GTEA Board Meeting
Proposed Agenda
Wednesday, October 14, 2026

I. Call to Order

II. Pledge of Allegiance and Opening Remarks

III. Approval of the Agenda for October 14, 2026

IV. Approval of Minutes for August 19, 2026
- Regular Meeting Minutes
- Executive Session Minutes

V Public Comment

VI Executive Report

VII Committee Reports and Action Items

- Transit Operations Committee
  - September 2025 Service Adjustments - **Action Item**
  - Public Transportation Agency Safety (PTAS) Plan Adoption - **Action Item**
  - Title VI 2026 Program Update - **Action Item**
- Programs and Projects Committee

VIII New Business

IX Adjournment

GTEA GEORGIA TRANSPORTATION EFFICIENCY AUTHORITY

Public Comment

GTEA GEORGIA TRANSPORTATION EFFICIENCY AUTHORITY

Executive Report

October 14, 2026

Agenda

- Vanpool Program Analysis
- Transportation Research Board Annual Meeting Presentation
- I-285 Top End Express Lanes Traffic and Growth Data

Vanpool Program Analysis

Key Activities

Evaluate Program Performance
Identify efficiencies and growth opportunities

Benchmark Peers
Bring best practices into program and subsidy design

Engage Employers, Riders, CIDs/TMAs
Understand commute trends and barriers

Assess Statewide Demand
Evaluate feasibility and funding options





Study Outcomes

- FY28 contract recommendations and program performance metrics
- Ridership growth and subsidy strategy
- Five-year implementation roadmap

TRB Selects Xpress "Redefine the Ride" Paper and Presentation

6,800+

submissions

TRB
TRANSPORTATION RESEARCH BOARD
OF THE NATIONAL ACADEMIES

Premier National Forum

TRB Annual Meeting in January 2027

Regional Consolidation

Commuter bus efficiency success story

Data-Driven Results

Higher utilization, right-sized service



I-285 Top End Express Lanes

Booming Region Is Outgrowing Road Capacity

$605B

Metro Atlanta GDP in 2024

Up 127% since 2009

3x

The US growth rate

Top End East population growth

~241K

Jobs along the I-285 Top End today

+856K

New jobs by 2050

+22%; over half in Fulton, Gwinnett, Cobb, & DeKalb

I-285 Today: Congested and Unreliable

EVERY WEEKDAY

250K

vehicles use the corridor



4 in 10 drivers (101K)
crawl below 45 mph

23,300
vehicle hours lost to traffic per day

+20-45 min
extra to budget for an on-time trip

+25%
more traffic within 15 years of opening

5-20 mph
speeds along ~70% of the corridor in 2057 without Express Lanes

Why Express Lanes Are the Right Approach

Faster Trips in Every Lane

128K

hours saved per day on existing lanes in 2050*

- +40% capacity: 2 new lanes alongside 5 existing lanes
- On I-75N, regular lanes ran up to 20 mph faster after express lanes opened

Market-Based Toll Rates

$2/mile

upper limit to maintain 45 mph in ELs *($2025)*

- Can be higher, only when specific congestion thresholds are surpassed
- Over time, may be adjusted to a higher base toll to reflect growing economic conditions
- SRTA will monitor for toll rate setting compliance

Strong Demand for Reliability

22M

Express Lanes trips in the opening year

- Growing 50% by 2050*
- Connects to the regional express lane network, with no forced merges
- Commuters' value of time rises 30% by 2050

*Projected and subject to change pending final design

Bus Rapid Transit Is the Right Fit for I-285

Heavy rail: 8–10× the cost

In-line rail stations along I-285 would make rail less productive

Strong demand for bus rapid transit

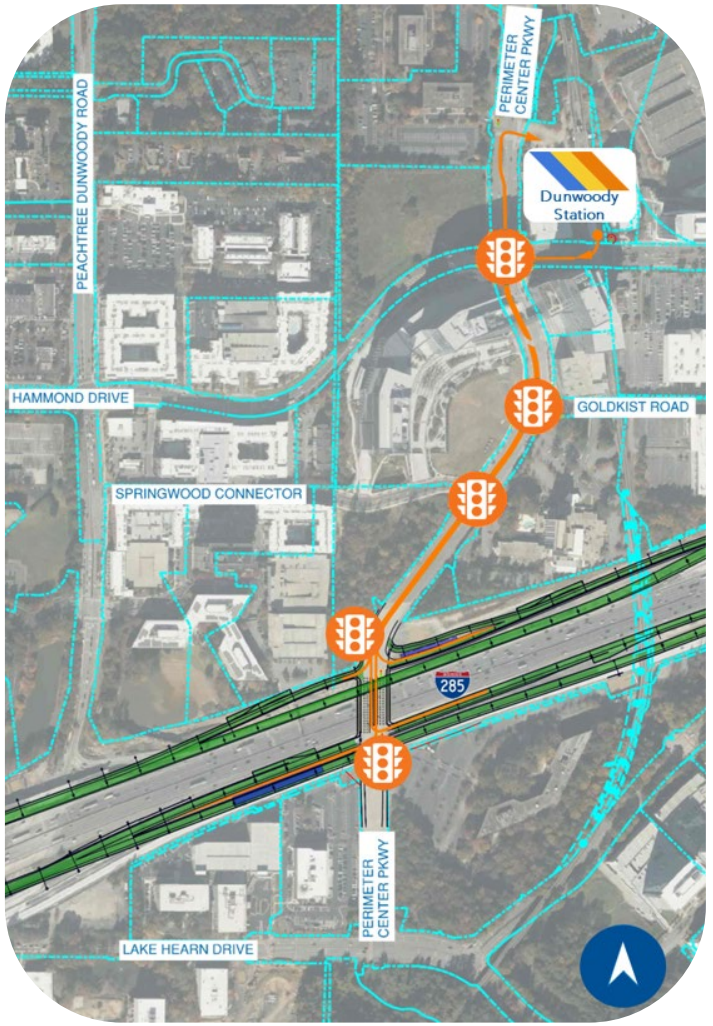
Modeling shows strong demand for BRT service in the Top End Express Lanes

Community stations draw the most riders

Lanes run mostly elevated outside the existing lanes, not in the median as on SR 400

Built to scale with the corridor

BRT can grow and adapt as development and travel patterns change



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Committee Reports

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New Business

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