ATL ATLANTA-REGION TRANSIT LINK AUTHORITY

CAMBRIDGE SYSTEMATICS

Think Forward

ATL Regional Transit Plan
Status Update and Draft Results

presented to

Regional Transit Planning Committee
(Committee of the Whole)

presented by

Cambridge Systematics, Inc.

September 20, 2019 – ***REVISED September 23, 2019***

Schedule
Developing the ARTP Performance Framework

Review Existing Methods

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

Develop Performance Framework

- Work with technical staff to
  - » Identify preferred technical methods *(Workshop #1)*
  - » Vet proposed performance framework *(Workshop #2)*
  - » Test and refine performance framework *(Workshop #3)*

Communicate and Document Process

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

December | **January** | **February** | **March** | **April** | **May**

Workshop #1 *February 1st*

Workshop #2 *March 1st*

Workshop #3 *April 12th*

Board Meeting *January 24th*

Board Meeting *March 7th*

RTP Committee *May 10th*

Board Meeting *May 23rd*

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Schedule
Applying the ARTP Performance Framework

Transit Project Submittal

- On-line application complete
- Project submittal window open
- Webform information sessions
- One-on-one meetings to communicate process

Transit Project Review

- Compile, review project submissions
- Apply ARTP performance framework
- QAQC with sponsors
- ATL Board Planning Committee review and input

Outreach and Engagement

- Complete plan-level analysis, plan narrative
- District outreach *(October)*
- Official 30-day public engagement period *(November)*
- Finalize plan for Board adoption *(December)*

June	July	August	September	October	November
Webform #1 *June 18*	**Webform #2** *June 20*	**Webform #3** *July 10*	**Webform #4** *July 24*		
		Board Meeting *August 8th*	**RTP Committee** *September 20*	**Board Meeting** *November 7*	**Board Meeting** *December 13*

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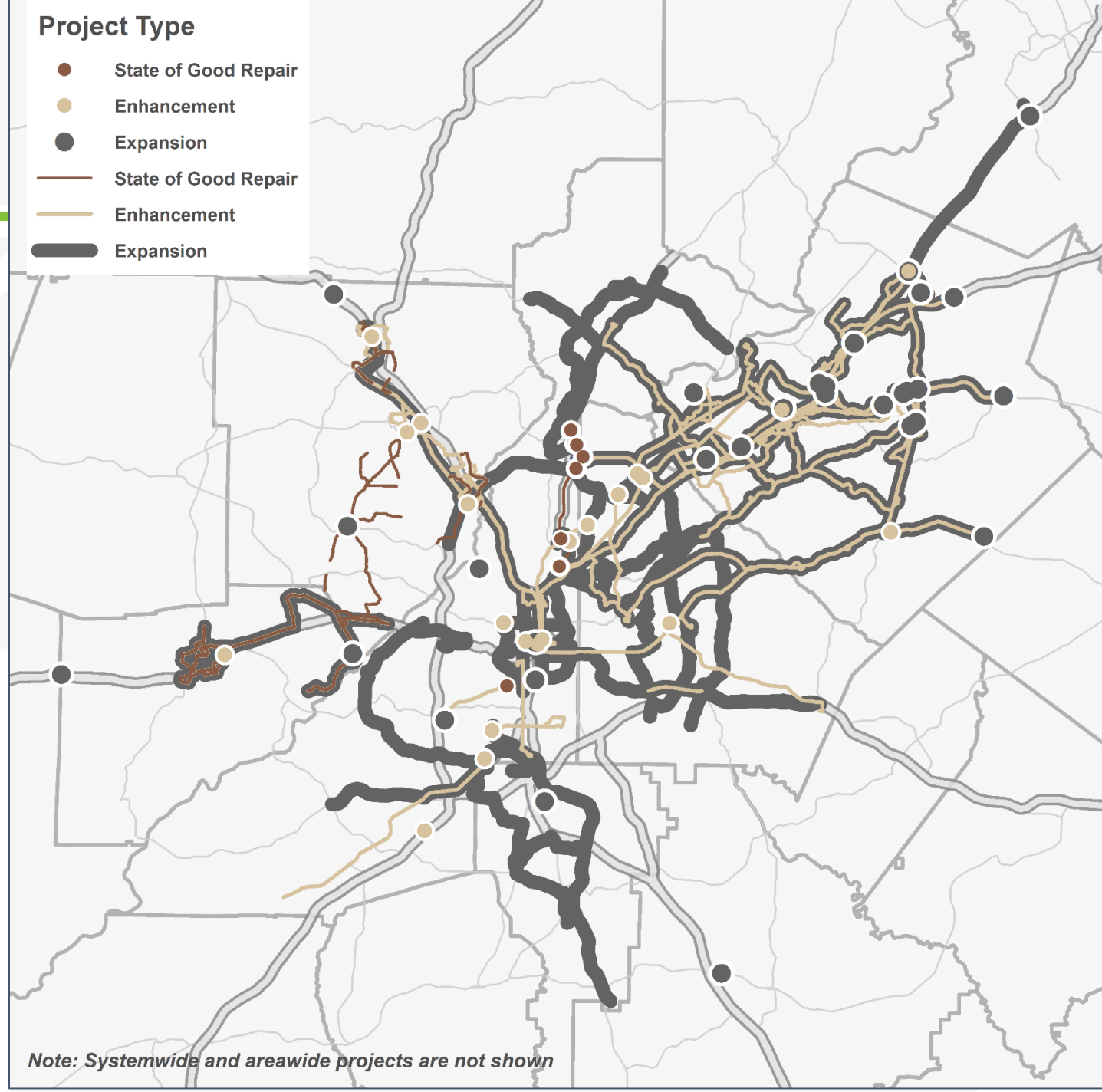
Transit Project Submittal

- 195 projects initially submitted through the ATL on-line application
- Project list refined to 192 based on review and QAQC with sponsors in August
  - 50 system/area-wide investments
  - 129 route/asset-specific investments
  - 13 projects not yet associated with specific geographic area, route, or asset type (very early in development)

All Submitted Projects by Type

- 30 State of Good Repair
- 58 Enhancement
- 104 Expansion



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Transit Project Submittal
District Summaries

DISTRICT 1
- 19 total projects
- 6 tiered

DISTRICT 2
- 54 total projects
- 26 tiered

DISTRICT 3
- 76 total projects
- 39 tiered

DISTRICT 4
- 10 total projects
- 7 tiered

DISTRICT 5
- 96 total projects
- 43 tiered

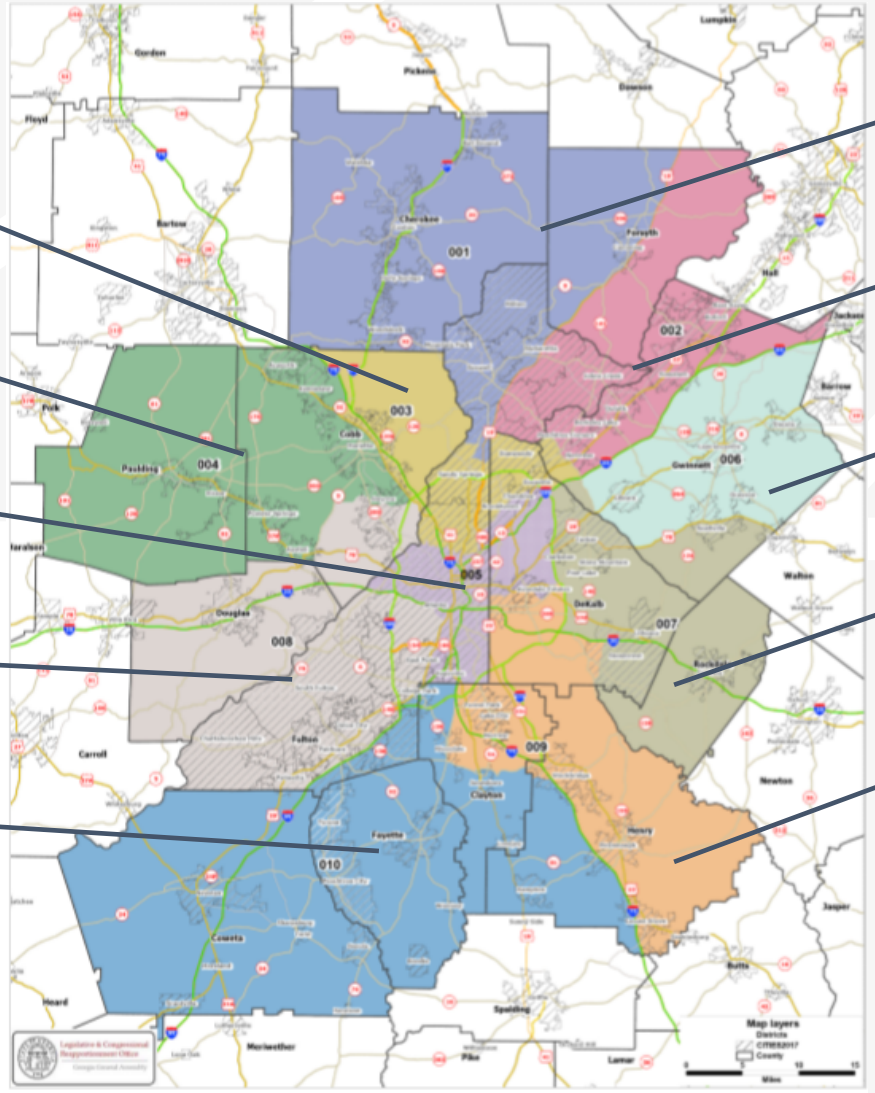
DISTRICT 6
- 41 total projects
- 23 tiered

DISTRICT 7
- 49 total projects
- 16 tiered

DISTRICT 8
- 54 total projects
- 19 tiered

DISTRICT 9
- 43 total projects
- 14 tiered

DISTRICT 10
- 32 total projects
- 14 tiered



If a project enters any portion of a district, it is included in summary. Projects can cover multiple districts

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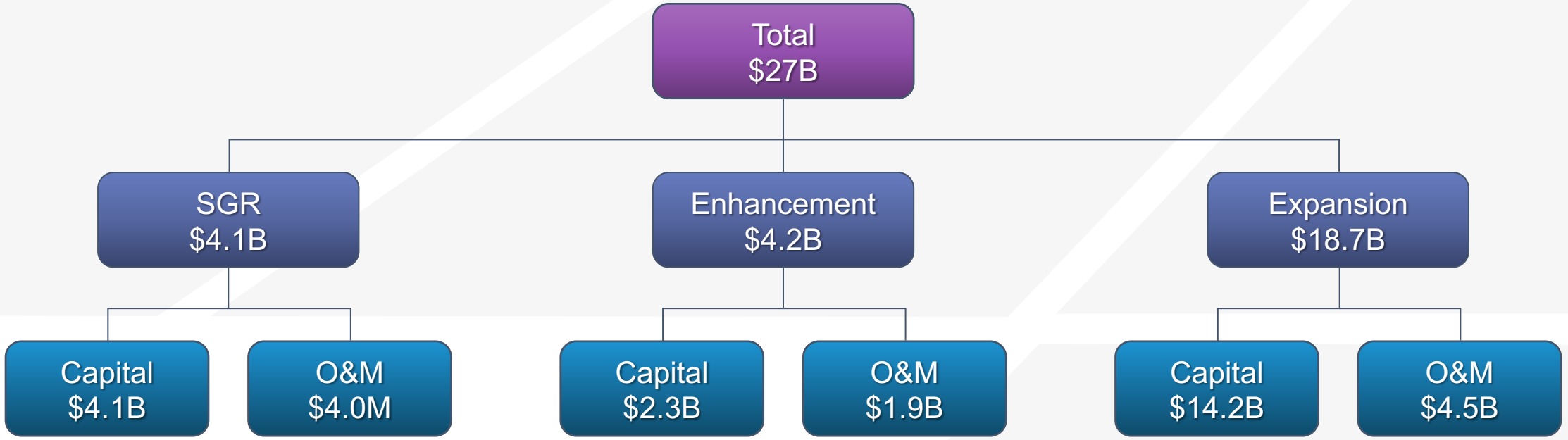
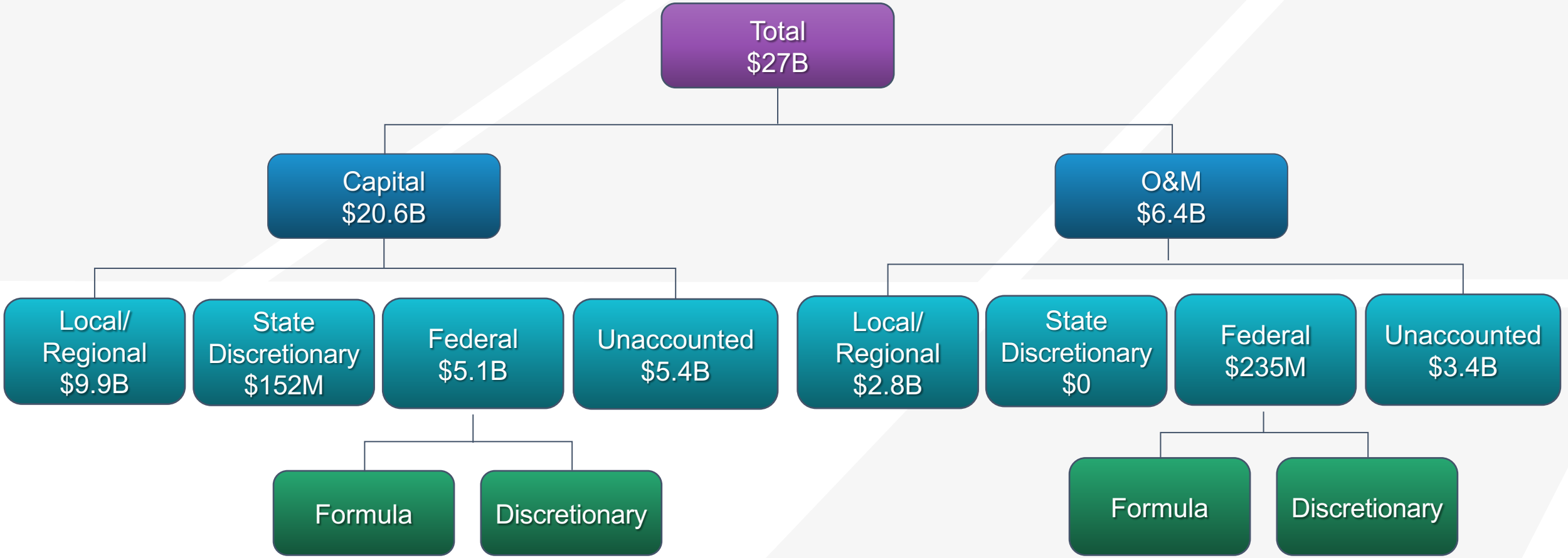
Transit Project Submittal
Total Costs (By Project Type)



Transit Project Submittal
Total Project Costs (By Fund Source)



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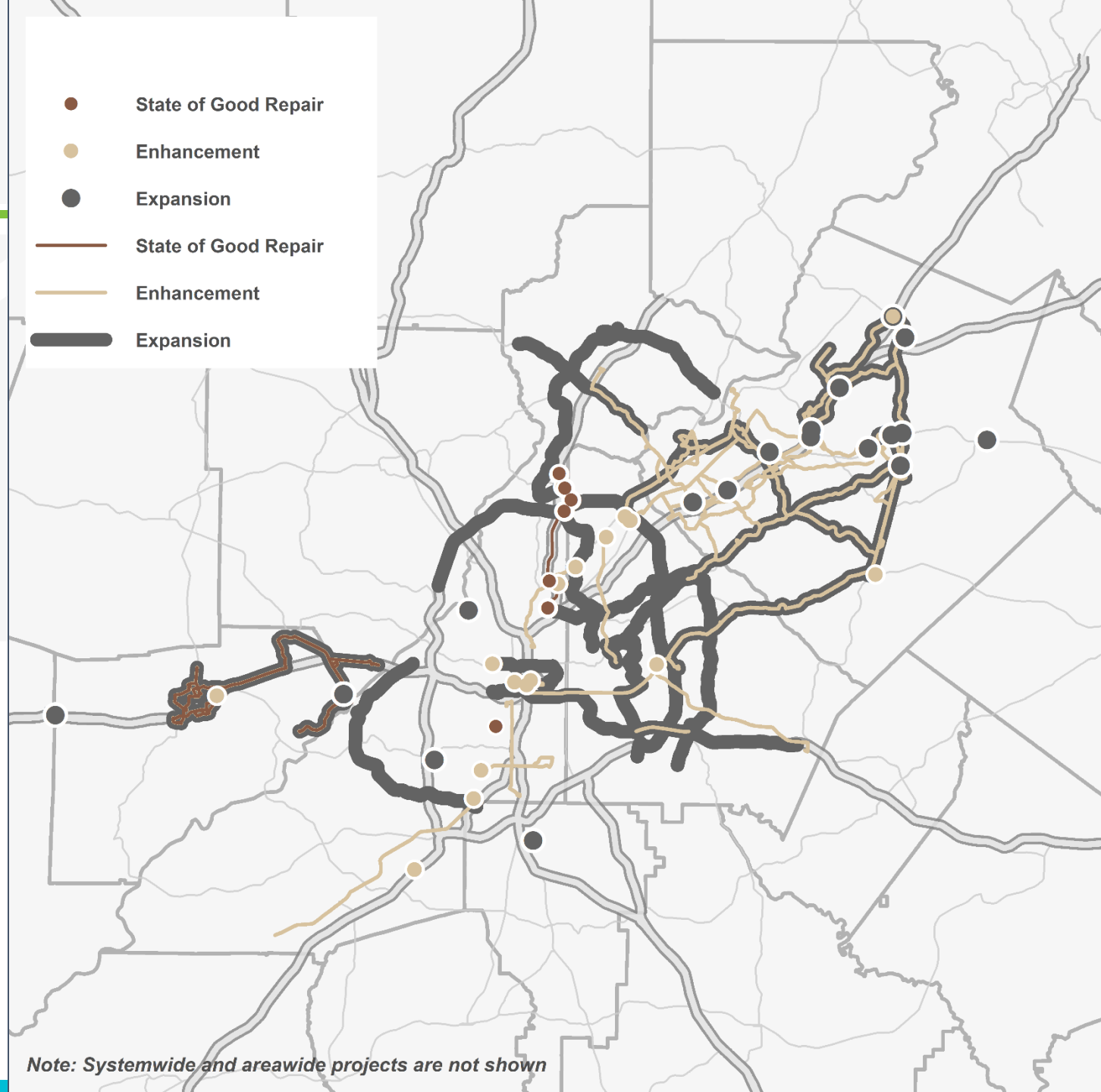
Transit Project Review

- ALL projects reviewed according to ARTP performance framework
- ARTP performance framework supports feedback and discussion with sponsors on:
  - Project development needs at the local level
  - Plan development needs at the regional level
  - Next steps for advancing project and plan implementation

Projects with No Fed/State Discretionary Funding Identified

- 116 projects
  - Projects still under development; funding assumptions still unconfirmed
  - Projects to be completed exclusively with local and/or formula funds and do not meet the definition of regionally significant



Note: Systemwide and areawide projects are not shown

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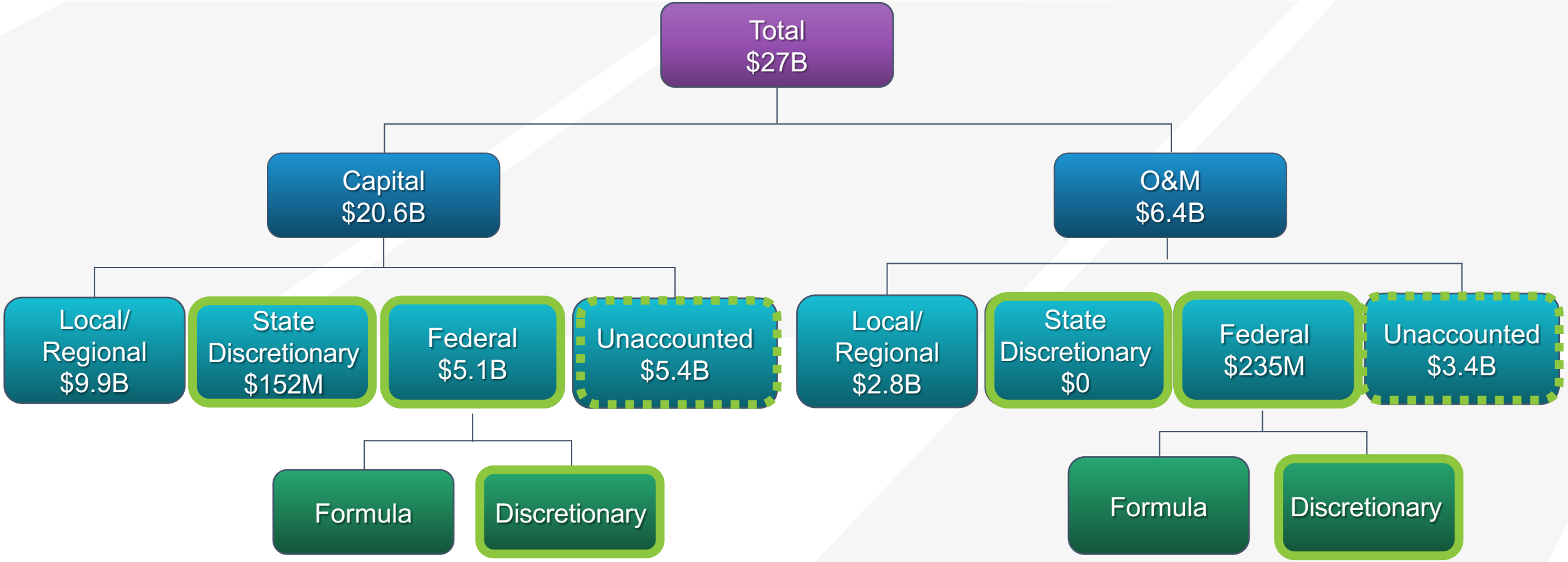
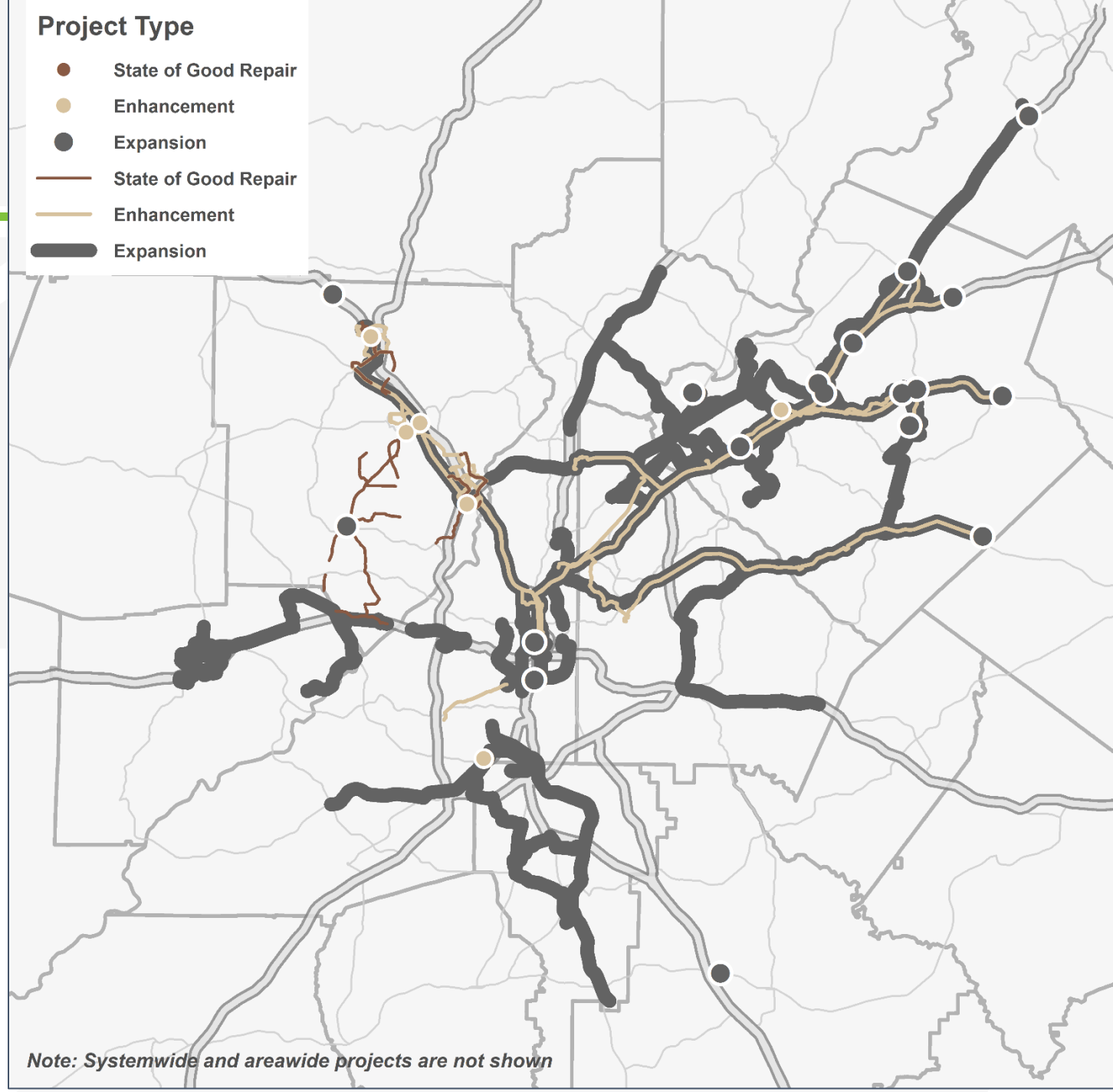
Transit Project Review
Projects Seeking Federal/State Discretionary Dollars



Projects with Fed / State Discretionary Funding Identified

- 76 projects, $16.1B
  - 40% by count
  - 60% by $-amount
- Any project seeking federal or state discretionary funding was placed into 1 of 3 project quadrants
- Project quadrants support project development discussions for the ARTP and RTP/TIP



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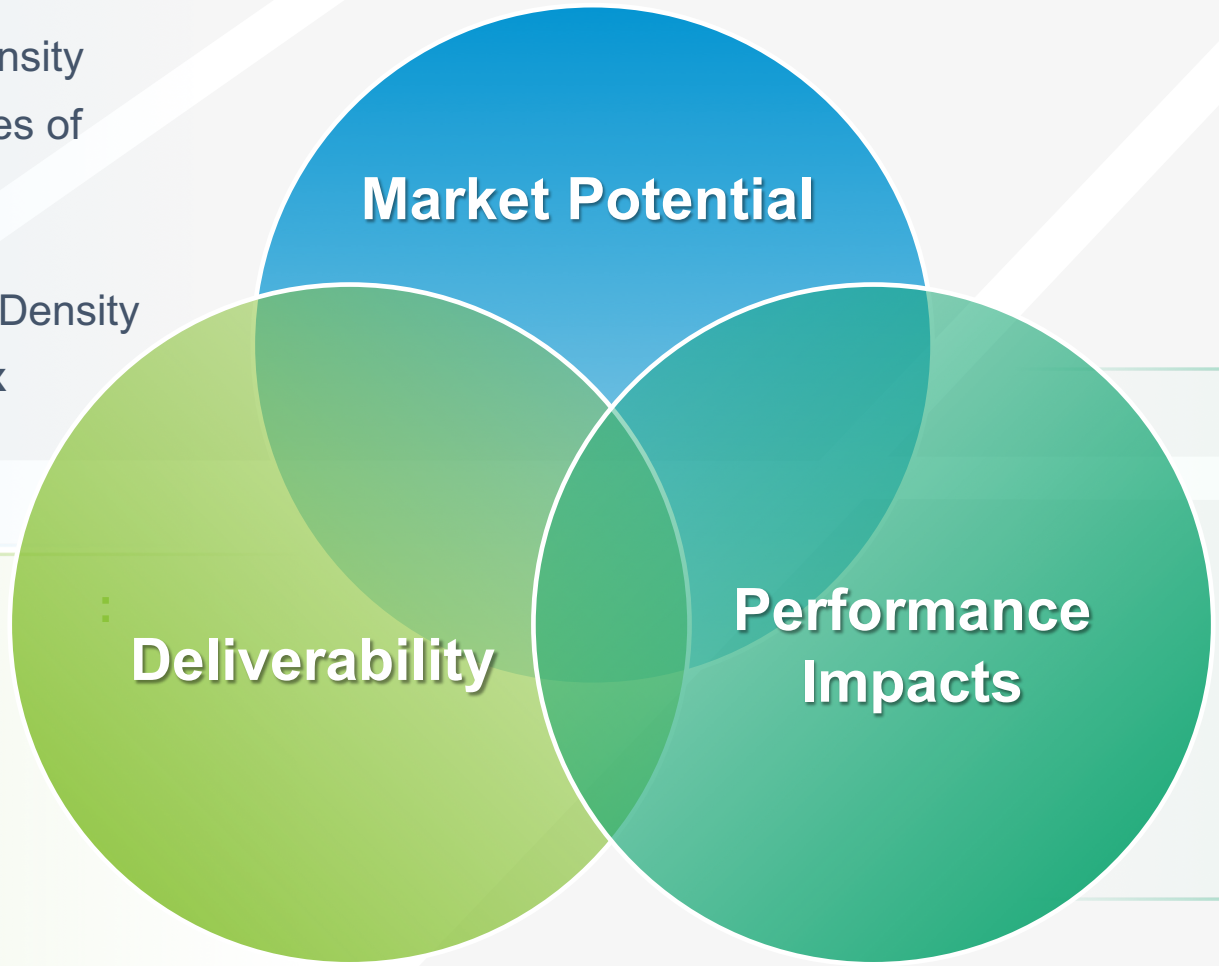
Transit Project Review
Multi-Criteria Prioritization Model

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



PERFORMANCE IMPACTS:

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

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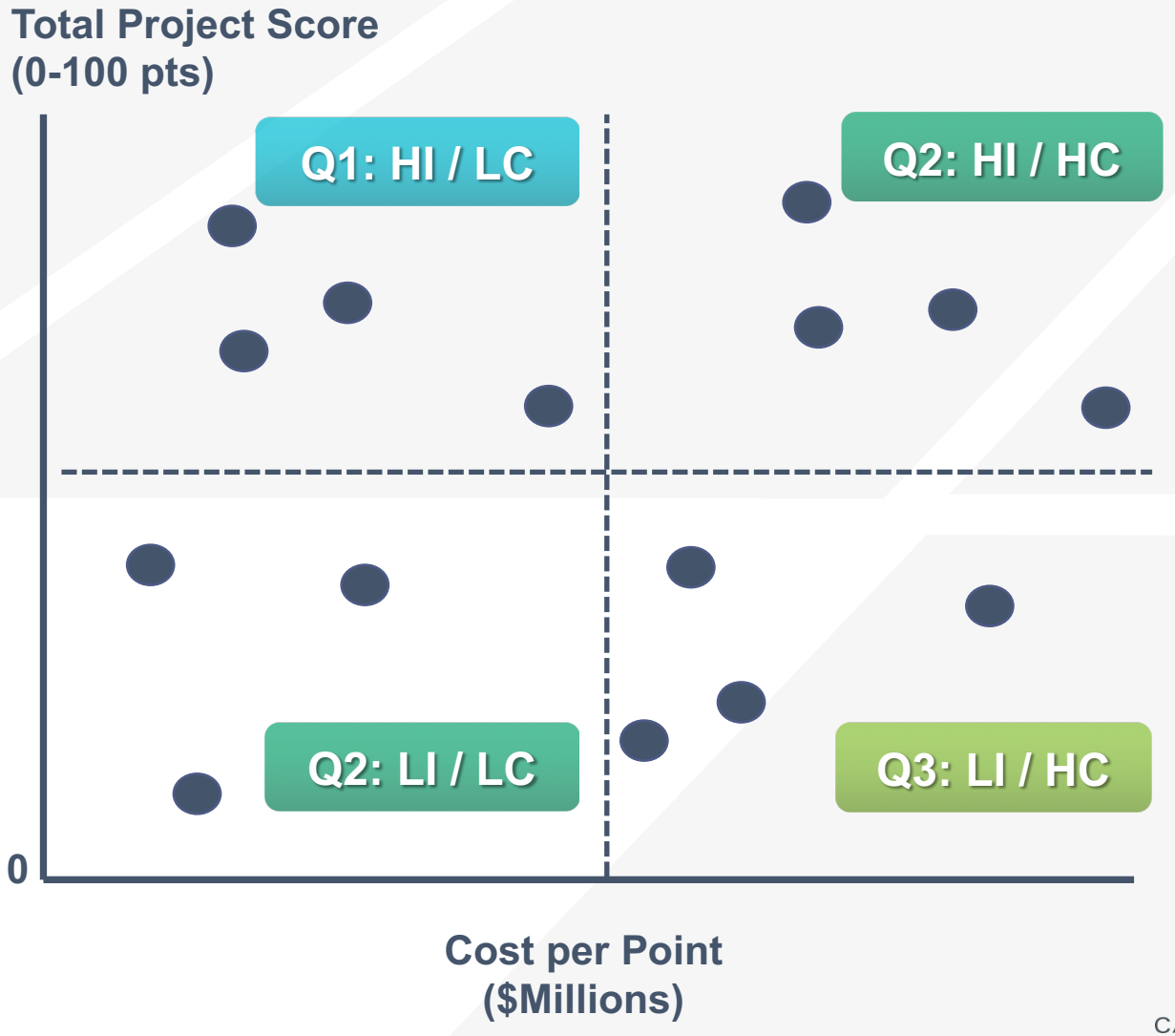
Transit Project Review
Four-Quadrant Matrix Model

Quadrant 1
Higher Impact / Lower Cost

- High impact (progress towards ARTP goals) at the least relative cost
- ***Investments that optimize both performance and funding***

Quadrant 2
Lower Impact / Lower Cost

- Lower cost investments with less impact (progress towards ARTP goals)
- ***Investments that optimize funding***



Quadrant 2
Higher Impact / Higher Cost

- High impact (progress towards ARTP goals) at a higher cost
- ***Investments that optimize performance***

Quadrant 3
Lower Impact / Higher Cost

- Higher cost investments with less impact (progress towards ARTP goals)

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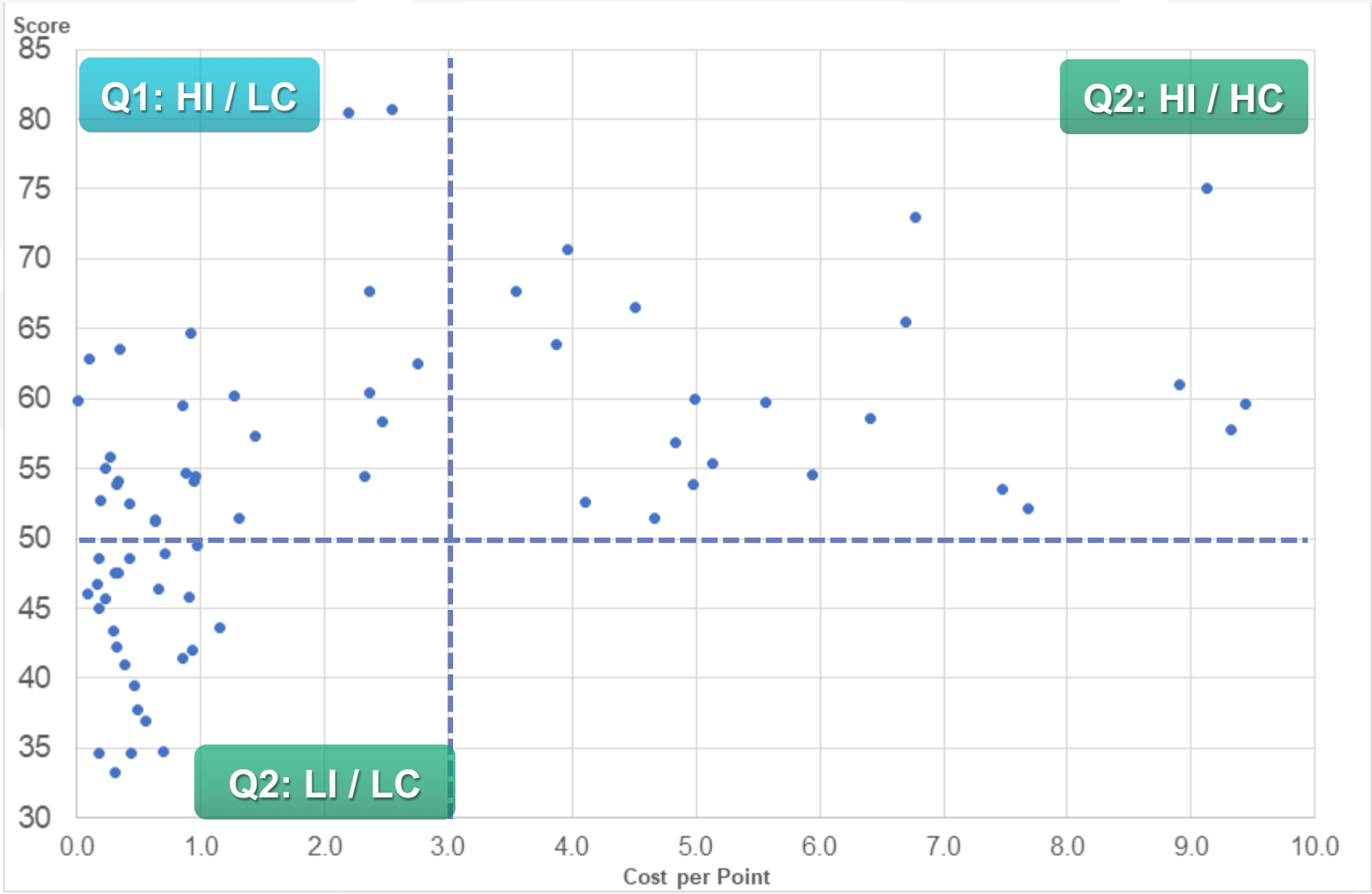
Transit Project Review
Projects Seeking Fed/State Discretionary Funding

Scatterplot for all 76 ARTP projects requiring federal or state discretionary funding



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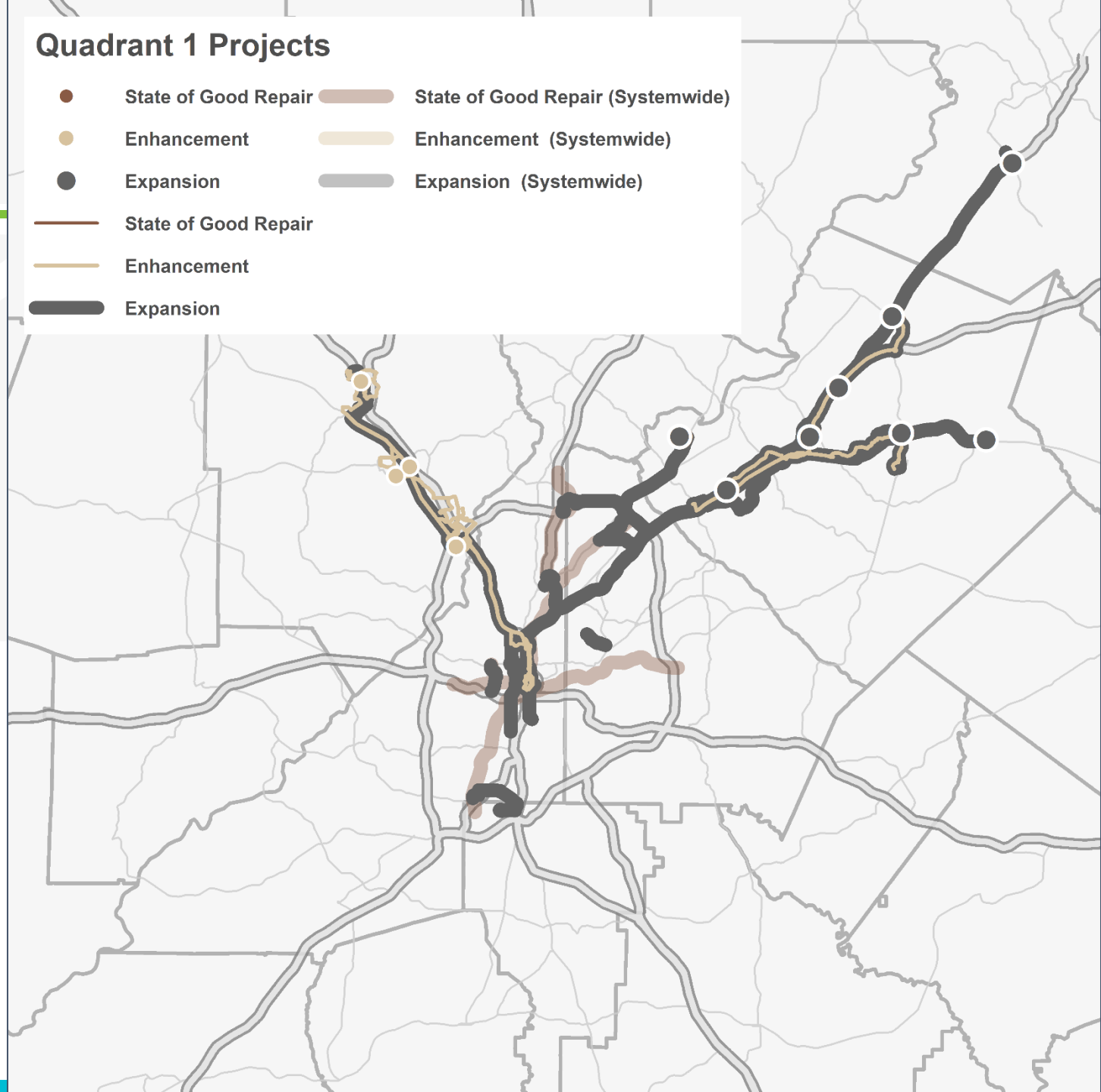
Quadrant 1

Higher Impact/Lower Cost

- High impact investment, lower cost
- Optimizes both performance and funding
  - 26 projects
  - Projects average 59 points
  - $1.8 billion (total cost)



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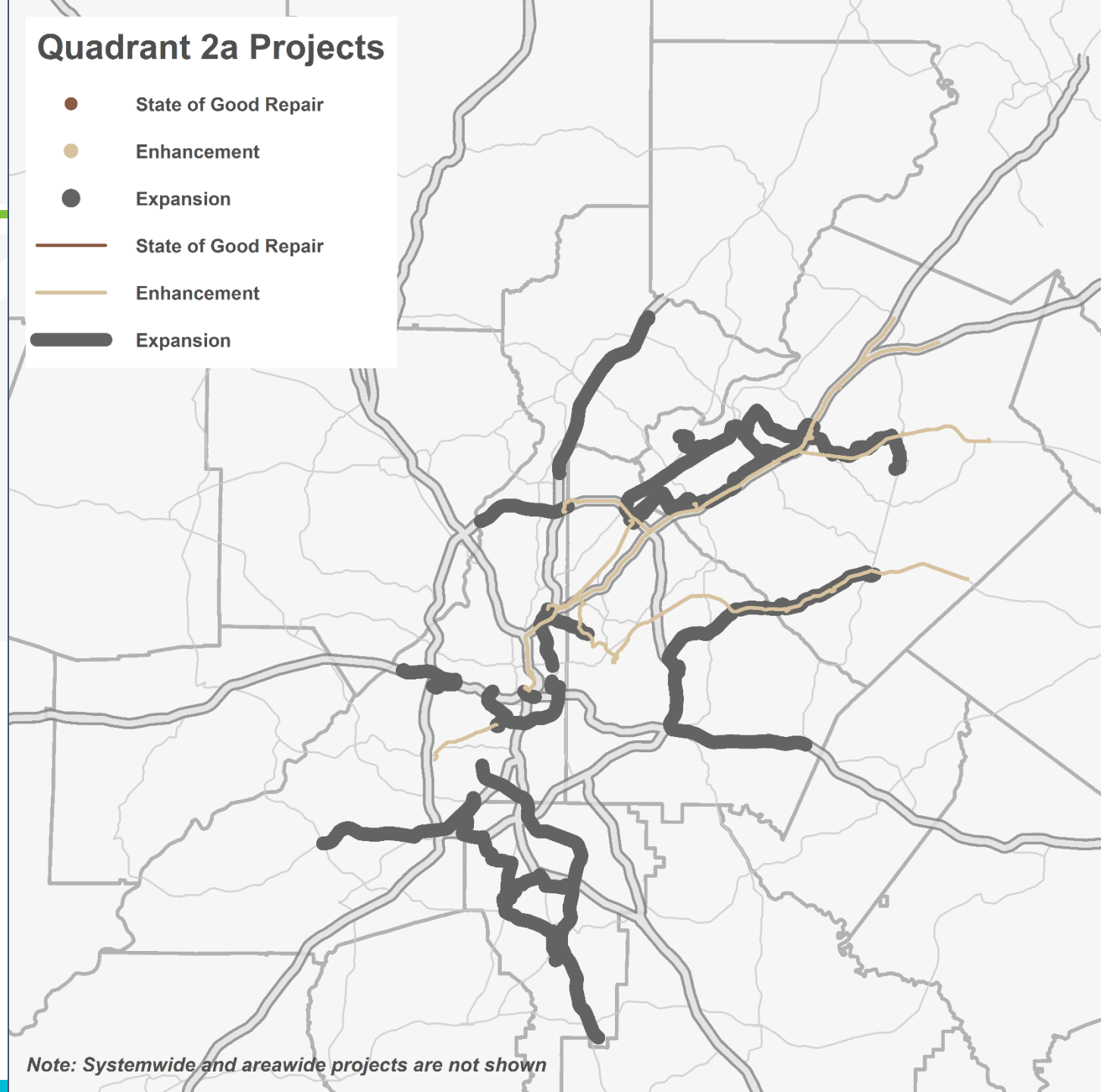
Quadrant 1 Projects: *Higher Impact/Lower Cost*

Project Name	Project Sponsor	Total Cost	Quadrant
Aerotropolis Corporate Crescent Circulator – Phase I	Aerotropolis CID	$ 10,000,000	Q1: HI/LC
Northwest Regional High Capacity Transit Corridor	Atlanta	$ 59,500,000	Q1: HI/LC
New Service / New Technology Town Center Autonomous Shuttle	Chamblee	$ 22,020,000	Q1: HI/LC
Transit Signal Priority	CobbLinc	$ 800,000	Q1: HI/LC
Cumberland Transfer Center	CobbLinc	$ 51,000,000	Q1: HI/LC
Marietta Transfer Center	CobbLinc	$ 51,000,000	Q1: HI/LC
Marietta Maintenance Facility	CobbLinc	$ 18,000,000	Q1: HI/LC
LRT-1b - Clifton Corridor LRT (Segment 1b)	DeKalb County	$ 142,500,000	Q1: HI/LC
Capitol Ave /Summerhill BRT	MARTA	$ 176,000,000	Q1: HI/LC
Elevators & Escalators - Elevator Rehabilitation	MARTA	$ 160,000,000	Q1: HI/LC
Northside Drive BRT	MARTA	$ 172,100,000	Q1: HI/LC
Track Renovation Phase IV	MARTA	$ 205,000,000	Q1: HI/LC
Renovate Pedestrian Bridges	MARTA	$ 6,300,000	Q1: HI/LC
Town Center/Big Shanty Park and Ride Expansion	SRTA	$ 12,440,787	Q1: HI/LC
Sugarloaf Park and Ride	SRTA	$ 14,833,539	Q1: HI/LC
State Route 316 Park-and-Rides and Commuter Express Service	GCT	$ 51,824,400	Q1: HI/LC
Short-Range Direct Connect Package	GCT	$ 48,004,300	Q1: HI/LC
Mid-Range Express Commuter Bus Expansion Package	GCT	$ 17,317,350	Q1: HI/LC
Local Bus Expansion: Route 21 Steve Reynolds Blvd	GCT	$ 32,658,200	Q1: HI/LC
Long-Range Express Commuter Bus Expansion Package	GCT	$ 21,935,100	Q1: HI/LC
Direct Connect Expansion: Route 403 Peachtree Corners to Perimeter	GCT	$ 32,741,350	Q1: HI/LC
Long-Range Direct Connect Service Enhancements	GCT	$ 67,330,500	Q1: HI/LC
Rapid Bus Expansion: Route 201 Steve Reynolds Blvd	GCT	$ 82,629,750	Q1: HI/LC
BRT Route 700: Long Range Service Changes	GCT	$ 76,705,900	Q1: HI/LC
Indian Trail In-Line Stop and Park-and-Ride	GCT	$ 143,500,000	Q1: HI/LC
BeltLine West LRT	MARTA	$ 126,400,000	Q1: HI/LC

Quadrant 2

Higher Impact/Higher Cost

- High impact investment, at higher cost
- Optimizes performance
  - 25 projects
  - Projects average 60 points
  - $13.4 billion (total cost)



Note: Systemwide and areawide projects are not shown

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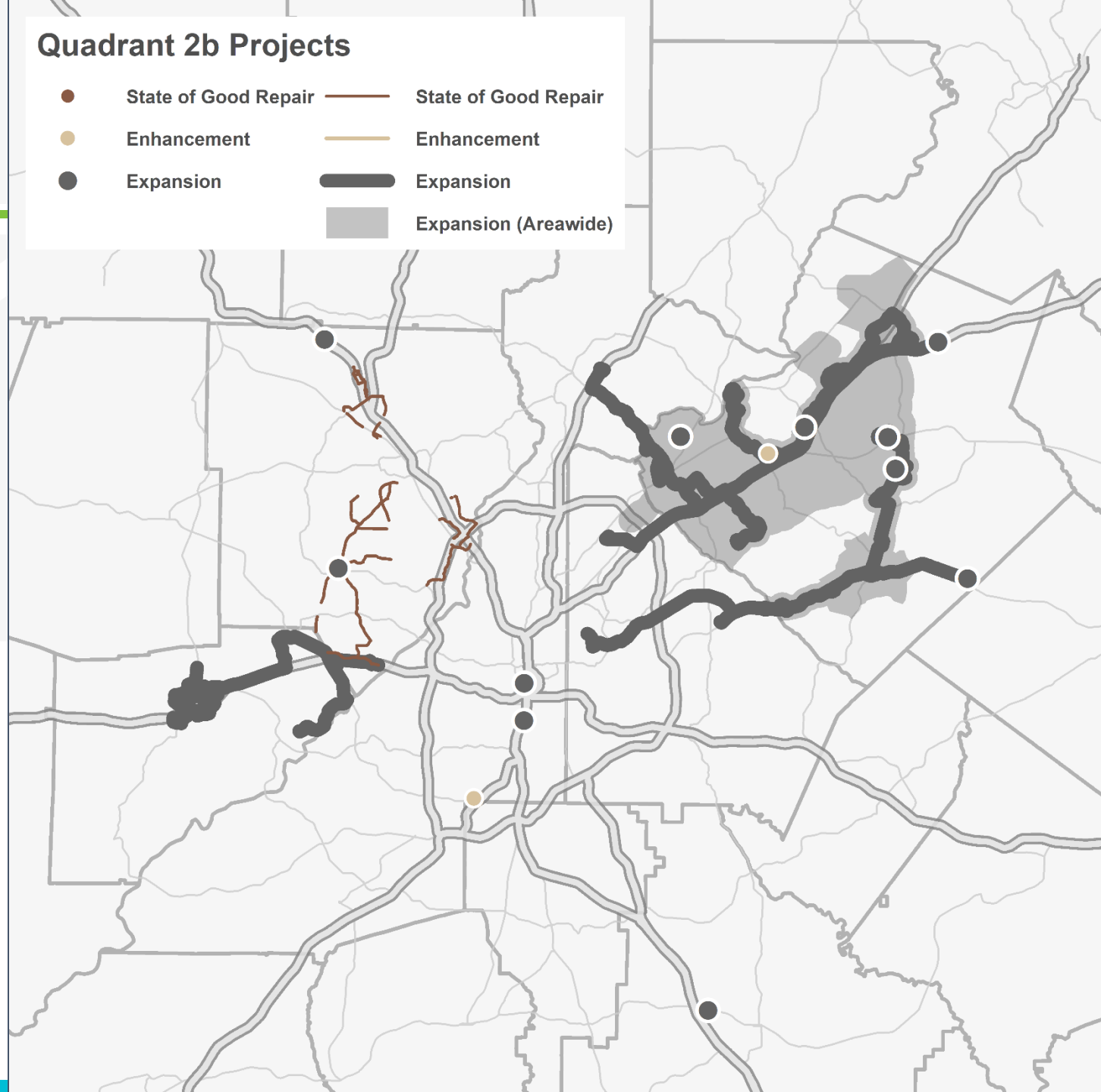
Quadrant 2 Projects: *Higher Impact/Higher Cost*

Project Name	Project Sponsor	Total Cost	Quadrant
MARTA West Line High Capacity Transit	Atlanta	$ 283,600,000	Q2: HI/HC
BRT-15 Buford Highway High Capacity Transit	Brookhaven	$ 280,000,000	Q2: HI/HC
I-285 Top End Transit in Express Lanes	Fulton County	$ 247,500,000	Q2: HI/HC
South Fulton Parkway Rapid Transit in Dedicated Lanes	Fulton County	$ 275,000,000	Q2: HI/HC
Beltline Northeast LRT	MARTA	$ 298,800,000	Q2: HI/HC
BeltLine Southeast LRT	MARTA	$ 400,140,000	Q2: HI/HC
Beltline SouthWest LRT	MARTA	$ 324,000,000	Q2: HI/HC
Campbellton Rd HCT	MARTA	$ 538,400,000	Q2: HI/HC
Clifton Corridor (Phase 1)	MARTA	$ 1,875,099,246	Q2: HI/HC
Elevators & Escalators - Escalator Rehabilitation	MARTA	$ 240,000,000	Q2: HI/HC
IT & Software	MARTA	$ 400,000,000	Q2: HI/HC
Auxiliary Power Switch Gear	MARTA	$ 240,000,000	Q2: HI/HC
Clayton County Transit Initiative - BRT	MARTA	$ 375,000,000	Q2: HI/HC
Clayton County Transit Initiative - CRT	MARTA	$ 900,000,000	Q2: HI/HC
GA 400 Transit Initiative BRT	MARTA / Fulton County	$ 300,000,000	Q2: HI/HC
Roofing and Skylights - Roofing Rehabilitation Program	MARTA	$ 562,500,000	Q2: HI/HC
Station Rehabilitation - Program Schedule	MARTA	$ 685,000,000	Q2: HI/HC
Mid-Range BRT Route 700: Doraville to Sugarloaf Mills	GCT	$ 438,299,733	Q2: HI/HC
Long-Range Express Commuter Bus Service Enhancement Package	GCT	$ 215,870,900	Q2: HI/HC
Rapid Bus Expansion: Route 200 Peachtree Industrial Blvd	GCT	$ 267,935,400	Q2: HI/HC
BRT Route 701: Lawrenceville to Peachtree Corners	GCT	$ 543,527,500	Q2: HI/HC
BRT Route 702: Snellville to Indian Creek Rail Station	GCT	$ 332,908,050	Q2: HI/HC
Gold Line HRT Extension to Jimmy Carter Multimodal Hub	GCT	$ 1,413,299,300	Q2: HI/HC
I-20 East Heavy Rail to Stonecrest	RTP	$ 1,471,802,476	Q2: HI/HC

Quadrant 2

Lower Impact/Lower Cost

- Lower cost investment with less impact
- Optimizes funding
  - 25 projects
  - Projects average 43 points
  - $0.5 billion (total cost)



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Quadrant 2 Projects: *Lower Impact/Lower Cost*

Project Name	Project Sponsor	Total Cost	Quadrant
Aerotropolis Intermodal Transportation Center	Aerotropolis CID	$ 50,000,000	Q2: LI/LC
ATL RIDES (Atlanta-Region Rider Information and Data Evaluation System) App	ATL	$ 738,000	Q2: LI/LC
ADA Compliant Sidewalks	CobbLinc	$ 6,250,000	Q2: LI/LC
South Cobb Transfer Center	CobbLinc	$ 8,500,000	Q2: LI/LC
Fixed Route Operating Assistance	Douglas County	$ 4,000,000	Q2: LI/LC
Connector Reliever Park & Ride Deck	MARTA	$ 7,500,000	Q2: LI/LC
Hickory Grove Park and Ride	SRTA	$ 13,011,560	Q2: LI/LC
Mt. Carmel Park and Ride	SRTA	$ 14,928,400	Q2: LI/LC
Short-Range Paratransit Service	GCT	$ 41,573,000	Q2: LI/LC
Gwinnett Place Transit Center Improvements	GCT	$ 20,500,000	Q2: LI/LC
Georgia Gwinnett College Transit Center	GCT	$ 10,250,000	Q2: LI/LC
Peachtree Corners Park-and-Ride	GCT	$ 20,500,000	Q2: LI/LC
Braselton Park-and-Ride and Express Commuter Service	GCT	$ 18,323,450	Q2: LI/LC
Loganville Park-and-Ride and Express Commuter Service	GCT	$ 18,290,350	Q2: LI/LC
Infinite Energy Transit Center	GCT	$ 10,250,000	Q2: LI/LC
Lawrenceville Transit Center	GCT	$ 30,750,000	Q2: LI/LC
Lawrenceville Maintenance Facility	GCT	$ 39,266,725	Q2: LI/LC
Rapid Bus Expansion: Route 205 Jimmy Carter Blvd/Holcomb Bridge Road	GCT	$ 48,120,600	Q2: LI/LC
Short-Range Local Bus Expansion: Route 15	GCT	$ 15,722,000	Q2: LI/LC
Short-Range Local Bus Expansion: Route 25	GCT	$ 7,780,300	Q2: LI/LC
Short-Range Local Bus Expansion: Route 50	GCT	$ 35,500,900	Q2: LI/LC
Short-Range Local Bus Expansion: Route 60	GCT	$ 15,606,100	Q2: LI/LC
Short-Range Local Bus Expansion: Route 70	GCT	$ 13,674,800	Q2: LI/LC
Short-Range Flex Bus Expansion: Route 500	GCT	$ 14,955,900	Q2: LI/LC
Short-Range Flex Bus Expansion: Route 503	GCT	$ 24,266,800	Q2: LI/LC

Quadrant 3

- No projects fell into Quadrant 3 – our higher cost projects are maximizing performance
- This quadrant should capture projects where additional development or refinement is needed:
  - Project scoping components that better align with market, performance and/or deliverability considerations
  - Project cost considerations
- Projects that fall into Quadrant 3 need additional work to move them into one of the other quadrants; should trigger a conversation between sponsor and the ATL around if / how best to advance

Transit Project Review
Initial Findings

- Healthy distribution of projects by type; however, geographic distribution leaned towards areas with recently completed transit plans
  - » Over time a regional planning approach will help balance this initial “ground-up” process
- Project data inconsistent across submissions
  - » Scope details
  - » Project cost and funding assumptions
  - » Supporting materials
- Projects yielded a reasonable distribution of points across ARTP performance framework criteria and cost-effectiveness
- Process is “stable” in that it can flex projects in or out without drastically restructuring results

Transit Project Review
Project Level Alignment to Governing Principles

Criteria Filter	Criteria 1	+	Criteria 2	+	Criteria 3	=	Total Point Value
Economic Development and Land Use	Regional Integration / Connectivity		Land Use Mix (+/- Community Impacts)				Summarize across projects for each Governing Principle: -- Investments that are most directly advancing each principle -- Summary impact assessment for each principle (plan analysis)
Environmental Sustainability	Elements to Improve Safety / Security / Environment						
Equity	Communities of Interest Population		Low Wage Employment Density		(Re)Development Potential		
Innovation	Transit Reliability						
Mobility and Access	Transit Trips						
Return on Investment	Cost-Effectiveness						

Next Steps
Plan-Level Evaluation

- Jobs served
- Travel time cost savings
- (Re)development potential

- Benefits: reduction in travel time, vehicle operating costs, crashes, emissions, state of good repair costs
- Costs: capital and operations

- Travel time savings
- System-wide delay reduction
- Access to jobs

- VMT reduction
- Emissions reduction
- State of Good Repair
- Fuel savings

- Percentage population served – communities of interest
- Affordable mobility benefits
- Low-wage industry benefits

- Introduction of new transit mode or technology
- Creative use of existing/new technology
- Technology or other modern applications to lower project capital and/or O&M costs

Next Steps
Plan-Level Evaluation

Planned Transit System

GIS Spatial Analysis

- Percentage population served – communities of interest
- Affordable mobility benefits
- Low-wage industry benefits

Regional Travel Model

Reduction in VMT, Delay

Economic Model

- Travel time savings
- System-wide delay reduction
- Access to jobs

- Introduction of new transit mode or technology
- Creative use of technology
- Technology or other modern applications to cost

- Jobs served
- Redevelopment potential
- Travel time cost savings

- Emissions reduction
- State of Good Repair
- Fuel savings

- ROI

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Next Steps
Outreach and Engagement

- Draft ARTP narrative
- District outreach/Engagement

Questions

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