ATLANTA-REGION TRANSIT LINK AUTHORITY

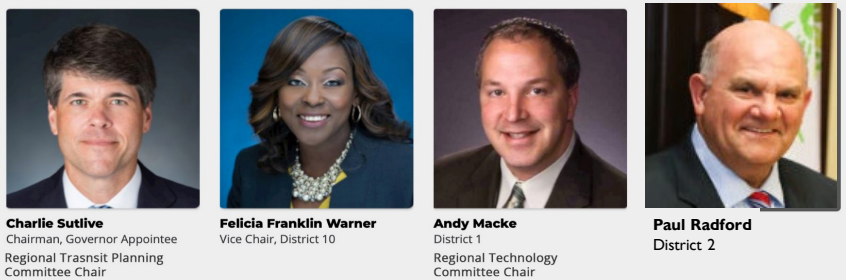
BRIEFING FOR I-75 CORRIDOR COALITION

Felicia Franklin Warner, Vice Chair
March 11, 2020

OVERVIEW

The Atlanta-Region Transit Link Authority (ATL) was established to create a more unified and efficient transit system that serves the existing and future population of the Atlanta region.

ATL BOARD OF DIRECTORS

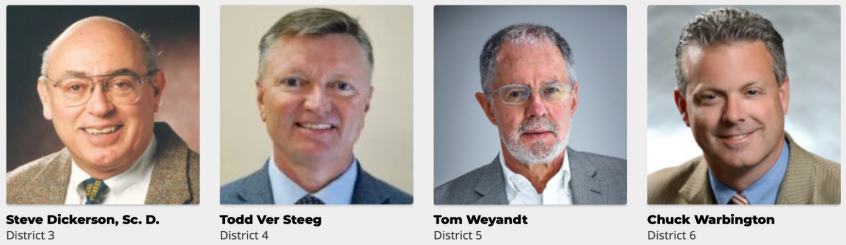


Charlie Sutlive
Chairman, Governor Appointee
Regional Trasnsit Planning Committee Chair

Felicia Franklin Warner
Vice Chair, District 10

Andy Macke
District 1
Regional Technology Committee Chair

Paul Radford
District 2

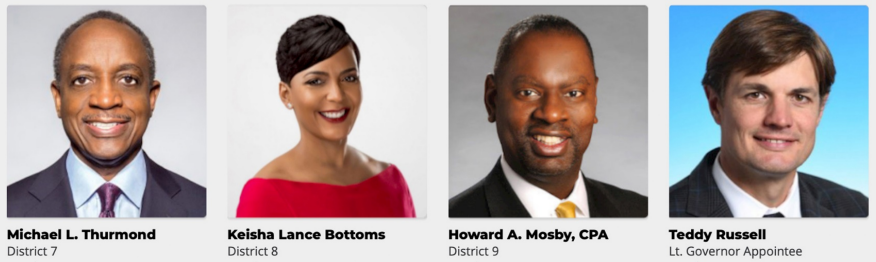


Steve Dickerson, Sc. D.
District 3

Todd Ver Steeg
District 4

Tom Weyandt
District 5

Chuck Warbington
District 6

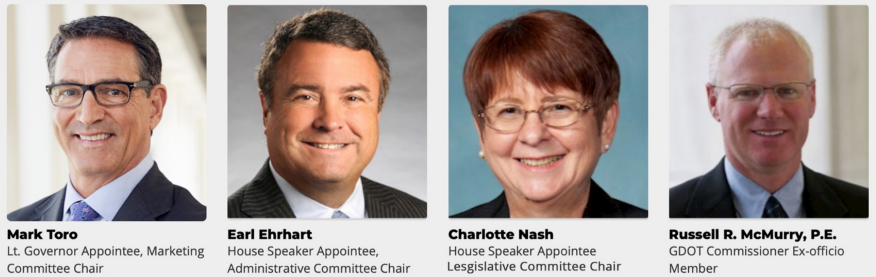


Michael L. Thurmond
District 7

Keisha Lance Bottoms
District 8

Howard A. Mosby, CPA
District 9

Teddy Russell
Lt. Governor Appointee



Mark Toro
Lt. Governor Appointee, Marketing Committee Chair

Earl Ehrhart
House Speaker Appointee, Administrative Committee Chair

Charlotte Nash
House Speaker Appointee Lesgislative Committee Chair

Russell R. McMurry, P.E.
GDOT Commissioner Ex-officio Member

- 16-member board represents Atlanta region geographically, ideologically, and professionally
- Board includes key local elected officials:
  - Mayor of Atlanta
  - CEO of DeKalb County
  - Clayton County Commissioner
  - Chair of Gwinnett County Commission
- Inclusion of GDOT Commissioner in a non-voting capacity increases inter-agency state coordination
- All ATL Board votes to date have been unanimous, demonstrating cohesion of vision

ATL TIMELINE: A BUSY FIRST 12 MONTHS



First ATL Board Meeting

- ATL Logo & Brand Adopted
- Designated Recipient Status Granted (Oct.)

Dec 2018



Governing Principles Adopted

- Title VI Plan Approved
- Air Quality Targets Approved

March 2019



Call for Projects for Regional Transit Plan

- 195 Project Submissions from Transit Operators & Local Governments
- 12 of 13 ATL counties

June 2019



ARTP Public Meetings

- 10 ATL District Meetings Held
- Draft ARTP Evaluation Results
- Direct Recipient Status Approved

Oct/Nov 2019



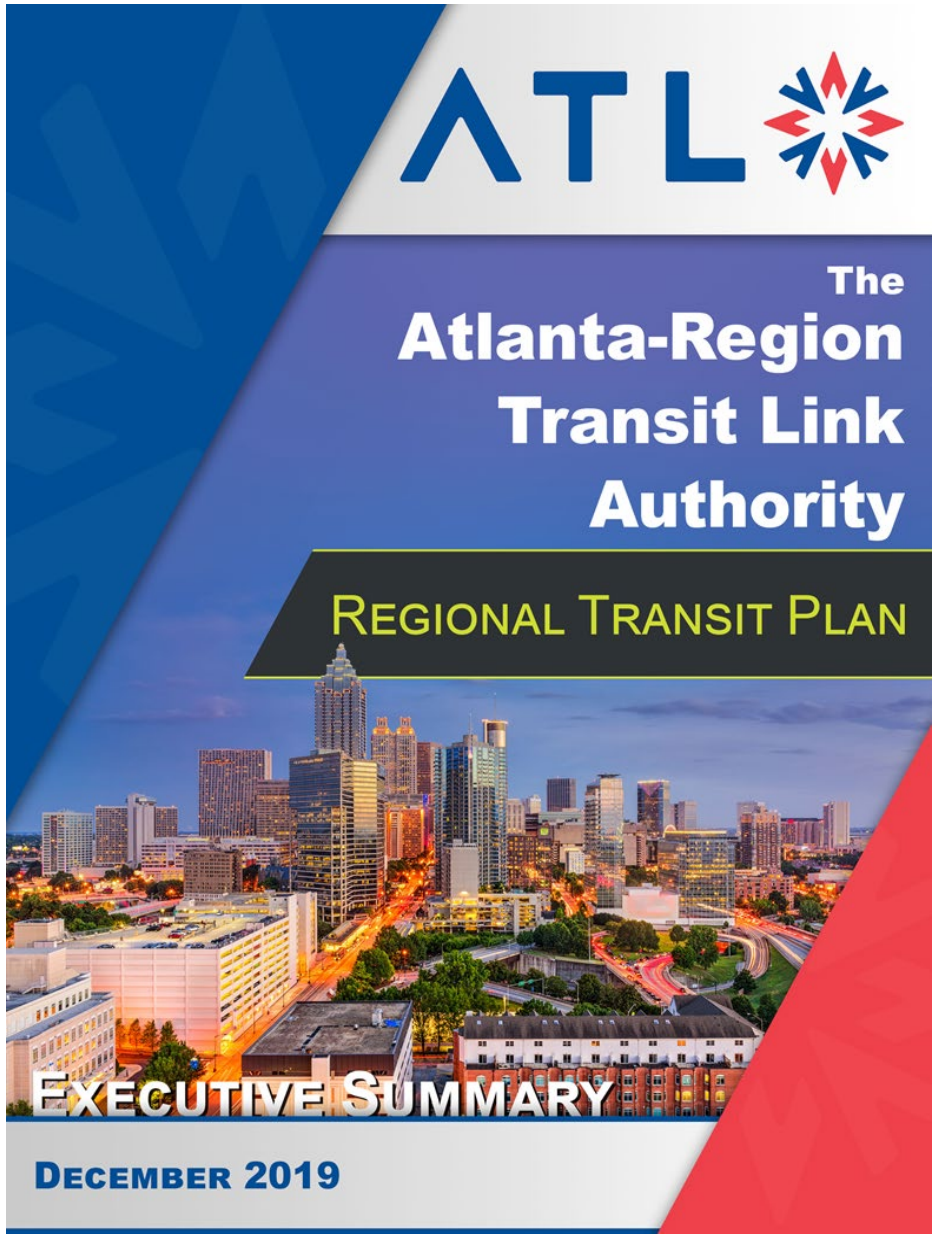
Final Adoption of ARTP

- Annual Report & Audit Submitted to State Leadership

Dec 2019

ATL REGIONAL TRANSIT PLAN (ARTP)

- For the first time, the Atlanta region has a plan to guide transit investment across multiple operators and jurisdictions
- Projects were evaluated using a data-driven, objective process with regular and frequent input from regional transit and government stakeholders
- ATL coordinating with ARC to incorporate ARTP into its planning process as the transit "universe of projects"
- *ATL will use the findings of this plan to identify projects for competitive federal funding for the Atlanta region, and to make recommendations for state funding*



REGIONAL TRANSIT NEED DEMONSTRATED IN ARTP

30 State of Good Repair Projects

$4.1B State of Good Repair

58 Enhancement Projects

$4.2B Enhancement

104 Expansion Projects

$18.9B Expansion

192 Total Projects

$27B Total

ATL GOVERNING PRINCIPLES FOR THE REGIONAL TRANSIT PLAN



ECONOMIC DEVELOPMENT AND LAND USE

Creates or enhances connectivity and access to job centers, activity centers and economic centers in line with the Unified Growth Policy (UGP).



ENVIRONMENTAL SUSTAINABILITY

Offers new or enhanced services as alternatives to SOV travel, and promoting the use of alternative fuels to build environmentally sustainable communities.



EQUITY

Provides new or expanded service to and from low and moderate income areas to improve connectivity and focusing on investments that better enable people to meet their day-to-day needs.



INNOVATION

Uses innovative solutions to improve rider experience, fare collection, cost savings, integration with transit alternatives and more.



MOBILITY AND ACCESS

Connects population centers, employment, recreation, using cross-jurisdictional services to create regional connectivity.



RETURN ON INVESTMENT

Ensures that project financing plans are feasible, sound and promotes cost-efficient alternatives for new or enhanced service that enable regional economic opportunity and growth.

BENEFITS TO THE ATLANTA REGION OF ARTP PROJECTS



Economic Development and Land Use

- 100,000 more jobs within walking distance of low-capacity transit
- 420,000 more jobs within walking distance of high-capacity transit



Innovation

- 62 projects include advanced transit design
- 96 projects advance transit-friendly technologies
- 11 projects introduce technology innovation to increase rider safety



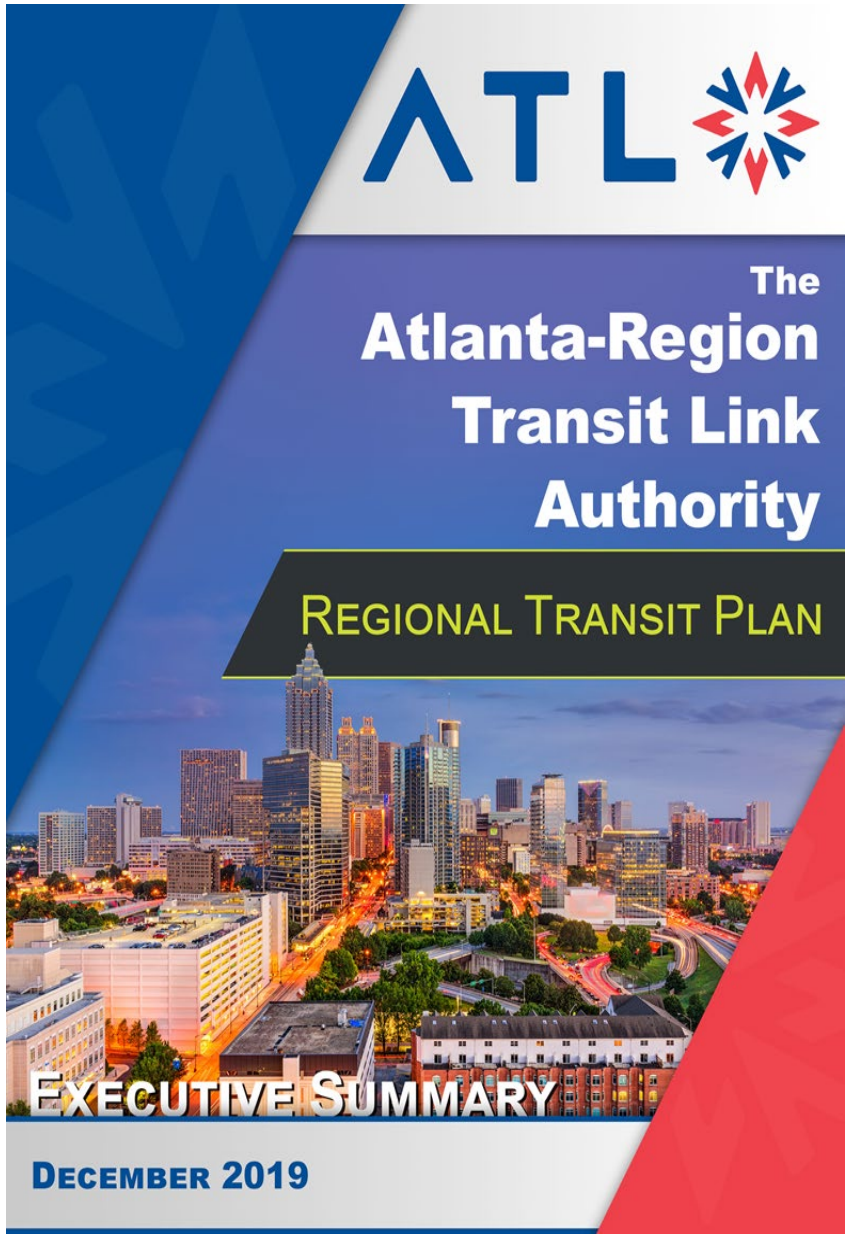
Equity

- 95,000 more low-income, minority, and zero car households w/i walk access to low-capacity transit
- 394,000 with walk access to high capacity transit
- 239,000 more low wage jobs within walk access to high capacity transit

SOME ARTP PROJECTS IN SOUTH METRO

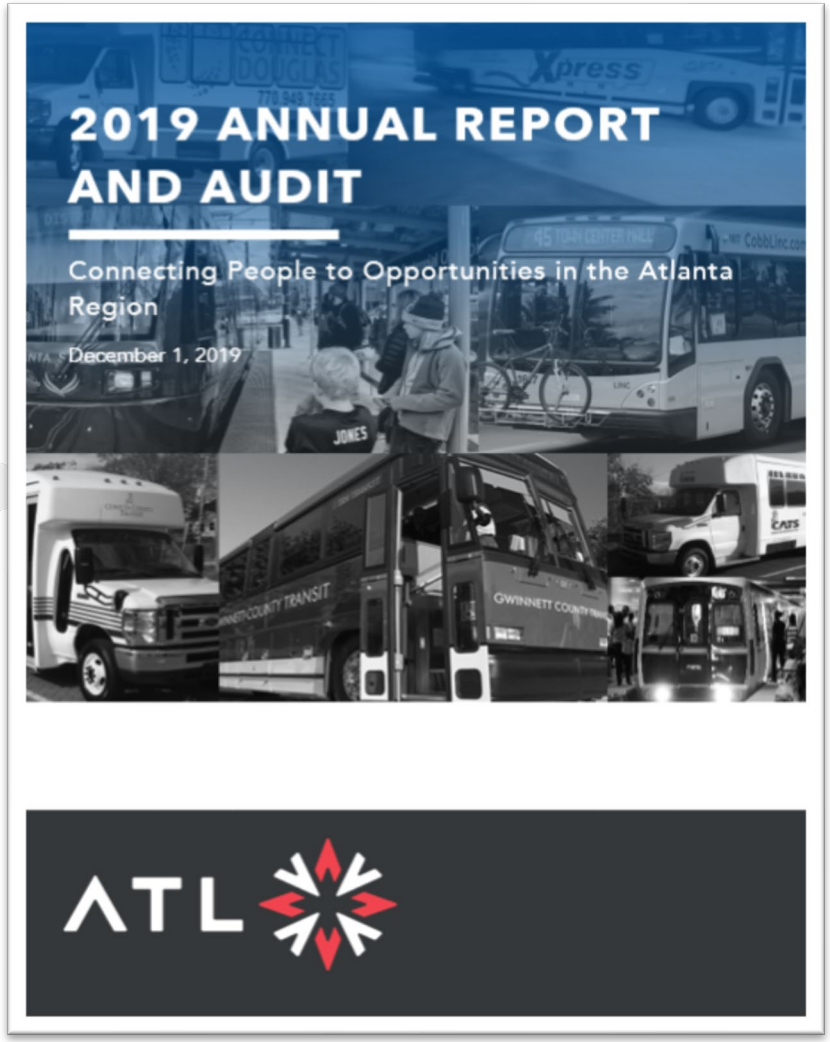
- *MARTA: Clayton County High-Capacity Transit (BRT/CRT)*
- *Fulton County: Camp Creek Pkwy. ART*
- *Fulton County: South Fulton Pkwy. Transit*
- *Aerotropolis CID: Circulator and Intermodal Transp. Center*
- *Xpress: Mt. Carmel Park and Ride Lot (Henry Co.)*

- Also in 2020:
  - ATL working with Henry County on plans for its upcoming Transit Master Plan



2019 ATL ANNUAL REPORT & AUDIT

- Annual Review of transit systems operating in the ATL Region
- Initial report includes data for the last five years (FY2015 to FY2019) on transit planning, investments, and operations
- Analysis examined indicators such as:
  - Ridership
  - Level of Transit Investment
  - On-Time Performance
  - Equity
  - Level of Service
  - Operational Productivity
  - Customer Satisfaction
  - Financial Productivity
  - State of Good Repair
  - Safety
- **Report submitted to GA legislature Dec. 1, 2019**



IMPACTS OF TRANSIT AGENCY OPERATIONS & EXPENDITURES

MULTIPLIER EFFECTS IN THE 13-COUNTY ATL REGION:



Activity Directly Supported

Supplier Activity (Indirect)

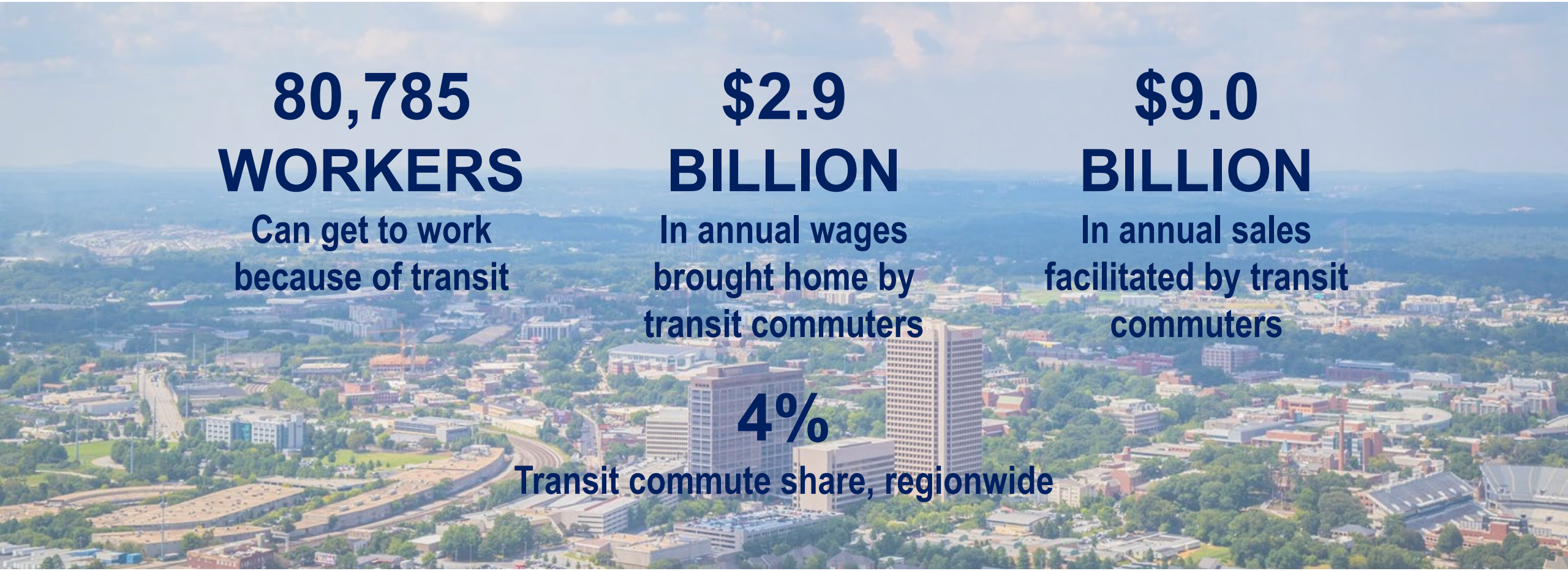
Spending of Worker Income (Induced)

In FY 18:

Expenditure Type:	Jobs	Income	Value Added	Output
Operations & Maintenance	11,156	$689 M	$912 M	$1,578 M
Capital	1,597	$95 M	$141 M	$237 M

Source: Research team analysis using TREDTransit™ and budget information from individual transit agencies.

TRANSIT COMMUTERS AND THE REGIONAL ECONOMY



80,785 WORKERS
Can get to work because of transit

$2.9 BILLION
In annual wages brought home by transit commuters

$9.0 BILLION
In annual sales facilitated by transit commuters

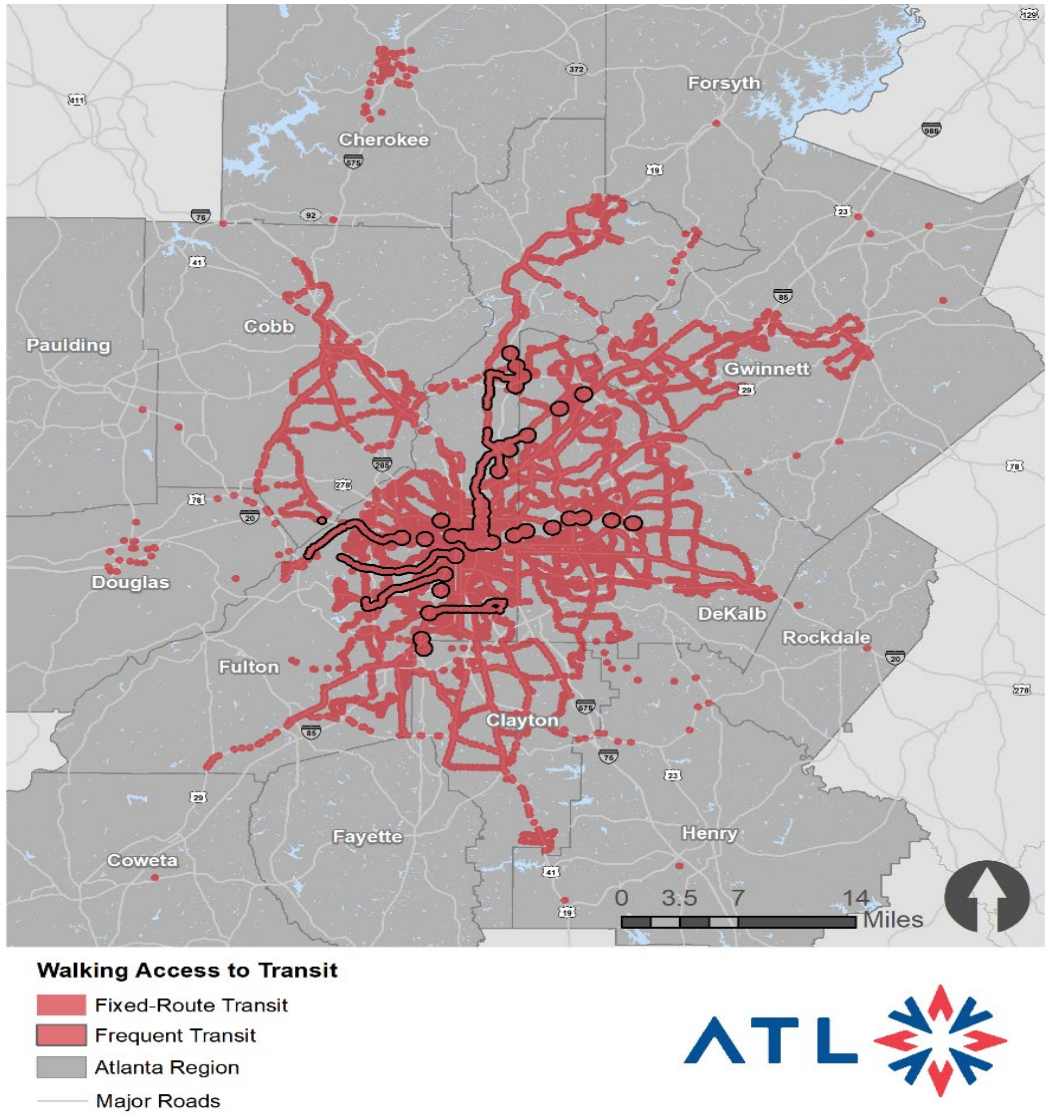
4%
Transit commute share, regionwide

Source: 2013-2017 American Community Survey 5-Year Estimates, Public Use Microdata Sample. Sales estimates are based on ratios from 2017 Regional IMPLAN Industry Detail and an adjustment factor from the BEA to translate wage and salary income into total compensation. Because of PUMA geographies, Newton County is included.

MORE CAPACITY IS NEEDED OUTSIDE THE CORE REGION

- Access to fixed-route transit is strongly correlated with access to opportunity.
- Within walking distance of fixed-route transit:
  - Total population: 26%
  - Minority population: 33%
  - Low-income households: 38%
- Within walking distance of **high-frequency** transit (15-min. average headways or better):
  - Total population: 4%
  - Minority population: 4%
  - Low-income households: 6%

Fixed-route and frequent transit access area









MORE CAPACITY IS NEEDED OUTSIDE THE CORE REGION

Demand response
Fixed-route
Vanpool
Streetcar
Heavy rail
Micro-transit

2019 Ridership

CATS
71,169 trips

CobbLinc
2,410,065 trips

Connect Douglas
90,675 trips

Coweta
36,292 trips

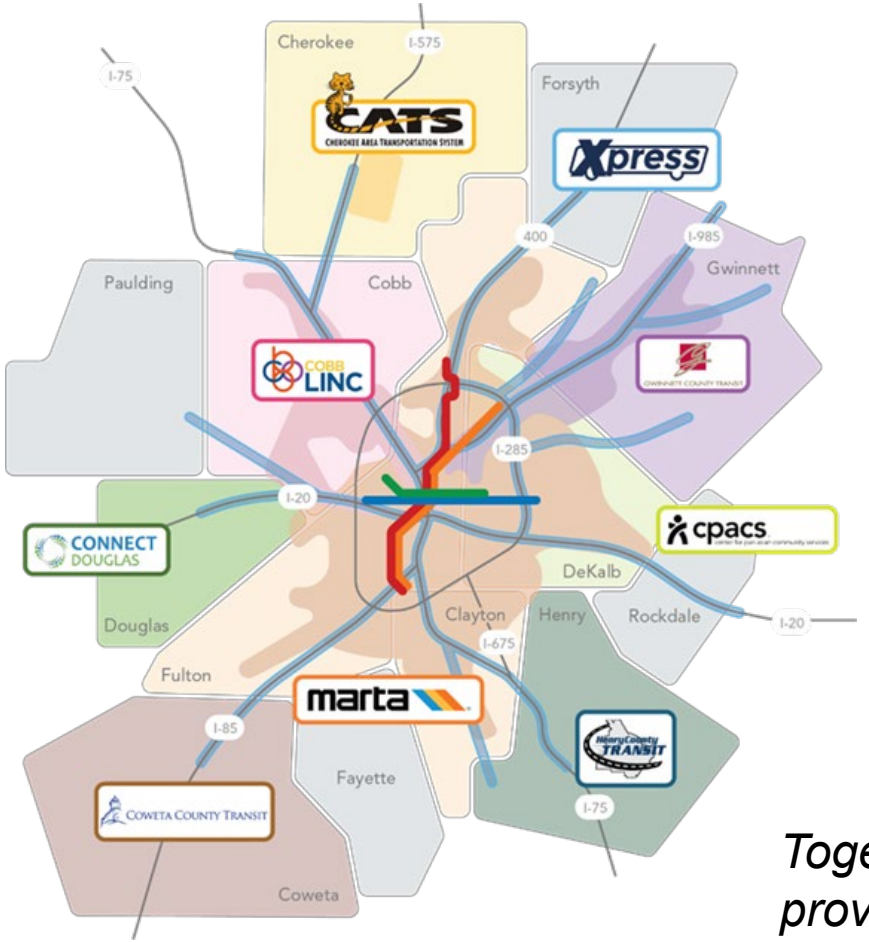
CPACS
32,319 trips

GCT
1,639,839 trips

Henry
71,068 trips

MARTA
117,623,449 trips

Xpress/SRTA
2,510,468 trips



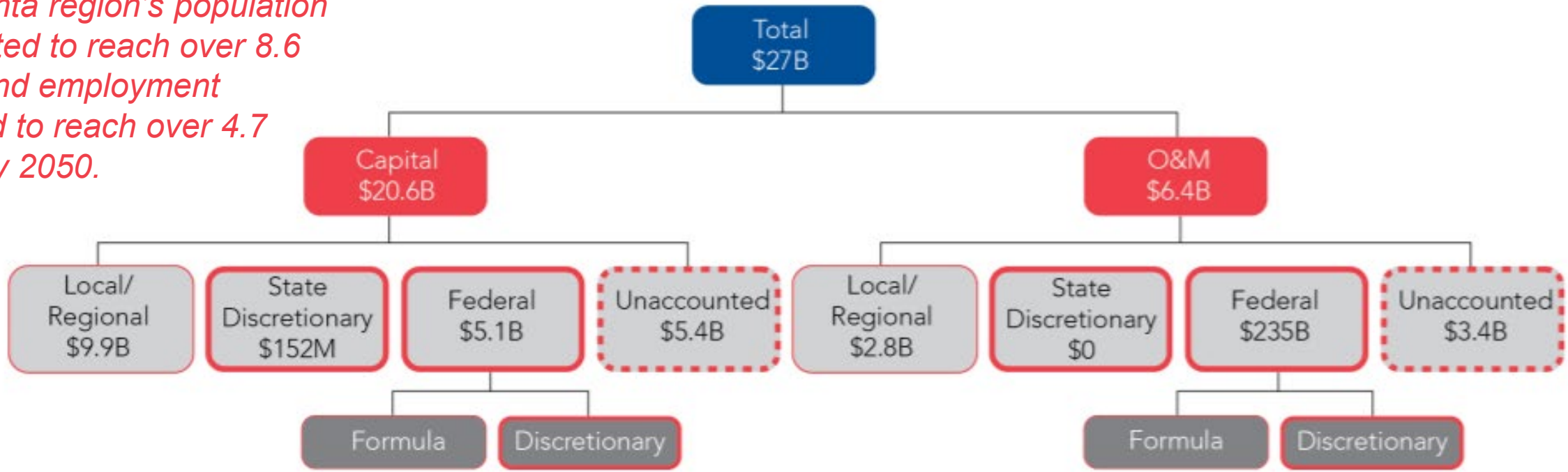
Together, these 9 transit services provided 125 million trips in 2019

ALL MODES LEAD TO HOME

WHAT'S NEXT FOR THE REGION?

Current transit needs are estimated at $27 billion over the next 30 years. Of these needs, about one-third are currently unfunded.

The Atlanta region's population is projected to reach over 8.6 million and employment projected to reach over 4.7 million by 2050.



Transit Funding Needs for the Atlanta Region (2020–2050)

2020: MOVING THE REGION FORWARD

AREAS FOR STRATEGIC INVESTMENT & CONTINUED FOCUS
Invest in high capacity transit to meet the region's demand
Invest in Express Lanes & dedicated right-of-way for transit to improve on-time performance and travel speeds
Ensure the region's transit network works in a coordinated and seamless way
Enhance the state of good repair for the region's transit assets
Integrate land use and multi-modal transportation planning

ATL

ATLANTA-REGION
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