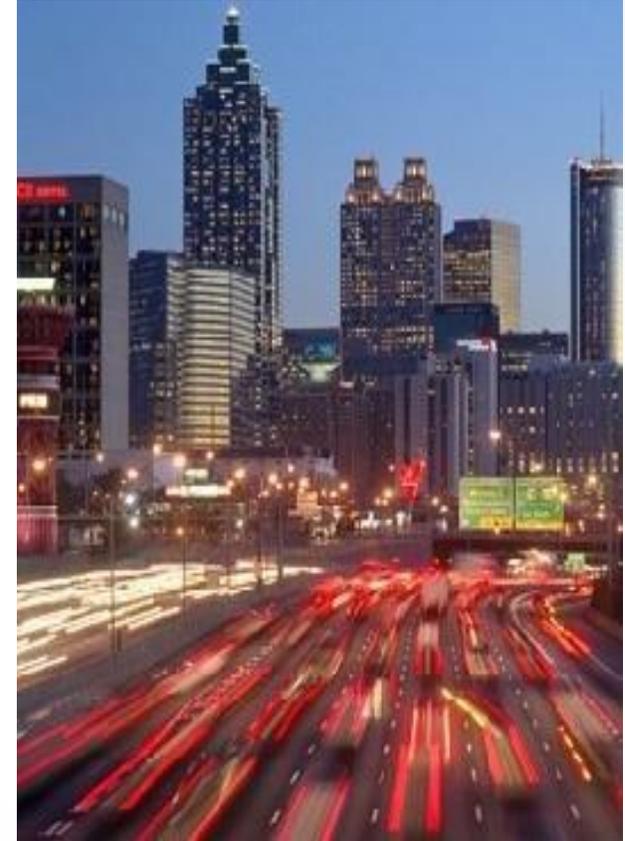


more MARTA LISTENING SESSIONS

January 18 & 19, 2017

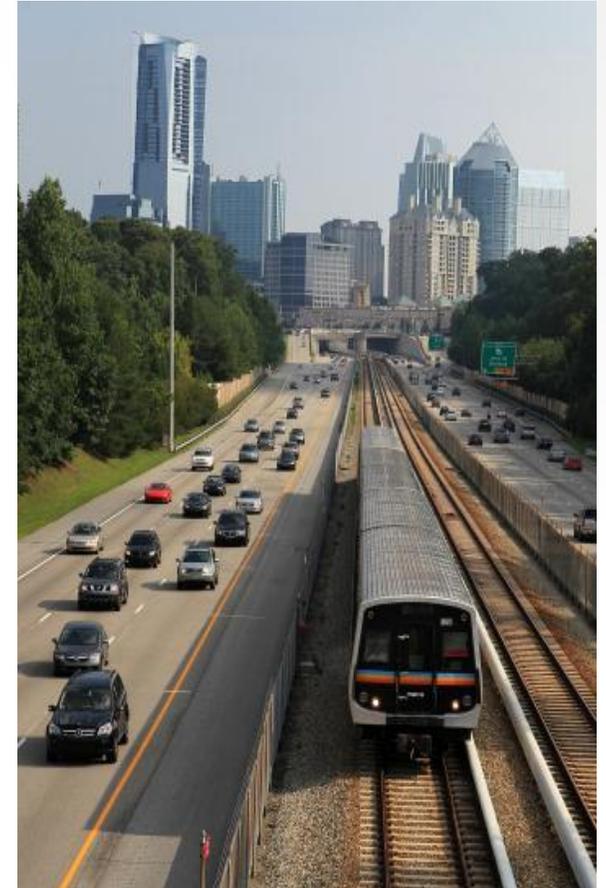
Welcome and Introduction

- Meeting Purpose
- Program Overview
- MORE MARTA Menu of Projects
- Comprehensive Operations Analysis
- Fast Track Program
- Next Steps
- Question & Answer Session
- Open House



What is MORE MARTA?

- Investment of a projected \$2.5 billion dollars (in 2016 dollars) for expansion and enhancement of transit within the city of Atlanta
- Expansion and enhancement will:
 - Reduce congestion
 - Attract more employers and high wage opportunities within the city
 - Increase access to current and new jobs for workers to and from major job centers.
 - Ease access to existing stations
 - Improve connectivity for the entire city



How Did We Get Here?

Activity	Target Date
MARTA Board Approval of Project List	May 11
City of Atlanta Public Meetings	May 25 & 26 June 1 & 2
City of Atlanta Council Approval of Project List	June 20
Fulton County Commission Resolution to Authorize TSPLOST Vote	August 3
Public Education Campaign	August – November
Referendum Vote	November 8
Amendment to the RTCAA	January – March 2017

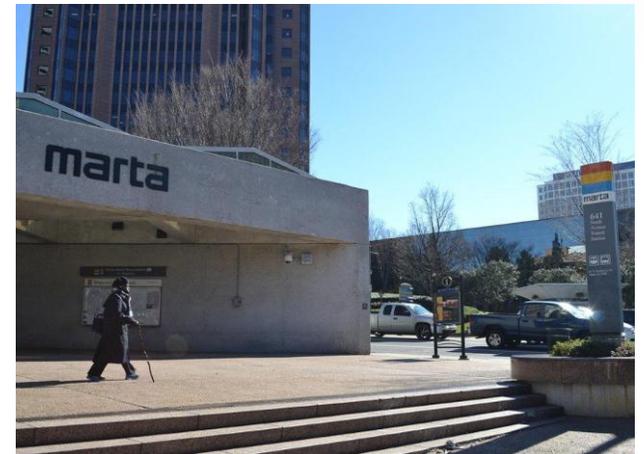
Guiding Principles

- Balance the portfolio of transit projects serving short term, medium term and long term goals, using multiple modes of transportation
- Increase mobility for workers to and from major job centers
- Enhance predictability of commuter times by utilizing dedicated lanes, HOT lanes and other technology
- Create layered, integrated transportation network to accomplish specific types of trips



Guiding Principles

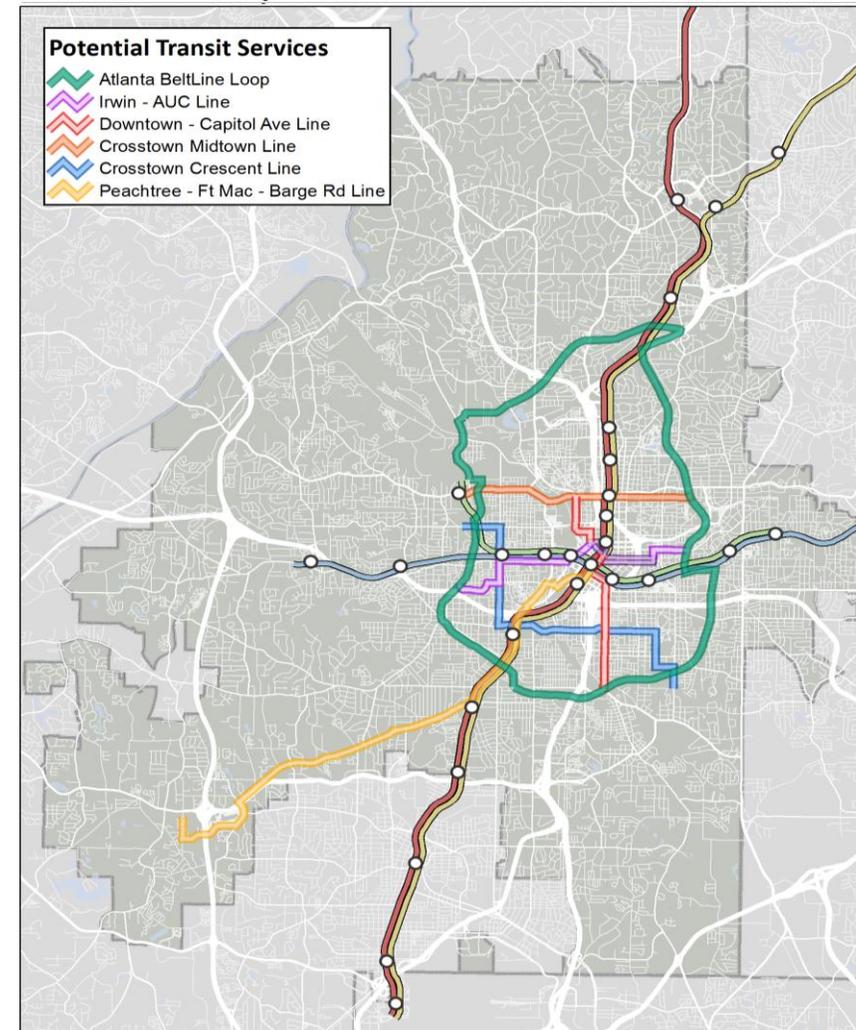
- Prioritize investments within the City while laying foundation for integration into regional transit networks
- Partner with neighboring jurisdictions to leverage transit projects
- Create last mile connectivity using circulating buses, multi-use paths and sidewalks
- Enhance ease of use and transfers within the network of transit options
- Enhance safety and access to transit centers and MARTA stations



MORE MARTA Menu of Projects

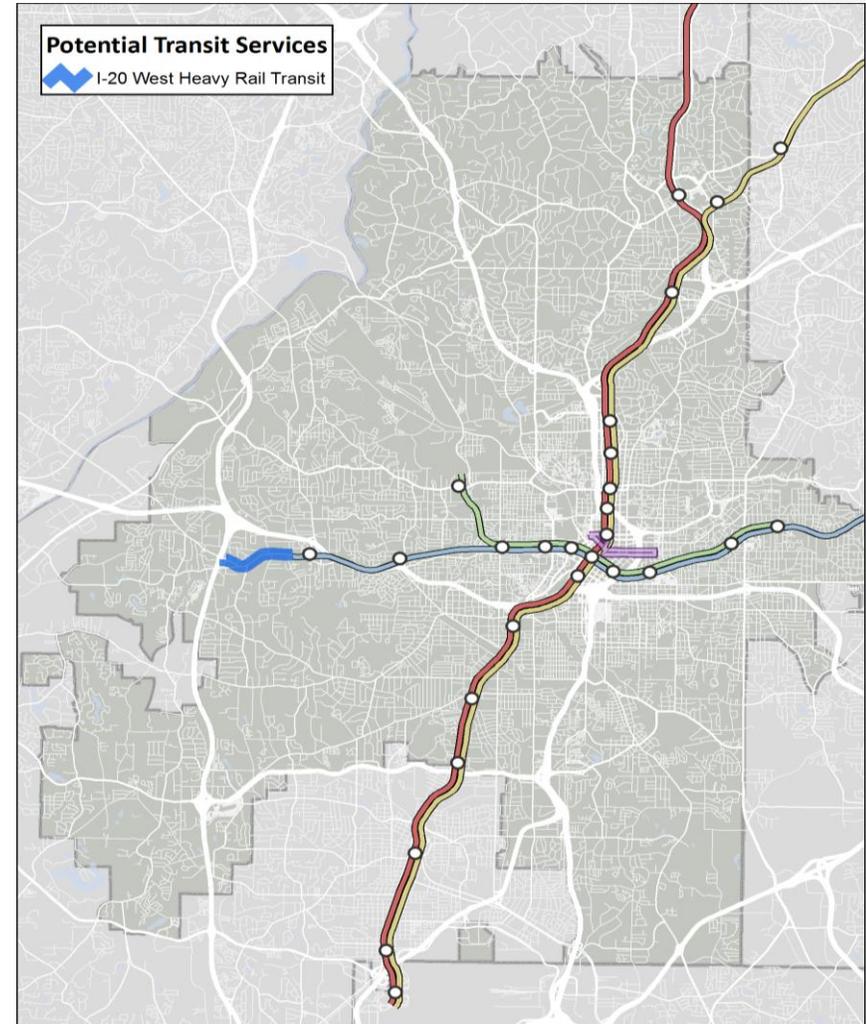
Potential High Capacity Improvements

- City of Atlanta
Light Rail Transit
 - Atlanta BeltLine Loop
 - Irwin – AUC Line
 - Downtown – Capitol Ave Line
 - Crosstown Midtown Line
 - Crosstown Crescent Line
 - Peachtree – Ft Mac – Barge Rd Line



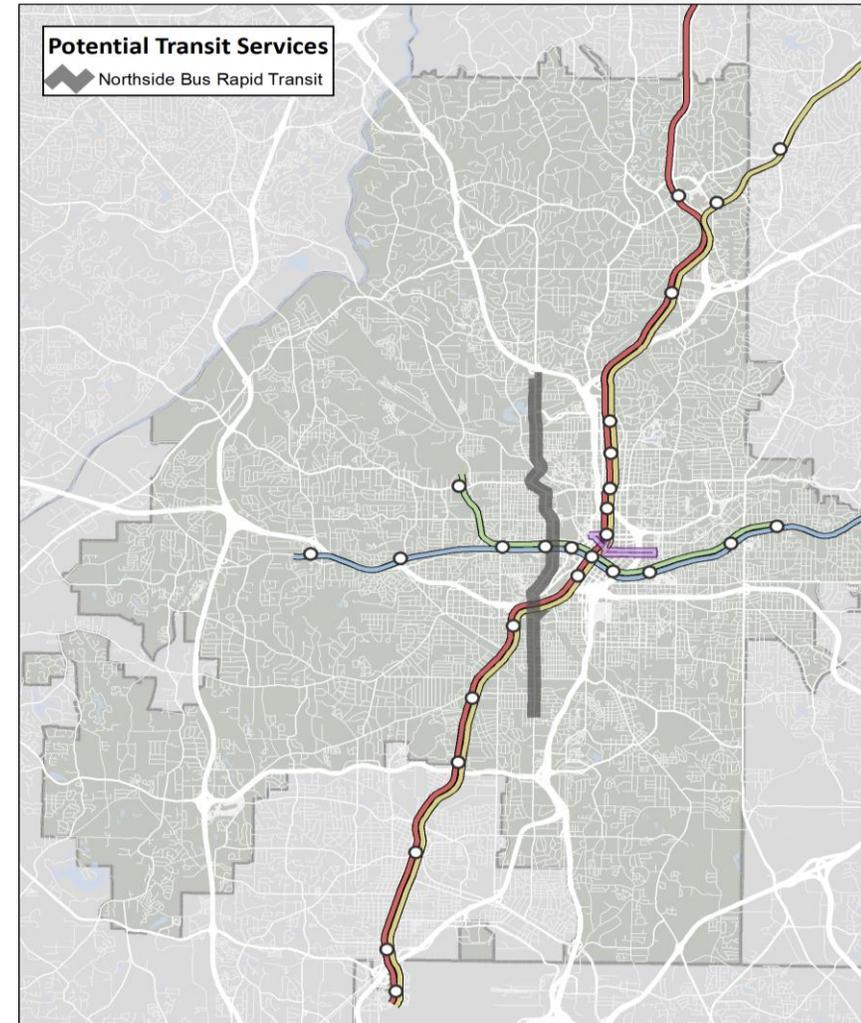
Potential High Capacity Improvements

- I-20 West Heavy Rail Transit



Potential High Capacity Improvements

- Northside Drive Bus Rapid Transit



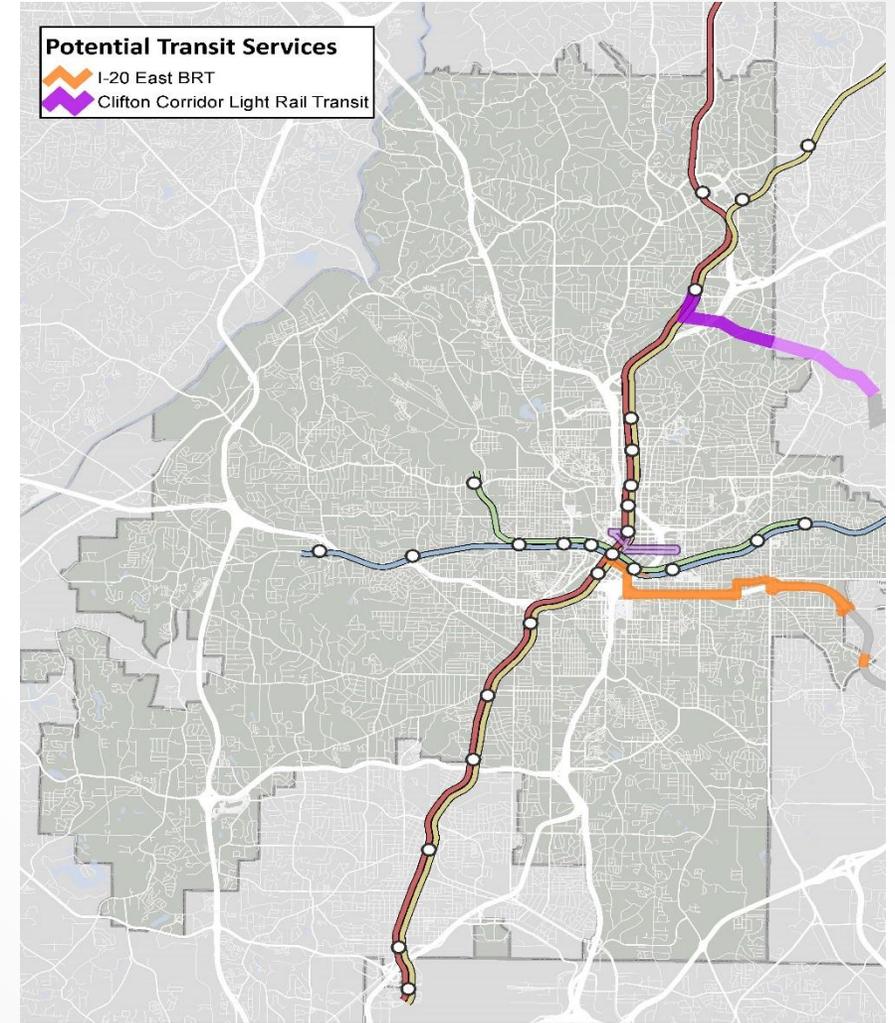
Potential High Capacity Improvements

Multi-Jurisdictional Projects

- Clifton Light Rail Transit*



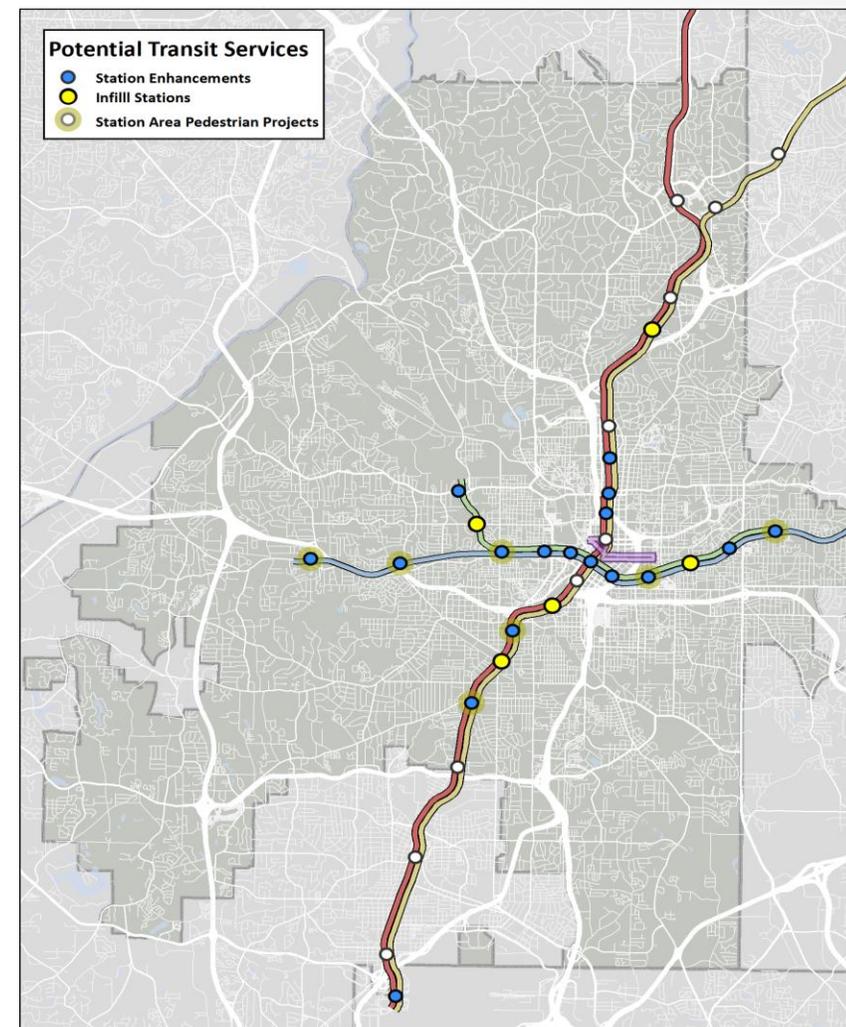
- I-20 East Bus Rapid Transit*



* Contingent upon funding agreement with other jurisdictions for capital, operations and maintenance.

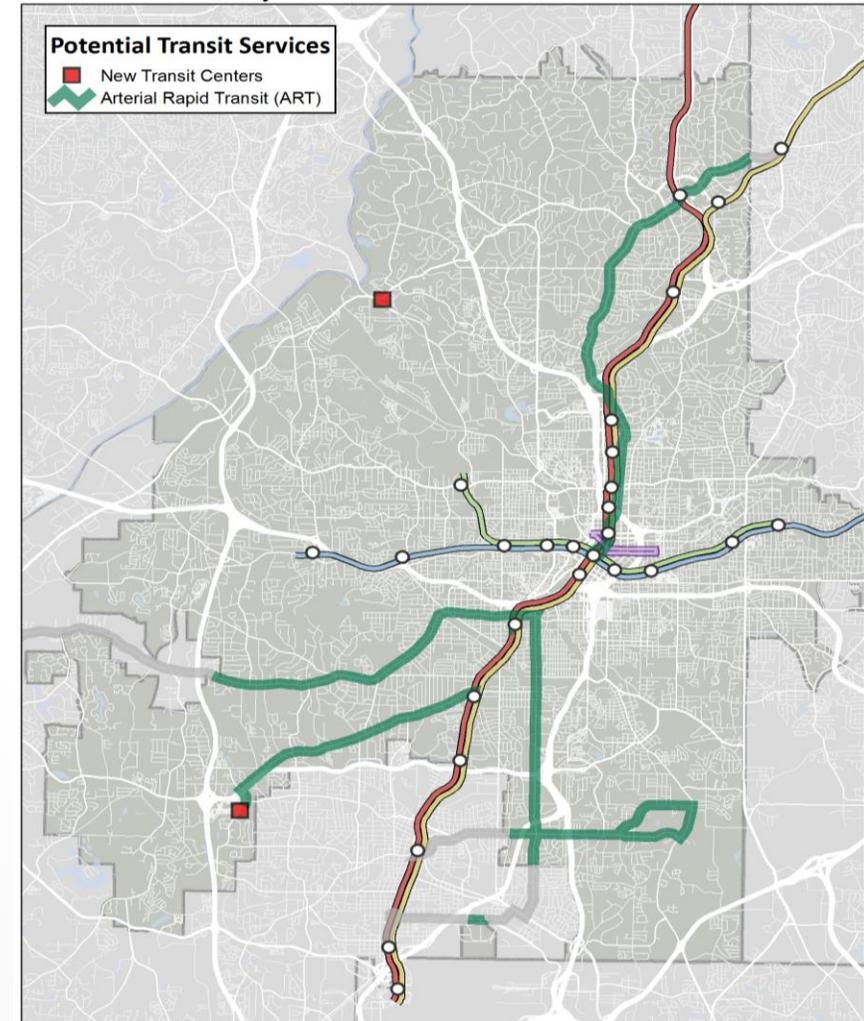
Potential High Capacity Improvements

- Station Enhancements at City of Atlanta Rail Stations
 - Station Rehabilitation
 - Aesthetics/Maintenance
 - Signage/Wayfinding
 - Pedestrian/Bicycle/ADA
- Capacity Improvements
 - Infill (New) Stations
 - Armour
 - Boone
 - Hulsey/Krog St.
 - Mechanicsville
 - Murphy Crossing
 - Additional Railcars



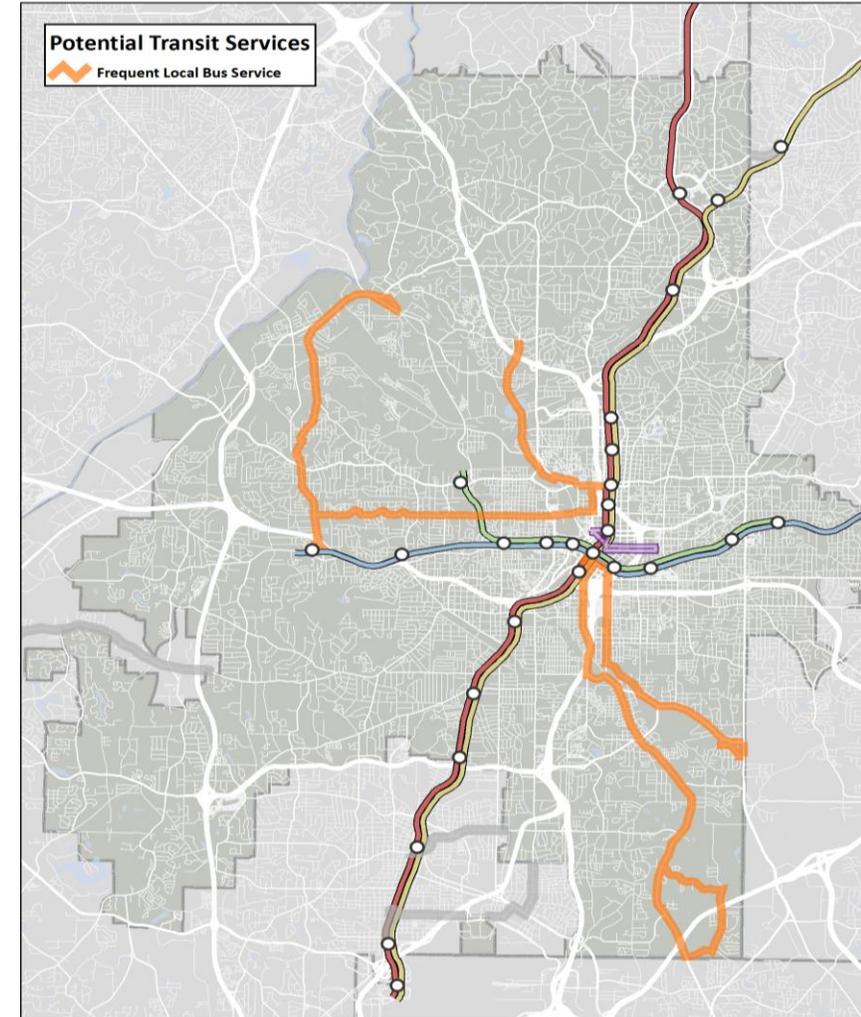
Potential Bus Service Improvements

- Five (5) Arterial Rapid Transit Routes
 - Campbellton - Greenbriar Mall to Oakland City rail station
 - Cascade - Fulton Industrial Blvd to West End rail station
 - Cleveland - Jonesboro Rd and Browns Mill Rd to East Point rail station
 - Metropolitan - West End rail station to College Park rail station
 - Peachtree - Brookhaven rail station to Five Points rail station
- Two (2) Transit Centers
 - Greenbriar - Greenbriar Mall
 - Moores Mill - Bolton Rd and Marietta Blvd

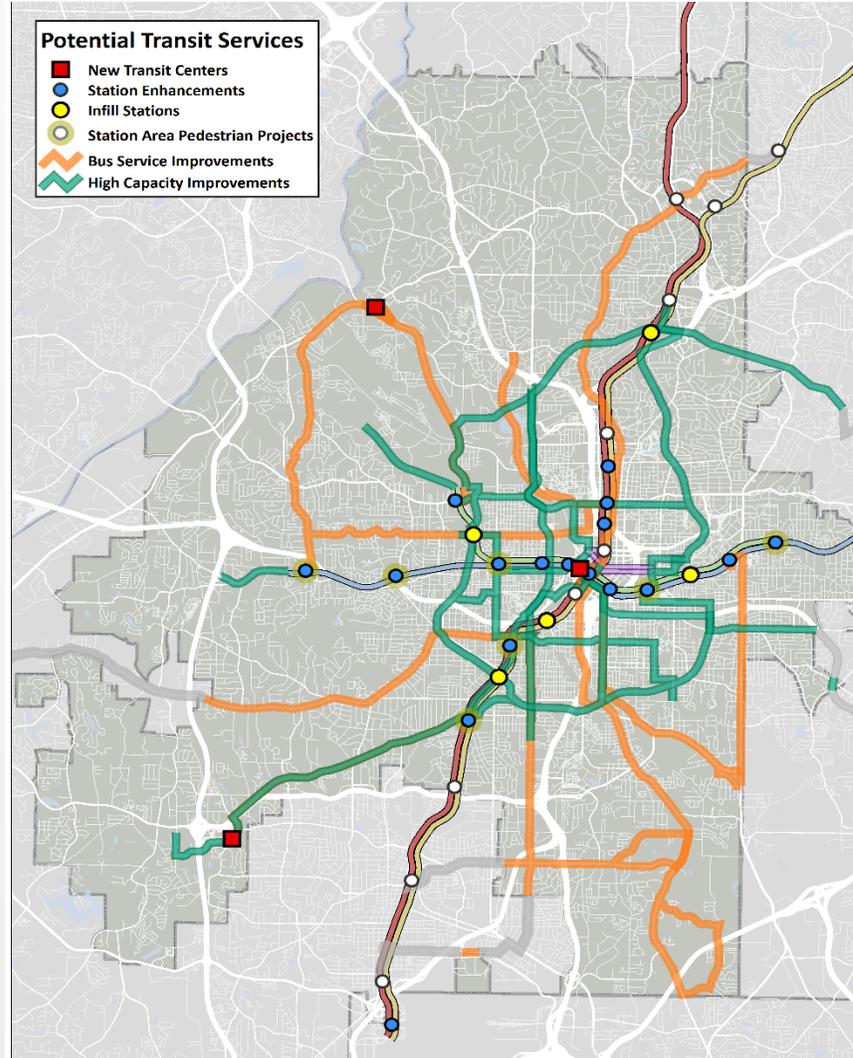


Potential Bus Service Improvements

- Frequent Local Service
 - 15-minute peak; 20-minute off-peak service on Routes 12, 49, 51, 55 and 60
- Supporting Local Service
 - Increased service during off-peak to include midday, nights and weekends on selected routes
- Community Circulator Service
 - New neighborhood-friendly and activity center-oriented circulator routes
 - Specific community circulator routes to be determined as requested and assessed



Potential Program Summary

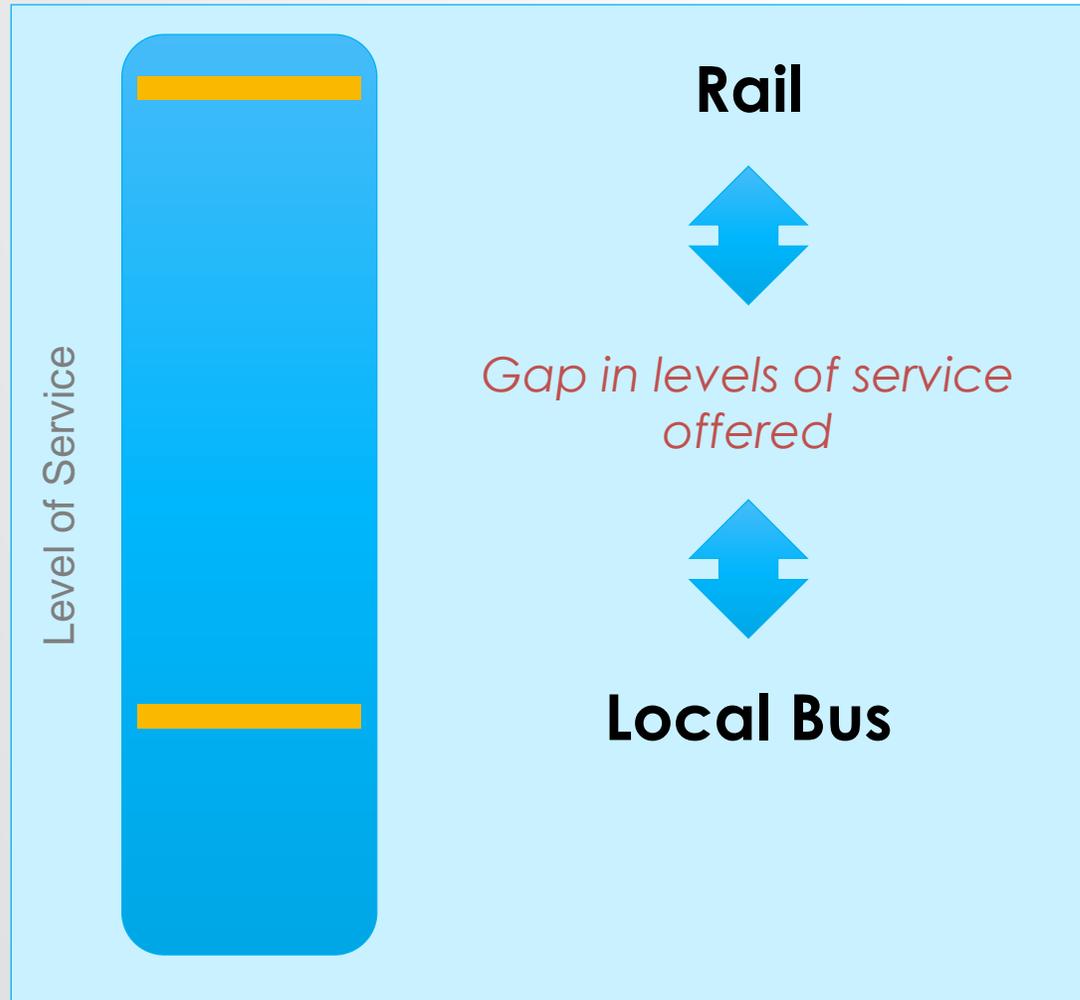


Potential MARTA Program Summary

Potential Program	Estimated Capital Cost (Base Year \$ in Millions)			Estimated O&M Cost (Base Year \$ in Millions)	
	Local Share	Federal Share	Total	Annual O&M Cost	O&M Cost Over 20 Years
High Capacity Improvements	\$3,237	\$2,993	\$6,230	\$134	\$3,211
Bus Service Improvements	\$65	N/A	\$65	\$35	\$833
Pedestrian Improvements	\$12	N/A	\$12	N/A	N/A
Total Estimated Cost	\$3,314	\$2,993	\$6,307	\$169	\$4,044

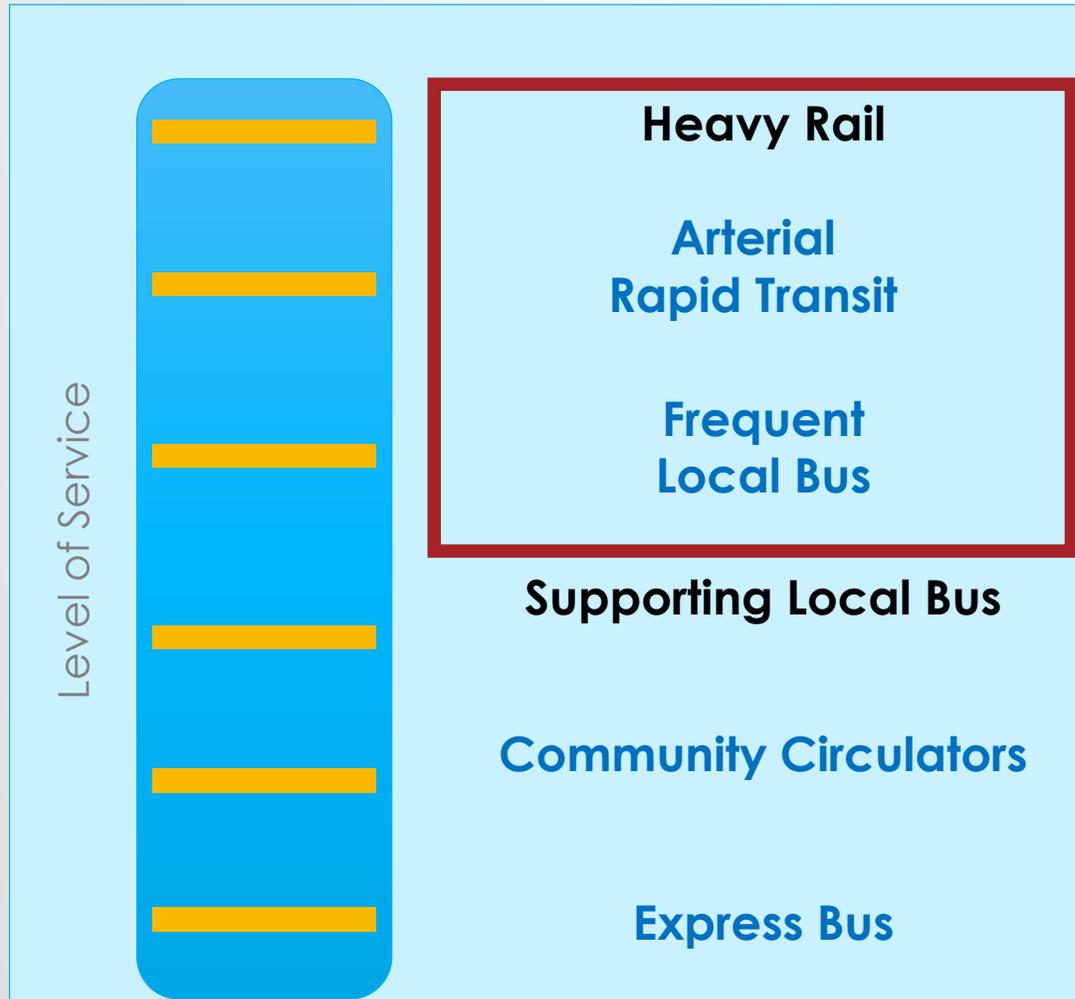
Comprehensive Operations Analysis (COA)

MARTA Today



- Only two distinct tiers of service
- Significant gap between rail and bus, in perception and reality
- Key COA objective: Rebrand bus network to attract “lifestyle” markets

MARTA Tomorrow



- Range of services to better fit regional travel needs
- Allows creation of easily-identifiable **Frequent Network** across service area

Service Tier Attributes

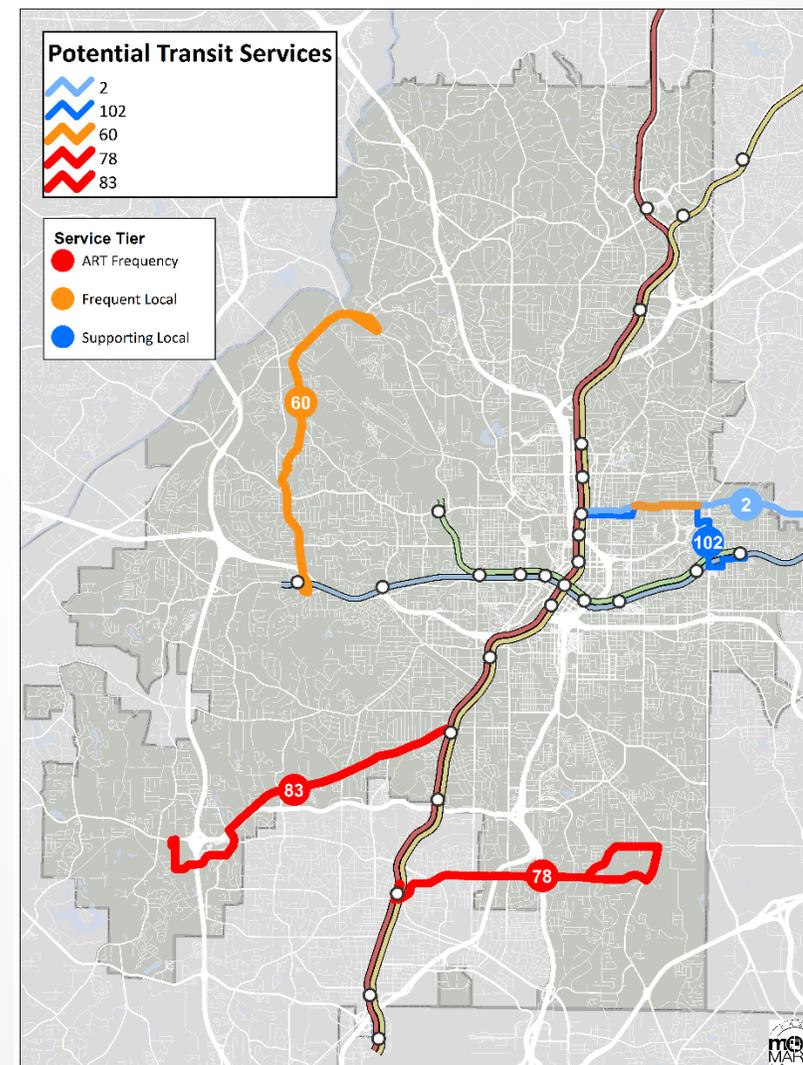
<p>Arterial Rapid Transit (ART)</p>	<ul style="list-style-type: none"> • Frequency Equal To or Better than Rail • Service Span to Complement Connecting Rail Service • Broader Stop Spacing to Minimize Delays • Corridor-Focused – No Deviations • Consistent Routing – No Patterns • Next Bus Information (Where Applicable) • Signal Priority (Jurisdiction Permitting) • Que Jumps (Jurisdiction Permitting)
<p>Frequent Local Bus</p>	<ul style="list-style-type: none"> • Corridor-Focused with Minimal Deviations • Frequency to Support High Density and Attract Discretionary Trips • Service Span to Complement Connecting Rail Service
<p>Supporting Local Bus</p>	<ul style="list-style-type: none"> • More Likely to Deviate for Specific Populations or Trip Generators • Frequency to Support Moderate Density
<p>Community Circulators</p>	<ul style="list-style-type: none"> • Operated with Smaller Vehicles (25-30 Foot Bus) • Frequency to Support Lower Density
<p>Express Bus</p>	<ul style="list-style-type: none"> • Expressway-Oriented between Rail Stations, Transit Centers, Major Activity Centers and/or Employment Centers • Frequency and Span to Support Specific Demand • All-Day or Peak-Only Service

Fast Track Program



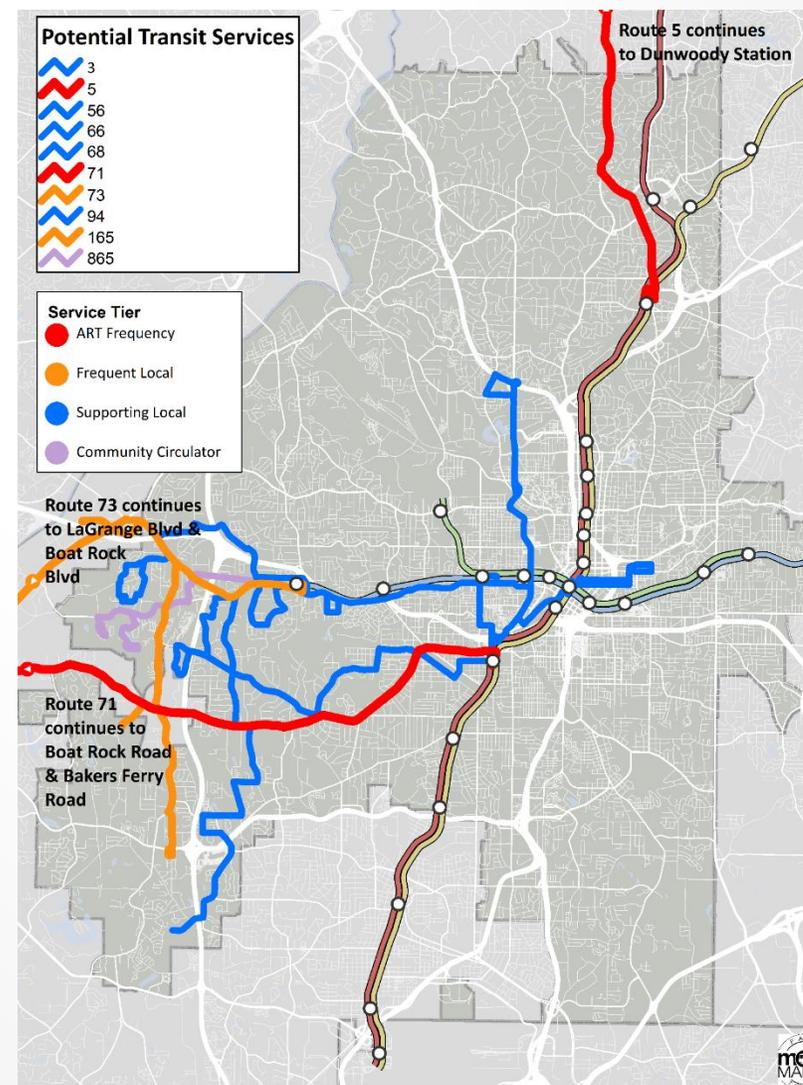
Fast Track Program Summary

- February 4th service implementation
- Five routes with frequency and service span improvements:
 - 2 – Ponce de Leon Avenue/East Lake
 - 60 – Hightower Road/Moores Mill
 - 78 – Cleveland Avenue
 - 83 – Campbellton Road
 - 102 – North Avenue/Candler Park



Proposed April Mark-Up

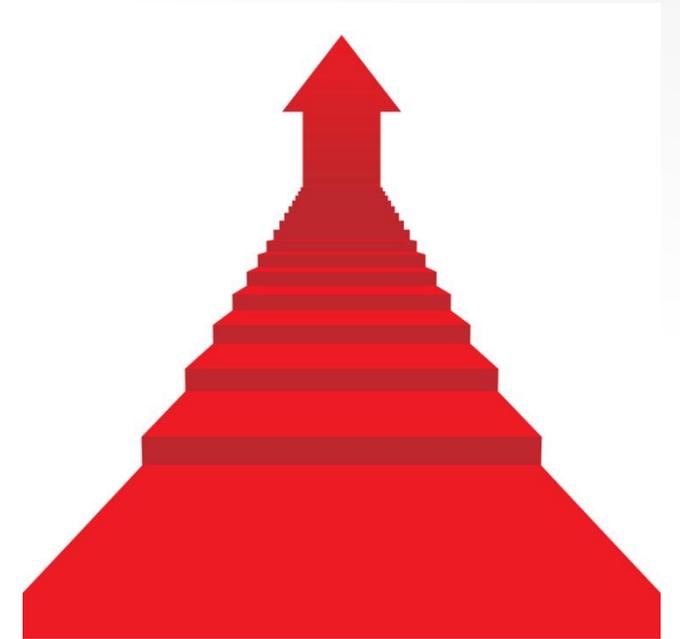
- April 15th service implementation
- Eight routes with proposed frequency, service span and/or alignment improvements:
 - 56 – Adamsville – Collier Heights
 - 66 – Lynhurst Drive – Barge Road Park & Ride
 - 68 – Donnelly – Beecher
 - 71 – Cascade Road
 - 73 – Fulton Industrial Boulevard
 - 94 – Northside Drive (New)
 - 165 – Fairburn Road – Barge Road Park & Ride
 - 865 - Boulder Park Drive (New)



Moving Forward

Initial Implementation Steps

- Implement COA recommendations
 - Introduction of service tiers
 - New route alignments
 - Improved frequency and increased service spans
- Continue to advance high capacity transit program
- Monitor program on an ongoing basis
- Update to include changes in schedules, budgets and availability of local and federal funding



Advancing Potential Investments

MARTA Mark-Up
Process



Federal Grant
Program



+

Local
Evaluation



+

Community
Input



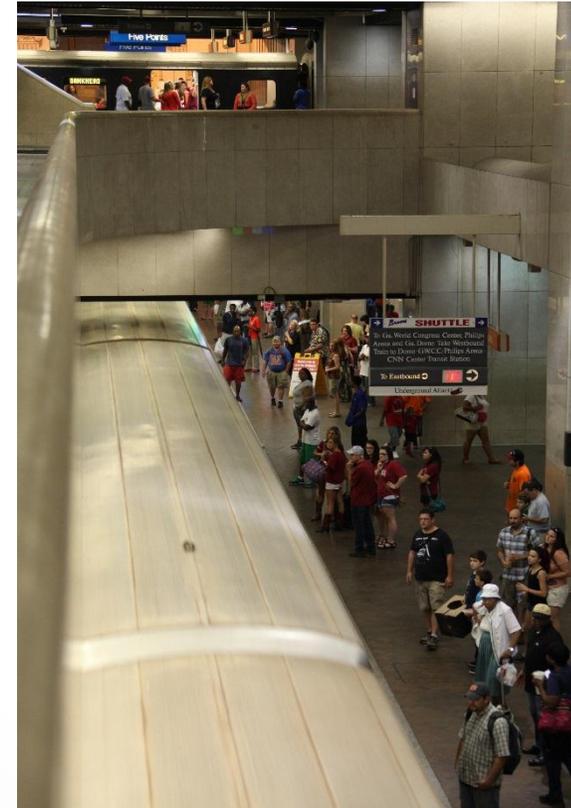
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Program of Projects

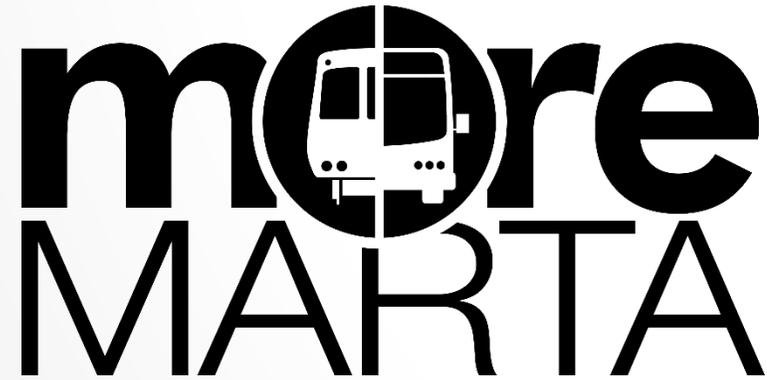


Next Steps

- Finalize Rapid Transit Contract Assistance Agreement (RTCAA)
- Conduct Community Outreach
 - Listening Sessions
 - Stakeholder Input
 - Surveys
 - Public Meetings
- Implement Program of Projects
 - Bus Service Improvements
 - High Capacity Transit Improvements



For More Information



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