



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 ½-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

- 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

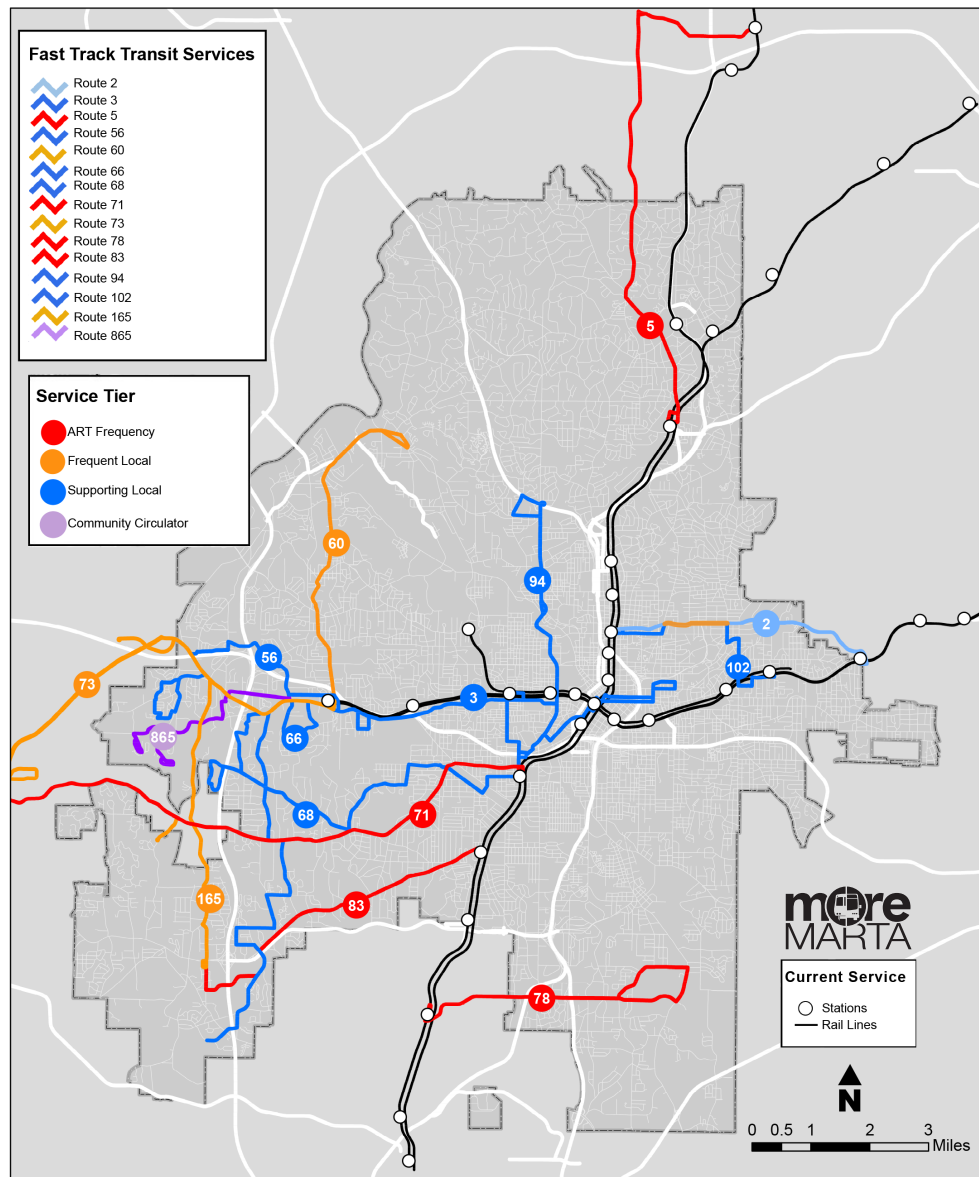
The map at the right illustrates bus service improvements that have now been implemented because of the passage of the additional ½ cent MARTA sales tax within the City of Atlanta. These changes align with MARTA's comprehensive operations analysis service plan that seeks to improve bus frequencies and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

WE NEED YOUR FEEDBACK!

For more information and ways to respond, please go to:

itsmarta.com/moremarta

Implemented Fast Track Services Effective June 2017



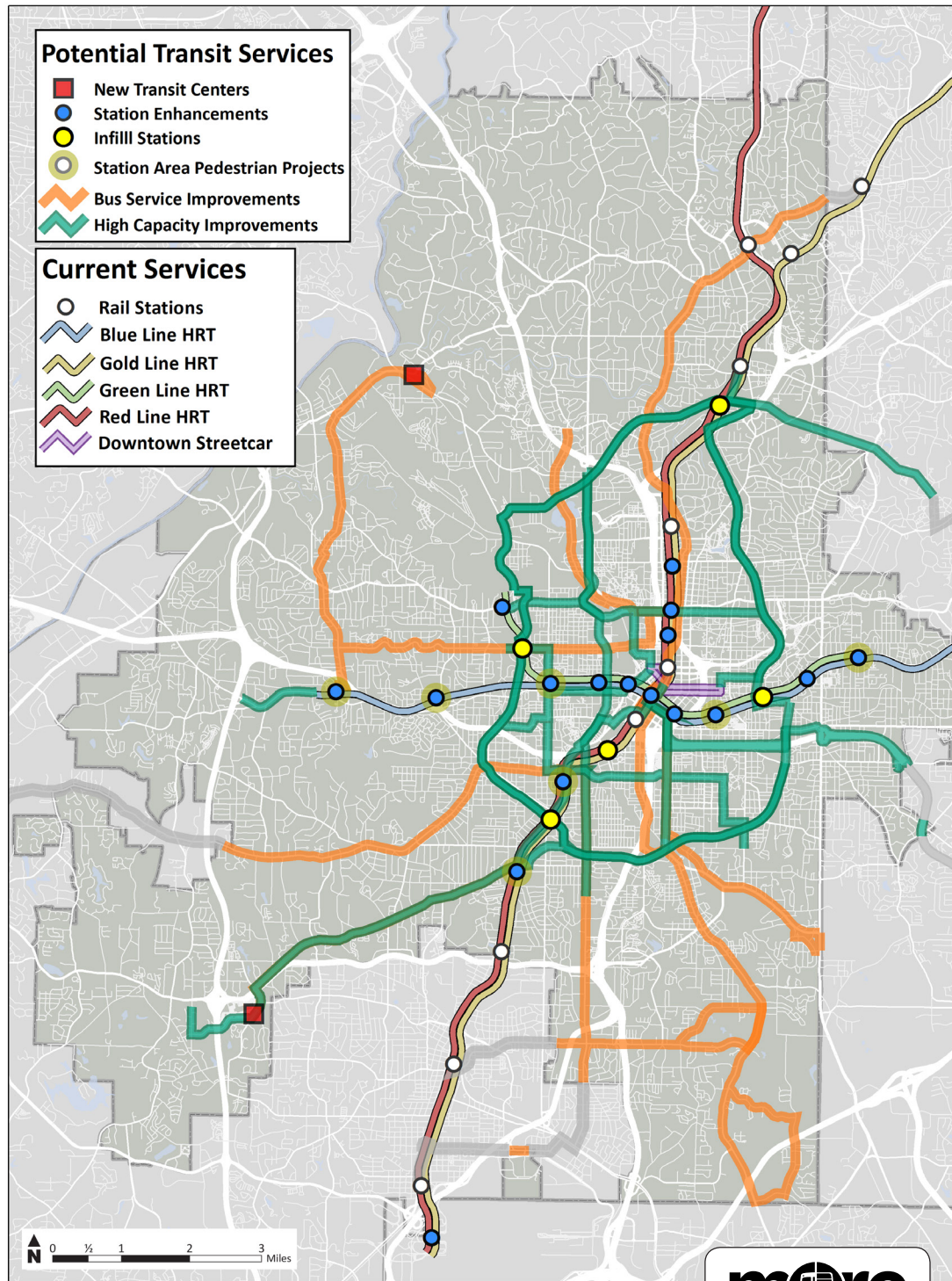
POTENTIAL PROJECTS

HIGH CAPACITY IMPROVEMENTS

- 7 Light Rail Transit Routes (BeltLine Loop and Cross-town 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 (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