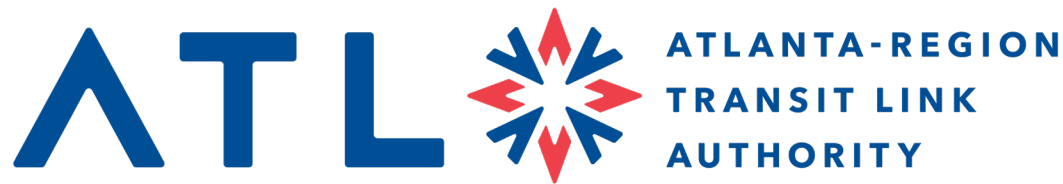


ATL BOARD MEETING WILL BEGIN MOMENTARILY



ATL Board of Directors Meeting

Steve Brock, Chair

June 5, 2025

ATL Board Meeting

Thursday, June 5, 2025

Proposed Agenda

- I. Call to Order - Steve Brock, Board Chair
- II. Approval of the Meeting Minutes for April 3, 2025
- III. Approval of the Agenda for June 5, 2025
- IV. Public Comment
- V. Executive Director's Report
- VI. Committee Reports
 - 1. Xpress Operations Committee
 - Cobb County/ATL IGA - **Action Item**
 - Gwinnett County/ATL IGA - **Action Item**
 - Vanpool Contract Extension - **Action Item**
 - 2. Administrative Committee
 - FY26 Budget Adoption - **Action Item**
 - 5307 Grant Submission Approval - **Action Item**
 - 5339 Grant Submittal Approval - **Action Item**
 - 3. Planning Committee
 - Proposal for Award of Remaining FY24 Transit Trust Fund - **Action Item**
- VII. Vice Chair Election - Steve Brock, Board Chair
- VIII. FY26 Board Calendar Adoption - Steve Brock, Board Chair
- IX. I-285 Transit Update - Eric Harris/Tim Sorenson
- X. New Business
- XI. Adjournment





Public Comment



Executive Director's Report

Outline

- I. Redefine the Ride Implementation Update
- II. Federal Update



Redefine the Ride Implementation Update

- ▶ **June 16** implementation date for all service modifications
- ▶ **Xpress Rider Engagement**
 - Held final public meeting on May 21
 - Visting all P&R Lots next week
- ▶ **Cobb County & Gwinnett Couty Engagement with their Riders**
 - Website updates
 - On Bus Notifications – announcements and seat drops
 - Social Media Updates
 - Several In-Person visits to Park & Ride Lots
 - Customer Service call center preparation
- ▶ **Monitor service** and make changes as necessary
- ▶ **Commuter Survey** will be done in the Fall

Federal Updates

► On May 30th the Trump Administration released their FY26 Budget Request to Congress which included **\$21.2 billion** in funding for public transit and **\$16.5 billion** for passenger rail, including:

- **\$3.8 billion** for Capital Investment Grants (CIG) in FY 2026. The Budget includes more flexibility for using CIG funds
- **\$2.5 billion** for the Better Utilizing Investments to Leverage Development (BUILD) and Mega competitive grant programs
- **\$9 million** for the Interagency Infrastructure Permitting Improvement Center to streamline the permitting review processes

Federal Updates

- ▶ Federal Budget, the FY25 Continuing Resolution passed March 15, funding the U.S. Government through the end of the Federal Fiscal Year – *September 30, 2025*
- ▶ The Bipartisan Infrastructure Law (BIL) also called the Infrastructure Investments and Jobs Act (IIJA), is currently in its reauthorization process – *the current law is set to expire September 20, 2026*
- ▶ On May 14th FTA announced \$1.1 billion in funding for the Low or No Emissions Grant Program and \$398 million for the Buses and Bus Facilities Grant Program – *application window will close on July 14th*



Federal Updates



Sean McMaster
Nominated to serve as
the Administrator of the
Federal Highway
Administration (FHWA) -
awaiting full confirmation



Marcus Molinaro (right) to
serve as the
Administrator of the
Federal Transit
Administration (FTA) –
awaiting full confirmation



Committee Reports



Vice Chair Election

ATL FY26 Proposed Board Calendar Adoption

August 7, 2025

October 2, 2025

December 4, 2025

February 5, 2026

April 2, 2026

June 4, 2026





I-285 Express Lanes Transit Study Update

ATL Board Briefing

June 5, 2025



ABOUT THE PROJECTS



GDOT I-285 Express Lanes

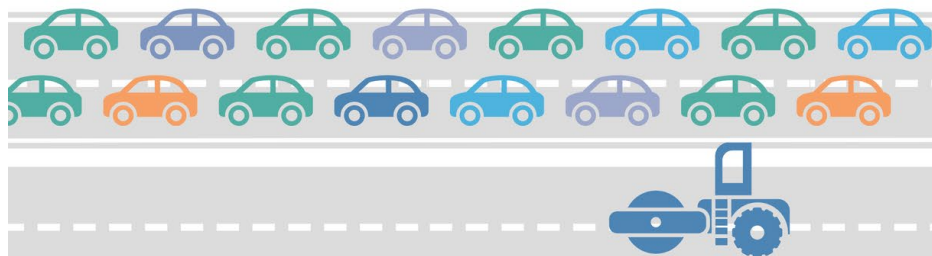
GDOT WILL BUILD THE LANES

What is the project?

I-285 Express Lanes focuses on adding **two new, barrier-separated express lanes in both directions of I-285** alongside the existing general purpose lanes.

What are express lanes?

- Designated highway lanes that offer drivers a choice to bypass traffic congestion.
- Provide more reliable trip times.
- Drivers pay to use, no extra cost for transit.



I-285 Express Lanes Transit Study

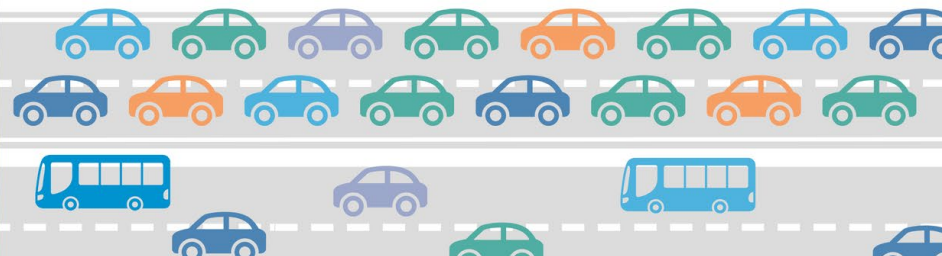
WE'LL LEVERAGE THEM TO ENHANCE TRANSIT

What is the study?

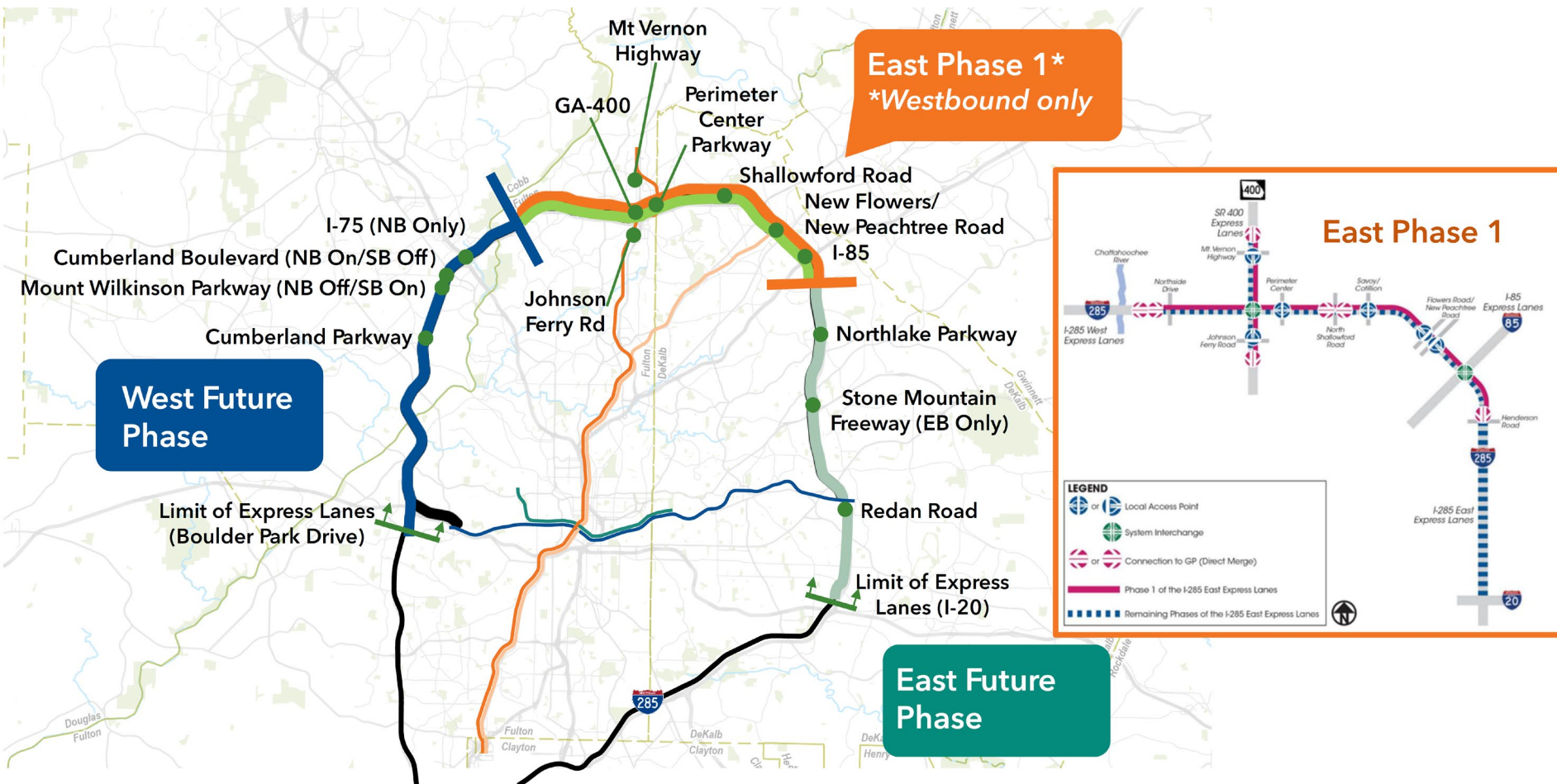
- Identify how to leverage the GDOT I-285 express lanes for transit.
- Determine **improvements needed to better accommodate transit access to I-285, such as ramps, stations, etc.**
- Inform approaches for funding and implementation.

What is express lanes transit?

- Service that allows transit vehicles to use the I-285 express lanes to bypass traffic congestion.
- A sustainable, equitable, premium transit service.



GDOT I-285 Express Lanes Phasing & Access Points



I-285 Express Lanes Transit Study Goals

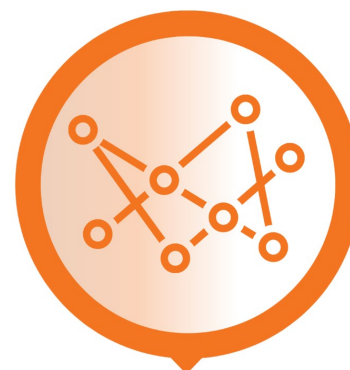
- Develop a plan and preliminary designs for sustainable, equitable, and premium transit service along I-285 between the H.E. Holmes MARTA station and the Indian Creek MARTA station
- Identify opportunities to leverage the proposed express lanes, serve communities and major employment centers
- Position MARTA to seek funding for the implementation of the identified transit solutions



Maximize investment in building express lanes

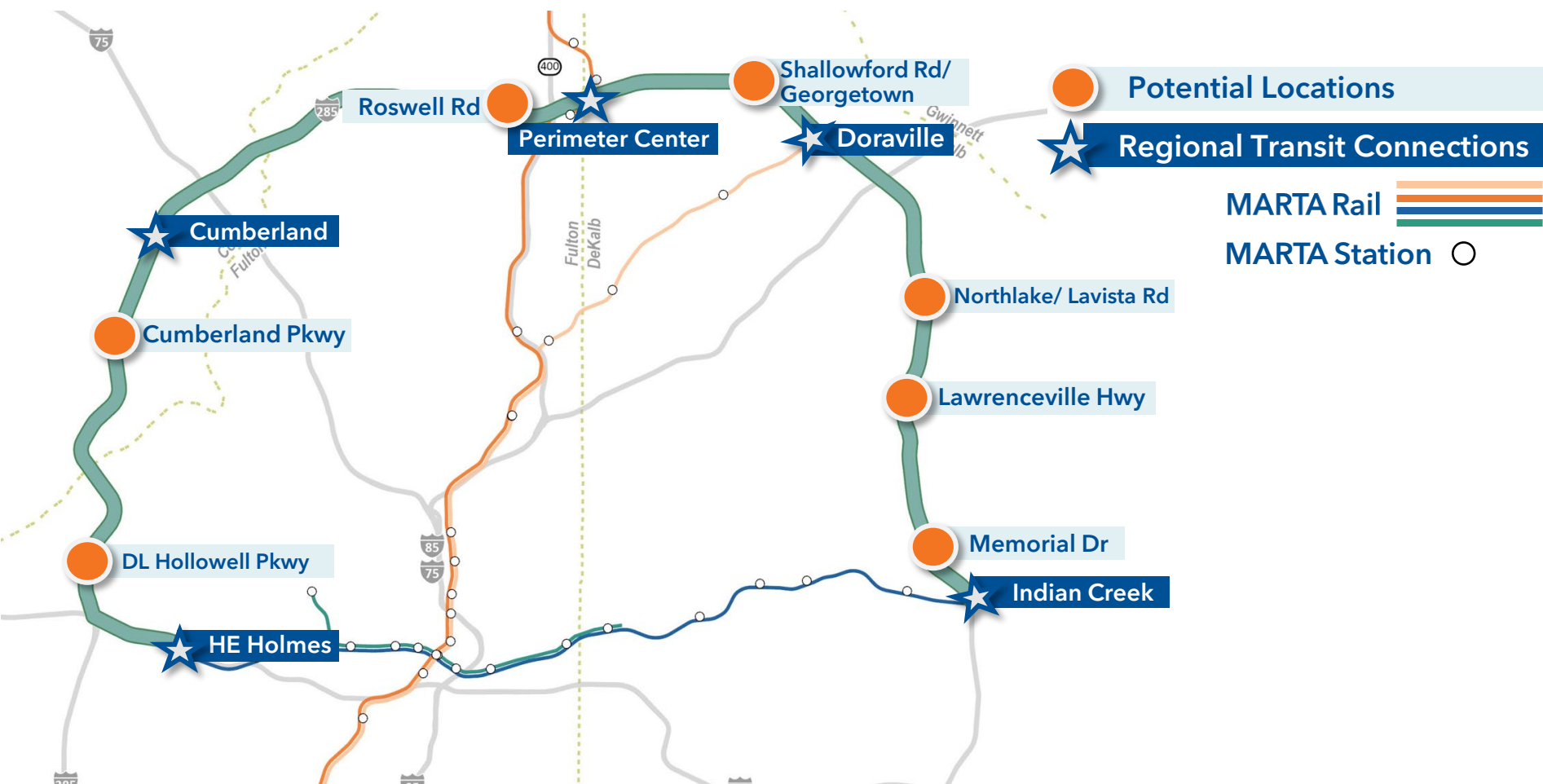


Provide equitable access



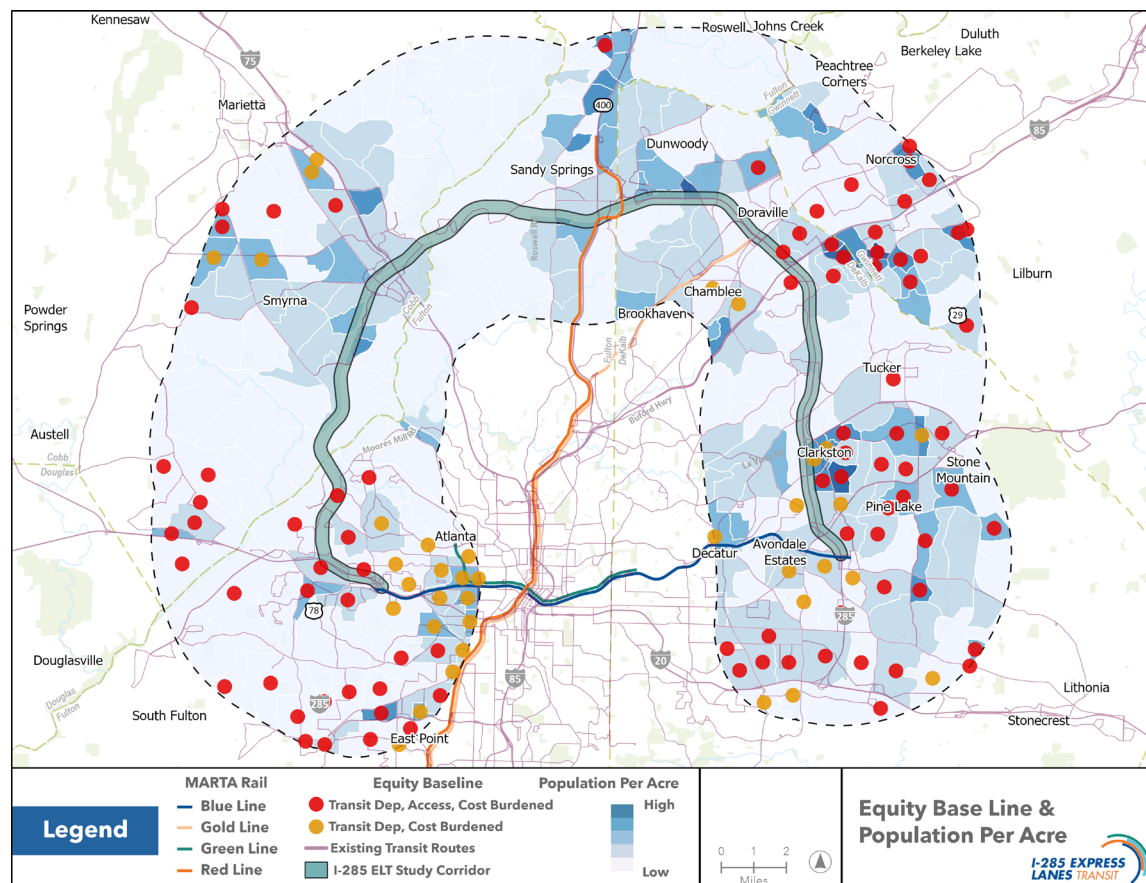
Enhance regional connectivity

Proposed I-285 Express Lanes Transit Stations (Previous Study)



Serving Travel Demand by Increasing Access and Reliability

- Low demand for stop-to-stop travel along I-285 for the entire trip between H.E. Holmes to Indian Creek
- Majority of I-285 corridor travel patterns to access jobs, services, recreation
- Cumberland
- Perimeter Center
- Doraville
- Need for greater access to/from communities adjacent to I-285
- Balance ridership demand, access, reliability, and feasibility



Service Planning Approach



**Informs
Infrastructure
Investments**



**Drives
Design
Decisions**

Service Planning Approach - Scenario Development



How did we develop hybrid alternative 3?

- Maximize one seat trips
- Maintain routes from previous hybrids
- Station sensitivity adjustments
- Implement results from station validation
- New Route: Kensington Station

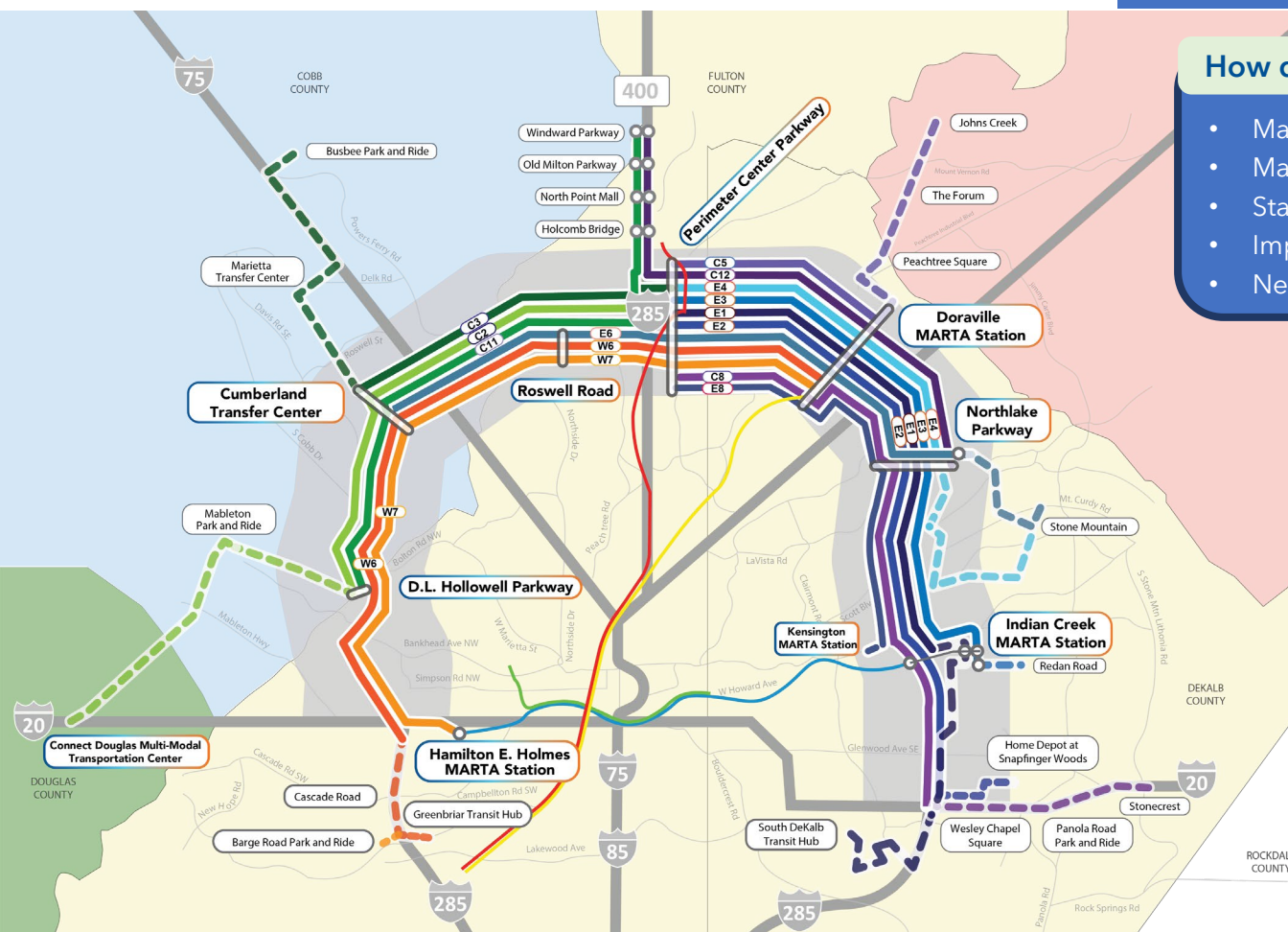
Hybrid Alternative 3 Routes

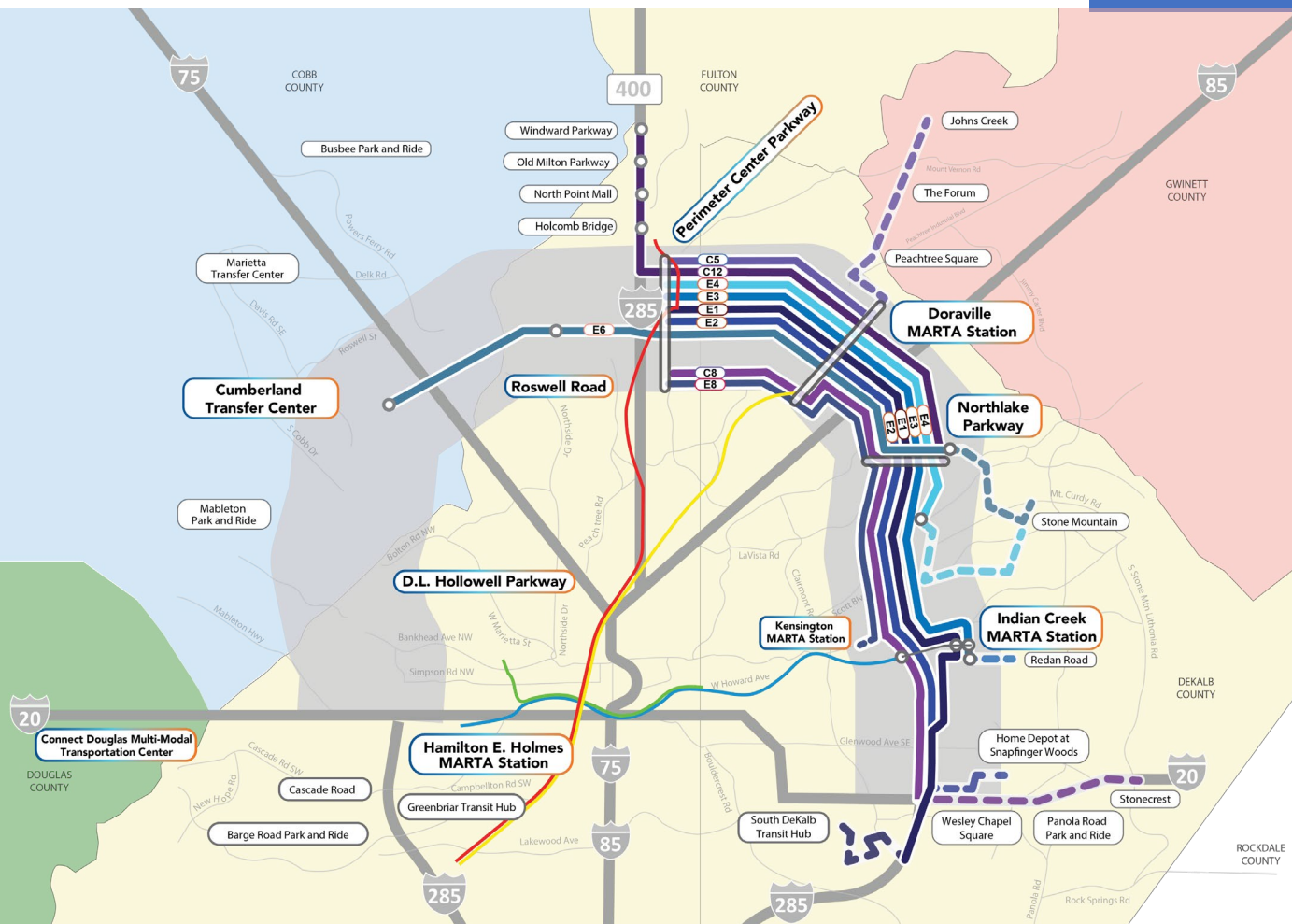
Key

All Day Service		Peak Hour	
East	West		
E1	W	C2	
E2	6	C3	
E3	W	C5	
E4	7	C8	
E6		C11	
E8		C12	

Transit Service Area*: MARTA Ride Gwinnett
 CobbLinc Douglas County

*Xpress serves all counties.





East

Serving DeKalb & Gwinnett Counties

Key

All Day Service

East

- E1
- E2
- E3
- E4
- E6
- E8

Peak Hour

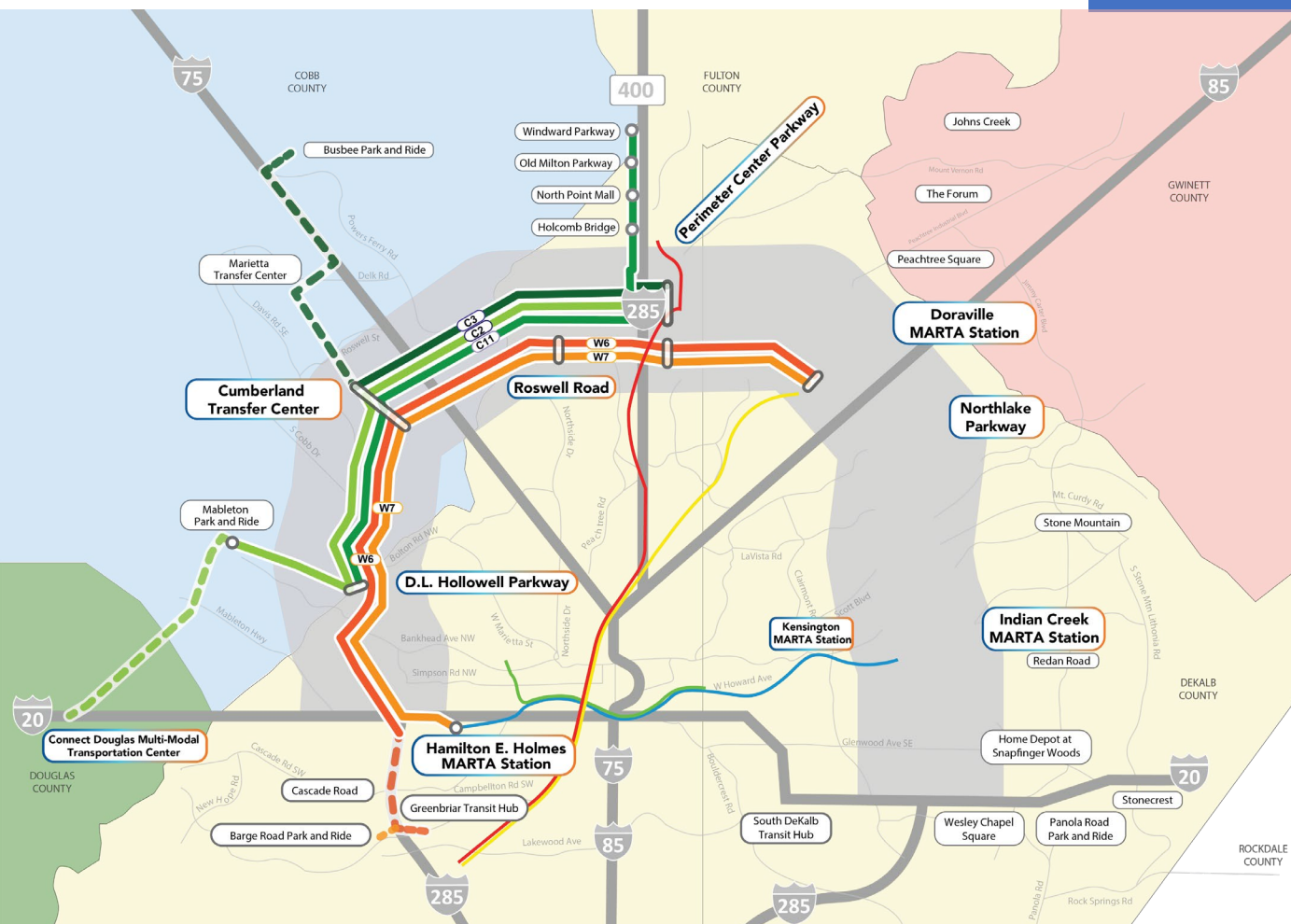
- C5
- C8
- C12

Stations

Transit Service Area*:

- MARTA
- Ride Gwinnett
- CobbLinc
- Connect Douglas

*Xpress serves all counties.



West

Serving Fulton & Cobb Counties

Key

All Day Service
West

W6
W7

Peak Hour

C2
C3
C11

Stations

Transit Service Area*:

MARTA
CobbLinc
Ride Gwinnett
Connect Douglas

*Xpress serves all counties.

Hybrid Alternatives Results

Service Concept	Core Metrics					
	Demand		Accessibility for People		Accessibility to Jobs	
	Boardings	New Boardings	Population	Zero Car Households	Essential Jobs	Total Jobs
Future Baseline (2050) Perimeter Express Riders Scenario Iteration 2	5,733	2,549	17,737	770	17,347	34,080
Future Hybrid 1 (2050)	13,547	6,711	129,066	4,223	108,790	204,553
Percent Change from Baseline to Future Hybrid 1 (2050)	136%	163%	628%	448%	527%	500%
Future Hybrid 2 (2050)	11,561	6,066	122,908	3,909	76,568	158,694
Percent Change Baseline to Future Hybrid 2 (2050)	102%	138%	593%	408%	341%	366%
Future Hybrid 3 (2050)	12,656	6,576	122,979	3,976	106,549	201,236
Percent Change Baseline to Future Hybrid 3 (2050)	121%	158%	593%	416%	514%	490%

Infrastructure Investment Tiers

Tier 1 – Direct Impact to the I-285 Express Lanes

Station Type (Inline)

Transit Supportive Treatments (Queue Jumps, Transit Signal Priority)

Managed Lane Access (Proposed or New Entry Points)

Tier 2 – Surface Street Recommendations

Transit Supportive Treatments (Exclusive Bus Lanes, Queue Jumps, Transit Signal Priority)

Station Type (Offline and Circulator)

Proposed Infrastructure Improvements

Key

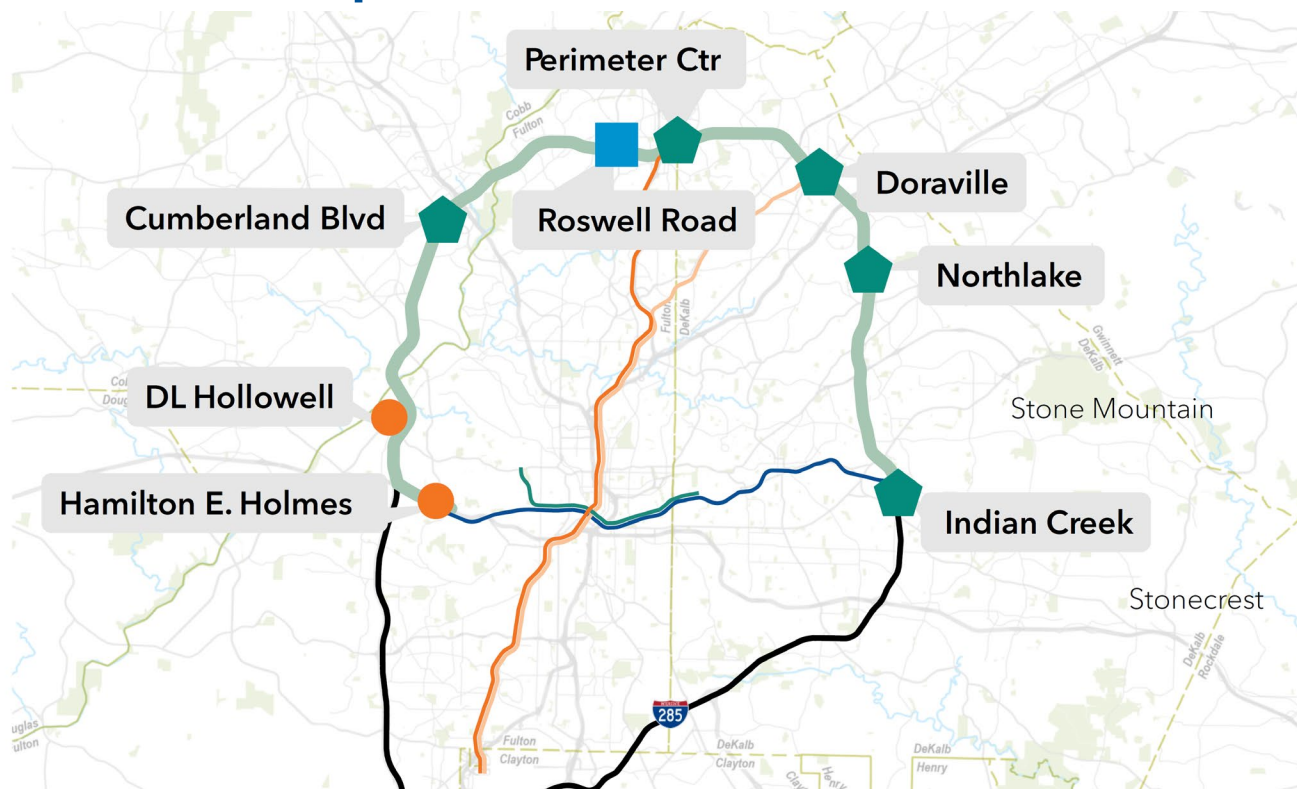
Tier 1 Improvements

Queue jumps, pier locations, station location, signal & operational improvements

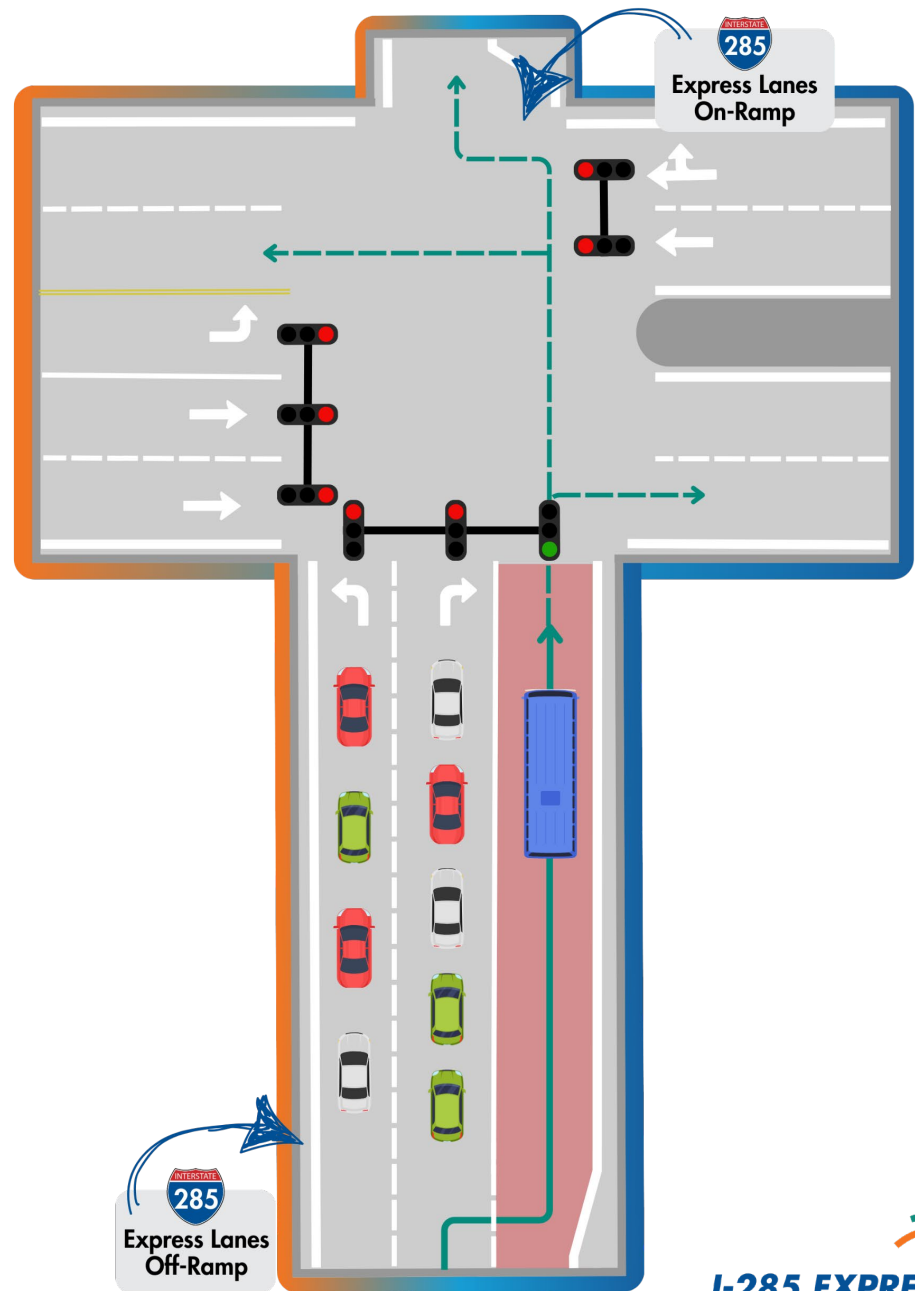
Tier 2 Improvements

Dedicated bus lanes, enhanced stops, queue jumps, bridge widening, station location, signal & operational improvements, coordination

Both Tier 1 & 2 Improvements



QUEUE JUMPS



Perimeter Center Circulator

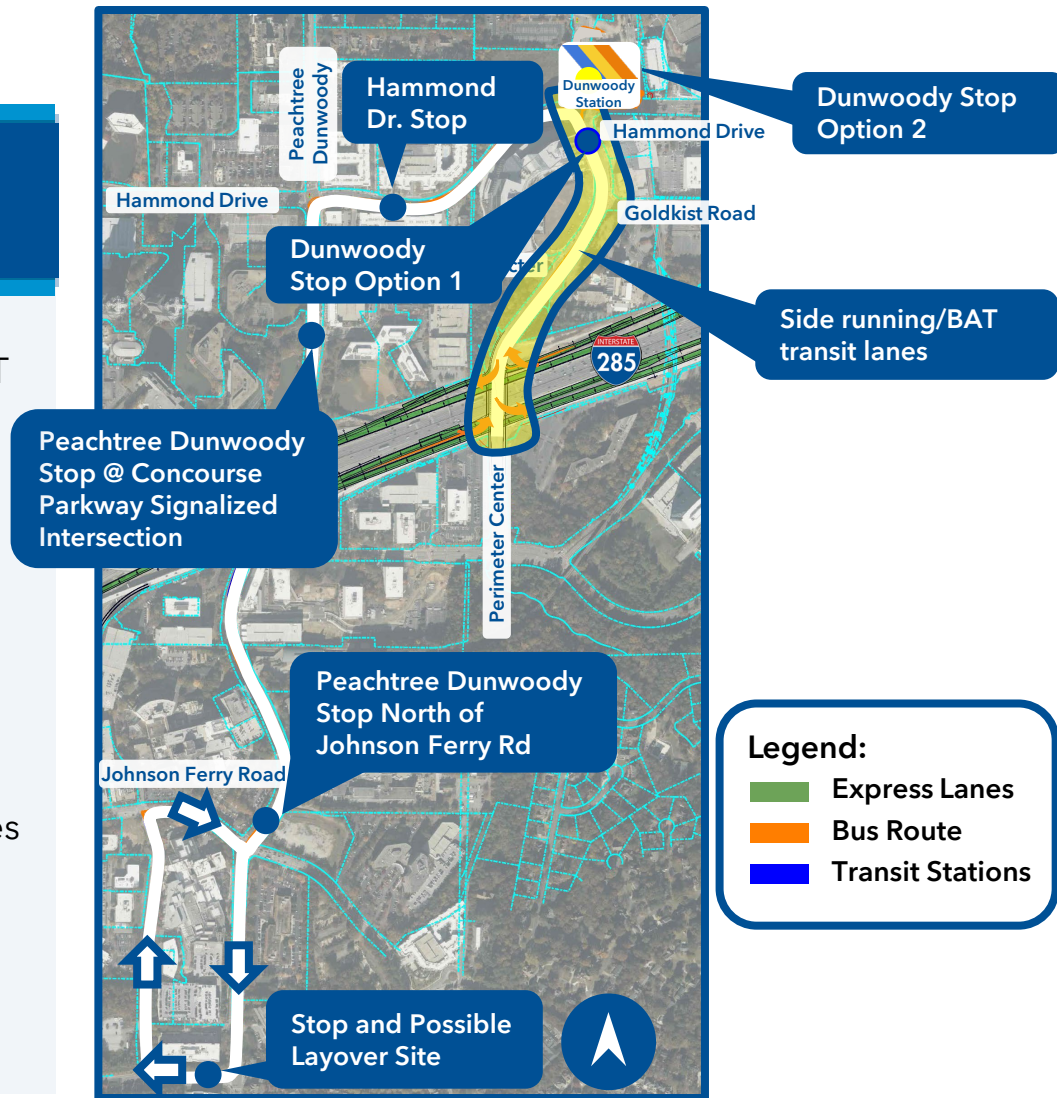
Proposed 15% Design

- Peachtree Center Parkway - Side running/BAT lanes (includes Dunwoody stop options 1 and 2)
- Enhanced Stops (4)
 - Hammond Drive
 - Peachtree Dunwoody @ Concourse Parkway
 - Peachtree Dunwoody @ Johnson Ferry
 - Glenridge Connector

Coordination

- Dunwoody Station CID TOD study
- Stop locations coordinated with other services and shuttles
- Local Bike/Ped plans
- TOD/first and last mile connections

Tier 2b improvements would permit both a connection to Dunwoody and the expanded circulator



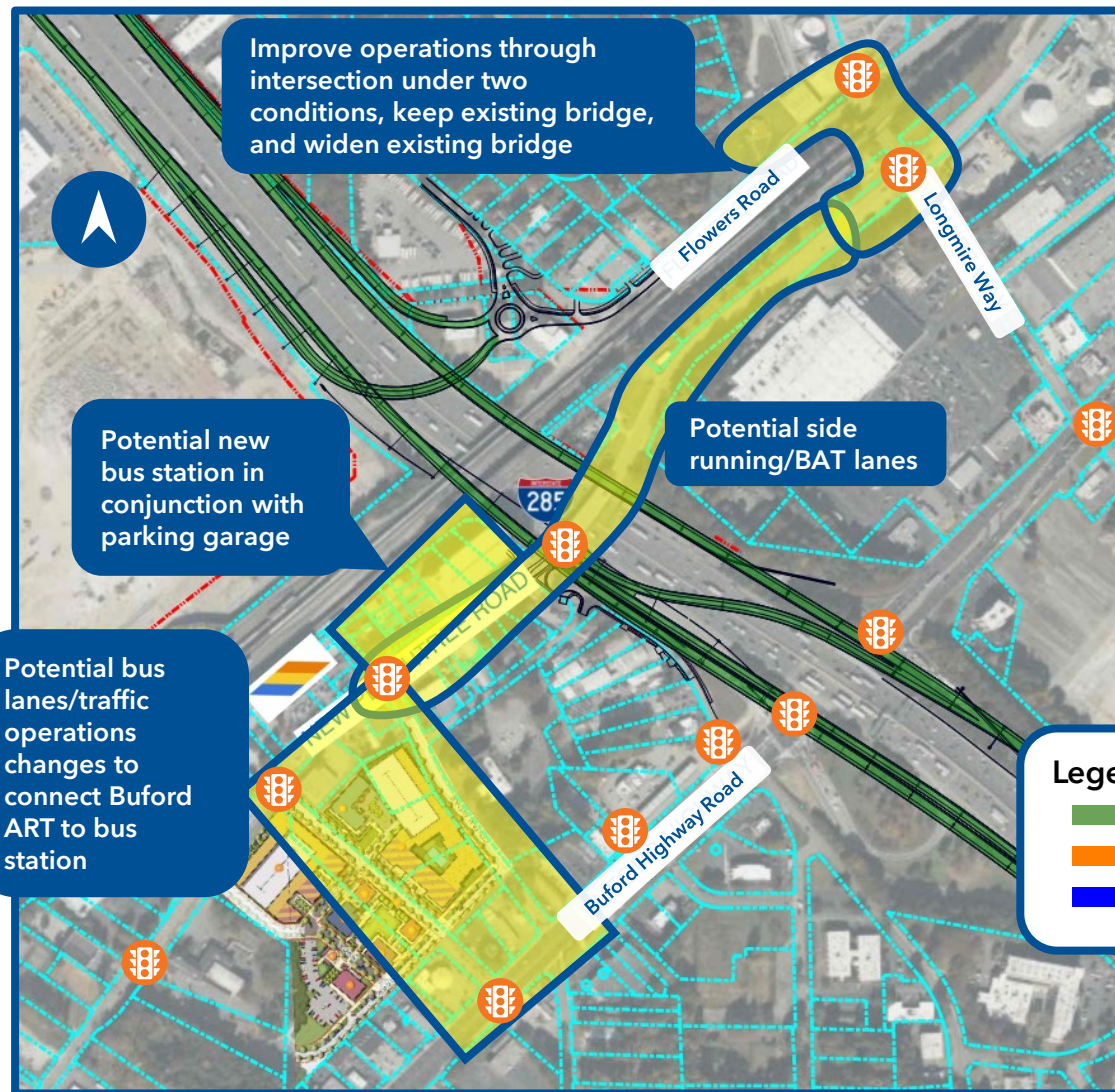
Doraville Offline

Proposed 15% Design

- Longmire Way Underpass Widening
- New Peachtree Road Side Running/BAT Lanes
- Bus Transfer Facility - AT&T Garage
- Buford Hwy Connection(s)

Coordination

- Doraville Town Center Project
- Buford ART
- Ride Gwinnett /MARTA/ATL Routes
- Bike/Ped Plans
- New Peachtree Road Diet
- TOD/first and last mile connections



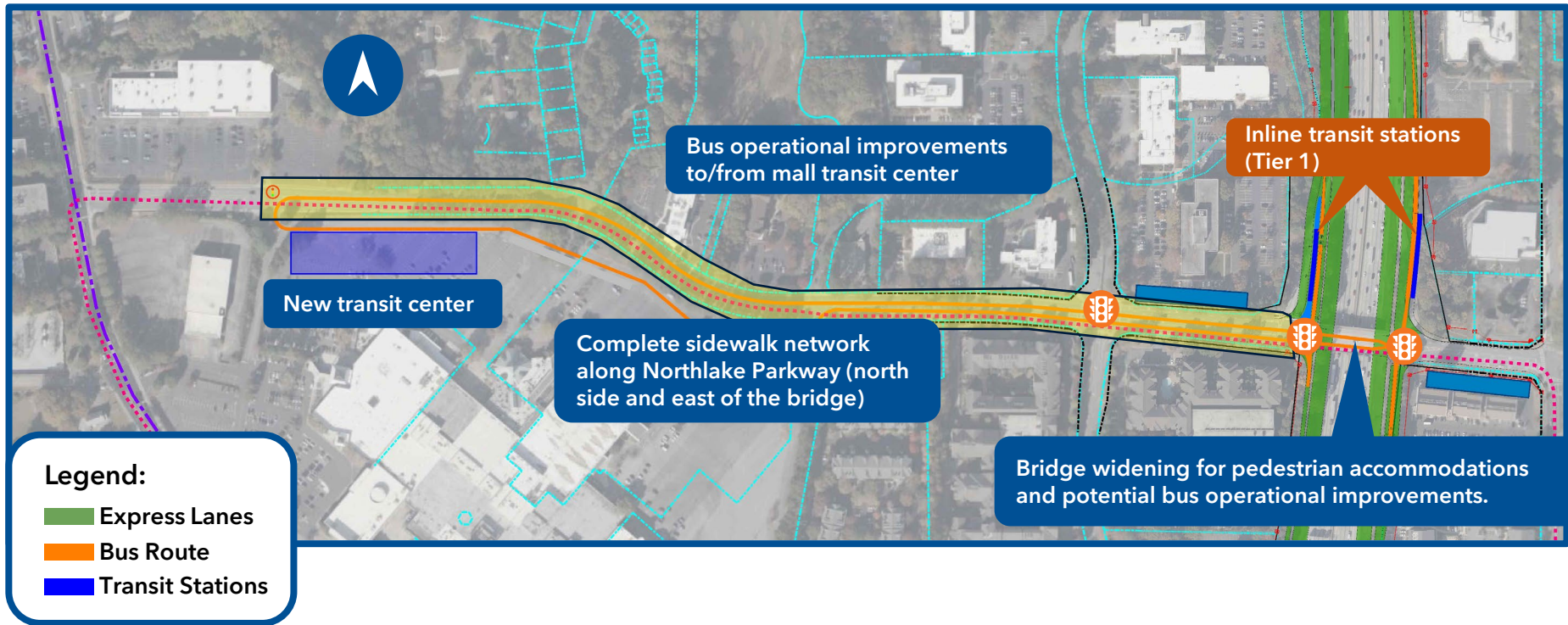
Northlake Offline

Proposed 15% Design

- Community Transit Hub
- Enhanced Stops
- Northlake Parkway Improvements
 - Pedestrian accommodations
 - Bus operational improvements
- Northlake Parkway Inline Station

Coordination

- Tucker-Northlake Trail
- MARTA route 125
- TOD/first and last mile connections





Indian Creek Offline

Proposed 15% Design

- Enhanced Stop
- Elder Lane Bus operational improvements
- Redan Road TSP accommodations

Coordination

- Redan Rd redevelopment
- Indian Creek Station improvement/TOD

Hamilton E. Holmes Station Offline

Proposed 15% Design

- Queue jumps
 - I-20 EB Off Ramp @ Burton Road
 - Burton Road @ H.E. Holmes Drive

Coordination

- Hamilton E. Holmes Station TOD Plan
- City of Atlanta ADA Accessibility Improvements
- Local Bike/Ped plans



Queue jump off I-20 East at Burton Rd and Burton Rd at HE Holmes Dr.

Transit vehicles run in mixed traffic along Hamilton E. Holmes Drive

New signal with TSP at bus driveway

Bus only driveway

Proposed TOD at Hamilton E. Holmes MARTA Station

DL Hollowell Pkwy Offline

Proposed 15% Design

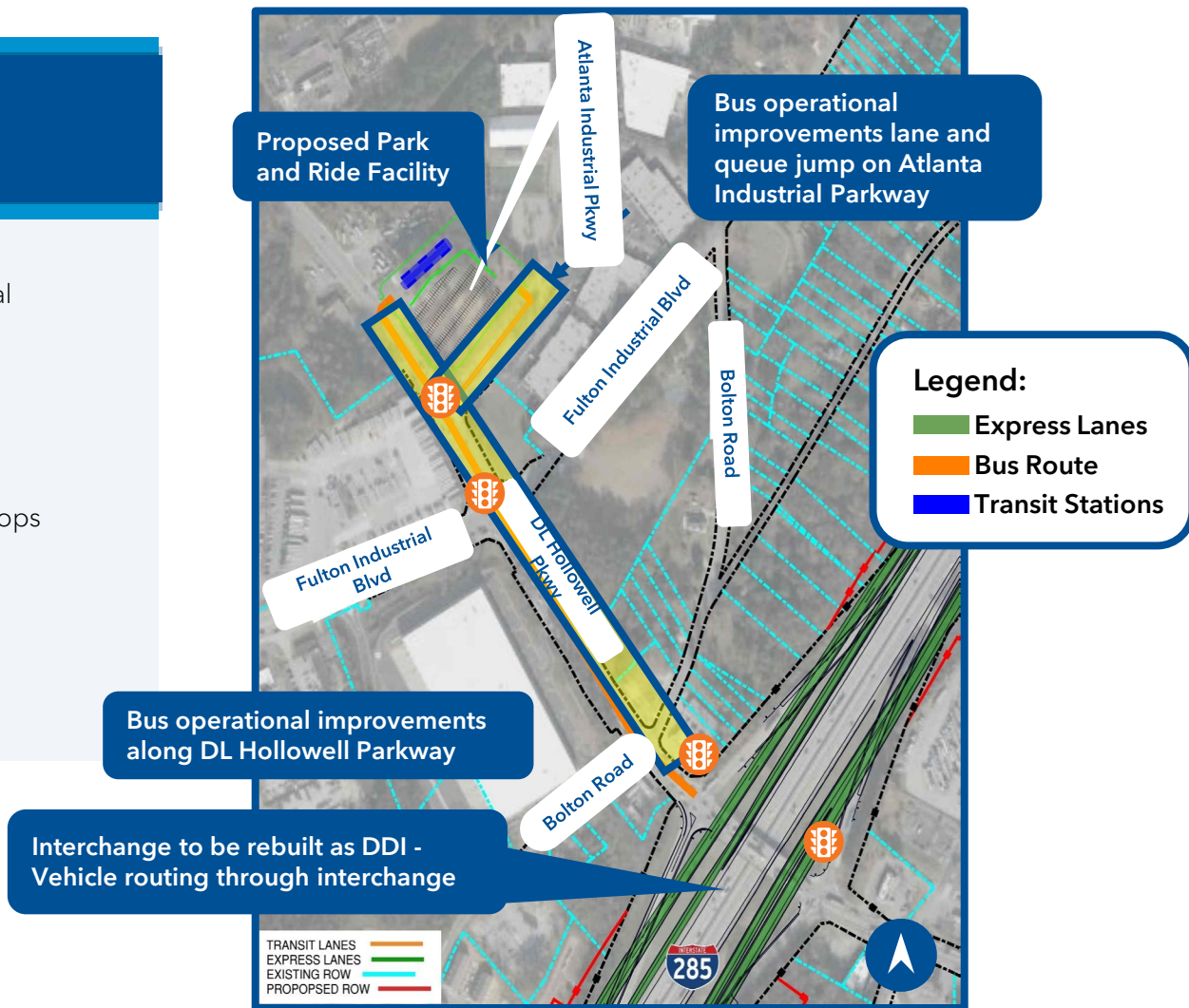
- DL Hollowell Parkway Bus operational improvements (BAT lanes)
- Park and Ride Facility
- Enhanced Stop

Existing Route

- MARTA Route 50, 850, 853
- Proposed stops align with existing stops

Coordination

- GDOT PI #0019069
DL Hollowell at Fulton Industrial Blvd Intersection
- GDOT PI #0015382
DDI Interchange at I-285



Cumberland Boulevard Offline

Proposed 15% Design

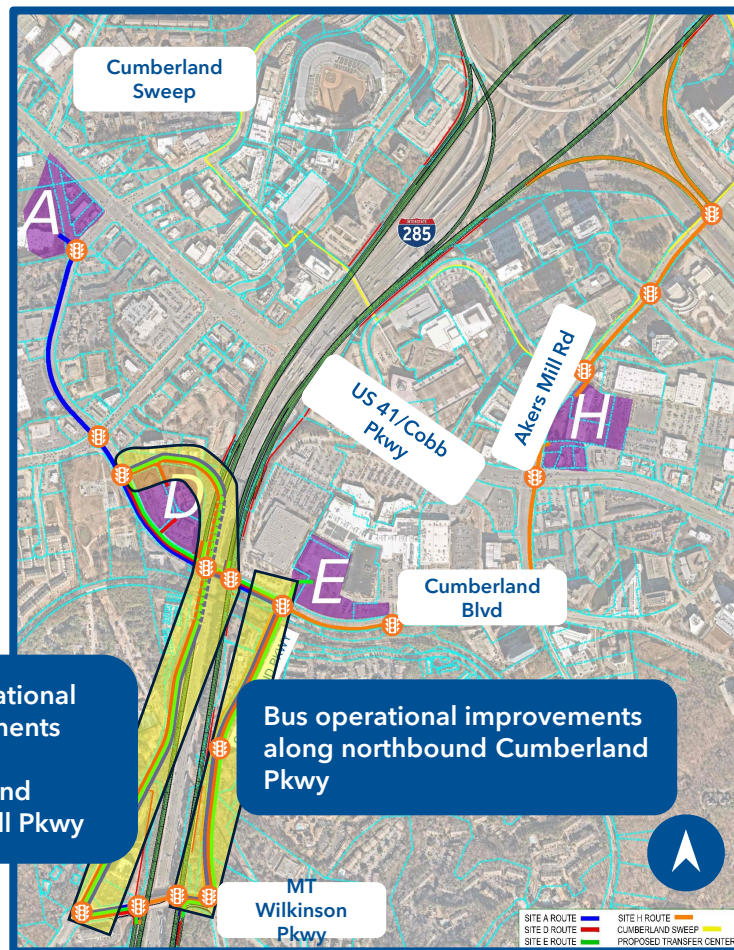
- Cumberland Parkway bus operational improvements (lanes)
- Spring Hill Parkway bus operational improvements (lanes)
- Additional improvements to be identified pending Cumberland Transit Center site selection

Coordination

- Cumberland Transfer Center Relocation (Cobb County) *options to consider on map*
- Cobb Forward Comprehensive Transportation Plan 2050
- Bike/Ped Plans (including Cumberland Sweep)

Bus operational improvements along southbound Spring Hill Pkwy

Bus operational improvements along northbound Cumberland Pkwy



Legend:

- Express Lanes
- Bus Routes
- Proposed Transfer Center Site

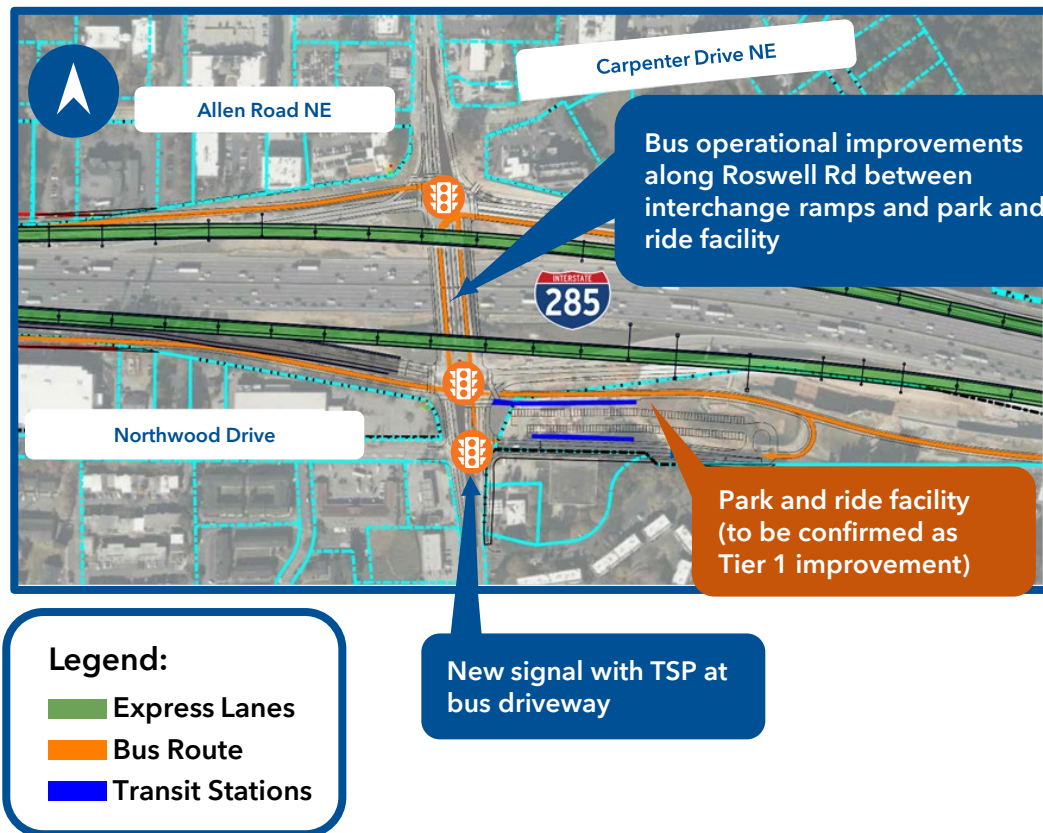
Roswell Road Offline

Proposed 15% Design

- Community Transit Hub
- Park and Ride Facility
- Roswell Road bus operational improvements

Coordination

- GDOT PI # 0019792
Roswell Rd Interchange Study
- City of Sandy Springs Master Plan

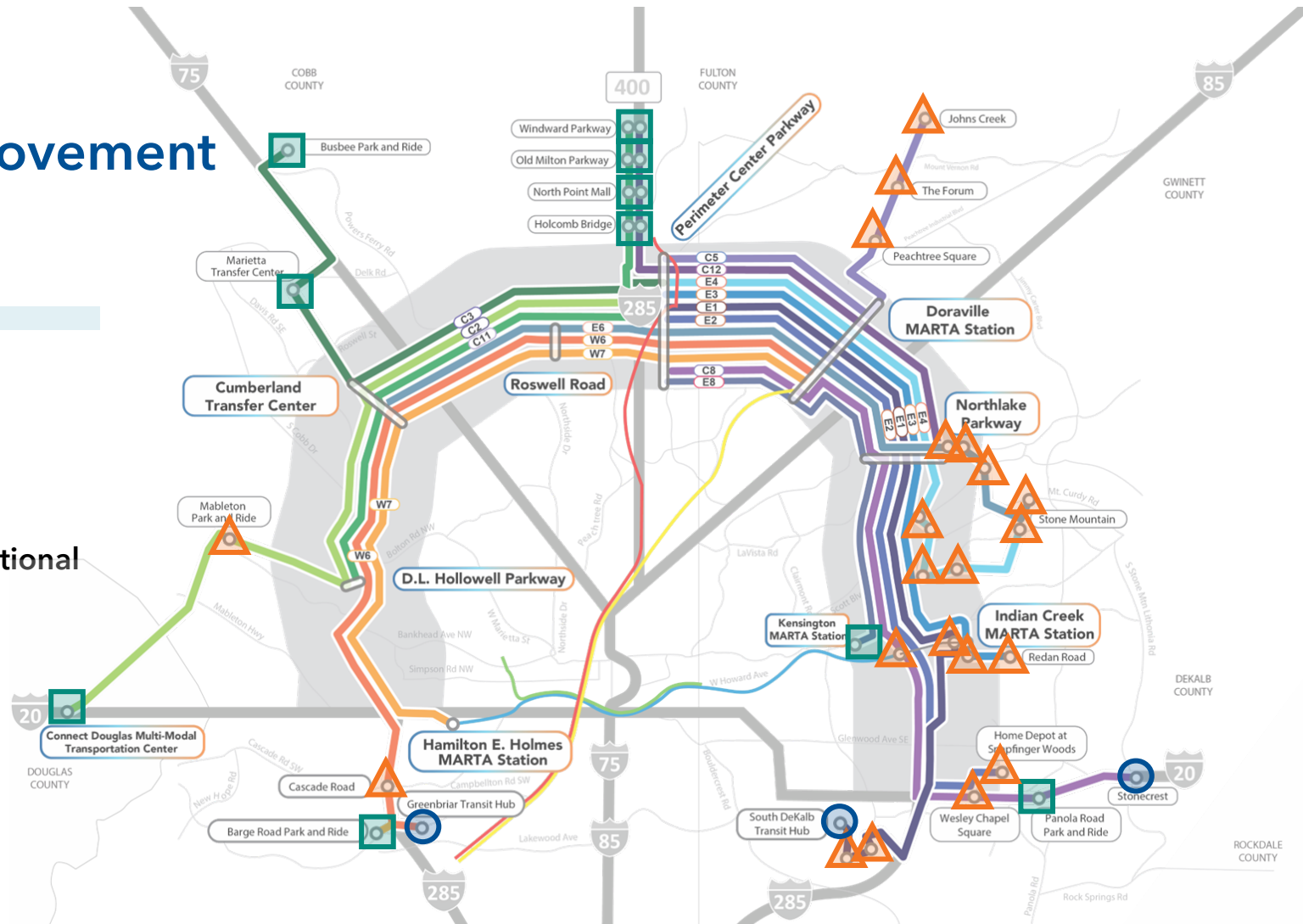


Tier 2 Improvements

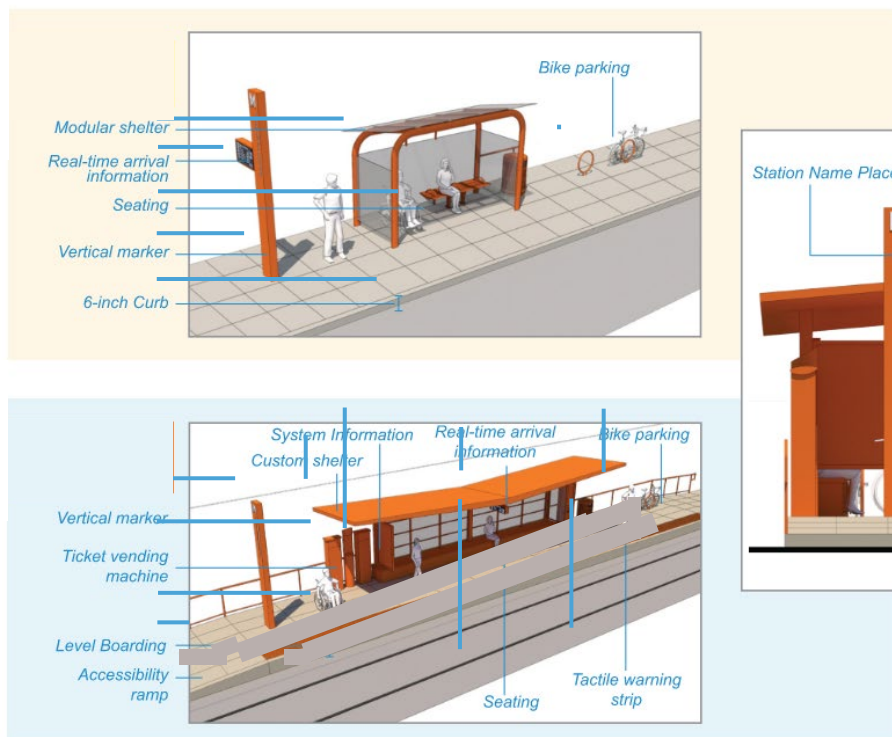
Tier 2 Improvement Summary

Key

-  MARTA Transit Hubs
-  Enhanced Stops
-  Agency/Jurisdictional Coordination



Enhanced Stop

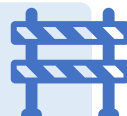


Potential Amenities

- Shelter with seating
- Vertical marker
- Real-time arrival information
- Trash receptacle
- Station lighting
- Bicycle parking
- Off-board fare collection/ticket-vending machines
- Information kiosks
- Public art
- Station wi-fi
- Charging stations/outlets
- Green infrastructure

Estimated Capital and Operating Costs

Roadway Infrastructure & Stations/Stops Construction Costs



- Between \$250 and \$400 million (*2025 dollars*)
- Some of the 14 proposed routes could be implemented with minimal infrastructure investment
- Infrastructure investments can be staged to meet potential funding
- Does not include:
 - Widening Longmire Way RR overpass
 - Tier 2B offline stop improvements
 - Potential cost of maintenance facility upgrades to accommodate additional buses
 - Potential ROW costs
- Assumes cost for ramp queue jumps and signal improvements at ramps are part of the I-285 Express Lanes project

Operating and Maintenance Costs



- Assumed cost in 2035 (eastern routes only)
 - \$44 million (*inflated dollars*)
- Assumed cost in 2040 (all 14 services operating)
 - \$100 million + (*inflated dollars*)
- 114 Vehicles are required to operate the 14 new routes during peak periods (not included in the cost estimate).
- Potential impacts to maintenance facilities have not been considered at this time

The “Unknowns”

Engaging the Community



Public Information
Meetings



Virtual Engagement
(1180+ Survey Responses,
Social Media Campaign)



15
Community
Pop-Up Events



12
Stakeholder Interviews




Public Involvement Offices,
Municipal Meetings
CID Meetings

Recent Public Information Meetings


Tuesday, May 6, 2025

 5:30 - 7:30 pm

 **Dunwoody City Hall**
4800 Ashford Dunwoody
Rd. NE, Dunwoody, GA


Wednesday, May 7, 2025

 5:30 - 7:30 pm

 **C.T. Martin Natatorium and Recreation Center**
3201 Martin Luther King Jr Dr.
SW, Atlanta, GA

Thursday, May 8, 2025

 5:30 - 7:30 pm

 **Clarkston Community Center**
3701 College Ave.
Clarkston, GA 30021



Public Information Meeting Summary

Meeting Information

3 In-person meetings



May 6: Dunwoody City Hall

May 7: C.T. Martin Natatorium

May 8: Clarkson Community Center

97 Total attendees

66 Total comments
(in-person & online)

What we heard from attendees



Timeline & funding questions



Excitement about transit



Route suggestions



Property concerns

Quotes from Attendees

- "Transit works both ways... **I help transit and transit helps me**"
- "Great Project. Just wanted to ensure that the **Buford Hwy. ART/BRT system connects to the express lane** transit. As of today, Buford Hwy has the highest ridership in the entire MARTA system, and it would be beneficial to provide a connection."
- **"Definitely in favor of MARTA piggy-backing on the expansion of i-285,** but it would only make sense if 1 of the 2 lanes is dedicated to mass transit, not given over to a slew of cars + trucks. Would also like to see light rail worked into the plan"
- "This is an exciting project with great potential! **Intercounty connectivity on I-285 is very important and should match existing transit patterns in that corridor.** I hope the concept will be embraced - many people travel on I-285 through Perimeter Mall during rush hour. Just observe the traffic on the outer lanes of I-285 in that area. THE SPLIT AT PERIMETER MALL IS UNNECESSARY AND UNPRODUCTIVE IN MY OPINION. To match existing traffic volumes along Marietta - Perimeter Mall - Dunwoody there should be a generous allotment of routes between Cobb and Gwinnett. Thank you for all the work!"
- "Please mitigate impacts to neighborhoods during and after construction! I live in Lymoor Woods, near I-285/Lawrenceville Hwy, and the noise is already terrible...I am very concerned about neighborhood and ecosystem impacts. Do noise studies. **I DO have zero problem w/rapid bus on the route**"

Schedule



Future Timeline



Upcoming Activities

- Ongoing coordination with GDOT I-285 Express Lanes and I-285 Top End Stations Land Use Study project teams
- Engage and gather input from stakeholders and public on recommended service plan and station locations
- Finalize Service Plan, Environmental Review, Conceptual Station Designs and Cost Estimates
- Conduct Funding and Financial Analysis

Stay Involvement!





Thank You





New Business



ADJOURN