ATL BOARD MEETING WILL BEGIN MOMENTARILY



ATL BOARD MEETING

October 6, 2022

ATL Board Meeting October 6, 2022

- I. Call to Order
- II. Approval of the Board Minutes for September 1, 2022
- III. Approval of the Agenda for October 6, 2022
- IV. Public Comment*
- V. 2023 ATL Board Calendar Action Item
- VI. Xpress Title VI Service Standards Monitoring Jamie Fischer – Action Item
- VII. Priority Investment List Project Showcase
 - Douglas County Ron Roberts
 - Cobb County Laura Beall, AICP
 - Gwinnett County Transit China Thomas & Natasha Tyler

- VI. ARA Update Alanna McKeeman, Foursquare ITP
- VII. Executive Director's Report
- VIII.New Business
- IX. Call to Adjourn

Public Comment



2023 ATL Board Meeting Calendar

Thursday, January 5, 2023 – Committee Day

Thursday, February 2, 2023 – Board Meeting

Thursday, March 2, 2023 – Committee Day

Thursday, April 6, 2023 – Board Meeting

Thursday, May 4, 2023 – Committee Day

Thursday, June 1, 2023 – Board Meeting

Thursday, July 6, 2023 – Committee Day

Thursday, August 3, 2023 – Board Meeting

Thursday, September 7, 2023 – Committee Day

Thursday, October 5, 2023 – Board Meeting

Thursday, November 2, 2023 – Committee Day

Thursday, December 7, 2023 – Board Meeting

All regular Board meetings are tentatively scheduled at 8:30 AM. Please consult https://atltransit.ga.gov as times may be subject to change where necessary.

2023 ATL Board Calendar – Action Item



2022 Xpress Service Standards Monitoring: Title VI Equity Analysis

Jamie M. Fischer, PhD Director of Transportation Performance & Innovation

September 26, 2022

Title VI Monitoring Requirements

- Establish service standards:
 - Performance measures and policies used to plan or distribute services and benefits within a transit service area.
- Monitor the service standards at least once in every 3 years to identify:
 - → Any disparate impacts for minority populations
 - → Any disproportionate burdens for lowincome populations







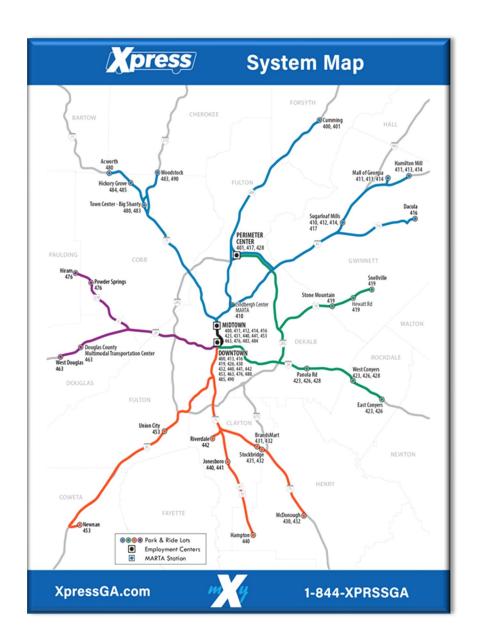
2018	 Last Title VI service standards monitoring
2019-2021	Onboard survey delayed due to COVID-19 pandemic
July-September 2022	 Ongoing monitoring effort
September 1 September 3 October 6 October 10	
Within or before 2025	Next Monitoring
	/ interso



Evaluation Approach

- 1. Identify focus routes and park & ride lots
- 2. Evaluate each service standard
- 3. Identify any adverse effects, disparate impacts, or disproportionate burdens on focus routes

Service Standards Categories Adopted 2020			
 ✓ 	Service Availability		
 ✓ 	Trip & Route Productivity – <i>New</i>		
 ✓ 	Vehicle Headway – <i>New</i>		
 ✓ 	Maximum Vehicle Load		
 ✓ 	On-Time Performance		
 ✓ 	Vehicle Assignment		
 ✓ 	Distribution of Transit Amenities – New		





Focus Routes – Demographic Analysis

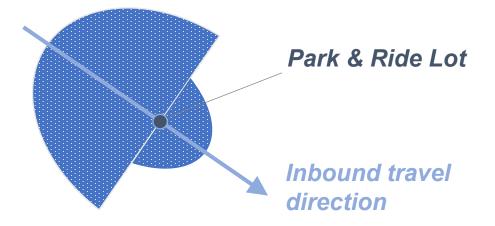


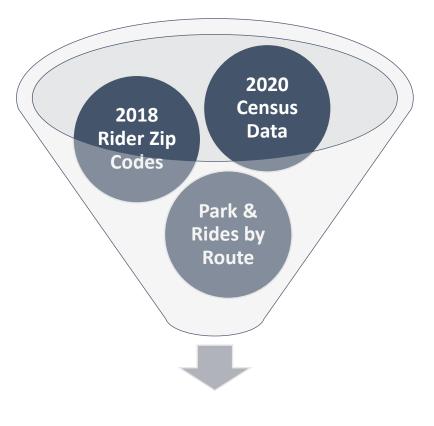
► <u>Problem:</u>

How to identify "minority routes" and "lowincome routes" without current rider demographics?

► **Solution:** Geospatial Analysis

Park & Ride Catchment Area



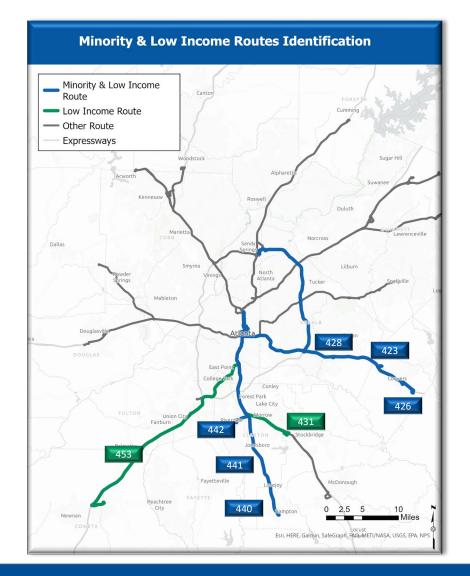


Catchment Area Demographics by Route



Title VI Focus Routes





▶ 8 of 27 Routes identified as focus routes:

- "Minority Route" percentage of minority population in the route catchment area exceeds <u>15 percentage points</u> above systemwide average
- "Low Income Route" percentage of low-income population in the route catchment area exceeds <u>3 percentage points</u> above systemwide average

Focus Type	Route	Minority Percentage	Low Income Percentage
	423	78.9% *	35.8%
	426	78.9% *	35.8% *
Minority & Low	428	78.6% *	35.1%
Income	440	80.1%	30.1%
	441	80.4% *	30.0%
	442	84.2% *	36.9% *
Low	431	72.8%	29.0%
Income	453	53.2%	29.9%
	Systemwide	58.4%	25.7%

* Asterisked routes were also focus-routes in 2018.



Service Availability

► Standard:

Operate at least one route on each major corridor entering metro Atlanta: I-75 from the north and south, I-85 from the north and south, and I-20 from the east and west.

Monitoring Results:

- ✓ Service standard met.
- No disparate impact or disproportionate burden.

Named Interstates

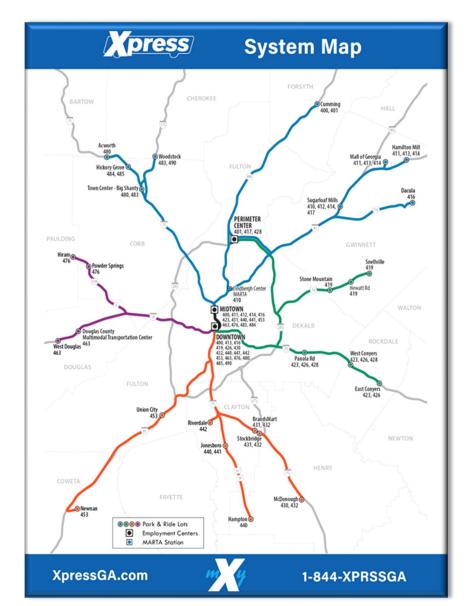
- I-85 N: 410, 411, 412, 413, 414, 416, 417
- I-85 S: 453
- I-20 E: 423^{*}, 426^{*}, 428^{*}
- I-20 W: 463, 476
- I-75 N: 480, 483, 484, 485, 490
- I-75 S: 430, 431, 432*, 440, 441*, 442*

Other Major Corridors

- **US-78**: 419^{*}
- **US-278**: 476
- **GA-400:** 400, 401
- **US-575:** 490

* Asterisked routes were focus-routes in 2018. Color coded routes are current focus routes from the 2022 analysis.











► Purpose:

These standards are focused on the ability of ATL to sustainably operate Xpress, recognizing that new routes take time to attract ridership.

Standards by Route Age:

- Minimum expected farebox recovery ratio
- Minimum average customers per trip
- ► Productivity Improvement Policy:
 - Corrective measures may be considered for underperforming service.
 - Any major service change will require an equity analysis.

Pre-pandemic Service Standards:

Years of Operation	Farebox Recovery Standard	Customers per Trip Standard
Year 1	10%	8
Year 2	15%	11
Year 3	20%	14
Years 4+	25%	17



Trip and Route Productivity



► Purpose:

These standards are focused on the ability of ATL to sustainably operate Xpress, recognizing that new routes take time to attract ridership.

Standards by Route Age:

- Minimum expected farebox recovery ratio
- Minimum average customers per trip
- Productivity Improvement Policy:
 - Corrective measures may be considered for underperforming service.
 - Any major service change will require an equity analysis.

► Monitoring Results: (Pre-pandemic Standards)

~	Years of Operation	Minimum Farebox Recovery Standard	Actual <u>FY22</u> Percent Farebox Recovery	Minimum Customers per Trip Standard	Percent of Trips Meeting Customers per Trip Standards Jan - Jun '22
	Year 1	10%	up to 3%	8	up to 6%
	Year 2	15%	N/A	11	N/A
	Year 3	20%	N/A	14	N/A
	Years 4+	25%	up to 11%	17	up to 24%

- Major service change adopted in July 2021 showed no disparate impact or disproportionate burden.
- Ongoing corrective measures focus on raising awareness.
 Note: Subsequent studies may provide recommendations.



Maximum Vehicle Load

Standard and Policy to Avoid Crowding:

- No Xpress trip shall have more than 15 standees.
- Service modifications will be considered for routes and trips where standing loads occur more often than once per week on average.

Monitoring Results:

(January 1, 2022 – June 30, 2022)

- ✓ No route violated the standard.
- ✓ No disparate impact or disproportionate burden.







► Purpose:

This standard uses trip and route productivity standards to determine appropriate service levels including the number of trips by route, and route headways.

Standards / Policy:

Scheduled headways relate to productivity and demand.

- → For crowded routes and trip times, ATL may consider reducing headways.
- → For under-productive routes and trip times, ATL may consider increasing headways.







► Current Schedule (July 2021 – Present) → Monitoring Results

	Number of Routes by Frequency Category		Percent of Trips Meeting Customers per Trip Standards	Title VI Focus Focus Routes Non-Focus
8 Higher Frequency	11 – 18 daily trips	up to 40 minutes	up to 24%	6
11 Mid- Frequency	6 – 10 daily trips	up to 63 minutes	up to 16%	4
8 Lower Frequency	4 daily trips	up to 90 minutes	up to 6%	6

✓ No disparate impact or disproportionate burden.



On-Time Performance (OTP)



Standard:

- At least 85% of Xpress trips shall depart on time (less than 5 minutes after scheduled departure time). In other words, there shall be no more than 15% late trips.
- Zero trips shall depart early. In other words, the Xpress system shall achieve 0% of trips "running hot."

Monitoring Results:

January 1, 2022 – June 30, 2022

Route Category	On-Time Trips	Early Trips
Minority Focus	89%	0.2%
Non-Minority	87%	0.6%
Low Income Focus	91%	0.2%
Non-Low-Income	86%	0.6%
Overall	88%	0.5%

✓ No disparate impact or disproportionate burden.



Vehicle Assignment

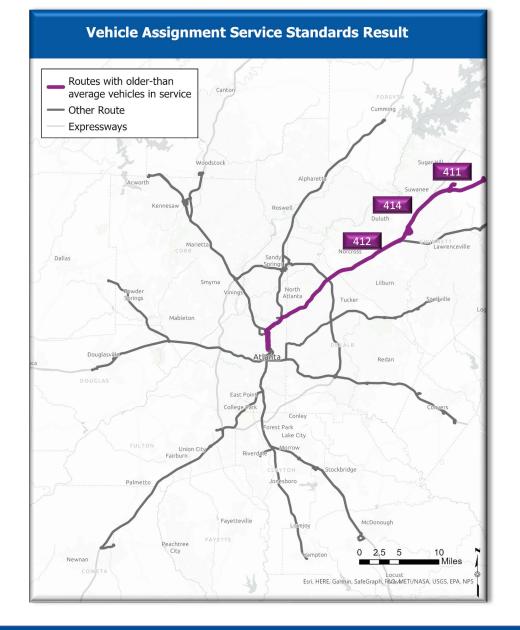
Standard:

Rotate Xpress vehicles so that no route receives vehicles that are on average more than <u>3 years older</u> than the average age of vehicles in service

Monitoring Results:

(July 1, 2021 – June 30, 2022)

- No routes fell below the standard; three routes had
 1-year older than average vehicles.
- ✓ No disparate impact or disproportionate burden.





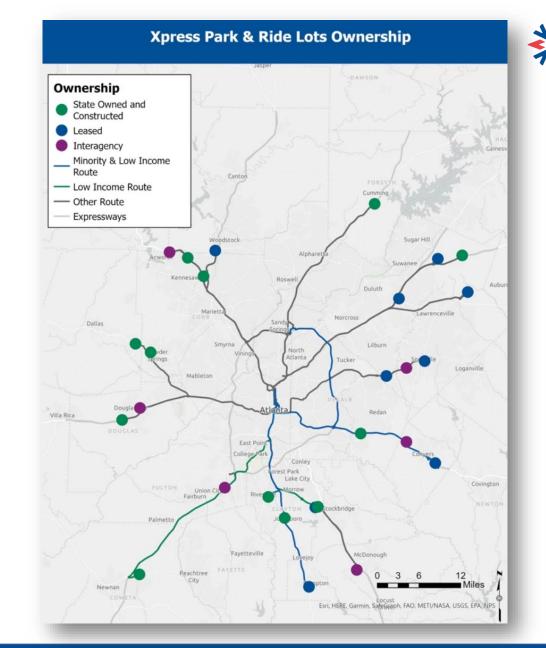
Distribution of Transit Amenities

Standards Vary by Park & Ride Lot Ownership:

- <u>State Owned & Newly Constructed</u> Passenger pavilions, route and schedule displays, benches, waste receptacles, ADA parking spaces, *fare pavilion, and an equipment room*.
- <u>Leased Lots</u> Passenger shelter, and ADA parking spaces
- Interagency Lots No requirements

Monitoring Results:

- ✓ All park & ride lots currently meet customer-facing amenity standards.
- ✓ No disparate impact or disproportionate burden.





Summary: no disparate impact or disproportionate burden



	Current Service Standards Categories	Point of View	Required by FTA Circular 4702.1B	Title VI Impacts (2022)	Additional Service Standards Considerations
	Service Availability	Customer	\checkmark	-	-
	Trip & Route Productivity	Agency*	-	-	\checkmark
1	Maximum Vehicle Load	Customer	\checkmark	-	\checkmark
	Vehicle Headway	Customer*	\checkmark	-	\checkmark
	On-Time Performance	Customer	\checkmark	-	\checkmark
	Vehicle Assignment	Customer	\checkmark	-	-
	Distribution of Transit Amenities	Customer	\checkmark	-	-

Legend: - No, ✓ Yes | * Note: Vehicle headways are related to productivity standards.



Next Steps

Actions and Submissions

October 6ATL Board ActionOctober 10Submittal to FTA

► Follow-up

- Peer review of service standards
- Xpress Return to Ridership study
- Potential service adjustments

Questions?





Priority Investment List Project Showcase

CONNECT DOUGLAS: PRIORITY INVESTMENT LIST

CONNECT DOUGLAS

Priority Investment List Project

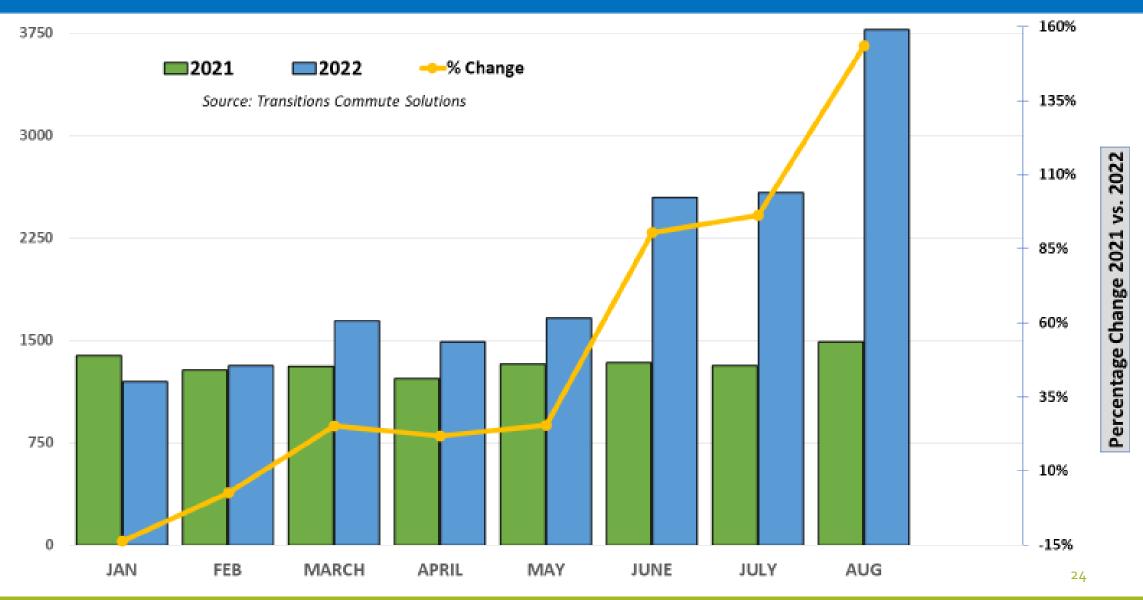
Bus Shelters-

Signage-





Fixed Route Bus Ridership Trending Up: 2021 vs. 2022



DOUGLAS COUNTY TRANSIT MASTER PLAN

PROCUREMENT SCHEDULE

	DATE	ACTION	
1.	September 16 or 19, 2022	Release Task Order Scope of Work Request for Pricing to all qualified proponents	
2.	September 23, 2022	Deadline for submission of questions no later than 2:00 PM EST	
3-	September 28, 2022	Send out a summary of questions and responses to all qualified proponents	
4.	September 30, 2022	Pricing Proposals are due no later than 2:00 pm EST	
5.	October 3 - 7, 2022	Evaluation of Pricing Proposals	
6.	October 7, 2022	Recommendation for Task Order	
7.	October 10, 2022	Issue Task Order Award	

THANKYOU!!!

Ron Roberts, Director Connect Douglas

rroberts@douglascountyga.gov

678-449-3929



Cobb County Department of Transportation



CobbLinc Transit Centers Update

Atlanta-region Transit Link Authority (ATL)

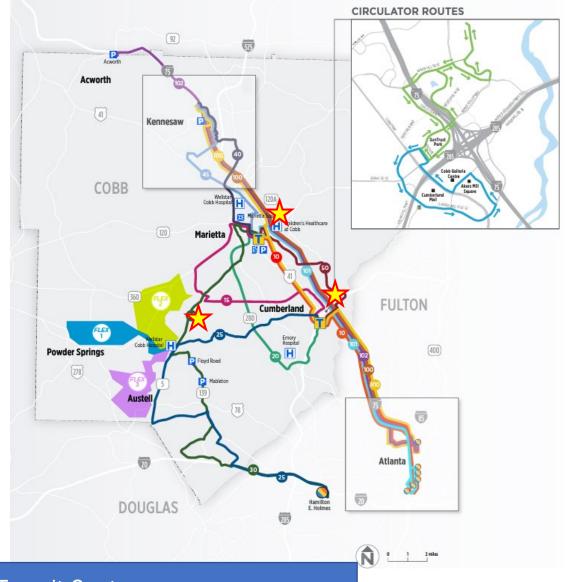
October 6, 2022

Three Planned Multimodal Transit Centers

- Existing Cumberland and Marietta transfer centers
- Add a new South Cobb transit center

Key Objectives

- Address operational issues
- Allow expansion of planned services and new higher capacity transit modes
- Better proximity to key transit corridors and regional transit connections
- Improve rider experience and provide needed space/amenities for riders and operators

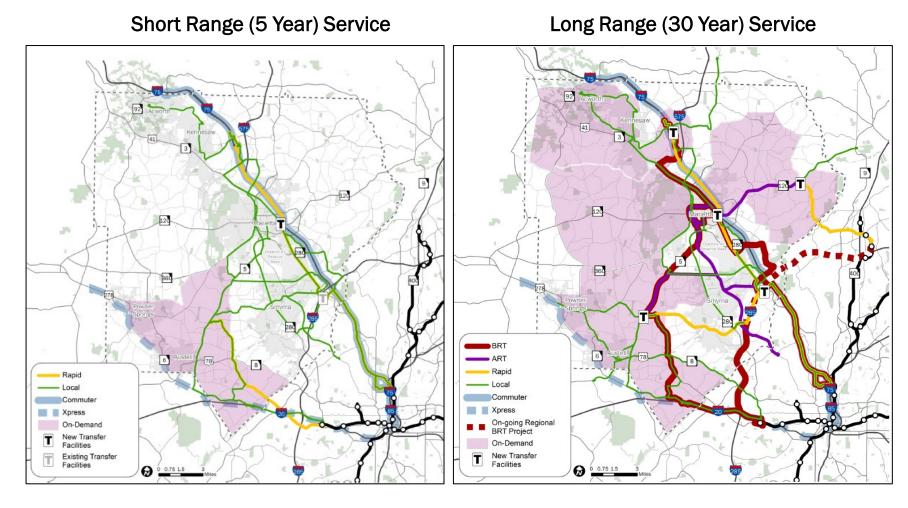




CobbForward 2050 Comprehensive Transportation Plan (CTP)

- Adopted Feb 2022
- Short-, Mid- and Long-Term Transit Recommendations:
- Additional local bus and rapid routes
- Future Bus Rapid Transit (BRT) and Arterial Rapid Transit (ART)
- Expansion of flex/microtransit service





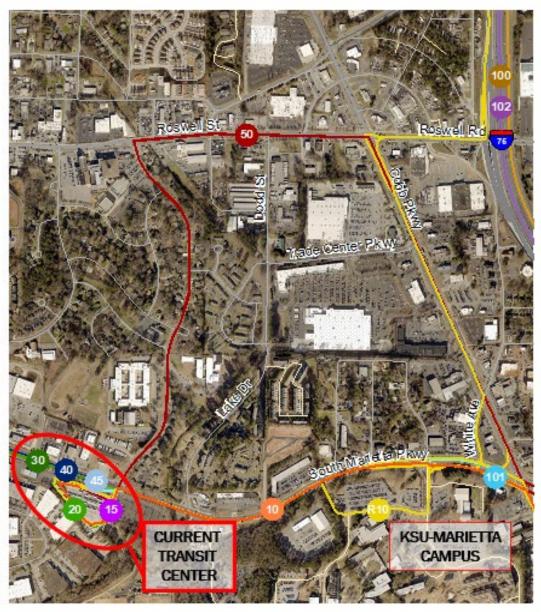


Marietta Transit Center

- Current transfer center is at capacity; no room for service expansion
- Expansion of adjacent maintenance facility into transfer center and park-and-ride space
- Better proximity to Cobb Parkway (priority corridor) to tie in high capacity transit
- Access to I-75 managed lanes may improve operations



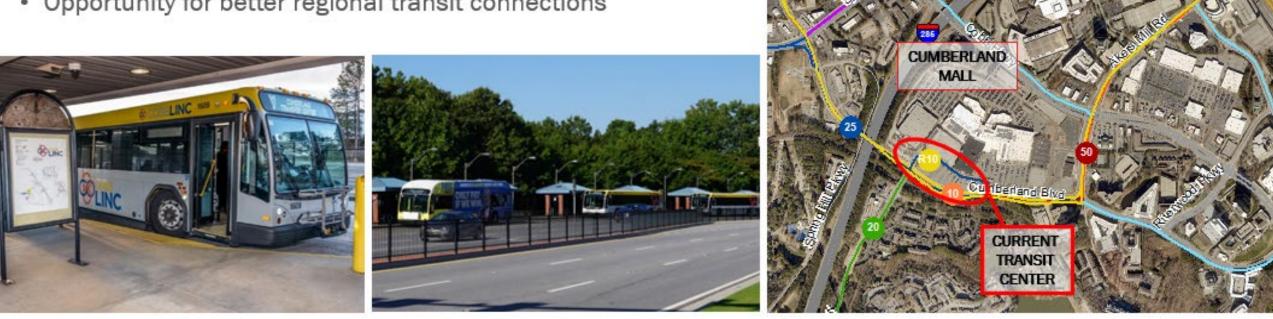






Cumberland Transit Center

- Current transfer center is at capacity; no room for service expansion
- Operational issues for buses to turn around
- Parking/pullouts problematic due to space issues
- No rider parking or drop off/pick up space available
- Opportunity for better regional transit connections



TRUIST PARK BATTERY



South Cobb Transit Center

- No current facility serving South Cobb area
- Lacks driver break area or rider station
- Proximity to major healthcare center (Wellstar)
- Hub for expansion of Flex service area to transition to on-demand microtransit
- Future transfer point for potential expanded local routes and high capacity transit
- Opportunity to break up long bus routes





Phase 1 Planning Study: Systemwide Analysis and Needs Assessment (Completion – Spring 2023)



Evaluate current and future Systemwide Operations and Fleet Needs



Determine general 'sweet spot' location to maximize operations performance and ridership potential



Determine Facility Needs for Space, Operational Elements, Multimodal Connections, Rider Amenities



Provide consistent criteria and evaluation process for site selection studies

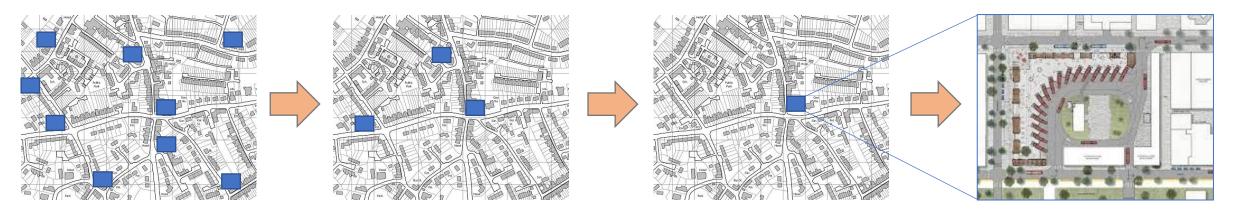


Outreach: On-board survey, heavy technical coordination with CobbLinc staff/operators, regional and county-wide stakeholders



Phase 2 Planning Study: Site Selection Studies (Early 2023 to Late 2023/Early 2024)

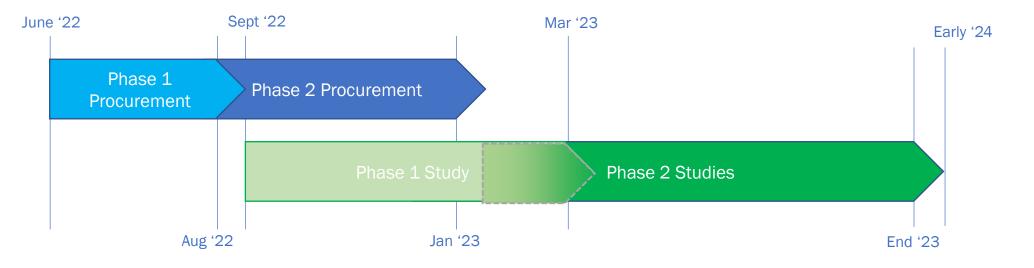
- Screening and Evaluation of Candidate Sites
- Select Preferred Site
- Conceptual site/circulation design and cost estimates
- NEPA documentation (Categorical Exclusion assumed)
- Evaluation of funding opportunities and implementation strategy
- Outreach public meetings/surveys, local stakeholders (SAC/TAC)





Next Steps

- Complete Three Phase 2 Studies Procurement Spring 2023
- Complete Phase 1 Needs Assessment Spring 2023
- Complete Three Phase 2 Site Selection Late 2023/Early 2024
- Acquisition, Preliminary Engineering, Grant Applications
- Final Design and Construction







Cobb County Department of Transportation



CobbLinc Transit Centers Update

Atlanta-region Transit Link Authority (ATL)

Laura F. Beall, AICP

Planning Division Manager, Cobb County DOT Direct: 770-528-1539 Email: Laura.Beall@CobbCounty.org



Gwinnett County Priority Investment List

Atlanta-region Transit Link Authority October 6, 2022

Gwinnett Place Transit Center

Purpose: To expand the existing facility site to increase transit services. The transit center will be the main hub for transfers within the Gwinnett and regional partners and will feature a mobility center, with onsite customer service staff and an operator lounge.

Project Phase: Engineering

Project Cost: \$20M

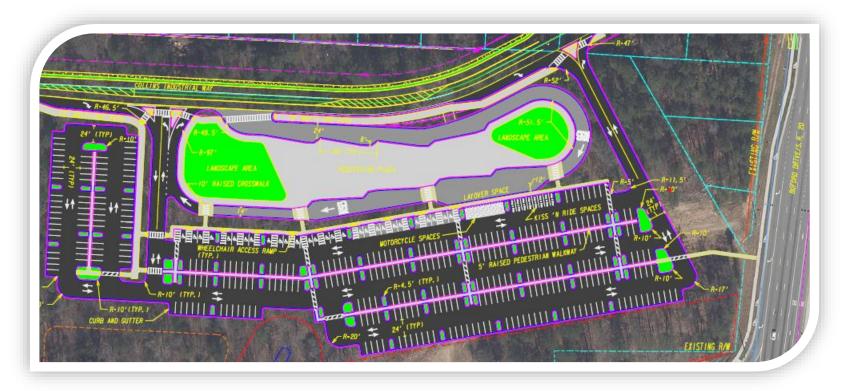
Investment Request: \$4M





Lawrenceville Transit Facility

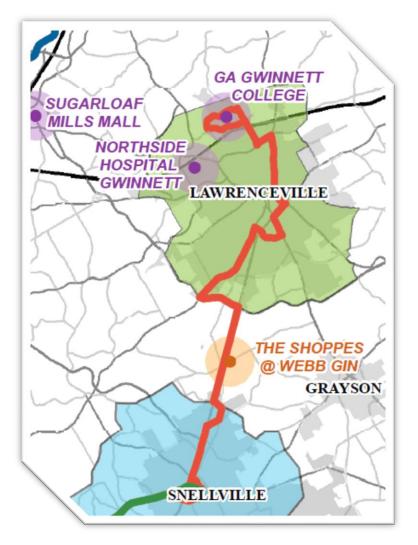




Purpose: To assist with engineering a new transit facility anticipated to provide connection to local routes between Lawrenceville, Buford, and Snellville and service Georgia Gwinnett College and support microtransit service.

Project Phase: Engineering Project Cost: \$22M Investment Request: \$1.1M

LAWRENCEVILLE TO SNELLVILLE LOCAL ROUTE



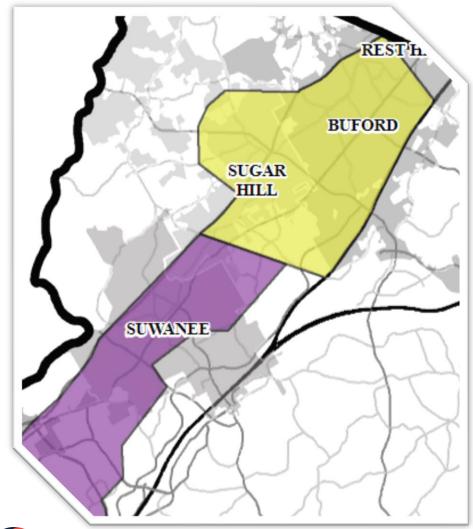


Purpose: To support the capital purchase of vehicles to provide fixed route service between Snellville, Georgia Gwinnett College and Lawrenceville with primary operation along Scenic Highway 124.

Project Phase: Implementation Project Cost: \$3.5M Investment Request: \$700,000



BUFORD/SUGAR HILL/SUWANEE MICROTRANSIT

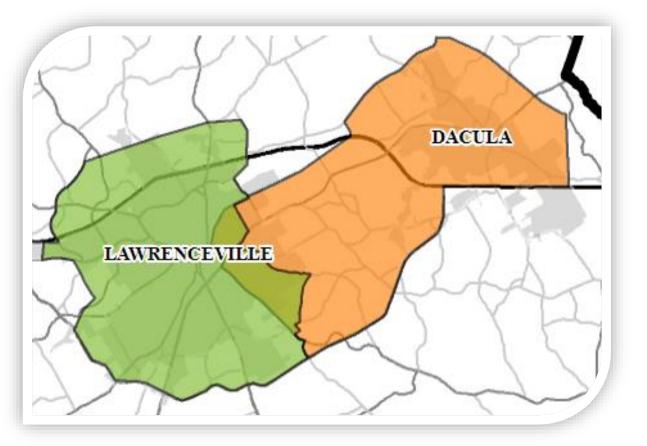


Purpose: To support the capital purchase of vehicles for on-demand service to citizens in the Buford, Sugar Hill and Suwanee area.

Project Phase: Planning
Project Cost: \$800,000
Investment Request: \$160,000



DACULA/LAWRENCEVILLE MICROTRANSIT



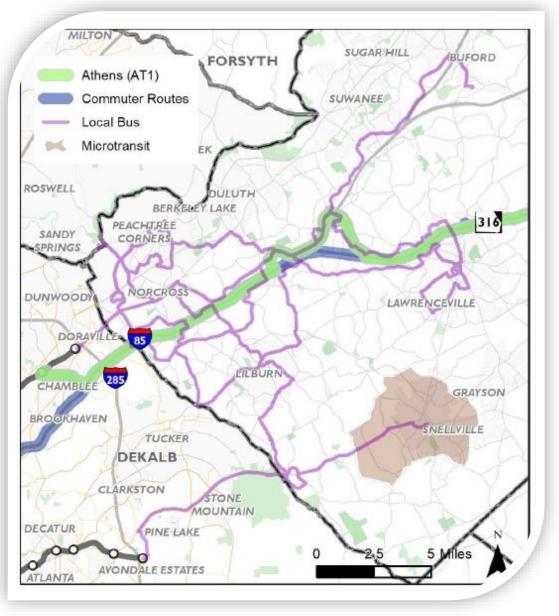
Purpose: To support the capital purchase of vehicles for on-demand service to citizens in the Dacula and Lawrenceville area.

Project Phase: Planning Project Cost: \$800,000 Investment Request: \$160,000



Athens Regional Commuter Bus





Purpose: To support the capital purchase of vehicles to provide regional service from Athens to Chamblee MARTA station connecting Park and Rides along major corridors to the proposed Rowen redevelopment.

Project Phase: Planning Project Cost: \$6M Investment Request: \$1.2M



Thank you for your time.





ATL 2022 Annual Report and Audit (ARA)

First Presentation to the ATL Board

October 6, 2022



Overview

ABOUT THE ARA

- The ATL's Annual Report and Audit (ARA) covers all transit planning, funding, and operations in the 13county ATL region.
 - ► Required by the ATL's enabling legislation
- ► The 2022 ARA covers the period from July 1, 2021 June 30, 2022.
- ► However, financial data generally follows agencies' fiscal years instead of the ATL's.

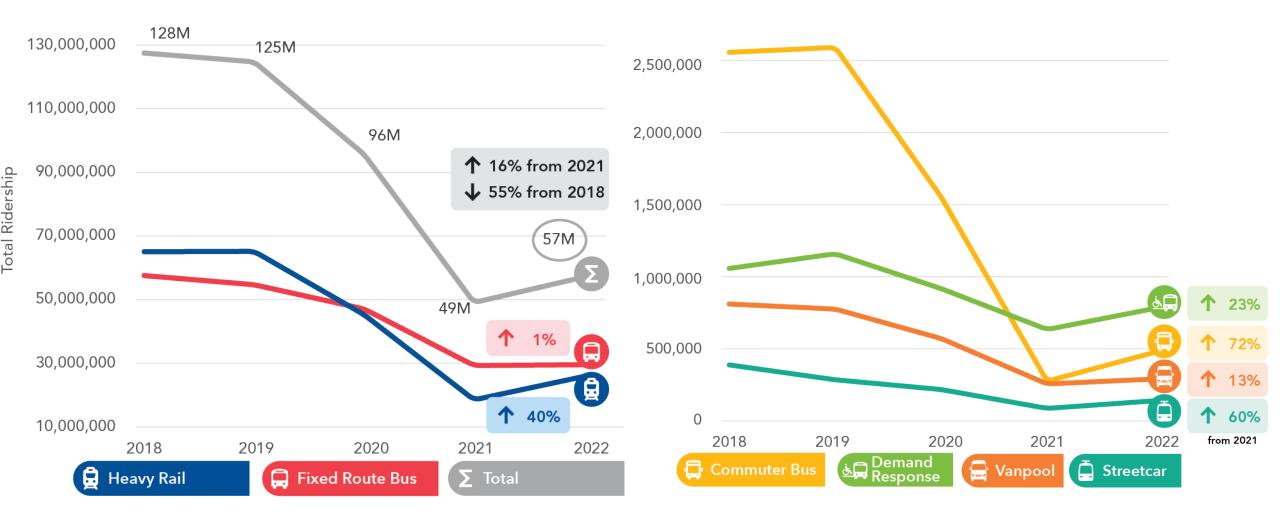
Please note that some of the findings shown in this presentation are preliminary and still undergoing review by operators.





Preliminary 2022 ARA Findings

REGIONAL RIDERSHIP (UNLINKED TRIPS) BY MODE

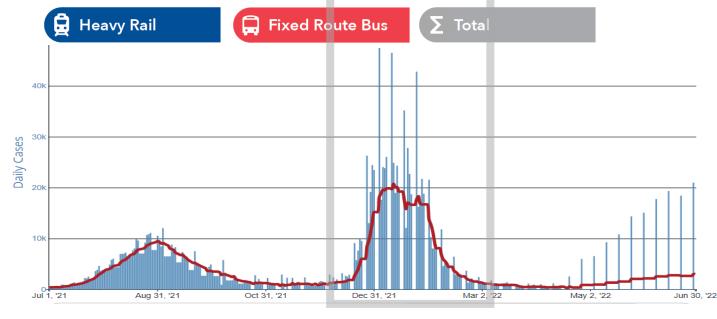




MONTHLY FY 2022 RIDERSHIP (UNLINKED TRIPS)



Jul-21 Aug-21 Sep-21 Oct-21 Nov-21 Dec-21 Jan-22 Feb-22 Mar-22 Apr-22 May-22 Jun-22



- Ridership at the end of FY 2022 was higher than the previous summer.
- Ridership reached its lowest points in January and February 2022, coinciding with the spread of the COVID-19 Omicron variant in Georgia. About a 10 percent seasonal fluctuation would be expected; this decrease was a bit more pronounced.

Daily COVID-19 cases in Georgia, FY22.

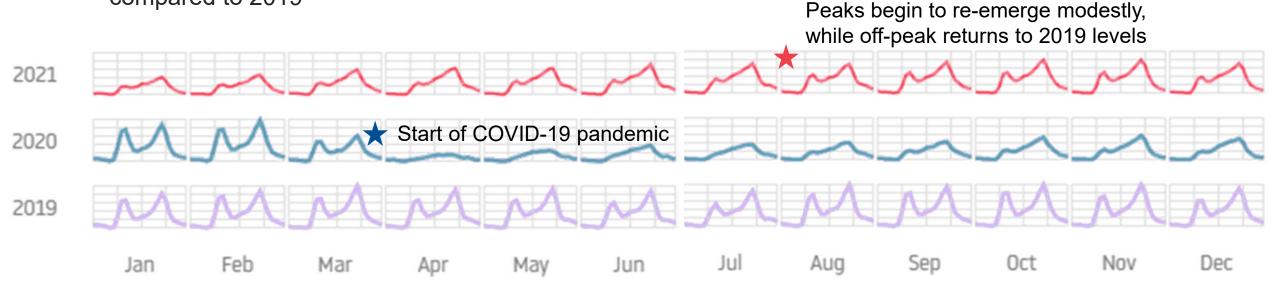
Source: CDC



IN BROADER TRAVEL TRENDS...

► Modest return of the peak, particularly the afternoon

Mid-day travel the end of 2021 was the same or slightly higher compared to 2019



Charts represent all modes of transportation in Atlanta. 2022 data not available.

Source: TomTom



TRAVEL IS NOT ALL ABOUT THE COMMUTE

In 2021, Atlanta was ...



less congested during rush hour, compared to 2019.

Source: TomTom. Atlanta-specific data comparing 2019 and 2021 levels of congestion across all modes.



In-person activities in 2022 as a percentage of 2019 activity level:

- 90%: OpenTable reservations
- 88%: TSA checkpoints
- 44%: Office building swipe-ins

Source: Kastle. National data.



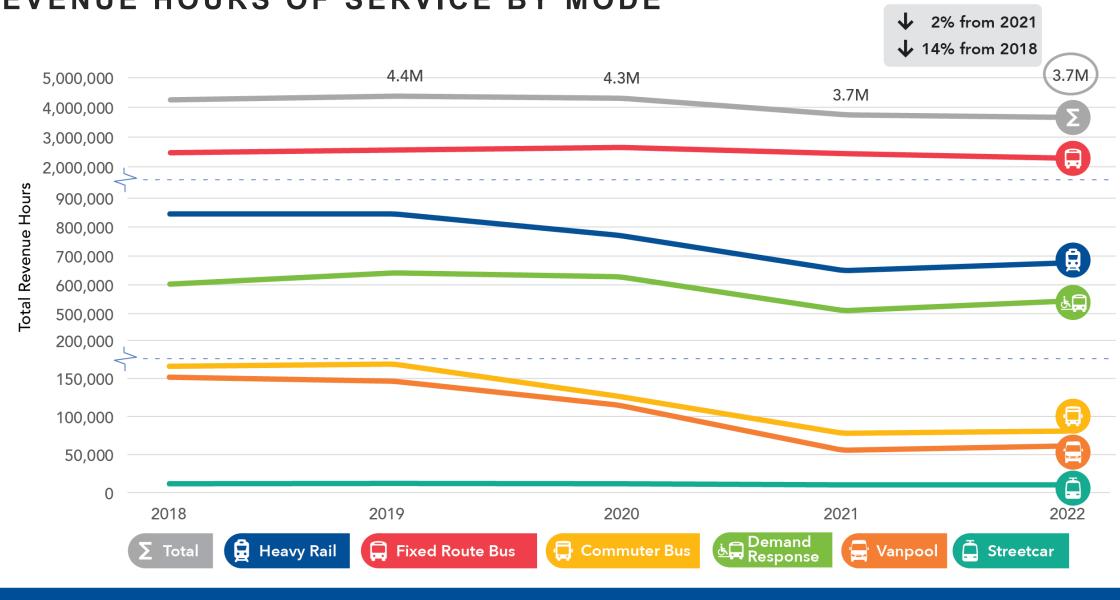
OTHER REGIONAL CONTEXT TO CONSIDER

- Office vacancy rates in Atlanta exceed the national average: 22.3 percent in Atlanta vs. 17.6 percent nationally.
 - Demand for new office leases signed in Q2 of 2022 has been concentrated in the Atlanta suburbs.
- A survey by the American Public Transportation Association (APTA) for a forthcoming study on workforce shortages found that 83 percent of transit providers in the Southeast region of the U.S. reported workforce shortages were affecting their operations, with nearly 40 percent saying these impacts to their operations were having substantial impacts.









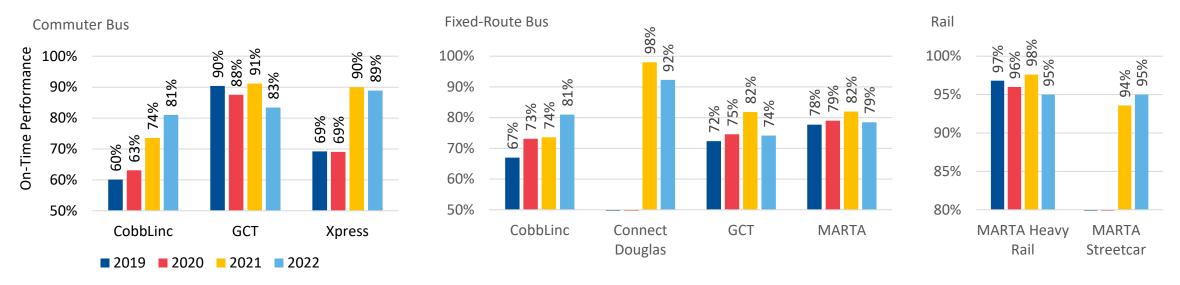
ATL**

REVENUE HOURS OF SERVICE BY MODE

ON-TIME PERFORMANCE BY MODE

On-time performance:

- Remained very high for Xpress compared to pre-pandemic levels
- Declined to near pre-pandemic levels for fixed-route bus overall (despite notable improvements by CobbLinc)



Demand Response OTP (not shown) was mixed, with some operators holding steady while others reported larger decreases that may be driven by localized increases in traffic congestion.

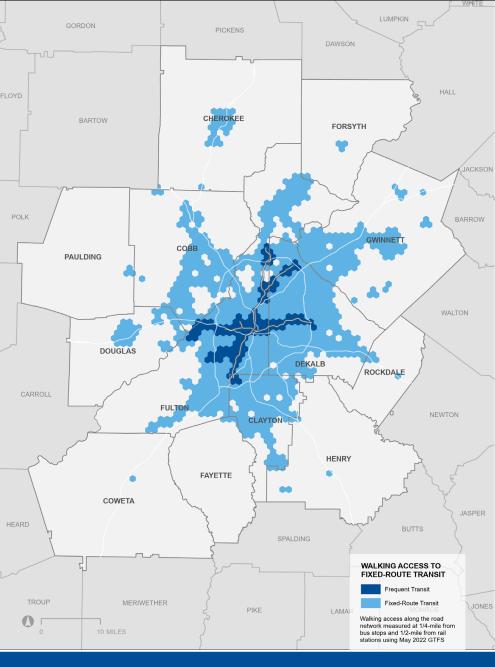
Notably, several Demand Response operators reported OTP for the first time in 2022, including CATS, Connect Douglas, Forsyth, and Paulding.



FIXED-ROUTE AND FREQUENT TRANSIT ACCESS

- Overall access to fixed-route transit has remained about the same.
- Access to frequent transit has decreased significantly in 2022. Our definition of frequent transit is averaging 15-minute service from 7am-7pm, and a handful of MARTA bus routes no longer have 15-minute service in the mid-day.
- ► As in past years, access to transit is higher for minorities and people from low-income households than the overall population.

Population Group	Access to Fixed-Route Transit			Access to Frequent Transit		
	2020	2021	2022	2020	2021	2022
Low-Income Households	34.7%	34.7%	35.4%	5.2%	6.6%	3.7%
Non-White Population	29.3%	28.8%	28.4%	3.5%	4.5%	2.4%
Total Population	23.3%	23.1%	22.9%	3.2%	4.0%	2.3%



2022 ARA STORIES AND HIGHLIGHTS

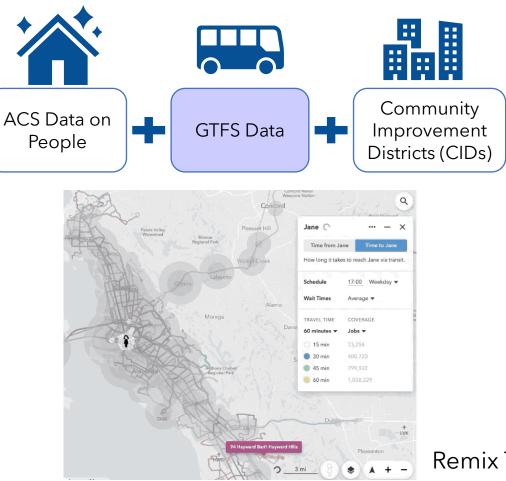
- Ongoing long-range efforts to guide future transportation planning, such as Transit Development Plans and Transit Master Plans – including CATS, CobbLinc, GCT, Henry, Paulding
- CobbLinc reintroduced commuter services that were suspended due to COVID-19 as people returned to work and to transit.
- Connect Douglas hosted a summer-long celebration of the three-year anniversary of fixed-route bus service, including free fares all summer, travel training events, weekly highlights of area businesses, and participation in multiple community events and festivals.
- Forsyth provided affordable transportation to community members experiencing homelessness to help them get back on their feet.
- MARTA expanded its popular "StationSoccer" program to fields at five rail stations, providing a citywide network of affordable and easily accessible community soccer programs, plus the addition of community gardens and murals.
- Xpress increased public awareness in innovative ways, including sponsoring the Georgia High School Football Championship with logo placement, direct mentions, and advertisements during the live broadcasts





NEXT PRESENTATION – ACCESSIBILITY ANALYSIS RESULTS

- ► How well does transit connect businesses and workers?
 - Assess fixed route transit access to Community Improvement District (CIDs)
- ► How well served are workers in zero-car households?
- How does access differ across areas with different land development patterns?
- ► How well does transit serve business centers with high versus low telecommuting potential?
- ► How does access vary by time of day?



58

QUESTIONS OR COMMENTS?





Thank You!

Beth Davis, ATL edavis1@atltransit.ga.gov (470) 576-2427 Finn Vigeland, Foursquare ITP fvigeland@foursquareitp.com (240) 753-7518 Naomi Stein, EBP <u>naomi.stein@ebp-us.com</u> (617) 338 6775, x218 Jessica Wilson, EBP jessica.wilson@ebp-us.com (617) 819-1097

Executive Director's Report

New Business



ADJOURN