



MARTA NEXTGEN BUS NETWORK REDESIGN

MARTA BOARD BRIEFING



SEPTEMBER 2024



Overview

- » NextGen Progress Report
- » NextGen Network Big Picture
- » Draft Network Outcomes
- » The Road Ahead



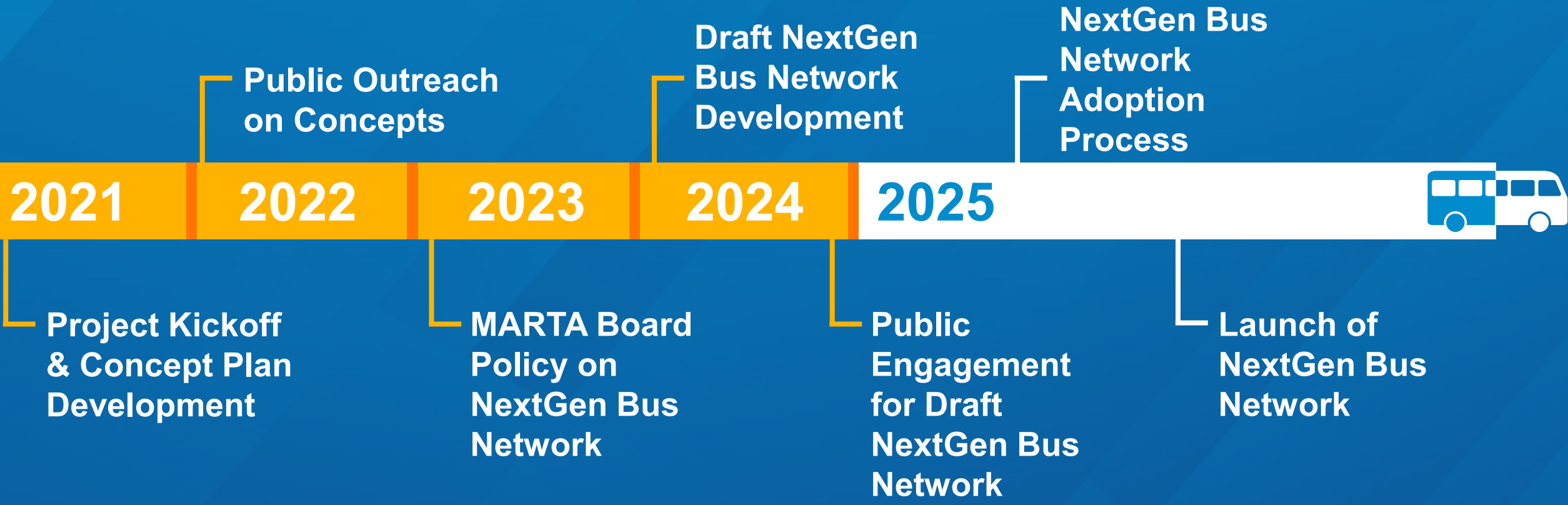


NextGen Progress Report





NextGen Bus Network: A Progressive Evolution





Past Engagement Activities



16 Days Of Network Design Workshops



6 Public Meetings with 125 Attendees



8,000 Survey Responses



26 Briefings to Elected Officials and Stakeholders



8 Inreach Learning Sessions (so far!)





NextGen Progress Report



Completed first iteration of the Draft Network design
January 2024



Completed adjustments to the Draft Network to improve equity outcomes
April 2024



Completed technical analysis on Draft Network outcomes
June 2024



Preparation of materials for upcoming public engagement activities
August 2024



Board Briefing
September 2024





NextGen Network Big Picture





The Network Through History

MARTA's bus network has **gradually evolved** over years of expansion and adjustment.



The NextGen Bus Network Redesign will be MARTA's **largest and most comprehensive** network plan since the Authority's founding.





Guiding Principles



Expand Access

Expand bus services to boost ridership, promoting economic growth, environmental benefits, and fiscal impact.



Future Facing

Plan for the community now and in the future, not for the travel patterns of the past.



Challenges

Accept that while the network will be a net improvement, some customers will object to the changes.



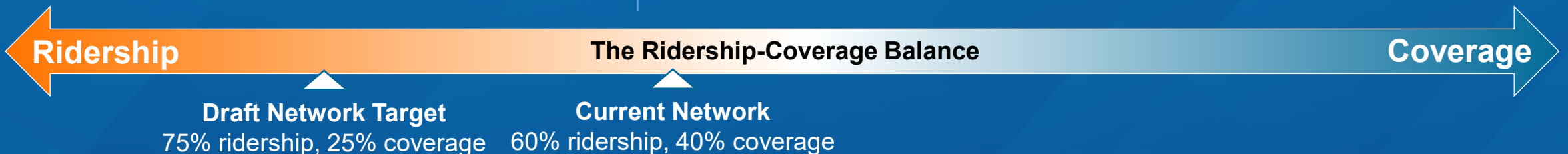
Equity

Provide quality bus service to reduce disparities and benefit the entire region through better access, equity, and growth.



Balance

Find the right balance between the competing goals of ridership and coverage.





The Big Picture



The NextGen Draft Bus Network provides **frequent service** (at least **every 15 minutes**) to **more than three times** as many residents as the current bus network.

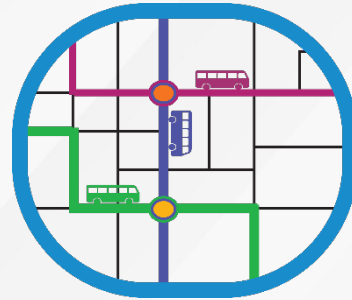
- » Major improvements in access to jobs, fresh groceries, education, healthcare, and other opportunities
- » Major improvements for communities of color and low income



Key Features of the NextGen Bus Network



More frequent services



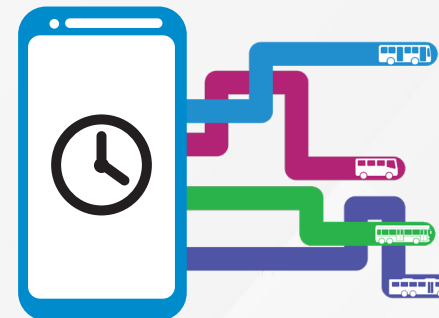
Simpler routes with fewer transfers



Access to more places in less time



Timed transfer locations

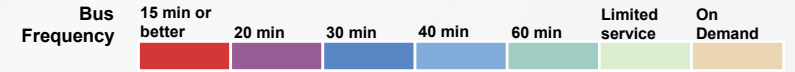


New on-demand service





Networks Compared

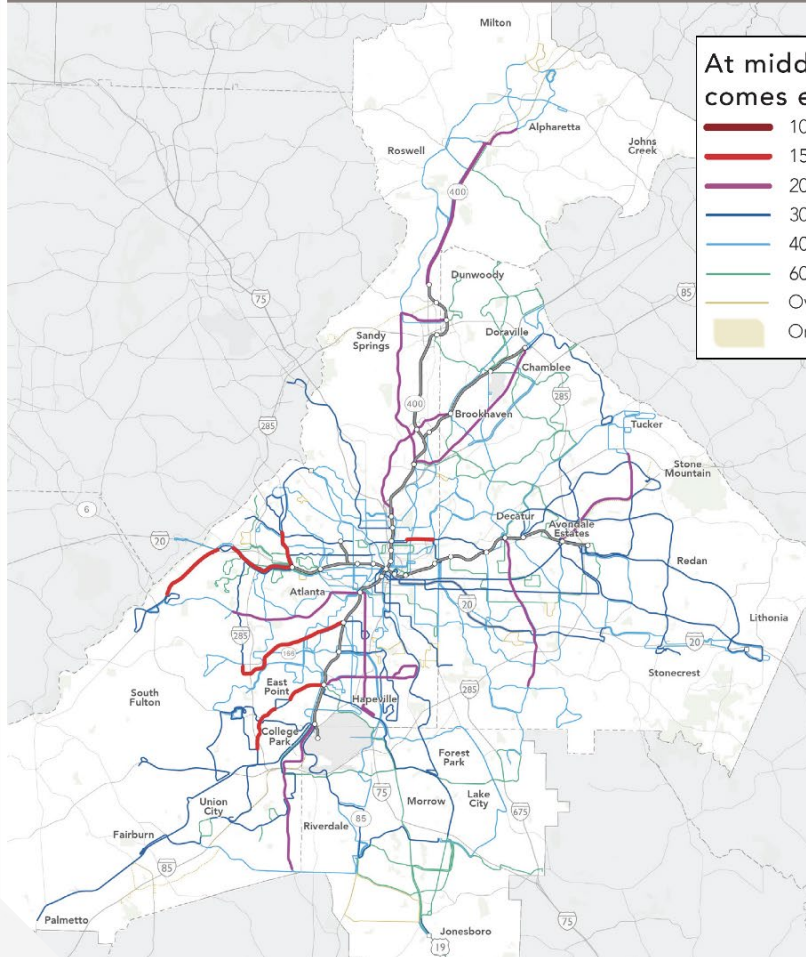


Existing ▶

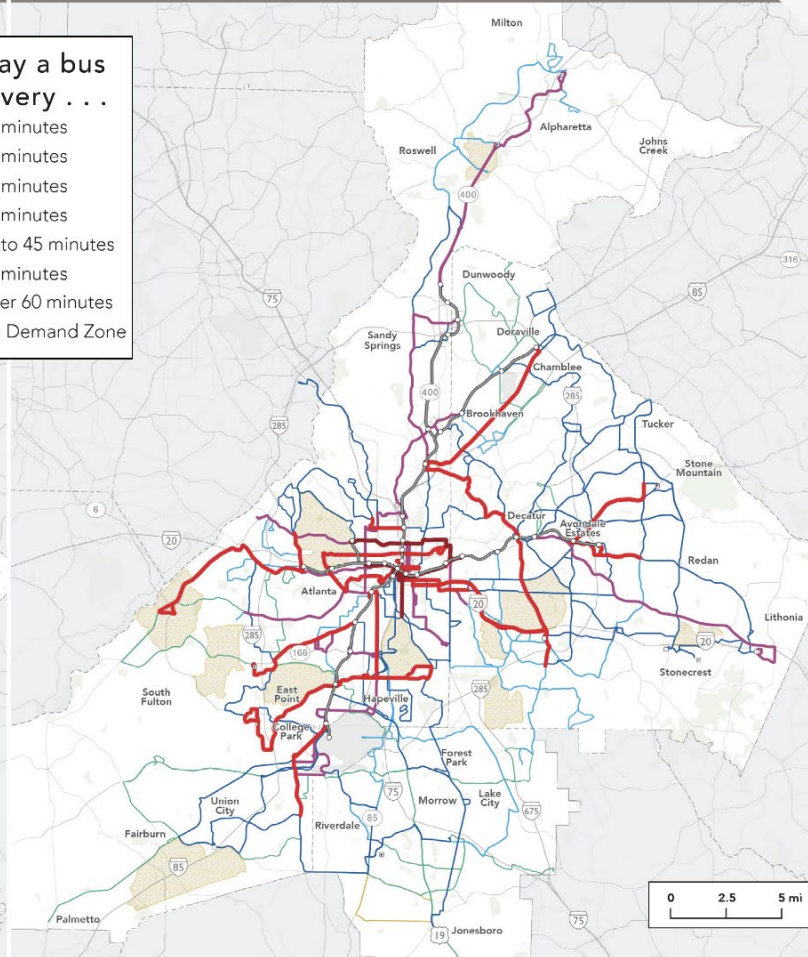
- » **113** fixed bus routes
- » **Frequent** service on **5** corridors
- » **20-minute** service on **9** more routes
- » **5** peak-hour-only routes
- » No on-demand zones

Note: "Frequent" means service every 15 minutes or better.

Existing Network (Fall 2023)



Draft NextGen Bus Network



◀ Draft

- » **79** fixed bus routes
- » **Frequent** service on **18** corridors
- » **20-minute** service on **13** more routes
- » **12** on-demand zones
- » No peak-only service
- » All routes and on-demand zones operate 7 days a week





Draft Network Outcomes

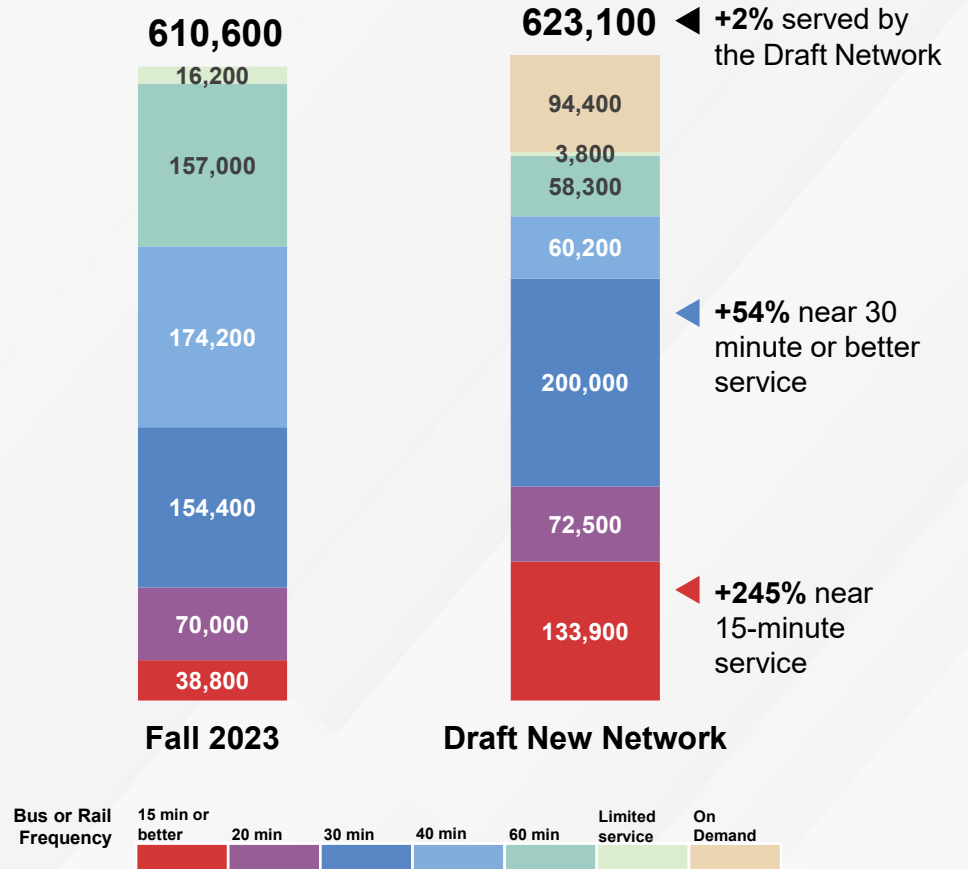




How Many People Are Within 1/4 Mile of Bus Service?

- » **95,100** more residents live near frequent service (**every 15 minutes** or better)
- » **143,200** more live near service running **every 30 minutes** or better
- » The Draft NextGen Network serves **12,500** more residents in total, providing transit access to additional people

Residents



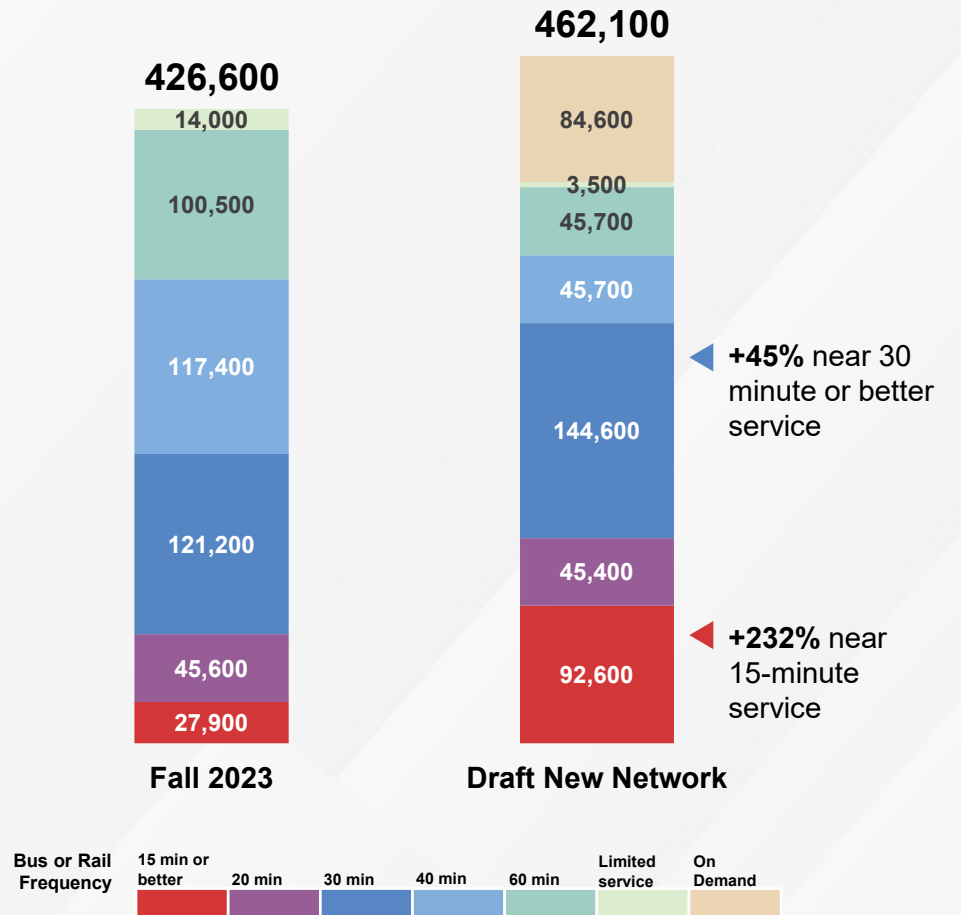


Proximity to Service for People of Color

» **64,700** more People of Color live near frequent service (**every 15 minutes** or better)

» **87,900** more live near service running **every 30 minutes** or better

People of Color





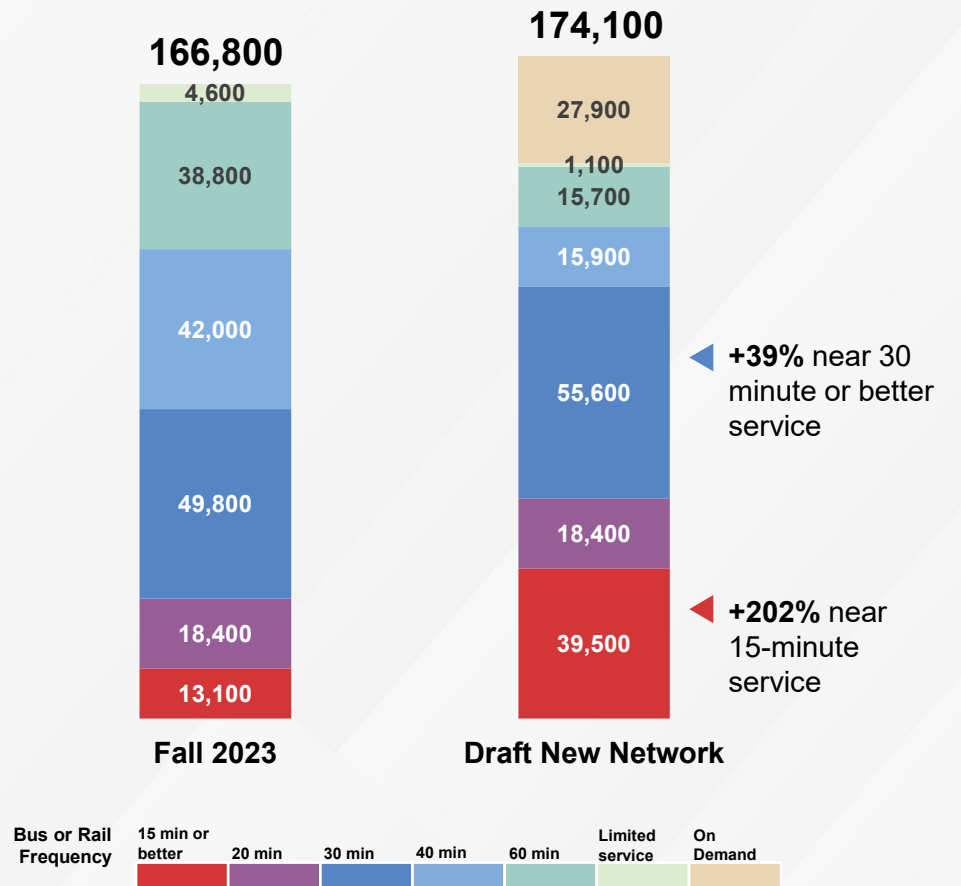
Proximity to Service for Low-Income Residents

» **26,400** more Low-Income residents live near frequent service (**every 15 minutes** or better)

» **32,300** more live near service running **every 30 minutes** or better



Low-Income





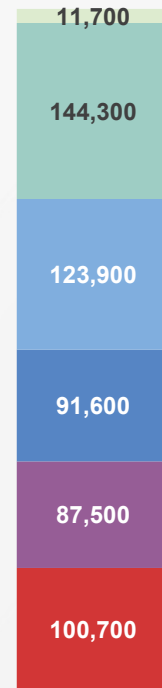
How Many Jobs Are Within 1/4 Mile of Bus Service?

- » The NextGen Draft Network serves **93%** of jobs reachable by the current system and provides more frequency to many of them
- » **103,300** more jobs will be near frequent service (**every 15 minutes** or better)
- » **144,800** more jobs will be near service running **every 30 minutes** or better



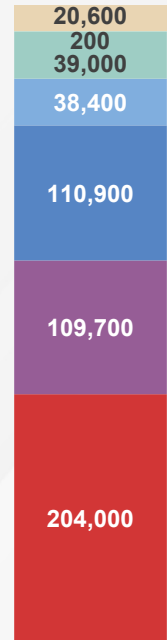
Jobs

559,700



Fall 2023

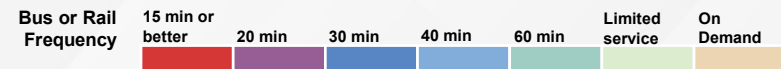
522,800



Draft New Network

+52% near 30 minute or better service

+103% near 15-minute service





Job Access Improvements

- » Most areas see increases in jobs reachable in 60 minutes on transit.
- » For the average resident, the number of jobs reachable increases:

8,600
+17%

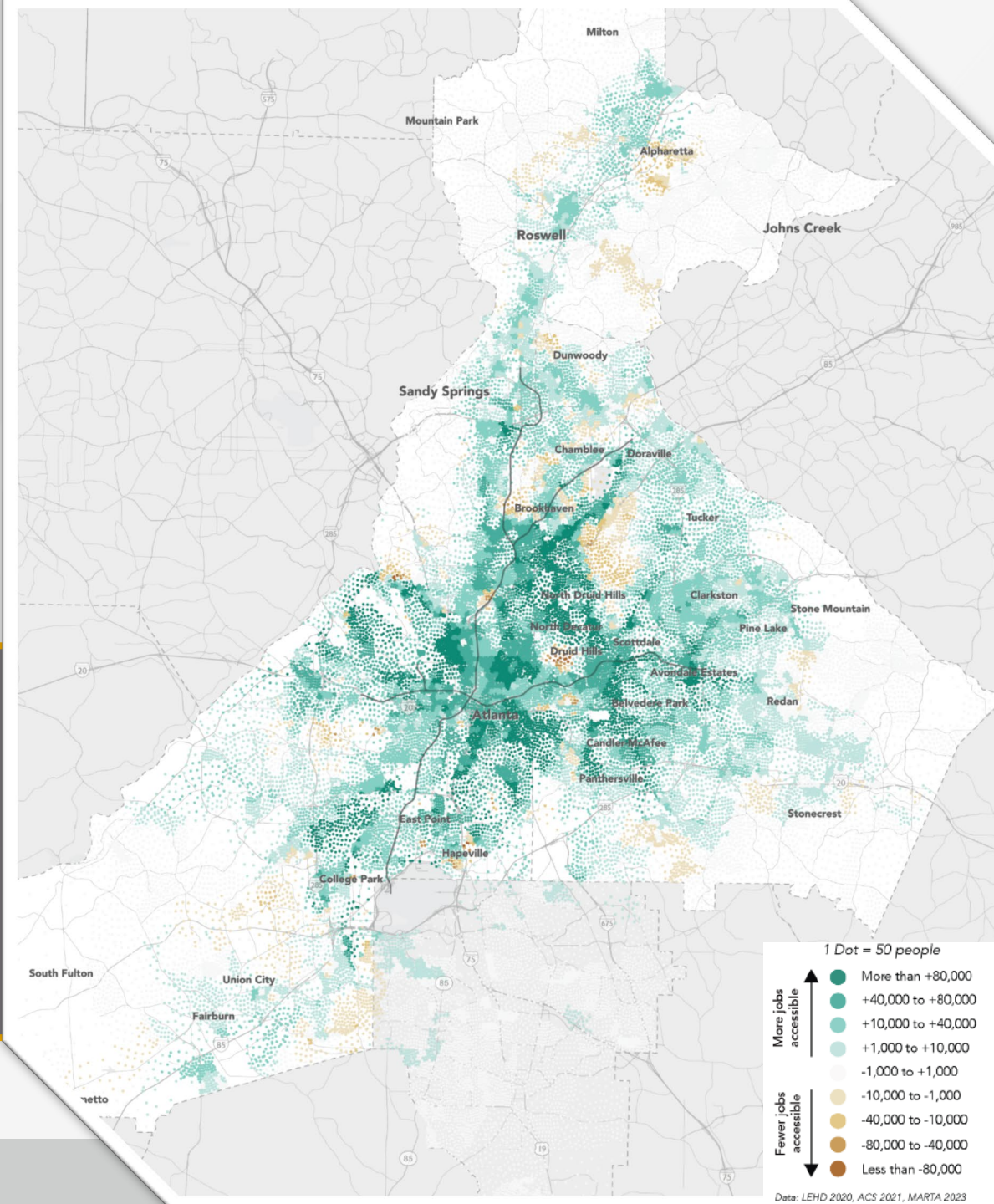
more jobs reachable
in 45 minutes

8,700
+18%

more jobs reachable
in 60 minutes

43,200
+13%

more jobs reachable
in 90 minutes





BOARD OF DIRECTORS

METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY

BOARD WORK SESSION

THURSDAY, SEPTEMBER 12, 2024

ATLANTA, GEORGIA

MEETING SUMMARY

1. CALL TO ORDER AND ROLL CALL

Chair Kathryn Powers called the meeting to order at 12:05 P.M.

Board Members

Present:

Al Pond
Stacy Blakley
James Durrett
Roderick Frierson
Freda Hardage
Kathryn Powers
Rita Scott
Jennifer Ide
Sagirah Jones
Jannine Miller

Board Members

Absent:

Russell McMurry
Thomas Worthy
Valencia Williamson
Jacob Tzegaegbe

Staff Members Present:

Collie Greenwood
Melissa Mullinax
Ralph McKinney
Rhonda Allen
Peter Andrews
George Wright
Michael Kreher

Also in Attendance: Justice Leah Ward Sears
Jonathan Hunt
Greg Patterson
Keri Lee
Jacqueline Holland
Kenya Hammond
Phyllis Bryant
Tyrene Huff

2. CHAIR'S REPORT

Approval of the August 8, 2024 Work Session minutes

Approval of the August 8, 2024, Work Session meeting minutes. On a motion by Board Member Powers, seconded by Board Member Hardage, the motion passed by a vote of 9 to 0 with 9 members present.

Board Composition and Leadership Update

3. GM/CEO REPORT

Competitive Grants Update

Bus Network Redesign

Ryan Van Sickle briefed the Board on MARTA Nextgen Bus Network Redesign.

4. EXECUTIVE SESSION

Real Estate

Litigation

Personnel

5. OTHER MATTERS

Board member Sagirah Jones inquired about MARTA's strategic plan.

6. ADJOURNMENT

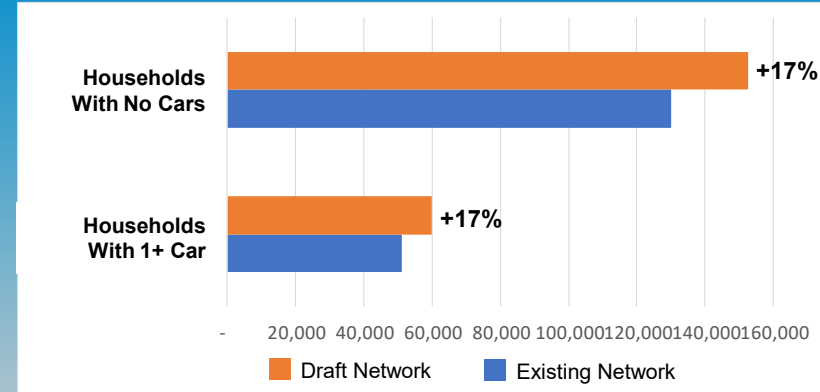
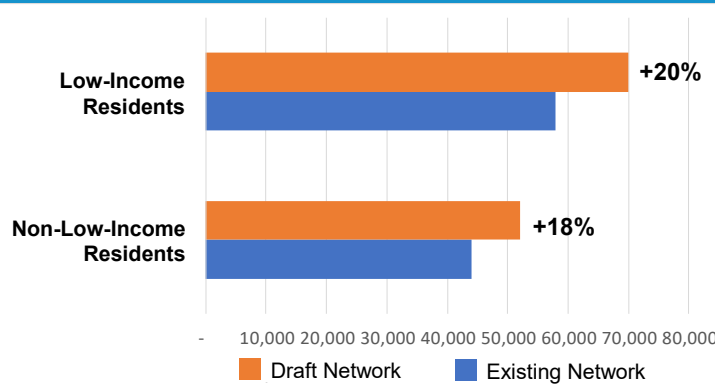
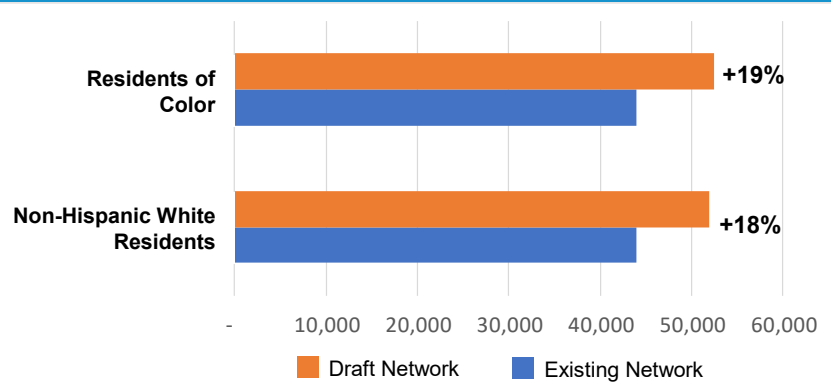
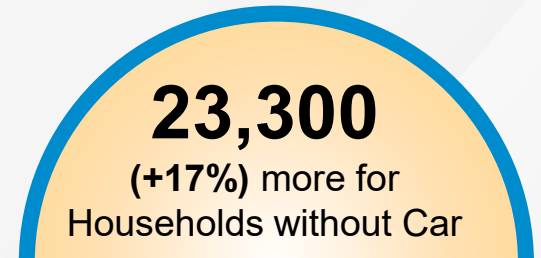
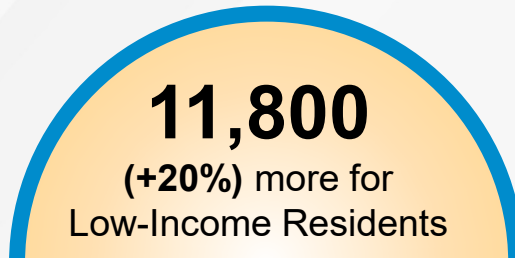
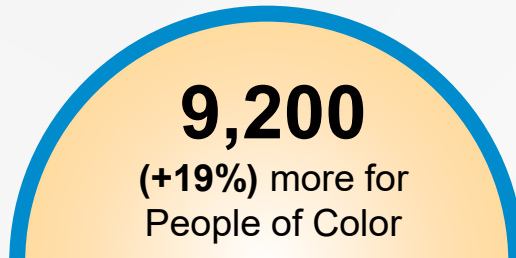
The Work Session meeting adjourned at 1:32 P.M.

YouTube link: https://www.youtube.com/live/ZbsdKSmU_sk?feature=shared



Disadvantaged Populations See Greater Gains in Access in the Network

» Disadvantaged groups see equal or better job access gains within 60 minutes:





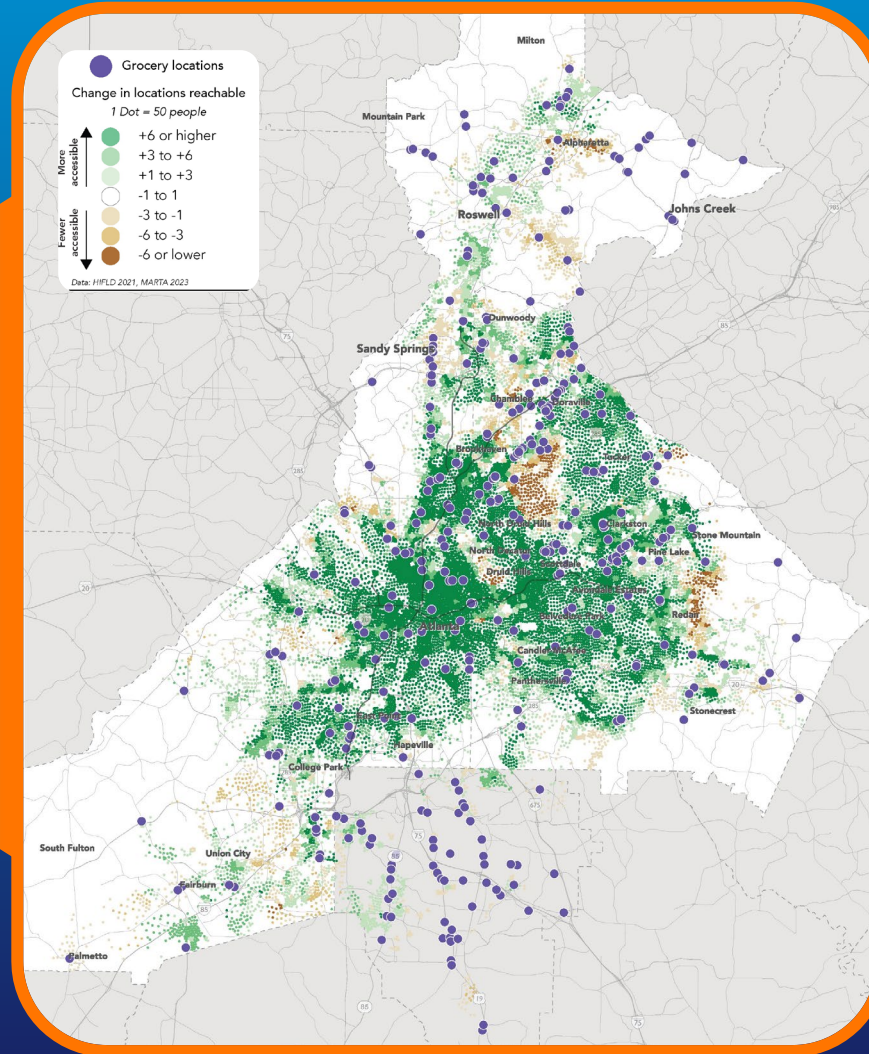
Improved Access to Key Destinations

+19%
More Colleges/
Universities



+25%
More Grocery
Stores

+26%
More Hospitals



Residents will have improved access to these locations within 60 minutes.





The Road Ahead





NextGen Project Next Steps



Stakeholder Briefings
Fall 2024



Public Engagement
Fall / Winter 2024



Refine & Finalize the Network
Winter 2024



Board Approval
Spring 2025



Extensive Preparations for Service Changes (training, rider education, infrastructure, and more)
Spring-Fall 2025



New Network Launch
Late 2025

Note: Timeline subject to change.



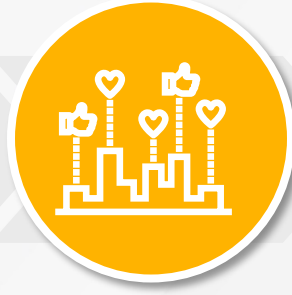


Public Engagement Next Steps



Preview Phase *Fall 2024*

- Generate awareness via traditional and social media
- Information campaign
- Stakeholder network preview briefings
- Launch project branding



Draft Network Engagement *Winter 2024*

- Present network and receive feedback from the public
- Rider outreach campaign
- In-person and virtual public meeting series
- Co-host distributed outreach events



Refine & Finalize Network *Winter 2024/Spring 2025*

- Compile and assess public feedback
- Refine network based on input received
- Public hearings and Board adoption process



Rider Education *Spring-Fall 2025*

- Roll out public education campaign for the adopted network

Note: Timeline subject to change.





Feedback & Data Collection

- » **Website/Network Map** as engagement hub and digital comment collection
- » **Public Meetings** distributed geographically by jurisdiction
 - Expand our capacity by co-hosting and sponsoring events with jurisdictional offices and stakeholder organizations
- » **Rider outreach** prioritizes areas of frequency or coverage changes, routes near major employment centers, Mobility customers, and transit-dependent riders
- » **Master comment tracker** will accept and track all comments from outreach activities and allow staff to log responses





Thank you!





**WORK SESSION OF THE BOARD OF DIRECTORS
METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY**

THURSDAY, SEPTEMBER 12, 2024

ATLANTA, GEORGIA

12:00 P.M.

AGENDA

- **Report from the Chair**
 - Approval of the August 8, 2024, Work Session Meeting Minutes
 - Board Composition and Leadership update
- **Report from the General Manager/CEO**
 - Competitive Grants Update
 - Bus Network Redesign
- **Executive Session [if needed for one or more of the following]**
 - Real Estate
 - Litigation
 - Personnel Matter
- **Other Matters**
- **Adjournment**



September 12, 2024

MARTA Board of Directors

Executive Session Briefing

Real Estate Matter

Robin Boyd

Director of Real Estate

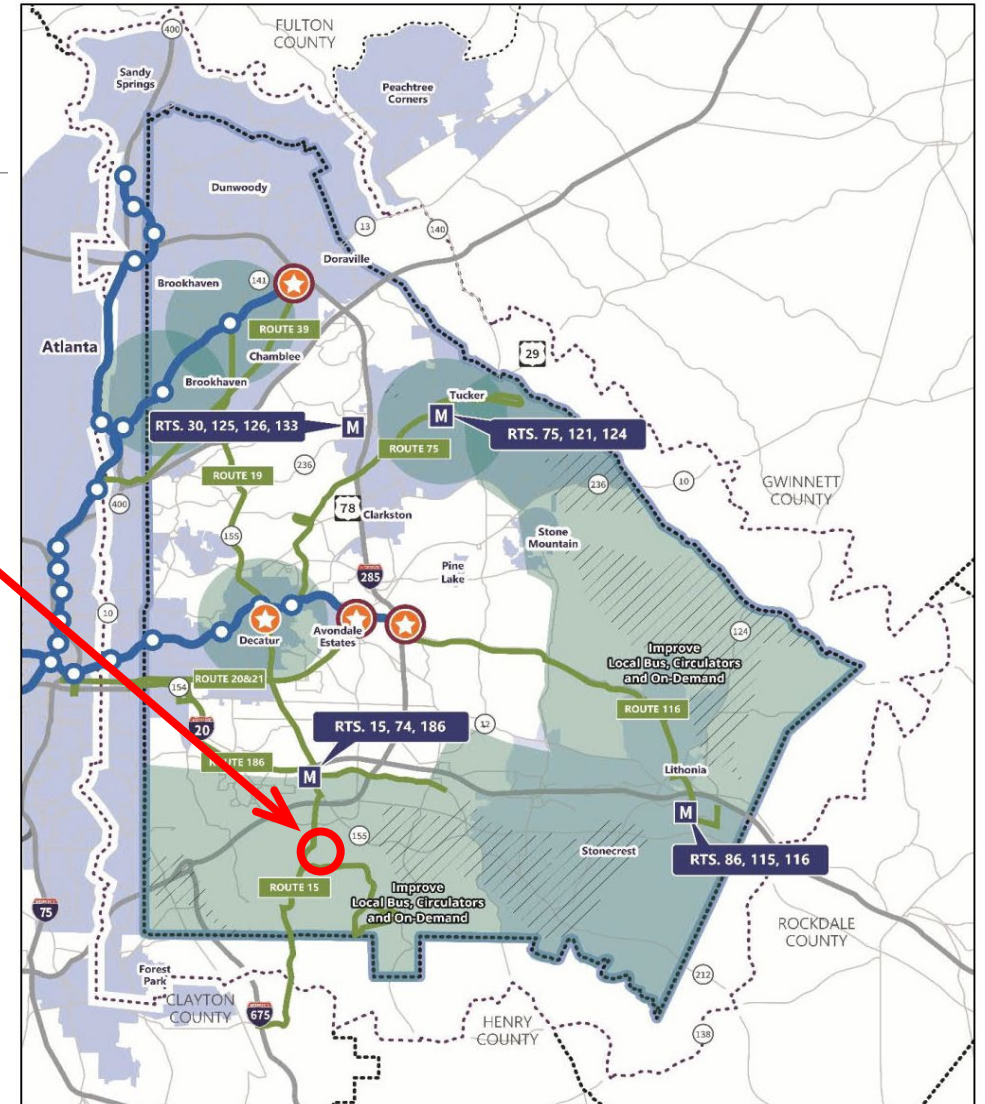
Resolution Authorizing the Submittal, Negotiation and Settlement of Offers to Acquire Property and Easements in support of the South Dekalb Transit Center, DeKalb County, Georgia

Purpose and need

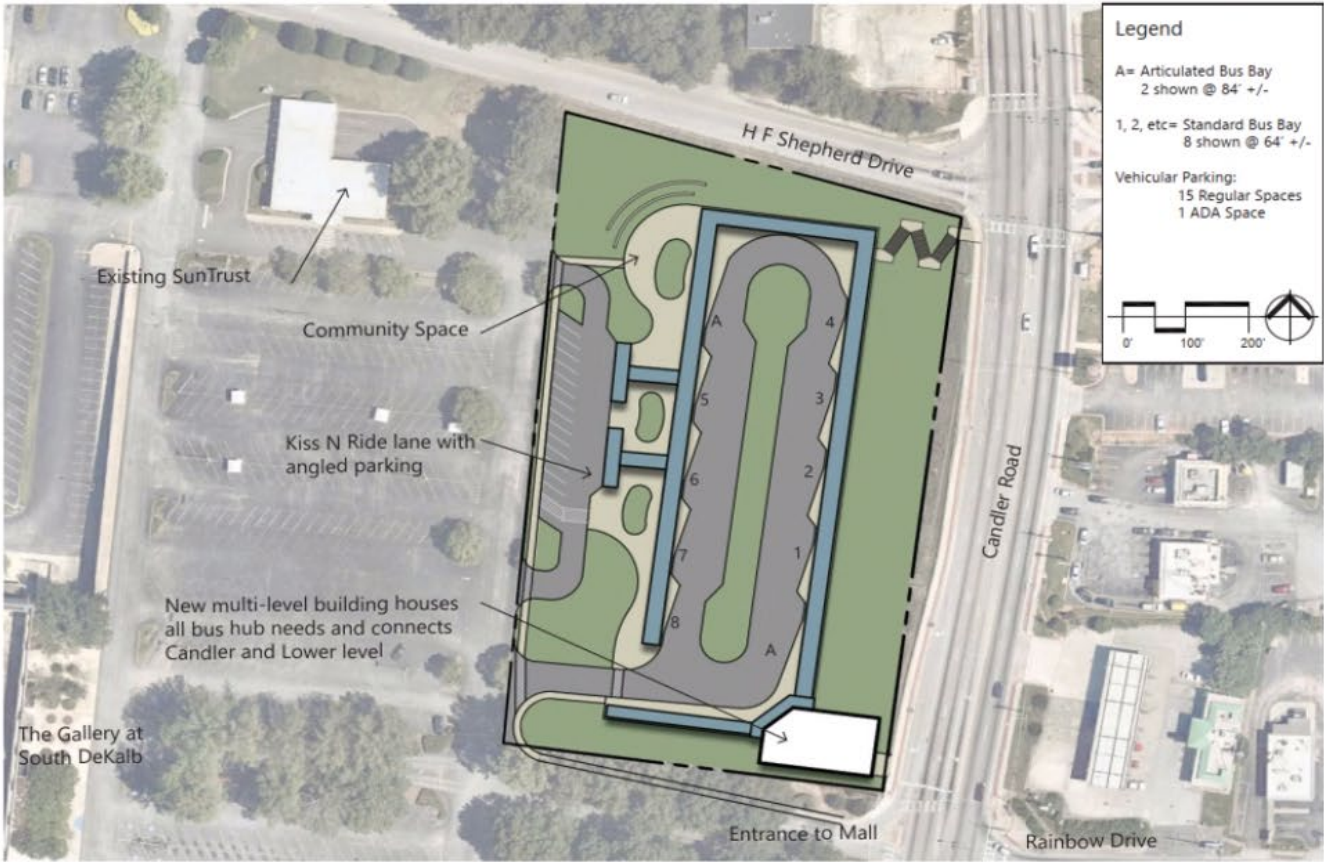
➤ Transit Hub Objectives

- Bus-to-bus transfer facility
- Enhanced amenities for riders
- Location for future BRT/LRT station
- Multi-modal connections

South DeKalb
Transit Hub



Preferred Site



Milestones

- Preferred Facility Site Selected: northeastern portion of parking lot at SDekalb Mall
- Environmental Due Diligence is Complete
- Received NEPA Categorical Exclusion(CE) from FTA and a No Adverse Effect from SHPO
- Appraisal is Complete; Appraisal Review in process
- FTA Appraisal Concurrence will be requested upon completion of Appraisal Review

Fee: 172,261 square feet (3.96 acres)

Permanent Easements: for utilities and access - 55,484 square feet

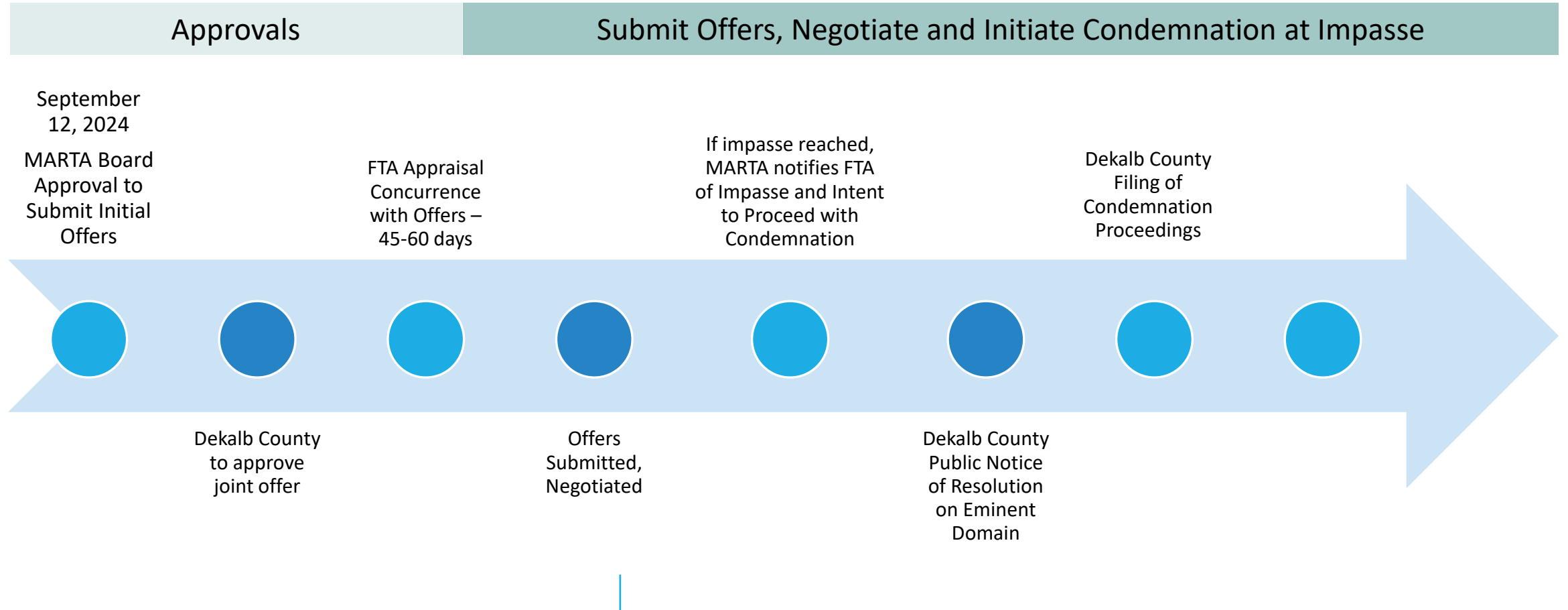
Temporary Construction Easements

Total Amount of Initial Offer = \$2,034,800.00

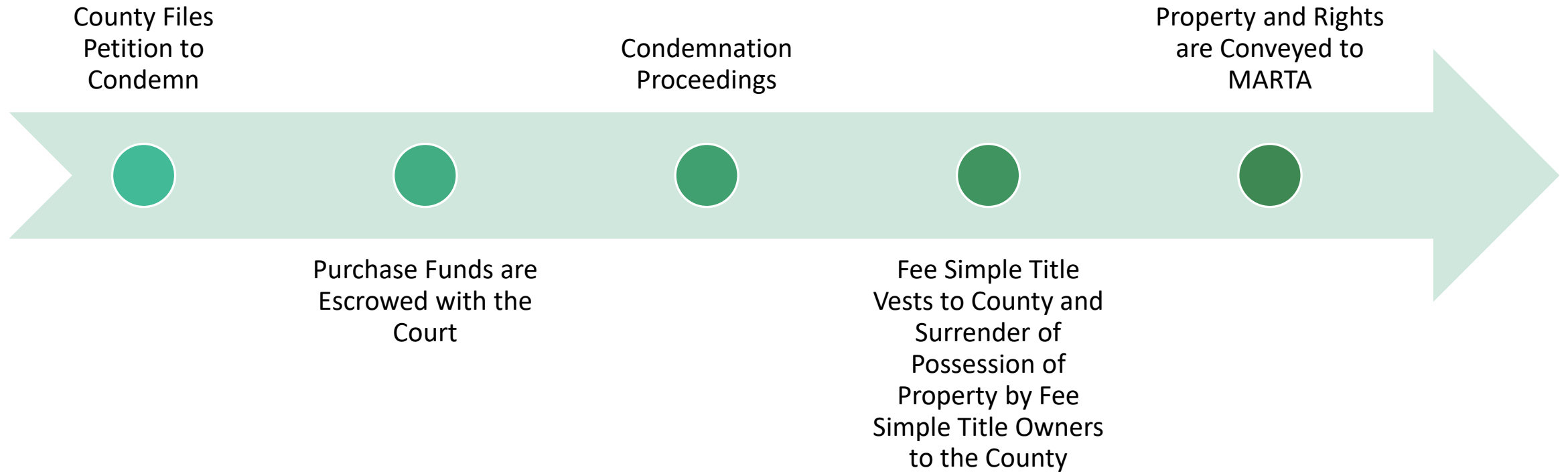
The following may increase impact timing of acquisitions:

- I. *The Mall property is not currently for sale: purchased at auction in February 2022 after foreclosure of the prior owner.*
- II. *Dekalb County Documentation for Joint Offers and Condemnation Support. (Dekalb County is a signatory to the RTCAA. However, if they are unwilling or unable to provide condemnation support, then PRIOR to first offer, MARTA must inform Owner that MARTA does not have authority to acquire property through condemnation by eminent domain. In other words, if negotiations fail then MARTA is unable to acquire the property)*
- III. *Current owner has plans to redevelop the Mall with mixed-use and multi-family housing*

Acquisition Process w/Condemnation Support



Acquisition Process w/Condemnation Support (*cont.*)



**Resolution Authorizing the Submittal, Negotiation and
Settlement of Offers to Acquire Property and
Easements in support of the South Dekalb Transit
Center, Dekalb County, Georgia**

Thank You





September 12, 2024

MARTA Board of Directors Executive Session Briefing

Real Estate Matter

Robin Boyd
Director of Real Estate

**Resolution Authorizing the
Submittal, Negotiation and
Settlement of Offers to
Acquire Property and
Easements in support of
MARTA'S Stonecrest Transit
Center, Stonecrest, Dekalb
County, GA**

LOCATION MAP





OVERVIEW

- B200, 7912 Mall Parkway: 26.51 acre parcel **\$1,450,000.00**
 - Fee Need
 - MARTA need = 4.762 acre carve out

- B280, 2929 Turner Hill Road: 28.89 acre parcel **\$ 18,900.00**
 - Permanent Access Easement
 - MARTA need = 1.57 acre (6,859 sf)

- B281, 8010 Mall Parkway: 11.85 acre parcel **\$ 115,600.00**
 - Permanent Access Easement: MARTA need = .825 acre (35,954 sf)
 - Temporary Construction Easement: MARTA need = .197 acre (8,583 sf)

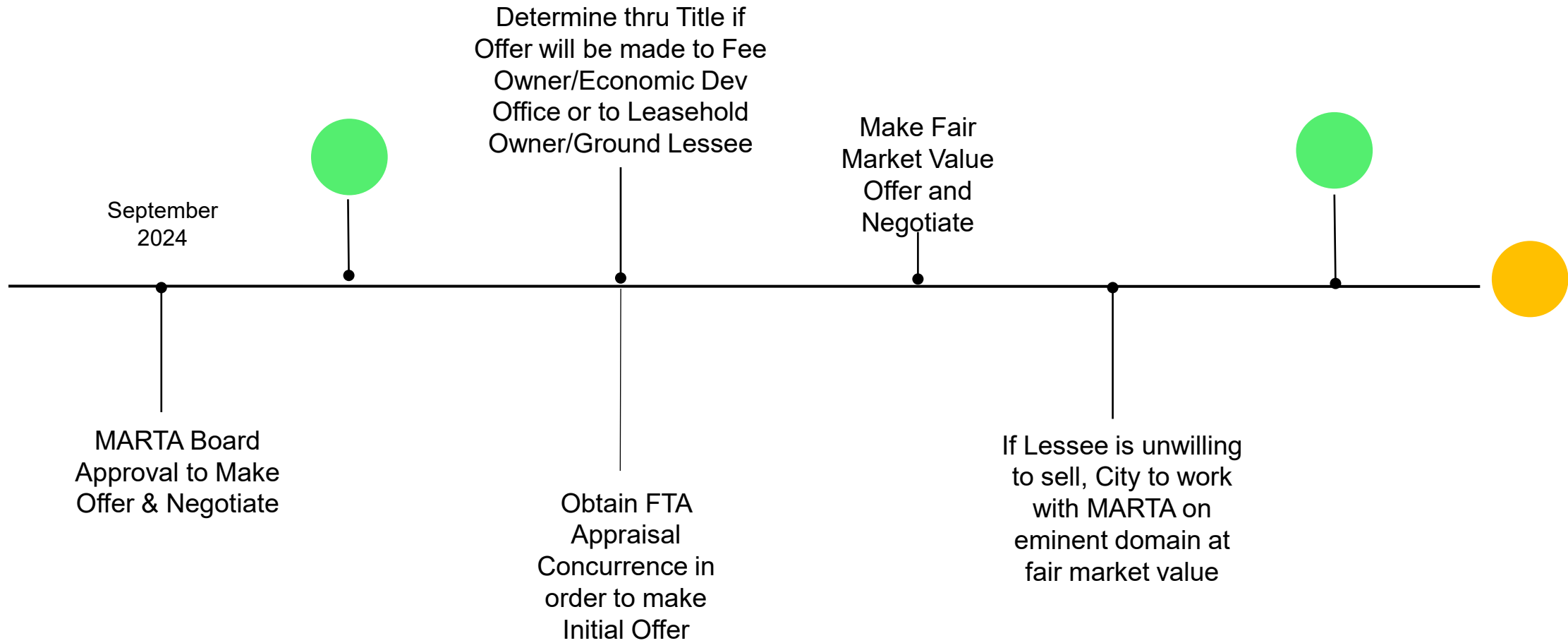
Total Amount of Initial Offer = \$1,584,500.00

Acquisition Risks to MARTA

Bond for Title Mechanics–MARTA Parcel B200

1. As a result of a bond transaction, the Stonecrest Development Authority (“Development Authority” and “Lessor”) holds title to the land that includes MARTA Parcel B200, and leases that land to the Bill Allen Family (“Company” and “Lessee”).
2. The Lease Agreement grants the Company the option to purchase the property in whole or in part and obligates the Development Authority to execute documents to that affect. Otherwise, the Lease **provides little in the way of detailed procedures.**
3. Three things must occur to **carve out B200** from the bond for title transaction:
 - (a) The Company must terminate the portion of the lease that includes B200;
 - (b) The Company must cause an allocable portion of the bonds to be “redeemed” (since these are not cash bonds, a redemption is accomplished by the Company noting it on the schedule of advances and payments attached to the bond); and
 - (c) The Development Authority must affirmatively convey title to the subject parcel to the Company.
4. Items 3(a) and (b) above can be accomplished by the Company alone – they essentially require that certain written notices be provided by the Company to the Development Authority. Item 3(c) above requires direct participation from the Development Authority. While the Development Authority is contractually required by the Lease Agreement to reconvey title if the Company provides the appropriate notices, the Development Authority must execute a new limited warranty deed in order to comply with that contractual obligation.
 - a. The Development Authority has expressed support for the project.
 - b. It is likely that the Company may not be interested in terminating the lease for the subject parcel unless the density and tax abatement attributable to Parcel B200 are not lost by the Company but instead transferred to their remaining property under an amended Lease.

Design and Land Acquisition Process



**Resolution Authorizing the Submittal, Negotiation
and Settlement of Offers to Acquire Property and
Easements in support of MARTA'S Stonecrest
Transit Center, Lithonia, Dekalb County, GA**

Thank You

