

MINUTES
MEETING OF THE BOARD OF DIRECTORS
PLANNING & EXTERNAL RELATIONS COMMITTEE
METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY
August 29, 2011

The Board of Directors Planning & Development Committee met on August 29, 2011 at 10:03 a.m. in the Board Room on the 6th Floor of the MARTA Headquarters Building, 2424 Piedmont Road, Atlanta, Georgia.

Board Members Present

Robert L. Ashe, III
Harold Buckley, Sr.
Frederick L. Daniels, Jr.,
Jim Durrett
Roderick E. Edmond
Noni Ellison-Southall
Barbara Babbit Kaufman, Chair
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, Anton Bryant (Acting), Deborah Dawson, Wanda Dunham, Johnny Dunning, Jr. (Acting), Ben Graham, Georgetta Gregory, Jonnie Keith, Rich Krisak, Ryland McClendon, Elizabeth O'Neill and Gary Pritchett; Sr. Directors Rhonda Briggins and David Springstead; Directors Sharon Crenchaw, John Crocker, Reginald Diamond, Joe Erves, Garry Free, Scott Haggard, Jennifer Jinadu-Wright, Knox O'Callaghan, Fred Remen, Carol Smith, Elvin Tobin and John Weber; Managers Donna DeJesus, Rod Hembree, Roosevelt Stripling, Marvin Toliver and Denise Whitfield. 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 Doug Chambers, Roy Graphenreed, Kawal Grover, Harold Johnson, Josh Piermarini, Anthony Pines, Srinath Remala, Zaheer Wadhwan, James Watkins, Paul Wood, Mark Wuerstin.

Also in attendance Charles Pursley, Jr. of Pursley of Pursley, Lowery & Meeks; Representative Lynne Riley of MARTOC; Matt Pollack of MATC; Leigh Chaban of RHI Executive Search; Jim Brown of URS Corp.

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

On motion by Mr. Daniels seconded by Mr. Durrett, the minutes were unanimously approved by a vote of 6 to 0, with 6 members present.

Briefing – TIA Draft Constrained Investment List

Mr. Crocker provided the Committee an update on the Draft Constrained List of the Transportation Investment Act (TIA).

State of Good Repair

- \$600M
- Grouping of 12 projects – MARTA to develop program

System Preservation

- GRTA Xpress Routes = \$95M
- Gwinnett Bus Service = \$40M
- Cobb Bus Service = \$0
- Clayton Bus Service = \$100M

System Expansion

- Clifton Corridor = \$700M
- I-20 East = \$225M
- Beltline = \$602M
- I-75/NW = \$856.2M
- I-85/NE = \$95M
- GA 400 = \$37M
- Regional Mobility Management Center = \$17M

Additional Considerations

- Reconcile “actual” project descriptions and funding levels
- Roundtable finance subcommittee
- Recommendations TBD
- Other Funding Commitments
- MOUs/IGAs regarding delivery of projects
- MARTA LPA’s for Clifton and I-20 East Corridors
- Potential Special Session Actions

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- **Regional Transit Governance and MARTA Act Restrictions**

Upcoming Dates

- **Public Meetings - August 15-September 30**
 - Ten counties including second meeting in Fulton and meeting in City of Atlanta to gather input on constrained list
- **Full Roundtable Meeting – September 16 9:00-11:30 a.m.**
 - Atlanta Regional Commission (ARC) Amphitheater
 - Review Constrained List adopted by Executive Committee
- **Full Roundtable Meeting – September 29 9:00-11:30 a.m.**
 - ARC Amphitheater
 - Review and discuss public input on Constrained List
- **Full Roundtable Meeting – October 6 9:00-11:30 a.m.**
 - ARC Amphitheater
 - Work on Final List
 - Vote on changes to Constrained List
- **TIA Community Briefing – October 10 5:30-6:30 p.m.**
 - ARC – Harry West Room Level C
- **Final Roundtable Meeting – October 13 9:00-11:30 p.m.**
 - ARC Amphitheater
 - Adopt Final Project List and transmit Project List to State Planning Director

Briefing – Proposed 2012 MARTA Legislative Agenda

Mr. Haggard and Mrs. Briggins briefed the Committee on the Proposed 2012 MARTA Legislative Agenda.

Permanent Elimination of Outdated Financial Restrictions

- **50/50 Capital/Operating Sales Tax Split**
 - This would provide MARTA Board/CEO with the fiscal authority commensurate with its responsibility to manage the overall organization and the flexibility to respond to changing economic conditions

- Without permanent removal, MARTA – beginning in 2013, will be required to significantly use its remaining reserves for operations – and will be financially unsustainable beyond 2016
- With permanent removal of this restriction, MARTA can sustain the cost of operations at least through FY 2023, which coincides with the ten-year period of the proposed TIA referendum
- Allow Interest Income to be used for both Capital and Operations
 - In conjunction with the 50/50 elimination, removing the requirement that interest income on capital reserve funds be used for only capital expenses would also allow MARTA to allocate its resources in a way that is best for the Authority, its patrons and the public

Allow Rail Contracting Services

- MARTA supports legislation allowing the Authority to enter into a transportation services' contract with an entity, such as a county or CID, for the purpose of operating that entity's rail service – which is a critical component to implementing the future rail projects called for in the TIA referendum in 2012

Make an Assault in a Public Transit Vehicle or Station a Felony Offense

- Currently, when an operator or patron on a transit vehicle is assaulted, the cases are prosecuted as misdemeanors
- More than 20 states have passed legislation providing for increased penalties for assaulting transit and school bus operators and the majority of these states have provided for felony provisions

Stagger Terms for MARTA Board of Directors

- Although the current Board more accurately represents the participating MARTA jurisdictions and stakeholders, the statute reconstituting the MARTA Board (TIA) eliminated staggered terms for the directors, while implementing a two-term limit – it is conceivable, therefore, that the entire Board could turn over at one time
- A staggered Board would be beneficial to MARTA in providing stability and continuity of institutional knowledge and a longer-term perspective

Allow MARTA's Existing Operations to be Eligible for TIA funds

- MARTA was the only transit agency in the state to be prevented from applying for TIA funds to be used for operations of the existing system
- Although the TIA project list will be finalized prior to the 2012 session, should the TIA referendum fail and another referendum be held at a later date, MARTA seeks to have this provision removed so as to preserve future opportunities for this funding

Briefing – State and Federal Legislative Update

Mr. Haggard and Mrs. Briggins briefed the Committee on the State and Federal Legislative update.

State Special Session

- The Georgia General Assembly convened in Special Session on August 15th for the primary purpose of drawing new district lines for State Legislative and Congressional seats
- Governor Deal asked that the legislature consider a bill to move the 2012 TIA referendum from the July primary election to the November general selection
- With regard to redistricting, the Republican majorities in the House and Senate passed legislative maps, generally along party lines, that are designed to elect at least 121 Republicans to the House and 38 Republicans to the Senate, which would create constitutional majorities in both chambers
 - In the House map, 20 incumbents were paired against each other in the same district – including 10 Democrats in Fulton and DeKalb Counties
 - In the Senate map, Senator Stoner's district was redrawn to be Republican-leaning and would include most of Buckhead in addition to his Cobb County base
 - The most notable change under the maps relates to Fulton County – the local legislative delegation would likely be controlled by Republicans, by a 13-12 margin in the House and 7-4 or 6-5 in the Senate

- The proposed Congressional makes some minor changes to the districts in Fulton and DeKalb Counties
- The General Assembly is expected to adjourn the special session by Wednesday

Federal Legislative Update

- Congress has been in recess for the annual August break
- One of the first issues it will have to address upon returning is the expiration of the current SAFETEA-LU extension on September 30, 2011 – there has been controversy due to some conservatives' statements that they would prefer to see the gas tax end, rather than be extended
- On reauthorization, the two houses have come up with strikingly different proposals, though neither has formally introduced a bill
 - The House has talked of a six-year plan to provide about \$35B a year, a sum that Chairman Mica says can be used to leverage double that amount the public-private partnerships – the total would mean approximately a 35% cut in Federal transit funds over the six-year period
 - The Senate proposal would provide about \$109B over two years
 - With neither bill in written form, the immediate prospect is for twin extensions – one allowing for collection of the gas tax and the other to permit spending – when the current authorizations expire next month

Other Matters

No other matters came before the Committee.

Adjournment

The meeting of the Planning & Development Committee adjourned at 10:48 a.m.

Respectfully submitted,



Kellee N. Mobley
Senior Executive Administrator to the Board