Committee Reports

- Regional Technology Committee
- Administrative Committee
Vice Chair Elections
Bylaw Amendments
Contract Authorization

Chris Tomlinson, Interim Executive Director
UPCOMING ATL CONTRACTING PRIORITIES

Contracting priorities for remainder of Fiscal Year 2019 include:

• Annual Report and Audit of Transit Operations in ATL Region
• Regional Transit Plan Project Evaluation & Prioritization
• ATL Board Strategic Planning
FISCAL YEAR 2019 CONTRACTS

► Annual Report and Audit of Transit Operations:
  • Contract for consultant support development of Annual Report and Audit of Transit Operations.
  • Contract will focus on conducting the first ATL audit of regional transit operations and producing the final audit report
  • Contract will also supplement staff in the assembly of various elements of the ATL annual report

► Regional Transit Plan Project Evaluation & Prioritization:
  • Contract for consultant support to conduct evaluation and prioritization of projects for creation of the first ATL Regional Transit Plan.
  • Contract will supplement ATL planning staff to provide additional resources for the assessment and review of projects including technical analysis and public outreach and coordination components of the planning process.
  • Contract will support production of finalized ATL Regional Transit Plan for Board adoption.
FISCAL YEAR 2019 CONTRACTS

► ATL Board Strategic Planning & Regional Transit Innovation Workshops:

• Contract for consultant support to engage the ATL Board in Board-level strategic planning activities.

• Activities include the development of a mission and vision statement, and short, medium, and long term horizon strategic planning for the agency.

• Conduct 3 mini-“greenhouse” style labs with the ATL Board to:
  
  • Provide ATL Board information on previous Atlanta-region Greenhouse session to develop ATL Board’s knowledge of strengths, opportunities, weaknesses, and threats in the region
  
  • Conduct a ½ day innovation workshop and provide materials to raise Board awareness and understanding of transit and mobility issues, technologies, or strategies being used in other regions to enhance regional transit and mobility
  
  • Conduct a strategic planning workshop with the Board to develop the ATL Authority Mission, Vision and Core Values, as well as board-level Strategic Plan
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
FISCAL YEAR 2020 CONTRACTS

► Transit Planning Services (Multi-Award):
  • Contract for consultant support for additional ATL planning capacity during second fiscal year of operations.
  • Contract will provide ATL a vehicle to leverage transit planning resources for ongoing Regional Transit Plan updates/development, to support City/County/Other transit plans, and support transit policy work program planning.
  • Contract will provide additional resources for the ongoing assessment and review of projects including technical analysis and public outreach and coordination components of the planning process.

► Regional Transit Policy Work Program (General Transit Feed Specification):
  • Contract for consultant support to coordinate with regional operators on GTFS feed improvements that provide high-quality real-time GTFS data that is accessible to third-party trip planning app providers.
  • Results of this work will include regional policy recommendations for ongoing GTFS standards as well as the post-processing integration of GTFS related data through a software as a service (SaaS) platform.
  • Project and funding will allow customers to access real-time information about bus/train arrival and departure, as well as real-time trip planning.
FISCAL YEAR 2020 CONTRACTS (continued)

► Technology Projects (Other)
  • Contract to support additional ATL technology projects that could include initial regional fare system integration planning, transit signal prioritization planning, or Integrated Technology Systems/Transportation Systems Management & Organization transit related planning.

► ATL Brand Rollout/Socialization/Marketing & Communication Services:
  • Contract to assist ATL staff with the continued rollout and socialization of the ATL brand throughout the region as it becomes integrated among regional operators.
  • Contract will provide additional resources for ongoing marketing and communication efforts as the ATL engages constituents of its 13-county region and has ongoing updates related to implementation of the Regional Transit Plan.

► Regional Transit Plan Financial Modeling Tool:
  • Contract for consultant with experience in the development of Capital Improvement Grant financial models for FTA.
  • Consultant will develop a dynamic financial model that allows ATL staff to develop strategies to target and identify funding for Regional Transit Plan projects through a variety of mechanisms.
  • Model will be used to engage regional partners and the FTA in the pursuit of additional Federal, State, and private/innovative funding streams to enhance project delivery.
<table>
<thead>
<tr>
<th>Contract Purpose</th>
<th>Contract Vehicle</th>
<th>Fiscal Year</th>
<th>Estimated State Cost</th>
<th>Estimated Federal Cost</th>
<th>Estimated Total Cost</th>
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<td>Annual Report and Audit of Transit Operations in the Region</td>
<td>RFP</td>
<td>FY 2019</td>
<td>50,000</td>
<td>200,000</td>
<td>250,000</td>
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<td>Regional Transit Plan Project Evaluation &amp; Prioritization</td>
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<td>280,000</td>
<td>350,000</td>
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<td>ATL Board Strategic Planning &amp; Regional Innovation Workshops</td>
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<td>200,000</td>
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<td><strong>FY 2019 TOTAL</strong></td>
<td></td>
<td></td>
<td><strong>170,000</strong></td>
<td><strong>680,000</strong></td>
<td><strong>850,000</strong></td>
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<td>Annual Report and Audit of Transit Operations in the Region</td>
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<td>Regional Transit Policy Work Program (GTFS)</td>
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<td>Technology Projects - Other</td>
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<td>ATL Brand Rollout/Socialization /TBD ATL MarComm Services</td>
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<td>200,000</td>
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<td>Regional Transit Plan Financial Modeling Tool</td>
<td>RFP</td>
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<td><strong>FY 2020 TOTAL</strong></td>
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<td><strong>470,000</strong></td>
<td><strong>1,880,000</strong></td>
<td><strong>2,350,000</strong></td>
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ATL Working Group Structure Approval

Jonathan Ravenelle, Transit Funding Director
# Proposed ATL Working Groups

## Transit Executives Working Group

- ARC
- Barrow
- Bartow
- Carroll
- Cherokee
- City of Atlanta
- Cobb
- Coweta
- CPACS
- Dawson
- Douglas
- Fayette
- Forsyth
- FTA

## Transit Operators Working Group

- GDOT
- Gwinnett
- Hall
- Henry
- Jackson
- MARTA
- Newton
- Paulding
- Pike
- Rockdale
- Spalding
- SRTA
- Walton
Atlanta Regional Commission Board
- Transportation & Air Quality Committee
- Community Resources Committee

Atlanta-Region Transit Link Authority (ATL)
(Bi-Monthly)
- Elected and appointed ATL Board members

Transportation Coordinating Committee
Land Use Coordinating Committee

Transit Executives Working Group
(Quarterly)
- Executives of existing Regional Transit Operators

Transit Operators Working Group
(Bi-Monthly)
- ATL & ARC Led
- Transit staff that report to agency executives
RECOMMENDATIONS

► Staff recommends the Board approve and adopt the ATL Working Group structure.
Title VI Plan Approval

Jonathan Ravenelle, Transit Funding Director
TITLE VI PROGRAM UPDATE

► Title VI prohibits discrimination on the basis of race, color, or national origin per 1964 Civil Rights Act

► Under FTA Circular 4702.1B and 49 CFR 21.23(f), each recipient of federal funds must comply with the Civil Rights Act

► ATL is required to adopt a Title VI Program and update it every 3 years as part of its application for FTA Direct Recipient status

► Public Comment period for ATL’s proposed Title VI Program lasted from Jan. 28th through Feb. 26th
TITLE VI OUTREACH METHODS

By Email

- TitleVI@atltransit.ga.gov

In Writing

- ATL Title VI Program
  245 Peachtree Center Avenue, NE
  Suite 2200
  Atlanta, GA 30303

In Person

- February 13, 11AM-2PM and 5PM-8PM

By Website


By Media


By Telephone

- (404)-893-2100
RECOMMENDATIONS

► No comments were received regarding the proposed ATL Title VI Program

► Staff recommends the Board approve and adopt the 2019 ATL Title VI Program
Air Quality Targets

Jamie Fischer, PhD, Director of Transportation Performance & Innovation
The authority shall formulate
• measurable targets for air quality improvements
• and standards within the geographic area over which the authority has jurisdiction

and annually shall report ... to the Governor, Lieutenant Governor, and Speaker of the House of Representatives
• such targets
• together with an assessment of progress toward achieving such targets
• and measures and timetables for achieving such targets
PROPOSED RESOLUTION FORMULATING AIR QUALITY STANDARDS AND TARGETS FOR 2019

► Part I:
Adopt National Ambient Air Quality Standards (NAAQS) established by EPA and recognize the Atlanta region’s current nonattainment and maintenance status.

► Part II:
Concur with state & regional emission reduction targets that were established by GDOT and ARC in 2018 in compliance with federal transportation performance rules.

► Part III:
Analyze how regional transit policies and practices currently contribute to regional emissions as part of the overall transportation landscape and include these findings in the first annual report.
Part I: National Ambient Air Quality Standards
ABOUT THE NATIONAL AMBIENT AIR QUALITY STANDARDS (NAAQS)

► Required by the Clean Air Act and set by the EPA to protect public health and public welfare
  • Reviewed and potentially updated every 5 years
  • Used to designate “nonattainment” areas, which require transportation conformity to ensure federally funded projects do not impede progress toward attainment

► Address average concentrations for six criteria pollutants

<table>
<thead>
<tr>
<th>Ozone ($O_3$): (Atlanta includes nonattainment and maintenance areas)</th>
<th>Carbon Monoxide (CO):</th>
</tr>
</thead>
<tbody>
<tr>
<td>8-hour average less than 0.070 ppm (70 ppb)</td>
<td>8-hour concentrations less than 9 ppm</td>
</tr>
<tr>
<td>1-hour concentrations less than 35 ppm</td>
<td>1-hour concentrations less than 35 ppm</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Particle Pollution:</th>
<th>Nitrogen Dioxide (NO$_2$):</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fine particulate matter (PM$_{2.5}$) 1-year average less than 12.0 $\mu$g/m$^3$ and 24-hour average less than 35 $\mu$g/m$^3$;</td>
<td>1-hour average less than 100 ppb</td>
</tr>
<tr>
<td>Coarse particulate matter (PM$_{10}$) 24-hour average less than 150 $\mu$g/m$^3$</td>
<td>1-year average less than 53 ppb</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Lead (Pb):</th>
<th>Sulfur Dioxide (SO$_2$):</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rolling 3-month average less than 0.15 $\mu$g/m$^3$</td>
<td>1-hour average less than 75 ppb;</td>
</tr>
<tr>
<td>3-hour average less than 0.5 ppm</td>
<td></td>
</tr>
</tbody>
</table>
Atlanta region is in “marginal” nonattainment
Air Quality Has Improved as Standards Have Tightened

Atlanta Region’s Annual Design Value for Ozone Concentration (ppb)

1997 Standard
2008 Standard
2015 Standard

Calculation Year

Linking Standards To Targets
MORE ABOUT OZONE ($O_3$) POLLUTION

► Secondary pollutant (not directly emitted)
  • Forms in the presence of heat and light
  • “Ozone Season” is March 1 - October 31

► Primary component of smog affects visibility (wellbeing) and health

► Health Effects:
  • Asthma
  • Emphysema
  • Wheezing and shortness of breath
  • Inflamed airways
  • Scarred lung tissue

Image source: U.S. Environmental Protection Agency
http://www.airnow.gov/
Part II: Emission Reduction Targets
ABOUT NATIONAL TRANSPORTATION PERFORMANCE MEASURES

► First required by federal MAP-21 legislation and affirmed by the FAST Act
► Defined by USDOT in lengthy rulemaking process 2014-2019
  • Federal Highway Administration Performance Measures
    → PM1: Highway Safety
    → PM2: Pavement and Bridge Condition
    → PM3: System Performance & CMAQ
      o Percent of person-miles traveled on the interstate that are reliable
      o Percent of person-miles traveled on the non-interstate national highway system that are reliable
      o Truck travel time reliability index
      o Annual hours of peak hour excessive delay per capita
      o Percent of non-single occupancy vehicle travel
      o Total emissions reduction for (NOx and VOCs)
  • Federal Transit Administration Performance Measures
    → Transit State of Good Repair
    → Transit Safety
# ATLANTA REGION EMISSIONS REDUCTION TARGETS

- Analysis completed by GDOT and ARC staff
- GDOT adopted in May 2018
- ARC concurred in November 2018

<table>
<thead>
<tr>
<th>Pollutant</th>
<th>2-year Target Reductions</th>
<th>4-year Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>Volatile organic compounds (VOC) emissions</td>
<td>Reduce by 205.7 kg/day or greater by 2020</td>
<td>Reduce by 386.6 kg/day or greater by 2022</td>
</tr>
<tr>
<td>Nitrogen Oxides (NOx) emissions</td>
<td>Reduce by 563.3 kg/day or greater by 2020</td>
<td>Reduce by 1085.0 kg/day or greater by 2022</td>
</tr>
</tbody>
</table>
Part III: Analyze and Report
TRANSIT-FOCUSED ANALYSIS AND STRATEGIES

► **Analyze:**
Staff will analyze how regional transit policies and practices in the Atlanta region…
  • currently contribute to VOC and NOx emissions as a part of the overall transportation landscape
  • could accelerate emissions reductions and broader congestion mitigation through ATL action

► **Report:**
Findings will be included in the first annual report to the Governor, Lieutenant Governor, and Speaker of the House of Representatives
Part I:
Adopt National Ambient Air Quality Standards (NAAQS) established by EPA and recognize the Atlanta region’s current nonattainment and maintenance status:

- Ozone (O₃) - *Atlanta in nonattainment and maintenance*
- Particle Pollution (PM₂.₅ and PM₁₀)
- Lead (Pb)

- Carbon Monoxide (CO)
- Nitrogen Dioxide (NO₂)
- Sulfur Dioxide (SO₂)

Part II:
Concur with state & regional emission reduction targets that were established by GDOT and ARC in 2018 in compliance with federal transportation performance rules:

- Total VOC emissions reductions ≥ 205.7 kg/day by 2020 and ≥ 386.6 kg/day by 2022
- Total NOx emissions reductions ≥ 563.3 kg/day by 2020 and ≥ 1085.0 kg/day by 2022

Part III:
Analyze how regional transit policies and practices currently contribute to regional emissions as part of the overall transportation landscape and include these findings in the first annual report.
Regional Transit Plan Governing Principles Approval

Chris Tomlinson, Interim Executive Director
Governing Principles for ATL Prioritization

**Economic Development and Land Use**
- Creates or enhances connectivity and access to job centers, activity centers and economic centers in line with the Unified Growth Policy (UGP)

**Mobility and Access**
- Connects population centers, employment, recreation, using cross-jurisdictional services to create regional connectivity

**Return on Investment**
- Ensures that project financing plans are feasible and sound and promotes cost-efficient alternatives for new or enhanced service that enable regional economic opportunity and growth

**Environmental Sustainability**
- Offers new or enhanced services as alternatives to SOV travel, and promoting the use of alternative fuels to build environmentally sustainable communities

**Innovation**
- Uses innovative solutions to improve rider experience, fare collection, cost savings, integration with transit alternatives etc.

**Equity**
- Provides new or expanded service to and from low and moderate income areas to improve connectivity and focusing on investments that better enable people to meet their day-to-day needs
Regional Transit Planning Update

Tracy Selin, Cambridge Systematics
The ATL Transit Project Prioritization Process

Status Update

presented to
The ATL Board of Directors

presented by
Cambridge Systematics, Inc.

March 7, 2019
Schedule

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

December

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)*

January

Communicate and Document Process
- Develop framework executive summary and action plan
- Communicate framework to local stakeholders

February

Board Meeting
- January 24th

March

Workshop #1
- February 1st

Workshop #2
- March 1st

Workshop #3
- End March

April

RTP Committee
- May 10

May

Board Meeting
- March 7th

Board Meeting
- May 23rd
Governing Principles for ATL Prioritization

**Economic Development and Land Use**
- Creates or enhances connectivity and access to job centers, activity centers and economic centers in line with the Unified Growth Policy (UGP)

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- Connects population centers, employment, recreation, using cross-jurisdictional services to create regional connectivity

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**Innovation**
- Uses innovative solutions to improve rider experience, fare collection, cost savings, integration with transit alternatives etc.

**Equity**
- Provides new or expanded service to and from low and moderate income areas to improve connectivity and focusing on investments that better enable people to meet their day-to-day needs
Governing Principles Define the “Bounds” of Transit Prioritization

- Align WELL with most common transit performance metrics, particularly across **Mobility/Access, Economic Development, Environmental**, and **Equity** considerations

- There is NOT a lot in practice as it relates to integrated **ROI** as part of technical evaluation

- There is NOT a lot in practice as it relates to **Innovation** as part of technical evaluation

- There is MORE in practice as it relates to **Deliverability**

- There is VERY LITTLE anywhere as it relates to integrated asset management considerations; function of being new to the industry as it relates to prioritization
TO OPERATIONALIZE GOVERNING PRINCIPLES:

• Build framework around: Market Potential, Performance, Deliverability

• Market, Performance, Deliverability allow ATL to:
  • Reflect best practice performance criteria that can be measured at project level
  • Evolve process to integrate criteria that support positive return on investment
  • Intersection of Market, Performance, Deliverability will support prioritization of most cost-effective projects and an investment portfolio with greatest potential return
Technical Working Group
Goals and Objectives

The objective of the ATL Transit Project Prioritization Framework is to provide a methodology to **objectively and transparently** evaluate proposed transit projects in serving **the needs of the ATL region**.

The ATL Transit Project Prioritization Framework must

- Evaluate projects based on standardized criteria and objective data
- Support ARC/GDOT processes for transportation project programming
- Reflect Federal and state funding and grant requirements
- Aggregate all transit projects across the region regardless of funding
- Reflect the ATL’s governing principles
Technical Working Group
Key Considerations for Evaluation/Prioritization

- Reflect different **project types** (e.g., state of good repair vs expansion)
- Reflect different **project sizes** (e.g., time to deliver, costs, etc)
- Apply different **weights** to reflect project need and purpose
- Consider varying **geographies** with different priorities
- Include method for **connecting projects** / analyzing the overall proposed transit system

- Consider **resources** at urban vs rural areas for planning, project development
- Overall, look at how to **normalize** prioritization process across the region
- Ensure **equity** considerations are clearly communicated in process
- Avoid too much complexity in scoring, which can keep stakeholders from seeing the **bigger picture** and fight for narrow interests
Technical Working Group
Priority Evaluation Categories

KEY CRITERIA:
• Financial
• Political
• Physical

KEY CRITERIA:
• Population/Employment
• Transit Supportive Land Use
• Economic Development
• Labor Access

KEY CRITERIA:
• Productivity
• Reliability
• Roadway Impact
• Asset Management
• Safety
• Environment
• Resiliency
• Efficiency

Market Potential
Deliverability
Performance Impacts

Performance Impacts
Market Potential
Deliverability
PERFORMANCE FRAMEWORK DETAILS:
• 20+ metrics across key evaluation categories
• Data sources and calculation methods
• Weights (H/M/L) by project type
• Economic evaluation:
  • Project-level cost-effectiveness
  • Systems-level ROI
## Technical Working Group Deliverability Metrics

### Financial
- Financial Plan
  - Remaining project cost
  - Percent local match
  - Commitment of local match
  - Identified non-local funding
  - Ongoing operations funding source
  - Ongoing maintenance funding source

### Political
- Project Support
  - Public
  - Business
  - Supported by local/regional plan
  - Supported by District

### Physical
- Project Readiness
  - Schedule for Opening
  - Constructability / environmental / community constraints
- Connectivity/Integration with Existing System (Transit or Highway)
Technical Working Group Economic Analysis

**Cost-Effectiveness**

- **Project-Level Analysis**
  - Best for comparing across alternative investments
  - Allows user to define what benefits are included
  - Growing use in Least Cost Planning

**Return on Investment**

- **Systems-Level Analysis**
  - Traditional private sector measure focused on private returns; terminology widely adopted in public sector
  - Allows discretion for user to define how measured – e.g., combination of broader public returns, development opportunities, tax base expansion
<table>
<thead>
<tr>
<th>Metric</th>
<th>ARC Criteria</th>
<th>FTA Criteria</th>
<th>Governing Principles</th>
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<td>Access to Resources</td>
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<td>Increased Redundancy/Reduced Risk Elements</td>
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<tr>
<td>Project Readiness</td>
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<td>Integration with Existing System (Hwy or Transit)</td>
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<tr>
<td>Reduced Life Cycle Cost per Rider</td>
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Next Steps

- Refine universe of projects to test evaluation framework
- Build data platform to support project evaluation, collect data
- Test evaluation framework and vet outcomes at third technical workshop
Bus Rapid Transit (BRT) 101

The Basics of Bus Rapid Transit
Why Bus Rapid Transit?
Flexible
Comfortable
Convenient
What is BRT?

- High capacity
- Fast and reliable
- High quality
- Cost-effective
- Public transit system
- Customer oriented
## Key BRT Characteristics

### Operations
- 5-10 minute frequency during peak
- Running speeds = or > cars operating in the same corridor during peak
- Dedicated guideway
- Transit signal priority
- Level boarding and precision boarding

### Presentation
- Distinctive vehicles
- Distinctive station design and location
- Unique branding

### Technology
- Off-board fare payment
- Real time arrival information

### Connectivity
- Supportive connections to other transit service modes such as bikeshare or rideshare

---

Indios Verdes BRT terminal, Mexico City
BRT Core Elements
BRT Core Elements

- Covered Stations
- Guideway
- Vehicles
- Signal Priority
- Branding
- Off-board Fare Collection
- Level Boarding
BRT Guideways
Guideways: Can be one or a combination of…

With or without Traffic Signal Priority

Express Lanes
HOV Lanes
BAT Lanes

Dedicated aka “Fixed” – Physically separated transit only guideway

Most Desirable
Fastest
Most Reliable
Most Expensive

Less Desirable
Slowest
Less Reliable
Least Expensive

Dedicated Guideway
Managed Lanes
Mixed Traffic with TSP
Mixed Traffic

Vehicle Speed

Capital and Operating Cost

MIXED TRAFFIC

PREFERENTIAL GUIDEWAY

DEDICATED GUIDEWAY
BRT Stations
BRT Station Inclusions

- Real time travel information
- Off-board ticket machine
- Pedestrian accessibility
  - Raised curb
  - Level boarding
  - Station ramps
  - Crosswalks
- Weather protection
- Safety and security
- Public art
- Iconic or context-sensitive architecture
- Placemaking
Station Type: Full BRT and Enhanced

Taichung BRT, China

Alum Rock- Santa Clara Bus Rapid Transit corridor, San Jose, CA
Managed Lanes with inline, at-grade BRT station and pedestrian bridge access to surrounding areas.
Station Access: Direct Access Ramps

- Park-and-Ride w/ connecting service to BRT
- BRT stops
- Direct Access Ramps
- Access Road
- Managed Lane
- GP Lanes

HOV Direct Access Ramps serving Eastgate Park-and-Ride, Seattle, WA
Station Access: Arterial

HealthLine, Cleveland, OH

LTD, EmX, Eugene, OR
GA 400 Station Renderings
BRT Service Planning
Service Plan: Frequency & Reliability

- **Frequency**
  - Peak = 5-10 minutes
  - Off-peak = 10-20 minutes

- **Service Hours**
  - Weekdays = 21 hours
  - Weekends = 19 -21 hours

- **Faster Service**
  - Off-board fare collection
  - Use multiple doors
  - Infrastructure improvements

- **Connectivity to other transit services & last mile destinations**
BRT Intelligent Transportation Systems (ITS)
Intelligent Transportation Systems

Real Time Information

Real time information mobile applications

Real time information at Stations or Stops
BRT Vehicles
Vehicles: Premium

- Comfortable & premier seating
- Low floor boarding
- Standard (40’’) or Articulated (60’’) Bus
- Open standing areas
- Doors on both sides
- Environmentally friendly fuel sources
- Amenities
  - Bike racks, WiFi, wheelchair accommodations
BRT Branding
Branding: Systemwide

Example: King County Metro, RapidRide, Seattle, WA
Federal Transit Administration (FTA)
Capital Improvement Grant (CIG) Funding

**Small Starts**
- Corridor-based or Fixed Guideway BRT
- Capital Cost < $300 M
- AND
- Seeking < $100 M in funding
- 80% Max Fed share for Small Starts

**New Starts**
- Dedicated Fixed Guideway BRT
- Capital Cost >= $300 M
- OR
- Seeking >= $100 M in funding
- 60% Max Fed share for New Starts

Historically 50% Federal Match
Recently 30 – 35% Federal Match
## Federal Transit Administration (FTA) BRT Definitions

<table>
<thead>
<tr>
<th>Feature</th>
<th>Corridor-Based BRT</th>
<th>Fixed Guideway BRT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dedicated Right-of-Way</td>
<td>Not required</td>
<td>&gt;50% of corridor</td>
</tr>
<tr>
<td>Substantial investment in a specific corridor</td>
<td>Yes</td>
<td>Yes, on a single route</td>
</tr>
<tr>
<td>Defined stations</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Traffic signal priority</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Short headway times</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Bidirectional services</td>
<td>Yes, for a substantial part of weekdays</td>
<td>Yes, for a substantial part of weekdays and weekends</td>
</tr>
</tbody>
</table>
BRT Case Studies & Planned Projects
<table>
<thead>
<tr>
<th>Guideway</th>
<th>BRT</th>
<th>Highway BRT</th>
<th>ART</th>
<th>Local Bus</th>
</tr>
</thead>
<tbody>
<tr>
<td>Station Type</td>
<td>Dedicated</td>
<td>Dedicated or Managed</td>
<td>Dedicated or Preferential</td>
<td>Local Street</td>
</tr>
<tr>
<td>Frequency</td>
<td>5-10 minutes</td>
<td>5-10 minutes</td>
<td>5-15 minutes</td>
<td>15-30 minutes</td>
</tr>
<tr>
<td>Off-Board Fare Collection</td>
<td>Yes</td>
<td>Yes</td>
<td>Depends</td>
<td>No</td>
</tr>
<tr>
<td>Level Boarding</td>
<td>Yes</td>
<td>Yes</td>
<td>Possible</td>
<td>No</td>
</tr>
<tr>
<td>Signal Priority</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>Branding</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>Cost per mile</td>
<td>$25-50 M</td>
<td>$10-35+ M</td>
<td>$4-8 M</td>
<td>$600K per vehicle</td>
</tr>
</tbody>
</table>
# Case Studies: Existing Operations

<table>
<thead>
<tr>
<th>Guideway</th>
<th>Pittsburgh East Busway</th>
<th>Cleveland Healthline</th>
<th>San Diego Rapid</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vehicle</td>
<td>Dedicated</td>
<td>Dedicated, Curb and Median running</td>
<td>Dedicated</td>
</tr>
<tr>
<td>Articulated</td>
<td>Articulated, Floor aligns with platforms (at some stations)</td>
<td>Articulated</td>
<td></td>
</tr>
<tr>
<td>Stations / Average Spacing</td>
<td>9/0.97 mi</td>
<td>37/0.50 mi</td>
<td>61</td>
</tr>
<tr>
<td>System Connections</td>
<td>Amtrak, Greyhound</td>
<td>RTA Rapid Transit Bus and Trolley</td>
<td>SuperLoop Rapid</td>
</tr>
<tr>
<td>Frequency</td>
<td>2 min. peak, 15-20 min. off-peak</td>
<td>10-15 min. peak, 30 min. off-peak</td>
<td>15 min. peak, 30 min. off-peak</td>
</tr>
<tr>
<td>Economic Development</td>
<td>$740 Million along East Busway corridor</td>
<td>$4.3 Billion along corridor</td>
<td>Around stations and corridor</td>
</tr>
<tr>
<td>Branding</td>
<td>Same as local service</td>
<td>HealthLine</td>
<td>Rapid</td>
</tr>
</tbody>
</table>
# Case Studies: MARTA Planned Projects

<table>
<thead>
<tr>
<th></th>
<th>GA 400 BRT</th>
<th>Summerhill BRT</th>
<th>Roosevelt Highway BRT</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Guideway</strong></td>
<td>Express Lanes</td>
<td>A mix of general purpose lane, dedicated lane and signal priority</td>
<td>A mix of general purpose lane, dedicated lane and signal priority</td>
</tr>
<tr>
<td><strong>Vehicle</strong></td>
<td>Articulated with platform level boarding</td>
<td>Articulated with level boarding</td>
<td>Articulated with level boarding</td>
</tr>
<tr>
<td><strong>Stations</strong></td>
<td>5 stations (3 inline, 2 end of the line)</td>
<td>30 enhanced stops</td>
<td>Mix of enhanced stops and stations</td>
</tr>
<tr>
<td><strong>System Connections</strong></td>
<td>MARTA Red line, potential BRT/ART routes, local bus</td>
<td>MARTA Rail, Streetcar, regional express bus, local bus</td>
<td>MARTA Rail, potential BRT/ART routes, local bus</td>
</tr>
<tr>
<td><strong>Frequency</strong></td>
<td>5 min. peak; 12-20 min. off-peak</td>
<td>5-10 min peak, 12-20 min off peak</td>
<td>5-10 min peak, 12-20 min off peak</td>
</tr>
<tr>
<td><strong>Economic Development</strong></td>
<td>TOD opportunities at station locations</td>
<td>Anticipated redevelopment of stadium area</td>
<td>Some TOD opportunities along the corridor</td>
</tr>
<tr>
<td><strong>Branding</strong></td>
<td>TBD</td>
<td>TBD</td>
<td>TBD</td>
</tr>
</tbody>
</table>
Potential Economic Benefits of BRT

“The HealthLine delivered more than $4.3 billion in economic development along the Euclid Corridor -- a staggering $114 gained for every dollar spent on creating and launching the new service.”

-Greater Cleveland Regional Transit Authority: riderta.com

“the BRT system may have a resiliency effect. Where the Eugene-Springfield metropolitan area as a whole lost jobs between 2004 and 2010, jobs were actually added within 0.25 miles of BRTs stations. “

Open **Regional** BRT Questions

- What are the minimum requirements for a project to be considered BRT?
- How should regional standards be applied?
- How will station designs be standardized for cohesiveness while allowing flexibility?
Executive Director’s Report

Chris Tomlinson, Interim Executive Director
ADJOURN