



**BOARD OF DIRECTORS**

**METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY**

**PLANNING AND CAPITAL PROGRAMS COMMITTEE**

**THURSDAY, MAY 22, 2025**

**ATLANTA, GEORGIA**

**MEETING SUMMARY**

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

Committee Chair Jacob Tzegaegbe called the meeting to order at 10:27 A.M.

**Board Members**

**Present:**

James Durrett  
Kathryn Powers  
Roderick Frierson  
Thomas Worthy  
Rita Scott  
Valencia Williamson  
Jennifer Ide  
Jacob Tzegaegbe  
Sagirah Jones  
Elizabeth Bolton-Harris  
Shayna Pollock

**Board Members**

**Absent:**

Al Pond  
Freda Hardage  
Russell McMurry  
Jannine Miller

**Staff Members Present:**

Collie Greenwood  
Kevin Hurley  
Larry Prescott  
Steven Parker  
Paul Lopes  
Rhonda Allen  
George Wright  
Ralph McKinney  
Jonathan Hunt  
Michael Kreher

**Also in Attendance:** Justice Leah Ward Sears, Robin Boyd, Phyllis Bryant, Kenya Hammond, Eric Harris, Tyrene Huff, Larry Prescott and Ryan VanSickle

**2. APPROVAL OF THE MINUTES**

**Minutes from April 24, 2025 Planning and Capital Programs Committee meeting**

Approval of the minutes from April 24, 2025, Planning and Capital Programs Committee meeting. On a motion by Board Member Powers, seconded by Board Member Worthy, the motion passed by a vote of 9 to 0 with 9 members present.

**3. RESOLUTIONS**

**Resolution Authorizing Award of a Contract Utilizing the General Services Administration (GSA) Contract for Real Estate Lease and Parcel Management Software RFPP P50712**

Approval of the Resolution Authorizing Award of a Contract Utilizing the General Services Administration (GSA) Contract for Real Estate Lease and Parcel Management Software RFPP P50712. On a motion by Board Member Durrett, seconded by Board Member Powers, the resolution passed by a vote of 10 to 0 with 10 members present.

**Resolution Authorizing the Approval of the Final NextGen Bus Network and Related Service Modifications**

Approval of the Resolution Authorizing the Approval of the Final NextGen Bus Network and Related Service Modifications. On a motion by Board Member Durrett, seconded by Board Member Powers, the resolution passed by a vote of 11 to 0 with 11 members present.

**4. BRIEFING**

**I-285 Express Lanes Transit Study Update**

Eric Harris, Project Manager, presented a briefing of the I-285 Express Lanes Transit Study plan and preliminary designs for sustainable, equitable, and premium transit service along I-285 between the H.E. Holmes MARTA station and the Indian Creek MARTA station.

**South Broad Street / Garnett Station Plaza Renovation**

Larry Prescott, Assistant General Manager Infrastructure, presented an overview of the South Broad Street / Garnett Station Plaza Renovation project that is a collaboration between MARTA, COA/ATLDOT, SoDo Atlanta, LLC, and CAP/ADID in a partnership with the goal of unifying the streetscape from the Five Points MARTA Station to the Garnett MARTA Station.

**5. OTHER MATTERS**

None

**6. ADJOURNMENT**

The Committee Meeting adjourned at 12:06 P.M.

YouTube link: <https://www.youtube.com/live/Kdp-foj5l8E?si=MWBWgnuBFpX7mCKh>



*May 22, 2025*

# **MARTA Board of Directors Planning and Capital Programs Committee**

Robin Boyd  
Director of Real Estate  
Division of Capital Programs, Expansion and Innovation

**Resolution Authorizing the  
Award of Contract for Real  
Estate Lease and Parcel  
Management Software  
Utilizing the General Services  
Administration (GSA)  
Contract, RFPP P50712**



## Purpose



- This procurement is in response to 2023 and 2024 internal and external audit comments, regarding the need for software to assist MARTA in managing its real property assets
- New software will enhance accuracy, eliminate manual calculations and the need for multiple Excel spreadsheets to complete tasks, and provide more precise budget and proforma reporting thereby increasing accuracy, efficiency and coordination among MARTA Departments
- Similar software is used by the world's largest real estate property management companies with revenues exceeding \$200B, but can be scaled for users like MARTA



## Purpose (cont)

- Parcel Management oversight and record-keeping of approximately 4,000 unique parcels:
  - Provide multiple ways to track, report and monitor
  - Facilitate market valuations for more accurate balance sheets and the ability to leverage funding
  - Scalable as MARTA acquires additional real property assets for ground leases, expansion projects, TOD, and associated revenue ventures
  - Allow GIS (Geographic Information System) mapping with embedded hyperlinks related to ownership and encumbrance records accessible by other MARTA Departments 24 hours a day, 7 days a week, with ease and without delay



## Purpose (cont)



- Lease/License Revenue Management of approximately 90 lease/license agreements:
  - Generate and distribute detailed line-item invoices and statements
  - Support various payment methods and ensure application of receipts to the correct accounts
  - Automate Financial and Revenue Reporting, Proforma Forecasting, Budget and Variance Tracking
  - Provide Audit Trail to log transactions and ensure compliance with policies and regulations
  - Calendar for Task Alerts for rental rate escalations, expirations, appraisal reset dates, etc
  - Compatible with existing MARTA databases to streamline compliance and eliminate redundant entries
  - Customer Management Portal for direct correspondence, payment tracking, online and automatic payments



## Three Year Cost Projection

**Off-the Shelf, Industry Standard Software is available with little to no customization required**

The Office of Real Estate is requesting **\$1,493,530.00** to purchase software in FY25 utilizing a General Services Administration Contract, broken down as follows:

One-Time Set Up and implementation Fee = \$597,412.00

3-Year License Fee = \$896,118.00

## **Request Board Approval**

**Resolution Authorizing the  
Award of Contract for Real  
Estate Lease and Parcel  
Management Software  
Utilizing the General Services  
Administration (GSA)  
Contract, RFPP P50712**

Thank You



**RESOLUTION TITLE**

**RESOLUTION AUTHORIZING AWARD OF A CONTRACT UTILIZING THE GENERAL  
SERVICES ADMINISTRATION (GSA) CONTRACTS FOR REAL ESTATE LEASE AND  
PARCEL MANAGEMENT SOFTWARE RFPP P50712**

**WHEREAS**, the Authority's Department of Capital Programs has identified a need for the Real Estate Lease and Parcel Management Software; and

**WHEREAS**, the Authority's staff has determined that the Real Estate Lease and Parcel Management Software may be purchased utilizing the Federal General Services Administration (GSA); and

**WHEREAS**, Section 14(l) of the MARTA Act permits the Authority to purchase without competitive bidding, any goods, supplies, equipment, other property, or services from any vendor who, at the time of such purchase, has in effect a contract or schedule with the United States Government, provided that such purchase is made pursuant to the price, terms and conditions of such contract or schedule and the Authority receives all the benefits thereof.

**RESOLVED THEREFORE**, by the Board of Directors of the Metropolitan Atlanta Rapid Transit Authority that the General Manager/CEO or his delegate be, and hereby is, authorized to execute a Contract utilizing the Federal General Services Administration (GSA) Contracts that are valid at the time the Authority procures its Real Estate Lease and

Parcel Management Software in the amount of \$ 1,493,530.00. The Authority will annually renew (or enter into a new contract) its Real Estate Lease and Parcel Management Software Contract pursuant to a valid GSA Contact.

**Approved as to Legal Form:**

Signed by:  
  
AA2A4DF3C56F44C...  
**Counsel, Metropolitan Atlanta  
Rapid Transit Authority**

smarter. faster. better.



# NEXTGEN BUS NETWORK REDESIGN

Resolution Authorizing the Approval of the NextGen Bus Network,  
Related Service Modifications, and Infrastructure Improvements

Planning & Capital Programs Committee  
May 22, 2025



# Overview

- » Project Background
- » Engagement
- » Infrastructure
- » Refined Network
- » Outcomes
- » Next Steps & Request for Approval





# NextGen Project Background



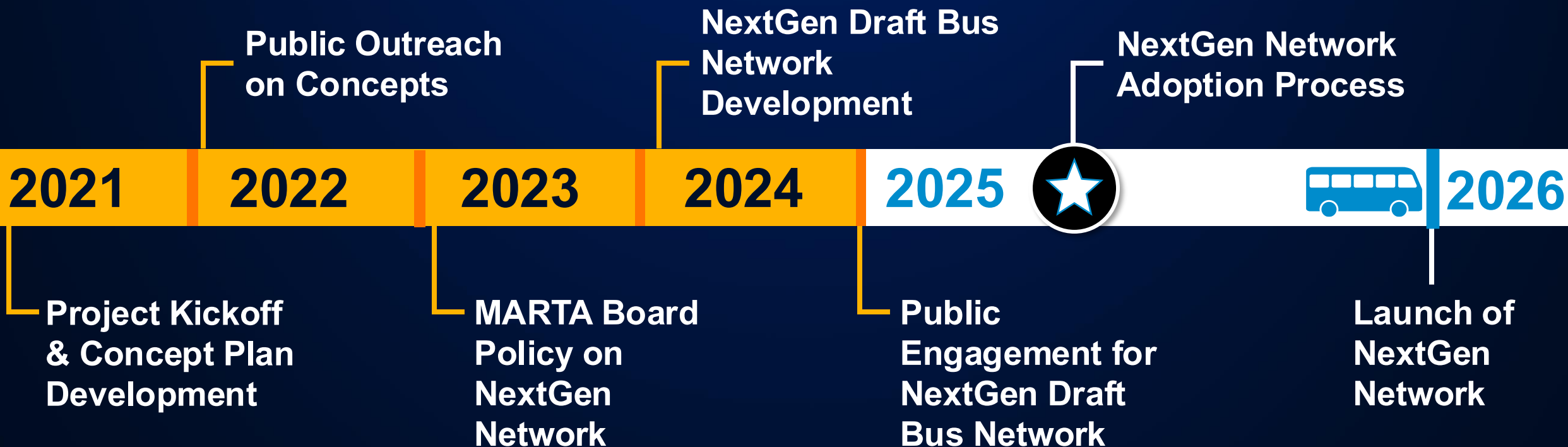
# The Network Through History

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.

# NextGen Bus Network: A Progressive Evolution





# Guiding Principles



## Expand Access

Expand bus services to increase ridership, drive economic growth, and enhance environmental benefits.



## Equity

Offer quality bus service to enhance access, equity, and regional growth.



## Future Facing

Plan for the community's future, not past travel patterns.



## Balance

Balance the goals of ridership and coverage effectively.



## Challenges

Although the network will improve overall, some customers may object to the changes.

# Design Principles



## Near Neutral

Plan for service levels similar to the system today (approximate August 2021 revenue hours).



## Jurisdictional Balance

Plan for similar service levels in each part of the service area.



## Clayton County

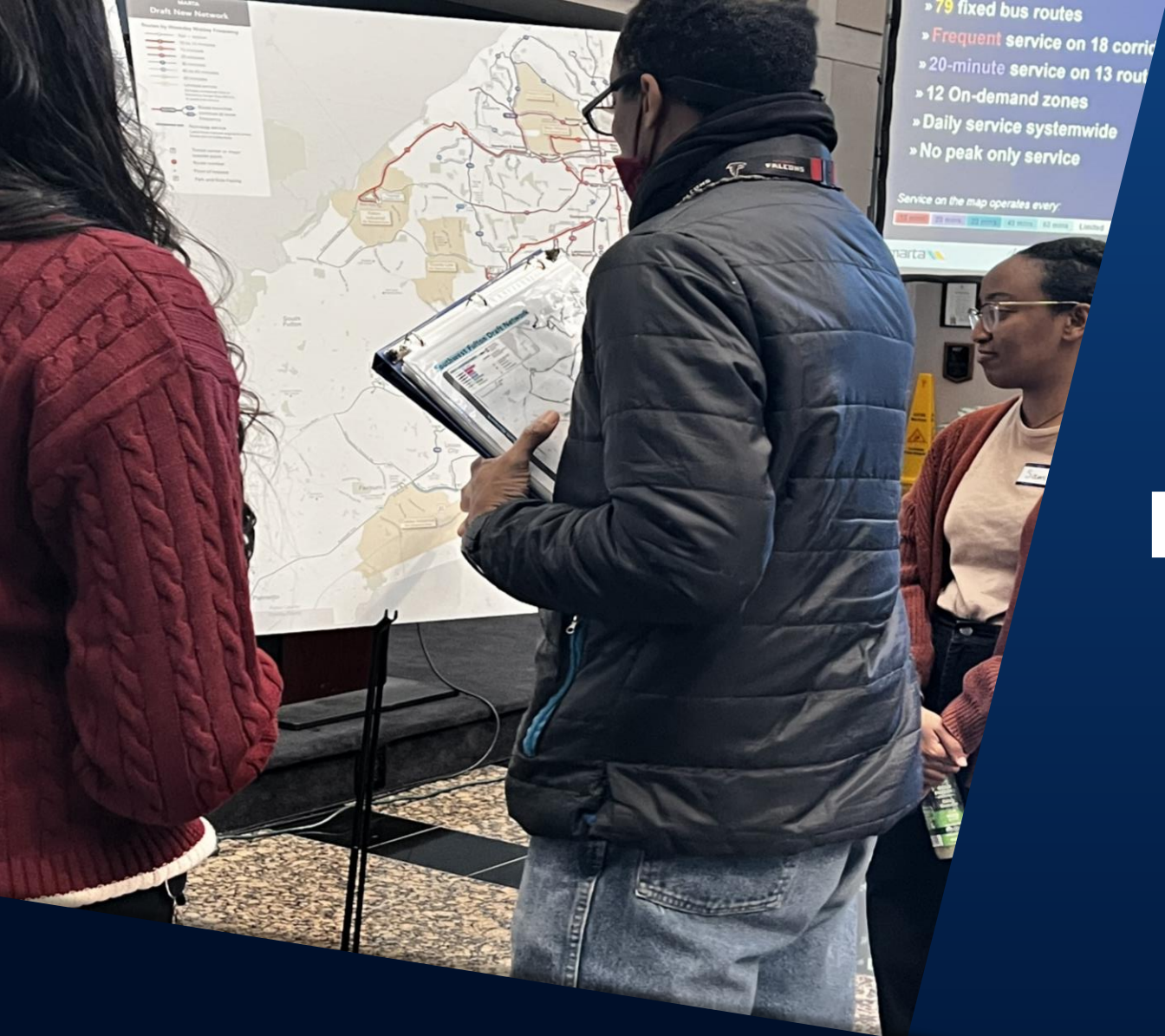
Clayton County service remains essentially unchanged and will continue to follow existing plans.



## Ridership-Coverage

Move towards a higher-ridership network design but allow for key coverage needs.





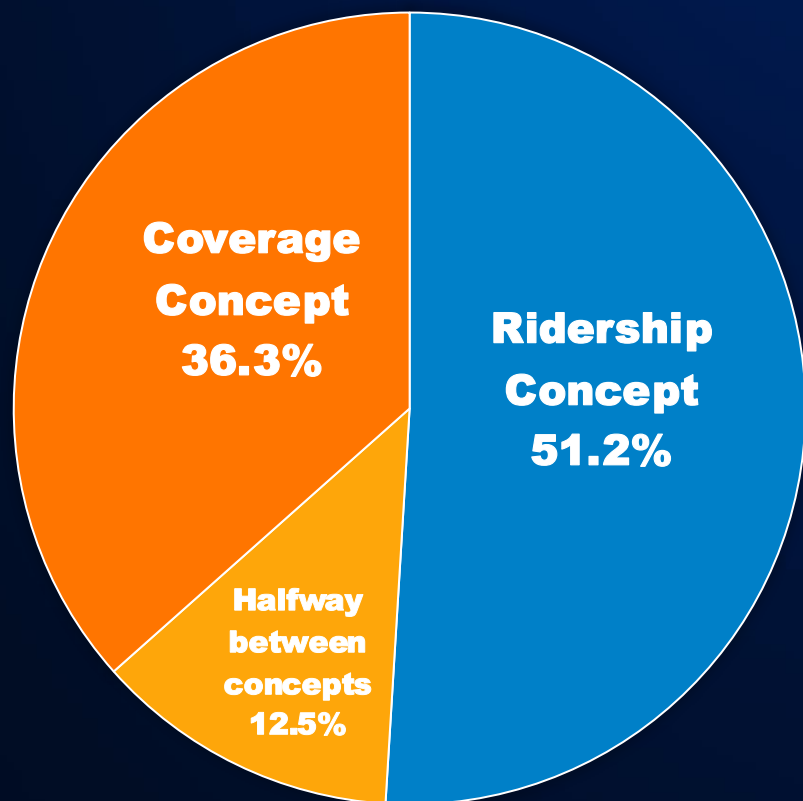
# Public Engagement



# Public Engagement Activities Timeline



# Network Concepts Engagement & Survey



- » 4 public in-person meetings
- » 2 virtual meetings
- » Over 8,600 surveys completed
- » 5,005 in person on system
- » 3,641 taken online
- » Majority preference for ridership concept



# Draft Network Engagement



**54 Public Meetings**

Virtual, in-person, and hybrid

**20 Internal Engagements**

Lunch & learns, garage visits, open house



**38 Station Tabling Events**

Interactions with riders and operators

**40+ Routes Canvassed**

Riders surveyed in-person on routes

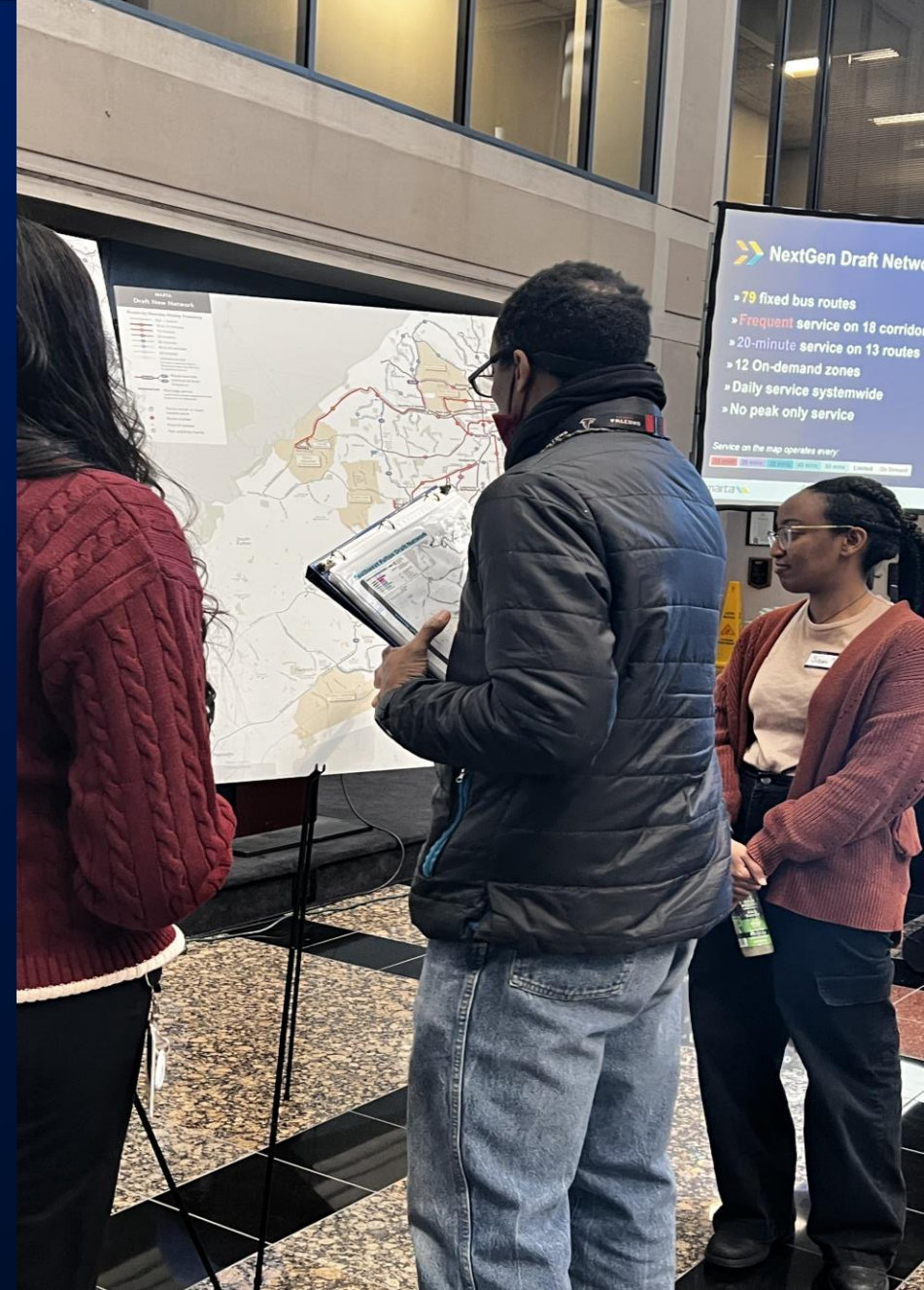


**4,600+ Surveys**

Online and canvassing on the system

**3,000+ Comments**

Written comments from all engagements





- » Six public hearings held May 12-17
- » Notices in the AJC, Champion, Clayton News Daily, Gwinnett Daily Post, Fulton Northside Neighbor, Atlanta Voice, MundoNow
- » Posted at over 200 bus stops and pushed to digital displays in rail stations
- » Audio announcements on buses and on rail station platforms
- » 25,000 bus hangers on the fleet
- » Newsletter, press releases, social media, website

A poster for MARTA's NextGen Bus Network Public Hearings. The background is dark blue with a faint, light blue grid pattern. At the top, the MARTA logo is displayed in white and orange. Below it, the text "NextGen Bus Network" is written in a large, sans-serif font, with "NextGen" in orange and "Bus Network" in white. Underneath, "PUBLIC HEARINGS" is written in large, bold, white capital letters, followed by "MAY 12-17" in the same style. A yellow and orange banner across the middle contains the text "Join us to shape the Future of MARTA!" in white. Below this, on the left, is a square QR code. To the right of the QR code, the text "Scan the QR code or visit [itsmarta.com](http://itsmarta.com) for meeting dates and project information." is written in white. At the bottom, the MARTA logo is repeated in orange and blue, with the tagline "smarter, faster, better." in white text to its left.



# Public Hearings

- » 76 members of the public attended
- » 38 comments were made in meetings;  
23 emails and 9 phone calls received
- » Themes from comments included:
  - Concerns about route alignments and connections
  - Alternative routing suggestions
  - General concerns – focus on elderly patrons;  
access to rail stations; transfers
  - Support for frequency improvements





# Infrastructure



# Infrastructure Elements

**The NextGen Bus Network includes a package of supporting infrastructure improvements spanning several types.**

- » To adapt our existing on-street assets to the new network
- » To provide better customer experiences and address existing infrastructure challenges

# Bus Stops & Amenities



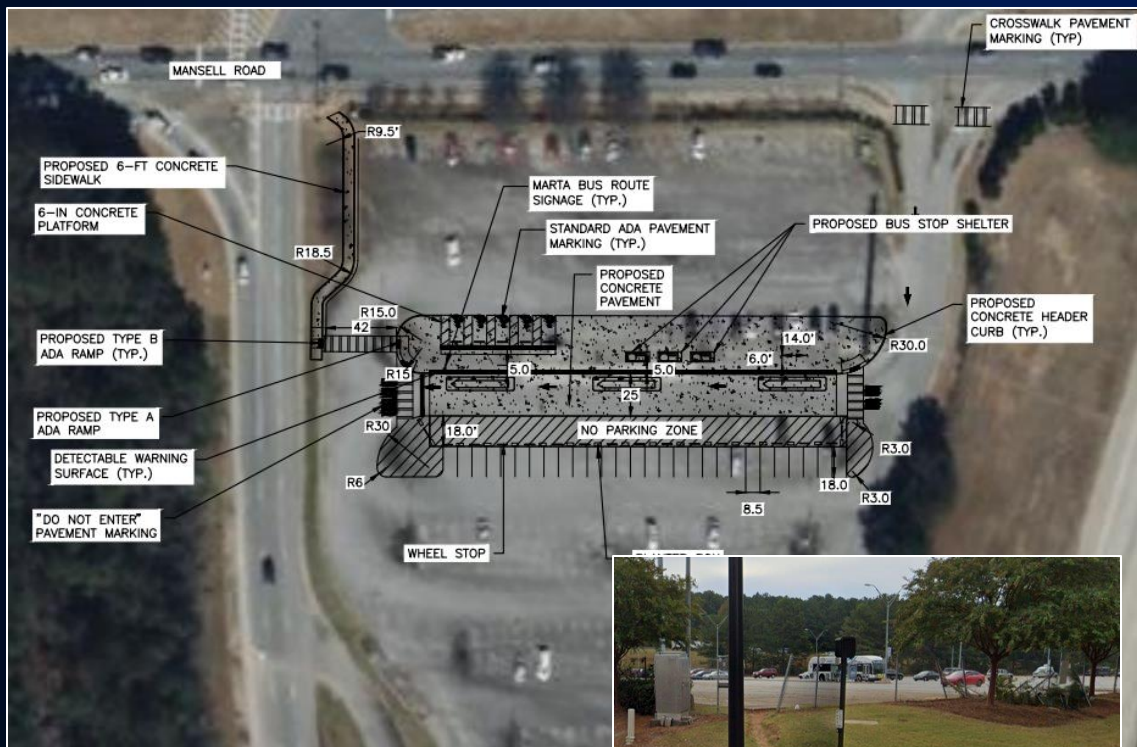
**Bus Stop Signs** will need updating to reflect route changes



**Bus Stop Amenities** will need to be adjusted to align with route changes and new services



# Park/Ride & Station Improvements

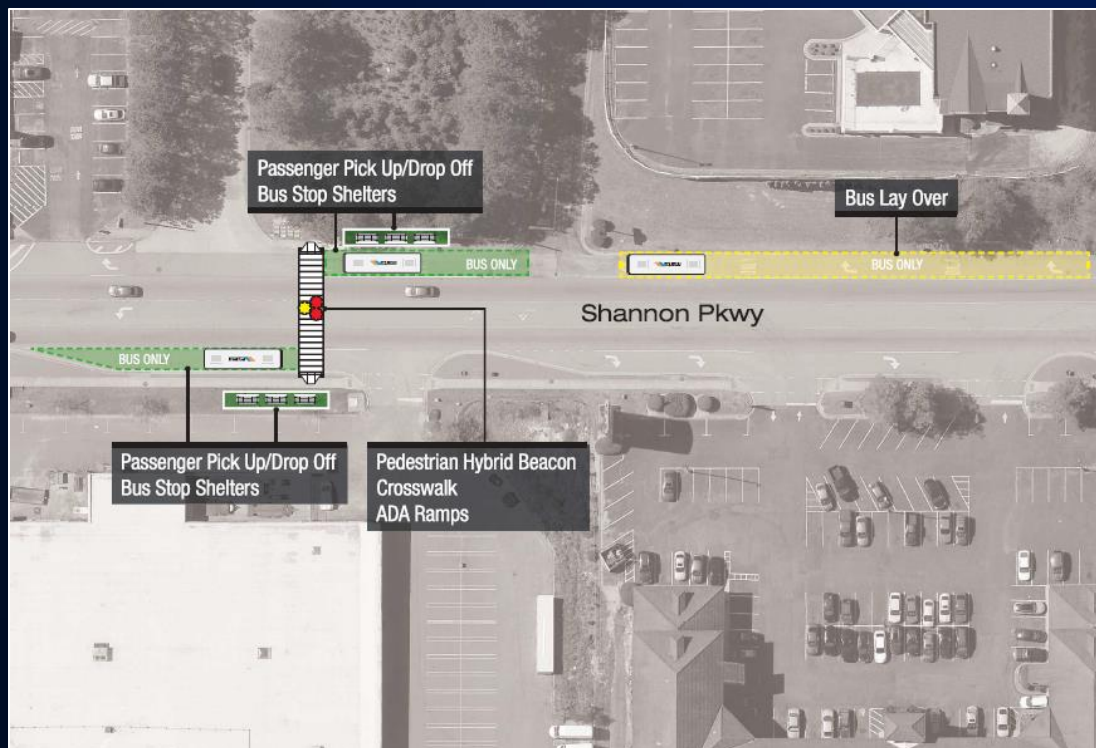


Several **Park/Ride** locations will be improved to provide better operating and waiting conditions

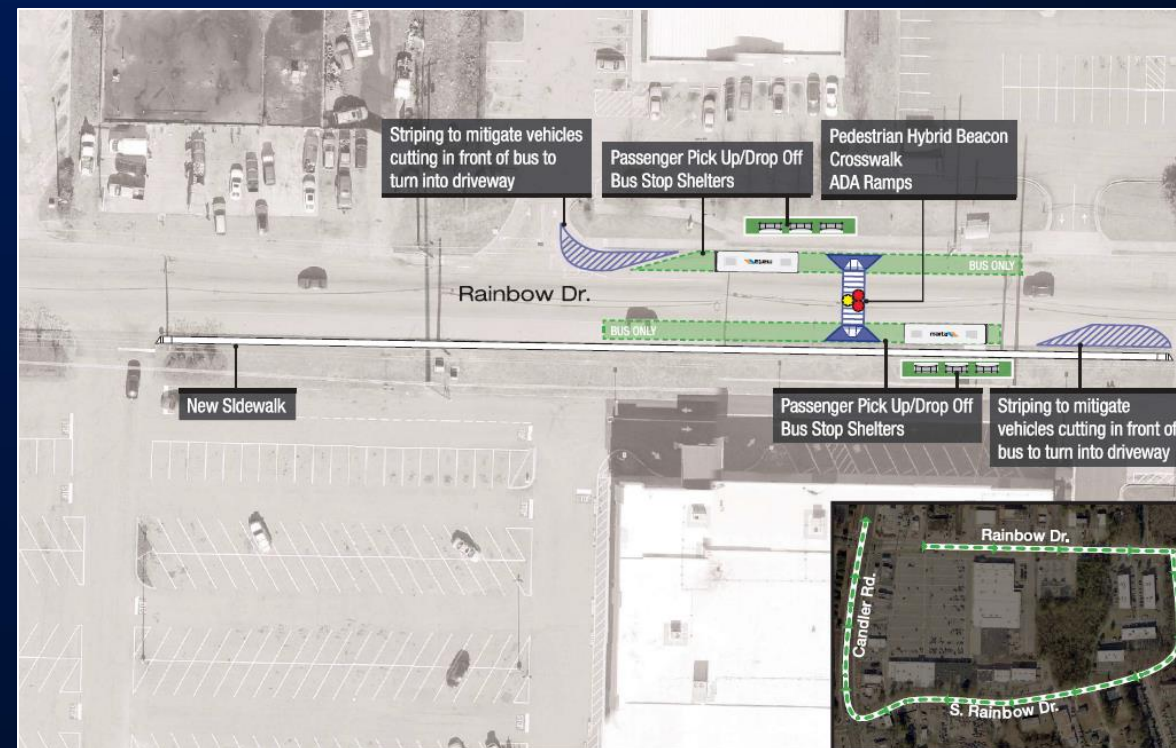


**Capacity and access** issues will be addressed at several stations

# Bus Transit Stations

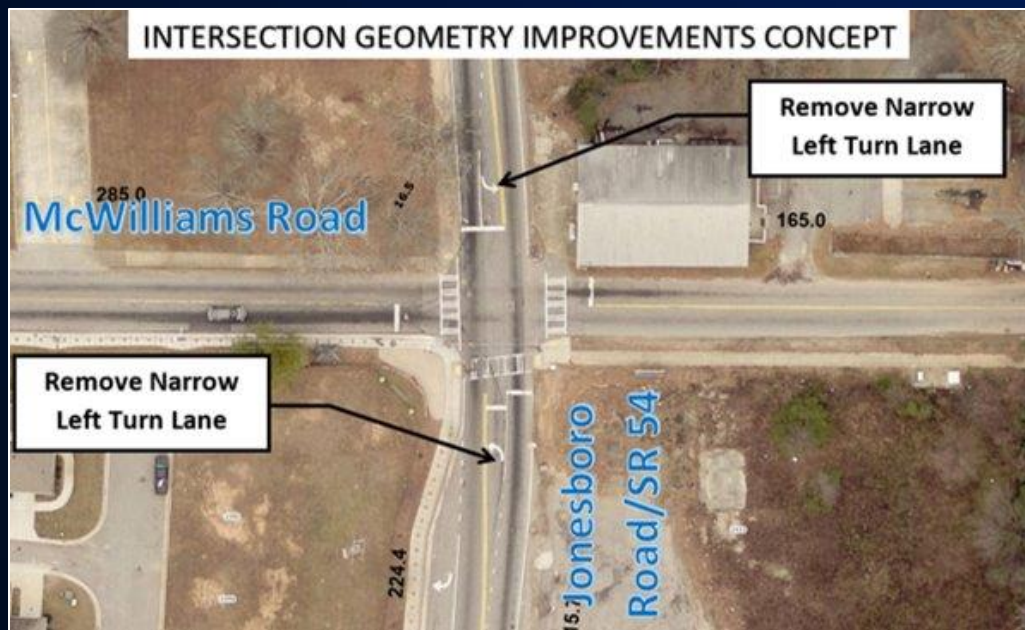


**Pedestrian infrastructure and amenities** will be constructed at key timed transfer (“pulse”) locations in the NextGen network

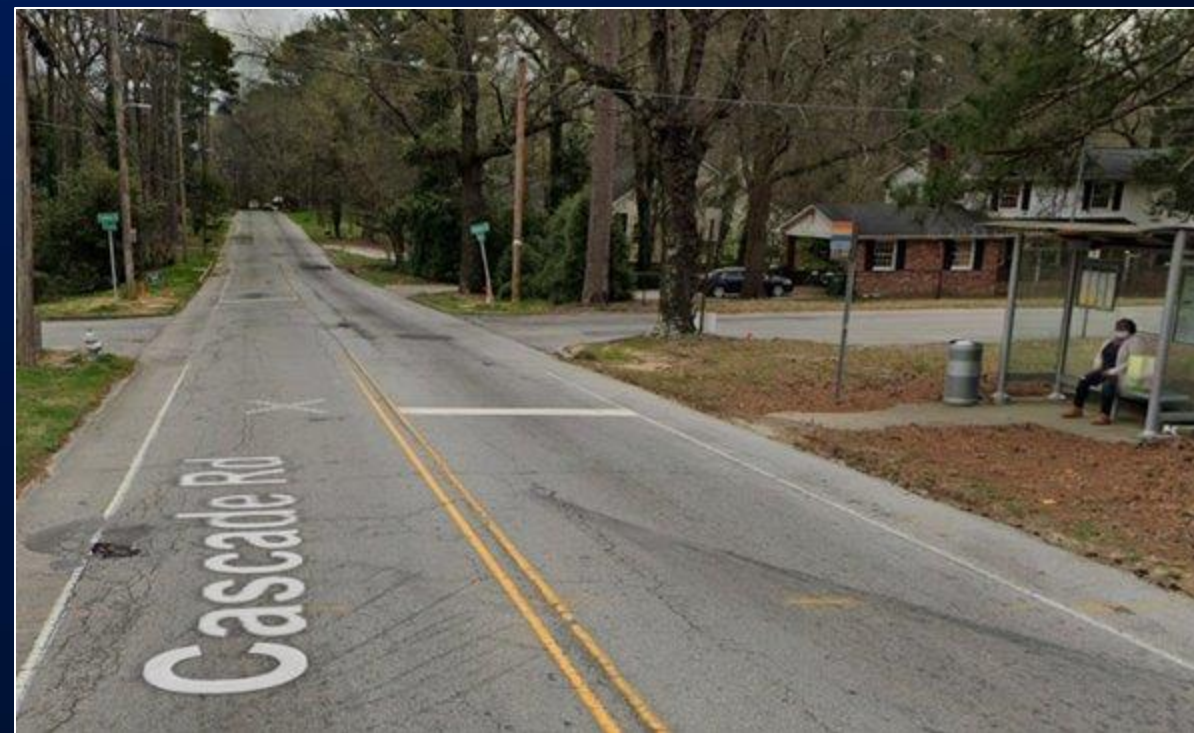


**Upgraded infrastructure** will be constructed near **future transit hubs**, providing an interim improvement for customers

# Pedestrian & Street Improvements



**Intersection improvements** will help buses navigate new routes safely and efficiently.

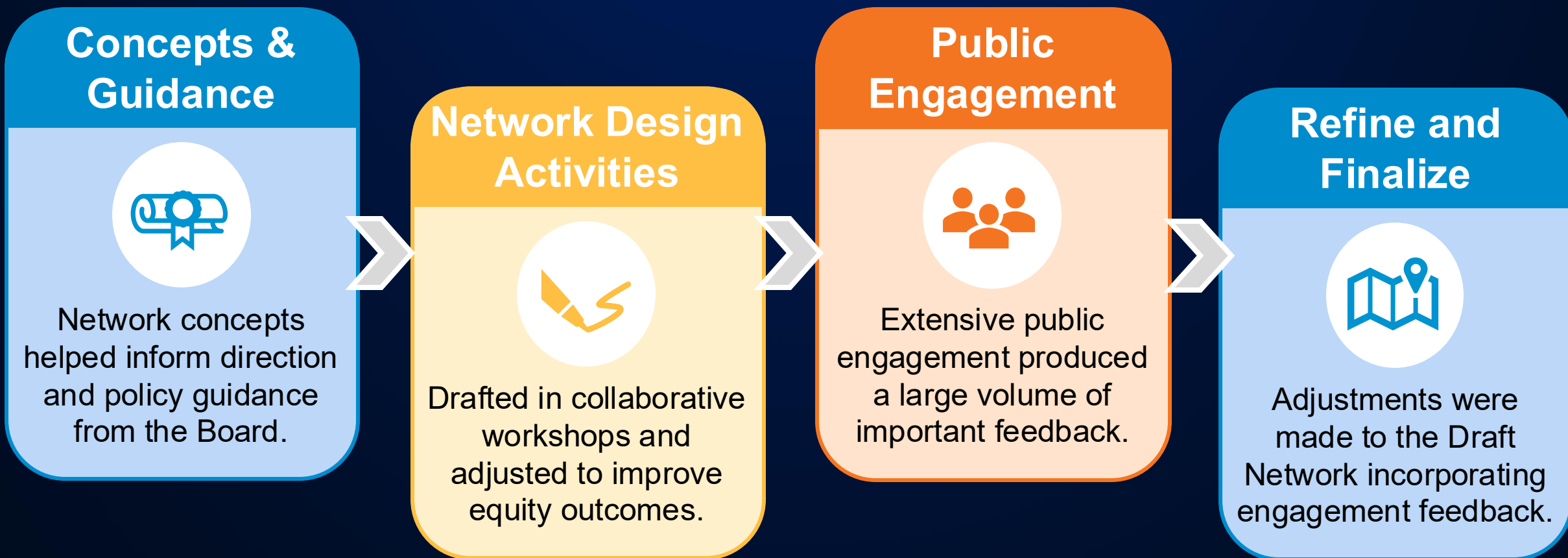


**Pedestrian improvements** will provide customers with safer, more accessible paths to transit service



# The Refined NextGen Bus Network

# Designing the Network

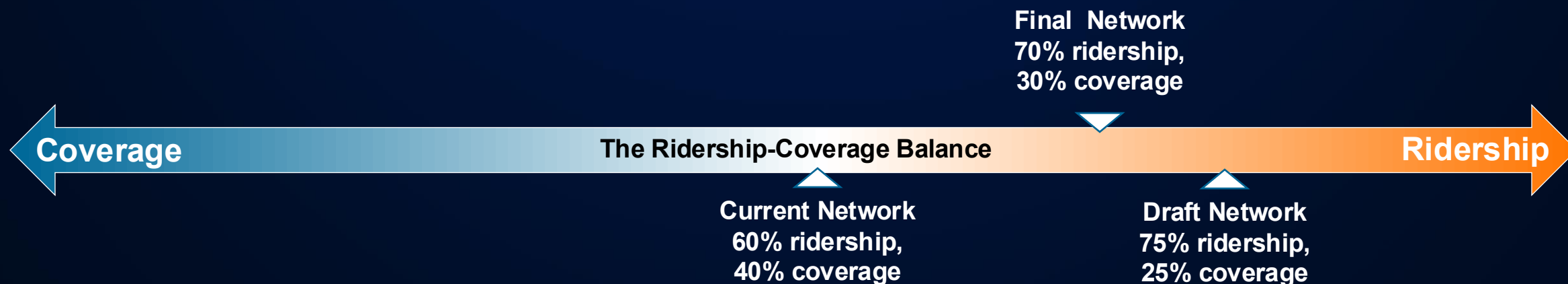


# Design Principles – Ridership/Coverage Balance



## Ridership-Coverage

Move towards a higher-ridership network design but allow for key coverage needs.



# The Big Picture

The NextGen Bus Network will nearly triple the number of residents with access to **frequent service (buses at least every 15 minutes)**.

- » Major improvements for minority and Low-Income communities
- » Significant improvements in access to jobs, fresh groceries, education, healthcare, and other opportunities

# Key Features of the NextGen Bus Network



**More frequent  
services**



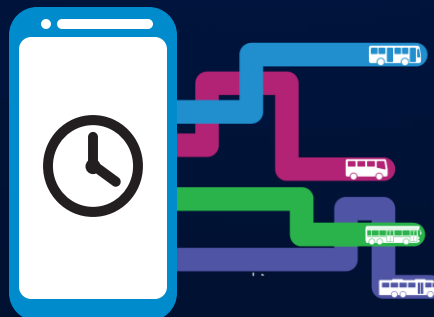
**Simpler routes  
with fewer transfers**



**Access to more places  
in less time**



**Timed transfer  
locations**



**New on-demand  
service**

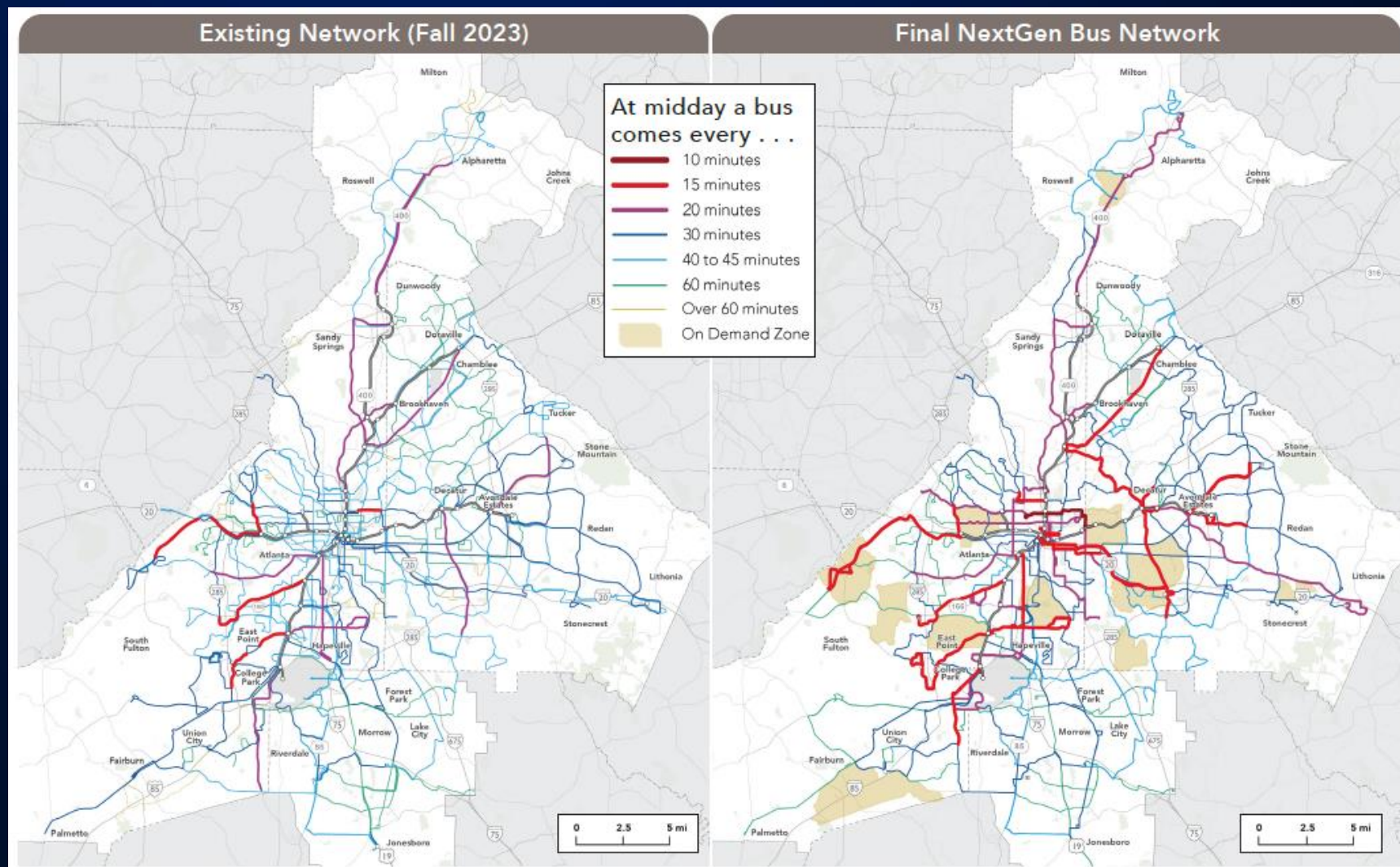


**Consistent service 7  
days a week**

# Networks Compared

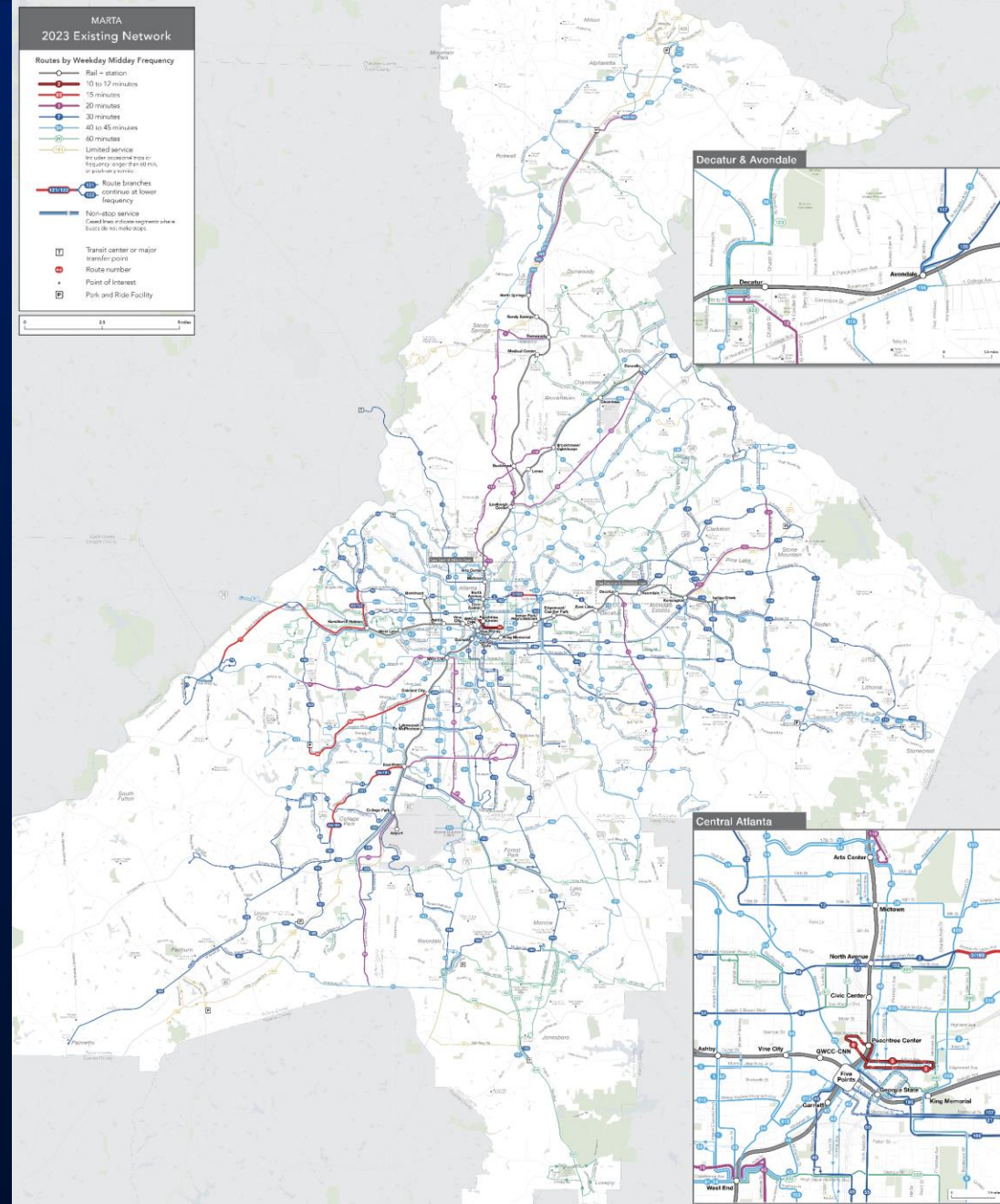
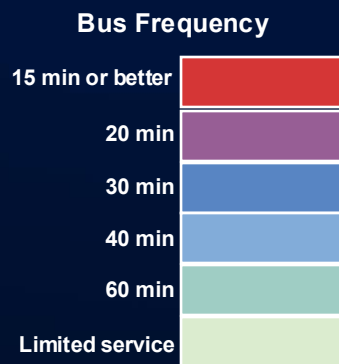
Maps and charts in this presentation use color-coding to represent frequencies and types of service.

## Bus Frequency



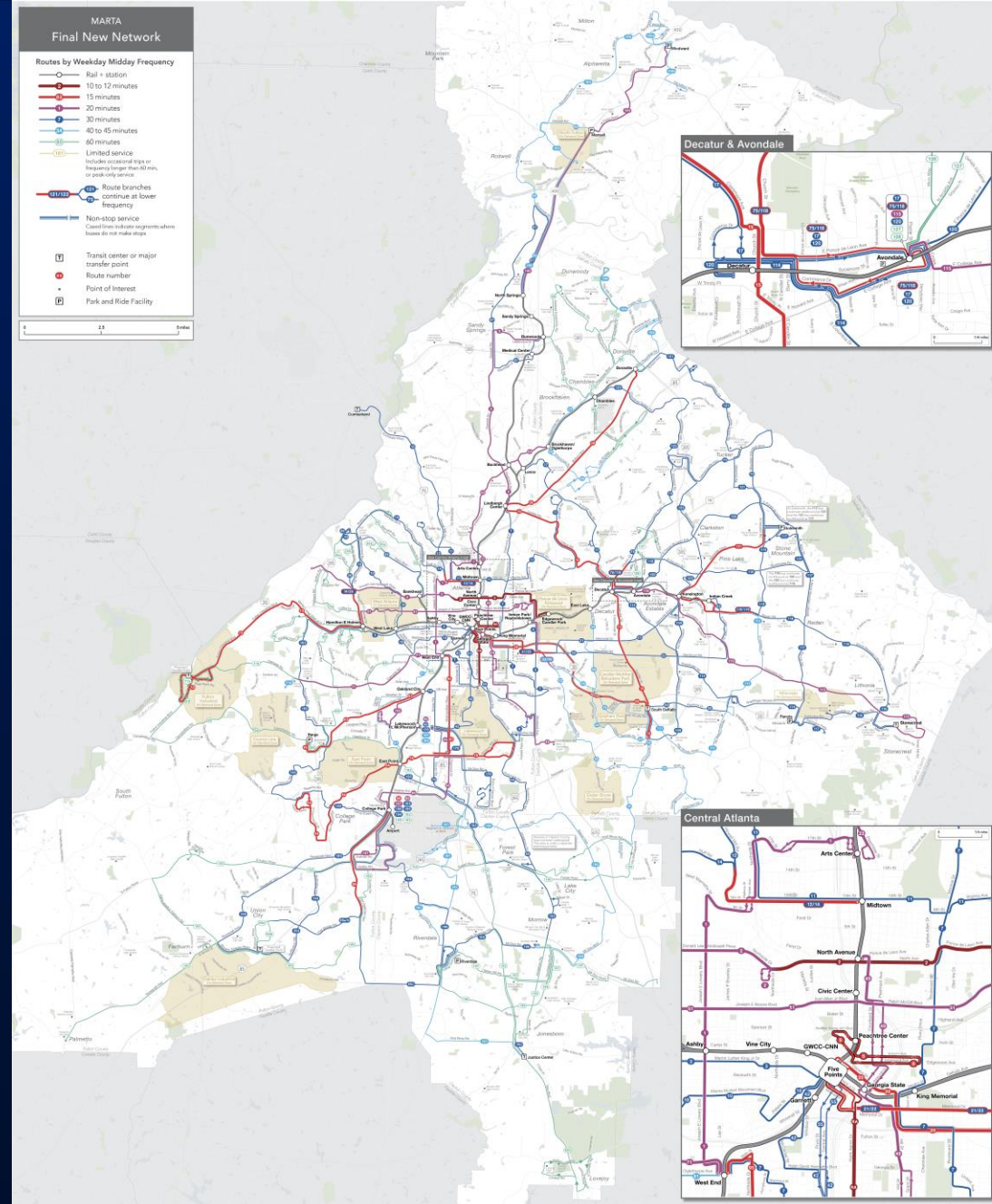
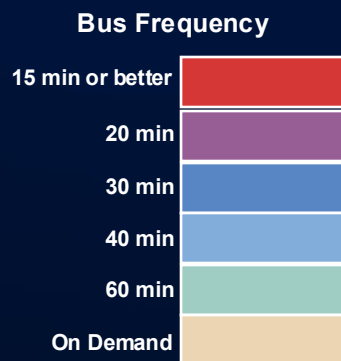
# Existing Network

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



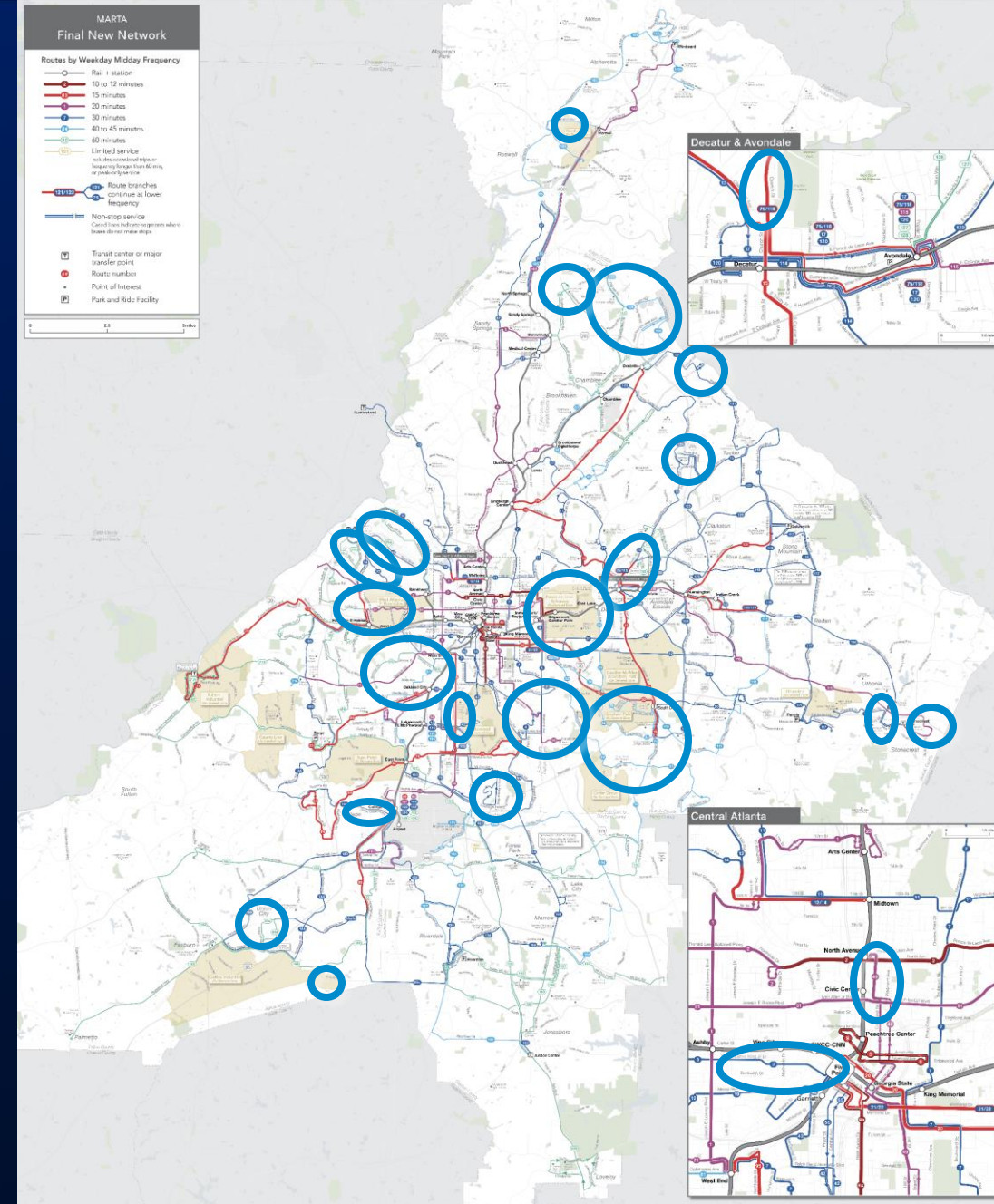
# Refined NextGen Network

- » **81** fixed bus routes
- » **Frequent** service on 17 corridors
- » **20-minute** service on 11 routes
- » **12 On-demand** zones
- » **Daily** service systemwide
- » **Flatter** frequencies, no peak only service



# Network Refinements

- » Extended routes
- » Fine-tuned route alignments
- » Adjusted frequencies
- » Adjusted on-demand zone boundaries
- » Introduced additional routes and a new on-demand zone
- » Updated route numbering to improve clarity for customers





# Key Refinement Adjustments

Service	Modification
---------	--------------

3

Extend to Downtown Atlanta

10

Extend along Hollywood Rd

49

Modified to connect directly to Emory Midtown Hospital

51

Retain service to H.E. Holmes

52

Serves Marietta Blvd, Marietta Rd

68

Retained service on Beecher Rd

104

Extended to GSU Dunwoody

Service	Modification
---------	--------------

302

New Kirkwood/Candler Park On Demand Zone introduced

OD

Various on-demand zone boundary adjustments



Frequent trunk created along Church St



Frequencies adjusted to accommodate route refinement modifications



Various numbering adjustments to improve clarity



# NextGen Network Outcomes



# How Many People Near Transit?



**People Served: 649,000**  
+38,500 (+6%) overall



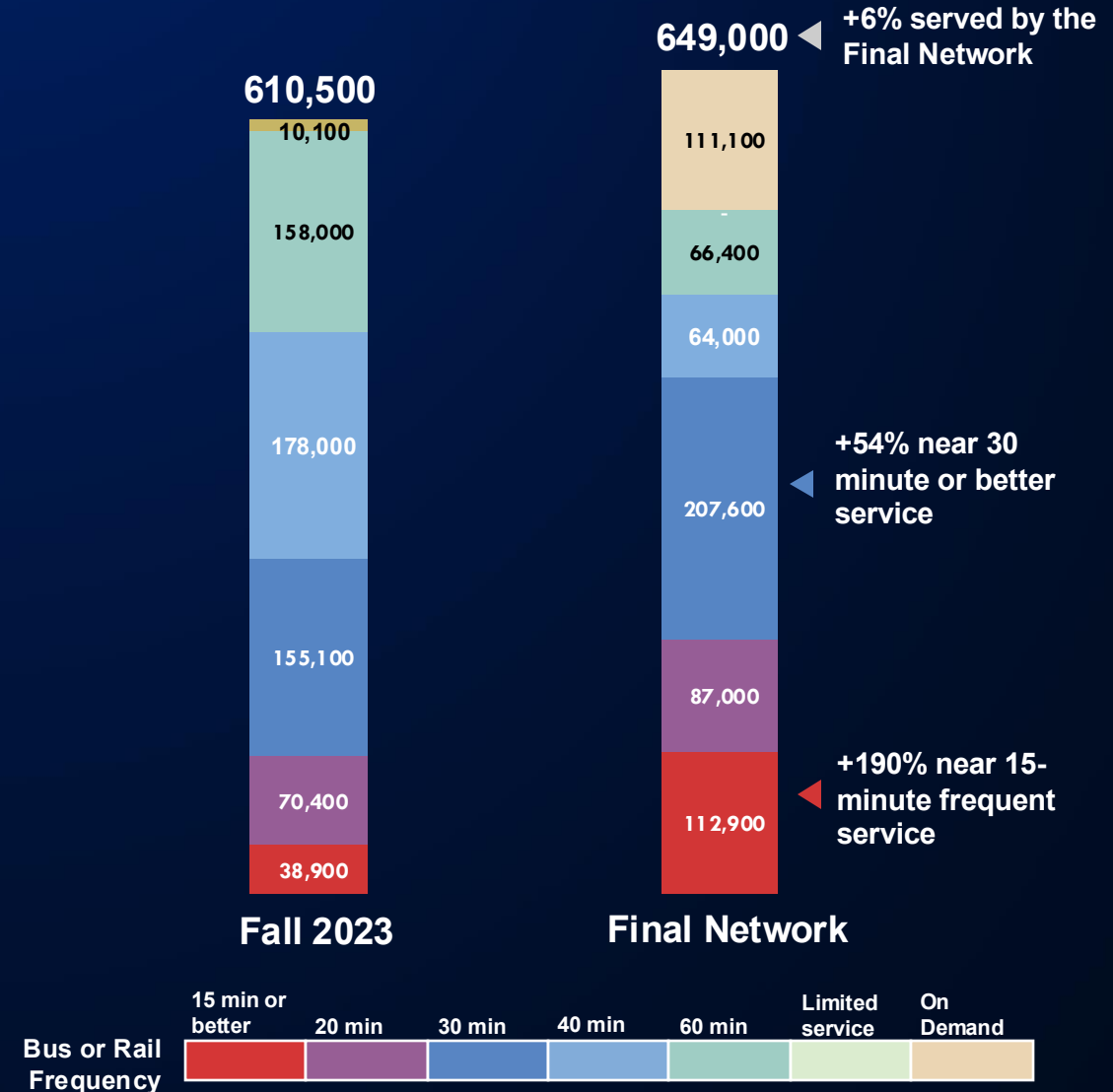
**Frequent Service: 112,900**  
+74,000 overall



**30 Mins or Better: 407,500**  
+143,100 overall



Assumes a ¼ mile distance  
to transit service





# Minority Residents Near Transit



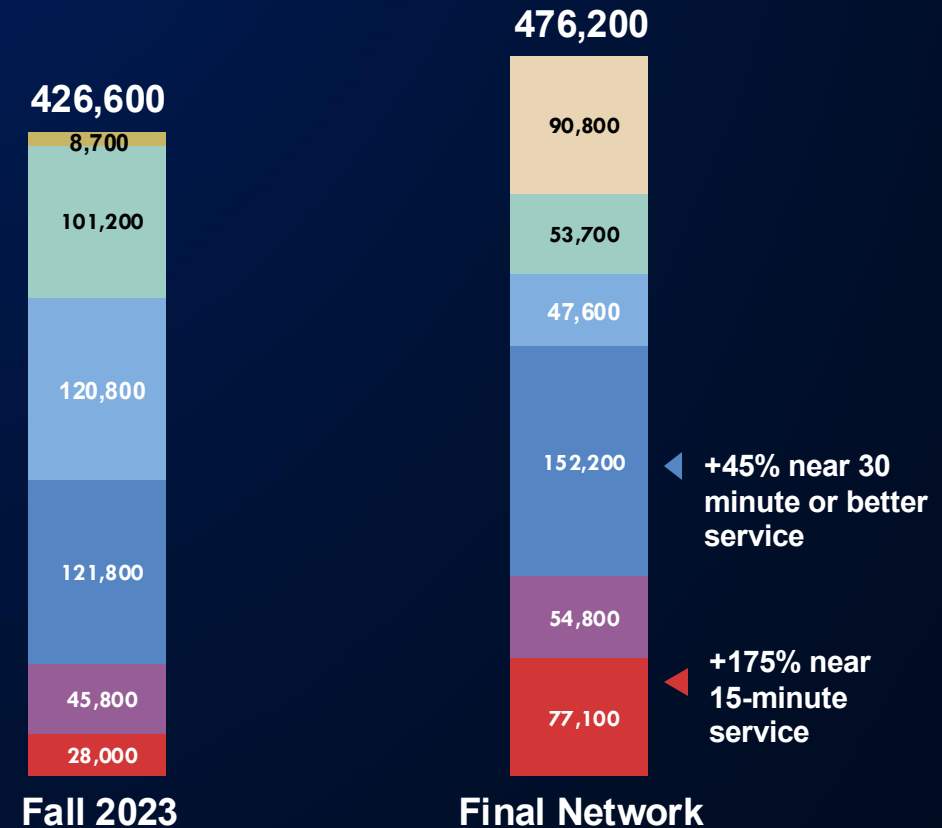
**Frequent Service: 77,100**  
**+49,100 overall**



**30 Mins or Better: 284,100**  
**+88,500 overall**



Assumes a ¼ mile distance  
to transit service





# Low-Income Residents Near Transit



**Frequent Service: 33,500**

**+20,300 overall**



**30 Mins or Better: 114,300**

**+32,500 overall**



Assumes a ¼ mile distance  
to transit service

167,200



Fall 2023

178,500

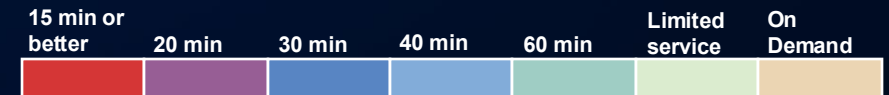


Final Network

+40% near 30  
minute or better  
service

+154% near  
15-minute  
service

Bus or Rail  
Frequency





# How Many Jobs Near Transit?



**Jobs Served: 541,500**  
541,500 (97%) overall of existing service



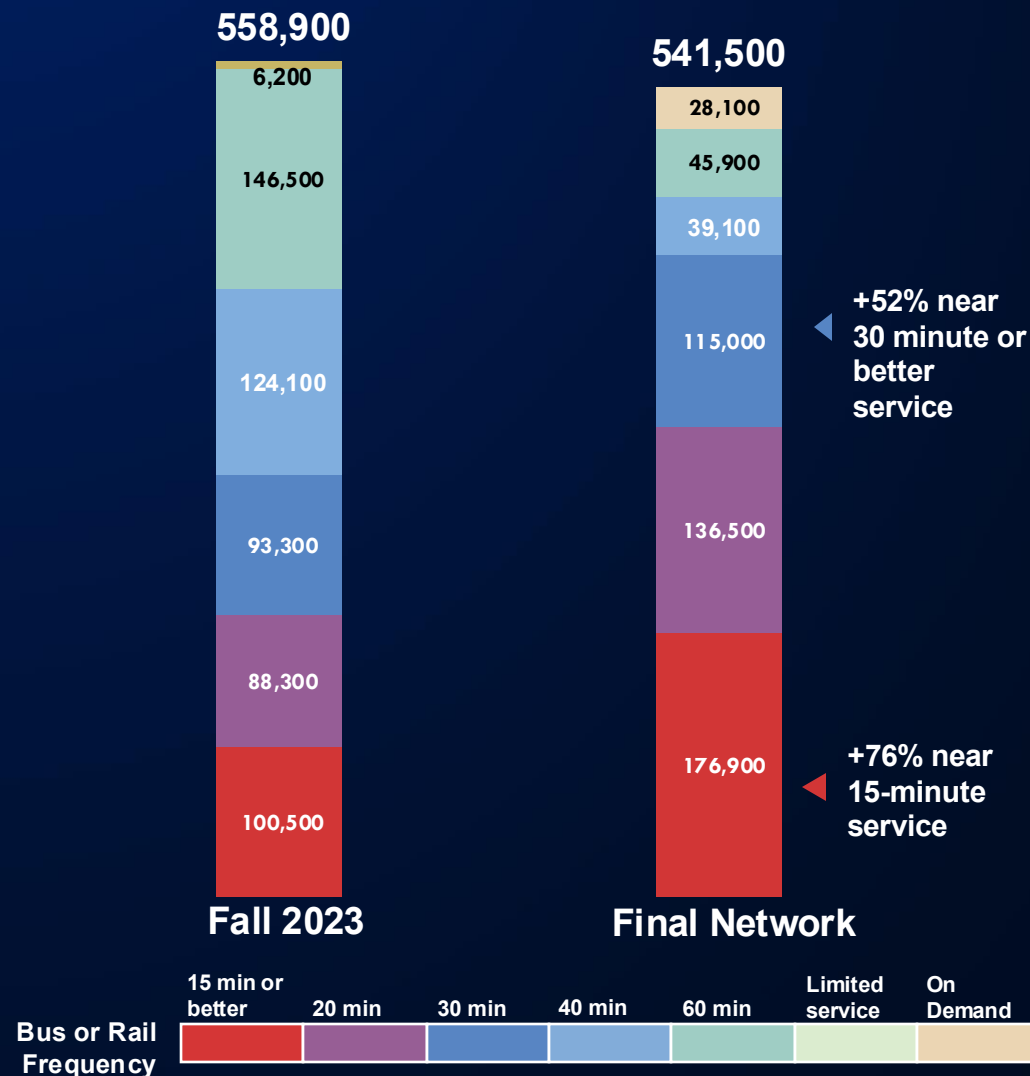
**Frequent Service: 176,900**  
+76,400 overall



**30 Mins or Better: 428,400**  
+146,300 overall



Assumes a ¼ mile distance  
to transit 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:

9,100  
+21%

more jobs  
reachable in...



45 minutes

22,000  
+22%

more jobs  
reachable in...



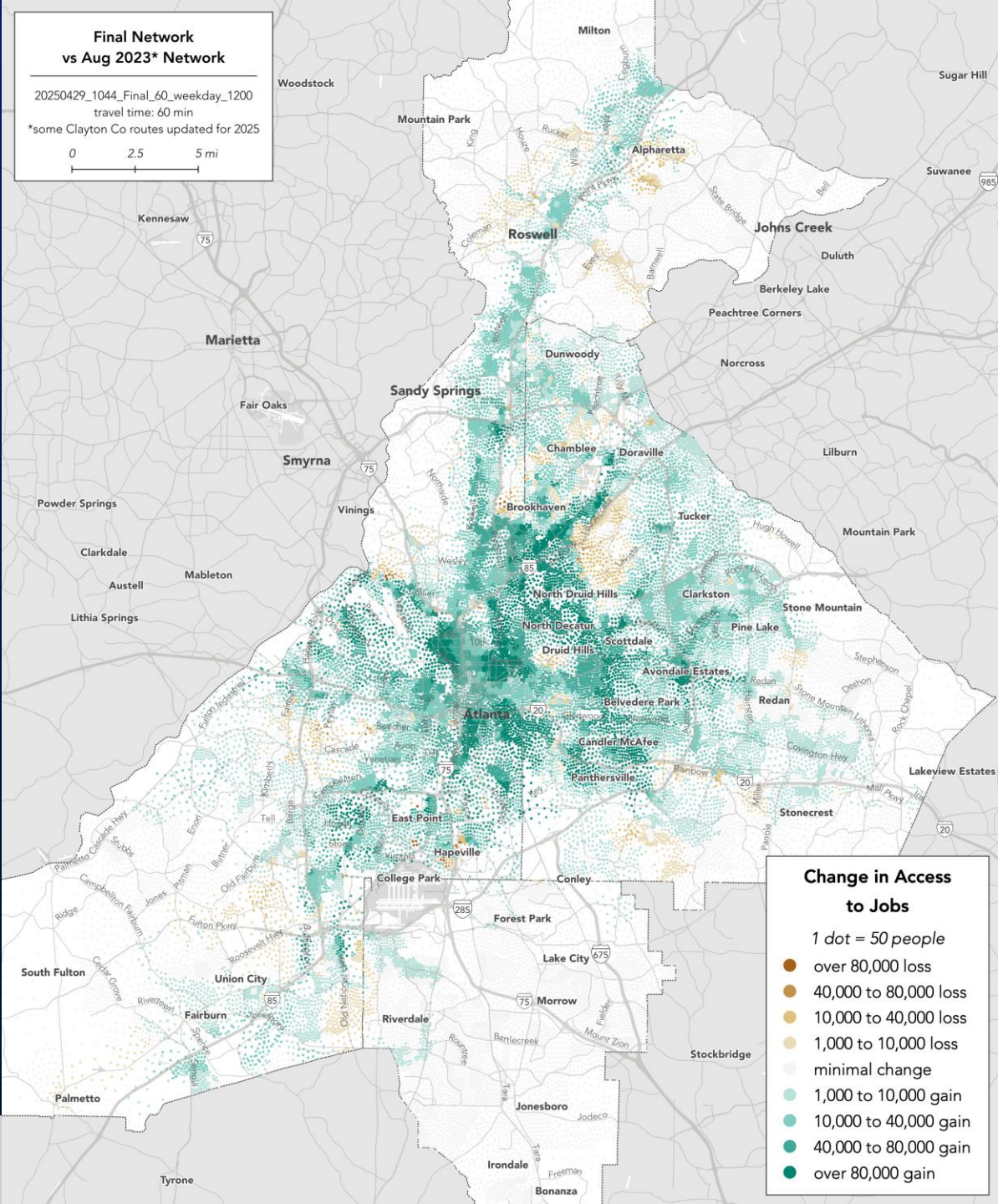
60 minutes

45,200  
+16%

more jobs  
reachable in...



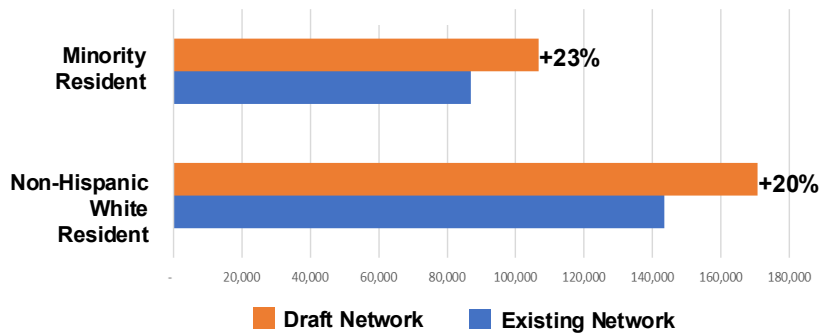
90 minutes



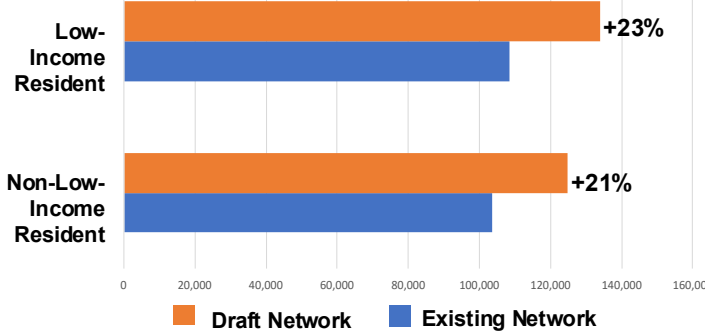
# Job Access Improvements for Disadvantaged Groups

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

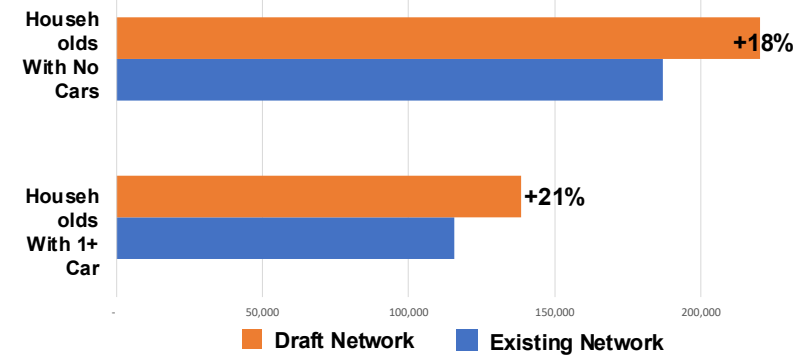
**+19,800**  
(+23%) for Minority Residents overall



**+25,300**  
(+23%) for Low-Income Residents overall



**+34,200**  
(+18%) for Households Without a Car overall



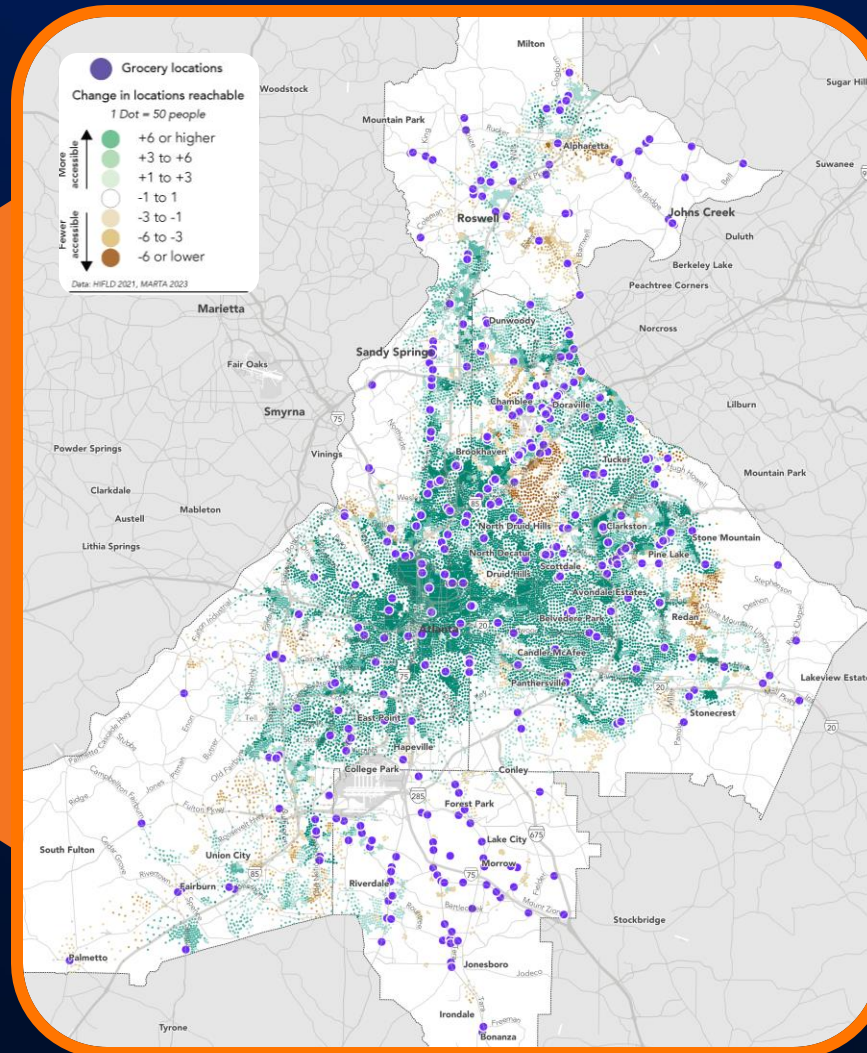
# Improved Access to Key Destinations

**+21%**  
More Colleges/  
Universities



**+27%**  
More Grocery  
Stores

**+31%**  
More Hospitals



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

# Future Possibilities

- » The NextGen network sets a new, focused foundation
- » Invests in high ridership service and project corridors
- » Sets the stage for MARTA's current slate of projects
- » Opens the door to grow future projects and improvements





# The Road Ahead

# NextGen Project Next Steps



**Board Approval**  
*Spring 2025*



**Extensive Preparations for  
NextGen Bus Network**  
*Spring-Fall 2025*



**New Network  
Launch**  
*Late 2025*



**NextGen Bus  
Network Evaluation**  
*Early 2026*

*Note: Dates subject to change.*



# Request for Approval

*Resolution Authorizing the Approval of the  
NextGen Bus Network, Related Service  
Modifications, and Infrastructure  
Improvements*



# Thank you!

**RESOLUTION AUTHORIZING THE APPROVAL OF THE NEXTGEN BUS NETWORK, RELATED  
SERVICE MODIFICATIONS, AND INFRASTRUCTURE IMPROVEMENTS**

**WHEREAS**, the Metropolitan Atlanta Rapid Transit Authority (MARTA) has conducted a wide-ranging and comprehensive bus network redesign study known as the NextGen Bus Network Redesign; and

**WHEREAS**, the NextGen Bus Network provides significant increases in service frequency, access to jobs and other opportunities, more convenient services, and the introduction of a new On Demand service mode; and

**WHEREAS**, the resulting proposed bus route modifications were shared with the public through an extensive engagement process from December 2024 through March 2025 to solicit feedback on proposed bus route and service changes; and

**WHEREAS**, public hearings were held on proposed changes in service related to the NextGen Bus Network study on Monday, May 12<sup>th</sup> at the Clayton County Board of Commissioners Board Room (112 Smith St, Jonesboro, GA 30236) and the South Fulton Service Center (5600 Stonewall Tell Rd, College Park GA 30349); on Wednesday, May 14<sup>th</sup> at the North Fulton Service Center (7741 Roswell Rd NE, Sandy Springs GA 30350) and MARTA Headquarters (2424 Piedmont Rd NE, Atlanta GA 30324); on Thursday, May 15<sup>th</sup> at The Exchange Recreation Center (2771 Columbia Dr, Decatur GA 30034); and on Saturday, May 17<sup>th</sup> at Chamblee City Hall (3518 Broad St, Chamblee GA 30341); and

**WHEREAS**, comments were received from members of the general public through the public hearings and/or other media sources; and

**WHEREAS**, the MARTA Board of Directors has determined it is appropriate and desirable to modify MARTA bus service; and

**RESOLVED THEREFORE**, by the MARTA Board of Directors that the General Manager/CEO or his delegate is hereby authorized to implement the NextGen Bus Network, related service modifications, and infrastructure improvements.

**Approved as to Legal Form:**

Signed by:  
  
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**Chief Counsel, Metropolitan Atlanta  
Rapid Transit Authority**



# ***I-285 EXPRESS LANES TRANSIT***



## **I-285 Express Lanes Transit Study Update**

MARTA Planning & Capital Programs  
Committee

May 22, 2025



# ABOUT THE PROJECTS



## GDOT I-285 Express Lanes

### GDOT WILL BUILD THE LANES

#### What is the project?

I-285 Express Lanes focuses on adding **two new, barrier-separated express lanes in both directions of I-285** alongside the existing general purpose lanes.

#### What are express lanes?

- Designated highway lanes that offer drivers a choice to bypass traffic congestion.
- Provide more reliable trip times.
- Drivers pay to use, no extra cost for transit.



## I-285 Express Lanes Transit Study

### WE'LL LEVERAGE THEM TO ENHANCE TRANSIT

#### What is the study?

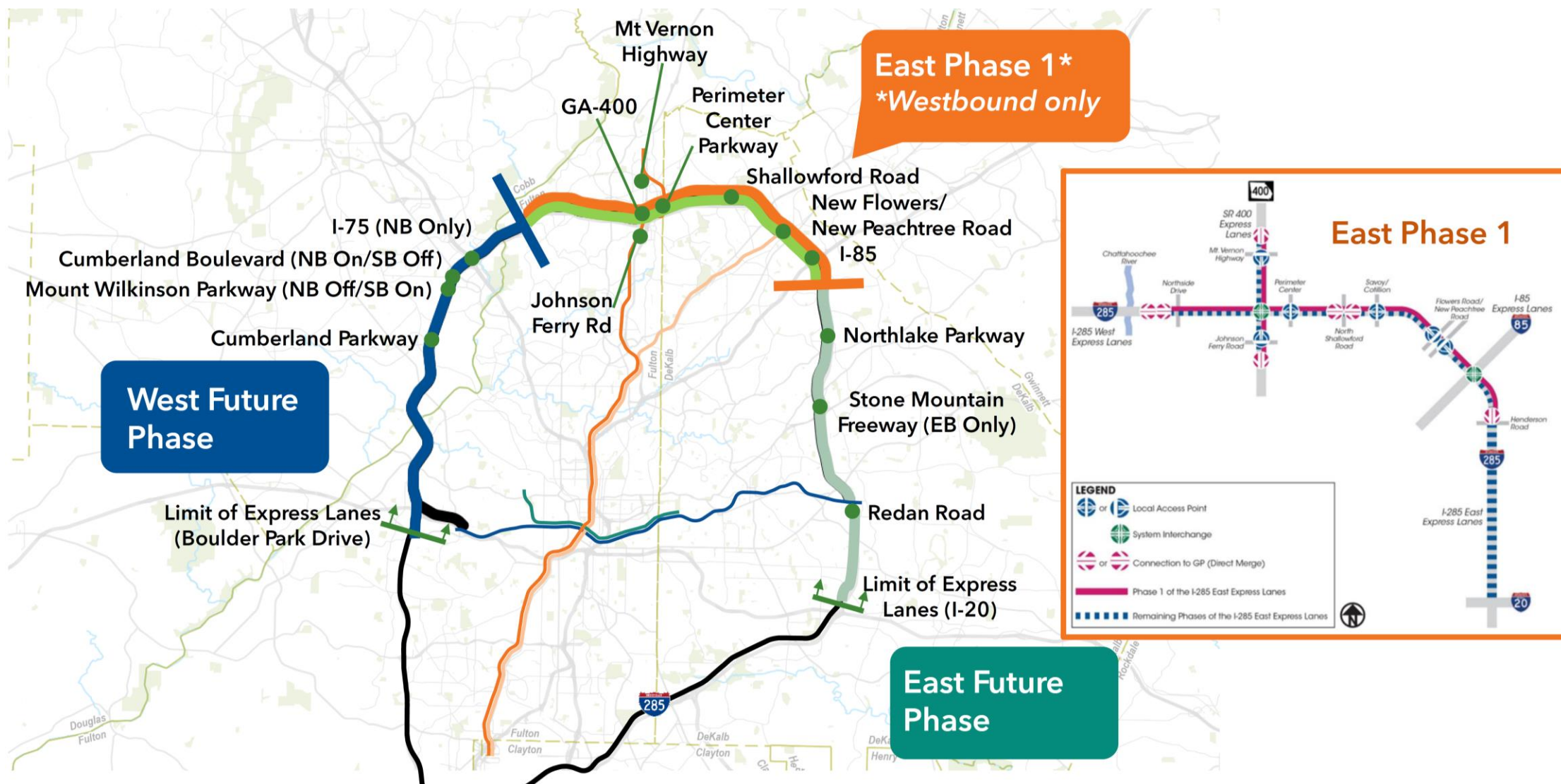
- Identify how to leverage the GDOT I-285 express lanes for transit.
- Determine **improvements needed to better accommodate transit access to I-285, such as ramps, stations, etc.**
- Inform approaches for funding and implementation.

#### What is express lanes transit?

- Service that allows transit vehicles to use the I-285 express lanes to bypass traffic congestion.
- A sustainable, equitable, premium transit service.



# GDOT I-285 Express Lanes Phasing & Access Points



## I-285 Express Lanes Transit Study Goals

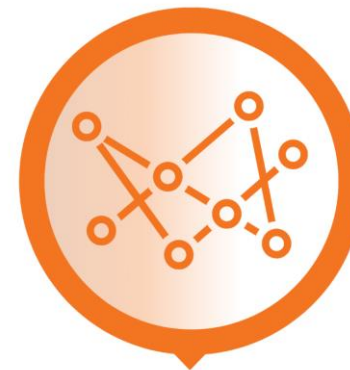
- Develop a plan and preliminary designs for sustainable, equitable, and premium transit service along I-285 between the H.E. Holmes MARTA station and the Indian Creek MARTA station
- Identify opportunities to leverage the proposed express lanes, serve communities and major employment centers
- Position MARTA to seek funding for the implementation of the identified transit solutions



Maximize investment in  
building express lanes

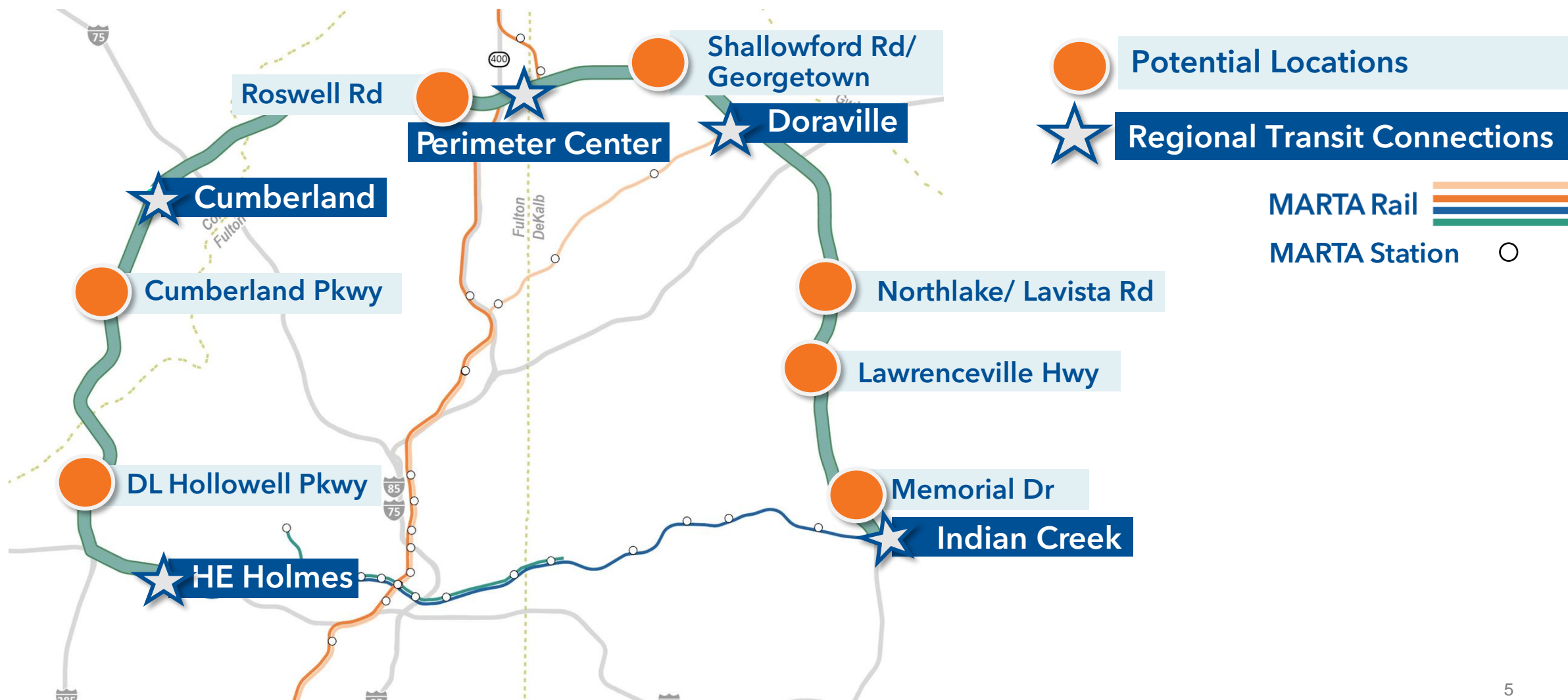


Provide equitable access



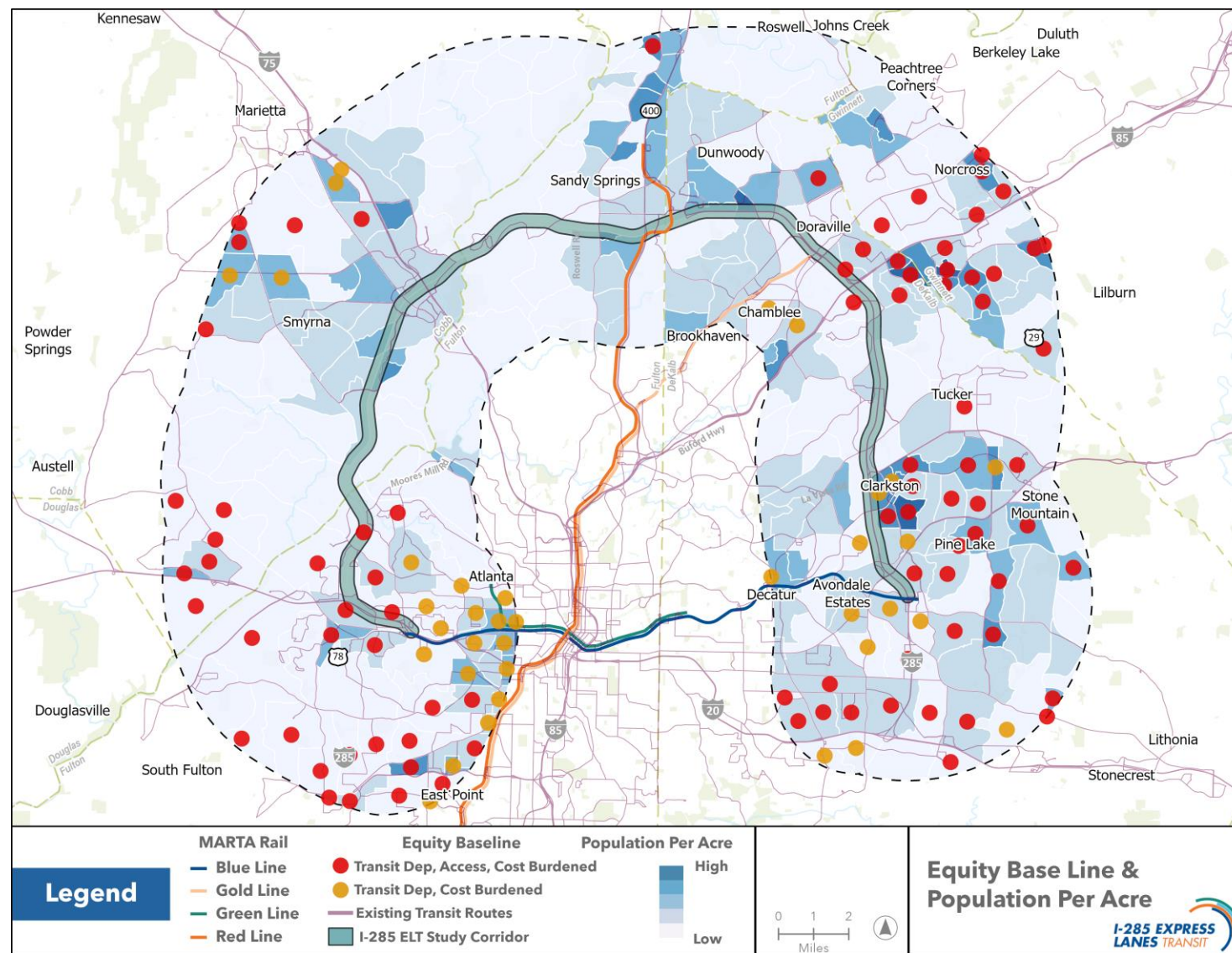
Enhance regional  
connectivity

# Proposed I-285 Express Lanes Transit Stations (Previous Study)



# Serving Travel Demand by Increasing Access and Reliability

- Low demand for stop-to-stop travel along I-285 for entire trip between H.E. Holmes to Indian Creek
- Majority of I-285 corridor travel patterns to access jobs, services, recreation
  - Cumberland
  - Perimeter Center
  - Doraville
- Need for greater access to/from communities adjacent to I-285
- Balance ridership demand, access, reliability and feasibility



## Service Planning Approach


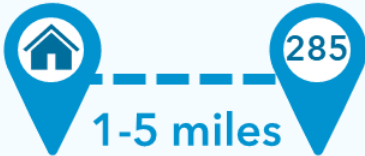



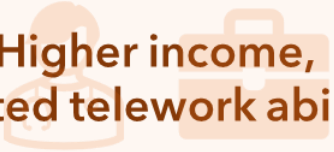





Informs  
**Infrastructure  
Investments**



Drives  
**Design  
Decisions**

# Service Planning Approach – Three Service Plans

	Perimeter Express Riders	Essential Riders	Commuters
Distance from I-285			
Why they ride?	Speed, Convenience, limited stops	Necessity and affordability	Convenience and cost savings
Who?	I-285 adjacent travelers 	Cost burdened, transit dependent 	Higher income, limited telework ability 
Trip types	All-day: Express trips along I-285	All-day: Work, shopping, daily activities	Peak hours: Work commute
Access mode			

## Service Planning Approach – Scenario Development



# Service Planning and Hybrid Scenario Testing

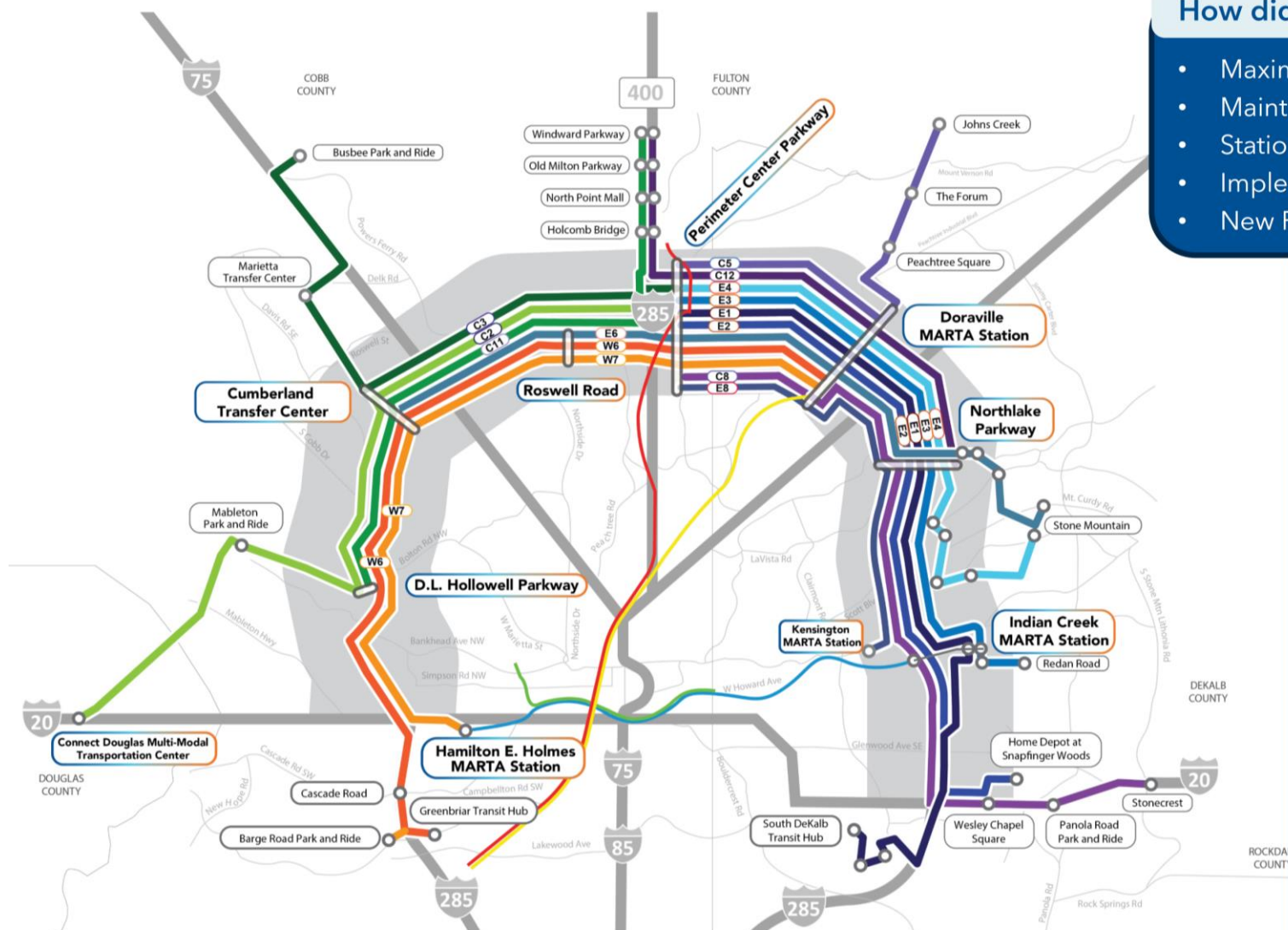
## How did we develop hybrid alternative 3?

- Maximize one seat trips
- Maintain routes from previous hybrids
- Station sensitivity adjustments
- Implement results from station validation
- New Route: Kensington Station




## Hybrid Alternative 3 Routes

### Key

E1	W6	C2
E2	W7	C3
E3		C5
E4		C8
E6		C11
E8		C12



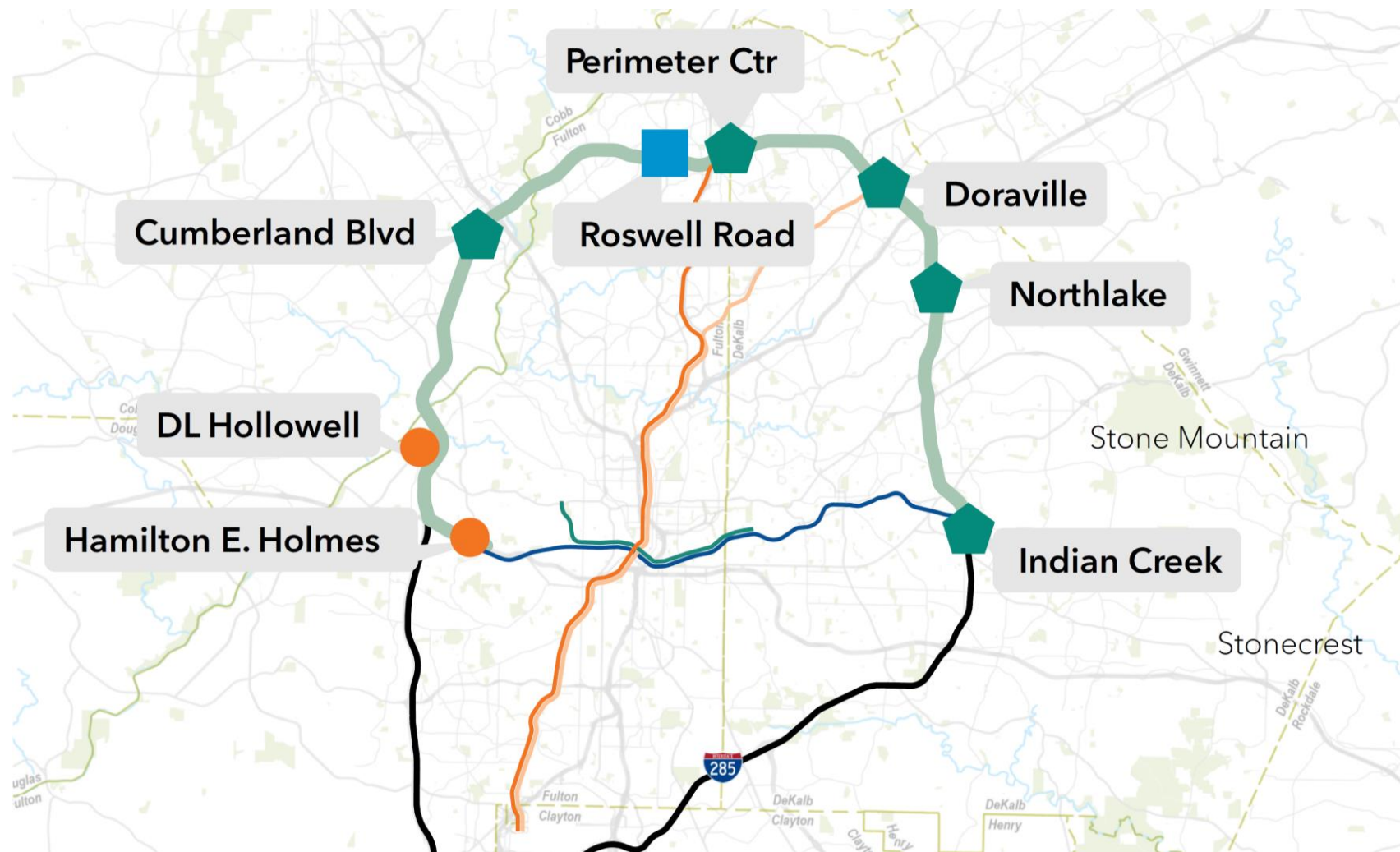
# Hybrid Alternatives Results

Service Concept	Core Metrics					
	 Demand		 Accessibility for People		 Accessibility to Jobs	
	Boardings	New Boardings	Population	Zero Car Households	Essential Jobs	Total Jobs
Future Baseline (2050) Perimeter Express Riders Scenario Iteration 2	5,733	2,549	17,737	770	17,347	34,080
Future Hybrid 1 (2050)	13,547	6,711	129,066	4,223	108,790	204,553
Percent Change from Baseline to Future Hybrid 1 (2050)	136%	163%	628%	448%	527%	500%
Future Hybrid 2 (2050)	11,561	6,066	122,908	3,909	76,568	158,694
Percent Change Baseline to Future Hybrid 2 (2050)	102%	138%	593%	408%	341%	366%
Future Hybrid 3 (2050)	12,656	6,576	122,979	3,976	106,549	201,236
Percent Change Baseline to Future Hybrid 3 (2050)	121%	158%	593%	416%	514%	490%

# Proposed Infrastructure Improvements

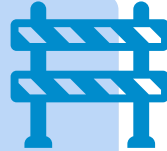
## Key

- **Tier 1 Improvements**  
*Queue jumps, pier locations, station location, signal & operational improvements*
- **Tier 2 Improvements**  
*Dedicated bus lanes, enhanced stops, queue jumps, bridge widening, station location, signal & operational improvements, coordination*
- ◆ **Both Tier 1 & 2 Improvements**



## Estimated Capital and Operating Costs

### Roadway Infrastructure & Stations/Stops Construction Costs



- Between \$250 and \$400 million (*2025 dollars*)
- Some of the 14 proposed routes could be implemented with minimal infrastructure investment
- Infrastructure investments can be staged to meet potential funding
- Does not include:
  - Widening Longmire Way RR overpass
  - Tier 2B offline stop improvements
  - Potential cost of maintenance facility upgrades to accommodate additional buses
  - ROW costs
- Assumes cost for ramp queue jumps and signal improvements at ramps are part of the I-285 Express Lanes project

### Operating and Maintenance Costs



- Assumed cost in 2035 (eastside routes only)
  - \$44 million (*inflated dollars*)
- Assumed cost in 2040 (all 14 proposed service routes)
  - \$100 million + (*inflated dollars*)  
*\*does not include vehicles*
- 114 Vehicles are required to operate the 14 new routes during peak periods (not included in cost estimate).
- Potential impacts to maintenance facilities have not been considered at this time

## Engaging the Community



Public Information  
Meetings



Virtual Engagement  
(1180+ Survey Responses,  
Social Media Campaign)



15  
Community  
Pop-Up Events



12  
Stakeholder Interviews




Public Involvement Offices,  
Municipal Meetings  
CID Meetings

## Previous Public Information Meetings


**Tuesday, May 6, 2025**

 **5:30 – 7:30 pm**

 **Dunwoody City Hall**  
4800 Ashford Dunwoody  
Rd. NE, Dunwoody, GA


**Wednesday, May 7, 2025**

 **5:30 – 7:30 pm**

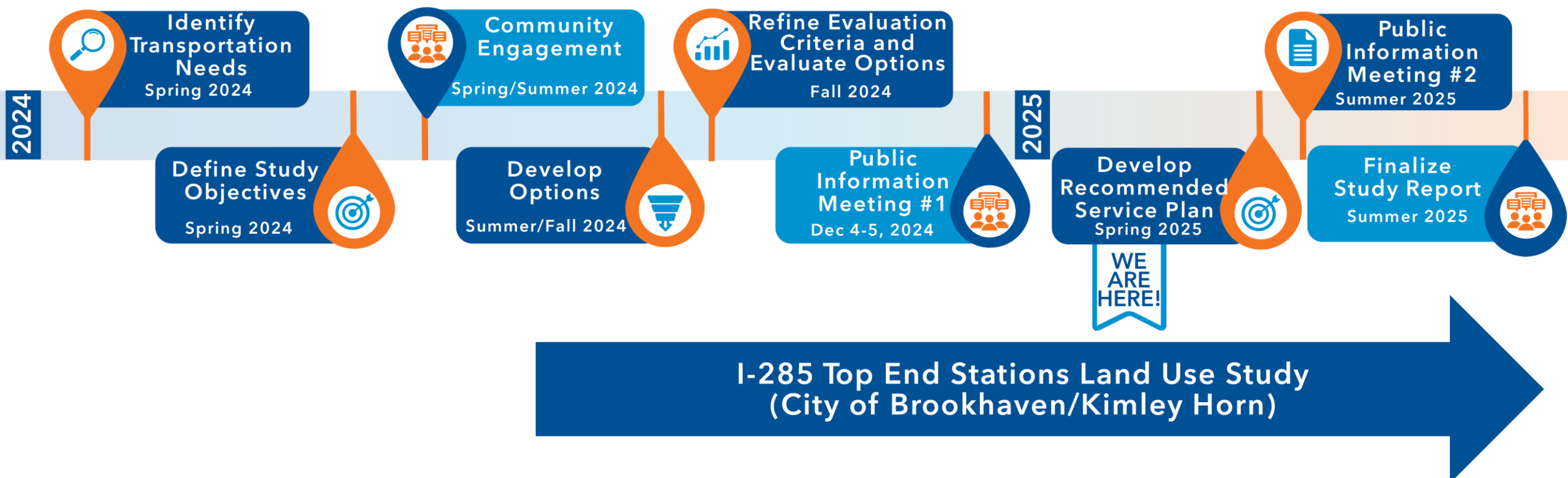
 **C.T. Martin Natatorium and  
Recreation Center**  
3201 Martin Luther King Jr Dr.  
SW, Atlanta, GA

**Thursday, May 8, 2025**

 **5:30 – 7:30 pm**

 **Clarkston Community Center**  
3701 College Ave.  
Clarkston, GA 30021

# Schedule



# Future Timeline



## Upcoming Activities

- Ongoing coordination with GDOT I-285 Express Lanes and I-285 Top End Stations Land Use Study project teams
- Engage and gather input from stakeholders and public on recommended service plan and station locations
- Finalize Service Plan, Environmental Review, Conceptual Station Designs and Cost Estimates
- Conduct Funding and Financial Analysis



Stay Involved!



Scan to sign up for updates



[www.i285ExpressLanesTransit.com](http://www.i285ExpressLanesTransit.com)



Thank You



# Briefing – South Broad Street / Garnett Station Plaza Renovation



## PURPOSE

A collaboration between MARTA, COA/ATLDOT, SoDo Atlanta, LLC, and CAP/ADID in a partnership with the goal of unifying the streetscape from the Five Points MARTA Station to the Garnett MARTA Station.

This project will significantly improve the transit and pedestrian experience south downtown workers and visitors.

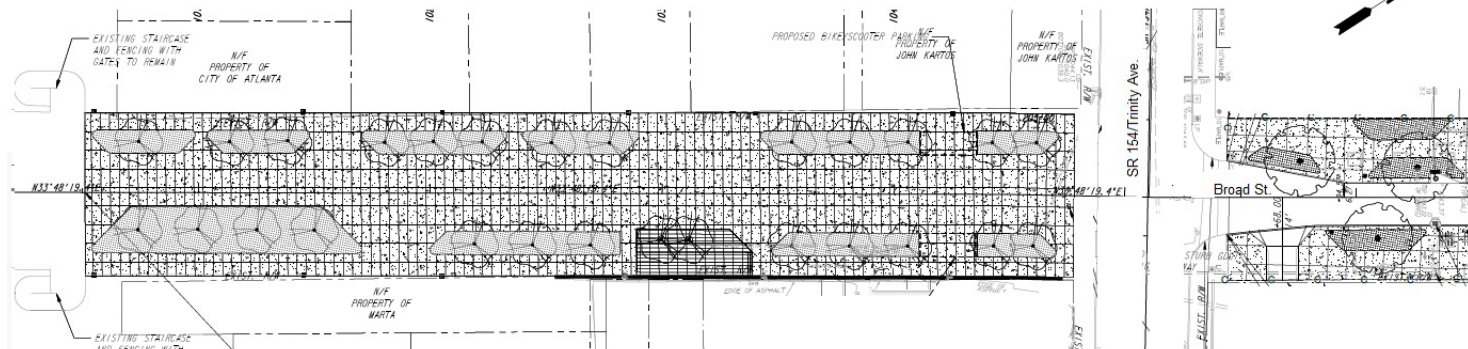
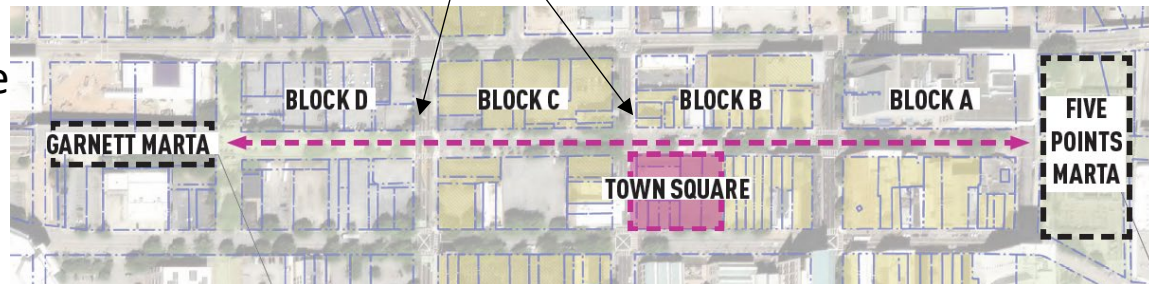
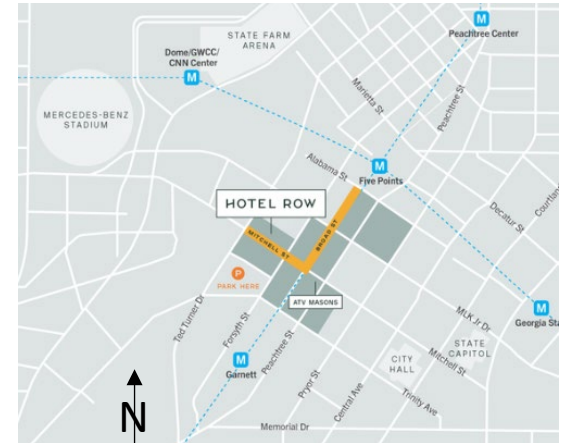


## BROAD ST: GARNETT TO FIVE POINTS

### STATUS:

- 90% Drawings Stakeholder Reviews
- Construction Management at Risk (CMAR) format for costing via ATLDOT/ADID
- Funding confirmation to move from Design to Delivery

Summerhill  
Rapid A-Line  
Stations



MARTA Garnett Station Plaza

## **BROAD ST: GARNETT TO FIVE POINTS**

### **FUNDING:**

MARTA will review and fund the \$1.5M hard costs associated with Garnett Station Plaza improvements

MARTA will also advise on any additional scope to be included (e.g., lighting, utility clean-up).

The \$100K Project for Public Spaces grant for Garnett Station Plaza will be coordinated in alignment with the completion of this work.



# Thank you

