



Transit Planning Board (TPB) Regional Transit Vision

November 2007

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

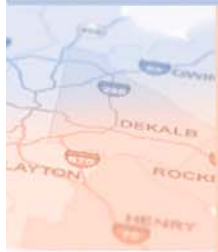




Vision Purpose

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



It's all about Mobility Choice



Who, What and How

■ Who

- Existing and potential riders & commuters
- People without autos & who don't drive
- Special events participants/visitors

■ What

- Mobility options
- Travel time certainty/competitiveness
- Seamless regional and local coverage

■ Vision to Reality (the How)

- Funding
- Governance
- Delivery options



Concept #3 – Proposed Transit Vision Plan



It's all about Mobility Choice

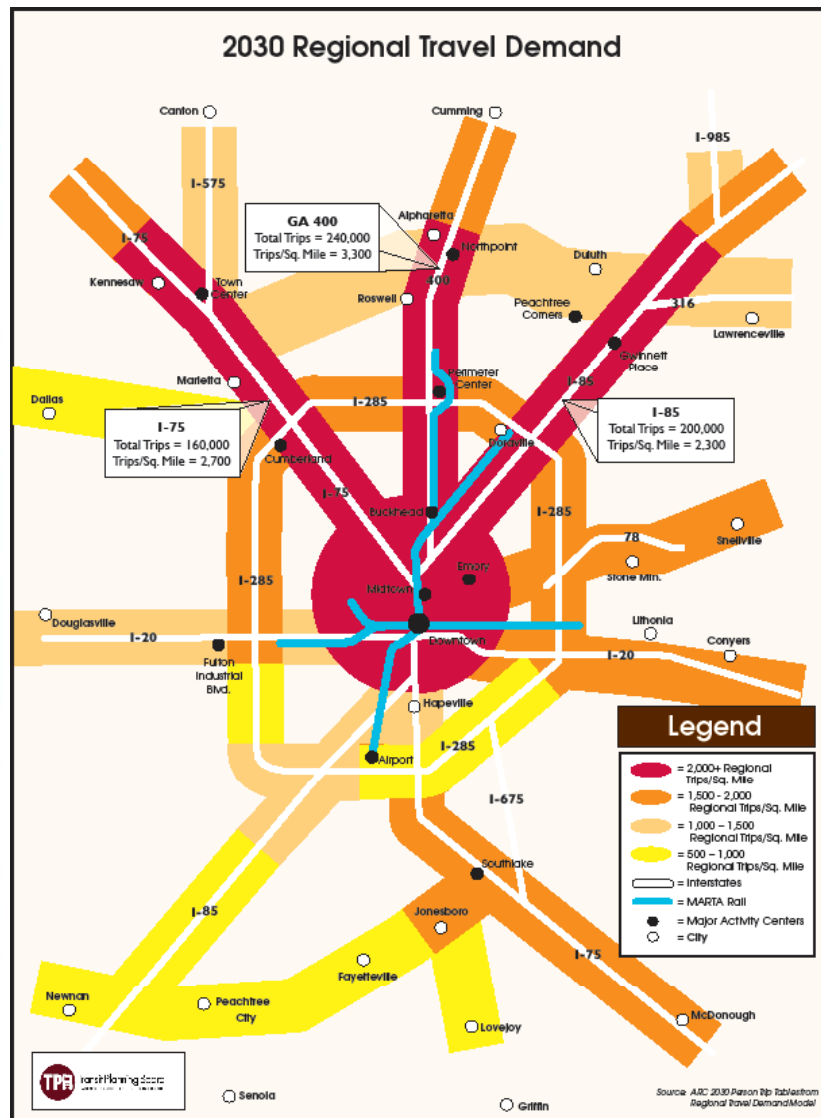


Concept 3 Rationale

- Move people throughout the region to employment centers
- Create regional connectivity & improve efficiency
 - Heavy & light rail to ensure travel time competitiveness & reliability
 - Commuter rail to connect dispersed populations to employment centers
 - Expanded express bus service to create the transit habit in emerging corridors
- By 2030 capture 15 to 25% of activity center trips
- Create supporting local/circulator bus networks
- Create supporting land use policies & patterns
- Ensure a truly multi-modal transit network



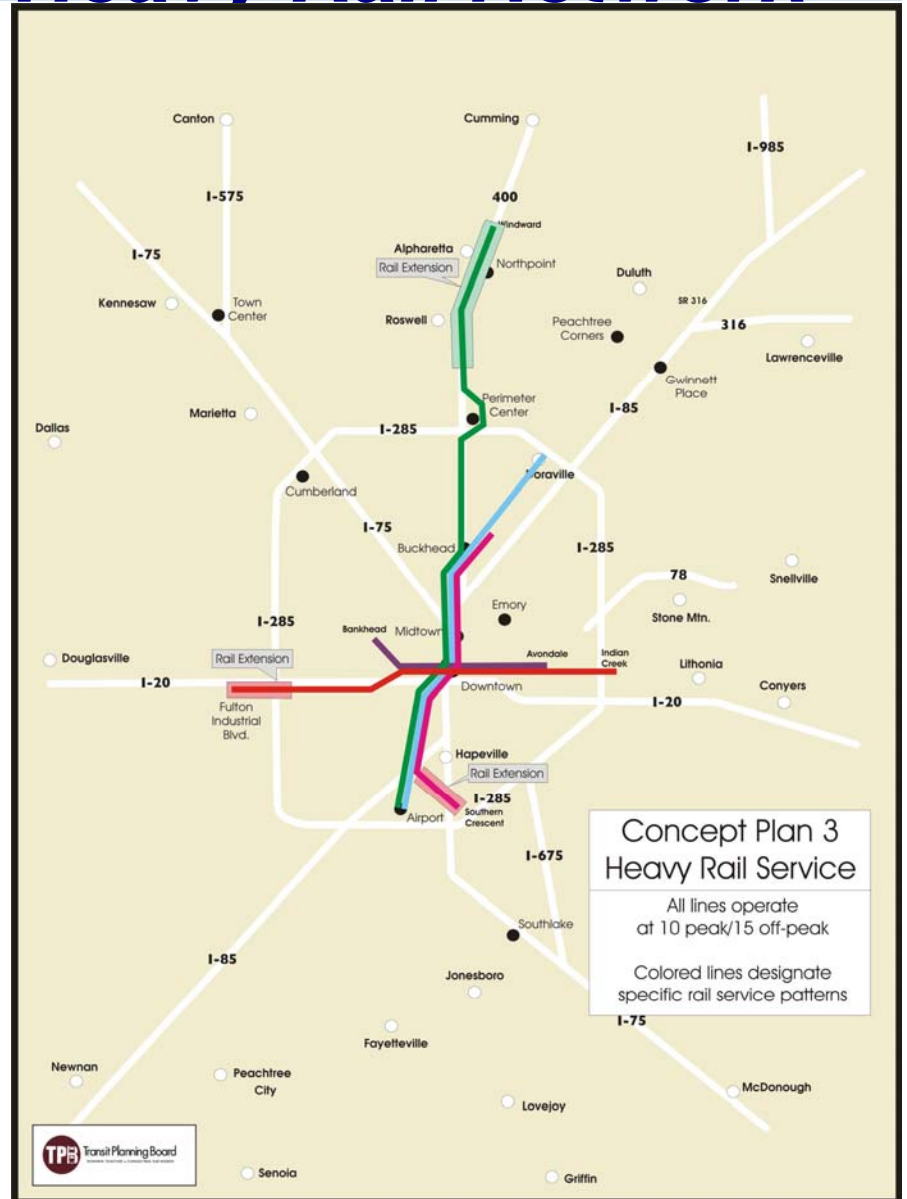
Regional Travel Demand



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

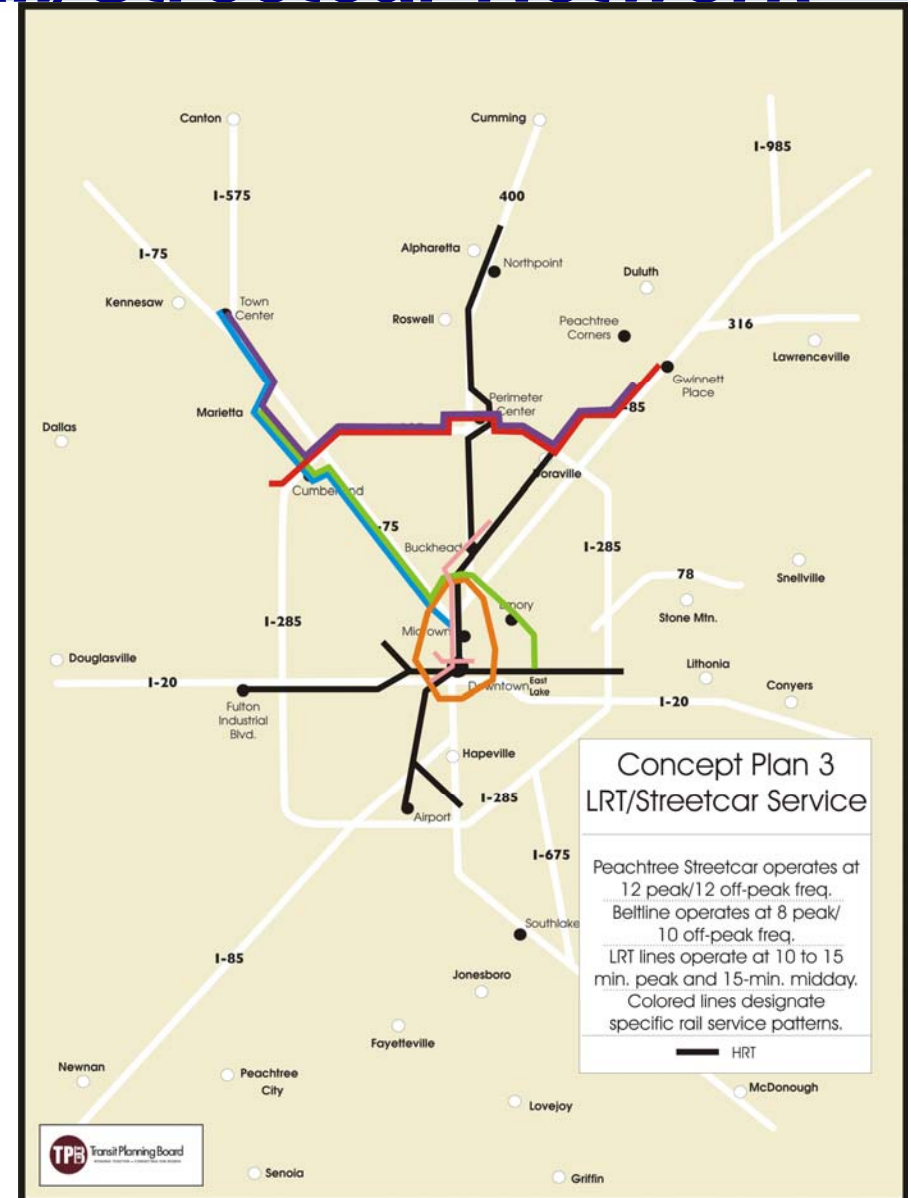
Rail Element 1 – Heavy Rail Network

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



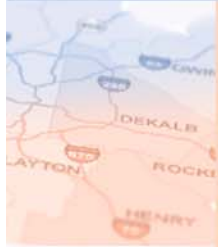
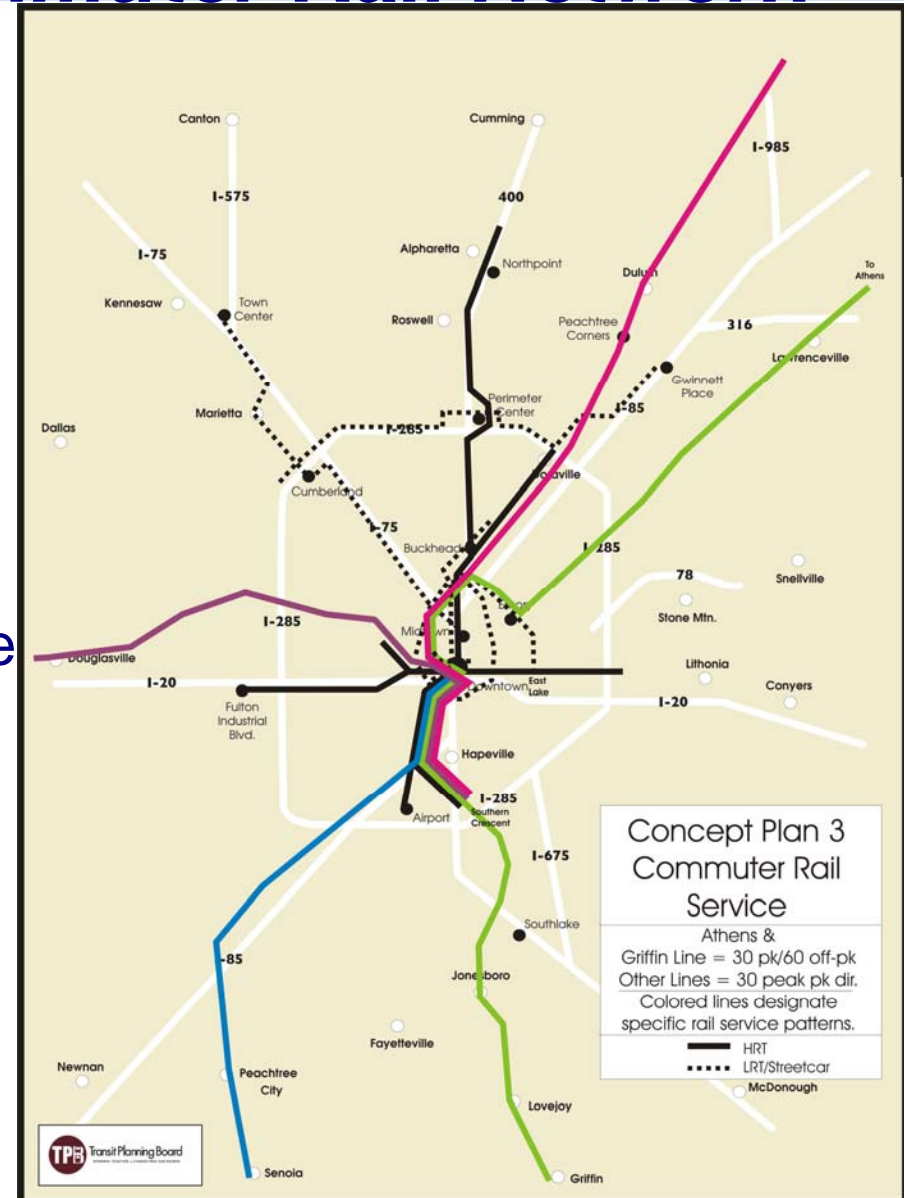
Rail Element 2 – Light Rail/Streetcar Network

- 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

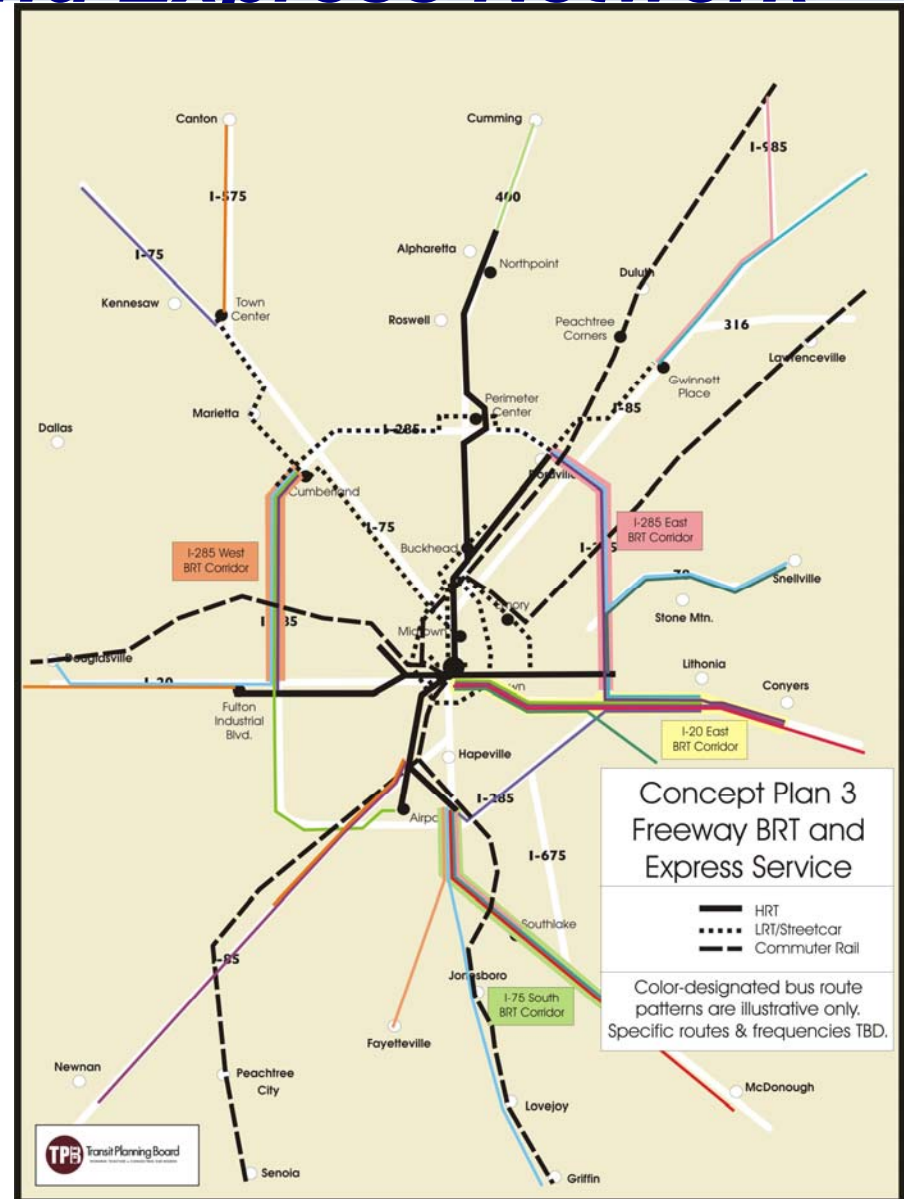
- Serves long-distance trips to the largest activity centers
 - Focus on peak period service
 - Relatively quick to implement
 - Ability to expand service
 - Single ride to multiple locations
- Allows service for dispersed populations



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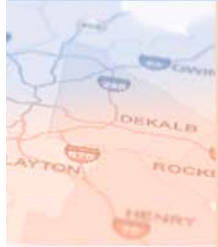
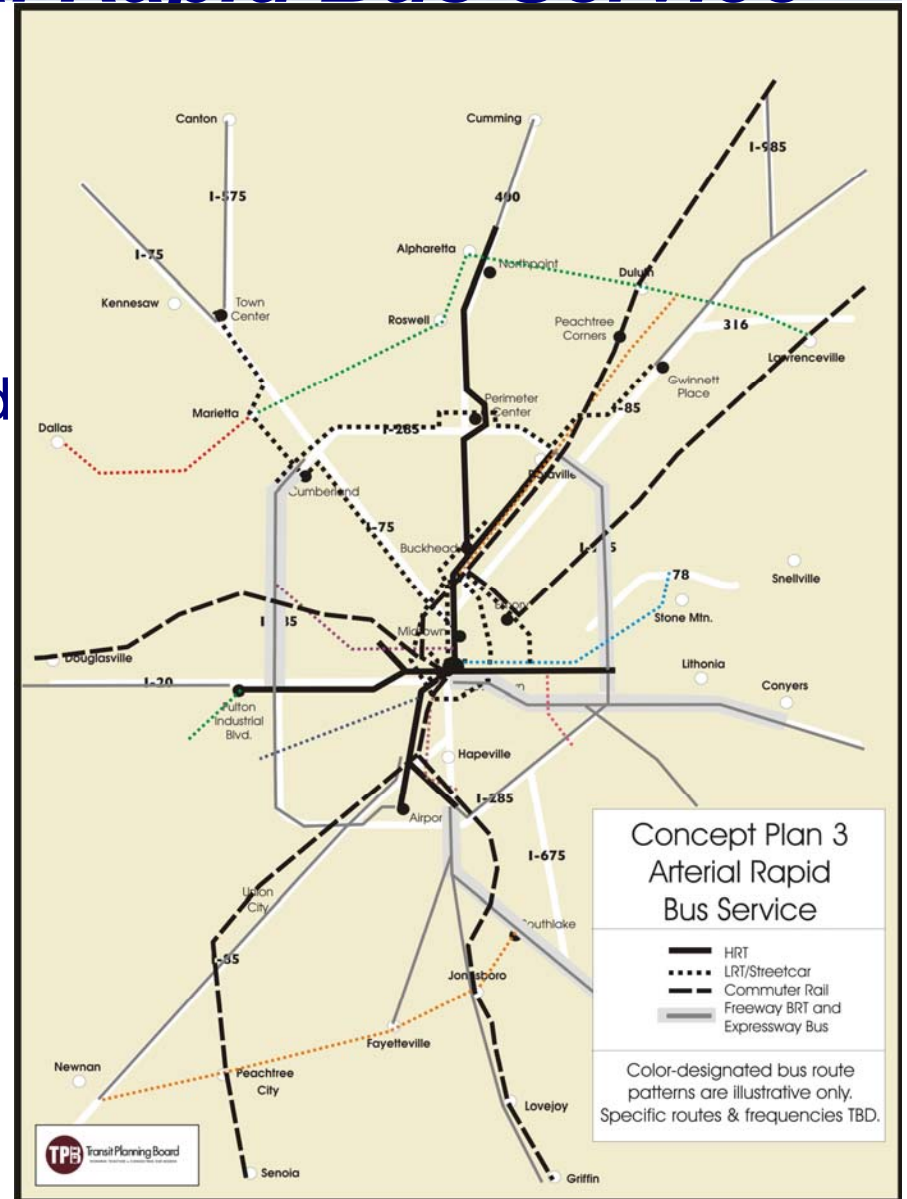
Bus Element 1 – Freeway BRT and Express Network

- 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

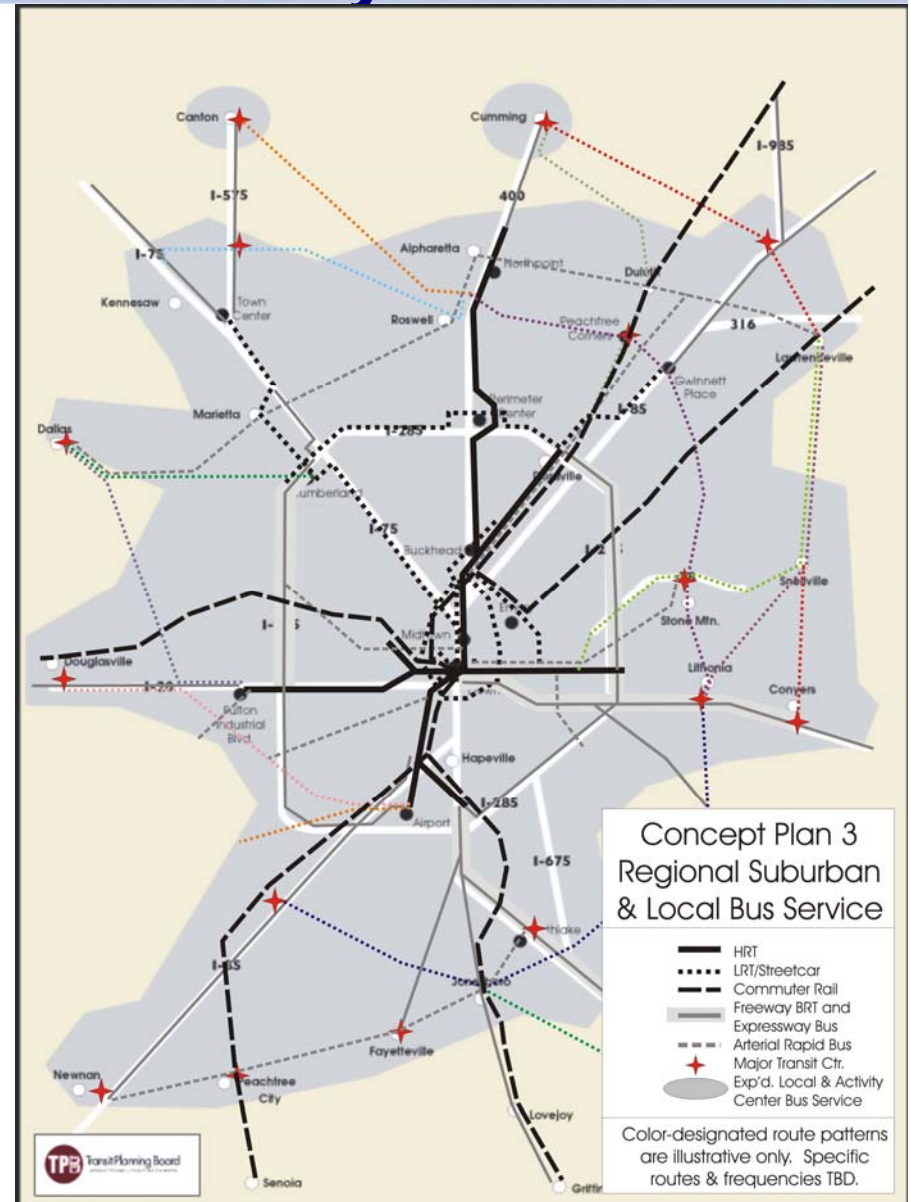
- A step above typical local bus service
 - Some travel time reliability through limited capital improvements
 - Frequent service with expanded hours
 - Enhanced passenger amenities
- Cross region connectivity



It's all about Mobility Choice

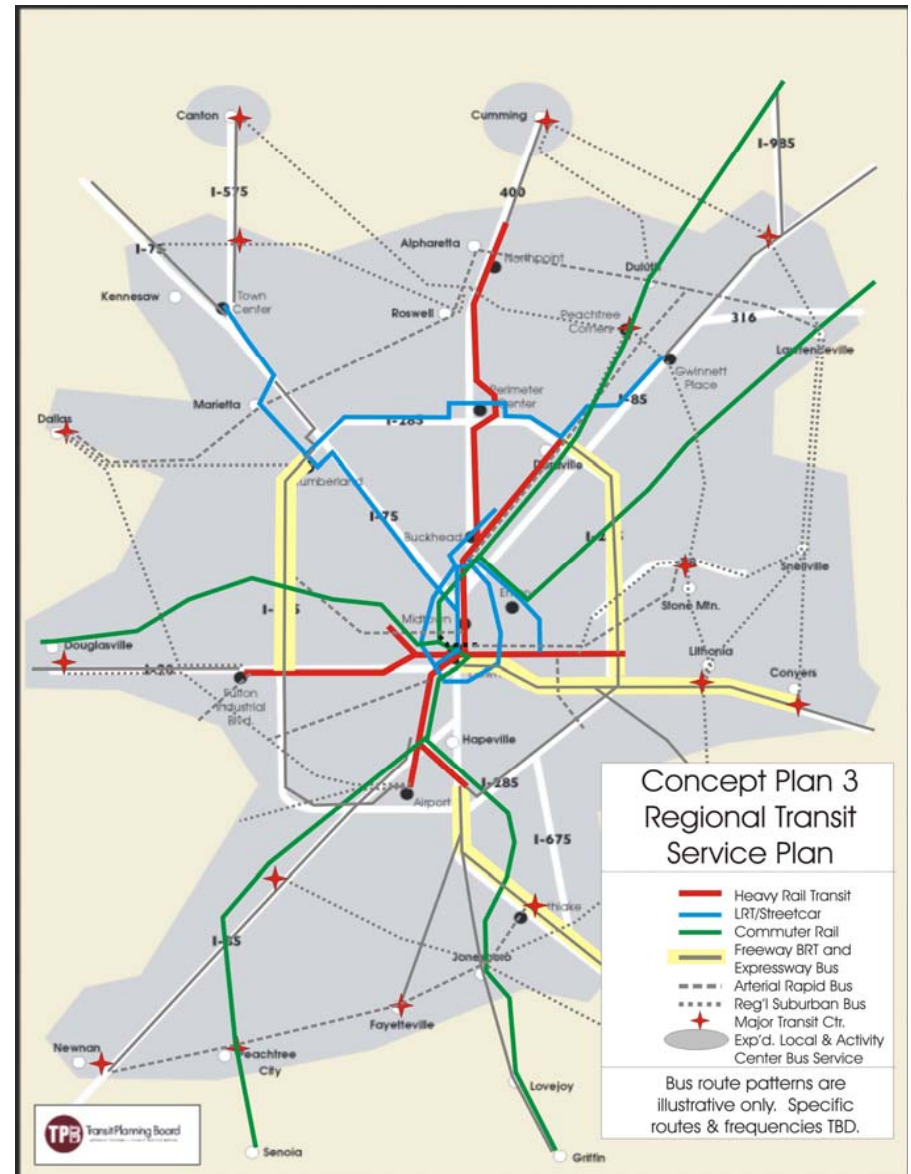
Bus Element 3 – Regional, Local and Activity Center Bus

- 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 Benefits






- Builds on investment in existing transit infrastructure
- Provides mobility choice & improved regional connectivity
- Provides transit travel time reliability & Competiveness
- Provides economic development/TOD opportunities
- Serves Activity Centers



Transit Planning Board
WORKING TOGETHER – CONNECTING OUR REGION

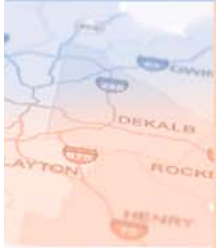


Vision Plan Benefits

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- Allows work force to choose housing & lifestyle
 - Provides region with viable plan to improve mobility & congestion relief
 - Supports ARC regional development plan
 - Expands total transportation system capacity – highway and transit
 - Predictable travel costs for riders
 - Increases system efficiency
 - Provides system flexibility for unexpected / special events

Vision Plan Benefits

- Moves people from where they live to where they work
 - Majority of forecast housing and jobs will be located in less than 20% of metro area (mega corridors)
 - Provides regional transit service to 96% of ARC's LCI's
 - Provides high capacity regional transit service in each of ARC's Mega Corridors
- Improves air quality
- Enhances quality of life
- Maintains our national & international competitiveness of business environment
- Enhances regional competitiveness for funding



It's all about Mobility Choice



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WORKING TOGETHER – CONNECTING OUR REGION

Concept 3 Order-of-Magnitude 2007 – 2030 Capital Costs (Billions, 2007 dollars)

Mode	Concept 3
Heavy Rail	\$4.0
LRT/Streetcar	\$5.5
Commuter Rail/ Regional Rail	\$3.0*
Freeway BRT	\$2.0
Arterial Rapid Bus	\$1.0
Support Fleet & Facilities	\$0.5
Total Cost	\$16.0

* Railroad access costs reflected in O/M figures

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

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

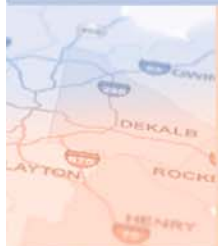
Current System and Concept 3 Cost	\$ 54.0
Current revenue sources*	\$ 4.3
Funding gap	\$ 49.7
Annualized funding gap	\$ 2.2

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



Other Potential Revenue Sources

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





Next Steps

- 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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