

# FULTON COUNTY COMMISSION MARTA 2021 Q1 BRIEFING

JEFFREY A. PARKER | GENERAL MANAGER/CEO

# AGENDA

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- ✓ Essential Bus Update
- ✓ MARTA 2040
- ✓ Partnerships
- ✓ Federal Outlook
- ✓ Bus Network Redesign



# ESSENTIAL BUS SERVICE

# ESSENTIAL BUS SERVICE UPDATE

- ✓ Plan to Restore to all 110 Routes April 24
  - ✓ Needlepoint Bi-Polar Ionization
  - ✓ Antimicrobial Air Filtration
  - ✓ Protective shields for operators
  - ✓ Regular Cleaning with Electrostatic Sprayers
  - ✓ Masks
    - ✓ Federal Requirement
    - ✓ Mask Compliance 99%
    - ✓ Available on all buses
- ✓ Full seated capacity, no standing

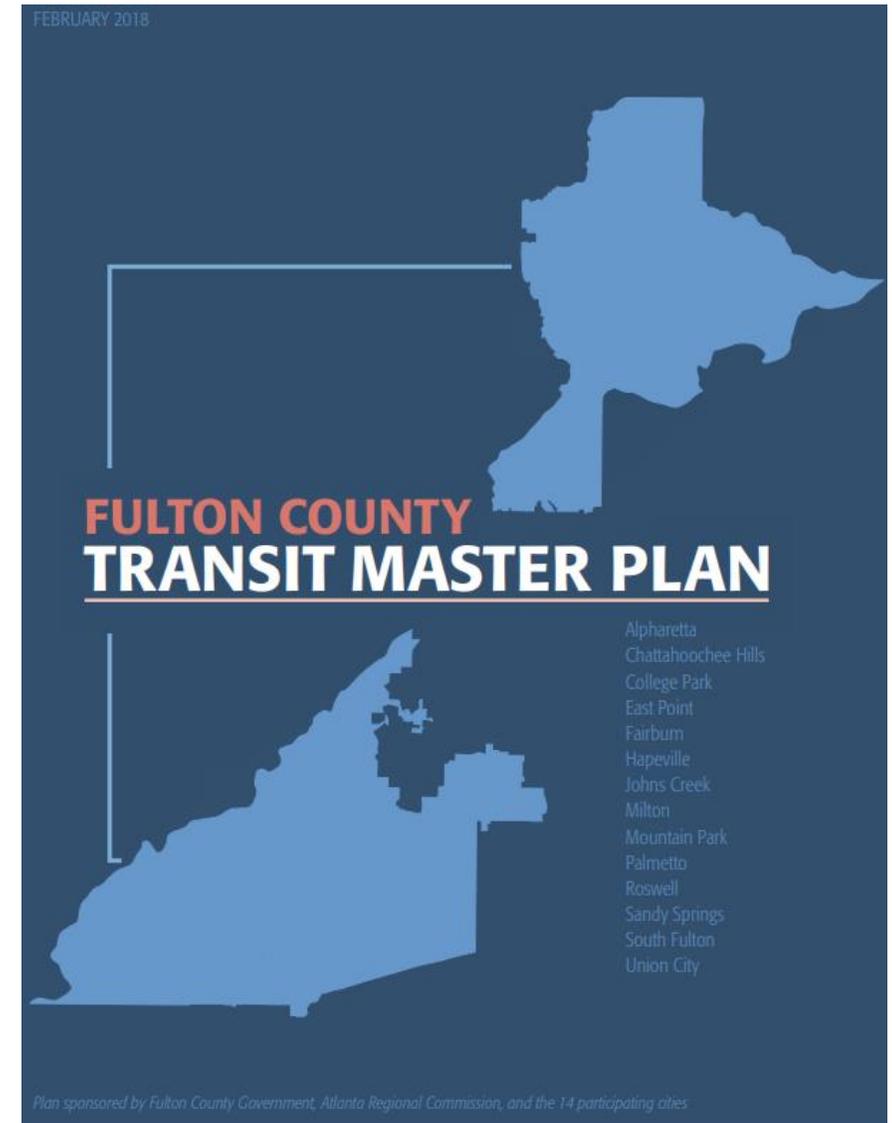




# MARTA 2040

# EXPANSION FUNDING

- ✓ Evaluating Federal Funding Avenues
- ✓ Exploring Non-Sales Tax Revenue Options with Interested Cities
  - ✓ Tax Allocation District
  - ✓ Special Services District
  - ✓ Ground Lease Revenue Bond
- ✓ TIFIA Loan could be secured by Fulton County General Funds



# COLLEGE PARK FINDING THE FLINT UPDATE



# TRACK RENOVATION – PHASE IV

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An aerial photograph of a highway interchange, likely I-285, featuring a dedicated bus lane and a pedestrian bridge. The scene is overlaid with a semi-transparent blue filter. The text 'I-285 TOP END EXPRESS LANE BUS' is prominently displayed in white, sans-serif font across the center of the image. The background shows multiple lanes of traffic, including cars and a truck, and a pedestrian bridge crossing over the highway. The overall image has a clean, professional aesthetic suitable for a transit authority presentation.

# I-285 TOP END EXPRESS LANE BUS

# Integrating Transit:

## Top End BRT Study:

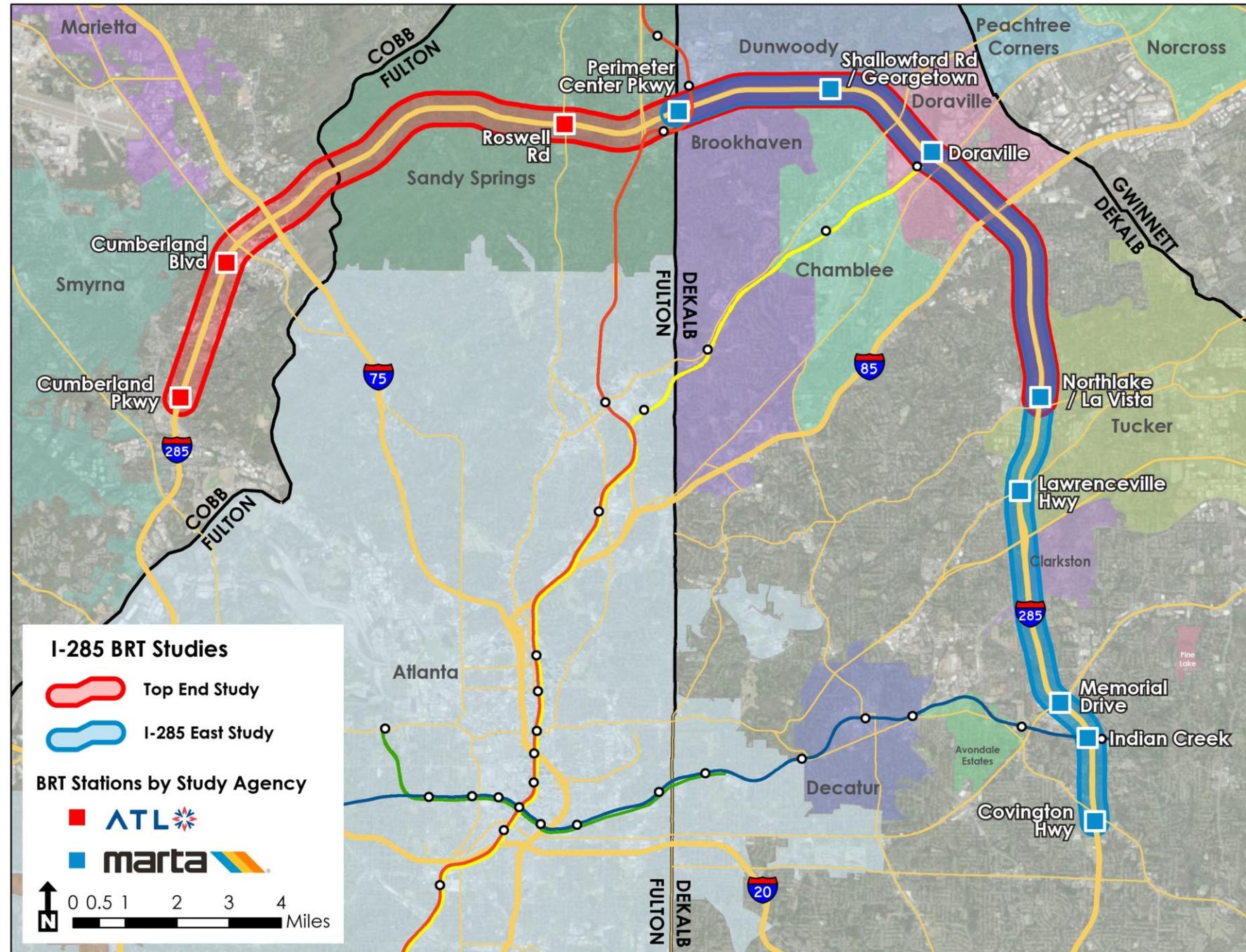
- Cumberland Pkwy to Northlake / La Vista Rd

## I-285 East Study:

- Perimeter Center to Covington Hwy

## Overlapping Stations:

- Perimeter
- Shallowford Rd/ Georgetown
- Doraville
- Northlake/ La Vista





Winter 2020 – Fall 2021 Detail schedule pending contract award

Spring 2020 – Spring 2021



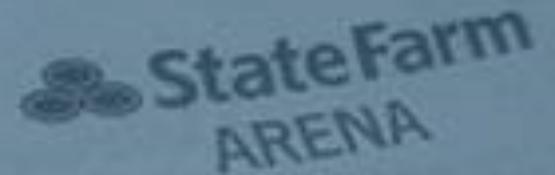
I-285 / I-20 CRITICAL PATH SCHEDULE



PROJECT	I-285 Eastside Bridge Replacements	I-285/I-20 East Interchange	I-285 East Top End Express Lanes	I-285 Eastside Express Lanes	I-20 East Express Lanes
PROCUREMENT	Q2 2020	Q2 2020	Q4 2020	Q4 2021	Long Range
SELECTION	Q1 2021	Q3 2021	Q3 2022	Q3 2023	Long Range
CONSTRUCTION	Q4 2021	Q4 2022	Q4 2023	Q4 2024	Long Range
ACTIONS	Understand station design implications at Covington Rd/ Redwing Cir/ Glenwood Rd	Understand future Design implications at Wesley Chapel Rd	Confirm access points to inform station location assumptions and design implications	Confirm access points, understand station design implications at Northlake Parkway/ Lavista	Confirm access points to inform station location assumptions and design implications

# PARTNERSHIPS

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# WORKSOURCE FULTON PARTNERSHIP

- ✓ Mobile Career Center at College Park Station
- ✓ First Wednesday of the month
- ✓ 9:00am-3:30pm
- ✓ Begins April 7th



# DELTA MASS VACCINATION SITE SHUTTLE

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- ✓ MARTA is providing free shuttles from College Park Station to Delta Air Museum





# FEDERAL UPDATE

# FEDERAL OUTLOOK

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## Biden Administration Priorities

- ✓ Emphasis on resilience
- ✓ Infrastructure investments as means to economic recovery

## Key Policies

- ✓ Additional COVID relief
- ✓ FAST Act Reauthorization
- ✓ Community Project Funding by Members



Secretary Pete Buttigieg



Federal Transit Administration



Administrator Nuria Fernandez



# BUS NETWORK REDESIGN

JARRETT  
WALKER  
+ ASSOCIATES

Let's think about transit

We foster clear  
conversations about transit,  
leading to confident  
decisions.



# HUMAN TRANSIT

How Clearer  
Thinking

about Public Transit  
Can Enrich Our  
Communities  
and Our Lives

Jarrett Walker

# WHAT IS ACCESS?

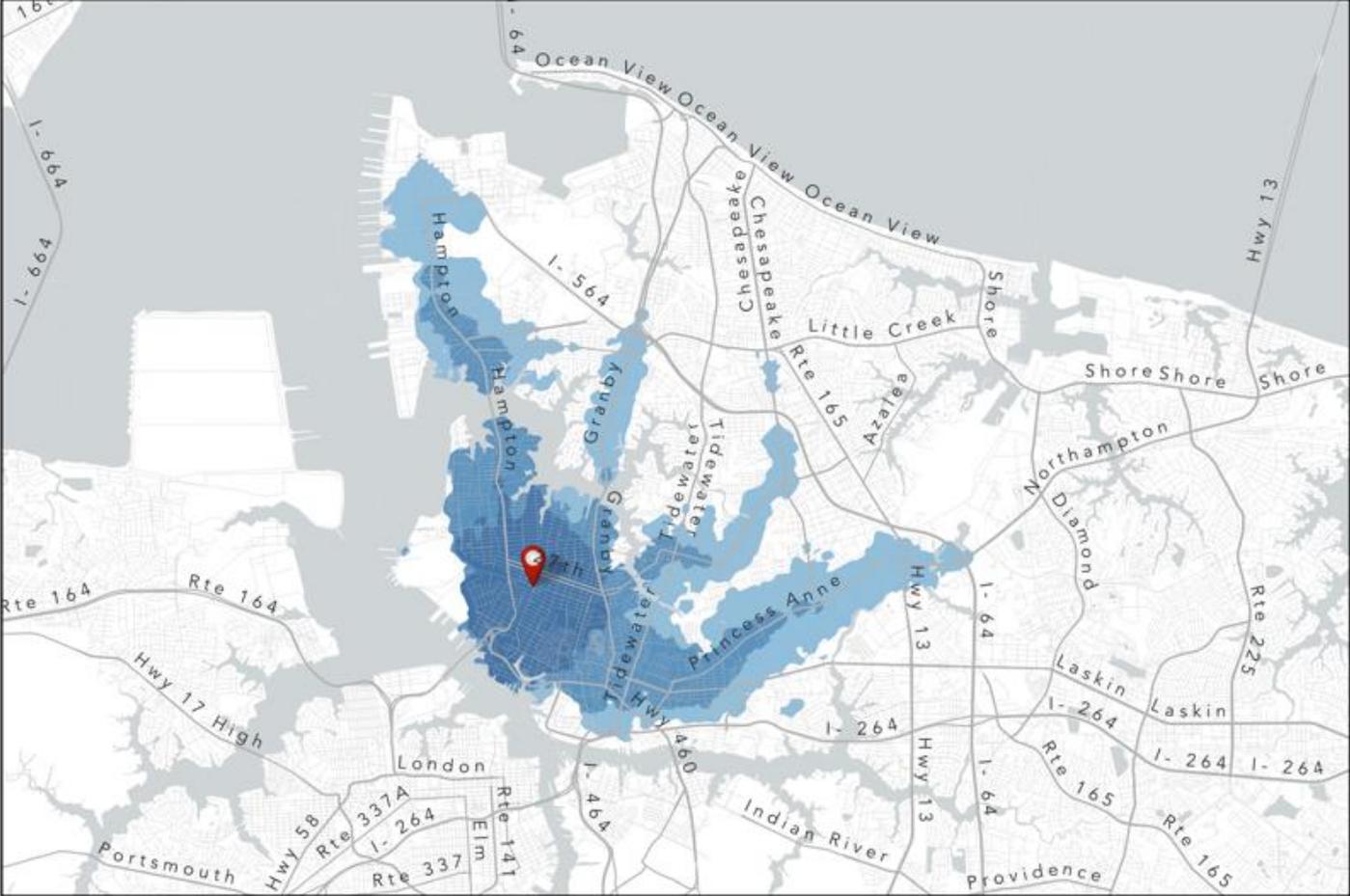
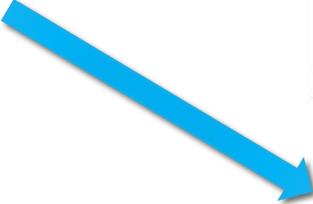
Her **access to jobs** is the **number of jobs** in that area.

You can also look at **access to education, shopping, etc.**

# VISUALIZING ACCESS

Access from a particular spot in Norfolk, VA

The number of jobs reachable is a measure of access.

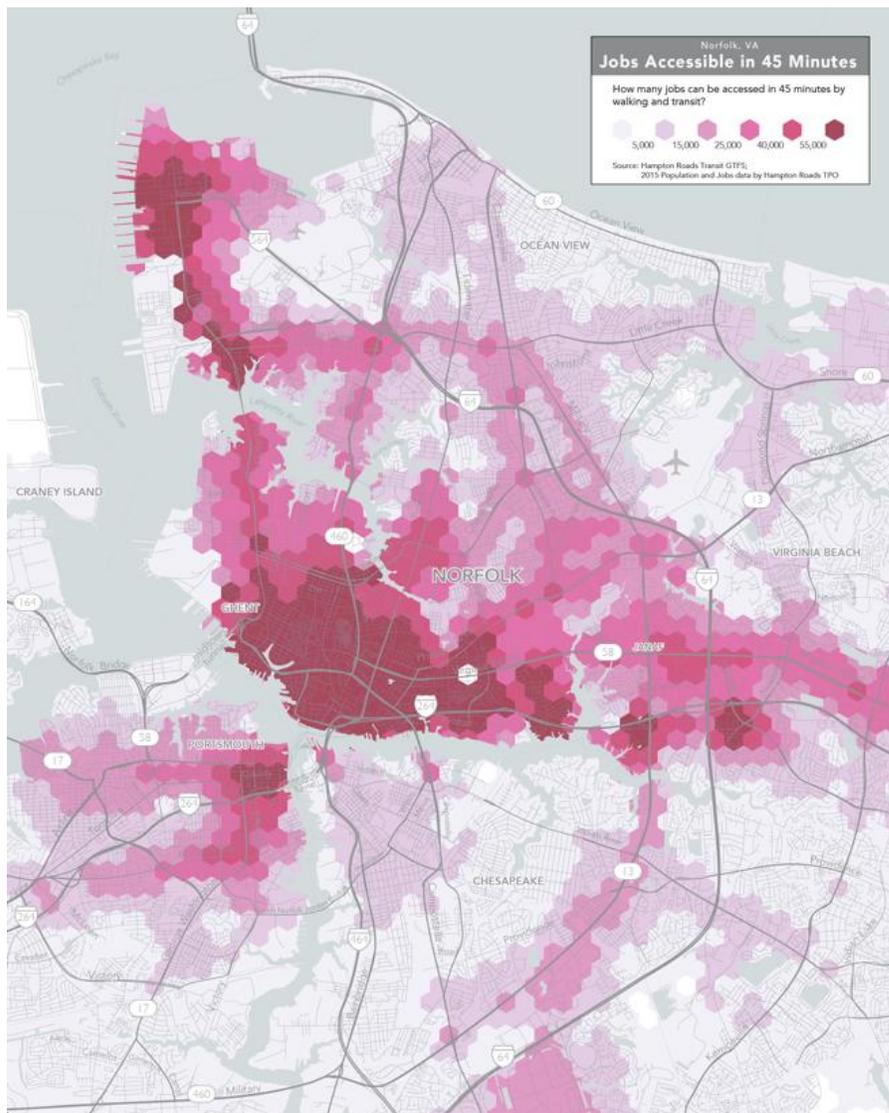


	in 30 minutes	in 45 minutes	in 60 minutes
Population Accessible	40,070	69,280	109,860
Jobs Accessible	26,670	47,190	91,130



Estimates based on 2015 TAZ population and jobs data

# ACCESS ACROSS AN AREA



Each point is colored by the number of jobs reachable from there.

Now we can say:  
The average Norfolk resident can reach 30,000 jobs in 45 minutes.

Can we grow that number? *Should we?*

# ACCESS IS HOW NETWORK DESIGN AFFECTS RIDERSHIP

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- ✓ When a transit network maximizes access, it increases the likelihood that the service is useful for any particular trip.
- ✓ Maximizing access by transit also improves:
  - ✓ Access to economic opportunity.
  - ✓ Personal freedom.
  - ✓ Value of investments in a walkable community.
  - ✓ Functionality of the city.

# HOW TRANSIT EXPANDS ACCESS

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The most efficient access-expanding service is

- **Frequent**
- Reasonably fast and reliable.
- Available when you need it (span of service)

...and **focused where there are many people and activities that can benefit.**

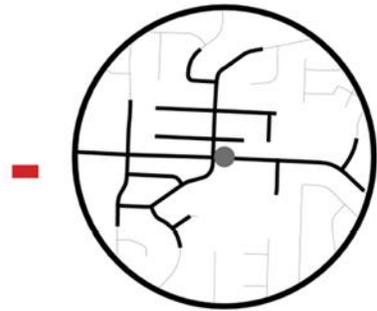
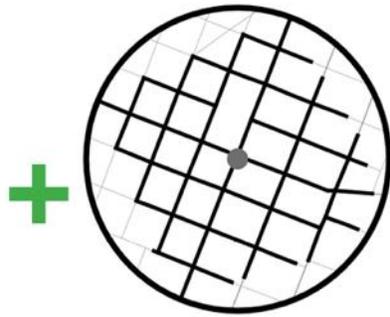
# DENSITY

**DENSITY** *How many people, jobs, and activities are near each potential transit stop?*



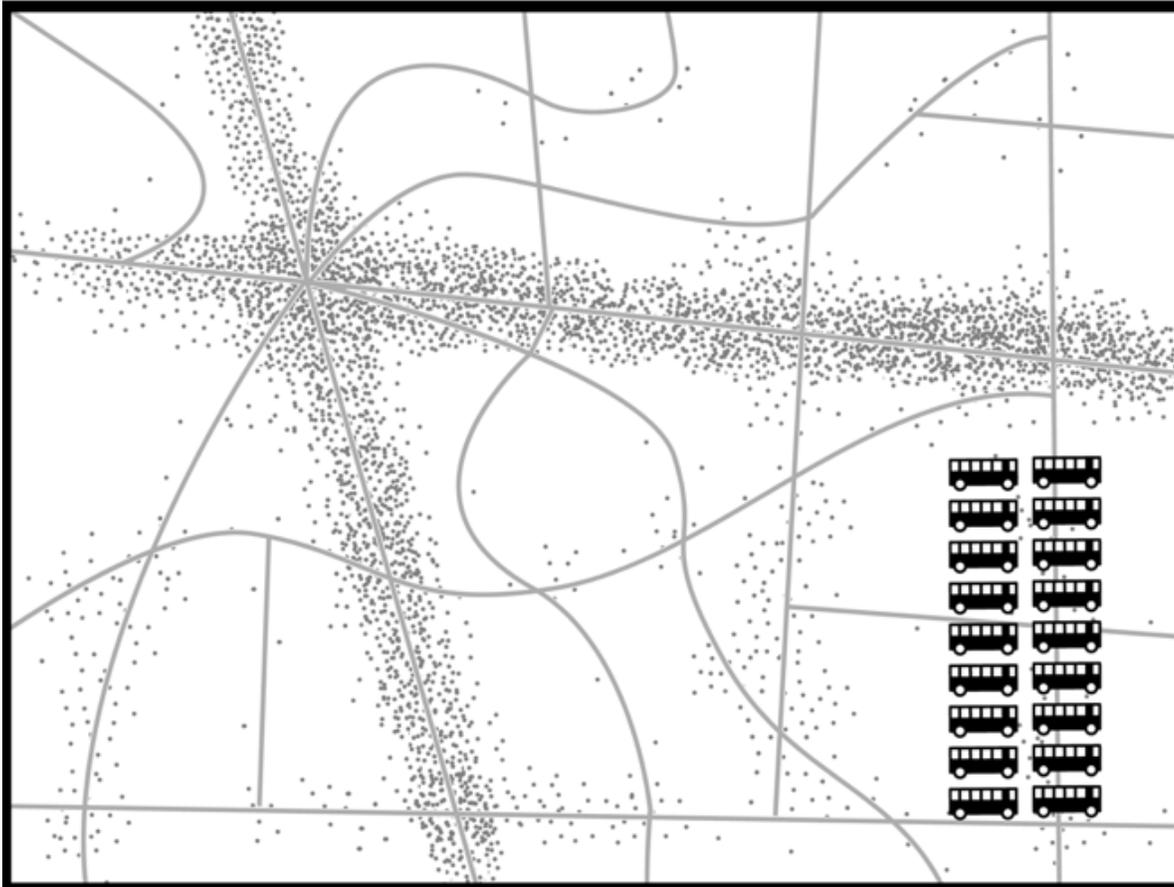
# WALKABILITY

**WALKABILITY** *Is it possible to walk between the stop and the activities around it?*



**+** It must also be safe to cross the street at a stop. You usually need the stops on both sides for two-way travel!

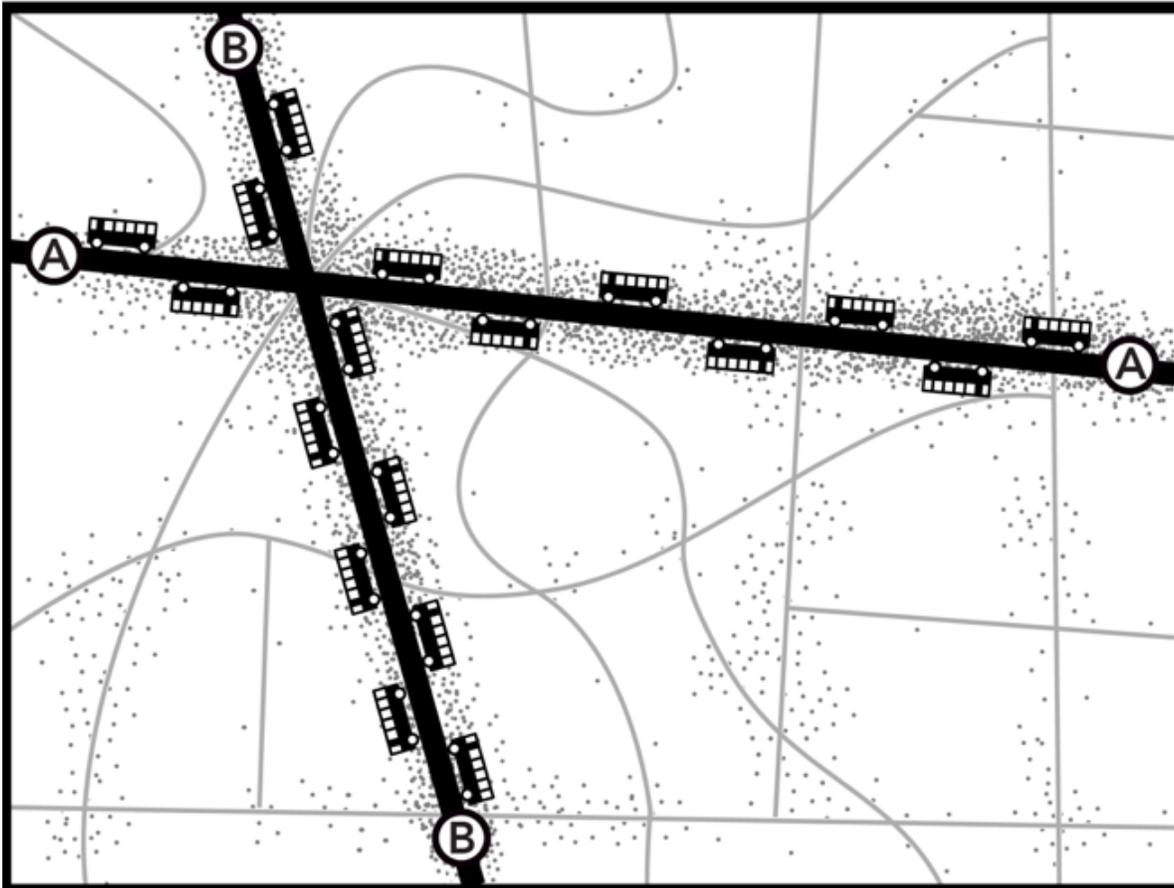
# DIFFERENT GOALS, DIFFERENT SERVICE



Imagine you had 18 buses to serve this fictional town.

Dots are the locations of residents and jobs

# RIDERSHIP GOAL



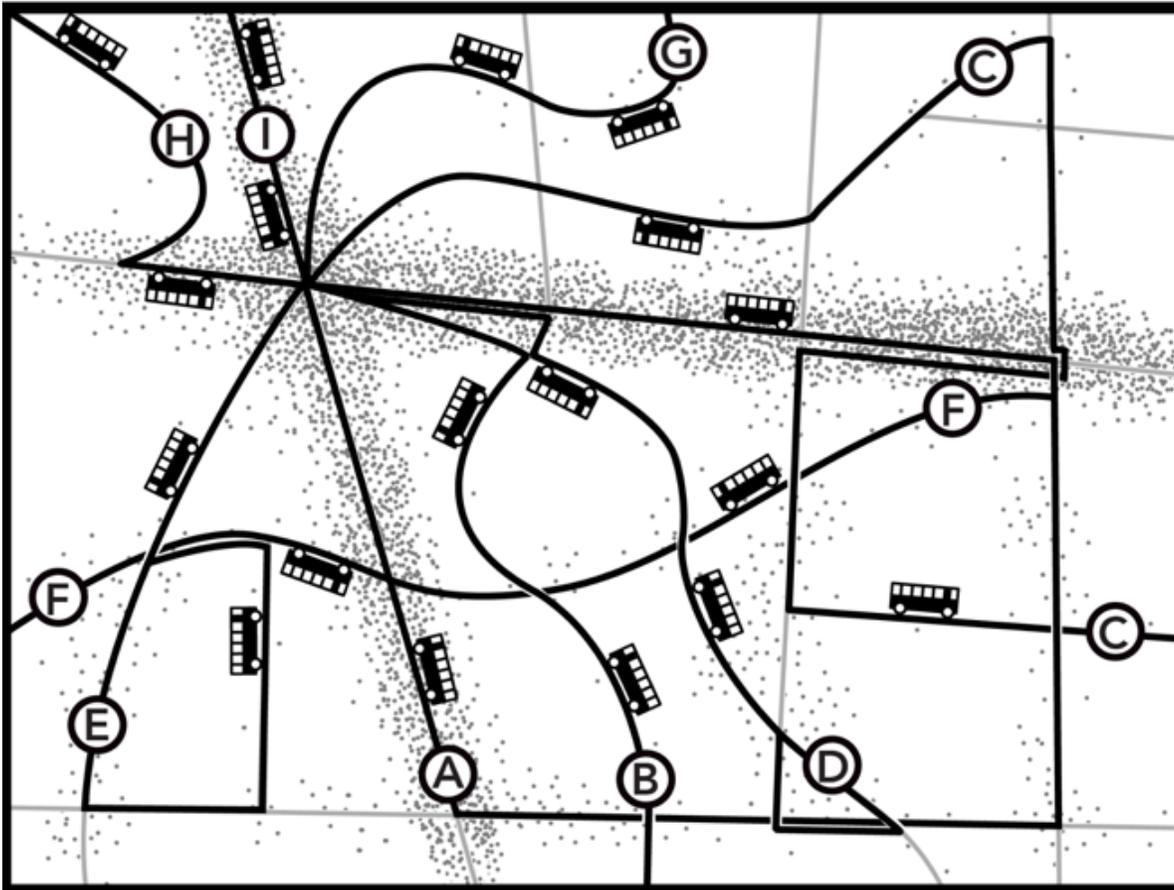
## *The Ridership Goal*

Maximum access for the greatest possible number of people

*But:*

- *not available for everyone*
- *not necessarily available to all the people who need it most.*

# COVERAGE GOAL

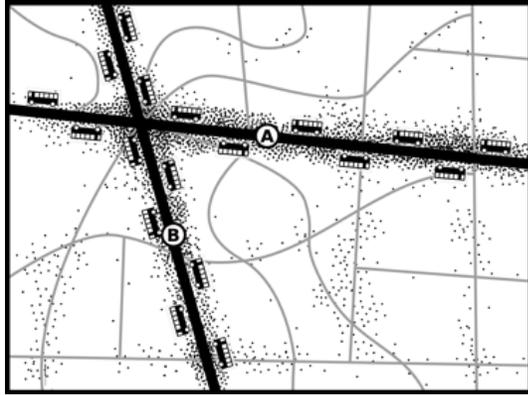


## *The Coverage Goal*

*Some service near everyone, a baseline level of access everywhere.*

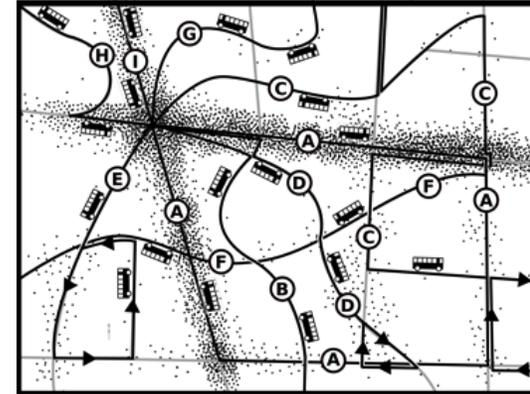
*But it's unlikely to be useful for many people and trips.*

# WHY BOTH GOALS MATTER



Ridership Goal

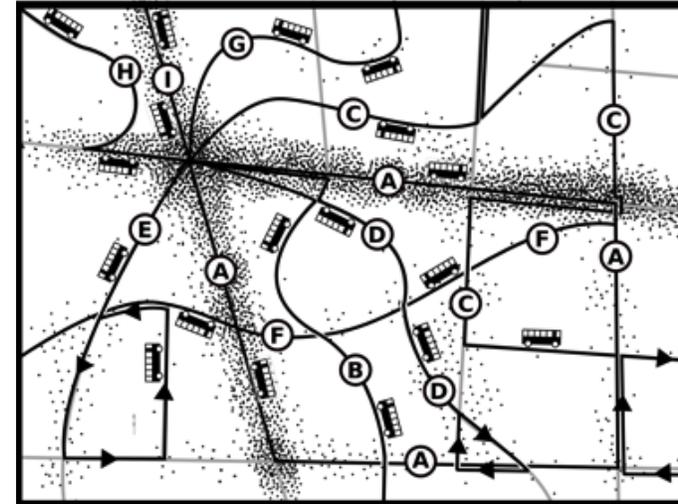
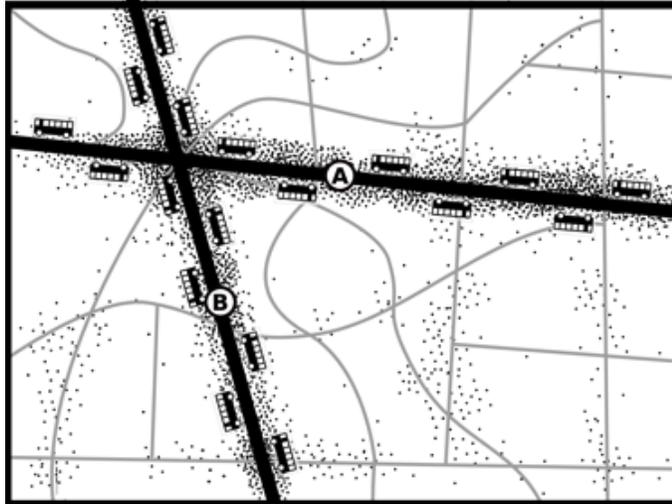
- Maximum average access to opportunity.
- Lowest subsidy per passenger.
- Support dense and walkable development.
- Emissions reduction.
- Reduction in vehicle miles traveled.



Coverage Goal

- Some service near every home and job.
- Baseline level of access available everywhere.
- Service to every member city or electoral district.

# THE TRADEOFFS ARE UNAVOIDABLE



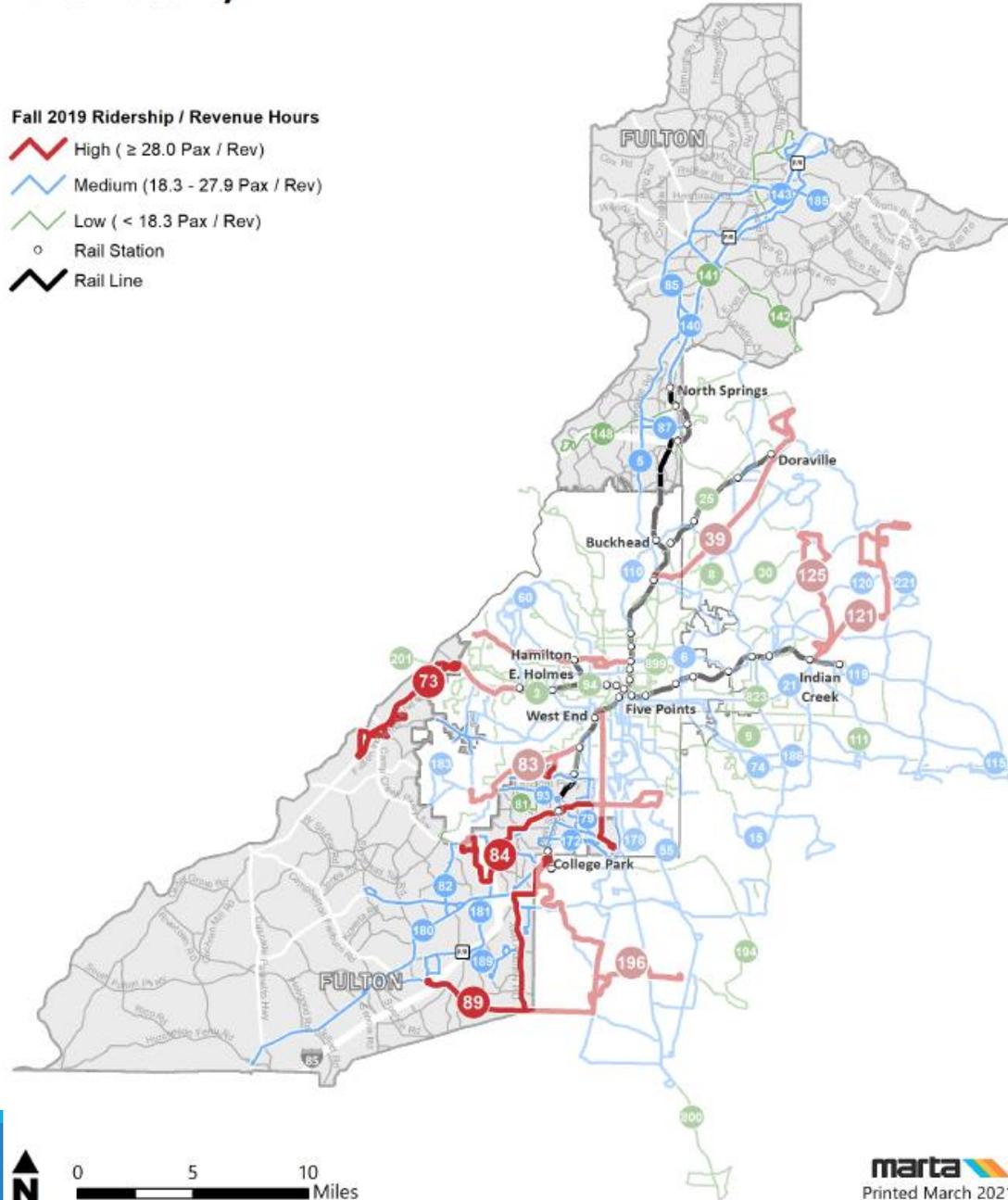
But you CAN choose a deliberate balance point on the spectrum. (“Devote \_\_\_% of our resources to the ridership goal and \_\_\_% to the coverage goal.”)

# Bus Ridership/Revenue Hours

## Fulton County

### Fall 2019 Ridership / Revenue Hours

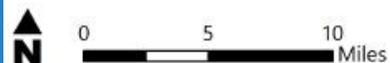
-  High ( $\geq 28.0$  Pax / Rev)
-  Medium (18.3 - 27.9 Pax / Rev)
-  Low ( $< 18.3$  Pax / Rev)
-  Rail Station
-  Rail Line



\*Only bus routes with  $\geq 40\%$  of their revenue miles in Fulton County are shown below. Other routes are listed in their own jurisdiction's table.

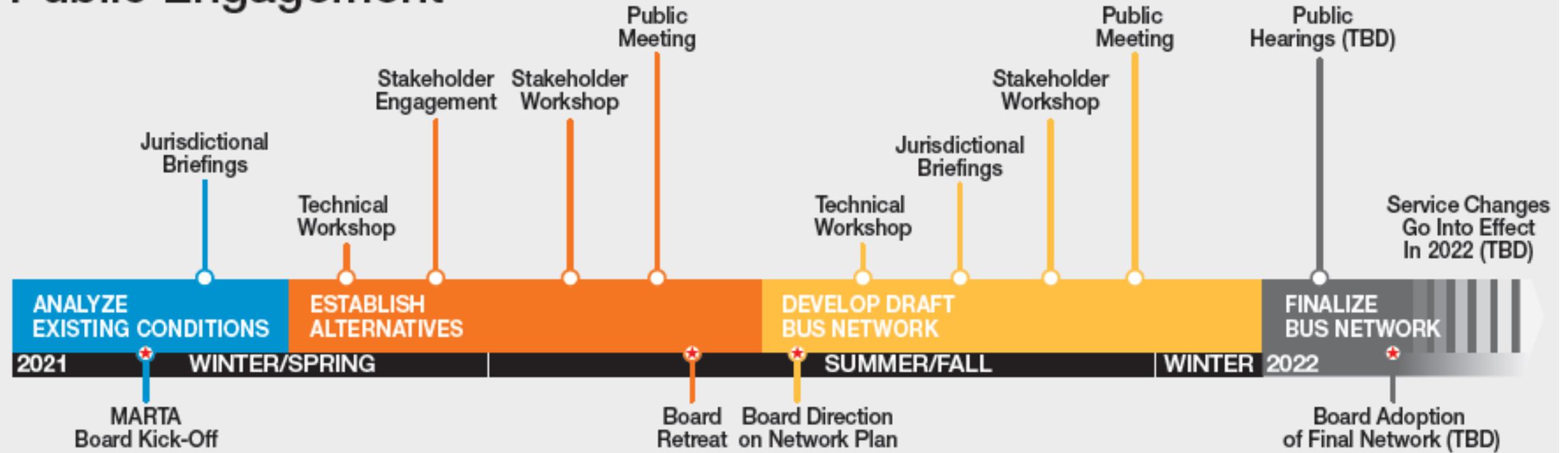
### Bus Routes within Fulton County

	Route	Name	Weekly Passengers per Revenue Hour
High	89	Old National Highway	31.1
	73	Fulton Industrial	30.9
	84	Washington Rd/Camp Crk Marketplace	28.4
Medium	180	Roosevelt Highway	26.3
	172	Sylvan Road / Virginia Avenue	24.9
	87	Roswell Road / Sandy Springs	24.2
	5	Piedmont Road / Sandy Springs	23.8
	181	Washington Road / Fairburn	22.7
	143	Windward Park & Ride	21.5
	82	Camp Creek / South Fulton Parkway	21.1
	189	Flat Shoals Road / Scofield Road	20.9
	85	Roswell	20.2
	93	Headland Drive / Main Street	20.0
	185	Alpharetta	18.6
Low	79	Sylvan Hills	18.4
	140	North Point Parkway	18.3
	81	Venetian Hills / Delowe Drive	15.2
	141	Haynes Bridge Road / Milton	15.2
	148	Mount Vernon Highway	11.0
142	East Holcomb Bridge Road	6.8	



# TIMELINE

## Public Engagement





THANK YOU