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
  ▪ ATL Tech Team/Georgia Tech Partnership Discussion
  ▪ Regional Fare Policies
  Charlie Sutlive, ATL
► 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
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
Planning Shapes our Future
“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

<table>
<thead>
<tr>
<th>Iteration</th>
<th>Dates</th>
<th>Products</th>
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</thead>
<tbody>
<tr>
<td>Regional Transit Institutional Analysis</td>
<td>2004-2005</td>
<td>• Transit Planning Board Creation</td>
</tr>
<tr>
<td>Transit Planning Board (TPB)</td>
<td>2006-2008</td>
<td>• Regional Transit Map</td>
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<tr>
<td></td>
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<td>• Unified Regional Governance Framework Statement</td>
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<td>• Service Coordination</td>
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<td>• Regional Transit Vision (Concept 3)(2008)</td>
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<tr>
<td>Transit Implementation Board (TIB)</td>
<td>2009</td>
<td>• Regional Governance Statement</td>
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<td></td>
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<td>• Creation of the Regional Transit Committee</td>
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<tr>
<td>Regional Transit Committee (RTC)</td>
<td>2010-present</td>
<td>• Regional Transit Data Warehouse &amp; Open Transit Data</td>
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<td>• Regional Fare Study &amp; Breeze Coordination</td>
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<td>• Unified Bus Stop Signage Design</td>
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<td>• Conceptual Regional Transit Governance Legislation</td>
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<td></td>
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<td>• Updated Regional Transit Vision</td>
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</table>
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
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

ARC Board-Adopted 2025 Performance Target Areas

- **45%** 55%
  Travel in Congested Conditions, Level of Service E-F

- **33** 27
  Vehicle Miles Traveled Per Capita

- **1.3** 0.9
  Vehicle Hours Traveled Per Capita

- **35 minutes**
  Average Travel Time in Minutes (Mid-Income Group)

- **33 minutes**
  Average Travel Time in Minutes (Low Income Group)

- **10%** 1.7%
  Home-Based Work Trips Made by Transit

- **40%** N/A
  Population within 0.4 Miles of Transit

- **55%** N/A
  Employment Accessible by Transit

- **30%** 55%
  Jobs Within 60 Minutes Via Transit for Low Income 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

TRANSPORTATION TO WORK

13 Counties

This infographic provides information about how population age 16+ travels to work. This data comes from 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
216,909
ACS Workers Age 16+

68.6%
Drove Alone to Work

10.0%
Took Public Transportation

7.0%
Carpooled

4.6%
Walked to Work

0.8%
Bike to Work

TRANSPORTATION TO WORK
Atlanta City, GA

This infographic provides information about how population age 16+ travels to work. This data comes from 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
Local Bus Expansion Recommendations from 2000 RTP
Express Lanes Expansion Recommendations from 2000 RTP
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
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.
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
Envision6 RTP, completed in 2007, dropped commuter rail and became more "mode neutral" for corridor expansions.
Since 2007, priced managed lanes have been a foundation of Regional Transit Expansion Concepts, Express Bus and BRT

**Managed Lanes Concept**
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

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<tr>
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<tbody>
<tr>
<td>2040</td>
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<td>2035</td>
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<td>2020</td>
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<td>2015</td>
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*Project Delivery Year*

*Legend:*
- **Green**: Northwest Corridor
- **Purple**: I-20 East
- **Blue**: Beltline
- **Red**: Clifton Corridor
- **Teal**: MARTA, GA 400
Integrated Transportation / Land Use Plans Over the Past Decade Programmed Value

Total value of planned transportation investments in year-of-expenditure dollars
The Atlanta Region’s financially constrained transportation investments through 2040

<table>
<thead>
<tr>
<th>Regionally Significant Projects and Programs (Individually Listed in RTP)</th>
<th>$16.4 Billion</th>
<th>$5.1 Billion</th>
<th>$7.7 Billion</th>
<th>$10.1 Billion</th>
<th>$11.4 Billion</th>
<th>$1.1 Billion</th>
<th>$0.7 Billion</th>
</tr>
</thead>
<tbody>
<tr>
<td>Locally Significant Projects and Programs (Not Individually Listed in RTP)</td>
<td>$22.3 Billion</td>
<td>$16.1 Billion</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>$0.7 Billion</td>
<td>N/A</td>
</tr>
<tr>
<td>Total Investment by Project Type</td>
<td>$38.7 Billion (41.2%)</td>
<td>$23.2 Billion (24.6%)</td>
<td>$7.7 Billion (8.2%)</td>
<td>$10.1 Billion (10.8%)</td>
<td>$11.4 Billion (12.3%)</td>
<td>$1.8 Billion (2.0%)</td>
<td>$0.7 Billion (0.7%)</td>
</tr>
<tr>
<td>Total Investment by Program Area</td>
<td>SYSTEM MODERNIZATION: $61.9 Billion (66.0%)</td>
<td>SYSTEM EXPANSION: $29.3 Billion (31.3%)</td>
<td>DEMAND MANAGEMENT: $2.5 Billion (2.7%)</td>
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</tbody>
</table>

Total Plan Investment = $93.6 Billion

⚠️ 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.
ARC as the Metropolitan Planning Organization

ARC is responsible for:

- Helping communities develop local transportation visions (Comprehensive Transportation Plans)

**RTP** - Coordinating local planning efforts and developing an overall Regional Transportation Plan (RTP)

**TIP** - Distributing federal funds to transportation projects through the Transportation Improvement Program (TIP)
MPO Policy Committee

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
Transportation Coordinating Committee (TCC)

ARC Board

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)

Local or County Comprehensive Transportation Plans/Transit Operator Plans

Regional Transit Vision

Regional Transportation Plan

Transportation Improvement Program

CTP

CONCEPT 3

RTP

TIP
Core Product: Concept 3 Regional Transit Vision


Adopted January 23, 2019
Concept 3 Vision Development

Project Evaluation Measures

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

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

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

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

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

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

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

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

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)
Henry County – I-75
Change Travel Speeds The Year Before / After Opening the Express Lanes (Southbound Direction)

Source: INRIX
Cobb County – I-75
Change Travel Speeds Before / After Opening the Express Lanes (Northbound Direction)

Average Travel Speeds Legend

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

<table>
<thead>
<tr>
<th>Vision</th>
<th>Criteria</th>
<th>Measures</th>
</tr>
</thead>
<tbody>
<tr>
<td>World Class Infrastructure</td>
<td>Mobility/Congestion</td>
<td>1) Project Trips 2) Regional Trips</td>
</tr>
<tr>
<td></td>
<td>Reliability</td>
<td>1) Dedicated Right-of-Way 2) Transit Service Frequency</td>
</tr>
<tr>
<td></td>
<td>Network Connectivity</td>
<td>Connections to Fixed Guideway Transit</td>
</tr>
<tr>
<td></td>
<td>Multimodalization</td>
<td>Multimodal Accommodations</td>
</tr>
<tr>
<td></td>
<td>Asset Management &amp; Resiliency</td>
<td>-</td>
</tr>
<tr>
<td>Healthy Livable Communities</td>
<td>Safety</td>
<td>Improved Safety</td>
</tr>
<tr>
<td></td>
<td>Air Quality &amp; Climate Change</td>
<td>Project Emissions</td>
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<tr>
<td></td>
<td>Cultural &amp; Environmental Resources</td>
<td>Impact on Culturally and Environmentally Sensitive Land Use</td>
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<tr>
<td></td>
<td>Social Equity</td>
<td>Addressing Social Equity</td>
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<tr>
<td></td>
<td>Land Use Compatibility</td>
<td>Supporting Land Use</td>
</tr>
<tr>
<td>Competitive Economy</td>
<td>Goods Movement</td>
<td>-</td>
</tr>
<tr>
<td>Employment Accessibility</td>
<td>1) Supporting Regionally Significant Locations 2) Employment Center Accessibility</td>
<td>-</td>
</tr>
</tbody>
</table>
Core Product: Transit Projects in the Financially Constrained RTP and TIP - Update Underway
Plan Update Milestones

- Policy framework
- Demographic forecasts
- RTP Financial forecasts
- RTP Project list
- RTP Modeling
- Community engagement
- Documentation
- Approvals

Direct Board Engagement

Regional Impact + Local Relevance

2018
Q3 Q4 Q1 Q2 Q3 Q4 Q1

2019

2020

Check marks indicate completed milestones.

Q3 Q4 Q1 Q2 Q3 Q4 Q1
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
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 Planning Tools: REMIX

https://www.remix.com/
Transit Planning Tools: CONVEYAL

- Comprehensive access tool
- Measure connections between origins & destinations
- Includes access to transit station & transfers
- Inputs dictate mode
- Many parameters available

Single point analysis
Regional analysis
- Can also be calculated based on a smaller jurisdiction

https://www.conveyal.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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BREAK
Alan Chapman, Gwinnett Transportation Director
Preparing for Our Future

• Transportation Planning Initiatives
• Comprehensive Transportation Plan
• Transit Plan Process and Public Outreach
• Transit Plan Investments
<table>
<thead>
<tr>
<th>Initiative</th>
<th>Status</th>
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<tbody>
<tr>
<td>Comprehensive Transportation Plan</td>
<td>Completed 2017</td>
</tr>
<tr>
<td>Traffic Management System Master Plan</td>
<td>Completed 2017</td>
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<tr>
<td>Countywide Trails Master Plan</td>
<td>Completed 2018</td>
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<tr>
<td>Comprehensive Transit Development Plan</td>
<td>Completed 2018</td>
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<tr>
<td>Truck Parking Study</td>
<td>Underway</td>
</tr>
<tr>
<td>I-85 Corridor Study</td>
<td>Underway</td>
</tr>
<tr>
<td>Airport Master Plan</td>
<td>Proposed for 2019</td>
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</tbody>
</table>
Citizen Priority Rankings

- Vehicular Travel: 9,673
- Connectivity: 7,197
- Transit Service: 6,576
- Transportation Safety: 6,397
- Maintenance: 5,811
- Walking/Biking: 5,185
- Economic Vitality: 4,769
- Access to Transportation: 4,442
Comprehensive Transportation Plan

Why Transit? Why Now?

Mobility Choices for Residents, Employees, and Visitors

Community Support

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
Transit Plan Process and Outreach

- **Public Outreach**: Vision and Needs Summer 2017
- **Public Outreach**: Recommendations Spring 2018
- **Existing Conditions**: Spring/Summer 2017
- **Needs Assessment/Alternatives Development**: Fall 2017/Winter 2018
- **Draft Recommendations**: Spring 2018
- **Final Recommendations**: Spring/Summer 2018

**Board of Commissioners Adoption**: July 17, 2018
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

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

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

- **SERVICE QUALITY**
  - Enhance the desirability and utility of the transit service for Gwinnett residents and workers

**ENVIRONMENT**

**EQUITY**

**COVERAGE AND CONNECTIVITY**

**ECONOMIC DEVELOPMENT**

**PRODUCTIVITY AND EFFICIENCY**

**TRAVEL TIME REDUCTION**

**CONGESTION RELIEF**

**SYSTEM MAINTENANCE**

**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

**Cost**
- 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

**Cost**
- 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

**Cost**
- 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

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

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

**Cost**

- **Rapid Bus**
  - Capital: $3-13 mil/mile
  - Operating: $73/Revenue Hour

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

- **Vanpool**
  - 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

**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

**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

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

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

- **Annual subsidy:** $200k/year
Transit Plan Investments

What is Bus Rapid Transit?

BRT Concepts

Typical BRT Amenities

BRT Examples

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
Transit Plan Investments

Demographics Analysis

Technology-Demand Matching

[Maps and charts showing population and employment density with corresponding transit technology matching]

LIGHT RAIL TRANSIT (15 min service)
BUS RAPID TRANSIT (15 min service)
LOCAL BUS (15 min service)
LOCAL BUS (30 min service)
LOCAL BUS (60 min service)
EXPRESS BUS

HOUSEHOLD DENSITY
(Households per Acre)
Transit Plan Investments

Prioritization of Long Term Investments

Phone Survey

- Heavy Rail Extension: 1846
- BRT and Rapid Bus: 1347
- BRT to Light Rail Conversion: 1389
- Express Bus and Park-and-Ride: 1388
- Local Bus: 1405

Online Survey and Public Meeting

- Heavy Rail Extension: 4934
- BRT and Rapid Bus: 3301
- BRT to Light Rail Conversion: 3133
- Express Bus and Park-and-Ride: 2366
- Local Bus: 1844
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
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
<table>
<thead>
<tr>
<th>Date / Time</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tuesday, January 22 – 6:00pm – 8:00pm</td>
<td>Bogan Park Community Recreation Center</td>
</tr>
<tr>
<td>Wednesday, January 23 – 6:00pm – 8:00pm</td>
<td>Pinckneyville Park Community Recreation Center</td>
</tr>
<tr>
<td>Thursday, January 24 – 6:00pm – 8:00pm</td>
<td>Mountain Park Activity Building</td>
</tr>
<tr>
<td>Monday, January 28 – 6:00pm – 8:00pm</td>
<td>Grayson City Hall Senior Center</td>
</tr>
<tr>
<td>Wednesday, January 23 – 6:00pm – 8:00pm</td>
<td>George Pierce Park Community Recreation Center</td>
</tr>
<tr>
<td>Monday, February 4 – 6:00pm – 8:00pm</td>
<td>Lucky Shoals Park Community Recreation Center</td>
</tr>
<tr>
<td>Thursday, February 7 – 6:00pm – 8:00pm</td>
<td>Duluth City Hall</td>
</tr>
<tr>
<td>Saturday, February 9 – 10:00am – 1:00pm</td>
<td>OneStop Norcross</td>
</tr>
<tr>
<td>Monday, February 11 – 6:00pm – 8:00pm</td>
<td>Dacula Park Activity Building</td>
</tr>
<tr>
<td>Tuesday, February 12 – 6:00pm – 8:00pm</td>
<td>Sugar Hill City Hall</td>
</tr>
<tr>
<td>Thursday, February 21 – 6:00pm – 8:00pm</td>
<td>Shorty Howell Park Activity Building</td>
</tr>
<tr>
<td>Saturday, February 23 – 10:00am – 1:00pm</td>
<td>Snellville City Hall</td>
</tr>
<tr>
<td>Tuesday, February 26 – 9:00am – 12:00pm</td>
<td>Georgia Gwinnett College Student Center</td>
</tr>
<tr>
<td>Thursday, February 28 – 6:00pm – 8:00pm</td>
<td>Fire Academy</td>
</tr>
<tr>
<td>Monday, March 11 – 6:00pm – 8:00pm</td>
<td>Gwinnett School of Mathematics, Science, and Technology</td>
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</tbody>
</table>
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**

<table>
<thead>
<tr>
<th>Month</th>
<th>Actions</th>
</tr>
</thead>
<tbody>
<tr>
<td>January 24</td>
<td>▪ 2019 Budget Ratification</td>
</tr>
<tr>
<td>March 7</td>
<td>▪ Bylaw Amendments (supermajority)</td>
</tr>
<tr>
<td></td>
<td>▪ Regional Transit Plan Governing Principles Approval</td>
</tr>
<tr>
<td></td>
<td>▪ Title VI Plan Approval</td>
</tr>
<tr>
<td></td>
<td>▪ ATL Working Group Structure Approval</td>
</tr>
<tr>
<td></td>
<td>▪ Air Quality Targets (must be sent to Gov/LtGov/Spkr &amp; assessed in Annual Report)</td>
</tr>
<tr>
<td>May 23</td>
<td>▪ AFY19 &amp; FY2020 Budget Approval</td>
</tr>
<tr>
<td></td>
<td>▪ Regional Transit Planning Process Approval</td>
</tr>
<tr>
<td></td>
<td>▪ Regional Sub allocation Policies Approval</td>
</tr>
<tr>
<td>August 8 (Tentative)</td>
<td>▪ Proposed Regional Transit Project List for FY21 State Bond Funding Consideration (Due to Gov/General Assembly Sept. 1)</td>
</tr>
<tr>
<td></td>
<td>▪ Proposed FY21 Budget (Due to OPB Sept. 1)</td>
</tr>
<tr>
<td>September 5</td>
<td>▪ Quad Party Agreement Update Approval (Dependent upon ARC)</td>
</tr>
<tr>
<td></td>
<td>▪ Regional Transit Plan Adoption</td>
</tr>
<tr>
<td>November 7</td>
<td>▪ 2020 ATL Board Meeting Schedule Approval</td>
</tr>
<tr>
<td></td>
<td>▪ Annual Report and Audit (Due to General Assembly Dec. 1)</td>
</tr>
</tbody>
</table>
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

2:51 PM - 3:18 PM (27 min)

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

Hartford, CT

2:31 PM - 3:16 PM (45 min)

2:41 PM from Asylum St and Union Pl 6 min late
10 min  every 30 min
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**
- 281 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

- **2:29pm**
  - Arrive: MEMORIAL DR @ MOUNTAIN DR

**Walk**
- **6 min**
- to KENSINGTON STATION

**Start on Memorial Drive heading SOUTHWEST**
- 255 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
Fares for this trip: Adult $2.50, Youth $1.25, Honored Citizen $1.25

Best bet
59 mins, 1 transfer

Option 2
74 mins, 1 transfer

Option 3
67 mins, 1 transfer

Walk 1/3 mile to N Greeley & Going
11:07am Board 35-Macadam/Greeley to Oregon City TC via Portland City Ctr

At 11:14am
Get off at N Interstate & Multnomah (Rose Quarter)

At 11:25am
Board MAX Red Line to Airport

At 11:54am
Get off at Portland Int'l Airport MAX Station

Walk 718 feet to Portland International Airport, Portland

N Greeley & Going Southbound
Stop ID 2196

35 Macadam/Greeley to Oregon City TC via Portland City Ctr

Arriving in
1 min 33 min Scheduled
11:07am 11:42am 12:16pm

Scheduled at
11:09 am

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
PERFORMANCE TRACKING

RELIABILITY

BUS

AVERAGE RELIABILITY

70% 71% 73%

January 21, 2019  Past 7 Days  Past 30 Days

Data from January 21, 2019

PAST 7 DAYS

100%
80%
60%
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.
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.
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.
Atlanta Regional Commission

**Transportation & Air Quality Committee (TAQC)**
- (Monthly)
- Agency Board Members and Local Elected Officials
- ATL Board Appointment

**Community Resources Committee (CRC)**
- Land Use Focus
  - (Monthly)
  - Agency Board Members and Local Elected Officials
  - ATL Board Appointment

**Transportation Coordinating Committee (TCC)**
- (Bi-Weekly)
- Agency and Local Transportation staff
- ATL Staff Appointment

**Land Use Coordinating Committee (LUCC)**
- (Monthly)
- Agency and Local Land Use staff
- ATL Staff Appointment

**Transit Operators Working Group**
- ATL & ARC Led
  - (Bi-Monthly)
- Transit staff that report to agency executives
  - Planning/Operations
  - Funding
  - Technology

Atlanta Region Transit Link Authority

**Atlanta-Region Transit Link Authority (ATL) Board**
- (Bi-Monthly)

**Transit Executives Working Group**
- (Quarterly)
- Transit executives that report directly to Boards/County Commissions
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.
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
STATE BUDGET CYCLE TIMELINE

JANUARY
• Governor’s Budget is published for the amended and next fiscal year
• Legislative Session Begins
• Agency presents before Legislative Budget Committees

FEBRUARY
• General Assembly reviews the Governor’s recommended budget (amended and next fiscal year) which then goes through the legislative budgeting process

MARCH
• General Assembly reviews the Governor’s recommended budget (amended and next fiscal year) which then goes through the legislative budgeting process
• Governor signs the amended appropriations bill into law

APRIL
• General Assembly reviews the Governor’s recommended budget (next fiscal year) which then goes through the legislative budgeting process

MAY
• Governor signs the next fiscal year’s appropriations bill into law
• ATL Board adopts the amended and next fiscal year’s budget for implementation at the May 23rd meeting

JUNE
• June 30 marks the end of the State Fiscal Year

JULY
• July 1 marks the start of the State Fiscal Year

AUGUST
• ATL Board approves the ATL’s budget/capital request for the amended and next fiscal year at the August 8th meeting

SEPTEMBER
• Agency budget requests are due to OPB
• Department of Audits begins their annual review

OCTOBER
• Regular contact with OPB regarding the budget request
• October 1 marks the start of the Federal Fiscal Year

NOVEMBER
• OPB makes budget recommendations to the Governor

DECEMBER
• OPB finalizes Governor’s Recommendation for presentation in January

Note: ATL staff reviews budget and expenditures on a monthly basis.
**Community Affairs, Department of**

The following appropriations are for agencies attached for administrative purposes.

**Payments to The Atlanta-region Transit Link Authority**

Increase funds for three positions ($268,561) and associated expenses ($222,800).
<table>
<thead>
<tr>
<th>DESCRIPTION</th>
<th>REVISED FY 2019 BASE</th>
<th>CHANGES</th>
<th>AFY 2019 GOV. REC.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Personal Services</td>
<td>$894,127</td>
<td>$268,561</td>
<td>$1,162,688</td>
</tr>
<tr>
<td>Other Operating Expenses</td>
<td>79,651</td>
<td>222,800</td>
<td>302,451</td>
</tr>
<tr>
<td>Hardware, Software, Licenses</td>
<td>115,467</td>
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<td>115,467</td>
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<tr>
<td>Rent</td>
<td>150,313</td>
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<td>150,313</td>
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<tr>
<td>Overhead Costs / Shared Services with SRTA</td>
<td>197,026</td>
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<td>197,026</td>
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<tr>
<td>SAO Agreement</td>
<td>1,503</td>
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<td>1,503</td>
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<tr>
<td>Buildout for 23rd Floor</td>
<td>643,905</td>
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<td>643,905</td>
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<tr>
<td>Branding Contract</td>
<td>750,000</td>
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<td>750,000</td>
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<tr>
<td>Planning Contract</td>
<td>1,000,000</td>
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<td>1,000,000</td>
</tr>
<tr>
<td>Professional Services</td>
<td>1,000,000</td>
<td></td>
<td>1,000,000</td>
</tr>
<tr>
<td><strong>TOTAL ESTIMATED EXPENDITURES</strong></td>
<td><strong>$4,831,992</strong></td>
<td><strong>$491,361</strong></td>
<td><strong>$5,323,353</strong></td>
</tr>
</tbody>
</table>

► 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

<table>
<thead>
<tr>
<th>DESCRIPTION</th>
<th>REVISED FY 2019 BASE</th>
<th>CHANGES</th>
<th>AFY 2019 GOV. REC.</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>State Funds</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>AFY 2019 Gov. Recommendation</td>
<td></td>
<td></td>
<td>$491,361</td>
</tr>
<tr>
<td><strong>Other Funds</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>One-time GRTA fund balance for match</td>
<td>$550,000</td>
<td></td>
<td>550,000</td>
</tr>
<tr>
<td>One-time FY 2018 Governor’s Emergency Fund</td>
<td>1,950,000</td>
<td></td>
<td>1,950,000</td>
</tr>
<tr>
<td>One-time Tenant Improvement Allowance</td>
<td>131,992</td>
<td></td>
<td>131,992</td>
</tr>
<tr>
<td><strong>Federal Funds</strong></td>
<td>2,200,000</td>
<td></td>
<td>2,200,000</td>
</tr>
<tr>
<td><strong>TOTAL ESTIMATED REVENUES</strong></td>
<td>$4,831,992</td>
<td>$491,361</td>
<td>$5,323,353</td>
</tr>
</tbody>
</table>
Community Affairs, Department of

The following appropriations are for agencies attached for administrative purposes.

<table>
<thead>
<tr>
<th>Payments to The Atlanta-region Transit Link Authority</th>
</tr>
</thead>
<tbody>
<tr>
<td>Provide state funds to establish operating support for operations.</td>
</tr>
<tr>
<td>Governor's Rec.</td>
</tr>
<tr>
<td>State Funds</td>
</tr>
<tr>
<td>Total Funds</td>
</tr>
<tr>
<td>$0</td>
</tr>
<tr>
<td>$0</td>
</tr>
<tr>
<td>2,487,122</td>
</tr>
<tr>
<td>2,487,122</td>
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<tr>
<td>$2,487,122</td>
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<tr>
<td>$2,487,122</td>
</tr>
</tbody>
</table>
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
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 ≥$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!