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
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
America RedisCOVERS the STREETCAR

PORTLAND
Existing segment opened 2001; 3 mi extension to Eastside planned.

MINNEAPOLIS
Large system of 7 corridors would integrate dense areas of the city.

DETROIT
3 mi corridor along Woodward, partially sponsored by charities and businesses.

SALT LAKE CITY
Mayor’s pet project would revive historic House and downtown neighborhoods.

Baltimore
Route would run along Charles St from Inner Harbor to Johns Hopkins.

WASHINGTON
Project would fill gaps in Metro system and replace busy bus lines.

Seattle
Large 4-line network planned in addition to lines in operation in Tacoma, Seattle.

Indianapolis
Short circular route would provide access to downtown’s big destinations.

New Haven
Short circular route would connect downtown, Yale, and train station.

Sacramento
In 2008, voters approved funding for a line across the river to West Sacramento.

San Francisco

San Pedro

TUCSON
Project to begin construction this year to link between downtown and university.

Fort Worth
Downtown commuter service links existing lines radiating from the center.

Austin
6.5 mi circulator would link downtown with UT and Capitol Complex.

Atlanta
16.5 mi line along Peachtree from Buckhead to Southside via Midtown.

Charlotte
Uptown corridor would run 10 mi in city’s wealthiest and poorest sections.

Dallas
Extension and modernization of M-Line streetcar into center city.

Memphis

New Orleans

Galveston

Miami
Project to run hold - would parallel Biscayne Bay and complement Metrorail.
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.
Rail Transit
In Exclusive Right-of-Way

Bilbao, ES
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)
AUGUST 2010: Planning Director submits recommended criteria for TSPLOST projects
Roundtable amends and approves criteria; Elects Executive Committee
Local governments and legislators submit projects consistent with the **regional criteria** to the Planning Director.
Planning Director compiles financially unconstrained example list from the suggested projects
AUGUST 15, 2011:
Executive Committee works with Planning Director to create and deliver a fiscally constrained **draft investment list**.
OCTOBER 15, 2011:
Executive committee holds at least two public meetings; Roundtable amends and approves the final transportation investment list
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
Agenda

1. National Transit Update

2. Regional Sales Tax Briefing

3. Atlanta BeltLine Transit Implementation Strategy
   - Best Practices and Overview
   - Progress Update and Schedule

4. Next Steps
Transit Implementation Process

New Starts

- Tier 1 EIS
- Tier 1 EIS
- 5-7 years
- Detailed Corridor Analysis/Tier 2
- 2013
- Preliminary Engineering
- Final Design
- Construction
- 2016

Transit Implementation Strategy & Regional Sales Tax List

Local/Small Starts

- Corridor Design
- 2010
- Tier 2 Final Design Construction
- 2013
- Transit Line in Service
- 2016

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

• 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

*The Tacoma Link Streetcar, Washington*
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
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 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
Agenda

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3. Atlanta BeltLine Transit Implementation Strategy
   Best Practices and Overview
   Progress and Schedule Update

4. Next Steps

December 2010
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
7. Submission of Segment(s) for Regional Sales Tax List – January/February 2011
8. Tier 1 EIS Public Hearing – 1st Quarter 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

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<th>Stations</th>
<th>Existing</th>
<th>Future</th>
<th>Change</th>
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<td>Transitioning Neighborhood</td>
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<td>-13</td>
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</tbody>
</table>
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
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*
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)

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

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

### Regional and State Transportation Agencies
- ARC, GRTA, GDOT