

ATL BOARD MEETING WILL BEGIN MOMENTARILY



ATL BOARD MEETING

October 7, 2021

ATL Board Meeting

October 7, 2021

- I. Call to Order & Roll Call
- II. Approval of the Board Minutes for August 5, 2021
- III. Approval of the Agenda for October 7, 2021
- IV. Public Comment
- V. Committee Reports
 - a. Administrative Committee
 - Grant Recommendations
 - Forsyth County 5307 Funding – **Action Item**
 - Low/No Emissions Bus Funding – **Action Item**
 - ATL/Forsyth County Subgrant Agreement – **Action Item**
 - ATL-ARC Subgrant Agreement for CPACS Vehicle Purchase Funding – **Action Item**
 - b. Xpress Operations Committee
 - Sugarloaf P&R Lot Construction Contract – **Action Item**
 - c. Regional Technology Committee
- VI. MARTA Train Design Presentation – Connie Krisak, MARTA
- VII. Express Lanes & Express Lanes Transit Update – Tim Matthews & Matthew Fowler, GDOT
- VIII. Preliminary ARA Findings – Aileen Daney, Alanna McKeeman and Jess Wilson
- IX. ARP Update – Jon Ravenelle
- X. Executive Director's Report
- XI. New Business
- XII. Call to Adjourn



Public Comment



Committee Reports

Administrative Committee Report

- Grant Recommendations
 - Forsyth County Operational Funding – **Action Item**
 - Low/No Emissions Bus Funding – **Action Item**
- ATL/Forsyth County Subgrant Agreement – **Action Item**
- ATL/ARC Subgrant Agreement for CPACS Vehicle Purchase Funding – **Action Item**



Xpress Operations Committee Report

- Sugarloaf P&R Lot Construction Contract – **Action Item**



Regional Technology Committee Report

Sunday Afternoon
MARTA | 

MARTA Reimagined

-

These design approaches take the familiar and breathes new life into it. We took inspiration not only from the MARTA colors and shapes, but also from the dynamism and movement of trains in general. Merging these two pillars together in several modern designs that celebrate the new MARTA trains.

The way we're using these designs to highlight specific features of the trains resulting in a celebration of the MARTA train system. It is bold, confident with a timeless quality.



MINIMALIST

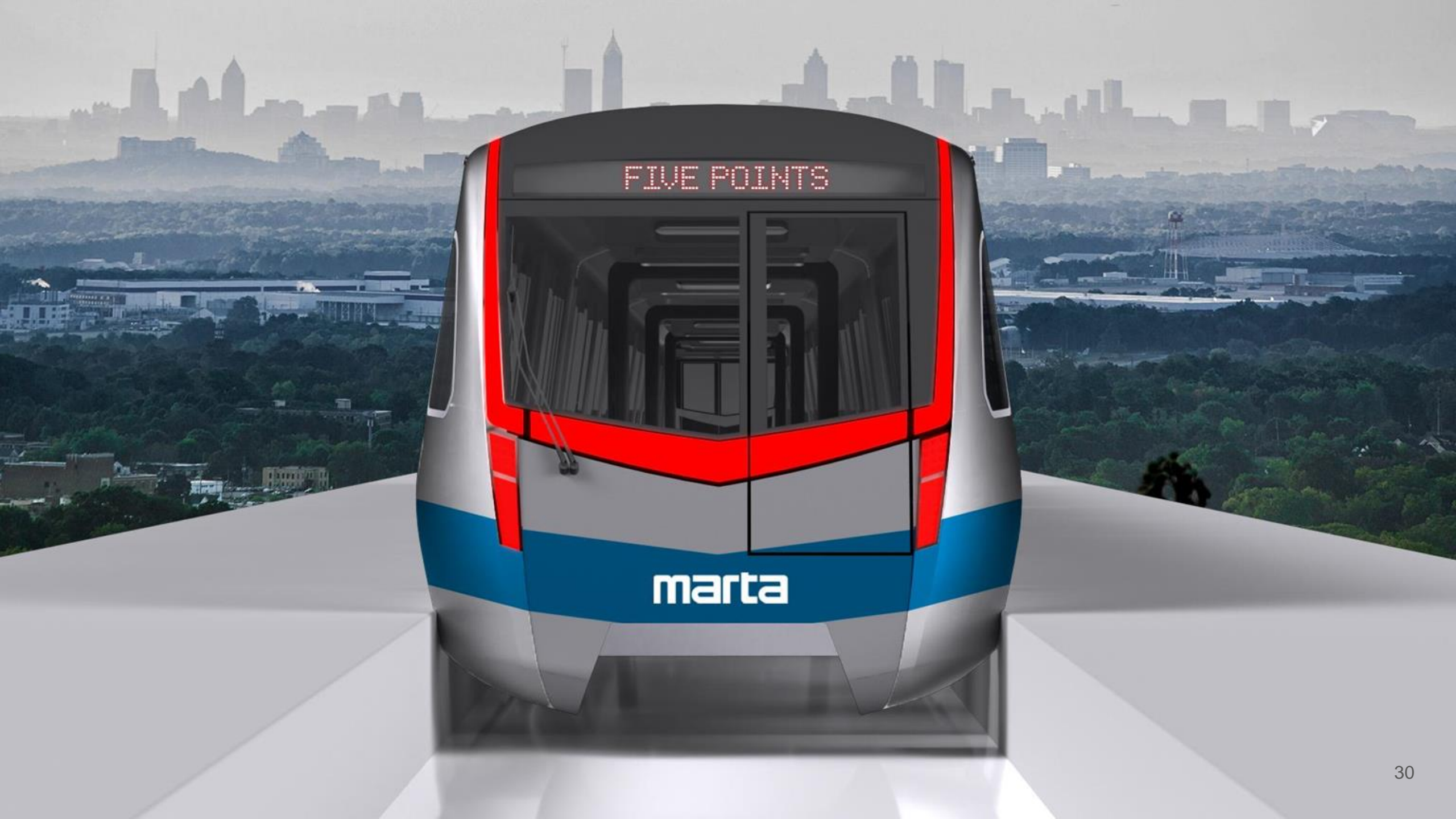
Minimalist

-

This minimalist direction is born out of the current MARTA train design. We took inspiration of how the MARTA colors live along side of the train. Carrying the eye seamlessly across the entire of the train in one simple horizontal stroke. Building off of this we took MARTA colors and reapplied to this new modern train in a way that elevates the new train shape. By taking the logo and stretching it along the train horizontally we capture the speed of the train with the diagonal lines while highlighting the new modern train designs.

The front cab reinforces this by matching the shape of the blue stripe with the shape of the front cab smile.



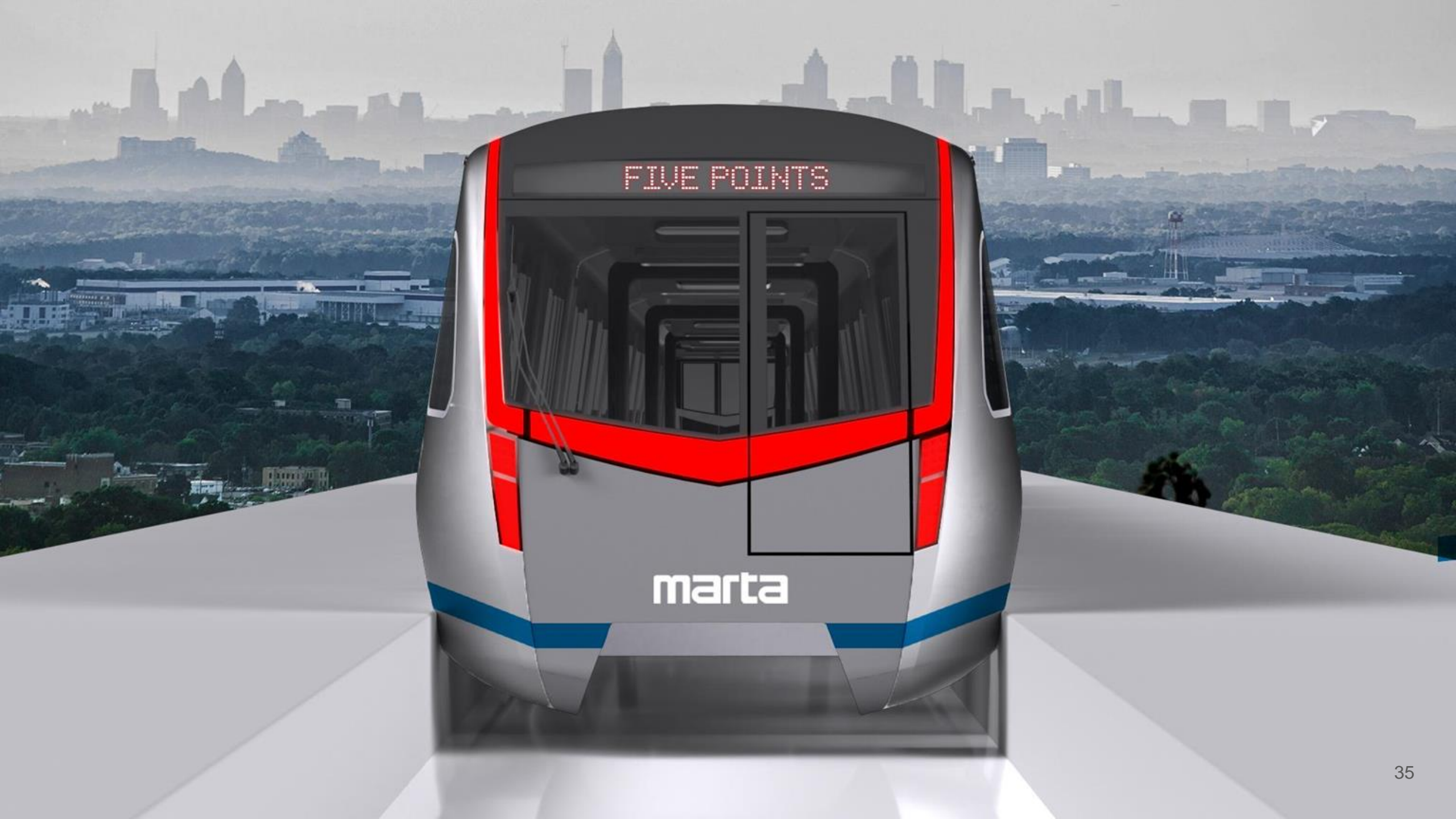


















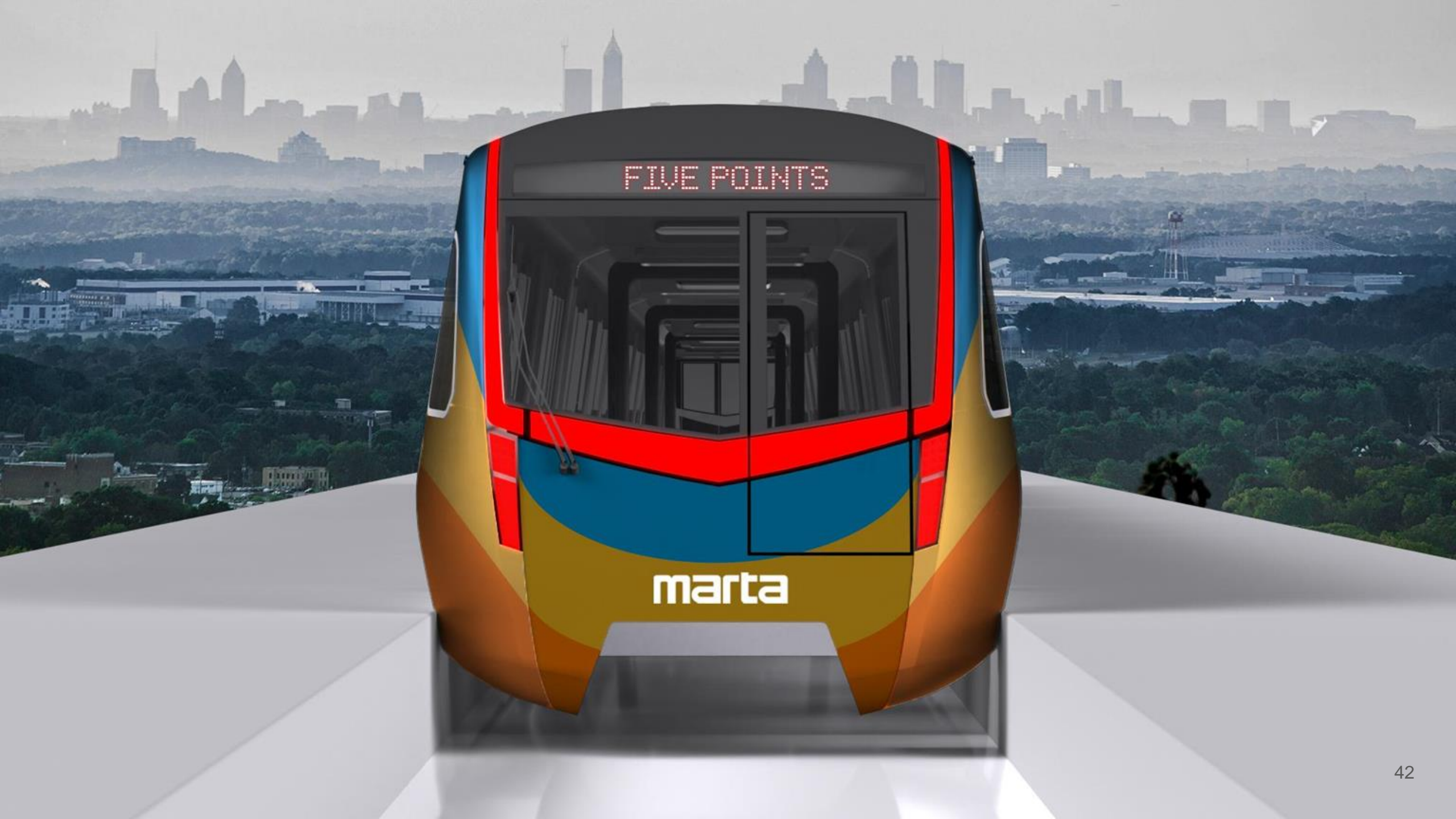
FLOWING RIBBON

Flowing Ribbon

-

This direction take another look at the MARTA Branding. How do we infuse movement, speed, excitement, and beauty alongside the new trains. We do this by taking the logo and turning into a flowing ribbon. The MARTA ribbon. Flowing through spaces, taking you and other passengers where they need to go. The elegance of this ribbon is also designed hit a few other points. The front cab has an exaggerated smile. Reinforced by the beginning of the ribbon curling up sharply as it is reaching the front side of the train. That moment is then met with a crescendo sweeping down the side of the train quickly carrying your eyes fluttering alongside the train as it pulls in and out of the station.





















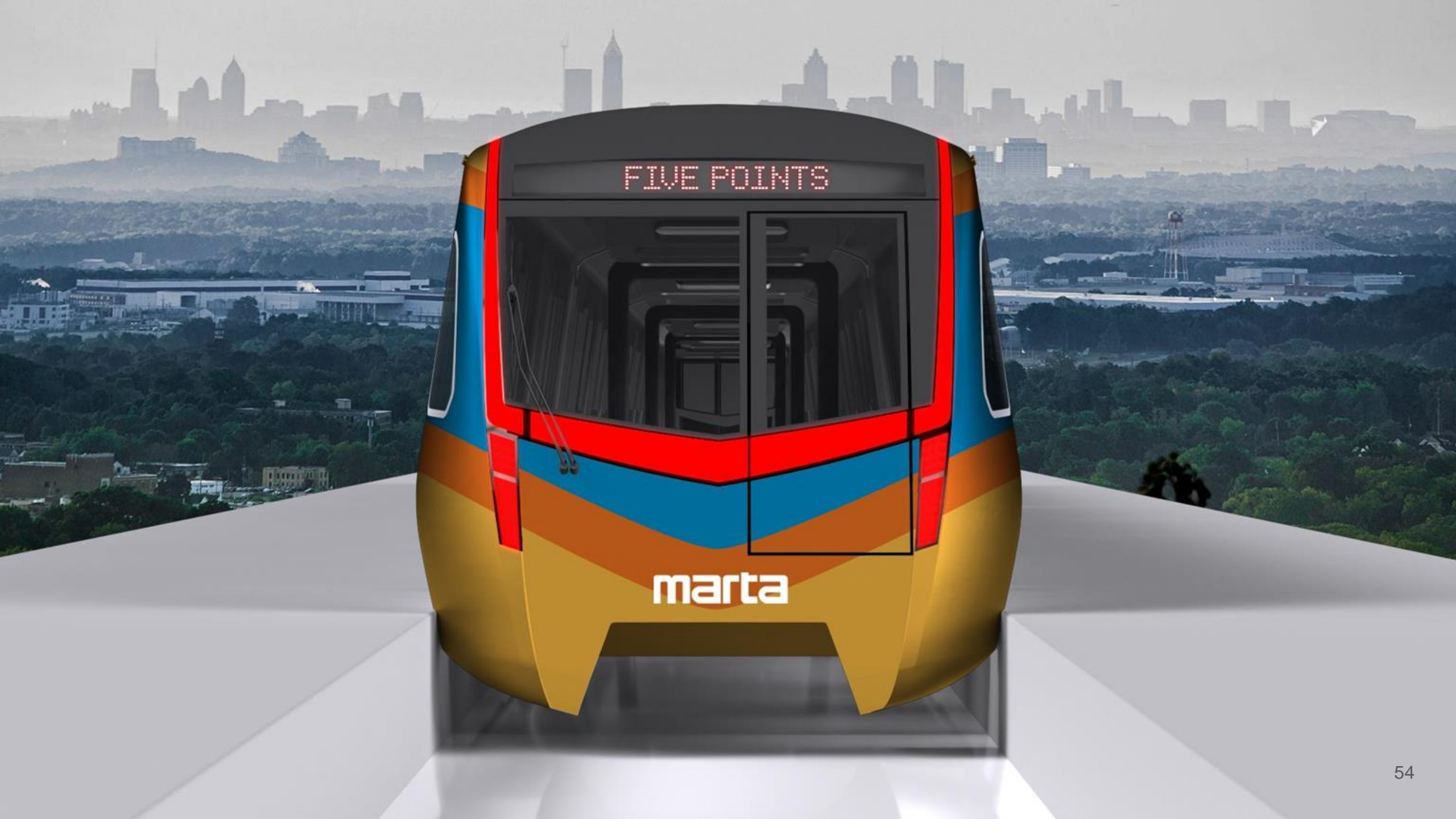
NEIGHBORHOODS

Neighborhoods

-

Places, and areas quickly become Neighborhoods. Locations connected and brought together by MARTA. We attempt to show how MARTA brings neighborhoods together and connects people by taking the MARTA colors and doing something truly unique with them. By creating rings of outwardly spreading colors graphically telegraphing a story of connections. Overlapping colors alongside the new MARTA trains signals to the passengers that they are riding and connecting with other neighborhoods.



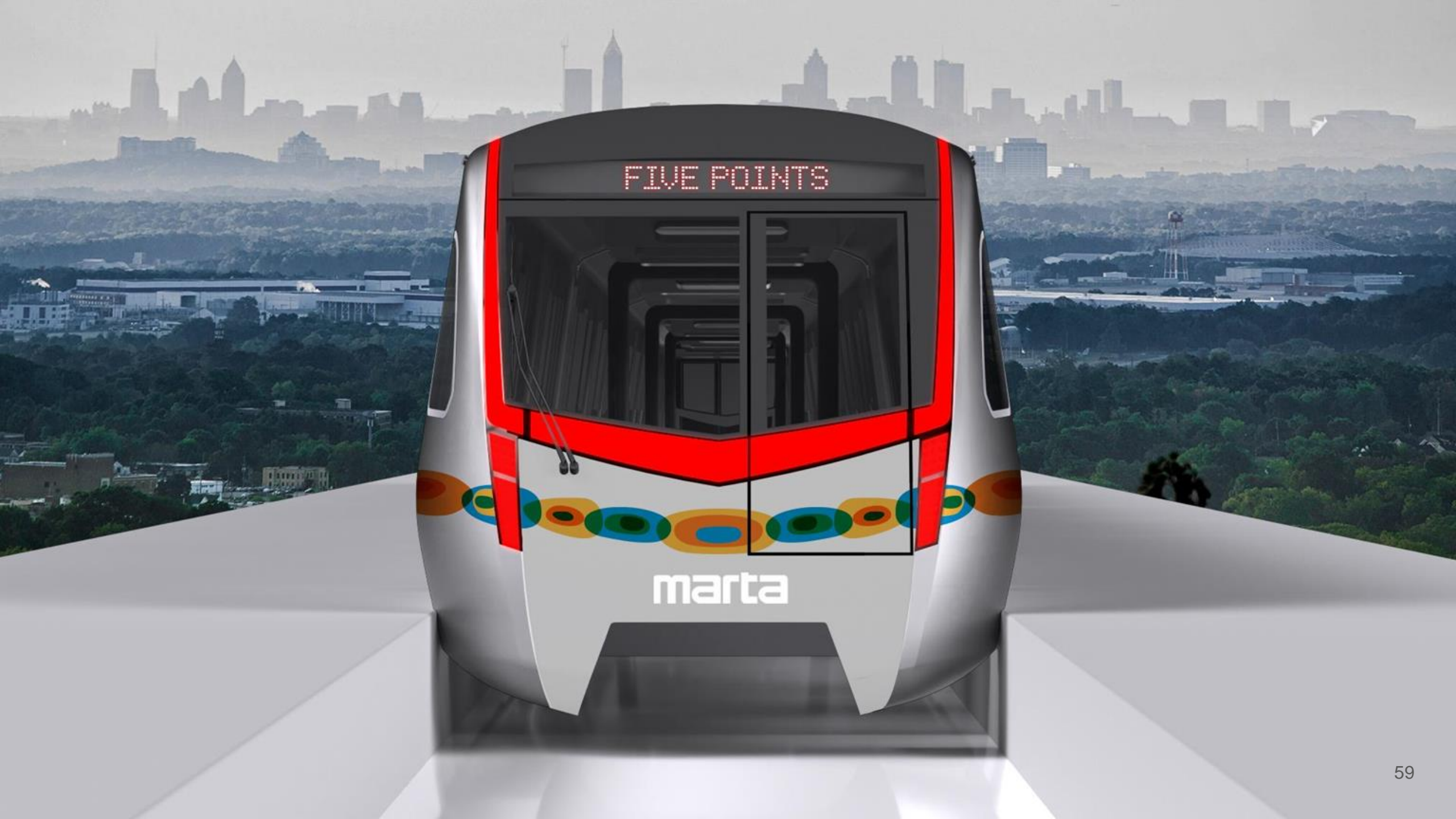


















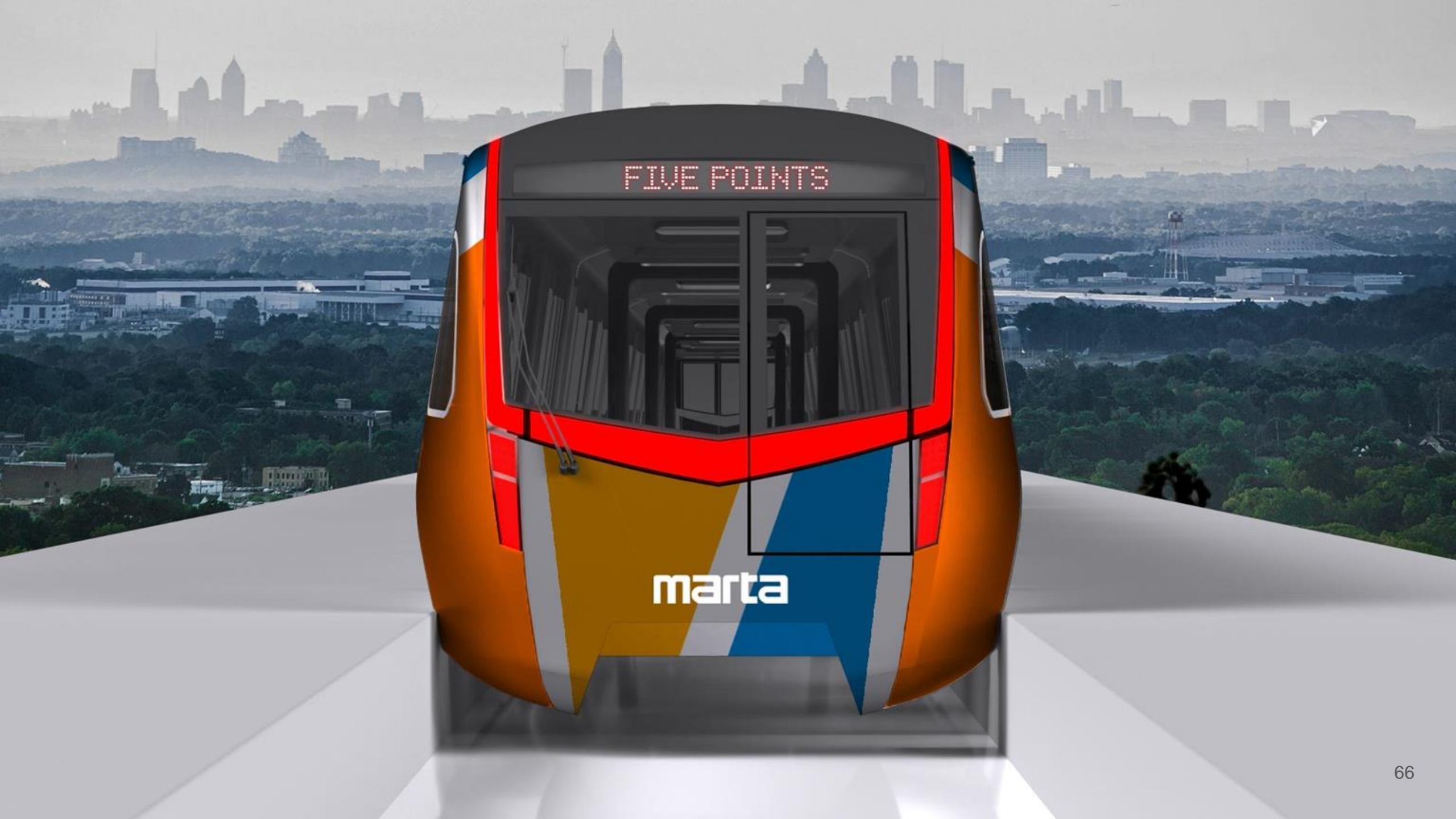
TRACKS

Tracks

-

We quickly realized how much track lines are also very reminiscent of street grids, and the geometry is a byproducts of the larger story of people on the move. Moving through cities, and towns. Working, visiting, and exploring. MARTA has been at the center of this story for over 60 years. A familiar face as millions of people have settled in and moved through Georgia. We pay homage to this by taking track lines and overlapping them across the train. Using only the MARTA brand colors. By doing this we created a beautiful abstract mosaic which subtly tells the story that MARTA has been at the heart of for decades past and decades to come.



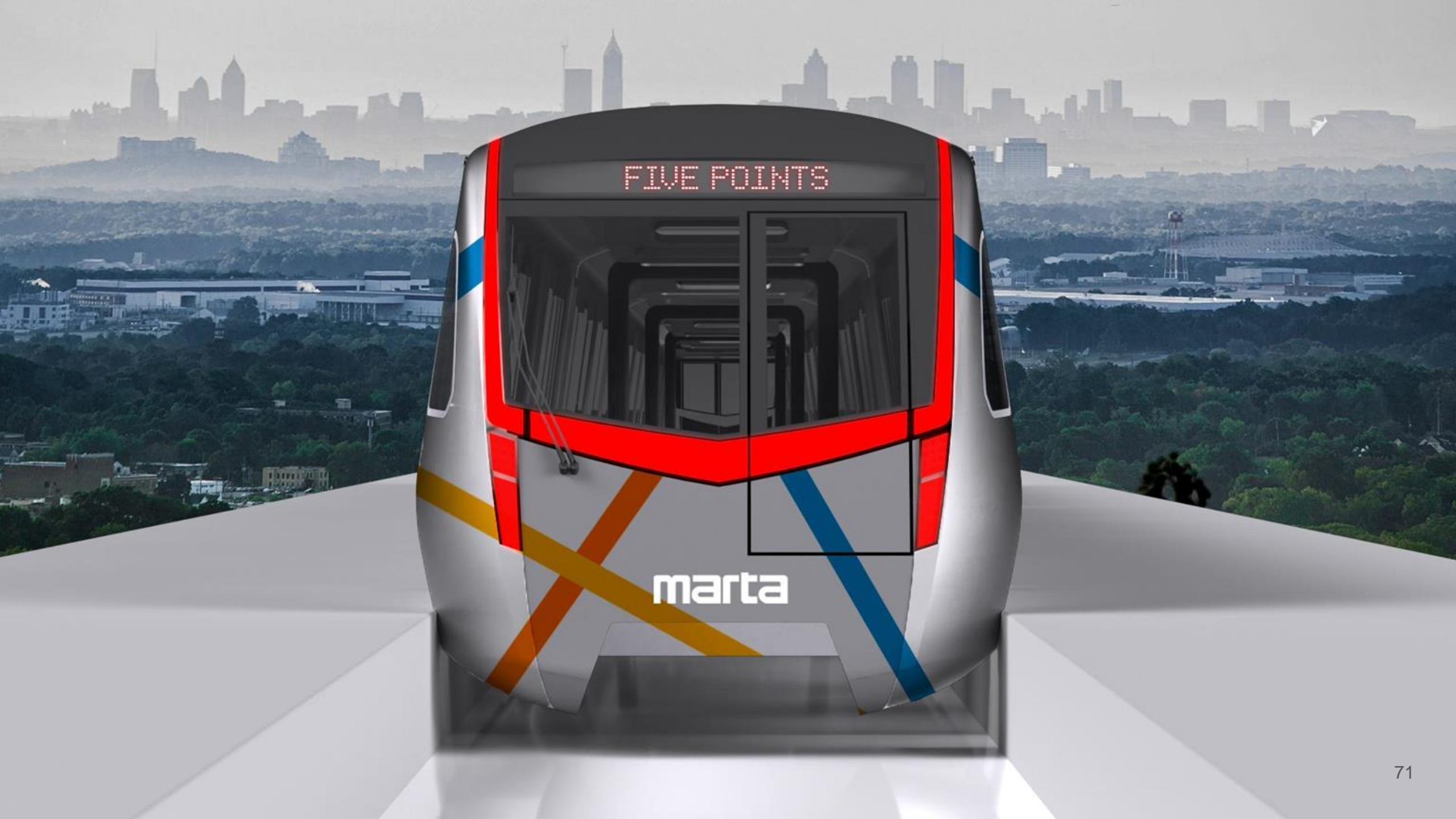












marta

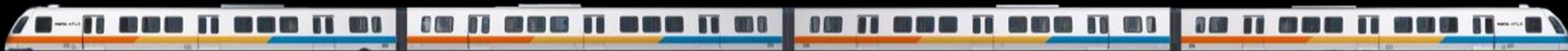






MINIMALIST

A



B

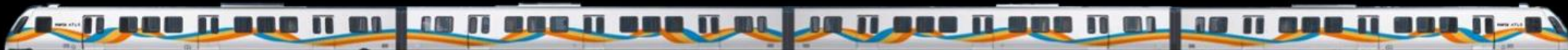


FLOWING RIBBON

A



B



NEIGHBORHOODS

A



B



TRACKS

A



B



MINIMALIST

A



B



FLOWING RIBBON

A



B



NEIGHBORHOODS



TRACKS

A



B



Thank You



Major GDOT Project Updates

Tim Matthews, P.E. – State Express Lanes
Administrator

October 7, 2021



Agenda

- P3 Delivery
- SR 400 Express Lanes
- I-285 Express Lanes
- Express Lanes Transit



P3 Delivery

P3 Division				
DELIVERY MODEL	Design-Build	Public-Private Partnerships		Private Revenue
CONTRACTING METHODS	Design-Build	Design-Build-Finance	Design-Build-Finance-Maintain	Design-Build-Finance-Operate-Maintain
PROCUREMENT METHODS	One Phase Low Bid Two Phase Low Bid Best Value	Best Value		Best Value

Selecting Projects



Leveraging Innovation While Protecting Public Interest

- Private sector methods grounded in public sector motives
- Utilize consultant teams
- GDOT retains final decision-making authority



Selecting the Right Projects

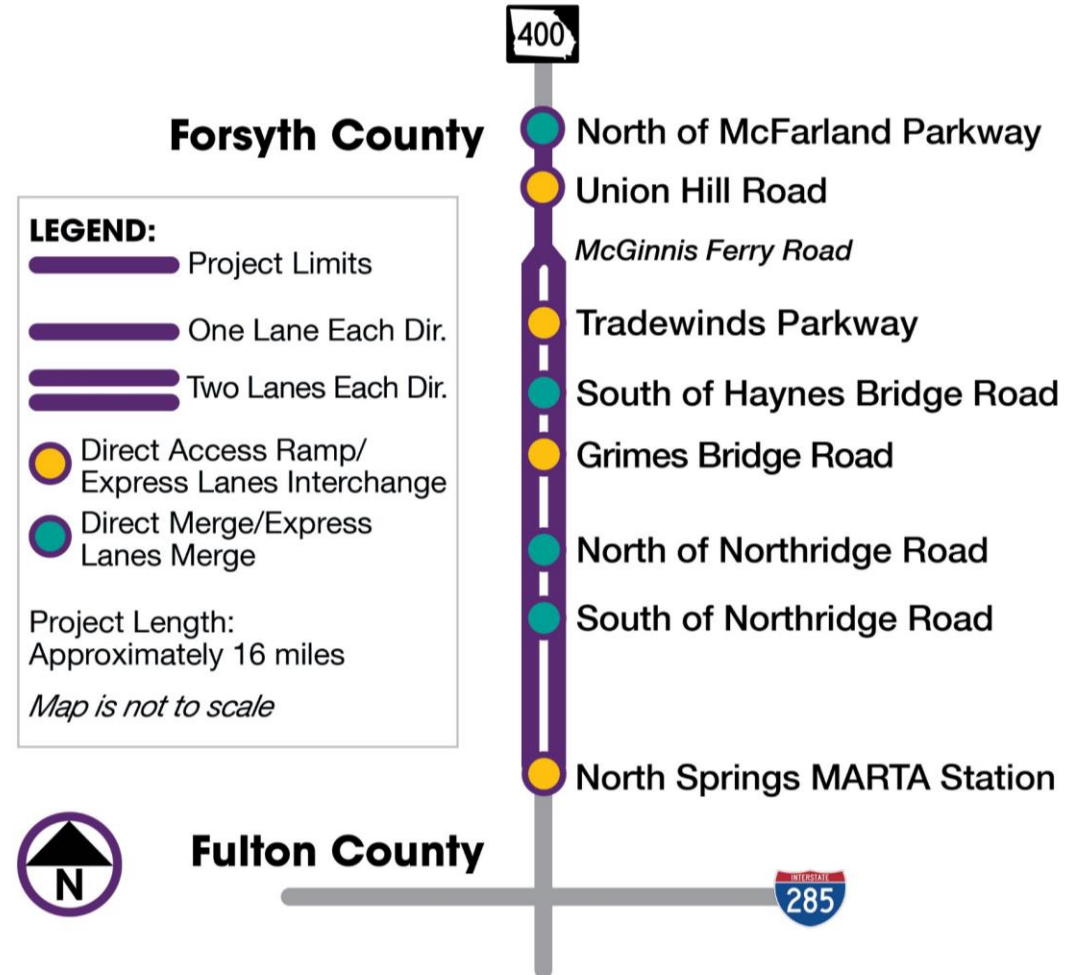
- Coordinate with the industry
- Thoughtful process
- Not all projects represent good P3 projects



SR 400 Express Lanes

SR 400 Express Lanes

- Two, new express lanes in each direction from the North Springs MARTA Station to McGinnis Ferry Road
- One, new express lane in each direction from McGinnis Ferry Road to just north of McFarland Parkway
- Incorporates Express Lanes Transit (ELT) in the form of Bus Rapid Transit (BRT)



Current Status

- State Transportation Board rejected the remaining proposal and cancel the current procurement process
- Georgia DOT continuing to explore options to advance the project
- **The project itself is not cancelled**
- SR 400 Express Lanes remains an important priority for Georgia
- Too soon to determine impacts to timeline at this time

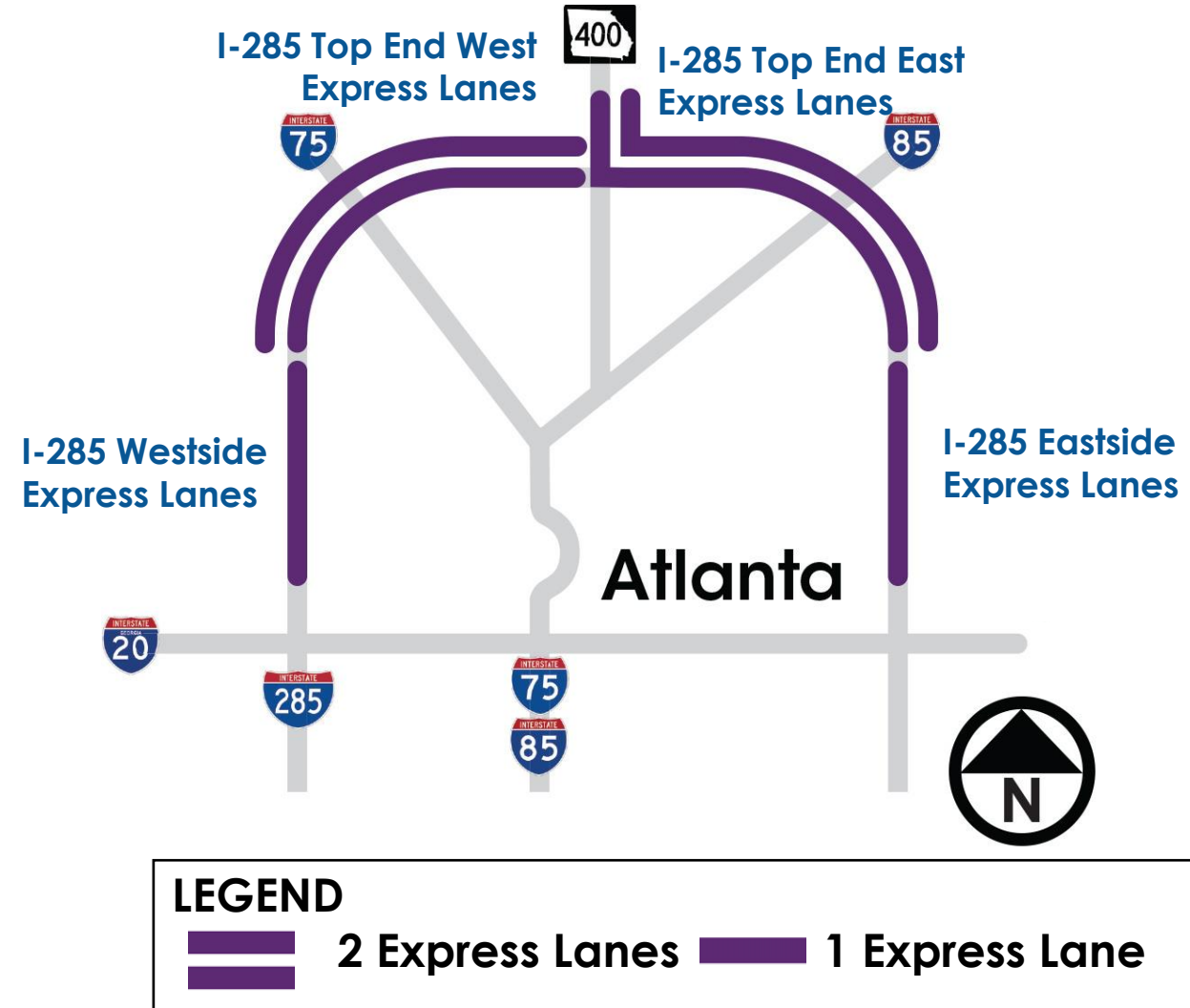


I-285 Express Lanes

Previous P3 Approach

Availability Payment Model Public-Private Partnership

- P3 delivery of four major express lanes construction packages
- Limited express lane capacity and access locations
- Following Substantial Completion, GDOT/SRTA makes availability payments for 35 years with public funding



New P3 Approach

Private Revenue Model Public-Private Partnership

- Increases capacity and improves user benefits: express lanes, general purpose lanes, and transit
- Provides opportunity for additional access points
- 21% more lane miles
- Potential for enhanced transit



Difference in P3 Models

Previous P3 Model

vs.

New P3 Model

One express lane in each direction on
I-285 Westside and I-285 Eastside

Two express lanes in each direction
(all segments)

No physical separation of express lanes
on I-285 Westside and I-285 Eastside

Barrier-separated lanes (all segments)

Developer only maintains I-285 Top End
Express Lanes

Potential of full fence-to-fence maintenance
by Developer(s) (all segments)

SRTA controls toll rates

Developer sets toll rates within specified
contract parameters

Congestion-based variable tolling

Market-based variable tolling

P3 with Availability Payments (I-285 Top End only;
I-285 Westside and I-285 Eastside are DBF)

P3 with 50-year private revenue risk contract
(all segments)

35-year availability payments with public funds

Potential reduction in public funds

Current Activities & Next Steps



Refining the concept
and permitting
documents



Finalizing procurement
strategies and
documents



Engagement with public,
stakeholders, elected
officials, and industry for
input



Market outreach
occurring through 2022

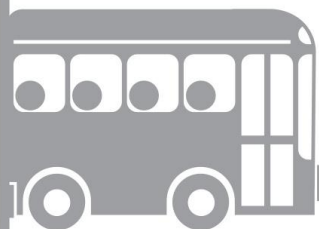


Express Lanes Transit

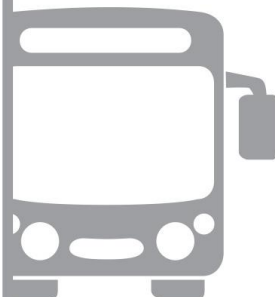
Express Lanes Transit (ELT)

Georgia Express Lanes offer transit options that don't currently exist

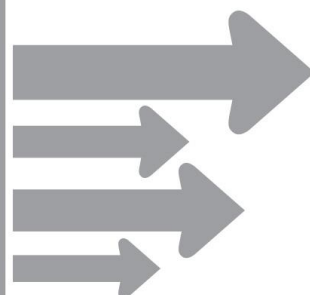
ELT is an extension of existing transit services



Transit providers and state-registered vanpools can use express lanes free of charge



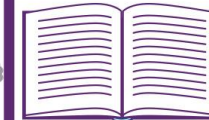
Provides reliable and often faster travel times



Reduces vehicle emissions and improves air quality due to less congestion and improved travel times



Offers more time and attention for other activities while not driving



NWC Express Lanes Transit Success



Rush Hour Reduced

Rush hour has been reduced by over **1 hour** in both the morning and evening commutes



3%

**Average
Increase**

in Xpress boardings



**15 Minutes
Earlier**

Xpress schedules
had to shift 15
minutes due to
early bus arrivals



**20 mph
Faster**

General purpose (GP) lanes
are up to 20 mph faster than
they were before the
express lanes opened

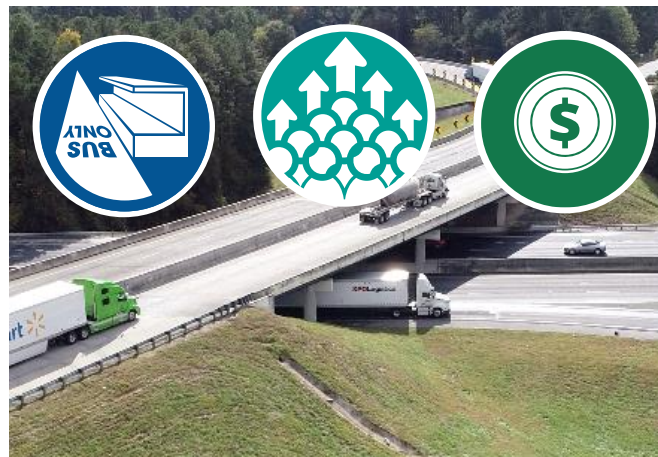


**20%
Faster**

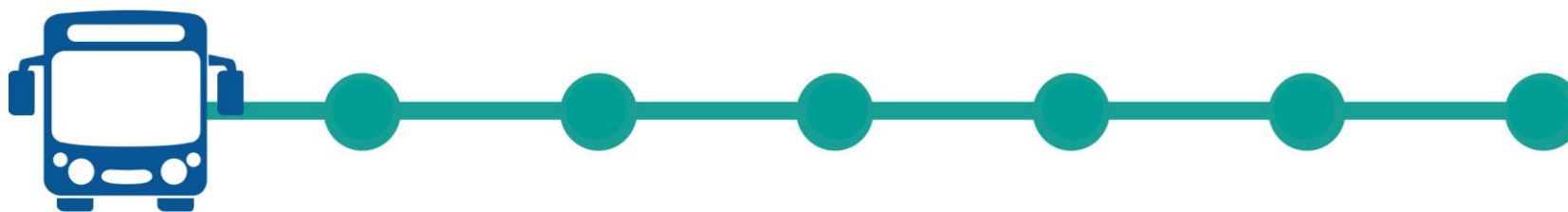
Travel speeds are
20% faster in the
express lanes than
in the GP lanes

Considerations for Rapid Transit on I-285

Mayor's
feasibility
study for
rapid transit

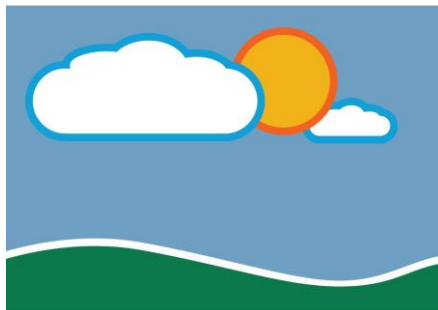


Study
conducted
to determine
stations,
ridership,
and funding



I-285 Express Lanes not to preclude transit
and coordinating how to integrate rapid transit option

Express Lanes Transit (ELT) on SR 400



Reduces vehicle emissions and improves air quality due to less congestion and improved travel times



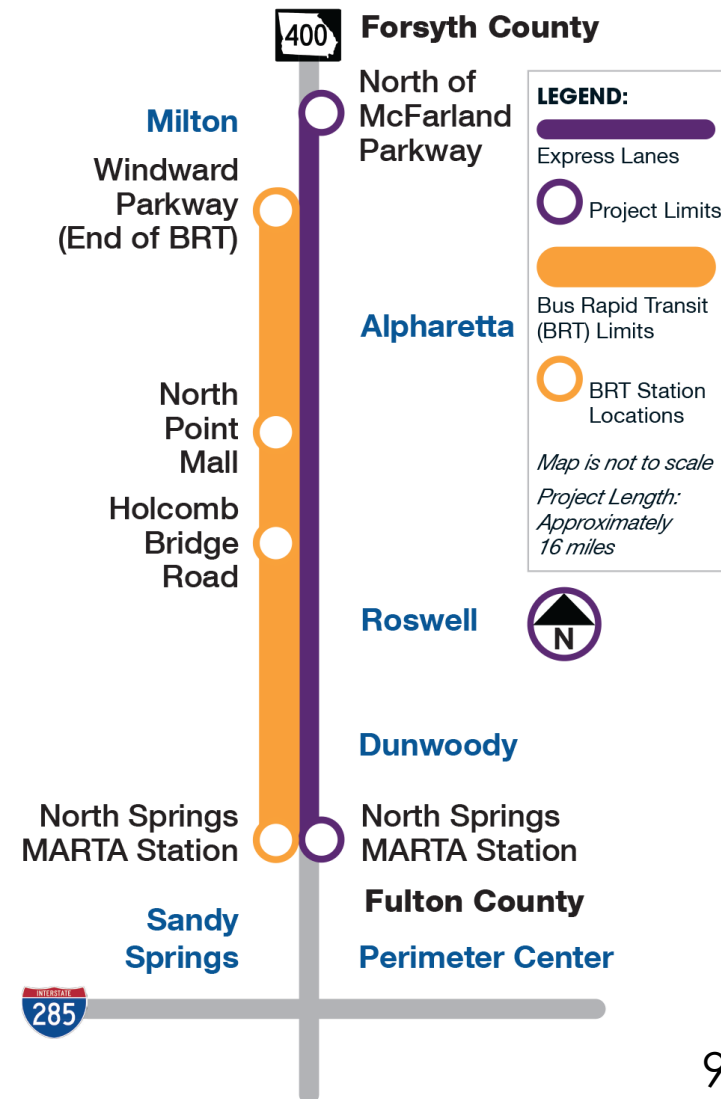
ELT on SR 400 will be in the form of bus rapid transit (BRT)*



State provided \$100 million bond to not preclude BRT infrastructure on SR 400



Bulbing out roadway to allow MARTA to build stations



*Illustrative representation of ELT on SR 400 Express Lanes and subject to change. Image courtesy of MARTA.



Q&A

Stay Connected



@GeorgiaDOT



@GADeptofTrans



@gadeptoftrans



www.dot.ga.gov/MMIP

Thank You

For Viewing



2021 ANNUAL REPORT AND AUDIT (ARA): PRELIMINARY FINDINGS

Aileen M. Daney, ATL

Alanna McKeeman, AICP, Foursquare ITP

Jess Wilson, EBP



Economic
Development
and Land Use



Environmental
Sustainability



Equity



Innovation



Mobility
and Access



Return on
Investment



Overview

ABOUT THE ARA

- ▶ The ATL's Annual Report and Audit (ARA) covers all transit planning, funding, and operations in the 13-county ATL region
 - ▶ Required by the ATL's enabling legislation
- ▶ The 2021 ARA covers the period from July 1, 2020 – June 30, 2021
- ▶ However, financial data generally follows agencies' fiscal years instead of the ATL's

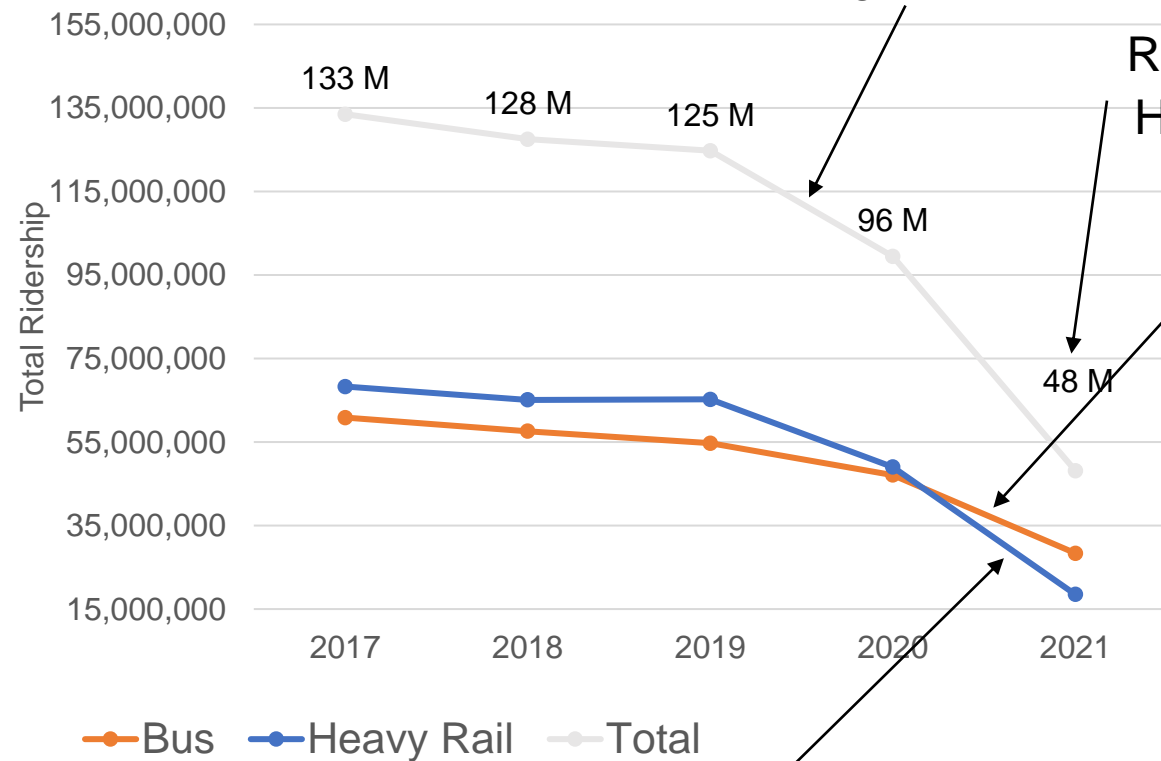
Please note that some of the findings shown in this presentation are preliminary and still undergoing review by operators.



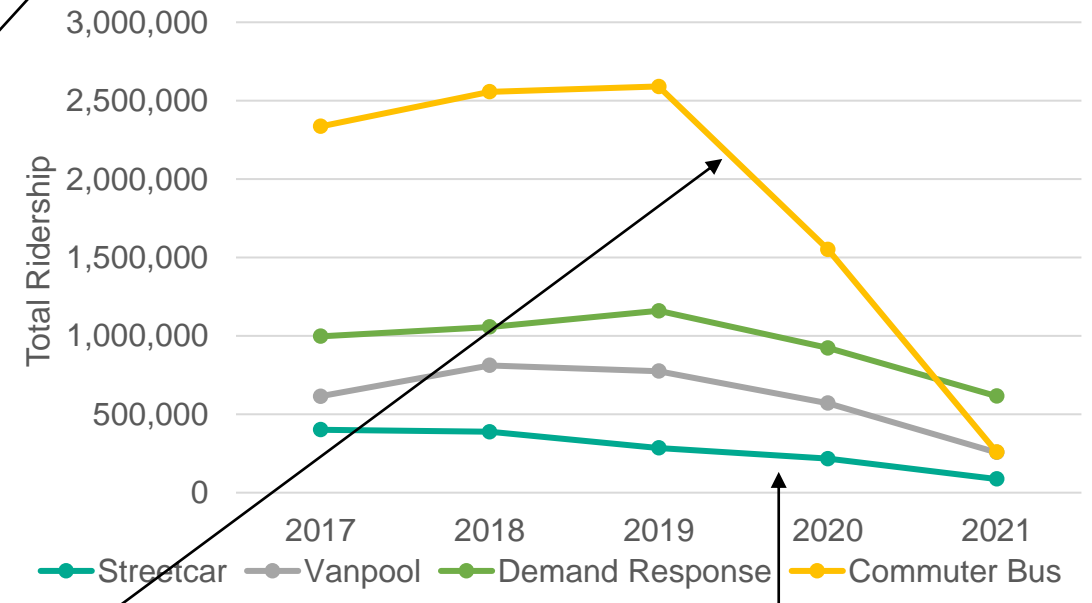
Preliminary 2021 ARA Findings

REGIONAL RIDERSHIP (UNLINKED TRIPS) BY MODE

Most of the decline (29 million trips) from 2019 to 2020 occurred during the 3.5 months between March and June 2020.



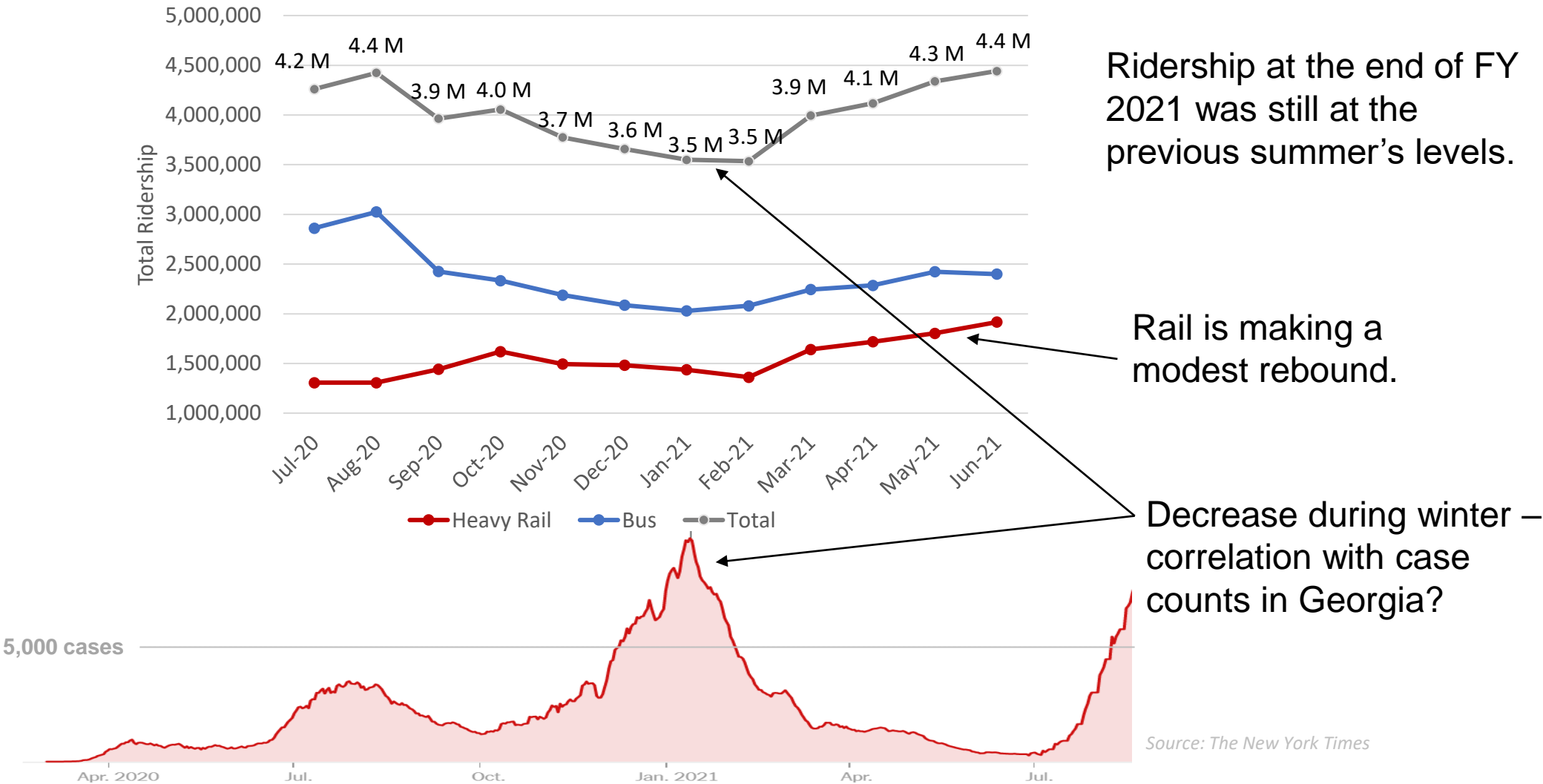
Ridership in 2021 was ~40 percent of pre-pandemic levels. However, bus has a relatively steady ridership base.



Commuter-oriented services (heavy rail and, particularly, commuter bus) were hit the hardest and continue to be slowest to recover.

Like bus, demand response, streetcar, and vanpool also experienced more modest ridership declines.

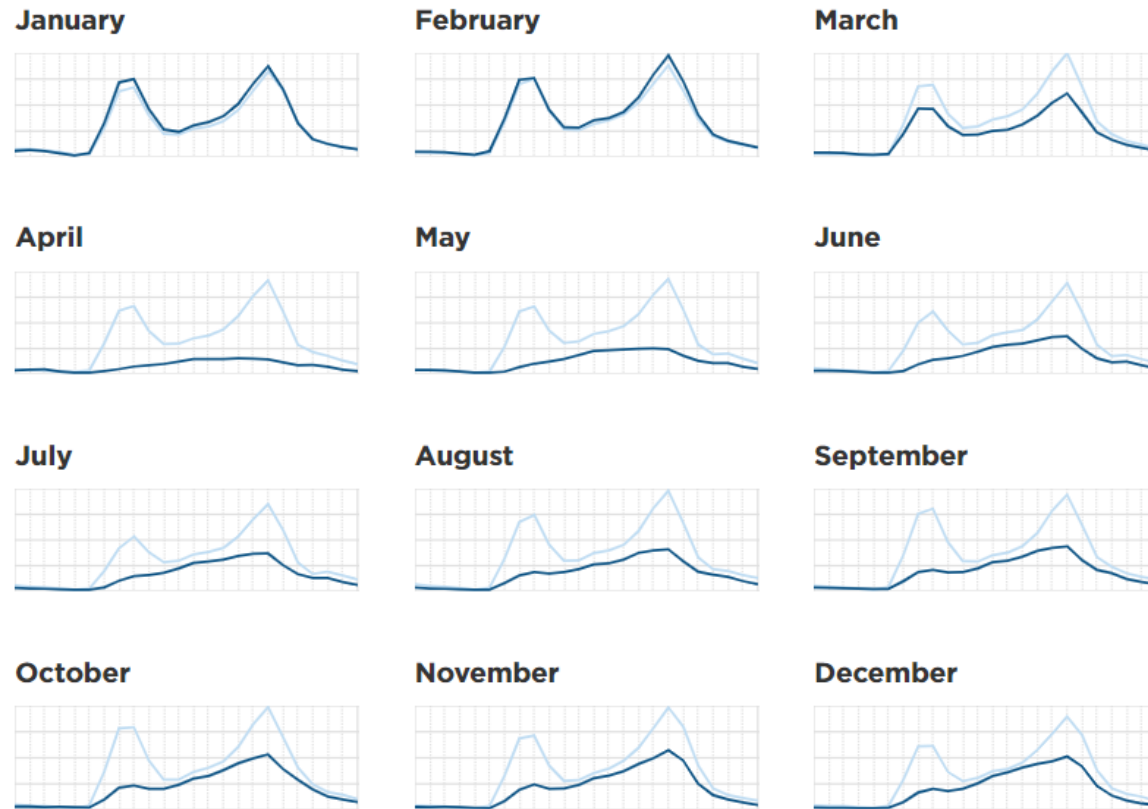
MONTHLY FY 2021 RIDERSHIP (UNLINKED TRIPS)



THE OTHER MAJOR NATIONAL TREND: FLATTENING OF THE PEAK

Traffic in Atlanta: 2020 versus 2019

— 2020 — 2019



Source: TomTom

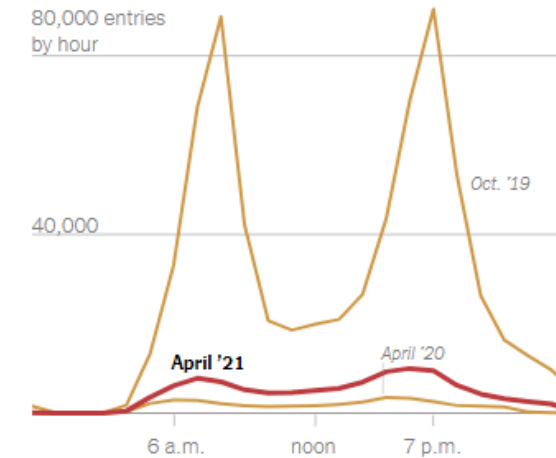
Rush Hour Peaks in Washington Have Collapsed

A year after the pandemic began, they have yet to return on transit or roads.

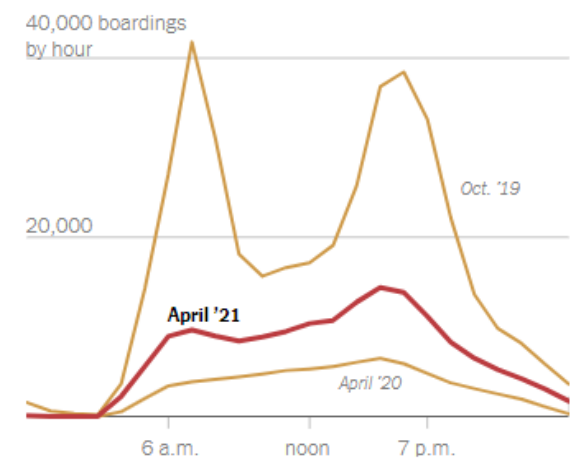
Transit Ridership in DC: 2020 versus 2019

— 2021 — 2019 (top) and 2020 (bottom)

Heavy Rail



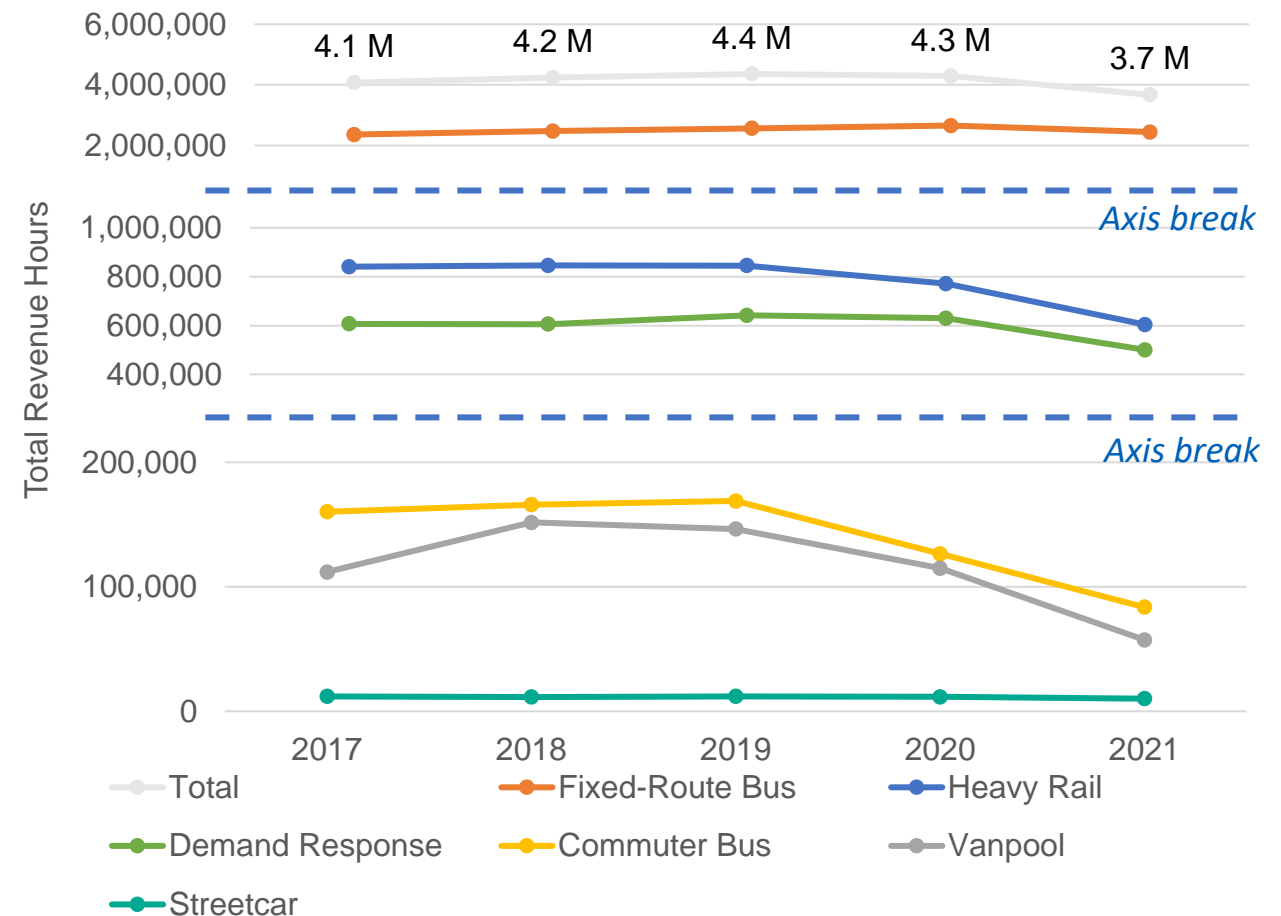
Bus



Source: Washington Post

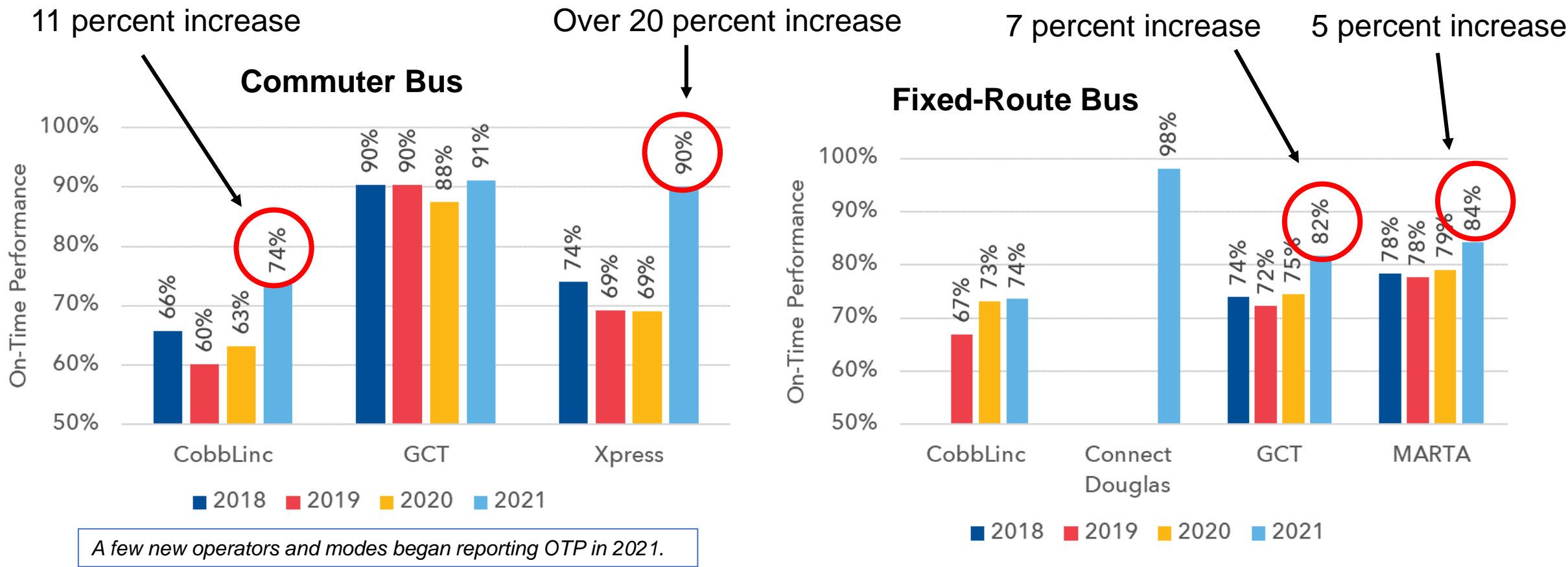
REVENUE HOURS OF SERVICE BY MODE

- ▶ The amount of transit service provided in the region declined only modestly.
 - ▶ Less than 15 percent across all modes.
- ▶ For this reason, operational productivity (e.g., passengers per vehicle revenue hour) and financial productivity (e.g., operating cost per passenger trip) metrics declined, particularly for fixed-route services.



ON-TIME PERFORMANCE BY MODE

► On-time performance improved in most cases, particularly for commuter bus and fixed-route bus.



2021 ARA STORIES AND HIGHLIGHTS

- ▶ Efforts to connect riders to vaccination sites, pandemic mitigation services and strategies such as food deliveries – e.g., Cobb, CPACS, GCT, MARTA
- ▶ Continued high demand for fixed-route bus (70-80 percent pre-pandemic ridership) – e.g., GCT
- ▶ Federal Low-No grant for electric buses – Xpress
- ▶ Alternative fuel vehicle investments and CAD/AVL system upgrade – CATS
- ▶ New microtransit service through a new partnership – CPACS
- ▶ Ongoing planning efforts and plan updates – e.g., Cobb, Henry
- ▶ MARTA HOPE (Homeless Outreach and Proactive Engagement) Program
- ▶ ... and many satisfied riders!



EXAMPLE FINDINGS FROM PEER REGION COMPARISONS

- ▶ To contextualize the KPI findings, the 2021 ARA will include more benchmarking of regional KPIs to those of peer regions.
- ▶ Peer regions were selected based on population and transit modes offered.
- ▶ Examples:

Order	Region	Operating Expenditures per Capita (2019)
1	San Francisco	\$542
2	Washington, DC	\$517
3	Seattle	\$358
4	Boston	\$225
5	Philadelphia	\$204
6	Miami	\$143
7	Atlanta	\$123
8	Houston	\$101
9	Phoenix	\$89
10	Dallas	\$74

Order	Region	Bus Passenger Trips per Revenue Hour (2019)
1	San Francisco	36.6
2	Philadelphia	34.1
3	Boston	32.9
4	Seattle	28.2
5	Washington, DC	25.4
6	Miami	23.5
7	Atlanta	21.3
8	Houston	20.0
9	Phoenix	19.3
10	Dallas	15.8

Order	Region	Heavy Rail Operating Cost per Passenger Trip (2019)
1	Boston	\$1.90
2	Philadelphia	\$2.54
3	Atlanta	\$3.16
4	Washington, DC	\$4.86
5	Miami	\$5.09
6	San Francisco	\$5.20

ENVIRONMENTAL BENEFITS

► In 2021, transit helped the Atlanta region avoid

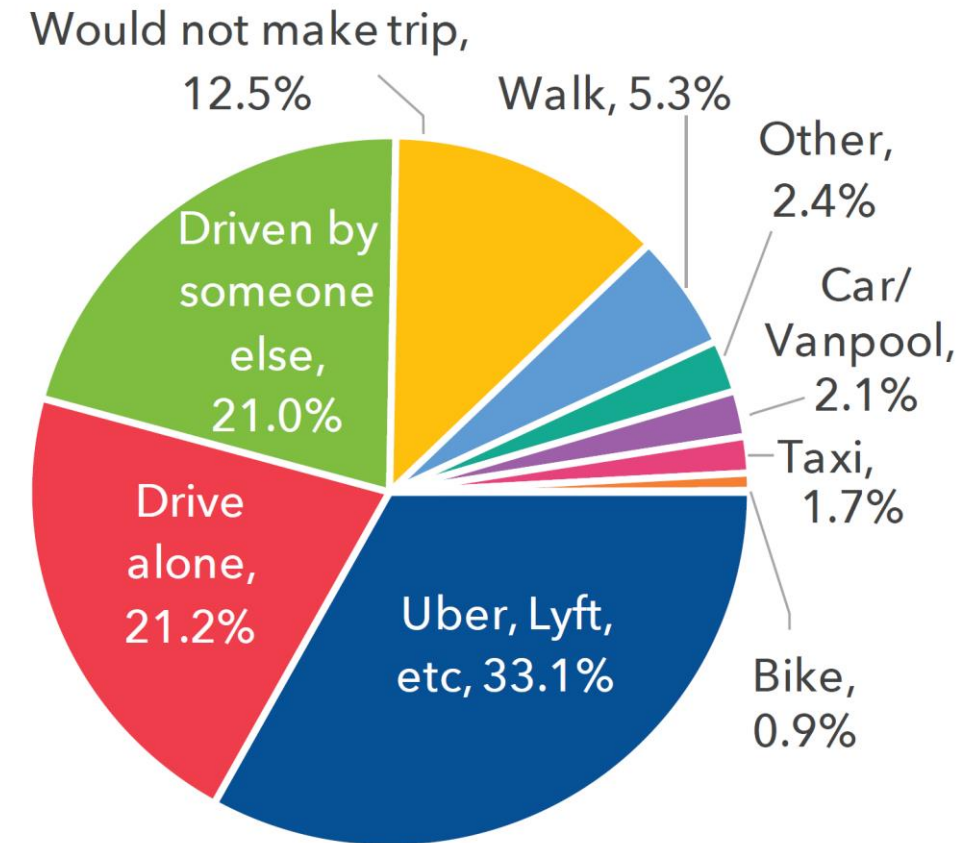
**131 million additional
passenger vehicle miles**

traveled on roadways,
saving the region more than

\$4.2 million

in social costs of emissions, based on avoided greenhouse
gases and other hazardous pollutants

How would you make the trip if
transit were not available?



Source: ARC 2019 on-board survey.

TRANSIT STIMULUS IMPACTS IN THE REGIONAL ECONOMY

- Spending by transit agencies on operations and capital projects stimulates the regional economy both directly and through multiplier effects.



Activity
Directly
Supported



Supplier
Activity
(Indirect)



Spending
of Worker
Income
(Induced)

- Expenditures generated **14,000 jobs** and added **\$1 billion** to the Gross Regional Product in FY 2020



Accessibility Impacts Analysis

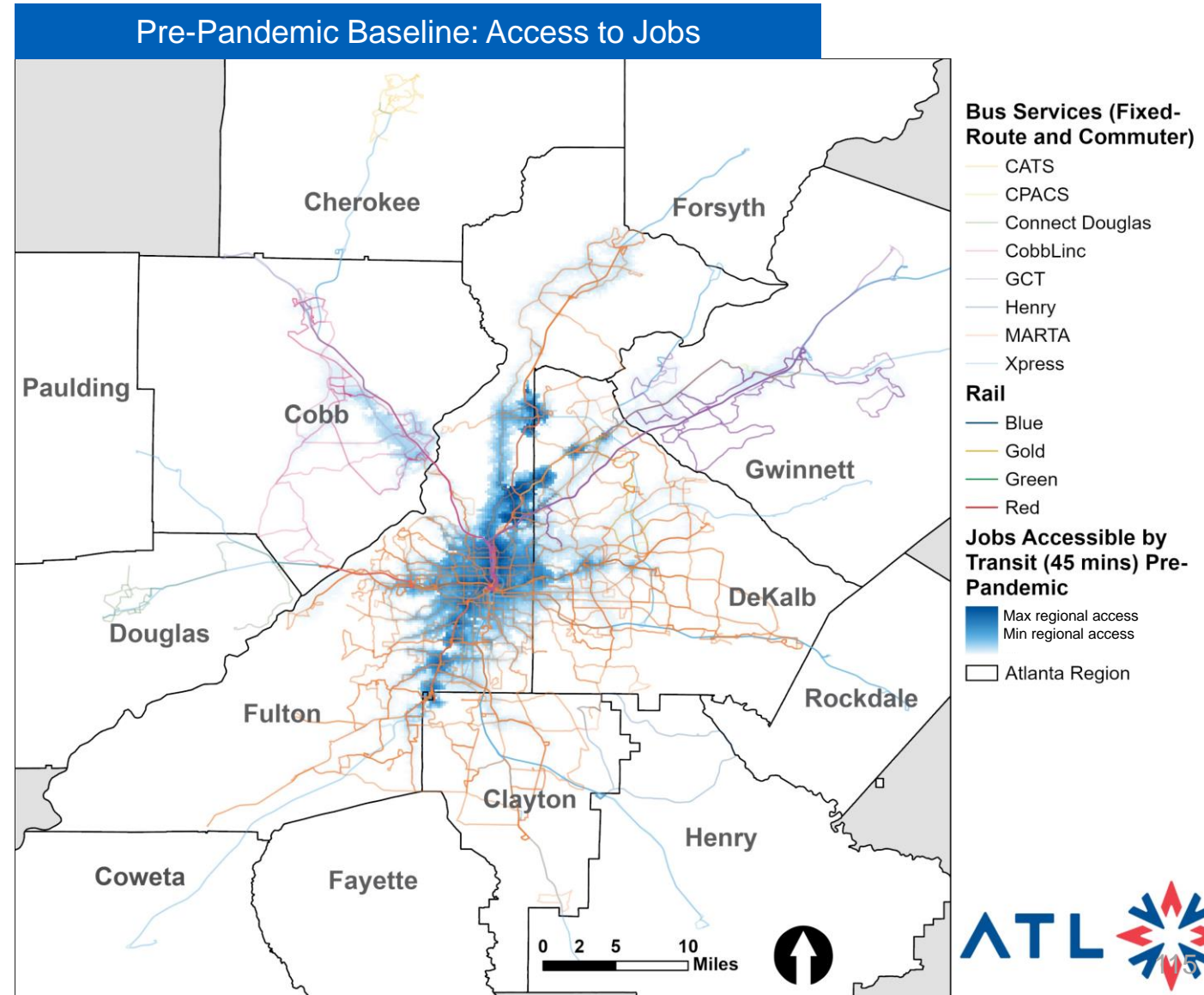
ACCESS TO ESSENTIAL DESTINATIONS AND PANDEMIC SERVICE CHANGES

► Access by transit:

- Jobs (30, 45 minutes)
- Food (30 minutes)
- Critical healthcare (30 minutes)

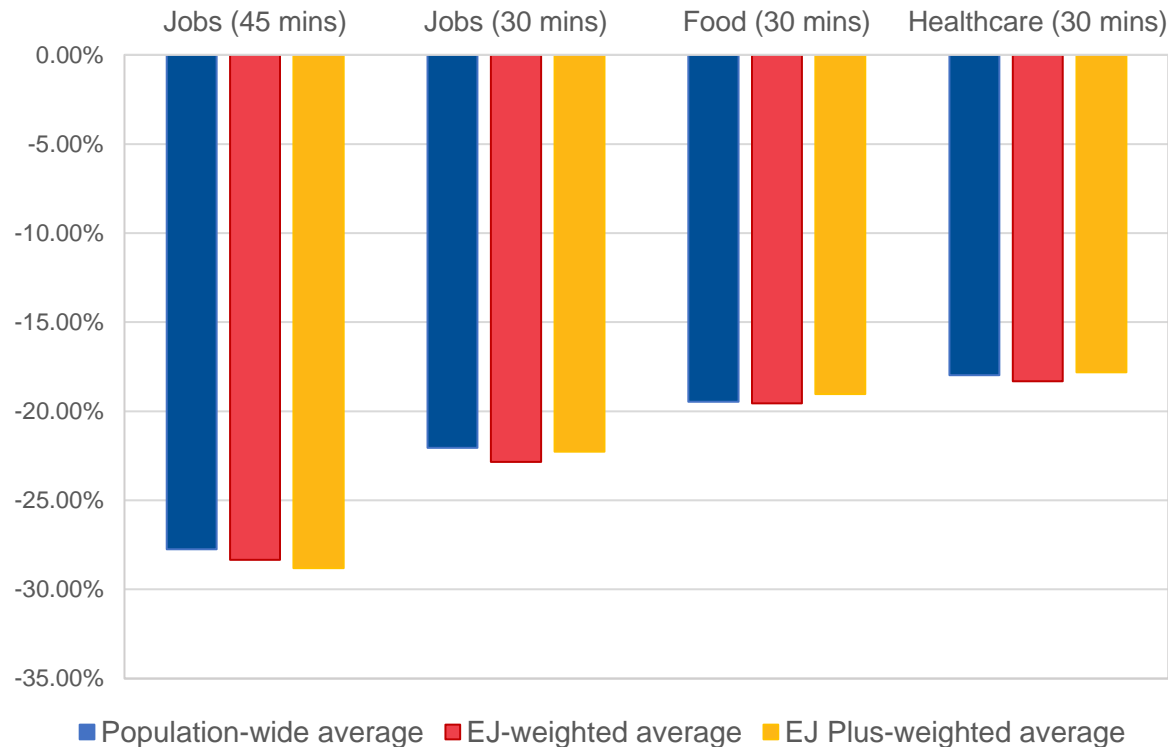
► Impact of pandemic service changes relative to pre-COVID access baseline

- Reflecting the most constrained service – around April 2020
- Reflects availability, speed, and frequency of service (wait times)



IMPACT OF COVID-19 SERVICE REDUCTIONS ON TRANSIT ACCESS

Change in Accessibility to Jobs, Food, and Healthcare



EJ: Racial minority, ethnic minority, low-income
EJ+: EJ plus youth, older adults, people with disabilities, foreign-born people

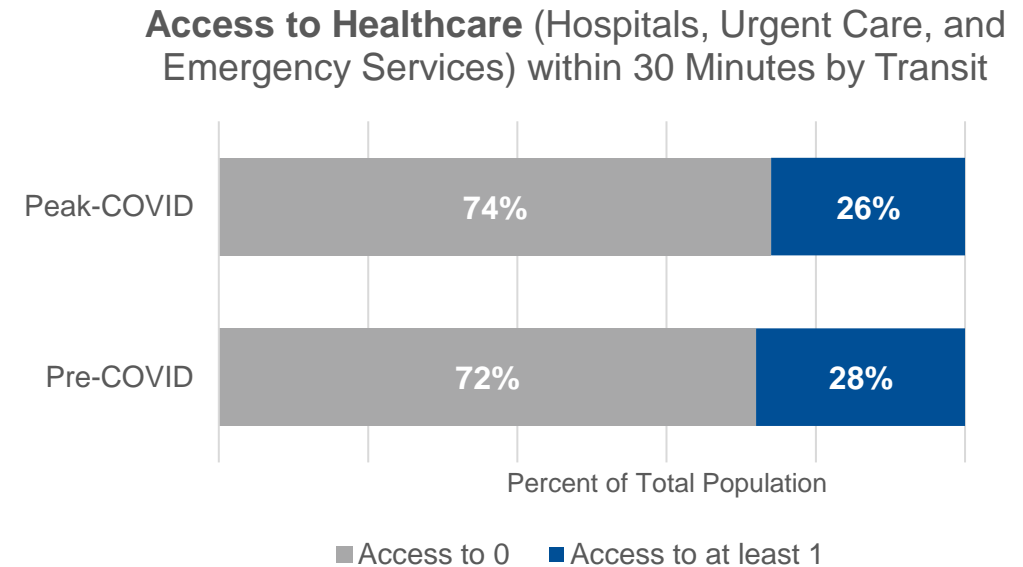
- ▶ As expected, transit accessibility decreased overall due to COVID-19 related service cuts.
- ▶ Minimal difference in impact for environmental justice communities when compared to the region's population as a whole
- ▶ Localized access to food, healthcare, and jobs (30 minutes) less affected by service cuts - prioritization of core local service over longer distance commuter services.
- ▶ Service reductions were proportional to share of employees who shifted to telework

While jobs accessible within 45 minutes decreased ↓ 28%, this is less than the proportion of people who were no longer commuting during the peak of the pandemic (40%)

(Aug 2020-July 2021, US Census Bureau, Household Pulse Survey 2020-2021)

IMPACT OF COVID-19 SERVICE REDUCTIONS ON TRANSIT ACCESS

- While average access decreased, there was a limited change in the percentage of people in the region with access to at least one grocery store and at least one critical health care location.



- Reflects operator emphasis on maintaining basic access.



Discussion and Next Steps

THE ARA: A TRUSTED RESOURCE



Where ATL meets NPR

Atlanta-Region Transit Link Authority Releases Annual Report and Audit

ROSE SCOTT • FEB 2, 2021



55:05 | Play story



Add to My List

The Atlanta-Region Transit Link Authority, also known as the ATL, aims to connect transit systems across the 13-county region of Atlanta. Chris Tomlinson, the executive director of the Atlanta-Region Transit Link Authority, explains ATL's [2020 Annual Report and Audit](#). It includes an assessment of last year and outlines goals for 2021.

ATLANTA
BUSINESS CHRONICLE

Why the number of 'super commuters' is on the rise in Atlanta



By Grace Donnelly - Reporter, Atlanta Business Chronicle
Aug 18, 2021

There are 4.6 million people in the U.S. who spend more than three hours each day getting to and from their jobs.

The number of these "super commuters" has risen since 2010, according to an [Apartment List](#).

In the Atlanta region, 116,000 people spend more to reach their jobs, reworking their commute. The number of super commuters in the region grew by 72% from 2010 to 2019, a growth rate of the overall workforce.

This rise in the share of super commuters is due to insufficient public transportation options.

While the [sprawl of metro Atlanta](#) has led to housing close to job centers, many workers, nearly half of whom live within 30 miles of the city center, are

'We can't keep sprawling.' Why Atlanta is confronting its density problem



By Grace Donnelly - Reporter, Atlanta Business Chronicle
Aug 2, 2021

Atlanta is one of the nation's 10 most populous metro areas, but it is less dense than Akron, Ohio.

One of the few major metropolitan areas not bound by a coast, lake or river, Atlanta has had plenty of space to expand, but that spread also contributes to some of the city's most pressing issues like affordable housing and traffic congestion. Less than 25% of the Atlanta region's residents live within walking distance of a bus or rail station, [according to the Atlanta-Region Transit Link Authority](#), and only 3% have walking-distance access to frequent transit service.

Now, the city is [working on a plan](#) that would increase density by updating zoning laws, but the [potential changes](#) are [already facing resistance from some neighborhoods](#). The tension is a reminder Atlanta is confronting long-standing challenges.

DISCUSSION

- ▶ Questions, comments, reactions?
- ▶ Were any of the preliminary findings surprising? Impactful?
- ▶ Are there other transit industry developments in the region the ARA should address?



Thank You!

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AMERICAN RESCUE PLAN ACT 2021

Final Suballocation and Updates on ARP Funding



Economic
Development
and Land Use



Environmental
Sustainability



Equity



Innovation

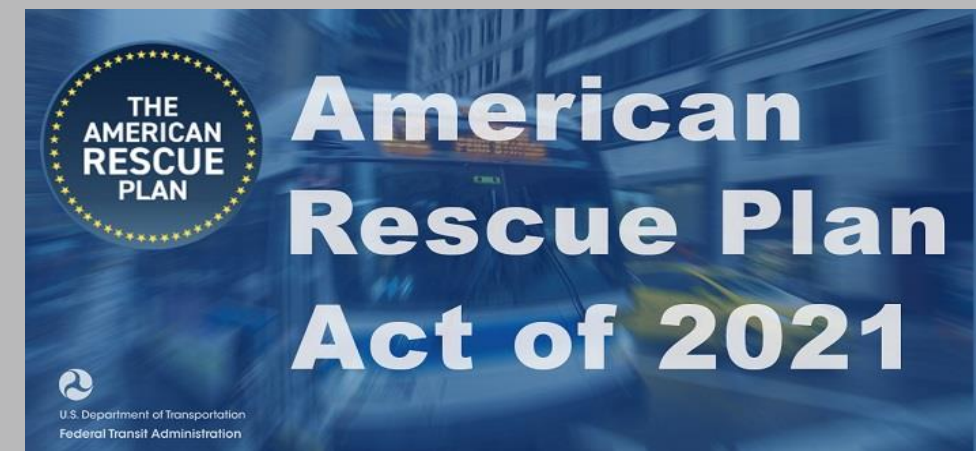


Mobility
and Access



Return on
Investment

COVID-19 Relief Funding:
CARES + CRRSAA + ARP FTA 5307 Funding



CARES & CRRSAA Act FTA Funding

► **CARES Act Funding:** (*\$370M 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:** (*\$33M 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 *(apportioned by FTA 3/29/21)*

- ▶ \$307.39M based on 132% of the region's collective 2018 NTD Operating Expenses
- ▶ Funding is available at 100% federal share and
- ▶ Must **be in a grant by Sept. 30, 2024** and **fully spent by Sept. 30, 2029**
- ▶ FTA released funding eligibility guidance on July 19th
- ▶ More restrictive considerations than CARES + CRRSAA
 - Capital expenditures allowed only if recipient certification of no furloughs since 3/27/20 can be made; applies to subrecipients/contractors that are providers of public transportation

Actions Following FTA Guidance Release

- ▶ Reconfirmation of eligible recipient's satisfaction of ARP Guidance requirements
- ▶ Recipients eligible to use funds; but not all can use funds for capital projects
- ▶ **ATL initiated coordination of MOU/IGA with partners** at MARTA, Gwinnett, Cobb, GDOT, and ARC for **I-285 Top End Express Lanes Transit initiative**
- ▶ Initiative seeks to **regionally embark on initial preliminary design for project**
- ▶ **Issued split letter on 9/30/21** suballocating funds to eligible ARP recipients

ARP Allocation & Total COVID Relief Funding

(in millions)

Operator	CARES 2020 Suballocation	CRRSAA FTA Relief Funding	ARP Suballocation @ 132% OC	Total COVID Relief	% of 2018 NTD Costs
MARTA	\$ 297.81	\$ 33.52	\$ 285.68	\$ 617.03	132%
Cobb	\$ 18.03	\$ -	\$ 10.93	\$ 28.97	132%
Douglas	\$ 2.52	\$ -		\$ 2.52	257%
Gwinnett	\$ 19.82	\$ -	\$ 4.27	\$ 24.09	132%
Cherokee	\$ 2.77	\$ -		\$ 2.77	322%
Henry	\$ 2.75	\$ -		\$ 2.75	259%
CPACS	\$ 0.65	\$ -	\$ 0.20	\$ 0.86	132%
Xpress	\$ 25.70	\$ -	\$ 3.36	\$ 29.09	132%
Regional Set-Aside	\$ -	\$ -	\$ 2.93	\$ 2.93	0.41%
TOTALS	\$ 370.05	\$ 33.52	\$ 307.39	\$ 711.01	---

I-285 Top End Express Lanes Transit

Regional Preliminary Engineering Initiative

- ▶ Initiation of **funding and collaboration MOU** between ATL, regional operators of MARTA, Gwinnett, and Cobb, as well as critical project partners at GDOT and ARC
- ▶ Operators to jointly **provide funding** to support project costs; mix of ARP and local funds
- ▶ **Each operator to have direct engagement** in visioning, scoping, planning, and conceptual engineering of proposed station locations
- ▶ Efforts will **directly support engagement of developer community** as GDOT proceeds through its planning and project development process for I-285 Top End Express Lanes project(s)
- ▶ **Regionalized I-285 Top End Express Lanes Transit design initiative is critical component to the design and construction process of the I-285 Top End Express Lanes project**



Additional ARP Updates

OPEN FTA DISCRETIONARY FUNDING OPPORTUNITIES

- ▶ \$2.2 billion for ARP Additional Assistance Program – **Applications due November 8, 2021**
- ▶ \$25 million for Route Planning Restoration Program – **Applications due November 15, 2021**

ARP ADDITIONAL ASSISTANCE PROGRAM

Funding Available:	\$2.2 billion
Program Purpose:	Provide additional assistance for costs related to operations, personnel, cleaning, and sanitization combating the spread of pathogens on transit systems, and debt service payments incurred to maintain operations and avoid layoffs and furloughs.
Funding Eligibility:	<ul style="list-style-type: none">• 100% Federal Share – No match permitted.• Only operating activities permitted.• Applicant must have expended 90% of CARES Act Funds.
Awards:	No min or max award. Insufficient funding for beyond September 30, 2023.
FTA Evaluation Criteria/Priorities:	<ul style="list-style-type: none">• Reduction in Farebox/Other Revenue Sources• Financial Need (accounting for 2018 operating expenses and CARES, CRRSAA and ARP funds received)• Spending Plan

ROUTE PLANNING RESTORATION PROGRAM

Funding Available:	\$25 million
Program Purpose:	Support planning designed to (i) increase ridership and reduce travel times, while maintaining or expanding the total level of vehicle revenue miles of service provided in the planning period; or (ii) make service adjustments to increase the quality or frequency of service provided to low-income riders and disadvantaged neighborhoods or communities.
Funding Eligibility:	<ul style="list-style-type: none">• 100% Federal Share – No match required.• Only planning activities permitted, and only for service areas that experienced a reduction in transit service after January 20, 2020.
Awards:	\$1 million maximum award.
FTA Evaluation Criteria/Priorities:	<ul style="list-style-type: none">• Demonstration of need (reduction in service and ridership).• Demonstration of benefits (anticipated service levels, ridership, travel times, frequency, improved service quality, particularly for disadvantaged communities).• Implementation strategy (public engagement and interagency coordination emphasized)

Thank You.



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Executive Director's Report



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