

Transit Planning Committee

Charlie Sutlive, Chair

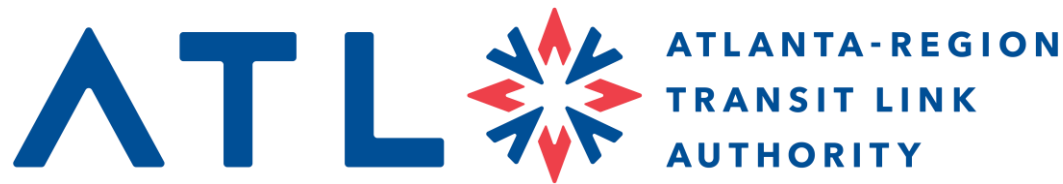
February 1, 2024

Regional Transit Planning Committee Meeting

Thursday, February 1, 2024

Proposed Agenda

- I. Call to Order – Charlie Sutlive, Chair
- II. Approval of the Meeting Minutes for December 7, 2023
- III. Approval of the Agenda for February 1, 2024
- IV. ARTP Amendment #3 – Beth Davis
- V. Douglas County Transit Master Plan – Ron Roberts, Douglas County
& Rachel Hatcher, RS&H
- VI. Adjournment



Gwinnett County Transit Special Local Option Sales Tax (Transit SPLOST)

Referendum List Review

Jonathan Ravenelle, Transit Funding Director

February 1, 2024



Gwinnett County Transit SPLOST Referendum List Process

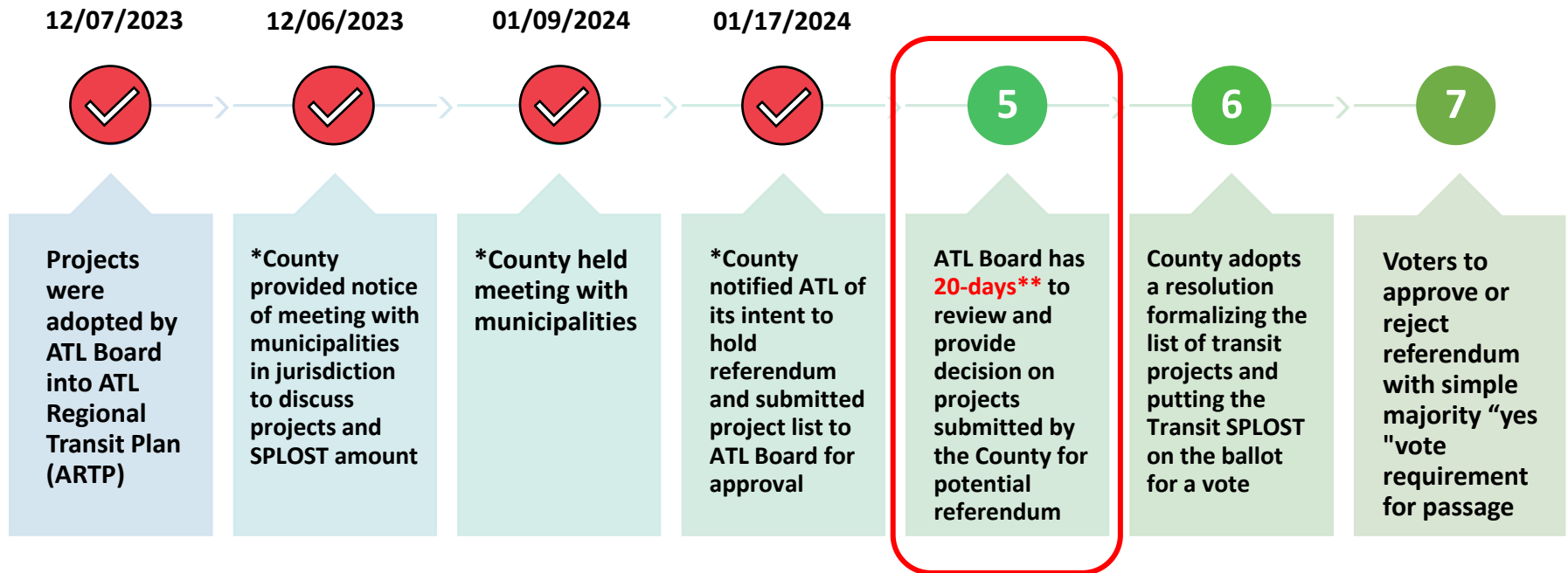
Gwinnett County Transit SPLOST Referendum List Process

► Gwinnett County Transit Development Plan (TDP)



**TDP adopted by Gwinnett County Board of
Commissioners on September 19, 2023**

Gwinnett County Transit SPLOST Referendum List Process



*OCGA § 48-8-269.45 provides specific date requirements for last day by which these steps must be completed in an election cycle

**Statutory 20-day review requires ATL Board action to take place no later than February 5, 2024





ATL's Review of Gwinnett County Transit SPLOST Referendum List

ATL's Review of Gwinnett County Transit SPLOST Referendum List

► O.C.G.A. § 48-8-269.45(C) states:

- *Upon receipt of such notice from a county, the authority shall approve or deny any or all projects within a submitted transit project list and the proposed operator of any transit projects if such project or projects are services which require an operator. **In making a determination upon whether to approve transit projects, the authority shall take into consideration any other transit projects the authority has approved for any neighboring counties, any transit projects in progress in any neighboring counties, and any additional federal or state funding that may be available for any projects.** The authority shall make a determination and send notification to a county approving or denying the submitted transit projects and operators, if applicable, no later than 20 days from the receipt of such list.*

ATL's Review of Gwinnett County Transit SPLOST Referendum List

Regionally Connected Transit Services

Regional Financial Considerations

ATL's Review of Gwinnett County Transit SPLOST Referendum List

Regionally Connected Transit Services

- Does the project list **consider appropriate modes** throughout the County to best serve regional access to jobs and future economic development?

Regional Financial Considerations

- Does the project list consider **balancing regional service needs** within a **constrained funding environment**?

ATL's Review of Gwinnett County Transit SPLOST Referendum List

Regionally Connected Transit Services

Regional Financial Considerations






- Is the project portfolio's financial assumptions **consistent with federal, state, local match funding assumptions**
- Are Federal **Capital Investment Grant (CIG)** assumptions **consistent with current FTA project awards levels?**



Regionally Connected Transit Services

Regionally Connected Transit Services

► Referendum List Transit Modes Breakdown:

Shared Ride	County Ride	Quick Ride	Rapid Ride	Airport Ride
A flexible on-demand zone-based transit service	Regular bus service 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
				
Countywide (27 Zones)	18 Routes	8 Routes	1 Route	2 Routes

Regionally Connected Transit Services

► Referendum List Highlights:

- Creation of a network of over **500 miles of fixed route transit seven days per week** (County, Quick, and Rapid Rides)
- **100% of the county covered by Shared Ride services**
- **All modes connected by Transit Transfer Facilities (19 total)**

PROPOSED SERVICE OVERVIEW DIAGRAM



Regionally Connected Transit Services

► Referendum List Highlights:

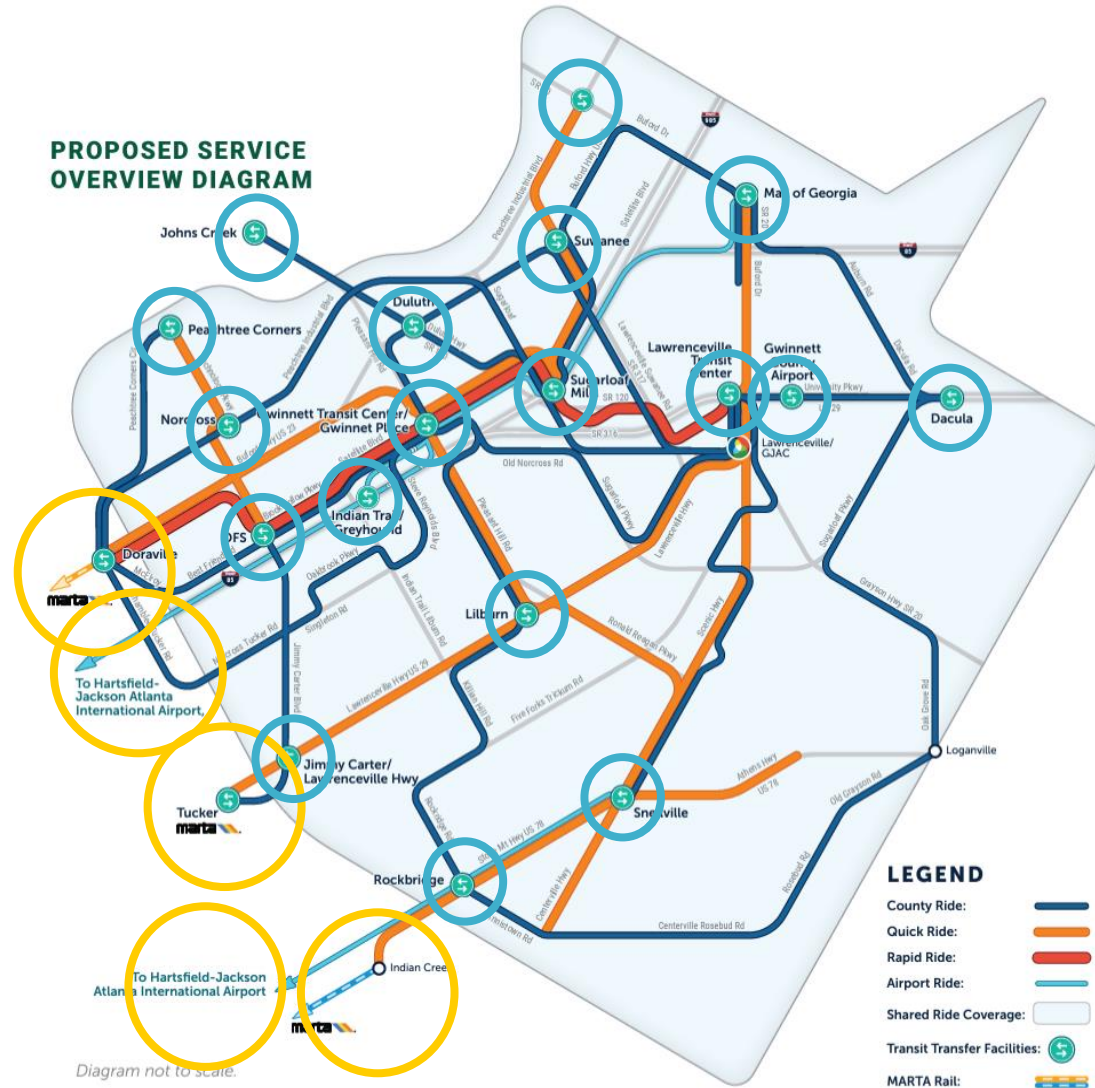
- Creation of a network of over **500 miles of fixed route transit seven days per week** (County, Quick, and Rapid Rides)
- **100% of the county covered by Shared Ride services**
- **All modes connected by Transit Transfer Facilities** (19 total)
- **Regional connections** to Doraville Station, Indian Creek Station, and Hartsfield Jackson Atlanta International Airport (HJAIA)



Regionally Connected Transit Services

► Referendum List Highlights:

- Creation of a network of over **500 miles of fixed route transit seven days per week** (County, Quick, and Rapid Rides)
- **100% of the county covered by Shared Ride services**
- **All modes connected by Transit Transfer Facilities** (19 total)
- **Regional connections** to Doraville Station, Indian Creek Station, and Hartsfield Jackson Atlanta International Airport (HJAIA)
- Connections to **existing job centers and future areas where growth is anticipated** including: Rowen, Gwinnett Place Mall, OFS, and Gas South District among others



ATL's Review of Gwinnett County Transit SPLOST Referendum List

Regionally Connected Transit Services

Regional Financial Considerations



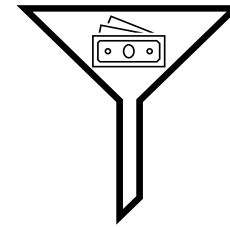
Regional Financial Considerations

Regional Financial Considerations

► Proposed Gwinnett County transit funding model:



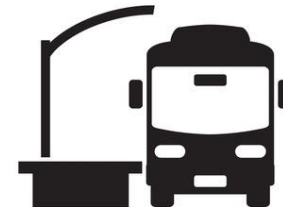
County Sales Tax
(Transit SPLOST)
Proposed Local Funding Model



Federal Transit Administration
Formula & Discretionary Funding



Fare Revenue



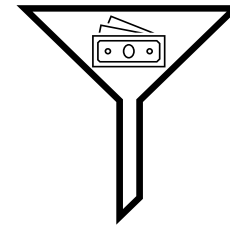
Federal Transit Administration
Capital Investment Grant (CIG) Program Funding

Regional Financial Considerations

► Proposed Gwinnett County transit funding model:



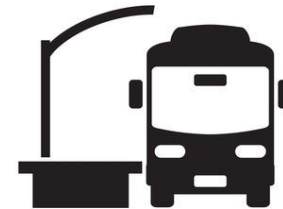
County Sales Tax
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Fare Revenue



Federal Transit Administration
Capital Investment Grant (CIG) Program Funding

Regional Financial Considerations

Capital Investment Grant (CIG) Assumptions

► FTA's primary grant program for funding major transit capital investments:

- Approx. \$3.6B appropriated by Congress in Federal FY23
- Funds light, heavy, and commuter rail, streetcar, bus rapid transit (BRT)
- Funds new fixed guideway systems or extension to existing systems

► New Starts Projects:

- Projects with a total estimated project cost of \$400M or more or that are seeking CIG funding of \$150M or more

► Small Starts Projects:

- Projects with a total estimated project cost of less than \$400M and that are seeking CIG funding of less than \$150M

Regional Financial Considerations

Capital Investment Grant (CIG) Assumptions

► Rapid Ride New Starts CIG Program Assumptions:

- Rapid Ride project is the only project in the referendum list currently planned to pursue CIG funding
- Estimated Rapid Ride CIG share is 49.4% which is in line with national averages for CIG projects
- Gwinnett's focus on singular CIG project supports broader regional utilization of CIG program



26 miles

of Rapid Ride
rubber-tire rail
service in the
first 10 years.

ATL Referendum List Review Checklist

☒ Regionally Connected Transit Services

☒ Regional Financial Considerations



Staff Recommendation

Staff Recommendation



ACTION ITEM

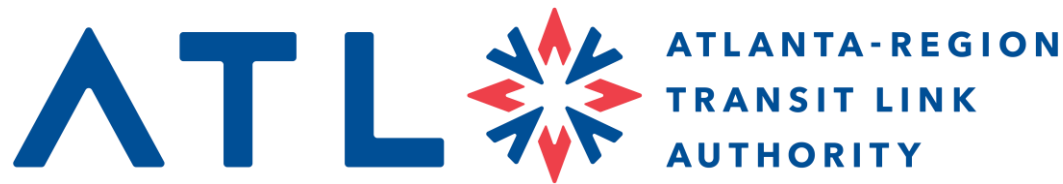
»» 02.01.24

- ▶ Recommendation for the Board to approve the 2024 Gwinnett County Transit SPLOST Referendum List

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



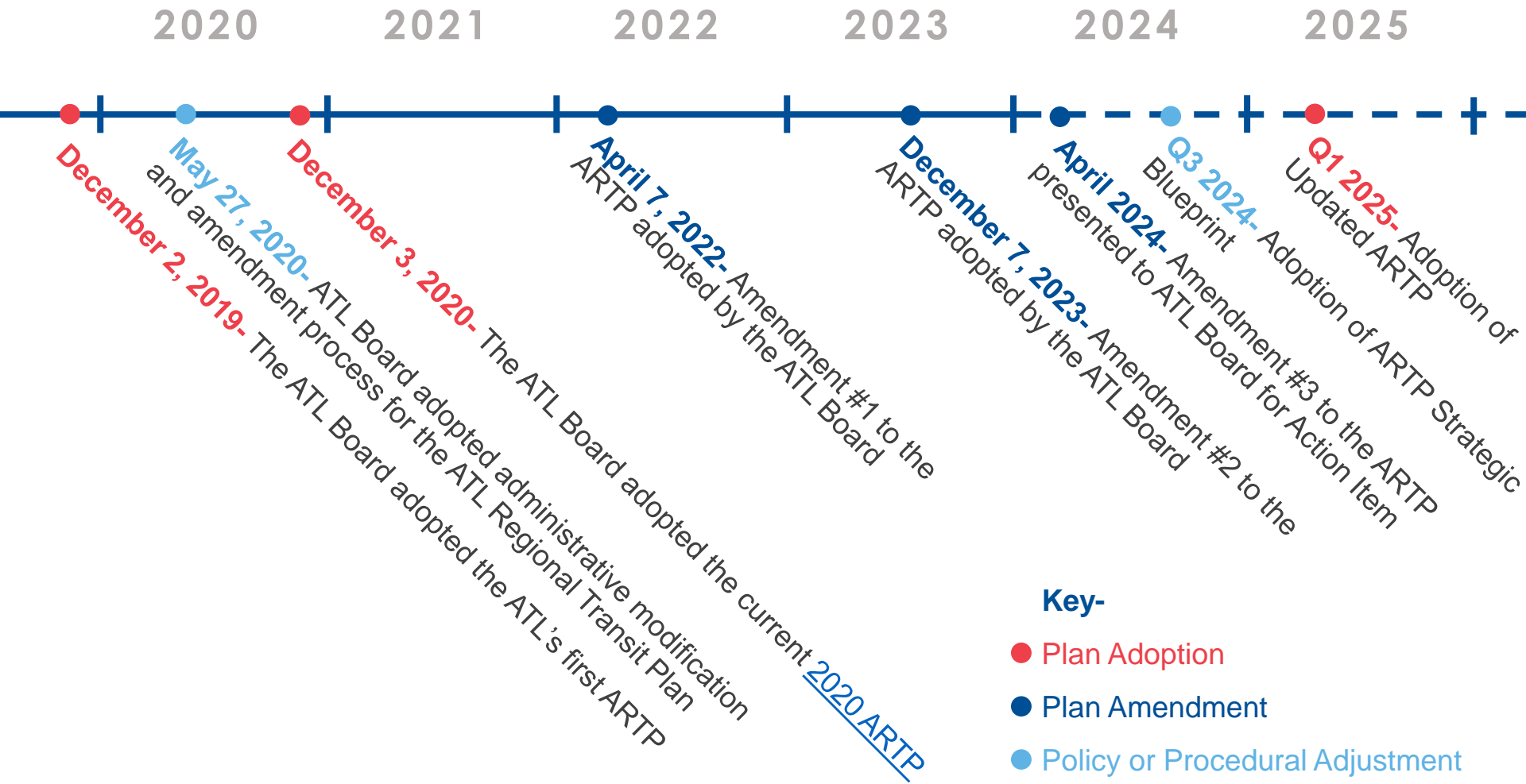
Thank You



ARTP Update and Amendment #3

Beth Davis, February 1, 2024

ARTP TIMELINE



2020 ARTP Amendment #3 Purpose

- ▶ Cobb County Mobility SPLOST Proposed Program of Projects- December 15, 2023
- ▶ Douglas County Transit Master Plan- December 19, 2023

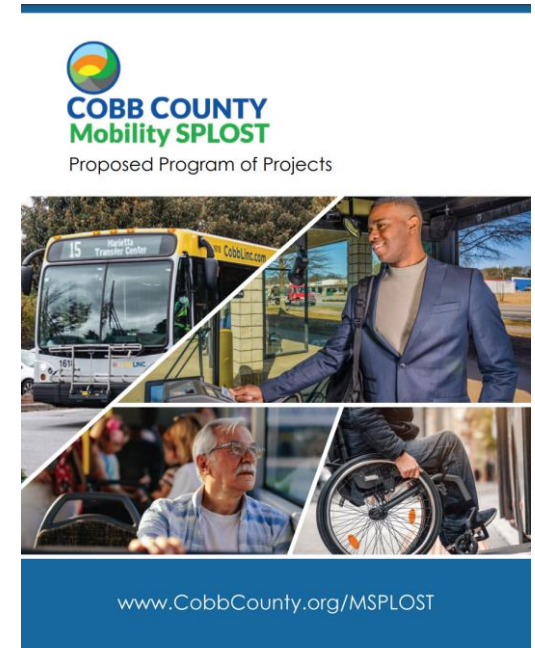


2020 ARTP Amendment #3- Projects Overview

- ▶ 73 Projects from 2 operators
- ▶ Projects from 2 Local Plans
- ▶ Projects Proposed by Type:
 - Expansion- 37
 - Enhancement- 31
 - State of Good Repair- 5
- ▶ 10 Different Transit Modes Represented



	Cobb County MSPLOST Proposed Projects	Douglas County Transit Master Plan	Totals
New Projects	3	11	14
Updated	28	31	59
Amendment 3 Total	31	42	73



Amendment #3 Schedule

- ▶ **February 1, 2024:** Amendment Overview
- ▶ **February 1st – 29th :** ATL staff coordinate with project sponsors and finalize project details
- ▶ **March 1st-31st -** Public Comment
- ▶ **April 4, 2024:** Amendment #3- **Action Item**

Amendment #3 Schedule ... Cont.

- ▶ **February 1, 2024:** Amendment Overview
- ▶ **February 1st – 29th :** ATL staff coordinate with project sponsors and finalize project details
- ▶ **March 1st-31st -** Public Comment
- ▶ **April 4, 2024:** Amendment #3- **Action Item**
- ▶ **April 5, 2024 (Tentative):** Cobb Meeting with Cities
- ▶ **May, 2024-** ATL Receives Cobb Referendum List
- ▶ **June 6, 2024-** ATL Board Vote on Cobb Referendum List

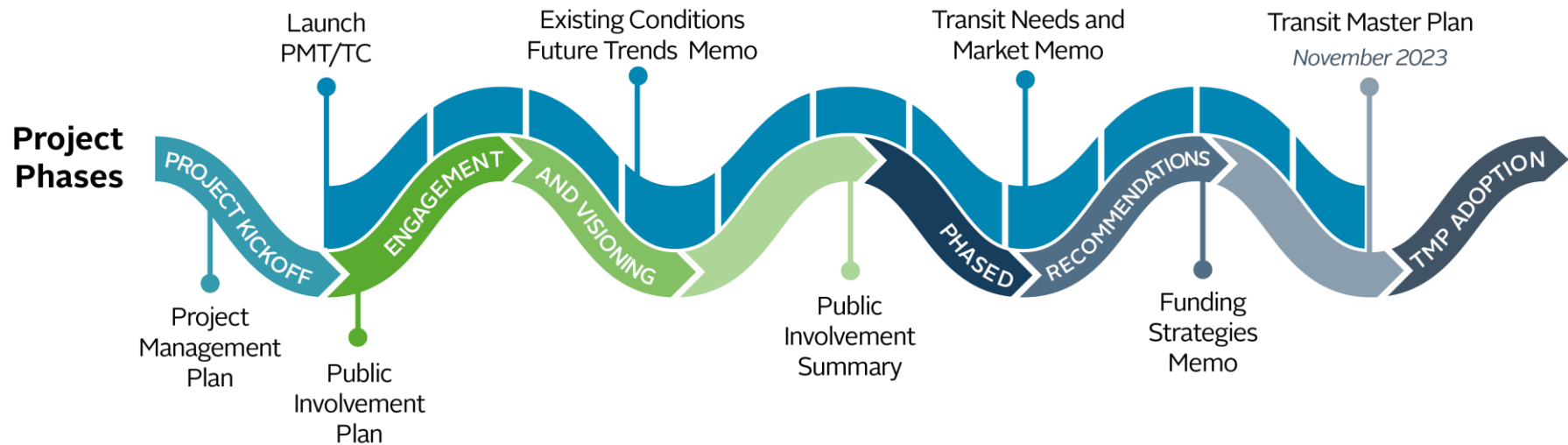
DOUGLAS COUNTY 2023 TRANSIT MASTER PLAN

*Atlanta-Region Transit Link Authority
RTP Committee Briefing*

February 1, 2024



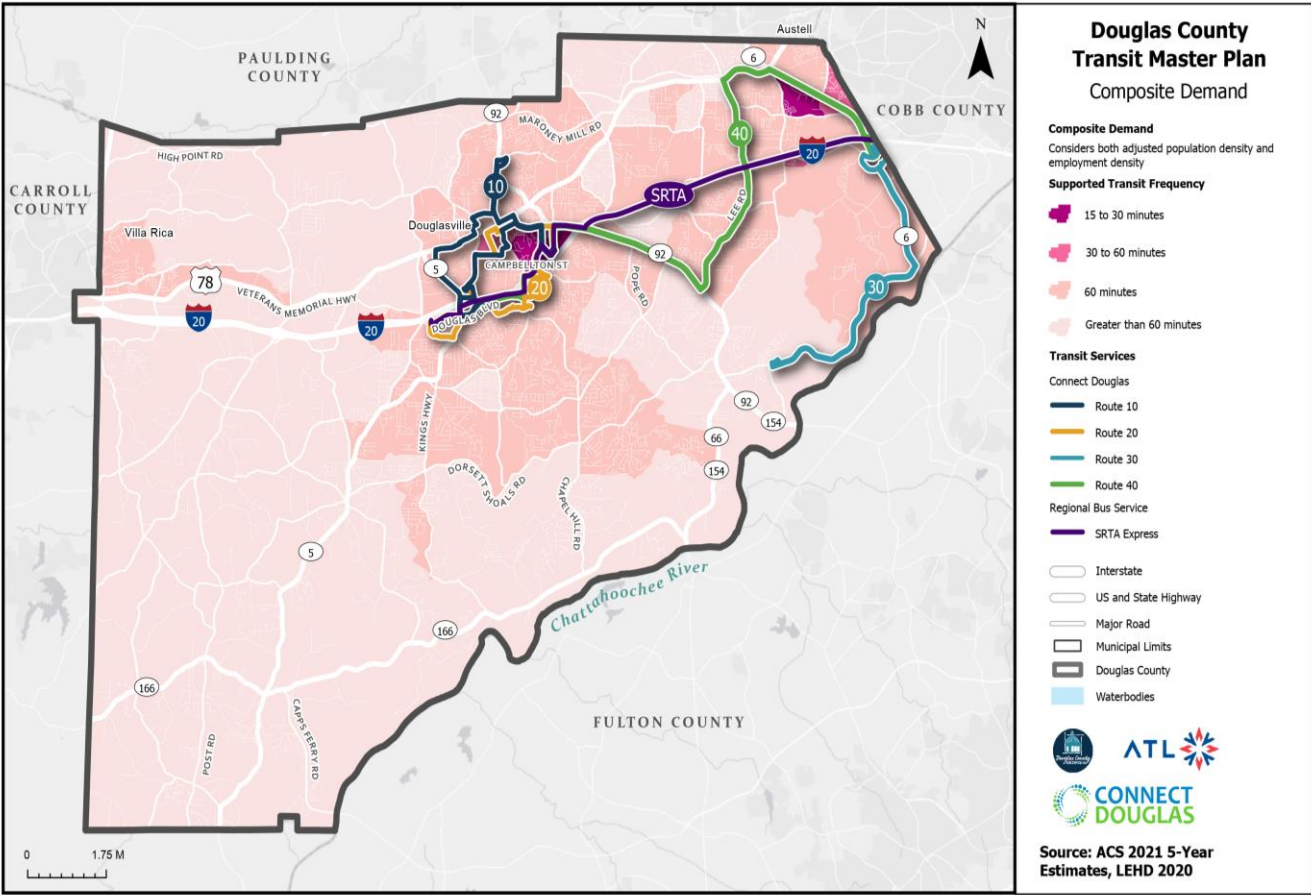
Project Overview



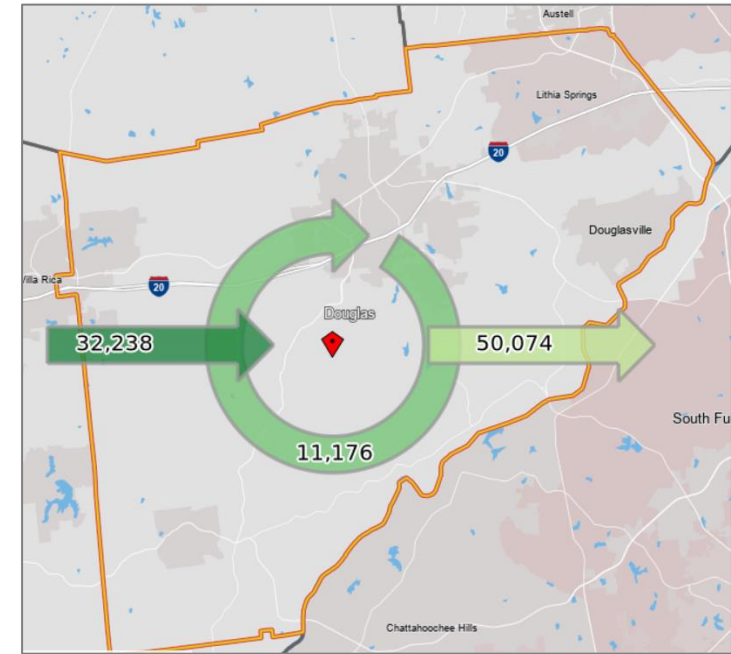
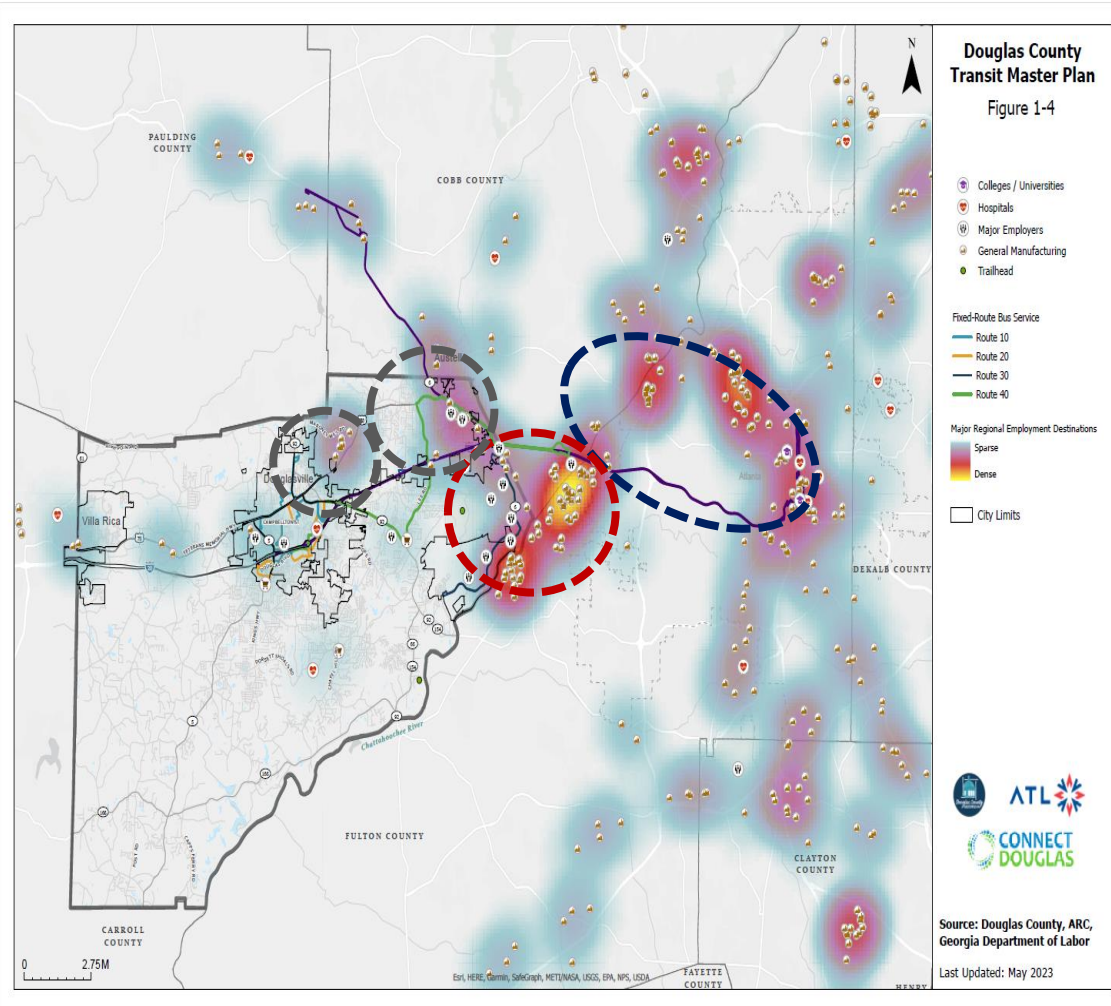
Composite Demand VS Existing Service

Analysis Results

- > Most of the Douglas County's urban area can support 60-minute local fixed route service
- > Some pockets exhibit demand that may support 30-minute service
- > Existing Connect Douglas and Xpress services cover a significant portion of existing transit demand
- > Regions south of Douglasville and around Villa Rica (not currently served by existing transit) have demand to support fixed-route service.



Local and Regional Needs



Source: U.S. Census OnTheMap 2020

What People Are Saying



Statistically Valid Community Survey Themes

#1 Purpose: Provide mobility options for Transit Dependent

56% Desire: More direct connections to Downtown Atlanta

47% Desire: Better connections to Cobb County

#1 Destination: Atlanta Hartsfield-Jackson International Airport

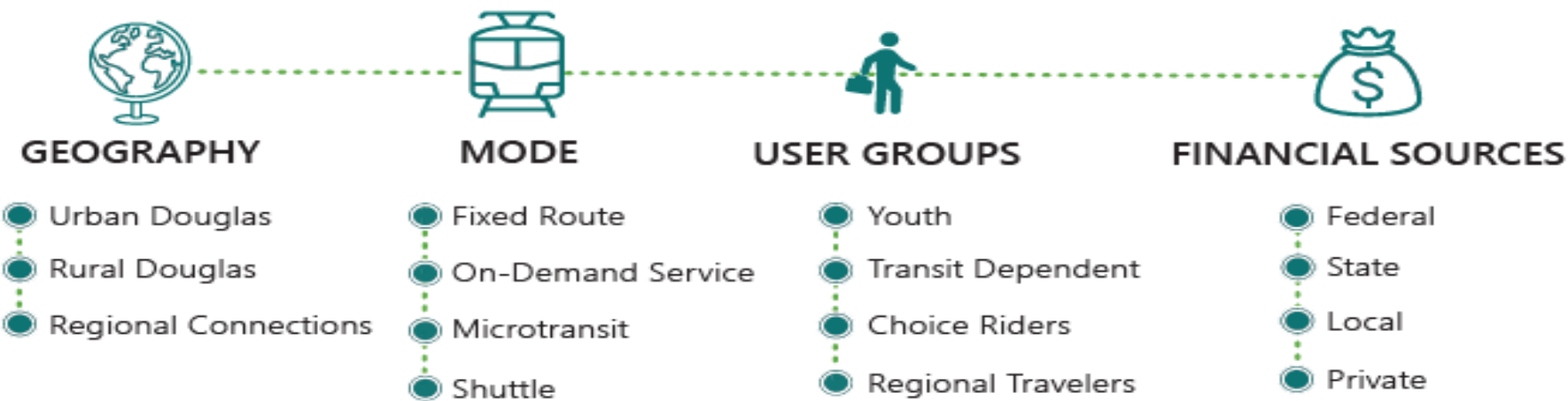
What People Are Saying

- > Direct access to Airport
- > Improved regional access
- > Expanded service to employment centers
- > Expanded service hours / frequency
- > Enhanced access for seniors and youth
- > Expanded ADA access
- > Seamless trip planning and payment



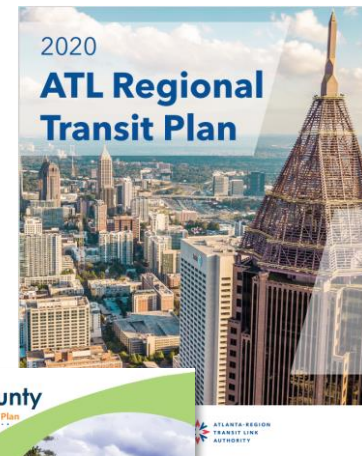
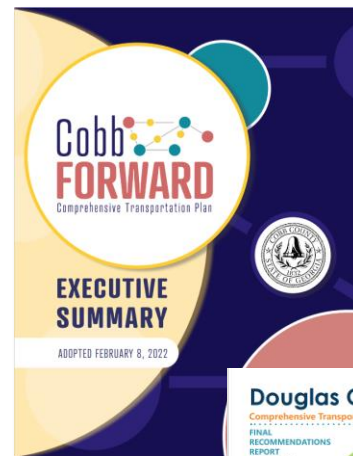
Service Strategy Framework

- > Who are we trying to serve?
- > Where is service needed and feasible (now and in the future)?
- > What mode best fits the needs and goals of the community?
- > What funding is available and how can it be used?



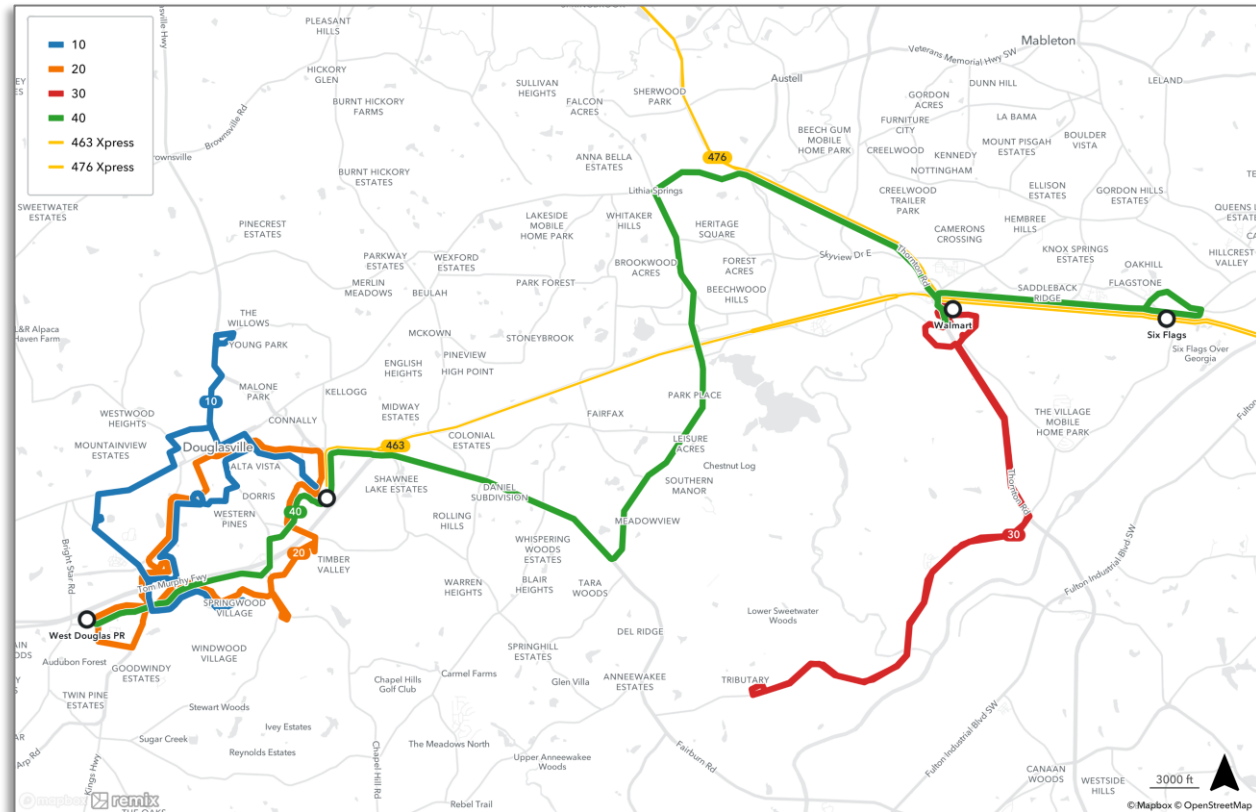
Key Strategies

- > Enhanced Efficiency
- > Investments in Service Flexibility, Speed, and Access
- > Strengthening of Regional Connections
 - Improved Airport Access
 - Connections at CobbLinc Stops / Stations
 - Improved MARTA connections
 - Enhanced Connections to Carroll County & Villa Rica
 - Improved access to parks and recreation
 - Improved access for seniors, disabled and youth



Existing Fixed Route Services

- > Route 10 (Blue)
 - Douglasville North
- > Route 20 (Orange)
 - Douglasville South
- > Route 30 (Red)
 - Industrial Employment
- > Route 40 (Green)
 - East West Connector
- > Regional Express
 - 463 Xpress
 - 476 Xpress



Fixed Route Service Recommendations

Phased Implementation

Short-term Fixed Route

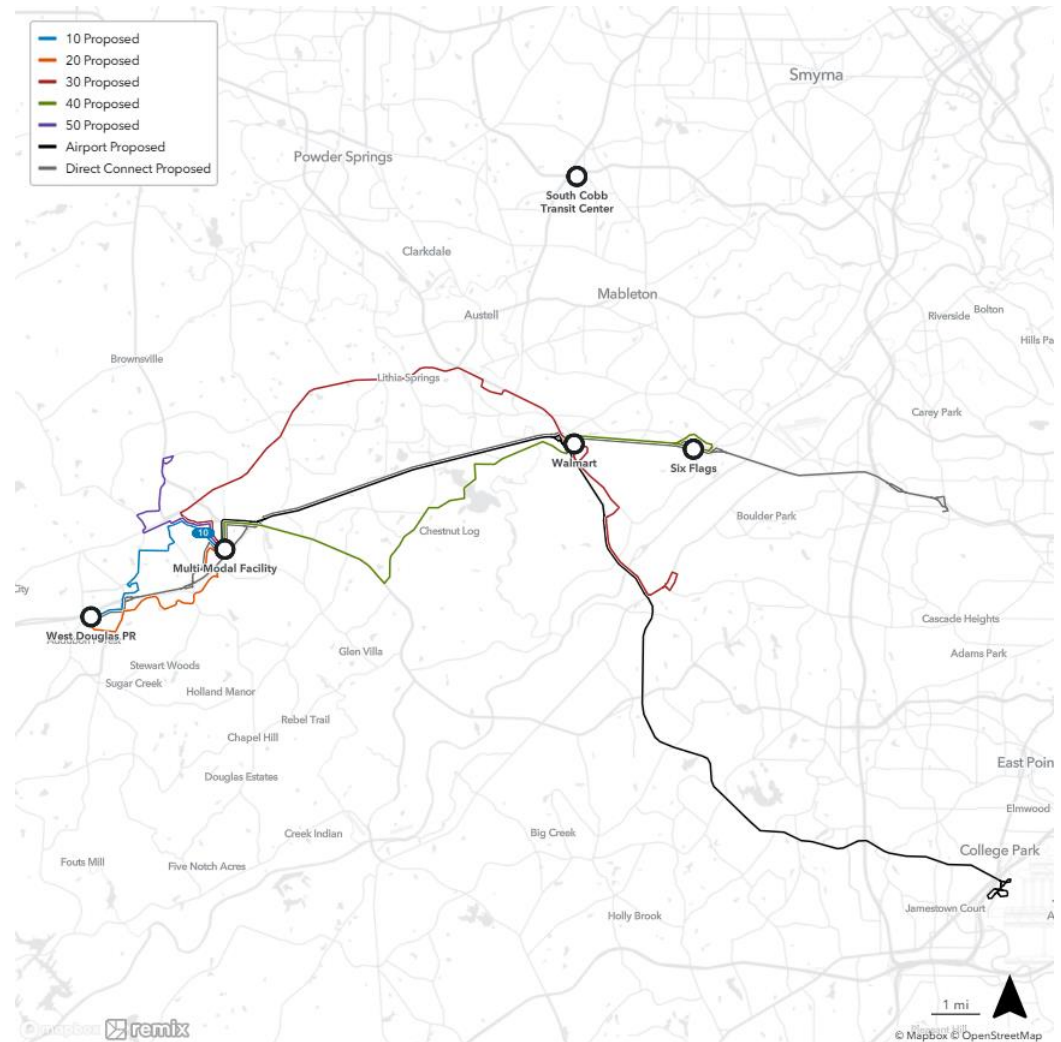
- > Route 10: 60 min headways
- > Route 20: 60 min headways
- > Route 30: 60 min headways
- > Route 40: 60 min headways
- > Route 50: 60 min headways

Medium-term Fixed Routes

- > All routes from Short-term
- > Add Direct Connect at 60 min headway

Long-term Fixed Routes

- > Improve all routes to 30 min headway
- > Add Airport Route at 120 min headway



Microtransit Service Recommendations

- Service Strategies Overview

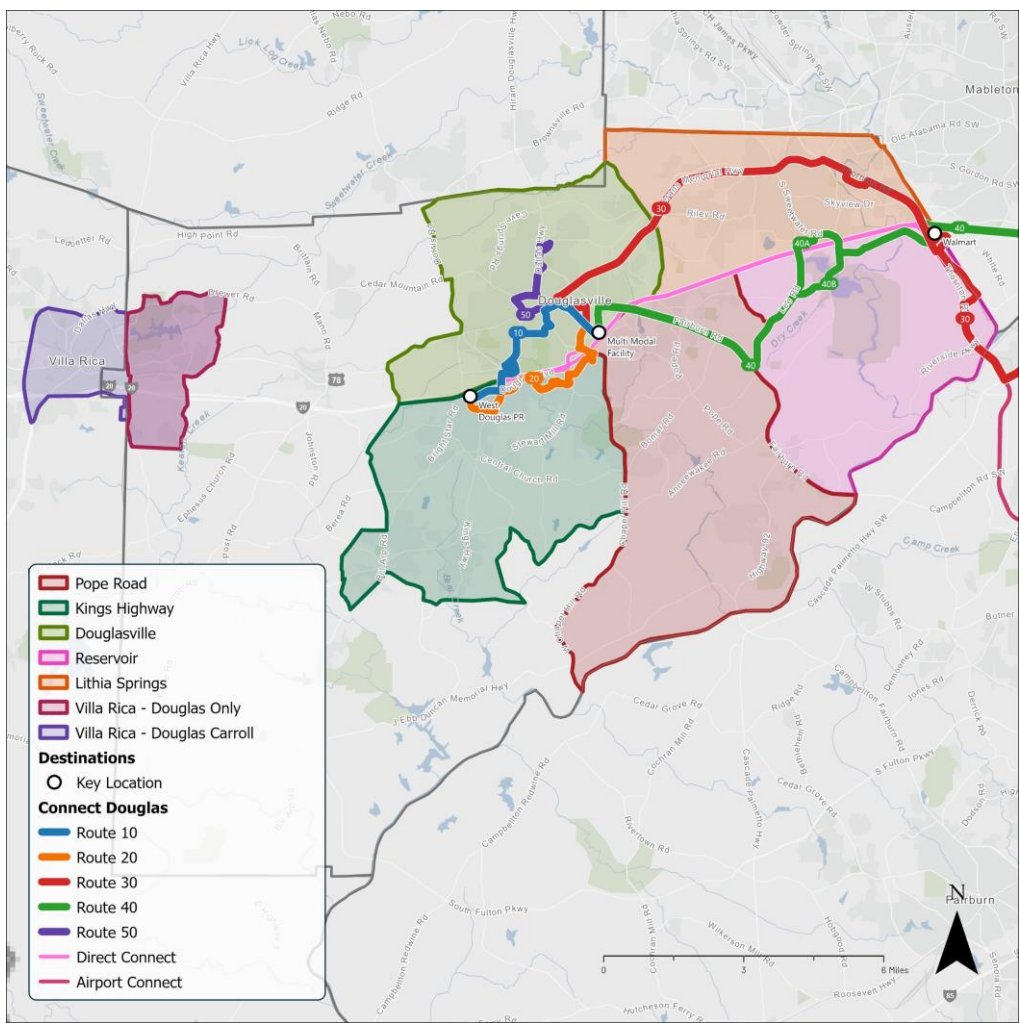


- > Zones = 6
- > Peak Fleet Demand = 15
- > Service Hours = 7AM – 8PM
- > Monday – Saturday Service
- > Average Wait Time = 20 Minutes

- Other Information

- > Population Coverage = 188,700
- > *Weekly Trips = 2,220 - 2,390

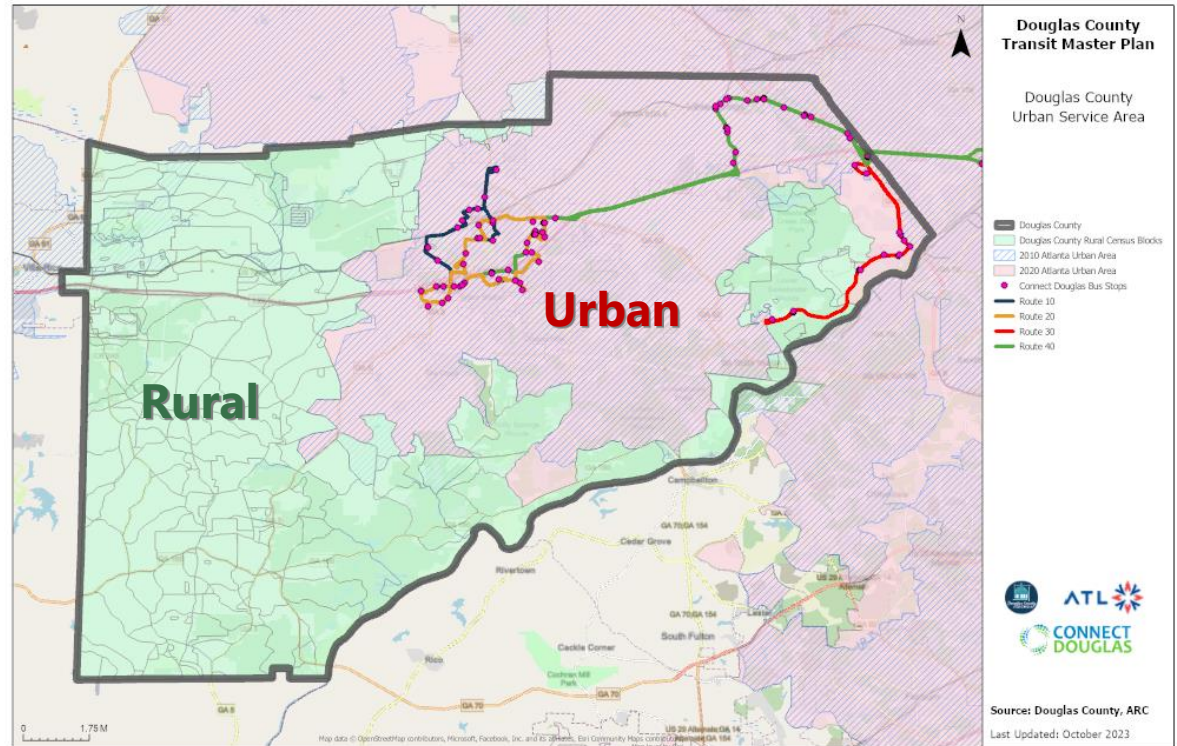
*Varies based on span of service.



Rural Service Area

Transit Funding vs US Census Defined Areas

- > 5307 – Urban Trips
 - Urban trips must be provided within the designated urban boundary
- > 5311 – Rural
 - Rural trips must start or end in the rural designated boundary. The trip can begin or end in urban area.



On-Demand Rural Service Recommendations

ON-DEMAND RURAL SERVICE

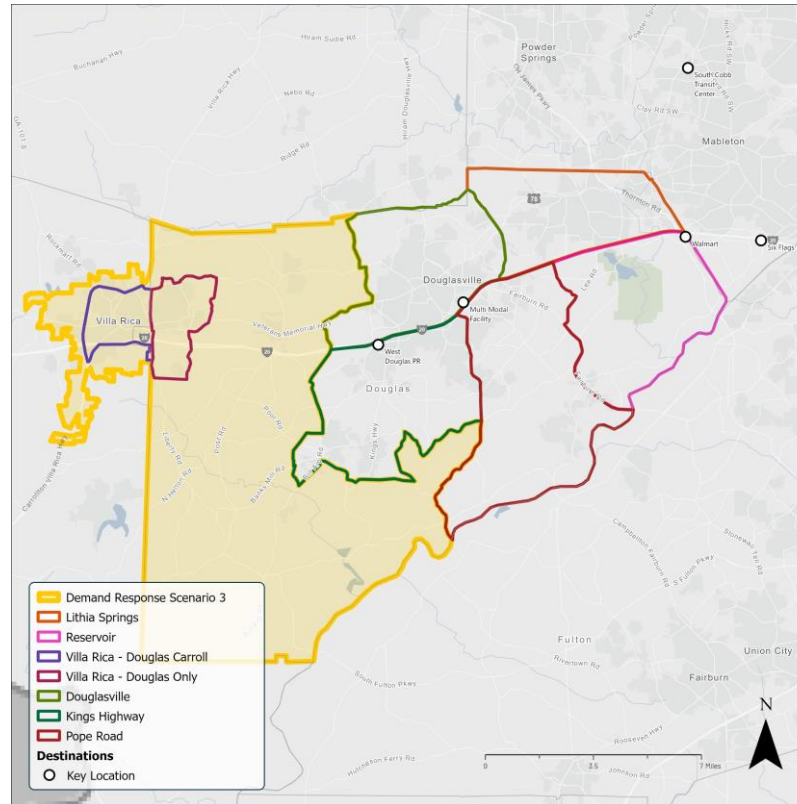
new

> Service Strategies Overview

- 24-Hour Advanced Reservation
- Countywide Access to Transportation
- Door-to-door service

> Possible Regional Partnerships

- Regional Service operated in Carroll County
 - Significant trips occur between rural Carroll County and rural Douglas County



Scenario 1



Scenario 2



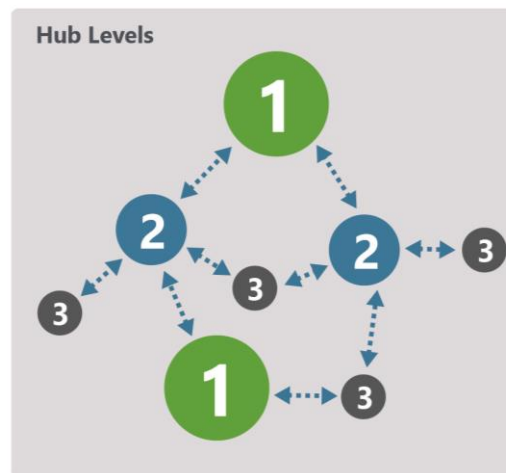
Scenario 3









Infrastructure Recommendations

CAPITAL INFRASTRUCTURE

- > Mobility Hubs / Enhanced Stops
 - NEW Mobility Hub Locations
 - Thornton Road
 - Liberty Road
 - Bus Stop Improvement Program
- > Rolling Stock
 - State of Good Repair
 - Expanded Fleet
- > Expanded Vehicle Storage and Safety



Potential Services

-  Data Management Services
-  Electric Vehicle Charging
-  Car Sharing and Vanpool
-  Community Mobility Hubs
-  Transportation Network Companies
-  Bike Sharing

PROGRAMS & PARTNERSHIPS

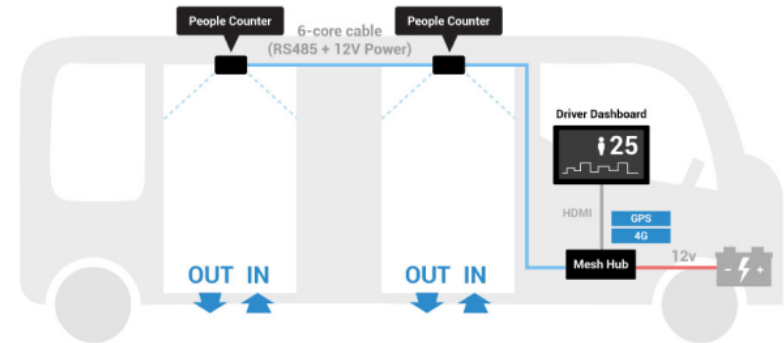
- Sweetwater State Park Bike Share Hubs
- Six Flags Enhanced Stop Facilities / Shuttles
- Regional Ride Guides
- Bus Stop Improvement Program (BSIP)
- First / Last Mile Infrastructure Program
- Transit Oriented Development (TOD)
- Local Codes / Ordinances



[Parking Lot Trams At Six Flags Great Adventure \(greatadventurehistory.com\)](http://greatadventurehistory.com)

Tech. / Innovation Recommendations

- > Automated Passenger Counters (APCs)
 - Stop level ridership data
 - Georgia State Transit Plan Recommendation
- > Upgraded Fare Collection
 - Smart Passes
 - Regional Integration / One Pass
- > Upgraded Mobile App / Website
 - Complete Trip Planning / Regional Interface
- > Upgraded Routing Software
 - Enhanced Route and Trip Scheduling Software



Implementing the Plan



Financial Assessment

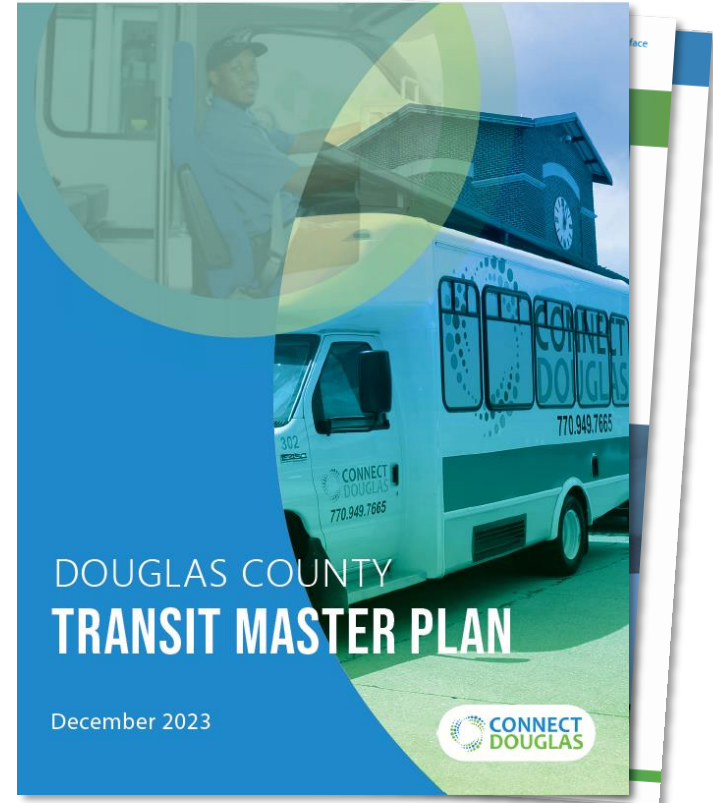
	Existing (2023)	Short-Term	Medium-Term	Long-Term
Operating Total	\$2,938,241	\$4,052,139	\$7,454,626	\$11,247,919
<i>Fixed Route Bus & Paratransit</i>	\$2,938,241	\$3,088,816	\$3,934,830	\$7,568,815
<i>On-Demand</i>	-	-	\$390,763	\$408,449
<i>Microtransit</i>	-	\$963,323	\$3,129,033	\$3,270,656
Federal Operating Funding*		\$1,643,152	\$1,779,997	\$1,866,458
Fare		\$60,270	\$137,481	\$174,422
Net		\$2,408,988	\$5,674,629	\$9,381,462

	Existing (2023)	Short-Term	Medium-Term	Long-Term
Capital Total		\$1,305,410	\$1,724,494	\$5,032,264
Federal Capital Funding*		\$487,807	\$487,807	\$487,807
Net		\$817,503	\$1,236,587	\$4,544,357

*2020-2022 NTD average federal funding

Return on Investments

- > Countywide transit access
- > 180% Increase in population with access
- > 32% increase in employment access
- > Improved access for vulnerable populations
 - +145% Minority Access
 - +73% Disabled
 - +28% Zero Car Households
 - +57% Low Income
 - +80% Youth
 - +67% Seniors





THANK YOU!



ADJOURN

**The ATL Board Meeting
Will Begin Momentarily**