



“The **Transit Planning Board (TPB)** developed a regional transit plan including a comprehensive financial plan.”

**Transit Implementation Board**

# GDOT Board of Directors Briefing

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AGM of Planning, MARTA

# The Transit Planning Board (TPB)

➤ Born out of the 2005 ARC Regional Transit Institutional Analysis(RTIA).

➤ A regionally representative board to address the region's institutional transit problems.

➤ A forum to discuss and decide on a regional transit vision (Concept 3) system; how to govern it and how to fund it.



# The TPB Was Created To...



➤ Develop A Regional Fare Structure

➤ Facilitate Regional Transit Travel Efficiency

## Why The Transit Planning Board?

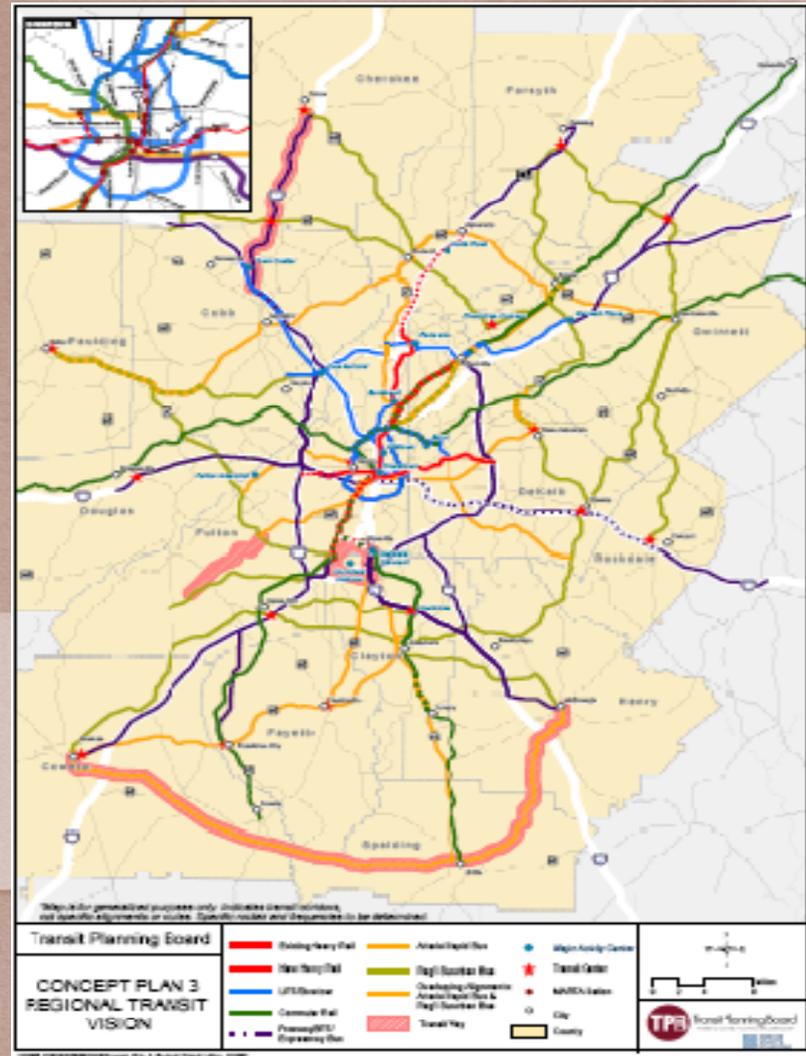
➤ Promote Better Coordination of Transit Services

# The Regional Transit Vision

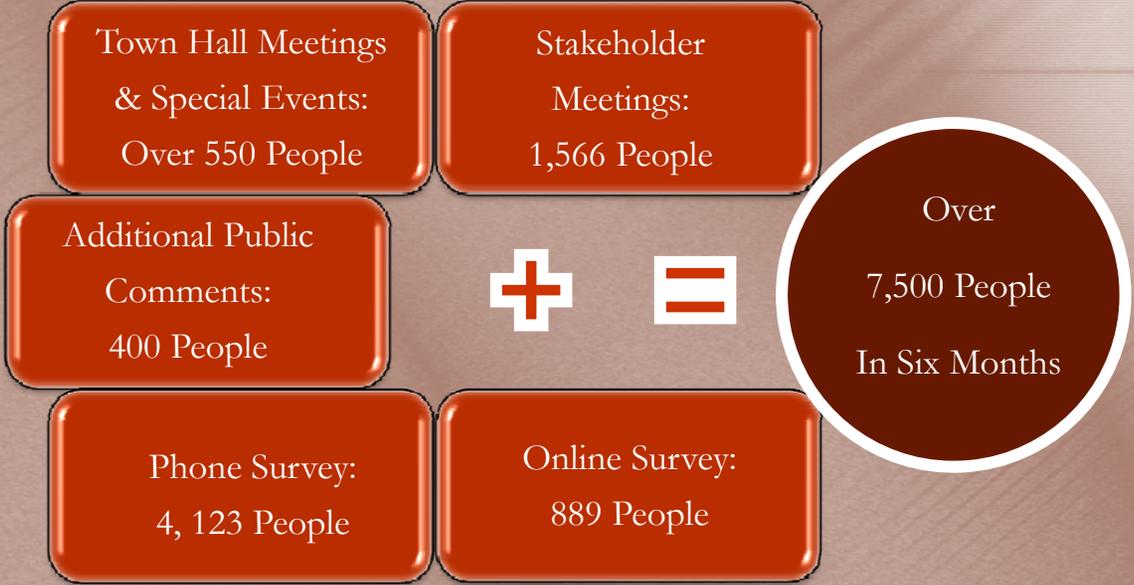
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## Concept 3



Motto: 'We'll meet with any one, any time, any place.'



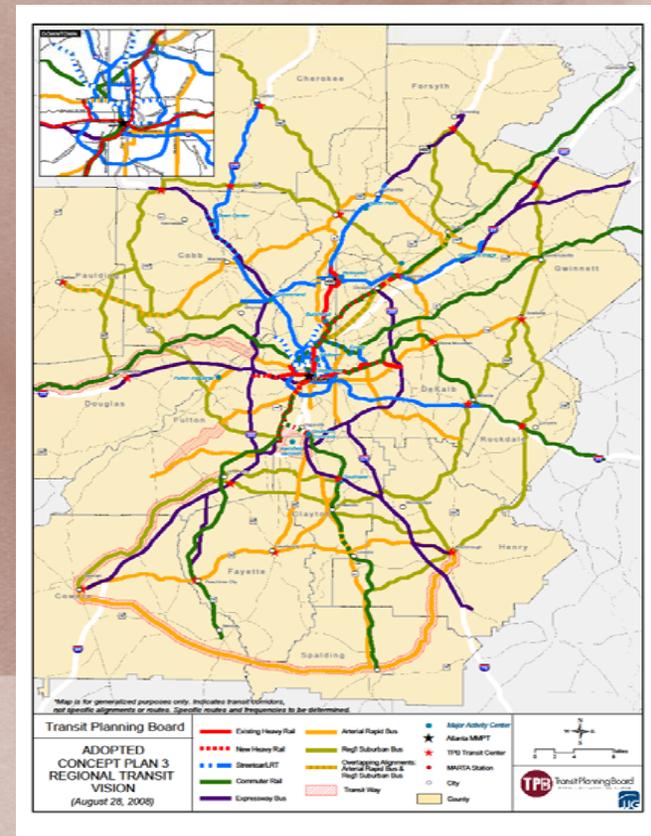
## Public Engagement Program

# Elements of the Regional Transit Vision

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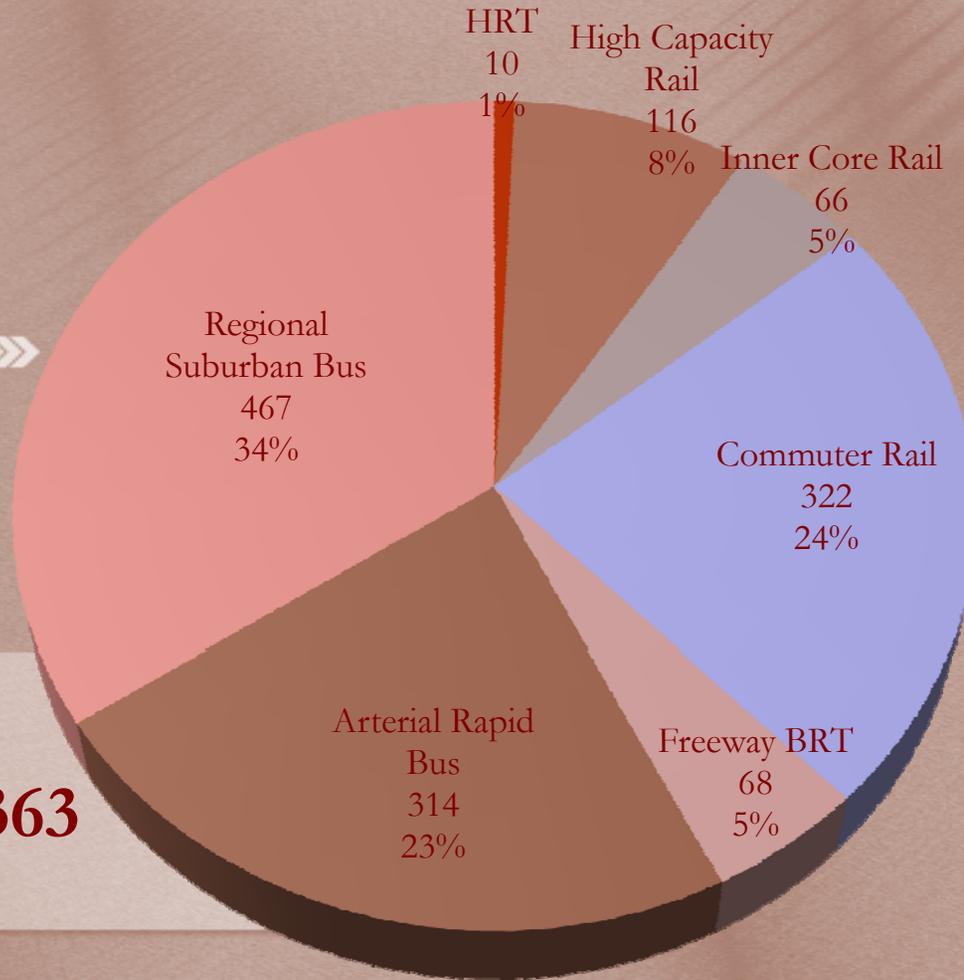
## TPB Concept 3

- **11 County** Seamless Multi-Modal Regional Transit System
- Adopted by Key Stakeholders
- MARTA is the Regional Transit Backbone
- **514** New Route Miles of Rail Service (Light Rail, Heavy Rail, Streetcar and Commuter Rail)
- **849** New Route Miles of Bus Service (BRT, ART, Express and Suburban Bus)
- **1,100** Bus Increase in Regional Bus Fleet
- Estimated Capital Cost **\$26.8** Billion in 2008 Dollars Including State of Good Repair for Existing Transit Network
- Estimated Annual Operating & Maintenance Costs **\$1.2 Billion** in 2008 Dollars



# Concept 3 Total Route Miles By Mode

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**Total Route Miles: 1,363**

Elements of the Regional Transit Vision

# Concept 3 – Full Build Out

## Cost (\$2008)

### Capital

Existing Region <sup>1</sup>	\$6.1 Billion
Concept 3 – Full Build	\$20.7 Billion
Total	\$26.8 Billion

### Annual Operating

Existing Region	\$443.5 Million
Concept 3 – Full Build	\$729.3 Million
Total	\$1.2 Billion

<sup>1</sup>Includes MARTA State of Good Repair Estimate and replacement of regional rolling stock on 12/5 year cycles (bus/L-vans).

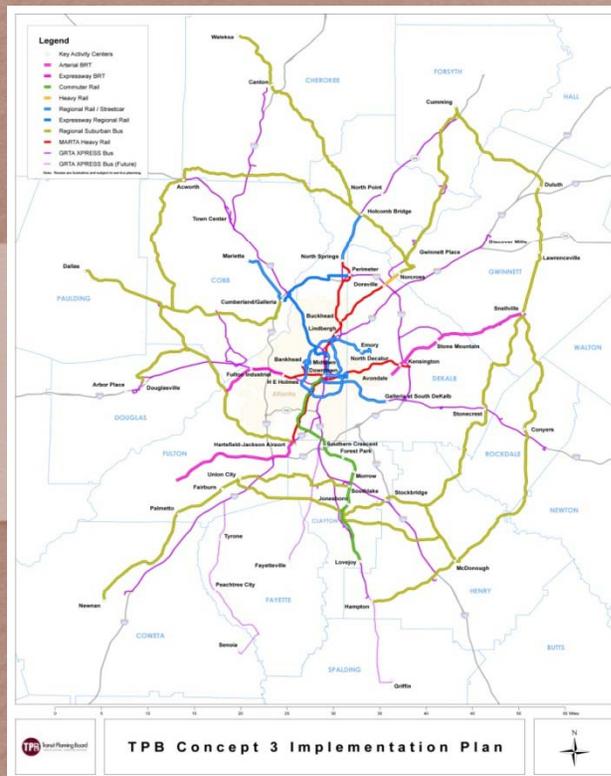
Operating Expenses are gross and do not reflect system generated revenues such as fares, FTA formula funds, TOD, etc.

# Concept 3 Illustrative Implementation

## Fast Track – Phase 1

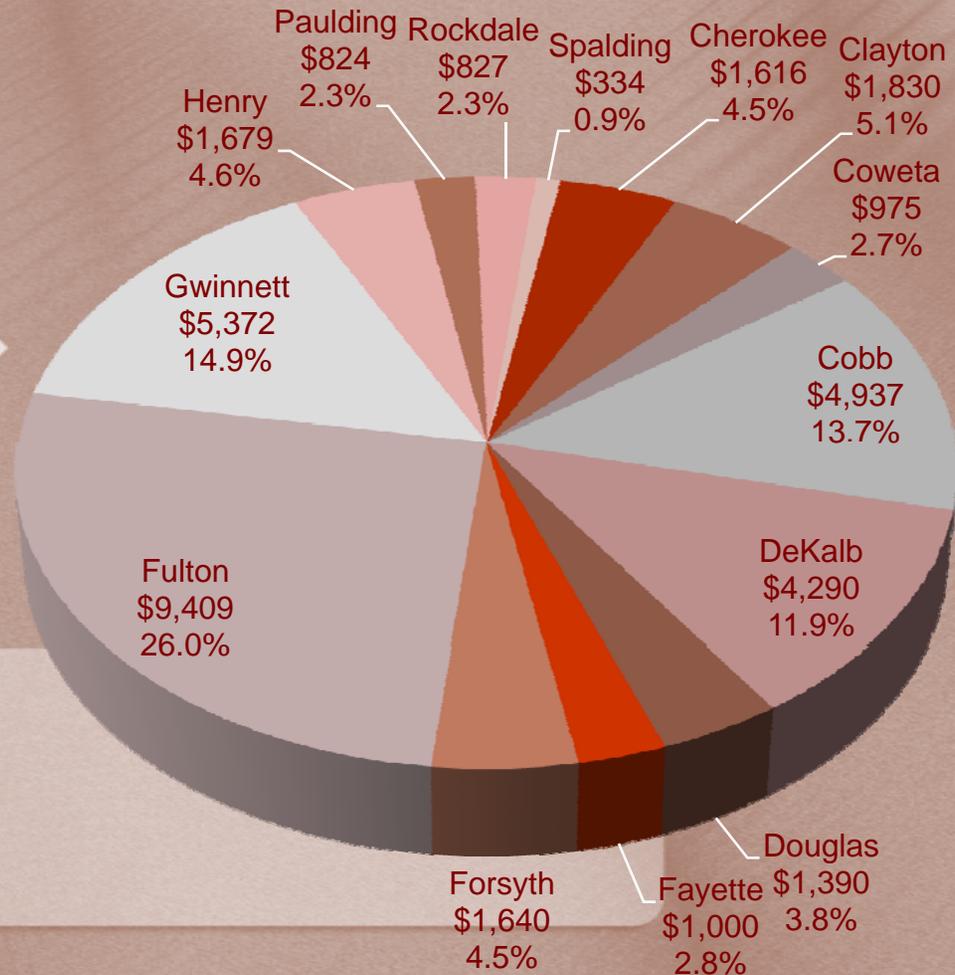
- Advances projects in major corridors for initial service in 5-7 years
- Includes a region wide 25% growth in bus service over next 3 to 5 years
- Costs are in \$2008
- Projects structured to provide local match for future Federally funded segments
- Planning for next phase included in Fast Track Program

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# Fast Track Distribution of Projected Route Miles

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## Concept 3

- Does not include route miles of expanded local bus, express bus, paratransit network or account for transit station construction (such as investments in Spalding and Fayette Counties).
- City of Atlanta included in totals for Fulton and Dekalb counties.

# Fast Tracks Phase Implementation Strategy

Advance Multiple Projects Simultaneously

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2010 2011 2016 2018 2020 2030

- MARTA Rail
- High Capacity Rail
- Inner Core Rail
- Commuter Rail
- Regular Suburban Bus
- Arterial Rapid Bus
- Regular Bus Fleet Growth



# Concept 3 – Phase I Fast Track



## Cost (\$2008) <sup>1</sup>

<u>Capital</u>	
Existing Region <sup>2</sup>	\$6.1 Billion
Concept 3 – Fast Track <sup>3</sup>	\$4.8 Billion
Total	\$10.9 Billion

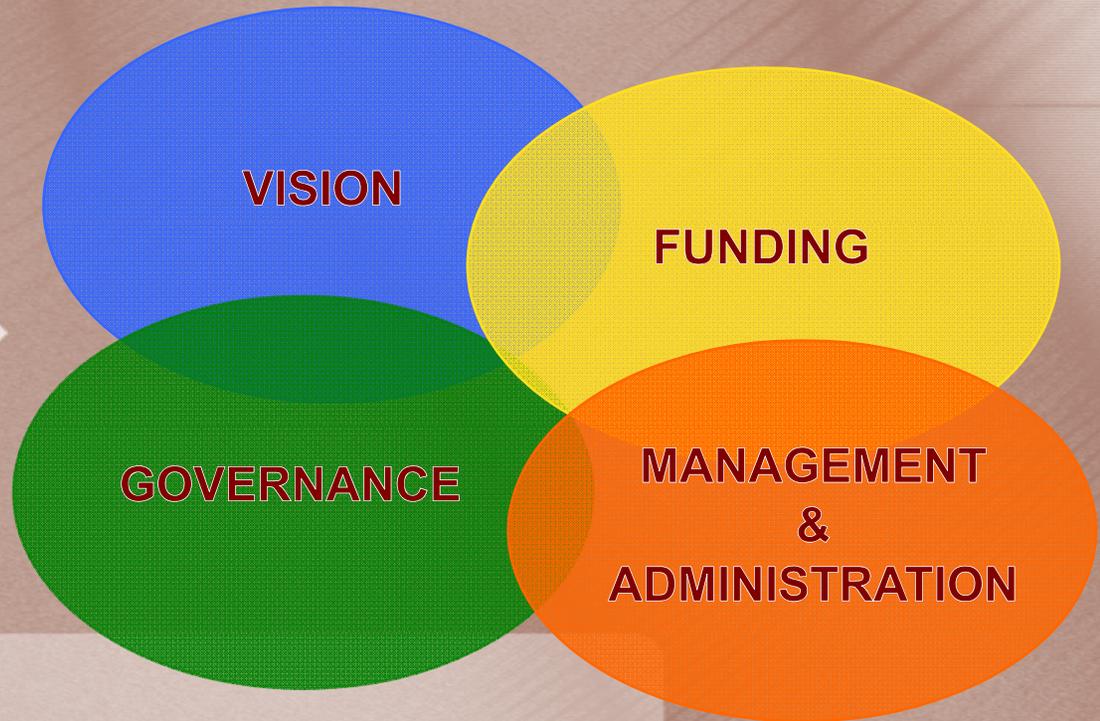
<u>Annual Operating</u>	
Existing Region	\$394.0 Million
Concept 3 – Fast Track	\$144.3 Million
Total	\$538.3 Million

<sup>1</sup>The Fast Track program can be constructed and operated with an equivalent of a 1¢ regional sales tax; local build out of Fast Tracks (2015 - 2017)

<sup>2</sup>Includes MARTA State of Good Repair estimate and replacement of regional rolling stock on 12/5 year cycles (bus/L-vans)

<sup>3</sup>Build out of entire Fast Track complete in 2012-2016

# How Do We Get To An 'Atlanta Regional Transit System?'



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## Governance

Results Driven ↔ Public Accountability ↔ Transparency

# Guiding Principles

➤ Pay to Play – “Good-Faith” Participation

➤ Will Not Operate Service or Own Assets

➤ Weighted Representation

- Funding
- Service Statistics

➤ Foster Collaborative Implementation and Services Through Existing Assets

## Governance

➤ Driver of Regional Transit Policy

➤ Designed Evolution

# Evolution Rather Than Revolution

## ➤ To Reach **Going Forward** Basis

- Existing Institutions, Funding, Services Remain
- Focus on New Infrastructure and Services

## ➤ Immediate Challenges

- Fare Policies
- Service Coordination
- Performance Monitoring
- Clear Identification of Roles

## ➤ Growth Through Incremental Change

# Going Forward

## ➤ Lays Out A Framework That Can Accept New Funding

# Evolution: Its Been Done Before!

Miami

Atlanta 2005

Chicago (Prior to RTA)

Atlanta with TPB

Atlanta with TSB

Seattle (Current)

Chicago with RTA

San Diego (MTDB Prior to SANDAG)

Los Angeles (Current)

San Francisco (Current)

Munich (MVV)

San Diego (SANDAG)

Vancouver (Translink)

RTD (Denver)

SEPTA (Philadelphia)

MBTA (Boston)

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Completely Independent

Independent Operators with Significant Coordination

Complete Consolidation

# Governance Objectives

## ➤ Regional Transit Policy

- Service Coordination
- Data Collection and Dissemination
- Transit Marketing

## ➤ Rapid and Cost-Effective Implementation and Operation of Concept 3

# State of Good Repair

## ➤ “State of Good Repair” of Existing System and New Investments

# The TPB Passes Two Resolutions

## First Resolution

➤ Would need to establish a long term framework for potential transit governance in Georgia Statute

➤ Based on updated TPB Governance White Paper

➤ Transmittal to Georgia IT3 Strategic Planning Effort

# The TPB Becomes The TIB

## Second Resolution

➤ Establishes interim (January 2009) framework for transit governance

# Future Regional Transit Body

➤ Collaborative Effort Between Agencies, Local Governments and State



➤ Programming Mechanism for Concept 3 Funding

➤ Public Accountability Through Transparency and Project Delivery Performance Standards

## The TIB Has A Pulse

➤ Forum for Transit Investment and Service Coordination

# The Interim: Regional Transit Entity

➤ Transit Funding Advocacy



➤ Evolution to ARTA Statute

➤ Implementation Planning for Concept 3

## The TPB Becomes The TIB

➤ Change of Focus from Planning (TPB) to Implementation (ARTA)



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# Questions/ Discussion

# For More Information Contact:

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Transit Implementation Board