



## Regional Transit Planning Process

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# GOVERNING PRINCIPLES FOR PROJECT PRIORITIZATION

## Economic Development and Land Use

Creates or enhances connectivity and access to job centers, activity centers and economic centers in line with the Unified Growth Policy (UGP)

## Environmental Sustainability

Offers new or enhanced services as alternatives to SOV travel, and promoting the use of alternative fuels to build environmentally sustainable communities

## Equity

Provides new or expanded service to and from low and moderate income areas to improve connectivity and focusing on investments that better enable people to meet their day-to-day needs

## Innovation

Uses innovative solutions to improve rider experience, fare collection, cost savings, integration with transit alternatives etc.

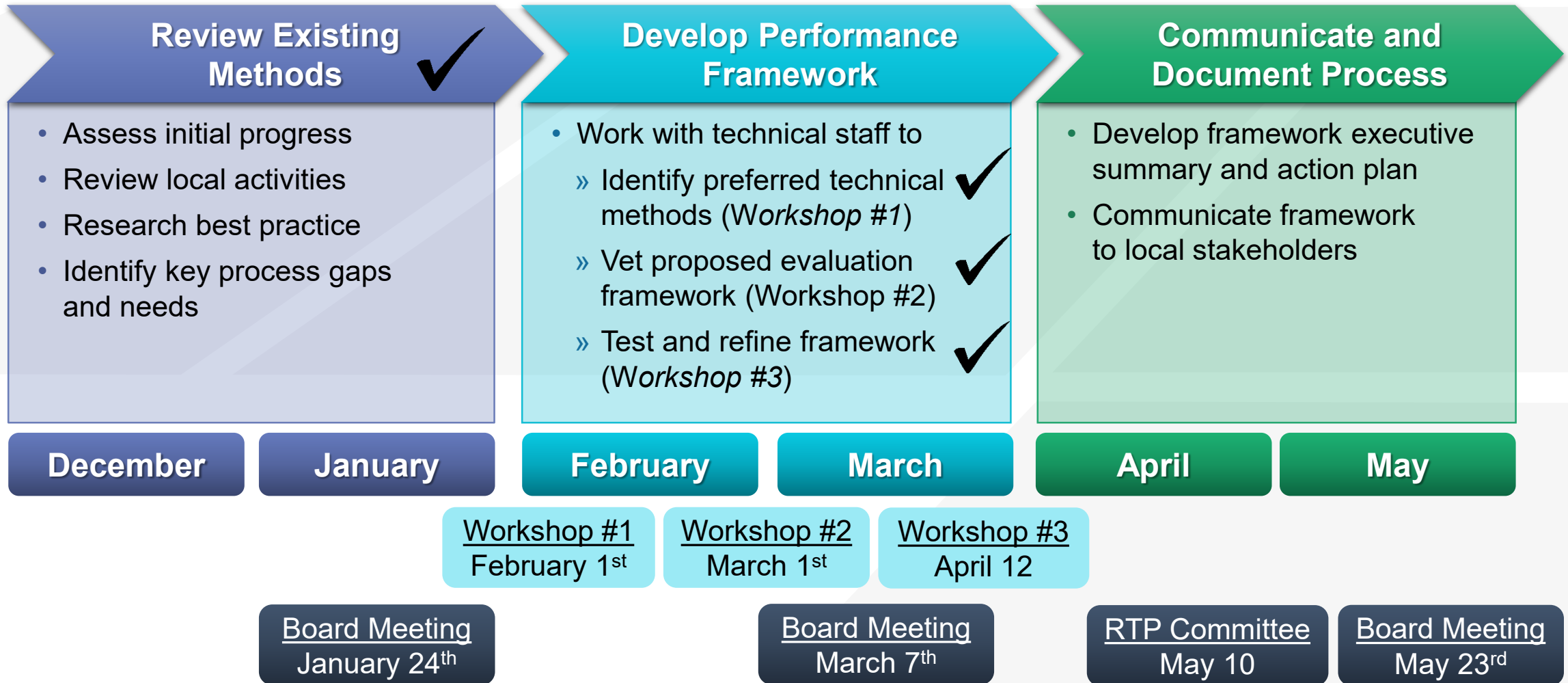
## Mobility and Access

Connects population centers, employment, recreation, using cross-jurisdictional services to create regional connectivity

## Return on Investment

Ensures that project financing plans are feasible and sound and promotes cost-efficient alternatives for new or enhanced service that enable regional economic opportunity and growth

# Schedule



# Multi-Criteria Prioritization Model

## MARKET POTENTIAL:

- Existing/Projected Population Density
- Existing Population – Communities of Interest
- Existing Employment Density
- Existing Low Wage Employment Density
- Existing/Planned Land Use Mix (+/- Community Impacts)
- (Re) Development Potential

## DELIVERABILITY

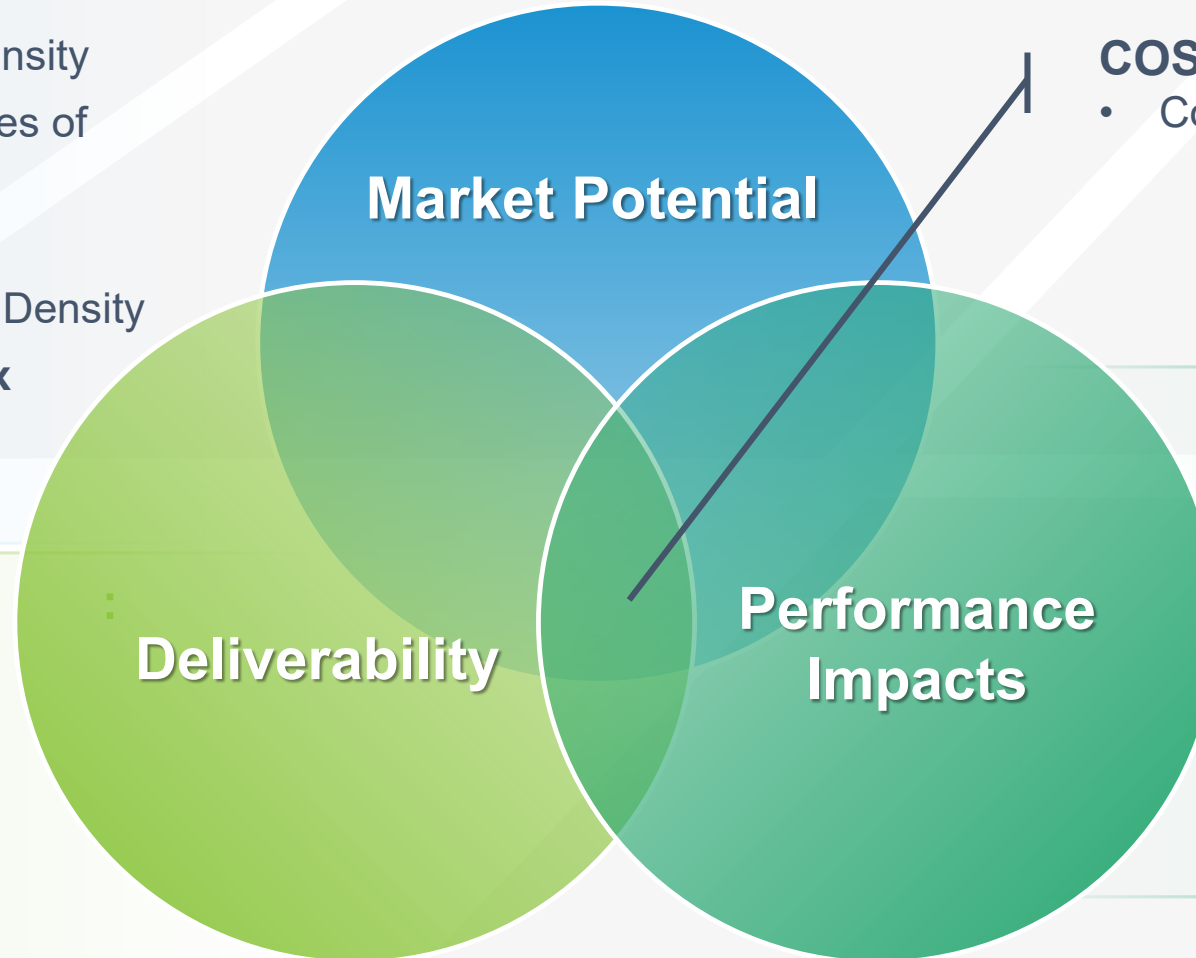
- **Financial Plan**
- Documented Project Support
- Project Readiness – Schedule, Environmental Impacts
- Regional Integration

## COST EFFECTIVENESS:

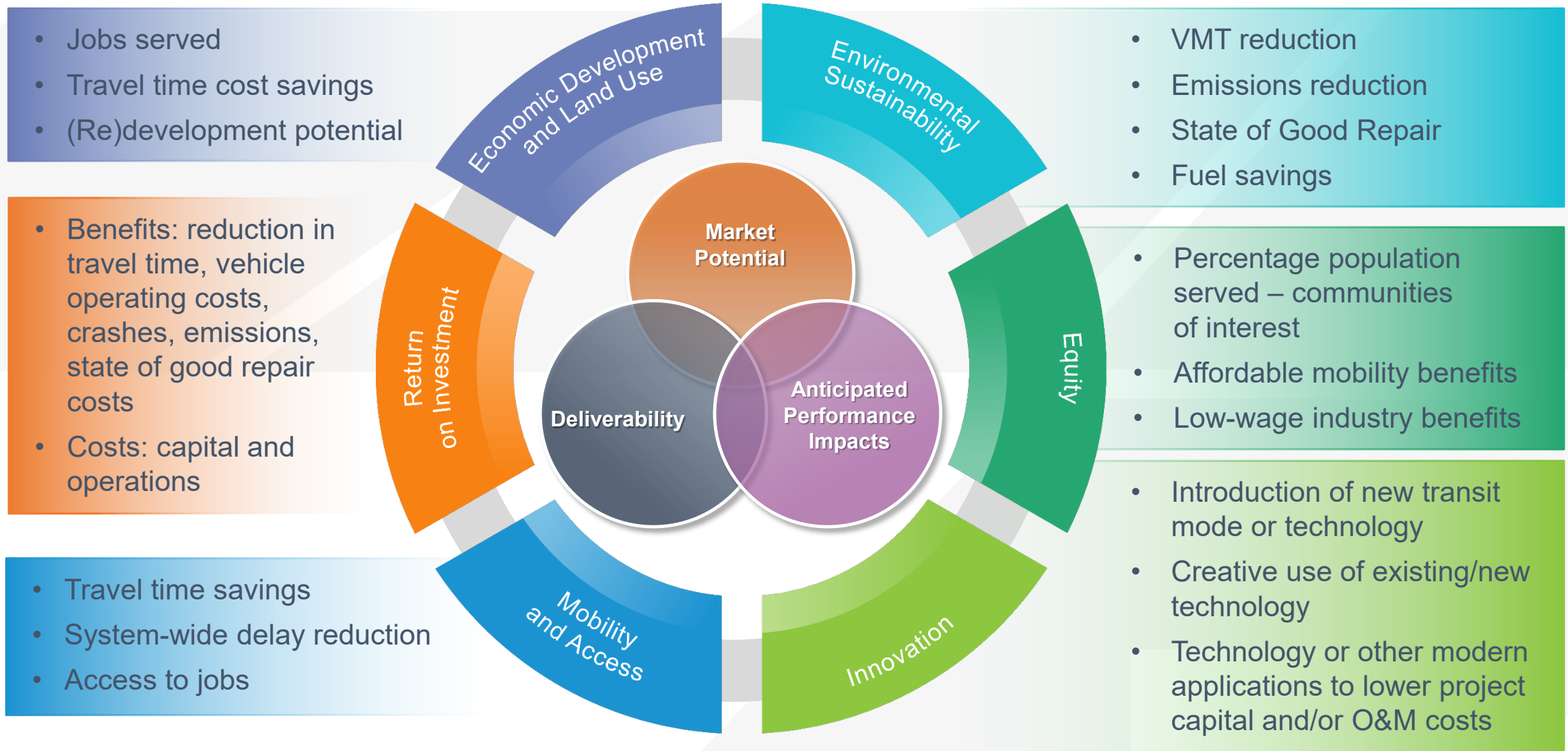
- Cost per Point

## PERFORMANCE IMPACTS:

- Transit Trips
- **Transit Reliability**
- Increased Useful Life
- Elements to Improve Safety / Security / Environment



# Proposed Plan-Level Alignment with Governing Principles



## Compile before beginning the submittal process

- ▶ Zipped shapefiles or pdf/png/gif of map of proposed project location, including associated stops and stations, if applicable
- ▶ Applicable studies or plans that include the proposed investment;
- ▶ Relevant land use, housing, design or other local-level, transit-oriented development policies that will support the proposed transit investment;
- ▶ Conceptual, preliminary, or final design documents of the proposed investment, if available;
- ▶ Group or Tier I Transit Asset Management Plan for the relevant transit operator;
- ▶ Letters of support from relevant ATL district(s), state partners, Community Improvement District partners (if applicable), or other business community stakeholders, if available;
- ▶ Records of Decision or other documented FTA activities associated with the proposed investment; and
- ▶ Total capital and (20-years) operations/maintenance costs for the proposed investment, along with a breakdown of the various cost components and potential funding sources for each.

# Contact Information/General Project Information

- ▶ Name and contact information of project sponsor
- ▶ Project Type: Expansion, Enhancement or SGR
- ▶ Project Elements
  - Facilities (Passenger, Maintenance, Administrative, etc.)
  - Infrastructure (Track, Signals, Bridges, Tunnels, etc.)
  - Systems (Technology, Communications, etc.)
  - Revenue or Non-Revenue Vehicles (Buses, Train Cars, Vans, etc.)
  - Services (Routes, Frequencies, Stops, Operating Hours, etc.)

## Local Transit-Supportive Policies

- ▶ Land Use Density - Note any adopted policy that supports land use densification (e.g., zoning ordinances/code, overlay districts, transit-oriented development standards) within one-half mile of transit stops/stations along the proposed facility. For projects not specific to a geographic area, this is N/A
- ▶ Land Use Mix - Note any adopted policy (e.g., zoning ordinances/code, overlay districts, transit-oriented development standards) that supports a mix of land uses within one-half mile of transit stops/stations along proposed facility. This can include any combination of (but is not limited to): multi-family, single-family, office, commercial, retail, institutional, and light industrial. For projects not specific to a geographic area, this is N/A
- ▶ Parking Reduction: Note any adopted policy (e.g., zoning ordinances/code, overlay districts, transit-oriented development standards) that supports a reduction in parking within one-half mile of transit stops/ stations along proposed facility. For projects not specific to a geographic area, this is N/A
- ▶ Housing Options: Note any adopted policy that supports a range of housing options, including income-restricted housing, within the proposed transit service area. For projects not specific to a geographic area, this is N/A
- ▶ Multimodal Design: Note any adopted policy (zoning, complete streets, transit-oriented development standards) that supports improved multimodal access or amenities within one-half mile of transit stops/stations along proposed facility. For projects not specific to a geographic area, this is N/A



## Improve Travel Time/Enhance Reliability

- ▶ Queue jumps: 0-25% Project Length, 25-50% Project Length, 50-75% Project Length, 75-100% Project Length
- ▶ Dedicated right-of-way (traffic cannot interact with transit: 0-25% Project Length, 25-50% Project Length, 50-75% Project Length, 75-100% Project Length
- ▶ Full Dedicated lanes (traffic could interact with transit: 0-25% Project Length, 25-50% Project Length, 50-75% Project Length, 75-100% Project Length
- ▶ Partial dedicated lanes (transit shares right-of-way with general traffic for portion of alignment 0-25% Project Length, 25-50% Project Length, 50-75% Project Length, 75-100% Project Length
- ▶ Other: Provide additional detail for any infrastructure elements included and costed as part of project scope that will improve transit travel time or enhance transit reliability. If any of these infrastructure elements are included as part of a separate project or existing infrastructure (e.g., existing or proposed managed lane), please note this.
- ▶ Vehicle Upgrades: Multi-door boarding, level or near boarding, improvements to reduce vehicle incidents, other

## Improve Travel Time/Enhance Reliability (Continued)

- ▶ Scheduling/Operations: Headway reduction, transfer reduction, increased stop spacing, revised transit schedule, other
- ▶ Technology/Communications: Rider information/alerts, Real-time arrival information, Transit signal priority, Off board fare payment, other
- ▶ SGR: Increase distance between failures, increase average useful life (vehicle, guideways, facility, system)
- ▶ Relevant Transit Asset Management Plan
- ▶ Specify the estimated increase in average useful life and/or range of improvement for State of Good Repair rating
- ▶ Safety: Pedestrian/multimodal access, transit driver safety training/program/outreach, rider safety outreach, hazard detection cameras, other
- ▶ Security: Lighting, security cameras, improved recovery time, transit police/security training/program/outreach Increased transit police presence/patrols, improved additional emergency facilities, improved intercom/radio/alarms
- ▶ Environment: Waste reduction, emissions reduction, energy conservation, noise/vibration reduction alternative fuels, design elements

## SGR/Safety/Security/Environment

- ▶ SGR: Increase distance between failures, increase average useful life (vehicle, guideways, facility, system)
- ▶ Relevant Transit Asset Management Plan
- ▶ Specify the estimated increase in average useful life and/or range of improvement for State of Good Repair rating
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# Support and Deliverability of Project

## ▶ Support and Planning

- Public Community Support
- Business Support
- ATL District Support
- Documented inclusion in Regional Transportation Plan, TIP, local Comprehensive Transportation Plan, Transit Master Plan, Operational Analysis, etc.
- State Support

## ▶ Deliverability

- Concept Development in a systems or regional plan
- Corridor Study/Alternatives Analysis
- Conceptual Design
- Locally Preferred Alternative
- FTA Approval of Locally Preferred Alternative
- Preliminary Engineering
- EIS
- FTA Record of Decision for EIS
- Final Design
- ROW acquisition

## Financial Plan

- ▶ Capital Costs and O/M Costs – 20 year
  - Total
  - Previously Allocated
  - Local/Regional funding sources
  - State funding sources
  - Federal
  - Remaining funds to be identified

## Next Steps

- ▶ April-May: Work through planning and project submittal process with stakeholders
- ▶ April-June: Develop on-line project submittal portal
- ▶ May 10: ATL Planning Committee reviews the planning process
- ▶ May 23: ATL Board adoption
- ▶ June-July: CALL FOR PROJECTS APPLICATION WINDOW OPEN
- ▶ July-Sept: Regional Transit Plan development
- ▶ Oct-Nov – Public and stakeholder review and comment
- ▶ Dec: ATL Board adopt of Regional Transit Plan