

TRANSIT PLANNING COMMITTEE

Charlie Sutlive, Chair November 3, 2022

Regional Transit Planning Committee Thursday, November 3, 2022 Proposed Agenda

- I. Call to Order Charlie Sutlive, Chair
- II. Approval of Minutes for September 1, 2022
- III. Approval of Agenda for November 3, 2022
- IV. Standing TAQC Update Paul Radford
- V. Group Transit Asset Management Plan December Weir & Sarah Goolsby, Benesch
- VI. ARA Update Alanna McKeeman & Naomi Stein, Foursquare ITP
- VII. Priority Investment List Project Presentations
 - ATL Aileen Daney

•ATL Airport Community Improvement Districts – Gerald McDowell, AACID

IX. Adjournment





TAQC Report

Paul Radford November 3, 2022



GROUP TRANSIT ASSET MANAGEMENT PLAN 2022 - 2026

December Weir & Sarah Goolsby, Benesch

November 3, 2022

AGENDA

- ► What is the Transit Asset Management Plan?
- ► TAM Requirements
- Participating Operators
- ► TAM Plan Elements
 - Asset Inventory
 - Condition Assessment
 - Decision Support Tool
 - Investment Prioritization
- ► Questions



What is the Transit Asset Management Plan?

- On July 26, 2016 FTA published the Transit Asset Management (TAM) Final Rule
 - All Transit providers that are recipients or subrecipients of Federal financial assistance under 49 U.S.C. Chapter 53 and own, operate, or manage transit capital assets used in the provision of public transportation





TAM Requirements (Tier II Operators*)

- TAM Plan must be updated at least every 4 years and cover a horizon period of 4 years
- Tier II operators may develop their own plans or participate in a Group Plan
- ▶ Previously, ARC sponsored the region Group Plan
- The Group Plan sponsor is not responsible for operators past the document creation
- ► Operators must designate an Accountable Executive
- ► Share with State and/or MPO entities that provide funding



Participating Operators

Operator	Fixed Routes	Express Bus	Circulator Routes	Paratransit	Demand Response
Cherokee County	\checkmark			\checkmark	\checkmark
Cobb County	\checkmark	\checkmark	\checkmark	\checkmark	\checkmark
Douglas County	\checkmark			\checkmark	\checkmark
Forsyth County					\checkmark
Gwinnett County	~	~		√	
Henry County					\checkmark
Paulding County					\checkmark





HENRY COUNTY TRANSIT









GWINNETT COUNTY TRANSIT





TAM Plan Element: Asset Inventory

2022 Asset Base

Asset Category	Asset Class	Number of Assets	Total Value (\$2022)
Facilities		19	\$218M
	Administration	4	\$6M
	Maintenance	2	\$6M
	Park & Ride	9	\$63M
	Passenger	4	\$143M
Equipment		13	\$3M
	Non-Revenue Vehicles	11	\$518K
	Other Equipment	2	\$3M
Rolling Stock		333	\$107M
	Bus	100	\$53M
	Over-the-Road Coach	65	\$39M
	Cutaways	117	\$10M
	Minivan	51	\$2M
Total		365	\$329M

- Facilities maintenance or administrative facilities, passenger facilities, or parking facilities
- Equipment non-revenue vehicles and other equipment ≥\$50,000
- Rolling Stock revenue vehicles



TAM Plan Element: Condition Assessment

- ► What assets are currently in a **state of good repair** (SGR)?
 - SGR = Asset operating at full performance, no need for replacement or rehabilitation
 - Non-SGR = Asset not operating at full performance, needs to be replaced



TAM Plan Element: Condition Assessment

SGR Status by Number of Assets and Asset Value

Asset Category	Asset Class	Total Assets	Non- SGR	Total Value (\$2022)	Non- SGR
Facilities		19	0	\$218M	\$0
	Administration	4	0	\$6M	\$0
	Maintenance	2	0	\$6M	\$0
	Park & Ride	9	0	\$63M	\$0
	Passenger	4	0	\$143M	\$0
Equipment		13	5	\$3M	\$178K
	Non-Revenue Vehicles	11	5	\$518K	\$178K
	Other Equipment	2	0	\$3M	\$0
Rolling Stock		333	136	\$107M	\$27M
	Bus	100	6	\$53M	\$3M
	Over-the-Road Coach	65	34	\$39M	\$17M
	Cutaways	117	54	\$10M	\$4M
	Minivan	51	42	\$2M	\$1M
Total		365	141	\$329M	\$27M



	Total Asset Value	SGR	Non-SGR
Facilities	66%	100%	0%
Rolling Stock	33%	75%	25%
Equipment	1%	94%	6%

TAM Plan Element: Decision Support Tool



TAM Plan Element: Investment Prioritization

Scenario 1: Unconstrained Funding

• What are the annual capital needs over the 4-year period to keep all assets in SGR?

Scenario 2: Constrained Funding

- What happens to the assets' SGR within the next 4 years if existing funding levels are invested?
 - If funding levels are below SGR needs, where should operators invest?



TAM Plan Element: Investment Scenario 1 (Unconstrained Funding)



TAM Plan Element: Investment Scenario 2 (Constrained Funding)

- Estimated funding based on current formula funding programs and county revenue sources applied over the 4-year period
- Available funds to bring assets to a state of good repair



Total Estimated Budget Deficit, FYs 2023-2026



TAM Plan Element: Investment Scenario 2

Prioritization Methodology



*Determined by TERM Lite

Prioritization Scores by Asset Class

Asset Class	Mobility	Reliability	Priority Score
Cutaways	3.5	4.0	3.75
Over-the-Road Coach	4.0	3.0	3.50
Minivans	2.0	5.0	3.50
Buses	5.0	1.0	3.00
Non-Revenue Vehicles	1.0	2.0	1.50



Questions?

December Weir Transit and Transportation Planner **A T L Atlanta-Region Transit Link Authority** dweir@atltransit.ga.gov **ATLtransit.ga.gov**

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For more information on the ATL Group TAM Plan please visit https://atltransit.ga.gov/group-transit-asset-management-plan/



ATL 2022 Annual Report and Audit (ARA) Accessibility Analysis Results

Presentation to the ATL Board

November 3, 2022

Access to Regional Business Centers by Transit

- The region's economic success depends on the ability of businesses to access a qualified workforce.
- Greater access to labor means greater economic productivity, as businesses can better match their needs to worker skills.
- ► Inadequate access can lead to:
 - People struggling to find and maintain employment.
 - Employers impacts such as absenteeism or lateness, employee turnover, difficulty in filling positions, and unreliability in worker arrival times.



Fixed-Route Transit Access for Regional Business Centers

- How well does transit connect businesses and workers?
- 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?



Regional Findings – Access within 45 Minutes of Business Centers



- Fixed-route transit provides relatively better connectivity for potential workers living in zero-car households compared to overall potential workers.
- Access to business centers by transit is nearly as strong in the early morning and early evening hours as during the morning peak commute. This is especially valuable for workers who work outside of a 9-to-5 work schedule.

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Transit Access by Development Pattern





CIDs in the periphery and outside of major employment corridors face greater barriers in reaching talent by transit.



Transit Access by Telecommuting Potential

- Business centers in the southern part of the region are more likely to require their workers on site.
- Those in the center and to the north are more likely to have jobs that can be fulfilled remotely.
- According to the August 2021 "Metro Atlanta Speaks" survey respondents worked from home due to COVID-19:
 - > Not at all 42 percent
 - > Occasionally 21 percent
 - > Most of the time 17 percent
 - > All the time 17 percent
 - > Have always worked from home 4 percent





Transit Access by Telecommuting Potential



Potential Workers

- CIDs with the highest telework potential have the greatest labor market access by transit.
- ► For example, office buildings in central Atlanta are relatively well served by fixed-route transit.
- Business centers with the lowest levels of ability to work from home have access to approximately 40 percent fewer workers on average that those with the highest telework potential.
- CIDs whose workers have a moderate ability to work from home have the most limited transit access to potential workers.



Transit Access by Telecommuting Potential

- Focusing the analysis on potential workers without cars reveals patterns of access that are more equal between business centers with high and low telecommuting potential
- However, access is still limited relative to the size of the available workforce.
- Given the evolution of return-to-work, telecommuting potential could be worth considering as a planning factor going forward.

Potential Workers Without Vehicles





Conclusions

- Transit provides affordable connections between people and businesses to support economic vitality in the Atlanta region.
- There remain substantial opportunities to expand the ability of fixed-route transit to connect people with jobs and businesses with their needed talent.
- At a time when employers are struggling to hire and maintain workers, breaking down transportation barriers is key.

Questions? Comments?

Thank you!





PRIORITY INVESTMENT LIST: PROJECT SHOWCASE

- ATL
- ATL Airport CIDs

PRIORITY INVESTMENT LIST



ATL

- 1. Regional Fleet Upgrades and Replacements
 - a. Bus Vehicles
 - b. Rail Cars

CobbLinc

- 1. Cumberland Transfer Center
- 2. Marietta Transfer Center
- 3. South Cobb Transfer Center

Connect Douglas

1. Bus Shelters and Passenger Amenities

ATL Airport CIDs

- 1. Corporate Crescent Phase 1 Study
- 2. Micromobility Project



Gwinnett County Transit (GCT)

- 1. Athens Regional Commuter Bus Service
- 2. Buford / Sugar Hill / Suwanee Microtransit Zone
- 3. Dacula / Lawrenceville Microtransit Zone
- 4. Gwinnett Place Transit Center
- 5. Lawrenceville Transit Center
- 6. Lawrenceville to Snellville New Local Bus Service

MARTA

- 1. Airport Station Rehabilitation
- 2. Canine Facility
- 3. Five Points Station Rehabilitation
- 4. Smart Restrooms
- 5. Summerhill BRT





Regional Fleet Upgrades and Replacements: Bus Vehicles

TOTAL PROJECT COST: \$51,158,750 INVESTMENT REQUEST: \$5,712,500 PROJECT DEVELOPMENT PHASE TARGETED: IMPLEMENTATION

Project Purpose: This project consolidates individual operator bus vehicle replacement and upgrade projects into a regional approach. By investing in the region's state of good repair, ensuring the replacement of bus vehicles at the end of their useful life and mid-lifespan rehab, customers experience more reliable service with fewer vehicle break downs. Commuter buses in particular have the most need of all active revenue service vehicles with 11% of all commuter buses surpassing their useful life benchmark (ULB).







Regional Fleet Upgrades and Replacements: Rail Cars

TOTAL PROJECT COST: \$86,841,250 INVESTMENT REQUEST: \$10,000,000 PROJECT DEVELOPMENT PHASE TARGETED: IMPLEMENTATION

Project Purpose: In 2019, MARTA's board of directors approved an agreement with Stadler Rail for the purchase of new CQ400 rail cars to fully replace the existing rail car fleet. The procurement is a milestone in MARTA's capital improvement program aimed at more efficient performance and enhanced customer experience. The rail cars are scheduled to be delivered between 2024 and 2029, with the delivery of a pilot car in 2023.



CONNECTION TO ATL GROUP TAM PLAN

- There is insufficient funding to address all state of good repair needs in the region
- \$10.6 million needed annually to maintain state of good repair for seven of the region's Tier II operators as assets reach their useful life benchmark
 - This annual need figure includes overcoming the \$27 million backlog for FY22
 - The annual need figure grows when we account for Tier II operators that did not participate in the ATL Group TAM Plan and Tier I operators in the region



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The Priority Investment List request of \$5.7 million for bus vehicles and \$10 million for rail cars helps to close this critical funding gap.



INNOVATIVE TRANSIT TECHNOLOGY

Atlanta-region Transit Link Authority (ATL) November 3rd, 2022







Transit

TRANSIT FEASIBILITY STUDY

Our \$350,000 Transit Feasibility Study was the catalyst creating a Mobility District and now to begin the exploratory phase of an Automated Transit Network (ATN) system in that Mobility District.

This will be a safe, cost-effective mode of transportation using small modes, that are used to transport passengers between designated locations.



AUTOMATED TRANSIT NETWORK



Personal Rapid Transit



Microtransit



Autonomous Shuttle



OUR CONCEPTUAL VISION FOR TRANSIT IN SOUTH METRO

We have a vision for technological innovation that will improve the quality of life and mobility for property owners in and around the world's busiest airport, Hartsfield-Jackson Atlanta International Airport.





CORPORATE CRESCENT PHASE ITIMELINE

2023 - 2024

Automated Transit Network System Financial Feasibility Study



The study will evaluate the feasibility in terms of:

ATN PROJECT TIMELINE



AACIDs Host of

2021 PODCAR City Conference Atlanta, GA December 8 – 10, 2021

AACIDS ATN ADVISORY COMMITTEE

ATL Airport Community Improvement Districts	Atlanta Regional Commission	Atlanta-Region Transit Link Authority	Clayton County
Delta Air Lines	Georgia Department of Transportation	GA Tech	Hartsfield-Jackson Atlanta International Airport
Fulton County	MARTA	Porsche Cars of North America	PRT Consulting

Thank You



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