MARTA & City of Atlanta Sales Tax Referendums

Public Hearings
May 25 & 26, 2016
June 1 & 2, 2016
Guiding Principles

- Deliver equitable service improvements and other benefits to communities across the city
- Support fast, efficient service by prioritizing transit investments in dedicated guideways
- Create a layered, integrated transportation network designed to accomplish specific kinds of trips or tasks
- Focus on investments that will shape future growth to create a more livable Atlanta
- Prioritize service needs and opportunities inside the City of Atlanta while laying a foundation for a more robust regional network
MARTA Sales Tax Referendum
Current Initiatives & Plans

- 2005: Atlanta BeltLine Redevelopment Plan
- 2007: MARTA Inner Core Feasibility Study
- 2008: Connect Atlanta Plan (updated 2015)
- 2008: Concept 3: Atlanta Region’s Long-range Transit Vision
- 2015: Atlanta Transit System Plan
- 2016: MARTA Comprehensive Operations Analysis
- Other additional neighborhood plans and corridor studies
Potential High Capacity Improvements

- City of Atlanta
  - Light Rail Transit
    - Atlanta BeltLine Loop
    - Irwin – AUC Line
    - Downtown – Capitol Ave Line
    - Crosstown Midtown Line
    - Crosstown Crescent Line
    - Peachtree – Ft Mac – Barge Rd Line
Potential High Capacity Improvements

- I-20 West Heavy Rail Transit
Potential High Capacity Improvements

- Northside Drive Bus Rapid Transit
Potential High Capacity Improvements

Multi-Jurisdictional Projects

- Clifton Light Rail Transit*
- I-20 East Bus Rapid Transit*

* Contingent upon funding agreement with other jurisdictions for capital, operations and maintenance.
Potential High Capacity Improvements

- Station Enhancements at City of Atlanta Rail Stations
  - Station Rehabilitation
  - Aesthetics/Maintenance
  - Signage/Wayfinding
  - Pedestrian/Bicycle/ADA
- Capacity Improvements
  - Infill (New) Stations
    - Armour
    - Boone
    - Murphy Crossing
  - Additional Railcars
Potential Bus Service Improvements

- Five (5) Arterial Rapid Transit Routes
  - Campbellton - Greenbriar Mall to Oakland City rail station
  - Cascade - Fulton Industrial Blvd to West End rail station
  - Cleveland - Jonesboro Rd and Browns Mill Rd to East Point rail station
  - Metropolitan - West End rail station to College Park rail station
  - Peachtree - Brookhaven rail station to Five Points rail station

- Two (2) Transit Centers
  - Greenbriar - Greenbriar Mall
  - Moores Mill - Bolton Rd and Marietta Blvd
Potential Bus Service Improvements

- **Frequent Local Service**
  - 15-minute peak; 30-minute off-peak service on Routes 12, 49, 51, 55 and 60

- **Supporting Local Service**
  - Increased service during off-peak to include midday, nights and weekends on selected routes

- **Community Circulator Service**
  - Six (6) new neighborhood-friendly and activity center-oriented circulator routes
    - Ashview Heights/Mozley Park
    - Atlanta Medical Center
    - Castleberry Hill
    - Centennial Olympic Park
    - Elmco Estates
    - West Atlanta
Potential Program Summary
## Potential MARTA Program Summary

<table>
<thead>
<tr>
<th>Potential Program</th>
<th>Estimated Capital Cost (Base Year $ in Millions)</th>
<th>Estimated O&amp;M Cost (Base Year $ in Millions)</th>
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<tbody>
<tr>
<td></td>
<td>Local Share</td>
<td>Federal Share</td>
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<tr>
<td>High Capacity Improvements</td>
<td>$3,163</td>
<td>$2,874</td>
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<tr>
<td>Bus Service Improvements</td>
<td>$64</td>
<td>N/A</td>
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<tr>
<td>Pedestrian Improvements</td>
<td>$12</td>
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<tr>
<td>Total Estimated Cost</td>
<td>$3,239</td>
<td>$2,874</td>
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For More Information

Contact:

Email: ExpandMARTA@itsmarta.com
Telephone: 404-848-4179
Website: http://www.itsmarta.com/expandmarta.aspx
City of Atlanta Five-Year TSPLOST
Potential Build Out of BeltLine Trail Network

Multi-Use Trail Projects
40 mi including 7 mi completed Atlanta BeltLine trail

- BeltLine In-Corridor Trails 16 mi
  - Includes right-of-way acquisition, design, utility relocation, and construction
- Connector Trails 17 mi
  - Southwest BeltLine Connector
  - Proctor Creek Greenway
  - Pryor Street Trail
  - Murphy Avenue Spur

Total Cost Estimate: $417.9M*

*Assumes 75/25 public/private cost sharing
Potential Transportation Projects
Benefits of Building Out the BeltLine Trail Network

- Completes acquisition of entire BeltLine 22 mile loop
- Prepares BeltLine corridor to be transit ready
- Builds connector trails to neighborhoods across the city
- Stimulates economic development in all segments of the BeltLine Planning Area
- Reduces cost of trail construction
- Produces equitable development of investments around city
- Leverages matching funds with public private partnerships
## Potential Transportation Projects

<table>
<thead>
<tr>
<th>Project Type</th>
<th>Number of Projects</th>
<th>Length (miles)</th>
<th>Cost Estimate</th>
<th>TSPLOST Cost</th>
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<tbody>
<tr>
<td>Complete Street</td>
<td>33</td>
<td>37.0</td>
<td>$106,953,107</td>
<td>$101,000,797</td>
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<td>Street Extension/New Street</td>
<td>6</td>
<td>3.4</td>
<td>$21,629,474</td>
<td>$19,129,474</td>
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<td>Street Widening</td>
<td>3</td>
<td>1.9</td>
<td>$27,937,500</td>
<td>$15,187,500</td>
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<td>One-way Conversion</td>
<td>11</td>
<td>5.5</td>
<td>$7,714,621</td>
<td>$6,322,405</td>
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<td>Intersection: Capacity</td>
<td>14</td>
<td>N/A</td>
<td>$43,000,000</td>
<td>$35,962,500</td>
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<td>Intersection: Safety</td>
<td>10</td>
<td>N/A</td>
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<td>$900,004</td>
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<td>Intersection: Gateway</td>
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<td>Neighborhood Greenway</td>
<td>23</td>
<td>24.9</td>
<td>$4,979,682</td>
<td>$4,927,362</td>
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<td>Sidewalk/ Streetscape</td>
<td>19</td>
<td>24.2</td>
<td>$89,189,340</td>
<td>$41,418,860</td>
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<td>Safe Crossings to Transit</td>
<td>31</td>
<td>N/A</td>
<td>$2,500,000</td>
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<td>Multi-use Trail</td>
<td>16</td>
<td>15.9</td>
<td>$40,273,726</td>
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<td>Enhancements</td>
<td>3</td>
<td>N/A</td>
<td>$4,500,000</td>
<td>$3,375,000</td>
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<td><strong>Total</strong></td>
<td><strong>170</strong></td>
<td><strong>113</strong></td>
<td><strong>$353,177,451</strong></td>
<td><strong>$254,673,984</strong></td>
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Potential Transportation Projects

- Directly serve 96% of city residents and every NPU

- Implements high priority projects from the Connect Atlanta Plan, and over a dozen neighborhood and community plans prepared since Connect Atlanta’s adoption in 2008

- Funds priority projects in all three business districts

- Funds priority safety, sidewalk and bikeway projects connecting to 80 APS schools

- Leverages $60.9M in funding partnerships with CIDs, PATH Foundation & the Emerald Corridor Foundation
Potential Transportation Projects

- Addresses critical traffic congestion bottlenecks missing connections including 5 street extensions, 3 strategic widening projects, 14 intersection capacity projects, and 11 one-way to two-way conversions.

- Completes a near citywide network of low stress bikeways including 16 miles of new multi-use trails, 14 miles of protected bike lanes, 19 miles of new bike lanes, and 26 miles of neighborhood greenway.

- Implements 48 miles of multi-use trail, bikeway, and sidewalks projects connecting neighborhoods to the Atlanta BeltLine loop, Freedom Parkway and Lionel Hampton trails.

- Includes 15 high priority intersection safety projects.
## Next Steps

<table>
<thead>
<tr>
<th>Activity</th>
<th>Target Date</th>
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<tbody>
<tr>
<td>COA Public Meetings</td>
<td>May 25 &amp; 26</td>
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<tr>
<td></td>
<td>June 1 &amp; 2</td>
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<tr>
<td>MARTA Potential Projects List Submitted to COA City Council</td>
<td>May 31</td>
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<tr>
<td>Resolution(s) Introduced in City Council</td>
<td>June 6</td>
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<tr>
<td>COA Council Transportation Committee Briefing</td>
<td>June 15</td>
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<tr>
<td>Resolution(s) Final Vote by COA City Council</td>
<td>June 20</td>
</tr>
<tr>
<td>Fulton County Commission Resolution to Authorize TSPLOST Vote</td>
<td>August 3</td>
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<tr>
<td>Public Education Campaign</td>
<td>August – November 8</td>
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<tr>
<td>Ads of Notice of Proposed Referendum</td>
<td>October 10– October 31</td>
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<tr>
<td>Referendum Vote</td>
<td>November 8</td>
</tr>
<tr>
<td>Amendment to the RTCAA (with a positive MARTA referendum vote)</td>
<td>November – December</td>
</tr>
</tbody>
</table>
Questions?