



Subrecipient Workshop

Electrification, Funding Opportunities and Multimodal Integration

Presenters

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Macon-Bibb County Electrification Project



Macon-Bibb County Electrification Project



Funding Opportunities



Formula Funds

- FTA Section 5307 – Urban Systems
- FTA Section 5339 – Capital Items



Benefits

- Stable source of funding annually
- Wide range of eligibility and uses



Drawbacks

- Funding is more limited in total amount
- Amount is typically not sufficient for implementation of larger projects

Funding Opportunities



Discretionary Funds

- Section 5339 – Bus and Bus Facilities and Low-No
- Areas of Persistent Poverty
- Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
- Pilot Program for Transit-Oriented Development (TOD)



Benefits

- Larger amount of funding available
- Awards may be sufficient for larger project implementation
- Access funds for special programs



Drawbacks

- Competitive in nature so not reliable for reliable annual funding
- More narrow project eligibility and use
- May require additional partnerships outside of the transit agency

FTA Low or No Emission Vehicle Program – Competitive Grant Description

Section 5339(c)

General Grant Information

- Discretionary grant opportunity part of the Section 5339 program
- Notice of Funding Opportunity usually released in the spring

Eligible Expenses

- Provides funding for the purchase or lease of zero-emission and low-emission transit vehicles
- Also supports acquisition, construction, rehab or leasing of required supporting facilities

Partnerships

- Partnerships to advance projects are not required, but encouraged
- GDOT is a resource for technical assistance

Evaluation of Grant Applications

- The project must show consistency with the long-term fleet management plans
- Projects are evaluated based on the proposed reduction of energy consumption and harmful emissions
- Project implementation must comply with Buy America requirements



Electrification

Considerations

Fleet

- Fleet Size/Vehicle Type
- Fleet Replacement Schedule

Facility

- Facility Size, Configuration
- Facility Energy Capacity

Service

- Block length by route
- Operating Environment
– Topography, traffic

Funding

- Financial Planning
- Funding Sources

Other

- Maintenance
- Training
- Information
Technology (IT)
- Procurement



Electrification

Process – Lead to Roll-Out Plan

Analysis

- Route/block/vehicle schedule inventory and analysis
- Fleet inventory and analysis
- Facility readiness analysis
- Funding needs identification



Transition/Roll-Out Plan

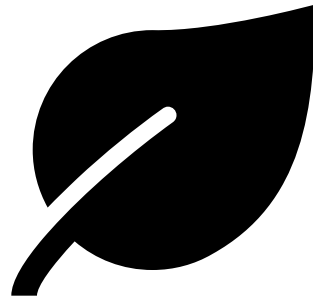
- Fleet replacement plan
- Facility upgrade plan
- Service plan
- Funding plan
- Implementation plan



Statewide Transit Plan

Goal 1: Provide a safe and sustainable public transit network

- Deploy environmentally sustainable transit assets



Performance Measures

10. Percent of transit fleet that is no emission or renewable fuel vehicle out of all public transit vehicles

No emission vehicles improve air quality, benefiting the environment and public health. They can also reduce system operating costs. This measure is a share of public transit vehicles operating in the state that are electric vehicles or fuel cell vehicles out of all public transit vehicles in the state.



Transit Service Enhancement Strategies: Zero-emission vehicles is one the plan strategies to achieve Efficiency and Reliability Improvements

Multimodal Integration

- **First Mile and Last Mile**
- **Regional Coordination**
- **Statewide Coordination**
- **Other Integration Systems**



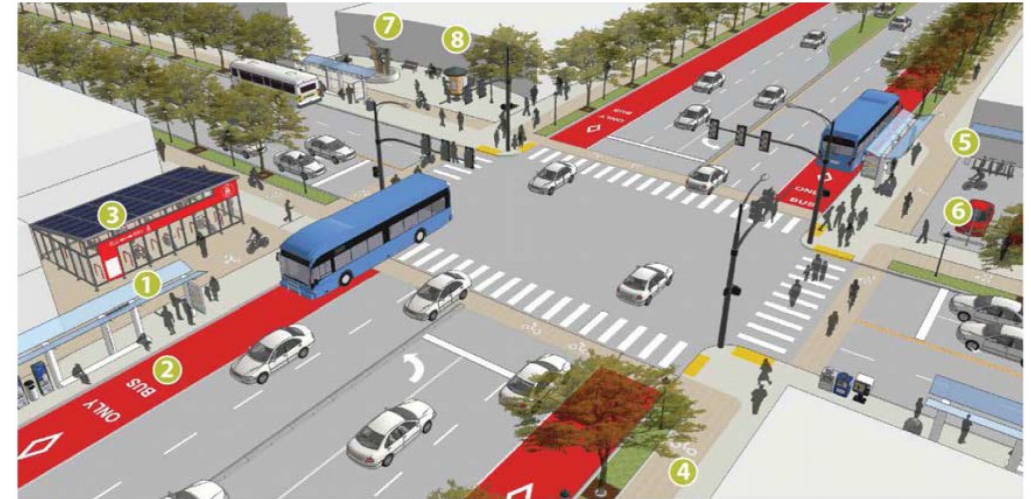
First Mile and Last Mile Connectivity

- Bike and Pedestrian Infrastructure
- Complete Streets
- Microtransit
- Park and Ride
- Mobility as a Service (MAAS)



First Mile and Last Mile Connectivity

- Scalability
- Mobility choices
- Site circulation
- Modal integration
- Neighborhood identity
- Elements/technology



- 1 Enhanced bus stops with real-time information
- 2 Designated bus lanes and priority signals
- 3 Secure bike parking
- 4 Bike parking
- 5 Car sharing
- 6 Off-street bike path
- 7 Public art
- 8 Transit and community information kiosk

Transit Transfer Point



Comfortable Walking Destination For All



Context-Sensitive Designs Are Well-Adapted to Site



Popular Place for Private Mobility Services



First Mile and Last Mile Connectivity

Microtransit

First/Last Mile
Connections

Micromobility

Carshare,
Bikeshare, Taxis,
TNCs (Uber and
Lyft)

Dynamic
Carpools

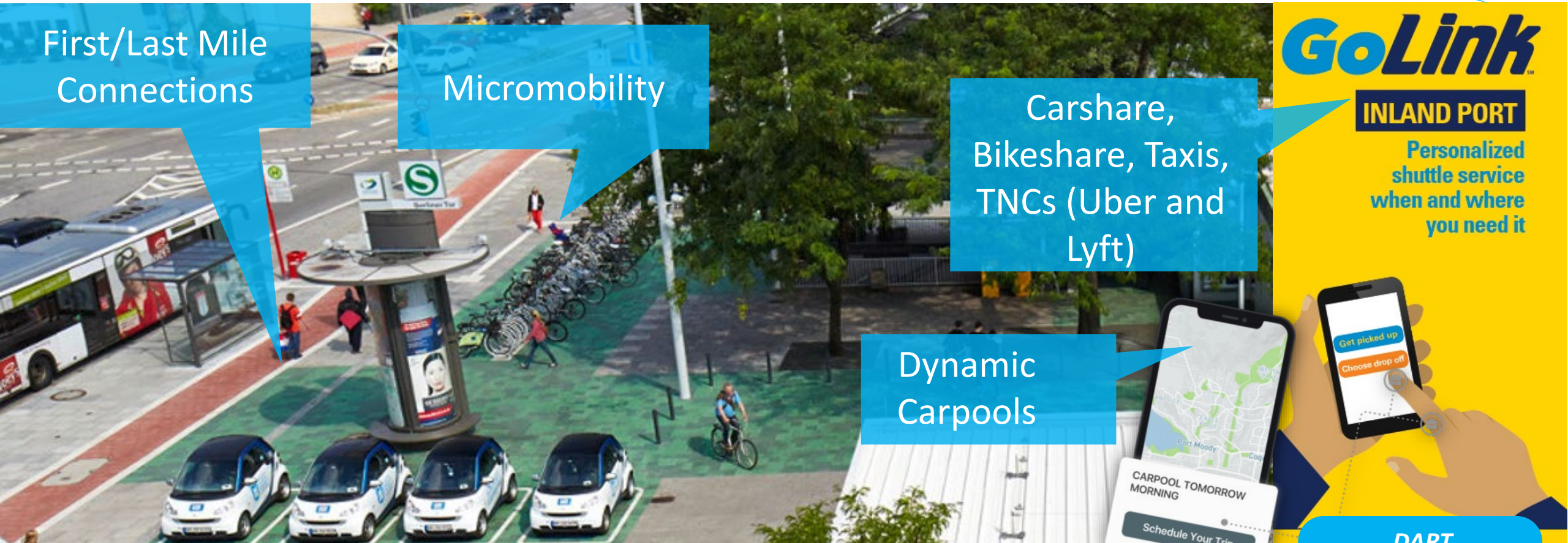
GoLink

INLAND PORT

Personalized
shuttle service
when and where
you need it

DART

Transit as part of an overall mobility solution



Regional Transit Coordination



Stakeholders:

- MPO
- County and Regional Government Agencies
- Business Partners
- University/Local Colleges
- Non-Profit organizations or others



Functions:

- Service Area
- Funding
- Capital Infrastructure
- Maintenance
- Operations
- Training
- Procurement



Governance Models:

- Transit Authorities
- Consolidated Transit Systems
- Coordination with Other Transit Systems

Statewide Coordination

- Establish performance measures and overarching strategies and policies
- Potential funding partner
- Intercity coordination:
 - Amtrak
 - Greyhound, Southeastern Stages
 - Others



Other Integrated Transportation Systems

- Transit Oriented Development
 - Land use policies
 - Stakeholder coordination, including local, state and federal agencies
 - Federal assistance available to initiate the process
- Transportation and Health Connection
 - Health Impact Assessment (HIA)



QUESTIONS