ATL BOARD MEETING

8:30 AM
June 3, 2021
ATL Board Meeting
June 3, 2021

I. Call to Order & Roll Call

II. Approval of the Board Minutes for April 1, 2021

III. Approval of the Agenda for June 3, 2021

IV. Public Comment

V. Committee Reports
   a. Xpress Operations Committee
      ▪ Contract Approvals – Action Item
         o Atkins Contract
         o Enterprise Leasing Exclusive Vanpool Agreement
         o Boswell Oil Fuel Purchase
         o Cobb County & GDOT IGAs
   a. Regional Transit Planning Committee

   b. Administrative Committee
      ▪ FY 2022 Contract Priorities
         o Renewal of ATL 20-006 Transit Planning Services (AECOM) – Action Item
      ▪ FY 2022 Budget – Action Item
      ▪ FY 2022 Grant Applications Approval – Action Item

VI. Vice Chair Election – Action Item

VII. Legislative Update

VIII. Henry County Transit Master Plan Update

IX. Air Quality

X. American Rescue Plan Update

XI. Executive Director’s Report

XII. New Business

XIII. Call to Adjourn
Public Comment
Committee Reports
Xpress Operations Committee Report

➢ Contract Approvals – **Action Items**
  o Atkins Contract
  o Enterprise Leasing Exclusive Vanpool Agreement
  o Boswell Oil Fuel Purchase
  o Cobb County & GDOT IGAs
Regional Transit Planning Committee Report
Administrative Committee Report

➢ FY 2022 Contract Priorities – Action Item
  o Renewal of ATL Transit Planning Services (AECOM)
 ➢ FY 2022 Budget – Action Item
 ➢ FY 2022 Grant Applications Approval – Action Item
Vice Chair Election – Action Item
FEDERAL AND STATE LEGISLATIVE UPDATE

Scott Haggard, Director of Government and External Affairs
June 3, 2021
CURRENT STATUS OF FEDERAL INFRASTRUCTURE INITIATIVES

► 3 COVID-19 relief bills: $69B for transit nationally; $700M for transit in Atlanta region

► American Jobs Plan proposal: $621B for transportation over 10 years

► Dialogue continues on a bipartisan effort for transportation-related infrastructure

► Possibility of including “other” infrastructure in separate “reconciliation” legislation later

► Multi-year transportation reauthorization (FAST Act) renewal also expected this year, and may be joined with infrastructure proposals
## TRANSPORTATION ELEMENTS OF AMERICAN JOBS PLAN

<table>
<thead>
<tr>
<th>Initiative</th>
<th>Spending</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Invest in Transportation Infrastructure</strong></td>
<td>$621 billion</td>
</tr>
<tr>
<td>Invest in Electric Vehicles (EV), including consumer rebates to purchase EVs, grants and incentives to build 500,000 new charging stations, replacing and electrifying federal vehicle fleet</td>
<td>$174 billion</td>
</tr>
<tr>
<td>Modernize bridges, highways, roads, and main streets in critical need of repair</td>
<td>$115 billion</td>
</tr>
<tr>
<td>Modernize public transit</td>
<td>$85 billion</td>
</tr>
<tr>
<td>Improve passenger and freight rail service</td>
<td>$80 billion</td>
</tr>
<tr>
<td>Improve infrastructure resilience by safeguarding critical infrastructure and services, defending vulnerable communities, and maximizing resilience of land and water resources</td>
<td>$50 billion</td>
</tr>
<tr>
<td>Improve airports</td>
<td>$25 billion</td>
</tr>
<tr>
<td><strong>Establish dedicated fund for beneficial projects to regional or national economy</strong></td>
<td>$25 billion</td>
</tr>
<tr>
<td>Improve road safety and establish Safe Streets for All program</td>
<td>$20 billion</td>
</tr>
<tr>
<td>Establish program to reconnect neighborhoods and ensure new projects increase opportunity</td>
<td>$20 billion</td>
</tr>
<tr>
<td>Improve ports and waterways</td>
<td>$17 billion</td>
</tr>
<tr>
<td>Other spending</td>
<td>$10 billion</td>
</tr>
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</table>
## Congressional Earmark Requests for Transit

<table>
<thead>
<tr>
<th>Project</th>
<th>Project Sponsor</th>
<th>Member</th>
<th>Amount</th>
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</thead>
<tbody>
<tr>
<td>Brookhaven Station Rehab</td>
<td>MARTA</td>
<td>McBath</td>
<td>$1M</td>
</tr>
<tr>
<td>Stonecrest Transit Hub</td>
<td>MARTA</td>
<td>Johnson</td>
<td>$5M</td>
</tr>
<tr>
<td>Route 115 TSP/Shelter Enhancements</td>
<td>MARTA</td>
<td>Johnson</td>
<td>$2M</td>
</tr>
<tr>
<td>Clayton Co. Justice Center Transit Hub</td>
<td>MARTA</td>
<td>D. Scott</td>
<td>$5M</td>
</tr>
<tr>
<td>Metropolitan Parkway ART</td>
<td>MARTA</td>
<td>Williams</td>
<td>$3M</td>
</tr>
<tr>
<td>US 78 BRT</td>
<td>GCT</td>
<td>Johnson</td>
<td>$5M</td>
</tr>
<tr>
<td>Paratransit Vehicle Acquisition</td>
<td>GCT</td>
<td>Johnson</td>
<td>$6M</td>
</tr>
<tr>
<td>Snellville Microtransit</td>
<td>GCT</td>
<td>Johnson</td>
<td>$3M</td>
</tr>
<tr>
<td>Lawrenceville Park and Ride</td>
<td>GCT</td>
<td>Bourdeaux</td>
<td>$4.8M</td>
</tr>
<tr>
<td>Gwinnett Place Transit Center</td>
<td>GCT</td>
<td>Bourdeaux</td>
<td>$5M</td>
</tr>
<tr>
<td>Bus Shelter Construction</td>
<td>Alpharetta</td>
<td>McBath</td>
<td>$150K</td>
</tr>
<tr>
<td>Cascade Multimodal Corridor</td>
<td>Atlanta</td>
<td>Williams</td>
<td>$1M</td>
</tr>
<tr>
<td>Curiosity Lab Mobility Hub</td>
<td>Peachtree Corners</td>
<td>Bourdeaux</td>
<td>$495K</td>
</tr>
</tbody>
</table>
KEY LEGISLATION OF INTEREST: THE BUS ACT (5/19/2021)

HR 3334: The Build Up the Suburbs Act (Rep. Carolyn Bourdeaux – GA)


- Allows Express Lane Transit (BRT) projects to be eligible for New Starts funding

- Increases eligibility of projects for Small Starts program (total cost to $600 million & federal share to $360 million)

- Allows DOT Secretary to prioritize highway projects with multimodal public transportation components in the “nationally significant freight and highway projects program”
KEY LEGISLATION OF INTEREST: INVEST IN AMERICA ACT (2020)

▶ HR 2 *(House Transportation & Infrastructure Committee Reauthorization bill)*
  
  ▶ Authorizes surface transportation programs for 5 years (current expiration: 9/30/21)
  ▶ Total $494B: $319B highways, $105B transit, $60B passenger rail/Amtrak
  ▶ Significant increases for state of good repair (SGR) and new capacity programs
  ▶ More than doubles Buses/Bus Facilities program to $2.15 billion in FY2025
  ▶ Emphasis on funding for zero-emission vehicles (500% increase)
  ▶ Increases Small Starts project cost cap to $400M and potential fed share to $320M
KEY UPCOMING DATES (FEDERAL/STATE)

► May 31: original goal for committee consideration of transportation reauthorization

► July 4: stated goal of Pelosi/Biden for House consideration of infrastructure bill

► Sept. 30: current expiration of transportation authorization bill (FAST Act)

► October/November: anticipated state legislative special session on redistricting
Thank You.

Scott Haggard
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shaggard@srsa.ga.gov
www.atltransit.ga.gov
Henry County Transit Master Plan

ATL BOARD MEETING

June 3, 2021
Today’s Presentation

- What’s Happening Now with Transit in Henry County
- What is a Transit Master Plan?
- Existing and Future Conditions
- Plan Engagement Activities
- Next Steps
- Q&A
What’s Happening Now with Transit in Henry County
Demand Response Service

- Scheduled in advance
- Curb-to-curb service
- Open to all county residents with no restrictions (i.e., age, disability, income, mobility)
- $4.00 per trip
  - $2.00 per trip for seniors
- Monday thru Friday, 6 AM to 6 PM
- Reserve 1-7 days in advance
HCT Services

- 2019 Passenger Trips: 70,650
- Fleet: 32 vehicles
  - 1 bus
  - 29 cutaways
  - 2 vans
- Offices are in McDonough
- HCT currently has contractual agreement with Georgia Department of Human Services
Regional Transit Service

- **ATL Xpress Bus Routes:**
  - Route 430 - McDonough to Downtown
  - Route 431 - Stockbridge to Midtown
  - Route 432 - Stockbridge to Downtown
  - Route 440/441 – Hampton/Jonesboro to Downtown/Midtown

- **Park and Ride Locations:**
  - Brandsmart
  - Stockbridge
  - McDonough
  - Hampton
Regional Transit Service

2019 Boardings per Park & Ride Lot

- Brandsmart: 0
- Hampton: 10,000
- McDonough: 20,000
- Stockbridge: 30,000
What is a Transit Master Plan?
Henry County Transit Master Plan

- 30-Year Plan
- Transit Vision
- Short-, mid-, and long-term recommendations
- Fare Policy
- Financial Considerations
- Rebranding
Goals

Stewardship  Vision  Structure  Connectivity  Funding
Need for TMP

Why do we need a TMP?

Population + Employment Growth

Changing Finances

Meet Unmet Demand (Pre-COVID)

Acceptance of Transit

Peers are offering fixed route services

Input for Atlanta Regional Transit Plan

TSPLOST vote in November 2021
Transit Master Plan

We are here

Technical Work

Existing & Future Conditions

Identify Needs

Prioritize Needs into Short-term, Medium-term and Long-term plans

Determine fare policy and develop financial plan

Transit Master Plan

INFORM

Technical Committee

Stakeholders

Public

Elected Officials

INFORM

Technical Committee

Stakeholders

Public

Elected Officials

INFORM

Technical Committee

Stakeholders

Public

Elected Officials

INFORM

Technical Committee

Stakeholders

Public

Elected Officials
Outcomes

Concise, locally supported plan

Short, mid, long-term transit strategies

In line with funding opportunities
(local, state, federal, private)

Focused action plan for all parties
- Henry County
- City of Stockbridge
- City of McDonough
- City of Hampton
- City of Locust Grove
Existing and Future Conditions
Existing and Future Conditions

**Demographics & Land Use**
- Population
- Employment
- Existing & Future Land Use
- Implications for Transit

**Economic Development**
- State of Economic Development
- Implications for Transit

**State of Transit**
- Trend & Peer Analysis
- Transit Assets
- Fares
- Perceptions of Transit

**Transportation**
- Planned Improvements
- Travel Trends & Commute Patterns
- Transit Market Segments
Population

Population Growth

Over 6 times the population in 60 years
## Urbanization - 19

<table>
<thead>
<tr>
<th>Year</th>
<th>Acres</th>
<th>Percent of County</th>
</tr>
</thead>
<tbody>
<tr>
<td>1990</td>
<td>4,154</td>
<td>2.0%</td>
</tr>
</tbody>
</table>
### Urbanization - 2000

<table>
<thead>
<tr>
<th>Year</th>
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<th>Percent of County</th>
</tr>
</thead>
<tbody>
<tr>
<td>1990</td>
<td>4,154</td>
<td>2.0%</td>
</tr>
<tr>
<td>2000</td>
<td>59,198</td>
<td>28.3%</td>
</tr>
</tbody>
</table>

Source: ARC
Urbanization - 20

<table>
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</tr>
<tr>
<td>2000</td>
<td>59,198</td>
<td>28.3%</td>
</tr>
<tr>
<td>2010</td>
<td>113,289</td>
<td>54.2%</td>
</tr>
</tbody>
</table>
Transit-Reliant Population

- Individuals
  - Living with disabilities
  - Living in zero-car households
  - Living in poverty
  - Senior citizens (ages 65+)

2020 Transit-Reliant Population Density (persons/acre)
Employment growth projected to lag behind population growth.
Where Henry County Residents Work

- Hartsfield-Jackson Atlanta International Airport
- Downtown Atlanta
- Midtown Atlanta
- Buckhead
- Emory
- Sandy Springs
Mode Split

- Existing mode split is unbalanced, not expected to change
- Less than 1% of trips are via transit
- Projections for 2050 indicate no significant changes
- Major investments in transit service are needed to achieve a more balanced mode split

Source: ARC Travel Demand Model, VHB
Existing Commuting Patterns

- A majority (56%) of commuters live in the county and commute outside for work
- 29% of commuters live outside of the county and commute in
- 16% of commuters live and work inside the county

Source: US Census - 2017 LEHD
Plan Engagement Activities
Engaging the Public & Stakeholders

- **Public**
  - Public meetings (virtual)
  - Social Media
  - E-blasts
  - Online surveys & polls
  - Project website

- **Stakeholders**
  - Technical & Stakeholder Committees
  - Stakeholder Interviews
  - Visioning Charrette (virtual)
www.HenryTransitMasterPlan.com
Engagement Themes

▪ Differing perceptions of transit between rural and urban areas
▪ Need for education on transit and its benefits
▪ Traffic congestion is a major concern
▪ Perspectives concerning MARTA
▪ Need to improve access to services and employment centers
▪ Want to enhance economic development
Next Steps
Schedule

**OCT 2020 – JAN 2021**
- Project Kickoff
- Launch Project Website
- Technical & Stakeholder Committees

**FEB – MAR 2021**
- Henry County Board of Commissioners Update #1
- Public Meeting #1 (virtual)
- Existing Conditions Memorandum

**APR - MAY 2021**
- Public Input Opportunity (survey & interactive mapping)
- Leadership/Stakeholder Interviews
- Technical & Stakeholder Committees Visioning Charrette

**JUN - JUL 2021**
- County-wide Transit Vision
- Alternative & Regional Connections Memorandum
- Fare Policy Memorandum
- Transit Investment Memorandum

**AUG 2021**
- Short, Medium, & Long-Term Transit Needs Memoranda
- Henry County Transit Rebranding Options
- Technical & Stakeholder Committees
- Public Meeting #2

**SEPT 2021**
- Final Transit Master Plan
- Henry County Board of Commissioners Update #2

WE ARE HERE
Thank You
OVERVIEW

► NATIONAL AMBIENT AIR QUALITY STANDARDS
  • Ground-level Ozone in Atlanta

► TRANSPORTATION CONTRIBUTORS TO OZONE
  • Traffic Impacts on Nitrogen Oxides (NOx) Emissions

► IMPACT OF PUBLIC TRANSIT
  • ATL Work Products
National Ambient Air Quality Standards

Ozone in Atlanta

Transportation Contributors to Ozone

Linking Standards To Targets
NATIONAL AMBIENT AIR QUALITY STANDARDS

► Required by the Clean Air Act
► For the protection of human health.
► Set by the EPA
► Reviewed every 5 years
► Six criteria pollutants
  • Ground-level Ozone (O₃)
  • Particle Pollution (PM₂.₅ and PM₁₀)
  • Lead (Pb)
  • Carbon Monoxide (CO)
  • Nitrogen Dioxide (NO₂)
  • Sulfur Dioxide (SO₂)

Atlanta region is in “marginal” nonattainment of the 2015 ozone standard
MORE ABOUT OZONE (O₃) POLLUTION & TRANSPORTATION SOURCES

► Secondary pollutant (not directly emitted)
  • Forms in the presence of heat and light
  • “Ozone Season” is March 1 - October 31

► Affects human health
  • Asthma
  • Emphysema
  • Wheezing and shortness of breath
  • Inflamed airways
  • Scarred lung tissue

► Mobile (transportation) sources:
  • High traffic congestion, especially AM
  • Passenger vehicles (cars & trucks)
  • Heavy trucks (especially at low-speeds)

► Point Sources:
  • Atlanta airport
  • Industrial point sources

Image source: U.S. Environmental Protection Agency
http://www.airnow.gov/
AS STANDARDS HAVE BECOME STRICTER... AIR HAS IMPROVED
AS STANDARDS HAVE BECOME STRICTER... AIR HAS IMPROVED

Data Source:
• U.S. Environmental Protection Agency (EPA)
MOBILE EMISSIONS Dropped Due to Lower Traffic in 2020

Image Source: GA EPD
Diurnal Google Traffic Captures
ATLANTA NO\textsubscript{x} CONCENTRATIONS WERE DRAMATICALLY LOWER

June 2019

June 2020

Image Source: GA EPD
TROPOMI Average NO\textsubscript{2}
GEORGIA AND ATLANTA ACHIEVED 2020 EMISSIONS TARGETS

► Federal regulations require state and regional targets for NOx and VOC emissions reduction:
  • GDOT adopted in May 2018
  • ARC concurred in November 2018
  • ATL concurred in March 2019

► Targets are set for the entire state, but primarily reflects emissions from the Atlanta region

► 2020 Targets were achieved!

► Analysis continues regarding the impacts of the pandemic
AIR QUALITY IMPACT OF PUBLIC TRANSIT
ATL WORK PRODUCTS
CURRENT TRANSIT IMPACT – ANNUAL REPORT & AUDIT

► Estimated 272 million vehicle miles traveled (VMT) reduced by transit use in FY 2020.

► Estimated savings over $10.5 million in social costs of emissions, based on avoided greenhouse gases (GHGs) and other hazardous and smog-producing pollutants.

<table>
<thead>
<tr>
<th>Criteria Pollutant</th>
<th>Emissions Reduction</th>
<th>Social Benefit (Cost Savings)</th>
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<tbody>
<tr>
<td>CO</td>
<td>2,870</td>
<td>-</td>
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<tr>
<td>PM2.5</td>
<td>4.0</td>
<td>$1,541,100</td>
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<tr>
<td>PM10</td>
<td>4.5</td>
<td>-</td>
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<tr>
<td>NOx</td>
<td>302</td>
<td>$2,604,400</td>
</tr>
<tr>
<td>VOC</td>
<td>195</td>
<td>$406,000</td>
</tr>
<tr>
<td>CO$_2$e</td>
<td>77,500</td>
<td>$6,042,400</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td><strong>$10,594,000</strong></td>
</tr>
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</table>
FUTURE IMPACTS - THE ATL REGIONAL TRANSIT PLAN

- Operationalizing *Environmental Sustainability* through 245 proposed transit projects

- 11% of state of good repair projects upgraded to alternative fuels such as battery electric bus, or solar-powered transit stops and stations
- 99,804 gallons of fuel saved annually due to reduced vehicle idling in congestion
- 2,046,370 kg annual reduction of CO₂ or the equivalent of 33,837 tree seedlings grown for 10 years

- 39% increase in transit trips for all ATL region residents
- 42% increase in transit trips from middle income household ($45K-$65K) concentration areas
Thank you | Questions
AMERICAN RESCUE PLAN ACT 2021
Update on Consensus Project List for ARP Funding Direction
Goals for Today’s Presentation

- ATL’s Role as Designated Recipient for Atlanta Urbanized Area

- Review the proposed American Rescue Plan (ARP) suballocation as compared to CARES and CRRSAA

- Provide an update on proposed project recommendations for ARP funding
ATL’s Role as Designated Recipient for Atlanta Urbanized Area
ATL’s Role as Designated Recipient for Atlanta Urbanized Area:

- Suballocation of formula funds to eligible recipients in Atlanta UZA in accordance with FTA Circular 9030.1E
- Development, project selection, and approval of Program of Projects (POP) for Atlanta UZA Large Urban funding
- Communication and coordination with FTA
- Analysis of federal transit funding
- Providing regional technical support to Eligible & Direct Recipients
COVID-19 Relief Funding: CARES + CRRSAA + ARP FTA 5307 Funding
CARES & CRRSAA Act FTA Funding

► CARES Act Funding: ($370.94M based on population and operating statistics)
  - ATL for CARES funding suballocated only to operators reporting Large Urban service to National Transit Database (NTD)
  - ATL as Designated Recipient shifted away from the Annual Regional Suballocation Policies to benefit transit operators in direct need of immediate funding support

► CRRSAA Funding: ($33.52M based on 75% of the region’s collective 2018 NTD Operating Expenses)
  - Only operator yet to receive at least 75% of 2018 NTD operating expenses was MARTA
  - ATL as Designated Recipient suballocated all funding to MARTA to ensure equity in funding distribution within the region
American Rescue Plan Act of 2021

► $307.39M based on 132% of the region’s collective 2018 NTD Operating Expenses

► Funding is available at 100% federal share

► Must be in a grant by Sept. 30, 2024 and fully spent by Sept. 30, 2029

► Suballocation based on 132% of 2018 NTD Operating Expenses, when subtracting out funding received from CARES and CRRSAA

► Region received additional $2.93 million in funding greater than the UZA’s collective 132% of 2018 Operating Expenses
  o Funding to be set-aside for regional initiatives between ATL and ARC

► Recently released FAQs from FTA are under review
# Proposed ARP Suballocation & Total COVID Relief Funding (in millions)

<table>
<thead>
<tr>
<th>Operator</th>
<th>CARES 2020 Suballocation</th>
<th>CRRSA FTA Relief Funding</th>
<th>ARP Suballocation @ 132% OC</th>
<th>Total COVID Relief</th>
<th>% of 2018 NTD Costs</th>
</tr>
</thead>
<tbody>
<tr>
<td>MARTA</td>
<td>$297.81</td>
<td>$33.52</td>
<td>$285.68</td>
<td>$617.03</td>
<td>132%</td>
</tr>
<tr>
<td>Cobb</td>
<td>$18.03</td>
<td>-</td>
<td>$10.93</td>
<td>$28.97</td>
<td>132%</td>
</tr>
<tr>
<td>Douglas</td>
<td>$2.52</td>
<td>-</td>
<td></td>
<td>$2.52</td>
<td>257%</td>
</tr>
<tr>
<td>Gwinnett</td>
<td>$19.82</td>
<td>-</td>
<td>$4.27</td>
<td>$24.09</td>
<td>132%</td>
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<tr>
<td>Cherokee</td>
<td>$2.77</td>
<td>-</td>
<td></td>
<td>$2.77</td>
<td>322%</td>
</tr>
<tr>
<td>Henry</td>
<td>$2.75</td>
<td>-</td>
<td></td>
<td>$2.75</td>
<td>259%</td>
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<tr>
<td>CPACS</td>
<td>$0.65</td>
<td>-</td>
<td>$0.20</td>
<td>$0.86</td>
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<tr>
<td>Xpress</td>
<td>$25.70</td>
<td>-</td>
<td>$3.36</td>
<td>$29.09</td>
<td>132%</td>
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<tr>
<td>Regional Set-Aside</td>
<td>$ -</td>
<td>-</td>
<td>$2.93</td>
<td>$2.93</td>
<td>0.41%</td>
</tr>
<tr>
<td>TOTALS</td>
<td>$370.94</td>
<td>$33.52</td>
<td>$307.39</td>
<td>$711.04</td>
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</tbody>
</table>
ATL’s Proposed Project Recommendations
ATL’s Goals regarding ARP Funds

• “Why would ATL recommend projects for ARP funding?”
  • Support a full funding path for Regionally Significant Projects submitted by Project Sponsors and in ATL Priority Investment List
  • Collaboration between regional planning entity & regional recipients on unprecedented funding opportunity
  • Deliver high performing projects in the near term (2022 – 2029)
  • Reduce the CIG pipeline of projects to allow for more opportunities with future CIG funding award scenarios
Recommended Project List

► ATL staff has been actively engaging with regional partners from ARC, Cobb, Gwinnett, MARTA, FTA, GDOT, and the Transit Operators Group on proposed utilization of ARP funding

► Consensus across recipient priorities and ATL Priority Investment List on use of ARP funds for the following projects:
  - I-285 Top End ELT Engineering/Design
  - MARTA Clayton County BRT Project
  - MARTA Station Rehabilitation Project
  - Cobb County Transit Signal Priority Project
  - Cobb County ADA/Sidewalk Enhancements
  - Gwinnett SR-316 Park-and-Ride Expansions

► Proposed Board Action is a recommendation of specific projects and directing staff to add them into the Program of Projects (POP)
## FY 2022 ATL Priority Project Investment List

(Yellow denotes recommended projects for APR funding)

<table>
<thead>
<tr>
<th>Project Name</th>
<th>Sponsor</th>
</tr>
</thead>
<tbody>
<tr>
<td>Capitol Ave/ Summerhill BRT</td>
<td>MARTA</td>
</tr>
<tr>
<td>Clayton County Transit Initiative – BRT</td>
<td>MARTA</td>
</tr>
<tr>
<td>I-285 Transit in Express Lanes</td>
<td>Various</td>
</tr>
<tr>
<td>Transit Signal Priority</td>
<td>CobbLinc</td>
</tr>
<tr>
<td>State Route 316 Park-and-Rides and Commuter Express Service</td>
<td>GCT</td>
</tr>
<tr>
<td>Cumberland Transfer Center</td>
<td>CobbLinc</td>
</tr>
<tr>
<td>Track Renovation Phase IV</td>
<td>MARTA</td>
</tr>
<tr>
<td>Station Rehabilitation – Program Schedule</td>
<td>MARTA</td>
</tr>
<tr>
<td>ADA Compliant Sidewalks</td>
<td>CobbLinc</td>
</tr>
</tbody>
</table>
Next Steps

► Continue review of recently released FTA FAQs

► ATL Board considers action on recommending project list to Program of Projects (POP)

► POP would then **go through the 30-day public comment** process & be transmitted to ARC for inclusion in the TIP

► Process will **also include Intergovernmental Agreements** for the following regionally significant projects:
  - Regional Coordination of I-285 Top End ELT Engineering/Design
  - Regionalization of Automated Fare Collection 2.0 Project
    - Regional Partner Participation on MARTA’s Automated Fare Collection 2.0 Project
    - Regional consensus on AFC 2.0 becoming the Regional Fare Collection System

► **Continued collaboration with regional partners at staff & Board levels**
Thank You.

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Executive Director’s Report
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