

REGIONAL TRANSIT PLANNING COMMITTEE

Charlie Sutlive, Chair

November 4, 2021

Regional Transit Planning Committee Thursday, November 4, 2021 Proposed Agenda

- I. Call to Order Charlie Sutlive, Chair
- II. Approval of Minutes for July 1, 2021
- III. Approval of Agenda for November 4, 2021
- IV. TAQC Report Paul Radford
- V. Funding Opportunities Series Local Referendum Funding Options Jonathan Ravenelle
- VI. Cobb Comprehensive Transportation Plan Drew Raessler, Cobb County DOT Director
- VII. Adjournment





TAQC UPDATE

Paul Radford

November 4, 2021



Transit Funding Opportunities Series Local Referendum Funding Options (HB 930/Transit SPLOST)

Jonathan Ravenelle November 4, 2021



Economic Development and Land Use



Environmental Sustainability



Equity



Innovation



Mobility and Access



Return on Investment

National Overview of Transit Referendums 2018 – 2021 (to date)

A National Perspective on Transit Referendums

Public Transit Ballot	Totals 2018-2021
Measure Metrics	(To Date)
Public Transit Measures	116
Wins for Transit	99
Win %	85%
Revenue Total	\$ 12,116,514,008
Know Transit Revenue	\$ 5,891,163,208
Revenue Types	122
Property Tax	61
Bond	16
Sales Tax	29
Hotel Tax	2
Payroll Tax	1
Other Tax	13

- Transit referendums nationwide have had major success in variety of State's
- ► Funding sources have been mixed and varied across referendums
- ► Funding leveraged directly for transit as well as part of broader transportation packages

HB 930 Referendum or Transit Special Local Option Sales Tax (Transit SPLOST)

Details + Considerations

Local Referendum Funding Options

► Transportation Special Local Option Sales Tax (TSPLOST)

- Opportunity is currently widely used throughout the region to fund transportation projects/services broadly (roads, bridges, transit, and bike/ped infrastructure)
- Provides up to 1% in sales tax revenues for dedicated transportation purposes
- Approved by voters in five-year increments

► HB 930 Referendum or Transit Special Local Option Sales Tax (Transit SPLOST)

- New opportunity created in 2018 which allows counties (or partnered counties outside ATL region) to fund transit projects/services
- Provides up to 1% in sales tax revenues for dedicated transit purposes
- Approval of tax by voters up to thirty years



Transit SPLOST - HB930 Referendum Details

- ► Able to be leveraged by individual counties within the 13-county ATL metro region
- ► Can be leveraged in increments of 0.05% up to 1%
- ► Funding can be leveraged for up to 30-years, **no requirement on how long a**Transit SPLOST can be
- ► Referendum for projects/services identified in adopted ATL Regional Transit Plan
- ► Use of County debt financing adds additional component to the referendum

Opportunities for Transit SPLOST Referendums

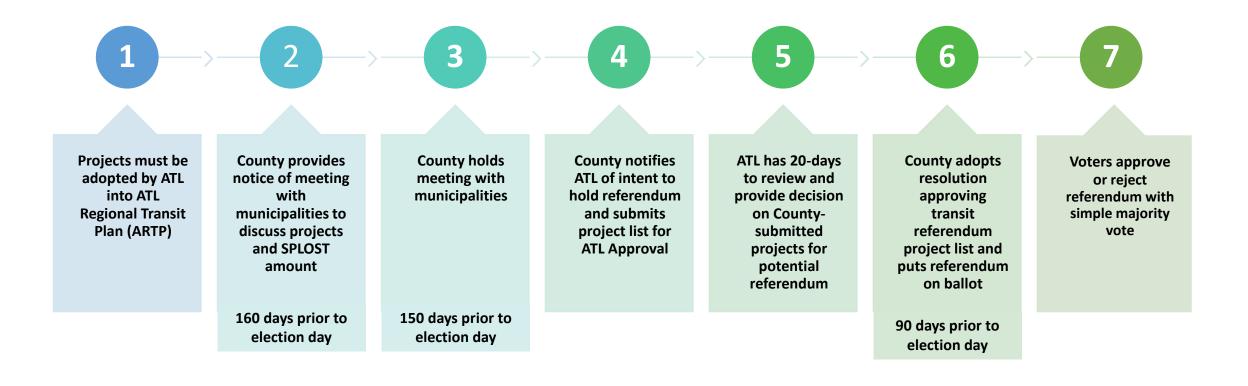
- Can be used to fund broad range of transit services:
 - Leverage revenues to support existing or enhanced on-demand, demand response/dial-a-ride, or senior services
- Provides significant opportunities for new pilot programs or to gradually expand over time:
 - Vote on shorter pilot programs or to fund existing operations for a shorter timeframe to reevaluate county needs over time
- ► Lower increment SPLOSTs could be used for specific capital project goals:
 - Opportunities to layer existing funding from General Fund revenues with Transit
 SPLOST funds to support targeted State of Good Repair or other capital needs



HB 930 Referendum or Transit Special Local Option Sales Tax (Transit SPLOST)

Timeline Requirements

Transit SPLOST Referendum Timeline



Additional Timeline Considerations

- ► If a County is adding new projects or updating existing projects for its referendum list, it may also need to submit projects for an amendment to the ATL Regional Transit Plan (ARTP)
 - ARTP currently updated on biennial schedule with periodic amendments as/if necessary
 - ARTP amendments require 30-day public comment period and adoption by ATL Board
- 2022 ARTP scheduled for adoption in late summer 2022
 - Potential for counties looking to have a 2022 Transit SPLOST referendum to need to amend 2020 ARTP with new/updated projects prior to 2022 ARTP adoption
 - ATL has already begun discussions with regional partners considering referendum about possible timelines for 2020 ARTP Amendment in spring 2022

HB 930 Referendum or Transit Special Local Option Sales Tax (Transit SPLOST) Additional Opportunities

Transit SPLOST - Additional Opportunities

- ► ATL available to provide local technical planning assistance services to **develop** plans/strategies for future referendums if desired by County
- ► Counties can **identify themselves as operator and contract out** to other regional or partner county operators at later date
- ► Potential to leverage ATL debt financing provisions to support referendum financing without County having to issue debt
- ► Other areas of the state also have significant opportunities to create dual or multiple county partnerships to support existing or enhanced transit services

Thank You.

- Jonathan Ravenelle
- 404.893.3010 (office)
- jravenelle@atltransit.ga.gov
- www.atltransit.ga.gov

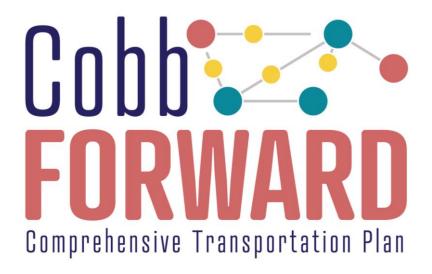




Agenda

- From Planning to Funding
- Surface Transportation Scenarios
- Transit Scenarios
- Schedule

From Planning to Funding

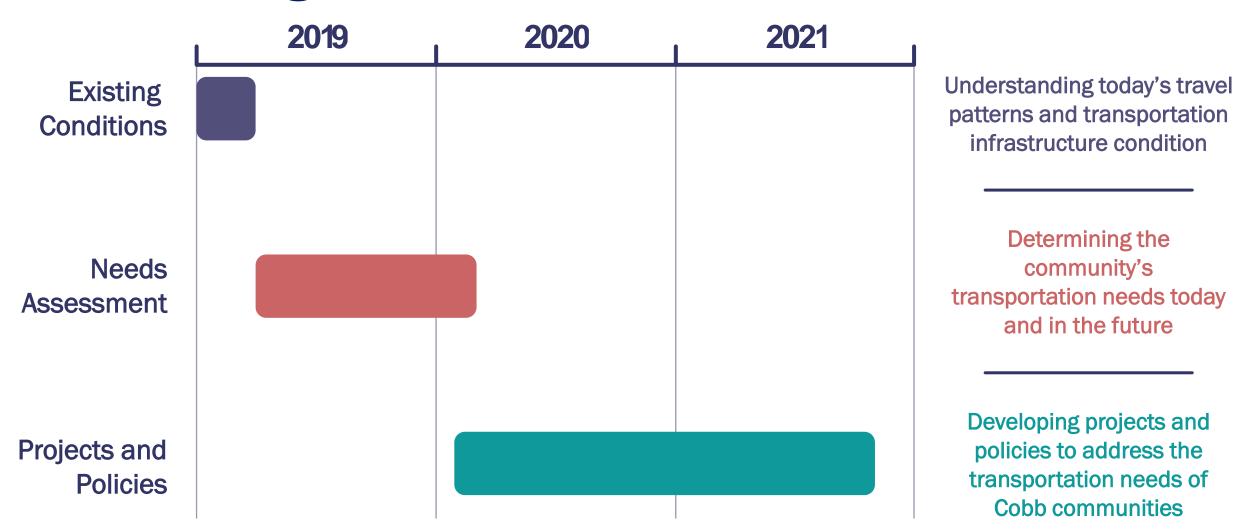


What is a Comprehensive Transportation Plan?





Planning Process





Universe of Projects

Surface Transportation

Transit

Other

Roadway

- Roadway Capacity
- Grade Separation
 - Interchange Improvements
 - Operational Improvements
- New Roadways/ Connections
- Realignments
- Intersections

Active Transportation

- Bicycle Facilities
- Pedestrian Facilities
 - Trails

Transit

- Local
- High Capacity
 - Stops
 - Routes
- Maintenance Facilities
 - Park & Rides
 - Transfer Centers

Alternate Evaluation/ Policy Decision

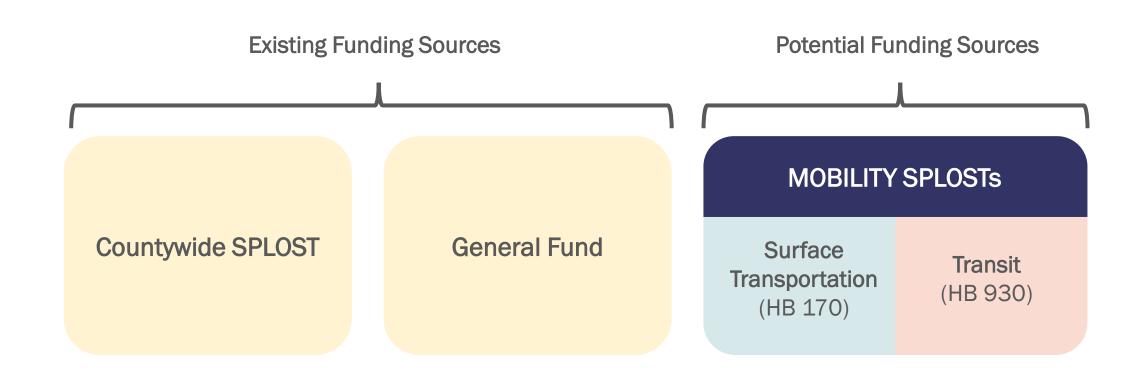
- Asset Management
 - Bridges
 - Drainage/ Maintenance
 - Freight
 - Parking
- Emerging Technologies
 - Intelligent Transportation Systems (ITS)
 - Micromobility
 - Policies
 - Studies



Funding



Local Funding Opportunities Considered



Mobility SPLOST Scenarios Being Considered

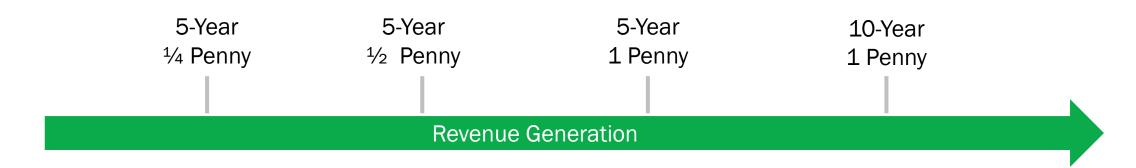
- Surface Transportation (differing funding levels):
 - 5-year, 1 penny
 - 5-year, ½ penny
 - 5-year, ½ penny
- Transit (differing strategies, same funding levels):
 - Balanced scenario, from the CTP
 - Coverage Scenario
 - Productivity Scenario, including Heavy Rail



Surface Transportation



Funding Allocation Methodology



Fewer/no road widening projects

Focus on operational/safety roadway projects

Increased investment in trails

Larger investment in roadway projects to allow for capacity/widening projects



5-Year Scenario (1-Penny)



5-Year (1-penny) Scenario

Set-Asides	Cost ¹	Percent
City Set-Aside	\$176.2	26.0%
Sidewalks	\$40.1	5.9%
Traffic Management, Technology, Planning (excludes Traffic Signal System Preservation)	\$27.5	4.1%
Other (City-joint, beautification, streetscape, etc.)	\$39.3	5.8%
Set-Aside Total	\$283.1	41.8%
Projects		
Trail	\$118.3	17.5%
Roadway Capacity	\$80.0	11.8%
New Roadway/Connections	\$22.7	3.2%
Operational Improvements (includes realignments and intersections)	\$173.6	25.6%
Project Total	\$394.6	58.2%
Total	\$677.7	

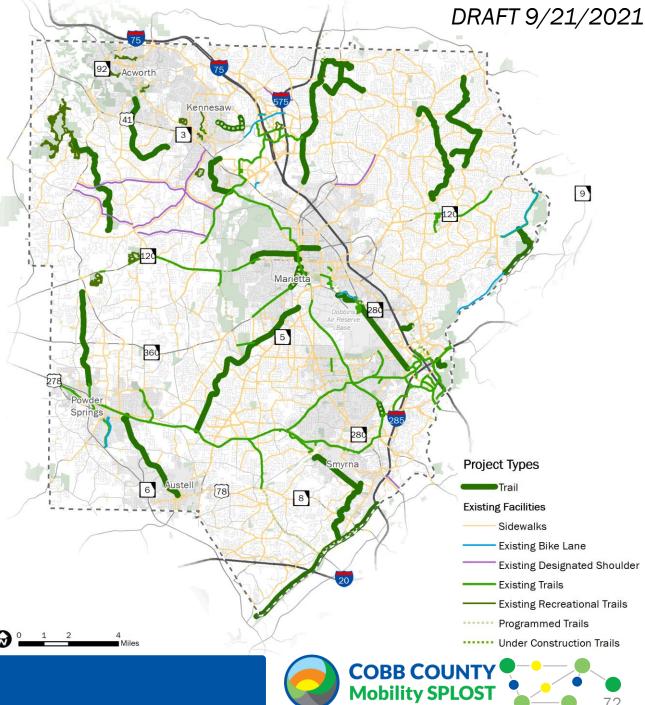
¹ Costs are reflected in 2020\$ and in millions.



5-Year (1-penny): Trail

	Number of Projects
Trails	36

^{*}Sidewalk projects have a separate funding set-aside.

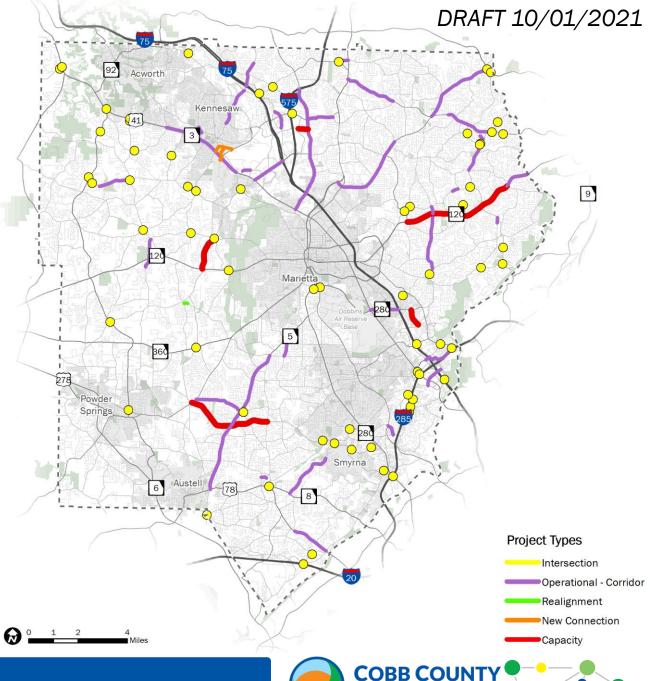


^{**}Trail/Roadway budget allocation is 30/70 split, respectively.

5-Year (1-penny): Roadway

Project Type	Number of Projects
Roadway Capacity	5
New Roadway/Connections	1
Operational Improvements (includes realignments and intersections)	109

^{*}Trail/Roadway budget allocation is 30/70 split, respectively.





5-Year Scenario (1/2-Penny)



5-Year (1/2-penny) Scenario

Set-Asides	Cost ¹	Percent
City Set-Aside	\$88.1	26.0%
Sidewalks	\$20.0	5.9%
Traffic Management, Technology, Planning (excludes Traffic Signal System Preservation)	\$13.8	4.1%
Other (City-joint, beautification, streetscape, etc.)	\$19.7	5.8%
Set-Aside Total	\$141.6	41.8%
Projects		
Trail	\$75.0	22.1%
New Roadway/Connections	\$22.7	6.7%
Operational Improvements (includes realignments and intersections)	\$99.6	29.4%
Project Total	\$197.3	58.2%
Total	\$338.9	

¹ Costs are reflected in 2020\$ and in millions.

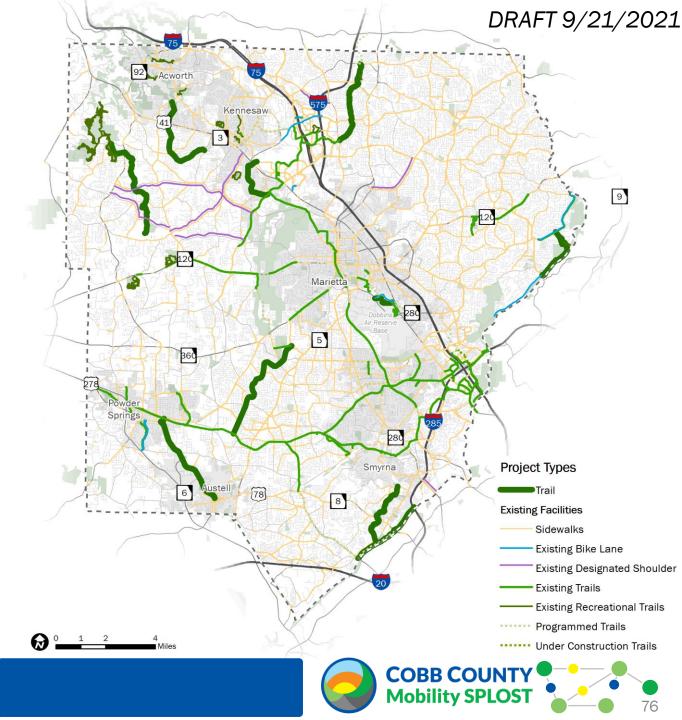


5-Year (1/2-penny): Trail

	Number of Projects
Trails	16

^{*}Sidewalk projects have a separate funding set-aside.

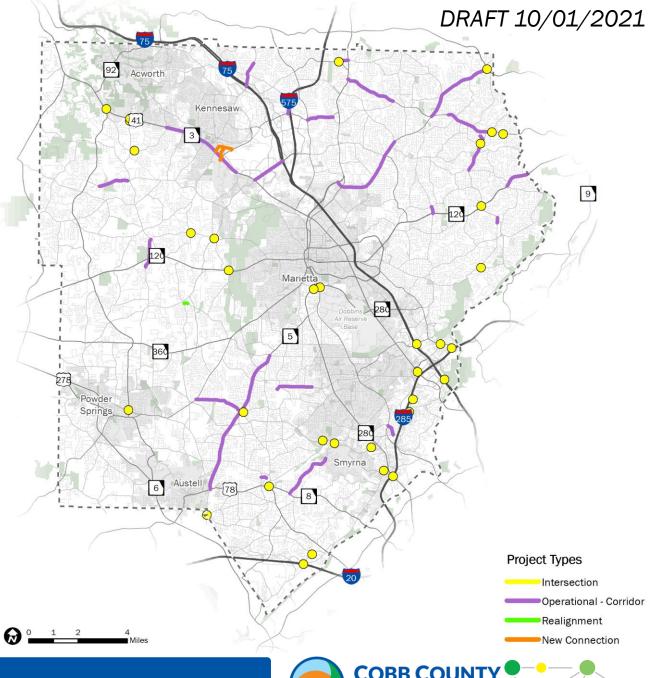
^{**}Trail/Roadway budget allocation is 40/60 split, respectively.



5-Year (1/2-penny): Roadway

Project Type	Number of Projects
New Roadway/Connections	1
Operational Improvements (includes realignments and intersections)	59

^{*}Trail/Roadway budget allocation is 40/60 split, respectively.





5-Year Scenario (1/4-Penny)



5-Year (1/4-penny) Scenario

Set-Asides	Cost ¹	Percent
City Set-Aside	\$44.0	26.0%
Sidewalks	\$10.0	5.9%
Traffic Management, Technology, Planning (excludes Traffic Signal System Preservation)	\$6.9	4.1%
Other (City-joint, beautification, streetscape, etc.)	\$10.4	6.1%
Set-Aside Total	\$71.3	42.1%
Projects		
Trail	\$43.0	25.4%
Operational Improvements (includes realignments and intersections)	\$55.1	32.5%
Project Total	\$98.1	57.9%
Total	\$169.4	

¹ Costs are reflected in 2020\$ and in millions.

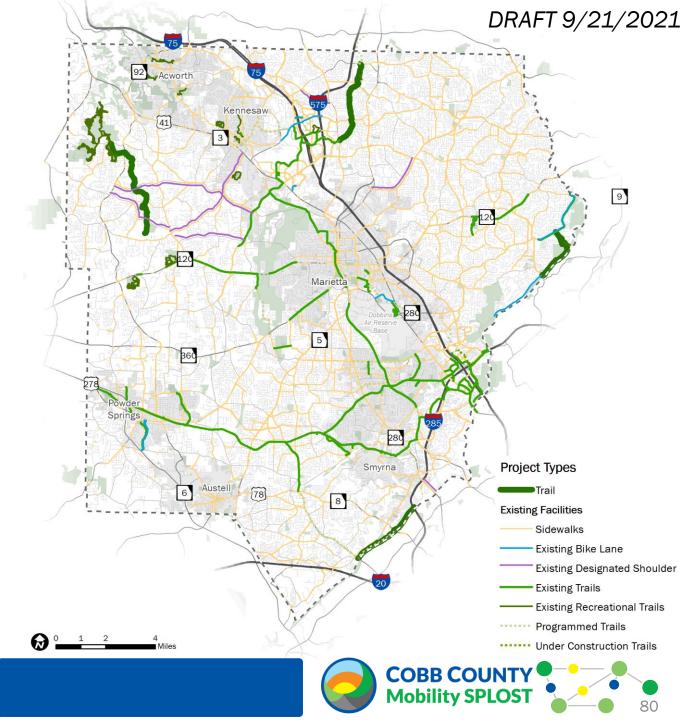


5-Year (1/4-penny): Trail

3 31	Number of Projects
Trails	9

^{*}Sidewalk projects have a separate funding set-aside.

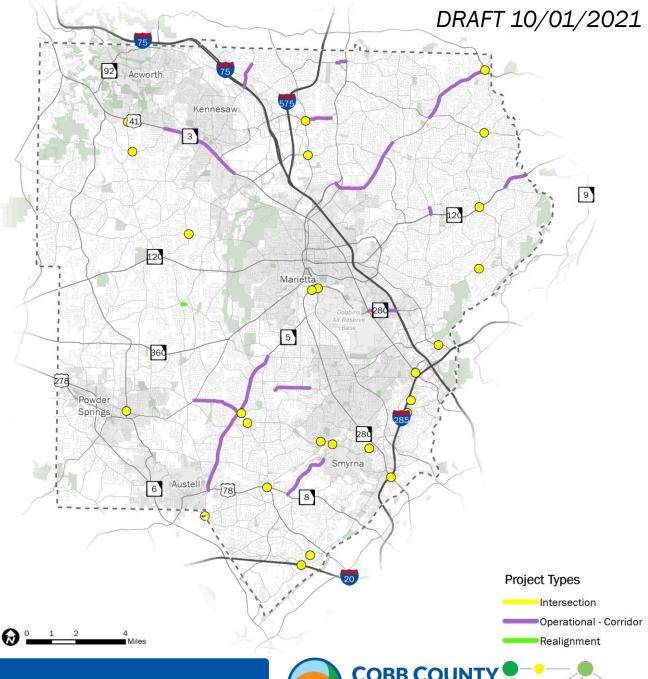
^{**}Trail/Roadway budget allocation is 40/60 split, respectively.



5-Year (1/4-penny): Roadway

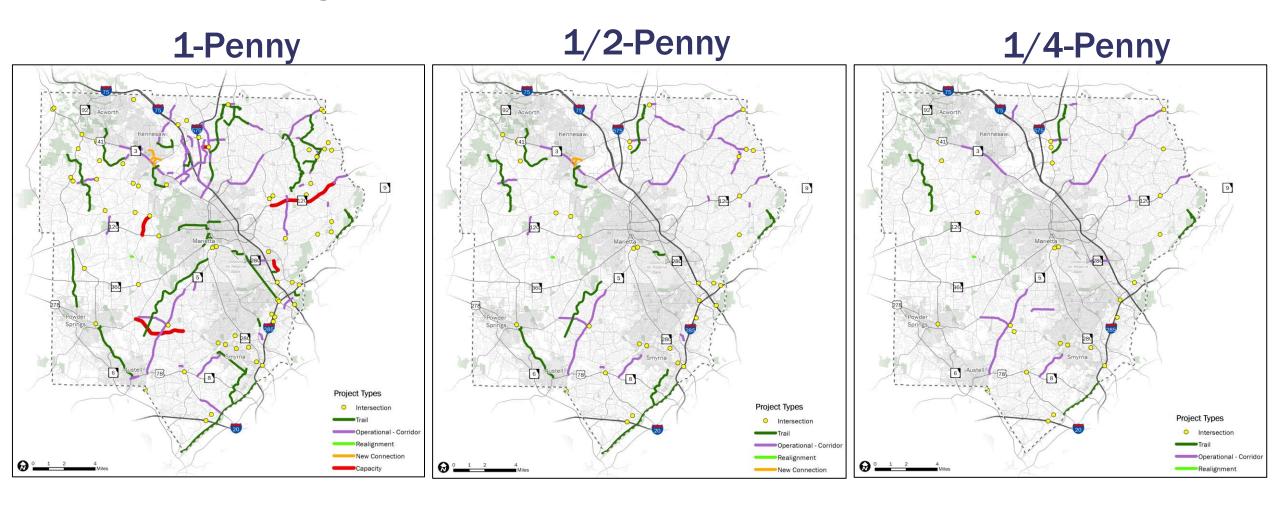
Project Type	Number of Projects
Operational Improvements (includes realignments and intersections)	41

^{*}Trail/Roadway budget allocation is 40/60 split, respectively.





Summary Maps: 5-Year Scenario



COBB COUNTY Mobility SPLOST

Transit

Mode Overview

Service Type		Description
Heavy Rail Transit (HRT)		High speed and operates on fully grade separated rail lines
Bus Rapid Transit (BRT)		Rubber-tire vehicles in primarily dedicated lanes; enhanced stations, queue jumper lanes and transit signal priority, stations every $\frac{1}{2}$ - 1 mile
Arterial Rapid Transit (ART)		Rubber-tire vehicles in some dedicated lanes or queue jumper lanes with transit signal priority; stations $\frac{1}{4}$ to $\frac{1}{3}$ mile
Local Bus	CONTRACTOR OF THE PARTY OF THE	Mixed flow traffic, shared right-of-way, stops every 1/4 mile
Rapid Bus		Mixed flow traffic, shared right-of-way, stops every ½ mile
Commuter Bus		Rubber-tire coach vehicles; serves long-distance, commute flow; limited stops
On-Demand Service	AC	Demand responsive bus/shuttle; Operates in a defined geographic area without fixed routes



Three Scenarios

30-year (1-Penny) Scenarios:

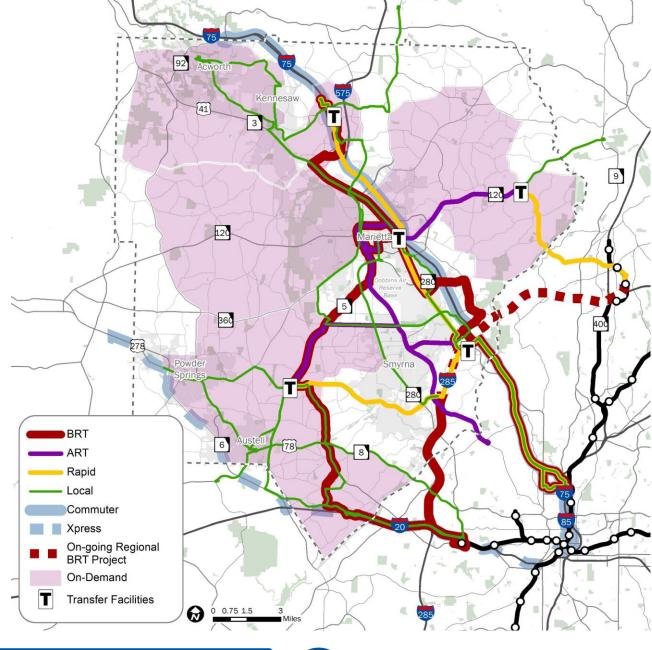
- Balanced Scenario (CTP)
- Coverage Scenario
- Productivity Scenario (Heavy Rail)



Balanced Scenario (CTP)

Key Elements

- County-Wide Public Transportation Services
- Bus rapid transit and arterial rapid transit service
- Expanded fixed route service
 - 30-Minute Frequency





Balanced Scenario (CTP)

Performance Metrics

	Existing		Balanced Scenario			
	Local Routes ^{1, 2}	On-Demand Zones ¹	Local Routes ^{1, 2}	High Capacity – Non-Rail ¹	On-Demand Zones ¹	
2050	199,00	48,000	220,000	142,000	464,000	
Population	(20%)	(5%)	(22%)	(14%)	(46%)	
2050	207,00	18,000	216,000	165,000	162,000	
Employment	(39%)	(3%)	(41%)	(32%)	(31%)	
Poverty	25,000	7,000	25,000	16,000	34,000	
Population	(33%)	(9%)	(33%)	(21%)	(45%)	
Zero Vehicle	4,000	1,000	4,000	3,000	4,000	
Households	(40%)	(10%)	(40%)	(30%)	(40%)	
Age 65+	11,000	4,000	13,000	8,000	41,000	
Population	(14%)	(5%)	(17%)	(11%)	(54%)	
Minority	90,000	24,000	93,000	58,000	152,000	
Population	(27%)	(7%)	(28%)	(18%)	(46%)	

¹ Population/employment within ¹/₄ mile of transit routes or within on-demand zones. Population/employment capture only includes Cobb County residents or employees.



² Does not include population/employment capture around Commuter routes.

Balanced Scenario (CTP)

Cost Summary

Service Category	Phase	Cos	st (YOE\$) ¹	% of Plan
Bus Rapid Transit (BRT) and Arterial Rapid Transit (ART)	Mid, Long	\$	2,543	31%
Expanded Bus Service Levels (Local, Commuter, Rapid)	All	\$	2,183	27%
Microtransit Services (Six Zones)	All	\$	795	10%
Paratransit Service	AII	\$	361	5%
Other Services (Vanpool, Taxi Voucher)	All	\$	25	<1%
Transit Facilities (Maintenance and Transfer)	Short, Mid	\$	330	4%
Passenger Amenities (Bike/Ped and Local Bus Stop Upgrades)	All	\$	544	7%
System Technology Upgrades	All	\$	182	2%
Set-Asides (City and Regional Reserve)	All	\$	200	3%
Vehicles	All	\$	927	11%
Total Cost		\$	8,092	

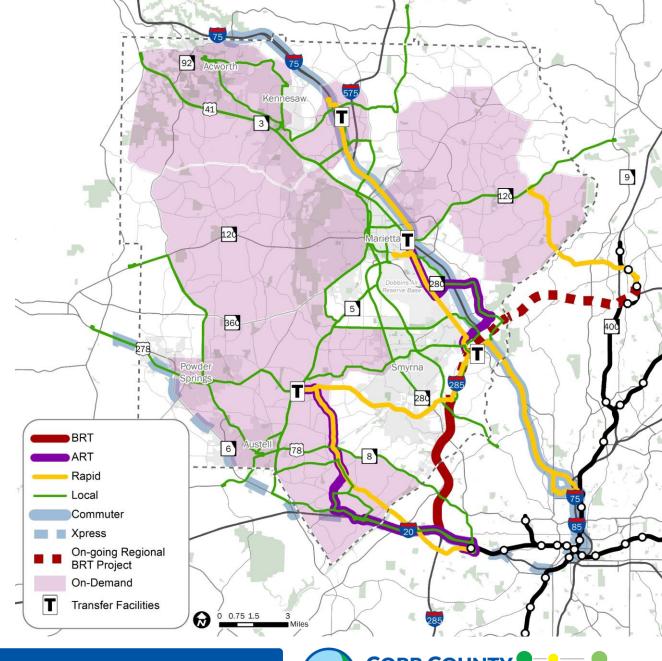
¹ Costs include capital and operating costs and are reflected in YOE\$ and in millions.



Coverage Scenario

Key Elements

- Broad County-Wide Public Transportation Services
- Fixed Route
 - Connectivity to Adjacent Counties
 - 15-Minute Frequency (Peak)
- Limited BRT and ART





Coverage Scenario

Performance Metrics

	Existing		Coverage Scenario			
	Local Routes ^{1, 2}	On-Demand Zones ¹	Local Routes ^{1, 2}	High Capacity – Non-Rail ¹	On-Demand Zones ¹	
2050	199,00	48,000	320,000	36,000	464,000	
Population	(20%)	(5%)	(32%)	(4%)	(46%)	
2050	207,00	18,000	276,000	65,000	162,000	
Employment	(39%)	(3%)	(52%)	(12%)	(31%)	
Poverty	25,000	7,000	34,000	6,000	34,000	
Population	(33%)	(9%)	(45%)	(8%)	(45%)	
Zero Vehicle	4,000	1,000	5,000	1,000	4,000	
Households	(40%)	(10%)	(50%)	(10%)	(40%)	
Age 65+	11,000	4,000	20,000	2,000	41,000	
Population	(14%)	(5%)	(26%)	(3%)	(54%)	
Minority	90,000	24,000	132,000	25,000	152,000	
Population	(27%)	(7%)	(40%)	(8%)	(46%)	

¹ Population/employment within ¹/₄ mile of transit routes or within on-demand zones. Population/employment capture only includes Cobb County residents or employees.



² Does not include population/employment capture around Commuter routes.

Coverage Scenario

Cost Summary

Service Category	Phase	Cos	st (YOE\$) ¹	% of Plan
Bus Rapid Transit (BRT) and Arterial Rapid Transit (ART)	Long	\$	717	9%
Expanded Bus Service Levels (Local, Commuter, Rapid)	All	\$	3,289	40%
Microtransit Services (Six Zones)	All	\$	780	10%
Paratransit Service	All	\$	289	4%
Other Services (Vanpool, Taxi Voucher)	All	\$	32	<1%
Transit Facilities (Maintenance and Transfer)	All	\$	278	4%
Passenger Amenities (Bike/Ped and Local Bus Stop Upgrades)	All	\$	231	3%
System Technology Upgrades	All	\$	159	2%
Set-Asides (City and Regional Reserve)	All	\$	207	3%
Vehicles	All	\$	1,946	25%
Total Cost		\$	7,928	

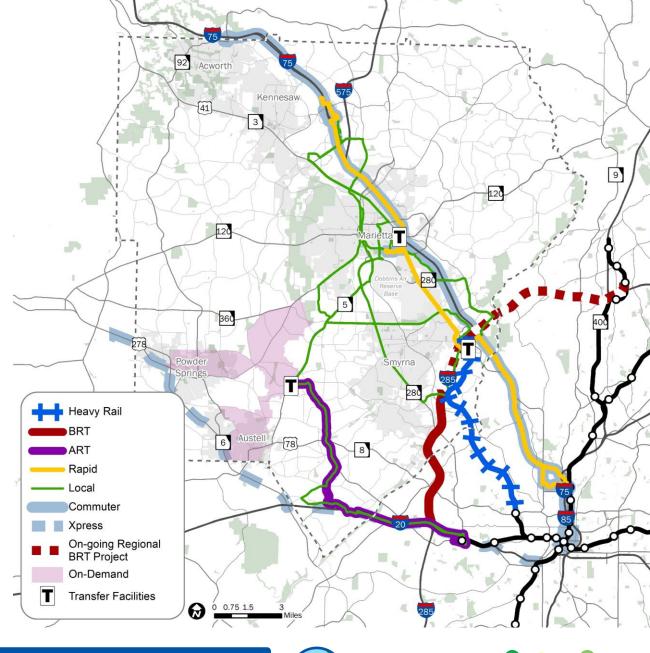
¹ Costs include capital and operating costs and are reflected in YOE\$ and in millions.



Productivity Scenario (Heavy Rail)

Key Elements

- Heavy Rail Service to Cumberland
- Improved Travel Time Between Major Regional Destinations
- Increase Network Capacity
 To and From Atlanta
- Additional Focus on South Cobb





Productivity Scenario (Heavy Rail)

Performance Metrics

	Existing	Service	Productivity Scenario				
	Local Routes ^{1, 2}	On-Demand Zones ¹	Local Routes ^{1, 2}	High Capacity – Non-Rail ¹	High Capacity – Heavy Rail ¹	On-Demand Zones ¹	
2050	199,00	48,000	161,000	40,000	13,000	48,000	
Population	(20%)	(5%)	(16%)	(4%)	(1%)	(5%)	
2050	207,00	18,000	190,000	25,000	26,000	18,000	
Employment	(39%)	(3%)	(36%)	(5%)	(5%)	(3%)	
Poverty	25,000	7,000	21,000	5,000	500	7,000	
Population	(33%)	(9%)	(28%)	(7%)	(1%)	(9%)	
Zero Vehicle	4,000	1,000	4,000	1,000	100	1,000	
Households	(40%)	(10%)	(40%)	(10%)	(1%)	(10%)	
Age 65+	11,000	4,000	9,000	3,000	1,000	4,000	
Population	(14%)	(5%)	(12%)	(4%)	(1%)	(5%)	
Minority	90,000	24,000	74,000	21,000	4,000	24,000	
Population	(27%)	(7%)	(23%)	(6%)	(1%)	(7%)	

¹ Population/employment within ½ mile of transit routes or within on-demand zones. Population/employment capture only includes Cobb County residents or employees.



² Does not include population/employment capture around Commuter routes.

Productivity Scenario (Heavy Rail)

Cost Summary

Service Category	Phase	Со	st (YOE\$) ¹	% of Plan
Heavy Rail (Bankhead MARTA Station to Cumberland)	Long	\$	5,214	64%
Bus Rapid Transit (Top End) and Arterial Rapid Transit (South Cobb)	Long	\$	635	8%
Maintain Existing Bus Service Levels (Local, Commuter, Paratransit, and Flex)	All	\$	1,465	18%
Transit Facilities (Maintenance and Transfer)	Short, Mid	\$	147	2%
Passenger Amenities (Bike/Ped and Local Bus Stop Upgrades)	All	\$	39	< 1%
System Technology Upgrades	All	\$	13	< 1%
Set-Asides (City and Regional Reserve)		\$	0	
Vehicles	All	\$	628	8%
Total Cost		\$	8,141	

¹ Costs include capital and operating costs and are reflected in YOE\$ and in millions.



Summary Maps

Balanced



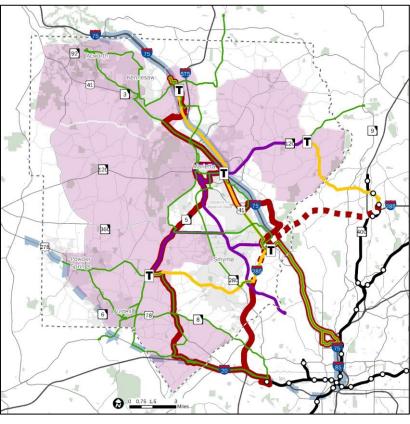


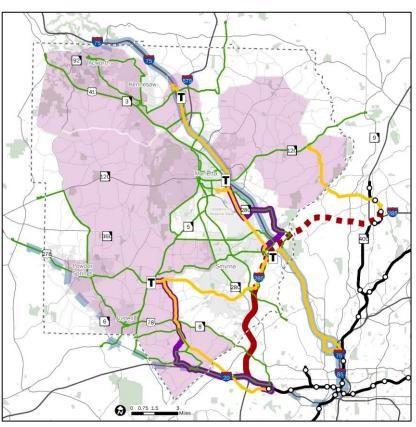


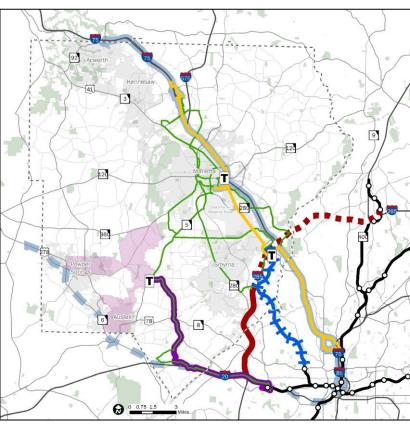


Coverage

Productivity









Summary Performance Measures

	Aı	nnual Ser	vice Hou	rs	Linear Miles ¹			
Service Category	Existing ²	Balanced	Productivity	Coverage	Existing	Balanced	Productivity	Coverage
Heavy Rail			1,450				20	
High-Capacity Transit (BRT and ART)		277,200	72,000	94,600		210	70	90
Bus Service Levels (Local, Commuter, Rapid)	236,500	503,100	215,900	815,500	590	710	588	1,040
Microtransit Services	9,200	170,000	9,200	199,700				
Paratransit Service	56,300	87,800	56,300	87,800				
Other Services (Vanpool, Taxi Voucher)								

¹ Linear miles are bi-directional.



² Existing annual service hours reflect FY 2023 service contract projections. All other service hour estimates are based on long-range service levels.

City Set-Asides

	City Population	25% / 75% scenario	50% / 50% scenario
Acworth	22,818	\$ 12,838,052	\$ 14,114,257
Austell	7,170	\$ 6,891,438	\$ 10,149,848
Kennesaw	34,077	\$ 17,116,742	\$ 16,966,717
Marietta	60,867	\$ 27,297,582	\$ 23,753,944
Powder Springs	15,758	\$ 10,155,084	\$ 12,325,611
Smyrna	56,666	\$ 25,701,102	\$ 22,689,623
Total	197,356	\$ 100,000,000	\$ 100,000,000

¹ City population from 2019 American Community Survey



Schedule



MSPLOST Schedule Discussion

- Stakeholder Meetings: October 5 October 25
- Online Survey: November (CobbMSPLOST.org)
- Townhalls: November



ADJOURN

The Specially Called Board Meeting Will Begin Momentarily

ATL BOARD MEETING WILL BEGIN MOMENTARILY



ATL BOARD MEETING (SPECIALLY CALLED)

November 4, 2021

ATL Board Meeting November 4, 2021

- I. Call to Order Charlie Sutlive, Chair
- II. Approval of the Board Minutes for October 7, 2021
- III. Approval of Agenda for November 4, 2021
- IV. Public Comment
- V. Sugarloaf P&R Lot Construction Update **Action Item**
- VI. Adjournment



Public Comment





ADJOURN