

FISCAL YEAR 2008 ANNUAL REPORT

Year Ended June 30, 2008
Atlanta, Georgia



VISION STATEMENT:

MARTA...The Transportation Choice of the Atlanta Region

MISSION STATEMENT:

The mission of the Metropolitan Atlanta Rapid Transit Authority (MARTA) is to strengthen communities, advance economic competitiveness, and respect the environment by providing a safe and customer-focused regional transit system.

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Juanita Jones Abernathy



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Michael W. Tyler
Edmund J. Wall



EX-OFFICIO MEMBERS
(left to right)
Steve Stancil
Bart L. Graham
Gena L. Evans
Richard A. Anderson



SERVING WITH PRIDE

Fiscal Year 2008 was an exciting and busy time at MARTA. This year brought new opportunities and challenges for the Authority as a result of a significant spike in transit ridership and changes in the economy.

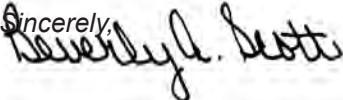
Amid these changes, MARTA has focused its efforts on providing the highest quality service to our customers as well as participating in a coordinated effort to develop a regional transit plan.

MARTA has been honored to serve the greater Atlanta region with pride for almost four decades. Our commitment to our customers and the region is that we will utilize all our available resources to provide safe, reliable, convenient, courteous and environmentally-friendly service each and every day. To focus our efforts, promote transparency, and improve accountability, we updated our overall strategic plan and established key performance indicators in 2008 to regularly evaluate and report on every aspect of our service.

As demand increases for more quality travel choices and mobility options, MARTA and other leaders in the Atlanta region have made significant progress on an expanded regional transit plan. The proposed plan—entitled Concept 3—developed by the Transit Planning Board, with input from community leaders and the general public across fourteen counties will serve to integrate and expand transit services throughout the region in order to build more sustainable communities and contribute to the economic success and quality of life for all of our residents.

As the ninth largest transit system in the United States, MARTA will serve as the backbone of this proposed system and looks forward to continuing work with our partners to implement this much needed regional transit expansion plan.

On behalf of the MARTA staff and Board of Directors, I am pleased to present this report detailing MARTA's achievements in 2008.

Sincerely,


As the 9th largest transit system in the United States, the Metropolitan Atlanta Rapid Transit Authority [MARTA] provides more than 500,000 customer boardings each weekday through a combined bus, rail and paratransit service within DeKalb and Fulton Counties. MARTA customers come from varied backgrounds and use MARTA services for a range of reasons. Our most recent Quality of Service Survey shows 54% of our passengers use MARTA to commute to and from work and another 10% travel to school on MARTA.

For almost four decades, MARTA has helped to build a thriving economy and more livable communities in the Atlanta region and the state of Georgia. The Authority serves as the core of a growing regional system that includes four local bus transit providers and a number of local circulator systems that all depend on MARTA to help transit riders throughout the greater Atlanta region reach their final destinations.

With MARTA poised to play a significant role in an expanded regional transit system, the Authority's Board of Directors conducted a comprehensive review and update of the Authority's Strategic Plan in 2008, including the implementation of key performance indicators. The Business Plan is designed to regularly track MARTA's financial, operational and employee performance to ensure that we are meeting and exceeding set targets.

The key performance indicators are based on MARTA's guiding principles of integrity, excellence, team work, stewardship, commitment, safety, and customer service.

OVERVIEW



In FY08, MARTA began to see the positive results of its efforts targeting personnel, equipment and resources to critical areas including safety and customer service. MARTA's annual Quality of Service Survey highlighted a number of areas in which customers saw improvements. In particular, safety and security efforts scored high marks from MARTA customers.

Ridership Up

- MARTA experienced a 2.3% increase in overall ridership over the previous year, providing 150.9 million passenger boardings.

Financial Performance Favorable to Budget

- MARTA found ways to provide better service with fewer dollars, ending the fiscal year favorable to budget by over \$11 million.

Operations Improved

- MARTA initiated an L-CARE–Life Cycle Asset Reliability Enhancement rail car maintenance and repair program, which will proactively

monitor, maintain and replace major rail car system components prior to the end of their useful life. This program, coupled with the Authority's extensive rail car rehabilitation program, will result in a cost savings to the Authority and contributed to improving rail car reliability by over 20%.

- MARTA Mobility paratransit operations improved service delivery to customers by replacing the entire fleet with new lift-equipped vans and implemented plans to increase the fleet size to 175 vehicles in FY '09.



FY08 ACCOMPLISHMENTS

Peachtree Center Station

Quality of Service Customer Feedback

Overall Performance

- 76.8% of customers were either very satisfied or satisfied with MARTA service.
- Customers gave MARTA high marks in 5 of 7 customer service categories.

Safety and Security Performance

- Customers gave MARTA high marks for safe operation of vehicles. MARTA received an 8.8 out of 10 points for “safe operation of buses” and a 9.0 out of 10 points for “safe operations of trains.”
- On the safety front, MARTA received high rankings for providing information on how to contact

MARTA Police. Half fare customers also gave MARTA an 8.9 out of 10 possible points for creating a safe environment.

Customer Service

- Customers ranked “courteous station agents/customer attendants personnel” an 8.3 out of a possible 10 points.
- Customers ranked “station personnel promptly handle customer concerns” an 8.1 out of a possible 10 points.
- Half-Fare riders were pleased with employee performance giving the category of “courteous bus drivers” an 8.7 out of a possible 10 points and the category of “courteous customer service personnel” a 9.0 out of 10 points.

FY08 ACCOMPLISHMENTS

Customer Service Representative



- Mobility customers were also happy with customer service performance, giving “courteous mobility drivers” a 9.1 out of a possible 10 points and “knowledgeable mobility reservation staff,” a ranking of 9.0 out of 10 points.

Giving Back to the Community

Even in difficult economic times, MARTA employees continued to demonstrate their commitment to the community by raising over \$730,000 through employee payroll deductions for charitable causes in 2008.

MARTA’s Employees Charity Club contributes to the community throughout the year, raising money through its annual giving program, charity events, and fundraisers. MARTA employees donated

\$40,000 to the March of Dimes, \$3,000 to First Tee of Atlanta, \$60,000 to holiday giving programs and \$627,000 to over 400 charities.

The MARTA Employees Charity Club holds events throughout the year to give the Authority’s 4,500 employees the opportunity to make regular contributions to a variety of charities.



FY08 ACCOMPLISHMENTS

MARTA Charity Club in Action

MARTA understands the needs of its customers and takes pride in providing safe, reliable, environmentally-friendly, effective and efficient public transit service. We take pride in each mile travelled daily and aim to make each passenger's trip one of excellent service.

- MARTA provided approximately 27 million miles of bus service in 2008, with service operating from 5:00 a.m. to 1:30 a.m. Monday through Friday and 5:00 a.m. until 12:30 a.m. on weekends and holidays.
- The 600 buses in MARTA's fleet are all clean fuel vehicles that use either compressed natural gas or clean diesel reducing carbon monoxide emissions by 95%.
- MARTA's rail service operates from 5:00 a.m. to 1:00 a.m. Monday through Friday and 5:00 a.m. to 12:30 a.m. on weekends and holidays. Three hundred-thirty eight railcars travel along 48.1 miles of track serving 38 rail stations.
- MARTA's railcar rehabilitation program is on track to complete the rebuilding of over 200 of its oldest railcars by the beginning of 2009.
- MARTA's Mobility service for seniors and disabled persons who cannot use conventional bus and rail service, operates complementary to the fixed bus and rail system. In FY08, the number of trips provided by MARTA Mobility increased by 10.9% over FY07.

SERVING WITH PRIDE

MARTA Operations



The Authority's highly trained police department helps our customers safely reach their destinations each day and feel protected while using the system. MARTA's 350-member police department is the eighth largest in the state and is one of only four transit police departments accredited by the Commission on Accreditation for Law Enforcement Agencies, Inc. (CALEA). The department reduced serious crime incidents by 33 percent from FY 2001 to FY 2008 and established one of the lowest crime rates among transit agencies of similar size.

In 2008, the department continued a staffing initiative to increase its uniform presence on rail cars and in rail stations in order to aggressively target "quality of life" offenses throughout the system, creating a better atmosphere for customers.

In addition, the department worked in conjunction with transit agencies throughout the nation to launch a "Transit Watch" awareness program to encourage both customers and employees to assist in keeping their surroundings safe.

The department also continued ramping up its Bus Marshal Program, which is designed to address nuisance behavior issues and other bus related incidents. Since the program's inception, the department has shown a 144 percent increase in arrests for all types of incidents compared to the same reporting period the previous year.



COMMITMENT TO SECURITY AND PUBLIC SAFETY

MARTA's Finest

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.

- In FY08, TOD contributed \$3.93 million in annual revenue to the Authority.
- MARTA has numerous TOD projects in various stages of development at rail stations throughout the system.
- Lindbergh City Center, MARTA's nationally-recognized, flagship TOD, boasts 47 acres of current and future mixed use development. Currently, it includes two AT&T office buildings, retail, restaurants, apartments and condominiums with more development on the way.
- MARTA's TOD program received the 2006 Clean Air Excellence Award in Community Development from the United States Environmental Protection Agency (EPA).



COMMITMENT TO QUALITY DEVELOPMENT

The Carl Vinson Institute of Government conducted a detailed study of the expected economic impact of MARTA on both the Atlanta Metropolitan Statistical Area and statewide for the years from 2001 to 2055. The report found that MARTA's presence in Atlanta:

- Accounted for approximately \$2.0 billion dollars in 2001. It is forecasted that by 2055, that number will have grown to be more than \$10.3 billion.
- Generated over 12,500 jobs in Fulton and DeKalb Counties in 2001 and by 2055 MARTA will have generated almost 27,600 jobs in the two counties.

Statewide...MARTA's presence:

- Generates approximately 20,500 jobs. By 2055 that number is expected to grow to 46,200 jobs.
- Accounts for almost \$2.1 billion in total output in 2001 with forecasts predicting that number growing to almost \$10.5 billion by 2055. That is more than twice the total forecasted output for the forestry and timber industry in the state.

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.

In late 2008, MARTA kicked off a major sustainability initiative designed to implement a variety of new environmentally-friendly practices throughout the Authority. Green activities will include the addition of more efficient lighting throughout the system and a comprehensive recycling program.

- 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.
- 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%.
- Atlanta drivers burn an estimated 44 gallons of gasoline annually while stuck in traffic.
- 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.



COMMITMENT TO SUSTAINABILITY

- One hundred percent 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.
- 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.
- MARTA houses four water recycling/reclamation centers for bus and rail operations.
- Forty-two compressed natural gas shuttle buses from Georgia Tech, Emory and the BUC all fuel at MARTA's two natural gas fueling stations.

Today, the Atlanta region is served by MARTA's rail system and 131 local bus routes, three county bus systems with local and express services, and a regional express bus service providing direct transit access from 11 metro area counties to regional activity centers including downtown Atlanta.

Atlanta has a serious transportation problem and has emerged as the icon of urban sprawl in recent years. The region ranks among the worst in terms of traffic congestion and air quality with years of development being driven by roadway investment. Although Atlanta is home to MARTA, the region has fallen years behind not only its peer systems in San Francisco and Washington, D.C., but other regions such as Dallas and Charlotte in aggressively building its transit system. Because of this, the region's quality of life and global competitiveness are suffering.

REGIONAL PARTNER AND LEADER

Amid these mounting challenges, leaders throughout the Atlanta region joined together to develop a plan that will put us back on track. The Transit Planning Board (TPB), supported by the partnership of Atlanta Regional Commission (ARC), MARTA, the Georgia Regional Transportation Authority (GRTA), and local county and state leaders. The TPB convened in 2006 with a two-year timeline to develop a regional transit vision, propose a method to fund the construction,

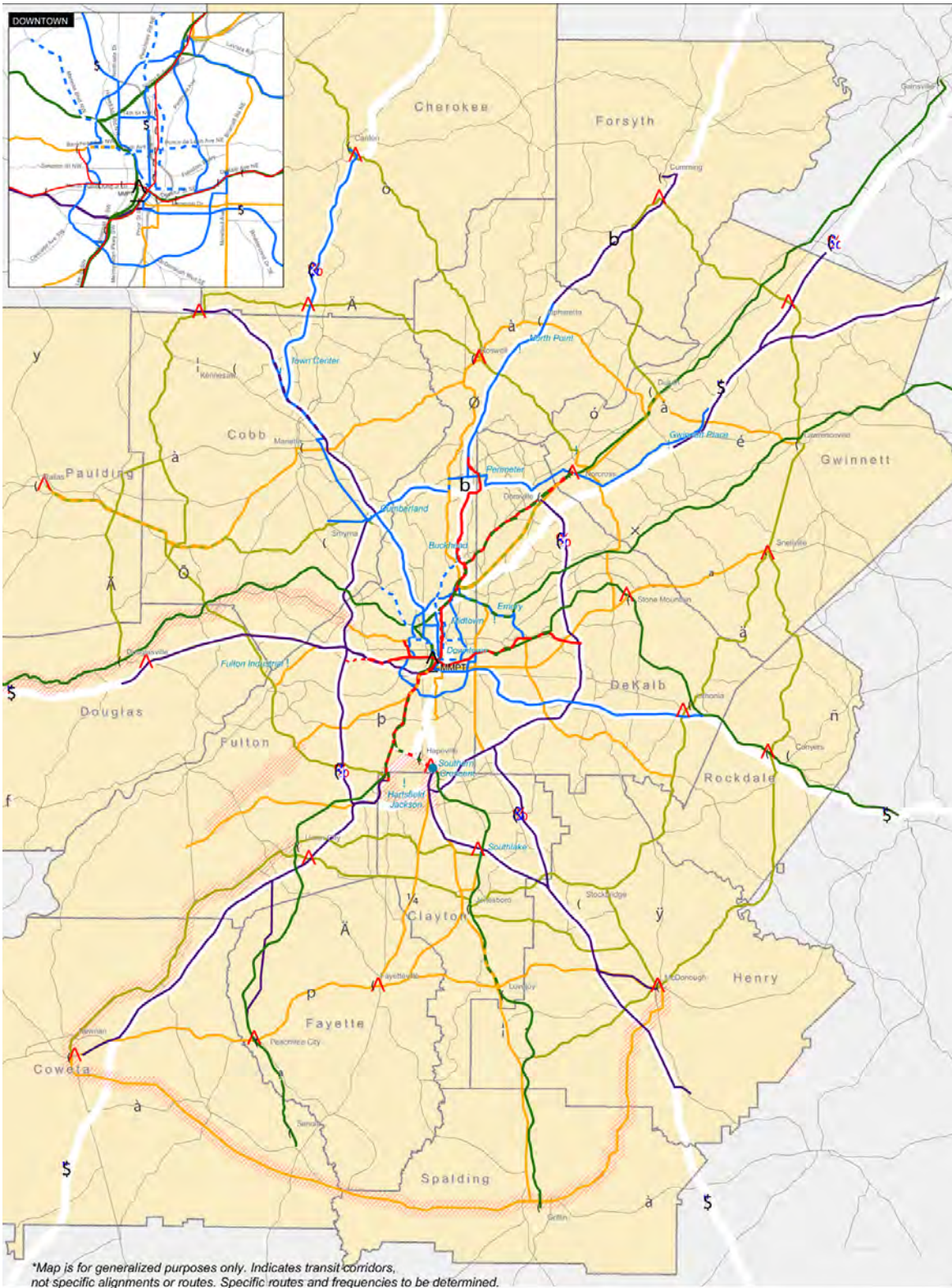
operation, and maintenance of the system, and propose a framework of governance for the expanded system. The TPB recently completed the first of its objectives developing a regional transit plan, which has received consensus from local and regional leaders. The plan, called Concept 3, serves as a major accomplishment for the region.

The vision calls for a bold, multimodal, regional transit system stretching over 14 counties. The components of the plan include extensions to the MARTA rail system, introduction of other high-capacity transit applications such as commuter rail, light rail, streetcar applications, Bus Rapid Transit (BRT) and the addition of arterial rapid bus service.

The plan also calls for an immediate investment to optimize the existing core transit network, including a 25% increase in local and community bus service to serve existing needs, improved and expanded amenities such as sidewalks and bicycle facilities, and a focus on transit supportive land use and zoning policies. Most critical to advancing the vision is the need for an aggressive "startup" strategy for initial construction that includes various methods of expedited project delivery and innovative funding sources, including 100% local funding for some initial phases.

MARTA looks forward to continuing its work with regional partners to establish a funding mechanism and governance framework that will bring this new transit vision and plan to fruition.

TPB Concept 3 Regional Vision



*Map is for generalized purposes only. Indicates transit corridors, not specific alignments or routes. Specific routes and frequencies to be determined.

Transit Planning Board

**ADOPTED
CONCEPT PLAN 3
REGIONAL TRANSIT
VISION**
(August 28, 2008)

- | | | |
|---------------------|---|-----------------------|
| Existing Heavy Rail | Arterial Rapid Bus | Major Activity Center |
| New Heavy Rail | Reg'l Suburban Bus | Atlanta MMPT |
| Streetcar/LRT | Overlapping Alignments:
Arterial Rapid Bus &
Reg'l Suburban Bus | TPB Transit Center |
| Commuter Rail | Transit Way | MARTA Station |
| Expressway Bus | | City |
| | | County |

Scale: 0 2 4 8 Miles

THIS IS MY MARTA—

In 2008, MARTA began a number of community engagement initiatives centered on the theme of “This is MY MARTA,” to highlight what the transit system means to each of us in the community.

As part of this initiative, MARTA has placed a strong emphasis on educational and outreach programs for young people in the community. These outreach programs are designed to teach students about transit use, transit careers and the important impact transit has in their communities, including how it contributes to sustainable living, economic growth and overall quality of life.

MARTA also intends for these programs to build the next generation of transit riders and encourage students to consider careers in transit.

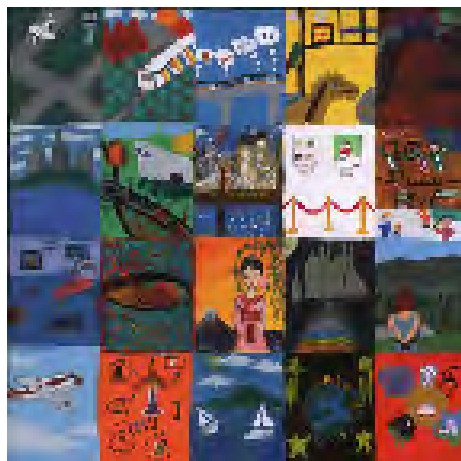
MARTA is currently participating in two programs—the Art Education Program for elementary through high school students and the Future Cities Competition for middle school students.

MARTA’s Arts Education Program, with the non-profit organization Creating Pride, offers local students the opportunity to create transit themed artwork, which will be displayed at rail stations near their schools. Curriculum guides featuring transit concepts will also be utilized in their schools.

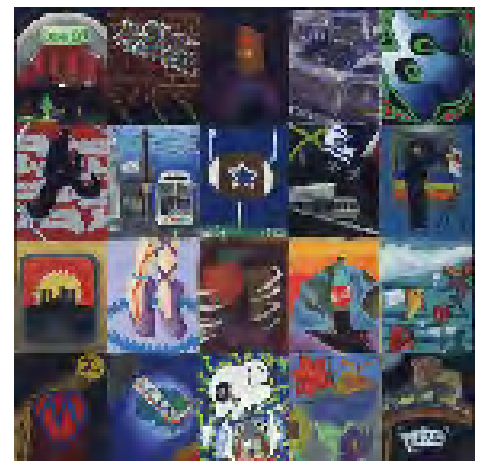
For the first phase of this project, six local elementary, middle and high school students, created art pieces entitled “My Destination:



College Park Elementary
College Park Station



Carl G. Renfroe Middle School
Decatur Station



North Springs High School
Sandy Springs Station

STUDENT EDUCATION PROGRAMS

Where I Can Go on MARTA.” These unique artwork displays (shown below) will be installed in MARTA rail stations.

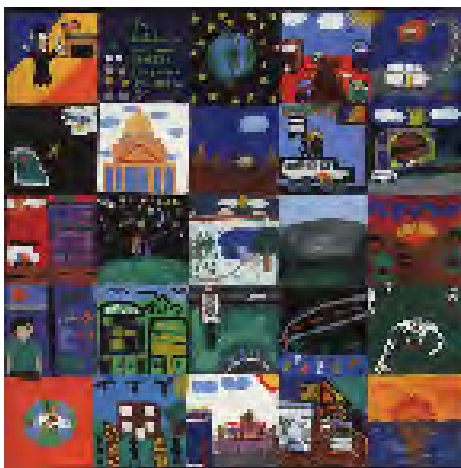
MARTA is also partnering with the National Engineers Week Future Cities Competition, a program in which teams of 7th and 8th grade students design a city set 50 years in the future. Teams are required to build a scale model of their city and then present it to judges during the competition. Students are also required to submit a 500 to 700 word essay about their city.

The program is designed to teach students about engineering through a “hands on” learning experience that focuses on team work, communication and problem solving.

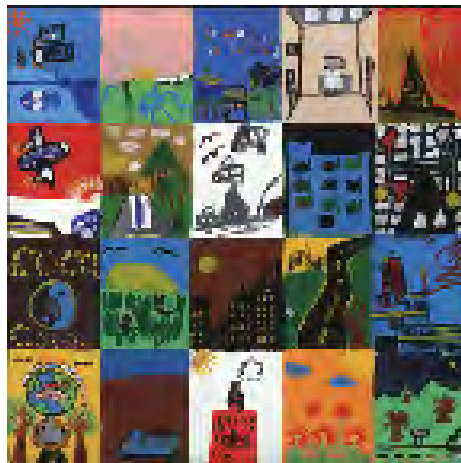
The program encourages students to explore innovative concepts and consider careers in engineering.

MARTA staff members will serve as mentors to the teams during the state program. Mentors will help students learn about the role transit plays in a city and help them to incorporate transit elements into their cities. MARTA has also developed two special awards to recognize the teams that design the best transit system and the most accessible mobility plan.

The student team that wins the overall local and state competitions is eligible to compete in the national competition in Washington, D.C.



Sequoyah Middle School
Doraville Station



Morningside Elementary
Arts Center Station



Carter G. Woodson Elementary
Bankhead Station



MARTA's Hub Five Points Rail Station

FINANCIAL HIGHLIGHTS

The Government Finance Officers Association of the United States and Canada (GFOA) gave MARTA the Award for Outstanding Achievement in Popular Annual Financial Reporting for its Popular Annual Financial Report for the fiscal year ended June 30, 2007. The Award for Outstanding Achievement in Popular Annual Financial Reporting is a prestigious national award recognizing conformance with the highest standards for preparation of state and local government popular reports.

In order to receive an Award for Outstanding Achievement in Popular Annual Financial Reporting, a government unit must publish a Popular Annual Financial Report, whose contents conform to program standards of creativity, presentation, understandability, and reader appeal.

An Award for Outstanding Achievement in Popular Annual Financial Reporting is valid for a period of one year only. MARTA has received a Popular Award for the last ten consecutive years (fiscal years ended June 30, 1998 through 2007).

This Annual Report contains summarized financial information taken from MARTA's Comprehensive Financial Report (CAFR), which is published separately. The CAFR includes detailed financial information including MARTA's audited financial

statements. Copies of the CAFR and annual report are available at MARTA's headquarters building, the public libraries of DeKalb County, Fulton County and the City of Atlanta, and on the internet at www.itsmarta.com.

In order to measure the costs of providing mass transportation services, the revenues from those services and required subsidies, MARTA has adopted accounting principles and methods appropriate for a governmental enterprise fund. Enterprise funds are used to account for specific operating activities. Enterprise funds are financed and operated similar to a private business entity where a fee is levied for the use of the product or service.

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

FARE STRUCTURE

Fares

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).....	1 day: \$ 8.00
	2 day: \$ 9.00
	3 day: \$11.00
	4 day: \$12.00

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)	\$3.50 (each way)
Personal care attendant may ride free, if required	
Discounted Mobility Service (Unlimited travel for 30 days on Breeze Card).....	\$105.00
Mobility on Fixed Route.....	No charge
(For Paratransit certified customers riding fixed route with Mobility Breeze Card)	

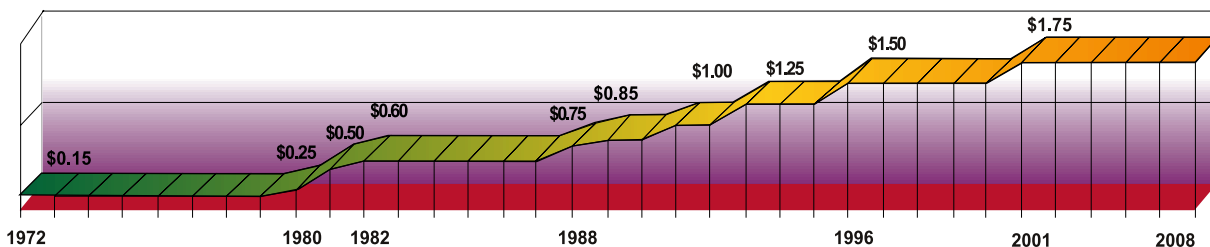
Student Programs

K-12 Program (Grade school and High school students K-12, Monday through Friday).....	\$10.00
Ten (10) Trip Pass (to and from school), all regular school	

Convention and Visitors Pass

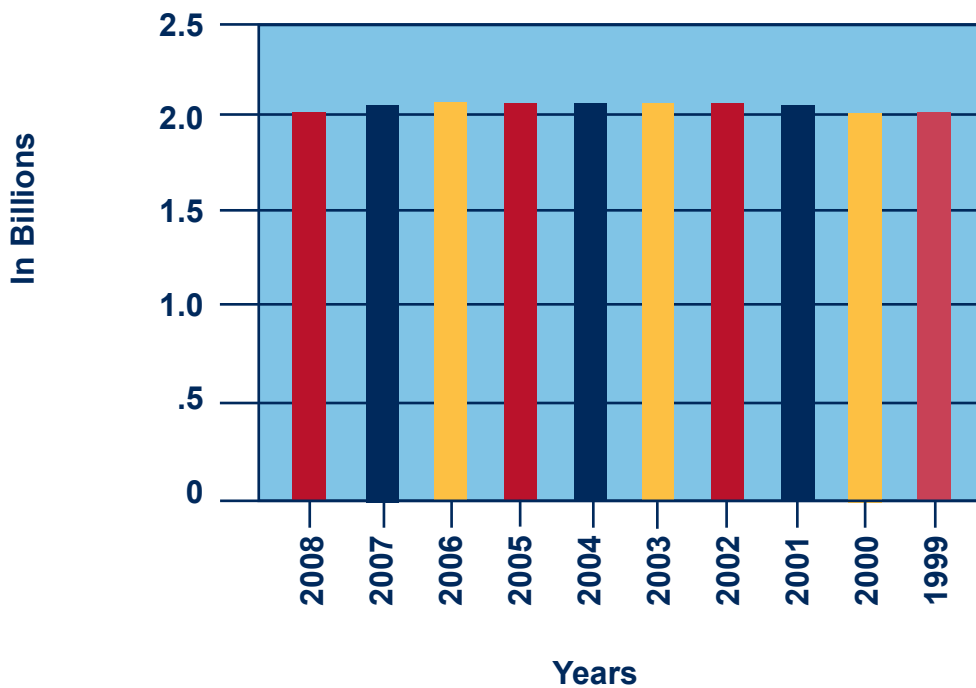
For groups of 15 or more, ordered a minimum of 20 days in advance.....	1 day: \$ 8.00
	2 day: \$ 9.00
	3 day: \$11.00
	4 day: \$12.00
	7 day: \$13.00
	8 days: \$3.00
	per day and over

Single Cash Fare History From Inception



NET ASSETS

MARTA's assets exceeded liabilities by \$2.1 billion at June 30, 2008, a \$32.8 million decrease from June 30, 2007 when assets also exceeded liabilities by \$2.1 billion, a \$44.4 million decrease from June 30, 2006. MARTA is able to report positive balances in all categories of net assets. The same situation held true for the prior fiscal years. More detailed information on the statement of net assets is contained in the Comprehensive Annual Financial Report.

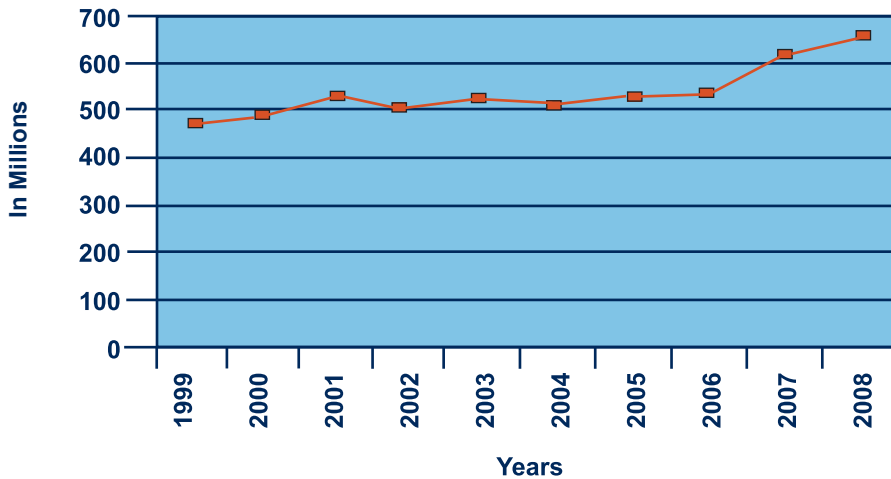


TREND OF TOTAL EXPENSES

This chart shows total expenses trended over the past ten years. The chart clearly depicts that ongoing 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 first eight periods. For the last two fiscal years, total expenses increased due to a full year's depreciation on a number of major capital programs that were placed into service at various points which includes

implementation of the Business Transformation Program. The Business Transformation Program is a major information technology initiative that MARTA will implement in three phases as part of its capital program. Current year expenses increased by 7% also due to OPEB, merit increases and a mid-year budget adjustment for the implementation of transit service improvement initiatives.

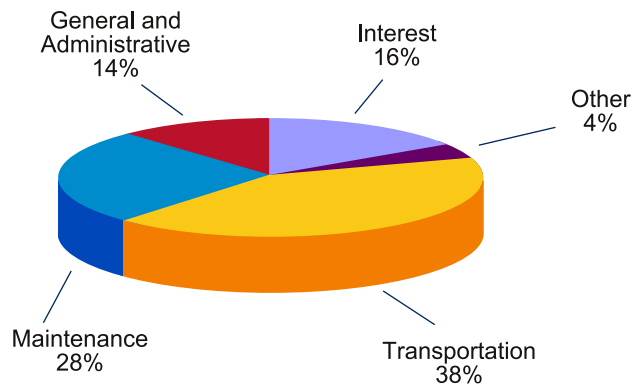
Trend of Total Expenses (Excluding Depreciation)



Total Expenses by Function (Excluding Depreciation)

The pie chart to the right shows 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 66% or \$304 million of MARTA's total expenses by function. Transportation and related maintenance include such expenses as salaries and benefits of bus and train drivers, electricity and fuel. Paying out interest, primarily on bonds, is 16% or \$75 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 general administrative employees, lawyers, engineers and accountants,

and other office materials and supplies. This expense accounts for 14% or \$64 million of total operating expenses. Other expenses comprised 4% of total expenses which is the same as in last fiscal year.

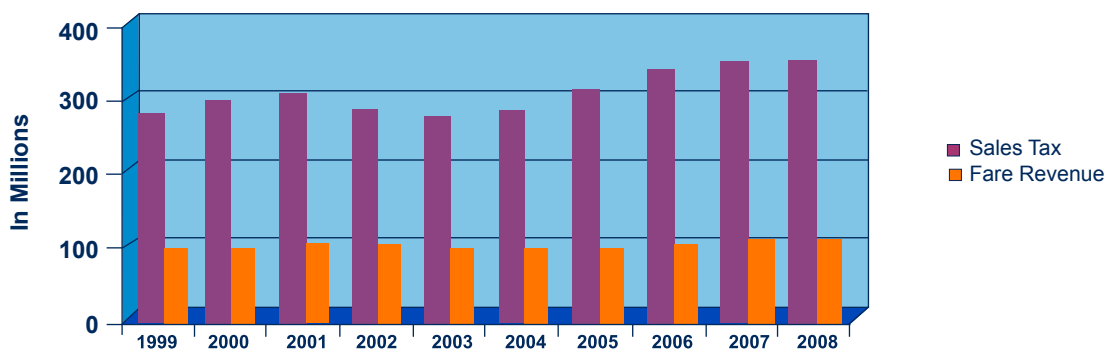


PRIMARY REVENUE SOURCE TREND

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 83% or \$453 million of total revenue. Sales Tax provides 64% of MARTA's total revenue and Fare Revenue provides 19% 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 fee. Currently, the full fare fee is \$1.75.

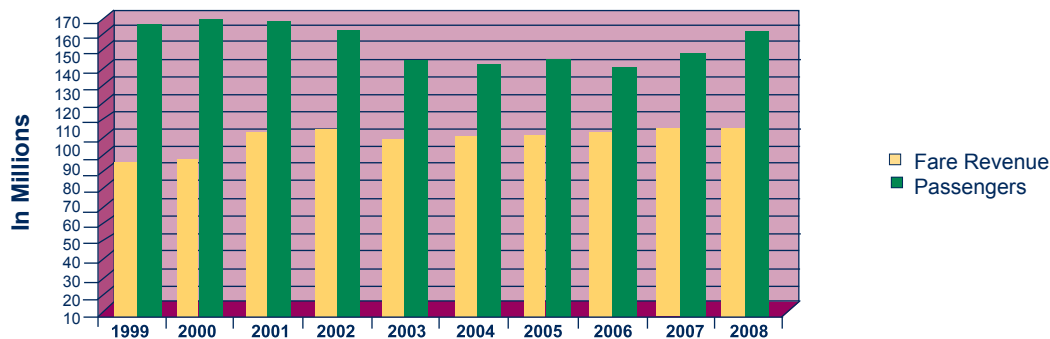
As indicated on the chart, Sales Tax Revenue continued on a steady rebound that began toward the end of FY 04. In FY 05, Sales Tax Revenue increased 8% or \$24 million over the previous year, back to levels not seen since 2001. A portion of the increase was attributed to an update in the accrual methodology. FY 06 proved to be a stellar year for the Authority as it relates to Sales Tax Revenue due to a 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. In FY08, the projected sales tax growth was 6.3%. However, sales tax revenue declined by about \$1 million or 2% in FY 08 which is attributed to the contracting of the local economy.



Growth in Ridership and 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 9-11 terrorism episodes and the resulting economic decline. Without the unredeemed token recognition in FY 08, MARTA had a 2% growth in passenger revenue from FY 07. This growth is directly related to the increase in gas prices in metropolitan Atlanta and the nation which shifted commuter's perception to transit as an alternative to automobile travel. FY 07 Fare Revenue, which includes parking fees, showed a growth of 6%, the

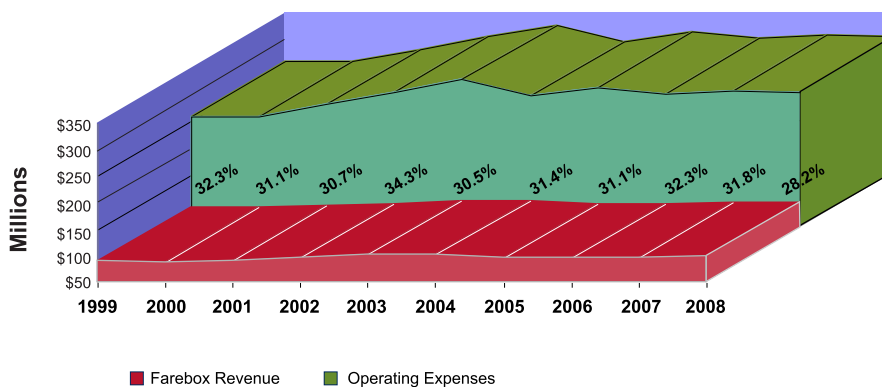
largest percentage increase since FY 01. This is up from the 3% increase between FY06 and FY05. This increase can be partially attributed to the rise in gas prices and the successful completion of the rail and bus smart card fare collection system which greatly reduced revenue leakage from fare evasion. Also in FY05 and FY07, MARTA in conjunction with the new fare collection system which changed all current fare media, also recognized as revenue, amounts for sold tokens that had never been redeemed. This was a one-time increase



FAREBOX RECOVERY

The chart below 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. MARTA has not implemented a fare increase since January 2001. 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 exceeded the rate 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.

Fiscal Year	Farebox Revenue	Percent Change	Operating Expenses ⁽¹⁾	Percent Change	Farebox Recovery
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	330,187	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	3.0	306,505	(0.9)	32.3
2007	104,678	5.6	328,958	7.3	31.8
2008	103,963	(0.7)	368,767	12.1	28.2



⁽¹⁾ Excludes depreciation expense

Rail System Map



- P** Stations with free daily parking
- P** Stations with long-term and free daily parking
- R** 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

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MARTA ART EDUCATION PROGRAM • CREATING PRIDE IN THE COMMUNITY

MARTA and the nonprofit organization Creating Pride, teamed up to reach out to the next generation of transit riders and give back to the community through an arts-focused education program for area schools. Students have created artwork pieces entitled "My Destination :Where I can go on MARTA". Their art is being installed in MARTA rail stations and samples of their works appear on the cover design. See pages 14 & 15 for project details.

