

Transit Planning Committee

Charlie Sutlive, Chair

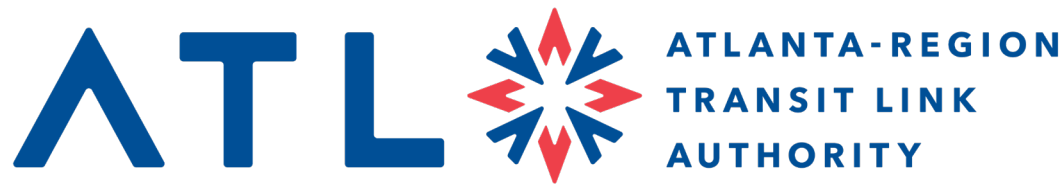
October 5, 2023

Regional Transit Planning Committee Meeting

Thursday, October 5, 2023

Proposed Agenda

- I. Call to Order – Charlie Sutlive, Chair
- II. Approval of the Meeting Minutes for August 3, 2023
- III. Approval of the Agenda for October 5, 2023
- IV. FY24 Transit Trust Fund Allocations – Jonathan Ravenelle
- V. 2020 ARTP Amendment – Beth Davis
- VI. Cobb County Transit Plan – Laura Beall, Cobb County
- VII. Gwinnett County Transit Plan – China Thomas, Gwinnett County
- VIII. Adjournment



Fiscal Year 2024 Transit Trust Fund Allocations

Jonathan Ravenelle, Transit Funding Director

October 5, 2023

Where we left off in August

► Initial project identification resulted from filtering ARTP projects based on Trustee stipulations

- Economic development for growing businesses, jobs access, and tourism
- Cross-jurisdictional job access
- Funds to be utilized in current fiscal year or no more than 3 fiscal years
- Implementation ready with near-term delivery

Project Sponsor	Project	Total Project Cost	Local Funds	Federal Funds	Transit Trust Fund Award	State Share
MARTA	Airport Station Rehab	\$55,000,000	\$49,500,000	\$0	\$5,500,000	10%
Ride Gwinnett	Buford/Sugar Hill/Suwanee Microtransit Pilot Project	\$3,200,000	\$960,000	\$1,280,000	\$960,000	30%
CobbLinc	South Cobb Microtransit Pilot Project	\$3,200,000	\$960,000	\$1,280,000	\$960,000	30%
ATL Airport CIDs	Airport Microtransit Pilot	\$2,600,000	\$780,000	\$1,040,000	\$780,000	30%
ATL	Regional Transit Planning Software Licenses	\$1,046,290	\$0	\$837,032	\$209,258	20%
TOTALS		\$65,046,290	\$52,200,000	\$4,437,032	\$8,409,258	13%

Since we last met

- ▶ Staff discussed projects with sponsors to assess
 - Budgets and local funding commitment
 - Readiness for implementation
 - Contracting/recipient coordination
 - Timelines, schedule updates, and spend down



A closer look. . .

Results of conversations with sponsors

Sponsor	Project	Budget	Readiness	Contracting	Spend Down
MARTA	Airport Station Rehab				
Ride Gwinnett	Buford/Sugar Hill/Suwanee Microtransit Pilot Project				
CobbLinc	South Cobb Microtransit Pilot Project				
ATL Airport CIDs	Airport Microtransit Pilot				
ATL	Regional Transit Planning Software Licenses				

Finalized FY24 Project Recommendation List

Project Sponsor	Project	Draft Recommendation		Final Recommendation		Net Change		
		TTF Award	Total Cost	TTF Award	Total Cost	TTF Award	Total Cost	TTF % Change
MARTA	Airport Station Rehab	\$5,500,000	\$55,000,000	\$5,500,000	\$55,000,000	\$0	\$0	0%
Ride Gwinnett	Buford/Sugar Hill/Suwanee Microtransit Pilot Project	\$960,000	\$3,200,000	\$1,128,450	\$4,887,950	\$168,450	\$1,687,950	18%
CobbLinc	South Cobb Microtransit Pilot Project	\$960,000	\$3,200,000	\$1,035,000	\$3,450,000	\$75,000	\$250,000	8%
AACIDs	Airport Microtransit Pilot	\$780,000	\$2,600,000	\$1,035,000	\$3,450,000	\$255,000	\$850,000	33%
ATL	Regional Transit Planning Software Licenses	\$209,258	\$1,046,290	\$209,258	\$1,046,290	\$0	\$0	0%
TOTALS		\$8,409,258	\$65,046,290	\$8,907,708	\$67,834,240	\$498,450	\$2,787,950	6%

► Balance of FY24 Transit Trust Fund dollars (\$3.68 M) will be allocated at a later date

Development of ATL Region FY24 Transit Trust Fund Project Funding Agreements

- ▶ Funding agreements are currently being drafted

- ▶ Funding agreements include the following elements
 - Documented Project Scope and Schedule
 - Spend down period ending June 30, 2027
 - Payment terms
 - Reporting requirements (*Semi-annual project update meetings with recipient staff*)
 - Performance analysis
 - *Example data points include:*
 - *Ridership and time of day usage*
 - *Trip connections and origins/destinations data*
 - *Employment access*
 - *Vehicle needs/requirements*
 - *Costs (Capital + Operating)*
 - *Revenues*
 - Participation in regional plans and reporting
 - Standard contractual terms

Next Steps

- ▶ Today – Board action on Fiscal Year 2024 Transit Trust Fund allocations
- ▶ November – Negotiation and execution of FY24 Transit Trust Fund Project Funding Agreements
- ▶ December – Funding available for project implementation

Staff Recommendation



ACTION ITEM

»» 10.05.23

- ▶ Requesting the Board approval for the Executive Director to negotiate and execute FY24 Transit Trust Fund Project Funding Agreements for amounts not to exceed:

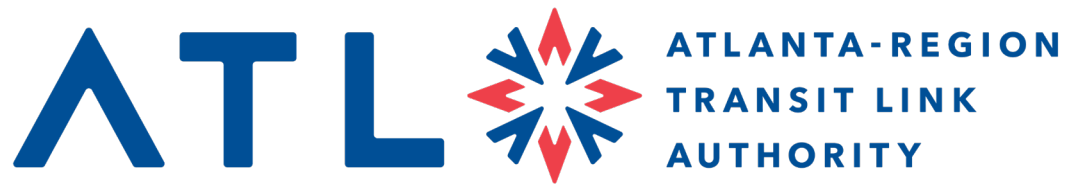
Project Sponsor	Project	NTE FY24 Transit Trust Fund Award
MARTA	Airport Station Rehab	\$5,500,000
Ride Gwinnett	Buford/Sugar Hill/Suwanee Microtransit Pilot Project	\$1,128,450
CobbLinc	South Cobb Microtransit Pilot Project	\$1,035,000
ATL Airport CIDs	Airport Microtransit Pilot	\$1,035,000
ATL	Regional Transit Planning Software Licenses	\$209,258
TOTALS		\$8,907,708

- ▶ Balance of FY24 Transit Trust Fund dollars (\$3.68 M) will be allocated at a later date

- ▶ Action item for consideration at today's Board meeting



Thank You



2020 ARTP Amendment #2

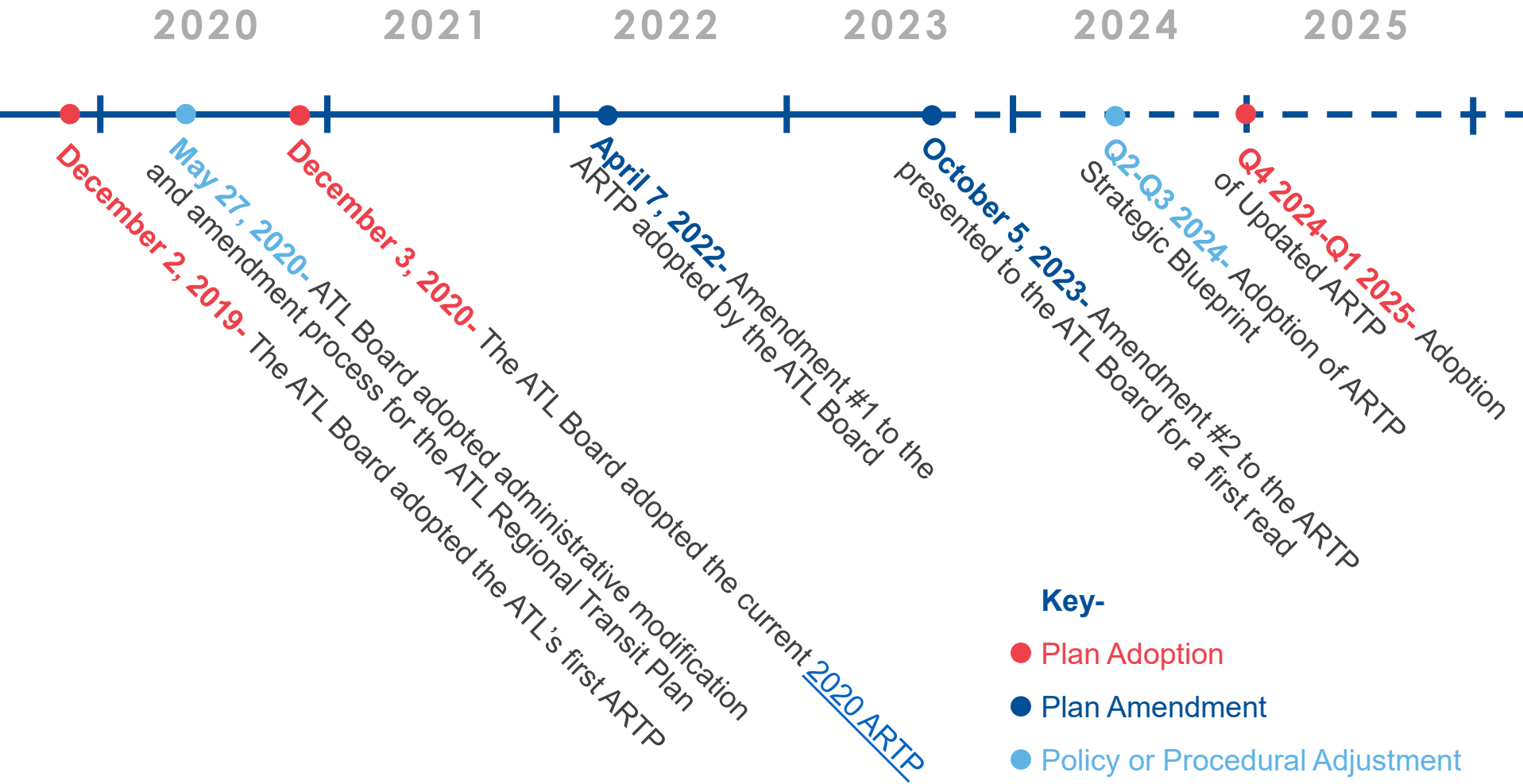
Beth Davis, Transit and Transportation Planner

October 5, 2023

Overview

- ▶ ARTP Planning Process and Timeline
- ▶ Fast Forward Update
- ▶ Amendment 2 Introduction
- ▶ Amendment 2 Projects Overview
- ▶ Next Steps

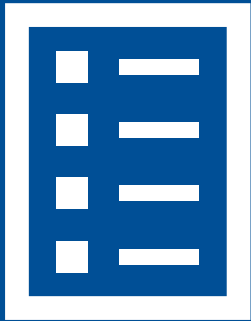
ARTP TIMELINE



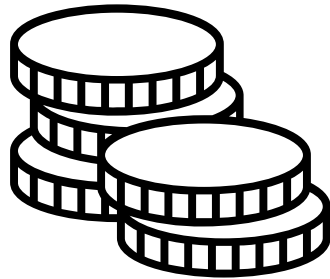
Fast Forward Update

- ▶ Supplemental Technical Analysis
- ▶ Competitor Region Benchmarking
- ▶ Local Planning

Amendment Purpose



Recognizes
new projects
that have
been pending
inclusion



Enables
more
expansive
eligible
project list for
FY25 funding
opportunities



Reflects most
current
universe of
transit projects
in the region



Ensures
projects are
eligible for
local
referenda

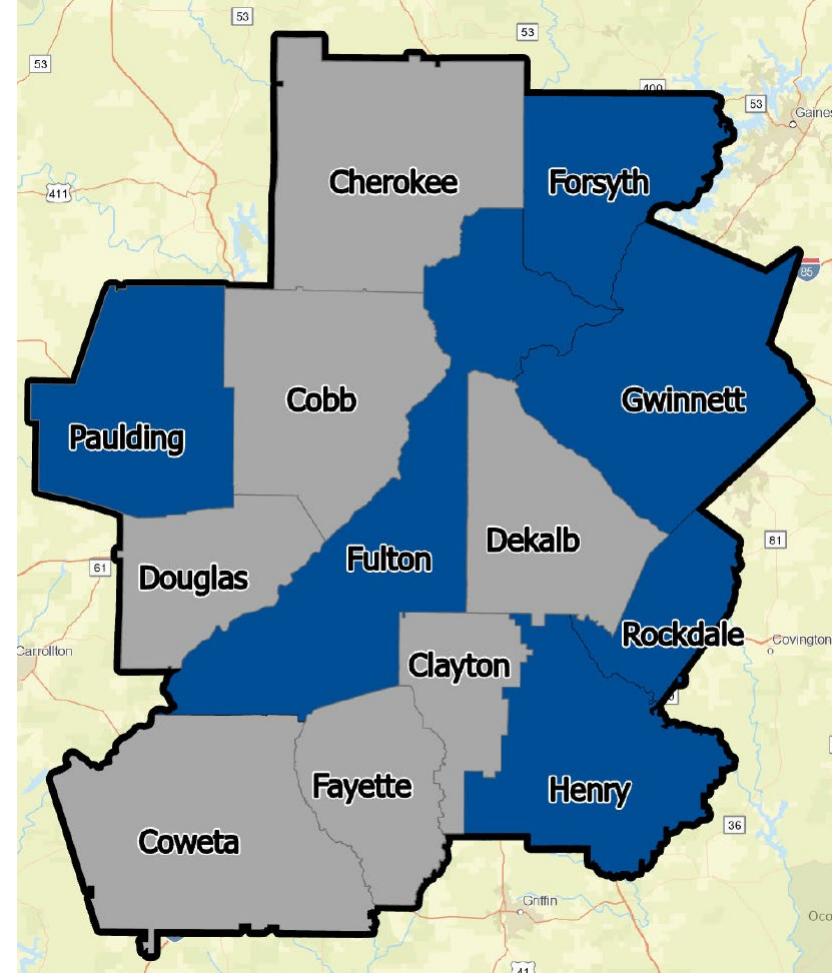
Locally Adopted Plans- 2022-2023

- ▶ **Henry County Transit Master Plan, Adopted January 2022**
- ▶ **Link Forsyth, Adopted May 2022**
- ▶ Paulding County Comprehensive Transportation Plan Update, Adopted April 2023
- ▶ Gwinnett County Transit Development Plan, Adopted September 2023
- ▶ **Rockdale County Transit Development Plan, Expected Adoption December 2023**



Amendment #2- Projects Overview

- ▶ 85 Projects from 6 operators and 1 CID
- ▶ Projects from 6 Local Plans
- ▶ Projects Proposed by Type:
 - Expansion- 21
 - Enhancement- 52
 - State of Good Repair- 2
 - Systemwide- 10
- ▶ 8 Different Transit Modes Represented



Amendment #2 Next Steps



ACTION ITEM

»» 12.07.23

- ▶ **October 5, 2023:** Amendment Process Overview
- ▶ **October-November:** ATL staff coordinate with project sponsors and finalize project details
- ▶ **November:** Public Comment
- ▶ **December 7, 2023:** Amendment #2- **Action Item**

MOBILITY SPLOST COBB DEPARTMENT OF TRANSPORTATION REFERENDUM UPDATE

October 5, 2023

Laura F. Beall, AICP

Planning Division Manager



Milestones to Prepare Project List

- ✓ November 17, 2022 Board of Commissioners authorized staff to develop a project list for an MSPLOST referendum in November 2024
- ✓ January through July 2023 DOT staff met with key stakeholders from each City and CID to gather input on project list
- ✓ March through August 2023 DOT has updated the following:
 - ✓ Technical evaluation of high-capacity network including estimated ridership, federal competitiveness, and corridor prioritization
 - ✓ Network funding requirements, financial modeling, and implementation planning
 - ✓ Definition and evaluation of transit supportive projects including cost estimation
- September – October 2023 DOT is conducting public outreach to receive community inputs on priorities and projects
- November 2023 DOT will present findings and a proposed final list to Board of Commissioners



COBB COUNTY GOVERNMENT
Department of Transportation



Expected Growth

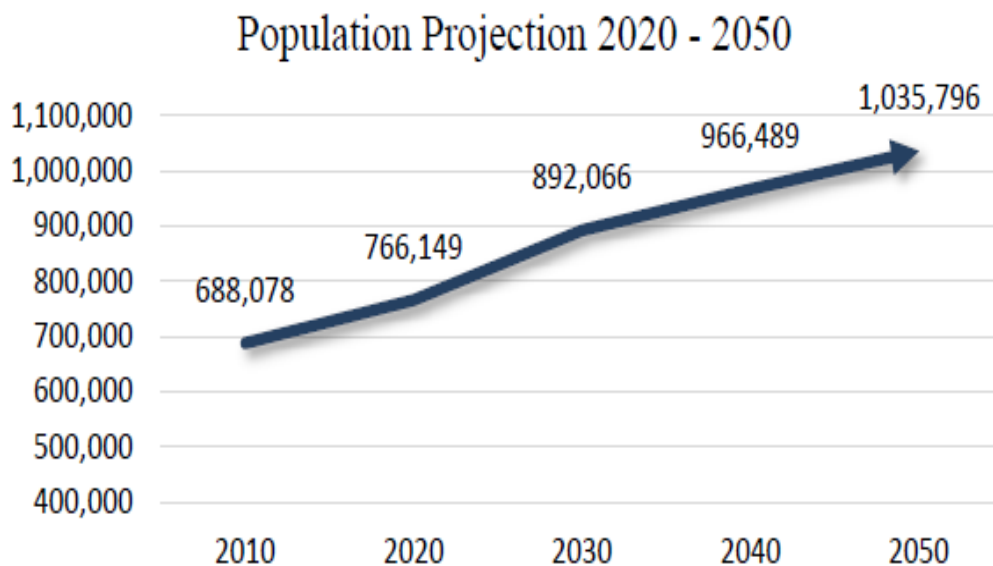


Figure 3

Source: U.S. Census Bureau-Decennial Census – Atlanta Regional Commission

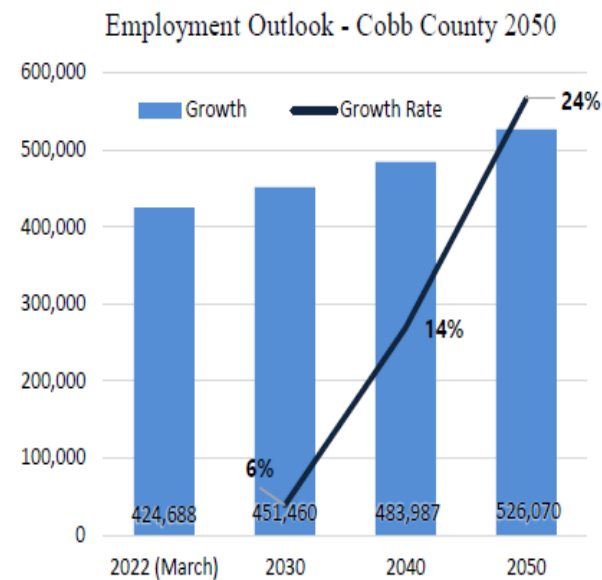
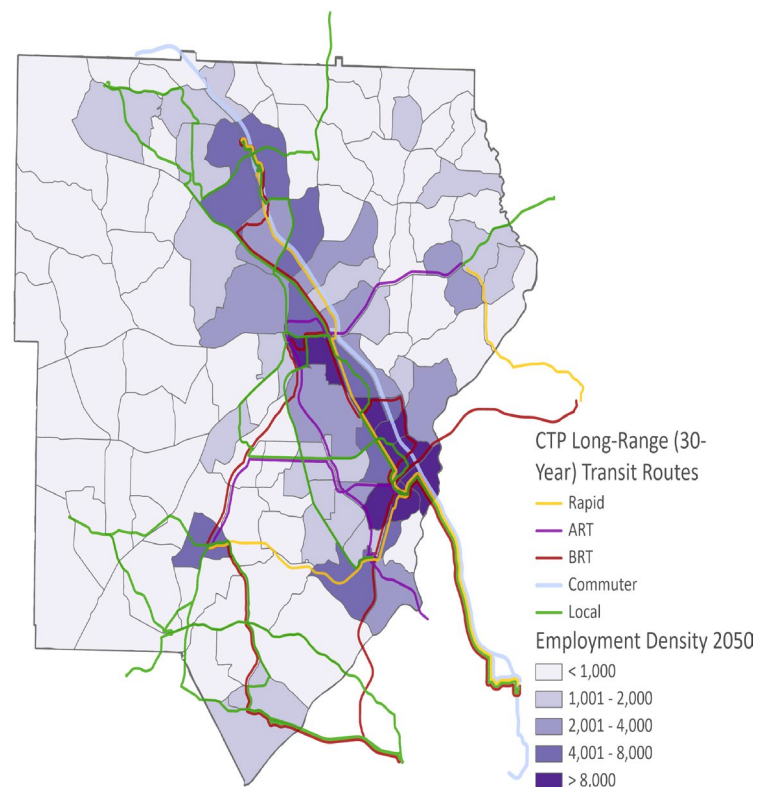
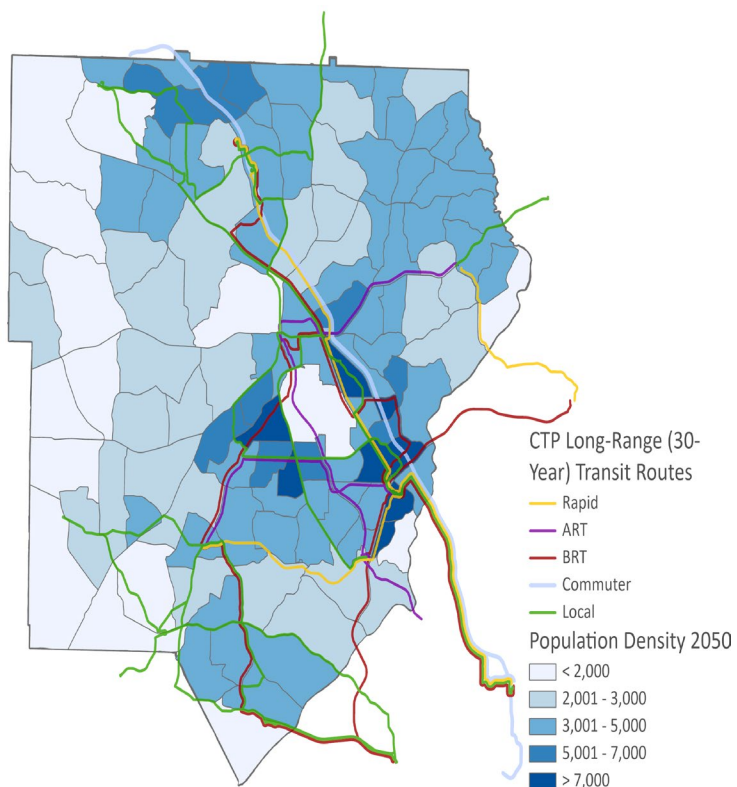


Figure 39

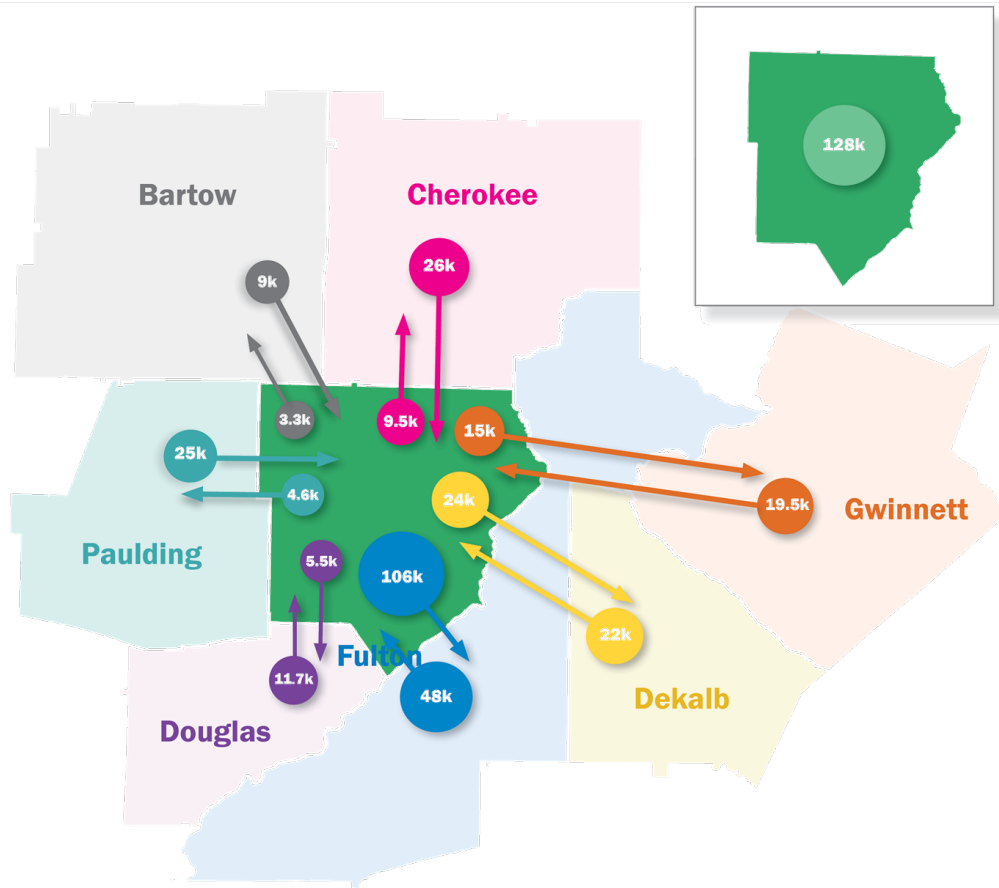
Source: Atlanta Regional Commission



Expected Density



Commute Patterns



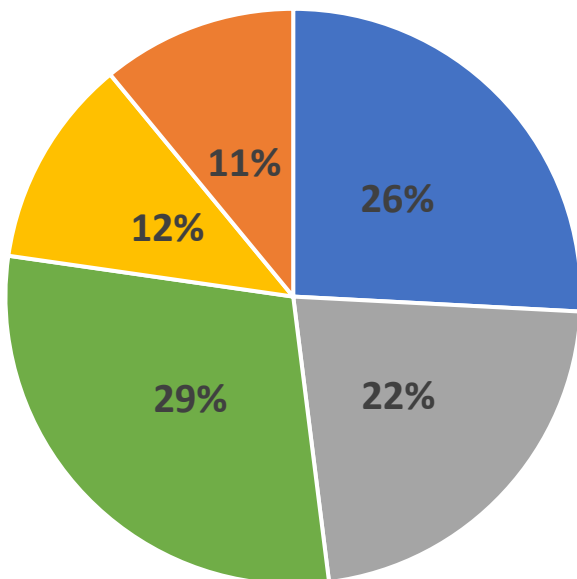
Comprehensive Transportation Plan Data:

- 128k internal trips
- 161k from external County
- 168k to external County
- Highest commute pattern is between Cobb and Fulton Counties



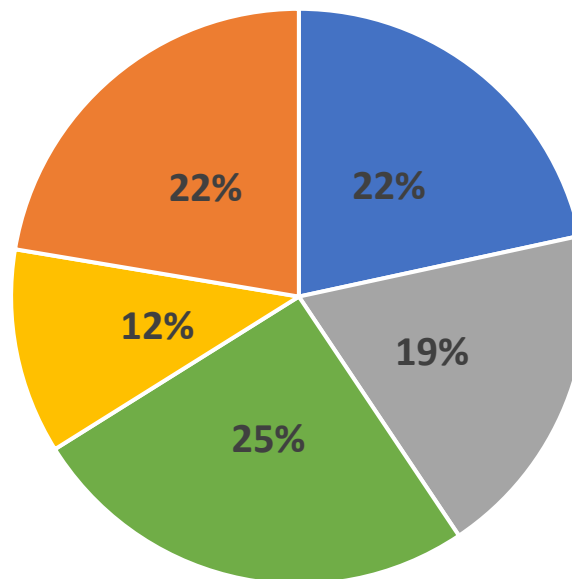
Growing and Changing Population

2015 Population Distribution



■ 0-18 ■ 19-34 ■ 35-54 ■ 55-64 ■ 65+

2050 Population Distribution



■ 0-18 ■ 19-34 ■ 35-54 ■ 55-64 ■ 65+



Growing Universities

Kennesaw State University

- Second largest University in Georgia
- More than 42,000 students
- Campuses in Kennesaw and Marietta



KENNESAW STATE
UNIVERSITY

Chattahoochee Technical College

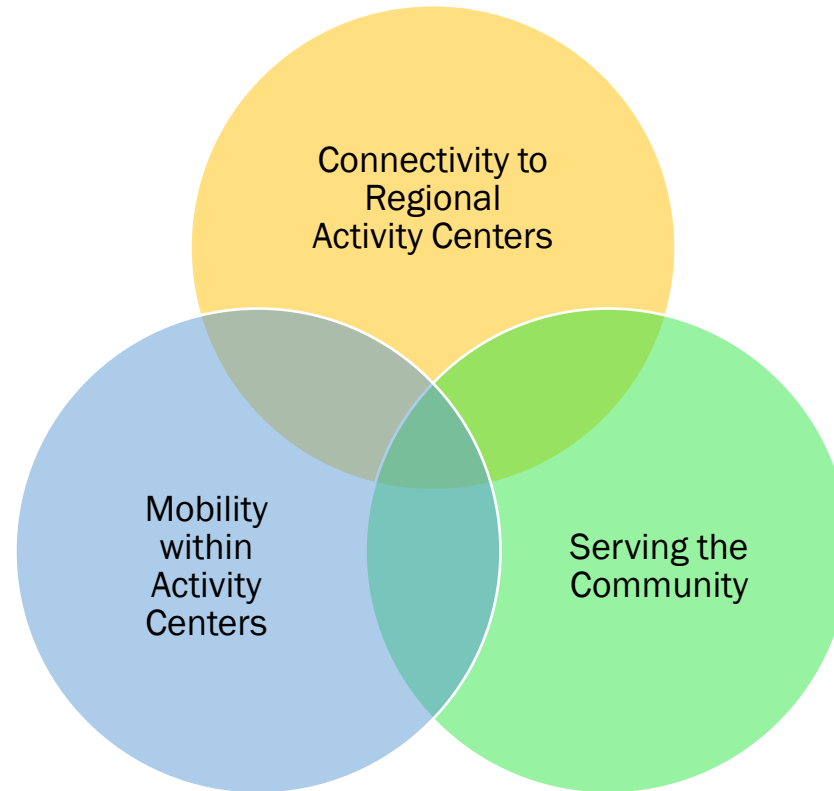
- Largest technical college in Georgia
- Cobb campuses in Austell, Marietta, and Mountain View



Chattahoochee
Technical College

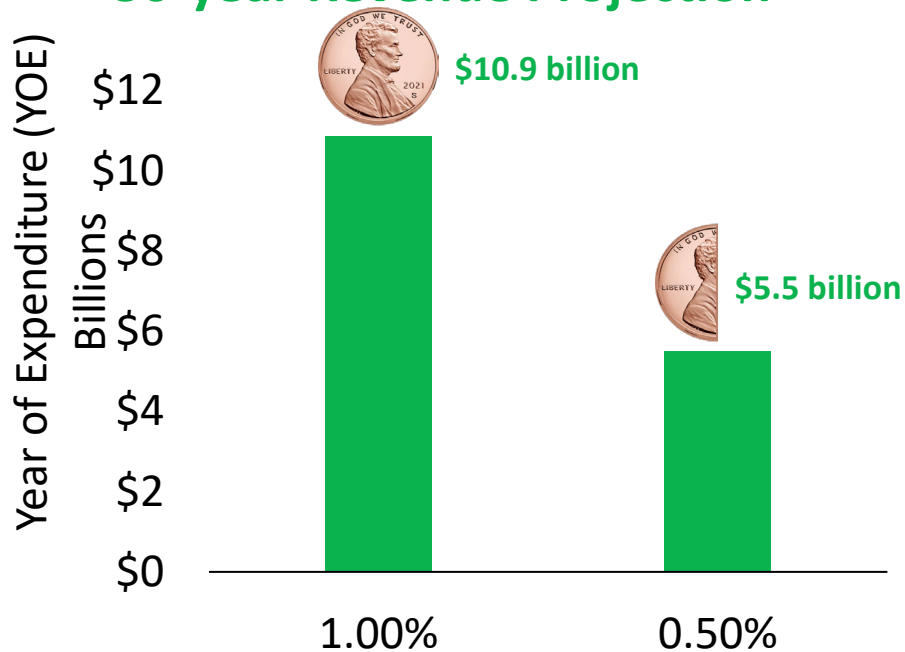


MSPLOST Referendum Goals



MSPLOST Revenue Forecast

30-year Revenue Projection

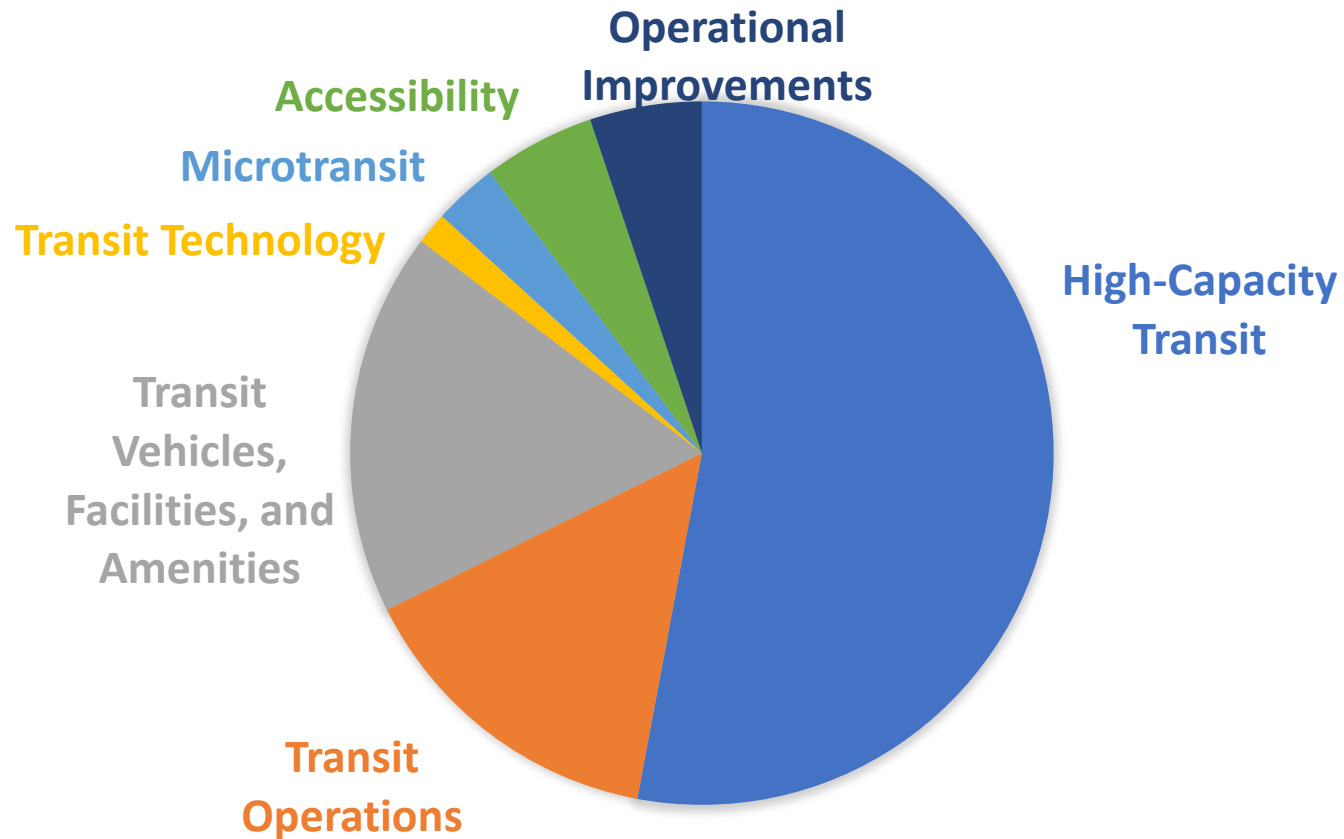


MSPLOST leveraging opportunities:

- Federal Capital Investment Grant funds
- Federal formula funds (e.g., 5307, 5339)
- Other federal discretionary grant funds (e.g., RAISE, Bus and Bus Facilities grants)
- State funds (e.g., state transit trust funds, state bond proceeds)
- Other local funds
- Farebox revenue



Program Composition





High-Capacity Transit



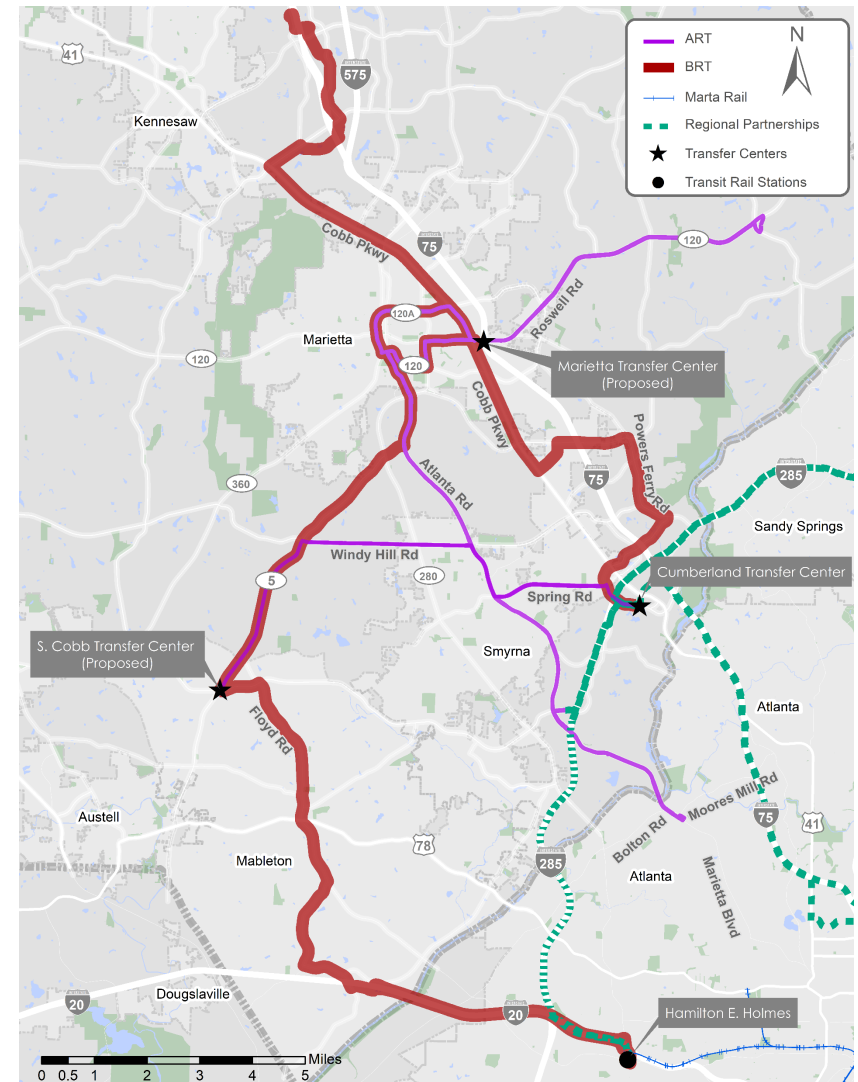
High-Capacity Transit

Basics of BRT

- Highest Production, Frequent Headways
- Dedicated Transit Lanes
- Specialized Vehicles
- Off-board Fare Collection
- Intelligent Transportation Systems

Basics of ART

- High Production, Frequent Headways
- Bus Priority Treatments
- Intelligent Transportation Systems



BRT 500

Cumberland to Marietta

Criteria	Summary
Future Pop. Density (ppl/acre)	7.01
Future Emp. Density (jobs/acre)	17.68
Minority Population	25,548
Pop Age 65+	2,484
Households	36,971
Low Income HH	11,912
Propensity Score	2.77

Socioeconomic Characteristics

Corridor Characteristics

Criteria	Summary
Length (mi)	9.42
Ridership Rating	High
Percent Exclusive	65%
Capital Cost	\$250 to \$300 Million

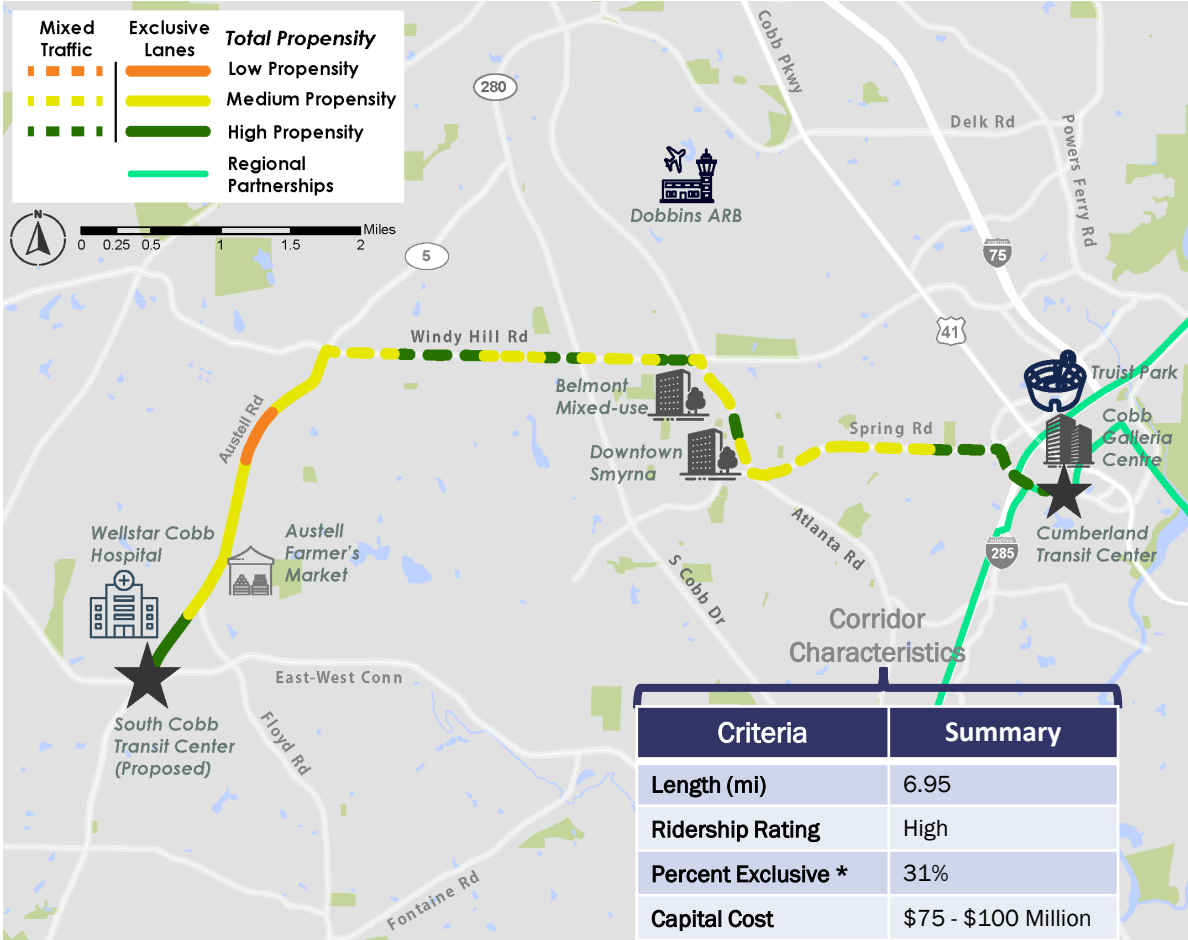


ART 504

Cumberland to South Cobb

Criteria	Summary
Future Pop. Density (ppl/acre)	6.45
Future Emp. Density (jobs/acre)	8.52
Minority Population	29,745
Pop Age 65+	4,227
Households	29,770
Low Income HH	9,336
Propensity Score	2.85

Socioeconomic Characteristics





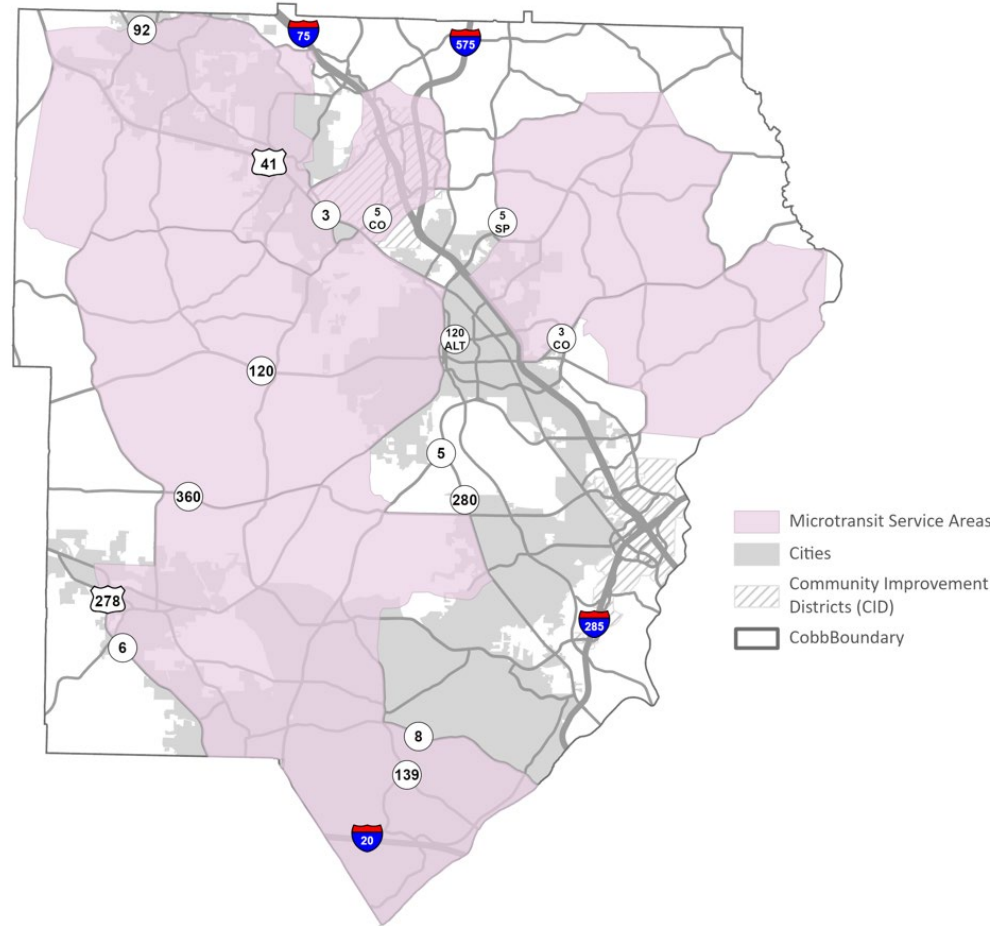
Microtransit Service



Microtransit Service

Service Overview:

- Pick ups and drops off are provided within defined geographic zones
- Curb-to-curb service is provided “on-demand”
- Connections outside service zones and the region would be made at designated transfer locations such as transit centers and HCT stations
- Trip requests can be made using a mobile app with response time goal of 20-30 minutes
- Service zones to be developed for the entire County





Transit Supportive



What is a Transit Supportive Project?

A project that enhances the performance of transit, increases rider access to transit, or improves the safety of the transit system through infrastructure improvements.



Roadway capacity
Improves transit performance



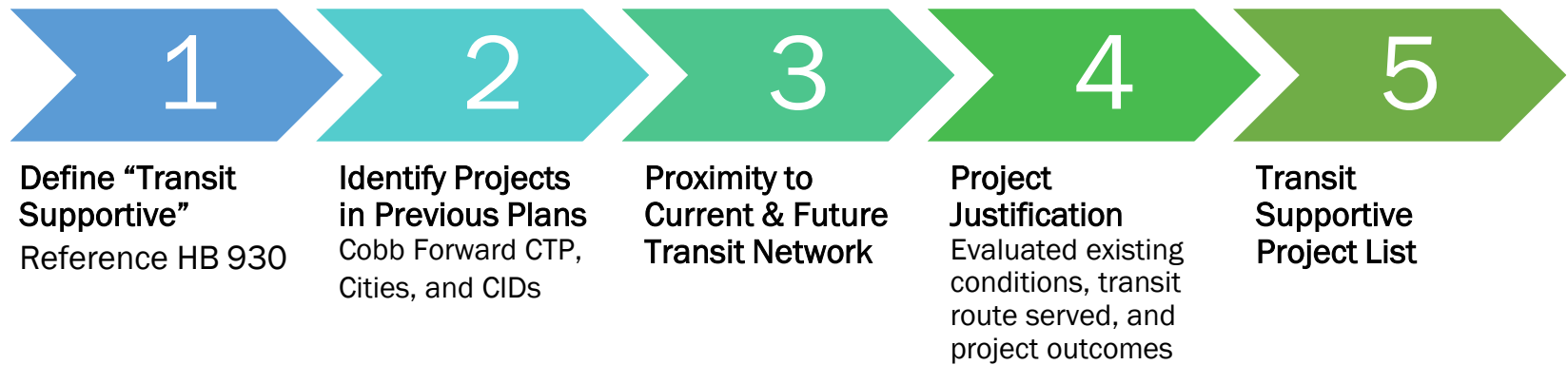
Roadway operations and intersection upgrades
Improves transit performance and safety



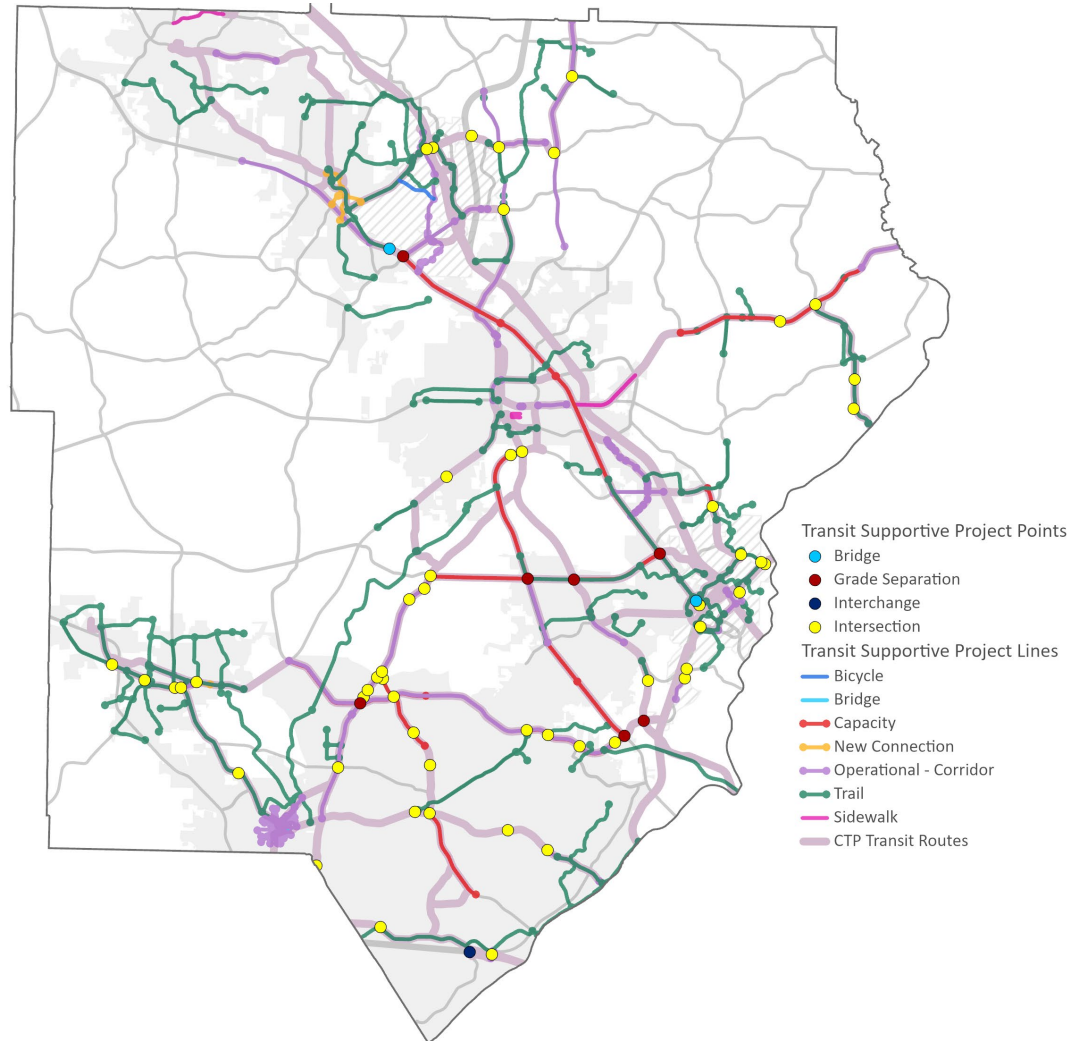
Sidewalks, multiuse paths, and complete streets
Improves access to transit and rider safety



Transit Supportive Project List Development



Transit Supportive Projects



Discussion and Next Steps

Determine BOC consensus on following questions:

- Sales Tax amount (up to 1%)
- Sales Tax duration (up to 30-years)
- Confirm project categories
- Affirm schedule and next steps



COBB COUNTY GOVERNMENT
Department of Transportation





Gwinnett County Transit Development Plan (Adopted)

October 5, 2023



Vision

Enhance **mobility**
for all by providing
the **right services** in
the **right places**.



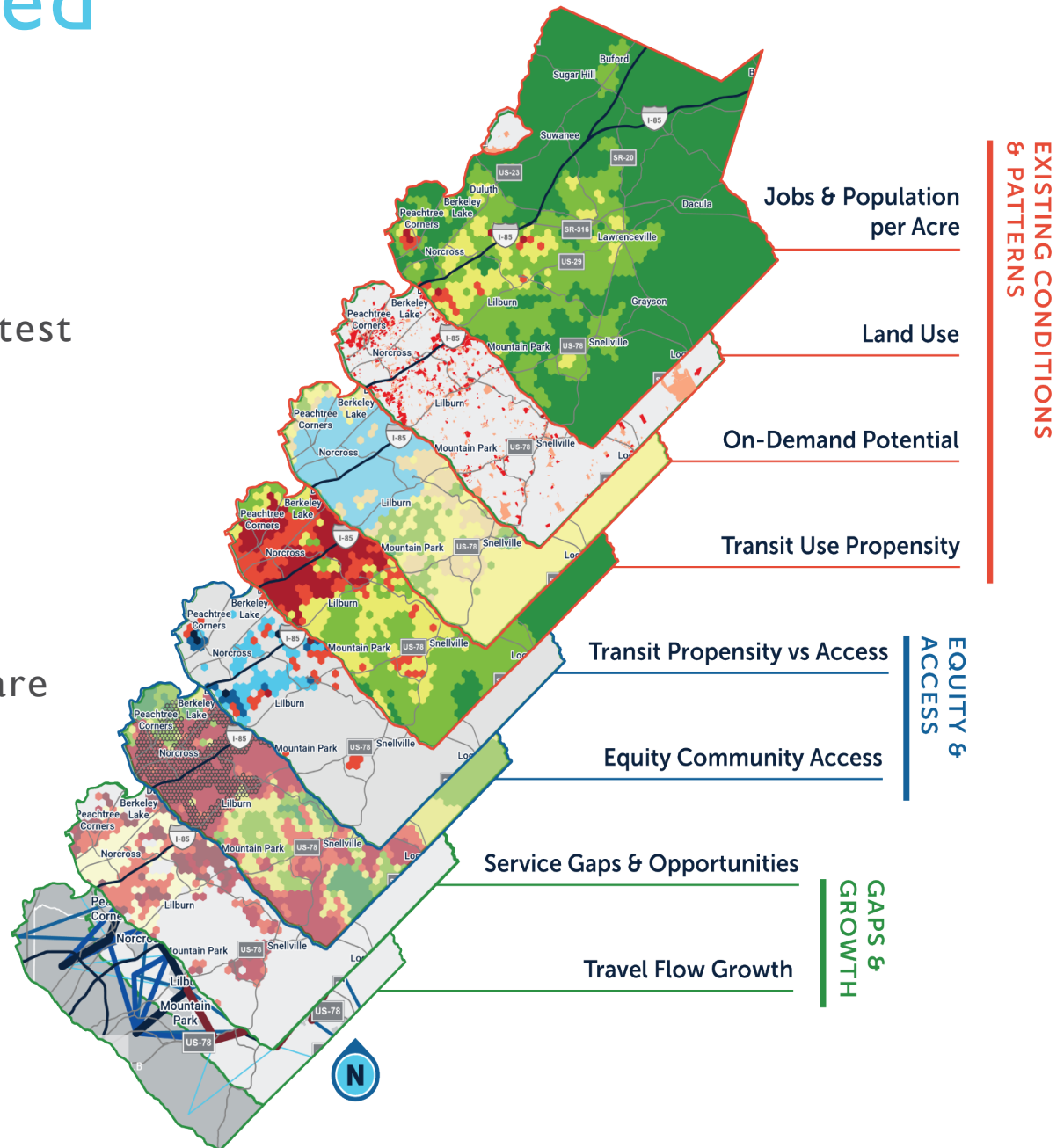
Goals

- **Increase mobility options** for all Gwinnett residents
- **Improve access** to mobility options to connect people to more places, more jobs, and support economic development
- **Enhance the user's experience** by making transit easy to use, safe, and comfortable
- **Create vibrant multimodal places** that generate a variety of activities
- **Minimize environmental impact** by reducing cars on the road and using cleaner technology
- **Provide robust information** about mobility alternatives and their benefits to all residents



Data Supported




- Where people live
- Where people work
- Where people with the greatest need for transit live
- Where there is active construction and planned developments
- Where our activity centers are located
- Travel patterns across the region



TDP Recommendations



Plan Modes

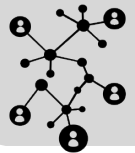
Shared Ride	County Ride	Quick Ride	Rapid Ride	Airport Ride
A flexible on- demand zone- based transit service	Regular bus with set routes and schedules	High- frequency service with bus priority improvements and enhanced stops	High- capacity service with dedicated right-of- way and stations	Limited stop service to Hartsfield- Jackson International Airport
				

TDP Overview

In the first 10 years



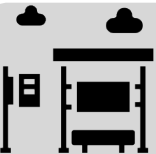
Massive county ride network



Shared-ride covers 100% of the county



9 high-capacity routes



Infrastructure and technology



Convenient transit service

Connecting all residents to jobs and activities

Expanding mobility options

Supporting economic development and sustainable growth

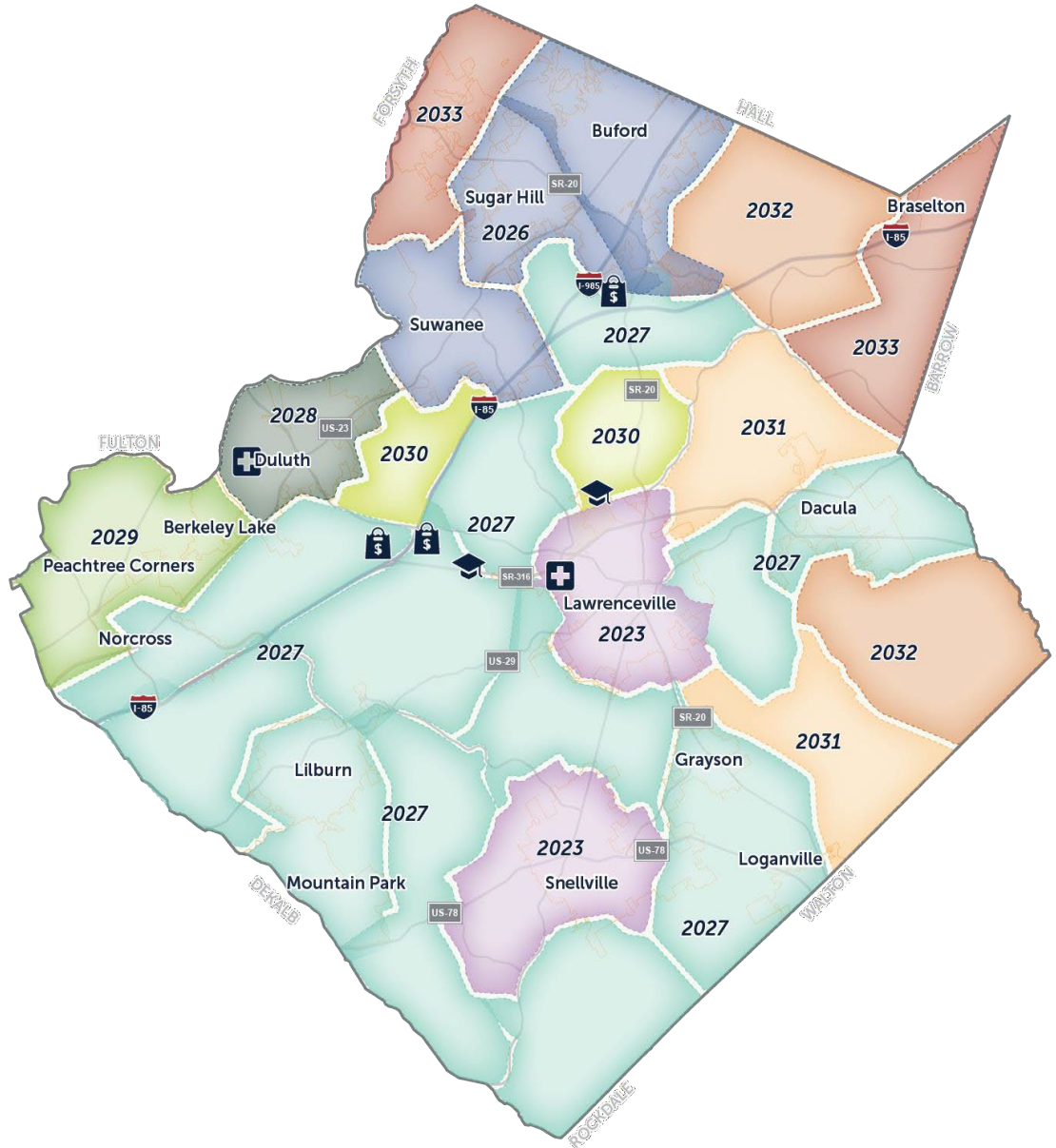
Shared Ride

Zone Implementation

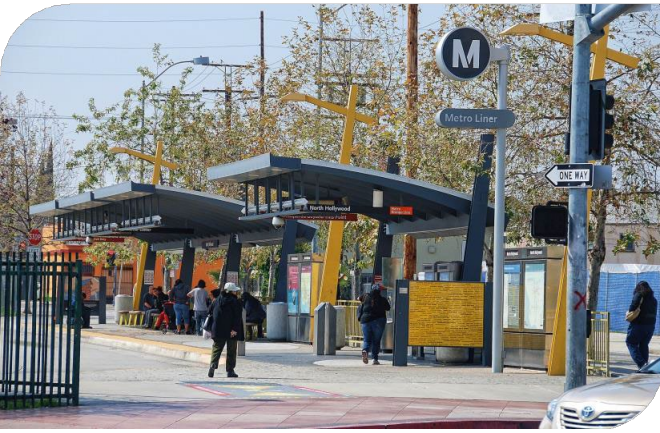
Shared Ride is an on-demand service — a flexible option for the entire County (a.k.a. microtransit). Riders can use an application to request their trip and pay for their fare. Shared Ride zones will serve the entire County by 2033.



Zone Implementation Year:



Transit Transfer Facilities



Example of a Small TTF



Example of a Medium TTF



Example of a Large TTF

Plan Performance



Plan Results

Existing System	Recommended System	
Only 11% of people 28% of jobs are within 1/4 mile of a stop	Combined County, Quick, Rapid Rides	Shared Ride
	32% of people 60% of jobs are within 1/4 mile of a stop	100% of people and 100% of jobs are served by shared-ride
800% increase in weekday service		1000% increase in Saturday service + introduction of Sunday service

Potential Funding

Leverage

State, Federal, and Local funding

Questions?



ADJOURN

**The ATL Board Meeting
Will Begin Momentarily**