

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

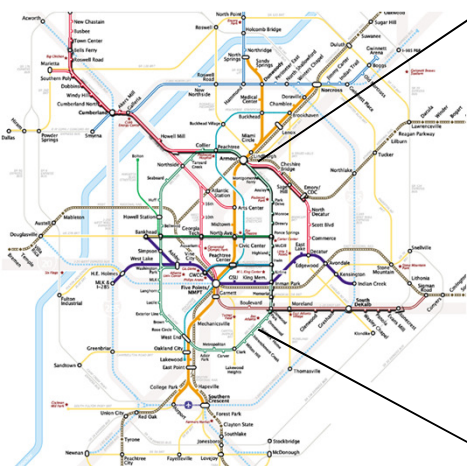
January 11, 2012

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

 Atlanta BeltLine

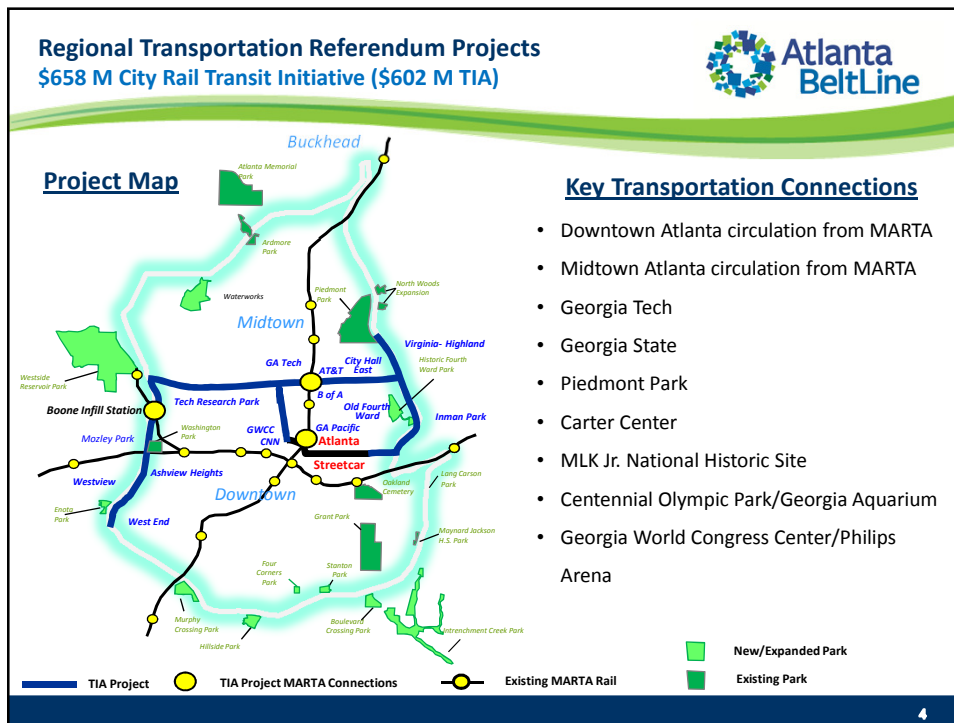
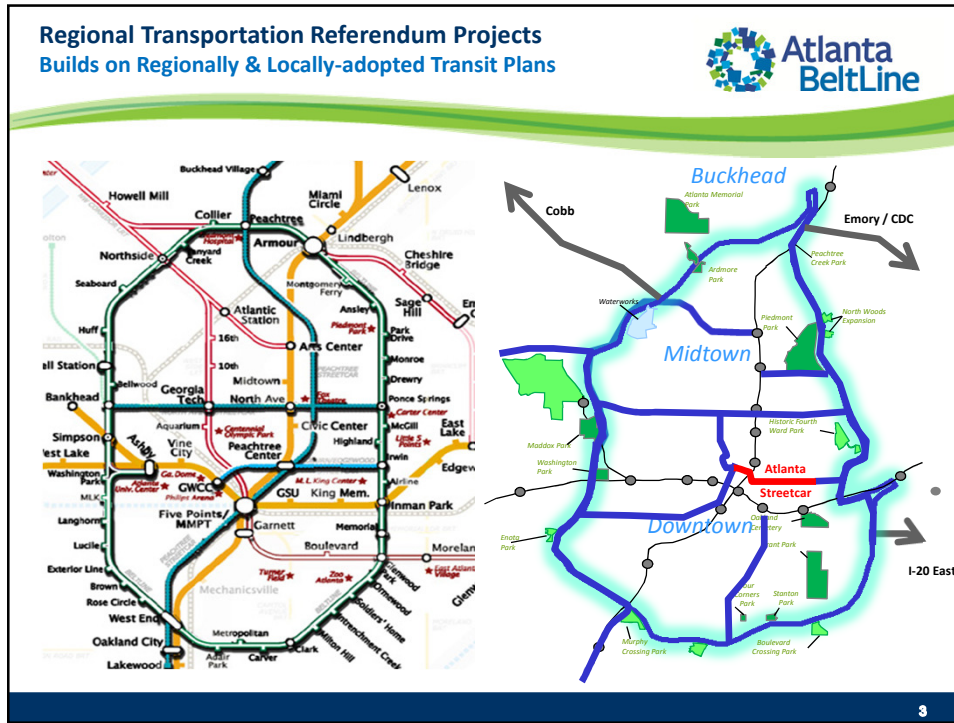
Concept 3



Central City of Atlanta Enlargement



2



 Atlanta BeltLine

Agenda

- Regional Transportation Referendum Projects
- Transit Implementation Strategy Update

5

Purpose of Transit Implementation Strategy (TIS)


 Atlanta BeltLine

- 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



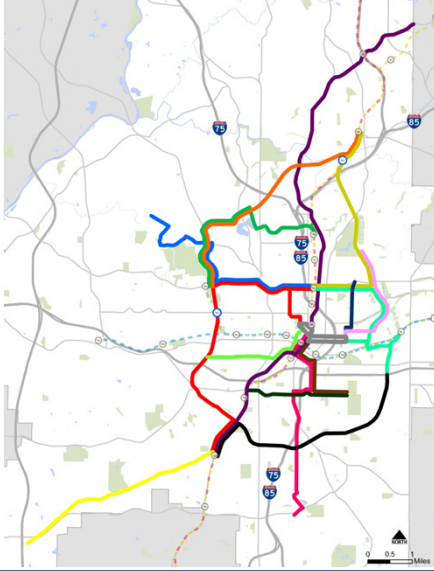
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Transit Implementation Strategy
Summary of Near Term Candidate Segments




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



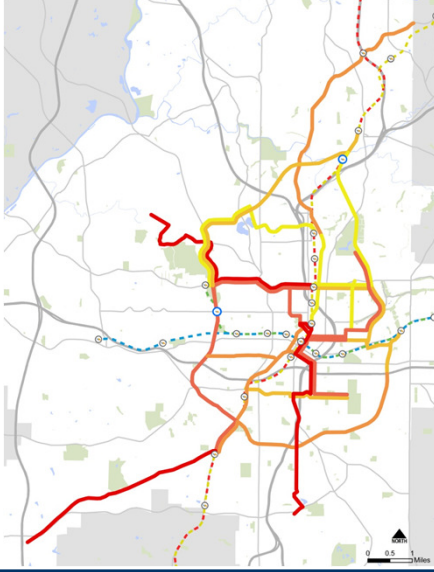
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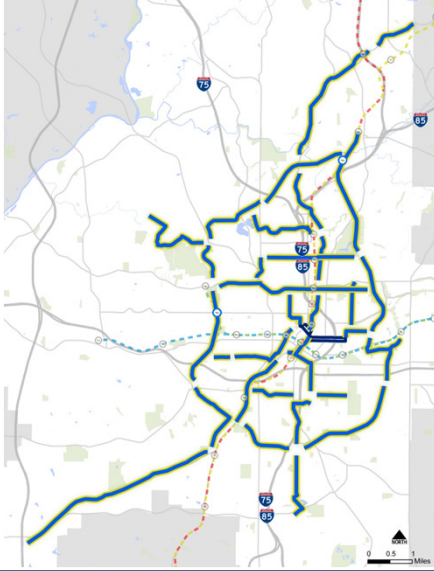
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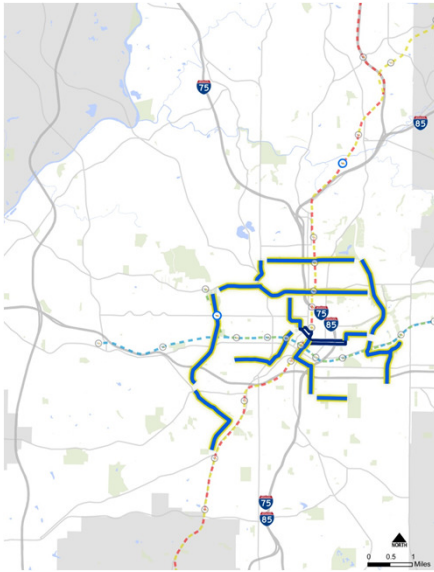
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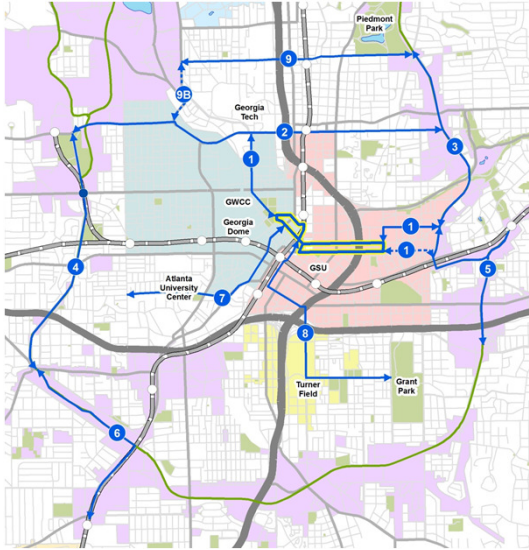
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Transit Implementation Strategy
Summary of Segments for Detailed Analysis



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

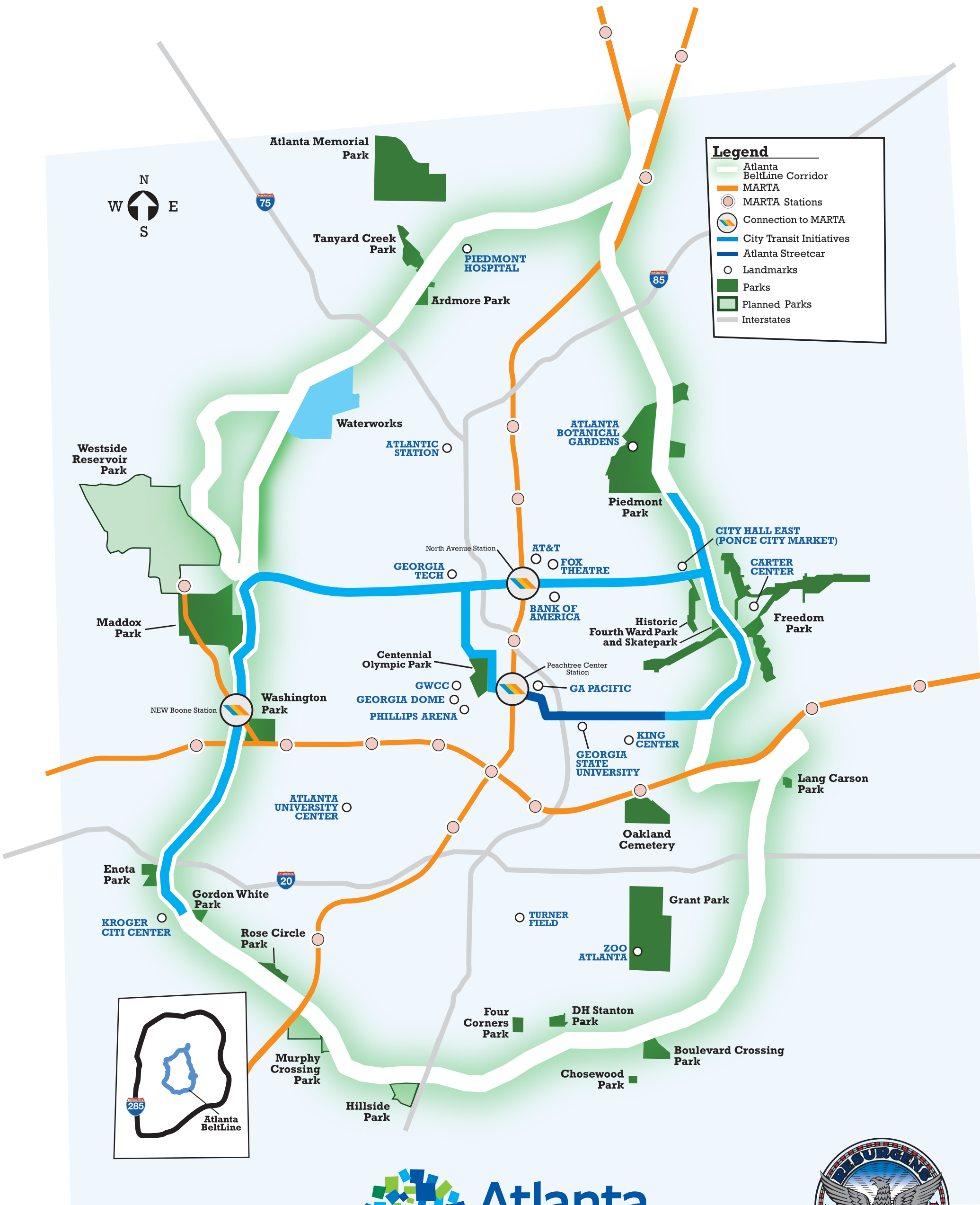


- Finish Analyzing Segments
- Prioritize Projects
- Complete Community Engagement
 - *Winter 2012 Citywide Update*
- Develop Public Review Draft
- City of Atlanta Review, Approval and Adoption Process



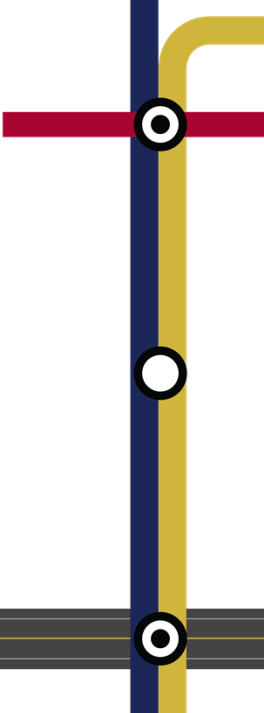
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City of Atlanta Transit Project on Transportation Investment Act



**Atlanta
BeltLine**






Open Transit Data: Opportunities for Agency Innovation

January 12, 2012

Regional Transit Committee
Atlanta Regional Commission

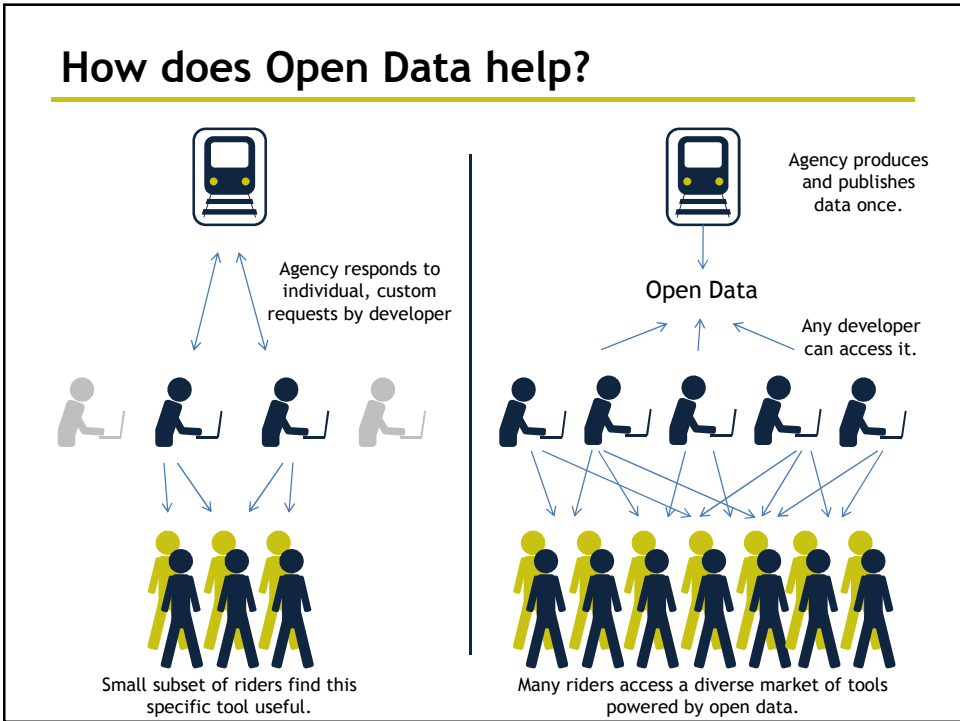
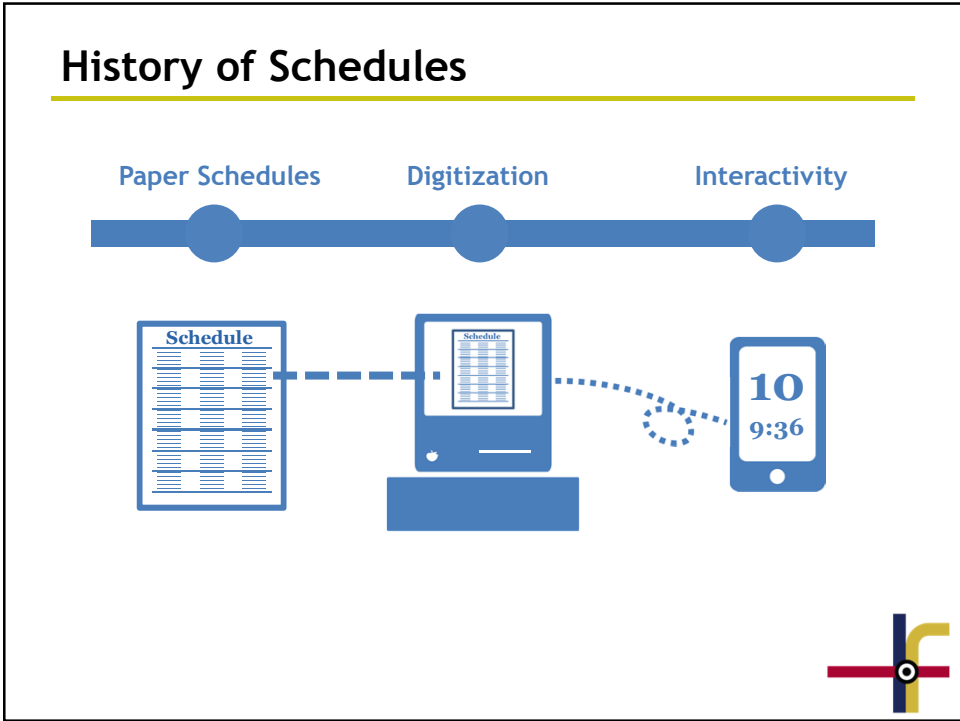
Georgia Institute of Technology
City and Regional Planning | Civil Engineering

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

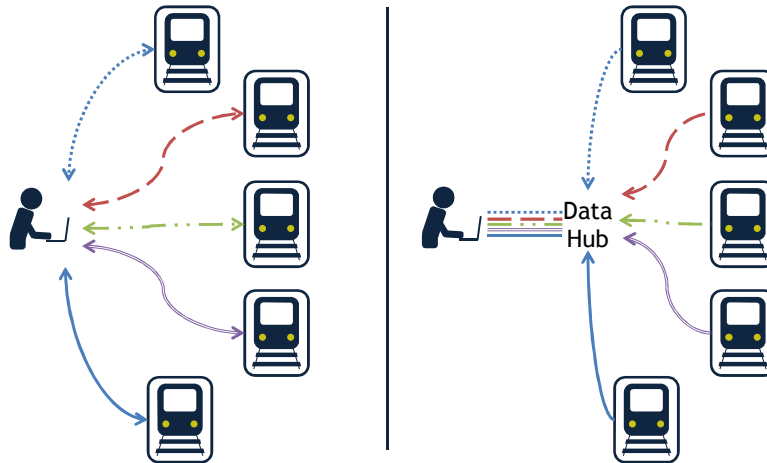
Topics Covered

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



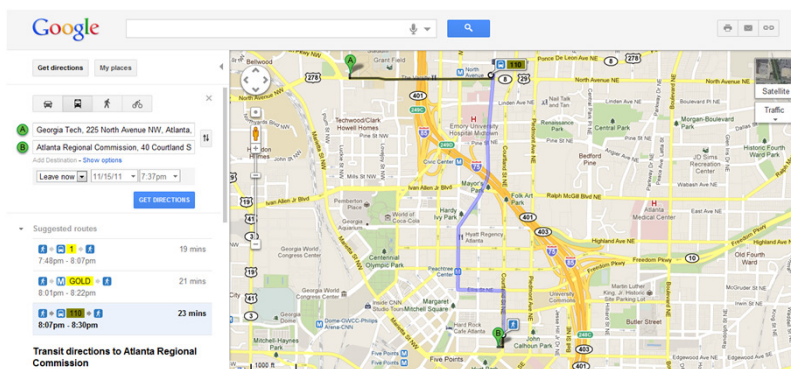


Developer Perspective



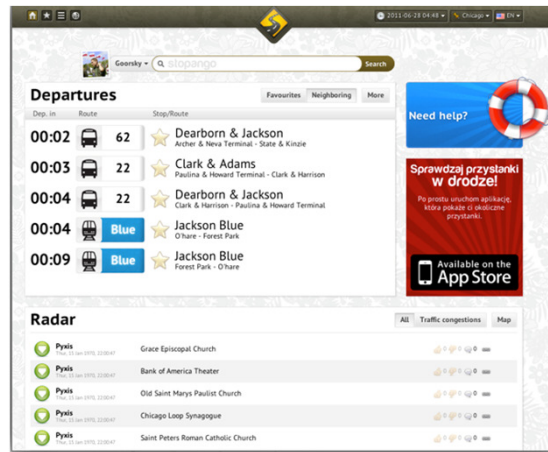
More than Google Transit

- 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)

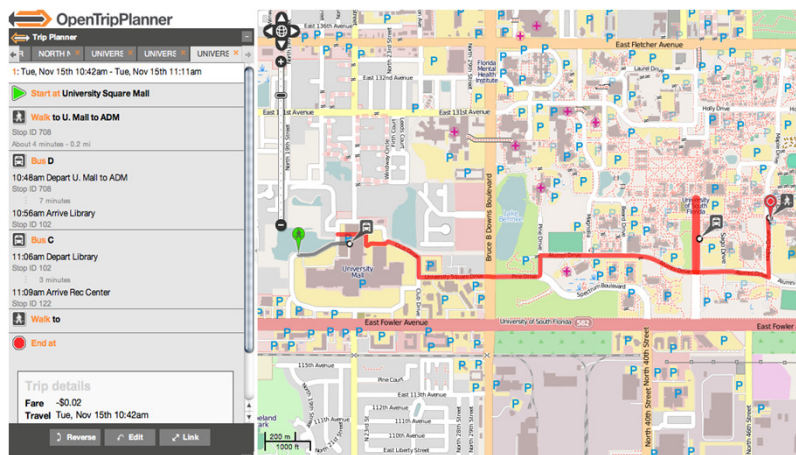
Transit agency? [How to get off this list](#)

Thank You!

To the 219 transit agencies who provide open data.

www.citygoround.org

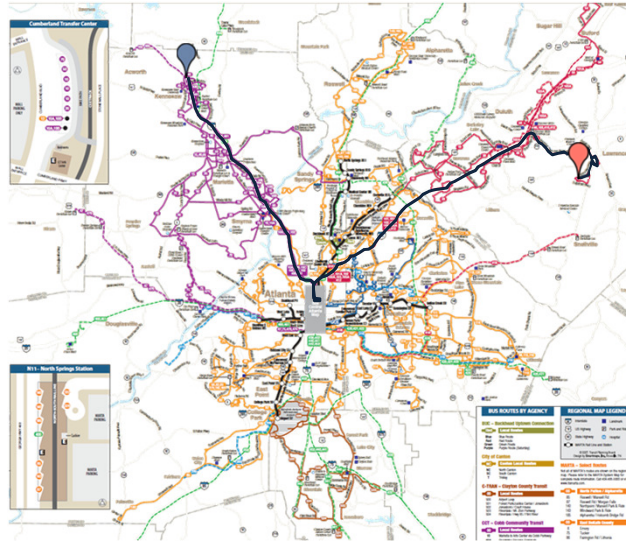
OpenTripPlanner



<http://www.opentripplanner.com>

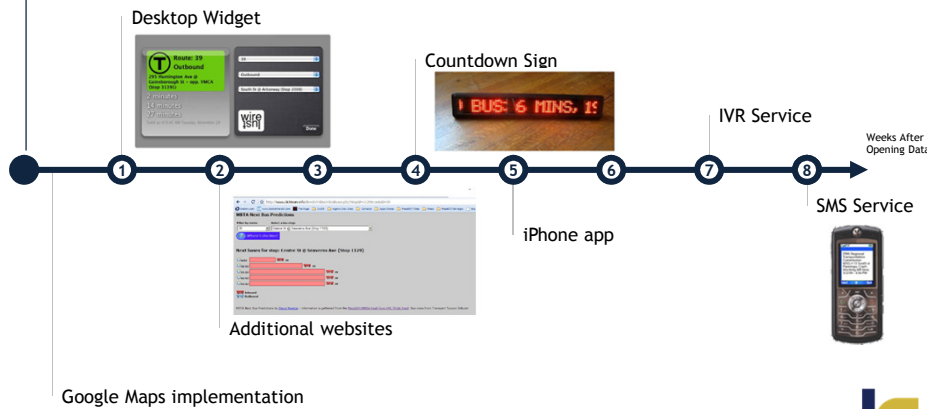


Connects Atlanta's Transit



Fast Paced Innovation

- Agency Releases Real Time Data



Equitable Information Access

Encompasses Diverse Personal Technologies



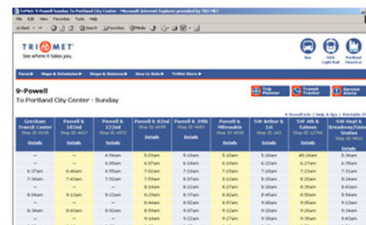
Considers All Abilities/ADA Access



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)	Powell & 102nd (Stop ID 1027)	Powell & 122nd (Stop ID 1027)	Powell & 142nd (Stop ID 1027)	Powell & 206 (Stop ID 1003)	Powell & 242nd (Stop ID 1003)	SW Arthur & 242nd (Stop ID 143)	SW 4th & 242nd (Stop ID 1210)	SW 10th & 242nd (Stop ID 1210)	SW 16th & 242nd (Stop ID 1210)
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---	---	10:14	10:22	10:27	10:30	10:35	10:40	10:43	10:43
10:02	10:11	10:21	10:28	10:37	10:42	10:45	10:50	10:54	10:54
---	---	10:44	10:52	10:57	11:00	11:05	11:10	11:13	11:13
10:31	10:41	10:51	10:59	11:07	11:12	11:15	11:20	11:24	11:24



<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



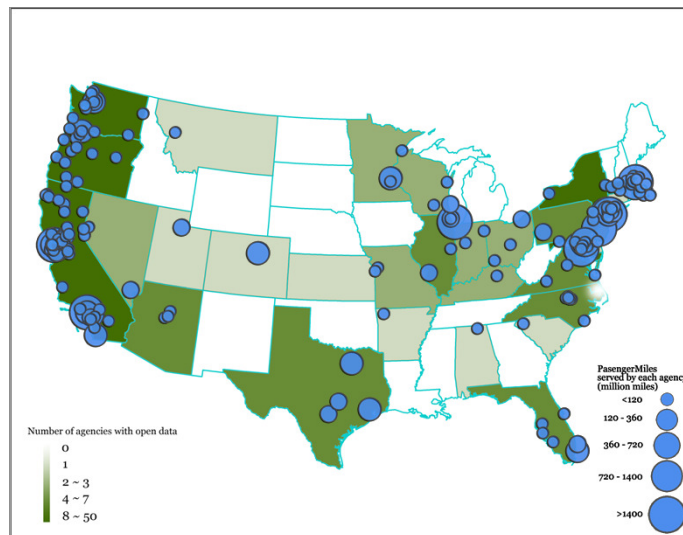
- Open Source: OpenTripPlanner
 - Deployed in Portland
 - Transferrable to other cities



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.



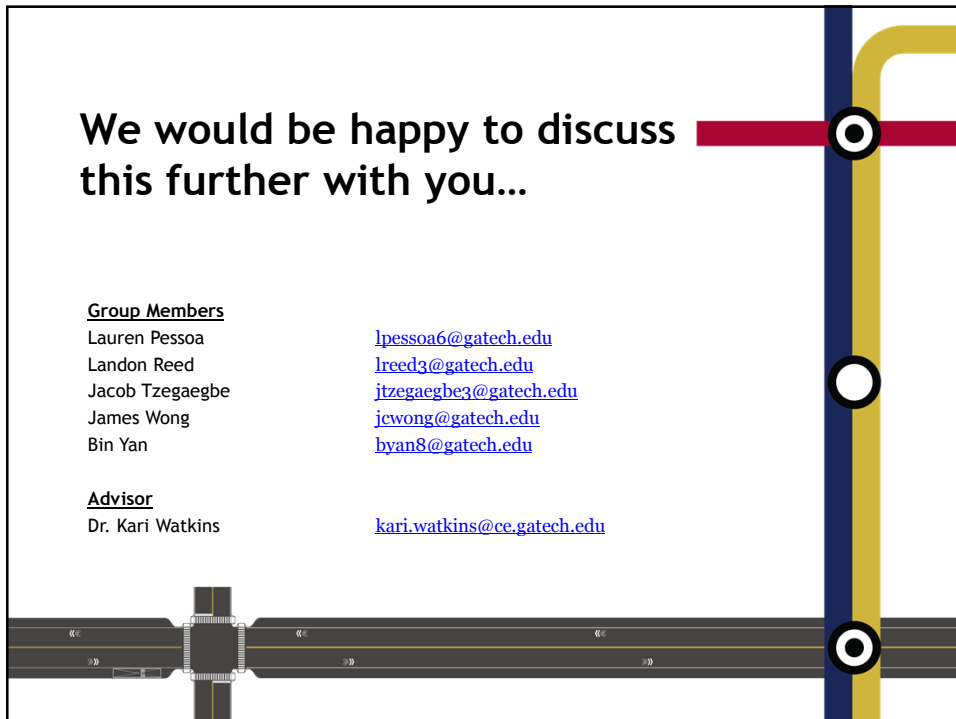
We would be happy to discuss this further with you...

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