Committee Reports

➢ Marketing & Communications Committee
➢ Regional Transit Planning Committee
➢ Regional Technology Committee
➢ Administrative Committee
AFY19/FY20 BUDGET OVERVIEW

ATL Board Meeting
Monique Simmons/ May 23, 2019
AFY 2019 BUDGET

► AFY 2019 State Appropriations Bill (HB 30) included an additional $491,361 for ATL operations.
► Funds will be held and carried over into FY 2020 to be used as federal match for priorities presented at the March 7th Board Meeting.
► This allows the ATL to leverage federal dollars at an 80/20 split in FY 2020.
FY 2020 SUBGRANT AGREEMENT

- For FY 2020 GRTA will serve as the Direct Recipient for the ATL.
- Planning funds were received by ATL but will be utilized through GRTA.
- FTA requires a subgrant agreement between Direct Recipients (GRTA) and Sub-Recipients (ATL).
- Existing GRTA/ATL Subgrant agreement will be amended to reflect the additional $2.5 million federal funding ATL is receiving for regional transit planning and coordination activities.

**GRTA/ATL Subgrant Agreement – Flow of Federal Funds**

<table>
<thead>
<tr>
<th>FEDERAL AGENCY</th>
<th>Federal Transit Administration (FTA)</th>
</tr>
</thead>
<tbody>
<tr>
<td>DIRECT RECIPIENT</td>
<td>GRTA</td>
</tr>
<tr>
<td>SUB-RECIPIENT</td>
<td>ATL</td>
</tr>
</tbody>
</table>
## FY 2020 Base Budget – Projected Expenditures

<table>
<thead>
<tr>
<th>DESCRIPTION</th>
<th>FY 2020 Budget</th>
</tr>
</thead>
<tbody>
<tr>
<td>Personal Services</td>
<td>$1,481,023</td>
</tr>
<tr>
<td>Other Operating Expenses</td>
<td>64,731</td>
</tr>
<tr>
<td>Hardware, Software, Licenses</td>
<td>33,468</td>
</tr>
<tr>
<td>Rent</td>
<td>260,069</td>
</tr>
<tr>
<td>Contracts</td>
<td></td>
</tr>
<tr>
<td>Shared Services MOU with SRTA</td>
<td>687,092</td>
</tr>
<tr>
<td>SAO Agreement</td>
<td>2,100</td>
</tr>
<tr>
<td>Annual Report and Audit of Transit Operations in the Region</td>
<td>250,000</td>
</tr>
<tr>
<td>Transit Planning Services (GPC- Multi-award)</td>
<td>1,000,000</td>
</tr>
<tr>
<td>Regional Transit Policy Work Program (GTFS)</td>
<td>500,000</td>
</tr>
<tr>
<td>Technology Projects – Other</td>
<td>200,000</td>
</tr>
<tr>
<td>ATL Brand Rollout/Socialization/TBD Marketing and Communication</td>
<td>250,000</td>
</tr>
<tr>
<td>Regional Transit Plan Financial Modeling Tool</td>
<td>150,000</td>
</tr>
<tr>
<td>Future Board Priorities (not currently programmed)</td>
<td>150,000</td>
</tr>
<tr>
<td><strong>TOTAL ESTIMATED EXPENDITURES</strong></td>
<td><strong>$5,028,483</strong></td>
</tr>
</tbody>
</table>

- Personal services budget includes funding for 15 board per diem days.
- Contracts listed in **bold** are funded with 80% federal planning dollars and 20% match.
## FY 2020 BASE BUDGET – PROJECTED REVENUES

<table>
<thead>
<tr>
<th>DESCRIPTION</th>
<th>FY 2020 BUDGET</th>
</tr>
</thead>
<tbody>
<tr>
<td>FY 2020 State Appropriation</td>
<td>$2,487,122</td>
</tr>
<tr>
<td>Other Funds (One-time GRTA fund balance for match)</td>
<td>50,000</td>
</tr>
<tr>
<td>ATL Reserve (Carryover from AFY 2019)</td>
<td>491,361</td>
</tr>
<tr>
<td>Federal Funds</td>
<td>2,000,000</td>
</tr>
<tr>
<td><strong>TOTAL ESTIMATED REVENUES</strong></td>
<td><strong>$5,028,483</strong></td>
</tr>
</tbody>
</table>
Contracting priorities for Fiscal Year 2020 include:

- Annual Report and Audit of Transit Operations in ATL Region (Same as FY 2019)
- Transit Planning Services (General Planning Consultant Contract - Multi-award)
- Regional Transit Policy Work Program (General Transit Feed Specifications)
- Technology Projects – Other
- ATL Brand Rollout/Socialization/ATL Marketing & Communication Services
- Regional Transit Plan Financial Modeling Tool
THANK YOU
Approval of the ATL-GRTA Subgrant Agreement

Jonathan Ravenelle, Transit Funding Director
AFY19 Budget Approval
FY 2020 Budget Approval
FTA Regional Formula Fund Policy Updates

ATL Board Meeting
Jon Ravenelle / May 23, 2019
ATL and ARC have been working to update the FTA Regional Formula Fund Policies

Regional 5307 Formula Funding Set-Aside Policy

▪ Currently 0.5% of Regional 5307 Formula Funds set-aside for ARC (approx. $330K annually)

▪ Proposed policy change increases set-aside to 1% and allocates 0.75% to ATL & 0.25% to ARC

▪ ATL set-aside funding to be used for regional planning/governance activities; not administrative costs

▪ ATL would receive approx. $500K annually in federal funding for support of regional initiatives; ARC would receive approx. $160K for initiatives outside ATL jurisdiction
Regional 5337 Shared Segment Policy – Region receives formula funds based on total # of miles of HOV/HOT lanes in which transit operates (approx. $1.5M annually)

- Currently all funds received for a particular segment of HOV/HOT lanes allocated to the Transit Operator that first reported ANY service in that segment REGARDLESS of the amount of service they provide or how much additional service is provided by other operators in same segment

- Proposed change would allocate funds proportionally based on the amount of service provided by each operator in the HOV/HOT lane segment

- Proposed change would be phased in over a period of two-years to limit funding impacts of updated methodology
# Shared Segment Service Breakdown

<table>
<thead>
<tr>
<th>Segment Details</th>
<th>Share of Service Operated on Segment by Each Operator (October 2017)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Segment Name</strong></td>
<td><strong>Segment Mileage</strong></td>
</tr>
<tr>
<td>I-85 HOV SB</td>
<td>20.83</td>
</tr>
<tr>
<td>I-85 HOV NB</td>
<td>18.74</td>
</tr>
<tr>
<td>I-75 SB</td>
<td>8.15</td>
</tr>
<tr>
<td>I-75 NB</td>
<td>7.94</td>
</tr>
<tr>
<td>I-75/I-85 SB</td>
<td>1.67</td>
</tr>
<tr>
<td>I-75/I-85 NB</td>
<td>1.72</td>
</tr>
<tr>
<td>I-75 NB</td>
<td>8.22</td>
</tr>
<tr>
<td>I-75 SB</td>
<td>7.69</td>
</tr>
<tr>
<td>I-20 EB</td>
<td>1.36</td>
</tr>
<tr>
<td>I-20 WB</td>
<td>1.4</td>
</tr>
<tr>
<td>I-20 EB</td>
<td>6.76</td>
</tr>
<tr>
<td>I-20 WB</td>
<td>6.75</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>91.23</strong></td>
</tr>
</tbody>
</table>

- = Currently reports and receives funding for segment
- = Currently operates in segment but receives no DRM funds
ATL and ARC staff have engaged in broad regional outreach to receive feedback and concurrence on proposed policy updates:

- Individual meetings and coordination with county and transit operator staff:
  - Cherokee County
  - City of Atlanta
  - Coweta County
  - Forsyth County
  - Douglas County
  - Center for Pan Asian Community Services (CPACS)
  - Cobb County
  - Fulton County (*scheduled*)
  - DeKalb County
  - Gwinnett County

- Review and discussion of proposed policy updates at working groups:
  - Joint ATL/ARC Transit Operators Working Group
  - Transit Executives Working Group

Next Steps:
- Recommended for adoption by ATL and ARC Boards in August 2019
- Proposed policies would take effect October 1, 2019 (start of Federal Fiscal Year 2020)
Thank You.

- Jon Ravenelle
- 404.893.3010 (office)
- jravenelle@srtagov
- www.atltransit.ga.gov
The ATL Regional Transit Plan
Project Prioritization Framework

presented to
The ATL Board

presented by
Cambridge Systematics, Inc.

May 23, 2019
Developing the Prioritization Framework

**Review Existing Methods**
- Assess initial progress
- Review local activities
- Research best practice
- Identify key process gaps and needs

**Develop Performance Framework**
- Work with technical staff to:
  - Identify preferred technical methods (Workshop #1)
  - Vet proposed evaluation framework (Workshop #2)
  - Test and refine framework (Workshop #3)

**Communicate and Document Process**
- Develop framework executive summary and action plan
- Communicate framework to local stakeholders
- Seek stakeholder feedback
- Seek Board input/feedback
- Submit for Board Adoption

**Timeline**
- **December**
- **January**
- **February**
  - Workshop #1: February 1st
- **March**
  - Workshop #2: March 1st
  - Workshop #3: April 12
- **April**
  - RTP Committee: May 10
- **May**
  - Board Meeting: May 23rd

**Key Dates**
- **Board Meeting January 24th**
- **Board Meeting March 7th**
Operationalizing the Governing Principles for Project Prioritization

• Build process around: Market Potential, Performance, Deliverability
• Market, Performance, Deliverability considerations allow the ATL to:
  - Reflect best practice performance criteria that can me measured at project level
  - Integrate broader set of criteria to advance an actionable plan that the underlying market supports
• Intersection of Market, Performance, Deliverability supports most cost-effective projects and an investment portfolio with greatest potential return
Project Prioritization Framework

![Diagram showing project prioritization framework with three levels: Expansion Projects, Enhancement Projects, and Maintenance Projects. Each project type is evaluated based on Market Potential, Performance Impacts, Deliverability, Cost Effectiveness (CE), and Project Rank across all projects.](image-url)
Performance Measures

MARKET POTENTIAL:
- Existing/Projected Population Density
- Existing Population – Communities of Interest
- Existing Employment Density
- Existing Low Wage Employment Density
- Existing/Planned Land Use Mix (+/- Community Impacts)
- (Re) Development Potential

DELIVERABILITY
- Financial Plan
- Documented Project Support
- Project Readiness – Schedule, Environmental Impacts
- Regional Integration

COST EFFECTIVENESS:
- Cost per Point

PERFORMANCE IMPACTS:
- Transit Trips
- Transit Reliability
- Increased Useful Life
- Elements to Improve Safety / Security / Environment
<table>
<thead>
<tr>
<th>Performance Measure Category</th>
<th>Project-Level Performance Measures</th>
<th>Expansion</th>
<th>Enhancement</th>
<th>SGR</th>
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</thead>
<tbody>
<tr>
<td><strong>Market</strong></td>
<td>Existing, Projected Population Density</td>
<td>6</td>
<td>4</td>
<td>3</td>
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<tr>
<td></td>
<td>Existing Population - Communities of Interest</td>
<td>8</td>
<td>6</td>
<td>6</td>
</tr>
<tr>
<td></td>
<td>Existing Employment Density</td>
<td>5</td>
<td>3</td>
<td>2</td>
</tr>
<tr>
<td></td>
<td>Existing Low Wage Employment Density</td>
<td>7</td>
<td>5</td>
<td>4</td>
</tr>
<tr>
<td></td>
<td>Land Use Mix - Existing, Planned (+/- Community Impacts)</td>
<td>8</td>
<td>4</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td>(Re) Development Potential</td>
<td>8</td>
<td>5</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Performance</strong></td>
<td>Transit Trips</td>
<td>10</td>
<td>10</td>
<td>15</td>
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<tr>
<td></td>
<td>Transit Reliability</td>
<td>15</td>
<td>20</td>
<td>25</td>
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<tr>
<td></td>
<td>Increased Useful Life</td>
<td>0</td>
<td>10</td>
<td>25</td>
</tr>
<tr>
<td></td>
<td>Elements to Improve Safety/Security/Environment</td>
<td>5</td>
<td>10</td>
<td>5</td>
</tr>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Deliverability</strong></td>
<td>Financial Plan</td>
<td>15</td>
<td>10</td>
<td>10</td>
</tr>
<tr>
<td></td>
<td>Documented Project Support</td>
<td>4</td>
<td>4</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td>Project Readiness - Schedule, Environmental Impacts</td>
<td>4</td>
<td>4</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td>Regional Integration / Connectivity</td>
<td>5</td>
<td>5</td>
<td>5</td>
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<tr>
<td><strong>Cost-Effectiveness</strong></td>
<td>Cost per Point</td>
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<tr>
<td></td>
<td></td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
</tr>
</tbody>
</table>
Projects to be Prioritized

- Clarified that project prioritization framework is applied to only projects seeking federal or state discretionary funds, including flex funds.

Future Employment Projection as an Evaluation Measure

- Modified project submission form to add more options for project sponsors to provide data related to future areas of targeted economic growth.
- Captures broader set of local strategies that better demonstrate projected future employment results from land use and economic development plans.
Modifications Based on Board Input (con’t)

Establishing Horizontal/Vertical Axes

» The placement of horizontal and vertical axes, once established, should remain fixed as the plan is updated to ensure consistent benchmarking of transit priorities

» If/when conditions warrant an adjustment, these would be recommended by ATL staff to the ATL Regional Planning Committee
Key Prioritization Outcomes

- Data to support alignment to Governing Principles
- Clear demonstration of investment priorities
- Targeted feedback to project sponsors
- Guidance for ATL regarding support for project applications or efforts to secure project funding at federal or state level
# Project Submittal Guidance

<table>
<thead>
<tr>
<th>Projects to Submit</th>
<th>Projects that MUST be Submitted</th>
<th>Projects that WILL be Prioritized</th>
<th>When</th>
</tr>
</thead>
<tbody>
<tr>
<td>• All transit projects in the region</td>
<td>• Projects seeking federal or state discretionary transit funds, including flex funds</td>
<td>• Projects seeking federal or state discretionary transit funds, including flex funds</td>
<td>• Project submittal June-July</td>
</tr>
<tr>
<td></td>
<td>• Projects to be included on a local transit TSPLOST, per HB 930</td>
<td></td>
<td>• Project evaluation and plan development August-September</td>
</tr>
<tr>
<td></td>
<td>• Locally funded projects of regional significance</td>
<td></td>
<td>• Outreach October-November</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• Adoption December</td>
</tr>
</tbody>
</table>
## Regional Transit Plan Process Flow

### Compliance
- ARC / GDOT / GRTA
- Compliance and Completeness Review

### Evaluation
- Systems-Level Modeling
- Project Evaluation
- Prioritized Projects

### Adoption
- RTP Approval
- TIP/STIP Approval
- 20-Yr Project List
- 6-Yr Project List
- Regional Transit Plan
- Local Referendum Project Lists

### Implementation
- ATL Recommends State Bond Project List
- Letters of Support – Grant Funding*

*Implementation phase and Letter of Support process/timing differs for CIG Projects*
Recommended for Board Adoption

Project Prioritization Framework and Accompanying Resolution
Questions
Executive Director’s Report

Chris Tomlinson, Interim Executive Director