



TRANSIT PLANNING COMMITTEE

Charlie Sutlive, Chair

March 3, 2022

Regional Transit Planning Committee

Thursday, March 3, 2022

Proposed Agenda

- I. Call to Order – Charlie Sutlive, Chair
- II. Approval of Minutes for January 6, 2022
- III. Approval of Agenda for March 3, 2022
- IV. TAQC Report – Paul Radford
- V. ARA Special Report: Economic Impacts of Transit In the Region – Aileen Daney
- VI. 2020 ARTP Amendment Preview: Cobb County – Cain Williamson
- VII. General Planning Consultant Procurement Overview – Cain Williamson
- VIII. Adjournment



TAQC Report

Paul Radford

March 3, 2022



Questions?



ARA Special Report: Economic Impacts of Transit In the Region

Aileen Daney

March 3, 2022



Special Report

TRANSIT INVESTMENT AND
ECONOMIC IMPACT OF
EXPENDITURES IN THE
ATL REGION



Report Structure: Two Parts



Level of Transit Investment: Operating and capital expenditures

- > How much money and what sources of money are invested in public transportation?
- > How does this compare to the investments made by peers?



Economic Impact: Direct, indirect, and induced

- > What broad economic effects are spurred by capital and operations investments?

TRANSIT INVESTMENT AND ECONOMIC IMPACT IN THE ATL REGION



Why measure level of transit investment?

- > Measuring level of transit investment and impact indicates the extent and quality of a transit system.
- > It also demonstrates the priority placed on transit compared to other public priorities.

Why measure the economic impact of transit expenditures?

- > Measuring the economic impact of transit expenditures helps us convey how investments have multiplicative effects beyond transit operators – creating jobs and supporting business sales throughout the region.



The regional economy is influenced by decisions made regarding investments in public transit.

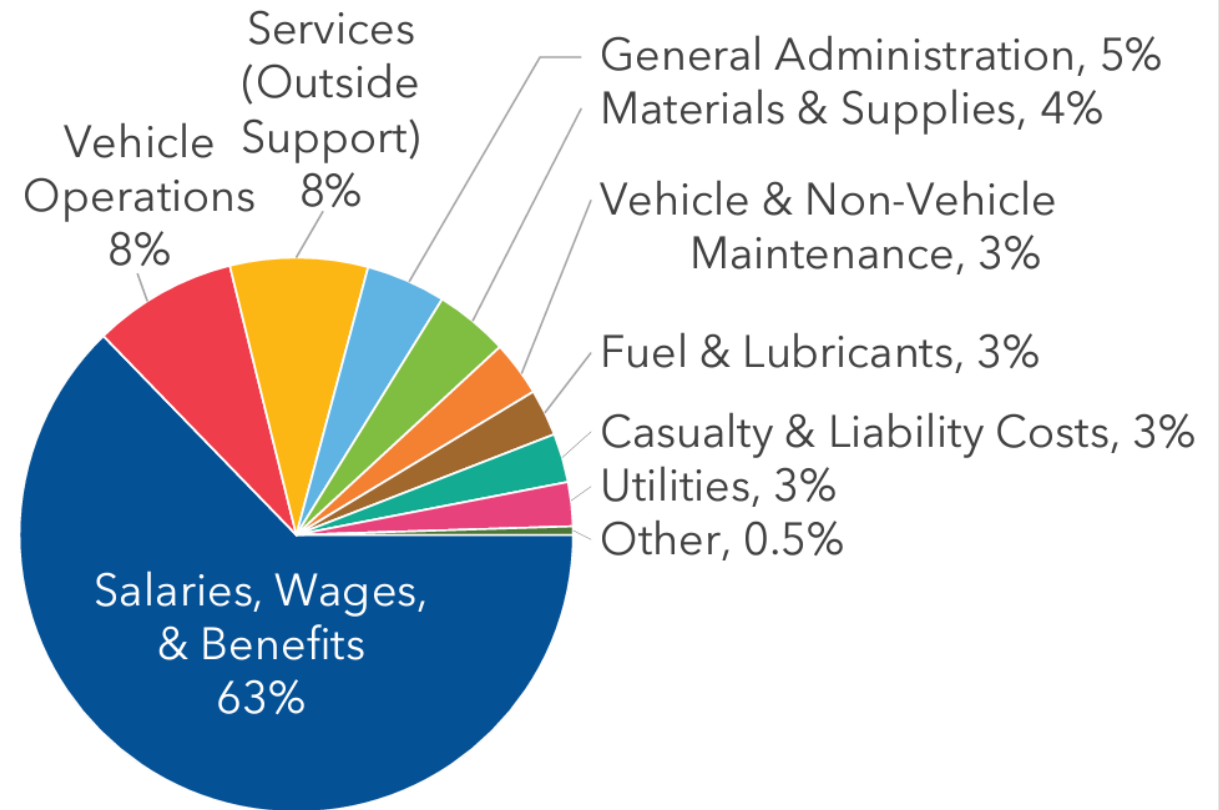
Level of Investment

- > Operating expenditures for transit in the region were approximately \$589 million in 2021.

63% Percent of operating costs allocated to worker salaries, wages, and benefits.

- > Transit agencies provide their employees with stable and good living wage jobs that are accessible to residents with a wide ranges of skills.
- > These employees then support regional businesses when they spend their income.

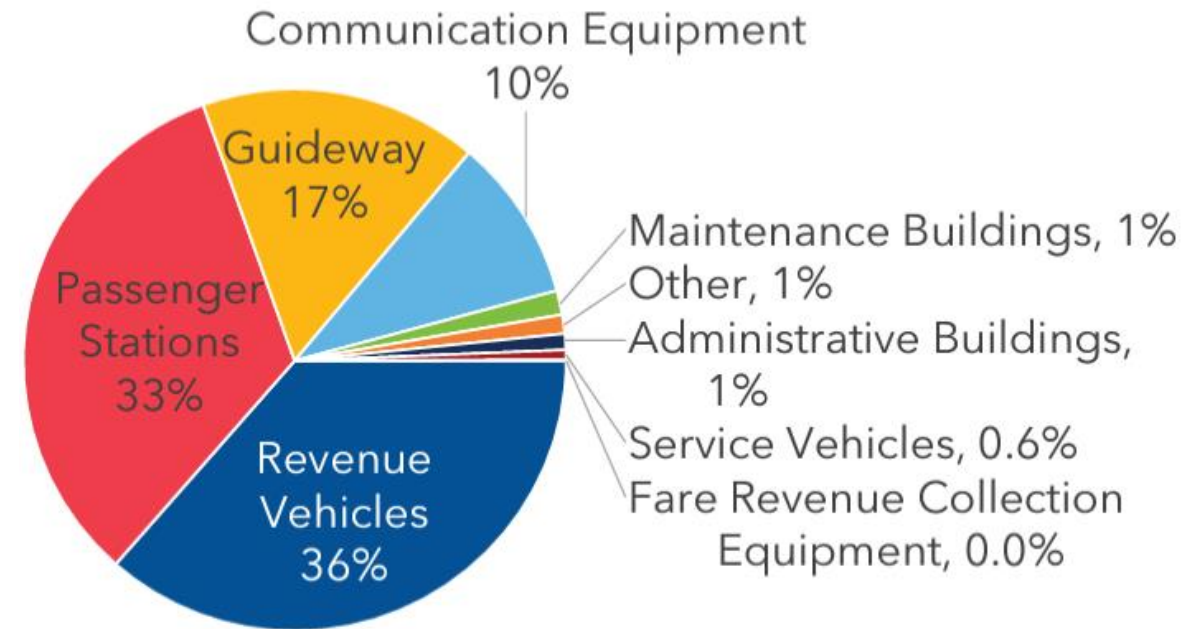
Distribution of Operations and Maintenance Expenditures by Category (FY 2020)



Level of Investment

- > Capital expenditures for transit in the region were approximately \$623 million in 2021.
- > Most capital expenditures are used to purchase vehicles, maintain stations and guideway infrastructure.
- > Labor intensive expenditures such as station and guideway maintenance are particularly effective at stimulating economies during economic downturns.

Distribution of Capital Expenditures by Category
(FY 2020)



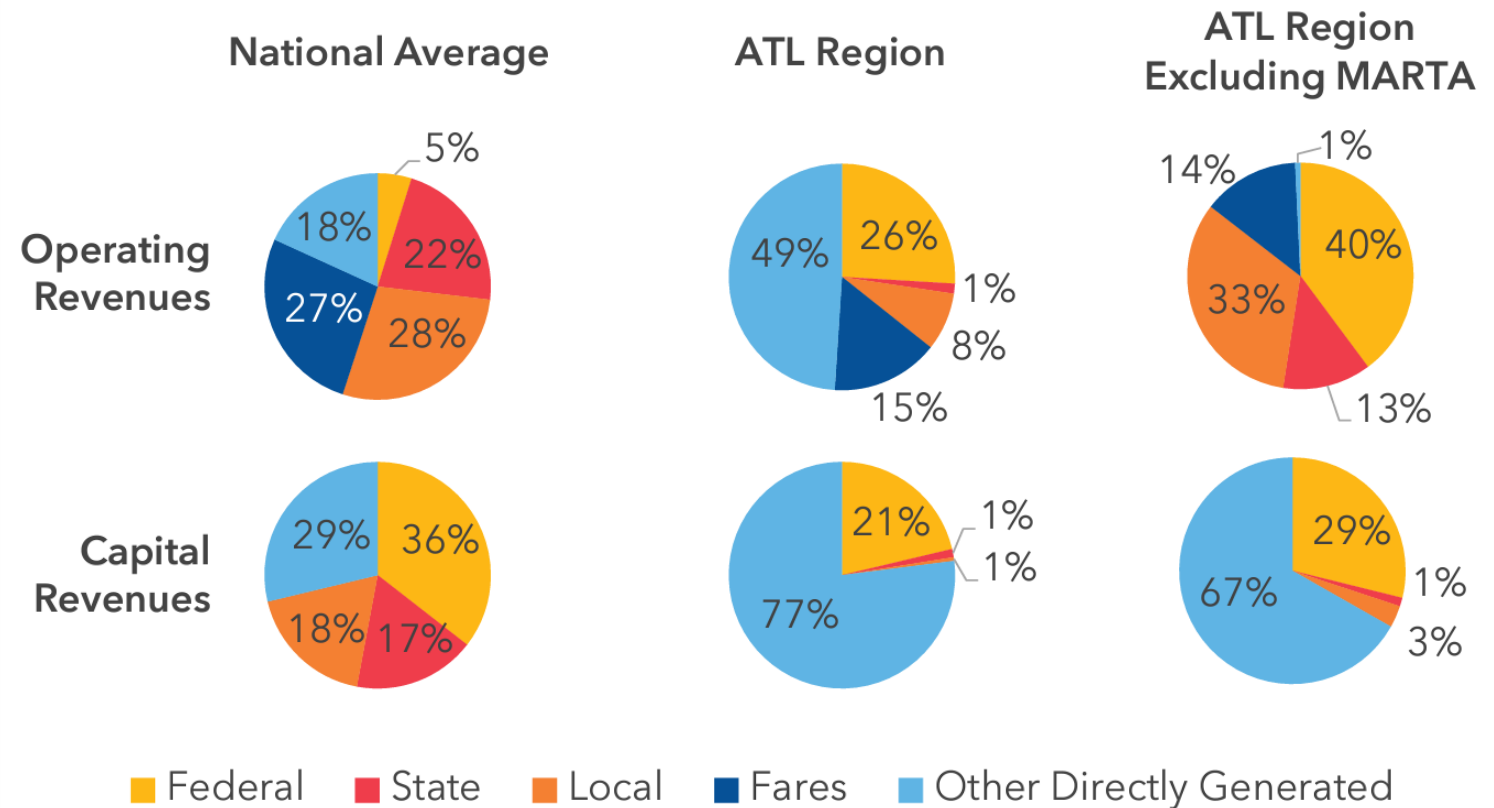
Level of Investment

5X

Operators in the region rely five times more on federal funds for operations than the national average.

- > The region dedicates a significantly lower share of federal dollars to capital projects compared to the national average.
- > This can be attributed to the lack of local and state matching contributions.

Operating and Capital Revenues by Source



Economic Impact

- > There are three categories for quantifying the total economic impact of operations and capital expenditures

Direct, Indirect, and Induced Impacts Generated by Transit Operator Expenditures



**Activity
Directly
Supported**

- > Transit agencies employ workers, pay them wages, and invest in equipment and supplies



**Supplier
Activity
(Indirect)**

- > Transit agencies purchase goods and services from companies who in turn employ and pay workers

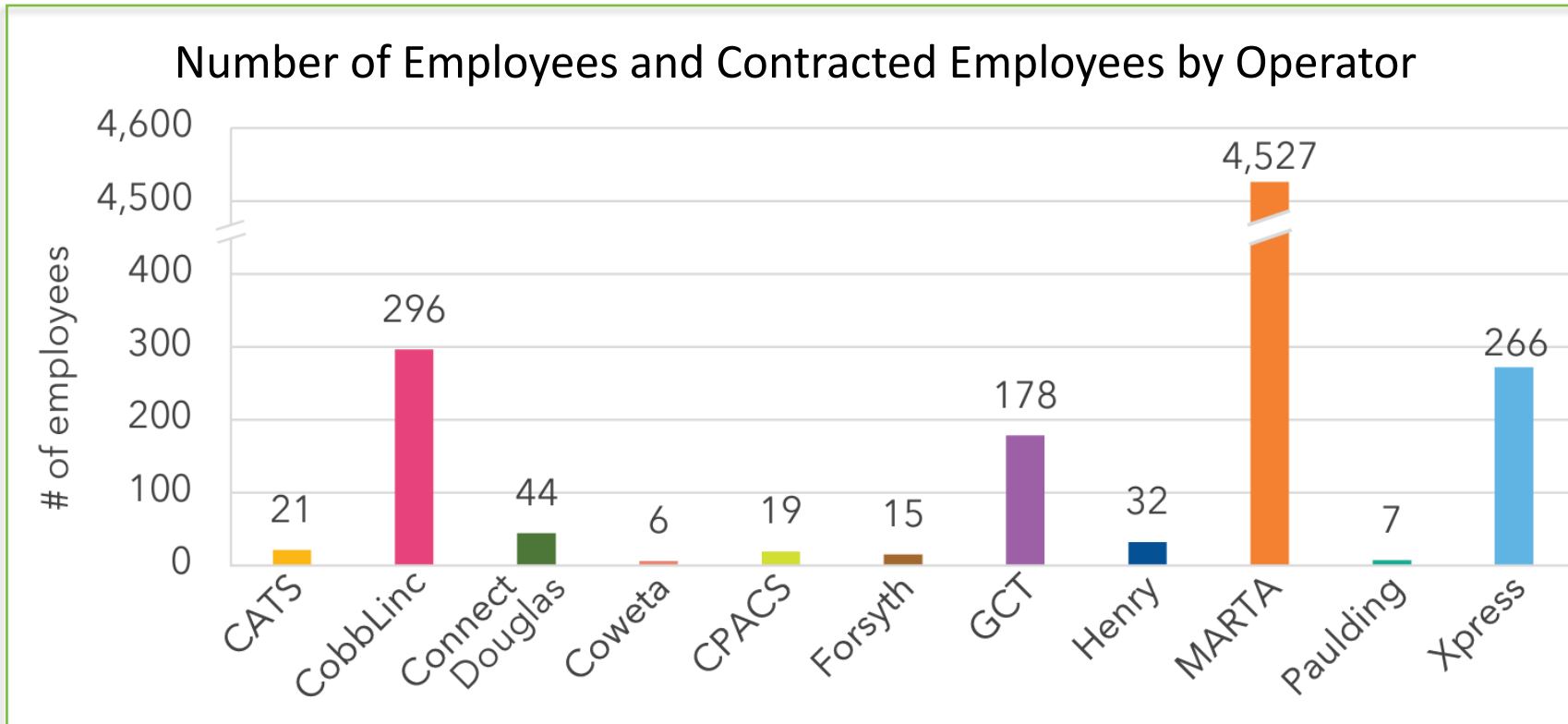


**Spending
of Worker
Income
(Induced)**

- > Transit agency and supplier employees spend their income, generating additional activity within the regional economy

Economic Impact

- > Transit directly supports
5,596 jobs
in the ATL region



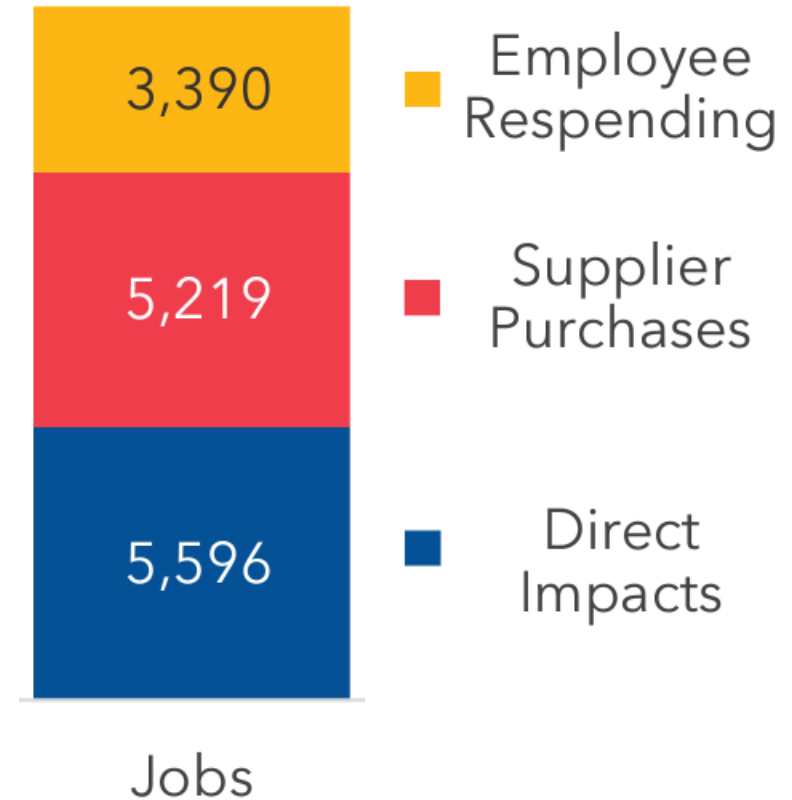
Economic Impact

- > Accounting for indirect activity in addition to direct activity, transit supports

14,205 jobs

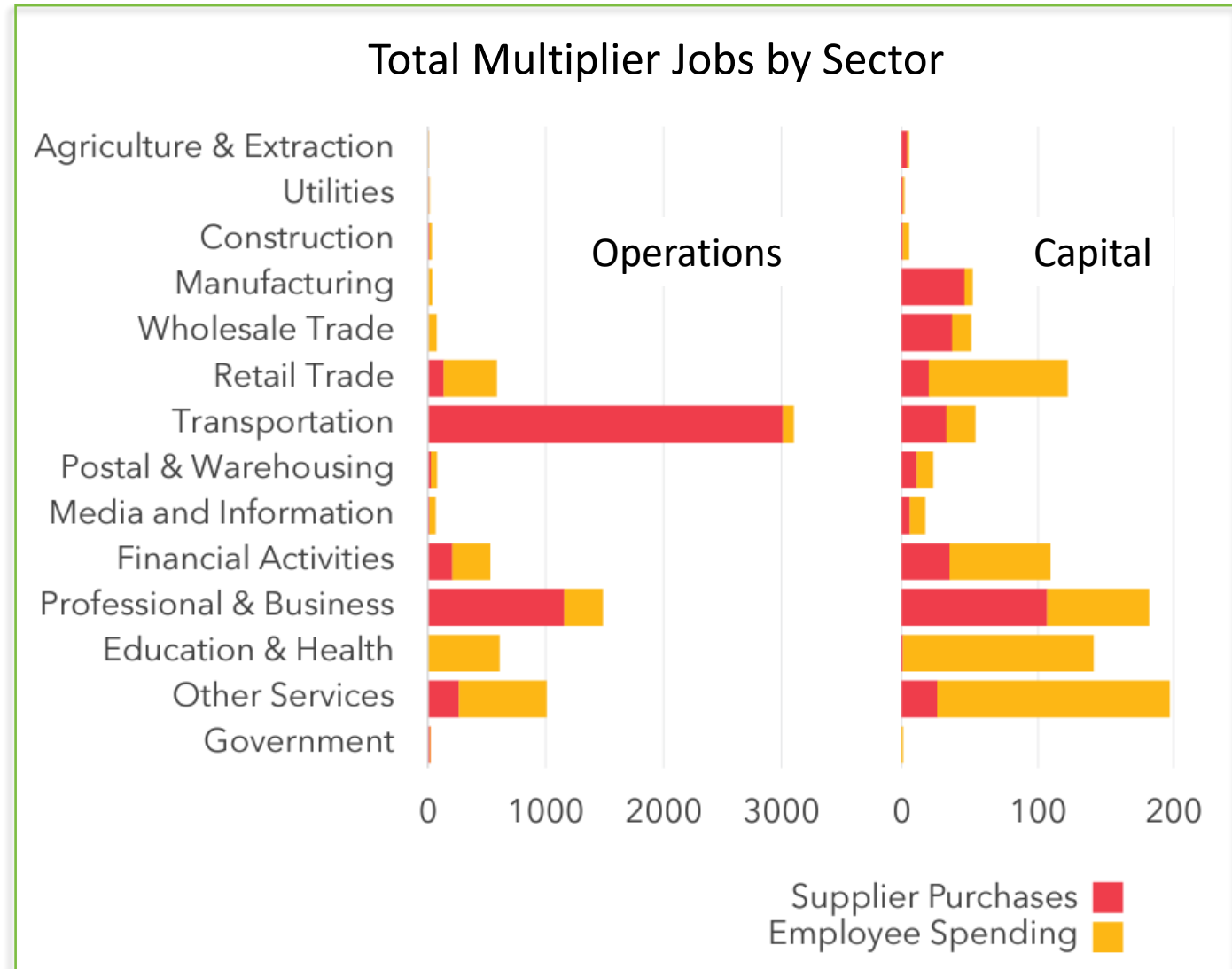
in the ATL region

Job Impact of Transit Operations, Maintenance, and Capital Expenditures (FY 2020)



Economic Impact

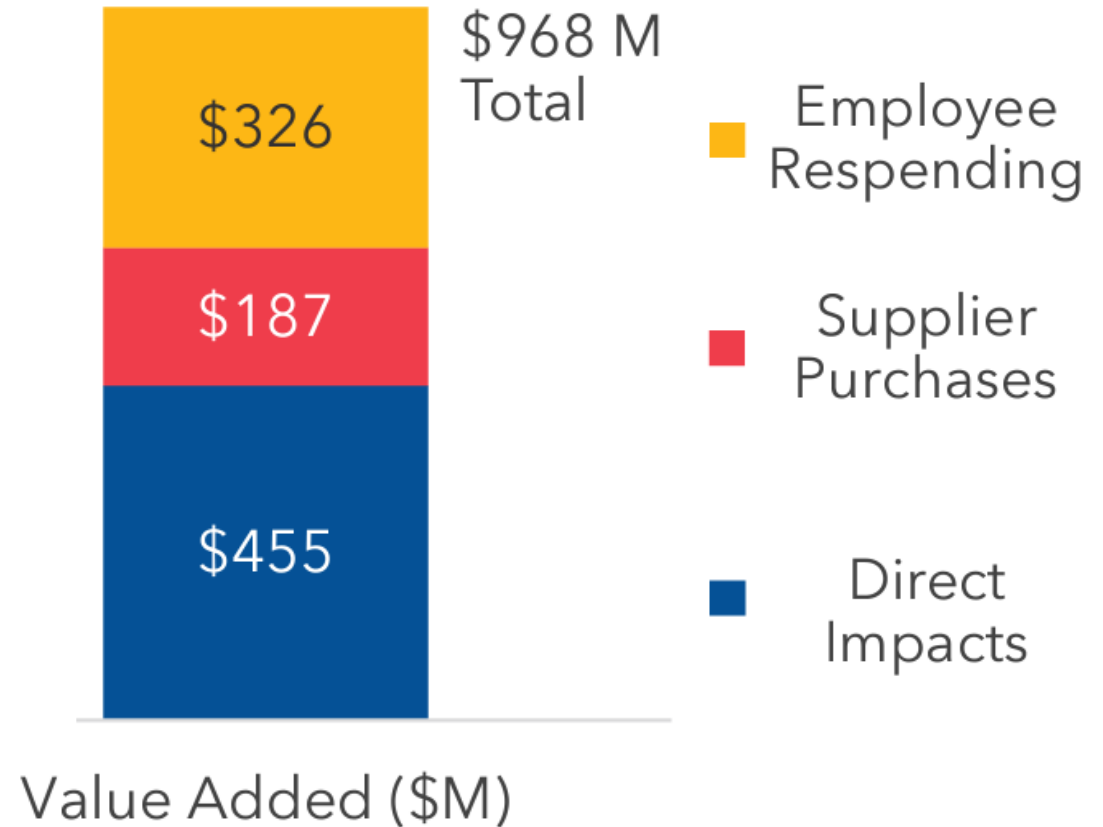
- > The multiplier impacts of supplier purchases and employee spending extend to other industries within the Atlanta economy.
- > Key industries supported by employee consumer spending (yellow) include retail and education, health, and other services.
- > Additional jobs are predominantly in sectors providing transportation and professional and business services to transit operators (red).



Economic Impact

- > Transit expenditures in the region add **\$968 million** to the Gross Regional Product
- > For every \$1 directly invested in transit operations, maintenance, and capital projects in the region, more than \$2 is generated in regional business sales.
- > The “spending impacts” are in addition to the ways in which transit services supports the economy more broadly (e.g., by helping people to save money and connecting people with jobs).

Total Economic Impact of Transit Operations, Maintenance, and Capital Expenditures (FY 2020)



Key Takeaways

- > Georgia must continue investing in transit in order to stay competitive in attracting business.
- > Rideshare fee revenue is a promising step in increased state investment in transit.
- > This funding source could prove crucial in obtaining additional federal dollars now available under the Infrastructure Investment and Jobs Act (IIJA).
- > Additional resources are necessary to move Georgia's discretionary funding rank up from 35th in the nation.





For details on the level of transit investment and economic impact information cited in this special report, check out the ATL's Annual Report and Audit at

www.ATLtransit.ga.gov/ARA



Questions?



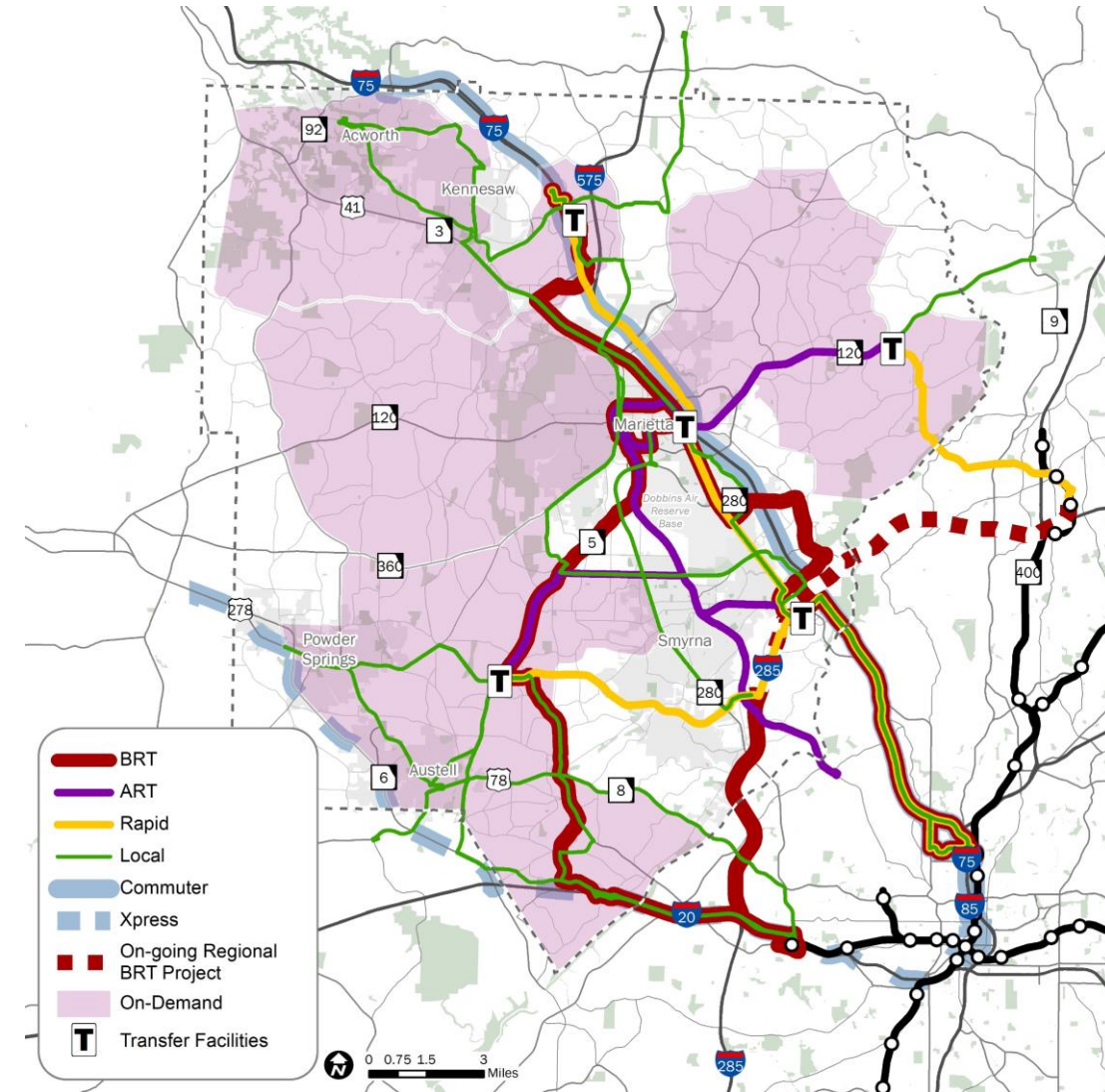
Amendment of 2020 ARTP to Incorporate Cobb County CTP

Cain Williamson, Chief Planning Officer

March 3, 2022

Cobb Comprehensive Transportation Plan

- ▶ Adopted by Cobb BOC on February 8, 2022
- ▶ Includes transit system that integrates with full county and regional transportation system
- ▶ Transit projects form the request for amendment of the 2020 ARTP
- ▶ Lays the foundation for potential Transit SPLOST



Overview of Amendment Request - Capital Projects

Capital Projects		
Maintenance Facilities	<ul style="list-style-type: none">• Upgrade existing facility• Build additional facility	
Transfer Centers	<ul style="list-style-type: none">• Upgrade Marietta & Cumberland Centers• Build 3 additional centers in North, South, and East Cobb	
High Capacity Transit	<ul style="list-style-type: none">• Bus Rapid Transit -- Build 7 new lines• Arterial Rapid Transit -- Build 3 new lines	
Programmatic Items	<ul style="list-style-type: none">• Bike & Ped Upgrades• Technology Upgrades• Vehicle Upgrades• Technology Upgrades• Bus Stop Upgrades• City Set Aside• Regional Set Aside	

Overview of Amendment Request - Operations

Operations -- 20 years of operating expenses	
Rapid Bus	<ul style="list-style-type: none">• Implement 4 new routes
Commuter Bus	<ul style="list-style-type: none">• Continued operation of 3 existing routes
Local Bus	<ul style="list-style-type: none">• Continued operation of 6 existing routes• Expansion and/or alteration of 6 routes
High Capacity Transit	<ul style="list-style-type: none">• Operations for ART and BRT projects
Microtransit	<ul style="list-style-type: none">• Implementation of 6 microtransit districts
Programmatic Items	<ul style="list-style-type: none">• Paratransit Support• Vanpool Support• Rideshare Support

Overview of Amendment Request – Aspirational Projects

Aspirational Projects - Capital & 20 Years of Operations

Heavy Rail	<ul style="list-style-type: none">• 2 connections from Cumberland to MARTA• 1 connection from Six Flags to MARTA
Commuter Rail	<ul style="list-style-type: none">• Cumberland to Acworth on W&A Alignment
Shuttle Service	<ul style="list-style-type: none">• Cumberland to HJAIA
Service Upgrades	<ul style="list-style-type: none">• Upgrade ART to BRT and BRT to LRT on key lines• Upgrade Rapid Bus to ART on key lines

2020 ARTP Amendment Schedule

	Milestone	Date
February	CTP Adoption	8-Feb
	Resolution Authorizing ARTP Submissions	8-Feb
	Amendment Project List Submission to ATL	15-Feb
March	30-Day Public Comment Period Begins	1-Mar
	ATL Planning Committee Mtg Review	3-Mar
	30-Day Public Comment Period Ends	31-Mar
April	Adopt 2020 ARTP Amendment	7-Apr

Potential Transit SPLOST Referendum

- ▶ **County actively considering the possibility of a Transit SPLOST in CY 2022**
- ▶ **If County chooses to pursue a referendum the following schedule is proposed**



Proposed Transit SPLOST Referendum Schedule

Milestone		Date	
April	2020 ARTP Amendment Adoption	7-Apr	ATL Action
	Issue Notice of Meeting with Cities	8-Apr	
	Hold Meeting with Cities	18-Apr	
	Public Outreach Begins	19-Apr	
	Public Outreach Ends	29-Apr	
May	Resolution of Intent to Call Referendum	10-May	
	Notice Delivered to ATL /Submission of Referendum Project List	16-May	
June	ATL Review/Approval of Project List	2-Jun	ATL Action
July	BOC Resolution to put Transit SPLOST on Ballot	12-Jul	
	Public Advertising of Referenfum	26-Jul	
November	Election Day	8-Nov	

QUESTIONS



General Planning Services Procurement

Cain Williamson, Chief Planning Officer

March 3, 2022

Overview of General Planning Services Procurement

- ▶ **Qualifications based procurement**
- ▶ **Multiple service categories**
 - General Planning and Conceptual Design
 - Funding, Finance and Administration
 - Research and Policy
 - Operations and Innovation
- ▶ **Up to three awards per category**
- ▶ **4-year initial term w/ two 1-year options**
- ▶ **NTE Limit of \$7M for initial term**



QUESTIONS



ADJOURN