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?

<table>
<thead>
<tr>
<th>Activity</th>
<th>Target Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>MARTA Board Approval of Project List</td>
<td>May 11</td>
</tr>
<tr>
<td>City of Atlanta Public Meetings</td>
<td>May 25 &amp; 26, June 1 &amp; 2</td>
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<tr>
<td>City of Atlanta Council Approval of Project List</td>
<td>June 20</td>
</tr>
<tr>
<td>Fulton County Commission Resolution to Authorize TSPLOST Vote</td>
<td>August 3</td>
</tr>
<tr>
<td>Public Education Campaign</td>
<td>August – November</td>
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<tr>
<td>Referendum Vote</td>
<td>November 8</td>
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<tr>
<td>Amendment to the RTCAA</td>
<td>January – March 2017</td>
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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

<table>
<thead>
<tr>
<th>Potential Program</th>
<th>Estimated Capital Cost (Base Year $ in Millions)</th>
<th>Estimated O&amp;M Cost (Base Year $ in Millions)</th>
</tr>
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<tbody>
<tr>
<td></td>
<td>Local Share</td>
<td>Federal Share</td>
</tr>
<tr>
<td>--------------------------------</td>
<td>-------------</td>
<td>---------------</td>
</tr>
<tr>
<td>High Capacity Improvements</td>
<td>$3,237</td>
<td>$2,993</td>
</tr>
<tr>
<td>Bus Service Improvements</td>
<td>$65</td>
<td>N/A</td>
</tr>
<tr>
<td>Pedestrian Improvements</td>
<td>$12</td>
<td>N/A</td>
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<tr>
<td>Total Estimated Cost</td>
<td>$3,314</td>
<td>$2,993</td>
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</table>
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

Level of Service

Rail

Gap in levels of service offered

Local Bus
MARTA Tomorrow

- Range of services to better fit regional travel needs
- Allows creation of easily-identifiable Frequent Network across service area
## Service Tier Attributes

<table>
<thead>
<tr>
<th>Service Tier</th>
<th>Attributes</th>
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<tbody>
<tr>
<td>Arterial Rapid Transit (ART)</td>
<td>• Frequency Equal To or Better than Rail</td>
</tr>
<tr>
<td></td>
<td>• Service Span to Complement Connecting Rail Service</td>
</tr>
<tr>
<td></td>
<td>• Broader Stop Spacing to Minimize Delays</td>
</tr>
<tr>
<td></td>
<td>• Corridor-Focused – No Deviations</td>
</tr>
<tr>
<td></td>
<td>• Consistent Routing – No Patterns</td>
</tr>
<tr>
<td></td>
<td>• Next Bus Information (Where Applicable)</td>
</tr>
<tr>
<td></td>
<td>• Signal Priority (Jurisdiction Permitting)</td>
</tr>
<tr>
<td></td>
<td>• Que Jumps (Jurisdiction Permitting)</td>
</tr>
<tr>
<td>Frequent Local Bus</td>
<td>• Corridor-Focused with Minimal Deviations</td>
</tr>
<tr>
<td></td>
<td>• Frequency to Support High Density and Attract Discretionary Trips</td>
</tr>
<tr>
<td></td>
<td>• Service Span to Complement Connecting Rail Service</td>
</tr>
<tr>
<td>Supporting Local Bus</td>
<td>• More Likely to Deviate for Specific Populations or Trip Generators</td>
</tr>
<tr>
<td></td>
<td>• Frequency to Support Moderate Density</td>
</tr>
<tr>
<td>Community Circulators</td>
<td>• Operated with Smaller Vehicles (25-30 Foot Bus)</td>
</tr>
<tr>
<td></td>
<td>• Frequency to Support Lower Density</td>
</tr>
<tr>
<td>Express Bus</td>
<td>• Expressway-Oriented between Rail Stations, Transit Centers, Major Activity Centers and/or Employment Centers</td>
</tr>
<tr>
<td></td>
<td>• Frequency and Span to Support Specific Demand</td>
</tr>
<tr>
<td></td>
<td>• All-Day or Peak-Only Service</td>
</tr>
</tbody>
</table>
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

= 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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