



Metropolitan Atlanta Rapid Transit Authority

Atlanta, Georgia

MAG Regional Transit Framework Study • November 2008

Metropolitan Atlanta Rapid Transit Authority, known as MARTA, is the primary regional transit agency of the Atlanta, Georgia metropolitan area. The Atlanta Transit System was purchased in February 1972 for \$12.9 million giving control of the regions primary bus service to MARTA. Serving DeKalb and Fulton counties as well as the City of Atlanta, MARTA operates 4 heavy rail lines, more than 100 bus routes, and demand response service. Additionally, MARTA runs three shuttle routes that provide seasonal service connecting heavy rail to Six Flags, Lakewood Amphitheater, and Turner Field.

In 2006 MARTA partnered with the Atlanta Regional Commission (ARC) and the Georgia Regional Transportation Authority (GRTA) to create the Transit Planning Board (TPB). The TPB will work to build a plan for expanding and funding a regional transit network for the Atlanta region.

MARTA Members

DeKalb County
Fulton County
City of Atlanta

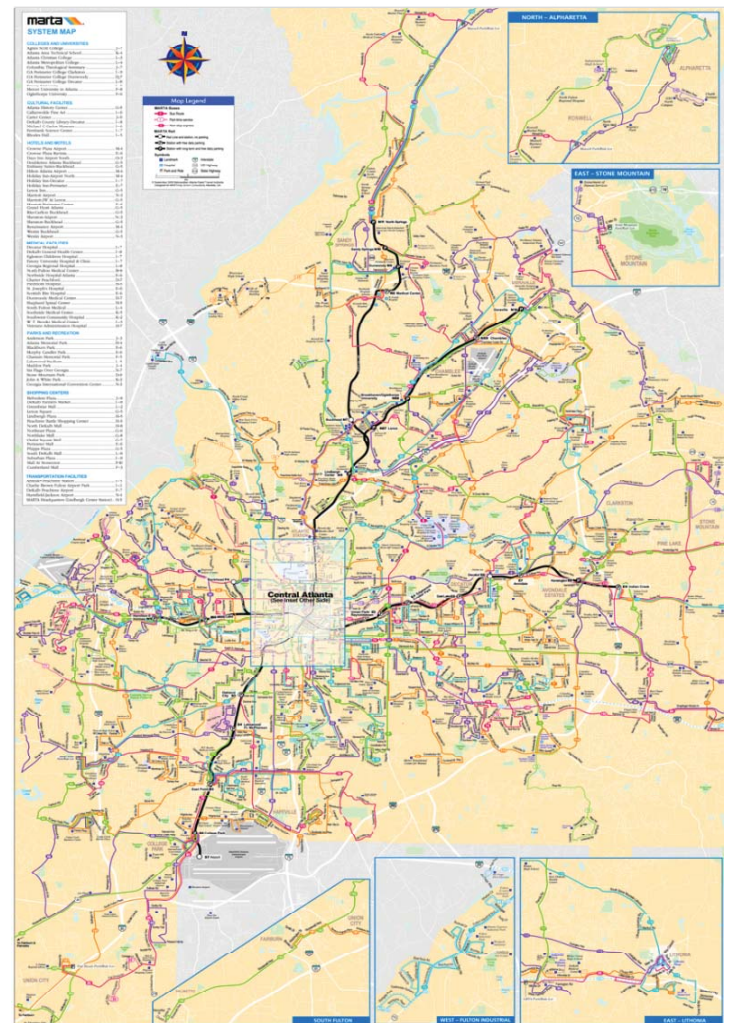
REGIONAL CHARACTERISTICS

Population: 4,051,000
Land Area: 1,963 sq mi

REGIONAL MODES

- Heavy Rail
- Local/Express Bus*
- Demand Response
- Vanpool

*Express Bus operated by other transit agency
Consisting of 6 counties, UTA is governed by a city/county appointed 16-member Board of Trustees. The number of board appointments varies based on population. Those counties vote to approve a local option sales tax to fund UTA operations and maintenance.



Source: MARTA, 2008

HOURS OF OPERATION

Weekday / Weekend

Local Bus: 5:00am - 1:30am / 5:00am - 12:30am

Heavy Rail: 5:00am - 1:00am / 5:30am - 12:30am

Demand Response: 8:30am - 5:30pm / 10:00am - 4:00pm

WHY A REGIONAL SYSTEM?

- Optimization of existing and future transit infrastructures
- Coordinated regional approach to:
 - Transit Service Planning
 - Transit Funding
 - Transit Operations
- Quality regional transit system that is “customer first” focus

FUNDING

Transit-related funding for the Atlanta region has stemmed exclusively from local sales tax, currently at 1 percent. Since 1971, state legislation has encouraged local communities to seek local sales tax initiatives to fund transit operations.

The Transit Planning Board (TPB) recently completed a regional transit plan called Concept 3. TPB is currently exploring funding options for the Concept 3 plan.

FUTURE EXPANSION

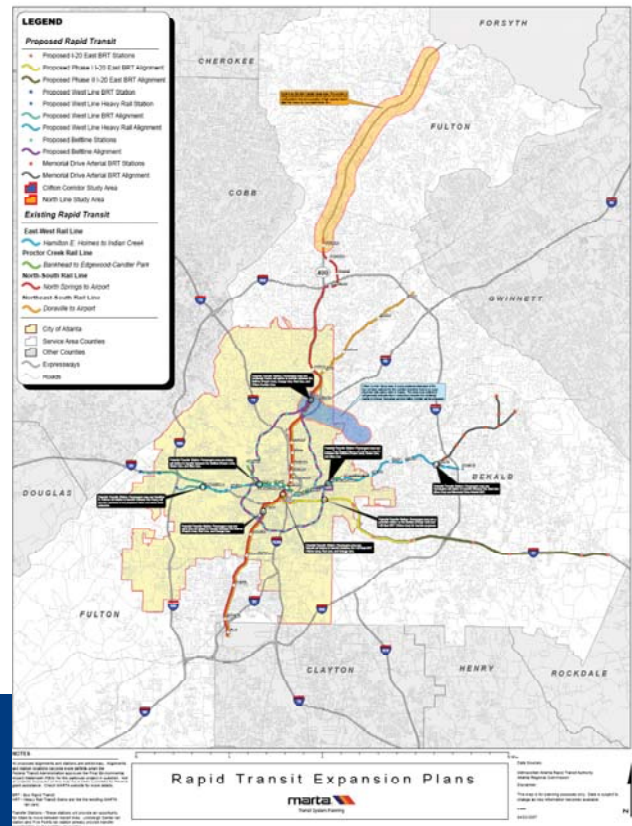
- Memorial Dr. Phase 1 – 5.4-miles of BRT
- Memorial Dr. Phase 2 – 7.5-miles of BRT
- Lindbergh/Decatur– 4.0-miles of HCT
- I-20 East Phase 1 – 8.2-miles of BRT
- I-20 West – 3.5-miles of BRT
- Beltline Corridor (NE) – 5.3-miles of HCT
- Beltline Corridor (SE) – 6.5-miles of HCT
- Beltline Corridor (SW) – 3.1-miles of HCT
- Beltline Corridor (NW) – 6.5-miles of HCT
- I-20 East Phase 2 – 10.8-miles of BRT

SUSTAINABILITY GOALS/POLICIES

- Establish MARTA’s environmental baseline and develop a comprehensive master plan
- Reduce MARTA’s environmental footprint
- Increase MARTA’s use of green products and services
- Increase the volume of recycled materials
- Increase savings and return on investment through greening strategies
- Advocating mobility for families and businesses via public transit.
- Decreasing air pollution and road congestion
- Encouraging smart growth and transit oriented development
- Preserving and enhancing the natural environment

ACCOMPLISHMENTS:

- Completion of Concept 3 Transit Plan
- Completion of Regional Paratransit Study
- Clayton County Bus Operations Agreement
- Industry leader in Technology
- - 100% smart card fare collection system
- Rail Car Rehabilitation
- Track Renovations



Source: MARTA, 2008