

# TRANSIT OPERATORS SUBCOMMITTEE MEETING (TOS)

## Meeting Summary

August 24, 2018

ATTENDEES	
Andrew Spiliotis, ARC	Ryan Walker, GDOT
Heather Johnston, SRTA	Jean Hee Barrett, ARC
Tondelaya Grissom, MARTA	Gail Franklin, SRTA
David Haynes, ARC	Jonathan Ravenelle, SRTA
John Orr, ARC	Shayna Pollock, ARC
Lori Sand, ARC	Avery Gravitt, Forsyth County
Greg Powell, Cherokee County	Vinant Joshi, SRTA
Kristy Johnson, Cherokee County	Bryan Hobbs, MARTA
Kirk Gagnard, Gwinnett County Transit	Timothy Fuller, GSU Plan. & Econ. Dev. Student

### 1. Welcome and Introductions

### 2. Program of Projects Update – Andrew Spiliotis, ARC

Spiliotis explained the Program of Projects (POP) is a federally required documentation of how FTA formula fund programs (5307, 5337 & 5339) are sub-allocated and applied to projects. The POP is updated annually to note the funding amounts apportioned and sub-allocated to counties in the region. The POP also itemizes the projects that transit operators are applying their formula funds to and updated on a quarterly basis. Spiliotis noted that this POP update is a more comprehensive and focuses on bringing the POP into an Excel format and making funding easier to track. The new POP template is designed to reflect each transit authority's funding balance sheet. The new layout will ensure that funds shown as a grant in the balance sheet matches the itemized project list in the POP. Spiliotis concluded saying a new POP will be uploaded to the TIP website in the coming weeks and that transit agencies should send their FY18 Program of Projects as soon as they are ready.

### 3. Input on TIP Transit Project Evaluation Methods/Criteria – David D'Onofrio, ARC

D'Onofrio presented an update on the Atlanta Region MPO's upcoming solicitation process for all transportation modes and highlighted the proposed changes for transit project evaluation. D'Onofrio noted the "ARC TIP Project Evaluation Framework" explains the measures and evaluation criteria that ARC uses to award the MPO's discretionary transportation funds (CMAQ, STBG-Urban and TAP). ARC is proposing minor changes to the evaluation framework used two years ago. The proposed transit related changes are as follows:

- For transit expansion projects not in an exclusive right-of-way, change the scoring to dedicate 20% of the score to whether or not a project implements Transit Signal Priority
- For the network connectivity score, the existing measure awards points for the number of connections to fixed-guideway stations. The proposed change would also award points for connections made to transit services with off-peak headways of 15 minutes or better.
- Add a new social equity measure that quantifies the change in the number of jobs that Equitable Target Areas (ETA) workers can access during peak periods because of the project.
- The existing land use measure awards points if transit supportive zoning is in place near transit stops and stations. The proposed change is to add a second measure that quantifies the existing density around proposed transit facilities. Staff would calculate both measures and assign the points of whichever measure is more favorable.
- Several changes are proposed for the transit asset condition measures. If the asset is a vehicle, ARC will request information on the number of miles between mechanical problem road calls. If the asset is a facility, project sponsors can isolate whatever component of the facility is being renovated and only calculate the useful life of that component instead of the entire facility.

The next project solicitation will be held in early 2019. Visit the TIP Project Solicitation website at <http://www.atlantaregional.org/projectsolicitation> for more information.

#### **4. Bus Rapid Transit Observations in the Pacific Northwest & Discussion of Local Definitions – Brian Hobbs, MARTA & Shayna Pollock, ARC**

Brian Hobbs presented on MARTA's current efforts to define and implement Bus Rapid Transit (BRT). The presentation also covered BRT observations in the Pacific Northwest. There are a number of variables that differentiate BRT from Arterial Rapid Transit (ART). Both MARTA and GRTA are wrapping up planning studies that explore what BRT would look like for their agency. MARTA is also proposing ART projects in Atlanta. BRT and ART are distinguished depending on variables such as station spacing and size, fare collection method, service frequency, right-of-way exclusivity, etc. Hobbs noted some observations and lessons learned from systems in operations in the Pacific Northwest.

Shayna Pollock facilitated a discussion about the need to have consistent BRT and ART definitions amongst the different regional transit operators in the region. Once MARTA and GRTA finish their studies, the group agreed that a future TOS meeting discussion should be an audit of those plans and a discussion on how to achieve regional consistency.

#### **5. Announcements**

##### **a. Intent to use FY18 Formula Funds Reminder – Andrew Spiliotis, ARC**

Spiliotis reminded meeting attendees to send their Program of Projects for FY18 FTA formula funds whenever they are ready.

##### **b. Dec. 7<sup>th</sup> TOS Meeting Canceled (Conflict with GTA Conference) – Andrew Spiliotis, ARC**

The December 7<sup>th</sup> TOS meeting is cancelled due to a conflict with the Georgia Transit Association annual conference.

- c. **Documenting MPO Transit Performance Measure Development – Shayna Pollock, ARC**  
Pollock noted there were no comments received on the documentation of how the MPO transit performance measures were developed that was presented at the last TOS meeting. This documentation will be included in the RTP.