ABOUT MARTA

• Formed in 1971 as a bus-only system
• Ninth largest U.S. transit system
  • 38 rail stations
  • 570 buses
  • 211 Mobility vehicles
  • 450,000 daily riders
  • 7.9 million annual passengers
• Serves Fulton, DeKalb and Clayton counties
  • Helps drive local economy
  • Connects communities
• Primed for expansion
VISION FOR MARTA

• Fiscal stability
• Operational excellence
• Exceptional program delivery
• World-class customer service
State of the system
ADOPTED BUDGET

$496.5M
FY19 Net Operating Expenses

+ $485.0M
FY19 Total Capital Expenditures

$981.5M
Total FY19
FISCAL STEWARDSHIP

- Low fares: No fare increase for 7th consecutive year
- Low operational costs

Mass Transit Fare Comparison *

Low Operational Costs*

*2016 figures
STATE OF SERVICE

#1 Ranked Airport Service
Airport to Downtown in 16 Minutes

Hartsfield-Jackson Atlanta International Airport
World’s busiest and most efficient airport
  • Total passengers in 2017: 103.9 million
  • Flights per day: 2,400+
Promoting regional growth
LOCAL DRIVERS OF TRANSIT GROWTH

• Population
  • Region’s population at time of last MARTA expansion (2000): 4 million
  • Region’s population now: 6 million
    • Nearly 80,000 new residents last year
  • Region’s population in 20 years: 8-9 million

• Support and funding
  • Clayton County: Sales tax passed in 2014
  • City of Atlanta: Sales tax passed in 2016
  • Gwinnett County: March 2019 referendum

• Economic demands
MARTA RAIL SYSTEM
ECONOMIC DEVELOPMENT

• Transit, particularly heavy rail, has been key to region’s economic prosperity

• Companies are relocating to be closer to MARTA. They include:
  • State Farm
  • Mercedes-Benz
  • NCR
  • WorldPay
  • Interface
  • PulteGroup
MARTA’S LOCAL ECONOMIC IMPACT

$1.4B
annual economic activity driven by MARTA

24,864
MARTA jobs supported

4.87%
unemployment in MARTA’s service area in 1Q18 (down from 5.71% in 1Q17)

46%
of Class A Atlanta office inventory is within a half-mile of a MARTA station

61%
of Atlanta office construction is within walking distance of a MARTA station

Source: Cushman & Wakefield
TRANSIT-ORIENTED DEVELOPMENT (TOD)

• Partnering with developers to create live-work-play commute options
• Benefits of TODs:
  • Greater access to jobs
  • More efficient use of infrastructure
  • Reduced air pollution
  • Less parking required
  • Ideal locations for affordable housing

$29.42*
TOD office rents within a half-mile of a transit station in 1Q18, up 5.1% year-over-year

*Source: Cushman & Wakefield
FUTURE OF TRANSIT
Building on success of MARTA

HB 930
• Regional governance and funding model under “The ATL,” which will cover a 13-county region, including current MARTA counties

What it means for MARTA?
• MARTA maintains autonomy in current footprint, with expansion opportunities
• MARTA designated as sole rail operator in current system and for any new jurisdictions that move forward with rail
• MARTA anticipates increased connectivity and investment opportunities
Expansion and improvements
MAJOR SYSTEM UPGRADES

Railcars
• Entire fleet, some dating to 1979, will be replaced over next decade with more comfortable cars

Tunnel ventilation
• Safety infrastructure key to maintain optimal transit functionality and state of good repair

Escalators/Elevators
• 116 escalators and 111 elevators to be upgraded under 10-year plan
• 25+ finished/in progress

CNG buses
• Gillig clean diesel and compressed natural gas buses to replace older buses
• Includes 100% LED lighting
MORE MARTA ATLANTA

What is it?
• $2.7 billion investment in transit expansion
• Partnership between MARTA and City of Atlanta

What will it do?
• Expands accessibility, connectivity and mobility
• Supports population growth
• Aligns with City of Atlanta’s vision for growth

How will it be funded?
• Paid for by a half-penny sales tax passed in 2016
• Other funds to be sought to advance key projects
MORE MARTA ATLANTA

A  BeltLine Northeast LRT
B  BeltLine Southwest LRT
C  Campbellton Rd LRT
D  Clifton Corridor LRT
E  Crosstown Downtown East Extension
F  Crosstown Downtown West Extension
H  Capitol Ave BRT
I  North Ave- Donald L. Hollowell Pkwy BRT
J  Northside Dr BRT
K  Peachtree Rd ART
L  Cleveland Ave ART
M  Metropolitan Pkwy ART
N  Frequent Local Bus Service
O  Greenbriar Transit Center
P  Moores Mill Transit Center
Q  MARTA Stations

Added LRT Projects

1. BeltLine Loop- LRT (not included in subtotal costs and LRT mileage)
2. Beltline Loop- LRT (not included in subtotal costs and LRT mileage)
CLAYTON COUNTY | $48M YEARLY

- Passed in 2014
- 1-cent sales tax ($48M per year)
  - ½ for bus service and facilities
  - ½ for high-capacity transit
- Progress to date
  - 9 bus routes; 16,000 riders per day (up 17%)
  - Locally preferred alternative adoption (fall 2018)
  - Initiated facility site selection study
REGION-WIDE TRANSIT EXPANSION INITIATIVES

**Gwinnett**
- Referendum goes to voters in March 2019; if approved, 1-cent sales tax would fund heavy rail/bus service

**Fulton**
- Referendum possible; transit Master Plan completed in 2018; focus on bus rapid transit (i.e. GA 400)

**DeKalb**
- Transit Master Plan underway; completion expected in 2019
- Evaluating local transit; high-capacity corridors
GWINNETT COUNTY | $160M YEARLY

Referendum set for March 2019; if voters approve, 1-cent sales tax would fund heavy rail and bus service

**Today**
- 5 express routes
- 7 local routes

**Future Plan:**

**Short Range**
- 12 local routes
- 5 express routes
- 2 direct routes
- 2 flex routes

**Long Range**
- 17 local routes
- 8 express routes
- 2 direct routes
- 2 flex routes
- 8 rapid bus corridors
- 5 BRT corridors
- 2 rail corridors
FULTON COUNTY | $28M YEARLY

- Transit Master Plan completed in 2018
- Prepares for potential referendum
- Focus on bus rapid transit
  - Georgia 400
  - Holcomb Bridge Road
  - Roosevelt Highway
  - South Fulton Parkway
- HB 930 - 0.2 cent sales tax
- Benefits of BRT and frequent bus service
DEKALB COUNTY | $60M YEARLY

- Transit Master Plan underway
- Partnership with DeKalb County, ARC, MARTA
- Scheduled completion in July 2019
- HB 930 allows future referenda on transit through The ATL
- Evaluating local transit and major high-capacity corridors
LONG-TERM CAPITAL OPPORTUNITIES

- More MARTA Atlanta: $4 billion
- Clayton County: $3 billion
- Fulton County: $250 million-$500 million
- DeKalb County: $500 million-$1 billion
- Gwinnett County: $1.5 billion*

*Subject to March 2019 ballot referendum
Thank you!