



REGIONAL TRANSIT PLANNING COMMITTEE

Charlie Sutlive, Chair

January 6, 2022

Regional Transit Planning Committee

Thursday, January 6, 2022

Proposed Agenda

- I. Call to Order – Charlie Sutlive, Chair
- II. Approval of Minutes for November 4, 2021
- III. Approval of Agenda for January 6, 2022
- IV. ATL Regional Transit Plan Update – Aileen Daney
- V. IIJA Overview for the Atlanta Region – Jonathan Ravenelle
- VI. I-285 MOU Update – Christopher Tomlinson
- VII. Adjournment



ATL REGIONAL TRANSIT PLAN UPDATE

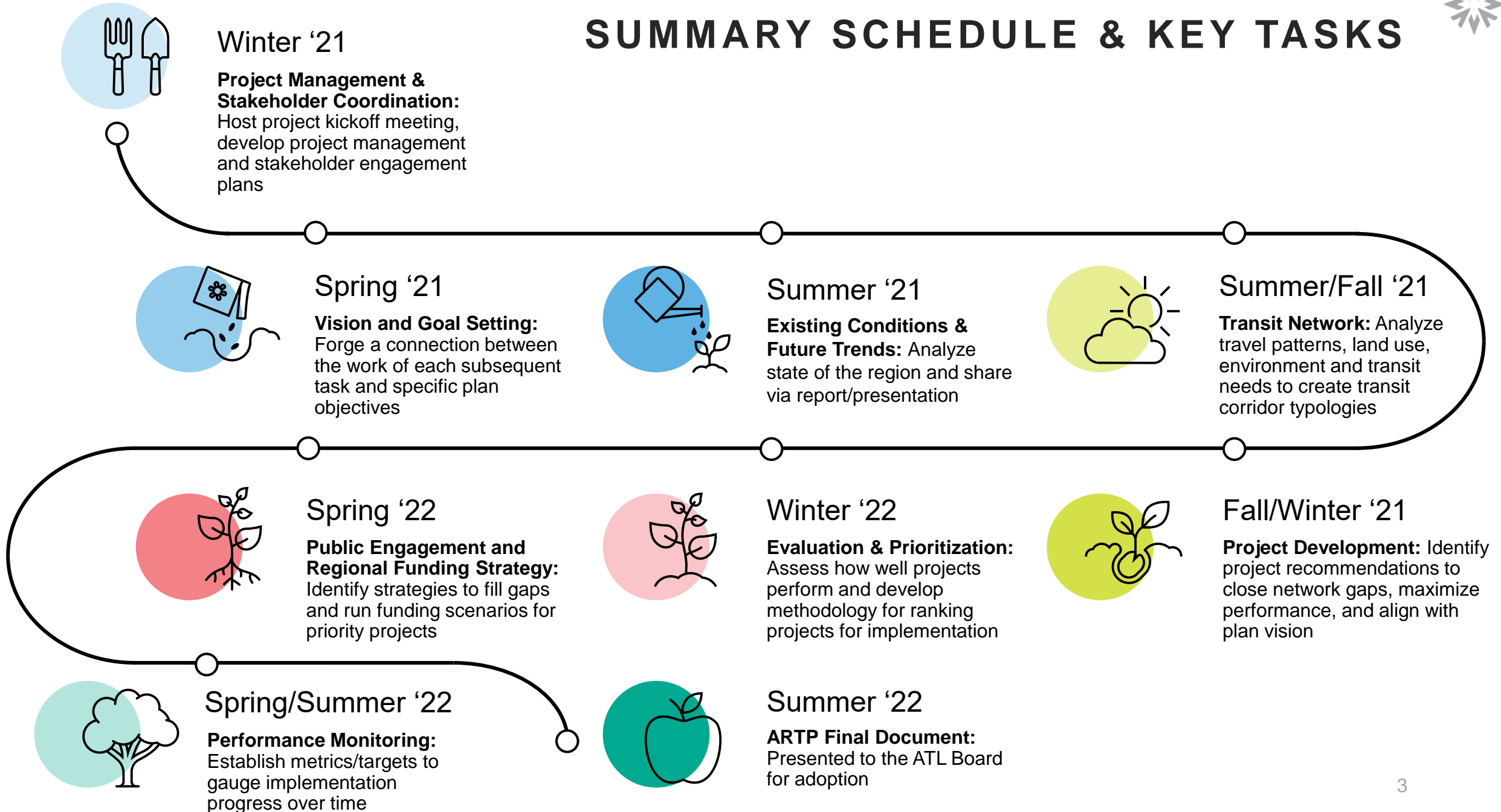
Aileen M. Daney

adaney@ATLtransit.ga.gov

January 6th, 2021



SUMMARY SCHEDULE & KEY TASKS

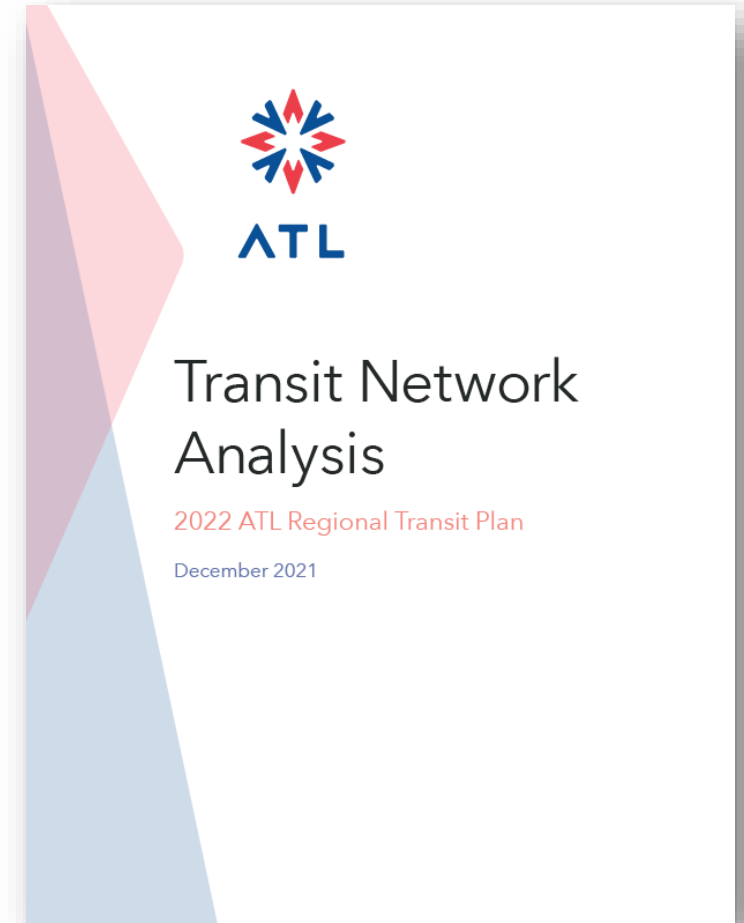




RECENT PROJECT MILESTONES

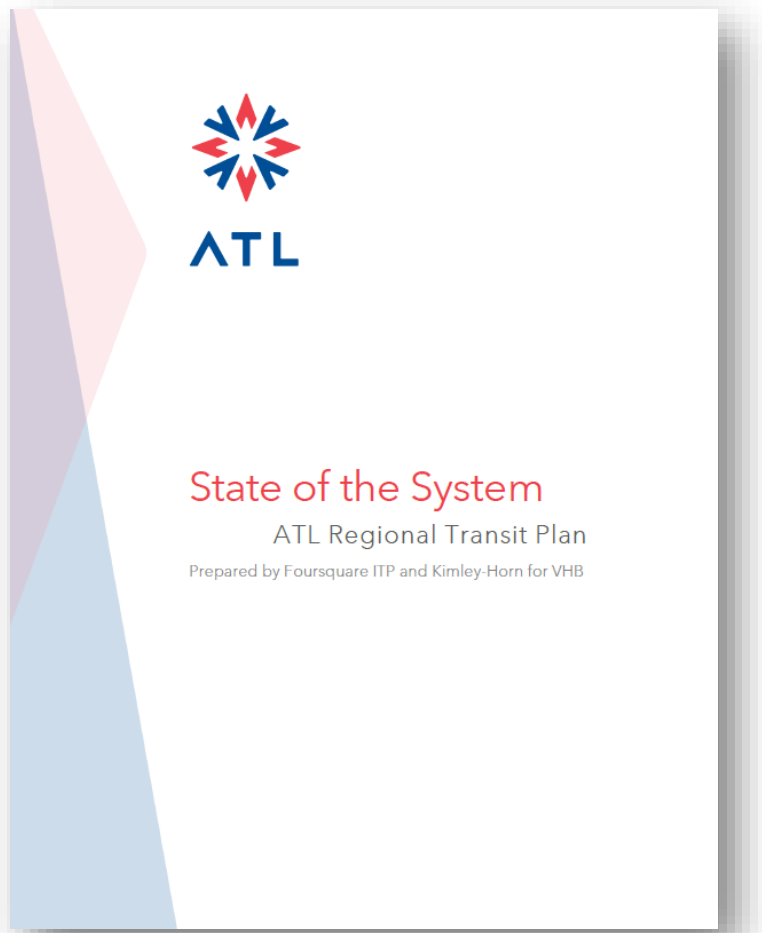
STAKEHOLDER ENGAGEMENT:

- Representatives from each of the 13 counties
- State legislators and state-level officials
- CIDs
- Transit Operators Group (TOG)
- ATL Board





RECENT PROJECT MILESTONES

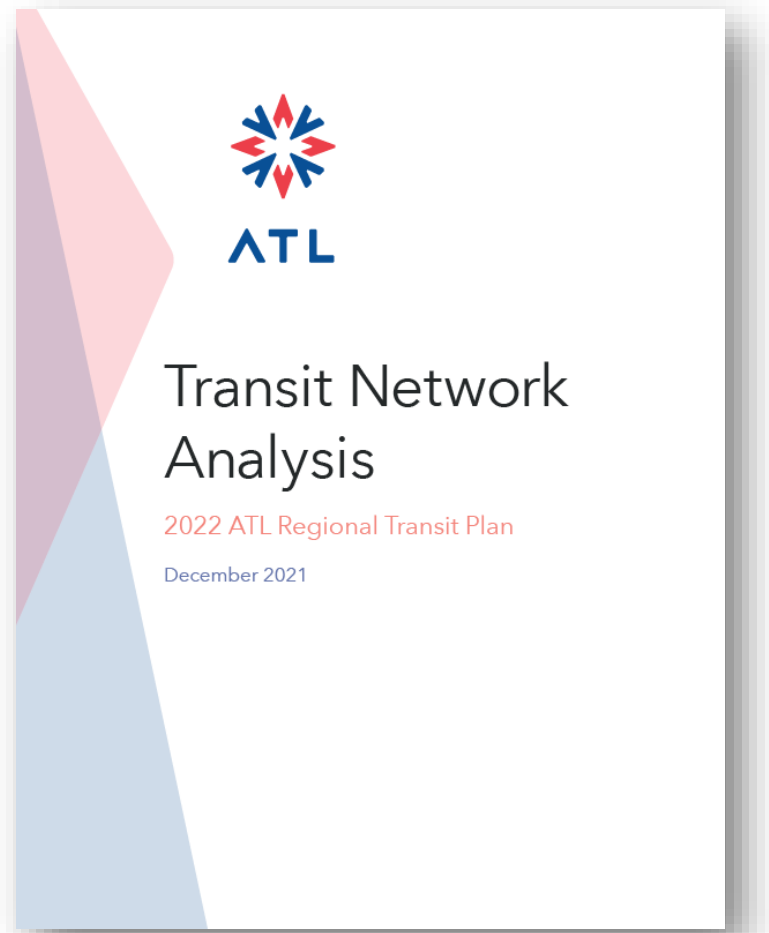


STATE OF THE SYSTEM

Establishes a data-driven foundation of demographic, socioeconomic, commuting, and land use existing conditions and future trends.



RECENT PROJECT MILESTONES



NETWORK ANALYSIS

Assesses the unconstrained transit network needs at the regional scale and serves as the starting point for a priority regional transit network.



IN COMBINATION

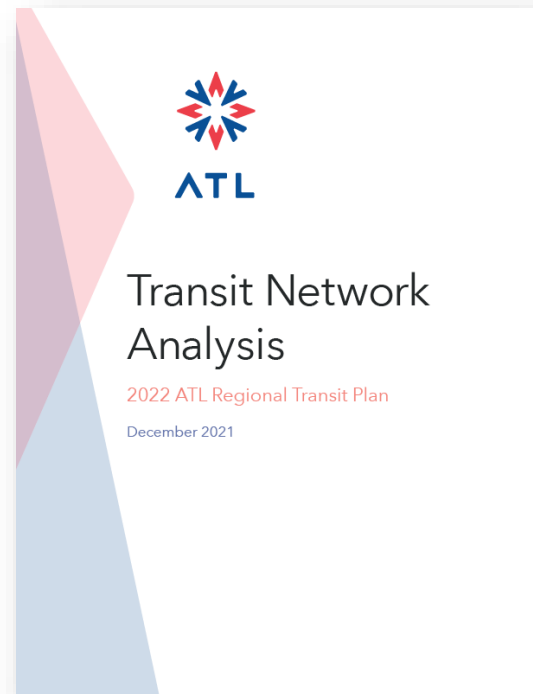
These two reports provide the basis for the top-level regional policy approach to the 2022 ARTP



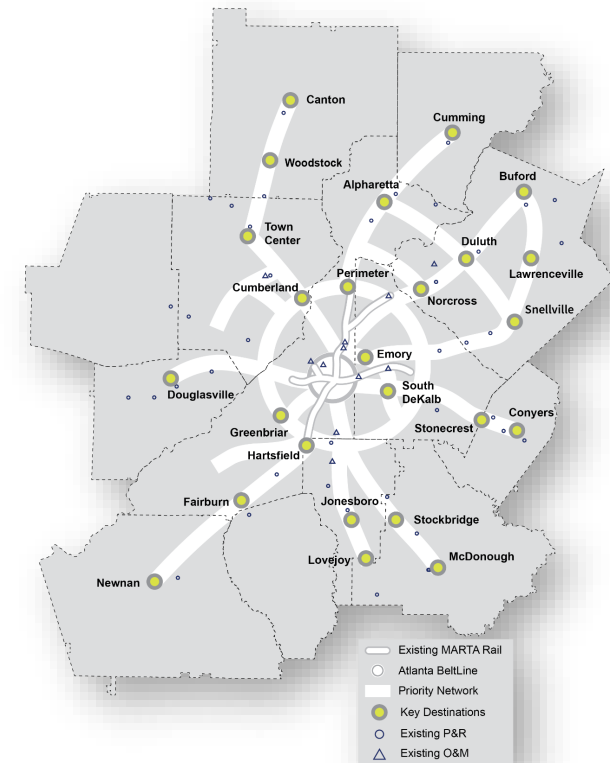
DEVELOPING A PRIORITY REGIONAL TRANSIT NETWORK



**Existing Conditions
and Future Trends**



**Network Analysis or
“Gap Analysis”**



**Priority
Regional Network**



DEVELOPING A PRIORITY REGIONAL TRANSIT NETWORK

What is it?

- ▶ **Subset** of the unconstrained network
- ▶ Connections based on quantitative and qualitative assessment;
informed by local context and knowledge of region



DEVELOPING A PRIORITY REGIONAL TRANSIT NETWORK

What is it?

- ▶ **Subset** of the unconstrained network
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What does it do?

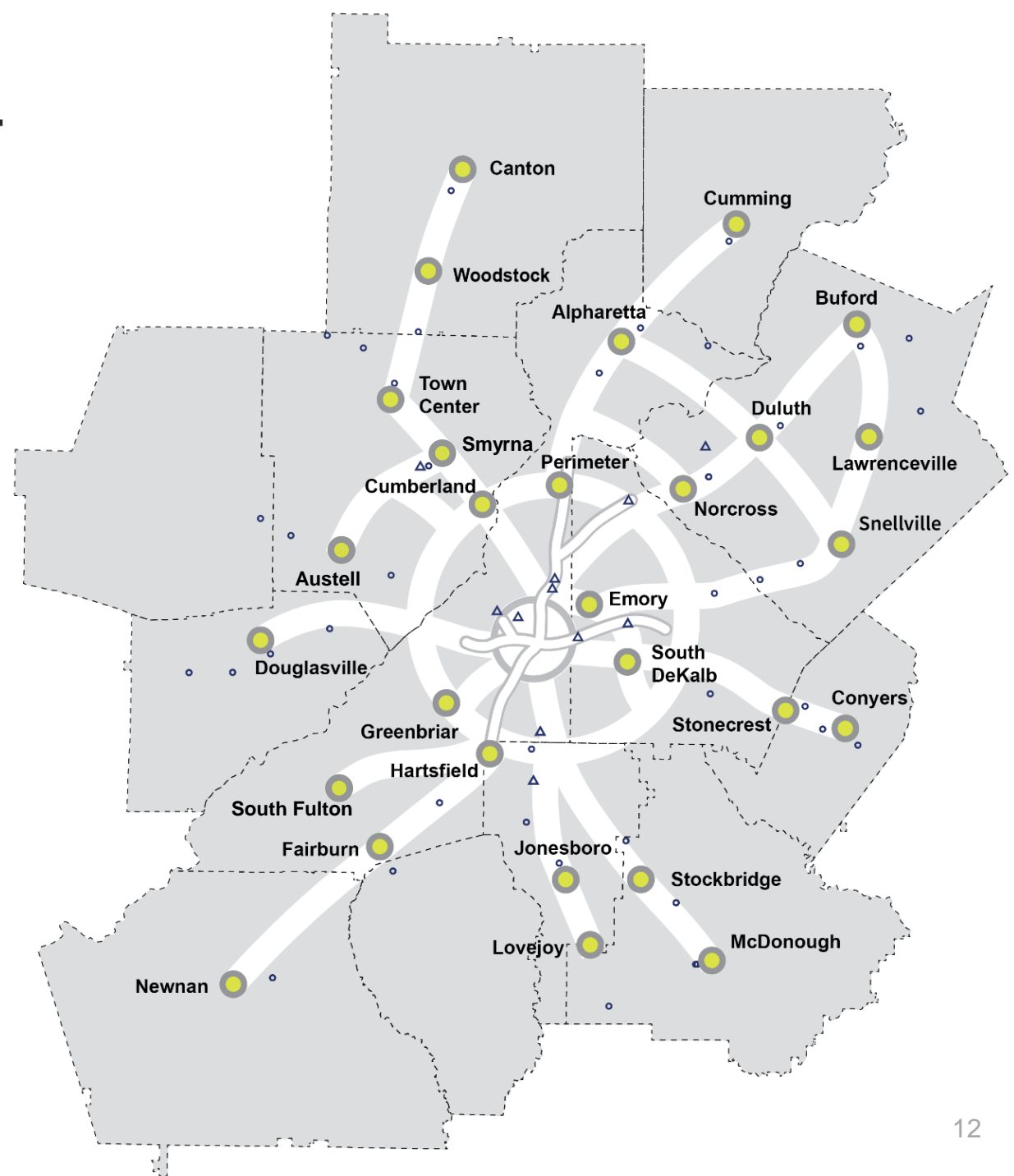
- ▶ Identifies and **builds consensus** around connections that are significant to the region
- ▶ **Policy tool or filter to prioritize projects** or programs of projects that address/serve connections significant to the region



DEVELOPING A PRIORITY REGIONAL TRANSIT NETWORK

Criteria	Measures
Promote Regional Connectivity and Address Transit Need	Connect counties, transit operators, activity centers, and intermodal facilities, and provide critical network linkages
	Serve high transit propensity areas and historically underserved communities
Build Upon Utility of Prior Studies and Efforts	Recognize extent of prior efforts and community support
	Consider project development phase, timeline, and funding commitment
Optimize Project Delivery Timeframe	Leverage other transportation investments that may lower cost or provide additional funding
	Minimize right-of-way impacts and environmental concerns

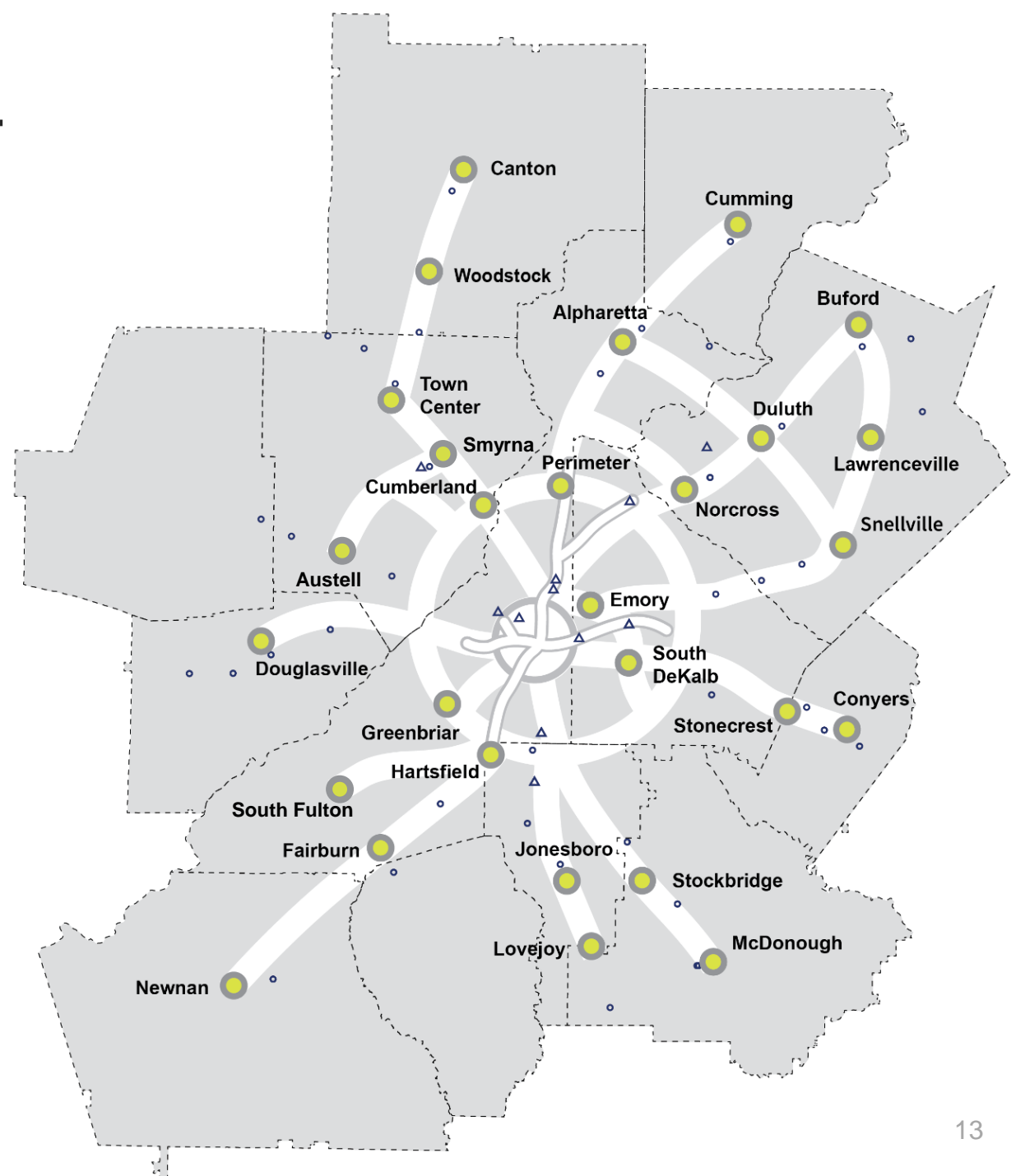
DRAFT PRIORITY REGIONAL TRANSIT NETWORK



DRAFT PRIORITY REGIONAL TRANSIT NETWORK

Takes into account:

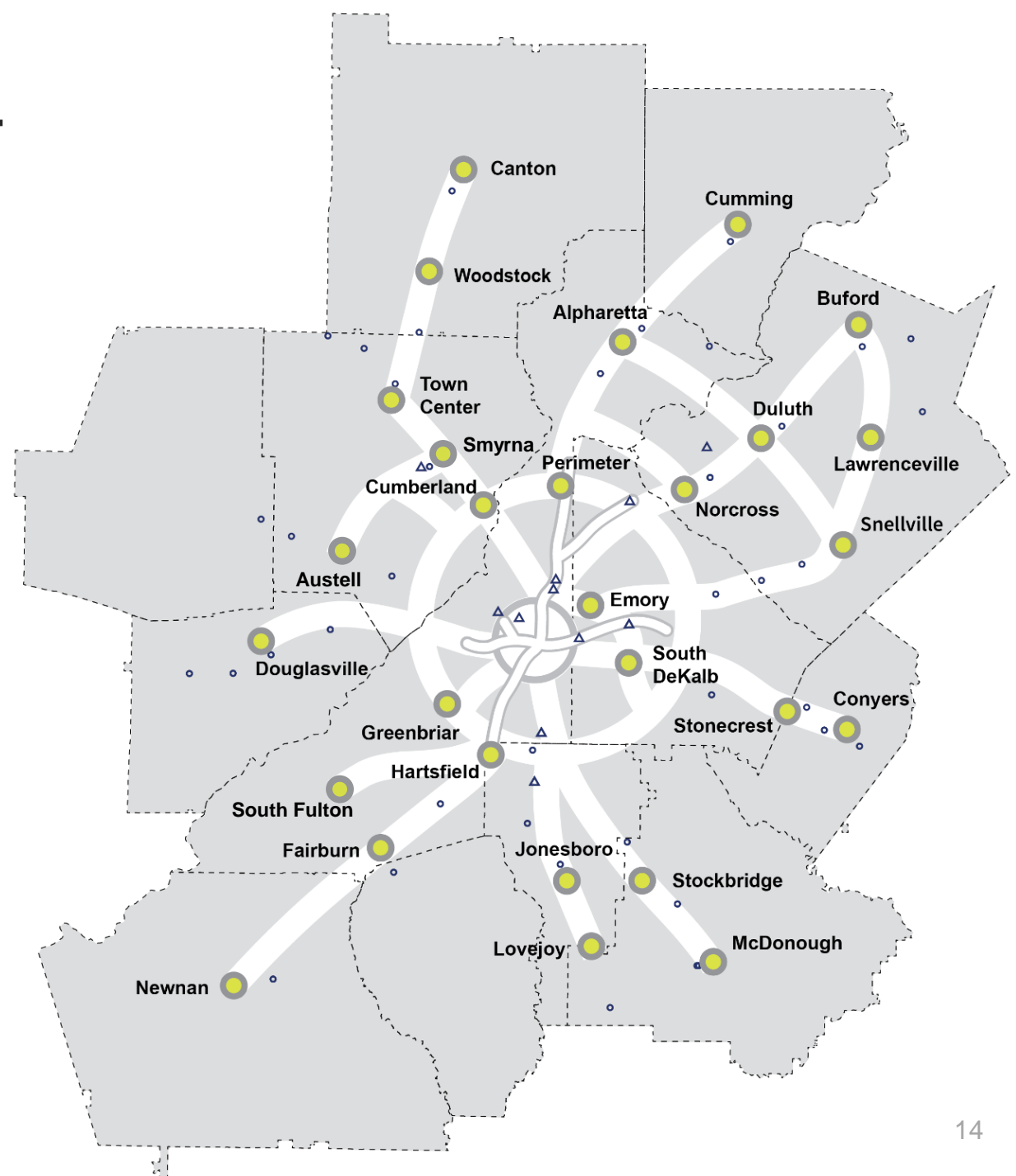
- ▶ **Existing transit infrastructure** - MARTA rail/stations, P&R lots, O&M facilities
- ▶ Regional connections to areas with **highest transit needs and propensity**
- ▶ **Connections to major cities** in outer, suburban counties



DRAFT PRIORITY REGIONAL TRANSIT NETWORK

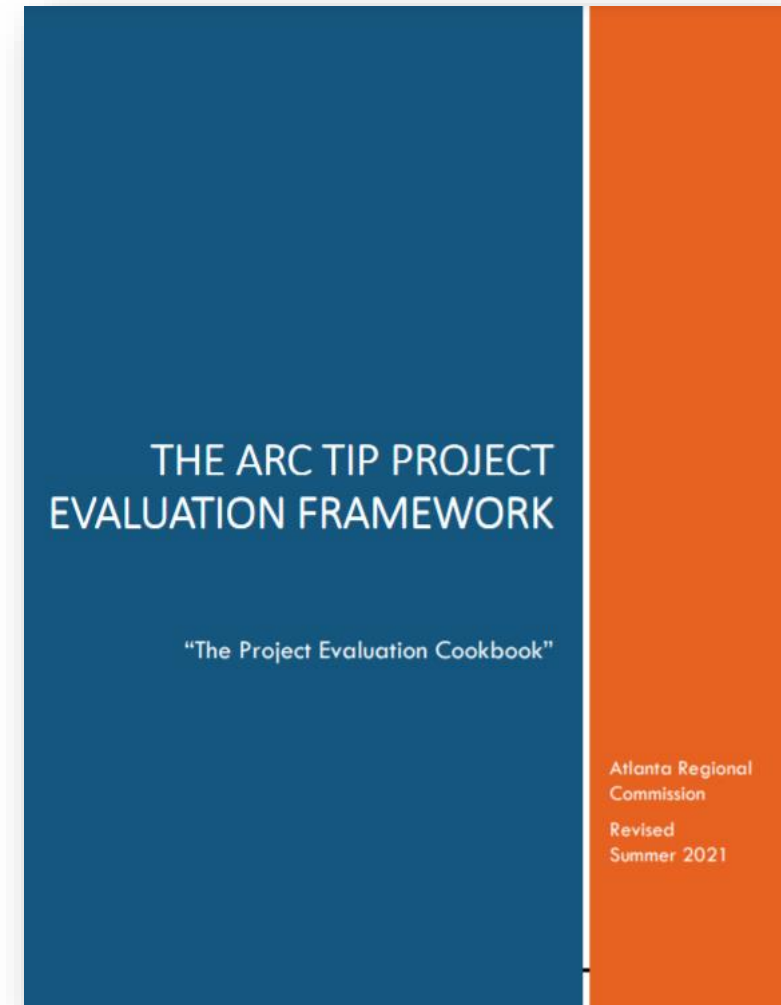
Under review:

- What reaction do you have to the priority regional transit network alignment?
- What regional connections are missing, redundant, superfluous?
- How can we improve the style of the map?



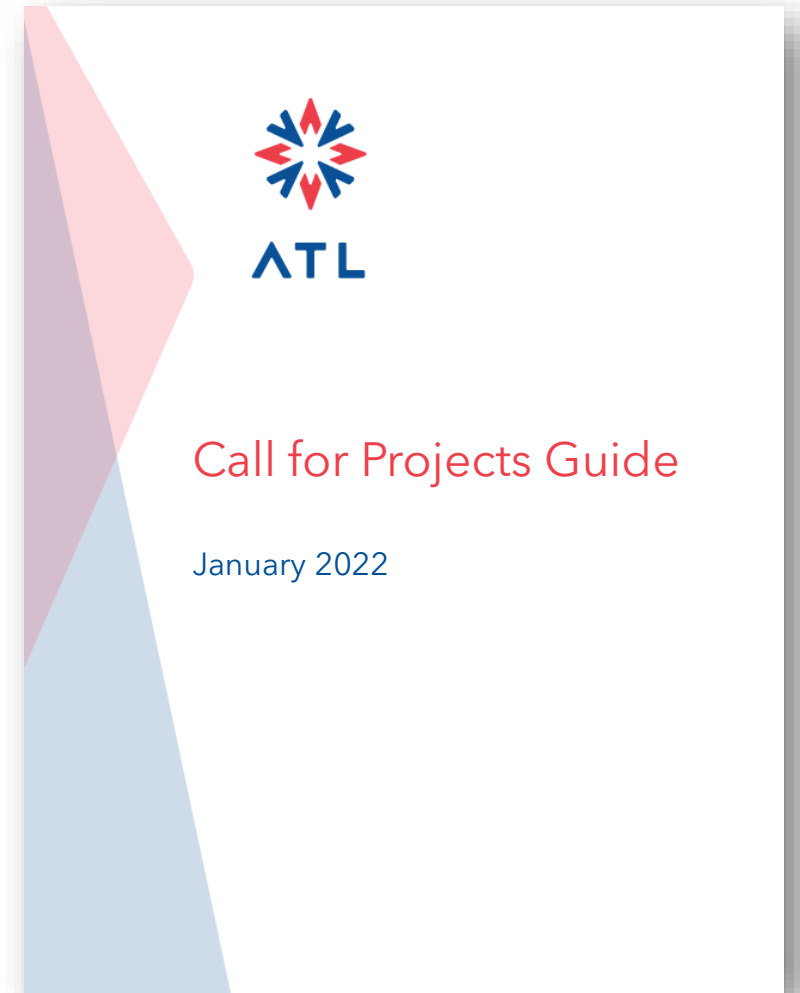
ON THE HORIZON: PROJECT PRIORITIZATION

- ▶ Modeling our project prioritization schema off ARC's Transportation Improvement Program (TIP) Project Evaluation Framework or "Cookbook"
- ▶ Projects encounter three screening points or key decision points (KDP) in the process:
 1. Policy Filters
 2. Performance Criteria Scores
 3. Final Factors



ON THE HORIZON: CALL FOR PROJECTS

- ▶ **Call for Projects:**
 - ▶ Opens **1/19**
 - ▶ Submission window open for *at least* 30 days
- ▶ How are we preparing project sponsors?
 - ▶ Offering workshop on 1/25
 - ▶ Arming them with informational packet on priority regional network and project prioritization criteria
 - ▶ Sharing TrackATL how-to guide





BIPARTISAN INFRASTRUCTURE INVESTMENT AND JOBS ACT *Federal Transit Programs Overview*

Jon Ravenelle – Transit Funding Director

January 6, 2022

BIPARTISAN INFRASTRUCTURE INVESTMENT AND JOBS ACT (IIJA)

- Reauthorizes surface transportation programs for FY22-FY26
- Authorizes total of \$550 billion in new spending for all surface transportation programs over 5 years
- Authorizes up to \$106.9 billion to support public transit programs
- Key Highlights of FTA Programs
 - Safety
 - Modernization
 - Climate
 - Equity



IIJA – FTA FORMULA FUNDING PROGRAMS OVERVIEW

- **5307 Urbanized Area Formula Program**

- 21% increase from FY21 to FY22, nationally
- 28% increase from FY21 to FY26, nationally
- \$9.08 billion in new funding over 5-years nationally
- Adds provision that 0.75% of recipient's funds be used for safety projects

- **5337 State of Good Repair Formula Program**

- 34% increase from FY21 to FY22, nationally
- 38% increase from FY21 to FY26, nationally
- \$7.80 billion in new funding over 5-years nationally

- **5339 Bus & Bus Facilities Formula Program**

- 23% increase from FY21 to FY22, nationally
- 30% increase from FY21 to FY26, nationally
- \$839 million in new funding over 5-years nationally



IIJA – FTA CAPITAL INVESTMENT PROGRAM OVERVIEW

- **Capital Investment Grant Program (CIG)**

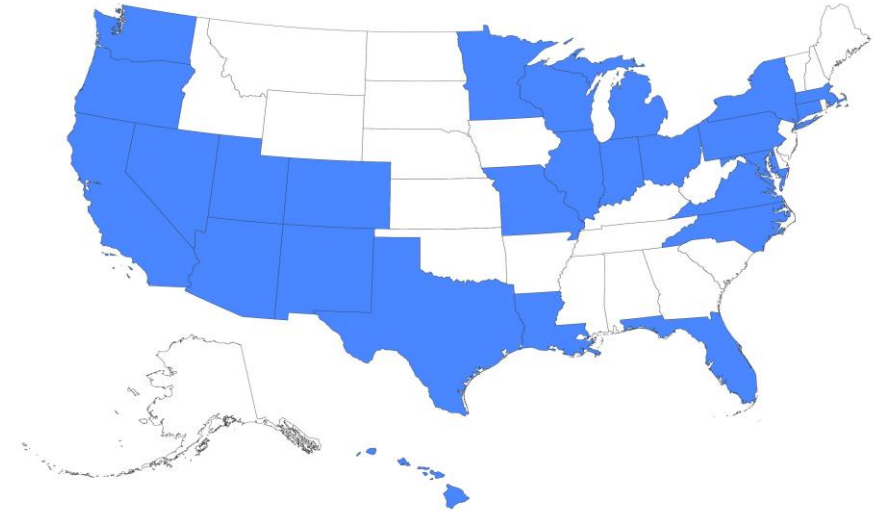
- Funds fixed guideway investments including new and expanded heavy and light rail, as well as BRT
- FTA evaluates CIG projects on statutorily defined project justification and local financial commitment
- Three program categories include:
 - New Starts
 - Small Starts
 - Core Capacity

- **CIG Program Changes**

- Small Starts project eligibility increased
 - \$400M total project cost
 - \$150M maximum CIG share
- Establishes process for immediate and future bundling of project to allow sponsors to move projects through CIG pipeline simultaneously
- Adds requirement that FTA publish monthly dashboard for each CIG project seeking funding

Fiscal Year	2022 (in millions)	2023 (in millions)	2024 (in millions)	2025 (in millions)	2026 (in millions)
Fixed Guideway Capital Investment Grant Program (Authorized Subject to Appropriation)	\$3,000	\$3,000	\$3,000	\$3,000	\$3,000
Fixed Guideway Capital Investment Grant Program (Advanced Appropriations)	\$1,600	\$1,600	\$1,600	\$1,600	\$1,600

CIG Projects Within the Last Decade



IIJA – FTA DISCRETIONARY PROGRAMS OVERVIEW

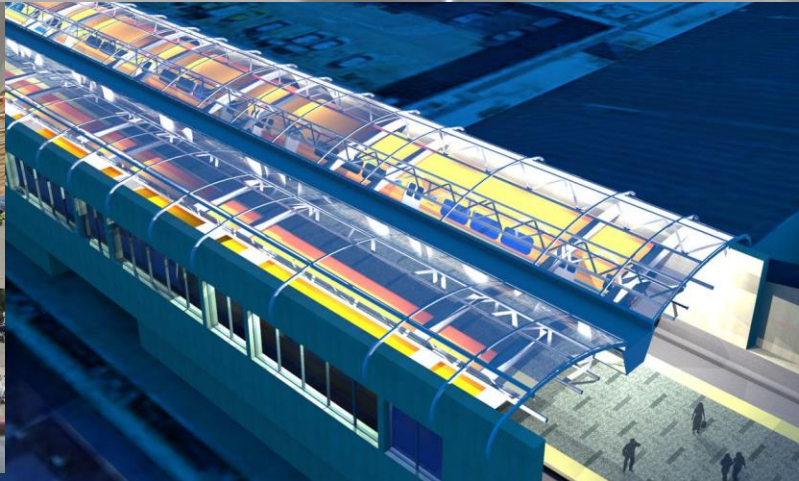
Peer States	Discretionary Funding Sum	Discretionary Funding Rank	State Population Rank	FHWA Formula Funding Rank	FTA Formula Funding Rank
North Carolina	\$ 272,515,588	4 th	9 th	10 th	17 th
Washington	\$ 227,135,339	6 th	13 th	20 th	9 th
Pennsylvania	\$ 217,507,211	8 th	5 th	5 th	6 th
Michigan	\$ 187,557,255	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

- **5339(b) Bus and Bus Facilities Discretionary Program**
 - Program funding remains flat over 5-year period
 - Between \$376M (FY22) and \$412M (FY26) in annual funding
- **5339(c) Low or No Emissions Discretionary Program**
 - 84% increase in funding from FY21
 - Adds \$4.75 billion in new funding over 5-years
- **5339(b) + 5339(c) Program Changes**
 - Requires applicants submit zero-emission fleet transition plan with applications
 - Regional planning effort included in ATL 2022 Work Program
 - Requires 5% of funding be used for workforce development activities
 - Maintains ability to partner with public and private entities on applications



IIJA – FTA NEW DISCRETIONARY PROGRAMS OVERVIEW

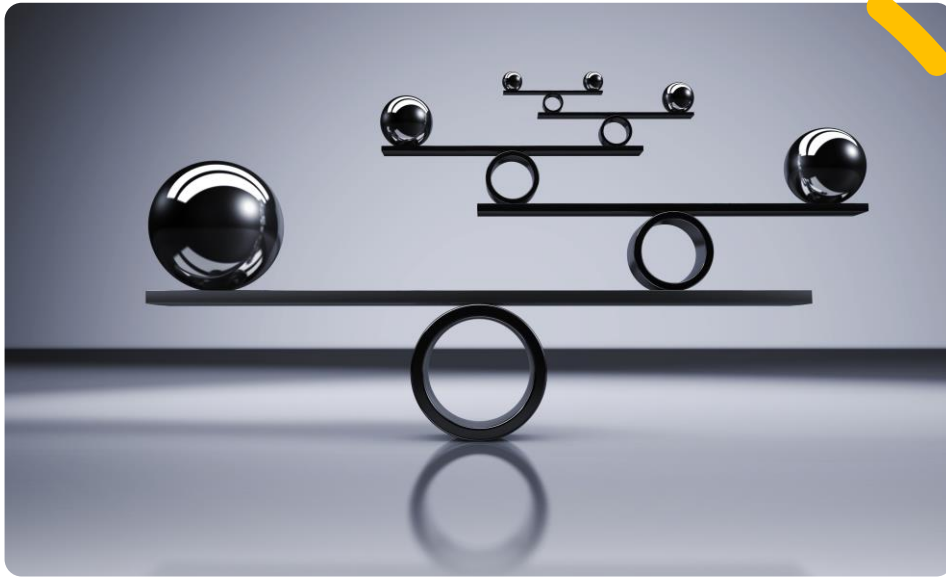
- **5337 Competitive Grants for Rail Vehicle Replacement**
 - Adds \$300M annually to support replacement of rail rolling stock
 - Program requirements and formula allocations to be determined in future Notice of Funding Opportunity
- **All Stations Accessibility Program (ASAP)**
 - Adds \$350M annually to support capital projects to upgrade accessibility of “legacy” rail systems
 - Update stations to meet or exceed new construction standards of Title II of ADA of 1990
 - Additional program requirements will be identified in future Notice of Funding Opportunity



IIJA – OTHER USDOT PROGRAMS ELIGIBLE FOR TRANSIT

- **Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Program**
 - 33% increase in funding from FY21
 - \$1.50 billion in annual funding (\$500M) increase
 - \$2.5 billion in new funding over 5-year period

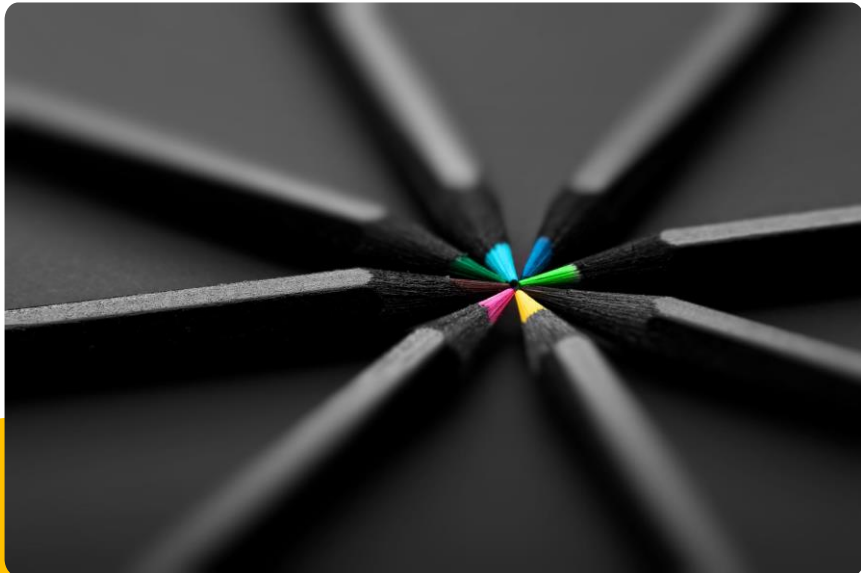




IIJA TRANSIT IMPACTS

ADDITIONAL CONSIDERATIONS

- Significant portion of IIJA funding subject to appropriation (CIG Program impacts)
 - Future appropriation changes may impact funding levels available year over year
 - 2022 ARTP financial strategy work will need to consider these impacts
- Transportation Reauthorization and Census will require Regional Formula Fund Policies to be updated in 2022
- Major increases in discretionary funding will require corresponding increases to matching funds to compete for and secure federal funding
 - GA currently ranks 35th in transit discretionary funding despite being 12th in transit formula funds



FINAL TAKEAWAYS – INFRASTRUCTURE INVESTMENT & JOBS ACT

- Funding provides meaningful opportunity for Georgia and Atlanta region to add substantial number of jobs
- For every \$1.0 billion in new federal transit funding investments Georgia makes 50,000 jobs are created
- Increase in transit investment will also provide greater employment access to both employees + employers
- New federal funding supporting transit will create significant economic returns
- For every \$1 in new federal funding invested, Georgia can expect to receive \$5 in economic returns



The background features a repeating pattern of light blue, stylized geometric shapes that resemble arrows or chevrons pointing outwards from the center. These shapes are arranged in a radial pattern, creating a sense of movement and direction. The shapes are semi-transparent, allowing the white background to show through.

Questions + Discussion



I-285 MOU UPDATE

Christopher Tomlinson

January 6, 2022



ADJOURN