



**BOARD OF DIRECTORS**

**METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY**

**BOARD WORK SESSION**

**THURSDAY, APRIL 14, 2022**

**ATLANTA, GEORGIA**

**MEETING MINUTES**

**1. CALL TO ORDER AND ROLL CALL**

Chair Rita Scott called the meeting to order at 12:07 P.M.

**Board Members**

**Present:**

Roberta Abdul-Salaam  
Al Pond  
Stacy Blakley  
Jim Durrett  
William Floyd  
Roderick Frierson  
Freda Hardage  
Russell McMurry<sup>1</sup>  
Kathryn Powers  
Rita Scott  
Christopher Tomlinson<sup>1</sup>  
Thomas Worthy  
Roderick Mullice

**Board Members**

**Absent:**

Robert Ashe III  
Reginald Snyder

**Staff Members**

**Present:**

Collie Greenwood  
Melissa Mullinax  
Ralph McKinney  
Raj Srinath  
Luz Borrero  
Rhonda Allen  
Manjeet Ranu  
Peter Andrews

<sup>1</sup>Russell McMurry is Commissioner of the Georgia Department of Transportation (GDOT) and Christopher Tomlinson is Executive Director of the Georgia Regional Transportation Authority (GRTA). Per the MARTA Act, both are non-voting members of the Board of Directors.

George Wright

**Also in Attendance:**

Justice Leah Ward Sears  
Kirk Talbott  
George Wright  
Jonathan Hunt  
Colleen Kiernan  
Paula Nash  
Jacqueline Holland  
Keri Lee  
Colleen Kiernan  
Donna DeJesus  
Tyrene Huff

**2. CHAIR'S REPORT**

**Approval of the March 3, 2022 Work Session Meeting Minutes**

Approval of the March 3, 2022 Work Session minutes. On a motion by Board Member Mullice, seconded by Board Member Pond, the motion passed by a vote of 11 to 0 with 2 members abstaining and 13 members present.

APTA 2022 Legislative Conference Overview

**3. GM/CEO REPORT**

APTA Racial Equity Pilot  
General Assembly Wrap Up

**4. EXECUTIVE SESSION**

Litigation  
Personnel Matter

**5. ADJOURNMENT**

The meeting adjourned at 1:20 P.M.

Respectfully submitted,



Tyrene L. Huff  
Assistant Secretary to the Board

YouTube link: <https://youtu.be/rlw3btAOLwI>

## April 14, 2022 Board Meeting Public Comments

Received via (404) 848-6000, [marta.board@itsmarta.com](mailto:marta.board@itsmarta.com), [public@itsmarta.com](mailto:public@itsmarta.com)

**Summary: Three customers provided public comments**

**3 – E-mails**

**0 – Voice Messages**

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1.) Message Date: April 8, 2022

8:02 a.m. (via [MARTA.Board@itsmarta.com](mailto:MARTA.Board@itsmarta.com))

Sherry B. Williams (On behalf of Deborah Scott)

[campbelltonroadtransitequit@gmail.com](mailto:campbelltonroadtransitequit@gmail.com)

Board Chair Rita Scott,

Attached is a letter from Georgia Stand Up. It is a compilation of requests made over the past few weeks, months, and years at numerous MARTA Board meetings and MARTA community meetings. Because these requests appear to have fallen on death ears, we have put them in writing so that you can "get it right" moving forward with the vitally important MORE MARTA funded Campbellton Corridor LRT/BRT Project.

Please distribute this letter to the entire MARTA Board and discuss at your April 14, 2022 Board Work Session and Meeting.

Thank you,

Attached letter below:



## GEORGIA STRATEGIC ALLIANCE FOR NEW DIRECTION AND UNIFIED POLICIES

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April 7, 2022

Ms. Rita Scott  
c/o MARTA Board of Directors  
MARTA Headquarters  
2424 Piedmont Road, N.E.  
Atlanta, GA 30324-3311

RE: Campbellton Corridor LRT/BRT Project

Dear MARTA Board Chair Rita Scott,

The Atlanta region and the rest of the nation are just now emerging from the Coronavirus pandemic. Economic activity is returning to normal and development projects are again ramping up across the city. It is critical during this emergent phase of post-pandemic investment that public officials such as MARTA executives and leaders of Atlanta City Government be responsive to community demands for equity in the allocation of capital resources, and face accountability for disparities that continue to perpetuate Atlanta's history of uneven, discriminatory growth. Atlanta has a clear history of discrimination and neglect toward predominantly African American communities south of Downtown. The geographic disparity is plain to see in aerial views of the city's development patterns. The overwhelming majority of capital investment—both public and private—has been concentrated north of the I-20 transportation corridor. Communities to the south of that boundary have lagged and languished, mostly cut off from the economic dynamism enjoyed by the rest of the city.

The pandemic has ushered in a unique era for urban planning and city building initiatives. The pandemic's devastating economic impact has mobilized the national government to make available a massive amount of capital resources intended for the development of local infrastructure. These resources, including billions of dollars targeting transit improvements, are a one-time windfall that will never be repeated. It is imperative that the City of Atlanta and MARTA deploy all the resources available from every source—including these federal funds—to correct the legacy of discriminatory growth evident in the City's distorted development footprint. In fact, the equitable deployment of these funds will create projects that can over the long-term act as a kind of physical testimony on Atlanta's commitment to racial equality, social equity, sustainable growth, and administrative accountability.

366 Sylvan Rd, Suite A & B Atlanta, GA 30344 | (404) 581-0061 | [georgiastandup.org](http://georgiastandup.org) | [info@georgiastandup.org](mailto:info@georgiastandup.org)

Capital improvements to the Campbellton Road transit corridor represent a high-profile opportunity to reverse Atlanta's neglect of and aversion to southside investment. Like the built-out northside and revitalizing areas intown, judicious, well-planned, and large-scale public investments south of Downtown will be the key to that area's growth and sustained vitality. No project is of greater importance than the implementation of some form of rapid mass conveyance along Campbellton Road. It is a major commercial corridor with the capacity to carry substantial mixed-use commercial and residential investment. The way the Campbellton Road project is planned and executed will determine the economic potential and quality of life for southside residents for decades to come. Both the Greenbriar Livable Centers Initiative (LCI) of 2019 and the Greenbriar Cascade Plan of 2006 reveal plans with a clear vision that have yet to be acted upon. Therefore, the community's desires for economic and business development are clear. By consensus it demands expansion and improvement of transit services, explicitly prioritizing specific features to compliment and accelerate growth that includes:

- Extension of transit service along the entire length of the Campbellton Road corridor focusing on this 5.5 to 6.0 mile MORE MARTA subject area (make sure there is a plan to connect the remaining 5.5 miles from Campbellton Rd and Barge Rd to Fulton Industrial Boulevard on the TSPLOST 2022 Project List).
- Limiting displacement of legacy residents and businesses
- High frequency, timely trips offered 7 days a week (continue or extend the #83 service from 4:30am to 1:30am)
- Prioritization of pedestrian safety and security
- Design based on rider convenience and ease of access
- Work with Campbellton Corridor residents in designing all transit stops
- Attention to environmental impact, including pollution & noise abatement
- Attention to cultural impact; preserving the native character of the area

Planning and executing the redevelopment of Campbellton Road as a major mass transit thoroughfare must consider the unique history and character of the neighborhoods it serves and connects. First and foremost, the transformed roadway must serve as an integrator, physically tying together the many disparate elements of a lengthy and highly diverse urban corridor. The grid of adjacent and intersecting residential streets must be seamlessly accommodated, facilitating the efficient movement of vehicle traffic both parallel and perpendicular to Campbellton's flow. This will require careful placement of traffic controls, calming devices, and buffers, as well as pedestrian protections and amenities. Major public infrastructure investments are known to drive up the value of land impacted by the resulting improvements, creating a ripple effect of monetary escalation that can displace long-term residents. This must not happen along the Campbellton Road corridor, which holds one of Atlanta's most important affordable housing inventories. The current, predominantly low-density commercial and residential uses are far below what the carrying capacity of the corridor will be after publicly funded improvements to the roadway are completed. These publicly funded improvements must not serve to facilitate the displacement of current residents.

To avoid the displacement of current residents as the Campbellton Road corridor is transformed by publicly funded transit and other infrastructure improvements, the high-density, mixed-use, commercial/residential development likely to follow must replace on a one-for-one basis, every unit of affordable housing currently existing along the roadway. This is just a minimal requirement, not intended to limit the ceiling of affordable housing production in the area. Campbellton Road is also a haven for minority-owned small businesses. These businesses will doubtless be impacted by closings, interruptions, and other interference due to corridor construction. They must be compensated for these losses, and all established Black minority owned firms along the corridor must have a right of first refusal to return to space in replacement development that is comparable to the facilities occupied prior to redevelopment. These policies are fundamental to preserving neighborhoods, people, and culture that have historically populated the Campbellton Road corridor, preserving those defining assets even as the roadway itself is transformed.

An additional very important need is for **continued engagement**. MARTA and the city need to continue to engage with residents even after this BRT/LRT decision is made. Attend NPU meetings, host meetings yourself, and work with community leaders to continue the conversation and rebuild trust. Communicate the successes, failures, and ways we can work together to help create a better transit system. Our residents are smart and capable people who can be partners with MARTA and the city, but this requires frequent exchange of ideas and information, not just every few months or years when there is a project or vote coming up.

Give us a high quality and equitable upgrade. Stay engaged monthly with NPUs and other stakeholders/stakeholder groups in the corridor. Showing up only when you have a project is not acceptable. Continuous engagement builds trust and allows MARTA to provide ongoing information for residents to better understand and ask questions in a small to medium, more calm setting.

In addition, we have asked staff for the following and need these items as soon as possible to help educate Campbellton Corridor residents and stakeholders:

- 1) *Survey used at 3/31 Campbellton Community meeting; also provide online link & PDF and phone number(s).*
- 2) *Campbellton Corridor brochure from the 3/26 bus tour with the following information added as Inserts*
  - *map showing all nine (9) stations*
  - add [www.itsmarta.com](http://www.itsmarta.com) and Campbellton project website, email & phone number*
  - *step by step bullet points on how we arrived here as presented on 3/31*
  - *list of frequently used terms*
  - *list of FAQs (from summer June 2021 presentation)*
  - *page(s) from summer 6/2021 PowerPoint presentation showing comparison of LRT and BRT that includes the percentage of dedicated lanes used for both.*

The Adams Park Library and Greenbriar Mall should be used as reference centers in the community for residents to see displays and get information about the Campbellton Corridor LRT/BRT Project. That should include hard copies of information (listed above), posters and a QR code for those with smart phones and internet access. The information should be updated quarterly, or more often if more progress is made.

There is also concern about the terrible condition of the Barge Road Park and Ride. We understand this lot is owned by the Georgia Department of Transportation (GDOT) and are requesting that this lot be maintained in a way that it is free of debris and periodic furniture dumping. This unsightly appearance is unattractive to users and potential users while being an eyesore to the community at large.

MARTA, the City of Atlanta, its governing bodies, and planning authorities, have a once-in-a-lifetime opportunity to correct a legacy of neglect and underinvestment in Southwest Atlanta's minority communities by simply doing the right thing along the Campbellton Road corridor. This letter describes the expectations and criteria that the community will bring to bear as it evaluates development proposals offered as blueprints for corridor redevelopment. Large scale public investment in the Campbellton Road corridor is long overdue and given the wealth of resources currently available to implement a redevelopment program, the time is right. This is an opportunity Atlanta cannot fail to capitalize on.

Sincerely,

Mrs. Deborah Scott

President and CEO

Georgia Strategic Alliance for New Direction and Unified Polices

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2.) Message Date: April 12, 2022

6:45 p.m. (via MARTA.Board@itsmarta.com)

Gifford Cofer

[Walter.heape@icloud.com](mailto:Walter.heape@icloud.com)

I am reaching out to get a resolution for the quality of service I am receiving on the route 865. Lately, the bus 865 and the 850 interchange when they arrive at Holmes Station. Since they changes over, if one is not running that evening I would have to wait until the 850 leaves the station and return as the 865 then wait until its time to pull off again.

For example, I arrive at the station at 5:35 pm and the bus leaves at supposedly 5:50 pm. If there's only one bus, I would have to wait until the 850 leaves and return to be the 865.

Instead of arriving home at 6:16 pm it will be 7:16 pm 2 hours later.

There are busses sitting at the station out of service or multiple busses on that same route.

The above photos shows two of the same busses 73 waiting at the station and another heading to the one end of there route. Why can't a bus change to cover the route?

Attached Gifford Cofer Photos (Below)



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3.) Message Date: April 14, 2022

9:00 a.m. (via MARTA Public Voicemail)

9:00 a.m. (via MARTA [public@itsmarta.com](mailto:public@itsmarta.com))

Ed Williams

[Truthcrushtheearth@gmail.com](mailto:Truthcrushtheearth@gmail.com) (678) 304-7736

**Good Afternoon Directors:**

The meeting agenda's contract items that are being voted on should have the costs listed. It is very unusual not to disclose the costs of the contracts to the public and board members before they are voted on. MARTA should provide better transparency. When you know better you should do better, instead, it seems that when the board knows better, it does worst.

On another matter, A MARTA lawsuit has been appealed against MARTA in the Georgia Court of Appeals on March 28, 2022, in regards to the one percent sales tax that has been extended without a referendum to 2057 by MARTA and the DeKalb Governing Authority to fund projects.

MARTA had no legal authority to pass any resolutions approving the extension or amendments of the RTCAA without a referendum to extend the one percent sales tax beyond August 31, 2021.

A citizen-taxpayer has standing to seek injunctive relief to enjoin MARTA officials from continuing to extend and enforce the 1971 sales tax and transit contract beyond 50 years without a referendum in DeKalb and Fulton Counties.

MARTA has extended the 1971 sales tax and transit contract referred to as the RTCAA to 2057 without voter approval in DeKalb and Fulton. See MARTA Act section 24(g).

MARTA claims that the General Assembly levied the MARTA sales tax in the MARTA Act section 25. The only thing that the General Assembly did in the MARTA Act was to authorize that a local jurisdiction could call for a referendum to levy a sales tax.

MARTA Bus services were not extended to Clayton County until there had been a referendum. Similarly, In Gwinnett County, both the MARTA board and Gwinnett County Commission passed resolutions to join MARTA and signed a contract. However, a sales tax was not levied because it was contingent on voter approval. The City of Atlanta had a new referendum in 2016 for an additional half-penny.

In Gwinnett County, the voters did not approve the contract which had a sales tax embedded in it, as such the contract was not executed and the sales tax was never levied despite the fact that the General Assembly authorized through the MARTA Act section 25 that a one percent sales tax could be levied in the Fulton, DeKalb, Clayton, and Gwinnett.

The Gwinnett contract failed despite the fact that MARTA board approval and the Gwinnett commission voted to approve the resolution. It should be noted that Gwinnett has had two referendums in 1990 and in 2019 both failed to be approved by voters.

If the General Assembly in the MARTA Act had levied the one percent sales tax then there would be no reason to obtain voter approval through a local referendum and Gwinnett County would be part of the MARTA system, but this is not the case.

The power of taxation lies with the state and the General Assembly. There is no SPLOST, T-SPLOST, HOST, E-HOST, LOST, E-SPLOST, or any other local sales tax that can be levied or extended without a referendum. The General Assembly, nor MARTA Act nor the 1964 local constitutional amendment authorized MARTA to extend a sales tax beyond 50 years without a referendum to fund a project or projects.

*The directors and the law department are supposed to serve the public interests.*

Thank you

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