



## Frequently Asked Questions

### ***What is the More MARTA Atlanta program?***

It's a partnership initiative between MARTA and the City of Atlanta to develop and implement a program of mobility projects that will create a world-class sustainable transportation system for our growing and evolving city. We identified these projects by analyzing technical data, performance measurements, and public input.

### ***What projects are in the More MARTA Atlanta program?***

More MARTA includes a wide range of transportation enhancements designed to improve city-wide connectivity — including light rail expansion, various rapid transit options (Arterial Rapid Transit - ART, Bus Rapid Transit - BRT), new transit centers, new fixed-route bus service, and station upgrades.

### ***Do Fulton, DeKalb, and Clayton County residents have to pay into the More MARTA Atlanta program?***

This program is funded by the half-cent More MARTA sales tax passed in 2016 within the City of Atlanta. As it is a sales tax, only persons making purchases where sales tax is paid within the City of Atlanta will be contributing to the More MARTA program.

### ***How much will the More MARTA sales tax generate?***

This sales tax will generate approximately \$2.5 billion (in current dollars) over the next 40 years.

### ***Will More MARTA Atlanta provide expanded heavy rail options to Clifton Corridor or along I-20?***

The More MARTA Atlanta program does not currently include plans for heavy rail. However, Light Rail Transit (LRT), like the Atlanta Streetcar, is proposed for the



Clifton Corridor as well as along the Atlanta BeltLine, Campbellton Road, and across Downtown Atlanta.

***What are BRT, ART, and LRT?***

BRT – Bus Rapid Transit

BRT is a fixed-route bus mode characterized by dedicated bus lanes, defined stations, and traffic signal priority. These features help buses bypass congestion and make bus travel more efficient throughout Atlanta.

ART – Arterial Rapid Transit

ART is envisioned as a network of fast and frequent enhanced bus transit routes on existing high-density corridors serving “transit lifestyle” market areas. It is characterized by short wait times between buses, traffic signal priority, queue jumps, and enhanced stops.

LRT – Light Rail Transit

LRT is typically an electric railway (like a trolley or streetcar) with a smaller capacity than heavy rail trains. It is characterized by rail cars operating singly (or in short trains) on fixed rails on city streets, similar to the Atlanta Streetcar.

To see examples of BRT, ART, and LRT vehicles, visit:

[www.itsmarta.com/uploadedFiles/MARTA\\_101/Why MARTA/ServiceTypesMatrix.pdf](http://www.itsmarta.com/uploadedFiles/MARTA_101/Why_MARTA/ServiceTypesMatrix.pdf)

***How long will the More MARTA Atlanta program take to complete?***

The project list is slated to be implemented over the next 40 years, adding major improvements that will give the City of Atlanta a more robust transit network. This network will address Atlanta’s population growth, spur economic development, and provide more options for first- and last-mile connectivity.

***How does the ATL affect the More MARTA program?***



The ATL provides opportunities to improve regional transit mobility and collaboration in the 13-county metropolitan Atlanta region. In the near future, the effect of the ATL on More MARTA Atlanta should be minimal, given that More MARTA Atlanta provides for system improvements in the City of Atlanta, which supports the intent and mission of the ATL. Long term, the ATL will be a planning partner and could bring opportunities for more transit funding within the City of Atlanta.

***What are the benefits of the More MARTA Atlanta program? When will we begin to see its impact?***

City of Atlanta residents are already saving time and receiving more transit service from the collection of the More MARTA Atlanta sales tax — with increased service hours, increased frequency with shorter wait times between buses, and a larger service footprint with expanded bus routes.

***Will the More MARTA Atlanta program upgrade current buses or trains?***

The More MARTA Atlanta program is enhancing many elements of the city's existing infrastructure — including stations, bus shelters, seating, and digital signage. Station enhancements will include better access and wayfinding, in addition to operational and aesthetic improvements.

***What new technology will be included in the More MARTA program?***

More MARTA Atlanta introduces a variety of new transit modes to the portfolio of services and will extend the application of technologies in early deployment throughout the city. Some of these updates include two different kinds of bus-based rapid transit (BRT and ART), as well as light rail (LRT). Transportation technology is rapidly evolving, and MARTA is deploying smart technology — for example, priority traffic signals for transit vehicles — that improves pedestrian and passenger safety and integration with the city's traffic system.

***What is an integrated transportation network, and how does that benefit me?***



An integrated transportation network means that all of the parts of our transportation system — sidewalks, bikeways, bike share, buses, rails, roads, rideshare providers, and more — layer and link together. These linkages provide connectivity to allow as many people as possible to more easily make the trips they need to live, work, and play.

***Will More MARTA get me to destinations, such as work or school, any faster?***

Yes. More MARTA will expand access to job centers, education opportunities, healthcare providers, and activity centers. We are improving local bus service by increasing bus frequency and expanding hours of service (including nights and weekends), with a wider geographical span of service. Many of these improvements have already been made!

***I recall seeing a long list of projects for More MARTA Atlanta. What happened to that list? Did we vote on the list of all the projects?***

Atlanta voters asked for MARTA expansion by approving a half-cent sales tax in 2016, and the More MARTA Atlanta program partners began developing the project list by analyzing a combination of data, performance measurements, and public input. However, the original project list was too large to be covered by the \$2.5 billion budget provided by the sales tax, so the partners began prioritizing and curating that list to identify the highest priorities. The original list, prior to development of the current proposed list of 17 projects, is located at <http://www.itsmarta.com/more-marta-archive-links.aspx>.

***Who provides oversight for the More MARTA program?***

More MARTA Atlanta is governed by a partnership between MARTA and the City of Atlanta, with input from the Atlanta BeltLine and the Atlanta Streetcar.

***Is More MARTA investing now or for the future?***

The More MARTA Atlanta program is investing now *and* for the future. Bus service improvements are already underway, which have more of an immediate impact.



Mid- to long-term projects such as new BRT and LRT is an investment for future impacts and benefits.

***40 years is a long time – so many things can change. How are we addressing the fact that new technology will likely be available during the time the projects are being built?***

During the project development phase, trending/developing technologies will be incorporated into the final project design.

***How is MARTA investing in the quality of the system – elevators, station improvements, etc.?***

Station improvements (e.g., sidewalks, wayfinding, messaging boards, elevators) are part of the recommended More MARTA Atlanta program. Existing assets/infrastructure, as well as new assets, will be evaluated and addressed for usability during the program.

***Tell me more about the station enhancements proposed in the More MARTA Atlanta program.***

Station enhancements proposed within the program include new and repaired elevators, crosswalks, sidewalk extensions, wayfinding signs, and messaging boards, and overall beautification/improvements for the stations.

***What factors went into prioritizing the projects in the proposed list?***

Leading up to the November 2016 referenda vote, projects were identified from existing plans, from public input, and in concert with a set of adopted Guiding Principles. The universe of projects fell into three primary categories:

- High-capacity transit (HCT) improvements, which include heavy and light rail and bus rapid transit (BRT), as well as station enhancement and in-fill stations;



- Bus service improvements, which consist of arterial rapid transit (ART) and local frequent bus route improvements; and
- Pedestrian improvements, which include wayfinding, cross-block improvements, sidewalk enhancements, and other pedestrian-use projects.

***How do you plan to roll out these projects? What are the schedules? How soon will we see a project up and running?***

Specific project schedules are currently being developed by the More MARTA Atlanta Program Management Office (PMO). Project schedules will vary by project type and breadth of project scope.

***How will these projects be funded? Will local and/or federal dollars be used?***

These projects will use a combination of local and federal dollars, based on project type as listed below:

- ART projects are funded locally.
- Bus Rapid Transit (BRT) projects under \$150M are funded locally, while BRT projects above \$150M are split 50% local, 50% federal.
- Light Rail Transit (LRT) projects are split 50% local, 50% federal, except for the Atlanta Streetcar East Extension project, which is funded locally.
- Heavy Rail Transit (HRT) projects are split 50% local, 50% federal.
- All other projects are funded locally.

The general rule of thumb is that most capital projects (i.e., high dollar amount) are assumed to be funded with 50% local money and 50% federal money. Most smaller scale projects are assumed to be funded with 100% local money.



***Once the project list is approved, are the projects and the details for the projects set in stone?***

The More MARTA Atlanta program incorporates some flexibility into the plan to make changes along the way based on technology, funding needs, and public input. Once committed to the approved plan, regular reviews of the projects and program will take place to allow for adjustments as needed.

***Campbellton Road has proposed BRT and LRT. Why does the same project include two different modes?***

MARTA is in the process of determining what the specific need is along the corridor. This discovery research will help inform which travel mode, if not both, is necessary.

***Where can I find up-to-date information on the More MARTA program?***

Follow the program online at [itsmarta.com/moremarta](https://itsmarta.com/moremarta)

***If I have additional questions about the More MARTA program, who can I call?***

You can contact us by email or phone at [moremarta\\_atlanta@itsmarta.com](mailto:moremarta_atlanta@itsmarta.com) or (404) 848-4135.