



Multi-Modal Passenger Terminal Site Visit

Chicago - Boston - New York
January 22, 23 & 24, 2008

Michael L. Thomas, P.E.
Director of Planning, Data & Intermodal Development
April 10, 2008



Purpose of Site Visits

- GDOT INTERMODAL COMMITTEE
 - *Mr. Larry Walker, Chairman*
- GDOT BUILDING COMMITTEE
 - *Mr. Bill Kuhlke, Chairman*
- *Explore Potential for Addressing MMPT and Building Needs Simultaneously*
- *See Examples of Successful Multi-modal Facilities*
- *Interact With and Learn From Transit and DOT Officials*
- *Identify Pitfalls to Avoid in Our MMPT Effort*

Georgia Participants

GDOT : *Mr. Larry Walker*
Mr. Bill Kuhlke
Mr. Robert Brown
Dr. Gena Abraham
Mr. Michael Thomas

GRTA : *Mr. Marvin Woodward*

TPB : *Ms. Cheryl King*

ARC : *Ms. Jane Hayse*

MARTA: *Mr. Johnny Dunning*
Mr. Jeff Parker



Specific Questions Asked

- 1) What type of research and development is being performed as it relates to future transit and passenger rail including high speed?
- 2) How was rail access obtained?
- 3) What kind of relationship exists between your system and freight rail providers?
- 4) Does your state have a Statewide Transportation Plan which addresses all modes?

Specific Questions Asked (Con't.)

- 5) Does your state have a constituent's Service component that addresses information and input from citizens and elected officials concerning transportation issues?
- 6) What alternate funding sources were investigated and/or used to cover Operations and Maintenance costs?
- 7) How are regional issues addressed (sharing costs, connectivity between systems, etc.)?

Specific Questions Asked (Con't.)

- 8) How is connectivity between various modes of transit handled (free transfers, vouchers, etc.)?
- 9) What issues arose from trying to coordinate time schedules to minimize customer wait times?
- 10) What relationship exists with AMTRAK or other regional systems (operation and maintenance, etc.)?
- 11) How is system maintenance addressed (in-house or contract?)

General Discussion Areas

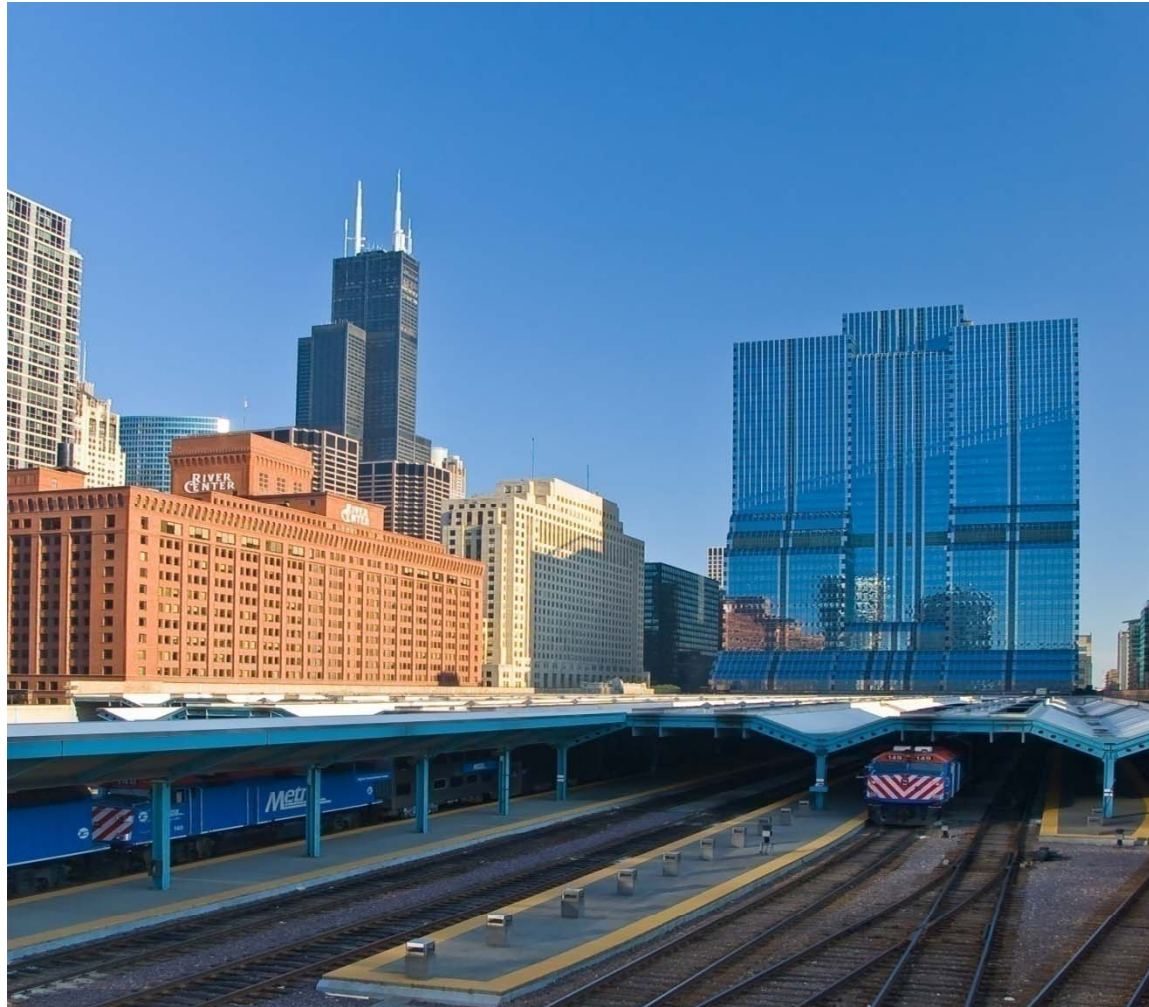
- Planning
- Funding
- Operations/Maintenance

Chicago Itinerary - Day 1

- Chicago Metropolitan Area for Planning (CMAP)
- Debriefing
- Ogilvie Center and Union Station Tours
- Train ride to Oak Park
- Oak Park Transfer Station Tour
- Debriefing



Ogilvie Center/Platforms



Inside Ogilvie/To Platforms



Union Station - Chicago



Union Station Overbuild Plan



Chicago Participants/ Transportation Structure

- Illinois Department of Transportation (IDOT)
 - Part of Secretary of Transportation Office
- Regional Transit Authority (RTA)
 - Regional/Umbrella Agency
 - Chicago Transit Authority (CTA)
 - METRA – Commuter rail
 - PACE – Suburban bus system
- Chicago Metropolitan Agency for Planning (CMAP)
- AMTRAK

Chicago Planning

- Metra owns most of its tracks but also leases from the railroads
- Metra used public dollars to make improvements to railroad and right of way in order to run passenger service
- Union Station designed to accommodate future overbuild/18 story mixed use complex being planned

Chicago Funding

- Proposing to add a NW Tollway whereby all lanes may be tolled (may even include transit vehicles)
- Legislative increase from 25% to 30% net RTA sales tax revenue
- \$1B in sales tax revenue (2009)
- Part of IDOT (highway) funds support RTA

Chicago Funding (Con't.)

- State provides RTA with an annual \$10M Innovation, Coordination, and Enhancement (ICE) Fund: Funds and provides operating assistance through the Public Transportation Fund (PTF)
 - From this, RTA keep 15% for discretionary spending and disperses funds among systems on a percentage basis.
- RTA also has the ability to issue sales tax, gasoline tax, and car rental tax
- \$150M from advertising and investments
- Heavy tolls on trucks

Chicago Funding (Con't.)

- MPO gets 70% of \$5M casino revenue
- Peak period toll pricing
- Distance based commuter rail pricing
- Farebox revenues (increased by \$11M with electronic implementation)
 - RTA must adopt a balanced budget and pay 50% of its operating cost from farebox revenues

Chicago Operations

- 18K - 20K daily joint trips between transit and commuter rail which connect at downtown terminals. Over 40% of PACE trips transfer to CTA routes/transfers cost extra
- Agreements between Union Pacific and commuter rail during rush hour
- State has to pay for any capacity improvements the railroad identifies as needed to accommodate passenger service within their rights of way
- Amtrak owns and operates Union Station, a multi-modal hub
 - Amtrak & METRA are biggest users

Boston Itinerary – **DAY 2**

- Van/Bus Ride
- Debriefing
- South Station Tour



South Station w/Overbuild



South Station/Rail Platforms



Boston Participants/ Transportation Structure

- Massachusetts Executive Office of Transportation
 - ✓ Massachusetts Bay Transportation Authority (MBTA)
 - Massachusetts Highway Department
 - Massachusetts Aeronautics Commission
 - Massachusetts Registry of Motor Vehicles
 - MBTA Controlled by 9 member board
 - 15 Regional Transportation Authorities
- Codman Company
 - South Station Operators

Boston Planning

- Massachusetts owns ALL of its rail infrastructure.
- Planning of 40 story facility over existing bus facility underway
- \$1.2B rail line expansion underway
- MPOs have established objective criteria to determine transit needs and prioritize resources
- The MPO has expanded to include local mayors and county representatives

Boston Funding

- Bond referendums to match federal dollars for capital improvements
 - *(30% of MBTA's revenues go to debt service)*
- MBTA is tax exempt with the exception of its commercial leases
- Leases station and window dispatcher space to AMTRAK and several intercity bus providers
- Communities pay a 1% statewide sales tax and are assessed a payment by the State to help fund MBTA based upon population and service

Boston Funding (Con't.)

- In 2001, started "forward-funding" with \$.01 (of \$.05) of the existing sales tax going to MBTA
- Fares, advertising, and real estate
- Considering privatizing state roads

Boston Operations

- Reverse lanes - 1 toll road, 2 HOV lanes
- Use Charlie Card (like our Breeze Card) to transfer to any mode
- Highly proactive staff on duty 24-7, very high custodial standards, and minimization of panhandling
- Station managed by a private company (Codman Company)
- Real time LCD displays that give gate departure and arrival times

Boston Operations (Con't.)

- Route maps and timetables are prominently displayed in lighted cases
- Ample amount of places to congregate and eat without obstructing walkways
- Station adoption by private entities with a push for more mixed use development and proprietary activities
- If contracted operator is dispatching, owner must have independent desk monitoring to collect accurate reasons for delays

New York Itinerary– **DAY 3**

- MPO
- Debriefing
- Fulton Transit Center Tour
- Subway ride
- Penn Station Tour
- Long Island RR ride
- Jamaica Terminal Tour
- Debriefing
- Air Train



Penn Station - Overbuild



Penn Station - Interior



Jamaica Station - Air Train



New York Participants/ Transportation Structure

- Metropolitan Transportation Authority (MTA)
 - State Authority, Chairman Appointed by Governor
 - Includes: NYC Transit, LIRR, LI Bus, MTA Bus, 7 Br/2 Tunnels
- NY DOT
- NYC DOT
- Port Authority of NY & NJ
- NJ Transit
- NYMTC - MPO

New York Planning

- Over \$60 B investment in infrastructure since the 80's through 2007
- \$21B capital program
 - percentage of budget is used to reinvest into system rehab and renovations

New York Funding

- 7 Bridges and 2 tunnels are tolled, bringing in over \$800M annually
- Funding is made up of 25% federal funds, 60% farebox returns
- Tax on wholesale petroleum used in buses, phone bill surcharges, mortgage recording fees, fares, and tolls

New York Operations

- Systems function to transfer (free) between modes
- Operations and maintenance are done independently, based upon ownership
- METRO Card encourages discretionary travel
- State contracts most commuter rail service
- Amtrak Controls Penn Station

Lessons Learned

- Start-up systems should buy limited number of used cars - Saves money and gives you time to determine what specifications to use for your region/customers.
- Galley Cars (double-decker) are a good way to double capacity in same footprint.
- Stainless Steel Cars cost more initially, but last longer with less maintenance.
- Commuter rail service's main selling point is Reliability/Must assure trains consistently run on time.

Lessons Learned (Con't.)

- Should not have an apologetic attitude about transit/it is an equal partner in providing transportation solutions.
- Important to get the business community involved and advocating for new service.
- Need to build good relationships and partnerships with all transportation providers including highways and private providers.
- Bus efficiency can be improved by locating stops on far side of intersections.



Current Atlanta MMPT Plans

Vision for Atlanta MMPT

Create a Transportation Hub

Commuter and Intercity Rail
Regional Express Bus Service
Intercity Bus
Connection to MARTA
Pedestrian Connectivity

Support Development Goals

GDOT and City of Atlanta

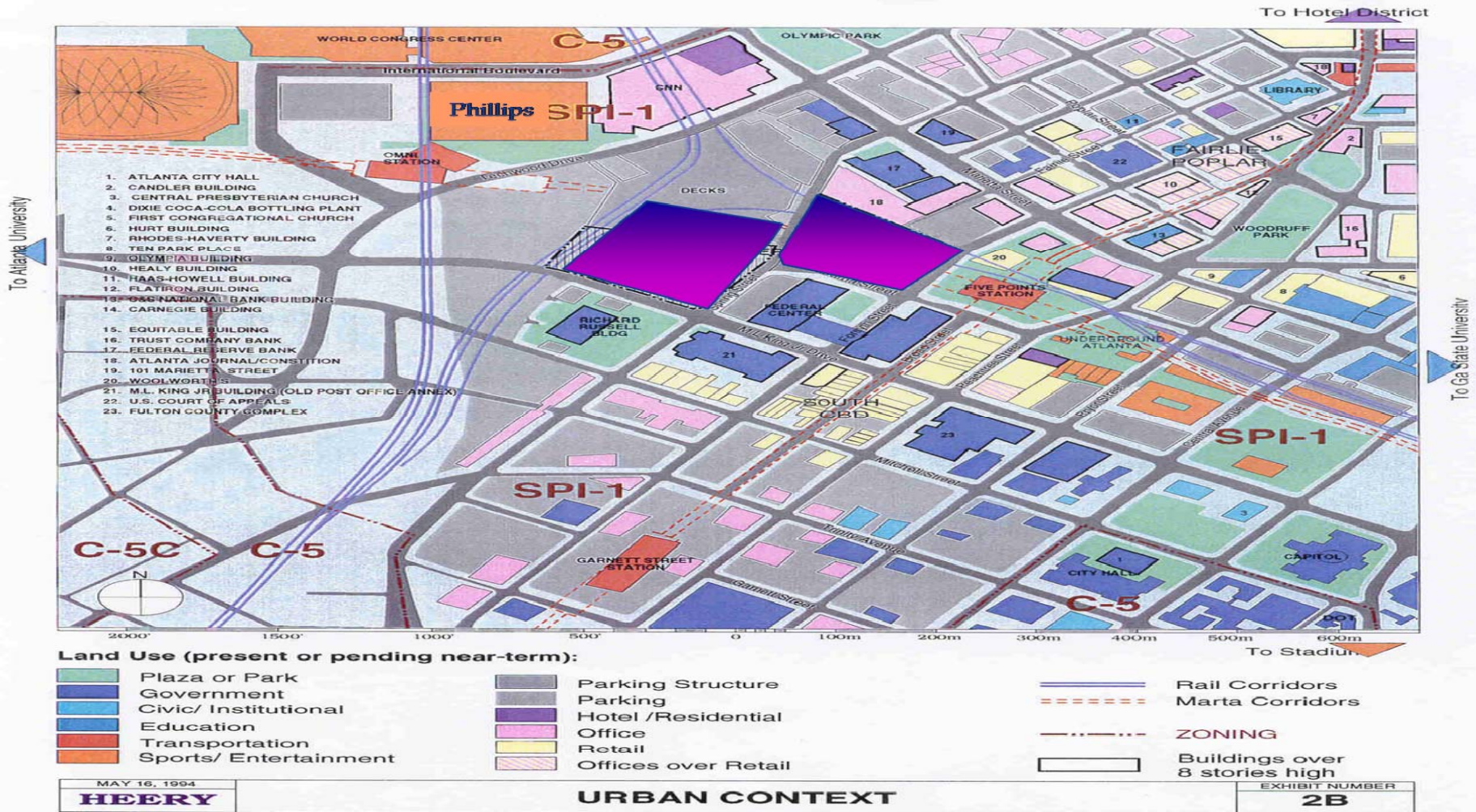
Atlanta MMPT History

- April 1992 - Feasibility Study Completed
- Summer 1992 - GDOT Became MMPT Sponsor
- February 1994 - Design Contract Awarded to Heery
- June 1995 - Environmental Assessment/FONSI Approved
- April 1996 - MMPT (Heery) Design Completed

Atlanta MMPT History (Con't.)

- November 1999 - MMPT Included in Intermodal Program for Rail Passenger Service in Georgia
- August 2000 - Reevaluation of Original MMPT Program Requirements to Develop a Phasing Plan
- October 2000 - Design Charrette Held
- December 2001 - Current (Official) MMPT Concept Design Adopted by Project Management Team

MMPT Site/Gulch Area



Gulch Area-Looking NE



Gulch Area-Looking NW



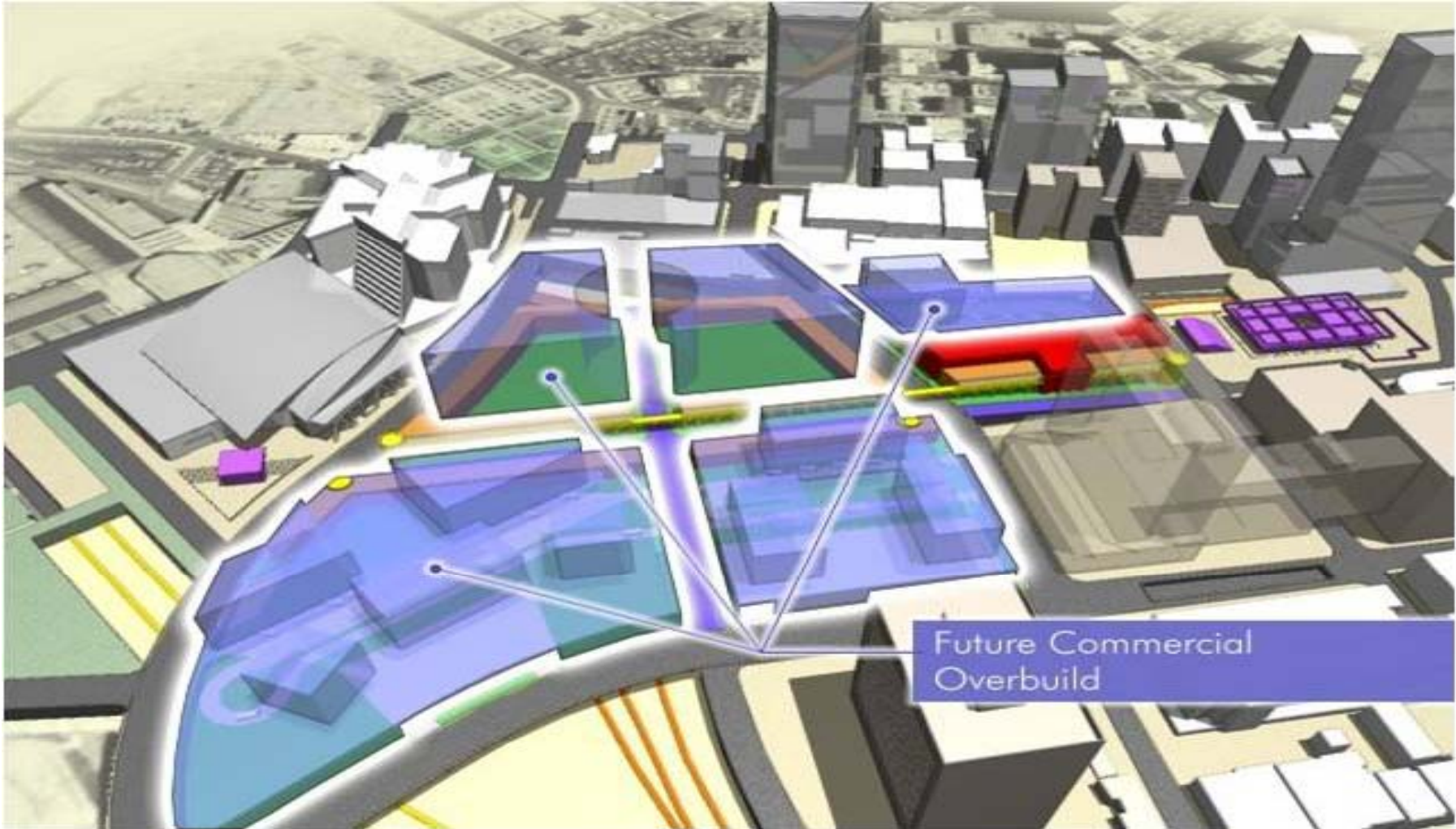
Gulch Area—Looking West



MMPT Transportation Elements



MMPT Potential Overbuild



Points to Ponder

- Successful Intermodal Transferring Will Require Smaller Satellite Transfer Facilities/Mini-MMPT's
 - The more people you catch on the way into the inner city, the better
 - Will Require Ample Parking
 - Room For Growth
- *Promote residential developments that offer 24/7 services
- Transfer Facility Design Needs to Accommodate Different Modes
 - Intercity Rail (i.e. Amtrak) Needs to be Accommodated

QUESTIONS?

