

EXPAND MARTA FACT SHEET



During the 2016 session of the Georgia General Assembly, Senate Bill 369 was passed. This bill gives the City of Atlanta the option of considering an additional ½ penny on the dollar in funding for MARTA expansion. The Atlanta City Council has voted to include the MARTA referendum measure on the November ballot. Voters will go to the polls on November 8 to choose Atlanta's public transit future. The question on the ballot will read: ***"Shall an additional sales tax of 0.5% be collected in the City of Atlanta for the purpose of significantly expanding and enhancing MARTA transit service in Atlanta?"***

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)
- 30 additional rail cars

BUS IMPROVEMENTS

- 5 Arterial Rapid Transit Routes
- 2 Transit Centers: Greenbriar & Moores Mill
- Service frequency improvements on local routes 15-minute peak; 30-minute off peak service
- Increased service during off-peak
- 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

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Map of Potential Program Summary

City of Atlanta 0.50% Sales Tax

