

## MINUTES

### MEETING OF THE BOARD OF DIRECTORS

### PLANNING & DEVELOPMENT COMMITTEE

### METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY

March 28, 2011

The Board of Directors Planning & Development Committee met on March 28, 2011 at 10:06 a.m. in the Board Room on the 6<sup>th</sup> Floor of the MARTA Headquarters Building, 2424 Piedmont Road, Atlanta, Georgia.

#### **Board Members Present**

Juanita Jones Abernathy  
Robert L. Ashe, III  
Harold Buckley, Sr.  
Wendy Butler  
Frederick L. Daniels, Jr., Chair  
Jim Durrett  
Roderick E. Edmond  
Barbara Babbit Kaufman  
Jannine Miller\*  
Adam Orkin

MARTA officials in attendance were: General Manager/ CEO Beverly A. Scott; Deputy General Manager/COO Dwight A. Ferrell; Chief Business Support Services Theodore Basta Jr.; AGMs Davis Allen, Deborah Dawson, Wanda Dunham, Ben Graham, Georgetta Gregory, Mary Ann Jackson, Jonnie Keith, Cheryl King, Rich Krisak, Ryland McClendon, Elizabeth O'Neill and Gary Pritchett; Sr. Directors Johnny Dunning, Jr., Kevin Hurley and David Springstead; Directors Tara Balakrishnan, Cynthia Moss Beasley, Sharon Crenchaw, John Crocker, Lowell "Rip" Detamore, Reginald Diamond, Joe Erves, Garry Free, Lyle Harris, Walter Jones and Carol Smith; Managers Cara Hodgson, Marvin Toliver, Robert H. Thomas, Denise Whitfield and Donald Williams. Executive Manager to the Board Rebbie Ellisor-Taylor; Sr. Executive Administrator Tyra J. Wiltz; Executive Administrator Renee Willis; Finance Administrative Analyst Tracy Kincaid. Others in attendance Frederick Askew, Arnold Campbell, Leeshu Kennedy, Subash Mundle, Anthony Pines, Srinath Remala, Toni Thornton and Tameka Wimberly.

\*Jannine Miller is Executive Director of Georgia Regional Transportation Authority (GRTA) and is therefore a non-voting member of the MARTA Board of Directors

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Also in attendance Charles Pursley, Jr. of Pursley of Pursley, Lowery & Meeks; Shean Atkins and Barney Simms of AHA; Ariel Hart of AJC; David L. Bennett of Atlanta Mayor's Office; Regan Hammon and Cain Williamson of ARC; Dan Eller and Mike Plant of Atlanta Braves; Frank Beauford of Clayton County; Devin Fehely of 11 Alive; Darryl Carver and Regynal McKie of Fox 5; Jim Brown of GRTA; Darryl Peek of In the Mix Radio Show; Matt Pollack of MATC;

**Approval of the February 28, 2011 Planning & Development Committee Meeting Minutes**

On motion by Mr. Buckley seconded by Mr. Durrett, the minutes were unanimously approved by a vote of 4 to 0, with 4 members present.

**Briefing – Multi-Modal Passenger Terminal (MMPT) Update**

Ms. Wimberly provided the Committee an update on the Multi-Modal Passenger Terminal (MMPT).

*MMPT Background*

- GDOT led Public Private Partnership effort to revitalize gulch area in downtown Atlanta
- MARTA is among several agencies that participate:
  - Atlanta Regional Commission (ARC)
  - Central Atlanta Progress (CAP)
  - Georgia Regional Transportation Authority (GRTA)
- Master Developer agreements will be signed enabling the following tasks (not exhaustive):
  - Evaluate the impact of the north-south rail alignment
  - Prepare a conceptual design level
  - Utilize Technical Memos created
  - Inventory existing utilities
  - Prepare Master Schedule
  - Prepare near-term financial plan for initial phase

*MARTA's Efforts*

- MARTA has led the Technical Committee since January 2010

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- An FTA grant was awarded to MARTA to assist in producing four Technical Memos:
  - Existing Conditions
  - Environmental Review
  - Bus and Rail Requirements
  - Property Ownership Survey
- MARTA, as requested by GDOT, has submitted a grant revision to FTA in order to utilize remaining funds to help provide technical guidance for the Master Developer
- None of the efforts put forth have required any MARTA capital funds

*Current Activities*

- Proposals were due February 28, 2011
- Each partner agency used staff to review proposals
- Interviews were held on March 10, 2011
- GDOT identified the preferred finalist, Forest City-Cousins-Integral, on March 14, 2011

*Next Steps*

- Awaiting FTA's determination on whether \$43M of HPP funds can be transferred from Commuter Rail to MMPT efforts
- Public Hearings on Proposals – April 2011
- GDOT Board is set to approve Master Developer on May 19, 2011
- Master Developer agreement to be signed on June 20, 2011

Mr. Daniels asked what MARTA's role is going forward.

Ms. Wimberly stated that MARTA will continue to chair the Technical Committee. The documents that MARTA produces will continue to be used. Staff will ensure that MARTA's stakeholder requirements are considered.

Dr. Scott noted that FTA's interest in the program is because it will be a facility for transit – bus and future commuter rail.

**Briefing – Beltline Corridor Environmental Study Update**

Mr. Dunning updated the Committee on the progress and status of the Beltline Corridor Environmental Study being jointly conducted by MARTA and the Atlanta Beltline, Inc (ABI).

MARTA and ABI are jointly conducting a Tier 1 Environmental Impact Statement (EIS) for the Atlanta Beltline project. The purpose of the Tier 1 EIS is to permit right-of-way determination and corridor preservation for transit and trails through completion of the following tasks:

1. Identify right-of-way requirements and complete Georgia Environmental Policy Act (GEPA) documentation for the Beltline Corridor Northeast
2. Identify right-of-way requirements and complete a National Environmental Policy Act (NEPA) Tier 1 documentation for the entire 22-mile Beltline Corridor

*Project Status*

MARTA and ABI are diligently working to enter into negotiations to establish a comprehensive working relationship between the two agencies, including the designation of MARTA to operate and manage the Beltline transit component. Counsels and Senior Staff from MARTA, ABI, City of Atlanta and Atlanta Development Authority (ADA) have been working to develop the necessary legal framework and terms of agreement of this relationship. Additionally, FTA has been solicited for input and clarification on the expectations of grantees of Federal funds. Upon completion, the outcome of these negotiations will be presented for discussion by the respective Boards.

*Next Steps/Project Timeline*

- MARTA/ABI is awaiting FTA's review comments on the revised DEIS document that was submitted on February 2, 2011. With an expedited DEIS review by FTA, the document is scheduled for review by the public in April or May with a public hearing(s) scheduled around the same time. With the mandatory 45-day comment period required by NEPA, the Tier 1 DEIS phase is scheduled for completion by summer 2011.
- The project team is nearing completion of a project video that will be used as a part of the public review and public hearing process.

- Comments received during the public comment period at the formal public hearing(s) will be incorporated into the Final Environmental Impact Statement (FEIS). The project schedule anticipates completion of Tier 1 FEIS and FTA issuance of a Record of Decision (ROD) in fall 2011.

Mr. Buckley stated that he looks forward to hearing about the East Line Environmental Study.

Mr. Daniels commented that it appears the railroad is not amenable to sharing their lines.

Mr. Dunning said the team has developed an alignment option that operates within and without the CSX right-of-way.

Mrs. Butler asked about technology for the streetcar.

Mr. Dunning stated the light rail vehicles would be 90-100 feet in length. Streetcars are shorter and you will not have to couple as many together. Whatever mode is selected will operate on all 22 miles of the Beltline.

Ms. King said staff is designing for the light rail standard.

### **Briefing – Development of MARTA’s HB 277 Transportation Investment Act (TIA) Project List**

Ms. King briefed the Committee on the development of MARTA’s HB 277 Transportation Investment Act (TIA) Project List.

#### *Background and Context*

- Process is defined in 2010 Georgia Law – TIA
- Project list part of 2012 referendum to enact 1% sales tax in 10-county region
- Regional Roundtable is primary actor in list development
- Represents a potential additional funding source
- Transit is only one type of eligible project
  - Projects can be capital such as State of Good Repair improvements

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- Only MARTA services put in place after January 1, 2011 are eligible for O&M funding
- Projects must be on the list developed by roundtable to be considered for funding

*Atlanta Roundtable Membership*

- Includes non-voting legislators selected by Chairs of House and Senate Transportation Committees
  - House – Mike Jacobs, District 80; Sean Jerguson, District 22
  - Senate – Chip Rogers, District 21; Jack Murphy, District 27
  - Alternates – Valencia Seay, Doug Stoner, Renee Unterman
- Regional Roundtable is primary actor in project list development
  - Statewide Planning Director drafts Unconstrained List – June 2011
  - Executive Committee drafts initial Constrained List (from Unconstrained List) – August 15, 2011
  - Full Roundtable votes on the final Constrained List for the referendum – October 2011

*Investment List – MARTA's Role*

- MARTA has no legal role
- GRTA has responsibility for making sure transit projects are delivered in Atlanta
- MARTA will be a project sponsor and implementer
- MARTA has and will continue to provide technical support to roundtable and GRTA Constructability Review
  - Helped develop transit evaluation criteria
  - Practical information on transit operations
  - Reality check of ideas for projects
- MARTA can help by identifying its priorities for the projects submitted for inclusion on investment list

*The Project List Development Process*

- MARTA develops initial, internal submittal to Unconstrained List through iterative process
- Coordination with member jurisdictions and sister transportation agencies
- Initial list refined through interaction with member jurisdictions and MARTA management
- Revised list shared with jurisdictions
- Refined list presented to Planning & Development Committee
- Refined, Unconstrained List present to MARTA Board for action
- Refined, Unconstrained List submitted to jurisdictions, ARC and State Planning Director
- Next Steps
  - State Planning Director refines the statewide Unconstrained List for presentation in June 2011
  - Executive Committee refines the statewide Constrained List in August 2011
  - Roundtable votes on constrained list in October 2011

*MARTA's Unconstrained Project List*

- This list is a balance of:
  - State of Good Repair (SOGR) – maintaining the existing system
    - Projects primarily from MARTA CIP
    - Focuses on maintaining the transit system core infrastructure investment – make MARTA base transit system safe and strong
    - Includes safety, regulatory and operational critical-support projects
    - Projects listed in the potential order of priority
    - Fits well with evaluation criteria
    - Theme resonates well with member jurisdictions, partner agencies and is a FTA/Federal priority

- Includes projects such as: train control system upgrade, elevator and escalator rehab, aerial structure rehab, station renovation, on-board security cameras, etc.
- Includes 19 projects for a total request of \$1.8B
- System Expansion – efficient and appropriate projects that compliment the core system
  - Come from MARTA CIP, RTCAA, Concept 3, member jurisdictions and others
  - Focuses on efficient and appropriate system expansion, complimentary to the existing system to address proven demand
  - Not in priority order: transit prioritization occurs at a regional level
  - Project segments or separate elements suggested to respond to the TIA ten year timeframe
  - Projects subject to the GRTA constructability analysis
  - Includes project such as 1-20 East, Stonecrest Park and Ride Lot, Clifton Corridor, Arterial BRT, South and North Fulton improvements
  - Includes 15 projects for a requested \$4.3B
  - Requested amounts include O&M costs for a 20-year period using 35% farebox recovery
- System Enhancements & Other Projects – maintaining a sustainable and efficient transit system
  - Come from MARTA CIP, Concept 3, ARC LCI studies, member jurisdictions and others
  - Focus on developing and maintaining a sustainable and efficient transit system for the Atlanta region
  - Not in priority order: transit prioritization occurs at a regional level
  - Includes projects such as: circulator systems, regional call center, variable based fares, pay parking system
  - Includes nine projects for a requested total of \$136.7M

- Disaster recovery support - \$32,000
- All projects submitted have to be in an existing adopted plan
- Projects come primarily from MARTA's 10-year Capital Improvement Plan (CIP) as well as the RTCAA and Concept 3, among other plans

*Other Considerations*

- Beltline and Atlanta Streetcar being submitted by City of Atlanta
- Member jurisdictions support letters for MARTA projects requested
- MARTA letters of support for member jurisdictions and others recommended
- Strategy
  - To be as comprehensive as possible in submittals for the Unconstrained List
  - Active, continued coordination with all players after the March 30<sup>th</sup> submittal and during the development of the Constrained List is critical

Mr. Daniels asked if there is a higher priority for projects that cross county barriers.

Ms. King responded yes.

Mr. Durrett noted the unconstrained list of projects included Clifton Corridor, Garnett to Turner Field, etc. he asked how this relates to Clifton Corridor.

Mr. Crocker said the intent is to show the network effect, i.e., Park & Rides along the North Line, GRTA developing support for buses, etc.

Ms. King mentioned that the practice is to build Park & Rides so that when fixed guide ways are built, it would be a matter of 'connect the dots'.

Mr. Durrett referenced a circulator system and whether platforms would be shared.

Mr. Dunning said the team is looking at first and last mile access. The circulator system, being a smaller vehicle, would help do that.

**Briefing – Atlanta Regional Commission (ARC) Long Range Transportation Plan Update (Plan 2040)**

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Ms. Hammon provided the Committee an update on Atlanta Regional Commission (ARC) Long Range Transportation Plan (Plan 2040).

As an integral part of the Atlanta transportation network, MARTA has several responsibilities and there will be several key decision points in 2011 of which the MARTA Board should be aware. One of the major decision points is the adoption of *Plan 2040*. *Plan 2040* is currently under public review; the official public comment period is scheduled for May through June of 2011. It is anticipated that *Plan 2040* will be formally adopted by the ARC in June 2011.

- *PLAN 2040* is Metro Atlanta's plan to accommodate economic and population growth sustainably over the next 30 years.
- *PLAN 2040* is based on pursuing economic, environmental and social sustainability through the goals of the Atlanta Region: (1) leading as a global gateway to the South; (2) providing access to community resources, and (3) creating healthy communities.
- *PLAN 2040* supports state transportation visions, such as the Statewide Strategic Transportation Plan.
- *PLAN 2040* addresses our regional challenges: aging infrastructure, congestion costs, limited travel options, and substantial growth in population and employment forecast during the next 30 years.
- Funding needed to meet the transportation vision for the 18-county region through the year 2040: \$125B. Available revenue from federal, state, local and private sources: \$59.5B.
  - Available revenue to be allocated to:
    - 71% for maintaining and maximizing the efficiency of existing roads, bridges and transit service
    - 25% for expanding our roadway and transit systems
    - 4% for managing the demand on our transportation system through cost effective options other than driving

- *PLAN 2040* investments:
  - To address our aging infrastructure
    - preservation and optimization projects to keep pavement, bridges and transit service operational and get the most out of our existing roadways through intersection improvements, signal timing, and managing access
  - To relieve roadway congestion and improve reliability
    - managed lanes, interchange improvements on interstates, and arterial improvements
    - freight mobility improvements in and through the Atlanta region
  - To provide more travel options and promote healthy communities
    - light rail lines on I-20 East Corridor, Clifton Corridor, Beltline, and the Streetcar system, as well as shuttles in activity centers and testing for light rail in Cobb and Gwinnett counties
    - Bicycle and Pedestrian programs identify a priority network of corridors and centers for improvement
    - Support for: Safety initiatives, Livable Centers Initiative, Lifelong Communities, Human Services Transportation Plan and Transportation Demand Management
- Travel impacts of these investments on the region
  - Condition of pavement and bridges: 70% will be maintained in good condition (versus 95% with full funding)
  - Reliable trips during peak periods: 64% increase over today
  - Access to employment centers: major activity center employers can draw 13% more employees over today's numbers (versus 72% with full funding)
  - Annual congestion costs per person per day (*today's cost is \$1,264*): \$3,461 (versus \$2,530 with full plan funding)

*The Bottom Line*

- Preservation and optimization of existing transportation system
- Strategically expand to support growth vision

- Coordinated land use and transportation planning
- Personal responsibility for how we travel and manage demand
- Additional funding necessary to meet goals:
  - Public-Private Partnerships
  - Local special option sales taxes
  - Transportation Investment Act of 2010 referendum in August 2012 could add another \$7-8 billion over 10 years if passed (a potential of \$22 billion over the life of the plan)

### **Briefing – Public Hearing Results**

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Mr. Dunning briefed the Committee on results of the Public Hearings for Proposed Service Modifications effective June 18, 2011 and Restoration of Braves Shuttle.

#### *Attendance*

- Roswell City Hall – Monday, March 21 – 30
  - Speakers – 19
  - Board/Staff – 20
  - Media - 1
- South Fulton Service Center– Monday, March 21 – 33
  - Speakers – 19
  - Board/Staff – 22
  - Media - 4
- Adamsville Recreation Center– Thursday, March 24 – 28
  - Speakers – 19
  - Board/Staff – 15
  - Media - 0
- City of Atlanta– Thursday, March 24 – 77
  - Speakers – 47
  - Board/Staff – 13
  - Media - 1
- Maloof Auditorium– Thursday, March 24 – 77

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- Speakers – 36
- Board/Staff – 17
- Media – 0

*Public Hearing Comments*

- Roswell City Hall
  - 17 speakers in support of Braves Shuttle
  - 2 speaker opposed to Braves Shuttle
  - Support for changes to Route 181
  - Suggestion that Route 2 be extended to the Decatur Station
- South Fulton Service Center
  - 9 speakers in support of Brave Shuttle
  - 4 speakers in support of Route 181
  - 6 speakers expressed concerns about other routes (89, 189 & 78)
- Adamsville Recreation Center
  - More than half of the 19 speakers were in support of Braves Shuttle – one raised the question about the cost of the shuttle
  - Other concerns addressed Routes 56 & 57
- City of Atlanta
  - 21 speakers in support of Braves Shuttle
  - 1 opposed the shuttle
  - 18 in support of Route 99
  - 7 expressed concerns about other routes (2 & 181)
  - Complaints about telephone information representatives and bus operators
- Maloof Auditorium
  - 14 speakers were in support of Braves Shuttle
  - 7 speakers opposed Braves Shuttle

**Other Matters**

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Mr. Daniels referenced Tab 7 of the Committee Books – Planning & Development Committee Look-a-Head – asking that Board Members review these items.

**Adjournment**

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The meeting of the Planning & Development Committee adjourned at 11:26 a.m.