



Fact Sheet



SUMMARY

In 2016, the Georgia General Assembly passed Senate Bill 369. This bill gave the City of Atlanta the option of considering an additional half penny on the dollar in funding for 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 1/2-cent sales tax levy that is expected to generate \$2.5 billion 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 jobs, education, and the places MARTA needs to go most; enhance independence for seniors and individuals with disabilities; and improve the overall quality of life in the city.

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
- Prioritize investments inside the city while laying foundation which will ultimately be integrated 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

HIGH CAPACITY IMPROVEMENTS

- 7 Light Rail Transit routes (Beltline Loop & 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 enhancement (17 stations)
- Additional rail cars

BUS IMPROVEMENTS

- 5 Arterial Rapid Transit routes
- 2 Transit centers: Greenbriar & Moores Mill
- Service frequency improvements
- Service span improvements
- Community circulator service
- Pedestrian/ADA/bicycle improvements in ART corridors & station areas

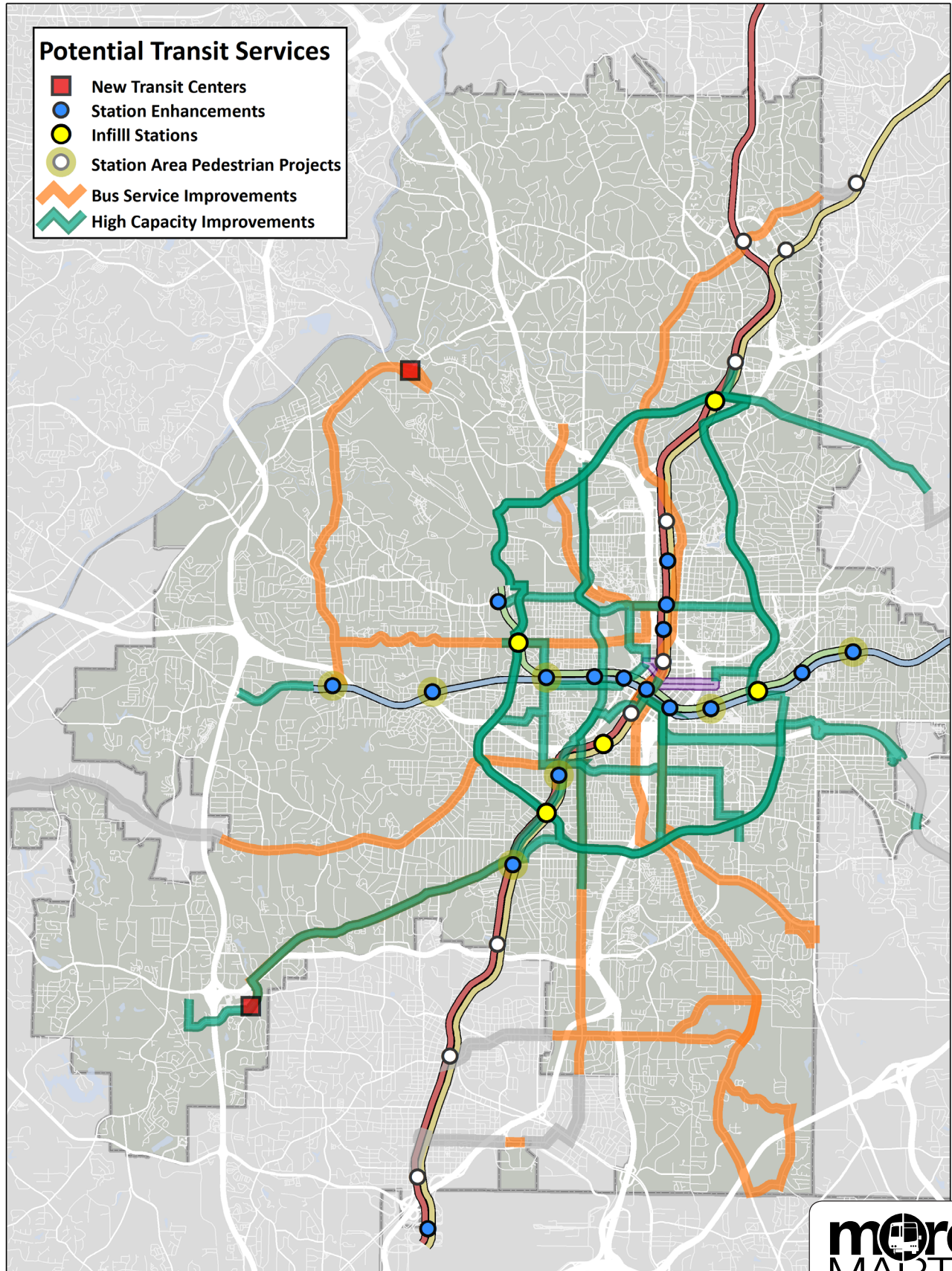
ESTIMATED COSTS

Potential Program	Estimated Capital Cost (Base Year \$ in Millions)			Estimated O&M Cost (Base Year \$ 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

Contact Us

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Map of Potential Program Summary MARTA Sales Tax



Potential Transit Services

- New Transit Centers
- Station Enhancements
- Infill Stations
- Station Area Pedestrian Projects
- ~ Bus Service Improvements
- ~ High Capacity Improvements

Current Services

- Rail Stations
- ~ Green Line HRT
- ~ Blue Line HRT
- ~ Red Line HRT
- ~ Gold Line HRT
- ~ Downtown Streetcar



0 1/2 1 2 3 Miles

