



# CITY OF ATLANTA MORE MARTA FACT SHEET



## SUMMARY

In 2016, the Georgia General Assembly passed SB 369. This bill gave the City of Atlanta the option to consider an additional half-penny sales tax to fund MARTA expansion. The Atlanta City Council voted to include the MARTA referendum measure on the November 2016 ballot. On November 8, 71% of voters favored a the sales tax levy that is expected to generate \$2.5B over 40 years.

With this vote of confidence from the City of Atlanta voters, MARTA will expand transit service to connect communities within the City; expand access to job and educational opportunities; enhance independence for seniors and individuals with disabilities; and, improve the overall quality of life in the City.

## GUIDING PRINCIPLES

- Improve mobility for current and future travel demand using a balance of options
- Enhance safe, reliable, and convenient access to multi-modal transportation options
- Utilize fixed guideways, signal priority, and technology to prioritize transportation solutions
- Enhance neighborhood connectivity to local and regional transportation networks.

## FAST TRACKED ROUTES

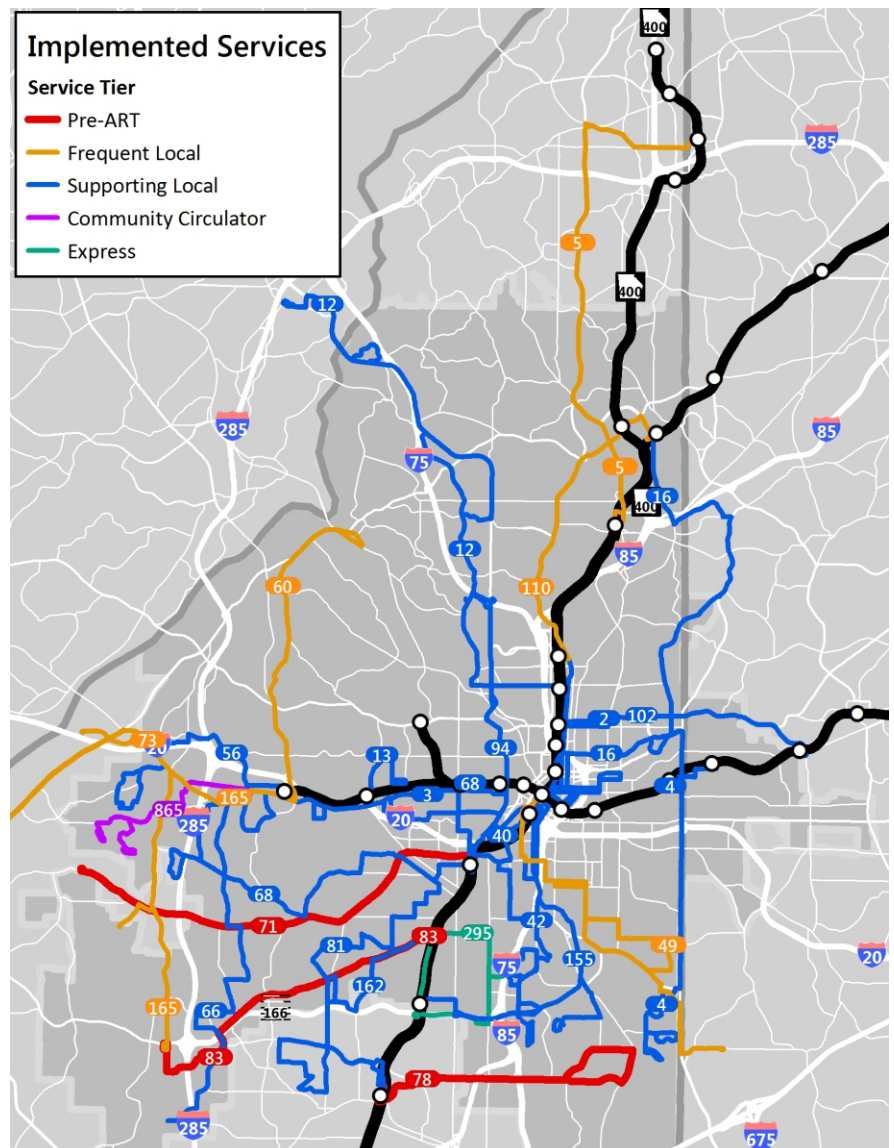
The map at the right illustrates bus service improvements that have been implemented because of the passage of the additional ½ cent sales tax within Atlanta. These changes align with MARTA's comprehensive operations analysis service plan, which seeks to improve bus frequencies and increase ridership.

## MORE INFORMATION

For more information and for ways to participate, please go to:

[itsmarta.com/moremarta](http://itsmarta.com/moremarta)

## Implemented Fast Track Services Effective December 2017



### Contact Us

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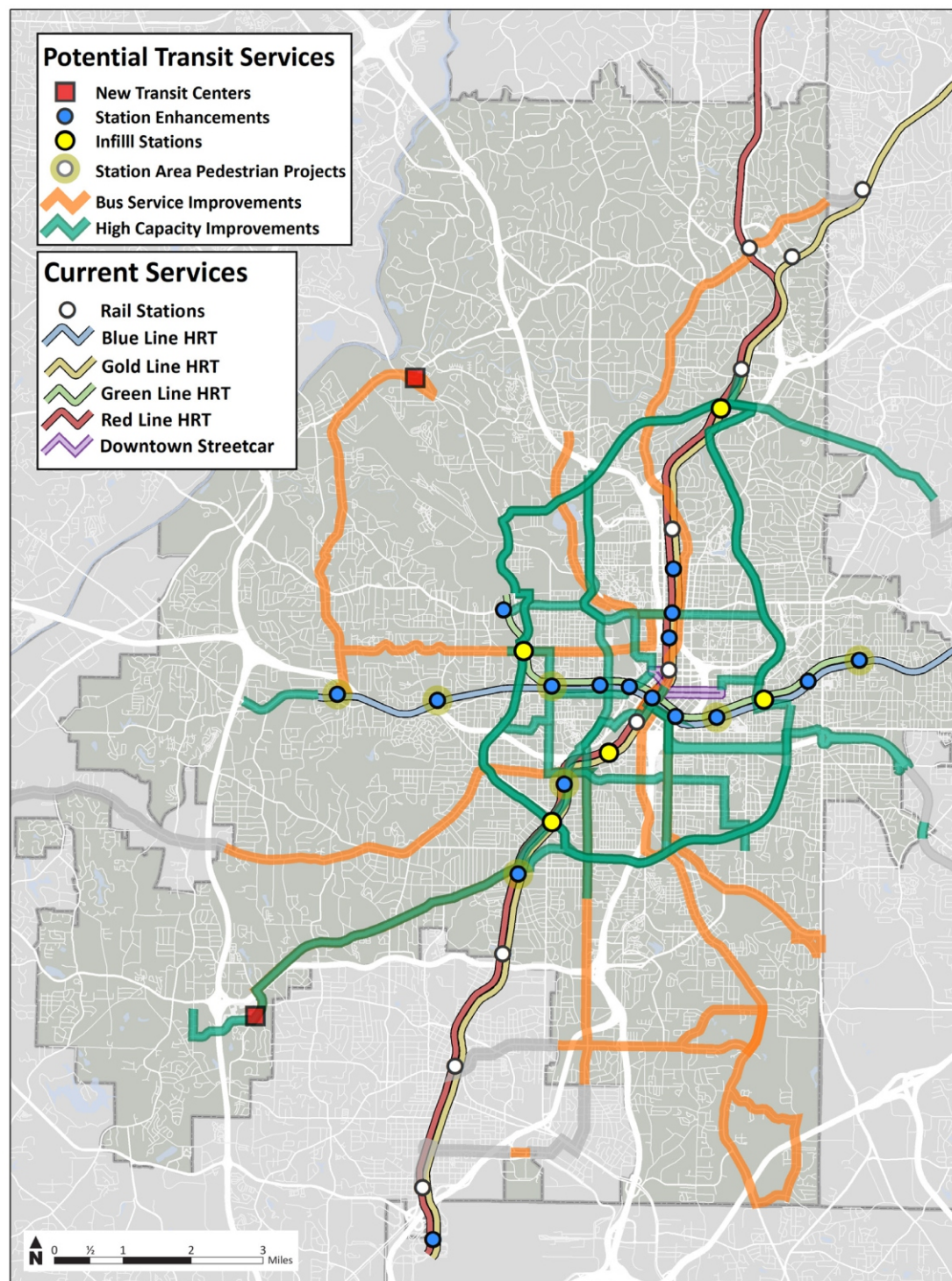
## POTENTIAL PROJECTS

### HIGH CAPACITY IMPROVEMENTS

- 7 Light Rail Transit Routes (BeltLine Loop and Crosstown Connectors)
- I-20 West Heavy Rail Transit
- Northside Drive Bus Rapid Transit
- Clifton Corridor Light Rail Transit
- I-20 East Bus Rapid Transit
- 5 Infill Stations
- Rail Station Enhancements (17 Stations)
- Additional Rail Cars

### BUS IMPROVEMENTS

- 5 Arterial Rapid Transit (ART) Routes
- 2 Transit Centers – Greenbriar and Moore's Mill
- Service Frequency Improvements
- Service Span improvements
- Community Circulator Service
- Pedestrian/ADA/Bicycle Improvements along ART Corridors and at Stations



## ESTIMATED COSTS

Potential Program	Estimated Capital Cost (2016\$ in Millions)			Estimated O&M Cost (2016\$ in Millions)	
	Local Share	Federal Share	Total	Annual O&M Cost	O&M Cost Over 20 Years
High Capacity Improvements	\$3,237	\$2,993	\$6,230	\$134	\$3,211
Bus Service Improvements	\$65	N/A	\$65	\$35	\$833
Pedestrian Improvements	\$12	N/A	\$12	N/A	N/A
Total Estimated Cost	\$3,314	\$2,993	\$6,307	\$169	\$4,044