



BOARD OF DIRECTORS

METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY

PLANNING AND CAPITAL PROGRAMS COMMITTEE

THURSDAY, SEPTEMBER 30, 2021

MEETING MINUTES

Committee Chair Al Pond called the meeting to order at 9:30 a.m.

Board Members Present	Staff Members Present
Roberta Abdul-Salaam	Jeffrey Parker
Jim Durrett ¹	Elizabeth O'Neill
William Floyd ¹	Luz Borrero
Roderick Frierson	Rhonda Allen
Freda Hardage	Michael S. Kreher
Al Pond, Chair	Ralph McKinney
Kathryn Powers ¹	Raj Srinath
Rita Scott	Manjeet Ranu
Christopher Tomlinson ^{1,2}	Collie Greenwood
W. Thomas Worthy	

Also in attendance: Board General Counsel Justice Leah Ward Sears of Smith, Gambrell & Russell, LLP other staff members: Jonathan Brathwaite, Robin Boyd, Adrian Carter, Lawrence Graham, Deloris Jacobs, Tracy Kincaid, Connie Krisak, Herold Humphrey, Jonathan Hunt, Paula Nash, Larry Prescott, Officer Altagracia Oliva, Miles Turpin, Nicholas Waters, George Wright, Kenya Hammond, Phyllis Bryant, Keri Lee, and Tyrene Huff.

Approval of the August 26, 2021 Planning and Capital Programs Committee Meeting Minutes

Committee Chair Pond called for a motion to approve the August 26, 2021 meeting minutes. Board Member Hardage made a motion to approve and seconded by Board Member Abdul-Salaam. The minutes were approved unanimously by a vote of 6 to 0, with 6 members present.

Resolution Authorizing the Award of a Contract for the Procurement of System Engineering Services, REI, AE46193 [See attached]

Assistant General Manager, Infrastructure Larry Prescott, presented the above resolution authorizing the General Manager/CEO or his delegate to enter into contracts for the procurement of systems engineering services, REI AE46193 with HNTB Corporation and WSP USA, Inc.

Committee Chair Pond opened the floor for questions or comments.

- Committee Chair Pond commented that this money is not spent but is based on not exceeding an hourly rate. Mr. Prescott replied that he was correct.
- Board Member Floyd asked to elaborate on how the minority firms will be included and

¹Jim Durrett, William Floyd, Kathryn Powers Christopher Tomlinson came in after the approval of the minutes.

²Christopher Tomlinson is Executive Director of the Georgia Regional Transportation Authority (GRTA). Per the MARTA Act, he is a non-voting member of the Board of Directors.

- who determines that? Mr. Prescott replied the DBEs are preapproved as part of this team and the prime firm submits their DBE percentage in their scope. The prime firms do not do all the work themselves; therefore, they must break down the scope based on their internal and DBE percentages. Each DBE has a specialized area within the contract. We monitor it daily. Board Member Floyd asked if MARTA could have a choice of DBE used. Mr. Prescott replied that the DBEs are from a preapproved list and the prime must choose from the list, but MARTA can at any time note accept a DBE for a particular project.

Committee Chair Pond called for a motion to approve. A motion to approve the resolution was made by Board Member Floyd and seconded by Board Member Hardage. The resolution was approved unanimously by a vote of 8 to 0, with 8 members present.

Resolution Authorizing the Award of a Contract for the Procurement of On-Call Claims Analysis Services, RFP P47040

Senior Director, Corporate Law Jonathan Hunt presented the above resolution authorizing the General Manager/CEO or his delegate to enter into a contract to procure on-call claims analysis services, RFP P47040, with Arcadis and JCMS.

Committee Chair Pond opened the floor for questions or comments.

- Board Member Frierson asked if there are not any claims, does that mean that the services will not be used. Mr. Hunt replied yes, in a perfect world, but small disputes are usually handled quickly. Board Member Frierson asked if the services are billed at an hourly rate. Mr. Hunt replied yes.
- Board Member Floyd asked when you decide to bring in these types of services. Mr. Hunt replied that as the claims arise and based on the claim's cost amount, a joint decision is made by the project manager and legal department. Board Member Floyd asked if the vendor must state that they have a claim or not. Mr. Hunt replied that it could be a claim or a dispute and, in some cases, the project manager can indicate that a claim may arise from comments made by the contractor/vendor.
- Board Member Abdul-Salaam asked whether we have the average number of claims per year. Mr. Hunt replied that he does not have the average number, but the number of claims currently is low, but this contract will assist as the number of claims grows due to future expansion projects.

Committee Chair Pond called for a motion to approve. A motion to approve the resolution was made by Board Member Durrett and seconded by Board Member Frierson. The resolution was approved unanimously by a vote of 8 to 0, with 8 members present.

Resolution Authorizing the Award of a Contract for the Disposal of Land Parcel D3050 – 3344 Valley Road, NE, IFB B48268 [See attached]

Director, Real Estate Robin Boyd presented the above resolution authorizing the General Manager/CEO or his delegate to enter into a Contract for the Disposal of Land Parcel D3050, IFB Number B48262, with Cumberland-Lenox, LLC.

Committee Chair Pond opened the floor for questions or comments.

- Board Member Durrett asked is the \$13,000 in current income per year? Ms. Boyd replied, yes, that is correct.

Committee Chair Pond called for a motion to approve. A motion to approve the resolution was

made by Board Member Durrett and seconded by Board Member Floyd. The resolution was approved unanimously by a vote of 9 to 0, with 10 members present.

Briefing – Clayton County High-Capacity Transit Update *[See attached]*

Chief, Capital Programs, Expansion, and Innovation Manjeet Ranu and VHB Principal Grady Smith provided the committee with an update on the Clayton County High-Capacity Transit Project and the upcoming public outreach process.

Committee Chair Pond opened the floor for questions or comments.

- Board Member Durrett commented that when you are working with any railroad company, no answer is loud and close to impossible to overcome. Is that why you have to go with separate independent guideways? Mr. Smith replied, yes, that is correct; the e-commerce and freight and logistic operations had changed since 2014 when we first looked at the corridor and that is why the railroad companies may want to reserve their right of way.
- Board Member Frierson asked if other transportation systems use a shared line and face the same challenges. Mr. Smith replied yes, and a lot of those systems were created before the e-commerce boom.
- Board Chair Scott asked if there was a particular reason the railroad said no. General Manager Parker replied that the railroad wants to protect the capacity of their rail lines. Board Member Floyd asked if they are giving up capacity by allowing usage in their right of way. General Manager Parker replied that with the shared corridor, they are reserving their tracks. Board Member Floyd asked if it was a way through the federal government to make the railroad do this. General Manager Parker replied that it is unlikely that the federal government will force them. We are simply asking for the use of a slice or small portion of their network.
- General Manager Parker commented that it is essential to recognize that we will have a group of people disappointed in where this is going. An alternative to rail is a step-down. This is a great opportunity; this will allow us to provide high frequencies, follow a rail line, and provide more access in the region. We need to commit, and the Board needs to hold us accountable to deliver high-level BRT service along this corridor.
- Board Member Floyd commented that Mr. Grady Smith has been around a long time and has delivered excellent work. These decisions are hard to make.
- Board Member Abdul-Salaam asked if MARTA knew about this decision since 2017, why didn't the public know. General Manager Parker replied that he has had many candid conversations with Clayton County Commissioners. Board Member Abdul-Salaam stated that the leadership you have talked to did not have anything to do with bringing this to Clayton County; it was we, the people. General Manager Parker replied I will.

Other Matters

None

Adjournment

The Committee meeting adjourned at 10:26 a.m.

Respectfully Submitted,

A handwritten signature in blue ink that reads "Tyrene L. Huff". The signature is written in a cursive style with a large initial 'T'.

Tyrene L. Huff
Assistant Secretary to the Board

YouTube link: <https://youtu.be/piDG2Ohotu0>

Resolution Authorizing the Award of a Contract for the Procurement of System Engineering Services, REI AE46193



Background

- The current contracts for Systems Engineering Services selected January 2016 will expire on December 31, 2021.
- March 26, 2020, the Planning & Capital Programs Committee was briefed on the plan to conduct a qualifications-based selection process to solicit firms to provide System Engineering Services.
- June 22, 2021, Qualification Statements were received from nine Systems Engineering firms which SEC members independently reviewed and scored to determine a shortlist of four firms.
- July 19, 2021, oral interviews were conducted with the four shortlisted firms.

Purpose

Systems Engineering Services are necessary on an ‘on-call’ basis to support development of scopes of services, concepts of operations, system and sub-system requirements, design synthesis, test plans, verification and validation criteria and whole life-cycle plans for highly technical and complex systems, projects and programs.

Specific systems, projects and programs expected to be supported during the term of this contract includes, but are not limited to:

1. Traction Power Substations
2. Third Rail Power
3. Train Control & Signaling
4. Vital Relays
5. Track Circuits
6. Fare Collection
7. Communications
8. Control Center
9. Corrosion Control
10. SCADA
11. On-Board Train Control
12. CCTV
13. Audio Visual Information
14. Tunnel Ventilation
15. Auxiliary, Emergency and Uninterruptible Power Systems
16. Automatic Vehicle Locator
17. Automatic Passenger Counter
18. Vehicles and Vehicle Lifts
19. Energy Management

Proposal

This procurement is being funded with Local Capital funds from the approved Fiscal Year 2022 budget.

Base Term	Three-Years	\$6,000,000.00
Option Year One		\$2,000,000.00
Option Year Two		<u>\$2,000,000.00</u>
Total		\$10,000,000.00

Funds for subsequent fiscal years will be included in the subsequent annual budgets.

Recommendation

- The SEC recommends the Approval of a Resolution authorizing the General Manager/CEO or his delegate to enter into Contracts for the Procurement of System Engineering Services, REI AE46194 with HNTB Corporation and WSP USA, Inc.



Aurora Engineering
Facet Engineering
Intueor Consulting
Khafra Engineering
LB Transportation
 Low Voltage Design Associates
Niti Systems Consultants
Rohadfox
Siva
 Turner Engineering



BSD Speclink
Cincar Consulting Group
Facet Engineering
Niti Systems Consultants
SL King Associates
Williams-Russell and Johnson

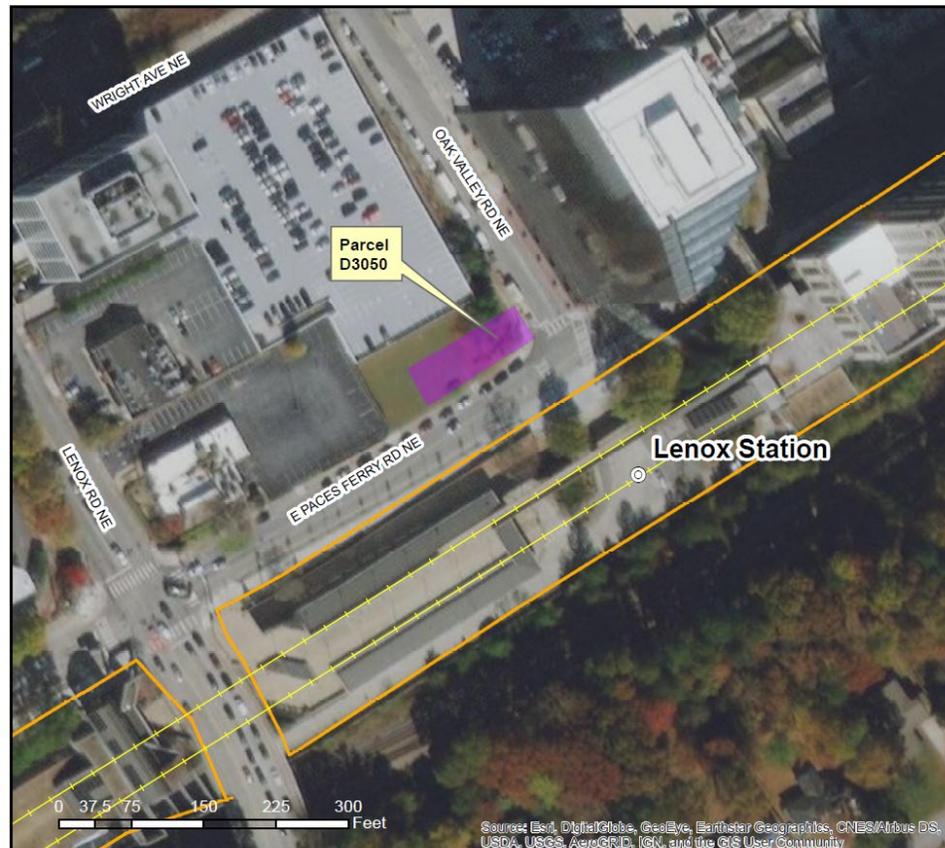
- The Office of Diversity and Inclusion assigned a 31% Disadvantaged Business Enterprise (DBE) goal on this procurement.

**Request for a vote of approval on the Resolution
Authorizing the Award of a Contract for the
Procurement of System Engineering Services, REI
AE46193 with HNTB Corporation and WSP USA, Inc.**

Thank you!



Location Map Disposal of Parcel D3050 at 0-Oak Valley Road



Legend

-  Parcel for Disposal
-  Station Boundary
-  Rail Stations
-  MARTA Rail



Resolution Authorizing the Sale of 0 Oak Valley Rd aka 3344 Oak Valley Rd, Parcel D3050, a 2,830 sf Parcel at the NW corner of Oak Valley & East Paces Ferry, District 17, Land Lot 9, Fulton County, Atlanta GA

Planning & Capital Programs Committee

September 30, 2021

Robin Boyd
Director of Real Estate

Location Map

Proposed Sale of 0 Oak Valley Road

Location Map
Disposal of Parcel D3050 at 0-Oak Valley Road



Legend

- Parcel for Disposal
- Station Boundary
- Rail Stations
- MARTA Rail

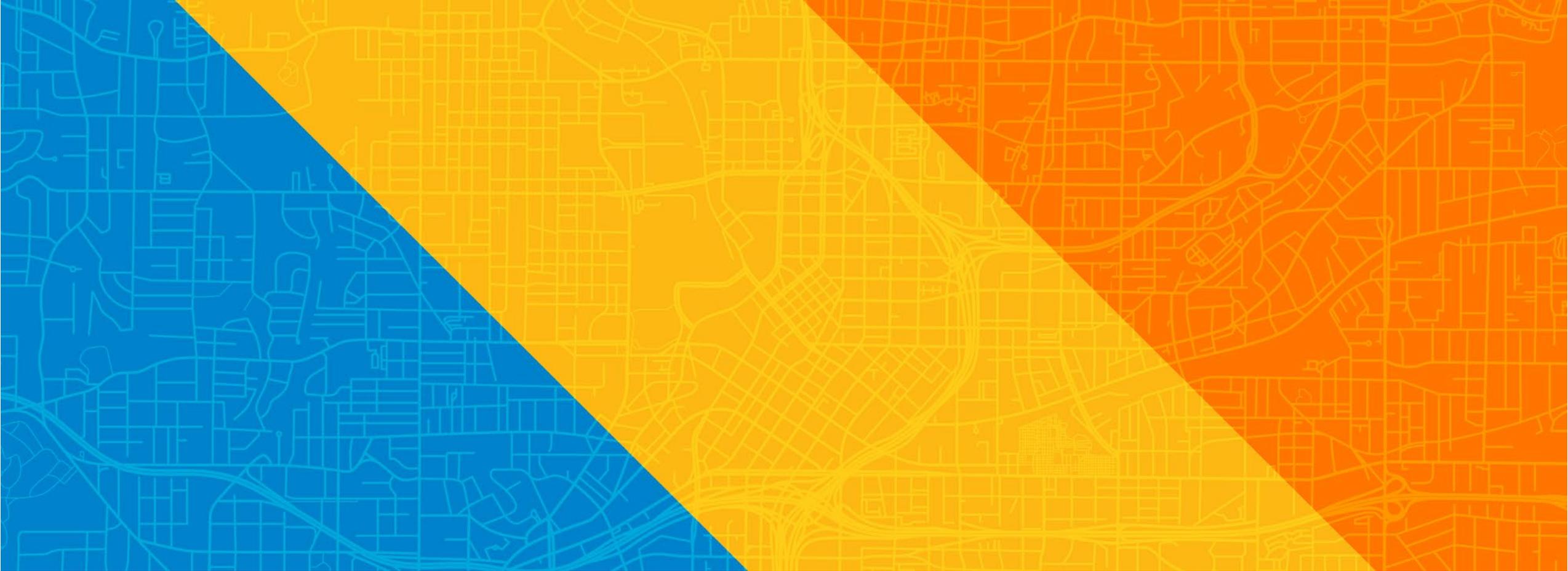


Transaction Overview

Purpose	<ul style="list-style-type: none"> The Parcel is excess property that is the remnant of real property acquired for the construction needs for Contract CN480 construction of Lenox Station and realignment of Lenox Road (aka Railroad Avenue) but is no longer needed. Post construction of the station and other transit facilities, the Authority and the City of Atlanta realigned the road and MARTA conveyed majority of the surplus properties to the City for street right-of-way. MARTA currently leases a portion of the Parcel to One Atlanta Plaza under a ground lease for signage with annual rental income to MARTA is \$13,200 based on \$1,100/month. However the lease allows MARTA the right to cancel this agreement by giving the tenant ninety (90) days advance written notice in the event the property is sold or improved by the erection of a building thereon by MARTA or at MARTA's direction. During the 2017-2018 period, Parcel D3050 was listed for sale with brokerage services for a minimum bid amount of \$30,000, however no offers were received. Timing is now optimal for disposal of the property rights. As a result of Houston's restaurant closing for business on a neighboring parcel, the high bidder is attempting to assemble all properties on the block bordered by Lenox Road, Wright Avenue, Oak Valley Road and East Paces Ferry Road. High Bid is \$481,000
Property	MARTA Parcel D3050
Structure	Purchase Sale Agreement
Appraisal	\$481,000.00
Term	Sell Fee Interest
Acquisition History	Parcel N755 as part of the purchase related to the construction of the Lenox Station.
FTA Interest	Grants GA-03-0023 Phase B Rapid Rail with 77% federal participation

Request Approval of the Board

Resolution Authorizing the Sale of 0 Oak Valley Rd aka 3344 Oak Valley Rd, Parcel D3050, a 2,830 sf Parcel at the NW corner of Oak Valley & East Paces Ferry, District 17, Land Lot 9, Fulton County, Atlanta GA



Thank You



CLAYTON COUNTY HIGH-CAPACITY TRANSIT

MARTA Board Briefing

September 2021



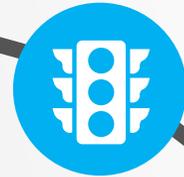
AGENDA

- Program Overview & Mobility Needs
- Commuter Rail Impacts & Risks
- Ridership Projections & Cost Estimates
- Financial Considerations
- FTA Competitiveness
- Next Steps

PROGRAM OVERVIEW & STATUS

A circular graphic with a white background and a dark grey border, containing the text 'Clayton County Transit Initiative'. It is positioned on the left side of the slide, overlapping a background graphic of five curved, overlapping bands in shades of blue, teal, green, and orange.

Clayton County Transit Initiative



Clayton County Transit System Plan

Transit Vision for Clayton County
Completed **February 2021**



Transit Supportive Land Use

Completed draft model ordinance, 4 of 5 PEDC workshops
Anticipated Completion: **Winter 2021**



Bus Operations & Maintenance Facility

Currently in concept design & real estate acquisition phase
Scheduled to be **operating in 2026**



Clayton Riverdale Bus Rapid Transit (BRT)

Public outreach in **Mid-April 2021**
Scheduled to be **operating in 2026**



Commuter Rail

Draft ridership forecast & cost estimates complete

DELIVERING THE 15TH AMENDMENT

Project	Existing MARTA Bus & Mobility	Clayton County HCT Commuter Rail	Clayton County HCT Riverdale Bus Rapid Transit	Clayton County Bus Stops Amenities Program	Clayton County Multipurpose Operations & Maintenance Facility	Mobility Centers & Park n Ride Facilities
Description	Maintain existing bus routes and implement Routes 197 & 198 in 2021.	Planning & design of 22-mile commuter rail corridor from East Point Station to Lovejoy. Funding from Clayton Co. Reserve and FTA New Starts. In service 2030.	Planning, design and implementation for a BRT corridor along SR 85 & 139. Funding from Clayton Co. Reserve and FTA Small Starts. In service 2026.	Bus amenities and stop upgrades (approximately 175 amenities) Completed by 2024.	Construct a new multipurpose operations & maintenance facility with police precinct and administrative offices. Funding from Clayton Reserves and MARTA State of Good Repair in 2026.	Continue planning efforts to identify and design mobility centers and park n ride lots. To be implemented through CRT & BRT projects
Status	✓ - Complete August 2021 Markup	○ - Planning complete, results may not qualify for FTA New Starts	✓ - On schedule Opening 2026	✓ - Underway 30 Bus shelters programmed each for FY 2021 and FY 2022	✓ - On schedule Opening 2026	✓ - Underway Jonesboro Mobility Hub Under 30% Design

CLAYTON TRANSIT SYSTEM PLAN



30-year vision transit improvements



Creates a list of prioritized transportation projects providing enhanced mobility



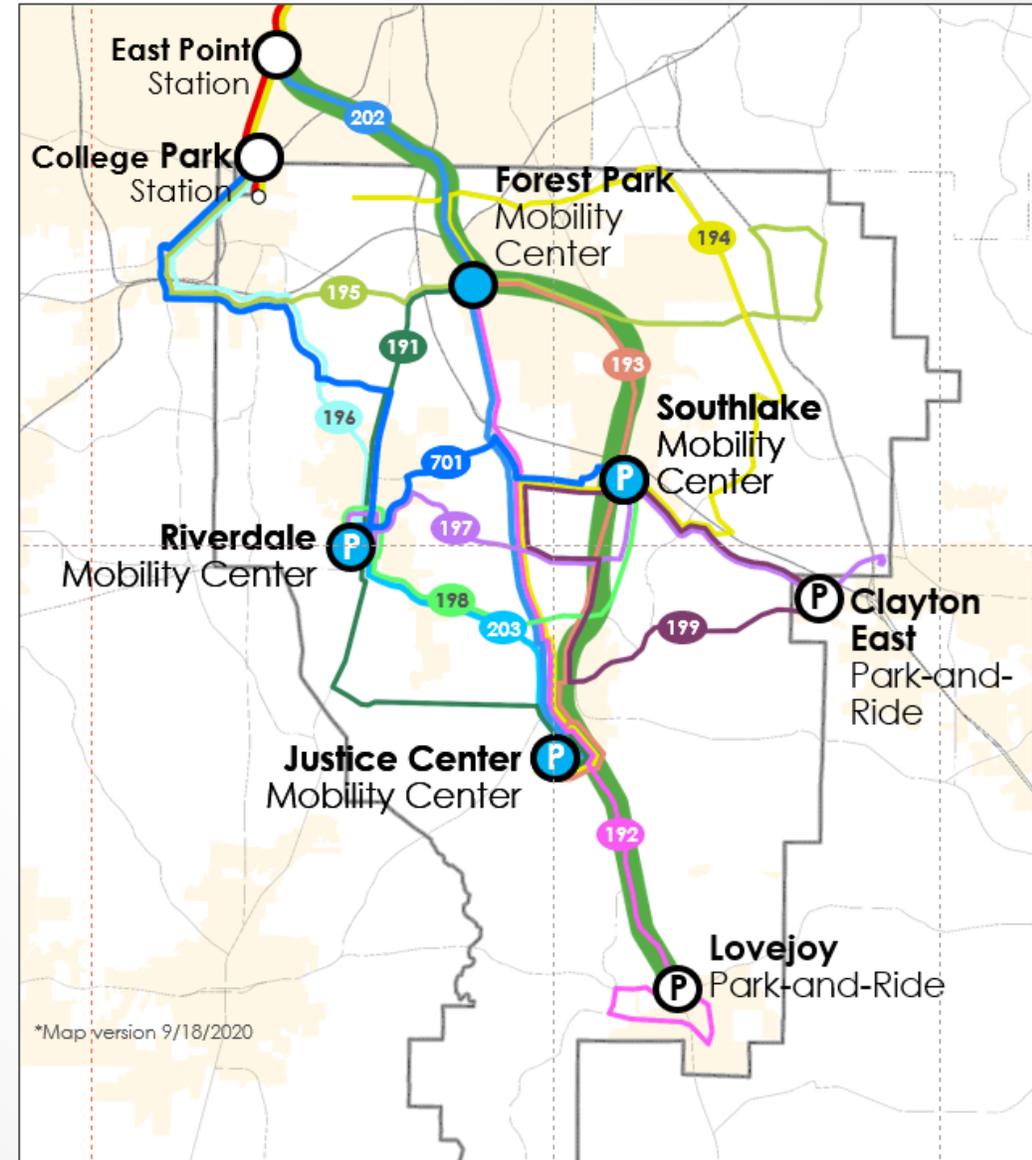
Identifies short, mid to long-range improvements



Offers a redesigned and improved bus network



Introduces new transit elements: Mobility Hubs, Arterial Rapid Transit (ART), Bus Rapid Transit (BRT) & additional Park-n-Ride lots



CLAYTON TRANSIT SUPPORTIVE LAND USE

- Study Purposes:
 - Increase and diversify economic development potential in Clayton County
 - Create tailored land use and zoning ordinances for the jurisdictions in Clayton County
 - Increase project rating for FTA New and Small Starts process
- Recommendation – first in the Region: tailored land use ordinances for each jurisdiction addressing “the big 5”:
 - Density and Intensity
 - Mixed Uses
 - Parking
 - Walkability
 - People-Friendly Design



Potential Development Concept Under Model Ordinance



Potential Development Concept Under Model Ordinance

OPERATIONS & MAINTENANCE FACILITY

The facility will support operations of:



31 Regional Bus Routes

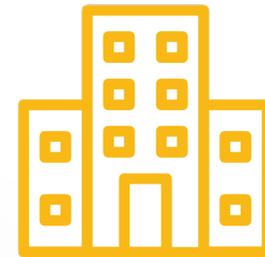


250 Buses

The facility will also include:

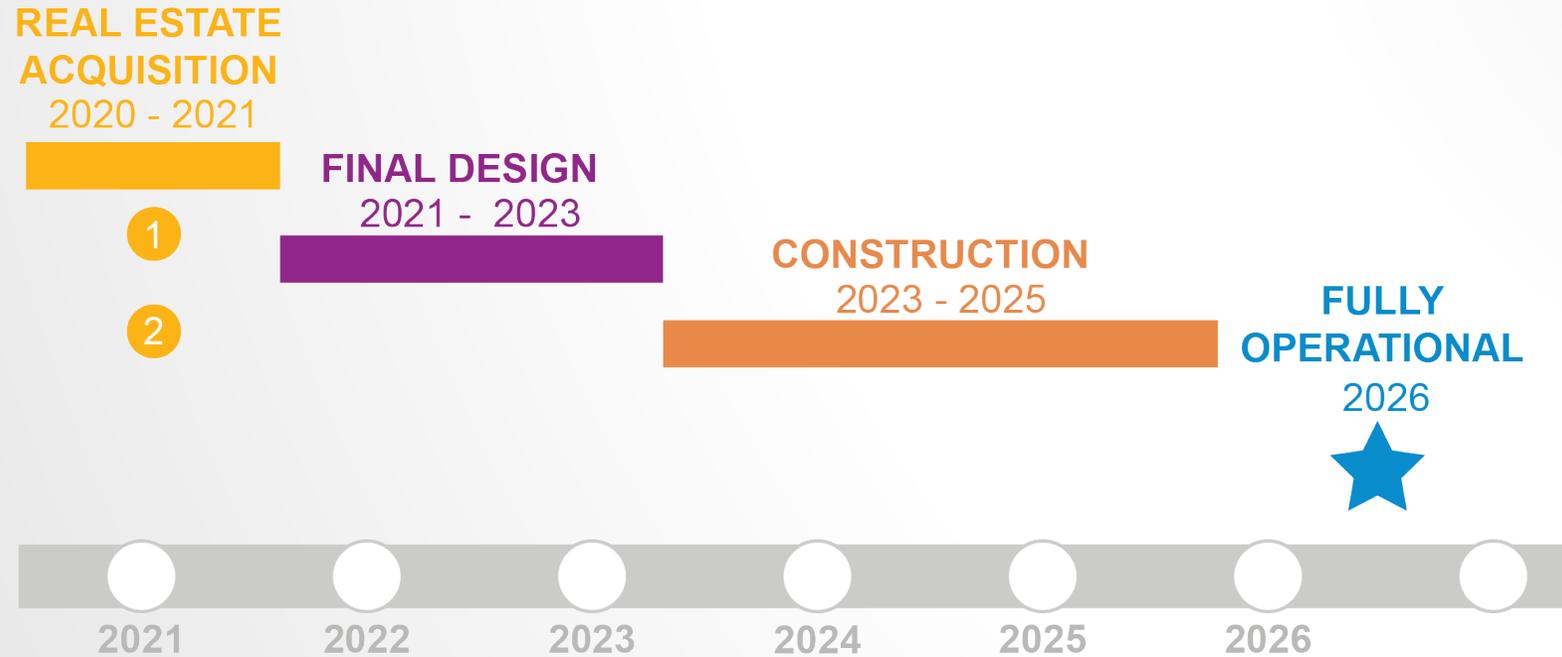


MARTA Police Precinct



Administrative Offices

O&M FACILITY TIMELINE

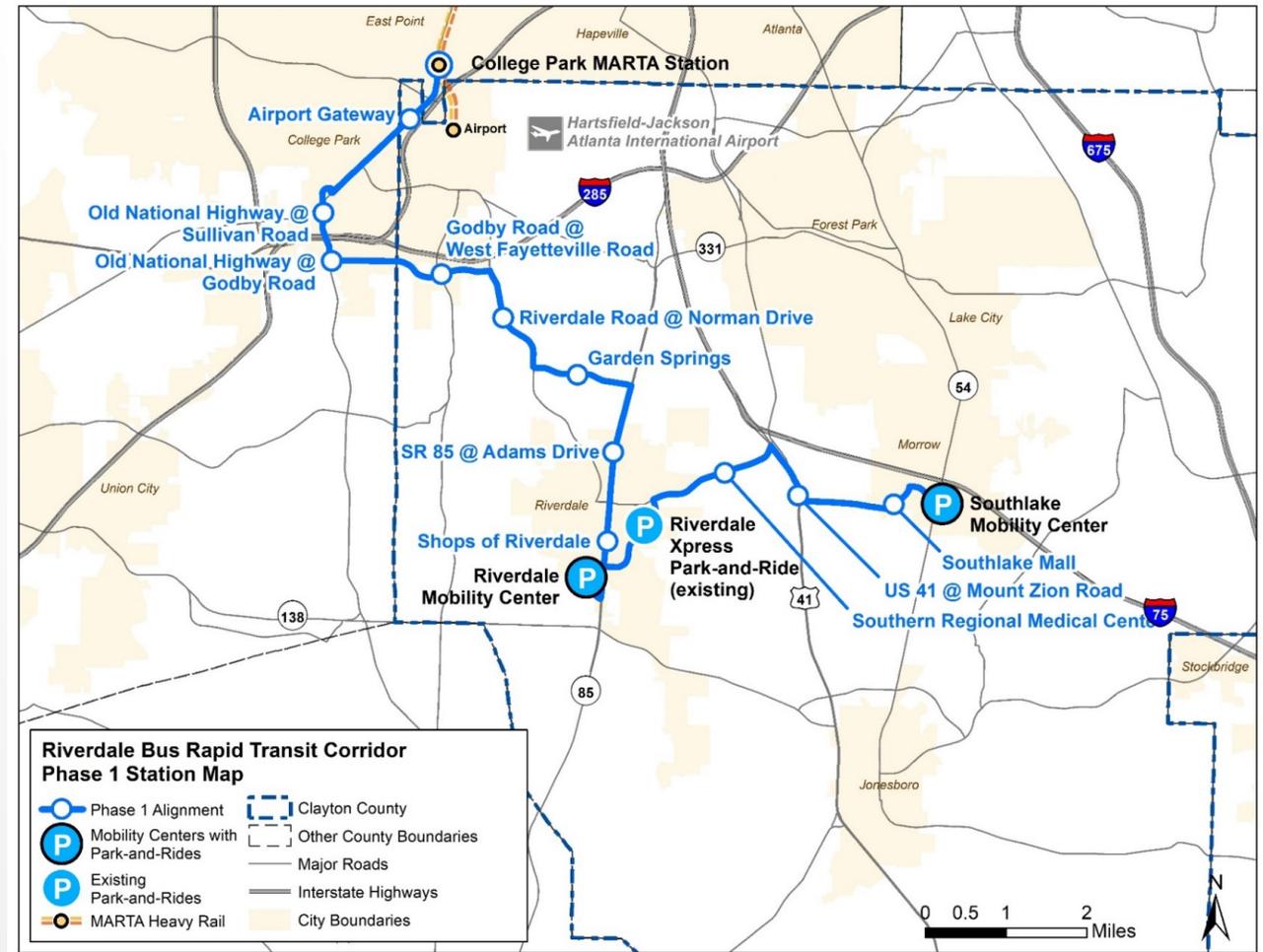


- 1 Completion of real estate appraisal and appraisal review process
- 2 FTA approval of appraisal

CLAYTON RIVERDALE BRT PHASE 1

Riverdale BRT Phase 1 Opening in 2026

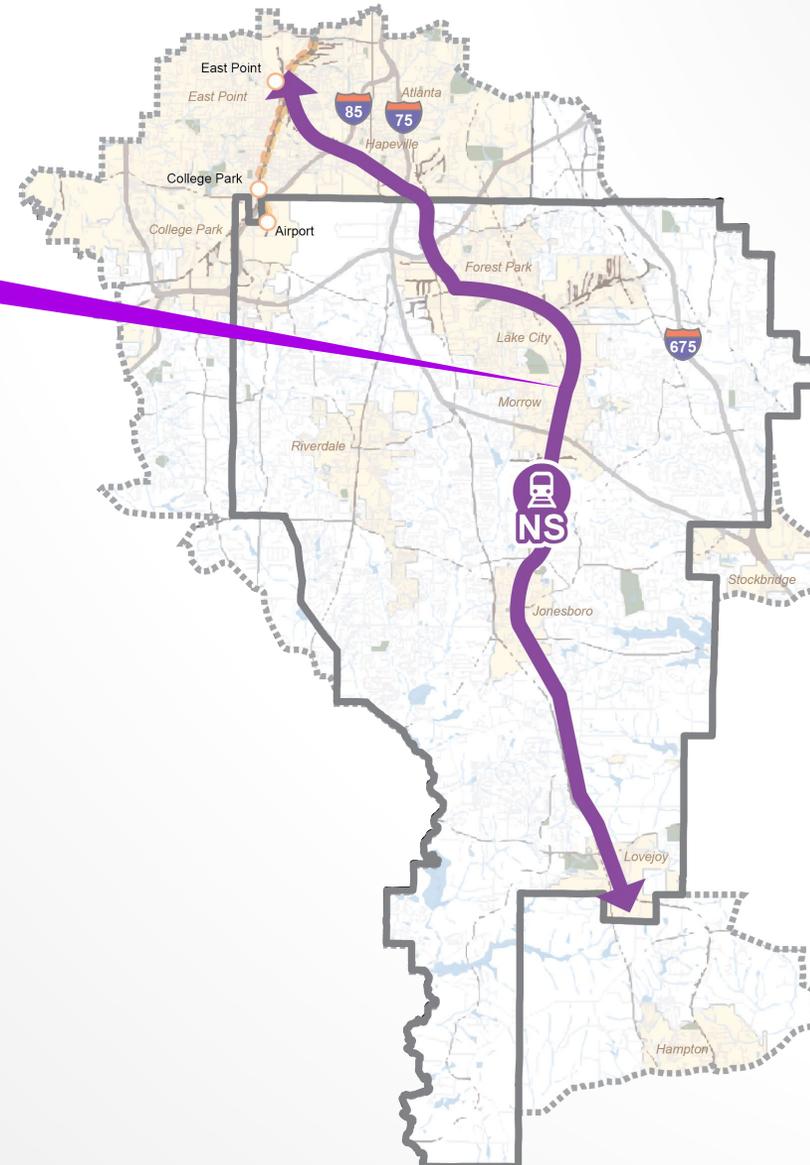
- Planning, design, and implementation of BRT along the SR 139 & SR 85 corridors
- Phase 1 is College Park to Southlake Mall area
- Benefits
 - 7,200 daily riders projected
 - 19 minutes of travel time savings estimated
- Costs
 - \$298 million capital
 - \$77 million operating & maintenance
 - Total: \$375 million



CLAYTON PROPOSED COMMUTER RAIL

Commuter Rail

- 22-Mile Commuter Rail Corridor
- East Point MARTA Station to Lovejoy
- Exclusive Track Adjacent to Norfolk Southern (NS) tracks
- 7 potential station locations
 - Hapeville
 - Airport East/Mountain View
 - Forest Park Mobility Center
 - Clayton State University
 - Southlake Mobility Center
 - Jonesboro
 - Lovejoy

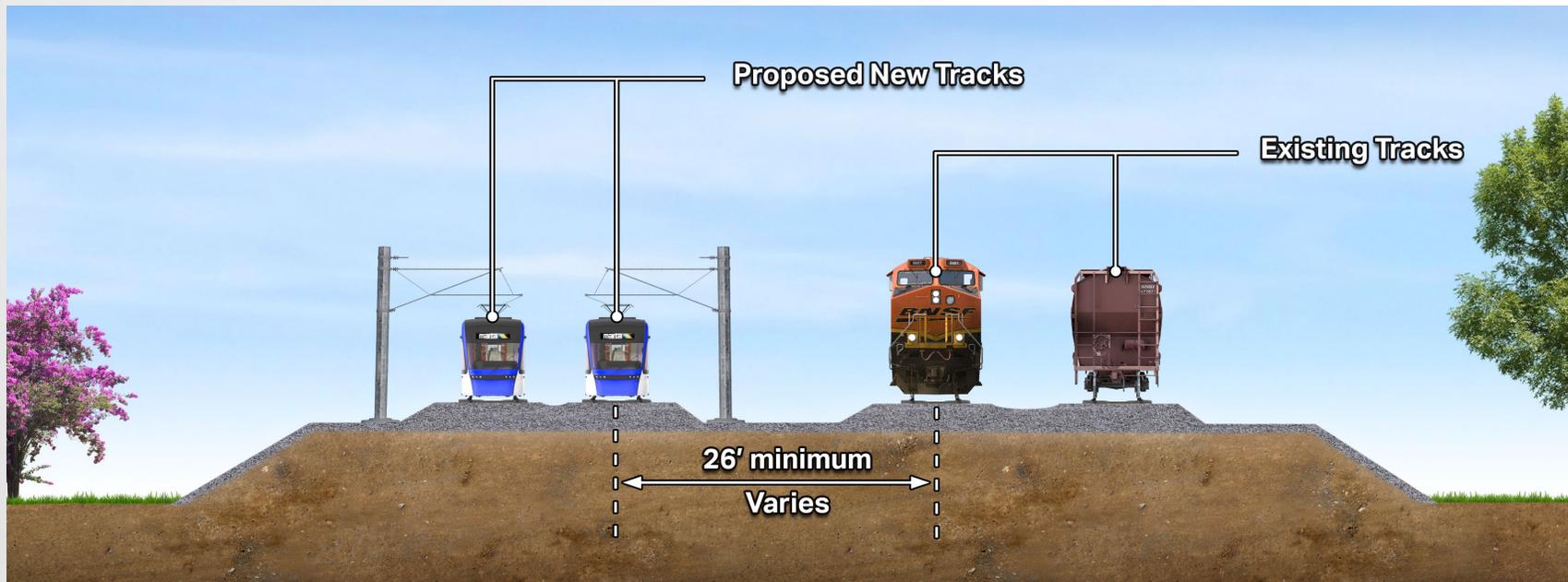


COMMUTER RAIL SHARED TRACK IS NOT AN OPTION

- Requires agreement with Norfolk Southern to share track
 - Commuter Rail runs on Norfolk Southern track with freight rail
 - Exclusive track for MARTA at stations
- In 2017 Norfolk Southern initially communicated that they will not share track
- MARTA met with NS in August 2021 and they confirmed they will not share track

COMMUTER RAIL CONFIGURATION (EXCLUSIVE TRACK)

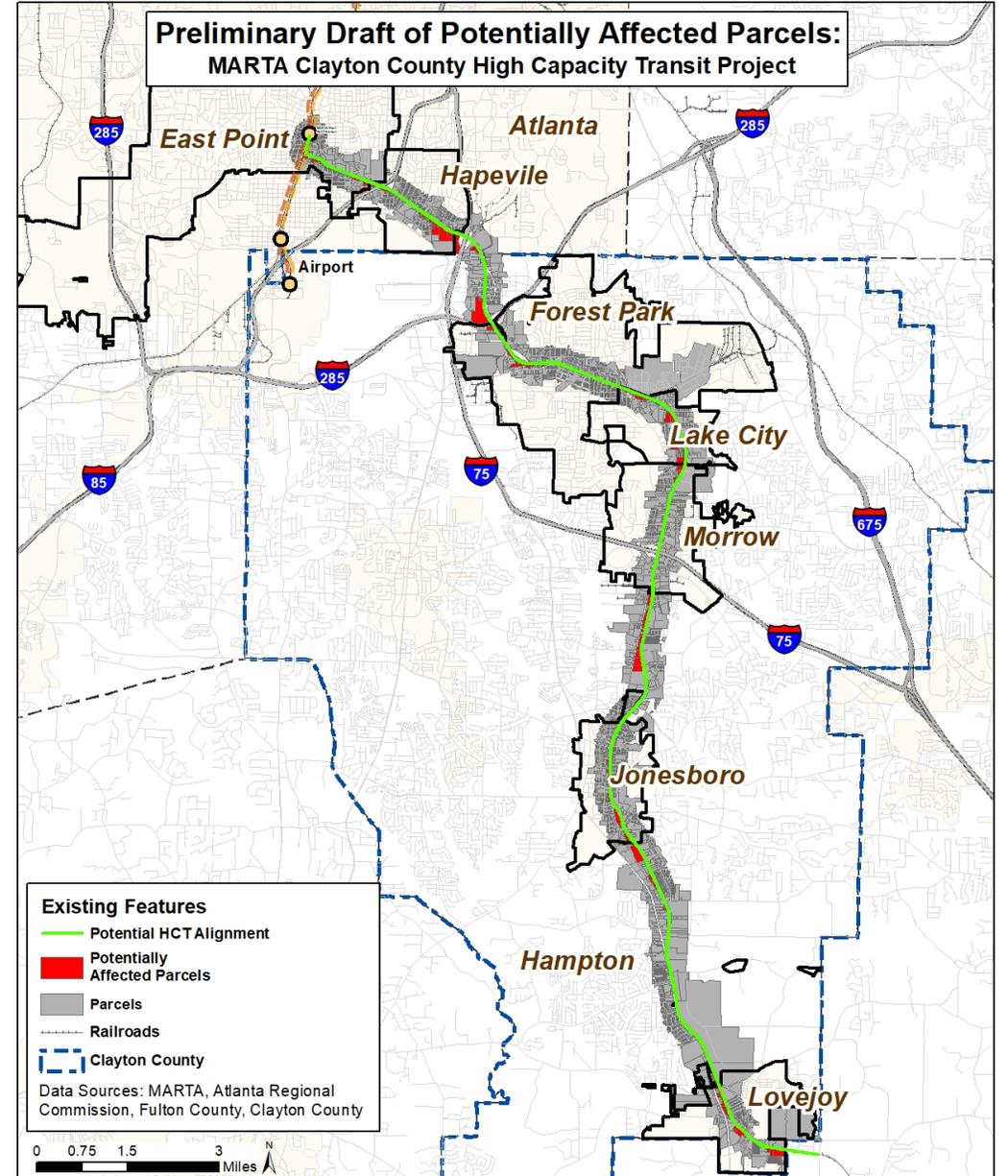
- Commuter Rail is a shared corridor with exclusive track
- Exclusive track for MARTA is adjacent to the NS track
- Based on preliminary engineering report*, NS requires 26 feet of separation



* Couch, 2016

COMMUTER RAIL IMPACTS (EXCLUSIVE TRACK)

City	Business	Residential	Total Potentially Affected Parcels
Atlanta	12	0	12
East Point	49	0	49
Hapeville	37	1	38
Subtotal Fulton Co.	98	1	99
Forest Park	17	6	23
Hampton*	6	0	6
Jonesboro	55	8	63
Lake City	38	15	53
Lovejoy	20	7	27
Morrow	24	1	25
Subtotal Clayton Co.	160	37	197
Total	258	38	296



Historic Downtown Jonesboro: Existing

SunTrust Bank

Heritage Bank

Road to Tara Museum

Courthouse Way

Historic Clayton County Courthouse

W Mill St

Jonesboro Firehouse Museum

S Main St

Broad St

S McDonough St



Historic Downtown Jonesboro: Shows Double Track CRT Concept



SunTrust Bank

Heritage Bank

Road to Tara Museum

Existing Buildings Removed

Courthouse Way

Historic Clayton County Courthouse

Roadway Realignment

W Mill St

Existing Track Realignment

Jonesboro Firehouse Museum

S Main St

Proposed New Tracks

4 Existing Trees Removed

S McDonough St

Broad St

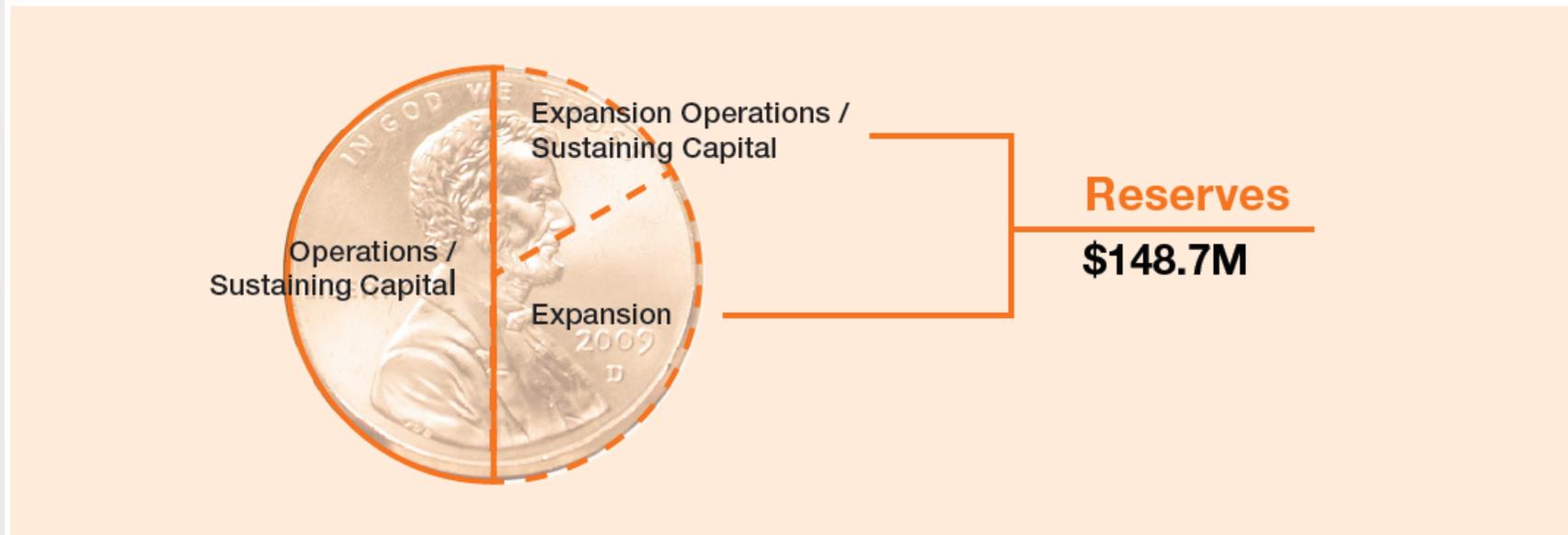
IMPACTS & ENVIRONMENTAL RISKS (EXCLUSIVE TRACK)

- Estimated 296 parcels (residential & commercial)—will be a lengthy process to acquire in full or part, as needed
 - Property owners can challenge condemnation in court, if not voluntary acquisition
 - Condemnation cases may take years to resolve
 - Local governments must be willing to condemn property
 - Approximately 30 displacements are anticipated
 - Relocation assistance for the displacements increases project cost
- Project will require an Environmental Impact Statement (EIS) in lieu of an Environmental Assessment (EA)
 - EIS takes 3 – 4 years to complete on average – historic properties will be analyzed and addressed as part of the EIS
 - EA takes approximately a year

COMMUTER RAIL RIDERSHIP & COSTS

	Category	Commuter Rail	
		Peak Hour / Peak Direction (Exclusive Single Track)	All Day / Both Directions (Exclusive Double Track)
Guideway Characteristics	Dedicated Guideway	High (100% Dedicated)	High (100% Dedicated)
Service Headways	Weekday Peak	30 minutes	30 minutes
	Weekday Off-Peak	N/A	60 minutes
	Weekend	N/A	60 minutes
Run Times	One-Way	37.8 minutes (35 mph)	37.8 minutes (35 mph)
Ridership	Opening Year Daily	2,390	7,020
Costs	Capital Construction	\$1.7 B	\$2.3 B
	20-Year O&M	\$20 M	\$138 M
	20-Year Total	\$1.72 B (+ Leasing Fees)	\$2.44 B (+ Leasing Fees)
Cost Effectiveness	Total Cost per Rider	\$104 per rider	\$50 per rider

CLAYTON CORE PENNY SALES TAX



	14A Est	Actual	Operations and Sustaining Capital	Reserves
FY 2015		11.7	5.8	5.8
FY 2016	46.1	47.9	28.9	18.9
FY 2017	46.1	47.6	27.2	20.4
FY 2018	46.2	51.4	26.6	24.8
FY 2019	46.2	54.9	28.7	26.2
FY 2020	46.2	53.5	27.9	25.6
FY 2021	46.3	56.8	29.8	27.0
SubTotal	277.1	323.7	175.0	148.7

CLAYTON COMMUTER RAIL PROJECT COMPETITIVENESS – PRELIMINARY

Project	Summary Rating	Land Use	Economic Development	Mobility Improvements	Cost Effectiveness	Environmental Benefits	Congestion Relief
Clayton HCT	ML	ML	ML	L	L	M	ML

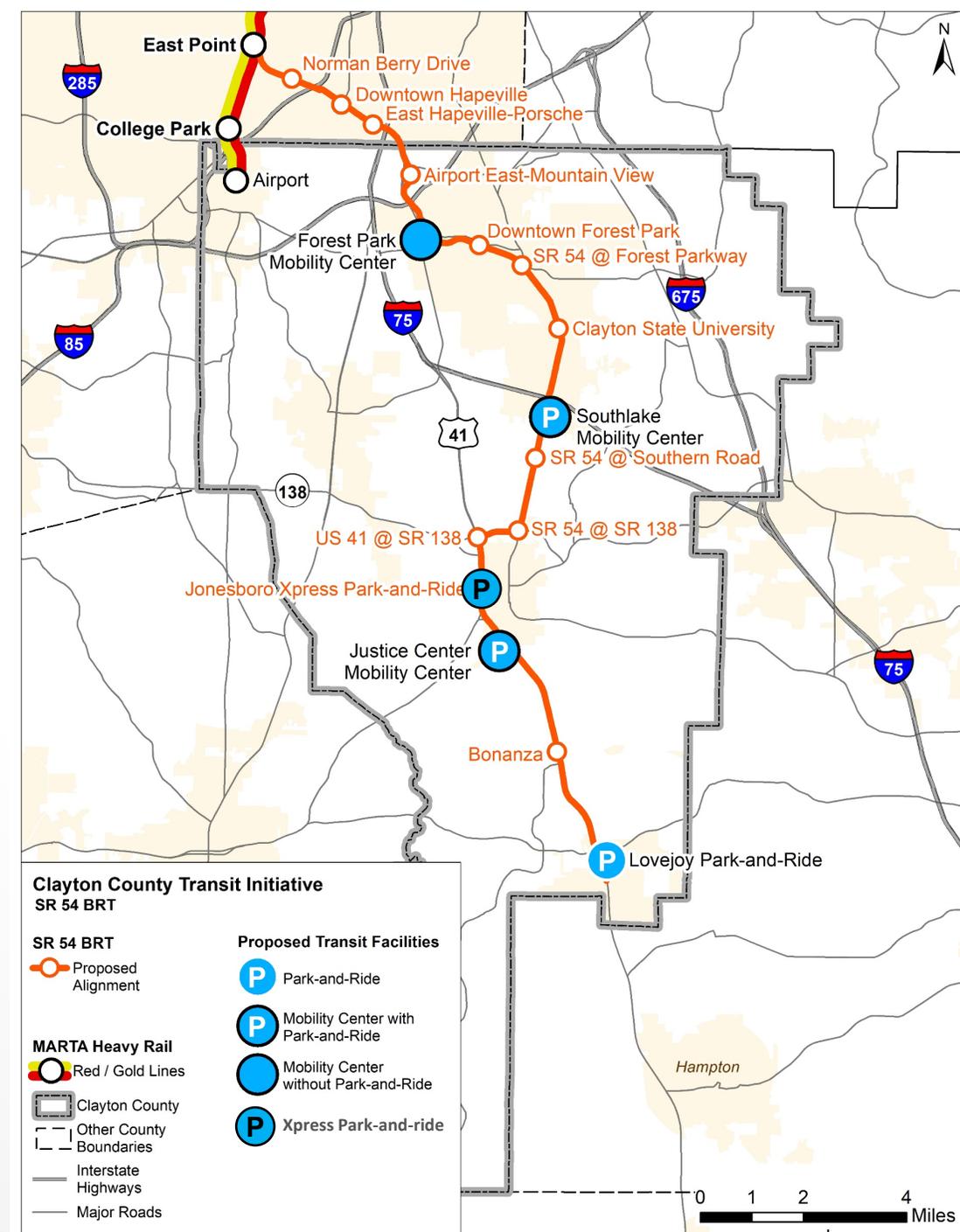
- Typically, Federal Funding Requires a Rating of Medium to High
- Clayton Commuter Rail Scores a Medium Low Overall
 - Low ridership
 - High cost
- **Project is Not Likely to Receive FTA Funding**

DEFINITION OF ALTERNATIVES

SR 54 BRT Option

East Point MARTA Station to Lovejoy via Downtown Hapeville (23.2 miles)

- **Dedicated lanes** along Forest Parkway, parts of SR 54, and US 41
- **17 station locations** including East Hapeville-Porsche, Downtown Hapeville, and Norman Berry Drive
- **Transit-Oriented Development opportunities** at all stations



SR 54 BUS RAPID TRANSIT BENEFITS

- Shorter Construction Timeline
- Operates at a Higher Frequency
- More Predictable and Reliable Service
- Lower Implementation Costs Compared to Traditional Rail Service
- Signal Prioritization for Increased Reliability
- Enhanced Stations
- Utilizes Partially Dedicated Lanes
- Supports Economic Development
- Builds Demand for Future Light Rail Transit Service



Clayton BRT Benefits:

Constructability – shorter implementation time avoid impacts to railroads, freeways, environmental features, and historic structures

Right-of-Way – minimize home and business displacements

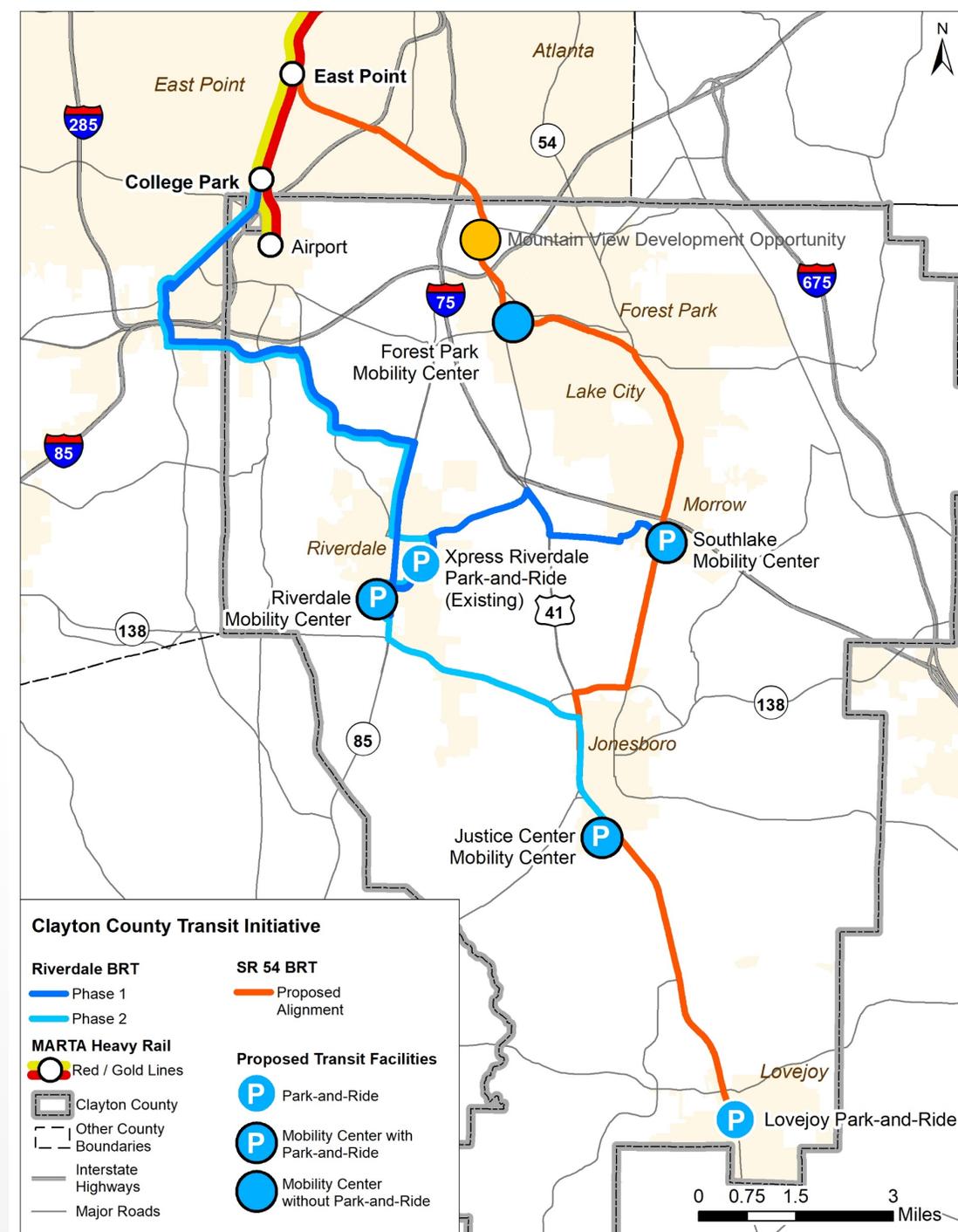
Traffic – Maintain appropriate capacity for existing and future traffic

BRT VERSUS CRT PROJECT CHARACTERISTICS

	Category	SR 54 BRT	Commuter Rail	
			Peak Hour / Peak Direction (Exclusive Track)	All Day / Both Directions (Exclusive Track)
Guideway Characteristics	Dedicated Guideway	Moderate (60% Dedicated)	High (100% Dedicated)	High (100% Dedicated)
Service Headways	Weekday Peak	10 minutes	30 minutes	30 minutes
	Weekday Off-Peak	20 minutes	N/A	60 minutes
	Weekend	30 minutes	N/A	60 minutes
Run Times	One-Way	54.5 minutes (25 mph)	37.8 minutes (35 mph)	37.8 minutes (35 mph)
Ridership	Opening Year Daily	10,790	2,390	7,020
Cost	Capital Construction	\$485 M	\$1.7 B	\$2.3 B
	20-Year O&M	\$97 M	\$20 M	\$138 M
	20-Year Total	\$582 M	\$1.72 B (+ Leasing Fees)	\$2.44 B (+ Leasing Fees)
Cost Effectiveness	Total Cost per Rider	\$8 per rider	\$104 per rider	\$50 per rider

POTENTIAL CLAYTON BRT SYSTEM OPTIONS

- Riverdale BRT project and SR 54 BRT option
- Projected to carry over 20,000 riders per day
- Anticipates alignment with Federal infrastructure spending
- Supports economic development across Clayton County
- Can be constructed quickly



NEXT STEPS

- Upcoming Public Meetings
 - D-M-2021
 - D-M-2021
 - D-M-2021
- Actions to Explore SR 54 BRT Option
 - Engage Stakeholders & Public on SR 54 BRT option
 - Confirm Financial Plan
 - Refine SR 54 BRT Concept Design
 - Update Locally Preferred Alternative