



ATL JANUARY 24, 2019 WORK SESSION

AGENDA

- ▶ Opening Remarks
Charlie Sutlive & Chris Tomlinson, ATL
- ▶ Current Regional Transit Planning Process
Mike Alexander & John Orr, ARC
- ▶ Gwinnett Transit Plan Presentation
Alan Chapman, Gwinnett County
- ▶ ATL & City/County Transit Plans
Lori Sand, ARC/ATL & Chris Tomlinson, ATL
- ▶ 2019 Statutory Deliverables & Outcomes Discussion
Chris Tomlinson, ATL
- ▶ Regional Transit Policy Work Program & Working Groups
Lori Sand/Shayna Pollock, ARC/ATL
Jonathan Ravenelle, ATL
- ▶ Board Discussion Requests
Charlie Sutlive, ATL
 - ATL Tech Team/Georgia Tech Partnership Discussion
 - Regional Fare Policies
- ▶ ATL Budget & Budgeting Process
Monique Simmons & Heather Aquino, ATL
- ▶ Bylaws & Committees Discussion
Chris Tomlinson, ATL
- ▶ Adjournment

OPENING REMARKS

- Introductions
- Set the Tone
- Goals for Today's Work Session
- What is the ATL? What does it do & How will it do it?

WORK SESSION GOALS

- ▶ To level set on the high-level role of the ATL and its approach to its work
- ▶ Provide overview of the current Regional Transit Planning Process & context for ATL's Process
- ▶ Provide an overview of the Gwinnett County Transit Plan & discuss ATL role/interaction with local jurisdictions and their transit studies/plans
- ▶ Provide an overview of 2019 ATL statutory deliverables and suggested ATL Policy Work Areas
- ▶ Solicit Board feedback & direction on ATL work in Calendar Year 2019
- ▶ Provide overview of State Budget process and cycle and discuss future budget development
- ▶ To discuss potential Bylaw Amendments to be adopted at March 2019 Board Meeting

What is the ATL? What does it do and how?

- ▶ The ATL is a state authority responsible for transit policy, planning, and funding oversight across the 13-county metro-Atlanta region in order to enable a more unified, integrated, and user-friendly transit network for the region. In order to accomplish this purpose, the ATL will:
 - Conduct regional planning and prioritization of transit projects
 - Develop and implement regional transit policies and standards
 - Develop and implement unified regional branding for public transit operating within the region
 - Develop and publish air quality targets/standards & assess progress within the region
 - Develop and publish an annual report and audit of transit services operating within the region

What does the ATL do and *How* will it do it?

Regional Transit Planning and Funding Governance

- ▶ In consultation with the MPO (ARC), the ATL will develop, annually review, and amend, as necessary, a Regional Transit Plan that lists and prioritizes transit projects within the region. The Regional Transit Plan will serve as the official list of transit projects that are:
 - eligible for consideration for inclusion in the Transportation Improvement Program (TIP) or the Regional Transportation Plan (RTP) that are managed by ARC; and/or,
 - eligible for inclusion on potential public referendum project list for funding thru the HB930 Transit TSPLOST

- ▶ The ATL envisions the Regional Transit Plan to eventually include all transit projects within the region, but at the very least it ***shall*** include:
 - 1) All projects which intend to be funded in whole or in part with either state or federal transit funds; and
 - 2) All transit projects within the ATL's jurisdiction that meet the definition of a "regionally significant" project as contemplated by 23 U.S.C. Section 450.104, and 23 U.S.C. Section 450.326 regardless of the funding source for such projects

What does the ATL do and *How* will it do it?

Regional Transit Plan – “Grandfathered Projects”

- ▶ Transit projects that met the criteria below, prior to December 1, 2018, are “grandfathered in” and will automatically be included in the ATL’s Regional Transit Plan:
 - Already part of the TIP; or,
 - Intended to be funded in whole or in part with federal FTA funds and have already been awarded all of the necessary federal funding as part of an executed FTA grant agreement; or,
 - Regionally significant transit projects which are the subject of a valid contract that legally obligates the funding necessary for the completion of the project; or,
 - Set forth in the recent MARTA and Gwinnett Contract

Further, ATL staff recommends the same approach be applied to the More MARTA project list that has been identified to receive the \$2.7B in local funding associated with the More MARTA referendum

- ▶ Such projects will still be reviewed, evaluated and prioritized regionally; however, they will be automatically included as part of the plan

What does the ATL do and *How* will it do it?

ATL Oversight of State and Federal Funds

- ▶ The ATL will provide approval for Federal Transit Administration (FTA) Direct Recipients to apply for federal discretionary grant funds for transit projects in order to put forth a unified regional approach to allocate limited state and federal transit funds.
- ▶ The ATL's role in approving discretionary grant applications in the region reinforces the priorities established in the Regional Transit Plan and ensures that requests for Federal funding for transit in the region are coordinated and sequenced to maximize Federal support for projects in the region.
- ▶ **Local Transit funds (i.e. existing local sales tax and property tax derived funds) are governed and controlled by local governing entities – not the ATL**, thus ensuring that a cooperative, collaborative process must be in place to ensure effective regional transit planning

What does the ATL do and *How* will it do it?

Regional Transit Policies and Standards

- ▶ The ATL will promulgate regional transit policies and standards to further the goal of a more seamless, unified transit network in the region
- ▶ The goal of such policies and standards shall be to:
 - enhance the interconnectivity of transit services and operations within the region
 - enhance customer experience/ease of use of the transit system
- ▶ Regional Transit Plan project approval and/or funding may be conditioned upon adherence to certain policies.

What does the ATL do and *How* will it do it?

The ATL and Transit Service Operations/Projects

- ▶ The ATL's primary mission is focused on regional transit planning and funding governance – *not operations, project management or construction.*
- ▶ *As such, existing operators' responsibility for their ongoing operations and staffing as well as the successful management, construction and operation of their projects remains unchanged.*
- ▶ The ATL does have the power to operate and/or otherwise provide transit services and *may* choose to do so in the future.
- ▶ Federal direct recipients' responsibility for reporting and compliance to FTA remains unchanged.
- ▶ The ATL also has statutory oversight and audit responsibilities that will require close interaction with transit operators within the region.

THE CURRENT REGIONAL TRANSIT PLANNING PROCESS

➤ John Orr and Mike Alexander, ARC

Highlights of the Regional Transportation Planning Process

ATL AUTHORITY BOARD

January 24, 2019



Atlanta Regional Commission





**Planning Shapes
our Future**

1958 - Now for Tomorrow

“Mass transit
has a vital role in
the Atlanta
region”



1958 - Now for Tomorrow

MARTA Rail System

Decatur, Opened 1979



Key Points About the Regional Planning Process

- In order to receive federal and state funds for projects, the state of Georgia and the Atlanta region must follow prescribed processes:
 1. Have a long-range plan (20+ years) that is referred to as the Regional Transportation Plan (RTP)
 - I. Must be financially constrained
 - II. It must be “multi-modal” and include roads, bridges, bicycles and transit.
 - III. It must address: Safety, the Environment, and Economic Development
 2. Have a budgetary program (at least 4 years) that is referred to as the Transportation Improvement Program (TIP)

The 2020 Update to the Atlanta Region’s plan will have a 2050 horizon year. The ARC TIP is a 6 year program (we are two years in so it now runs from 2019 to 2022 and the next tip will run to 2025).

Historical Perspectives of Transit Planning in the Atlanta Region

Focus on system start-up & expansion

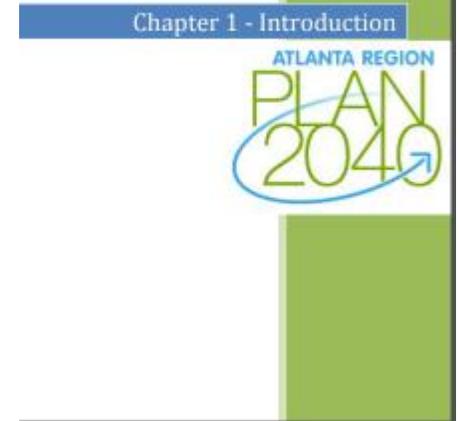
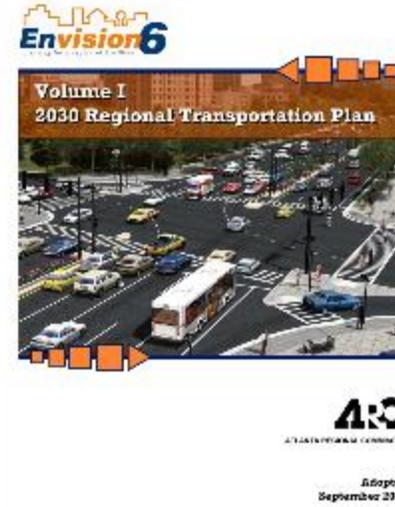
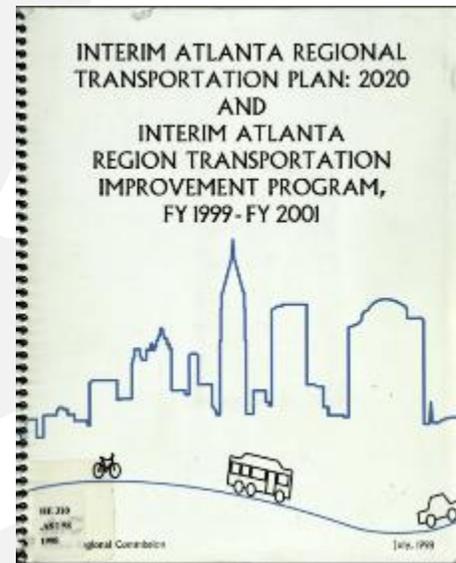
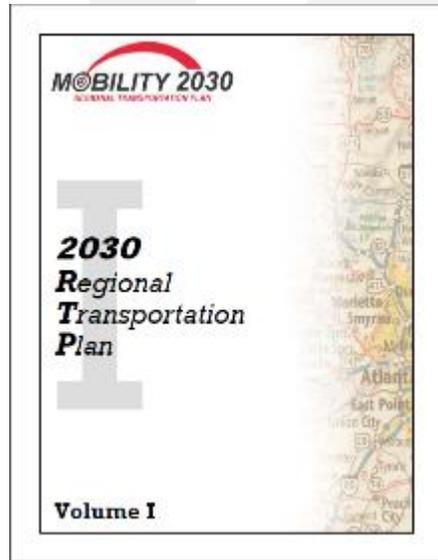
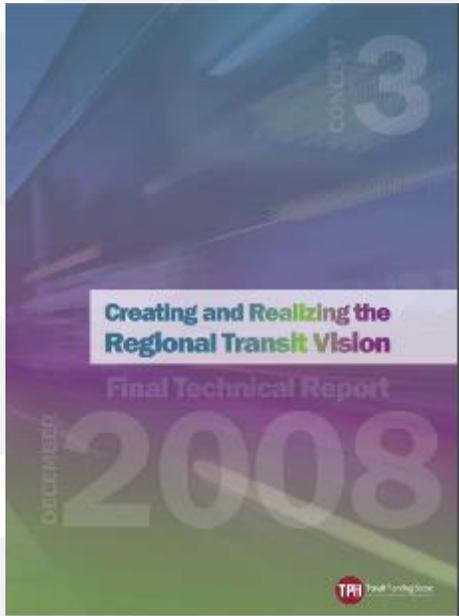
- 1950s: Recognition of public transportation and importance to growth of region
- 1960s: Focus on proposals for rapid transit systems
- 1970s: Legislative activity and voter referendum for MARTA
- 1980s & 1990s: Rail & bus service expansions
- 2000s: GRTA Xpress bus system development and local bus in Gwinnett; beginning conversations on regional governance
- 2010s: New funding tools developed; Regional governance and increased state role in transit – HB 930



Recent Stages of Regional Transit Planning & Service Coordination Leading to the ATL Authority

Iteration	Dates	Products
Regional Transit Institutional Analysis	2004-2005	<ul style="list-style-type: none"> • Transit Planning Board Creation
Transit Planning Board (TPB)	2006-2008	<ul style="list-style-type: none"> • Regional Transit Map • Unified Regional Governance Framework Statement • Service Coordination • Regional Transit Vision (Concept 3)(2008)
Transit Implementation Board (TIB)	2009	<ul style="list-style-type: none"> • Regional Governance Statement • Creation of the Regional Transit Committee
Regional Transit Committee (RTC)	2010-present	<ul style="list-style-type: none"> • Regional Transit Data Warehouse & Open Transit Data • Regional Fare Study & Breeze Coordination • Unified Bus Stop Signage Design • Conceptual Regional Transit Governance Legislation • Updated Regional Transit Vision

REGIONAL PLANS



EXECUTIVE SUMMARY

THE PROBLEM

Surging population growth, rapidly expanding commercial and residential development, limited transportation alternatives to the single occupancy vehicle, and one of the highest rates of miles traveled per vehicle in the country, threaten Metropolitan Atlanta's continued high quality of life. With 1.2 million new residents in the past decade, the region grows the fourth fastest of any metropolitan area in the United States.

Despite new emissions control programs, the growth in population and resulting traffic has kept the 13-county region classified as a "serious" non-attainment area for ozone. In 2000, the region ranked sixth in the nation in the number of days the air exceeded one ozone standard.

The air quality problem reached a crisis in 1998 when federal transportation funding for the region was cut off because the region could not gain federal approval of a transportation program that could conform to the air quality requirements of the federal Clean Air Act.

Acting in response to the crisis, the Georgia Legislature created a new transportation agency, the Georgia Regional Transportation Authority (GRTA). GRTA has the authority to manage transportation and air quality in areas that are in non-attainment of federal air quality standards. Currently the following 13 counties in Metropolitan Atlanta are in non-attainment: Cherokee, Clayton, Cobb, Coweta, DeKalb, Douglas, Forsyth, Gwinnett, Heard, Henry, Paulding and Rockdale.

Since then, the Atlanta region has worked to conform to the federal air quality standards and federal transportation funds are flowing again. But growth projections for the current 13-county non-attainment area will only be achieved if the region can grow

in an environmentally sustainable way. Continued regional growth is in jeopardy unless we restore and strengthen the area's attractiveness and economic competitiveness both in reality and perception.

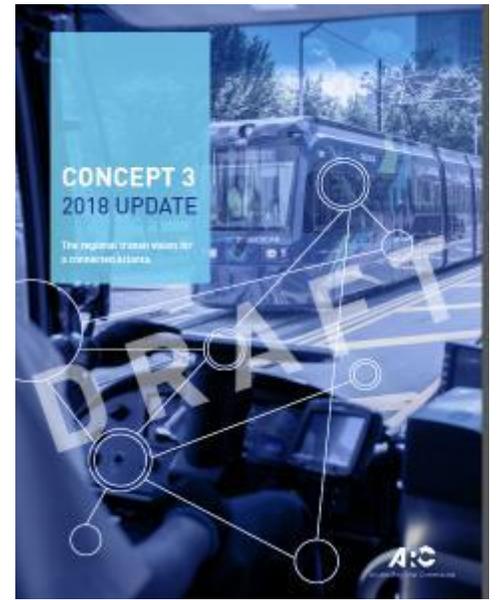
The Atlanta Regional Commission's Regional Transportation Plan (RTP) process includes meeting future deadlines for establishing conformity with Georgia State Implementation Plan (SIP) and thereby meeting the requirements of the Clean Air Act Amendments of 1990 under the current one-hour standard for ozone attainment. However, the U.S. Environmental Protection Agency is establishing a more stringent eight-hour standard for ozone attainment that will likely increase the size of the Atlanta non-attainment area (from 13 to 21 counties) and add new emission targets and duties. In addition, there have been several legal challenges, locally and nationally, in the air quality arena.

Advancing conformity with federal air quality standards has been, and will continue to be, a formidable challenge for the Atlanta region.

THE REGIONAL TRANSIT ACTION PLAN

GRTA is seriously concerned about the staggering implications of the transportation-related challenges facing metro Atlanta and is committed to tackling the problems of traffic congestion and air quality.

How do you offer more and better transportation choices? First, develop a blueprint for the region. This is the intent of the Regional Transit Action Plan (RTAP), a two-year study that will recommend the foundations for a seamless, integrated public transportation network in the Atlanta region. Recommendations from public transportation providers in the region, the Atlanta Regional



THE REGION'S PLAN VISION



Atlanta is one of the world's most dynamic metropolitan areas, competing globally on the strength of our diverse population, robust economy, myriad cultural assets and attractive lifestyles. We will 'win the future' through intensive collaboration that honors and leverages the uniqueness of our communities.



GOALS

Building the region as a globally recognized hub of innovation and prosperity

Developing a highly educated and skilled workforce, able to meet the needs of 21st Century employers



GOALS

Ensuring a comprehensive transportation network, incorporating regional transit and 21st Century technology

Secured, long-term water supply



GOALS

Developing additional walkable, vibrant centers that support people of all ages and abilities

Promoting health, arts and other aspects of a high quality of life

**TRANSPORTATION
SOLUTIONS**
for a New Century

RTP
Volume I

2025 Regional Transportation Plan

Atlanta Region

VOLUME I: 2025 Regional Transportation Plan

VOLUME II: 2001-2003 Transportation Improvement Program

VOLUME III: Conformity Determination Report

VOLUME IV: Public Comment and Responses, Addenda

Appendices I-III: Project Listing and Justification

Appendices IV-V: Model Documentation and OutPut

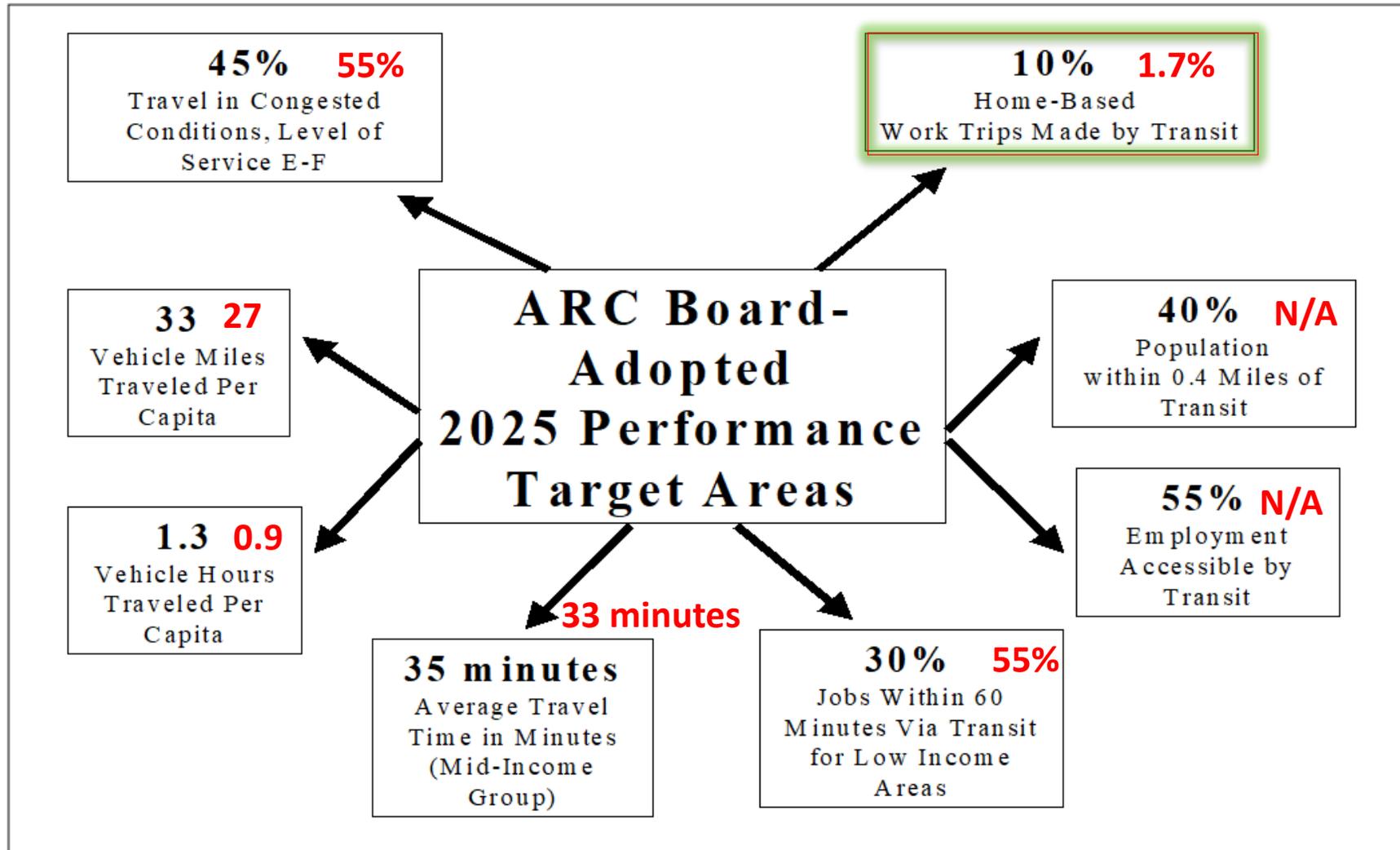


The 2025 RTP, prepared in 2000, established directions for transit that are still the foundation for planning today.

This RTP was developed in response to a federal air quality conformity lapse.

Early Performance Targets

2025 PERFORMANCE TARGET AREAS



WORKERS



2,304,937

ACS Workers Age 16+



77.2%

Drove Alone to Work

TRANSPORTATION TO WORK



3.4%

Took Public Transportation



9.8%

Carpooled



1.4%

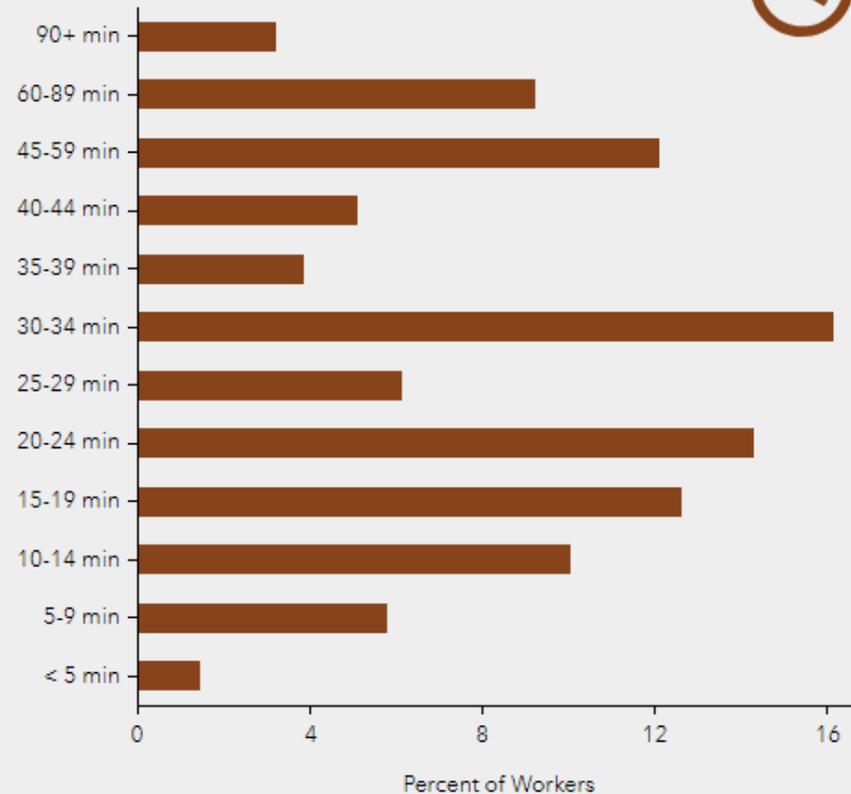
Walked to Work



0.2%

Bike to Work

TRAVEL TIME TO WORK



TRANSPORTATION TO WORK

13 Counties

This infographic provides information about how population age 16+ travels to work. This data comes from the the American Community Survey (ACS) from the US Census Bureau.

Read an in-depth analysis of the ACS from Esri's data team at:

www.esri.com/software/american-community-survey



WORKERS



216,909

ACS Workers Age 16+



68.6%

Drove Alone to Work

TRANSPORTATION TO WORK



10.0%

Took Public Transportation



7.0%

Carpooled



4.6%

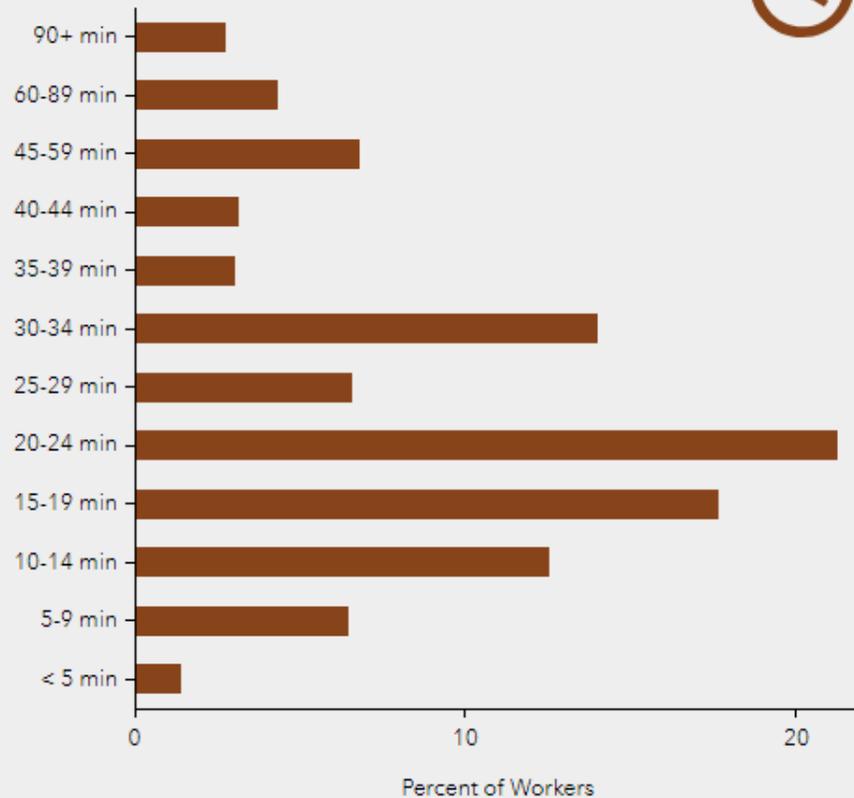
Walked to Work



0.8%

Bike to Work

TRAVEL TIME TO WORK



TRANSPORTATION TO WORK

Atlanta City, GA

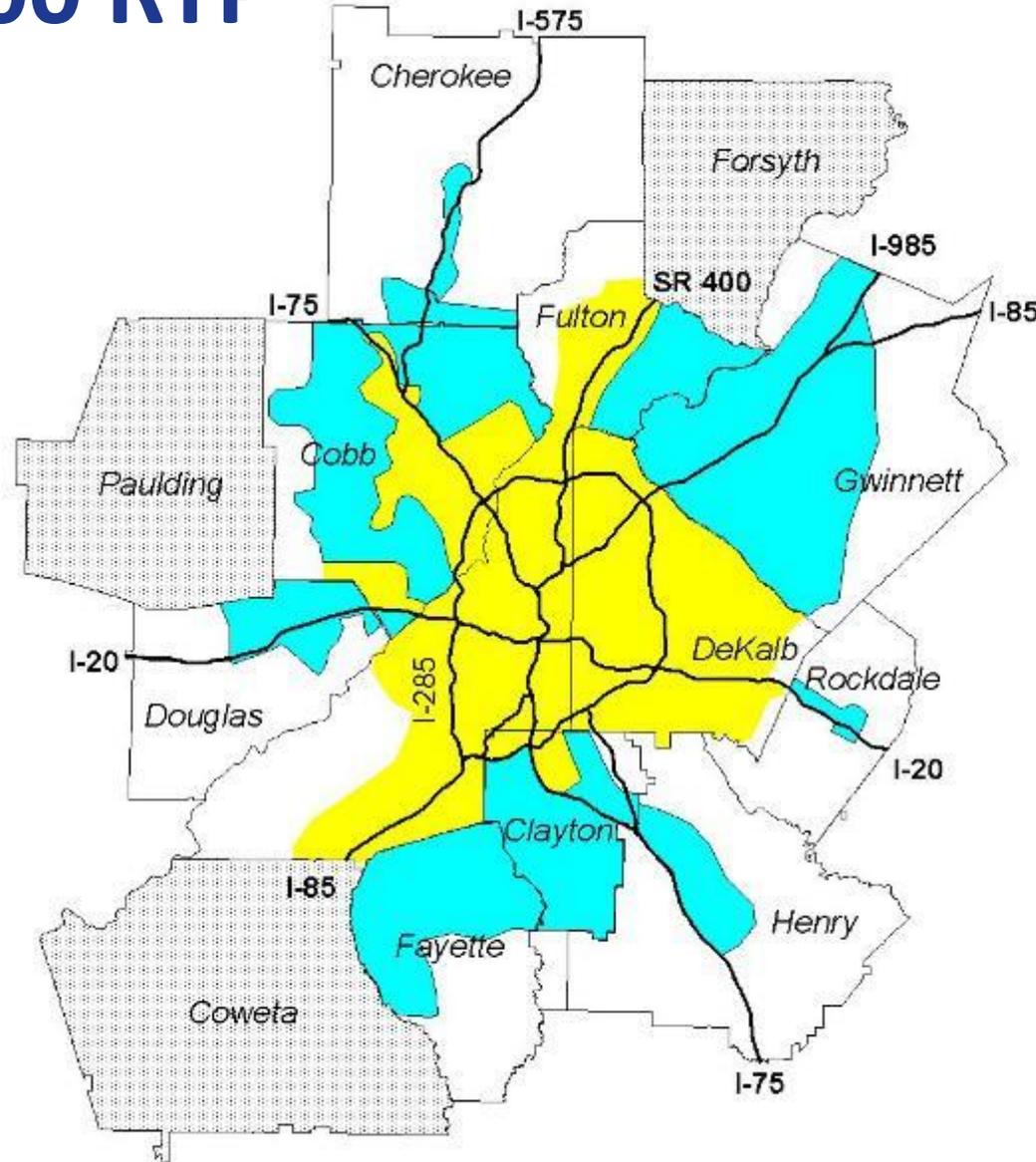
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Local Bus Expansion Recommendations from 2000 RTP



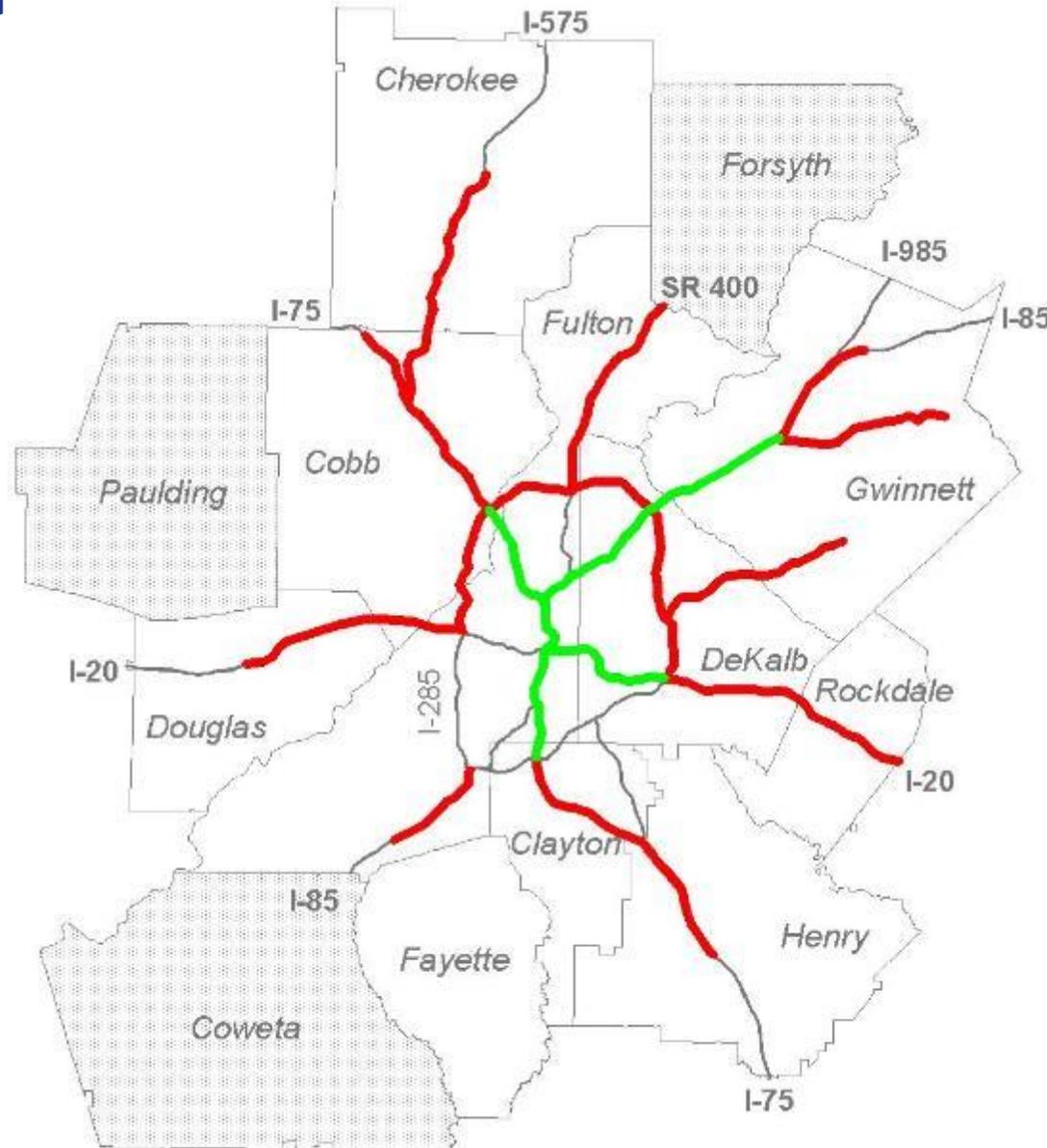
EXISTING PLUS PLANNED LOCAL BUS COVERAGE AREAS YEAR 2025

LEGEND

-  Existing MARTA/CCT Local Bus Coverage Area (Generalized)
-  Planned Future Local Bus Routes (Generalized)
-  Interstates
-  Non-Attainment Counties outside the ARC Planning Region



Express Lanes Expansion Recommendations from 2000 RTP



EXISTING PLUS PLANNED HOV NETWORK YEAR 2025

- LEGEND**
-  HOV Lanes Either Existing/Under Construction
 -  Planned HOV Lanes
 -  Interstates
 -  Non-Attainment Counties outside the ARC Planning Region



Express Bus Corridor Recommendations from 2000 RTP

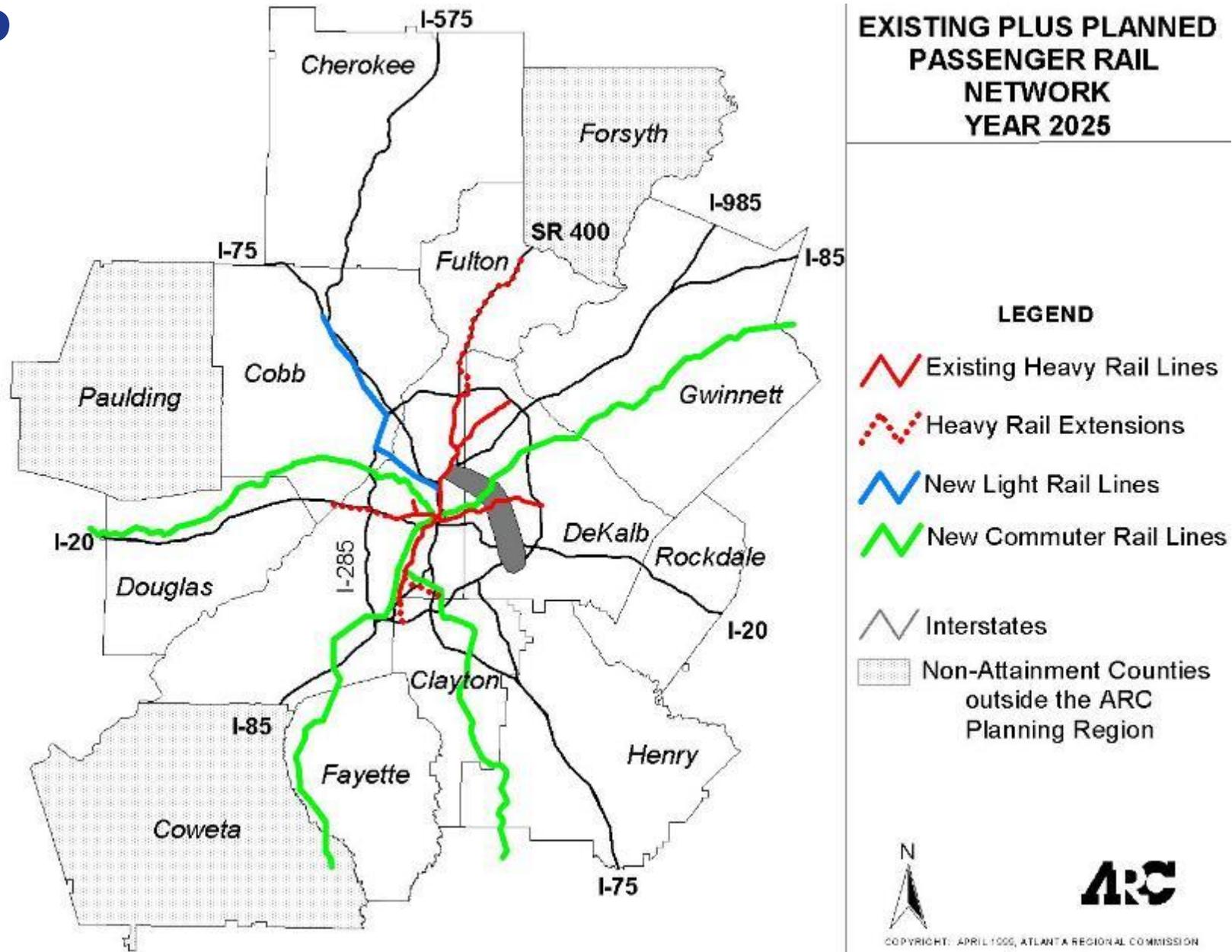


**Blue = Generalized
Express Bus Routes**

**Red = Planned HOV
Network**

Orange Dots = TMAs

Transit Rail Expansions Recommendations from 2000 RTP



Livable Centers Initiative (LCI) Programs

Goals:

- Create compact, mixed-use, walkable, communities
- Reduce travel & congestion
- Take advantage of transit and road network capacity & underutilized infrastructure



Since 1999, LCI has awarded:

- \$8.6 Million to 119 communities for LCI studies
- \$5.6 Million for 108 Supplemental Studies
- \$231 Million for 109 LCI transportation projects in 59 communities

**TRANSPORTATION SOLUTIONS
FOR A NEW CENTURY**

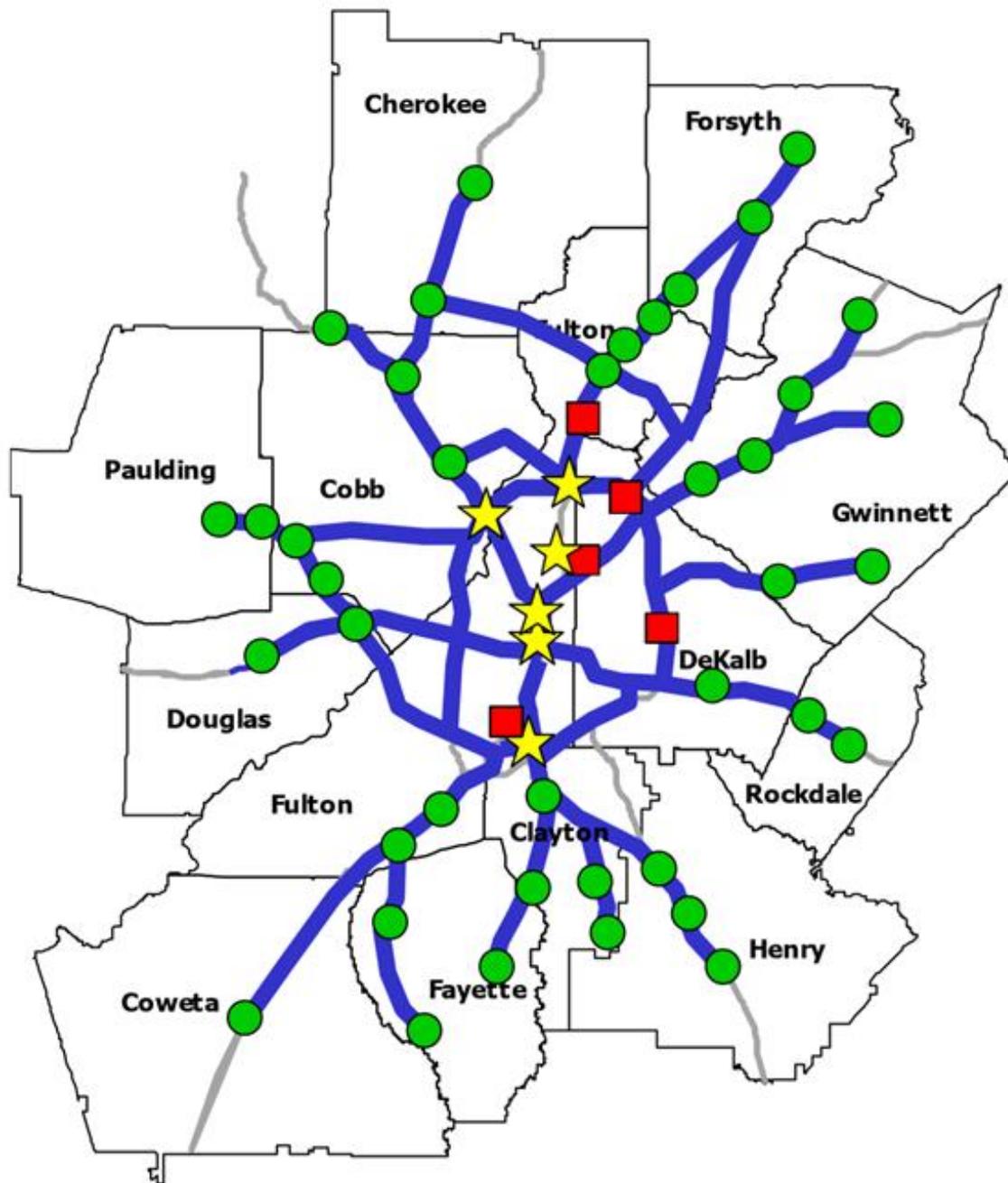


**2025
Regional Transportation Plan
(2002 Update)**



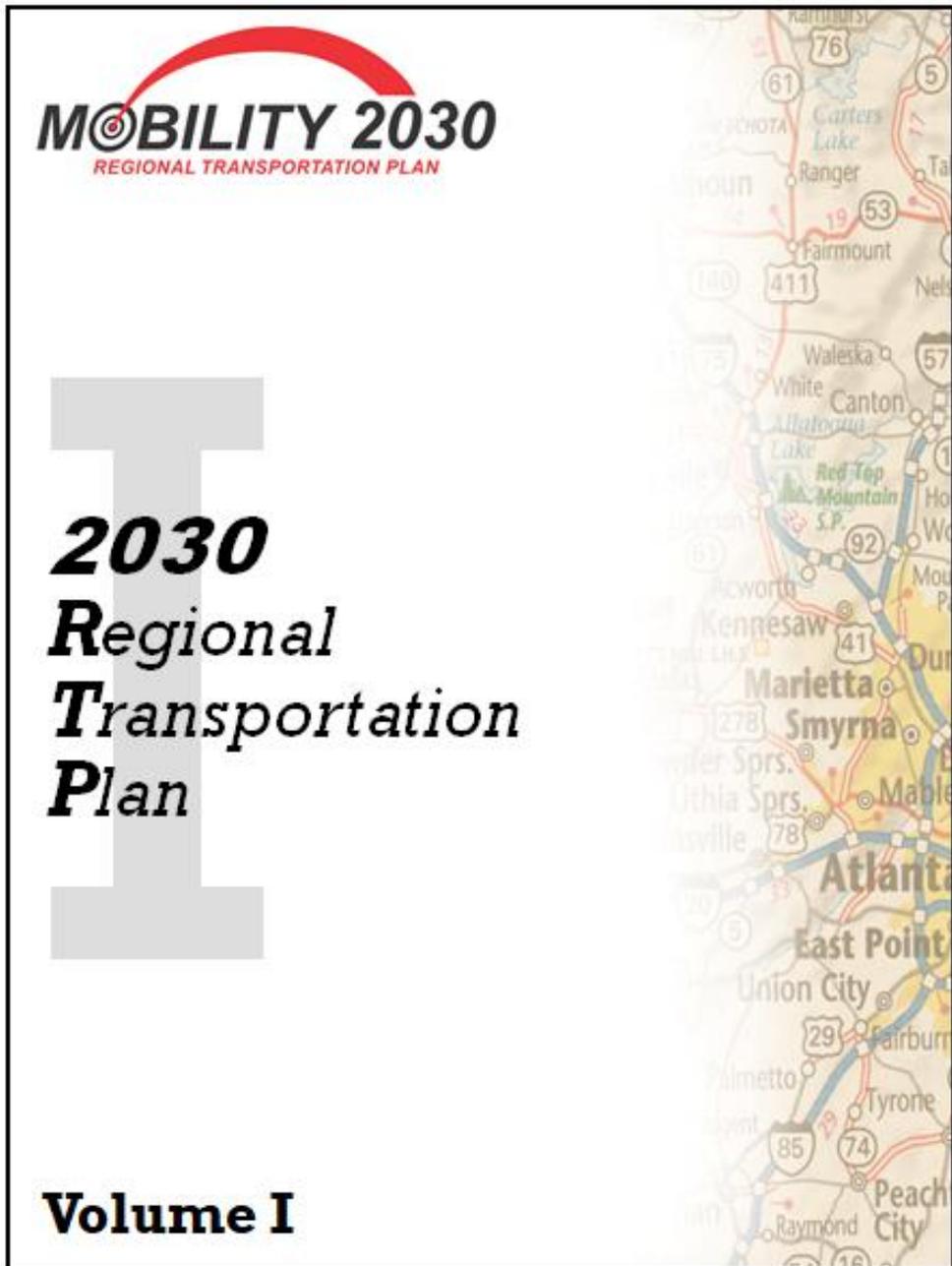
Atlanta Regional Commission
www.atlantaregional.com
Adopted October 23, 2002

In 2002, the RTP was updated to reflect GRTA and ARC's vision for Express Bus services



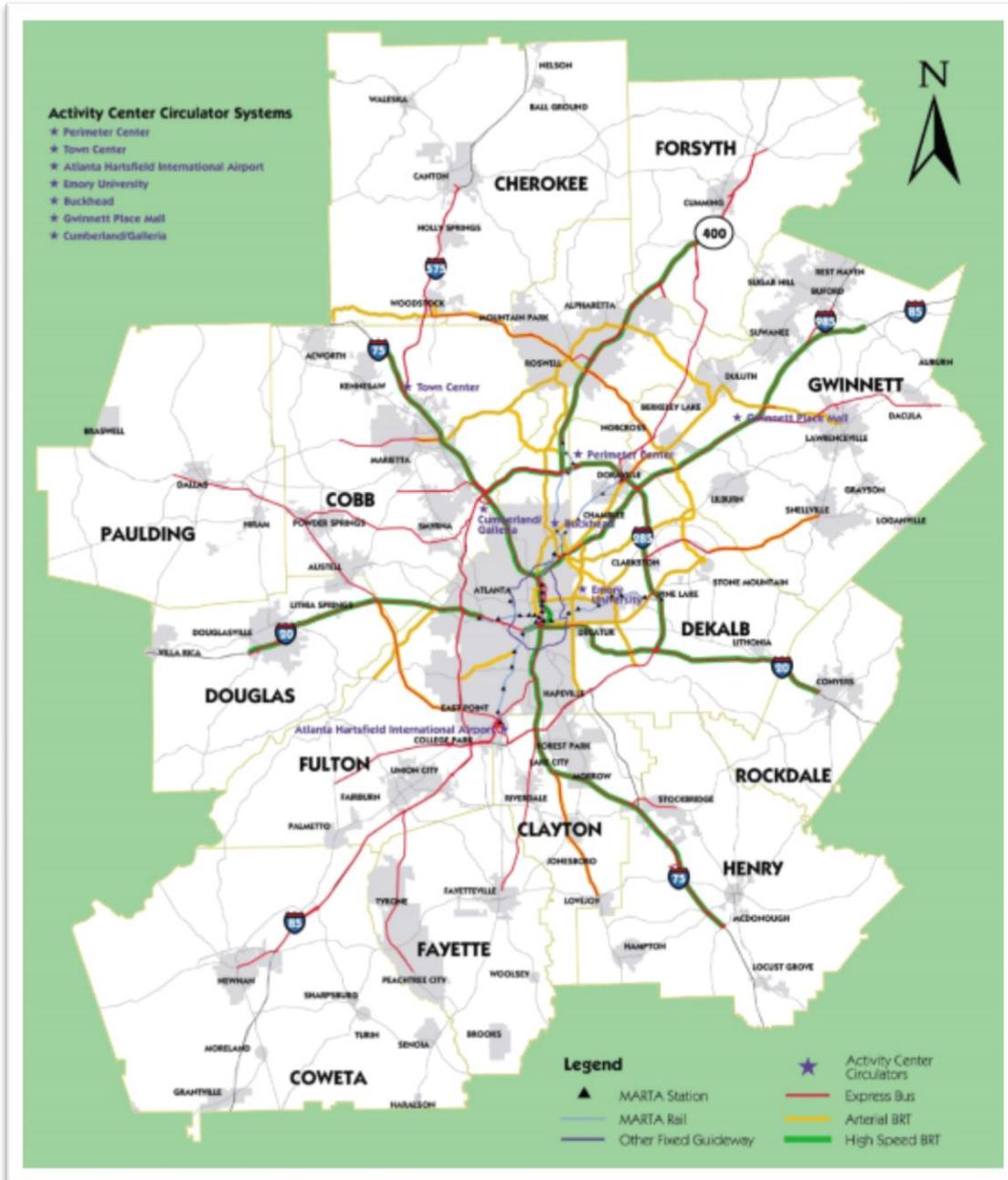
Express service reflected the latest ARC/GRTA vision for express buses and park and ride lot locations

- Planned Express Bus Service (2010)
- Major Park and Ride Lot
- ★ Major Route Destination
- Interface with MARTA Rail System



The *Mobility 2030 Plan*, prepared in 2004, emphasized Bus Rapid Transit (BRT) in several corridors – the first major BRT plan.

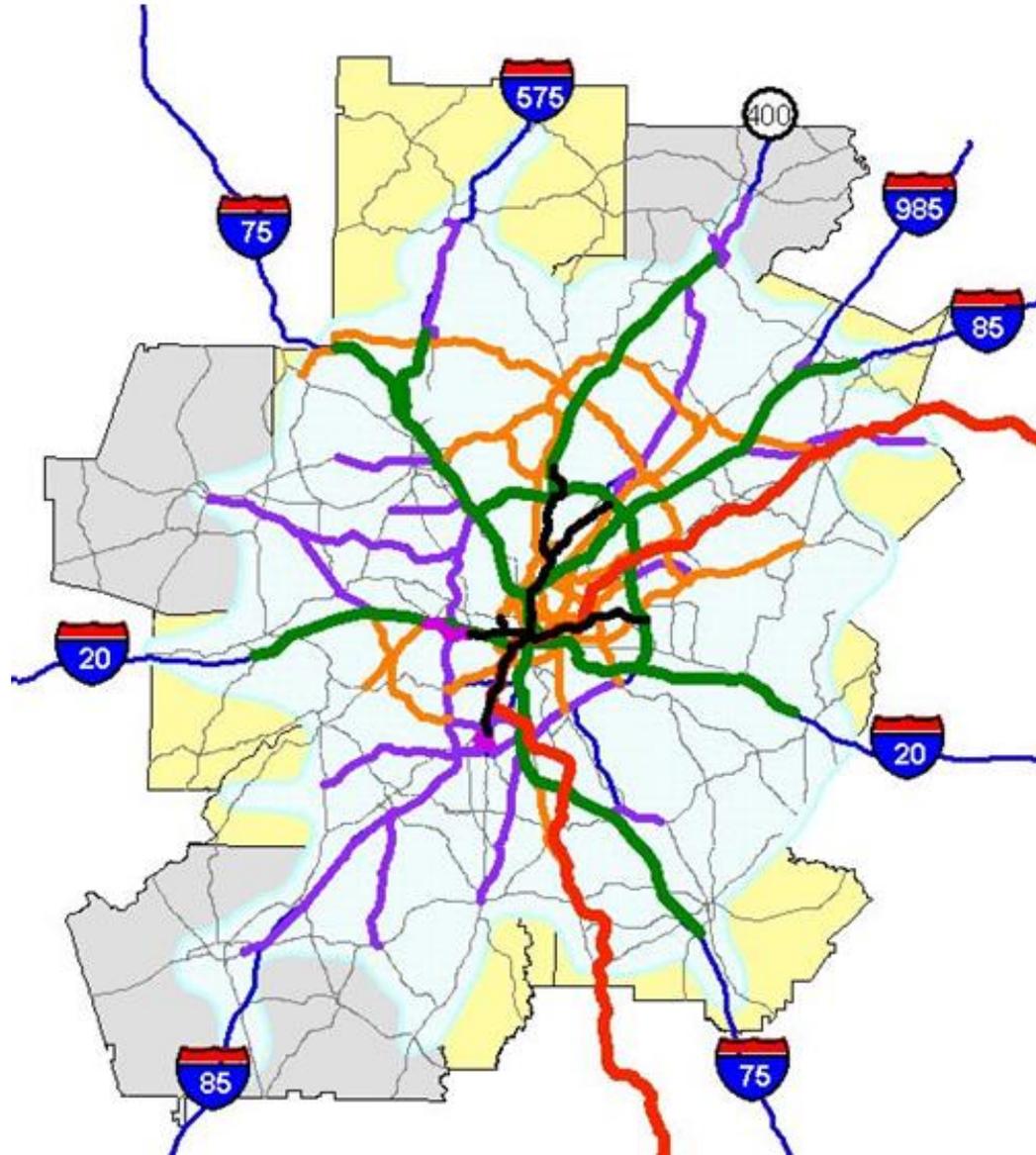
This plan was developed closely with GRTA and reflects the Regional Transit Action Plan (RTAP).



Regional Transit Action Plan (RTAP)

2003

Transit Rail Expansions Recommendations from 2004 RTP



GOAL

Provide an expanded regional transit network quickly

— High capacity transit corridors

- Bus Rapid Transit (BRT)
- MARTA west and south line extensions

— Arterial BRT

- Signalization improvements
- Queue jumper lanes

— Express bus

— Commuter rail

— Local bus coverage

Volume I
2030 Regional Transportation Plan



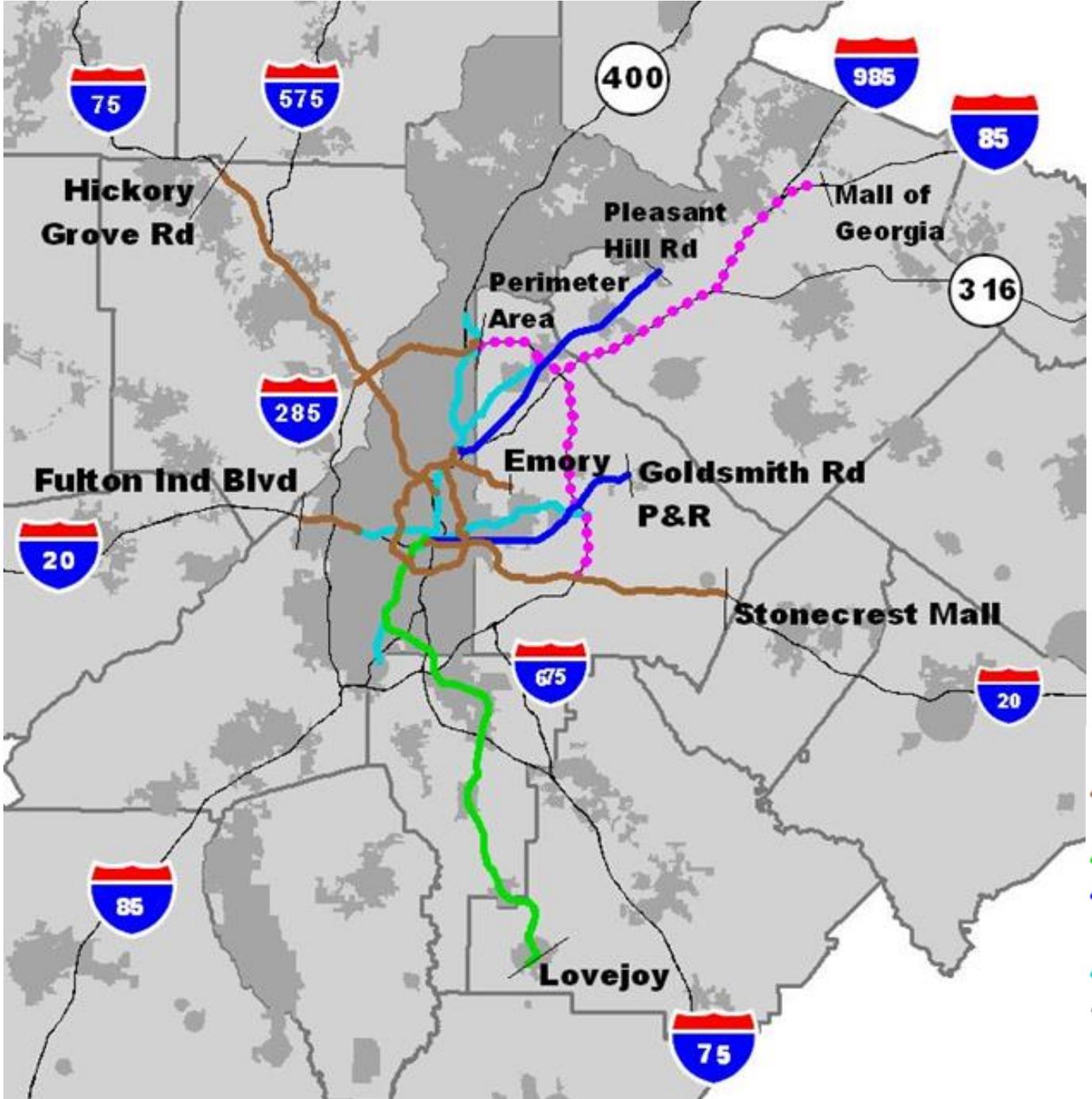
ATLANTA REGIONAL COMMISSION

Adopted
September 2007

Envision6 RTP, completed in 2007, dropped commuter rail and became more "mode neutral" for corridor expansions.

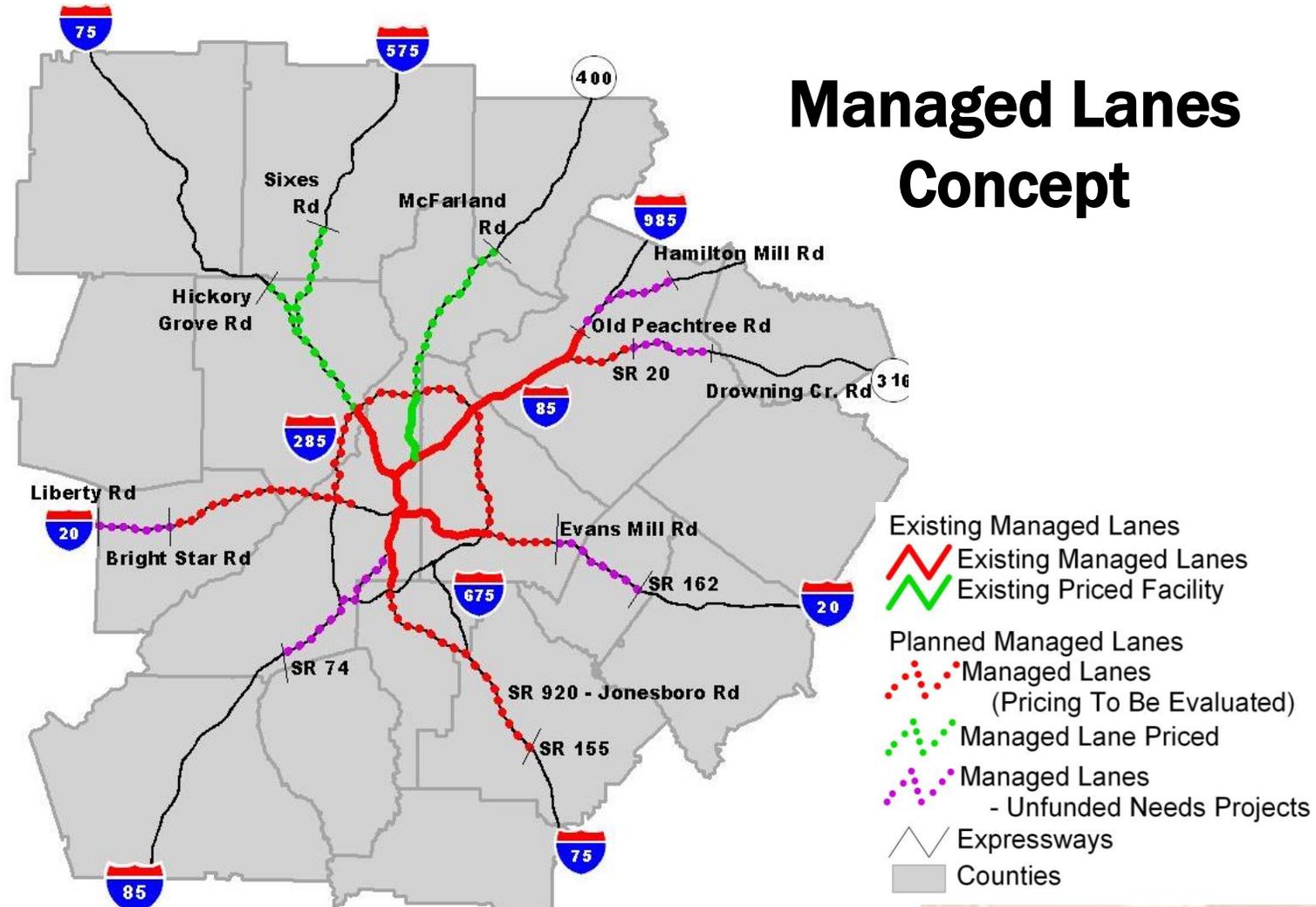
Envision6 RTP Transit Concept

2007



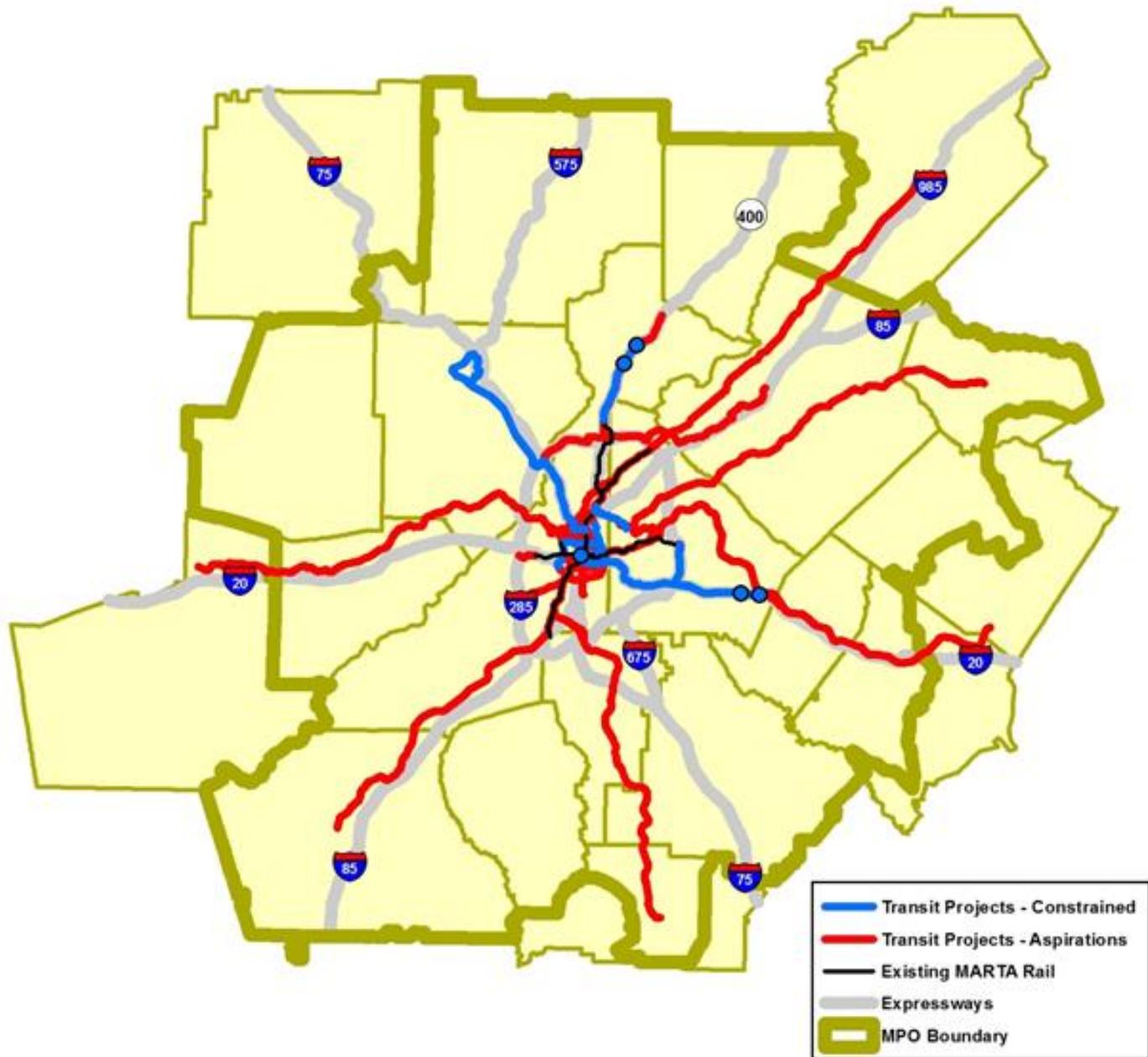
- High Speed Transit - Technology TBD
- Commuter Rail
- Arterial BRT
- Unfunded E6 Transit Needs
- Existing MARTA Heavy Rail
- Expressways
- Cities
- Counties

Since 2007, priced managed lanes have been a foundation of Regional Transit Expansion Concepts, Express Bus and BRT



Volume I: PLAN 2040 Regional
Transportation Plan (RTP)

PLAN 2040,
completed in 2011,
dropped many
projects from the
financially
constrained RTP.

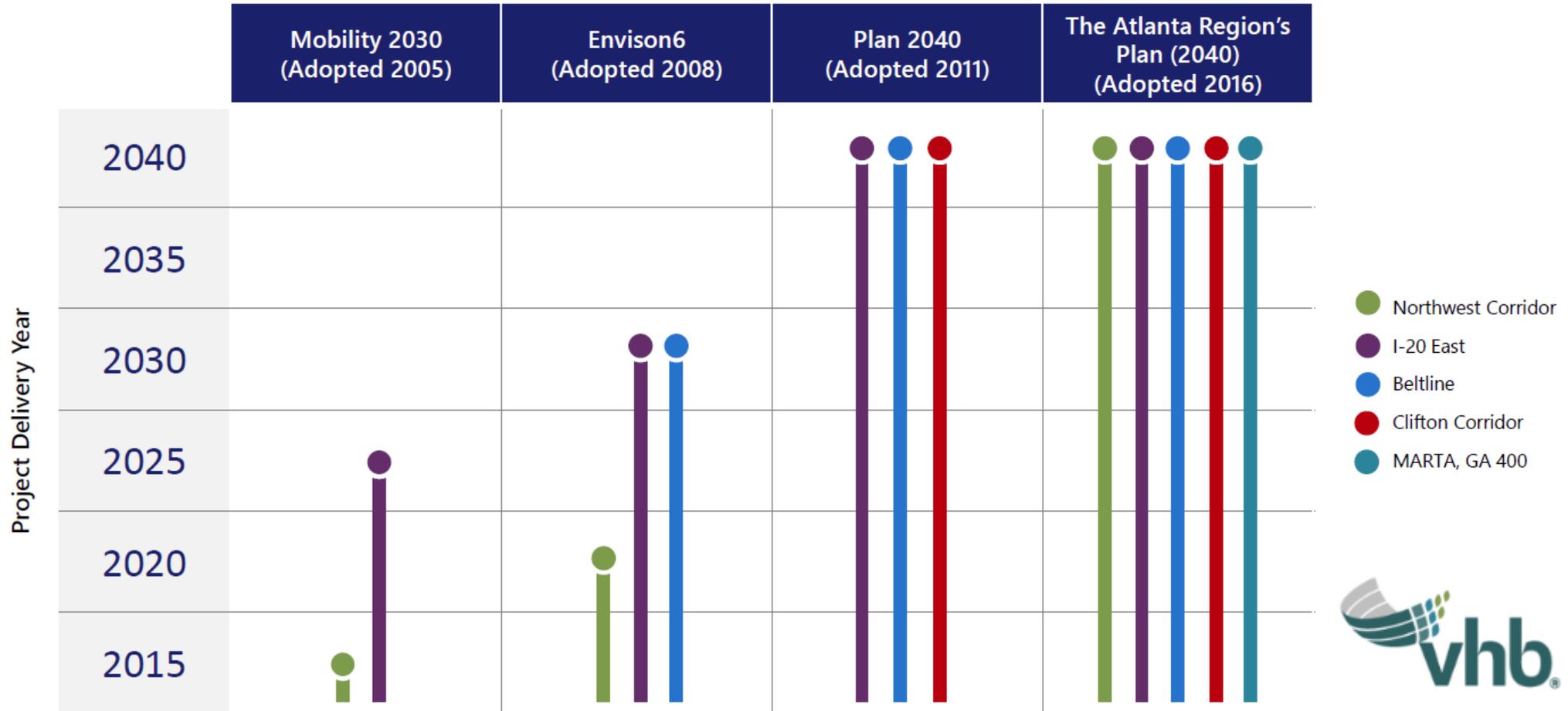


Due to the financial crisis in 2011, the constrained element was limited to only a few projects



Regional High Capacity Transit Plans

Regional Transportation Plans



Integrated Transportation / Land Use Plans Over the Past Decade Programmed Value



2007

\$67B



2011

\$84B



2016

\$85B

2014

\$79B

2018

\$94B

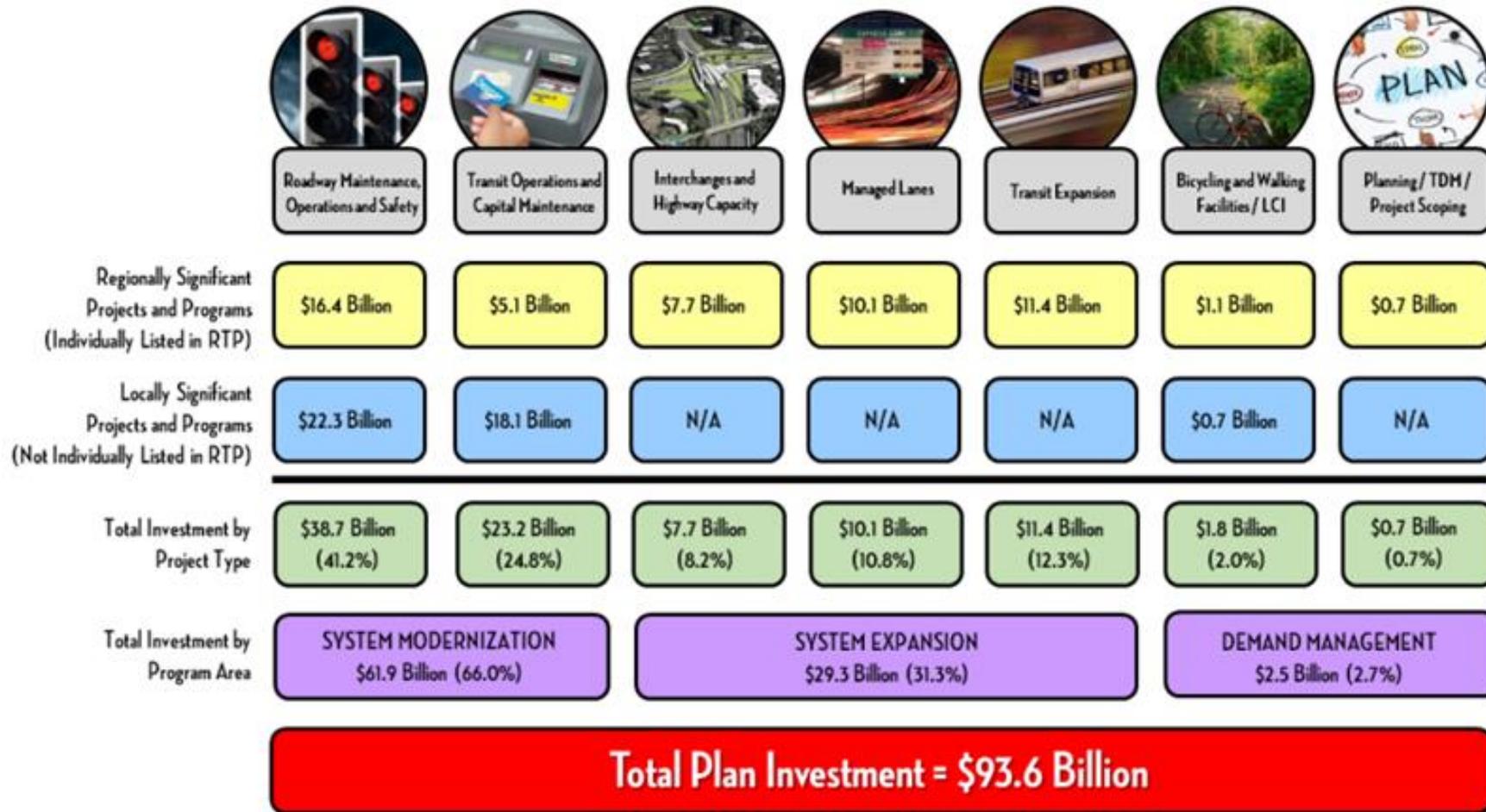
Total value of planned transportation investments in year-of-expenditure dollars

SUMMARY



The Atlanta Region's financially constrained transportation investments through 2040

RTP Fundi Shares



All costs are in Year of Expenditure (YOE) dollars to account for the impacts of inflation over time. Costs are calculated based on when individual projects are programmed in the plan.

MPO Policy Committee

— ARC Board —

Transportation and Air Quality Committee (TAQC) 20 County Area

County Commission Chairs

Limited Member County Commissioners

ARC Board Chair

Mayor of Atlanta

Board Members – MARTA, GDOT, GRTA

GDOT Planning Director

Georgia EPD Rep

Additional ARC Chair Discretionary Appointments (mayors, etc.)

See www.atlantaregional.org/taqc

TAQC Committee Members



CHAIR

Charlotte Nash
Commission Chair
Gwinnett County



**VICE
CHAIR**

June Wood
Commission Chair
Henry County



Kerry Armstrong
ARC Chair/Citizen
District 9



Mike Houchard
ARC Citizen
District 6



Lianne Levetan
ARC Citizen
District 7



Donna Sheldon
ARC Citizen
District 8



Mark Mathews
ARC Citizen
District 14



Pat Graham
Barrow County
Commission Chair



Harry Johnston
Cherokee County
Commission Chair



Keisha Lance Bottoms
Mayor
City of Atlanta



Rochelle Robinson
Mayor
City of Douglasville



Nancy Harris
Mayor
City of Duluth



Clark Boddie
Mayor
City of Palmetto



Eric Dial
Mayor
City of Tyrone



Jeff Turner
Commission Chair
Clayton County



Mike Boyce
Commission Chair
Cobb County



Al Smith
Commission Chair
Coweta County



Michael Thurmond
CEO
DeKalb County



Romona Jackson Jones
Commission Chair
Douglas County



Randy Ognio
Commission Chair
Fayette County



Laura Semanson
Commission Chair
Forsyth County



Rob Pitts
Commission Chair
Fulton County



Tread Davis
GA Dept of
Community Affairs
Rep



Rich McDonald
GA Dept of Natural
Resources - EPD



Mark Burkhalter
GDOT
Board Member



Jay Roberts
GDOT
Planning Director



Martha Martin
GRTA
Board Member



Jim Durrett
MARTA Board



Eric Clarkson
Metro Atlanta
Mayor's Association



Marcello Banes
Commission Chair
Newton County



Dave Carmichael
Commission Chair
Paulding County



Oz Nesbitt
Commission Chair
Rockdale County



Donald Hawbaker
Commission Chair
Spalding County



Kevin Little
Commission Chair
Walton County

—— ARC Board ——

—— TAQC ——

Transportation Coordinating Committee (TCC)

MPO Technical Committee 20 County Area

ARC Transportation Access and Mobility Group Manager

City of Atlanta Planning Staff Representative

Municipal Representatives

County Transportation Staff Representatives

GDOT, GRTA, MARTA Planning Staff Representatives

Georgia EPD Planning Staff Representative

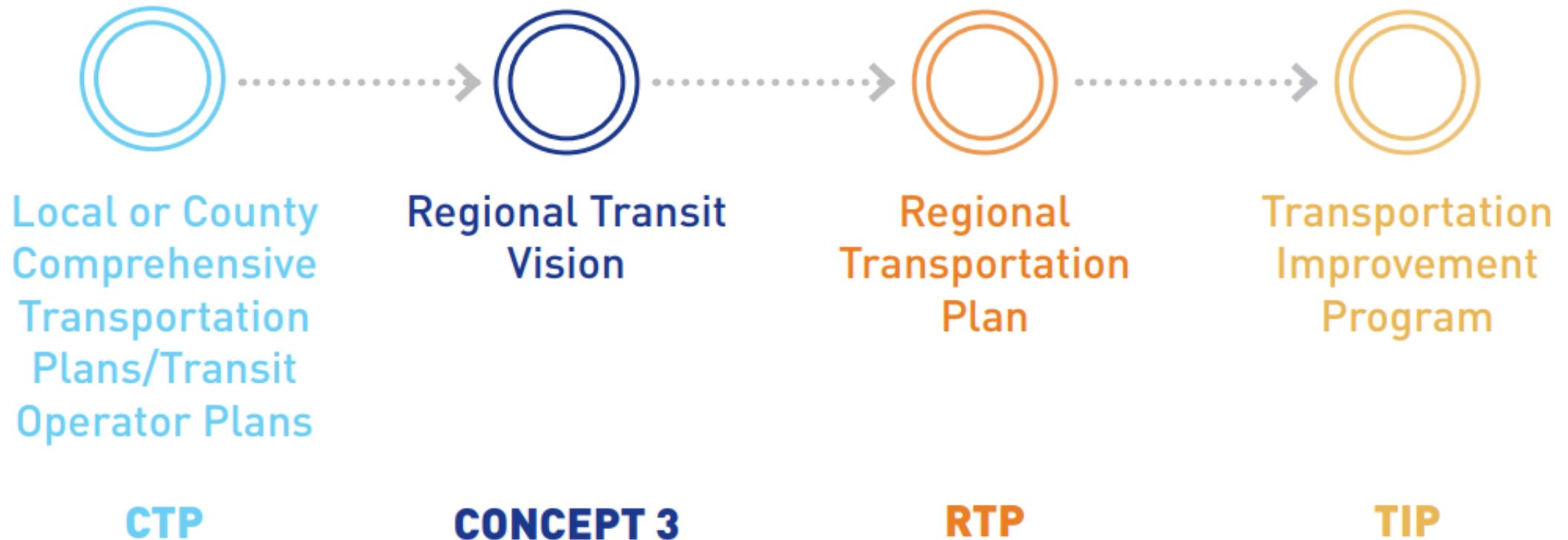
FHWA, FTA, EPA, municipalities, interest groups and public also attend and participate

See www.atlantaregional.org/tcc

Core ARC Regional Transit Responsibilities

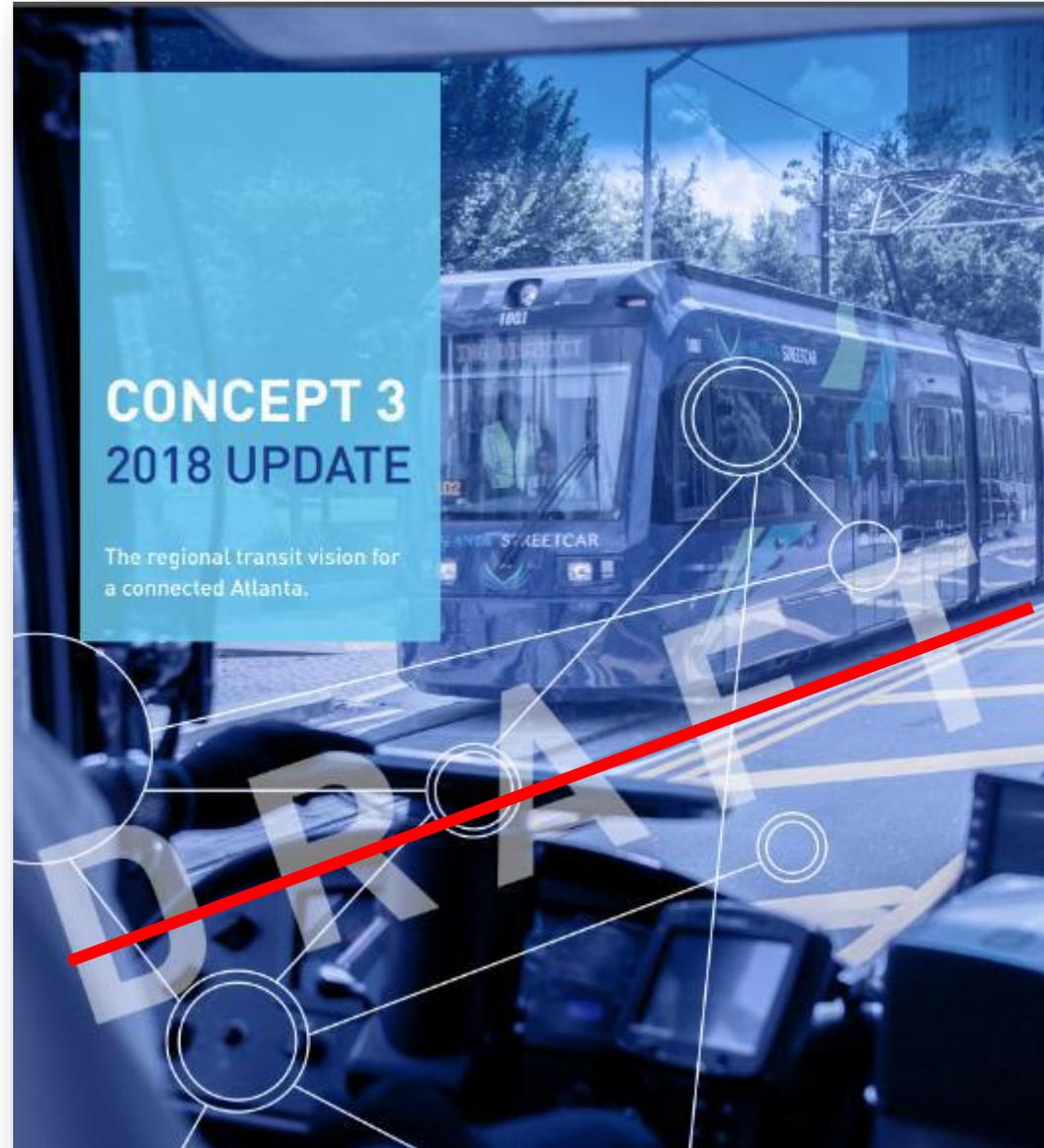
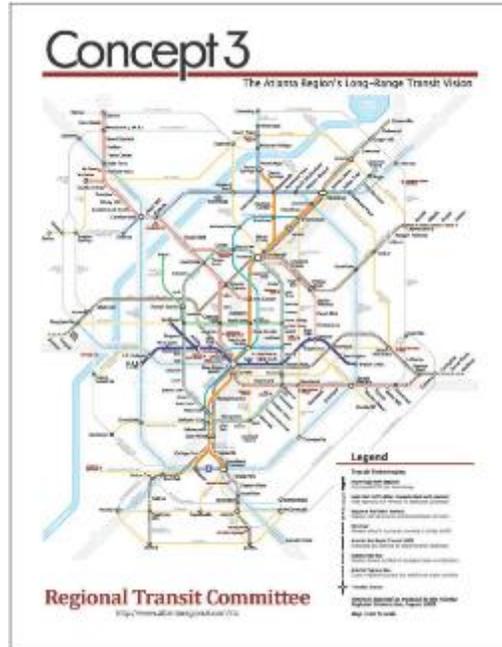
- Federally and state required planning:
 - Recommendations for a financially unconstrained transit vision known as Concept 3
 - Identification of long-range RTP projects
 - Identification of short-range TIP projects
- Support for a Regional Transit Committee (RTC) and the Transit Operators Subcommittee (TOS)
- ARC and the ATL Authority will be a team moving forward, sharing responsibilities and complementing each others mission in many planning tasks
 - Define working partnerships in the Memorandum of Agreement known as the “Quad Party Agreement”

Regional Transit-Planning Process Pre-ATL Authority (HB 930)



Core Product: Concept 3 Regional Transit Vision

Adopted January
23, 2019



https://documents.atlantaregional.com/transportation/transit/Concept3_Draft.pdf

Concept 3 Vision Development

Project Evaluation Measures



Reliability // On-time performance expectation based on MARTA's current services by mode.



Social Equity // Population within 1/2 mile who are non-white or under the poverty line.



Connectivity // Number of connections between the project and existing high-frequency transit services.



Compatibility // Ratio of jobs and population within 1/2 mile.



Efficiency // Jobs and population within 1/2 mile of station areas divided by weekday service miles.



Job Accessibility // Built-in Conveyal measures weighted by total population and social equity factors.

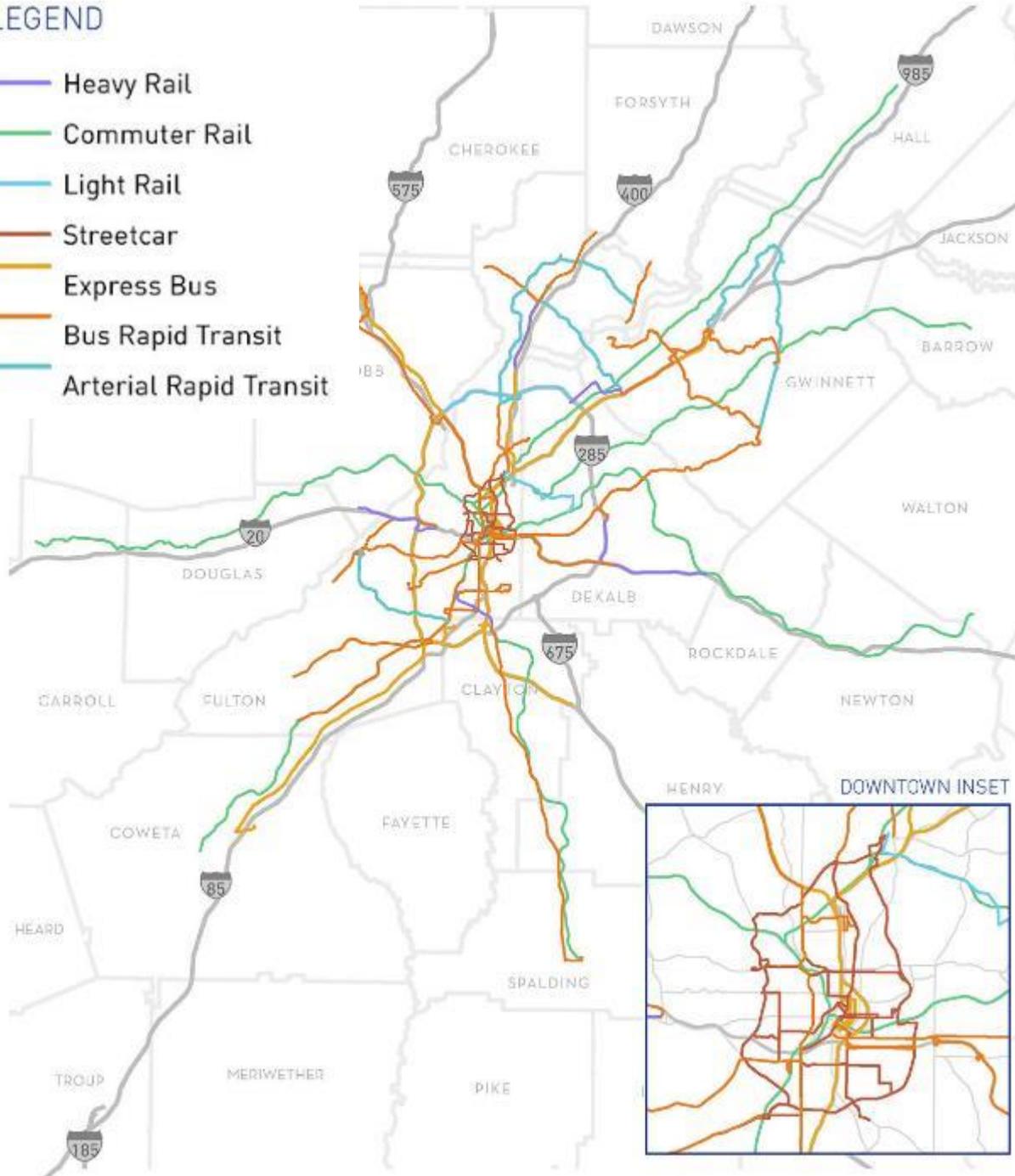


Sensitivity // Intersections with culturally and environmentally sensitive land uses, weighted by project length.

Note: Future Concept 3 Vision updates will be coordinated with the ATL Authority, including identifying project evaluation measures

LEGEND

- Heavy Rail
- Commuter Rail
- Light Rail
- Streetcar
- Express Bus
- Bus Rapid Transit
- Arterial Rapid Transit



Concept 3 Vision

RTV-004 // MEDLOCK BRIDGE RD *BUS RAPID TRANSIT*

Start: McGinnis Ferry Rd
 End: Chattahoochee Rd
 Length: 14.84 miles
 Estimated Stops: 10
 Lead Agency: Fulton County

This project provides BRT service along Medlock Bridge Road in North Fulton County.

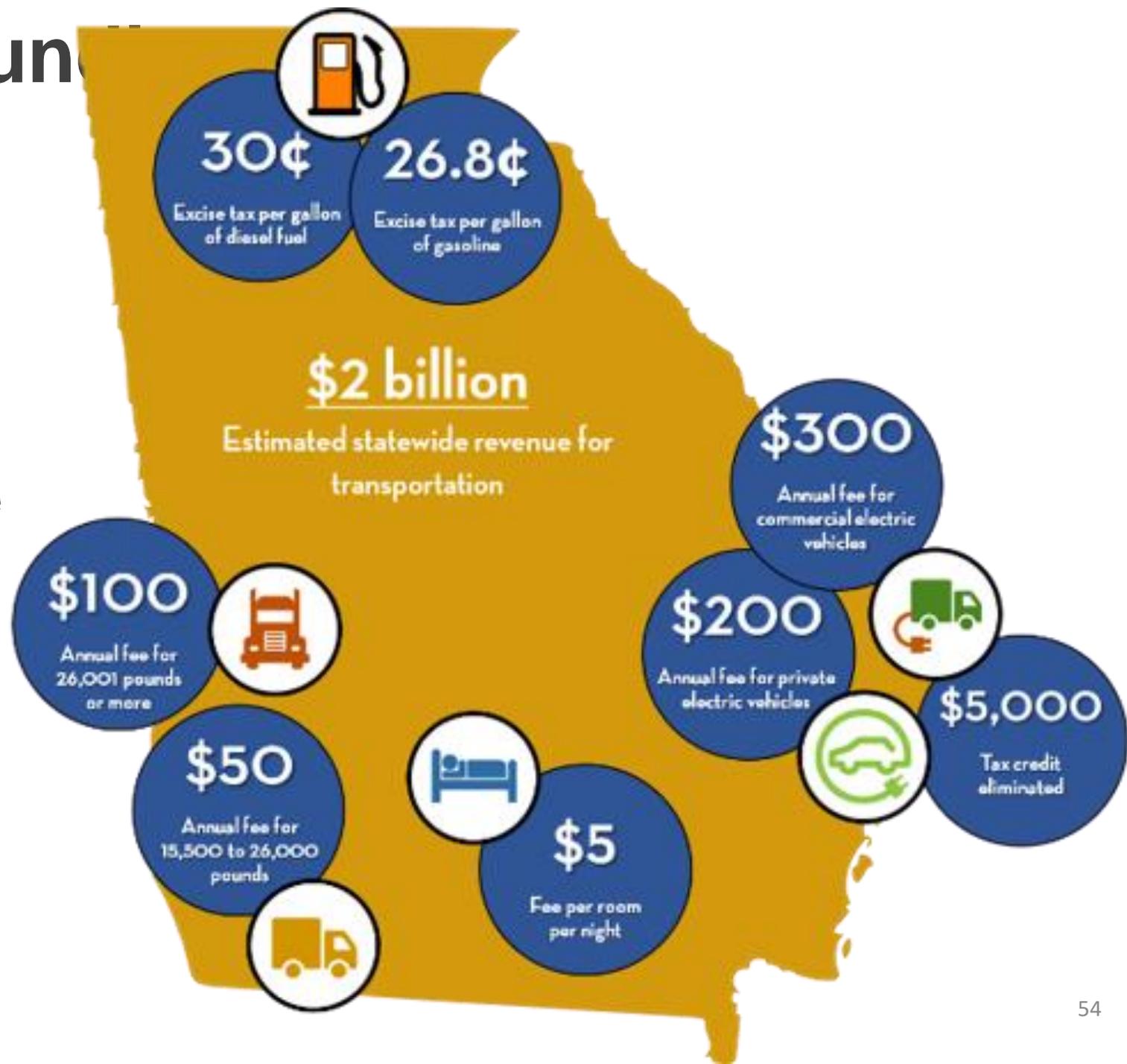
RTV EVALUATION MEASURES

<ul style="list-style-type: none"> 🕒 Reliability: MODERATE 🗺️ Connectivity: VERY LOW 🚗 Efficiency: VERY LOW 📍 Sensitivity: VERY LOW IMPACT 🔧 Social Equity: LOW IMPACT 🔄 Compatibility: MODERATE 	<p>Job Accessibility:</p> <ul style="list-style-type: none"> ● Regional Job Accessibility (RJA) ● 70th Percentile of RJA ● 90th Percentile of RJA ● RJA for Low-Income and Non-White People ● 70th Percentile of RJA for Low-Income and Non-White People ● 90th Percentile of RJA for Low-Income and Non-White People
--	---

<http://garc.maps.arcgis.com/apps/webappviewer/index.html?id=08a77c3585c74c34a6f83634f31086b8>

Transportation Funding Initiatives

- **Transportation Funding Act (2015)**
 - Doubled state funding for transportation (\$1 billion additional per year)
 - Primary emphasis on state of good repair and Major Mobility Investment Program (MMIP)
 - Focused on roads and bridges



Major Mobility Investment Program (MMIP)



Interchange Reconstruction:

1. I-16/I-95
2. I-285/I-20 West
3. I-285/I-20 East

Express Lanes:

4. I-285 Top End
I-75 to I-85
5. SR 400
I-285 to McFarland Pkwy
6. I-285 Eastside
I-85 to I-20
7. I-285 Westside
I-20 to I-75

Interstate Widening:

8. I-85 North
I-985 to SR 53
9. I-16
I-95 to I-516
10. I-85 North
SR 53 to US 129

Commercial Vehicle Lanes:

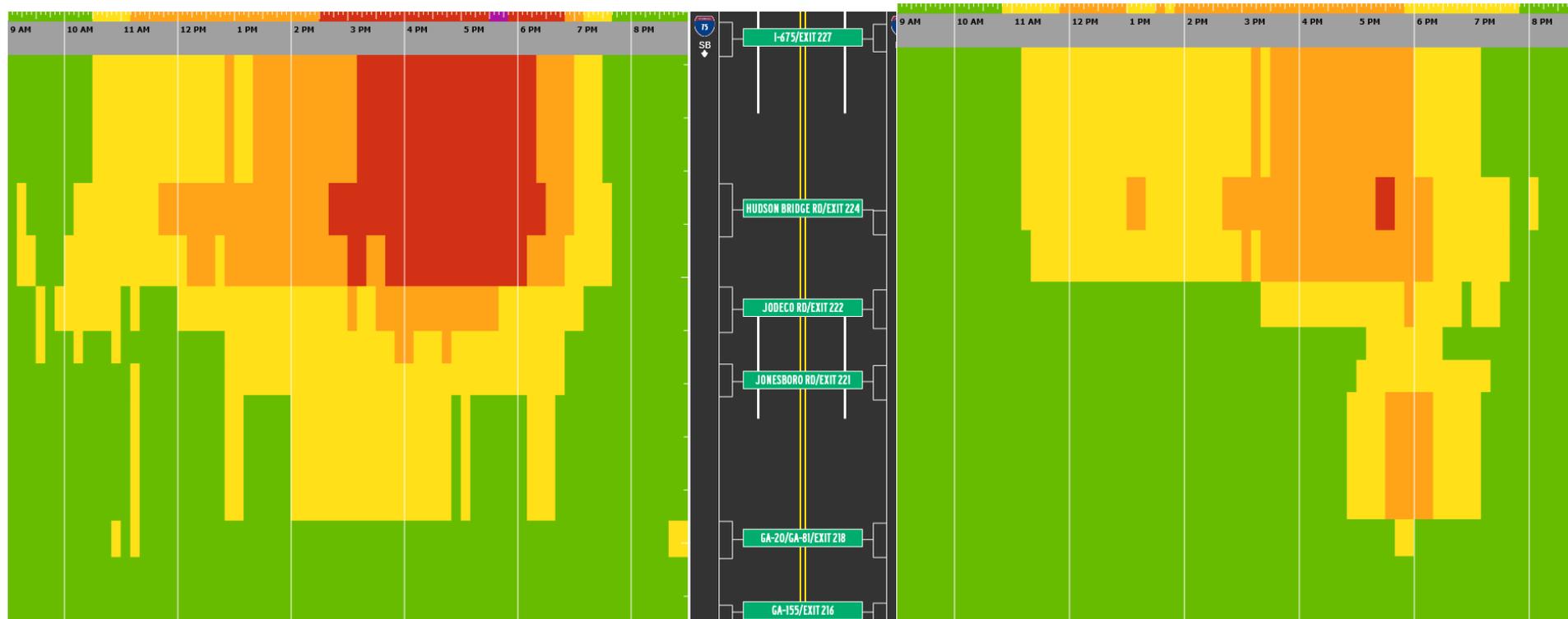
11. I-75
SR 155 to I-475

Henry County – I-75

Change Travel Speeds The Year Before / After Opening the Express Lanes (Southbound Direction)

Year Before

Year After



Average Travel Speeds Legend

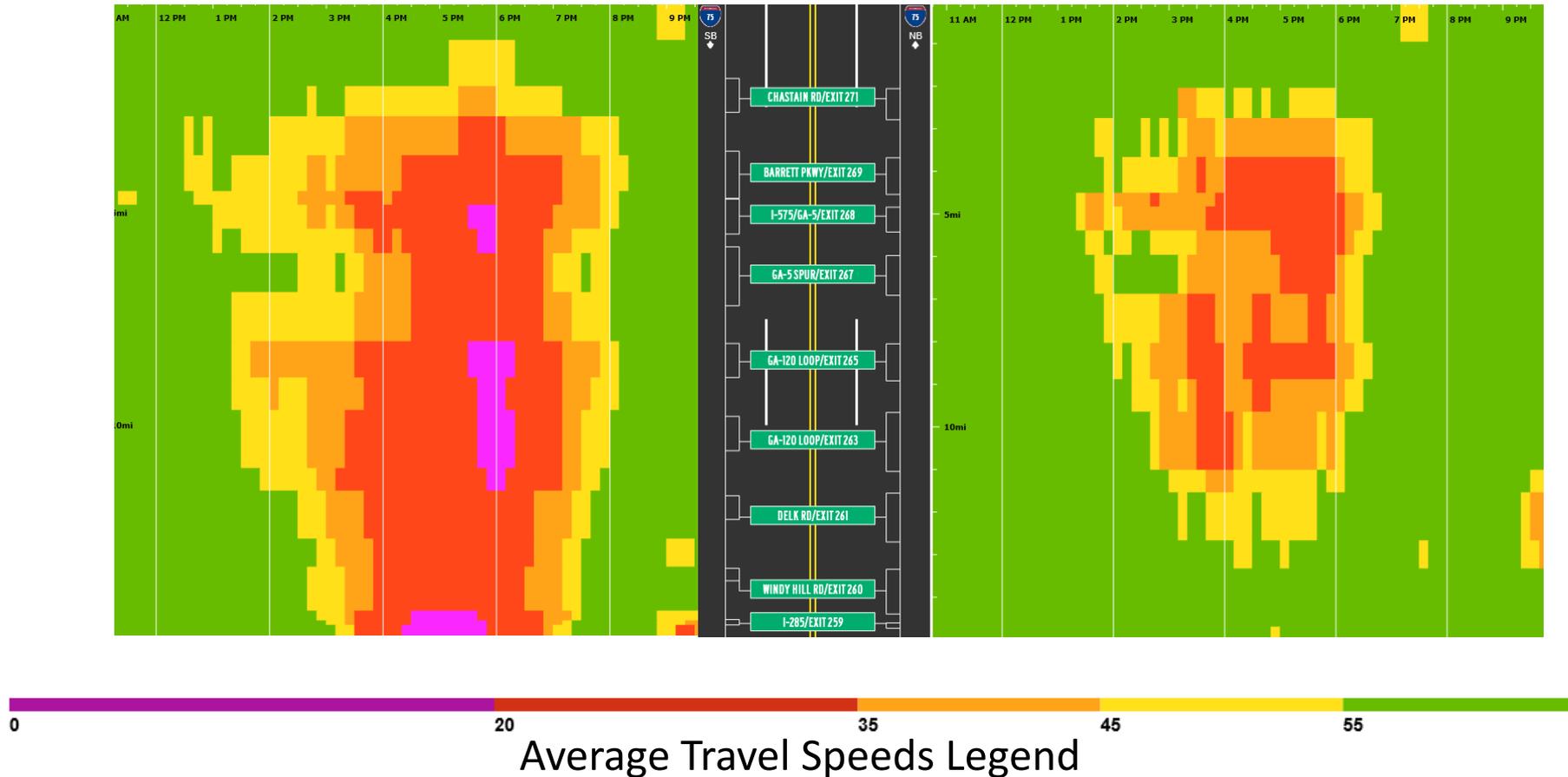
Source: INRIX

Cobb County – I-75

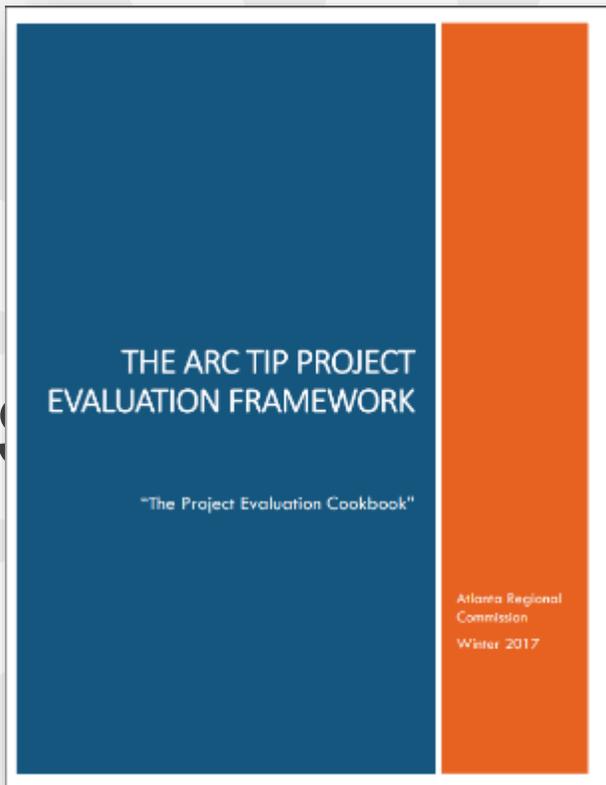
Change Travel Speeds Before / After Opening the Express Lanes (Northbound Direction)

2017 (9/18 – 10/17)

2018 (9/17 – 10/16)



Source: INRIX



Transit Expansion

Table TE1 outlines the scheme for evaluating transit expansion projects. No measures were identified for the criteria related to goods movement and asset management and resiliency. Projects received in the solicitation that focus on expanding transit service, such as new rail or bus service, will be evaluated using the performance measures indicated in the table. Further information on the exact metrics and scoring follows in the subsections.

Table TE1 – Transit Expansion Project Evaluation Scheme

Vision	Criteria	Measures
World Class Infrastructure	Mobility/Congestion	1) Project Trips 2) Regional Trips
	Reliability	1) Dedicated Right-of-Way 2) Transit Service Frequency
	Network Connectivity	Connections to Fixed Guideway Transit ^B
	Multimodalism	Multimodal Accommodations
	Asset Management & Resiliency	-
Healthy Livable Communities	Safety	Improved Safety
	Air Quality & Climate Change	Project Emissions
	Cultural & Environmental Resources	Impact on Culturally and Environmentally Sensitive Land Uses
	Social Equity	Addressing Social Equity
	Land Use Compatibility	Supporting Land Use
Competitive Economy	Goods Movement	-
	Employment Accessibility	1) Supporting Regionally Significant Locations 2) Employment Center Accessibility

https://documents.atlantaregional.com/transportation/projsolicitation/2017/project_eval_documentation.pdf

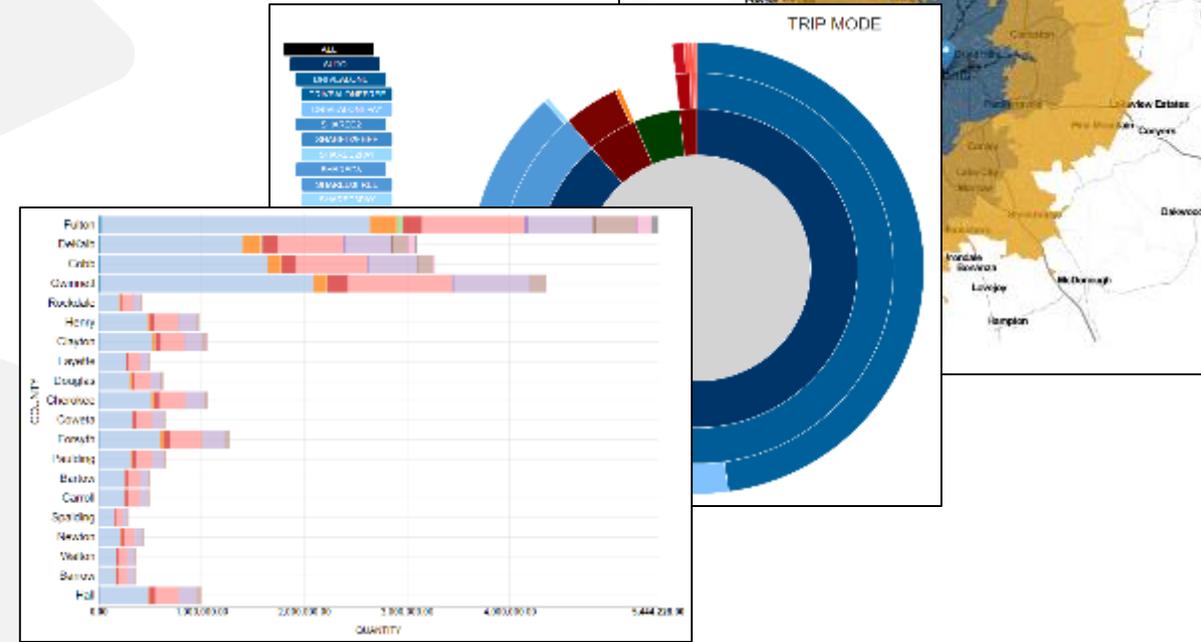
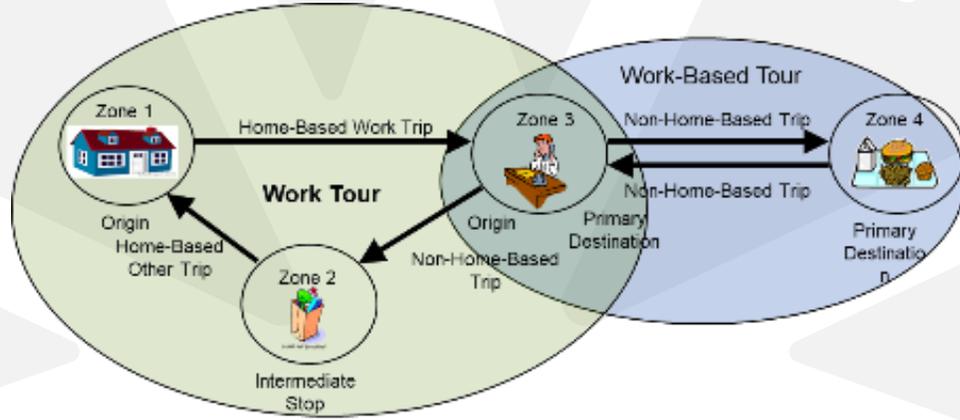


Integration of the ATL Authority Regional Transit Plan into the ARC Federal Planning Process

- Powerful and critical regional planning document
- Forms the foundation for both regional planning and project implementation
- Directly impacts the federal and state planning process:
 1. ARC – as the MPO - will not include projects in the RTP/TIP that are not in the ATL Regional Transit Plan
 2. Future transit referendums cannot proceed unless it is included in the ATL Authority-approved Regional Transit Plan
- The Regional Transit Plan is both a filter and the guiding implementation vision for transit in the Region

Regional Models

Atlanta's Activity-Based Model:
Tours and Trips (ABM)

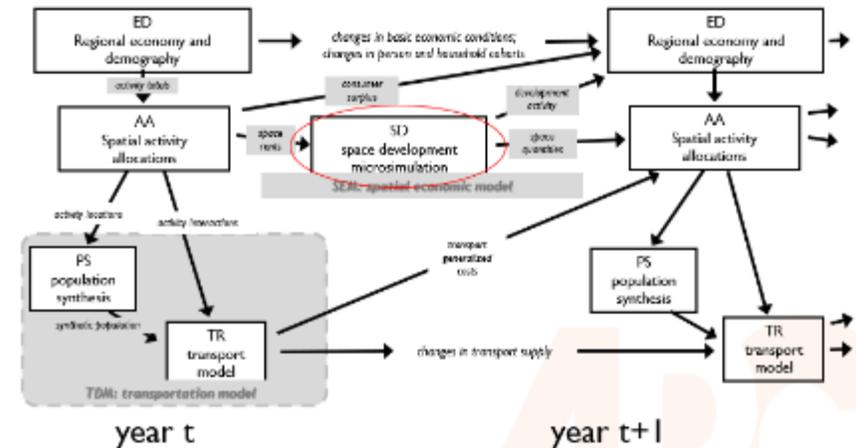


Atlanta's Integrated Land-Use/Transport Model

2 Types of Linkages:

Connection: Feeding Land-Use Model Estimates of Population and Employment to ABM

Integration: Leveraging Labor Flows from Spatial Input-Output Model (PECAS) to Determine Workplace Location Choice in ABM



Transit

← ⌚ ⚙️ ⋮

marta_commrail_cla

Weekday

FROM	TO	EVERY	RUNTIME
07:00	10:00	15 min	54.2 min
10:00	16:00	30 min	54.2 min
16:00	18:00	15 min	54.2 min

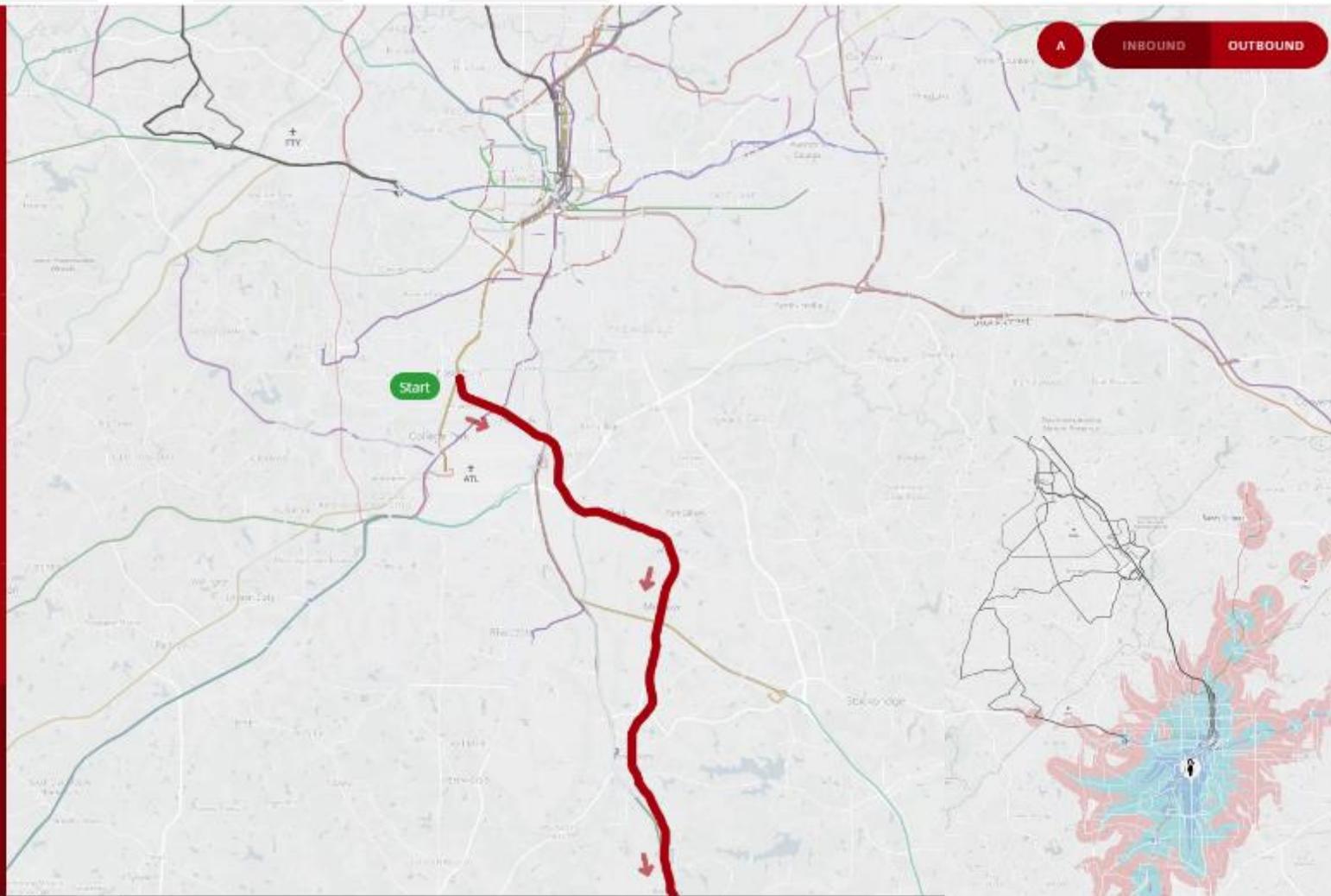
Saturday

FROM	TO	EVERY	RUNTIME
08:00	19:00	30 min	162.9 min

Sunday

FROM	TO	EVERY	RUNTIME
08:00	19:00	30 min	162.9 min

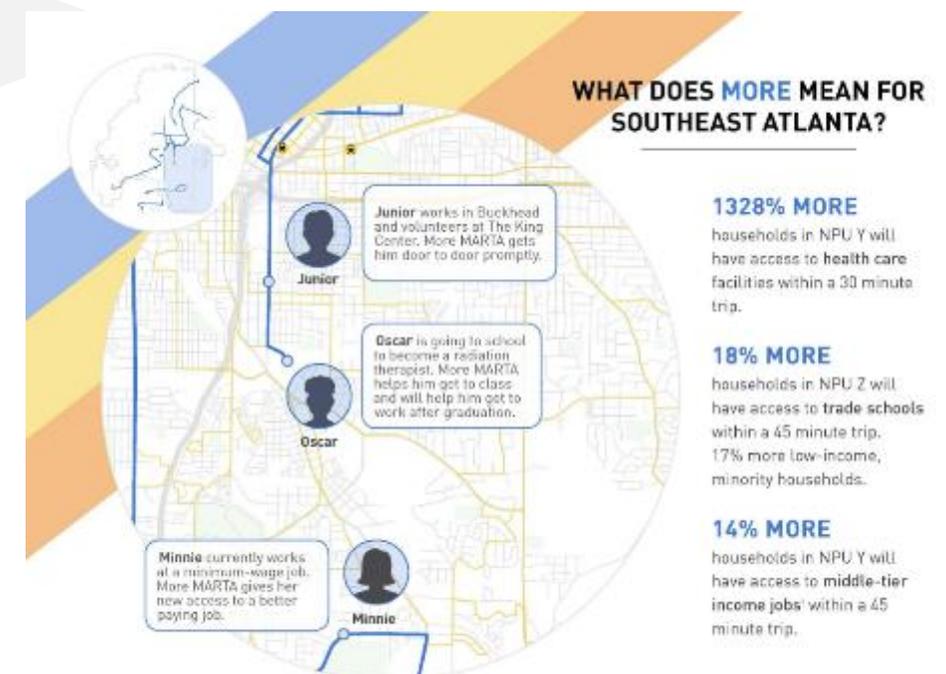
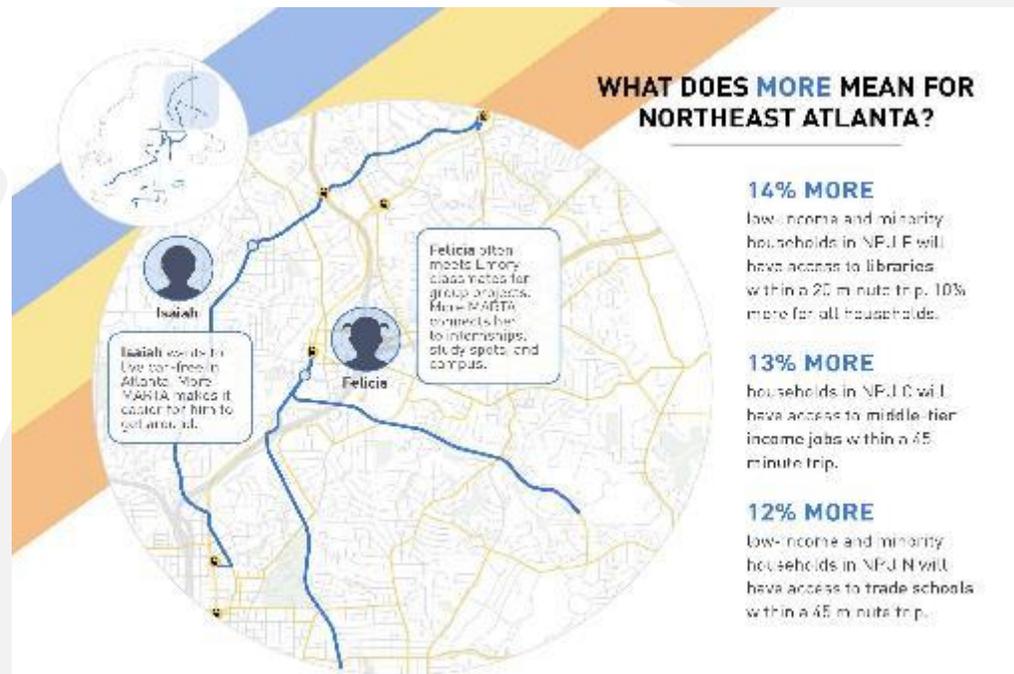
40.66 miles
6 vehicles - Bus
\$1.59 million / year
⦿ Within 0.25 mi of stops:
3,572 population
4,954 jobs



<https://www.remix.com/>

Transit Accessibility Analysis

- Ran More Marta program through Conveyal with amenities and opportunities (middle-tier jobs) datasets
- Post-processed raster data outputs to focus on quality of life improvements
- Looking for a binary change - could you access something that you previously could not?
- Scripted runs together to quickly process multiple amenities across a variety of geographies



More Information

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Lori Sand

Atlanta Regional Commission

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lsand@atlantaregional.org





BREAK

GWINNETT TRANSIT PLAN PRESENTATION

- Alan Chapman, Gwinnett Transportation Director



ATL Board Planning Session

January 24, 2019

Preparing for Our Future



- **Transportation Planning Initiatives**
- **Comprehensive Transportation Plan**
- **Transit Plan Process and Public Outreach**
- **Transit Plan Investments**

Transportation Planning Initiatives



Comprehensive Transportation Plan – Completed 2017

Traffic Management System Master Plan – Completed 2017

Countywide Trails Master Plan – Completed 2018

Comprehensive Transit Development Plan – Completed 2018

Truck Parking Study – Underway

I-85 Corridor Study – Underway

Airport Master Plan – Proposed for 2019

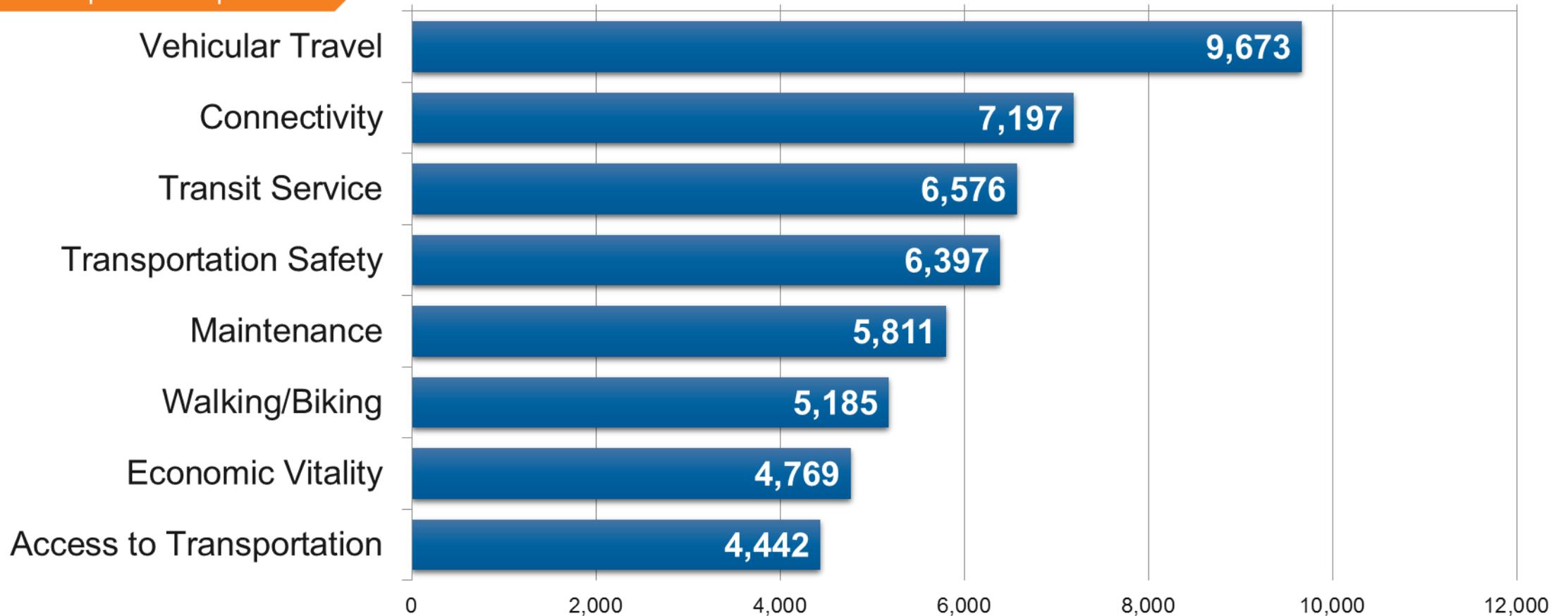
Comprehensive Transportation Plan



Destination2040

Gwinnett's Comprehensive Transportation Plan

Citizen Priority Rankings

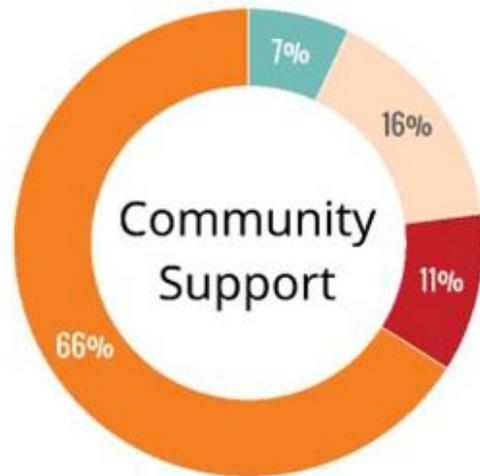


Comprehensive Transportation Plan



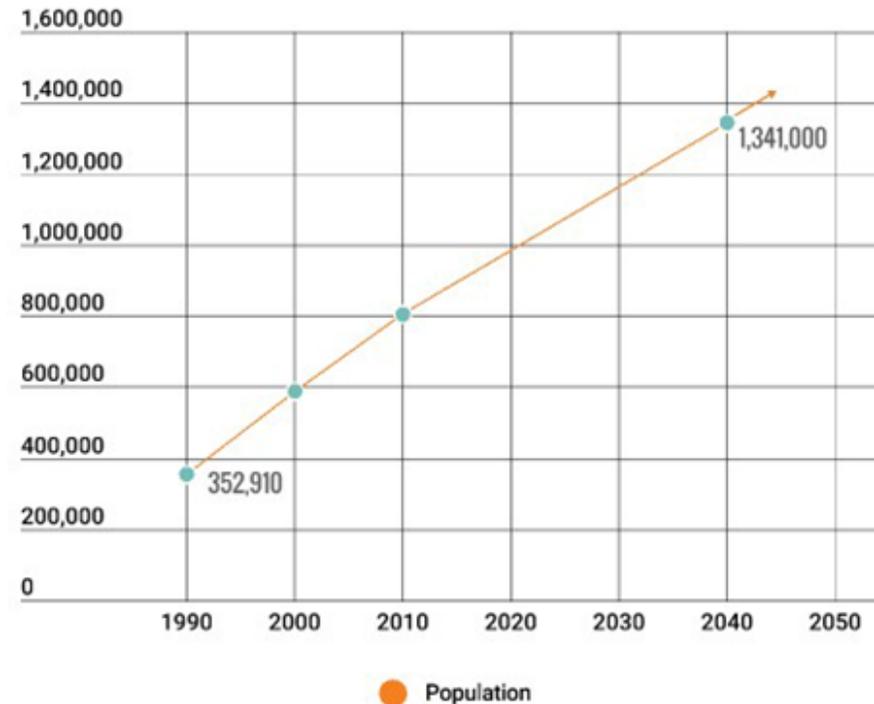
Why Transit? Why Now?

Mobility Choices for Residents,
Employees, and Visitors



- Abundant- we have more service than we need
- Appropriate- we have the right amount of service
- Don't Know
- Lacking- we need more transit service in the County

Continued Population Growth

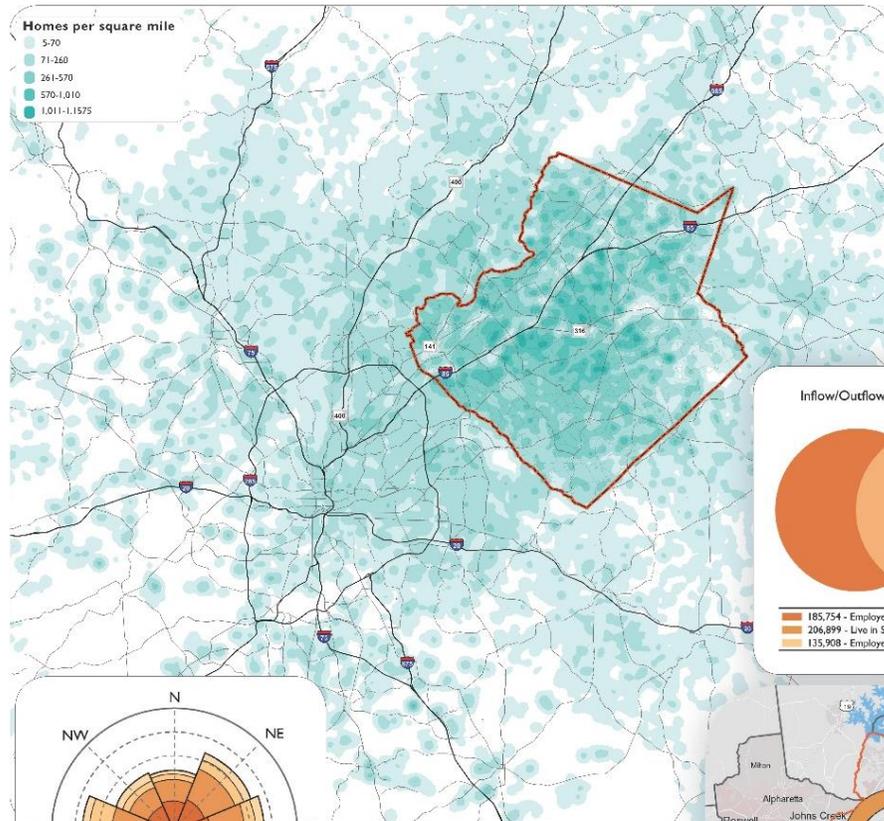


Based on ARC data. Woods & Poole data shows 1.5 million by 2040.

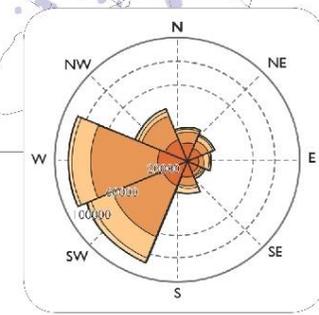
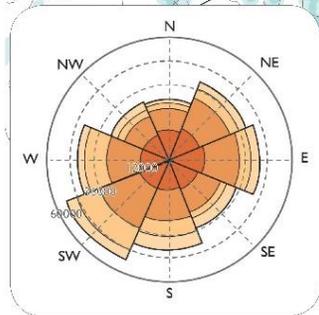
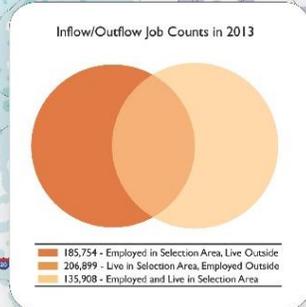
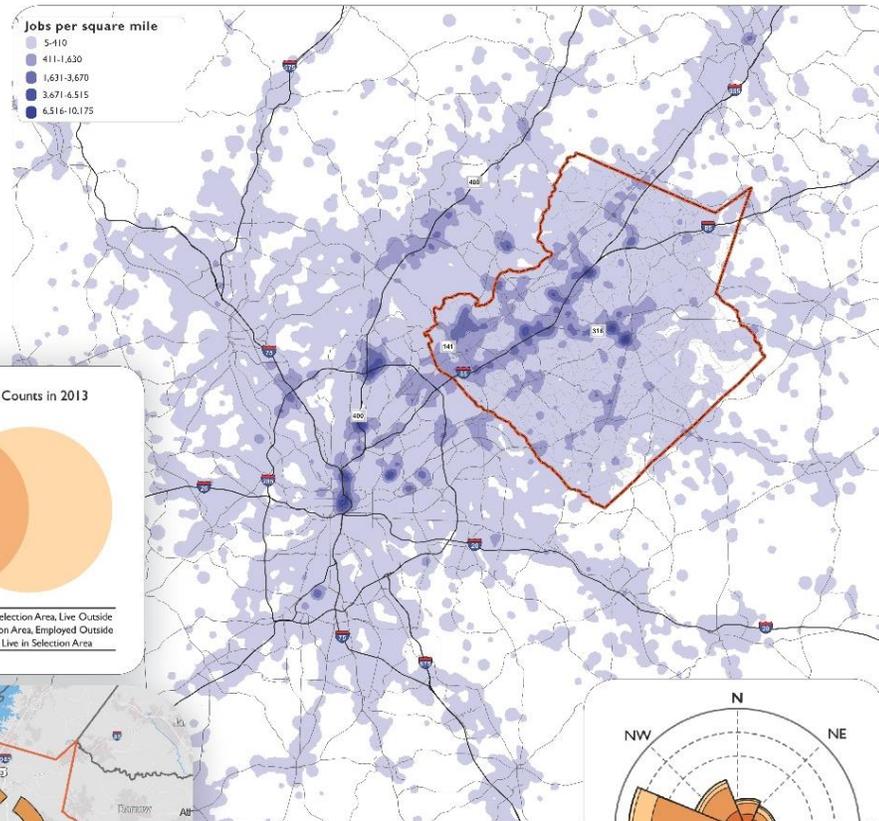
Comprehensive Transportation Plan



Where Gwinnett Workers Live

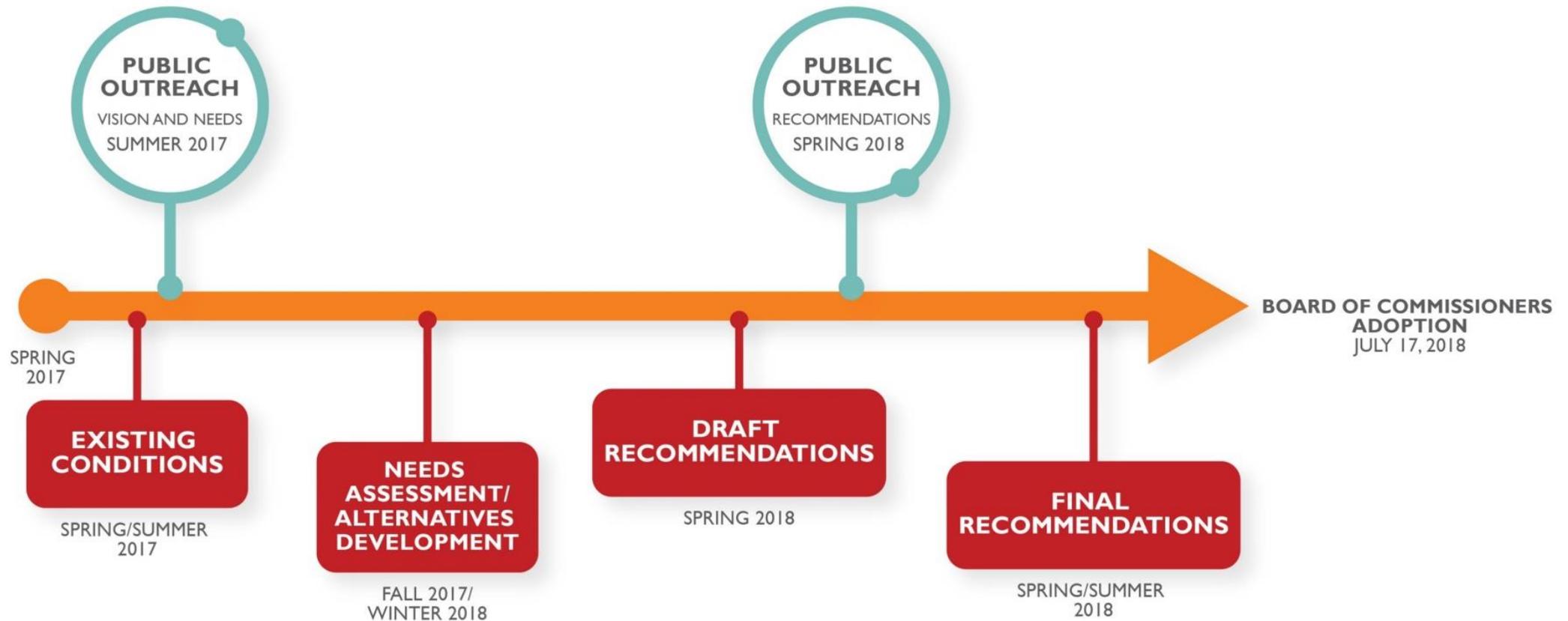


Where Gwinnett Residents Work



Source:
OnTheMap - U.S. Census Bureau, Center
for Economic Studies
Data based on 2002-2013 Longitudinal
Employer-Household Dynamics (LEHD)
Origin-Destination Employment Statistics
(LODES)

Transit Plan Process and Outreach



Transit Plan Process and Outreach



- Public Meetings – 18
- Stakeholder Meetings – 5
- Online Surveys Completed – over 12,000
- Phone Survey Responses – 1,000
- Community Events/Park Visits – 55
- Adjacent Communities and Focus Group Meetings – 37
- Bus Tour – 3 routes, 12 stops



Transit Plan Process and Outreach



System Goals and Priorities



Preserve and promote social and environmental character through an integrated strategy that addresses transportation solutions

ENVIRONMENT

ECONOMIC DEVELOPMENT

CONGESTION RELIEF



Utilize available resources in an efficient manner to meet the transportation need

EQUITY

PRODUCTIVITY AND EFFICIENCY

SYSTEM MAINTENANCE



Enhance the desirability and utility of the transit service for Gwinnett residents and workers

COVERAGE AND CONNECTIVITY

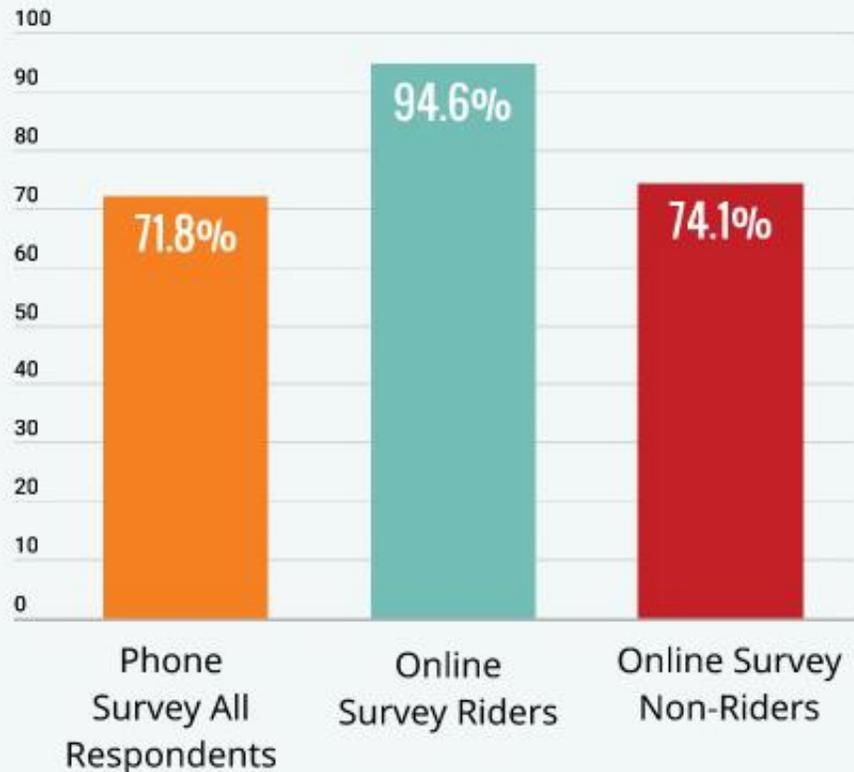
TRAVEL TIME REDUCTION

RELIABILITY

Transit Plan Process and Outreach



Support for Expanded Transit System



Final Public Outreach

Top 3 Improvements for More Frequent Use



Better connections to other areas in Metro Atlanta



More areas in Gwinnett served by transit



More frequent service



Transit Plan Investments



Modes: Major Investments



Heavy Rail (HRT)

- High speed/rapid acceleration rail cars
- Electrified and fully grade-separated
- Substantial stations with faregates
- Stations spaced every 1 to 5 miles

Cost

Capital: \$250 mil/mile
Operating: \$1,150/Revenue Hour



Light Rail (LRT)

- Operates most commonly in dedicated right-of-way
- Electrified, can be grade-separated or street level
- Lower capacity and speed than heavy rail
- Stations spaced every ½ to 1 mile

Capital: \$95-125 mil/mile
Operating: \$400/Revenue Hour



Commuter Rail (CR) – limited

- Electric or diesel propelled
- Carries moderate to long distance commuters
- Often runs in corridor shared with freight services
- Stations spaced at least every 2 to 5 miles

Capital: \$20-25 mil/mile*
Operating: \$1,000/Revenue Hour
**Assumes operation on existing rail*



Bus Rapid Transit (BRT)

- Rubber tired vehicles in primarily dedicated ROW
- Priority treatments to increase speed and reliability
- Enhanced stations spaced like LRT with distinctive branding and off-board fare collection

Capital: \$20-30 mil/mile
Operating: \$83/Revenue Hour

Transit Plan Investments



Modes: Moderate Investments



Rapid Bus

- Rubber tired vehicles
- Runs some dedicated lanes
- Mostly queue jumper lanes and transit signal priority
- Station spacing ¼ to 1/3 mile

Cost

Capital: \$3-13 mil/mile
Operating: \$73/Revenue Hour



Express Commuter Bus

- Rubber tired coach vehicles
- Serves long-distance, commute flow
- Mostly mixed flow, benefit from managed lanes
- Limited stops, primarily route termini

Capital: \$10-150 mil per new P&R*
Operating: \$105/Revenue Hour
**May include direct access ramps or in-line stations*



Vanpool

- Uses vans for targeted small groups
- Serves commuters who have similar home and work locations
- Limited stops focused on route termini

Operating: \$750k/year

Transit Plan Investments



Modes: Moderate Investments



Local Bus

- Electric, hybrid, natural gas, or diesel vehicles
- Mixed flow traffic, shared-right-of-way
- Limited amenities at stops
- Stations spaced 1-2 blocks to ¼ mile

Cost

Capital: \$400-800k/mile
Operating: \$63/Revenue Hour



Flex Service

- Demand responsive bus or shuttle
- Mixed flow traffic, shared-right-of-way
- Operates in a defined geographic area without fixed routes
- Combination of door-to-door service and/or designated stops

Capital: \$2 mil (fixed)
Operating: \$65/Revenue Hour



Transportation Network Companies (TNCs)

- Demand responsive service by a private operator
- Mixed flow traffic, shared-right-of-way
- Often used in low density areas to connect to a transit station
- N/A, no stations

Annual subsidy: \$200k/year

Transit Plan Investments



What is Bus Rapid Transit?

BRT Concepts



BRT...



Operates in **BOTH** directions



Arrives every **10 to 15** minutes

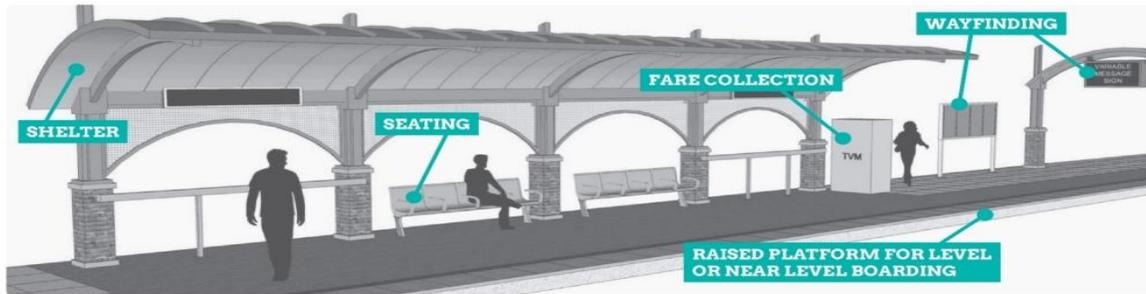
FEATURES

- All door entry and exit
- Low floors for easy boarding
- Improved seat configuration
- Specialized branding

BRT Examples



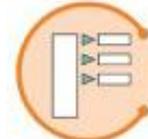
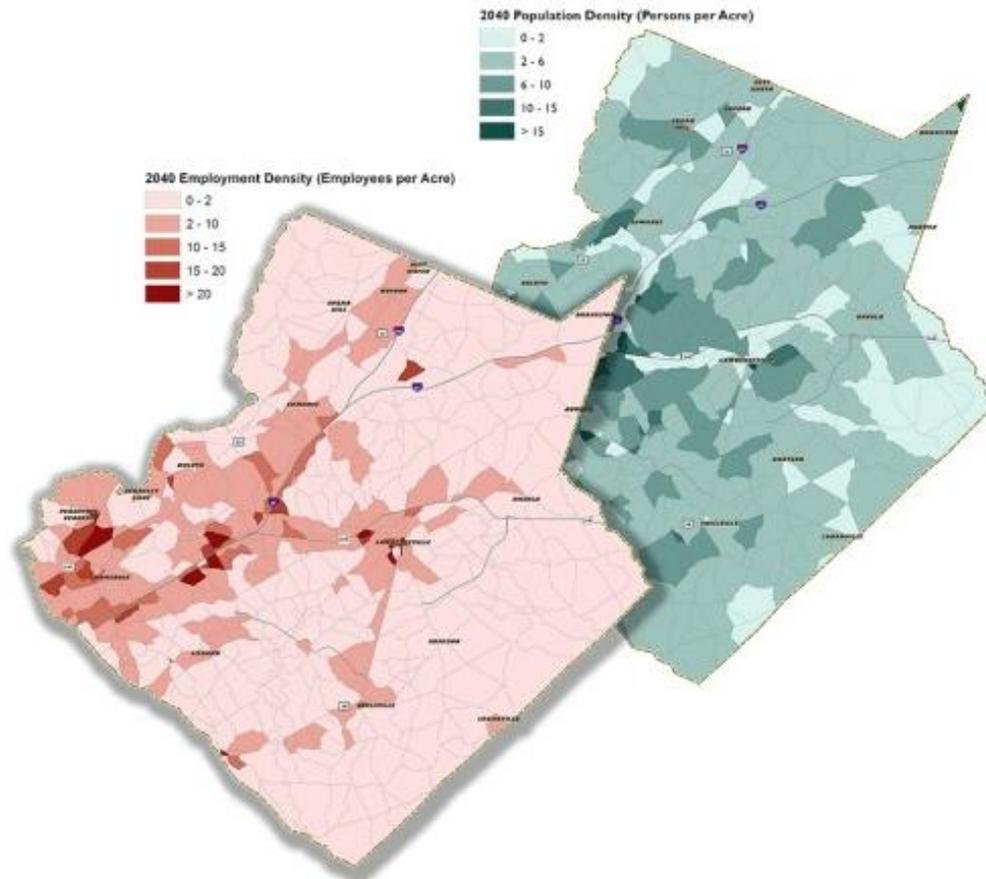
Typical BRT Amenities



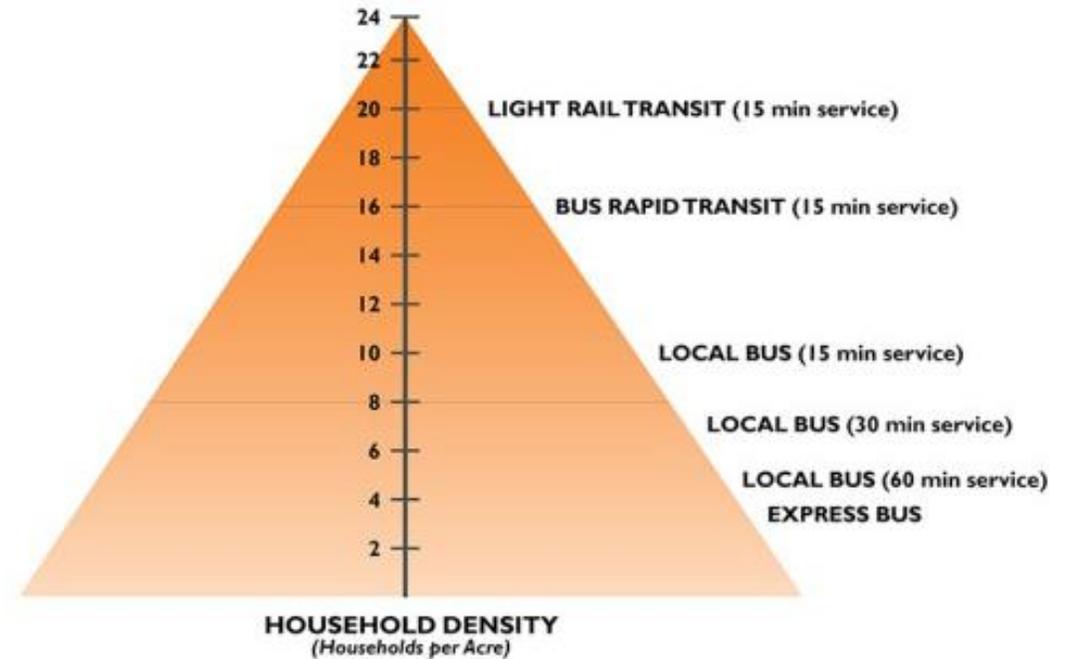
Transit Plan Investments



Demographics Analysis



Technology-Demand Matching

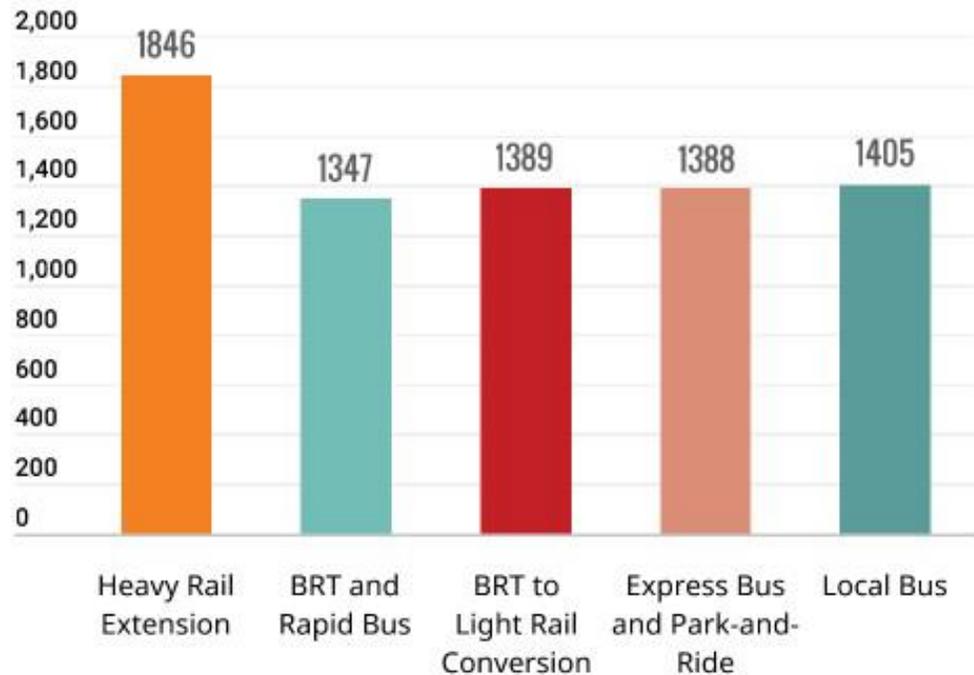


Transit Plan Investments

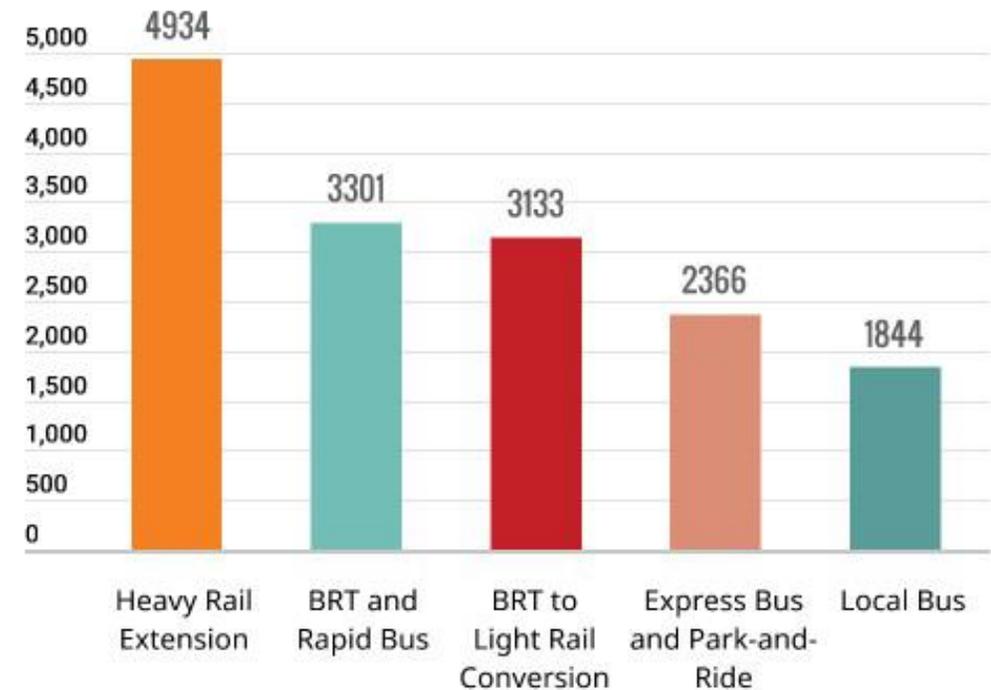


Prioritization of Long Term Investments

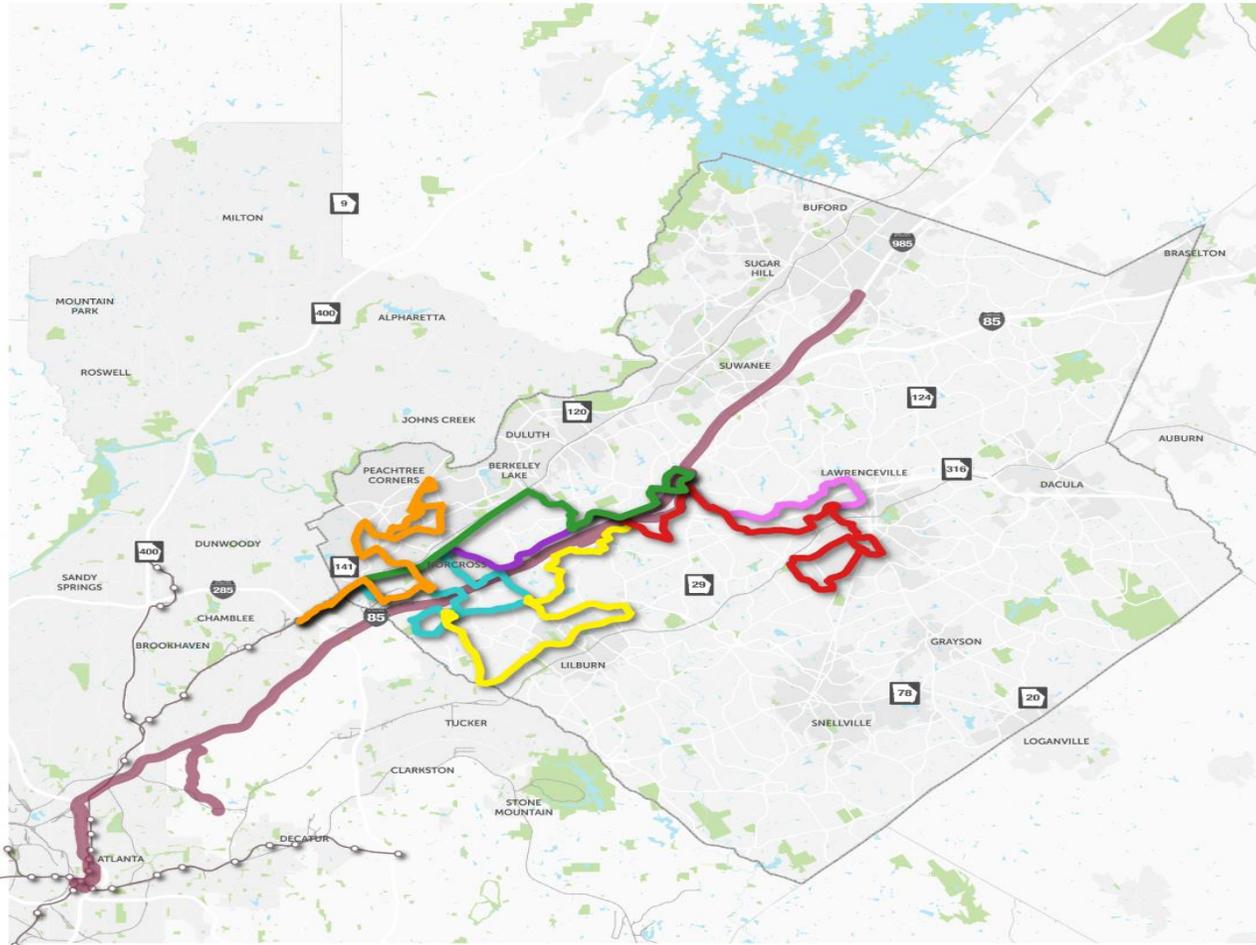
Phone Survey



Online Survey and Public Meeting



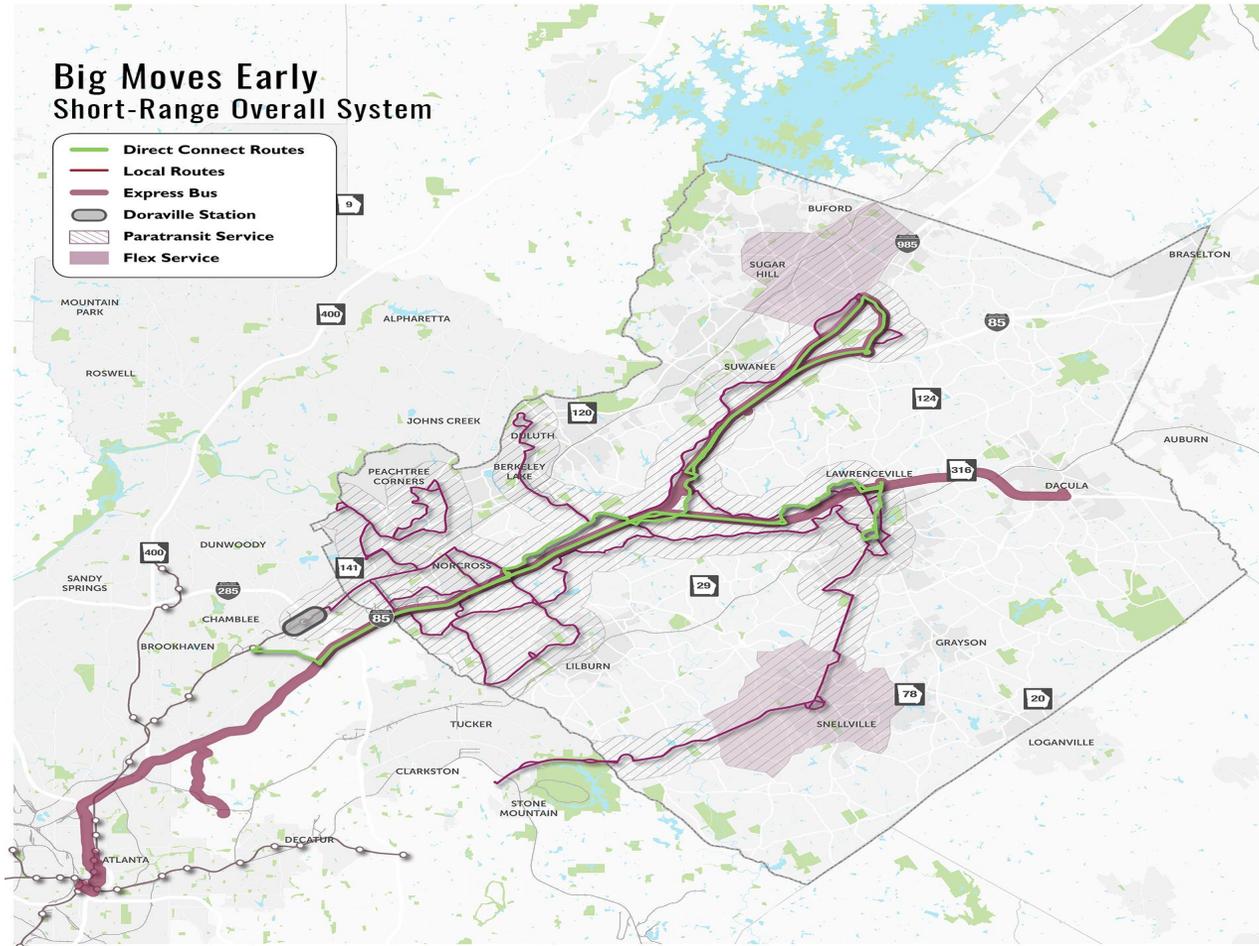
Transit Plan Investments



Existing System Includes:

- 5 Express routes
- 3 Park-and-Ride lots
- 6 Local routes

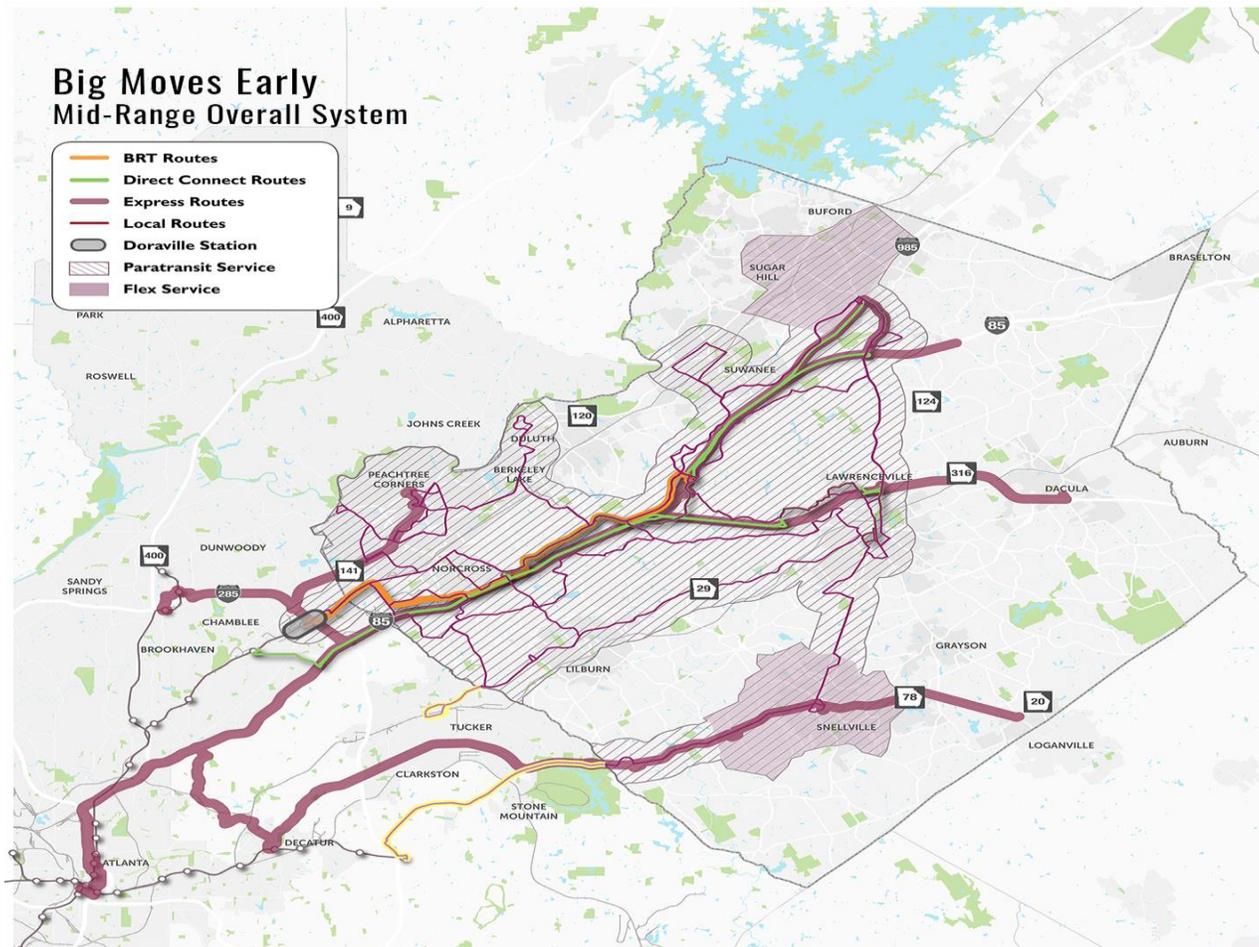
Transit Plan Investments



Proposed Short-Range System (5 years) Includes:

- 5 Express routes
 - 5 Park-and-Ride lots
- 2 Direct Connect routes to Chamblee
- Restructured Local service
- 12 Local routes
- 2 Flex service areas

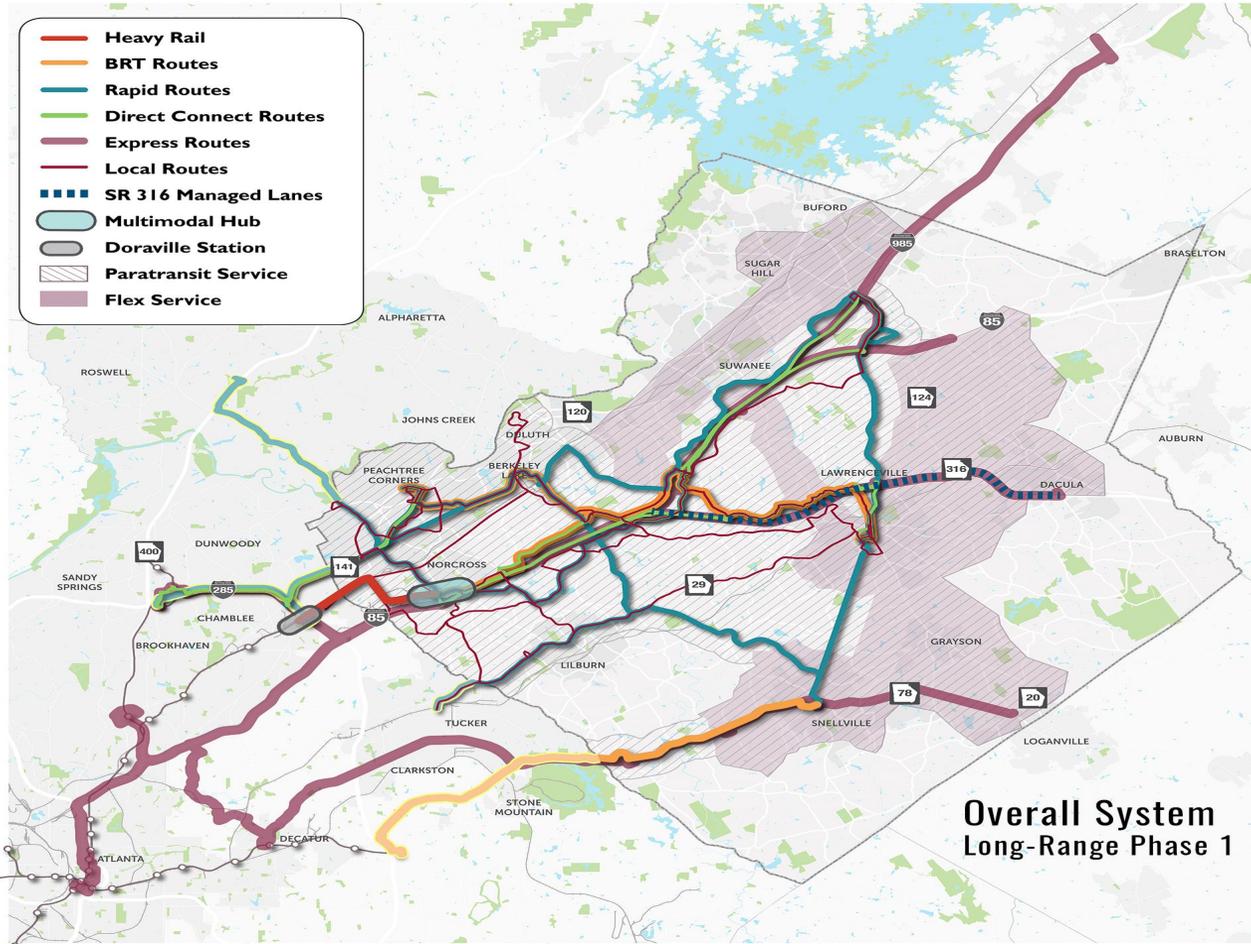
Transit Plan Investments



Proposed Mid-Range System (10 years) Includes:

- BRT in South I-85 area
- 9 Express routes
 - 8 Park-and-Ride lots
- 2 Direct Connect routes to Chamblee
- 17 Local routes
- 2 Flex service areas
- Extended evening and new Sunday service on select routes

Transit Plan Investments



Proposed Long-Range System (30 years) Includes:

- HRT in South I-85 area with new multimodal hub
- 3 BRT routes (50 miles)
- 8 Rapid corridors (110 miles)
- 9 Express routes (250 miles)
 - 11 Park-and-Ride lots
- 3 Direct Connect routes to new multimodal hub
- 12 Local routes (160 miles)
- 6 Flex Service areas
- Extended evening and new Sunday service on all routes

Transit Referendum Education Open House Meetings



Date / Time	Location
Tuesday, January 22 – 6:00pm – 8:00pm	Bogan Park Community Recreation Center
Wednesday, January 23 – 6:00pm – 8:00pm	Pinckneyville Park Community Recreation Center
Thursday, January 24 – 6:00pm – 8:00pm	Mountain Park Activity Building
Monday, January 28 – 6:00pm – 8:00pm	Grayson City Hall Senior Center
Wednesday, January – 6:00pm – 8:00pm	George Pierce Park Community Recreation Center
Monday, February 4 – 6:00pm – 8:00pm	Lucky Shoals Park Community Recreation Center
Thursday, February 7 – 6:00pm – 8:00pm	Duluth City Hall
Saturday, February 9 – 10:00am – 1:00pm	OneStop Norcross
Monday, February 11 – 6:00pm – 8:00pm	Dacula Park Activity Building
Tuesday, February 12 – 6:00pm – 8:00pm	Sugar Hill City Hall
Thursday, February 21 – 6:00pm – 8:00pm	Shorty Howell Park Activity Building
Saturday, February 23 – 10:00am – 1:00pm	Snellville City Hall
Tuesday, February 26 – 9:00am – 12:00pm	Georgia Gwinnett College Student Center
Thursday, February 28 – 6:00pm – 8:00pm	Fire Academy
Monday, March 11 – 6:00pm – 8:00pm	Gwinnett School of Mathematics, Science, and Technology



Questions

THE ATL & CITY/COUNTY TRANSIT PLANS

- Lori Sand, ARC/ATL and Chris Tomlinson, ATL

2019 STATUTORY DELIVERABLES & OUTCOMES DISCUSSION

➤ Chris Tomlinson, ATL

2019 STATUTORY DELIVERABLES - Suggested Board Action Schedule

January 24	<ul style="list-style-type: none"> ▪ 2019 Budget Ratification
March 7	<ul style="list-style-type: none"> ▪ Bylaw Amendments (supermajority) ▪ Regional Transit Plan Governing Principles Approval ▪ Title VI Plan Approval ▪ ATL Working Group Structure Approval ▪ Air Quality Targets (must be sent to Gov/LtGov/Spkr & assessed in Annual Report)
May 23	<ul style="list-style-type: none"> ▪ AFY19 & FY2020 Budget Approval ▪ Regional Transit Planning Process Approval ▪ Regional Sub allocation Policies Approval
August 8 (Tentative)	<ul style="list-style-type: none"> ▪ Proposed Regional Transit Project List for FY21 State Bond Funding Consideration (Due to Gov/General Assembly Sept. 1) ▪ Proposed FY21 Budget (Due to OPB Sept. 1)
September 5	<ul style="list-style-type: none"> ▪ Quad Party Agreement Update Approval (Dependent upon ARC) ▪ Regional Transit Plan Adoption
November 7	<ul style="list-style-type: none"> ▪ 2020 ATL Board Meeting Schedule Approval ▪ Annual Report and Audit (Due to General Assembly Dec. 1)

ADDITIONAL ACTION ITEMS FOR BOARD TO CONSIDER

- ▶ Vice Chair Election
- ▶ Misc. Board Policies
- ▶ Strategic Plan Adoption (*suggest May or August – However work not yet authorized*)
- ▶ ED Appointment
- ▶ Regional Transit Policies
 - Regional Branding & Implementation Plan
 - Regional Fare Systems & Policies
 - Regional GTFS Standards
 - Regional Modal Definitions (definitions of BRT/ART, etc.)
 - Regional Asset Management Standards & TAM Planning
 - Regional ITS Standards & Implementation Plan
 - Regional TDM Policies
 - *Others*

TRANSIT POLICY WORK PROGRAM

➤ Lori Sand and Shayna Pollock, ARC/ATL

ATL REGIONAL TRANSIT POLICY WORK PROGRAM

SEE PROVIDED FACT SHEETS:

- ▶ **General Transit Feed Specification (GTFS)**
- ▶ **Minimum Standards for Bus Rapid Transit/Arterial Rapid Transit and Light Rail/Streetcar**
- ▶ **Regional Fare System & Policies**
- ▶ **Transit Asset Management (TAM)**

THIRD PARTY PROVIDERS: GOOGLE MAPS

Atlanta

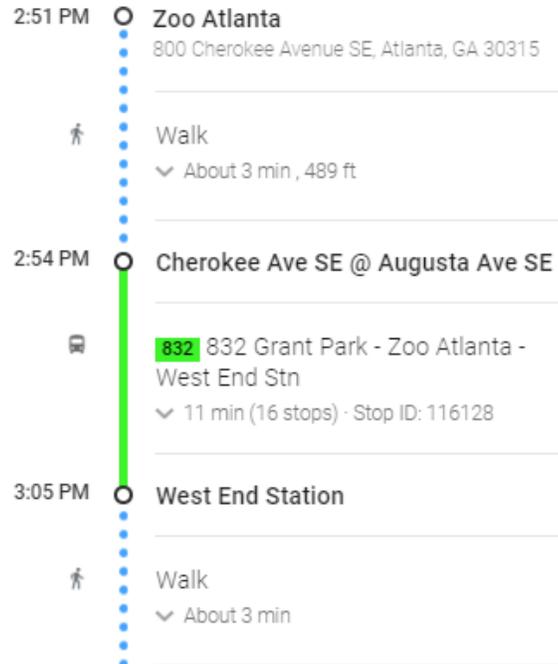
← from Zoo Atlanta, 800 Cherokee Avenue SE, Atlanta, G...
to Peachtree Center Transit Station, 216 Peachtree St ...

2:51 PM - 3:18 PM (27 min) 📄 ↻ 🖨

🚗 832 > 🚶 > 🚇 Gold

2:54 PM from Cherokee Ave SE @ Augusta Ave SE
🚶 6 min every 30 min

☰ SCHEDULE EXPLORER



Hartford, CT

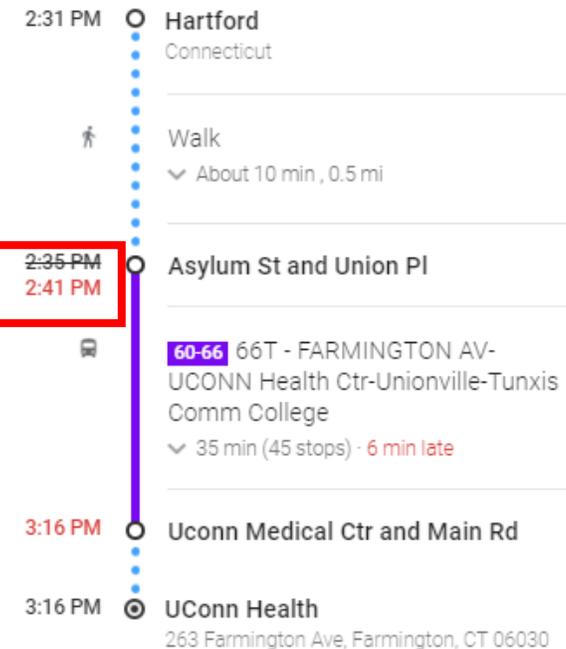
← from Hartford, Connecticut
to UConn Health

2:31 PM - 3:16 PM (45 min) 📄 ↻ 🖨

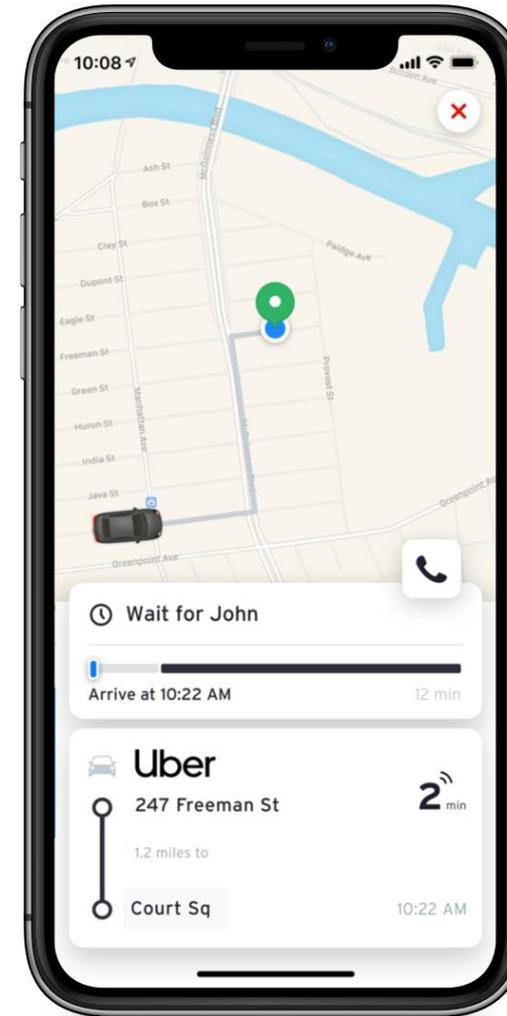
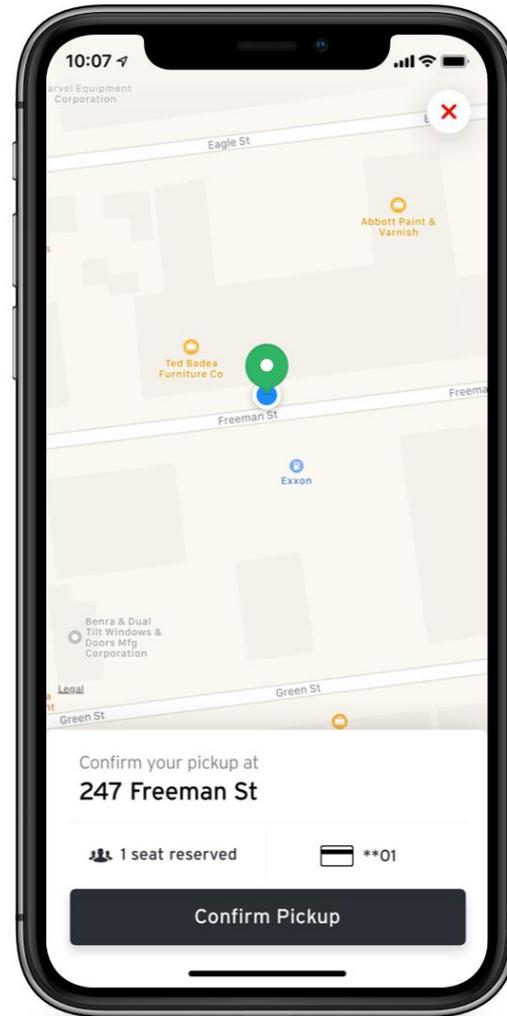
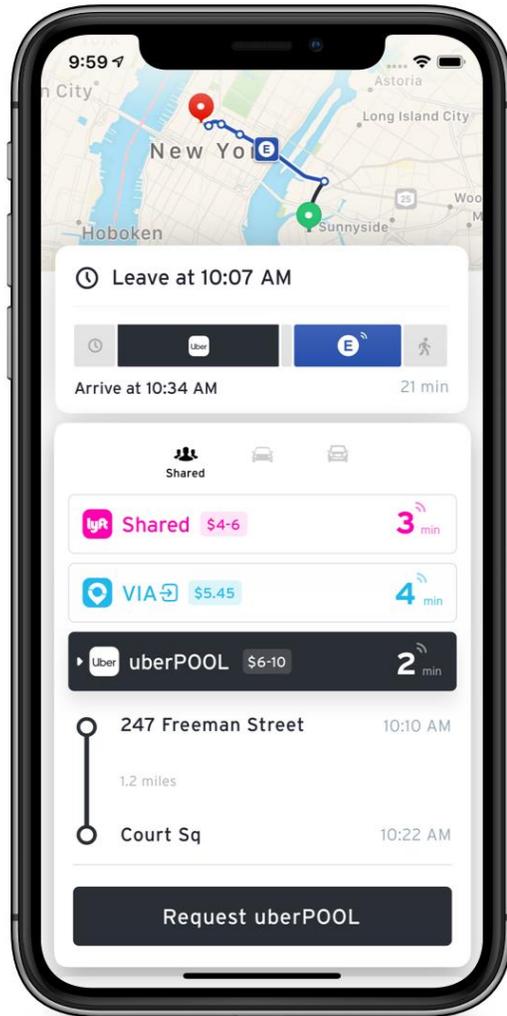
🚶 > 🚗 60-66

2:41 PM from Asylum St and Union Pl - 6 min late
🚶 10 min every 30 min

☰ SCHEDULE EXPLORER



THIRD PARTY PROVIDERS: TRANSIT



AGENCY-LED TRIP PLANNING: MARTA

Option 1: 1 hr, 7 min



2:05pm - 3:12pm

Walk 6 min

to MONTREAL RD @ CLARKSTON INDUSTRIAL BLVD

Start on road heading NORTHEAST 291 feet

LEFT on to The Oaks 0.2 miles

LEFT on to Montreal Road 114 feet

Board bus

125 Clarkston / Northlake to MEMORIAL DR @ MOUNTAIN DR

2:12pm **Depart:** MONTREAL RD @ CLARKSTON INDUSTRIAL BLVD

Time in transit: 16 min

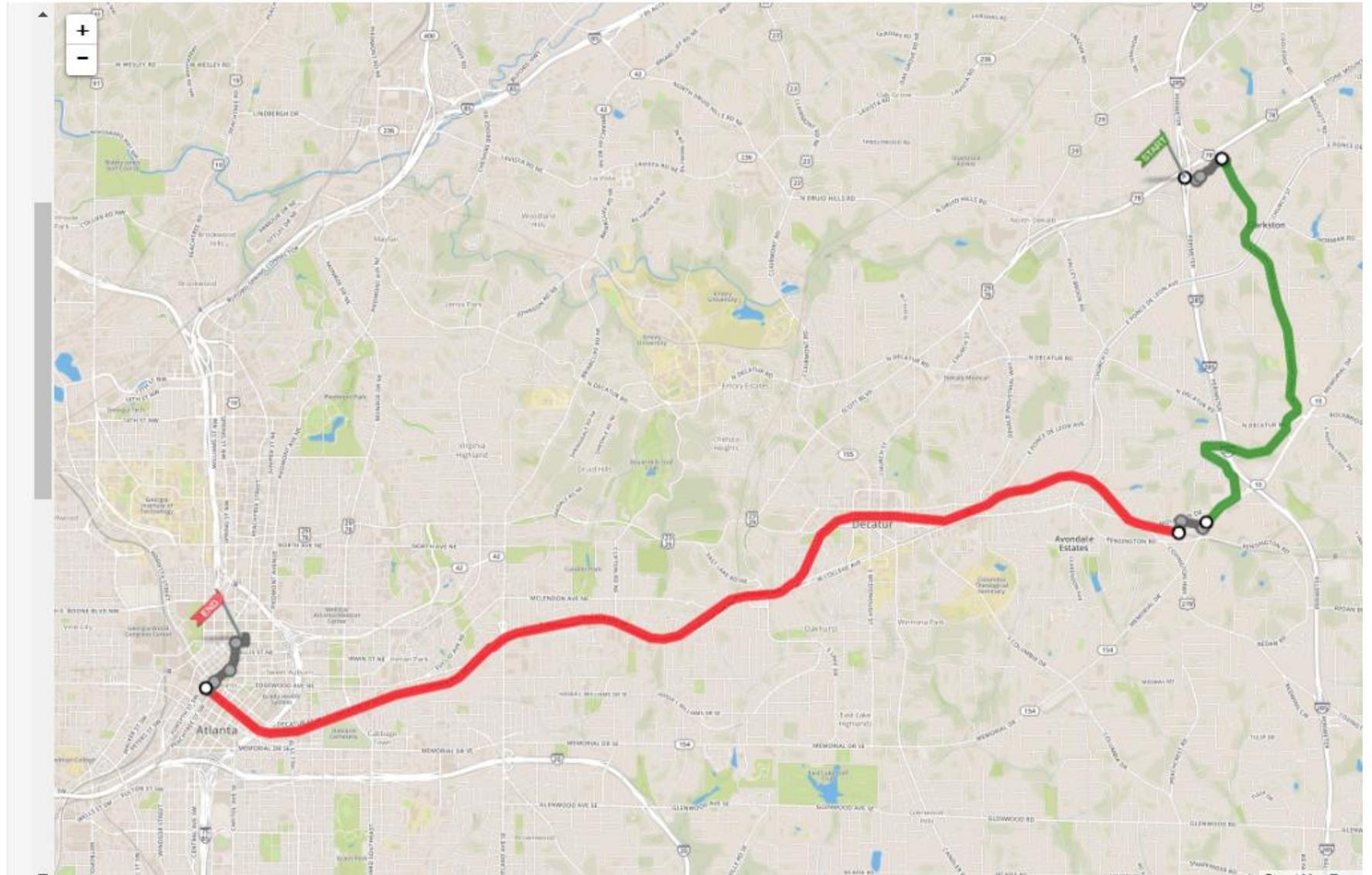
2:28pm **Arrive:** MEMORIAL DR @ MOUNTAIN DR

Walk 6 min

to KENSINGTON STATION

Start on Memorial Drive heading SOUTHWEST 295 feet

RIGHT on to service road 0.2 miles



AGENCY-LED TRIP PLANNING: TRIMET

From
N Going & Port Center Way W, Portland (Stop ID 2161)

To
Portland International Airport, Portland

Depart at 10:58am Tuesday, January 22, 2019, using Transit
Quickest trip with a maximum walk of 1 mile
Fare for this trip: Adult: \$2.50, Youth: \$1.25, Honored Citizen: \$1.25

EDIT TRIP PRINT

Best bet	Option 2	Option 3
59 mins, 1 transfer	74 mins, 1 transfer	67 mins, 1 transfer

Walk 1/3 mile to N Greeley & Going Stop ID 2196

11:07am Board 35-Macadam/Greeley to Oregon City TC via Portland City Ctr

Check TransitTracker View route map View full schedule

11:14am Get off at N Interstate & Multnomah (Rose Quarter) Stop ID 11813

Walk 832 feet to Rose Quarter TC MAX Station Stop ID 8340

11:25am Board MAX Red Line to Airport

11:54am Get off at Portland Int'l Airport MAX Station Stop ID 10579

Walk 718 feet to Portland International Airport, Portland

The southbound stop at SW River Pkwy & River Dr (Stop ID 13180) has closed for about 19 months, due to construction. Use the new stop at SW Moody & River Pkwy (Stop ID 13994). As of January 16 More

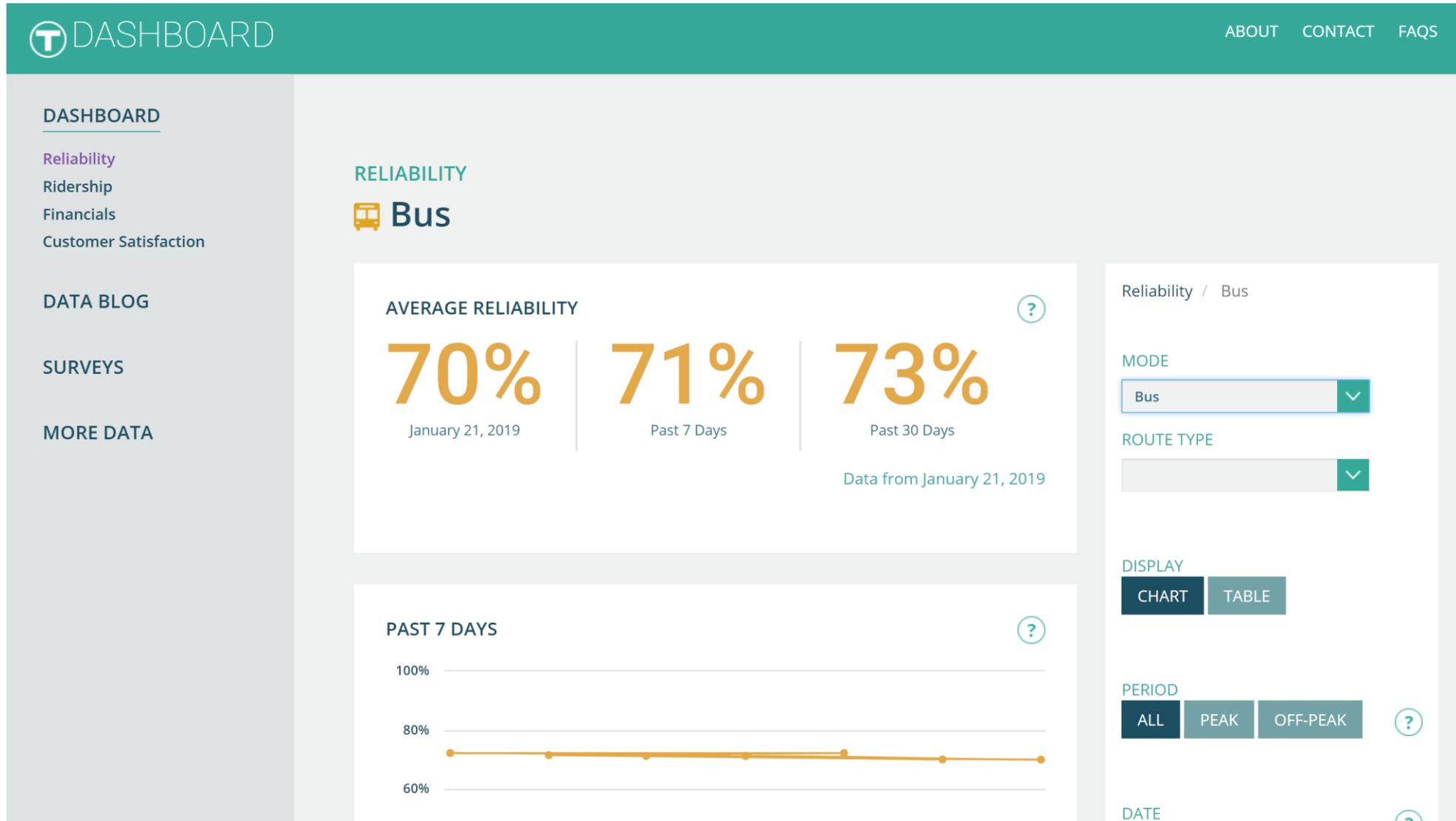
N Greeley & Going Southbound 11:09 am

Stop ID 2196

ADD TO FAVORITES

35	Macadam/Greeley to Oregon City TC via Portland City Ctr	1	1 min	33 min	^
Arriving in			1 min	33 min	Scheduled
Scheduled at			11:07am	11:42am	12:16pm
View full schedule					
<p>The southbound stop at SW River Pkwy & River Dr (Stop ID 13180) has closed for about 19 months, due to construction. Use the new stop at SW Moody & River Pkwy (Stop ID 13994). Effective as of Jan 16, 2018</p>					

PERFORMANCE TRACKING



PROPOSED ATL WORKING GROUPS OVERVIEW

➤ Jonathan Ravenelle, ATL

PROPOSED ATL WORKING GROUPS OVERVIEW

▶ Proposed: Two Distinct Working Groups

- Provide a framework and formal mechanism for coordination and collaboration between ATL and regional transit operators and local partners on policy areas under ATL Board jurisdiction.
- Structure to distribute and receive information from the executives/staff of regional transit operators and local partners regarding policy work program items or topics that are important to improving regional coordination in transit.

PROPOSED ATL WORKING GROUPS PROCESS OVERVIEW

- ▶ The ATL Board will provide ATL staff with direction on goals it would like the Authority to achieve on specific policy areas.
- ▶ ATL staff will then work to develop regionalized solutions to these policy areas and will utilize working groups to garner feedback, insight, and comments from staff and executive partners in the region.
- ▶ Policies or programs may be recommended by these working groups; however, it will be the ATL Board's responsibility to formally adopt and approve regional policies related to transit governance, planning, and funding.

PROPOSED ATL WORKING GROUPS

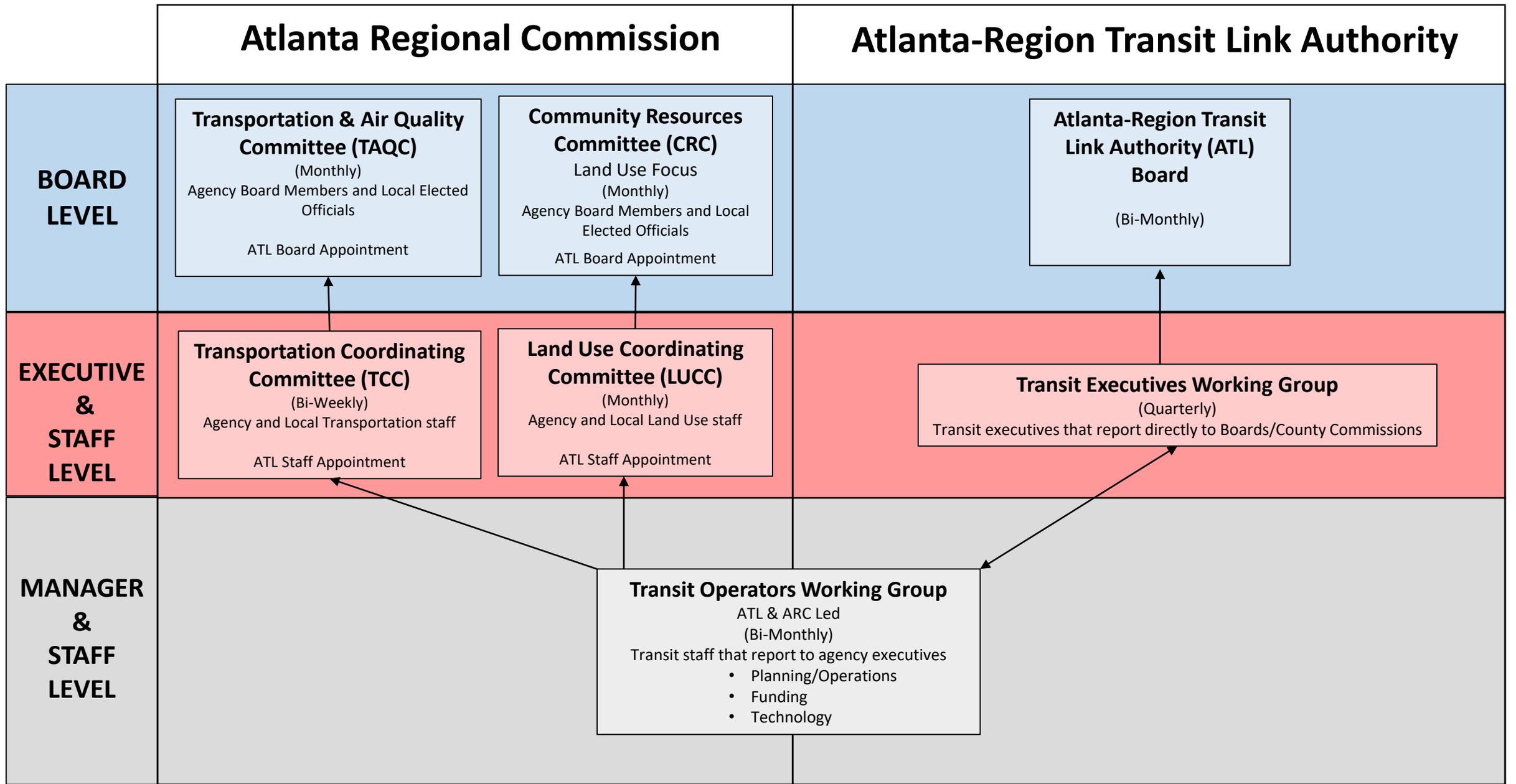
▶ **Transit Executives Working Group:**

- Formal meeting of each executive of the existing regional transit operators in the Atlanta region.
- Invitees will be those that directly report to a transit operator's Board of Directors or a local city council/county commission.
- Will be responsible for building consensus and collaboration for regionalized transit policies that are undertaken by the ATL Board at an executive level.
- Will allow for clear communication and opportunities for discussion and dialogue leading to a more cohesive regional transit system.

PROPOSED ATL WORKING GROUPS

▶ **Transit Operators Working Group:**

- TOWG will be a reconstituted version of ARC's Transit Operators Subcommittee (TOS) meeting.
- Will be a jointly led meeting between ATL and ARC staff.
- Will be responsible for discussing, evaluating, and coordinating regional transit policy, funding, and other transit-related issues at the staff level.
- Will include the existing TOS members, which includes staff members from agencies that are eligible for federal transit funding in the Atlanta urbanized area and other interested parties.



ATL WORKING GROUPS COORDINATION WITH ARC COMMITTEES

- ▶ ATL staff will work with ARC staff to provide presentations on ATL Board-adopted policies at MPO Board and committee meetings (TAQC and TCC).
- ▶ Some policies, such as the Regional Suballocation Policies, may have federal requirements that call for the formal adoption by both the ATL Board and the MPO Board (TAQC and TCC).
- ▶ In these instances, the ATL and ARC will work to have the proposed policies simultaneously routed through the ARC and ATL Board Committee structures for approval.

IMPACT OF ATL ON ARC'S REGIONAL TRANSIT COMMITTEE

► History of ARC's Regional Transit Committee:

- In 2005, ARC completed the Regional Transit Institutional Analysis (RTIA) which examined how the region should be organized to plan, build, fund, and operate public transit service in a way that is seamless and convenient for the customer.
- Out of the RTIA, the Transit Planning Board (TPB) was formed in 2006 to develop a vision for an integrated transit system and then transitioned into the Transit Implementation Board (TIB) in 2009 to guide the implementation of the regional transit vision, Concept 3.
- In 2010, the region asked ARC to take on the functions of and build upon the work of TPB and TIB and the Regional Transit Committee (RTC) became a committee of the ARC Board.

IMPACT OF ATL ON ARC'S REGIONAL TRANSIT COMMITTEE

- ▶ Background of ARC's Regional Transit Committee today:
 - RTC was intended to be an interim solution to the region's need for more coordinated multi-jurisdictional transit governance.
 - The organizational goal for the RTC was that the region would work with the Governor and the General Assembly in the 2011 and 2012 sessions to enact legislation that would create a permanent solution to the region's transit governance needs.
 - As no legislation was passed during the 2011 and 2012 Legislative Sessions, ARC continued hosting RTC to support the mission of improved transit coordination and planning.
 - RTC meets on a bi-monthly basis.

- ▶ With the passage of HB 930, the legislature formalized a coordinated multi-jurisdictional transit governance structure through the ATL.

ATL NEXT STEPS

- ▶ ATL Proposed Working Group Overview Presentation (January 24th)
- ▶ March ATL Board Meeting (March 7th)
 - Proposed Resolution for Board Adoption for creation of ATL Proposed Working Groups and ATL Board appointments for TAQC and CRC.
- ▶ Following the March ATL Board meeting:
 - ATL Board appointments for TAQC and CRC will be seated by ARC.
 - ATL Staff appointments for TCC and LUCC will be seated by ARC.
 - ATL staff will distribute schedules for newly formed ATL Working Groups.



ADJOURN FOR LUNCH



LUNCH

➤ Reconvene at 1:00 PM

BOARD DISCUSSION REQUESTS

- ATL Tech Team/Georgia Tech Partnership Discussion
- Regional Fare Policies
- *Others*

ATL BUDGET & BUDGETING PROCESS

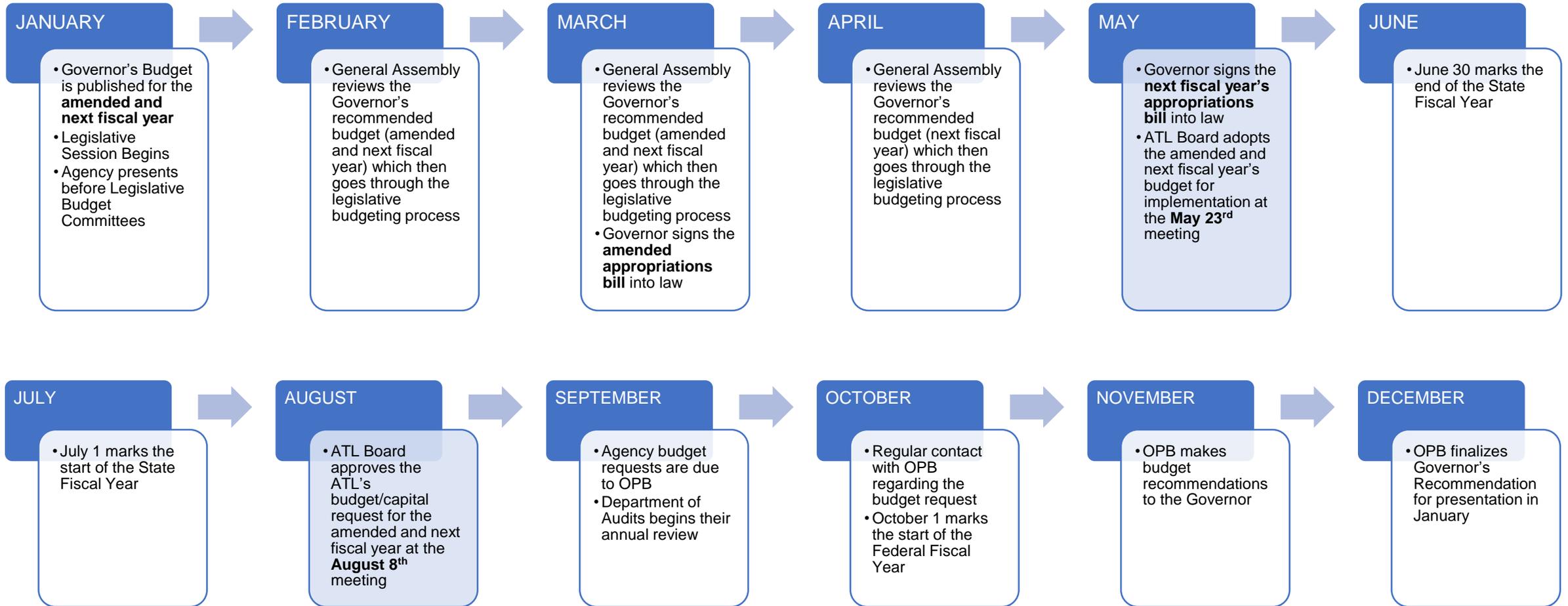
- Monique Simmons and Heather Aquino, ATL



BUDGET OVERVIEW

January 24, 2019

STATE BUDGET CYCLE TIMELINE



Note: ATL staff reviews budget and expenditures on a monthly basis.

AFY 2019 GOVERNOR'S RECOMMENDATION – CHANGE ITEMS

	Governor's Rec.	
	<u>State Funds</u>	<u>Total Funds</u>
Community Affairs, Department of		
The following appropriations are for agencies attached for administrative purposes.		
Payments to The Atlanta-region Transit Link Authority	\$0	\$0
Increase funds for three positions (\$268,561) and associated expenses (\$222,800).	491,361	491,361
	<hr/> \$491,361	<hr/> \$491,361

AFY 2019 GOVERNOR'S RECOMMENDED BUDGET – EXPENDITURES

DESCRIPTION	REVISED FY 2019 BASE	CHANGES	AFY 2019 GOV. REC.
Personal Services	\$894,127	\$268,561	\$1,162,688
Other Operating Expenses	79,651	222,800	302,451
Hardware, Software, Licenses	115,467		115,467
Rent	150,313		150,313
Overhead Costs / Shared Services with SRTA	197,026		197,026
SAO Agreement	1,503		1,503
Buildout for 23rd Floor	643,905		643,905
Branding Contract	750,000		750,000
Planning Contract	1,000,000		1,000,000
Professional Services	1,000,000		1,000,000
TOTAL ESTIMATED EXPENDITURES	\$4,831,992	\$491,361	\$5,323,353

- The Branding Contract, Planning Contract, and Professional Services are funded with 80% federal planning dollars and 20% match using one-time GRTA fund balance

AFY 2019 GOVERNOR'S RECOMMENDED BUDGET – REVENUES

DESCRIPTION	REVISED FY 2019 BASE	CHANGES	AFY 2019 GOV. REC.
State Funds			
AFY 2019 Gov. Recommendation		\$491,361	\$491,361
Other Funds			
One-time GRTA fund balance for match	\$550,000		550,000
One-time FY 2018 Governor's Emergency Fund	1,950,000		1,950,000
One-time Tenant Improvement Allowance	131,992		131,992
Federal Funds	2,200,000		2,200,000
TOTAL ESTIMATED REVENUES	\$4,831,992	\$491,361	\$5,323,353

FY 2020 GOVERNOR'S RECOMMENDATION – CHANGE ITEMS

	Governor's Rec.	
	<u>State Funds</u>	<u>Total Funds</u>
Community Affairs, Department of		
The following appropriations are for agencies attached for administrative purposes.		
Payments to The Atlanta-region Transit Link Authority	\$0	\$0
Provide state funds to establish operating support for operations.	2,487,122	2,487,122
	<hr/> \$2,487,122	<hr/> \$2,487,122

FEDERAL FUNDS

- ▶ ATL Direct Recipient Status
- ▶ ATL/GRTA Subgrant Agreement
- ▶ Match Requirements (80/20 Split For Proposed Activities)
- ▶ Restricted For Particular Uses (ATL Planning, Governance, and Educational Outreach)
- ▶ Funding Received - Reimbursement Basis

STATE CAPITAL BUDGET REQUESTS

- ▶ HB 930 dictates the submission of an annual report of projects of regional and state significance for consideration for inclusion in the bond package for the upcoming fiscal year.
- ▶ By law (OCGA 45-12-78), all agency capital budget requests must be submitted to the Office of Planning and Budget by September 1. Capital budget requests are required to be submitted electronically using guidelines issued by the Governor.
 - Capital Items \geq \$100,000, with useful life more than 5 years
 - Examples include Property, Buildings, Land, Equipment, Vehicles (10 or more)
 - Regular Operating expenses are not allowed (such as personal services, rent, and utilities)

BYLAWS & COMMITTEES DISCUSSION

➤ Chris Tomlinson, ATL



ADJOURN!