



SYSTEM EXPANSION - FAQs

MARTA is in the process of seeking a legislative option that would give citizens the option to vote on increasing local, dedicated revenue by a ½ penny that would serve as a springboard to expanding Atlanta's transit system north along GA-400, through the Emory-CDC corridor (Clifton Corridor), east along I-20 and in underserved/select areas of south Fulton and DeKalb counties.

We have put the following list of "frequently asked questions" together to provide clarification on the many questions people have about this plan.

1. Is MARTA seeking a tax increase?

HB 170, the major transportation funding bill passed by the state legislature in 2015, makes available to individual counties the option of passing a T-SPLOST of up to 1 additional penny on the dollar. This option **gives the voters local control** over what **they want** in terms of transportation and congestion solutions. Per the existing authority granted by HB 170, MARTA is seeking to have ½ of any penny passed in Fulton County, DeKalb County and/or the City of Atlanta used toward expansion of our transit system.

2. What, specifically, would this additional ½ penny fund?

It would fund the expansion of Atlanta's rail system north along GA-400, through the Emory-CDC corridor (Clifton Corridor), east along I-20 and major bus service expansions throughout Fulton and DeKalb counties.

3. What benefits do South Fulton and South DeKalb get?

As part of the expansion plan, MARTA will be rolling out increased bus service across both counties that is tailored to traffic volume and population density. This increased service will include new express bus routes, arterial rapid transit routes and new 60-ft articulated buses.

4. How much money will an additional ½ penny raise?

The revenue generated with this authorization will raise an estimated \$4 billion dollars over 30 years. This \$4 billion will potentially be leveraged for an additional \$4 billion in matching federal funds to get the metro area to the estimated \$8 billion needed to build out the expansion projects in Fulton and DeKalb counties and the City of Atlanta.

5. What assurances do you have that there will be matching federal money?

MARTA and other key stakeholders have had several meetings with the Federal Transit Administration regarding the process. Atlanta has not expanded its mass transit system in nearly 20 years and is currently well-positioned to receive funding for its expansion.

6. How would the referendum process work?

Per approval of MARTA's plan by the General Assembly, a ½ penny referendum option for the November ballot would follow a specific process: 1) a preliminary project list would be submitted to each MARTA jurisdiction; 2) County Commissions and the Atlanta City Council would then vote to approve the inclusion of the referendum language on the November ballot; 3) MARTA and each participating jurisdiction would confirm a final project list; 4) the voters go to the voting booth on election day and exercise their **local control** over what they want in terms of transportation and congestion solutions.

7. When would the local referendums specifically take place?

As mentioned, local referendums in every member jurisdiction could take place as early as November 2016. DeKalb County will have the option of calling for a referendum in November of 2017 should they pass on the opportunity in 2016. This is due to existing ballot initiatives already set for DeKalb's November 2016 calendar.

8. Are there any pictures/plans of what the proposed rail expansion looks like?

Yes, plans for these rail service expansions can be found at the links below.

- [GA 400](#)
- [Clifton Corridor](#)
- [I-20](#)
- Additional info: <http://itsmarta.com/expansion-projects.aspx>

9. Why should groups support this?

These investments would support emerging growth areas, improve the link between communities and employment centers, contribute to improving air quality and reduce energy consumption. As the population throughout our region continues to grow, MARTA needs to grow as well to ensure its service matches the needs of Atlanta's business community, our visitors and metro area residents.

10. Why are we talking about expanding transit in Atlanta now?

Polling has shown repeatedly that voters in metro Atlanta want transit alternatives to mitigate the congestion that plagues our roads and highways. Business have shown through their relocation decisions near MARTA transit hubs that employers want to give their employees options beyond hour-long commutes and high gasoline expenses. The next generation workforce of Millennials has demonstrated through nationwide behavior that walkable communities, access to transit and a cleaner environment are at the forefront of their decisions when deciding where to live. If Atlanta is to stay competitive in the region and nation, and retain its title as "The Best State in the Country to do Business," it must seize this moment and move forward with multimodal options for getting around the metro area. This plan **gives the voters local control** over what **they want** in terms of transportation and congestion solutions.