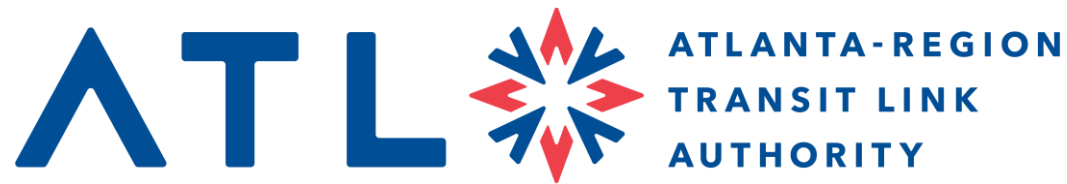


**ATL BOARD MEETING WILL BEGIN MOMENTARILY**



# **ATL Board of Directors Meeting**

Howard Mosby, Vice Chair

April 4, 2024

# ATL Board Meeting

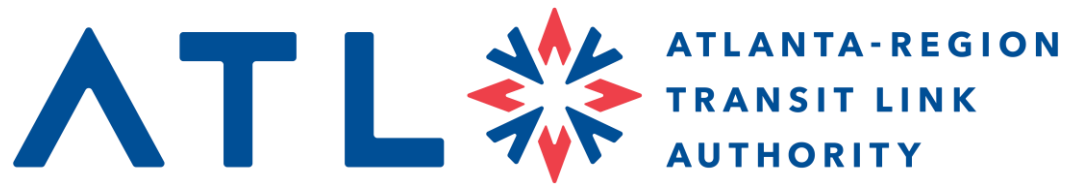
## Thursday, April 4, 2024

### Proposed Agenda

- I. Call to Order
- II. Approval of the Meeting Minutes for February 1, 2024
- III. Approval of the Agenda for April 4, 2024
- IV. Public Comment\*
- V. Executive Director's Report
- VI. FY 2025 ATL Board Meeting Calendar – **Action Item**
- VII. Committee Reports
  1. Xpress Operations Committee
    - State-Owned Park & Ride Lots ADA Related Concrete Repairs – **Action Item**
    - Contract Approvals – **Action Item**
  2. Regional Transit Planning Committee
    - 2020 ARTP Amendment #3 – **Action Item**
- VIII. I-285 Express Lanes Transit Planning Study – Tim Sorenson, CDM Smith
- IX. New Business
- X. Adjournment



# Public Comment



# Executive Director's Report

Jannine Miller, Executive Director, April 4, 2024








# **Legislative Session Wrap Up**

**Scott Haggard**



# **Transit Trust Fund Project Sponsor Agreements**

# Transit Trust Fund (TTF) Agreement Status

Project Sponsor	Project	Award Amount	Agreement Status
CobbLinc	South Cobb Microtransit Pilot Project	\$1,035,000	Fully Executed 
ATL Airport CIDs	Airport Microtransit Pilot	\$1,035,000	Fully Executed 
Ride Gwinnett	Buford/Sugar Hill/Suwanee Microtransit Plot Project	\$1,128,450	County Commission Approved, awaiting executed document 
MARTA	Airport Station Rehabilitation	\$5,500,000	Under internal review with sponsor 
ATL	Regional Transit Planning Software License	\$209,258	Contract with vendor executed 

# Transit Trust Fund (TTF) Next Steps

- ▶ Allocate balance of FY 24 funding, approximately \$3.7M
- ▶ Allocate FY 25 funding
  - Receive ATL regional allocation from GDOT
  - Draft recommendations at August Board meeting
  - Adopt recommendations at October Board meeting
  - Negotiate project agreements with sponsors

## Sample Projects for Consideration

- **Automated Fare Collection 2.0 Implementation**
- **Additional Microtransit Implementation**
- **Regionally Significant Transit Center Development (e.g. Gwinnett Place)**
- **ATL RIDES Support**





# **ATL Regional Transit Plan Strategic Blueprint**



# Strategic Blueprint Development

## Purpose:

- ✓ Guide decision-making in the update of the Atlanta Region Transit Plan (ARTP) to follow key pillars:
  - cross-county options
  - customer-focused
  - competitiveness
  
- ✓ Create an inclusive transit strategy that:
  - promotes seamless mobility
  - enhances customer satisfaction
  - sustains economic success in Atlanta
  
- ✓ Coordinate with local transit providers to align regional service and local offerings, to enable a cohesive and seamless system

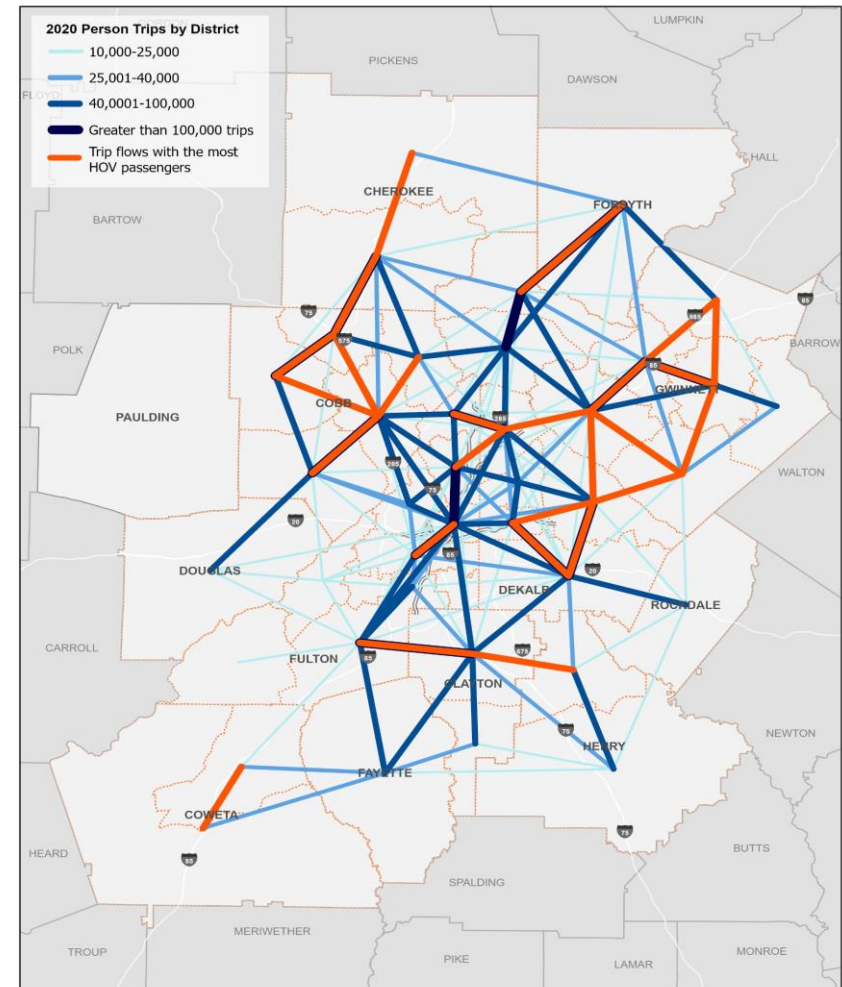
# Strategic Blueprint Development



## Cross-County Options

- Projects addressing cross-county transit and service demand
- The map and chart highlight strong cross-jurisdictional travel flows between counties in the region

Between Districts		Total Person Trips	Total HOV Person Trips	Share of HOV Trips
Forsyth	North Fulton - N	126,483	59,542	47%
Clayton - North	South Fulton - E	120,004	49,519	41%
Cherokee - South	Cobb - N	103,537	48,411	47%
Gwinnett - W	DeKalb - E	94,432	43,407	46%
DeKalb - N	North Fulton - South	116,022	38,362	33%
Gwinnett - W	DeKalb - N	94,321	38,219	41%
Clayton - North	Henry - North	76,499	37,301	49%
DeKalb - E	Gwinnett - S	65,943	33,818	51%



MARTA Counties

At least one Non-MARTA County

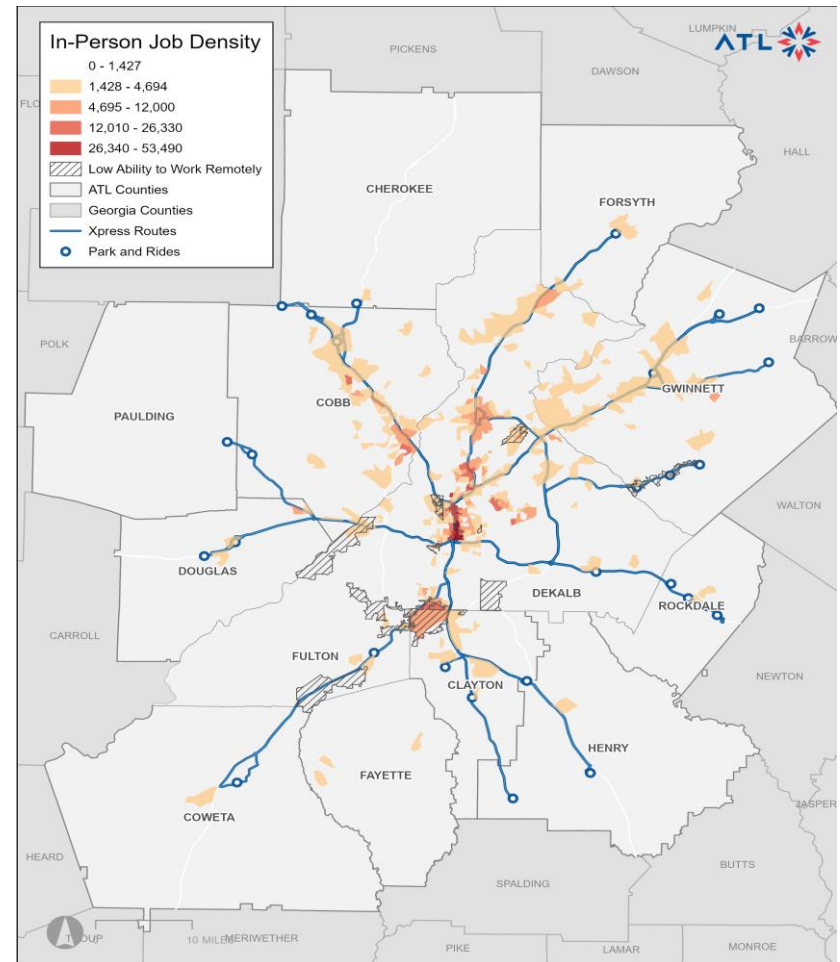


# Strategic Blueprint Development



## Customer-Focused

- ▶ Projects aimed to support the travel demand for customers who are most likely to use transit and connect the origins and destinations to which they are most likely to travel
- ▶ Respond to post-pandemic trends by redesigning commuter service for workplaces with higher concentrations of in-person employment
- ▶ Example In-Person Employment Centers (IPEC) of employers:
  - UPS
  - Hartsfield-Jackson Atlanta International Airport
  - Delta Airlines
  - Perimeter Center area hospitals
  - Others



# Strategic Blueprint Development



## Competitiveness

Investment in capital and operations with a focus on our region's economic competitiveness

	Houston	Dallas	Austin	Charlotte	Phoenix	Atlanta
Population (2022)	7.4 M	7.9 M	2.4 M	2.8 M	5.0 M	6.2 M
GDP (2021)	\$537.1 B	\$598.3 B	\$193.8 B	\$207.9 B	\$316.1 B	\$399.2 B
Existing High Capacity Miles	15	93	32	19	0.001	48
High Capacity Miles Added (% Change)	16 (+107%)	28.4 (+31%)	57 (+178%)	70 (+389%)	42 (+4,200%)	47 (+98%)
Capital Program Size	\$7.5 B (\$395 M per year)	\$8.3 B (\$415 M per year)	\$11 B (\$846 M per year)	\$13.5 B (\$675 M per year)	\$31.5 B (\$900 M per year)	<i>\$6.2 B – \$31 B (\$310M-\$1.5B per year)</i>
Allocation to High-Capacity Transit	\$5.9 B (\$295 M per year) 79% of budget	\$6.1 B (\$300 M per year) 72% of budget	\$10.3 B (\$792 M per year) 94% of budget	\$11.3 B (\$565 M per year) 84% of budget	\$22.1 B (\$631 M per year) 70% of budget	<i>\$4.5 B - \$26 B 70-85% of budget</i>
Program Size as percentage of GDP per year	0.07%	0.07%	0.44%	0.32%	0.28%	<i>0.08% - 0.39%</i>
Program size per capita annually	\$50.53	\$52.13	\$345.86	\$243.93	\$179.66	<i>\$49.45 - \$247.25</i>
High-Capacity Budget per capita	\$39.75	\$37.68	\$323.85	\$204.18	\$126.05	<i>\$34.62 - \$210.17</i>
Number of Entities	1	3	2	3	2	10

Funding estimates for Atlanta represent 10 non-MARTA counties passing a 20-year sales tax of a half penny to a full penny

*Note: grey-shaded boxes are an estimated range based on population growth and a flat inflation projection of 2.5%*



# FY 2025 ATL Board and Committee Meeting Schedule

The Board and Committees will hold regular meetings on the following dates:

**Thursday, August 1, 2024**

**Thursday, October 3, 2024**

**Thursday, December 5, 2024**

**Thursday, February 6, 2025**

**Thursday, April 3, 2025**

**Thursday, June 5, 2025**



# **Committee Reports**

# Xpress Operations Committee

- State-Owned Park & Ride Lots ADA Related Concrete Repairs – **Action Item**
- Contract Approvals – **Action Item**





# Regional Transit Planning Committee

- 2020 ARTP Amendment #3 – **Action Item**





# I-285 Express Lanes Transit Planning Study

April 4, 2024

ATL Board Briefing





# Agenda

1. Project Overview

---

2. Project Needs

---

3. Station Location Evaluation

---

4. Corridor Travel Patterns

---

5. Access Approaches

---

6. Equity Baseline

---

7. Next Steps

---

# Project Overview



## Project Overview

- Provide **sustainable and premium** transit to serve communities and major employment centers along I-285 between the H.E. Holmes MARTA station and the Indian Creek MARTA station.
- Pinpoint **infrastructure enhancements** to facilitate both short- and long-term Express Transit routes using the **I-285 express lanes**.



# Aligning Infrastructure Investment with Service Planning

1

Optimizing existing routes

2

Providing new opportunities for essential workers

3

Addressing key commuter markets

4

Creating a potential stop to stop service

Designing service to address people's travel patterns

# Project Goals

# Project Goals



Accommodate  
future growth



Address trips to  
specialized  
destinations (In  
Person Employment  
Centers (IPECs),  
airport, etc)



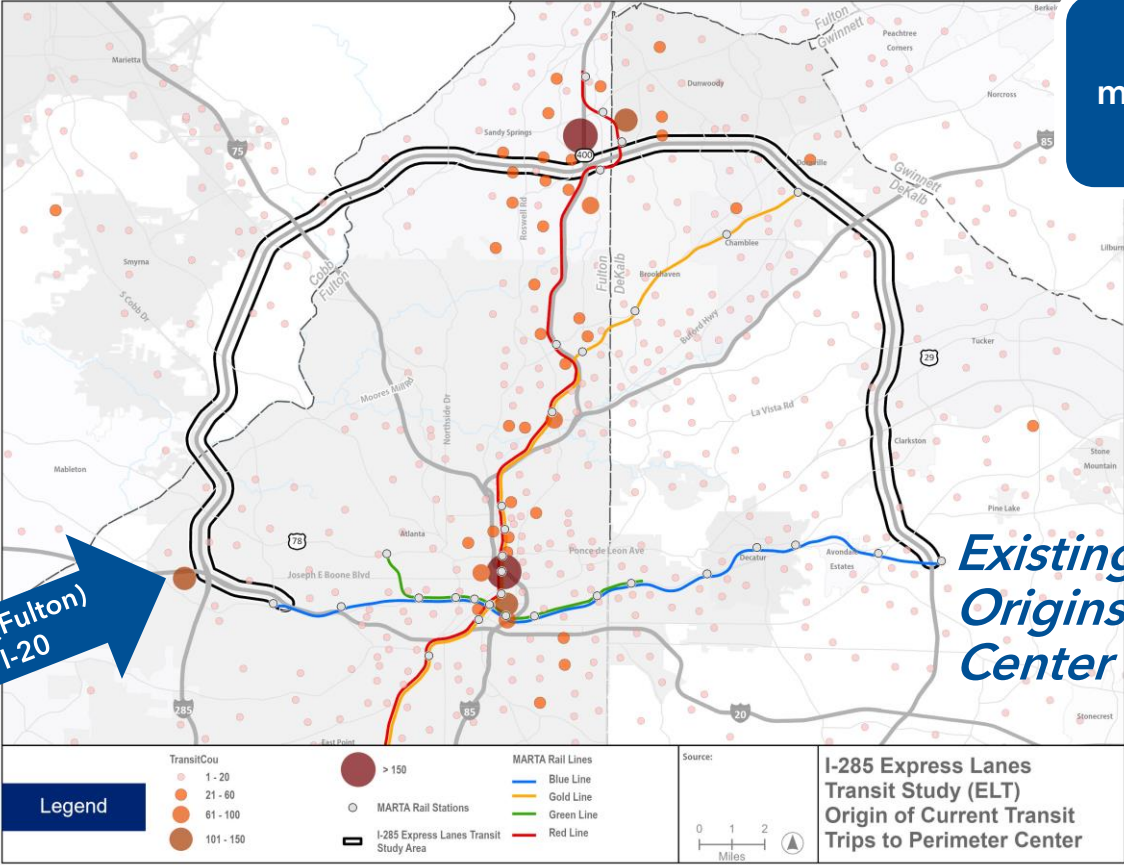
Multimodal  
options;  
alternatives to  
congestion



# Provide Improved Transit Service for Existing Users

4,980 trips  
made by 4,030  
people

Tract 78.07 (Fulton)  
I-285 & I-20



Existing Transit Trip  
Origins to Perimeter  
Center Parkway

# Existing Rider Characteristics

The population:



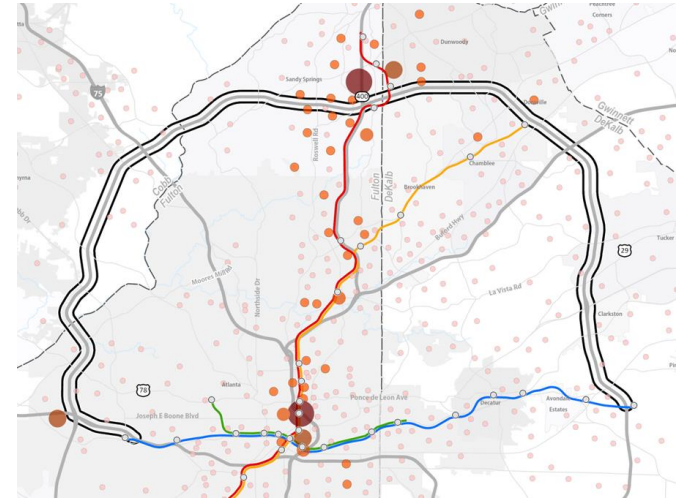
**55%**

of riders under 200% federal poverty level\*



**85%**

of riders live in a zero-vehicle household



The trip:



**Typical Route**  
3 segments with  
2 transfers



**40-80**  
minutes  
Average trip  
duration

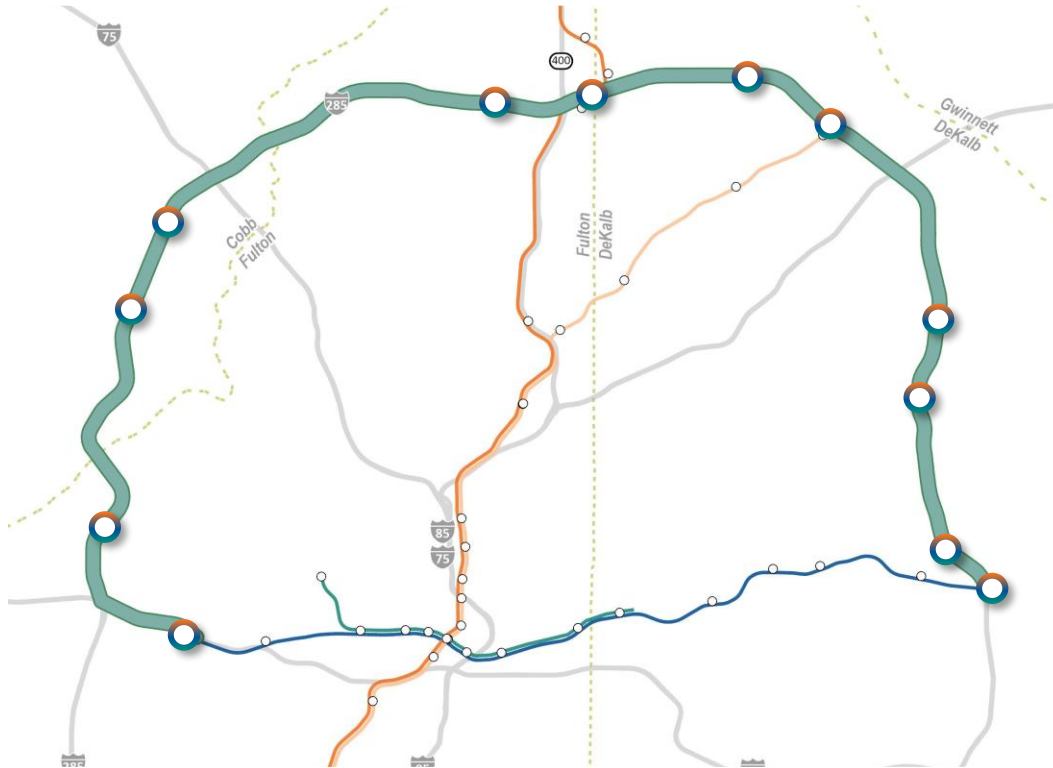


**5-9 A.M.**  
Typical trip start  
time

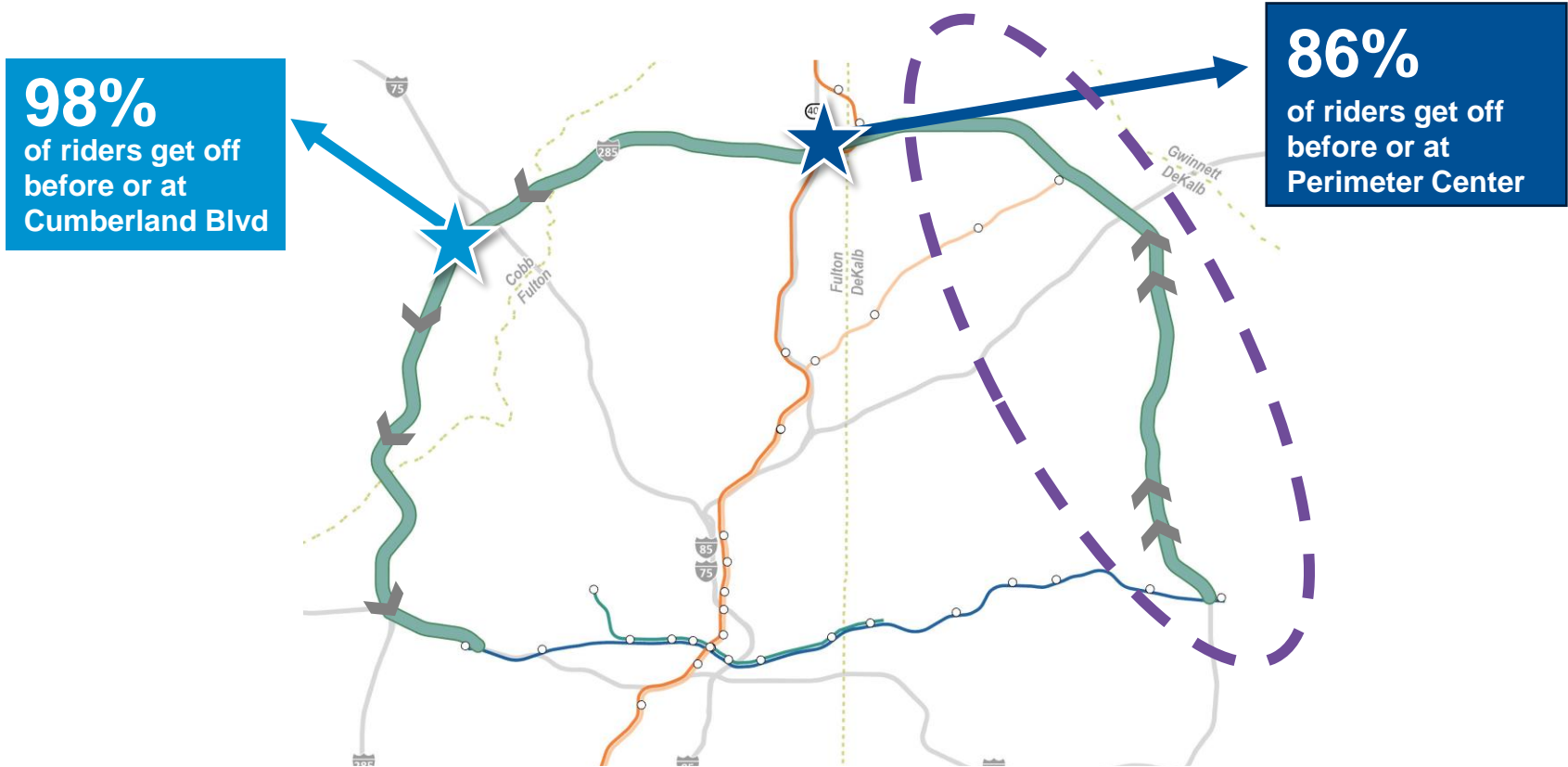
\* \$60,000 /year for a household for 4

# Corridor Travel Patterns

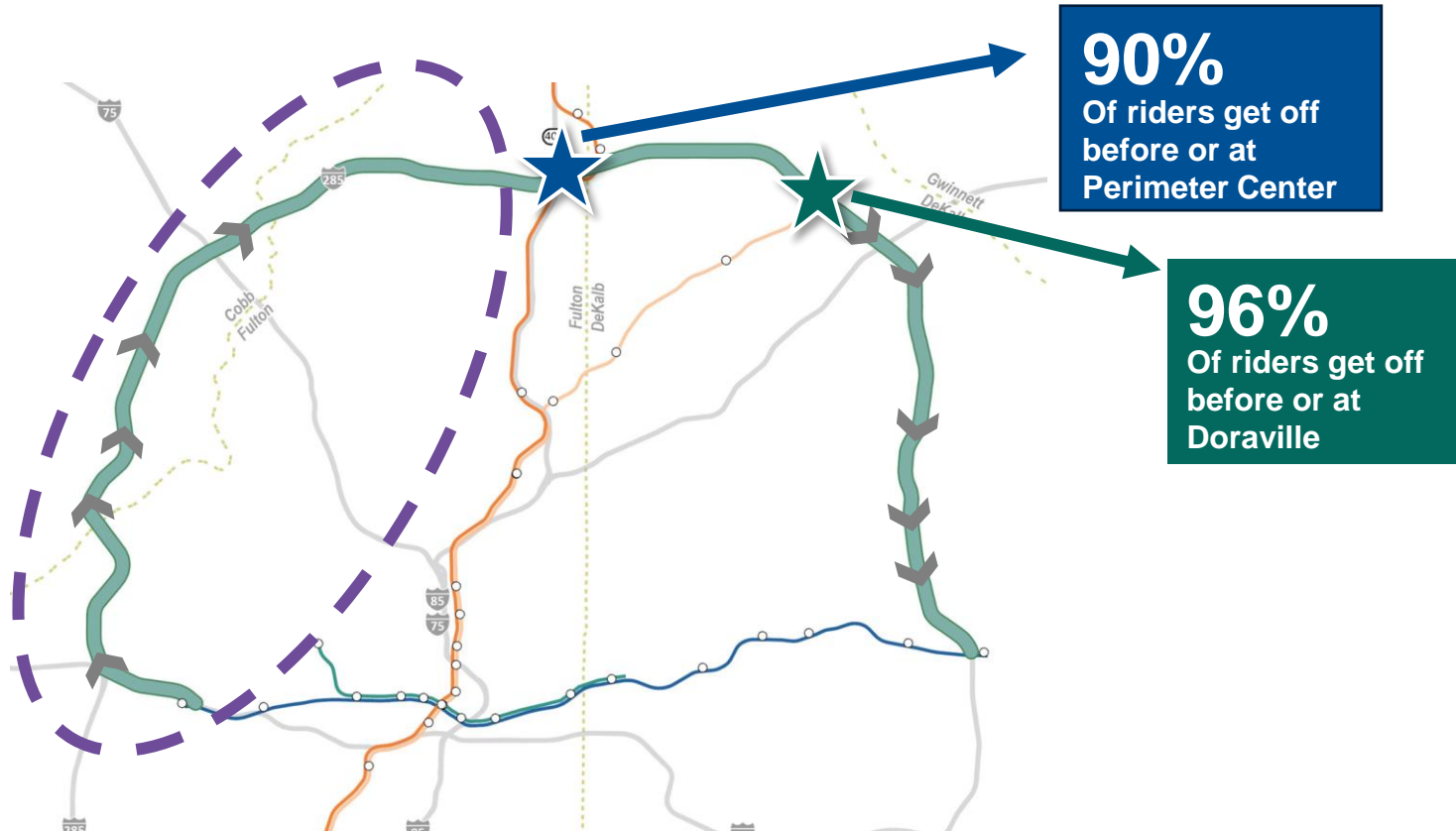
# Proposed I-285 ELT Stations (Previous Study)



# Westbound Travel Patterns - boardings before Perimeter Center

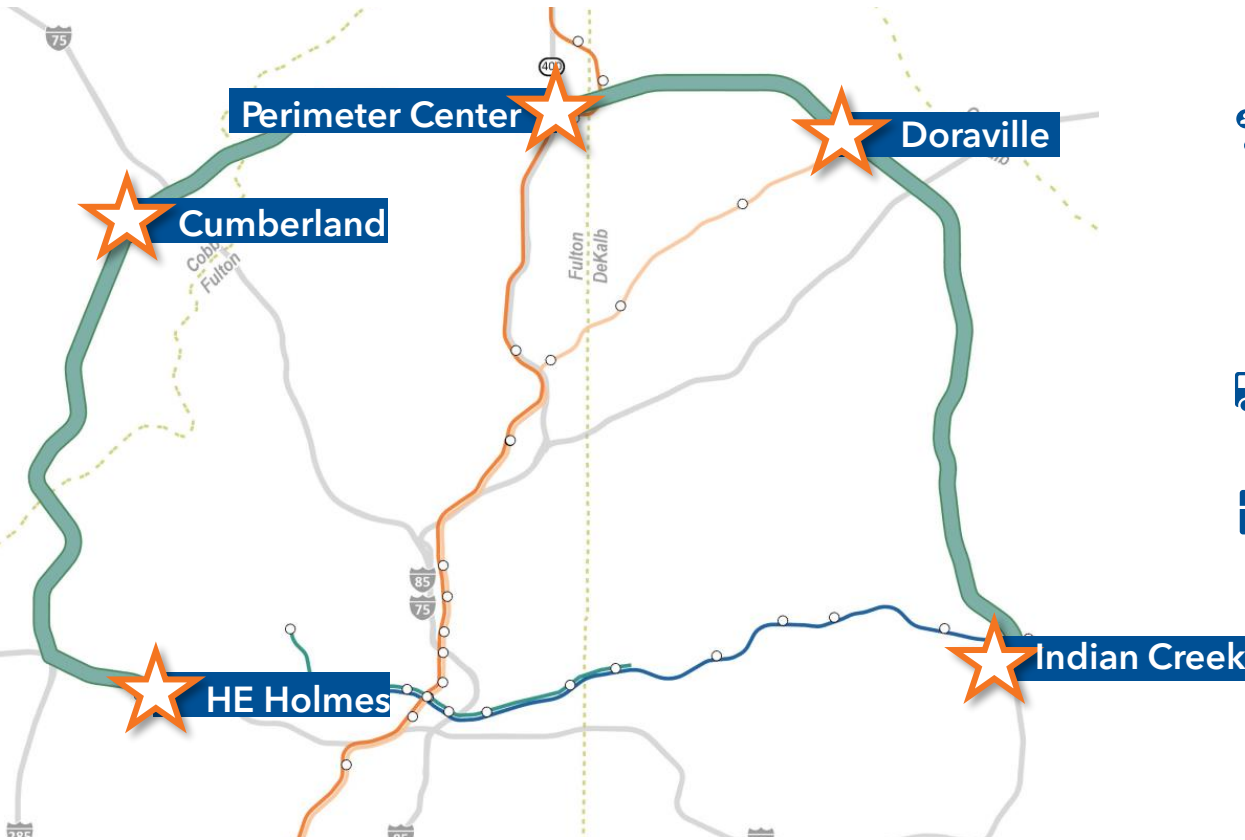


# Eastbound Travel Patterns - boardings before Perimeter Center



# Station Location Evaluation

# Anchor Stations



## Why these stations?



### Important connections.

- 4 out of 5 have MARTA heavy-rail station connections
- Doraville is the connection to Gwinnet
- Cumberland is the connection to Cobb



### Travel Patterns

- These are the main destinations along the corridor

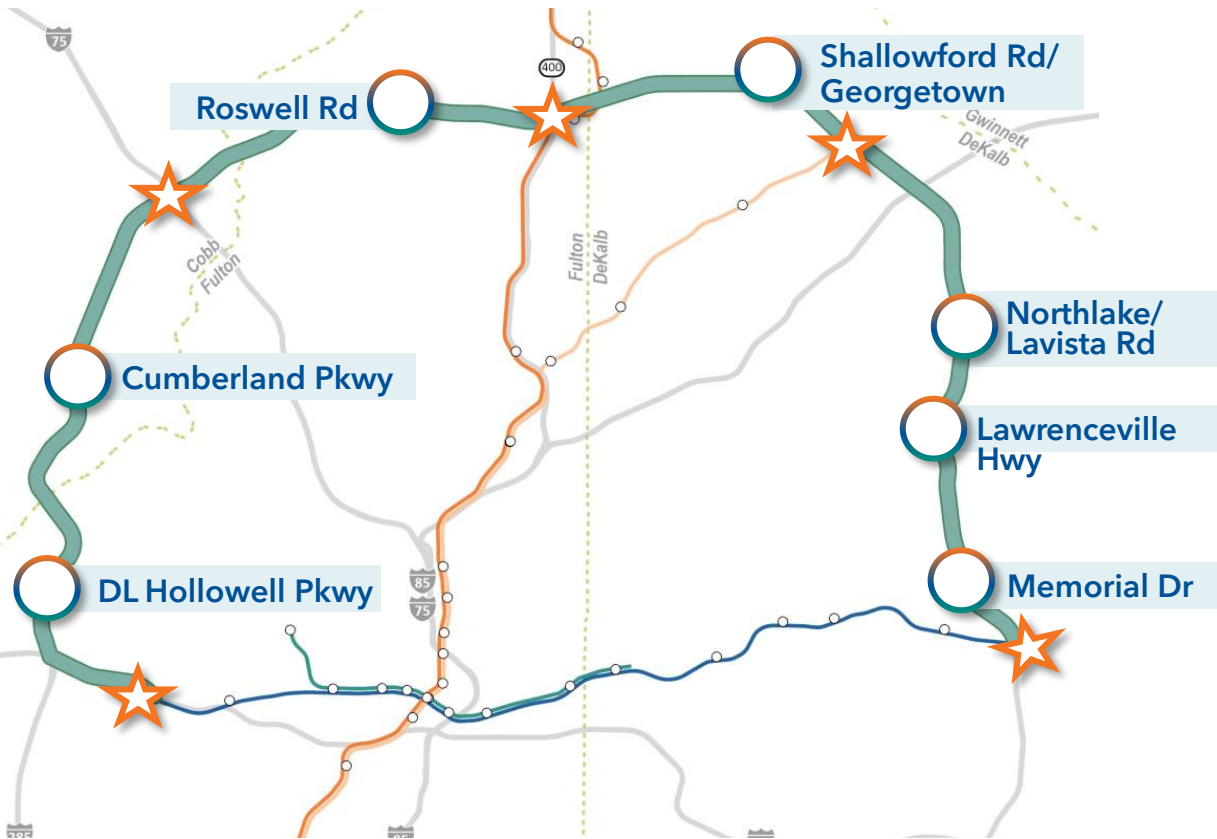


### Employment

- Perimeter Center and Cumberland have the highest job concentration along the corridor



# Location Evaluation



## Future Station Review

These stations will be reviewed for:

- Potential ridership
- Local connections
- Accessibility
- Compatibility with local plans
- Connectivity to other bus routes

These and other potential locations will be identified, evaluated and prioritized via

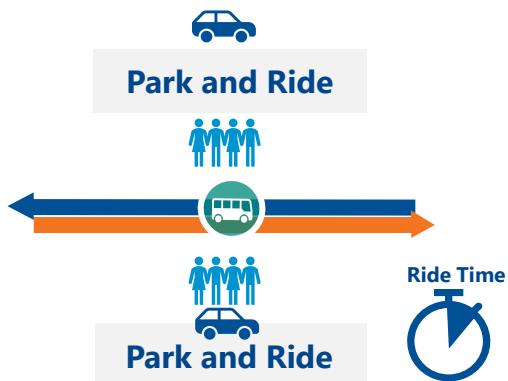
- Technical evaluation
- Stakeholder and public input

Prioritized locations will be moved forward for more detailed design

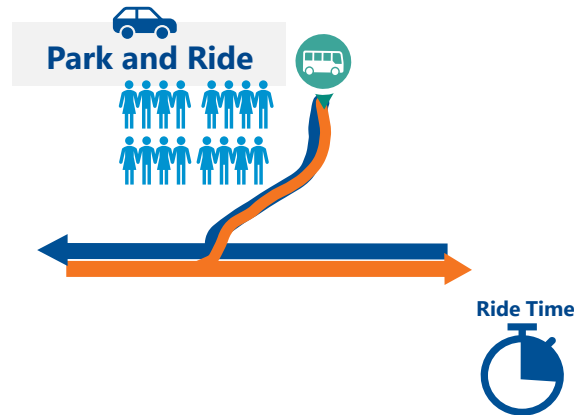
# Access Approaches

# Access Approaches

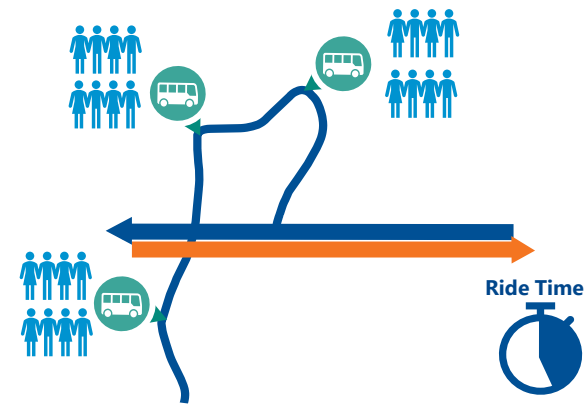
## Inline



## Offline



## Circulator



### Best for:

- Demand for park and ride
- Walk access to activity centers/jobs
- Connections to other transit services
- Connection to first/last mile services

### Best for:

- Places with high activity centers and/connections to other transit service
- Connection to first/last mile services

### Best for:

- The end of a high-capacity transit route where there are multiple activity centers/transit connections in a small area
- Areas where there are potential transit riders

# Bus/Multimodal Infrastructure Improvements

## Inline

Improved Ped/Bike Connections



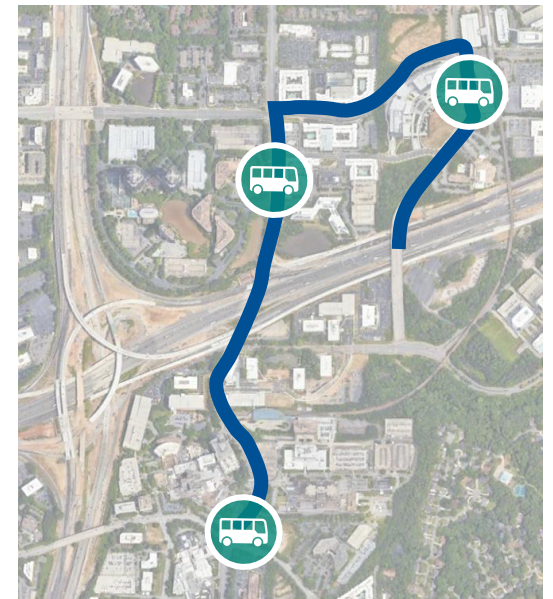
## Offline

Bus Only Lanes/  
Queue Jumps



## Circulator

Bus Only Lanes/  
Queue Jumps



# Customer Focus



## Service planning for likely transit users



Define and build a system that is resilient

Make investments that support likely riders



## A customer focused planning process...



**Evaluates New  
Mobility Options**



**Measures  
Project Effectiveness**



**Fosters  
Meaningful Engagement**



# Designing a resilient and customer focused system.



## Essential Riders

Need to use transit  
for in-person jobs



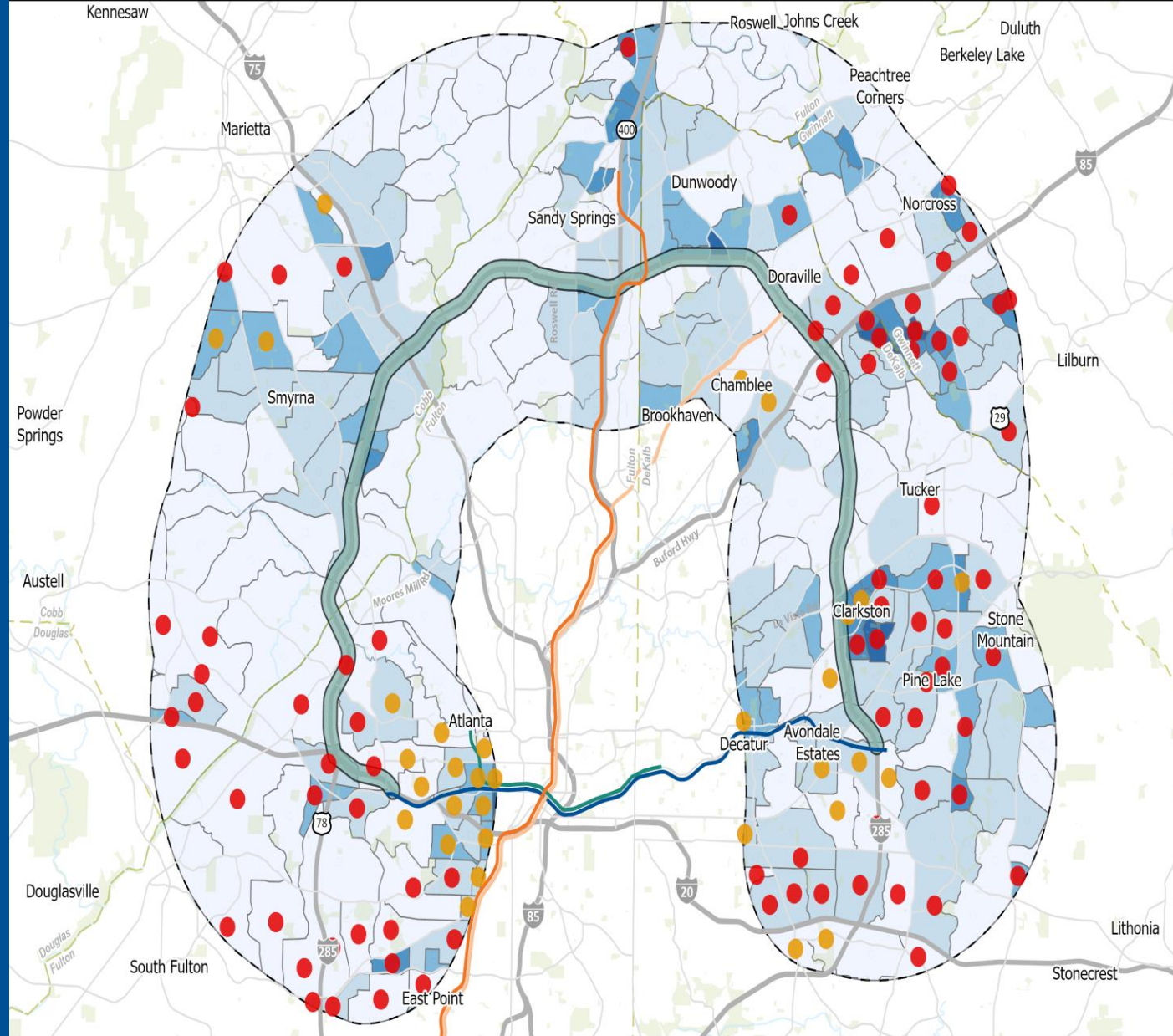
## Transit Reliant Communities

Need to use transit  
for everything





# Customer Focus to Inform Service Planning



<b>Legend</b>	<b>MARTA Rail</b> Blue Line Gold Line Green Line Red Line	<b>Transit Burden</b> ○ Not Burdened ● Transit Dep, Access, Cost Burdened ● Transit Dep, Cost Burdened ■ I-285 ELT Study Corridor	<b>Population Per Acre</b> < 4 5 - 7 8 - 11 11 - 17 > 17	0 1 2 Miles 	<b>Transit Burden and Population Density</b> 
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# Designing a resilient and customer focused system.



## Essential

Need to use transit for in-person jobs



## Transit Reliant Communities

Need transit for everything



## Cost Burdened Commuters

Benefit from transit

# Next Steps

# Next Steps



Analyzing other station areas in a similar way



Considering future demographic and land use changes (housing, density, TOD, etc.)



Concept development around stations (Perimeter, Doraville, Indian Creek)

Thank You!



# **New Business**



**ADJOURN**