



Metro Atlanta Adopts Concept 3 – Regional Transit Vision Plan

The 19-member **Transit Planning Board (TPB)** serving the Metro Atlanta region is made up of County Commission Chairs, the Mayor of Atlanta, the Chairpersons of the Boards of MARTA, the Georgia Department of Transportation and GRTA, the MARTA General Manager/CEO, and appointees of the Governor of Georgia. The TPB was jointly created by the transportation leadership of the region to develop a vision for an integrated transit system. On August 28, 2008 after over two years of effort the Board of Directors passed a resolution to adopt a regional concept vision transit plan, called “Concept 3.” The other major transportation entities in the region are also moving to adopt this concept as the guide for future investment in regional transit infrastructure.

The Vision is a big picture, comprehensive multi modal plan that builds upon 30 years of previous transit planning. It is based solidly upon making the maximum use of the existing transit infrastructure, expanding on that investment and bringing the existing network up to and maintaining it in a state of good repair.

Concept 3 builds on over eight months of public comments and stakeholder input. It begins with the existing MARTA heavy rail system at its core, and extends this system in north east, south east and west. For longer distance trips, Concept 3 proposes commuter rail. All of the proposed commuter rail lines provide service directly to Downtown Atlanta and Hartsfield-Jackson Atlanta International Airport. Three of the five proposed commuter lines would operate during the peak commute time periods and a fourth would have all-day rail service from Athens to Griffin through Emory, Downtown Atlanta, and the Airport. Commuter rail lines include: the East line from Madison through central DeKalb County and Downtown Atlanta; the West line from Bremen to Airport through Douglasville and Downtown Atlanta; the Southwest line from Senoia to Downtown Atlanta through Peachtree City and Union City; a north east line from Athens to Griffin through Emory, Downtown Atlanta, and the Airport; and a final fifth line would operate from Gainesville to the Airport through Gwinnett County, Buckhead and Downtown Atlanta.

The next component of the system is high capacity regional rail system – potentially light rail transit. This system is proposed because of its great flexibility and ability to serve trips to and within activity centers. Six light rail lines are proposed in Concept 3: the Northwest Corridor; I-285 top end East; Lindbergh-Emory-Decatur; GA 400 from Perimeter Center to Windward Parkway via North Point; I-20 East from Downtown Atlanta to Sigman Road via South DeKalb; and I-575 from the KSU and Town Center areas to Canton.

Additionally, an inner core streetcar network is proposed. These new lines could provide connectivity between Marietta to Emory via the Beltline and Lindbergh or North Point from Gwinnett Place via Norcross and Perimeter Center or open up South DeKalb residential areas to the Cumberland employment center.

Concept 3 also includes several levels of bus service; freeway Bus Rapid Transit (BRT) systems- serving high-demand corridors with variable capacity that can respond to increasing demand. In addition, for those BRT lines that use exclusive lanes, there is the bonus of preserving the option for potential future conversion to a higher capacity rail mode. Concept 3 proposes four exclusive bus or shared HOV lanes of BRT: I-20 West; I-75 South; I-285 East; and I-285 West.

Expansion of current express bus service is also included in Concept 3. Express bus serves long distance trips with relatively high levels of customer amenities. Express bus will be used both as a permanent element of the transit system in some areas, and to help phase in transit service in other areas where higher capacity rail will be required in the future.

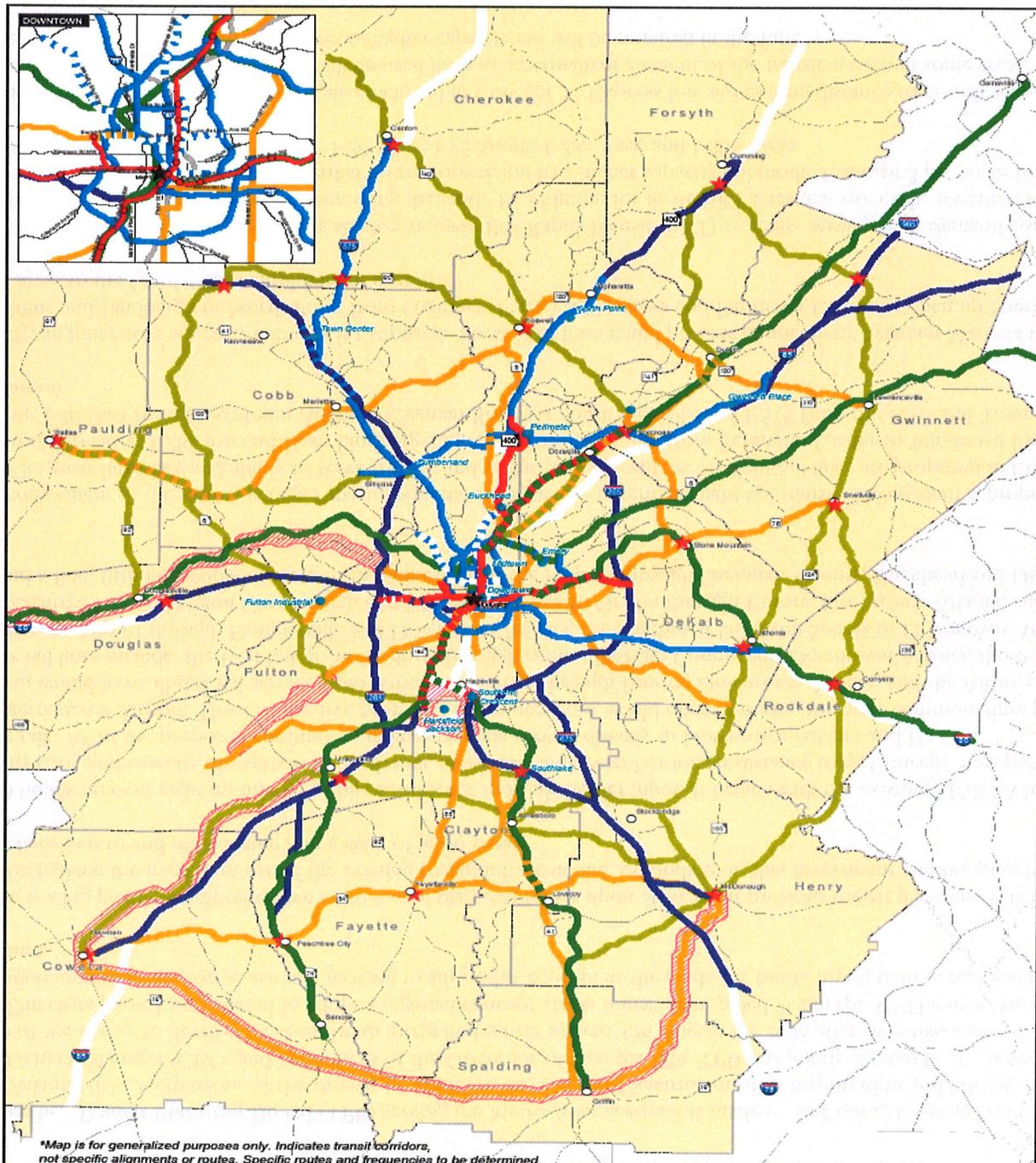
The final elements of Concept 3 propose creating a support bus network which includes arterial rapid bus and cross-county bus services, activity center circulators and expanded local bus service. The Arterial Rapid Bus service consists of two primary types of corridors: New Cross Regional Corridors and existing successful high ridership local bus corridors that carry approximately 4,000 or more passengers per day. The cross-county bus services are designed to reach those areas such as hospitals with emergency services, government centers, and regional recreational areas and are primarily cross-county routes in outer areas of the region.

Estimated Project Capital and System Operating Costs:

The current transit systems in Cobb, Gwinnet and Clayton Counties and MARTA are estimated to cost \$26 billion to operate through 2030. Concept 3 will add another \$26.8 billion in new capital costs for including \$20.7 billion for expansion of the

regional transit system and \$6.1 billion to bring the existing system into a state of good repair – approximately \$1.3 billion annually. To operate the full regional system, both existing and new expansion is estimated to be \$1.2 billion annually. This estimates the region needs approximately \$2.5 billion annually to fund the existing regional transit system and pay for needed expansion of the regional transit system. Assuming a population of 6 million people living in the Atlanta region in 2030, funding transit will cost each metro resident about \$1.15 a day, or less than a cup of coffee in most places. Now a funding strategy and mechanism must be identified and put in place.

Map of Concept 3: Regional Transit Vision



**Map is for generalized purposes only. Indicates transit corridors, not specific alignments or routes. Specific routes and frequencies to be determined.*

<p>Transit Planning Board</p> <p>ADOPTED CONCEPT PLAN 3 REGIONAL TRANSIT VISION</p> <p><i>(August 28, 2008)</i></p>	<p>Existing Heavy Rail</p> <p>New Heavy Rail</p> <p>Streetcar/LRT</p> <p>Commuter Rail</p> <p>Expressway Bus</p>	<p>Arterial Rapid Bus</p> <p>Reg'l Suburban Bus</p> <p>Overlapping Alignments: Arterial Rapid Bus & Reg'l Suburban Bus</p> <p>Transit Way</p>	<p>Major Activity Center</p> <p>Atlanta MMPT</p> <p>TPB Transit Center</p> <p>MARTA Station</p> <p>City</p> <p>County</p>	<p>Scale: 0 2 4 8 Miles</p> <p>TPB Transit Planning Board</p> <p></p>
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PROJECT ANALYSIS INFORMATION SHEET

MARIETTA / CUMBERLAND HIGH CAPACITY RAIL LINE



COSTS

Order of Magnitude Capital Cost: \$465 millionⁱⁱ, Annualized = \$27.4 millionⁱⁱⁱ

2030 Estimated Annual Operating Cost: \$11.2 million

BENEFITS

Year 2030 Range of Estimated Daily Boardings of this segment within Concept 3 transit system^{iv}:
10,000 – 21,000

Potential Daily VMT Reduction (miles)
114,000 – 251,000

Summary Table of Estimated Value of Primary Benefits^v

Primary Benefit Factor	Estimated Low Value of Benefits (\$ millions)	Estimated High Value of Benefits (\$ millions)
Congestion	\$4.2	\$8.7
Safety ^{vi}	\$1.8	\$3.9
Economic Impact	\$95	\$211
Consumer Fuel Savings	\$5.7	\$12.6
Total	\$107	\$236

Note: Primary benefits reflect the traditional measures of the positive impacts of a transit investment. In contrast to the comprehensive cost estimate, these measures do not provide a complete illustration of all positive efficiency and equity impacts. The estimated primary benefit/cost ratio represents a conservative indication of the project's cost-effectiveness.

Due to data and resource limitations, this primary benefit/cost analysis reflects a simplified approach to the standard major investment analysis prescribed by the Federal Transit Administration to qualify for major federal capital investment.^{vii} While this analysis provides some insight when applied to this project individually, the measures calculated for Concept 3 in its entirety are more reliable given the systemwide nature of the modeling methodology.

Estimated Primary Benefit / Cost Ratio

Estimated Annual Primary Benefits (\$ millions)	\$107-\$237
Total Est. Annualized Cost (\$ millions)	\$27
Ratio of Annual Primary Benefits / Annualized Cost	3.92 – 8.65
Annualized Cost / Boarding	\$4.29 - \$8.91

Secondary Benefits

Secondary benefits are additional measures that still reflect a significant and quantifiable positive impact on the transportation system and its users. Taken together with the primary measures, these reflect a more comprehensive picture of the complete benefit of the project. These areas represent opportunities for more quantifiable impact as research and the state of the practice develop. Among these secondary benefits not quantified for this analysis are:

- Health
- Energy Conservation
- Emissions Reductions
- Parking Cost
- Third-Party Drive time (i.e. chauffeuring savings)

Project Specific Issues / Characteristics

This project represents the main Cobb County trunkline of the high capacity regional rail system. Existing local bus and express bus service in the area serves Marietta P&R/Marietta Transfer Center in Marietta. Local bus boardings on routes serving the Marietta Transfer Center total 14,578^{viii}.

• CCT 10	4,495
• CCT 15	1,556
• CCT 20	1,704
• CCT 30	3,255
• CCT 40	755
• CCT 45	647
• CCT 50	1,614
• CCT 65	552
• Total Local Bus Boardings	14,578

Please note that this total is the total for all boardings along the route for these routes serving the Marietta Transfer Center and not the boardings at the Marietta Transfer Center

ⁱ 2030 Estimates from Envison6 Atlanta Regional Commission Model

ⁱⁱ Order of Magnitude Capital Costs based upon methodology outlined in [Atlanta Transit Planning Board Project Prioritization Process](#) from August, 2007.

ⁱⁱⁱ Annualized over a 30 year time frame with a 4.0% interest rate

^{iv} Assumes Entire 2030 Concept 3 network and the allowed shift in population and employment in the ARC model with the lower range representing no shift in pop / emp from the adopted E6 model and the upper range representing a 20% shift in pop / emp

^v Values are in \$2007

^{vi} Injuries crash benefits only.

^{vii} TPB Staff Report, *Impacts of Regional Transit Infrastructure Investment on Metropolitan Atlanta*, July 2008

^{viii} CCT May 2008 Average Daily Boardings

PROJECT ANALYSIS INFORMATION SHEET

MARIETTA / CUMBERLAND HIGH CAPACITY RAIL LINE



Legend

- Key Activity Centers
- Regional Rail
- - - Expressway Regional Rail



**TPB Concept 3 Implementation Plan
Marietta / Cumberland
Regional Rail**



DESCRIPTION

This is the southern segment of the main rail trunk line in Cobb County between Marietta and Cumberland in the U.S. 41/Cobb Parkway and I-75 Corridor.

Length: 6.2 Miles

Technology: High Capacity Rail such as Light Rail (LRT)

Service Hours & Frequency: All day, minimum 15-minute peak frequency, 20-minute off-peak on with a total of four lines for a combined frequency of 3-4 minutes peak and 5 minutes off peak.

- | | |
|------------------------------------|---|
| Regional Transfer Stations: | Intersecting Projects: |
| Cumberland | I-75 Express Bus from Acworth |
| | I-285 North Line to Gwinnett and North Point |
| | Smyrna HCR Rail |
| | I-285 Freeway BRT |
| | I-75 HCR Line to Midtown, Downtown, and Emory |

- Major Employment Markets Served:**
- Directly connects employment centers:
- | | |
|-------------|-------------------------|
| Town Center | 28,000 est. employment |
| Cumberland | 58,000 est. employment |
| Downtown | 263,000 est. employment |

Major Activity Centers Transfers to Reach:

Activity Center	Transfers
Downtown	0
Midtown	0
Buckhead	1
Perimeter Center	0
Cumberland	0
North Point	1
Town Center	0
Airport	1
Peachtree Corners	0
Gwinnett Place	0
Southlake	1
Fulton Industrial Boulevard	1
Emory	0

Parallel Roadway Corridors:

- I-75
- US 41

ARC Livable Centers Initiative Areas Served

- Cumberland
- Marietta