



BOARD OF DIRECTORS

METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY

PLANNING AND CAPITAL PROGRAMS COMMITTEE

THURSDAY, JANUARY 27, 2022

ATLANTA, GEORGIA

MEETING MINUTES

1. CALL TO ORDER AND ROLL CALL

Committee Chair Al Pond called the meeting to order at 9:30 A.M.

Board Members

Present:

Al Pond
Freda Hardage
Roderick Frierson
Reginald Snyder
Thomas Worthy
William Floyd
Rita Scott
Rod Mullice

Board Members

Absent:

Jim Durrett
Kathryn Powers
Roberta Abdul-Salaam
Robert Ashe III
Russell McMurry
Stacy Blakley
Christopher Tomlinson

Staff Members

Present:

Collie Greenwood
Melissa Mullinax
Manjeet Ranu
Luz Borrero
Raj Srinath

Rhonda Allen
Ralph McKinney
Peter Andrews
George Wright

Also in Attendance: Justice Leah Ward Sears of Smith, Gambrell & Russell, LLP;
other MARTA staff: Larry Prescott, Robert Goodwin, Tyrene Huff,
Kenya Hammond, Keri Lee, Phyllis Bryant, David Wickert (AJC)

2. APPROVAL OF THE MINUTES

Minutes from November 18, 2021 Planning and Capital Programs Committee

Approval of the November 18, 2021 minutes. On a motion by Board Member Floyd, seconded by Board Member Worthy, the motion passed by a vote of 6 to 0 with 6 members present.

3. BRIEFINGS

Upcoming A/E Consultant Procurement for Design Services for Clayton County Operations & Maintenance Facility [Presentation attached]

Assistant General Manager, Infrastructure and Capital Programs Delivery, Larry Prescott, presented the above briefing of MARTA's desire to expand the bus operations in Clayton County with a new Operations and Maintenance Facility and Police Precinct.

R&A-Monthly Ridership Report [Presentation attached]

Assistant General Manager, Research and Analysis, Robert Goodwin, presented the above briefing of MARTA's Ridership Report Tool.

4. OTHER MATTERS

None

5. ADJOURNMENT

The Committee meeting adjourned at 10:00 A.M.

Respectfully submitted,



Tyrene L. Huff
Assistant Secretary to the Board

YouTube link: <https://youtu.be/b-K5n3nL5n8>

Briefing on the Upcoming A/E Consultant Procurement for Design Services of the Clayton County Multipurpose Operations & Maintenance Facility



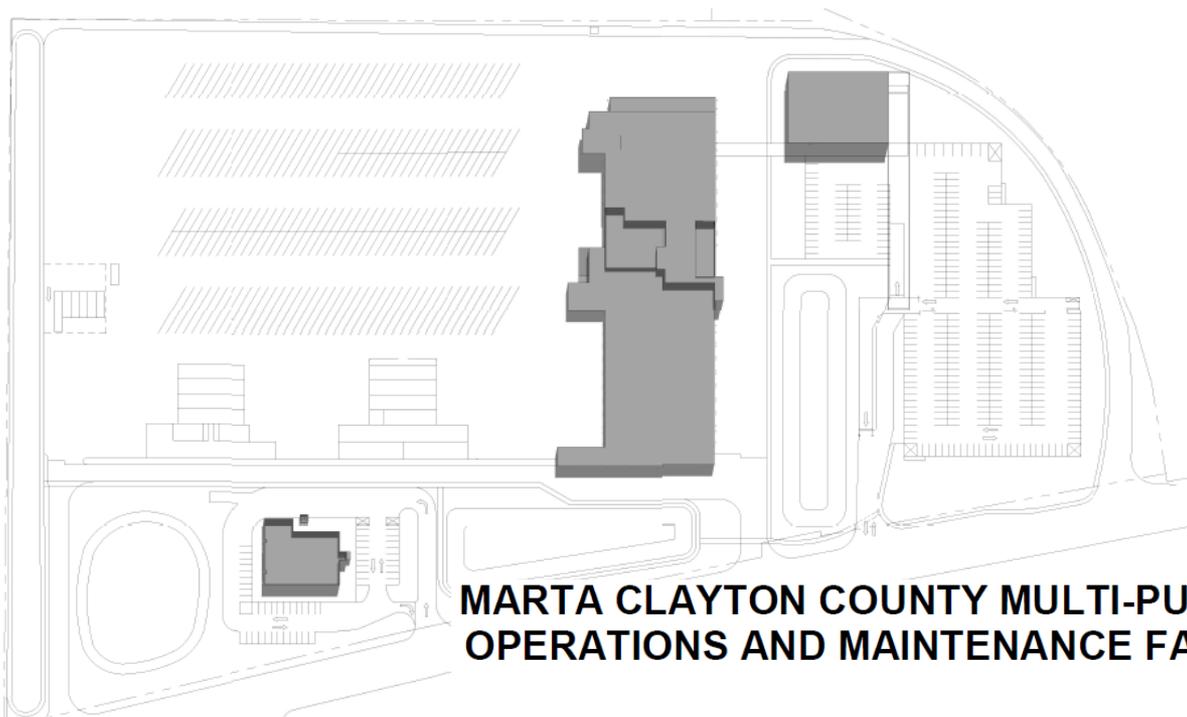
STATUS

- **MARTA desires to expand the bus operations in Clayton County with a new Operations & Maintenance facility and Police Precinct.**
- **On-going 30% Design Phase.**
- **Proposed Clayton O&M Facility meets the MARTA 15th Amendment requirement that an O&M Facility be constructed in Clayton County as part of their local funding through their MORE MARTA program.**
- **MARTA is completing right of way acquisition for the new site.**



PURPOSE

- Solicitation for the procurement of one Architectural and Engineering (A&E) Consultant firm.
- The A&E firm will complete final design efforts for construction the new Operations & Maintenance Facility and Police Precinct.



MARTA CLAYTON COUNTY MULTI-PURPOSE OPERATIONS AND MAINTENANCE FACILITY

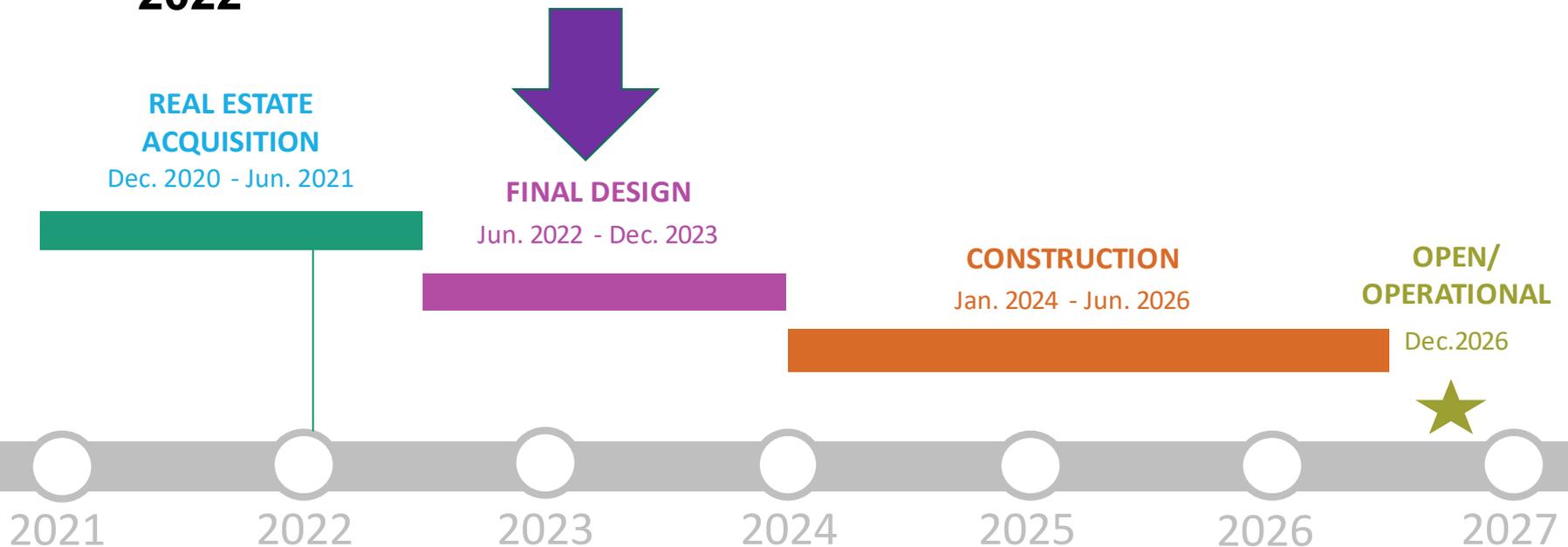


COST

- The A&E services are estimated to be approximately \$10M
- The total construction cost is approximately \$150M (based on the current 30% design)

SCHEDULE

- Procurement schedule to allow start of final design June 2022



Thank you

Select Month From Drop-Down Menu:

December 2021 

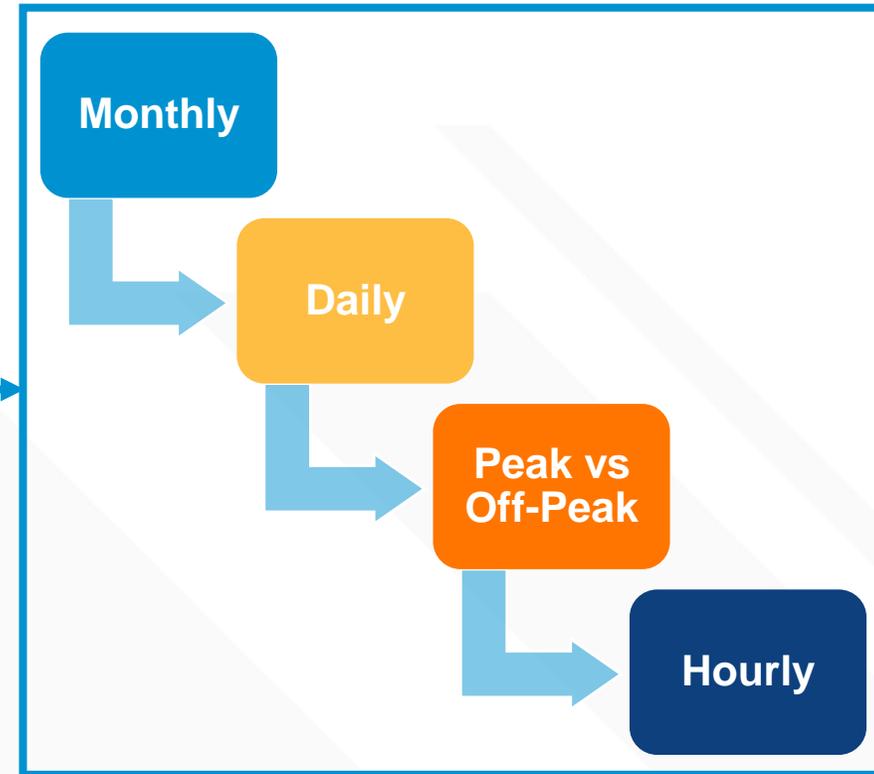
Ridership Report

marta  | *Department of Research & Analysis*



About This Report

- Provides accurate, timely ridership information to help MARTA make better, more strategic business decisions
- Tracks monthly ridership on all four of MARTA's operating modes
- Includes analysis of trends and root causes
- Starts with high level, monthly, systemwide statistics and progressively drills down into more detail
- Charts and tables are interactive to facilitate data exploration



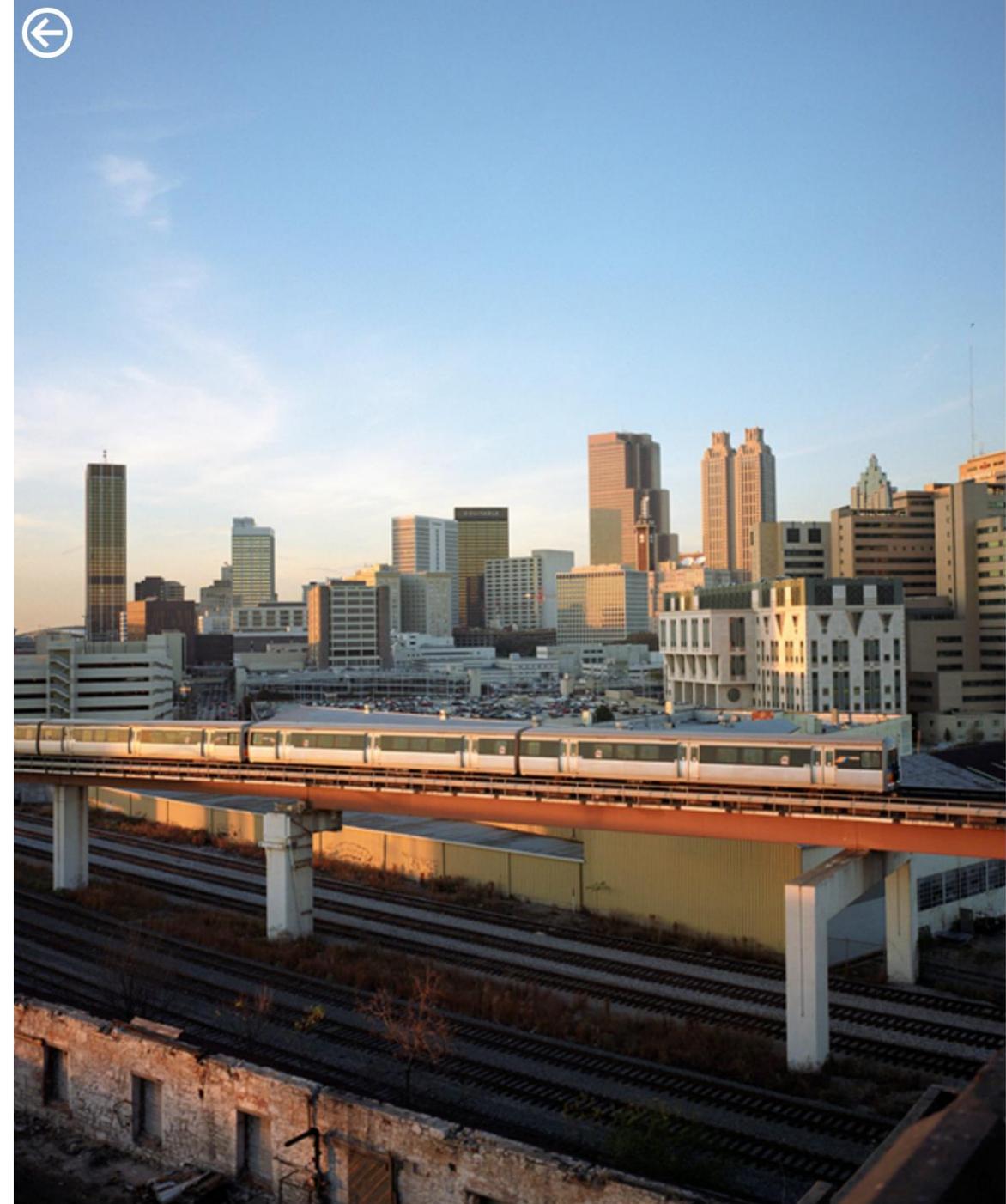


Table of Contents

- Executive Summary
- Historical Ridership
- Monthly Boardings
- Daily Boardings
- Hourly Boardings
- Bus Boardings By Jurisdiction
- Rail Entries By Station
- Mobility Pick-Ups By Jurisdiction
- Top Ten Bus Routes
- Top Ten Rail Stations
- Top Ten Rail Station Pairs



Executive Summary

Key Findings for December 2021

(1) Although ridership in December 2021 was 30% greater than at the start of the calendar year, it was still roughly half what it was prior to the pandemic.

(2) The pandemic impacted ridership on all modes, at all hours, across the service area. However, rail was hit hardest. In December 2021, rail ridership was down 57% compared to pre-pandemic levels, while bus ridership was down 37%.

(3) In December 2021, the gaps in ridership relative to pre-pandemic levels were greatest in the weekday peak periods at stations on the North, Northeast, and Trunk rail lines. This was likely due to increased teleworking by workers that, prior to the pandemic, commuted to the Buckhead, Midtown and downtown employment centers from the northern suburbs.



Historical Ridership

Key Findings for December 2021

(1) Although the pandemic significantly impacted ridership on all modes, rail was hit hardest, declining more than 80% in April 2020 compared to pre-pandemic ridership, while bus ridership dropped by 50%.

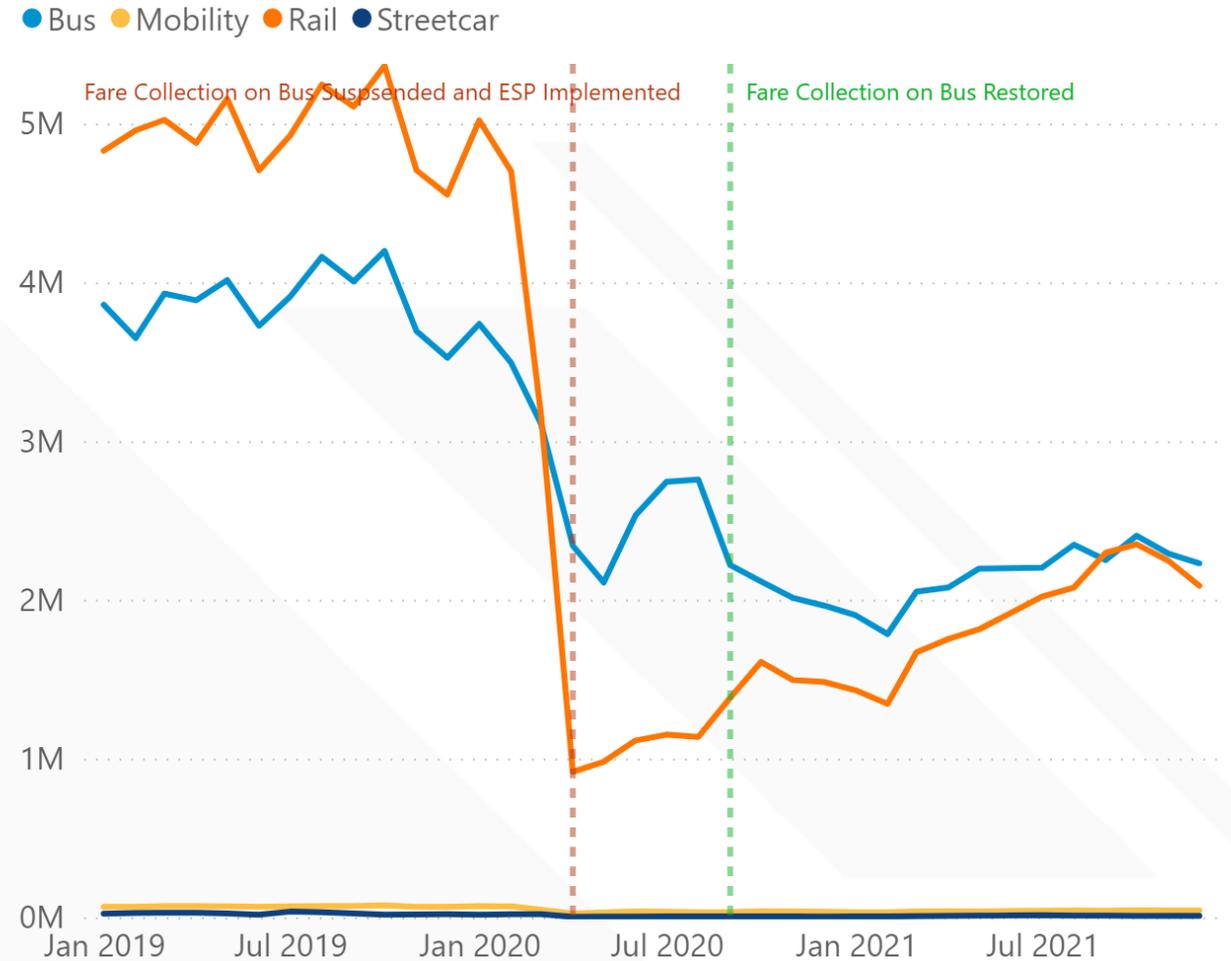
(2) Prior to the pandemic, rail typically accounted for 55% and bus 45% of systemwide boardings. However, in April 2020, bus ridership accounted for 70% and rail 30% of boardings.

(3) Total ridership increased 4% per month on average between January and October 2021 as passengers slowly but steadily returned, presumably in response to the availability of COVID-19 vaccines and relaxing of restrictions in the service area. Nevertheless, by December 2021, ridership was still roughly half what it was prior to the pandemic.

Mode(s)
All

Note: Mobility and streetcar ridership are much lower than bus and rail. Use the Mode(s) dropdown menu to focus on these modes.

Total Boardings by Month Since January 2019





Average Daily Boardings

Mode(s)*

Key Findings for

(1) Month-over-month average Saturday and Sunday boardings increased (5% and 8%, respectively) in December 2021, driven largely by rail ridership associated with four football games at Mercedes Benz Stadium (Atlanta vs Detroit, Atlanta vs Tampa Bay, the Celebration Bowl, and the SEC Championship).

(2) Compared to pre-pandemic levels, average weekday ridership in December 2021 was down more than Saturday and Sunday ridership (-50% vs -44% vs -39%, respectively), and average weekday rail ridership was down more than bus (-58% vs -40%, respectively). As a result, almost half of the gap in systemwide, total ridership in December 2021 can be attributed to decreases in weekday rail ridership.

Average Weekday Boardings	Month-Over-Month Change	Year-Over-Year Change	Pre-Pandemic Change
157K	-11%	22%	-50%
Average Saturday Boardings	Month-Over-Month Change	Year-Over-Year Change	Pre-Pandemic Change
128K	5%	30%	-44%
Average Sunday Boardings	Month-Over-Month Change	Year-Over-Year Change	Pre-Pandemic Change
94K	8%	30%	-39%

*Average daily boardings for Streetcar prior to July 2020 are not currently available.

Average Boardings By Hour

Key Findings for **December 2021**

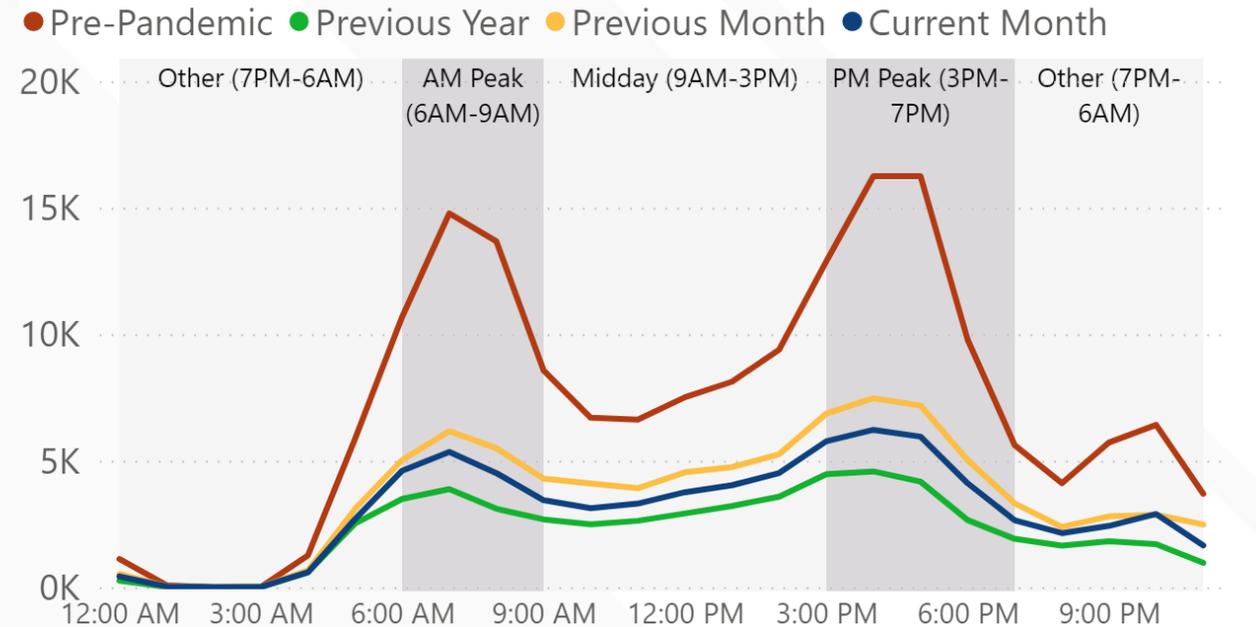
(1) Significant differences in the month-over-month change in average Saturday and Sunday rail ridership by time of day were observed in December 2021, particularly for the midday period. These were caused by ridership associated with four football games hosted at Mercedes Benz Stadium.

(2) Compared to pre-pandemic levels, average weekday rail ridership in the peak periods in December 2021 was down more than midday ridership (-63% for AM peak and -60% for PM peak vs -53% for midday). As a result, 28% of the gap in systemwide, total ridership in December 2021 can be attributed to decreases in weekday peak period rail ridership.

*Boardings by hour for Streetcar are not currently available.

Mode*	Day Type			
Rail	Weekday			
Time of Day	Average Daily Boardings	Month-Over-Month Change	Year-Over-Year Change	Pre-Pandemic Change
AM Peak	14,460	-13%	38%	-63%
Midday	22,164	-17%	27%	-53%
Other	15,516	-15%	36%	-54%
PM Peak	22,052	-17%	39%	-60%
Total	74,193	-16%	34%	-58%

Average Boardings Per Hour





Rail Entries* By Station

Entry Segment	Average Daily Entries*	Month-Over-Month Change	Year-Over-Year Change	Pre-Pandemic Change
⊕ East	9,443	-19%	31%	-57%
⊕ Five Points	5,206	-21%	13%	-56%
⊕ North	4,937	-17%	77%	-70%
⊕ Northeast	4,410	-24%	31%	-63%
⊕ South	17,584	-9%	33%	-51%
⊕ Trunk	13,272	-18%	45%	-61%
⊕ West	5,298	-20%	22%	-52%
Total	60,150	-16%	35%	-58%

Key Findings for December 2021 ▼

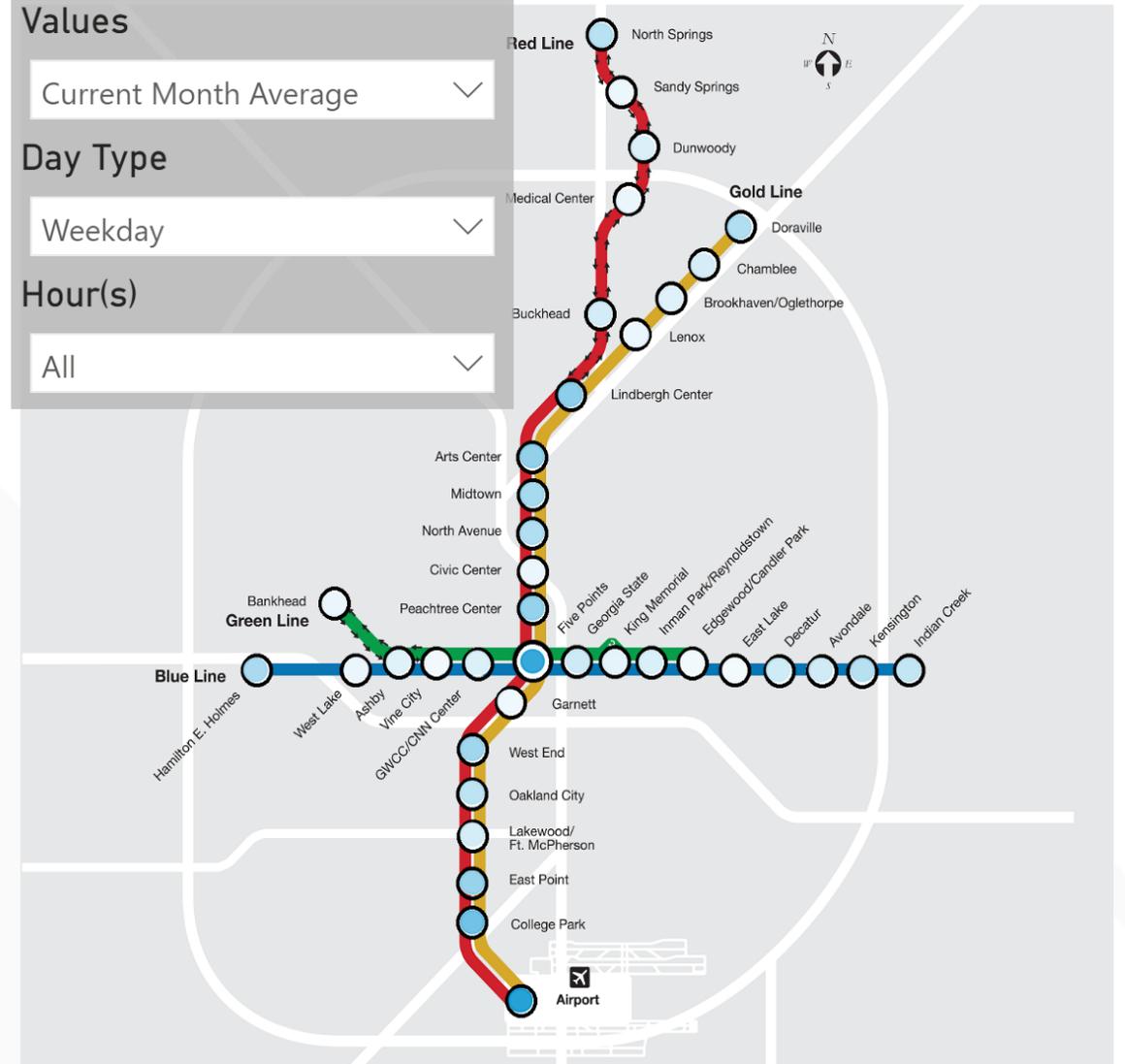
(1) In percentage terms, the gap in weekday average rail ridership in December 2021 compared to pre-pandemic levels was greatest at the stations on the North, Northeast, and Trunk lines (-70%, -63%, and -61%, respectively). This was presumably due to increased teleworking by workers that used to commute to Buckhead, Midtown and downtown from the northern suburbs prior to the pandemic.

(2) In absolute terms, the gap in weekday average rail ridership in December 2021 compared to pre-pandemic levels was greatest at stations on the Trunk, South, and East lines.

*Does not include rail-to-rail transfers and should not be compared to rail boardings.

Average Daily Entries

Current Month Average or Change 0.33K 5.62K
0K





Top Ten Rail Station Pairs

Key Findings for December 2021

(1) Seven of the top ten rail station pairs based on weekday average entries in December 2021 were in the top ten prior to the pandemic. Lindbergh Center <-> Peachtree Center (currently ranked #12), Doraville <-> Peachtree Center (currently ranked #18), and North Springs <-> Peachtree Center (currently ranked #43) are no longer in the top ten, consistent with the hypothesis of increased teleworking by workers that used to commute to Buckhead, Midtown and downtown from the northern suburbs prior to the pandemic.

(2) The top ten make up roughly 1.4% of the rail station pairs by number but account for 13% of the weekday average rail ridership.

Day Type

Weekday

Station 1

All

Station 2

All

Top Ten Rail Station Pairs

Station 1 <-> Station 2	Average Daily Passengers
Airport <-> College Park	1,929
North Springs <-> Airport	1,062
Airport <-> East Point	678
Five Points <-> College Park	657
West End <-> Five Points	625
H. E. Holmes <-> Five Points	618
College Park <-> East Point	588
Doraville <-> Airport	583
Five Points <-> East Point	578
Arts Center <-> Lindbergh Center	555
Total	7,873

All Rail Station Pairs

Station 1 <-> Station 2	Average Daily Passengers
Airport <-> Arts Center	349
Airport <-> Ashby	49
Airport <-> Avondale	147
Airport <-> Bankhead	16
Airport <-> Brookhaven	296
Airport <-> Buckhead	236
Airport <-> Chamblee	233
Airport <-> Civic Center	90
Airport <-> College Park	1,929
Airport <-> Decatur	110
Airport <-> Dome/GWCC	44
Airport <-> Doraville	583
Airport <-> Dunwoody	215
Airport <-> East Lake	44
Airport <-> East Point	678
Airport <-> Edgewood/Candler Park	44

Next Steps

- Validate bus ridership data
- Publish to itsmarta.com





Thank You

For more information, please contact
Rob Goodwin at rgoodwin1@itsmarta.com or
Chris Wyczalkowski at cwyczalkowski@itsmarta.com