I. Call to Order & Roll Call

II. Approval of the Board Minutes for March 11, 2021

III. Approval of the Agenda for April 1, 2021

IV. Public Comment

V. Committee Reports
   a. Marketing and Communications Committee – Chair Mark Toro
   b. Regional Transit Planning – Chair Charlie Sutlive

VI. Xpress Proposed Northwest Corridor Routes – Action Item

VII. Resolution in Support of Xpress Low/No Emission Grant Application – Action Item

VIII. FFY 2021 Suballocation Review

IX. Executive Director’s Report

X. New Business

XI. Call to Adjourn
Public Comment
Marketing and Communications Committee Report
Regional Transit Planning Committee Report
A Regional Transit Operator within the Northwest Corridor Project

Proposed Hickory Grove Service

Dionne Kirksey
April 1, 2021
OUTLINE

- Background
- Title VI Equity Analysis
- Mitigation Measures
- Public Comment and Outreach
- Conclusion/Next Steps
Comprehensive Operations Analysis of the Xpress bus system in 2016 resulted in recommendations to improve service in the Northwest corridor.

Part of the recommendations included the following:

- Expansion of Xpress service in the Northwest corridor to meet existing demand and future growth
- Construction of two new park and ride lots (Hickory Grove and Roswell Road), and the expansion of the Town Center (Big Shanty) park and ride lot

*Note: Efforts to implement recommendations were underway prior to Covid-19 pandemic*

Updated analysis resulted in a proposed recommendation for new routes:

- Route 484 (Hickory Grove Park and Ride – Midtown)
- Route 485 (Hickory Grove Park and Ride – Downtown)
Purpose of the analysis is to determine if proposed changes result in adverse impacts to minority and low-income groups.

New routes will result in a disparate impact for minority groups.

<table>
<thead>
<tr>
<th>Title VI Threshold (13-County Region)</th>
<th>Percent of Minority Population</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hickory Grove Catchment Area</td>
<td>32</td>
</tr>
</tbody>
</table>

No disproportionate burden to low-income groups.
- Outreach and education to community groups, serving minority populations, in the areas served by the new routes
- Increase coordination with other area transit providers, such as Bartow County Transit and Cherokee Area Transit Service (CATS)
- Ongoing discussions with Cobb County Communications Department to disseminate information about new service plans.
Public Comment Period

- March 1, 2021 – March 31, 2021
- 4 comments received
CONCLUSION

- Staff is requesting Board approval for implementation of new Xpress Routes 484 and 485
- Notify the public of New Service Implementation
- Proposed service would begin on May 3, 2021
QUESTIONS?

BOARD ACTION
Resolution to Support Xpress’s FY2021 Low or No Emission Grant Application

Daniel Walls – Transit Funding Administrator

April 1, 2021
FTA Low or No Emission Grant Program - 5339(c)

FTA’s Low or No Emission (Low-No) competitive grant program provides funding for the purchase or lease of zero-emission and low emission transit buses as well as for the acquisition, construction or leasing of supporting facilities and equipment.

- To date, FTA has awarded $409 million to 203 projects across the country
- Program is not for pilot projects or prototype vehicles; it is for fleet replacements/expansions

- Notice of Funding Opportunity issued on February 11, 2021, making $180 million available in FY2021

- Program funds the incremental cost of low-no vehicle over a conventional vehicle

- Applicants may name partners (i.e. vendors) and satisfy competitive procurement requirements
<table>
<thead>
<tr>
<th>Important Dates</th>
<th></th>
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</thead>
<tbody>
<tr>
<td>Notice of Funding Opportunity</td>
<td>February 11, 2021</td>
</tr>
<tr>
<td>Applications Due</td>
<td>11:59pm EST April 12, 2021</td>
</tr>
<tr>
<td>Project Evaluations</td>
<td>April-May, 2021</td>
</tr>
<tr>
<td>Award Announcement</td>
<td>Summer 2021</td>
</tr>
<tr>
<td>Pre-Award Authority</td>
<td>Starts on date of project announcement</td>
</tr>
<tr>
<td>Available for Obligation</td>
<td>The year of award plus 3 years</td>
</tr>
</tbody>
</table>
Eligibility and Cost Sharing

Eligible applicants include designated recipients, States, local government authorities, and Indian Tribes.

Eligible projects include:
- Purchase or lease of low or no emission buses
- Construction or leasing of facilities and related equipment
- Rehabilitating or improving existing facilities to accommodate low-no buses
- Workforce development/training and project administration activities

Eligible cost sharing include:
- Vehicles – maximum 85% Federal / 15% Local
- Equipment and Facilities – maximum 90% Federal / 10% Local
- Workforce Development – maximum 80% Federal / 20% Local
Evaluation Criteria

- Demonstration of need and benefits

- Consistency with local/regional prioritization
  - Included in local planning documents (i.e. ARTP & TAM Plan)
  - Consistent with local government priorities

- Local financial commitment

- Project implementation strategy (timeline and method)

- Air quality benefits (NAAQS)

- Environmental Justice populations to be served
Program with a High Level of Competition

► In FY2020 147 applicants from 42 states requested $513 million
  o 116 projects were rated “Highly Recommended”
  o Only 41 projects were funded for a total of $130 million

► In FY2020, no single applicant received more than $7 million and no single state received more than 5.4 percent of overall program funds
  o 5.4 percent of available FY2021 funding is $9.72 million
Seeking federal assistance for ten battery electric commuter coaches and 11 chargers (includes one maintenance facility charger)

ATL is partnering with MCI, CTE, and Atkins on application
- MCI manufactures the D45 CRTe LE (the only Federally tested/approved electric commuter coach currently on the market)
- CTE to provide project management, modeling, performance validation, and other technical assistance
- Atkins to assist with charger install

EV coaches to be based out of South Ops Facility
- To replace ten model year 2004 diesel buses
**Project Benefits**

► Enhances customer experience
  - Low floor – faster, more reliable and easier boarding for wheelchair users
  - Modern and updated vehicles
  - Quieter and more comfortable ride

► Improves fleet reliability

► Improves air quality and reduced noise pollution for communities served
  - Annually eliminate 87,000 gallons of fuel used
  - Reduce emissions by 901 tons, including 212 lbs of particulate matter

► Reduces long-term maintenance needs
Questions/Open Discussion

Board Action – Resolution to Support Application
FTA FORMULA FUNDS SUBALLOCATION
FEDERAL FISCAL YEAR 2021

Jon Ravenelle
5307 LARGE URBAN FORMULA FUND PROGRAM
**5307 & 5340 Urbanized Area Formula Program**

**Section 5307: Urbanized Area Formula Funding Program**

- Funding distributed based on population & operating stats reported to National Transit Database (NTD).

- Total FFY 2021 Section 5307 Funding: **$72,869,265**

**Section 5340: Growing States and High-Density States Formula Program**

- Population based only, no operating statistics are used in the suballocation of 5340 funding.

- FTA administers Section 5340 program under the Section 5307 grant guidance.

- Total FFY 2021 Section 5340 Funding: **$4,625,536**
5307 URBANIZED AREA FORMULA FUND PROGRAM – CALCULATION FLOW

5307 Atlanta UZA Apportionment
$72,869,265

Low-Income Set-Aside
(3.69%)
$2,690,873

Regional Planning Set-Aside
(1.0%)
$701,784

Remaining 5307 Balance
$69,476,608

Fixed Guideway Tier
(33.29%)
$23,128,763

Operated Service
(95.61%)
$22,113,410

Service Efficiency
(4.39%)
$1,015,353

Bus Tier
(66.71%)
$46,347,845

Operated Service
(45.40%)
$21,041,922

Service Efficiency
(9.20%)
$4,264,002

Population
(22.70%)
$10,520,961

Population Density
(22.70%)
$10,520,961

Eligible Recipients include:
- 23 Counties
- 3 Operators
Eligible Recipients include:

- 23 Counties
- 1 Operator
5337 STATE OF GOOD REPAIR GRANT PROGRAM
State of Good Repair
Grant Program
$55,420,158

Fixed Guideway (FG)
$52,106,716

High Intensity Motor Bus (HIMB)
$3,313,442
5337 State of Good Repair Program - Calculation Flow Chart

High Intensity Motor Bus (HIMB) Component

HIMB
$3,313,442

Vehicle Revenue Miles (VRM)
$1,870,369

Directional Route Miles (DRM)
$1,443,073
5339 BUS AND BUS FACILITIES FORMULA PROGRAM
Eligible Recipients include:
• 10 Counties
• 3 Operators

5339 Atlanta UZA Apportionment
$6,576,310

Operated Service (42.94%)
$2,824,221

Service Efficiency (13.26%)
$872,424

Population (30.09%)
$1,979,261

Population Density (13.69%)
$900,404
FFY 2021 FTA Formula Funding Suballocation
<table>
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<tr>
<th>Eligible Recipient</th>
<th>5307 Suballocation</th>
<th>5337 Suballocation</th>
<th>5339 Suballocation</th>
<th>Total Suballocation</th>
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<tr>
<td>ARC</td>
<td>$175,446</td>
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<td>ATL</td>
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<td>Cherokee</td>
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<td>Cobb</td>
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<td>Gwinnett</td>
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<td>MARTA</td>
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<td>$52,106,716</td>
<td>$107,940,814</td>
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<td>Clayton</td>
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<td>DeKalb</td>
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<td>MARTA Service</td>
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<td>Rockdale</td>
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<td>Xpress</td>
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<td>Low Income Comp.</td>
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<td>$5,381,746</td>
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<td><strong>Total</strong></td>
<td><strong>$72,135,058</strong></td>
<td><strong>$4,471,007</strong></td>
<td><strong>$52,106,716</strong></td>
<td><strong>$6,560,852</strong></td>
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* Totals in this slide will not match previous slide totals for each program because they do not include jurisdictions outside of ATL 13 County Region. For suballocation table of full 23-county UZA please refer to the handout in your Board Notebook.
Thank You.

Jonathan Ravenelle
404.893.3010 (office)
jravenelle@atltransit.ga.gov
www.atltransit.ga.gov
Executive Director’s Report
EXECUTIVE DIRECTOR’S REPORT

► Branding Architecture

► Xpress Driver Shields

► Fare Policy Workshop Update

► American Rescue Plan Funding

► State, Local and Federal Legislative Update
STATE AND FEDERAL LEGISLATIVE UPDATE

Scott Haggard, Director of Government and External Affairs
April 1, 2021
2021 STATE & LOCAL LEGISLATIVE ITEMS RELEVANT TO ATL

► FY 2022 Budget: Ride Share Fee Revenue Allocation
► HB 511: Transportation and Transit Trust Funds
► HB 317: Including Private Home Rentals in Transportation Fees
► Bond List: No Funding for FY 2022
► 5 ATL Board Elections Held in Early March
► Fulton County Commission Meeting (April 2)
CURRENT FEDERAL OVERVIEW

► USDOT Secretary Pete Buttigieg Emphasis: Multi-modal focus, sustainability

► Likely infrastructure bill in next few weeks

► Members gathering info on projects and priorities for Transportation Reauthorization

► Members will again employ “earmarks” for specific projects

► Positive dialogue with Congressional delegation offices thus far