



MARTA BOARD OF DIRECTORS

OCTOBER 4, 2018

TODAY'S AGENDA

- Key driver of the program
- Recommended plan
- Project summaries
- Next steps



KEY DRIVER: PUBLIC INPUT

- Atlanta City Design
- Atlanta's Transportation Plan
- Atlanta BeltLine Streetcar System Plan
- City of Atlanta & More MARTA Atlanta Guiding Principles
- 2016 City Council vote on \$11.5B project list
- November 2016 sales tax referendum
- Ongoing Leadership Meetings with Mayor & City Council



RECOMMENDED PLAN



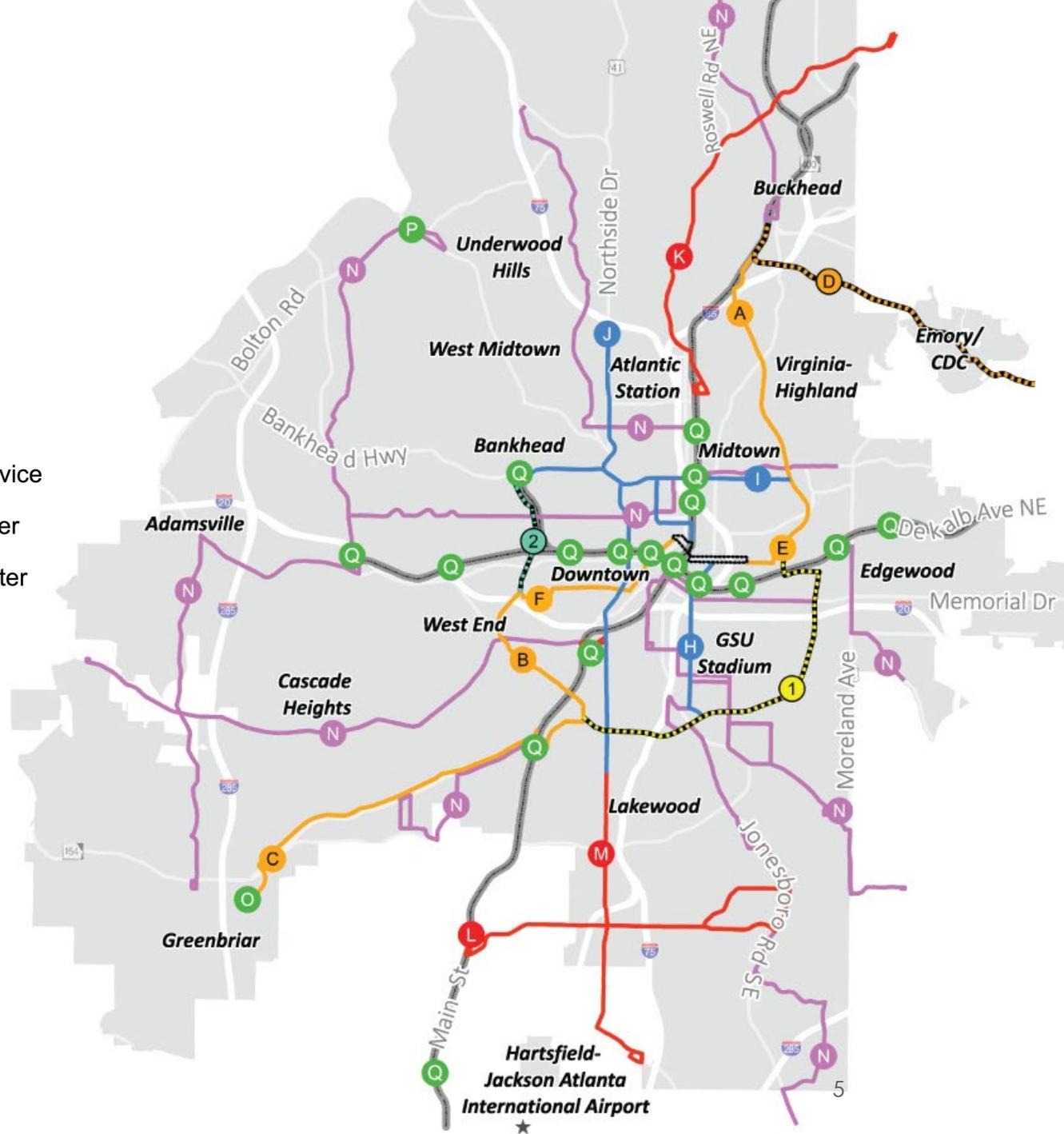
RECOMMENDED PLAN

- 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

Other Projects

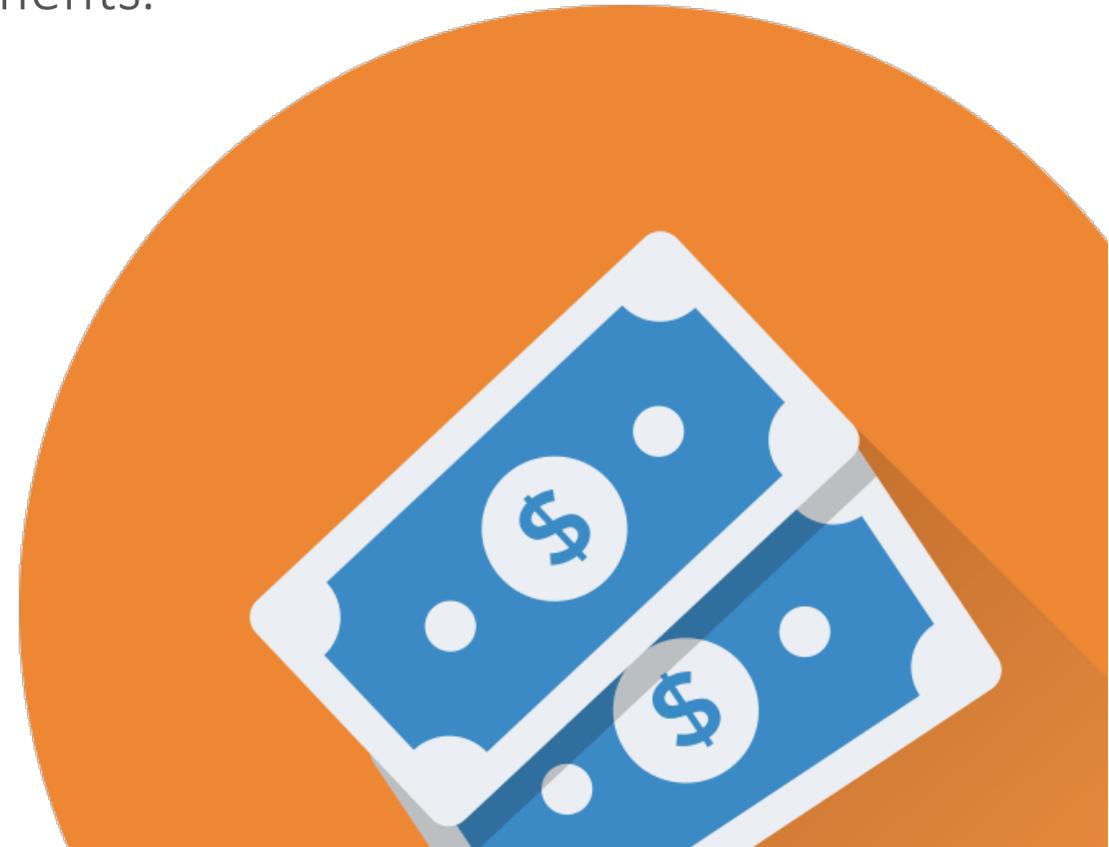
Added LRT Projects

- 1** BeltLine Loop- LRT (not included in subtotal costs and LRT mileage)
- 2** Beltline Loop- LRT (not included in subtotal costs and LRT mileage)



KEY CHANGES TO THE PLAN

- Accelerate Light Rail on Campbellton Road
- Invest \$350M in Clifton Corridor. Develop partnerships with key stakeholders to deliver the project
- Increase investment in existing station enhancements. Augment with existing capital program
- Invest \$200M more in the Atlanta BeltLine and Streetcar network
 - Develop a P3 or innovative funding strategy to maximize investment in the BeltLine and Streetcar network



CONCEPTUAL PROGRAM ESTIMATES

Transit Mode	Capital Costs	O&M Costs	Total Costs	Local Match
LRT	\$1,909,600,000	\$886,000,000	\$2,795,600,000	\$1,622,450,000
<i>Reserve for BeltLine Programming</i>	-	-	-	<i>\$200,000,000</i>
BRT	\$337,800,000	\$96,000,000	\$433,800,000	\$324,750,000
ART	\$64,200,000	\$38,000,000	\$102,200,000	\$90,800,000
Frequent Local Bus	\$ -	\$340,000,000	\$340,000,000	\$238,000,000
General Amenities	\$25,000,000	\$ -	\$25,000,000	\$25,000,000
Transit Centers	\$7,000,000	\$ -	\$7,000,000	\$7,000,000
Station Enhancements	\$200,000,000	\$ -	\$200,000,000	\$200,000,000
Total			\$3,903,600,000*	\$2,708,000,000

*Federal funding and farebox recovery will pay part of the costs

Note: Costs are rounded

THE PEOPLE'S PRIORITIES

Based on public feedback, MARTA and City leaders refined the program, with emphasis on:

Atlanta BeltLine

\$570M

Plan builds out **61%** of City-adopted Atlanta BeltLine Streetcar Plan

Southeast/Southwest

\$600M+

Includes LRT on Campbellton & SW BeltLine and BRT link to downtown

Station Enhancements

\$200M

Includes better access, amenities and ADA enhancements

Clifton Corridor

\$250M

Plus additional **\$100M** contingent on securing other local funding

Downtown/Streetcar

\$553M

Connects BeltLine with downtown destinations and existing Streetcar

Bus System

\$238M

Includes more frequent bus service and new circulator routes

POTENTIAL PROGRAM BENEFITS

Service to
126
Atlanta neighborhoods

Increased access to more than
350,000
jobs

61%
greater access to transit
for communities with
large minority or
low-income populations

Connects to
77
medical facilities

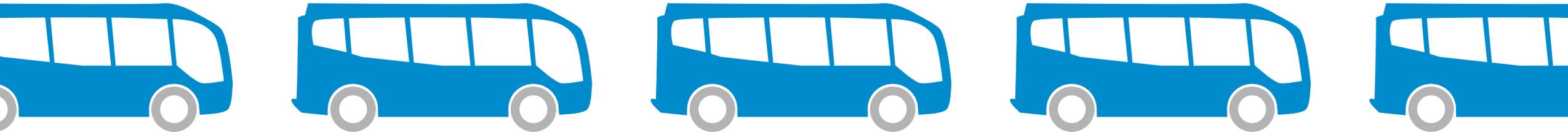
Connects to
115
schools

Connects to
83
grocery stores

SERVICES ALREADY IMPLEMENTED

MARTA has already responded to public feedback. Since 2017, the agency added:

- **3** local bus routes
- **1** express bus route
- **6** community circulators
- Atlanta Streetcar transition to MARTA
- **3** routes with frequency and span aligned with rail
- **15** routes with increased service frequencies
- **15** routes with increased spans of service



TRANSIT MODES: SOMETHING FOR EVERY RIDER

22 miles

of



Light Rail Transit (LRT)

Typically an electric railway carrying a high volume of customers

14 miles

of

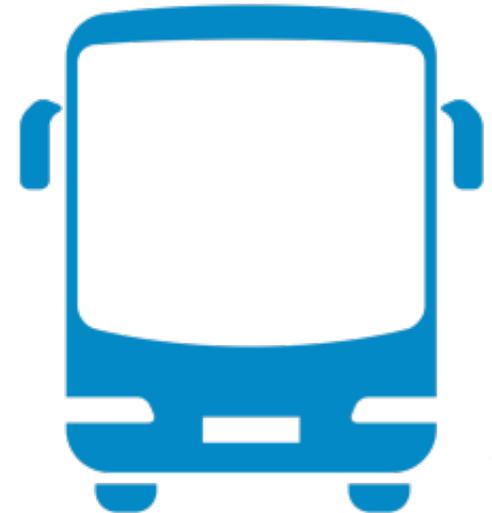


Bus Rapid Transit (BRT)

Fixed-route service that typically travels along a roadway

26 miles

of



Arterial Rapid Transit (ART)

Fast, frequent transit routes on existing roads and mixed-use corridors

OUTCOMES OF THE INVESTMENT

- Increases mobility for workers to and from major job centers
- Connects Atlanta's colleges and universities
- Offers balanced investment within the city
- Layers and integrates with existing transit network
- Provides last-mile connectivity
- Maximizes investment through innovative funding approaches
- Aligns with city vision for:
 - Growth
 - Conservation
 - Density
 - Mobility



PROJECT SUMMARIES

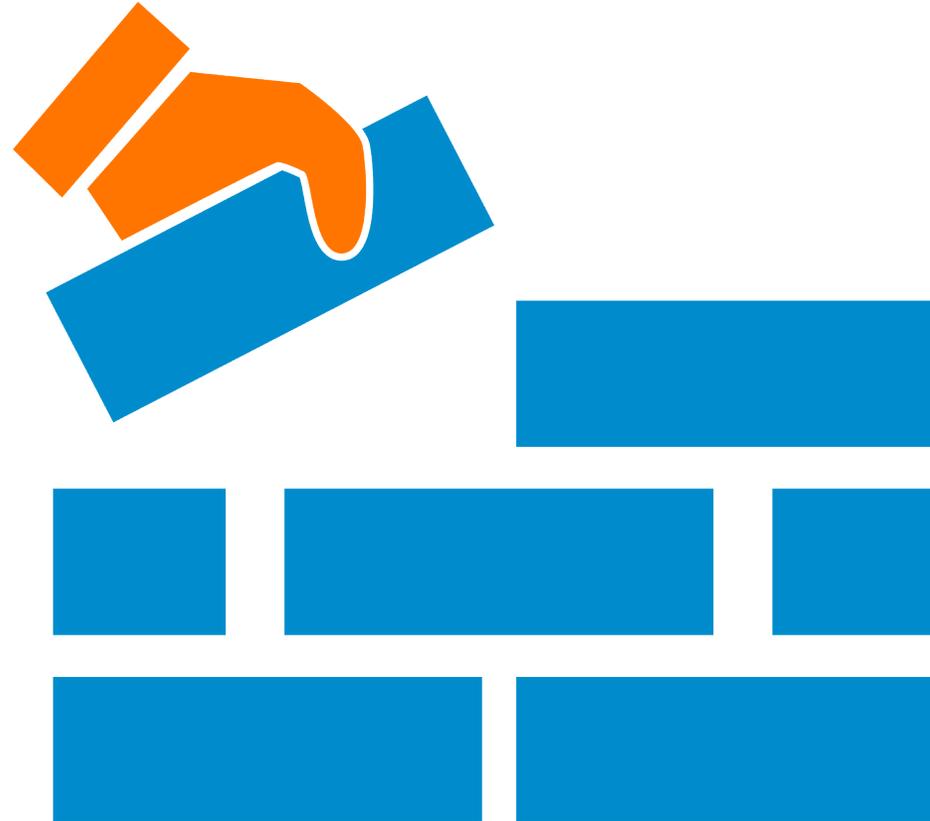
LRT

- Campbellton Corridor
- BeltLine Corridor
- Streetcar Extension
- Clifton Corridor

BRT

- Summerhill/Capitol Ave.
- Northside Drive
- North Avenue to Donald L. Hollowell Parkway

Station Enhancements



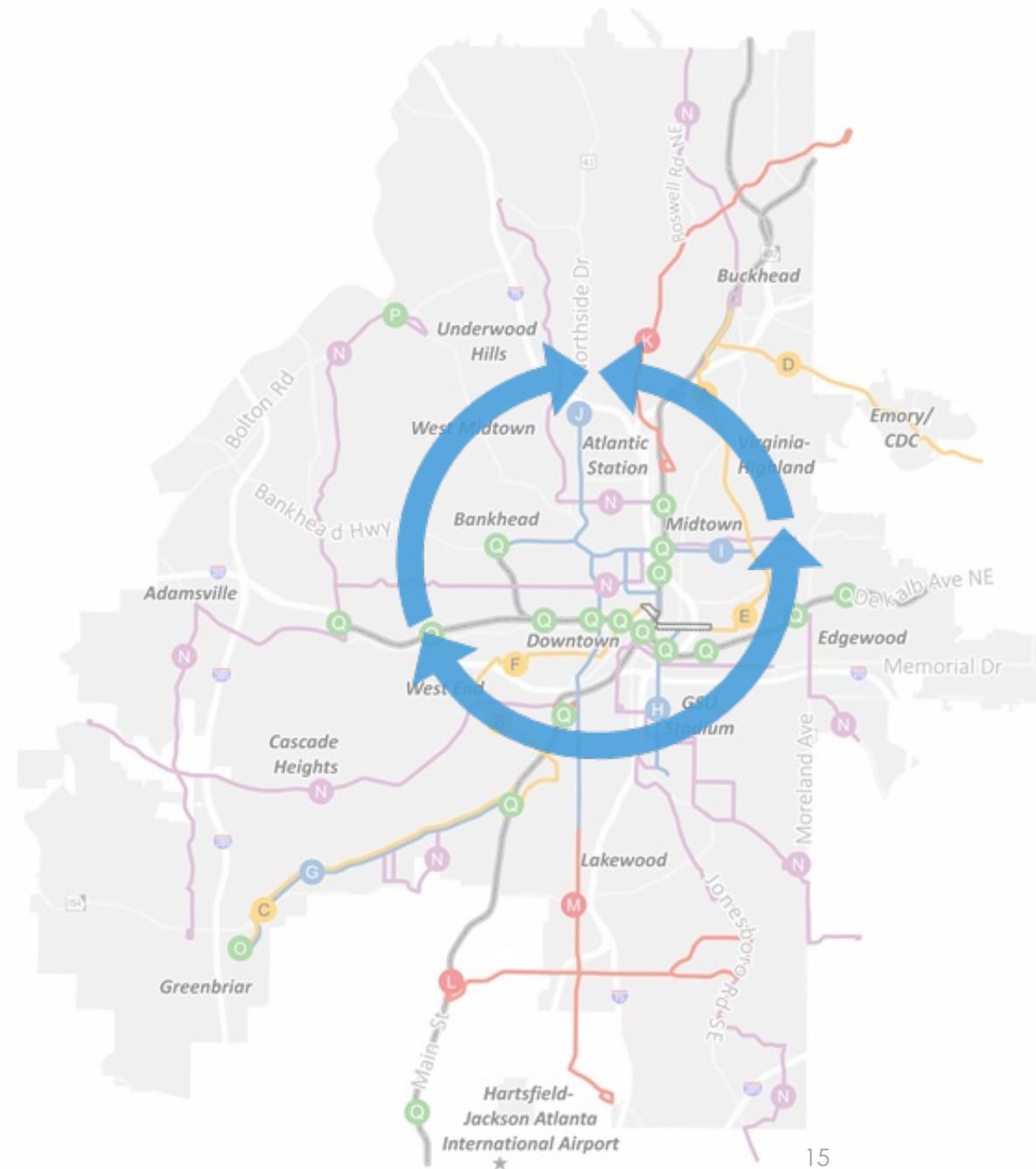
PROJECT SUMMARY – CAMPBELLTON ROAD

- Accelerate light rail on Campbellton Road
- Work with City and stakeholders to define land use and development strategy
- Initiate transit corridor study
- Begin public outreach efforts
- Develop plan for Greenbriar Transit Center
- Work with Renew Atlanta to create pedestrian-friendly environment



PROJECT SUMMARY – BELTLINE CORRIDOR

- BeltLine Northeast: 3.1 miles – Lindbergh to Ponce City Market
- BeltLine Southwest: 3.5 miles – to Oakland City Station
- Develop a P3 or innovative funding strategy to leverage additional \$200M committed to BeltLine
- Leverage development opportunities along BeltLine and at BeltLine stations to increase funding for BeltLine transit
- Work closely with ABI and City to meet transportation needs along the BeltLine



PROJECT SUMMARY – STREETCAR EXTENSION

- Continue to invest in City-approved Streetcar System Plan
- Leverage investment in the existing Streetcar
- Expand Streetcar network:
 - East to Ponce City Market/NE BeltLine
 - West to AU Center and SW BeltLine
- Work with City to improve Streetcar operation and travel times
 - Traffic signal prioritization
 - Dedicated lane opportunities
 - Queue jump opportunities



PROJECT SUMMARY – CLIFTON CORRIDOR

- \$250M allocated for project
- Additional \$100M to leverage other local funding commitments
- Work with stakeholders to develop a funding plan to close the gap
 - Private investment
 - Joint development
 - Transit-Oriented Development (TOD)
- Recognize importance of Phase 1 terminus in N. Decatur/Clairmont area



PROJECT SUMMARY – BRT

- Initiate BRT as a system element that complements existing and future rail network
- BRT corridors:
 - Summerhill/Capitol Ave.
 - Northside Drive
 - North Avenue to Donald L. Hollowell Parkway
- Develop standardized BRT design criteria for MARTA service area



PROJECT SUMMARY – STATION ENHANCEMENTS

- Investments to expand and improve stations and station access that will increase ridership and accessibility into the station
- In addition to existing MARTA capital improvement program
- Key station initiatives:
 - Five Points
 - Bankhead
 - CNN/GWCC
 - Oakland City
 - Ashby
 - West End
 - Inman Park
 - Vine City



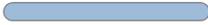
NEXT STEPS

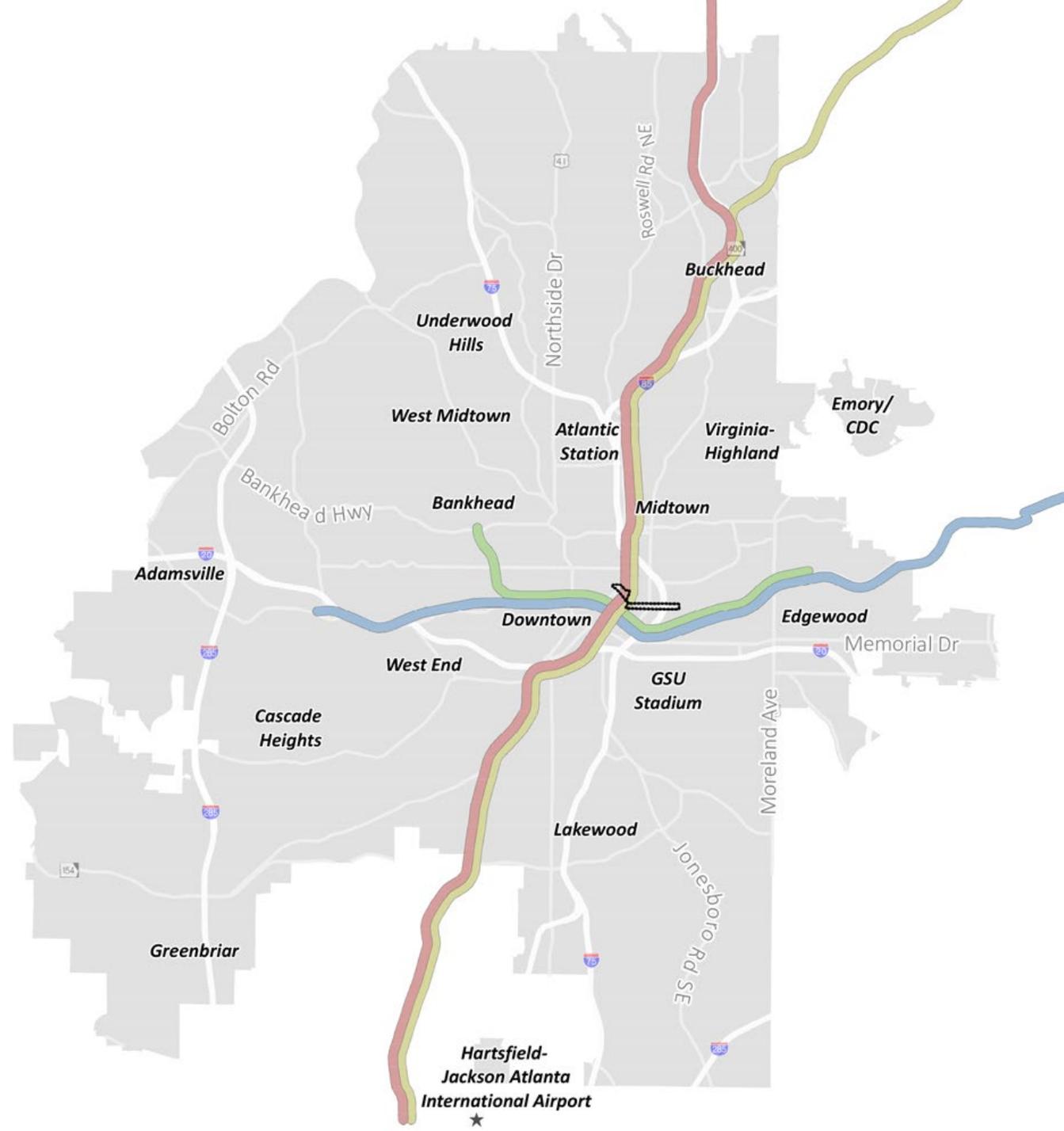
- Pivot from public engagement to education of approved program (Oct. 4)
- Programming of projects
 - Schedule development
 - Prioritization of projects
 - Financial plan development
- Project planning and development
- Continued public outreach activities
- Process for intergovernmental cooperation on those projects that are CoA in DeKalb
- Regular reporting to MARTA Board and Atlanta City Council



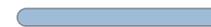
EXPANDING THE MARTA SYSTEM

Existing MARTA Rail

-  Blue Line
-  Green Line
-  Red Line
-  Gold Line
-  Atlanta Streetcar



EXPANDING THE MARTA SYSTEM

-  LRT Projects
-  BRT Projects
- Existing MARTA Rail**
 -  Blue Line
 -  Green Line
 -  Red Line
 -  Gold Line
 -  Atlanta Streetcar

