

We're helping build a better way.



Table of Contents

- 2** MARTA Board of Directors
- 3** Message From the General Manager/CEO
- 5** A Regional Partner and Leader
- 13** Contributes to Quality of Life
- 19** An Essential Lifeline—People Matter
- 23** Helping To Build The Future
- 27** Financial Highlights



METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY

2424 Piedmont Road, NE Atlanta, GA 30324

www.itsmarta.com 404-848-5000 TTY: 404-848-5665 Accessible Format: 404-848-4037

MARTA Board of Directors



Front left to right

Bart L. Graham; Clara H. Axam; Mukesh Patel; Barbara Babbit Kaufman (Treasurer); Harold Buckley, Sr.; Juanita Jones Abernathy (Secretary); Michael W. Tyler; JoAnn Godfrey McClinton (Vice Chair) and Gloria Leonard

Back left to right

Walter L. Kimbrough, L.H.D.; Bruce E. LeVell; Edmund J. Wall; J. Thomas Kilpatrick; George E. Glaze; Michael Walls (Chairman) and Kevin Clark

Not Pictured

Gena L. Abraham and Steve Stancil



Helping Build
A Better Way

At MARTA, we take pride in helping to build a better way for our customers, our community and our region.

Today, we are in the midst of significantly changing times across the Atlanta region which provide us with an opportunity to rethink and fundamentally reshape the character and livability of our communities. Significantly expanded mobility choices—truly quality alternatives to single occupancy vehicle travel are one part of the solution. As the largest regional and statewide provider of transit service, MARTA, in partnership with its many local and regional partners, is the backbone of a future vastly expanded transit system of first choice for the Atlanta region.

A regional transit system and services of first choice are a necessity for our region. We genuinely believe that if we work together and are not afraid to be bold, we can create a “transit renaissance” in the Atlanta region over the next decade. On behalf of the Board of Directors, I encourage you to learn more by reading this report and sharing it with others.

Sincerely,

Beverly A. Scott, Ph.D.

General Manager/CEO



A Regional Partner and Leader

From the days of horse drawn trolleys, Atlanta has a rich history as a transportation hub serving the region and the southeast. Today, MARTA is the 9th largest transit system in the nation and is the backbone of a growing regional system that includes Clayton County C-TRAN, Cobb Community Transit, the GRTA Xpress system, Gwinnett County Transit, and a number of local circulator systems that depend on MARTA to help passengers reach their final destination.

MARTA's presence and impact in metropolitan Atlanta has contributed significantly to making this fast growing area a true regional and national competitor. Boasting a strong economy, educated workforce and vibrant quality of life, the City of Atlanta and the region are magnets for attracting talented people and fast-growing companies.

- Metropolitan Atlanta is the number two region in the country for job creation, ranking third in the nation among regions with the most Fortune 500 headquarters.
- The metro region accounts for about two-thirds of Georgia's economy, 70% of the state's job growth and 65% of its population growth.
- Metropolitan Atlanta is now the fastest growing metro in the nation, doubling in population over the last 20 years and expected to grow another 2.3 million residents in the next 30 years and 1.7 million jobs over the next 25 years.

| THE ATLANTA REGION TODAY | | THE ATLANTA REGION TOMORROW | |
|--|-----------|--|-----------|
| 1970-2007 | | 2000-2030 | |
| Atlanta Region Population | | 10-County Atlanta Region Population | |
| 1970 | 1,500,823 | 2000 | 3,429,379 |
| 1980 | 1,896,182 | 2010 | 4,038,777 |
| 1990 | 2,557,800 | 2020 | 4,591,877 |
| 2000 | 3,429,379 | 2030 | 5,261,534 |
| 2006 | 3,925,400 | 64.9% change 2000-2030 | |
| 2007 | 4,029,400 | | |
| 17.5% change 2000-2007 | | | |
| 1980-2006 | | 2000-2030 | |
| Atlanta Region Employment | | 10-County Atlanta Region Employment | |
| 1980 | 901,157 | 2000 | 1,991,450 |
| 1990 | 1,426,000 | 2010 | 2,168,669 |
| 2000 | 1,991,500 | 2020 | 2,597,629 |
| 2005 | 1,936,665 | 2030 | 3,086,304 |
| 2006 | 2,003,503 | 55.0% change 2000-2030 | |
| 40% change 1990-2000 | | | |
| ***Metro Atlanta encompasses 10 counties-Cherokee, Clayton, Cobb, DeKalb, Douglas, Fayette, Fulton, Gwinnett, Henry, Rockdale-and the City of Atlanta. | | | |

A Regional Partner and Leader

The region is now faced with tough decisions about how to balance the needs of the growing population while maintaining a high quality of life. Plans for improved infrastructure, green and open spaces, livable communities and transportation will be vital. Likewise, securing new sources of transportation funding will be crucial for Atlanta to maintain its competitive edge.

Atlanta's Future Depends on Transportation Investments Today

As the region looks to the future, determining how we will fund transportation must be a top priority. Today, MARTA's primary sources of funding are passenger fares and a 1% sales tax collected in Fulton and DeKalb counties.

- Passenger fares account for approximately 30% of MARTA's operating budget.
- By law, funds from the 1% sales tax must be split evenly between MARTA's operating and capital expenditure budgets, a restriction that does not apply to other sources of revenue, including passenger revenue.
- In early 2007, the City of Atlanta, DeKalb County, and Fulton County approved a 15 year extension of the 1% sales tax from 2032 to 2047, with a 0.5% sales tax from 2047 to 2057.

MARTA has never received any operating funding from the State of Georgia, making it the largest public transportation agency in the United States not to receive state funding for operating expenses. Revenue from the Georgia motor fuel tax is currently restricted to roads and bridges and cannot be used for public transportation.



The Case for Transportation Investment

Source: Metro Atlanta Chamber of Commerce

Current Investment

- While Georgia's population growth has been the fourth-highest in the country, its rate of investment in new infrastructure has been the fourth-lowest: two thirds the national average. Per capita, Iowa spends more on new roads and transit than Georgia does.
- Metro Atlanta has had the single highest increase in traffic congestion in the country—a 76 % increase in travel delay.
- Metro Atlantans drive 60% more than they did a decade ago.

Future Demand

- Georgia's population is projected to increase by 4 million people by 2030. Half of that will be in Atlanta.
- 60% of the population growth in the United States between now and 2030 is projected to be in only six states—one of which is Georgia.
- By 2020, traffic congestion will increase another 25%, making Georgia the second worst in the country.
- From a quality of life standpoint, Atlanta risks losing its competitive advantage over other major cities—Denver, Charlotte, Dallas, and Phoenix are just a few examples of regions that are now investing heavily in transportation infrastructure.

The region and the state of Georgia have benefited greatly from the metro region's success. The metro Region contributes the lion's share of economic stimulus in the state—accounting for about two-thirds of Georgia's economic output and 70% of the state's job growth. As such, if Georgia is to continue to be successful, Atlanta must continue to be successful.

| | |
|-------------------------------|---|
| Denver (RTD) | FastTracks Plan: 122 miles of new light rail and commuter rail 18 miles of BRT service 57 new transit stations 21,213 additional parking spaces at transit park and rides |
| Charlotte (Lynx) | 2030 Transit Corridor System Plan: 11 additional light rail miles 13.5 additional light rail or BRT miles 30 mile commuter rail line 16.4 mile streetcar system |
| Dallas (DART) | 700 ultra-low emission buses 48 additional light rail miles (2013) |
| Phoenix (Valley Metro) | Regional Transportation Plan: 37 additional light rail or other high capacity transit (2025) |



A Regional Partner and Leader

A Tale of Three Cities

The original MARTA plan called for 56 miles of heavy rail, 40 rail stations, 4 bus rapid transit stations, 14 miles of busway, and 1,530 miles of surface bus operations. To date, the system has 48 miles of heavy rail and 38 rail stations. Compared to our peer transit agencies, MARTA has not kept pace with area growth or expansion of its system.

Consider a tale of three cities—Atlanta, Washington, DC and San Francisco, three similarly sized transit agencies that opened around the same time in the 1970’s, representing a rebirth in heavy rail investment in the United States. San Francisco and Washington, DC each grew to over one hundred miles of rail service, while MARTA stopped at just 48 miles—losing an opportunity for precious federal system expansion dollars. The federal investment in San Francisco is \$1.3 billion more than in Atlanta and in Washington, D.C. over \$2 billion more.

| | Atlanta, GA | Washington, DC | San Francisco, CA |
|---|------------------|-------------------|--------------------|
| OPENING DATE | June 30, 1979 | March 29, 1976 | September 11, 1972 |
| Track Miles | 48.0 | 106.3 | 104.0 |
| Stations | 38.0 | 86.0 | 43.0 |
| Average Weekday Train Miles/Car Miles | 15,000 72,000 | 41,000 214,000 | 27,000 191,000 |
| Average Weekday Rail Ridership | 230,000 | 880,000 | 330,000 |
| Average Weekday Rail Passenger Miles | 1,560,000 | 4,860,000 | 4,160,000 |
| Discretionary Federal Funding (1965-2006, \$ 000's) | \$2,444,952 | \$4,490,455 | \$3,703,240 |



A Regional Partner and Leader

MARTA is emerging as a partner and leader in regional transportation through partnerships and the utilization of cutting edge technologies. These initiatives are helping pave the way to regional transit integration and seamlessness.

C-TRAN

MARTA began operating Clayton County's C-TRAN bus and paratransit service in October 2007 as part of a joint agreement between the agencies to improve transit service in the region. Under the agreement, MARTA now operates and maintains C-TRAN's fleet of 24 buses and 6 paratransit vehicles and is fully reimbursed by the County for all expenses.

Cobb Community Transit Partnership

MARTA and Cobb Community Transit (CCT) have successfully launched a program that allows both agencies to better meet customer needs along the northwest corridor. Through a joint agreement, CCT Route 10 and MARTA Route 12 provide direct bus service between the Cumberland Transfer Center and MARTA's Arts Center rail station, picking up passengers along the route and across county lines.

Transportation Planning Board (TPB)

MARTA is an active member of the region's Transit Planning Board (TPB), which was formed in 2006 by the Atlanta Regional Commission to propose a plan of action for a seamless, integrated transit network. In late 2007, the TPB released its vision plan for transit for public review. The plan, called "Concept 3," includes all of MARTA's expansion priorities as well as significant expansion of transit in metro Atlanta's most congested corridors.

Breeze

The Breeze automated fare collection system is transforming the way MARTA does business and has paved the way for expanding regional partnerships. MARTA is the first transit system in North America and among the first in the world to convert to a 100% smart card fare collection system. Thanks to Breeze, MARTA has already reduced fare evasion and increased revenue collections—money that can now be reinvested into system improvements. The Breeze technology also records more accurate ridership data, which will help MARTA to improve route planning and better target bus and rail service to meet customers' needs. Cobb Community Transit (CCT), the Georgia Regional Transportation Authority (GRTA), Gwinnett County Transit (BCT), and Clayton County (C-TRAN) will all soon be converted to Breeze.

Regional Trip Itinerary Planner

Another technology based tool that will benefit the region is MARTA's new web-based MyCommute trip planner. With this convenient new feature, customers can enter a starting location and final destination to pull up detailed directions, maps and schedules. Customers can customize their trip based on trip times, walking distances and transfers or search for directions to popular destinations. MyCommute currently provides directions and schedules for MARTA and Clayton County's C-TRAN bus service, and has been designed to incorporate additional regional information in the future.



Contributes to Quality of Life

MARTA is a Major Economic Generator

MARTA contributes significantly to creating jobs and economic growth in the region and state.

- According to a study by the University of Georgia's Carl Vinson Institute of Government, MARTA contributes \$476 million annually to Atlanta's gross regional product.
- MARTA's contribution to total output is estimated to grow to \$10.3 billion in the region and \$10.5 billion in the state by 2055. MARTA is expected to create an estimated 45,000 jobs in the region and 46,200 in the state by 2055.
- MARTA's presence in DeKalb and Fulton counties has had a great impact on real disposable income per capita. By 2055, MARTA's presence is expected to generate over \$223 per DeKalb and Fulton resident.

MARTA employs more than 4,500 union and non-union employees who serve as the heartbeat of the Authority. The Authority isn't just a major regional employer; it serves other major employers and activity centers throughout the service area by providing access to jobs and critical connection to goods and services.

MARTA Promotes Quality Development

MARTA is at the forefront of developing live, work, and play communities throughout its service area through Transit Oriented Development (TOD), which is improving the area's quality of life and economic base. The flagship project at Lindbergh Center Station has expanded to include apartments and retail and will ultimately include 4.8 million square feet of office, hotel, residential and restaurant space.

- In FY07, TOD contributed \$3.35 million in annual revenue for the Authority.
- MARTA has TOD projects in various stages at 14 stations including Medical Center, Arts Center, Lenox, North Avenue, Chamblee, Lakewood-Ft. McPherson, Avondale, King Memorial and North Springs.
- MARTA's TOD program received the 2006 Clean Air Excellence Award in Community Development from the United States Environmental Protection Agency (EPA).



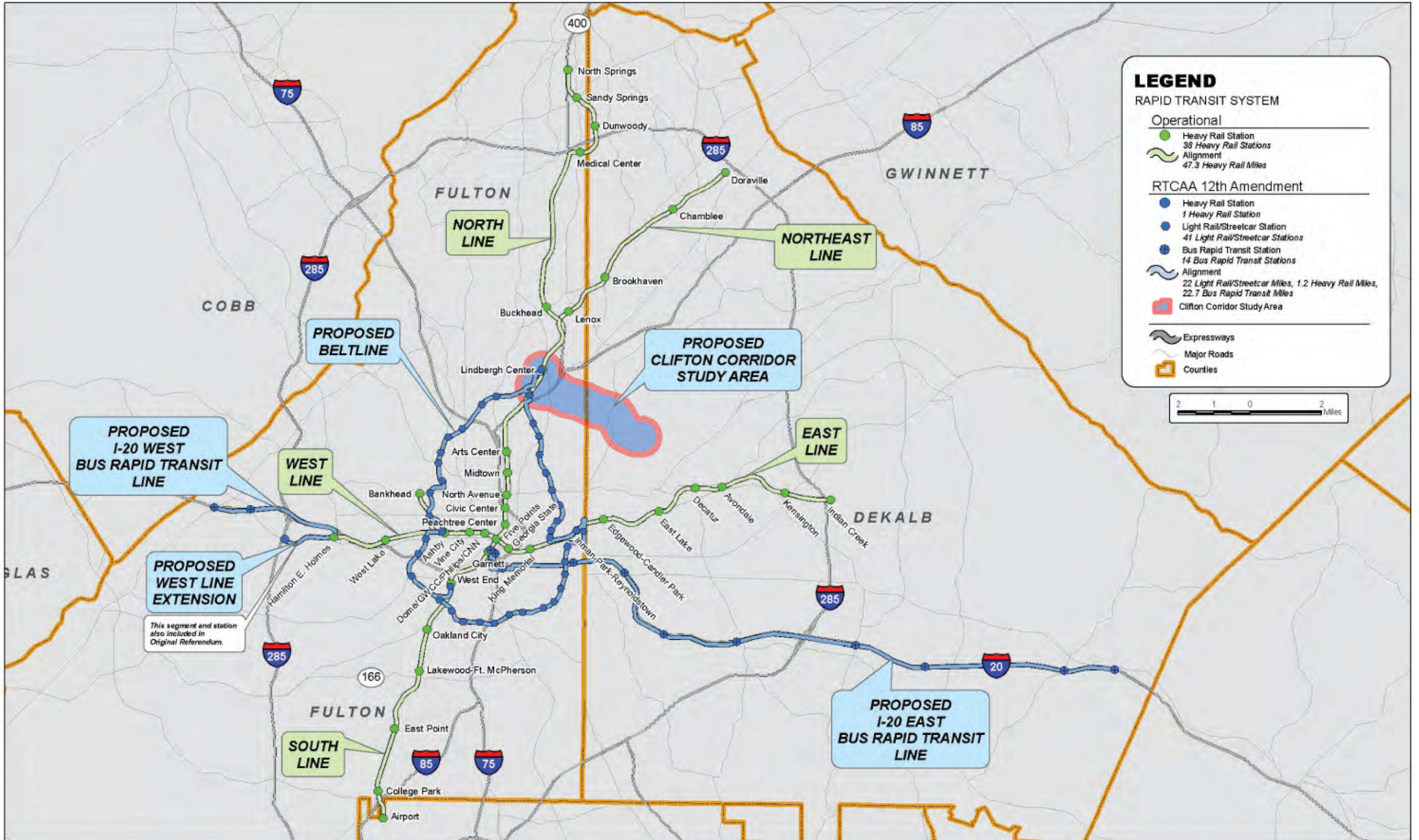
Contributes to Quality of Life

MARTA is Good for the Environment

MARTA has a positive impact on our region's energy consumption and carbon footprint reduction. The Authority is proud to partner with organizations throughout metro Atlanta to provide green programs and transportation options that encourage people to walk, bike, park their cars and use transit.

- According to the Texas Transportation Institute's (TTI) Congestion Report, traffic congestion continues to worsen in American cities, creating a \$78 billion annual drain on the U.S. economy in the form of 4.2 billion lost hours and 2.9 billion gallons of wasted fuel.
- Their 2007 mobility report notes that weekday rush hour trips in the Atlanta area take 34% longer to complete compared to non-peak days.
- Travel time to work for Atlantans increased by 20% during the 1990's—the 4th largest increase in the country. By 2020, traffic congestion is projected to increase another 25%.
- The smog caused by traffic is also taking its toll as more and more people—especially children and the elderly are affected by asthma, bronchitis and other diseases that are aggravated by poor air quality.
- MARTA significantly reduces Atlanta's traffic congestion by removing more than 185,000 cars every day from Atlanta's roads, making it one of the best weapons for fighting the growing problem of traffic congestion.
- 100% of MARTA's bus fleet runs on clean fuel. Each clean fuel engine has resulted in a 45% reduction in nitrogen oxides, 85% reduction in carbon monoxide, 54% reduction of hydrocarbons and 80% reduction in particulate matter.
- MARTA received the National Natural Gas Vehicle (NGV) Achievement Award from the Clean Vehicle Education Foundation (CVEF) and NGVAmerica in FY07 recognizing its outstanding contributions to the advancement of natural gas as a vehicular fuel.
- Over 500 trees were planted onsite at MARTA's Armour Yard Rail Facility that help to absorb harmful pollutants and reduce CO₂, ozone and small particulate matter from the air.
- Forty-two compressed natural gas shuttle buses from Georgia Tech, Emory and the BUC all fuel at MARTA's two natural gas fueling stations.
- MARTA houses four water recycling/reclamation centers for bus and rail operations.





2007 RTCAA 12th Amendment Projects

RTCAA - Rapid Transit Contract and Assistance Agreement
 This map displays all planned or proposed rapid transit lines as identified in the original RTCAA and all subsequent amendments to said document. This map will change in accordance with any future changes to the RTCAA.





An Essential Lifeline—People Matter

MARTA is first and foremost about people! And as our service area expands and ridership grows, the Authority is ready to serve the region's growing numbers of youth, seniors, disabled, baby boomers and immigrant populations. All great cities have great transit options. More and more, Americans are choosing transit as a "lifestyle choice" and MARTA is becoming a lifestyle choice for more and more Atlantans.

- 54% of MARTA riders use it to get to and from work; 11% to and from school; and 8% for shopping and dining.
- MARTA experienced a significant boost in ridership in FY07 providing service for 147.5 million passenger boardings—6.6 percent more than the previous fiscal year. Rail ridership increased 12.2% with 77.7 million passenger boardings.
- MARTA's Annual Quality of Service Survey showed more people are riding and that the Authority is now carrying customers from a broader base of household incomes, with a 22% increase in the percentage of customers earning more than \$30,000 per year.
- According to APTA, public transportation ridership continues to grow. Americans took nearly 10.3 billion trips on public transportation in 2007, the highest level in 50 years, representing a 2.1% increase over the previous year.

MARTA is Ready to Serve Atlanta's Aging Population

Mirroring a national trend, Atlanta is experiencing a dramatic increase in its older adult population. Between 2000 and 2015, the aging population is expected to double and by 2030, one in five residents will be over the age of 65.

The vast majority of older adults (88%) use their own vehicles as their primary mode of transportation while only 7% are driven by others and 4% use public transportation. When asked how they plan to get around when they can no longer drive, the majority (57%) plan to be driven by others, 13% plan to start using public transportation and 21% do not know how they will get around.

Last year MARTA renamed its paratransit service MARTA Mobility as part of a major reinvestment into service for the elderly and disabled and an effort to make it more convenient and accessible for customers. In addition to the name change, MARTA has added new staff, vehicles and implemented program changes to improve on-time performance and service delivery.

- MARTA hired 24 new Mobility operators and 4 dispatchers to respond more effectively to service requests.
- Thirty new Lift Vans (L-Vans) are now in service enabling MARTA to serve more customers in a more timely and reliable manner.
- In addition, the Authority is modifying scheduling practices to improve on-time performance, enhancing reporting technology to offer customers more accurate and timely trip arrival information, and adjusting the customer call line to reduce hold times.



An Essential Lifeline—People Matter

Keeping People Moving: A Focus on Quality Transit

Bus Operations

MARTA's Bus Operations team provides vital connections between neighborhoods, surface streets and our rail stations. The bus fleet consists of 609 buses and 15 small buses and has been upgraded and now consists of either compressed natural gas or clean diesel vehicles. MARTA stays up-to-date with new rules and regulations such as emission requirements and also is heavily involved in testing new products and technology when developing new bus specifications.

Rail Operations

MARTA's rail program serves as the core of the system and has undergone some major enhancements as well. The Authority is in the process of rehabilitating over 200 rail cars that will result in a fleet that is cleaner, more reliable and more efficient. This \$226 million capital project will increase service reliability and on-time performance, enhance the overall customer experience and lower operating costs. The Authority has saved \$448 million by refurbishing these vehicles rather than purchasing new cars. All 48 miles of MARTA's tracks are also being renovated to enhance safety and rail travel quality.

Station Improvements

Areas around all 38 stations are being redesigned to enhance security, improve pedestrian walkways and add to the overall appearance of the station. An extensive lighting program incorporates new bright, white lighting on all rail station concourses, platforms, and in parking lots. In early 2008, MARTA will complete an upgrade of 474 original cameras and installation of 1,038 new closed circuit TV cameras throughout the system. New landscaping including planters and flower beds are being installed Authority-wide this year.

Public Safety

Over the past five years, MARTA's Police Department has reduced serious crime incidents by 40% and has established one of the lowest crime rates among transit agencies of similar size. The Authority's 350-member department is one of only four transit agencies accredited by time by the Commission on Accreditation for Law Enforcement Agencies, Inc. (CALEA).

In 2007, the department dedicated part of its budget surplus to additional security initiatives such as increased uniformed presence throughout the system and staff to answer emergency information phones.



Helping To Build The Future

Expansion Studies and Projects

MARTA's expansion projects include the I-20 East to Stonecrest Mall, BeltLine, I-20 West to Fulton Industrial Boulevard, and the Clifton Corridor (Lindbergh Station to Emory). MARTA worked with the Atlanta Regional Commission to ensure inclusion of these priorities in the Regional Transportation Plan, which allows the projects to continue to move forward in the Federal review and funding processes.

I-20 East

Southeastern DeKalb County has grown dramatically in the past 20 years and thousands of new housing units have opened or are planned in the areas surrounding the Mall at Stonecrest and along major arterial roads. Congestion has risen sharply in the I-20 corridor, particularly east of I-285. The MARTA Board of Directors identified the I-20 East Corridor as one of its transit expansion priorities and has recommended implementation of a high capacity bus rapid transit (BRT) alternative, extending from downtown Atlanta to a location near the Mall at Stonecrest via I-20. The BRT service would operate predominantly in an exclusive busway. Implementation will occur in phases, with the initial phase likely to extend to Candler Road near the Gallery at South DeKalb.

BeltLine

The proposed BeltLine is a 22-mile loop that encircles the central portion of the City of Atlanta and includes transit, trails, and parks. This unique and exciting transit project will connect existing neighborhoods with MARTA rail stations. This project represents a new opportunity to develop transit as part of a comprehensive plan being developed by the City of Atlanta and the Atlanta BeltLine Inc. focused on improving access and connectivity to existing neighborhoods, establishing connections to the MARTA system and serving proposed green space and economic development.

I-20 West

The West Line Corridor is a transit expansion priority and the planning currently calls for a bus rapid transit (BRT) service from Hamilton E. Holmes rail station to Fulton Industrial Boulevard and an extension of heavy rail service from Hamilton E. Holmes rail station to Martin Luther King, Jr. Drive and I-285. This area has been a part of MARTA expansion plans as far back as the original MARTA Referendum Plan. Currently, MARTA is working with the Georgia Department of Transportation (GDOT) to incorporate the BRT segment into the HOV lane additions planned for I-20 West. Three transit stations are included as part of the alternative (two BRT stations and one heavy rail station).

Clifton Corridor

The Clifton Corridor is located in west central DeKalb County and features the highest concentration of employment within metropolitan Atlanta without direct access to the MARTA rail system. MARTA is currently preparing to conduct transit corridor planning activities in conjunction with Emory University for a 4.5 mile long region linking the Lindbergh Center area within the City of Atlanta and the Clifton Corridor area within DeKalb County.



Helping To Build The Future



MARTA is on the MOVE

To assist MARTA in planning for the future, the Authority has initiated a System Re-Engineering and Optimization Study called MOVE.

Why MOVE? Because it's what we do. Our core business is moving people throughout our service area and, with our partners, throughout the region. MOVE also stands for Making Operations Very Efficient—which is the focus of this study.

The 18-month study will assess current operations and recommend changes to improve our overall customer experience. It is designed to determine how MARTA can make the most of its existing resources to provide the best possible transportation service. MOVE is a results driven, action-oriented program that will outline near-term improvements that can be implemented quickly.



Helping To Build The Future

Proud to Be Part of the Communities We Serve

MARTA is not only proud to serve the community, we are proud to be a part of it. MARTA's 4,500 dedicated employees demonstrate that they care about the region through financial and volunteer contributions in the communities where we work and live. This workforce includes members of the Local 732 Amalgamated Transit Union, the largest labor organization representing transit workers in the United States and Canada.

In 2007, MARTA's Employees Charity Club raised over \$760,000 as part of its annual giving program, charity events and fundraisers. Through these efforts, MARTA employees have donated \$20,000 to the March of Dimes, \$40,000 to First Tee of Atlanta, \$42,200 to holiday giving programs and contributed over \$660,000 to more than 400 local area charities.

MARTA is also a valuable asset to schools in the region, providing students, scouts and other civic groups with educational resources about public transportation, transit history and the environment.



Financial Highlights

MARTA finished its 2007 fiscal year with a \$15.7 million operating surplus and \$122.6 million in reserves. This is the second time in twenty years that the Authority recorded an operating surplus for two consecutive years. MARTA's sound fiscal management was recognized when it received upgraded bond ratings from both Moody's and Standard & Poor's. In addition, the Authority experienced \$27 million in benefit over the 2007 Fiscal Year through innovative financial transactions such as restructuring trust accounts and refunding bonds, and MARTA's progressive fuel hedging program allowed savings of over \$3.2 million from what would have been paid for "market rate" fuel prices in 2007.

The following section contains summarized financial information taken from MARTA's 2007 Comprehensive Annual Financial Report (CAFR). The CAFR includes detailed financial information including MARTA's audited financial statements. Copies of the CAFR are available on the internet at www.itsmarta.com.

MARTA's financial statements are reported using the economic resources management focus and the accrual basis of accounting; under which, revenues are recognized when earned and measurable and expenses are recognized when incurred. These statements are presented in conformity with accounting principles generally accepted in the United States of America.

Fares and Single Fare History

Regular Fare

| | |
|---|----------|
| Single Trip (stored on Breeze Card or Breeze Ticket) | \$ 1.75 |
| Round Trip-including transfers (stored on Breeze Card or Breeze Ticket) | \$ 3.50 |
| Ten (10) single trips (10 trips store on Breeze Card or Breeze Ticket) | \$ 17.50 |

Discounted Fare

| | |
|--|----------|
| Twenty (20) single trips (20 trips stored on one Breeze Card or Breeze Ticket) | \$ 30.00 |
| 30 day pass (unlimited travel for 30 consecutive days, all regular service) | \$ 52.50 |
| 7 day pass (unlimited travel for 7 consecutive days, all regular service) | \$ 13.00 |
| Day passes (unlimited travel for consecutive days, all regular service. Price per day: | |
| 1 day | \$ 8.00 |
| 2 day | \$ 9.00 |
| 3 day | \$ 11.00 |
| 4 day | \$ 12.00 |

MARTA Mobility and Half-Fare Programs

| | |
|--|------------------|
| Half-Fare (for pre-qualified customers 65 and older and disabled customers using regular service) | \$ 0.85 |
| Mobility Service (Demand response for certified customers. Personal care attendant may ride free, if required) | \$ 3.50 each way |
| Discounted Mobility Service (Unlimited travel for 30 days on Breeze Card) | \$105.00 |
| Mobility on Fixed Route (For Mobility certified customers riding fixed route with Mobility Breeze Card) | No charge |

Student Programs

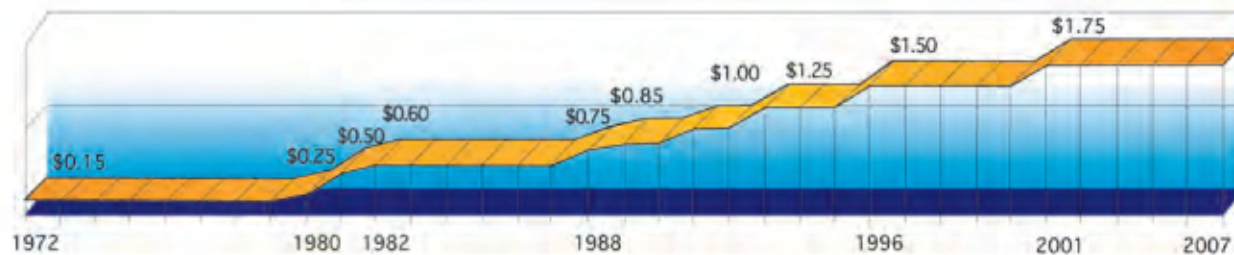
K-12 Program (Grade school and High school students K-12,
Monday through Friday ten (10) trip pass (to/from school), all regular school

| | |
|--|----------|
| | \$ 10.00 |
|--|----------|

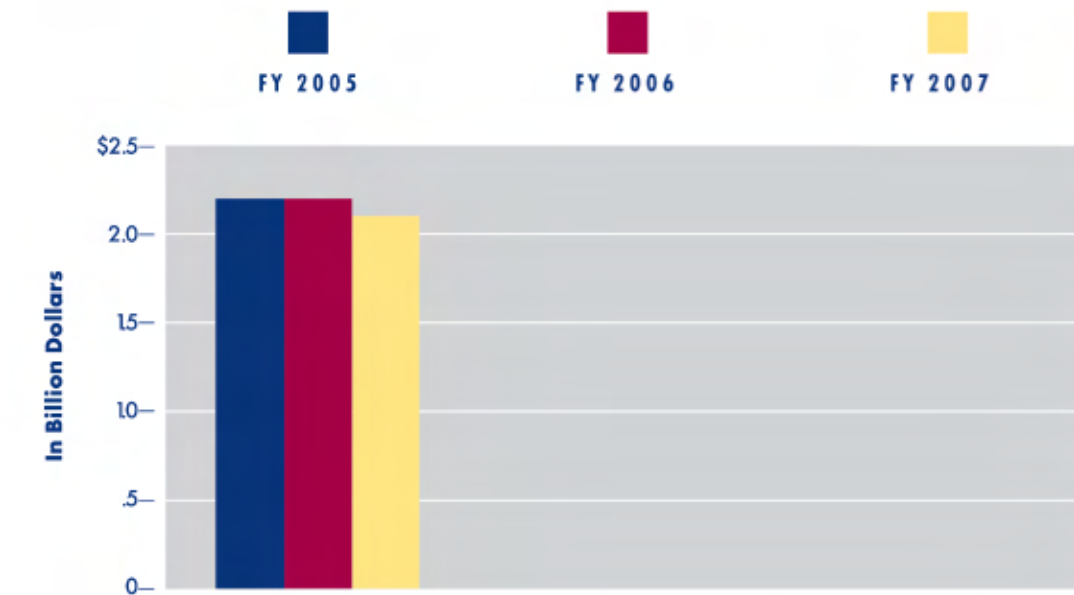
Convention and Visitors Pass

For groups of 15 or more, ordered a minimum of 20 days in advance. Price per day:

| | |
|-----------------|-----------------|
| 1 day | \$ 8.00 |
| 2 day | \$ 9.00 |
| 3 day | \$ 11.00 |
| 4 day | \$ 12.00 |
| 7 day | \$ 13.00 |
| 8 days and over | \$ 3.00 per day |



Net Assets



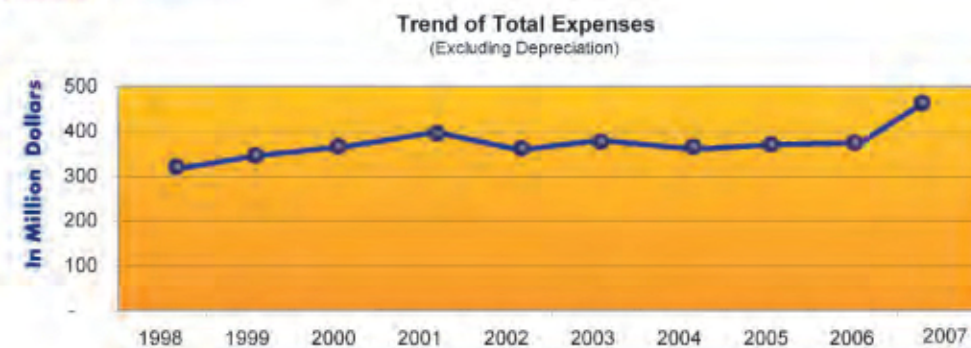
MARTA's assets exceeded liabilities by \$2.1 billion at June 30, 2007 a \$44.4 million decrease from June 30, 2006, when assets exceeded liabilities by \$2.2 billion, a \$13.3 million increase from June 30, 2005. MARTA is able to report positive balances in all categories of net assets the same situation held true for the prior fiscal year. A more detailed information on the statement of net assets is contained in the Comprehensive Annual Financial Report.

Trend of Total Expenses

This chart shows total expenses trended over the past ten years. The chart clearly depicts that on-going cost containment measures, first instituted in fiscal year 2001, have flat-lined the expense growth and lowered average expense increases to just 4% per year over the full ten year period. MARTA had previously experienced a steady rise in operating expense beginning with the advent of the 1996 Olympics and continuing through the opening of our last new rail stations in fiscal year 2001. Current year expenses increased by 18% as MARTA contributed \$45 million to the Non-Rep Plan to reduce the unfunded actuarial accrued liability outlined in the Actuarial Valuation Report as of January 1, 2006.

Trend of Total Expenses

(Excluding Depreciation)

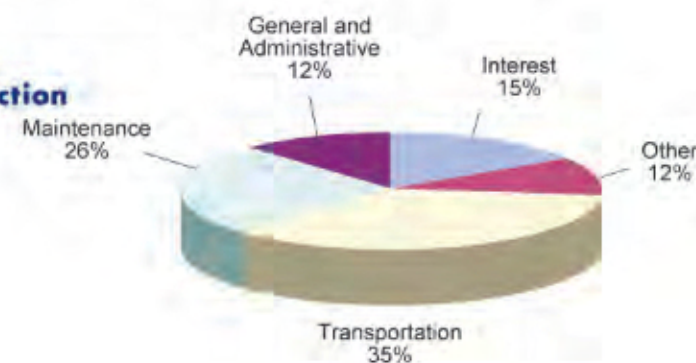


Total Expenses by Function

Below is a pie chart showing total expenses by function. A function is a type of activity that MARTA engages in which subsequently results in an expense. This chart shows that providing transportation and the associated maintenance represent 61% or \$275 million of MARTA's total expenses by function. Transportation and related maintenance includes such expenses as salaries and benefits of bus and train operators, electricity and fuel. Paying out interest, primarily on bonds, is 15% or \$68 million of the total expenses by function. MARTA finances most of its capital equipment and rail construction with bond funds; thus, interest expense is expected to represent a significant portion of total expenses. General and administrative expense includes, but is not limited to, salaries and benefits for the General Manager, lawyers, engineers and accountants, and other office materials and supplies. This expense accounts for 12% or \$54 million of total operating expenses. Other expenses comprised 12% of total expenses which significantly increased in FY 2007 due to the special pension fund contribution of \$45 million.

Total Expenses by Function

(Excluding Depreciation)



Primary Revenue Source Trend

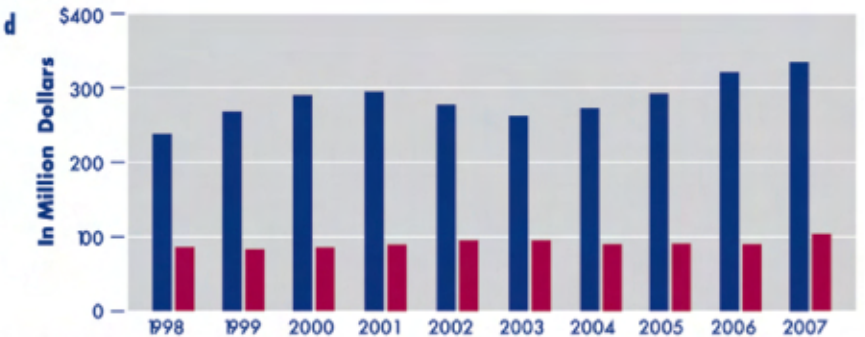
This chart shows MARTA's two primary revenues trended over the past ten fiscal years. MARTA's two largest revenue sources are Sales Tax and Fare Revenue. The two combined make up 86% or \$455 million of total revenue. Sales Tax provides 66% of MARTA's total revenue and Fare Revenue provides 20% of the total.

MARTA's Sales Tax revenue comes from a 1% sales tax levied in the City of Atlanta and the Counties of Fulton and DeKalb. Under the law authorizing the levy of the sales and use tax, MARTA is restricted as to its use of the tax proceeds. Fare Revenue is earned through user fees; currently, the full fare fee is \$1.75.

As indicated on the chart, Sales Tax Revenue continued on a steady rebound that began toward the end of FY 04. In FY 2005 Sales Tax Revenue increased 8% or \$24 million over the previous year, back to levels not seen since 2001. A portion of the increase was attributed to an update in the accrual methodology. FY 06 proved to be a stellar year for the Authority as it relates to Sales Tax Revenue due to strong economy in metro Atlanta increasing sales tax revenue by 9% or \$27 million over FY 05. In FY 07, MARTA realized a 4.8% increase in sales tax receipts over FY 06 despite weakening national and Georgia economies. Georgia's economic grade dropped from an A- to solid B+ in 2007.

Primary Revenue Source Trend

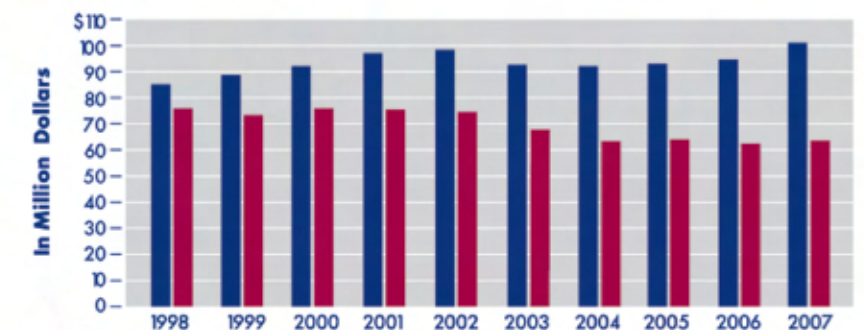
■ Sales Tax
■ Fare Revenue



A January 2001 fare increase from \$1.50 to \$1.75 fueled the 7% increase in Fare Revenue for fiscal year 2001, but MARTA experienced large passenger count declines after the terrorism episodes and the resulting economic decline. In FY 2007 Fare Revenue, which includes parking fees, showed a growth of 6%, the largest percentage increase since FY 2001. This increase can be partially attributed to the rise in gas prices and the successful completion of the rail and bus smart card fare collection system which greatly reduced revenue leakage from fare evasion. In conjunction with the new fare collection system which changed all current fare media, MARTA began to recognize as revenue, amounts for sold tokens that have never been redeemed.

Growth in Ridership and Fare Revenue

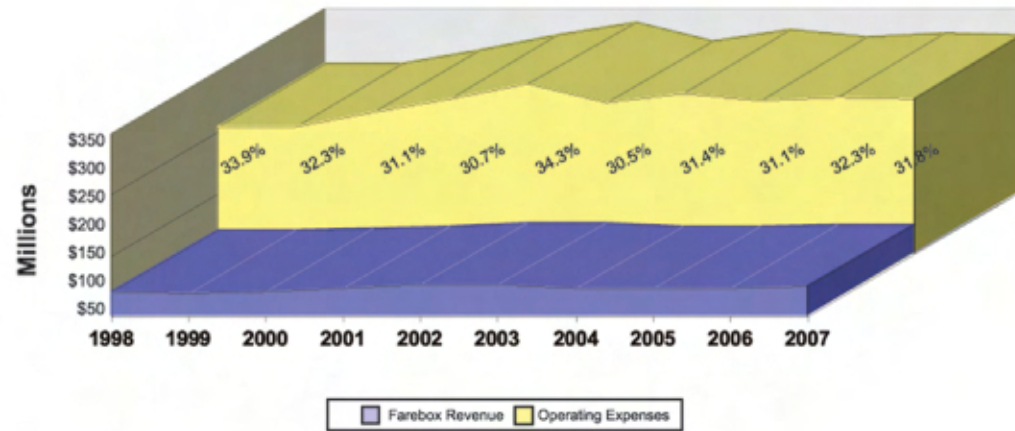
■ Fare Revenue
■ Passengers



Farebox Recovery

This chart shows the percentage of MARTA's operating expenses that is paid by the revenue obtained from the passenger fare. The chart provides ten years of data and along with the graph depicts a gradual upward slope for fare box revenue through Fiscal Year 2002. The general trend over the first four years has been a lessening of the percentage that fares supply. This is due to the fact that the increase in operating expenses exceeds the rate of increase of fare revenue collected. This general trend took a break in 2002 as the fare revenue held steady compared to the previous year, while the operating expenses declined significantly. The recovery percentage while still on a downward trend line, has fluctuated since 2002 as MARTA sought the correct balance in cost reduction measures to match the current economic environment.

| Fiscal Year | Farebox Revenue | % Change | Operating Expenses ⁽¹⁾ | % Change | Farebox Recovery |
|-------------|-----------------|----------|-----------------------------------|----------|------------------|
| 1998 | 88,042 | (1.9) | 259,352 | 0.2 | 33.9% |
| 1999 | 91,449 | 3.9 | 283,475 | 9.3 | 32.3 |
| 2000 | 95,095 | 4.0 | 305,915 | 7.9 | 31.1 |
| 2001 | 101,278 | 6.5 | 330,188 | 7.9 | 30.7 |
| 2002 | 102,207 | 0.9 | 297,991 | (9.8) | 34.3 |
| 2003 | 96,059 | (6.0) | 314,789 | 5.6 | 30.5 |
| 2004 | 95,082 | (1.0) | 303,057 | (3.7) | 31.4 |
| 2005 | 96,244 | 1.2 | 309,382 | 2.1 | 31.1 |
| 2006 | 99,148 | .3 | 306,505 | (.9) | 32.3 |
| 2007 | 104,678 | 5.6 | 328,958 | 7.3 | 31.8 |



(1) Excludes Depreciation Expense

RAIL MAP



- North-South Rail Line**
Service from North Springs N11 to Airport S7 until 9:00 PM
After 9:00 PM Mon-Fri; 8:00 PM Sat.-Sun & Hol. service from Lindbergh Center N6 to North Springs N11 only.
- North-South Rail Line**
Service from North Springs N11 to Airport S7 until 9:00 PM
- Proctor Creek Line**
Service to King Memorial E2 until 9:00 PM
After 9:00 PM service to Vine City W2 only.
- Proctor Creek Line**
Service to King Memorial E2 until 9:00 PM
- Northeast-South Rail Line**
- East-West Rail Line**
- Interstate Highways**
- MARTA RideStore & Half-Fare Program Locations:**
- NE7** Lenox Station RideStore only
- N6** Lindbergh Center Station Half-Fare Office & RideStore located in MARTA Headquarters Bldg.
- S7** Airport Station RideStore only
- Five Points Station**
Half-Fare Office located at Forsyth St. entrance; RideStore located at Peachtree St. entrance.

TRAIN HOURS OF OPERATION

Monday-Friday: 5:00 a.m. - 1:00 a.m. Weekend/Sunday & Holidays: 5:00 a.m. - 12:30 a.m.

North & Northeast - South Rail Line
Weekday Peak Service: Every 10 minutes
6:00 a.m. - 9:00 a.m.
3:00 p.m. - 7:00 p.m.
Weekday Off-Peak Service: Every 15 minutes
Saturday and Sunday Service: Every 20 minutes

East - West & Proctor Creek Rail Line
Weekday Peak Service: Every 10 minutes
6:00 a.m. - 9:00 a.m.
3:00 p.m. - 7:00 p.m.
Weekday Off-Peak Service: 15 minutes
Saturday and Sunday Service: Every 15 minutes

Information subject to change. Visit www.itsmarta.com or call (404) 848-5000 for updates.



www.itsmarta.com 404-848-5000 TTY: 404-848-5665 Accessible Format : 404-848-4037