, 2012 Meeting Summaries *Chair*

PLANNING

4. Georgia Multimodal Passenger Terminal *Jim Richardson, FIC*
5. Regional On-Board Transit Survey *Guy Rousseau, ARC*
6. Regional Transit Oriented Development (TOD) Planning *John Crocker, MARTA
Dan Reuter, ARC*
7. Other Business
 - Furthering Regional Transit Governance – Legal Review Update
 - Federal Legislative Update

ⁱ A 10-minute period for public comments is designated at the beginning of each regular RTC meeting. Each commenter must sign a Request to Speak card before 1:30 PM on the meeting date. Each speaker will be limited to two minutes. If the comment period expires before all citizens have an opportunity to address the Committee, citizens will be invited to provide their comments in writing.



ARC COMMITTEE MEETING FOLLOW-UP

REGIONAL TRANSIT COMMITTEE

June 14, 2012 Meeting Notes

(Quorum – 7 voting members)

Voting Members Present:

Commissioner Buzz Ahrens
Mr. Fred Daniels
Mr. Sonny Deriso
Mr. Tad Leithead
Commissioner BJ Mathis
Commissioner Charlotte Nash
Commissioner Richard Oden

Voting Members Absent:

Mayor Kasim Reed, Chair
Mayor Mike Bodker
Commissioner John Eaves
Chief Executive Officer Burrell Ellis
Commissioner Tim Lee
Commissioner Tom Worthan

Non-Voting Members Present:

Mr. Brandon Beach
Mr. Toby Carr
Commissioner Eddie Freeman
Mr. Doug Hooker
Ms. Jannine Miller
Dr. Beverly Scott

Non-Voting Members Absent:

Commissioner David Austin
Commissioner Eldrin Bell
Commissioner Jim Boff
Commissioner Rodney Brooks
Commissioner Clarence Brown
Commissioner Bill Chappell
Commissioner Herb Frady
Ms. Lara O'Connor Hodgson
Commissioner Kevin Little
Commissioner Tom Oliver
Commissioner Kathy Morgan
Ms. Pam Sessions
Mr. Doug Tollett
Commissioner Daniel Yearwood

Actions taken during meeting (additional details in subsequent paragraphs):

- RTC meeting summaries for March and April 2012 – unanimously approved



GENERAL

1. Welcome and Chairman's Comments

Commissioner Buzz Ahrens called the meeting to order and welcomed attendees. He provided the committee with a brief update on requirements related to the new Georgia Open Records law to document committee attendance and actions taken within two business days and to document business matters by making note of any individual dissenting votes in the event that a vote is not unanimous.

2. Public Comment Period

No public comment was offered.

3. Approval of March 15 and April 12, 2012 Meeting Summaries

The meeting summaries for the March 15 and April 12, 2012 meetings were approved unanimously.

PLANNING

4. Georgia Multimodal Passenger Terminal

Jim Richardson of Forest City/Integral/Cousins gave an update on the Georgia Multimodal Passenger Terminal (MMPT). He began with a brief introduction of the MMPT project, which is located in the Gulch area of Downtown Atlanta. He described its goals as providing “access to the world” and creating a much needed connection point for many modes of transportation. He also showed some conceptual renderings of the station site. He noted that the project is part of GDOT's Master Development process.

Next, he described the partnership's continued effort to refine the vision of the MMPT through stakeholder engagement. These activities include branding the station and the Gulch area as well as ensuring that the station is accommodating to bus service and will tie into the existing freight railroad tracks. It is also critical for the area to reconnect the surrounding neighborhoods of Castleberry Hill, Vine City, and English Avenue while taking into account the existing street grid network. This may include a transformation of MARTA's Five Points Station area to allow for increased economic development.

He stressed the importance of engaging a variety of stakeholders and maintaining a good relationship with the freight railroad companies.



The partnership is currently working on the National Environmental Policy Act (NEPA) process, hoping to expedite it through direct coordination between their staff and the environmental consultant. The goal is to reduce it to a two-year process. The project has also been nominated by the FTA for the White House Dashboard. They hope to have three alternatives for the project to present to the public in July, from which a Locally Preferred Alternative will be drafted and presented in the fall.

The partnership has spent much time studying multimodal stations in cities all over the world to determine best practices. They are also working with Congress to introduce HB 4361, a bill that would help projects like the MMPT by releasing existing Railroad Rehabilitation & Improvement Financing (RRIF) funds. They believe financing is achievable, noting the example of TransBay Terminal and the Denver Union station. Richardson noted the bill provides for development to contribute to the ongoing O&M of the station. He concluded and opened it up for questions.

Commissioner Buzz Ahrens commented on the expediting of the NEPA process, noting that it was positive and encouraging.

5. Regional On-Board Transit Survey

Guy Rousseau, ARC, presented on the Regional On-Board Transit Survey, which will be used to update the region's travel demand model. He said that the goal was to obtain completed surveys for 10% of transit boardings, or over 50,000 survey records. The previous survey was in 2001. The study was funded through a partnership of ARC, GDOT, GRTA, and MARTA and totaled \$2 million.

The transit systems were surveyed from October 2009 through January 2010. Those systems included MARTA, CCT (Cobb), GRTA, GCT (Gwinnett), CATS (Cherokee), HAT (Hall), C-Tran (Clayton), and Emory. Results indicated that over 40% of transit riders do not own a car, 3 out of 4 are employed and 71% are African American, 45% of transit riders use it go to work, and 3 out of 4 riders walk to transit, while about 15% were dropped off by a car. Most riders walked less than 1/8 of the mile to access a transit stop, though some walked more than 2 miles. Income had an impact on how riders accessed transit. A larger proportion of high-income riders drove to transit than their lower-income counterparts, but the majority of all income groups walked. Over 30% of transit riders are students and 29% had no driver's license.

Next he showed a map of destination trip end density in the region. It showed that the trips ended in all 20 counties in the region with the bulk in Fulton and DeKalb.

The next steps are to update the travel demand model and use the final data set to maintain the travel demand model. He stressed the importance of this type of data to the improvement and maintenance of the model.



6. Regional Transit Oriented Development (TOD) Planning

John Crocker, MARTA, introduced Dan Reuter, ARC, who presented on ARC's regional TOD program. Reuter began with a discussion of the recent TOD activities going on in other large regions nationwide. He said that these areas recognize the potential for TOD to help leverage funding for rail and that younger generations who are coming into the workforce increasingly desire an urban, walkable environment where car ownership is not necessary. TOD can provide this type of environment. He defined TOD as development that exists within a half mile of quality transit and tied this definition to the results of On-Board Transit Survey. Reuter then went over the Transit Station Area Development Studies back to the early 1970s for every station in the Atlanta area, indicating that Atlanta has had some initial guidance and that the discussion has been continuing for years.

Next he discussed the various entities involved in TOD, including local, regional, and federal governments, transit operators, Community Improvement Districts, and other non-governmental organizations.

He noted that 36 MARTA stations are within an LCI study area, and that there are currently 3 LCI areas pursuing TOD station area studies in 2012: College Park, East Point and the Kensington station area in DeKalb County. He provided some LCI examples using Decatur, North Avenue, and Chamblee, which have been beneficiaries of LCI construction funds for use in constructing sidewalks and other facilities. He provided a specific example of the Chamblee MARTA station and the new development that has occurred nearby.

Next Reuter described a recent charrette held for the Edgewood Candler Park MARTA station. He showed one vision for future TOD at this station, which was a result of the charrette. He discussed future activities such as the TOD Market Study research, continuing station area charrettes, and LCI flexing of funds to FTA to help expedite delivery of projects down to 2 years.

Commissioner Ahrens made a comment referencing the LINK trip to the Washington DC area, noting all of the TOD activities happening in that region. Tad Leithead talked about the visit at Arlington and how their planner noted the increased density and economic development around the stations. He also referenced the Dulles extension, which is currently under construction, and Tyson Corner, which raised its own property taxes to fund two stations nearby.

7. Other Business

- Furthering Regional Transit Governance – Legal Review Update. Cain Williamson, ARC, updated the committee on the status of the legal review of ARC's authorities and powers in the context of regional transit governance. ARC staff have developed a list of

questions that will be provided to the legal firm that will be conducting the review pro bono.

- Federal Legislative Update - Jane Hayse, ARC, noted that it is unlikely that the conference committee on reauthorization will reach agreement by June 30, which is when the current SAFETEA-LU extension expires, and that the discussion has been centered on how long the extension period will be. She said that they will probably wait until the last minute before passing the bill to extend funding. She noted that current information indicates that the Highway Trust Fund is supposed to last through summer of 2013.
- Williamson called the committee's attention to the latest Regional Snapshot included in their packets that focuses on regional transit.
- Jannine Miller, GRTA, announced Steve Hendershott as the new Chief Regional Transit Operations Officer for GRTA. She also noted that a new element to the GRTA website is designed to be a "one stop shop" on the Regional Transportation Referendum transit projects and program management. Finally, she informed the committee that the GRTA board passed a resolution on the Regional Transportation Referendum implementation, of which there are many aspects, including their commitment to contracting with local businesses and dealing with workforce development issues, as well as their goal of providing on-time and on-budget delivery. She encourages people to take a look at the resolution.
- Commissioner Ahrens announced that the July 12th meeting will be held early, immediately following TAQC at 11:30 AM.

Handouts

- June 12, 2012 RTC Agenda
- March 15, 2012 RTC Meeting Summary
- April 12, 2012 RTC Meeting Summary
- Presentation: MultiModal Passenger Terminal Experience & Progress
- Presentation: Atlanta Regional Transit On-Board Survey
- Presentation: ARC Transit Oriented Development (TOD) Program Update
- Regional Snapshot: The Who, What, Where, and Why of Transit in the Atlanta Region



PROPOSED AGENDA

Regional Transit Committee

Hon. Kasim Reed, Chair

Thursday, August 9, 2012

1:30 p.m.

ARC Board Room / Amphitheater

40 Courtland Street, NE, Level C

Atlanta, GA 30303

GENERAL

1. Welcome *Kasim Reed, Chair*
2. Public Comment Period ⁱ *Judy Dovers, ARC*
3. Approve June 14, 2012 Meeting Summary *Chair*

PLANNING

4. Regional Transportation Referendum Debrief *Jane Hayse, ARC*
5. Georgia Multimodal Passenger Terminal Alternatives *Jim Richardson, FIC*
6. Regional Transit System Performance Report *Regan Hammond, ARC*
7. MAP-21 Impacts on Transit *Scott Haggard, MARTA*
8. Other Business
 - Furthering Regional Transit Governance – Legal Review Update
 - PLAN 2040 Update Schedule

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ARC COMMITTEE MEETING FOLLOW-UP

REGIONAL TRANSIT COMMITTEE

August 9, 2012 Meeting Notes

Voting Members Present:

Commissioner Buzz Ahrens
Mr. Fred Daniels
Mr. Sonny Deriso
Mayor Bucky Johnson
Mr. Tad Leithead
Commissioner Richard Oden

Voting Members Absent:

Mayor Kasim Reed, Chair
Commissioner John Eaves
Chief Executive Officer Burrell Ellis
Commissioner Tim Lee
Commissioner BJ Mathis
Commissioner Charlotte Nash
Commissioner Tom Worthan

Non-Voting Members Present:

Mr. Brandon Beach
Mr. Doug Hooker
Dr. Beverly Scott

Non-Voting Members Absent:

Commissioner David Austin
Commissioner Eldrin Bell
Commissioner Jim Boff
Commissioner Rodney Brooks
Commissioner Clarence Brown
Mr. Toby Carr
Commissioner Bill Chappell
Commissioner Herb Frady
Commissioner Eddie Freeman
Commissioner Keith Golden
Ms. Lara O'Connor Hodgson
Commissioner Kevin Little
Ms. Jannine Miller
Commissioner Tom Oliver
Commissioner Kathy Morgan
Ms. Pam Sessions
Mr. Doug Tollett
Commissioner Daniel Yearwood

No quorum present; meeting held for informational purposes only.

GENERAL

1. Welcome and Chairman's Comments

Commissioner Buzz Ahrens called the meeting to order and welcomed attendees.



2. Public Comment Period

Oliver Bourdreaux, a City of Atlanta resident provided comment. Bourdreaux said that he has lived in the City of Atlanta for ten years and loves it. He plans to stay and raise a family here. Since living here, he has used a bicycle as his primary mode of transportation and really enjoys it. He says that he doesn't ride for the environment, his physical health, or to save money, but for his mental health—driving in the region makes him crazy. He called T-SPLOST a “lumbering beast of a bill” if viewed from the outside looking in and appeared to be “dangled in front of everyone to get them to bite”. “But they didn't bite,” he said because “you can't please all the people any of the time”. He purported that the ones who voted against it were mostly those who already endure traffic on a regular basis, and compared the situation to a Shakespearean tragedy. He said that the real tragedy was the funding mechanism of T-SPLOST, which he called “regressive”. He claimed it was almost immoral to vote “yes” because the list, when enumerated, was over 80% roads. However, he said that he voted “yes” because the majority of the funds would have made a difference in shoring up our transit system and at least temporarily relieving traffic, even if it was unfairly burdening the poor. He claims that the result of the vote suggests that the people of the region “don't mind the traffic”. Conversely, he says that the people of Atlanta and DeKalb County do mind and that this is evidenced by the heat map put out by the ARC. Next he suggests that Atlanta go it alone to find a “creative, non-regressive” funding mechanism such as a “fuel excise tax or a parking tax” in order to pay for improving the mobility within the city. He suggests that maybe increased emissions fees could fund transit in places where the air quality is the worst. He claims that Atlanta can set an example by improving MARTA, making it cheaper and more convenient, and perhaps inspiring the rest of the region to have expanded transit. He ends by saying that the T-SPLOST vote proved that we are not one region, and that it is “time to move forward on our own”.

3. Approval of June 14, 2012 Meeting Summary

No quorum present.

Dr. Beverly Scott, MARTA, introduced new MARTA staff member Ferdinand Risco as the new MARTA Director of Diversity of Equal Opportunity.

PLANNING

4. Regional Transportation Referendum Debrief

Jane Hayse, ARC, spoke briefly about the experience of the referendum process and result, calling it a learning experience. She thanked all those who were involved and hopes the collaborative attitude shown throughout the process can be replicated in the future. She asked if there were any other comments.



Commissioner Buzz Ahrens, Cherokee County, provided his perspective, saying that he saw the communication element of the referendum go from being a regional message to one that was Atlanta-focused. He said that there wasn't enough information to bring it back to a regional perspective before the vote. He also said that the result could have been affected by the label of T-SPLOST because voters seem to hold a negative connotation to SPLOST because it implies 'tax', whereas Transportation Investment Act implies investment'.

5. Georgia Multimodal Passenger Terminal Alternatives

Jim Richardson, Forest City/Integral/Cousins, presented information on the Georgia Multimodal Passenger Terminal (MMPT) alternatives under consideration. In July, these alternatives were presented to the public, where there was a great response with over 200 people attending. He also praised the Public Private Partnership (P3) process for this project in securing a spot on the President's Dashboard List, which will save at least 30 months on the NEPA and permitting process.

Richardson began with an overview of the P3 process which has two tracks – Development (master developer) and Environmental (NEPA). He talked about the 5 qualities of a great transportation center – civic presence, clarity/legibility/orientation, great main hall, vibrant & convenient, and forward thinking – and showed examples of these qualities in stations from around the country and world.

Next, Richardson went over the three main alternatives under consideration for the MMPT. All of them, he said, were focused on allowing for walking distance between the MMPT and MARTA Five Points Station, as well as other destinations, and maintaining/restoring the street grid. He said that the walking distance from the Five Points MARTA station through the MMPT to Phillips Arena was about the equivalent of half a terminal at Hartsfield Jackson or the length of Perimeter Mall from one department store to another.

Lastly, Richardson noted that the project was selected for the White House's "We Can't Wait" Initiative which will expedite environmental review and permitting. He ended with a quote from Congressman John Lewis that "This project is an example of a true partnership, a tea, a commitment to moving Metro Atlanta forward."

Chairman Fred Daniels, MARTA, suggested that the parking may be too abundant and defeat the purpose of maintaining a transit focus. Richardson said that the existing CNN deck is approximately 90% occupied and that the MMPT project would provide replacement parking rather than additional parking for the MMPT. He stressed that parking is something that the team is aiming to balance carefully and that the development around the MMPT is transit-oriented and, therefore, will not require much parking.

Regan Hammond, ARC, asked about the next steps in the process and when the public will see more. Richardson replied that the consultants are analyzing the three options and going through the NEPA process. They are hoping to begin the next series of meetings in October, where the impacts of each alternative will be presented to the public. This will lead to a preferred option, which can then be optimized and balanced with issues like parking.



6. Regional Transit System Performance Report

Regan Hammond, ARC, gave an overview of Regional Transit System Performance. She indicated that this information is provided to RTC annually to track performance trends of the regional system over time, informs the planning process and transit service delivery, is analyzed to see the impacts of policy and funding decisions, and is a critical element of regional transit governance, as highlighted in RTC's adopted Concept Transit Governance Legislation. She noted that the information being shared is an abbreviated version of a much longer report, which can be made available upon request.

Compared to national peers, Atlanta has a high ridership, but that these same peer agencies have been investing in transit expansion, which may increase their ridership in the future. While ridership is down in recent years in the Atlanta region, it appears to be due to major service cuts (C-Tran and MARTA) and fare increases. She pointed out that while heavy rail accounts for the majority the region's ridership, local bus ridership is also significant, with MARTA bus accounting for most of this portion.

Additional statistics include the following:

- Passenger miles have been increasing over time, which indicates that trip distances are getting longer. Express bus and van pools have the longest trip lengths.
- Heavy rail carries the most passengers per vehicle hour.
- Paratransit has the highest cost per trip.
- Heavy rail and express bus have the highest revenue per vehicle hour.
- Regional cost per passenger mile is lower than the national average for both bus and rail.
- Farebox recovery for the region's rail and bus systems is above the national average.

A graph showing total expenses compared to fare revenue shows that fare revenues do not come close to covering expenses of operations and capital investment, and therefore, local funding of operations and capital expenditures is important. Although total expenses have gone down in recent years due to a decrease in capital investments, operating expenses are increasing.

John Crocker, MARTA, noted that given Jane Hayse's presentation of MAP-21 at the TAQC meeting, it is evident that ARC will need to weigh in on performance measures, which indicates that today's system performance report is directly related to that requirement.

Hammond added that transit system performance reporting will help the ARC fulfill many MPO and transit requirements of MAP-21.

7. MAP-21 Impacts of Transit

Scott Haggard, MARTA, provided an overview of MAP-21, focusing on its impact on transit. Haggard identified some key facts such as the effective date of October 1, 2012, and that it is a 27 month bill. He noted that overall transit funding levels slightly increased, but that actual allocation is subject to the appropriations bill, which has not yet been passed.



Haggard went over the various provisions within the different programs. First was the Section 5307 program funding, which is the largest program for federal investment in public transportation. It maintained most existing project eligibility criteria and now allows operators with less than 100 buses to utilize these funds for general operating assistance. He indicates that the new State of Good Repair program replaces a previous program (Fixed Guideway Modernization Program), emphasizing the federal focus on state of good repair. The new Bus and Bus Facilities program replaces a former discretionary program and has resulted in less funding. The Fixed Guideway Capital Investment Program encompasses the former New Starts and Small Starts programs. It streamlines environmental review by eliminating duplication and quicker review by FTA. New Starts under \$100 million have even further streamlined environmental review. The program was expanded to include core capacity improvements that would increase ridership by 10% or more. Bus Rapid Transit (BRT) new starts funding eligibility is now limited to systems where the majority of the project is operated in dedicated right of way during peak hours. Corridor based BRT project not in exclusive right of way are eligible for small starts. Some other changes include the combining of Section 5310 (Elderly and Disabled) and 5317 (New Freedom) programs and that the Job Access Reverse Commute (JARC) program has been rolled under the 5307 formula program. Vanpool programs may now use passenger fare revenue as local match to create new programs for those that contract out their service. A new Transit Oriented Development (TOD) Pilot Program established funding for TOD planning efforts. He pointed out that the TIFIA Loan Program has been significantly increased over previous funding levels. Haggard also mentioned that CMAQ funds cannot be used for operations for systems operating in areas under 200,000 people or those in states not grandfathered in. Georgia is not on the grandfathered list.

Brandon Beach asked about RIF loans, which are similar to TIFIA, but for rail.

Dr. Scott indicated that RIF is handled by Federal Railroad Administration, not the Federal Transit Administration.

8. **Other Business**

Furthering Regional Transit Governance – Legal Review Update

Jane Hayse gave an update on the legal review that is underway regarding regional transit governance and ARC's authorities to possibly undertake governance activities. The review is underway by Greenberg Traurig and completion is anticipated by early September. Staff will provide information on the results of that review at the October RTC meeting.

PLAN 2040 Update Schedule

Jane Hayse indicated that the PLAN 2040 update schedule has been pushed back and is expected to be adopted in late spring 2013. Staff is reviewing MAP-21 to accommodate any needed changes in the PLAN 2040 update and is working with project sponsors to adjust project details as needed.



Ahrens indicated that on September 13th there will be an ARC Board working session and that all committee meetings, including RTC, are canceled.

Handouts

- August 9, 2012 RTC Agenda
- June 12, 2012 RTC Meeting Summary
- Presentation: Multimodal Passenger Terminal Alternatives
- Presentation: Atlanta Regional Transit Performance: 2000-2010
- Presentation: MAP-21: Federal Transportation Authorization: Impacts on Transit



PROPOSED AGENDA



Regional Transit Committee (RTC)

Kasim Reed, Chair

Thursday, October 11, 2012

1:30 p.m.

ARC Board Room / Amphitheater, Level C

GENERAL

1. Welcome *Kasim Reed, Chair*
2. Public Comment Periodⁱ *Judy Dovers, ARC*
3. Approve August 9, 2012 Meeting Summary *Chair*

PLANNING

4. Transit Governance Legal Review Findings *Cain Williamson, ARC*
5. Concept 3 Update (action in November) *Regan Hammond, ARC*
6. Rural & Human Services Transportation (RHST) Report *David Cassell, GRTA/GDC*
7. Other Business
PLAN 2040 Update Schedule

A 10-minute period for public comments is designated at the beginning of each regular RTC meeting. Each commenter must sign a Request to Speak card before 1:30 PM on the meeting date. Each speaker will be limited to two minutes. If the comment period expires before all citizens have an opportunity to address the Committee, citizens will be invited to provide their comments in writing.

ARC COMMITTEE MEETING FOLLOW-UP

REGIONAL TRANSIT COMMITTEE

October 11, 2012 Meeting Notes

Voting Members Present:

Commissioner BJ Mathis
Mayor Bucky Johnson
Commissioner Buzz Ahrens
Commissioner Charlotte Nash
Mr. Fred Daniels
Commissioner Richard Oden
Mr. Sonny Deriso
Mr. Tad Leithead
Commissioner Tim Lee

Voting Members Absent:

Mayor Kasim Reed, Chair
Chief Executive Officer Burrell Ellis
Commissioner John Eaves
Commissioner Tom Worthan

Non-Voting Members Present:

Dr. Beverly Scott
Mr. Doug Hooker
Commissioner Eddie Freeman
Commissioner Eldrin Bell
Ms. Jannine Miller

Non-Voting Members Absent:

Commissioner Bill Chappell
Mr. Brandon Beach
Commissioner Clarence Brown
Commissioner Daniel Yearwood
Commissioner David Austin
Mr. Doug Tollett
Commissioner Herb Frady
Commissioner Jim Boff
Commissioner Kathy Morgan
Commissioner Keith Golden
Commissioner Kevin Little
Ms. Lara O'Connor Hodgson
Ms. Pam Sessions
Commissioner Rodney Brooks
Mr. Toby Carr
Commissioner Tom Oliver



GENERAL

1. Welcome and Chairman's Comments

Commissioner Tim Lee called the meeting to order and welcomed attendees.

2. Public Comment Period

No public comment was offered.

3. Approval of August 9, 2012 Meeting Summary

The meeting summary for August 9, 2012 was approved unanimously.

PLANNING

4. Transit Governance Legal Review Findings

Cain Williamson, ARC, summarized a handout of the legal review that was included in the committee meeting packet. He provided the background and context of the review including the adopted RTC Regional Transit Governance Concept Legislation of January 2011. He explained that RTC staff had been directed to undertake a legal review of ARC's powers and authorities in the context of regional transit governance.

Next, Williamson presented the three major findings of the review which were: 1) that without a statutory change, ARC, of its own volition, can only do what it is doing now; 2) that ARC cannot own transportation capital assets and; 3) that ARC is capable of additional work if it is done under contract with its local governments and that this work would be limited to the 10-county metropolitan planning and development commission area.

Dr. Beverly Scott, MARTA, asked if there was a backup piece for the review. Williamson responded that there were three documents which he would provide. Commissioner Lee stated that staff was performing the work that RTC had requested and asked the committee if staff should continue this work. No one from the committee objected. Tad Leithead, ARC, asked if ARC could act as the regional transit governance entity through a series of intergovernmental agreements. Williamson responded that ARC could not act as that entity in and of itself however ARC could operate the system under request and guidance of the local governments. Leithead then asked if the function would be the same even if ARC would not be considered the regional transit governance entity and Williamson responded in the affirmative. Gordon Burkette, DeKalb County, asked what the next logical steps were. Williamson responded that ARC was not yet prepared to make any declarations however there would be a series of one on one conversation with RTC members and that there were opportunities for coordinating Human Service Transportation and helping to provide supporting infrastructure.

5. Concept 3 Update (action in November)

Regan Hammond, ARC, presented a first read for the draft issue summary and resolution for a technical update to Concept 3. She stated that the original plan was to bring it to RTC earlier in the year however it had been put on hold so as not to create more confusion during the Regional Transportation Referendum. She stated that RTC would be asked to take action on the update at



the next meeting in November. She stated that the plan was adopted by the Transit Planning Board, the predecessor to RTC, in 2008 and there had not been an update since then. She stated that since that time there had been numerous planning studies by local governments and transit operators that continued to refine the universe of projects. She stated that this update would ensure that the latest planning work was being reflected and that project costs were updated based on local experience and national numbers.

In addition, Hammond stated the update would serve as input to the PLAN 2040 update which will be done by the end of 2013. She stated that there are several corridors that are entering or underway with environmental review for the NEPA process. Hammond showed highlights of the proposed changes to Concept 3. She stated that much of the changes reflected the great work being done in the Atlanta region. She then showed a revised Concept 3 vision map and gave an overview of the updated total vision cost. She showed that the overall capital costs had increased by 10% and the overall operations and maintenance had decreased by 27%. She then went into further detail by major modal categories which were included in the packet.

Dr. Scott asked what assumptions had been made for vehicles and maintenance and if the updated costs were using a standardized cost or something more specific. Hammond responded that for the I-20 East project the costs had been taken from the locally preferred alternative and for the other heavy rail segments standardized costs had been used.

Hammond stated that the next steps were for RTC to take action at their November meeting and then forward it on to TCC, TAQC and the Board for consideration to be included into the PLAN 2040 update.

Dr. Scott stated that the operating assumptions needed to be clearly specified with regards to the existing system so that there were no disconnects between MARTA and other operators. Hammond stated that she could provide how those costs had been developed. Leithead asked if staff had provided total change in cost for capital and operations and maintenance. Hammond responded yes and that it was in the packet. Eldrin Bell, Clayton County, asked if a deeper level of detail for the projects was available and Hammond responded in the affirmative.

6. Rural & Human Services Transportation (RHST) Report

David Cassell, GRTA, provided an overview of the Rural and Human Service Transportation (RHST) report in the role as the Governor's Development Council (GDC). He stated that the TIA legislation established the RHST Committee, which is focused on coordination and efficiency efforts. He stated that the committee was asked to report annually on:

- RHST funding programs
- Methods to share, combine and consolidate resources/programs in order to reduce costs
- Current state of coordination
- Technology deployment
- Federal funding limitations
- HST program interaction with public transit
- Cost sharing opportunities
- Additional ways to reduce costs.



Cassell then provided an overview of Georgia's total operating costs which were \$136 million annually and overseen by three agencies: GDOT, DHS and DCH of which DCH was the largest. He stated that state and local funds were being used to leverage federal funds. He stated that a 64% increase in funding would be needed by 2030 to satisfy the expected increase in RHST demand. He then provided the 2012 annual reports key findings:

- Successful coordination takes place in GA
- Inefficiencies exist in Georgia's RHST network
- Cost efficiencies were greater in more coordinated areas
- Greater cost efficiencies were possible through resource bundling
- Georgia has room for additional resource bundling
- Quality data was needed to better assess and manage resources
- No entity or person was identified as responsible for implementing the recommendations

He then presented a slide that showed coordination had worked and stretched the dollar in their case studies. He stated that they had wanted to project how much money could be saved, but that it was not possible due to the nature of data sets. He provided the key 2012 report recommendations:

- Identify a preferred alternative to implement resource bundling by June 2013
- Improve data reporting and analysis to better manage the RHST system
- Establish a state mobility manager to implement recommendations and add coordination expertise

Jannine Miller, GRTA, gave thanks to Cassell for presenting and also to the plethora of agencies that came together for the effort. She stated that it was a long term effort and these were major changes to implement while keeping in compliance with federal regulations. She stated that they would report out every year.

Dr. Scott stated that this effort should be mirrored at the regional level taking into consideration para-transit. Williamson stated that ARC had already embarked on this through efforts such as Laura Keyes' work in the Aging Services Division and the hiring of a mobility manager for the region to implement a one-click system.

Bell stated that availability of data was crucial to the effort and he urged that the financial and demand challenges were not going to go away in particular with regards to the rapidly expanding senior population.

Williamson added that one reason there was good federal data is that data reporting is tied to funding. Cassell added that they had developed a performance measurement framework and were working to get the agreements with the three agencies that collect the data.

7. Other Business

PLAN 2040 Update Schedule

Jane Hayse, ARC, provided a PLAN 2040 update summary. She called attention to the fact that the update will incorporate the revised Concept 3 plan as much as possible in the financially constrained plan.



Paperless Meetings & Potential Changes in Meeting Times

Williamson stated that Chairman Tom Worthan had floated the idea of paperless meetings that morning during the TAQC meeting and some polling would be done for feedback. He also stated that there was interest in moving TAQC and RTC meeting times so that the committees were held back to back in the morning as opposed to spread out over the day.

Leithead added his support to restructuring. He added that at the Board work session they were instructed to come back with a recommendation on changes to board and committee day in November. He expressed that there should be an agency wide decision on paperless meetings. He encouraged everyone to submit their suggestions and thoughts. Sonny Deriso, GRTA, , Fred Daniels, MARTA, and Bucky Johnson, City of Norcross/MAMA, stated their respective organizations had all gone to a paperless meetings format and it was working well.

Leithead asked Deriso how they handled the fact that not everyone had the proper technology. Deriso replied that they all had the proper technology and if someone didn't, they could still print the materials and bring them to the meeting. He also stated that some materials such as financial matters were still provided in a paper format.

Bell asked Laura Keys to speak to the importance of HST planning. She spoke on some of the coordination efforts being done to create community based transportation choices. She stated that these efforts had primarily been through the JARC and New Freedom funding as well as through vouchers.

Handouts

- October 11, 2012 RTC Agenda
- August 9, 2012 RTC Meeting Summary
- Handout: Regional Transit Governance Legal Review Findings
- Presentation: Concept 3 Technical Update
- Presentation: Rural & Human Services Transportation (RHST) Report



PROPOSED AGENDA



Regional Transit Committee (RTC) *Kasim Reed, Chair*

Thursday, November 15, 2012
1:30 p.m.
ARC Amphitheater, Level C

GENERAL

1. Welcome *Kasim Reed, Chair*
2. Public Comment Period ⁱ *Judy Dovers, ARC*
3. Approve August 9, 2012 Meeting Summary *Chair*

PLANNING

4. Concept 3 Update (Action Item) *Regan Hammond, ARC*
5. Connect Cobb: Northwest Transit Corridor Locally Preferred Alternative (LPA) *Faye DiMassimo, Cobb County DOT*
6. Coordinated Humans Services Transportation (HST) Limited Plan Update *Kenyata Smiley, ARC*

¹A 10-minute period for public comments is designated at the beginning of each regular RTC meeting. Each commenter must sign a Request to Speak card before 1:30 PM on the meeting date. Each speaker will be limited to two minutes. If the comment period expires before all citizens have an opportunity to address the Committee, citizens will be invited to provide their comments in writing. .



DATE: 11.15.12

ISSUE SUMMARY: **CONCEPT 3 TECHNICAL UPDATE**

FROM: Kasim Reed, *Chair*, Regional Transit Committee

IMPORTANCE:

Background:

Concept 3 is the Atlanta region's official long-range transit vision. It was developed through a collaborative, multi-year effort led by the Transit Planning Board, a predecessor to today's Regional Transit Committee (RTC).

- In December 2008, ARC adopted Concept 3 and directed that long-range regional Aspirations Plan be amended to incorporate Concept 3 as the transit component.
- In July 2011, ARC adopted PLAN 2040 which included Concept 3 as the transit component of the Aspirations Plan.

As part of RTC's 2011 work program, staff was directed to update the Concept 3 project list to reflect the most recent planning work conducted by local jurisdictions and transit operators since Concept 3 was first adopted in 2008. This included updating existing project scopes and costs, adding newly identified projects, and removing projects that were no longer desired.

Action:

RTC will adopt a technical update to Concept 3, which includes a revised project list and map, and will forward this list through the Atlanta metropolitan transportation planning process (i.e., TCC, TAQC, and the ARC Board) for consideration in future updates to the regional transportation plan. . ARC is currently targeting an update to the PLAN 2040 RTP/TIP in 2013.

ACTION REQUIRED: RTC approval on 11/15

**A RESOLUTION BY THE REGIONAL TRANSIT COMMITTEE
ADOPTING A TECHNICAL UPDATE TO THE
CONCEPT 3 REGIONAL TRANSIT VISION**

WHEREAS, the Atlanta Regional Commission as the Metropolitan Planning Organization for metropolitan Atlanta adopted the Transit Planning Board's Concept 3 regional transit vision in December 2008; and

WHEREAS, Concept 3 was incorporated into PLAN 2040 as the transit component of the Aspirations Plan; and

WHEREAS, PLAN 2040 was adopted by the Atlanta Regional Commission in July 2011; and

WHEREAS, in 2011 the Regional Transit Committee directed staff to conduct a technical update to Concept 3 to reflect the latest planning assumptions for transit projects in the Atlanta region since Concept 3 was first adopted in 2008; and

WHEREAS, ARC staff, officials and representatives of its local jurisdictional members provided input into the technical update to reflect the latest planning assumptions, project scopes, and costs.

NOW, THEREFORE, BE IT RESOLVED that the Regional Transit Committee adopts the technical update to Concept 3 regional transit vision and forwards it to the Atlanta Regional Commission as the Metropolitan Planning Organization for the Atlanta region for their consideration in updates to PLAN 2040 and future Regional Transportation Plans.

ARC COMMITTEE MEETING FOLLOW-UP

REGIONAL TRANSIT COMMITTEE

November 15, 2012 Meeting Notes

Voting Members Present:

Commissioner BJ Mathis
Mayor Bucky Johnson
Commissioner Buzz Ahrens
Commissioner Charlotte Nash
Mr. Sonny Deriso
Mr. Tad Leithead
Commissioner Tim Lee

Voting Members Absent:

Mayor Kasim Reed, Chair
Chief Executive Officer Burrell Ellis
Commissioner John Eaves
Commissioner Tom Worthan
Mr. Fred Daniels
Commissioner Richard Oden

Non-Voting Members Present:

Dr. Beverly Scott
Mr. Doug Hooker
Commissioner Eddie Freeman
Mr. Brandon Beach
Ms. Jannine Miller

Non-Voting Members Absent:

Commissioner Bill Chappell
Commissioner Clarence Brown
Commissioner Daniel Yearwood
Commissioner David Austin
Mr. Doug Tollett
Commissioner Herb Frady
Commissioner Jim Boff
Commissioner Kathy Morgan
Commissioner Keith Golden
Commissioner Kevin Little
Ms. Lara O'Connor Hodgson
Ms. Pam Sessions
Commissioner Rodney Brooks
Mr. Toby Carr
Commissioner Tom Oliver
Commissioner Eldrin Bell



GENERAL

1. Welcome and Chairman's Comments

Commissioner Tim Lee called the meeting to order and welcomed attendees.

2. Public Comment Period

No public comment was offered.

3. Approval of October 11, 2012 Meeting Summary

The meeting summary for October 11, 2012 was approved unanimously.

PLANNING

4. Concept 3 Update

Cain Williamson presented the Concept 3 update adoption resolution and responded to the committee's request for more detail on the projects by directing them to project specifics included in their packets. He stated that if the resolution was adopted, the updated plan would be forwarded to the MPO for consideration in the PLAN 2040 update. Leithead moved to adopt the resolution and Ahrens seconded it. The motion passed unanimously.

5. Connect Cobb: Northwest Transit Corridor Locally Preferred Alternative (LPA)

Faye DiMassimo, Cobb County DOT, introduced the consultant on the project, Jim Croy, and gave a presentation on the Connect Cobb project. The presentation served as a general update and it stepped through the alternatives analysis that led to the locally preferred alternative. She stated that they were working on an Environmental Assessment that began in August. She showed a map of the corridor and provided the background for the project including past planning studies that had consistently shown that the corridor was a worthwhile investment. She detailed the project's significant public involvement and outreach and mentioned that the four cities in the corridor as well as Cumberland CID and Kennesaw State University (KSU) contributed funding. She stated that they had performed two opinion polls including some post-TIA questions in the second one.

Croy walked the Committee through the Tier I and Tier II process explaining that they took seven alternatives from Tier I through to Tier II and five alternatives came out of Tier II. He showed the committee the 5 potential alignments as well as modes and explained the matrix used to determine the LPA. He went on to describe the LPA which included two components: an express bus alignment on I-75 and an Arterial Bus Rapid Transit alignment on US 41. He stated that they believed they had achieved the objectives of the project. He showed a table of the potential economic impacts concluding that the LPA had positive impacts. He concluded by presenting a summary of the financial plan and potential funding sources.

DiMassimo returned and explained that this was a new type of project for the Atlanta area which explained why they had compared ridership to other regions such as Charlotte and Phoenix as well as roadway projects. She stated the travel times would be very competitive with that of a



single occupancy vehicle traveler. She stated that the project is included in the Concept 3 update. She finished by stating that they have started the NEPA process which would include refinement of ridership and travel time forecasting and she anticipates to complete that process within the next 18-24 months.

6. Coordinated Human Services Transportation

Kenyata Smiley, ARC, provided a briefing on the coordinated Human Services Transportation Plan limited update. She stated the purposes of the update was to incorporate the goals, objectives and principals from PLAN 2040 and other regional and statewide initiatives as well as to incorporate the regional priorities for the fiscal year 2012 JARC and New Freedom call for projects. She presented maps to display the gaps in the periphery between these transit and para-transit services and Equitable Target Areas. She also presented maps that showed the location of where low wage workers live and where low wage paying jobs were which also illustrated transit gaps in the periphery of the region. Then she shared the results of the On-Board Transit Survey including age, income distribution and other activities. She spoke about the plan update's connection to the Statewide HST Plan which called for more coordination. She stated that the recent call for 2012 JARC and New Freedom had closed and that proposals were under review. She stated that as the committee moves forward as a planning body, they need to consider these populations.

7. Other Business

Tim Lee indicated that some of the next items were not on the agenda. He stated that he wanted to recognize Eddie Freeman, BJ Mathis, Eldrin Bell and others for their service. He also stated that there were a number of proclamations to present at this time. Proclamations honoring Dr. Beverly Scott for her contributions to the region were presented and read from the City of Atlanta, Tad Leithead, Fulton County and DeKalb County. Dr. Scott accepted the various proclamations and thanked the committee. She stated that it had been a tremendous pleasure and honor working in the region and that the region would enjoy working with Keith Parker moving forward.

Smiley announced an award that was given to ARC from the Center for Pan Asian Community Services for ARC's outstanding contributions to improving mobility and access for the Georgia Immigrants and Refugees in DeKalb County.

Mayor Bucky Johnson of Norcross emphasized that we cannot let the topic of transit governance slip off the agenda for the 2013 legislative session.

Handouts

- November 15, 2012 RTC Agenda
- October 11, 2012 RTC Meeting Summary
- Handout: Issue Summary-Concept 3 Technical Update
- Resolution adopting a technical update to the Concept 3 Regional Transit Vision
- Handout: Concept 3 project list and map
- Presentation: Connect Cobb: Northwest Transit Corridor LPA
- Presentation: Coordinated Human Services Transportation Limited Plan Update

