

**FY 2024**

**Proposed CIP Budget**

**May 2023**

**Division of Finance**

**Office of Budget & Grants**



# State of Good Repair Capital Improvement Program

## Section 1 – Capital Sources and Applications of Funds

The following table describes the capital program sources and applications of funds in the format of a ten-year plan. [\$Millions]

	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	Totals
Prior Year Carry Forward*	155.4	168.1	14.6	14.0	13.9	17.2	16.8	17.5	17.4	17.8	452.7
<b>Revenues</b>											
Capital Sales Tax	260.5	269.8	282.4	294.6	306.2	320.1	335.8	351.5	368.5	386.6	3,176.0
Federal Funds	84.0	192.4	110.5	80.7	37.3	30.0	30.0	30.0	30.0	30.0	654.9
Interest Income	1.0	1.1	1.1	1.1	1.2	1.2	1.2	1.3	1.3	1.3	11.8
Debt Issue	125.0	150.0	375.0	410.0	325.0	270.0	200.0	190.0	175.0	145.0	2,365.0
<b>Total Sources of Funds</b>	<b>625.9</b>	<b>781.4</b>	<b>783.6</b>	<b>800.4</b>	<b>683.6</b>	<b>638.5</b>	<b>583.8</b>	<b>590.3</b>	<b>592.2</b>	<b>580.8</b>	<b>6,660.4</b>
<b>Expenditures</b>											
Capital Improvement Program	456.3	610.8	589.6	580.1	438.1	376.6	308.2	301.6	291.4	273.9	4,226.5
Facilities & Stations	105.5	121.9	88.2	77.5	43.5	43.8	39.6	39.0	39.3	39.7	638.0
Maintenance of Way	39.5	38.8	23.2	15.4	7.5	0.4	0.4	0.4	0.4	0.4	126.2
Non-Asset	110.3	169.3	155.7	139.7	98.2	51.5	45.5	46.0	46.6	47.2	910.0
Systems	112.4	154.2	152.7	169.5	136.1	128.5	130.6	133.8	130.6	110.2	1,358.6
Vehicles	88.7	126.6	169.8	178.0	152.9	152.3	92.2	82.4	74.5	76.4	1,193.7
Debt Service	151.5	156.0	180.1	206.4	228.3	245.1	258.1	271.3	283.0	292.1	2,271.8
<b>Total Uses of Funds</b>	<b>607.8</b>	<b>766.7</b>	<b>769.6</b>	<b>786.5</b>	<b>666.4</b>	<b>621.7</b>	<b>566.3</b>	<b>572.9</b>	<b>574.4</b>	<b>566.0</b>	<b>6,498.3</b>

\*Prior Year Carry forward includes \$150M Reserve Utilization FY24/25

### I. Capital Sources

Funding for the FY24-FY33 State of Good Repair Capital Program is provided from a beginning balance resulting from prior year carry forward from the general fund, sales tax revenue, bond proceeds, allowable investment income, and Federal and State grants.

The Authority's Capital Budget is based on the availability of Federal grants and local matching funds, and its ability to issue bonds secured by future Sales Tax revenues. A description of the capital sources follows:

#### Prior Year Carry Forward

The prior year carry forward is the beginning balance of the capital portion of the general fund balance at the end of the prior year plus any applicable reserve utilization. These funds are available for subsequent fiscal year use.

#### Sales Tax

Under the MARTA Act and the Rapid Transit Contract and Assistance Agreement, MARTA receives proceeds from the collection of a sales and use tax within Fulton, DeKalb, and Clayton Counties (1%) and the City of Atlanta (1.5%). In April 2015, Georgia legislators permanently eliminated the requirement mandating that MARTA spend 50 percent of its sales tax revenues on

capital expenses and the other 50 percent on operations. Removal of this provision gives MARTA more flexibility in managing its resources.

### **Federal & State Funds**

MARTA receives grant funds from the U.S. Department of Transportation, Federal Transit Administration (FTA), Department of Homeland Security (DHS) and the State of Georgia.

This program is designed to encompass the FTA 5307, 5337 and 5339 Formula Funding Programs, FTA Discretionary Grant Programs, Department of Homeland Security, and reprogrammed/flexed Federal Highway Administration funds.

The State of Georgia participates in the implementation of the Authority's Audio/Visual Information System (AVIS) and the Regional Bus Stop Signage projects. Funding from the State is expected in FY24 from the GO Transit Program.

### **Interest Income**

This category is comprised of Investment Income which includes interest income from all capital eligible portfolios.

### **Sales Tax Revenue Bonds**

When necessary, MARTA raises additional local capital funds above the direct capital portion of sales tax receipts for the Capital Program by the issuance of Sales Tax Revenue Bonds and/or Floating Rate Notes in the municipal markets.

For FY24, financial modeling of the "Capital Program Sources and Uses of Funds" forecasts \$90.0M of debt issuance. However, based on the market conditions, cash balance constraints and other unanticipated impacts on the projected cash flows, MARTA reserves the right to adjust debt if needed with Board approval.

The proceeds are initially deposited with the Bond Trustee in a Construction Fund, as required by the Trust Indenture between MARTA and the Trustee. The proceeds are then requisitioned on a reimbursement basis for qualified capital expenditures to replenish the capital program working capital in the General Fund.

## ***II. Capital Uses***

Expenditures within MARTA's Capital Program fall into two categories:

### **Capital Improvement Program**

Capital Improvement Program provides for the replacement, rehabilitation and enhancement of facilities and equipment required to support system safety, transit operations and regulatory requirements. The program ensures that the transit system is maintained to enable the continued delivery of high-quality service. The Capital Improvement Program is detailed in the following sections of this document.

## Debt Service

MARTA is authorized to sell bonds or other debt instruments to fund its Capital Improvement Program with the resulting debt service funded from the capital program. The debt service is comprised of principal and interest payments on fixed and variable rate debt issues.

## Section 2 – Capital Asset Categories

In compliance with the MARTA Act of 1965, MARTA staff is required to present a ten-year Capital Improvement Program (CIP) that includes an annual Capital Budget to the MARTA Board of Directors for their approval. The Capital Budget is required to balance the planned expenditures with the projected revenues. This document outlines the rationale and processes used to develop the Proposed CIP and the FY24 Capital Budget to balance capital expenditures with revenues, while satisfying the Authority's capital needs and requirements.

The long-range CIP consists of a portfolio of programs and projects organized by the major asset categories of a transit authority. The CIP also includes a category for non-asset projects. These categories, which were adapted from the Federal Transit Administration's (FTA) asset management guidelines are Vehicles; Facilities and Stations; Maintenance of Way; Systems; and Non-Asset. Each of these categories include several on-going programs, which may contain one or more projects. The CIP categories are depicted below, followed by a description of each of the categories.

### MARTA CIP Asset Categories and Programs

Vehicles	Facilities & Stations	Maintenance of Way	Systems	Non Asset
Bus Procurement & Enhancement - Vehicles & On Board Systems	Rail Facilities & Equipment	Track Maintenance & Replacement	Revenue Collection	Transit Planning
	Bus Facilities & Equipment		Automatic Train Control	Environmental Sustainability
Rail Procurement & Enhancement - Vehicles & On Board Systems	Buildings/Offices & Equipment	Track Structures	Electrical Power & Equipment	Safety & Regulatory
	Parking Lots & Decks	Work Equipment	Lighting	Customer Service
Paratransit (Vehicles, Lifts, AVL)	Paving, Structures & Drainage		Security	Performance Management
	Roofing & Skylights		Tunnel Ventilation	Asset Management
Non-Revenue (Police, Maintenance)	Underground Storage Tanks		Fire Protection	Design Criteria/Standards
			Elevators & Escalators	
			Radio & Communications	
			IT Hardware/Software	
			Fuel Systems	CIP Planning & Controls



## I. Vehicles

The vehicles category includes the acquisition and enhancement of vehicles and supporting systems required for MARTA operations. The programs within this category include:

- Bus vehicle procurement and enhancement
- Rail vehicle procurement and enhancement
- Rail vehicles and supporting systems
- Mobility vehicles
- Non-revenue vehicles

### Bus Vehicle Procurement and Enhancement

This program area consists of the procurement and enhancement of bus vehicles including major on-board systems such as automatic vehicle location (AVL) and automatic passenger counting systems (APC). As of FY24 the Authority's bus fleet consists of 514 diesel, compressed natural gas (CNG), and electric buses. The fleet composition is split between 163 diesel buses and 345 CNG buses, and 6 electric. The average age of the fleet is 6 years. MARTA's capital planning process provides for the replacement of some 30' buses on a 10-year/350,000-mile cycle, and all others on a 12 year/500,000-mile cycle (whichever criterion is satisfied first). This cycle helps increase the fleet reliability and reduce long-term maintenance costs.

### Rail Vehicle Procurement and Enhancement

This program area consists of the procurement, modernization, upgrade and enhancement of rail cars and major on-board systems. The Authority's rail car fleet consists of 314 heavy rail vehicles obtained under three procurement contracts, CQ310, CQ311 and CQ312. A rehabilitation program was completed in FY09 to extend the useful life of the CQ310 and CQ311 rail cars for an additional 13 years. The CQ312 rail cars were delivered in the early 2000's and the average age of these rail cars is 19 years with a life expectancy of 30 years. Planning for the replacement of the Authority's CQ310 and CQ311 rail cars was initiated in FY14.

The Rail Car Program Strategic Plan is based strategic life-cycle approach that allows for key system preservation to extend critical railcar physical assets five (5) to seven (7) years leading into the receipt and acceptance of 224 new railcars. The Strategic plan is continually reviewed and modified based on engineering analysis of reliability trends and component obsolescence.

The Rail Car Capital Program Plan includes scenarios, with cash flow projections minimizing investment costs while maintaining the useful life of the existing fleet and facilities during the transition to a new railcar fleet. This plan is continually reviewed and updated to ensure capital investments are managed to meet a goal of achieving return on investment (ROI) and full depreciation of both local and federal interest funds.

The current Railcar strategic plan includes the projects outlined below supports MARTA General Manager Directive to develop alternative capital programming scenario that maximizes the effectiveness of agency investments. This plan includes a modified version of MARTA's existing Life Cycle Asset Replacement Program, Car Builder Life Extension of CQ311 railcars and a revenue

service sustainability project that will be used to extend the life of critical system assets based on loss of reliability or material obsolescence.

The outcomes of this planning project have been programmed in the FY24 CIP planning window.

Projects within the rail vehicle program to be executed in FY23 include:

- Continuation of a modified MARTA rail vehicle Lifecycle Asset Reliability Enhancement (LCARE) Program on the CQ312 and CQ310 rail cars.
- Continually monitor the railcar fleet in revenue service under the sustainability project that will be used to extend the life of critical system assets based on loss of reliability or material obsolescence.
- Continuation of the implementation of the Procurement of New rail Cars for the replacement of the CQ310, CQ311 and CQ312 rail vehicles

### **Mobility Vehicles**

As of FY24, the Authority's mobility fleet consists of 239 vehicles. MARTA's capital planning process, which encompasses our current fleet, provides for the replacement of lighter duty Mobility vans on a 5 - year or 150,000-mile cycle.

### **Non-Revenue Vehicles**

The Authority maintains a non-revenue fleet of 448 vehicles. The fleet consists of sedans/trucks/vans/and various types of dedicated specialty support vehicles for both rail and bus. The specialty vehicles include tow trucks and high rail maintenance vehicles. Funding has been included in the FY24 CIP to support replacement of any non-revenue vehicles which reach end-of-life status.

## **II. Facilities & Stations**

The facilities and stations asset category include program areas which support design, development, preservation, and rehabilitation of various MARTA facilities.

Programs in the facilities and stations asset category include:

- Rail facilities and equipment
- Bus facilities and equipment
- Buildings/ offices and equipment
- Parking lots and parking decks
- Paving, structures, and drainage
- Roofing and skylights
- Underground storage tanks

### **Rail Facilities and Equipment**

This program area includes design, construction and renovation of MARTA rail stations and rail maintenance facilities and the major systems at these facilities. This program area also includes the acquisition and installation of new rail maintenance equipment.

The MARTA rail transit system has 38 passenger stations, some of which began service June 1979 while the most recent opened in December 2000. The rail stations are comprised of civil, structural, architectural, electrical, mechanical, and communications systems, all of which have a different service life. Specific life cycle rehabilitation/replacement programs have been developed for each of the major systems.

### **Bus Facilities and Equipment**

This program area includes design, construction and renovation of MARTA bus facilities and major systems at these facilities. This program area also includes the acquisition and installation of new bus maintenance equipment. Bus facilities include three bus operations, one heavy bus maintenance facility and one Mobility facility. Significant renovation projects are either underway or planned for each of these facilities during this ten-year CIP window.

### **Building/Offices and Equipment**

This program area includes design, construction and renovation of MARTA buildings and offices and associated major systems and equipment. These types of facilities are located throughout the Metropolitan Atlanta Area. Facilities within this program area include five police facilities, one administrative/headquarters facility and two revenue facilities.

### **Parking Lots and Parking Decks**

This program area includes design, construction, renovation and major rehabilitation of parking lots and parking deck facilities throughout the MARTA system.

### **Paving, Structures and Drainage**

This program area includes paving and drainage improvements and major structural rehabilitation projects performed at or within MARTA facilities throughout the system.

### **Roofing and Skylights**

This program area includes major repair and replacement of roofing systems and skylights throughout the MARTA system.

### **Underground Storage Tanks**

This program area includes activities mandated by the EPA, the Georgia Environmental Protection Division and other regulatory agencies to monitor and remediate underground storage tanks at Authority facilities.

### **Facilities Upcoming Capital Improvement**

Some examples of projects within the facilities and stations asset category to be executed in FY24 include:

- Station Rehabilitation
- Bus Shelters and Benches
- Smart Restrooms
- Rail Operator Platform Restrooms
- Rehabilitation of Bus Facility Equipment

## ***III. Maintenance of Way***

The maintenance of way asset category includes the design, development, and rehabilitation of railroad track infrastructure. Program areas within this asset category include:

- Track maintenance and replacement
- Track structures
- Work equipment

### **Track Maintenance and Replacement**

This program area includes maintenance, rehabilitation and replacement of the Authority's track way. The Authority's 124 total miles of track consists of 104 miles of mainline track and twenty miles (20) of yard track. Ninety-six (96) of the 104 mainline miles are double track (i.e., left and right tracks for east/west or north/south travel), and the other eight (8) miles consist of pocket track. The 20 miles of yard track are located within the three rail yards: Armour, Avondale and South Yard.

### **Track Structures**

This program area includes rehabilitation and replacement of structures on the track way. The Authority has structures consisting of track support systems, bridges, retaining walls and culverts. The track support systems consist of aerial, at-grade and subway structures.

### **Work Equipment**

This program area includes the acquisition and enhancement of specialized work equipment to perform maintenance of way operations.

An example of a project within the maintenance of way asset category to be executed in FY24 is:

- Track Renovation Phase IV

## ***IV. Systems***

The systems asset category includes the design, development, implementation and major enhancement of various systems which support MARTA operations. Program areas within the systems asset category include:

- Revenue collection
- Automatic train control
- Electrical power and equipment
- Lighting
- Security
- Tunnel ventilation
- Fire protection
- Elevators and escalators
- Radio and communications
- Information technology hardware
- Information technology software
- Fuel systems

### **Revenue Collection**

The revenue collection program area includes planning, design, implementation and enhancement of the Authority's automated revenue collection systems.

The Breeze project provides the Authority with the ability to implement an automatic fare collection system throughout the Atlanta region. The fare collection system consists of fare vending, fare gates, revenue processing and cash handling in support of MARTA patrons, regional partners, and Transportation Management Associations (TMA) in the service area.



The ten-year CIP planning window includes projects to continually enhance and upgrade and replace the existing fare collection system, as well as projects to plan for the next generation fare collection system including support for a variable fare structure. This program area within the FY24 CIP also includes design and implementation of Automated Parking and Revenue Control (APARC) Authority-wide.

### **Automatic Train Control**

This program area includes planning, design, implementation and enhancement of the Authority's automatic train control system. The Authority's train control system manages safe train movement utilizing 49 Train Control Rooms (TCRs), the Integrated Control Center (IOC), and the Rail Service Control Center (RSCC) located at Chamblee, and numerous field devices (switches, signals, receivers, transmitters).

For the FY24 CIP, this program area includes the ongoing implementation of the Train Control Systems Upgrade project, as well as an on-going project which is designed to continue to stabilize the current system to sustain operations during the multi-year transition to the new train control system.

### **Electrical Power and Equipment**

This program area includes planning, design, implementation and ongoing support and rehabilitation of the various electrical power systems Authority-wide. These systems were installed in phases as the rail and bus transit systems were designed and constructed. Some of these systems have been in service since 1979 and a number are ready for rehabilitation or replacement

#### Traction Power

The Authority's traction power system delivers 750V DC power to the third rail (contact rail) for vehicle propulsion utilizing 68 traction power substations and 16 gap breaker stations located at all passenger stations, the three rail yards and multiple intermediate locations along the right of way (between stations).

#### Auxiliary Power

The Authority's auxiliary power system delivers power to station and facility loads such as lighting, elevators, escalators, communications, fare gates, HVAC etc., via 108 substations located in all passenger stations and operations/maintenance facilities.

#### Electric Conversion (EV)

The Authority's auxiliary power system delivers power to station and facility loads such as lighting, elevators, escalators, communications, fare gates, HVAC etc., via 108 substations located in all passenger stations and operations/maintenance facilities.

#### Emergency Trip Stations (ETS)<sup>1</sup>

The traction power system has an Emergency Trip Station (ETS)<sup>1</sup> system comprised of 454 individual trip stations located at the ends of station platforms, tunnels, and exit/entry points along the rail right of way. The ETS provides, in case of an emergency, a means of shutting-down power to the contact rail. This system also includes a phone to allow for communications with the Rail Services Control Center in the event an emergency occurs, and power is shut down.

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<sup>1</sup> Emergency Trip Stations (ETS) are switches located on the wayside to deactivate power to the third rail in emergency situations.

Current projects within this program area include an ongoing initiative to replace traction power substations and gap breakers system-wide; an on-going initiative to replace UPS systems Authority-wide; power upgrades; and replacement of parts of the ETS system on the South and Northeast lines.

### **Lighting**

The lighting program area includes planning, design, implementation and ongoing support and rehabilitation of the lighting system Authority-wide. The Authority's lighting system is vast and includes lighting for all stations, tunnels, operations/maintenance facilities, parking lots and decks located within the MARTA service area. Within the lighting system there are emergency powered lights and exit signs required for safe egress under a loss of power scenario.

The current projects within this program include enhancement of tunnel lighting Authority-wide by installing energy efficient LED fixtures and station lighting upgrades in the patron areas by also installing LED fixtures.

### **Security**

The security program area includes planning, design, implementation and ongoing support and rehabilitation of security systems and the implementation of various transit security and emergency management initiatives. Current projects within this program area include expansion of the closed-circuit television (CCTV) system Authority-wide; continued implementation of in-vehicle security cameras for all MARTA trains and buses; on-going support for the Authority's Canine team; a comprehensive homeland security training program; and on-going initiatives to upgrade facility security and access controls system-wide.

### **Tunnel Ventilation**

This program area includes planning, design, implementation and rehabilitation of tunnel ventilation systems Authority-wide. The Authority owns 81 ventilation fans installed at specific locations in the subway sections of the rail system to push or pull air through the tunnels in the event of an emergency and the tunnel fills with smoke.

The projects within this program area are planning, design and implementation of major upgrades to the Authority's tunnel ventilation systems.

Within the ten-year CIP, this program area includes a major upgrade which is currently underway to fire protection systems Authority-wide.

### **Elevators and Escalators**

This program area includes planning, design, implementation, enhancement and rehabilitation of elevators and escalators across the MARTA system.

#### Elevators

The Authority operates and maintains 115 elevators in rail stations, parking decks and facilities throughout the transit system.

#### Escalators

The Authority operates and maintains 150 Escalators in rail stations only.

### **Radio and Communications**

This program area includes planning, design, implementation and ongoing support and rehabilitation of the radio system and other Authority-wide communication systems.

Current projects within this program area include implementation of a new Audio-Visual Information System (AVIS) Authority-wide; on-going implementation of an enhanced voice communications infrastructure; and planning, design and implementation of a new radio infrastructure for the Authority. This program area also includes a telephone sustainability initiative to provide for on-going support of the current telephony system during the multi-year transition to the new voice communications infrastructure.

### **Information Technology Hardware**

This program area includes planning, design, implementation and ongoing upgrade/enhancement of the information technology infrastructure required to support MARTA operations including the Authority's data centers, network (wired and wireless), servers, storage area network (SAN), telephony, desktops/laptops and Authority-owned mobile computing devices.

Major initiatives in this program area include upgrading desktop, server, SAN and network components; an expansion of the enterprise wireless network; and ongoing renovation of the Authority's data center.

### **Information Technology Software**

This program area includes planning, design, implementation and enhancement of application systems which support MARTA operations.

Some of the projects in this program area include:

- Completion of a significant enhancement of ITSMARTA.com including expanded mobile capabilities
- Planning, design and initial implementation of mobile fare payment capabilities
- Ongoing upgrades and enhancements of the Authority's enterprise resource planning system (ERP) which supports the finance, accounting, human resources, payroll and procurement business functions
- Completion of implementation of a new Risk Management Information System (RMIS)
- Planning, design and implementation of a new system to support the operations of MARTA's Office of Diversity and Equal Opportunity (DEO)

### **Fuel Systems**

This program area includes planning, design, implementation and enhancement of systems which support the management and delivery of fuel to MARTA vehicles. The current projects within this program area are an upgrade of the CNG protection systems.

### **V. Non-Asset**

The non-asset category includes the design, development and implementation of various business initiatives which do not specifically implement or rehabilitate an asset. This category also includes transit planning; programs which support regulatory compliance and programs which support planning for and monitoring the execution of the CIP. The program areas within the non-asset category include:

- Transit planning
- Environmental sustainability
- Safety and regulatory

- Customer service
- Performance measurement
- Asset management
- Financial Planning
- Design criteria/standards
- CIP Planning/Controls

### **Transit Planning**

The transit planning program area includes transit feasibility studies; alternatives analysis, environmental review and preliminary engineering for proposed system expansion initiatives; general planning activities; and coordination with regional partners.

#### Regional Coordination and Integration

This effort involves planning activities in support of progress towards the advancement of the regional, integrated transit network, and other activities in support of MARTA's full engagement with the overall federal, state and regional planning processes. Activities include coordination with other public agencies such as land use changes, transit service coordination with other providers, special projects with external partners such as Community Improvement Districts, and other on-going technical activities.

### **Transit Oriented Development**

Transit Oriented Development (TOD) includes funds for continued planning and implementation efforts for development projects located on MARTA property. This is a revenue generating initiative and involves managing existing development, implementation of on-going projects in the current development cycle and preparing property for future development cycles. The Lindberg Station TOD agreement obligates MARTA and third party adjacent property owners to take care of good repair projects to maintain asset value.

### **Environmental Sustainability**

This program area includes regulatory and compliance initiatives requiring federal, state, and local oversight for environmental stewardship as well as non-regulatory initiatives which promote environmental sustainability. Current projects within this program area include the Authority-wide pollution prevention program; the Authority's hazardous materials management, the chemical storage program, microbial, asbestos and lead based paint remediation, industrial health and safety, an on-going environmental greening initiative and the on-going investigation and implementation of the environmental management systems Authority-wide.

### **Safety**

This program includes system safety and operational safety management. System safety program provides for the verification and certification that various systems and associated components are fit for use and safe to operate in revenue service. Operational safety programs provide for the safety, health, and wellbeing of employees and patrons engaged in the transit system.

### **Customer Service**

The customer service program area includes planning, design, and implementation of various customer service initiatives. The current project in this program area is the Authority's mystery rider program.

### **Performance Management**

Performance management includes various research, planning and analysis activities to support CIP projects and Authority business expansion initiatives. It also includes the planning, design and implementation of various Authority strategic planning and performance measurement initiatives.

### **Asset Management**

This program area includes the development of the Authority's asset management program. This includes MAP-21/Fast Act requirements; developing and implementing improved asset management processes, standards, and procedures; planning and implementing improved processes to maintain asset management related certifications (ISO 55001:2014); and refining the Authority's Enterprise Asset Management System (EAM) to improve support of asset management activities and to better integrate asset performance data into the CIP planning cycle.

### **Financial Planning and Analysis**

This project covers several areas associated with Financial Planning. The project supports the capital financial planning efforts of the Office of Treasury Services, financial advisory and legal services related to financial planning and/or transaction proposal evaluation, subscription services for financial analysis and financial market research and the sponsorship and sales tax forecast fees from the GSU Economic Forecasting Center. In addition, due to the financial nature of MARTA's lobbying efforts, the project directly addresses MARTA's lobbying cost. It also supports the MARTA Energy Savings Program and the consultant fees derived from it.

### **Design Criteria/Standards**

This program area includes the establishment and on-going update of MARTA design criteria and design standards. It also includes design and implementation of configuration management initiatives required for regulatory compliance and to support execution of the CIP.

### **CIP Controls**

The CIP Project Controls program area includes the financial planning and on-going project controls, monitoring and reporting functions required to support delivery of the CIP. It also includes the ongoing effort required to plan for future CIP windows.

During FY24, the Authority is planning to continue implementation of enhanced program and project controls and monitoring processes to support delivery of the CIP. This effort includes Oracle Unifier implementation for reporting on CIP Funds, providing executive Dashboards and financial status on each CIP portfolio

### **System Expansion**

The MARTA Rapid Transit Contract and Assistance Agreement (RTCAA) set the framework for MARTA's expansion program. For the expansion program to be fully realized, MARTA must continue to plan and move its projects forward. Continuing with the project development process affords MARTA an opportunity to compete for federal New Starts funding.



FY2024 MORE MARTA – City of Atlanta Capital Program  
(\$Millions)

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<b>Revenues</b>											
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Federal Funds	49.5	133.5	141.6	121.0	80.0	49.5	0.0	0.0	0.0	0.0	575.2
Interest Income	3.5	1.3	0.1	0.1	0.2	0.1	0.3	0.5	0.8	1.2	8.2
Debt Issue	0.0	175.0	175.0	145.0	76.0	0.0	0.0	0.0	0.0	0.0	571.0
<b>Total Sources of Funds</b>	<b>282.2</b>	<b>435.5</b>	<b>383.2</b>	<b>334.9</b>	<b>222.7</b>	<b>103.8</b>	<b>63.2</b>	<b>74.3</b>	<b>88.0</b>	<b>104.3</b>	<b>2,092.1</b>
<b>Expenditures</b>											
More MARTA COA	218.0	414.0	349.3	288.0	179.0	50.0	0.0	0.0	0.0	0.0	1,498.2
Debt Service	0.0	10.1	20.3	28.6	33.0	33.0	33.0	33.0	33.0	33.0	257.2
<b>Total Uses of Funds</b>	<b>218.0</b>	<b>424.1</b>	<b>369.5</b>	<b>316.6</b>	<b>212.0</b>	<b>83.0</b>	<b>33.0</b>	<b>33.0</b>	<b>33.0</b>	<b>33.0</b>	<b>1,755.4</b>

## I. Capital Sources

Funding for the FY24-FY33 More MARTA City of Atlanta Capital Program is provided from a beginning balance resulting from prior year carryover from the City of Atlanta Reserve Fund, City of Atlanta sales tax revenue, bond proceeds, and Federal and State grants.

The More MARTA City of Atlanta Capital Budget is based on the availability of Federal grants and local matching funds, and its ability to issue bonds secured by future Sales Tax revenues. A description of the capital sources follows:

### Prior Year Carry Forward

The prior year carry forward is the capital portion of the City of Atlanta Reserve fund balance at the end of the prior year. These funds are available for subsequent fiscal year use.

### Sales Tax

Under the MARTA Act and the Rapid Transit Contract and Assistance Agreement, MARTA receives proceeds from the collection of a sales and use tax within Fulton, DeKalb, and Clayton Counties (1%) and the City of Atlanta (1.5%). The sales tax proceeds used in this plan are the reserve proceeds from 0.5% City of Atlanta.

### Federal & State Funds

MARTA receives grant funds from the U.S. Department of Transportation, Federal Transit Administration (FTA), Department of Homeland Security (DHS) and the State of Georgia.

This program is designed to encompass the FTA 5307, 5337 and 5339 Formula Funding Programs, FTA Discretionary Grant Programs, Department of Homeland Security, and reprogrammed/flexed Federal Highway Administration funds.

### **Sales Tax Revenue Bonds**

When necessary, MARTA raises additional local capital funds above the direct capital portion of sales tax receipts for the Capital Program by the issuance of Sales Tax Revenue Bonds and/or Floating Rate Notes in the municipal markets.

For FY24, financial modeling of the “Capital Program Sources and Uses of Funds” forecasts a need of \$0M in debt issuance. However, based on the market conditions, cash balance constraints and other unanticipated impacts on the projected cash flows, MARTA reserves the right to issue debt more than the specified amount.

The proceeds are initially deposited with the Bond Trustee in a Construction Fund, as required by the Trust Indenture between MARTA and the Trustee. The proceeds are then requisitioned on a reimbursement basis for qualified capital expenditures to replenish the capital program working capital in the General Fund.

## ***II. Capital Uses***

Expenditures within More MARTA City of Atlanta Capital Program fall into two categories:

### **Capital Improvement Program**

More Marta City of Atlanta Capital Improvement Program provides for planning, designing, and building new project expansions in City of Atlanta.

### **Debt Service**

MARTA is authorized to sell bonds or other debt instruments to fund its Capital Improvement Program with the resulting debt service funded from the capital program. The debt service is comprised of principal and interest payments on fixed and variable rate debt issues.

### **More MARTA – City of Atlanta Projects**

#### **North Ave. Phase II (BRT)**

Phase II of Bus Rapid Transit to North Avenue Station.

#### **Summerhill / Capital Avenue (BRT)**

Capitol Avenue BRT, also known as Summerhill BRT, will provide approximately 4 miles of BRT service along Capitol Avenue/ Hank Aaron Drive, connecting the neighborhoods in south Atlanta to destinations in Downtown and possibly Midtown. The project scope and alignment will be coordinated with the Federal Transit Administration. The Summerhill BRT assumes it can be designed to operate within city-owned right-of-way using both exclusive and shared lanes with vehicular traffic. In 2017, MARTA received the highly competitive TIGER Grant to support the implementation of this project.

#### **Campbellton (BRT)**

Campbellton Bus Rapid Transit (BRT) will provide 5 miles of frequent and premium service from Oakland City Station to a proposed transit center near Greenbriar Mall. The project includes an evaluation of transit alternatives for the delivery of high-capacity transit service along the Campbellton Road corridor would serve the Fort McPherson redevelopment site and support transforming the corridor into a vibrant, pedestrian-friendly, mixed-use community. Renew Atlanta is

currently redesigning Campbellton Road as a Complete Street and Smart Corridor, which will include multiuse trails, technology investment and signal improvements.

### **Streetcar East Ext (LRT)**

Streetcar East Extension is a 2-mile extension of the Atlanta Streetcar that connects Poncey-Highland, Old Fourth Ward, and Inman Park neighborhoods. This extension will rely on the Atlanta BeltLine corridor with a short section in existing streets. A major component of the project will include improving connectivity and existing operations as well as evaluating opportunities for dedicated right-of-way and transit signal prioritization.

### **Streetcar West Ext (LRT)**

Streetcar West extension is a 3-mile extension of the existing Atlanta Streetcar. This streetcar extension will operate within the city's right-of-way, providing connections from southwest Atlanta and the Atlanta University Center to major downtown destinations that include CNN Center, Centennial Olympic Park, State Farm Arena (formerly Philips Arena), and the World of Coca-Cola. This project provides a critical light rail link between the Atlanta Streetcar and the west Beltline corridor.

### **Beltline Southwest (LRT)**

Beltline Southwest LRT will provide 3.5 miles of light rail service from Oakland City Station to Westview Drive near I-20, where it would connect to the future western extension of the Atlanta Streetcar. The service would mostly operate along the exclusive right-of-way adjacent to the Westside Trail along the Beltline corridor. This project would increase connectivity and development opportunity in southwest Atlanta, particularly for Historic West End and Murphy Crossing redevelopment site.

### **Bankhead Station Enhancement**

More MARTA Atlanta program includes facility upgrades and accessibility improvements at key MARTA heavy rail stations to enhance the customer experience and increase ridership. MARTA identified Bankhead Station as one of three stations because of its visibility and potential for transformational impacts to its surroundings. Bankhead will extend its platform to accommodate additional rail cars.

### **Five Points Station Enhancement**

The More MARTA Atlanta program includes facility upgrades and accessibility improvements at key MARTA heavy rail stations to enhance the customer experience. MARTA identified Five Points Stations as one of three stations because of its visibility and potential for transformational impacts and increase ridership to its surroundings.

### **Greenbriar Transit Center**

Greenbriar Transit Center is envisioned to be a major multimodal transit hub that will serve local buses and future high-capacity transit along the Campbellton Road corridor. The transit center will be in the Greenbriar Mall area, which has long been identified by the city of Atlanta and the Atlanta Regional Commission (ARC) as a catalyst to revitalize the Campbellton Road corridor. The Greenbriar Town Center Livable Centers Initiative (LCI) envisions the redevelopment of the mall's surface parking lots into a mixed-use development.

### **Clifton Corridor (HCT)**

The Clifton Corridor Transit Initiative is MARTA's proposed new high-capacity transit line that would provide a connection between two existing heavy rail lines through a major employment and institutional corridor in the Atlanta region. Key activity centers in the corridor are the Centers for Disease Control, Emory University, Emory University Hospital, Children's Healthcare of Atlanta - Egleston, Lindbergh Center, and Atlanta VA Medical Center.

A Locally Preferred Alternative (LPA) for the project was previously adopted by the MARTA Board of Directors in 2018. However, due to changing conditions in the corridor and new funding and technology opportunities, MARTA Leadership is performing a multi-stage Alternatives Analysis with public engagement to evaluate several new project alternatives.

### **Cleveland Ave. (ART)**

Cleveland Avenue ART will improve MARTA's existing Route 78 - Cleveland Avenue between East Point Station and Browns Mill Golf Course to better serve the dense residential neighborhoods and commercial nodes near the city of East Point and Metropolitan Parkway. Cleveland Avenue ART will also provide faster service for the employees and visitors to the South Fulton Medical Hospital, a major destination along the corridor.

### **Metropolitan Pkwy Route 595 (ART)**

Metropolitan Parkway ART will improve MARTA's existing Route 95 between West End Station and the city of Hapeville. It will provide better transit connectivity for the densely populated residential neighborhoods, the MET mixed use development, and the nearby colleges in south Atlanta.

### **North Ave. Phase 1 (BRT)**

North Avenue/Donald L. Hollowell Parkway BRT would provide 4 miles of BRT service between Bankhead Station and the Poncey-Highland neighborhoods. This project is planned to be implemented within existing city-owned right-of-way, using both exclusive and shared lanes with vehicular traffic. This project will offer fast and reliable high-capacity transit service along one of the highest traveled east-west corridors in the city and serve major destinations such as Georgia Tech and Coca-Cola headquarters. This project will be implemented in phases. Phase I, extending from the North Avenue Station to Ponce City Market and the Beltline Eastside Trail, will allow MARTA to leverage the City of Atlanta's smart technology investment along North Avenue to demonstrate a successful BRT in a corridor with proven ridership.

### **Centralized Program Management Office (CPMO)**

Centralized Program Management office (CPMO) within the Office of Capital Programs and Development. The scope of work will include project and program management, construction management, and services that includes a wide variety of skills and capabilities that will be scalable to meet the needs of the Authority. The contractor will be responsible for providing services that will augment MARTA's staff and report directly to the Authority. This project includes completion of initial project checklists, project origination documents and feasibility studies were requested for candidate CIP projects.

### **Contingency**

Contingency for More MARTA City of Atlanta Projects.

FY2024 MORE MARTA – Clayton County Capital Program  
(\$Millions)

	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	Totals
Prior Year Carry Forward	210.0	232.9	136.4	7.7	7.9	6.2	4.7	4.7	15.1	25.2	650.8
<b>Revenues</b>											
Capital Sales Tax	33.4	34.6	34.0	35.5	36.1	33.2	34.8	36.5	35.9	37.6	351.5
Federal Funds	2.1	16.5	5.6	70.7	74.3	0.0	0.0	0.0	0.0	0.0	169.3
Interest Income	4.7	5.0	3.2	0.2	0.2	0.2	0.1	0.2	0.4	0.6	14.8
Debt Issue	0.0	0.0	40.0	110.0	65.0	145.0	90.0	0.0	0.0	0.0	450.0
<b>Total Sources of Funds</b>	<b>250.2</b>	<b>288.9</b>	<b>219.2</b>	<b>224.1</b>	<b>183.6</b>	<b>184.6</b>	<b>129.7</b>	<b>41.3</b>	<b>51.4</b>	<b>63.4</b>	<b>1,636.3</b>
<b>Expenditures</b>											
More MARTA Clayton	28.7	137.5	211.4	207.3	164.7	159.0	98.8	0.0	0.0	0.0	1,007.4
Debt Service	0.0	0.0	2.3	8.7	12.4	20.8	26.0	26.0	26.0	26.0	148.3
<b>Total Uses of Funds</b>	<b>28.7</b>	<b>137.5</b>	<b>213.8</b>	<b>216.0</b>	<b>177.1</b>	<b>179.8</b>	<b>124.8</b>	<b>26.0</b>	<b>26.0</b>	<b>26.0</b>	<b>1,155.8</b>

### I. Capital Sources

Funding for the FY24-FY33 More MARTA Clayton Capital Program is provided from a beginning balance resulting from prior year carryover from the Clayton Reserve Fund, Clayton sales tax revenue, bond proceeds, and Federal and State grants.

The More Marta Clayton Capital Budget is based on the availability of Federal grants and local matching funds, and its ability to issue bonds secured by future Sales Tax revenues. A description of the capital sources follows:

#### Prior Year Carry Forward

The prior year carry forward is the capital portion of Clayton fund balance at the end of the prior year. These funds are available for subsequent fiscal year use.

#### Sales Tax

Under the MARTA Act and the Rapid Transit Contract and Assistance Agreement, MARTA receives proceeds from the collection of a sales and use tax within Fulton, DeKalb, and Clayton Counties (1%) and the City of Atlanta (1.5%). The sales tax proceeds used in this plan are the reserves proceeds from 1% Clayton County.

#### Federal & State Funds

MARTA receives grant funds from the U.S. Department of Transportation, Federal Transit Administration (FTA), Department of Homeland Security (DHS) and the State of Georgia.

This program is designed to encompass the FTA 5307, 5337 and 5339 Formula Funding Programs, FTA Discretionary Grant Programs, Department of Homeland Security, and reprogrammed/flexed Federal Highway Administration funds.



### **Sales Tax Revenue Bonds**

When necessary, MARTA raises additional local capital funds above the direct capital portion of sales tax receipts for the Capital Program by the issuance of Sales Tax Revenue Bonds and/or Floating Rate Notes in the municipal markets.

For FY24, the modeling of the “Capital Program Sources and Uses of Funds” shows a need of \$0M in debt issuance. However, based on the market conditions, cash balance constraints and other unanticipated impacts on the projected cash flows, MARTA reserves the right to issue debt more than the specified amount with Board approval.

The proceeds are initially deposited with the Bond Trustee in a Construction Fund, as required by the Trust Indenture between MARTA and the Trustee. The proceeds are then requisitioned on a reimbursement basis for qualified capital expenditures to replenish the capital program working capital in the General Fund.

## ***II. Capital Uses***

Expenditures within More Marta Clayton Capital Program fall into two categories:

### **Capital Improvement Program**

More Marta Clayton Capital Improvement Program provides for planning, designing, and building new project expansions in Clayton County.

### **Debt Service**

MARTA is authorized to sell bonds or other debt instruments to fund its Capital Improvement Program with the resulting debt service funded from the capital program. The debt service is comprised of principal and interest payments on fixed and variable rate debt issues.

### **More MARTA – Clayton County Projects**

#### **SR 54 High-Capacity Transit (BRT)**

This project will evaluate alternatives for the delivery of high-capacity transit service, providing logical and cost-effective recommendations for phased implementation. It will also provide for sufficient planning, environmental and engineering work to develop a budget and implementation schedule.

#### **Clayton Multipurpose O&M Facility**

The agency currently has five bus/mobility garages around the metro area but will soon need to add additional garages to accommodate the 20-year expansion of transit throughout the greater Atlanta region. The Scope will include the following: 1. Determine the order of magnitude for new construction and/or renovation for Clayton County Bus Maintenance Facility. 2. Position MARTA Bus Operations for future regional expansion in Clayton County. 3. Increase the opportunity for community partnerships for employment, enhancement, and development in Clayton County.

#### **Clayton County Southlake BRT**

The proposed Clayton Southlake BRT project connects the College Park MARTA station located at 3800 East Main Street, College Park, Georgia 30337, to Southlake Mall, a destination center in Clayton County located at 1000 Southlake Circle, Morrow, Georgia 30260. The proposed alignment

is 15.5 miles in length, with the majority of guideway envisioned to be dedicated to transit use. The Project will include 13 new, BRT-branded station areas with off-board fare collection.

**Justice Center Transit Hub**

TBD

**Centralized Program Management Office (CPMO)**

Establishing a Centralized Program Management Office (CPMO) will assist the authority in managing resources, project budgets, schedules and accelerate the implementation process.

**Contingency**

Contingency for More MARTA Clayton County Projects.

## FY2024 Comprehensive Capital Program

### State of Good Repair, More Marta Atlanta, More MARTA Clayton

[\$ in millions]

#### State of Good Repair (SGR)

##### Sources

Prior Year Carry Forward	155.4
Capital Sales Tax	260.5
Federal/State Funds	84.0
Interest Income	1.0
Debt Issue	125.0
<b>Subtotal</b>	<b>625.9</b>

##### Uses

Capital Expenditures	456.3
Debt Service	151.5
<b>Subtotal</b>	<b>607.8</b>

#### More MARTA - City of Atlanta

##### Sources

Prior Year Carry Forward	175.4
Capital Sales Tax	53.7
Federal/State Funds	49.5
Interest Income	3.5
Debt Issue	0.0
<b>Subtotal</b>	<b>282.2</b>

##### Uses

Capital Expenditures	218.0
Debt Service	0.0
<b>Subtotal</b>	<b>218.0</b>

#### More MARTA - Clayton County

##### Sources

Prior Year Carry Forward	210.0
Capital Sales Tax	33.4
Federal/State Funds	2.1
Interest Income	4.7
Debt Issue	0.0
<b>Subtotal</b>	<b>250.2</b>

##### Uses

Capital Expenditures	28.7
Debt Service	0.0
<b>Subtotal</b>	<b>28.7</b>

**Total Sources** 1,158.3

**Total Uses** 854.5

## Attachment – A

### MARTA State of Good Repair Proposed Projects Ten-Year Forecast

The following portrays the proposed capital projects ten-year plan for years FY24 to FY33.

[\$Millions]

Project	Project Description	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	Total
30640	Furniture	1.1	0.8	0.9	0.8	0.7	0.8	0.7	0.5	0.4	0.4	7.2
30740	Small Tools & Equipment	0.5	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.5	0.5	4.3
31305	Roofing Rehabilitation Program	3.0	6.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	33.0
31589	Bus Shelters and Benches	3.4	3.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.8
31956	Rail Car Train Wash	0.5	15.0									15.5
32124	Facilities Upgrade Program	1.5	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	28.5
32163	Backup Integrated Ops Center	0.4	2.5	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.4
32174	Bus Stop Sign Replacement Upgr	2.0	5.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.3
32177	Rail Station Rehabilitation	50.0	35.0	35.0	35.0	20.0	20.0	20.0	20.0	20.0	20.0	275.0
32177	Brookhaven Station Paver Rehabilitation	1.5	0.0	0.0								1.5
32225	Energy Services Company ESCO	2.9	2.4	2.8	3.1	2.2	2.4	3.2	2.9	3.2	3.7	28.7
32240	S. Dekalb Transit Center (Stonecrest)	2.0	15.0	15.0	15.0							47.0
32248	Pavement Repair Program	1.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	28.0
32249	Rehab Existing Bus Maint Facil	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	30.0
32252	Rail Oper Platform Restrooms	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7
32253	Smart Restrooms	5.0	2.0	2.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	11.0
32261	IDIQ	2.6	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	20.6
32264	TOD Reimbursements	2.6	5.0	5.0	5.0	5.0	5.0	0.0	0.0	0.0	0.0	27.6
32276	Parking Lot Repair	7.7	2.4	1.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	12.1
32277	Brownsmill Paint Booth	0.5	5.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.6
32299	MARTA Site Relocation	8.0										8.0
32300	CPEI Department Initiatives	0.3										0.3
New	I-285 Top End BRT	4.0	6.5	3.4								13.9
New	CQ400 Car Body Repair Facility	0.5	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.6
New	New Car Roof Top Access Platform	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3
New	RCS 750V Shop Power Upgrades	0.4	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	11.2
<b>Facilities</b>		<b>105.5</b>	<b>121.9</b>	<b>88.2</b>	<b>77.5</b>	<b>43.5</b>	<b>43.8</b>	<b>39.6</b>	<b>39.0</b>	<b>39.3</b>	<b>39.7</b>	<b>638.0</b>
31701	Track Renovation Phase IV	29.0	29.0	21.0	15.0	7.1	0.0	0.0	0.0	0.0	0.0	101.0
32269	Brookhaven DXO	8.0	6.5									14.5
32275	Aerial Steel Bridges	1.0	1.5	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	5.7
New	Wheel Truing Machine Refurb	1.5	1.8	1.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0
<b>Maintenance-of-Way (MOW)</b>		<b>39.5</b>	<b>38.8</b>	<b>23.2</b>	<b>15.4</b>	<b>7.5</b>	<b>0.4</b>	<b>0.4</b>	<b>0.4</b>	<b>0.4</b>	<b>0.4</b>	<b>126.2</b>

Project	Project Description	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	Total
30940	General Planning	4.8	5.0	5.0	3.0	3.0	0.0	0.0	0.0	0.0	0.0	20.8
31106	Financial Planning	1.7	1.8	1.8	1.9	2.0	2.0	2.1	2.1	2.2	2.3	19.9
31490	TOD General Planning	2.8	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	29.8
31904	Research & Analysis Planning	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
32165	Organizational Assessmnt Prog	0.3	0.5	0.5	0.5	0.5	0.5	0.0	0.0	0.0	0.0	2.8
32210	Art in Transit	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	10.0
32221	Support for Adjacent Develop	0.8	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	9.8
32238	Fulton (Planning)	1.0										1.0
32239	Dekalb Planning	8.0	20.0	15.0	15.0	10.0						68.0
32242	Clayton Bus Maintenance Facility	8.5	45.0	55.0	60.0	35.0						203.5
32243	Contingency	20.0										20.0
32244	Georgia Tech Strat Partnership	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	1.0
32246	CPMO (SGR)	24.0	24.0	20.0	20.0	18.0	15.0	15.0	15.0	15.0	15.0	181.0
32258	Environmental, Safety & Health	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	100.0
32260	Capital Services Allocation	1.0										1.0
32280	GASB	6.5	10.5	11.0	11.5	12.0	12.5	13.0	13.5	14.0	14.5	119.0
32285	Transit Asset Management Plan	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5
32286	Long Range Transportation Plan	0.7	0.4									1.1
32287	Five Points Transformation-Local Contributic	10.0	20.6	20.0	5.0							55.6
32289	Summerhill Human Connections Study	0.1										0.1
32290	Facilities Master Plan (TOD Support)	0.2										0.2
32291	GA400 BRT	1.0	5.0	5.0								11.0
32292	Operations Miscellaneous	0.3	0.5	0.5	0.5	0.5	0.5	0.0	0.0	0.0	0.0	2.8
32294	Personal Rapid Transit	1.0	2.0	2.0	4.0	1.0	0.0	0.0	0.0	0.0	0.0	10.0
32296	Safe Routes to Transit	1.2										1.2
32297	Buckhead Hub 404 CID	0.1										0.1
New	AGL Special Contract Admendment	1.8	10.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.9
New	Bankhead Local Contribution	1.0	5.0	4.0								10.0
New	Bus and Rail Scheduling/Operations Plannir	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	3.0
New	Bus Stop MARTA Market	0.1										0.1
New	Innovative Customer Pilots	0.1	0.3	0.3	0.3	0.3	0.0	0.0	0.0	0.0	0.0	1.1
New	Operations Technology Strategy	0.5	3.0	0.0	2.6	0.6	5.6	0.0	0.0	0.0	0.0	12.3
New	Southwest Atlanta ART's	0.8	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
New	TR4 Track engineering SME- On Call Srives	0.2	0.2	0.2								0.5
<b>Non-Asset</b>		<b>110.3</b>	<b>169.3</b>	<b>155.7</b>	<b>139.7</b>	<b>98.2</b>	<b>51.5</b>	<b>45.5</b>	<b>46.0</b>	<b>46.6</b>	<b>47.2</b>	<b>910.0</b>



Project	Project Description	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	Total
30540	Security Related Equipment	1.6	3.0	3.0	0.9	0.9	1.0	1.1	1.2	3.0	0.1	15.8
31614	Upgr Aging Equipment - Server	4.0	2.0	1.0	1.0	1.0	1.0	1.0	2.2	1.3	1.4	15.9
31643	Equip Upd; Std Software & OS	0.6	1.5	1.5	1.5	1.7	1.7	1.7	1.9	1.9	1.9	15.9
31644	MARTA Police Canine Program	4.0	7.2	7.7	8.2	6.8	7.3	8.0	8.8	9.7	10.6	78.3
31683	Auxiliary Power Switch Gear	3.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	48.0
31703	Train Control Systems Upgrade	8.0	4.3	4.3	3.3	1.6	0.0	0.0	0.0	0.0	0.0	21.4
31704	Traction Power Substation Sys	5.0	9.4	9.4	9.4	9.4	9.4	9.4	9.4	9.4	9.4	89.6
31853	ETS Gr 4: North	3.5	2.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.8
31893	Upgr Aging Equipment - Network	3.0	1.3	2.2	0.9	1.7	1.5	2.5	2.6	1.4	1.6	18.7
31927	Elevator Rehabilitation	6.0	5.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.7
31939	Security Training & Awareness	1.0	1.6	1.8	1.9	4.6	2.1	2.4	2.6	2.8	3.1	24.0
31984	Vital Relays with Processors	1.5	10.0	18.0	10.0	4.0	0.1	0.0	0.0	0.0	0.0	43.6
32097	Escalators Rehabilitation	14.4	14.4	14.4	0.2	0.0	0.0	0.0	0.0	0.0	0.0	43.3
32100	Enterprise Data Storage Upgrd	1.0	0.9	3.4	1.4	1.5	1.0	1.1	0.6	0.7	0.8	12.4
32109	Stdby Pwr Sup Rplc: Generators	0.0										0.0
32149	Cyber Security for Control Sys	1.5	3.5	3.6	3.8	4.0	4.2	4.4	4.6	4.9	5.1	39.7
32150	CCTV System Expansion II	1.5	2.7	2.7	2.7	2.7	2.7	2.7	2.7	2.7	2.7	25.8
32158	SharePoint Dpt Special Project	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	5.0
32164	Mobile Fare Payment	0.8	0.2	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	1.5
32171	Oracle Application Enhancement	2.4	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	20.4
32173	Enhancement of Fare Collection	5.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0
32184	Track Circuit Monitor & Rptng	0.2	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7
32198	Intelligent Transport Sys Upgd	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
32202	Fiber Network Expansion	1.5	1.5	1.6	1.6	0.6	0.7	0.7	0.7	0.8	0.8	10.5
32213	Sec Access Cntrls-Software	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	15.0
32217	AVIS Electronic Signage	0.2										0.2
32222	Corrosion Control Management	1.4	1.5	1.5	1.5	1.3	0.5	0.4	0.3	0.3	0.3	8.7
32224	Police CAD	1.5	1.4	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.0	4.6
32236	Automated Parking Rev Cntrl	2.5	2.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	8.8
32247	System-Wide Sign & Wayfind	0.5	1.5	1.5	0.1	0.0	0.0	0.0	0.0	0.0	0.0	3.6
32255	Comprehensive Fare Collection	10.1	42.7	42.7	41.7	15.3	16.1	16.1	16.9	17.7	18.6	237.8
32263	System-Wide Station Phone Upgr	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	20.0
32265	Information Technology Program	0.0	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	6.8
32272	Radio System Upgrade Program	10.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.4
32273	Bus Access & Operations Infr	1.5	5.0	5.0	5.0	5.0	5.0	5.0	5.0	0.0	0.0	36.5
32274	Customer Relation Manage Soft	0.8	0.4	0.2	0.2	0.2	0.2	0.2	0.2	0.1	0.0	2.3
32281	MARTA Labs - Pilot Project	0.3	0.5	0.5	0.5	0.5	1.0	1.0	1.0	1.0	1.0	7.3
32282	Oracle Replacement	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
32283	ITSM Application	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.5
32288	Teledriver Upgrade	0.3										0.3
32293	CBTC - Communications Based Train Contr	3.3	5.0	10.0	60.0	60.0	60.0	60.0	60.0	60.0	40.0	418.3
32298	Bus Network Redesign Infrastructure	2.0	2.4	1.6								6.1
New	Marta Mobile Replacement	0.0	0.2									0.2
New	Demand Response Platform	0.8	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	4.0
New	Enterprise Content/Document Management	0.8	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	2.1
New	Enterprise Data Management and Governan	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3
New	ITSMARTA Website Replacement	0.8	0.7	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.9
New	MARTA Net Mobile	0.5	0.2	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	1.2
New	Technical Training ZEB Program Enhancem	0.5	1.0	1.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	2.8
New	Zonar Station Management	0.1	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.3
<b>Systems</b>		<b>112.4</b>	<b>154.2</b>	<b>152.7</b>	<b>169.5</b>	<b>136.1</b>	<b>128.5</b>	<b>130.6</b>	<b>133.8</b>	<b>130.6</b>	<b>110.2</b>	<b>1,358.6</b>

Project	Project Description	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	Total
30100	Service Vehicles	2.6	0.6	0.5	0.5	0.5	0.5	0.6	0.6	0.6	0.6	7.7
31591	Overhaul Bus Engines	0.4	0.9	0.9	1.0	1.0	1.0	1.1	1.1	1.1	1.2	9.8
31592	Rehab Bus Transmissions	0.3	0.6	0.6	0.6	0.7	0.7	0.7	0.8	0.8	0.8	6.6
31669	Bus Midlife Overhaul	4.5	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	31.5
31728	CQ310 and CQ311 Life Extension	1.9	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.4
31748	Bus Procurement	5.0	30.0	30.0	30.0	30.0	30.0	40.3	41.5	42.7	44.0	323.5
31759	CQ312 Life Extension 84-M	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6
31888	Paratransit Vans	4.0	6.6	6.8	5.0	5.0	5.0	5.0	5.0	5.0	5.0	52.5
31918	Service vehicles for Police	0.8	0.6	0.6	0.6	0.7	0.7	0.8	0.8	0.8	0.9	7.3
32125	CQ312 Life Ext Sys Reliab Mod	1.8	2.0	2.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	7.8
32130	CQ310 CQ 311 Rail Car Rpl Prog	60.0	67.6	95.7	103.7	96.5	93.8	22.4	11.6	0.0	0.0	551.2
32133	CQ310 Life Extension 42-M	3.7										3.7
32227	Streetcar Overhaul	1.5	0.2	0.4	2.0	0.3	1.5	1.6	0.3	1.8	1.4	11.0
32262	Electric Buses	0.5	13.2	13.9	14.6	15.3	16.0	16.8	17.7	18.6	19.5	146.1
32268	EV Conversion	1.2	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.5
32295	New Streetcar Vehicles	0.2	0.2	15.0	15.0	0.0	0.0	0.0	0.0	0.0	0.0	30.3
New	Stinger Replacement	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3
<b>Vehicles</b>		<b>88.7</b>	<b>126.6</b>	<b>169.8</b>	<b>178.0</b>	<b>152.9</b>	<b>152.3</b>	<b>92.2</b>	<b>82.4</b>	<b>74.5</b>	<b>76.4</b>	<b>1,193.7</b>
<b>Total</b>		<b>456.3</b>	<b>610.8</b>	<b>589.6</b>	<b>580.1</b>	<b>438.1</b>	<b>376.6</b>	<b>308.2</b>	<b>301.6</b>	<b>291.4</b>	<b>273.9</b>	<b>4,226.5</b>