

MINUTES
MEETING OF THE BOARD OF DIRECTORS
PLANNING & DEVELOPMENT COMMITTEE
METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY

January 24, 2011

The Board of Directors Planning & Development Committee met on January 24, 2011 at 11:00 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.
Wendy Butler
Frederick L. Daniels, Jr.
Jim Durrett
Roderick E. Edmond
Noni Ellison-Southall
Barbara Babbit Kaufman
Jannine Miller
Adam Orkin

MARTA officials in attendance were: General Manager/ CEO Beverly A. Scott; Deputy General Manager/COO Dwight A. Ferrell; AGMs Davis Allen, Deborah Dawson, Wanda Dunham, Ben Graham, Mary Ann Jackson, Jonnie Keith, Cheryl King, Rich Krisak, Ryland McClendon, Elizabeth O'Neill, Gary Pritchett and Tim White (Acting); Sr. Director Johnny Dunning, Jr.; Directors Rich Boullain (Acting), Anton Bryant, Reginald Diamond, Garry Free, Lyle Harris, Connie Krisak, Jayant Patel and Carol Smith; Managers Marvin Toliver and Don Williams. Executive Manager to the Board Rebbie Ellisor-Taylor; Sr. Executive Administrator Tyra J. Wiltz; Office Administrator II Tracie Roberson. Others in attendance Sharon Dunn, Alphonse Eugene, Jason Morgan, Anthony Pines, Sheldon Prescott, Srinath Remala, Toni Thornton and Renee Willis.

Also in attendance Charles Pursley, Jr. of Pursley of Pursley, Lowery & Meeks; David Emory of ARC; Tyson Horne of Horne Brothers Productions; Pam Alexander of LTK; Matt Pollack of MATC.

Approval of the November 29, 2010 Planning & Development Committee Meeting Minutes

On motion by Mrs. Kaufman seconded by Mr. Durrett, the minutes were unanimously approved by a vote of 9 to 0, with 10* members present.

**One member is a non-voting member.*

Briefing – Regional Transportation Plan (RTP) Plan 2040

Mr. Dunning provided the Committee an update on the Regional Transportation Plan (RTP) Plan2040.

In May 2011, Atlanta Regional Commission (ARC) will have a first read of the plan through its Committee and Board structure with adoption of Plan2040 in June 2011.

Impact to MARTA

- Any Federal Transportation Funds expended in the Atlanta region must be in Plan 2040
- MARTA spends Federal funds to support Capital Projects and Preventative Maintenance Projects
- Any anticipated major Capital Project with Federal funds in the next 30 years should be included; such as, Streetcar and State of Good Repair Projects (i.e., station rehab)

MARTA's Role

- MARTA's role is governed by the "Memorandum of Agreement for Transportation Planning Coordination and Cooperation in the Atlanta Metropolitan Planning Area between the ARC, GDOT, GRTA and MARTA" as amended in December 2009 – referred to as the Quad Party Agreement
- Under the Quad Party Agreement, MARTA serves as the "Designated Recipient" for the application, reception and dispensing of special FTA grant funds to public transit providers in the Atlanta region

Dr. Scott said that staff will present updated data and transit prioritization at the next Planning & Development Committee meeting.

Briefing – Clifton Corridor Alternatives Analysis Update

Mr. Dunning presented this briefing.

Study Area Overview

- Identified by MARTA and Clifton Corridor TMA (CCTMA) as a priority study to be conducted in partnership
- Clifton Corridor Alternative Analysis (AA) is the first step in the process to compete for Federal funds
- The AA builds on several efforts, including:
 - Transit Planning Board Concept 3 (2008)
 - Clifton Corridor Transit Feasibility and Connectivity Study (CCTMA-2007)
 - Inner Core Transit Feasibility Study (MARTA-2003)
 - South DeKalb-Lindbergh Corridor Major Investment Study (MARTA-1999)
- Includes areas between MARTA Lindbergh Station, Clifton Corridor TMA and MARTA East Line
- The Corridor runs from northeastern Atlanta connecting to western DeKalb County
- The Corridor lacks access to rail and major highways
- Widening of most roadways within study area is very problematic due to potential community impacts
- Major employment centers are Emory, CDC and VA Hospitals

Purpose and Needs Statement

- 1st Round of Public Meetings in March
- Social Media
 - Virtual PIOH on website, Facebook page, online survey
- Elected Officials Briefings
- MARTA Station/CCTMA Outreach
- Agency Outreach

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- DeKalb County, City of Atlanta, City of Decatur, GDOT, Emory staff, CDC, CSX
- Speakers Bureau (Ongoing)
 - One DeKalb event
 - Clairemont-Great Lakes
 - 2nd Round of Emory Wonderful Wednesday

Definition of No-Build & Baseline (TSM) Alternatives

- No-Build = existing + committed projects in the Transportation Improvement Program (TIP)
- Baseline/TSM = Best set of improvements that does not involve construction of a “major investment”
- TSM helps identify other needs and/or improvements including (not limited to):
 - Improve existing services
 - New circulators and shuttles
 - Intersection improvements/signal priority for transit
 - Opportunities for Park & Ride Lots

Definition of Alternatives

- Definition of Alternatives must consider:
 - Universe of possible combinations of alignment and transit technology
 - Stakeholder/Community input that helps determine which alternatives advance into screening analysis

Transit Technology Assessed

- Bus Rapid Transit (BRT)
- Heavy Rail Transit
- Commuter Rail
- Light Rail Transit (LRT)/Streetcar
- Diesel Multiple Unit (DMU)/Electrical Multiple Unit (EMU)

- Other (Monorail)
- Local Bus and Shuttles

Technology Assessment Results

- LRT/Streetcar and BRT alternatives rated best because they are:
 - More compatible with the existing and planned transit system
 - Proven technologies in revenue service
 - Adaptable to a variety of operating environments
- Potential for Heavy Rail Transit because of compatibility with existing MARTA system for the CSX corridor

Input Received from Community

- Support shown for:
 - Use of the CSX line from Lindbergh to Emory
 - Alternatives along North Druid Hills Road to further LCI initiatives
 - Continuation of existing local bus service along Clairemont Avenue
 - New fixed guideway transit service on Scott Blvd./North Decatur Road to Avondale
- Opposition expressed for:
 - Use of the CSX spur
 - Fixed guideway/line haul service along Clairemont Avenue through Clairemont-Great Lakes
 - Alternatives along LaVista Road

Alternatives Screening Process

- Fatal Flaw/Prescreening Analysis – will consider at a high-level:
 - Study Purpose and Need
 - Generalized Technology Assessment
 - Environmental Factors

- Screen 1 Analysis – will apply both quantitative and qualitative evaluation criteria to reduce the number of Alternatives
 - Up to three Alternatives advanced into Detailed Screening Analysis
- Screen 2 Analysis/Refinement of LPA – will apply an increasing level of evaluation criteria to identify and refine the Locally Preferred Alternative (LPA)
- Adoption of LPA
 - MARTA and CCTMA Board to Adopt LPA

Alternatives Advancing to Screen 1

- BRT 1 CSX Rail -
LRT 1 Lindbergh to Avondale
- BRT 2 North Druid Hills -
LRT 2 Lindbergh to Avondale
- BRT 3 Briarcliff -
LRT 3 Lindbergh to Avondale
- HRT 4 Doraville/North Springs/Airport to Emory

Preliminary Screening Results

- Land Use and Economic Development
 - Station area analysis for future economic development and activity
 - GIS and qualitative assessment
- Environmental Impacts
 - GIS spatial analysis to assess potential impacts to water resources, historic structures and EJ populations
- Mobility and Ridership
 - Model results ready for alternatives in CSX Corridor (LRT 1/BRT 1) and North Druid Hills Corridor (LRT 2/BRT 2)
 - Currently reviewing results for the remaining alternatives

Study Progress and Schedule

- Data Collection and Identification of Purpose and Need

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- Existing Conditions and Future Trends Report – Complete
- Purpose and Need Report – Draft Complete
- Development of Alternatives
 - Travel Demand Model Development Report – Draft Complete
 - Evaluation Framework Report – Draft Complete
 - Definition of Alternatives Report – In Progress
 - Screening of Alternatives Report – February 2011
- Identification of LPA
 - Final Screening and Identification of LPA Report – April 2011
- Refinement of LPA
 - LPA Refinement Report – May/June 2011

Next Steps

- Continue Technical Screening Process
 - Model performance of remaining alternatives
 - Composite performance evaluation and ranking
 - Recommendations for alternatives advancing into Screen 2
- Upcoming Public Outreach Activities
 - Next committee meetings in February 2011
 - Community Open House in February/March 2011
- Coordination Activities with FTA and CSX

Other Matters

Ms. King reminded the Board of the Public Hearings for Proposed Bus Service Modifications for April 23, 2011 Mark-Up.

- MARTA Headquarters 7:00 p.m.
- Decatur Public Library 6:00 p.m.

Mr. Daniels referenced Tab 4 of the Committee Books – Planning & Development Committee Look-a-Head – asking that Board Members review these items.

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Ms. King added that staff will gladly receive any input from the Board regarding the Committee Look-a-head.

Adjournment

The meeting of the Planning & Development Committee adjourned at 11:35 a.m.

Respectfully submitted,

Kellee N. Mobley
Senior Executive Administrator to the Board