



REGIONAL TRANSIT PLANNING COMMITTEE

Charlie Sutlive, Chair

September 2, 2021

Regional Transit Planning Committee

Thursday, September 2, 2021

Proposed Agenda

- I. Call to Order – Charlie Sutlive, Chair
- II. Approval of Minutes for July 1, 2021
- III. Approval of Agenda for September 2, 2021
- IV. TAQC Report – Paul Radford
- V. ARTP Update – Aileen Daney
- VI. Funding Opportunities Series – Federal Discretionary Sources – Daniel Walls
- VII. Link Forsyth – Public Transportation Master Plan – Eric Bosman, Kimley Horn
- VIII. Adjournment



TAQC UPDATE

Paul Radford

September 2, 2021



ATL REGIONAL TRANSIT PLAN (2022) UPDATE

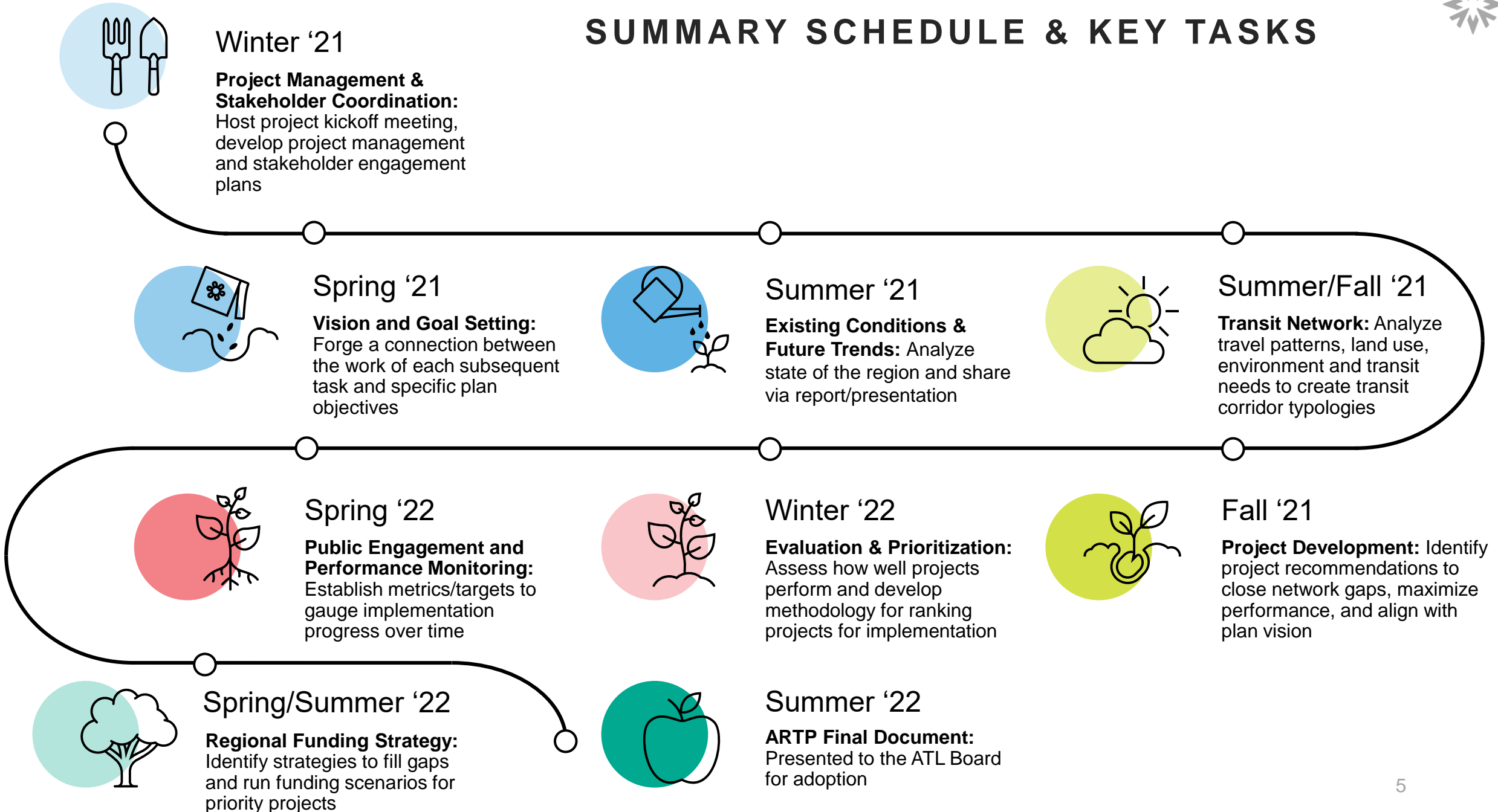
Aileen M. Daney

adaney@ATLtransit.ga.gov

September 2nd, 2021

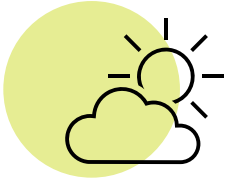


SUMMARY SCHEDULE & KEY TASKS





SUMMER/FALL '21: TRANSIT NETWORK ANALYSIS



Goal of the analysis is to answer some of the following questions:

- ▶ Where are the **locations that people need** to travel to?
- ▶ Where does **transit service exist** in the region?
- ▶ Where are the region's major, secondary, and tertiary **travel flows**?
- ▶ Where do people who are **likely to use transit** live?
- ▶ At which **times of the day** are people more likely to use transit?



ARTP TRANSIT NETWORK ANALYSIS

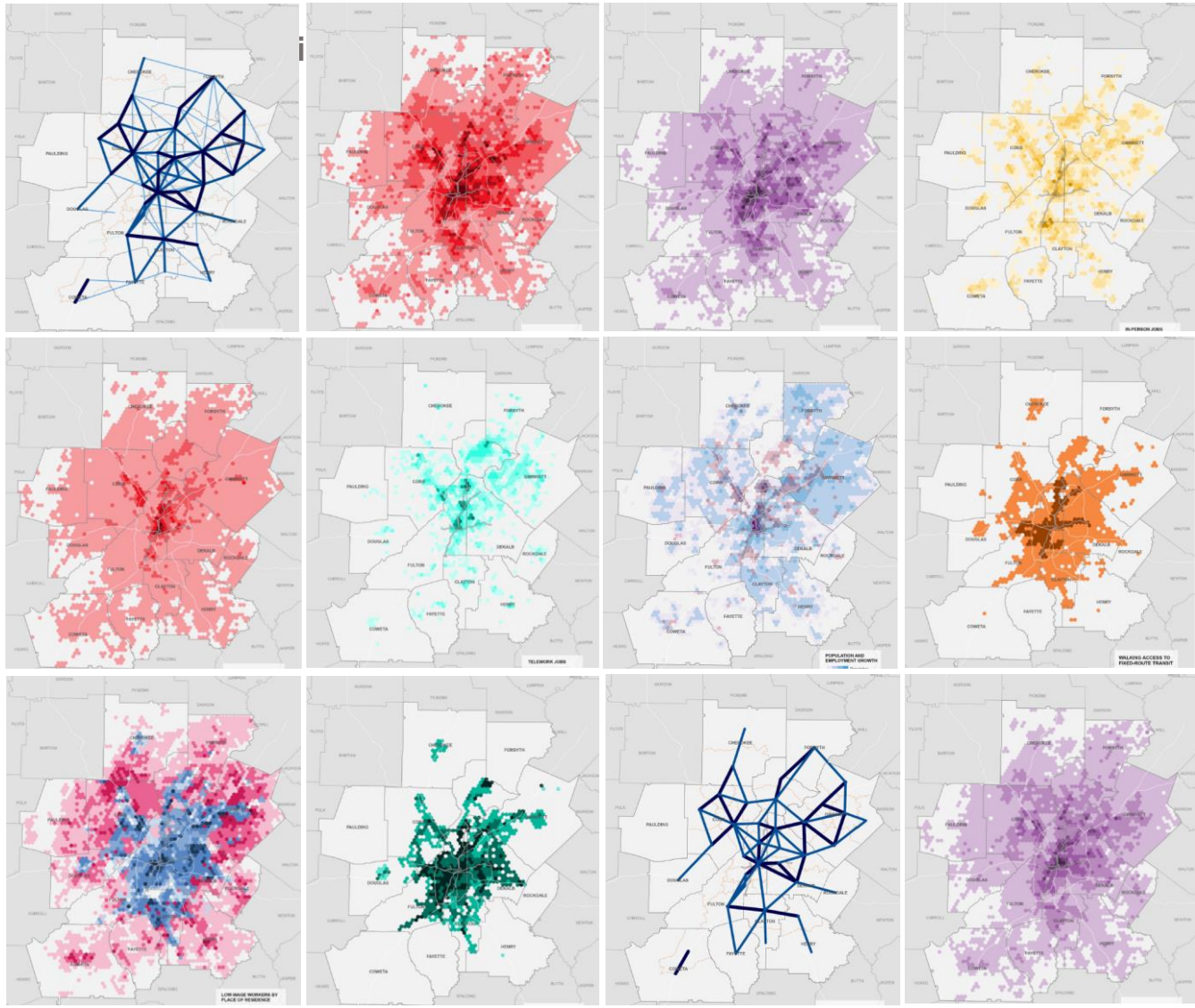




ARTP TRANSIT NETWORK ANALYSIS



- Existing Service**
- Existing Travel Flows**
- Future Travel Flows**
- Transit Propensity**
- Equity**





ARTP TRANSIT NETWORK ANALYSIS

Existing Service

Existing Travel Flows

Future Travel Flows

Transit Propensity

Equity

Each of these layers (right) has a series of inputs:

- Population and Employment Density (2020)
- Projected Population and Employment Growth (2050)
- Transit-Oriented Populations
- Activity Destinations
- All-Day Service
- Peak Period Service
- Commuter Origins
- Density of In-Person Jobs
- Density of Telework Jobs
- Total Trips by All Modes
- Highest Volume Travel Flows (2020)
- Highest Volume Travel Flows (2050)
- Walking Access to Fixed-Route and Frequent Transit
- Access to Fixed-Route Transit for Low-Wage Workers
- Weekday and Weekend Fixed-Route and Demand Response Span of Service
- Weekday Peak Fixed-Route Frequency
- Weekday Off-Peak Fixed-Route Frequency
- Jobs Accessible within 45-Minutes during Peak
- Environment Justice Populations



ARTP TRANSIT NETWORK ANALYSIS

Existing Service +

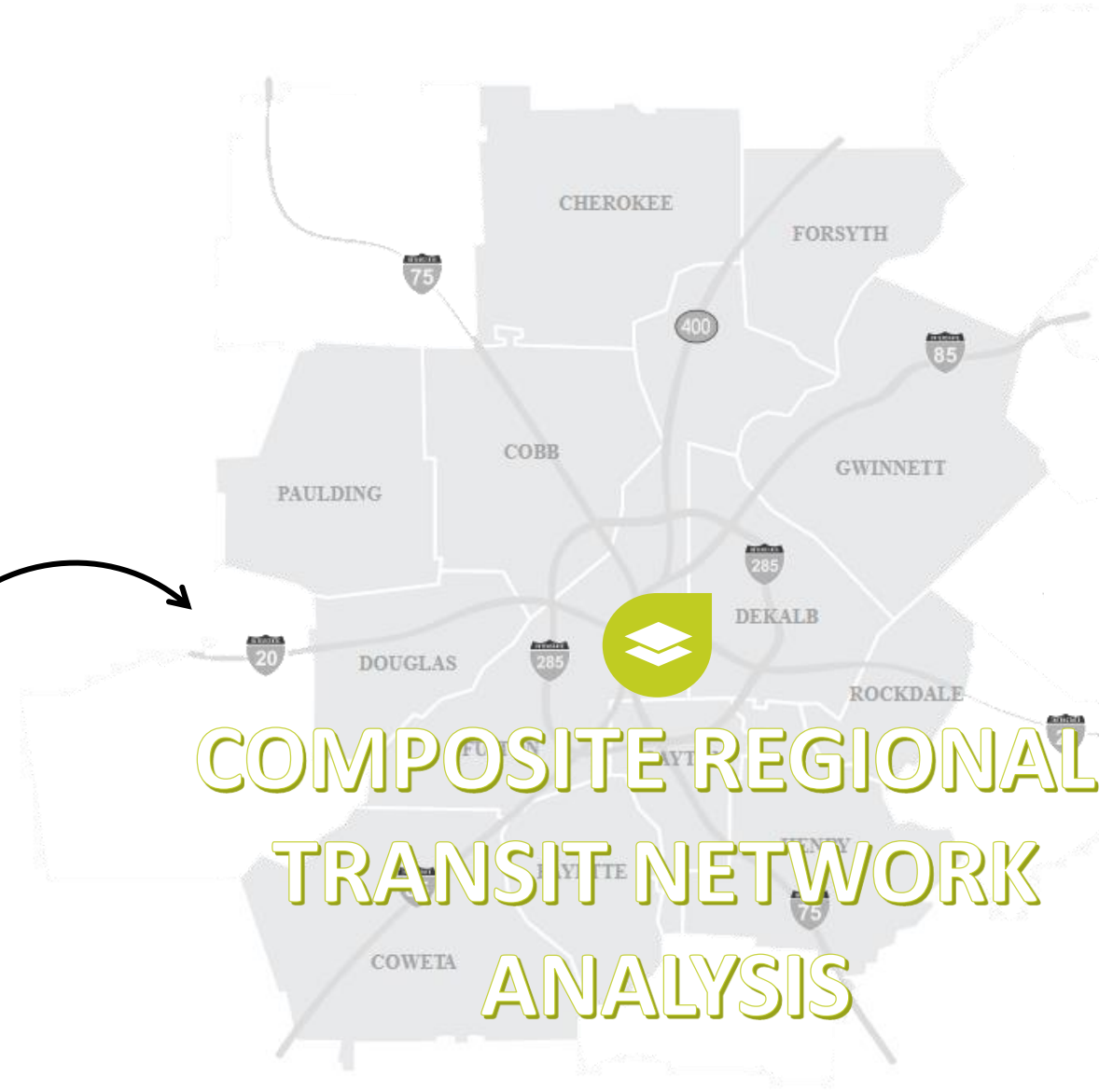
Existing Travel Flows +

Future Travel Flows +

Transit Propensity +

Equity =

“Gap Analysis”





ARTP TRANSIT NETWORK ANALYSIS

Existing Service +

Existing Travel Flows +

Future Travel Flows +

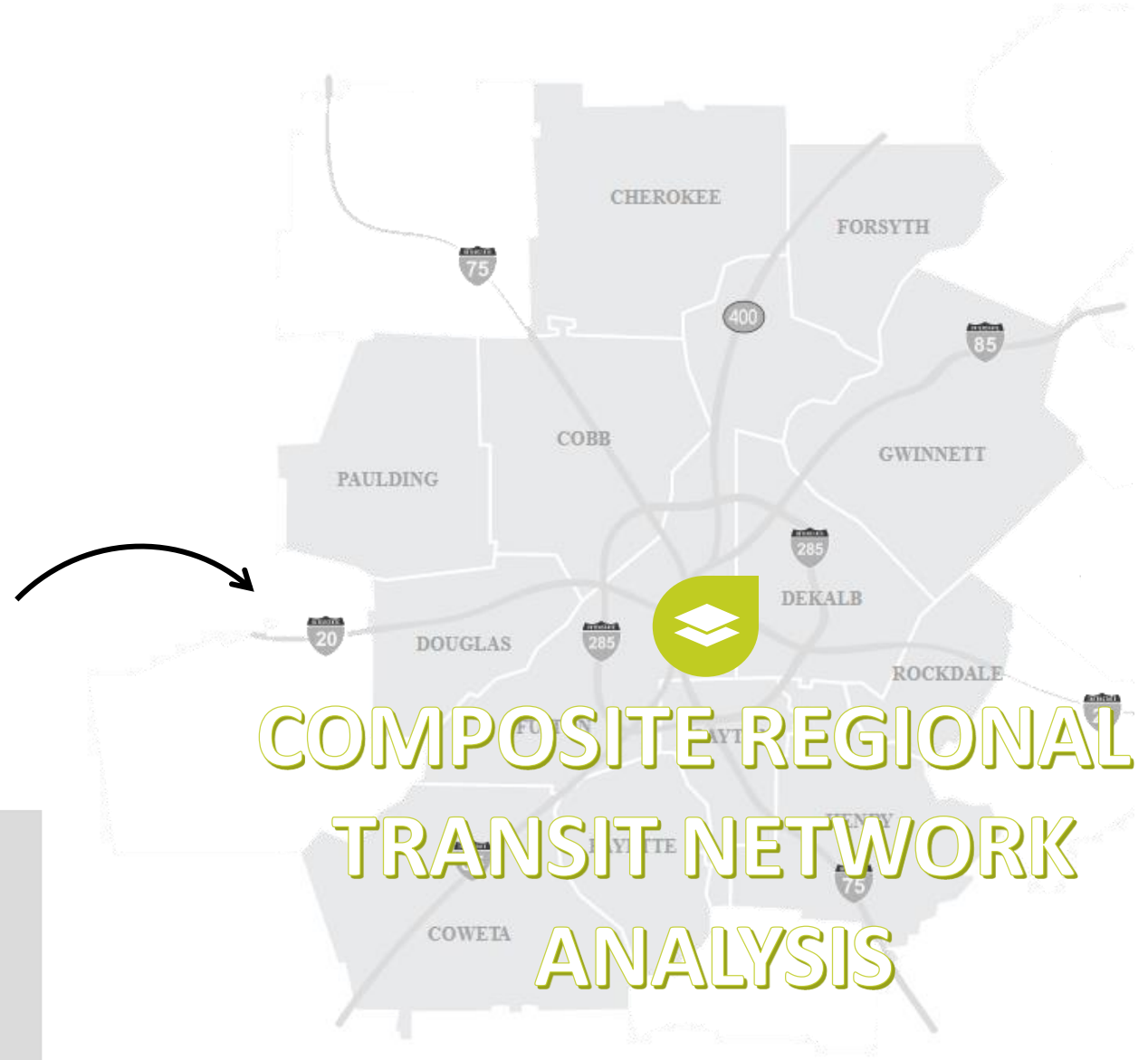
Transit Propensity +

Equity =

“Gap Analysis”

Where is there a mismatch in
supply/demand?

Where can regional connections be made?





LOOKING AHEAD: PROJECT DEVELOPMENT



**Composite
Network
Analysis**



Land Use



**Service
Typologies**

LOOKING AHEAD: PROJECT DEVELOPMENT



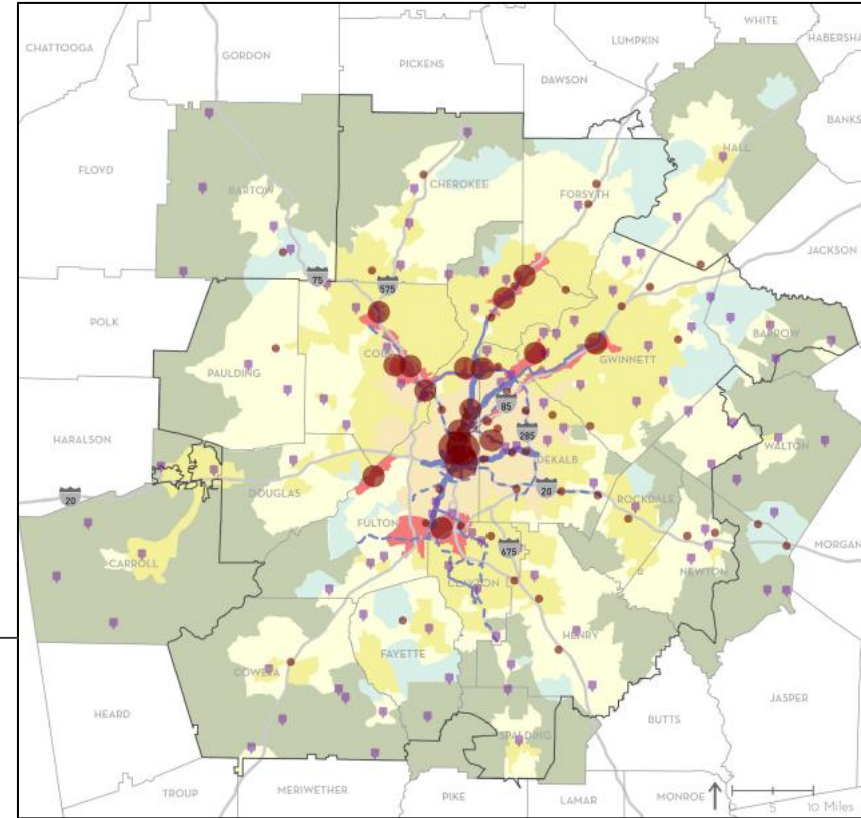
**Composite
Network
Analysis**



Land Use



**Service
Typologies**



Leveraging ARC's Unified Growth Policy Map, Livable Centers Initiative; MARTA's TOD Program; Xpress Park and Rides; and transit-supportive growth areas adopted by local governments



LOOKING AHEAD: PROJECT DEVELOPMENT



**Composite
Network
Analysis**



Land Use



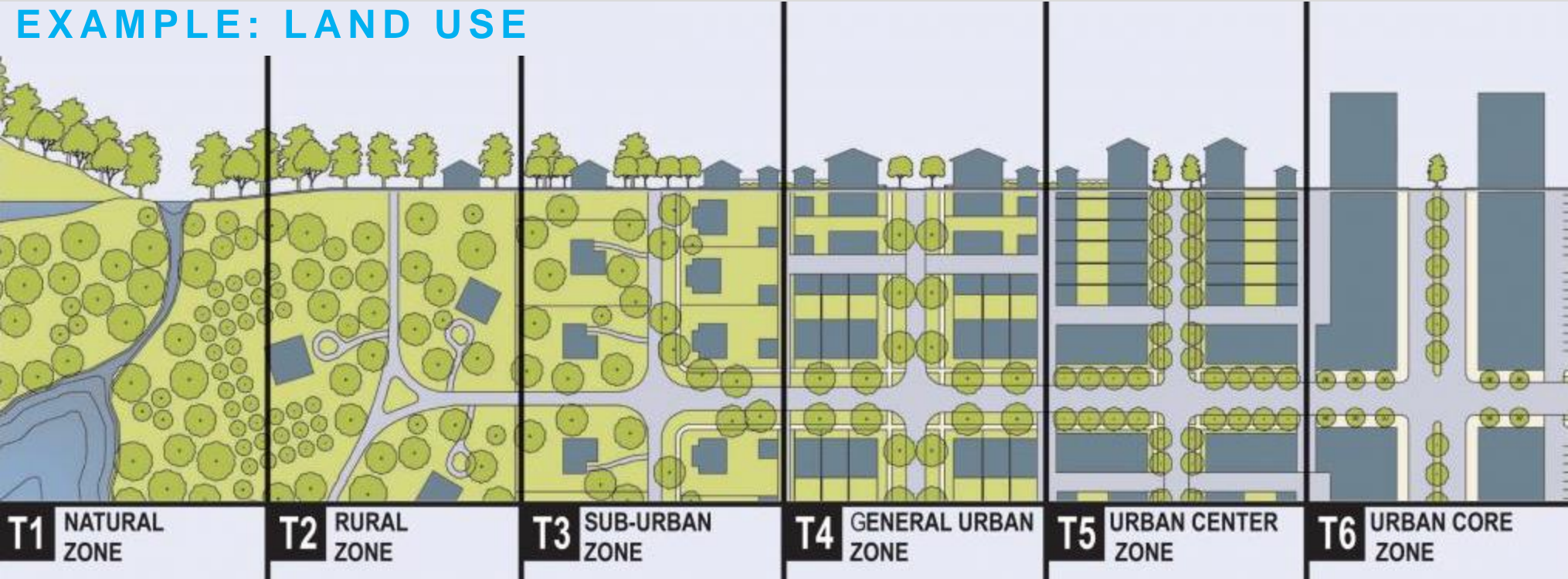
**Service
Typologies**

Right-size operational and design
characteristics based on local context

ATL PLANNING SIDEBAR



Service Typologies



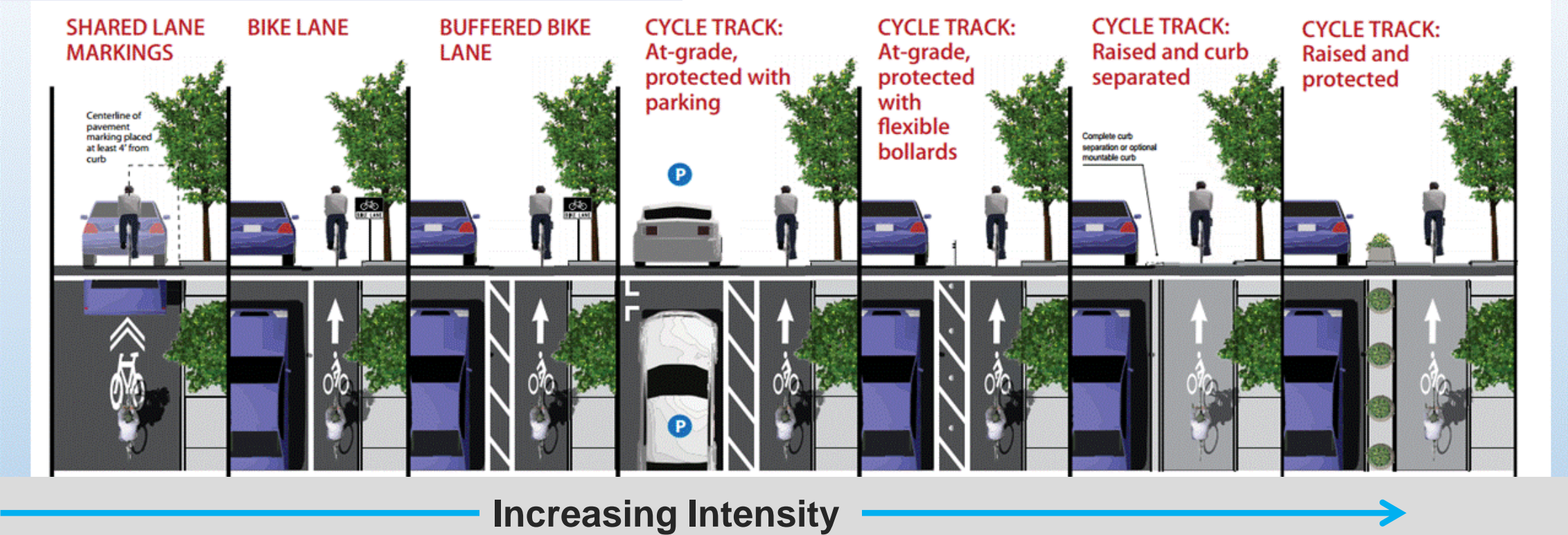
Increasing Intensity

ATL PLANNING SIDEBAR



Service Typologies

EXAMPLE: BICYCLE NETWORK

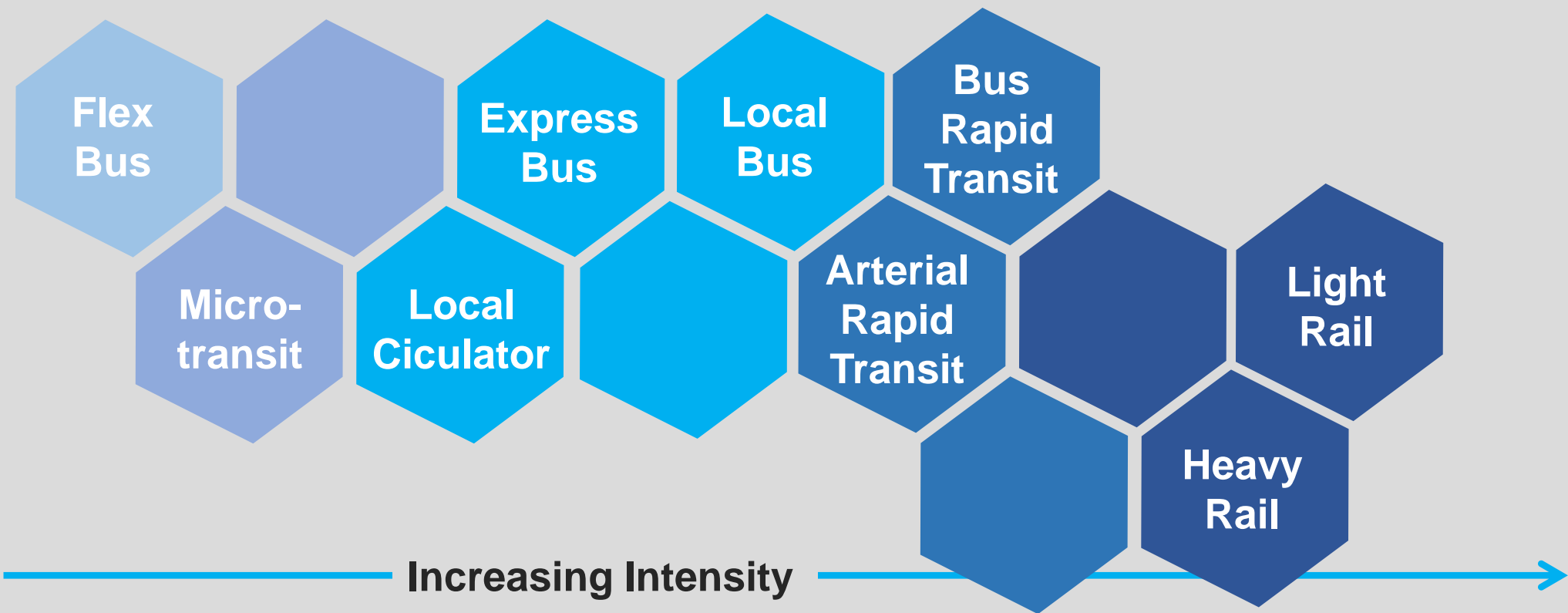


ATL PLANNING SIDEBAR



Service
Typologies

EXAMPLE: TRANSIT NETWORK





LOOKING AHEAD: PROJECT DEVELOPMENT



**Regional
Transit
Network
Analysis**



Land Use



**Service
Typologies**





Thank you | Questions



REGIONAL TRANSIT FUNDING OPPORTUNITY SERIES
Federal Discretionary Sources

Daniel Walls – Transit Funding Manager

September 2, 2021

Agenda

- ▶ FAST Act Awards
- ▶ Grant Programs and Federal Priorities
- ▶ Challenges Seeking Federal Awards
- ▶ Opportunities Moving Forward

Atlanta Region Transit Funding Awards (FAST Act)

► RAISE/BUILD/TIGER

- MARTA - \$12.6M for Summerhill BRT (FY2017)

► Buses and Bus Facilities

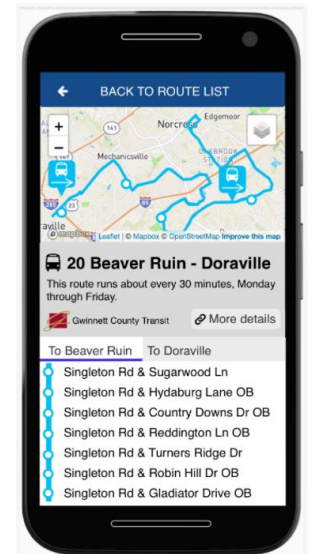
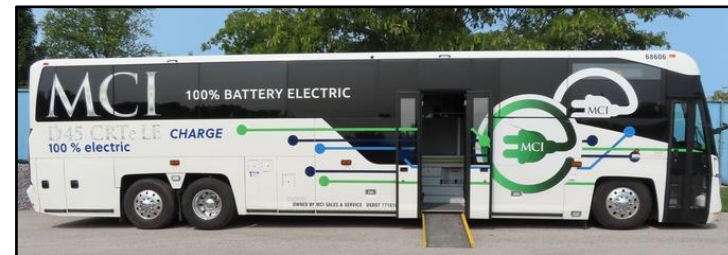
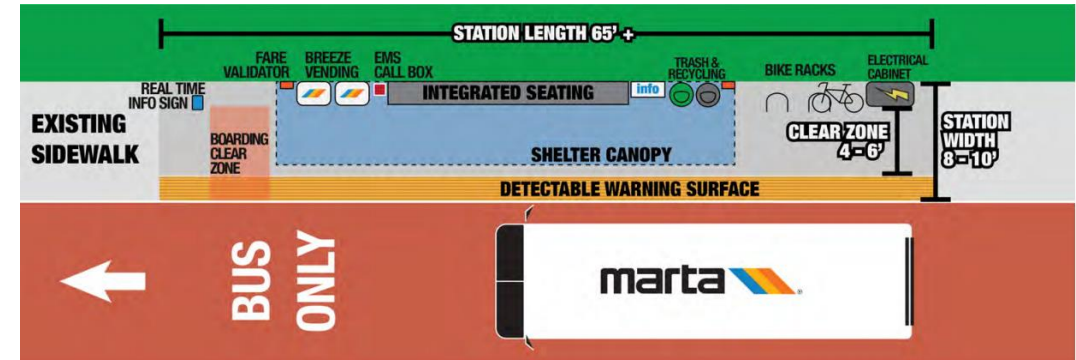
- MARTA - \$3.6M for bus replacements (FY2017)
- Xpress - \$3.6M for Park and Ride Technology (FY2017)
- MARTA - \$13M for Clayton O&M Facility (FY2020)

► Low No

- MARTA - \$2.6M for EV buses and chargers (FY2019)
- Xpress - \$5.4M for EV buses and chargers (FY2021)

► Integrated Mobility Innovation (IMI)

- ATL - \$430K for ATL RIDES (FY2019)



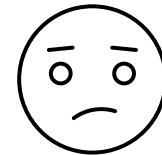
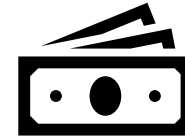
FAST Act Funding - Georgia vs. Peer States

► Georgia is underperforming compared to peer states in RAISE/BUILD and FTA discretionary grants (excluding CIG)*

Peer States	Discretionary Funding Sum	Discretionary Funding Rank	State Population Rank	FHWA Formula Funding Rank	FTA Formula Funding Rank
North Carolina	\$ 272,515,588	4 th	9 th	10 th	17 th
Washington	\$ 227,135,339	6 th	13 th	20 th	9 th
Pennsylvania	\$ 217,507,211	8 th	5 th	5 th	6 th
Michigan	\$ 187,557,255	12 th	10 th	9 th	16 th
Ohio	\$ 182,939,359	14 th	7 th	7 th	13 th
South Carolina	\$ 144,055,746	21 st	23 rd	21 st	33 rd
Georgia	\$ 95,027,171	35th	8th	8th	12th

FAST Act Funding - Georgia vs. Peer States

- ▶ Georgia represents 3% of US population but has received just 1.3% of RAISE/BUILD and FTA discretionary funds under FAST Act
- ▶ **Peer states are typically winning 2-5 grants per year in each major capital grant program**
 - Washington State won ten Buses and Bus Facilities grants in 2017, six in 2018, and five in 2020
 - From 2018-2019, North Carolina won six BUILD, five Buses and Bus Facilities, and four Low No grants
- ▶ Georgia is winning 0-2 grants per year in each major capital grant program
 - From 2018-2019, Georgia did not win a single BUILD grant





Key Programs and Federal Priorities

FTA Discretionary Grant Programs

- ▶ FTA's website lists 25 different discretionary grant programs
- ▶ Programs support a range of agency priorities including technology, safety, emission reductions, human services coordination, TOD planning, major capital projects, and specific modal options (rail, bus, ferry)
- ▶ Some funding opportunities recur annually while others are more limited
- ▶ FTA's focus areas and priorities can shift year to year and administration to administration

Federal FTA Competitive Grants

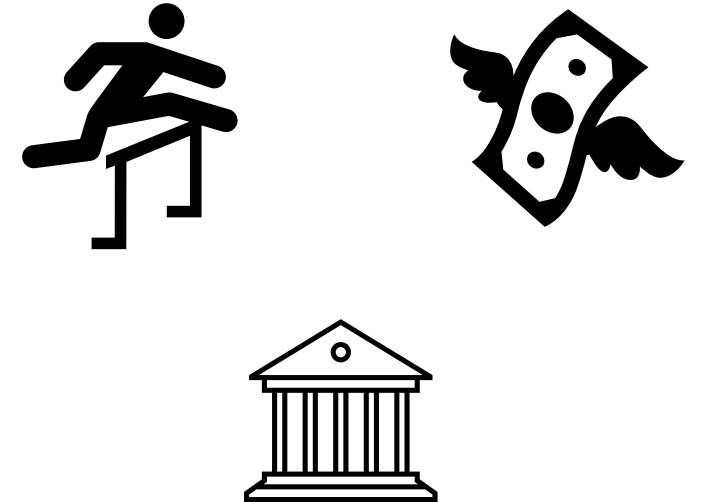
- Access and Mobility Partnership Grants
- Better Utilizing Investments to Leverage Development (BUILD) Grants
- Capital Investment Grants – 5309
- Commuter Rail Positive Train Control Grants
- Grants for Buses and Bus Facilities Program
- Human Trafficking Awareness and Public Safety Initiative
- Integrated Mobility Innovation (IMI)
- Low and No-Emission Component Assessment Program (LoNo-CAP)
- Low or No Emission Vehicle Program - 5339(c)
- Mobility on Demand (MOD) Sandbox Demonstration Program – 5312
- Passenger Ferry Grant Program - Section 5307
- Pilot Program for Expedited Project Delivery - 3005(b)
- Pilot Program for Transit-Oriented Development Planning – Section 20005(b)
- Public Transportation Innovation – 5312
- Public Transportation on Indian Reservations Program; Tribal Transit Program
- Rural Opportunities to Use Transportation for Economic Success (ROUTES)
- Safety Research and Demonstration (SRD) Program
- Transit Cooperative Research Program - 5312(i)
- Zero Emission Research Opportunity (ZERO)

Capital Grant Programs

	RAISE	Buses and Bus Facilities	Low-No
FY2021 Total Amount Available:	\$1 billion	\$409 million	\$182 million
Program Purpose:	Support surface transportation projects that will have a significant local or regional impact	Assist in replacing, rehabilitating, purchasing, constructing or leasing buses, bus facilities, or related equipment	Support the purchase or lease of zero-emission and low emission transit buses and supporting facilities/equipment
Award Size:	\$5M - \$25M	\$600K - \$18M	\$100K - \$7.4M
Applicant Award Rate:	7%	34%	26%
Notable USDOT/FTA Priorities:	Projects considering climate change and EJ, and “ target at least 40% of resources and <i>benefits towards low income communities, disadvantaged communities</i> ”	Projects improving system conditions and reliability, and enhancing access and mobility	Emission reductions, consistency with local plans, implementation timeline, and EJ communities served

Challenges in Seeking Federal Discretionary Awards

- ▶ Funding opportunities **only provide 30 - 60 days** between their announcement and the submittal date
- ▶ Little time for sponsors to solidify:
 - **The Who** - Lock in team members/partners
 - **The What** - Define the project scope
 - **The Match** - Secure required matching funds
- ▶ Federal awards tend to favor **established initiatives with advanced planning** to minimize risk and ensure project success



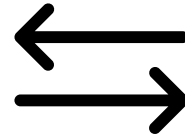


Opportunities for the Region

Federal Priorities and ARTP Alignment

Federal Priorities

- ▶ Equity
- ▶ Innovation
- ▶ Access and mobility
- ▶ Environmental sustainability
- ▶ Economic competitiveness
- ▶ Quality of life
- ▶ Safety
- ▶ Partnerships
- ▶ State of Good Repair
- ▶ Regional planning support
- ▶ **Non-federal financial support**



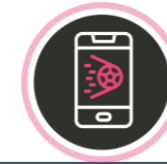
ARTP Project Evaluation



Return on Investment



Mobility & Access



Innovation



Equity



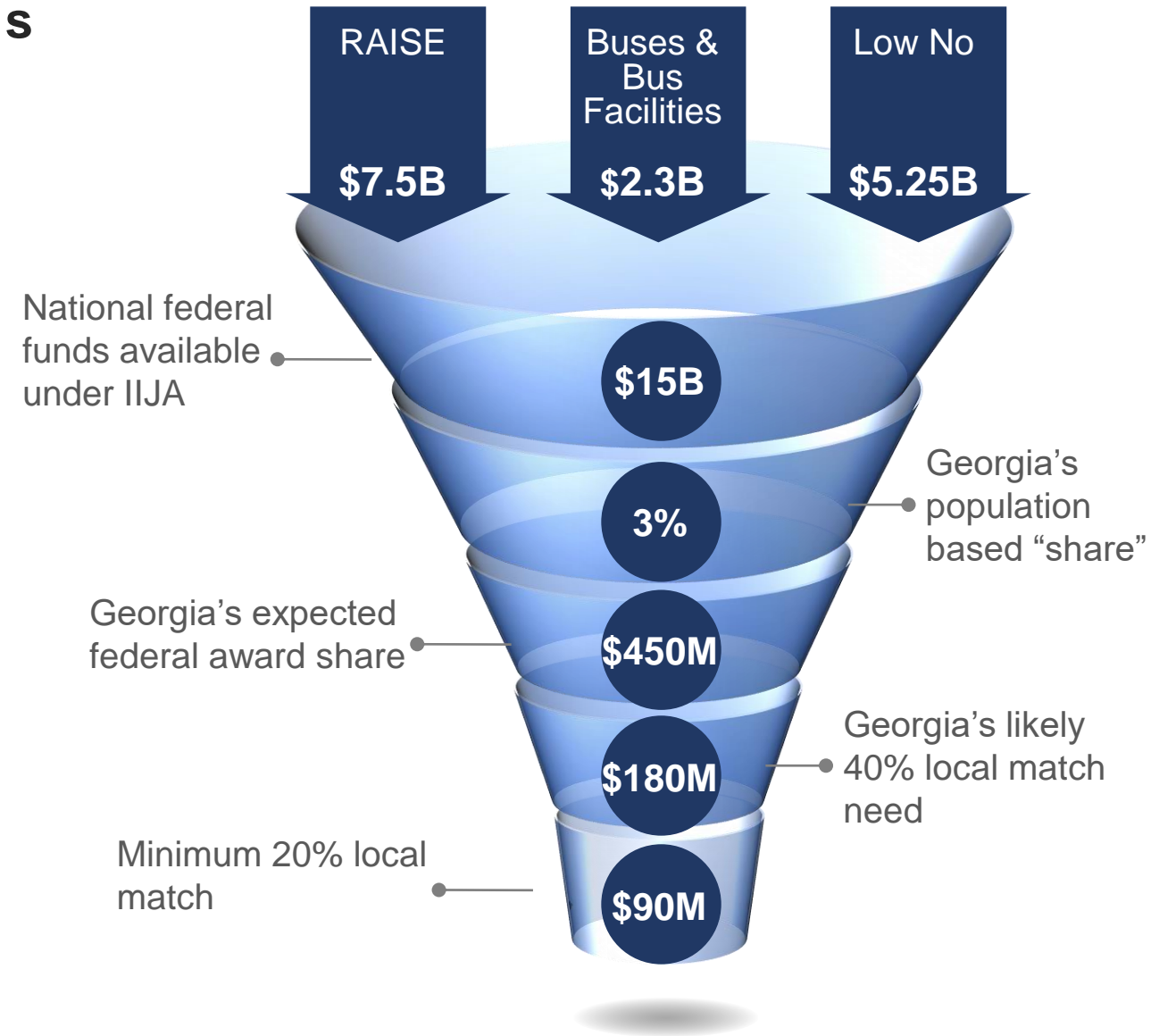
Economic Development & Land Use



Environmental Sustainability

Future Discretionary Opportunities

- ▶ Both the House (INVEST Act) and Senate (IIJA) passed infrastructure bills propose significantly expanding discretionary opportunities
- ▶ IIJA proposed competitive grants to be supplemented by TBD annual appropriations
- ▶ **Local matching funds will be required to secure federal dollars**



ATL's Value Add - Priority Investment List

- ▶ Utilizing state transit investment as local match is a historic opportunity to leverage additional federal transit funding
 - GDOT's Statewide Transit Plan recommended a pool of state funding to support discretionary grant applications
- ▶ ARTP project evaluation identifies top performing/federally competitive projects
- ▶ ATL's Priority Investment List identifies **high performing, well planned**, and **near-term projects** worthy of state and federal investment
- ▶ State funding could allow GA to **leverage additional federal funding**, realize **higher ROI**, and **accelerate project delivery**

Discretionary Grant Challenges

- **The Who** - Lock in team members/partners
- **The What** - Define the project scope
- **The Match** - Secure required matching funds

ATL's Priority Investment List

- **The Who** - Identified Project Sponsors
- **The What** - Identified Regionally Significant Projects
- **The Match** – Identify State Funding as Match

Increased Federal Funding Opportunities

- Secure Additional Funding
- Accelerate Project Delivery
- Leverage State Investments



Thank you | Questions

LINK FORSYTH PRESENTATION TO ATL

September 2021

Plan's Purpose

LINK FORSYTH



Understand who
Forsyth County Public
Transportation is
serving today



Identify additional
destinations and
services



Recommend
short-term
improvements
and new services



Leverage the
formation of the
ATL for future
connectivity

QUALITY OF LIFE

Enhance Forsyth County's overall quality of life by improving local multi-mobility and accessibility for all people

BALANCED ACCESSIBILITY

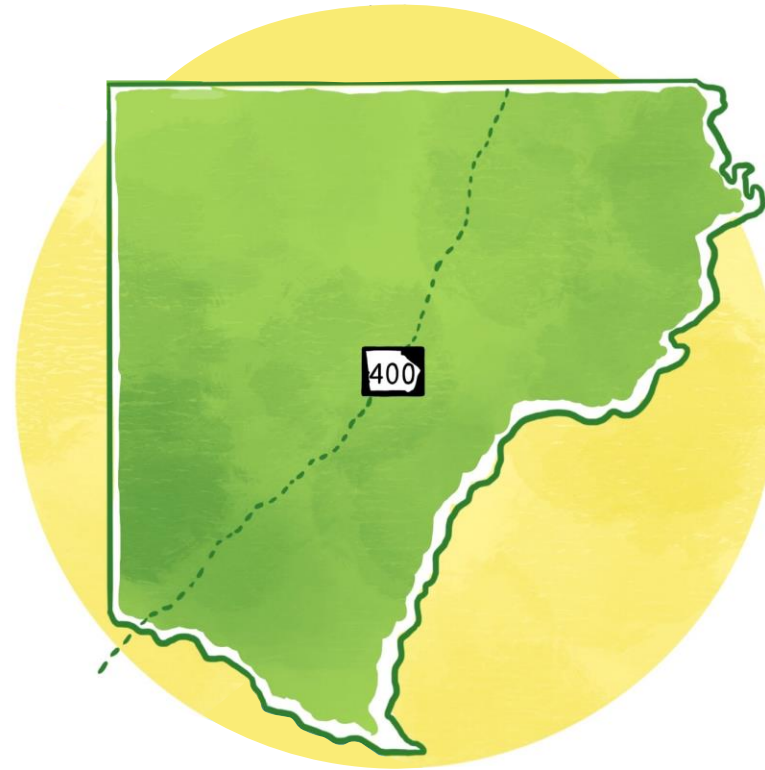
Develop a balanced transportation network that serves residents, employees, and visitors of Forsyth County

SYSTEM PRODUCTIVITY

Utilize available resources to maintain a productive and efficient public transportation system

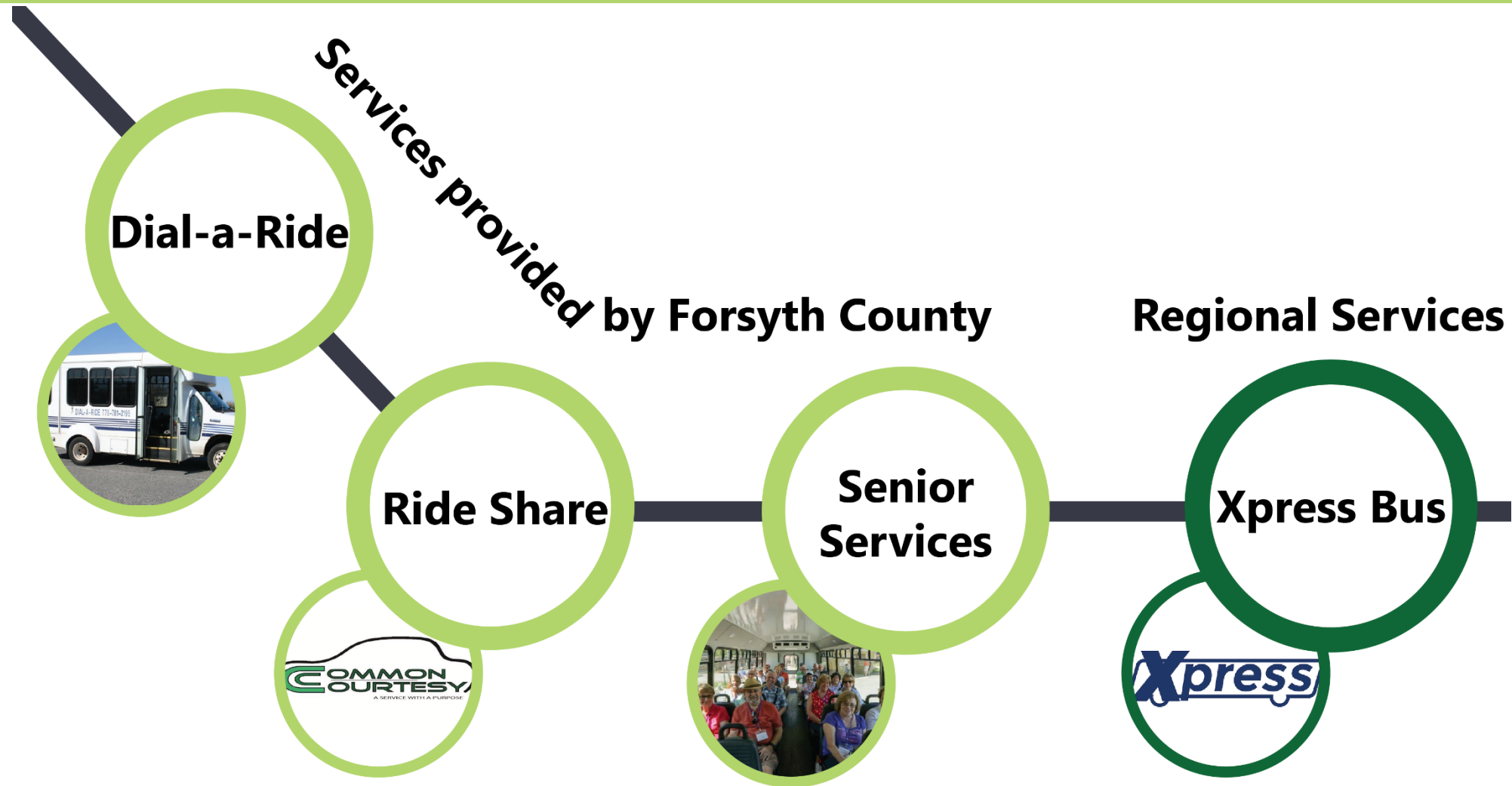
LINK FORSYTH

PUBLIC TRANSPORTATION MASTER PLAN



Existing Services

LINK FORSYTH



Engagement in COVID

LINK FORSYTH



2 Virtual Public Meetings



Meetings with
County
Commissioners



5 Focus Groups
Medical, Seniors,
Advocacy/Non-Profit, Commuter



Online and
Paper Survey
500 responses

LINK FORSYTH

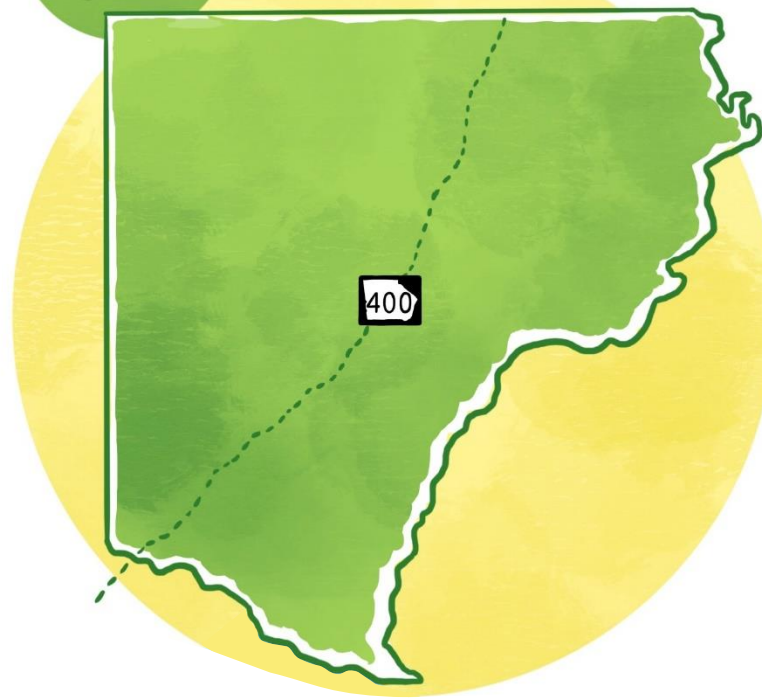
PUBLIC TRANSPORTATION MASTER PLAN



Existing Services -
Demand Response
and Senior Services



Forsyth County residents and
workers have a variety of
Transportation Needs

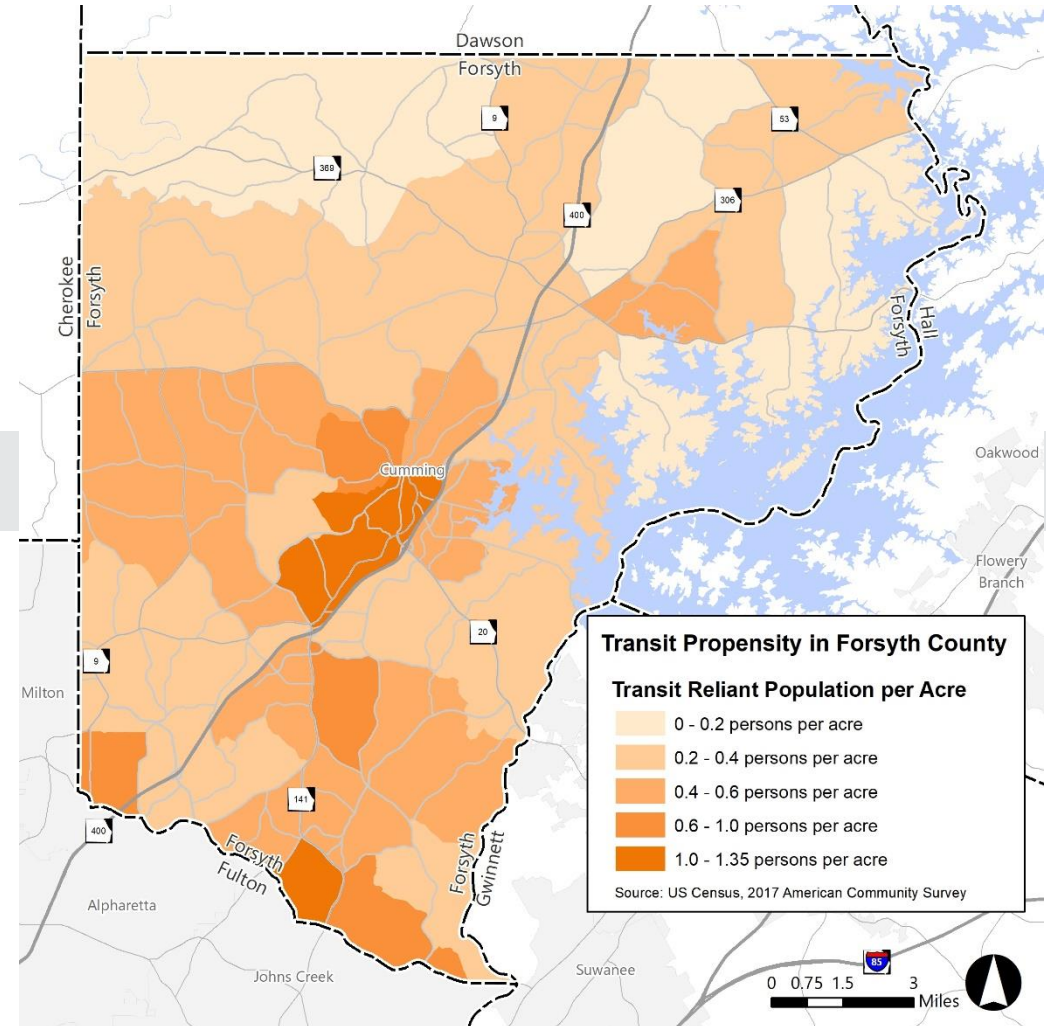


Considerations

LINK FORSYTH

Themes

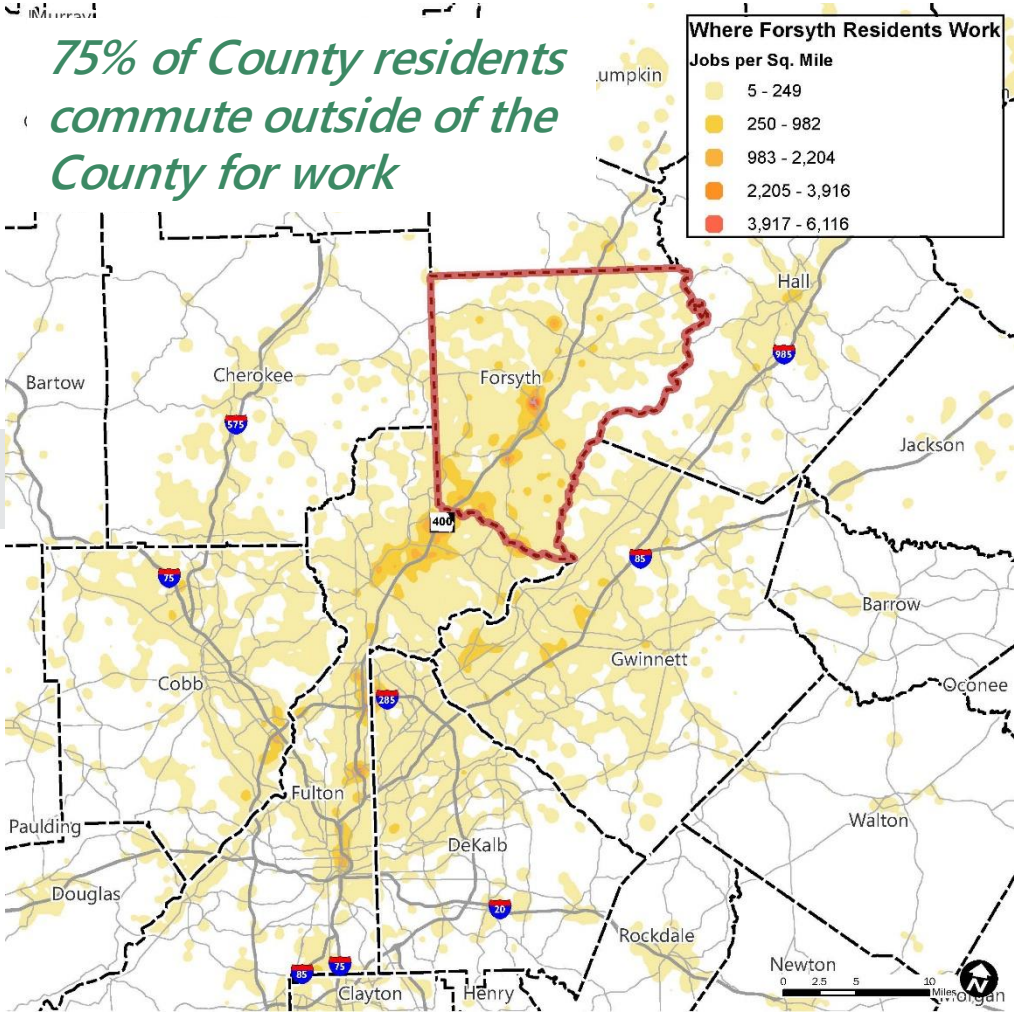
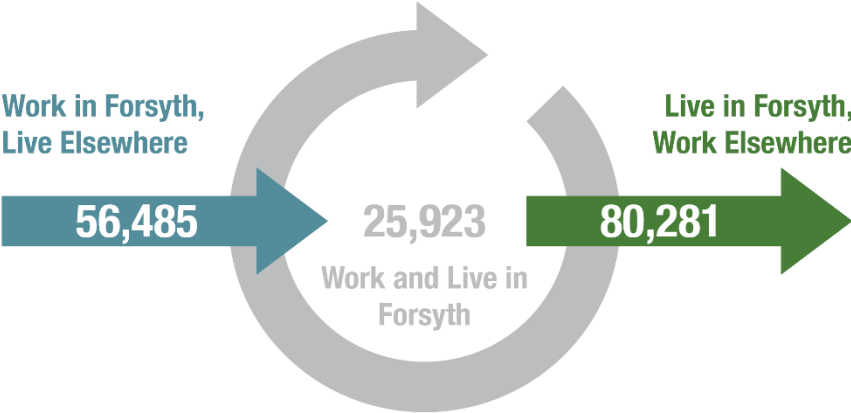
Prioritize seniors and people with disabilities in planning for transit



Considerations

Provide commuting options to **regional** destinations

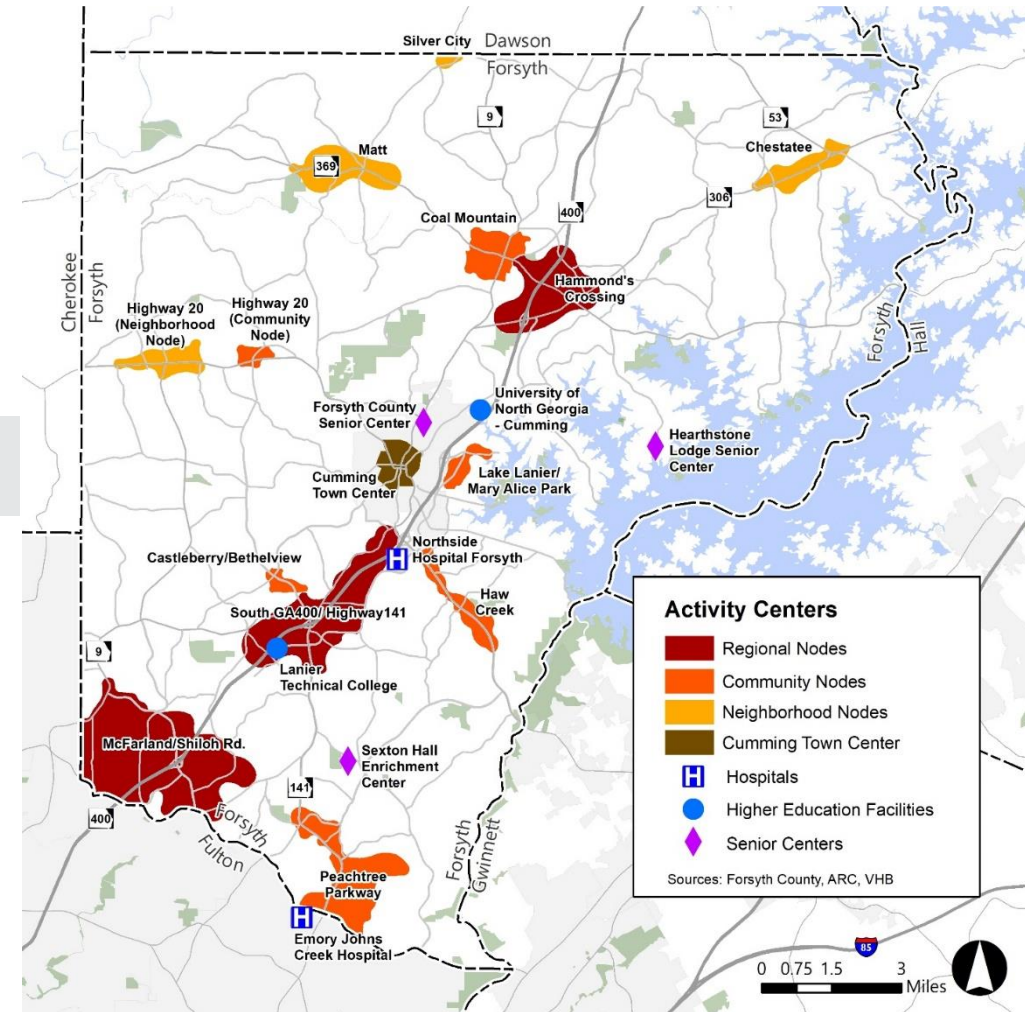
Themes



Considerations

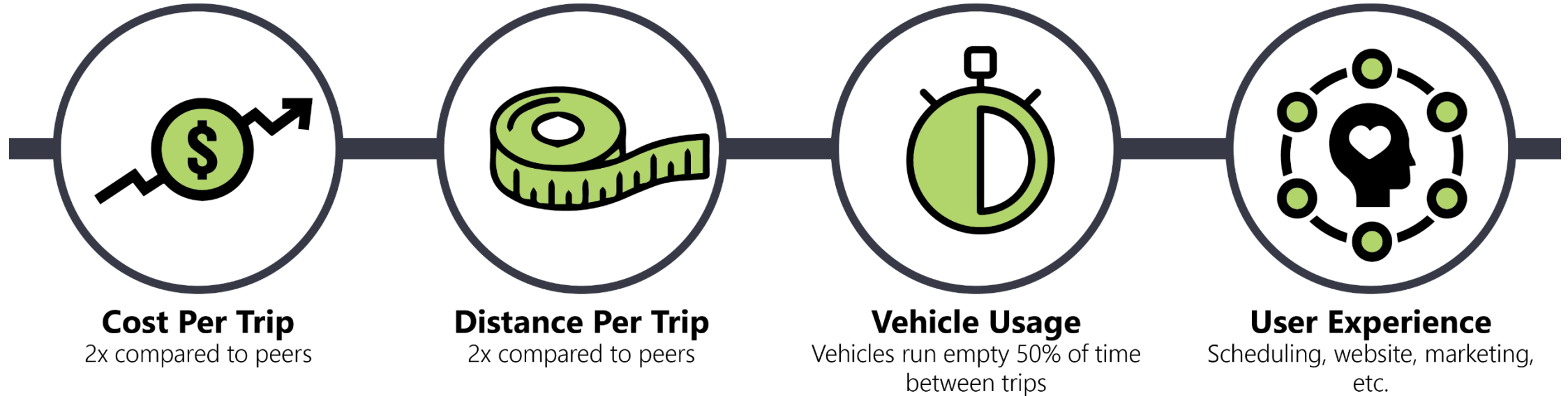
Themes

Improve access to medical/healthcare services across county lines



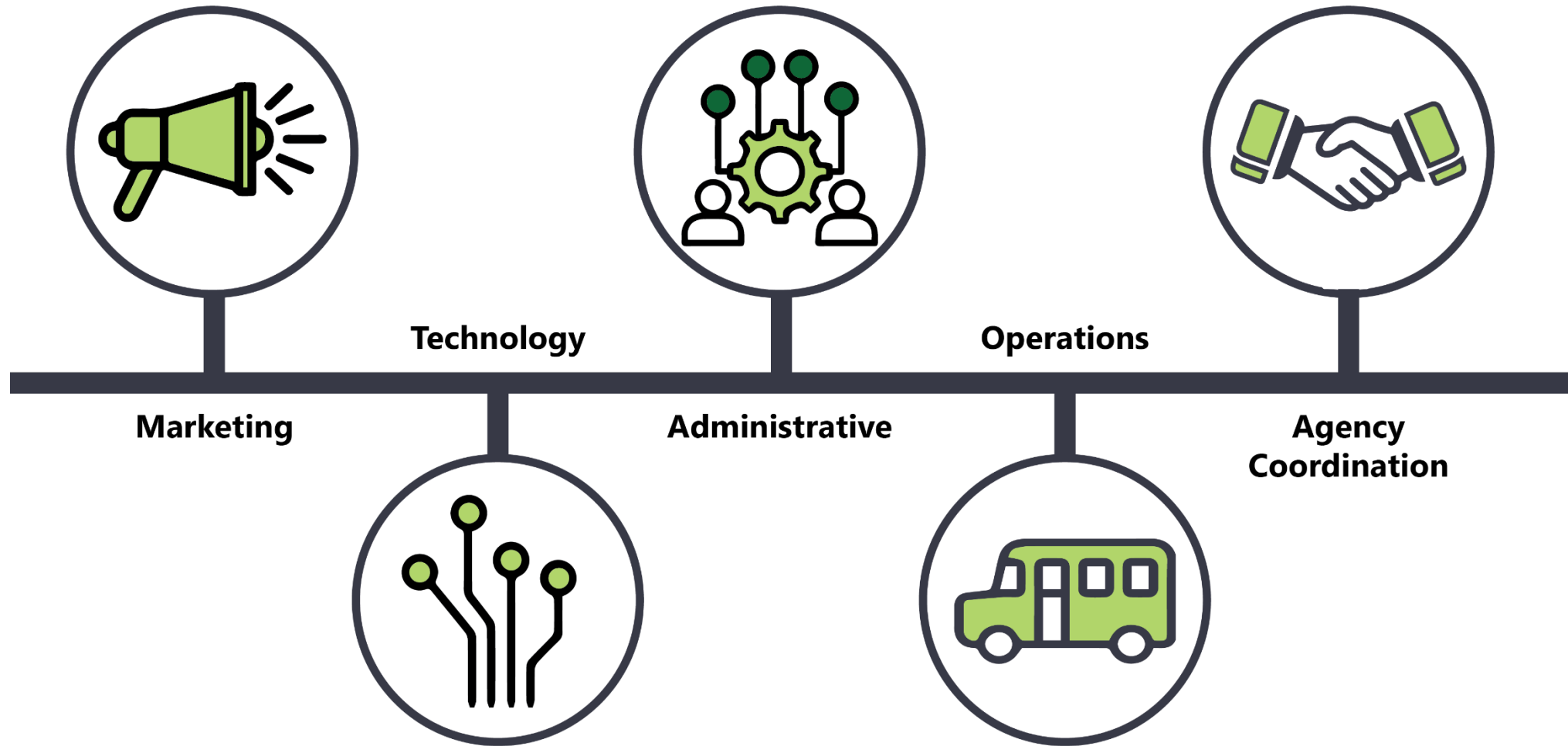
Existing Challenges

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Short- and Mid-Range Needs

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- **Marketing** – Systemwide branding, website upgrades, marketing campaigns
- **Technology** – Dispatch and AVL system, mobile application
- **Administrative** – Dispatch and scheduling, service changes
- **Operations** – zone-based services
- **Agency Coordination** – ATL, Xpress, etc.

LINK FORSYTH

PUBLIC TRANSPORTATION MASTER PLAN



Existing Services -
Demand Response
and Senior Services



Forsyth County residents and
workers have a variety of
Transportation Needs



DESIRE FOR AN
IMPROVED SYSTEM



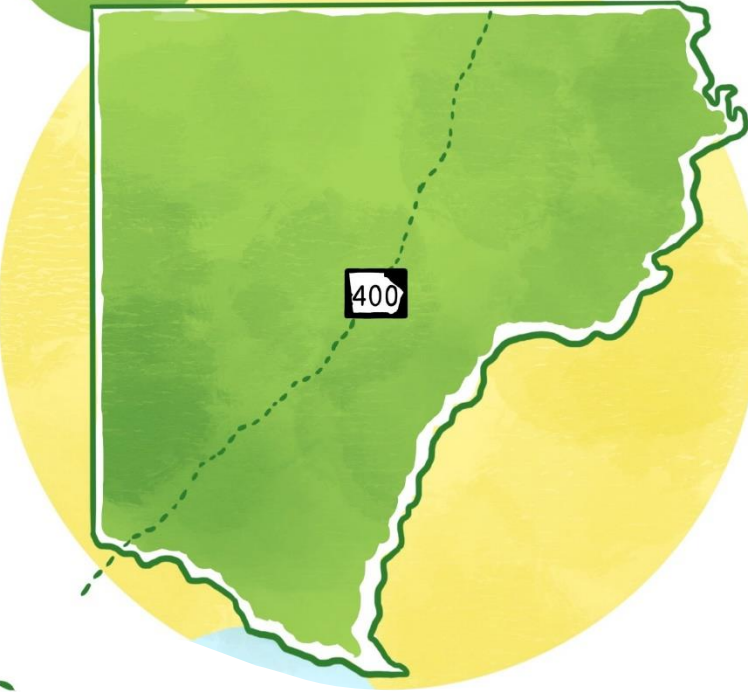
Prioritize
Seniors and
People with
Disabilities



Provide commuting options
to regional destinations

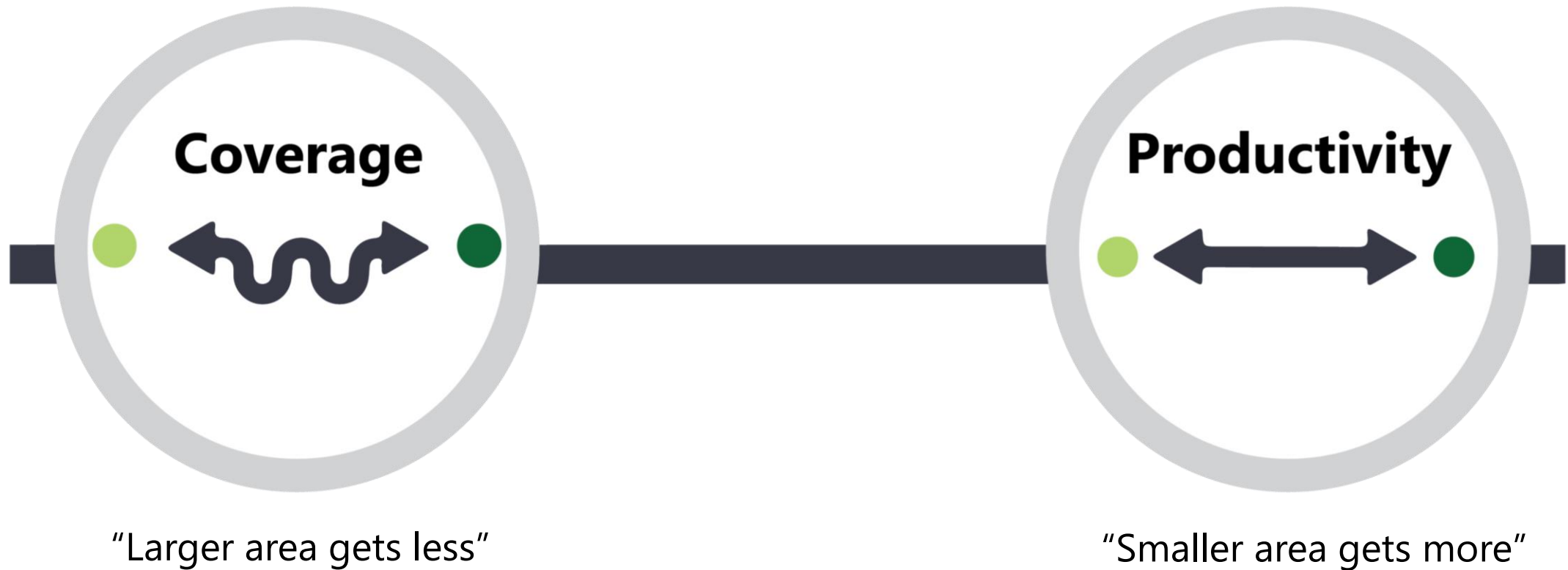


Improve access
to specialized services
outside county lines



Planning Considerations

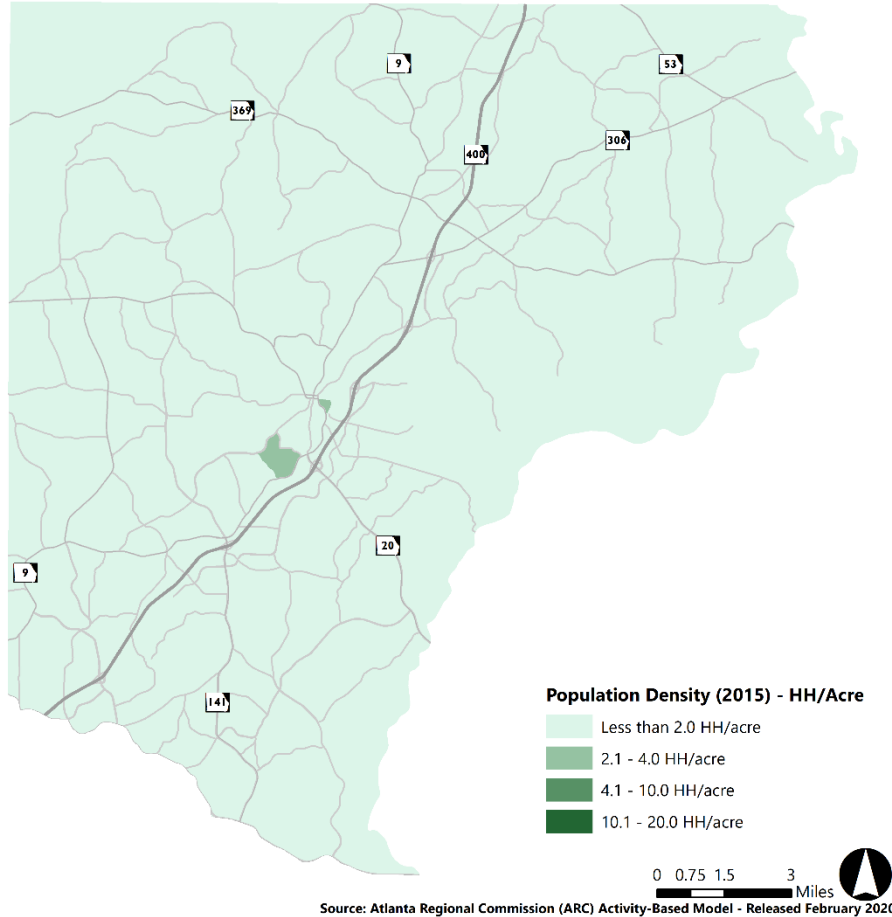
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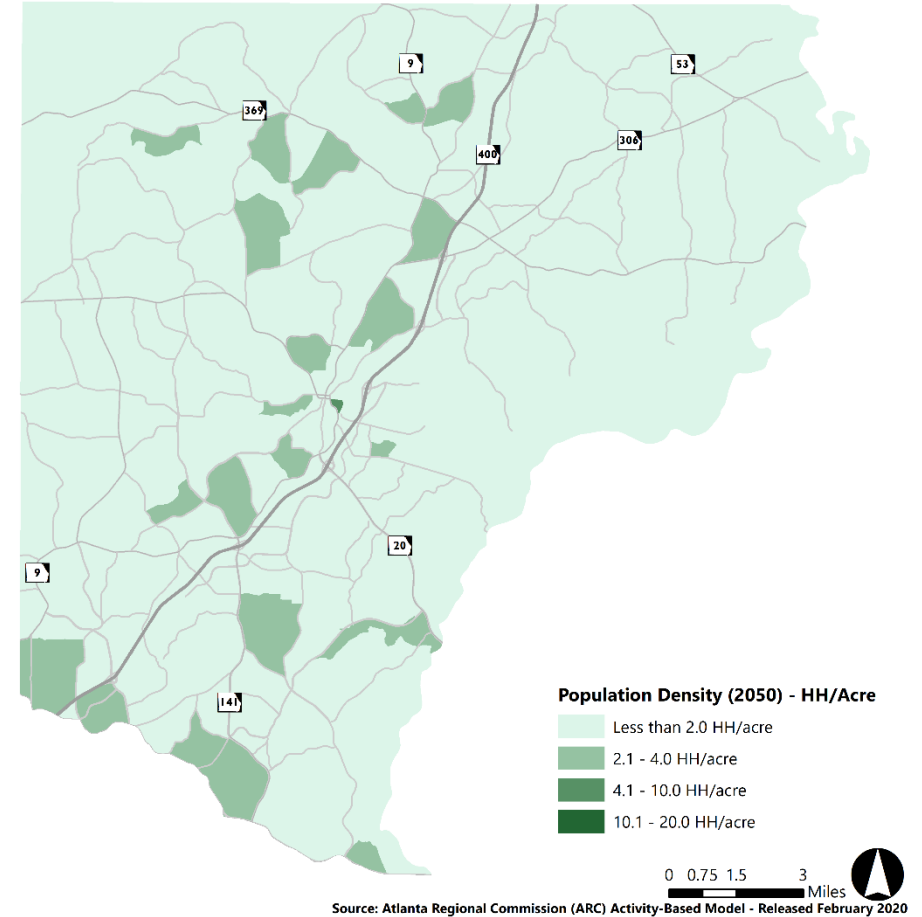
Planning Considerations

LINK FORSYTH

2015 Households/Acre



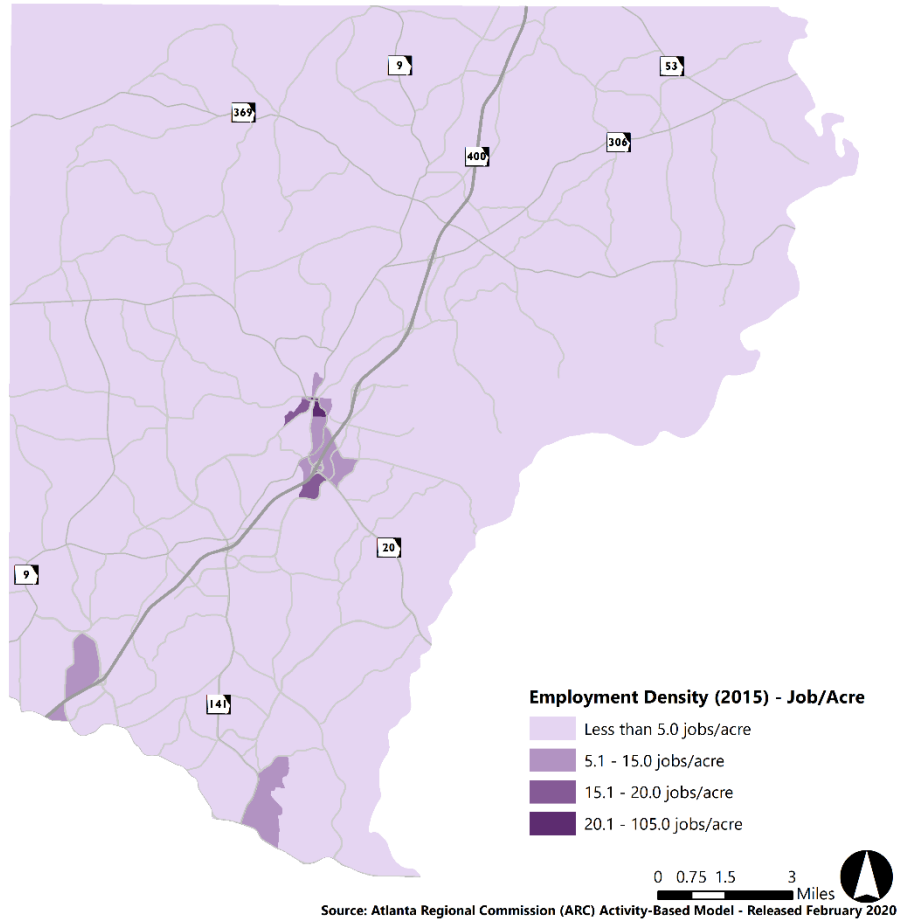
2050 Households/Acre



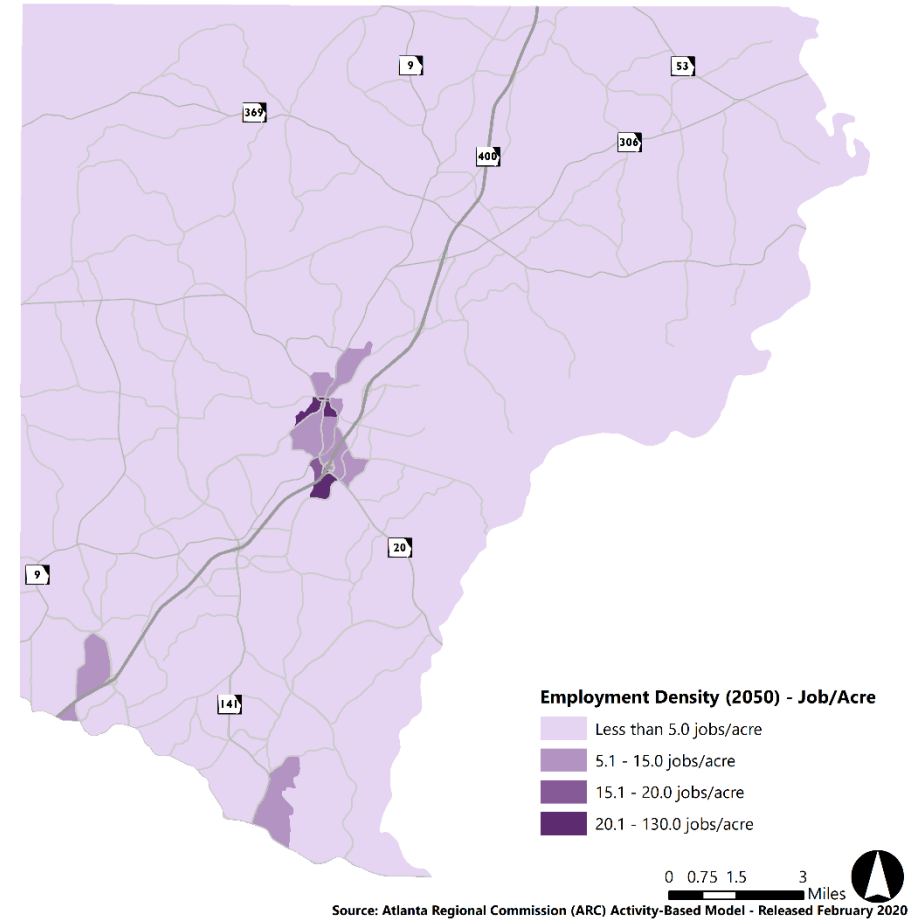
Planning Considerations

LINK FORSYTH

2015 Jobs/Acre

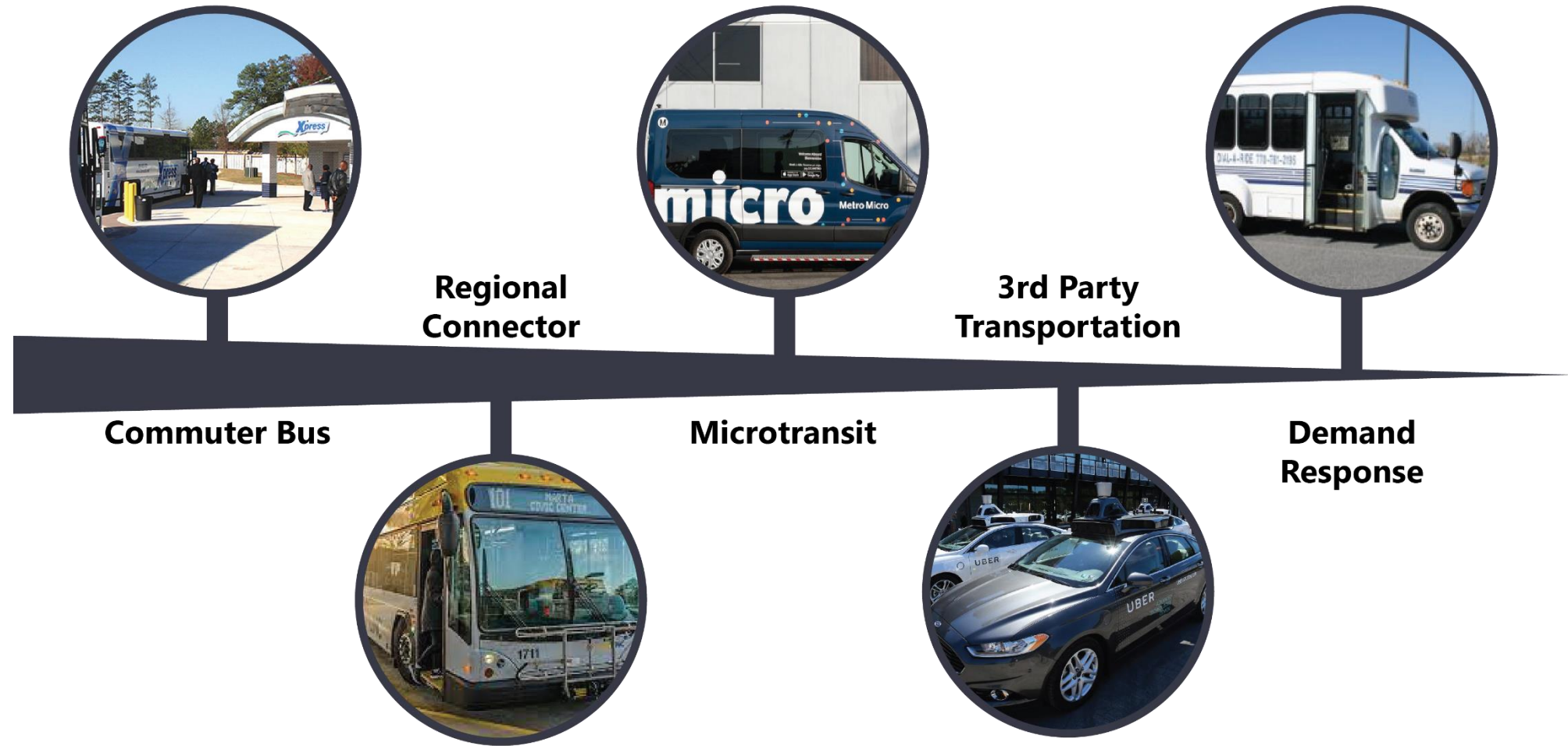


2050 Jobs/Acre



Hierarchy of Services

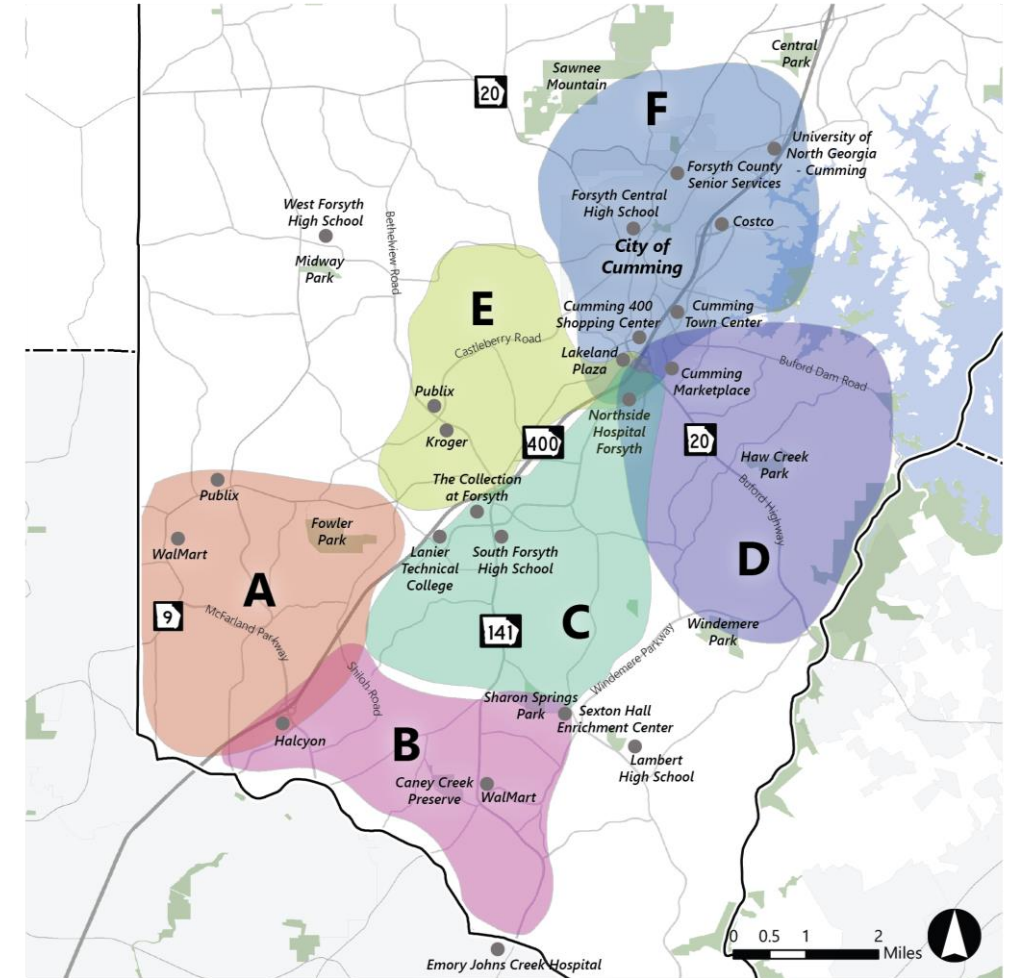
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Major Takeaways

LINK FORSYTH

- Commuter Bus
 - Browns Bridge Road and McFarland identified as priorities for future park-and-rides
- Regional Connector
 - Positive feedback regarding all-day service along GA 400
- Microtransit
 - Zones focusing on Cumming area (C, D, F)



- Long-range will likely be a combination of several of these services
- Continue to prioritize what the community wants to see in the future and how best to serve with existing funding
 - Fully transition to FTA 5307 – administration by ATL starting January of 2022
- Expansion of service will require additional sources
 - Plan considers transportation SPLOST, transit SPLOST