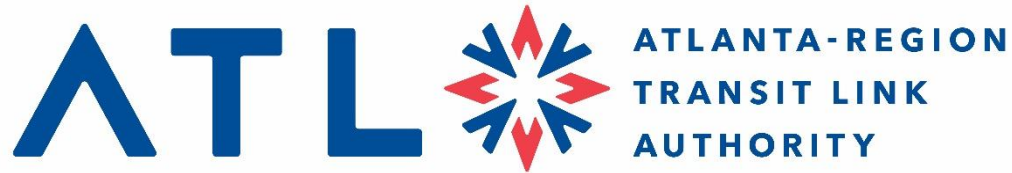




## **ATL Regional Transit Planning Committee**

May 10, 2019

A graphic element consisting of three overlapping parallelograms in shades of green, blue, and purple, arranged in a stepped, ascending fashion.

CAMBRIDGE  
SYSTEMATICS

Think  Forward

# The ATL Transit Project Prioritization Process

*Recommendations*

*presented to*

*The ATL Board Planning Committee  
(Committee of the Whole)*

*presented by*

*Cambridge Systematics, Inc.*

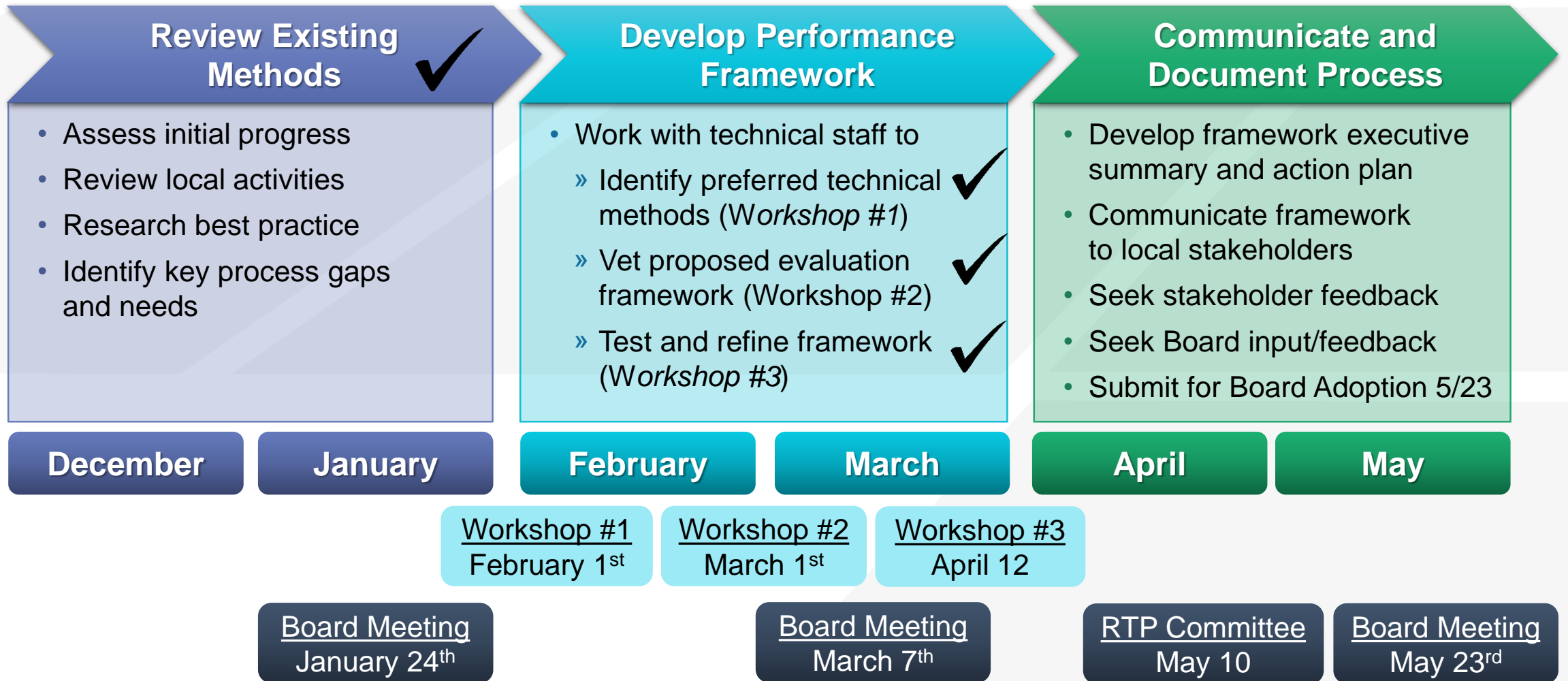
May 10, 2019

# Presentation Overview

- Process to Develop Prioritization Approach
- Recommended Prioritization Process
- Next Steps for Implementation / Regional Transit Plan



# Schedule





# Goals and Objectives for the ATL Prioritization Process

The objective of the ATL Transit Project Prioritization Process 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 Process 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

# Governing Principles Define the Vision of Success for the Regional Transit Plan

## 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 be 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 prioritization of most cost-effective projects and an investment portfolio with greatest potential return



# ATL Prioritization Technical Working Group

- Defined technical considerations for prioritization process
- Provided input at key decision points for prioritization methods
  - » Prioritization model
  - » Prioritization criteria, performance measures, and weights
  - » Project ranking and tiering
  - » Outcomes of project testing
  - » Communicating and presenting results
- Provided input for plan-level evaluation

# Prioritization Model

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**A** *Everything Together*

**B** *Projects by Type*

**C** *Sequencing of Steps*



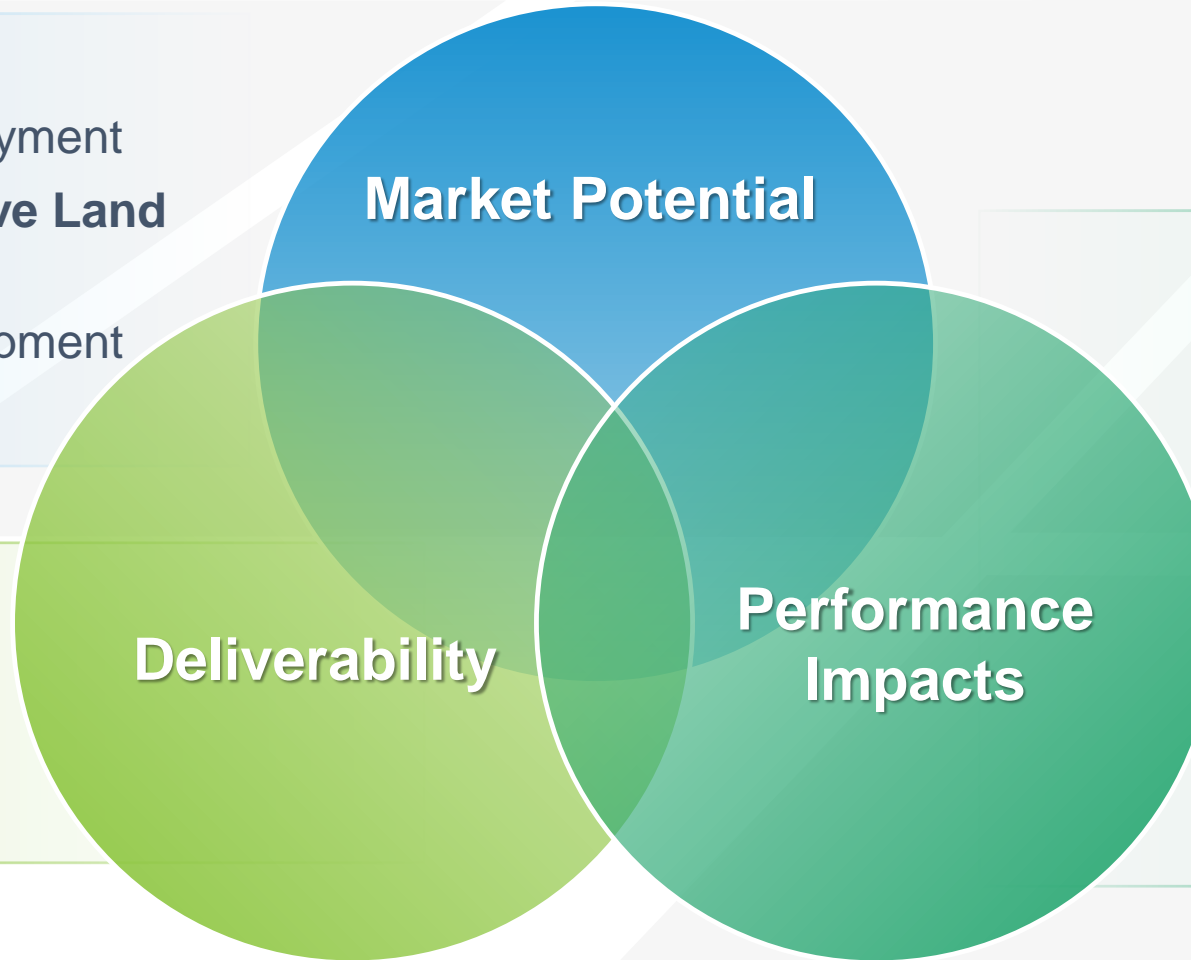
# Prioritization Criteria

## KEY CRITERIA:

- Population/Employment
- **Transit Supportive Land Use**
- Economic Development
- Labor Access

## KEY CRITERIA:

- **Financial**
- Political
- Physical



## KEY CRITERIA:

- Productivity
- **Reliability/Mobility Impact**
- Asset Management
- Safety
- Environment
- Resiliency
- Efficiency



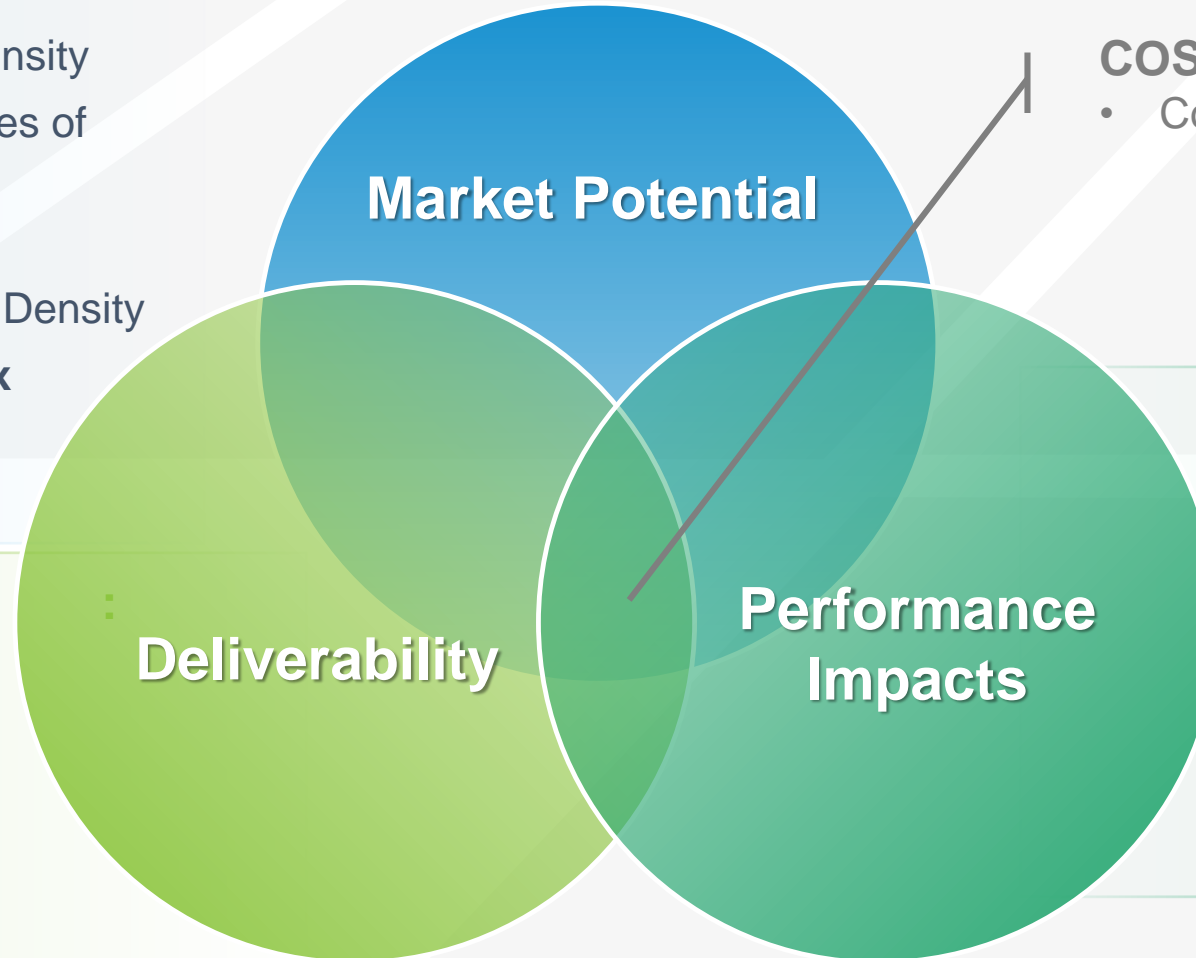
# Performance Measures

## 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



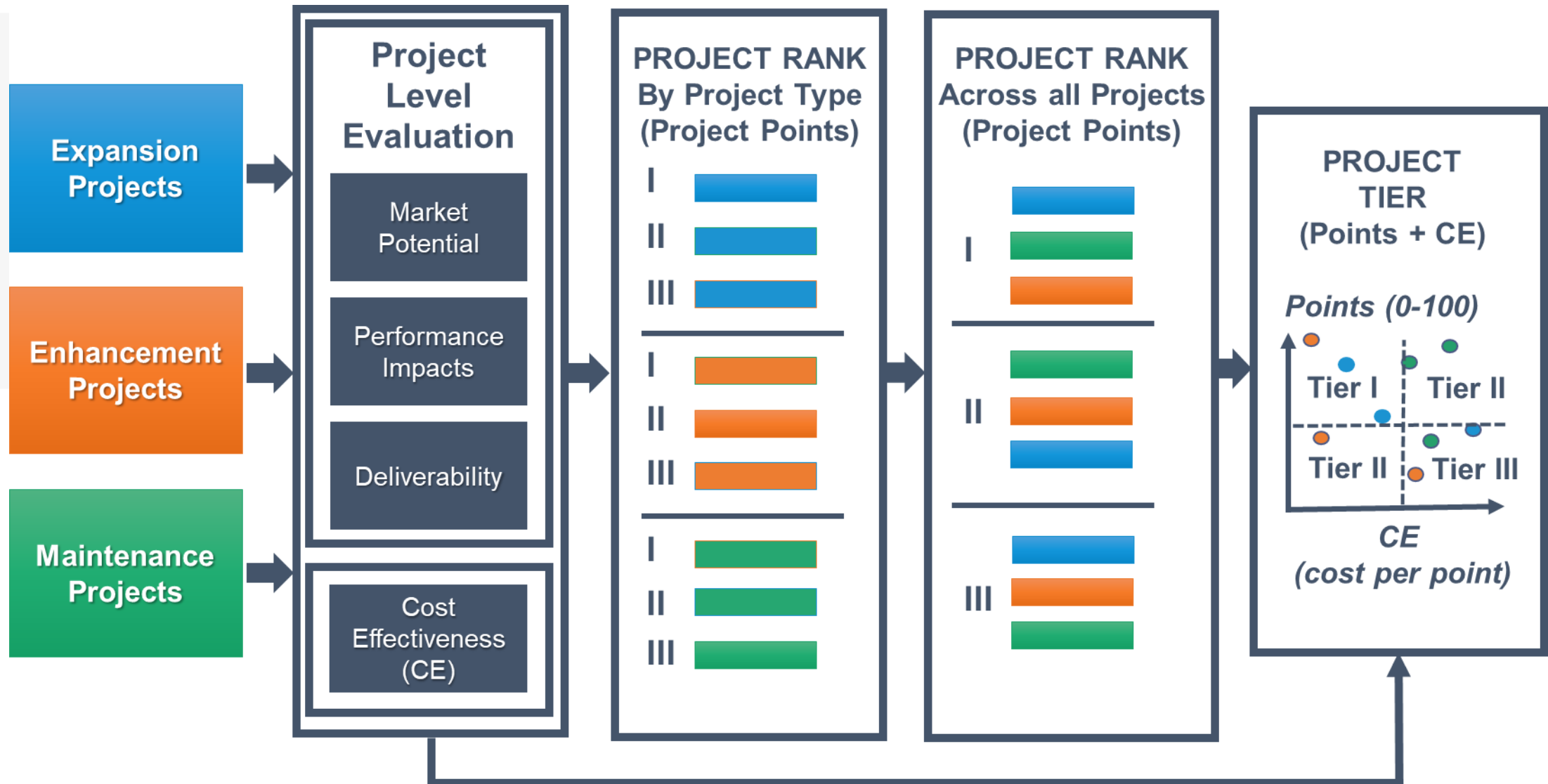
## COST EFFECTIVENESS:

- Cost per Point

## PERFORMANCE IMPACTS:

- Transit Trips
- **Transit Reliability**
- Increased Useful Life
- Elements to Improve Safety / Security / Environment

# Project Ranking and Tiering





# Prioritization Process – Building the Engine

- Compiled, processed, reviewed data across all proposed performance measures
  - » Data advances **prioritization goals/objectives**
  - » Data is readily **available**
  - » Data is **consistent** across 13 counties
  - » Data is “**stable**”
  - » Data yields **discrete, relative distribution** across projects
  - » Data can be **efficiently processed** for scoring and ranking purposes
- Built GIS-based platform to evaluate quantitative metrics
- Refined project application details to support qualitative metrics
- Built scoring and ranking calculator

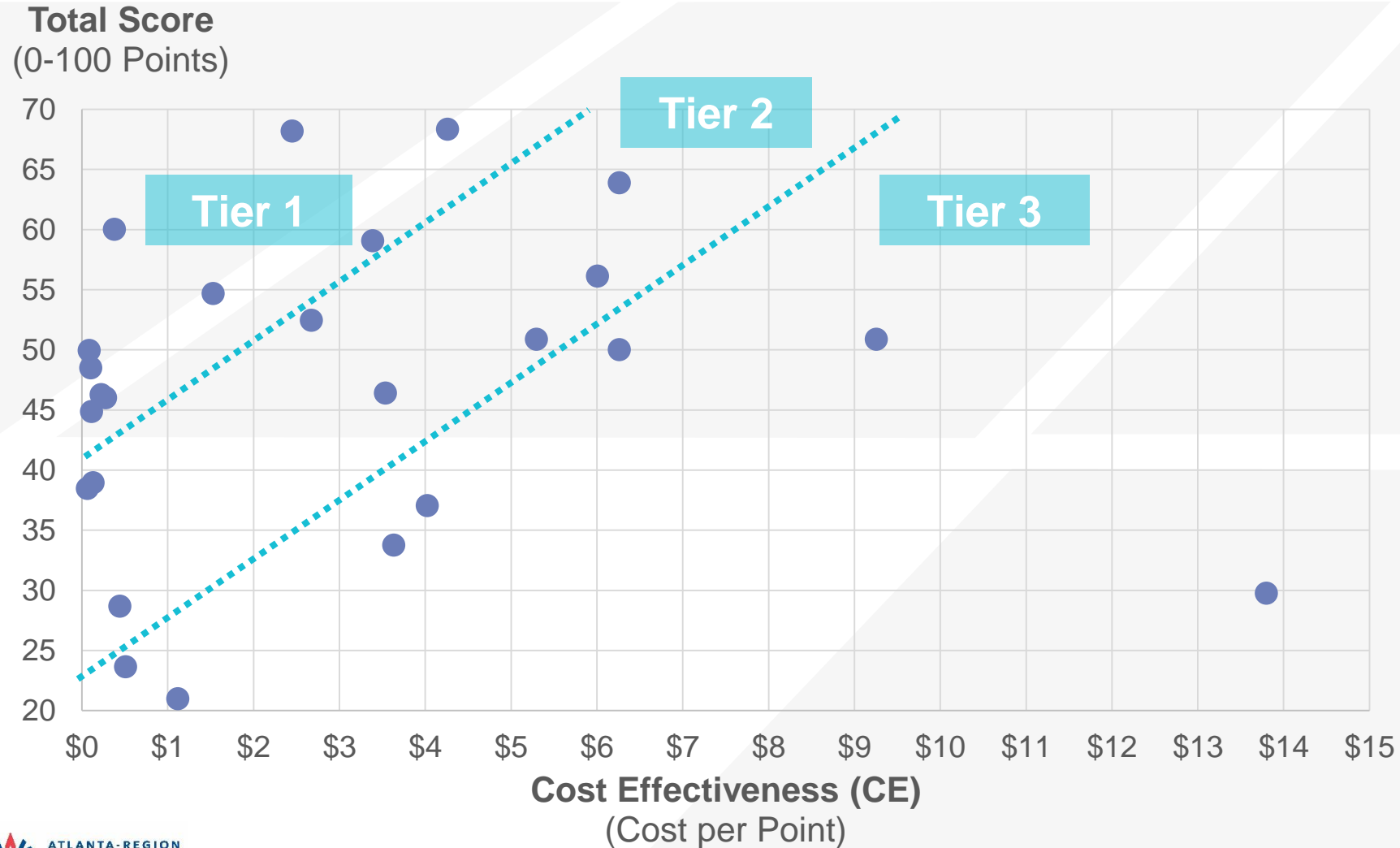
# Prioritization Process – Taking a Test Drive

- 26 projects tested
  - » Diverse project and program types
  - » Geographic distribution
  - » Combination of planned, programmed, and made-up
  - » Varying scale and complexity
- Coded projects in GIS
- Compiled quantitative data for all projects and applied dummy qualitative data for all projects
- Ranked each project based on project score
- Tiered each project based on combination of project score and cost-effectiveness



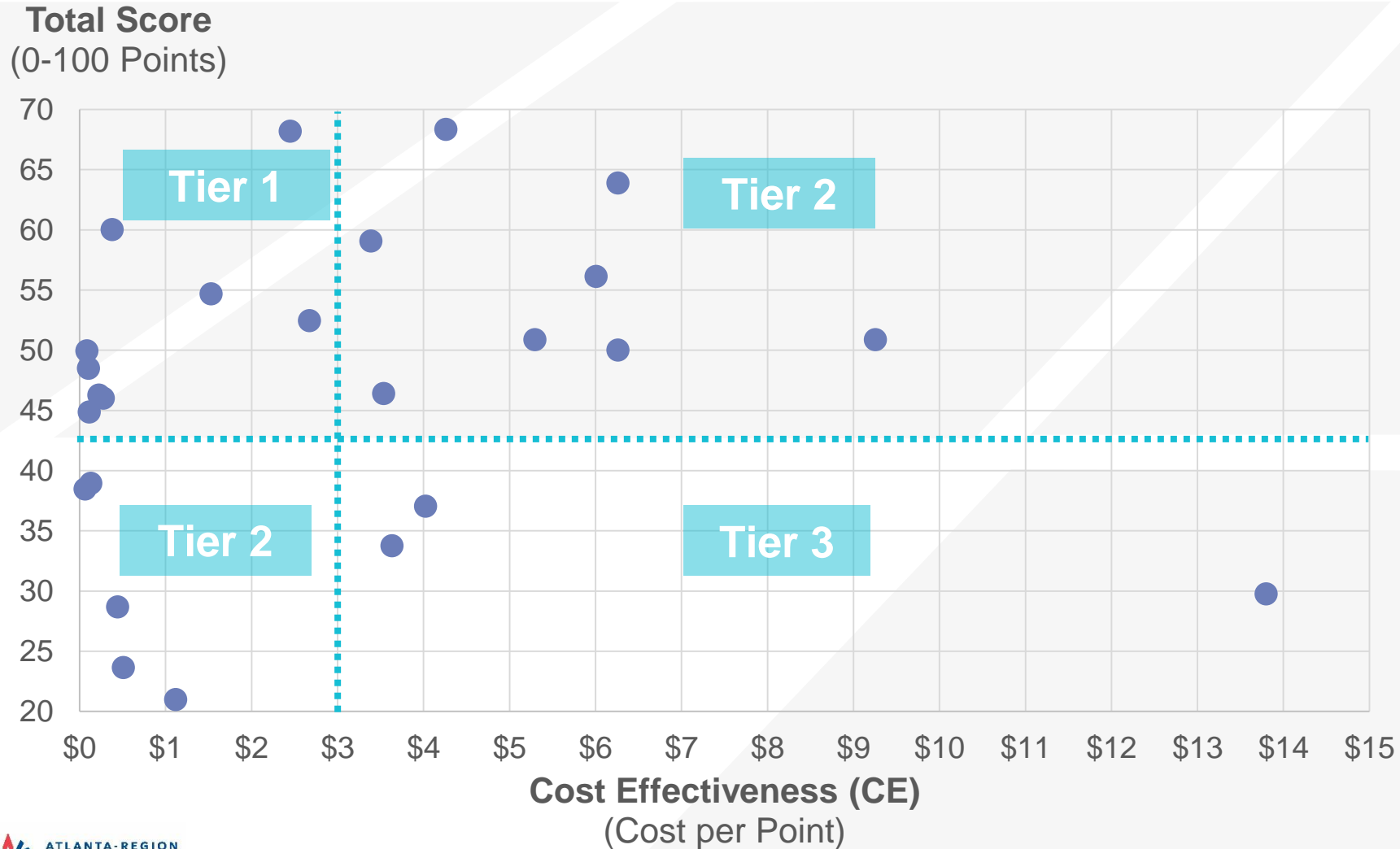
# Project Tiering Results

## *Initial Test*



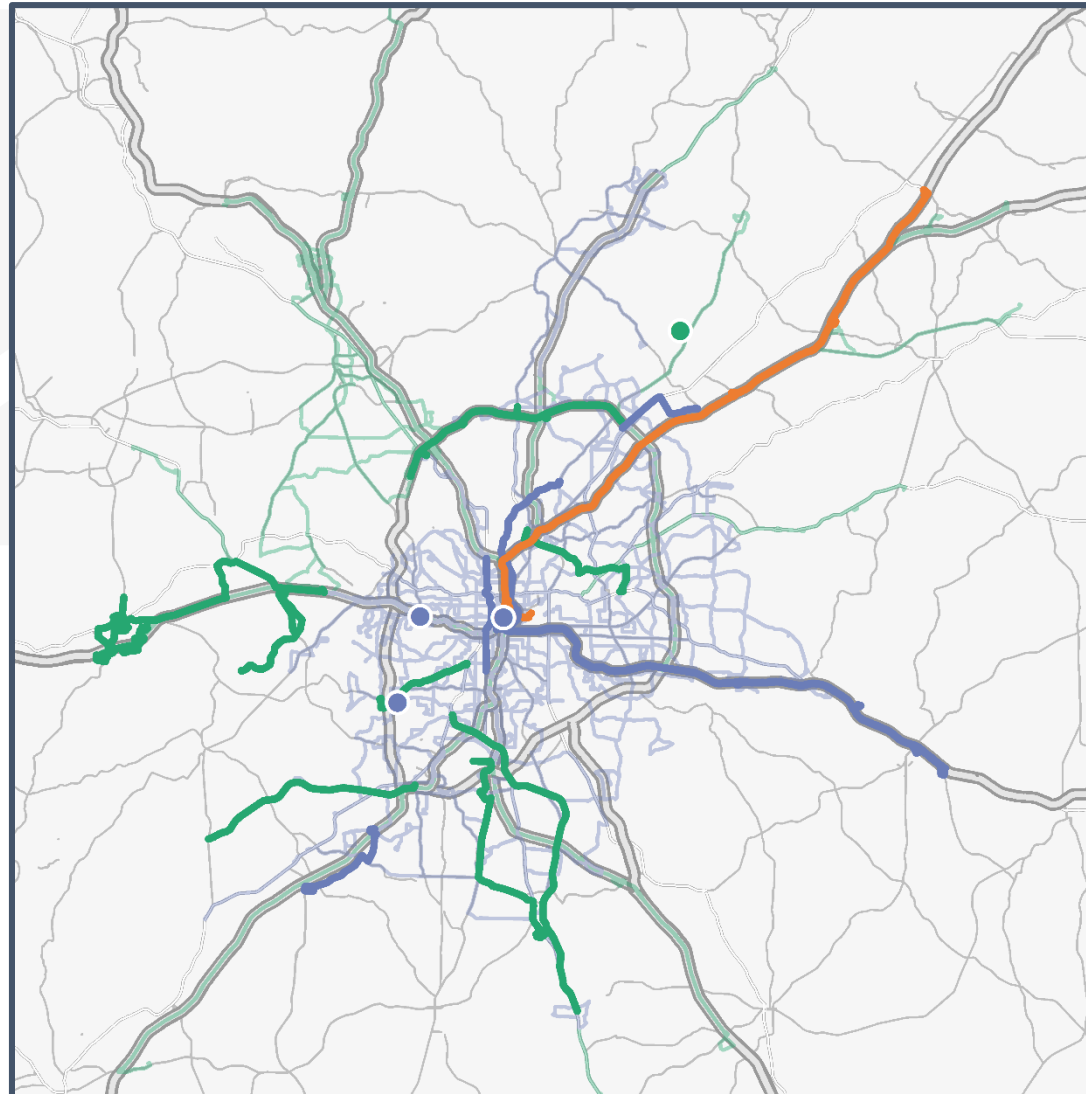
# Prioritization Test Results

## *Final Recommendation*



# Prioritization Test Results

## *Final Recommendation*



Tier 1

Tier 2

Tier 3



# Project Applicant Requirements

- Basic project information
  - » Sponsor information
  - » Impacted districts/jurisdictions
  - » Project description
  - » Map of project location
- Design documents, if available
- Applicable studies or plans that include the proposed investment
- Adopted land use, housing, design or other transit-oriented policies that will support the proposed transit investment
- Reference to relevant Transit Asset Management Plan
- Letters of support
- Anticipated schedule for opening
- Records of Decision or other documented FTA activities

# Project Applicant Requirements (Financial Plan)

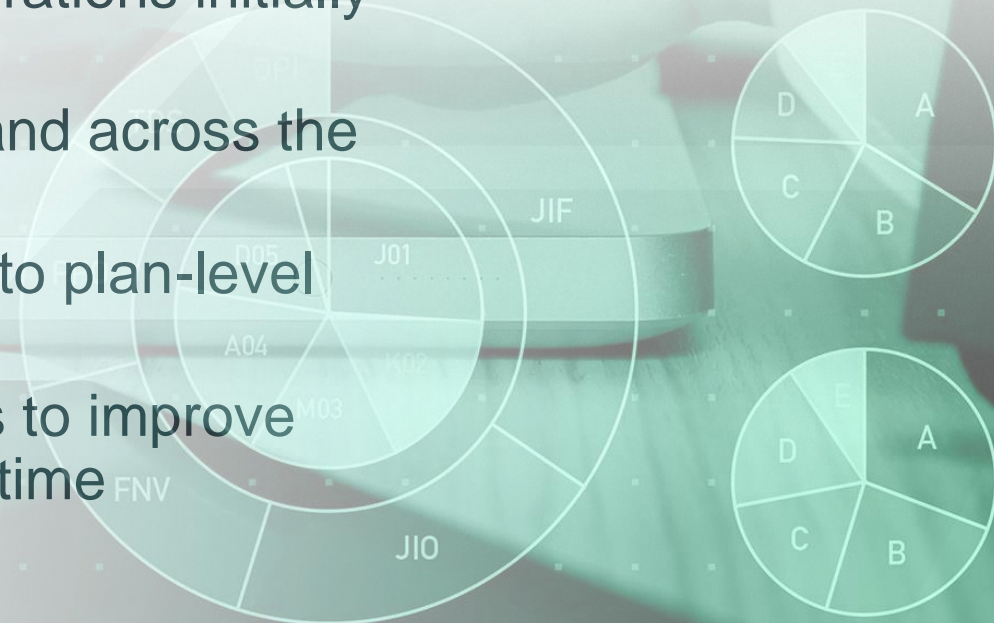
- Total capital and (20-years) operations/maintenance costs
  - » Plan, design, build, operate/maintain (by cost component)
  - » Previously allocated funds versus remaining funding needs
  - » Anticipated Federal, state, local/regional fund source(s) for capital and operations
    - Committed
    - Planned
    - Speculative
- Applicant input around potential risk to financial plan
  - » Securing funds
  - » Existing debt obligation that could increase risk for securing funds
  - » Potential for project delay



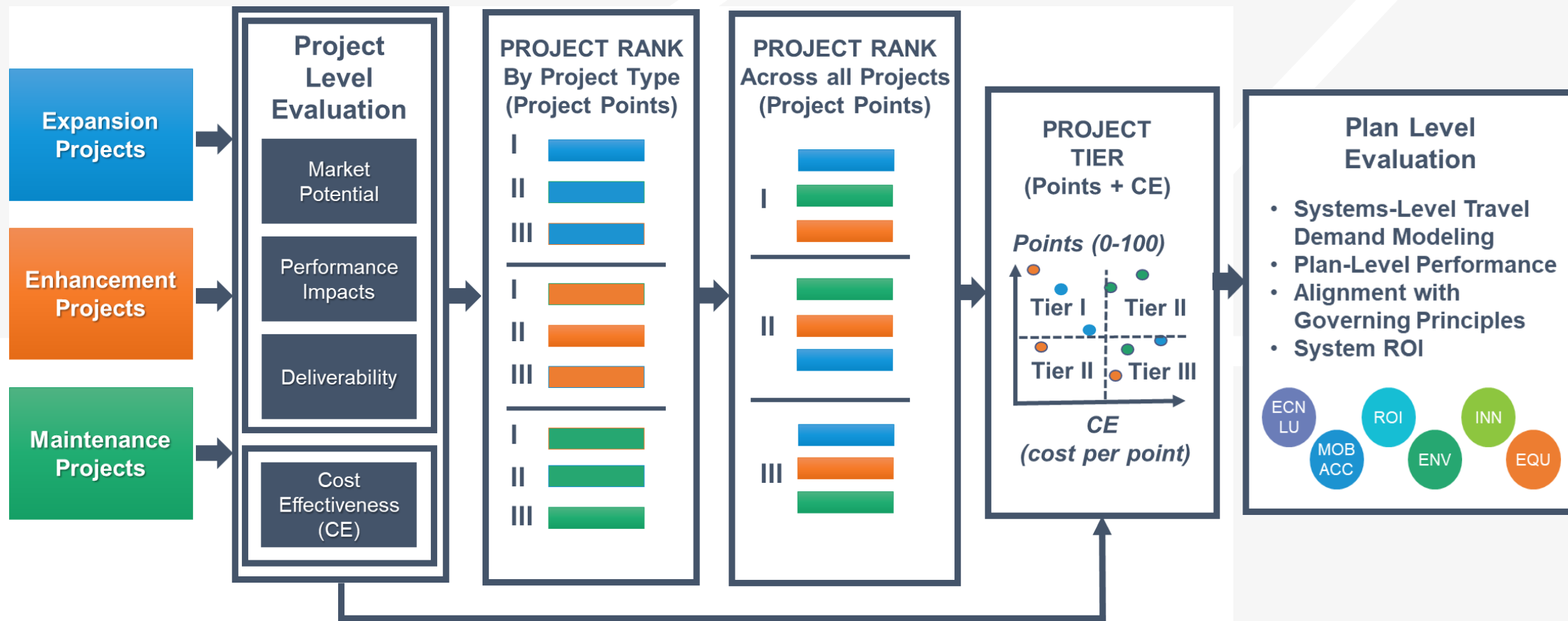


# Prioritization Process Recommendations

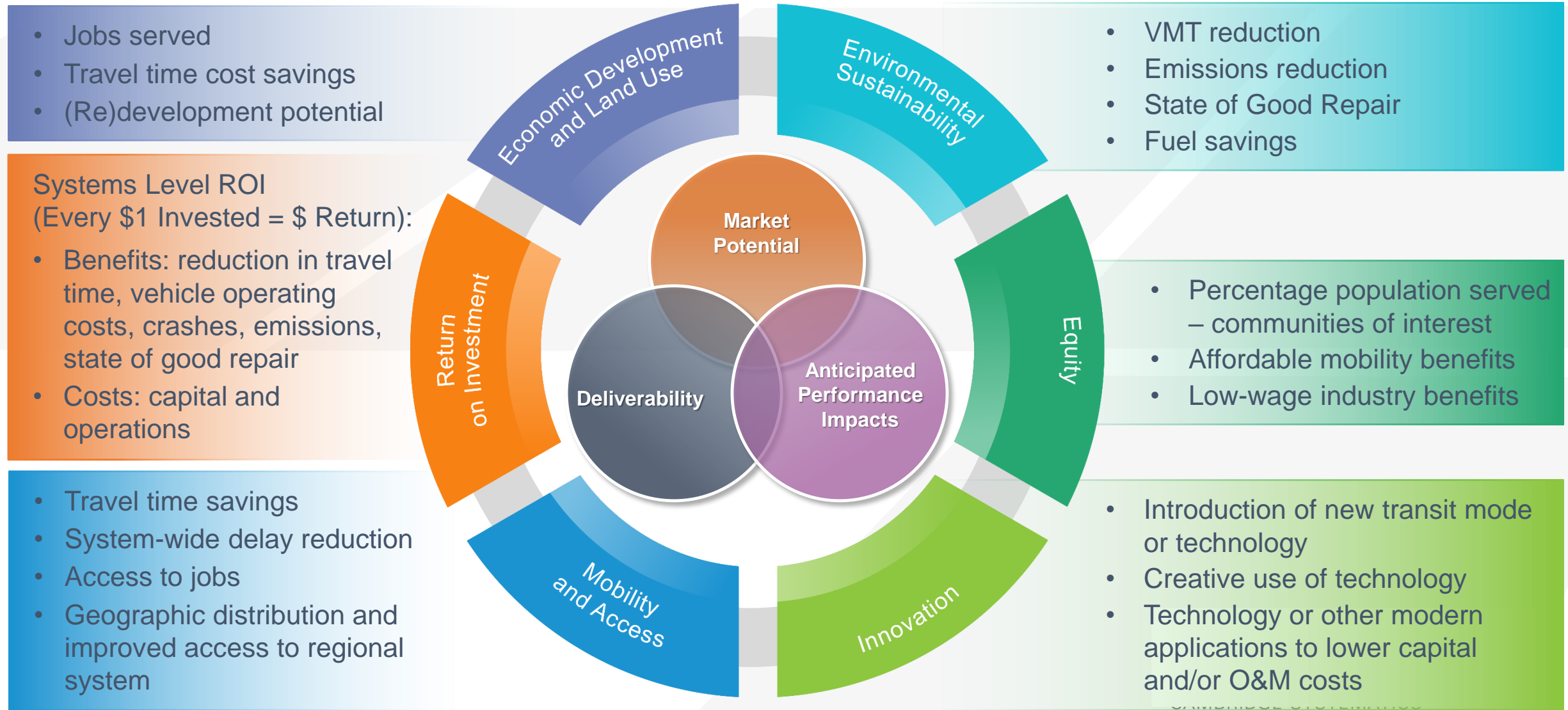
- Multi-Criteria Prioritization Model for project ranking
- Four Quadrant Matrix Model for project tiering
- These two models combined:
  - » Advance the goals/objectives and key considerations initially established for the prioritization process
  - » Yield mix of priorities across investment type and across the region
  - » Yield project-level data that can be “rolled up” to plan-level evaluation for ATL Governing Principles
  - » Support targeted feedback to project sponsors to improve pool of projects and evolve plan process over time



# Regional Transit Plan Performance Framework



# Plan-Level Alignment to Governing Principles





# Project-Level Alignment to Governing Principles

## Project XYZ

### TIER 1

Project Number	
Project Type	
Jurisdiction	
District	
Cost	
Anticipated Open to Traffic Year	

Economic Development  
and Land Use



Environmental  
Sustainability



Equity



Innovation



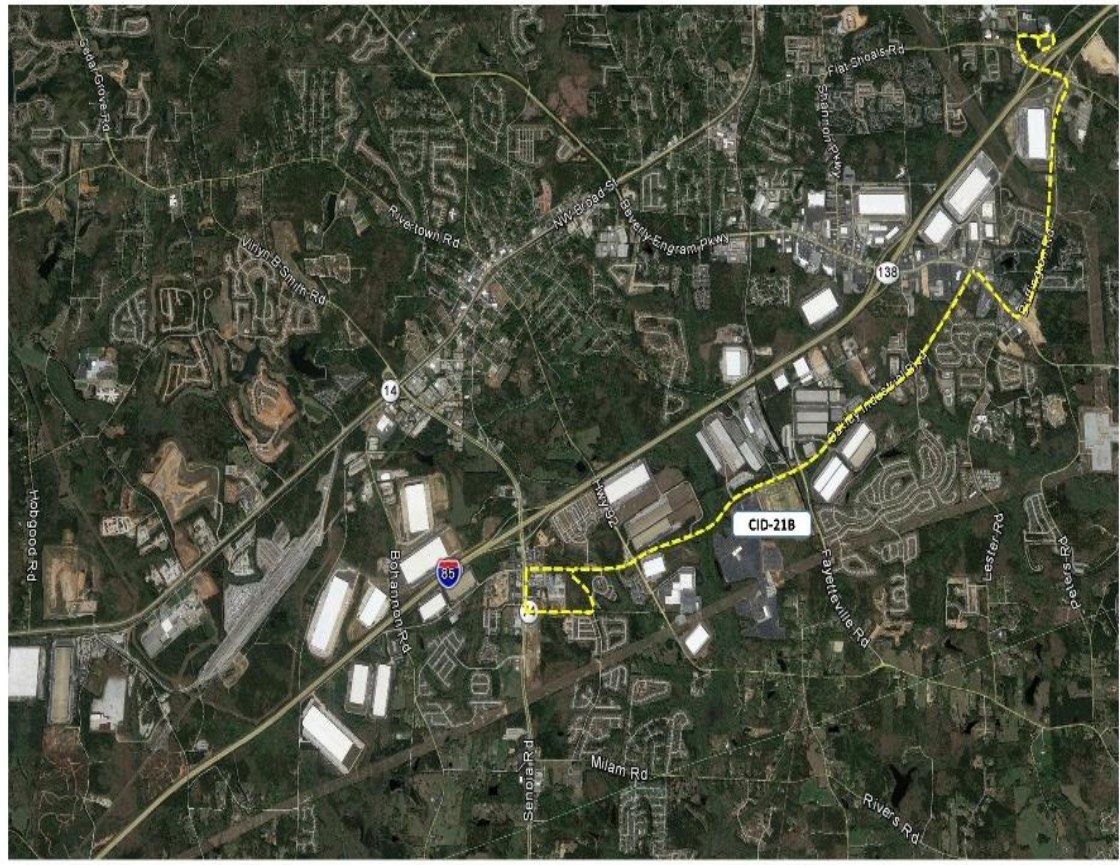
Mobility  
and Access



Return on  
Investment



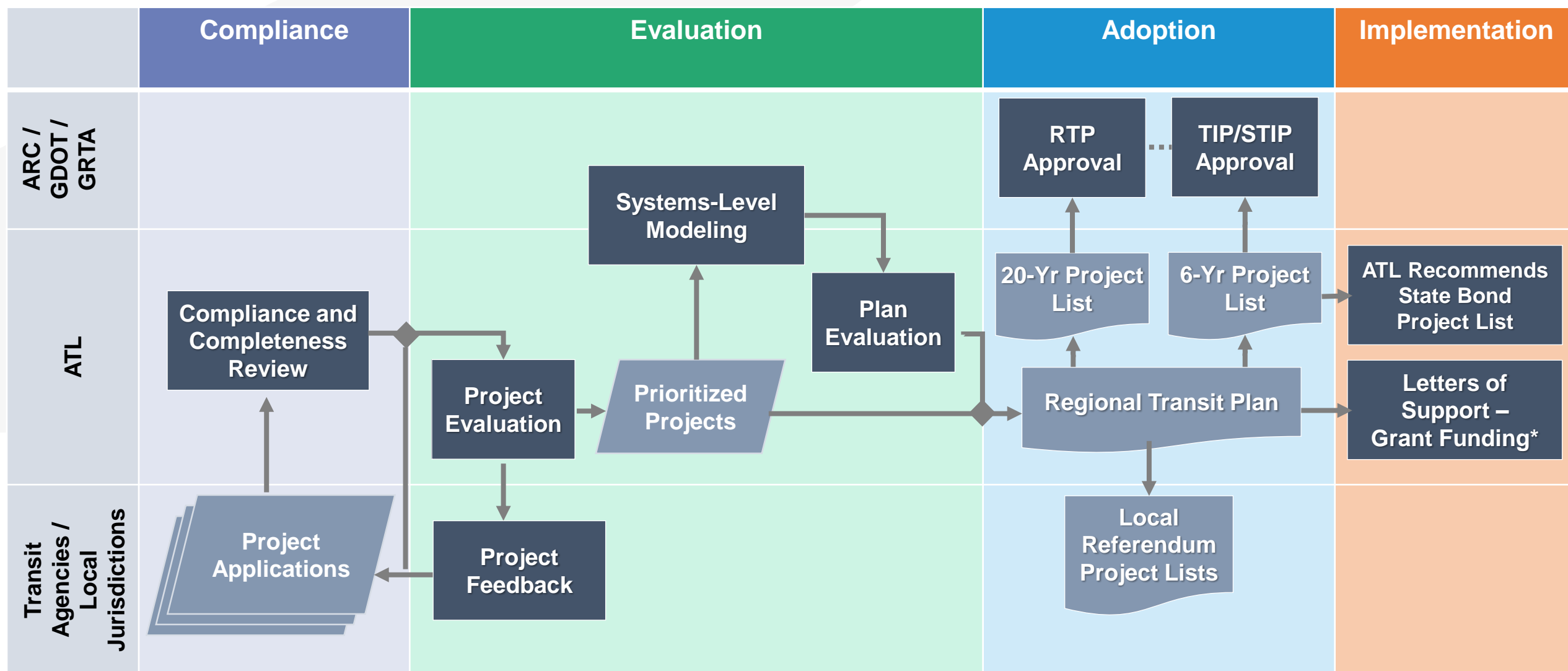
Governing Principles  
quantified for each  
project by sorting  
against most relevant  
project-level  
performance criteria  
for each Principle and  
breaking into  
quartiles.



# Next Steps

- April-May: Vet prioritization process with stakeholders, provide (draft) application hard-copy in advance
- April-June: Develop on-line application portal
- May 10: ATL Regional Transit Plan Committee meeting
- May 23: ATL Board adoption
- June-July: **CALL FOR PROJECTS/APPLICATION WINDOW OPEN**
- July-Sept – Regional Transit Plan development
- October - Public and stakeholder review and comment
- November 7 – ATL Board adoption

# Regional Transit Plan Process Flow

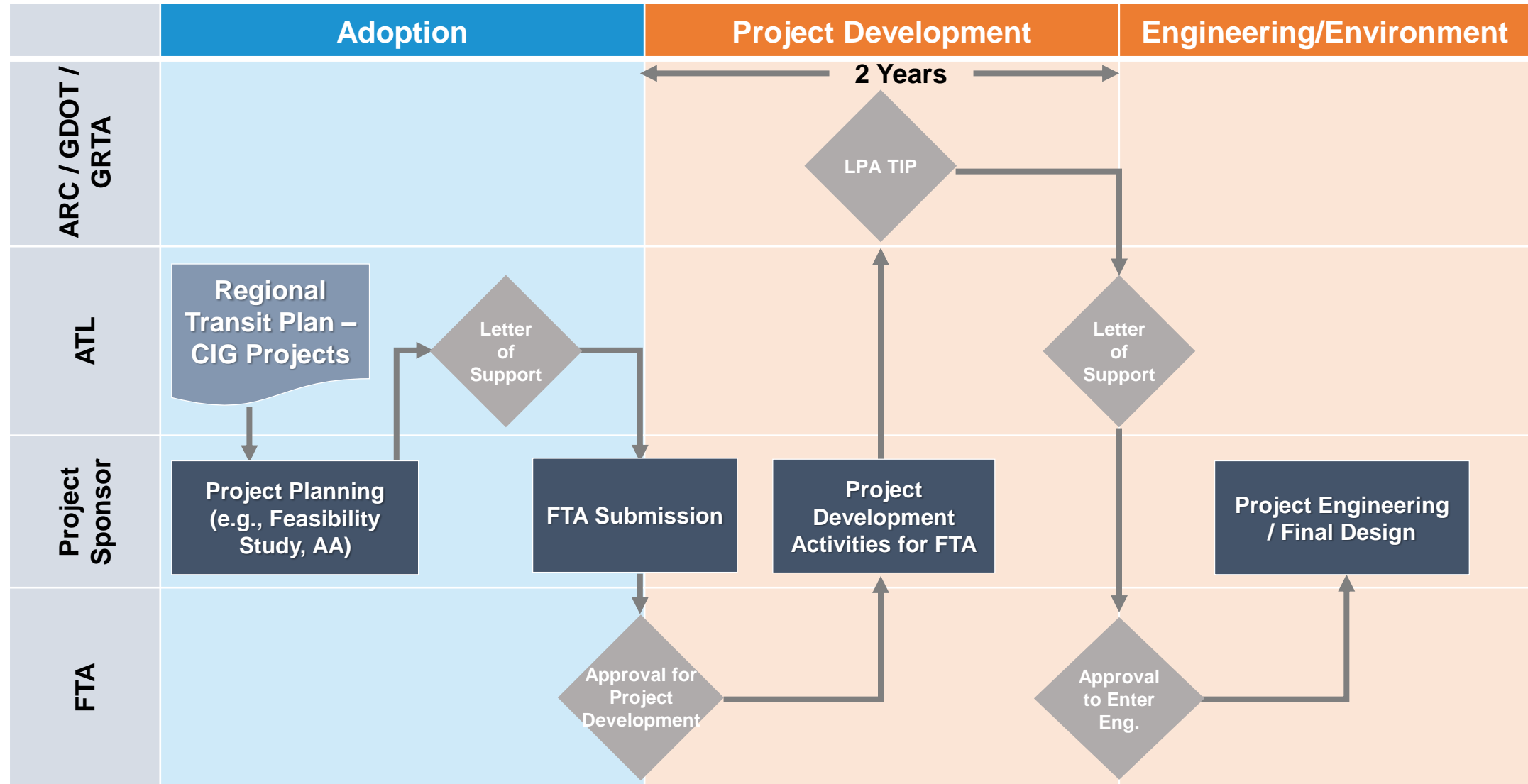


*\*Implementation phase and Letter of Support process/timing differs for CIG Projects*



# Regional Transit Plan Process Flow (cont.)

## CIG Projects





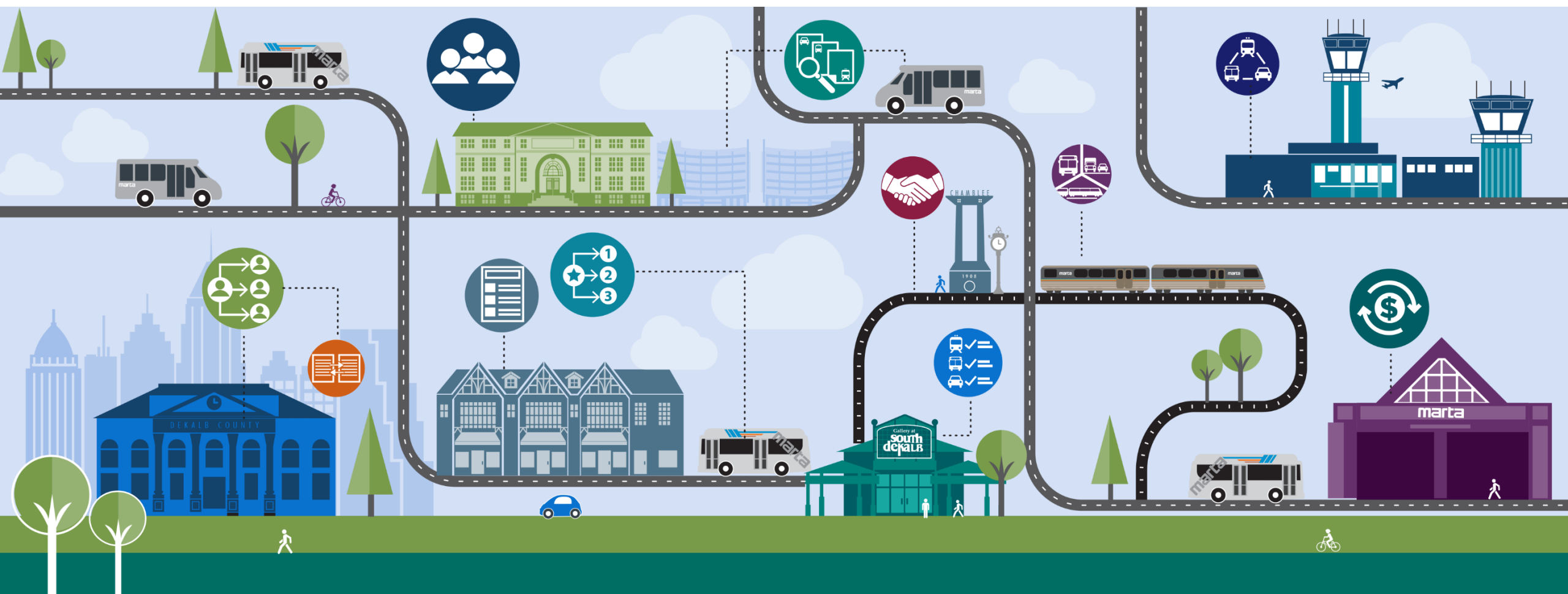
# Questions



# Project Status Update

## May 10, 2019

## No Boundaries—Today's Preparation, Tomorrow's Achievement





# Plan Development Schedule

Public Input  
and Refinement



**MARCH 2019**  
**UNIVERSE OF  
PROJECTS**

A list of transit improvements will be developed that identify potential corridors, modes, and other enhancements such as mobility hubs, increases in frequency, etc.

Stakeholder Input  
and Refinement



**MARCH 2019**  
**FINANCIAL  
FORECASTING**

Revenue forecasts will be projected for the 30-year planning horizon.

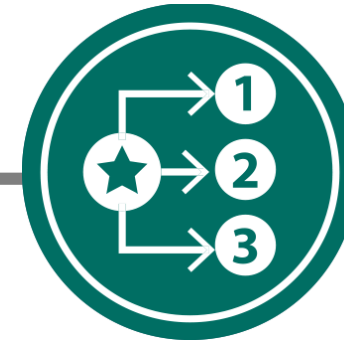
WE ARE HERE



**APRIL 2019**  
**PROJECT  
EVALUATION**

Each project identified will be evaluated and scored in 4 area: ridership, land use and economic development, cost and equity.

Public Input  
and Refinement



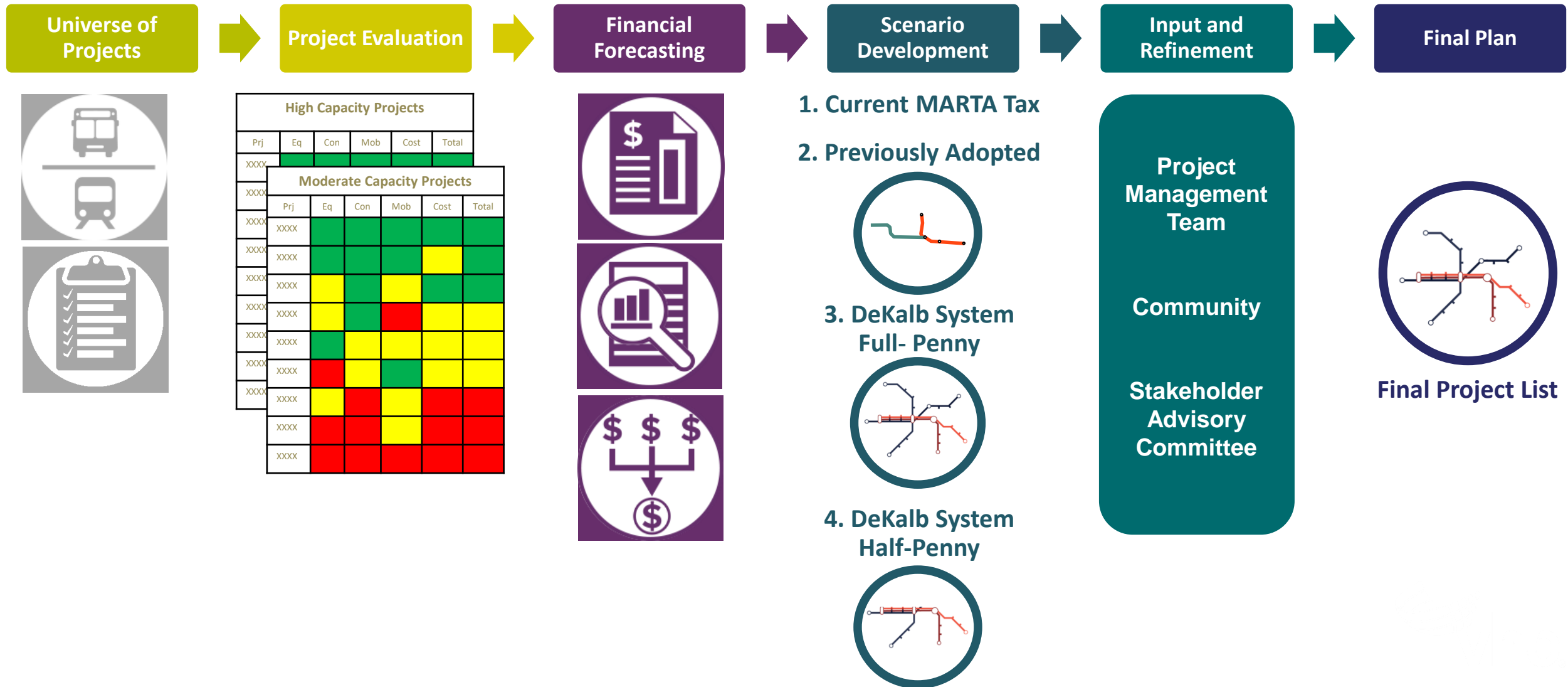
**MAY 2019**  
**SCENARIO  
DEVELOPMENT**

A list of proposed projects will be developed for 2 scenarios: full penny and 1/2-penny revenue forecasts.

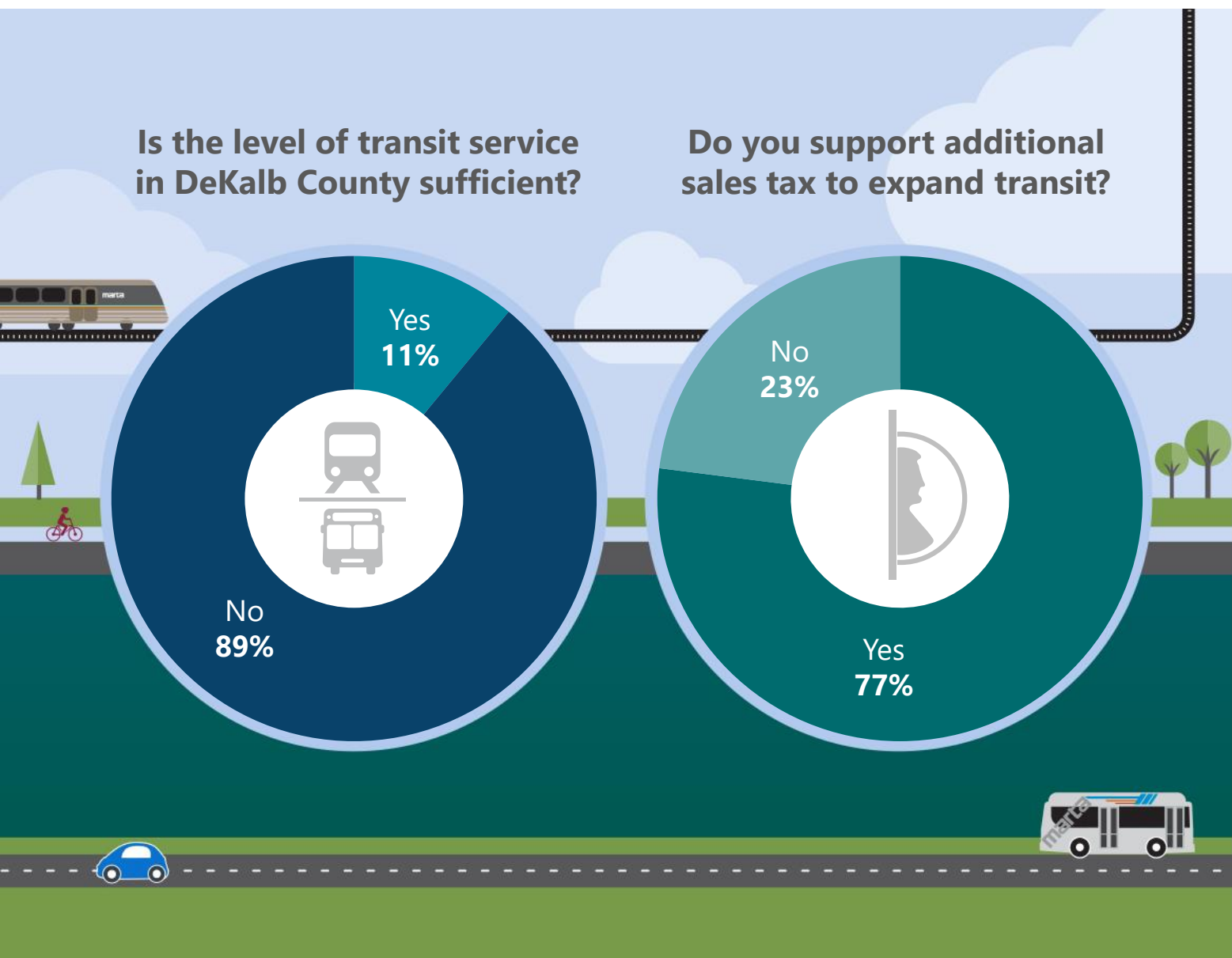


**JUNE – JULY 2019**  
**FINAL PLAN**

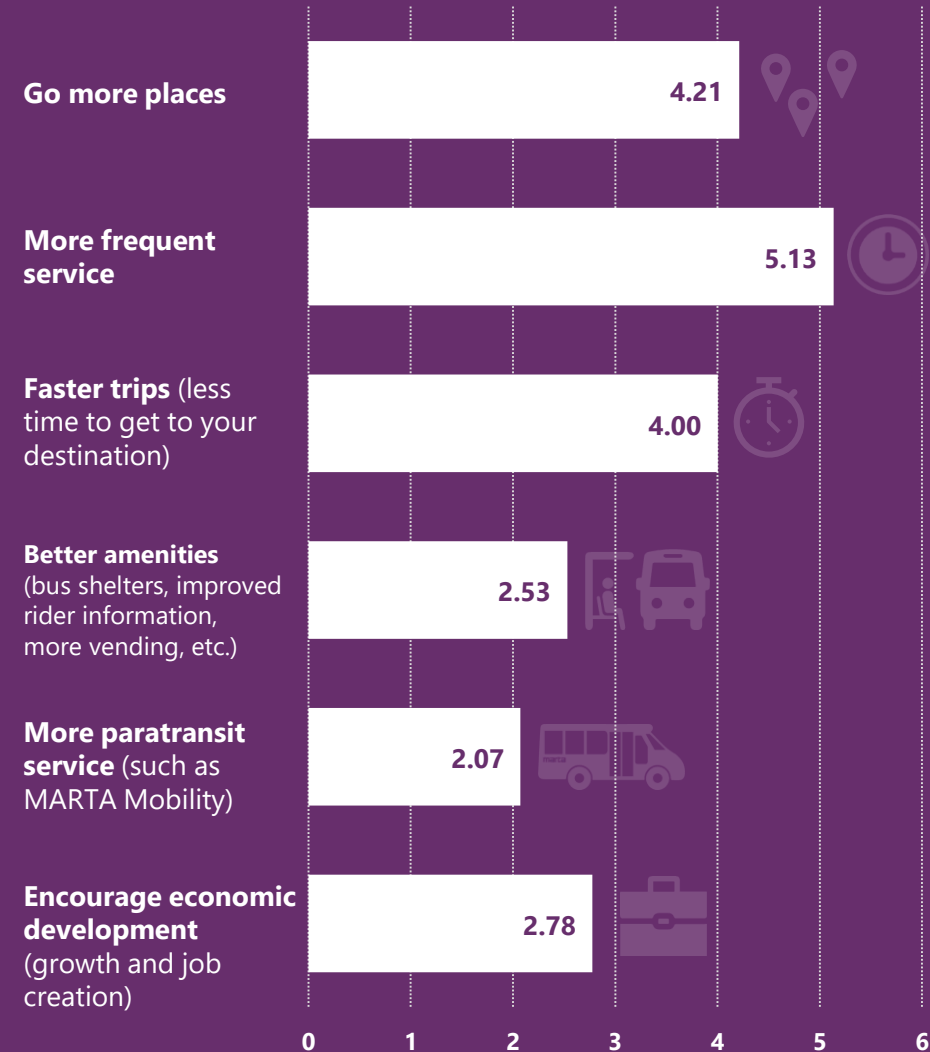
The final report will be published in July.



# Transit Survey Results



**If we were to improve transit service in DeKalb County, which is most important to you?**  
(rank from highest priority to lowest priority, with 1 being the highest)





# Financial Forecasting and Scenario Development

**Potential Sales Tax Revenue**  
(over 30-years in 2019 dollars)

Existing MARTA Sales Tax Scenario

**Full Penny Sales Tax**  
**Previously Adopted Scenario**

DeKalb System Scenario

**½ Penny Sales Tax**  
DeKalb System Scenario

Full Penny



**\$3.65 B**

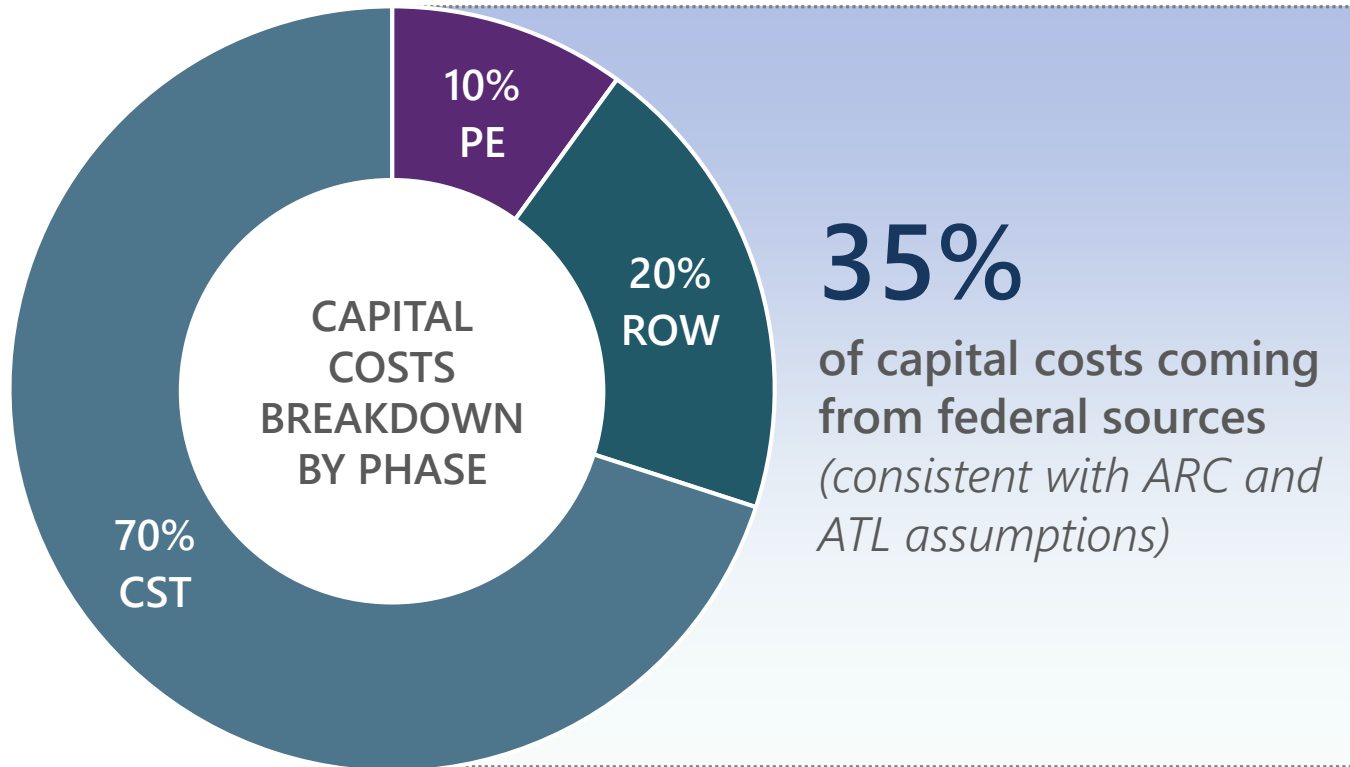
Half Penny



**\$1.85 B**



# Financial Assumptions for Scenario Development



## Key Financial Assumptions

Total operations and maintenance costs assumptions over the 30-year planning horizon:

### **ART and BRT**

Revenue service in 5-10 years—  
23 years O&M costs

### **LRT and HRT**

Revenue service in 10-15 years—15 or 20  
years O&M costs (project specific)





# Universe of Projects

40 Potential Projects

3 HRT, 9 LRT, 13 BRT,  
and 15 ART Projects

**\$20 B** in Capital Costs

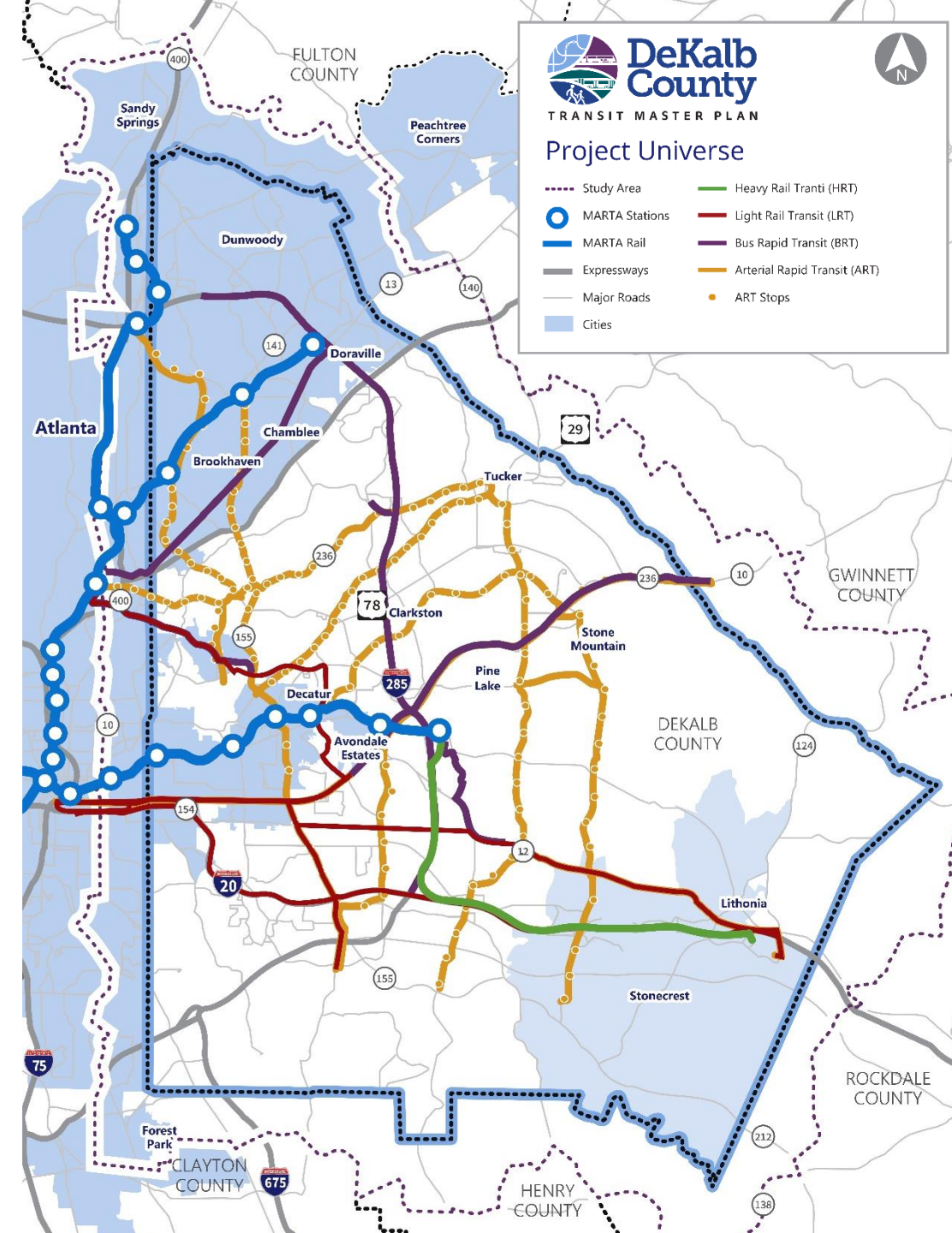
+

**\$4.8 B** in O&M Costs\*

---

**\$25 Billion**

\*includes sustaining capital funding





# Universe of Projects

## Evaluation Categories



Land Use  
Compatibility



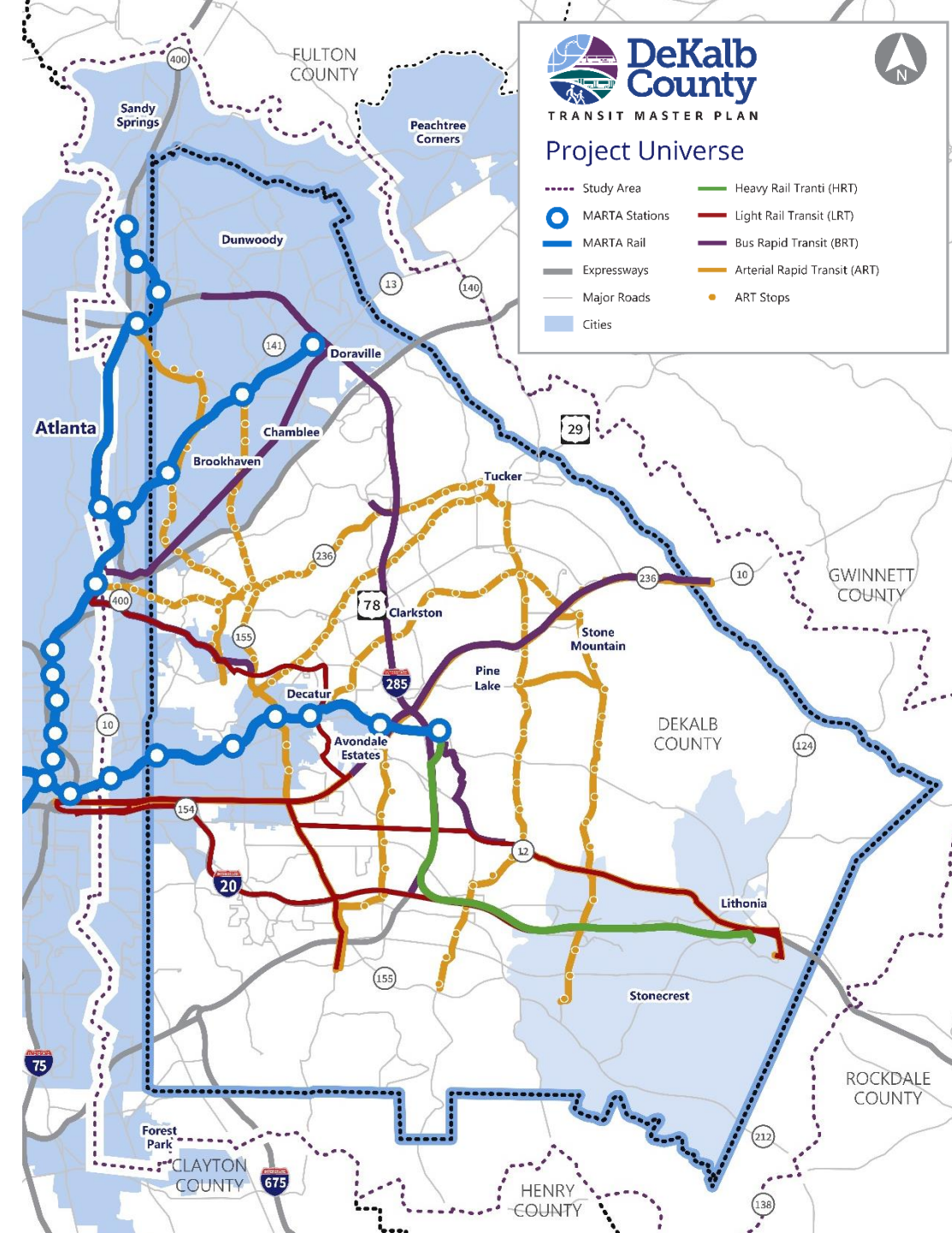
Equity



Economic  
Development  
Potential



Performance  
(Ridership)





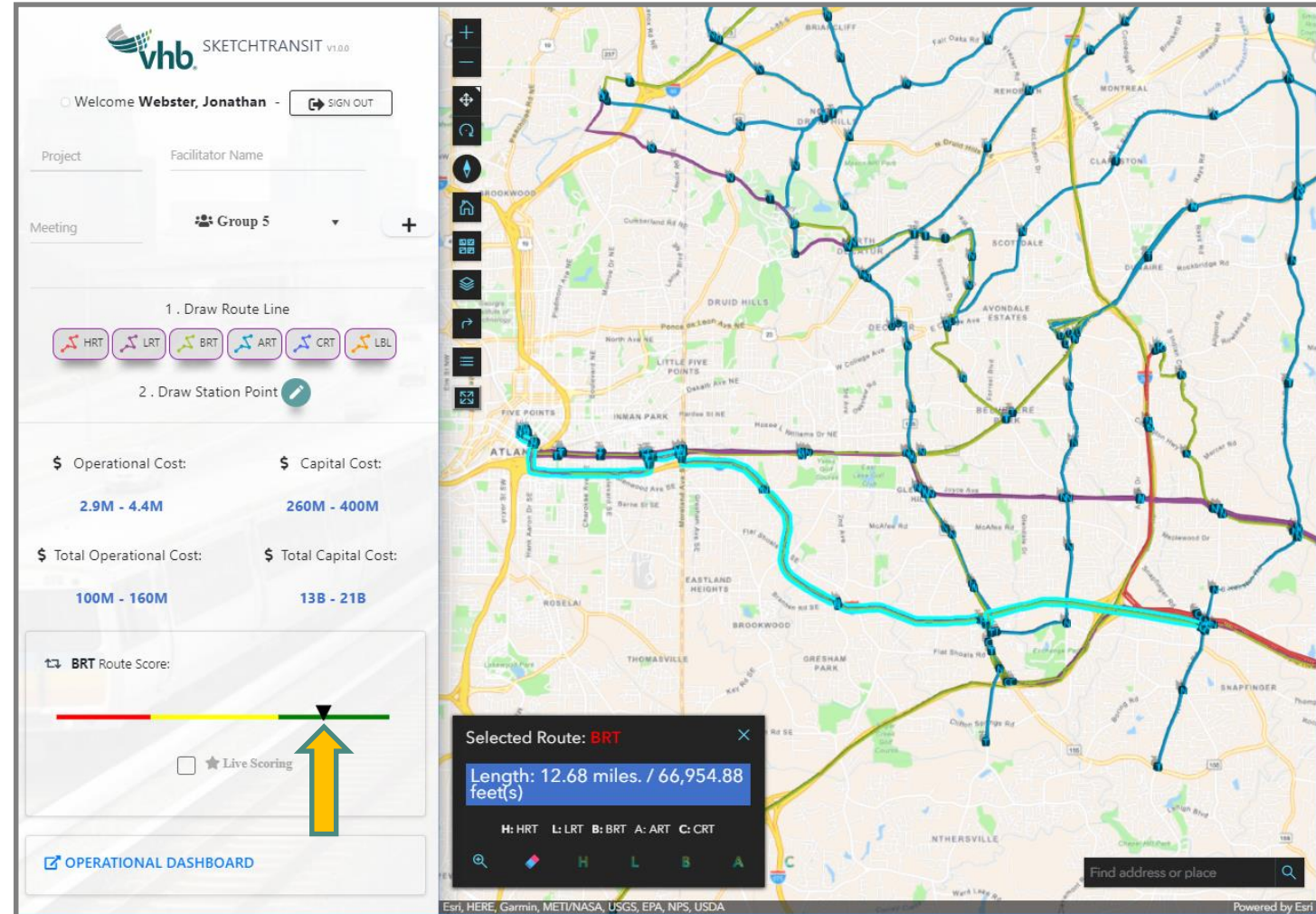


# Project Evaluation–Land Use

## Land Use Compatibility Measure

### SketchTransit land use score

- Score shows route compatibility with land use densities
- Indicates whether development patterns are supportive of high-capacity, moderate-capacity, or local bus service
- Based on underlying trip densities sourced from the ARC's Activity Based Model (ABM)

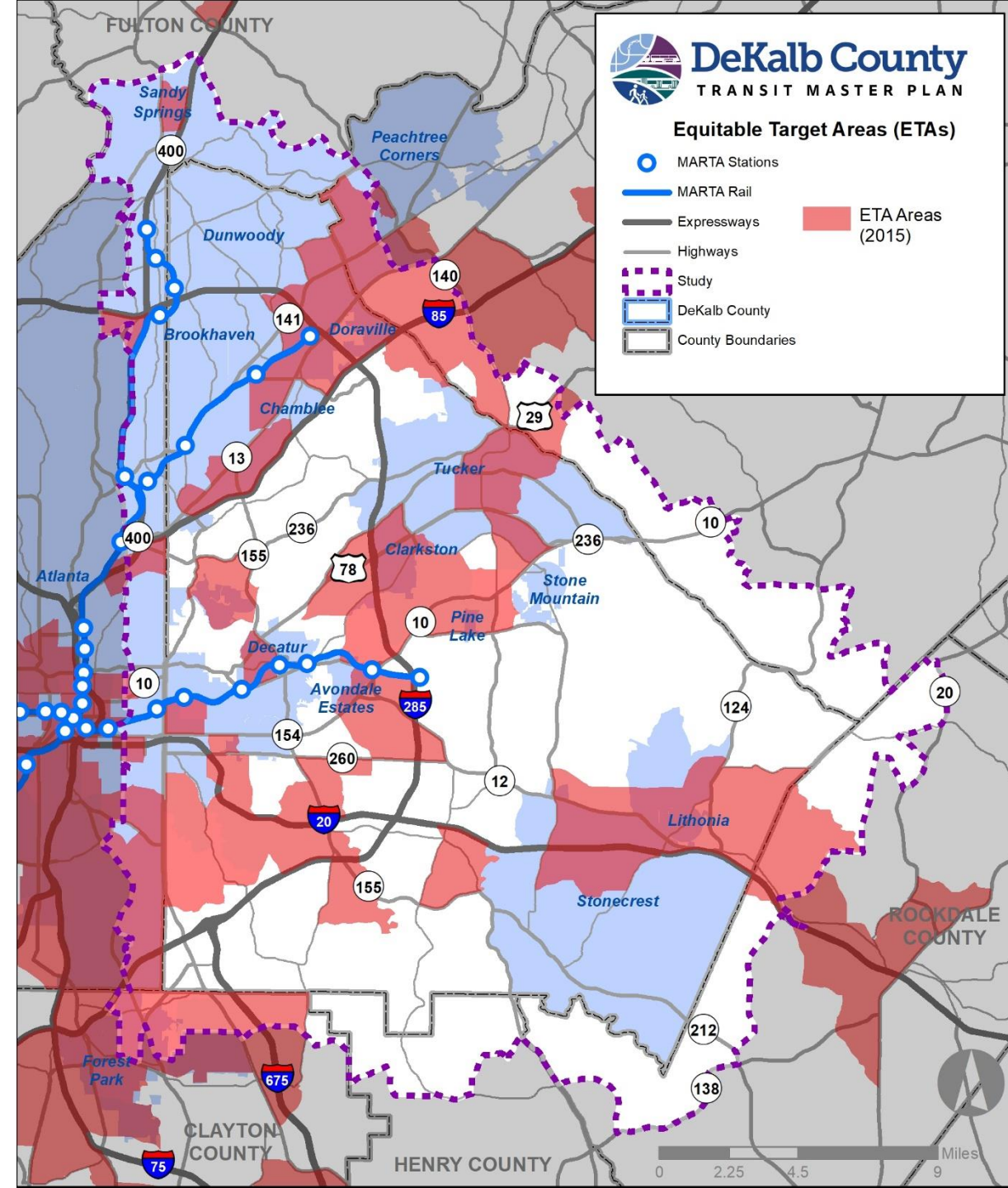




# Project Evaluation–Equity

## Equity Analysis

- ARC's Equitable Target Areas (ETAs)
- High concentrations of minority and low-income populations
- Evaluation Measure: Project alignment miles that serve designated ETAs







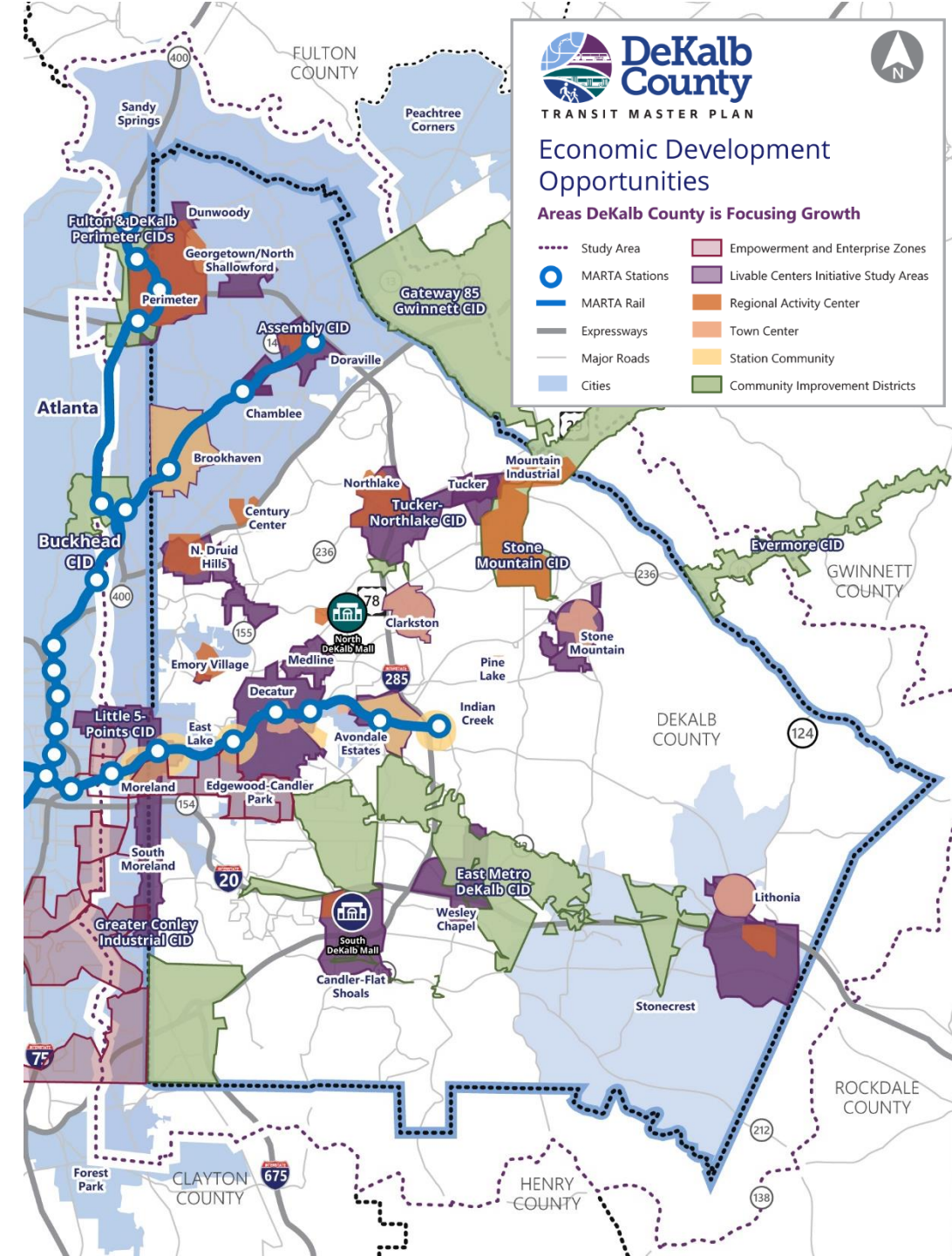
# Project Evaluation–Economic Development Potential

## Evaluation Measure

Acres of economic development zones served by project

## Economic Development Zones

- Empowerment Zones
- Enterprise Zones
- Emerging Employment Centers (based on County's Strategic Economic Development Plan)
- Community Improvement Districts (CIDs)
- Livable Centers Initiative (LCI) Areas
- ARC-designated Activity Centers







# Project Evaluation – Performance (Ridership)

## Project Performance (Ridership) Measure

- Ridership estimates were developed through a sketch model calibrated for each transit mode
  - Station dwell times
  - Average travel speeds
  - Headways
  - Hours of peak and off-peak service
- Model inputs include:
  - Existing (2015) and projected (2040) population and employment within project service area
  - Alignment miles
  - Number of stations
- Evaluation Measure:  
Number of riders per mile of project alignment





# Current Unmet Rider Needs

Paratransit Expansion

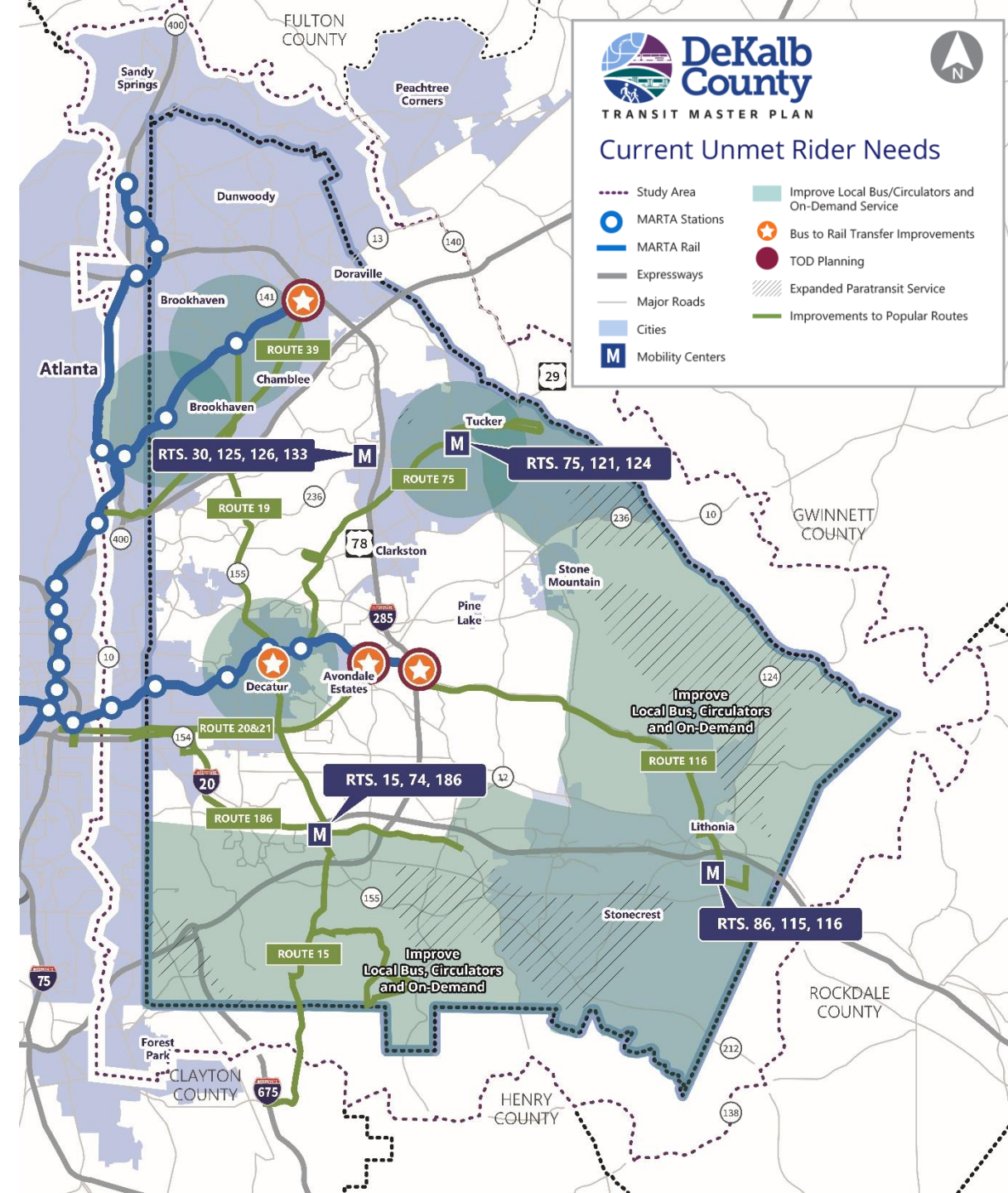
Improvements to Popular Corridors

Mobility Centers

Expanded Local Bus Service, Bus Circulators, and On-Demand Service

Bus to Rail Transfer Improvements

Last Mile/First Mile Connectivity



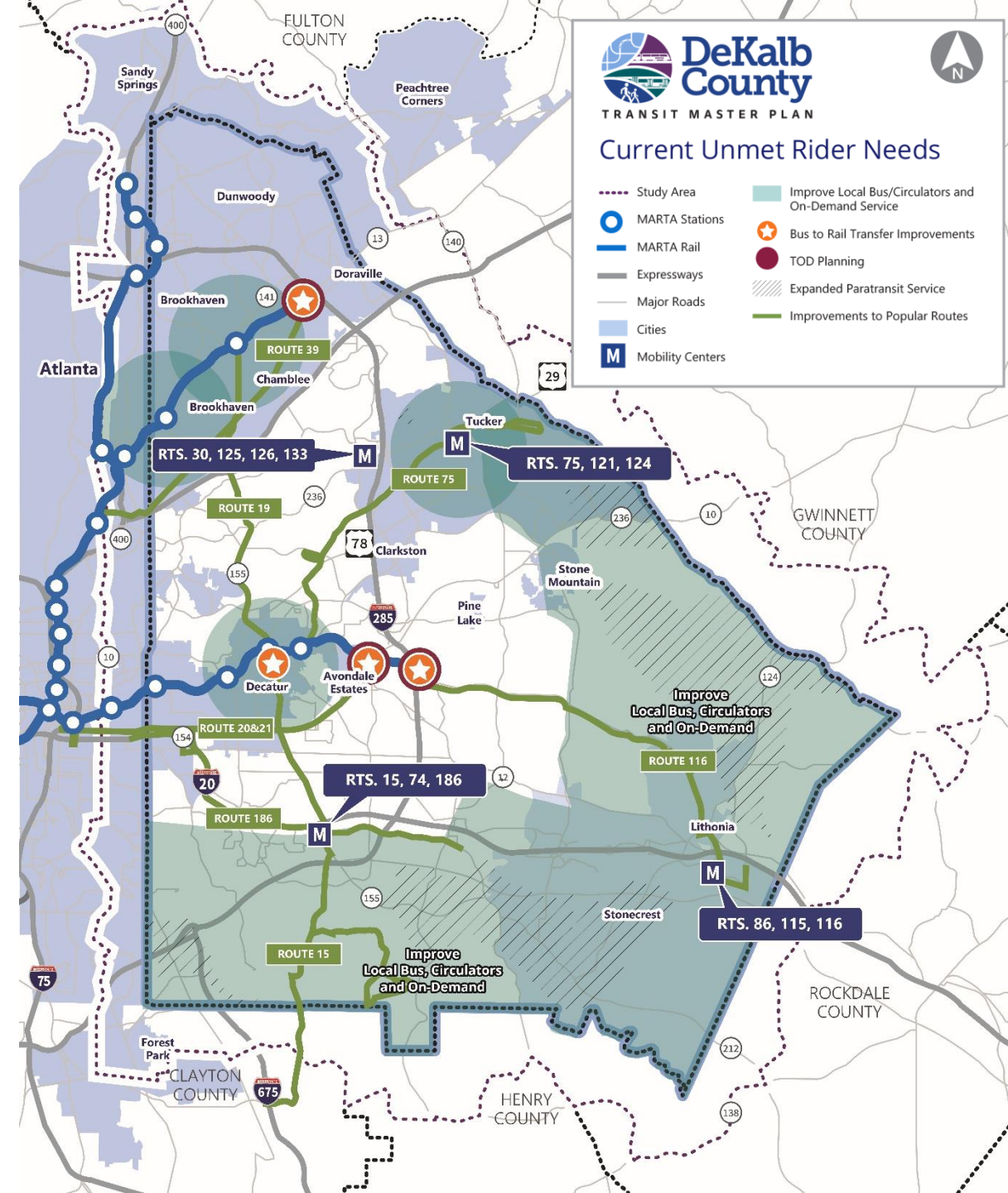




# Current Unmet Rider Needs Paratransit Expansion

To serve significant aging-in-place and disabled populations

Could be provided via MARTA Mobility and/or mobility-on-demand contracted services





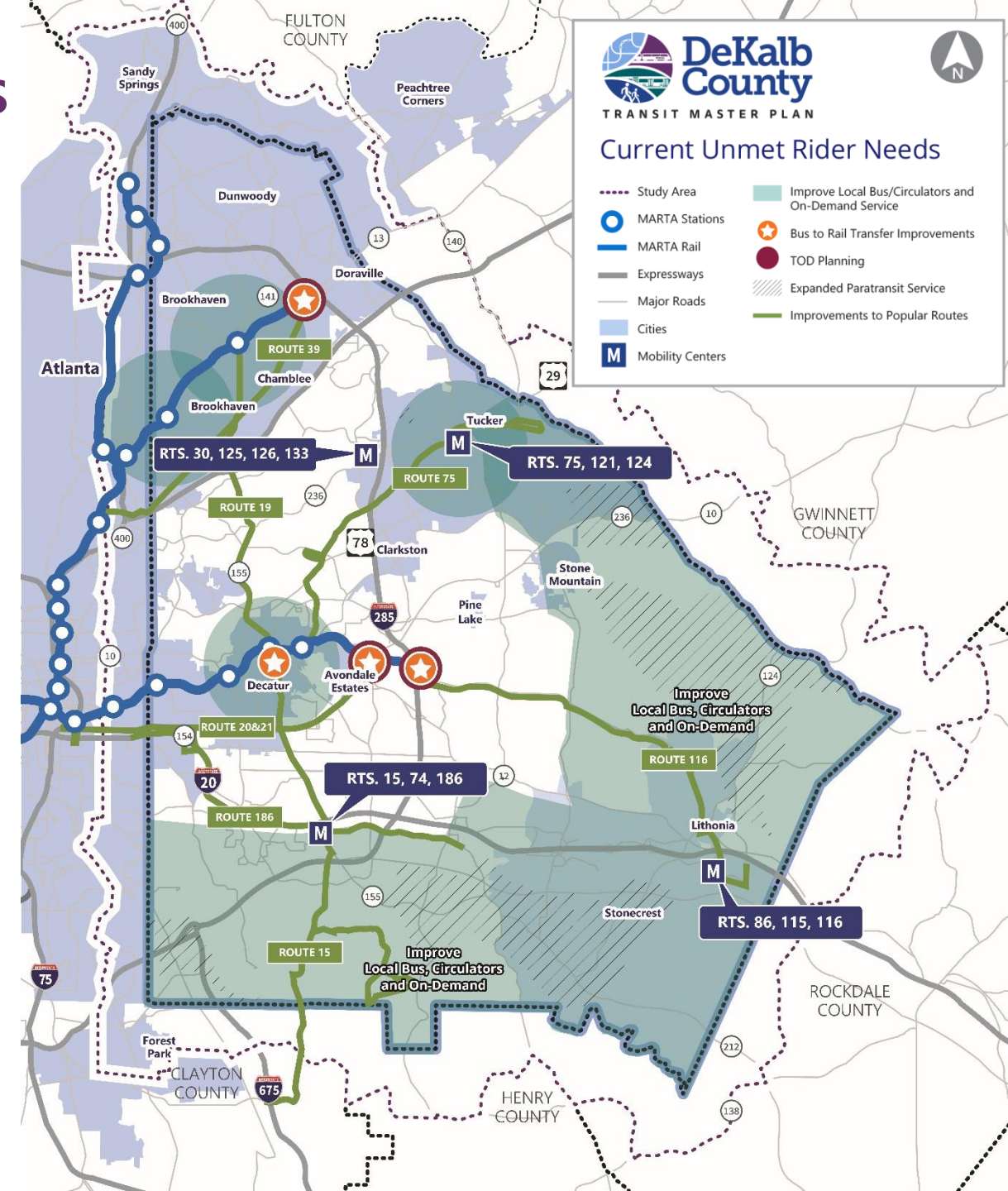
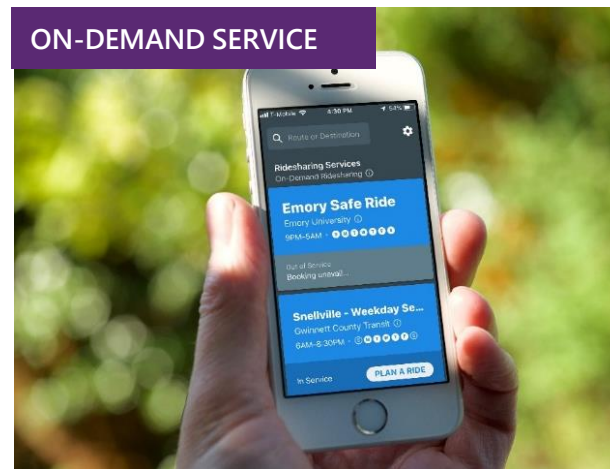
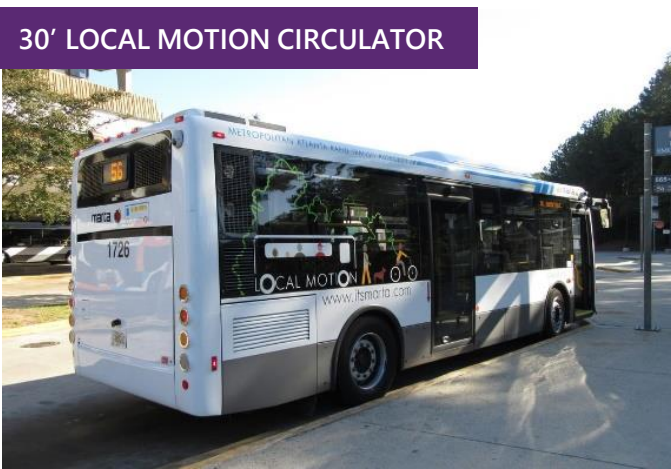


# Current Unmet Rider Needs

## Expanded Local Bus Service, Bus Circulators, and On-Demand Service

To persons in areas of County which are currently unserved or underserved—South and East DeKalb

Improve mobility and circulation in town centers such as Decatur, Stonecrest, Tucker, and Brookhaven







# Current Unmet Rider Needs Improvements to Popular Corridors

Increased frequency of service, higher capacity buses, extended hours of operation, and improved shelters and rider amenities on:

## ROUTE

39

Buford Highway

186

I-20 East/Rainbow Drive

21

121

Memorial Drive

15

Candler Road

19

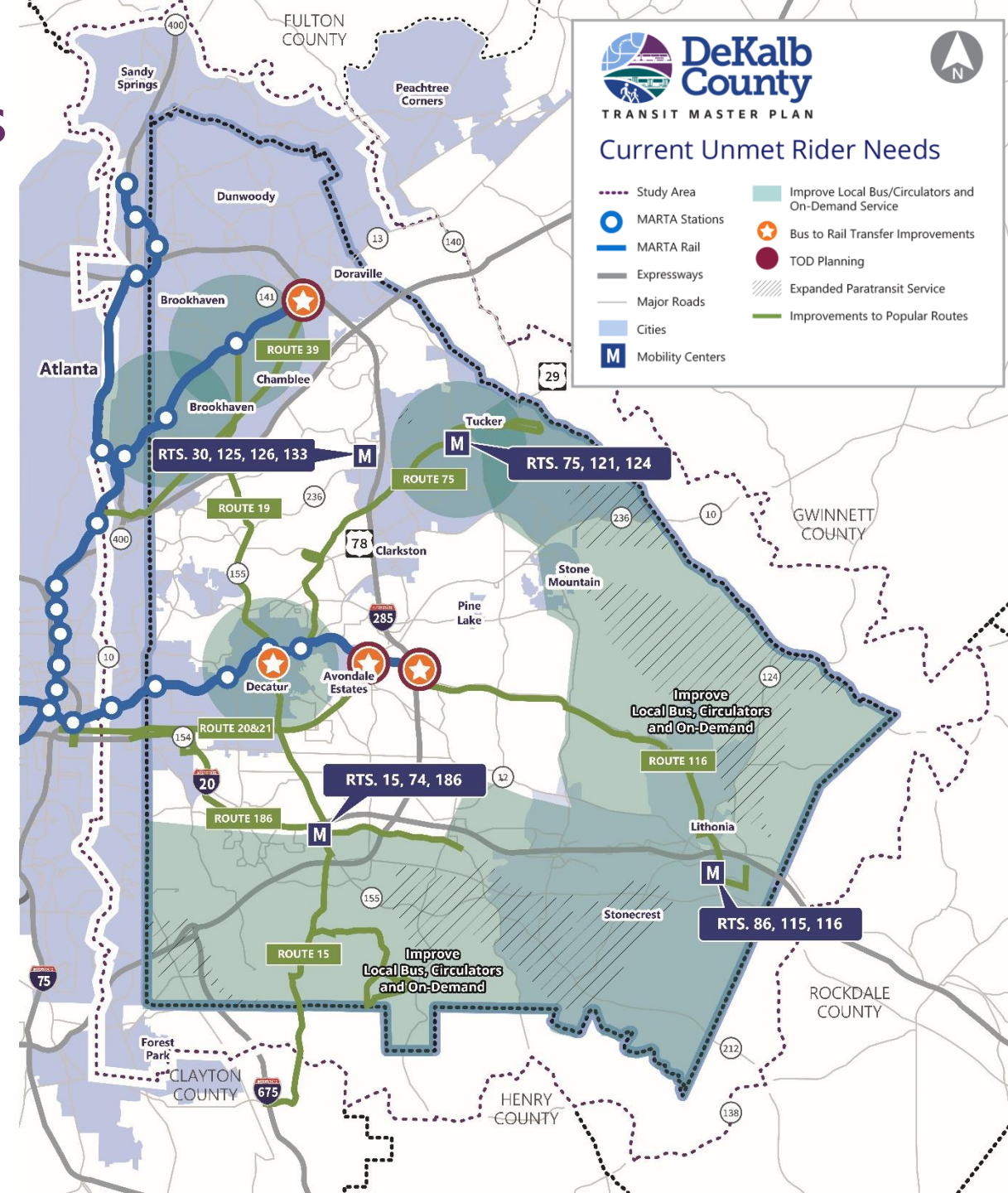
Clairmont Road

75

Lawrenceville Highway

116

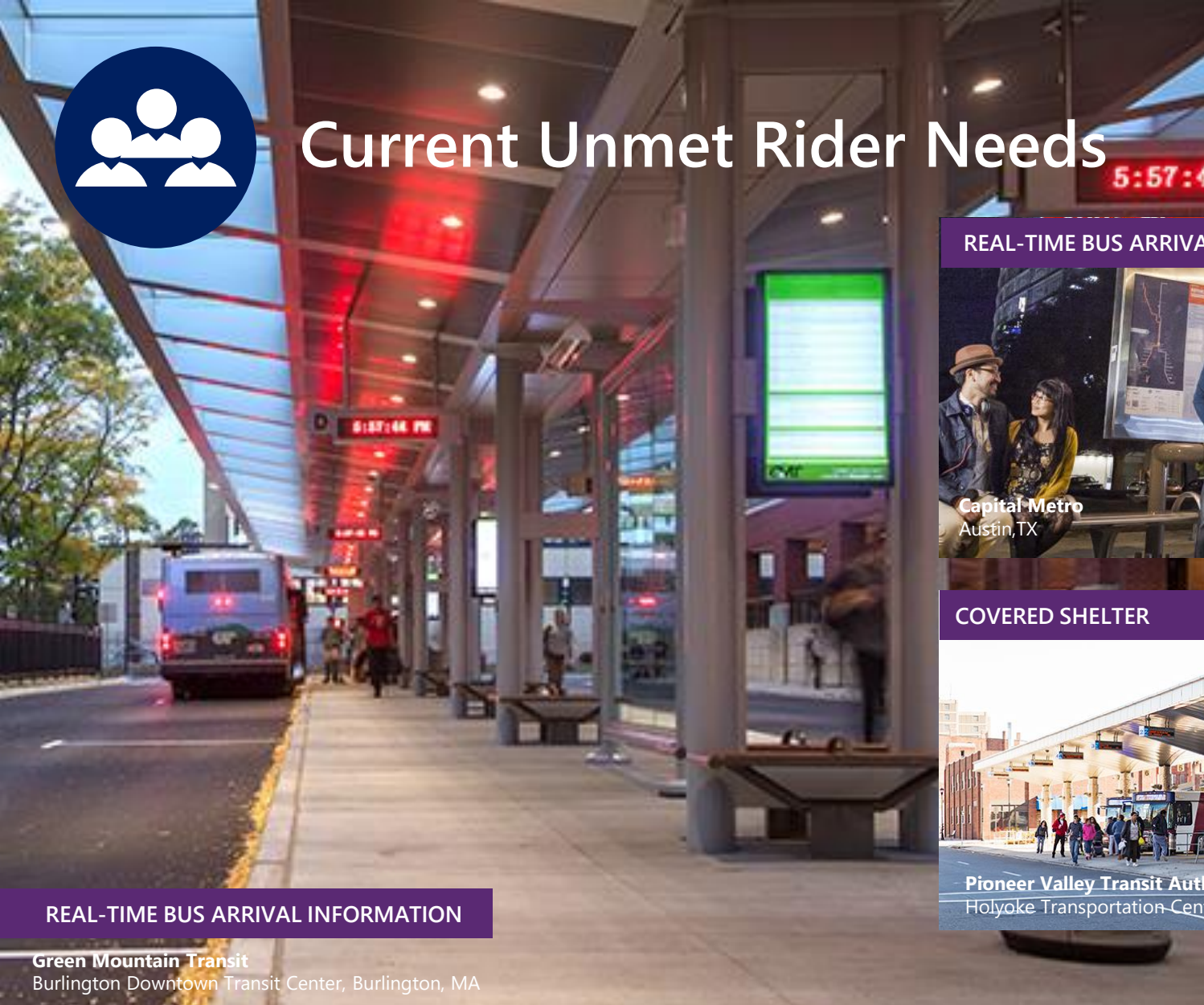
Redan Road







# Current Unmet Rider Needs



REAL-TIME BUS ARRIVAL INFORMATION

Capital Metro  
Austin, TX



COVERED SHELTER

Pioneer Valley Transit Authority  
Holyoke Transportation Center, Holyoke, MA

REAL-TIME BUS ARRIVAL INFORMATION

Green Mountain Transit  
Burlington Downtown Transit Center, Burlington, MA

## Mobility Centers

### South DeKalb Mall, Tucker, Northlake and Stonecrest

Facilitate bus-to-bus transfers

Provide covered shelter, Breeze card kiosks, restrooms, vending, bike racks, waste bins

Real-time bus arrival information

Curb space for ride-sharing (Uber, Lyft), bike-share and scooter-share

Multi-Modal  
Mobility  
Connections

Uber

CAR SHARE  
lyft

zipcar

BIKE SHARE  
Lime

relay

SCOOTER SHARE  
JUMP BIRD





# Current Unmet Rider Needs

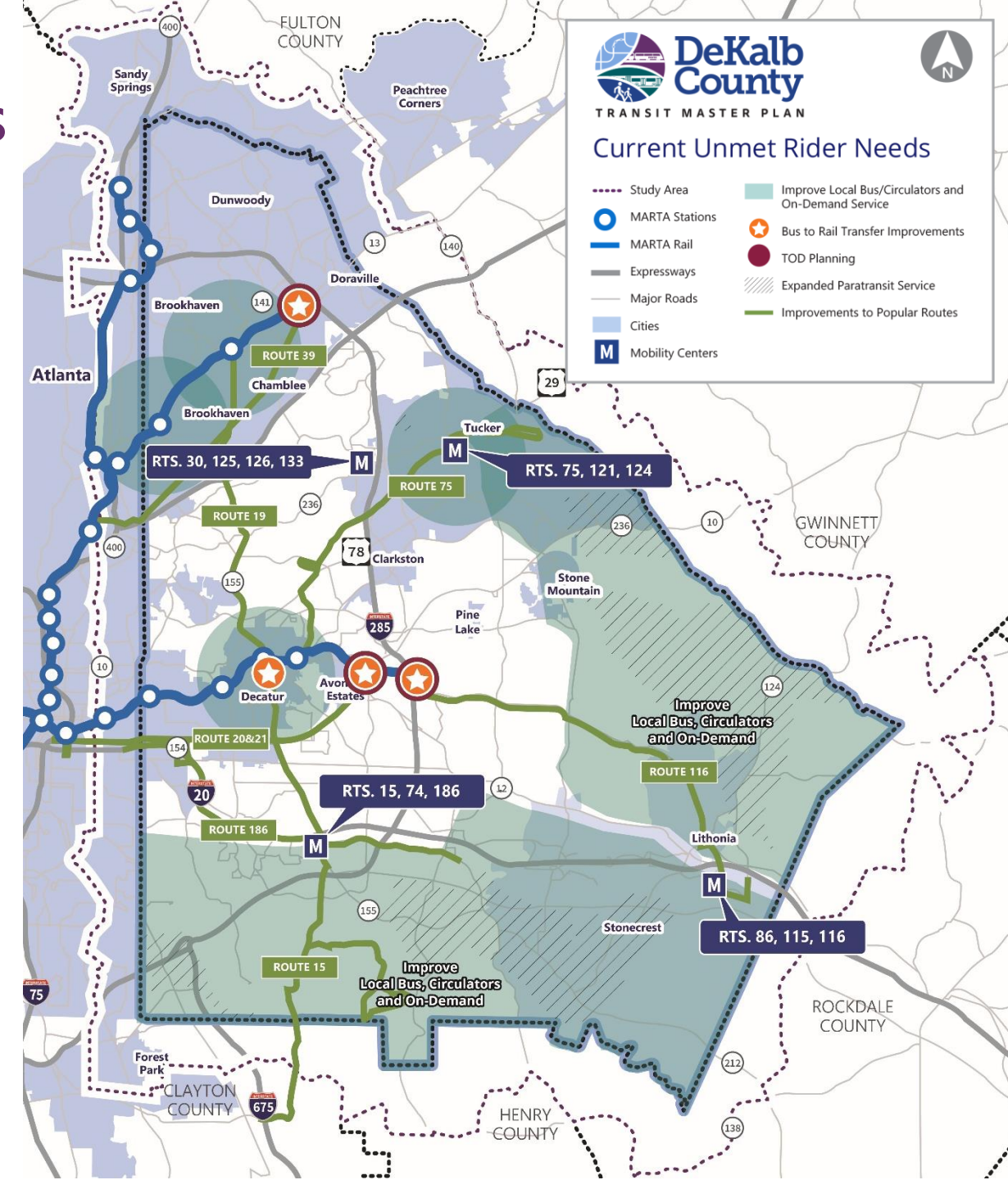
## Bus to Rail Transfer Improvements

Better align bus and train arrivals to reduce transfer time

Increase bus bay loading capacity at key transfer stations (e.g., Doraville, Decatur, and Indian Creek)

Improve real-time passenger information and wayfinding

Improve passenger amenities such as restroom access and vending







# Current Unmet Rider Needs

## Last Mile/First Mile Connectivity

### Improvements to active transportation

Walking and biking connections to and within transit corridors and stations



BICYCLE FACILITIES

UNMET NEED: MISSING SIDEWALKS AT BUS STOPS



STATION WAYFINDING



NEW SIDEWALK CONNECTIONS





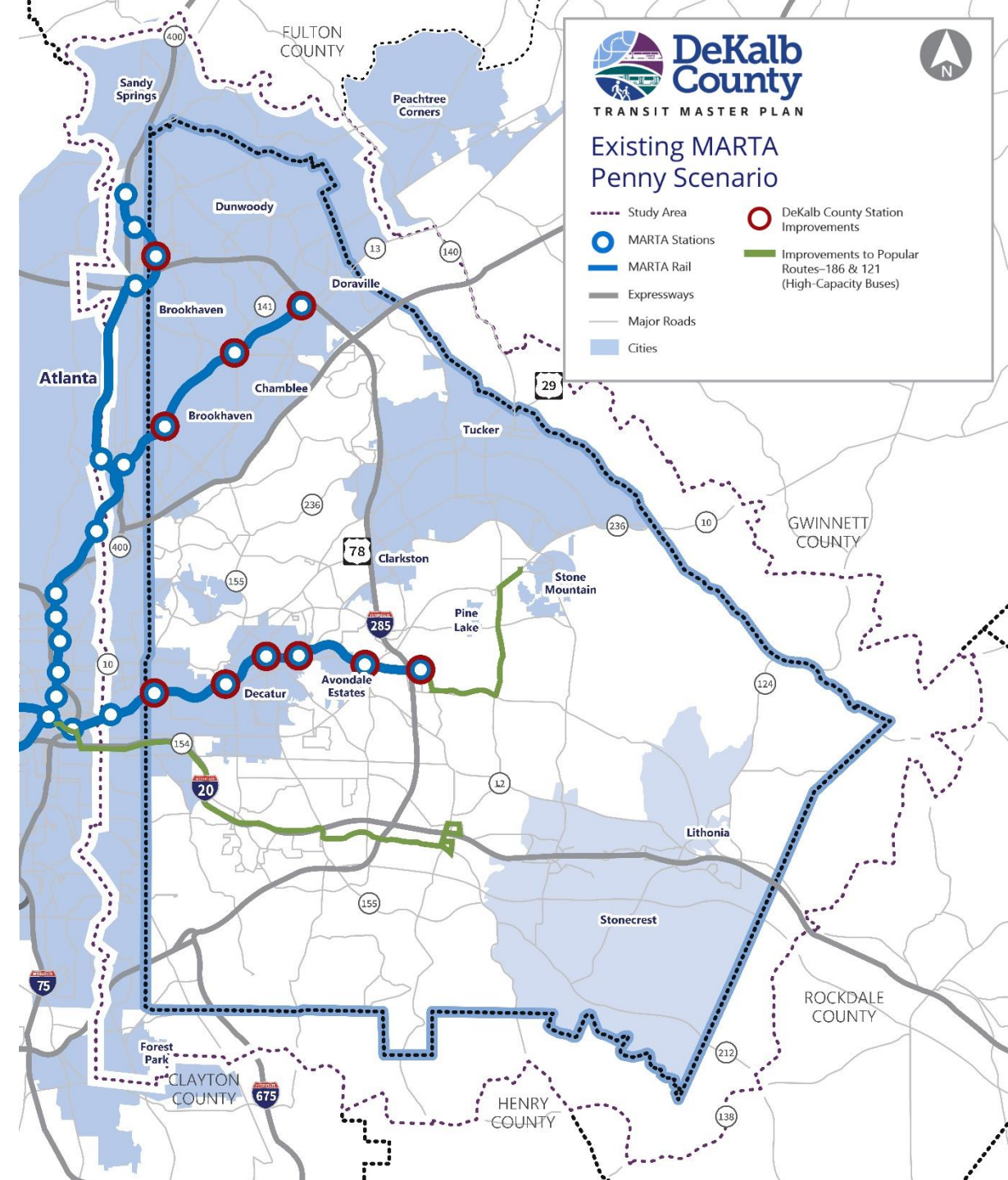


# Scenario Development



# Existing MARTA Penny Scenario No New Funding

- No moderate or high-capacity transit projects
- Focus on State of Good Repair and sustaining capital improvements:
  - MARTA station rehabilitation – up to \$10 M to \$12 M per station (near-term - Indian Creek in 2021 and Kensington in 2025)
  - Track and systems rehabilitation \$232 M (systemwide)
  - Traction power/aux power rehabilitation \$375 M (systemwide)
  - \$3.7 M (near-term \$1.9 M) for DeKalb upgraded bus shelters, benches, and train station bathrooms
  - Railcar replacement program \$650 M (systemwide)
  - Bus replacement program \$230 M (systemwide)
  - High-capacity buses on I-20 East/Rainbow Dr (Rt. 186) and Memorial Dr. (Rt. 121)
  - Potential funding for mobility centers in DeKalb County



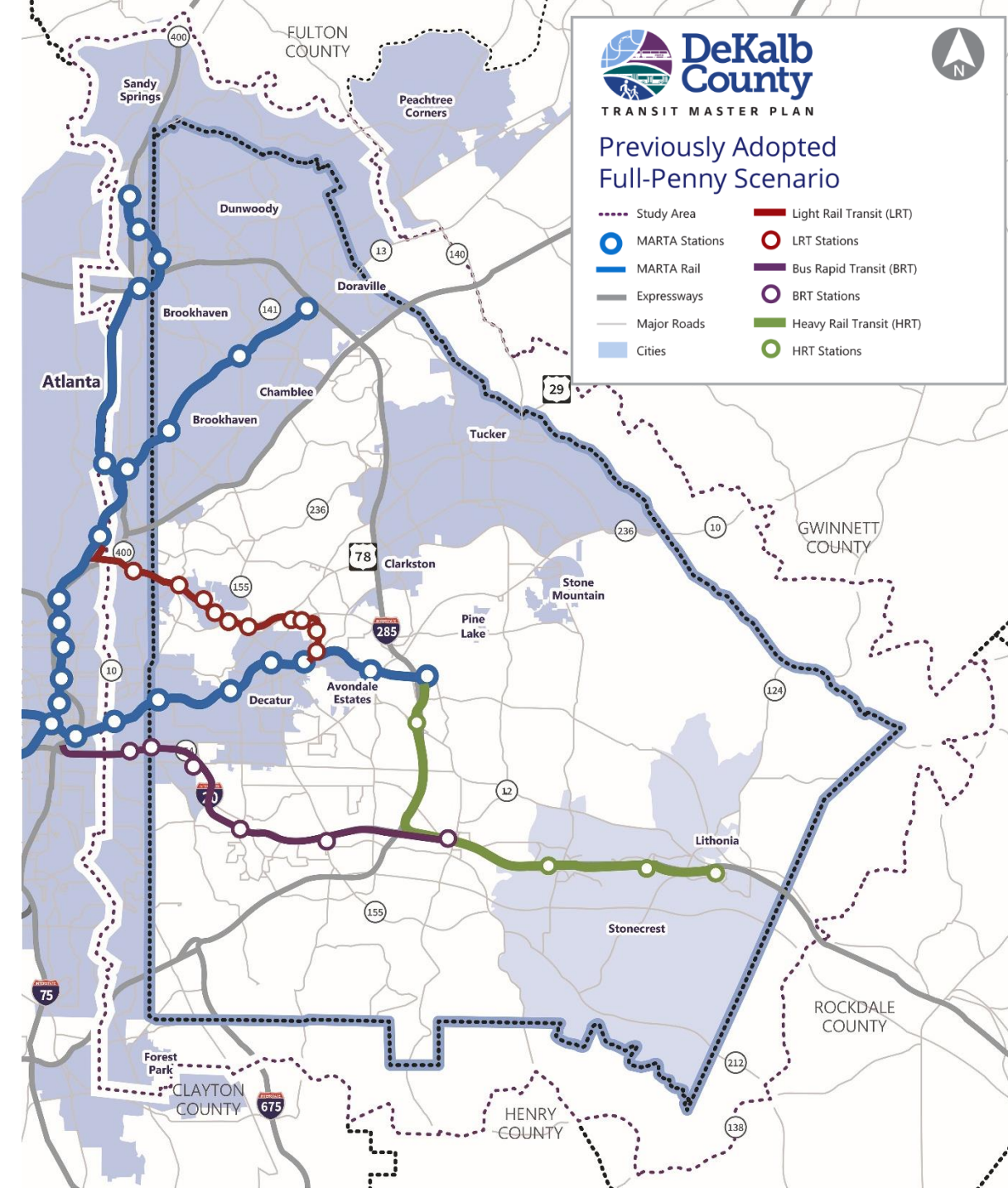




# Previously Adopted Full-Penny Scenario 30-year Investment Plan

- Based on adopted MARTA LPAs for I-20 East and Clifton Corridor
  - 4 Projects
  - 1 HRT, 1 BRT (Express Lanes), and 2 LRT Projects
  - 37 Total Project Miles
  - \$200 M in County Discretionary Transit Fund
  - Total Capital Costs (Local Contribution) – \$3 B
  - Federal Share – \$1.6 B
  - Total O&M Costs – \$882 M\*
  - \$453 M over projected funding level with BRT in HOV/express lane
  - \$1.7 B over projected funding level with BRT in exclusive ROW per MARTA Board approved LPA

\* Includes sustaining capital funding





# DeKalb Full-Penny System Scenario 30-year Investment Plan

**\$5 Billion (includes Federal participation)**

\$200 M – County Transit Discretionary Fund

17 Projects Total

4 LRT, 5 BRT, and 8 ART Projects

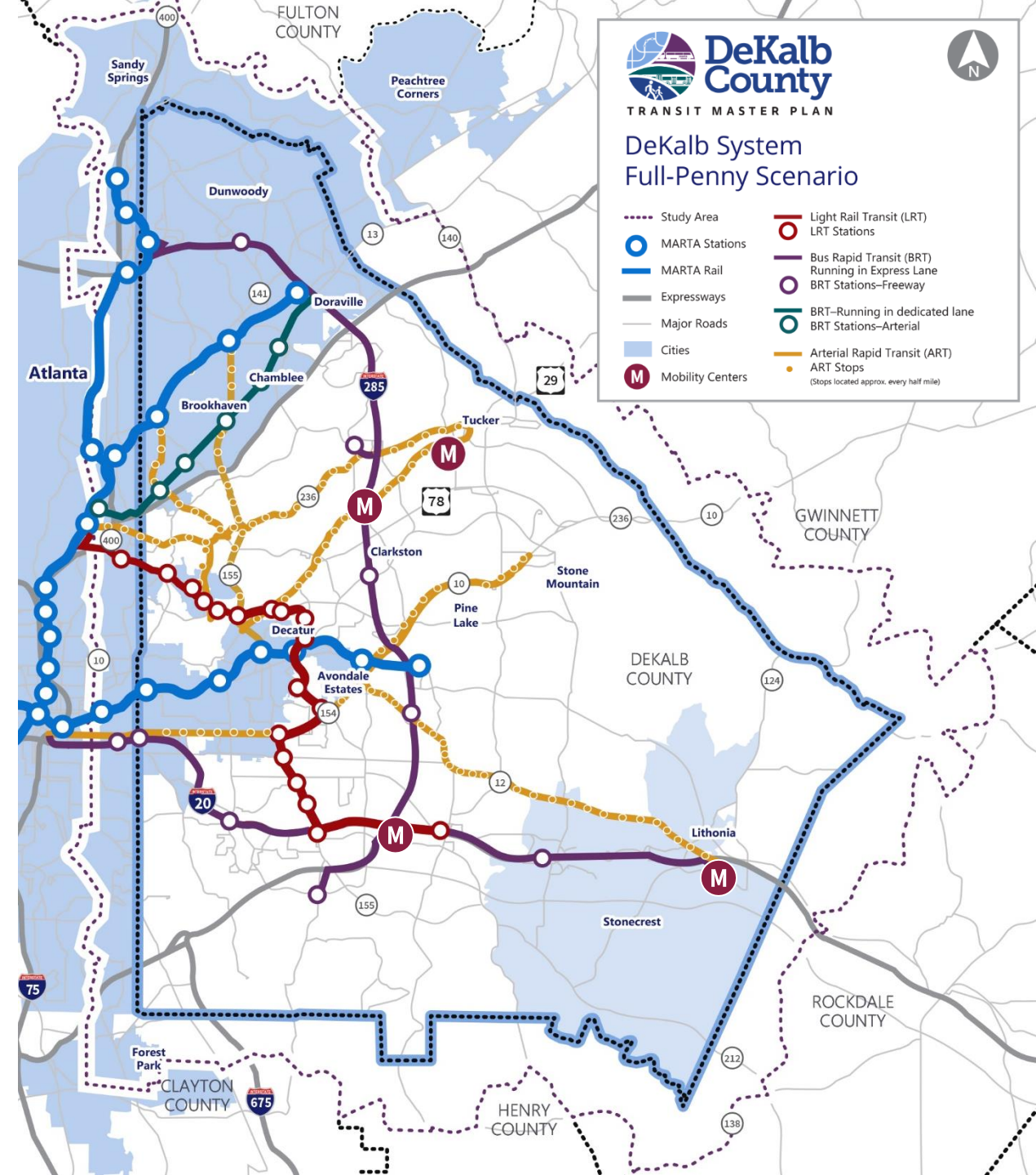
176 Project Miles

Total Capital Costs - \$2.4 B (Local Contribution)

Federal Share - \$1.3 B

Total O&M Costs - \$1.1 B\*

\* Includes sustaining capital funding







# DeKalb System Half-Penny Scenario 30-year Investment Plan

**\$2.2 Billion (includes Federal participation)**

\$120 M – County Discretionary Transit Fund

14 Projects Total

1 LRT, 5 BRT, and 8 ART Projects

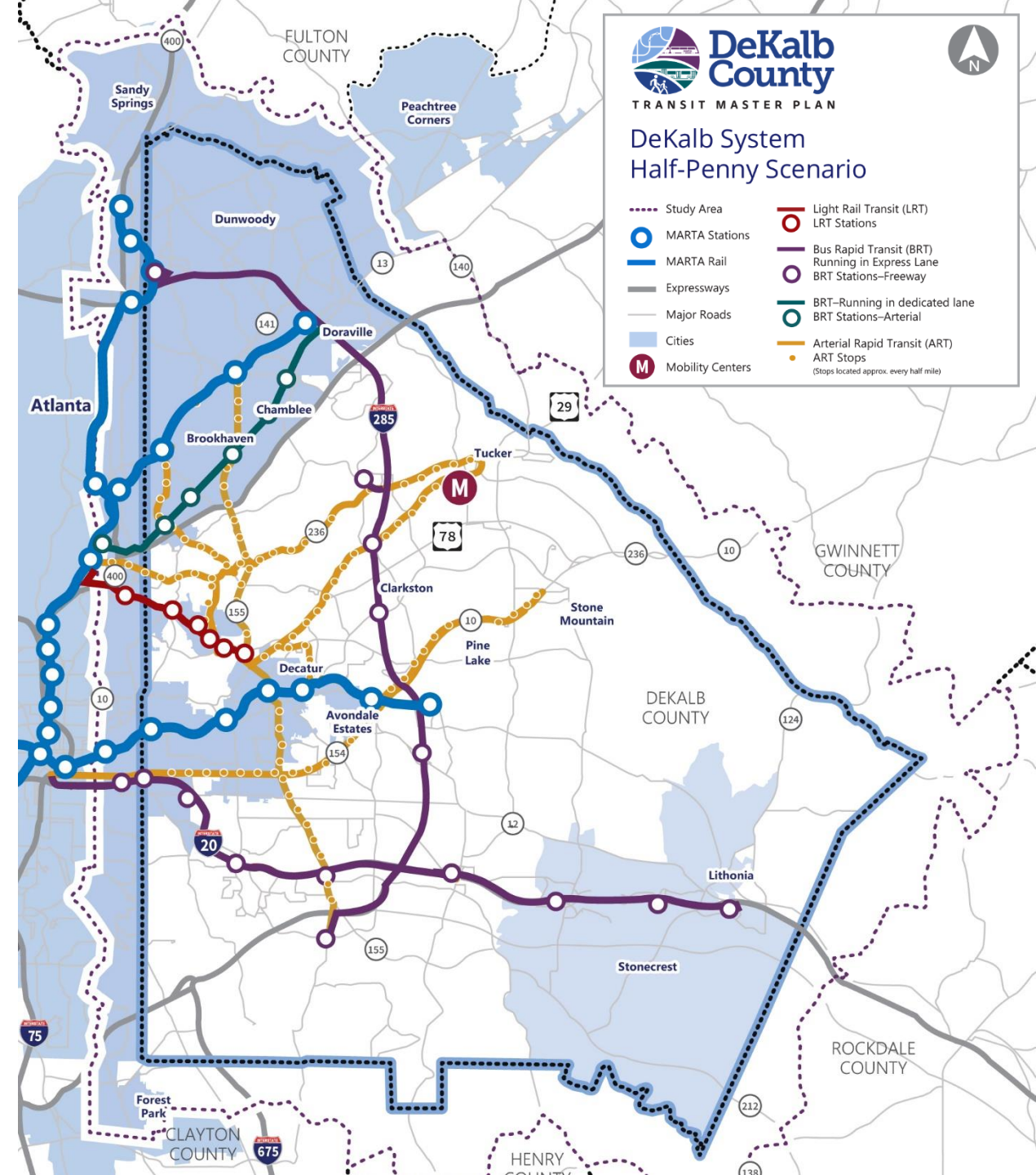
139 Project Miles

Total Capital Costs - \$910 M (Local Contribution)

Federal Share - \$490 M

Total O&M Costs - \$817 M\*

\* Includes sustaining capital funding





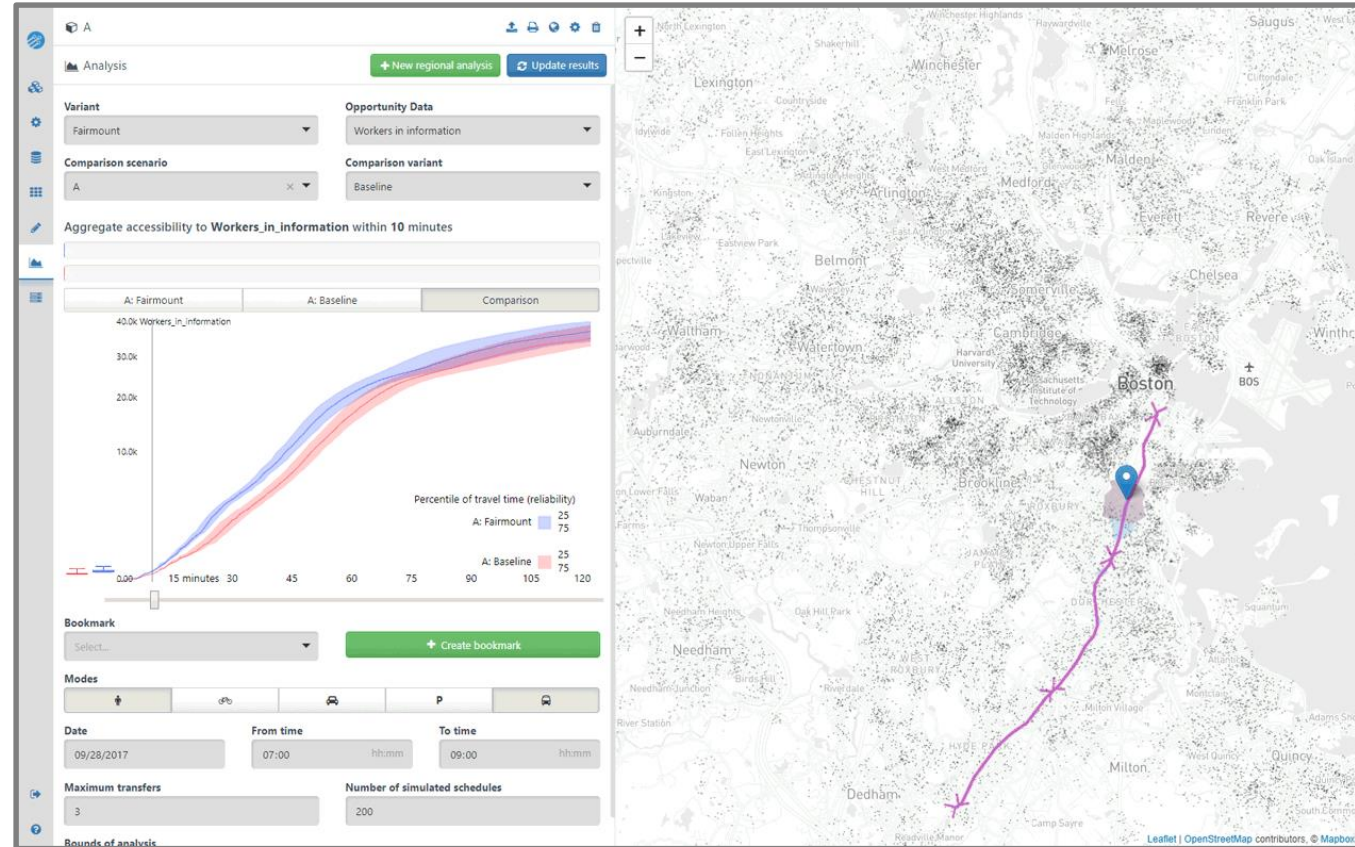
# Next Steps

## Scenario Evaluation

Financial modeling and analysis

Conveyal accessibility analysis of scenarios

FTA's Simplified Trips-on-Project Software (STOPS)  
ridership analysis on high capacity projects







# Next Steps

**MAY 20**

PMT Review of System Evaluation

**MAY 21**

DeKalb Committee of Whole Presentation

**MAY 29**

Stakeholder Committee Meeting

**EARLY JUNE**

Public Meetings

**JUNE**

Final Documentation

**JUNE/JULY**

Adoption by Cities and County

**SUMMER**

Coordination with The ATL







# Discussion





## **FTA Regional Formula Funds & Policy Updates**

*ATL Regional Transit Planning Committee*

*Jon Ravenelle / May 10, 2019*

# FTA Regional Formula Funds & Policy Updates - Goals

- 1) Provide history and status update on Regional Formula Fund Policies
- 2) Provide overview of FTA Formula Fund Programs
- 3) Provide overview of ATL & ARC proposed policy updates





# **REGIONAL FORMULA FUND POLICIES**

## ***HISTORY & OVERVIEW***

# DESIGNATED RECIPIENT OVERVIEW

- On October 1, 2018, Designated Recipient status was transferred to ATL
- The ATL's responsibilities as the Designated Recipient include:
  - Suballocation of formula funds to eligible recipients in Atlanta UZA in accordance with national apportionment formula
  - Coordination with ARC as the Metropolitan Planning Organization (MPO) for the Atlanta UZA
  - Communication and coordination with FTA
  - Providing regional technical support to eligible recipients and analysis of federal transit funding

# DESIGNATED RECIPIENT vs. ELIGIBLE RECIPIENTS

## Designated Recipient

- Receives and suballocates formula funding from FTA to eligible recipients
- Can also be a direct recipient



## Eligible Recipients

- Receive a suballocation from the Designated Recipient
- Can apply for use of suballocated federal funds directly or indirectly depending upon status as an FTA direct recipient

# REGIONAL FORMULA FUND POLICY UPDATES - HISTORY

- ▶ Process to suballocate FTA formula funding through the national apportionment formula is outlined by Atlanta UZA's Regional Formula Fund Policies
- ▶ Policies provide timeline and details regarding how suballocation is transmitted to eligible recipients
- ▶ Policies developed by Designated Recipient and MPO (ARC) in coordination with eligible recipients
- ▶ MARTA and ARC's most recent draft policies were posted for review in December 2017
  - Full review and adoption was postponed by MARTA and ARC due to changes made to regional transit governance structure in HB 930



# REGIONAL FORMULA FUND POLICY UPDATES OVERVIEW

- ▶ ATL and ARC have been working to update the Regional Formula Fund Program Policies
- ▶ Policy updates include:
  - Adjustments to reflect the change in Designated Recipient
  - Adjustments to reflect the role of the ATL's Regional Transit Plan and HB 930
  - Majority of administrative components of previous policies remain the same with some updates related to Program of Projects (POP) public engagement to strengthen FTA compliance
- ▶ Updated policies will go into effect October 1, 2019 (start of Federal fiscal year 2020) with the existing suballocation methodology being used for Federal fiscal year 2019

# REGIONAL FORMULA FUND POLICY UPDATE TIMELINE

Date	Activities
Feb. 11th	- Provide TOS Update and coordinate with FTA for feedback on POP process and make necessary revisions.
Feb. 18 <sup>th</sup> to Mar. 14th	- ATL & ARC finalize proposed policies.
Mar. 15th	- Send proposed policies to regional operators/TOG group for review.
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Apr. 26th	- ARC & ATL present proposed policies during TOG meeting and gather recommendations related to policies.
Apr. 29th to May 10th	- Continue to receive and review feedback on proposed policies - answer any questions. - Continue to conduct meetings with operators/locals. - Update/adjust proposed policies as necessary.
May 10 <sup>th</sup>	- ATL Regional Transit Planning Committee receives presentation on proposed areas of change
August Board Adoption	- ATL & ARC Board adoptions in August meetings.
Oct. 1, 2019	- New Regional Suballocation Policies effective.

# FTA Urbanized Area Regional Formula Programs

## Section 5307 Urbanized Area Formula Fund Program:

- ▶ Formula is based on population and operating statistics
- ▶ Funding eligible for planning, engineering, capital maintenance, capital expansion and some operating expenses

## Section 5337 State of Good Repair Formula Fund Program:

- ▶ Formula is based on Fixed Guideway and High Intensity Motorbus (HOV/HOT service) operating statistics
- ▶ Funding eligible for capital maintenance and replacement, as well as State of Good Repair planning and preventive maintenance

## Section 5339 Bus and Bus Facilities Formula Fund Program

- ▶ Formula is based on population and bus service operating statistics
- ▶ Funding eligible for capital projects to replace, rehabilitate, and purchases buses, vans, and related equipment, as well as bus related facilities.





# **REGIONAL FORMULA FUND POLICY UPDATES**

*PROPOSED UPDATES*

A photograph of a crowded subway platform. A yellow train is stopped at the platform, with its doors open. A large crowd of people is waiting on the platform. The text "5307 URBANIZED AREA FORMULA FUND PROGRAM" is overlaid on the image in a white, outlined font. A vertical line is positioned to the right of the text.

# 5307 URBANIZED AREA FORMULA FUND PROGRAM

Linie Ziel Abfahrt  
U5 Hönöw in 1min  
schen Tierpark und Wuhletal. Bitte

Gleis 2

U5 Hönöw

Berlin

501

# 5307 URBANIZED AREA FORMULA FUND PROGRAM

## ► Formula is based on:

- Population
- Population Density
- Bus Revenue Vehicle Miles
- Fixed Guideway Directional Route Miles
- Ratio of Passenger Miles to Operating Costs (incentive tier)

## ► Categories of areas funds can be used for:

- Planning, engineering, design and evaluation of transit projects
- Capital investments in bus and bus-related activities
- Security related projects – capital and planning
- Capital investments in new and existing fixed guideway (rail or BRT) systems
- Preventive maintenance and ADA paratransit operating

5307 URBANIZED AREA FORMULA FUND PROGRAM – CALCULATION FLOW CHART

Total 5307 Apportionment	\$	69,110,223		
Low Income Set-Aside	\$	2,682,964		
Total Remaining 5307	\$	66,427,259		
ARC Percentage (0.5%)	\$	332,136		
Remainder			\$	66,095,123
Fixed Guideway	33.29%	\$	22,003,066	
Bus	66.71%	\$	44,092,056	
Total	100.00%	\$	66,095,123	
Fixed Guideway			\$	22,003,066
Primary	95.61%	\$	21,037,132	
Incentive	4.39%	\$	965,935	
Total	100.00%	\$	22,003,066	
Primary			\$	21,037,132
Revenue Miles	60.00%	\$	12,622,279	
Route Miles	40.00%	\$	8,414,853	
Total	100.00%	\$	21,037,132	
Bus			\$	44,092,056
Primary	90.80%	\$	40,035,587	
Incentive	9.20%	\$	4,056,469	
Total	100.00%	\$	44,092,056	
Primary			\$	40,035,587
Revenue Vehicle Miles	50.00%	\$	20,017,794	
Population	25.00%	\$	10,008,897	
Population X Density	25.00%	\$	10,008,897	
Total	100.00%	\$	40,035,587	
Total 5340 Funds for the Atlanta UZA:	\$	4,505,904		
Remainder			\$	4,505,904
Population	50.00%	\$	2,252,952	
Population X Density	50.00%	\$	2,252,952	
Total	100.00%	\$	4,505,904	



# RESERVING FUNDS FOR PLANNING ENTITIES - HISTORY

<b>Total 5307 Apportionment</b>	<b>\$ 69,110,223</b>	
<b>Low Income Set-Aside</b>	<b>\$ 2,682,964</b>	
<b>Total Remaining 5307</b>	<b>\$ 66,427,259</b>	
<b>ARC Percentage (0.5%)</b>	<b>\$ 332,136</b>	
Remainder		
		<b>\$ 66,095,123</b>

ARC annually receives a set-aside of one-half of one percent (0.5%)

- Used for regional transit planning or other regional projects
- Funding ranges from \$300,000 to \$330,000 annually

► ARC has funded the following projects with these funds:

- Fulton County Master Transit Plan
- Remix Transit Planning Software Licenses (utilized by MARTA, Cobb, Gwinnett, and Henry)
- On-Board Travel Survey (2001 and 2008)
- Regional Fare Policy Study
- Regional General Transit Feed Specification (GTFS) Coordination work (transferred to ATL)

# RESERVING FUNDS FOR PLANNING ENTITIES - PROPOSED

Total 5307 Apportionment	\$ 69,110,223	
Low Income Set-Aside	\$ 2,682,964	
Total Remaining 5307	\$ 66,427,259	
ARC Percentage (.25%)	\$ 166,068	
ATL Percentage (.75%)	\$ 498,204	
Remainder		
		\$ 65,762,986

Proposed policies include set-aside of one percent (1.0%):

- .25% for ARC
- .75% for ATL
- Overall set-aside increase of \$332,136 based on FFY 19 dollars

► ATL funding will be utilized for regional projects and planning including:

- General Transit Feed Specification (GTFS) coordination activities
- Regional Fare System and Policy studies
- Regional Transit Signal Prioritization studies
- Regional On-Board Survey
- Regional capital projects – i.e. regional bus stop signage type projects

A tram is shown on a grassy track, moving towards the viewer. The tram is white with a large front window. In the background, there is a multi-story building with many windows and some trees. The scene is set in a park-like area with green grass and young trees.

# 5337 STATE OF GOOD REPAIR GRANT PROGRAM

# 5337 STATE OF GOOD REPAIR FORMULA FUND PROGRAM

## ► Formula is based on:

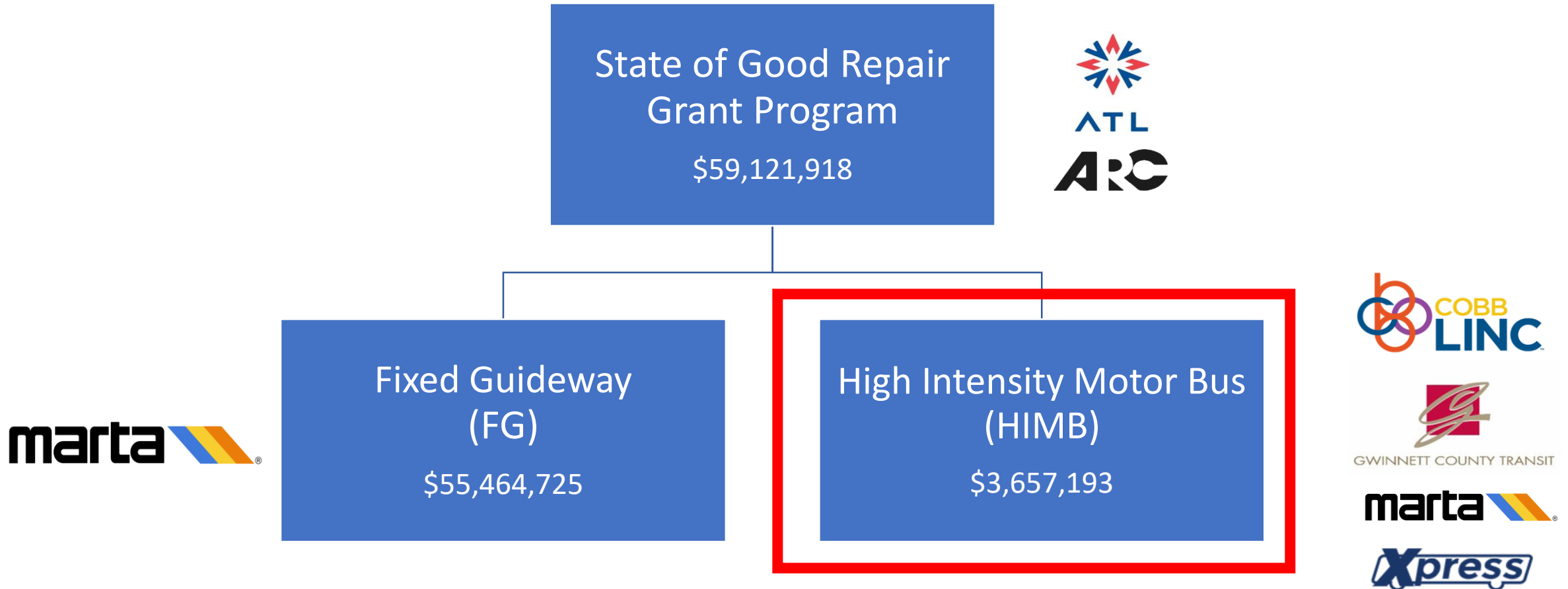
- HOV & HOT Bus Directional Route Miles
- Bus Vehicle Revenue Miles
- Fixed Guideway Directional Route Miles
- Fixed Guideway Vehicle Revenue Miles

## ► Categories of areas funds can be used for:

- Passenger stations and terminals
- Maintenance facilities and equipment
- Operational support equipment, including signals, communication equipment, computer hardware and software
- Preventive maintenance
- Purchase or rehab of rolling stock for either bus or rail

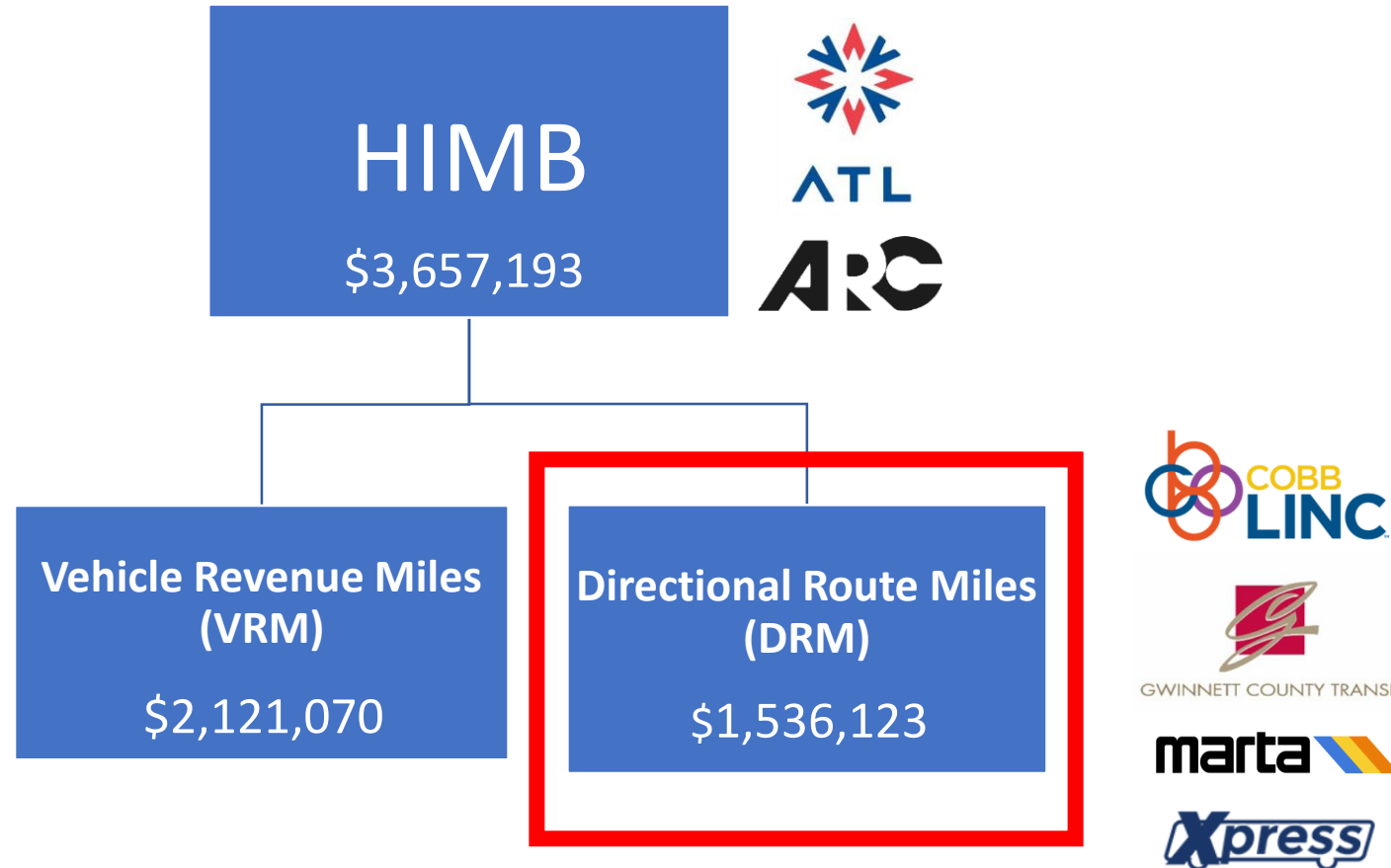


# 5337 STATE OF GOOD REPAIR PROGRAM - CALCULATION FLOW CHART

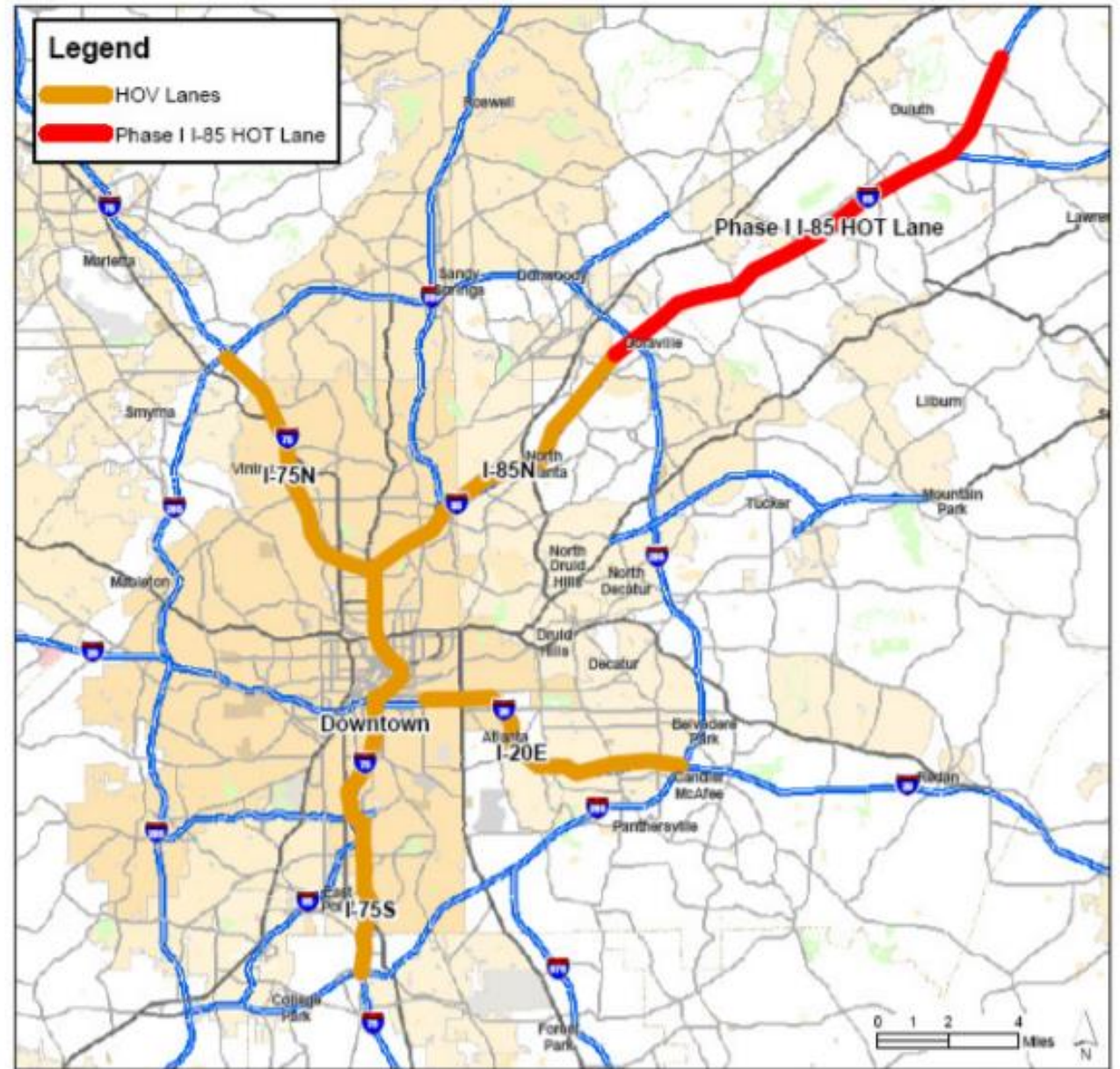


# 5337 STATE OF GOOD REPAIR PROGRAM - CALCULATION FLOW CHART

## *High Intensity Motor Bus Component*



# HIGH INTENSITY MOTORBUS SEGMENTS



## 5337 SHARED SEGMENT – CURRENT METHODOLOGY

- ▶ Current suballocation is based on which operator first reported segment to NTD *which is based exclusively on who operated in segment first*
- ▶ In 2017 eligible HIMB operators identified concerns with current suballocation method
- ▶ Does not reflect amount of service being operated in each shared segment by each operator





# SHARED SEGMENT BREAKDOWN

List of Segments and Operators by Segment					
Segment Name	Segment Mileage	Xpress	GCT	CobbLinc	MARTA
I-85 HOV SB	20.83	X	X		
I-85 HOV NB	18.74	X	X		
I-75 SB	8.15	X		X	
I-75 NB	7.94	X		X	
I-75/I-85 SB	1.67	X	X	X	
I-75/I-85 NB	1.72	X	X	X	
I-75 NB	8.22	X			
I-75 SB	7.69	X			
I-20 EB	1.36	X			X
I-20 WB	1.40	X			X
I-20 EB	6.76	X			X
I-20 WB	6.75	X			X

**X = Currently reports and receives funding for segment**

**X = Currently operates in segment but receives no DRM funds**

## 5337 SHARED SEGMENT – PROPOSED METHODOLOGY

- ▶ Suballocate funding amount attributable to each segment based on amount of service provided on each segment by each operator
  - Example - *Segment 1: \$100 for Federal fiscal year 2050*
    - *Operator A: 50 trips = 38% of service on Segment 1*
    - *Operator B: 80 trips = 62% of service on Segment 1*
  - \$100 value of Segment 1 is divided:
    - *Operator A: based on 38% share of service on Segment 1 = \$38*
    - *Operator B: based on 62% share of service on Segment 1 = \$62*



# SHARED SEGMENT SERVICE BREAKDOWN

Segment Details		Share of Service Operated on Segment by Each Operator (October 2017)			
Segment Name	Segment Mileage	Xpress	GCT	CobbLinc	MARTA
I-85 HOV SB	20.83	43.71%	56.29%		
I-85 HOV NB	18.74	47.83%	52.17%		
I-75 SB	8.15	20.05%		79.95%	
I-75 NB	7.94	20.05%		79.95%	
I-75/I-85 SB	1.67	33.12%	45.86%	21.02%	
I-75/I-85 NB	1.72	33.12%	45.86%	21.02%	
I-75 NB	8.22	100.00%			
I-75 SB	7.69	100.00%			
I-20 EB	1.36	30.47%			69.53%
I-20 WB	1.4	30.47%			69.53%
I-20 EB	6.76	30.47%			69.53%
I-20 WB	6.75	30.47%			69.53%
<b>Total</b>	<b>91.23</b>				

■ = Currently reports and receives funding for segment

■ = Currently operates in segment but receives no DRM funds

## 5337 SHARED SEGMENT – TAKE AWAYS

- ▶ Suballocation amounts will be based on amount of service provided by each operator within each segment
- ▶ As a result, suballocation will fluctuate as service levels change year-over-year
- ▶ New proposed methodology to be phased in over a two-year period to reduce impacts of adjusting methodology
- ▶ ***Proposed approach is fair and equitable for both now and in the future as transit expands***



# 5339 BUS AND BUS FACILITIES FORMULA PROGRAM



# 5339 BUS & BUS FACILITIES FORMULA FUND PROGRAM

► Formula is based on:

- Bus Vehicle Revenue Miles
- Population
- Population Density
- Ratio of Passenger Miles to Operating Costs (incentive tier)

► Categories of areas funds can be used for:

- Capital projects to replace, rehabilitate, and purchases buses, vans, and related equipment
- Construction/rehabilitation of bus-related facilities
- Technology changes or innovations to modify low or no emission vehicles or facilities.



# REGIONAL FORMULA FUND POLICY UPDATES

*Next Steps*



# REGIONAL FORMULA FUND POLICY UPDATE TIMELINE

Date	Activities
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August Board Adoption	- ATL & ARC Board adoptions in August meetings.
Oct. 1, 2019	- New Regional Suballocation Policies effective.



# Thank You.



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**ADJOURN**