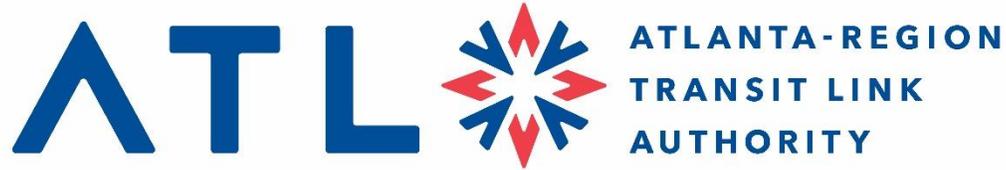




ATL Regional Transit Planning Committee

May 10, 2019

A graphic element consisting of three overlapping, slanted rectangular shapes in shades of green, blue, and purple, positioned above the Cambridge Systematics text.

CAMBRIDGE
SYSTEMATICS

Think  Forward

The ATL Transit Project Prioritization Process

Recommendations

presented to

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

presented by

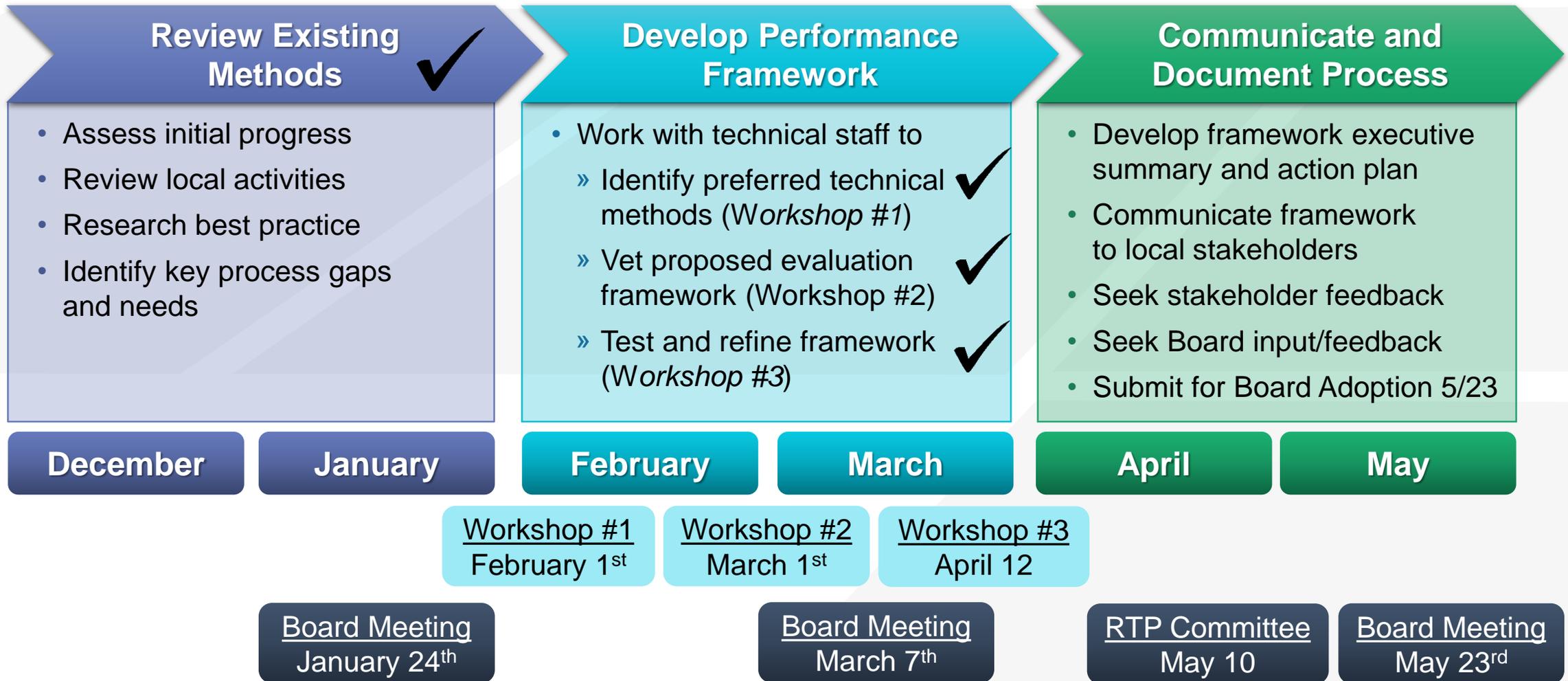
Cambridge Systematics, Inc.

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

A *Everything Together*

B *Projects by Type*

C *Sequencing of Steps*



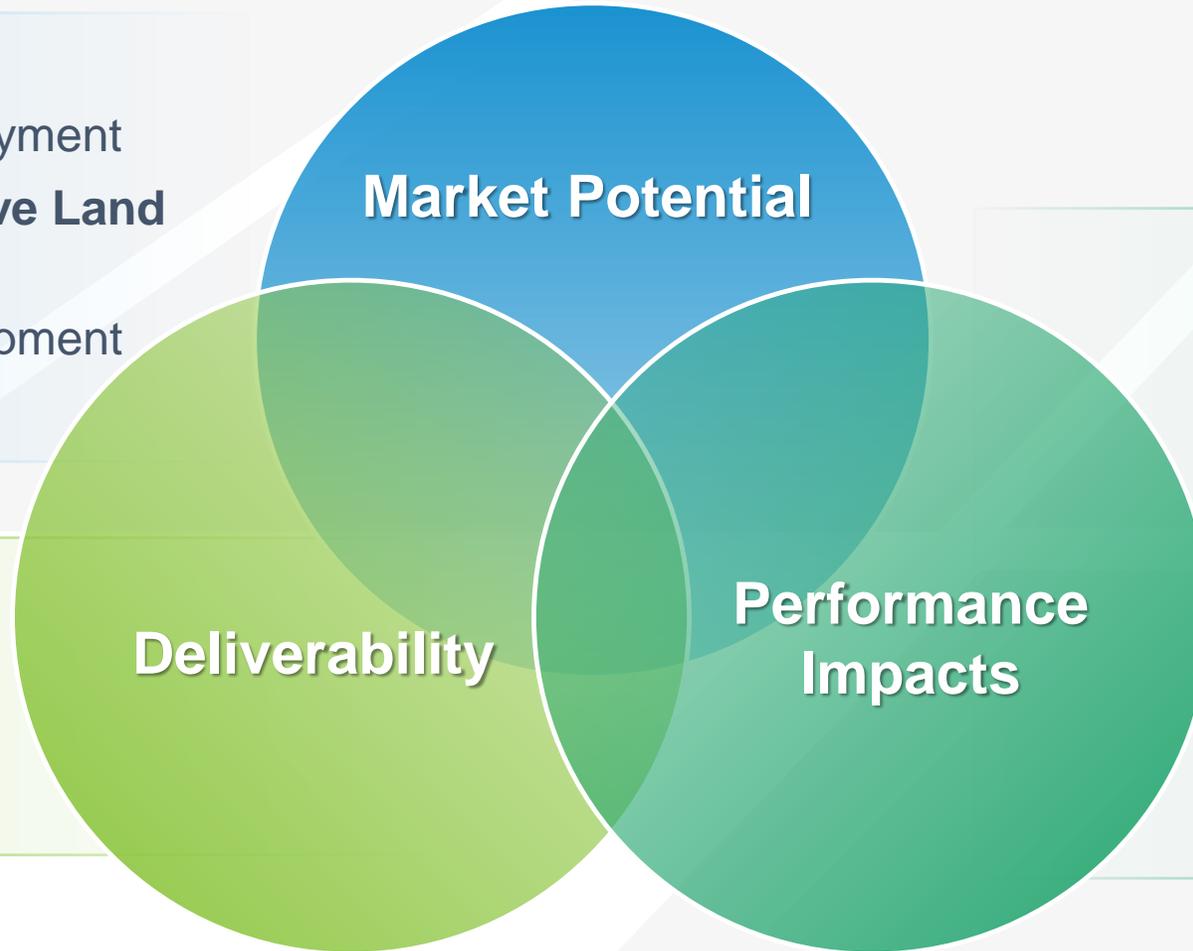
Prioritization Criteria

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

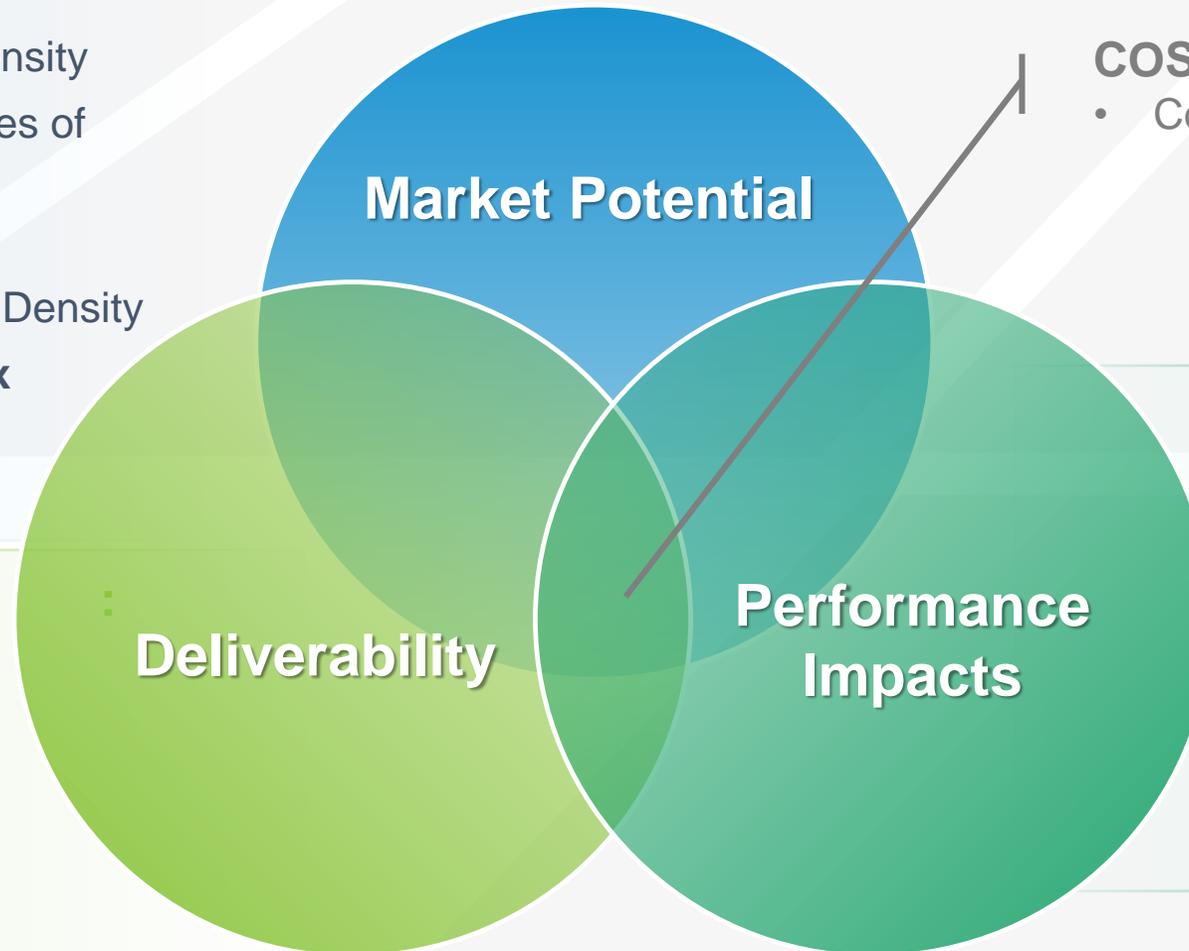
- Financial Plan
- Documented Project Support
- Project Readiness – Schedule, Environmental Impacts
- Regional Integration

COST EFFECTIVENESS:

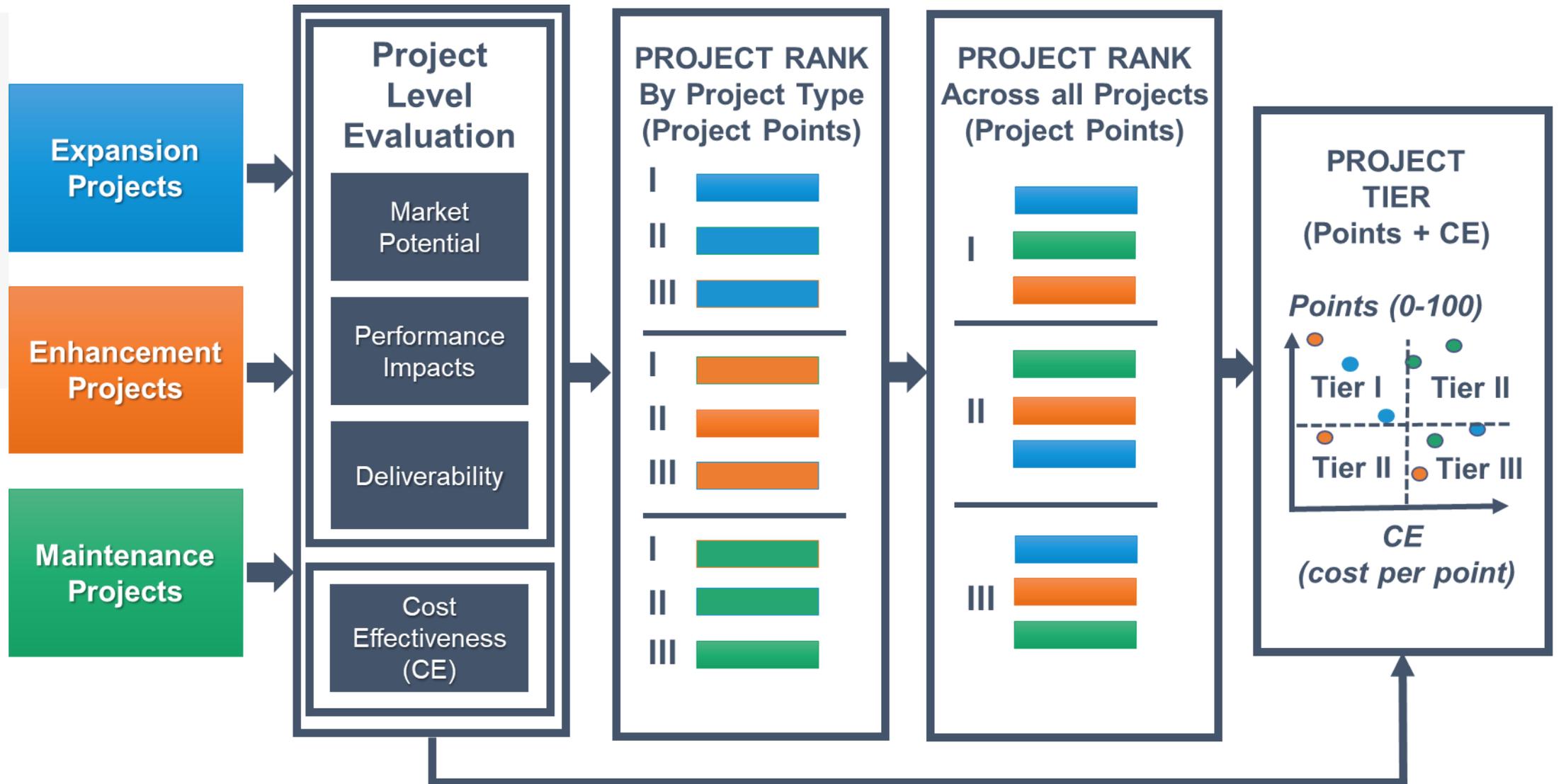
- Cost per Point

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

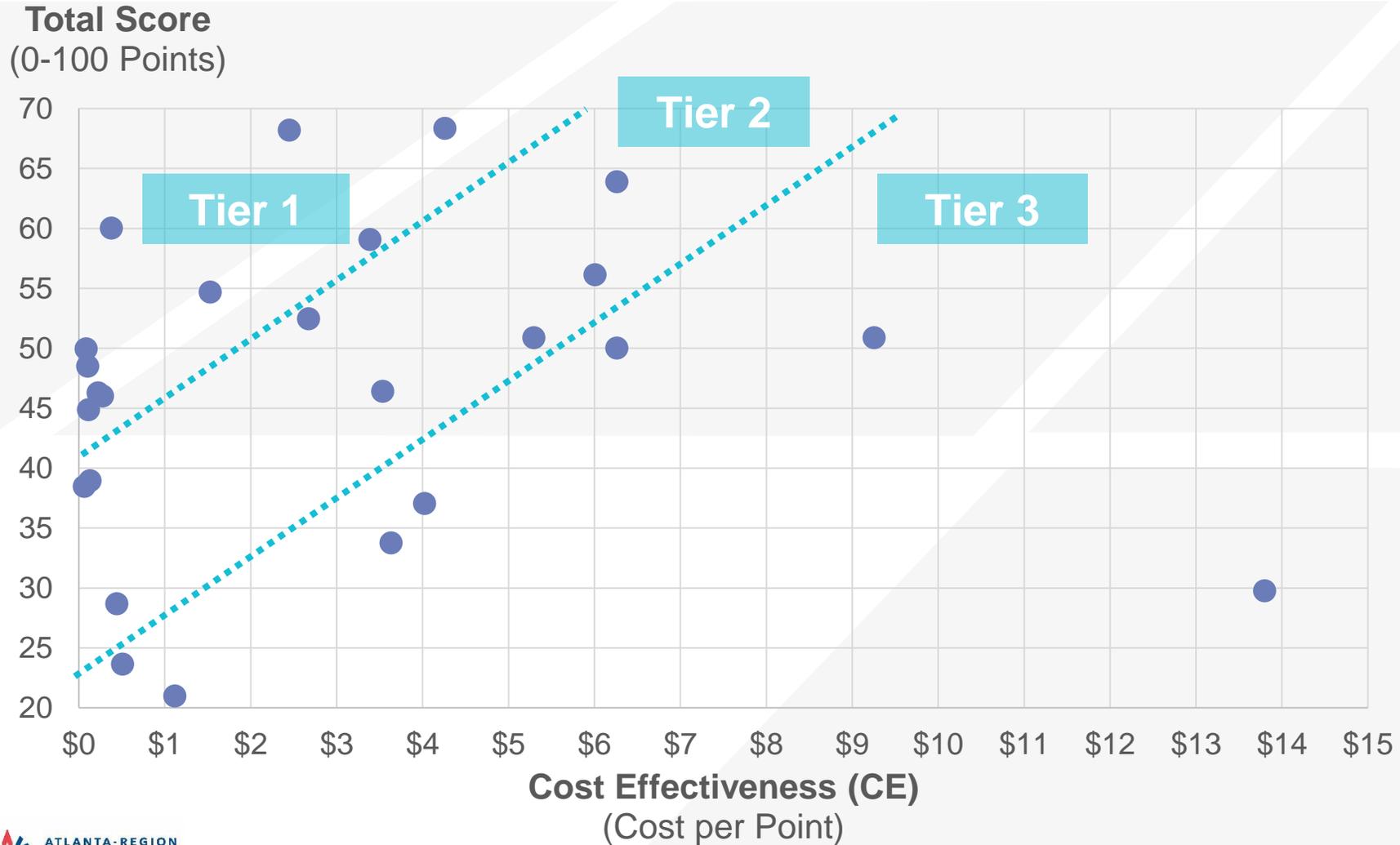
Prioritization Process – Taking a Test Drive

- 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



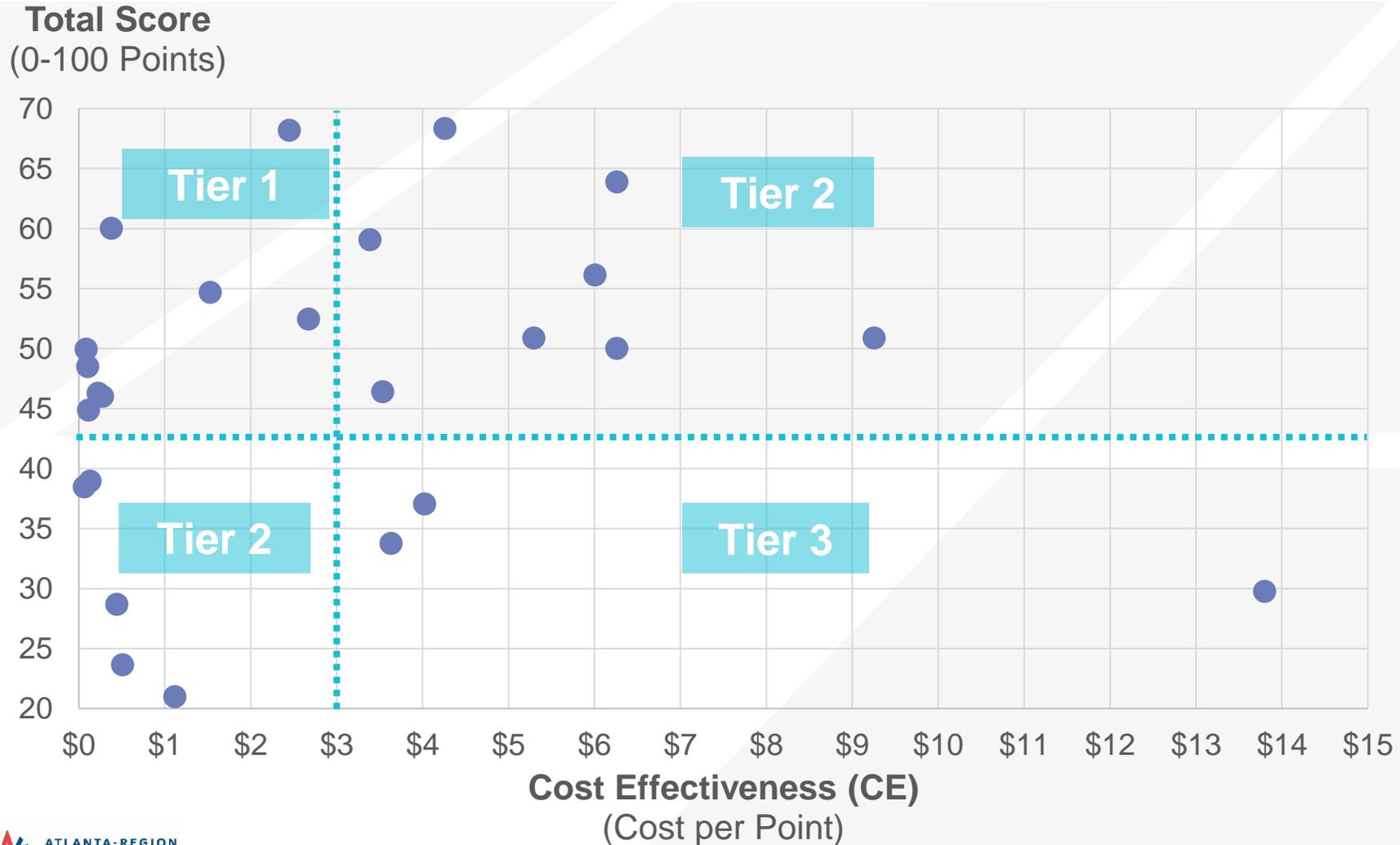
Project Tiering Results

Initial Test



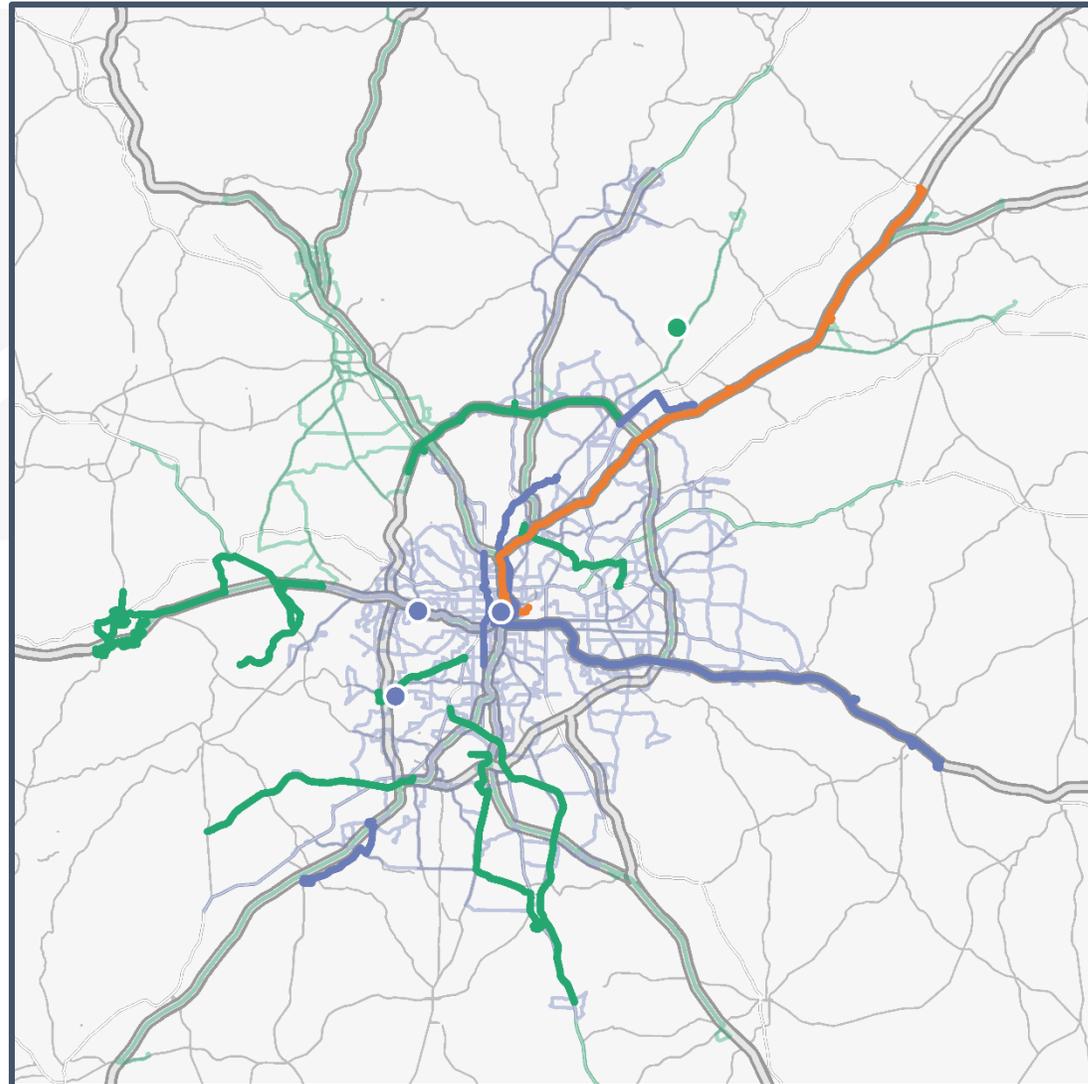
Prioritization Test Results

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

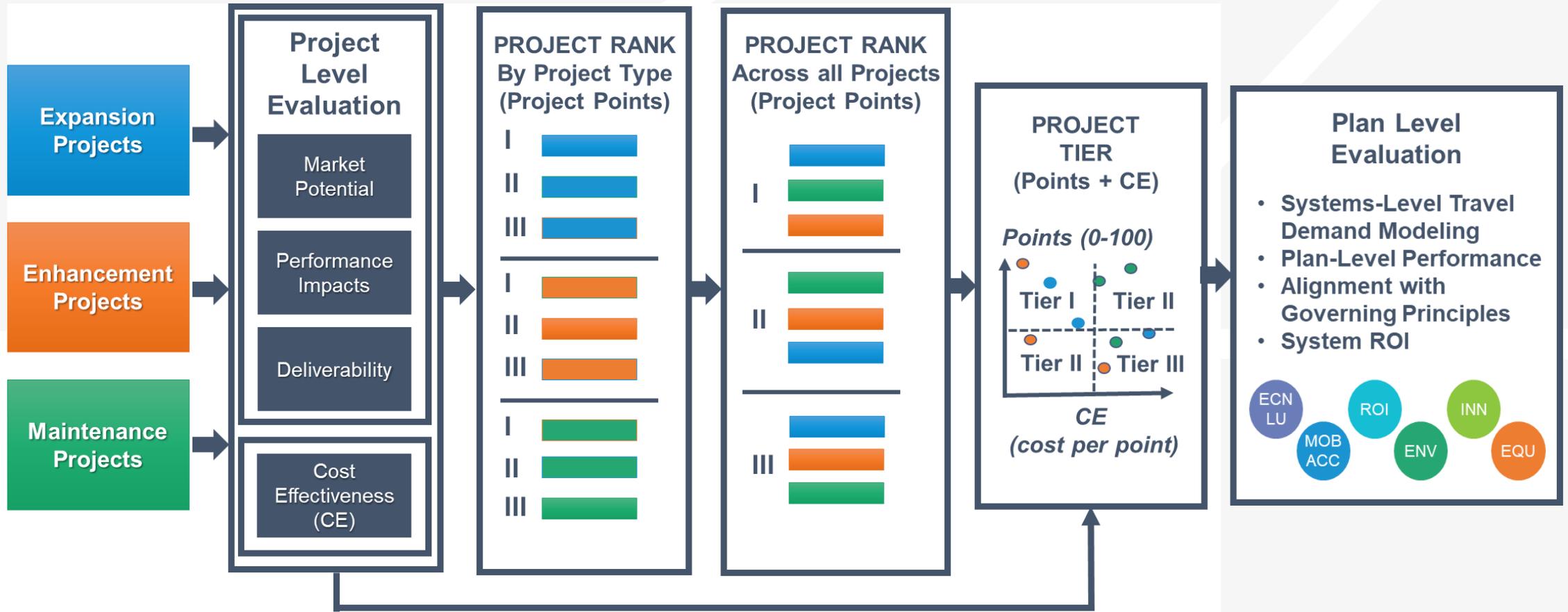
- Applicant input around potential risk to financial plan
 - » Securing funds
 - » Existing debt obligation that could increase risk for securing funds
 - » Potential for project delay



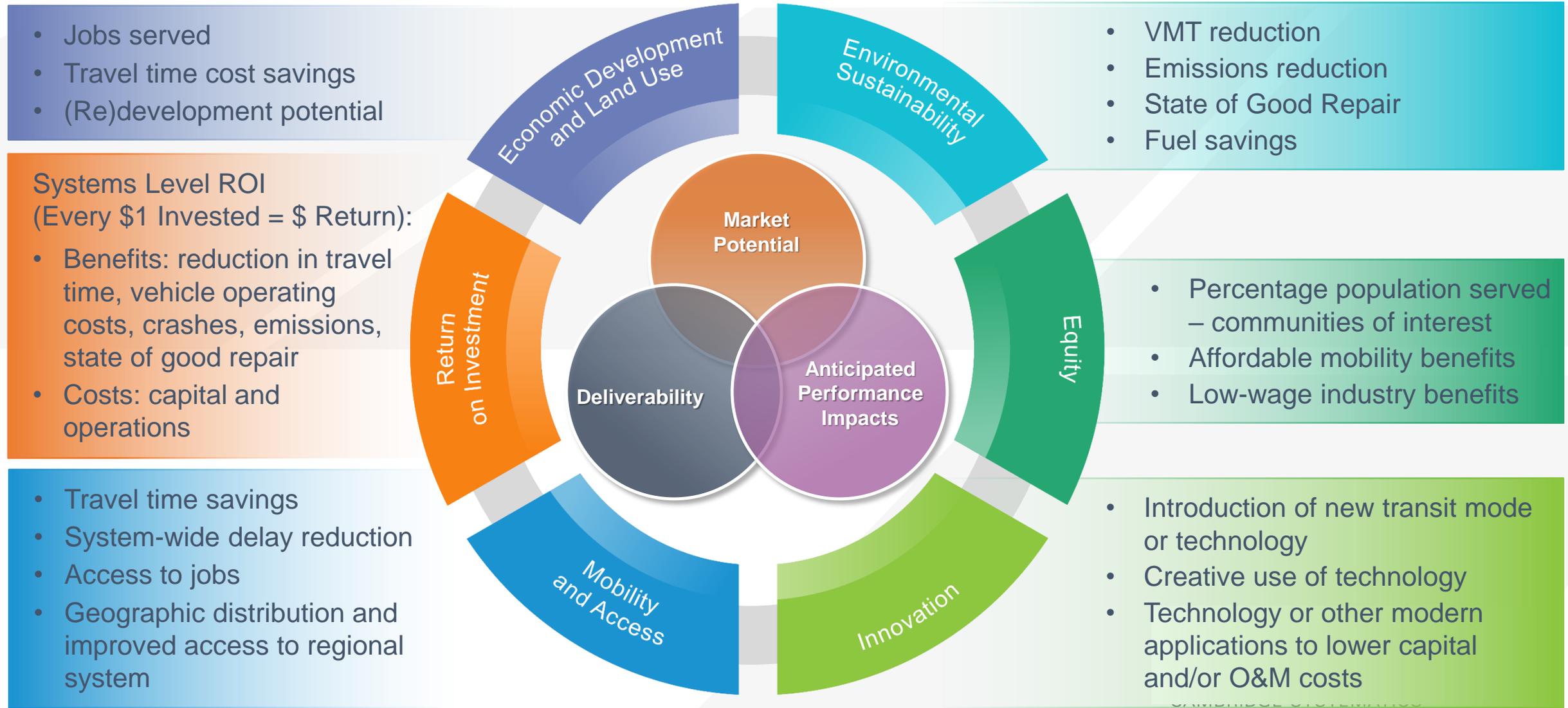
Prioritization Process Recommendations

- 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



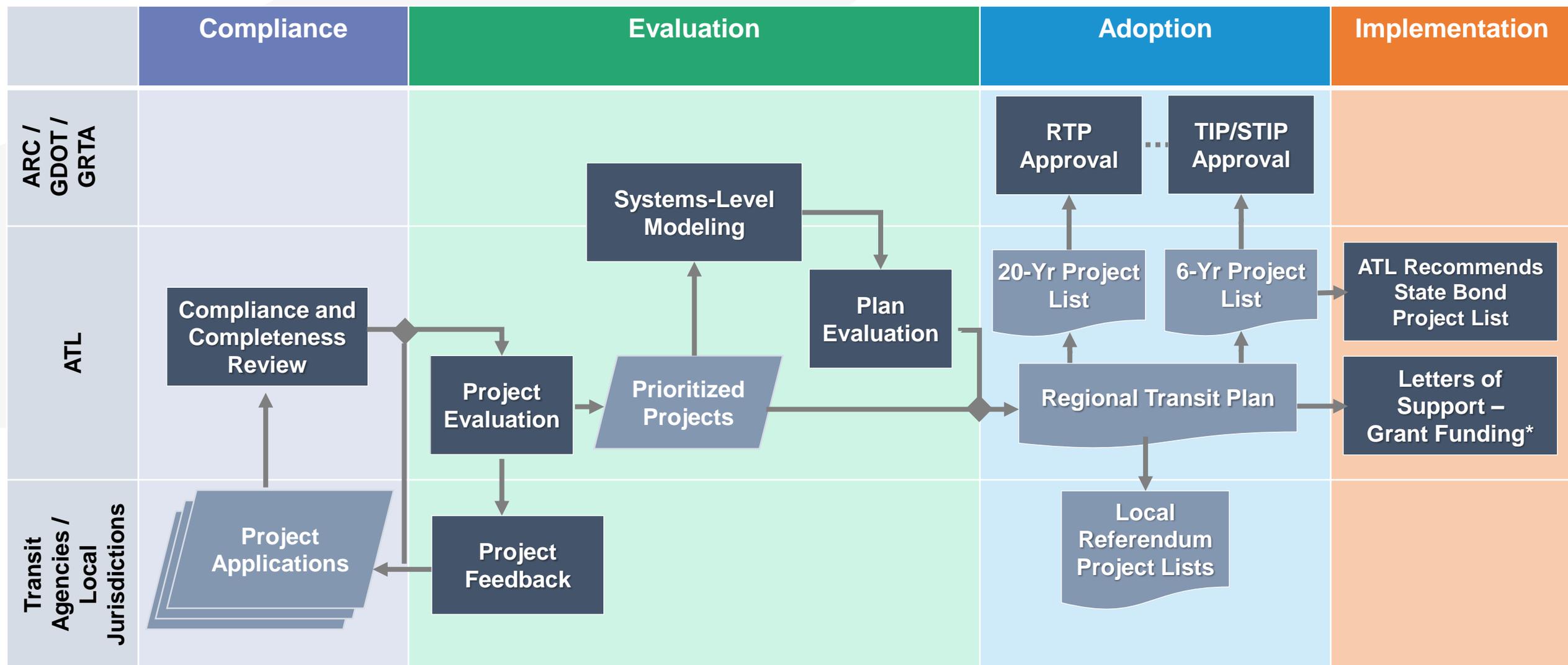
Governing Principles quantified for each project by sorting against most relevant project-level performance criteria for each Principle and breaking into quartiles.



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

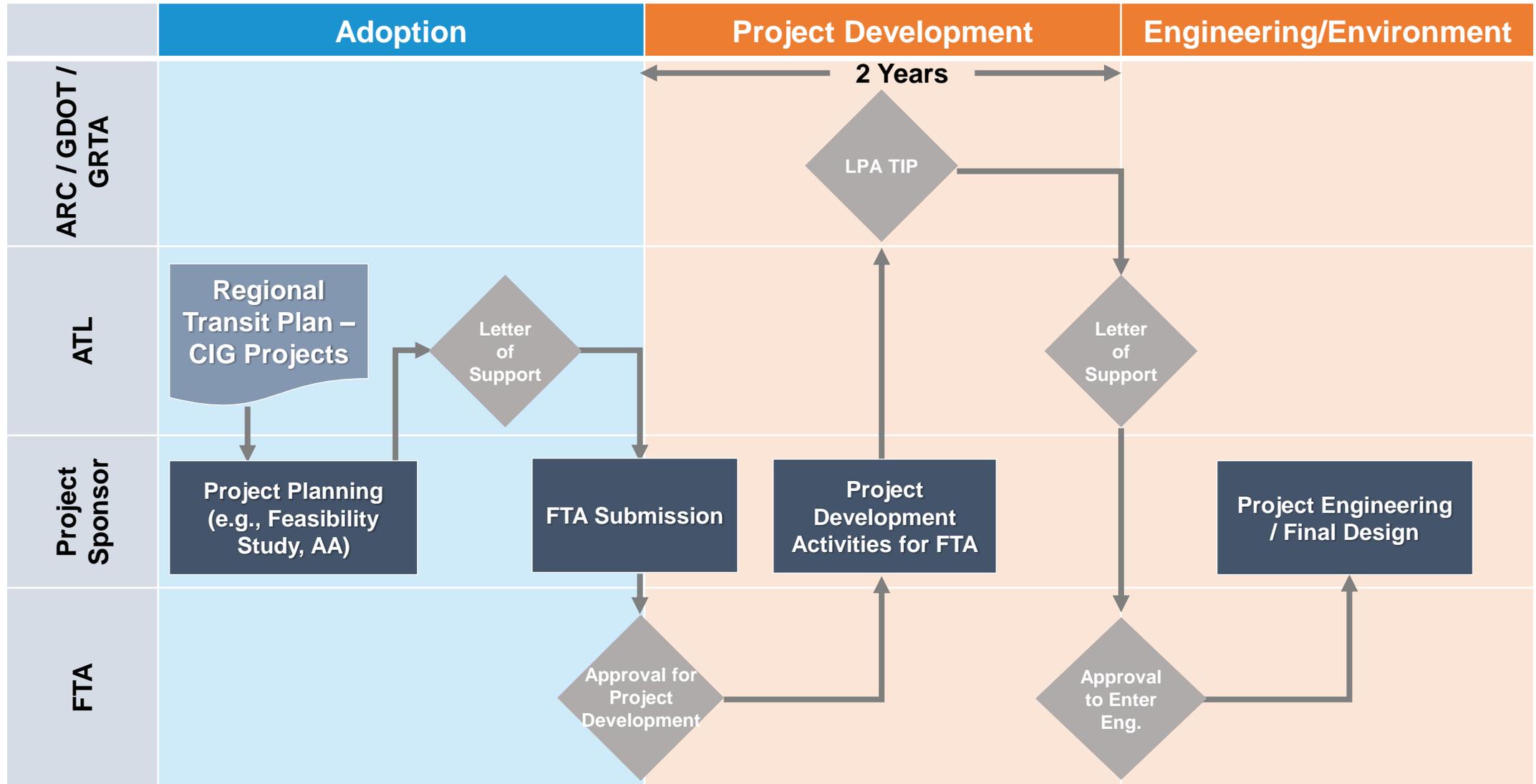
Regional Transit Plan Process Flow



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

Regional Transit Plan Process Flow (cont.)

CIG Projects



Questions



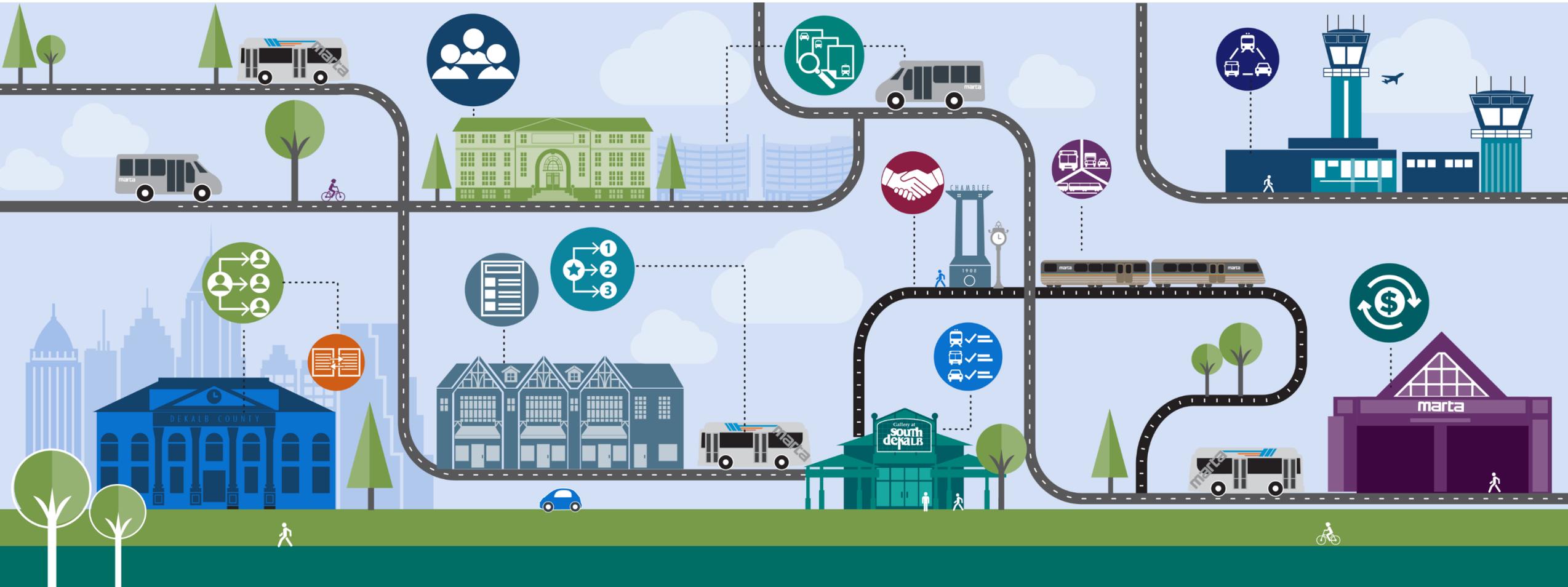


DeKalb County

TRANSIT MASTER PLAN

Project Status Update May 10, 2019

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





Plan Development Schedule

Public Input
and Refinement

Stakeholder Input
and Refinement

Public Input
and Refinement

WE ARE HERE



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.



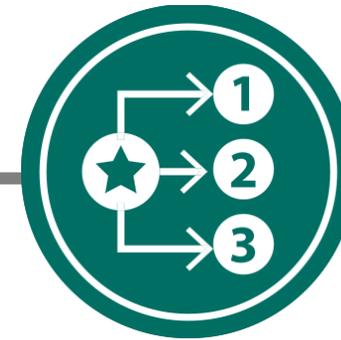
MARCH 2019
**FINANCIAL
FORECASTING**

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



APRIL 2019
**PROJECT
EVALUATION**

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



MAY 2019
**SCENARIO
DEVELOPMENT**

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

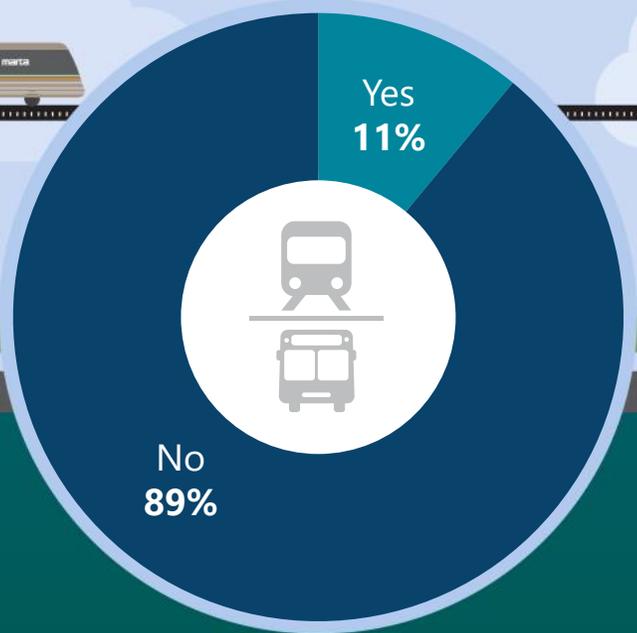


JUNE – JULY 2019
FINAL PLAN

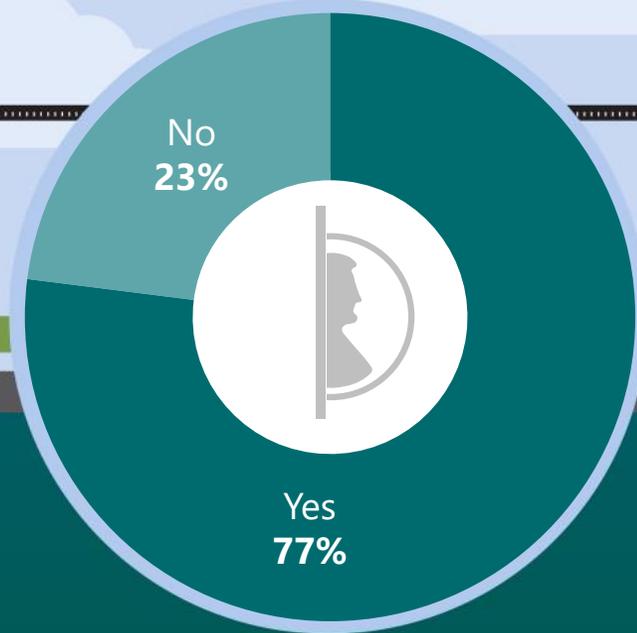
The final report will be published in July.

Transit Survey Results

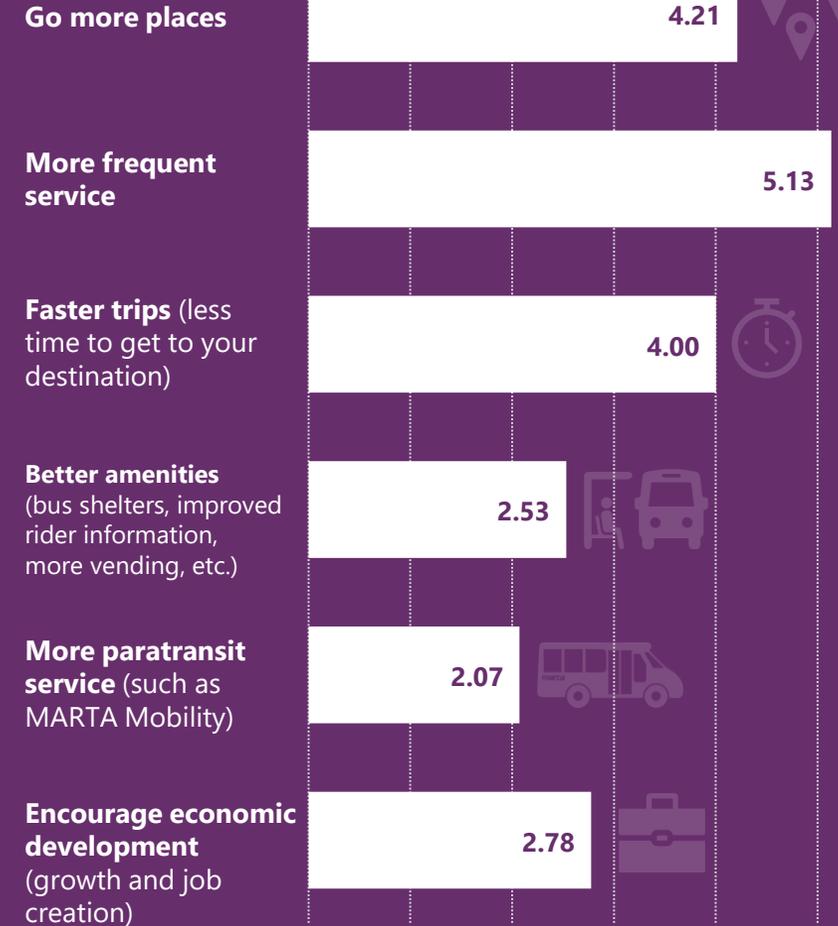
Is the level of transit service in DeKalb County sufficient?



Do you support additional sales tax to expand transit?



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)



0 1 2 3 4 5 6



Financial Forecasting and Scenario Development

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

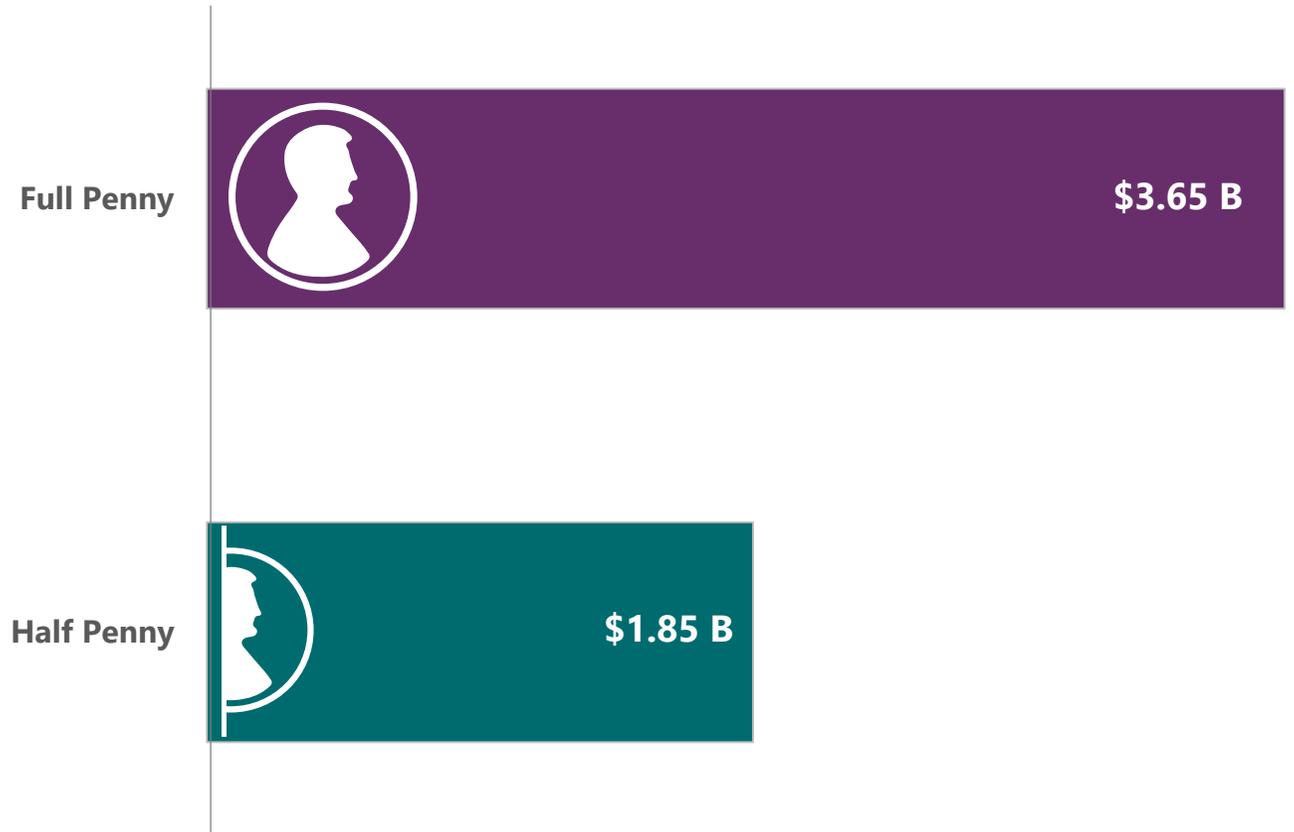
Existing MARTA Sales Tax Scenario

Full Penny Sales Tax
Previously Adopted Scenario

DeKalb System Scenario

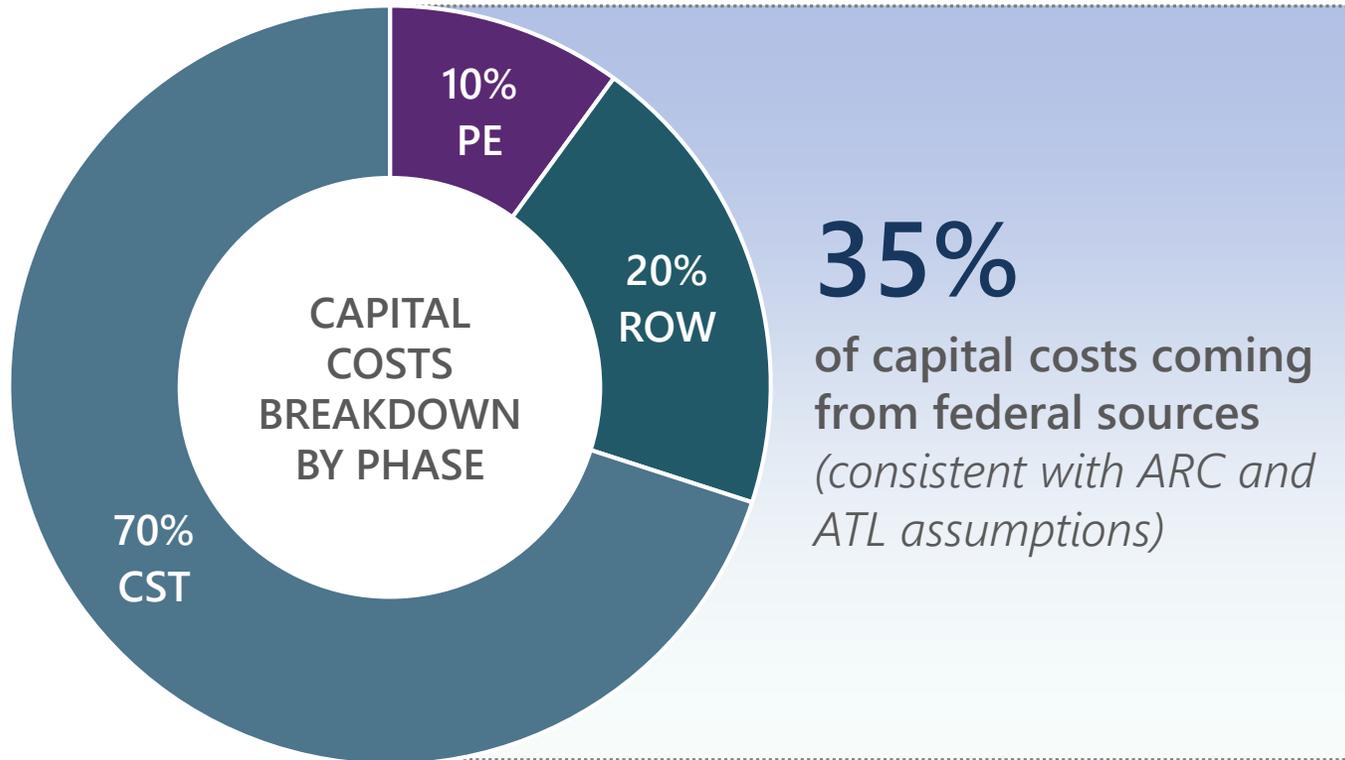
½ Penny Sales Tax

DeKalb System Scenario





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

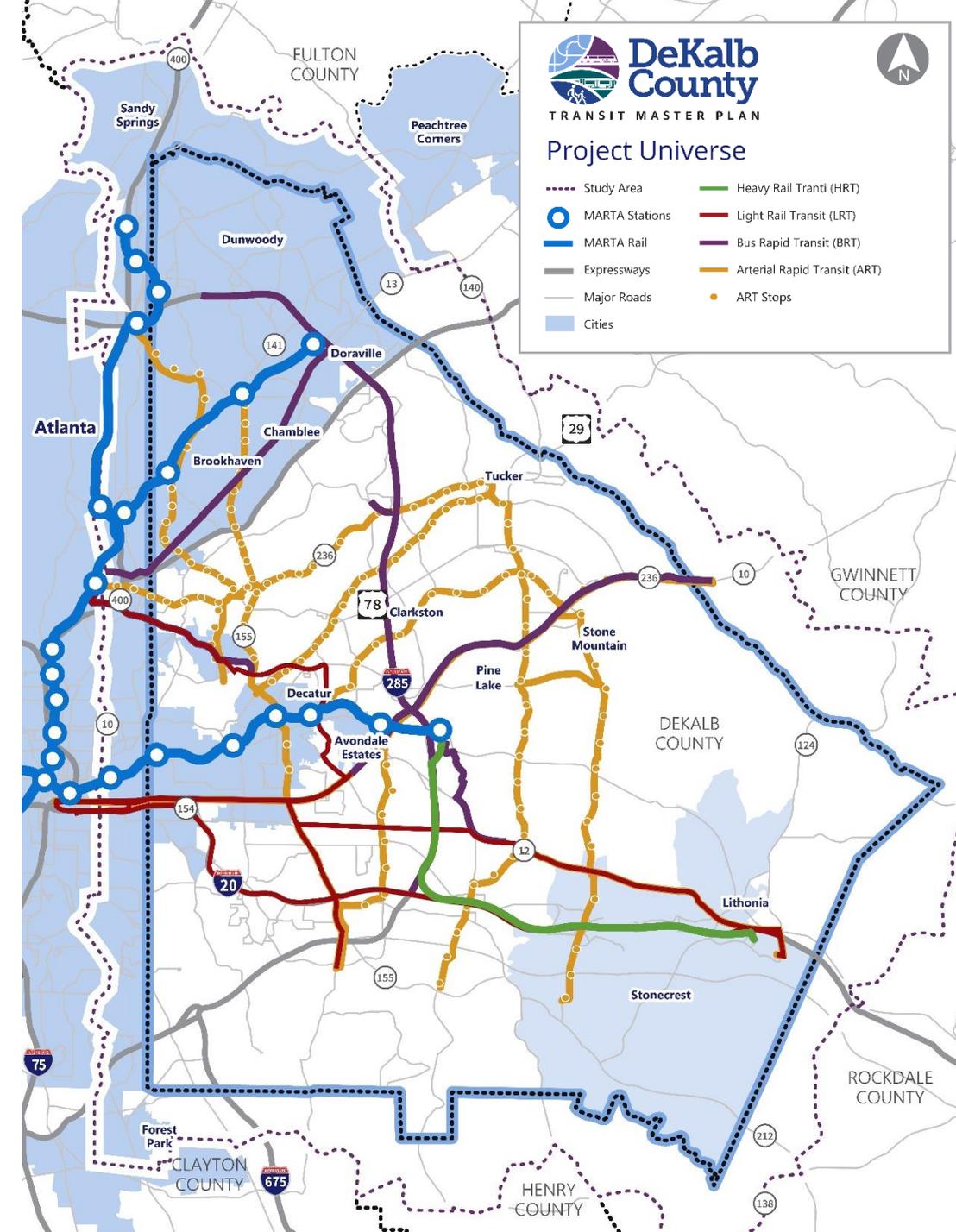
3 HRT, 9 LRT, 13 BRT,
and 15 ART Projects

\$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



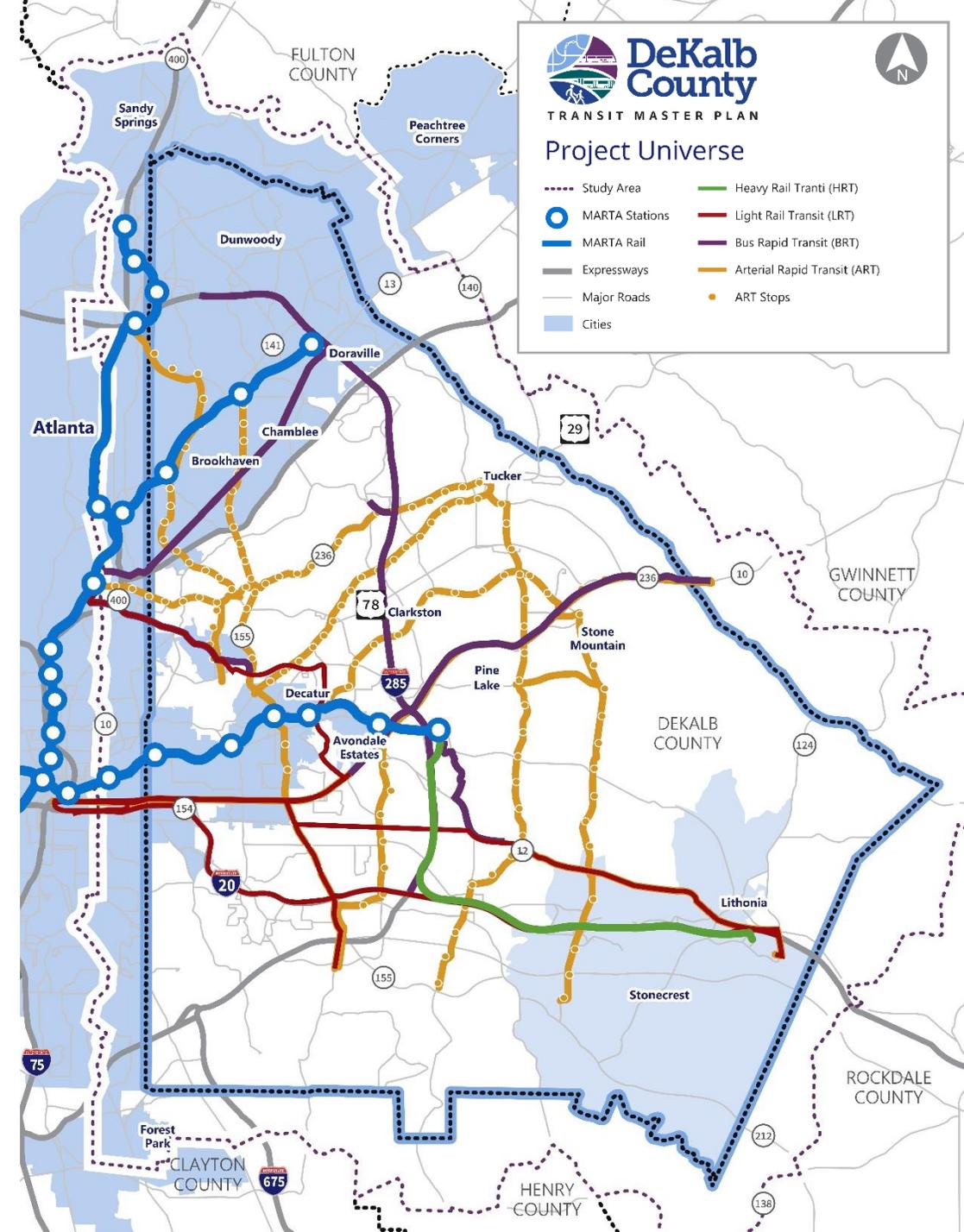
Equity



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)

SketchTransit v1.0.0

Welcome **Webster, Jonathan** - [SIGN OUT](#)

Project: _____ Facilitator Name: _____

Meeting: **Group 5** +

1. Draw Route Line

HRT LRT BRT ART CRT LBL

2. Draw Station Point

\$ Operational Cost: **2.9M - 4.4M** \$ Capital Cost: **260M - 400M**

\$ Total Operational Cost: **100M - 160M** \$ Total Capital Cost: **13B - 21B**

BRT Route Score: Live Scoring

[OPERATIONAL DASHBOARD](#)

Selected Route: **BRT**

Length: 12.68 miles. / 66,954.88 feet(s)

H: HRT L: LRT B: BRT A: ART C: CRT

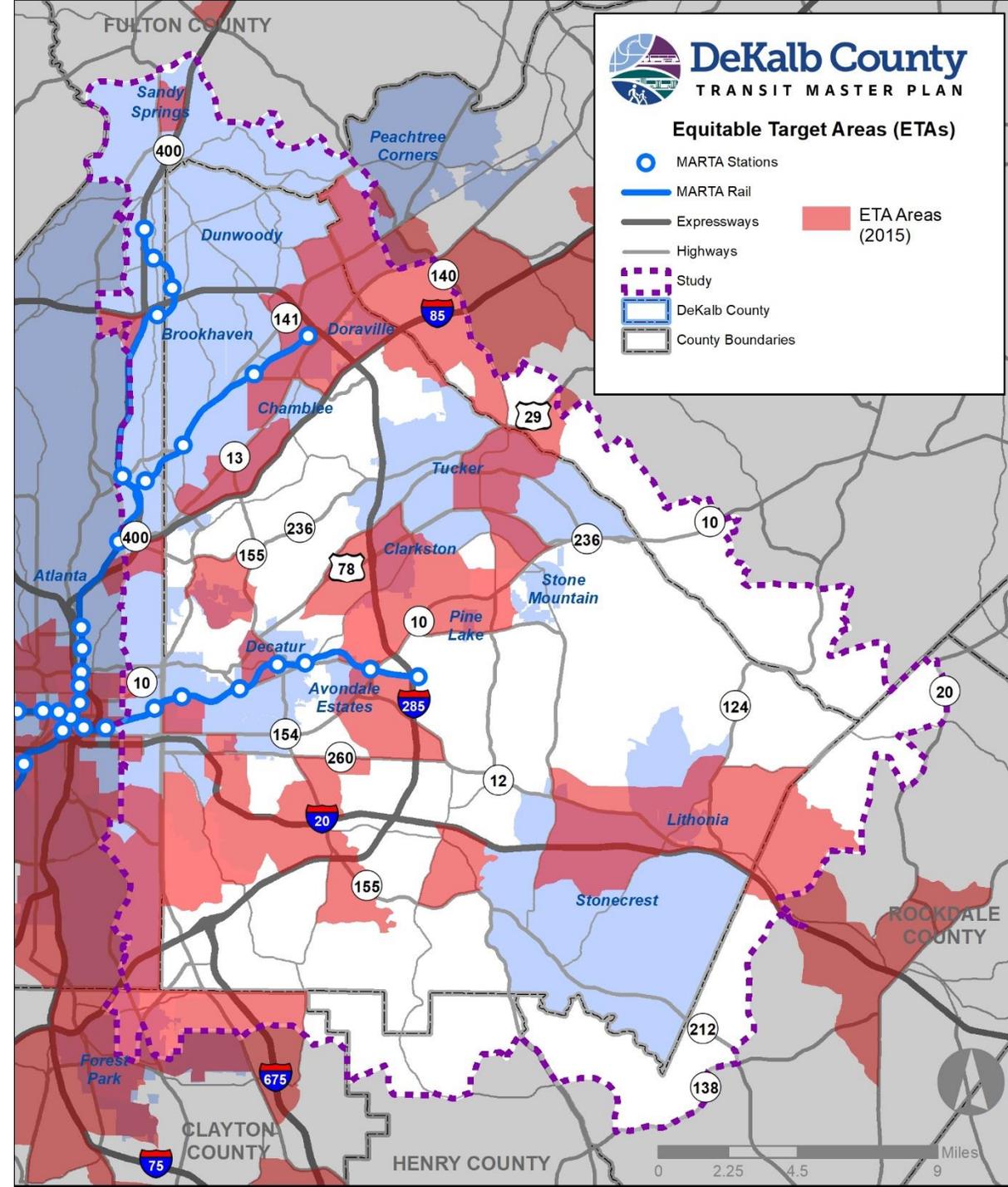
Esri, HERE, Garmin, METI/NASA, USGS, EPA, NPS, USDA Powered by Esri



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





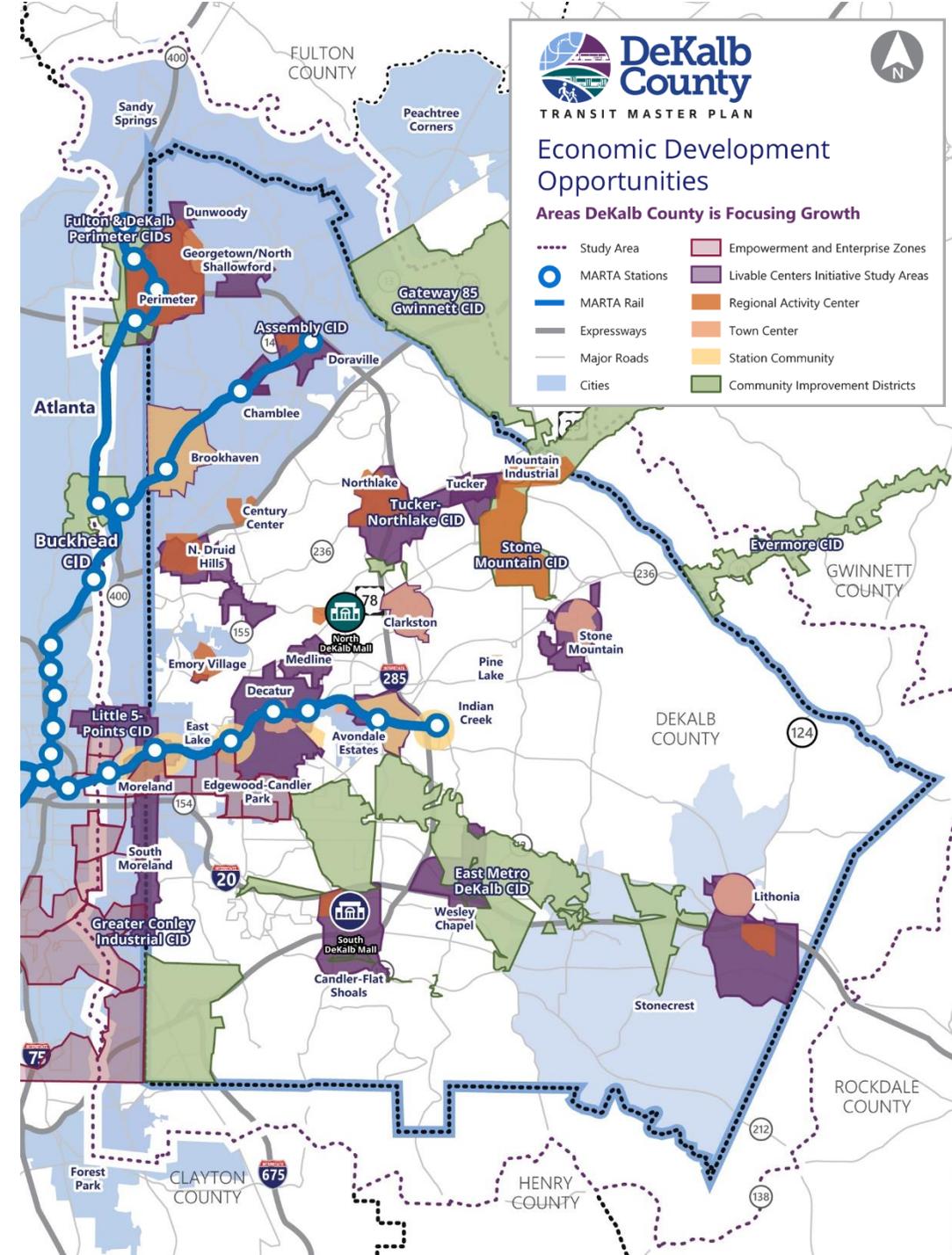
Project Evaluation–Economic Development Potential

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

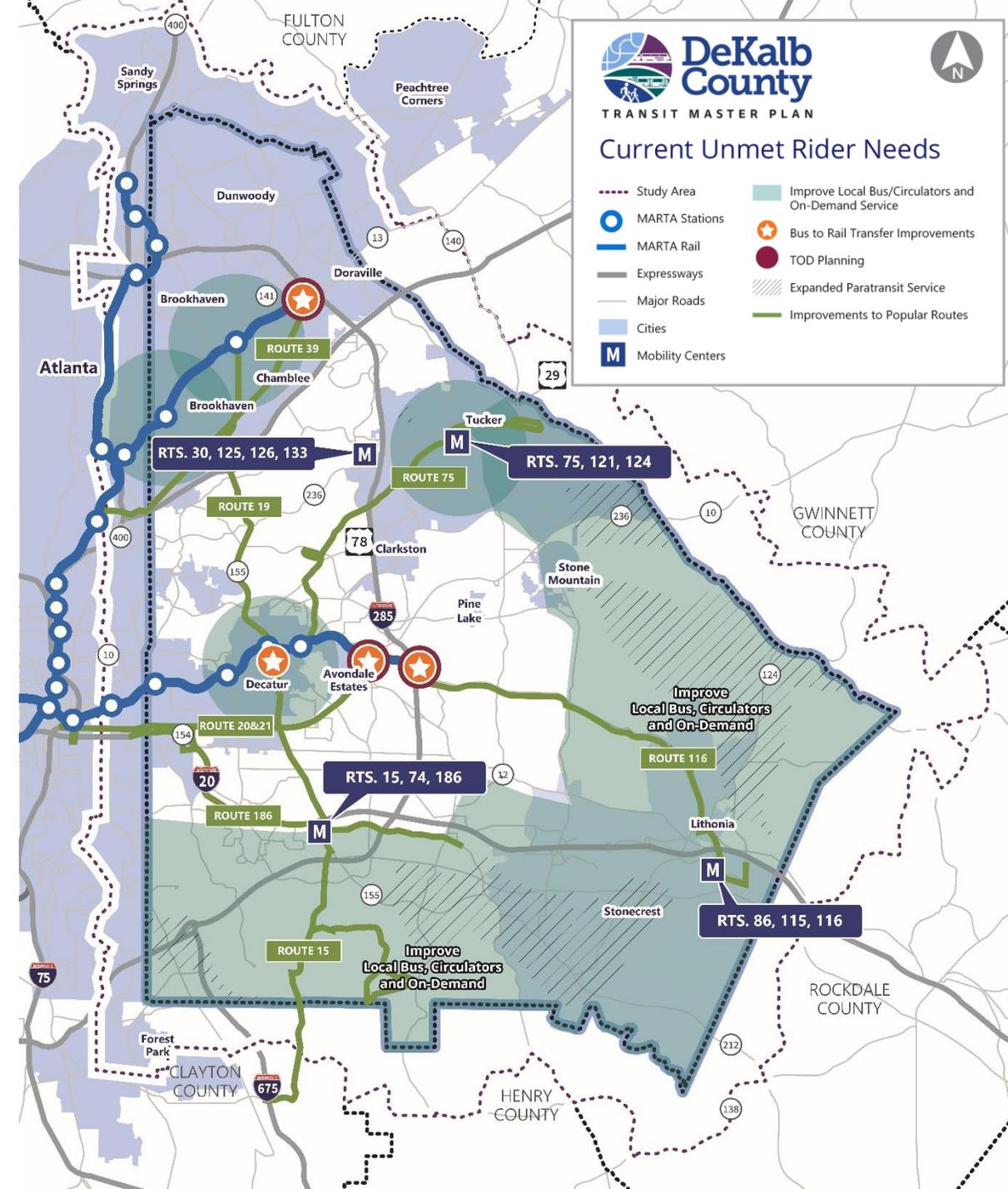
Improvements to Popular Corridors

Mobility Centers

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

Bus to Rail Transfer Improvements

Last Mile/First Mile Connectivity

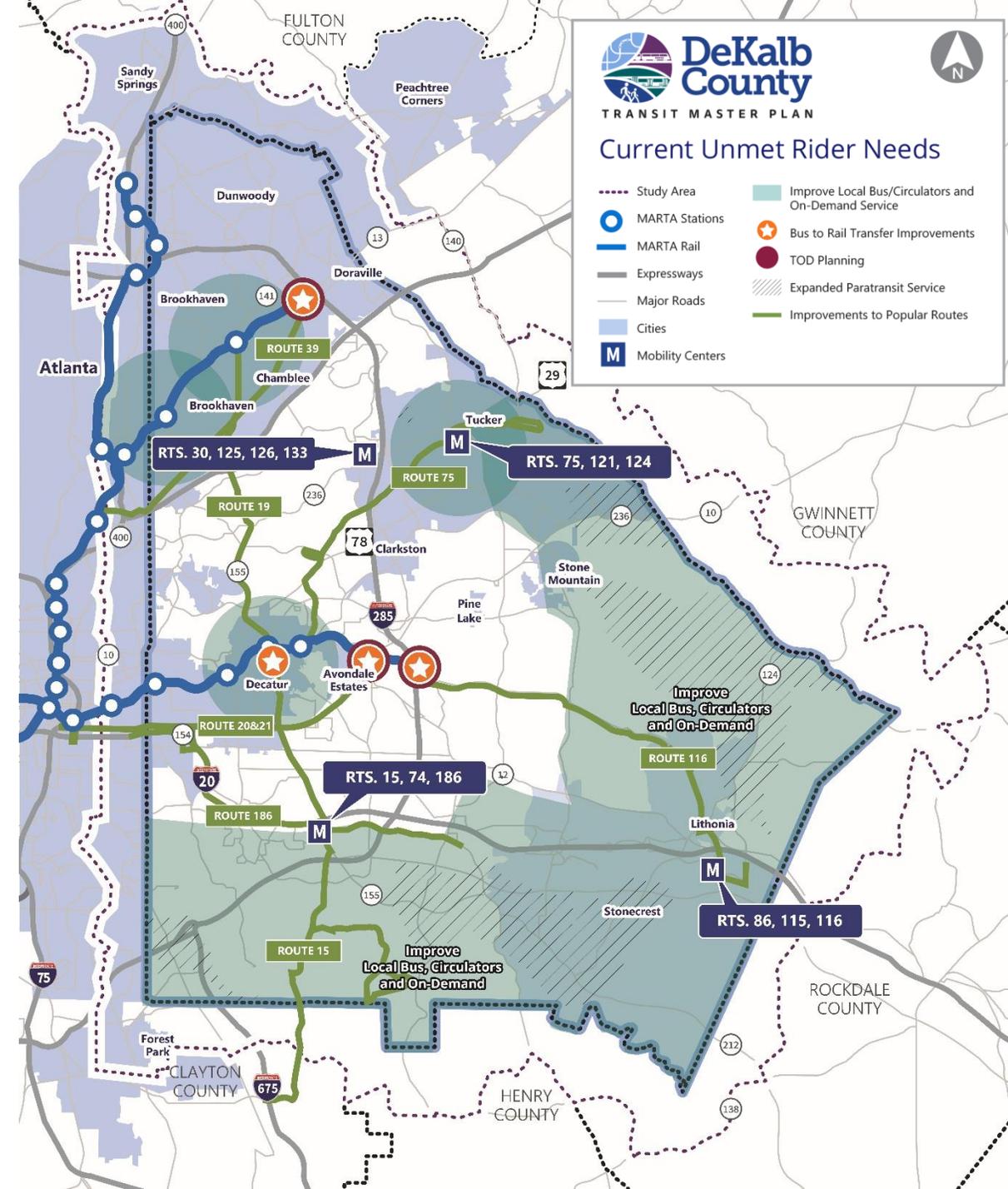




Current Unmet Rider Needs Paratransit Expansion

To serve significant aging-in-place and disabled populations

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



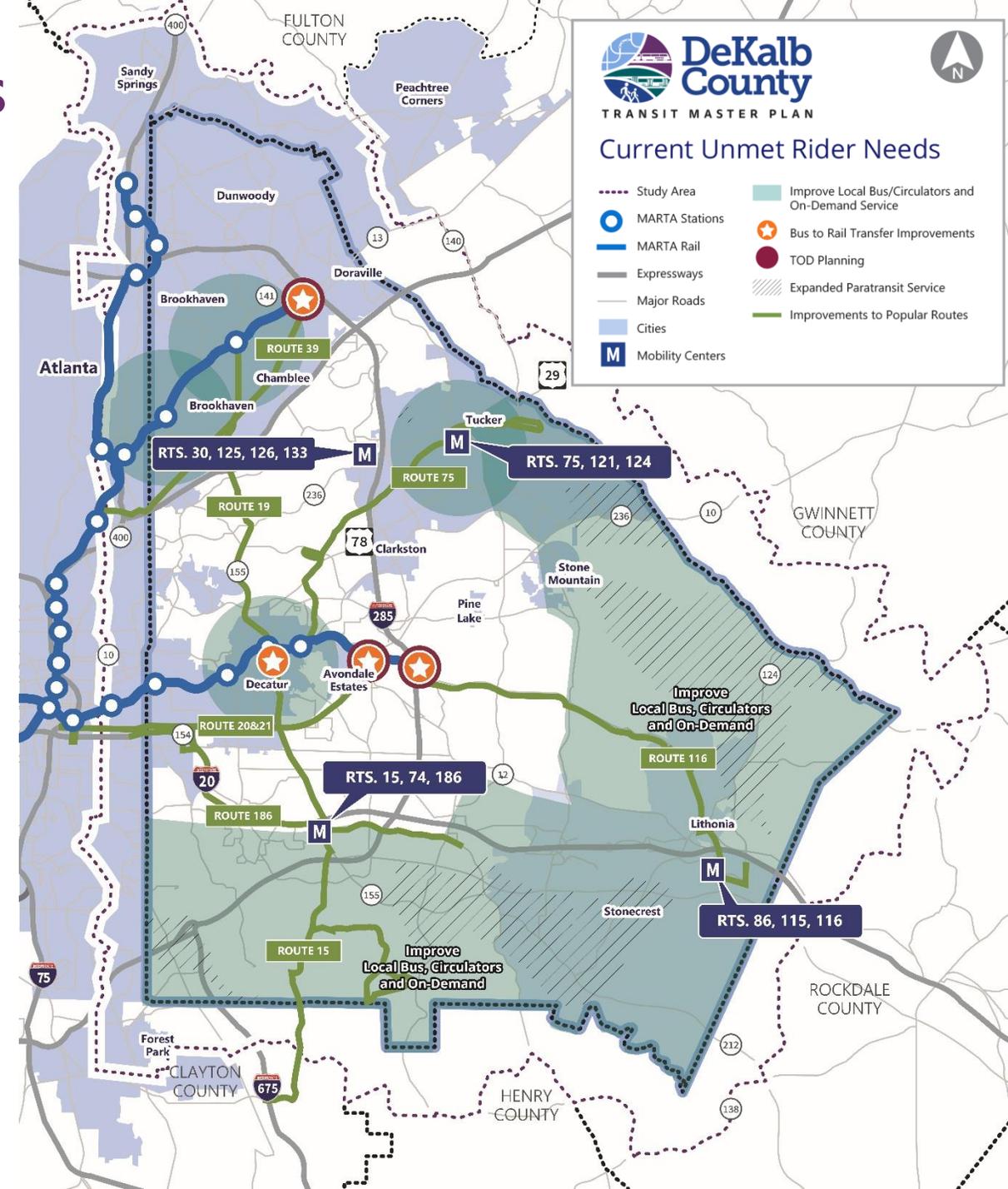


Current Unmet Rider Needs

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



30' LOCAL MOTION CIRCULATOR



ON-DEMAND SERVICE





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

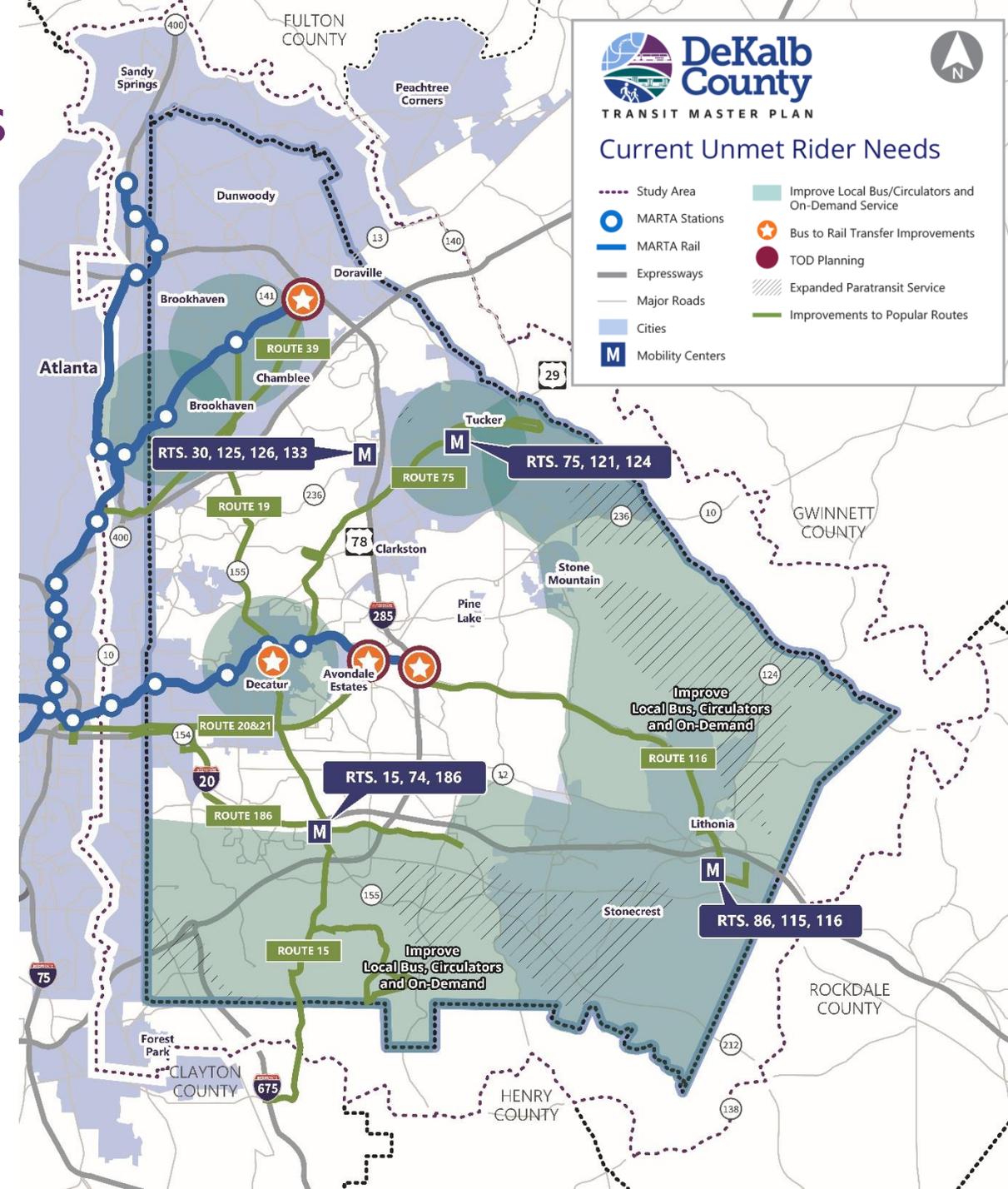
Clairmont Road

75

Lawrenceville Highway

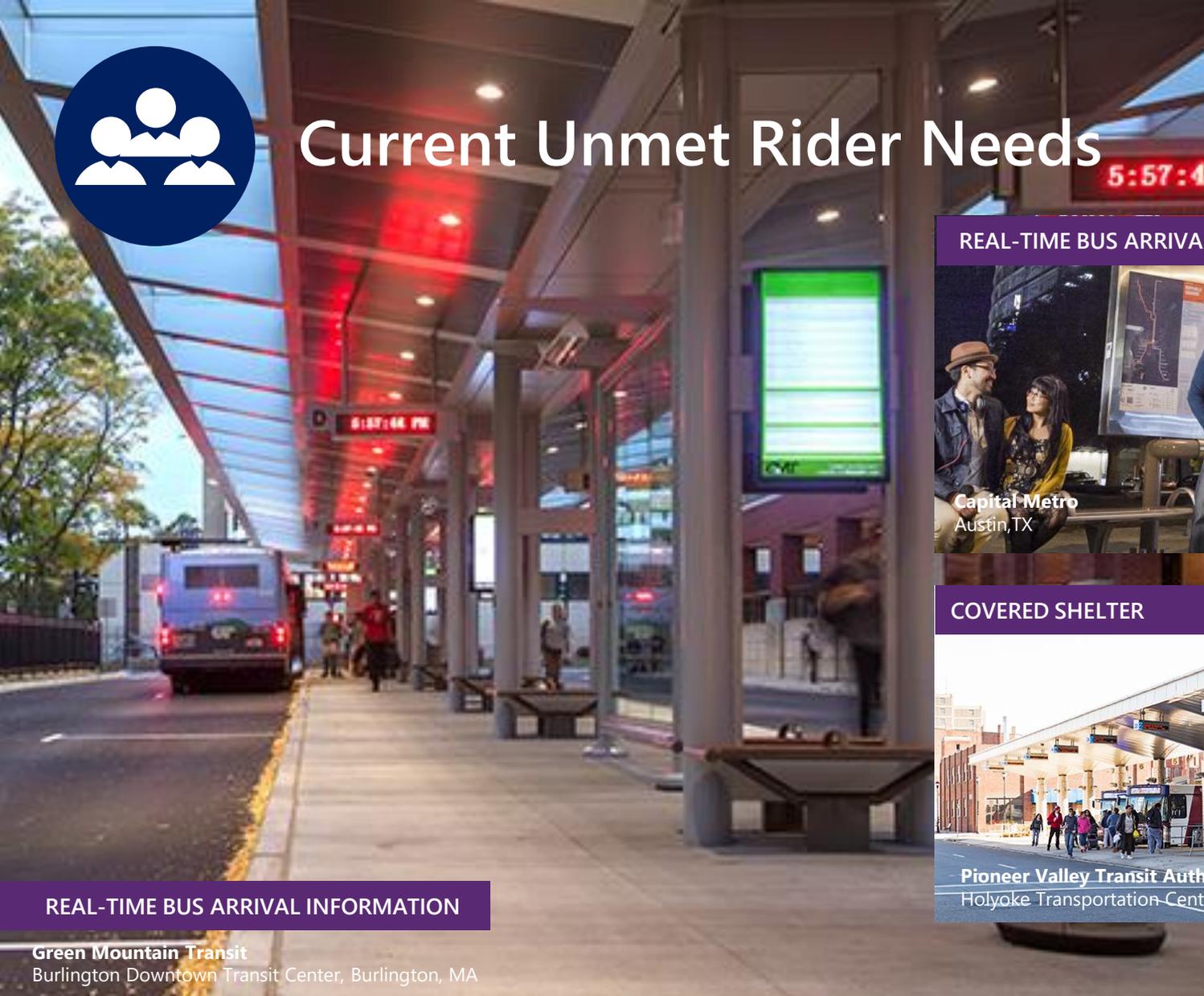
116

Redan Road





Current Unmet Rider Needs



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

REAL-TIME BUS ARRIVAL INFORMATION

Green Mountain Transit
Burlington Downtown Transit Center, Burlington, MA

Multi-Modal
Mobility
Connections



CAR SHARE



BIKE SHARE



SCOOTER SHARE



BIRD



Current Unmet Rider Needs

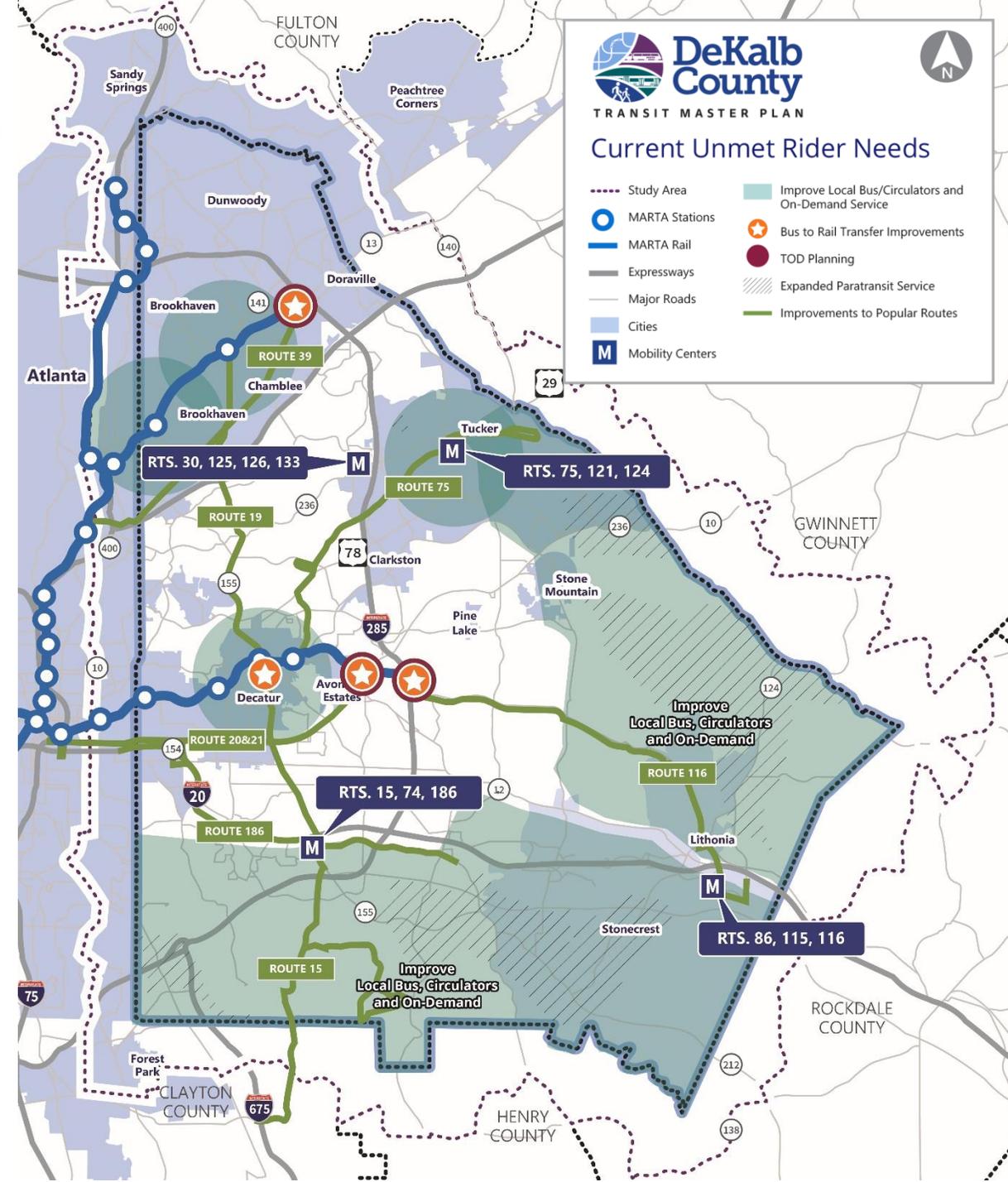
Bus to Rail Transfer Improvements

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



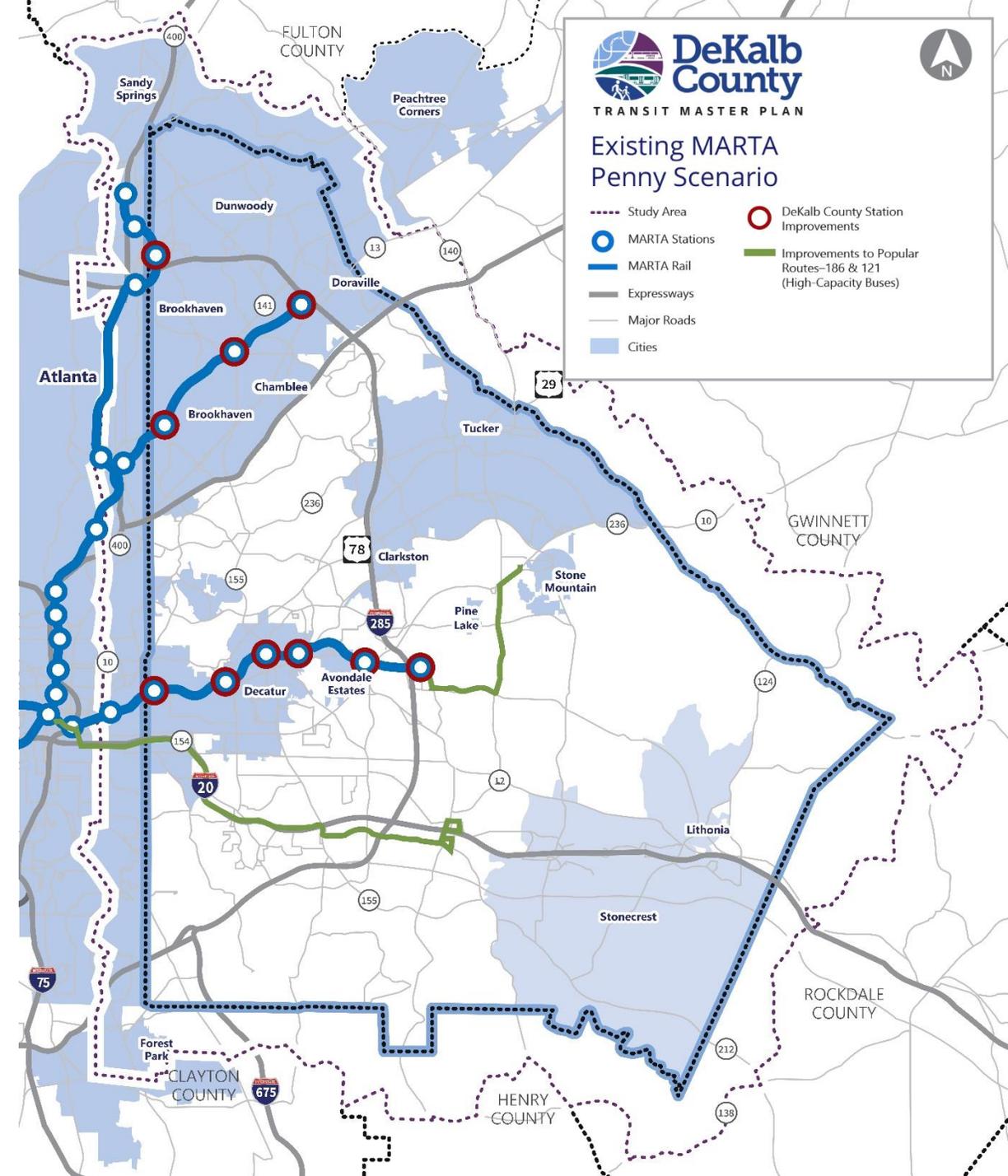


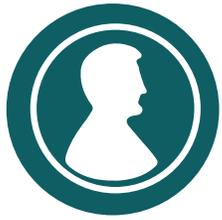
Scenario Development



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

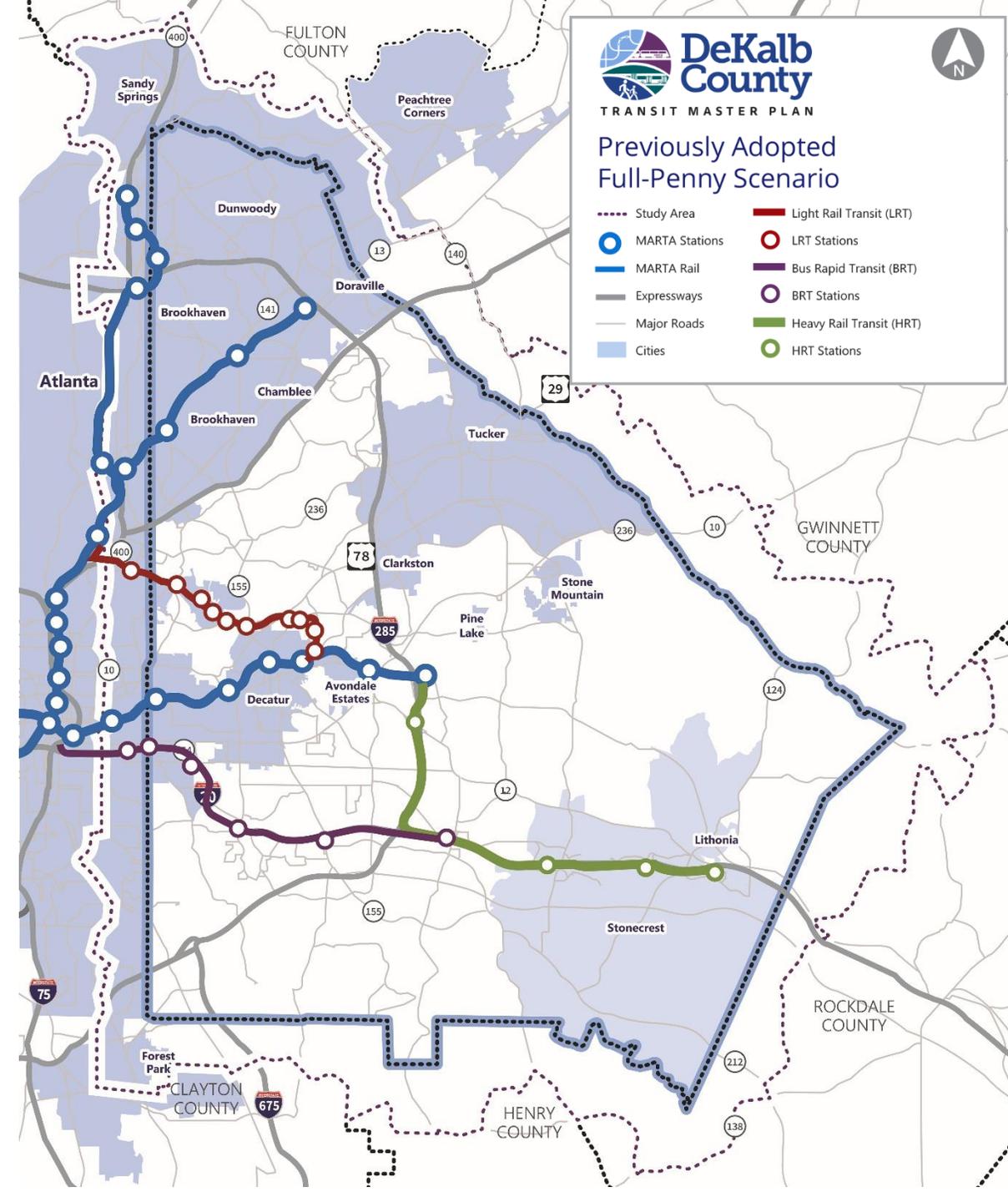




Previously Adopted Full-Penny Scenario 30-year Investment Plan

- 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

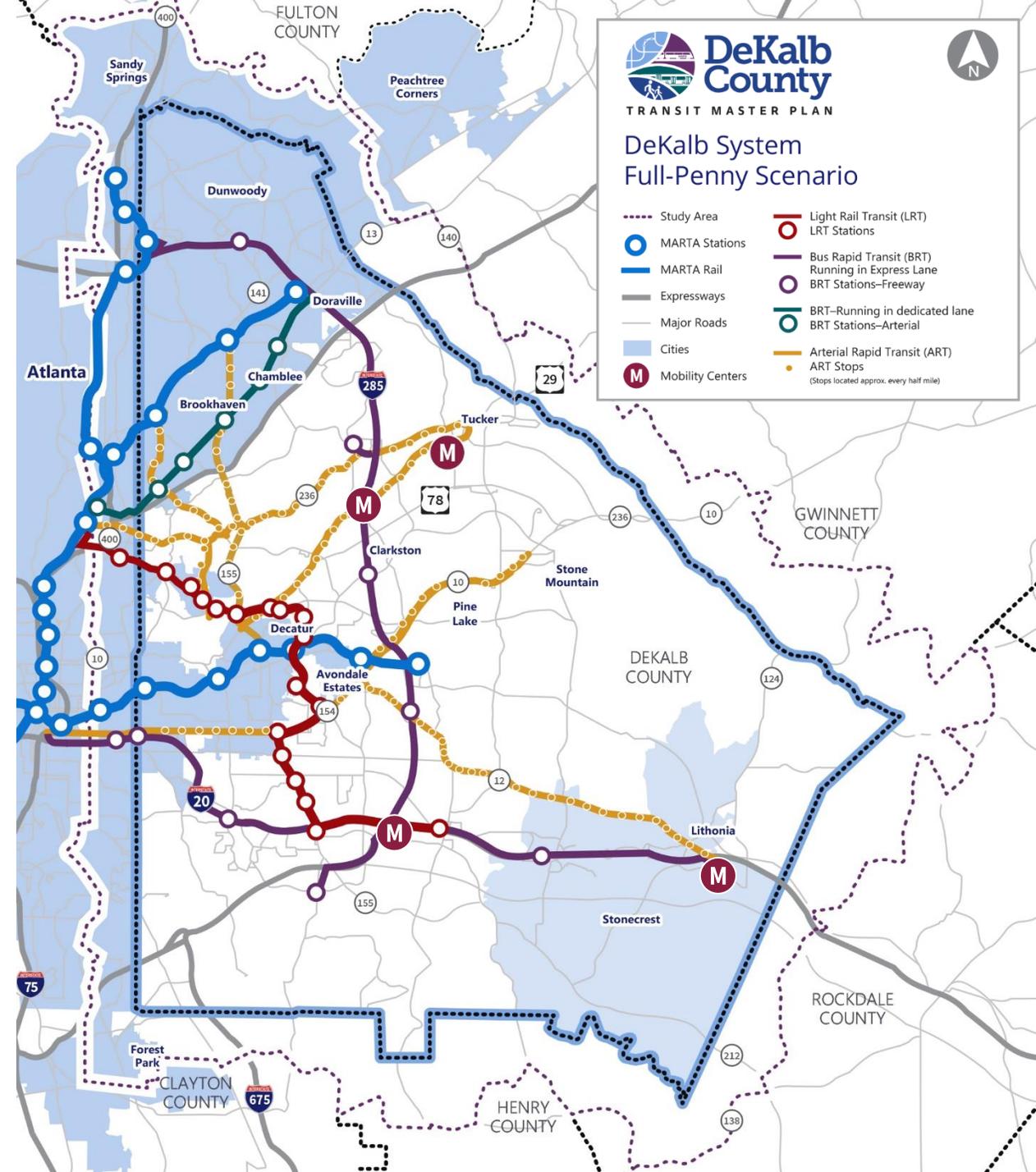
176 Project Miles

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

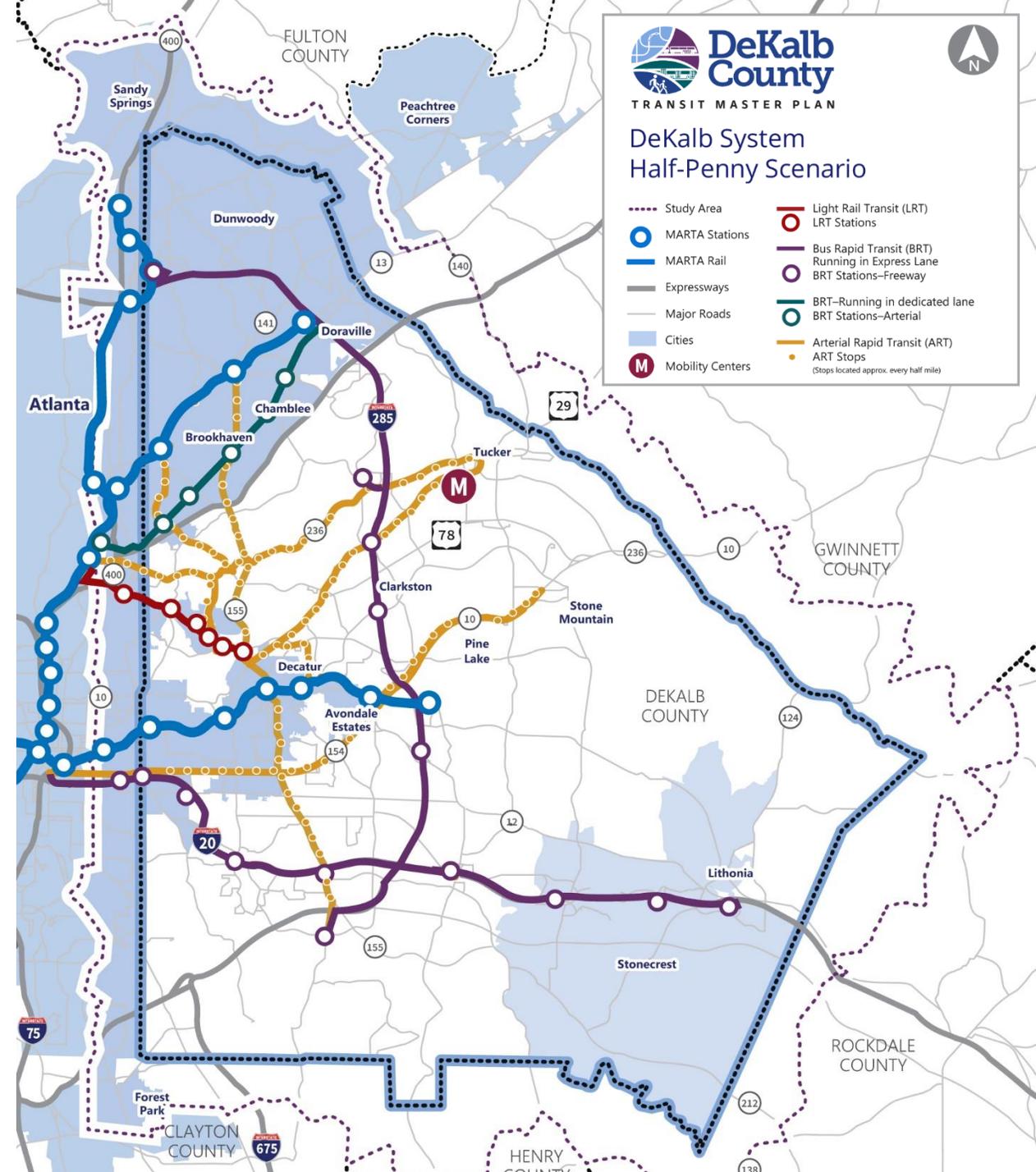
139 Project Miles

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

Federal Share - \$490 M

Total O&M Costs - \$817 M*

* Includes sustaining capital funding





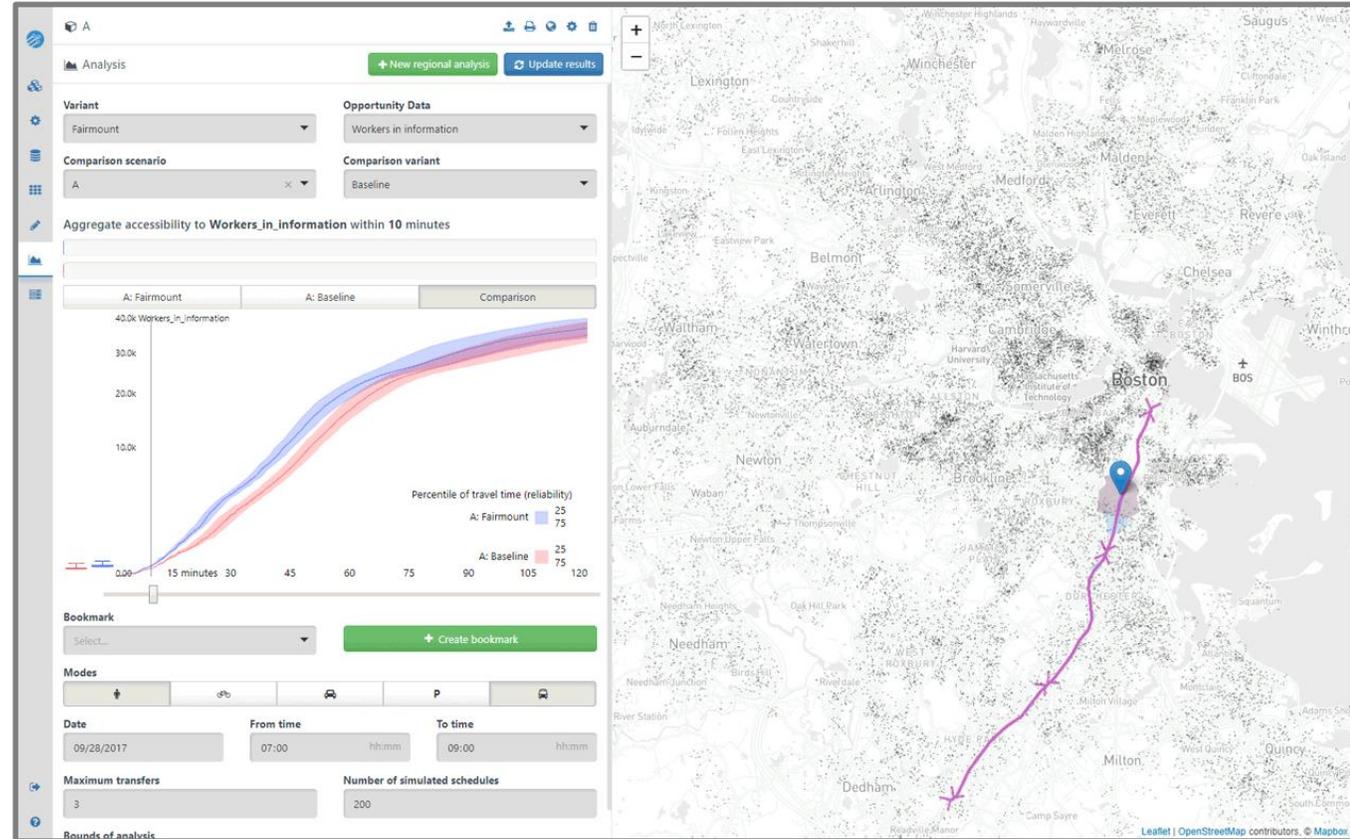
Next Steps

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 th to Mar. 14th	- ATL & ARC finalize proposed policies.
Mar. 15th	- Send proposed policies to regional operators/TOG group for review.
Mar. 15th to Apr. 25th	<ul style="list-style-type: none"> - ARC & /ATL conduct joint meetings with operators/locals. - ARC & ATL receive and review feedback on proposed policies - answer any questions.
Apr. 26th	- ARC & ATL present proposed policies during TOG meeting and gather recommendations related to policies.
Apr. 29th to May 10th	<ul style="list-style-type: none"> - 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 th	- 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

5307
URBANIZED
AREA FORMULA
FUND PROGRAM

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

Gleis 2

U5 Hönow

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

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

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)

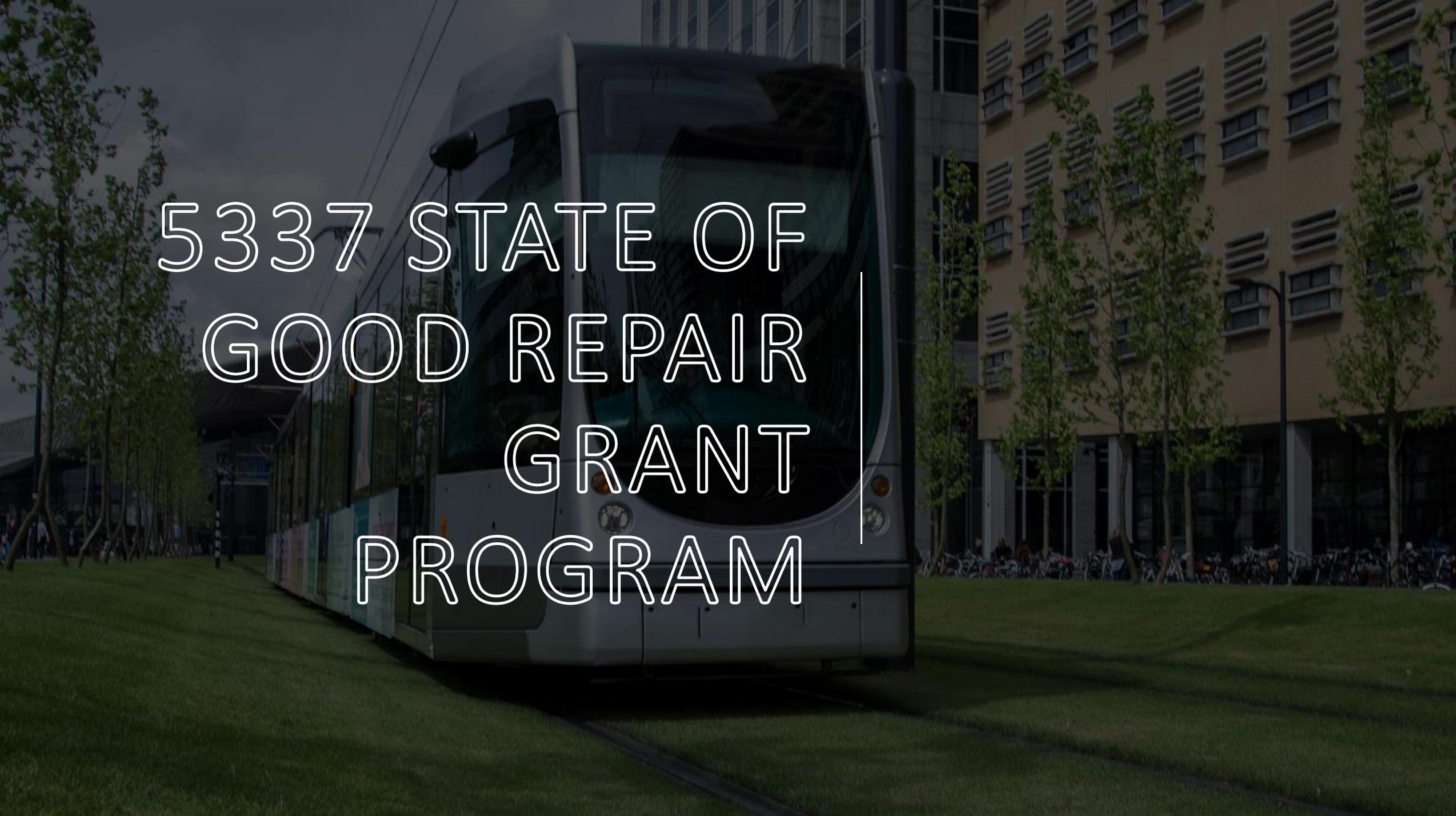
RESERVING FUNDS FOR PLANNING ENTITIES - PROPOSED

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 white bus is parked on a grassy area. In the background, there is a large, multi-story building with many windows. The scene is dimly lit, suggesting dusk or dawn. The text '5337 STATE OF GOOD REPAIR GRANT PROGRAM' is overlaid on the image in a white, outlined font. A vertical line is positioned to the right of the text.

5337 STATE OF
GOOD REPAIR
GRANT
PROGRAM

5337 STATE OF GOOD REPAIR FORMULA FUND PROGRAM

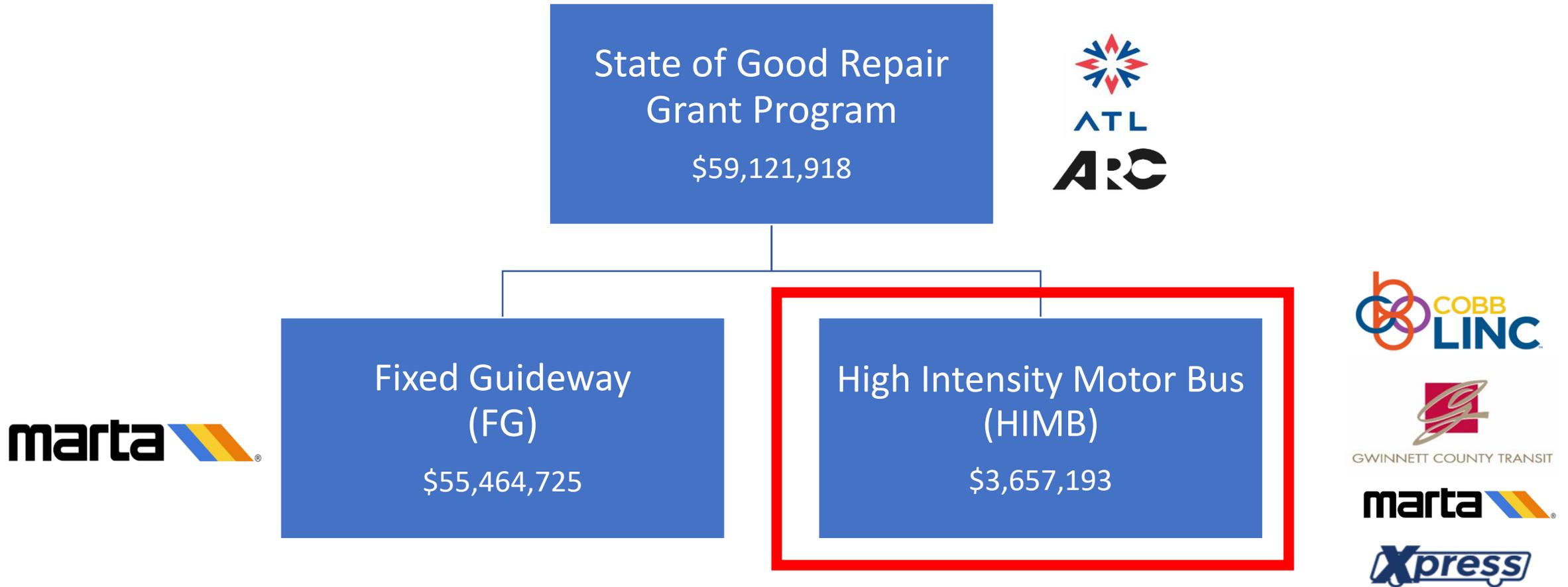
▶ Formula is based on:

- 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:

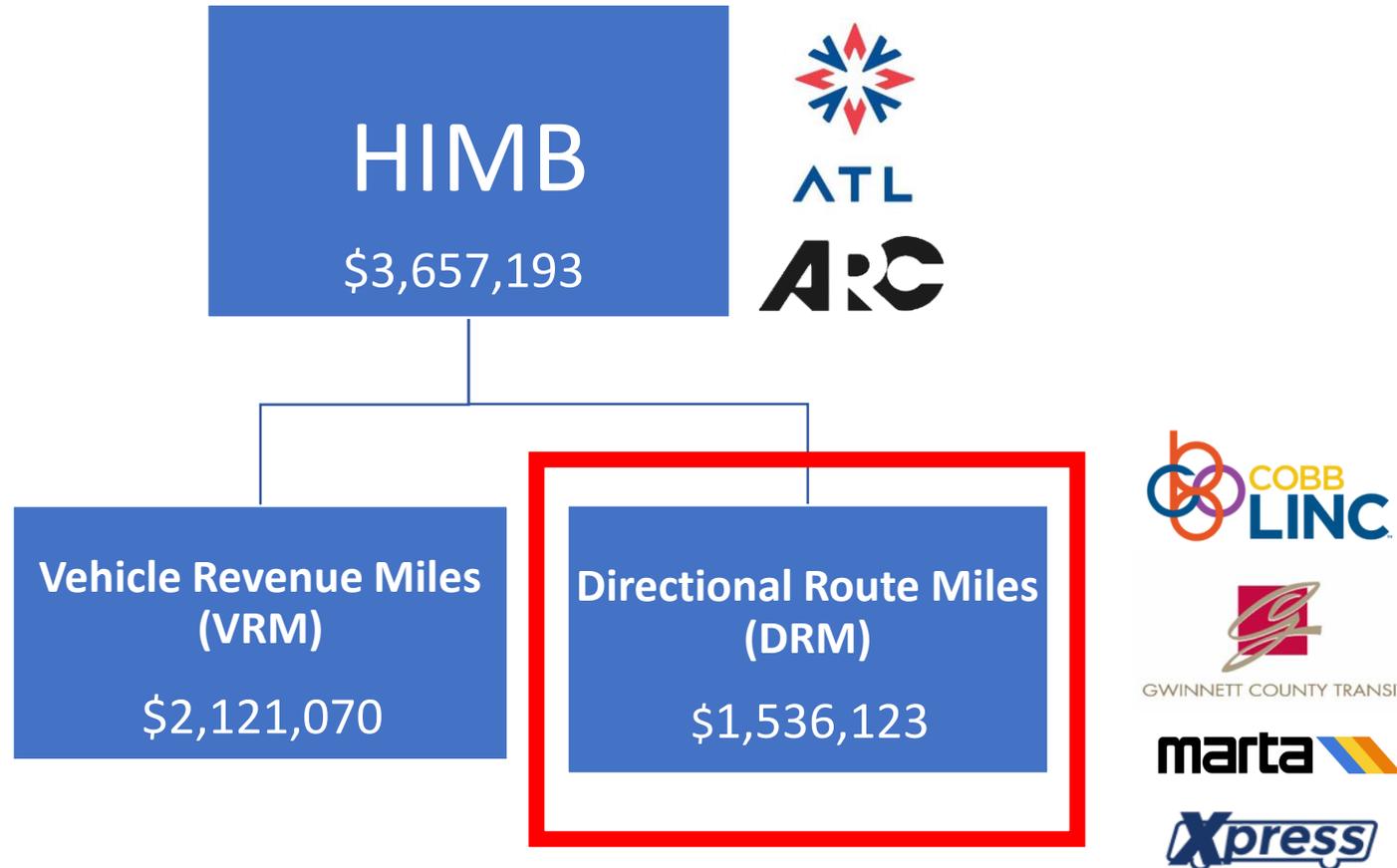
- Passenger stations and terminals
- Maintenance facilities and equipment
- Operational support equipment, including signals, communication equipment, computer hardware and software
- Preventive maintenance
- Purchase or rehab of rolling stock for either bus or rail

5337 STATE OF GOOD REPAIR PROGRAM - CALCULATION FLOW CHART

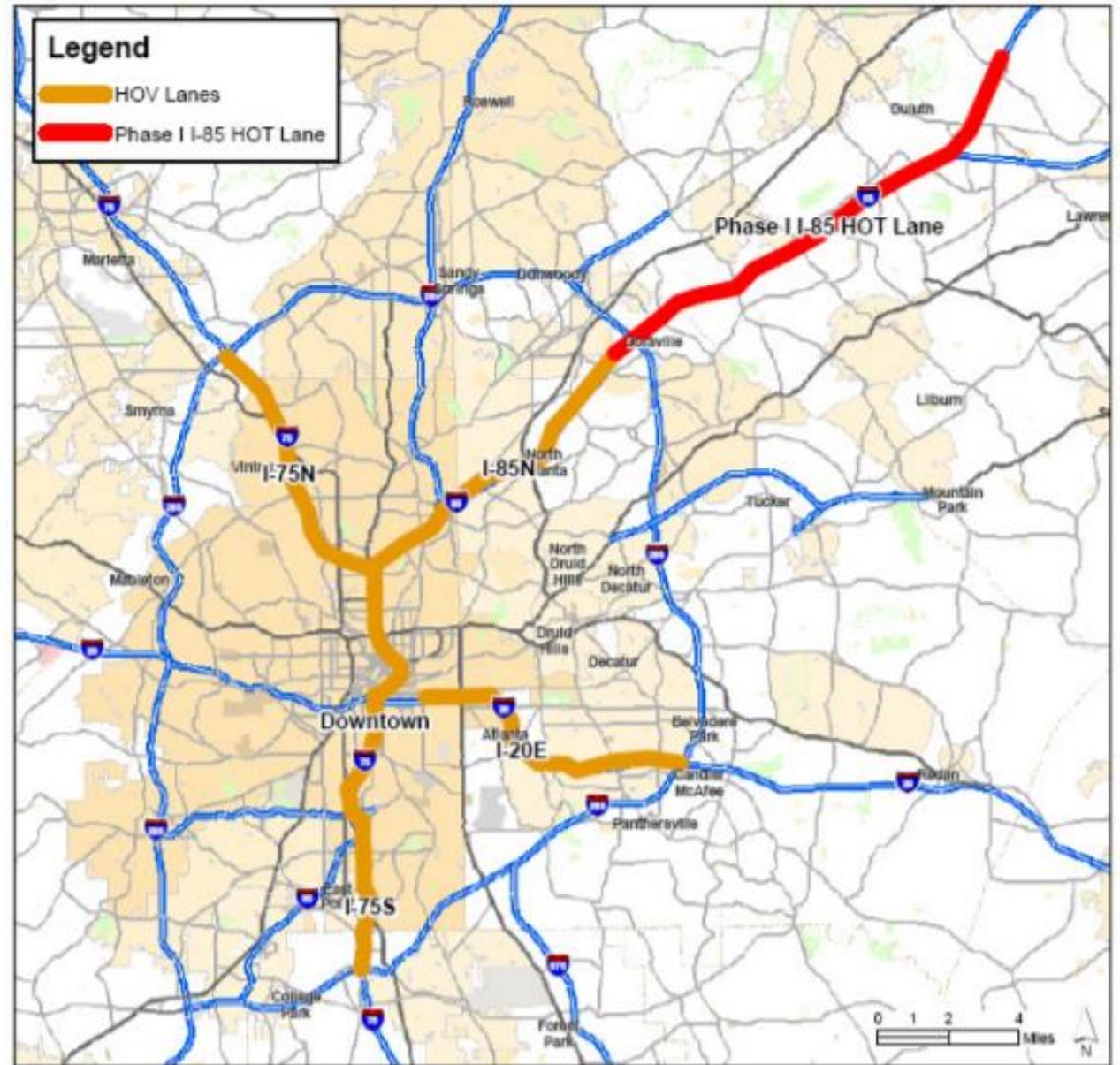


5337 STATE OF GOOD REPAIR PROGRAM - CALCULATION FLOW CHART

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%
Total	91.23				

■ = 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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Oct. 1, 2019	- New Regional Suballocation Policies effective.

Thank You.



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