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
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

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

*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