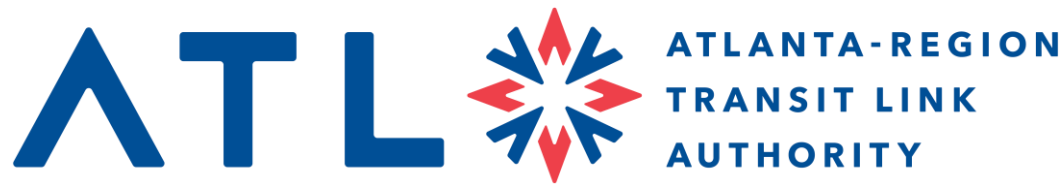


ATL COMMITTEE MEETINGS WILL BEGIN MOMENTARILY



Xpress Operations Committee

Charlotte Nash, Chair

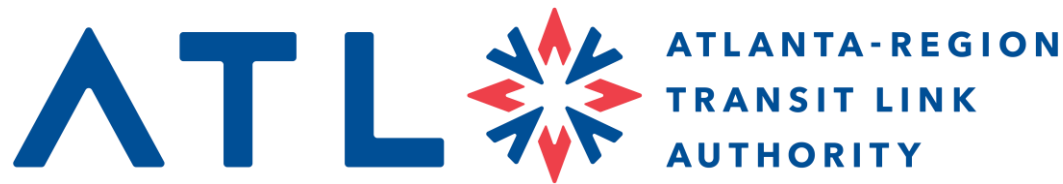
October 5, 2023

Xpress Operations Committee

Thursday, October 5, 2023

Proposed Agenda

- I. Call to Order – Charlotte Nash, Chair
- II. Approval of the Meeting Minutes for June 1, 2023
- III. Approval of the Agenda for October 5, 2023
- IV. Public Transportation Agency Safety Plan Update – Gail Franklin –
Action Item
- V. Redefining the Ride Xpress 2.0 – Cain Williamson
- VI. Adjournment



2024 Update of the Public Transportation Agency Safety Plan (PTASP)

**Gail Franklin
Chief Transit Officer
October 5, 2023**

WHAT IS THE PTASP?

Public Transportation Agency Safety Plans (PTASP) is required by Federal regulation for certain operators of public transportation systems that receive federal funds under the FTA Urbanized Area Formula Grants to develop an Agency Safety Plan (ASP) that includes the processes and procedures to implement a Safety Management System (SMS), a comprehensive, collaborative, and systematic approach to managing safety. (49 CFR Part 673)

PLAN UPDATE

- ▶ ATL Xpress is considered a Small Public Transportation Provider
- ▶ Updates Transit Business Unit Org Chart and the SRTA/ATL Organizational Chart
- ▶ Sets 2024 Safety Performance Targets
- ▶ Revises membership of the PTASP Joint Management/Labor Safety Committee to include:
 - 3 ATL Xpress Managers
 - 3 frontline employees (selected by the Labor Union)

2023 TARGETS AND PERFORMANCE

	Fatalities (Total)	Fatalities (per 100,000 VRM)	Injuries (Total)	Injuries per (100,000 VRM)	Safety Events (Total)	Safety Events per 100,000 (VRM)	System Reliability (VRM between failures)
CY Targets	0	0.00	7	0.35	36	1.7	18,000 miles
FY Performance	0	0.00	5	0.25	45	3.19	37,069 miles

2024 TARGETS

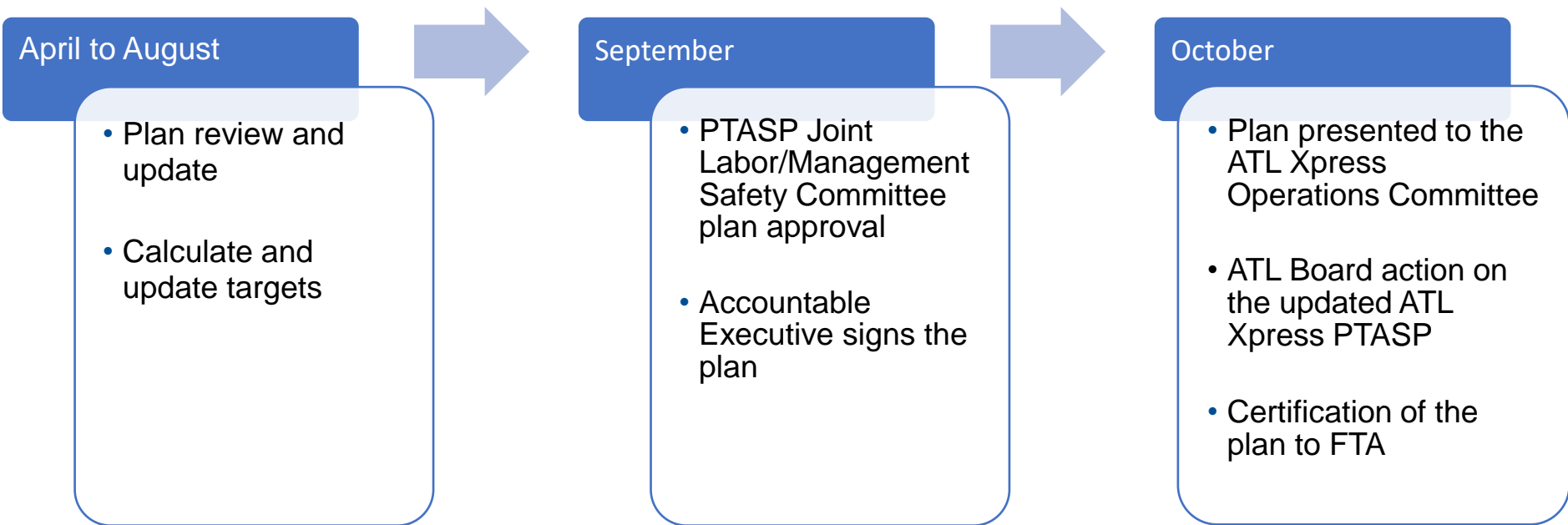
	Fatalities (Total)	Fatalities (per 100,000 VRM)	Injuries (Total)	Injuries per (100,000 VRM)	Safety Events (Total)	Safety Events per 100,000 (VRM)	System Reliability (VRM between failures)
CY Targets	0	0.00	7	0.47	36	2.4	20,000 miles

* Vehicle Revenue Miles (VRM)

XPRESS FLEET

Contractor	Location	ATL Routes	Peak in Buses 2023
Transdev	South Ops	14	48
Transdev	North Ops	11	25
Cobb County	CobbLinc	2	6
Total		27	79

SCHEDULE



ACTION ITEM



Requesting the Committee recommend Board approval of the 2024 ATL Xpress Public Transportation Agency Safety Plan



Questions

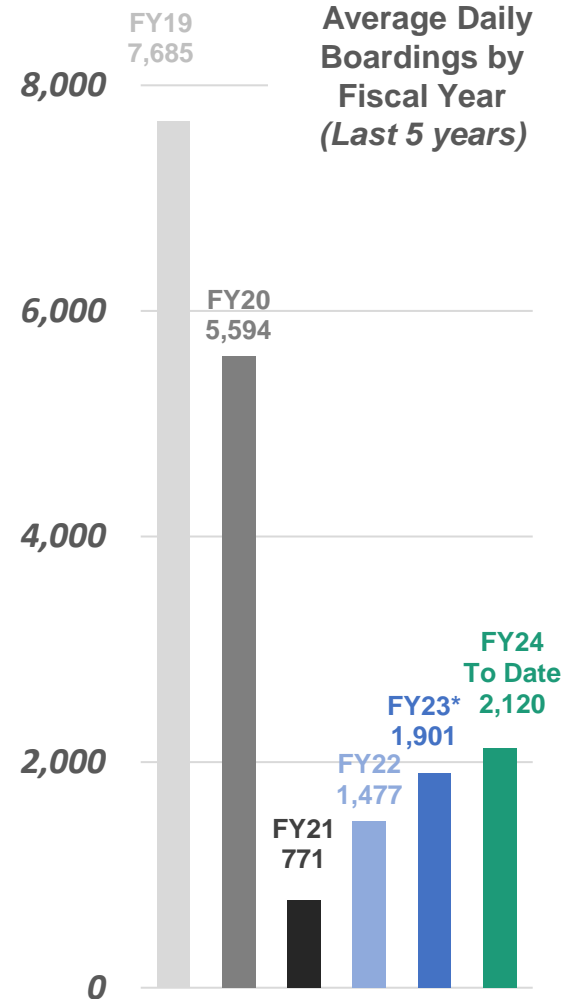


Redefining the Ride Xpress 2.0

Cain Williamson
Chief Planning Officer
October 5, 2023

Problem Statement

- *Xpress Ridership has not recovered post-pandemic*
- *Return to work in traditional office markets is slow*
- *In-Person Employment Centers (IPECs) not well served by Xpress*



Project Purpose

- Improve system efficiency & increase ridership
- Address post-pandemic travel demand and commute patterns
- Be a good steward of public funding
- Address all potential express bus markets and new customers



Project Scope

1. Operational Analysis & Implementation Plan
 - Existing system assessment
 - Park-and-ride lot assessment
 - New market analysis/identification
 - Costing and implementation plan
2. Gwinnett & Cobb County Commuter Service & Xpress Efficiency Evaluation*
3. Stakeholder and Public Engagement
4. Service Change Education Campaign

*Included at the request of Cobb and Gwinnett who will make local decisions based on analysis provided.



Operational Analysis: Existing System Assessment

Route/Service Assessment

► Operational Assessment

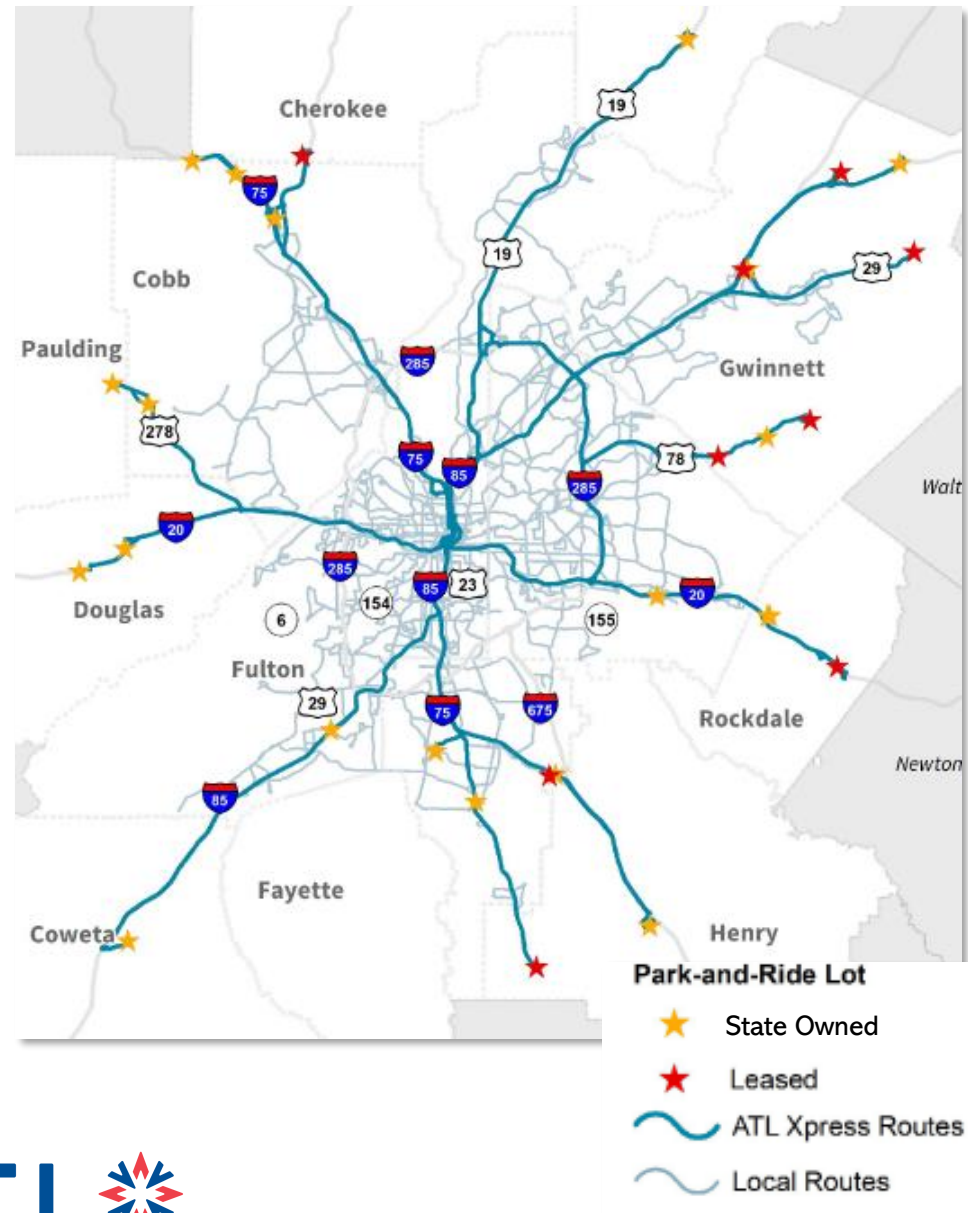
- Assess potential route redundancies
- Examine peak-period on-time performance
- Consider reverse commute opportunities
- Examine network/regional connections
- Includes Xpress, CobbLinc, and Ride Gwinnett

► System Efficiency Strategies

- Possible route consolidation
- Increase efficiency of schedules
- Potential for reverse commute

Park-and-Ride Assessment

- Examine lot ownership and costs
- Evaluate lot location and relation to other lots
- Assess lot utilization, condition, accessibility
- Viability of route(s) served



Operational Analysis: New Market Identification

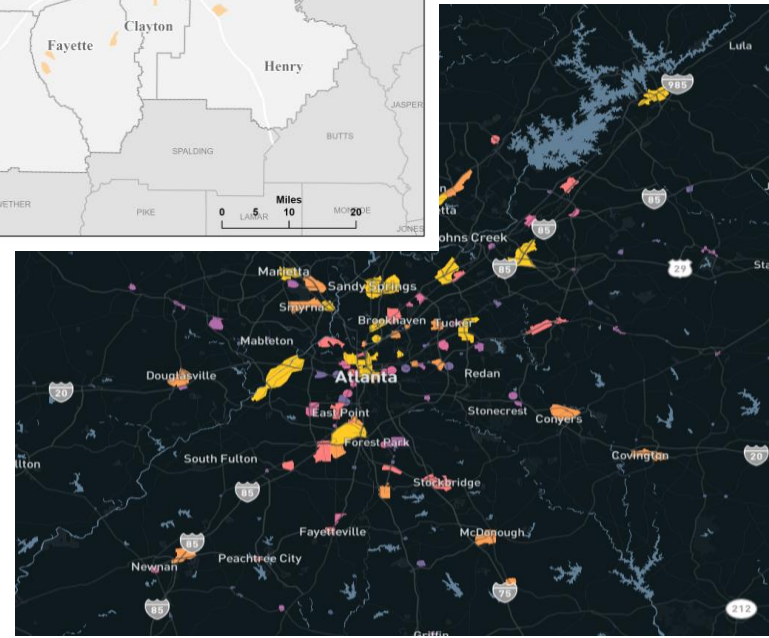
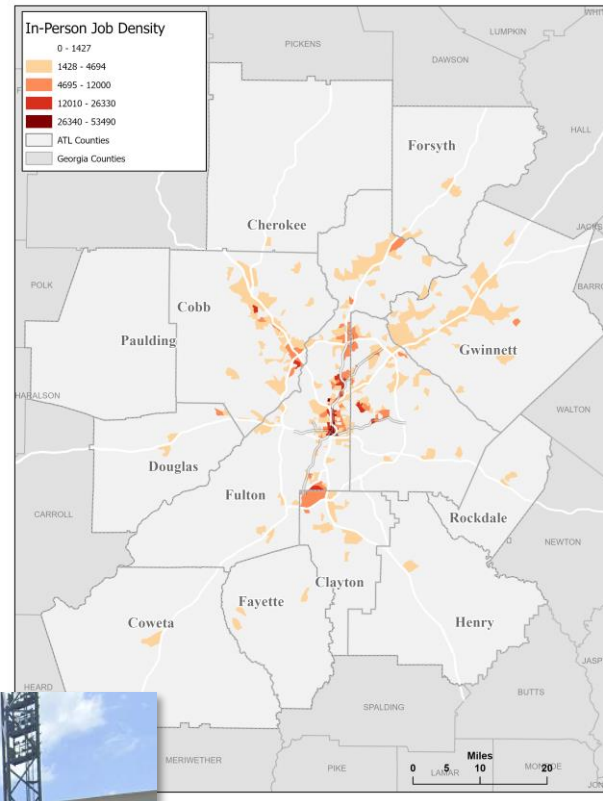
► In-Person Employment Centers (IPECs)

- Centers with concentration of in-person jobs
 - Healthcare – Pill Hill
 - Logistics – Fulton Industrial Blvd
 - Transport hubs – Airport
- Assess number and density of jobs
 - Density support efficient service delivery
- Analyze which centers may be good candidates for service

► Travel Demand Assessment

- Assess origins associated with the IPECs
- Focus on cross-jurisdictional trip patterns
- Consider potential new routes

2020 In-person Job Density



Operational Analysis: Costing and Implementation Plan

Financial Impact Assessment

- ▶ Potential savings from enhanced efficiency
- ▶ Costs of strategic investment in new IPEC markets
- ▶ Remaining federal interest in capital assets
- ▶ Potential impacts to federal formula funding
- ▶ Committed to cost neutrality or savings

Implementation Plan Development

- ▶ Required public engagement
- ▶ Title VI Analysis of proposed changes
- ▶ Proposed schedule for any service alterations
- ▶ Measure Success
 - Increased ridership systemwide
 - Efficiency measures such as: cost per trip and cost per rider
 - Effectiveness measures such as: trips per revenue mile and hour



Stakeholder and Public Engagement

- ▶ Changes to service offering require public engagement and Title VI analysis
- ▶ Initial engagement effort is ongoing
 - Surveys for riders, general public, and employers closed on Oct 1
 - Employer responses – 40+
 - Individual responses – 1200+
 - Stakeholder meetings with employers
- ▶ Additional engagement will be required once draft recommendations are ready

Next Steps

- ▶ Finalize Initial Recommendations
- ▶ Conduct Public Engagement
- ▶ Prepare Draft Study Documentation
- ▶ Finalize Report
- ▶ Prepare Draft Education Program Plan



Questions & Discussion





ADJOURN

**The Administrative Committee Meeting
Will Begin Momentarily**