



Technical Memorandum Number 2

Task 1.2 Existing Transit Service Inventory

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1.0 INTRODUCTION

Task 1-2: Existing Transit Service Inventory is the first report in a series documenting the development of a comprehensive Regional Transit Action Plan by the Georgia Regional Transportation Authority (GRTA). This chapter provides a brief overview of GRTA, the purpose of a Regional Transit Action Plan (RTAP), and a description of the RTAP study area.

1.1 GEORGIA REGIONAL TRANSPORTATION AUTHORITY

In 1999, the General Assembly created the Georgia Regional Transportation Authority. State law charges GRTA with the responsibility to plan and implement regional transportation facilities and services, improve the region's air quality, reduce traffic congestion, and improve the planning process throughout the Atlanta air quality "non-attainment" area. If other areas of the state become non-compliant with federal air quality standards, they also will fall under the purview of GRTA.

Realizing that traffic and other growth-related problems must be addressed on a regional basis, the Legislature granted GRTA broad powers in its dealings with local governments. GRTA's 15-member board is empowered to issue \$1 billion in revenue bonds and \$1 billion in general obligation bonds, the latter of which must be approved by the General Assembly. The Authority can assist local governments in financing mass transit or other projects to alleviate air pollution. GRTA board approval is required for land-based transportation plans in the region and for major developments such as large subdivisions or commercial buildings that affect the regional transportation system. Local governments can override a GRTA veto of a development project with a three-fourths "supermajority".

1.2 REGIONAL TRANSIT ACTION PLAN

The Atlanta Regional Commission's 25-year Regional Transportation Plan (RTP) recommends increased availability of public transit as a key element in the strategy to improve the region's air quality. In support of the RTP and consistent with its mission to provide transportation choices to the citizens of Georgia, GRTA will:

- Establish priorities for regional transportation investments,
- Encourage the development of design standards and guidelines to ensure connectivity in the regional transportation system, and
- Prepare a Regional Transit Action Plan to serve as a blueprint for implementing public transit facilities and services.

The RTAP will identify the need for various types of public transit, provide analytic tools to improve transit development, and create a comprehensive plan with specific actions to implement short-range (2010) and long-range (2025-2030) transit system improvements.

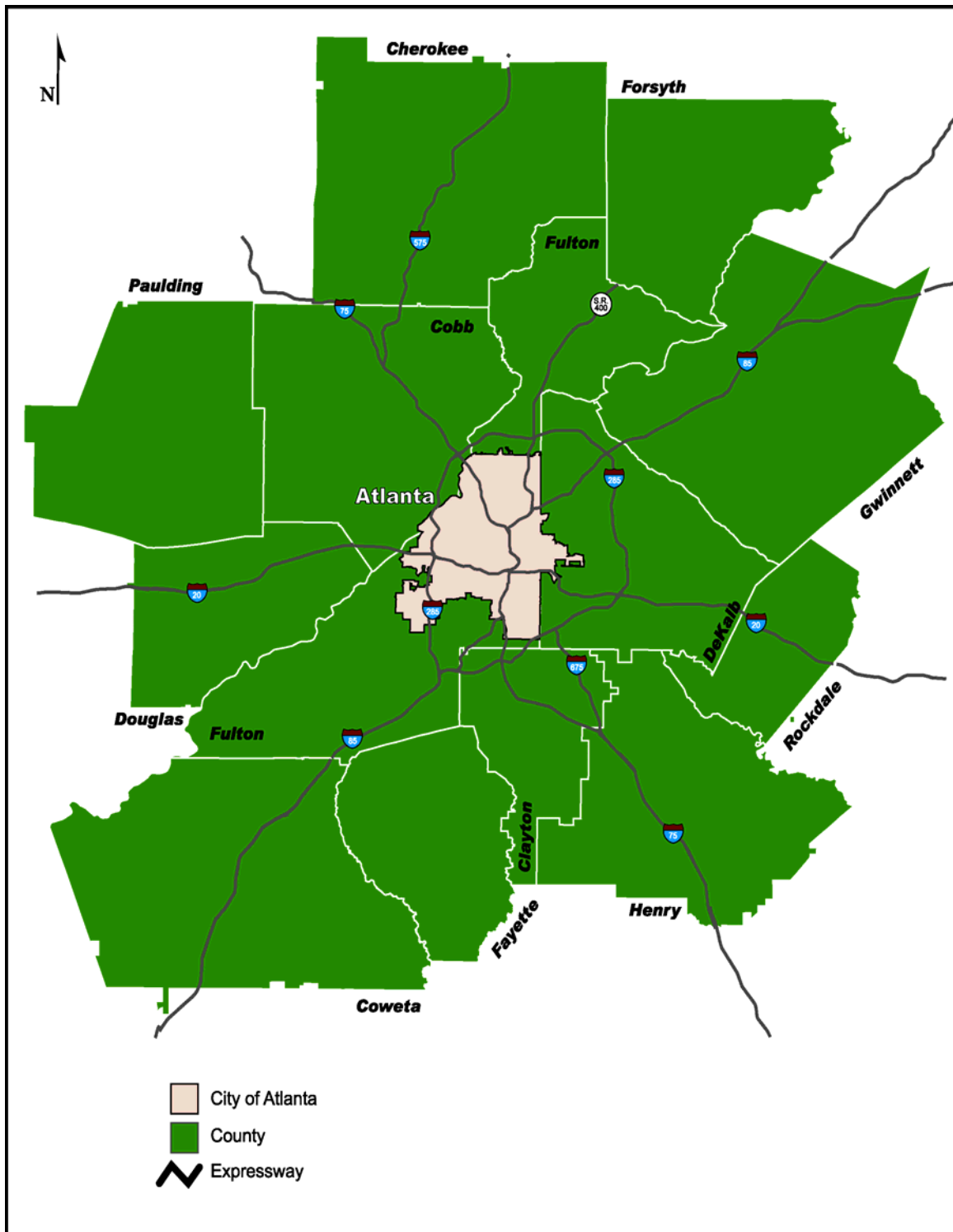
1.3 RTAP STUDY AREA

The RTAP will apply to Atlanta's 13-county non-attainment area. The Clean Air Act Amendments of 1990 established non-attainment classifications for areas not meeting one or more National Ambient Air Quality Standards, and ranked these areas according to the severity of their air pollution problems. Ozone non-attainment categories in order of increasing severity are: marginal, moderate, serious, severe and extreme. In the early 1990s, the Environmental Protection Agency designed the Atlanta area as "serious" for not attaining federal air quality standards for ground level ozone. The Atlanta non-attainment area currently consists of 13 counties: Cherokee, Clayton, Cobb, Coweta, DeKalb, Douglas, Fayette, Forsyth, Fulton, Gwinnett, Henry, Paulding, and Rockdale.

Achieving conformance with air quality standards in the Atlanta region has been, and will continue to be, a formidable challenge. The Atlanta Regional Commission's *2025 Regional Transportation Plan*, adopted in 2000, successfully established conformity by 2004 to Georgia's State Implementation Plan, therefore meeting the requirements of the Clean Air Act Amendments of 1990 under the current one-hour standard for ozone attainment. However, the Environmental Protection Agency has proposed establishing an eight-hour standard for ozone attainment that would set new emission targets and dates. If implemented, the new standard might increase significantly the size of the Atlanta non-attainment area, perhaps up to 21 counties.

Figure 1-1

THE ATLANTA 13-COUNTY NON-ATTAINMENT AREA



2.0 MARTA

In 1965, the Georgia General Assembly passed the Metropolitan Atlanta Rapid Transit Authority Act (MARTA Act) for the purpose of planning, constructing, financing and operating a rapid transit system in the metropolitan Atlanta area. Following the successful passage of a 1971 referendum in Fulton and DeKalb counties, including the City of Atlanta, a one percent sales and use tax was levied for MARTA's use in constructing and operating the system. MARTA assumed operation of the Atlanta Transit System in 1972. At that time, plans for the design and construction of the rapid rail system commenced with the opening of the East and West lines in 1979.

MARTA's service area covers about 800 square miles. The 2000 population of Fulton and DeKalb counties, including the City of Atlanta, was about 1.4 million.

Agency/Owner: METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY 2424 Piedmont Road, N.E. Atlanta, Georgia 30324 Operator: Same	Current Active Fleet Size	
	Buses	710
	Paratransit	90
	Rail cars	252

2.1 OPERATIONS

MARTA operates every day of the year. Trains run over exclusive rights-of-way at speeds up to 70 miles per hour; the average speed is 30 miles per hour with station stops. As new rail stations open, MARTA typically restructures bus service in the vicinity to "feed" the rail system.

Hours of Service. The MARTA rail system operates from approximately 5:00 a.m. to 1:00 a.m. the next day, Monday through Friday, and from 5:00 a.m. to 12:30 a.m. on weekends and holidays. The MARTA bus system operates from approximately 5:00 a.m. to 1:30 a.m. Monday through Friday and from 5:30 a.m. to 12:30 a.m. on weekends and holidays.

Service Frequency. Train headways are approximately ten minutes on weekdays, providing effective five-minute service along the common segment between Lindbergh Center and Airport stations. Trains operate about every ten minutes on Saturdays, and every 15 minutes on Sundays and holidays. Bus service frequencies vary by route. Peak period bus frequencies range between seven and 30 minutes. Midday, evening, weekend and holiday service operates somewhat less often.

Operating Statistics. MARTA operates three modes – heavy rail, motorbus, and paratransit.

- MARTA currently operates 151 bus routes over nearly 1,500 route miles, in 2000 buses traveled 32.8 million miles and scheduled service required 592 peak buses;
- Paratransit vehicles operated more than 201,000 hours in fiscal 2000; and
- MARTA's rail system includes 47 route miles and 38 passenger stations; in 2000 railcars traveled 24 million miles and scheduled service required 192 peak cars.

Figure 2-1 shows the geographic extent of MARTA's route coverage.

2.2 RIDERSHIP AND FARES

Average weekday ridership (boardings) during fiscal 2000 included 274,000 on the rail system, 273,000 on the bus system, and 530 on paratransit. For fiscal 2002, MARTA projects total boardings will be about 80.9 million. In its *2000 Quality of Service Survey*, MARTA reported the following as key attributes of its riders:

- 41 percent live in the City of Atlanta, 17 percent live in the remainder of Fulton County;
- 30 percent are DeKalb County residents;
- 12 percent live outside the service area;
- 51 percent are between the ages of 25 and 44;
- 55 percent have household incomes between \$10 thousand and \$30 thousand; and
- 48 percent are female.

MARTA's base fare is \$1.75. Discounted fare options include Weekly Transcard (\$13.00), Monthly Transcard (\$52.50), 20 One-Way Passes (\$30.00), and weekly Student Passes (\$10.00).

2.3 FACILITIES

MARTA's physical plant includes rail stations, wayside, tunnels, aerial structures, electrical facilities, rail maintenance shops and yards, Rail Service Control Center, bus repair and storage facilities, bus heavy repair facility, bus loops in rail stations, bus stops, administrative buildings, storage buildings, park-and-ride lots, and miscellaneous maintenance and repair shops.

Rail Physical Plant. The MARTA rail system is a conventional two-track, steel wheel rail system. Forty-seven route miles include a combination of aerial, at-grade and subway

alignments with 38 passenger stations. Within rail stations, stairs, elevators and escalators provide vertical circulation. MARTA uses three rail yards – Avondale for major repairs and equipment overhaul, South, and Chamblee for vehicle inspections.

Bus Physical Plant. MARTA uses three garages as operating divisions and maintenance facilities – Laredo, Perry and Hamilton, and Brown’s Mill as a heavy maintenance bus repair facility. Compressed natural gas fueling stations are located at Laredo and Perry.

2.4 PASSENGER VEHICLES

Rail vehicles are approximately 75 feet long, ten and a half feet wide, and nearly 12 feet high, measured from top of rail. Railcars must operate in “married” pairs. Up to four pairs can be connected to make up an eight-car train or consist. Each car has three doors per side and passenger-to-operator communications. Each car can accommodate about 65 seated people.

The MARTA bus fleet is comprised of Flixible and New Flyer manufactured vehicles. Most buses are 40 feet long, although the fleet also includes 30-foot and 35-foot vehicles too. Almost half of the bus fleet is fueled by compressed natural gas. Over 90 percent of MARTA’s buses are ADA accessible.

2.5 OPERATING AND CAPITAL BUDGET

MARTA’s fiscal year 2002 operating budget is \$325.4 million, with \$179 million allocated to bus and paratransit operations, \$141.4 million allocated to rail operations, and \$5 million for contingency.

MARTA’s fiscal year 2002 capital budget is \$543.7 million, with \$416.8 allocated to its Capital Improvement Program, \$110.9 allocated for debt service on revenue bonds, and \$16 million for contingency.

2.6 FUNDING

Fiscal year 2002 operating funds are projected to be \$329.3 million, from the following sources:

- \$156.9 million from sales taxes,
- \$104.7 million from passenger revenue,
- \$32.8 million from federal assistance,
- \$18.4 million from interest on capital reserves,
- \$12.3 million from other transit operating revenues, and

- \$4.2 million from lease income.

Fiscal year 2002 capital funds are projected to be \$549 million, from the following sources:

- \$251.8 million from bond proceeds,
- \$156.9 million from sales taxes,
- \$121 million from federal grants,
- \$7.9 million from interest and other capital income, and
- \$1.5 million from state grants.

2.7 FUTURE SERVICE PLANS

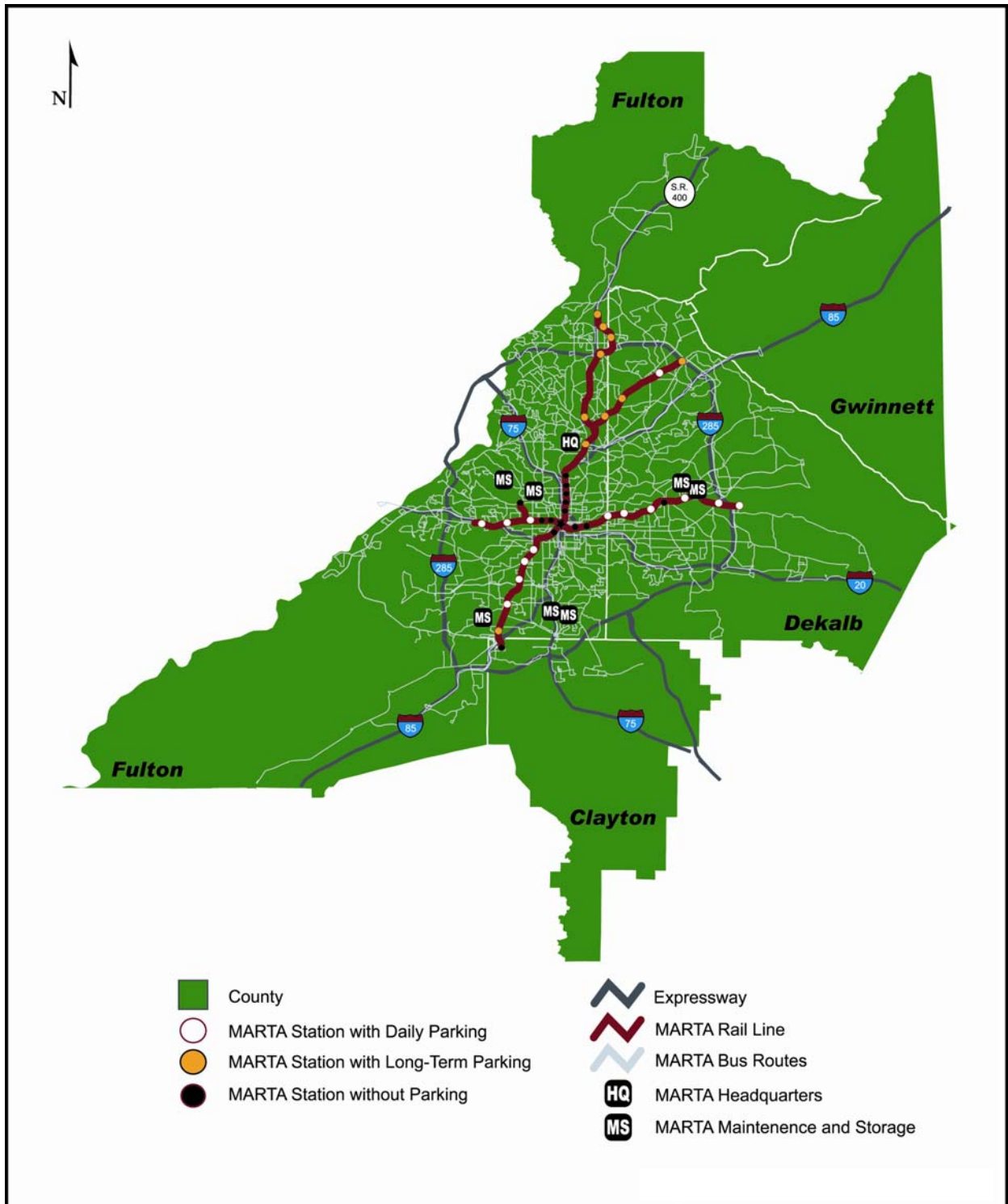
According to MARTA's web site, "For more than a year now...revenues have fallen as sales taxes decreased due to a lackluster economy. MARTA's revenue projections plummeted by \$20 million. Costs rose as we tightened security to keep the system safe in the wake of September 11. To address the shortfall, MARTA put a halt on capital improvements; froze hiring except for police; imposed strict limits on overtime; required 10-day furloughs of all non-union employees; and offered early retirement to longtime employees. Reluctantly, we've also proposed modifying service to achieve the remaining savings." Accordingly, MARTA's Board of Directors is conducting public meetings and evaluating specific proposed reductions in routes and service. The Board expects to implement reductions in March 2002.

Capital projects already underway that will ultimately affect operations and maintenance include:

- Mid-life overhaul of the existing railcar fleet, including conversion of 120 cars to an alternating current (AC) propulsion system;
- Testing and acceptance of 100 new "CQ312" railcars, all with AC propulsion systems, according to a phased delivery schedule that extends into fiscal 2003;
- Completion of the Armour Rail Yard Service Facility, currently under development and scheduled for completion in fiscal 2004; and
- Implementation of a new fare collection system.

Figure 2-1

THE MARTA SYSTEM



3.0 COBB COMMUNITY TRANSIT

In June of 1987, the citizens of Cobb County voted in favor of instituting a local public transportation system. Two years later, Cobb Community Transit (CCT) began operating five local fixed bus routes. Eventually, express bus and paratransit services were added to meet the growing needs of citizens and employees. Since inception, CCT's goal has been "to provide the citizens of Cobb County with a safe, reliable, attractive and cost effective public transportation system."

Cobb County's Department of Transportation manages CCT and contracts with ATC/Vancom for operations and maintenance. The Cobb County Board of Commissioners possesses the ultimate authority to make decisions regarding the provision of CCT's fixed route and paratransit services. Assisting the Board of Commissioners is the Transit Advisory Board and the Accessibility Advisory Committee, designated to address issues concerning the Americans with Disabilities Act (ADA) and paratransit eligibility.

Agency: COBB COUNTY BOARD OF COMMISSIONERS 463 Commerce Park Drive, Suite 114 Marietta, Georgia 30060 Owner/Operator: ATC/Vancom	Current Active Fleet Size	
	Buses	53
	Paratransit	15
	Rail cars	n/a

3.1 OPERATIONS

CCT's fixed route system includes 12 local routes, two express routes, and two reverse-commute routes. Local routes are:

- #10 Marietta to the Cumberland transfer center via US 41, then to MARTA Arts Center Station (Monday-Saturday),
- #15 Marietta to Wildwood Office Park via County Services Parkway and Windy Hill Road (Monday-Saturday),
- #20 Marietta to the Cumberland transfer center via South Cobb Drive and Spring Road (Monday-Saturday),
- #20A Cumberland transfer center to Smyrna via South Cobb Drive and Highlands Parkway peak periods only, Monday-Friday),

- #30 Marietta to MARTA Holmes Station via Atlanta Road, Austell Road, the East-West Connector, Floyd Road, Mableton Parkway, Factory Shoals Road and Six Flags Drive (Monday-Saturday),
- #40 Marietta to Kennesaw State University via Bells Ferry Road and George Busbee Parkway (Monday-Saturday),
- #45 Marietta to Town Center Mall area via US 41 and Ernest Barrett (Monday-Saturday),
- #50 Marietta to Cumberland transfer center via US 41 and Powers Ferry Road and Galleria (Monday-Saturday),
- #60 Johnson Ferry Baptist Church park-and-ride to MARTA Dunwoody Station via Johnson Ferry Road (peak periods only, Monday-Friday),
- #65 Marietta to Johnson Ferry Road via Roswell Road (Monday-Saturday),
- #70 Cumberland transfer center to MARTA Holmes Station via Cumberland Boulevard, Paces Ferry Road, I-285 and I-20 (Monday-Saturday), and
- In 2001 service was expanded with a new route between Mableton and the MARTA Holmes Station.

Express routes are:

- #100 Kennesaw State University park-and-ride to Atlanta via I-75 (peak periods only, Monday-Friday), and
- #101 Cobb County Civic Center park-and-ride to Atlanta via I-75 (peak periods only, Monday-Friday).

Reverse-commute routes are:

- #10A Atlanta to Delk Road via the Cumberland transfer center, US 41 and Terrell Mill Road (peak periods only, Monday-Friday), and
- #10B Atlanta to Windy Hill Road via Cumberland transfer center and Interstate North (peak periods only, Monday-Friday).

Paratransit service is available within $\frac{3}{4}$ of a mile of a local bus route.

Hours of Service. On weekdays, CCT buses begin their first trips between 5:00 and 6:30 a.m., and their final trips between 8:30 and 11:00 p.m., depending on the route. Saturday routes begin between 5:00 and 7:30 a.m. The time of the last trips on Saturday night vary between 8:00 and 11:00 p.m. Transit services are not provided on Sundays or holidays.

Service Frequency. On weekdays, local route #10 operates every 15 minutes in peak periods and every 30 minutes off-peak. Headways of remaining local routes are 30 to 60 minutes. Most Saturday routes operate hourly; exceptions are #10, which runs every 30 minutes, and #15, which operates about every 45 minutes.

Express routes operate at various intervals during weekday peak periods. The #100 makes nine to 10 trips from 10 to 30 minutes apart; with an average headway of 18 minutes. The #101 makes four to five trips from 25 to 45 minutes apart.

Reverse-commute routes 10A and 10B make four to seven peak period trips from 13 to 40 minutes apart, with an average headway of 27 minutes.

Operating Statistics. In fiscal 2000, CCT operated about 111,130 hours of fixed route service and about 32,600 hours of paratransit service.

Figure 3-1 shows the geographic extent of CCT's services.

3.2 RIDERSHIP AND FARES

In 2001, ridership for the CCT fixed route system exceeded 2.8 million passengers. The paratransit system served approximately 61,000 passengers.

CCT's base fare is \$1.25 for local bus, \$3.00 for express bus, and \$2.50 for paratransit. A series of discounted fares are available for 10-Ride Tickets and Monthly Passes.

Fare Agreement. In 1989 CCT and MARTA set an inter-operator transfer precedent in the region by entering into an agreement for reciprocal free transfers. For those patrons requiring use of the combined systems to complete their trips, MARTA and CCT recognized that free transfers would provide mutual benefits (in terms of maximizing ridership with no appreciable effect on passenger fare revenue) and also benefit their riders (in terms of affordability and convenience). The MARTA/CCT fare agreement allows riders free transfers to the other system once the appropriate fare has been paid on the initial transit vehicle. As amended, the MARTA/CCT agreement currently allows CCT to have operating privileges within the Dunwoody, Arts Center and Hamilton E. Holmes rail stations.

3.3 FACILITIES

In May of 2001, CCT centralized its operations, maintenance, storage, and administration functions into a new facility overlooking South Marietta Parkway. The facility includes equipment upgrades for fueling and maintenance of CNG buses. The site also includes a transfer center with passenger shelters and accommodations for up to eight buses. CCT maintains a second transfer center along Cumberland Boulevard, across from Cumberland Mall. CCT's park-and-ride lots are located at Cobb County Civic Center, Johnson Ferry Baptist Church, and Kennesaw State University. In 2002 the KSU lot will be replaced by a new, nearby park-ride lot and the Civic Center park-ride will be replaced with a new facility adjacent to the South Marietta Parkway transfer center.

3.4 PASSENGER VEHICLES

The entire CCT fleet of 53 buses is equipped with wheelchair lifts complying with ADA requirements. The fleet's 40-foot buses each have seating capacity for 39 passengers. CCT's 35-foot buses can seat 32 passengers. Each express bus can carry one wheelchair; other buses can accommodate two wheelchairs. All buses recently were equipped with exterior bike racks.

The paratransit fleet consists of 15 lift-equipped passenger vans, each with 12 passenger seats and three wheelchair tiedowns.

3.5 OPERATING AND CAPITAL BUDGET

In fiscal 2001, CCT's operating and capital budgets were approximately \$10.4 and \$5.5 million, respectively.

3.6 FUNDING

CCT's fiscal 2001 operating funds were derived from the following sources:

- \$5.40 million from local funds,
- \$2.39 million from passenger revenue,
- \$2.38 million from federal assistance,
- \$213,400 from the state, and
- \$49,000 from advertising.

CCT's fiscal 2001 capital funds were provided by federal assistance (\$3.8 million), local funds (\$1.1 million) and the state (\$547,000).

3.7 FUTURE SERVICE PLANS

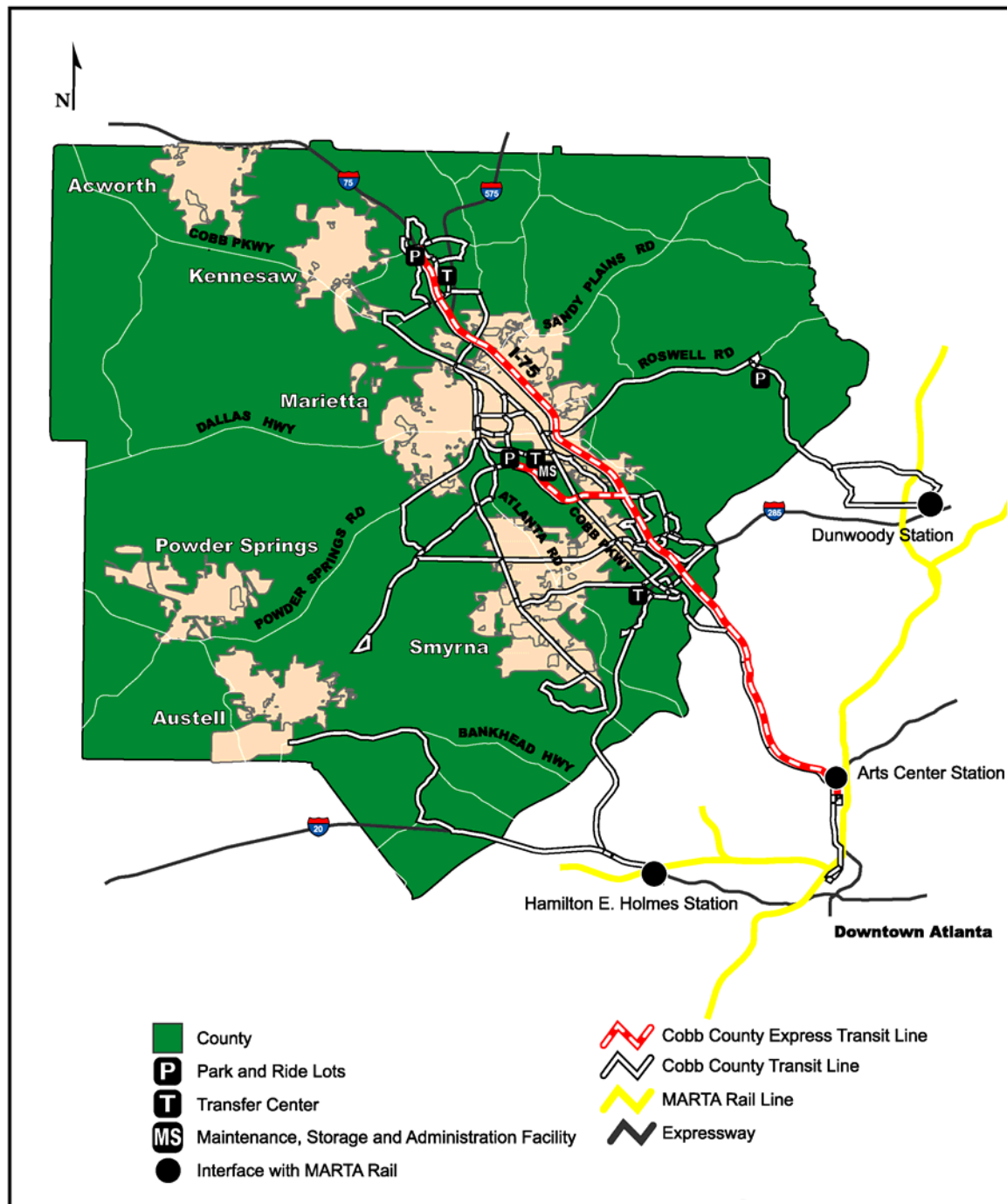
There are a number of service improvements and additions currently underway or planned for CCT. Shuttle bus services are being planned for two major employment centers in Cobb County -- Town Center and the Cumberland/Galleria area. The Atlanta Regional Commission's Transportation Improvement Program (TIP) includes funding for these projects in fiscal 2002 and 2003, respectively.

Additional express bus service is planned for the I-75 corridor in conjunction with the opening of additional HOV lanes in early 2003. Another project includes incorporating 15 CNG buses into the fleet; ten of the 15 buses will replace existing vehicles that have been in service since 1989.

CCT has programmed funds to implement new shuttle services in the Town Center area (FY 2002) and Cumberland/Galleria area (FY 2003).

The recent \$8.3 billion Governor's Transportation Initiative includes funding for the Northwest Light Rail Transit (LRT) project and the implementation of an HOV network on all major interstates within metropolitan Atlanta. This initiative could potentially impact CCT with the need to provide feeder buses to serve light rail stations and increase the demand for express buses. In preparation for the possible impacts of light rail, Cobb County has initiated a five-year Transit Development Plan scheduled for completion by mid-2003.

Figure 3-1
THE CCT SYSTEM



4.0 GWINNETT COUNTY TRANSIT

Since 1980, Gwinnett County has been one of the fastest growing counties in the United States. Its population increased from 72,000 in 1970 to about 588,000 in 2000. Not only has the population growth been setting national records, the County's employment base has been growing even faster, and both are expected to continue expanding.

Between July 1997 and September 1998, the Gwinnett County Board of Commissioners conducted a *Transit Feasibility Study* to measure the need and support for public transit within the county, design and evaluate alternative transit service plans, and assess the financial feasibility of public transit within the county. That study produced a plan for a start-up transit system comprised of seven local routes and four express routes, complemented by paratransit service. The Board of Commissioners approved this initial system on September 22, 1998, to be implemented in phases. The first three routes began operating on November 5, 2001.

Agency/Owner: GWINNETT COUNTY BOARD OF COMMISSIONERS 75 Langley Drive Lawrenceville, Georgia 30045 Operator: McDonald Transit Associates, Inc.	Current Active Fleet Size	
	Buses	17
	Paratransit	0
	Rail cars	n/a

4.1 OPERATIONS

On weekdays, Gwinnett County Transit (GCT) operates three peak period express routes along I-85 HOV lanes to downtown Atlanta. The routes originate at park-and-ride lots at I-985/State Route 20, I-85/Indian Trail, and I-85/Discover Mills. In addition, each express route has a "reverse commute" component that operates between downtown Atlanta and major employment centers in Gwinnett County. Reverse commute destinations include the Mall of Georgia, Gwinnett Place Mall, and Discover Mills.

Figure 4-1 shows GCT's start-up routes.

Hours of Service. GCT operates from approximately 6:00 a.m. to 9:00 a.m. and from 3:00 p.m. to 6:30 p.m. Monday through Friday. There is no weekend or holiday service.

Service Frequency. Buses run about every 30 minutes.

Operating Statistics. Gwinnett County estimates that Phase I express buses will operate about 475,000 revenue miles and 16,000 revenue hours annually. Scheduled service requires 14 peak vehicles.

4.2 RIDERSHIP AND FARES

Ridership is averaging about 1,000 per day. GCT's base fare for express service is \$2.00. Discounted fare options include weekly/10-ride passes (\$18.00), and a monthly card (\$72.00).

Fare Agreement. In 2001, GCT and MARTA executed an agreement similar to the agreement between MARTA and Cobb Community Transit. The MARTA/GCT agreement enables reciprocal free transfers, GCT operating privileges and an assigned bus bay within the intermodal area of the Arts Center Station. The MARTA/GCT agreement also incorporates an accountability clause, requiring ridership monitoring on GCT's routes.

4.3 FACILITIES

GCT currently operates out of Gwinnett County's Swanson Drive facility. In the Spring of 2002, transit operations will move to a temporary site on Scenic Highway that is the property of the Gwinnett County School Board. The Scenic Highway facility will include a maintenance building, CNG fueling station with two compressors, secure storage for passenger vehicles, bus drivers' lounge, and administrative/dispatch offices.

Gwinnett County's transit facilities include three park-and-ride lots at I-985/State Route 20, I-85/Indian Trail, and I-85/Discover Mills.

4.4 PASSENGER VEHICLES

GCT's initial 17 express buses were procured from North American Bus Industries (NABI). The vehicles are standard low-floor, CNG fueled, 102 inches, 40-foot long city buses that were converted to "suburban/express" buses with an enhanced interior package featuring high back cushioned seats, and overhead reading lights and luggage racks. Each bus has 35 seats and tie-downs for two wheelchairs.

4.5 OPERATING AND CAPITAL BUDGET

The 1998-2004 financial plan for Gwinnett's transit start-up totals \$79.8 million. Of this, capital costs are estimated to be \$45.6 million and operating costs would be \$34.2 million.

4.6 FUNDING

Funding for the \$79.8 million start-up is projected from the following sources:

- \$41.5 million from federal funds,
- \$8.6 million from state funds,

- \$9.1 million from passenger farebox revenue, and
- \$20.6 million from county funds.

4.7 FUTURE SERVICE PLANS

Phase II. In November 2002, Gwinnett County plans to implement the next phase of their transit plan. Phase II would see the start-up of five local fixed routes that would provide frequent stops within the county and also connect with the MARTA rail system at Doraville. The routes were designed to serve concentrations of residential areas, particularly multi-family housing developments, and major activity centers including regional shopping areas and other employment sites. Bus routes would provide service at 30 to 60-minute intervals on weekdays and Saturdays. The five local routes would operate between Gwinnett Place Mall and one of the following:

- #10 Norcross and Doraville,
- #15 Mall of Georgia and City of Buford,
- #20 Graves Road and the Norcross Southern Industrial District,
- #30 Norcross, Technology Park, and Peachtree Corners, and
- #40 Discover Mills and Lawrenceville.

Paratransit service will be implemented concurrently with the start-up of local fixed-route service and be provided during the same service hours.

Phase II would add 29 local buses and eight paratransit vehicles to GCT's fleet.

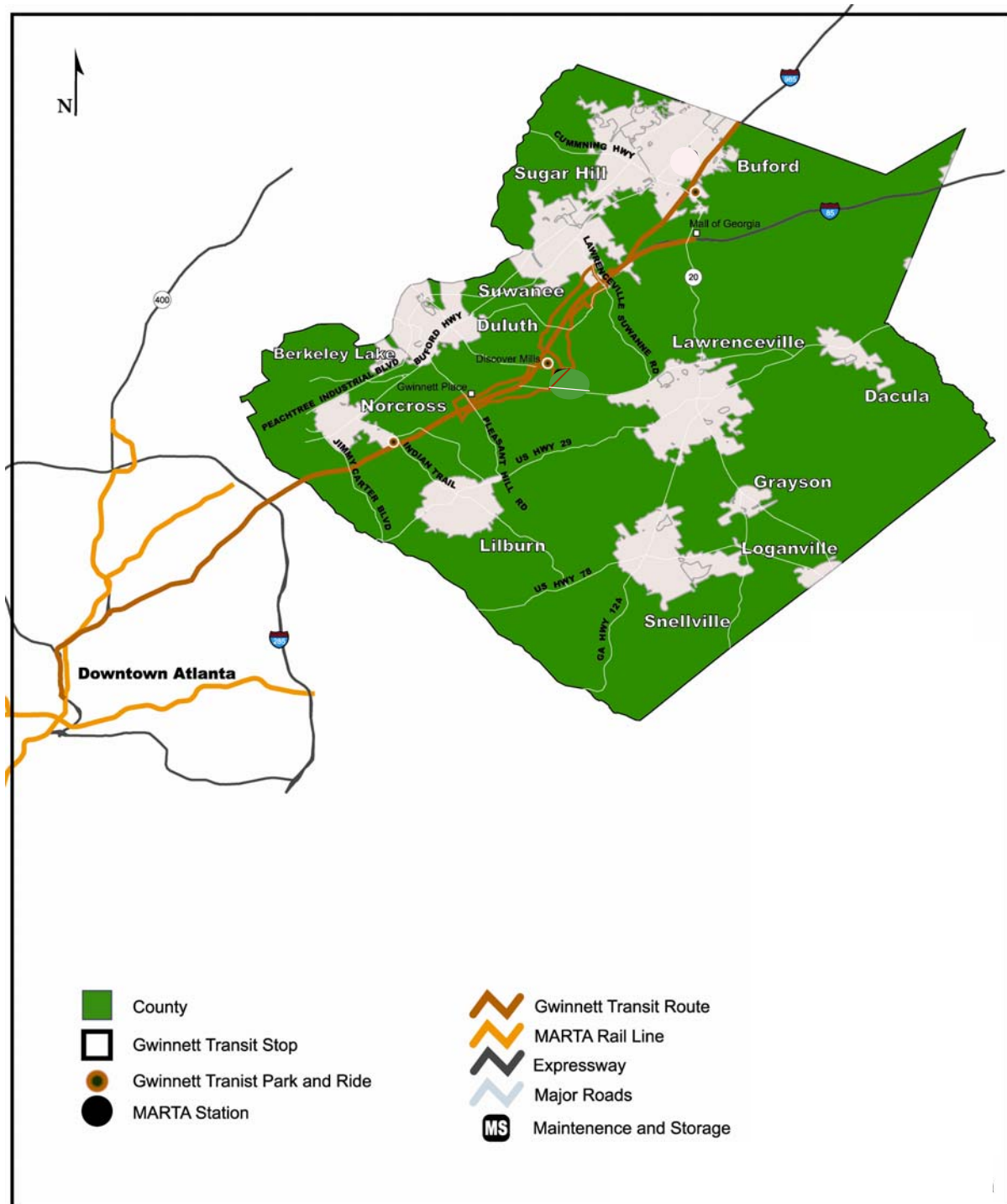
Phase III. The third phase is planned for implementation in November 2003. Phase III would provide one additional express route (from a park-and-ride lot at SR 316/Collins Hill Road to Atlanta or from a park-and-ride lot in Snellville to MARTA's Kensington Station via US 78); two new local routes, and construction of a permanent maintenance garage.

Phase III would add five express buses, nine local buses, and six paratransit vehicles to GCT's fleet.

When GCT's start-up plan is fully implemented, the fleet will contain 38 local buses, 22 express buses, and 14 paratransit vehicles.

Figure 4-1

THE GCT SYSTEM



5.0 CLAYTON TRANSIT

In 1992, the Atlanta Regional Commission and Clayton County Board of Commissioners conducted a *Transit Feasibility Study* to examine transportation improvements, including public transit, needed to meet future travel demands in Clayton County. Based on analysis of service options studied and on the public input provided at various meetings, the study concluded that residents and employees of Clayton County would support fixed-route bus service. The study produced a phased, five-year plan for implementing transit service.

In July 2000, the voters of Clayton County approved a bus transportation system. In February 2001, the Commissioners entered into a contract for the Georgia Regional Transportation Authority (GRTA) to manage a local bus system for Clayton County. In July 2001, GRTA contracted with MARTA to provide operating personnel and facilities for the Clayton County bus system. In August 2001, the Clayton County Commissioners passed Resolution 2001-79, naming the new transportation system C-TRAN (Clayton Transit).

In October 2001, the first two routes of the C-TRAN system started operating. Approximately 54,000 people live within ¼ mile of both routes and more than 50,000 jobs are located within the corridors. The routes connect with MARTA's rail system at the Airport Station. Paratransit buses are available within ¾ mile of C-TRAN bus routes.

Agency/Owner: GEORGIA REGIONAL TRANSPORTATION AUTHORITY 245 Peachtree Center Avenue, N.E., Suite 900 Atlanta, Georgia 30303 Operator: MARTA	Current Active Fleet Size	
	Buses	12
	Paratransit	(MARTA)
	Rail cars	n/a

5.1 OPERATIONS

Hours of Service. C-TRAN operates from approximately 5:00 a.m. to 10:00 p.m. Monday through Friday and 6:00 a.m. to 10:00 p.m. on Saturdays. There is no Sunday or holiday service.

Service Frequency. Buses run about every 30 minutes during weekday peak periods, generally 5:00 to 9:00 a.m. and 3:00 to 7:00 p.m.; other scheduled service is provided hourly.

Operating Statistics. GRTA estimates that first-phase buses will operate about 600,000 revenue miles and 39,000 revenue hours annually and require nine peak vehicles.

Figure 5-1 shows the start-up routes.

5.2 RIDERSHIP AND FARES

Ridership currently averages 1,450 per weekday and 800 on Saturdays.

C-TRAN's base fare is \$1.50. Discounted fare options include Weekly Transcard and Ten Trip Package (\$13.00), and a Monthly Transcard (\$52.50). Elderly and disabled passengers may ride for \$0.75. Children under age five ride for free.

Fare Agreement. In 2001, GRTA and MARTA entered into an agreement pertaining to MARTA's service area in Fulton and DeKalb counties and GRTA's C-TRAN service area in Clayton County. Under this agreement, riders may transfer without charge to the other system once the appropriate fare has been paid on the initial transit vehicle. The transfer occurs at a rail station through the intermodal area, or by using valid MARTA transfer media.

The MARTA/GRTA agreement also contains an accountability provision, whereby an annual accounting will occur of the number of passengers traveling from MARTA's service district and from the Clayton County service district. In any year where the variance is greater than eight percent, a method of compensation for the over-utilized district will be implemented.

5.3 FACILITIES

MARTA fuels C-TRAN buses with compressed natural gas at its Laredo Garage and maintains them at Hamilton Garage. Any necessary heavy repairs would be performed at MARTA's Brown's Mill maintenance facility.

5.4 PASSENGER VEHICLES

C-TRAN's initial 12 buses were procured from New Flyer. The vehicles are standard low-floor, CNG fueled, 102 inches, 40-foot long buses equipped with lifts and bicycle racks. Each bus has 43 seats.

5.5 OPERATING AND CAPITAL BUDGET

The initial three-year estimated budget, including start-up capital and operating costs, totals \$30.7 million.

5.6 FUNDING

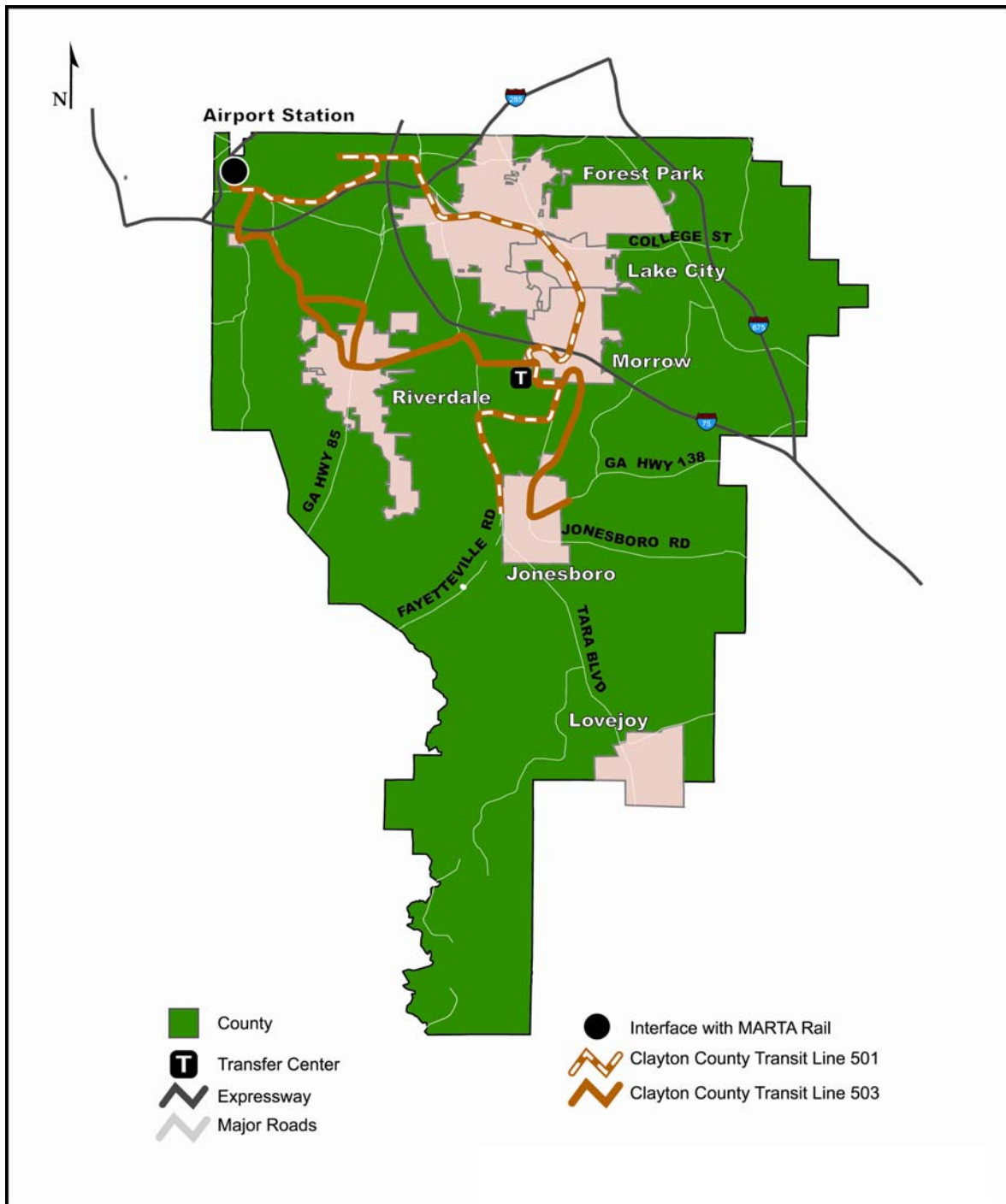
Eighty percent of the initial three-year budget will be funded from federal sources, 10 percent from the state, and 10 percent from Clayton County's non-property tax funds.

5.7 FUTURE SERVICE PLANS

GRTA plans to add two more C-TRAN routes in fiscal 2002 and one in fiscal 2003. At full implementation, C-TRAN will require a fleet of 35 buses.

Figure 5-1

THE C-TRAN SYSTEM



6.0 QUICKLINK

In 2001, GRTA and Greyhound partnered to implement an 18-24 month pilot commuter park-and-ride bus service along I-75 between Atlanta and Macon. Initial stops for Georgia's Quicklink service include Macon, Forsyth, Locust Grove, McDonough and Hartsfield International Airport. Buses also circulate between the State Capitol and Midtown serving, for example, Crawford Long Hospital and the Federal Center.

The following text profiles the Quicklink service.

Agency: GEORGIA REGIONAL TRANSPORTATION AUTHORITY 245 Peachtree Center Avenue, N.E., Suite 900 Atlanta, Georgia 30303 Owner/Operator: Greyhound	Current Active Fleet Size	
	Buses	4
	Paratransit	n/a
	Rail cars	n/a

6.1 OPERATIONS

Hours of Service. Quicklink operates morning peak service northbound to Atlanta and evening peak service southbound to Macon. There is no Saturday, Sunday or holiday Quicklink service. However, Quicklink multi-ride media also will be honored on other, regularly-scheduled Greyhound buses, thereby providing some midday, night and weekend service as well.

Service Frequency. Generally, Quicklink operates four trips in each peak direction, 45 minutes to an hour apart. Peak period service is operated from 5:00 a.m. until 8:35 a.m. and between 4:00 and 7:45 p.m.

Between Atlanta and Macon, additional weekday (Greyhound) trips can be made at 10:30 a.m. and 12:30, 6:30 and 8:00 p.m.

Operating Statistics. GRTA estimates that Atlanta-Macon Quicklink buses will operate about 230,000 revenue miles annually. An estimate of the annual revenue hours of operation was not provided. This service requires a total of four vehicles. There is no associated paratransit service.

6.2 RIDERSHIP AND FARES

Ridership currently is averaging 45 boardings per weekday.

Quicklink's fare is distance based. A single ride ticket between Macon and Hartsfield Atlanta Airport costs \$11.00; the fare between Forsyth and the airport is \$9.00; travel between Locust Grove or McDonough and the airport is \$6.00.

Discounted fare options include a 10-Trip Multi-Ride Ticket and Monthly Commuter Pass. For travel between Macon and the airport, these would cost \$89.00 and \$289.00, respectively. There is no additional fare for traveling between the airport and other midtown/downtown Atlanta stops.

6.3 FACILITIES

Greyhound has the capacity for fueling and maintaining Quicklink vehicles at their terminals in Atlanta (232 Forsyth Street, adjacent to MARTA's Garnett Station) and Macon (65 Spring Street). Park-and-ride locations are:

- The City of Macon's Municipal Parking Deck on Mulberry Street, where monthly commuters can show their Quicklink monthly ticket and receive a complimentary monthly parking pass;
- The spectrum Store/Amoco Station at Exit 185 in Forsyth, where free parking is available;
- Tanger Outlet Mall at Exit 212 in Locust Grove; and
- The Days Inn at Exit 216 in McDonough.

6.4 PASSENGER VEHICLES

Quicklink uses over-the-road coaches, equipped with reclining seats, climate control, tinted windows and an on-board restroom.

6.5 OPERATING AND CAPITAL BUDGET

GRTA has budgeted \$750,000 for 24 months of Quicklink service. Of this budget, approximately \$25,000 was for start-up capital expenditures, such as bus shelters, fareboxes and signage. The remainder, about \$725,000, is for operating expenses.

6.6 FUNDING

The sole source of Quicklink funding is the State Toll Road Authority.

6.7 FUTURE SERVICE PLANS

Quicklink is an 18-24 month pilot program. Future plans will depend upon GRTA's evaluation of the program.

7.0 CITY OF CANTON

In 1998, the City of Canton implemented shuttle service.

Agency: CITY OF CANTON 687 Marietta Highway Canton, Georgia 30114 Owner/Operator: City of Canton, Street Department	Current Active Fleet Size	
	Buses	3
	Paratransit	n/a
	Rail cars	n/a

7.1 OPERATIONS

The City of Canton shuttle operates two weekday fixed routes and one on Saturdays. Buses provide hourly service between 9:00 a.m. and 4:00 p.m. There is no evening, Sunday or holiday service. Buses serve a number of downtown destinations including the library, hospital, medical offices, Housing Authority, Health Department, DFACS/Mental Health, grocery stores and Wal-Mart.

This service requires a total of three vehicles. There is no associated paratransit service.

7.2 RIDERSHIP AND FARES

Ridership currently is averaging 70 boardings per weekday. There is no charge to ride the Canton shuttle service. According to informal surveys, riders are mostly local residents, without cars, who use the city's transit service for grocery shopping and medical appointments.

7.3 FACILITIES

Buses are maintained and fueled by the City's fleet department.

7.4 PASSENGER VEHICLES

Two of Canton's buses operate on regular gasoline and seat 18 passengers. One bus uses diesel fuel and seats 22 passengers.

7.5 OPERATING AND CAPITAL BUDGET

No information was provided.

7.6 FUNDING

No information was provided.

7.7 FUTURE SERVICE PLANS

The City plans to purchase one new bus in 2002 to operate between the River Mill District and downtown Canton.

The Georgia Rail Passenger Authority currently has plans to implement a commuter rail line that would terminate in Canton.

8.0 COMMUTE CONNECTIONS

Commute Connections, a program sponsored by the Atlanta Regional Commission, provides:

- A regional ride-matching service,
- An employer-administered Guaranteed Ride Home service, and
- Funding and technical support for the region's Transportation Management Associations.

In 1994, ARC created Commute Connections as a transportation demand management (TDM) technique to promote ridesharing and decrease traffic congestion. Commute Connections works closely with its TDM partners in the region, including the Atlanta Bicycle Campaign, the Clean Air Campaign (evolved from Partnership for a Smog-Free Georgia), MARTA (refer to Chapter 2), Cobb Community Transit (refer to Chapter 3), Douglas County Rideshare (refer to Chapter 9), Transportation Management Associations (refer to Chapter 10), MetroVanPool (refer to Chapter 11), the Federal Highway Administration, the Environmental Protection Agency, and other federal and state agencies within the region.

8.1 PROGRAMS

Ridematching. ARC owns a state-of-the-art ridematching software system (RIDEPRO) that enables Commute Connections to maintain a regional rideshare database that matches commuters interested in ridesharing within the metropolitan Atlanta region, who work and live in close proximity to one another, and have similar work schedules.

Applicants can register for Commute Connections in several ways. Applications are available on line, by regular mail, fax, or telephoned request to a toll-free hotline. As applications are received, the data is entered into the rideshare database. If a match is found, the applicant is contacted about existing carpools or vanpools. If there is no match, an applicant can start up a new ridesharing team.

Commute Connections' staff also works directly with employers, assisting them with promotion and marketing of carpools and vanpools within their organizations.

Many colleges and universities participate in Commute Connections. Some schools have designated carpool-only spaces in parking lots and decks and allow full-time vanpools to pick up and drop off on their campuses. Schools currently enrolled in the program include Art Institute of Atlanta, Atlanta Metropolitan College, Clayton College and State University, Emory University, Georgia Perimeter College, Georgia Institute of Technology, Kennesaw State University, and West Central Technical College.

Guaranteed Ride Home. Commute Connections also provides funding and administrative support for an employer-sponsored Guaranteed Ride Home (GRH) program. Employees of GRH member companies are eligible for a free taxi ride or rental car in case of an emergency or unplanned overtime, provided they commute to work using alternative transportation (carpool, vanpool, bus, rail, bicycle, walk). GRH members must administer the on-site vouchers and call the providers. Commute Connections reimburses the GRH member company.

TMA Support. Commute Connections provides funding and technical assistance to the region's Transportation Management Associations, discussed separately in Chapter 10.

8.2 BUDGET

In 2001, ARC budgeted more than \$1.3 million for Commute Connections.

FUNCTIONAL AREA OF PROGRAM

Ridematching Services	\$690,000
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Application processing, hotline, data entry, validation, reporting, maps, newsletters, website maintenance

Guaranteed Ride Home	\$106,000
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Administration, GRH cards and information packets, ride reimbursement, resolution of disputes between taxi companies and clients

TDM Planning	\$377,000
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Participation in regional TDM activities, technical assistance to CMAQ recipients, training for outreach coordinators

Management/Administration	\$157,000
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Strategic planning, budget preparation, interagency interface, personnel management, administrative support

PROJECT TOTAL	\$1,330,000
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8.3 FUNDING

The Georgia Department of Transportation provides federal Congestion Mitigation and Air Quality (CMAQ) funding through the Federal Highway Administration (FHWA).

8.4 FUTURE SERVICE PLANS

Commute Connections plans to complete a number of projects in 2002 including increasing the number of participants in the program, supporting upcoming regional TDM initiatives, continuing financial support for Job Access Transportation services, and initiating a web-based ride-matching system.

9.0 DOUGLAS COUNTY RIDESHARE

In 1984, Douglas County conducted a transportation study to assess alternative travel options offered to commuters. The study concluded that a vanpool program was needed to serve commuter's needs. Two years later, the Douglas County Rideshare Program was implemented with start-up funding provided by the Georgia Department of Transportation.

Douglas County has operated and maintained its rideshare program since 1986. It is the only publicly operated vanpool service in the Atlanta region. The service is available to county residents or employees working within Douglas County.

9.1 OPERATIONS

Operating hours for the Rideshare vanpool begin around 6:00 a.m. and conclude between 3:30 and 5:00 p.m., Monday through Friday. Midday and weekend service are not available. There are 21 vanpool routes. Primary destinations for Douglas County residents include downtown and midtown Atlanta, Marietta, Decatur, and Stockbridge. In 2000, the Rideshare fleet accumulated more than 236,000 vehicle-miles in service.

9.2 RIDERSHIP AND FARES

In 2000, the Rideshare program provided approximately 52,000 one-way trips, or an average of about 200 per day.

Vanpool fares are based on the daily round trip mileage and the number of passengers on the van. Fares range from \$54 to \$75, with the average fare being \$58 a month. All seats are sold once a month.

9.3 FACILITIES

The Douglas County Rideshare Program uses two shopping centers and three county-managed park-and-ride lots along I-20 to load and unload passengers.

9.4 PASSENGER VEHICLES

Thirty 15-passenger vans are in the rideshare fleet, although only 21 are currently being used.

9.5 OPERATING AND CAPITAL BUDGET

Douglas County's year 2000 operating and capital budgets were about \$144,700 and \$248,400, respectively.

9.6 FUNDING

The Douglas County Rideshare Program does not use federal or state money to operate. In 2000, operating expenses were met by Douglas County general funds (\$89,600) and passenger fares (\$55,130).

For capital expenditures, the FTA contributed \$106,000, passenger revenue generated \$92,000, and Douglas County provided \$50,400.

9.7 FUTURE SERVICE PLANS

Four new Rideshare routes will be added later this year and a new transportation center with a CNG fueling station is currently under construction. This facility will become the primary access point for Rideshare passengers in Douglas County. The transportation center will be completed in 2002.

10.0 TRANSPORTATION MANAGEMENT ASSOCIATIONS

“Transportation Management Associations (TMAs) are a partnership of businesses implementing transportation solutions. They are formal organizations of employers, developers and other businesses working together, often with public agencies, on local transportation concerns. Most are incorporated, non-profit organizations with structured business operations. Although many TMAs receive public funding and offer some services to the general public, they are primarily private membership organizations supported by, and attuned to, the specific needs of their members. The vast majority of TMAs are located in employment settings and focus on the travel needs of employees and employers.” (Atlanta Regional Model TMA Development Handbook, page 8)

TMAs typically are located in areas with a large concentration of businesses, such as a Central Business District or suburban employment center. However, TMAs also exist to address transportation concerns specifically related to tourism or major institutions such as hospitals, airports, and universities.

There are a number of benefits associated with implementing TMAs. Employers are afforded the opportunity to pool their resources and increase the impact of the program, businesses are able to offer transportation options to their employees, and people are collectively trying to address traffic congestion and air quality concerns.

Eight TMAs have developed in metropolitan Atlanta:

- Central Atlanta Progress,
- Perimeter Transportation Coalition,
- Commuter Club,
- Cobb Rides,
- Buckhead Area,
- Clifton Corridor,
- Midtown Transportation Solutions, and
- Hartsfield Area.

Figure 10-1 shows generally where Atlanta-area TMAs are located.

10.1 PROGRAMS

Central Atlanta Progress (CAP) is a private association of businesses, civic organizations and educational institutions dedicated to improving Downtown Atlanta. CAP has existed since 1941. Although currently counted among TMAs, the mission of Central Atlanta Progress goes well beyond transportation; it encompasses housing, commercial development, public safety, historic revitalization, entertainment and marketing.

Perimeter Transportation Coalition (PTC) is located at 70 Perimeter Center East. PTC programs include the following benefits for members:

- Computerized ridematching/carpooling, through Commute Connections,
- Vanpool subsidies including \$1,000 to get started and assistance with vanpool formation,
- Guaranteed ride home,
- The Perimeter Pass, a discount of up to 30% on monthly MARTA and CCT passes,
- Defensive-bicycling classes, in cooperation with the Atlanta Bicycle Campaign, and PTC member employers may also qualify for funds toward bicycle parking racks, sidewalks and curb cuts, and
- Lunchtime holiday shopper shuttle, between the larger properties in the area and Perimeter Mall, from Thanksgiving to Christmas.

Perimeter Transportation Coalition is funded by the Perimeter Community Improvement District, ARC's Commute Connections program, Federal Highway Administration,

Commuter Club's service area encompasses ten square miles around the I-75/I-285 interchange. Formerly known as the Cumberland Transportation Network, Commuter Club's "parent" organization is the Cumberland Community Improvement District (CID). The Cumberland CID has operated since 1987 as a public-private financing mechanism for infrastructure enhancements. The CID is administered by the Cobb Chamber of Commerce which also provides staffing to Commuter Club. Commuter Club offers:

Georgia Department of Transportation, and the annual dues of its member companies.

- Assistance for companies and individuals interested in starting a vanpool, and/or a list of current vanpools commuting into the area,
- Computerized ridematching,
- Guaranteed ride home,

- TransAdvantage, 30% discounts on CCT and MARTA passes,
- NetworkNews (newsletter),
- A site-design handbook for developers and property managers that addresses pedestrian walkways, parking considerations, building orientation, passenger loading areas, transit access and visibility and bicycle amenities, and
- Blueprint Cumberland, the area's transportation and development master plan.

According to Commuter Club, community leaders are in the process of identifying a shuttle service for the Cumberland area. The study is scheduled for completion in April 2002.

CobbRides is a program of the Town Center Area CID, the area generally between Chastain Road on the north, Barrett Parkway on the south, Cobb Parkway on the west and Bells Ferry Road on the east. CobbRides' mission is to provide transportation demand management services, information and advocacy to manage congestion, improve access and travel and maintain air quality throughout the Town Center area. Members are eligible to receive the following services:

- Computerized ridematching through ARC's Commute Connections,
- Transportation coordinators to function as a liaison between CobbRides and member companies,
- Assistance with developing cycling options, such as employees ride their own bicycles to work, companies purchase bikes in bulk for employees to borrow or buy at a discount, or companies supply free bikes for those who participate regularly, and
- Information and assistance regarding other alternative transportation options including pedestrian, public transit and telecommuting.

Buckhead Area Transportation Management Association (BATMA) is a partnership of private businesses, public agencies, and residential and civic associations within the Buckhead community. Since 1987, BATMA's mission has been to work cooperatively to improve mobility, accessibility and air quality in Buckhead. BATMA offers:

- Carpool and vanpool ridematching through Commute Connections,
- MARTA monthly pass discounts,
- Guaranteed ride home for members who use an alternative mode of transportation to get to work,
- Nationally certified educational programs on safe cycling techniques, and
- Assistance with developing a Transportation Management Plan for properties required to prepare a plan by the City of Atlanta.

BATMA is also leading efforts to implement a shuttle system for Buckhead that would be free to riders. The first phase, anticipated to be operating by October 2002, would connect MARTA rail stations, major office buildings and commercial destinations in Buckhead.

Clifton Corridor Transportation Management Association (CCTMA), incorporated in 1998, works with its member employers to cooperatively address common transportation concerns, improve accessibility and mobility, share transportation services, improve air quality and mitigate traffic congestion.

- CCTMA currently has one shuttle that links the Clifton Corridor to downtown Decatur. This shuttle is free to everyone.
- CCTMA receives a six percent discount on MARTA monthly transcards. Discounted transcards are currently offered by Emory, CHOA, the VA Medical Center and Regional Office, Wesley Woods and the CDC to their employees.
- All member organizations of the CCTMA have registered with the Commute Connections' guaranteed ride home program. Individuals who use alternative transportation to get to and from work are eligible for a GRH if they are also registered individually with Commute Connections.
- Currently, CCTMA has the funds to provide start-up subsidies for five new vanpools.
- CCTMA provides ridematching services via Commute Connections and effective cycling classes through the Atlanta Bicycle Campaign.

Midtown Transportation Solutions (MTS) grew out of a community planning process called Blueprint Midtown. Officially formed in January 2001, Midtown Transportation Solutions' focus is on traffic congestion, transportation improvements, mobility, and the regional effort to improve air quality. MTS is one of several programs created by the Midtown Alliance to improve the quality of life in Midtown. MTS has an Advisory Committee that provides direction for programs and makes funding recommendations to the boards of directors of the Midtown Alliance and the Midtown Improvement District (MID).

MTS serves the area bounded by Brookwood Station on the north, Ralph McGill Boulevard on the south, Northside Drive on the west, and Monroe Drive on the east. MTS primarily is funded by a CMAQ grant from the Federal Highway Administration. The required local match for this grant comes from the MID. For those businesses located within the boundaries of the MID, the services of MTS are free.

MTS offers:

- Discounted transit passes from MARTA, CCT, Gwinnett County Transit and Quicklink,
- Assistance with establishing carpools, vanpools and a guaranteed ride home program,

- Bicycle maps and registration for effective cycling courses, and
- Information on initiating a teleworking program for member businesses.

Hartsfield Area Transportation Management Association (HATMA) is a subsidiary of the Clayton County Chamber of Commerce. Established in 1999, HATMA's membership affords services to more than 35,000 employees. HATMA's service area includes much of the area surrounding Hartsfield Atlanta International Airport. HATMA offers:

- Discounted MARTA passes,
- Carpool/vanpool ridematching assistance,
- Vanpool subsidies,
- Guaranteed ride home in emergencies, and
- Advocacy for improved/expanded public transportation, HOV lanes, shuttle services and bicycle paths.

10.2 RIDERSHIP AND FARES

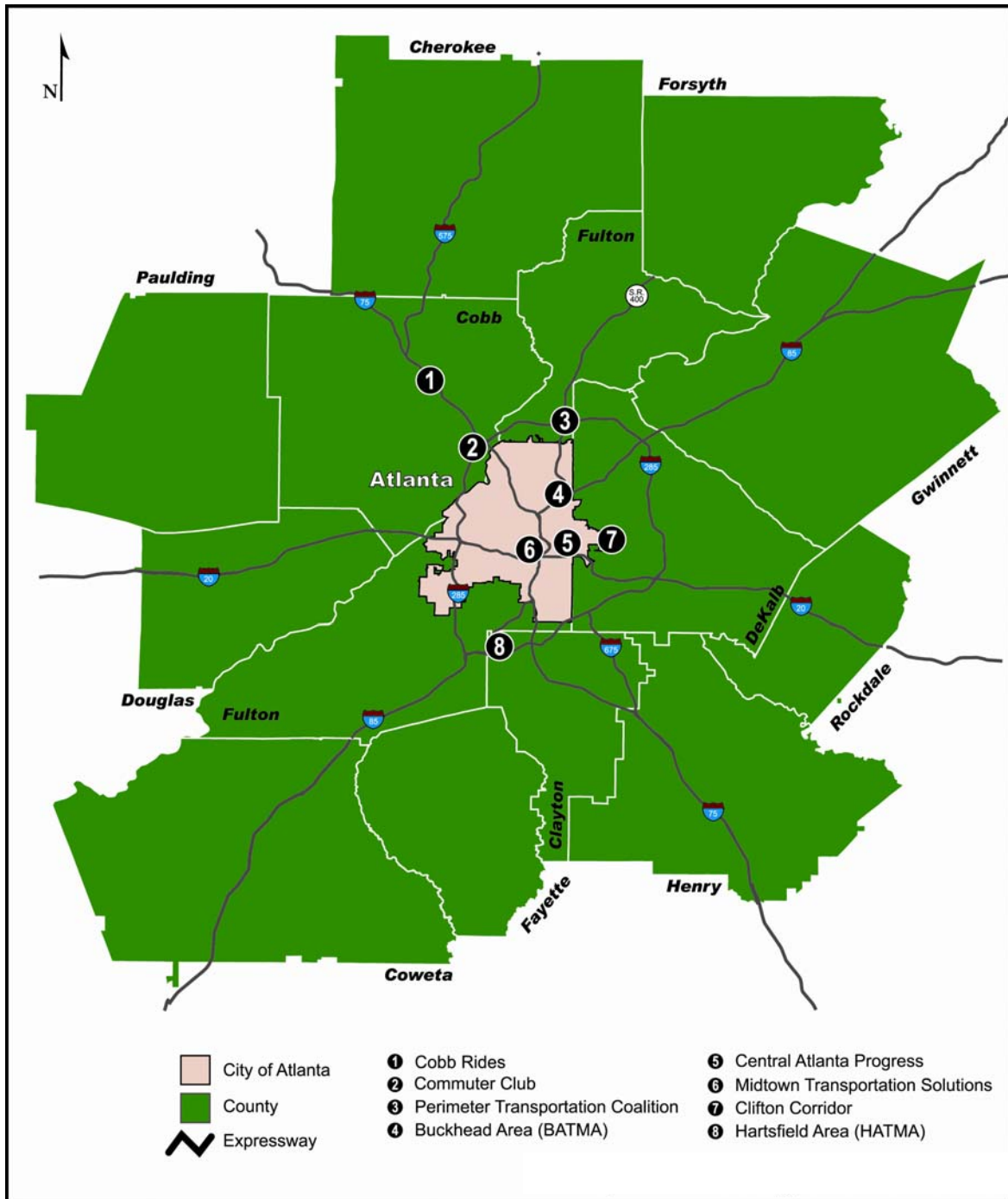
Generally, directly-provided TMA services are free of charge to passengers.

10.3 FUNDING

As indicated above, TMAs within the metropolitan Atlanta region are funded from a variety of sources. Sources include, but are not limited to, the Atlanta Regional Commission, Congestion Mitigation and Air Quality (CMAQ) funds, the Federal Highway Administration (FHWA), and local matches through improvement districts.

Figure 10-1

TRANSPORTATION MANAGEMENT ASSOCIATIONS



11.0 METROVANPOOL

MetroVanPool is the Atlanta, Georgia trade name for services provided by VPSI, a private company. MetroVanPool coordinates more than 120 vanpool routes serving 25 counties in the greater Atlanta area.

11.1 OPERATIONS

For each vanpool route, MetroVanPool provides the vehicle, the insurance and the cost of maintenance. Each vanpool group has a primary driver who is the liaison between the group and MetroVanPool, and at least one alternate driver. Drivers are responsible for:

- Operating the van route safely and on time every work day,
- Collecting monthly fares from the riders at the start of each month, keeping a portion for gasoline expenses and forwarding the remainder to MetroVanPool,
- Ensuring that the scheduled maintenance is obtained, and
- Returning the van in the same condition as it was issued, normal wear and tear excepted.

11.2 PRICES

MetroVanPool offered the following range of “per person, per month” prices as of December 31, 2001.

Miles/Month	Drive Alone	Base Van	Split Bench	9-Passenger	Caravan
1-500	\$125	\$68	\$79	\$122	\$145
501-750	\$188	\$73	\$82	\$126	\$153
751-1,000	\$250	\$76	\$83	\$129	\$163
1,001-1,250	\$313	\$80	\$86	\$132	\$169
1,251-1,500	\$375	\$85	\$88	\$135	\$176
1,501-1,750	\$438	\$90	\$91	\$140	\$181
1,751-2,000	\$500	\$98	\$94	\$146	\$185

Costs are monthly, per person, based on 14 paying passengers for Base and Split Bench, eight paying passengers for 9-Passenger, and six paying passengers in Caravan. Besides vehicle, insurance and maintenance, pricing includes six percent use tax and gasoline expense at an average cost of \$1.30 per gallon.

11.3 PASSENGER VEHICLES

Standard features of MetroVanPool's fleet include dual front and rear overhead ducted air conditioning and an AM/FM stereo cassette radio system.

Options available on the 15-passenger Base include heavy window tinting, power assisted windows and door locks, tilt steering wheel and cruise control. The 15-passenger Split Bench vans include the options of the Base vehicle, plus individual map lights, keyless entry, premium window tinting and an upgraded sound system.