



Transit Planning Board (TPB) Regional Transit Vision

TAQC

January 10, 2008

“The TPB will develop a regional transit plan including a comprehensive financial plan”



Develop a regional transit vision plan that:

- serves commuters, people without autos & visitors
- provides mobility choice, travel time certainty/reliability &
- Connects local communities with the region through a seamless service network

Concept Development Process

Project Process

1 Review of Previous Regional Studies

MARTA System Plan

RTIA

RTAP

RDP

Envision6 & Mobility 2030

2 TPB Project Assessment

63 transit projects

Ridership

Land use/density

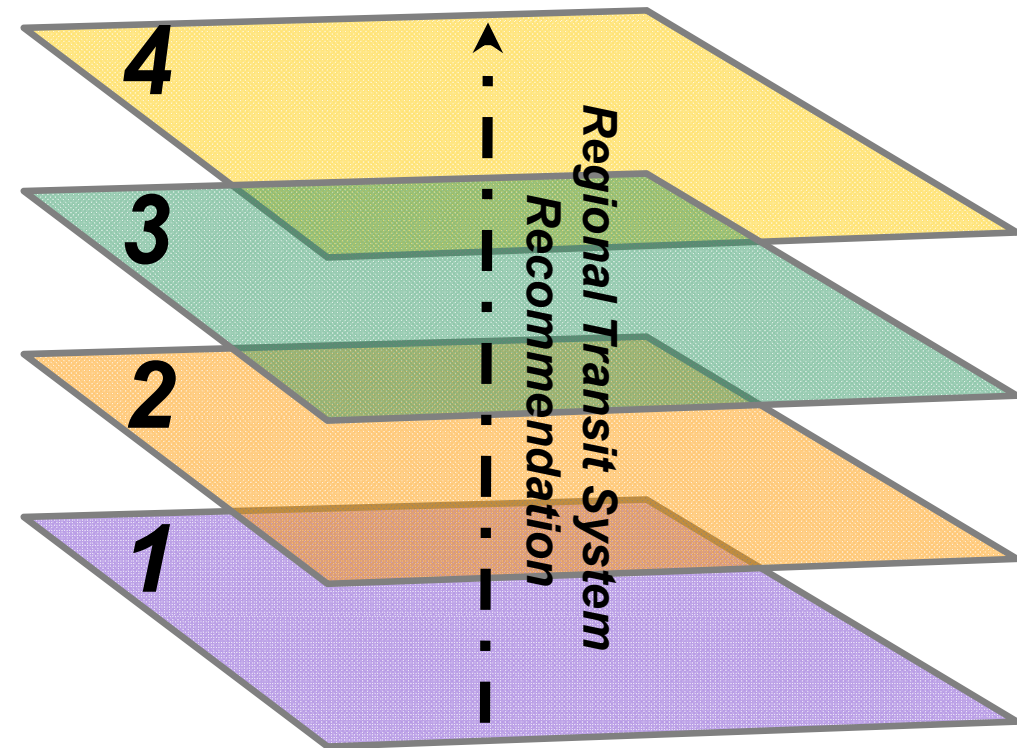
Congestion mitigation

Cost & cost-benefit

3 Stakeholder Interviews

18 interviews conducted

- Regional system
- All areas need transit
- Transit appropriate for area



4 Regional Coordination

TPB staff collaboration (TPB, ARC, MARTA, GRTA & GDOT)

Technical Committee input
Counties, Operators, and Stakeholders

Concept Development Process

5 System Characteristics

Activity Center focus
Regional mobility & congestion mitigation
Cost effective & cost-benefit requirements
Customer focus
Land use synergy

6 Framework System

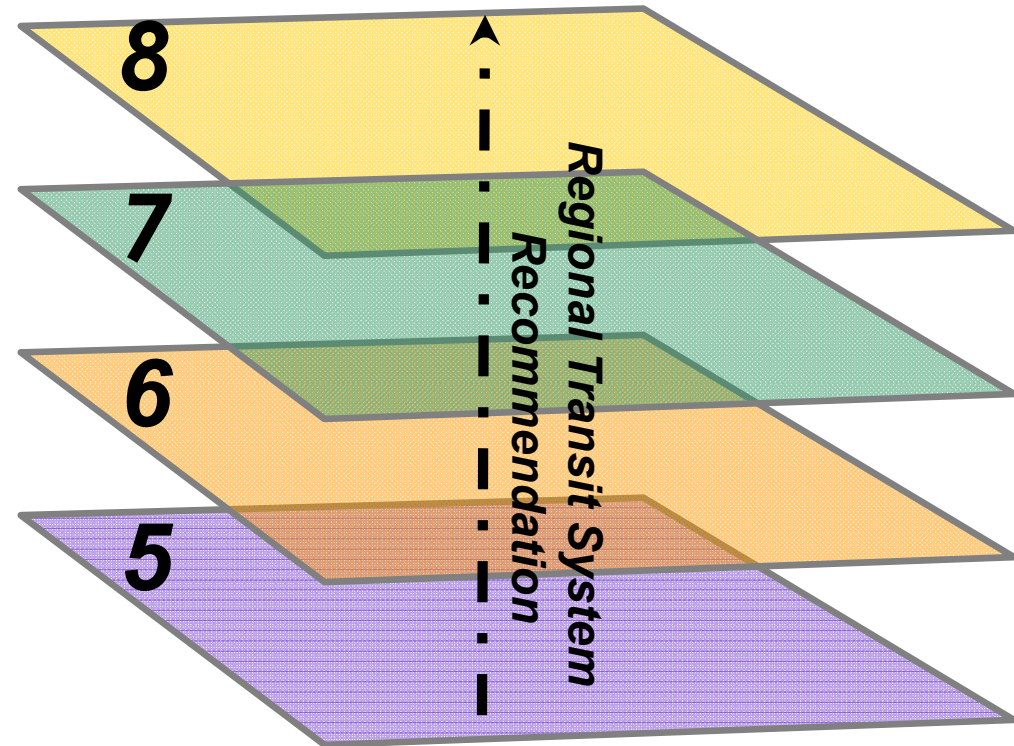
Initial scenarios
Major corridors & needs
Critical regional links

7 Board Priorities

August work session
September retreat
October Revision

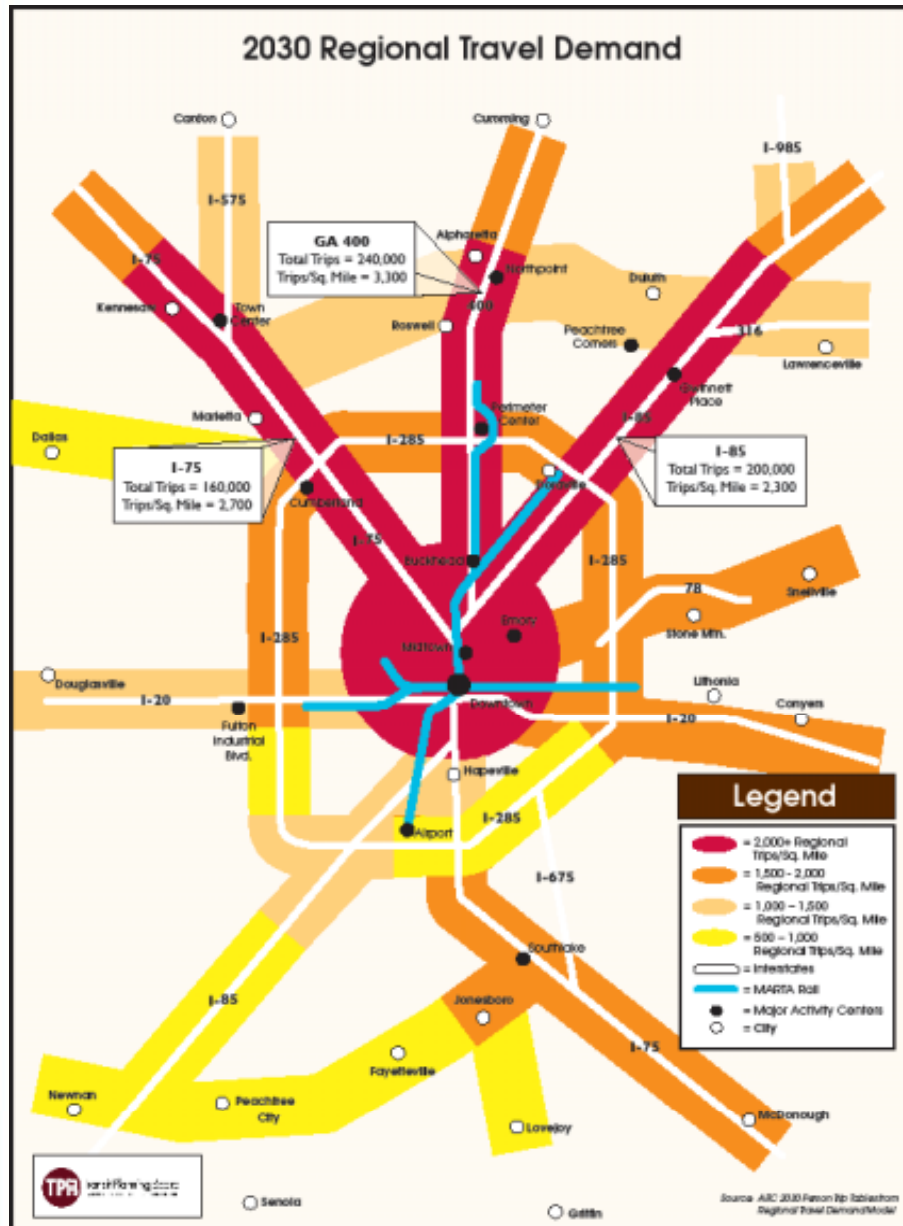
8 System Concepts

November Concept 3 for Public Engagement
Funding
Governance



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Regional Travel Demand



- Travel demand:
 - Varies by corridor
 - Varies within corridors
- Demand signals appropriate service levels & transit modes for corridors

Concept Development Process

- **System Development**
 - Two Concepts Presented at September Retreat
 - Board Directed Staff to Develop and further refined System
- Concept 3 result of close work with Board and Partners
- November, TPB Board Authorized staff to release Concept 3 for Public Comment and Review



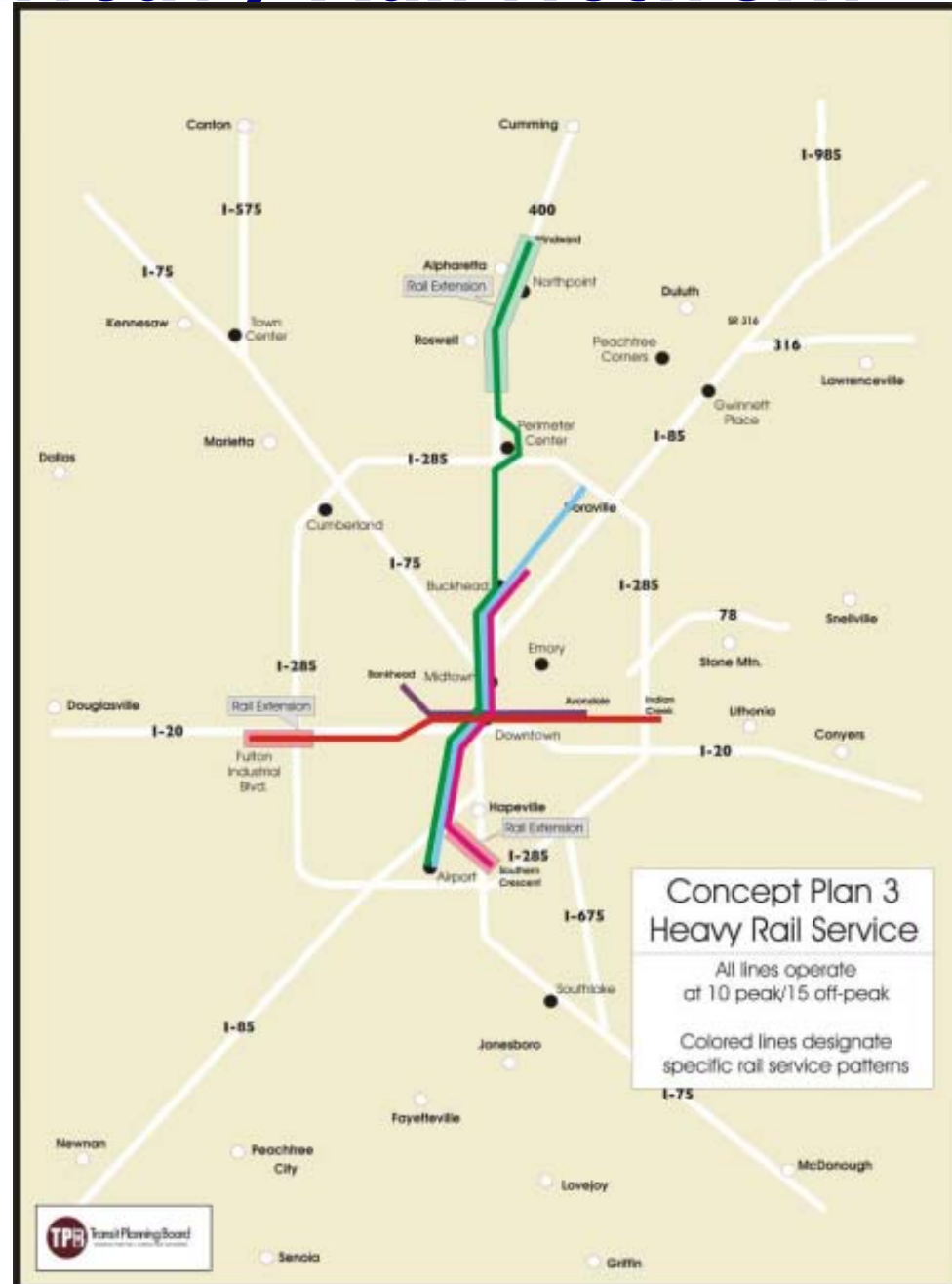
Concept #3 – Proposed Transit Vision Plan

Concept 3 Aims

- Create a regional, multi-modal transit network that:
 - Focuses on connectivity & efficiency
 - Ensures travel time competitiveness & reliability
 - Connects dispersed populations to employment centers
 - Creates the transit habit in emerging corridors
- Capture 15 to 25% of activity center trips By 2030
- Create supporting local/circulator bus networks and land use policies & patterns

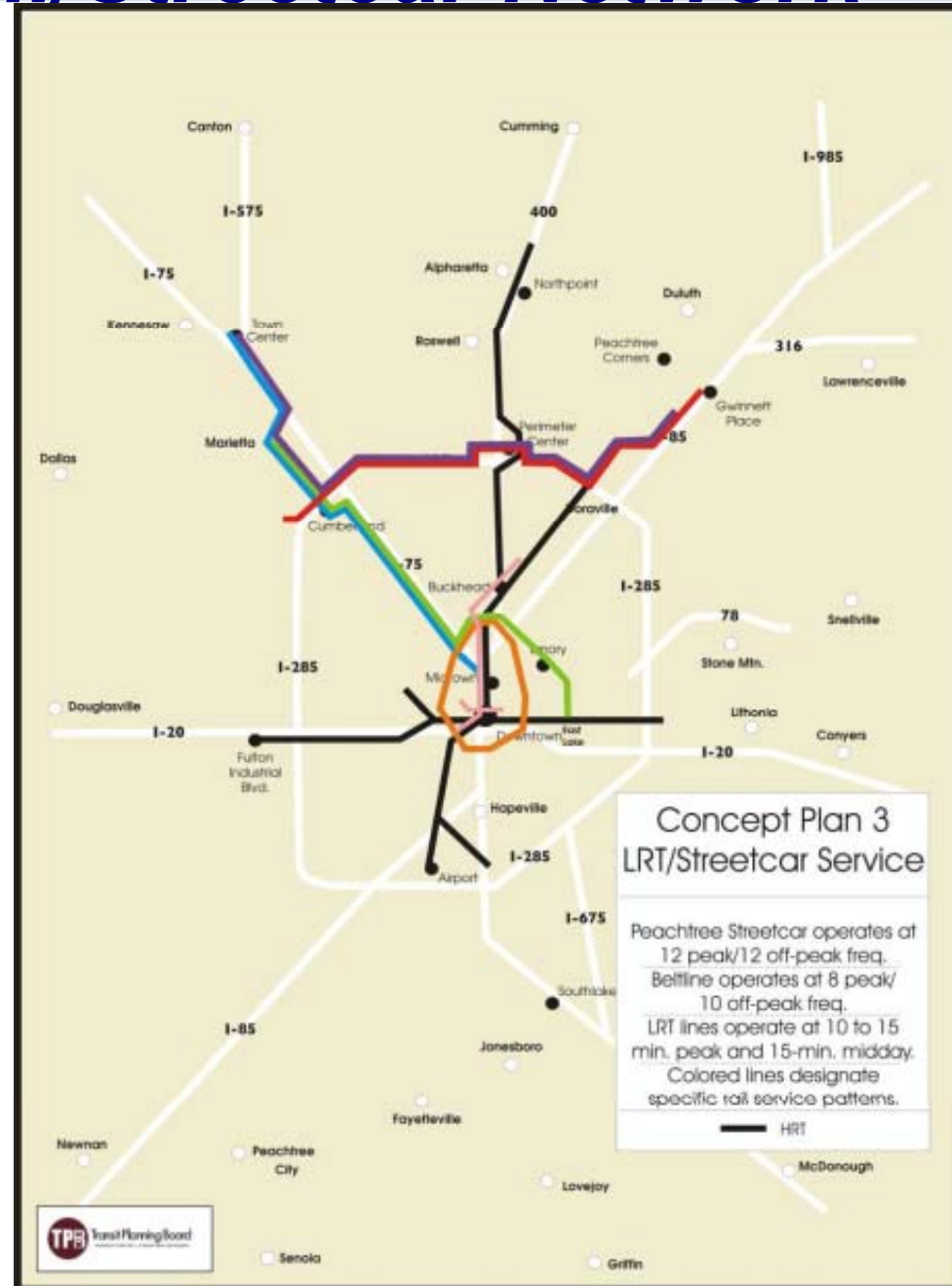
Rail Element 1 – Heavy Rail Network

- Heavy rail remains focused on region's core travel patterns
- Serves intermediate to long travel
- Serves highest demand areas
- Serves dense land uses



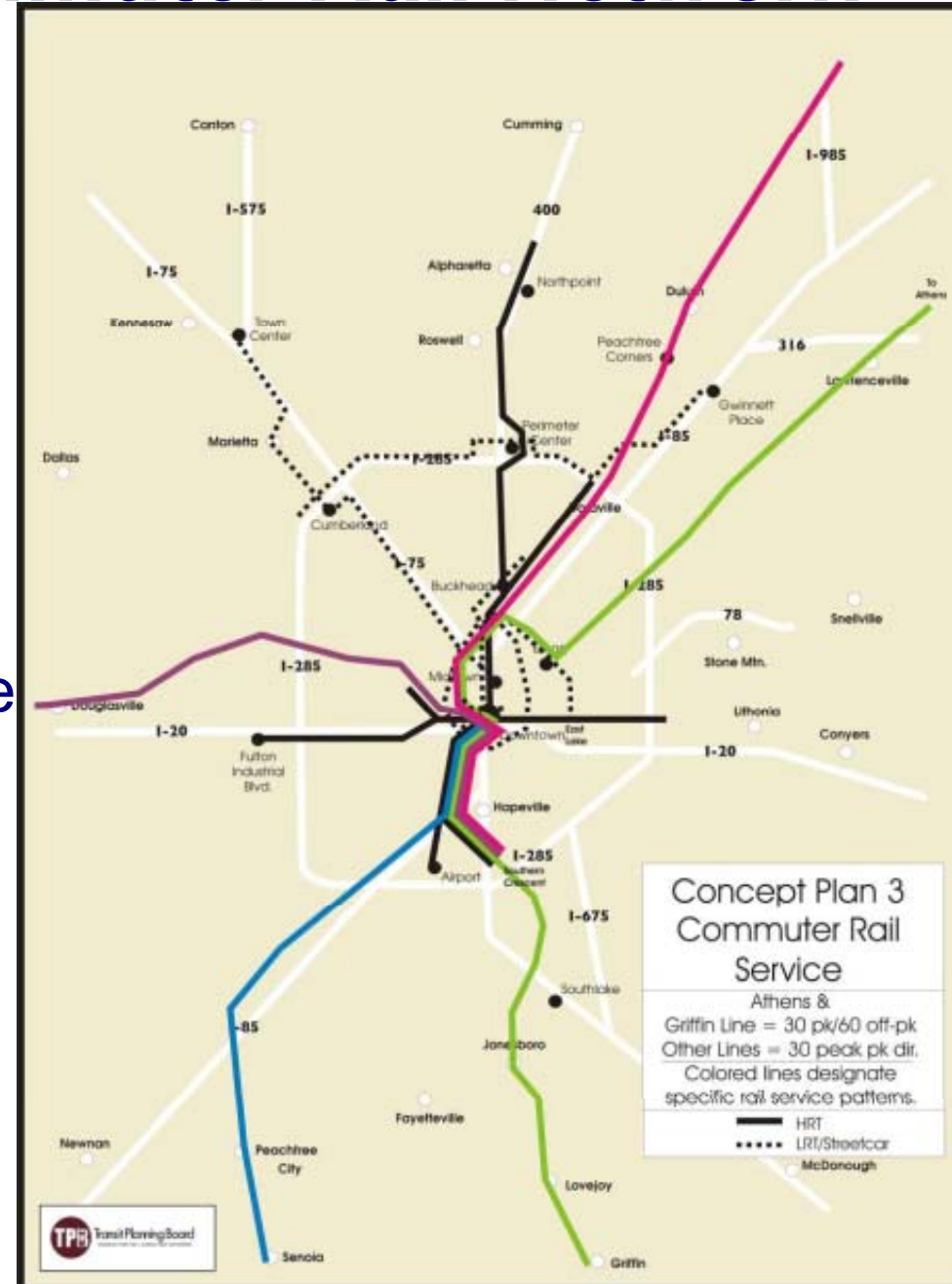
Rail Element 2 – Light Rail/Streetcar Network

- Light rail and streetcar provide flexibility:
 - Short to intermediate travel
 - Operating environment (freeway, street, RR)
 - Sizing capacity to meet demand
- Single ride to multiple locations
- Intermodal operability



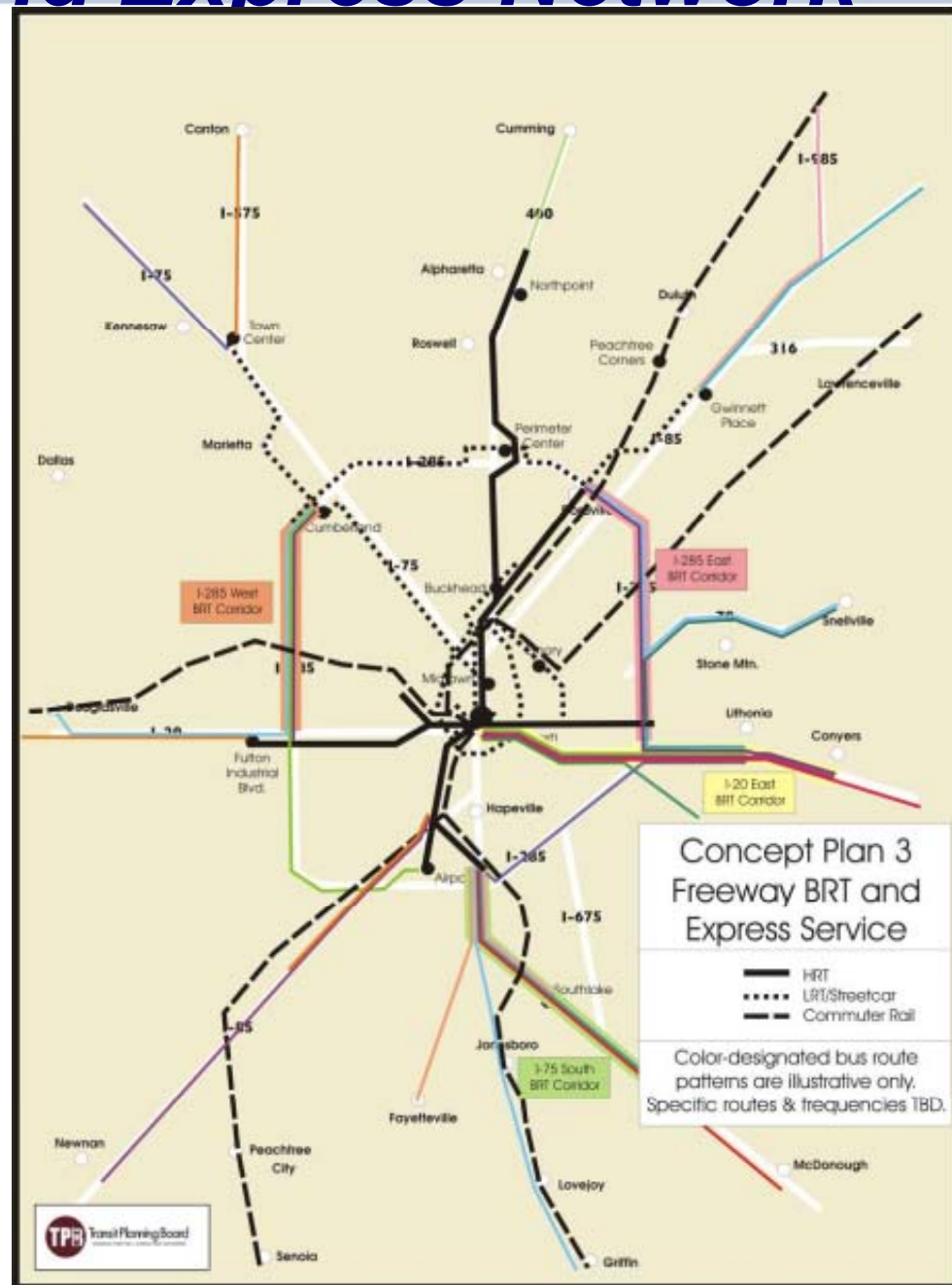
Rail Element 3 – Commuter Rail Network

- Serves long-distance trips to the largest activity centers
 - Focus on peak period service
 - Relatively quick to implement
 - Ability to expand service
 - Single ride to multiple locations
- Allows service for dispersed populations



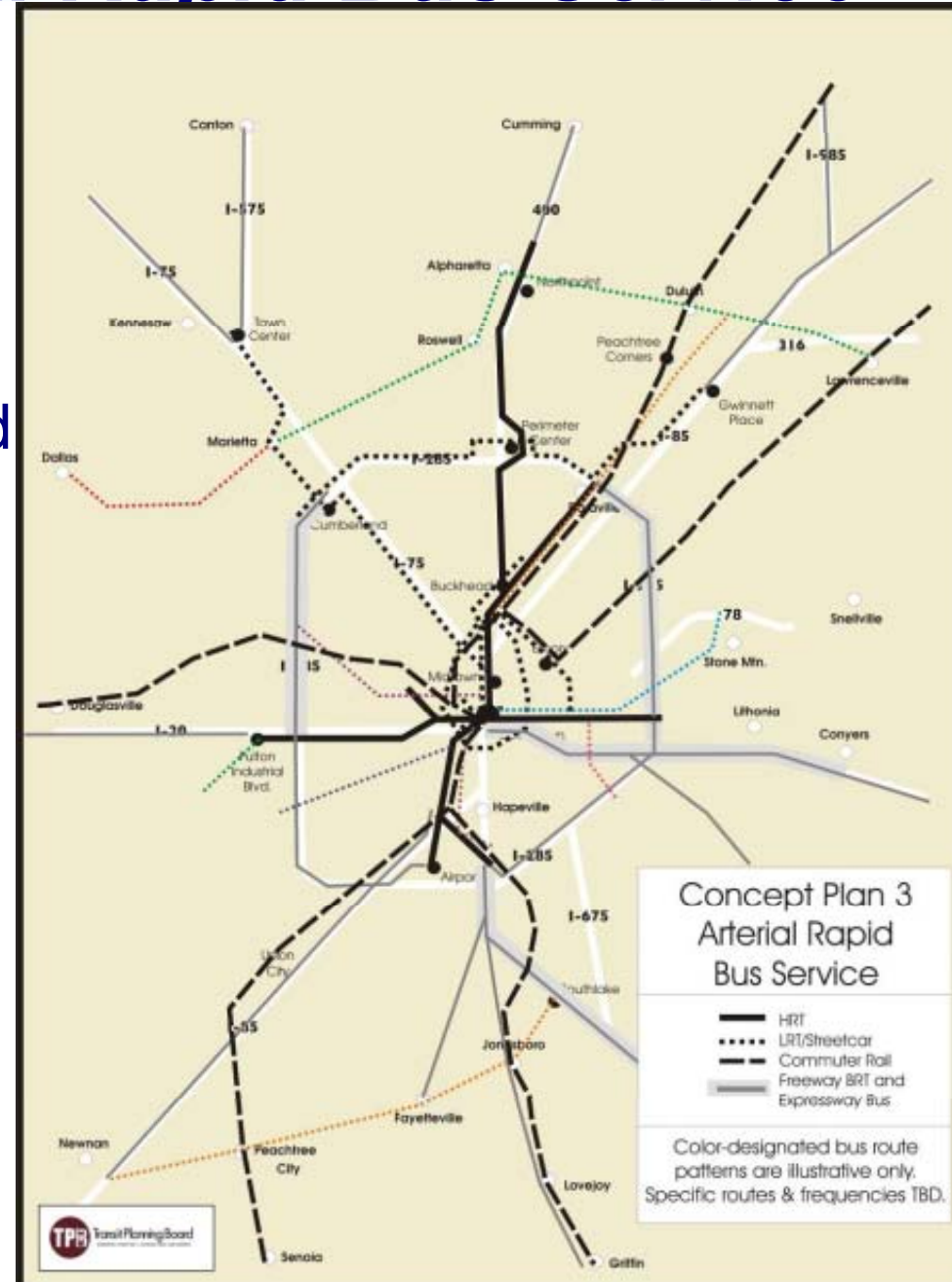
Bus Element 1 – Freeway BRT and Express Network

- Use exclusive bus or shared HOV lanes
 - Provides flexibility to circulate within activity centers
 - Greatest travel time reliability among bus services
 - Can be used in phasing of transit service
- Allows service for dispersed populations
- Provides cross region connectivity



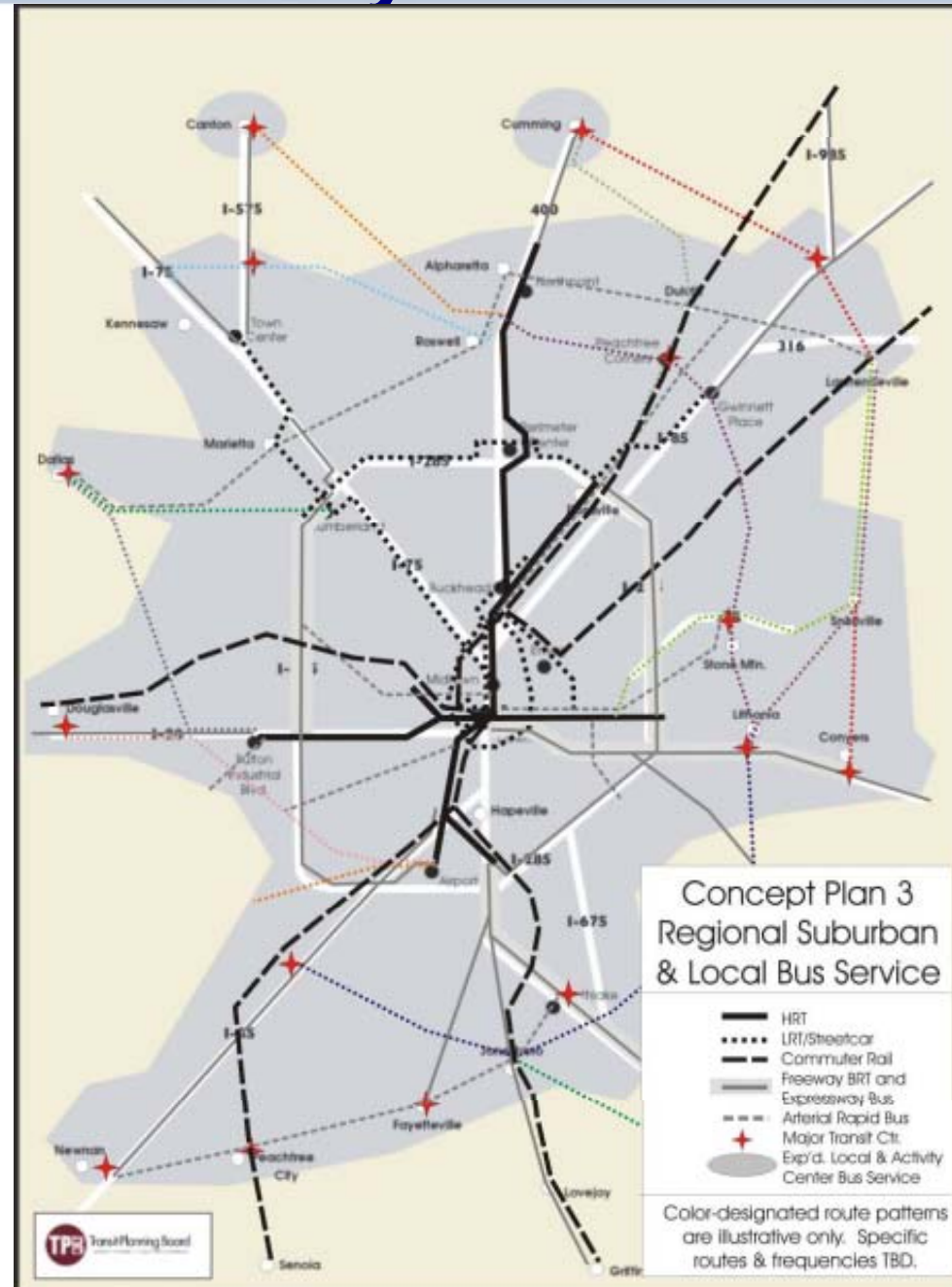
Bus Element 2 – Arterial Rapid Bus Service

- A step above typical local bus service
 - Some travel time reliability through limited capital improvements
 - Frequent service with expanded hours
 - Enhanced passenger amenities
- Cross region connectivity



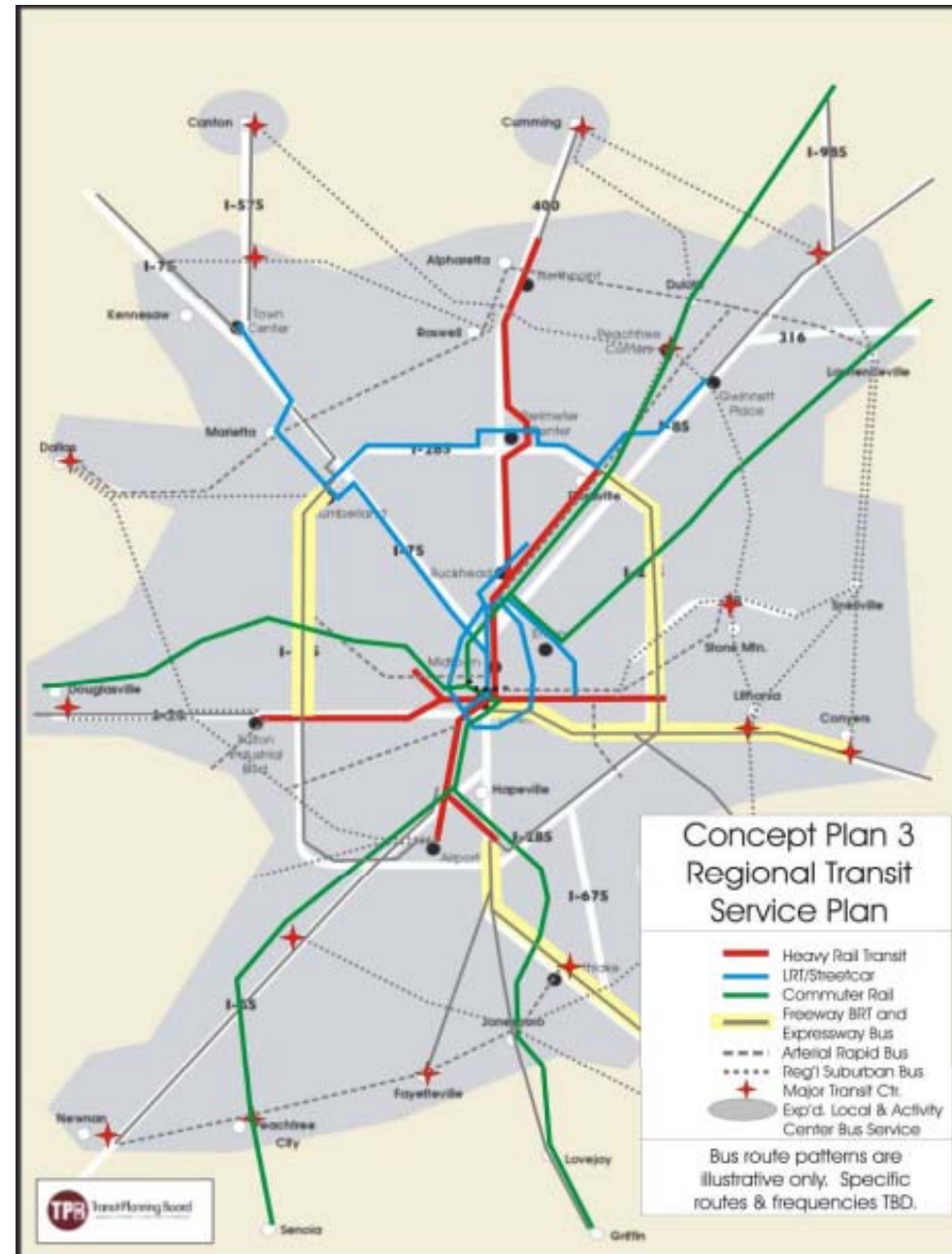
Bus Element 3 – Regional, Local and Activity Center Bus

- Expanded existing bus service
 - New intercity regional bus services
 - New local bus service
 - Activity center circulators tie into regional transit
 - Connect region's medical centers, cities, counties and other transit centers
- Cross region connectivity across political boundaries
- Cements regional network



Concept Plan 3 – Recap

- Activity center focused
- Expanded rail network to provide reliable travel times
- Extensive BRT, express, and intercity bus network
- Cross region connectivity
- Expanded local bus and activity center circulators
- Truly multi-modal



Vision Plan Intended Benefits

- Allows work force to choose housing & lifestyle
- Build on investment in existing transit infrastructure
- Provide transit travel time reliability & competitiveness
- Provide economic development/TOD opportunities
- Serve Activity Centers

Vision Plan Intended Benefits

- Improve air quality
- Increase system efficiency/capacity
- Provide system flexibility for unexpected / special events
- Help maintains our national & international competitiveness of business environment
- Enhance regional competitiveness for federal funding

Transit Funding Needs Summary

2007 – 2030 (Billions, 2007 dollars)

System	Capital	Operating	Totals
Maintain current System (Capital + O&M)	Incl.	\$26*	\$26
Concept 3	\$16	\$12	\$28
Total Current System and Concept 3	\$16	\$38	\$54
Annualized cost of current System and Concept 3	\$0.7	\$1.7	\$2.4

* Includes MARTA Debt service



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2007 – 2030 Potential Funding Sources: (Billions, 2007 dollars)

Geographic Area	Source	Annual Yield / Total Yield
All metro systems	Farebox revenue based on current rates	\$0.13 / \$3.02
All 13 metro counties*	1% sales tax	\$1.85 / \$42.67
	1/2 % sales tax	\$0.93 / \$21.34
	1/4 % sales tax	\$0.47 / \$10.67

Total Funding Range: \$3 to \$46

* assumes same sales tax percentage applied to all counties, current MARTA tax not assumed. Based on 2007 sales tax information

2007 – 2030 Transit Funding Gap Summary

(Billions, 2007 dollars)

Cost & Funding Recap

Current System and Concept 3 Cost	\$ 54.0
Current revenue sources*	\$ 4.3
Funding gap	\$ 49.7
Annualized funding gap	\$ 2.2

* includes projected fare revenues and Federal formula funds. Does not include MARTA Sales Tax or other current public revenue sources

Other Potential Revenue Sources

- Potential funding sources with modest yield vs. sales tax
 - Development rights
 - Advertising
 - Parking
 - Rental car
 - License tag
- PPI's & concessions
 - Financing mechanism not revenue
 - Good fit for specific project(s)
- Federal funding (formula funds, FHWA Flex Funding)
- Statewide gas tax
- Infrastructure bank

- Concept 3 Revisions
- TPB Draft Vision Resolution
- Public Engagement
- Phasing Framework
- Regional Transit Governance
- Funding Plan & Advocacy
- **WE NEED YOUR INPUT!!!!**

Questions & Comments?

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