



BOARD OF DIRECTORS

METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY

PLANNING AND CAPITAL PROGRAMS COMMITTEE

THURSDAY, MARCH 25, 2021

ATLANTA, GEORGIA

via WebEx

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 |
| Stacy Blakley | Collie Greenwood |
| Jim Durrett | Luz Borrero |
| William Floyd | Elizabeth O'Neill |
| Roderick Frierson | Franklin Rucker |
| Freda Hardage | Melissa Mullinax |
| Russell McMurry ¹ | Raj Srinath |
| Al Pond, Chair | Rhonda Allen |
| Rita Scott | |
| Reginald Snyder | |
| Christopher Tomlinson ¹ | |

Also in attendance: Board General Counsel Justice Leah Ward Sears of Smith, Gambrell & Russell, LLP, Michelle Poyourow of Jarrett Walker & Associates and other staff members: Heather Alhadeff, Marsha Anderson Bomar, Peter Bruno, Tracey Crosby, LaShanda Dawkins, Katherine Dirga, Kenya Hammond, Tyrene Huff, Kevin Hurley, Donna Jennings, Michael Kreher, Gena Major, Dean Mallis, Paula Nash, Santiago Osorio, Larry Prescott, David Springstead, Roosevelt Stripling, Kirk Talbott, Miles Turpin and George Wright.

Approval of the February 25, 2021, Planning and Capital Programs Committee Meeting Minutes

Committee Chair Pond called for a motion to approve the minutes. A motion to approve was made by Board Member Hardage and seconded by Board Member Durrett. The minutes were approved unanimously by a vote of 9 to 0 with 11¹ members present.

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

Resolution Authorizing the Award of a Contract for the Procurement of Electrical Vehicle Equipment, Request for Price Proposal RFP P47634 [*Presentation attached*]

Assistant General Manager of Capital Program Delivery Marsha Anderson Bomar presented the above resolution authorizing the General Manager/CEO or his delegate to enter into a Single Source Contract for the Procurement of Electrical Vehicle Equipment, Request for Price Proposal RFP P47634 with Siemens Industry, Inc. 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 Hardage.

Committee Chair Pond opened the floor for comments and/or questions.

Board Member Tomlinson asked in reference to the training of MARTA staff, are we looking at maintaining the vehicles as well as the charging infrastructures. Ms. Anderson Bomar replied yes. Board Member Tomlinson also asked that since Georgia Power will be providing the install and infrastructure, will they also provide the training. Ms. Anderson Bomar responded, she is not sure but will get back to the Board with an answer.

Board Member Abdul-Salaam asked is there was a plan in place for training the mechanics for the upkeep of the vehicles. Ms. Anderson Bomar answered, yes, there will be training provided for existing staff to maintain the vehicles. Board Member Abdul also asked, what is the life cycle of the vehicles. General Manager Parker responded that the current vehicle life cycle is 12 years and that is the expected life cycle of the new vehicles.

Board Chair Scott ask is there a two-year warranty with the option to purchase an additional warranty and when do you have to make that decision to purchase and what is the length of time of the additional warranty. Ms. Anderson Bomar replied that yes that is correct, and we will have to request the additional warranty before the original warranty expires.

The resolution was approved unanimously by a vote of 9 to 0 with 11¹ members present.

Resolution Authorizing the Solicitation of Proposal for the Fabrication and Installation of a Mosaic Wall at Airport Station [*Presentation attached*]

Director of Arts in Transit Katherine Dirga presented the above resolution requesting the MARTA Board of Directors to authorize the solicitation of Proposals for the Fabrication and Installation of a Mosaic Wall at Airport Station, RFP P48457.

Committee Chair Pond called for a motion to approve. A motion to approve was made by Board Member Durrett and seconded by Board Member Hardage.

Committee Chair Pond opened the floor for comments and/or questions.
Board Member Hardage commented on how lovely this project looks.

Board Member Durrett asked if Breeze Card machines will obstruct the installation of the artwork. Ms. Dirga answered, no, the Breeze vending machines will be moved. Board Member Frierson asked if the artwork shown in the presentation will be the exact artwork installed at the station and if it will just be displayed on the wall or the ceiling and anyplace else. Ms. Dirga answered that the picture in the presentation is a portion of the mosaic artwork. The actual piece will be much larger and more complexed, and it will only be on the wall.

Board Member Durrett asked when it would be complete. Ms. Dirga replied that it is on schedule to be completed simultaneously as the Airport station renovation is completed. It takes 8 to 9 months to install. Mr. Rucker added that with the Airport construction and renovation, it will probably be completed within the next two years.

The resolution was approved unanimously by a vote of 9 to 0 with 11¹ members present.

Resolution Authorizing the Award of a Contract for the Beltline Light Rail Transit (LRT) East Extension Concept Feasibility Study, RFP P48439 [*Presentation attached*]

Assistant General Manager of Infrastructure Larry Prescott presented the above resolution authorizing the General Manager/CEO or his delegate to enter into a contract for the Beltline Light Rail Transit (LRT) East Extension Concept, RFP P43284, with Vanasse Hangen Brustlin, Inc. (VHB) to provide concept validation and feasibility review for the future extension of the Atlanta Streetcar's east rail line beyond the current extension project.

Committee Chair Pond called for a motion to approve. A motion to approve was made by Board Member Durrett and seconded by Board Member Frierson.

Committee Chair Pond opened the floor for comments and/or questions.

Committee Chair Pond commented that you stated no DBE but isn't VHB a minority firm. Mr. Prescott answered yes, they are.

Board Member Frierson commented that you mention that there were other consultants in the past who have looked at the concept of doing this correct and we are not lose anything from the past. Mr. Prescott, yes, the consultant has work with MARTA and Beltline Inc. for over 15 years and we are providing them with all the data, therefore we are not losing any past knowledge.

Board Member Durrett added that this is a really important step to take for independent analysis in the feasibility to put light rail on the beltline.

Board Chair Scott asked if there was a timeframe and Mr. Prescott answered yes as soon as it is approved, we will start immediately, and it will take about 6 months.

Committee Chair Pond asked if this project was funded through MORE MARTA and Mr.

Prescott responded, said, yes.

The resolution was approved unanimously by a vote of 9 to 0 with 11¹ members present.

Briefing – Bus Network Redesign Update *[Presentation attached]*

Michelle Poyourow, Principal Associate, Jarrett Walker + Associates briefed the committee on the new bus network redesign process.

Committee Chair Pond opened the floor for comments and/or questions.

Board Member Frierson asked, how do you take into account people who travel short distances. Ms. Poyourow stated that if you want to attract more riders that take short trips then frequency becomes more important to making transit useful. When we are looking at the access, we are not just concerned with getting people farther and farther away, but we are looking at the frequency in order to make short trips more appealing even within communities.

Board Chair Scott wanted to confirm are if they will be working with our jurisdictional partners on the network and if each jurisdiction will have someone work with the team to bring their issues and concerns on the network redesign. Ms. Poyourow stated yes, we have invited all MARTA's jurisdictional partners' planners to sit with them and offer their insights and opinions as they do the work. General Manager Parker added that it is the planners from our jurisdictional partner and well as from the cities within the jurisdictions. Ms. Poyourow stated that yes we are inviting, cities, counties, MARTA planners as well as some regional partners like ARC. Board Member Tomlinson asked if planners from the ATL are invited. Ms. Heather Alhadeff replied yes. Board Member Tomlinson asked if the partners included the CIDs or if the focus now is only with the jurisdictions, counties and cities, Ms. Poyourow stated that right now the focus is the public agencies but the next round will engage CIDs, other organization, advocacy groups and stakeholders.

Board Member Floyd emphasized how hard this process is and the enormous task of changing bus routes is, and he wants Ms. Poyourow to help us to understand the complexity or it and how you decide what works and what doesn't work. Ms. Poyourow replied, we are going to make two contrasting concepts and get feedback from you and MARTA staff as well as public feedback. When it is completed and implemented there still will be adjustments and it will take about two years to fully implement. Ms. Poyourow suggested that the Board members speak with other board members from agencies they have worked with in order to get a better understanding of their role.

She also wanted to emphasize that this process is going to also be extremely hard for MARTA staff.

Other Matters

None.

Adjournment

The Committee meeting adjourned at 10:43 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



Resolution for Procurement of Siemens Equipment and Services

Planning & Capital Programs
Committee

25 March 2021

The purpose of this request is to authorize procurement of *electric bus charging equipment* in support of the daily operation of six electric buses out of the Laredo Bus Maintenance Facility starting in the Spring of 2022.

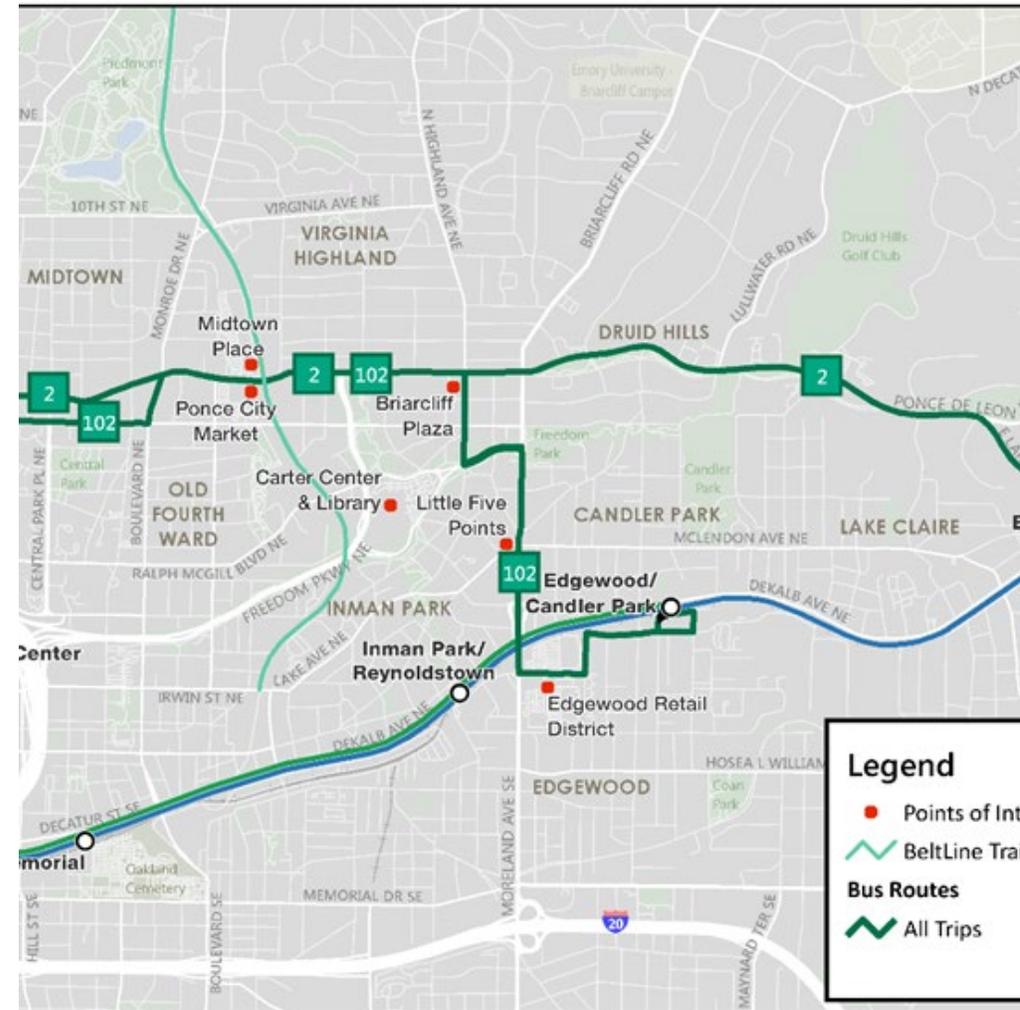
Zero Emission Pilot Team Members

- Center for Transportation and the Environment - 5 Oct 20 NTP
- New Flyer Bus – 28 Dec 20 NTP
- Siemens Industry, Inc. (equipment provider)
- GA Power (equipment provider and installer)



EV Conversion Project – Pilot Electric Bus Operations

- Purchase six new electric buses
- Operate daily from Laredo Garage
- Interlined Route 2 and 102
- Depot chargers at Laredo and Hamilton
- On-route charger at Edgewood/Candler Park



Bus Routes 2 / 102

North Ave Station to Edgewood / Candler Park Station
 North Ave Station to East Lake Station

Benefits of Battery Electric Buses

- Reduced Emissions
- Quieter
- Fewer Moving Parts
- Technology Has Matured
- Reliability Has Improved
- Diversification of Fuel Sources
- Lower Operating Costs

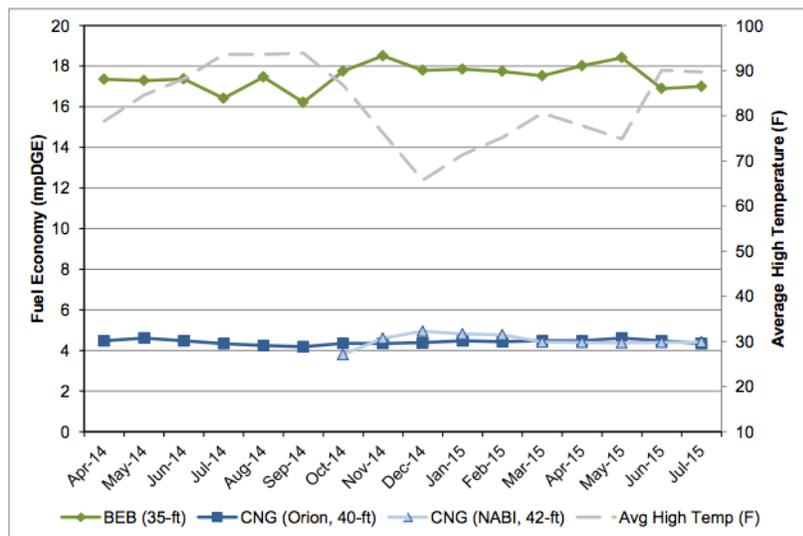
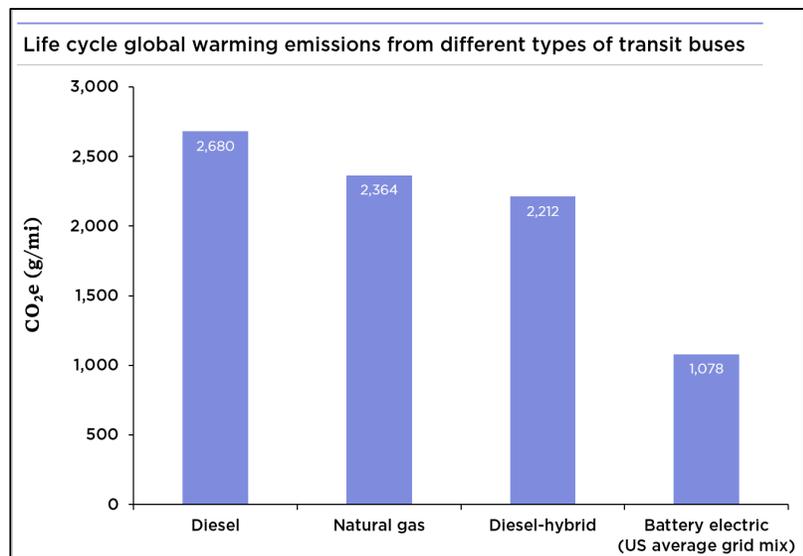
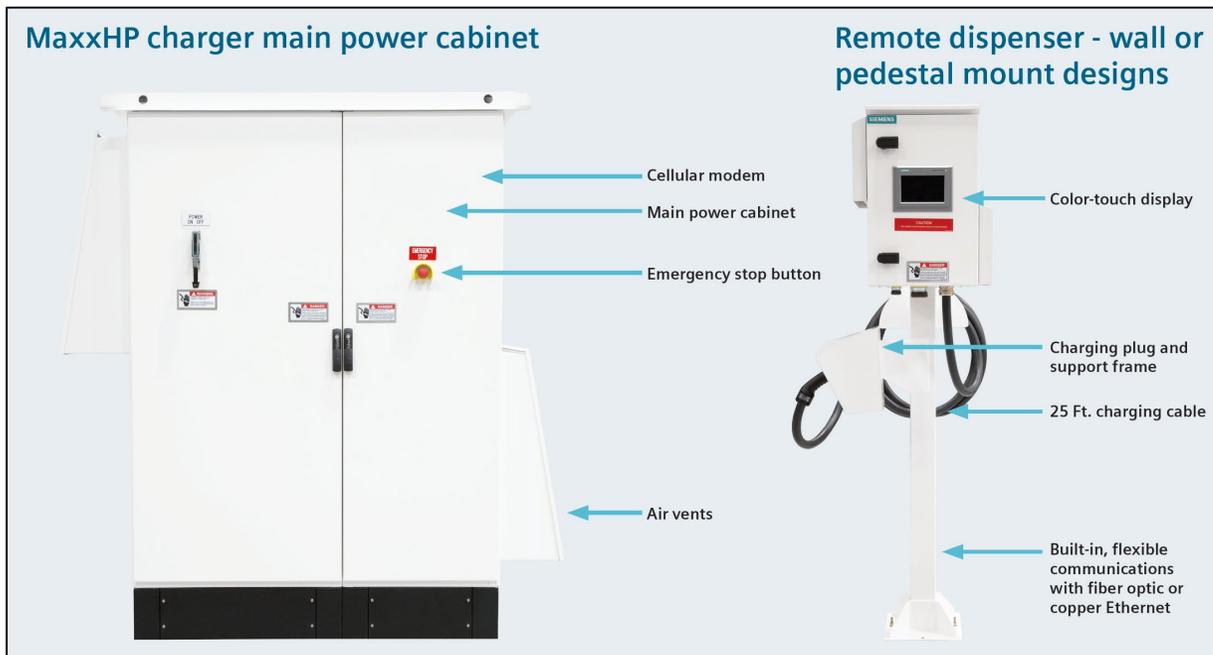


Figure 13. Monthly average fuel economy for the BEBs and CNG buses (evaluation period)

Charger Requirements



Depot Chargers

Siemens VersiCharge MaxxHP 150kw

with Controller Cabinet

3-4 Hour Charge Time (50% SOC)



On-Route Charger(s)

Siemens VersiCharge Go 450kw Pantograph

8-12 Minute Charge Time (50% SOC)

Siemens Equipment to be Procured

- Seven (7) SICHARGE UC200™ Power Control Cabinets
- Eight (8) SICHARGE UC200™ Plug-In Dispensers
- Eight (8) SICHARGE UC200™ Cable Retraction Units
- One (1) SICHARGE UC600™ Power Control Cabinet
- One (1) Urban Mast Pantograph



Siemens Key Contract/Agreements

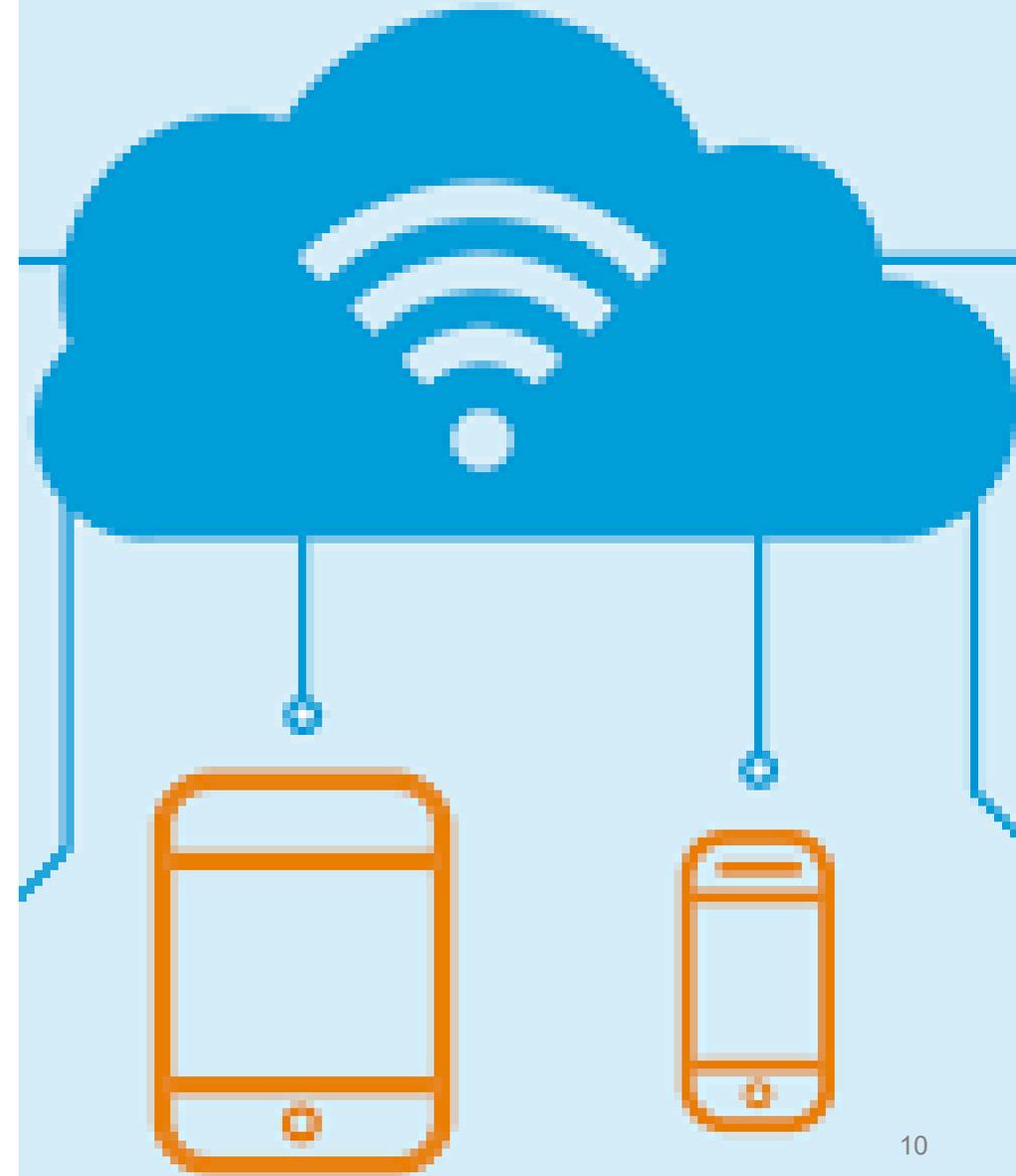
- Equipment and services only – no installation
- Purchased with local capital funds - no Buy America
- No DBE requirement is assigned
- Proposal is under audit
- Manufacturing plant in North Carolina
- Assembly plant in Alpharetta, GA

Services to be provided

- Bus Usage Data Monitoring and Reporting
- Two-year Warranty - all parts and labor
- On-Site Commissioning and Testing
- First Article Inspection and Factory Acceptance Testing (FAT)
- Training of MARTA personnel

Available Options

- Second Siemens FAT Visit
- Additional Siemens Cloud Services (EVC3)
- Additional Warranty

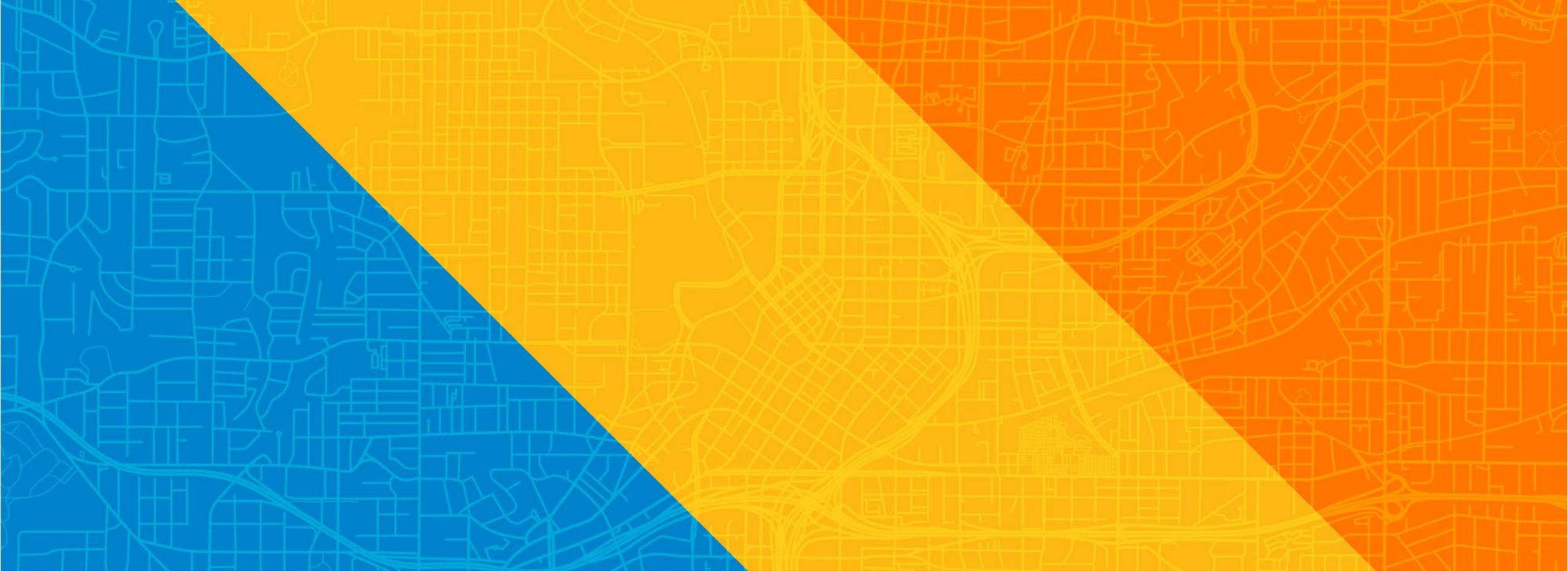




○ **Resolution for
Procurement of
Siemens Equipment
and Services**

Contract Amount

\$978,036.00



Thank You





Airport Station Mosaic Fabrication/Installation

*Planning and Capital Programs Committee
March 2021*



- Local Artist Michael Jones
- Focus on neighborhoods and people

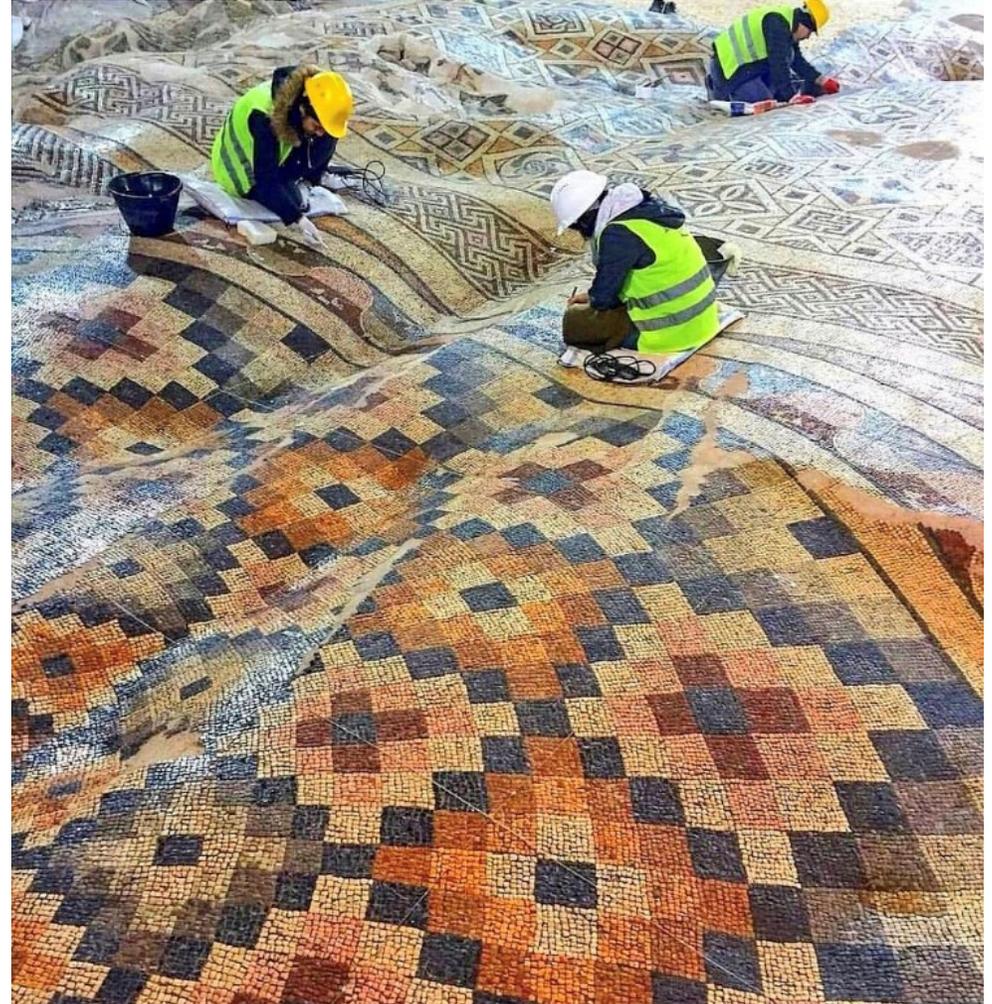


Mosaic Site : 15'H x 70'W

Est. Contract Amount: \$450K

Why Mosaic?

- Customer Focal Point
- Previous Artwork Site
- High Durability
- Easy Maintenance





Thank You.

Beltline Light Rail Transit East Extension Concept Feasibility Study P48439

March 25, 2021
Capital Program Planning Committee

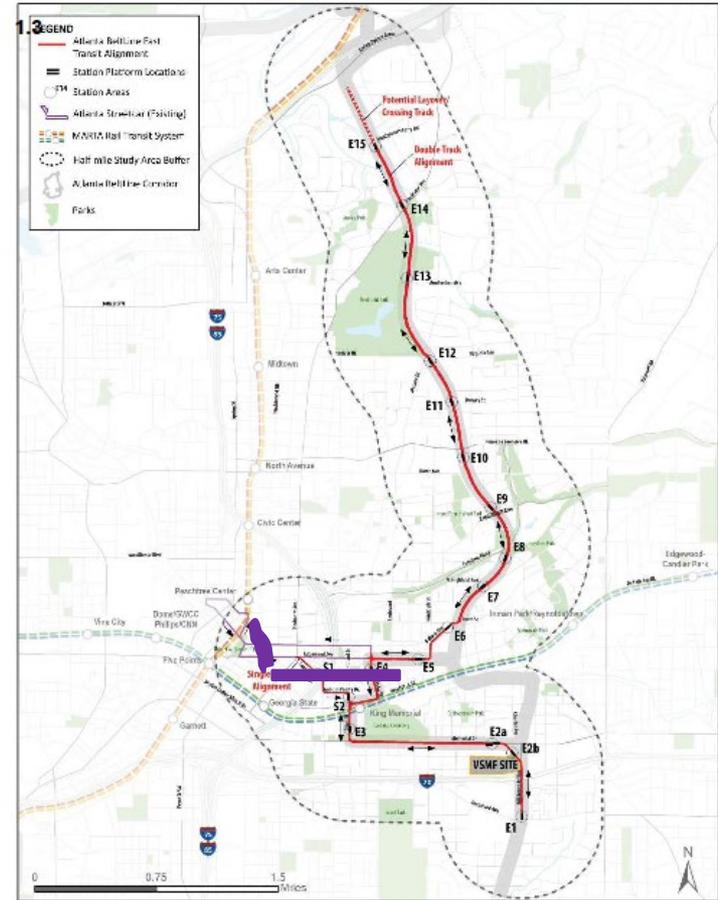


Overview

- **Current Project Status**
- **Study Scope**
- **Timeline/Cost**



Figure 1-1 Atlanta BeltLine East Project Study Area

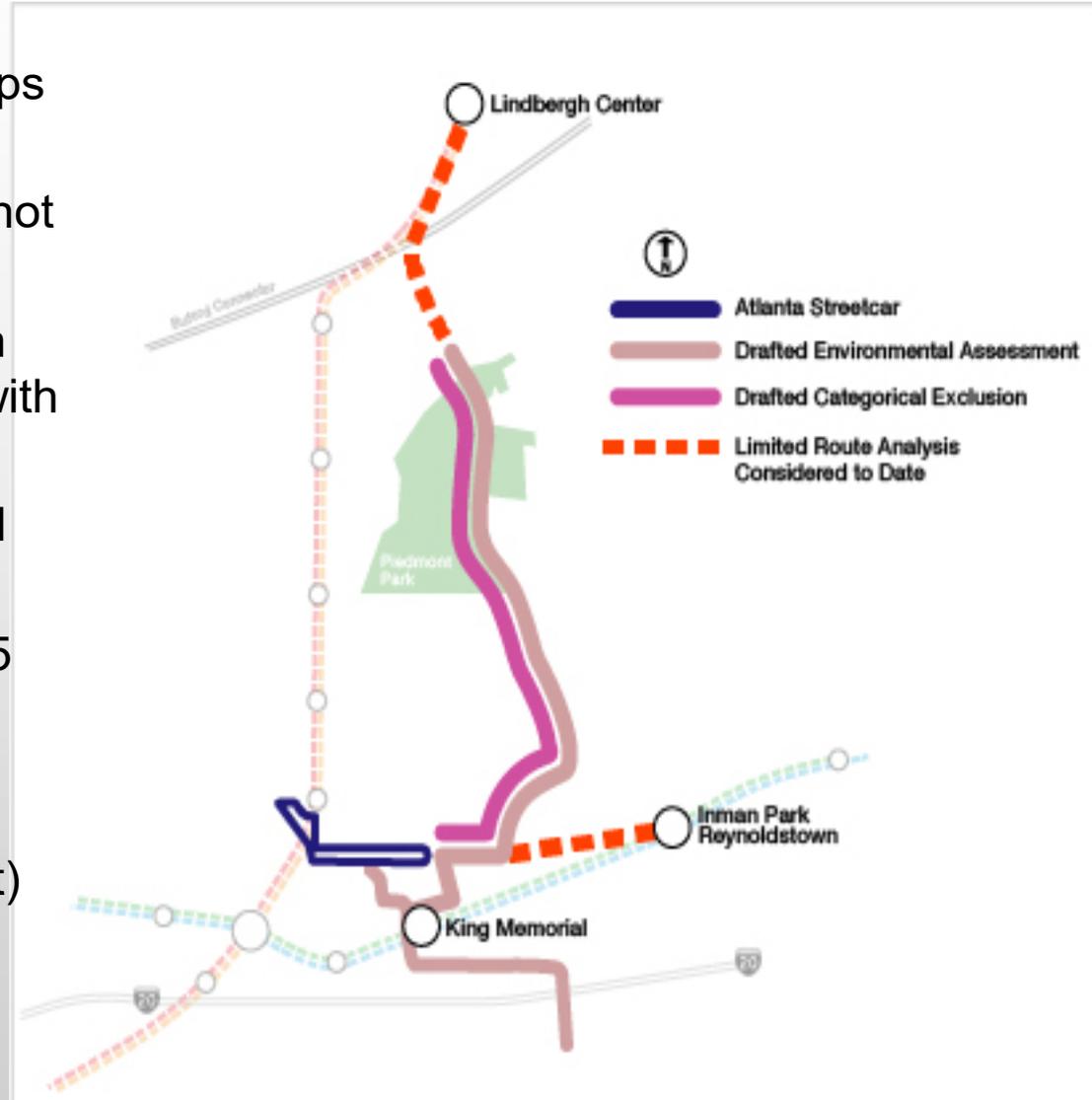


Past Environmental Documents – Atlanta Beltline Inc (ABI)

- 2013 Environmental Assessment (EA) revealed 4F Issues
- 2016 Environmental Study changed to a Categorical Exclusion (CE)
- FTA approval achievable
 - Trail based
 - LRT considered, areas of concern avoided
 - Northern extension to Ansley Mall only
 - Complete Transit gaps remaining

Transit Gaps - Northern extent stops short of Lindbergh Station

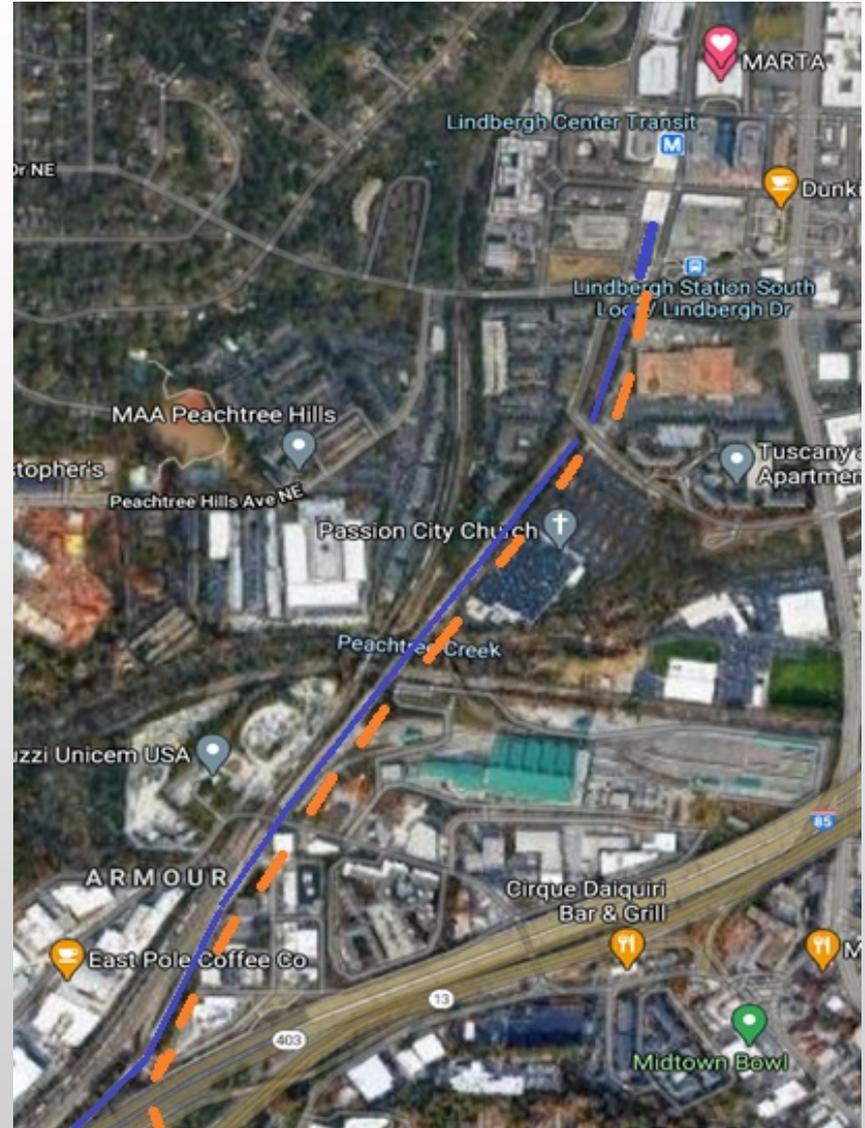
- Alignment options to Lindbergh not fully evaluated
- Coordination needed with Clifton Corridor Study and connection with Lindbergh Station
- Armour Vicinity and Armour Yard impacts not quantified
- Abandoned rail tunnel under I-85 /Buford Hwy. needs alignment verification (Conflict with RR on west side of MARTA North Line forces LRT alignment to the east)



Transit Gaps North –

Northern extent stops short of Lindbergh Station

- Alignment options to Lindbergh not fully evaluated
- Coordination needed with Clifton Corridor Study and connection with Lindbergh Station
- Armour Vicinity and Armour Yard impacts not quantified
- Abandoned rail tunnel under I-85 /Buford Hwy. needs alignment verification (Conflict with RR on west side of MARTA North Line forces LRT alignment to the east)



Transit Gaps North - Northern extent stops short of Lindbergh Station

- Abandoned rail tunnel under I-85 /Buford Hwy. needs alignment verification (Conflict with RR on west side of MARTA North Line forces LRT alignment to the east)



View South



View North

Transit Gaps South - Southern connection to Transit Stations not fully vetted

- No connectivity to Inman Park / Reynoldstown





Transit Gaps South - Southern connection to Transit Stations not fully vetted

- No connectivity to Inman Park / Reynoldstown



Feasibility Study Scope

The proposed scope of work will include the following key tasks:

Task A: Project Management

Task B: Data Collection/Existing Corridor Documentation

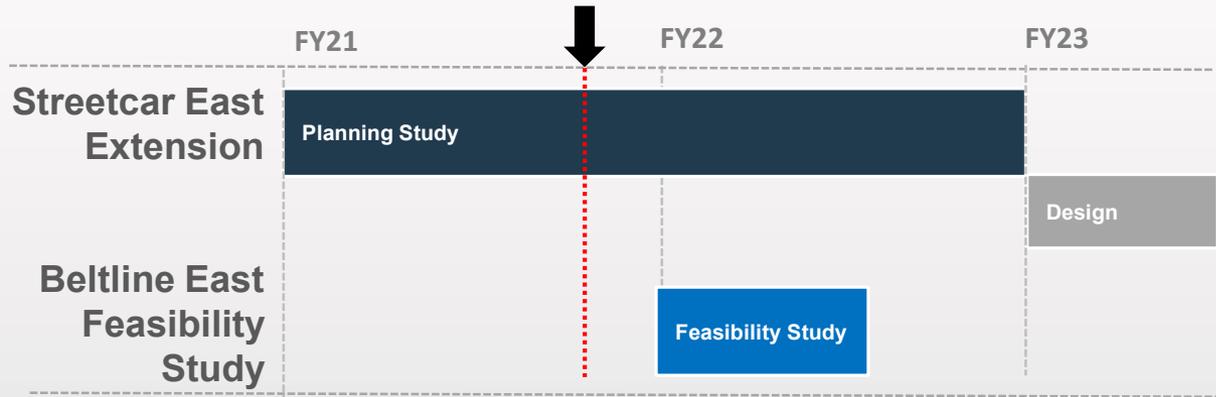
Task C: Environmental Review

Task D: Screening Assessment

Task E: Feasibility Study

Timeline/Cost

Schedule:



Cost:

- Consultant Cost of \$500,000

Questions?

Request for Approval





MARTA Board of Directors Planning & Capital Programs Committee

March 25, 2021

Michelle Poyourow
Principal Associate

JARRETT WALKER + ASSOCIATES

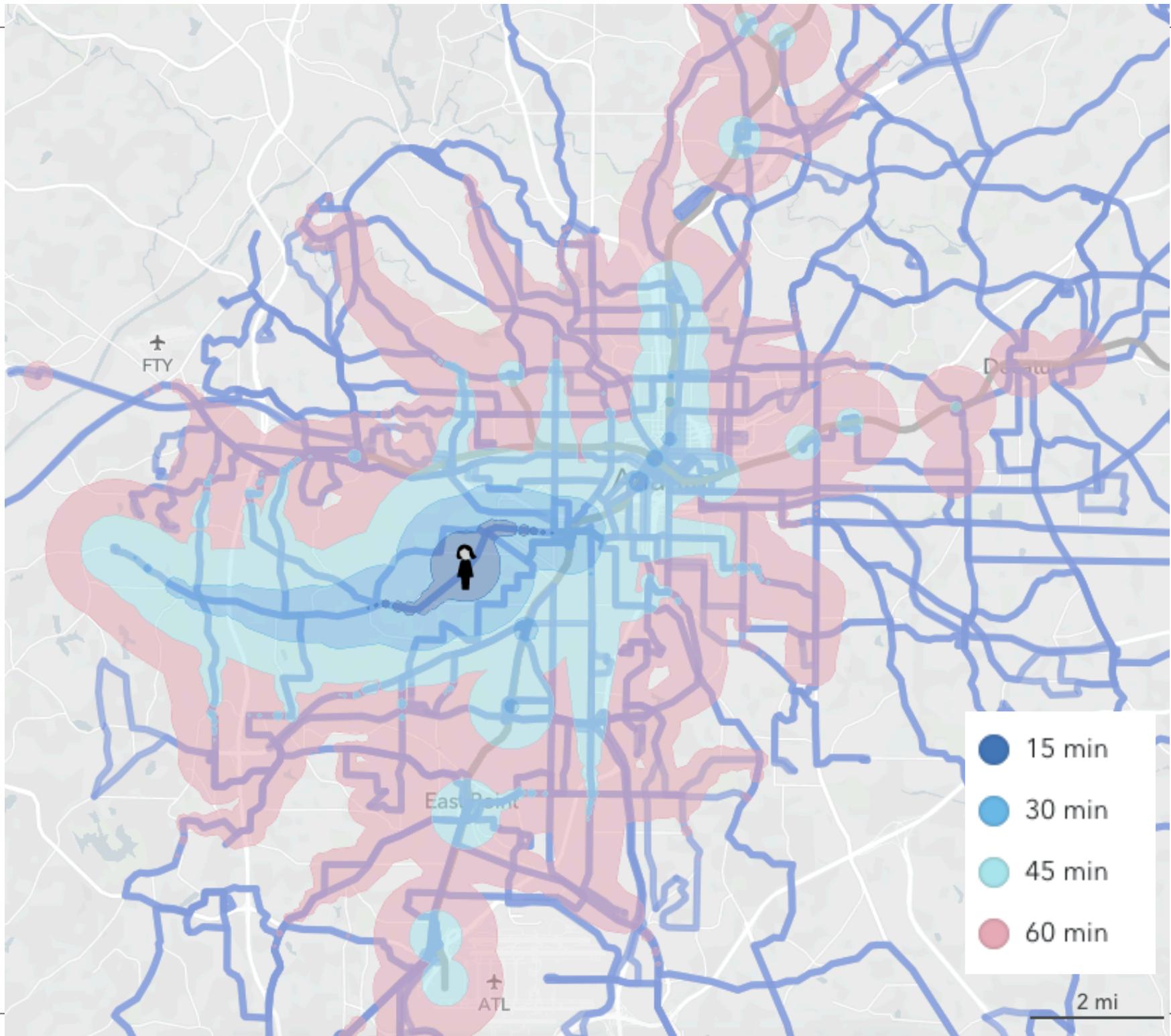
Why fixed-route transit?

Ultimately, this is about space



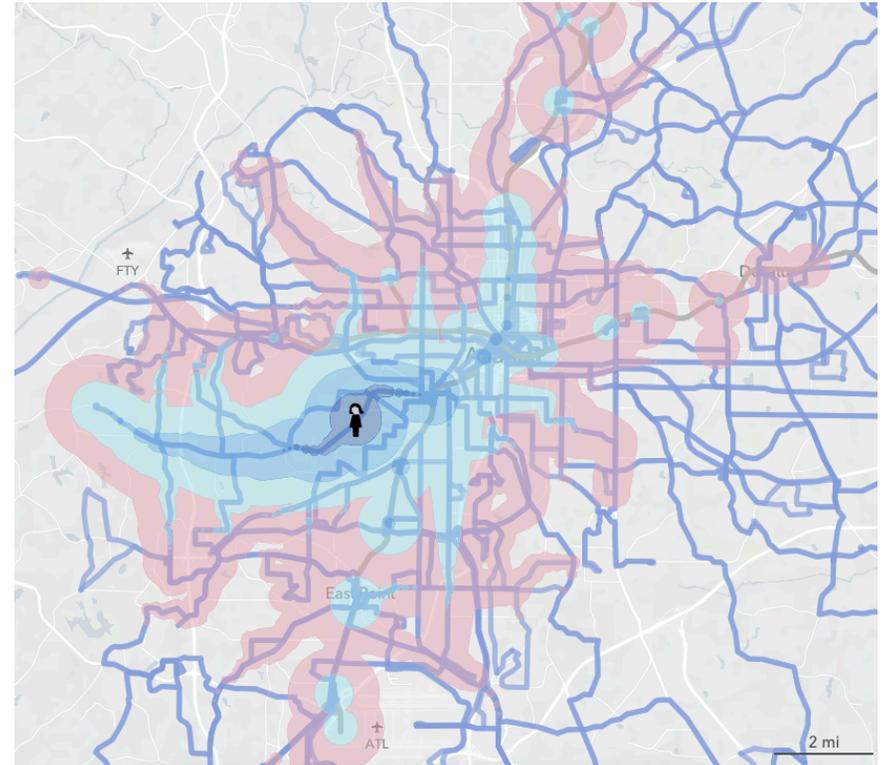
To expand ridership, expand access.

The Wall Around Your Life



Within a fixed budget, how do you maximize peoples' access?

- High Frequency Lines
- Forming a Connected Network
- Reasonably fast and reliable
- Focused on places that are:
 - Dense
 - Walkable
 - Linear
 - Proximate



Frequency

High frequency means public transit is coming soon. This has three independent benefits:

- Less Waiting
- Easier Connections
- Reduced Impact of Disruptions

Frequency is hard to explain to someone who doesn't use transit much

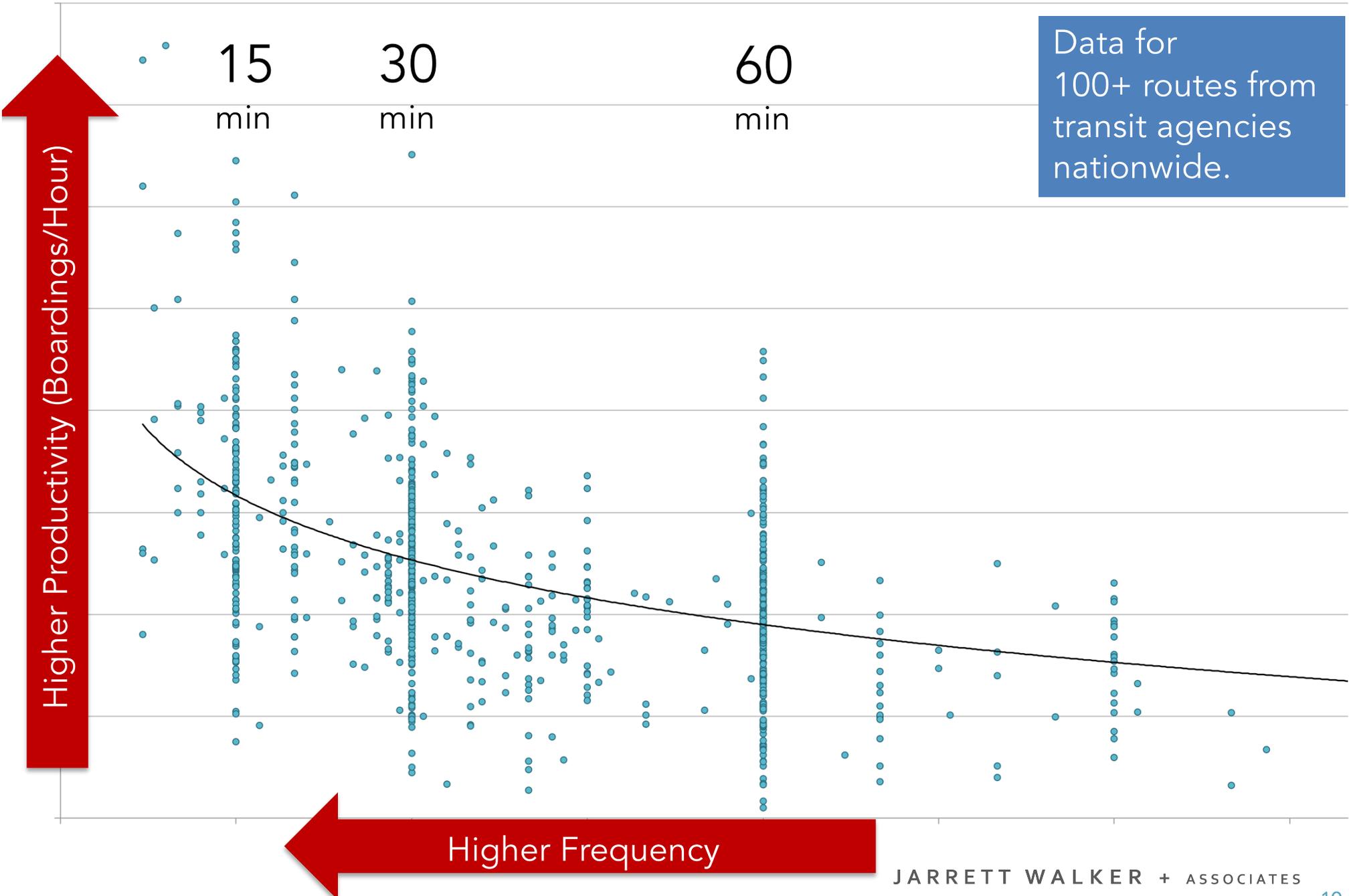
Frequency is hard to explain to someone who doesn't use transit much



Imagine there's a gate at the end of your driveway that opens only once an hour!

Frequency and Productivity Relate

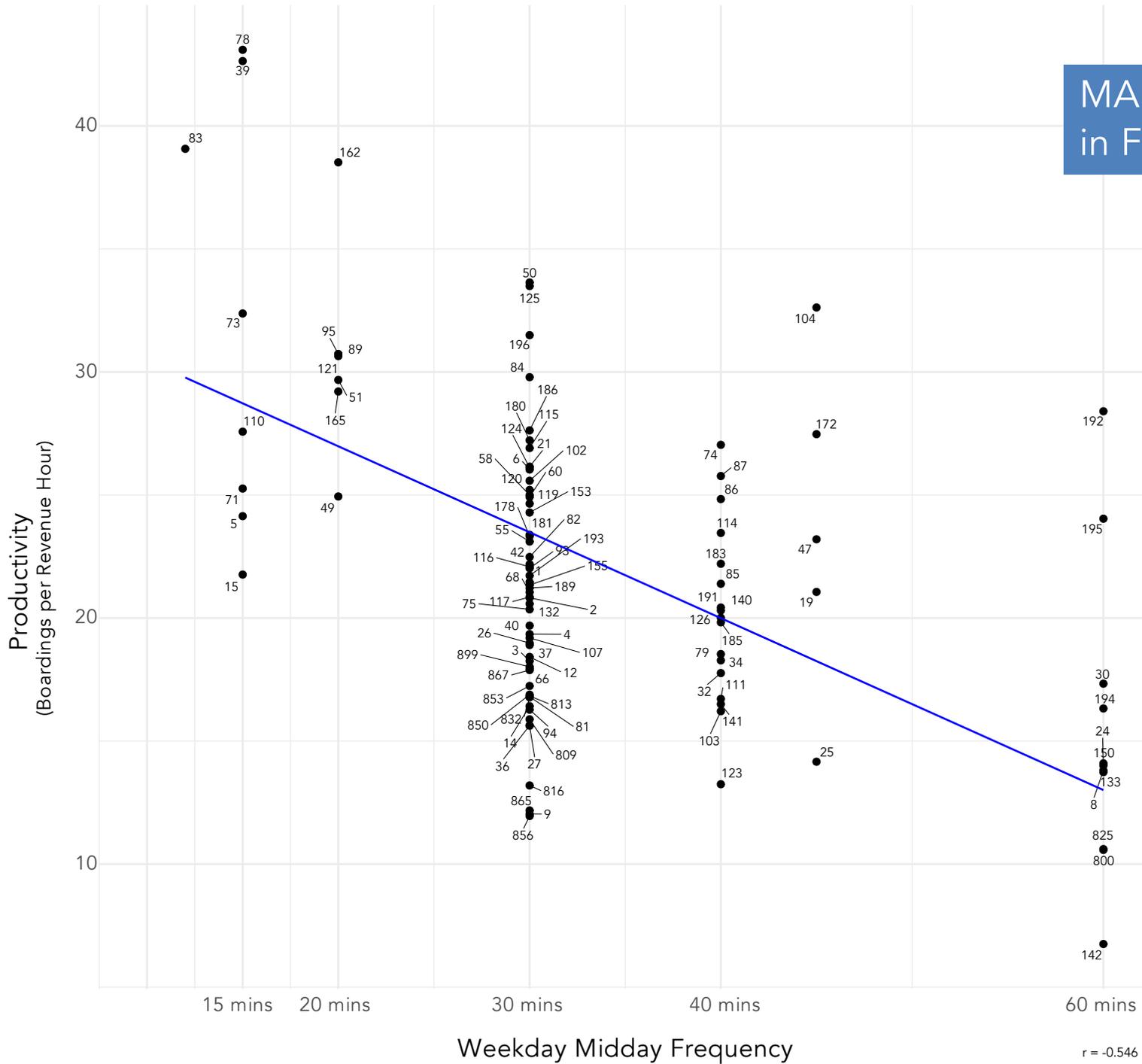
Data for 100+ routes from transit agencies nationwide.



Weekday Route Productivity and Midday Frequency

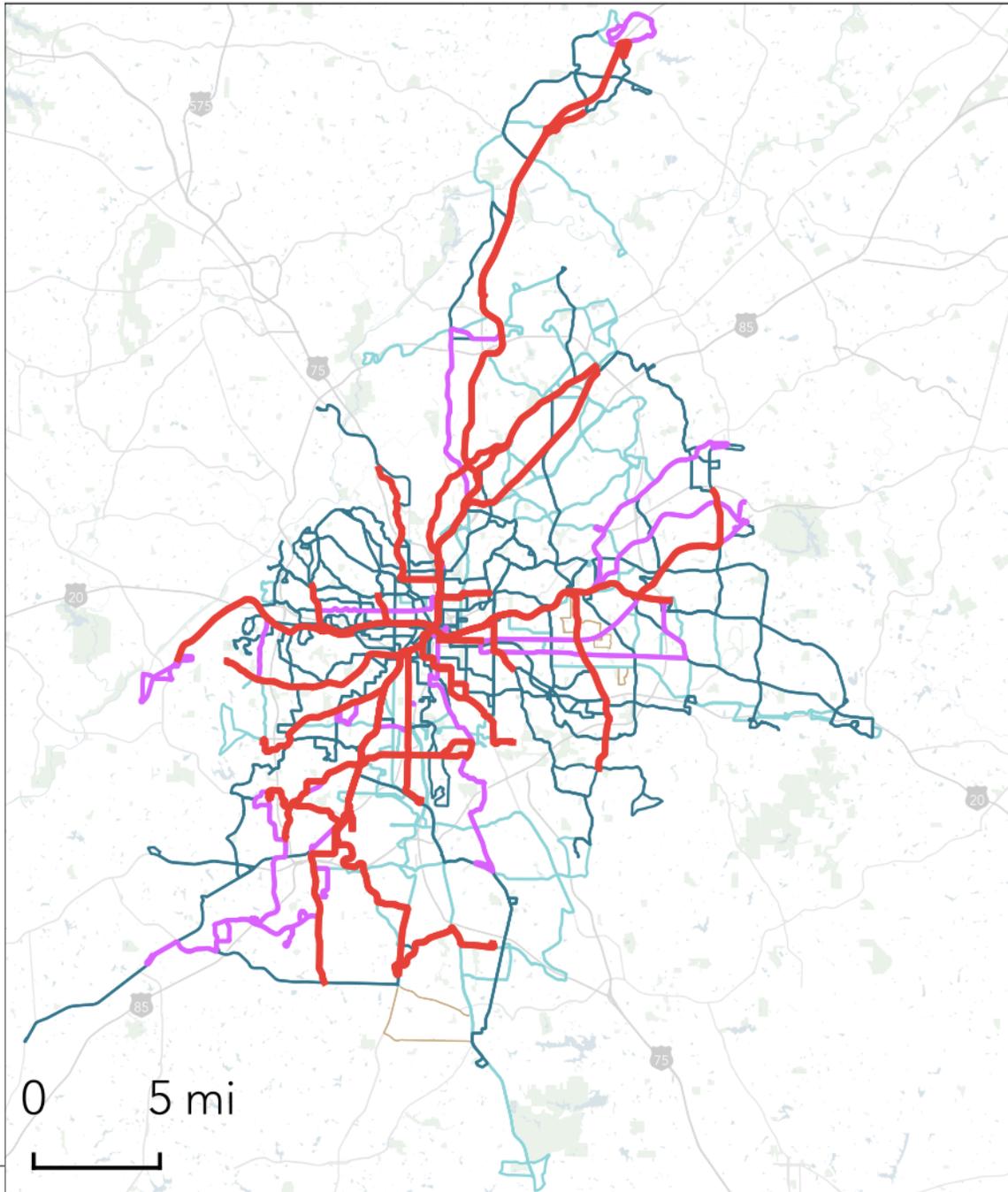
MARTA Fall 2019

MARTA routes
in Fall 2019.

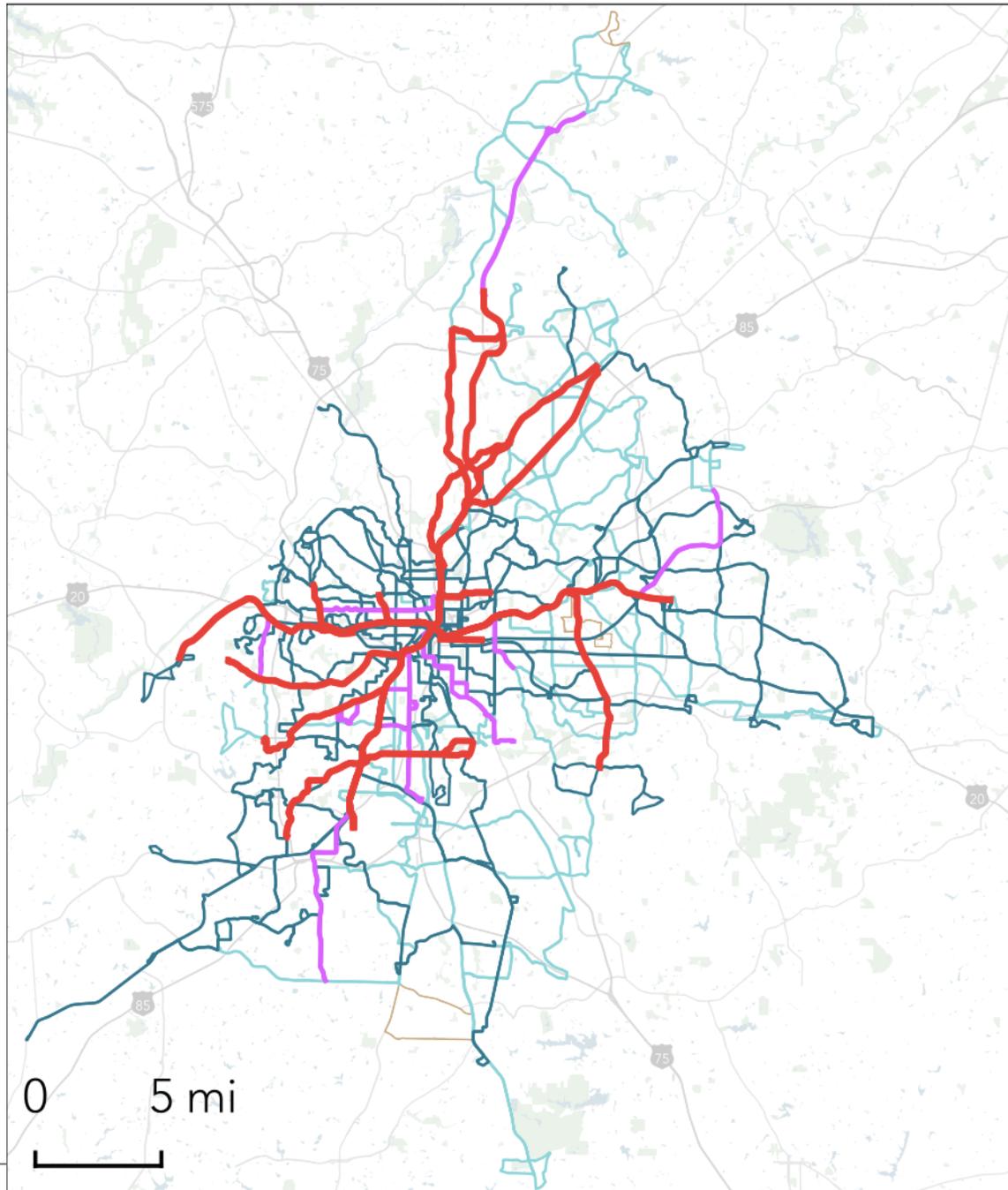


$r = -0.546$

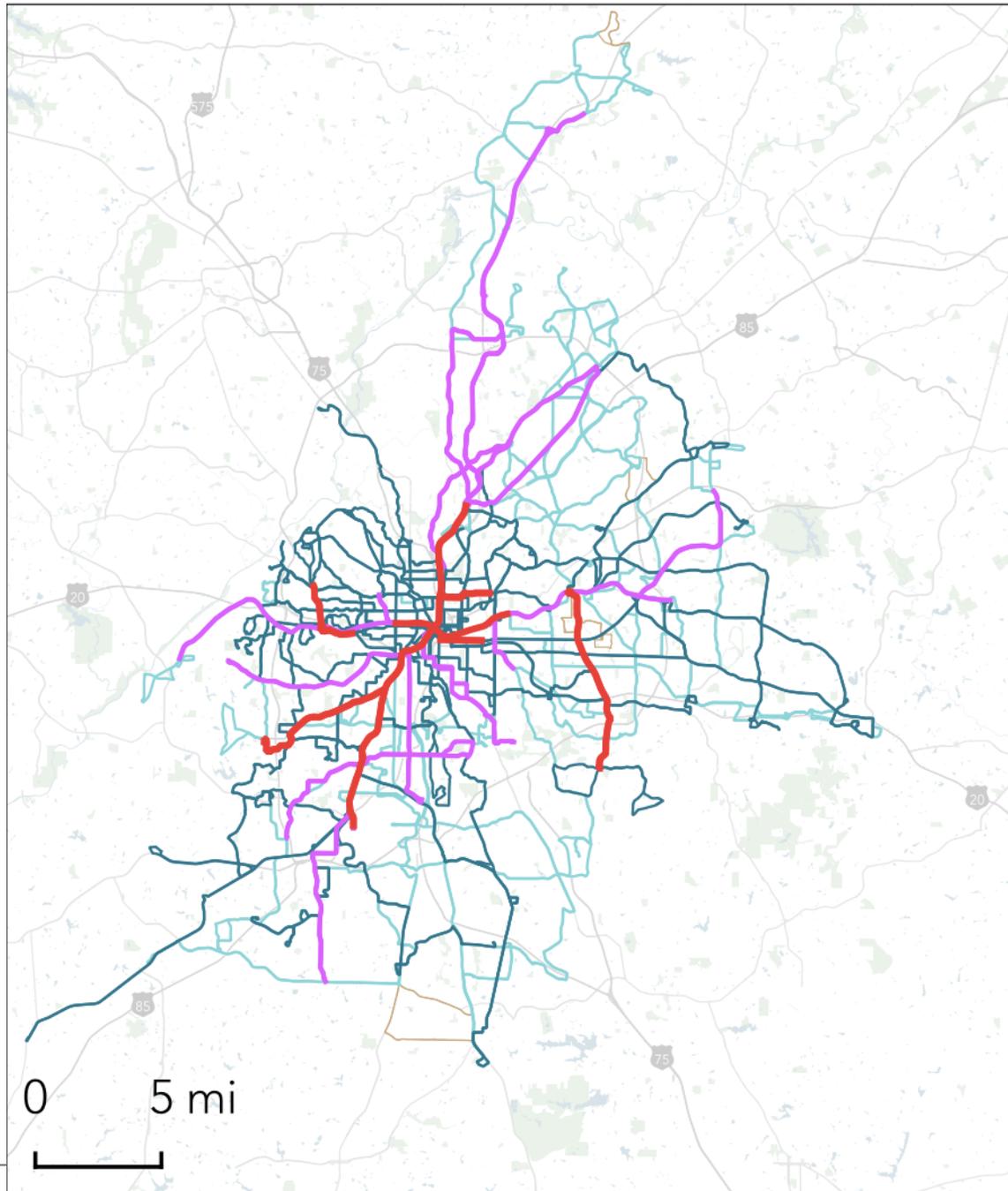
Weekday AM peak



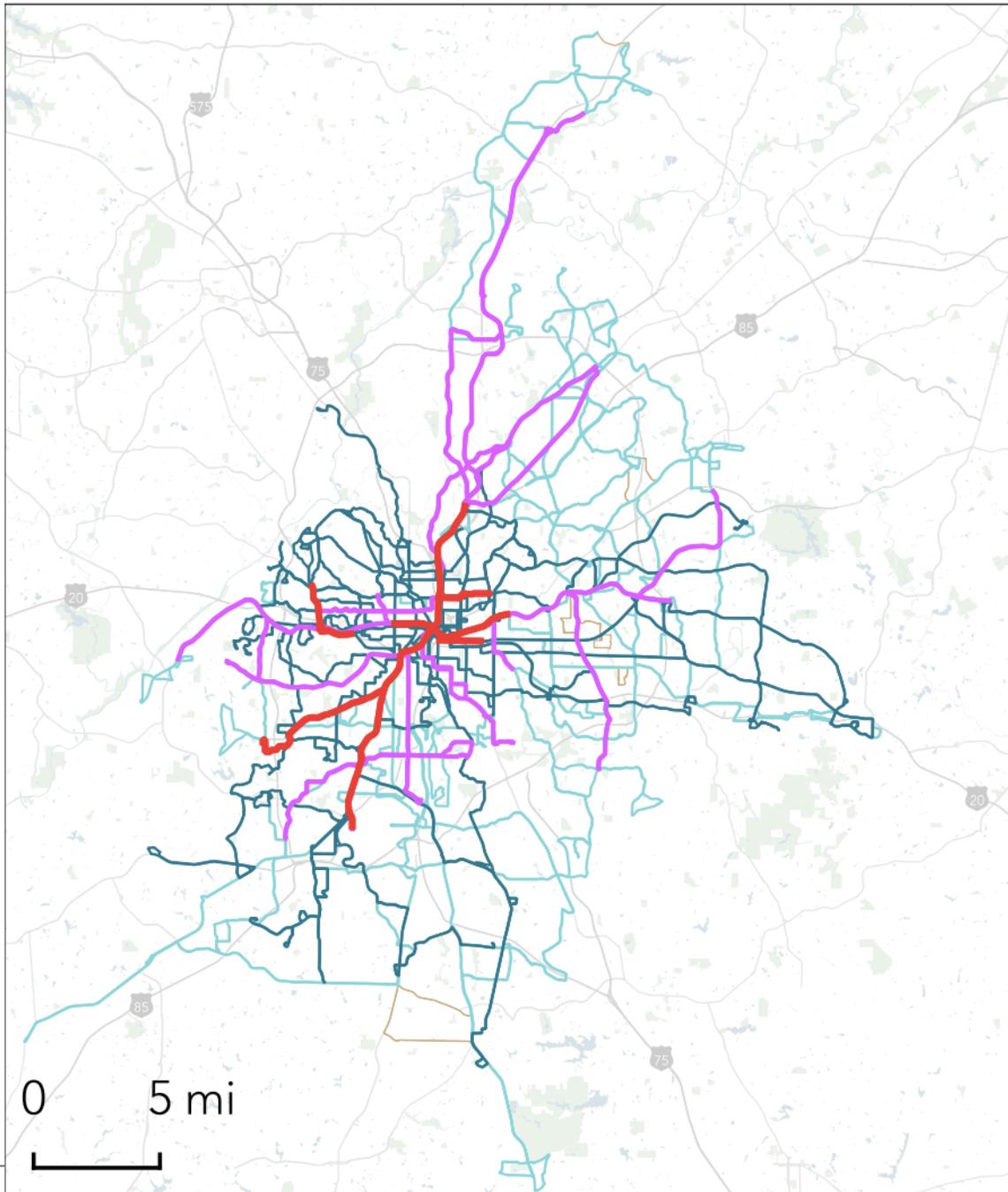
Weekday midday



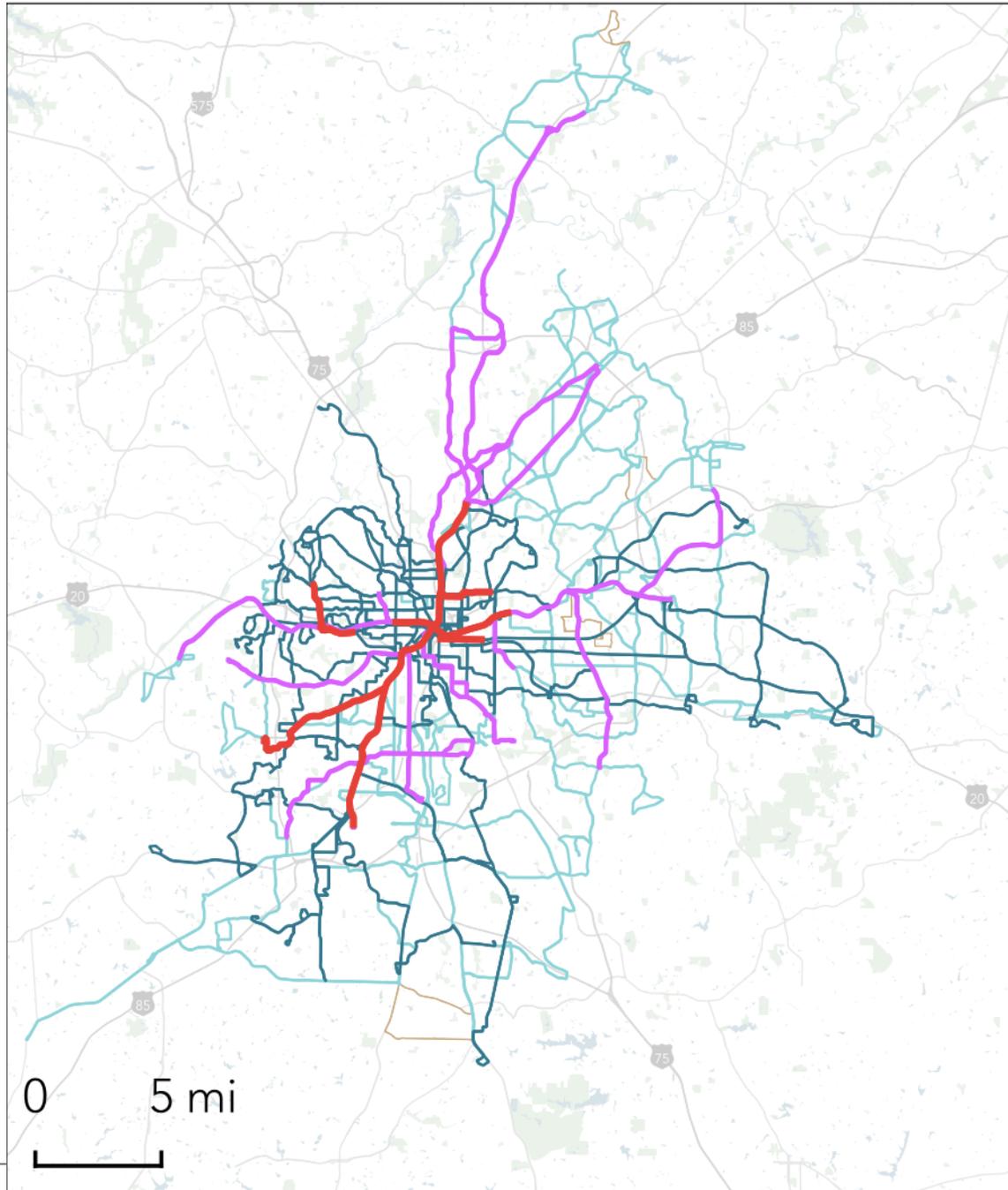
Weekday nights



Saturday midday

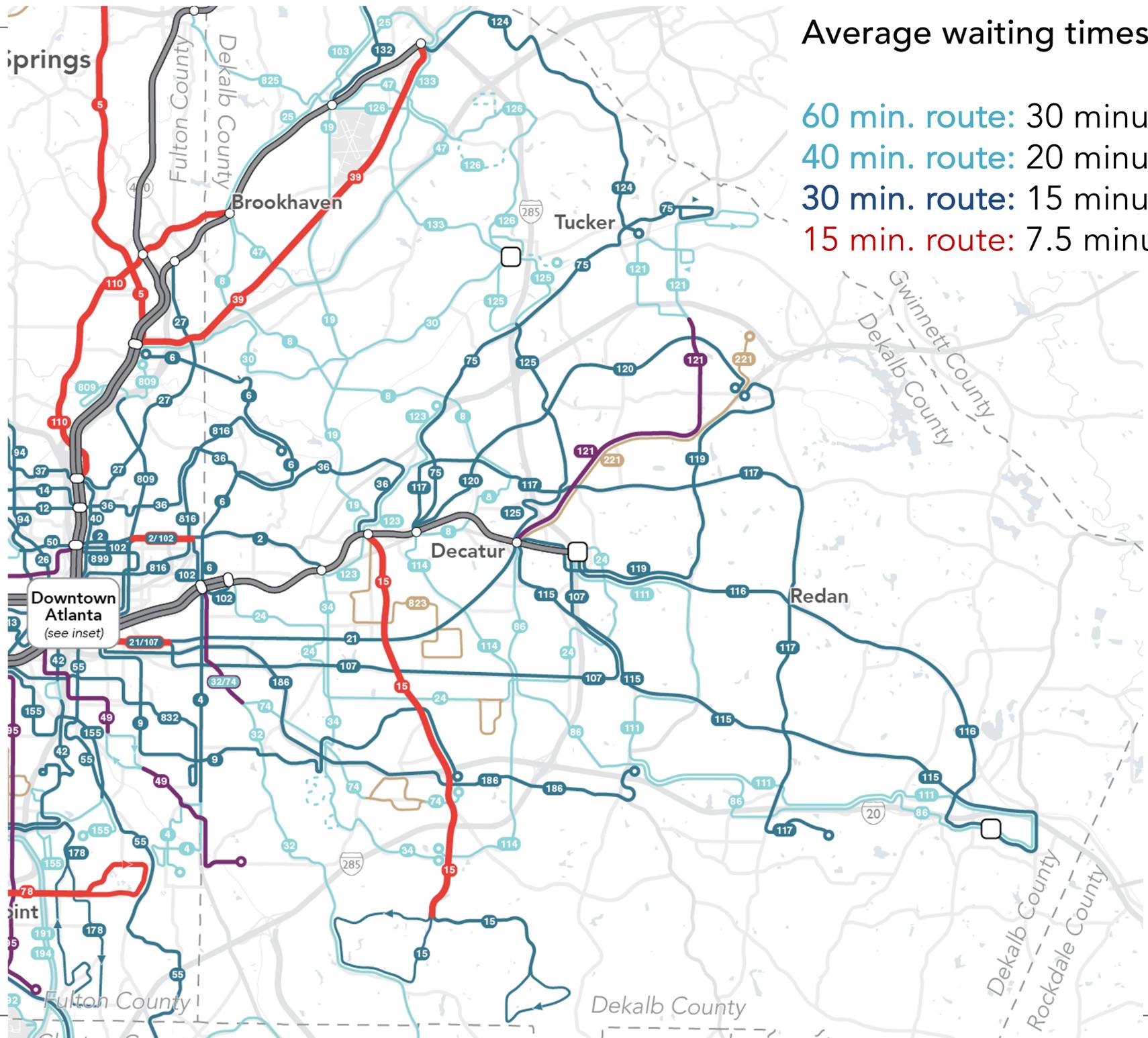


Saturday night



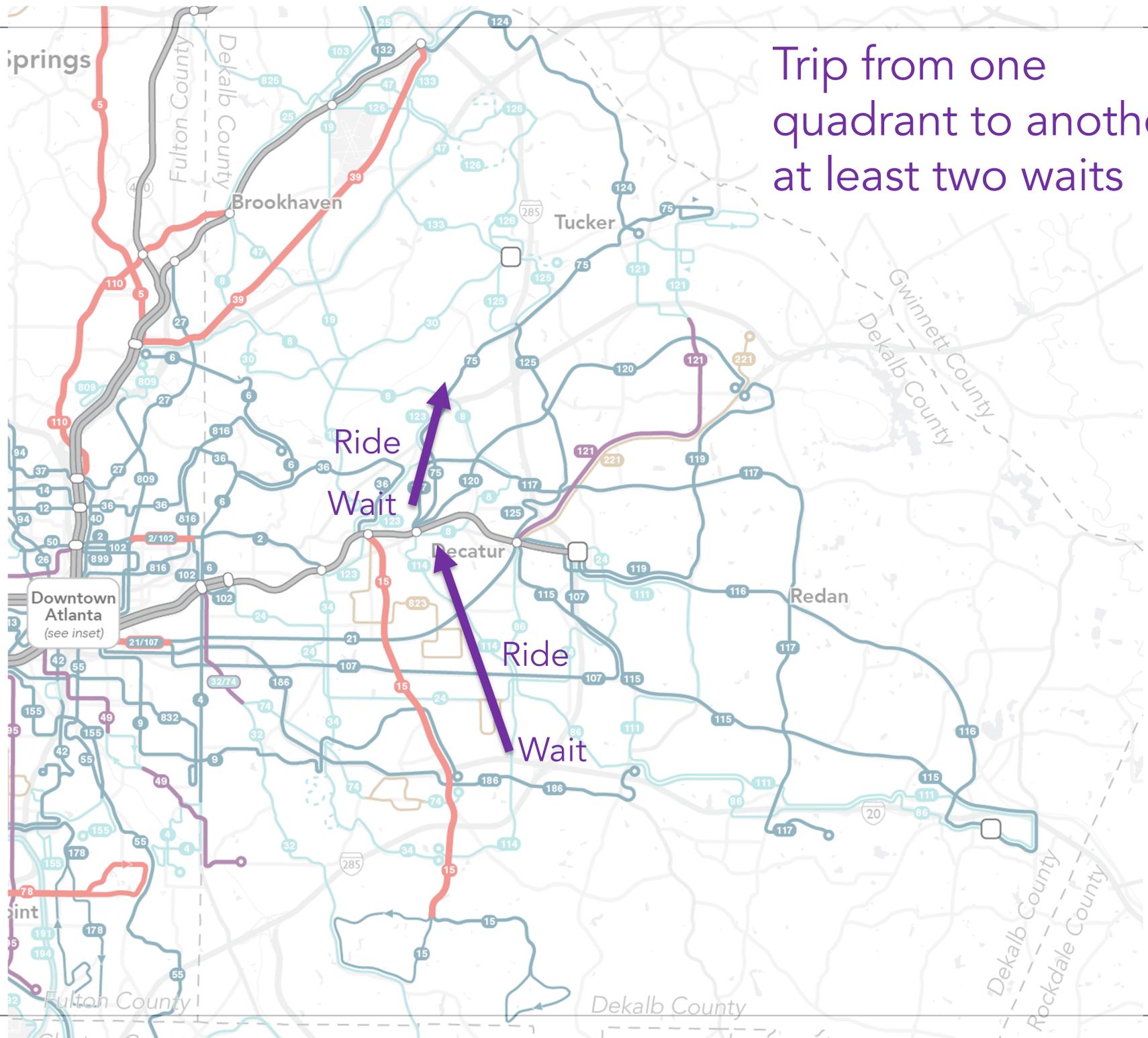
To grow freedom, make connections easy.

Connections

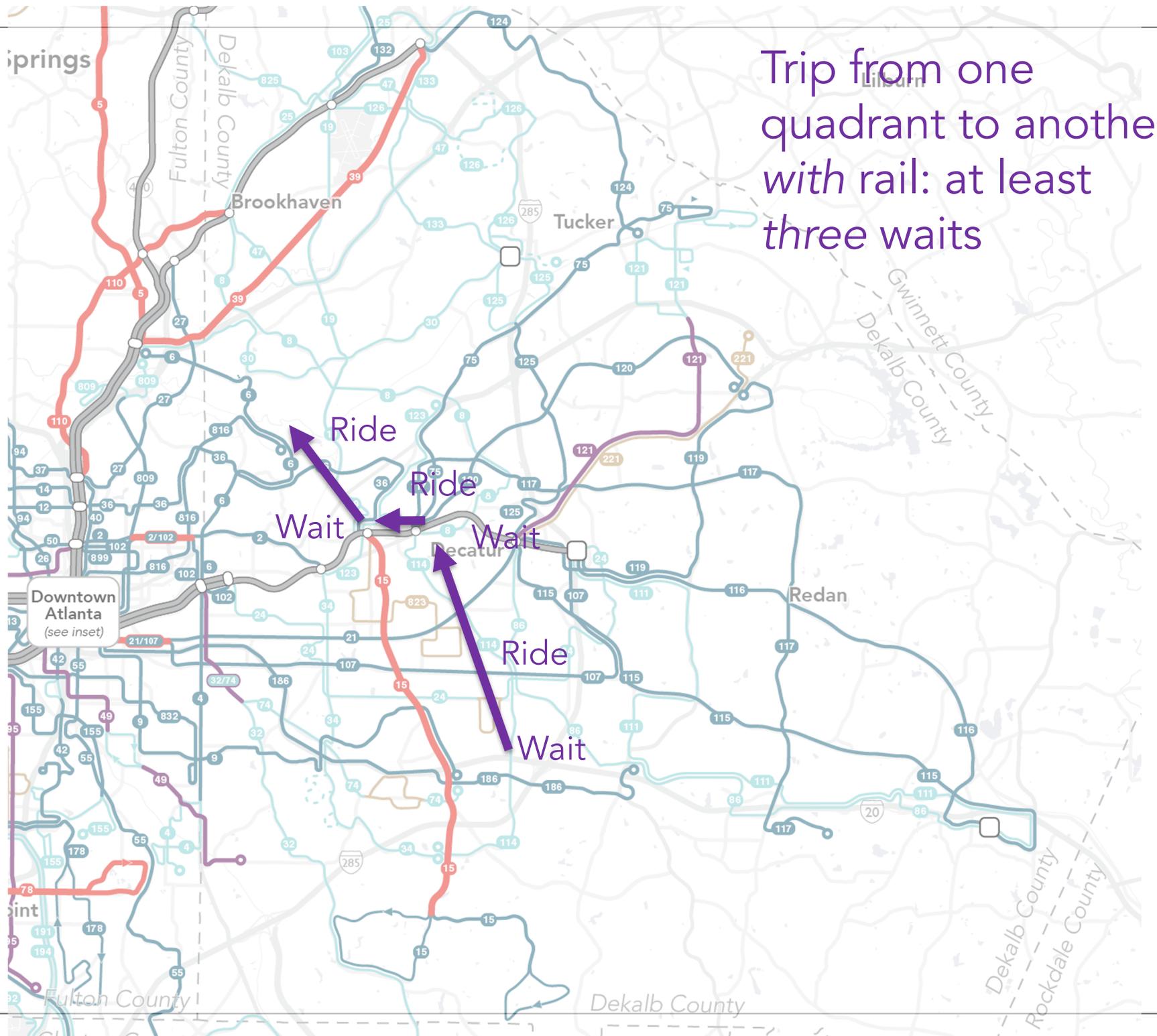


Average waiting times:

- 60 min. route: 30 minutes
- 40 min. route: 20 minutes
- 30 min. route: 15 minutes
- 15 min. route: 7.5 minutes

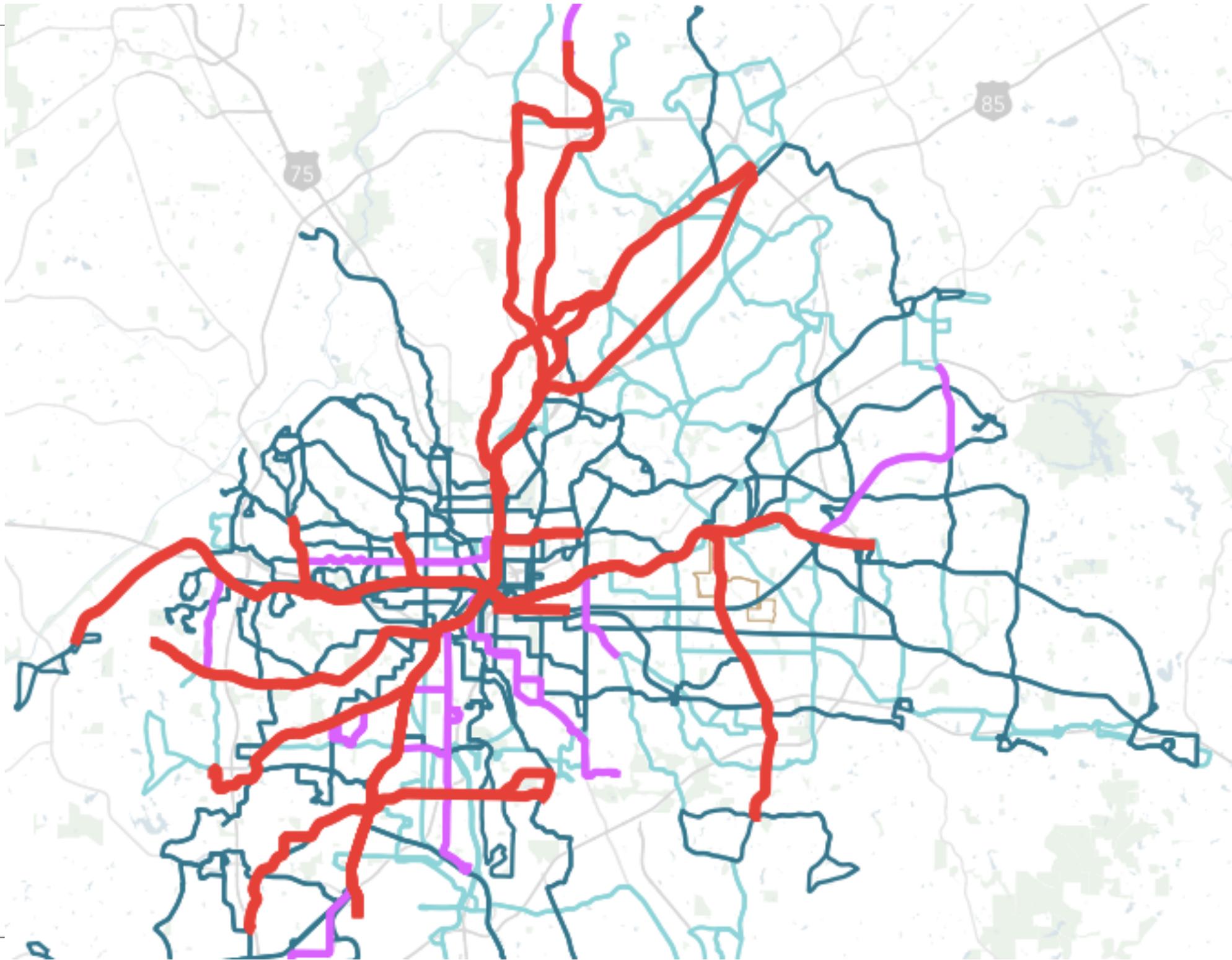


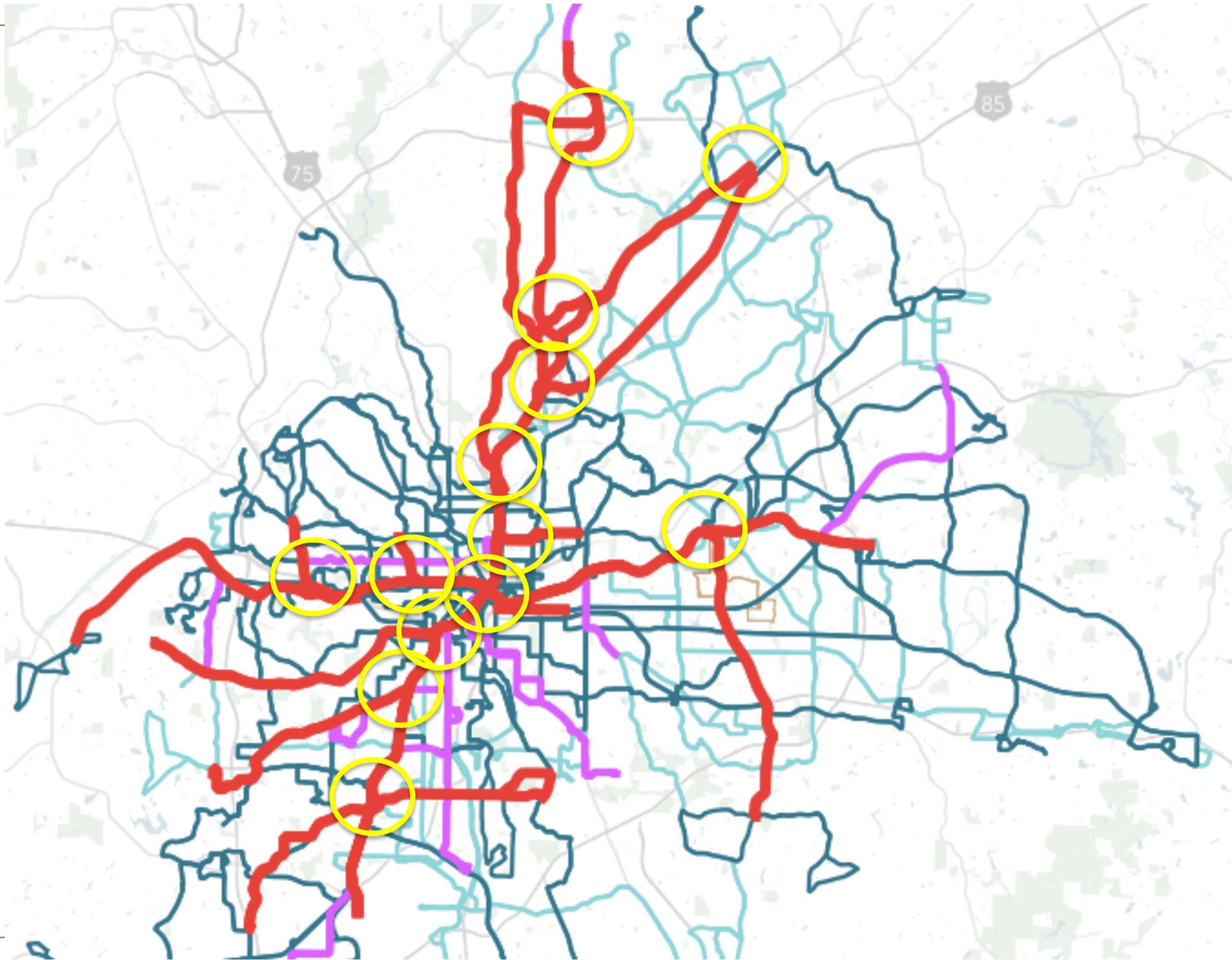
Trip from one quadrant to another: at least two waits



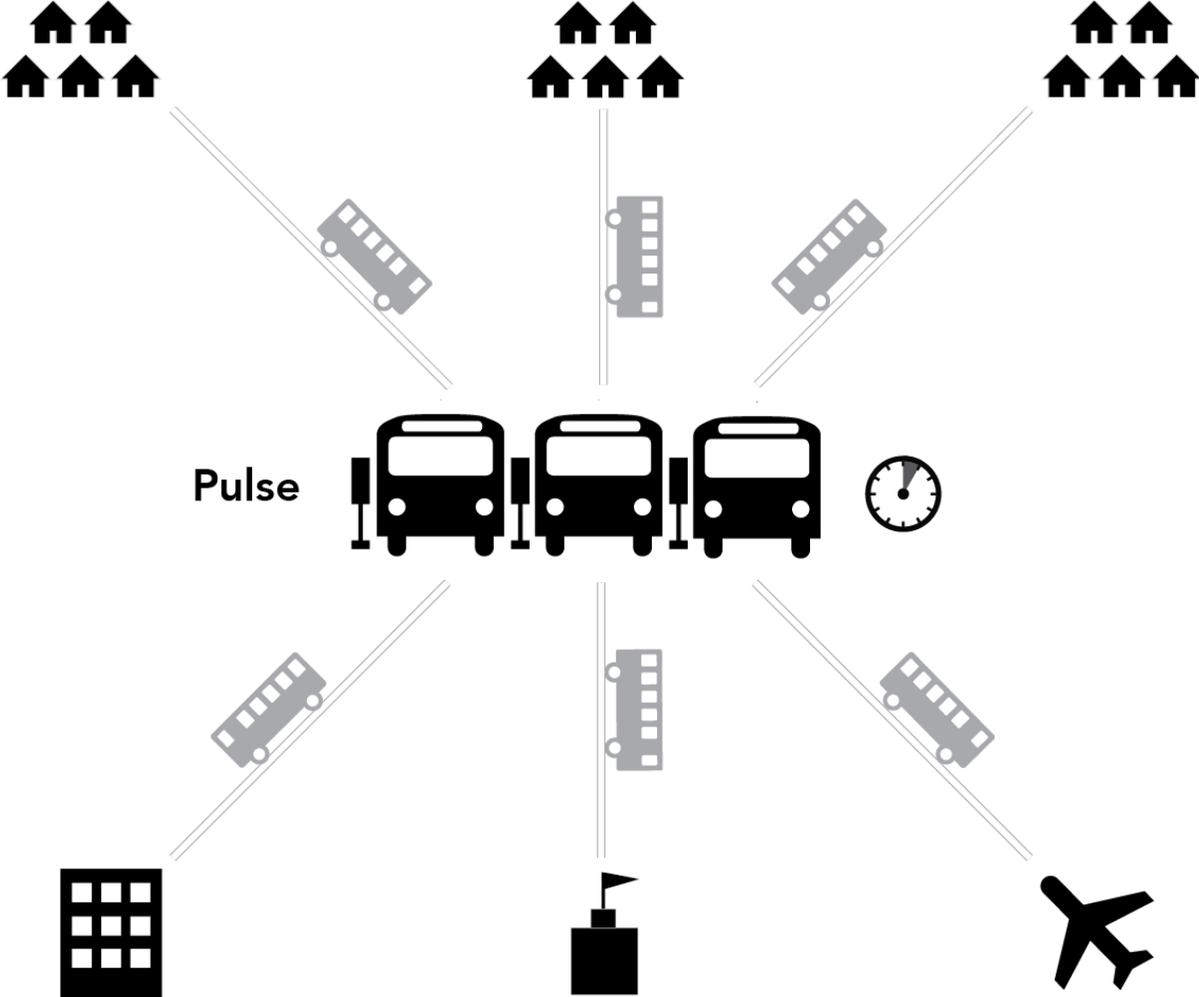
Trip from one quadrant to another with rail: at least three waits

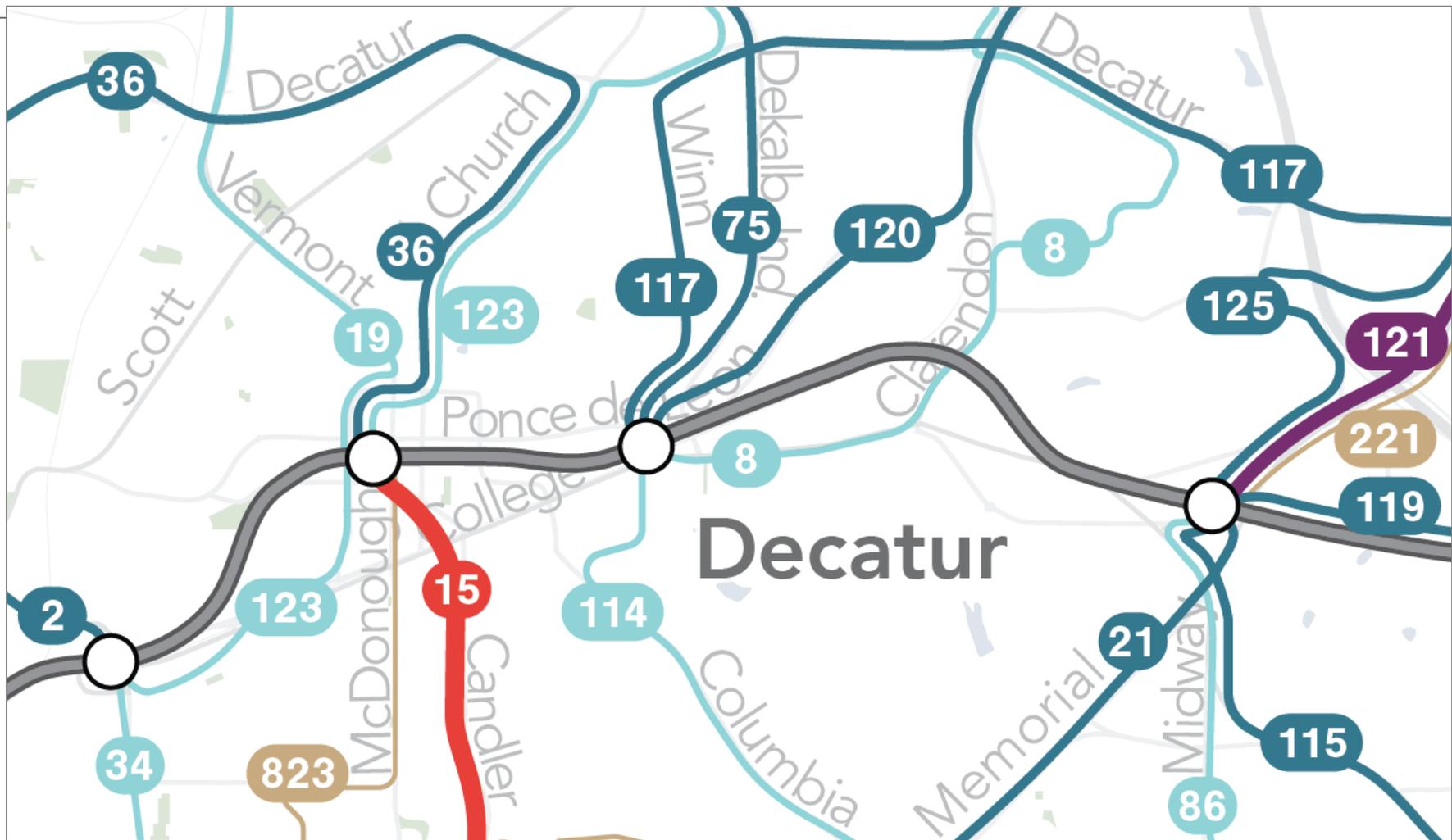
Ride
Wait
Ride
Wait
Ride
Wait





Timed Transfers





Average waiting times to connect to a...

- 60 min. route: 30 minutes
- 40 min. route: 20 minutes
- 30 min. route: 15 minutes
- 15 min. route: 7.5 minutes

Major policy choices:

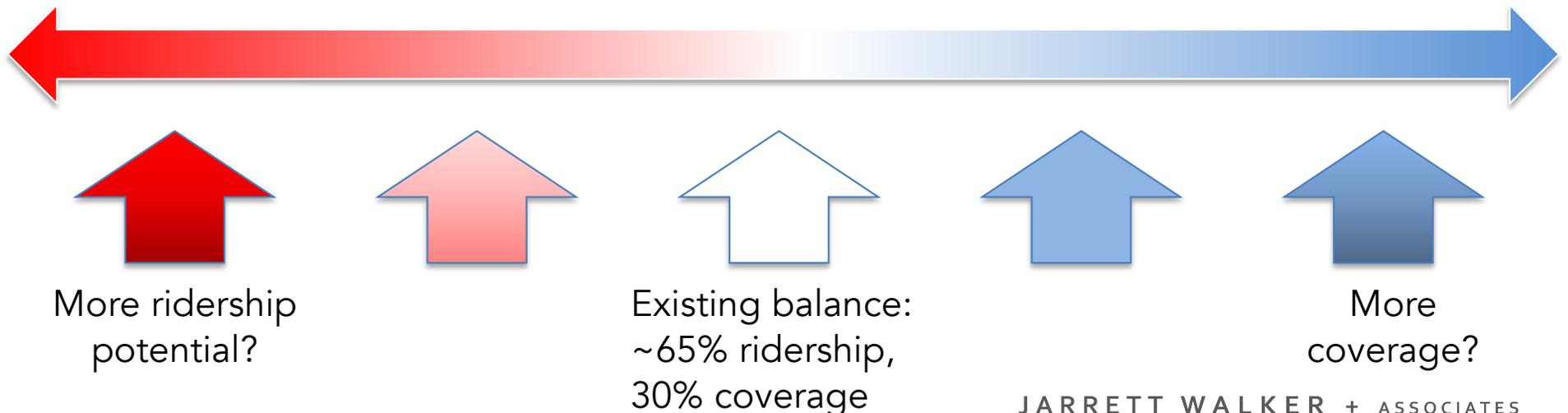
- What degree of change should be considered in this network redesign?

Major policy choices:

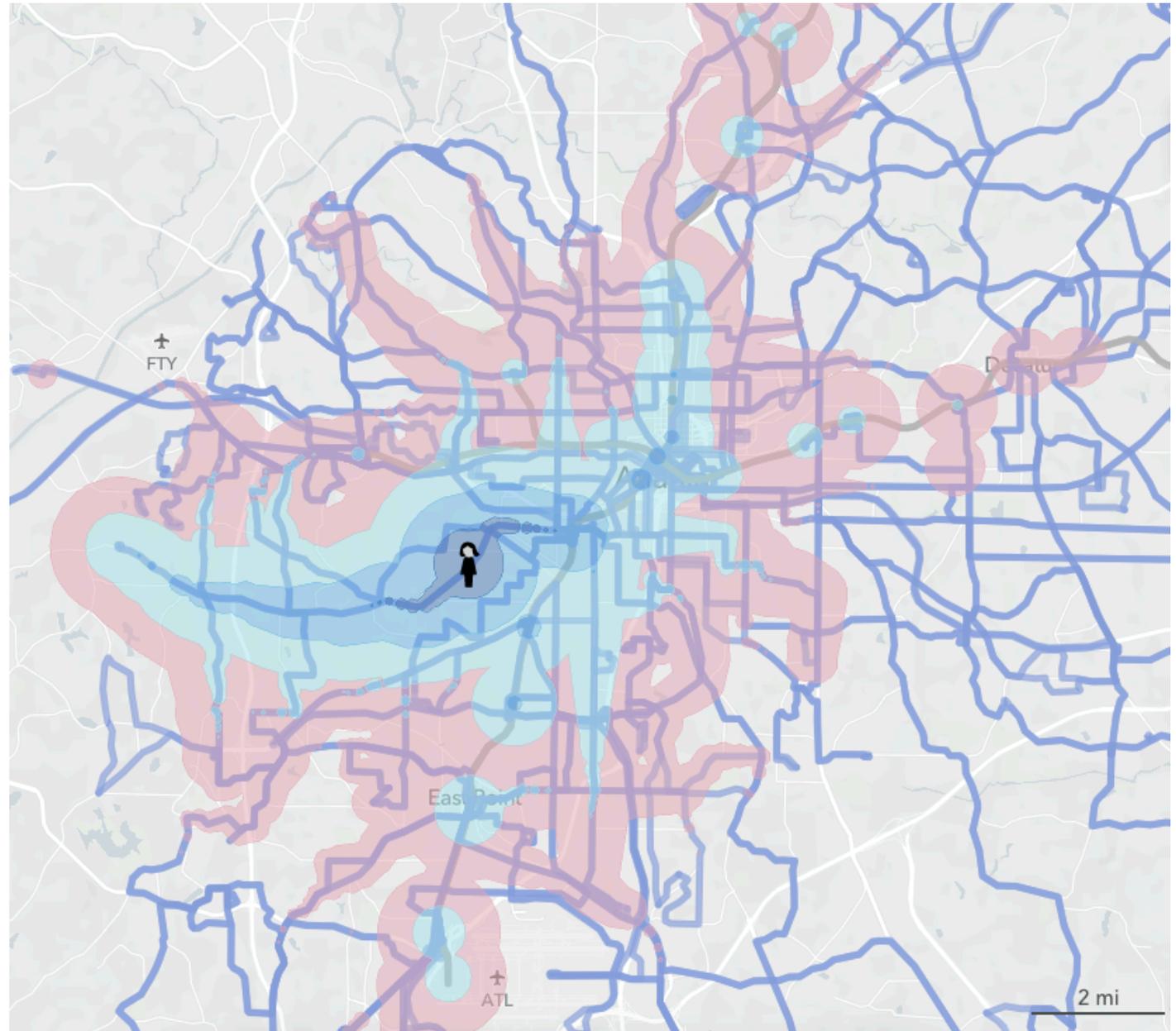
- What degree of change should be considered in this network redesign?
- How much of the MARTA bus budget should be allocated to high-ridership service?
 - And how much reserved for providing coverage?

Major policy choices:

- What degree of change should be considered in this network redesign?
- How much of the MARTA bus budget should be allocated to high-ridership service?
 - And how much reserved for providing coverage?



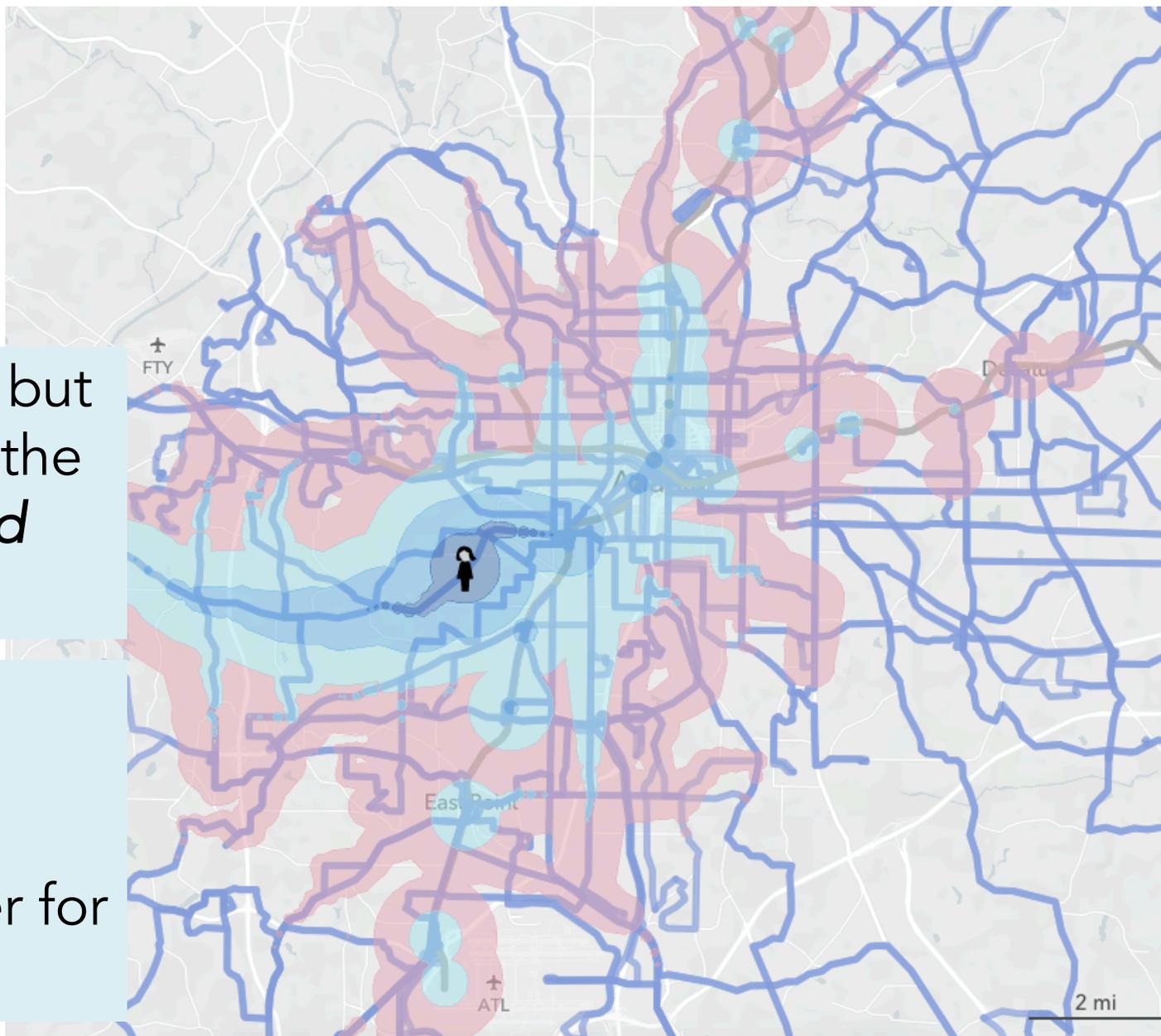
Designing for higher ridership would mean designing for greater access...



Designing for higher ridership would mean designing for greater access...

...*not everywhere* but in the places with the *most residents and jobs*.

A higher-access, higher-ridership network does not make transit better for *everyone*.



Once we know the balance of goals, there are other design choices:



Once we know the balance of goals, there are other design choices:



Should service be shifted away from rush-hours to more all-day, all week?

Once we know the balance of goals, there are other design choices:



Should service be shifted away from rush-hours to more all-day, all week?

Should stops be spaced more widely in walkable places?

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Should stops be spaced more widely in walkable places?

Should routes be spaced farther apart in walkable areas, so that you can offer better frequency?

Once we know the balance of goals, there are other design choices:



Should service be shifted away from rush-hours to more all-day, all week?

Should stops be spaced more widely in walkable places?

Should routes be spaced farther apart in walkable areas, so that you can offer better frequency?

Should routes be more direct, with fewer deviations?

Please read the Choices Report

Request a copy from Tyrene Huff.

High Density and Continuity: Local Examples

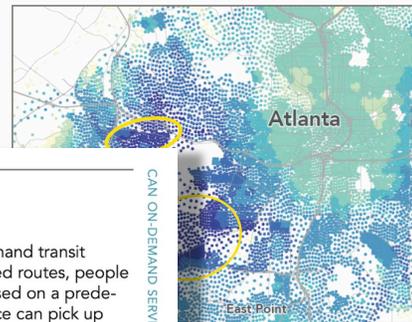
Route 39–Buford Highway

At right, Route 39 is shown against a backdrop of residential density. Darker shades of blue represent more residents per square mile.

MARTA's most productive route moves an average of 42 people per bus, per hour, over the entire week, day and night.

If MARTA wants to increase ridership, then it should improve access to jobs (and other opportunities) in places where there is continuous development with numerous residents.

These maps highlight where MARTA could choose to



ACCESS TO OPPORTUNITY

CAN ON-DEMAND SERVICE HELP?

You may have heard about taxi-like services that pick you up when and where you request them, rather than running fixed routes at fixed times. This is often referred to as "dial-a-ride", "on-demand", "demand-response" or "microtransit" service.

If you or anyone you know uses MARTA Mobility, that is an on-demand service, reserved for people with disabilities that prevent them from riding fixed routes.

The graphics below show how on-demand transit differs from fixed route transit. For fixed routes, people walk to bus stops and buses arrive based on a predetermined schedule. On-demand service can pick up riders where and when they request it.

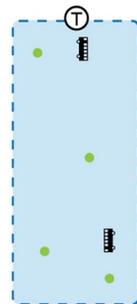
On-demand service is convenient for riders because it doesn't ask them to walk to a bus stop, and it often lets them travel at the time they prefer. But these features don't come free.



Fixed Route



Fixed Route with deviations



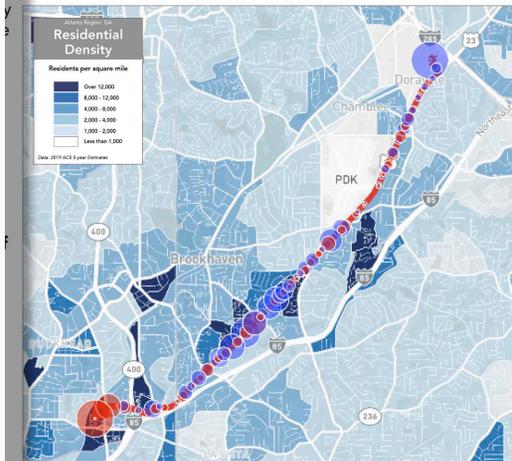
On-demand service to a specific location



On-demand service to anywhere



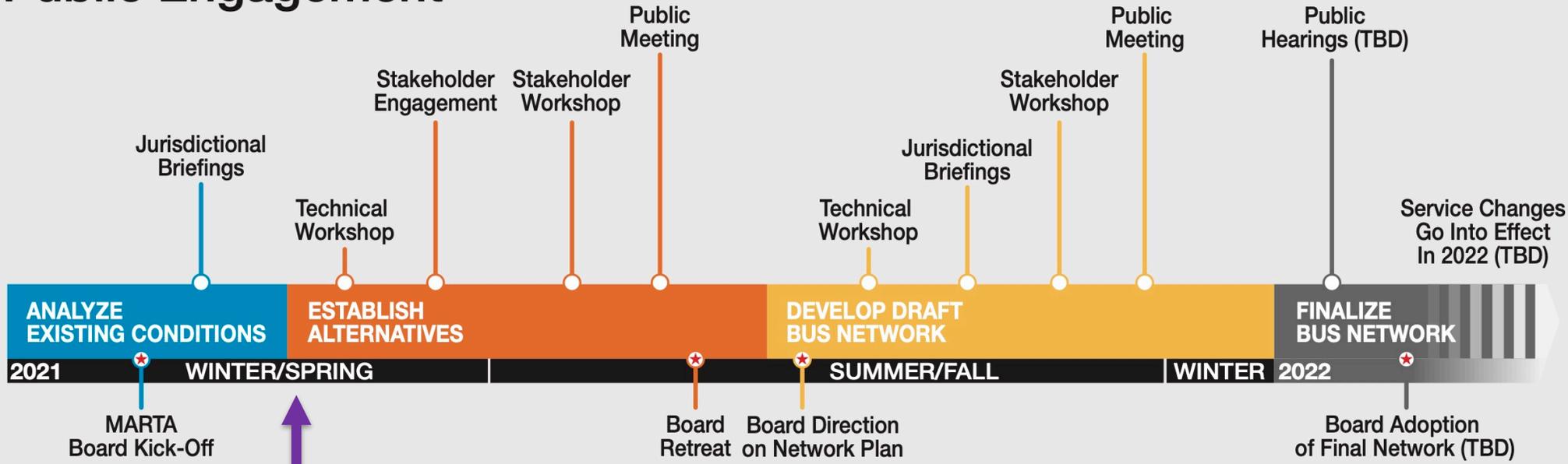
53



32

THE EXISTING NETWORK

Public Engagement



We are here.
Technical workshop begins Monday.

We will ask you for policy guidance at your Retreat.



Thank you

Michelle Poyourow
Principal Associate

JARRETT WALKER + ASSOCIATES