

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

November 10, 2011 Meeting Notes

Voting Members Present:

Mayor Kasim Reed, Chair
Mayor Mike Bodker
Commissioner Tim Lee
Commissioner Charlotte Nash
Commissioner Eddie Freeman
Mr. Tad Leithead
Mr. Jim Durrett

Voting Members Absent:

Mr. Brandon Beach
Commissioner Buzz Ahrens
Commissioner John Eaves
Chief Executive Officer Burrell Ellis
Commissioner Kathryn Morgan
Commissioner Richard Oden
Mr. Todd Long
Mr. Sonny Deriso

Non-Voting Members Present:

Mr. Emerson Bryan
Ms. Jannine Miller
Dr. Beverly Scott
Mr. Doug Tollett

Non-Voting Members Absent:

Commissioner David Austin
Commissioner Rodney Brooks
Commissioner Clarence Brown
Commissioner Bill Chappell
Commissioner Eldrin Bell
Commissioner Herb Frady
Ms. Lara O'Connor Hodgson
Commissioner Kevin Little
Commissioner BJ Mathis
Commissioner Tom Oliver
Ms. Pam Sessions
Commissioner Vance Smith
Commissioner Brian Tam
Commissioner Tom Worthan
Commissioner Daniel Yearwood
Mr. Emerson Bryan

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 September 15 Meeting Summary

No quorum present.

PLANNING

4. REGIONAL Transit Fare Considerations

Dr. Beverly Scott, MARTA, and Peter Benjamin gave a presentation on regional transit fare considerations that are being looked at by MARTA and the region. Dr. Scott began by noting that currently the region works together on fare issues as a loose confederation of partners and that the Breeze system that has grown out of that confederation will soon reach the end of its useful life. Fare technology in the transit industry is moving quickly. Regionally, we are going to have to make some important decisions, particularly around regional fare policy, which does not currently exist in a formal, codified way. There are four key areas to consider when looking at regional fare policy – financial, technology, equity, and customer acceptance.

Peter Benjamin then indicated that there is considerable interest in the Atlanta region to look at different fare options, including Variable-Based Fares (VBF). He described VBF as users paying different fares based on variables defined by a particular transit agency or governing body. These variables could include distance, time of day, service quality, user classification, fare medium, etc. There is potential to change multiple variables to increase return and increase quality service. Going from fixed fare to VBF is not the same as a fare increase as the average distance trip should cost the same as the fixed fare rate. All of these issues are policy decisions and have implications. Captive riders (non-choice) are a major component of ridership in the Atlanta region and equity implications must be considered. Very few transit systems in U.S. have VBF. If this region goes this direction, it would be unusual. Those that do have VBF, started that way and did not switch over. There is no national data on how switching has impacted ridership or the quality of service since no one has done that before. If the objective is to increase revenue through VBF, that can't be proven now. If VBF is what the Atlanta region wants to do, we would need to move to a fully integrated system that doesn't recognize different operators in terms of fare.

VBF requires various things to implement – hardware, software, end of useful life for current technology, annual fare collection cost, etc. There are new fare collection approaches being explored by major systems around the country. The Breeze card system we have now is becoming dated. Currently value is put on a card, but the new direction is to link to credit cards (similar to buying regular items). Washington DC is doing this now. More and more banks are using national standards in communications protocol to allow for this and increase seamlessness. This type of technology makes it much easier for occasional riders. There are two systems now – proprietary (such as Breeze) that doesn't meet national standard and is “closed” or there is open architecture with open payment (like DC). Major metros are in process of making this shift.

Dr. Scott then stated that sharing this information and beginning a dialogue at the regional level is a responsibility felt by MARTA. This dialogue will take policy level involvement to ensure that this is not staff driven and to ensure future regional transit coordination.

Doug Tollett asked if there is a fee charged by the credit card companies to integrate with transit fare collection. Benjamin said that the volume determines the fee and that the transit agencies are grouping together to approach the credit card companies as a group to negotiate. Tollett also asked if implementation of an open system, like VBF, could be paid for through that fee. Yes, but that's a regional policy decision and would be part of negotiations with the banks.

Cain Williamson then stated that these types of questions can be answered as part of work program for RTC in 2012. Dr. Scott noted that the region spends approximately \$16 million annually to maintain existing fare collection system (both back house and to pay service).

Mike Bodker asked what the impact of a credit card based system would on those who cannot get a credit card? Benjamin said that there are options for pre-paid cards also.

5. Regional Fleet & Facilities Analysis

Regan Hammond provided the committee with an update on the Regional Fleet & Facilities Analysis that has been underway for about a year and is nearing completion. This work is being conducted as part of RTC's 2011 work program. The purpose of this analysis is to inventory existing transit fleet and facility resources in the region, identify opportunities for increased collaboration, cost-saving, and reduce duplication, and to help guide future transit fleet and facility resource investment decisions by providing a toolkit of regional strategies. The analysis was centered around interviews with 13 regional transit providers. Early products of the analysis included individual agency profiles for each operator interviewed, a fleet and facilities database that is being integrated with the regional transit data warehouse, and significant mapping.

Early findings include:

- most agencies in the region purchase their service,
- funding comes from a variety of sources,
- the region's fleet is large and varied,
- there are a number of existing day-to-day examples of coordination among regional operators
- transit services are provided individually by a large number of operators,
- recruitment and training of operations and maintenance staff is a large challenge,
- private contracts for operations are generally procured individually,
- the region has a large fleet size compared to the services provided;
- the region has been successful at implementing transit "start-ups", but creating a sustainable model has been a challenge for the region due to several factors such as a large expanding region, jurisdictional boundaries, funding mandates for some, and lack of dedicated funding for others.

Hammond underscored the fact that there is no one size fits all solution for better coordination on transit fleet and facilities, but this analysis has provided a toolkit of potential strategies. These recommendations may not apply to every organization. They are focused on four main areas:

- Inter-agency collaboration
- Consolidation of passenger information
- Coordination of transit operations
- Strategic inter-agency contracting

Hammond then gave an overview of example strategies within each of the four main areas that could be pursued further via the 2012 RTC work program. In some cases, some of the strategies are already being looked at or implemented within the region. Staff will be consulting and coordinating with the region's operators to identify which regional strategies to further pursue for implementation via the 2012 RTC work program and bring that recommendation to RTC in early 2012.

Jim Durrett, MARTA, asked if the single paratransit call center is on the regional referendum list. Hammond replied that it is. Durrett also asked if this inventory including looking at the public school system bus fleets and if it would make sense to look at public transit integration with school systems. Hammond replied that public transit fleet and facilities was the focus of this analysis and that public schools fleet was not included.

Dr. Scott asked whether there is a plan to look at taking this analysis to another level to work with the TIA projects. Hammond said that as RTC prioritizes which strategies to focus on implementation that the efforts could be coordinated with TIA funding projects and programs.

Charlotte Nash, Gwinnett County, asked if the Transit Operators Subcommittee (TOS) was serving as the advisory committee for this analysis. Hammond replied that, yes, they are and that staff has also coordinated with the Service Coordination Committee (SCC) and the Transportation Coordinating Committee (TCC). Nash also asked what the process was to gather information on express service coordination. Hammond replied that information was gathered through the interview process with each of the operators and they were given the opportunity to provide comment on specific strategies. Nash then asked about the relationship between the Breeze card and fare integration and the coming obsolescence of the system. Cain Williamson answered that an interim step might be to have one regional fare product under the Breeze system before migrating to new fare collection technology.

Jannine Miller, GRTA, indicated that they would like to make sure their coming comments on the analysis are integrated into the final report. She also stated that this analysis' recommended strategies lack compelling numbers that would move the region and partners to action. Williamson responded that this analysis was a first step to identify potential strategies and that further analysis and study via the 2012 RTC work program would be required on the prioritized strategies to bring those numbers to the table.

Gordon Burkette, DeKalb County, asked whether the issue of a large fleet size was a good or bad thing. Hammond said that it isn't necessarily a good or bad thing, but presents an opportunity to maximize efficiency of what we have today and as new vehicles are purchased in the future.

Tim Lee, Cobb County, asked how this links with the work of the Transit Governance Task Force. Williamson noted that this was a good transition to the next agenda item.

6. Transit Governance Task Force Update

Cain Williamson gave an update on the progress of the Task Force noting that he and Tad Leithead testified to the Task Force on November 9th. Williamson noted that the letter that Mayor Reed submitted to the Task Force regarding RTC concept transit governance legislation was included in the packets. The Task Force appreciated the specific recommendations provided by ARC and RTC and they asked good questions. Leithead added that the Task Force was aggressively seeking input and took ARC's comments to heart. One of the key points made was that transit governance in the region needs to include majority representation from the local level. Williamson added that the work RTC is currently doing will serve as a foundation of work that the future transit governance body can use and build upon to compel collaboration and enforce decision made through power of the purse.

Lee asked if this type of coordination impacts EMA plans (NUOSI). Reed responded that it didn't directly, but connectivity and evacuation are areas of coordination. EMA plan is based on what we have now and it can be measured against work of the RTC.

7. Monthly RTC Staff Report

Regan Hammond provided the committee with a brief update on the status of tasks included in the 2011 work program. As noted earlier in the meeting, the Regional Fleet & Facilities Analysis work is wrapping up and staff is receiving final comments from stakeholders. The report will be finalized by the end of 2011 and a first read of an adopting resolution will be brought before RTC in January. The update of Concept 3 continues and staff is working to cross check previous work against the latest information that came out of the TIA project list development. Staff will be scheduling meetings with transit stakeholders in the coming months to review the updates made and RTC will be asked to take action in early 2012. Production work on the regional Transit Data Warehouse and associated system map continues and will be finalized by the end of 2011 with a roll out for use by the region in early 2012. A demo of the latest iteration of that data warehouse was conducted with transit data stakeholders on November 8th and their comments are being incorporated.

Also, MOAs for participation as a voting member of RTC in 2012 were sent out to each jurisdiction/agency in October. Staff has received official confirmation from Henry County that they will be a voting member and several other jurisdictions have the agreement in process now. Hammond reminded the committee that the due date for receipt of those agreements is December 16th. Following receipt of the MOA, ARC will send out an invoice for the dues owed.


8. Other Business

Mayor Reed noted that there will be not RTC meeting in December and wished everyone happy holidays.

There being no further business, the meeting was adjourned.

Handouts

- November 10, 2011 RTC Agenda
- September 15, 2011 RTC Meeting Summary
- Presentation: REGIONAL Transit Fare Considerations
- Presentation: Regional Fleet & Facilities Analysis
- 11.09.11 Letter Regarding RTC/ARC Testimony to the Transit Governance Task Force

 Atlanta BeltLine

Atlanta BeltLine

RTC Briefing


Agenda

- City Regional Transportation Referendum Projects
- Transit Implementation Strategy Update

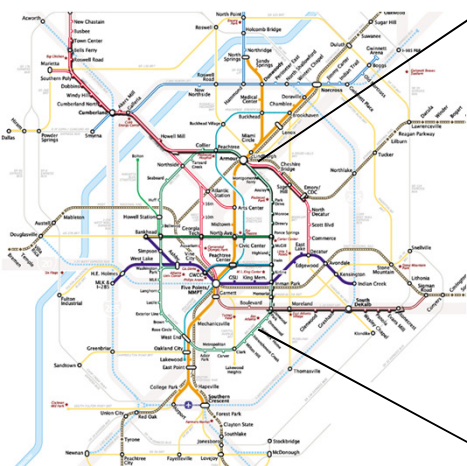
January 11, 2012

1


Regional Transportation Referendum Projects
Builds on Regionally & Locally-adopted Transit Plans

 Atlanta BeltLine

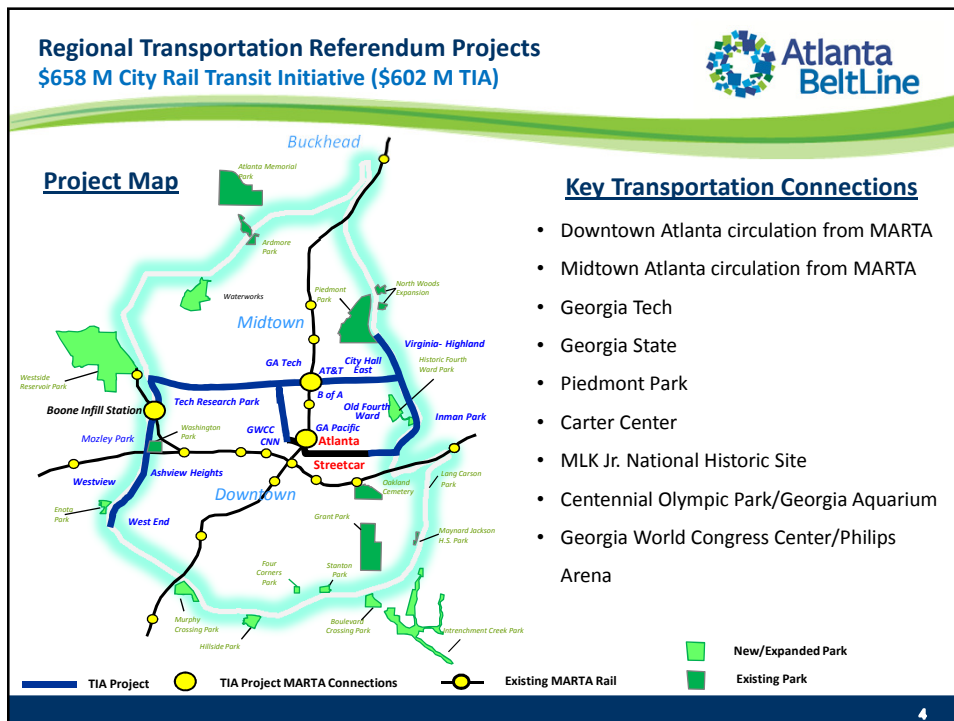
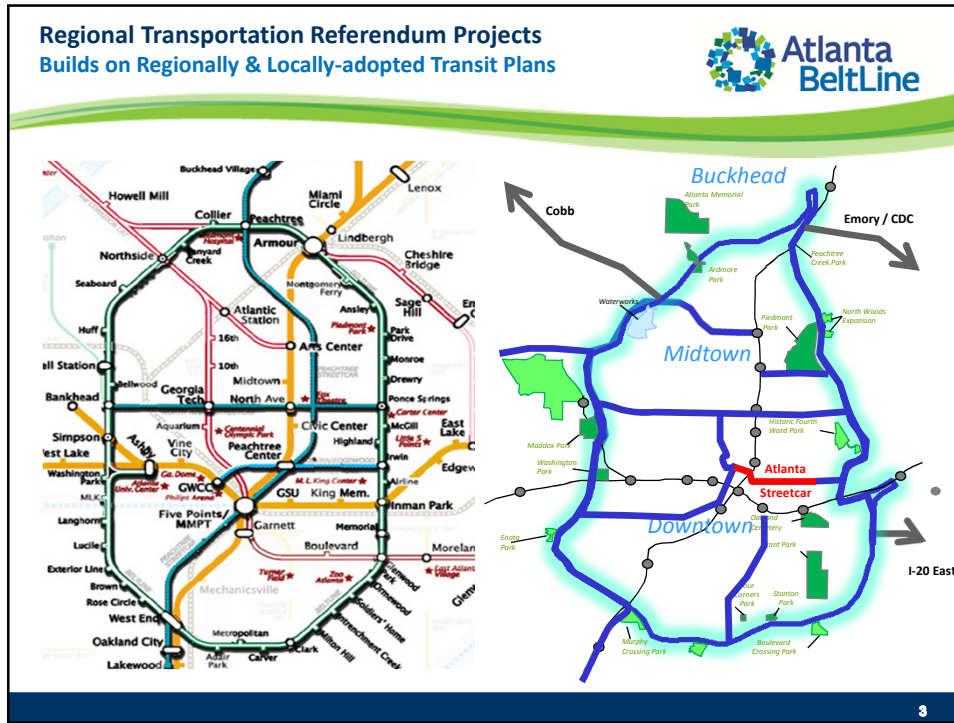
Concept 3




Central City of Atlanta Enlargement



2





**Atlanta
BeltLine**

Agenda

- Regional Transportation Referendum Projects
- Transit Implementation Strategy Update

5



**Atlanta
BeltLine**


Purpose of Transit Implementation Strategy (TIS)

- Integrate network of high-quality transit connecting City neighborhoods, employment and activity centers
- Develop a high-level implementation plan for transit projects identified in the Connect Atlanta Plan
- Identify “high-priority” or “near-term” projects to implement in the 2012 – 2022 time frame
- Provide detailed project management and financial plans for Regional Transportation Referendum projects



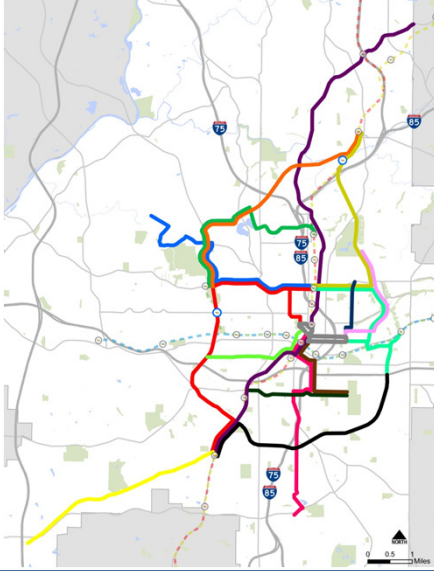
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Transit Implementation Strategy
Summary of Near Term Candidate Segments




Recap of Corridor Refinement Process

1. Concept corridors identified
2. Concept corridors evaluated
3. Corridors analyzed by segment
4. Information gained from corridor evaluation, segment analysis, and public input result in definition of **Segments** for detailed analysis



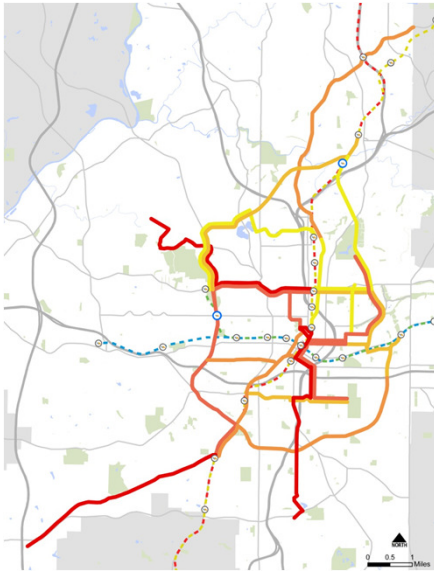
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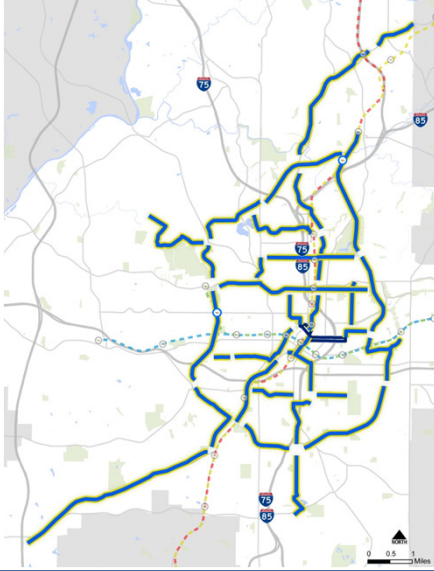
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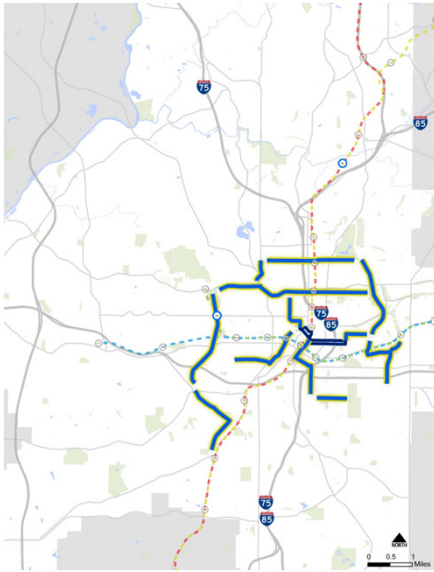
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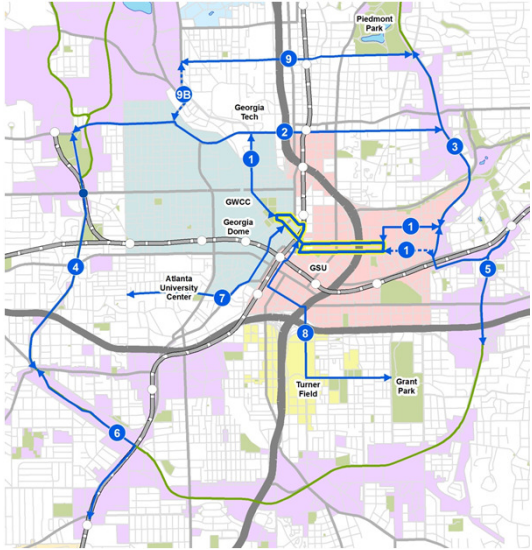
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Transit Implementation Strategy
Summary of Segments for Detailed Analysis

Segments for Detailed Analysis

1. Luckie / Irwin
2. North Ave / Hollowell
3. Eastside - Piedmont Park
4. Southwest – RDA
5. Southwest – Oakland City
6. Eastside – Glenwood Park
7. Fair Street
8. Pryor Road / Capital Avenue / Georgia Ave
9. 10th Street
(As an alternative to #2 North Avenue)





11

Transit Implementation Strategy
Next Steps

- Finish Analyzing Segments
- Prioritize Projects
- Complete Community Engagement
 - *Winter 2012 Citywide Update*
- Develop Public Review Draft
- City of Atlanta Review, Approval and Adoption Process

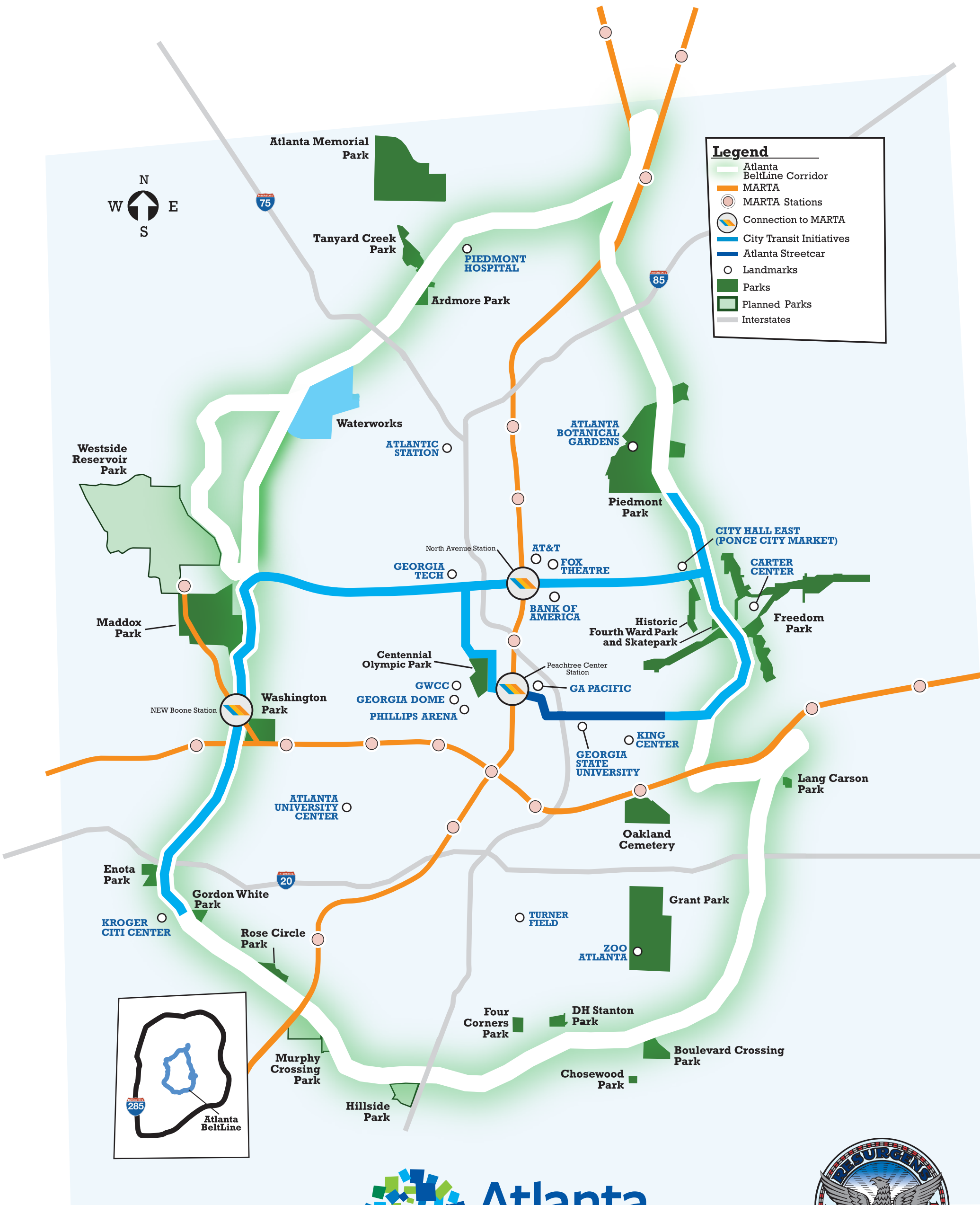






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City of Atlanta Transit Project on Transportation Investment Act



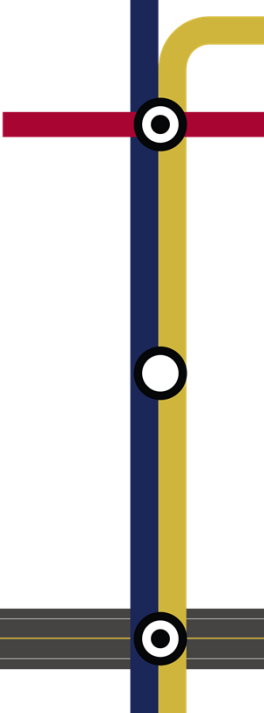
Legend

- Atlanta BeltLine Corridor
- MARTA
- MARTA Stations
- Connection to MARTA
- City Transit Initiatives
- Atlanta Streetcar
- Landmarks
- Parks
- Planned Parks
- Interstates



**Atlanta
BeltLine**






Open Transit Data: Opportunities for Agency Innovation

January 12, 2012

Regional Transit Committee
Atlanta Regional Commission

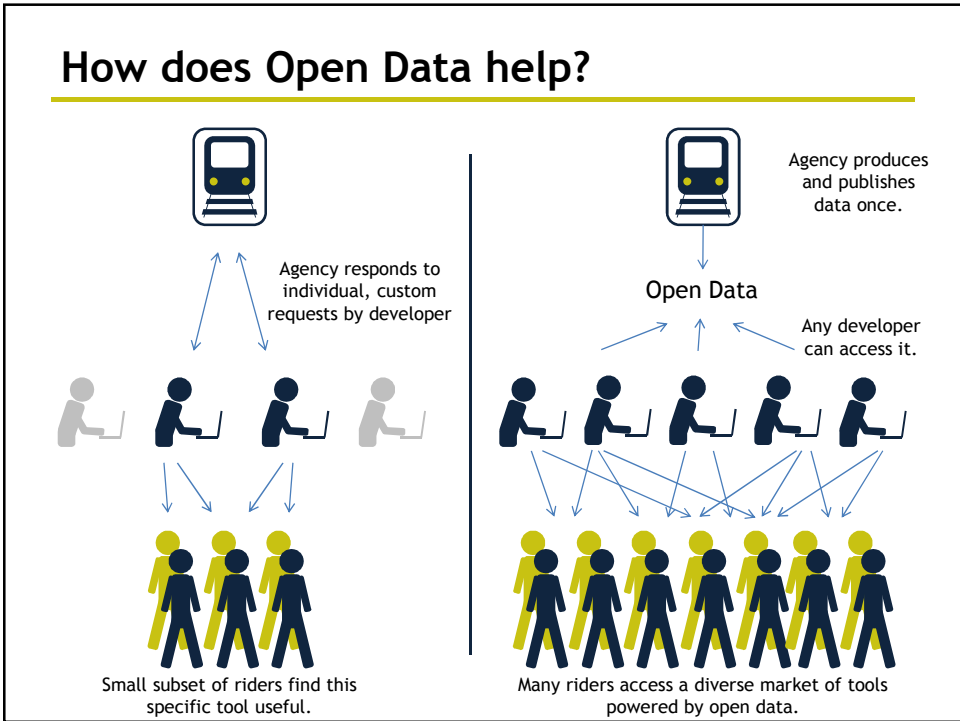
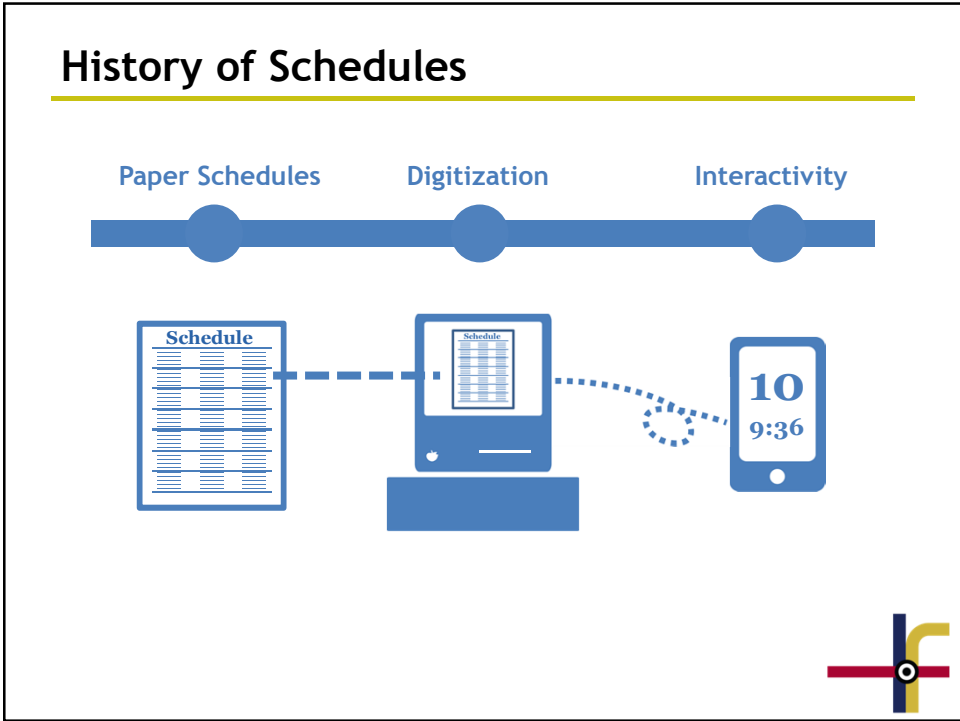
Georgia Institute of Technology
City and Regional Planning | Civil Engineering

Lauren Pessoa, Landon Reed
Jacob Tzegaegebe, James Wong, Bin Yan

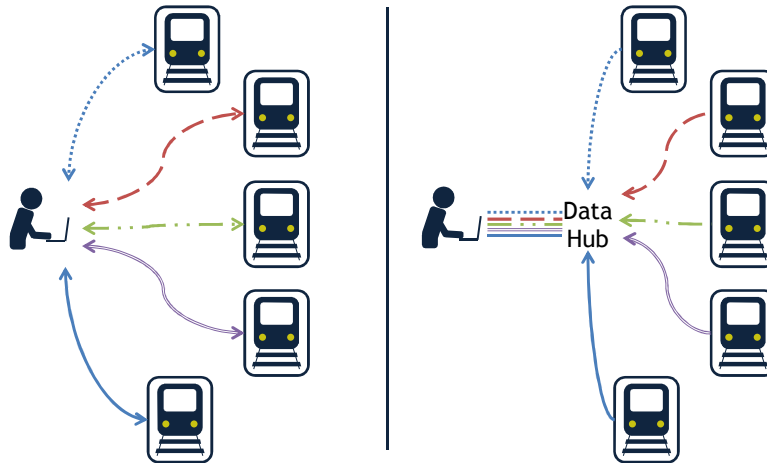
Topics Covered

- What is Open Data?
- What kind of applications can be created?
- What should we consider as a region moving forward?



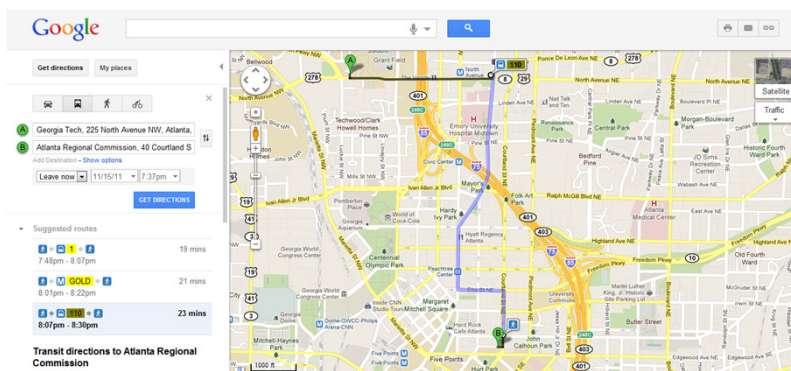


Developer Perspective



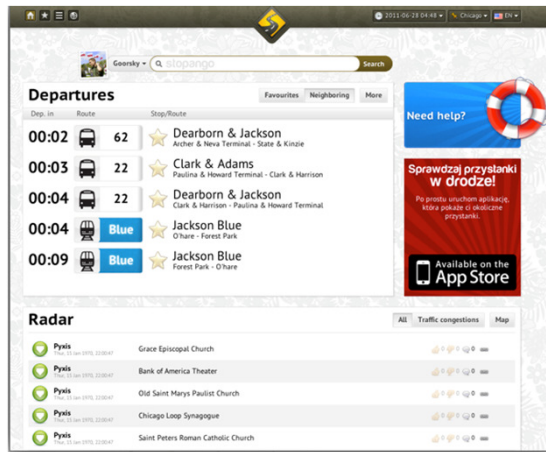
More than Google Transit

- Sharing transit data with Google allows Atlanta to show up on Google Transit.



City-Go-Round

- App hub for agencies with open data
- Hundreds of innovative applications



Apps Need Open Data

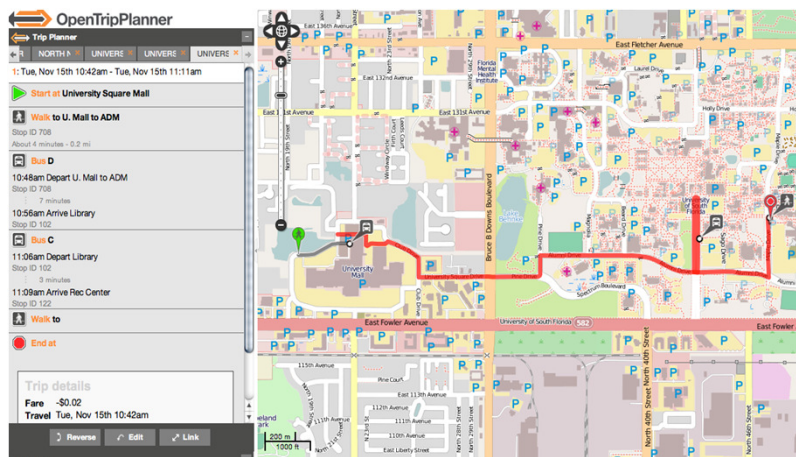
- Largest transit agencies with no open data:
- 1 **Metropolitan Atlanta Rapid Transit Authority**
Dr. Beverly Scott (General Manager/CEO)
 - 2 **City of Phoenix Public Transit Department dba Valley Metro**
Ms. Debbie Cotton (Public Transit Director)
 - 3 **City of Detroit Department of Transportation**
Ms. Lovett Williams (Interim Director)
 - 4 **Washington State Ferries**
Mr. David Moseley (Assistant Secretary, Ferry Division)
 - 5 **Central Florida Regional Transportation Authority**
Ms. Linda Watson (Executive Director)
 - 6 **Department of Transportation and Public Works**
Engr. Ruben Hernandez-Gregorat (Secretary)
 - 7 **Southwest Ohio Regional Transit Authority**
Ms. Marilyn Shazor (Chief Executive Officer/General Manager)
 - 8 **Charlotte Area Transit System**
Mr. John Muth (Interim Chief Executive Officer)
 - 9 **Snohomish County Public Transportation Benefit Area Corporation**
Ms. Joyce Eleanor (Chief Executive Officer)
 - 10 **South Florida Regional Transportation Authority**
Mr. Joseph Gulletti (Executive Director)
- Transit agency? [How to get off this list](#)

Thank You!

To the 219 transit agencies who provide open data.

www.citygoround.org

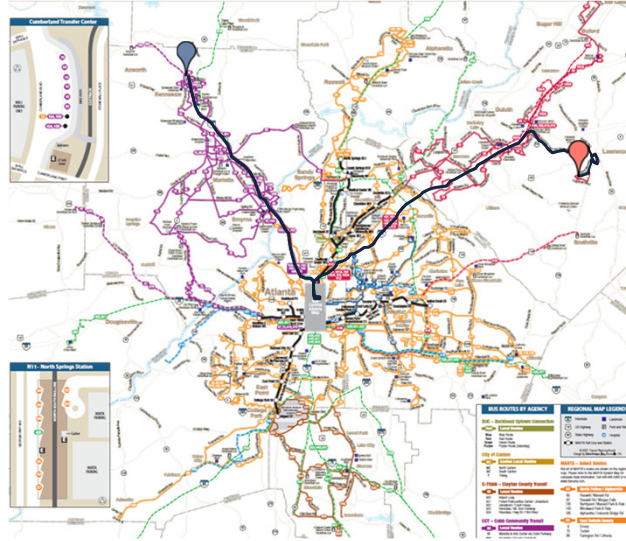
OpenTripPlanner



<http://www.opentripplanner.com>

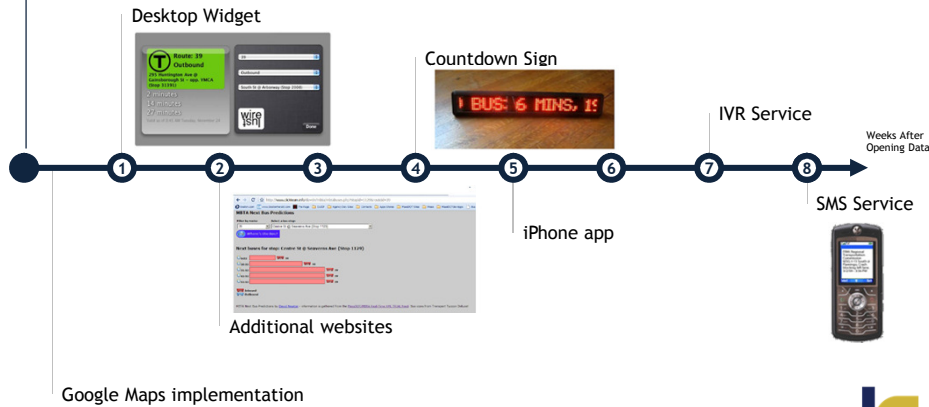


Connects Atlanta's Transit



Fast Paced Innovation

- Agency Releases Real Time Data



Equitable Information Access

Encompasses Diverse Personal Technologies



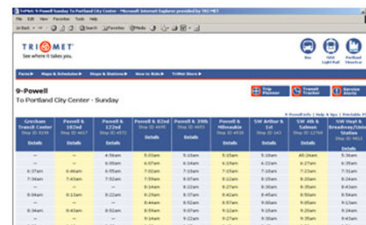
Considers All Abilities/ADA Access



Direct Agency Benefits

- TimeTablePublisher
 - An application that runs exclusively on schedule data
 - Produces print-quality schedules for all routes, directions
 - Creates web-ready formats for agencies too
 - No cost to the agency
 - One of many open source tools

9-Powell										
Sunday										To Portland City Center
Portland City Center (Stop ID 1000)	Portland & 102nd (Stop ID 1017)	Portland & 122nd (Stop ID 1027)	Portland & 142nd (Stop ID 1037)	Portland & 162nd (Stop ID 1047)	Portland & 182nd (Stop ID 1057)	Portland & 202nd (Stop ID 1067)	Portland & 222nd (Stop ID 1077)	Portland & 242nd (Stop ID 1087)	Portland & 262nd (Stop ID 1097)	Portland & 282nd (Stop ID 1107)
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---	---	---	10:44	10:52	10:57	11:00	11:05	11:13	11:17	11:22
10:31	10:41	10:51	10:59	11:07	11:12	11:15	11:20	11:28	11:32	11:37



<http://code.google.com/p/timetablepublisher/>

Development Cost Scenarios

- Multiple Platforms: BART Experience
 - Deployed apps for multiple devices
 - Too costly to keep up with evolving technologies



- Custom Solution: **goroo**
 - Multimodal trip planner
 - Only works in Chicago
 - Costs >\$4,000,000 to public



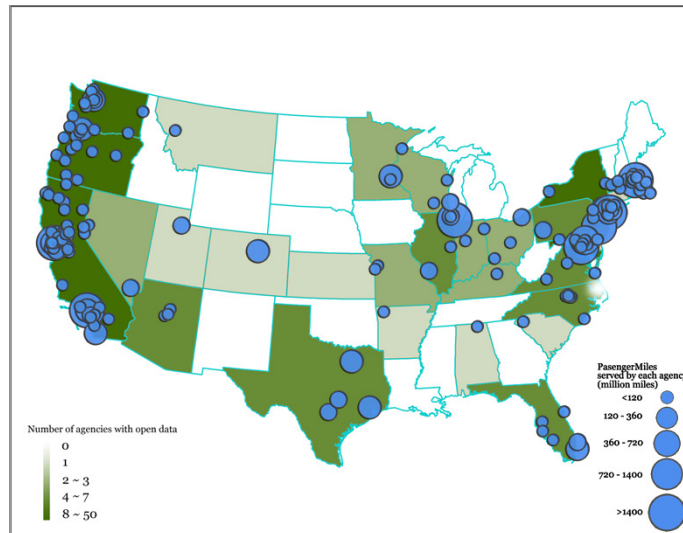
- Open Source: OpenTripPlanner
 - Deployed in Portland
 - Transferrable to other cities



Source: Biernbaum, Rainville, Spiro. Multimodal Trip Planner System Final Evaluation report (2011)



Where is Georgia in the Open Data trend?



Peer Examples



In M.T.A. App Contest, Many Buttons Worth Pushing

By JOSHUA BRUSTEN

HOW do you create public-service software? Run a contest.

In recent years, city governments have increasingly used that model to spur software developers to build apps they do not have the budget or brainpower to create themselves. Public agencies put data online and offer cash prizes. Developers write code. The resulting apps help guide residents through city government, or around the city. New York, with its wealth of data sets and developers, has taken to this enthusiastically with its iApps competition, currently in Version 3.0.

Now it is the Metropolitan Transportation Authority's turn. Last year, the authority posted information about train and agency performance, escalator status, turnstile traffic on the subways, bridge and tunnel plaza traffic, and more, then invited app developers to do what they could with it. The ensuing contest, called the M.T.A. App Quest, spawned 42 projects competing for \$15,000 in cash prizes. The entries include apps for every major mobile platform (yes, even BlackBerry and Windows Mobile), e-mail services and Web sites. A panel of judges will pick most of the winners, but there are two popular choice awards. Public voting closes on Wednesday.

The authority probably wouldn't have dreamed up TrainSmoker, designed to tell riders on Metro-North and the Long Island Rail Road where they can legally smoke and how much time they have to do so between trains, but its niche market may appreciate it. Likewise, Brooklyn or Penn tells Long Island Rail Road riders whether they will get home faster by going to Atlantic Terminal or Pennsylvania Station.

Carrying the most votes so far is NYC Station Finder, an iPhone app that allows a user to hold up a phone and see the closest subway station, identified by line and how far away it is. The augmented reality feature, something that many apps do badly, works well. The part of the app that gives subway directions is not ideal, however. There is no map to view, and you can't type in an address. Instead, you have to know by name which two stations you plan to travel between.



Important Considerations

- Agencies can express legal concerns through usage agreements
- Open data should be accurate and up-to-date
- Open data initiatives are low in cost and their usage can be easily tracked
- Strong leadership and staff-level champions lead to successful deployments



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.



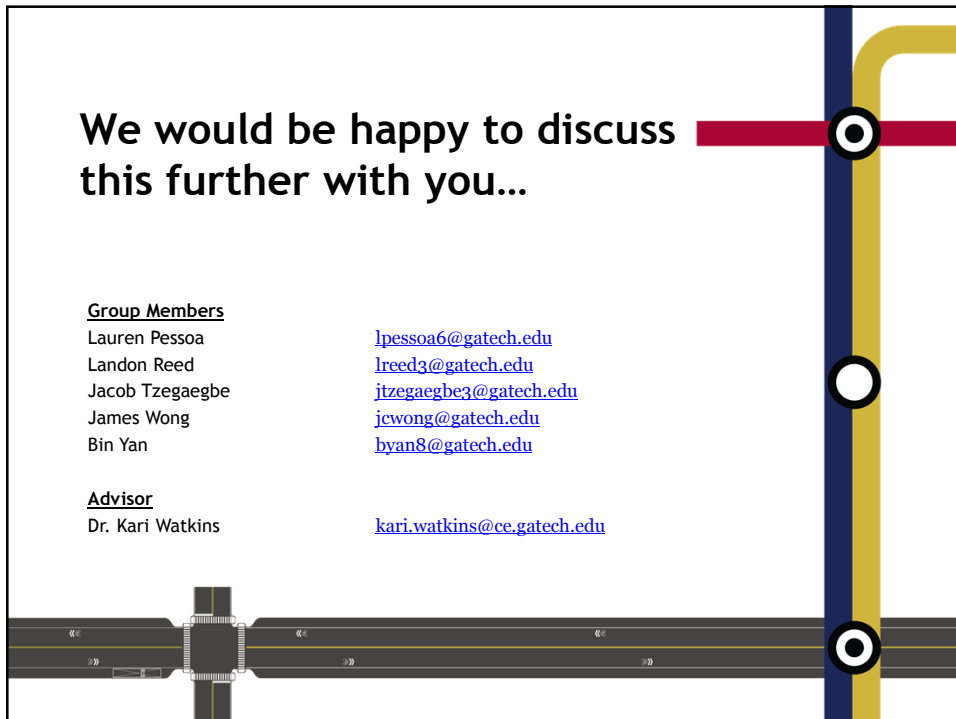
We would be happy to discuss this further with you...

Group Members

Lauren Pessoa	lpessoa6@gatech.edu
Landon Reed	lreed3@gatech.edu
Jacob Tzegaegbe	jtzegaegbe3@gatech.edu
James Wong	jcwong@gatech.edu
Bin Yan	bvan8@gatech.edu

Advisor

Dr. Kari Watkins	kari.watkins@ce.gatech.edu
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Open Data for Transit Agencies

What is Open Data?

Open Data means that an agency or government entity provides information from its system in a public location so that any person or organization can use it. It is most effective when it makes use of a common standard, such as the General Transit Feed Specification (GTFS).

- Transit agencies can provide stop locations, schedule and routes, real-time vehicle locations and other related information to the public.
- Varying levels of “openness” exist with different legal agreements. The fewer restrictions, the more innovation will occur by the app developer community.
- Public entities provide data from their systems in a common, useful format on which app developers will innovate to fill market needs.
- Many apps are already built and ready to work with minimal developer work once an agency opens data for its use.

Why use Open Data?

- **Customer Service** – overall ability to better serve riders with better information.
- **Increased Information Access to Transit System** – appeals to an increasingly tech savvy population of existing *and potential* riders.
- **Fosters Innovation and Diverse Applications** – software and web developers will fill unique market needs by creating original and state-of-the-art applications for the traveling public.
- **Interconnected Regional System** – creates the potential for information sharing among agencies and better connectivity of the systems from the riders’ perspective.
- **Agency Transparency** – increasing transparency improves trust and perception of the agency in the public eye.

Challenges to Consider

- Once released, agencies must commit to maintain up-to-date and accurate data.
- Agencies produce varying levels of legal agreements for data access that vary widely in length and detail.
- Staff support is needed with some basic technical background and an understanding of scheduling for your agency.
- A supportive administrative environment and an agency champion are necessary for success.
- Data must be well maintained during high periods of construction and planned diversions.

Developer Outreach

App developers reach a customer base of current and potential transit riders.

Agencies that enable successful apps with open data directly serve their own riders.

Developers play a critical role in the success of an open data initiative. These are individuals, organizations and companies who will generate new, innovative apps running on an agency's open data. Different levels of commitment to the development community exist for transit agencies.

Low Commitment

- Provide GTFS feed to an open location through ARC and/or GTFS Data Exchange.
- Maintain and post up-to-date schedule data.
- Ensure accuracy on an ongoing basis.



Moderate Commitment

- Provide GTFS feed to an open location through ARC and/or GTFS Data Exchange.
- Maintain and post up-to-date schedule data.
- Ensure accuracy on an ongoing basis.
- Notify community of updates using RSS or e-mail groups.
- Highlight successful apps on agency website.
- Monitor and engage in discussions with a developer e-mail group.



Active Engagement

- Provide GTFS feed to an open location through ARC and/or GTFS Data Exchange.
- Maintain and post up-to-date schedule data.
- Ensure accuracy on an ongoing basis.
- Notify community of updates using RSS or e-mail groups.
- Highlight successful apps on agency website.
- Monitor and engage in discussions with a developer e-mail group.
- Actively contribute and plan developer forums/hackathons.
- Consider providing small incentives to developers for app competitions.
- Collaborate with developers for future features and dataset availability.



2012 RTC Membership as of January 12, 2012

Jurisdiction/Agency	2011 Status	2012 Status	Notes
ARC	Voting	Voting	Board Chair serves as voting member; Exec. Director serves as non-voting member
City of Atlanta	Voting	Voting	Mayor also serves as RTC Chair
Barrow County	Non-Voting	TBD	No response at this time
Bartow County	Non-Voting	TBD	No response at this time
Carroll County	Non-Voting	TBD	No response at this time
Cherokee County	Voting	Voting	
Clayton County	Non-Voting	Non-Voting	
Cobb County	Voting	Voting	
Coweta County	Non-Voting	Non-Voting	
DeKalb County	Voting	Voting	
Douglas County	Non-Voting	Voting	New voting member in 2012
Fayette County	Non-Voting	TBD	BOC will take action on 1/12/12
Forsyth County	Non-Voting	TBD	No response at this time
Fulton County	Voting	Voting	
GDOT	Voting	TBD	In 2011, the Planning Director served as voting member and Commissioner as non-voting member
GRTA	Voting	Voting	Board Chair serves as voting member; Exec. Director serves as non-voting member
Gwinnett County	Voting	Voting	
Governor's Representative	Non-Voting	Non-Voting	2011 representatives included Lara O'Connor Hodgson, Pam Sessions, and Doug Tollett
Hall County	Non-Voting	TBD	No response at this time
Henry County	Non-Voting	Voting	New voting member in 2012
MARTA	Voting	Voting	Board Chair serves as voting member; GM serves as non-voting member
Metro Atlanta Mayors Association	Voting	TBD	No response at this time
Newton County	Voting	TBD	No response at this time
Paulding County	Non-Voting	Non-Voting	
Rockdale County	Voting	Voting	
Spalding County	Voting	Non-Voting	
State Transportation Board	Voting	TBD	Voting membership contingent on GDOT - if GDOT serves as voting member, then STB will also be voting member
Walton County	Non-Voting	TBD	No response at this time
	TOTAL VOTING - 15	TOTAL VOTING - 12	



2424 Piedmont Rd. N.E.
Atlanta, GA 30324-3330
404-848-5000

December 8, 2011

Mr. Douglas R. Hooker, Executive Director
Atlanta Regional Commission
40 Courtland Street NE
Atlanta, GA 30303

RE: Regional Coordination for Paratransit Services

Dear Doug:

Let me start by wishing you congratulations on your selection as ARC's Executive Director. I am excited about our region's future and feel confident you will be a leader for us to accomplish a strong and effective regional direction.

Thus I am writing to ask for ARC's assistance in advancing regional coordination on paratransit services as a top priority for the RTC agenda and work program. This has been a long standing issue in our region. The general lack of coordination in the region for paratransit services seriously impacts some of our most vulnerable residents and the absence of an equitable, cost sharing method of handling fares across jurisdictions means that many trips are longer and more costly for our customers. The average cost for each paratransit trip is expensive and the demand continues to grow as our regional population ages.

I think we all agree that making the most of available regional mobility resources in a coordinated manner has great potential to help us meet the demand and provide the service more cost effectively. This cannot be accomplished without a regional approach and solution. We believe the regional forum provided by RTC is the most appropriate venue to address the overall issue of regional paratransit coordination and ask that this important item be included as a priority in the RTC 2012-2013 work program.

Thanks you for your consideration. Please do not hesitate to let me know what MARTA can do to facilitate this effort.

Sincerely,

A handwritten signature in black ink that reads "Beverly A. Scot". The signature is written in a cursive, slightly slanted style.

Beverly A. Scot, Ph.D.
General Manager/ CEO

cc: MARTA Board of Directors

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

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

STATUS

The Governor's Task Force on Transit Governance released its final report. Clearly the Taskforce has spent a lot of time considering options and this process has taken us another step toward an effective transit governance structure for the metro region. The Atlanta Regional Commission staff has had an opportunity to review the report and the draft legislation proposed by the Task Force. A comparison between the RTC's adopted principles and the proposed legislation shows that changes would be needed to provide what the RTC believes it needs.

NEXT STEPS

There is great opportunity to make significant improvements in the region's transit system throughout 2012, including notable advances both before and after the July referendum. Staff recommends a multi-prong course that employs legislative as well as operational tools to improve transit for the end user.

- I. Work with the Governor's staff and the legislature to move forward a transit governance bill that is consistent with the RTC's three core principles:
 - 1) Local control
 - 2) Jurisdictional participation defined as those who directly support transit services
 - 3) Proportional representation based on a jurisdiction's population and financial contribution to the region's transit system
 - 4) Unified decision-making that will be able to plan, finance, build, own, operate and maintain (or contract for) cross-jurisdictional transit infrastructure and service.

Legislation can be pursued either through:

- Changes to the Taskforce's proposed legislation
- Formal proposal of the RTC approved draft legislation

- II. Direct RTC staff to review the adopted 2012 RTC work program and, if necessary, revise it to place greater emphasis on identifying projects and tasks that continue to lay the foundation for a more effective and efficient regional transit system.

Tasks could include, but not be limited to: regional fare policy and tighter integration of fare collection systems and procedures, prioritizing the use of federal funds in the TIP for transit, establishing a regional performance monitoring process, creating a regional transit route trip planner, develop one set of priorities for federal funding requests

- III. Eliminate, through legislation this session, elements of the MARTA act that will prevent the implementation of the TIA project list:
 - Extend MARTA's rail contracting provisions to the full 10 counties
 - Eliminate the 50/50 budgeting restriction



***Xpress* Downtown Rerouting**

Regional Transit Committee

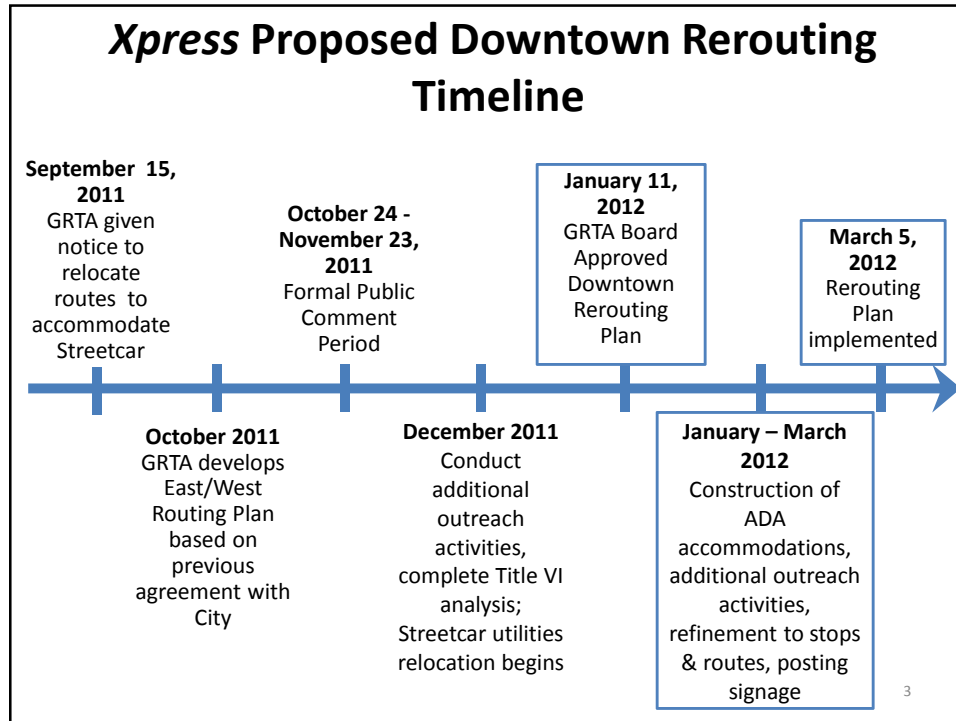
February 9, 2012

1

***Xpress* Proposed Atlanta Downtown Rerouting**

- | | |
|-----------|--|
| 2003-2004 | Original <i>Xpress</i> routings developed, request from Central Atlanta Progress (CAP) and City of Atlanta to limit routing on Peachtree Street in Downtown Atlanta considered and implemented |
| 2009 | Facilitated through ARC and TPB/TIB/RTC, agreement reached to reroute <i>Xpress</i> from Peachtree Street to newly constructed contraflow lanes beginning in September 2012. Estimated cost: \$4 million |
| 2011 | Atlanta receives federal grant for first phase of Streetcar, requests schedule to move <i>Xpress</i> off Peachtree be advanced. Two-thirds of all <i>Xpress</i> service affected. |

2




Xpress Proposed Atlanta Downtown Rerouting

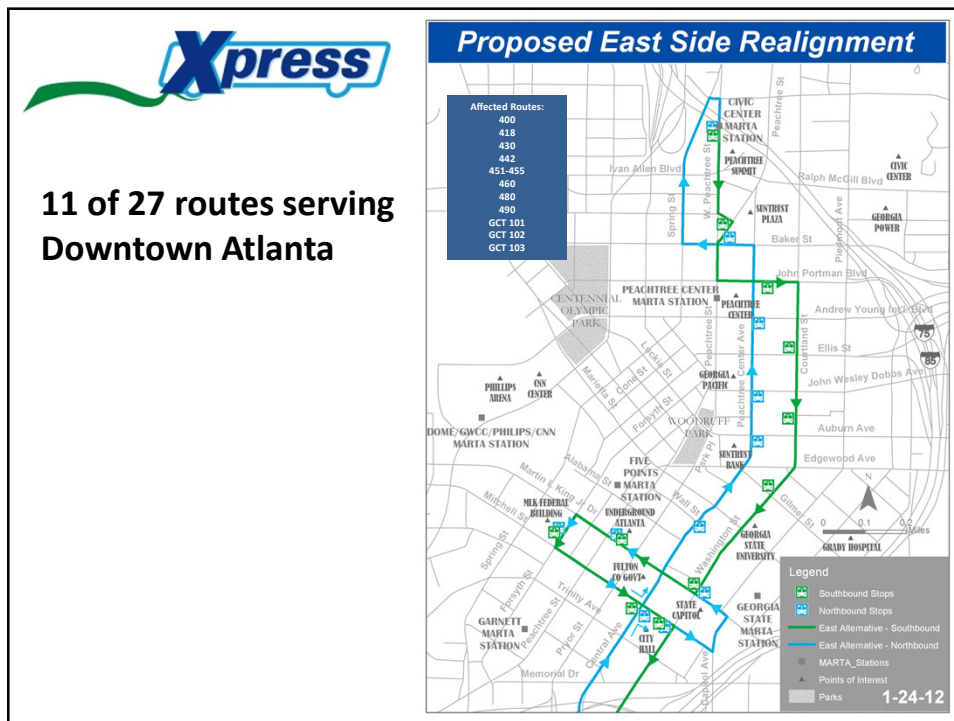
GRTA’s Methodology for newly proposed routes:

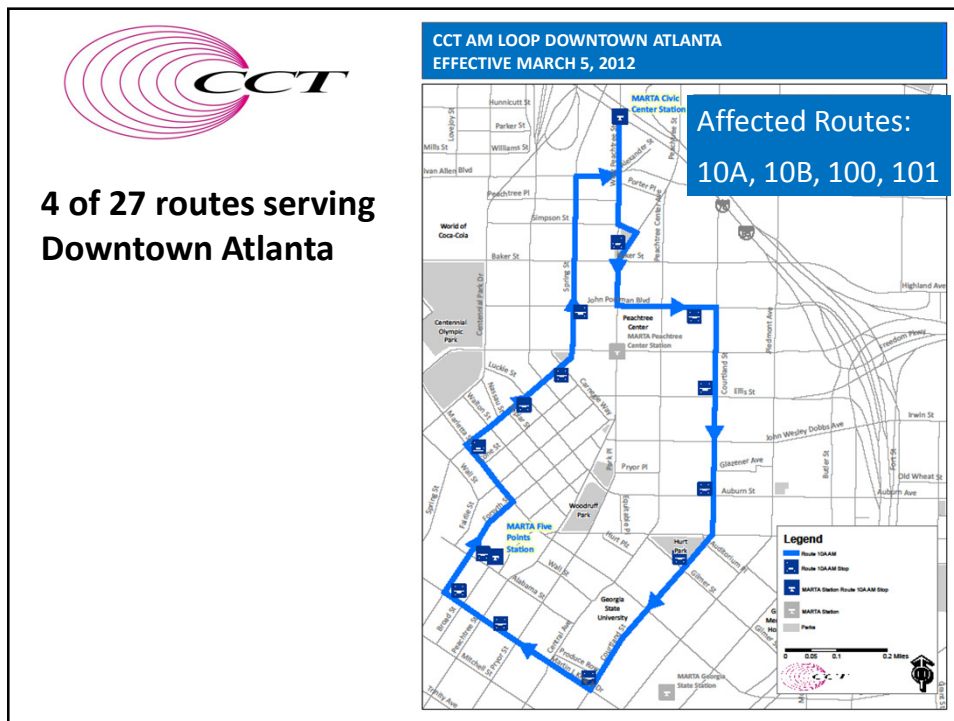
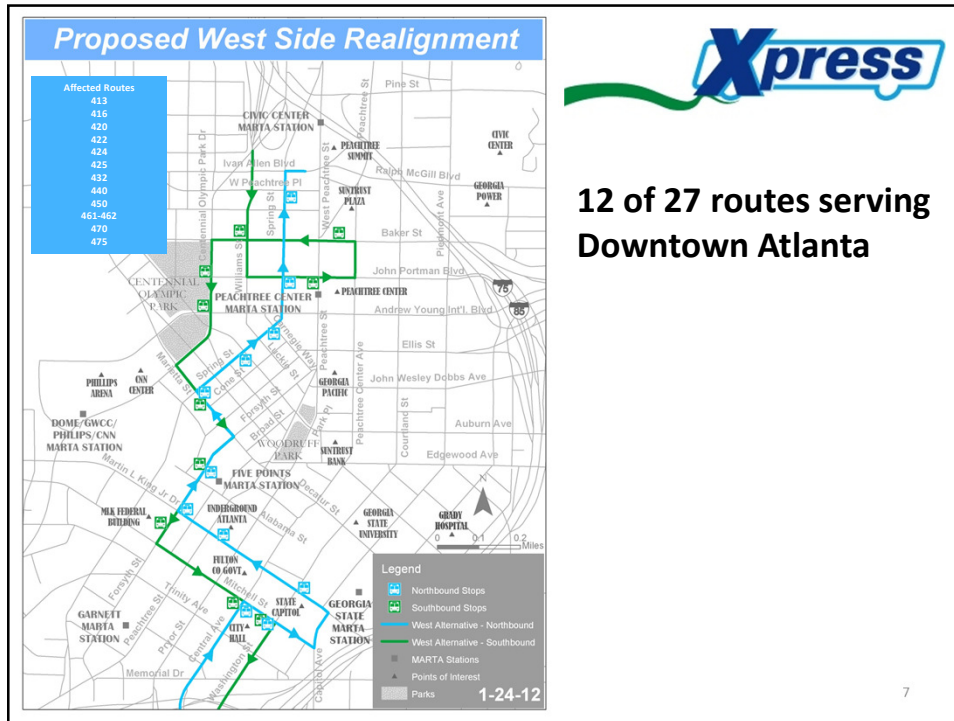
- Reduce potential conflicts with Atlanta Streetcar/Further limit travel on Peachtree Street
- Reduce bus congestion at MARTA Stations
- Provide service to Civic Center MARTA using Midtown routes when available
- Maintain ADA compliance
- Avoid/Mitigate potential Title VI issues
- Balance routes between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

4



27 ROUTES SERVING DOWNTOWN ATLANTA			
CCT	GCT	Xpress	
10A	101	400	440
10B	102	413	442
100	103	416	450
101		418	451-455
		420	460
		422	461-462
		424	470-47 (CCT)
		425	475 (CCT)
		430	480 (CCT)
		432	490






CCT PM LOOP DOWNTOWN ATLANTA
EFFECTIVE MARCH 5, 2012

Affected Routes:
10A, 10B, 100, 101

Legend

- Route 10A PM Stop
- Route 10B PM Stop
- MARTA Station Route 10A PM Stop
- MARTA Station
- Park





**4 of 27 routes serving
Downtown Atlanta**


9

12"

BUS

Routes picking up here weekday afternoons:

 <p>100 470 101 475 102 477 480</p>	 <p>101 412 102 418 103</p>
--	---



400 420 430 450 460
413 422 432 455 462
416 424 440
425 442

(404) 463-4782

XpressGA.com

STOP ID: 0000

10

Questions?

11

marta | METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY

ATLANTA STREETCAR



Bus Service Detours

February 9, 2012
Atlanta Regional Commission
Regional Transit Committee

georgiatrainsconnector.org




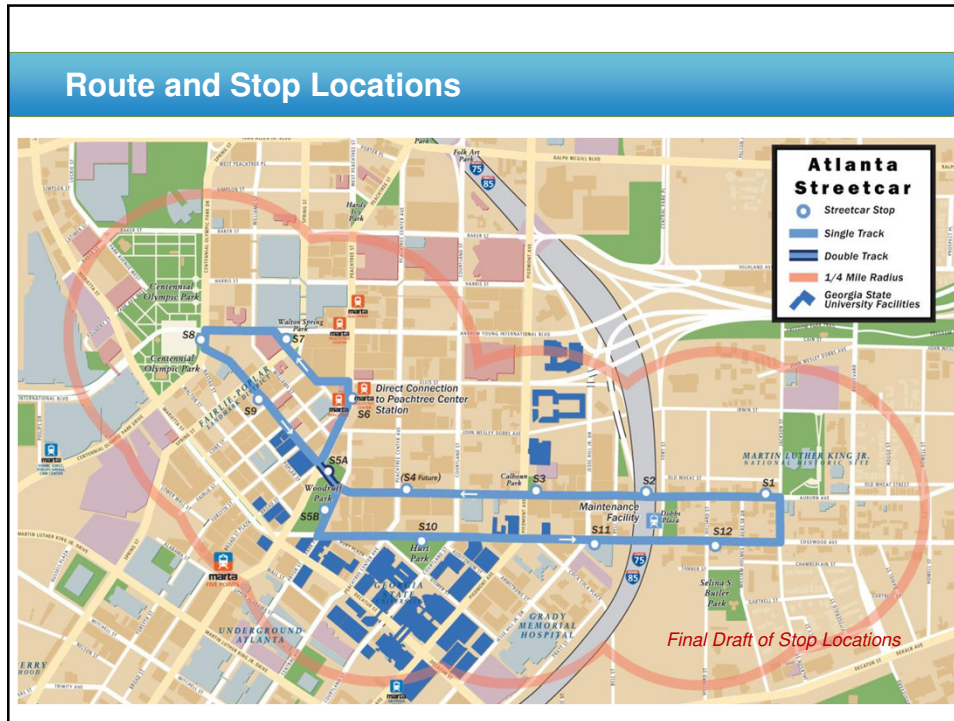
Project Characteristics

- Modern streetcar operating in-street with vehicular traffic
- 2.7 track miles
- 12 stops
- 4 vehicles
- 9.9-minute one-way running time
- 1.31 miles one-way
- 15-minute frequency
- Free transfer to/from MARTA rail at Peachtree Center station
- Free transfer to/from MARTA, GRTA, CCT & GCT buses
- Breeze* smartcard fare collection system using MARTA fare policy
- Design-build model for project construction

Proposed Operating Schedule


Weekday: 5:00 a.m. to 11:00 p.m. (18 hours)
Saturday: 8:30 a.m. to 11:00 p.m. (14.5 hours)
Sunday: 9:00 a.m. to 10:30 p.m. (13.5 hours)






Anticipated Construction Impacts

- Bus service detours
- Utility relocation construction (road and lane closures)
- Track construction
 - Shallow slab method to minimize disruption
 - Road and lane closures
 - 250 feet/week on average
- Overhead contact system
 - Poles approx. every 100 feet
 - Stringing span and contact wires
- Stops
 - Platforms on streets/sidewalk
 - Fare collections equipment installation
- Traffic signal interruptions





MARTA Bus Service

- Key guiding principles for relocating bus service:
 - Safety
 - One-time detour to avoid customer confusion
 - Bus service *on* the streetcar alignment detoured, bus service that *crosses* the alignment remains
 - Minimize impacts to travel patterns, transfers, customers
 - Bus service to return to original routing upon substantial completion of Atlanta Streetcar construction (3Q 2013)

- Notification from City of Atlanta to Utilities to begin work on October 4, 2011

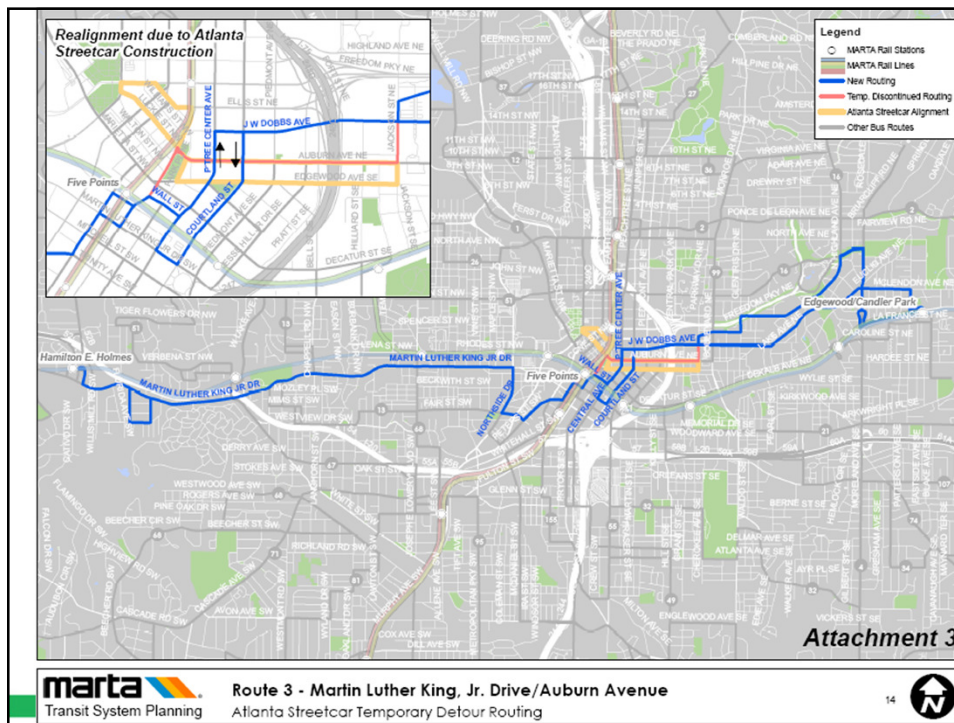
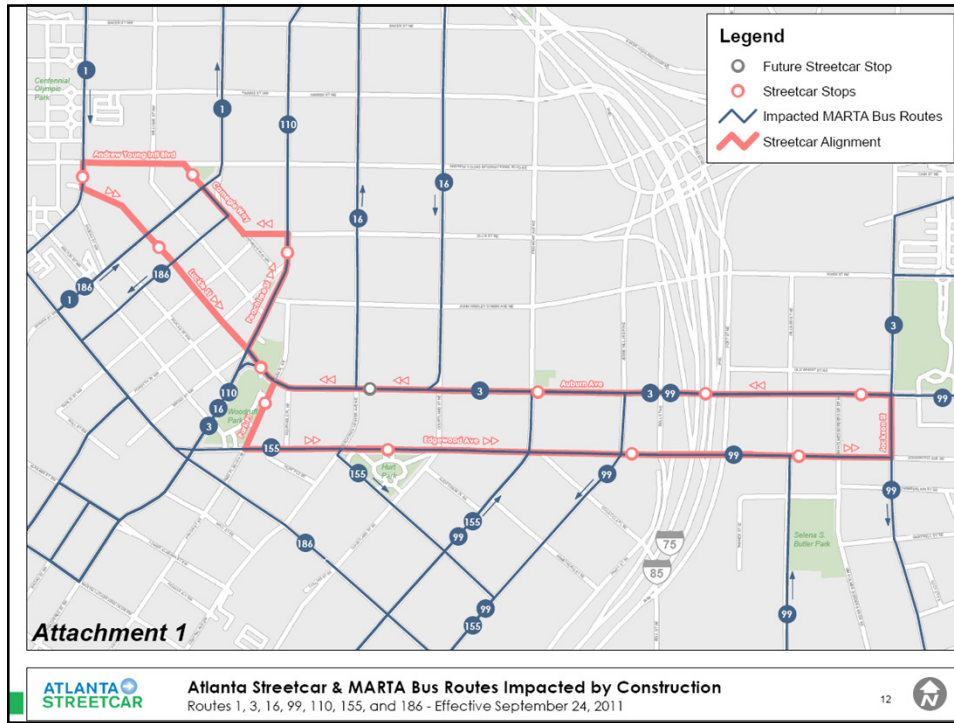
- MARTA had 7 bus routes that run 'parallel', i.e. on the corridor – detours in place on October 8, 2011



MARTA Bus Service (cont.)

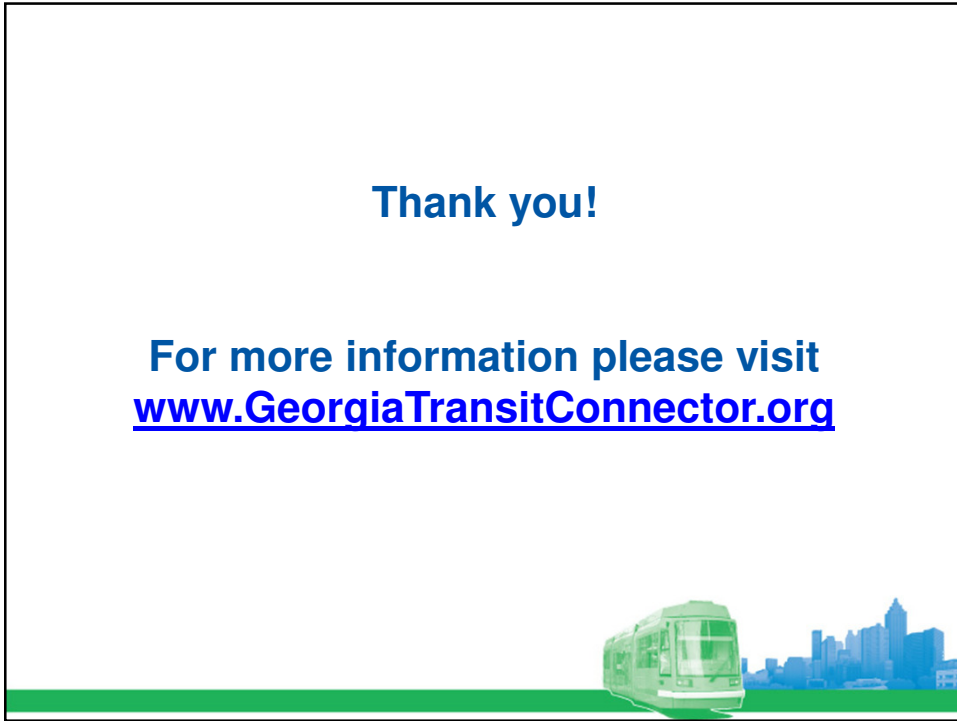
- MARTA Bus Routes on detour:
 - Route 1-Centennial Olympic Park / Coronet Way
 - Route 3-Martin Luther King Jr. Drive / Auburn Avenue
 - Route 16-Noble
 - Route 99-Boulevard / Monroe Drive
 - Route 110-Peachtree Street "The Peach"
 - Route 155-Windsor Street / Lakewood Avenue
 - Route 186-Rainbow Drive / South DeKalb





Thank you!

**For more information please visit
www.GeorgiaTransitConnector.org**



BRIEFING ON CONCEPT 3 UPDATE

Regional Transit Committee

February 9, 2012

Concept 3 Update includes:

- Update/refine project evaluation & prioritization methods
- Refine “universe” of projects
- Update project costs
- Develop Finance Plan

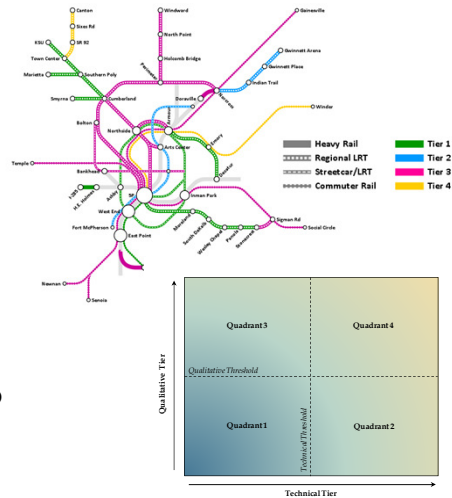
Note:

Establishing and maintaining regional transit vision & investment strategy - part of transit governance



Update/refine project evaluation & prioritization methods

- Complete
- Based on existing Concept 3 project list
- Assessed projects for:
 - ▣ Performance impact
 - ▣ Cost considerations
 - ▣ Deliverability
- Results incorporated into PLAN 2040



Refine “universe” of projects

- Underway
- Review region’s transit planning work since 2008
- Incorporate any applicable alignment or service changes

Draft Proposed Changes

- Modify Intown LRT/Streetcar Projects to be consistent with Atlanta Transit Implementation Strategy
- Add Ft. McPherson – Lakewood Heights BRT
- Northwest Corridor intown segments revisions
- Note ongoing AAs for Connect Cobb, Connect 400, and I-85 (Gwinnett)
- Revisions to I-20 East and Clifton Corridor to reflect LPAs (pending)
- Added “regionally significant” stations and station improvements categories
- Remove all transit segments from Fayette County



Update project costs

- Underway
- Update costs for all projects
 - ▣ Capital construction
 - ▣ Long-term operational and maintenance
- Update financial revenue projections to reflect PLAN 2040 financial planning assumptions
- Incorporate work conducted by GRTA & ARC for Regional Transportation Referendum



Develop Finance Plan

- Underway
- Finance plan for identified priority projects over 30-year horizon
- Demonstrate resources to maintain and operate existing system before new capacity considered
- Investigate alternative fund sources
- Develop estimates for levels of revenue that could be generated by each alternative source



Next Steps

- Bring details of draft Finance Plan to RTC - March
- First read of adopting resolution - April
- Adopt updated Concept 3 - May
 - ▣ What would RTC adopt?
 - Executive Summary detailing the changes that were made since 2008
 - Updated stylized Concept 3 map
 - Finance Plan
 - ▣ Consider renaming Concept 3 as part of update?

Questions?

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ATLANTA REGIONAL COMMISSION

FOR RELEASE FEBRUARY 7, 2012

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Eleven Agencies Selected for Annual Federal Transit Administration Funding

(ATLANTA – February 7, 2012) — The Atlanta Regional Commission (ARC) has awarded more than \$3.3 million in federal funding to 11 recipients that operate transportation programs or transit routes that serve individuals who do not drive because of age, disability or because they cannot afford a car.

The funding is part of the Federal Transit Administration's (FTA) Section 5316 **Job Access and Reverse Commute (JARC)** and Section 5317 **New Freedom** grant programs and is distributed annually.

Government agencies, transportation providers and nonprofit organizations use the grants to fund capital expenses and operating costs that involve reverse commuting, travel vouchers and other programs that benefit low-income earners, disabled persons and/or older adults who use transit or other transportation alternatives for trips related to employment, healthcare, basic necessities and quality of life.

"Our regional transportation programs and transit routes provide a vital service to our residents, especially those who have no alternative means of travel," said Kasim Reed, Mayor of Atlanta and Chairman of ARC's Regional Transit Committee. "This latest round of federal funding enables these recipients to provide vouchers, commuter opportunities and other programs so everyday tasks can become less expensive and less complicated. I applaud ARC and the FTA for providing this critical funding and addressing the needs of so many people in the region."

ARC and MARTA are the federally designated recipients of JARC and New Freedom funding in the Atlanta area. Because MARTA also applies for the competitive grants, ARC manages the selection of local

recipients and the amounts received. Agencies in metro Atlanta received \$1,790,075* in JARC funding and \$1,525,832.50* in New Freedom funding.

The JARC recipients are:

- Cobb County Department of Transportation:
 - JARC route number 30 - \$600,000.Contact: Laraine Vance, (770) 528-1650

- MARTA:
 - JARC route numbers 19, 84, 89, 111, 117, 124, 143 and 189 - \$1,190,075.Contact: Cathy Gesick, (404) 848-5123

The New Freedom recipients are:

- Cobb and Douglas Counties Community Services Boards:
 - Abilities Circuit Program Vouchers and Transportation Services for Persons with Disabilities and Older Adults - \$189,266.50

- Cobb County:
 - Cobb County Disabled Persons Voucher Program - \$527,850.Contact: Laraine Vance, (770) 528-1650

- DeKalb County Human and Community Development Department
 - DeKalb Transportation Augmentation Provided for Elderly and Disabled (TAPED); Mobility Manager; Travel Training - \$218,557Contact: Karl Williams, (770) 322-2955

- Fayette Senior Services:
 - Transportation Voucher Program for Older Adults and Persons with Disabilities - \$113,842.Contact: Debbie Britt, (770) 461-0813

- Gwinnett County Senior Services:

- Project Get in GEER (Gwinnett Enabled Elderly Ridership) Mobility Management; Vouchers and Transportation Program for Older Adults with Disabilities or Low Income - \$182,916.

Contact: Pat Baker, (770) 822-8832

- Jewish Federation of Greater Atlanta
 - Transportation for the Georgia NORC Initiative; Transportation and Voucher Program for Disabled Older Adults – \$85,217

Contact: Deborah Akstein Zisholtz, (404) 870-1624

- Marcus Jewish Community Center:
 - Expanded Transportation Options and Voucher Program for Persons with Disabilities, Older Adults and Adult Daycare Participants - \$146,249

Contact: Barbara Vahaba, (678) 812-4142

- Senior Services North Fulton
 - Transportation Voucher Program for Older Adults with Disabilities - : \$45,084

Contact: Carrie Bellware, (770) 993-1906

- Rockdale County Recreation and Senior Services
 - Expanded Transportation Options and Transportation Voucher Program for Persons with Disabilities, Older Adults and Adult Daycare Participants - \$19,950.00

Contact: Jackie Lunsford, (770) 278-7268

*The amounts above reflect only the federal amount awarded and do not include the required local match or the overall project costs. Total amounts will be shown in the Atlanta region's FY 2012-2017 Transportation Improvement Program (TIP).

###

2012 RTC Membership as of February 9, 2012

Jurisdiction/Agency	2011 Status	2012 Status	Notes
ARC	Voting	Voting	Board Chair serves as voting member; Exec. Director serves as non-voting member
City of Atlanta	Voting	Voting	Mayor also serves as RTC Chair
Barrow County	Non-Voting	TBD	No response at this time
Bartow County	Non-Voting	TBD	No response at this time
Carroll County	Non-Voting	TBD	No response at this time
Cherokee County	Voting	Voting	
Clayton County	Non-Voting	Non-Voting	
Cobb County	Voting	Voting	
Coweta County	Non-Voting	Non-Voting	
DeKalb County	Voting	Voting	
Douglas County	Non-Voting	Voting	<i>New voting member in 2012</i>
Fayette County	Non-Voting	Non-Voting	
Forsyth County	Non-Voting	TBD	No response at this time
Fulton County	Voting	Voting	
GDOT	Voting	TBD	In 2011, the Planning Director served as voting member and Commissioner as non-voting member
GRTA	Voting	Voting	Board Chair serves as voting member; Exec. Director serves as non-voting member
Gwinnett County	Voting	Voting	
Governor's Representative	Non-Voting	Non-Voting	2011 representatives included Lara O'Connor Hodgson, Pam Sessions, and Doug Tollett
Hall County	Non-Voting	TBD	No response at this time
Henry County	Non-Voting	Voting	<i>New voting member in 2012</i>
MARTA	Voting	Voting	Board Chair serves as voting member; GM serves as non-voting member
Metro Atlanta Mayors Association	Voting	Voting	
Newton County	Voting	TBD	No response at this time
Paulding County	Non-Voting	Non-Voting	
Rockdale County	Voting	Voting	
Spalding County	Voting	Non-Voting	
State Transportation Board	Voting	TBD	Voting membership contingent on GDOT - if GDOT serves as voting member, then STB will also be voting member
Walton County	Non-Voting	TBD	No response at this time
	TOTAL VOTING - 15	TOTAL VOTING - 13	

REGIONAL TRANSPORTATION REFERENDUM



Initial Economic Modeling Results

ARC's Analysis Shows Economic Benefits from Additional Transportation Investments

The Atlanta Regional Commission (ARC), following the adoption by the Atlanta Regional Roundtable of the project list as required by the Transportation Investment Act, began in-depth analysis of the impacts of these projects. The process included analysis of the ARC's travel demand model and the ARC econometric forecasting model, called Regional Economic Models, Inc. (TranSight). In addition, ARC received support from regional policy experts and economists as well as the Economic Development Research Group (EDRG), nationally known for their impact analysis of large transportation investment programs.

Together, this effort analyzed the travel economic benefits of the projects within the context of current regional transportation plans. The results show:

4-to-1 return on investment

In spending approximately \$8 billion for more than 150 projects, the region receives more than **\$34 billion** (current \$) **back in Gross Regional Product by 2040**. (Gross Regional Product is the Gross Domestic Product for the Atlanta region.)

200,000 additional jobs supported

Modeling results show that by 2040, the **investment will create or support an additional 200,000 jobs**, including those jobs that are maintained year-over-year.

Two-thirds of supported jobs are in high- and mid-paying sectors

Of the new or supported jobs, almost **two-thirds of these jobs are in mid- to high-paying job sectors**.

REGIONAL TRANSPORTATION REFERENDUM



Initial Economic Modeling Results

34,000 supported Construction jobs

The Construction sector has been the hardest hit during the great recession. **The investment will help create and support 34,000 jobs in this critical sector by 2040.**

\$18 Billion increase in region's personal income

Due to increased travel time savings and reduced fuel costs, **regional residents will save more than \$18 billion (current \$) by 2040.**

\$9.2 Billion in travel time savings

Because of the congestion relief the transportation investments will bring, the **region will save an estimated \$9.2 billion (current \$) through 2040.**

Why the Transportation Referendum?

Metro Atlanta faces a transportation funding crisis. Revenues from gas taxes, the primary source of federal and state funding, are declining as cars become more fuel efficient. In fact, 70 percent of the region's transportation funding will be spent to simply maintain the existing roads and systems over the next 30 years, leaving little room for expansion. This means that as the region grows, congestion will worsen unless adequate investments are made.

ARC's Plan 2040 long-range blueprint for metro Atlanta underscores the need to identify alternate funding mechanisms, as it forecasts an additional three million metro Atlanta residents by 2040.

For more information: Jim Jaquish
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PROPOSED AGENDA

REVISED

Regional Transit Committee

Hon. Kasim Reed, Chair

Thursday, March 15, 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 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

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

February 9, 2012 Meeting Notes

Voting Members Present:

Mayor Kasim Reed, Chair
Commissioner Buzz Ahrens
Mayor Mike Bodker
Mr. Fred Daniels
Chief Executive Officer Burrell Ellis
Commissioner Tim Lee
Mr. Tad Leithead
Commissioner Richard Oden

Voting Members Absent:

Mr. Sonny Deriso
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

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
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

ADA Complementary Paratransit in the Atlanta Region

RTC Presentation
March 15, 2012



Overview

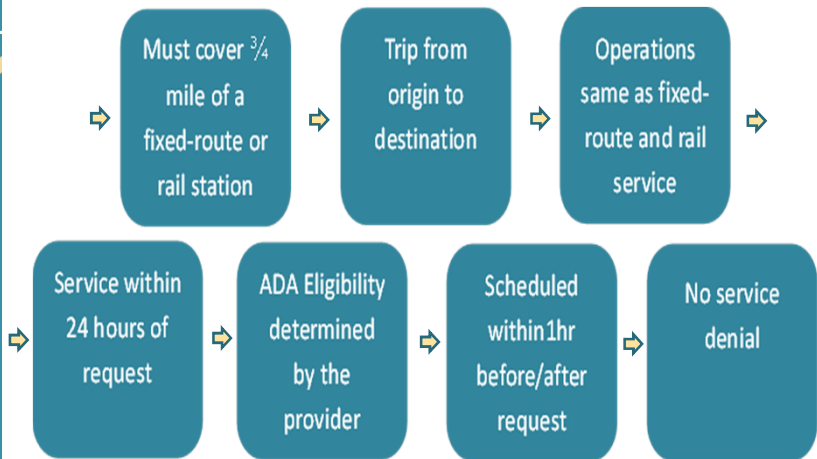
- Introduction
- American with Disabilities Act (ADA)
- Existing Paratransit (Atlanta Region)
- Regional Statistics
- Challenges and Potential Solutions
- Existing Regional Initiatives
- Questions and Feedback

Americans with Disabilities Act (ADA)

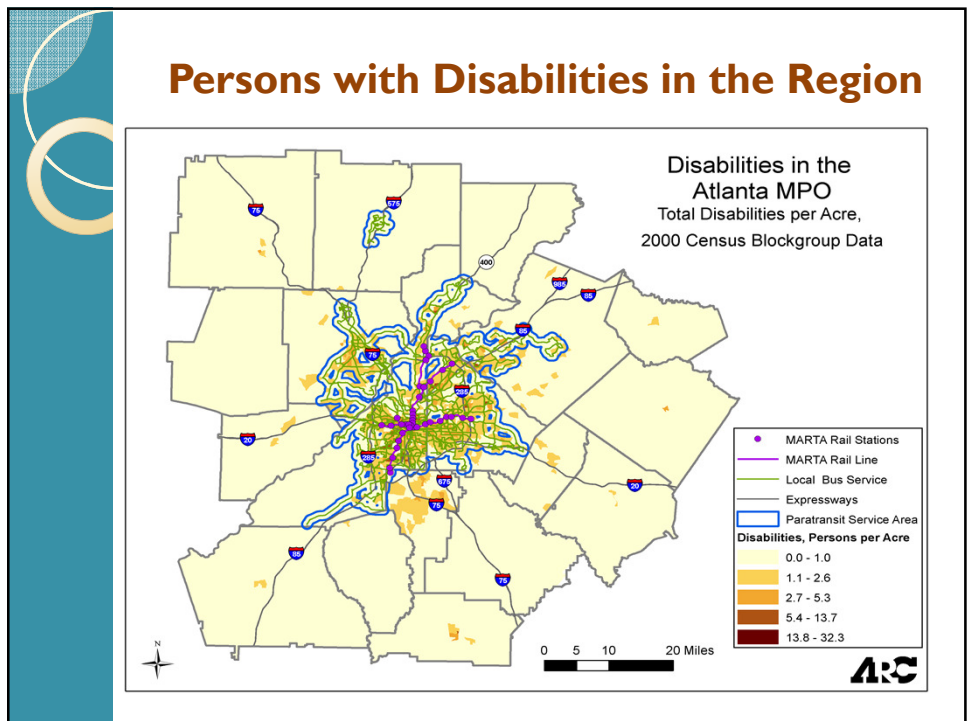
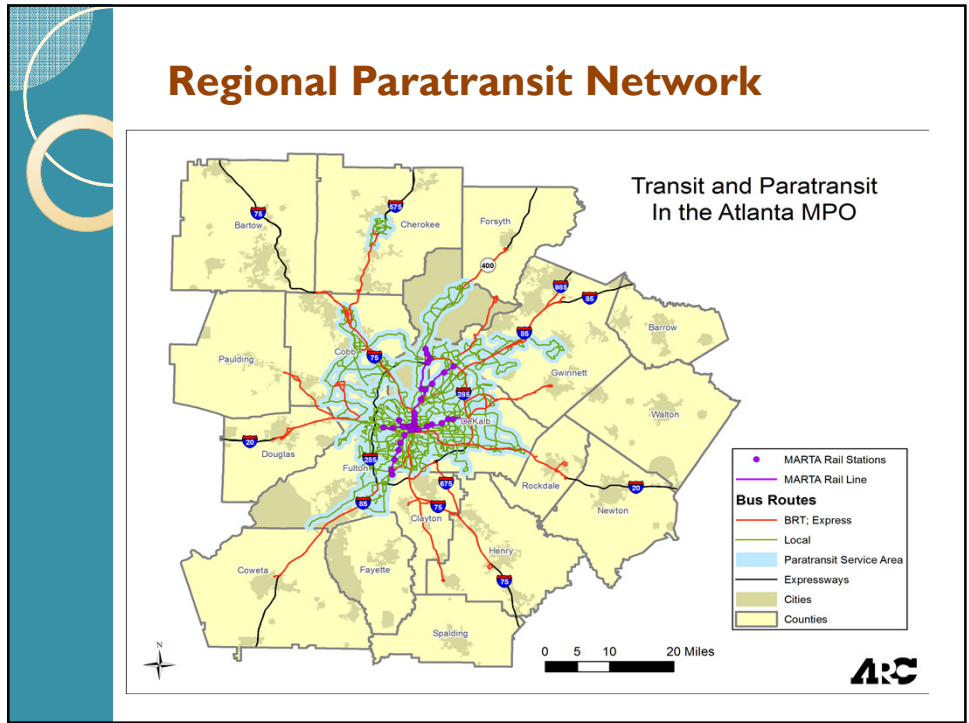


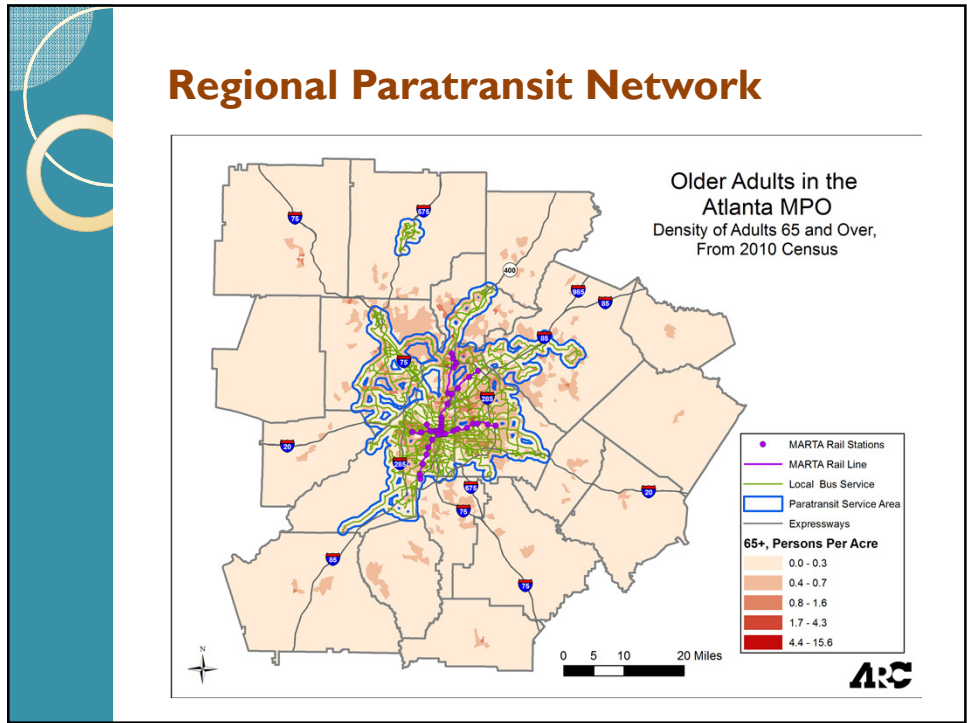
Americans with Disabilities Act 1990 ADA Complementary Paratransit Equal Opportunity Full Participation Independence

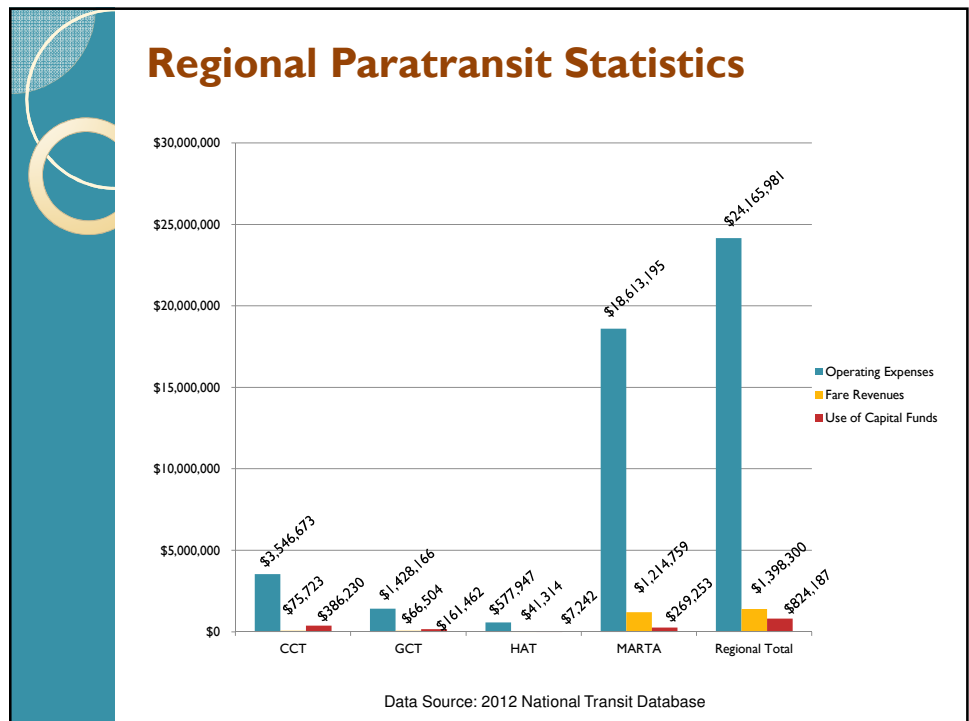
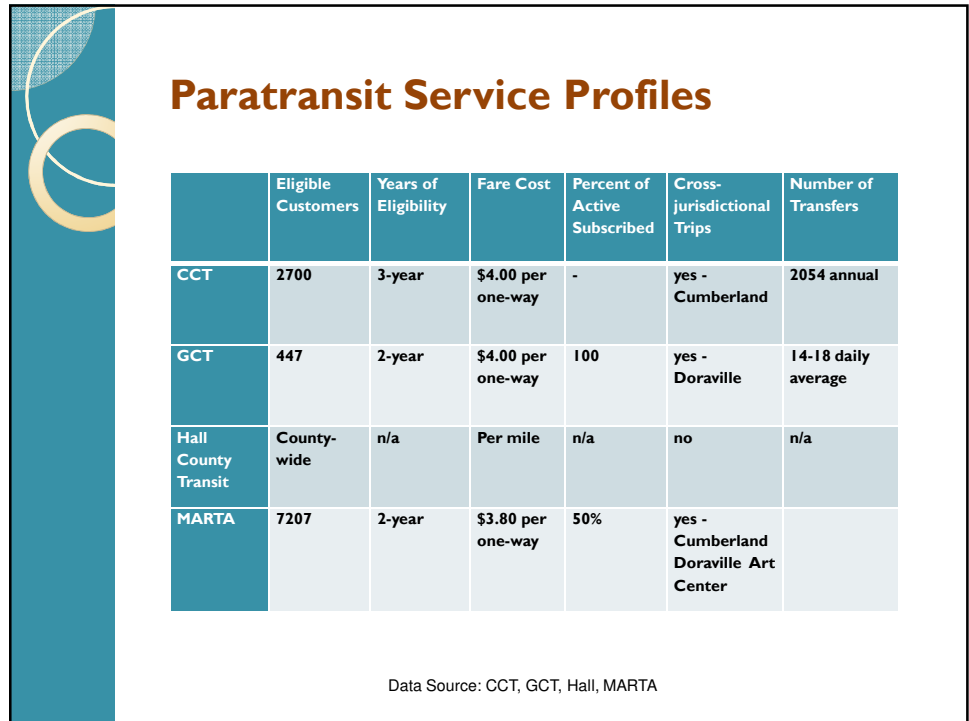
ADA Service Requirements



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graph LR; A[Must cover 3/4 mile of a fixed-route or rail station] --> B[Trip from origin to destination]; B --> C[Operations same as fixed-route and rail service]; D[Service within 24 hours of request] --> E[ADA Eligibility determined by the provider]; E --> F[Scheduled within 1hr before/after request]; F --> G[No service denial];
```







Major Challenges in the Region

- Eligibility - no regional process
- Service Delivery - different spans of service
- Service Coverage - interjurisdictional routes
- Cost Determination - increased ridership
- Fares - no interagency fare agreements
- Fixed-route Service Cuts - reduces coverage

Potential Solutions


Develop	Share	Collaborate	Coordinate	Stand Still
Develop regional ADA paratransit eligibility requirements	Data - Centralize information and referral	Establish transfer agreements for ADA customers transferring/traveling across systems	Coordinate ADA reservations for cross jurisdictional trips	Continue providing service in the same fragmented way
Develop regional fare policy	Vehicles and facilities (transfer and maintenance)	Establish a regional paratransit fare product	Coordinate transfers (service spans) for a seamless trip	Ignore existing gaps in service and customer dissatisfaction
Develop plan for coordinated regional paratransit system	Responsibility of service provision and cost	Service beyond ¼ mile buffer up to ½ mile		Ignore the rapid change in demographics and service demand

Existing Initiatives

- Regional Transit Committee
- HST Advisory Committee
- Service Coordination Committee
- CCT and MARTA Route 10/12 Demo
- VA One-Click-One Call Grant
- Regional Mobility Manager
- TIA “Call Center” Project

We need to hear from you, where do we go from here?





For more information contact:

Kenyata Smiley

Senior Planner

Atlanta Regional Commission

(404) 463-3275

ksmiley@atlantaregional.com

Regional Transit Committee
March 15, 2012

Furthering Transit Governance Principles in the Atlanta Region

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?**

What can ARC/RTC do?

- ARC has the ability to follow the guiding principles and do many of the duties outlined in RTC’s concept transit governance legislation.
 - Organizational structure
 - Planning, policy, and coordination
 - Implementation and operations
 - Administrative and legal
 - Resources

What is ARC/RTC already doing?

DUTY	EXISTING ACTIVITIES
Plan	Concept 3 regional transit vision, PLAN 2040 RTP, policy development, technical analysis, allocation of funding, etc.
Technical assistance to gov’t entities	Regional planning policy and technical methods
Apply for grants/funding	Direct recipient of FTA funding, FTA-VA grant, etc.
Designated recipient	Partner with MARTA and other agencies on certain FTA fund categories (5307/5340, JARC, New Freedom)
Only fund projects in the TIP/STIP	Program federal funding
Create public transit system plan	Concept 3 regional transit vision
Oversight of existing transit providers	Grant administration, performance monitoring

What is ARC/RTC already doing?

DUTY	EXISTING ACTIVITIES
Evaluate operator CIPs	For input/consistency with RTP
Evaluate performance	Annual reporting on system performance
Adopt corridor and subregional transit plans	Multi-modal corridor studies, incorporate local planning into RTP as appropriate
Assess financial state of regional systems	For input into regional financial forecasts and revenue projections
Sue and be sued	Not specific to transit
Contracting with other gov't entities	Various planning programs and activities
Appoint Executive Director	For agency, not specific to transit
Exercise power granted by state	Regional Commission planning activities
Appoint officers, agents, employees	MPO currently staffing RTC efforts

What ARC/RTC can't do

- Issue bonds
- Levy a tax

Additional legal review needed to determine specifics of what ARC can and cannot do.

Priorities Going Forward

1. Planning, Policy, and Coordination

- Enhance planning, policy, and coordination role
 - Fare policy, paratransit coordination, interoperability, technology
- Build technical and financial/economic competencies
- Become designated recipient for all FTA funds in Atlanta region
- Establish performance standards policy
- Lead all AA/EIS studies in Atlanta region
- Sole regional liaison to feds
- Joint marketing

Priorities Going Forward

2. Organizational Structure

- Representation – modify RTC membership
- Voting – change to weighted voting
- Bylaws – RTC never adopted bylaws
- Enable Executive Committee

3. Implementation and Operations

- Design
- Construct
- Operate

4. Develop Sustainable Funding Approach

Implications

- Additional planning, policy, and coordination work can be accomplished without changes to organizational structure
- Centralizing AA/EIS studies is a very short term decision – money in the TIP
- Shifting designated recipient status from MARTA to ARC is a longer term decision and action item requiring deliberation
- Additional funding needed for additional planning/coordination work – locals to contribute to ARC
- Additional staff with new skill sets needed

What are the Outcomes You Want to Achieve?

- How much transit planning, coordination, and implementation do you want centralized with RTC?
 - Federal agenda/liaison
 - Designated recipient
 - Management of all corridor analysis and environmental work
 - Actual construction and operation (or contracting therefore)

Next Steps

- April – Centralization scenarios
 - Responsibilities to be undertaken by RTC
 - Associated costs
 - Staffing needs
- Schedule ½ day work session in near future

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

March 15, 2012 Meeting Notes

Voting Members Present:

Mayor Kasim Reed, Chair
Mayor Mike Bodker
Mr. Sonny Deriso
Chief Executive Officer Burrell Ellis
Commissioner Tim Lee
Mr. Tad Leithead
Commissioner BJ Mathis
Commissioner Charlotte Nash
Commissioner Richard Oden

Voting Members Absent:

Commissioner Buzz Ahrens
Mr. Fred Daniels
Commissioner John Eaves
Commissioner Tom Worthan

Non-Voting Members Present:

Commissioner Eddie Freeman
Mr. Doug Hooker
Mr. Todd Long
Ms. Jannine Miller
Dr. Beverly Scott
Mr. Doug Tollett

Non-Voting Members Absent:

Commissioner David Austin
Mr. Brandon Beach
Commissioner Eldrin Bell
Commissioner Jim Boff
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
Commissioner Kathy Morgan
Ms. Pam Sessions
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

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

CONCEPT 3 UPDATED DRAFT PROJECT LIST

Regional Transit Committee
April 12, 2012

Scope of Concept 3 Update

- Update/refine project evaluation & prioritization methods
- Refine “universe” of projects
- Update project costs
- Develop Finance Strategy



The map, titled 'Concept 3: The Atlanta Region's Long-Range Transit Vision', displays a complex network of transit routes across the Atlanta area. The routes are color-coded and include labels for various lines such as the Blue Line, Orange Line, and Silver Line. A legend in the bottom right corner provides a key for the different line types and colors. The map is framed by a white border and includes the 'Regional Transit Committee' logo and website information at the bottom.

Refined “universe” of projects

Highlights of Draft Proposed Changes

Modify Intown Light Rail/Streetcar Projects to be consistent with Atlanta Transit Implementation Strategy

Add Ft. McPherson – Lakewood Heights BRT

Northwest Corridor intown segments revisions

Note ongoing AAs for Connect Cobb, Connect 400, and I-85 (Gwinnett)

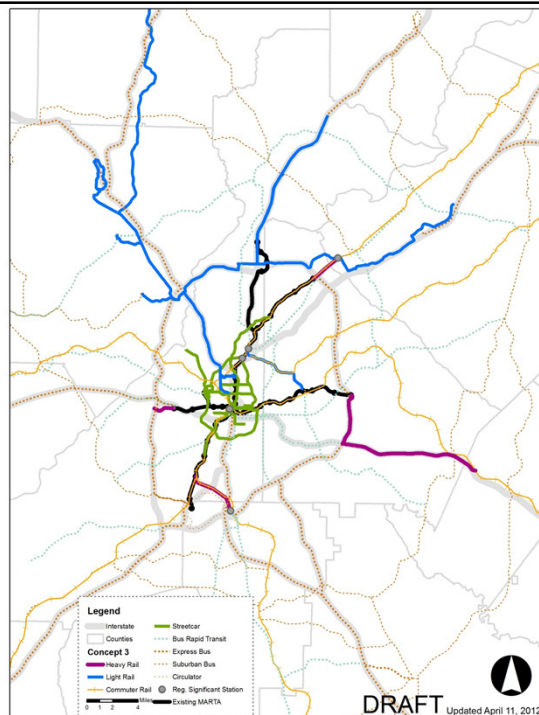
Revisions to I-20 East and Clifton Corridor to reflect adopted LPAs

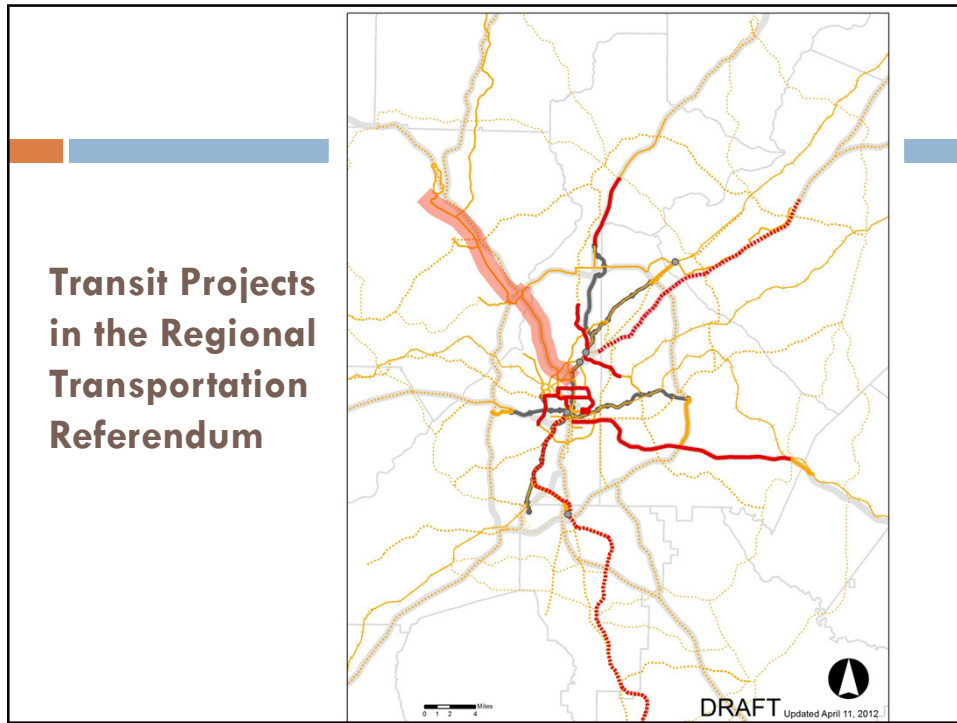
Added “regionally significant” stations and station improvements categories

Remove all transit segments from Fayette County



Updated Concept 3 Projects





Questions?

Regan Hammond

rhammond@atlantaregional.com

404.463.3269



CONNECT COBB

Northwest Transit Corridor Alternatives Analysis Update and Status

Federal Transit Administration

April 11, 2012

Connect
Cobb



Connect Cobb
Northwest Transit Corridor Alternatives Analysis

AGENDA

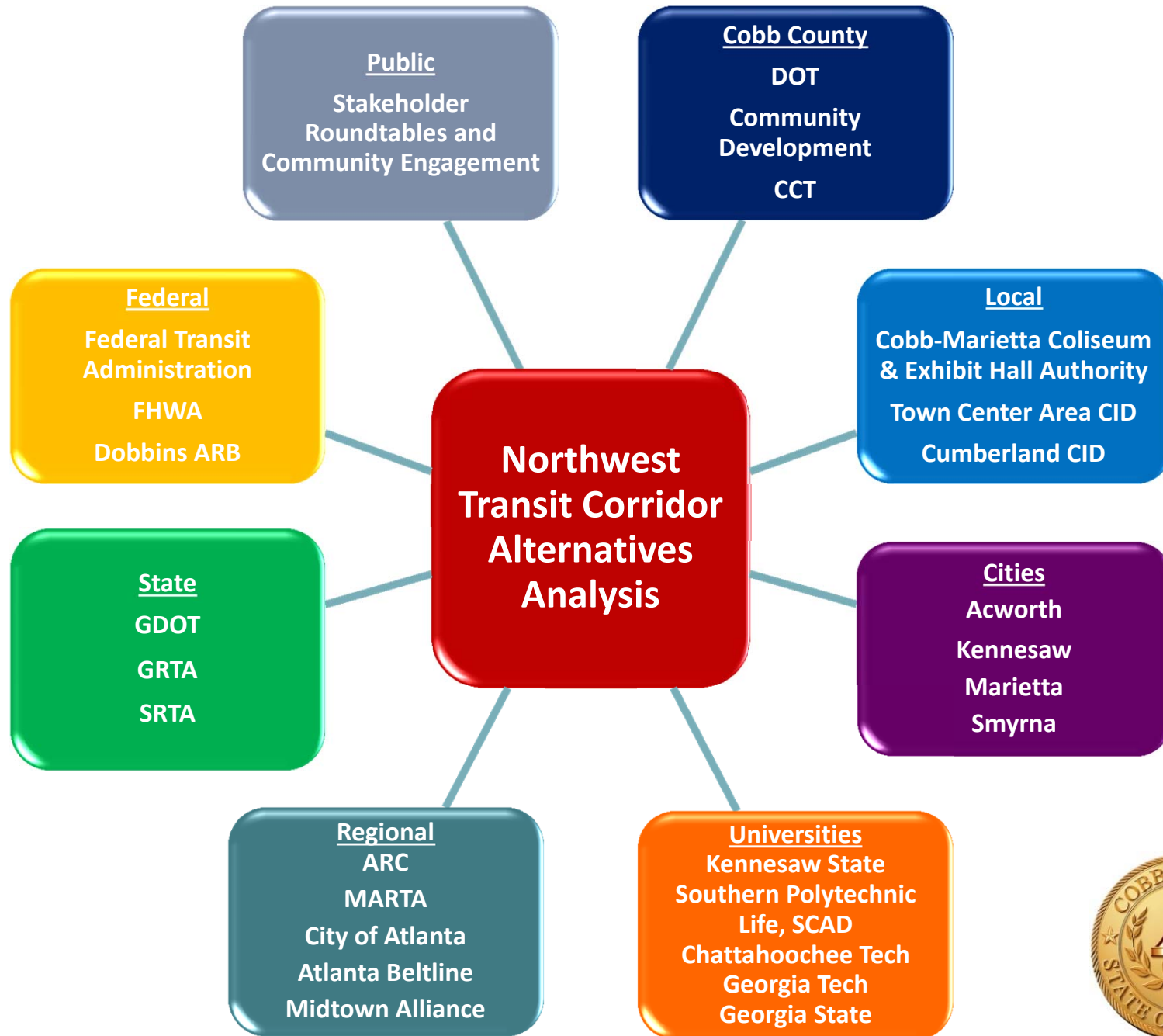
- Overview and Introductions
- Outreach Results
- Land Use/Market Analysis
- Evaluation of Alternatives
- Ridership Forecasting
- Financial Plan Analysis
- Shared Facilities and Interoperability Discussions
- Schedule Update
- Regional Transportation Referendum & EDGE



OVERVIEW AND INTRODUCTIONS



PUBLIC OUTREACH AND INVOLVEMENT



OUTREACH RESULTS



OUTREACH ACTIVITIES

- **Cities**
 - Kennesaw August 3, 2011
 - Acworth August 4, 2011
 - Marietta August 8, 2011
 - Smyrna September 12, 2011
- **Universities**
 - Kennesaw State August 3, 2011
 - Southern Polytechnic State September 1, 2011
- **Cobb Marietta Coliseum & Exhibit Hall Authority** August 24, 2011
- **Midtown Alliance** January 31, 2012
- **Dobbins Air Force Reserve Base (Includes Base Tenants)** February 7, 2012
- **Cobb Transit Advisory Board** February 7, 2012
- **Cobb Board of Commissioners (Televised Public Access TV 23)** February 28, 2012
- **Town Center Area Community Improvement District (CID)** March 27, 2012
- **Cumberland CID** March 29, 2012



OUTREACH ACTIVITIES

- **Project Kick-Off Meeting** August 31, 2011
- **Partners Team** November 15, 2011
- **Technical Team** January 25, 2012
- **Technical Team** November 15, 2011
- **Technical Team** January 25, 2012
- **Stakeholder Roundtables**
 - **Transportation/Air Quality** December 6, 2011
 - **Land Use** December 6, 2011
 - **Economic Development/Redevelopment** December 8, 2011
 - **Environment** December 8, 2011
 - **Financial** December 13, 2011
 - **General** February 7, 2012
- **Transit Station Interviews** March 6 & 8, 2012
- **Community Leadership Meeting (EJ)** March 19, 2012
- **City of Atlanta**
 - **Citywide** April 30, 2012
 - **Study Group – Northside** May 7, 2012
 - **Study Group – Westside** May/June TBD



LOCAL UNIVERSITIES STUDENT SURVEY SUMMARY

Distributed to 7 institutions and received 480 responses

According to survey responses, the majority of students (96%) use I-75/US 41

- Use of corridor

89.3% school

59.4% entertainment

62.0% live

57.9% shopping

49.4% work

- Modes

- 80.5% drive alone

- 7% bus

- Greatest Roadway Need

- 69.9% congestion relief

- 15.1% more reliable travel time

- Most Important Transit Considerations

- 48.6% convenience and reliability

- 23.5% impacts to the community & natural resources



TELEPHONE SURVEY – OCTOBER 2011

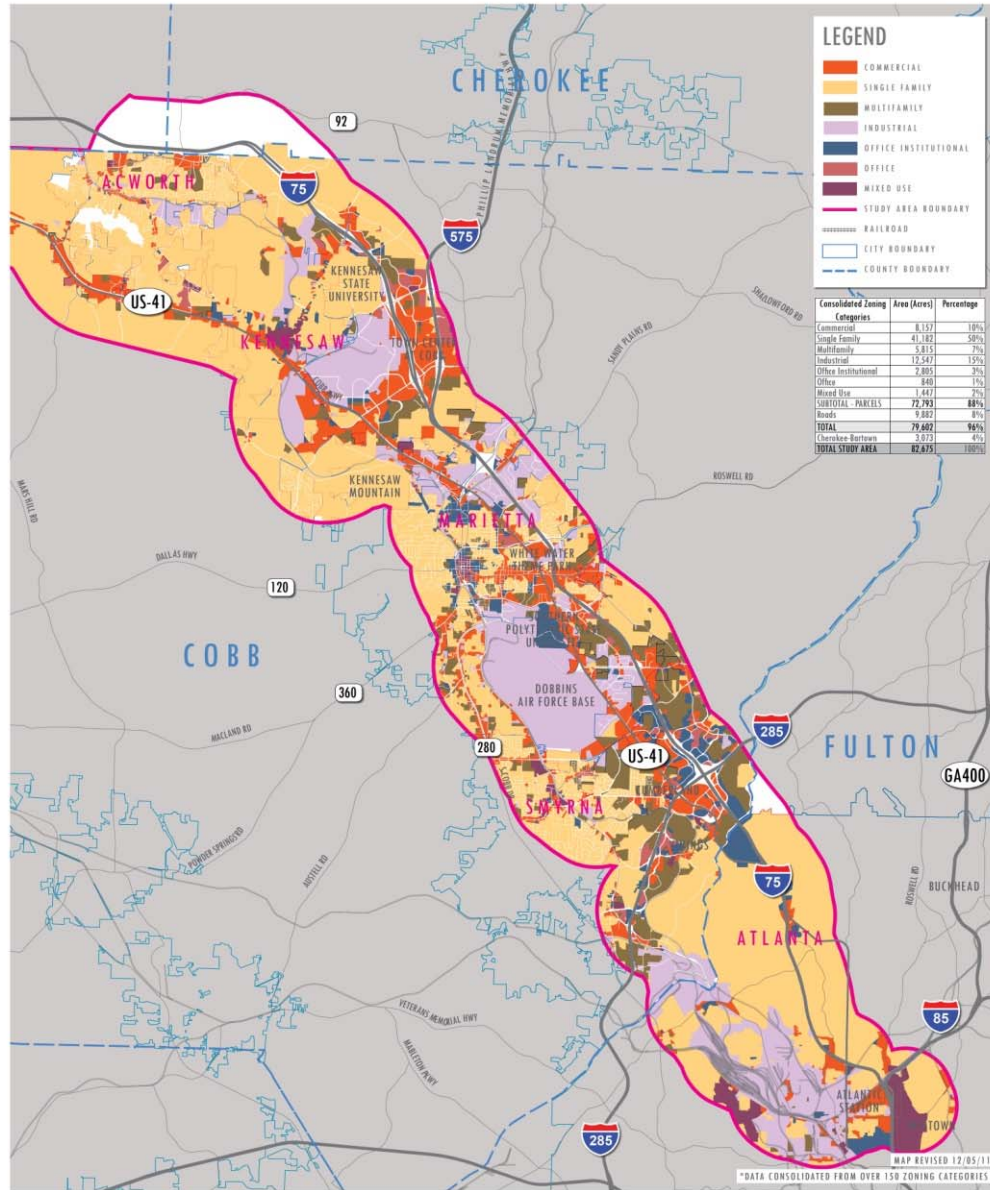
- Obtained responses from 733 Cobb County voters
- Most significant future transportation issues:
 - Traffic congestion
 - Inadequate public transit
- Voters would like the County to:
 - Make it easier to get to local destinations, especially with public transit
 - Prioritize improving the public transit system over building new roads
- If Cobb improves transit system, preference is rail service within Cobb and connecting to regional transit system



LAND USE/MARKET ANALYSIS



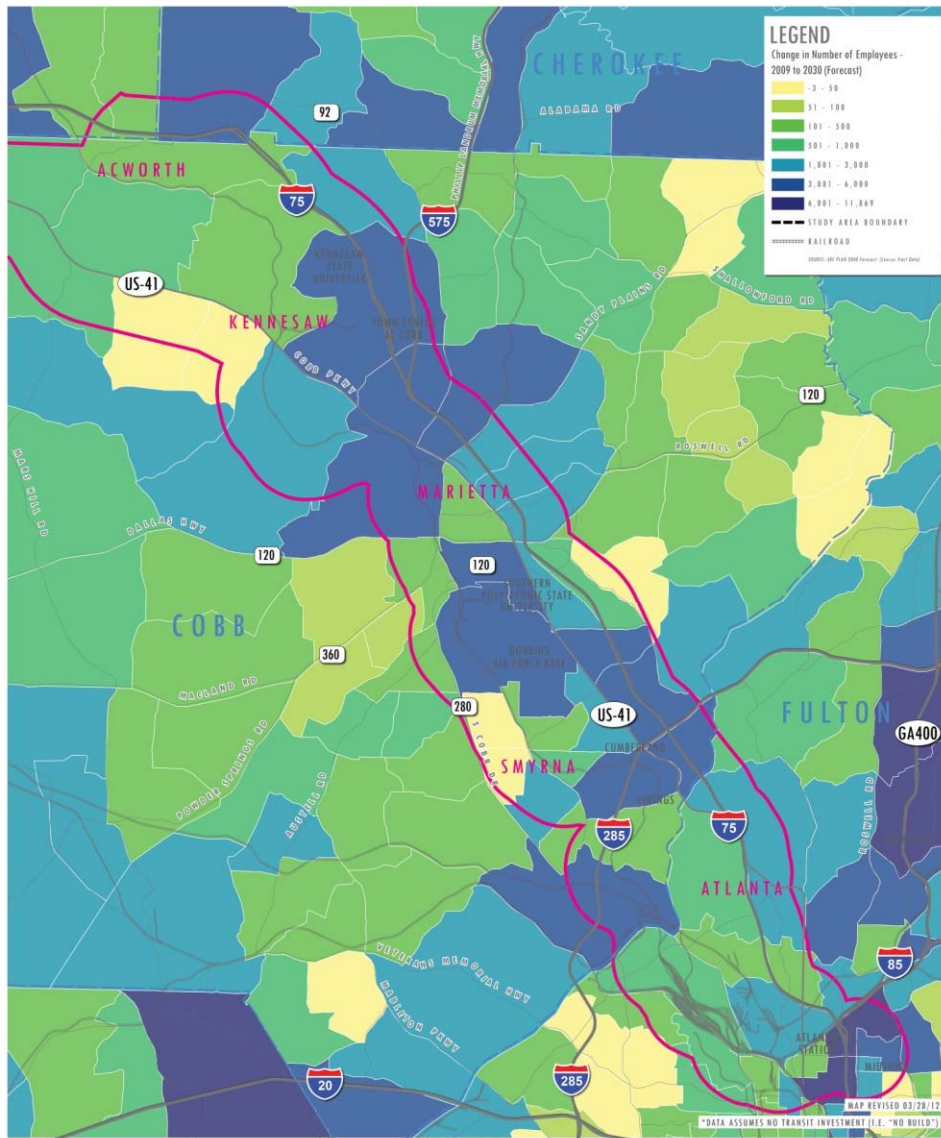
CURRENT LAND USE AND MARKET CONDITIONS



- Study Area = about 120 square miles and includes 5 cities, 4 universities, 3 CIDs, 2 counties
- Aging retail on U.S. 41 , South Cobb Drive and Atlanta Road
- Large amount of SF residential on the periphery of the corridor
- Median household income = \$65,000
- Over 50% of population has college degree
- Major industries are retail trade and medical care



LAND USE / MARKET ANALYSIS



PROJECTED EMPLOYMENT GROWTH: 2009-2030*
LAND USE MARKET ANALYSIS PROVIDED BY STRAIN COLLEGE, INC. HAS BEEN OBTAINED FROM THE COBB COUNTY DEPARTMENT OF TRANSPORTATION.
CONNECT COBB: Northwest Transit Corridor Alternatives Analysis

Current Cobb County RESIDENTS:

- 40% work in Cobb
- 29% work in Fulton

Current Cobb County WORKERS:

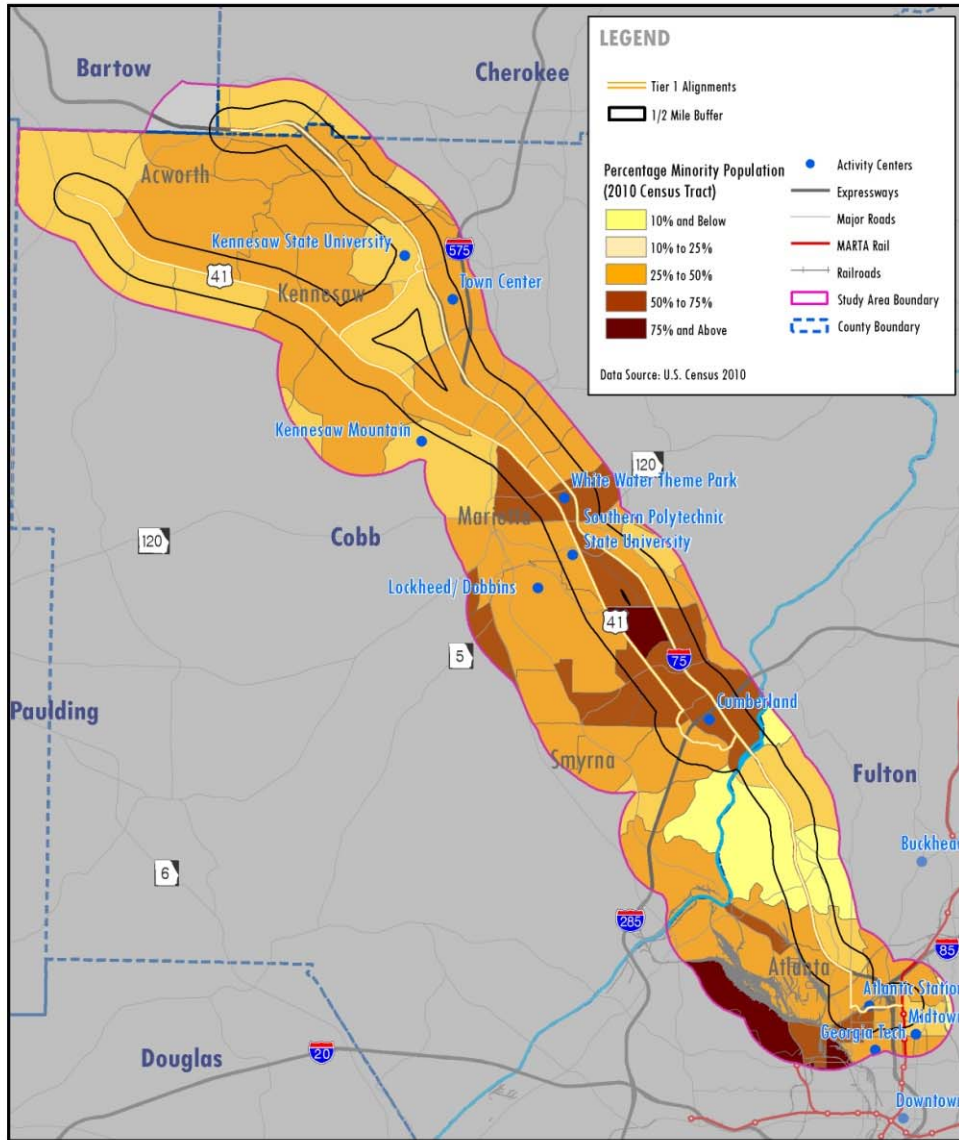
- 40% live in Cobb
- 11% live in Fulton

ALSO looked at ARC 2040 growth projects for Cobb County under "no build" scenario:

- Households expected to grow about 30% by 2040
- Employment expected to grow about 50% by 2040



MINORITY POPULATION



Minority Population

Data Source: U.S. Census 2010

Total population surveyed: 290,911

Total minority population: 118,800

Percentage of minority population: 40.8%



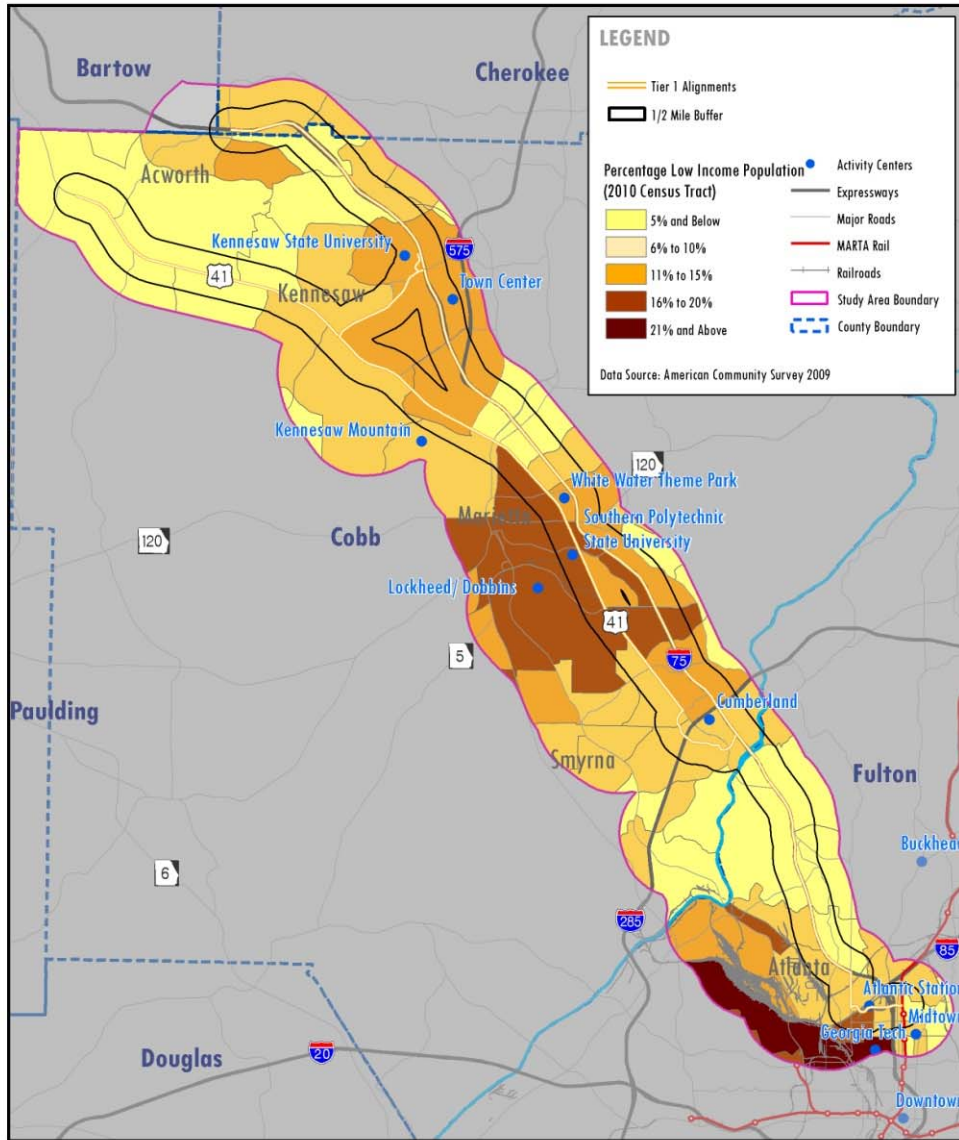
Minority Populations along Tier 1 Alignments

Tier 1 Environmental Analysis

CONNECT COBB: Northwest Transit Corridor Alternatives Analysis



LOW INCOME POPULATION



Low Income Population

Data Source: American Community Survey 2009

Total population surveyed: 300,495

Total population in poverty: 41,562

Percentage of population in poverty: 13.8%



Low Income Populations along Tier 1 Alignments

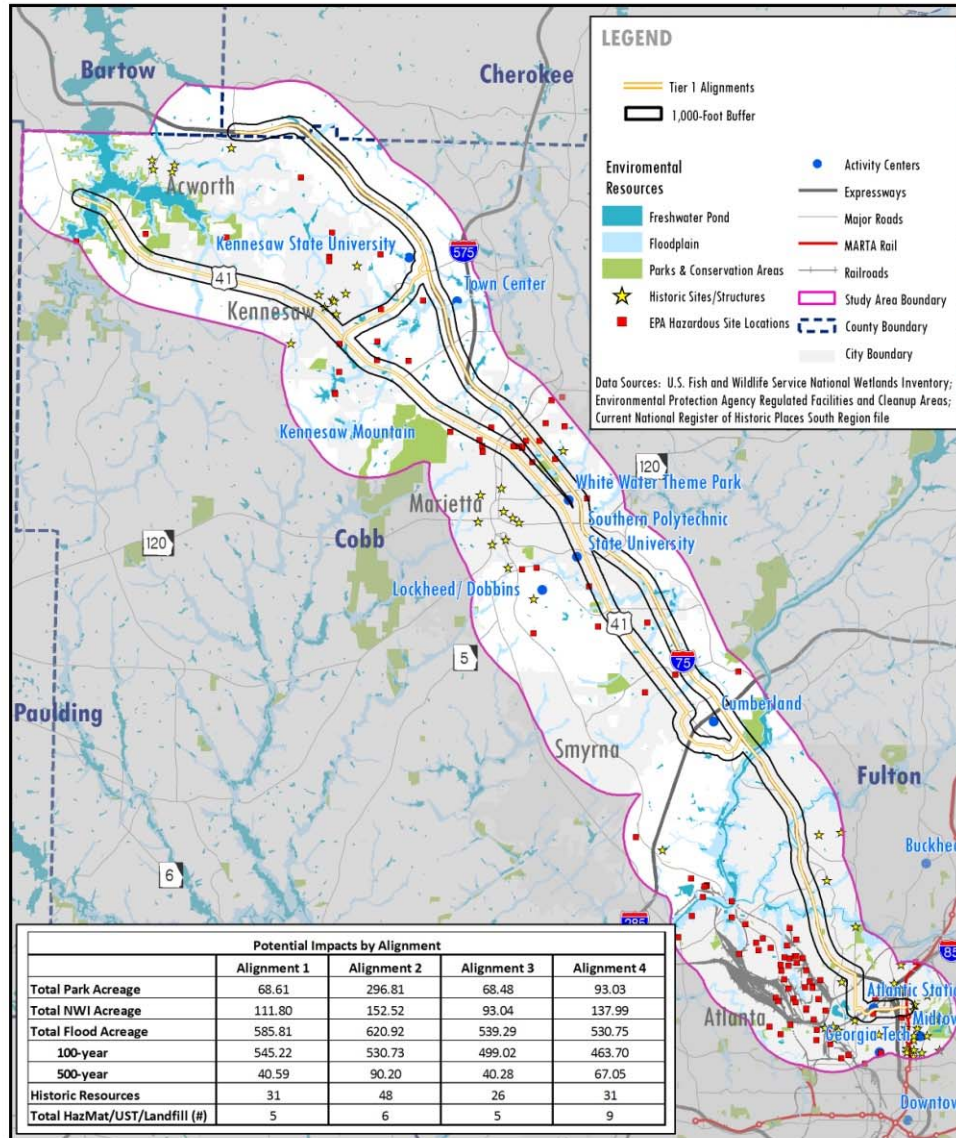
Tier 1 Environmental Analysis

CONNECT COBB: Northwest Transit Corridor Alternatives Analysis



ENVIRONMENTAL RESOURCES

*All Alternatives have similar impacts



Water Resources*

Data Source: Current U.S. Fish and Wildlife Service National Wetlands Inventory

- Emergent Wetland: 131 acres
- Forested/Shrub Wetland: 1,459 acres
- Pond: 1,908 acres
- Lake: 2,982 acres

Cultural Resources*

Data Source: ESRI Nationwide Landmarks & Atlanta Regional Commission Community Facilities file

- Number of Churches: 99
- Number of Cemeteries: 55
- Number of Schools: 61
- Number of Libraries: 13
- Number of Parks: 56 (3,732 acres)

Hazardous Sites*

Data Source: Current EPA Regulated Facilities and Cleanup Areas Site file

Total: 111

Historic Sites*

Data Source: Current National Register of Historic Places South Region file

Total Number: 59



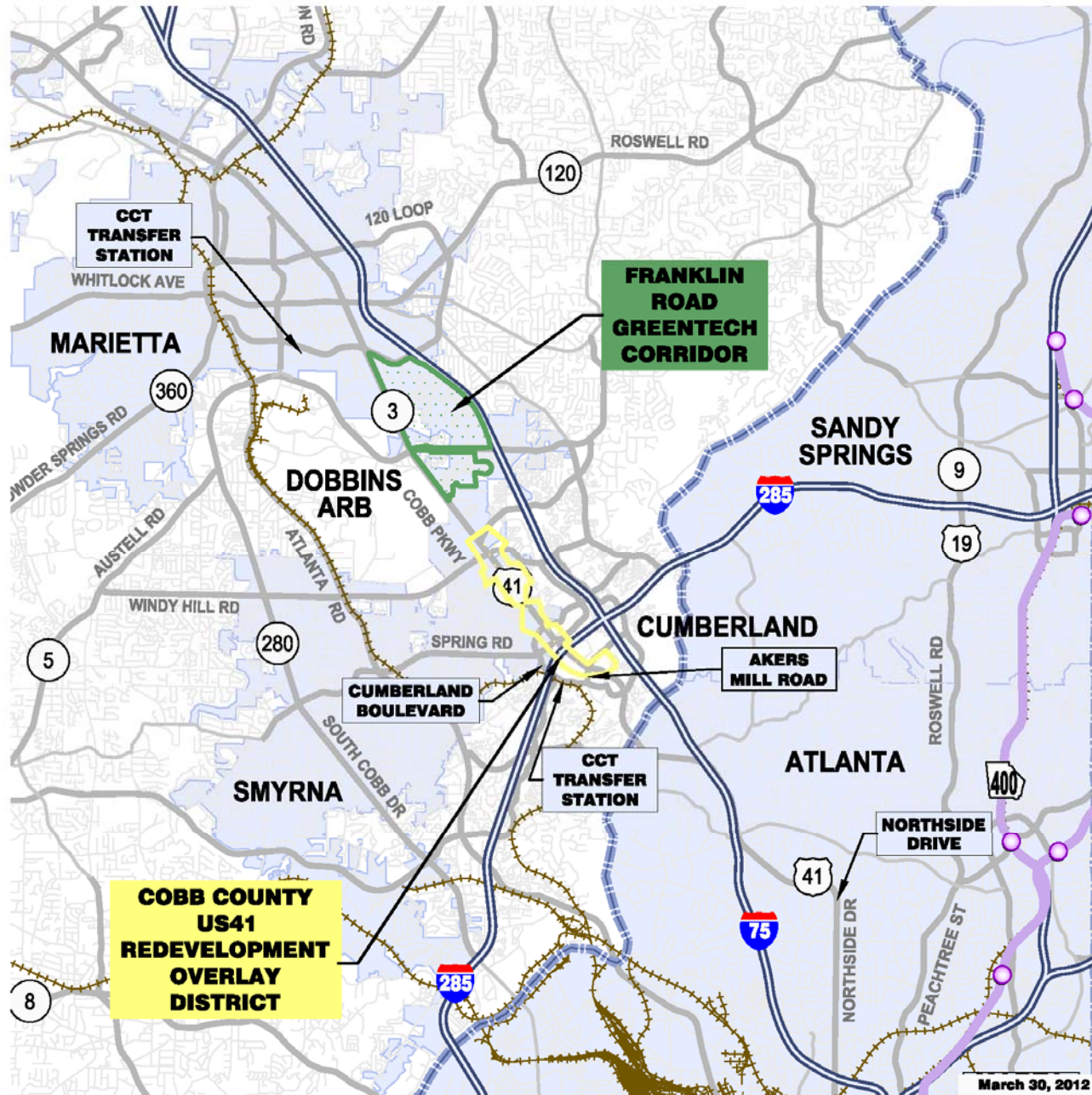
Environmental Resources along Tier 1 Alignments

Tier 1 Environmental Analysis

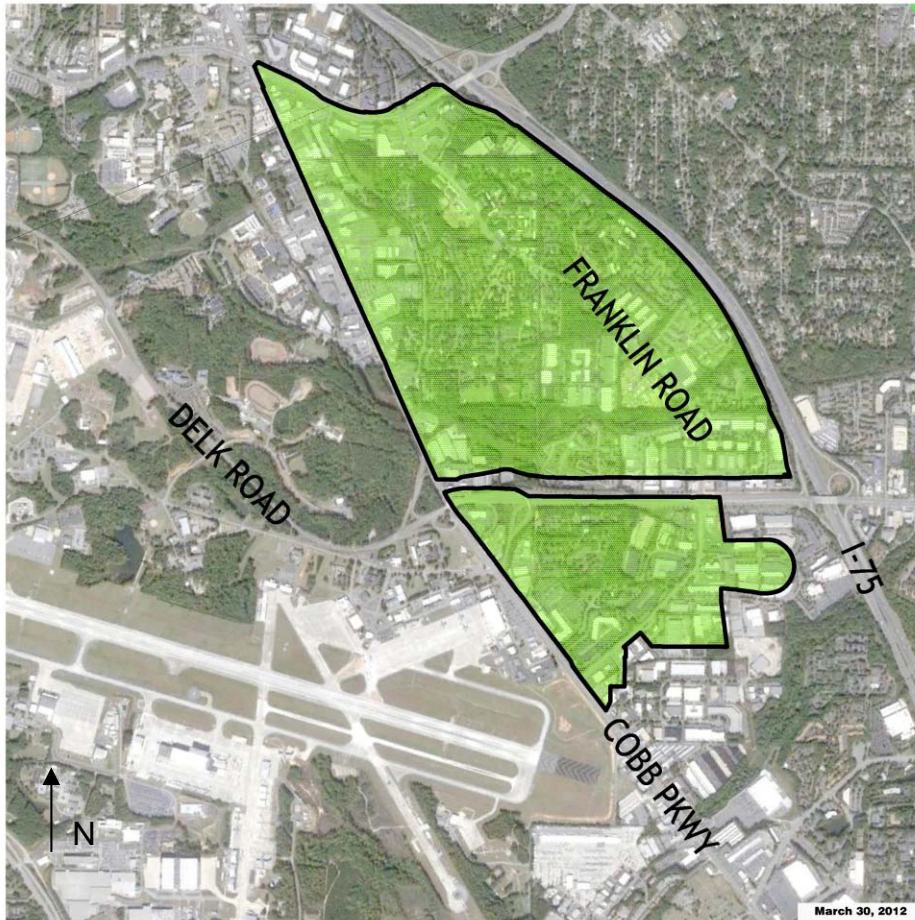
CONNECT COBB: Northwest Transit Corridor Alternatives Analysis



REDEVELOPMENT DISTRICT AND GREENTECH CORRIDOR



GREENTECH CORRIDOR



Vision is to create an ecosystem where business, academia, and government collaborate in building the renewable energy technologies of the future.

Goals

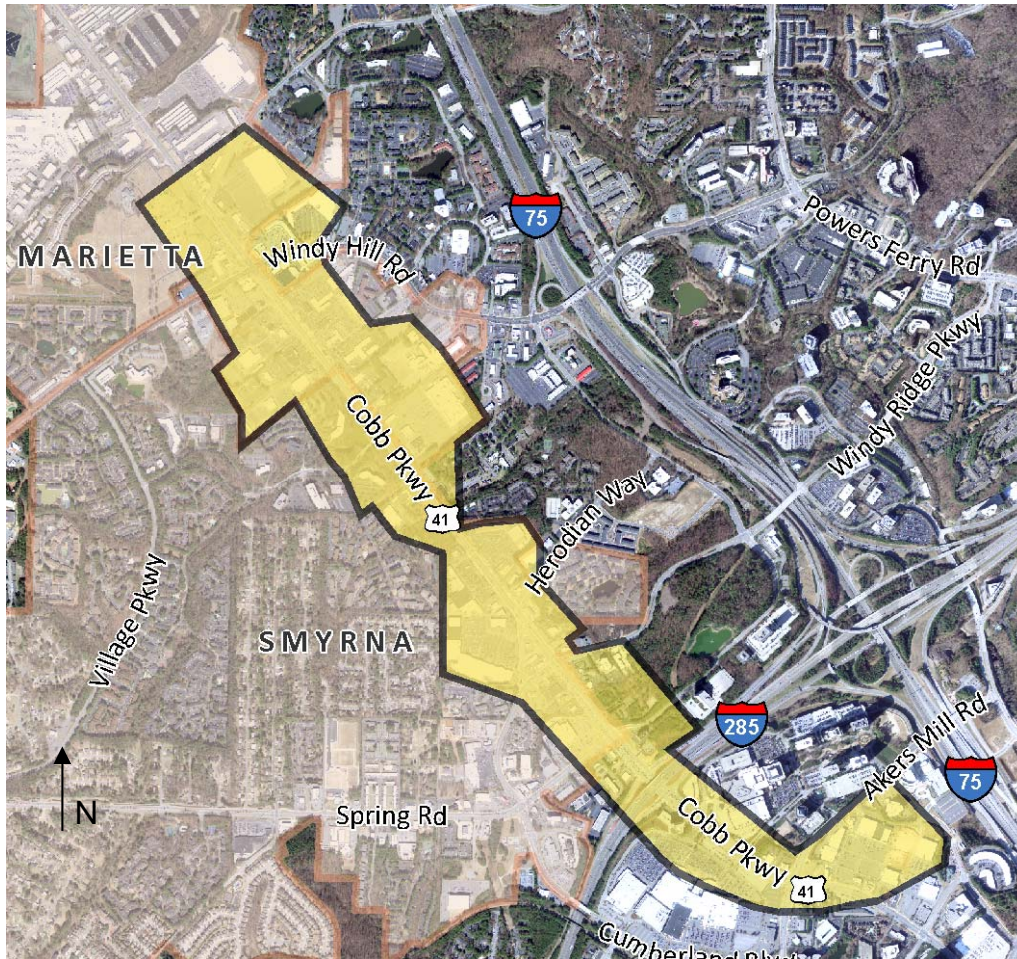
- Retention and expansion of renewable energy companies to Georgia
- Creation of employment opportunities for all salary ranges
- Smart growth principles & mixed-use development
- R&D with local universities



Collaborate. Innovate. Educate.



COBB COUNTY U.S. 41 REDEVELOPMENT OVERLAY DISTRICT



- Provide locations for redevelopment which are pedestrian oriented and developed at a community or regional activity scale
- Locate transit stations to support more urban residential and commercial land use

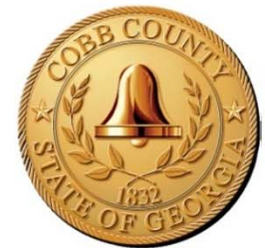


EVALUATION OF ALTERNATIVES



NEEDS IN THE CORRIDOR

- 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.

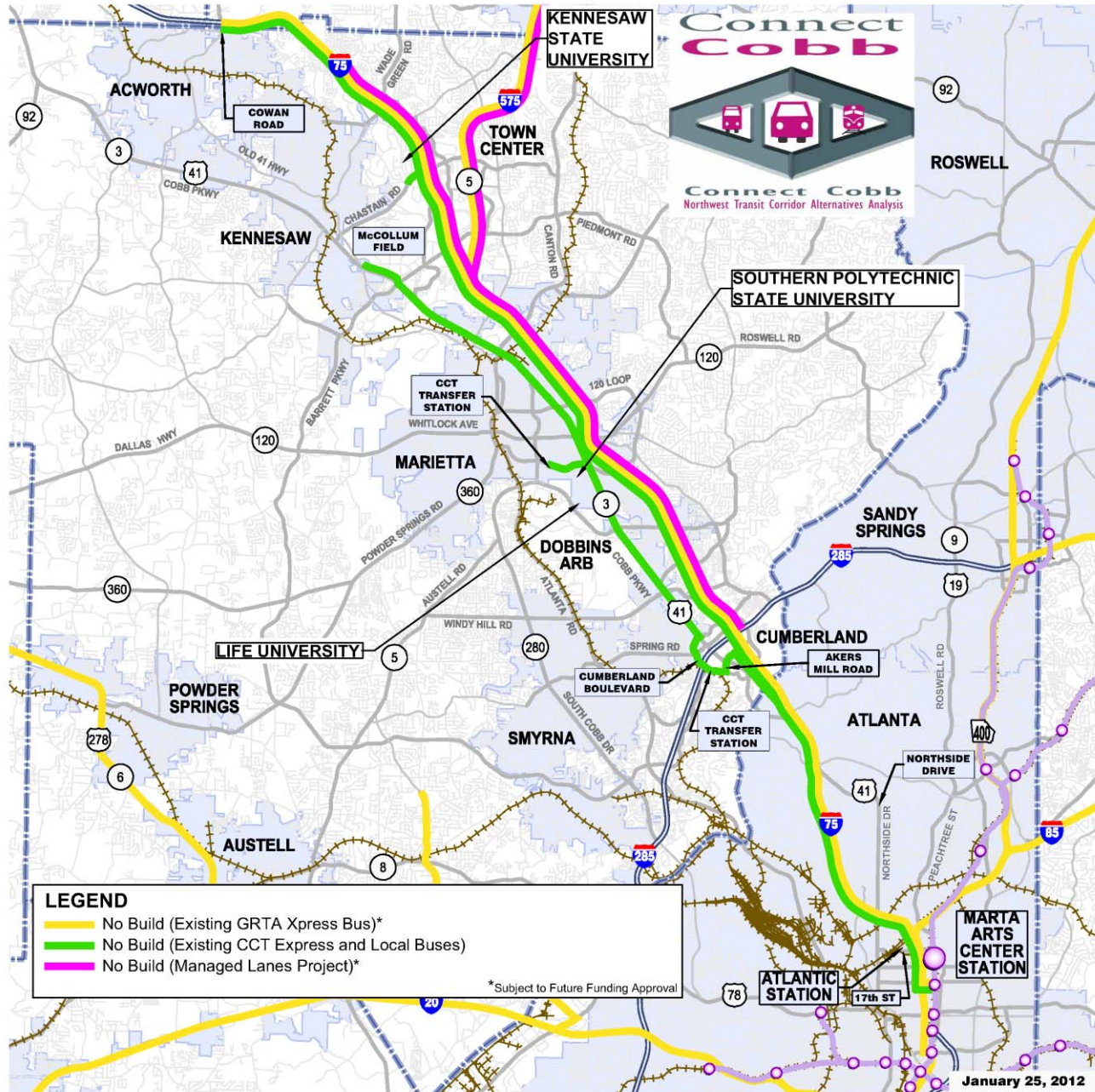


ALTERNATIVES ANALYSIS MATRIX

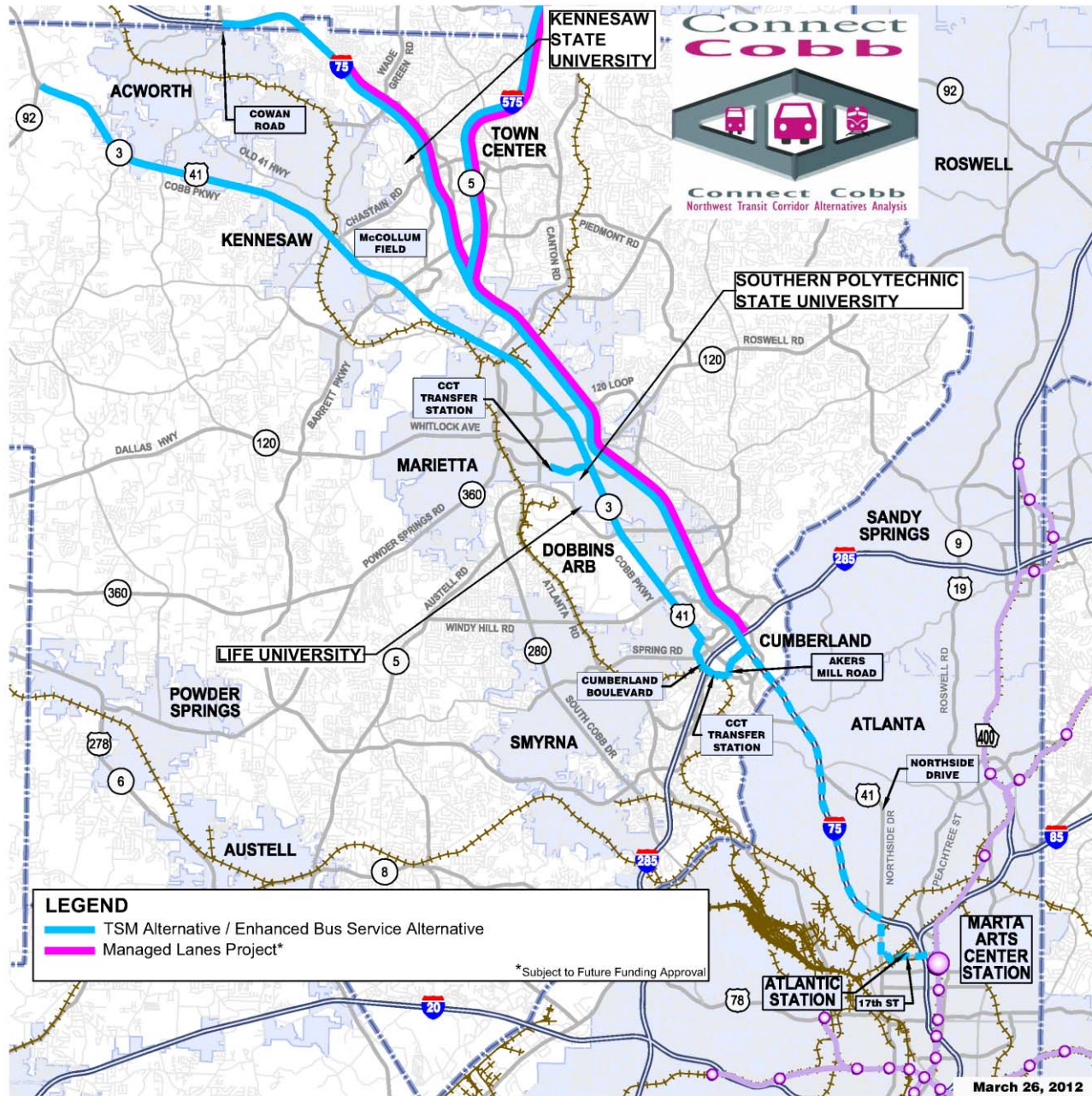
- **Transportation/Air Quality**
- **Land Use**
- **Economic Development/Redevelopment**
- **Environment**
- **Financial**



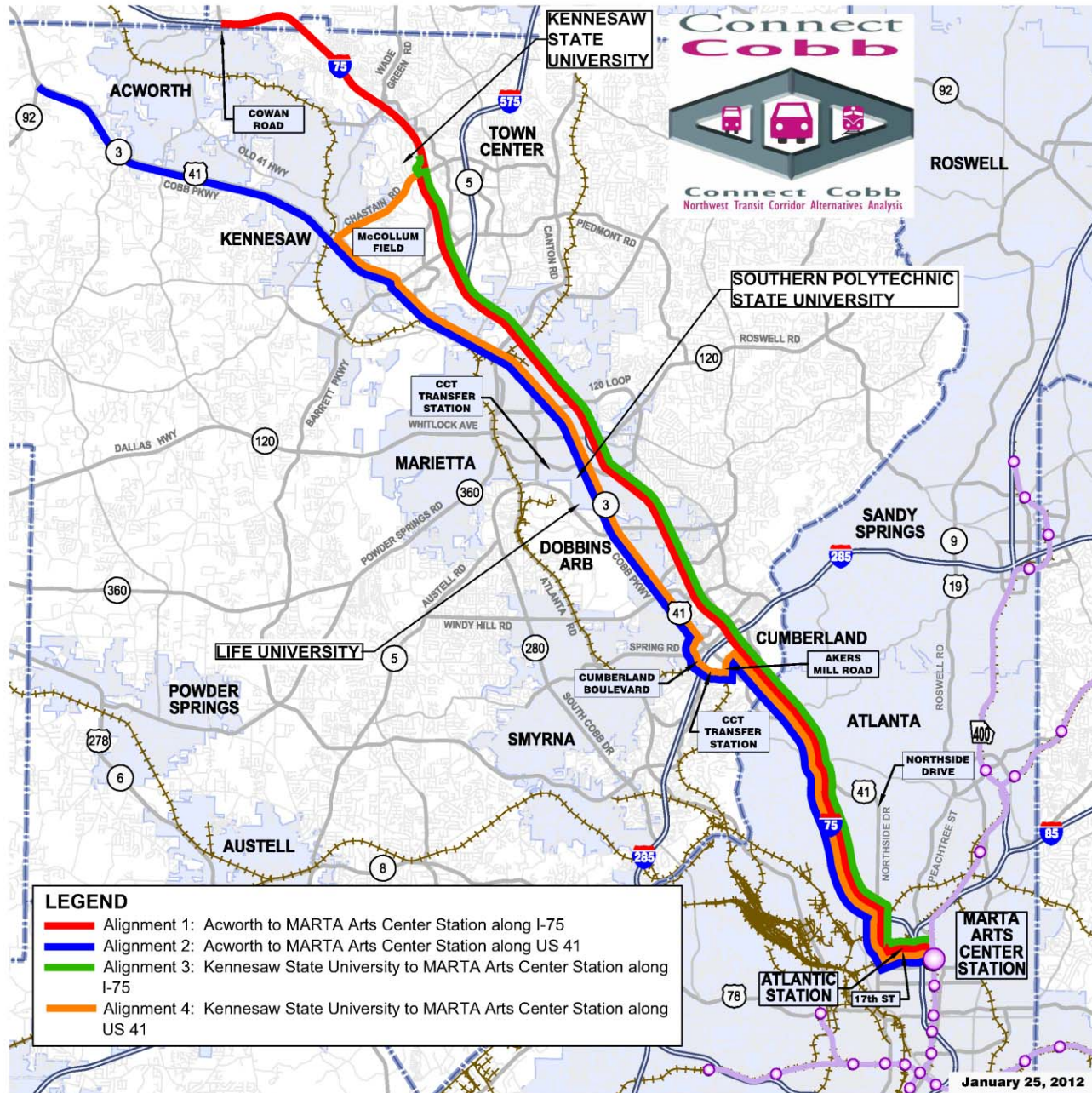
NO BUILD



TSM/ENHANCED BUS SERVICE ALTERNATIVE



ALTERNATIVE ALIGNMENTS



POTENTIAL STATION LOCATIONS

TRANSIT STATIONS SERVING ALL NEEDS



local



regional

Neighborhood

Village

**Regional
Commuter**

**Transit-
Oriented
Development**



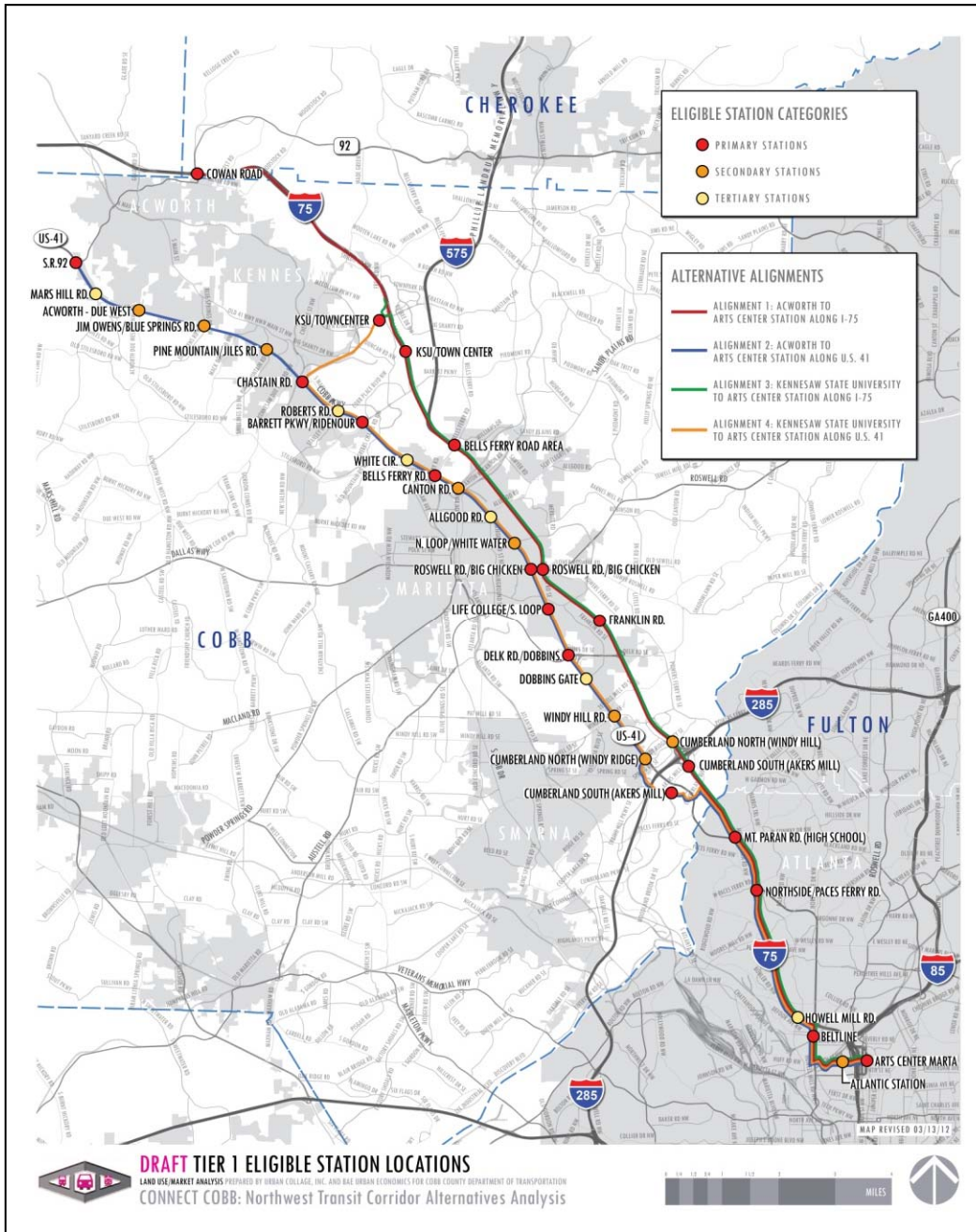
auto-focused



pedestrian-focused



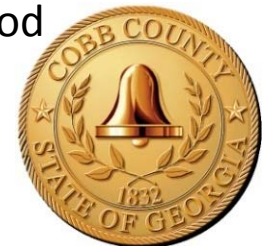
POTENTIAL STATION LOCATIONS



Station areas were evaluated based on access, location of existing destinations, and potential for future economic development.

Eligible Station Categories

- PRIMARY**
 Station locations providing access to major destinations and with significant potential ridership
- SECONDARY**
 Station locations providing access to secondary destinations with moderate potential ridership
- TERTIARY**
 Station locations with good vehicular access and the potential for longer term economic development



RIDERSHIP FORECASTING



Activities to date:

- Obtained latest 2010/2040 ARC model files
- Meetings with ARC, MARTA, and FTA on modeling approach
- Completed draft market assessment technical memorandum
- Comparisons of model vs. onboard survey and ACS, etc.
- Reviewed current mode choice parameters for reasonability
- Refinements to ARC model networks within study corridor
- Assessed model validation at region, subarea, and corridor levels
- Prepared preliminary ridership forecasts



Ongoing activities:

- Final network refinements
- Final validation checks and survey comparisons
- Final model adjustments
- Finalizing assumptions for coding corridor alternatives
- Documenting model validation and reasonability checks

Upcoming activities:

- Coding/running corridor alternatives
- Assessing performance of alternatives
- Refinement of alternatives



FINANCIAL PLAN ANALYSIS

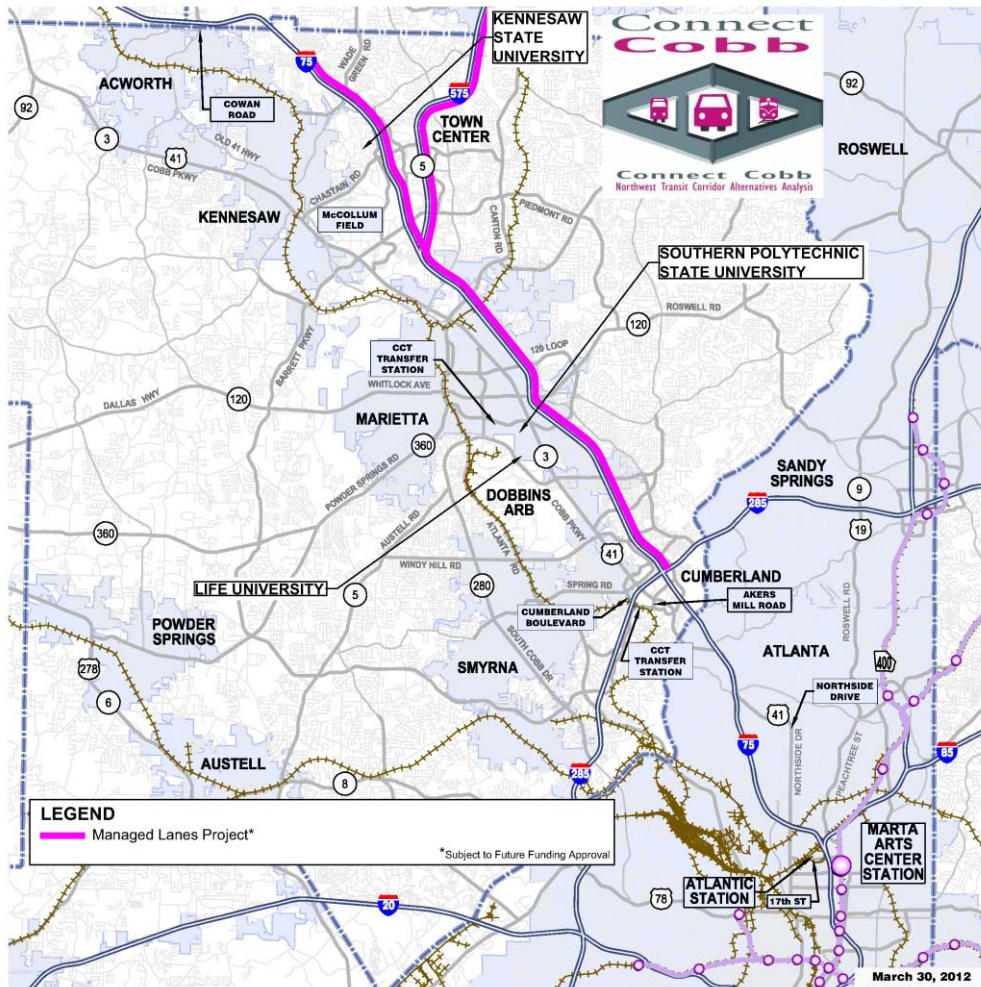


FINANCIAL PLAN ANALYSIS

- FTA New Starts: 50% of capital costs
- Regional Transportation Referendum (RTR): \$689.0 M
- Other Federal Grant Programs
 - FHWA Programs (CMAQ and STP)
 - FTA Section 5309 Competitive Grants (TIGER / SOGR / Livability)
 - FTA Section 5307
- Partnerships within the Region
 - GDOT, MARTA, GRTA, and SRTA
- Local
 - Local jurisdictions
 - Existing SPLOST – Park n Ride Lots; roadway improvements on Cobb Parkway
 - CID participation



POTENTIAL I-75 & I-575 MANAGED LANES / BRT PARTNERSHIP



I-75 & I-575 Northwest Corridor Managed Lanes Project

- Environmentally cleared
- Funding plan includes TIFIA loan
- Loan repayment source: toll revenue

Proposed I-75 BRT Alternative

- Potential New Starts/Small Starts Funding

Leverage Shared Investment Opportunities

- Sections of the managed lanes facility
- Park and ride facilities
- Connections to managed lanes



SHARED FACILITIES AND INTEROPERABILITY DISCUSSIONS



SHARED FACILITIES AND INTEROPERABILITY DISCUSSIONS

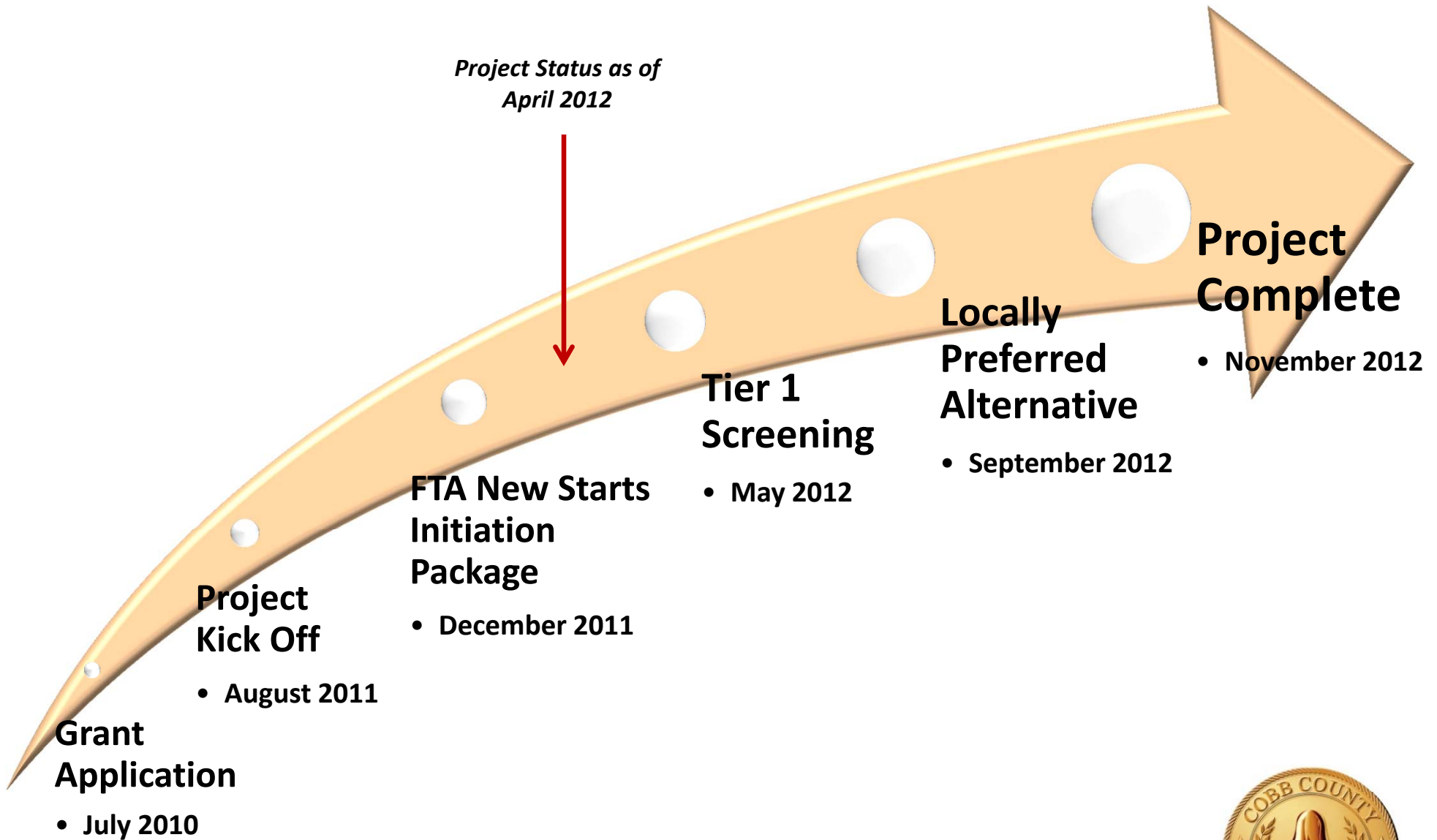
- Discussions initiated at ARC's sponsored Service Coordination Council
- Additional discussions with MARTA and Cobb County
- These discussions are preliminary to larger regional conversations about design standards, etc.



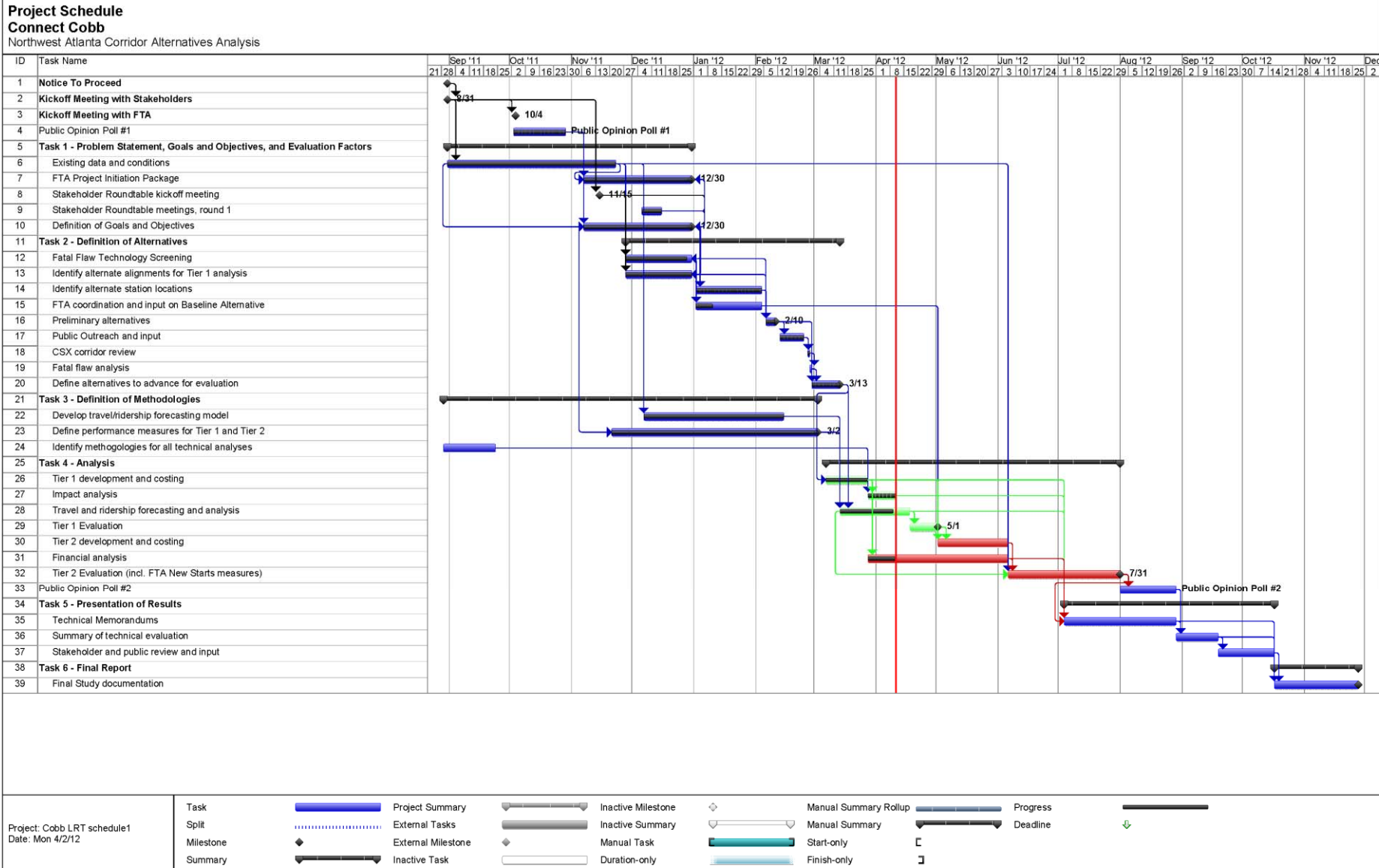
SCHEDULE UPDATE



SCHEDULE – BIG PICTURE



SCHEDULE UPDATE



COORDINATION WITH NORTHWEST ATLANTA CORRIDOR EA/EIS

EA/EIS Schedule

Responses due from Proposers

May 10, 2012

Evaluation/Negotiations

May-July, 2012

Contract Award/NTP

August, 2012

August 2012 EA/EIS kick-off is in concert with the August/September LPA identification

The AA EA/EIS will provide early coordination with the National Park Service and Upper Chattahoochee Riverkeeper



Connect Cobb



Connect Cobb
Northwest Transit Corridor Alternatives Analysis

www.cobbdot.org/connectcobb.htm



THANK YOU!



Cobb County...Expect the Best!



The image is a presentation slide for MARTA. At the top, the MARTA logo is on the left, followed by the text "I-20 East and Clifton Corridor - Recommended LPAs". Below this is a yellow horizontal line. The section title is centered: "Status Update". Below the title is a bulleted list of project status updates.

- Completed technical analysis
- Completed an extensive public and stakeholder outreach
- Selected a recommended Locally Preferred Alternative (LPA)
- LPA Adoption by MARTA Board April 9, 2012
- Projects included in Final Investment List for Transportation Referendum
 - I-20 East - \$225 M
 - Clifton Corridor - \$700M
 - Address short term needs in the corridor over the next 10 years
 - First phase of transit improvements in these corridors

marta | I-20 East and Clifton Corridor - Recommended LPAs

Recommendation Framework

- Integrate screening results with recommendations from TAC and SAC Committees
- Integrate screening results with recommendations from community
- Balance with technical feasibility and cost

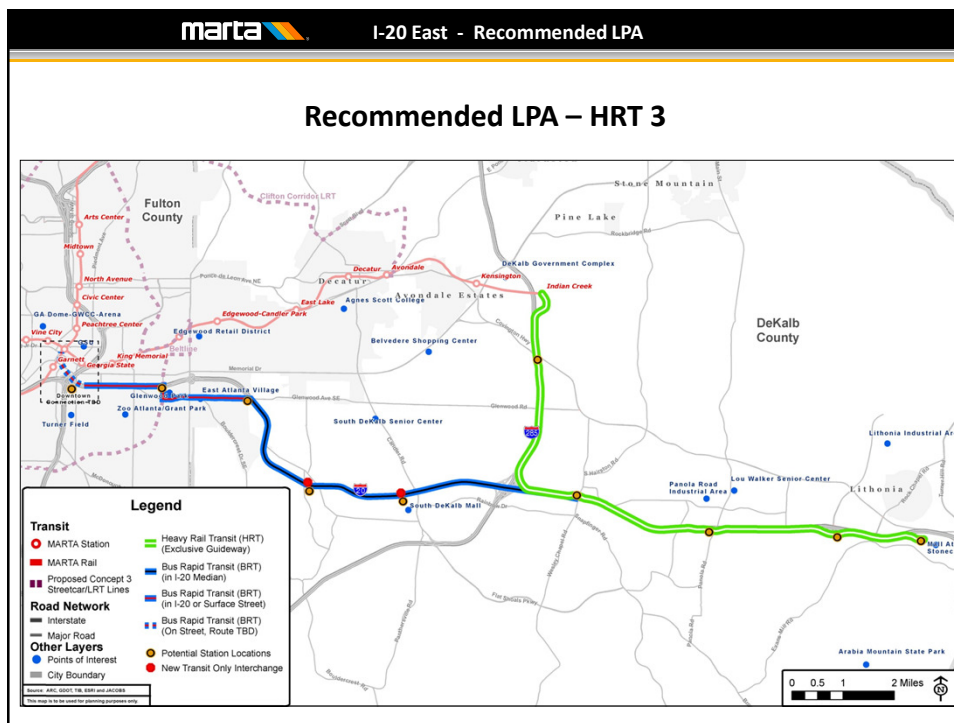
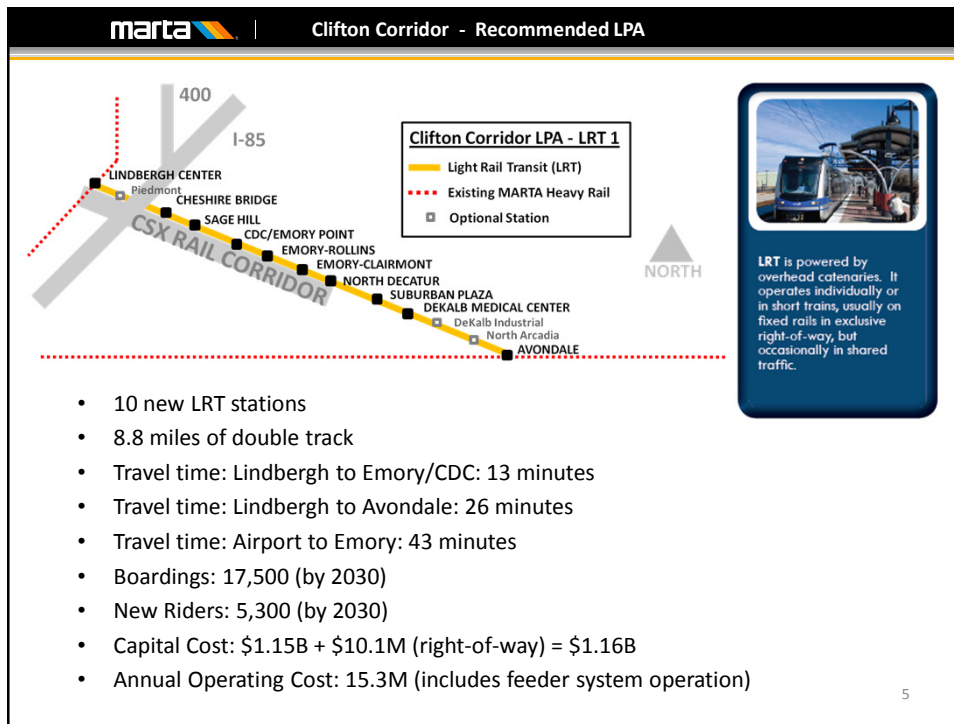
3

marta | Clifton Corridor - Recommended LPA

Recommended Locally Preferred Alternative - LRT1

marta | Clifton Corridor

4



marta | I-20 East - Recommended LPA

Recommended LPA – HRT3

- 9 new stations (4 BRT and 5 HRT) with an optional station at Turner Field
- 12.0 miles HRT, 12.8 miles BRT
- Travel Time: Mall at Stonecrest to Five Points: 40 minutes
- Travel Time: Mall at Stonecrest to Arts Center: 48 minutes
- Daily Boardings: 28,700 (by 2030)
- HRT Boardings: 23,300
- BRT Boardings: 5,400
- New Riders: 6,400 (by 2030)
- Capital Cost: \$1,929M + \$110.4.M= \$2,040B
- Annual Operating Cost: \$18.0M

marta | I-20 East and Clifton Corridor - Recommended LPAs

I-20 EAST AND CLIFTON CORRIDOR
FTA PROJECT DEVELOPMENT PROCESS

```

graph TD
    A[Feasibility Study] --> B[Alternatives Analysis]
    B --> C[Environmental Impact Statement/  
Preliminary Engineering]
    C --> D[Final Design]
    D --> E[Construction]
    E --> F[Revenue Operation]
            
```

Feasibility Study identifies the need for potential transit improvements

Alternatives Analysis (AA) involves the study of a variety of transit investments and identification of a transit solution to address a transportation problem

Any potential impacts to the environment and community and how to mitigate such impacts are identified. Duration 12-18 Months

Final Design phase. Must have committed funding sources. All engineering work is completed. Duration 2-4 Years

Full Funding Grant Agreement in place with FTA . Construction time varies by terrain and project length. Duration 2-4 Years

8

marta | I-20 East and Clifton Corridor - Recommended LPAs 9

Moving Forward

- Incorporation of LPA into the ARC Regional Transportation Plan
- Continue coordination activities with FTA and other governmental agencies
- Continue project development process
 - Refine operating plan for integration with other proposed projects
 - EIS and PE
- Continue financial analysis and development of implementation strategies

marta | I-20 East and Clifton Corridor - Recommended LPA 10

Questions?

marta | I-20 East and Clifton Corridor - Recommended LPA 11

MARTA Contacts

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404-848-5828

Jason Morgan
Clifton Corridor Project Manager
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404-848-4494



The Georgia MultiModal Passenger Terminal (MMPT) will bring together various bus and rail transit services in a centralized downtown location. It will be the hub for existing and future transportation networks including MARTA, the GRTA Xpress system and Greyhound.

GEORGIA DEPARTMENT OF TRANSPORTATION | MARCH 2012

PLEASE ATTEND AN OPEN HOUSE!

Georgia DOT is hosting a series of open houses to introduce the MMPT project, answer any questions and hear the community's thoughts. The information presented will be the same at all open houses. Select the meeting that fits your schedule best. There is no formal presentation; stop by any time between the advertised hours.

April 24, 2012 | 4 —7PM

Georgia Railroad Freight Depot

The Freight Room
65 Martin Luther King Jr. Drive SE
Atlanta, GA 30303

MARTA: From Georgia State Station, take Piedmont Avenue to Martin Luther King, Jr. Drive

**Validated parking is available ONLY at the garage located on the corner of Martin Luther King, Jr. Drive and Central Avenue.*

May 1, 2012 | 11AM—2PM

Georgia State University Student Center

Court Salon
44 Gilmer Street
Atlanta, GA 30302

MARTA: From Georgia State Station, take Piedmont Avenue to Gilmer Street

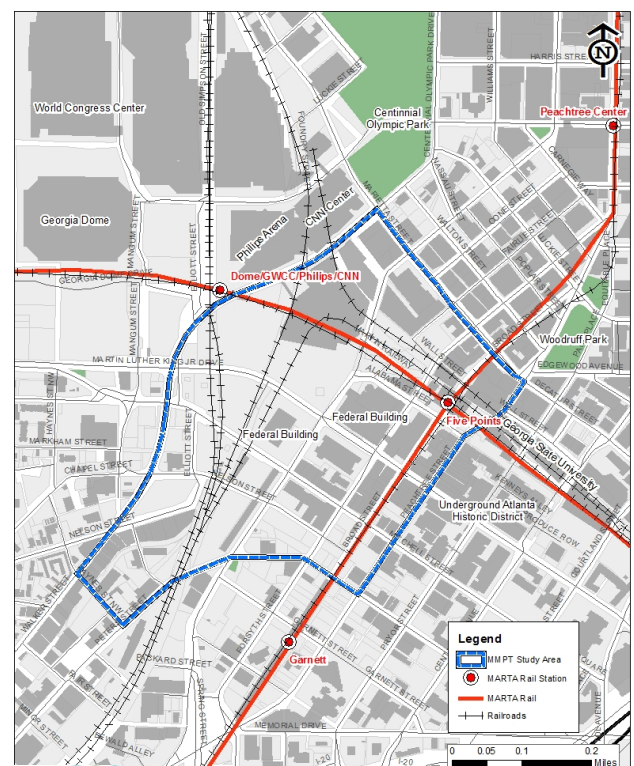
May 3, 2012 | 4—7PM

Antioch Baptist Church North

540 Cameron M. Alexander Blvd, NW
Atlanta, Georgia, 30318

MARTA: Bus No. 26 from North Avenue Station

Come learn more about this exciting project and help shape the vision for the future of our region!



MMPT Study Area

PI No. 770311 & GDOT Project HPPNH-OCRL-00(002)

Americans with Disabilities Act (ADA) Information: The meeting sites are accessible to persons with disabilities. Accommodations for people with disabilities can be arranged with advance notice by calling Derrick Cameron at 404-631-1223.

twitter
www.twitter.com/#/georgiammpt



www.facebook.com/GeorgiaMMPT



For more information, please contact
Derrick Cameron, GDOT Project Manager,
at 404-631-1223.

[HTTP://WWW.DOT.GA.GOV/MMPT](http://www.dot.ga.gov/mmpt)



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

March 15, 2012 Meeting Notes

Voting Members Present:

Mayor Kasim Reed, Chair
Mayor Mike Bodker
Mr. Sonny Deriso
Chief Executive Officer Burrell Ellis
Commissioner Tim Lee
Mr. Tad Leithead
Commissioner BJ Mathis
Commissioner Charlotte Nash
Commissioner Richard Oden

Voting Members Absent:

Commissioner Buzz Ahrens
Mr. Fred Daniels
Commissioner John Eaves
Commissioner Tom Worthan

Non-Voting Members Present:

Commissioner Eddie Freeman
Mr. Doug Hooker
Mr. Todd Long
Ms. Jannine Miller
Dr. Beverly Scott
Mr. Doug Tollett

Non-Voting Members Absent:

Commissioner David Austin
Mr. Brandon Beach
Commissioner Eldrin Bell
Commissioner Jim Boff
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
Commissioner Kathy Morgan
Ms. Pam Sessions
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

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

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.

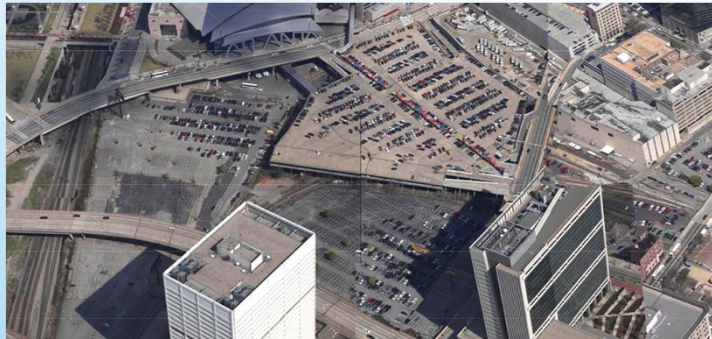
There being no further business, the meeting was adjourned.

Handouts

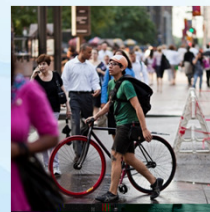
- April 12, 2012 RTC Agenda
- March 15, 2012 RTC Meeting Summary
- Presentation: Concept 3 Updated Draft Project List
- Presentation: Northwest Transit Corridor Alternatives Analysis
- Presentation: Recommended Locally Preferred Alternative for I-20 East and Clifton Corridor Expansions Projects
- Flyer: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

MultiModal Passenger Terminal Experience & Progress

Jim Richardson, Project Manager



What is the MMPT? Access to the World



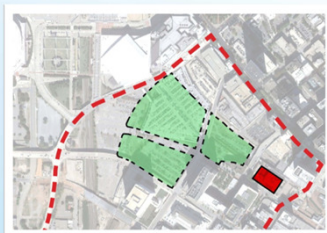
Where is the MMPT?

Downtown Connections



Vision Refinement

Work Progress, Conceptual Imagery and Station Sites



Stakeholder Involvement

The Key to a Successful Process

- CSX
- Norfolk Southern
- City of Atlanta
- MARTA
- GRTA
- CAP
- GDOT
- ARC
- FTA
- FRA
- Cobb County Transit
- Gwinnett County Transit
- Beltline Inc.
- Amtrak
- Greyhound
- Southeastern Stages
- Megabus
- Zipcar
- PEDs
- Goldman Sachs
- GSA
- EPA
- Neighborhood Planning Units
- Atlanta Planning Advisory Board
- Castleberry Hill Neighborhood Association
- Georgia State University
- Atlanta University Center
- Georgia Perimeter College
- Atlanta Public Schools
- Atlanta Urban Design Commission
- The Georgia Trust for Historic Preservation
- Atlanta Preservation Center
- Metropolitan Public Art Coalition
- Georgia World Congress Center
- World of Coca-Cola
- Georgia Aquarium
- Philips Arena
- CNN
- Fulton County Recreational Authority
- Homeland Security
- Atlanta Journal & Constitution
- Atlanta Business Chronicle
- Telemundo
- Atlanta Community Food Bank
- Other Community Groups
- Local Business Owners

Collaboration with Stakeholders on the Local, State, & National Levels



Enhancing Transportation Relationships to Solve Problems

We have partnered with CSX and NS to help address growing transportation issues

Including the bottleneck of freight congestion and necessary infrastructure upgrades



Freight is vital. By making system improvements that facilitate more efficient infrastructure usage, we are working together to enhance Atlanta's position as a major transportation center

We are Partners in a Shared Vision



Development Opportunities

Working towards kick-off, signature projects

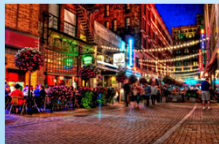


GSA can consolidate more than 4 M sq. ft. of office into a single 2-3 M sq. ft. central location, fulfilling federal cost savings requirements



Coordinating with transit agencies to create a single building location. By functioning together, costs can be reduced

Matching Economic & Development Opportunities to Create a Dynamic Place



Reuse of underutilized historic structures in order to create a vibrant mixed-use TOD community



Activating the streets with student activity with the addition of more high quality housing and classroom facilities



Moving Forward

- Timeline
- Introduction of Alternatives
- Branding
- Preferred Alternative
- Record of Decision
- White House Dashboard
- Stakeholder coordination on the local, state & federal levels
- TIFIA, RRIF
- HR. 4361

F | I | C



Commitment to Fund Projects

A shared community vision and committed development projects
Will enhance funding opportunities



Transbay Transit Center
San Francisco, CA



Denver Union Station
Denver, CO

Local, state, and federal agencies all over the country have already
committed funds for major transportation centers
currently under construction

We believe financing is achievable



Atlanta Regional Transit On-Board Survey

Regional Transit Committee
June 14, 2012



Why a Regional Transit On-Board Survey?

- Purpose:
 - Last one was in 2001
 - Update the region's travel demand model
 - Satisfy FTA's New Starts requirements
 - Allow the region become more competitive nationally for FTA funding
- Goal: Obtain completed surveys from 10% of the daily transit boardings in the region, or over 50,000 survey records



Acknowledgements

- Survey Contractor & Sub-Consultant:
 - ETC Institute www.etcinstitute.com
 - Atkins (PBS&J) www.atkinsglobal.com
- Funding Agencies:
 - ARC \$500K
 - MARTA \$500K
 - GRTA \$500K
 - GDOT \$500K

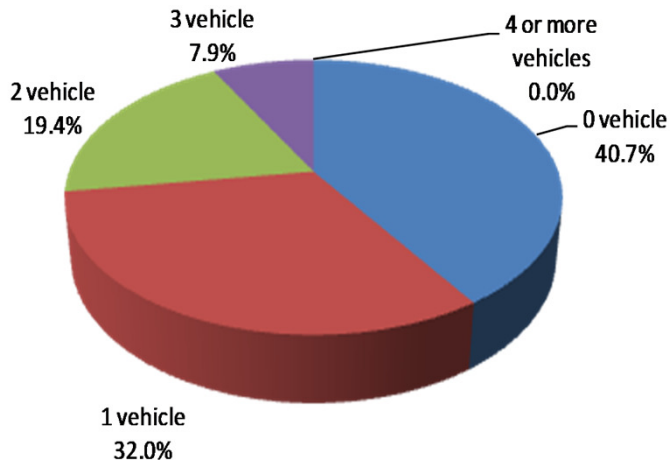


Transit Systems Surveyed October 2009 – January 2010, weekdays only

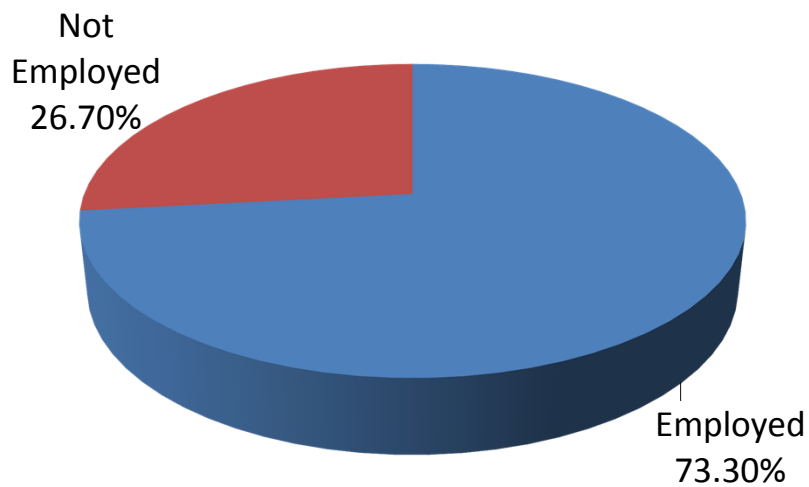
- MARTA
- CCT (Cobb)
- GRTA
- GCT (Gwinnett)
- CAT (Cherokee)
- HAT (Hall)
- C-Tran (Clayton)
- Emory



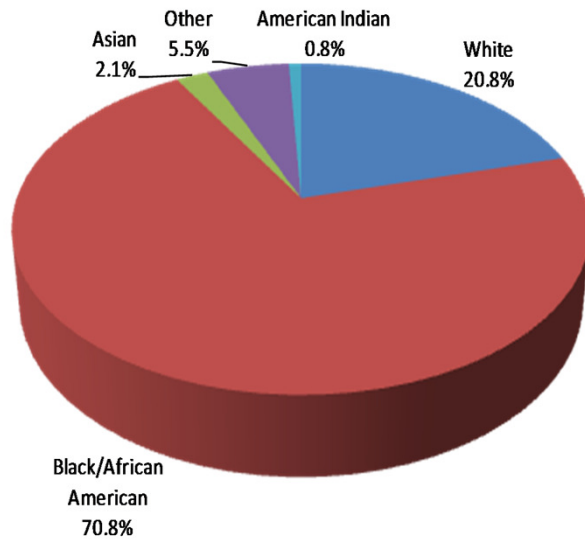
**Transit is Vital to Atlanta's Mobility:
Over 40% of Transit Riders Do Not
Have Access To / Do Not Own a Car**



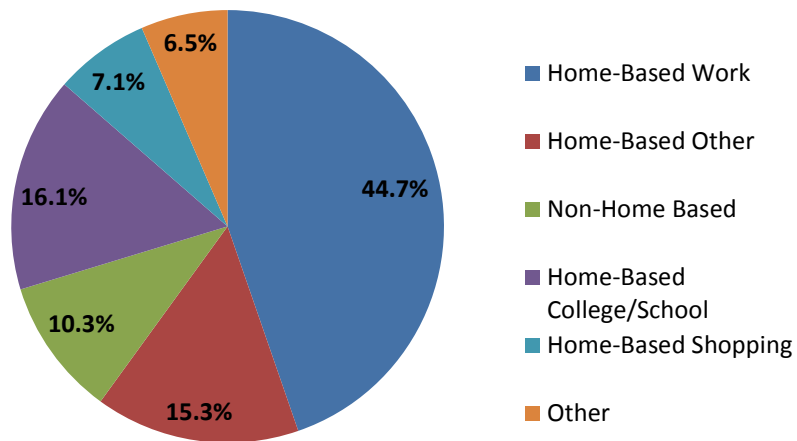
**Transit is Vital to Atlanta's Economy:
3 out of 4 Transit Riders Are Employed**



Ethnicity of Transit Riders: 71% Are African-Americans



45% of Transit Riders Use Transit to Go to Work



3 out 4 Transit Riders Walk to Transit

Mode of Access to Transit	Percent
Walked	72.4%
Dropped Off	14.0%
Drove Alone	10.6%
Rode in a vehicle for part of the trip and walked/biked rest of the way	1.8%
Carpooled/Vanpooled	0.9%
Bicycle	0.3%

Walk to Transit: How Far?

Walk Distance to Transit	Percent
Less than 1/8 mile	53.0%
1/8 - 1/4 mile	26.9%
1/4 - 1/2 mile	11.3%
1/2 - 3/4 mile	4.5%
3/4 - 1 mile	1.5%
1 - 1 1/2 miles	1.7%
1 1/2 - 2 miles	0.5%
Greater than 2 miles	0.5%

Income Affects Access to Transit

Household Income < \$20,000

- Walk 79%
- Drive Alone 4%
- Dropped Off 14%

Household Income > \$75,000

- Walk 56%
- Drive Alone 29%
- Dropped Off 13%

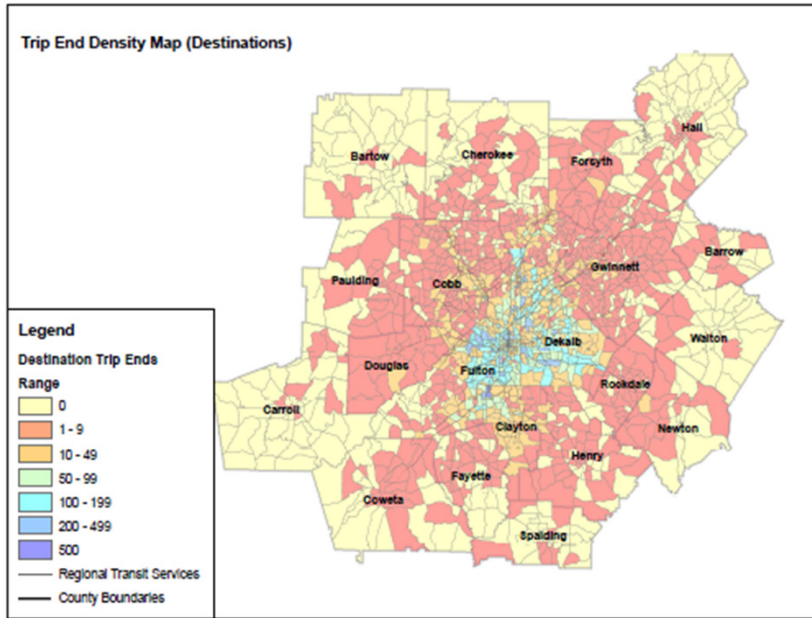


More Facts

- Transit Is Vital to Atlanta's Education:
 - Over 30% of Transit Riders are Students
- Other Factoid:
 - 29% of Transit Riders Have NO Driver's License



Transit Reach: How Far Out?



Next Steps

- Update ARC's Regional Travel Demand Models
- Use Final / Expanded Survey Dataset to Improve Mode Choice Model & Transit Assignment
- Household Travel Survey Recently Completed, Obtained Travel Patterns of Residents

Questions

Guy Rousseau, Travel Surveys & Transportation
Model Development Manager

grousseau@atlantaregional.com

404.463.3274

Project Website:

www.atlantaregional.com/transitsurvey



ARC TRANSIT ORIENTED DEVELOPMENT (TOD) PROGRAM UPDATE

Dan Reuter
Regional Transit Committee
June 14, 2012

+ regional impact + local relevance



What is TOD?



Transit-oriented development, or TOD, is a type of community development that includes a mixture of housing, office, retail and/or other commercial development and amenities integrated into a walkable neighborhood and located within a half-mile of quality public transportation.



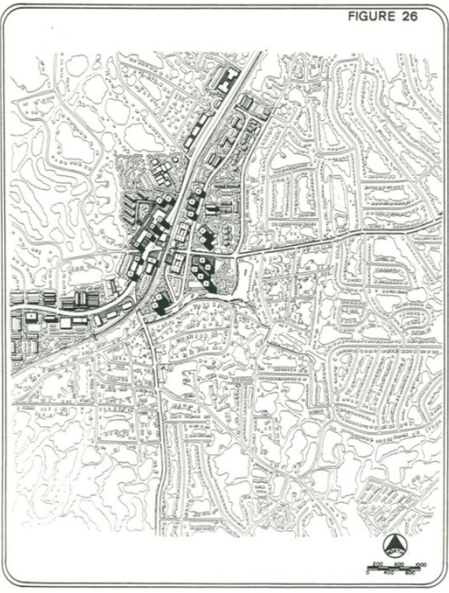
+ regional impact + local relevance




Transit Station Area Development Studies

- Program started in 1972
- Land Use/Transportation Studies around MARTA referendum systems
 - Provided a local government response to MARTA Plans

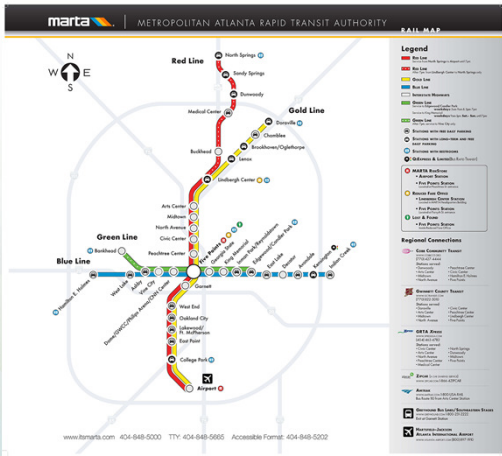
URBAN DESIGN ILLUSTRATION - TOTAL BUILD OUT IN 2000
BROOKHAVEN STATION AREA






regional impact +


Why is TOD Important?

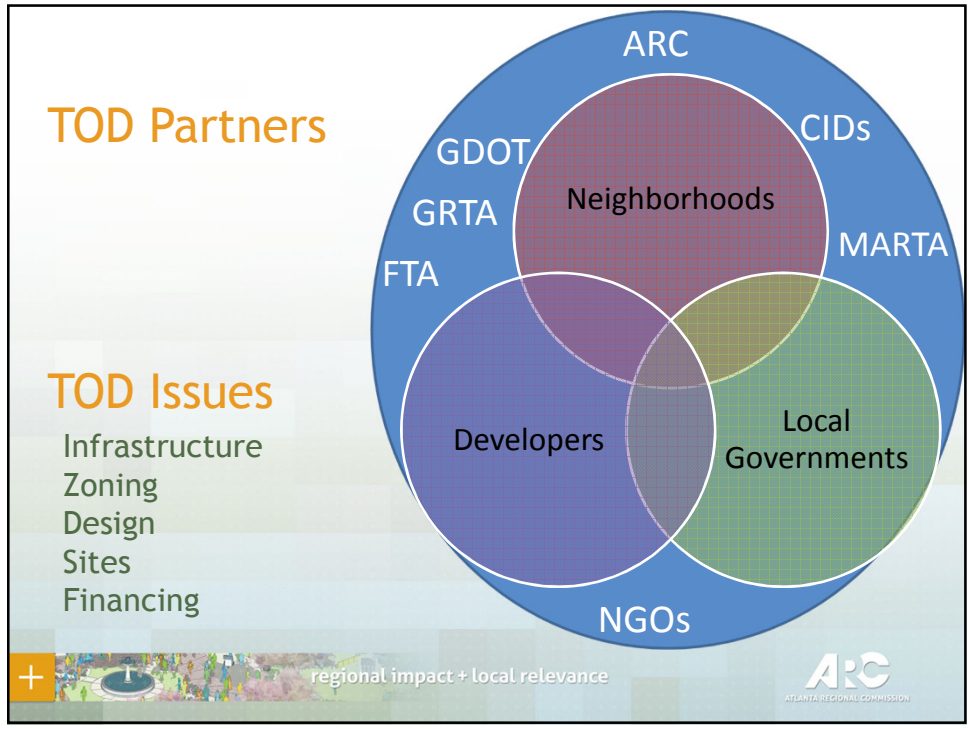


- Approximately 10-12 stations are available
- National trends suggest new development can occur
- Benefits to congestion, accessibility, etc.
- Leverage existing public investments



regional impact + local relevance





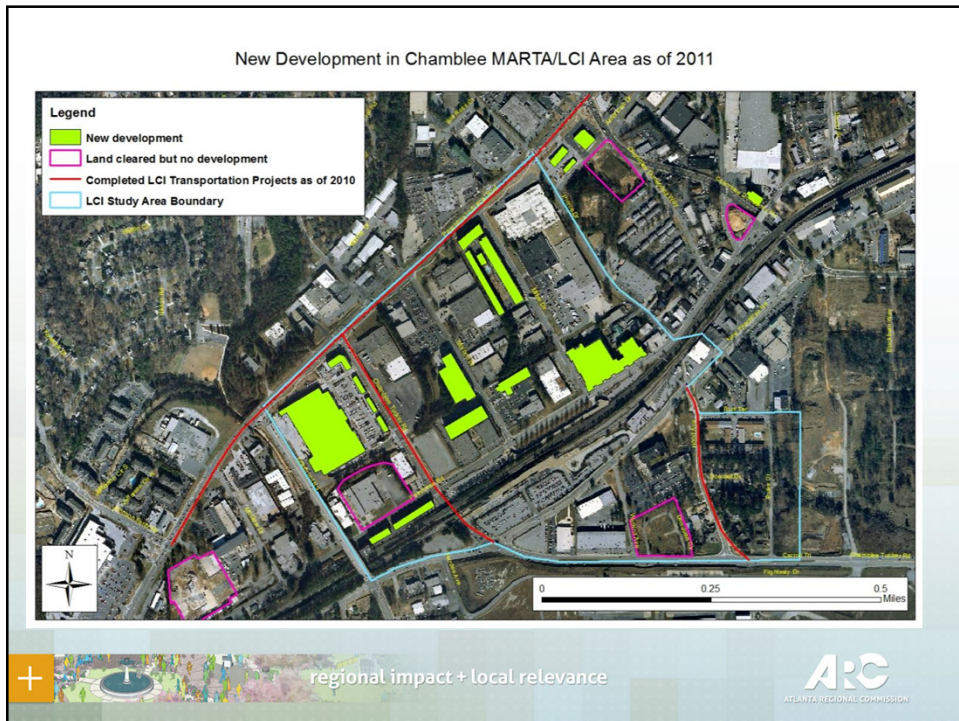
Livable Centers Initiative

- Created in 1999
- 36 out of 38 MARTA Stations
 - \$1.8 million study funds
 - \$51 million transportation projects
 - 3 TOD Station Area studies in 2012



regional impact + local relevance





Station Area Charrettes

- Bring together
 - MARTA
 - Local Governments
 - Neighbors
 - Developers
- Edgewood-Candler Park in 2011
- Continue in 2012



+ regional impact + local relevance



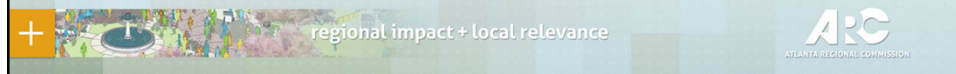
+ regional impact + local relevance





Future Activities

- MARTA/Local Government Actions
- TOD Market Strategy Research (Summer 2012)
- Continue Station Area Charrettes
- Develop Education Program
- LCI Project Flex to FTA/MARTA




TOD Best Practices

STRATEGY 8

Measure and Evaluate Progress


IT IS IMPORTANT to measure and evaluate progress toward TOD goals and targets identified during the regional visioning process, so that regions can evaluate the effectiveness of policies and funding programs and communicate the value of these investments to elected officials and the public. For example, a regional agency can track the number of station area plans that have been adopted, the adoption of TOD-supportive zoning codes or other policies, or any changes to TOD-related goals such as increased transit ridership, an increase in the number of housing units near transit, greenhouse gas emission reductions, or reductions in the combined cost of housing and transportation.



The Atlanta Regional Council conducts an ongoing evaluation of investments made through its Livable Centers Initiative (LCI) program, publishing a review of the status of LCI-funded projects every six months and a more detailed analysis of the program's impacts every two years. The detailed analysis provides updates on the status of plans and projects, a summary of changes to land use policies and regulations that have resulted, and an overview of changes in community attitudes about quality of life, housing choices, transit service and other TOD-related topics.

More than 85,000 housing units and 28 million square feet of office have been proposed or built in communities as the result of plans funded through the Atlanta Regional Commission's Livable Centers Initiative.

CASE STUDY




The Chicago Metropolitan Agency for Planning (CMAP) has developed a user-friendly, customizable website called MetroTube that tracks the region's progress toward goals identified in the 2040 comprehensive plan. Designed to facilitate effective decision-making and to allow the general public to assess changes in quality of life over time, MetroTube tracks indicators in 12 categories including transportation, housing and coordinated planning. CMAP uses more than 200 indicators to measure and evaluate progress, including:

- average number of vehicles per household;
- number of jobs located near affordable housing;
- transit trips per capita;
- combined cost of housing and transportation;
- acres of rail potential;
- Number of vacant commercial properties.

TOD 204

PLANNING FOR TOD AT THE REGIONAL SCALE

The Big Picture




One in a series of best practices guidebooks from The Center for Transit-Oriented Development

ARC review the status of LCI-funded transportation projects every six months and analysis of the program's impacts every two years.

+

regional impact + local relevance





QUESTIONS?

+

regional impact + local relevance



REGIONAL SNAPSHOT

May 2012

The Who, What, Where and Why of Transit in the Atlanta Region

This *Regional Snapshot* revisits ARC's **On-Board Transit Survey** to get a better understanding of who is riding transit, why they are riding and where they are going. It also explores American Community Survey data to show the characteristics of neighborhoods that have some degree of transit accessibility, either located near a bus stop or located in a more "premium" transit area close to a rail station. Finally, the *Snapshot* also looks at the spatial relationship between transit accessibility and zero-car households - i.e. those areas most likely to be reliant on transit.

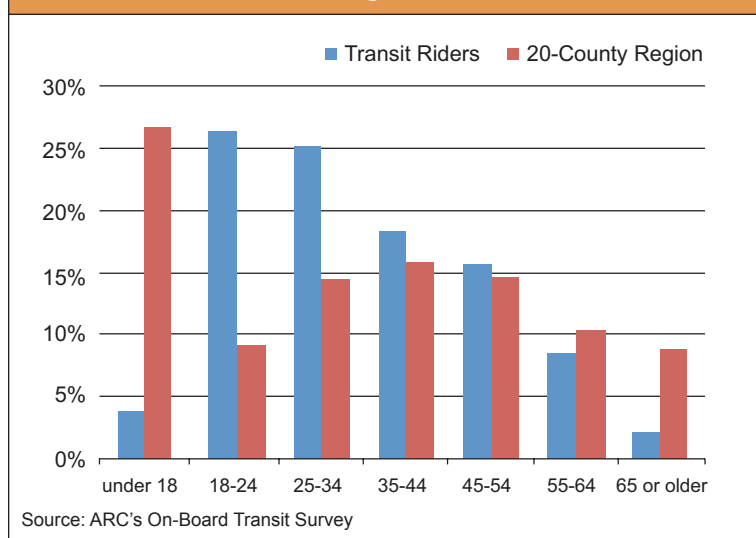
The *Snapshot* finds that the percent of those using transit to go to work doubles in neighborhoods with close proximity to transit, and more than triples in areas with "premium" transit access. In short, where transit is available, people use it.

ARC conducted the *On-Board Transit Survey* in 2009, which included all transit providers, including the now defunct Clayton County (C-TRAN) bus system. Almost 50,000 useable surveys were obtained. For more information about the *On-Board transit Survey*, please visit this link: <http://www.atlantaregional.com/transitsurvey>.

WHO RIDES TRANSIT?

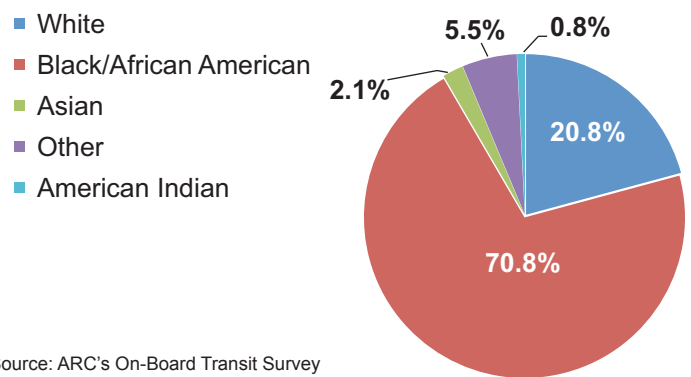
As Chart 1 shows, the majority of transit riders are between the ages of 18 and 34, comprising almost 52 percent of all riders. In comparison, only 24 percent of the 20-county region's total population is between the ages of 18 and 34. Only two percent of transit riders are 65 and older (compared to nine percent of the total population), while only four percent of transit riders are under 18 (compared to 27 percent of the total population)

Chart 1 – Age Breakdown



While direct comparisons of the race of transit riders and the race of regional residents are not possible because of different survey methods, Chart 2 shows that 71 percent of transit riders are Black, which indirectly compares to about 32 percent of the 20-county region's total population

Chart 2 – Race Breakdown



A slim majority (51.4 percent) of transit riders have household incomes of less than \$30,000, compared to 24 percent of the 20-county region's residents with household incomes of less than \$30,000.

Chart 3 – Income Breakdown

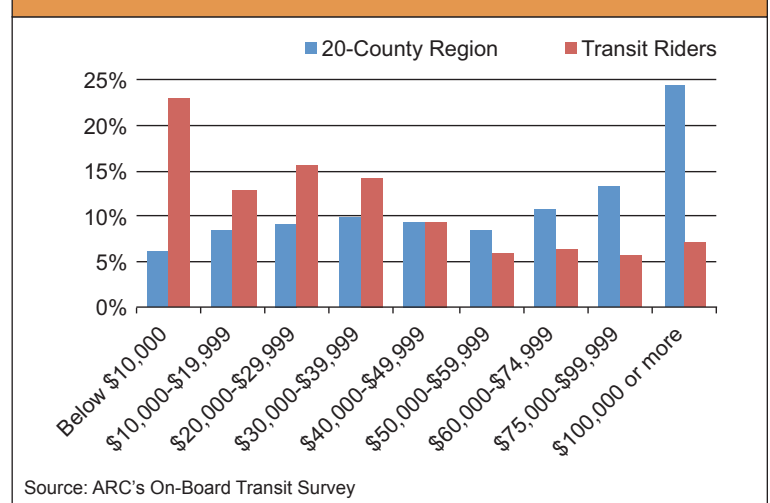


Table 1 – Other Characteristics of Transit Riders

	Student?	Employed?	Have Driver's License?
Yes	30.6%	74.5%	71.0%
No	69.4%	25.5%	29.0%

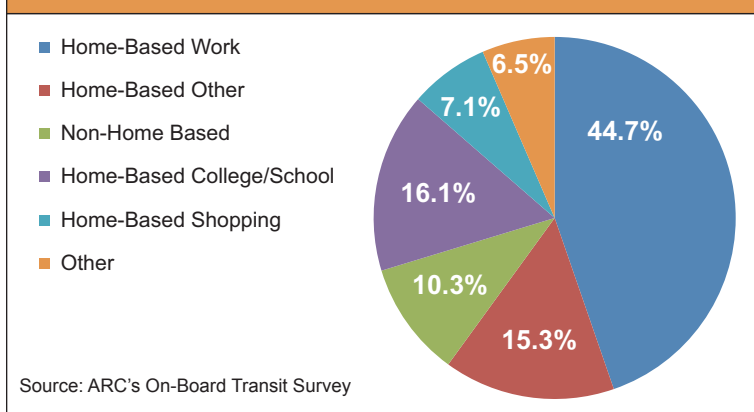
Source: ARC's On-Board Transit Survey

Finally, Table 1 shows other characteristics of transit riders, including the finding that 31 percent of riders surveyed were students.

WHERE DO TRANSIT RIDERS GO?

Almost 45 percent of the respondents indicated that their trip was Home-Based Work, meaning the trip's origin was home and its destination was work. The second most popular destination was school or college at 16.3 percent. Shopping was another popular destination for transit riders (7.1 percent).

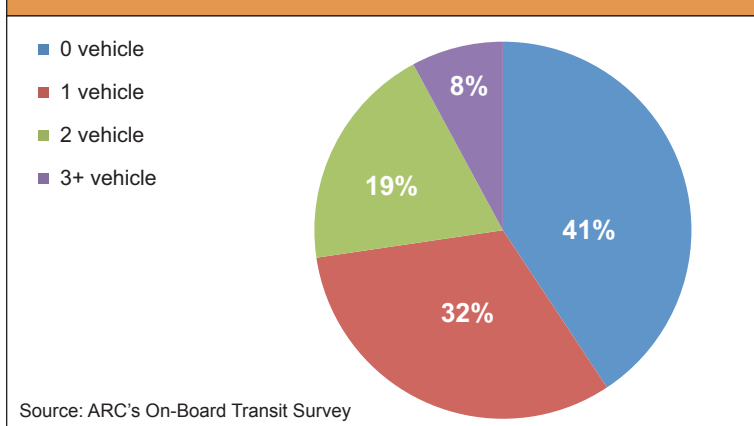
Chart 4 – Trip Purpose



WHY RIDE TRANSIT?

More than 40 percent of all riders surveyed have no vehicle available, making transit the primary option for day-to-day transportation for this group.

Chart 5 – Number of Vehicles Available



MORE PEOPLE TAKE TRANSIT THE CLOSER THEY ARE TO IT

To better understand how proximity affects transit ridership, ARC developed two “transit areas” that are comprised of neighborhoods near transit. (For this analysis, we defined neighborhoods as Census Tracts, which are comparable to neighborhoods and are the only reliable small-area geography on which to base this analysis). One area – called “Total Transit Area” – includes all neighborhoods that contain a bus stop.¹ A second area – called “Premium Transit Area” – includes those neighborhoods that are within a half-mile buffer around a rail station. The rationale behind the latter was that people will walk longer distances to ride trains than they will to ride local buses. (See Figure 1).

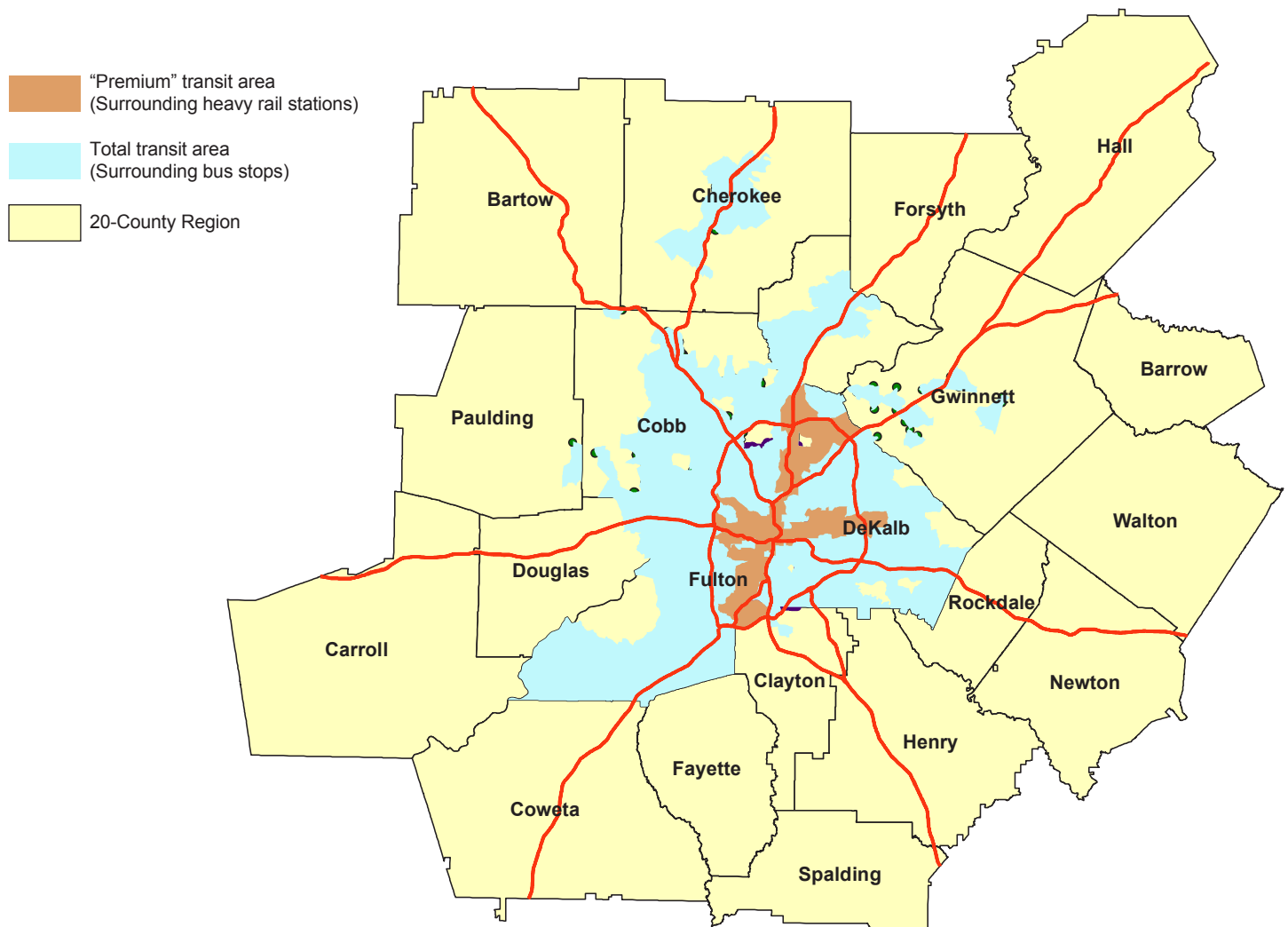
Region-wide, 3.6 percent of those who do not work at home take transit to work, according to the latest American Community Survey (2006-2010). However, in those areas with close proximity to transit, the ridership percentage doubles (to 7.4 percent) near a bus stop, and more than triples (to 13.4 percent) near a rail station. (See Table 2).

The question on the American Community Survey only asks respondents how they “usually” got to work during the last week. The ridership figures would be akin to the “Home-Based Trip” in Chart 4, which comprise 45 percent of all transit trips. Thus, the ridership figures reported in the American Community Survey underestimate actual transit ridership because the survey only captures work trips.

Table 2 also shows that transit serves a very diverse group of regional residents.

¹ Transit providers (MARTA, Gwinnett County, Cobb County, and Cherokee County) frequently change or discontinue routes and bus stop locations. ARC makes every effort to maintain an updated file for GIS (Geographic Information Systems) purposes, but there are likely bus stops that are included in the analysis that shouldn't be, as well as some bus

Figure 1 – Transit Proximity Areas



Source: ARC's On-Board Transit Survey

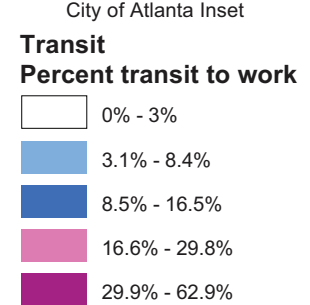
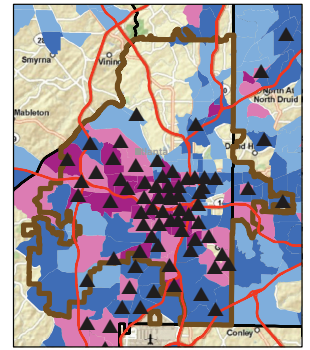
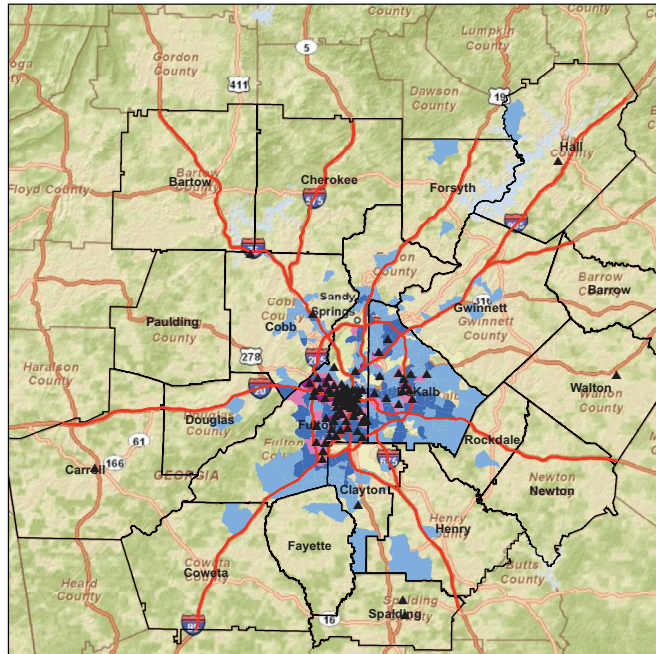
Table 2. Characteristics of Neighborhoods Near Transit

	Region	Total Transit Area	"Premium" Transit Area
Percent With at Least a Bachelor's degree	34.7%	40.5%	46.0%
Percent With No High School Diploma	12.9%	12.7%	14.0%
Percent Owner-Occupied Unit	67.6%	55.0%	46.4%
Percent Zero-Car Households	6.2%	10.2%	17.4%
Percent With One-Way Commute Time Greater than 45 mins	23.7%	18.8%	14.4%
Percent in Poverty	12.6%	16.3%	20.2%
Percent Usually Taking Transit To Work	3.6%	7.4%	13.4%

Source: American Community Survey (2006-2010)

Map 1 – Percentage Taking Transit to Work (Shaded areas) and Where at Least 20% of Households Have No Car (Black triangles)

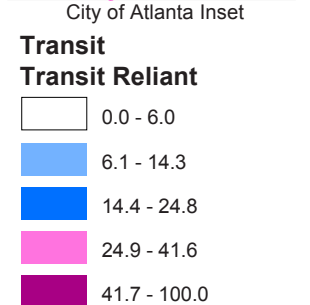
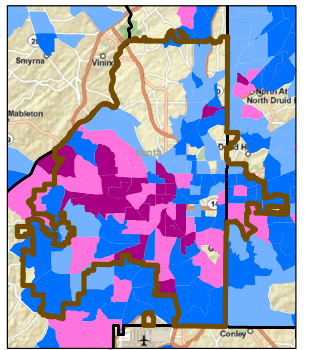
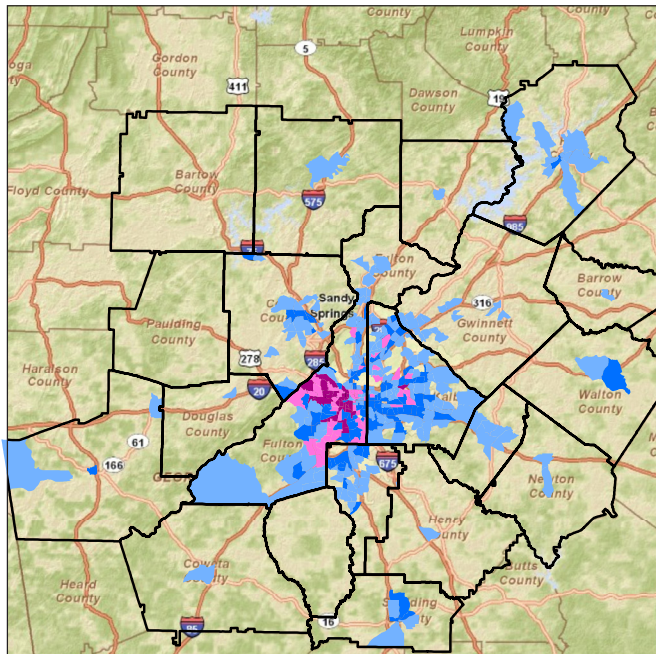
Map 1 shows the percent of those who do not work at home who “usually” take transit to work overlaid with those areas where at least 20 percent of the households have no car available. There is a strong spatial correlation between the two – where there are heavy concentrations of those without a car, there tends to be higher transit ridership. Western Atlanta, between the Connector and I-285, has among the heaviest concentrations of both transit riders and those without a vehicle.



Map 2 – Transit Reliance Index

The Transit Reliance Index combines the percent taking transit to work with the percent of households without a vehicle. It then normalizes that score on a 0-100 scale, where 100 has the highest “reliance.”

Map 2 is essentially a combination of the two data elements mapped in Map 1. ARC developed a “Transit Reliance Index” that adds the percentage of those “usually” taking transit to work and the percentage of those households without a car. We then normalized that to a 0-100 scale, where 100 represents the greatest transit reliance. The area in west Atlanta has the greatest overall reliance on transit, but there are several such areas scattered throughout DeKalb and Fulton counties.



Source: American Community Survey (2006-2010)

For more information on these issues or to suggest new subjects, please email mcarnathan@atlantaregional.com.
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www.atlantaregional.com/regionalsnapshots

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

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

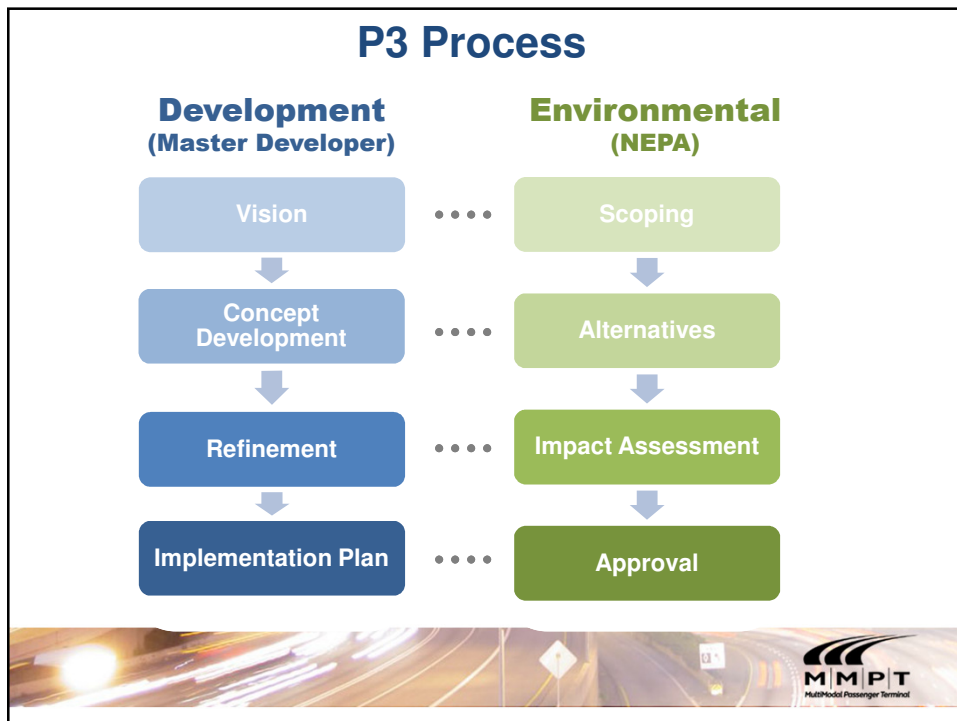
- June 12, 2012 RTC Agenda
- March 15, 2012 RTC Meeting Summary
- April 12, 2012 RTC Meeting Summary
- Presentation: MultiModal Passenger Terminal Experience & Progress
- Presentation: Atlanta Regional Transit On-Board Survey
- Presentation: ARC Transit Oriented Development (TOD) Program Update
- Regional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





ARC Regional Transit Committee

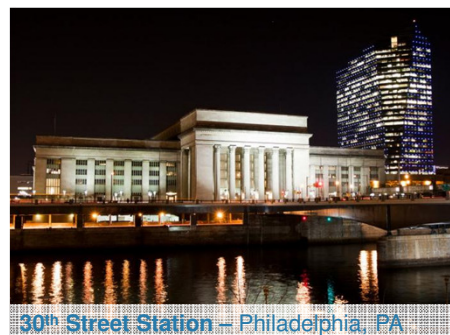
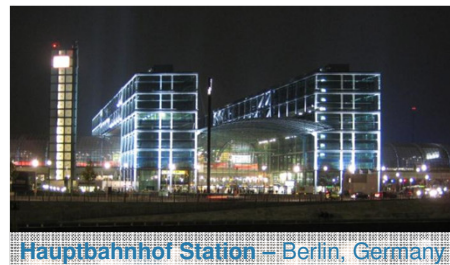
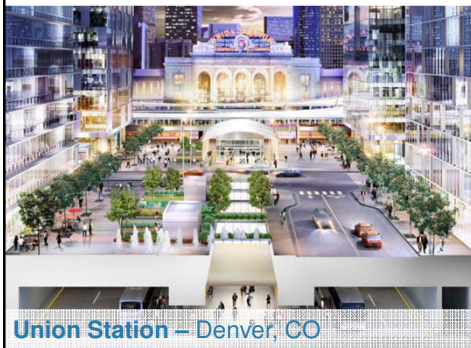
August 9, 2012



5 Qualities of a Great Transportation Center

1. Civic Presence
2. Clarity / Legibility / Orientation
3. Great Main Hall
4. Vibrant & Convenient
5. Forward Thinking

Design Concepts



Design Concepts



St. Pancras Station – London, UK



Union Station – Washington DC



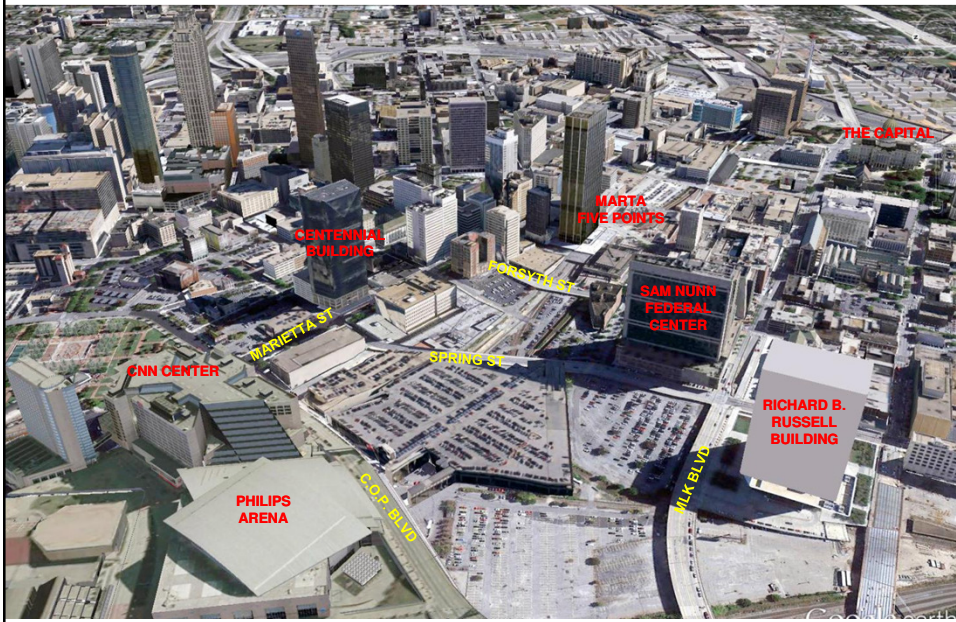
Grand Central Station – New York, NY



Transbay Terminal – San Francisco, CA

The Site

Existing Conditions



Resulting sites considered:

- Study Area
- Locate above train platforms
- Integrate with existing and proposed street grid
- Connect to Five Points MARTA Station
- Bus program requires large area

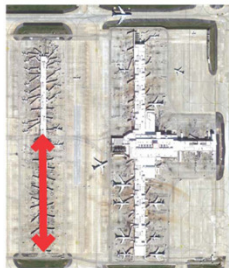


Design Scenarios

Walking Distance Comparisons



SITE PLAN



TERMINAL 'A' AND - HARTSFIELD-JACKSON
ATLANTA INTERNATIONAL AIRPORT



PERIMETER MALL

WALKING DISTANCES COMPARISONS (AVERAGE 5 MINUTE WALK)

MMPT Program

Common Features



80 BUS BAYS



TAXI/SHUTTLE DROP OFF



5 RAIL PLATFORMS



PEDESTRIAN & BICYCLE AMENITIES



STREET CAR PLATFORMS



CONNECTION TO MARTA 5 POINTS



CAR PARKING



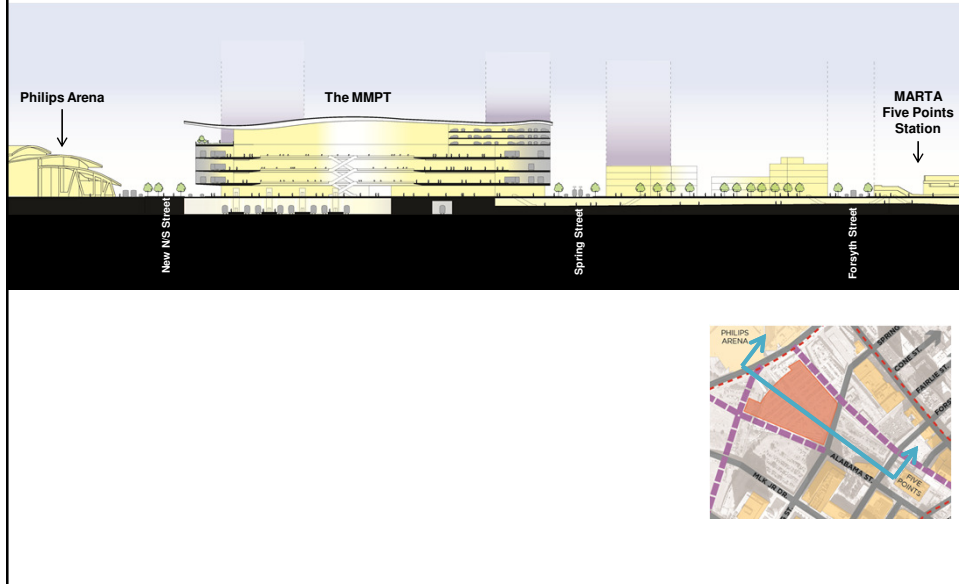
POTENTIAL FOR PRIVATE DEVELOPMENT

Design Concept A



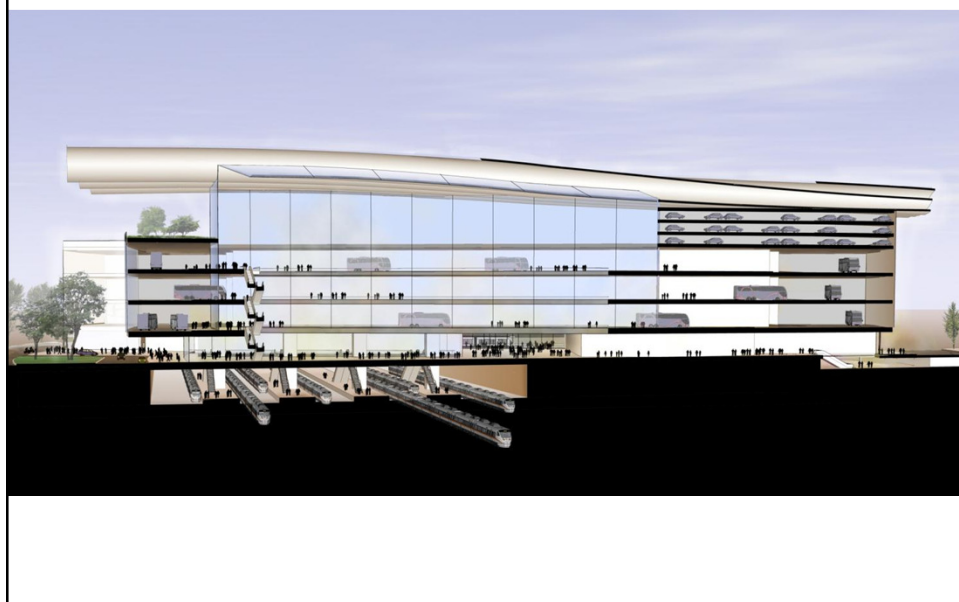
Design Concept A

Section Through Site and Context, Looking North



Design Concept A

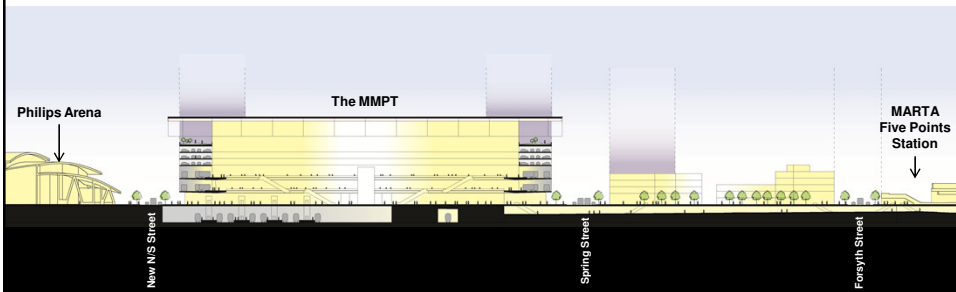
Section Perspective, Looking North



Design Concept B



Design Concept B Section Through Site and Context, Looking North



Design Concept B
Section Perspective, Looking North

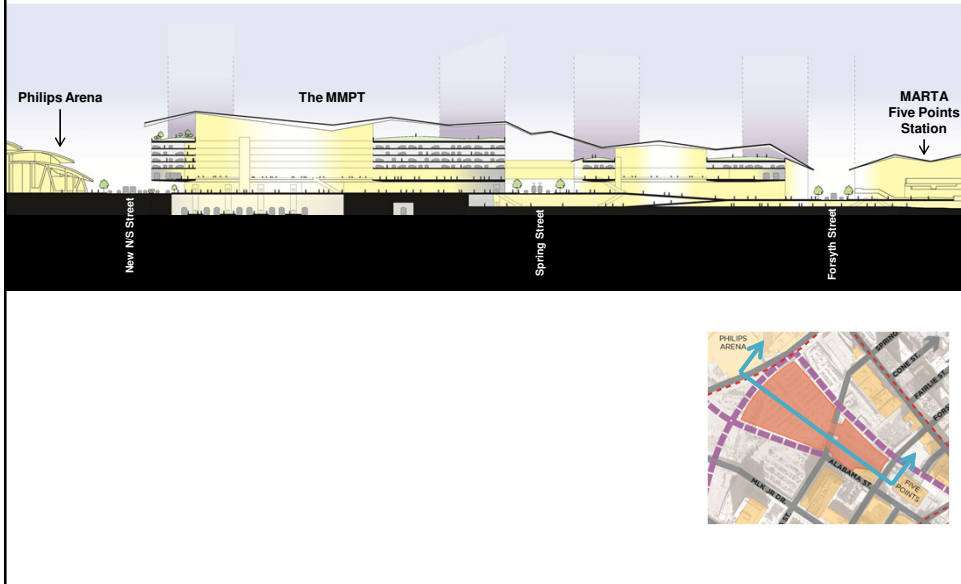


Design Concept C



Design Concept C

Section Through Site and Context, Looking North



Design Concept C

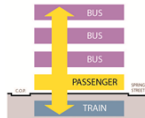
Section Perspective, Looking North



Design Concepts

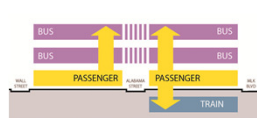
Number of Blocks and Number of Bus Levels

Option A



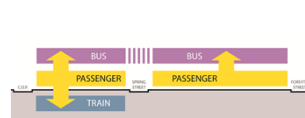
1 Block
3 Bus Levels

Option B



2 Blocks
2 Bus Levels

Option C



2 Blocks
1 Bus Level

Presidential *We Can't Wait* Initiative

Expedited to a nationally and regionally significant infrastructure project, shaving up to a year off the review timeline for the project



"This project is an example of a true partnership, a team, a commitment to moving Metro Atlanta forward."

Congressman John Lewis

Atlanta Regional Transit Performance: 2000-2010

Regional Transit Committee

August 9, 2012

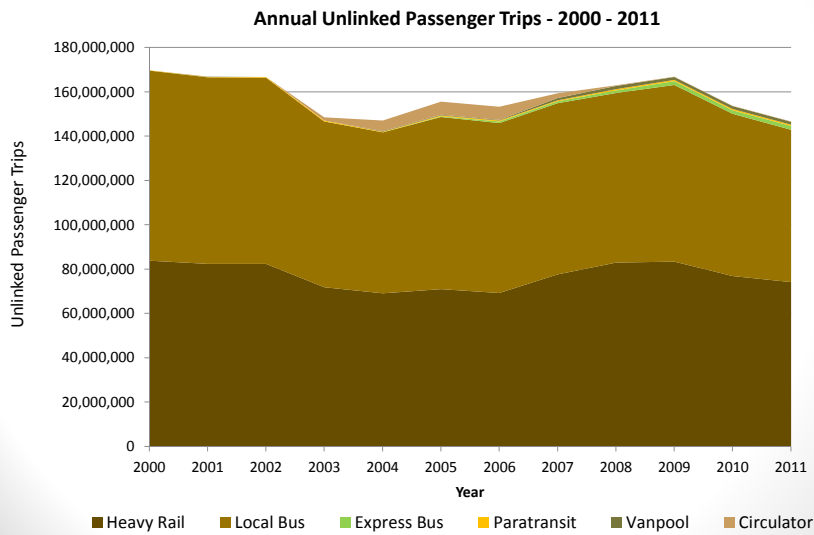
Why?

- Track performance trends of the regional system over time
- Informs the planning process and service delivery
- See impacts of policy and funding decisions
- Important element of regional transit governance

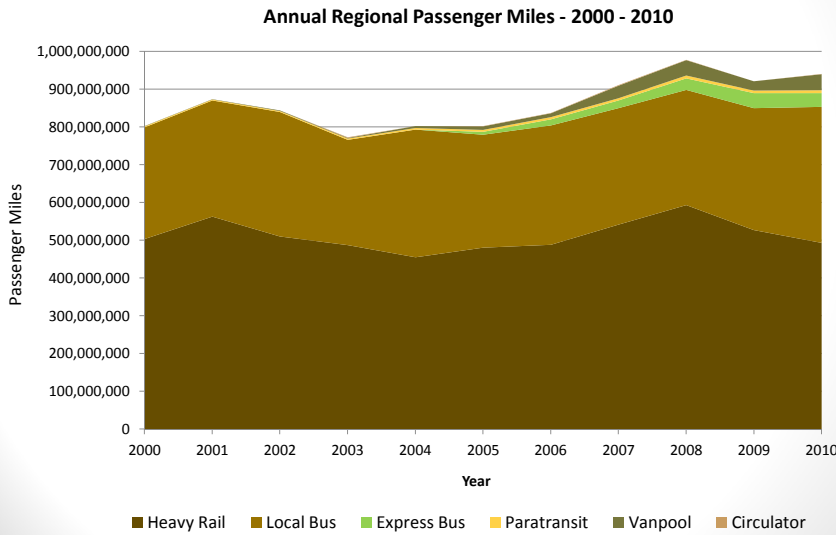
Atlanta region's 2010 ridership is higher than our peers

Metro Region	Annual Ridership (millions)	Directional Route Miles
Atlanta	153.7	3,320
Denver	97.6	4,666
Houston	81.2	4,291
Phoenix	57.6	3,340
Salt Lake City	38.4	2,259
Dallas	60.0	1,860
Charlotte	24.1	1,330

Overall regional transit ridership is down in recent years



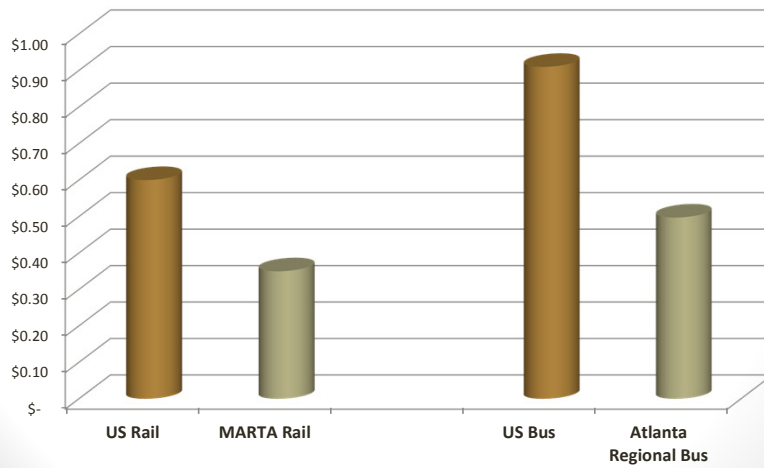
However, regional transit passenger miles are increasing



- Express Bus and Vanpools have the longest trip length
- 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

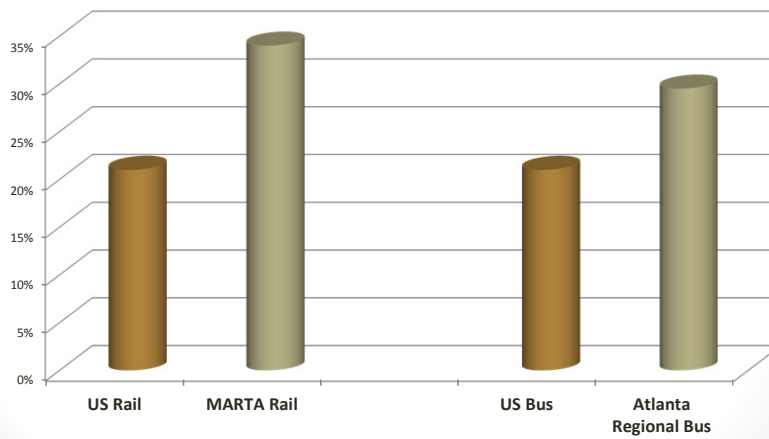
Atlanta region cost per passenger mile is below the national average

Cost per Passenger Mile (2010)



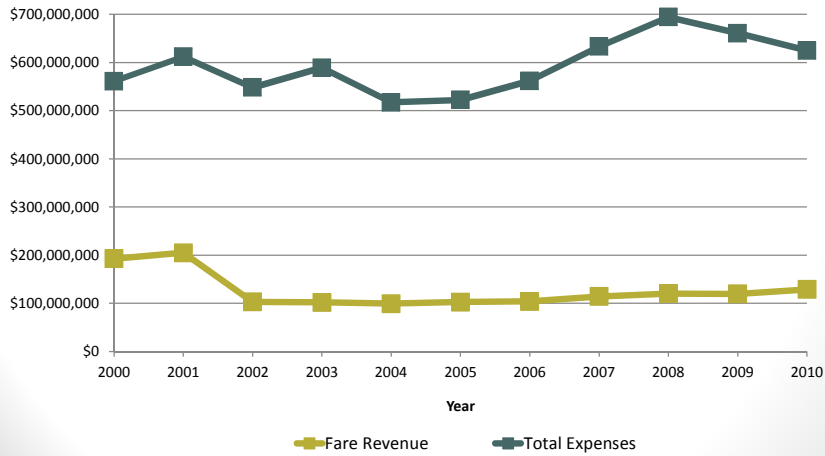
Atlanta region farebox recovery is above the national average

Farebox Recovery (2010)



Fare revenue does not cover capital and operating expenses

Total Regional Transit Operating Expenses, Capital Expenses & Fare Revenues 2000 - 2010



Questions?

Regan Hammond
(404) 463-3269
rhammond@atlantaregional.com

MAP-21 – Federal Transportation Authorization: Impacts on Transit



Regional Transit Committee
August 9, 2012

Moving Ahead for Progress in the 21st Century (MAP-21): Overview

- ➔ Congress Passed June 29th – President Signed into Law July 6th
- ➔ Takes Full Effect October 1st (beginning of FY 2013)
- ➔ Authorizes federal transportation programs thru Sept. 2014
- ➔ Stable source of transportation funding for next 27 months
- ➔ Passage ends three-year run of short-term extensions
- ➔ Retains federal motor fuel taxes at unchanged levels since 1993

Overall Transit Funding Levels

- ➔ **Limited Increase for Federal Transit Programs**
- ➔ Total of **\$10.578 billion** in authorized funding for FY2013 (slight 1% increase over FY12)
- ➔ Total of **\$10.695 billion** in authorized funding for FY2014
- ➔ Funding comes from both Mass Transit Account of Highway Trust Fund and General Funds
- ➔ **Actual Allocation of funding subject to future annual Congressional appropriations process**

Formula Programs

- Section 5307 Urbanized Area
- State of Good Repair
- Bus and Bus Facilities

Human Services Programs

Asset Management Provisions

Vanpools

Transit Oriented Development Pilot Program

TIFIA Loan Program

Formula Grant Programs

Section 5307 Urbanized Area Formula Program

- Continues as largest program for federal investment in public transit
- Maintains most existing project eligibility criteria
- New provision allows small operators (<100 buses) in large Urbanized Areas to utilize their 5307 funds for general operating assistance
(could apply to metro Atlanta providers such as GCT, CCT, and CATS)

Section 5307 Program Funding Levels

- \$4.398 billion – FY 2013 *(+5% increase nationwide)*
- \$4.459 billion – FY 2014

Formula Grant Programs

State of Good Repair Formula Program

- New program replacing Fixed Guideway Modernization Program
- Distributes \$2.1 billion to fixed guideway systems in separate right of way for exclusive public transportation use (e.g. rail, fixed catenary or BRT systems)

Program funding distribution:

- 50% based on FY11 allocations under prior Fixed Guideway Modernization program
- 50% under formula distributing 60% based on vehicle revenue miles and 40% on fixed guideway directional route miles
- Segments in revenue service for min. 7 years eligible for funding

Formula Grant Programs

Bus and Bus Facilities Formula Program

- New Program, replaces former discretionary program
- First \$65 million funds distributed evenly among states, with each getting a fixed amount, and the remaining funds distributed based on population and service factors

Program Funding Level:

- \$422 million – FY 2013 (*57% decrease from FY12*)
- \$427.8 million – FY 2014

Formula Grant Programs

Fixed Guideway Capital Investment Program

- Encompasses former New Starts and Small Starts programs
- \$1.907 billion for FY 2013 & 2014
- Streamlines environmental review by eliminating duplication and providing quicker review by FTA
- New Starts under \$100 million have streamlined environmental review
- Expands eligibility to include core capacity improvements that would increase ridership by 10%
- BRT new starts funding eligibility limited to systems where a majority of project operates in dedicated right-of-way during peak hours
- Corridor-based BRT projects not operating in dedicated right-of-ways are eligible for small starts funding

Human Services and Asset Management Provisions

Human Services Programs

- Elderly and Disabled (5310) and New Freedom (5317) Programs combined, to fund activities to enhance mobility of seniors and persons with disabilities
- Job Access and Reverse Commute (JARC) program will now be funded under the 5307 formula program

Asset Management

- Requires transit agencies to establish systems to monitor and manage transit assets to improve safety and increase reliability & performance
- Secretary required to define 'state of good repair', including objective standards for measuring condition of capital assets

Other Key Provisions

Vanpools

- Can use passenger revenue from contracted service to expand and create new programs (i.e. GRTA and CATS)
- Does not apply to local government-operated service (i.e. Douglas Co.)

New Transit-Oriented Development (TOD) Pilot Program

- Establishes a pilot to fund planning efforts for TOD projects, with funding at \$10 million in FY 2013 and 2014
- TOD pilot program funding will assist with costs of comprehensive planning for new fixed guideway capital projects or core capacity projects funded with federal dollars

Other Key Provisions

Changes to TIFIA Loan Program

- Funded at \$750 million in FY 2013 and \$1 billion in FY 2014, compared to \$122 million in FY 2012
- Translates into \$7.5 billion and \$10.0 billion of lending capacity in FY 2013/2014, exceeding even the scale recommended by the National Surface Transportation Infrastructure Financing Commission in 2009, reflecting recent growth in demand

MAP-21

Questions?

PROPOSED AGENDA

Regional Transit Committee

Hon. Kasim Reed, Chair

Thursday, October 11, 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 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

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

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



Regional Transit Governance Legal Review Findings

Background

ARC's Regional Transit Committee (RTC) adopted Regional Transit Governance Concept Legislation in January 2011. This concept legislation provided guidelines and principles for creating an umbrella governance structure for a metro-wide, coordinated transit system. The concept legislation outlines the general powers of such a governance entity.

RTC directed staff to undertake a legal review of ARC's powers and authorities in the context of regional transit governance. This review was to draw upon the recommendations and findings of previous legal review efforts conducted to fully document ARC's ability to undertake the general powers of regional transit governance outlined in the RTC Concept Regional Transit Governance Legislation. Greenberg Traurig, LLP conducted the legal review.

Findings

- Without a statutory change, ARC can only do what it is doing now:
 - Intergovernmental coordination
 - Regional Planning
 - Cross-jurisdictional Coordination
 - Technical Assistance
- ARC cannot own transportation capital assets
- ARC is capable of additional work if it is done under contract with our local governments and it is clear that we are acting as an agent of those governments. This would be limited to the 10-county metropolitan planning and development commission area and could include:
 - Negotiation and administration of contracts on behalf of local governments
 - System operation on behalf of local governments
 - Management of construction

CONCEPT 3 TECHNICAL UPDATE

Regional Transit Committee

October 11, 2012

Why update Concept 3?

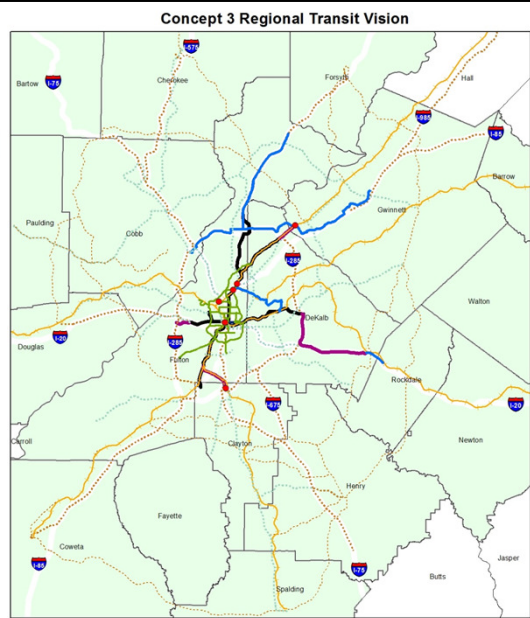
- Not updated since originally adopted in 2008
- Refine “universe” of projects to reflect latest planning assumptions
- Update project costs
- Input into PLAN 2040 Update (scheduled for 2013) and future RTPs



Refined “universe” of projects

Highlights of Proposed Changes	
Reflect implementation of Atlanta Streetcar segment in Downtown Atlanta	
Revisions to Northwest Corridor, I-20 East, and Clifton Corridor to reflect LPAs	
Modify Intown Light Rail/Streetcar Projects to be consistent with Atlanta Streetcar Expansion Strategy	
Add Ft. McPherson – Lakewood Heights BRT	
Note ongoing AAs for Connect 400 and I-85 (Gwinnett)	
Added “regionally significant” stations and station improvements categories	
Remove all transit segments from Fayette County	
Modify Campbellton Road Arterial BRT & Pryor Road Transit Corridor	
Modify termini for US 78 Bankhead Highway Arterial BRT	
Add BRT between Cumberland Transit Center and MMPT via Northside Drive	

Updated Concept 3 Projects



Legend

- Existing Heavy Rail
- Heavy Rail
- Light Rail
- Existing Streetcar
- Streetcar
- Commuter Rail
- Regionally Significant Station
- Express Bus
- Bus Rapid Transit
- Suburban Bus
- Interstate
- Courties

ARC
Draft | 10.11.12



Updated Project Costs

Total System Expansion Costs

	2008 Estimate	2012 Estimate	Percent Change
Capital*	\$18.6B	\$20.4B	10%
Annual O&M	\$617M	\$452M	-27%

* Excludes Managed Lane Costs for Express Bus Expansion

Heavy Rail

	2008 Estimate	2012 Estimate	Percent Change
Capital	\$2.0B	\$3.6B	79%
Annual O&M	\$48M	\$28M	-41%



- Added I-20 East (portion that is heavy rail)
- O&M rate based on MARTA experience
- Assumes lower frequency than in 2008

Light Rail

	2008 Estimate	2012 Estimate	Percent Change
Capital	\$9.3B	\$4.3B	-59%
Annual O&M	\$245M	\$95M	-27%



- Eliminated I-20 East & Northwest Corridor

Bus Rapid Transit

	2008 Estimate	2011 Estimate	Percent Change
Capital	\$992M	\$1.937B	95%
Annual O&M	\$142M	\$158M	11%



- One completed project no longer included: Memorial Drive Phase I
- Added Northwest Corridor & I-20 East (portion that is BRT)
- Two projects upgraded to exclusive-ROW concepts (Buford Hwy. & Fulton Industrial Blvd.)
- Higher O&M assumptions

Streetcar

	2008 Estimate	2012 Estimate	Percent Change
Capital	\$1.5B	\$3.7B	147%
Annual O&M	\$39M	\$69.2M	77%



- Major system update
- Streetcar O&M costs updated based on more recent national averages

Express Bus

	2008 Estimate	2012 Estimate	Percent Change
Capital	\$2.1B	\$236M	*
Annual O&M	\$29M	\$23M	-22%



* Managed Lanes cost removed

- Capital costs no longer include managed lane costs; still include vehicles, passenger and maintenance facilities
- O&M costs updated based on more recent Xpress Financial Plan

Commuter Rail

	2008 Estimate	2012 Estimate	Percent Change
Capital	\$3.5B	\$5.9B	68%
Annual O&M	\$108M	\$77M	-29%



- Capital costs used higher unit cost based on updated national averages
- Hours of service adjusted based on recent modeling work
- Lower hourly O&M rate based on national average for comparable systems

Next Steps

- October – First read of issue summary and draft resolution
- November – RTC action
- 2013 – Include in PLAN 2040 Update

Questions?

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DATE:

ISSUE SUMMARY: CONCEPT 3 TECHNICAL UPDATE

FROM: Kasim Reed, 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.

Governor's Development Council
Rural and Human Services
Transportation (RHST) Coordination

Presented to the ARC
Regional Transit Committee

October 11, 2012



Governor's Development Council

Governor's Development Council RHST Committee is tasked with annual reporting on methods to increase cost-effectiveness while maintaining or improving levels of service*

Reporting Areas:

- RHST funding programs (costs & overlap)
- Methods to share, combine & consolidate resources/programs in order to reduce costs
- Current state of coordination
- Technology deployment (route scheduling)
- Federal funding limitations
- HST program interaction w/public transit
- Cost sharing opportunities
- Additional ways to reduce costs (e.g., privatization)

* O.C.G.A. 32-12-1 thru 32-12-6

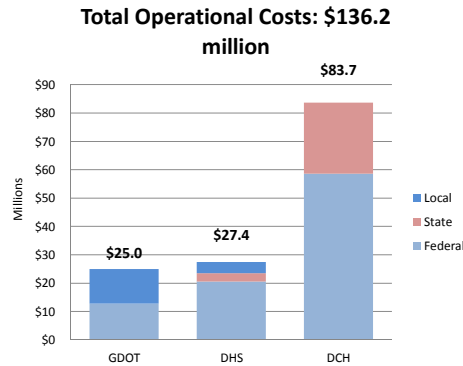


Governor's Development Council

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Georgia's Total Operational Costs: \$136.2 million in FY 2011

- Three agencies (GDOT, DHS, DCH – “Big 3”) administer all funds
- 68% of funds are federal
- Almost all state and local funds used to leverage federal funds

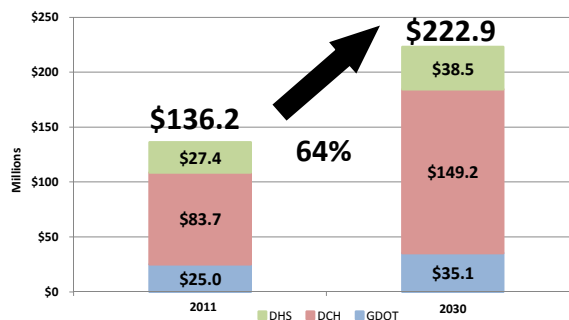


Governor's Development Council

3

On current course, a 64% increase in funding will be needed by 2030 to satisfy the expected increase in RHST demand

- RHST populations are expected to grow nearly 3X faster than the general population
- Assumes implementation of healthcare reform
- *With future funding levels uncertain, cost efficiency improvements are needed*



Governor's Development Council

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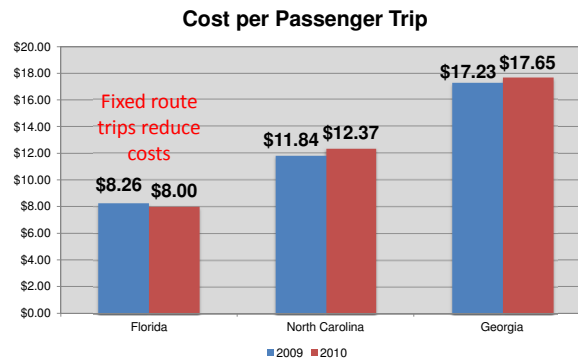
2012 Annual Report Key Findings

- Successful coordination takes place in GA – especially between DHS and GDOT’s rural transit providers
- However, inefficiencies exist in GA’s RHST network
 - *Multiple independently operating networks serve the same area in parts of the state*
- Cost efficiencies are greater in more coordinated areas (Florida, North Carolina, Southwest GA Regional Commission)
- Greater cost efficiencies are possible through “resource bundling”
 - *Directing some or most funds to a coordinating entity*
- GA has room for additional resource bundling
- Quality data needed to better assess and manage resources
- As of yet, no entity/person identified as responsible for implementing recommendations



Resource Bundling Increases Cost-Effectiveness

- FL, NC and the Southwest Georgia Regional Commission bundle resources and show greater cost efficiencies than the State of Georgia
- *Resource bundling holds the greatest potential to improve cost efficiencies*
- *Difficult to predict exact cost efficiencies because necessary data is not available*



2012 Report Key Recommendations

Implementing the following recommendations will address the growing demand for services, reduce inefficiencies and achieve greater cost efficiencies:

- Recommendation 1: Identify a preferred alternative to implement resource bundling by June 2013
- Recommendation 2: Improve data reporting & analysis to better manage the RHST system
- Recommendation 3: Establish a state mobility manager to implement recommendations and add coordination expertise



Questions?

David Cassell
RHST Project Manager
GRTA/GDC
dcassell@grta.org

www.grta.org/rhst1.php



PLAN 2040 Update Milestones and Schedule

Why do a Plan Update?

- MAP 21
- Reassess Priorities Post-Referendum
- Federal/State Funding Levels

Next Steps for Plan Update

Communications and Stakeholder Engagement

- What are the highest priority strategies that support MAP-21, SSTP and regional goals?

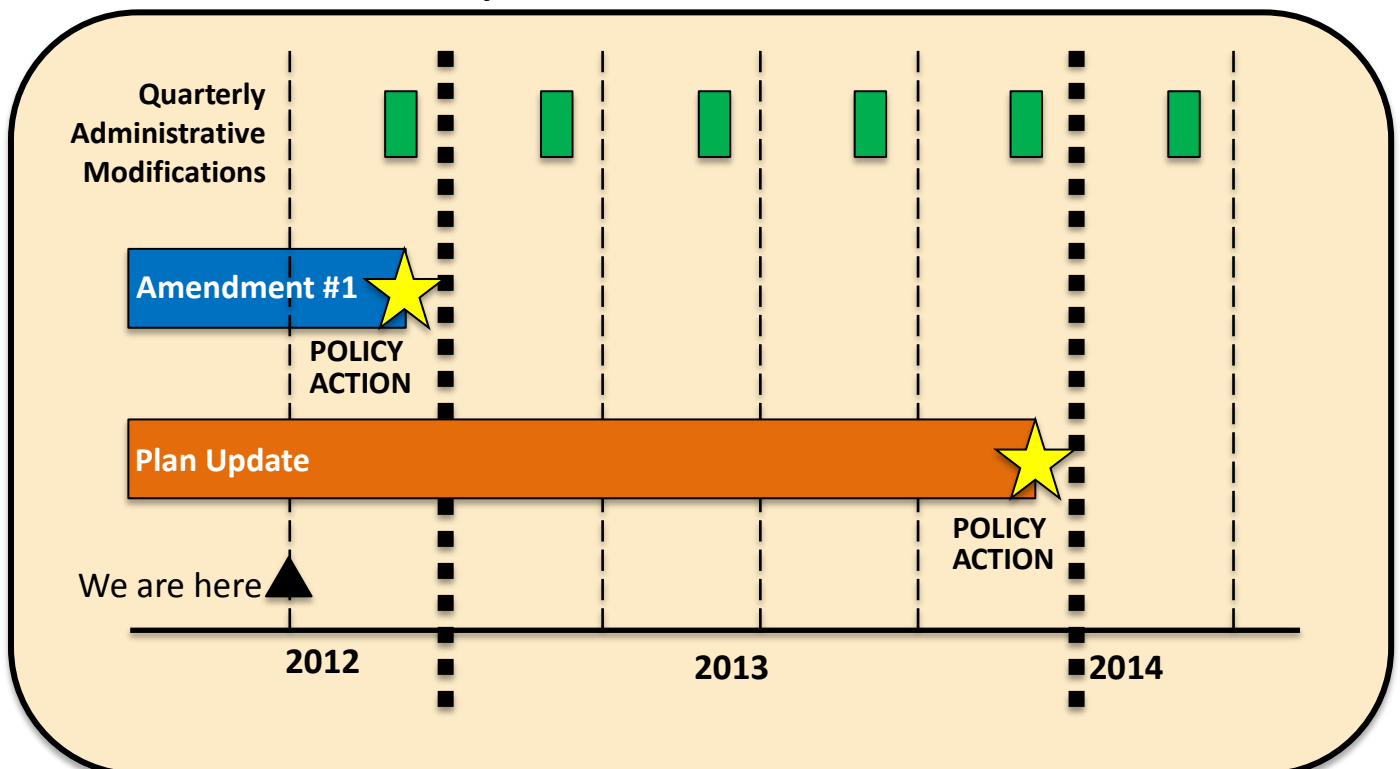
Project Evaluation

- What short-term actions can be implemented to improve project evaluation?

Future Updates

- How can we improve procedures to determine the before and after performance of projects?

TIP/RTP Schedule Summary



PROPOSED AGENDA

Regional Transit Committee

Hon. Kasim Reed, Chair

Thursday, November 15, 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 August 9, 2012 Meeting Summary *Chair*

PLANNING

4. Concept 3 Update (action in November) *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*

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

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, GRATA, 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





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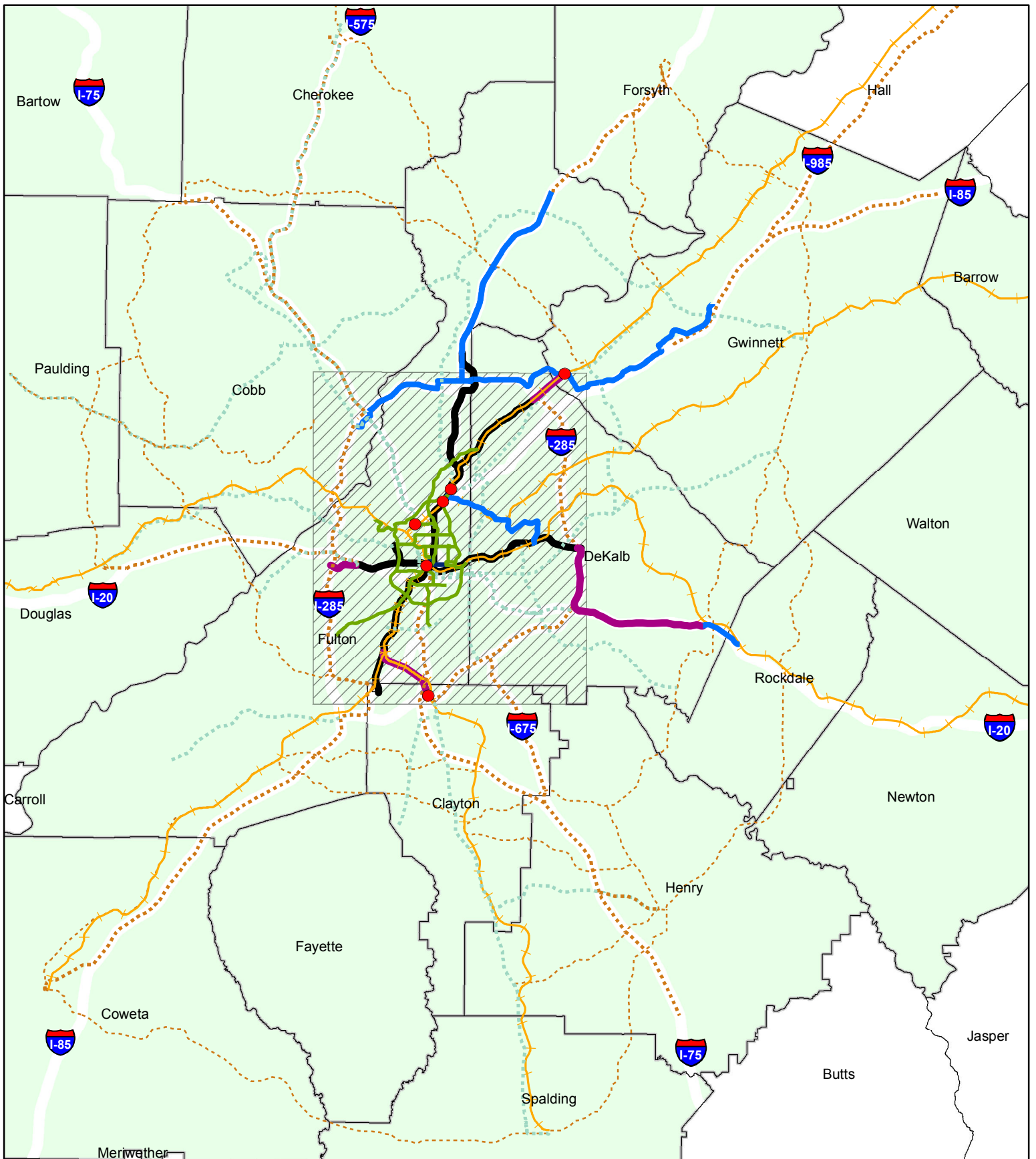
CONCEPT 3 PROJECT LIST
November 2012

PROJECT CORRIDOR	SEGMENT ENDPOINTS		COST (millions)	
	FROM	TO	CAPITAL	ANNUAL O&M
Heavy Rail Projects			3572.7	94.8
Northeast Branch Extension (ongoing Alternatives Analysis)	Doraville	Norcross		
West Line Extension	H.E. Holmes MARTA Station	Martin Luther King, Jr. Drive		
I-20 East Corridor (adopted LPA, also includes BRT component)	Indian Creek MARTA	Mall at Stonecrest		
I-20 East Corridor Extension	Mall at Stonecrest	Sigman P&R		
South Corridor Heavy Rail Spur	East Point	Southern Crescent		
Light Rail Projects			4312.1	28.4
Northeast/I-85 Corridor (ongoing Alternatives Analysis)	Norcross	Indian Trail Park and Ride Lot		
	Indian Trail Park and Ride Lot	Gwinnett Place		
	Gwinnett Place	Gwinnett Arena		
I-285 Top-End Corridor	Cumberland	Perimeter		
	Perimeter	Norcross		
	Lindbergh MARTA	Avondale MARTA		
Clifton Corridor (reflects adopted LPA from AA)	Perimeter	Holcomb Bridge Road		
	Holcomb Bridge Road	North Point		
SR 400 North Corridor (ongoing Alternatives Analysis)	North Point	Windward		
Streetcar Projects			3669.7	69.19
Atlanta Streetcar Connectors (Luckie St. & Irwin/Edgewood Alt.)	North Ave.	Andrew Young Intl Blvd. (Atlanta Downtown Streetcar-West)		
	Jackson St. (Atlanta Downtown Streetcar-East)	Irwin & Beltline Eastside		
North Ave. / Hollowell	Donald Lee Hollowell Pkwy @ Beltline Westside	NorthAve @ Beltline Eastside		
Eastside Streetcar - Piedmont Park	10th & Monroe	North Ave & Beltline		
	North Ave & Beltline	Irwin & Beltline Eastside		
Downtown to Grant Park Streetcar	Irwin & Beltline Eastside	Downtown Loop		
	Downtown Partial Loop	Turner Field		
Upper West Side Streetcar	Turner Field	Grant Park		
	Perry Blvd. & Sandford Dr.	West Marietta St. @ Beltline Westside		
	West Marietta St. @ Beltline Westside	Donald Lee Hollowell Pkwy @ Beltline Westside		
Eastside Streetcar - Lindbergh Center	Donald Lee Hollowell Pkwy @ Beltline Westside	North Ave MARTA		
	Lindbergh	Ansley Mall		
	Ansley Mall	10th & Monroe		
Southwest Streetcar - Downtown	10th & Monroe	North Ave & Beltline		
	North Ave & Beltline Eastside	North Ave MARTA		
	Oakland City MARTA	Lee St. & Beltline South		
	Lee St. & Beltline South	Ralph David Abernathy (RDA) Blvd.		
	Ralph David Abernathy (RDA) Blvd.	Donald Lee Hollowell Pkwy @ Beltline Westside		
Southwest Streetcar - Midtown	Donald Lee Hollowell Pkwy @ Beltline Westside	North Ave. & Luckie St.		
	North Ave. & Luckie St.	Downtown Streetcar Loop		
	Oakland City MARTA	Ralph David Abernathy (RDA) Blvd.		
Eastside Streetcar - Glenwood Park	Ralph David Abernathy (RDA) Blvd.	Donald Lee Hollowell Pkwy @ Beltline Westside		
	Donald Lee Hollowell Pkwy @ Beltline Westside	North Ave. & Luckie St.		
	Glenwood Park	Irwin		
Southeast - Downtown Streetcar	Irwin & Beltline Eastside	North Ave & Beltline		
	North Ave & Beltline	North Ave MARTA		
	Glenwood Park	Irwin		
Lakewood Streetcar	Irwin	Downtown Streetcar Loop		
	Downtown Partial Loop	Turner Field		
	Turner Field	Beltline South		
Peachtree/Buckhead/Fort MacPherson Streetcar	Beltline South	Lakewood Ave.		
	Buckhead (ATL City Limit)	Midtown (15th St.)		
	Midtown (15th St.)	Downtown (Alabama St.)		
Southeast Streetcar	Downtown (Alabama St.)	Fort MacPherson		
	Glenwood Park	Lakewood Streetcar		
	Lakewood Streetcar	Lee St.		
Northwest Streetcar	Beltline South	Oakland City MARTA		
	Donald Lee Hollowell Pkwy @ Beltline Westside	West Marietta St. @ Beltline Westside		
	West Marietta St. @ Beltline Westside	Northside Drive		
Greenbriar Streetcar (Campbellton Rd.)	Northside Drive	Armour Yard		
	Armour Yard	Lindbergh MARTA		
	Oakland City MARTA	Greenbriar Mall		
Atlanta University Center Streetcar	Beltline Westside @ Fair St.	Peters St. & Atl Student Movement Blvd.		
	Peters St. & Atl Student Movement Blvd.	Peters & Spring St.		
	Peters & Spring St.	Downtown Streetcar Loop		
Old Fourth Ward Streetcar (Boulevard)	Ponce De Leon Ave & Boulevard	Boulevard & Irwin		
	Boulevard & Irwin	Atlanta Downtown Loop		
West End - Grant Park Streetcar	West End MARTA	Turner Field		
	Turner Field	Grant Park		
Atlantic Station Streetcar	Arts Center MARTA	Beltline Northwest @ Reservoir Dr.		
	Beltline Northwest @ Reservoir Dr.	Donald Lee Hollowell Pkwy @ Beltline Westside		


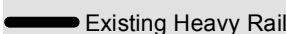
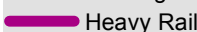

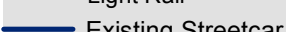

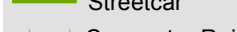
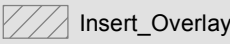
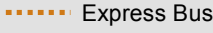
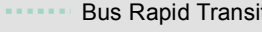
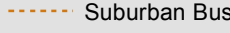


CONCEPT 3 PROJECT LIST
November 2012

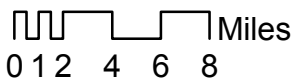
PROJECT CORRIDOR	SEGMENT ENDPOINTS		COST (millions)	
	FROM	TO	CAPITAL	ANNUAL O&M
Commuter Rail Projects			5869.5	76.9
South Corridor	MMPT	Griffin		
East Corridor	MMPT	Social Circle		
Southwest Corridor	MMPT	Newnan		
West Corridor	MMPT	Temple		
Athens Corridor	MMPT	Winder		
Northeast / Gainesville Corridor	MMPT	Gainesville		
Bus Network Projects				
Express Bus Network Expansion			235.69	22.5
Arterial Bus Network (Below)			1937.3	158.34
I-20 East Corridor BRT (adopted LPA, also includes HRT component)	Downtown Atlanta MMPT	Wesely Chapel Road		
Northwest Transit Corridor (recommended LPA from AA)	Arts Center MARTA	Kennesaw State University		
Northwest Transit Corridor: Cherokee Extension	Kennesaw State University	Canton		
Cumberland Transfer Center to MMPT BRT (via I-75 managed lanes and Northside Dr./Marietta Blvd.)	Cumberland Transfer Center	MMPT		
Candler Road Arterial BRT	Decatur MARTA	I-285 / Candler Rd		
Fort McPherson - Lakewood Heights BRT	Fort McPherson	Lakewood Heights (Lakewood Ave @ Jonesboro Rd.)		
I-20 W / Fulton Ind Blvd BRT	HE Holmes MARTA	FIB @ SR 6		
Jimmy Carter Blvd / Mountain Ind Blvd / N Hairston Rd Arterial BRT	Norcross	Memorial Dr Arterial BRT Corridor		
Memorial Dr Arterial BRT: West Extension	Garnett MARTA	Columbia Dr		
Memorial Dr Arterial BRT: East Extension	Stone Mountain P&R	Snellville		
N. Druid Hills Rd / Briarcliff Rd / Moreland Ave Arterial BRT	Brookhaven MARTA	I-285		
Moreland "BRT Light" service (part of above project)	Inman Park MARTA	East Atlanta		
Piedmont Rd / Roswell Rd Arterial BRT	Lindbergh MARTA	Roswell		
South DeKalb Arterial BRT	I-285	Mount Arabia		
South Fulton Parkway Arterial BRT	College Park	Chattahoochee Hills		
SR 120 Arterial BRT	Marietta	Lawrenceville		
SR 13 (Buford Hwy) Arterial BRT	Lindbergh MARTA	Pleasant Hill Rd		
US 41 Arterial BRT	Southern Crescent Transit Center	Griffin		
SR 6 / Sailors Pkwy / Powder Springs Rd Arterial BRT	Dallas	Marietta		
SR 85 Arterial BRT	Southern Crescent Transit Center	Riverdale/SR 138		
US 78 / Bankhead Hwy Arterial BRT	Douglasville	Downtown Atlanta MMPT		
Regionally Significant Stations			487	1,911
Georgia Multimodal Passenger Terminal (MMPT) - new station	N/A	N/A		
Amtrak Station - relocation	N/A	N/A		
Southern Crescent - new station	N/A	N/A		
Lindbergh - improvements at existing station	N/A	N/A		
Armour - new station	N/A	N/A		
Norcross/Doraville - new station	N/A	N/A		
Station Improvements			330	N/A
Infill Stations & Access Improvements	N/A	N/A		
Bankhead Station Platform Extension	N/A	N/A		
Key Transfer Station Improvements	N/A	N/A		
TOTAL COST			20413.99	452.041

Concept 3 Regional Transit Vision



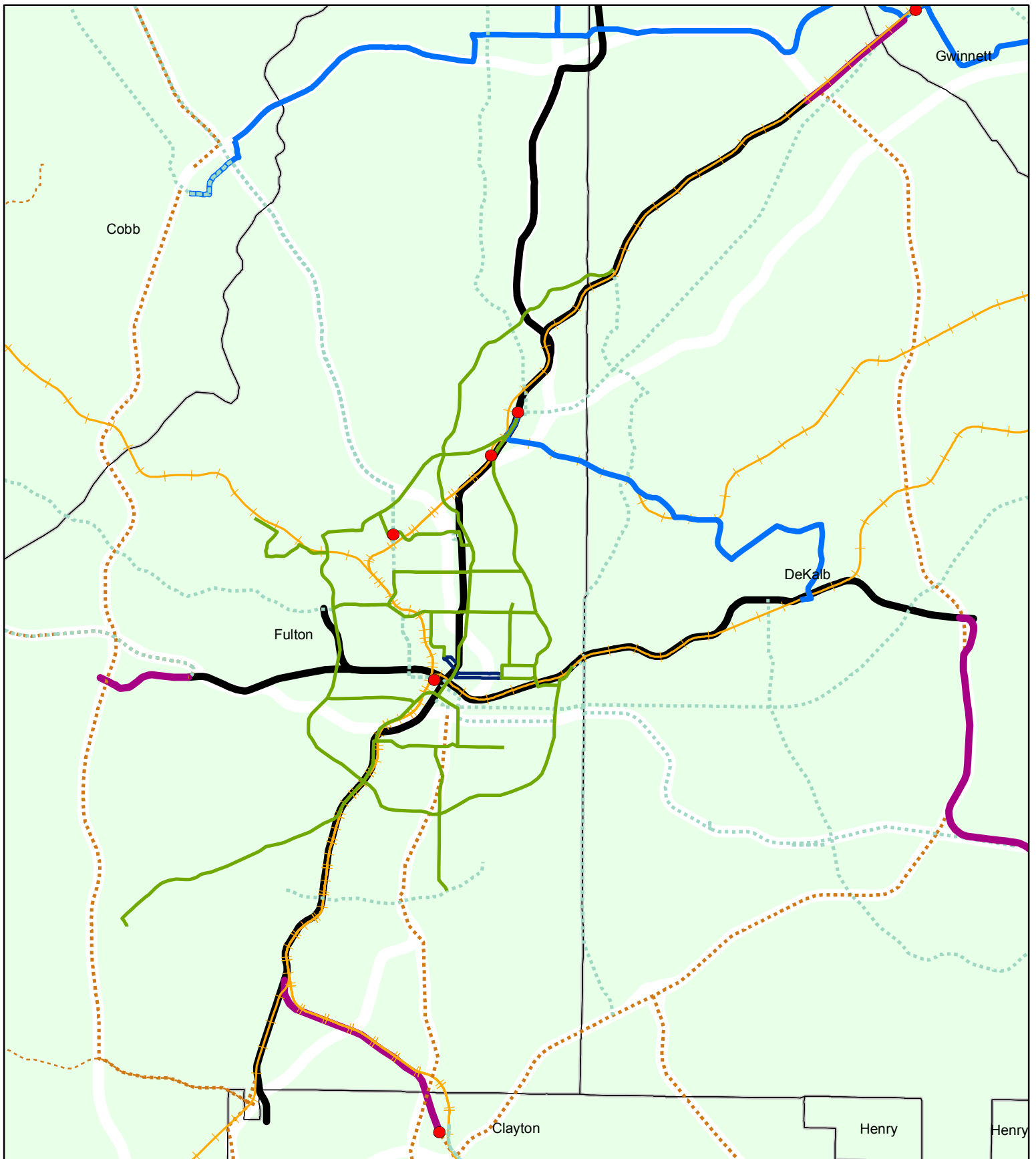
Legend

-  Regionally Significant Station
-  Existing Heavy Rail
-  Heavy Rail
-  Light Rail
-  Existing Streetcar
-  Streetcar
-  Commuter Rail
-  Insert_Overlay
-  Express Bus
-  Bus Rapid Transit
-  Suburban Bus
-  Interstate
-  Counties



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Concept 3 Regional Transit Vision



Legend

- | | |
|---------------------|--------------------------------|
| Existing Heavy Rail | Regionally Significant Station |
| Heavy Rail | Express Bus |
| Light Rail | Bus Rapid Transit |
| Existing Streetcar | Suburban Bus |
| Streetcar | Interstate |
| Commuter Rail | Counties |



0.32 0.65 1.31 1.95 2.6 Miles



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CONNECT COBB

Locally Preferred Alternative
Connect Cobb Transit Alternatives Analysis
 November 15, 2012



SCHEDULE – BIG PICTURE



Grant Application
• July 2010

Project Kick Off
• August 2011

FTA New Starts Initiation Package
• December 2011

Tier 1 Screening
• May 2012


Locally Preferred Alternative
• September 2012

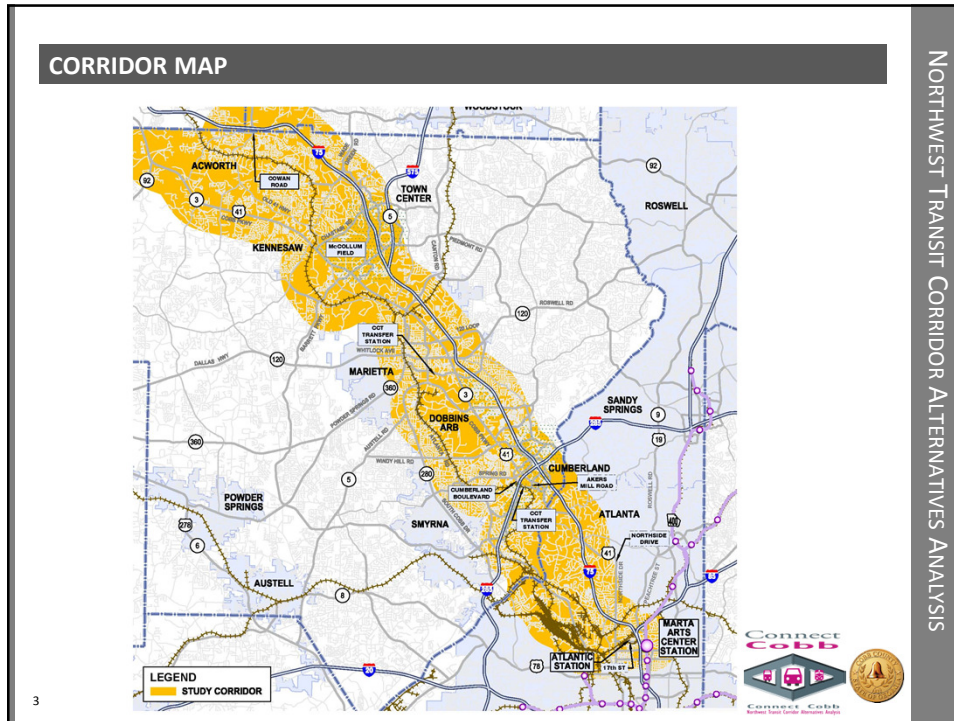
AA Complete
• November 2012

FONSI
• 18-24 Months

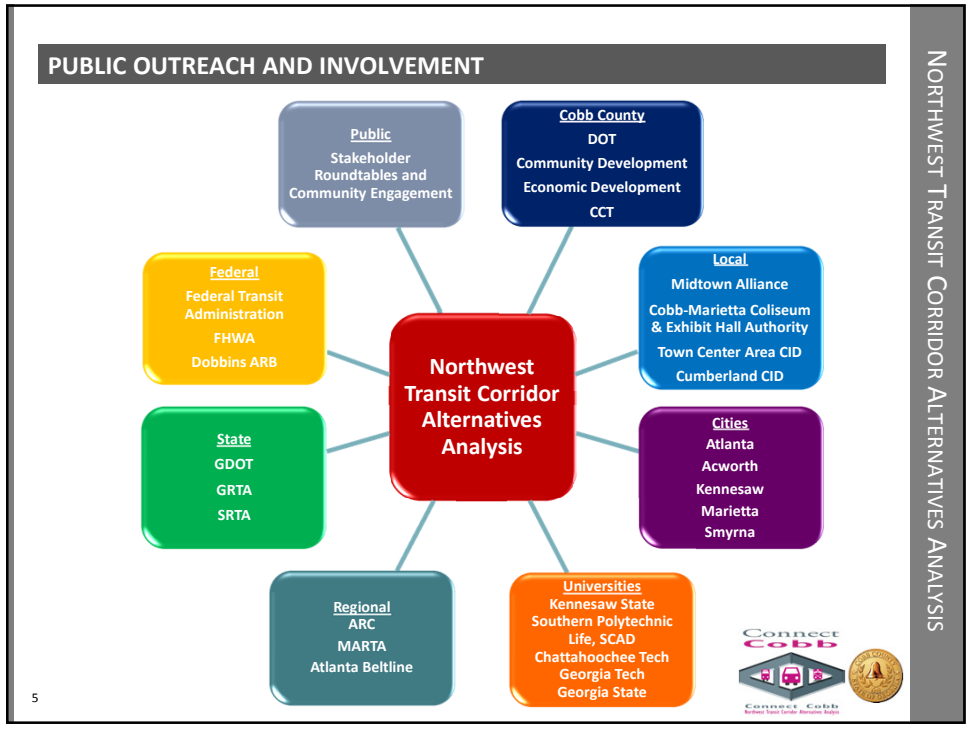
EA Kick Off
• August 2012

NORTHWEST TRANSIT CORRIDOR ALTERNATIVES ANALYSIS





- ### REGIONAL AND LOCAL TRANSIT CONTEXT
- **Managed Lanes NW Corridor**
 - **Regional Transportation Plan Updates**
 - **2001 Northwest Corridor Transit Implementation Study (Bechtel)**
 - **GRTA Northwest Connectivity Study (BRT) 2003**
 - **2006 Transit Planning Study**
 - **Cobb County Comprehensive Transportation Plan Update (2008)**
 - **Concept 3 High Priority Corridor (2009 and update currently under consideration)**
 - **North Metro Transit Strategy (2011)**
 - **Revive 285**
-
- NORTHWEST TRANSIT CORRIDOR ALTERNATIVES ANALYSIS
- Connect
Cobb
- Connect Cobb
Better. Smarter. Stronger. Faster.
- 4



PUBLIC INVOLVEMENT

- **OVER 1,500 PARTICIPANTS**
- **55 PUBLIC OUTREACH EVENTS**
- **14 MONTH PERIOD**

Connect Cobb
Northwest Transit Corridor Alternatives Analysis

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NORTHWEST TRANSIT CORRIDOR ALTERNATIVES ANALYSIS

NORTHWEST TRANSIT CORRIDOR ALTERNATIVES ANALYSIS

PUBLIC INVOLVEMENT

- **Partners Team and Technical Team**
 - City, County, Regional, and Federal agency staff
- **Stakeholder Briefings**
 - Elected Officials, Business Community Organizations, Special Interest Groups
- **Stakeholder Roundtables**
 - Community Members, Planning Partners, Area Universities and Businesses
- **City of Atlanta Staff and Atlanta Beltline**
- **Community Groups**
 - Disabled, Low Income, Minority, Limited or Non-English Speaking
- **Social Media**
 - County web site, Facebook, On-line Survey Tools
- **Opinion Polling**

NORTHWEST TRANSIT CORRIDOR ALTERNATIVES ANALYSIS





TRANSIT ALTERNATIVES EVALUATION

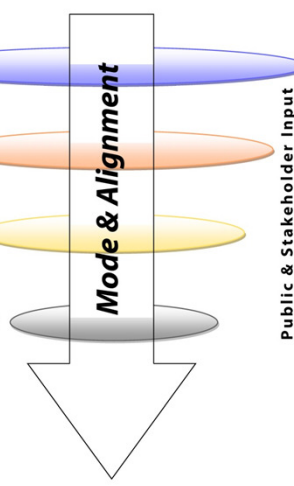
Alternatives Analysis

Define Project Purpose, Needs & Alternatives

Tier I Evaluation

Tier II Evaluation

Identify Locally Preferred Alternative (LPA)

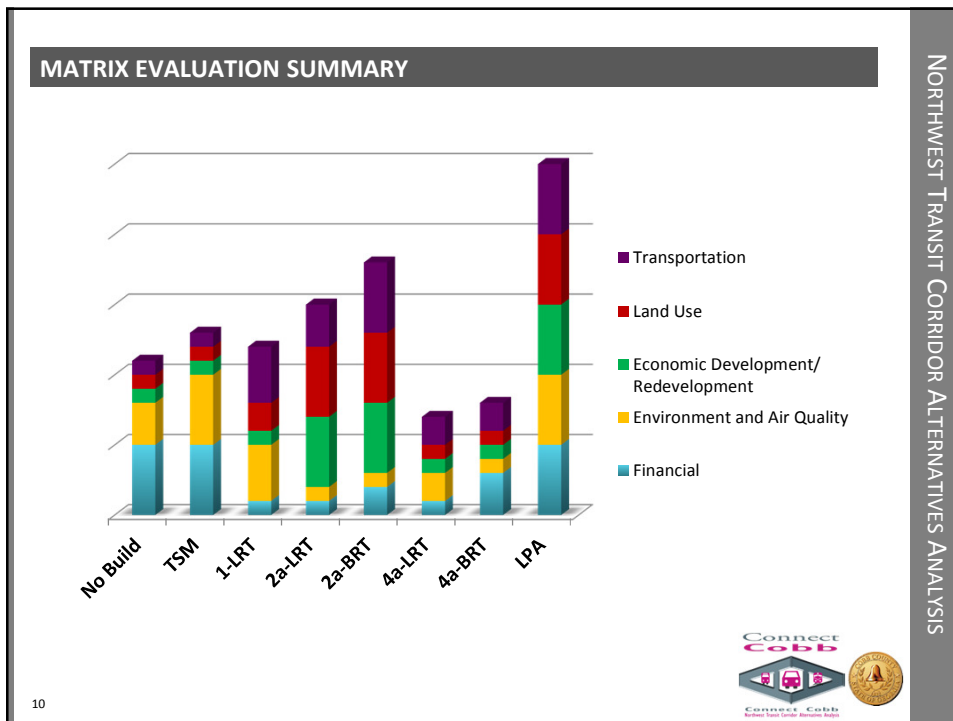
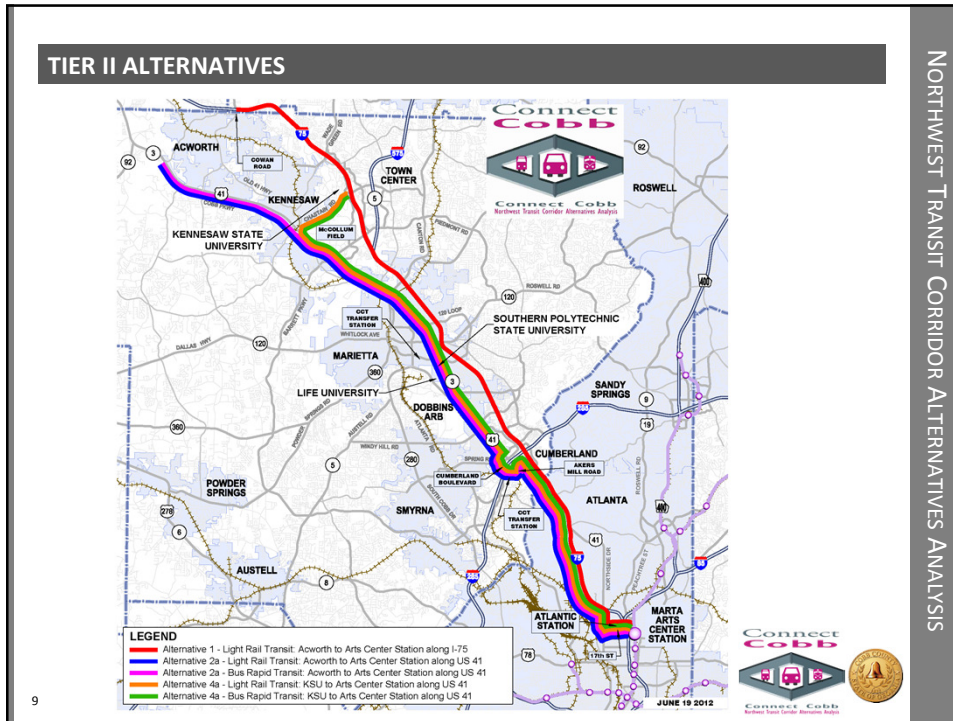


Public & Stakeholder Input

Environmental Review

NORTHWEST TRANSIT CORRIDOR ALTERNATIVES ANALYSIS


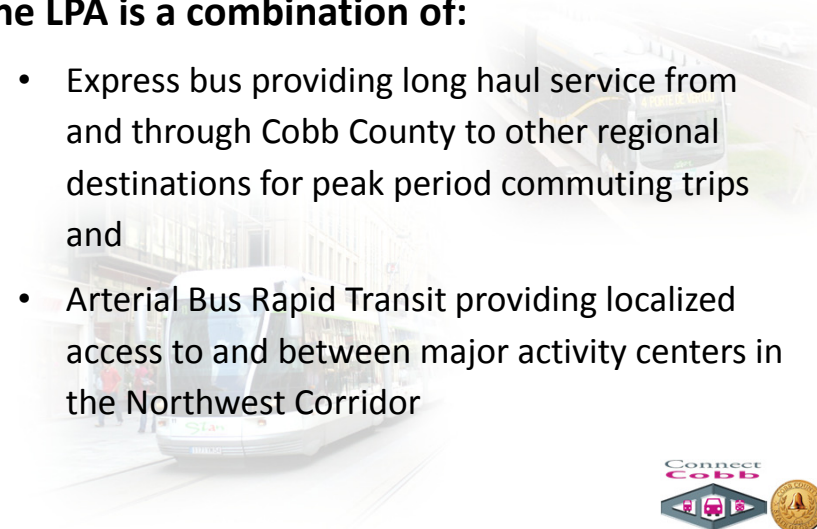
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LOCALLY PREFERRED ALTERNATIVE

The LPA is a combination of:

- Express bus providing long haul service from and through Cobb County to other regional destinations for peak period commuting trips and
- Arterial Bus Rapid Transit providing localized access to and between major activity centers in the Northwest Corridor




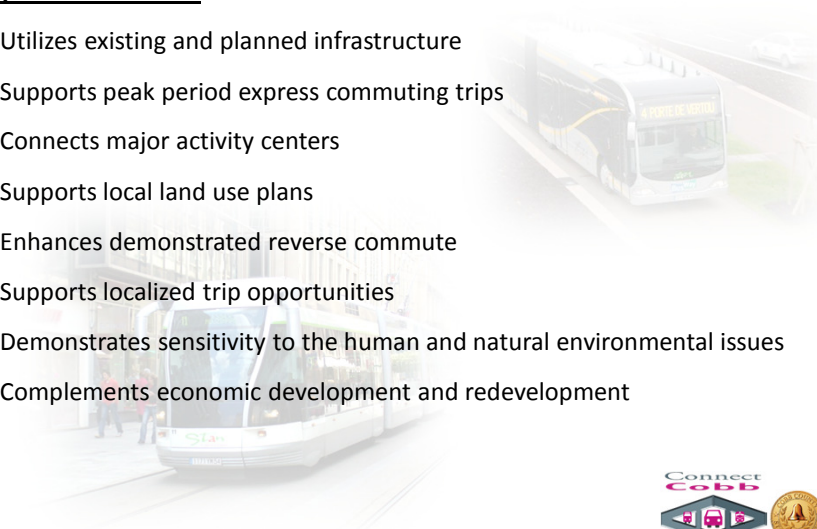
11

NORTHWEST TRANSIT CORRIDOR ALTERNATIVES ANALYSIS

LOCALLY PREFERRED ALTERNATIVE

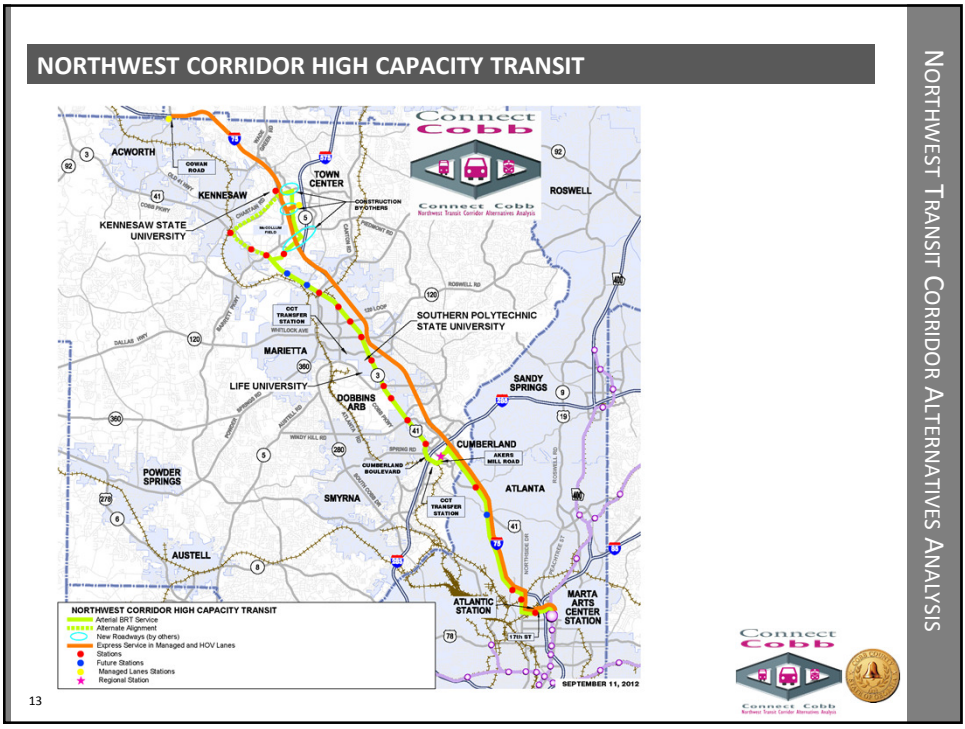
Objectives Achieved:

- Utilizes existing and planned infrastructure
- Supports peak period express commuting trips
- Connects major activity centers
- Supports local land use plans
- Enhances demonstrated reverse commute
- Supports localized trip opportunities
- Demonstrates sensitivity to the human and natural environmental issues
- Complements economic development and redevelopment



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NORTHWEST TRANSIT CORRIDOR ALTERNATIVES ANALYSIS



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NORTHWEST TRANSIT CORRIDOR ALTERNATIVES ANALYSIS

LOCALLY PREFERRED ALTERNATIVE

LOCALLY-PREFERRED ALTERNATIVE :: POTENTIAL ECONOMIC IMPACTS			
	COBB	FULTON	TOTAL LPA
Number of New (NET) Housing Units Created in Station Areas	10,800	1,600	12,400
New (NET) Square Feet of Office Development in Station Areas	10,890,000	590,000	11,480,000
New (NET) Square Feet of Retail Development in Station Areas	1,201,000	527,000	1,728,000
Number of New (NET) Jobs Created Within Walking Distance of Transit	50,700	4,200	54,900
Increase in Residual Land Values Around Stations Due to Transit Investment	\$97,263,965	\$53,923,246	\$151,187,211
Number of Potential Stations Accommodated within LPA	15	6	21
Miles of Potential Transit Accommodated within LPA	16	9	25

Connect Cobb
 Northwest Transit Corridor Alternatives Analysis

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NORTHWEST TRANSIT CORRIDOR ALTERNATIVES ANALYSIS

FINANCIAL PLAN: POTENTIAL FUNDING SOURCES

PRIMARY CAPITAL SOURCES

- FTA: New Starts
- FHWA Flexible Funds: CMAQ, STP, Transportation Alternatives
- State: Managed Lanes Project: “shared” costs as part of local match
- Local: Future Locally Approved Dedicated Funding Source
- Local: Shared Cost of a Regional Multimodal Maintenance Facility



POTENTIAL SUPPLEMENTAL CAPITAL SOURCES

- FTA: Zero Emission Bus Procurement and Section 5307
- Local: Public-Public Partnerships
- Local: Public-Private Partnerships/Developer Agreements at Stations
- Local: Benefit Assessment Districts

POTENTIAL FEDERAL FINANCING

- TIFIA – if dedicated local funding source implemented

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NORTHWEST TRANSIT CORRIDOR ALTERNATIVES ANALYSIS

FINANCIAL PLAN: POTENTIAL FUNDING SOURCES

PRIMARY OPERATING SOURCES

- Local: Fare Revenue – 45% to 50% farebox recovery
- Local: Existing Corridor Fixed Route Bus Service Cost Reallocation
- State/Local: Public-Public Partnerships
- FTA: Section 5307 (Preventive Maintenance Costs)
- FHWA: CMAQ (First 3 years of operations)
- Local: Future Locally Approved Dedicated Funding Source

POTENTIAL SUPPLEMENTAL OPERATING SOURCES

- Local: Advertising
- Local: Naming Rights
- Local: Tax Increment Finance Districts/Benefit Assessment Districts
- Local: Fee-Based Sources
- Local: Public-Private Partnerships

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NORTHWEST TRANSIT CORRIDOR ALTERNATIVES ANALYSIS


SYSTEM OPERATING CHARACTERISTICS

RIDERSHIP COMPARISON

- 24,000 – 25,000 New Riders (Year 2040)
- Charlotte 14,900
- Phoenix 40,700
- Windy Hill Extension 14,000
- Northwest Corridor Managed Lanes 23,000 – 39,000 (South of Delk Road, 2015 and 2035)

TRAVEL TIMES

- Managed Lanes, HOV Lanes and Fixed Guideway lanes will offer substantial benefits to general purpose lanes
- Environmental document will further define travel times

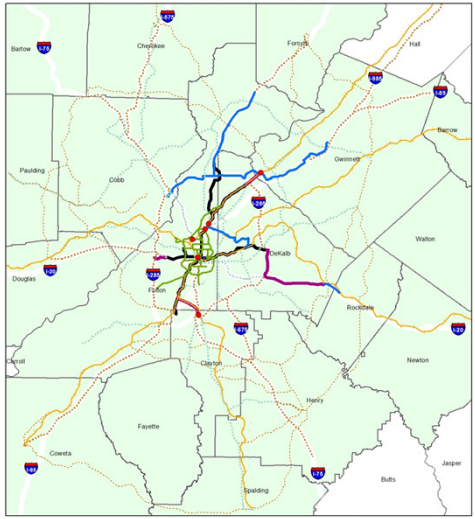


NORTHWEST TRANSIT CORRIDOR ALTERNATIVES ANALYSIS

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
CONCEPT 3 UPDATE

Concept 3 Regional Transit Vision




Legend

Existing Heavy Rail	Regionally Significant Station
Heavy Rail	Express Bus
Light Rail	Bus Rapid Transit
Existing Streetcar	Suburban Bus
Streetcar	Interstate
Commuter Rail	Counties



ARC

Draft | 10.11.12


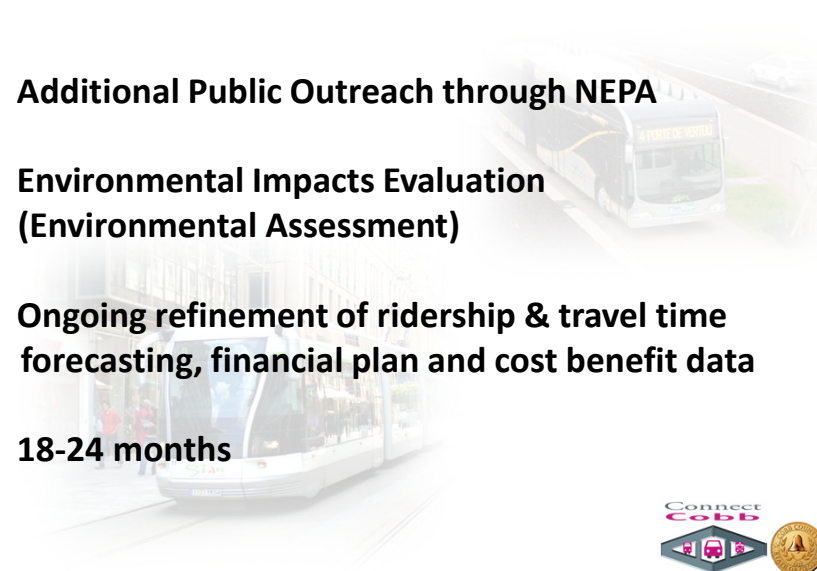


NORTHWEST TRANSIT CORRIDOR ALTERNATIVES ANALYSIS

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FUTURE ACTIVITIES

- **Additional Public Outreach through NEPA**
- **Environmental Impacts Evaluation (Environmental Assessment)**
- **Ongoing refinement of ridership & travel time forecasting, financial plan and cost benefit data**
- **18-24 months**



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NORTHWEST TRANSIT CORRIDOR ALTERNATIVES ANALYSIS



**Connect
Cobb**

Connect Cobb
Northwest Transit Corridor Alternatives Analysis
www.cobbdot.org/connectcobb.htm

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NORTHWEST TRANSIT CORRIDOR ALTERNATIVES ANALYSIS

Coordinated Human Services Transportation Plan Limited Update 2012

Regional Transit Committee Meeting
November 15, 2012



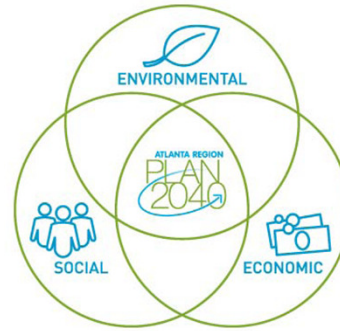
Purpose

- To incorporate the goals, objectives, and principles from PLAN 2040 and other regional and statewide initiatives.
- Update regional priorities FY 2012 JARC & New Freedom “Call for Projects”



PLAN 2040 Principles

- Increase mobility options for people and goods
- Foster a healthy, educated, well trained, safe and secure population
- Promote places to live with easy access to jobs and services



Equitable Target Area (ETA) Index

- This slide will include a map of the Distribution of ETA areas and the regional Transit Network.

Equitable Target Analysis Index

- Created a lens to measure the impacts of planned transportation investments or the lack there of on disadvantaged populations in the region.
- Going forward will assist in minimizing adverse community impacts during the planning and construction of transportation programs and projects

On Board Transit Survey

- This slide will include a map of where low paying jobs are located and where low income persons live in relationship to the transit network.

Mobility Management

- Improve transportation options;
- Centralize travel information;
- Improve coordination and enhance service delivery; and
- Provide accessible, affordable, seamless transportation services

Georgia Statewide 2.0 Plan

- Identified three areas of key opportunities to address the HST needs throughout the state.
- Service Delivery, Administration, and Funding.

GCC Rural and Human Services Transportation

- Establish state mobility manager;
- Improve data reporting & analysis to better manage the system; and
- Pursue resource bundling to streamline delivery and increase cost efficiencies while maintaining provider competition

2012 JARC and New Freedom

- Will be governed under SAFETEA-LU
- Application Deadline November 12, 2012
- Review and Selection thru December
- Award announcement January 2013



Questions!

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