

Atlanta BeltLine, Inc.

Quarterly Briefing – Transit Update

Agenda

1. National Transit Update
2. Regional Sales Tax Briefing
3. Atlanta BeltLine Transit Implementation Strategy
4. Next Steps

December 14, 2010



National Transit Update

New Rail Systems 1950s to 2010



1960s to 1980s – Heavy Rail

Atlanta

San Francisco Bay Area

Washington, DC

1980s to 2000s – Light Rail

Portland

Seattle

San Diego

Dallas

Denver

Charlotte



The Gold Line Light Rail in Los Angeles, California

National Transit Update

Light Rail Project Example



- Project Characteristics:
 - Service began June 2004
 - 12 miles with 17 stations, LRT; 30,500 daily riders
 - Fares consistent with underlying bus network
 - Capital cost of approximately \$675m with two separate contracts for vehicles and rail/systems
- Lessons Learned:
 - Communications & Community Relations was a challenge during implementation
 - Contract packaging and joint development (Metro/MnDOT) created interface issues
 - Line has proven to be a powerful catalyst for development in a corridor



Hiawatha Line, Minneapolis

National Transit Update

2000 – 2010 Streetcar Projects Re-emerge



National Transit Update

Streetcar Project Example



Project Characteristics:

- Service began July 2001
- 4 miles (8-mile loop) streetcar system with 46 stops
- Serves the surrounding downtown
- 12,000 daily riders, 23% commuter service
- The system is owned by the [City of Portland](#); managed by Portland Streetcar Inc., a [non-profit public benefit corporation](#) whose board of directors report to the city's Office of Transportation; and operated and maintained by local transit authority, TriMet.
- Capital cost of approximately \$103,150,000



Lessons Learned:

- The first new streetcar system in the U.S. since World War II to use modern vehicles.
- \$6B in redevelopment contributed to Streetcar.
- In contrast with [light rail transit](#), generally not separated from other traffic or given any [traffic signal priority](#) over other vehicles.
- Each streetcar is 66 ft long, compared to 75-95 ft for light rail cars.

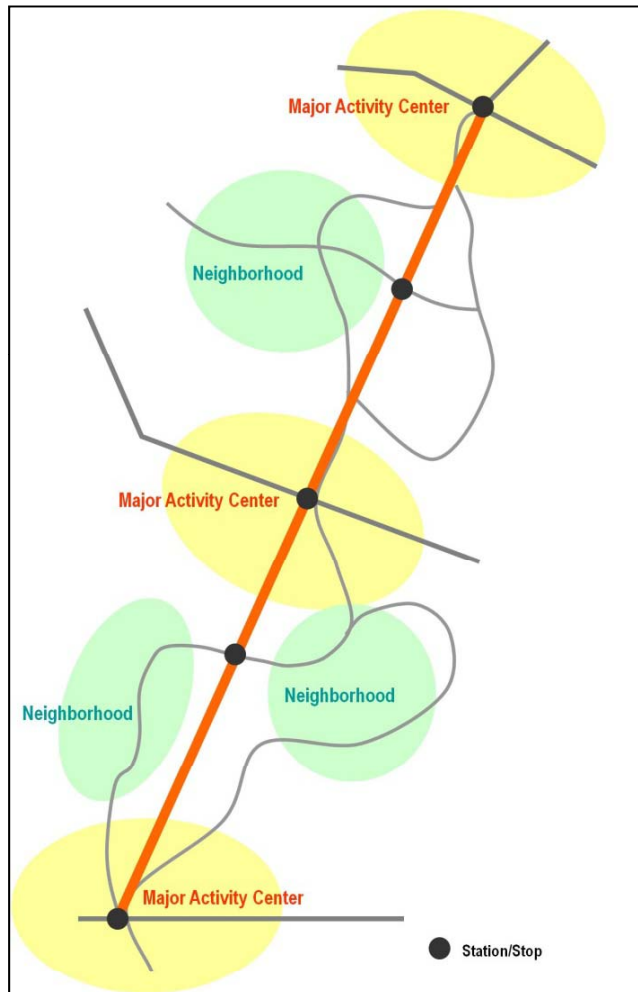
National Transit Update

LRT and Streetcar Example Video

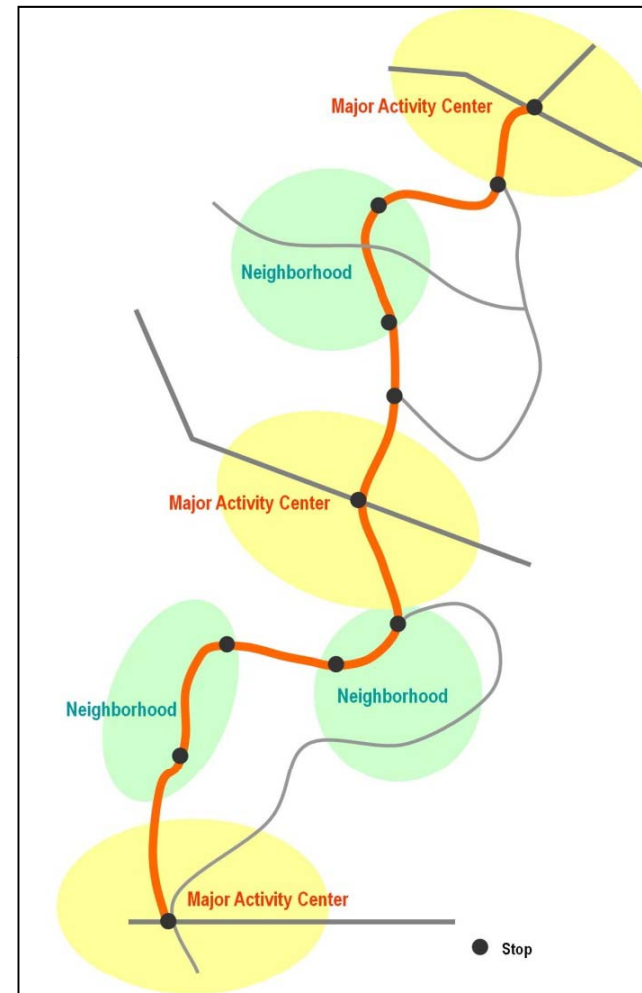


National Transit Update

Service Type Comparison LRT and Streetcar



Express Service – Typical of LRT



Expanded Service – Typical of Streetcar

National Transit Update

What expansion projects are underway right now?



Federal Stimulus Grants

Tucson – Streetcar Starter Line

Fort Worth – Streetcar Starter Line

Portland – Roadway w/ Streetcar Track

New Orleans – Streetcar Expansion

Detroit – Downtown LRT Starter Line

Charlotte – Streetcar Starter Line

Atlanta - Streetcar

New Starts and Local Funds

Washington, DC - 2 Streetcar Starter Lines

Seattle – Streetcar and LRT Expansion

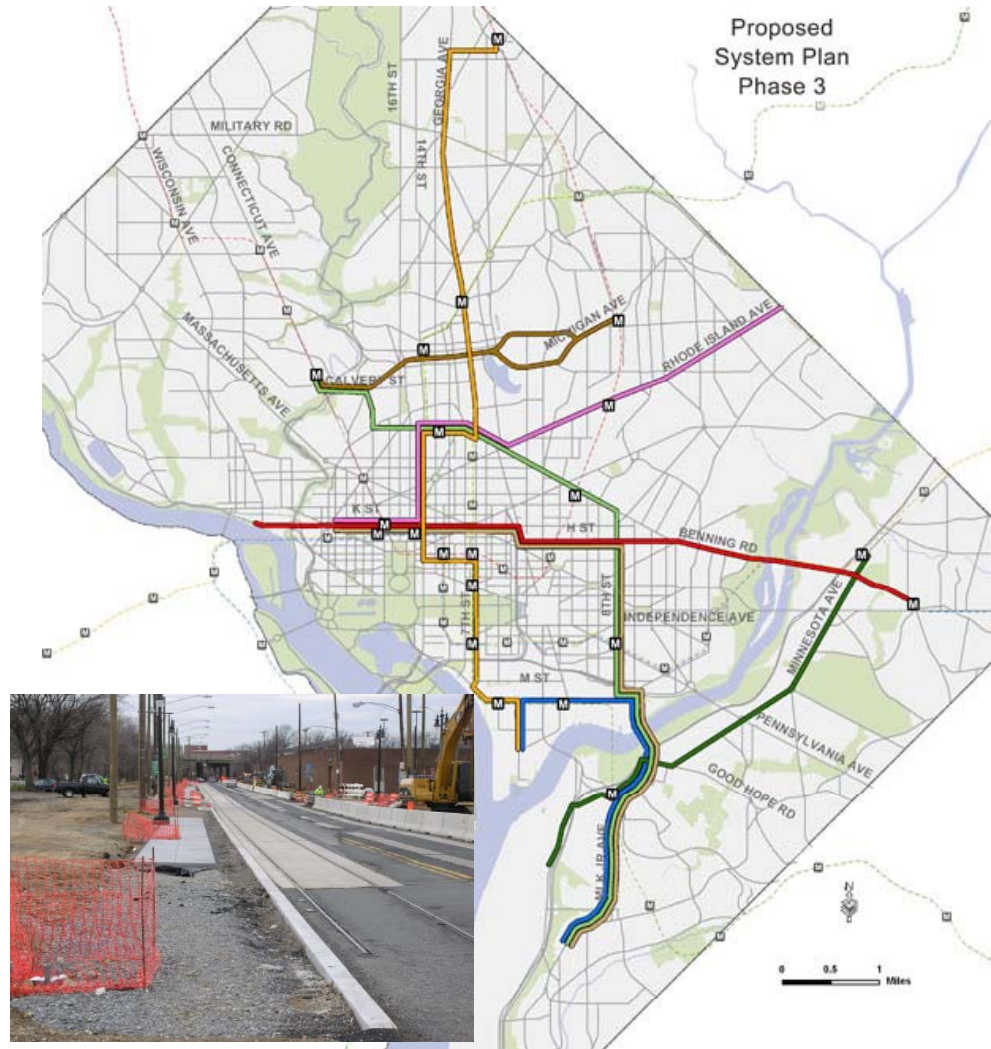
Charlotte – LRT Expansion

Phoenix – LRT Expansion

Salt Lake City – LRT Expansion

Denver – LRT Expansion

Houston – LRT Development



Washington, DC Streetcar System Plan and Anacostia Construction

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Transportation Investment Act of 2010

(HB 277)

1

AUGUST 2010:

Planning Director submits
recommended criteria for
TSPLOST projects



2

WINTER 2010:

Roundtable amends
and approves criteria;
Elects **Executive
Committee**



3

Local governments and legislators submit projects consistent with the **regional criteria** to the Planning Director



4

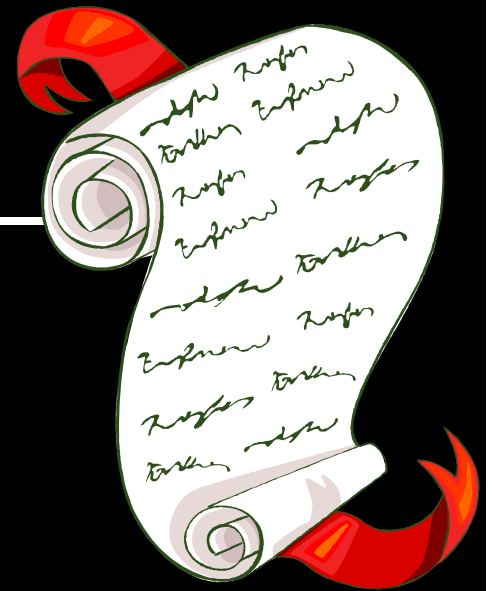
Planning Director
compiles financially
unconstrained example list
from the suggested
projects



5

AUGUST 15, 2011:

Executive Committee works
with Planning Director to
create and deliver a fiscally
constrained **draft investment
list.**



6

OCTOBER 15, 2011:

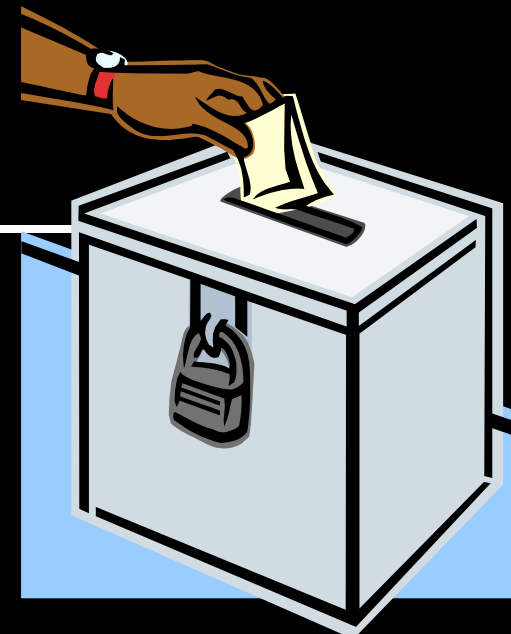
Executive committee holds at least two **public meetings**; Roundtable amends and approves the **final transportation investment list**



7

2012:

Election superintendents
in each of the 10 counties
call for a **vote** on the
transportation
investment list and 1%
sales tax.



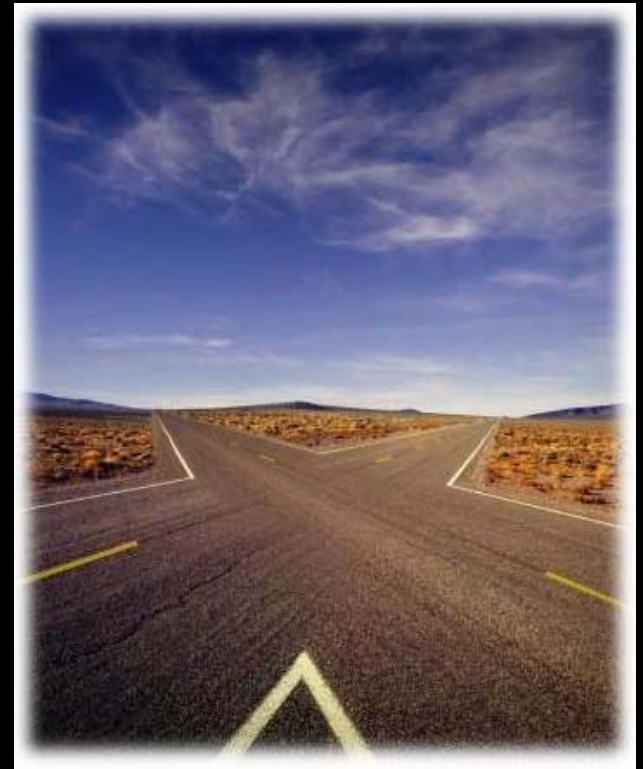
Other Important Elements:

- 15% of all funds collected will be reserved for local projects
- Citizens Review Panel will monitor project administration and delivery over ten years.

Transportation Investment Act of 2010

Next Steps:

- Metro area partnership forming to educate the public about their options
- YOUR input is critical

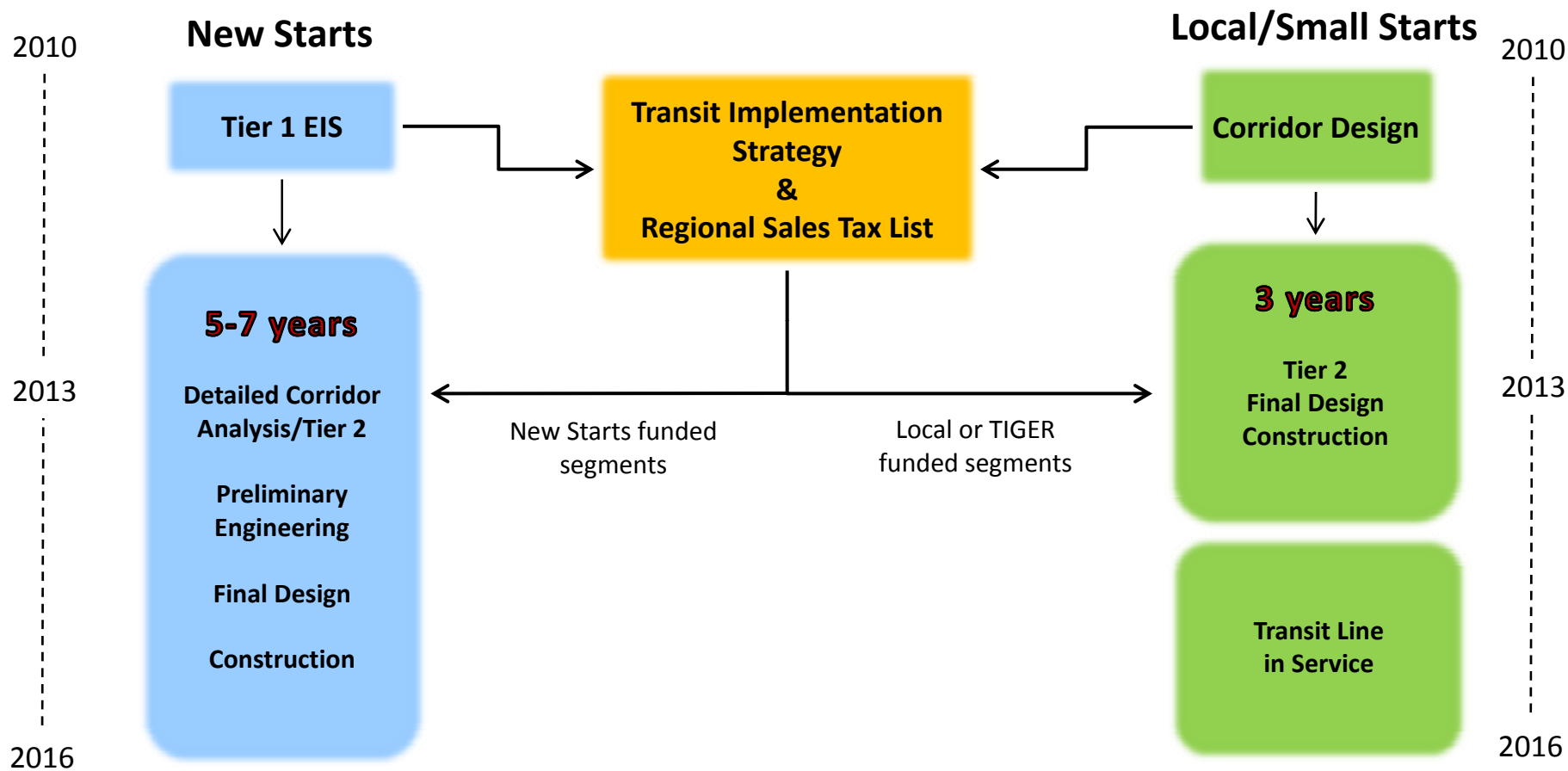


<http://atlantaregional.com/transportation/transportation-investment-act-of-2010>

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 - Best Practices and Overview
 - Progress Update and Schedule
 4. Next Steps
-

Transit Implementation Process



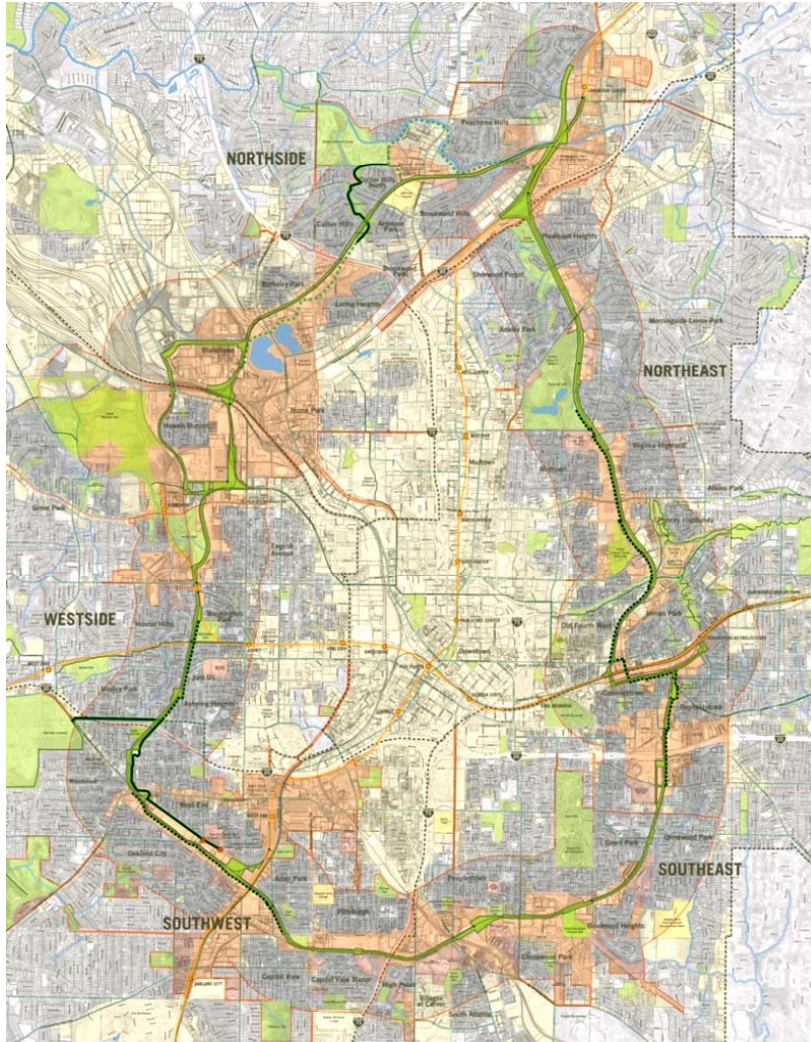
*Federal New Starts
Process*

*Transit Implementation
Strategy and Funding*

*Local or TIGER Project
Development Process*

Transit Implementation Strategy

Redevelopment Plan Transit Vision



- 22-mile loop of LRT or Streetcar connected to MARTA in four places
- Transit as a tool to structure land use and provide mobility
- Number of actual transit projects (segments) to achieve the loop not specified
- High level funding approach through TAD and federal funds
- Transit implementation strategy will **provide the roadmap** for getting transit built on the Atlanta BeltLine

The transit vision for the Atlanta BeltLine was the focus of the redevelopment plan

Transit Implementation Strategy

Plans in Peer Cities



- Comprehensive streetcar implementation strategies completed by:
 - **Seattle and Tacoma**
 - **Portland**
 - **Washington, DC**
- Atlanta Beltline/Streetcar can be:
 - **“City serving”** and
 - **“City shaping”**
- Peer City implementation strategies created by city-level transportation agencies
- For implementation, the Atlanta BeltLine needs to be broken down into segments connected to other similar transit projects as shown in the Seattle Streetcar (left)

Transit Implementation Strategy

Plans in Peer Cities

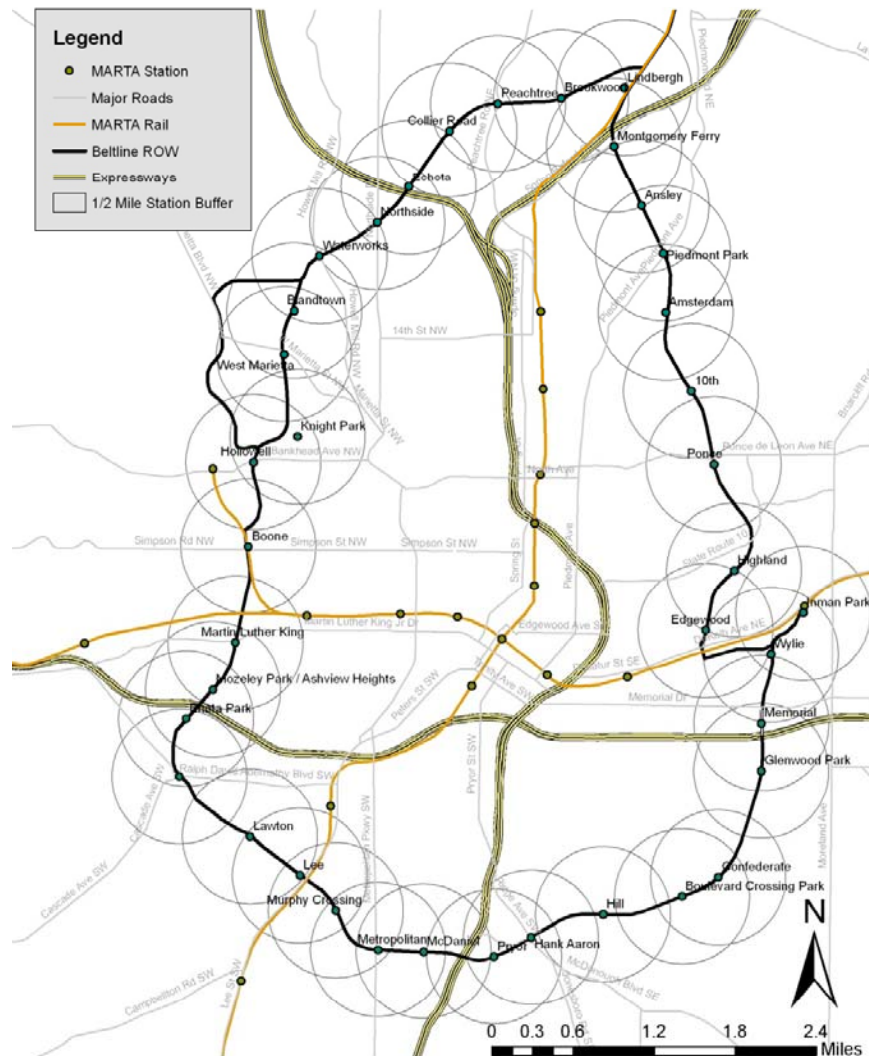


The Tacoma Link Streetcar, Washington

- Key Factors for Identifying Segments:
 - Link **transit destinations** to create ridership anchors for segments
 - Serve transit supportive neighborhoods
 - Establishing a funding model that generates local business contributions
- Lessons learned:
 - Get started ASAP with a small segment to demonstrate concept
 - Pursuing a non-federal funding strategy **reduces costs and speeds implementation**
 - Federal funds can be used for extensions of locally initiated streetcar/LRT systems

Transit Implementation Strategy

Plans in Peer Cities



Reconnecting America TOD 201
framework relating to density, land use
mix and transit accessibility has been
used to plan implementation in:

- Los Angeles
- San Francisco Bay Area
- Denver

Stations typed as Regional, Urban Center, Town Center, Transit Town Center, Urban Neighborhood, or Neighborhood

7,000 persons living or working within a ½ mile of a station is considered a good benchmark for rail transit readiness

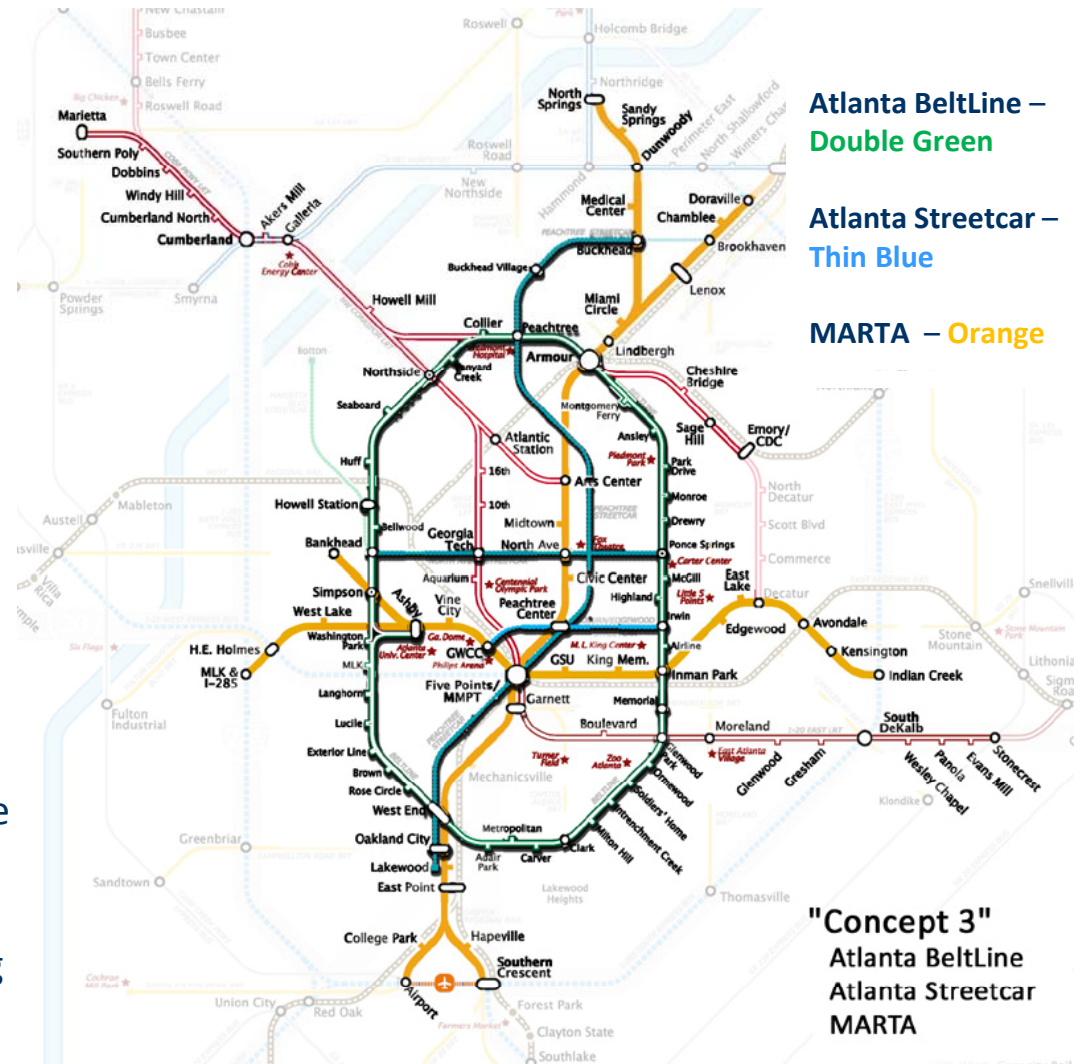
Transit Implementation Strategy

Leveraging City / Regional Connectivity



The Atlanta BeltLine, the Atlanta Streetcar and MARTA should be developed as an integrated transit system for the City and region. Advantages include:

- Reducing competition between projects
- Improving federal fundability
- Accessing regional funding
- Overcoming concerns about transit readiness of the some portions of the Atlanta BeltLine corridor
- Maximizing opportunities for funding partnerships



Transit Implementation Strategy

Deliverables



- **Conceptual Atlanta BeltLine loop implementation plan**

- Number of segments
- Identify key streetcar spurs to connect to existing activity centers
- 20-year financial plan to FTA standards

- **Detailed Corridor Analysis**

- Determination of highest priority segment(s) for implementation within next 3-4 years

- **Refined strategy for funding the Atlanta BeltLine transit**

- **Operational funding strategy**
- Take into account current developments in federal programs and regional funding sources
- Facilitates inclusion of multiple Atlanta BeltLine projects at the Regional Roundtable

- **Detailed implementation documentation for high priority segments:**

- Project management and procurement plans to FTA standards
- Segment level project finance plan



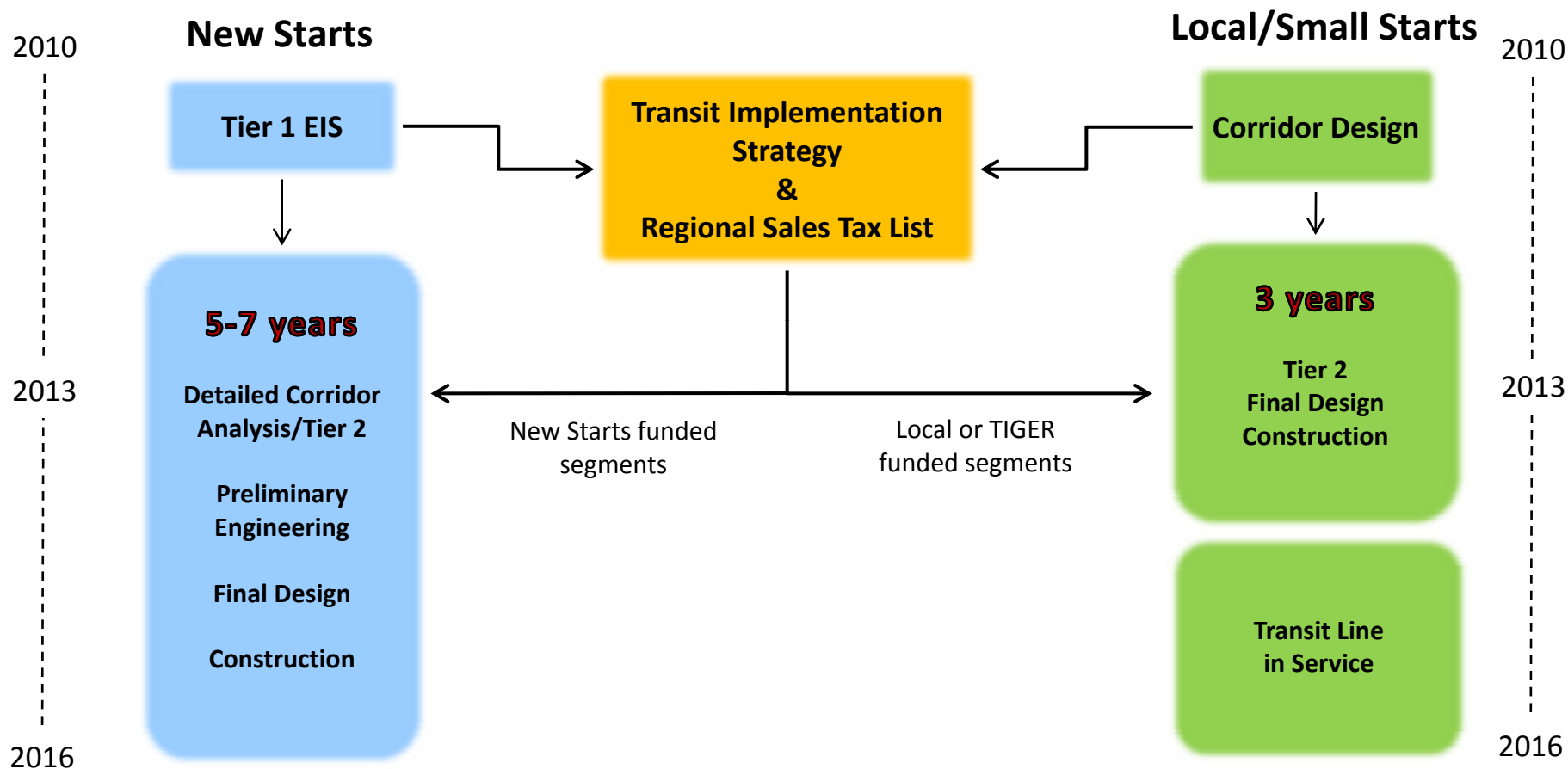
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 - Progress and Schedule Update
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December 2010



Transit Implementation Process



***Federal New Starts
Process***

***Transit Implementation
Strategy and Funding***

***Local or TIGER Project
Development Process***

Transit Implementation Strategy

Schedule and Progress Update



Schedule

1. Best Practices Research – **Complete**
2. Transit Characteristics of Potential Stations – **Draft Complete**
3. Universe of Potential Atlanta BeltLine Implementation Segments– **Draft Complete**
4. Refinement of **Guiding Principles** and Selection Criteria – **Ongoing**
5. Screening for Segments to Submit for Regional Sales Tax List – **Ongoing**
6. Transit Implementation Strategy Support Consultant Procurement – **Ongoing**
7. Submission of Segment(s) for Regional Sales Tax List – **January/February 2011**
8. Tier 1 EIS Public Hearing – **1st Quarter 2011**
9. Complete Transit Implementation Strategy for Entire Atlanta BeltLine – **Fall 2011**

Transit Implementation Strategy

Station Area Types for the Atlanta BeltLine



Regional and Urban Center stations are transit destinations:

- They produce transit trips

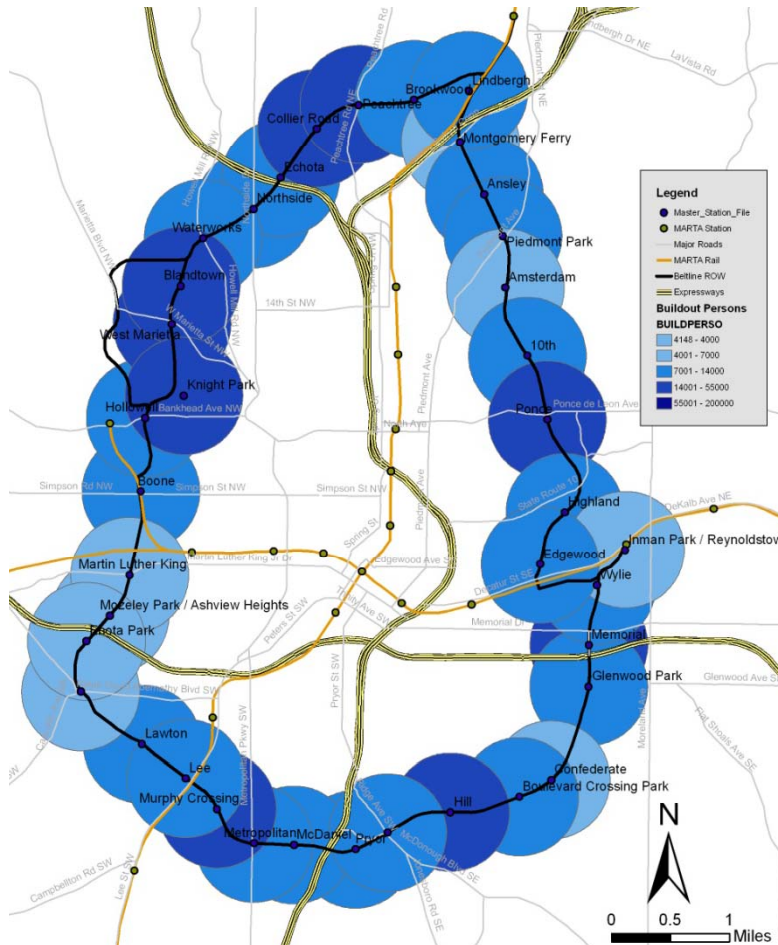
Transit Communities can be trip producers or attractors depending on land use mix – Typically have 7,000 plus workers and residents and support rail transit

Urban Neighborhoods and **Neighborhoods** are not primarily transit destinations:

- They produce trips headed to Transit Communities, Regional and Urban Center stations

Transit Implementation Strategy

Station Area Types for the Atlanta BeltLine after Redevelopment



Stations	Existing	Future	Change
Regional	0	0	-
Urban Center	2	9	+7
Transit Community	6	21	+15
Urban Neighborhood	17	8	-9
Transitioning Neighborhood	13	0	-13

Transit Implementation Strategy

Progress Update on Initial Findings



Short Term Conditions and Opportunities – The next 3-10 years

1. Station areas will be mix of Transit Communities, Urban Neighborhoods and Transitioning Neighborhoods that will:
 - Be mostly residential in nature;
 - In aggregate produce significant numbers of trips destined for locations outside the corridor;
 - To address existing congestion issues the Atlanta BeltLine corridor needs to connect to job centers



*Redevelopment along the LRT /
Greenway in Bilbao, Spain*

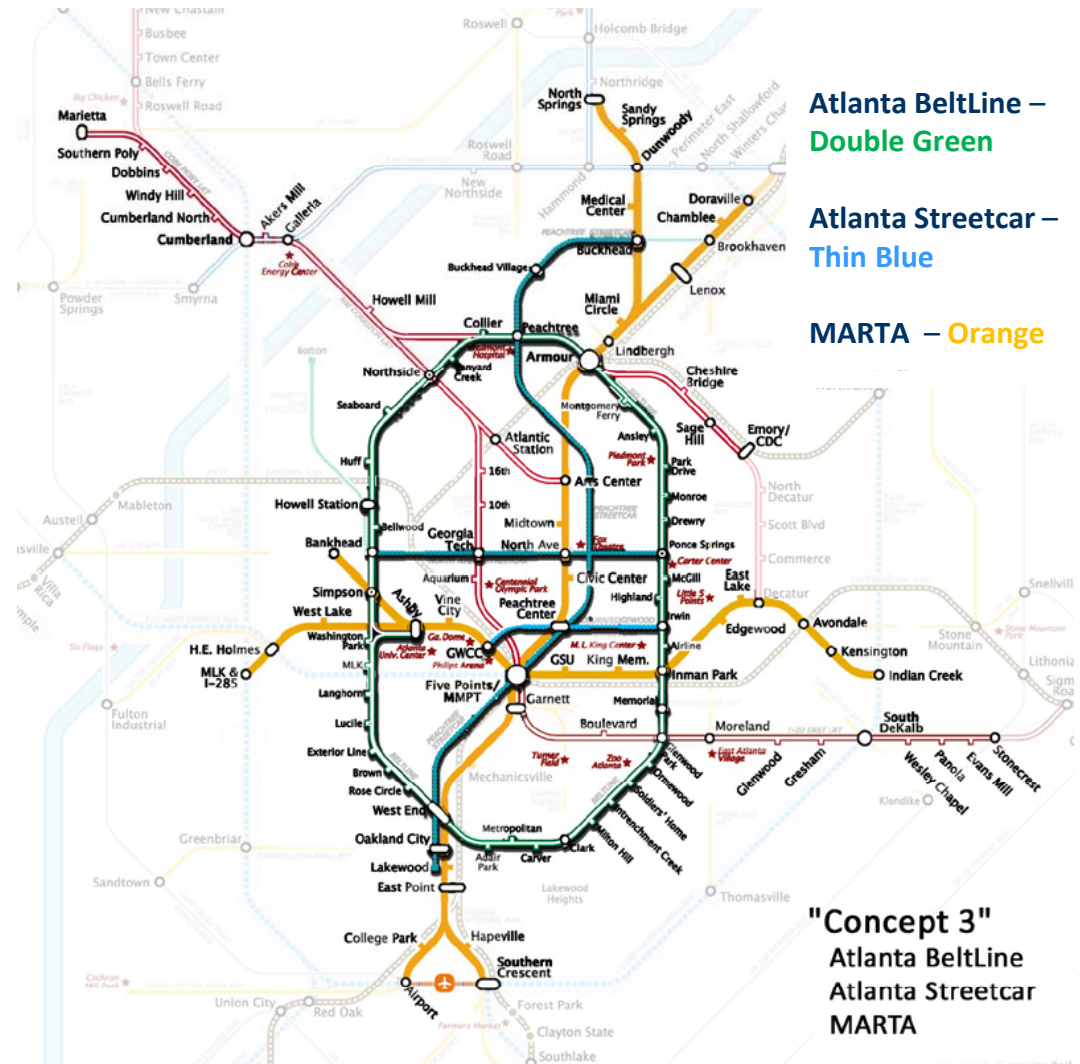
Transit Implementation Strategy

Progress Update on Initial Findings



Short Term Conditions and Opportunities

2. Due to these projected conditions, funding and national best practices the transit implementation strategy will:
 - Break the Atlanta BeltLine into multiple segments for implementation
 - Include combining the Atlanta BeltLine with **transit spurs** connecting to existing activity center



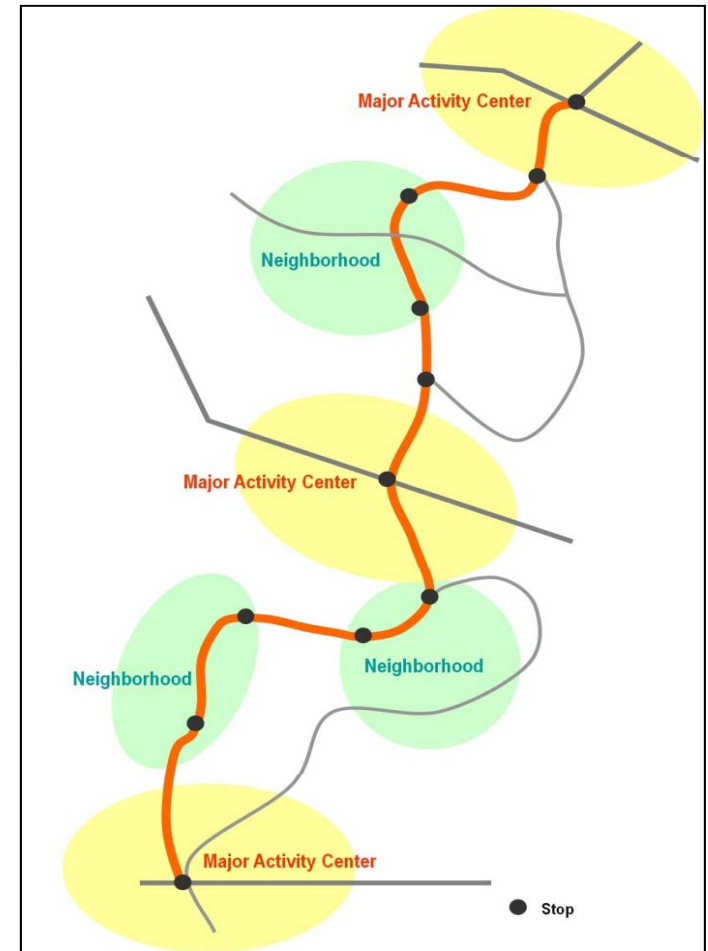
Transit Implementation Strategy

Progress Update on Initial Findings



Long Term Conditions and Opportunities

1. Station areas will become Transit Communities and Urban Centers. These station types would:
 - Typically be served by a single streetcar or LRT line;
 - Still need connections to Regional Centers
 - Support significant circulation from station to station along the corridor.



Circulator projects like the Atlanta BeltLine often connect existing activity centers with areas of residential density and redevelopment opportunity

Transit Implementation Strategy

Progress Update on Initial Findings



Long Term Conditions and Opportunities

2. For transit segments implemented beyond the next 10 years the implementation strategy will:
 - Identify transit spurs that provide direct access to regional activity centers in and around in the corridor
 - Identify segments that will focus on circulation within the Atlanta BeltLine corridor



A mature LRT node in France



Guiding Principles and Priorities for Identifying 3-5 year Implementation Segments

Project Readiness: 25%

Do we have the right-of-way?

Are there engineering challenges and/or complex connections to MARTA?

Fundable with TAD Bonds and other non federal funds (private contributions, MARTA, regional TSPLOST)

Practicality: 25%

Transit supportive characteristics (densities, land use mix, transit anchors), 2010 and 2040 Ridership

Community support for Atlanta BeltLine objectives (land use, affordable housing, connectivity, trails and parks)

Equity: 25%

Improve transit access to jobs and services for transit dependent (low income, no vehicle households, age 65+ households)



Guiding Principles and Priorities cont.

Financial Leverage: 15%

Competes for non-TAD transportation investments (federal funds, MARTA, private contributions, regional TSPLOST)

Contributes to partnerships that generate funds for sustainable and livable communities through non transportation sources (HUD, EPA, DOE)

Development Impact: 10%

Maximizes TAD increment growth (e.g. – City Hall East)

Transit supportive land use regulations adopted

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Transit Implementation Strategy

Next Steps: Outreach, Education and Input



General Public and Stakeholders

- Tonight
- 2 Citywide Briefings – January and late Spring 2011
- Briefings to stakeholder groups as needed (ongoing)

Project Partners

- MARTA
- PATH, Trust for Public Land, Trees Atlanta, Park Pride

Regional and State Transportation Agencies

- ARC, GRTA, GDOT

Business Community

- Atlanta BeltLine Partnership
- Atlanta Committee for Progress
- Community Improvement Districts
- Metro Atlanta Chamber of Commerce