Regional Transit Planning Committee Meeting
Thursday, September 3, 2020
Proposed Agenda

I. Call to Order – Charlie Sutlive, Chair
II. Approval of the Meeting Minutes for July 2, 2020
III. Approval of the Agenda for September 3, 2020
IV. ARTP 2020 Update Presentation – Aileen Daney
V. ARTP District Download (Public Outreach) Plan – Aileen Daney
VI. ATL FY 2022 Bond List Recommendation – Cain Williamson – Action Item
VII. MARTA Automated Fare Collection (AFC) 2.0 Upgrade Implementation Strategy – Rhonda Allen, MARTA
VIII. Adjourn
AGENDA

► Overview of Schedule
► Review of Call for Projects
► Project-Level Preliminary Evaluation Results
► Plan-Level Preliminary Evaluation Results
► Next Steps
# Overview of ARTP 2020 Update Schedule

## Key Milestones

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*WE ARE HERE*
CALL FOR PROJECTS SUMMARY

► 25 new projects submitted

► 66 projects significantly updated

► 8 projects were removed by project sponsors

► 63% of projects assumed federal or state discretionary funding

► 246 total projects
### Call for Projects Summary

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<th>Project Total</th>
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If a project enters any portion of a district, it is included in the total. Projects can cover multiple districts.
Project Performance Framework

Proposed Projects

Six Governing Principles
Does the project meaningfully advance the ATL’s governing principles?

Four-Quadrant Analysis
Does the project have a higher impact relative to other projects?

Regional Significance
Does the project meet 3 of 6 criteria to be considered regionally significant?

Project Evaluation

Project Sponsor Review
Is the project seeking federal or state discretionary funding?

Project Timeline
What is the current project development phase?

Planning Horizon
- 6 Year List
- 20 Year List

Project Readiness
Does the project meet the spenddown requirement for state bond funding?

Bond List
REGIONAL SIGNIFICANCE CRITERIA

Must meet 3 or more of the following criteria:

- Crosses 2+ counties or connects 2+ transit operators
- Leverages regional capacity improvements
- Improves transit reliability
- Is or connects to transportation terminal
- Connects to 1+ regional activity centers
- Provides high capacity, high frequency or dedicated facility
REGIONAL SIGNIFICANCE

- **$9.0B** Total Project Costs
- **$1.1B** Total Project Costs
- **31** Projects
- **88** Projects
- **$14.3B** Total Project Costs
- **$19.4B** Total Project Costs

2019 Project List

Meets at least number of criteria
- Blue: 3
- Orange: 4
- Teal: 5
- Pink: 6
REGIONAL SIGNIFICANCE PRELIMINARY RESULTS

**2019 Project List**
- 31 Projects
- $9.0B Total Project Costs
- 88 Projects
- $14.3B Total Project Costs

**2020 Project List**
- 37 Projects
- $10.8B Total Project Costs
- 130 Projects
- $22.9B Total Project Costs

Meets at least number of criteria:
- **3**
- **4**
- **5**
- **6**
REGIONAL SIGNIFICANCE PRELIMINARY RESULTS

► 130 regionally significant projects
  ► That’s 53% of all projects submitted this year

► 67% are high capacity modes

► 12/14 project sponsors have at least 1 regionally significant project
### Regional Significance Preliminary Results by District

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If a project enters any portion of a district, it is included in the total. Projects can cover multiple districts.
QUADRANT ANALYSIS PRELIMINARY RESULTS

QUADRANT 1
(Higher Impact/Lower Cost):
- 49 projects
- Project average 58.2 points
- $2.5 billion (total cost)
QUADRANT ANALYSIS PRELIMINARY RESULTS

QUADRANT 1
(Higher Impact/Lower Cost):
• 49 projects
• Project average 58.2 points
• $2.5 billion (total cost)

QUADRANT 2
(Higher Impact/Higher Cost):
• 33 projects
• Project average 59.7 points
• $16.5 billion (total cost)
QUADRANT ANALYSIS PRELIMINARY RESULTS

QUADRANT 1
(Higher Impact/Lower Cost):
• 49 projects
• Project average 58.2 points
• $2.5 billion (total cost)

QUADRANT 2
(Higher Impact/Higher Cost):
• 33 projects
• Project average 59.7 points
• $16.5 billion (total cost)

QUADRANT 2b
(Lower Impact/Lower Cost):
• 74 projects
• Project average 40.0 points
• $1.9 billion (total cost)
**QUADRANT ANALYSIS PRELIMINARY RESULTS**

**QUADRANT 1**
(Higher Impact/Lower Cost):
- 49 projects
- Project average 58.2 points
- $2.5 billion (total cost)

**QUADRANT 2b**
(Lower Impact/Lower Cost):
- 74 projects
- Project average 40.0 points
- $1.9 billion (total cost)

**QUADRANT 2**
(Higher Impact/Higher Cost):
- 33 projects
- Project average 59.7 points
- $16.5 billion (total cost)

**QUADRANT 3**
(Lower Impact/Higher Cost):
- 0 projects
QUADRANT ANALYSIS PRELIMINARY RESULTS

- 156 prioritized projects
  - 112 Expansion, 33 Enhancement, 11 SGR
- 31% of all prioritized projects fall in Quadrant 1
- 9 sponsors have projects in Quadrant 1
- Mix of project types and transit modes in Quadrant 1
### Quadrant Analysis Preliminary Results by District

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<td>Existing Land Use</td>
<td>Proposed Land Use</td>
<td>Policy Considerations</td>
<td>Transit Reliability</td>
<td>Redevelopment Potential</td>
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GOVERNING PRINCIPLE ANALYSIS PRELIMINARY RESULTS

- Number of Projects receiving Governing Principle Score of 2+ (Preliminary Score = 25%+)

- Return on Investment: 199
- Mobility and Access: 232
- Innovation: 206
- Economic Development and Land Use: 236
- Environmental Sustainability: 209
- Equity: 160
GOVERNING PRINCIPLE ANALYSIS PRELIMINARY RESULTS

- Number of Projects receiving Governing Principle Score of 4 (Preliminary Score = 75%+)

- Return on Investment: 10
- Mobility and Access: 39
- Innovation: 50
- Economic Development and Land Use: 37
- Environmental Sustainability: 23
- Equity: 12
PLAN LEVEL EVALUATION PRELIMINARY RESULTS

- Jobs served (Increase in the number and types of jobs served by transit)
- Travel time cost savings (Cost savings derived from less travel)
- (Re)development potential

- Emissions reduction (decrease in air pollution emissions)
- Fuel savings (cost savings due to reduced VMT)
- State of Good Repair improvements
- VMT reduction from reduced SOV trips

- System Level ROI
- Benefits: reductions in travel time, operating costs, crashes, emissions, SGR costs
- Costs: capital and operations

- Increase in service to communities of interest
- Mobility & access improvements for low income residents
- Low wage industry benefits

- System-wide savings in travel time reduction and delay reduction
- Access to jobs (increase in employment access, by regional employment center)
- Improved access to regional transit system

- Introduction of new transit modes or technologies
- Creative use of technology
- Technology or other modern applications to lower capital and/or O&M costs
**ECONOMIC DEVELOPMENT & LAND USE**

- **Employment Access:**
  - 31% increase in transit trips to employment centers
  - 51% of jobs will be within ½ mile of proposed high capacity transit stops or stations

- **(Re)Development Potential Summary:**
  - 100% of TOD projects are within an existing LCI area
  - 89% of transit hub projects are within an existing LCI area

**ENVIRONMENTAL SUSTAINABILITY**

- **Emission Reduction (Air Quality):**
  - Annual reduction of 2,046,370 kilograms of CO₂

- **Fuel Savings**
  - 99,804 gallons of fuel saved annually

- **State of Good Repair Improvements**
  - 11% of all projects propose upgrading to alternative fuels
EQUITY

► Increase in Service:
  ▶ 33% of low-income households will be within ½ mile of proposed high capacity transit stops or stations.
  ▶ 27% of the region’s minority population will be within ½ mile of proposed high capacity transit stops or stations.

► Low-Wage Industry Benefits:
  ▶ 48% of low-wage jobs will be within ½ mile of proposed high capacity transit stops or stations.

INNOVATION

► Introduction of Smart Technology:
  ▶ 31% of projects have a transit signal priority element.

► Creative Use of Technology:
  ▶ 61% of projects have a safety element such as hazard detection systems.
MOBILITY & ACCESS

- Increase in Transit Trips:
  - 39% increase in transit trips for all ATL region residents
  - 34% increase in transit trips by zero-car households

- Improved Access to Transit System:
  - 24% of all projects have a supportive infrastructure component such as sidewalks

RETURN ON INVESTMENT

- System Level ROI:
  - Cost: $28.5 billion
  - ROI: $142.5 billion

- Q1 Cost: $2.5 billion
- Q1 ROI: $12.5 billion
SCHEDULE OF FUTURE ARTP UPDATES & ACTION ITEMS

**October 1**  
*Board Meeting*  
► District Download Update  
► Draft Project Fact Sheet Template and Document Template

**November 5**  
*Planning Committee Meeting*  
► Summary of Public Outreach Efforts  
► Draft ARTP 2020 Update

**December 3**  
*Board Meeting*  
► Final ARTP 2020 Update (Action Item)
Thank you  Questions
ARTP DISTRICT DOWNLOAD (PUBLIC OUTREACH) UPDATE
Aileen Daney, Senior Transit Planner
September 3, 2020
### DISTRICT DOWNLOAD SCHEDULE

**SEPTEMBER 15th – OCTOBER 16th**

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PURPOSE OF DISTRICT DOWNLOAD

“
To effectively communicate with residents, businesses, and institutions throughout the ATL’s Districts by providing numerous opportunities to learn about, provide feedback on, and shape the ARTP planning process and outcomes.

- ATL ARTP PUBLIC INVOLVEMENT PLAN (PIP)
DISTRICT DOWNLOAD GOALS

- Foster Inclusivity
- Build Partnerships and Trust
- Exceed Requirements
DISTRICT DOWNLOAD AUDIENCE

► General Public and Transit-Dependent Public
► Local Governments and CIDs
► Transit Operators
► Project Sponsors
► Neighborhood and Community Organizations
► Business and Institutional Organizations
► Essential Workers
► Historically Marginalized Populations
► ATL Board
► Elected Officials
► Regional, State, and Federal Planning Partners
DISTRICT DOWNLOAD FORMAT IN THE TIME OF COVID-19

Virtual Engagement

► Open House Virtual Interactive Room
  ► Translated Boards
► Open House Live Meetings
  ► Recorded, Subtitled, and Translated
► Social Media Text & Graphics Postings
  ► #ATLTransitPlan #PublicComment
► ATL Website - Comment Submission Form

Traditional (but adapted) Engagement

► Seat Drop of ARTP Flyers
► A-Frame Boards at Stations
► Press Releases
► Media Tool Kit for Partners
► Opt-in Text Message Campaign
► Voicemail Public Comment
DISTRICT DOWNLOAD FORMAT CONSIDERATIONS

► 5 A’s of Technology Access
  ► ADA, reading comprehension, language-accessible

► User-friendliness and user-legibility
  ► Are our tools universally understood without a lot of explanation?

► Balance of low-tech and digital engagement opportunities
  ► Are we bridging the digital divide?
  ► What level of traction and reach does our message have across various communities and populations?

► Follow up with a personal message and thank those who took the time to participate

► Hold ourselves accountable for creating inclusive engagement
**PERCENT OF PROJECTS SUBMITTED BY DISTRICT**

- **Scaled approach** based on density of projects across the region and barriers to digital engagement opportunities

- **6 open house live meetings** with brief presentation and staff available to answer questions
  - **2 ATL districts per meeting**

- **Mix of afternoon and evening sessions** to encourage maximum participation
Ayúdanos a mejorar el tránsito en la Región de Atlanta.
Help Us Improve Transit in the Atlanta Region!

Every year the ATL updates a regional transit plan and we need your input.

Connect and provide your input via:

- Dial-in
- Text to Learn more
- Virtual Open House
- Virtual Live Meetings
- Social Media ATLTransitPlan #PublicComment

Learn more about the plan via our District Download Live Meetings

- District X and X
  - Month Date, 2020 | XXX p.m. - XXX p.m.
  - Link: [website]
  - Dial-in: 888-888-8888

- District X and X
  - Month Date, 2020 | XXX p.m. - XXX p.m.
  - Link: [website]
  - Dial-in: 888-888-8888

- District X and X
  - Month Date, 2020 | XXX p.m. - XXX p.m.
  - Link: [website]
  - Dial-in: 888-888-8888

https://atltransit.ga.gov/districtdownloads/
Text “ATLTransit” to 474747

What’s in the ATL Regional Transit Plan?

The ATL Regional Transit Plan (RTP) serves as the foundation for future transit planning in the region. Your participation ensures that proposed projects create connected, reliable, and accessible transit network for all.

About the ATL

The Atlanta region Transit Link Authority (the ATL) was established in 2018 to better connect transit options across the 13-county Atlanta region. With the support of regional transportation partners, the ATL works to enhance a strategic regional transit plan that will help ensure metro Atlantans remain mobile, and connected, across the region.

Measuring Project Benefits

ATL studies each project based on criteria such as regional significance and relative cost to impact.

130 projects are regionally significant

Contact Us:
Scott Haggard
(404) 893-2055
shaggard@atla.ga.gov

- 192 projects across all 10 ATL districts totaling $27 billion
- 30 State of Good Repair
- 58 Enhancement
- 104 Expansion

About the Projects

- Crosses 2+ counties or connects 2+ transit operators
- Connects to transportation terminal
- Increases regional capacity improvements
- Connects to 1+ regional activity centers
- Improves transit reliability
- Provides high capacity, high frequency or dedicated facility

Contact Us:
Scott Haggard
(404) 893-2055
shaggard@atla.ga.gov
Your participation ensures that proposed projects create a connected, reliable, and accessible transit network for all. **Type VALUES, RESULTS, FUNDING** to learn more about different aspects of this year’s plan!
SOCIAL MEDIA COMMUNICATIONS EXAMPLES

What’s the ATL Regional Transit Plan?

https://atltransit.ga.gov/districtdownloads/

Learn about the 2020 ATL Regional Transit Plan via our District Downloads

https://atltransit.ga.gov/districtdownloads/
VIRTUAL PUBLIC OPEN HOUSE EXAMPLE
VIRTUAL OPEN HOUSE CONTENT

► Welcome
  ► Introduction video with voiceover
  ► FAQ Board
► What is the ATL?
► What is the ARTP?
  ► How Does the ARTP Fit in to Other Planning Efforts?
► Plan Schedule & Development
► Project Evaluation
  ► Framework & Results
► Plan Evaluation
  ► Framework & Results
► Funding
► Public Comment Station
Welcome to this virtual exhibition on plans for a below ground electricity substation on ‘Zone L’ of the Canada Water Masterplan.

British Land and UK Power Networks (UKPN) are bringing forward plans to deliver a new below ground electricity substation in Canada Water. The new substation is being introduced to meet the future electrical needs of the Masterplan, the wider local area, and to reinforce the electricity supply in other areas of the Borough.

A Reserved Matters Planning Application is being prepared for the substation within an area known as ‘Zone L’ of the Canada Water Masterplan and before we submit the application to Southwark Council we want to share the plans with you.

In this room you will find details of the proposals. We recommend that you start at board 2 to your right, and then follow the arrows around the room.

On the central table we also invite you to sign-in to receive project updates and to share your demographic details to ensure that we are reaching a representative cross-section of the local community. You can also view a comprehensive project Frequently Asked Questions booklet, send a comment or ask a question directly to the project team.

You can also find more information about the Canada Water Masterplan on our website: www.canadawatertool.com
VIRTUAL PUBLIC OPEN HOUSE EXAMPLE

ARPT Funding

Total Project Costs by Fund Source

- $235M O&M - Federal (Formula and Discretionary)
- $2.8B O&M - Local/Regional
- $5.4B Capital - Funding Unidentified
- $3.4B O&M - Funding Unidentified
- $9.9B Capital - Local/Regional
- $152M Capital - State/Discretionary
- $5.1B Capital - Federal (Formula and Discretionary)
- $27B by Fund Source
- $20.8B Capital

ARPT Evaluation

ARPT Performance Metrics

- Market Potential
  - Performance Measures
  - Deliverability
  - A project's anticipated performance, based on factors such as ridership, reliability, and improvements to the existing system
  - Delivered to a community, based on factors such as population, demographics, employment, land use, and market conditions

1. WELCOME TO THIS VIRTUAL EXHIBITION
VIRTUAL OPEN HOUSE - INTERACTIVE ELEMENT EXAMPLE

Project Title

- Project Type: Expansion
- Project Sponsor: Name Operator
- District(s): 6
- Cost: $200,000,000
- Mode Type: BRT
- Planning Horizon: 20 year
- Quadrant: Q1 (Higher Impact/Higher Cost)
- Regionally Significant: Yes

Project Description

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Alignment with Governing Principles

- Return on Investment
- Mobility and Access
- Innovation
- Economic Development and Land Use
- Environmental Sustainability
- Equity
Ways to Learn & Participate

**Opt into text messages (SMS and MMS) to receive information right on your cellphone**

**Virtual public open house available through desktop and mobile experiences**

**Community Partners provided a Media Tool Kit for message distribution**

**Messaging provided to transit operators to display signage promoting participation at high ridership locations**

**Message distribution through ATL and partner agency’s social media**

**Information shared with newspapers, news stations, and other English and non-English media outlets**

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**Information shared with newspapers, news stations, and other English and non-English media outlets**
HOW ARE WE MEASURING ENGAGEMENT SUCCESS?

- Range of advertising methods
- Geographic diversity of informational materials
- Instances of translating materials
- Number of interactions with website, virtual open house, text campaign, voicemail box, and social media posts
- Level of project support noted through virtual open house comments, text campaign comments, voicemail box, and social media responses
SCHEDULE OF FUTURE ARTP UPDATES & ACTION ITEMS

October 1
Board Meeting
► District Download Update
► Draft Project Fact Sheet Template and Document Template

November 5
Planning Committee Meeting
► Summary of Public Outreach Efforts
► Draft ARTP 2020 Update

December 3
Board Meeting
► Final ARTP 2020 Update (Action Item)
Thank you  

Questions
ATL FY 2022 BOND LIST RECOMMENDATION

Cain Williamson
September 3, 2020
Recommended Project List

Seven projects are **strongly aligned** with ATL Governing Principles.

78% of 9 projects are well aligned with ATL Governing Principles.

11% of 9 projects are aligned with ATL Governing Principles.

One project is **well aligned** with ATL Governing Principles.

Tier 1: Strongly Aligned

Tier 2: Well Aligned

Tier 3: Aligned
<table>
<thead>
<tr>
<th>Project Name</th>
<th>Sponsor</th>
<th>Description</th>
<th>Project Type</th>
<th>Quadrant</th>
<th>Total Capital Cost</th>
<th>Funding Phase</th>
<th>Est. Construction Start Date</th>
<th>Est. Project Completion Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Capitol Ave/Summerhill BRT</td>
<td>MARTA</td>
<td>BRT service from the Atlanta BeltLine on the south to the downtown core in the north.</td>
<td>Expansion</td>
<td>Q1: HI/LC</td>
<td>$96M</td>
<td>Implementation</td>
<td>Q1 FY23</td>
<td>FY25</td>
</tr>
<tr>
<td>Clayton County Transit Initiative – BRT</td>
<td>MARTA</td>
<td>BRT along routes 191 and 196 connecting Hartsfield-Jackson Atlanta International Airport to Clayton County Justice Center.</td>
<td>Expansion</td>
<td>Q2a: HI/HC</td>
<td>$375M</td>
<td>Design/Engineering</td>
<td>Q3 FY23</td>
<td>FY27</td>
</tr>
<tr>
<td>I-285 Transit in Express Lanes</td>
<td>Various</td>
<td>High capacity transit from I-20 in DeKalb County, along the Top End of I-285 to I-20 in Cobb County with stations in Fulton County. Four segments correspond to the GDOT Express Lanes program.</td>
<td>Expansion</td>
<td>Q2a: HI/HC</td>
<td>$660M¹</td>
<td>Design</td>
<td>Q3 FY23²</td>
<td>FY32³</td>
</tr>
<tr>
<td>Transit Signal Priority</td>
<td>CobbLinc</td>
<td>Transit signal priority on routes from City of Marietta to Cumberland CID/Town Center CID.</td>
<td>Enhancement</td>
<td>Q1: HI/LC</td>
<td>$500K</td>
<td>Implementation</td>
<td>Q2 FY22</td>
<td>FY23</td>
</tr>
<tr>
<td>State Route 316 Park-and-Rides and Commuter Express Service</td>
<td>GCT</td>
<td>Expansion of commuter service to SR 316, with two new park-and-rides and new route.</td>
<td>Expansion</td>
<td>Q1: HI/LC</td>
<td>$35.875M</td>
<td>Implementation</td>
<td>Q1 FY22</td>
<td>FY27</td>
</tr>
<tr>
<td>Cumberland Transfer Center</td>
<td>CobbLinc</td>
<td>Development of new Cumberland Mall Transfer Center.</td>
<td>Enhancement</td>
<td>Q1: HI/LC</td>
<td>$50M</td>
<td>ROW/Design/Potential P3</td>
<td>Q2 FY25</td>
<td>FY29</td>
</tr>
<tr>
<td>Track Renovation Phase IV</td>
<td>MARTA</td>
<td>Fourth phase of MARTA’s rail restoration efforts in restoring heavy rail lines as part of the Authority’s ongoing State of Good Repair work and systemwide upgrades.</td>
<td>State of Good Repair</td>
<td>Q1: HI/LC</td>
<td>$205M</td>
<td>Implementation</td>
<td>Ongoing</td>
<td>FY27</td>
</tr>
<tr>
<td>Station Rehabilitation – Program Schedule</td>
<td>MARTA</td>
<td>Rehabilitation for all 38 stations, staged six or seven a year until complete.</td>
<td>State of Good Repair</td>
<td>Q2a: HI/HC</td>
<td>$685M</td>
<td>Implementation</td>
<td>Ongoing</td>
<td>FY32</td>
</tr>
<tr>
<td>ADA Compliant Sidewalks</td>
<td>CobbLinc</td>
<td>Sidewalks, curbs, ramps, and crosswalk in compliance with the ADA, along CobbLinc local bus routes within unincorporated Cobb County.</td>
<td>State of Good Repair</td>
<td>Q2b: LI/LC</td>
<td>$6.25M</td>
<td>Implementation</td>
<td>Q2 FY22</td>
<td>FY28</td>
</tr>
</tbody>
</table>

¹Does not include westside segment; ²Date aligns with planned GDOT I-285 Top End East construction start date. All other project segments construction dates follow I-285 Top End East segment.; ³Based on GDOT’s I-285 Express Lanes Schedule.
Thank you | Questions
AFC UPGRADE IMPLEMENTATION STRATEGY

Strategic Approach and Path Forward

September 03, 2020
Agenda

- AFC 2.0 Program Update
- Foundation Requirements
- High Level Roadmap
A modern, state-of-the-art fare collection system to enhance customer experience, optimize agency operations and reduce costs.
AFC 2.0 Program Update

✓ Established Steering Committee
✓ Developed Guiding Principles
✓ Researched Industry Trends
✓ Investigated Transit Agency Trends
✓ Created Draft Five Year Roadmap
✓ Partner on ATL Regional Fare Policy & Mobile Trip Planning App
8 Guiding Principles

1. Maintain or improve the farebox recovery ratio
2. Create an equitable fare policy through system design
3. Enhance the customer experience through system design
4. Fare system that supports rail and bus operational efficiencies
5. Reduce the capital, operations and maintenance costs of the fare collection system
6. Support and encourage regional trips through system design
7. Interoperable with regional partners and transportation network companies
8. Consider and prepare for MARTA’s future (e.g. new modes of service)
Foundation Requirements - Customers

- Account-based system
- Customer self-service
- Open payment acceptance
- Fare capping
- Virtual Breeze card
- Retail network integration
Foundation Requirements - Operations

- Integration with other MARTA systems (i.e. parking)
- Integration with current and potential regional partners
- Integrated Transit Management Association functions
Foundation Requirements – Costs

- Offboard fare payments and all door validators
- Proof of Payment systems
- Reduce and simplify TVMs
- Reduce cash while providing equity to all customers
- Upgrade faregates rather than replacing
AFC 2.0 Roadmap

FY 2021
- Award AFC 2.0 contract
- Design review for new system
- Upgrade faregates for SOGR
- Adjust fare policy

FY 2022
- Account based system available
- New hardware installation
- Retail network available
- Breeze Card 2.0

FY 2023
- Summerhill Bus Rapid Transit Begins
- Replace fareboxes
- Launch TMA business website
- Remaining customer migration

FY 2024
- Breeze Mobile 1.0
- RFP for AFC 2.0
- Business Process Review
- Review / upgrade network communications

FY 2025
- Virtual Breeze Card
- Open Payments Accepted
- Breeze Mobile 2.0

FY 2026
- AFC 2.0 Revenue service acceptance
- Prepare for BRT/LRT expansions
  - Platform validators
  - Rear Door boarding
DISCUSSION