

FY2026

Adopted Budget Book *December 2025*



DIVISION OF FINANCE
OFFICE OF BUDGET & GRANTS

Metropolitan Atlanta Rapid Transit Authority

Fiscal Year 2026

Adopted Operating & Capital Budgets

July 1, 2025 – June 30, 2026

Government Finance Officers Association of the United States and Canada (GFOA) presented a Distinguished Budget Presentation Award to Metropolitan Atlanta Rapid Transit Authority, Georgia, for its Annual Budget for the fiscal year beginning July 01, 2024. In order to receive this award, a governmental unit must publish a budget document that meets program criteria as a policy document, as a financial plan, as an operations guide, and as a communications device.

This award is valid for a period of one year only. We believe our current budget continues to conform to program requirements, and we are submitting it to GFOA to determine its eligibility for another award.



GOVERNMENT FINANCE OFFICERS ASSOCIATION

*Distinguished
Budget Presentation
Award*

PRESENTED TO

**Metropolitan Atlanta Rapid Transit Authority
Georgia**

For the Fiscal Year Beginning

July 01, 2024

Christopher P. Morrell

Executive Director

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Dear MARTA Riders, Community Members, Regional Partners, and Staff,

I'm incredibly proud of the work MARTA has done over the past year to keep Atlanta and the surrounding region moving. As we adopt our Fiscal Year 2026 Budget, I want to recognize the dedication of our employees, Board of Directors, jurisdictional partners, and the communities we serve. MARTA's priorities remain clear: to deliver safe, clean, reliable transit by executing on routine excellence every day.

Our FY2026 Operating Budget of \$652 million reflects our commitment to that mission. Our 14th balanced budget in a row without a fare increase, demonstrates MARTA's commitment to fiscal responsibility while making targeted investments in safety, cleanliness, and reliability. Although fare revenue is projected to decline, MARTA is not raising its base \$2.50 fare at this time. Instead, we are pursuing innovative revenue opportunities, including advertising, transit-oriented development, and equitable fare structures. The operating budget also assumes a three percent cost of living salary adjustment for non-represented employees, fully funds our collective bargaining agreements, and accounts for rising healthcare and pension costs.

From our 38 rail stations to our expanding bus and mobility services, MARTA operates nearly 70 million revenue miles annually across four counties and the City of Atlanta. Whether it's fixed-route buses, demand-response mobility, or the core rail system, we are delivering on our promise to move this region, and we're doing so while remaining fiscally responsible.

We're also investing heavily in our infrastructure. The FY2026 Capital Budget, which includes uses of \$727.3 million for State of Good Repair, ensures that we continue to modernize and maintain our system for long-term performance and safety. These investments – along with uses of \$148.1 million allocated for More MARTA Atlanta and uses of \$26.4 million for More MARTA Clayton County – help position us for the future. These capital programs are not just about concrete and steel; they're about equity, accessibility, and delivering on our commitment to underserved communities in line with the spirit of the 15th Amendment.

As we look ahead, MARTA is focused on delivering a better customer experience, and new technologies are helping us get there. Whether it's new vehicles, cleaner existing vehicle fleet, more frequent service, or upgraded facilities, our goal is to make MARTA a system everyone is proud to ride.

We're excited about the year ahead. This FY2026 budget reflects not just dollars and cents, but a clear direction – one rooted in community, resilience, and growth. And as always, we're putting the customer at the center of everything we do.

Thank you for your continued support and partnership.



Jonathan J. Hunt
Interim General Manager/CEO

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MARTA's Mission & Vision Statement

Our Vision

People taking People where they want to go today and tomorrow.

Our Mission

To advocate for and provide safe, multimodal transit services that advances prosperity, connectivity and equity for a more livable region.

Our Priorities

Every day, we will do our part at MARTA to operate a transit system that:

1. Consistently provides excellence in customer service
 2. Delivers the capital program with speed and efficiency
 3. Strengthens the MARTA brand
 4. Demonstrates fiscal responsibility
-

MARTA Board of Directors

Officers



Jennifer Ide
Chair
City of Atlanta



Al Pond
Vice Chair
Fulton County



Kathryn Powers
Immediate Past Chair
Clayton County

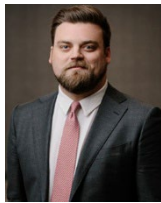


Roderick Frierson
Treasurer
DeKalb County



Valencia Williamson
Secretary
Clayton County

Directors



Ryan Loke
Governor Appointee



Sarah Galica
DeKalb County



Elizabeth Bolton-Harris
Fulton County



Freda B. Hardage
Fulton County



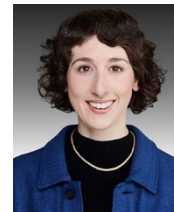
Devon Hudson
DeKalb County



Sagirah Jones
City of Atlanta



Jacob Tzegaegbe
City of Atlanta



Shayna Pollock
DeKalb County



Russell R. McMurry
Ex-Officio
Commissioner
GA Department of
Transportation (GDOT)



Jannine Miller
Ex-Officio
Executive Director
GRTA

General Manager & Executive Staff



Jonathan Hunt
Interim General Manager and CEO

Executive Staff:

DEPUTY GENERAL MANAGER
Rhonda Allen

CHIEF ADMINISTRATIVE OFFICER
LaShanda Dawkins

CHIEF FINANCIAL OFFICER
Kevin Hurley

CHIEF OPERATIONAL & URBAN PLANNING
Paul Lopes

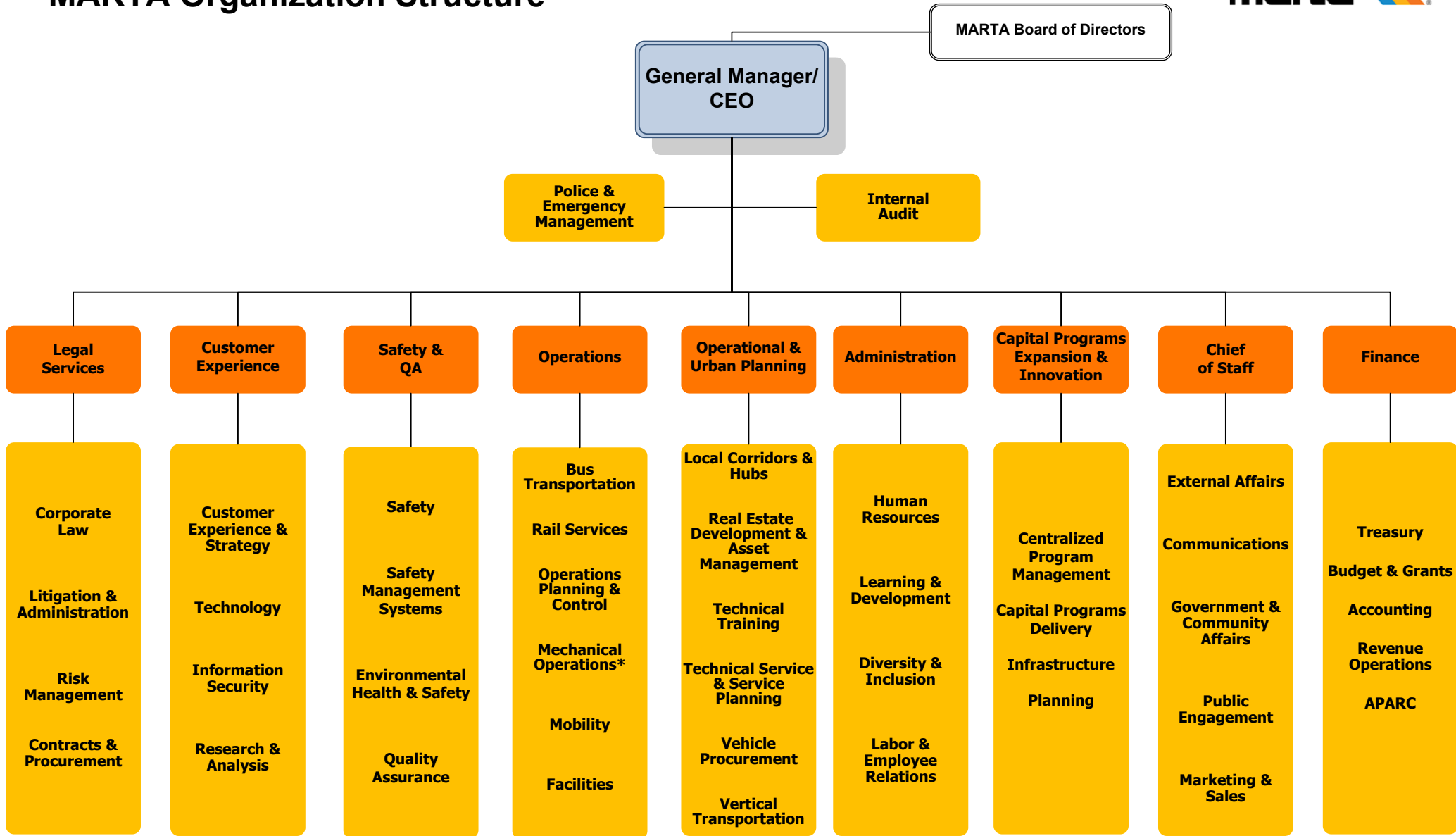
CHIEF OF SAFETY & QUALITY ASSURANCE
Ralph McKinney

CHIEF OF STAFF
Steven Parker

INTERIM CHIEF LEGAL COUNSEL
Duane Pritchett

INTERIM CHIEF CAPITAL OFFICER
Larry Prescott

MARTA Organization Structure



As of June 30, 2025

*Mechanical Operations includes Bus Maintenance, Rail Car Maintenance and Maintenance of Way.

BUDGET OVERVIEW

Executive Summary

The Metropolitan Atlanta Rapid Transit Authority (MARTA) FY 2026 budget reflects its vision of people taking people where they want to go today and tomorrow by providing safe, multimodal transit services that advance prosperity, connectivity, and equity for a more livable region.

On June 12, 2025, the MARTA Board of Directors adopted the Authority's Fiscal Year 2026 Operating and Capital Budgets. The \$1.55 billion budget includes \$652.0 million in net operating funds and \$901.8 million for capital programming.

MARTA continues to show fiscal responsibility, balancing the budget for a fourteenth straight year without a fare increase, and reconfirming AAA and AA+ bond ratings. The budget reduces costs while prioritizing projects that enhance safety, improve cleanliness, and increase service reliability, including new trains, a redesigned bus network, station rehabilitation, and a new fare collection system.

MARTA derives a significant part of its operating budget from sales tax revenue which is forecasted to be over \$400 million in FY 2026, with passenger revenue and federal assistance being the next largest sources of operating revenue at a combined \$155 million. The operating budget assumes a three percent salary increase for non-represented employees and fully funds the collective bargaining agreement obligations. Additionally, it accounts for an increase in healthcare and pension costs and includes a net reduction of 191 positions.

MARTA's Capital Improvement Program continues to advance, with projects in the More MARTA Atlanta Program under construction such as the Rapid A-Line in Summerhill and the Five Points Station Transformation, and those in various stages of planning and development such as the Bankhead Station platform extension and Cleveland/Metropolitan Avenue Arterial Rapid Transit (ART). The More MARTA Clayton budget prioritizes rapid lines in Southlake and along SR54, and advancement of the Clayton County Operations and Multipurpose Facility and Justice Center transit hub projects.

The Capital budget includes \$115 million for the new trains, the first of which will enter service in FY2026, \$104 million for the implementation of the new fare system, Better Breeze, and close to \$50 million for the ongoing Station Rehabilitation Program, a multi-year project that will enhance safety, cleanliness, and reliability, and the overall customer experience at all 38 rail stations.

The board also formally approved a massive overhaul of 100 MARTA bus routes, known as the NextGen Bus Network. The overhaul, which will launch later this year, will nearly triple the number of people with access to frequent bus service and offer consistent seven-day-a-week coverage.

"We had to tighten our belt this year, but we remain committed to growing ridership and making good on commitments to our jurisdictional partners," said MARTA Board Chair Jennifer Ide. "By keeping safe, clean, and reliable as our north star, we were able to focus on necessary system improvements while remaining good stewards of public money."



Budget Highlights

Operating Budget:

- Assumes 3% increase for all non-represented employees
- Assumes 55% sales tax revenue to fund operating expenditures
- Fully funds collective bargaining agreement obligations
- Healthcare and pension costs increase by \$4.4M over the FY2025 Budget
- Assumes reduction in fare revenues associated with Better Breeze implementation
- Introduces a soft hiring freeze to manage expenditures
- Assumes 7% across the board vacancy savings on salaries & wages
- Includes a net reduction of 191 positions from FY 2025 to FY 2026
- Assumes \$197.0M in grant revenue associated with grant awards
- Assumes \$250M debt issued to support capital expenditures
- Prioritizes State of Good Repair projects based on these criteria:
 - Projects necessary to ensure safety for our customers and employees
 - Projects associated with new railcars
 - New fare collection equipment design and implementation
 - Projects associated with new buses and charging infrastructure
 - Station rehabilitation construction projects
- Prioritizes More MARTA City of Atlanta projects by project schedule
- Prioritizes More MARTA Clayton expansion projects by project schedule

Capital Budget

- Assumes 45% sales tax allocation to Capital Budget State of Good Repair (SOG) in FY 2026

FISCAL YEAR 2025 SUCCESSES

The FY2026 budget builds on and continues our FY2025 successes, highlights of which are outline below:

Customer Experience

The department's FY 2025 successes include the following:

- Developed MARTA's first Climate Action & Resiliency Plan (CARP) to guide greenhouse gas reduction and climate adaptation.
- Achieved EPA ENERGY STAR certification for MARTA HQ.
- MARTA HOPE program successes included the reunification of unhoused individuals with their families, securing permanent housing for individuals experiencing homelessness, facilitating approximately 151 shelter placements, and connecting approximately 249 unhoused individuals with essential resources.
- The MARTA Connect Program provided transportation for 5,494 patron trips in Fiscal Year 2025, addressing planned, unplanned, and special service needs effectively.
- New Better Breeze (Automated Fare Systems 2.0) – Completed the design stage and began the testing stage to modernize MARTA's fare technology and infrastructure with a new state-of-the-art system that is reliable, customer-focused, easier to use, and supports equity and regional mobility.

Finance

The department's FY 2025 successes include the following:

- Confirmed AAA Bond Ratings by S&P and Kroll on recent bond transactions.
- Generated \$8.2M in savings from bond refunding.

- Secured \$350M (\$328M par) at 4.59% True Interest Cost (TIC).
- Received \$25.3M in Buses & Bus Facilities competitive grant funds for the construction of the South DeKalb Transit Hub.
- Received nearly \$1M of Federal Emergency Management Administration (FEMA) funding to support MARTA Police Target Hardening Operations Response anti-terrorism activities.
- Implemented 1st year of four-year plan to balance recurring income to expenses.

Safety

The department's FY 2025 successes include the following:

- MARTA received the Transit Security Administration (TSA) Gold Standard Award for our triennial Baseline Assessment for Security Enhancement (BASE) audit. The assessment evaluates our transit system's security posture through baseline measures that apply MARTA's operating environment and system characteristics.
- Successful audit by the Commission on Accreditation for Law Enforcement (CALEA) completed with no discrepancies.

Capital Delivery

The department's FY year 2025 successes include the following:

- Implemented a fully automated parking access and revenue control system (APARC) at each long-term paid parking facility.
- Completed 96 of 116 escalators and 102 of 111 elevators in our vertical circulation rehab program.
- Multiple station rehabilitation projects including platform paver replacements, underpass renovation, pedestrian bridge repairs, installation of new elevators and

replacement of concourse level barrier/railings.

- Developed the NextGen Bus Network redesign for public hearings and board adoption by year-end.

Operational & Urban Planning

The department's FY 2025 successes include the following:

- Completed the Bus Stop Replacement/Upgrade program providing new branding, enhanced signage and information at ~9,000 bus stops and rail station bus bays.
- Delivered 96 site improvements to remove mobility and safety barriers for customers at bus stops under the Safe Routes to Transit program.
- Improved bus stops through the 1,000 Amenities program which provided for additional enhancements including trash receptacles, shelters, benches and compact bench seats.

External Affairs

The department's FY 2025 successes include the following:

- Executed eight public hearings for NextGen Bus Network and the FY 2026 Operating & Capital Budget and developed a protocol for amplifying MARTA news to elected officials.
- Implemented the first 2025 Clayton County Goodr Grocery Pop-Up Event with six more events planned throughout the year.
- Managed requests from jurisdictional and stakeholder partners and participated in events including Atlanta Streets Alive, Atlanta Housing Senior Resource Fair, and the Fulton County Senior Summit.

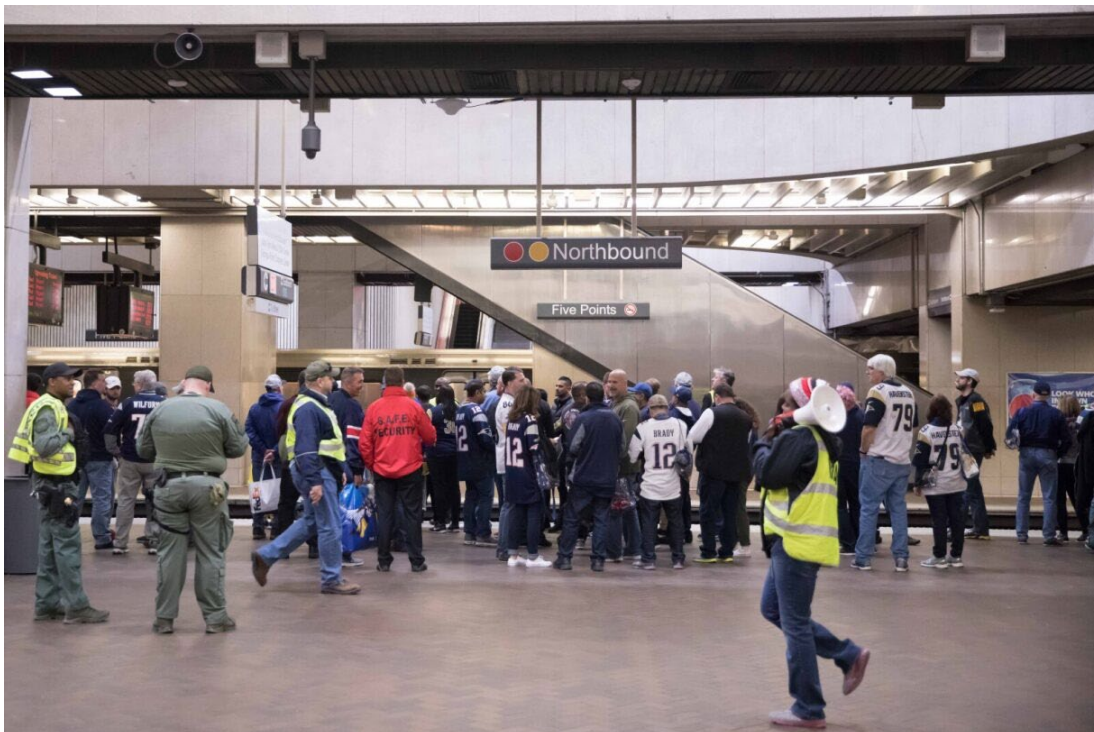


RIDERSHIP

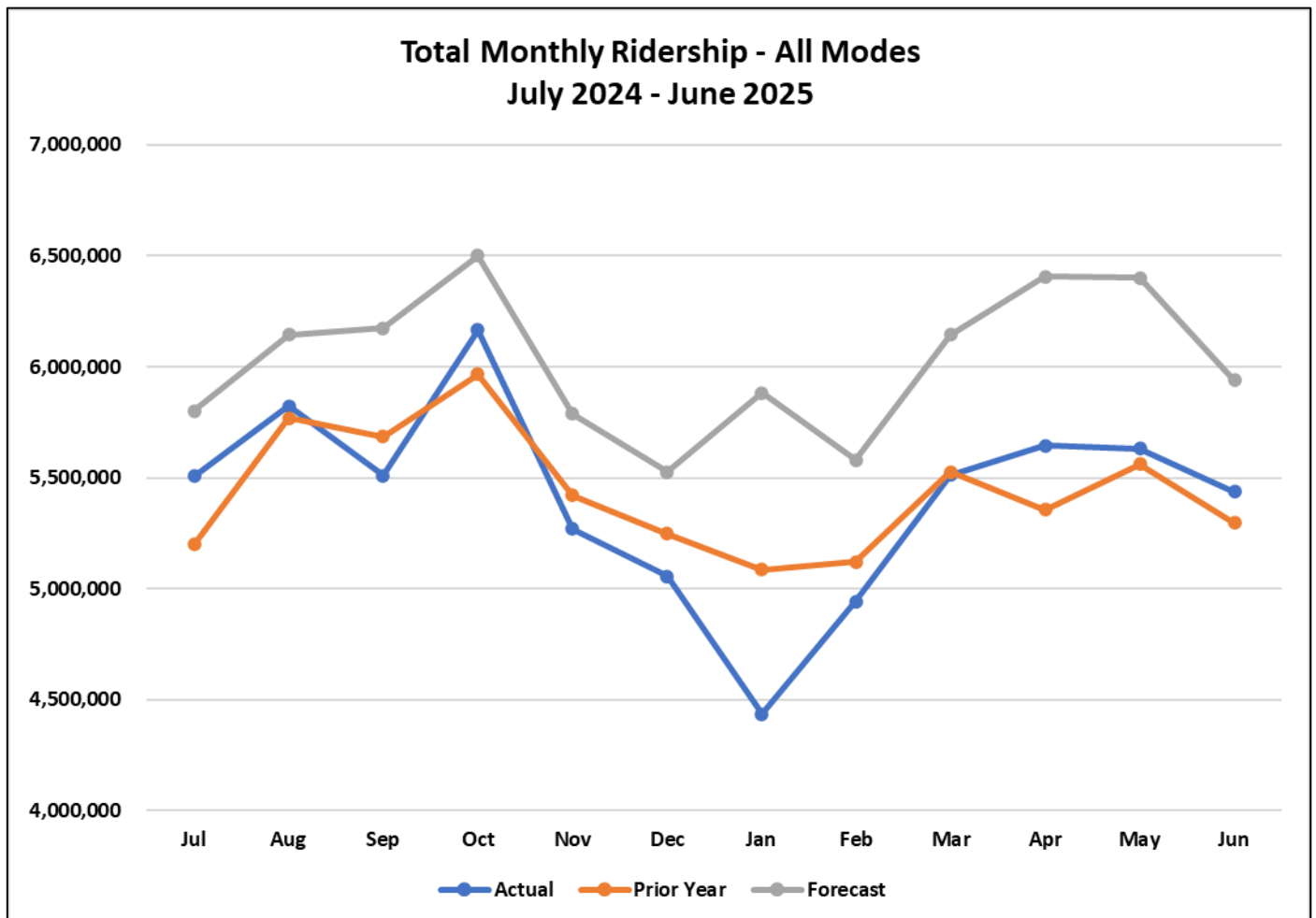
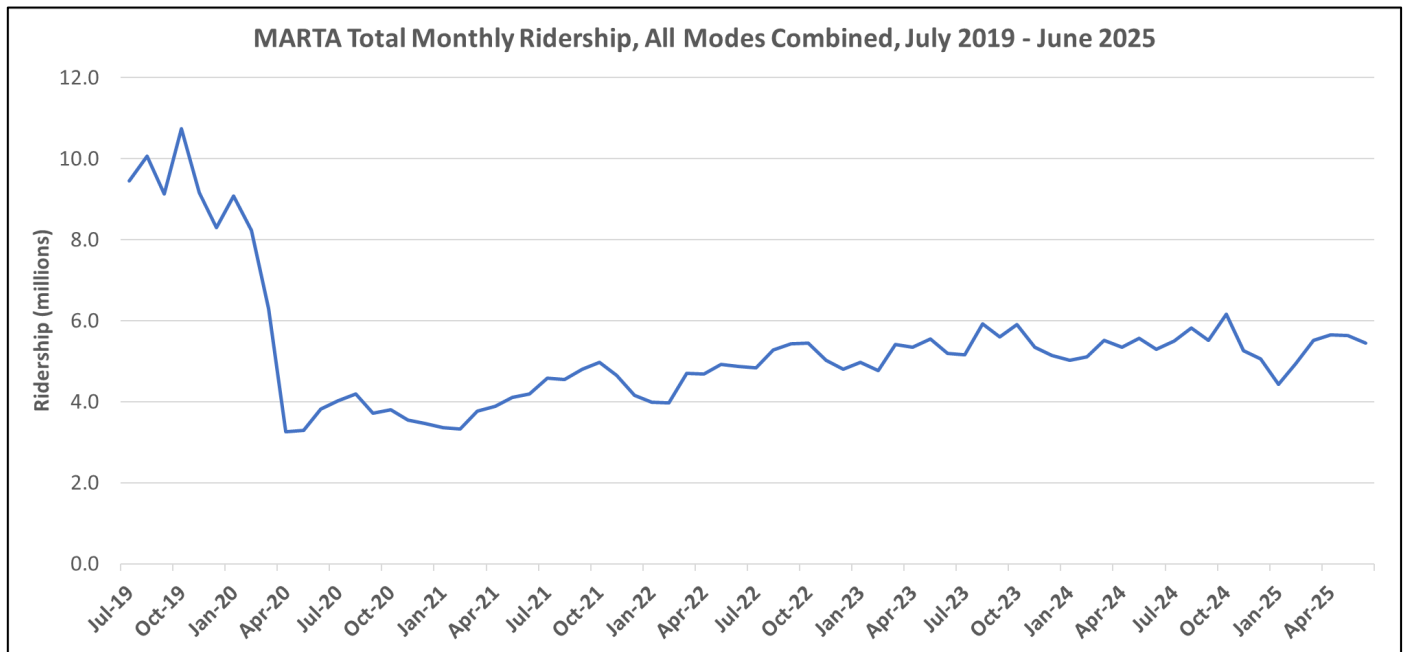
Nationwide, bus and rail ridership continues to fall below pre-pandemic levels due to factors like increased teleworking and competition from ridesharing services, and MARTA is no exception. MARTA's Fiscal Year FY 2025 bus ridership was 67% of its FY 2019 bus ridership (the last full fiscal year before the pandemic), and MARTA's FY 2025 rail ridership was 46% of its FY 2019 rail ridership. By comparison, nationwide total bus ridership in FY 2025 was 83% of FY 2019 nationwide bus ridership, and nationwide rail ridership was 78% of FY 2019 nationwide rail ridership (source: data.transportation.gov).

Part of MARTA's slower ridership recovery rate can be explained by differences in the amount of service operated. MARTA is operating less service than pre-pandemic levels and has restored proportionately less service than the rest of the country as a whole. In FY 2025, MARTA operated 90% of the bus vehicle revenue hours it operated in FY 2019, whereas nationwide, transit providers operated a total of 93% of the bus vehicle revenue hours operated in FY 2019. The amount of rail vehicle revenue hours operated nationwide in FY 2025 was greater than FY 2019 by 8%, while in FY 2025, MARTA operated 8% fewer rail vehicle revenue hours than it operated in FY 2019.

MARTA is launching three projects in FY2026 that should help increase ridership: (1) **The Bus Network Redesign** will create a more equitable, efficient bus system. It will make travel easier, improve access to essential services like jobs, education, and healthcare, and ultimately boost economic mobility, especially for transit-dependent populations; (2), a new and improved **Better Breeze** fare collection system, including all new faregates, new fare boxes, and new Breeze vending machines will provide an easier to use, more customer-friendly experience for purchasing fares and riding MARTA; and (3), the **Rapid A-Line** will provide a 5-mile roundtrip route that connects Downtown Atlanta to the Capitol Gateway, Summerhill, Peoplestown, and the Atlanta BeltLine with fast, frequent premium transit service. Connections to MARTA's heavy rail system will be provided at Five Points, Georgia State, and Garnett stations. In addition, Atlanta will host eight FIFA World Cup matches in summer 2026, and MARTA will be transporting thousands of fans from all over the world to and from Hartsfield Jackson International Airport, Mercedes Benz Stadium, fan fests, and other celebrations and activities.



RIDERSHIP TRENDS



FISCAL YEAR 2026 BUDGET STRATEGIC PRIORITIES

MARTA is committed to providing a safe, clean, and reliable transit experience for its riders. This commitment is reflected in various initiatives, including safety innovations, enhanced cleaning procedures, and a focus on improving the overall customer experience.

SAFE

The FY 2026 budget funds Safety investments focused on protecting our patrons and employees while providing essential services. Initiatives include:

- Police pay increases and a pay scale compression to fill our vacant sworn officer positions and retain officers to patrol our system and keep our patrons safe.
- Delivery of a new fare gate system to reduce fare evasion and prevent lawbreakers from assessing the system.
- Support for increased police presence and directional signage to support major events like the upcoming World Cup soccer event.

More about MARTA Police

The MARTA Police Department actively patrols buses, train stations, and parking lots, ensuring a 24/7 presence. The department operates a real-time crime center and utilizes surveillance cameras and license plate readers in parking areas, as well as onboard cameras on buses and trains. MARTA is enhancing safety with programs like joint bike patrols and expanded police presence.

MARTA Police Department Real-Time Crime Center

Know that when you are boarding a train, stepping off a bus, or waiting for your ride, the MARTA Police Department (MPD) is watching over your journey and making sure you arrive safely. Whether you see an officer or not, your safety is never out of sight at the new Real-Time Crime Center (RTCC).

With more than 300 highly trained professionals, MPD is a full-service law enforcement agency committed to safety and security across the entire system. The department is organized into four precincts: North, South, East, and Central, and includes teams that cover trains, buses, parking lots, facilities, major events, and specialized units focused on criminal investigations, high-risk operations, and emergencies.

Systemwide Surveillance Network

At the RTCC, officers monitor thousands of cameras located in rail stations and parking lots and on platforms, trains, and buses. This command center allows law enforcement to quickly identify threats, direct responses, and share live updates with officers in the field. The team can spot and respond to issues in real time, sometimes even before a call for help, using proactive surveillance to get ahead of incidents and keeps our riders safer.

Parking areas are equipped with solar-powered surveillance cameras and license plate readers, and buses and trains are fitted with onboard cameras that stream live video. If something happens while you're in transit, dispatchers can pinpoint your location, pull up footage, and send help—often before the bus or train even reaches the next stop.

Innovative Crime Fighting Tools

MARTA is one of the only transit agencies in the country to incorporate virtual reality into officer training. This technology immerses officers in real-world scenarios, building muscle memory and decision-making skills. Officer recruits complete Police Academy training, followed by a field rotation program that prepares them to patrol independently. Once in the field, officers receive ongoing education in CPR, mental health response, de-escalation tactics, and constitutional law. Through cloud-based systems, MPD can access live officer body cam feeds, coordinate investigations, and respond to incidents with real-time insight.

Specialized Units That Go Beyond Patrol

MPD's specialized teams are tailored to meet a wide range of public safety needs:

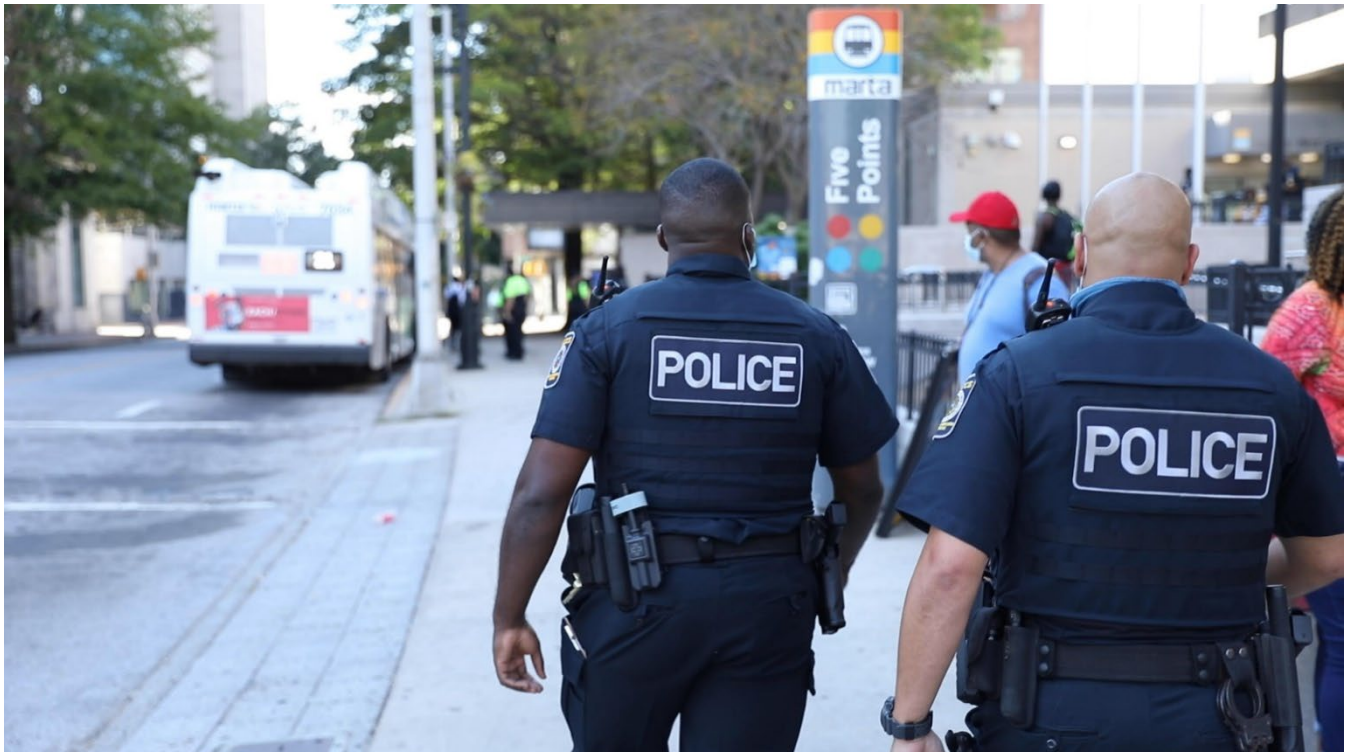
- Criminal Investigations Unit (CIU): Handles major crimes and collaborates closely with local, state, and federal agencies. The unit's clearance rate is among the highest in the region.
- K-9 Unit: Canine officers trained to detect explosives and narcotics patrol stations, trains, and special events.
- Special Operations Response Team (SORT): Responds to critical incidents and is trained for high-risk operations.
- Drone Unit: Provides aerial surveillance for large-scale events and emergency responses.
- Emergency Operations Center (EOC): Activated during football games, winter weather, or national emergencies. The EOC brings together teams from rail, bus, communications, and external agencies to coordinate response strategies on the spot.

Recruiting the Best

MPD's recruiting and background process is one of the most thorough in the state. Applicants complete a physical agility test, computer voice stress analysis, psychological screenings, and a full background check. The department actively recruits across Georgia and beyond, including recent recruitment efforts in Puerto Rico, to build a force that reflects the diverse communities MARTA serves.

Presence, Preparation, Partnership

There is a network of support behind every uniformed and plain clothes officer on MARTA. From surveillance specialists who monitor bus and train routes in real time and dispatchers who track incidents and communicate with partner agencies to peer resources and community outreach, MPD has developed a comprehensive law enforcement system to protect customers and employees. MPD works behind the scenes to make sure your ride is safe, smooth, and uninterrupted.



CLEAN

FY 2026 cleanliness investments will prioritize cleanliness through various initiatives and provide additional support for cleaning along the north/south and east/west rail line facilities, and continued rehabilitation of rail stations for a cleaner feel for our customers. Our deep cleaning and sanitizing goals are to:

- Provide detailed cleaning of high touch point surfaces
- Increase the frequency of deep cleaning services
- Provide emergency on-call sanitizing

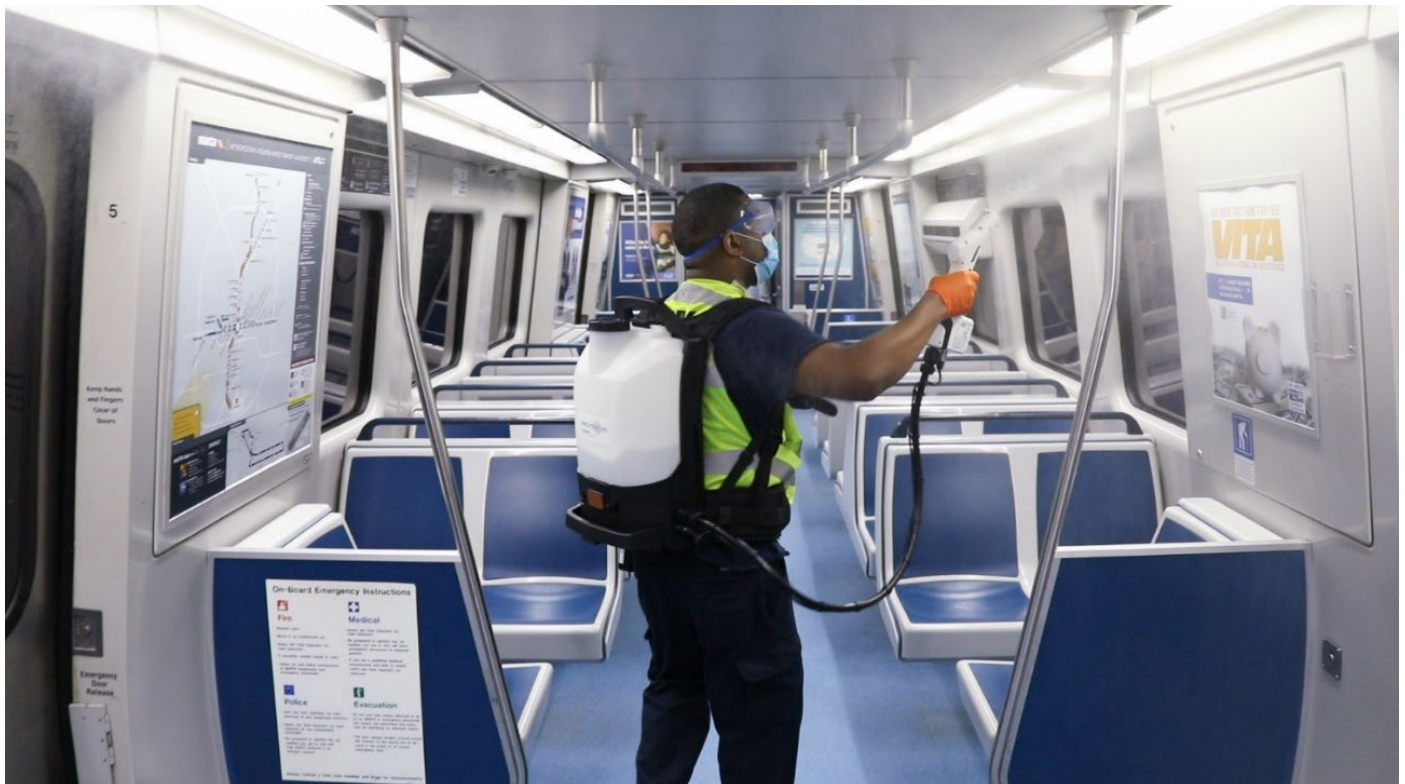
The FY 2026 budget funds additional support for deep cleaning procedures at all 38 rail stations, including pressure washing, floor scrubbing, and disinfecting. High-touch areas in stations will be sanitized more frequently using handheld and backpack sprayers. MARTA is exploring the use of technologies like UV light, advanced HVAC filters, and robotic cleaning machines to further improve cleanliness. These cleaning initiatives are part of a multi-decade, State-of-Good-Repair Program, to repair and renovate all 38 of its heavy rail stations.

MARTA Clean Sweep

MARTA's "Clean Sweep" is a community-based initiative focused on improving the cleanliness and appearance of MARTA stations and surrounding areas. It involves volunteers working together to reduce litter, restore shine, and promote a positive public image of the transit system.

The "Clean Sweep" refers to a multi-faceted approach by MARTA to ensure a clean, safe, and positive experience for its riders and the community that entails the following key aspects:

- **Cleanliness Initiatives:** MARTA focuses on regular cleaning of stations, including removing trash, maintaining platforms, restrooms, and parking lots.
- **Targeted Cleaning and Deep Cleaning:** MARTA conducts targeted cleaning efforts and proactively deep-cleans stations on a continual basis. This includes tasks like pressure washing, floor scrubbing, and disinfecting.
- **Graffiti Removal:** Rapid response to remove graffiti from station walls and structures to maintain a clean appearance.



- **Community Involvement and Collaboration:** MARTA emphasizes community involvement, inviting volunteers to participate in clean-up events like the "Clean Sweep: Back to School Edition" at College Park Station on August 23rd. They also collaborate with local community organizations and authorities on these efforts.
- **Station Management Program:** MARTA has a station management program using a 3-tiered approach: "Eyes-on" (observing and documenting areas for improvement), "Hands-on" (taking action and resolving issues), and "Game-on" (showcasing achievements and receiving feedback). Our stations are divided into six zones and each station is assigned a dedicated Zone Superintendent focused on enhancing the customer experience at every station under their responsibility. Patrons are encouraged to use the new See & Say 2.0 app to report any safety, security, cleaning or maintenance needs.
- **Technology for Cleaning:** MARTA utilizes state-of-the-art technology like electrostatic sprayers to efficiently disinfect high-touch surfaces in stations, buses, and trains.
- **Reporting Concerns:** MARTA encourages passengers to help keep stations clean by properly disposing of trash and reporting issues using the See & Say 2.0 app.

Dates for Clean Sweep events are as follows:

April 2025 - **EARTH DAY LITTER PICK UP & ELECTRIC CAR SHOW** Location: Chamblee. Achievement: Participation of City of Chamblee, Clean Cities Georgia, and Atlanta Clean Walks; 15

teams (Over 100 volunteers, collected 50 bags of litter, 2 shopping carts).

June 2025 - **CLEAN VIBES SUMMER** Location: Clayton County Justice Center Hub. Objective: Participation of Clayton County, clean and refresh parking lot, bus shelter, and landscape.

August 2025 - **BACK TO SCHOOL CLEAN UP** Location: College Park (Tentative). Objective: Participation of Local Community Improvement District, Neighborhood Planning Unit, local businesses, schools and other community groups.



October 2025 - **2ND ANNUAL ABOLISH THE LITTER CHALLENGE** Location: Doraville (Tentative). Objective: Halloween inspired event; Partnership with Atlanta Clean Walks; Participation of a minimum of 20 teams of 5 volunteers.

April 2026 - **EARTH DAY LITTER PICKUP** Location: TBD. Objective: 100 volunteers; Participation of Local Community Improvement District, Neighborhood Planning Unit and surrounding businesses.

June 2026 - **TBD** Location: TBD. Objective: Participation of Local

Community Improvement District, Neighborhood Planning Unit, local businesses, schools and other community groups.

August 2026 - **TBD** Location: TBD. Objective: Participation of Local Community Improvement District, Neighborhood Planning Unit, local businesses, schools and other community groups.

RELIABLE

MARTA is focused on delivering reliable service, including on-time performance and efficient operations. The agency is investing in new trains, a redesigned bus network, station rehabilitation, and a new fare collection system to enhance reliability. MARTA utilizes technology to digitize vehicle inspections and ensure safer, more reliable buses.

Fiscal Year 2026 investments to improve reliability are as follows:

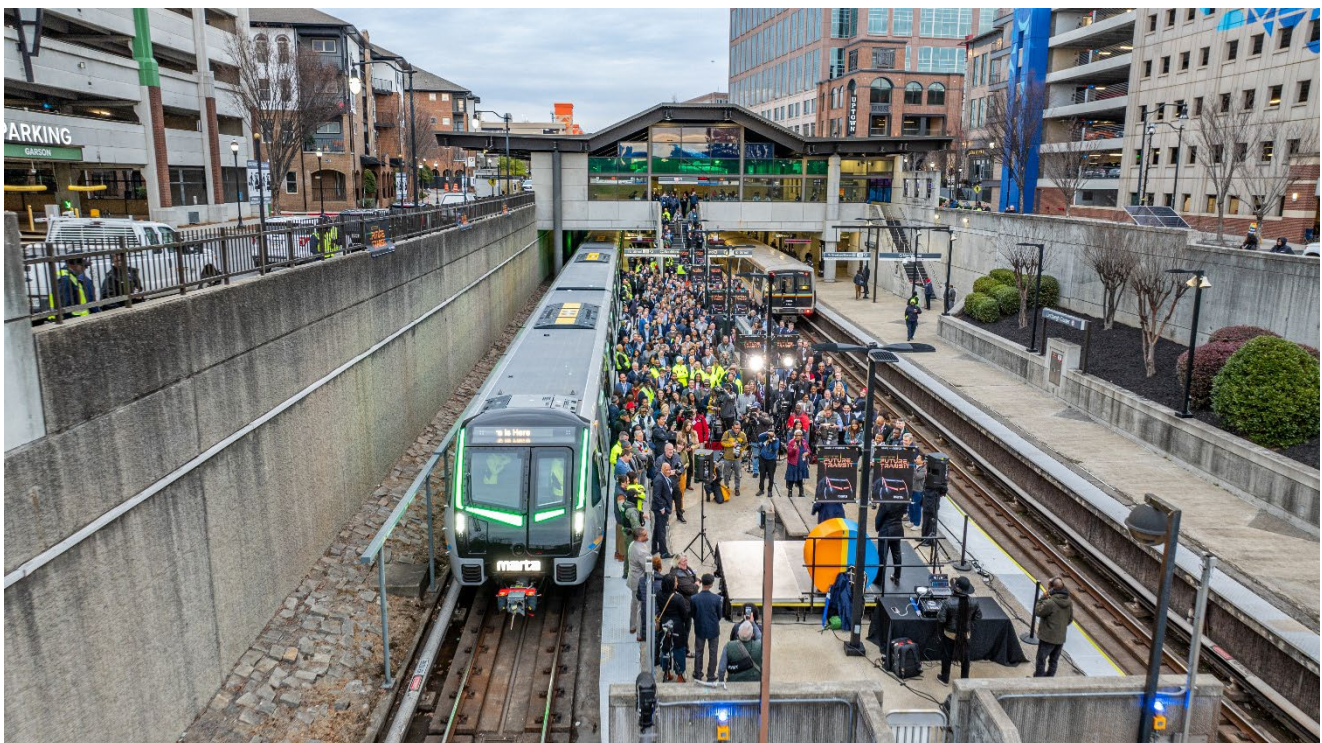
- Delivery of the Redesigned Bus Network to improve headways for high-ridership corridors and better connections to destinations
- Pursuing a contract with ARGO-EFESO Management Consultants to improve the efficiency and timeliness of our bus operations
- Supports the improved rail headways established in FY25
- Supports a new contract with improved performance expectations for Mobility Services
- Continued Delivery of new CQ 400 Railcars
- Delivery of New CNG Buses
- Continued Track Replacement Initiative (TRV) to ensure reliable rail service

NEXTGEN BUS NETWORK

On June 12, 2025, the MARTA Board of Directors approved the NextGen Bus Network, a strategic redesign of over 100 bus routes intended to deliver a smarter, faster, and better network to meet the evolving needs of the region.

The NextGen Bus Network will significantly enhance access, equity, and mobility for the Atlanta region. When launched in late 2025, the redesigned system will nearly triple the number of people with access to frequent bus service and offer consistent seven-day-a-week coverage. The new network emphasizes a 70/30 ridership-to-coverage balance meant to improve efficiency while ensuring broad access across communities.

A major step toward a more equitable and rider-focused transit system, the NextGen Bus Network is built from the voices of the people we serve. With more frequent buses, better connections, and improved infrastructure, this redesign meets our region's evolving needs and lays the groundwork for a stronger transit future.



The NextGen Bus Network redesign followed four years of planning, analysis, and robust public engagement, including more than 60 public meetings and over 15,000 survey responses. Feedback from these efforts directly shaped network refinements, ensuring that community concerns, especially around access for low-income and minority residents, were addressed.

The NextGen Bus Network will provide greater access to more jobs, destinations, and opportunities by:

- Expanding frequent service areas from 5 corridors to 17, making it easier for riders to reach their destinations.
- Increasing 20-minute service routes from nine existing routes to 11 planned routes for shorter wait times and quicker trips.
- Adding 12, new, on-demand service zones, offering flexible transit solutions for communities with lower population density.
- Providing seven-day-a-week service on all routes and on-demand zones, with flatter, more consistent frequencies throughout the day to meet riders' diverse schedules.
- Streamlining fixed bus routes from 113 to 81 to create a simpler and more navigable network.

- Offering greater accessibility for residents and workers, with 74,000 more people and 76,400 additional jobs within close reach of frequent transit service that runs every 15 minutes or better. Additionally, 143,100 more residents will have access to service running every 30 minutes or better.

Key outcomes of the NextGen Bus Network include:

- +6% increase in overall population served.
- +11% increase in minority residents near transit.
- +27% more grocery stores accessible within 60 minutes.
- +7% increase in low-income residents near transit.
- +31% increase in hospitals accessible within 60 minutes.
- +22% more jobs accessible within 60 minutes by transit.

The redesign also features new and improved transfer points with timed transfers, and infrastructure upgrades that will improve the rider experience and ensure smoother operations on redesigned routes. The new network will be launched in late 2025.



MARTA STATE-OF-GOOD-REPAIR PROJECTS

It takes an enormous amount of maintenance, upgrades, retrofitting, and renovations to keep MARTA's existing network operating safely and efficiently. The State-of-Good-Repair program includes a wide range of programs and projects to protect and improve the long-term investments made by taxpayers and customers since the MARTA system was formed in 1971.

• Automated Parking Payment Upgrade

In April 2025, MARTA finished upgrading the equipment at paid long-term parking facilities at nine heavy rail stations: College Park, Doraville, Dunwoody, Kensington, Lenox, Lindbergh, Medical Center, North Springs, and Sandy Springs. This will greatly improve customer experience by offering a more consistent and reliable process for payment. Parking rates will remain the same.

The newly integrated system provides several improvements, including:

- New entry and exit gates
- Ticket dispensers
- Payment machines
- License-plate recognition cameras

Customers will now receive a ticket upon entering the deck and they should take the ticket with them after parking. Customers can pay their fees on foot before exiting by cash or credit/debit card at new kiosks located near the station entrances.

In the future, this system will be compatible with MARTA's new Better Breeze fare collection system, which means customers will be able to pay for parking and fares through a single MARTA app on their mobile device(s).

Visit <https://itsmarta.com/automatedparking.aspx> for more information.

• Better Breeze

MARTA is replacing its current outdated fare collection system with a modern, reliable, and customer-focused system that will be faster and

easier to use. This major investment in state-of-the-art technology will prioritize equity and regional mobility to prepare Atlanta for the future. The new system is scheduled for delivery in 2026.

The new Better Breeze system will feature:

- New faregates: Every rail station will be faster and more secure to help you get to your destination faster.
- Open payments: Tap your credit card or phone and go – no need to wait at a ticket vending machines to buy a Breeze card.
- New, reliable ticket vending machines: Faster and simpler to use.
- Bus and mobility vehicles: Will have new validators that accept all forms of payment.
- Retail options: Breeze cards will be available at retail locations throughout the Atlanta region.

Visit <https://itsmarta.com/breeze.aspx> for more information.

• Bus Garage Upgrades

MARTA's maintenance facilities operate 24 hours a day, seven days a week, and 365 days a year. As part of our ongoing State of Good Repair efforts, MARTA is working on a variety of projects to maintain and modernize these mission critical facilities.

The Bus Lift Rehabilitation Program ensures high-use bus lift equipment is updated in a timely manner. These lifts are critical to the operation of the Authority's revenue vehicle fleet and ensure bus repairs happen safely and quickly to maintain timely service for customers.

Averaging 25 years of service each, 26 lifts across two garages were completed in Spring 2025. Each lift was completely stripped down, thoroughly inspected for defects, surfaces refinished, new parts installed, and then reassembled. In addition to the lift improvements, 18,000 sq ft of epoxy flooring was safely stripped and refinished at Perry Bus Garage.

Project features as part of the bus lift rehabilitation program include the following lift components:

- New platforms
- Hydraulic system components (manifolds, etc.)
- Lift cylinders
- Metalwork (fabrication, paint, etc.)
- Lift control units
- New epoxy flooring

● **CQ400 Railcars**

New railcars will be phased into the fleet over the next several years with the first car starting service in late 2025/early 2026.

MARTA is in the process of introducing Stadler's new, state-of-the-art CQ400 railcars to its fleet. The new cars are designed to improve customer experience, safety, and accessibility. The CQ400s will replace the existing MARTA fleet in phases, making the new railcars more reliable, and easier to maintain than the existing trains, some of which date back to 1979.

Designed with Atlanta customers in mind, MARTA called on the help of industry leaders worldwide and its riders. More than 4,000 customers participated, contributing to a personalized and all-purpose build.

Project Features:

The new, sleek railcar design prioritizes safety, accessibility, and comfort through the features below.

Safety

- Open gangways for increased operator visibility along the full length of the train
- CCTV camera systems that allow operators to monitor passenger behavior, identify unsafe environments, and more easily intervene during emergencies
- Microphones strategically placed on trains signaling loud noises to operator
- More emergency call buttons
- New LED lighting

Accessibility

- Large, ADA-compliant doorways and spaces with plenty of room for wheelchairs, strollers, and bicycles.
- Updated digital signage and audio equipment inside of trains including bus scheduling information
- Improved wayfinding (colored lights on the outside of the train match the color of the train line, paint designating door locations, etc.)
- Symbols indicating accessible entrances for wheelchairs, strollers, bikes, etc.

Comfort

- Upgraded seating that maximizes space and prioritizes comfort, includes forward and inward-facing seating options
- Open gangways, which allow passengers (and security) to move freely between the cars
- New handrails/grab bars for customers moving about the train
- Space for suitcases underneath the seat
- Conveniently located phone charging stations
- Designated storage areas

● **Digital Customer Information Enhancements**

In 2024, MARTA began implementing the first phase of passenger information enhancements to its customer-facing digital products, including Audio-Visual Information System (AVIS) station screens, the MARTA-On-the-Go mobile app, and www.itsmarta.com. The first phase was delivered in May 2024; a second phase is underway with delivery planned for June 2025.

These enhancements are made possible by MARTA's upgrades to the train control and dispatching system, which introduced improved access to real-time schedule information for Customers.

The AVIS screens and mobile app improvements feature:

- Display of upcoming arrival and departure times using both live-tracked and future scheduled train trips as a combined list, as well as any special schedules (e.g., single tracking) in effect.
- A visual indication, using a new “real-time data” icon, of whether an upcoming train arrival/departure time is based on real-time or scheduled data.
- A visual indication, using directional arrow icons, of which side of the platform a train will be departing from at the six end-of-line stations (Airport, Bankhead, Doraville, H.E. Holmes, Indian Creek, and North Springs).
- When the train arrivals display is compressed to a single line of text (i.e., to accommodate service alerts, etc.), the display now rotates through multiple upcoming train times.

A second phase of digital enhancements is currently underway with delivery planned for June 2025. This phase will introduce real-time bus information to the AVIS screens, including real-time bus departure times with service alerts and enhanced audio announcements of upcoming train and bus departures.

• **GWCC/CNN Center Roof Replacement**

The GWCC/CNN Center Station is located in downtown Atlanta on MARTA’s Blue and Green Line. The station provides easy, walkable access to a number of major downtown attractions including Mercedes Benz Stadium, State Farm Arena, Georgia World Congress Center, The Center (formerly CNN Center), Centennial Olympic Park, Georgia Aquarium, and the World of Coca Cola.

This station was constructed in 1979 and sits underneath the Centennial Olympic Park Drive bridge overpass. Over time, debris from the overpass had fallen onto the roof causing damage and water intrusion into the station.

Construction on the exterior of the station began in April 2025 to replace the roof at GWCC/CNN Center. There was demolition of the existing roof system, concrete repair, and installation of new roof and bridge netting to prevent further damage and water intrusion. Construction occurred in one phase and was completed in late September 2025.

Project Features:

- Demolition of existing damaged and leaking roof
- Concrete repair
- Installation of new roof
- Installation of bridge netting to prevent future damage to new roof

• **Parking Lot Improvement Program**

MARTA is making improvements to parking lots at 10 of our stations in the coming years. Besides paving, we’re improving ADA access, crosswalks, sidewalks, adding more ADA parking spaces, upgrading to LED lighting, landscaping and more. Parking, pedestrian access, and potentially bus access may be affected at the stations listed below while upgrades are made. At this time, we expect the number of spaces at each station to meet the current needs of our customers throughout the projects. All stations will have parking available during repaving. Work has been paused and is anticipated to resume in Summer 2025.

The following parking lots are included in this repaving project:

Red/Gold North Stations

- Brookhaven (Complete)
- Chamblee

Red/Gold South Line

- College Park (Complete)
- Oakland City (Complete)
- West End

Blue/Green Line East Line

- Inman Park/Reynoldstown (Complete)
- Kensington (Complete)

• **Regional Bus Stop Replacement Project**

MARTA's Regional Bus Stop Replacement Project replaces existing signage at MARTA's 8,500+ bus stops and bus bays at rail stations and park/ride lots. The new signage is more accessible, informative, and reliable. The new signs are also being used by other transit systems in the region and can carry information for multiple systems at the same location.

The new, tiered sign system is highly adaptable and versatile, allowing MARTA to:

- Display service information for up to 36 routes per sign
- Provide ties to transit apps like MARTA On the Go, ATL RIDES, and others
- Include any combination of regional transit operators
- Follow industry best practices for signage

Each new stop includes:

- Universal bus symbol
- Service information including agency name, route number, route destination, route name/most travelled corridor
- A bus stop number in text and braille
- QR code to display scheduled departure times
- Customer service information
- MARTA's website and phone number
- Operator Information indicating ends of line, time points, or other special instructions

Construction is nearing completion and final bus stops will be installed in late Spring/early Summer 2025.

• **Safe Routes to Transit: Bus Stop Safety and Accessibility Improvements (SR2T)**

Nearly every passenger trip begins or ends on the roadside at one of MARTA's almost 9,000 bus stops. Missing sidewalks or unsafe crossings can create real barriers to mobility for MARTA's customers. MARTA's Safe Routes to Transit program (SR2T) improves safety and accessibility at MARTA's existing bus stops and amenities.

The SR2T program addresses barriers for pedestrians and provides safe access to existing

bus stops through various low-cost, capital improvements, including Americans with Disabilities Act (ADA) treatments.

Enhancements vary by location but may include elements such as:

- High-visibility crosswalks
- Signage curb extensions
- Medians and refuge islands
- Rectangular rapid-flash and pedestrian hybrid beacons (crosswalks with signals)
- Small sidewalk segments
- Curb ramps

MARTA will improve at least 96 stop locations per year over the course of two years with equal distribution across three U.S. Congressional Districts (4, 5, 13) within MARTA jurisdictions. The first round of projects is scheduled for delivery in 2025.

• **SMART Restrooms**

The SMART Restrooms Program includes a renovation of customer and operator restrooms at 36 MARTA rail stations. These new facilities are designed with safety and comfort in mind. Restrooms are complete at four stations and design for the remaining 32 stations is in progress with a construction start date for the next two stations planned for 2026. Full program completion is set for 2029.

Key Features

- Touchless sink, soap, and paper dispensers for improved sanitation and hygiene
- Connected to MARTA Maintenance Control Center to track and restock restroom supplies
- Enhanced safety and security features include a two-way emergency alarm system
- Smart-motion sensors to prevent loitering
- New walls and tile
- Baby changing stations

New SMART Restrooms have been installed at East Point, Georgia World Congress Center/CNN Center, Doraville, and H.E. Holmes

Stations. Lakewood/Fort McPherson and Peachtree Center Stations will be the next two stations to receive SMART Restrooms. Construction is planned to begin at both stations in 2026.

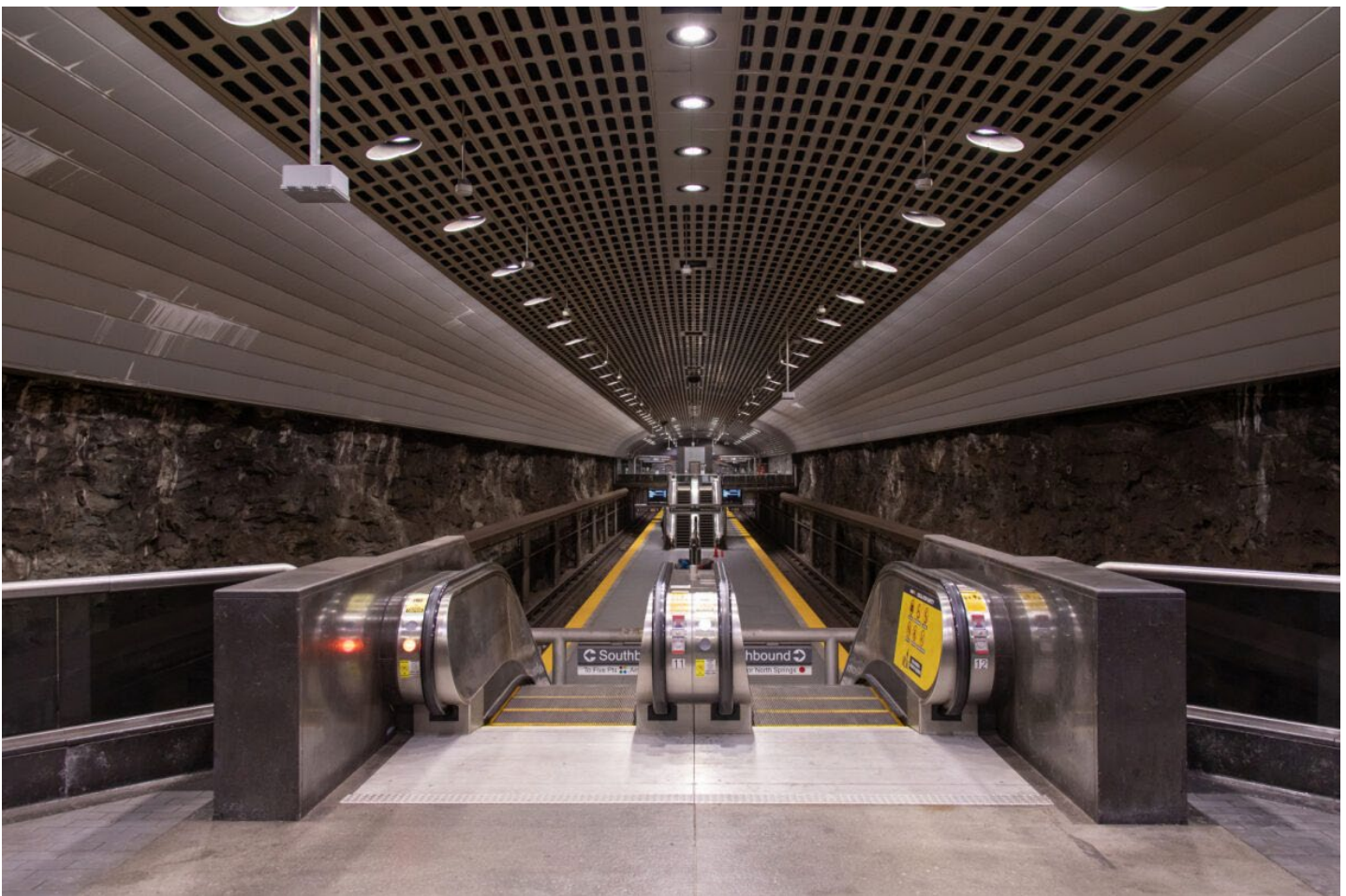
- **Vertical Transportation Modernization (Elevators and Escalators)**

Elevator and escalator access is crucial to any MARTA trip. The Vertical Transportation Rehabilitation Program ensures customer safety and accessibility by reviewing and updating vertical transportation equipment across all 38 MARTA train stations and other buildings, including MARTA Headquarters. A total of 111 elevators and 116 escalators will be updated.

Elevators will be reduced to the platform and cab shell and receive new doors and door equipment, controls/fixtures/wiring, cab interiors, and other operational equipment.

Ten obsolete escalators will be removed completely and replaced with heavy-duty Schindler equipment designed for transit centers. Old parts in short supply will also be phased out to ensure all equipment is up-to-date and fully functional. Escalators will gain new equipment including drives and motors, handrails, controllers and wiring, tracks/chains/steps, and safety mechanisms.

<https://itsmarta.com/goodrepair.aspx>



CUSTOMER CHARTER

MARTA's commitment to these priorities is evidenced in its Customer Charter which was released on November 1, 2024, by former MARTA General Manager and CEO Collie Greenwood.

MARTA will work to complete eight key initiatives during the next 12 months:

- Debut of New Modern Railcars: The first state-of-the-art CQ400 rail cars will go into service, taking MARTA into the future, and providing a cleaner, safer ride for customers.
- 14 Zero-Emission Electric Buses: New electric buses will produce zero tailpipe emissions and operate quietly, improving the customer experience.
- Indian Creek Station Rehabilitation: MARTA will complete the renovation of Indian Creek Station as part of its \$1 billion Station Rehabilitation Program.
- New Trip Planner: Enhanced trip planner technology will launch on the MARTA website, incorporating real-time arrival data to make trip planning easier.
- 4 New Parking Payment Systems Installed: The newly integrated system will

provide several improvements, including new entry and exit gate ticket dispensers, payment machines, and license plate recognition cameras.

- Real Time Crime Center: MARTA Police will establish a full-time crime center with enhanced technology and integrated CCTV cameras to improve rider safety.
- Clean Sweep: MARTA will unveil partnerships with local community groups to reduce litter and improve station cleanliness.
- Improved Rail Service: MARTA will increase rail frequency on weekdays to every 10 minutes during peak hours, and every 12 minutes during midday hours.

<https://itsmarta.com/customer-charter.aspx>

For more information about MARTA's commitment to improving the customer experience, see the 2025 Customer Experience Strategic Workplan 2025-2030.

<https://itsmarta.com/uploadedFiles/2025-CX-strategic-workplan-Final%20Document%206-12.pdf>



Summary of Sources and Uses of Funds

The Summary of Sources and Uses of Funds is an overview of MARTA's total funding sources and uses for FY 2026 (see table on the following

page). Details regarding funding sources and uses for Transit Operations and Capital Programs respectively are explained in this section.



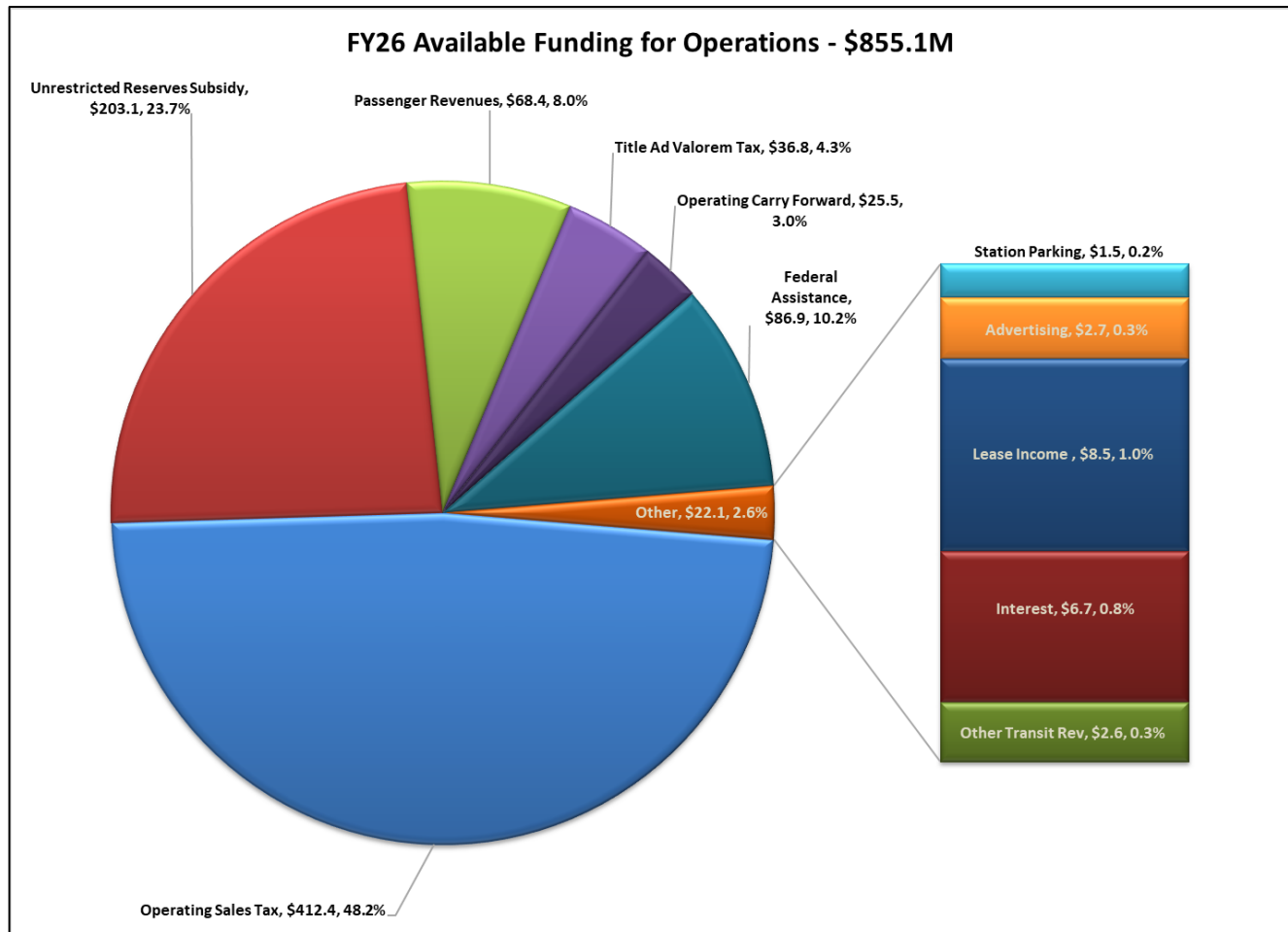
| FY26 Sources and Uses of Funds | | | | | |
|--------------------------------|--|------------------------|------------------------|-----------------------|--------------|
| | | FY25 Adopted Budget | FY26 Adopted Budget | \$ Change | % Change |
| | | | | | |
| SOURCES OF FUNDS | Beginning Balances: | | | | |
| | Dedicated/Restricted Reserves | 504,984,880 | 548,971,594 | 43,986,714 | 9% |
| | Non-Dedicated/Non-Restricted Res.* | \$163,271,131 | \$203,084,606 | 39,813,475 | 24% |
| | General Fund/Cash Balance | \$85,495,871 | \$150,007,202 | \$64,511,331 | 75% |
| | Subtotal | 753,751,882 | 902,063,402 | 148,311,520 | 20% |
| | Operating Carry Forward fr Non-Restricted Res. | \$35,597,432 | \$23,731,621 | (\$11,865,811) | -33% |
| | MARTA Rapid A-Line Operations | \$0 | \$1,723,771 | \$1,723,771 | 100% |
| | Sales Tax: | | | | |
| | Operating Sales Tax | \$386,477,460 | \$412,393,300 | \$25,915,840 | 7% |
| | Capital Sales Tax SGR | \$239,592,192 | \$243,017,523 | \$3,425,331 | 1% |
| | Capital Sales Tax MM | \$89,629,348 | \$106,688,237 | \$17,058,889 | 19% |
| | Subtotal | \$715,699,000 | \$762,099,060 | \$46,400,060 | 6% |
| | Operating Revenues (excl. Sales Tax and Federal Asst.) | \$152,392,144 | \$103,515,768 | (\$48,876,376) | -32% |
| | Federal Assistance: | | | | |
| | Federal Formula Funds | \$80,000,000 | \$86,948,916 | \$6,948,916 | 9% |
| | Capital Assistance More Marta Clayton | \$19,617,955 | \$30,494,197 | \$10,876,242 | 55% |
| | Capital Assistance More Marta City of Atlanta | \$34,667,514 | \$7,100,800 | (\$27,566,714) | -80% |
| | Capital Assistance SGR | \$88,540,390 | \$159,429,299 | \$70,888,909 | 80% |
| | Subtotal | \$222,825,859 | \$283,973,212 | \$61,147,353 | 27% |
| | Financing Proceeds | \$275,000,000 | \$250,000,000 | (\$25,000,000) | -9% |
| | Interest & Other Capital Income | \$16,736,649 | \$18,427,149 | \$1,690,500 | 10% |
| | Total Sources | \$2,172,002,966 | \$2,345,533,983 | \$173,531,017 | 8% |
| USES OF FUNDS | Operating Expenses | \$732,606,738 | \$727,288,862 | (\$5,317,876) | -1% |
| | Less: Capital Allocation | (\$78,139,702) | (\$75,243,866) | \$2,895,836 | -4% |
| | Net Operating Expenses | \$654,467,036 | \$652,044,996 | (\$2,422,040) | -0.4% |
| | Dedicated Capital Expenditures: | | | | |
| | More MARTA - Clayton | \$35,281,730 | \$26,436,952 | (\$8,844,778) | -25% |
| | More MARTA - City of Atlanta | \$171,002,512 | \$148,063,928 | (\$22,938,584) | -13% |
| | Subtotal | \$206,284,242 | \$174,500,880 | (\$31,783,362) | -15% |
| | Non-dedicated Capital Expenditures | | | | |
| | SGR Capital Program (CIP) | \$550,465,938 | \$560,934,344 | \$10,468,406 | 2% |
| | Bond Debt Service | \$152,459,968 | \$166,413,451 | \$13,953,483 | 9% |
| | Total Uses | \$1,563,677,184 | \$1,553,893,672 | (\$9,783,512) | -1% |
| | Funds Available (General Fund): | | | | |
| | Dedicated/Restricted Reserves | 457,352,104 | 537,181,097 | \$79,828,993 | 17% |
| | Non-Dedicated/Non-Restricted Res. | \$163,271,131 | \$179,352,986 | \$16,081,855 | 10% |
| | General Fund/Cash Balance | (\$12,297,453) | \$75,106,229 | \$87,403,682 | -711% |
| | Total Funds Available | 608,325,782 | 791,640,312 | \$183,314,529 | 30% |
| | Grand Total Uses/Funds Available | 2,172,002,966 | 2,345,533,983 | \$173,531,017 | 8% |

Summary of Available Funding for Operations

The FY 2026 available funding for transit operations is \$855.1M which is funded through four primary sources: Sales Tax, Prior Year Carryover, Passenger Revenues, and Federal Sources. The table below includes the FY 2026 projected sources of funding available for

operations. Including the \$203.1M of unrestricted reserves, the FY 2026 total available funding is projected to exceed FY 2026 Net Operating Expenses by \$203.1M. The unrestricted reserves may be allocated in part or whole to fund operations or the capital program.

| FY26 Available Funding for Operations | | | | |
|--|------------------------|------------------------|-----------------------|-------------|
| | FY25 Adopted Budget | FY26 Adopted Budget | \$ Change | % Change |
| Operating Sales Tax Applied | \$386,477,460 | \$412,393,300 | \$25,915,840 | 7% |
| Unrestricted Reserves* | \$163,271,131 | \$203,084,606 | \$39,813,475 | 24% |
| Total Sales Tax & Prior Year Carry-Over | \$549,748,591 | \$615,477,906 | \$65,729,315 | 12% |
| Passenger Revenues | \$81,976,931 | \$68,365,587 | (\$13,611,344) | -17% |
| Title Ad Valorem Tax | \$33,452,000 | \$36,768,583 | \$3,316,583 | 10% |
| Station Parking | \$786,795 | \$1,516,051 | \$729,256 | 93% |
| Advertising Revenue | \$6,031,545 | \$2,715,050 | (\$3,316,495) | -55% |
| Lease Income | \$9,386,344 | \$8,536,664 | (\$849,680) | -9% |
| Interest | \$16,957,367 | \$6,712,187 | (\$10,245,180) | -60% |
| Other Transit Revenues | \$3,801,162 | \$2,633,267 | (\$1,167,895) | -31% |
| Total Operating Revenues | \$152,392,144 | \$127,247,389 | (\$25,144,755) | -17% |
| Operating Carry Forward | \$35,597,432 | \$25,455,392 | (\$10,142,040) | -28% |
| Federal Formula Funds | \$80,000,000 | \$86,948,916 | \$6,948,916 | 9% |
| Total Operating Sources | \$817,738,167 | \$855,129,603 | \$37,391,436 | 5% |
| Net Operating Expenses | (\$654,467,036) | (\$652,044,996) | \$2,422,040 | 0% |
| Unrestricted Funds Available for Future Use | \$163,271,131 | \$203,084,607 | \$39,813,476 | 24% |



Local Sales Tax: 50% Current Year Sales Tax and Carryover Available from Prior Years

Under the MARTA Act ("the Act") and the Rapid Transit Contract and Assistance Agreement, MARTA receives proceeds from the collection of a sales and use tax ("Sales Tax") within the City of Atlanta, Fulton, DeKalb, and Clayton Counties. In these jurisdictions, a Sales Tax of 1.0% is levied to subsidize the transit system.

The State Legislature allows the use of up to 55% of Sales Tax proceeds for Operations for a five-year interim beginning retroactively in January 2002. Furthermore, in the 2006 session, the State Legislature extended the allowable usage of up to 55% for Operations to December 31, 2008. This local operating subsidy represents the largest operating revenue source for MARTA. The remaining percentage of the Sales Tax revenue is used to fund capital development programs and address debt service needs.

More MARTA

In 2016, the Georgia General Assembly passed Senate Bill 369, which allowed the City of Atlanta to consider adding a half penny on the dollar

sales tax to be used for MARTA expansion. In November 2016, 71% of Atlantans voted to approve the half-cent sales tax and expand MARTA's service. The program includes improvements to existing service and investment in a variety of transit projects and system-wide enhancements and will help MARTA expand transit service to connect communities, expand access to jobs and education, give more mobility to seniors and individuals with disabilities, and improve Atlanta's quality of life. The total More MARTA investment represents a \$2.5 billion investment in transit over the next 40 years.

The total estimated Sales Tax for Fiscal Year 2026 is \$749.8M including \$35.6M in escrow for Clayton County transit and \$71.1M for More MARTA. A summary of Transit Carryover for past years is provided in Appendix D – Table_FY21 to FY26 Summary of Transit Carryover.

Summary of FY 2026 Projected Operating Revenue

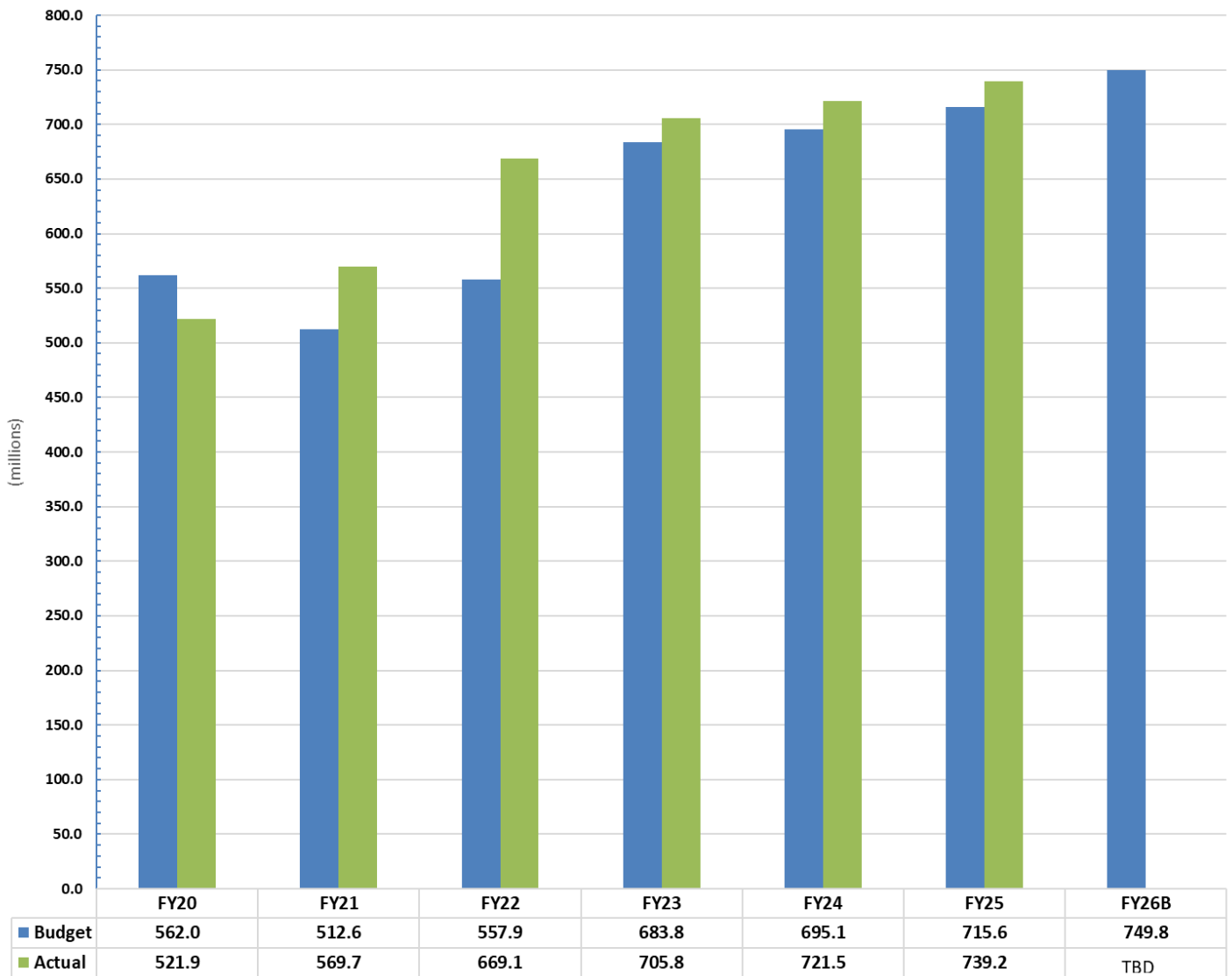
MARTA's operating budget is funded through sales taxes, passenger fares, non-passenger revenue sources (e.g., advertising and parking fees), and federal assistance. Total budgeted FY 2026 operating revenue is \$652,044,997 from the following sources.

Sales Tax

MARTA's largest source of funding is the portion of sales tax dedicated to operations. The Georgia

State Economic Forecasting Center has provided total sales tax projections of **\$749.8M** for fiscal year 2026 and will be split 55%/45% between operating and capital budgets with a resulting FY 2026 operating sales tax portion of **\$412.4M** or 63% of total operating revenue. The FY 2026 total sales projection amount of \$749.8M is more than the FY 2025 actuals of \$739.2M due to forecasted increases in regional economic growth.

FY2020 - FY2026 Sales Tax Receipts (\$M)

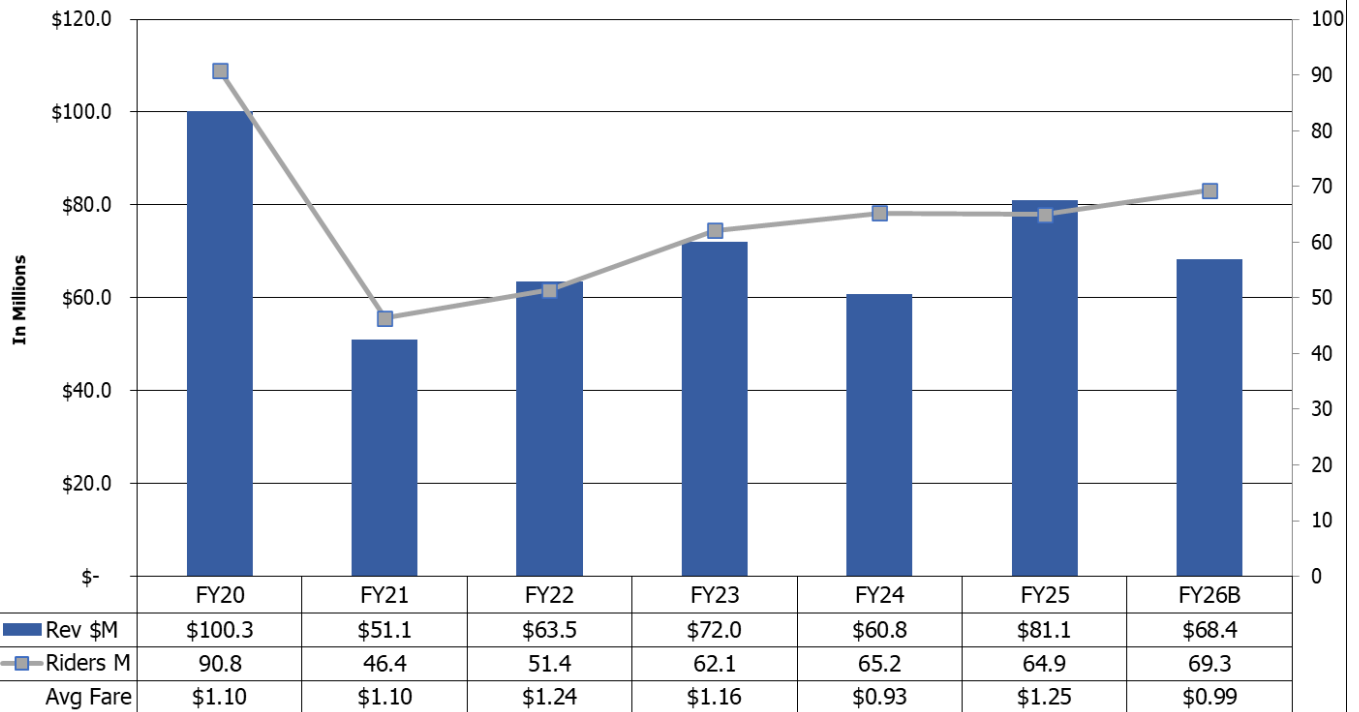


Passenger Revenue

FY 2026 Passenger Revenue is forecasted to be **\$68.4M** or 10.5% of total revenue. This 16.6% decrease from FY 2025 is due to the deployment of the Better Breeze fare system which will result

in some fare collections disruptions as the new gates and fare vending machines are installed. The average fare per rider is expected to decrease from \$1.25 to \$0.99 corresponding to an expected decrease in ridership of about 7%.

FY2020 - FY2026
Passenger Revenue & Ridership Trends



Local & Federal Operating Assistance

Federal Operating Assistance represents 13.3% of total operating revenue and is forecasted to be **\$86.9M** in FY 2026 or an increase of \$1.5M and 8.7% more than FY 2025. Federal assistance is assumed to be \$6.9 million more due to an increase in planned preventive maintenance expenditures, which are federally reimbursable. Federal Assistance supports preventive maintenance activities, supplies, materials, labor, services, and associated costs required to preserve or extend the functionality and serviceability of assets. Local operating assistance is zero for FY 2026.

Operating Carry Forward

The **\$23.7M** Operating Carry Forward makes up 3.6% of the FY 2026 operating sources of funds and balances the budget. We use a lower amount of operating carry forward than last fiscal year by \$11.9 million, largely due to the increase we forecast in sales tax.

Title Ad Valorem Tax (TAVT)

FY 2026 Title Ad Valorem Tax is projected at **\$36.8M** or 5.6% of total revenue, an increase of 10% from FY 2025. Effective since March 2013, Title Ad Valorem Tax is a one-time tax paid at the time motor vehicles are titled. This replaced sales tax and annual ad valorem tax (annual motor vehicle tax). The tax is paid every time vehicle ownership is transferred or a new resident registers a vehicle in Georgia for the first time.

The temporary title ad valorem tax (TAVT) reduction provided by the General Assembly in 2020 expired on June 30, 2023, and beginning on July 1, 2023, the TAVT rate returned to a rate of 7% from 6.6% of the fair market value of the motor vehicle. The new rate will only apply to motor vehicles purchased or leased on or after July 1, 2023, and titled in Georgia. The projected increase of 10% is consistent with the current economic outlook.

Interest Income

Summerhill BRT Capital Flex

An additional \$1.7M was flexed from the from the capital budget to support MARTA Rapid Summerhill A-Line.

Interest Income for FY 2026 is forecasted to be **\$6.7M**, or 1% of total revenue, and represents a \$10.2M decrease from last year's budget of \$17M. Interest income is forecasted to be lower in FY 2026 due to MARTA's decreased reserve balances.

Lease Income

Lease Income consists of real estate leases, lease income from property rental for films, parking lot, billboard, and telecom leases and is projected to decrease **\$8.5M**, or by 9% for FY 2026 due to non-renewal of cell tower providers leasing building space from MARTA. Lease Income represents 1.3% of total revenue.

Advertising Income

FY 2026 Advertising income represents less than 1% of total revenue and is forecasted to decrease by \$3.3M or 55% to **\$8.5M** in FY 2026 due to a decrease in bus shelter and rail advertising resulting from a revised advertising policy that prohibits ads deemed inconsistent with MARTA's mission.

Other Revenues

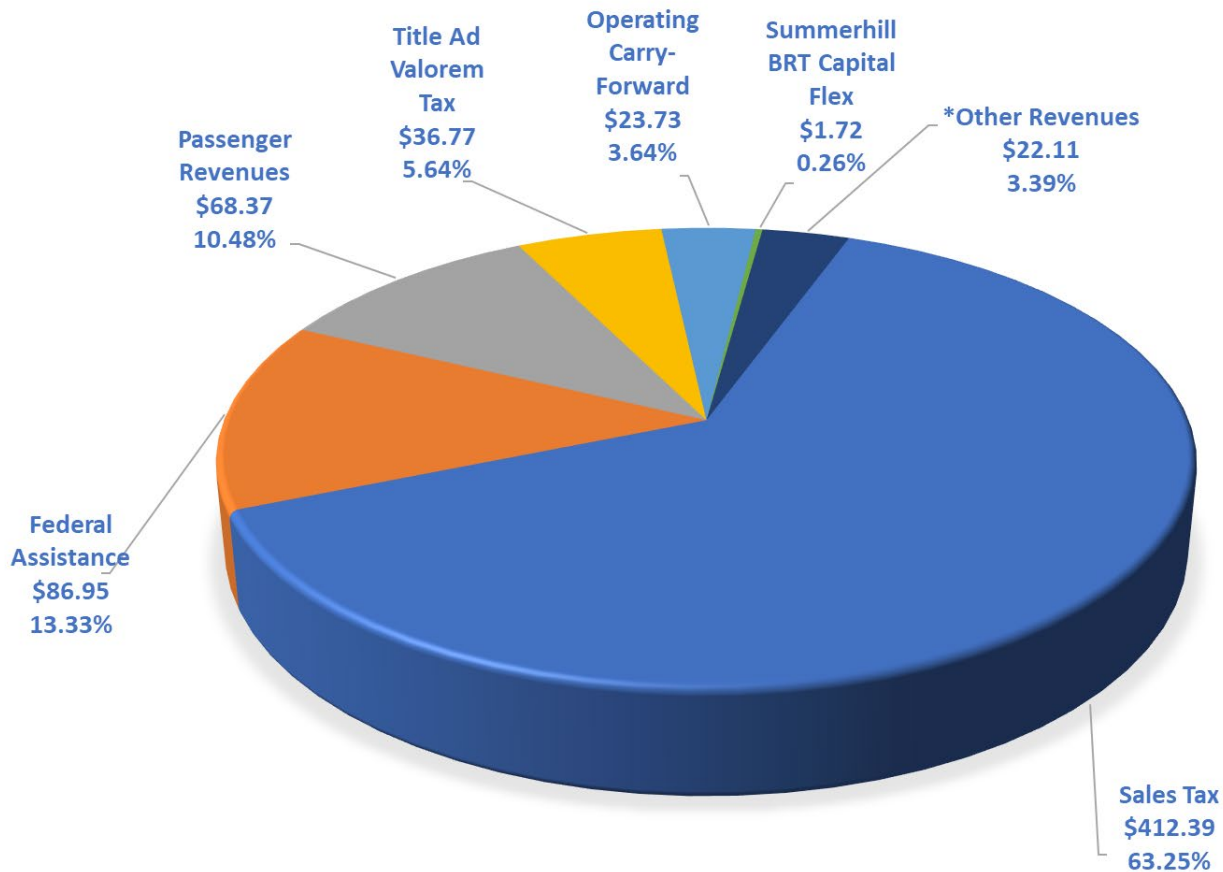
FY 2026 Other Revenues consist primarily of income from the Alternative Fuel Tax credit and is projected to be **\$2.6M** which is a decrease of \$1.2M over last fiscal year. Other Revenue also includes income from cellular WIFI fees, clearinghouse fees, regional partner merchant fees, and trust income. Other Revenues are 0.4% of the total budget.

Station Parking Revenue

FY 2026 Station Parking Revenue is projected at **\$1.5M** which is an increase of 93% from FY 2025 due to restoration of revenue after the parking payment system upgrades which have been fully implemented. MARTA upgraded the equipment at paid long-term parking facilities at 10 heavy rail stations. This included new entry and exit gates, ticket dispensers, fee payment machines, license-plate recognition cameras, as well as all the related technology for running the system.

FY 2026 Net Operating Revenues - \$654.5M

| | FY23 Actuals | FY24 Actuals | FY25 Adopted Budget | FY26 Adopted Budget | \$ change from FY25 | % change from FY26 |
|-----------------------------|--------------|--------------|---------------------|---------------------|---------------------|--------------------|
| Sales Tax | 331.1 | 361.6 | 386.5 | 412.4 | 25.9 | 6.7% |
| Federal Assistance | 212.5 | 81.8 | 80.0 | 86.9 | 6.9 | 8.7% |
| Passenger Revenues | 72.0 | 72.8 | 82.0 | 68.4 | (13.6) | -16.6% |
| Title Ad Valorem Tax | 33.5 | 33.5 | 33.5 | 36.8 | 3.3 | 9.9% |
| Lease Income | 0.4 | 6.7 | 9.4 | 8.5 | (0.8) | -9.1% |
| Advertising | 6.4 | 5.4 | 6.0 | 2.7 | (3.3) | -55.0% |
| Station Parking Revenues | 1.8 | 1.7 | 0.8 | 1.5 | 0.7 | 92.7% |
| Interest Income | 3.8 | 26.4 | 17.0 | 6.7 | (10.2) | -60.4% |
| Other Revenues | 6.2 | 5.5 | 3.8 | 2.6 | (1.2) | -30.7% |
| Operating Carry-Forward | 0.0 | 0.0 | 35.6 | 23.7 | (11.9) | -33.3% |
| Summerhill BRT Capital Flex | 0.0 | 0.0 | 0.0 | 1.7 | 1.7 | 0.0% |
| Total | 667.7 | 595.5 | 654.5 | 652.0 | (2.4) | -0.4% |



*Includes Other Revenues, Lease Income, Advertising, Station Parking and Interest.

Summary of FY 2026 Budgeted Operating Expenses

MARTA's FY 2026 Net Operating Expenditures budget total is \$652,044,996 and will fund the following:

Labor Expenses

The total gross labor budget of \$475.1M will fund 4,669 total positions including negotiated pay increases for represented employees and merit increases for non-represented staff. Labor expenses are MARTA's largest expense, comprising 56% of the total gross operating expenses and include the following:

- **Salaries and Wages** are \$290.9M and are \$20.2M or 6.5% less than FY 2025 due to a headcount reduction 191 position (see FY 2026 Headcount details in the next section). The reductions consist primarily of long-term vacancies targeted to lower expenses.
- **Fringe Benefits** are \$146.5M and represent, an increase of \$6.8 million due to a combination of increased forecasted healthcare costs and pension adjustments. This increase is partially offset by the reduction in headcount.
- FY 2026 **Overtime** is budgeted at \$37.7M or \$0.8M less than FY 2025. Overtime bolsters staff shortages with the current vacancy rate continuing to hover around 9%. MARTA has engaged a management consultant - EFESO Management Consultants (EMC), (formerly known as ARGO-EFESO), a globally recognized leader in transportation consulting - to improve efficiency, reliability, and rider experience and plans tighter management of overtime as a resource during the fiscal year. In addition, the General Manager's contingency includes approximately \$4 million in labor contingency to allow flexibility in overtime or position adjustments necessary through the fiscal year.

Total gross labor expenses are reduced by capital allocation of \$75.2M. This is an accounting function by which estimates are made to distribute indirect costs to capital projects in

order to approximate their full costs. FY 2026 Capital Allocation decreased from FY 2025 by \$2.9 million to reflect a reduced Capital Program in FY 2026 as well.

Contractual Services

The FY 2026 Contractual Services budget totals \$130.6M, which is an increase over the FY 2025 budget by \$14.6M or 12.6% due to one-time expenses associated with implementation of Better Breeze, support for the 2026 FIFA World Cup soccer event, the EFESO contract in Operations, and increased expenses associated with the paratransit services contract.

Materials & Supplies

Total Materials & Supplies for FY 2026 is budgeted at \$56M, of which \$14.2M is for fuel (diesel, CNG, and unleaded). The remaining \$41.8M funds parts and equipment for projects, repairs, replacements, and cleaning. Materials and supplies decreased by \$8.3 million to reflect reduced quantities of parts, maintaining a low expected price for fuel, and a reduction in miscellaneous supplies to meet reduction targets.

Casualty & Liability

Casualty & Liability increased by \$2.7M or 9.8% to \$29.8M for FY 2026 to reflect a pattern of higher claims captured in the actuarial analysis for MARTA.

Other Operating Expenses

FY 2026 Other Operating Expenses are \$18.5M, a \$1.2M increase from the FY 2025 budget amount. This expense covers electricity, propulsion, telephone/cellular costs, and utility costs for MARTA facilities.

Other Non-Operating Expenses

Other Non-Operating costs are decreased by \$1M to \$15.7M for FY 2026 and include professional development, tuition reimbursement, as well as conference and off-site course fees. Other professional expenses such as memberships and publication subscriptions are also captured here. (Note: Other Non-Operating

Expense includes a General Manager's contingency of \$10M.)

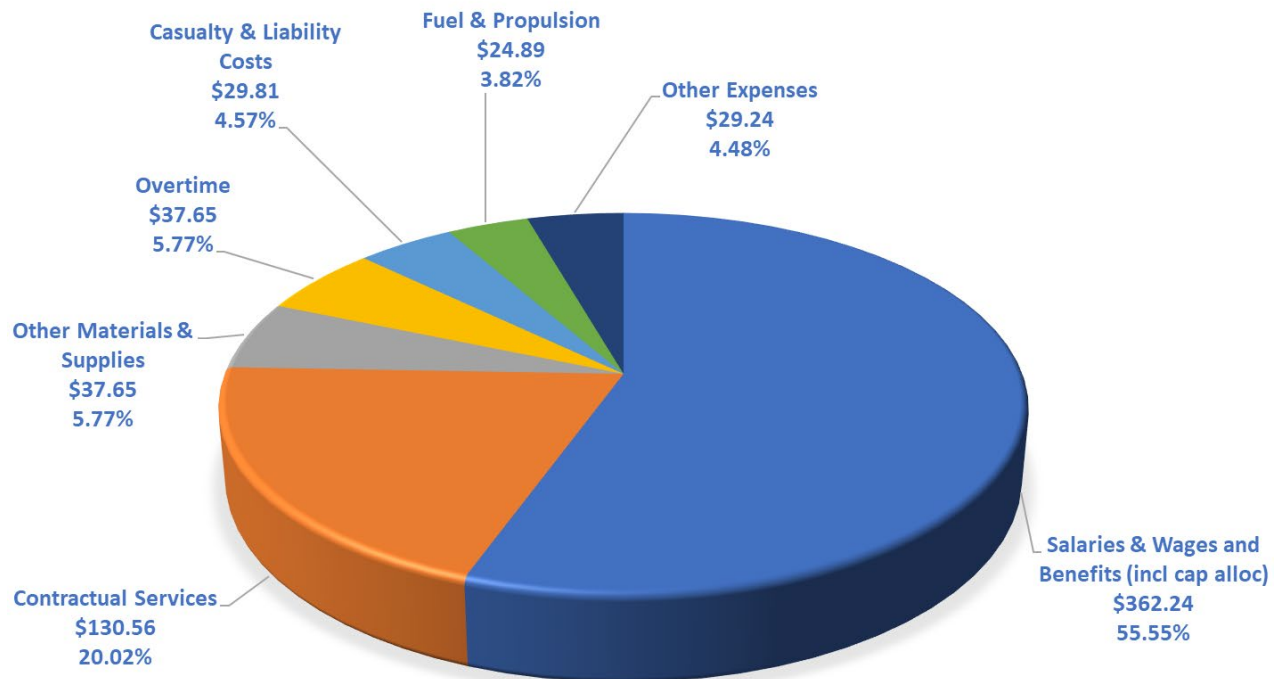
merchant fees, advertising, promotional, recruiting, and other miscellaneous expenses.

Miscellaneous Expenses

FY 2026 Miscellaneous Expense costs are decreased by \$0.3M, to \$1.6M, and cover

FY 2026 Net Operating Expenses - \$652.0M

| | FY23 Actuals | FY24 Actuals | FY25 Adopted Budget | FY26 Adopted Budget | \$ change from FY25 | % change from FY26 |
|------------------------------|--------------|--------------|---------------------|---------------------|---------------------|--------------------|
| Salaries & Wages | 251.7 | 282.2 | 311.2 | 290.97 | (20.2) | -6.5% |
| Fringe Benefits | 121.0 | 103.6 | 139.7 | 146.51 | 6.8 | 4.9% |
| Overtime | 37.0 | 43.4 | 38.5 | 37.65 | (0.8) | -2.1% |
| Labor | 409.7 | 429.3 | 489.4 | 475.13 | (14.2) | -2.9% |
| Contractual Services | 101.8 | 117.8 | 116.0 | 130.56 | 14.6 | 12.6% |
| Materials & Supplies | 55.0 | 58.7 | 64.3 | 56.03 | (8.3) | -12.9% |
| Casualty & Liability Costs | 38.0 | 36.5 | 27.2 | 29.81 | 2.7 | 9.8% |
| Other Operating Expenses | 15.4 | 18.2 | 17.4 | 18.52 | 1.2 | 6.7% |
| Other Non-Operating Expenses | 4.6 | 4.7 | 16.6 | 15.67 | (0.9) | -5.6% |
| Miscellaneous Expenses | 0.6 | 1.6 | 1.9 | 1.57 | (0.3) | -16.6% |
| Non-Labor | 215.4 | 237.5 | 243.3 | 252.15 | 8.9 | 3.7% |
| Capital Cost Allocation | (43.5) | (45.6) | (78.1) | (75.24) | 2.9 | -3.7% |
| Total Expenses | 581.6 | 621.2 | 654.5 | 652.04 | (2.4) | -0.4% |



Summary of Fiscal Year 2026 Human Resources

MARTA began FY 2025 with a total personnel authorization of 4,860 positions or FTEs (full time equivalent). A total of 191 position reductions were recommended from our non-represented workforce to reduce overall planned expenditures for a final FY 2026 recommended authorization of 4,669.

Division of General Manager

- **Department of Internal Audit**

The Office of Internal Audit was decreased by one FTE position that was difficult to fill and we anticipate using contractual services to hire additional audit support, as needed.

- **Dept of Police**

MARTA Police has a net reduction of 35 positions, of which 25 were protective specialists and 10 were transit police officers. These positions offset the increase in salaries and compressed pay scale that is already serving to attract officers to fill the remaining vacancies and retain existing officers.

The FY 2026 budget provides funding for Police raises and bonuses. All new officers will receive a \$3000 bonus upon completion of the Police Academy, Field Training, and 3-year employment agreement. POST Certified Police Officers who transfer to MPD will receive a \$5000 bonus upon completion of Field Training and 3-year employment agreement. Additional bonuses include \$1500 Bilingual Pay, \$500 Monthly Shift Differential Pay, \$500 Monthly Weekend Differential Pay, \$1500 Incentive Pay for Intermediate, Advanced, Supervision, and Managerial Certifications.

Founded in 1977, the MARTA Police Department consists of approximately 245 sworn officers, 45 Protective Specialists, and 105 civilian employees. MARTA police officers are fully sworn and certified under the Georgia Peace Officer Standards and Training Council. Today, uniformed officers patrol our stations, parking lots, buses and trains. Additionally, plainclothes

officers and K-9 units are stationed throughout MARTA's transit system.

Division of Operations

Reductions in the division of Operations included administrative staff positions and part time operator roles.

- **Department of Bus Operations**

The FY 2026 adopted budget includes 1,343 full-time and 70 part-time bus operators, plus 18 operators for MARTA Rapid Summerhill, the region's first bus rapid transit line that opens for service next year. Challenged by high vacancies due to worker shortages, MARTA will continue aggressive recruiting efforts including frequent job fairs, hiring and retention bonuses. The FY 2026 Budget includes funding for \$3,000 sign-on bonuses for all bus operators and journeyman bus technicians.

- **Department of Rail Operations**

The FY 2026 adopted budget includes 153 Full-time rail operators, no change from FY 2025. MARTA Rail Operators are hired from the pool of Bus Operators and safely operate MARTA passenger trains to pick up and discharge passengers at rail station platforms and make clear and concise transit announcements at each rail station. An additional 12 operators staff MARTA's Light Rail fleet of two vehicles daily, 8:15 am to 11pm.

The FY 2026 budget continues to fund 74 full-time authorized station agents which is the same as last year. MARTA Station Agents are uniformed employees that provide face-to-face customer contact and interact with patrons to ensure immediate resolutions to service issues. Station Agents also inspect stations for cleanliness and monitor fare machines and gates.

Division of Capital Program Expansion and Innovation (CPEI)

The Division of Capital Program Expansion and Innovation reduces 41 positions, removing several vacant positions and adjusting to a constrained State of Good Repair 10-year Capital Plan.

Division of Customer Experience and Technology

The Division of Customer Experience and Strategy reduced 24 positions between Information Technology, Customer Experience, and Research & Analysis.

- **Customer Service Positions**

The FY 2026 budget funds 55 full-time and 2 part-time customer service authorized positions. MARTA's customer service agents staff the **Customer Service Center** which handles customer complaints, commendations, and fare issues, Monday through Friday from 8:00 am until 5:00 pm. (Closed on weekends & holidays.)

The **Customer Information Center**, which handles customer scheduling inquiries, trip itineraries, and general information is open, Monday through Friday from 8:00 am until 5:00 pm. (Closed on weekends & holidays.)

Division of Finance

- **Department of CFO and Finance**

Finance reduced five positions – several associated with the deployment of the Automated

Parking and Revenue Collection system as well as two analyst roles.

Division of Chief Counsel Legal Services

- **Department of Chief Counsel Legal Services**

Reductions were made in both Legal Services and Contracts & Procurement of long-term vacancies, including a Sr. Associate Counsel.

Division of Chief of Staff

The division of Chief of Staff had a net increase of two professional positions resulting from an internal realignment.

Division of Administration

The division of Administration is reestablished for FY 2026 with offices moved from the Division of Chief Staff. Eleven positions were reduced – 10 from the Office of Human Resources, consisting of mostly vacant support staff, and one from the Office of Diversity & Inclusion

Division of Operational and Urban Planning

Lastly, the new **Division of Operational & Urban Planning** reduces six professional positions across several offices in Planning and Real Estate.

MARTA's personnel by department are listed in the table on the following page. For additional personnel information see the tables in Appendix F – Operating Budget Detail_Tables and Charts.



Summary table of FY 2026 Personnel

| Division / Department | FY25 Adopted | FY26 Adopted | FY26 Adopted vs FY25 Adopted |
|--|--------------|--------------|------------------------------|
| Division of General Manager CEO | | | |
| Dept of General Manager CEO | 2 | 2 | 0 |
| Dept of Internal Audit | 18 | 17 | -1 |
| Dept of Police Services | 453 | 418 | -35 |
| | 473 | 437 | -36 |
| Division of Chief Counsel Legal Services | | | |
| Dept of Chief Counsel Legal Services | 114 | 113 | -1 |
| Dept of Deputy Chief Legal Counsel | 2 | 2 | 0 |
| | 116 | 115 | -1 |
| Division of Safety | | | |
| Dept of Chief Safety & Quality Assurance | 18 | 18 | 0 |
| Dept of Safety & Quality Assurance | 62 | 62 | 0 |
| | 80 | 80 | 0 |
| Division of Operations | | | |
| Dept of Deputy General Manager | 12 | 12 | 0 |
| Dept of Bus Operations | 1644 | 1577 | -67 |
| Dept of Mechanical Operations | 1178 | 1177 | -1 |
| Dept of Rail Operations | 553 | 552 | -1 |
| | 3387 | 3318 | -69 |
| Division of Capital Prog Expan & Innovation | | | |
| Dept of Chief Capital Programs | 6 | 11 | 5 |
| Dept of Centralized Program Management | 27 | 10 | -17 |
| Dept of Capital Programs Delivery | 90 | 72 | -18 |
| Dept of Planning | 14 | 12 | -2 |
| Dept of Infrastructure | 55 | 46 | -9 |
| | 192 | 151 | -41 |

Summary table of FY 2026 Personnel (cont.):

| Division / Department | FY25 Adopted | FY26 Adopted | FY26 Adopted vs FY25 Adopted |
|---|--------------|--------------|------------------------------|
| Division of Administration | | | |
| Dept of Chief Administrative Officer CAO | 1 | 1 | 0 |
| Dept of Diversity and Inclusion | 13 | 12 | -1 |
| Dept of Human Resources | 55 | 45 | -10 |
| Dept of Labor and Employee Relations | 8 | 8 | 0 |
| | 77 | 66 | -11 |
| Division of Chief of Staff | | | |
| Dept of Chief of Staff | 3 | 3 | 0 |
| Dept of External Affairs | 31 | 33 | 2 |
| | 34 | 36 | 2 |
| Division of Finance | | | |
| Dept of Chief Financial Officer CFO | 43 | 40 | -3 |
| Dept of Finance | 109 | 107 | -2 |
| | 152 | 147 | -5 |
| Division of Customer Experience & Technology | | | |
| Dept of Chief Customer Experience & Technology | 2 | 2 | 0 |
| Dept of Technology | 131 | 117 | -14 |
| Dept of Customer Experience & Strategy | 79 | 79 | 0 |
| Dept of Research & Analysis | 37 | 28 | -9 |
| Dept of Information Security | 13 | 12 | -1 |
| | 262 | 238 | -24 |
| Division of Operational & Urban Planning | | | |
| Dept of Chief of Operational & Urban Planning | 69 | 65 | -4 |
| Dept of Real Estate Dev & Asset Mgmt | 18 | 16 | -2 |
| | 87 | 81 | -6 |
| Total | 4860 | 4669 | -191 |

Capital Program Funding

The Fiscal Year 2026 capital revenue sources total \$815.4M in total for State of Good Repair (SGR) and \$693.3M in More MARTA programs.

The Authority's Capital Budget is supported by Federal grants and local matching funds, and its ability to issue bonds secured by future Sales Tax revenues.

The Capital Improvement Program is reimbursed from Federal and State grants. The Federal grant programs require participation in the form of a local match, which is funded through the Sales Tax and State grants.

Funding Sources

Local sources of funding for the FY 2026 Capital Budget include Sales Tax, a FY 2026 general fund beginning balance and investment/other income. MARTA is also authorized to sell sales tax revenue bonds and floating rate notes. A description of the capital sources follows.

FY 2026 General Fund Beginning Balance

The beginning balance is the forecasted capital portion of the general fund balance at the end of the prior year. These funds are available for subsequent fiscal year use.

FY26 vs. FY25 Proposed Capital Program Sources and Uses of Funds Metropolitan Atlanta Rapid Transit Authority - Comprehensive (All Programs)

[\$millions]

| | FY26 SGR | FY26 Atlanta | FY26 Clayton | FY26 Budget | FY25 SGR | FY25 Atlanta | FY25 Clayton | FY25 Budget | \$ Change | % Change |
|------------------------------------|----------------|-----------------|-----------------|------------------|----------------|-----------------|-----------------|------------------|-----------------|---------------|
| Capital Revenues (Sources) | | | | | | | | | | |
| Beginning Balance | \$163.0 | \$244.3 | \$286.3 | \$693.6 | \$10.0 | \$243.0 | \$246.9 | \$499.9 | \$193.7 | 38.7% |
| Sales Tax - Capital Allocation | 243.0 | 71.1 | 35.6 | 349.7 | 239.6 | 55.6 | 34.0 | 329.2 | 20.5 | 6.2% |
| Grants - Awarded/Assumed | 126.5 | 30.5 | 7.1 | 164.1 | 88.5 | 34.7 | 19.6 | 142.8 | 21.3 | 14.9% |
| Federal Relief - CRRSAA | 32.9 | - | - | 32.9 | 2.0 | - | - | 2.0 | 30.9 | 1,547.0% |
| Other Revenue - Interest Income | - | 8.6 | 9.9 | 18.4 | 2.0 | 4.9 | 9.9 | 16.7 | 1.7 | 10.1% |
| Reserves Utilization | - | - | - | - | 100.0 | - | - | 100.0 | (100.0) | (100.0%) |
| Debt Issue | 250.0 | - | - | 250.0 | 275.0 | - | - | 275.0 | (25.0) | (9.1%) |
| Total Sources | \$815.4 | \$354.4 | \$338.9 | \$1,508.8 | \$717.1 | \$338.2 | \$310.4 | \$1,365.7 | \$143.1 | 10.5% |
| Capital Expenditures (Uses) | | | | | | | | | | |
| Facilities & Stations | \$94.6 | - | - | \$94.6 | \$185.9 | - | - | \$185.9 | (\$91.3) | (49.1%) |
| Maintenance of Way | 29.8 | - | - | 29.8 | 19.1 | - | - | 19.1 | 10.7 | 56.0% |
| Non-Asset/Expansion | 86.7 | 148.1 | 26.4 | 261.2 | 79.3 | 171.0 | 35.3 | 285.6 | (24.3) | (8.5%) |
| Systems | 198.4 | - | - | 198.4 | 108.9 | - | - | 108.9 | 89.5 | 82.2% |
| Vehicles | 151.4 | - | - | 151.4 | 157.2 | - | - | 157.2 | (5.9) | (3.7%) |
| Total - All Programs | \$560.9 | \$148.1 | \$26.4 | \$735.4 | \$550.5 | \$171.0 | \$35.3 | \$756.8 | (\$21.3) | (2.8%) |
| Debt Service | 166.4 | - | - | 166.4 | 152.4 | - | - | 152.4 | 14.0 | 9.2% |
| Total Uses | \$727.3 | \$148.1 | \$26.4 | \$901.8 | \$702.9 | \$171.0 | \$35.3 | \$909.2 | (\$7.4) | (0.8%) |
| Year End Balance | | | | | | | | | | |
| Total Carry Over | \$88.1 | \$206.4 | \$312.5 | \$606.9 | \$14.2 | \$167.2 | \$275.1 | \$456.5 | \$150.4 | 32.9% |

*Totals may not sum due to independent rounding. Budgets were adopted on June 12, 2025.

¹FY26 Core Penny Sales Tax Allocation is 45/55 Capital vs. Operating; FY25 was 46/54.

²Coronavirus Response and Relief Supplemental Appropriations Act of 2021.

³Projections subject to change based on actual debt requirements and terms of future debt issuance.

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 and the City of Atlanta. In these jurisdictions, a local option sales tax of 1% is levied for the exclusive use of MARTA. Beginning with April 2017, an additional local option sales tax of ½ cent is being collected from the City of Atlanta.

Investment & Other Income

Also available as a local source is investment income totaling \$18.4M. This source includes interest income from all capital eligible portfolios.

Financing

MARTA is expected to issue \$250.0M in Sales Tax Revenue Bonds to support the FY 2026 Capital Program.

Federal, State and Other Sources

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

Federal Grants Program

This program is designed to encompass the FTA Section 5307, 5337, and 5339 formula and discretionary grant programs, Transit Security Grant Program,

reprogrammed/flexed Federal Highway Administration, and other federal program funds.

Approximately \$187.1M is expected to be reimbursed in FY 2026.

State Grants Program

The State of Georgia participates in the implementation of the Bankhead Platform Extension and Five Points Station Transformation. Approximately \$9.9M in related expenses is anticipated to be supported in FY 2026.

Capital Expenditures

The total Capital Budget of \$901.8M for FY 2026 provides funding for the Capital Improvement Program, including More MARTA City of Atlanta, More MARTA Clayton, and debt service expenses. These items are outlined below.

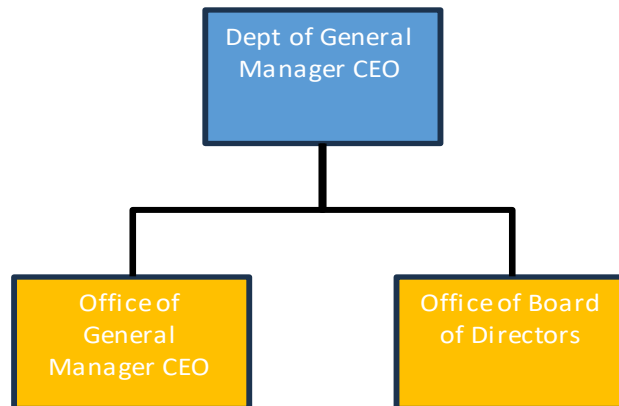
Capital Improvement Program

The Capital Improvement Program provides for the replacement, rehabilitation and enhancement of facilities and equipment required to support transit operations, regulatory requirements, and system safety.

The program ensures that the transit system is maintained to enable the continued delivery of high-quality service. Total projects and procurements budgeted for FY 2026 for State of Good & Repair (SGR) is \$560.9M, More MARTA City of Atlanta is \$148.1M, More MARTA Clayton is \$26.4M.

The transit program is also funded from within the Capital Improvement Program and provides for Regional Transit Planning, Transit Financial Planning, Short-Range and Long-Range Transit Planning and Special Planning Projects.

Department of the General Manager/CEO



| | FY23 | FY24 | FY25 | FY26 | FY26 |
|-------------------------------|-------------|--------------|--------------|---------------|---------------------|
| | Actual | Actual | Actual | Adopted | \$ Change from FY25 |
| CATEGORY OF EXPENSE | | | | | |
| Labor | \$ 770,890 | \$ 850,555 | \$ 899,912 | \$ 4,917,616 | \$ 4,017,703 |
| Non-Labor | \$ 167,321 | \$ 630,585 | \$ 773,823 | \$ 10,179,497 | \$ 9,405,674 |
| Gross Operating Total | \$ 938,210 | \$ 1,481,140 | \$ 1,673,735 | \$ 15,097,112 | \$ 13,423,378 |
| Allocation | \$ (71,068) | \$ (111,324) | \$ - | \$ (897,548) | \$ (897,548) |
| Net Operating Expenses | \$ 867,142 | \$ 1,369,816 | \$ 1,673,735 | \$ 14,199,565 | \$ 12,525,830 |

| | FY23 | FY24 | FY25 | FY26 | FY26 |
|--------------------------|--------|--------|--------|----------|------------------|
| | Actual | Actual | Budget | Proposed | Change from FY25 |
| PERSONNEL SUMMARY | | | | | |
| Total | 2 | 2 | 2 | 2 | 0 |

Summary of Operations

The **Department of General Manager/CEO** serves as the directing and coordinating mechanism for all Authority activities by promoting sustainable and efficient actions to achieve the Authority's Strategic priorities. This department has management and oversight of

the implementation of goals and objectives for MATA's business units as they relate to the Authority's strategic priorities.

Core Functions

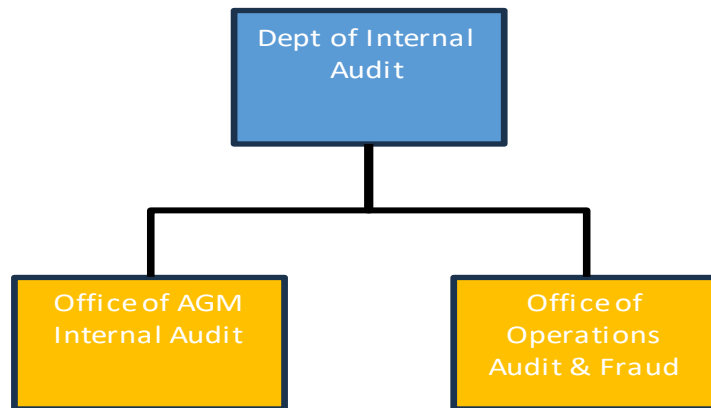
- Transit Management and Oversight
- Board Management
- Setting / Implementing Strategic Priorities for the Authority

Office Descriptions

The **Office of the General Manager/CEO** is responsible for ensuring adherence to the goals of becoming a regional transportation entity while meeting the transit needs of the Metropolitan Atlanta community. The GM/CEO is responsible for supporting the Board of Directors and directing the functions and operations of the Chiefs. This office also focuses on working with employees, customers, transit stakeholders, and the community to provide safe, efficient, and high-quality public transit services.

The **Office of the Board of Directors (BOD)** is responsible for being the primary liaison between MARTA staff and MARTA's Board of Directors. This office coordinates Board meetings and disseminates information for and from the Board of Directors, manages and prepares minutes, resolutions and statistics with the various Board Committee sessions, and full Board meetings and provides oversight and facilitation to every office within MARTA that submits Board Resolutions.

Department of Internal Audit



| | FY23 | FY24 | FY25 | FY26 | FY26 |
|-------------------------------|---------------------|---------------------|---------------------|---------------------|-----------------------|
| | Actual | Actual | Actual | Adopted | \$ Change from FY25 |
| CATEGORY OF EXPENSE | | | | | |
| Labor | \$ 1,786,517 | \$ 1,978,738 | \$ 1,972,608 | \$ 2,270,129 | \$ 297,521 |
| Non-Labor | \$ 420,429 | \$ 343,409 | \$ 743,579 | \$ 474,482 | \$ (269,097) |
| Gross Operating Total | \$ 2,206,946 | \$ 2,322,147 | \$ 2,716,188 | \$ 2,744,611 | \$ 28,423 |
| Allocation | \$ (833,992) | \$ (872,849) | \$ (0) | \$ (1,073,546) | \$ (1,073,546) |
| Net Operating Expenses | \$ 1,372,954 | \$ 1,449,298 | \$ 2,716,188 | \$ 1,671,065 | \$ (1,045,123) |

| | FY23 | FY24 | FY25 | FY26 | FY26 |
|--------------------------|-----------|-----------|-----------|-----------|------------------|
| | Actual | Actual | Budget | Proposed | Change from FY25 |
| PERSONNEL SUMMARY | | | | | |
| Total | 16 | 16 | 18 | 17 | -1 |

Summary of Operations

The **Department of Internal Audit** serves as the directing and coordinating mechanism for establishing the short- and long-term strategies for MARTA's Audit Department. It is also responsible for preparing annual risk-based audit plans and facilitating the implementation of corrective actions for audit recommendations.

Oversight of all Audit processes include Internal Audit, Information Systems Audits, as well as Operation Audits & Fraud Investigations.

Core Functions

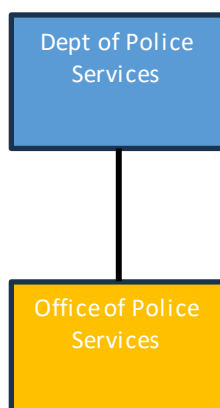
- Contracts Audits
- Operational Audits
- Fraud, Waste and Abuse (FWA) Hotline and investigations
- Regular reporting to the Audit Committee of the Board of Directors

Office Descriptions

The **Office of AGM Internal Audit** is responsible for administering contracts for external audit services, while acting as liaison with Federal and State audits and reviews and coordinates responses to any findings. This office also reviews contracts to ensure compliance with contract provisions, MARTA procedures and applicable state and federal regulations. This office responds to calls received through the Fraud, Waste, and Abuse Hotline and follows up on anonymous tips.

The **Office of Operations Audit and Fraud Investigations** is responsible for establishing the short- and long-term strategies for the Operational Audit and Fraud Investigation Audit Branch. The office determines the adequacy and effectiveness of operational and financial controls, applications, and new system development projects, reviews the work and reports of operational auditors and fraud investigators for quality and to ensure departmental and industry standards are followed, and are in compliance with MARTA guidelines, and on-time completion. It assists the AGM of Internal Audit with completing reports to the General Manager of MARTA and the Audit Committee of the Board of Directors.

Department of Police Services



| | FY23 | FY24 | FY25 | FY26 | FY26 |
|-------------------------------|-----------------------|-----------------------|----------------------|-----------------------|------------------------|
| | Actual | Actual | Actual | Adopted | \$ Change from FY25 |
| CATEGORY OF EXPENSE | | | | | |
| Labor | \$ 45,575,868 | \$ 44,596,535 | \$ 52,768,713 | \$ 49,273,349 | \$ (3,495,363) |
| Non-Labor | \$ 635,728 | \$ 662,451 | \$ 728,041 | \$ 942,319 | \$ 214,278 |
| Gross Operating Total | \$ 46,211,595 | \$ 45,258,986 | \$ 53,496,754 | \$ 50,215,668 | \$ (3,281,086) |
| Allocation | \$ (1,671,168) | \$ (2,117,427) | \$ (885,742) | \$ (7,922,234) | \$ (7,036,492) |
| Net Operating Expenses | \$ 44,540,427 | \$ 43,141,560 | \$ 52,611,011 | \$ 42,293,434 | \$ (10,317,577) |

| | FY23 | FY24 | FY25 | FY26 | FY26 |
|--------------------------|------------|------------|------------|------------|------------------|
| | Actual | Actual | Budget | Proposed | Change from FY25 |
| PERSONNEL SUMMARY | | | | | |
| Total | 448 | 447 | 453 | 418 | -35 |

Summary of Operations

The **Department of Police** has the primary emergency management responsibility for the Authority and serves as the directing and coordinating mechanism responsible for providing police services to MARTA patrons and all related facilities as well as providing protection and security for all Authority assets.

Core Functions

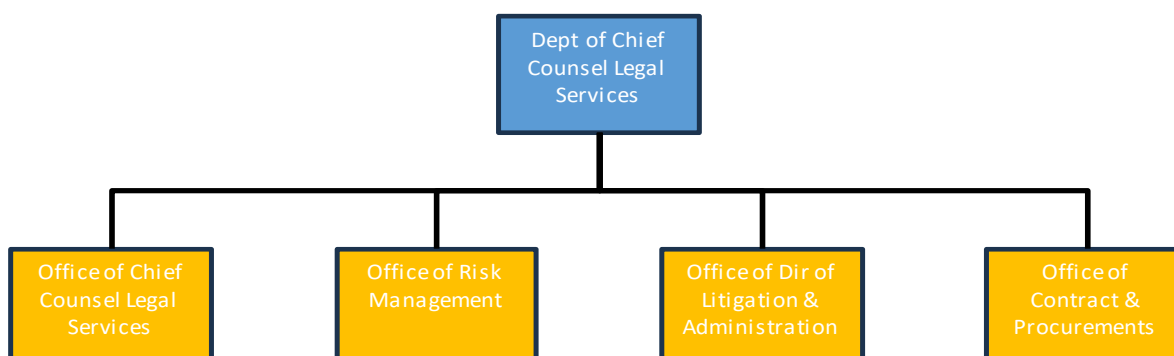
- Police Services
- Police Administration
- Police Operations
- Criminal Justice Communications

Office Description

The **Office of Police** is committed to MARTA's goal of being a customer-focused organization that concentrates on the needs and expectations of existing and potential riders. The operation of the Office of Police Services is based on accepted law enforcement standards. Using both sworn and non-sworn personnel, the Office provides the Authority, its customers, and its employees with a full-service Police Department.

The Office of Police is designed to protect the system against acts of terror both foreign and domestic, thereby maintaining current riders and attracting new riders to the system, utilizing a systemic focus on prevention, mitigation, response, and recovery. Emergency management is a continuing program designed to minimize 21st century risks and vulnerabilities, and to strategically increase the resiliency of the Authority.

Department of Chief Counsel Legal Services



| | FY23 | FY24 | FY25 | FY26 | FY26 |
|-------------------------------|----------------|----------------|----------------|----------------|---------------------|
| | Actual | Actual | Actual | Adopted | \$ Change from FY25 |
| CATEGORY OF EXPENSE | | | | | |
| Labor | \$ 11,304,166 | \$ 14,262,426 | \$ 9,828,887 | \$ 14,012,007 | \$ 4,183,120 |
| Non-Labor | \$ 36,175,364 | \$ 32,092,411 | \$ 58,880,701 | \$ 26,301,398 | \$ (32,579,303) |
| Gross Operating Total | \$ 47,479,530 | \$ 46,354,837 | \$ 68,709,588 | \$ 40,313,405 | \$ (28,396,183) |
| Allocation | \$ (5,062,635) | \$ (4,879,277) | \$ (3,797,357) | \$ (3,890,051) | \$ (92,694) |
| Net Operating Expenses | \$ 42,416,895 | \$ 41,475,560 | \$ 64,912,231 | \$ 36,423,354 | \$ (28,488,877) |

| | FY23 | FY24 | FY25 | FY26 | FY26 |
|--------------------------|--------|--------|--------|----------|------------------|
| | Actual | Actual | Budget | Proposed | Change from FY25 |
| PERSONNEL SUMMARY | | | | | |
| Total | 117 | 117 | 114 | 113 | -1 |

Summary of Operations

The **Department of Chief Counsel Legal Services** provides legal advice and support as needed to the Authority's Board of Directors, General Manager and staff. The office provides support to the Authority's General Counsel and manages additional outside counsel.

Core Functions

- Corporate Law
- Litigation & Administration
- Risk Management

Office Descriptions

The **Office of Chief Counsel Legal Services** provides legal representation of the Authority in the negotiation, mediation, arbitration, and litigation of contract claims, personal injury claims, premises security claims, employment issues, labor issues, and any other litigation matters brought against the Authority. It offers advice and support for real estate acquisition and disposition, drafts legal documents, and assists in the negotiation of transit-oriented developments; reviews and drafts procurement documents; as well as, advises and counsels in contract award and administration.

The office works closely with Human Resources and Labor Relations in employee matters and issues surrounding the collective bargaining agreement and the Authority's represented employees. It drafts intergovernmental agreements and provides legal guidance on Federal and State regulations including FTA Procurement Policies, charter services and legislative referendum; provides support and guidance on the enforcement of the Customer Code of Conduct; is responsible for the enforcement of the Authority's Code of Ethics and Standards of Conduct and responds to Open Records Act requests, providing documents and videos as appropriate and requested.

The **Office of Contracts & Procurement and Materials** facilitates the acquisition of goods, services, and construction necessary for the Authority's operations and capital programs; ensures compliance with federal, state, and local procurement regulations; administers the full lifecycle of contracts including solicitation, negotiation, award, and closeout; supports internal departments in developing scopes of

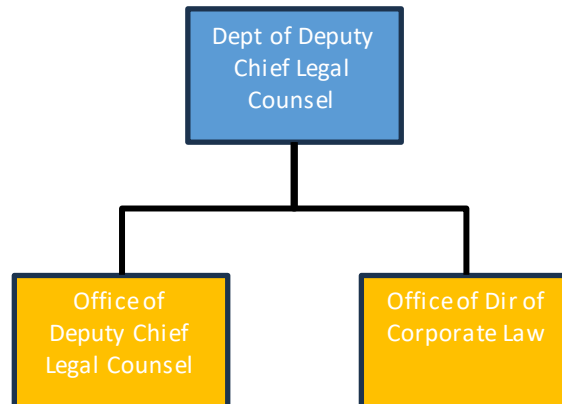
work and procurement strategies; promotes transparency, competition, and inclusion through vendor outreach and small/disadvantaged business participation; and manages intergovernmental agreements and cooperative purchasing initiatives to maximize value and efficiency for MARTA.

The **Office of Director of Litigation & Administration** provides representation to the Authority in defense of personal injury claims, collection of subrogation claims, contract claims, police matters, employment and labor issues; advises and counsels on contract negotiations, arbitration, litigation, workers' compensation claims and similar matters arising out of the operation of the bus and rail systems; and deals directly with internal departments on a wide range of personnel and employment issues including garnishments, Title VII, the Americans with Disabilities Act, FMLA, and FLSA.

The **Office of Risk Management** protects the Authority's assets and revenue streams by the identification, analysis, elimination, reduction, transfer, assumption, and funding of actual or potential losses. This office manages self-administration of claims in a self-funded program structure; manages financial aspects of claims programs; processes, investigates, and adjusts property damage and personal injury and worker's comp claims incidental to MARTA's operations.

The **Office of CPEI Contract Compliance** ensures all capital expansion and innovation initiatives adhere to regulatory requirements, procurement standards, and internal policies. It monitors contract performance, oversees reporting, and ensures transparency and accountability in all capital program agreements.

Department of Deputy Chief Legal Counsel



| | FY23 | | FY24 | | FY25 | | FY26 | | FY26 |
|------------------------|--------|----------|--------|----------|--------|---------|---------|----------|---------------------|
| | Actual | | Actual | | Actual | | Adopted | | \$ Change from FY25 |
| CATEGORY OF EXPENSE | | | | | | | | | |
| Labor | \$ | 374,337 | \$ | 415,227 | \$ | 406,223 | \$ | 300,287 | \$ (105,936) |
| Non-Labor | \$ | - | \$ | - | \$ | 2,462 | \$ | - | \$ (2,462) |
| Gross Operating Total | \$ | 374,337 | \$ | 415,227 | \$ | 408,685 | \$ | 300,287 | \$ (108,398) |
| Allocation | \$ | (89,662) | \$ | (93,005) | \$ | - | \$ | (69,998) | \$ (69,998) |
| Net Operating Expenses | \$ | 284,675 | \$ | 322,222 | \$ | 408,685 | \$ | 230,289 | \$ (178,396) |

| | FY23 | FY24 | FY25 | FY26 | FY26 |
|-------------------|--------|--------|--------|----------|------------------|
| | Actual | Actual | Budget | Proposed | Change from FY25 |
| PERSONNEL SUMMARY | | | | | |
| Total | 3 | 3 | 3 | 2 | -1 |

Summary of Operations

The **Department of Deputy Chief Legal Counsel** provides legal advice and support to the Authority's

Board of Directors, General Counsel, other outside counsel and staff, and support for real estate acquisition and disposition.

Core Functions

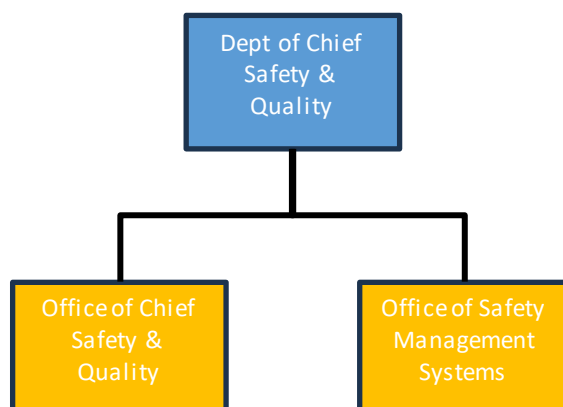
- Support Authority's Board of Directors and General Counsel
- Real estate acquisition and disposition
- Contracts and agreements
- Intergovernmental affairs

Office Descriptions

The **Office of Deputy Chief Legal Counsel** maintains oversight of corporate law pertaining to real estate acquisition and disposition, contract and agreements review, and intergovernmental affairs.

The **Office of Director of Corporate Law** advises and counsels in-house attorneys and staff on contract procurement, award and administration and provides review and advice regarding intergovernmental affairs.

Department of Chief Safety & Quality Assurance



| | FY23 | FY24 | FY25 | FY26 | FY26 |
|-------------------------------|--------------|--------------|--------------|--------------|---------------------|
| | Actual | Actual | Actual | Adopted | \$ Change from FY25 |
| CATEGORY OF EXPENSE | | | | | |
| Labor | \$ 1,826,332 | \$ 2,682,323 | \$ 2,780,073 | \$ 2,794,344 | \$ 14,271 |
| Non-Labor | \$ 25,001 | \$ 28,397 | \$ 91,010 | \$ 239,306 | \$ 148,296 |
| Gross Operating Total | \$ 1,851,333 | \$ 2,710,720 | \$ 2,871,083 | \$ 3,033,649 | \$ 162,566 |
| Allocation | \$ (382,867) | \$ (574,815) | \$ (190,953) | \$ (477,877) | \$ (286,923) |
| Net Operating Expenses | \$ 1,468,465 | \$ 2,135,905 | \$ 2,680,130 | \$ 2,555,773 | \$ (124,357) |

| | FY23 | FY24 | FY25 | FY26 | FY26 |
|--------------------------|--------|--------|--------|----------|------------------|
| | Actual | Actual | Budget | Proposed | Change from FY25 |
| PERSONNEL SUMMARY | | | | | |
| Total | 18 | 18 | 18 | 18 | 0 |

Summary of Operations

The Department of the Chief of Safety & Quality Assurance provides executive oversight and leadership for MARTA's safety and quality programs. The department ensures that safety management systems are fully integrated across the Authority and that all activities align with federal and state regulatory requirements. By driving a culture of continuous improvement and accountability, the department establishes strategic direction, monitors system performance, and promotes transparency in how MARTA manages risk, safety, and quality.

Core Functions

- Strategic Safety and Quality Leadership
- Safety Management Systems Integration
- Federal and State Compliance Oversight
- Organizational Performance & Accountability

Office Descriptions

Office of the Chief of Safety & Quality Assurance

The Office of the Chief of Safety & Quality Assurance provides executive direction for MARTA's safety and quality programs. It sets organizational policies, monitors performance against strategic objectives, and ensures regulatory compliance with the Federal Transit Administration (FTA), Georgia Department of Transportation (GDOT), and other oversight agencies.

Office of Safety Management Systems

The Office of Safety Management Systems (SMS) develops and manages MARTA's systemwide safety framework. It identifies and evaluates risks, tracks safety metrics, and ensures continuous improvement across all divisions. The office also directs hazard management, coordinates corrective actions, and maintains alignment with federal SMS standards to promote safe and reliable transit operations.

Department of Safety & Quality Assurance

| <div style="text-align: center;"> <div style="border: 1px solid black; background-color: #4f81bd; color: white; padding: 5px; margin: 0 auto; width: 150px;">Dept of Chief Safety & Quality</div> <div style="display: flex; justify-content: space-around; margin-top: 20px;"> <div style="border: 1px solid black; background-color: #ffcc00; padding: 5px; width: 150px; text-align: center;">Office of Chief Safety & Quality</div> <div style="border: 1px solid black; background-color: #ffcc00; padding: 5px; width: 150px; text-align: center;">Office of Safety Management Systems</div> </div> </div> | | | | | |
|--|---------------------|---------------------|---------------------|---------------------|------------------------|
| | FY23 | FY24 | FY25 | FY26 | FY26 |
| | Actual | Actual | Actual | Adopted | \$ Change from FY25 |
| CATEGORY OF EXPENSE | | | | | |
| Labor | \$ 7,996,189 | \$ 7,430,673 | \$ 9,037,512 | \$ 8,435,591 | \$ (601,920) |
| Non-Labor | \$ 103,747 | \$ 105,242 | \$ 105,374 | \$ 425,445 | \$ 320,070 |
| Gross Operating Total | \$ 8,099,936 | \$ 7,535,915 | \$ 9,142,886 | \$ 8,861,036 | \$ (281,850) |
| Allocation | \$ (3,247,306) | \$ (3,046,520) | \$ (635,171) | \$ (3,651,153) | \$ (3,015,982) |
| Net Operating Expenses | \$ 4,852,630 | \$ 4,489,394 | \$ 8,507,715 | \$ 5,209,883 | \$ (3,297,832) |
| PERSONNEL SUMMARY | | | | | |
| | FY23 | FY24 | FY25 | FY26 | FY26 |
| | Actual | Actual | Budget | Proposed | Change from FY25 |
| Total | 61 | 62 | 62 | 62 | 0 |

Summary of Operations

The Department of Safety & Quality Assurance (DSQA) is responsible for the effective operations of safety and quality management systems throughout MARTA. The department monitors compliance with federal and state safety requirements while working to provide a safe environment for employees and a safe, reliable transit system for patrons. Its mission is to identify, evaluate, and manage safety risks while continuously improving processes that impact safety and quality Authority-wide.

Core Functions

- Operational Safety and Risk Management
- Environmental Health & Safety (EHS)
- Quality Assurance, Inspections, and Testing
- Continuous Improvement and Configuration Management
- Construction and Industrial Safety

Office Descriptions

Office of the Deputy Chief of Safety & Quality Assurance

The Office of the Deputy Chief of Safety & Quality Assurance oversees the Office of Safety and the Office of Quality Assurance. It coordinates audits, hazard management, inspections, and investigations, ensuring safety concerns are addressed and corrective actions are implemented across the Authority.

Office of Safety

The Office of Safety develops and implements MARTA's Safety Management System (SMS) and serves as the liaison to GDOT, FTA, NTSB, and other regulatory agencies. It conducts risk management, monitors safety performance metrics, and oversees budget adherence for safety initiatives. The office also has authority to suspend operations or activities when necessary to protect MARTA's patrons, employees, facilities, and the public.

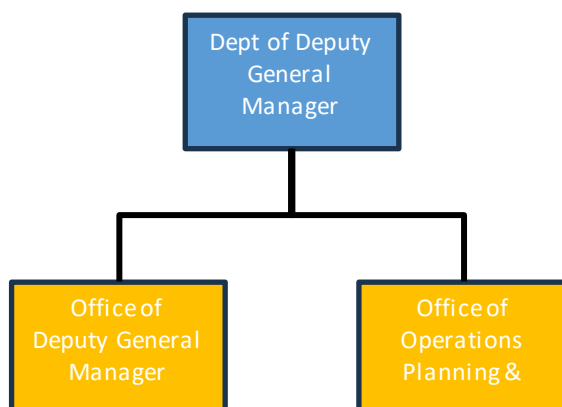
Office of Quality Assurance

The Office of Quality Assurance establishes and manages MARTA's Quality Assurance Program Plan (QAPP) and Testing Program Plan (MTPP). It oversees inspections, testing, and continuous quality improvement activities to ensure that equipment, systems, and processes meet established standards. The office also manages the Quality Management System (QMS), gathering and analyzing performance data, identifying gaps, and ensuring alignment with MARTA's strategic objectives.

Office of Environment Health & Safety

The Office of Environment Health & Safety (EHS) oversees workplace health and safety programs across the Authority. It ensures compliance with environmental regulations, promotes employee safety initiatives, and develops training and awareness programs to create and maintain a safe work environment.

Department of Deputy General Manager



| | FY23 | FY24 | FY25 | FY26 | FY26 |
|-------------------------------|--------------|--------------|--------------|--------------|---------------------|
| | Actual | Actual | Actual | Adopted | \$ Change from FY25 |
| CATEGORY OF EXPENSE | | | | | |
| Labor | \$ 982,177 | \$ 1,409,238 | \$ 1,855,049 | \$ 1,814,540 | \$ (40,509) |
| Non-Labor | \$ 28,177 | \$ 118,370 | \$ 88,826 | \$ 4,345,638 | \$ 4,256,812 |
| Gross Operating Total | \$ 1,010,355 | \$ 1,527,608 | \$ 1,943,874 | \$ 6,160,177 | \$ 4,216,303 |
| Allocation | \$ (91,478) | \$ (139,242) | \$ - | \$ (747,968) | \$ (747,968) |
| Net Operating Expenses | \$ 918,876 | \$ 1,388,366 | \$ 1,943,874 | \$ 5,412,209 | \$ 3,468,335 |

| | FY23 | FY24 | FY25 | FY26 | FY26 |
|--------------------------|--------|--------|--------|----------|------------------|
| | Actual | Actual | Budget | Proposed | Change from FY25 |
| PERSONNEL SUMMARY | | | | | |
| Total | 7 | 12 | 12 | 12 | 0 |

Summary of Operations

The **Department of the Deputy General Manager** serves as the operational backbone of MARTA, ensuring that the Authority's transit services are delivered efficiently, reliably, and with a focus on continuous improvement. As a strategic partner to the General Manager/CEO, the department directs and coordinates critical operational planning and control functions. With a commitment to innovation, accountability, and

customer-focused service, the department works to modernize scheduling practices, strengthen workforce capabilities, and ensure financial transparency across the organization.

Core Functions

- Strategic Operations Oversight
- Operations Planning and Control
- Scheduling and Workforce Optimization

- Performance Monitoring and Reporting

Office Descriptions

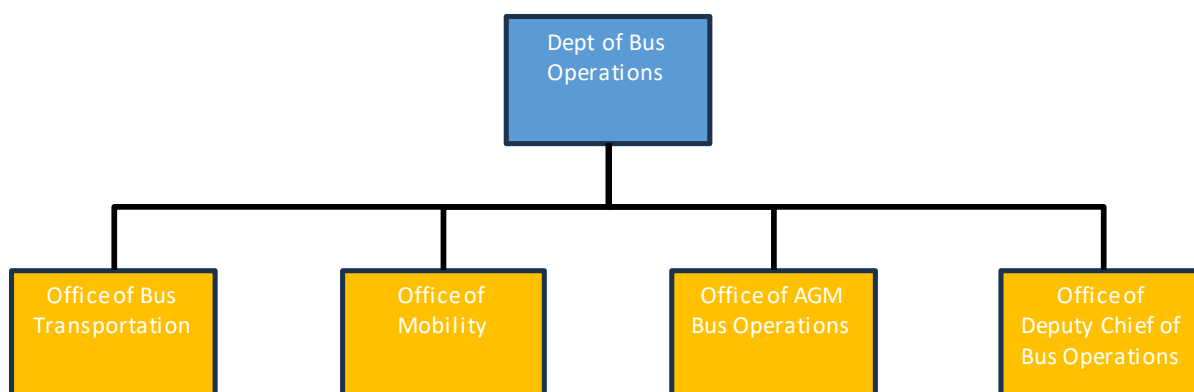
The **Office of Deputy General Manager** provides leadership and strategic direction for MARTA's operational divisions. Its responsibilities include guiding modernization initiatives, developing operational standards, and aligning resources with the Authority's service delivery goals.

The office ensures that MARTA's operations remain resilient, efficient, and responsive to the needs of a post-pandemic workforce and growing ridership base. Through continuous evaluation and improvement, the office supports long-term sustainability and growth of the transit system.

The **Office of Operations, Planning, and Control** is responsible for the planning, scheduling, and monitoring of MARTA's bus and rail services. The office develops and manages service scenarios, evaluates scheduling efficiencies, and ensures operational performance aligns with established service standards.

The office also leads strategic projects such as the Bus Operations Facilities Master Plan, manages updates to standard operating procedures, and oversees technical training programs to strengthen workforce readiness. With a strong emphasis on scenario testing, data-driven decision-making, and stakeholder collaboration, the office ensures MARTA services are safe, efficient, and customer-centered.

Department of Bus Operations



| | FY23 | FY24 | FY25 | FY26 | FY26 |
|-------------------------------|-----------------------|-----------------------|-----------------------|-----------------------|------------------------|
| | Actual | Actual | Actual | Adopted | \$ Change from FY25 |
| CATEGORY OF EXPENSE | | | | | |
| Labor | \$ 119,429,212 | \$ 125,002,971 | \$ 143,781,056 | \$ 141,455,813 | \$ (2,325,243) |
| Non-Labor | \$ 48,205,481 | \$ 63,719,151 | \$ 66,950,757 | \$ 56,922,080 | \$ (10,028,677) |
| Gross Operating Total | \$ 167,634,693 | \$ 188,722,122 | \$ 210,731,813 | \$ 198,377,893 | \$ (12,353,919) |
| Allocation | \$ (4,653) | \$ (260,239) | \$ - | \$ (12,753) | \$ (12,753) |
| Net Operating Expenses | \$ 167,630,040 | \$ 188,461,882 | \$ 210,731,813 | \$ 198,365,140 | \$ (12,366,672) |

| | FY23 | FY24 | FY25 | FY26 | FY26 |
|--------------------------|-------------|-------------|-------------|-------------|------------------|
| | Actual | Actual | Budget | Proposed | Change from FY25 |
| PERSONNEL SUMMARY | | | | | |
| Total | 1625 | 1620 | 1643 | 1577 | -66 |

Summary of Operations

The **Department of Bus Operations** is responsible for the direction and management of bus and mobility transportation systems which includes oversight of the maintenance, repair, and rehabilitation of the Authority's Bus fleet.

Core Functions

- Bus Communications
- Bus Maintenance
- Bus Transportation
- Bus Communications
- Mobility Service

Office Descriptions

The **Office of Deputy Chief of Bus Operations** is responsible for the overall management and coordination of the Bus and Mobility fleets, ensuring safe, efficient, and cost-effective transportation for MARTA riders, including the scheduling of vehicles, preparation for service, communication with all Bus operators and maintenance staff, and supervision of daily transit operations and maintenance of all transit and non-revenue vehicles to ensure safe, reliable transportation. This includes daily service, scheduled repairs, on-demand maintenance, and vehicle overhaul and rebuilds. It also includes rebuilds and/or replacement of major vehicle components. This office also implements initiatives which reduce operating costs, enhance service quality, and increase revenues and ridership, and ensure that initiatives are aligned with the Authority's strategic goals.

The **Office of Bus Transportation** functions include:

Fixed Route Service provides safe, clean, and efficient bus services, ensuring customer safety; daily transport of passengers on the fixed route bus system to include Clayton County Service; and oversees three operating garages.

Bus Communications serves as the critical link between buses and Operations; maintains the MARTA Intelligent Transportation System (ITS)

component that includes the Automatic Vehicle Locator (AVL) System, and the Automatic Passenger Counter (APC); street supervision for Bus Operators; and creates Bus Bridges in response to Service interruptions.

The **Office of Bus Maintenance** is responsible for four main functions:

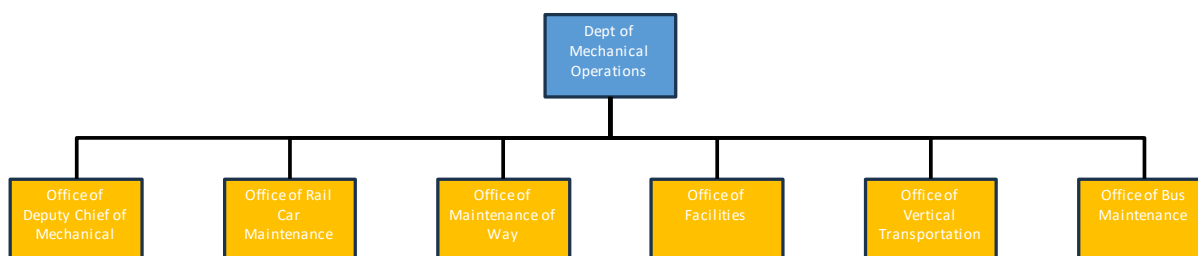
Revenue Vehicle Maintenance operates three Bus Maintenance Facilities (Perry, Hamilton, and Laredo). Within each bus maintenance facility, personnel perform preventive and comprehensive maintenance, routine repairs, and servicing of over 500 buses operating out of assigned facilities.

Browns Mill Heavy Maintenance Facility performs major repairs, midlife overhauls, collision and refinishing repairs, non – revenue vehicle service and repair, and major component overhaul.

Bus Engineering performs advanced troubleshooting and problem solving for engines, transmissions and subsystems of revenue vehicles and is responsible for issuing service information bulletins (SIB) for maintenance practices and campaigns for maximum productivity.

Non-Revenue Vehicle Maintenance performs comprehensive and preventative maintenance on non-revenue vehicles (police vehicles, maintenance vehicles and light duty vehicles).

Department of Mechanical Operations



| | FY23 | FY24 | FY25 | FY26 | FY26 |
|-------------------------------|-----------------------|-----------------------|-----------------------|------------------------|------------------------|
| | Actual | Actual | Actual | Adopted | \$ Change from FY25 |
| CATEGORY OF EXPENSE | | | | | |
| Labor | \$ 104,841,521 | \$ 109,279,478 | \$ 126,843,539 | \$ 123,802,073 | \$ (3,041,466) |
| Non-Labor | \$ 86,185,378 | \$ 85,934,776 | \$ 97,061,303 | \$ 86,443,612 | \$ (10,617,691) |
| Gross Operating Total | \$ 191,026,899 | \$ 195,214,254 | \$ 223,904,842 | \$ 210,245,684 | \$ (13,659,157) |
| Allocation | \$ (6,572,094) | \$ (6,448,923) | \$ (3,081,382) | \$ (12,618,890) | \$ (9,537,508) |
| Net Operating Expenses | \$ 184,454,805 | \$ 188,765,331 | \$ 220,823,460 | \$ 197,626,795 | \$ (23,196,665) |

| | FY23 | FY24 | FY25 | FY26 | FY26 |
|--------------------------|-------------|-------------|-------------|-------------|------------------|
| | Actual | Actual | Budget | Proposed | Change from FY25 |
| PERSONNEL SUMMARY | | | | | |
| Total | 1190 | 1191 | 1177 | 1177 | 0 |

Summary of Operations

The **Department of Mechanical Operations** is responsible for the oversight and management of the Authority's Maintenance of Way, and Rail Car Maintenance which includes oversight of maintenance, repair, and rehabilitation of the Authority's rail fleet.

Core Functions

- Maintenance of Way (MOW)
- Rail Car Maintenance (RCM)

Office Descriptions

The **Office of Mechanical Operations** is responsible for the management and coordination of the rail fleets, and MOW, which includes the scheduling of vehicles, preparation for service and control of rail vehicles. Functions include directing and controlling all activities of the Integrated Operations Center through co-location of MARTA core communications and operations groups which is central to MARTA's upgraded train control and SCADA systems.

The **Office of Maintenance of Way** consists of 249 employees in three (3) functional areas and is responsible for managing the maintenance and inspection for the Authority's Automatic Train Control and Signaling system, Traction, Auxiliary Lighting, and Emergency Power, Track, Structures, and Right of Way systems. MOW supports all the Authority's owned buildings, rail stations, rail yards, parking facilities, bus garages, and real estate, while providing a safe and reliable infrastructure and operating system for the Authority's internal and external customers. Other functional areas include:

Automatic Train Control which is responsible for maintenance and repairs of the signaling and train control systems that guide rail vehicle movement.

Electrical Power and Equipment has the primary focus of providing uninterrupted traction power, well-lighted passenger stations and parking lots, and electrical system integrity.

Track and Structures provides structural inspection services, including the inspection of aerial structures, tunnels, right-of-way structures, and passenger station structures on a biennial basis to ensure safety, strength, and serviceability. This unit also furnishes conceptual engineering support for special projects and planning studies as requested by various MARTA departments and offices.

The **Office of Rail Car Maintenance** consists of 371 employees in three (4) functional areas and directs the overall activities, including operation and maintenance of rail maintenance activities. It is inclusive of the following functional areas:

Communications & Faregates and Computer Maintenance

Radio Communications provides electrical/electronic maintenance services to ensure critical communication systems (fire protection systems, radios, and camera systems) works as designed. Computer maintenance focuses on maintaining and correcting hardware issues on the Authority's computer mainframes.

Heavy & Light Maintenance is comprised of component repair/overhaul (Backshops), comprehensive scheduled inspections and the Life Cycle Asset Reliability Enhancement (LCARE) program. Light Maintenance is comprised of running repair and scheduled preventive maintenance inspections of the active rail car fleet.

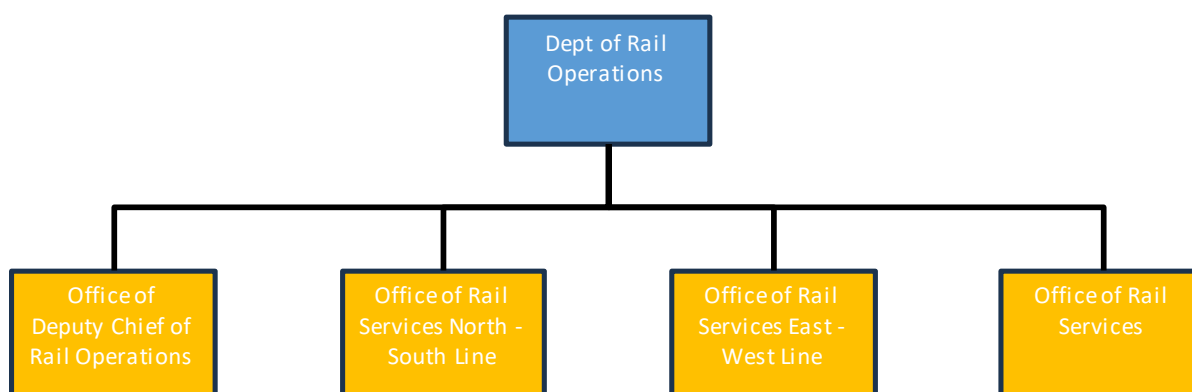
Rail Car Appearance performs minor and major interior and exterior cleaning of the Authority's rail car fleet. Rail Car Maintenance activities are performed at Armour Yard, Avondale, and South Yard maintenance facilities.

Rail Car Maintenance Reliability Engineering provides engineering technical support to Rail Car Maintenance personnel in support of MARTA's three heavy rail car fleets; generates new alerts, bulletins, notifications, procedures, and other technical documentation that provides technical guidance and support to shop personnel conducting rail car maintenance activities; and participates in development, writing and review of existing rail car modifications and new rail car specifications for the authority.

Quality Control teams focus on improving products produced by Rail Car Maintenance through proven quality control processes and concepts. Deliver the LCARE program with speed and efficiency

- Minimize use of overtime to the greatest extent practical by increasing efficiency
- Support on time deliverables for any GDOT reportable incidents

Department of Rail Operations



| | FY23 | FY24 | FY25 | FY26 | FY26 |
|-------------------------------|---------------|---------------|---------------|----------------|---------------------|
| | Actual | Actual | Actual | Adopted | \$ Change from FY25 |
| CATEGORY OF EXPENSE | | | | | |
| Labor | \$ 39,358,342 | \$ 42,909,024 | \$ 50,005,506 | \$ 50,439,395 | \$ 433,889 |
| Non-Labor | \$ 6,268,427 | \$ 13,355,937 | \$ 15,183,320 | \$ 14,860,220 | \$ (323,100) |
| Gross Operating Total | \$ 45,626,769 | \$ 56,264,961 | \$ 65,188,826 | \$ 65,299,615 | \$ 110,789 |
| Allocation | \$ (251,434) | \$ (249,063) | \$ (250,780) | \$ (1,462,493) | \$ (1,211,713) |
| Net Operating Expenses | \$ 45,375,335 | \$ 56,015,898 | \$ 64,938,046 | \$ 63,837,123 | \$ (1,100,923) |

| | FY23 | FY24 | FY25 | FY26 | FY26 |
|--------------------------|--------|--------|--------|----------|------------------|
| | Actual | Actual | Budget | Proposed | Change from FY25 |
| PERSONNEL SUMMARY | | | | | |
| Total | 556 | 552 | 553 | 552 | -1 |

Summary of Operations

The **Department of Rail Operations** is responsible for the oversight and management of the Authority's facilities, direction and management of heavy and light rail services, vertical transportation systems, rail car maintenance which includes oversight of maintenance, repair, and rehabilitation of the Authority's rail fleet.

Core Functions

- Rail Services North/South Line
- Rail Services East/West Line
- Light Rail Operations

Office Descriptions

The **Office of Deputy Chief Rail Operations** is responsible for the management and coordination of the rail fleets, ensuring safe, efficient, and cost-effective transportation for our riders. This includes the scheduling of vehicles, preparation for service, communication with all operators, control of rail vehicles, and supervision of daily transit operations.

Functions include directing and controlling all activities of the Integrated Operations Center through co-location of MARTA core communications and operations groups which is central to MARTA's upgraded train control and SCADA systems.

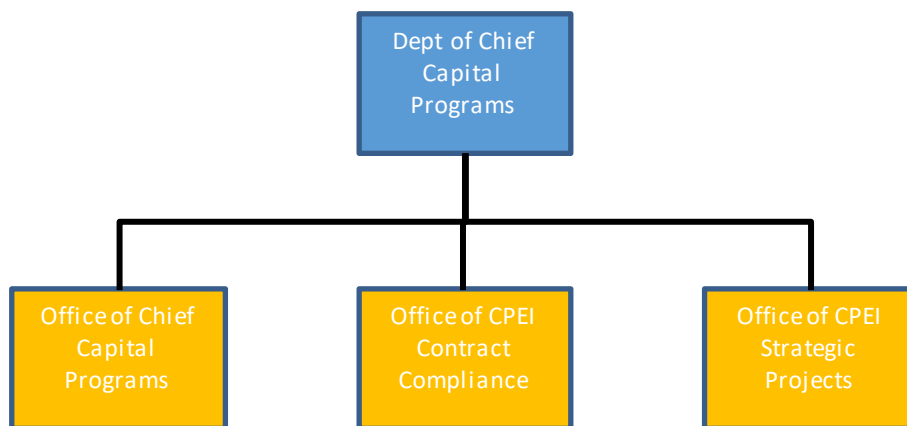
The **Office of Rail Services – North/South Line** is responsible for the safe and efficient operation of all rail car movement within the MARTA rail system N/S Line. Rail Transportation & Station Services supports all operations on the North-South bound mainline track, rail yards, dispatch, stations, and station agents. Marta's 102 N/S Line rail operators are responsible for conducting MARTA railcars and rail routes of the Authority in accordance with MARTA's rules, regulations, and policies consistent with the safety and welfare of the general public and for the safe operation of equipment, maintaining a reasonable schedule, picking up and discharging passengers at rail station platforms. The office is responsible for the delivery and performance of custodial services (light and heavy cleaning) at rail stations, bus loops, parking facilities, and cleaning of trains at terminal point stations.

The **Office of Rail Services – East/West Line** is responsible for the safe and efficient operation of all rail car movement within the MARTA rail system E/W Line. Rail Transportation & Station Services supports all operations on the East/West bound mainline track, rail yards, dispatch, stations, and station agents. MARTA's 51 E/W Line rail operators are responsible for conducting MARTA railcars and rail routes of the Authority in accordance with MARTA's rules, regulations, and policies consistent with the safety and welfare of the general public, and the safe operation of equipment, maintaining a reasonable schedule,

picking up and discharging passengers at rail station platforms. The office is responsible for the delivery and performance of custodial services (light and heavy cleaning) at rail stations, bus loops, parking facilities, and cleaning of trains at terminal point stations.

The **Branch of Light Rail** is under the Office of Rail Services – East/West Line where there are transportation and Maintenance personnel. Light Rail Operations is responsible for the safe and efficient operations of all Light Rail Vehicle (LRV)/Streetcar movement along the 2.7-mile Atlanta Streetcar loop in downtown Atlanta and yard space. Light Rail provides revenue service on a fifteen (15) minute headway and services twelve (12) stops. Light Rail Maintenance and contractors conduct time based preventative maintenance on four (4) Streetcars, three (3) traction power substations, the track and switches, and the overhead contact system (OCS). Light Rail establish, maintain, and implement operation and maintenance, staffing, and utilization plans.

Department of Chief Capital Programs



| | FY23 | FY24 | FY25 | FY26 | FY26 |
|-------------------------------|--------------|--------------|--------------|----------------|---------------------|
| | Actual | Actual | Actual | Adopted | \$ Change from FY25 |
| CATEGORY OF EXPENSE | | | | | |
| Labor | \$ 511,431 | \$ 609,730 | \$ 1,188,202 | \$ 1,800,508 | \$ 612,306 |
| Non-Labor | \$ 11,134 | \$ 11,371 | \$ 11,035 | \$ 140,545 | \$ 129,511 |
| Gross Operating Total | \$ 522,565 | \$ 621,101 | \$ 1,199,237 | \$ 1,941,053 | \$ 741,816 |
| Allocation | \$ (175,511) | \$ (139,673) | \$ (140,611) | \$ (1,840,391) | \$ (1,699,780) |
| Net Operating Expenses | \$ 347,054 | \$ 481,427 | \$ 1,058,625 | \$ 100,662 | \$ (957,964) |

| | FY23 | FY24 | FY25 | FY26 | FY26 |
|--------------------------|--------|--------|--------|----------|------------------|
| | Actual | Actual | Budget | Proposed | Change from FY25 |
| PERSONNEL SUMMARY | | | | | |
| Total | 4 | 6 | 12 | 11 | -1 |

Summary of Operations

The **Department of Chief Capital Programs** provides centralized leadership for the development, expansion, and innovation of MARTA's capital portfolio. The department establishes agency-wide capital improvement

policies and long-term strategies in collaboration with the Executive Management Team and the MARTA Board of Directors. With a focus on program innovation and compliance, the department ensures MARTA's capital investments are forward-looking, strategically

aligned, and delivered in accordance with federal, state, and local requirements.

Core Functions

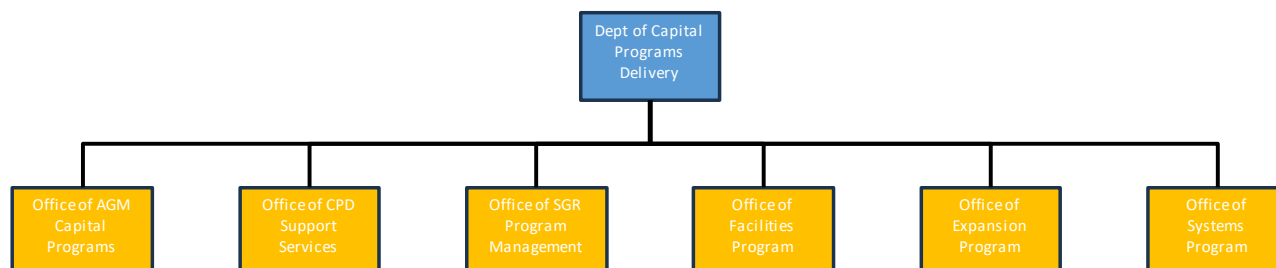
- Capital Planning and Program Development
- Expansion and Innovation Projects
- Capital Program Delivery and Oversight
- Policy, Procedures, and Performance Standards

Office Descriptions

The **Office of Chief Capital Programs** provides executive direction for MARTA's capital planning efforts. It leads the development of long-term investment strategies, aligns capital expansion with organizational priorities, and ensures projects meet federal and state requirements. The office also serves as the primary liaison to the Executive Management Team and the Board of Directors on capital program matters.

The **Office of CPEI Strategic Projects** directs high-profile and innovative capital initiatives that advance MARTA's long-term growth. It identifies and manages projects that introduce new technologies, expand service, and strengthen MARTA's role in regional mobility. This office provides leadership in project selection, funding strategies, and coordination with external partners to ensure MARTA's investments deliver maximum impact.

Department of Capital Programs Delivery



| | FY23 | FY24 | FY25 | FY26 | FY26 |
|-------------------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|
| | Actual | Actual | Actual | Adopted | \$ Change from FY25 |
| CATEGORY OF EXPENSE | | | | | |
| Labor | \$ 7,078,165 | \$ 6,955,034 | \$ 7,730,724 | \$ 9,087,990 | \$ 1,357,266 |
| Non-Labor | \$ 22,636 | \$ 5,640 | \$ 9,334 | \$ 77,000 | \$ 67,666 |
| Gross Operating Total | \$ 7,100,801 | \$ 6,960,675 | \$ 7,740,058 | \$ 9,164,990 | \$ 1,424,932 |
| Allocation | \$ (5,599,005) | \$ (5,627,014) | \$ (4,734,901) | \$ (8,402,168) | \$ (3,667,266) |
| Net Operating Expenses | \$ 1,501,795 | \$ 1,333,661 | \$ 3,005,157 | \$ 762,823 | \$ (2,242,334) |

| | FY23 | FY24 | FY25 | FY26 | FY26 |
|--------------------------|------------|-----------|-----------|-----------|------------------|
| | Actual | Actual | Budget | Proposed | Change from FY25 |
| PERSONNEL SUMMARY | | | | | |
| Total | 100 | 95 | 89 | 72 | -17 |

Summary of Operations

The **Department of Capital Programs Delivery** provides comprehensive management and oversight of MARTA's Capital Improvement Program (CIP), ensuring that capital investments are delivered on time, within budget, and in alignment with the Authority's strategic priorities. The department directs all phases of capital project execution—including state of good repair, system expansion, facilities, and technical systems—while coordinating resources and

maintaining accountability for performance. By driving efficient, transparent program delivery, the department ensures MARTA's infrastructure investments meet the needs of today's riders and support long-term regional growth.

Core Functions

- Program and Project Delivery for the Capital Improvement Program
- Oversight of State of Good Repair, Facilities, Expansion, and Systems Projects

- Resource Alignment, Compliance, and Performance Monitoring
- Support Services for Cost, Schedule, and Quality Assurance

Office Descriptions

The **Office of the AGM Capital Programs Delivery** provides executive leadership and direction for the department. It oversees program delivery strategy, establishes standards for accountability and performance, and ensures projects align with MARTA's Capital Improvement Program and broader strategic goals.

The **Office of SGR Program Management** ensures MARTA's existing assets remain safe, reliable, and efficient. It oversees projects that maintain and rehabilitate critical infrastructure—including bus, rail, and facilities—extending asset lifecycles and ensuring compliance with federal requirements.

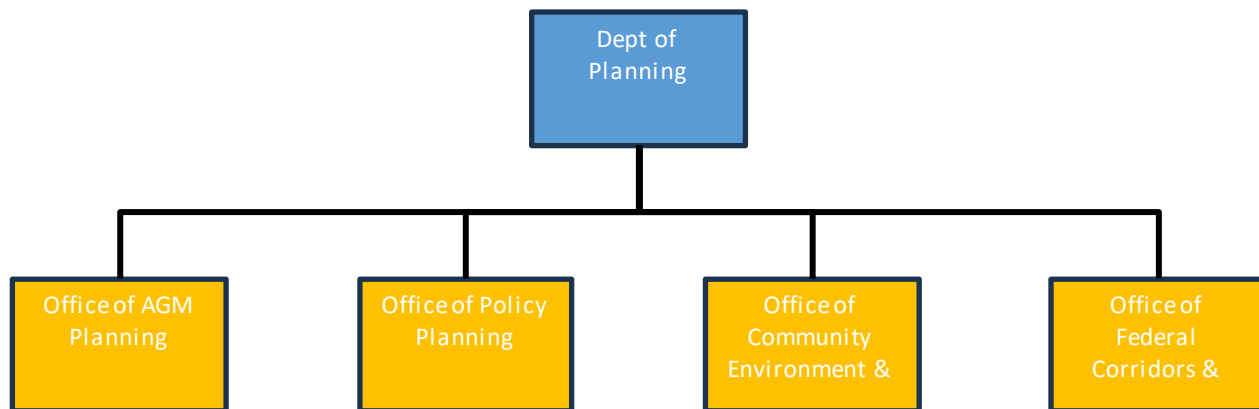
The **Office of Facilities Program Management** directs capital projects that improve, upgrade, or expand MARTA's operating, maintenance, and administrative facilities. This office ensures MARTA's facilities meet modern standards for safety, efficiency, and sustainability, while supporting current operations and future growth.

The **Office of Expansion Program Management** manages MARTA's major system expansion initiatives, including new lines, extensions, and transit corridor projects. It provides oversight of planning, design, and construction to ensure expansion projects are delivered efficiently, equitably, and in partnership with local jurisdictions and funding partners.

The **Office of Systems Program Management** oversees capital projects related to MARTA's technical and operational systems. This includes rail signaling, communications, fare collection, power distribution, and other critical technology. The office ensures these systems are modern, resilient, and capable of supporting safe and reliable operations.

The **Office of CPD Support Services** provides centralized project controls and administrative support for the department. It manages project scheduling, cost control, quality assurance, and reporting functions, ensuring all capital programs are delivered with transparency, accountability, and efficiency.

Department of Planning



| | FY23 | FY24 | FY25 | FY26 | FY26 |
|-------------------------------|--------------|--------------|--------------|----------------|---------------------|
| | Actual | Actual | Actual | Adopted | \$ Change from FY25 |
| CATEGORY OF EXPENSE | | | | | |
| Labor | \$ 798,055 | \$ 1,438,355 | \$ 1,846,169 | \$ 1,658,892 | \$ (187,277) |
| Non-Labor | \$ 54,851 | \$ 25,172 | \$ 37,401 | \$ 134,061 | \$ 96,659 |
| Gross Operating Total | \$ 852,906 | \$ 1,463,527 | \$ 1,883,571 | \$ 1,792,953 | \$ (90,618) |
| Allocation | \$ (430,846) | \$ (477,068) | \$ (917,230) | \$ (1,610,498) | \$ (693,269) |
| Net Operating Expenses | \$ 422,060 | \$ 986,459 | \$ 966,341 | \$ 182,454 | \$ (783,887) |

| | FY23 | FY24 | FY25 | FY26 | FY26 |
|--------------------------|--------|--------|--------|----------|------------------|
| | Actual | Actual | Budget | Proposed | Change from FY25 |
| PERSONNEL SUMMARY | | | | | |
| Total | 12 | 15 | 17 | 12 | -5 |

Summary of Operations

The **Department of Planning & Project Development** oversees a wide variety of programs and activities that range from corridor planning to environmental analysis to service development. The Department is responsible for the planning, design, and monitoring of bus services; conducting regional and long-range

planning which includes ridership modeling, identifying future locations for capital expansion projects, and guiding system expansion projects through various federal, state, and local funding processes.

Core Functions

- Policy Planning
 - Community, Environment & Innovation
 - Federal Corridors & Hubs
- Office Descriptions

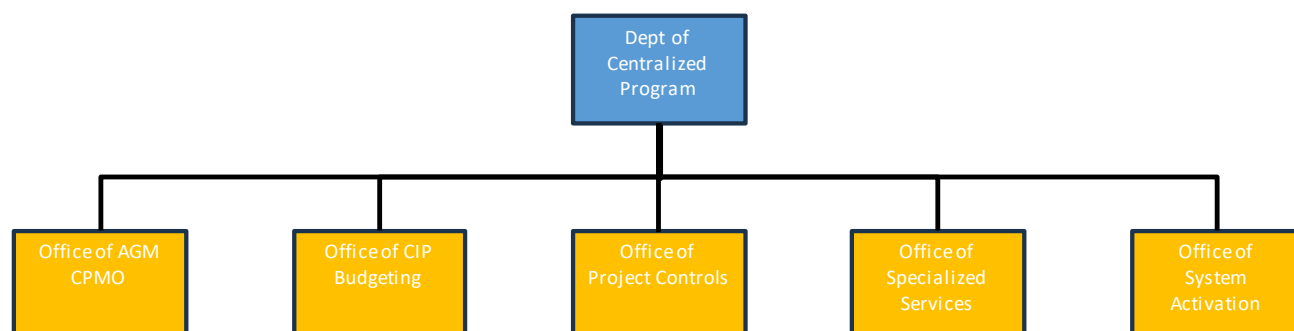
The **Office of the AGM of Planning** coordinates transit and service planning throughout the MARTA service area. Provides direction and management over assigned functional areas such as Federal & Local Hubs & Corridors, Policy Planning, Technical Services & Service Planning, Community, Environment & Innovation and serves as a key advisor to the General Manager and Deputy General Manager of Capital Programs, Expansion and Innovation on transit planning and project development matters. The AGM's Office also oversees and participates in the development of policies and procedures for all existing and expansion services and activities; supports cross-departmental development of projects from concept to preliminary design in consultation with the Capital Program Delivery team; and plans, develops, and oversees implementation of long- and short-range strategies and programs for the department to support the Authority's goals, objectives, and strategic plan.

The **Office of Policy Planning** oversees the development of MARTA's strategy, policy, and practice related to regional plans and project lists as well as federal guidance and policy. The Office is responsible for coordination with the Atlanta Regional Commission (ARC), Atlanta Transit Link Authority (ATL), and other planning partners. The Office ensures MARTA's projects are included in relevant regional planning processes. The Office is also responsible for coordinating with regional planning partners to ensure regional policies and plans are aligned with MARTA's mission and goals.

The **Office of Community, Environment, & Innovation** oversees MARTA's vision and values through the development of policies and initiatives related to continual community engagement, environmental sustainability, and innovation.

The **Office of Federal Corridors & Hubs** is responsible for all project activities necessary to meet environmental planning documentation and conceptual design consistent with the Nation Environmental Project Act (NEPA) and the Federal Transit Administration's (FTA) Project Development project. The Office manages transit planning projects and activities that utilize federal support and contribute to the advancement and expansion of MARTA's services.

Department of Centralized Program Management Office (CPMO)



| | FY23 | FY24 | FY25 | FY26 | FY26 |
|-------------------------------|----------------|--------------|--------------|--------------|---------------------|
| | Actual | Actual | Actual | Adopted | \$ Change from FY25 |
| CATEGORY OF EXPENSE | | | | | |
| Labor | \$ 2,291,118 | \$ 2,785,421 | \$ 2,716,073 | \$ 1,542,639 | \$ (1,173,433) |
| Non-Labor | \$ 9,309 | \$ 12,911 | \$ 6,554 | \$ 126,107 | \$ 119,553 |
| Gross Operating Total | \$ 2,300,427 | \$ 2,798,332 | \$ 2,722,626 | \$ 1,668,746 | \$ (1,053,880) |
| Allocation | \$ (1,038,326) | \$ (863,558) | \$ (52,338) | \$ (909,283) | \$ (856,945) |
| Net Operating Expenses | \$ 1,262,101 | \$ 1,934,774 | \$ 2,670,288 | \$ 759,463 | \$ (1,910,825) |

| | FY23 | FY24 | FY25 | FY26 | FY26 |
|--------------------------|--------|--------|--------|----------|------------------|
| | Actual | Actual | Budget | Proposed | Change from FY25 |
| PERSONNEL SUMMARY | | | | | |
| Total | 30 | 30 | 22 | 10 | -12 |

Summary of Operations

The **Centralized Program Management (CPMO)** provides agency-wide leadership and oversight for the delivery of MARTA's Capital Improvement Program (CIP). Acting as a centralized resource, the department establishes standards for budgeting, cost control, activation, and program support, ensuring capital projects are delivered with consistency, transparency, and accountability. By serving as a hub for governance and program management, the department strengthens MARTA's ability to

deliver safe, efficient, and high-quality capital investments that align with strategic priorities.

Core Functions

- Capital Improvement Program Budgeting and Resource Alignment
- Project Controls, Reporting, and Performance Monitoring
- System Activation and Readiness for Service
- Specialized Program Management Services

Office Descriptions

The **Office of the AGM CPMO** provides executive leadership and direction for the department. It ensures consistent program management standards across the Authority, establishes oversight mechanisms for the Capital Improvement Program, and serves as the central point of coordination for budgeting, controls, and activation functions.

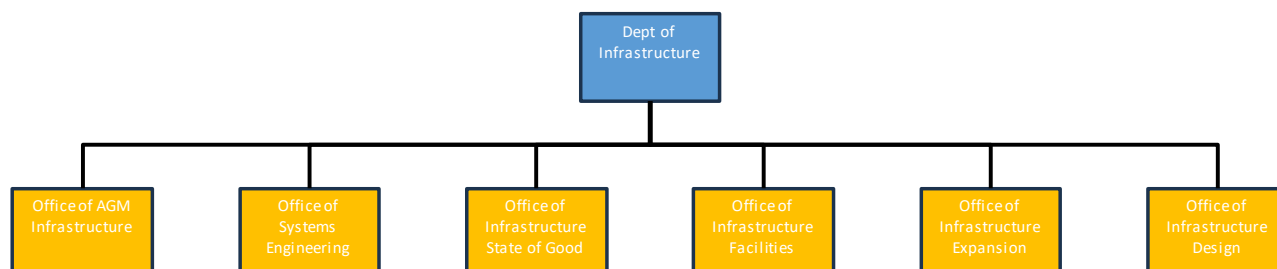
The **Office of CIP Budgeting** manages financial planning and resource allocation for the Capital Improvement Program. It develops capital budgets, monitors expenditures, and ensures projects are aligned with MARTA's strategic and financial priorities. The office also prepares financial reports and funding strategies to support program transparency and accountability.

The **Office Project Controls** oversees cost, schedule, risk, and performance tracking for capital projects. It establishes program management tools and standards, monitors progress, and provides reporting to ensure projects remain on time and within budget. The office also conducts risk assessments and implements corrective actions when needed.

The **Office of System Activation** coordinates the transition of completed capital projects into revenue service. It ensures assets are fully tested, certified, and operational before integration into the MARTA system. This includes managing readiness activities, staff training, and stakeholder coordination to ensure a smooth handoff from construction to operations.

The **Office of Specialized Services Program Management** provides targeted expertise and support for unique or complex capital initiatives. It manages specialized functions such as environmental reviews, permitting, third-party coordination, and other technical services required to deliver capital projects successfully. By offering flexible, expert-driven support, the office helps ensure MARTA's most complex projects are delivered effectively.

Department of Infrastructure



| | FY23 | FY24 | FY25 | FY26 | FY26 |
|-------------------------------|----------------|----------------|----------------|----------------|---------------------|
| | Actual | Actual | Actual | Adopted | \$ Change from FY25 |
| CATEGORY OF EXPENSE | | | | | |
| Labor | \$ 5,564,009 | \$ 5,578,315 | \$ 6,315,304 | \$ 6,636,783 | \$ 321,479 |
| Non-Labor | \$ 30,354 | \$ 30,667 | \$ 39,002 | \$ 74,096 | \$ 35,094 |
| Gross Operating Total | \$ 5,594,364 | \$ 5,608,982 | \$ 6,354,305 | \$ 6,710,879 | \$ 356,573 |
| Allocation | \$ (4,714,360) | \$ (4,804,149) | \$ (4,080,710) | \$ (6,718,996) | \$ (2,638,286) |
| Net Operating Expenses | \$ 880,004 | \$ 804,833 | \$ 2,273,595 | \$ (8,117) | \$ (2,281,713) |

| | FY23 | FY24 | FY25 | FY26 | FY26 |
|--------------------------|--------|--------|--------|----------|------------------|
| | Actual | Actual | Budget | Proposed | Change from FY25 |
| PERSONNEL SUMMARY | | | | | |
| Total | 58 | 57 | 54 | 46 | -8 |

Summary of Operations

The **Department of Infrastructure** manages civil, structural, electrical and mechanical engineering disciplines, including engineering services required to maintain the Authority in a safe state of good repair; develops and directs the implementation of process and procedures to ensure Safety and Quality are incorporated into engineering projects and programs; manages the development and maintenance of facilities engineering design criteria; and ensures the coordination and cooperation between Infrastructure Engineering and all other MARTA business units.

Core Functions

- Engineering Design and Technical Services
- State of Good Repair for Civil, Structural, Electrical, and Mechanical Assets
- Facilities Management and Modernization
- Infrastructure Expansion and Renewal
- Design Standards, Specifications, and Quality Assurance

Office Descriptions

The **Office of AGM of Infrastructure** provides executive leadership for MARTA's engineering and infrastructure programs. It ensures all engineering disciplines are aligned with safety, quality, and state of good repair priorities while supporting system growth and modernization.

The **Office of Systems Engineering Infrastructure** manages civil, structural, electrical, and mechanical engineering services required to support MARTA's operations. It provides technical expertise and design support for projects, ensuring all infrastructure systems are reliable, safe, and built to industry standards.

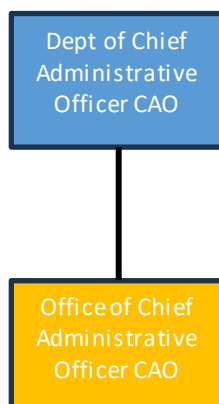
The **Office of Infrastructure State of Good Repair** oversees maintenance and rehabilitation projects that extend the life of MARTA's assets. It ensures compliance with safety requirements, addresses aging infrastructure, and prioritizes capital renewal projects to maintain consistent service reliability.

The **Office of Infrastructure Facilities** manages engineering and design services for MARTA's administrative, operating, and maintenance facilities. It directs facility improvements, modernization projects, and system upgrades to support current operations and prepare for future growth.

The **Office of Infrastructure Expansion** provides engineering leadership for system growth projects, including new lines, extensions, and facility expansions. It ensures expansion projects are designed and delivered to meet technical standards, safety requirements, and operational needs.

The **Office of Infrastructure Design Standards & Specifications** develops and maintains MARTA's engineering design criteria. It establishes technical specifications, processes, and quality standards that ensure consistency across all infrastructure projects and compliance with regulatory requirements.

Department of Chief Administrative Officer



| | FY23 | FY24 | FY25 | FY26 | FY26 |
|-------------------------------|-------------------|------------------|-------------------|-------------------|---------------------|
| | Actual | Actual | Actual | Adopted | \$ Change from FY25 |
| CATEGORY OF EXPENSE | | | | | |
| Labor | \$ 388,971 | \$ 80,884 | \$ 232,631 | \$ 386,040 | \$ 153,410 |
| Non-Labor | \$ 2,857 | \$ 10,000 | \$ 237 | \$ 22,386 | \$ 22,149 |
| Gross Operating Total | \$ 391,828 | \$ 90,884 | \$ 232,868 | \$ 408,426 | \$ 175,558 |
| Allocation | \$ (20,865) | \$ (8,647) | - | \$ (38,526) | \$ (38,526) |
| Net Operating Expenses | \$ 370,963 | \$ 82,237 | \$ 232,868 | \$ 369,900 | \$ 137,033 |

| | FY23 | FY24 | FY25 | FY26 | FY26 |
|--------------------------|----------|----------|----------|----------|------------------|
| | Actual | Actual | Budget | Proposed | Change from FY25 |
| PERSONNEL SUMMARY | | | | | |
| Total | 2 | 2 | 1 | 1 | 0 |

The **Department of Chief Administrative Officer/CAO** provides executive-level leadership and oversight of MARTA's administrative functions, serving as a strategic partner to the General Manager/CEO. The department ensures organizational efficiency, supports governance and policy development, and advances initiatives that strengthen MARTA's operational effectiveness and customer focus.

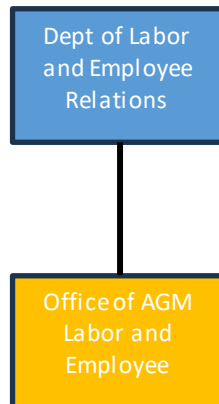
Core Functions

- Executive Administration and Governance Support
- Policy Development and Organizational Alignment
- Strategic Planning and Performance Oversight

Office Descriptions

The **Office the Chief Administrative Officer/CAO** provides leadership and direction to the overall Authority. The office oversees governance processes, coordinates cross-departmental initiatives, and ensures policies and procedures are consistent with MARTA's strategic objectives. It also monitors organizational performance and drives improvements in efficiency, transparency, and accountability. By serving as a central hub for administration, the office ensures MARTA remains responsive to the needs of its riders, employees, and stakeholders while advancing the Authority's mission.

Department of Labor and Employee Relations



| | FY23 | FY24 | FY25 | FY26 | FY26 |
|-------------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|
| | Actual | Actual | Actual | Adopted | \$ Change from FY25 |
| CATEGORY OF EXPENSE | | | | | |
| Labor | \$ 934,730 | \$ 1,061,294 | \$ 1,082,508 | \$ 1,167,747 | \$ 85,239 |
| Non-Labor | \$ 71,767 | \$ 56,986 | \$ 38,361 | \$ 96,316 | \$ 57,955 |
| Gross Operating Total | \$ 1,006,497 | \$ 1,118,279 | \$ 1,120,869 | \$ 1,264,063 | \$ 143,194 |
| Allocation | \$ (484,208) | \$ (564,029) | - | - | - |
| Net Operating Expenses | \$ 522,289 | \$ 554,250 | \$ 1,120,869 | \$ 1,264,063 | \$ 143,194 |

| | FY23 | FY24 | FY25 | FY26 | FY26 |
|--------------------------|----------|----------|----------|----------|------------------|
| | Actual | Actual | Budget | Proposed | Change from FY25 |
| PERSONNEL SUMMARY | | | | | |
| Total | 9 | 9 | 8 | 8 | 0 |

Summary of Operations

The **Department of Labor and Employee Relations** is responsible for the oversight and management of the labor strategy and spearheads all activities related to labor negotiations in accordance with the Authority's strategic priorities and workforce needs. The department is charged with building a productive relationship with its labor partners to achieve MARTA's priorities and interest and ensures

adherence to the terms of the Labor Agreement. The department has a centralized team of labor relations professionals that assist the Assistant General Manager with the labor strategy and is responsible for managing employee relations issues, conducting investigations, and serving as a resource to the employees and management members of the Authority. The department is also responsible for the development of policies, procedures, and guidelines that govern

improvements in MARTA's employee relations programs.

Core Functions

- Labor Relations
- Collective Bargaining Agreement(s)
- Employee Relations

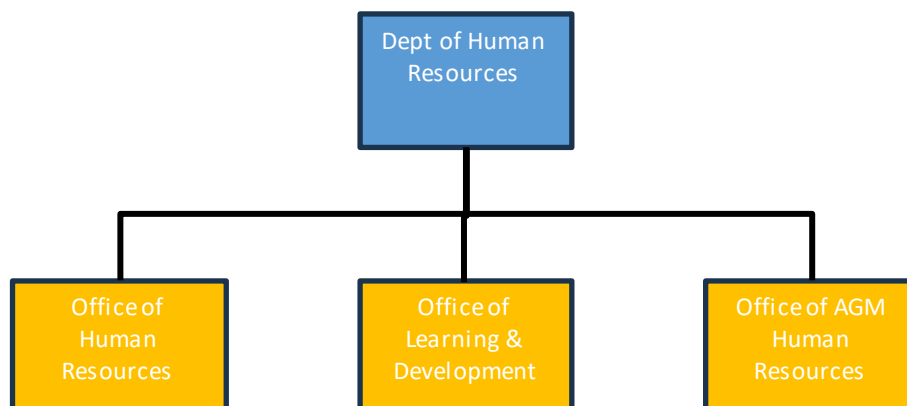
Office Descriptions

The **Office of Labor & Employee Relations** authorizes and administers the labor agreement with the Amalgamated Transit Union, Local 732.

The office also:

- Advises Authority management on matters relative to labor activities, contract interpretation/administration.
- Monitors the administration of disciplinary action in accordance with the labor agreement, work rules and Authority policies and procedures.
- Develops, implements, and administers programs designed to mitigate and resolve labor relations and employee relations conflicts, complaints, and non-Title VII complaints.
- Assists in communication between employees and supervisors, corrective action plans, performance improvement plans, disciplinary actions and clarification of personnel policies and procedures.
- Developed and executed on a Department Communication Plan to increase visibility, strengthen brand, and enhance the service provided to our internal stakeholders through guidance, roundtable sessions and other useful resources.

Department of Human Resources



| | FY23 | FY24 | FY25 | FY26 | FY26 |
|-------------------------------|--------------|--------------|--------------|--------------|---------------------|
| | Actual | Actual | Actual | Adopted | \$ Change from FY25 |
| CATEGORY OF EXPENSE | | | | | |
| Labor | \$ 5,634,524 | \$ 5,215,540 | \$ 6,710,307 | \$ 5,256,550 | \$ (1,453,757) |
| Non-Labor | \$ 2,553,880 | \$ 2,772,011 | \$ 2,930,901 | \$ 2,597,536 | \$ (333,366) |
| Gross Operating Total | \$ 8,188,403 | \$ 7,987,550 | \$ 9,641,208 | \$ 7,854,086 | \$ (1,787,123) |
| Allocation | \$ (485,805) | \$ (507,152) | (0) | \$ (245,864) | \$ (245,864) |
| Net Operating Expenses | \$ 7,702,599 | \$ 7,480,398 | \$ 9,641,208 | \$ 7,608,221 | \$ (2,032,987) |

| | FY23 | FY24 | FY25 | FY26 | FY26 |
|--------------------------|--------|--------|--------|----------|------------------|
| | Actual | Actual | Budget | Proposed | Change from FY25 |
| PERSONNEL SUMMARY | | | | | |
| Total | 15 | 16 | 13 | 12 | -1 |

Summary of Operations

The **Department of Human Resources** is responsible for leading and influencing the strategic development and implementation of comprehensive, Authority-wide Human Resources programs.

Along with the department's AGM, the Offices of Human Resources and Learning and

Development are responsible for designing, planning, developing, implementing, and administering effective programs and services. Such programs and services are targeted to best meet the needs of the Authority with emphasis on sustainability, change, and growth.

The AGM of Human Resources works closely with members of the C-Team and the Executive Management Team to build partnerships and

identify strategies to best support the day-to-day operations and overall service delivery.

Offices Descriptions

The **Office of Human Resources** partners with other operational and strategic business units within MARTA to assure the achievement of organizational goals and objectives. A primary responsibility of this office is to enhance the organization's effectiveness through the development of MARTA's human resources. We provide oversight that ensures the office's vision is actualized – "Providing tools and support to inspire MARTA employees toward excellence". The HR Office is comprised of the branches of Recruiting, Compensation & Benefits, Human Resources Information System (HRIS), and Retirement Benefits. The myriad of comprehensive employee-focused services the office provides is appropriately aligned with its mission.

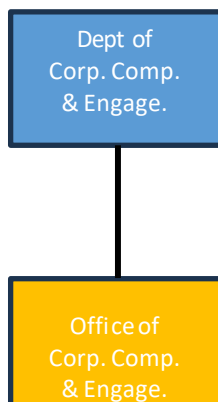
Human Resources is the primary source to attract, develop, motivate, and retain a diverse team of highly skilled employees who are accountable for recognizing and responding to our customers' needs while promoting organizational and individual achievement.

The critical role that the HR Office plays in the organization is demonstrated by its ability to effectively balance the needs of both employees and the organization. The HR Office provides the following comprehensive services: recruitment, salary administration, HRIS and employee records, employee wellness, employee assistance program, occupational medical services, transitional employment, and pension administration.

The Office is responsible for designing and administering flexible, cost-effective benefit programs that can be individually tailored and are instrumental in attracting and retaining a talented and diverse workforce.

The **Office of Learning and Development** is responsible for delivering comprehensive employee development services in support of the enterprise. We are transforming and evolving to provide value services to the workforce and stakeholders that include core skills and leadership development, organizational development, and centralized administration of training services. The Office will be introducing new ways of learning at MARTA, launching a major training modernization effort with the goal to upgrade and modernize training facilities and learning technologies in support of 21st century workforce development practices.

Department of Corporate Compliance & Engagement



| | FY23 | FY24 | FY25 | FY26 | FY26 |
|-------------------------------|---------------------|---------------------|---------------------|---------------------|-----------------------|
| | Actual | Actual | Actual | Adopted | \$ Change from FY25 |
| CATEGORY OF EXPENSE | | | | | |
| Labor | \$ 1,312,837 | \$ 1,342,536 | \$ 1,772,197 | \$ 1,502,009 | \$ (270,189) |
| Non-Labor | \$ 162,210 | \$ 148,232 | \$ 149,795 | \$ 205,051 | \$ 55,256 |
| Gross Operating Total | \$ 1,475,047 | \$ 1,490,768 | \$ 1,921,993 | \$ 1,707,060 | \$ (214,933) |
| Allocation | \$ (314,456) | \$ (315,959) | \$ 0 | \$ (830,052) | \$ (830,052) |
| Net Operating Expenses | \$ 1,160,591 | \$ 1,174,809 | \$ 1,921,993 | \$ 877,007 | \$ (1,044,985) |

| | FY23 | FY24 | FY25 | FY26 | FY26 |
|--------------------------|-----------|-----------|-----------|-----------|------------------|
| | Actual | Actual | Budget | Proposed | Change from FY25 |
| PERSONNEL SUMMARY | | | | | |
| Total | 15 | 16 | 13 | 12 | -1 |

Summary of Operations

The **Department of Corporate Compliance & Engagement** ensures MARTA operates with integrity, transparency, and accountability while fostering meaningful engagement with employees, patrons, and business partners. The department safeguards compliance with all federal, state, and local requirements, establishes

strong ethical standards, and builds a culture of trust and inclusion. At the same time, it develops and manages engagement strategies that connect MARTA with its workforce and the communities it serves, reinforcing MARTA's role as a reliable, customer-focused transit agency.

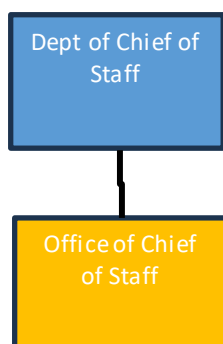
Core Functions

- Regulatory and Program Compliance
- Ethics, Risk, and Internal Controls
- Employee and Customer Engagement
- Stakeholder and Business Community Partnerships

Office Descriptions

The **Office of Corporate Compliance & Engagement** oversees regulatory programs, ensuring MARTA meets federal and state requirements. The office develops internal policies and controls to mitigate risk, manage audits, and promote ethical practices across the Authority. In addition, it leads employee engagement and well-being initiatives while building partnerships with local communities and business stakeholders to strengthen equity, transparency, and trust in MARTA's services.

Department of Chief of Staff



| | FY23 | FY24 | FY25 | FY26 | FY26 |
|-------------------------------|--------------|--------------|--------------|--------------|---------------------|
| | Actual | Actual | Actual | Adopted | \$ Change from FY25 |
| CATEGORY OF EXPENSE | | | | | |
| Labor | \$ 1,726,082 | \$ 823,506 | \$ 709,211 | \$ 690,402 | \$ (18,808) |
| Non-Labor | \$ 626,142 | \$ 486,966 | \$ 303,552 | \$ 376,170 | \$ 72,618 |
| Gross Operating Total | \$ 2,352,224 | \$ 1,310,472 | \$ 1,012,763 | \$ 1,066,572 | \$ 53,809 |
| Allocation | \$ (701,840) | \$ (167,953) | \$ 8,527 | \$ (284,942) | \$ (293,469) |
| Net Operating Expenses | \$ 1,650,384 | \$ 1,142,519 | \$ 1,021,290 | \$ 781,631 | \$ (239,659) |

| | FY23 | FY24 | FY25 | FY26 | FY26 |
|--------------------------|--------|--------|--------|----------|------------------|
| | Actual | Actual | Budget | Proposed | Change from FY25 |
| PERSONNEL SUMMARY | | | | | |
| Total | 3 | 3 | 3 | 3 | 0 |

Summary of Operations

The **Department of Chief of Staff** supports the General Manager/CEO and Executive Leadership Team by ensuring seamless coordination of priorities, communications, and governance. The department acts as a strategic partner across the Authority, aligning executive initiatives with organizational goals and facilitating strong relationships with MARTA's Board of Directors, business partners, elected officials, and other key stakeholders.

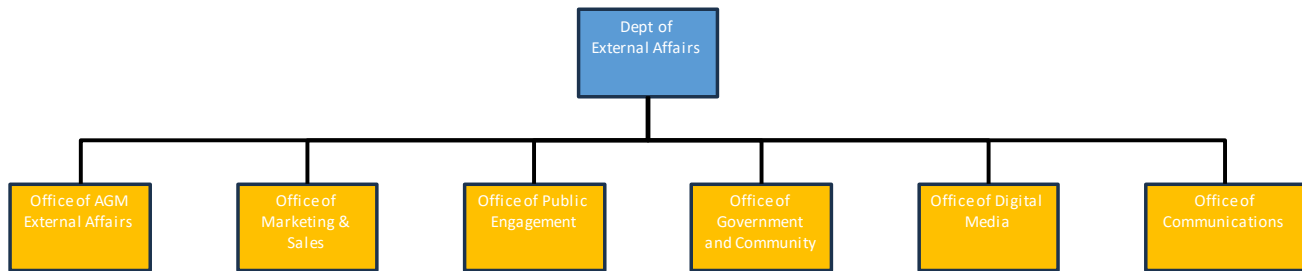
Core Functions

- Executive and Board Coordination
- Strategic Policy and Planning Support
- Internal and External Communications

Office Descriptions

The **Office of Chief of Staff** maintains effective relationships with both internal and external customers; interacts on a regular basis with executive staff, elected officials, legal counsel, transit patrons, representatives of foundations, companies, and other transit agencies. The Chief of Staff functions as a key member of the General Manager's team and works with other team members to ensure maximum support for the Authority; advising and staffing the General Managers speaking engagements and supports the executive office in daily operations and formalized ad hoc tasks.

Department of External Affairs



| | FY23 | FY24 | FY25 | FY26 | FY26 |
|-------------------------------|--------------|--------------|--------------|----------------|---------------------|
| | Actual | Actual | Actual | Adopted | \$ Change from FY25 |
| CATEGORY OF EXPENSE | | | | | |
| Labor | \$ 2,426,584 | \$ 3,180,402 | \$ 3,405,092 | \$ 3,950,400 | \$ 545,309 |
| Non-Labor | \$ 1,471,744 | \$ 1,392,425 | \$ 1,722,504 | \$ 2,058,102 | \$ 335,598 |
| Gross Operating Total | \$ 3,898,327 | \$ 4,572,827 | \$ 5,127,595 | \$ 6,008,502 | \$ 880,907 |
| Allocation | \$ (413,653) | \$ (492,589) | (228) | \$ (1,371,535) | \$ (1,371,307) |
| Net Operating Expenses | \$ 3,484,674 | \$ 4,080,238 | \$ 5,127,368 | \$ 4,636,967 | \$ (490,400) |

| | FY23 | FY24 | FY25 | FY26 | FY26 |
|--------------------------|--------|--------|--------|----------|------------------|
| | Actual | Actual | Budget | Proposed | Change from FY25 |
| PERSONNEL SUMMARY | | | | | |
| Total | 31 | 31 | 31 | 33 | 2 |

Summary of Operations

The **Department of External Affairs** is responsible for maintaining MARTA's public image and serves as the public-facing arm of the Authority.

Core Functions

- External Affairs
- Communications
- Digital Media
- Marketing & Sales
- Government & Community Relations

- Stakeholder & Public Engagement

Office Descriptions

The **Office of AGM External Affairs** encompasses Communications, Stakeholder and Public Engagement, Government & Constituent Relations, Marketing and Sales, Digital Media and Film and Media Offices. The office serves as the frontline for MARTA's involvement in the community seeking to engage our riders and non-riders in the transit conversation and is charged with facilitating community forums and public hearings.

The **Office of Communications** is responsible for developing and implement an annual strategic communications plan; providing briefing materials for all media requested interviews; liaise with and direct communications/media efforts with local, state, national and international media; advise/consult with GM/CEO and senior staff on media and public relations strategies.

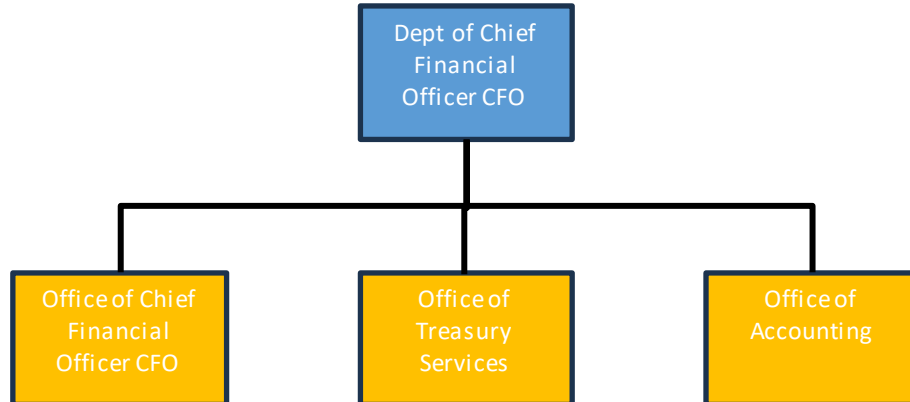
The **Office of Government & Community Affairs** is responsible for directing, developing, and maintaining positive and effective relationships with the various levels of government (federal, state, and local) that interface with or impact the financing, development, and operations of the Authority, as well as stakeholders in the community; organized by the jurisdictions in MARTA's existing service areas. The office is also responsible for producing and staffing quarterly jurisdictional briefings; maintain relationships and confer with members of the Fulton, DeKalb, and Clayton County Commissions, Atlanta City Council and Mayor's Office, Georgia General Assembly, the United States Congress, and other holders of state, local, and regional public office and their staff to encourage support for all matters favorable to MARTA's interests.

The **Office of Public Engagement** is structured to foster and maintain supportive relationships among stakeholders and the public, strengthen the authority's constituent network, and positively influence the public's perception. The office oversees MARTA's public-facing activities and outreach initiatives by providing multi-layered strategies to engage and educate MARTA customers and stakeholders. Develops and enhance strategic partnerships with local/community groups and organizations, professional associations, transit advocacy groups, and other similar groups.

The **Office of Marketing & Sales** is responsible for MARTA's daily customer communication (content, layout/design), which includes management and oversight of system maps, rail maps, digital displays, bus audio, service changes, social media, itsmarta.com, MARTAnet, and breezcard.com. Coordinates the Authority's advertising initiatives and monitors the advertising vendors. Form strategic alliances and trade partnerships. Oversee revenue-generating contracts – transit advertising, bus shelter advertising, digital signs, and audio advertising on trains and platforms, representing approximately \$7 million annually to the Authority. Responsible for all aspects of high-volume printing for the Authority and manage production (copying, printing, laminating, etc.).

The **Office of Digital Media** develops and executes digital strategies to drive, elevate and evolve the MARTA brand; generates original content to tell the MARTA story – including behind the scenes profiles and positive customer experiences; implements social media strategies to increase engagement with all audiences by monitoring and participating in conversations to ensure that information about MARTA is accurate and updated.

Department of Chief Financial Officer/CFO



| | FY23 | FY24 | FY25 | FY26 | FY26 |
|----------------------------|----------------|----------------|--------------|----------------|---------------------|
| | Actual | Actual | Actual | Adopted | \$ Change from FY25 |
| CATEGORY OF EXPENSE | | | | | |
| Labor | \$ 6,272,130 | \$ 5,352,361 | \$ 6,741,966 | \$ 5,650,984 | \$ (1,090,982) |
| Non-Labor | \$ 345,169 | \$ 721,793 | \$ 360,729 | \$ 280,999 | \$ (79,730) |
| Gross Operating Total | \$ 6,617,299 | \$ 6,074,154 | \$ 7,102,696 | \$ 5,931,984 | \$ (1,170,712) |
| Allocation | \$ (1,646,466) | \$ (1,717,092) | \$ (299,343) | \$ (2,137,600) | \$ (1,838,257) |
| Net Operating Expenses | \$ 4,970,833 | \$ 4,357,062 | \$ 6,803,353 | \$ 3,794,383 | \$ (3,008,969) |

| | FY23 | FY24 | FY25 | FY26 | FY26 |
|--------------------------|--------|--------|--------|----------|------------------|
| | Actual | Actual | Budget | Proposed | Change from FY25 |
| PERSONNEL SUMMARY | | | | | |
| Total | 45 | 46 | 43 | 40 | -3 |

Summary of Operations

The **Department of Chief Financial Officer/CFO** serves as the financial strategic business partner and trusted advisor to:

- Promote actions to achieve the Authority's priorities
- Develop and maintain sound fiscal policies, consistent with any statutory requirements and the industry best practices

- Deliver a clear and accurate picture of the Authority's current and future financial position
- Improve the effectiveness, efficiency, and integration of the Authority's business processes
- Proactively report on, analyze, and recommend actions for improvement
- Provide excellent service to internal and external stakeholders

Core Functions

- Budget Preparation and Administration, Forecasting, and Financial Analysis
- Evaluate and execute various Financing strategies
- Debt and Investment Administration
- Financial Management
- Financial Policy Development, Reporting and Compliance
- Financial Risk Analysis and Hedging
- Financial and Technology Process Efficiency
- Accounting in accordance with GAAP and GASB standards
- Grant Management and Compliance
- Contracts, Procurement & Materials

Office Descriptions

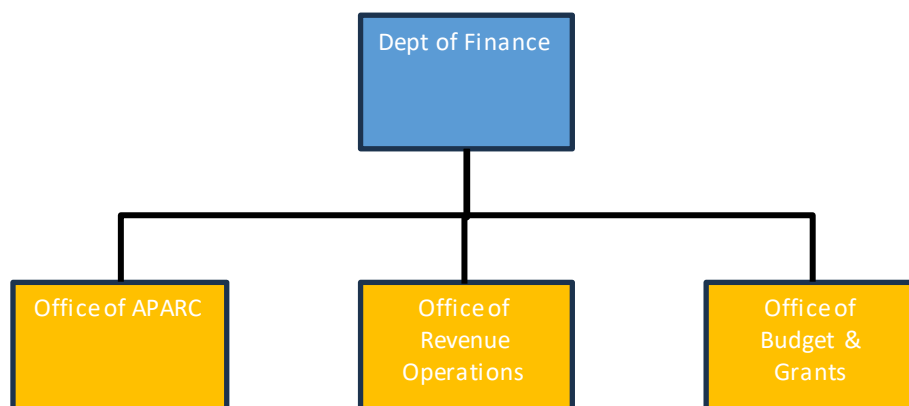
The **Office of the Chief Financial Officer** is responsible for the management of the operations, administrative and legislative functions of the Division of Finance. This includes fiscal policy development and implementation, providing managerial and financial advisory services ensuring optimized financial performance and proficiency. This office is also responsible for providing financial strategy advice to the GM/CEO, Executive Team, the Board of Directors, and Business Management Committee.

The **Office Treasury Services** oversees major functions of the Authority's financial position with primary responsibilities for (1) financial planning and analysis and (2) cash and investment management. The office is responsible for the Authority's Debt Management and Financing Program, including new money bond issues, refunding of prior bond issues, financial analytics, financial modeling support, and developing and implementing financing strategies. Through sound cash and investments management, the office provides monthly short and long-term cash flow performance and forecasting reporting to allow accurate planning for liquidity requirements, maximizing investment yield while minimizing risk, implements fuel hedging actions to protect the operating fuel budget against price volatility. Treasury is responsible for performing variance analysis for bank fees and follow up with

banks regarding increases and/or discrepancies. Responsibilities also include opening and maintaining all MARTA's bank accounts and administration of the Authority Purchase Card Program.

The **Office of Accounting** is responsible for ensuring that the Authority's revenues are properly accounted for and expended in a manner consistent with GASB and GAAP standards. The Office of Accounting's functions and duties include management of general accounting functions, Accounts Receivable, Accounts Payable, Payroll and Cost Analysis, General Ledger and Financial Reporting, Fixed Asset management, coordination of external audits, coordination of the department's responses to compliance issues, and development of financial policies and procedures.

Department of Finance



| | FY23 | FY24 | FY25 | FY26 | FY26 |
|-------------------------------|----------------------|----------------------|----------------------|----------------------|---------------------|
| | Actual | Actual | Actual | Adopted | \$ Change from FY25 |
| CATEGORY OF EXPENSE | | | | | |
| Labor | \$ 10,168,009 | \$ 9,857,686 | \$ 11,147,955 | \$ 10,955,268 | \$ (192,687) |
| Non-Labor | \$ 2,029,748 | \$ 1,858,722 | \$ 1,672,515 | \$ 2,983,434 | \$ 1,310,919 |
| Gross Operating Total | \$ 12,197,756 | \$ 11,716,408 | \$ 12,820,470 | \$ 13,938,702 | \$ 1,118,233 |
| Allocation | \$ (482,917) | \$ (526,601) | (2,234) | \$ (1,727,092) | \$ (1,724,858) |
| Net Operating Expenses | \$ 11,714,840 | \$ 11,189,807 | \$ 12,818,235 | \$ 12,211,610 | \$ (606,625) |

| | FY23 | FY24 | FY25 | FY26 | FY26 |
|--------------------------|------------|------------|------------|------------|------------------|
| | Actual | Actual | Budget | Proposed | Change from FY25 |
| PERSONNEL SUMMARY | | | | | |
| Total | 111 | 109 | 110 | 107 | -3 |

Summary of Operations

The **Department of Finance** manages and accounts for the Authority's financial resources, executes financial debt strategies, performs revenue collection, processing, and clearinghouse functions, plans, and administers parking services, invests Authority funds to maximize income in compliance with all

governing financial and accounting standards and laws, and maintains fiscal liquidity to support the operations of the Authority.

The Department of Finance serves to:

- Deliver a clear and accurate picture of the Authority's current and future financial position
- Improve the effectiveness, efficiency, and integration of the Authority's business processes
- Proactively report on, analyze, and recommend actions for improvement
- Provide excellent service to internal and external customers

Core Functions

- Full-Cycle Accounting in accordance with GAAP and GASB standards
- Financial Policy Development, Reporting and Compliance
- Revenue Collection and Administration
- Financial and Risk Analysis
- Financial and Technology Process Efficiency
- Evaluate and execute financing strategies
- Financial Risk Analysis and Fuel Hedging
- Parking Services Planning and Administration

Office Descriptions

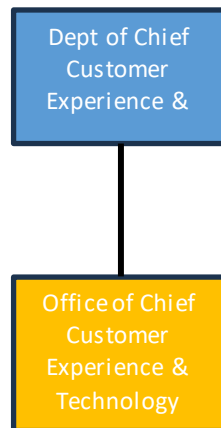
The **Office of Budgets & Grants** headed by the Deputy Chief Financial Officer, provides centralized budgeting, monitoring, and strategic financial analysis for operating and capital budgets across the entire Authority. Budget & Grants evaluates personnel, resource allocation and operational issues and produces financial and operational data for both internal and external audiences. Key deliverables include monthly and quarterly financial status and variance reporting, annual budget, and fund balance forecasting, KPIs and proposed, adopted, and five-year planning budget publications. The office also manages the Authority's Federal and State grant funding programs, including grants from the Federal Transit Administration (FTA) and the U.S. Department of Homeland Security (DHS). The Office acts as the primary single point-of-contact with the FTA regarding grant and program management requirements. The Office seeks to create, maintain, and build relationships with federal and state funding agencies to have a

positive impact on the financing, development, and operations of MARTA.

The **Office of Parking Services** directs, plans, and administers all aspects of the Authority's Automated Parking and Revenue Control (APARC) System and operates and maintains oversight of the parking equipment for the Authority. Parking services directs, plans, controls, and manages parking administration reconciling of all parking revenue processed by Revenue Operations by monitoring, auditing, and controlling transactional fraud and system access.

The **Office of Revenue Operations** oversees the Authority's collection and processing of fare revenue from all media sales outlets, including all ticket vending machines, bus fare boxes, parking lots, Ride Stores, media encoding, web ticketing, mobile ticketing, Streetcar and maintains oversight of the Authority's AFC equipment. The Office ensures compliance of partners per established revenue contracts and regional partner agreements.

Department of Chief Customer Experience & Technology



| | FY23 | FY24 | FY25 | FY26 | FY26 |
|-------------------------------|--------------|--------------|------------|-------------|---------------------|
| | Actual | Actual | Actual | Adopted | \$ Change from FY25 |
| CATEGORY OF EXPENSE | | | | | |
| Labor | \$ 645,170 | \$ 446,484 | \$ 714,492 | \$ 463,543 | \$ (250,949) |
| Non-Labor | \$ 506,104 | \$ 489,499 | \$ 111,443 | \$ 12,746 | \$ (98,698) |
| Gross Operating Total | \$ 1,151,273 | \$ 935,983 | \$ 825,935 | \$ 476,289 | \$ (349,646) |
| Allocation | \$ (386,960) | \$ (380,837) | \$ - | \$ (38,889) | \$ (38,889) |
| Net Operating Expenses | \$ 764,313 | \$ 555,146 | \$ 825,935 | \$ 437,400 | \$ (388,535) |

| | FY23 | FY24 | FY25 | FY26 | FY26 |
|--------------------------|--------|--------|--------|----------|------------------|
| | Actual | Actual | Budget | Proposed | Change from FY25 |
| PERSONNEL SUMMARY | | | | | |
| Total | 2 | 2 | 2 | 2 | 0 |

Summary of Operations

The **Department of the Chief Customer Experience & Technology** focuses on leveraging technology and innovation to enhance the daily experience of MARTA riders. The department ensures customer-facing systems, tools, and platforms are designed, implemented, and maintained to improve service accessibility, reliability, and satisfaction.

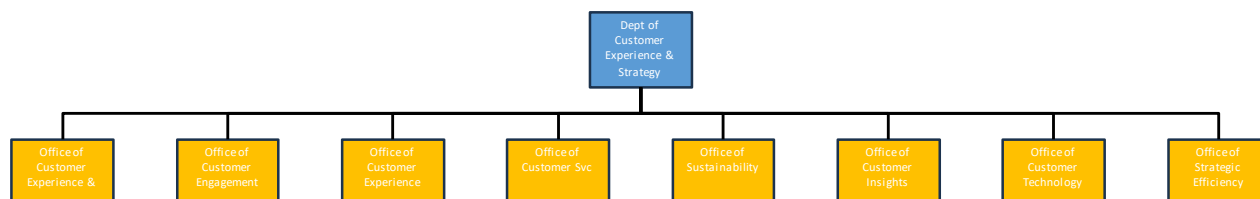
Core Functions

- Customer-Facing Technology and Innovation
- Data and System Integration for Rider Experience
- Technology Strategy Aligned with Customer Needs

Office Descriptions

The Office of **the Chief Customer Experience & Technology** provides leadership for all customer-facing technology initiatives. It directs the design and implementation of tools such as automated fare collection systems, real-time rider information platforms, and mobile applications, ensuring MARTA customers benefit from modern, reliable, and accessible services. The office also evaluates industry trends, integrates customer data into technology planning, and partners with other MARTA divisions to deliver innovative solutions that improve convenience, efficiency, and trust in the system.

Department of Customer Experience & Strategy



| | FY23 | FY24 | FY25 | FY26 | FY26 |
|-------------------------------|----------------|----------------|---------------|----------------|---------------------|
| | Actual | Actual | Actual | Adopted | \$ Change from FY25 |
| CATEGORY OF EXPENSE | | | | | |
| Labor | \$ 4,007,996 | \$ 5,651,480 | \$ 7,530,775 | \$ 8,052,088 | \$ 521,312 |
| Non-Labor | \$ 515,252 | \$ 1,119,845 | \$ 14,348,759 | \$ 14,698,918 | \$ 350,159 |
| Gross Operating Total | \$ 4,523,248 | \$ 6,771,324 | \$ 21,879,534 | \$ 22,751,005 | \$ 871,471 |
| Allocation | \$ (1,607,182) | \$ (2,599,522) | \$ (455,897) | \$ (1,175,203) | \$ (719,306) |
| Net Operating Expenses | \$ 2,916,066 | \$ 4,171,803 | \$ 21,423,637 | \$ 21,575,802 | \$ 152,165 |

| | FY23 | FY24 | FY25 | FY26 | FY26 |
|--------------------------|--------|--------|--------|----------|------------------|
| | Actual | Actual | Budget | Proposed | Change from FY25 |
| PERSONNEL SUMMARY | | | | | |
| Total | 71 | 81 | 79 | 79 | 0 |

Summary of Operations

The **Department of Customer Experience & Strategy** is responsible for solving lasting customer problems, building a long-term competitive advantage, retaining loyal customers, and creating a strategy to strengthen the Authority's brand while working to enhance the fiscal outlook.

Core Functions

- Capturing and acting upon voice of customer and voice of employee data
- Directing Customer Services

- Creating strategies for customer-facing technology and innovation
- Championing sustainability efforts

Office Descriptions

The Office of **Customer Experience & Strategy** directs and implements overall strategy to build a more customer-centric organization Authority-wide in support of MARTA's strategic goals and objectives and is responsible for improving the daily experience of MARTA's customers.

The Office of **Customer & Employee Experience** identifies, evaluate, and directs implementation of innovative tools and solutions that enable the Authority to meet its core

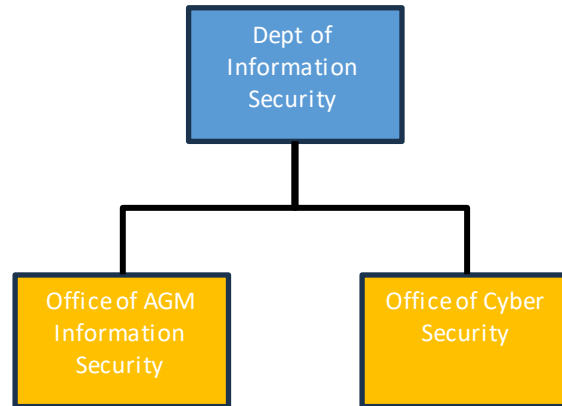
business goals by strengthening MARTA's internal culture and forging sustainable relationships with new and existing stakeholders. This unit also implements tools and processes to capture the voice of employees and partners with internal business units to ensure that employees have a great experience from onboarding to retirement.

The **Office of Customer Services** directs the operations of the Customer Care Center to include the Customer Information Center, Customer Service Center, Breeze Card investigations, Reduced Fare, and Lost and Found. The office establishes and monitors service standards and operational processes and procedures as well as compiles training manuals and develops reports with key metrics and directs the implementation of the Customer Service Call Center plan.

The **Office of Customer Experience & Innovation** oversees key interdepartmental customer experience initiatives while monitoring industry trends relevant to customer-facing technology and provides expertise and guidance to executive management on customer experience best practices related to data sharing, automated fare collection, rider information systems, and innovative transit service delivery.

The **Office of Sustainability** oversees the overall execution, mission, and efficacy of the sustainability program. This unit conducts research to identify environmental and social sustainability concerns, interests, and issues around work-life balance, health, safety, wellness, diversity, empowerment, community engagement, philanthropy and volunteerism. The office is also responsible for gathering data, monitoring performance, and reporting on environmental and social impacts of initiatives, projects and programs led by other departments in the Authority.

Department of Information Security



| | FY23 | FY24 | FY25 | FY26 | FY26 |
|-------------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|
| | Actual | Actual | Actual | Adopted | \$ Change from FY25 |
| CATEGORY OF EXPENSE | | | | | |
| Labor | \$ 1,364,290 | \$ 1,724,974 | \$ 1,875,903 | \$ 1,934,598 | \$ 58,695 |
| Non-Labor | \$ 553,308 | \$ (562,035) | \$ (106,357) | \$ 2,388,656 | \$ 2,495,013 |
| Gross Operating Total | \$ 1,917,597 | \$ 1,162,939 | \$ 1,769,546 | \$ 4,323,254 | \$ 2,553,708 |
| Allocation | \$ (911,254) | \$ (570,365) | - | \$ (360,129) | \$ (360,129) |
| Net Operating Expenses | \$ 1,006,344 | \$ 592,574 | \$ 1,769,546 | \$ 3,963,125 | \$ 2,193,579 |

| | FY23 | FY24 | FY25 | FY26 | FY26 |
|--------------------------|-----------|-----------|-----------|-----------|------------------|
| | Actual | Actual | Budget | Proposed | Change from FY25 |
| PERSONNEL SUMMARY | | | | | |
| Total | 11 | 11 | 13 | 12 | -1 |

Summary of Operations

The **Department of Information Security** is responsible for Cyber Security protection of the Authority's assets and data. Breaches are reported immediately to the appropriate senior management, including the General Manager/CEO, with collaboration to understand and mitigate further occurrences.

Core Functions

- Information Security / CISO
- Cyber Security protection of the Authority's assets and data

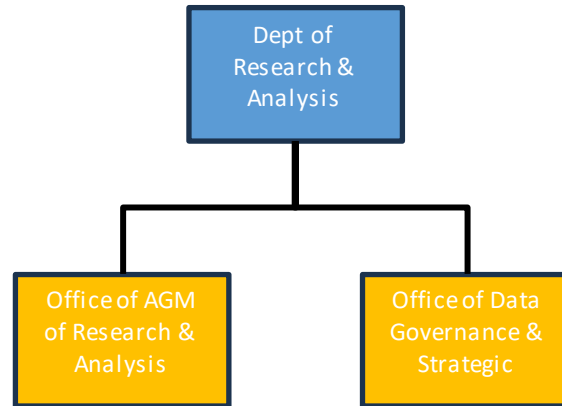
Office Descriptions

The **Office of AGM Information Security/CISO** develops maintains and oversees agency-wide IT security programs by:

- Developing, maintaining, and overseeing policies, processes, and control techniques to address all applicable information security requirements.
- Overseeing and managing the information and cyber security risk management program while evaluating all information systems, data processes and communication for security risks.
- Monitoring, detecting, containing, mitigating, and reporting incidents that impair the confidentiality integrity availability of the agency's data and network infrastructure.
- Overseeing the agency's Vulnerability Management Program to ensure that all information systems, SCADA/ICS systems are properly secured, maintained, and patched.
- Providing oversight, governance and security for the agency's SCADA and ICS systems.

The **Office of Cyber Security** is responsible for assisting the AGM of Information Security/CISO with implementing and maintaining organization-wide information security policies, standards, guidelines, and procedures. This office also manages and enforces the Enterprise Cybersecurity Program for all Authority networks to identify, protect, detect, respond, and recover from cyber threats. The department is chartered with protecting the Authority's employees and customers data, information systems, information technology, and brand, commensurate with the risk and magnitude of harm resulting from unauthorized access, use, disruption, disclosure, modification, or destruction of information collected or maintained by or on behalf of the Authority.

Department of Research & Analysis



| | FY23 | FY24 | FY25 | FY26 | FY26 |
|-------------------------------|--------------|--------------|--------------|----------------|---------------------|
| | Actual | Actual | Actual | Adopted | \$ Change from FY25 |
| CATEGORY OF EXPENSE | | | | | |
| Labor | \$ 2,485,425 | \$ 2,572,106 | \$ 2,878,407 | \$ 3,114,021 | \$ 235,614 |
| Non-Labor | \$ 30,297 | \$ 329,623 | \$ 648,166 | \$ 136,082 | \$ (512,084) |
| Gross Operating Total | \$ 2,515,721 | \$ 2,901,728 | \$ 3,526,573 | \$ 3,250,103 | \$ (276,470) |
| Allocation | \$ (45,212) | \$ - | \$ - | \$ (2,057,941) | \$ (2,057,941) |
| Net Operating Expenses | \$ 2,470,510 | \$ 2,901,728 | \$ 3,526,573 | \$ 1,192,162 | \$ (2,334,410) |

| | FY23 | FY24 | FY25 | FY26 | FY26 |
|--------------------------|--------|--------|--------|----------|------------------|
| | Actual | Actual | Budget | Proposed | Change from FY25 |
| PERSONNEL SUMMARY | | | | | |
| Total | 37 | 37 | 37 | 28 | -9 |

Summary of Operations

The **Department of Research and Analysis** turns data into information to help the Authority make better business decisions and supports a culture of transparency, accountability, and performance management. The department is MARTA's go-to, in-house source for performance data, advanced analytics, and business intelligence. The department consists of the Field Data Collection, Research and Analysis, and Strategic Performance units.

Staff in the Department of Research and Analysis solve problems through teamwork and by being proactive, intellectually curious, responsible, and customer focused. They break down silos and build relationships with each other and with partners throughout the Authority. They anticipate needs and are forward thinking. They are driven to learn new things, explore data, and connect the dots to tell the story behind the data. They follow through on commitments and are accountable for the quality of their work as well as

the performance of the team and the Authority. They strive to understand and meet the needs of their internal and external customers through timely, effective, and respectful communication.

Core Functions

- Performs market research to better understand MARTA's customers: Who uses MARTA, how do they use the system and why? This information is critical for developing strategies to retain existing customers and attract new ones. The department also supports Customer Experience in its effort to elevate the customer's voice and prioritize the customer experience in MARTA's operations and capital program.
- Analyzes operational, ridership, and other data and conducts applied research to produce actionable business intelligence that helps MARTA achieve its strategic goals. For example, the department supports Finance in developing a reliable and responsible annual operating budget by producing data-driven ridership and fare revenue forecasts based on recent trends and defensible assumptions about the factors likely to impact MARTA's future ridership.
- Collaborates with all departments and the Executive Management Team to create and implement policies, processes, and tools that support a culture of performance management at MARTA. The department helps ensure that performance data is accurate, timely, properly managed and utilized.
- Reports operating and ridership statistics to the National Transit Database (NTD), as required by federal law, which are used to determine MARTA's annual federal funding allocation.

Office Descriptions

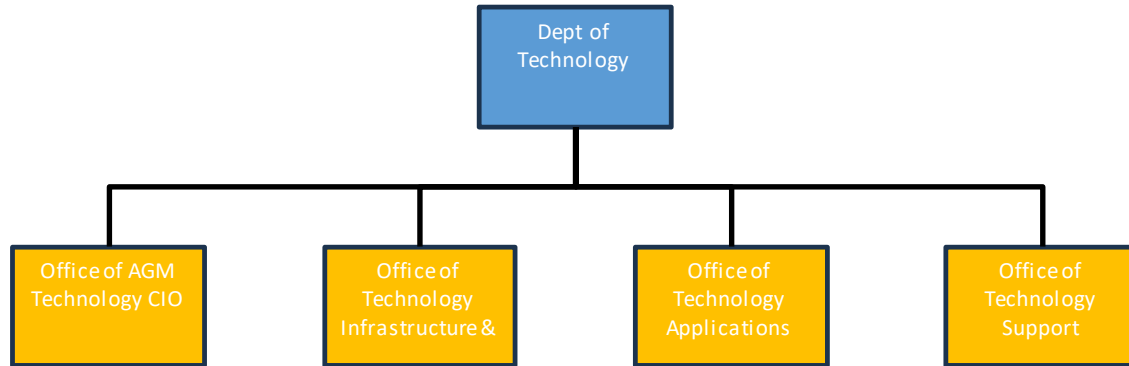
The **Field Data Collection Unit** collects timely qualitative and quantitative data to track rider characteristics, behaviors, perceptions, and motivations. The unit also partners with stakeholders to develop and conduct custom studies of riders, non-riders, and MARTA

employees. It is responsible for designing, implementing, and reporting results for quantitative and qualitative studies. Data collection methods include intercept interviews, online-surveys, telephone surveys, focus groups, and individual in-depth interviews. For example, the unit manages and provides analyses for an ongoing tracking study, the Voice of the Customer (VOC) Survey. The VOC tracks customer satisfaction, performance ratings, ridership behaviors, and demographic characteristics of patrons using all modes of MARTA service. The unit also collects ridership counts on fixed route buses and the streetcar for NTD reporting.

The **Research and Analysis Unit** transforms data into actionable information. The unit conducts applied research and analyzes data collected by the Field Data Collection Unit, MARTA's automated systems, and other sources to help solve MARTA's most pressing challenges. It is responsible for reporting data to NTD, responding to ad hoc requests for data from internal and external stakeholders, generating service and ridership projections and forecasts, providing analyses and modeling for internal stakeholders, identifying data problems and leading efforts to address them, serving as subject matter experts on ridership and service data for the Authority, and building MARTA's brand and intellectual capital by conducting applied research and being an active participant in information exchanges with peer agencies.

The **Strategic Performance Unit** leverages the information developed by the Research and Analysis Unit and other sources to help improve MARTA's performance. The unit works with and across departments to develop and administer systems that support data governance and quality improvements of performance data, track performance measures and progress towards departmental and Authority goals and evaluate the effectiveness of improvement strategies.

Department of Technology



| | FY23 | FY24 | FY25 | FY26 | FY26 |
|-------------------------------|----------------|----------------|---------------|----------------|---------------------|
| | Actual | Actual | Actual | Adopted | \$ Change from FY25 |
| CATEGORY OF EXPENSE | | | | | |
| Labor | \$ 13,450,043 | \$ 14,069,758 | \$ 16,191,351 | \$ 14,805,474 | \$ (1,385,877) |
| Non-Labor | \$ 26,469,773 | \$ 28,339,318 | \$ 15,752,426 | \$ 21,094,381 | \$ 5,341,956 |
| Gross Operating Total | \$ 39,919,816 | \$ 42,409,077 | \$ 31,943,776 | \$ 35,899,855 | \$ 3,956,079 |
| Allocation | \$ (4,275,264) | \$ (4,474,655) | \$ (368,381) | \$ (9,067,871) | \$ (8,699,490) |
| Net Operating Expenses | \$ 35,644,552 | \$ 37,934,422 | \$ 31,575,395 | \$ 26,831,984 | \$ (4,743,411) |

| | FY23 | FY24 | FY25 | FY26 | FY26 |
|--------------------------|--------|--------|--------|----------|------------------|
| | Actual | Actual | Budget | Proposed | Change from FY25 |
| PERSONNEL SUMMARY | | | | | |
| Total | 130 | 131 | 131 | 117 | -14 |

Summary of Operations

The **Department of Technology** is responsible for ensuring proper management control over technology fiscal and human resources of MARTA; providing technology operations support that is cost-effective, efficient, manageable, and maintainable to meet MARTA's daily needs; upgrading and replacing MARTA's technology infrastructures; directing and leading technology governance; ensuring sound and responsible

business, financial and project practices for technology networks and infrastructure,

applications software, data, telecommunications and technology hardware assets.

Core Functions

- Technology CIO
- Technology Infrastructure & Production
- Technology Applications
- Technology Support Services

Office Descriptions

The **Office of AGM Technology / CIO** implements new initiatives to support the Authority's goal to increase the accuracy, frequency, and availability of service, advanced technology and programs that support MARTA's strategic plans and deliverables.

The **Office of Technology Infrastructure & Production** is divided into four units, each responsible for authority-wide support in the following areas:

- **Technology Enterprise Network Operations** manages and maintains the enterprise LAN/WAN components, internet/intranet, firewalls, connectivity, and bandwidth across Atlanta's geographical locations which includes thousands of switches, routers, and bridges.
- **Data Center Operations** is core technology for infrastructure. There are currently three (3) Data Centers that house all the servers required to support MARTA systems and applications including and not limited to Automated Fare Collection, Trapeze, Transit Manager, Enterprise Storage and Backup, Azure Cloud Services and Microsoft.
- **CCTV Operations** designs and redesigns the CCTV network for the Atlanta geographical area which is required to maintain the production software and camera configurations. Locations include bus stations, rail stations, parking garages, parking lots, and the MARTA police mobile command vehicles.
- **Technology Telephony Operations** supports 40+ Train Control Rooms, 50+ Communication Closets, Rail Station Communications, Rail Station Public Address (PA), Rail Station Patrons Assist Phones, Rail Station Signages, Authority-Wide Back Office Phones, Wayside Phones, and more.

The **Office of Technology Applications** directs the development and maintenance of Internet, Intranet, Mobile Applications, and Universal Web Portal architecture. Application daily operations and maintenance of the Train Control System, Bus Automated Locator system, and the Regional

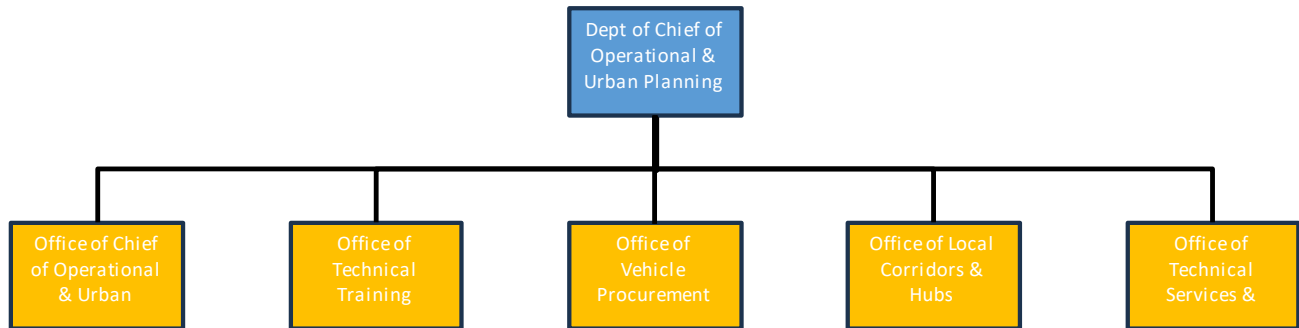
Trip Planning and Scheduling system. This office also supports MARTA's Regional Automated Fare Collection (AFC) Program

- Web ticketing application for online purchases Individual Sales (IS), Group and Bulk Sales (GBS), Transmit Management Association (TMA), and University Pass Program (UPass).
- Technology Applications serves as liaison for all Regional Partners (Cobb Linc, Gwinnett County Transit, State Road and Tollway Authority (SRTA) on Breeze Program. Maintains Vendor Management for relational databases and associated applications as well as database architecture, development, administration, and management of all data repositories.

The **Office of Technology Support Services** has oversight of five areas:

- **Technology Programs Management** is responsible for matrix management of the implementation teams for technology projects and coordination of Authority needs, resolving conflicts that impact project schedule and cost.
- **Technology Business Management** coordinates and facilitates actions required for the management of IT expenditures and the approval to make IT purchases. Determines IT fiscal year costs for budget planning. Maintains IT hardware assets and end user inventories.
- **Technology Quality Assurance** works to improve the quality of Technology products and services by reducing rework while improving customer satisfaction and is responsible for quality assurance methodology for all capital projects and operational initiatives.
- **Technology Compliance** protects the Authority's Technology Assets through compliance with audit and regulatory recommendations and requirements to minimize risks to Technology's operations and infrastructure.
- **Technology Systems Support** provides Technology Services Desk assistance for distributed desktops and peripherals.

Department of the Chief of Operational & Urban Planning



| | FY23 | FY24 | FY25 | FY26 | FY26 |
|----------------------------|----------------|----------------|---------------|----------------|---------------------|
| | Actual | Actual | Actual | Adopted | \$ Change from FY25 |
| CATEGORY OF EXPENSE | | | | | |
| Labor | \$ 7,916,492 | \$ 7,965,372 | \$ 9,198,855 | \$ 8,558,695 | \$ (640,160) |
| Non-Labor | \$ 725,049 | \$ 1,211,087 | \$ 1,965,458 | \$ 1,558,937 | \$ (406,521) |
| Gross Operating Total | \$ 8,641,541 | \$ 9,176,459 | \$ 11,164,313 | \$ 10,117,631 | \$ (1,046,681) |
| Allocation | \$ (1,288,013) | \$ (1,489,841) | \$ (609,573) | \$ (1,803,033) | \$ (1,193,461) |
| Net Operating Expenses | \$ 7,353,529 | \$ 7,686,619 | \$ 10,554,740 | \$ 8,314,598 | \$ (2,240,142) |

| | FY23 | FY24 | FY25 | FY26 | FY26 |
|--------------------------|--------|--------|--------|----------|------------------|
| | Actual | Actual | Budget | Proposed | Change from FY25 |
| PERSONNEL SUMMARY | | | | | |
| Total | 72 | 69 | 67 | 65 | -2 |

Summary of Operations

The **Department of the Chief of Operational & Urban Planning** serves as MARTA's strategic hub for aligning transit operations with long-term urban mobility and regional growth goals. The department integrates service planning, technical operations, vehicle procurement, and corridor development to ensure MARTA remains a modern, customer-focused transit system. Through data-driven planning, sustainable fleet investments, and community-centered hub development, the department positions MARTA

as both a reliable transit provider and a catalyst for urban transformation.

Core Functions

- Service Planning and Technical Design
- Vehicle Procurement and Fleet Modernization
- Workforce Development and Technical Training
- Corridor and Hub Integration
- Strategic Urban and Regional Mobility Planning

Office Descriptions

The **Office the Chief of Operational & Urban Planning** provides leadership and direction for all offices under the department. It ensures MARTA's operational strategies are aligned with organizational priorities, service delivery needs, and future expansion initiatives. The office also oversees integration with external partners, ensuring MARTA's role as a key driver of regional mobility and urban development.

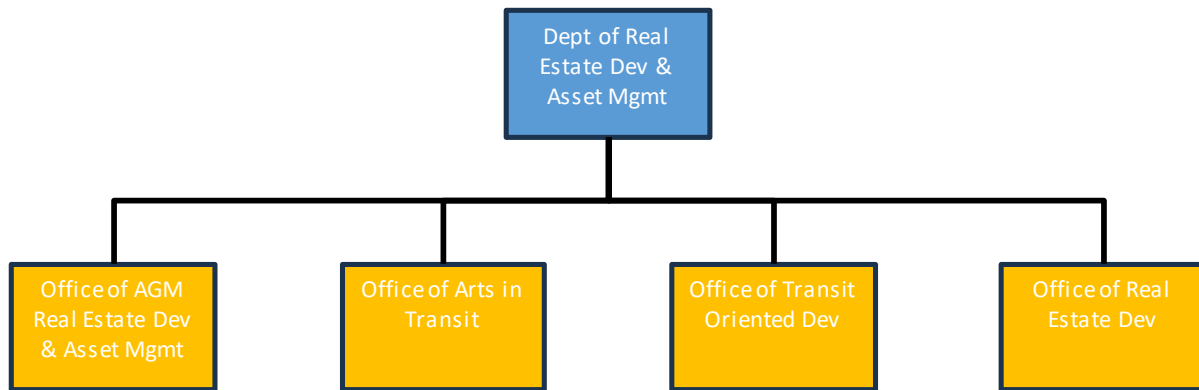
The **Office of Vehicle Procurement** manages the acquisition, specifications, and lifecycle oversight of MARTA's bus and rail fleets. It keeps the Authority aligned with the latest vehicle technologies, sustainability standards, maintenance practices, and regulatory compliance requirements. The office ensures MARTA's vehicles are safe, efficient, and equipped to meet the needs of a growing ridership while supporting long-term fleet modernization goals.

The **Office of Technical Training** is responsible for workforce development across MARTA's operational teams. It provides ongoing training and recertification programs for bus and rail operators, maintenance staff, and schedulers. By focusing on skill advancement and technical readiness, the office ensures MARTA employees are prepared to meet evolving industry standards and deliver safe, reliable transit service.

The **Office of Local Corridors & Hubs** is responsible for all activities necessary to meet planning documentation and conceptual design consistent with local jurisdictions and Georgia Department of Transportation (GDOT) requirements as well as MARTA's own design standards and guidelines. The Office Manages transit planning projects and activities that contribute to the advancement and expansion of MARTA's services.

The **Office of Technical Services & Service Planning** develops MARTA's service schedules and evaluates ridership demand to optimize bus and rail operations. It provides technical design expertise to ensure services are efficient, reliable, and responsive to customer needs. By leveraging data-driven approaches, this office aligns current service delivery with MARTA's long-term operational vision.

Department of Real Estate and Asset Management



| | FY23 | FY24 | FY25 | FY26 | FY26 |
|-------------------------------|--------------|----------------|--------------|----------------|---------------------|
| | Actual | Actual | Actual | Adopted | \$ Change from FY25 |
| CATEGORY OF EXPENSE | | | | | |
| Labor | \$ 452,082 | \$ 1,747,113 | \$ 1,804,625 | \$ 2,155,345 | \$ 350,720 |
| Non-Labor | \$ 8,368 | \$ 1,162,743 | \$ 821,856 | \$ 1,009,129 | \$ 187,273 |
| Gross Operating Total | \$ 460,450 | \$ 2,909,856 | \$ 2,626,481 | \$ 3,164,474 | \$ 537,993 |
| Allocation | \$ (184,185) | \$ (1,103,277) | \$ (467,815) | \$ (1,799,344) | \$ (1,331,528) |
| Net Operating Expenses | \$ 276,265 | \$ 1,806,579 | \$ 2,158,666 | \$ 1,365,131 | \$ (793,535) |

| | FY23 | FY24 | FY25 | FY26 | FY26 |
|--------------------------|--------|--------|--------|----------|------------------|
| | Actual | Actual | Budget | Proposed | Change from FY25 |
| PERSONNEL SUMMARY | | | | | |
| Total | 15 | 18 | 18 | 16 | -2 |

Summary of Operations

The **Department of Real Estate and Asset Management** provides strategic leadership in managing, developing, and enhancing MARTA's real property assets. Serving as a driver of long-term value creation, the department oversees real estate development, transit-oriented projects, creative placemaking, and stewardship of MARTA's public art portfolio. Through a

combination of strategic planning, innovative partnerships, and community engagement, the department ensures MARTA's real estate and cultural assets align with the Authority's broader mission to serve riders, strengthen neighborhoods, and support regional growth.

Core Functions

- Asset Optimization and Disposition
- Transit-Oriented Development (TOD) Strategy and Execution
- Public Art and Creative Placemaking
- Strategic Partnerships and Community Engagement
- Real Estate Portfolio Management

Office Descriptions

The **Office of AGM Real Estate and Asset Management** provides strategic direction and oversight for all real estate initiatives. This office aligns real estate development, TOD projects, and asset management strategies with MARTA's operational and financial goals. It ensures that MARTA's property portfolio is leveraged to maximize value, foster regional economic development, and support sustainable transit growth.

The **Office of Arts in Transit** leads MARTA's Public Art and Creative Placemaking Strategy. It curates, funds, and manages both permanent and temporary art installations and performance programming across MARTA's system. The office also performs condition assessments and ongoing maintenance of MARTA's art assets, while building goodwill with communities through cultural expression that reflects the vibrancy and diversity of the regions.

The **Office of Transit Oriented Development (TOD)** drives MARTA's efforts to transform transit-adjacent properties into dynamic, mixed-use developments that support ridership growth, community development, and MARTA revenue. This office provides leadership and strategic counsel on project visioning, financial structuring, design, planning, and implementation. Working closely with internal and external stakeholders, the office ensures TOD projects align with MARTA's mission and regional growth objectives.

The **Office of Real Estate Development** is responsible for managing MARTA's real estate portfolio to ensure alignment with the Authority's business goals. This includes identifying, evaluating, and executing real estate investment and disposition opportunities. The office focuses on optimizing property use, driving revenue generation, and supporting the Authority's operational and strategic needs through effective asset management.

CAPITAL BUDGET OVERVIEW

Capital Budget Overview

MARTA's Capital Budget provides for the rehabilitation, replacement, enhancement and expansion of the Authority's infrastructure, facilities, equipment and rolling stock. Additionally, funding is included for the Authority's planning needs and the retirement of bond debt.

Capital Policy

MARTA is required to adhere to a system of financial accounting that complies with Generally Accepted Accounting Principles (GAAP). Consistent with this requirement, MARTA developed and adopted Procedure 1.31.22, "Fixed Asset Management and Capital Policy." This procedure sets forth definitions of fixed asset and capital policies, the applicability of these policies, and the responsibilities in carrying out these stated policies (included in this section). As defined, the major categories of fixed assets include the following:

- Land
- System and Facility Improvements
- Vehicles (Revenue and Service)
- Operating Equipment
- Office Furnishings and Equipment

Definition of Fixed Assets

MARTA defines fixed assets as property, plant and equipment items that benefit future periods and have a useful life of greater than one year, a minimum cost per unit of \$5,000, and have the characteristics of property. They are classified as real or personal, tangible or intangible, and can be new or used. The major characteristics of tangible fixed assets are that they have physical substance, are relatively long-lived, provide measurable future economic benefits, can be inventoried, are actively used in MARTA's operations, and are not held as an investment for resale.

Authority Capital Policy

In addition to adhering to the definition of fixed assets, MARTA's capital policy for property, plant and equipment divides expenditures for fixed assets into two categories: costs at acquisition or

construction and costs incurred during the useful life of an existing asset that increase its efficiency, capacity, useful life or economy.

1. **Costs at acquisition or construction** include the initial costs of property, plant and equipment and any additional charges incurred to prepare them for their intended use.
 - Expenditures to add omitted construction work within a reasonable time (12 months) after an asset has been placed into service may be capitalized and added to the existing asset base unit.
 - Expenditures for corrective work resulting from latent defects and inferior construction are not eligible for capitalization but are considered non-operating expenses (according to the MARTA Act).
2. **Costs incurred during the useful life of an existing asset** are those that increase its efficiency, capacity, useful life or economy. Expenditures of this kind are capital and classified as follows:
 - **Additions to Asset Base Unit** - Examples are extensions, enlargements or expansions made to existing assets.
 - **Extraordinary Repairs or Major Overhauls to Asset Base Units** - Expenditures of this kind normally involve very large amounts, are not recurring in nature, and tend to increase the utility or extend the service life of the asset. Examples of this kind of repair include the midlife overhaul of the rail cars and station rehabilitation projects.
 - **Replacement of Asset Base Unit Components** - The removal of a major part or a component of an existing asset and the substitution of a component having essentially the same type and performance capacities.
 - **Improvements to Asset Base Units** - This includes the substitution of an asset to improve or increase overall efficiency and to extend the useful life of the unit.

FY 2026 Capital Funding (Sources)

Funding for the FY 2026 Capital Program is provided from the beginning balance of prior year carryover from the general fund, sales tax allocation revenue (45% Capital vs. 55% Operating allocation ratio), bond proceeds, allowable investment income, and Federal and State grants. Each of these funding sources is discussed in the Capital Program Funding section in the front of this document.

The FY 2026 Beginning Balance totals \$693.6M (\$163.0M State of Good Repair, \$244.3M More MARTA City of Atlanta, and \$286.3M More MARTA Clayton) will be available to fund the FY 2026 Capital Improvement Program. After recognizing FY 2026 Capital and other general fund revenues and expenditures, a FY 2026 Ending Balance of \$606.9M is anticipated to be available to fund the Capital Program beyond FY 2026.

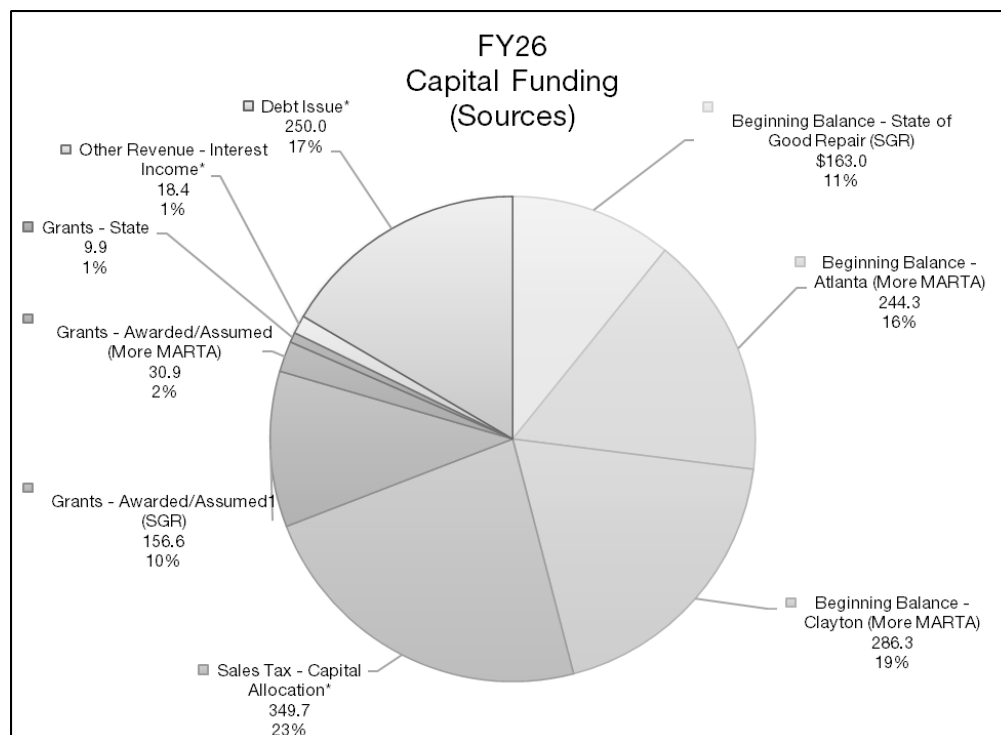
FY22 - FY26 Proposed Capital Program Revenues Sources Metropolitan Atlanta Rapid Transit Authority - Comprehensive (All Programs)

[\$millions]

| | FY22 Budget | FY23 Budget | FY24 Budget | FY25 Budget | FY26 Budget |
|--|----------------|------------------|------------------|------------------|------------------|
| Capital Revenues (Sources) | | | | | |
| Beginning Balance - State of Good Repair (SGR) | \$20.0 | \$34.4 | \$5.4 | \$10.0 | \$163.0 |
| Beginning Balance - Atlanta (More MARTA) | 118.4 | 142.8 | 175.4 | 243.0 | 244.3 |
| Beginning Balance - Clayton (More MARTA) | 148.3 | 177.3 | 210.0 | 246.9 | 286.3 |
| Sales Tax - Capital Allocation* | 294.5 | 362.4 | 347.6 | 329.2 | 349.7 |
| Grants - Awarded/Assumed ¹ (SGR) | 83.6 | 101.5 | 82.9 | 89.9 | 156.6 |
| Grants - Awarded/Assumed (More MARTA) | 24.4 | 6.7 | 46.1 | 47.6 | 30.9 |
| Grants - State | - | - | 6.6 | 7.3 | 9.9 |
| Other Revenue - Interest Income* | 0.5 | 0.5 | 9.3 | 16.7 | 18.4 |
| Reserve Utilization* | - | 245.0 | 150.0 | 100.0 | - |
| Debt Issue* | 220.0 | - | 125.0 | 275.0 | 250.0 |
| Total Sources | \$909.7 | \$1,070.6 | \$1,158.3 | \$1,365.7 | \$1,509.2 |

*Includes More MARTA City of Atlanta and Clayton County.

¹Includes Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA).



FY 2026 Capital Expenditures (Uses)

Expenditures within MARTA's Capital Program fall into two categories: Capital Improvement and Debt Service on Bonds and Floating Rate Notes (FRN). The Capital Improvement Program provides for the rehabilitation, replacement, enhancement, and expansion of MARTA's infrastructure, facilities, equipment and rolling stock.

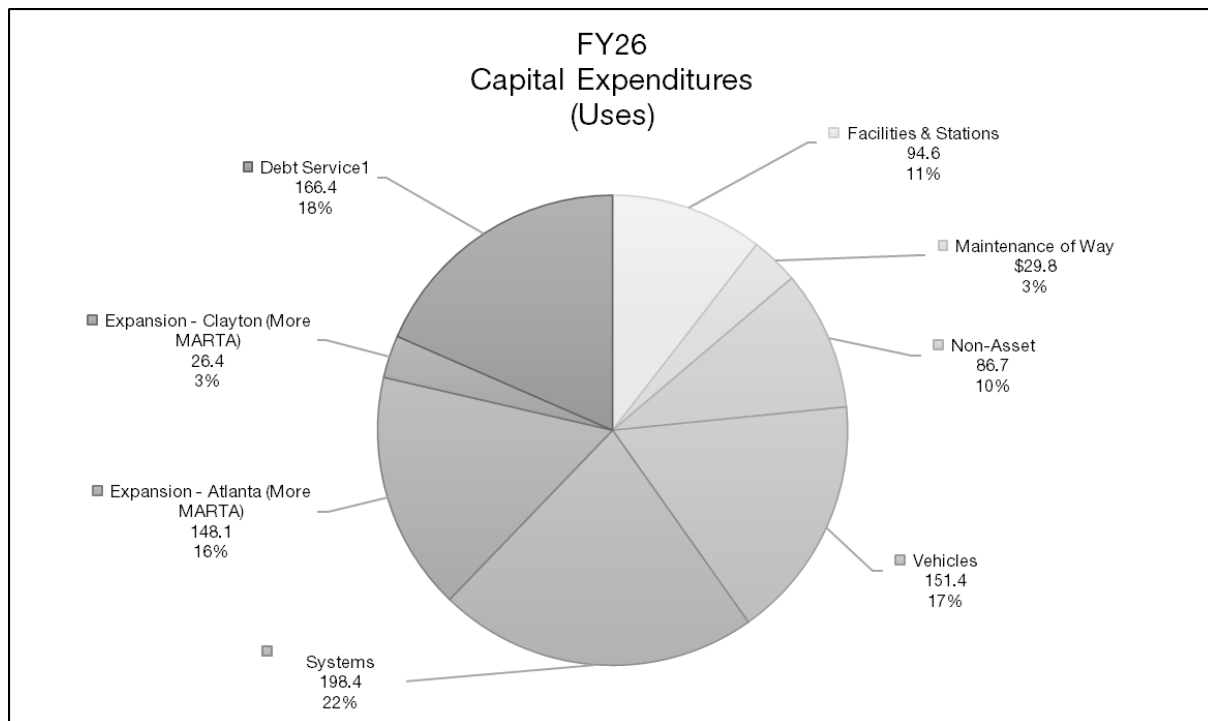
MARTA is authorized to sell bonds and/or issue tax exempt FRN to fund its capital improvement program with the resulting debt service funded from the capital program. The Capital Improvement Program is detailed in the following sections of this document. MARTA's bond and debt service are discussed in the Financial Summary section in the front of this document.

FY25 vs. FY26 Proposed Capital Program Sources and Uses of Funds Metropolitan Atlanta Rapid Transit Authority - Comprehensive (All Programs)

[\$millions]

| | FY25 Uses | FY26 Uses | \$ Change | % Change |
|------------------------------------|----------------|----------------|-----------------|--------------|
| Capital Expenditures (Uses) | | | | |
| Facilities & Stations | 185.9 | 94.6 | (91.3) | -49.1% |
| Maintenance of Way | \$19.1 | \$29.8 | \$10.7 | 56.0% |
| Non-Asset | 79.3 | 86.7 | 7.4 | 9.4% |
| Vehicles | 157.2 | 151.4 | (5.9) | -3.7% |
| Systems | 108.9 | 198.4 | 89.5 | 82.2% |
| Expansion - Atlanta (More MARTA) | 171.0 | 148.1 | (22.9) | -13.4% |
| Expansion - Clayton (More MARTA) | 35.3 | 26.4 | (8.8) | -25.1% |
| Total Authority | \$756.8 | \$735.4 | (\$21.3) | -2.8% |
| Debt Service ¹ | 152.4 | 166.4 | 14.0 | 9.2% |
| Total Uses | \$909.2 | \$901.8 | (\$7.4) | -0.8% |

¹Projections subject to change based on actual debt requirements and terms of future debt issuance.



FY 2026 – FY 2035 Sources and Uses by Program

State of Good Repair (\$M)

FY26 - FY35 Proposed Capital Program Sources and Uses of Funds Metropolitan Atlanta Rapid Transit Authority - State of Good Repair (SGR)

[\$millions]

| | FY26 | FY27 | FY28 | FY29 | FY30 | FY31 | FY32 | FY33 | FY34 | FY35 | Total |
|---|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|------------------|
| Beginning Balance | \$163.0 | \$88.1 | \$10.5 | \$13.8 | \$11.4 | \$13.8 | \$12.3 | \$14.4 | \$10.9 | \$11.4 | \$163.0 |
| Capital Revenues (Sources) | | | | | | | | | | | |
| Sales Tax - Capital Allocation ¹ | \$243.0 | \$270.3 | \$294.6 | \$305.7 | \$320.7 | \$335.5 | \$351.7 | \$369.0 | \$384.6 | \$397.1 | \$3,272.1 |
| Grants - Awarded/Assumed | 126.5 | 68.1 | 65.9 | 65.0 | 65.0 | 65.0 | 65.0 | 65.0 | 65.0 | 65.0 | 715.5 |
| Federal Relief - CRRSAA ² | 32.9 | - | - | - | - | - | - | - | - | - | 32.9 |
| Other Revenue - Interest Income | - | - | - | - | - | - | - | - | - | - | - |
| Reserves Utilization | - | - | - | - | - | - | - | - | - | - | - |
| Debt Issue | 250.0 | 325.0 | 420.0 | 420.0 | 365.0 | 295.0 | 265.0 | 195.0 | 115.0 | 60.0 | 2,710.0 |
| Total Sources | \$815.4 | \$751.6 | \$791.0 | \$804.5 | \$762.1 | \$709.3 | \$694.0 | \$643.4 | \$575.5 | \$533.5 | \$6,893.5 |
| Capital Expenditures (Uses) | | | | | | | | | | | |
| Facilities & Stations | \$94.6 | \$137.8 | \$165.5 | \$182.7 | \$111.0 | \$78.0 | \$86.4 | \$53.6 | \$35.0 | \$23.6 | \$968.0 |
| Maintenance of Way | 29.8 | 30.8 | 27.0 | 26.0 | 28.5 | 24.8 | 21.2 | 20.8 | 20.5 | 20.5 | 249.8 |
| Non-Asset | 86.7 | 94.4 | 118.0 | 118.1 | 159.2 | 146.0 | 146.0 | 146.1 | 89.7 | 60.7 | 1,164.8 |
| Systems | 198.4 | 182.7 | 152.6 | 126.5 | 159.6 | 137.7 | 107.3 | 93.4 | 91.3 | 90.7 | 1,340.3 |
| Vehicles | 151.4 | 111.7 | 110.9 | 116.7 | 49.0 | 54.2 | 49.2 | 43.1 | 46.5 | 42.9 | 775.6 |
| Total Program - SGR | \$560.9 | \$557.3 | \$573.9 | \$570.0 | \$507.3 | \$440.7 | \$410.0 | \$357.0 | \$283.0 | \$238.3 | \$4,498.4 |
| Debt Service ³ | 166.4 | 183.7 | 203.2 | 223.1 | 241.0 | 256.3 | 269.6 | 275.5 | 281.1 | 285.5 | 2,385.5 |
| Total Uses | \$727.3 | \$741.0 | \$777.2 | \$793.1 | \$748.3 | \$696.9 | \$679.6 | \$632.5 | \$564.1 | \$523.8 | \$6,883.9 |
| Year End Balance | | | | | | | | | | | |
| Total Carry Over | \$88.1 | \$10.5 | \$13.8 | \$11.4 | \$13.8 | \$12.3 | \$14.4 | \$10.9 | \$11.4 | \$9.7 | \$9.7 |

¹FY26 Core Penny Sales Tax Allocation is 45/55 Capital vs. Operating.

²Coronavirus Response and Relief Supplemental Appropriations Act of 2021.

³Projections subject to change based on actual debt requirements and terms of future debt issuance.

More MARTA – City of Atlanta (\$M)

FY26 - FY35 Proposed Capital Program Sources and Uses of Funds Metropolitan Atlanta Rapid Transit Authority - More MARTA (City of Atlanta)

[\$millions]

| | FY26 | FY27 | FY28 | FY29 | FY30 | FY31 | FY32 | FY33 | FY34 | FY35 | Total |
|---|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|------------------|
| Beginning Balance | \$244.3 | \$206.4 | \$205.6 | \$141.8 | \$30.7 | \$32.6 | \$20.6 | \$28.3 | \$98.9 | \$188.9 | \$244.3 |
| Capital Revenues (Sources) | | | | | | | | | | | |
| Sales Tax - Capital Allocation ¹ | \$71.1 | \$96.6 | \$95.3 | \$90.6 | \$90.8 | \$90.6 | \$95.0 | \$99.8 | \$98.3 | \$101.4 | \$929.5 |
| Grants - Awarded | 28.0 | 14.3 | - | - | - | - | - | - | - | - | 42.3 |
| Grants - Assumed ² | 2.5 | 30.6 | 86.0 | 115.3 | 52.5 | 74.5 | 62.0 | 15.0 | - | - | 438.4 |
| Other Revenue - Interest Income | 8.6 | 6.2 | 6.2 | 2.8 | 0.6 | 0.7 | 0.4 | 0.6 | 2.0 | 3.8 | 31.7 |
| Debt Issue | - | - | - | 70.0 | 140.0 | - | - | - | - | - | 210.0 |
| Total Sources | \$354.4 | \$354.0 | \$393.1 | \$420.5 | \$314.6 | \$198.3 | \$178.0 | \$143.7 | \$199.1 | \$294.0 | \$1,896.2 |
| Capital Expenditures (Uses) | | | | | | | | | | | |
| Expansion | \$148.1 | \$148.4 | \$251.3 | \$386.4 | \$271.8 | \$167.5 | \$139.4 | \$34.5 | - | - | \$1,547.3 |
| Total Program - Atlanta | \$148.1 | \$148.4 | \$251.3 | \$386.4 | \$271.8 | \$167.5 | \$139.4 | \$34.5 | - | - | \$1,547.3 |
| Debt Service ³ | - | - | - | 3.4 | 10.3 | 10.3 | 10.3 | 10.3 | 10.3 | 10.3 | 65.2 |
| Total Uses | \$148.1 | \$148.4 | \$251.3 | \$389.9 | \$282.0 | \$177.7 | \$149.7 | \$44.8 | \$10.3 | \$10.3 | \$1,612.5 |
| Year End Balance | | | | | | | | | | | |
| Total Carry Over | \$206.4 | \$205.6 | \$141.8 | \$30.7 | \$32.6 | \$20.6 | \$28.3 | \$98.9 | \$188.9 | \$283.7 | \$283.7 |

¹FY26 City of Atlanta Half Penny Sales Tax Allocation is 68/32 Capital vs. Operating.²Assumed Federal Grants include: Clifton Corridor & MARTA Rapid Campbellton.³Projections subject to change based on actual debt requirements and terms of future debt issuance.

More MARTA – Clayton County (\$M)

FY26 - FY35 Proposed Capital Program Sources and Uses of Funds Metropolitan Atlanta Rapid Transit Authority - More MARTA (Clayton County)

[\$millions]

| | FY26 | FY27 | FY28 | FY29 | FY30 | FY31 | FY32 | FY33 | FY34 | FY35 | Total |
|---|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|---------------|---------------|------------------|
| Beginning Balance | \$286.3 | \$312.6 | \$310.7 | \$303.1 | \$222.5 | \$85.0 | \$6.2 | \$8.0 | \$7.9 | \$14.4 | \$286.3 |
| Capital Revenues (Sources) | | | | | | | | | | | |
| Sales Tax - Capital Allocation ¹ | \$35.6 | \$36.3 | \$34.1 | \$34.6 | \$36.3 | \$31.4 | \$33.1 | \$34.9 | \$36.4 | \$30.5 | \$343.3 |
| Grants - Awarded | 7.1 | 6.6 | - | - | - | - | - | - | - | - | 13.7 |
| Grants - Assumed ² | - | 8.0 | 69.8 | 64.0 | - | - | - | - | - | - | 141.9 |
| Other Revenue - Interest Income | 10.0 | 9.4 | 9.3 | 6.1 | 4.4 | 1.7 | 0.1 | 0.2 | 0.2 | 0.3 | 41.7 |
| Debt Issue | - | - | - | - | - | 115.0 | 150.0 | 110.0 | - | - | 375.0 |
| Total Sources | \$339.0 | \$372.9 | \$424.0 | \$407.7 | \$263.2 | \$233.2 | \$189.4 | \$153.0 | \$44.5 | \$45.2 | \$1,201.8 |
| Capital Expenditures (Uses) | | | | | | | | | | | |
| Expansion | \$26.4 | \$62.2 | \$120.9 | \$185.3 | \$178.2 | \$221.3 | \$168.5 | \$126.7 | \$11.8 | \$0.0 | \$1,101.3 |
| Total Program - Clayton | \$26.4 | \$62.2 | \$120.9 | \$185.3 | \$178.2 | \$221.3 | \$168.5 | \$126.7 | \$11.8 | \$0.0 | \$1,101.3 |
| Debt Service ³ | - | - | - | - | - | 5.6 | 13.0 | 18.4 | 18.4 | 18.4 | 73.7 |
| Total Uses | \$26.4 | \$62.2 | \$120.9 | \$185.3 | \$178.2 | \$226.9 | \$181.5 | \$145.1 | \$30.1 | \$18.4 | \$1,175.0 |
| Year End Balance | | | | | | | | | | | |
| Total Carry Over | \$312.6 | \$310.7 | \$303.1 | \$222.5 | \$85.0 | \$6.2 | \$8.0 | \$7.9 | \$14.4 | \$26.8 | \$26.8 |

¹FY26 Clayton County Penny Sales Tax Allocation is 50/50 Capital vs. Operating.²Assumed Federal Grants include: MARTA Rapid Southlake & MARTA Rapid SR 54.³Projections subject to change based on actual debt requirements and terms of future debt issuance.

State of Good Repair Capital Improvement Program

Section 1 – Capital Sources and Applications of Funds

In compliance with the MARTA Act of 1965, MARTA staff annually presents 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 planned expenditures with projected revenues. This document outlines the rationale and processes used to develop the Proposed CIP and the FY 2026 Capital Budget to balance capital expenditures with revenues, while satisfying the Authority's capital needs and requirements.

The following table describes the capital program sources and uses of funds in the format of a ten-year plan:

| FY26 - FY35 Proposed Capital Program Sources and Uses of Funds Metropolitan Atlanta Rapid Transit Authority - State of Good Repair (SGR) | | | | | | | | | | | |
|---|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|------------------|
| [\$millions] | | | | | | | | | | | |
| | FY26 | FY27 | FY28 | FY29 | FY30 | FY31 | FY32 | FY33 | FY34 | FY35 | Total |
| Beginning Balance | \$163.0 | \$88.1 | \$10.5 | \$13.8 | \$11.4 | \$13.8 | \$12.3 | \$14.4 | \$10.9 | \$11.4 | \$163.0 |
| Capital Revenues (Sources) | | | | | | | | | | | |
| Sales Tax - Capital Allocation ¹ | \$243.0 | \$270.3 | \$294.6 | \$305.7 | \$320.7 | \$335.5 | \$351.7 | \$369.0 | \$384.6 | \$397.1 | \$3,272.1 |
| Grants - Awarded/Assumed | 126.5 | 68.1 | 65.9 | 65.0 | 65.0 | 65.0 | 65.0 | 65.0 | 65.0 | 65.0 | 715.5 |
| Federal Relief - CRRSAA ² | 32.9 | - | - | - | - | - | - | - | - | - | 32.9 |
| Other Revenue - Interest Income | - | - | - | - | - | - | - | - | - | - | - |
| Reserves Utilization | - | - | - | - | - | - | - | - | - | - | - |
| Debt Issue | 250.0 | 325.0 | 420.0 | 420.0 | 365.0 | 295.0 | 265.0 | 195.0 | 115.0 | 60.0 | 2,710.0 |
| Total Sources | \$815.4 | \$751.6 | \$791.0 | \$804.5 | \$762.1 | \$709.3 | \$694.0 | \$643.4 | \$575.5 | \$533.5 | \$6,893.5 |
| Capital Expenditures (Uses) | | | | | | | | | | | |
| Facilities & Stations | \$94.6 | \$137.8 | \$165.5 | \$182.7 | \$111.0 | \$78.0 | \$86.4 | \$53.6 | \$35.0 | \$23.6 | \$968.0 |
| Maintenance of Way | 29.8 | 30.8 | 27.0 | 26.0 | 28.5 | 24.8 | 21.2 | 20.8 | 20.5 | 20.5 | 249.8 |
| Non-Asset | 86.7 | 94.4 | 118.0 | 118.1 | 159.2 | 146.0 | 146.0 | 146.1 | 89.7 | 60.7 | 1,164.8 |
| Systems | 198.4 | 182.7 | 152.6 | 126.5 | 159.6 | 137.7 | 107.3 | 93.4 | 91.3 | 90.7 | 1,340.3 |
| Vehicles | 151.4 | 111.7 | 110.9 | 116.7 | 49.0 | 54.2 | 49.2 | 43.1 | 46.5 | 42.9 | 775.6 |
| Total Program - SGR | \$560.9 | \$557.3 | \$573.9 | \$570.0 | \$507.3 | \$440.7 | \$410.0 | \$357.0 | \$283.0 | \$238.3 | \$4,498.4 |
| Debt Service ³ | 166.4 | 183.7 | 203.2 | 223.1 | 241.0 | 256.3 | 269.6 | 275.5 | 281.1 | 285.5 | 2,385.5 |
| Total Uses | \$727.3 | \$741.0 | \$777.2 | \$793.1 | \$748.3 | \$696.9 | \$679.6 | \$632.5 | \$564.1 | \$523.8 | \$6,883.9 |
| Year End Balance | | | | | | | | | | | |
| Total Carry Over | \$88.1 | \$10.5 | \$13.8 | \$11.4 | \$13.8 | \$12.3 | \$14.4 | \$10.9 | \$11.4 | \$9.7 | \$9.7 |

¹FY26 Core Penny Sales Tax Allocation is 45/55 Capital vs. Operating.

²Coronavirus Response and Relief Supplemental Appropriations Act of 2021.

³Projections subject to change based on actual debt requirements and terms of future debt issuance.

I. Capital Sources

Funding for the FY 2026 – FY 2035 State of Good Repair Capital Program is derived 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%). For FY 2026 the proposed core penny sales tax allocation is 45% Capital and 55% Operating.

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 Regional Bus Stop Signage projects. Funding from the State is expected in FY 2026 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 FY 2026, financial modeling of the "Capital Program Sources and Uses of Funds" forecasts \$250.0M 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

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 on the following page, followed by a description of each of the categories.

MARTA CIP Asset Categories and Programs

| <u>Vehicles</u> | <u>Facilities</u> | <u>MOW</u> | <u>Non-Asset</u> | <u>Systems</u> |
|---|--------------------------------|---------------------------------|------------------------------|------------------------------|
| Bus Procurement & Enhancement- Vehicles & On Board Systems | Rail Facilities & Equipment | Track Maintenance & Replacement | Transit Planning | Transit Planning |
| Rail Procurement & Enhancement- Vehicles & On Board Systems | Building/ Office & Equipment | Track Structures | Safety & Regulatory | Elevators & Escalators |
| Mobility Vehicles | Bus Facilities & Equipment | | Customer Service | Security |
| Non-Revenue Vehicles | Roofing & Skylights | | CIP Planning & Controls | Automatic Train Control |
| Non-Revenue Rail Car Fleet | Paving, Structures, & Drainage | | Asset Management | Radio & Communications |
| Light Rail Vehicles (Streetcar) | Underground Storage Tanks | | Environmental Sustainability | IT Hardware |
| | Enhancement | | Performance Management | Software |
| | Transit Planning | | | Electrical Power & Equipment |
| | Rehabilitation & Replacement | | | Safety & Regulatory |
| | | | | Fuel Systems |

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
- Mobility Vehicle procurement
- Non-revenue vehicle procurement
- Non-revenue rail car fleet
- Light Rail Vehicle (Streetcar) procurement

Bus Vehicle Procurement and Enhancement

This program consists of the procurement and enhancement of bus vehicles including major on-board systems. As of Q3 of FY 2025, the Authority's bus fleet consists of 538 diesel, compressed natural gas (CNG), and electric buses. The fleet composition is split between 147 diesel buses, 385 CNG buses, and 6 electric buses. This includes Paratransit Vans, Service Vehicles, and Service Vehicles for Police. The average age of the fleet is 6.3 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. Please refer to **Attachment – D** for additional information on the Authority's bus fleet.

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 294 heavy rail vehicles obtained under three procurement contracts, CQ310, CQ311 and CQ312. The rehabilitation program to extend the useful life of the CQ310, CQ311, and CQ312 rail cars for additional years will continue. The CQ312 rail cars were delivered in the early 2000's and the average age of these rail cars is 21 years with a life expectancy benchmark of 25 years. Planning for the replacement of the Authority's CQ310 and CQ311 rail cars was initiated in FY14. Refer to **Attachment – F** for more information.

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 to seven 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, including the projects outlined below, supports the 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 (completed) 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.

Projects within the rail vehicle program that will be executed in FY 2026 included:

- Continuation of a modified MARTA rail vehicle Lifecycle Asset Reliability Enhancement (LCARE) Bridge Program on the CQ312, CQ311, 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.

- CQ400 New Rail Car Replacement procurement will replace the CQ310, CQ311, and CQ312 rail vehicles. The first rail car set are undergoing testing at MARTA's facilities.

Mobility Vehicles

As of FY 2026, the Authority's mobility fleet consists of 248 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. Please refer to **Attachment – E** for additional details about the Authority's paratransit fleet.

Non-Revenue Vehicles

The Authority maintains a non-revenue fleet of 487 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 FY 2026 CIP to support replacement of any non-revenue vehicles which reach end-of-life status. See **Attachment - H** for more information.

Non-Revenue Rail Car Fleet

The Authority's non-revenue rail car fleet consists of three 50-ton General Electric Locomotives (one currently out of commission) and four flat cars with two out of service due to age. See **Attachment - H** for more information.

Light Rail Vehicles (Streetcar)

The MARTA Streetcar is a 2.7-mile loop that makes 12 stops connecting Centennial Olympic Park with the Martin Luther King, Jr. National Historical Park, and nearby neighborhoods east of Downtown. With a direct connection to MARTA's Peachtree Center station. See **Attachment - G** for more information.

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/ office 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. Please refer to **Attachment – J** for additional information on MARTA rail stations.

MARTA has three rail operations/maintenance and support facilities. Please refer to **Attachment – I** for an inventory of MARTA operations facilities including the rail operations/maintenance and support facilities.

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. Please refer to **Attachment – I** for an inventory of MARTA bus facilities. 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. Please refer to **Attachment – I** for additional details.

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. Please refer to **Attachment – M** for additional information on MARTA parking lots and parking decks.

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.

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:

- Communications Based Train Control (CBTC)
- Track Maintenance and Replacement
- Track Structures

Communications Based Train Control (CBTC)

MARTA is upgrading its entire rail system to a modern Communications-Based Train Control (CBTC) system that will bring it in line with current industry standards to improve safety, reliability, and operations.

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 20 twenty miles of yard track. Of the 104 mainline miles, 96 miles consist of double track (i.e., left and right tracks for east/west or north/south travel), and the other eight miles consist of pocket track. The 20 miles of yard track are located within the three rail yards: Armour, Avondale, and South Yard. Please refer to **Attachment – N** for additional information on MARTA trackway.

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. Please refer to **Attachment – M** for additional details on MARTA's track structures.

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:

- Transit Planning
- Automatic Train Control
- Electrical Power & Equipment
- Safety & Regulatory
- Security
- Elevators & Escalators
- Radio & Communications
- IT Hardware
- IT Software
- Fuel Systems

Automated Fare Collection

This effort involves replacement of all fare systems software and consolidation of other software and systems such as Breeze and Breeze Mobile. Replacement of all fare hardware on revenue vehicles, rail stations and operating facilities/garages, and expansion to support all modes of service. Implementation services, including software and hardware testing, training, construction, and removal of old equipment. Provisions for current and future Regional Partner agencies to purchase equipment and fully participate in the new system.

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). Please refer to **Attachment – N** for additional information on the Authority's current train control system.

For the FY 2026 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). Please refer to **Attachment – N** for additional details.

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. Please refer to **Attachment – N** for additional details about the Authority's auxiliary power system.

Vital Relays with Processors

Upgrades involving critical microprocessor-based equipment are currently being implemented to replace the existing vital relay equipment, which has been discontinued. These enhancements are essential to ensure continued reliability, maintainability, and compliance with current technological standards and safety requirements.

Emergency Trip Stations (ETS)

The traction power system has an Emergency Trip Station (ETS) 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. Please refer to **Attachment – N** for additional information on the ETS system.

Safety & Regulatory

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.

Security

The security program 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.

Security Access Controls

Replaces aging access-control software system at MARTA facilities and high-rail access points. This will allow MARTA police and safety personnel to better manage the access points using a single unified software system.

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. Please refer to **Attachment – K** for additional information on the Authority's elevator inventory.

Escalators

The Authority operates and maintains 150 Escalators in rail stations only. Please refer to **Attachment – L** for additional information on the Authority's escalator inventory.

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 System-Wide Station Phone Upgrade (VoIP) ; on-going implementation of an enhanced voice communications infrastructure; 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. Please refer to **Attachment – O** for additional details on the Authority's information technology infrastructure.

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.
- Project to procure and deploy new advanced scheduling applications, replace aging hardware, upgrade end-of-life systems, bring current applications to latest released versions, and procure new scheduling software and Automatic Vehicle Location (AVL) system.
- Scoping and procuring an Authority-Wide Customer Relationship Management (CRM) software platform.

Fuel Systems

This program area encompasses the planning, design, implementation, and enhancement of systems that support the management and delivery of fuel to MARTA vehicles. Current projects within this program area include:

- Upgrade of CNG protection systems to ensure the safe and reliable operation of our compressed natural gas infrastructure.
- Planning, design, procurement, and implementation of a remote stray current monitoring system throughout the MARTA rail system. Stray currents can cause premature corrosion of the rail system.

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
- Customer service
- Performance measurement
- Asset management
- CIP Planning/Controls
- Safety and regulatory

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; planning for and management of transit-oriented development (TOD) activities; and coordination with regional partners.

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.

Customer Service

The customer service program area includes planning, design, and implementation of various customer service initiatives. The current project in this program area partners with local artists, businesses, government agencies, and other Atlanta-based organizations to create artwork that captures the spirit and vitality of the region, making travel by MARTA more attractive and welcoming.

Performance Management

This program includes regulatory & compliance and 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.

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. Funds are budgeted to move forward with implementation on several new projects including developments at Avondale and Edgewood/Candler Park. TOD also includes the ongoing implementation of the station concessions program. It is anticipated that the stations concession program will expand from the initial food and beverage offerings by adding convenience, news, gifts, and specialty retail concepts.

CIP Planning/Controls

The CIP Planning/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 FY 2026, the Authority is continuing to implement an 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.

Safety & Regulatory

This program supports safety & regulatory compliance for the Authority. The current project in this program area is Water Quality Corrective Actions.

More MARTA – City of Atlanta Capital Program

Section 1 – Capital Sources and Applications of Funds

The following table describes the capital program sources and uses of funds in the format of a ten-year plan.

FY26 - FY35 Proposed Capital Program Sources and Uses of Funds Metropolitan Atlanta Rapid Transit Authority - More MARTA (City of Atlanta)

[\$millions]

| | FY26 | FY27 | FY28 | FY29 | FY30 | FY31 | FY32 | FY33 | FY34 | FY35 | Total |
|---|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|------------------|
| Beginning Balance | \$244.3 | \$206.4 | \$205.6 | \$141.8 | \$30.7 | \$32.6 | \$20.6 | \$28.3 | \$98.9 | \$188.9 | \$244.3 |
| Capital Revenues (Sources) | | | | | | | | | | | |
| Sales Tax - Capital Allocation ¹ | \$71.1 | \$96.6 | \$95.3 | \$90.6 | \$90.8 | \$90.6 | \$95.0 | \$99.8 | \$98.3 | \$101.4 | \$929.5 |
| Grants - Awarded | 28.0 | 14.3 | - | - | - | - | - | - | - | - | 42.3 |
| Grants - Assumed ² | 2.5 | 30.6 | 86.0 | 115.3 | 52.5 | 74.5 | 62.0 | 15.0 | - | - | 438.4 |
| Other Revenue - Interest Income | 8.6 | 6.2 | 6.2 | 2.8 | 0.6 | 0.7 | 0.4 | 0.6 | 2.0 | 3.8 | 31.7 |
| Debt Issue | - | - | - | 70.0 | 140.0 | - | - | - | - | - | 210.0 |
| Total Sources | \$354.4 | \$354.0 | \$393.1 | \$420.5 | \$314.6 | \$198.3 | \$178.0 | \$143.7 | \$199.1 | \$294.0 | \$1,896.2 |
| Capital Expenditures (Uses) | | | | | | | | | | | |
| Expansion | \$148.1 | \$148.4 | \$251.3 | \$386.4 | \$271.8 | \$167.5 | \$139.4 | \$34.5 | - | - | \$1,547.3 |
| Total Program - Atlanta | \$148.1 | \$148.4 | \$251.3 | \$386.4 | \$271.8 | \$167.5 | \$139.4 | \$34.5 | - | - | \$1,547.3 |
| Debt Service ³ | - | - | - | 3.4 | 10.3 | 10.3 | 10.3 | 10.3 | 10.3 | 10.3 | 65.2 |
| Total Uses | \$148.1 | \$148.4 | \$251.3 | \$389.9 | \$282.0 | \$177.7 | \$149.7 | \$44.8 | \$10.3 | \$10.3 | \$1,612.5 |
| Year End Balance | | | | | | | | | | | |
| Total Carry Over | \$206.4 | \$205.6 | \$141.8 | \$30.7 | \$32.6 | \$20.6 | \$28.3 | \$98.9 | \$188.9 | \$283.7 | \$283.7 |

¹FY26 City of Atlanta Half Penny Sales Tax Allocation is 68/32 Capital vs. Operating.

²Assumed Federal Grants include: Clifton Corridor & MARTA Rapid Campbellton.

³Projections subject to change based on actual debt requirements and terms of future debt issuance.

I. Capital Sources

Funding for the FY 2026 – FY 2035 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. The following is an overview of the sources of capital.

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 More MARTA City of Atlanta additional half penny sales tax. For FY 2026 the proposed sales tax allocation is 55% Capital and 45% Operating.

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 FY 2026, 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

Rapid A Line (Capital Avenue/Summerhill BRT)

The Rapid A Line (Capital Avenue/Summerhill BRT) project is part of the More MARTA Atlanta program. The project will consist of new 60' articulated electric BRT buses that will run along a 4.8-mile roundtrip route spanning from the Atlanta Beltline on the south end, to the downtown Atlanta core on the north end. The route will feature 85% dedicated bus lanes with traffic signal prioritization (TSP), and intelligent communications. The BRT buses will serve several major institutions, government facilities, employment centers, and housing along the corridor. The route runs adjacent to three MARTA rail stations; Garnett Station, Five Points Station, and the Georgia State University Station. The project is under construction.

Campbellton/Greenbriar (BRT)

The Campbellton Corridor Bus Rapid Transit (BRT) project will deliver high-frequency electric bus service in center-running dedicated lanes along Campbellton Road from Barge Road to Oakland City Station. Project elements include a transit hub at Greenbriar Mall, major streetscape and accessibility improvements along the length, and studying economic development potential for new housing and other development at key nodes. The project is currently in the design phase.

Streetcar East Ext (LRT)

The Streetcar East Extension project will extend the existing Atlanta Streetcar line to the east from Jackson Street onto the Atlanta Beltline up to Ponce de Leon Avenue. The project is currently in the design phase.

Bankhead Station Enhancement

Renovates and expands Bankhead Station to lengthen the existing platform to accommodate full-length train sets.

Five Points Station Transformation

The Five Points Transformation Project will demolish the existing Five Points station canopy, construct a new canopy, and redesign the station's plaza area entirely within the same geographic footprint of the existing plaza. The Project will improve and modernize the station by opening the plaza slab beneath the new, larger canopy to maximize access to daylight and air at the concourse level. It will also protect the station from future water intrusion. This project is largely funded through the More MARTA Atlanta program, with some local, federal, and state contributions.

Clifton Corridor (BRT)

The Clifton Corridor Transit Initiative is MARTA's proposed new Bus Rapid Transit service 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 and Prevention (CDC), Emory University, Emory University Hospital, Children's Healthcare of Atlanta – Egleston, Lindbergh Center, and Atlanta VA Medical Center.

Cleveland Ave/Metropolitan Pkwy ART

This Arterial Rapid Transit (ART) project will deliver higher frequency and improved amenities on Cleveland Avenue and Metropolitan Parkway, with rail connections at East Point and West End.

Atlanta Contingency

Contingency for More MARTA City of Atlanta Projects.

More MARTA – Clayton County Capital Program

Section 1 – Capital Sources and Applications of Funds

The following table describes the capital program sources and uses of funds in the format of a ten-year plan.

| FY26 - FY35 Proposed Capital Program Sources and Uses of Funds Metropolitan Atlanta Rapid Transit Authority - More MARTA (Clayton County) [\$millions] | | | | | | | | | | | |
|--|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|---------------|---------------|------------------|
| | FY26 | FY27 | FY28 | FY29 | FY30 | FY31 | FY32 | FY33 | FY34 | FY35 | Total |
| Beginning Balance | \$286.3 | \$312.6 | \$310.7 | \$303.1 | \$222.5 | \$85.0 | \$6.2 | \$8.0 | \$7.9 | \$14.4 | \$286.3 |
| Capital Revenues (Sources) | | | | | | | | | | | |
| Sales Tax - Expansion Only ¹ | \$35.6 | \$36.3 | \$34.1 | \$34.6 | \$36.3 | \$31.4 | \$33.1 | \$34.9 | \$36.4 | \$30.5 | \$343.3 |
| Grants - Awarded | 7.1 | 6.6 | - | - | - | - | - | - | - | - | 13.7 |
| Grants - Assumed ² | - | 8.0 | 69.8 | 64.0 | - | - | - | - | - | - | 141.9 |
| Other Revenue - Interest Income | 10.0 | 9.4 | 9.3 | 6.1 | 4.4 | 1.7 | 0.1 | 0.2 | 0.2 | 0.3 | 41.7 |
| Debt Issue | - | - | - | - | - | 115.0 | 150.0 | 110.0 | - | - | 375.0 |
| Total Sources | \$339.0 | \$372.9 | \$424.0 | \$407.7 | \$263.2 | \$233.2 | \$189.4 | \$153.0 | \$44.5 | \$45.2 | \$1,201.8 |
| Capital Expenditures (Uses) | | | | | | | | | | | |
| Expansion | \$26.4 | \$62.2 | \$120.9 | \$185.3 | \$178.2 | \$221.3 | \$168.5 | \$126.7 | \$11.8 | \$0.0 | \$1,101.3 |
| Total Program - Clayton | \$26.4 | \$62.2 | \$120.9 | \$185.3 | \$178.2 | \$221.3 | \$168.5 | \$126.7 | \$11.8 | \$0.0 | \$1,101.3 |
| Debt Service ³ | - | - | - | - | - | 5.6 | 13.0 | 18.4 | 18.4 | 18.4 | 73.7 |
| Total Uses | \$26.4 | \$62.2 | \$120.9 | \$185.3 | \$178.2 | \$226.9 | \$181.5 | \$145.1 | \$30.1 | \$18.4 | \$1,175.0 |
| Year End Balance | | | | | | | | | | | |
| Total Carry Over | \$312.6 | \$310.7 | \$303.1 | \$222.5 | \$85.0 | \$6.2 | \$8.0 | \$7.9 | \$14.4 | \$26.8 | \$26.8 |

¹FY26 Clayton County Penny Sales Tax Allocation is 50/50 Capital vs. Operating.

²Assumed Federal Grants include: MARTA Rapid Southlake & MARTA Rapid SR 54.

³Projections subject to change based on actual debt requirements and terms of future debt issuance.

I. Capital Sources

Funding for the FY 2026 – FY 2035 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. The following is an overview of the sources of capital.

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 More MARTA Clayton County sales tax. For FY 2026 the proposed sales tax allocation is 55% Capital and 45% Operating.

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 FY 2026, the modeling of the “Capital Program Sources and Uses of Funds” shows no need to issue debt to support delivery of the projects. 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

Clayton Multipurpose O&M Facility

Planning, design, property acquisition and development of a new bus maintenance facility to support existing service and future expansion in Clayton County. Demolition is underway to prepare for the new construction.

Clayton SR54 BRT

The SR54 Clayton BRT project addresses the travel demands in a study area generally extending south from East Point MARTA Rail Station in the city of East Point in Fulton County, GA to the city of Lovejoy in Clayton County, GA. The proposed alignment is approximately 24 miles long, with some fully dedicated lanes and some areas operating in mixed traffic. Transit Signal Priority (TSP) technology will be implemented throughout the alignment.

Clayton County Southlake BRT

The Southlake Bus Rapid Transit (BRT) project will operate primarily within the western, central section of Clayton County and include service to College Park, Riverdale, and Morrow. The Locally Preferred Alternative (LPA) route will extend from the College Park Station to Southlake Mall, connecting several key Clayton County

destinations, including the Shops of Riverdale and the Southern Regional Medical Center. The majority of the guideway will be dedicated to bus traffic only.

Clayton County Justice Center

The Clayton County Justice Center Transit Hub will connect multiple transit options at a centralized location, with shelter, restrooms, fare vending machines, and operator rest facilities.

Contingency Clayton

Contingency for More MARTA Clayton County Projects.

FY26 Proposed Capital Program Sources and Uses of Funds
Metropolitan Atlanta Rapid Transit Authority
Comprehensive - All Programs

[\$millions]

| State of Good Repair (SGR) | | | |
|-------------------------------------|------------------|----------------------|----------------|
| Sources | | Uses | |
| Prior Year Carry Forward | \$163.0 | Capital Expenditures | \$560.9 |
| Capital Sales Tax | 243.0 | Debt Service | 166.4 |
| Federal/State Funds | 159.4 | Subtotal | \$727.3 |
| Interest Income | - | | |
| Debt Issue | 250.0 | | |
| Subtotal | \$815.4 | | |
| More MARTA - City of Atlanta | | | |
| Sources | | Uses | |
| Prior Year Carry Forward | \$244.3 | Capital Expenditures | \$148.1 |
| Capital Sales Tax | 58.8 | Debt Service | - |
| Federal/State Funds | 30.5 | Subtotal | \$148.1 |
| Interest Income | 8.6 | | |
| Debt Issue | - | | |
| Subtotal | \$342.1 | | |
| More MARTA - Clayton County | | | |
| Sources | | Uses | |
| Prior Year Carry Forward | \$286.3 | Capital Expenditures | \$26.4 |
| Capital Sales Tax | 35.6 | Debt Service | - |
| Federal/State Funds | 7.1 | Subtotal | \$26.4 |
| Interest Income | 9.9 | | |
| Debt Issue | - | | |
| Subtotal | \$338.9 | | |
| Total Sources | \$1,496.5 | Total Uses | \$901.8 |

Attachment – A

MARTA State of Good Repair Proposed Projects Ten-Year Forecast

The following portrays the proposed capital projects ten-year plan for years FY 2026 to FY 2035 by Asset Category

| FY26 - FY35 Proposed Projects Ten-Year Forecast by Category | | | | | | | | | | | | |
|---|---|--------|---------|---------|---------|---------|--------|--------|--------|--------|--------|---------|
| Metropolitan Atlanta Rapid Transit Authority - State of Good Repair (SGR) | | | | | | | | | | | | |
| [Smillions] | | | | | | | | | | | | |
| | | FY26 | FY27 | FY28 | FY29 | FY30 | FY31 | FY32 | FY33 | FY34 | FY35 | Total |
| Project | Project Description | | | | | | | | | | | |
| 32242 | Multipurpose O&M Facility - SGR Share | \$5.0 | \$15.0 | \$35.4 | \$76.2 | \$52.4 | \$20.0 | \$16.0 | - | - | - | \$220.0 |
| 32177 | Rail Station Rehabilitation | 49.8 | 42.4 | 29.0 | 7.7 | 9.9 | 6.6 | 5.0 | 5.0 | 5.0 | 5.0 | 165.3 |
| 32287 | Five Points Transformation - SGR Share | 0.6 | 20.0 | 30.0 | 44.5 | - | - | - | - | - | - | 95.1 |
| 32276 | Parking Lot Repair | 6.5 | 5.5 | - | - | 10.0 | 10.0 | 10.0 | - | - | - | 42.0 |
| 32306 | Rail Car Bdy Repair and Paint | - | 1.0 | 0.5 | 0.1 | 0.1 | 4.0 | 12.0 | 15.0 | 7.0 | - | 39.6 |
| 31956 | Train Wash Replacement | - | - | 3.2 | 7.0 | 8.0 | 8.6 | 8.5 | 4.0 | - | - | 39.3 |
| 32315 | Stonecrest Transit Hub | 0.3 | 0.3 | 0.3 | 0.3 | 5.6 | 5.6 | 5.6 | 5.6 | 5.6 | 5.6 | 34.8 |
| 32225 | Energy Services Company ESCO | 2.8 | 3.1 | 2.2 | 2.4 | 3.2 | 2.9 | 3.2 | 3.7 | 3.5 | 6.3 | 33.2 |
| 32240 | S. Dekalb Transit Center | 2.0 | 8.0 | 10.4 | 9.0 | - | - | - | - | - | - | 29.4 |
| 32319 | AGL Special Contract Amendment | 0.9 | 4.0 | 9.1 | 8.8 | 0.2 | - | - | - | - | - | 22.9 |
| 31305 | Roofing Rehabilitation Program | 1.5 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 19.5 |
| New | MARTA Headquarter Consolidation - Morsogo | 4.5 | 4.8 | 5.0 | 2.1 | - | - | - | - | - | - | 16.5 |
| 32346 | Station Rehabilitation - College Park | - | - | - | - | - | - | - | 10.2 | 5.6 | - | 15.8 |
| 32305 | Shop Aux and Stinger Power Upg | 2.0 | 8.0 | 5.5 | - | - | - | - | - | - | - | 15.5 |
| 32299 | MARTA Site Relocation | 1.5 | 1.8 | 8.1 | 4.0 | - | - | - | - | - | - | 15.3 |
| 32326 | Tank Replacement and Maintenance Project | 1.0 | 1.0 | 2.0 | 2.0 | 2.0 | 2.0 | 1.4 | 1.4 | 1.4 | - | 14.1 |
| 32279 | Railcar Lift Replacement | 2.5 | 2.5 | 2.5 | 2.5 | 2.5 | 1.0 | - | - | - | - | 13.5 |
| 32249 | Rehab Existing Maint Facil | 1.0 | 1.0 | 1.0 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 13.5 |
| 32253 | Smart Restrooms | 2.5 | 2.5 | 2.5 | 3.2 | - | - | - | - | - | - | 10.7 |
| New | MARTA Parking Deck Consolidation | - | - | - | - | - | - | 10.4 | - | - | - | 10.4 |
| 32349 | K-9 Facility Replacement | 0.6 | - | - | - | 6.8 | 2.7 | - | - | - | - | 10.0 |
| 32261 | IDIQ | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 10.0 |
| 32321 | Bankhead Platform Extension - SGR Share | 0.1 | 0.1 | 5.0 | 4.5 | - | - | - | - | - | - | 9.6 |
| 32308 | Rail Car Roof Platfrm and Pits | 1.3 | 5.5 | 2.0 | - | - | - | - | - | - | - | 8.8 |
| 32268 | EV Conversion | 4.8 | 2.0 | 2.0 | - | - | - | - | - | - | - | 8.8 |
| 32342 | Station Renaming | 0.1 | - | - | - | 0.8 | 1.3 | 4.1 | 1.9 | - | - | 8.1 |
| 32264 | TOD Reimbursements | 0.5 | 0.5 | 0.5 | 0.5 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 0.8 | 7.8 |
| 31589 | Bus Shelters and Benches | 0.3 | 0.5 | 1.0 | 1.5 | 1.5 | 1.5 | 1.5 | - | - | - | 7.8 |
| 32301 | Cleveland Ave ART-East Point | - | 3.6 | 3.2 | - | - | - | - | - | - | - | 6.8 |
| 31733 | Data Center Rehabilitation Project | 0.2 | 0.5 | 0.5 | 0.5 | 0.4 | 3.0 | - | - | - | - | 5.1 |
| 30740 | Small Tools & Equipment | 0.3 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 3.9 |
| 30640 | Furniture | 0.3 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 3.9 |
| New | Parking Decks Expansion Joint Replacement | - | - | - | - | 0.2 | 1.0 | 1.5 | - | - | - | 2.7 |
| 32124 | Facilities Upgrade Program - JOC | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 2.5 |
| 32248 | Pavement Repair Program | 0.2 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 2.4 |
| New | Tech Training Infra and Technology Upgr Program | - | - | - | - | - | 0.9 | 0.1 | - | - | - | 1.0 |
| New | AR Wayfinding Expansion | - | - | 0.3 | 0.2 | 0.2 | 0.2 | 0.2 | 0.0 | - | - | 1.0 |
| 32219 | BARCO Replacement | - | - | - | - | 0.6 | - | - | - | - | - | 0.6 |
| 32307 | Wheel Truing Machine Refurb | 0.4 | - | - | - | - | - | - | - | - | - | 0.4 |
| 32174 | Bus Stop Sign Replacement Upgr | 0.1 | 0.1 | - | - | - | - | - | - | - | - | 0.2 |
| 32163 | Backup Integrated Ops Center | 0.2 | - | - | - | - | - | - | - | - | - | 0.2 |
| 32304 | Bus Stop MARTA Market | - | - | 0.0 | - | - | - | - | - | - | - | 0.0 |
| 32302 | Station Rehabilitation - Brookhaven | - | - | - | - | - | - | - | - | - | - | - |
| 32345 | Station Rehabilitation - Five Points | - | - | - | - | - | - | - | - | - | - | - |
| 32241 | Clayton Facility Real Estate | - | - | - | - | - | - | - | - | - | - | - |
| 32277 | Brownsmill Paint Booth | - | - | - | - | - | - | - | - | - | - | - |
| 32335 | GA Power Make Ready EV Charger Installation | - | - | - | - | - | - | - | - | - | - | - |
| 32347 | Station Rehabilitation - East Lake & Bridge | - | - | - | - | - | - | - | - | - | - | - |
| 32344 | Station Rehabilitation - Airport | - | - | - | - | - | - | - | - | - | - | - |
| 32343 | Station Rehabilitation - Indian Creek | - | - | - | - | - | - | - | - | - | - | - |
| | Total - Facilities & Stations | \$94.6 | \$137.8 | \$165.5 | \$182.7 | \$111.0 | \$78.0 | \$86.4 | \$53.6 | \$35.0 | \$23.6 | \$968.0 |

Attachment– A Continued

FY26 - FY35 Proposed Projects Ten-Year Forecast by Category
Metropolitan Atlanta Rapid Transit Authority - State of Good Repair (SGR)

[Millions]

| | | FY26 | FY27 | FY28 | FY29 | FY30 | FY31 | FY32 | FY33 | FY34 | FY35 | Total |
|-----------------------------------|---|---------------|---------------|----------------|----------------|----------------|----------------|----------------|----------------|---------------|---------------|------------------|
| Project | Project Description | | | | | | | | | | | |
| 32340 | TR V (Track Renovation) | \$20.0 | \$20.0 | \$20.0 | \$20.0 | \$20.0 | \$20.2 | \$20.2 | \$20.2 | \$20.2 | \$20.2 | \$201.1 |
| 32330 | Track Improvement Initiative | 6.3 | 7.3 | 4.5 | 5.0 | 7.5 | 4.5 | - | - | - | - | 35.0 |
| 32341 | EP&E Asset Sustainability | 1.5 | 1.5 | 1.5 | - | - | - | - | - | - | - | 4.5 |
| 32339 | ATC Asset Sustainment | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 0.1 | 1.0 | 0.6 | 0.3 | 0.3 | 7.2 |
| 32275 | Aerial Steel Bridges | 1.0 | 1.0 | - | - | - | - | - | - | - | - | 2.0 |
| 32216 | Autonomous Track Inspection | 0.1 | - | - | - | - | - | - | - | - | - | 0.1 |
| Total - Maintenance of Way | | \$29.8 | \$30.8 | \$27.0 | \$26.0 | \$28.5 | \$24.8 | \$21.2 | \$20.8 | \$20.5 | \$20.5 | \$249.8 |
| | | | | | | | | | | | | |
| | | | | | | | | | | | | |
| Project | Project Description | FY26 | FY27 | FY28 | FY29 | FY30 | FY31 | FY32 | FY33 | FY34 | FY35 | Total |
| 32291 | GA400 BRT | \$2.0 | \$2.0 | \$15.0 | \$25.0 | \$80.0 | \$80.0 | \$80.0 | \$80.0 | \$14.0 | - | \$378.0 |
| 32243 | Contingency | 10.0 | 20.0 | 20.0 | 20.0 | 20.0 | 20.0 | 20.0 | 20.0 | 30.0 | 20.0 | 200.0 |
| 32280 | GASB | 14.4 | 14.2 | 14.9 | 18.8 | 22.0 | 22.0 | 22.0 | 22.0 | 22.0 | 22.0 | 194.0 |
| 32246 | CPMO - SGR | 22.0 | 22.0 | 20.0 | 15.0 | 11.0 | 15.0 | 15.0 | 15.0 | 15.0 | 10.0 | 160.0 |
| 32333 | Candler Rd ART | 1.5 | 2.0 | 15.0 | 15.0 | 7.8 | - | - | - | - | - | 41.3 |
| 32331 | Buford Highway ART | 0.5 | 2.0 | 15.0 | 9.5 | 9.0 | - | - | - | - | - | 36.0 |
| 32258 | Environmental, Safety and Health | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 30.0 |
| 32298 | Bus Network Redesign Program | 16.0 | 13.2 | - | - | - | - | - | - | - | - | 29.2 |
| 32296 | Safe Routes to Transit | 5.5 | 6.0 | 6.0 | 5.1 | - | - | - | - | - | - | 22.6 |
| 32294 | ATN-Automated Transit Network | 4.0 | 3.0 | 2.5 | 1.5 | - | - | - | - | - | - | 11.0 |
| 31106 | Financial Planning | 1.4 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 10.4 |
| 31490 | TOD General Planning | 1.0 | 0.8 | 2.5 | 0.8 | 0.8 | 0.8 | 0.8 | 0.8 | 0.8 | 0.8 | 9.5 |
| 32210 | Art in Transit | 0.3 | 0.5 | 0.8 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 8.5 |
| 32329 | Sustainability Program Technical Support Services | 0.5 | 0.8 | 0.8 | 0.8 | 0.8 | 0.8 | 0.8 | 0.9 | 1.0 | 1.0 | 7.8 |
| 32221 | Support for Adjacent Develop | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 5.0 |
| 30940 | General Planning | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 5.0 |
| 32317 | Bus and Rail Scheduling/Operations Planning Support | 0.3 | 0.3 | 0.1 | 0.2 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 2.7 |
| 32285 | Transit Asset Management Plan | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 2.5 |
| 32310 | Technical Training ZEB Program Enhancements | - | - | - | - | 1.0 | 0.5 | 0.5 | 0.5 | - | - | 2.5 |
| 32303 | I-285 Top End BRT | 1.5 | 0.5 | - | - | - | - | - | - | - | - | 2.0 |
| 32352 | Water Quality Corrective Actions | 1.0 | 1.0 | - | - | - | - | - | - | - | - | 2.0 |
| 32300 | CPEI Department Initiatives | 0.1 | 0.1 | 0.1 | 0.1 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 1.9 |
| 32239 | DeKalb (Planning) | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 1.5 |
| 32238 | Fulton (Planning) | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.5 |
| 32286 | Long Range Transportation Plan | - | 0.3 | - | - | - | - | - | - | - | - | 0.3 |
| 32284 | Federal Advisory Services | 0.1 | 0.1 | - | - | - | - | - | - | - | - | 0.2 |
| 32332 | South Dekalb Transit Initiative | 0.1 | 0.1 | - | - | - | - | - | - | - | - | 0.2 |
| 32328 | South Fulton Parkway Transit Initiative | 0.1 | 0.1 | - | - | - | - | - | - | - | - | 0.1 |
| 32327 | Roosevelt Highway Trans Initiative | 0.1 | 0.1 | - | - | - | - | - | - | - | - | 0.1 |
| 32323 | Southwest Atlanta ARTs | 0.1 | 0.1 | - | - | - | - | - | - | - | - | 0.1 |
| 32309 | Zonar Station Management | - | - | - | 0.0 | - | - | - | - | - | - | 0.0 |
| 32297 | Buckhead Hub 404 CID | - | 0.0 | - | - | - | - | - | - | - | - | 0.0 |
| 32165 | Organizational Assessment Prog | - | - | - | - | - | - | - | - | - | - | - |
| 32260 | Capital Services Allocation | - | - | - | - | - | - | - | - | - | - | - |
| 32289 | Summerhill Human Connections Study | - | - | - | - | - | - | - | - | - | - | - |
| 32324 | Enterprise Data Management and Governance | - | - | - | - | - | - | - | - | - | - | - |
| 32292 | Operations Miscellaneous | - | - | - | - | - | - | - | - | - | - | - |
| Total - Non-Asset | | \$86.7 | \$94.4 | \$118.0 | \$118.1 | \$159.2 | \$146.0 | \$146.0 | \$146.1 | \$89.7 | \$60.7 | \$1,164.8 |

Attachment– A Continued

FY26 - FY35 Proposed Projects Ten-Year Forecast by Category
Metropolitan Atlanta Rapid Transit Authority - State of Good Repair (SGR)

[Millions]

| Project | Project Description | FY26 | FY27 | FY28 | FY29 | FY30 | FY31 | FY32 | FY33 | FY34 | FY35 | Total |
|------------------------|--|----------------|----------------|----------------|----------------|----------------|----------------|----------------|---------------|---------------|---------------|------------------|
| 32293 | CBTC - Communications Based Train Control | \$10.0 | \$48.6 | \$64.1 | \$59.7 | \$94.6 | \$91.7 | \$66.3 | \$61.4 | \$56.4 | - | \$552.8 |
| 32255 | Automated Fare Collection 2.0 | 104.0 | 44.0 | 12.3 | - | - | - | - | - | - | - | 160.3 |
| 31683 | Auxiliary Power Switch Gear | 2.0 | 4.0 | 4.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 59.5 | 105.5 |
| 31704 | Traction Power Substation Sys | 3.4 | 10.0 | 13.0 | 13.0 | 12.1 | 13.1 | 9.3 | 10.2 | 11.9 | 7.0 | 103.0 |
| 32263 | System-Wide Station Phone Upgr (VoIP) | 12.0 | 17.6 | 12.0 | 12.0 | 9.7 | - | - | - | - | - | 63.3 |
| 31703 | Train Control Systems Upgrade | 9.5 | 13.3 | 11.3 | 8.3 | 5.3 | - | - | - | - | - | 47.5 |
| 31893 | Upgr Aging Equipment - Network | 1.5 | 1.3 | 1.3 | 3.0 | 3.0 | 5.0 | 5.0 | 4.0 | 7.5 | 5.0 | 36.6 |
| 31984 | Vital Relays with Processors | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | - | - | - | 35.0 |
| 31939 | Security Training & Awareness | 2.0 | 4.0 | 1.5 | 1.5 | 1.5 | 2.5 | 1.5 | 1.0 | 1.0 | 10.0 | 26.5 |
| 32097 | Escalators Rehabilitation | 15.0 | 5.4 | 5.0 | - | - | - | - | - | - | - | 25.4 |
| 30540 | Security Related Equipment | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 20.0 |
| 32338 | Digital Pass Info Screens Prog | 1.0 | 2.5 | 2.5 | 2.5 | 2.5 | 2.5 | 2.5 | 1.5 | - | - | 17.5 |
| 32100 | Enterprise Data Storage Upgrd | - | 0.8 | 0.8 | 1.0 | 1.1 | 1.8 | 2.5 | 2.5 | 2.5 | 3.4 | 16.3 |
| XXXX2 | CCTV Technology Infrastructure Upgrade | 1.5 | 3.5 | 2.0 | 3.0 | 3.0 | - | - | - | - | - | 13.0 |
| 32222 | Corrosion Control Management | 1.8 | 1.8 | 1.8 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 0.5 | 0.4 | 11.3 |
| 32149 | Cyber Security for Control Sys | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 10.0 |
| 32313 | Demand Resp Plat (MARTA Reach) | 1.5 | 0.8 | 0.8 | 0.9 | 0.9 | 0.8 | 0.8 | 0.8 | 0.8 | 0.8 | 8.8 |
| 32208 | Technology Disaster Recovery | 0.2 | 0.2 | 0.2 | 0.2 | 3.8 | 1.5 | 0.8 | 0.3 | 0.0 | - | 7.2 |
| 32351 | Time and Attendance Replacement | 0.8 | 2.2 | 1.7 | 1.0 | 1.4 | - | - | - | - | - | 7.1 |
| 31626 | Equip Upd; Std Software & OS | 1.4 | 1.4 | 1.4 | 1.4 | 0.9 | - | - | - | - | - | 6.6 |
| 32281 | MARTA Labs - Pilot Project | - | - | - | 0.5 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 6.5 |
| 32198 | Intelligent Transport Sys Upgd | 3.4 | 1.0 | 1.0 | 1.0 | - | - | - | - | - | - | 6.4 |
| 32272 | Radio System Upgrade Program | 5.3 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | - | 5.8 |
| 32312 | ITSMARTA Website Replacement | 2.7 | 2.4 | 0.1 | 0.1 | 0.1 | - | - | - | - | - | 5.5 |
| 32171 | Oracle Application Enhancement | 2.0 | 1.8 | 1.5 | - | - | - | - | - | - | - | 5.4 |
| 31927 | Elevator Rehabilitation | 2.5 | 2.0 | 0.5 | - | - | - | - | - | - | - | 5.0 |
| 32274 | Customer Relation Manage Soft | 0.3 | 0.3 | 1.1 | 1.1 | 1.1 | 0.6 | 0.1 | - | - | - | 4.6 |
| 31614 | Upgr Aging Equipment - Server | 0.8 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 4.4 |
| 32320 | Marta Mobile App Replacement | 1.9 | 1.0 | 1.0 | - | - | - | - | - | - | - | 3.8 |
| 32311 | Operations Technology Strategy | 1.5 | 1.5 | 0.5 | 0.2 | 0.2 | - | - | - | - | - | 3.8 |
| 32247 | System-Wide Sign & Wayfind | - | - | - | - | 1.5 | 1.5 | 0.5 | - | - | - | 3.5 |
| 32213 | Sec Access Cntrls-Software | 1.0 | 1.0 | 1.0 | - | - | - | - | - | - | - | 3.0 |
| 32350 | E911 System Implementation | - | 1.3 | 0.6 | 0.6 | - | - | - | - | - | - | 2.5 |
| 32173 | Enhancement to Fare Collection | - | - | - | - | - | - | 1.3 | - | - | - | 1.3 |
| 32184 | Track Circuit Monitor & Rptng | 0.2 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 1.1 |
| 32325 | Enterprise Content/Document Management | 0.3 | 0.3 | 0.5 | - | - | - | - | - | - | - | 1.0 |
| 32224 | Police CAD | 1.0 | - | - | - | - | - | - | - | - | - | 1.0 |
| 32283 | ITSM Application | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.8 |
| 32202 | Fiber Network Expansion | - | - | 0.5 | - | - | - | - | - | - | - | 0.5 |
| 32236 | Automated Parking Rev Cntrl | 0.1 | - | - | - | 0.3 | - | - | - | - | - | 0.3 |
| 31644 | MARTA Police Canine Program | - | - | - | - | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.3 |
| 32158 | SharePoint Dpt Special Project | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.2 |
| 31853 | ETS Gr 4: North | 0.0 | - | - | - | - | - | - | - | - | - | 0.0 |
| 32150 | CCTV System Expansion II | - | - | - | - | - | - | - | - | - | - | - |
| 32217 | AVIS Electronic Signage | - | - | - | - | - | - | - | - | - | - | - |
| 32273 | Bus Access and Operations Infrastructure Program | - | - | - | - | - | - | - | - | - | - | - |
| 32109 | Stdby Pwr Sup Rplc: Generators | - | - | - | - | - | - | - | - | - | - | - |
| 32288 | Bus & Rail Operator Time and Attendance System | - | - | - | - | - | - | - | - | - | - | - |
| 32164 | Breeze Mobile | - | - | - | - | - | - | - | - | - | - | - |
| 32265 | Information Technology Program | - | - | - | - | - | - | - | - | - | - | - |
| Total - Systems | | \$196.4 | \$182.7 | \$152.6 | \$126.5 | \$159.6 | \$137.7 | \$107.3 | \$93.4 | \$91.3 | \$90.7 | \$1,340.3 |

Attachment– A Continued

FY26 - FY35 Proposed Projects Ten-Year Forecast by Category
Metropolitan Atlanta Rapid Transit Authority - State of Good Repair (SGR)

[\$millions]

| | | FY26 | FY27 | FY28 | FY29 | FY30 | FY31 | FY32 | FY33 | FY34 | FY35 | Total |
|-------------------------------------|--------------------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|------------------|
| Project | Project Description | | | | | | | | | | | |
| 32130 | CQ400 New Rail Car Procurement | \$115.0 | \$100.0 | \$102.6 | \$93.0 | \$10.0 | \$10.0 | \$5.0 | - | \$3.4 | - | \$438.9 |
| 31748 | Bus Procurement | 24.0 | 1.8 | 1.8 | 10.0 | 10.0 | 15.0 | 15.0 | 15.0 | 15.0 | 15.0 | 122.6 |
| 32262 | Electric Buses | 7.5 | - | - | 7.5 | 15.0 | 15.0 | 15.0 | 15.0 | 15.0 | 15.0 | 105.0 |
| 31888 | Paratransit Vans | 1.0 | 2.5 | 2.5 | 2.5 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 68.5 |
| 31669 | Bus Midlife Overhaul | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 10.0 |
| 32125 | CQ312 Life Ext Sys Reliab Mod | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | - | - | - | 7.0 |
| 31728 | CQ310 and CQ311 Life Extension | 0.9 | 0.9 | - | - | - | - | - | - | - | - | 1.8 |
| 31918 | Service Vehicles for Police | 0.3 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.3 | 4.5 |
| 31591 | Overhaul Bus Engines | 0.3 | 0.3 | 0.3 | 0.3 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 3.9 |
| 31759 | CQ312 Life Extension 84-M | 0.2 | 0.2 | 0.2 | - | - | - | - | - | - | - | 0.7 |
| 31592 | Rehab Bus Transmissions | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 1.5 |
| 31726 | CQ311 42 Month Campaign | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | - | - | - | 0.7 |
| 30100 | Service Vehicles | - | 0.8 | 0.8 | 0.8 | 0.8 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 8.0 |
| 32227 | Streetcar | - | 2.5 | - | - | - | - | - | - | - | - | 2.5 |
| 32295 | New Streetcar Vehicles | - | - | - | - | 0.0 | - | - | - | - | - | 0.0 |
| 32133 | CQ310 Life Extension 42-M | - | - | - | - | - | - | - | - | - | - | - |
| Total - Vehicles | | \$151.4 | \$111.7 | \$110.9 | \$116.7 | \$49.0 | \$54.2 | \$49.2 | \$43.1 | \$46.5 | \$42.9 | \$775.6 |
| Total - All Categories (SGR) | | \$560.9 | \$557.3 | \$573.9 | \$570.0 | \$507.3 | \$440.7 | \$410.0 | \$357.0 | \$283.0 | \$238.3 | \$4,498.4 |

Attachment – B

MARTA City of Atlanta Proposed Projects Ten-Year Forecast

The following portrays the proposed capital projects ten-year plan for years FY 2026 to FY 2035

| FY26 - FY35 Proposed Projects Ten-Year Forecast by Category Metropolitan Atlanta Rapid Transit Authority - More MARTA (City of Atlanta) [\$millions] | | | | | | | | | | | | |
|--|---|---------|---------|---------|---------|---------|---------|---------|--------|------|------|-----------|
| | | FY26 | FY27 | FY28 | FY29 | FY30 | FY31 | FY32 | FY33 | FY34 | FY35 | Total |
| Project | Project Description | | | | | | | | | | | |
| 40001 | Clifton Corridor BRT | \$5.0 | \$10.0 | \$20.0 | \$150.0 | \$105.0 | \$149.0 | \$124.0 | \$30.0 | - | - | \$593.0 |
| 40001 | MARTA Rapid Campbellton Corridor/Greenbriar | 11.0 | 32.0 | 95.0 | 100.0 | 73.0 | - | - | - | - | - | 311.0 |
| 40001 | Street Car East Ext (LRT) | 7.0 | 9.0 | 60.0 | 79.5 | 64.5 | - | - | - | - | - | 220.0 |
| 40004 | Atlanta Contingency | 12.9 | 12.9 | 22.3 | 34.5 | 24.3 | 15.0 | 12.4 | 3.0 | - | - | 137.2 |
| 40001 | Five Points Station Transformation | 30.0 | 30.0 | 37.0 | 11.4 | - | - | - | - | - | - | 108.4 |
| 40001 | Bankhead Platform Extention | 20.6 | 27.0 | 5.0 | 4.0 | - | - | - | - | - | - | 56.6 |
| 40001 | MARTA Rapid A-Line | 40.6 | 10.0 | - | - | - | - | - | - | - | - | 50.6 |
| 40003 | More MARTA Atlanta CPMO | 6.4 | 6.4 | 6.0 | 7.0 | 5.0 | 3.0 | 3.0 | 1.5 | - | - | 38.3 |
| 40001 | Cleveland Ave/Metropolitan Pkwy ART | 11.1 | 11.1 | 6.0 | - | - | - | - | - | - | - | 28.2 |
| 40001 | More MARTA Program | 3.0 | - | - | - | - | - | - | - | - | - | \$3.0 |
| 40002 | CPMO Atlanta Liason (COA) | 0.5 | - | - | - | - | 0.5 | - | - | - | - | 1.0 |
| Total - Expansion | | \$148.1 | \$148.4 | \$251.3 | \$386.4 | \$271.8 | \$167.5 | \$139.4 | \$34.5 | - | - | \$1,547.3 |
| | | | | | | | | | | | | |
| Total - All Categories (Atlanta) | | \$148.1 | \$148.4 | \$251.3 | \$386.4 | \$271.8 | \$167.5 | \$139.4 | \$34.5 | - | - | \$1,547.3 |

Attachment – C

MARTA Clayton County Proposed Projects Ten-Year Forecast

The following portrays the proposed capital projects ten-year plan for years FY 2026 to FY 2035.

FY26 - FY35 Proposed Projects Ten-Year Forecast by Category
Metropolitan Atlanta Rapid Transit Authority - More MARTA (Clayton County)

[\$millions]

| | | FY26 | FY27 | FY28 | FY29 | FY30 | FY31 | FY32 | FY33 | FY34 | FY35 | Total |
|---|-------------------------------------|---------------|---------------|----------------|----------------|----------------|----------------|----------------|----------------|---------------|----------|------------------|
| Project | Project Description | | | | | | | | | | | |
| 70000 | MARTA Rapid SR 54 | \$3.0 | \$3.0 | \$10.0 | \$13.0 | \$90.0 | \$200.0 | \$152.0 | \$114.0 | \$10.0 | - | \$595.0 |
| 70003 | MARTA Rapid Southlake | 9.0 | 10.0 | 87.3 | 153.5 | 70.3 | - | - | - | - | - | 330.1 |
| 70005 | Contingency Clayton | 2.4 | 5.7 | 11.0 | 16.8 | 16.2 | 20.1 | 15.3 | 11.5 | 1.1 | - | 100.1 |
| 70002 | Clayton County Maintenance Facility | 5.0 | 25.0 | 10.0 | - | - | - | - | - | - | - | 40.0 |
| 70003 | Clayton County Justice Center | 3.6 | 15.1 | 0.4 | - | - | - | - | - | - | - | 19.2 |
| 70004 | More MARTA Clayton CPMO | 3.2 | 3.2 | 2.0 | 1.8 | 1.5 | 1.0 | 1.0 | 1.0 | 0.5 | - | 15.2 |
| 70004 | CPMO Clayton Liaison (CC) | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | - | 1.7 |
| Total - Expansion | | \$26.4 | \$62.2 | \$120.9 | \$185.3 | \$178.2 | \$221.3 | \$168.5 | \$126.7 | \$11.8 | - | \$1,101.3 |
| Total - All Categories (Clayton) | | \$26.4 | \$62.2 | \$120.9 | \$185.3 | \$178.2 | \$221.3 | \$168.5 | \$126.7 | \$11.8 | - | \$1,101.3 |

Attachment – D

Buses

As of Q3 FY 2025, the Authority's active bus fleet consists of 538 diesel, compressed natural gas (CNG), and electric buses. The fleet composition is split between 147 diesel buses and 385 CNG buses, and 6 electric buses. This includes Paratransit Vans, Service Vehicles, and Service Vehicles for Police. The average age of the fleet is 8.54 years. MARTA's capital planning process provides 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 replacement cycle helps increase fleet reliability and reduce long-term maintenance costs.

| Service Date | Manufacturer | Size | Ramp Equipped | Quantity | Age | Retirement Eligibility (Year) | Estimated Retirement Date (Mileage) |
|--------------|----------------------|------|---------------|------------|-----|-------------------------------|-------------------------------------|
| 18-Aug | Gillig | 30' | Yes | 10 | 7 | 2030 | 2028 or 500k mi |
| 19-Mar | Gillig | 30' | Yes | 21 | 6 | 2031 | 2031 or 500k mi |
| 13-Apr | New Flyer | 35' | Yes | 8 | 12 | 2025 | 2025 or 500k mi |
| 19-Jan | Gillig | 35' | Yes | 37 | 6 | 2031 | 2031 or 500k mi |
| 4-Jan | New Flyer | 35' | Yes | 2 | 21 | 2017 | 2017 or 500k mi |
| 10-Jun | New Flyer | 40' | Yes | 1 | 15 | 2022 | 2022 or 500k mi |
| 13-Sep | New Flyer | 40' | Yes | 79 | 12 | 2025 | 2025 or 500k mi |
| 14-Jun | New Flyer | 40' | Yes | 89 | 11 | 2026 | 2026 or 500kmi |
| 15-Mar | New Flyer | 40' | Yes | 86 | 10 | 2027 | 2027 or 500k mi |
| 18-Jan | Gillig | 40' | Yes | 77 | 7 | 2030 | 2030 or 500k mi |
| 19-Jan | Gillig | 40' | Yes | 61 | 6 | 2031 | 2031 or 500k mi |
| 20-Jul | Gillig | 40' | Yes | 17 | 5 | 2032 | 2032 or 500k mi |
| 21-Jun | Gillig | 40' | Yes | 12 | 4 | 2033 | 2033 or 500k mi |
| 22-Sep | Gillig | 40' | Yes | 7 | 3 | 2034 | 2034 or 500k mi |
| 21-Jun | New Flyer (Electric) | 40' | Yes | 6 | 4 | 2033 | 2033 or 500k mi |
| 16-Aug | New Flyer | 60' | Yes | 14 | 9 | 2028 | 2028 or 500k mi |
| 21-Jun | New Flyer | 60' | Yes | 4 | 4 | 2033 | 2033 or 500k mi |
| 23-Oct | Gillig | 40 | Yes | 7 | 2 | 2035 | 2035 or 500k mi |
| | Total | | | 538 | | | |

Attachment – E**Mobility**

As of Q3 FY 2025, the Authority's Mobility fleet is projected to consist of 248 vehicles. MARTA's capital planning process, which encompasses our current fleet, provides replacement of lighter duty Mobility vans on a 5 - year or 150,000-mile cycle.

| Service Date | Manufacturer | Qty | Age | Eligible for Retirement |
|--------------|--------------------|------------|-----|-------------------------|
| 2018 | 2018—FORD Glaval | 52 | 8 | FY 24 |
| 2019 | 2019—FORD Champion | 181 | 7 | FY 25 |
| 2022 | Chrysler Voyager | 15 | 4 | FY 27 |
| | Total | 248 | | |

Attachment – F

Rail Cars

The Authority's rail car fleet consists of 294 heavy rail vehicles obtained under three procurements. A rehabilitation program was completed in FY09 to extend the maximum useful life of the CQ310 and CQ311 rail cars. Another program was initiated on the CQ311 fleet in 2018 to extend their EUL an additional 7 years. The current average age of the fleet is CQ310- 44 years, CQ311 - 39 years and the CQ312 - 22 years with a useful life benchmark of 25 years.

| Manufacture Date | Contract Model | Manufacturer | Qty |
|-----------------------------|---------------------------|----------------------|------------|
| 1979 | CQ310 | Societe Franco Belge | 40 |
| 1980 | CQ310 | Societe Franco Belge | 28 |
| 1981 | CQ310 | Societe Franco Belge | 14 |
| 1984 | CQ311 | Hitachi | 6 |
| 1985 | CQ311 | Hitachi | 42 |
| 1986 | CQ311 | Hitachi | 4 |
| 1987 | CQ311 | Hitachi | 42 |
| 1988 | CQ311 | Hitachi | 20 |
| 2000 | CQ312 | Breda | 10 |
| 2001 | CQ312 | Breda | 22 |
| 2002 | CQ312 | Breda | 44 |
| 2003 | CQ312 | Breda | 10 |
| 2004 | CQ312 | Breda | 10 |
| 2005 | CQ312 | Breda | 2 |
| | Total | | 294 |

Attachment – G

Non-Revenue Rail Car Fleet

The Authority's non-revenue rail car fleet consists of three 50-ton General Electric Locomotives (one currently out of commission) and four flat cars with two out of service due to age.

| Manufactured Date | Contract Model | Manufacturer | Delivery Date | Quantity |
|-------------------|----------------|-----------------------------------|---------------|----------|
| 1979 | #1656 | 50 Ton General Electric 2 engines | 7/1/1979 | 1 |
| 1983 | N/A | 50 Ton General Electric 1 engines | 8/1/1983 | 1 |
| 1977 | N/A | Rail Car Division | 7/1/1979 | 1 |
| 1977 | N/A | Rail Car Division | 7/1/1979 | 1 |
| 2022 | RK330 G6 | RAIL KING | 12/22/2022 | 1 |
| 2022 | RK330 G6 | RAIL KING | 1/3/2023 | 1 |
| 2022 | RK 330 G6 | RAIL KING | 1/3/2023 | 1 |
| | Total | | | 7 |

Light Rail Vehicles (Mode: Streetcar)

| Manufactured Date | Contract Model | Manufacturer | Quantity |
|-------------------|----------------|-----------------------------------|----------|
| 2012 | S-70 | SDU-Siemens Mass Transit Division | 4 |
| | Total | | 4 |

Attachment – H

Non-Revenue Vehicles

The Authority maintains a non-revenue fleet of 487 vehicles consisting of sedans/trucks/vans/and various types of dedicated specialty support vehicles – both rail and bus. The specialty vehicles include tow truck and high rail maintenance vehicles.

| Body Type | Area | Quantity |
|-----------------------|---------------------|----------|
| Bucket Truck (4) | Operations | 4 |
| Command Post (1) | Police | 1 |
| Dump Truck (3) | Operations | 3 |
| Hi Rail (28) | Operations | 24 |
| Hi Rail | Program & Contracts | 3 |
| Hi Rail | Police | 1 |
| Large Sedan | Police | 3 |
| Motor Cycle | Police | 9 |
| Pick up | Operations | 65 |
| Pick up 1 ton | Operations | 7 |
| Pick up Crew Cab | Infrastructure | 8 |
| Pick up Crew Cab | Business | 1 |
| Pick up Crew Cab | Operations | 24 |
| Pick up Electric | Operations | 4 |
| Pick up Dual Wheel | Operation | 2 |
| Pick up Sewer Cleaner | Operations | 1 |
| Pick up Utility body | Operations | 2 |
| Sedan | Operations | 23 |
| Sedan | Business | 4 |
| Sedan | Safety | 2 |
| Sedan | Program & Contracts | 1 |
| Sedan | Police | 24 |
| Sign Truck | Operations | 2 |
| Stakebody | Operations | 9 |
| SUV | Operations | 21 |
| SUV | Police | 58 |
| SUV | Transit Planning | 2 |
| SUV | IT | 0 |
| SUV | Safety | 4 |
| SUV | GM | 1 |
| Small SUV | Operations | 30 |
| Small SUV | Safety | 30 |
| Tractor | Operations | 1 |
| Truck/ Radio Service | Operations | 4 |
| | | |

| | | |
|--------------------|-----------------|------------|
| Bomb Truck | Police | 1 |
| Van ADA compliant | Operations | 6 |
| Van Cargo | Operations | 27 |
| Van Cargo Electric | Operations | 4 |
| Van Cargo | Police | 2 |
| Van Cargo | Technology | 9 |
| Van Cargo | Business | 1 |
| Van Cargo | CP&M | 1 |
| Van Large | Police | 10 |
| Van Large | CP&M | 3 |
| Van Large | Business | 2 |
| Van Mini | | 0 |
| Van Paddy Wagon | Police | 4 |
| Van Passenger | Operations | 32 |
| Van Passenger | Police | 2 |
| Van Passenger | Human Resources | 1 |
| Van Passenger | Safety | 1 |
| Van Utility | Operations | 1 |
| Wrecker | Operations | 2 |
| Total | | 487 |

Attachment – I

Operations/Maintenance Support Facilities

Operations/maintenance and support facilities are located throughout Metropolitan Atlanta and include three bus operations, one heavy maintenance, one mobility, three rail operations, one streetcar operations, five police, one administrative, and two revenue facilities.

| Facility | Primary Function | Age (Years) |
|--|--|-------------|
| Airport Ridestore | Retail media sales | 24 |
| Armour Yard | Heavy Rail Vehicle Maintenance | 15 |
| Avondale Administration | Rail system administration | 41 |
| Avondale Car Maintenance | Rail car heavy maintenance | 41 |
| Avondale Central Control | Rail system operations center | 41 |
| Avondale Maintenance of Way | Rail system/infrastructure maintenance | 41 |
| Avondale Yard | Rail car storage | 41 |
| Avondale Zone Center | ATC Field Office (Administration) | 41 |
| Brady Bus Garage | Paratransit operations & maintenance | 9 |
| Browns Mill Heavy Maintenance | Heavy maintenance & rebuild of bus fleet | 44 |
| Candler Center | Record Storage, Police Precinct, Radio Repair | 23 |
| College Park Police Precinct | Police precinct & system security | 22 |
| Dunwoody Police Precinct | Police precinct & system security | 23 |
| Five Points Police Precinct | Police precinct & system security | 24 |
| Five Points Ridestore | Retail media sales | 39 |
| Five Points Reduced Fare/ Lost & Found | Reduced Fare/ Lost & Found | 4 |
| Garnett Cash Handling | Fare processing center | 39 |
| Georgia Avenue | Still owned by MARTA, facility not in use. | 36 |
| Hamilton Bus Garage | Bus operations, dispatch & maintenance | 44 |
| Indian Creek Police Precinct | Police precinct | 27 |
| Integrated Operations Center | Operations Systems Center | 12 |
| Lakewood Zone Center | ATC Field Office (Administration) | 36 |
| Laredo Bus Garage | Bus operations, dispatch & maintenance | 37 |
| Lindbergh Zone Center | Vacant | 36 |
| Lindbergh Mini Police Precinct | Police precinct & system security | 7 |
| MARTA Headquarters Complex | Authority administration | 36 |
| MARTA Headquarters Annex | Police HQ/GEC/Buildings & Grounds/Infrastructure | 59 |
| North Springs Central Cashiering | Parking Cashier | 20 |
| Perry Boulevard Bus Garage | Bus operations, dispatch & maintenance | 24 |
| Police Canine Facility @ Armour Yard | Police Administration/Canine Area | 18 |
| Sandy Springs Central Cashiering | Parking Cashier | 20 |
| South Rail Yard | Rail car maintenance & storage | 32 |
| Streetcar VMF | Streetcar Maintenance & Storage | 9 |
| West Lake Zone Center | ATC Field Office (Administration) | 40 |

| | | |
|-------------------------------------|-------------------------------|----|
| Electrical Power and Equipment Yard | EP & E Administrative Office | 23 |
| Flowers Road Maintenance Building | Maintenance Building | 39 |
| Plasamour Drive Complex | Offices for C&L, B&SE and ATC | 46 |

Attachment – J

Rail Stations

The rail system consists of 48 miles of double track and 38 passenger stations. The system was originally placed into operation in June 1979 with the latest segments opened in December 2000. The rail stations are comprised of assets that have different service lives such as civil, structural, architectural, electrical, mechanical, and communications systems. Specific life cycle rehabilitation/replacement programs have been developed for each of the major systems.

| Rail Station | Line | Revenue Service | EV Charging – Active Ports | Total Parking Capacity |
|-------------------------|--------------------|-----------------|----------------------------|------------------------|
| Georgia State | East Line | 6/79 | - | - |
| King Memorial | East Line | 6/79 | - | 21 |
| Inman Park-Reynoldstown | East Line | 6/79 | - | 366* |
| Edgewood-Candler Park | East Line | 6/79 | 6 | 265* |
| East Lake | East Line | 6/79 | - | 621 |
| Decatur | East Line | 6/79 | - | - |
| Avondale | East Line | 6/79 | - | 739 |
| Kensington | East Line | 6/93 | 6 | 1,340 |
| Indian Creek | East Line | 6/93 | - | 2,364 |
| Five Points | West Line | 12/79 | - | - |
| Dome/GWCC/Philips/CNN | West Line | 12/79 | - | - |
| Vine City | West Line | 12/79 | - | 27 |
| Ashby | West Line | 12/79 | - | 142* |
| West Lake | West Line | 12/79 | - | 391 |
| Hamilton E. Holmes | West Line | 12/79 | 6 | 1,242* |
| Bankhead | Proctor Creek Line | 12/92 | - | 12 |
| Civic Center | North Line | 12/81 | - | - |
| North Avenue | North Line | 12/81 | - | - |
| Peachtree Center | North Line | 9/82 | - | - |
| Midtown | North Line | 12/82 | - | 13 |
| Arts Center | North Line | 12/82 | - | 29 |
| Lindbergh | North Line | 12/84 | 6 | 1,349 |
| Buckhead | North Line | 6/96 | - | - |
| Medical Center | North Line | 6/96 | - | 167 |
| Dunwoody | North Line | 6/96 | 6 | 1,165 |
| North Springs | North Line | 12/00 | 10 | 2,378 |
| Sandy Springs | North Line | 12/00 | - | 1,098 |
| Lenox | Northeast Line | 12/84 | - | 575 |
| Brookhaven-Oglethorpe | Northeast Line | 12/84 | - | 917* |
| Chamblee | Northeast Line | 12/87 | - | 1,149 |
| Doraville | Northeast Line | 12/92 | 6 | 1,257 |
| Garnett | South Line | 12/81 | - | - |
| West End | South Line | 9/82 | - | 466* |
| Oakland City | South Line | 12/84 | - | 716 |

| | | | | |
|-------------------------|------------|-------|-----------|----------------|
| Lakewood-Fort McPherson | South Line | 12/84 | - | 1,048 |
| East Point | South Line | 8/86 | - | 947 |
| College Park | South Line | 6/88 | 10 | 1,536 |
| Airport | South Line | 6/88 | - | - |
| Total | | | 80 | 22,340* |

*Modified since FY 2025

Attachment – K

Elevators

As of Q3 FY 2025, MARTA has 115 elevators located within its rail stations, operations, and support facilities.

| Elevators | Manufacturer | Quantity | Age | In Revenue Service |
|---------------------------|--------------|----------|------|--------------------|
| Georgia State | Schindler EC | 2 | 6 | 2020 |
| King Memorial | Schindler EC | 3 | 8 | 2018 |
| Inman Park - Reynoldstown | Schindler EC | 4 | 6 | 2020 |
| Edgewood - Candler Park | Schindler EC | 3 | 6 | 2020 |
| Eastlake | Schindler EC | 2 | 6 | 2020 |
| Decatur | Schindler EC | 2 | 6 | 2020 |
| Avondale | Schindler EC | 3 | 5 | 2021 |
| Kensington | Schindler EC | 1 | 4 | 2022 |
| Indian Creek | Schindler EC | 1 | 4 | 2022 |
| Five Points | Schindler EC | 3 | 5 | 2021 |
| Dome/GWCC/Philips/CNN | Schindler EC | 2/1 | 6/2 | 2020/2024 |
| Vine City | Schindler EC | 1 | 7 | 2019 |
| Ashby | Schindler EC | 2 | 8 | 2018 |
| West Lake | Schindler EC | 2 | 8 | 2018 |
| Hamilton E. Holmes | Schindler EC | 2 | 8 | 2018 |
| Bankhead | Schindler EC | 1 | 4 | 2022 |
| Civic Center | Schindler EC | 2 | 5 | 2021 |
| North Avenue | Schindler EC | 6 | 7 | 2019 |
| Peachtree Center | Schindler EC | 4 | 5 | 2021 |
| Midtown | Schindler EC | 4 | 4 | 2022 |
| Arts Center | Schindler EC | 2 | 4 | 2022 |
| Lindbergh | Schindler EC | 1/2 | 7/4 | 2019/2022 |
| Buckhead | Schindler EC | 2/3 | 11/5 | 2015/2021 |
| Medical Center | Schindler EC | 2 | 3 | 2023 |
| Dunwoody/State Farm | Schindler EC | 1/3 | 9/4 | 2017/2022 |
| North Springs | Schindler | 3 | 2 | 2024 |
| Sandy Springs | Schindler | 3/4 | 26/2 | 2000/2024 |
| Lenox | Schindler EC | 4 | 5 | 2021 |
| Brookhaven - Oglethorpe | Schindler EC | 1 | 5 | 2021 |
| Chamblee | Westinghouse | 1 | 5 | 2021 |
| Doraville | Schindler EC | 1/1 | 28/4 | 1998/2022 |
| Garnett | Schindler EC | 1 | 5 | 2021 |
| West End | Schindler EC | 2 | 8 | 2018 |
| Oakland City | Schindler EC | 2 | 7 | 2019 |
| Lakewood-Fort McPherson | Schindler EC | 3 | 7 | 2019 |
| East Point | Schindler EC | 2 | 7 | 2019 |

| | | | | |
|-----------------|--------------------|------------|----|------|
| College Park | Schindler EC | 1 | 8 | 2018 |
| Airport | Westinghouse | 1 | 38 | 1988 |
| Garnett Revenue | Kone | 1 | 20 | 2006 |
| Avondale Shops | Schindler EC | 4 | 6 | 2020 |
| Browns Mill | MB | 2 | 15 | 2011 |
| Armour Yard | Schindler | 2 | 3 | 2023 |
| Wachovia Annex | Schindler EC | 1 | 5 | 2021 |
| Laredo | Schindler EC | 1 | 4 | 2022 |
| South Yard | Schindler EC | 1 | 5 | 2021 |
| Central Control | Schindler EC | 1 | 5 | 2021 |
| Headquarters | Westinghouse / MCE | 4 | 20 | 2006 |
| Brady Mobility | Schindler EC | 1 | 11 | 2015 |
| Total | | 115 | | |

Attachment – L

Escalators

As of Q3 FY 2025, MARTA has 150 escalators located within its rail stations.

| Escalators | Manufacturer | Qty | Age | In Revenue Service |
|-------------------------|-----------------------------|-------|-----------|---------------------|
| Georgia State | Westinghouse | 3/3 | 16/3 | 2010/2023 |
| King Memorial | Westinghouse | 2/2 | 15/2 | 2011/2024 |
| Inman Park/Reynoldstown | Westinghouse | 2/1/1 | 16/7/3 | 2010/2019/2023 |
| Edgewood - Candler Park | Westinghouse | 1/2 | 16/3 | 2010/2023 |
| East Lake | Westinghouse | 1/2 | 47/2 | 1979/2024 |
| Decatur | Westinghouse | 2 | 3 | 2023 |
| Avondale | Westinghouse | 2 | 3 | 2023 |
| Kensington | Montgomery | 2 | 2 | 2024 |
| Five Points | Westinghouse | 8/20 | 16/7-3 | 2010/2019-2023 |
| Dome/GWCC/Philips/CNN | O&K/Westinghouse | 4/3/1 | 25/15/8 | 2001/2011/2018 |
| Vine City | Westinghouse | 1/1 | 15/3 | 2011/2023 |
| Ashby | Westinghouse | 5 | 4 | 2022 |
| West Lake | Westinghouse | 1/1 | 47/6 | 1979/2020 |
| Hamilton E. Holmes | Westinghouse | 1/1 | 17/4 | 2009/2022 |
| Bankhead | Montgomery | 1 | 1 | 2025 |
| Civic Center | Westinghouse | 4 | 4 | 2022 |
| North Avenue | Westinghouse | 1/2/5 | 45/15/3-1 | 1981/2011/2023-2025 |
| Peachtree Center | Westinghouse | 10/14 | 14/7-4 | 2012/2019-2022 |
| Midtown | Westinghouse | 1/3 | 44/2 | 1982/2024 |
| Arts Center | Westinghouse | 4/1 | 44/2 | 1982/2024 |
| Lindbergh | Schindler | 2 | 22 | 2004 |
| Buckhead | Schindler | 1 | 5 | 2021 |
| Dunwoody | Schindler | 1/1 | 30/9 | 1996/2017 |
| North Springs | Schindler | 1 | 26 | 2000 |
| Sandy Springs | Schindler | 2 | 26 | 2000 |
| Lenox | Schindler | 5 | 7 | 2019 |
| Brookhaven-Oglethorpe | Schindler | 1 | 5 | 2021 |
| Chamblee | Montgomery | 2 | 39 | 1987 |
| Doraville | Montgomery | 1 | 34 | 1992 |
| Garnett | Westinghouse | 3 | 45/2 | 1981/2024 |
| West End | Westinghouse | 2 | 44 | 1982 |
| Oakland City | Schindler | 2 | 7 | 2019 |
| Lakewood-Fort McPherson | Schindler | 3 | 6 | 2020 |
| East Point | Schindler | 1 | 8 | 2018 |
| College Park | Montgomery w/ mod by Millar | 1 | 38 | 1988 |

| | | | | |
|--------------|--|------------|------|-----------|
| Airport | Montgomery w/ mod by Millar/Schindler | 1/1 | 38/2 | 1988/2024 |
| Total | | 150 | | |

Attachment – M

Structures

The Authority has 144 structures consisting of track support systems, bridges, retaining walls, culverts, and parking decks (includes only MARTA owned). The track support systems consist of aerial, at-grade, and subway structures.

| Structure Type | Quantity | Total Miles |
|---------------------------------|------------|-------------|
| Aerial | 58 | 12.6 |
| Aerial Station | 14 | 1.3 |
| Vehicular | 6 | 0.4 |
| Pedestrian | 20 | 0.7 |
| Cut & Cover (including station) | 41 | 7.9 |
| Tunnel (Rock) | 2 | 1.5 |
| At Grade | 0 | 23 |
| Culverts | 3 | 0.06 |
| Total | 144 | 47.4 |

Parking Decks

The following 10 rail stations have parking decks.

| Parking Decks | Parking Type | Parking Spaces |
|--|-----------------|----------------|
| College Park (S6) | Long Term | 225 |
| Lindbergh Center/Sidney Marcus Deck (N6) | Daily/Long-Term | 509 |
| Lindbergh Center/Garson Deck (N6) | Daily/Long-Term | 49 |
| Medical Center (N8) | Daily | 154 |
| Dunwoody Deck West (N9) | Daily/Long-Term | 509 |
| Sandy Springs (N10) | Daily/Long-Term | 1083 |
| North Springs (N11) | Daily/Long-Term | 2389 |
| Doraville (NE10) | Daily/Long-Term | 638 |
| Kensington (E8) | Daily/Long-Term | 206 |
| Lenox (NE7) | Daily/Long-Term | 389 |
| Total | | 6,151 |

The MARTA owned and maintained decks are: North Springs (N11), Sandy Springs (N10), Dunwoody (N9), and Doraville (NE10). MARTA maintains two levels within the deck at College Park.

Attachment – N

Systems

The Authority has a variety of system elements, including track, power, signals, and communications throughout the rail transit system. These systems were installed in phases in coordination with rail station construction and line extensions.

| Systems | Scope | Quantity |
|------------------------------|---------------------|-----------------|
| Track | Mainline | 104 |
| Track | Yard Units | 20 |
| Track Switches | Mainline | 163 |
| Track Switches | Yard Units | 137 |
| Train Control Rooms | Rooms | 49 |
| Traction Power | Substations | 68 |
| Auxiliary Power | Substations | 106 |
| Uninterruptible Power Supply | Units | 100 |
| Emergency Trip Station | Stations/Trackway | 454 |
| Communications Systems | Stations/Facilities | 38 |
| Communications Systems | Facilities | 31 |
| Life Safety Systems | Stations | 38 |
| Life Safety Systems | Facilities | 31 |
| Tunnel Ventilation Fans | Station/ Tunnel | 81 |
| Motor Control Centers (MCC) | Station/Tunnel | 81 |
| Total | | 1,501 |

Attachment – O

Technology

The Department of Technology supports and maintains devices throughout the Authority. These devices provide essential network and telephone services for the authority.

| Type of Asset | Quantity of Assets | Average Age | Industry Standard (Years) | Asset Considered Obsolete (Years) |
|---|--------------------|--------------|---------------------------|-----------------------------------|
| Firewalls | 14 | 6 | 5 | 7 |
| Switches | 614 | 7 | 5 | 7 |
| Routers | 14 | 7 | 5 | 7 |
| Load Balancers | 3 | 6 | 5 | 7 |
| Wireless Controllers | 6 | 6 | 5 | 7 |
| Cisco ISE (NAC) | 4 | NA (Virtual) | | |
| Cisco ACS Servers | 2 | NA (Virtual) | | |
| Wireless Access Points | 198 | 9 | 5 | 7 |
| Nortel OM 3500 SONET nodes | 8 | 9 | 7 | 6 |
| Alcatel 1603 SONET nodes | 49 | 18 | 7 | 17 |
| Alcatel 1630 SX DACS | 1 | 18 | 7 | 17 |
| Physical Servers (production) | 464 | 8 | 3 | 5 |
| Desktops | 2,079 | 6 | 3 | 5 |
| iPads | 66 | 6 | 3 | 5 |
| Laptop | 2,686 | 6 | 3 | 5 |
| Tablets | 893 | 5 | 3 | 5 |
| Physical Phones - [Analog [Nonpublic (TCR, TPSS, Gap Breaker, etc phones), faxes, PA, etc] | 441 | 28 | 15 | 20 |
| Physical Phones - ETS [Analog] | 317 | 28 | 15 | 20 |
| Physical Phones - Fire [Analog] | 397 | 28 | 15 | 20 |
| Physical Phones - Patron [Analog] | 213 | 28 | 15 | 20 |
| Physical Phones - PBX [Analog] | 82 | 2 | 15 | 20 |
| Physical Phones - Police [Analog] | 304 | 28 | 15 | 20 |
| Physical Phones - Schedule Info [Analog] | 86 | 28 | 15 | 20 |
| Physical Phones - Talk-A-Phone Intercoms [Digital (includes new station phones) | 87 | 21 | 15 | 10 |
| Physical Phones - Desktop [Digital] | 2,031 | 3 | 3 | 5 |
| Physical Phones - Zenitel Intercoms [Digital] | 290 | 21 | 5 | 10 |
| Software Phones [Digital] | 208 | 5 | 3 | 5 |
| Total | 11,257 | | | |

Appendices

Appendix A – MARTA History
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Appendix D – Summary of Transit Carryover
Appendix E – MARTA Five-Year Projected Summary Plan
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Appendix A – MARTA History

Appendix A - MARTA History

In the 1950s, planners recognized the importance of public transportation to the growth of Atlanta and the region, and in the 1960s, regional planners and transit experts focused on proposals for rapid transit systems, highlighted by a Metropolitan Atlanta Transit Study Commission report recommending a 66-mile, five-county rail system with feeder bus operation and park-and-ride facilities. Action shifted to the legislative arena and by 1965, the Metropolitan Atlanta Rapid Transit Authority Act was passed by the state legislature and subsequently approved in four counties and the City of Atlanta, creating MARTA, however, only Fulton and DeKalb counties joined MARTA.



In February 1972, after several years of legislative and electoral activity as well as a voter referendum, MARTA was in a position, to purchase the Atlanta Transit System for \$12.9 million and take control of the area's primary bus transportation system. Fares were reduced from 40 cents to 15 cents throughout MARTA's Fulton and DeKalb County service area. By the end of that year, more than nine million more passengers than anticipated had ridden MARTA buses since the fare reduction; after twelve months of reduced bus fare, MARTA had an overall ridership increase of 21% and carried

more than 65 million passengers – 11.5 million more than the previous year.

MARTA spent the better part of the 70's laying the groundwork for its rapid rail system. Through the 1970s, MARTA received grants of more than \$800 million from the federal government for planning, design, land acquisition and construction of a rapid rail system. The effort bore its first fruit on June 30, 1979, when MARTA's first train, the East Line, began operating between Avondale and Georgia State Station marking the start of MARTA's combined bus and rail service.

Later that year, construction began on the Airport rapid rail station, one of many rail construction projects during the 1980s. In May 1980, West Peachtree Street, between Baker and North Avenue, reopened, and by September 1982, the Peachtree Center and West End stations began revenue service; by December the Arts Center and Midtown Stations began revenue service. In December 1984, five new stations opened: Lindbergh Center, Lenox, Brookhaven, Oakland City and Lakewood/Fort McPherson. Four months after opening the stations and nine miles of track, rail ridership was up 29%.

In August 1986, the East Point Station opened, extending the South Line by about two miles. A little more than a year later, the Chamblee Station began revenue service and served as the temporary end of the Northeast Line. By September 1990, trains began running on an eight-minute headway throughout the system. At the same time, all southbound trains began running to the airport and all northbound trains started going to the end of the line at Chamblee.

The expansion continued through the early 1990s. The Bankhead Station went into service in

December 1992, and in June 1993, MARTA extended East Line services through Kensington to Indian Creek Station – the first time the rail line went beyond the I-285 perimeter.

By June 1996, MARTA had completed over 20 major projects including the North Line, the Perry Boulevard compressed natural gas (CNG) bus facility, new Ride Stores, ITS projects, escalator rehabilitation, mid-life overhaul of some rail cars, and automatic train announcements. The new seven-mile North Line included Buckhead, Medical Center, and Dunwoody Stations and represented the first time in MARTA's history that a line segment spanned all three funding jurisdictions (City of Atlanta, Fulton County, and DeKalb County).

In the late 1990s, MARTA focused on transit's link to community development as an alternative to highway congestion. At the start of 1999, MARTA announced a partnership with BellSouth to create the Lindbergh Transit Oriented Development (TOD), a live, work and play community built around a rail station and the largest multi-use development of its kind in the United States at the time. The Atlanta Business Chronicle later named



the Lindbergh TOD project the “Best Mixed-Use (Real Estate) Deal of the Year.” Phase I of the Lindbergh City Center opened in November 2002. Carter & Associates was the master developer of the 47-acre site, which includes BellSouth office towers, a multi-tenant office building, new parking decks and a Main Street retail promenade, apartments and condominiums.

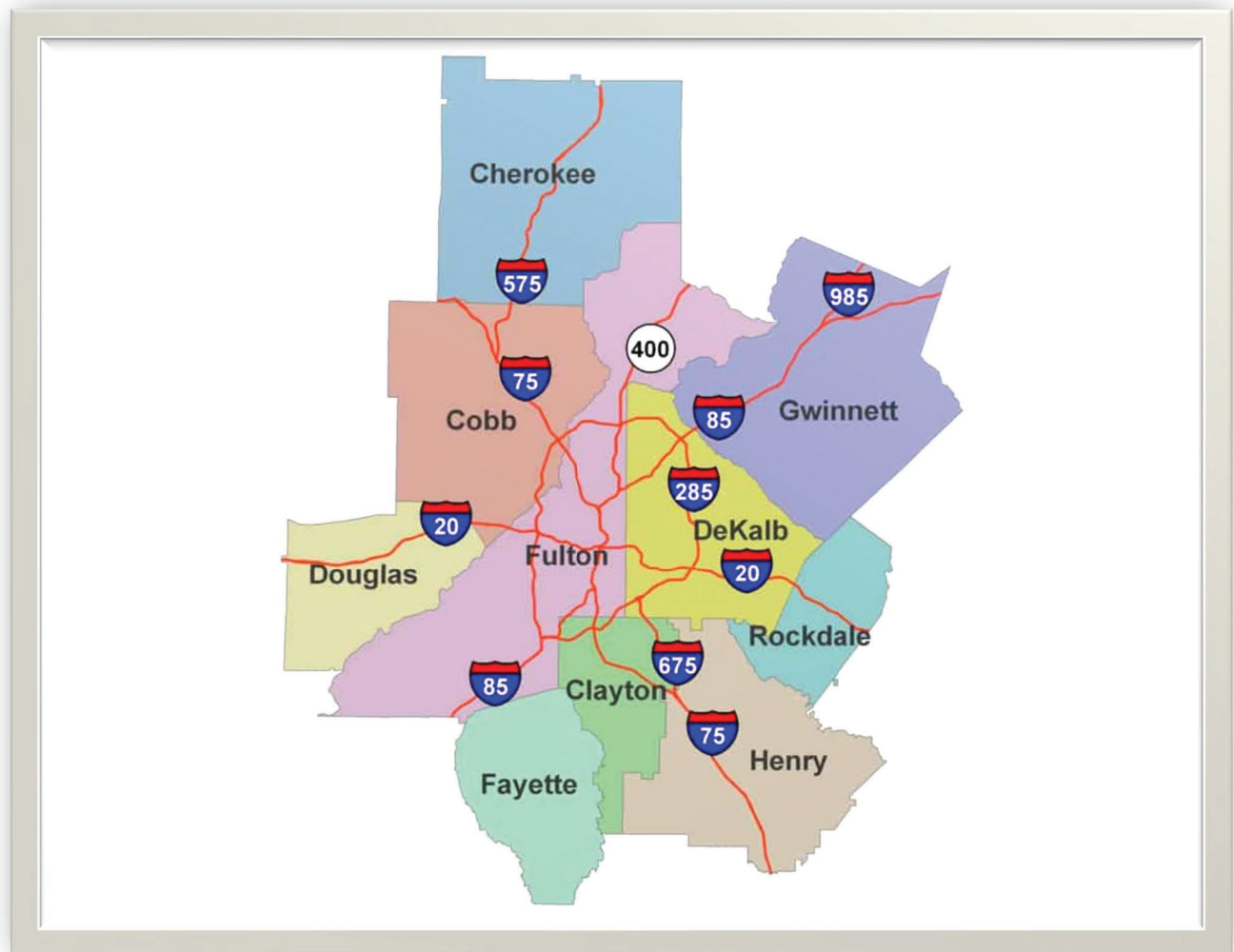
In November of 2014, Clayton County joined MARTA, becoming the first time a county has joined since operations began in 1971. (Please see the complete history of MARTA and other MARTA facts at www.itsmarta.com.)

MARTA was started with, and continues, a commitment to making public transit a reliable

service — one that would boost economic development and help enhance the lives of people across Metro Atlanta.

MARTA Service Area

MARTA operates in the Atlanta metropolitan area, commonly referred to as metro Atlanta. The Atlanta metropolitan area is the ninth-largest metropolitan area in the United States and consists of 28 counties in Georgia. With no natural boundaries, the metropolitan area sprawls over 8,376 square miles and encompasses 140 municipalities. Residents from all 28 counties that constitute the Greater Metropolitan Atlanta Region regularly use the system; however, MARTA’s operations are exclusively in Fulton, DeKalb, and Clayton counties.



Service Area Demographics

In April 2024, the Atlanta Region Commission published population estimates for counties in MARTA's service area. Highlights of their findings are as follows:

- The 11-county Atlanta region is now home to 5,285,474 residents, an increase of 64,400 in the year ending April 1, 2025. This represents a slight uptick compared to our 2024 population estimate. But it trails the average annual increase during the 2010s (68,245).
- Our growth in the past year reflects a small increase in building permit activity, though levels remain below historical averages. We're still adding jobs, but the rate of growth is slowing. Housing supply remains very low, keeping prices elevated. This has acted as a brake on population growth, especially domestic migration.
- Each of metro Atlanta's 11 counties saw population increases 2024-2025. Fulton County added the most with 18,800 new residents. The next three counties with the most growth were Gwinnett with 15,200; Cherokee with 7,100; and Forsyth with 6,700. The City of Atlanta added 10,600 persons 2022-2023, and accounts as such for a very large share of the Fulton increase for the period.
- The City of Atlanta has bucked that trend, growing much faster in recent years than in previous decades, driven in large part by multifamily housing developments in places like Midtown and along the Atlanta Beltline.

| 2025 Atlanta Region Population Estimates | | | | | | | | |
|--|-----------|-----------|-----------|-----------|-----------|-----------|--------------------------|--------------------|
| Region/County | 2025 | 2024 | 2023 | 2022 | 2021 | 2020 | Numeric Change (2024-25) | % Change (2024-25) |
| Atlanta Region | 5,285,474 | 5,221,074 | 5,158,374 | 5,091,644 | 5,026,704 | 4,967,514 | 64,400 | 1.20% |
| Cherokee | 299,460 | 292,360 | 286,960 | 279,840 | 272,950 | 266,620 | 7,100 | 2.40% |
| Clayton | 306,615 | 304,215 | 303,315 | 302,285 | 300,085 | 297,595 | 2,400 | 0.80% |
| Cobb | 795,749 | 792,049 | 785,349 | 779,249 | 772,349 | 766,149 | 3,700 | 0.50% |
| DeKalb | 786,542 | 783,442 | 779,442 | 775,022 | 769,592 | 764,382 | 3,100 | 0.40% |
| Douglas | 154,197 | 153,097 | 150,697 | 149,297 | 146,237 | 144,237 | 1,100 | 0.70% |
| Fayette | 126,284 | 125,384 | 124,284 | 122,684 | 120,684 | 119,194 | 900 | 0.70% |
| Forsyth | 281,933 | 275,233 | 270,833 | 265,033 | 258,413 | 251,283 | 6,700 | 2.40% |
| Fulton | 1,141,870 | 1,123,070 | 1,105,670 | 1,087,170 | 1,075,970 | 1,066,710 | 18,800 | 1.70% |
| Gwinnett | 1,027,312 | 1,012,112 | 997,212 | 983,702 | 970,242 | 957,062 | 15,200 | 1.50% |
| Henry | 267,152 | 262,552 | 257,802 | 252,502 | 245,902 | 240,712 | 4,600 | 1.80% |
| Rockdale | 98,360 | 97,560 | 96,810 | 94,860 | 94,280 | 93,570 | 800 | 0.80% |
| City of Atlanta | 542,715 | 532,115 | 521,315 | 507,015 | 501,945 | 498,715 | 10600 | 2.00% |

<https://atlantaregional.org/what-we-do/research-and-data/atlanta-region-population-estimates/>

Other Transit Systems in the Region

In addition to MARTA, the metropolitan area is served by the following fixed route bus agencies:

Fixed Route Rail or Bus

Georgia Regional Transportation Authority (GRTA) Xpress Bus is a commuter bus service that provides trips to and from 12 counties in the Atlanta region into Downtown and Midtown Atlanta and other regional employment centers. All of the routes connect to MARTA rail stations. There are various Xpress passes available for passengers in two different fare zones. Passengers may also use a Breeze Card to pay Xpress fare if it is loaded with stored cash value and to make free transfers between the MARTA system.

CobbLinc provides local bus service within Cobb County and commuter bus service from Downtown and Midtown Atlanta. Breeze Cards can be used by passengers to transfer between the MARTA system. Breeze Cards can be used for non-transfer trips as well, if they are loaded with stored cash value or a CCT fare product. ADA complementary paratransit services are also available for qualified riders.

Gwinnett County Transit (GCT) provides local bus service within Gwinnett County and commuter bus to and from Downtown and Midtown Atlanta. Breeze Cards can be used by passengers to transfer for free between the MARTA system. Breeze Cards can be used for non-transfer trips as well, if they are loaded with stored cash value or a GCT fare product. ADA complementary paratransit services are also available for qualified riders.

Cherokee Area Transportation System (CATS) provides fixed route service in and around Downtown Canton.

Hall Area Transit has a fixed route service, The Red Rabbit, which serves the City of Gainesville. The Red Rabbit has 7 routes and runs Monday through Friday.

Circulators and Shuttles

Atlantic Station Shuttle also known as FREE RIDE, is a free service that provides service between the Arts Center MARTA station and Atlantic Station in Atlanta.

The Buc is a free shuttle service that connects various destinations in the Buckhead area of Atlanta, including area hotels, restaurants, offices, shopping, and the Buckhead and Lenox MARTA stations. There are two routes - one with weekday commute hours only and the other with Monday through Saturday service.

Cliff Shuttles are a free service provided by Emory University, serving various locations on Emory's three campuses. There are 8 campus routes, 4 commuter routes, 3 hospital routes, and several other miscellaneous routes.

Stinger Bus and Tech Trolley Georgia Institute of Technology provides free shuttle service throughout its campus and to and from the Midtown MARTA station in Atlanta. There are three routes that run Monday through Friday, and two that run 7 days a week.



Panther Express Georgia State University provides a free shuttle service throughout its campus in Downtown Atlanta. It also provides service to and from student parking at Turner Field.

On-Demand Service

Three Rivers Regional Commission provides on demand transit service within Butts, Lamar, Pike, Spalding, and Upson counties. Service is offered Monday through Friday and requires 24-hour notice for reservations.

Coweta County Transit provides on-demand transit service to business, commercial, and activity centers within the county. Trips must be scheduled 24 hours ahead of time.

Henry County Transit is a transit agency that provides on - demand, curb-to-curb service on a first-come-first-served reservation basis for all Henry County residents.

Cherokee Area Transportation System (CATS) provides demand response bus service for rural areas in Cherokee County. CATS also provide paratransit services for qualified riders.

Hall Area Transit provides Dial-a-Ride, curb-to-curb service for the outlying areas of Hall County. The service uses a distance-based fare system and is available Monday through Friday.

Paulding County Transit provides free, on demand service to various locations throughout the county.

Fulton County Dial-a-Ride Transportation Services - DARTS provides Dial-a-Ride service for seniors in Fulton County.

MARTA Non - Transit Operations

The authority participates in several programs and initiatives that help strength both the MARTA brand and our position in the metro Atlanta area. This includes but is not limited to:

Filming & Photography is allowed on the MARTA system with prior approval and a license agreement. Since MARTA is an integral part of Atlanta's image and history, its assets, such as bus, rail, the streetcar, and insignia are often featured in movies, television, commercials, print ads, and student projects. MARTA can provide production companies with site locations,

vehicles, equipment, and parking for use in their productions.

The Rider's Advisory Council (RAC) is a part of an ongoing effort to deepen public understanding about how MARTA operates. The council goals are gathering valuable feedback and advancing customer-focused initiatives that improve the overall transit experience. There are 30 RAC members all of whom serve two-year terms and represent a diverse cross-section of the communities MARTA serves in Fulton, DeKalb, and Clayton counties and the City of Atlanta. The RAC meets the first Wednesday of every month. Members hear presentations from MARTA's top leadership and staff on a wide range of topics including finance, transit planning, major bus and rail projects, arts and cultural initiatives, transit-oriented development and much more. In addition to open discussions on such topics and site visits to transit facilities, RAC members use a dedicated crowdsourcing portal to recommend their own ideas on how to improve MARTA.

Anyone 18 and over who meets the eligibility requirements can apply to be an RAC member. If you are interested in becoming a member, please email questions or comments to rac@itsmarta.com.

Community Outreach Programs

In addition to The Fresh Market and MARTA HOPE (both discussed in the Overview section of this book), MARTA has community outreach programs to help improve relationships with our local communities. These programs include the following (see itsmarta.com for information):

- Ride With PRYDE
- Citizen Police Academy/Community Emergency Response Team Dual Program
- Gang Resistance Education and Training (GREAT)
- Internship Program
- Kids in Transit Summer Program
- Seniors Law Enforcement Working Together (SALT)
- Diverse Community Outreach Liaison

Appendix B – Budget Process & Fiscal Policy

Appendix B: Budget Process & Fiscal Policy

MARTA's Fiscal Policy

Our fiscal policy is based on our organizational goals, which includes the priority, that every day, we will do our part to operate a transit system that demonstrates fiscal responsibility. Our ultimate objective is to remain fiscally viable by aligning our goals with our capital planning and fiscal year budget development processes. MARTA's organizational goals are derived from the strategic planning process described below.

MARTA's Strategic Planning Process

The Strategic Planning Process at MARTA is a continuous and interactive process of information gathering and communication to formally support management in developing, implementing, and monitoring Authority-wide goals and objectives. The planning cycle is structured to coordinate and facilitate awareness, understanding, planning, communication, and actions for the benefit of the entire Authority.

The **Strategic Planning Cycle** is outlined as a series of interdependent processes that continue throughout the year. The basic model for our Strategic Planning includes a six-stage planning process as illustrated in diagram below:



1. ASSESSMENT OF CONDITIONS

Every organization must be aware of and understand the major influencing factors of its business and operating environment. These external and internal conditions should be considered in conducting current operations as well as preparing for future oriented goals, plans, and actions.

This phase in the Strategic Planning Process combines information on how well the organization is performing with external and internal business environmental analysis. This foundation of business information is critical to support planning assumptions and the subsequent management guidance process to refine policies, strategies, and short-term and long-term decisions. These decisions relate to service, organizational, management, and financial strategies.

Relevant information is compiled from appropriate departments, the Board of Directors, employees, and customers, as well as from other external agencies and organizations.

Organizational Goal Development

MARTA's mission, vision, and priorities are taken into consideration when determining organizational goal development.

Our Vision

People taking people where they want to go today and tomorrow.

Our Mission

To advocate and provide safe, multimodal transit services that advances prosperity, connectivity, and equity for a more livable region.

Our Priorities

Every day, we will do our part at MARTA to operate a transit system that:

1. Create a delightful customer experience at all touchpoints of MARTA's services
2. Hire, train, and retain a qualified and motivated workforce that meets current and future needs
3. Create a transit experience that is safe, secure, clean, reliable, and frequent
4. In all areas of financial budgeting, projecting, reviewing, and optimizing, act as stewards to the citizens being served
5. Advance MARTA's technology to improve operations and customer service
6. Utilize capital programs to provide safe, reliable, and innovative services as the region's trusted transit authority

The goals associated with MARTA's organizational development are largely focused on optimization and human resources and should be measurable and achievable within a specified time frame.

2. CRITICAL PRODUCTIVITY, EFFECTIVENESS, AND EFFICIENCY MEASURES

We need to guarantee that all resources are used to the optimum extent possible. Effective performance measurements are essential to ensure this is accomplished. We should endeavor to remain a reasonably priced transportation alternative.

3. BOARD & MANAGEMENT GUIDANCE AND DIRECTION

As part of the planning process, management and the Board of Directors annually revisit the Strategic Plan and review the opportunities and challenges to determine if the Plan's assumptions and/or future direction are still valid or require updating. The process of re-evaluation will draw heavily from an updated assessment of conditions. Elements to be revalidated include the mission statement, vision statements, major strategies, and performance measures. Any changes will be communicated throughout MARTA as updated Board and Management guidance and will provide standards for developing consistent and supportive departmental employee goals and objectives.

4. ORGANIZATION PLANNING

Organization planning is critical to the overall success of the Strategic Planning process. Departments reassess their own objectives and strategies and develop their own specific plans in alignment with the Authority's Strategic Plan.

5. RESOURCE ALLOCATION AND PLANNING

This phase of the Strategic Planning Process involves the compilation and evaluation of the Authority's strategic activities to determine labor and non-labor resource requirements and operating capital resource availability. This phase serves as the foundation for the annual fiscal year budget development process.

6. PROGRAM MANAGEMENT & PERFORMANCE MONITORING

This phase of the Strategic Planning Process involves the implementation of various approved Authority, departmental and cross-functional team plans and programs. MARTA will monitor, review, and evaluate progress using performance measures.

Operating Plan Summary

The Strategic Planning process provides a process to enhance our ability to comprehensively respond to a wide range of increasingly complex issues in a coordinated and effective manner. These issues arise out of changes in the external environment, shifts in customer desires, demands for new services, responses to the aging of our facilities and equipment, and the development of our evolving priorities, objectives, organizational structure, functions and focus.

Budget Process Linkage to Capital Investment

The Capital Plan provides more than simply a long-range or short-range capital spending plan. **Exhibit 1** shows that a clear linkage to MARTA's Strategic Priorities must be established for any recommended Capital Program. The Strategic Business Planning process has created an overall framework in which we can:

- Provide the MARTA Board and Staff with a long-range and short-range perspective regarding operating and capital revenue sources and requirements.
- Provide a foundation to assist in the development of the Regional Transportation Improvement Plan.
- Develop strategies for the submission of project applications to obtain potential federal funding.
- Coordinate annual grant applications more effectively.
- Serve as a management tool to implement key projects and programs that fulfill the Authority's responsibilities to the Board, the community, and the taxpayer.

MARTA Capital Planning Process

Capital planning at MARTA is the process of budgeting for the future long-term plans of the agency. The authority's capital budget is supported by federal grants and local matching funds, and its ability to issue bonds secured by future sales tax revenues. Planning involves assessing the current and projected physical needs of property, buildings, infrastructure, and creating a strategic plan for addressing those needs within financial constraints. Capital planning also aims to align capital investments with strategic and financial goals, improve the capital decision making process, and enable the growth objectives of MARTA. To create a sustainable capital plan, the finance officer and other participants in the capital planning process considers all capital needs as a whole, assess fiscal capacity, plan for debt issuance, and understand impact on reserves and operating budgets, all within a given planning timeframe.

Over the last several years we have re-focused our commitment to the Capital Improvement Program and an even greater commitment will be required during the planning years ahead. In addition, MARTA general funds now pay for preservation of capital infrastructure that at one time received federal funding. Because of the aging of our assets and the projected limited growth in our capital revenue, a more comprehensive capital planning process was needed to address the state of good repair of

MARTA's capital assets. **Exhibit 2** identifies the relationship among the major construction project processes and final products. It identifies two plans that will be essential to ensure long-term success:

- The Authority-wide Long-Range Comprehensive Transportation Plan – This plan focuses on long-range, system-level planning. It will identify and analyze overall transit service issues, opportunities, problems, documented needs, and priorities from the Capital Improvement Program. This will provide management with the “big picture” of the capital program to ensure coordination among departments and the Authority's ability to fund these programs and projects.
- Ten-Year Program Plan – This plan is a comprehensive ten-year Capital Program that must be in place to address service and capital improvements to be made in each year of the plan.

Plans to coordinate such service and capital improvements among bus and rail modes and customer service areas will be defined. The Ten-Year Program Plan is the “catalyst” for the Executive Management Team to manage the planning and implementation of capital programs, projects, and procurements. To do so, the Ten-Year Program Plan has:

- a) A clear linkage to the long-range comprehensive capital plan, as well as operating and capital budgets.
- b) Goals, objectives, and performance measures to be used internally for periodic evaluation of the progress in implementing the program's plans.

Exhibit 1

Multi-Year Program Planning Process

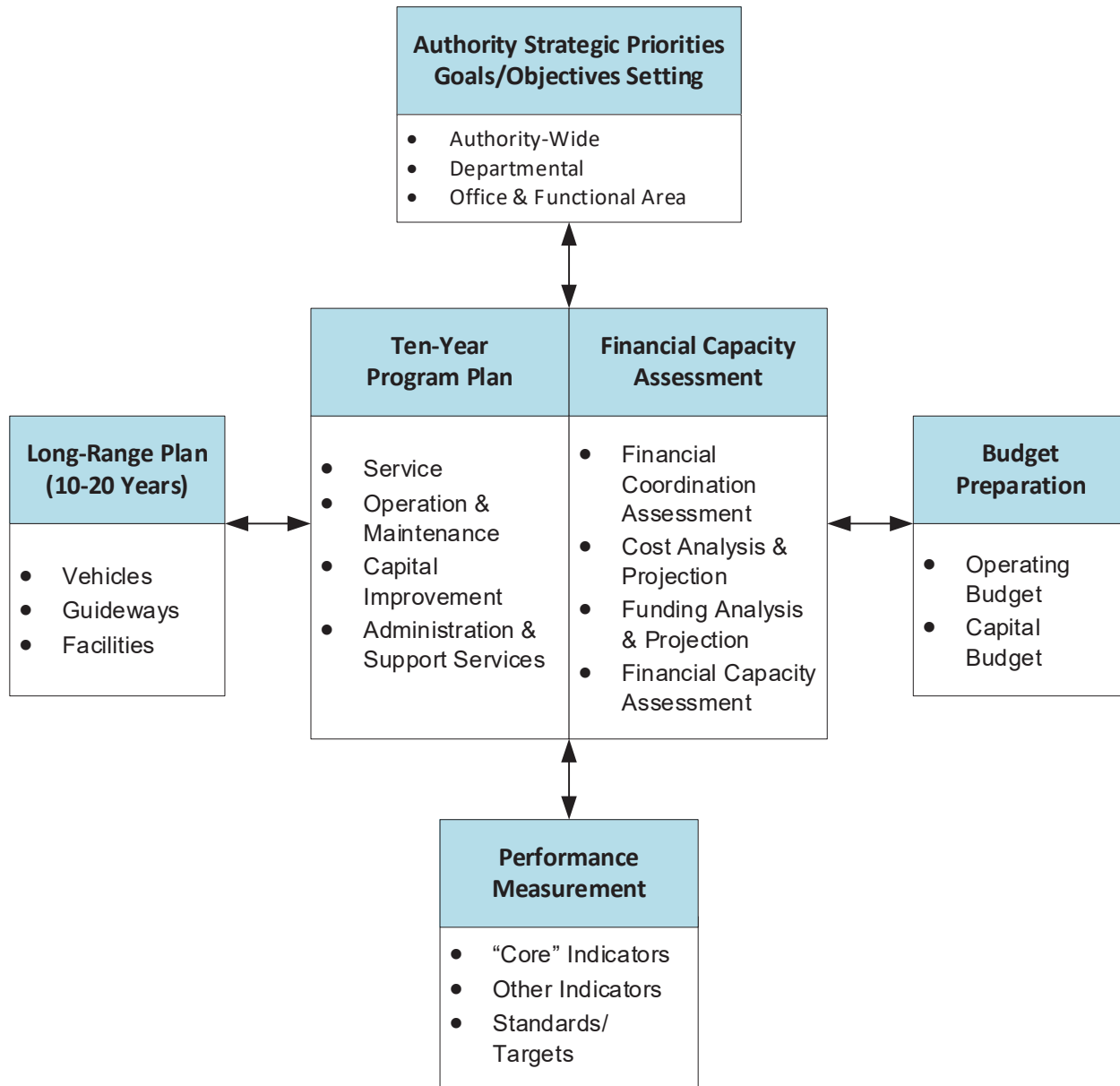
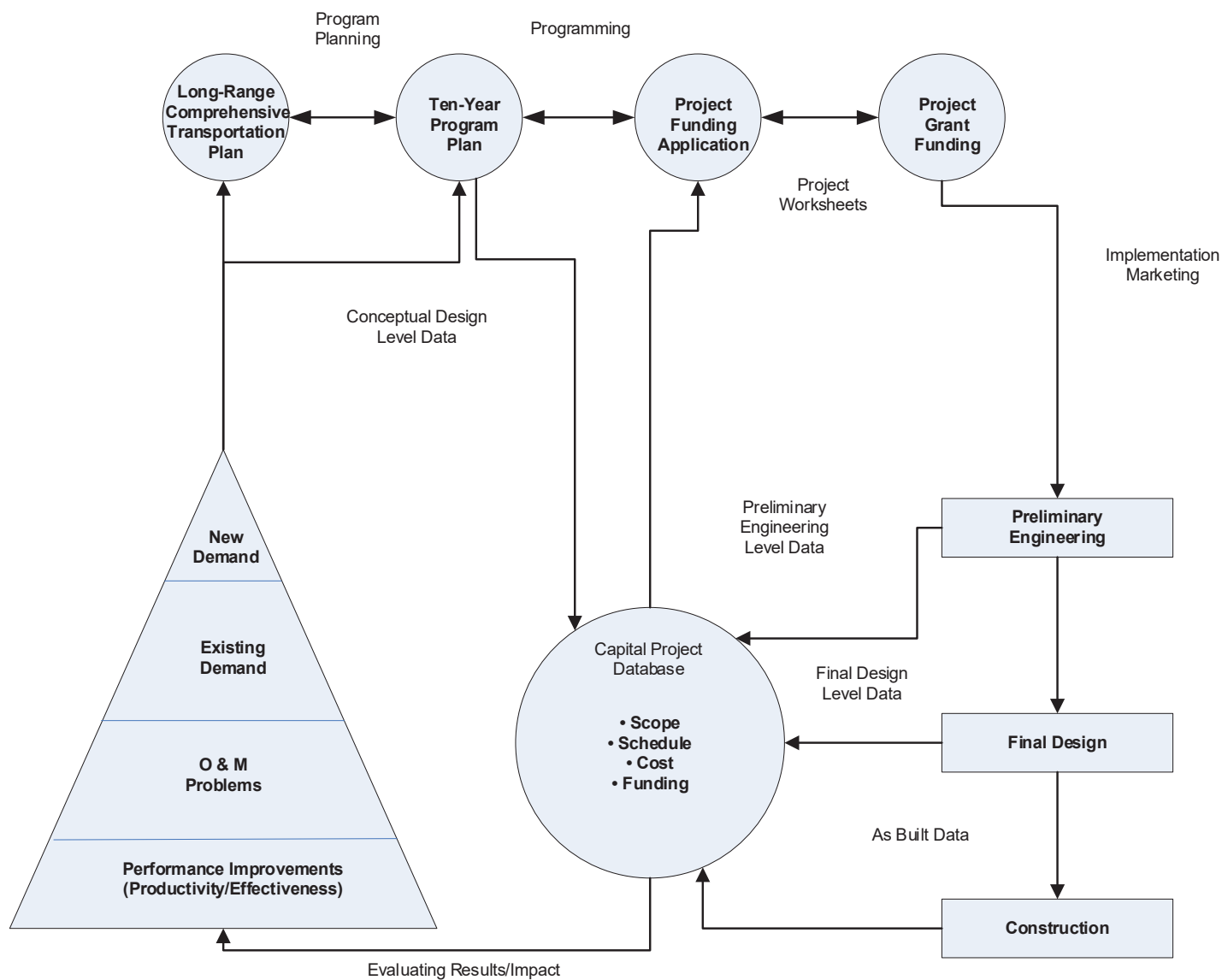


Exhibit 2

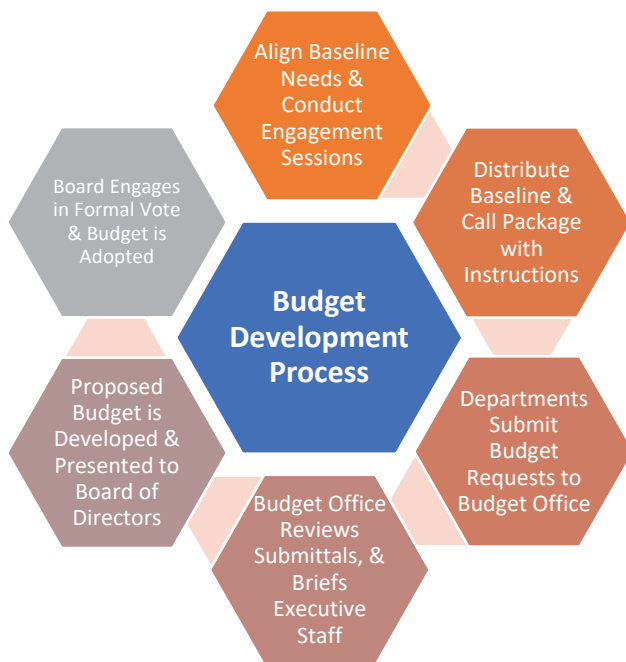
Relationship Among Major Construction Project Processes & Products



Fiscal Year Budget Development Process

The Authority conducts an extensive review of the fiscal year budgets, validates current and projected expenditures, and identifies outstanding issues for consideration during departmental budget reviews with the executive management team. The process is outlined in Exhibit 3 below and on the table on the following page.

Exhibit 3 – MARTA’s Budget Development Process



The Recommended Budget considers estimates of current year spending and revenues, work program priorities, proposed expenditures, and projected revenues. The General Manager presents the Recommended Budget to the Board of Directors in April, focusing on the current financial position and the financial implications of the recommended plan.

Building upon the last fiscal year’s objectives, the following approach to developing the budget was again implemented:

- 1) **C – Capitalize** all eligible costs as aggressively as possible.
- 2) **O – Optimize** work flows & processes to reduce delay or waste of time & resources (shorten production time),

reduce or eliminate duplicity of efforts, or seek automation of certain efforts. RE-ENGINEER TO DO MORE WITH LESS.

- 3) **R – Reallocation** of resources across categories of expense and across Departments in order to shift the Authority’s resources toward core services (Rail Service, Bus Service and Para-transit Service).
- 4) **E – Employee Downsizing** must be considered. Each Office must consider the realities of deletions and plan accordingly.

In May or June, a summary of the Recommended Budget is presented to the citizens of all jurisdictions at public hearings. Prior to and after the hearings, copies of the Recommended Budget are made available to the public. At the public hearing, citizens are encouraged to comment verbally or in writing on the Authority’s operational plan for the coming fiscal year. Senior staff members and the General Manager are present at the hearings, and any questions that cannot be appropriately addressed at the hearings are forwarded to the respective areas for a response.

In addition to the budget development phase, opportunities for public comment occur formally and informally throughout the year. On an informal basis, customer question and answer sessions are held at MARTA’s rail stations periodically. On a formal basis, significant route changes or applications for a major federal capital grant may require a public hearing that provides further opportunities for public comment.

The budget is adopted on or before June 30th, the last day of the fiscal year, by resolution of the Board of Directors. The Adopted Budget Book is distributed to internal Authority personnel, local governments, and to private citizens or other interested parties upon request.

In case an amendment to the adopted budget is necessary due to changes in economic conditions or emergencies which cause the fiscal year budget to increase beyond the adopted

budget's total expenses, the board may propose an amendment to the annual adopted budget by following the same procedure described above for adopting the original budget.

Requests for organizational changes that may arise during the fiscal year include requests to add or delete individual positions or resources, or to change the organizational structure and/or functions of the division.

Organizational changes must include a funding plan and supporting information justifying the request. Approval of organizational change requests is handled via the General Manager's authority.



| Month | Budget Planning Milestones |
|--------------------|--|
| August - February | Establish the 5-year fiscal sustainability plan including key corporate objectives (i.e. Strategic Initiatives, Service Levels, Reserves Utilization, Strategic Performance Objectives, Legislative Strategy Status, Fare Policy, Cost Containment Objectives, and Revenue Enhancement; August Service Levels Mark-Up) |
| December | December Service Levels Mark-Up |
| January | Determine Corporate and Strategic Assumptions for Budget Development (i.e., Service Levels, Parking Plan, Fare Increase Plan, Fare Policy, Reserves Utilization, Strategic Priorities revisions, Legislative Strategy, etc.) |
| February | Distribution of annual Budget Call Package |
| January - February | Draft Legislative, Budget, and Service Plan Communications Strategy |
| January – April | Georgia Assembly Legislative Session |
| February | Briefing on the Draft Service Plan |
| February | Board Briefing on budget development status & updates (i.e., Strategic Initiatives, Service Levels, Reserves Utilization, Strategic Performance Objectives, Legislative Strategy Status, Fare Policy, Cost Containment Objectives, and Revenue Enhancement) |
| March | Budget Call Package and Business Case submittals due |
| March | Budget Review and Resource Allocation Sessions: Review of Preliminary Operating & Capital Budgets (incl Service Plan, Revenue Projections, long-term Fare Strategy Plan and Unfunded Business Cases) |
| March | Provide Preliminary Operating & Capital Budget to C-Team for review |
| March | Provide Preliminary Operating & Capital Budget to GM/CEO |
| March | Board Briefing on Status of Operating & Capital Budgets |
| March | Call for Public Hearing (Service and Budget) |
| January – April | Georgia Assembly Legislative Session Outcome |
| March | Legislative and jurisdictional Board briefings on service and budget |
| March | Revised Service Plan (based on outreach and budget refinements) |
| April | April Mark-Up |
| May | Advertise for Public Hearings; Community Outreach Sessions |
| May | Public Hearing |
| May | Briefing on the Recommended Service Plan |
| May | Board Presentation of Resolution to adopt the Proposed Operating & Capital Budgets |
| June | Board Adoption of Operating & Capital Budgets |

Transportation Improvement Program (TIP)

The Atlanta Regional Commission (ARC) releases the Atlanta Regional Transportation Improvement Program (TIP) every summer. Based on input from MARTA, the Georgia Department of Transportation, governmental and community organizations in the member counties of Cherokee, Clayton, Cobb, DeKalb, Douglas, Fayette, Forsyth, Fulton, Gwinnett, Henry, Rockdale, and the city of Atlanta, this document outlines the long-term transportation plan for the Atlanta Region. Each November, the MARTA TIP process starts, and it lasts until March, when the ARC starts compiling feedback from all of the participants. The initial input received for the MARTA Strategic Business Plan is used as a vehicle for TIP development. Six-year plan projects included in the TIP cover the first six years of the MTP (Metropolitan Transportation Plan). The TIP is the means by which federal, state, and local funds are approved for all significant surface transportation projects and programs in the 20-county Atlanta region.

MARTA Grant Process

As a direct recipient of the Federal Transit Administration (FTA), MARTA currently receives funding from the FTA and other organizations including the State of Georgia and the Department of Homeland Security to support its operating and capital programs. As of December 1, 2018, with the passage of HB 930, the Atlanta-region Transit Link Authority (ATL) became the Designated Recipient with the responsibility of receiving and sub-allocating FTA Formula Funding annual to eligible recipients, including MARTA, in the Atlanta Urbanized Area. Various provisions of the Federal Transit Act provide federal grant funding, which is appropriated each year in accordance with the federal budget cycle.

Typically, MARTA submits grant applications to the FTA in the second and third quarters of the federal fiscal year. The grant cycle continues as awards are altered and revised, programs are reevaluated, and funding is typically awarded through end of the federal fiscal year or by September. The TIP cycle mentioned above is a crucial aspect of the grant application

procedure. Since only initiatives and strategies endorsed by the Atlanta Regional Commission in the TIP will receive federal funding, the grant and TIP cycles are connected.

Fiscal & Budgetary Policies

I. Creation and Organization

- The Metropolitan Atlanta Rapid Transit Authority (MARTA) was formed as a joint public instrumentality of the City of Atlanta and the counties of Fulton, DeKalb, Cobb, Clayton, and Gwinnett by action of the General Assembly of the State of Georgia (the MARTA Act), to design and implement a rapid transit system for the Atlanta metropolitan area. MARTA operates a bus, light rail (Atlanta Streetcar) and rapid rail transportation system and continues to develop and construct further improvements to its integrated bus/rail transportation system.
- As required by the terms of MARTA's Sales Tax Revenue Bond Trust Indentures, the financial activities of MARTA are accounted for using three separate funds, all of which are related to Capital or Debt Service, with the exception of a single Operating Fund. Such funds are combined for financial reporting purposes in order to present the financial position and results of operations of MARTA as a whole. They are as follows:
 - 1) **General Operating Fund** – MARTA uses a General Operating Fund for all operating activities and financial resources with the exception of those accounted for in another fund. This principle is in accordance with GAAP.
 - 2) **Debt Service Funds** – MARTA uses separate funds for the Sinking Funds (Debt Service) to accumulate financial resources for the payment of long-term debt principal and interest. This principle is in accordance with GAAP.
 - 3) **Capital Projects Funds** - MARTA uses separate funds for major capital acquisition, construction and Authority's planning needs that are financed through borrowings or contributions. This principle is in accordance with GAAP.

| Fund Structure | | | | | | | | | |
|---------------------------------|------------------|----------------|----------------|------------------|----------------|--------------|------------------|--|--|
| Actuals as of June 30, 2025 | | | | | | | | | |
| Categories | General | Planning Fund | Debt Service | Capital Projects | Fund 3001 | Lilo Fund | Consolidated | | |
| Salaries | \$ 341,029,970 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 341,029,970 | | |
| Benefits | \$ 154,587,623 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 154,587,623 | | |
| Contractual Services | \$ 125,471,052 | \$ 45,790,875 | \$ - | \$ 32,424,395 | \$ 3,701,485 | \$ - | \$ 207,387,808 | | |
| Material & Supplies Expenses | \$ 72,971,788 | \$ 54,857 | \$ - | \$ 828,647 | \$ - | \$ - | \$ 73,855,292 | | |
| Utilities | \$ 20,367,193 | \$ - | \$ - | \$ 59,124 | \$ - | \$ - | \$ 20,426,318 | | |
| Taxes & Fees | \$ 270,350 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 270,350 | | |
| Other Miscellaneous Expenses | \$ 75,719,453 | \$ 551,900 | \$ 71,989,146 | \$ 1,171,969 | \$ 194,143,743 | \$ 1,691,972 | \$ 345,268,193 | | |
| Planning Grant Expenditure | \$ 2,414,598 | \$ 41,596,803 | \$ - | \$ 382,561,727 | \$ - | \$ - | \$ 426,573,128 | | |
| TOTAL EXPENDITURES | \$ 792,832,027 | \$ 87,994,436 | \$ 71,989,146 | \$ 417,045,862 | \$ 197,845,228 | \$ 1,691,972 | \$ 1,569,398,673 | | |
| Cost Allocation | \$ (26,792,037) | \$ - | \$ - | \$ - | \$ - | \$ - | \$ (26,792,037) | | |
| TOTAL OPERATING EXPENDITURES | \$ 766,039,991 | \$ 87,994,436 | \$ 71,989,146 | \$ 417,045,862 | \$ 197,845,228 | \$ 1,691,972 | \$ 1,542,606,636 | | |
| | | | | | | | | | |
| Categories | General | Planning Fund | Debt Service | Capital Projects | Fund 3001 | Lilo Fund | Consolidated | | |
| Passenger | \$ 81,076,412 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 81,076,412 | | |
| Station Parking | \$ 1,169,545 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 1,169,545 | | |
| Other Operating | \$ 14,043,735 | \$ - | \$ - | \$ - | \$ 19,047,911 | \$ - | \$ 33,091,646 | | |
| Operating Subsidy | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | | |
| Other Federal Revenue Operating | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | | |
| Sales Tax | \$ 739,200,569 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 739,200,569 | | |
| Sales Tax Non-Capital Subsidy | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | | |
| Sales Tax W/H Sinking Fund | \$ (141,413,185) | \$ - | \$ 141,413,185 | \$ - | \$ - | \$ - | \$ - | | |
| Investment Income | \$ 4,673,967 | \$ - | \$ 2,298,675 | \$ - | \$ 21,158,529 | \$ 1,708,722 | \$ 29,839,893 | | |
| Other Non-Operating Revenue | \$ 57,195,197 | \$ - | \$ 2,340,400 | \$ - | \$ 1,328,410 | \$ - | \$ 60,864,007 | | |
| Sales Tax Capital Related | \$ (198,619,344) | \$ - | \$ - | \$ - | \$ 198,619,344 | \$ - | \$ - | | |
| Bonds Proceeds | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | | |
| Local & Federal Capital Revenue | \$ 87,574,138 | \$ 8,745,322 | \$ - | \$ 112,801,796 | \$ - | \$ - | \$ 209,121,256 | | |
| Contractual Services Revenue | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | | |
| Other Federal Revenues | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | | |
| Revenue Clearing | \$ - | \$ (1,129,038) | \$ - | \$ (109,310,100) | \$ - | \$ - | \$ (110,439,138) | | |
| TOTAL REVENUES | \$ 644,901,034 | \$ 7,616,284 | \$ 146,052,260 | \$ 3,491,696 | \$ 240,154,194 | \$ 1,708,722 | \$ 1,043,924,190 | | |

- The State of Georgia determined oversight responsibility based on consideration of financial interdependency, selection of governing authority, designation of management, the ability to significantly influence management, and accountability for fiscal matters. No governmental units other than MARTA itself are included in the Authority reporting entity.
- MARTA is not included within the reporting entity of the City of Atlanta or any of the counties because these governments do not exercise significant influence over MARTA, and the city and counties are not accountable for MARTA's fiscal matters.
- MARTA's is currently governed by a Board of Directors. The Board is composed of 15 members, twelve members representing the City of Atlanta, Fulton County, DeKalb County and Clayton County; two members representing the Georgia Regional Transportation Authority and the Georgia Department of Transportation, and one member appointed by the Governor of the State of Georgia.
- MARTA has implemented the provisions of Statement No. 14 of the Governmental Accounting Standards Board (GASB), the Financial Reporting Entity, including additional guidance promulgated by GASB No. 39. As defined by the GASB, the financial reporting entity is comprised of the primary government and its component units. The primary government includes all departments and operations of MARTA, which are not legally separate organizations. Component units are legally separate organizations, which are fiscally dependent on MARTA or for which MARTA is financially accountable, or which raises and holds economic resources for the direct benefit of MARTA. An organization is fiscally dependent if it must receive MARTA's approval for its budget, levying of taxes or issuance of debt. MARTA is financially accountable for an organization if it appoints a majority of the organization's board, and either a, has the ability to impose its will on the organization, or b, there is the potential for the organization to provide a financial benefit to or impose a financial burden on MARTA. The reporting entity of MARTA consists solely of the primary government. MARTA has no component units.
- Prior to January 1, 2011, MARTA encompassed an eighteen-member board, three members were appointed by Fulton County, five members by DeKalb County, four members by the City of Atlanta, and one member by each County of Clayton and Gwinnett. In addition, the Commissioner of the State Department of Transportation, the Commissioner of the State Department of Revenue, the Executive Director of the State Properties Commission, and the Executive Director of the Georgia Regional Transportation Authority served as ex-officio members of the Board. None of the participating governments appointed a majority of MARTA's Board and none had an ongoing financial interest or responsibility.
- House Bill 277 32-9-14, commonly referred to as The Transportation Investment ACT (TIA) amended the 18-member Board provision to a 12-member board composed of 11 voting members and one non-voting member effective January 1, 2011. Of the voting members: three members are residents of the City of Atlanta and are nominated by the mayor and elected by the city council; four members are residents of DeKalb County and are appointed by the DeKalb County Board of Commissioners; three members are residents of Fulton County and are appointed by the local governing body thereof. Independent of the municipalities, The Commissioner of Transportation is a voting member on the board and the Executive Director of the Georgia Regional Transportation Authority is a non-voting member of the board.
- In 2015 House Bill 213 amended the "Metropolitan Atlanta Rapid Transit Authority Act of 1965, so as to provide for a permanent suspension of restrictions on the use of sales and use tax proceeds. It further provided provision for the inclusion of Clayton County as a participant thus expanding the Board to 15 members of which 13 members reserve voting rights.
- In 2016, Senate Bill 369 amended the Official Code of Georgia Annotated to allow the City of Atlanta raise up to an additional 1/2-cent

sales and use tax thru a ballot initiative. The ballot measure that followed was then passed by residents in November 2016 with the levy in force from April 1, 2017, thru June 30, 2057.

II. **Balanced Budget**

- To measure the costs of providing mass transportation services, the revenues from those services and required subsidies, MARTA has adopted the accounting principles and methods appropriate for a governmental enterprise fund. In accordance with accounting standards applicable to enterprise funds, MARTA has elected not to apply pronouncements issued by the Financial Accounting Standards Board after November 30, 1989. This complies with the MARTA Act and Sales Tax Bond Trust Indentures legal requirements that all accounting systems and records, auditing procedures and standards, and financial reporting shall conform to generally accepted principles of governmental accounting.
- MARTA's financial statements are prepared on the accrual basis of accounting in accordance with accounting principles generally accepted in the United States of America as promulgated by the Governmental Accounting Standards Board. The budget is prepared on the same basis of accounting as the financial statements, except that depreciation and interest expense are not budgeted. MARTA is structured as a single enterprise fund with revenues recognized when earned and measurable, not when they are received. Expenses are recognized when they are incurred, not when they are paid. Capital assets are capitalized and (except land) are depreciated over their useful lives. Cash amounts are restricted for debt service.
- The operating and capital budgets combined are balanced when expenditures do not exceed the sources of revenue. For FY25 the total uses are \$2.2B, and the total sources are \$1.6B, which leaves a surplus of funds of \$608M. MARTA has several sources of revenue as explained below.
 - MARTA receives proceeds from the collections of sales and use tax under the Rapid Transit Contract and Assistance Agreement with the City of Atlanta and the Counties of Fulton and DeKalb. The tax is levied at a rate of 1% until June 30, 2047, and .5% until June 30, 2057.
 - For historical information, under the law authorizing the levy of the sales and use tax, as amended May 10, 2002, MARTA is restricted as to its use of the tax proceeds as follows:
 - 1) No more than 50% of the annual sales and use tax proceeds can be used to subsidize the net operating costs, as defined, of the system, exclusive of depreciation and amortization, and other costs and charges as defined in Section 25(l) of the MARTA Act, except for the period beginning January 1, 2002, and ending December 31, 2008, when no more than 55% shall be used. The additional 5% of the Sales tax revenues may be applied to the operations of the transit system, to be used at the discretion of the General Manager.
 - 2) If more than the legislative provided percentage of the annual sales and use tax proceeds is used to subsidize the net operating costs in any one year, the deficit in operations must be made up during a period not to exceed the three succeeding years.
 - 3) If less than the legislative provided percentage of the annual sales and use tax proceeds is used to subsidize the net operating costs in any one year, the excess may, at the discretion of MARTA's Board of Directors, be reserved and later used to provide an additional subsidy for operations in any future fiscal year or years.
 - The Authority shall fund and maintain an operating budget reserve of ten percent (10%) of the Authority's prior year operating budget revenues. For purposes of this section, the term 'operating budget revenues' shall mean all funds received from federal, state, or local sources, including but not

limited to grants, distributions from federal and state formula funds, or direct federal and state appropriations for projects or programs of the Authority, as well as fare box revenues and revenues received from rentals on property owned or operated by the Authority. Said operating budget reserve shall be utilized for ongoing operating expenses only in those circumstances requiring its use due to worsened economic conditions in the Atlanta region, or catastrophic loss such as an act of God or terrorism, which conditions cause a temporary shortfall in the Authority's anticipated revenues. The temporary operating revenue shortfall so noted shall be for a period of not less than six consecutive months during which total anticipated revenues are not less than two and one-half percent (2.5%) below the revenues received during the preceding fiscal year for the same six-month period. The first three percent (3%) of the reserve shall not be used in any six-month period. The purpose of said reserve shall be exclusively to pay the ongoing operating expenses during times of economic downturn and shall not be considered to be an available recurring revenue for operating budget purposes and under no circumstances shall the operating budget reserve be used to permanently replace the revenues which are reduced due to the economic conditions set forth above. Upon cessation of such economic downturn, as evidenced by cessation of the revenue shortfall required for the use of the reserve for Authority operating expenses, the operating budget reserve shall be replenished.

- In FY2015 The MARTA Act was amended by the Georgia Assembly under HB213 and commonly referred to as The Transportation Investment Act (TSA), amending set forth providing a permanent suspension of restrictions on the use of sales and tax proceeds by the Authority.
- During each fiscal year the Board shall propose an annual operating budget for the ensuing fiscal year and hold a public hearing thereon. After such public hearing the Board shall review its proposed budget, and, on or before the last day of the fiscal year, it shall

adopt an annual operating budget for the ensuing fiscal year.

- The Board shall propose and adopt an annual capital improvements budget. The proposed capital improvements budget shall show all capital improvement projects in process of completion, those to be undertaken during the ensuing fiscal year and those anticipated to be undertaken during the ensuing ten years. The proposed budget shall also show the proposed method of financing each proposed project and the effect thereof on the debt structure of the Authority. After a public hearing the Board shall review its proposed budget and on or before the last day of the fiscal year it shall adopt an annual capital improvements budget for the ensuing fiscal year. No contract for the purchase or construction of any capital improvement project shall be authorized, except to meet a public emergency certified as such by the Board, unless it is included in the annual capital improvements budget; however, the Board may propose and adopt an amendment to the annual capital improvements budget by following the procedure herein prescribed for adopting the original budget.
- MARTA receives grant funds from the Federal Transportation Administration (FTA) for a substantial portion of its capital acquisitions. Assets acquired in connection with capital grant funds are included in property and equipment. These grants generally require a local funding match by MARTA at a stipulated percentage of total project costs. Capital grant agreements with the FTA enable the FTA to hold a continuing interest in properties acquired and restricts their use to the provision of mass transportation services.
- The FTA also provides funds for subsidizing operating costs involved in preventive maintenance of vehicles, system, and equipment under Section 5307 of the Federal Transit Act.

III. **Asset Inventory**

- The largest portion of MARTA's net assets each year represents its investment in capital assets (e.g., land, rail system, buildings, and transportation equipment); less any related outstanding debt used to acquire those

assets. MARTA uses these capital assets to provide services to its customers; consequently, these assets are not available for future spending. Although MARTA's investment in its capital assets is reported net of related debt, it should be noted that the resources to repay this debt must be provided from other sources, since the capital assets themselves cannot be used to liquidate these liabilities.

- Capital Assets are carried at cost and depreciated using the straight-line method based on the estimated useful lives of the related assets, as follows:
 - Rail system and buildings 5-50 years.
 - Transportation equipment 5-20 years.
 - Other property and equipment 4-20 years.
- MARTA uses a five-thousand-dollar capitalization threshold for its capital assets. Donated properties are stated at their fair value on the date donated. When assets are sold or retired, the cost of the asset and related accumulated depreciation is removed from the accounts and the resulting gain or loss, if any, is charged to non-operating revenue or expense. Ordinary maintenance and repairs are charged to expense as incurred, while property additions and betterments are capitalized. MARTA capitalizes, as a cost of its constructed assets, the interest expense based upon the weighted average cost of MARTA's borrowings.
- Materials (principally maintenance parts) and supplies inventories are stated at average cost and expenditure is based on the consumption method. MARTA has a complete capital asset inventory every two year, as required by FTA.
- Depreciation expense on assets acquired with federal capital grant funds is transferred to contributed capital. When assets are sold or retired, the cost of the asset and related accumulated depreciation is removed from the accounts and the resulting gain or loss, if any, is charged against either contributed capital or non-operating expenses. The portion charged to contributed capital represents the un-depreciated portion of the asset that was originally purchased with

federal capital grant funds. The remaining gain or loss is charged against non-operating expenses as it represents MARTA's share.

Revenue Policies

I. Revenue Diversification

- The operating budget is funded through four primary sources (Real Estate and Sales Tax Reserves, Sales Tax, Operating Revenues and Federal Sources), as well as any Revenue Adjustments. 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 revenue.
- Fare and parking revenue from transporting passengers, concessions, and advertising are reported as operating revenues. Transactions that are capital, financing or investing related, or which cannot be attributed to MARTA's transportation focus, are reported as non-operating revenues.
- Bond Proceeds, Discount, Issue Costs and Losses on Refunding- Proceeds from the issuance of Sales Tax Revenue Bonds are initially deposited with the Bond Trustee in a Construction Fund as required by the Trust Indenture between MARTA and the Trustee. MARTA requisitions the funds as needed for construction, rehabilitation, and replacement of the transit system. Bond discount and issue costs are amortized, principally using the interest method, over the term of the related debt. Losses on debt refunding are deferred and amortized over the shorter of the life of the refunded debt or the new debt, on a basis consistent with the interest method.
- Passenger fares are recorded as revenue at the time services are performed. The MARTA Act places certain requirements on the rate that MARTA is to charge for transportation services. The rates charged to the public for transportation services must be such that the total transit-related revenues, exclusive of any federal operating subsidy, sales and use tax proceeds, and other non-transportation related revenues received during each fiscal year, must be no less than 35% of the operating costs, exclusive of depreciation and amortization, of the preceding fiscal year.

Under provisions of amendments to the MARTA Act, lease income, and interest earned on certain restricted investments (as discussed below), which are included in the non-operating revenues in the MARTA statement of revenues and expenses, are included in transit related revenues for the purposes of this calculation.

- MARTA receives grant funds from the Federal Transportation Administration (FTA) for a substantial portion of its capital acquisitions. Assets acquired in connection with capital grant funds are included in capital assets. These grants generally require a local funding match by MARTA at a stipulated percentage of total project costs. Capital grant agreements with FTA provide for FTA holding a continuing interest in properties acquired and restrict the use of such properties to providing mass transportation services. Grants for capital asset acquisition, facility development, and rehabilitation are reported in the Statement of Revenues, Expenses, and Changes in Net Assets, after non-operating revenues and expenses as capital grants.

II. Fees and Charges

- Except with regard to fixing, altering, charging, and collecting fares for charter, group, and party bus services, as provided in Section 9(f) of this Act, the power to fix, alter, charge, and collect fares, rates, rentals, and other charges for its facilities by zones or otherwise at reasonable rates to be determined exclusively by the Board, subject to judicial review as hereinafter provided.

III. Use of One-time or Unpredictable Revenues

- MARTA's enabling legislation, the MARTA Act, states that the Board shall make provisions for an annual operating budget and an annual capital improvements budget. Every budget, proposed or as finally adopted, shall conform to generally accepted budgetary standards of public bodies. In the annual operating budget, each operating fund shall be set forth separately and show an estimate of the fund balance to be available at the beginning of the year, an estimate of anticipated credits during the year according to source, an estimate of anticipated charges,

including capital outlay or debt service properly to be financed from anticipated revenues, and comparative data on the last two completed fiscal years and similar data, actual or estimated, for the current year. In complying with this requirement, the use of revenues must be planned well in advanced. MARTA's finances are structured such that all revenues flow into a "General Operating and Capital Fund". One time or unpredictable revenues serve to increase these fund balance and appear as carry forward balances in future years to be addressed in subsequent planning and budgeting cycles.

Expenditure Policies

I. Debt Capacity, Issuance, and Management

- All expenses related to operating the bus and rail system are reported as operating expenses. Interest expense, financing costs, and planning costs are reported as non-operating expenses.
- MARTA issues Sales and Use Tax Revenue Bonds and Bond Anticipation Notes (Commercial Paper) to raise capital funds for construction and expansion, and rehabilitation of the transit system. MARTA has a commercial paper program in the form of Bond Anticipation Notes, to provide flexibility and optimization to the issuance of debt. The bonds and notes are payable from and secured by a first, second, and third liens on sales and use tax receipts.
- Legally, MARTA's estimated sales tax receipts must be at least twice the total debt service. MARTA's Board has placed an additional restriction on the debt service coverage requirement, limiting the maximum estimated annual debt service to no more than 45 percent of the corresponding year's estimated sale tax receipts.
- MARTA has a Swap & Derivative Policy that is governed by the Issuer's use and management of all Agreements. The Issuer is authorized under Section 8 of an Act approved March 10, 1965 (Ga. L. 1965, p. 2243), as amended, i.e., the "Metropolitan Atlanta Rapid Transit Authority Act of 1965" (hereinafter the "MARTA Act"), to enter into such Agreements to manage or reduce the

amount and duration of the interest rate, spread, or similar risk when used in combination with the issuance of bonds and outstanding bonds of the Issuer.

- Contingent upon the approval of the Issuer's Board of Directors, the Issuer may enter into credit enhancement or liquidity agreements in connection with any Agreement containing such terms and conditions as the Issuer determines are necessary or desirable, provided that any such credit enhancement or liquidity agreement as the same source of payment as the related interest rate management agreement.
- In conjunction with the Debt Management Policy, the Policy shall be reviewed and, if necessary, updated at least annually. The General Manager/CEO, Chief Financial Officers/CFO, Deputy Chief Financial Officer, Director of Treasury Services, and the Manager of Financial Planning & Analysis are the designated administrators of the Issuer's Swap Policy (the "Policy Administrators).
- With respect to all or any portion of any of the Issuer's debt that it is authorized to issue under section 10 of the MARTA Act, as amended, that it has either issued or anticipates that will be issued, the Issuer may enter into, terminate, amend, or otherwise modify a Qualified Interest Rate Management Agreement under such terms and conditions as the Issuer may determine, including, without limitation, provisions permitting the Issuer to pay to or receive from any person or entity any loss of benefits under such agreement upon early termination thereof or default under such agreement.
- In fiscal 1994, MARTA adopted GASB Statement of Standards No. 23, "Accounting and Reporting for Refunding of Debt Reported by Proprietary Activities." As such, losses on these transactions are deferred and amortized over the life of the new debt on a straight-line basis.

II. Operating & Capital Expenditure Accountability

- An annual Operating and Capital Budget is developed by MARTA's Management. After a public hearing, the proposed budget is

revised, if necessary, finalized and adopted by MARTA's Board of Directors. The budget is prepared on the same basis of accounting as the financial statements except that depreciation, interest expense, gain/loss on sale of property, and non-operating general and administrative expenses are not budgeted. Management control for the operating budget is maintained at expenditure category levels. Management has flexibility of reprogramming funds in respective cost centers with approval of budget staff as long as the total budget authorization is not exceeded. Capital expenditures are controlled at the budget line item.

- MARTA allocates certain general and administrative expenses to transit operations and also capitalizes certain of these expenses in construction in progress based on its cost allocation plan prepared in accordance with FTA guidelines. General and administrative expenses not allocable to either transit operations or construction in progress under FTA guidelines are reflected as non-operating general and administrative expense in the accompanying statement of revenues, expenses, and changes in net assets.
- MARTA adopts its Operating and Capital Budget in June of each year. Once adopted, total budgeted revenues and/or expenses cannot change. Budgets are allocated to monthly spending levels and a monthly Budget Performance Report is prepared. The monthly Budget Performance Report analyzes expenditures by office relative to monthly and total budgets, and revenues anticipated for the reporting period.
- Budgets are controlled through accounting systems at a hierarchal level by account numbers within each expense category. Categories include labor related cost categories (salaries and benefits) and non-labor related cost categories (services, materials & supplies, utilities, casualty & liability, taxes, etc.).
- When expenditures are incurred or encumbered, funds must be sufficient within the category of the department's budget in order for processing the requisition, purchase

order or invoice. If funds are non-sufficient, the division must request a transfer of funds from one of the other non-labor categories.

- In the past, the Authority has determined that other means to bring the budget into balance were necessary. These included:
 - 1) Mandatory furloughs for all non-Represented employees.
 - 2) A policy of freezing all merit-based increases for non-Represented and no negotiated wage increase for Represented employees.

- 3) An ongoing commitment from staff to reduce General and Administrative (G&A) costs and to realize improvements in efficiency and effectiveness. This included Bus Service and Rail Service Modifications, as well as other Reduction-In-Force (RIF) initiatives.
- 4) Revenue enhancement initiatives.

Source Documents

The information used to develop the fiscal policy guide is provided by a variety of both internal and external sources.

A listing of major resources is provided below:

- MARTA Act; HB277, HB213
- Rapid Transit Contract and Assistance Agreement
- Americans with Disabilities Act
- Regional Transportation Plan
- MARTA Strategic Plan
- The Bond Trust Indentures
- MARTA Investment Guidelines
- Georgia State University (GSU) Sales tax Forecast
- MARTA's Fixed Asset Management and Capital Policy
- Sales Tax Bond Trust Indenture
- Governmental Accounting Standards Board (GASB)
- FTA Guidelines
- MARTA's Swap & Derivative Policy
- MARTA's Debt Management Policy

Appendix C – Total Authority Operating Budget

Appendix C - FY21 to FY26 Total Authority Operating Budget

| FY2021 - FY2026 Total Authority Operating Budget (\$M) | | | | | | |
|--|----------------|----------------|----------------|----------------|-----------------|-----------------|
| | Actual FY21 | Actual FY22 | Actual FY23 | Actual FY24 | Adopted FY25 | Adopted FY26 |
| Total Operating Costs (\$M) | \$544.6 | \$509.9 | \$625.1 | \$698.6 | \$732.6 | \$727.3 |
| Less: Capital Charges | (\$49.6) | (\$47.1) | (\$43.5) | (\$45.6) | (\$78.1) | (\$75.2) |
| Net Operating Costs (\$M) | \$495.0 | \$462.8 | \$581.6 | \$652.9 | \$654.5 | \$652.0 |
| \$ Change* | (\$9.5) | (\$32.3) | \$118.8 | \$71.4 | \$1.5 | (\$2.4) |
| % Change* | (1.9%) | (6.5%) | 25.7% | 12.3% | 0.2% | (0.4%) |
| Revenue (\$M) | | | | | | |
| Operating Sales Tax | \$268.9 | \$315.8 | \$331.1 | \$361.6 | \$386.5 | \$412.4 |
| Title Ad Valorem Tax | \$33.5 | \$33.5 | \$33.5 | \$33.5 | \$33.5 | \$36.8 |
| Passenger Revenue | \$51.1 | \$63.5 | \$72.0 | \$72.8 | \$82.0 | \$68.4 |
| Station Parking | \$0.6 | \$1.5 | \$1.8 | \$1.7 | \$0.8 | \$1.5 |
| Advertising Revenue | \$4.6 | \$6.2 | \$6.4 | \$5.4 | \$6.0 | \$2.7 |
| Lease Income | \$9.8 | \$10.8 | \$0.4 | \$6.7 | \$9.4 | \$8.5 |
| Interest Income | \$1.8 | \$1.0 | \$3.8 | \$26.4 | \$17.0 | \$6.7 |
| Other Transit Related | \$10.3 | \$6.0 | \$6.4 | \$5.5 | \$3.8 | \$2.6 |
| Federal Formula Funds | \$276.0 | \$247.7 | \$212.5 | \$81.8 | \$80.0 | \$86.9 |
| American Rescue Plan (ARP) | \$0.0 | \$0.0 | - | \$0.0 | \$0.0 | \$0.0 |
| Cares Act | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| Operating Carry-Forward | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$35.6 | \$23.7 |
| MARTA Rapid A-Line Opers*** | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$1.7 |
| | \$656.5 | \$685.9 | \$668.0 | \$595.5 | \$654.5 | \$652.0 |
| \$ Change* | \$17.3 | \$29.3 | (\$17.9) | (\$72.5) | \$59.0 | (\$2.4) |
| % Change* | 2.7% | 4.5% | (2.6%) | (10.9%) | 9.9% | (0.4%) |
| FY Overage/(Shortfall) | \$161.5 | \$223.1 | \$86.4 | (\$57.5) | (\$0.0) | \$0.0 |
| *from previous year | | | | | | |

Appendix D – Summary of Transit Carryover

Appendix D - FY21 to FY26 Summary of Transit Carryover

| FY2020 - FY2026 Summary of Transit Carry-Over (\$M) | | | | | | |
|---|----------------|----------------|----------------|----------------|-----------------|-----------------|
| | Actual FY21 | Actual FY22 | Actual FY23 | Actual FY24 | Adopted FY25 | Adopted FY26 |
| Revenues | | | | | | |
| Passenger Revenue | 51.1 | 63.5 | 72.0 | 72.8 | 82.0 | 68.4 |
| Title Ad Valorem Tax | 33.5 | 33.5 | 33.5 | 33.5 | 33.5 | 36.8 |
| Station Parking | 0.6 | 1.5 | 1.8 | 1.7 | 0.8 | 1.5 |
| Advertising Revenue | 4.6 | 6.2 | 6.4 | 5.4 | 6.0 | 2.7 |
| Lease Income | 9.8 | 10.8 | 0.4 | 6.7 | 9.4 | 8.5 |
| Interest Income | 1.8 | 1.0 | 3.8 | 26.4 | 17.0 | 6.7 |
| Other Transit Related | 10.3 | 6.0 | 6.4 | 5.5 | 3.8 | 2.6 |
| Federal Formula Funds | 79.7 | 75.2 | 73.9 | 81.8 | 80.0 | 86.9 |
| American Rescue Plan (ARP) | - | 152.9 | 138.6 | - | - | 0.0 |
| Cares Act | 196.4 | 19.6 | - | - | - | 0.0 |
| Operating Carry-Forward | - | - | - | - | 35.6 | 23.7 |
| MARTA Rapid A-Line Opers*** | - | - | - | - | - | 1.7 |
| Total Operating Revenues | 387.6 | 370.0 | 336.9 | 233.8 | 268.0 | 239.7 |
| Expenditures | | | | | | |
| Gross Operating Expenses | (544.6) | (509.9) | (625.1) | (698.6) | (732.6) | (727.3) |
| Capital Allocation | 49.6 | 47.1 | 43.5 | 45.6 | 78.1 | 75.2 |
| Net Operating Expenses | (495.0) | (462.8) | (581.6) | (652.9) | (654.5) | (652.0) |
| Operating Sales Tax Required | (107.4) | (92.7) | (244.7) | (\$361.6) | (386.5) | (412.4) |
| Total Sales Tax Receipts | 569.7 | 669.1 | 704.4 | 721.5 | 715.7 | 749.8 |
| % of Total Sales Tax Required | 19% | 14% | 35% | 51% | 54% | 55% |
| Sales Tax Applied | 268.9 | 315.8 | 331.1 | 360.7 | 386.5 | 412.4 |
| Sales Tax Excess/Shortfall | 161.5 | 223.1 | 86.4 | (10.4) | 0.0 | 0.0 |

Appendix E – MARTA Five-Year Projected Summary Plan

Appendix E - MARTA Five-Year Projected Summary Plan

| MARTA Five-Year Projected Summary Plan (\$M) | | | | | | | |
|--|------------------|-------------------|-------------------|----------------------|----------------------|----------------------|----------------------|
| Category | Actual FY2024 | Adopted FY2025 | Adopted FY2026 | Projection FY2027 | Projection FY2028 | Projection FY2029 | Projection FY2030 |
| Revenues | | | | | | | |
| Advertising | \$5.4 | \$6.0 | \$2.7 | \$2.7 | \$2.7 | \$2.7 | \$2.8 |
| Interest Income | \$26.4 | \$11.4 | \$3.6 | \$2.8 | \$2.8 | \$2.8 | \$2.8 |
| Lease Income | \$6.7 | \$9.4 | \$8.5 | \$8.0 | \$8.1 | \$8.2 | \$8.1 |
| Other Revenues | \$5.5 | \$9.3 | \$5.8 | \$7.1 | \$4.9 | \$4.9 | \$4.9 |
| Passenger Revenues | \$72.8 | \$82.0 | \$68.4 | \$87.9 | \$92.2 | \$96.7 | \$101.0 |
| Sales Tax | \$361.6 | \$386.5 | \$412.4 | \$397.0 | \$409.4 | \$425.0 | \$445.7 |
| Station Parking Revenues | \$1.7 | \$0.8 | \$1.5 | \$1.5 | \$1.5 | \$1.6 | \$1.6 |
| Title Ad Valorem Tax | \$33.5 | \$33.5 | \$36.8 | \$36.8 | \$36.8 | \$36.8 | \$36.8 |
| Federal Formula Funds | \$81.8 | \$80.0 | \$86.9 | \$86.9 | \$86.9 | \$86.9 | \$86.9 |
| Cares Act Federal Funding | - | - | - | - | - | - | - |
| ARP Federal Funding | - | - | - | - | - | - | - |
| Operating Carry Forward | \$48.0 | \$35.6 | \$23.7 | \$15.8 | \$0.0 | \$0.0 | \$0.0 |
| MARTA Rapid A-Line Opers*** | - | - | \$1.7 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| Total Operating Revenue | \$643.5 | \$654.5 | \$652.0 | \$646.5 | \$645.4 | \$665.6 | \$690.7 |
| Expenses | | | | | | | |
| Salaries & Wages | \$282.2 | \$311.2 | \$291.0 | \$299.9 | \$309.0 | \$318.5 | \$328.2 |
| Fringe Benefits | \$103.6 | \$139.7 | \$146.5 | \$147.3 | \$148.1 | \$148.9 | \$149.7 |
| Overtime | \$43.4 | \$38.5 | \$37.7 | \$38.7 | \$39.9 | \$41.0 | \$42.3 |
| Labor | \$429.3 | \$489.4 | \$475.1 | \$485.8 | \$496.9 | \$508.4 | \$520.2 |
| Contractual Services | \$117.8 | \$116.0 | \$130.6 | \$130.1 | \$139.4 | \$142.5 | \$146.2 |
| Materials & Supplies | \$58.7 | \$64.3 | \$56.0 | \$59.2 | \$60.6 | \$61.9 | \$63.8 |
| Casualty & Liability Costs | \$36.5 | \$27.2 | \$29.8 | \$30.7 | \$31.6 | \$32.6 | \$33.6 |
| Other Operating Expenses | \$18.2 | \$17.4 | \$18.5 | \$19.1 | \$19.6 | \$20.2 | \$20.8 |
| Other Non-Operating Expenses | \$4.7 | \$16.6 | \$15.7 | \$15.7 | \$16.0 | \$16.2 | \$16.4 |
| Miscellaneous Expenses | \$1.6 | \$1.9 | \$1.6 | \$1.6 | \$1.6 | \$1.7 | \$1.7 |
| Non-Labor | \$237.5 | \$243.3 | \$252.2 | \$256.4 | \$268.8 | \$275.1 | \$282.5 |
| Gross Operating Expenditures | \$666.8 | \$732.6 | \$727.3 | \$742.2 | \$765.8 | \$783.5 | \$802.6 |
| Capital Allocation | (\$45.6) | (\$78.1) | (\$75.2) | (\$77.4) | (\$79.9) | (\$82.2) | (\$84.6) |
| Net Operating Expenses | \$621.2 | \$654.5 | \$652.0 | \$664.8 | \$685.9 | \$701.3 | \$718.0 |
| Surplus/Deficit | 1.0 | (0.0) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

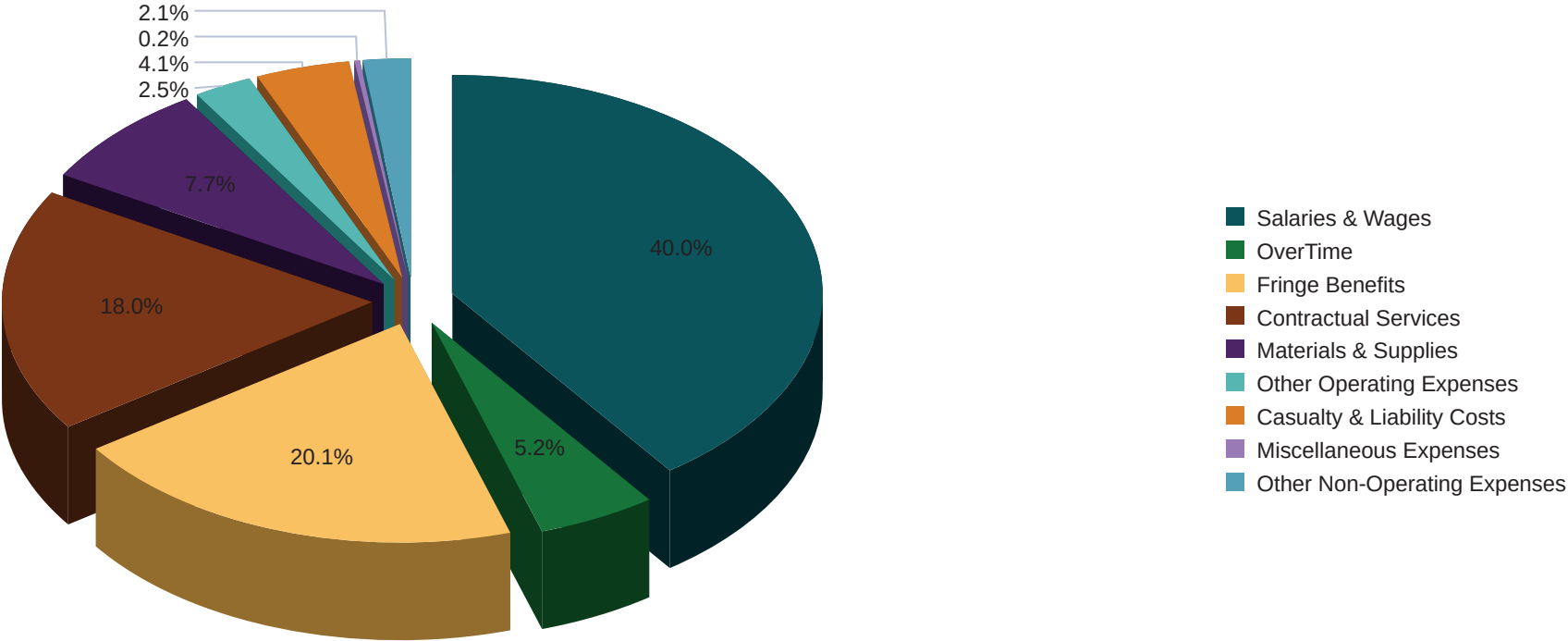
Appendix F – Operating Budget Detail_Tables & Charts

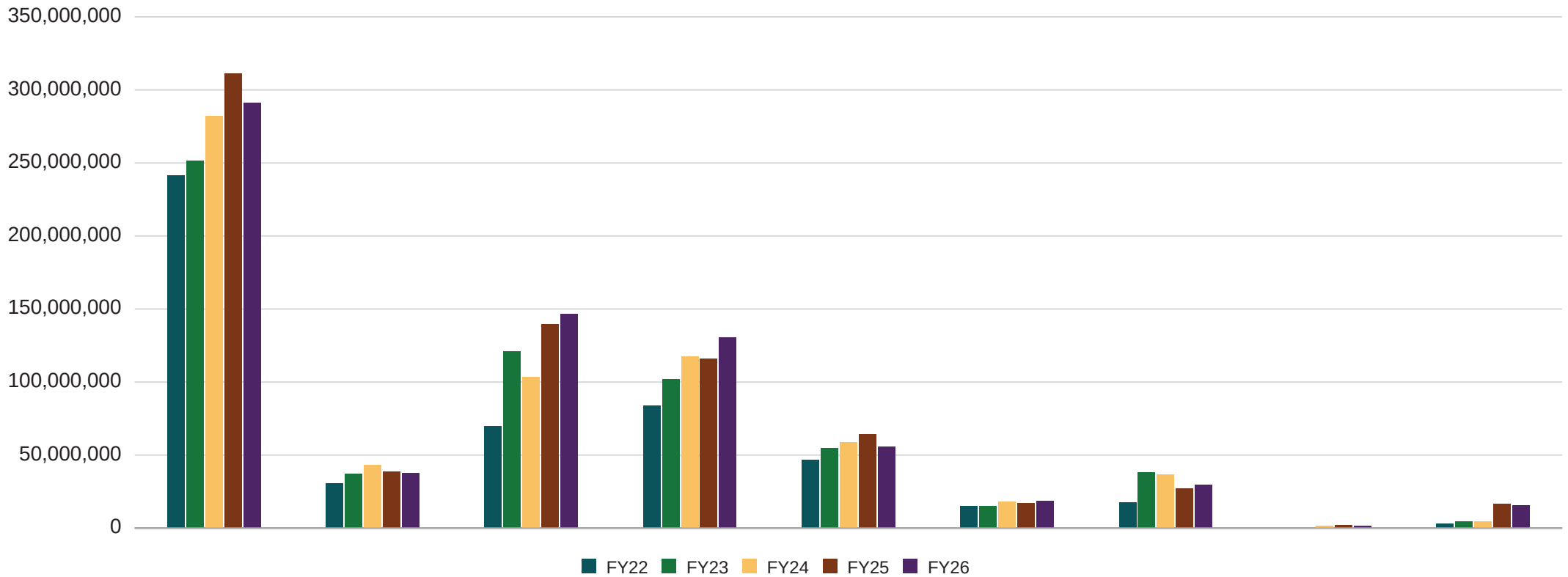
Total Authority Summary of Category Expenses

| Categories of Expense | FY22 Expenses | FY23 Expenses | FY24 Expenses | FY25 Adopted | FY26 Adopted |
|---|----------------------|----------------------|----------------------|----------------------|----------------------|
| Salaries & Wages | 241,591,515 | 251,689,290 | 282,246,708 | 311,184,686 | 290,965,917 |
| OverTime | 30,886,757 | 36,994,521 | 43,438,838 | 38,456,833 | 37,653,870 |
| Healthcare Rep/NonRep | 61,914,303 | 56,390,911 | 61,175,027 | 65,948,546 | 70,832,291 |
| Pension Rep/NonRep | 26,441,519 | 34,890,445 | 36,313,765 | 29,876,432 | 29,427,480 |
| Workers Comp-Excess/Losses | 9,531,627 | 9,168,983 | 13,841,228 | 11,281,826 | 12,698,960 |
| Other Benefits | -27,964,815 | 20,539,544 | -7,740,029 | 32,608,295 | 33,555,961 |
| Contractual Services | 83,701,254 | 101,799,923 | 117,849,057 | 115,958,840 | 130,555,320 |
| Materials & Supplies-Diesel | 5,094,000 | 5,226,202 | 5,547,409 | 6,788,006 | 5,090,000 |
| Materials & Supplies-CNG | 5,097,099 | 7,827,723 | 5,507,173 | 7,526,111 | 5,538,000 |
| Materials Supplies-Unleaded | 4,580,523 | 3,976,499 | 4,548,403 | 4,710,094 | 3,575,000 |
| Material & Supplies - Other | 31,046,179 | 37,007,754 | 42,161,843 | 45,283,372 | 40,882,361 |
| Other Operating-Electricity | 6,372,487 | 6,774,492 | 7,783,494 | 6,707,258 | 8,167,780 |
| Other Operating-Propulsion | 5,919,729 | 5,807,840 | 6,187,044 | 6,507,881 | 6,646,794 |
| Other Operating Expenses | 3,096,318 | 2,838,490 | 4,200,765 | 4,138,450 | 3,701,063 |
| Casualty & Liability Costs | 17,924,524 | 37,995,164 | 36,548,803 | 27,162,863 | 29,814,884 |
| Miscellaneous Expenses | 662,982 | 609,979 | 1,587,272 | 1,876,717 | 1,565,457 |
| Other Non-Operating Expenses | 2,984,806 | 4,550,935 | 4,692,441 | 16,590,528 | 15,667,989 |
| Authority Sub Total | \$508,880,807 | \$624,088,695 | \$665,889,240 | \$732,606,738 | \$726,339,125 |
| Inventory Adjustments | 1,026,113 | 975,541 | 923,933 | 0 | 949,737 |
| Eligible Leases* | -78,867 | -34,180 | -460,711 | -978,753 | -590,404 |
| Authority Gross Total | \$509,906,920 | \$625,064,235 | \$666,813,173 | \$732,606,738 | \$727,288,862 |
| Capital Allocation | -\$47,132,475 | -\$43,484,685 | -\$45,622,664 | -\$78,139,702 | -\$75,243,866 |
| Authority Net Operating Total Expenses | \$462,774,445 | \$581,579,550 | \$621,190,509 | \$654,467,036 | \$652,044,996 |
| \$ Change from Prior Year | -\$32,262,530 | \$118,805,105 | \$39,610,959 | \$33,276,527 | -\$2,422,040 |
| % Change from Prior Year | -7% | 26% | 7% | 5% | 0% |

* Eligible Leases excluded from Sales Tax Subsidy Calculation per MARTA

Gross Expenses by Category





| | Salaries & Wages | OverTime | Fringe Benefits | Contractual Services | Materials & Supplies | Other Operating Expenses | Casualty & Liability Costs | Miscellaneous Expenses | Other Non-Operating Expenses |
|------|------------------|--------------|-----------------|----------------------|----------------------|--------------------------|----------------------------|------------------------|------------------------------|
| FY22 | \$241,591,515 | \$30,886,757 | \$69,922,634 | \$83,701,254 | \$46,839,396 | \$15,393,052 | \$17,924,524 | \$662,982 | \$2,984,806 |
| FY23 | \$251,689,290 | \$36,994,521 | \$120,989,883 | \$101,799,923 | \$55,013,202 | \$15,421,024 | \$37,995,164 | \$609,979 | \$4,551,250 |
| FY24 | \$282,246,708 | \$43,438,838 | \$103,589,990 | \$117,849,069 | \$58,688,749 | \$18,171,303 | \$36,548,803 | \$1,587,272 | \$4,692,441 |
| FY25 | \$311,184,686 | \$38,456,833 | \$139,715,099 | \$115,958,840 | \$64,307,583 | \$17,353,589 | \$27,162,863 | \$1,876,717 | \$16,590,528 |
| FY26 | \$290,965,917 | \$37,653,870 | \$146,514,692 | \$130,555,326 | \$56,034,833 | \$18,515,738 | \$29,814,884 | \$1,565,457 | \$15,668,146 |

GROSS EXPENSES BY ORGANIZATION

| Organization: | FY22 Expenses | FY23 Expenses | FY24 Expenses | FY26 Adopted | FY25 Adopted | FY26 Adopted |
|--|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|
| Office of General Manager CEO | 629,785 | 544,000 | 1,013,127 | 13,886,838 | 19,295,097 | 13,886,838 |
| Office of Board of Directors | 197,233 | 323,142 | 356,689 | 312,727 | 331,378 | 312,727 |
| Dept of General Manager CEO | 827,018 | 867,142 | 1,369,816 | 14,199,565 | 19,626,475 | 14,199,565 |
| Office of AGM Internal Audit | 373,492 | 966,312 | 1,010,360 | 1,312,807 | 1,395,816 | 1,312,807 |
| Office of Operations Audit & Fraud Investigations | 293,315 | 406,642 | 438,938 | 358,258 | 421,117 | 358,258 |
| Dept of Internal Audit | 666,807 | 1,372,954 | 1,449,298 | 1,671,065 | 1,816,933 | 1,671,065 |
| Office of Police Services | 35,394,854 | 44,540,427 | 43,141,560 | 42,293,434 | 39,478,887 | 42,293,434 |
| Dept of Police Services | 35,394,854 | 44,540,427 | 43,141,560 | 42,293,434 | 39,478,887 | 42,293,434 |
| Division of General Manager CEO | 36,888,679 | 46,780,523 | 45,960,673 | 58,164,063 | 60,922,295 | 58,164,063 |
| Office of Chief Counsel Legal Services | 4,227,373 | 6,731,367 | 5,482,736 | 4,151,415 | 3,977,226 | 4,151,415 |
| Office of Risk Management | 10,000,084 | 28,957,457 | 29,102,956 | 22,504,451 | 19,803,499 | 22,504,451 |
| Office of Dir of Litigation & Administration | 666,051 | 1,294,856 | 1,477,820 | 1,435,947 | 1,196,849 | 1,435,947 |
| Dept of Chief Counsel Legal Services | 14,893,508 | 36,983,681 | 36,063,512 | 28,091,813 | 24,977,574 | 28,091,813 |
| Office of Deputy Chief Legal Counsel | 148,564 | 181,133 | 196,330 | - | 192,042 | - |
| Office of Dir of Corporate Law | 79,994 | 103,541 | 125,892 | 230,289 | 153,560 | 230,289 |
| Dept of Deputy Chief Legal Counsel | 228,558 | 284,675 | 322,222 | 230,289 | 345,602 | 230,289 |
| Office of Contracts & Procurement | 6,244,415 | 5,433,215 | 5,412,048 | 8,331,541 | 8,267,233 | 8,331,541 |
| Dept of Contracts & Procurement | 6,244,415 | 5,433,215 | 5,412,048 | 8,331,541 | 8,267,233 | 8,331,541 |
| Division of Chief Counsel Legal Services | 21,366,481 | 42,701,570 | 41,797,782 | 36,653,643 | 33,590,409 | 36,653,643 |
| Office of Chief Safety & Quality Assurance | 118,626 | 356,643 | 574,888 | 852,266 | 1,176,941 | 852,266 |
| Office of Safety Management Systems | 319,435 | 1,111,822 | 1,561,017 | 1,703,507 | 1,636,602 | 1,703,507 |
| Dept of Chief Safety & Quality Assurance | 438,061 | 1,468,465 | 2,135,905 | 2,555,773 | 2,813,544 | 2,555,773 |
| Office of Environment Health & Safety | 621,385 | 797,466 | 1,083,191 | 1,830,352 | 1,791,640 | 1,830,352 |
| Office of Deputy Chief of Safety & Quality Assurance | 531,508 | 297,418 | 222,787 | 408,907 | 321,018 | 408,907 |

GROSS EXPENSES BY ORGANIZATION

| Organization: | FY22 Expenses | FY23 Expenses | FY24 Expenses | FY26 Adopted | FY25 Adopted | FY26 Adopted |
|---|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|
| Office of Safety | 1,318,336 | 2,325,802 | 1,933,901 | 1,988,943 | 1,866,863 | 1,988,943 |
| Office of QA | 692,401 | 1,431,944 | 1,249,515 | 981,680 | 919,407 | 981,680 |
| Dept of Safety & Quality Assurance | 3,163,630 | 4,852,630 | 4,489,394 | 5,209,883 | 4,898,928 | 5,209,883 |
| Division of Safety | 3,601,691 | 6,321,095 | 6,625,299 | 7,765,655 | 7,712,471 | 7,765,655 |
| Office of Deputy General Manager | 400,851 | 454,700 | 548,010 | 3,134,720 | 538,902 | 3,134,720 |
| Office of Operations Planning & Control | 251,518 | 464,176 | 840,356 | 2,277,490 | 948,895 | 2,277,490 |
| Dept of Deputy General Manager | 652,368 | 918,876 | 1,388,366 | 5,412,209 | 1,487,797 | 5,412,209 |
| Office of Bus Transportation | 97,438,629 | 112,912,442 | 118,953,905 | 133,625,320 | 133,055,445 | 133,625,320 |
| Office of Mobility | 37,174,487 | 46,951,362 | 60,110,030 | 55,080,690 | 50,629,939 | 55,080,690 |
| Office of Deputy Chief of Bus Operations | 6,132,102 | 7,766,236 | 9,397,947 | 9,659,130 | 9,855,160 | 9,659,130 |
| Dept of Bus Operations | 140,745,218 | 167,630,040 | 188,461,882 | 198,365,140 | 193,540,545 | 198,365,140 |
| Office of Deputy Chief of Mechanical Operations | 55,668 | 246,508 | 1,164,506 | 1,660,748 | 1,159,056 | 1,660,748 |
| Office of Rail Car Maintenance | 34,608,141 | 37,944,712 | 40,231,831 | 48,598,548 | 46,167,660 | 48,598,548 |
| Office of Maintenance of Way | 34,620,847 | 38,909,334 | 41,815,626 | 43,353,424 | 40,770,726 | 43,353,424 |
| Office of Facilities | 18,535,840 | 25,065,579 | 18,521,011 | 18,902,377 | 18,960,038 | 18,902,377 |
| Office of Vertical Transportation | 7,748,276 | 7,825,490 | 8,437,550 | 8,425,774 | 8,792,492 | 8,425,774 |
| Office of Bus Maintenance | 58,379,525 | 74,463,181 | 78,594,805 | 76,685,925 | 85,173,253 | 76,685,925 |
| Dept of Mechanical Operations | 153,948,296 | 184,454,805 | 188,765,331 | 197,626,795 | 201,023,225 | 197,626,795 |
| Office of Deputy Chief of Rail Operations | 4,754,920 | 6,420,518 | 12,531,200 | 12,814,405 | 12,944,990 | 12,814,405 |
| Office of Rail Services North - South Line | 19,715,849 | 22,727,518 | 26,733,991 | 29,095,190 | 29,552,556 | 29,095,190 |
| Office of Rail Services East - West Line | 13,209,675 | 16,227,300 | 16,750,708 | 21,927,527 | 21,361,202 | 21,927,527 |
| Dept of Rail Operations | 37,680,444 | 45,375,335 | 56,015,898 | 63,837,123 | 63,858,748 | 63,837,123 |
| Division of Operations | 333,026,326 | 398,379,056 | 434,631,478 | 465,241,267 | 459,910,315 | 465,241,267 |
| Office of Chief Capital Programs | - | - | 324,127 | 22,269 | 1,064,325 | 22,269 |
| Office of CPEI Contract Compliance | - | - | - | 57,977 | - | 57,977 |

GROSS EXPENSES BY ORGANIZATION

| Organization: | FY22 Expenses | FY23 Expenses | FY24 Expenses | FY26 Adopted | FY25 Adopted | FY26 Adopted |
|---|------------------|------------------|------------------|-----------------|------------------|-----------------|
| Office of DGM Capital Prog Expan & Innovation | - | 140,466 | 20,060 | - | - | - |
| Office of Chief Capital Prog Expan & Innovation | 390,019 | 206,587 | 137,241 | - | 0 | - |
| Office of CPEI Strategic Projects | - | - | - | 20,415 | 20,366 | 20,415 |
| Dept of Chief Capital Programs | 390,019 | 347,054 | 481,427 | 100,662 | 1,084,690 | 100,662 |
| Office of AGM CPMO | - | 1,143 | 199,668 | 2,840 | 3,700 | 2,840 |
| Office of CIP Budgeting | 15,768 | 1,024,938 | 1,535,565 | 745,891 | 1,470,780 | 745,891 |
| Office of Project Controls | - | 100,532 | 87,011 | 729 | -421,044 | 729 |
| Office of Specialized Services Program Management | -809 | 125,781 | 112,675 | 5,808 | 10,476 | 5,808 |
| Office of System Activation | - | 9,707 | -145 | 4,195 | 4,121 | 4,195 |
| Dept of Centralized Program Management | 14,959 | 1,262,101 | 1,934,774 | 759,463 | 1,068,033 | 759,463 |
| Office of AGM Capital Programs Delivery | 96,276 | 83,474 | 117,697 | 53,013 | -2,127 | 53,013 |
| Office of CPD Support Services | 801,653 | 822,061 | 791,709 | 335,490 | 194,679 | 335,490 |
| Office of SGR Program Management | 133,925 | 283,395 | 156,026 | 225,239 | 217,533 | 225,239 |
| Office of Facilities Program Management | - | 76,753 | 20,521 | 35,823 | 43,765 | 35,823 |
| Office of Expansion Program Management | 394,535 | 236,113 | 247,708 | 113,258 | 181,012 | 113,258 |
| Office of Systems Program Management | - | - | - | - | 17,315 | - |
| Dept of Capital Programs Delivery | 1,426,390 | 1,501,795 | 1,333,661 | 762,823 | 652,177 | 762,823 |
| Office of AGM Planning | 134,966 | 263,747 | 319,565 | 145,729 | 294,576 | 145,729 |
| Office of Policy Planning | 122,906 | 111,401 | 327,036 | 36,523 | 12,753 | 36,523 |
| Office of Community Environment & Innovation | - | - | - | - | 56,761 | - |
| Office of Federal Corridors & Hubs | 31,471 | 46,913 | 339,858 | 202 | -14,463 | 202 |
| Dept of Planning | 289,342 | 422,060 | 986,459 | 182,454 | 349,626 | 182,454 |
| Office of AGM Infrastructure | 2,423 | 126,167 | 101,256 | 4,689 | 4,266 | 4,689 |
| Office of Systems Engineering Infrastructure | -5,151 | 319,923 | 307,315 | -25,644 | -62,534 | -25,644 |
| Office of Infrastructure State of Good Repair | 3,299 | 297,063 | 302,401 | 29,205 | -24,366 | 29,205 |

GROSS EXPENSES BY ORGANIZATION

| Organization: | FY22 Expenses | FY23 Expenses | FY24 Expenses | FY26 Adopted | FY25 Adopted | FY26 Adopted |
|--|------------------|------------------|------------------|-------------------|-------------------|-------------------|
| Office of Infrastructure Facilities | 2,448 | 92,172 | 53,130 | -6,400 | -26,189 | -6,400 |
| Office of Infrastructure Expansion | - | - | - | 4,692 | 30,926 | 4,692 |
| Office of Infrastructure Design Standards & Specs | -7,973 | 44,679 | 40,731 | -14,660 | -24,127 | -14,660 |
| Dept of Infrastructure | -4,954 | 880,004 | 804,833 | -8,117 | -102,023 | -8,117 |
| Division of Capital Prog Expan & Innovation | 2,115,756 | 4,413,015 | 5,541,154 | 1,797,284 | 3,052,503 | 1,797,284 |
| Office of Chief Administrative Officer CAO | 339,302 | 370,963 | 82,237 | 369,900 | 315,811 | 369,900 |
| Dept of Chief Administrative Officer CAO | 339,302 | 370,963 | 82,237 | 369,900 | 315,811 | 369,900 |
| Office of Diversity and Inclusion | 710,420 | 1,160,591 | 1,174,809 | 877,007 | 938,405 | 877,007 |
| Dept of Diversity and Inclusion | 710,420 | 1,160,591 | 1,174,809 | 877,007 | 938,405 | 877,007 |
| Office of Human Resources | 2,772,540 | 3,764,773 | 3,911,509 | 3,811,103 | 4,013,473 | 3,811,103 |
| Office of Learning & Development | 1,205,373 | 1,364,887 | 1,379,665 | 1,472,741 | 1,886,388 | 1,472,741 |
| Office of AGM Human Resources | 1,587,984 | 2,572,939 | 2,189,224 | 2,324,377 | 2,506,412 | 2,324,377 |
| Dept of Human Resources | 5,565,898 | 7,702,599 | 7,480,398 | 7,608,221 | 8,406,274 | 7,608,221 |
| Office of AGM Labor and Employee Relations | 92,763 | 522,289 | 554,250 | 1,264,063 | 1,197,574 | 1,264,063 |
| Dept of Labor and Employee Relations | 92,763 | 522,289 | 554,250 | 1,264,063 | 1,197,574 | 1,264,063 |
| Division of Administration | 6,708,383 | 9,756,442 | 9,291,694 | 10,119,192 | 10,858,065 | 10,119,192 |
| Office of Chief of Staff | 837,571 | 830,051 | 1,073,321 | 781,631 | 850,458 | 781,631 |
| Office of Art in Transit | 99,055 | 278,870 | 52,118 | - | 0 | - |
| Office of Transit Oriented Development & Real Estate | 17,541 | 95,736 | 2,243 | - | 0 | - |
| Office of Transit Oriented Development | -5,071 | -3,856 | 125 | - | - | - |
| Office of Real Estate | 91,872 | 449,583 | 14,712 | - | - | - |
| Dept of Chief of Staff | 1,040,968 | 1,650,384 | 1,142,519 | 781,631 | 850,458 | 781,631 |
| Office of AGM External Affairs | 164,917 | 339,577 | 706,470 | 287,696 | 293,999 | 287,696 |
| Office of Marketing & Sales | 1,380,677 | 1,811,792 | 1,852,332 | 2,679,809 | 2,512,483 | 2,679,809 |
| Office of Public Engagement | 121,632 | 187,811 | 324,891 | 100,899 | 141,298 | 100,899 |

GROSS EXPENSES BY ORGANIZATION

| Organization: | FY22 Expenses | FY23 Expenses | FY24 Expenses | FY26 Adopted | FY25 Adopted | FY26 Adopted |
|---|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|
| Office of Government and Community Affairs | 585,197 | 762,101 | 639,357 | 886,645 | 810,399 | 886,645 |
| Office of Digital Media | 133,911 | 169,156 | 76,053 | - | 0 | - |
| Office of Communications | 256,667 | 214,237 | 481,135 | 681,917 | 531,072 | 681,917 |
| Dept of External Affairs | 2,643,000 | 3,484,674 | 4,080,238 | 4,636,967 | 4,289,251 | 4,636,967 |
| Division of Chief of Staff | 3,683,968 | 5,135,058 | 5,222,758 | 5,418,598 | 5,139,709 | 5,418,598 |
| Office of Chief Financial Officer CFO | 385,591 | 489,190 | 344,911 | 296,218 | 299,820 | 296,218 |
| Office of Treasury Services | 73,161 | 787,901 | 692,660 | 454,449 | 489,215 | 454,449 |
| Office of Accounting | 1,976,682 | 3,693,741 | 3,319,491 | 3,043,716 | 3,229,333 | 3,043,716 |
| Dept of Chief Financial Officer CFO | 2,435,434 | 4,970,833 | 4,357,062 | 3,794,383 | 4,018,367 | 3,794,383 |
| Office of APARC | 1,633,744 | 2,548,107 | 2,729,159 | 2,374,136 | 2,285,387 | 2,374,136 |
| Office of Revenue Operations | 5,193,167 | 7,325,406 | 6,553,239 | 8,685,249 | 8,444,030 | 8,685,249 |
| Office of Budget & Grants | 626,146 | 1,841,327 | 1,907,409 | 1,152,225 | 1,066,408 | 1,152,225 |
| Dept of Finance | 7,453,057 | 11,714,840 | 11,189,807 | 12,211,610 | 11,795,825 | 12,211,610 |
| Division of Finance | 9,888,491 | 16,685,672 | 15,546,869 | 16,005,994 | 15,814,192 | 16,005,994 |
| Office of Chief Customer Experience & Technology | 89,388 | 764,313 | 555,146 | 437,400 | 750,981 | 437,400 |
| Dept of Chief Customer Experience & Technology | 89,388 | 764,313 | 555,146 | 437,400 | 750,981 | 437,400 |
| Office of AGM Technology CIO | 200,094 | 303,672 | 162,876 | 787,507 | 198,574 | 787,507 |
| Office of Technology Infrastructure & Production | 7,239,558 | 8,541,446 | 7,814,487 | 10,522,479 | 10,309,682 | 10,522,479 |
| Office of Technology Applications | 23,627,827 | 22,044,313 | 24,775,210 | 10,846,617 | 10,928,570 | 10,846,617 |
| Office of Technology Support Services | 3,450,928 | 4,755,121 | 5,181,850 | 4,675,381 | 4,874,142 | 4,675,381 |
| Dept of Technology | 34,518,407 | 35,644,552 | 37,934,422 | 26,831,984 | 26,310,967 | 26,831,984 |
| Office of Customer Experience & Strategy | -2 | -387 | 3,722 | 2,686,142 | 288,861 | 2,686,142 |
| Office of Customer Engagement | 75,912 | 491,537 | 732,492 | 2,426,415 | 1,286,509 | 2,426,415 |
| Office of Customer Experience Innovation | 19,309 | 134,932 | 445,576 | 9,466,997 | 9,440,575 | 9,466,997 |
| Office of Customer Svc | 2,248,796 | 2,078,492 | 2,225,750 | 4,608,318 | 4,306,507 | 4,608,318 |

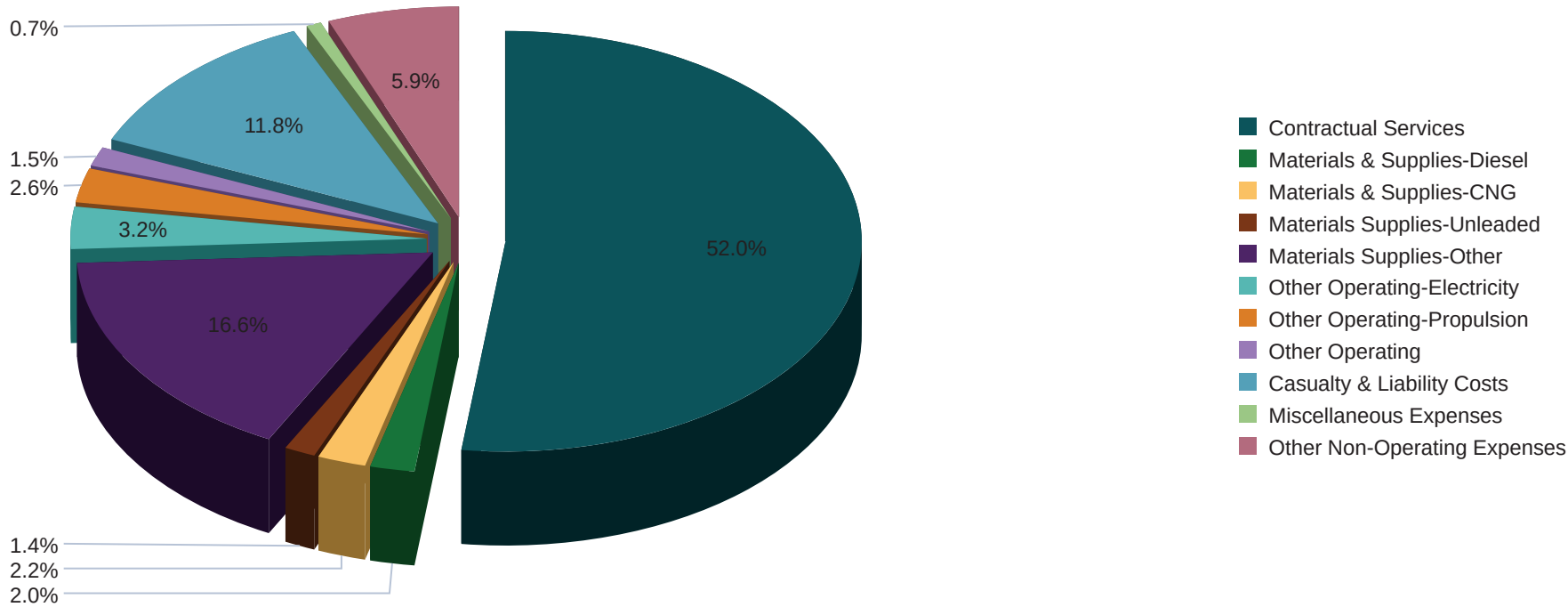
GROSS EXPENSES BY ORGANIZATION

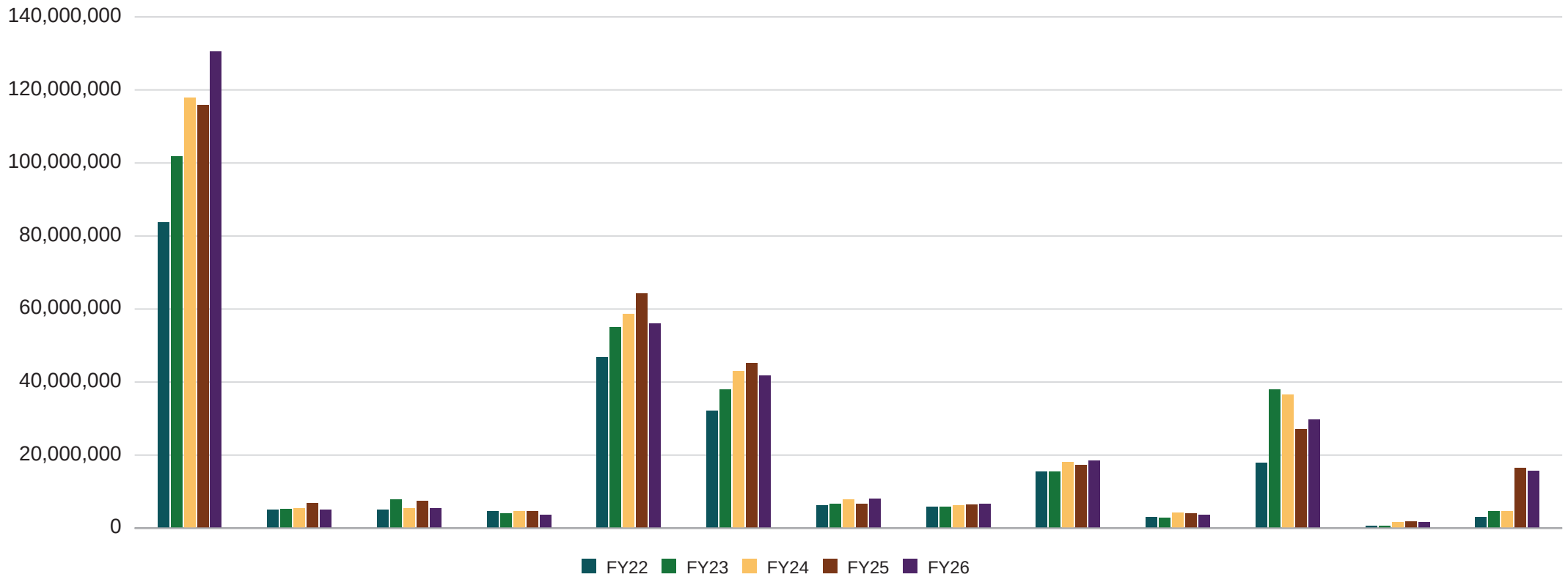
| Organization: | FY22 Expenses | FY23 Expenses | FY24 Expenses | FY26 Adopted | FY25 Adopted | FY26 Adopted |
|--|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|
| Office of Sustainability | 51,283 | 119,164 | 352,829 | - | 581,424 | - |
| Office of Customer Insights | - | 65,590 | 85,380 | 202,761 | 215,620 | 202,761 |
| Office of Customer Technology | - | 26,736 | 326,053 | 1,616,841 | 1,148,601 | 1,616,841 |
| Office of Strategic Efficiency | - | - | - | 568,328 | - | 568,328 |
| Dept of Customer Experience & Strategy | 2,395,298 | 2,916,066 | 4,171,803 | 21,575,802 | 17,268,097 | 21,575,802 |
| Office of AGM of Research & Analysis | 1,686,585 | 1,803,381 | 1,686,216 | 650,407 | 827,305 | 650,407 |
| Office of Data Governance & Strategic Performance | 366,945 | 667,129 | 1,215,513 | 541,755 | 1,116,644 | 541,755 |
| Dept of Research & Analysis | 2,053,530 | 2,470,510 | 2,901,728 | 1,192,162 | 1,943,948 | 1,192,162 |
| Office of AGM Information Security | 1,068,311 | 437,957 | -221,660 | 2,385,202 | 530,803 | 2,385,202 |
| Office of Cyber Security | 60,200 | 568,387 | 814,233 | 1,577,922 | 1,760,405 | 1,577,922 |
| Dept of Information Security | 1,128,511 | 1,006,344 | 592,574 | 3,963,125 | 2,291,208 | 3,963,125 |
| Division of Customer Experience & Technology | 40,185,134 | 42,801,784 | 46,155,673 | 54,000,474 | 48,565,202 | 54,000,474 |
| Office of Chief of Operational & Urban Planning | - | - | - | 345,631 | - | 345,631 |
| Office of Technical Training | 3,993,291 | 5,827,575 | 6,166,175 | 7,262,075 | 6,593,679 | 7,262,075 |
| Office of Vehicle Procurement | -2,520 | 15,209 | 6,967 | 199,021 | 201,116 | 199,021 |
| Office of Local Corridors & Hubs | -1 | 170,012 | 743,795 | 24,148 | 2,266 | 24,148 |
| Office of Technical Services & Service Planning | 292,655 | 1,340,734 | 769,682 | 483,723 | 502,378 | 483,723 |
| Dept of Chief of Operational & Urban Planning | 4,283,425 | 7,353,529 | 7,686,619 | 8,314,598 | 7,299,438 | 8,314,598 |
| Office of AGM Real Estate Dev & Asset Mgmt | - | 85,409 | 527,186 | 131,550 | 134,265 | 131,550 |
| Office of Arts in Transit | - | 30,901 | 325,998 | 259,859 | 228,127 | 259,859 |
| Office of Transit Oriented Dev | - | 26,019 | 86,813 | 170,226 | 273,668 | 170,226 |
| Office of Real Estate Dev | - | 133,937 | 866,582 | 803,495 | 966,378 | 803,495 |
| Dept of Real Estate Dev & Asset Mgmt | - | 276,265 | 1,806,579 | 1,365,131 | 1,602,438 | 1,365,131 |
| Division of Operational & Urban Planning | 4,283,425 | 7,629,794 | 9,493,197 | 9,679,729 | 8,901,876 | 9,679,729 |
| O - 91000 - Inventory Adjustments | 1,026,113 | 975,541 | 923,933 | -12,800,904 | 0 | -12,800,904 |

GROSS EXPENSES BY ORGANIZATION

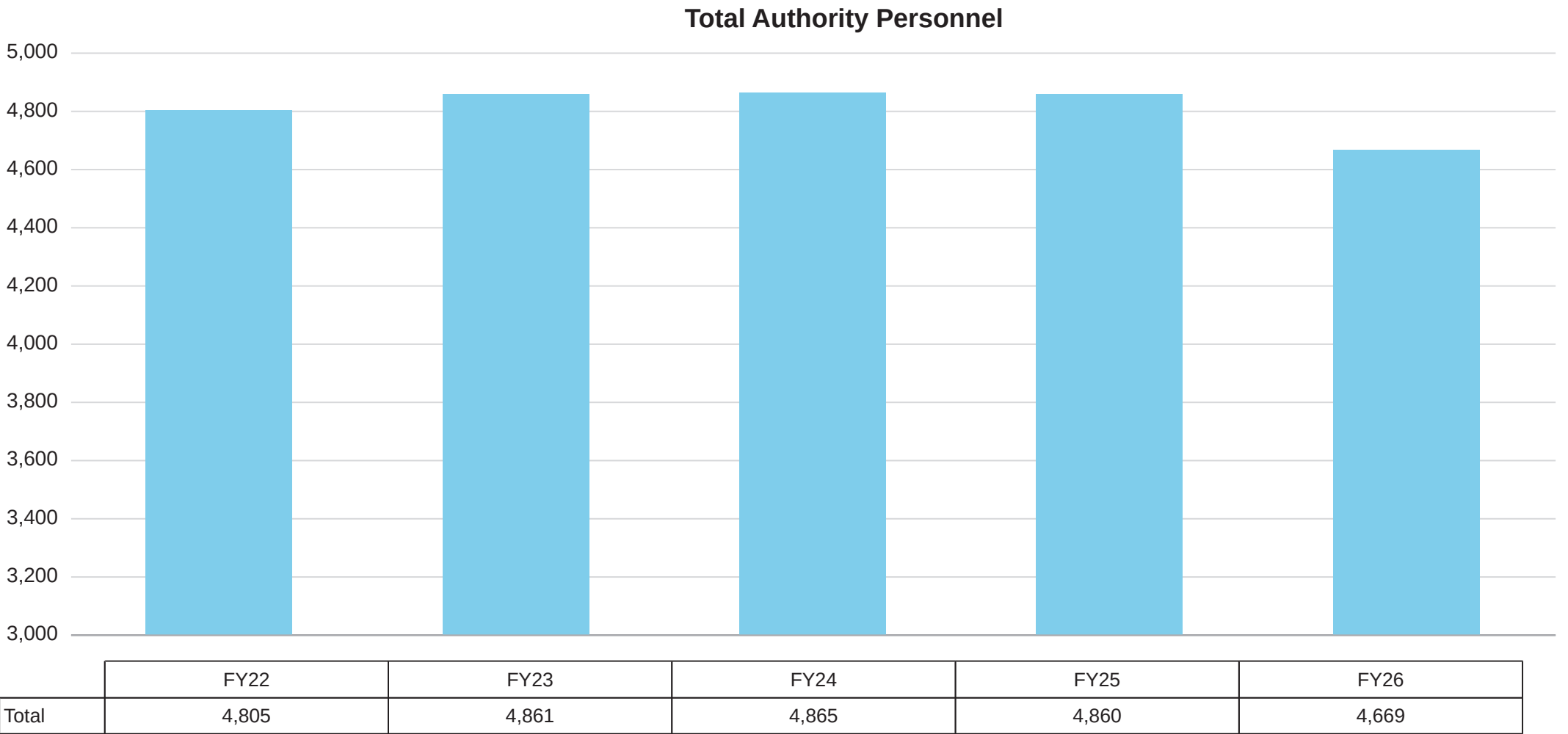
| Organization: | FY22 Expenses | FY23 Expenses | FY24 Expenses | FY26 Adopted | FY25 Adopted | FY26 Adopted |
|--|------------------|------------------|------------------|-----------------|-----------------|-----------------|
| D - 9100 - Department of Others | 1,026,113 | 975,541 | 923,933 | -12,800,904 | 0 | -12,800,904 |
| Division of Other (Inventory Adjustment) | 1,026,113 | 975,541 | 923,933 | -12,800,904 | 0 | -12,800,904 |
| Total Authority | 462,774,445 | 581,579,550 | 621,190,509 | 652,044,996 | 654,467,036 | 652,044,996 |

Non-Labor Expenses by Category

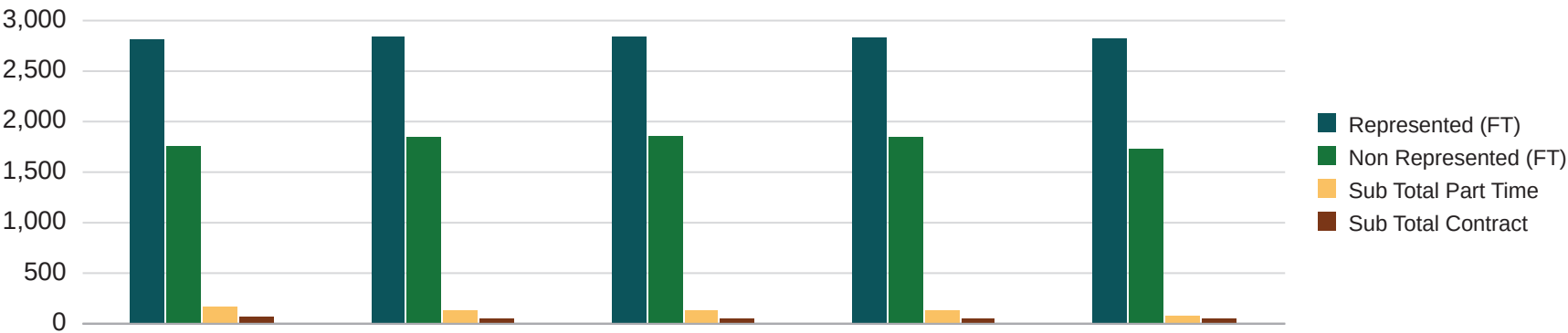




| | Contractual Services | Materials & Supplies-Diesel | Materials & Supplies-CNG | Materials Supplies-Unleaded | Materials Supplies-Other | Other Operating-Electricity | Other Operating-Propulsion | Other Operating | Casualty & Liability Costs | Miscellaneous Expenses | Other Non-Operating Expenses |
|------|----------------------|-----------------------------|--------------------------|-----------------------------|--------------------------|-----------------------------|----------------------------|-----------------|----------------------------|------------------------|------------------------------|
| FY22 | \$83,701,254 | \$5,094,000 | \$5,097,099 | \$4,580,523 | \$32,067,774 | \$6,372,487 | \$5,919,729 | \$3,100,836 | \$17,924,524 | \$662,982 | \$2,984,806 |
| FY23 | \$101,799,923 | \$5,226,202 | \$7,827,723 | \$3,976,499 | \$37,982,778 | \$6,774,492 | \$5,807,840 | \$2,838,692 | \$37,995,164 | \$609,979 | \$4,551,250 |
| FY24 | \$117,849,069 | \$5,547,409 | \$5,507,173 | \$4,548,403 | \$43,085,764 | \$7,783,494 | \$6,187,044 | \$4,200,765 | \$36,548,803 | \$1,587,272 | \$4,692,441 |
| FY25 | \$115,958,840 | \$6,788,006 | \$7,526,111 | \$4,710,094 | \$45,283,372 | \$6,707,258 | \$6,507,881 | \$4,138,450 | \$27,162,863 | \$1,876,717 | \$16,590,528 |
| FY26 | \$130,555,326 | \$5,090,000 | \$5,538,000 | \$3,575,000 | \$41,831,833 | \$8,167,780 | \$6,646,794 | \$3,701,164 | \$29,814,884 | \$1,565,457 | \$15,668,146 |

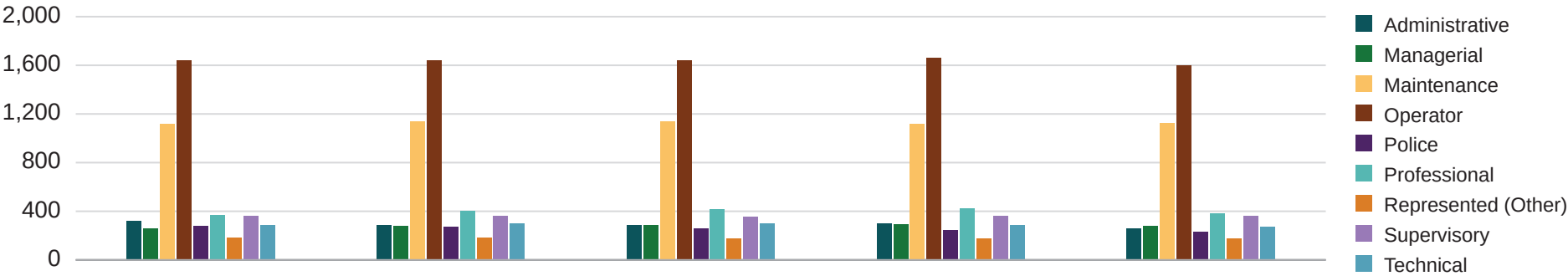


Personnel by Status



| | FY22 | FY23 | FY24 | FY25 | FY26 |
|----------------------|-------|-------|-------|-------|-------|
| Represented (FT) | 2,810 | 2,836 | 2,835 | 2,833 | 2,819 |
| Non Represented (FT) | 1,756 | 1,843 | 1,853 | 1,851 | 1,730 |
| Sub Total Part Time | 168 | 130 | 128 | 128 | 74 |
| Sub Total Contract | 71 | 52 | 49 | 48 | 46 |

Personnel by Class



| | FY22 | FY23 | FY24 | FY25 | FY26 |
|---------------------|-------|-------|-------|-------|-------|
| Administrative | 321 | 283 | 288 | 298 | 257 |
| Managerial | 255 | 281 | 287 | 291 | 278 |
| Maintenance | 1,115 | 1,141 | 1,141 | 1,121 | 1,123 |
| Operator | 1,641 | 1,641 | 1,641 | 1,659 | 1,596 |
| Police | 279 | 272 | 260 | 241 | 231 |
| Professional | 366 | 406 | 418 | 423 | 379 |
| Represented (Other) | 179 | 179 | 178 | 178 | 172 |
| Supervisory | 361 | 357 | 354 | 363 | 361 |
| Technical | 288 | 301 | 298 | 288 | 272 |

Appendix G – Regional Economic Indicators

Appendix G - Regional Economic Indicators

Economists at the [Federal Reserve Bank of Atlanta](#) have described the economy in the metropolitan region as showing signs of instability due to higher-for-longer interest rates and the introduction of trade policies. Raphael Bostic, the President of the Atlanta Federal Reserve, stated, “My baseline outlook is we’re still going to see resilience from the economy, but it’ll be less resilient than I expected at the beginning of the year. The confidence interval around this baseline is quite wide. Many outcomes are plausible at this point.” According to economists, we are on pace for both constant inflation and an increase in the unemployment rate, which is the biggest risk to our economy because of higher prices for many without jobs.

Economic instability can often be attributed to the dual pressures of inflation and tariffs, both of which disrupt market equilibrium. Inflation, characterized by a general rise in prices, erodes consumer purchasing power and increases the cost of living, which can lead to reduced consumer spending and lower business investment. This uncertainty hinders economic growth and can spark wage pressures or interest rate hikes that further unsettle markets. Tariffs, on the other hand, increase the cost of imported goods, prompting retaliatory trade measures from different countries and disrupting global supply chains. These protectionist policies can lead to reduced trade volumes, inefficiencies in production, and uncertainty for businesses reliant on international markets, further amplifying economic volatility. Together, inflation and tariffs create an unpredictable economic environment that challenges growth and stability.

Highlights from Georgia State’s Economic Forecasting Center’s 2025 National Economic Forecast:

- **U.S. real GDP growth** on an annual average basis will be 1.7 percent in 2025, 1.6 percent in 2026, and 2.0 percent in 2027.
- **National job growth** will weaken further from 87,300 monthly gains in the first half of 2025 to only 36,600 monthly gains in the second half of this year. Following Fed’s aggressive rate cuts, job gains will then slowly rebound to 103,200 monthly rates by late 2026. Job gains will be a better 128,000 monthly rate in 2027
- **CPI inflation** will average 2.9 percent in the second half of 2025 but then moderate sharply to 1.4 percent in the first half of 2026. For the full year 2026 it averages 2.0 percent and then moderates slightly to 1.8 percent in 2027. After averaging 2.9 percent in 2025, core inflation will drop to 2.0 percent in 2026 and stay at that level in 2027.
- **The 30-year mortgage rate** after averaging 6.5 percent in 2025, will drop to 5.8 percent in 2026, but will rise back again to 6.5 percent in 2027.
- **Housing starts** will average 1.346 million in 2025, 1.367 million in 2026, and 1.460 million in 2027.
- **Vehicle sales** after averaging 15.8 million in 2024 will be higher at 16.0 million in 2025. They will then drop to 15.9 million in 2026 and then recover to 16.9 million in 2027.

Forecast for Atlanta and Georgia:

- **Georgia jobs:** The state added 66,800 jobs in calendar year 2023 and that pace moderated to 41,900 jobs in 2024. Job additions will moderate further to 33,700 jobs in 2025 (3,400 premium). In 2026, the state will add a better number of 65,800 jobs (12,500 premium) and then 83,300 jobs in 2027 (19,200 premium).
- **Georgia’s nominal personal income** will grow 5.4 percent in 2025, a similar rate of 5.3 percent in 2026, and a better 6.0 percent in 2027.
- **Atlanta jobs:** The metro area will add 24,800 jobs in 2025 (2,200 premium). As recovery takes hold in 2026, the metro area will add a respectable 44,300 jobs

(9,900 premium), and 60,500 jobs (14,800 premium) in 2027.

- **Atlanta housing permitting activity** grew by 4.7 percent in 2024; single-family permits increased by 6.5 percent, and multifamily permits by 2.0 percent. Total permit numbers will fall by 21.5 percent in

2025 as multifamily permits experience a sharp drop of 40.0 percent and single-family permits also decrease by 10.0 percent. In 2026, total permit numbers inch up by 1.3 percent as single-family permits increase by 2.4 percent. Normalcy will return in 2027 when permit activity grows by 13.0 percent.



| Rank | Employer | Full - Time Employees in Metro Atlanta |
|------|--------------------------|--|
| 1 | Delta Airlines | 42,090 |
| 2 | Northside Hospital | 32,000 |
| 3 | Piedmont Healthcare | 29,646 |
| 4 | Publix Super Market Inc. | 23,660 |

Appendix H – Authority-wide KPIs

Appendix H – Authority-Wide Performance Indicators (KPIs)

| Financial KPIs | | | | | |
|--------------------------------------|--------------------|---------------------|-------------|-------------|-------------|
| KPI | Performance Owner | Data Owner | FY25 Target | FY25 Actual | FY26 Target |
| Budget Variance (Net Operating Cost) | Individual Offices | Accounting | <= 0% | 13.7% | <= 0% |
| Ridership Combined (unlinked trips) | C-Team | Research & Analysis | >= 72.0M | 65.0M | >= 69.3M |
| Bus Cost per Passenger Trip | Bus Operations | Management & Budget | <= \$8.37 | \$9.84 | <= \$7.64 |
| Rail Cost per Passenger Trip | Rail Operations | Management & Budget | <= \$7.85 | \$10.65 | <= \$9.55 |
| Mobility Cost per Passenger Trip | Bus Operations | Management & Budget | <= \$78.00 | \$98.42 | <= \$76.14 |
| Streetcar Cost per Passenger Trip | Rail Operations | Management & Budget | <= \$23.31 | \$38.15 | <= \$13.07 |
| Bus Cost per Revenue Mile | Bus Operations | Management & Budget | <= \$11.83 | \$13.93 | <= \$11.48 |
| Rail Cost per Revenue Mile | Rail Operations | Management & Budget | <= \$13.16 | \$15.12 | <= \$11.19 |
| Mobility Cost per Revenue Mile | Bus Operations | Management & Budget | <= \$7.36 | \$10.01 | <= \$6.96 |
| Streetcar Cost per Revenue Mile | Rail Operations | Management & Budget | <= \$103.42 | \$255.10 | <= \$102.88 |

| Customer Service KPIs | | | | | |
|---------------------------------|-------------------|-------------------|-------------|-------------|-------------|
| KPI | Performance Owner | Data Owner | FY25 Target | FY25 Actual | FY26 Target |
| Average Customer Call Wait Time | Customer Services | Customer Services | <= 1:00 | 0:18 | <= 1:00 |
| Customer Call Abandonment Rate | Customer Services | Customer Services | <= 6% | 1.97% | <= 6% |

| Safety & Security KPIs | | | | | |
|--|--------------------|------------|-------------|-------------|-------------|
| KPI | Performance Owner | Data Owner | FY25 Target | FY25 Actual | FY26 Target |
| Part I Crime | Police | Police | <= 4.15 | 3.13 | <= 4.15 |
| Bus Collision Rate per 100K Miles | Bus Transportation | Safety | <= 3.80 | 5.75 | <= 3.80 |
| Mobility Collision Rate per 100K Miles | Mobility | Safety | <= 2.50 | 3.41 | <= 2.50 |
| Lost Time Accident Rate | Individual Offices | Safety | <= 3.80 | 6.48 | <= 3.80 |

| Operational KPIs | | | | | |
|---|-------------------------|-------------------------|-------------|-------------|-------------|
| KPI | Performance Owner | Data Owner | FY25 Target | FY25 Actual | FY26 Target |
| Bus OTP | Bus Transportation | Research & Analysis | >= 78.50% | 77.96% | >= 78.50% |
| Bus MDBF | Bus Maintenance | Bus Maintenance | >= 7,500 | 3,479 | >= 7,500 |
| Bus Complaints per 100K Boardings | Bus Operations | Customer Services | <= 8.00 | 11.21 | <= 8.00 |
| Rail OTP | Rail Transportation | Rail Transportation | >= 95.00% | 93.80% | >= 95.00% |
| Rail MDBF | Rail Maintenance | Rail Maintenance | >= 23,000 | 18,110 | >= 23,000 |
| Rail MDBSI | Rail Maintenance | Rail Transportation | >= 475 | 249 | >= 475 |
| Rail Complaints per 100K Boardings | Rail Operations | Customer Services | <= 1.00 | 0.78 | <= 1.00 |
| Mobility OTP | Mobility | Mobility | >= 90% | 89.35% | >= 90% |
| Mobility MDBF | Mobility | Mobility | >= 15,000 | 30,708 | >= 15,000 |
| Mobility Missed Trip Rate | Mobility | Mobility | <= 0.50% | 0.45% | <= 0.50% |
| Mobility Reservation Average Call Wait Time | Mobility | Mobility | <= 2:00 | 2:14 | <= 2:00 |
| Mobility Reservation Call Abandonment Rate | Mobility | Mobility | <= 5.50% | 3.46% | <= 5.50% |
| Mobility Complaints per 1K Boardings | Mobility | Customer Services | <= 4.00 | 2.75 | <= 4.00 |
| Streetcar OTP | Light Rail Operations | Light Rail Operations | >= 85.00% | 92.90% | >= 85.00% |
| Streetcar MDBF | Light Rail Operations | Light Rail Operations | >= 2,700 | 1,195 | >= 2,700 |
| Streetcar Complaints per 1K Boardings | Light Rail Operations | Light Rail Operations | <= 0.10 | 0.01 | <= 0.10 |
| Escalator Availability | Vertical Transportation | Vertical Transportation | >= 98.50% | 98.55% | >= 98.50% |
| Elevator Availability | Vertical Transportation | Vertical Transportation | >= 98.50% | 98.63% | >= 98.50% |

Appendix I – Operating Statistics & Asset Inventory

Appendix I – Operating Statistics & Asset Inventory

| GENERAL FACTS | |
|---|---|
| Creation Date of Authority by the Georgia State Legislature | March 1965 |
| Acquisition Date of Assets of Atlanta Transit System | February 1972 |
| Organization Structure | 15 Member Board of Directors with General Manager/CEO |
| Counties in which Authority Operates | Fulton, DeKalb, and Clayton |
| Population of Fulton, DeKalb, and Clayton Counties | 2,146,918 |
| Size of Area Served | 949 Square Miles |
| Type of Tax Support | 1% Sales Tax in Fulton, DeKalb, and Clayton Counties |

| BUS (FIXED ROUTE) | |
|---------------------------------------|-----------------------------|
| Number of large buses | 645 |
| Number of large buses in Active Fleet | 517 |
| FY23 Total Actual Vehicle Miles | 26,741,770 |
| FY23 Total Actual Vehicle Hours | 1,993,280 |
| FY23 Unlinked Passenger Trips | 30,878,830 |
| Number of Garages | 3 (Laredo, Perry, Hamilton) |
| Heavy Maintenance Facilities | 1 (Brownsmill) |
| FY23 Actual Diesel Gallons | 1,367,428 |
| FY23 Actual CNG Gallons | 4,914,819 |
| FY23 Actual Battery Charge | 83,498 Kilowatt Hours |
| FY23 Actual Directional Route Miles | 1,830.89 |
| FY23 Actual Bus Routes | 113 |

| MOBILITY | |
|------------------------------------|-----------|
| Number of Vehicles | 321 |
| Number of Vehicles in Active Fleet | 238 |
| FY23 Total Actual Vehicle Miles | 8,860,958 |
| FY23 Total Actual Vehicle Hours | 627,645 |
| FY23 Unlinked Passenger Trips | 683,887 |
| FY23 Actual Fuel Gallons | 1,586,664 |

| RAIL | |
|---------------------------------------|----------------------------------|
| Number of Rail Cars | 296 |
| Number of Rail Cars in Active Fleet | 274 |
| Length of System (Route Miles) | 48 |
| Number of Stations | 38 |
| FY23 Total Actual Passenger Car Miles | 18,569,677 |
| FY23 Total Actual Passenger Car Hours | 696,638 |
| FY23 Unlinked Passenger Trips | 30,395,534 |
| Rail Yards | 3 (Avondale, South Yard, Armour) |
| Total track miles | 124 |
| Parking spaces | 24,354 |
| Escalators | 150 |
| Elevators | 115 |
| FY23 Actual Directional Route Miles | 96.06 |
| FY23 Actual Propulsion Power | 77,059,623 Kilowatt Hours |

| ATLANTA STREETCAR | |
|-------------------------------------|------------------------|
| Number of Vehicles | 4 |
| Number of Routes | 1 |
| Length of System (Route Miles) | 2.7 |
| Number of Stops | 12 |
| FY23 Total Actual Train Miles | 38,227 |
| FY23 Total Actual Train Hours | 7,255 |
| FY23 Unlinked Passenger Trips | 134,786 |
| FY23 Actual Directional Route Miles | 2.69 |
| FY23 Actual Propulsion Power | 440,489 Kilowatt Hours |

| POLICE | |
|---------------------------------------|--|
| Year Founded | 1977 |
| Size | 9th largest police force in Georgia |
| Fact | Force includes both uniformed and plainclothes officers and K-9 units |
| FY23 Adopted Number of Sworn Officers | 308 |
| Number of Police Precincts | 6 (Clayton County, College Park, Five Points, Lindbergh, Clayton County, Dunwoody, and Indian Creek) |

Information current as of June 30, 2023.

Please see National Transit Database for more information.

<https://www.transit.dot.gov/ntd/national-transit-database-ntd-glossary#M>

Appendix J – Legislative Session Recap

Appendix J - Legislative Session Recap

This year was the first year of a biennial session and MARTA crossed over legislation for the automated camera traffic lane enforcement in anticipation of the State's first bus rapid transit line, *Rapid A Line*. House Bill 638 awaits a Senate chamber vote. Additionally, we introduced House Bill 678 that would give MARTA the same sovereign immunities as provided to counties in any civil action or claim brought against the authority as MARTA is currently the only transit entity in the state without some form of liability relief. The bill has been assigned to the House Government Affairs Committee.

Following the success of transporting our representatives to the Georgia Chamber's Annual Eggs and Issues event in 2024, the executive offices requested that we once again provide the Rapid A-Line simulation from the Capitol to the Georgia World Congress Center. Knowing how convenient and well organized the service was, you can see our VIPs in the picture didn't even bother with winter coats in January, despite the very cold weather.

Later in January on another cold day, during our State of MARTA, we brought out our new CQ400 rail car which is set to hit the tracks in early 2026 ahead of the World Cup. In March, in partnership with the Georgia Transit Association, Advance Atlanta and other transit entities around the state we hosted a Transit Day at the Capitol. We spoke with lawmakers about our goals and initiatives at our agencies.

In federal news, two MARTA projects were featured in the President's Annual Report on Funding Recommendations for Fiscal Year 2026, the Capital Investment Grants Program and Expedited Project Delivery Pilot Program, reflecting strong partnerships with local jurisdictions. We continue to be committed to community investment through Transit-Oriented Developments such as our Avondale Station, which now has affordable Senior housing available to the community. This is just one of the first phases and adds to our history and commitment to the communities we serve.



Appendix K – Fare History & Structure

Appendix K - MARTA Fare History and Structure

MARTA Fare History

| ----- MARTA FARE HISTORY ----- | | | | | | | |
|--------------------------------|-----------|-----------|--------|-----------|---------|----------------------|------------------|
| Date | Half Fare | Base Fare | Tokens | TransCard | | Rail Station Parking | |
| | Yes/No | | | Monthly | Weekly | Daily | Long-Term |
| 1972 - Sep '74 | No | \$0.15 | | | | | |
| 1975 - 1978 | Yes | \$0.15 | | | | | |
| Mar '79 - Nov '79 | Yes | \$0.25 | | \$10.00 | | | |
| May '80 | Yes | \$0.25 | \$0.25 | \$10.00 | | | |
| July '80 | Yes | \$0.50 | \$0.50 | \$17.00 | \$4 | | |
| Jul '81 - Jul '83 | Yes | \$0.60 | \$0.60 | \$21.00 | \$5 | | |
| Jul '85 | Yes | \$0.60 | \$0.60 | \$25.00 | \$6 | \$0.60 | |
| Jun '87 | Yes | \$0.75 | \$0.75 | \$28.00 | \$7 | \$0.75/\$12 | |
| Jul '88 | Yes | \$0.85 | \$0.85 | \$32.00 | \$8 | .85/\$14 | |
| Jul '90 | Yes | \$1.00 | \$1.00 | \$35.00 | \$9 | 1.00/\$15 | |
| Jun '92 | Yes | \$1.25 | \$1.25 | \$43.00 | \$11 | 1.00/\$15 | |
| Jul '95 | Yes | \$1.50 | \$1.50 | \$45.00 | \$12 | 1.00/\$15 | |
| Jan '01 | Yes | \$1.75 | \$1.75 | \$52.50 | \$13 | Free | \$3.00 or \$6.00 |
| Jul '06 | Yes | \$1.75 | \$1.75 | \$52.50 | \$13 | Free | \$4.00 or \$7.00 |
| Oct '09 | Yes | \$2.00 | \$2.00 | \$60.00 | \$15 | Free | \$5.00 or \$8.00 |
| Oct '10 | Yes | \$2.00 | N/A | \$68.00 | \$17 | Free | \$5.00 or \$8.00 |
| Oct '11 | Yes | \$2.50 | N/A | \$95.00 | \$23.75 | Free | \$5.00 or \$8.00 |

MARTA Fare Structure

| Full Base: \$2.50 • Mobility Base: \$4.00 • Reduced Base: \$1.00 | | | | | | | | | | |
|--|-------|--------|-------------|----------|---------------|---|---|---|----|---------|
| | Media | | Rider Class | Fare | Sales Channel | | | | | x(Base) |
| | Card | Ticket | | | V | M | R | W | MT | |
| Cash Fares: Paid on Bus Farebox Per Trip | | | | | | | | | | |
| Bus Cash Full Fare | | | Full | \$2.50 | | | | | | 1.0 |
| Bus Cash Reduced Fare | | | Reduced | \$1.00 | | | | | | 1.0 |
| Mobility Cash Fare | | | Paratransit | \$4.00 | | | | | | 1.0 |
| Fare Products: Trips | | | | | | | | | | |
| 1 Trip | √ | √ | Full | \$2.50 | √ | √ | √ | √ | √ | 1.0 |
| 1 Trip K-12 | √ | √ | Student | \$1.44 | | √ | | | | 0.6 |
| 1 Trip Reduced Fare | √ | | Reduced | \$1.00 | √ | √ | √ | √ | √ | 1.0 |
| 1 Mobility Trip | √ | | Paratransit | \$4.00 | √ | √ | √ | √ | √ | 1.0 |
| Companion 1 Trip | √ | | Full | \$4.00 | | | | | √ | 1.0 |
| 2 Trips | √ | √ | Full | \$5.00 | √ | √ | √ | √ | √ | 2.0 |
| 2 Trip K-12 | √ | √ | Student | \$2.88 | | √ | | | | 1.2 |
| 2 Trip Reduced Fare | √ | | Reduced | \$2.00 | √ | √ | √ | √ | √ | 2.0 |
| 10 Trip | √ | √ | Full | \$25.00 | √ | √ | √ | √ | √ | 10.0 |
| 10 Trip K-12 | √ | √ | Student | \$14.40 | | √ | | | | 5.8 |
| 10 Trip Reduced Fare | √ | | Reduced | \$10.00 | √ | √ | √ | √ | √ | 10.0 |
| 20 Trip (20 Trip Ticket available only Media Sales) | √ | | Full | \$42.50 | √ | √ | √ | √ | √ | 17.0 |
| 20 Trip Mobility | √ | | Paratransit | \$68.00 | √ | √ | √ | √ | √ | 17.0 |
| 20 Trip Reduced Fare | √ | | Reduced | \$17.00 | √ | √ | √ | √ | √ | 17.0 |
| Pack of 10 (2 Trip) TAP (Transit Assistance Program) | | √ | Full | \$21.25 | | √ | | | | 8.5 |
| Pack of 10 (2 Trip) | | √ | Full | \$52.50 | | √ | | | | 21.0 |
| Fare Products: Time Based Pass - Unlimited rides from first use | | | | | | | | | | |
| 1 Day Pass | √ | √ | Full | \$9.00 | √ | √ | √ | √ | √ | 3.6 |
| 2 Day Pass | √ | √ | Full | \$14.00 | √ | √ | √ | √ | √ | 5.6 |
| 3 Day Pass | √ | √ | Full | \$16.00 | √ | √ | √ | √ | √ | 6.4 |
| 4 Day Pass | √ | √ | Full | \$19.00 | √ | √ | √ | √ | √ | 7.6 |
| 7 Day Pass (7 Day Pass Ticket available only Media Sales) | √ | | Full | \$23.75 | √ | √ | √ | √ | √ | 9.5 |
| 7 Day Pass Legal Clinic | | √ | Full | \$11.87 | | √ | | | | 4.7 |
| 30 Day Pass (30 Day Pass Ticket available only Media Sales) | √ | | Full | \$95.00 | √ | √ | √ | √ | √ | 38.0 |
| 30 Day Mobility | √ | | Paratransit | \$128.00 | √ | √ | √ | √ | √ | 32.0 |

MARTA Fare Structure

| Full Base: \$2.50 • Mobility Base: \$4.00 • Reduced Base: \$1.00 | | | | | | | | | |
|---|-------|--------|-------------|----------|---------------|---|---|---|---------|
| | Media | | Rider Class | Fare | Sales Channel | | | | x(Base) |
| | Card | Ticket | | | V | M | R | W | |
| Fare Products: Calendar Based Pass - Unlimited rides aligns with Calendar | | | | | | | | | |
| Calendar Monthly | √ | √ | Full | \$95.00 | | √ | | | 38.0 |
| Calendar Monthly - Student | √ | √ | UPass | \$68.50 | | √ | | | 27.4 |
| Calendar Monthly Staff/Faculty | √ | √ | UPass | \$83.80 | √ | √ | | | 33.5 |
| Mobility Calendar Monthly Pass | √ | | Paratransit | \$128.00 | | √ | | | 32.0 |
| Fare Products: Stored Value | | | | | | | | | |
| Per Trip | √ | | Full | \$2.50 | √ | √ | √ | √ | 1.0 |
| Per Trip Reduced Fare | √ | | Reduced | \$1.00 | √ | √ | √ | √ | 1.0 |
| Per Trip Mobility | √ | √ | Paratransit | \$4.00 | √ | √ | √ | √ | 1.0 |
| Fare Products: Non Revenue | | | | | | | | | |
| Employee | √ | | Employee | \$0.00 | | √ | | | 0.0 |
| Employee Retired | √ | | Employee | \$0.00 | | √ | | | 0.0 |
| Contractor | √ | | Contractor | \$0.00 | | √ | | | 0.0 |
| EDAAC | √ | | EDAAC | \$0.00 | | √ | | | 0.0 |
| Child Fare (2 children 46” and under with paid adult) | | | | \$0.00 | | | | | 0.0 |
| Fare Products:Upass 30-Day | | | | | | | | | |
| 30-Day Pass* | √ | | UPass | \$68.50 | √ | | | | 27.4 |

Rider Classes:

Full Fare; Reduced/Half Fare; Paratransit; Partnership; University Student per UPass;
University Faculty per UPass; K-12 Student; Employee; Employee Retired; Contractor and
EDAAC

V= BVM;

M= Media Sales;

R= Ride Stores;

W= Web Sales

MARTA Fare Structure

| | | Discount Levels* | | | | | | | |
|-----------------------|------------|------------------|-----------|-----------|---------------|---------------|-----------------|-----------------|---------|
| Promotional Programs | | 1 - 199 | 200 - 499 | 500 - 999 | 1,000 - 4,999 | 5,000 - 9,999 | 10,000 - 14,999 | 15,000 - 24,999 | 25,000+ |
| Convention / Visitors | 1 Day Pass | 0% | 5% | 6% | 7% | 8% | 15% | 17% | 20% |
| | 2 Day Pass | 0% | 5% | 6% | 7% | 8% | 15% | 17% | 20% |
| | 3 Day Pass | 0% | 5% | 6% | 7% | 8% | 15% | 17% | 20% |
| | 4 Day Pass | 0% | 5% | 6% | 7% | 8% | 15% | 17% | 20% |
| | 7 Day Pass | 0% | 5% | 6% | 7% | 8% | 15% | 17% | 20% |

*Each discount tier's required purchase minimum may be comprised of any combination of 1,2,3,4 or 7-day passes; discounts applied to total passes purchased.

| Partnership Program | | 1 - 9 | 10 - 1,499 | 1,500+OR TMA |
|---------------------|------------------|-------|------------|--------------|
| Partnership | Calendar Monthly | 5% | 15% | 20% |

| | | Media | | Price |
|------------------------------|--|-------|--------|-----------|
| | | Card | Ticket | |
| Fare/Breeze Related Policies | | | | |
| MARTA | Rail/Bus; Bus/Bus; Bus/Rail (Max 4 transfers within 3 hours) | √ | √ | Free |
| Regional | Transfer Fare (Reciprocal Agreements for Fixed Route Services) | √ | √ | Free |
| | Card Fee | √ | | \$ 2.00 |
| | Replacement Card Fee (Reduced Fare & Mobility Only) - Initial | √ | | \$ 2.00 |
| | Replacement Card Fee (Reduced Fare & Mobility Only) - Subsequent | √ | | \$ 5.00 |
| | Ticket Fee | | √ | \$ 1.00 |
| | Maximum Stored Value Allowed | √ | √ | \$ 100.00 |

| Atlanta Streetcar and Light Rail Transit (LRT) Program | |
|--|---------|
| One-Way, Single Trip -Pay on board with exact change -Purchase "Stored Value" at Breeze vending machine located at Streetcar stops and present the receipt on board | \$1.00 |
| One-Day Pass | \$3.00 |
| 7-Day Pass* | \$11.00 |
| 30 Day Pass* | \$40.00 |
| (5 Days) - Visitor's Pass* | \$10.00 |

*App Only

MARTA Fare Structure

| Parking Fee Structure | | |
|-----------------------|---|---------|
| Daily Parking | All daily parking lots and decks are free for customers who park less than 24 hours, except in the designated long-term lots at Brookhaven/Oglethorpe University, Kensington, and the decks at Lenox and College Park | FREE |
| Long Term Parking | Customers parking in the designated long-term parking lots at Brookhaven/Oglethorpe University and Kensington, and the deck at Lenox | \$ 5.00 |
| | Customers parking in the designated long-term parking deck at College Park | \$ 8.00 |
| | Customers parking 24 hours or more in the designated long-term parking decks at Dunwoody, Sandy Springs and Medical Center | \$ 5.00 |
| | Customers parking 24 hours or more in the designated long-term parking decks at Lindbergh, Doraville and North Springs | \$ 8.00 |

Appendix L – Debt Service

Appendix L – Debt Service

Debt Service Expenses

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. The proceeds are initially deposited with the Bond Trustee in a Construction Fund, as required by the Trust Indenture between MARTA and the Trustee.

MARTA requisitions the funds as needed for construction, replacement and rehabilitation of the transit system. Bond discount and issue costs

are amortized, principally using the interest method, over the term of the related debt. The principal on all bonds is payable in an annual installment on July 1; interest is payable semi-annually on January 1 and July 1.

The bonds are payable from, and secured by, a first, second, and third liens on amounts deposited in the Sinking Funds (Debt Service) from sales and use tax receipts. Annual sales and use tax revenues are initially deposited into a Sinking Fund (Debt Service) held by the bond trustee as required by the Trust Indenture. Debt service expenses for FY26 are expected to total \$166,413,451.

Sales Tax Revenue Bonds as of July 01, 2025 [\$ million]

| Series | Year Issued | Original Principal Issued (\$M) | Year of Maturity | Interest Rate % | Principal Balance |
|--|-------------|---------------------------------|------------------|-----------------|-------------------|
| 2015B | 2015 | 88.5 | 2045 | 2 - 5 | 43.5 |
| 2015C * | 2015 | 93.1 | 2029 | 5 | 72.9 |
| 2016B * | 2016 | 243.0 | 2037 | 5 | 17.9 |
| 2017A | 2017 | 100.8 | 2047 | 3 - 4 | 100.8 |
| 2017C * | 2017 | 263.5 | 2039 | 3.25 - 5 | 226.2 |
| 2017D * | 2017 | 55.8 | 2030 | 4 - 5 | 54.4 |
| 2019A | 2019 | 130.8 | 2047 | 3 - 5 | 127.4 |
| 2020A | 2020 | 132.3 | 2047 | 3 - 5 | 128.7 |
| 2020B * | 2020 | 270.1 | 2040 | 0.2 - 2.68 | 76.1 |
| 2021A | 2021 | 117.5 | 2045 | FRN | 117.5 |
| 2021D * | 2021 | 275.6 | 2045 | 0.63 - 2.98 | 127.9 |
| 2021 - E1 * | 2021 | 61.0 | 2040 | 3 - 5 | 61.0 |
| 2021 - E2 * | 2021 | 33.0 | 2045 | 4 - 5 | 33.0 |
| 2023A * | 2023 | 65.0 | 2040 | 5 | 61.0 |
| 2023B | 2023 | 112.5 | 2032 | 5 | 91.8 |
| 2024A | 2024 | 110.5 | 2037 | 5 | 110.5 |
| 2024B * | 2024 | 203.4 | 2045 | 5 | 202.7 |
| 2025A | 2025 | 327.8 | 2055 | 5 | 327.8 |
| 2025B * | 2025 | 149.8 | 2040 | 3.25 - 5 | 149.8 |
| Total Sales Tax Revenue Bonds (\$M) | | | | | 2,130.7 |
| *Refunding Bonds | | | | | |

A detailed debt schedule is included at the end of this summary.

A total of \$166,413,451 is budgeted in FY26 for the principal and interest of outstanding and new debt. There are several limitations related to the Authority's ability to issue debt. These limitations are outlined below.

- Based on a policy set forth by MARTA's Board of Directors, no more than 45% of the proceeds from the one percent (1%) sales tax can be used to determine the total amount of the debt service. This percentage is computed by dividing the total annual debt service from new and previous bond sales by total forecasted annual sales tax receipts.

| | | |
|--|---|--------|
| FY26 Sales Tax Receipt Budget | \$749,806,000 | |
| FY26 Debt Service | \$166,413,451 | |
| Total Sales Tax Debt Ratio (Requirement is less than 45%) | $\frac{\$166,413,451}{\$749,806,000} =$ | 22.19% |

- Based on requirements set forth by MARTA's Bond Indenture, the following parity requirements and tests must be met prior to issuing new Sales Tax Revenue Bonds.
 1. None of the Bonds or payments under the Rapid Transit Contract may be in default.
 2. The total of all sums paid to the Trustee in any period of 12 consecutive calendar months out of the 15 months immediately prior to authentication and delivery of new parity bonds must meet the following three tests:

Test 1. The actual sales tax receipts must be at least two times the aggregate amount of interest (other than interest funded with bond proceeds) and principal installments, which shall have become due during the period with respect to all bonds outstanding.

| | | |
|---------------------------------------|---|------|
| Sales Tax Receipts (FY25) | \$739,200,569 | |
| Total Actual Debt Service Paid (FY25) | \$141,458,953 | |
| (Requirement is less than 45%) | $\frac{\$739,200,569}{\$141,458,953} =$ | 5.23 |

Test 2. The actual sales tax receipts must be at least equal to one and one-half times the maximum aggregate amount of interest and principal installments with respect to all new and outstanding bonds.

| | | |
|---------------------------------------|---|------|
| Sales Tax Receipts (FY25) | \$739,200,569 | |
| Total Outstanding Debt Service (FY26) | \$154,163,451 | |
| Annual Debt Service Required New Bond | <u>\$12,250,000</u> | |
| Total Future Annual Debt Service | \$166,413,451 | |
| (Requirement is at least 1.5) Ratio = | $\frac{\$739,200,569}{\$166,413,451} =$ | 4.44 |

Test 3. The estimate of future annual sales tax receipts must be at least equal to two times the aggregate amount of interest (other than interest funded with bond proceeds) and principal installments that will become due during each corresponding bond year with respect to all bonds outstanding.

| | | |
|--|---|------|
| FY26 Total Sales Tax Receipts Budget | \$749,806,000 | |
| Total Outstanding Debt Service (FY26) | \$154,163,451 | |
| Annual Debt Service Required New Bond | <u>\$12,250,000</u> | |
| Total Future Annual Debt Service | \$166,413,451 | |
| <i>(Requirement is at least 2.0) Ratio =</i> | $\frac{\$749,806,000}{\$166,413,451} =$ | 4.51 |

Debt Service Schedule as of 07/01/2025 [\$]

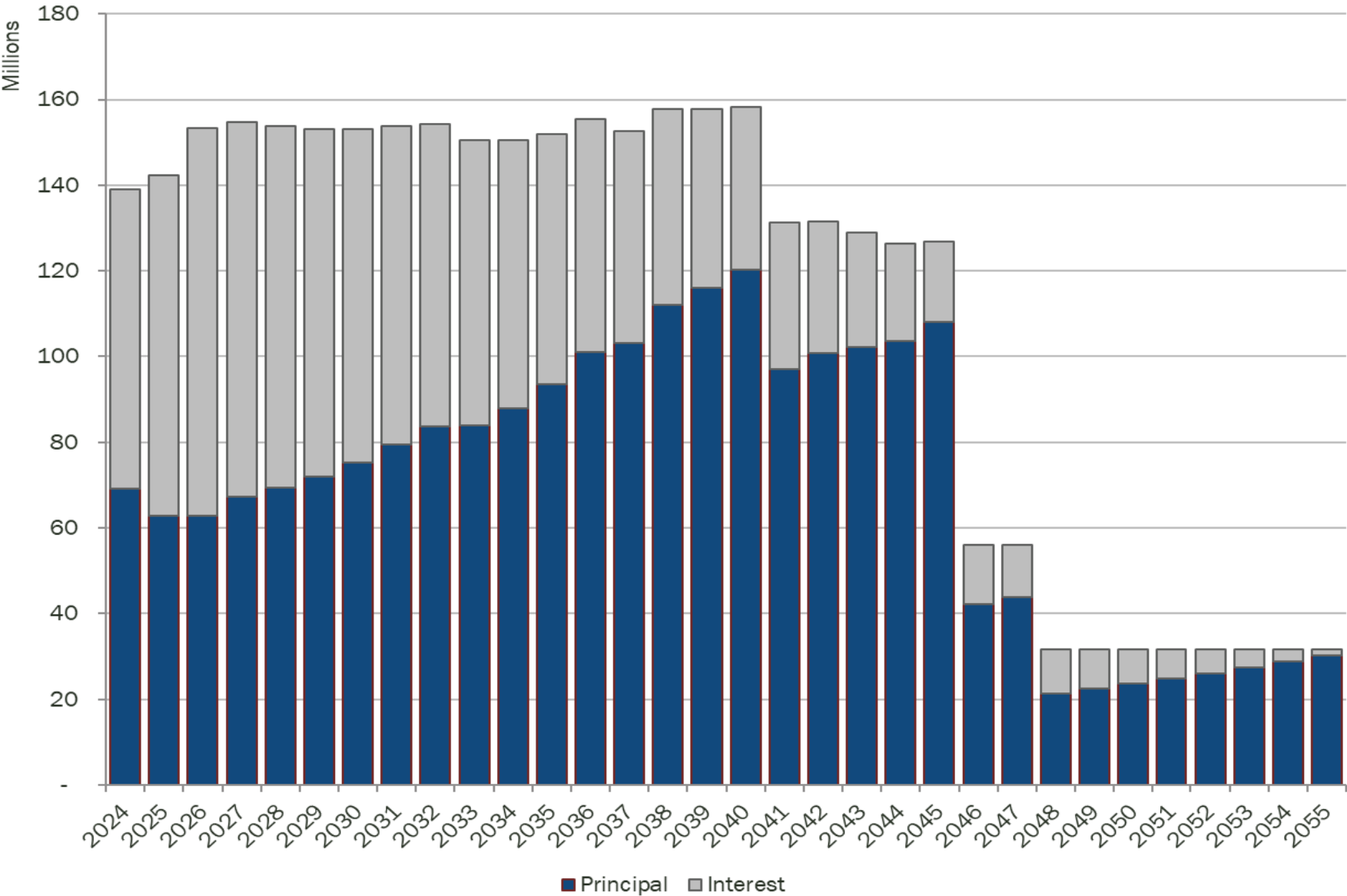


Outstanding Bonds

Effective 7/1/2025

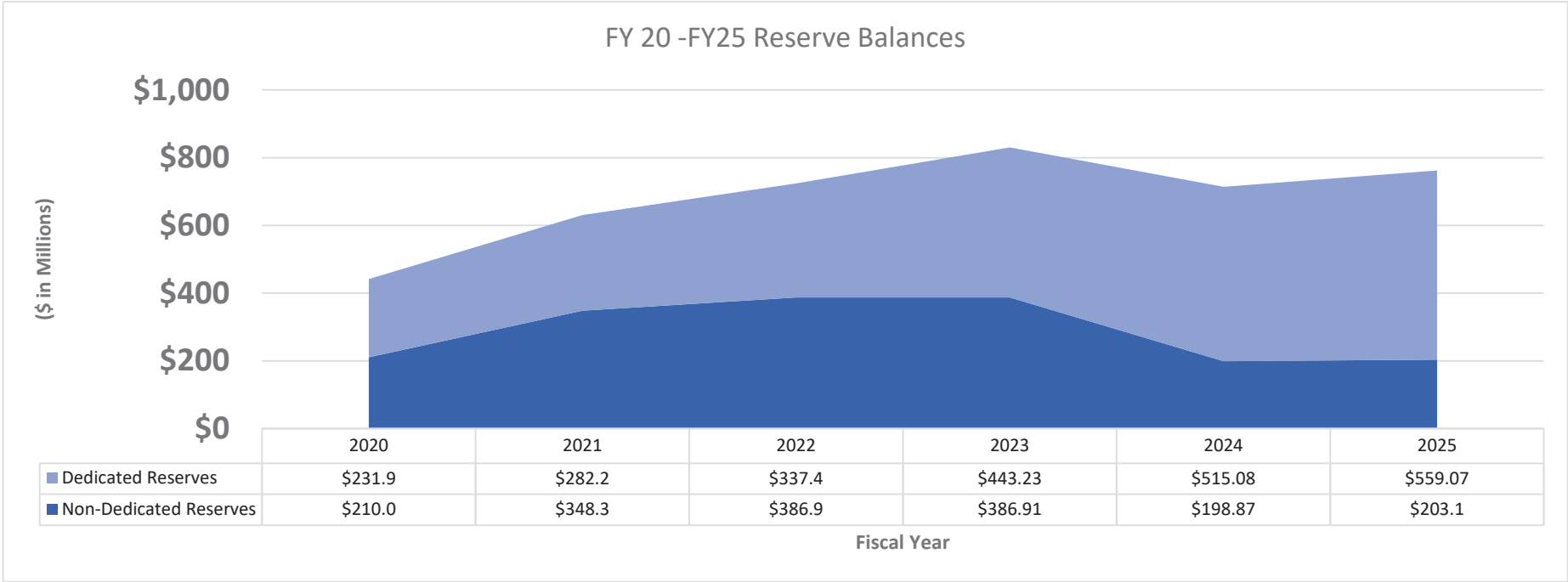
| Year | First Indenture Series N, P | | | Second Indenture Series 2000A, 2000B | | | Third Indenture Series 2007A, 2012A, 2014A, 2015A, 2015B, 2015C, 2016A, 2016B, 2017A, 2017C, 2017D, 2018A, 2019A, 2020A, 2020B, 2021A, 2021D, 2021E-1, 2021E-2, 2023A, 2024A, 2024B, 2025A, 2025B | | | Combined All Indentures | | |
|-------------------|--------------------------------|----------|--------------------|---|----------|--------------------|---|---------------|--------------------|-------------------------|---------------|--------------------|
| | Principal | Interest | Total Debt Service | Principal | Interest | Total Debt Service | Principal | Interest | Total Debt Service | Principal | Interest | Total Debt Service |
| 7/1/2024 | - | - | - | - | - | - | 69,260,000 | 69,791,371 | 139,051,371 | 69,260,000 | 69,791,371 | 139,051,371 |
| 7/1/2025 | - | - | - | - | - | - | 62,845,000 | 79,536,464 | 142,381,464 | 62,845,000 | 79,536,464 | 142,381,464 |
| 7/1/2026 | - | - | - | - | - | - | 62,875,000 | 90,495,120 | 153,370,120 | 62,875,000 | 90,495,120 | 153,370,120 |
| 7/1/2027 | - | - | - | - | - | - | 67,395,000 | 87,374,012 | 154,769,012 | 67,395,000 | 87,374,012 | 154,769,012 |
| 7/1/2028 | - | - | - | - | - | - | 69,445,000 | 84,248,010 | 153,693,010 | 69,445,000 | 84,248,010 | 153,693,010 |
| 7/1/2029 | - | - | - | - | - | - | 71,955,000 | 81,027,176 | 152,982,176 | 71,955,000 | 81,027,176 | 152,982,176 |
| 7/1/2030 | - | - | - | - | - | - | 75,295,000 | 77,686,686 | 152,981,686 | 75,295,000 | 77,686,686 | 152,981,686 |
| 7/1/2031 | - | - | - | - | - | - | 79,460,000 | 74,341,228 | 153,801,228 | 79,460,000 | 74,341,228 | 153,801,228 |
| 7/1/2032 | - | - | - | - | - | - | 83,605,000 | 70,551,406 | 154,156,406 | 83,605,000 | 70,551,406 | 154,156,406 |
| 7/1/2033 | - | - | - | - | - | - | 83,900,000 | 66,560,089 | 150,460,089 | 83,900,000 | 66,560,089 | 150,460,089 |
| 7/1/2034 | - | - | - | - | - | - | 87,915,000 | 62,548,980 | 150,463,980 | 87,915,000 | 62,548,980 | 150,463,980 |
| 7/1/2035 | - | - | - | - | - | - | 93,565,000 | 58,388,884 | 151,953,884 | 93,565,000 | 58,388,884 | 151,953,884 |
| 7/1/2036 | - | - | - | - | - | - | 101,155,000 | 54,172,166 | 155,327,166 | 101,155,000 | 54,172,166 | 155,327,166 |
| 7/1/2037 | - | - | - | - | - | - | 103,060,000 | 49,649,721 | 152,709,721 | 103,060,000 | 49,649,721 | 152,709,721 |
| 7/1/2038 | - | - | - | - | - | - | 112,135,000 | 45,682,396 | 157,817,396 | 112,135,000 | 45,682,396 | 157,817,396 |
| 7/1/2039 | - | - | - | - | - | - | 116,100,000 | 41,765,602 | 157,865,602 | 116,100,000 | 41,765,602 | 157,865,602 |
| 7/1/2040 | - | - | - | - | - | - | 120,340,000 | 37,902,621 | 158,242,621 | 120,340,000 | 37,902,621 | 158,242,621 |
| 7/1/2041 | - | - | - | - | - | - | 97,137,000 | 34,239,072 | 131,376,072 | 97,137,000 | 34,239,072 | 131,376,072 |
| 7/1/2042 | - | - | - | - | - | - | 100,903,000 | 30,532,404 | 131,435,404 | 100,903,000 | 30,532,404 | 131,435,404 |
| 7/1/2043 | - | - | - | - | - | - | 102,240,000 | 26,672,171 | 128,912,171 | 102,240,000 | 26,672,171 | 128,912,171 |
| 7/1/2044 | - | - | - | - | - | - | 103,520,000 | 22,726,654 | 126,246,654 | 103,520,000 | 22,726,654 | 126,246,654 |
| 7/1/2045 | - | - | - | - | - | - | 108,023,000 | 18,705,655 | 126,728,655 | 108,023,000 | 18,705,655 | 126,728,655 |
| 7/1/2046 | - | - | - | - | - | - | 42,110,000 | 14,003,700 | 56,113,700 | 42,110,000 | 14,003,700 | 56,113,700 |
| 7/1/2047 | - | - | - | - | - | - | 43,845,000 | 12,271,813 | 56,116,813 | 43,845,000 | 12,271,813 | 56,116,813 |
| 7/1/2048 | - | - | - | - | - | - | 21,320,000 | 10,404,688 | 31,724,688 | 21,320,000 | 10,404,688 | 31,724,688 |
| 7/1/2049 | - | - | - | - | - | - | 22,440,000 | 9,285,388 | 31,725,388 | 22,440,000 | 9,285,388 | 31,725,388 |
| 7/1/2050 | - | - | - | - | - | - | 23,615,000 | 8,107,288 | 31,722,288 | 23,615,000 | 8,107,288 | 31,722,288 |
| 7/1/2051 | - | - | - | - | - | - | 24,855,000 | 6,867,500 | 31,722,500 | 24,855,000 | 6,867,500 | 31,722,500 |
| 7/1/2052 | - | - | - | - | - | - | 26,100,000 | 5,624,750 | 31,724,750 | 26,100,000 | 5,624,750 | 31,724,750 |
| 7/1/2053 | - | - | - | - | - | - | 27,405,000 | 4,319,750 | 31,724,750 | 27,405,000 | 4,319,750 | 31,724,750 |
| 7/1/2054 | - | - | - | - | - | - | 28,775,000 | 2,949,500 | 31,724,500 | 28,775,000 | 2,949,500 | 31,724,500 |
| 7/1/2055 | - | - | - | - | - | - | 30,215,000 | 1,510,750 | 31,725,750 | 30,215,000 | 1,510,750 | 31,725,750 |
| Total Outstanding | 0 | 0 | 0 | 0 | 0 | 0 | 2,130,703,000 | 1,190,615,178 | 3,321,318,178 | 2,130,703,000 | 1,190,615,178 | 3,321,318,178 |

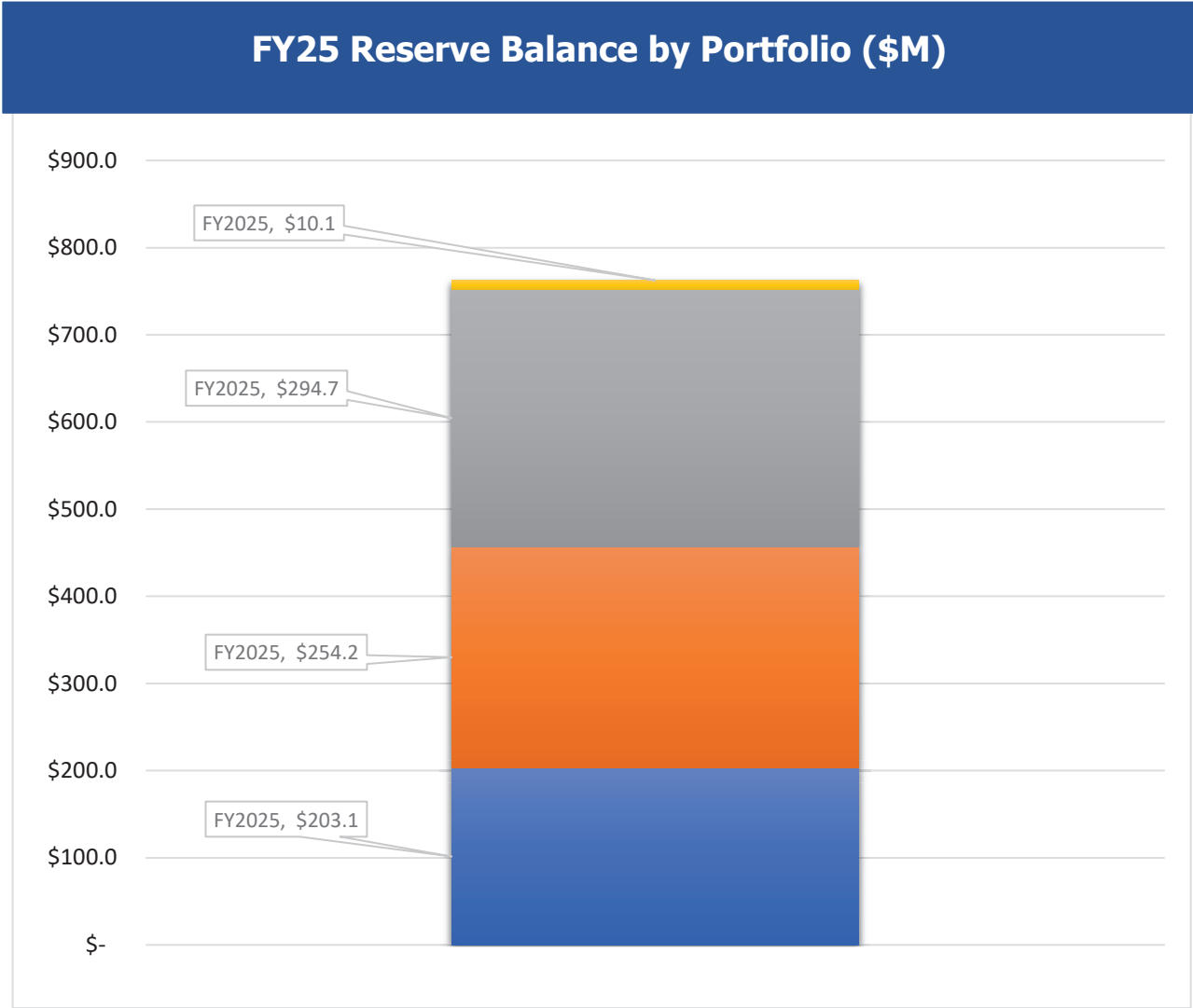
Debt Service Schedule as of 07/01/2025 [\$]



| MARTA Investment Portfolios for 2025 (\$M) | |
|---|-----------------------------|
| Portfolios | Current Par Value of Assets |
| <i>End Cash balance</i> | \$10.5 |
| General Fund | <u>\$139.5</u> |
| Internally Managed- General Fund & Bank Acct | \$149.9 |
| Unified Reserve (UNIRES) | <u>\$203.1</u> |
| Externally Managed-Non-Dedicated Reserves | \$203.1 |
| City of Atlanta Capital | \$254.2 |
| Clayton Capital | <u>\$294.7</u> |
| Externally Managed- Dedicated Reserves | \$549.0 |
| Grand Total | \$902.0 |
| Other Externally Managed Portfolios/Trusts | Current Par Value of Assets |
| CSX Trust | <u>\$10.1</u> |
| Sum of all Portfolios | \$912.1 |

FY20 – FY25 Reserve Balances





Appendix M – STRATEGIC EFFICIENCY

Appendix M – Strategic Efficiency at MARTA

RECENT ACHIEVEMENTS

- ✓ MARTA Headquarters achieved ENERGY STAR certification rating 81
- ✓ Realized savings of \$4,845,141 through our ESCO contract with Schneider Electric
- ✓ Renewable Natural Gas Service contract generated over \$4,000,000 in revenue
- ✓ Saved over \$750,000 in the City of Atlanta's Diverted Water Program
- ✓ Displaced over 2.4 million metric tons of Carbon dioxide equivalent (CO₂e) Annually
- ✓ Recycled more than 302 tons of metal, diverting waste from landfills
- ✓ Achieved a 17% improvement in fleet fuel efficiency
- ✓ MARTA was named APTA Outstanding Public Transportation System
- ✓ Earned Rail Emergency Management Gold Award for MARTA Police Unmanned Aircraft System Program
- ✓ Received a Certificate of Appreciation from Clean Cities Georgia for emission reporting in partnership with the U.S. Department of Energy
- ✓ Won APTA AdWheel Grand Award for excellence in customer experience communications
- ✓ Debut of New Modern CQ400 Railcars
- ✓ Used energy-efficient materials in the Station Rehabilitation Program

With more than half a million people taking MARTA every weekday, it's important for us to put efficiency at the forefront of everything we do. As the region's official public transit authority, we can lead the way in making public transportation a truly efficient part of our city. Since its formation in 2022, the MARTA Office of Strategic Efficiency has taken critical steps to advance its mandate of contributing to setting goals, establishing priorities, and providing general direction to projects and initiatives to meet MARTA's vision of an efficient future.

MARTA Environmental Targets

MARTA's GHG emissions inventory and emissions forecasts indicate that the majority of MARTA's emissions are generated by the deployment of the agency's bus fleet, non-rail electrical infrastructure, and rail electricity. Although these sources will continue to produce most of the agency's emissions in the future. MARTA's emissions have been trending downward and will most likely continue to decrease over time. To further reduce its impact on climate change, MARTA established interim and long-term GHG reduction targets that are consistent with scientific best practices and federal reduction targets, including:

- 42% Emissions reduction from 2012 levels by 2030
- MARTA aims for 100% zero-emissions buses by 2040
- Net zero emissions by 2050

The Office of Strategic Efficiency was established to drive system-wide operational excellence, generate new revenue, reduce costs, optimize resource utilization, and advance MARTA's leadership in environmental performance, customer experience and long-term efficiency.

Greenhouse Gas Reductions

MARTA reduced Scope 1 and Scope 2 emissions by 24% from 2012 levels and displaced 2.46 million metric tons of CO₂e, equivalent to

removing more than 500,000 cars from the road annually.

Green Bonds

MARTA issued green bonds totaling \$751.5 million to finance Capital and Operating projects, including station rehabilitation, new railcars and Zero Emission Bus procurements.



Energy Service Company (ESCO) Project

Through the ESCO project, MARTA has realized savings of over \$4,000,000.



ENERGY STAR Certification, MARTA Headquarters

MARTA achieved an ENERGY STAR score of 81, placing it in the top 81% of energy-efficient office buildings nationwide.

MARTA's Strategic Plan Summary:

Vulnerability Study A comprehensive analysis of vulnerabilities and strengths within MARTA's operations, identifying specific areas where improvements are necessary and where opportunities exist to enhance adaptation and efficiency.

Climate Action and Resilience Plan (CARP)

A visionary policy with adaptation and mitigation actions to improve community and infrastructure resilience, reduce greenhouse gas emissions, ensure service continuity during extreme weather

events, and promote efficient development at MARTA.

Renewable and Zero Emission Strategy (REZES)

A hands-on tool to support integration of clean and renewable energy within MARTA's operations by identifying technology solutions that will reduce carbon emissions, enhance energy efficiency, and foster environmental stewardship.

Strategic Efficiency Report

MARTA's annual effort to cover its environmental efficiency initiatives, data, and performance metrics.

Transit Impact Hub Dashboard

This digital platform enables monthly and quarterly tracking of utilities, emissions, and waste, improving operational monitoring and internal accountability. This data supports decision-making and empowers MARTA to target cost savings and efficiency improvements systemwide.

Transit Impact Report

This web application uses data from a rider's Breeze Card and calculates the estimated CO₂ emissions they've avoided by using the MARTA system.

Transitioning to a Cleaner Fleet

Zero-Emission Fleet Transition

MARTA remains committed to a 100% zero-emission bus fleet by 2040. The current fleet includes 154 diesel buses, 363 compressed natural gas (CNG) buses, and 6 battery-electric buses. In 2023, MARTA secured a \$19.3 million



FTA Low or No Emission Grant to expand its electric bus program and charging infrastructure.

Compressed Natural Gas (CNG) Bus Fleet

MARTA operates one of the largest CNG bus fleets in the Southeast, with significantly fewer emissions compared to diesel.



Non-Revenue Fleet

MARTA operates 477 non-revenue vehicles across Fulton, DeKalb, and Clayton Counties. In alignment with its Strategic Efficiency goals, MARTA plans to transition 25% of this fleet to zero-emission vehicles by 2030, with an additional 7% hybrid, totaling 32% alternative fuel vehicles.

Renewable Natural Gas Services Contract

MARTA consumes approximately 700,000 MMBtu of CNG annually. Through its Renewable Natural Gas Revenue Sharing Program, launched in July 2022 under the EPA's RIN program, MARTA has generated over \$4,000,000 in revenue while promoting renewable energy adoption.

Increasing Ridership through Targeted Initiatives

Elevator and Escalator Rehabilitation Program

In 2017, MARTA began rehabilitation of 111 elevators and 116 escalators in 38 stations. Since then, 102 of MARTA's 111 elevators and 86 of the 116 escalators have been modernized. This rehabilitation program has resulted in over 302 tons of metal being recycled since 2020.

Fare Payment Upgrades

MARTA is enhancing the customer transit experience across metro Atlanta through the launch of the Automated Fare Collection System

(AFC) 2.0. AFC 2.0 introduces a seamless, contactless, payment system that works across buses, heavy rail, and light rail.

NextGen Bus Network

MARTA is undertaking a major overhaul of its bus network, aiming to deliver a smarter, faster, and more efficient transit system. The NextGen Bus Network will triple the number of residents with access to frequent service (buses at least every 15 minutes).

MARTA Bus Rapid Transit

MARTA *Rapid* offers a light rail-like experience by incorporating several key features designed to improve speed, efficiency, and accessibility. Dedicated bus lanes help reduce delays and traffic signal prioritization minimizes red lights and wait time. MARTA has added two new electric BRT buses to its fleet.



Transit-Oriented Development (TOD) & Affordable Housing

MARTA's TOD and Affordable Housing Initiative supports mixed-income developments near transit hubs. In collaboration with Goldman Sachs Urban Investment Group, MARTA expanded its investment to \$200 million through the One Million Black Women initiative. Projects include the Skyline Apartments and a 250-unit community at Kensington Station, in partnership with the Housing Authority of DeKalb County.¹ MARTA unveiled a transformative 64-acre TOD at Indian Creek Station featuring 1,600 housing units, grocery store, community center, office space, and 4 acres of parks and green space, and a new bus transfer facility. MARTA secured a

¹ <https://www.itsmarta.com/marta-dekalb-kensington-TOD.aspx>

\$50,000 federal grant to support equitable TOD planning along the upcoming Campbellton Corridor *Rapid* line, with a focus on redevelopment in historically underserved neighborhoods.

Contributing to our Community

MARTA HOPE

To address the increasing number of unsheltered individuals on our transit system, we've launched the MARTA HOPE (Homeless Outreach and Proactive Engagement) Program, in collaboration with Hope Atlanta and other community stakeholders.

Global Growers Network

MARTA partnered with Global Growers Network to establish a farm near Indian Creek Station. Produce is sold at MARTA Markets, now expanded to Kensington and Doraville stations. The farm supports Umurima, a group of Burundian women farmers who rely on MARTA to access their land and markets.²

NEXT Movement

MARTA joined forces with NEXT Atlanta to launch "The NEXT Movement," a multi-genre arts and social action campaign. This initiative amplifies the voices of Atlanta's artists of color and art activists, fostering community healing and engagement.³

Clean Sweep

MARTA partnered with local community groups to reduce litter and improve station cleanliness.

Customer Experience Day

MARTA Customer Experience & Strategy team unveiled one of MARTA latest innovations: Real-time screens that provide customers with up-to-the-minute information. With these new digital upgrades, riders can track their bus location in real time and receive important message alerts.

Internal Efficiency Capacity and Capabilities

MARTA is also ensuring its employees increase their knowledge of efficiency and the environment. MARTA sponsored its second Institute for Sustainable Infrastructure's Envision Certification training for 20 employees, resulting in a total of 40 ENV SP certified employees.

MARTA Sports Program

MARTA believes that our greatest asset is our employees. To support health and wellness, we provide employees with opportunities to participate in competitive sports, resulting in an engaged, and productive workforce.

² <https://www.itsmarta.com/marta-partners-with-global-growers.aspx>

³ <https://itsmarta.com/the-next-movement.aspx>

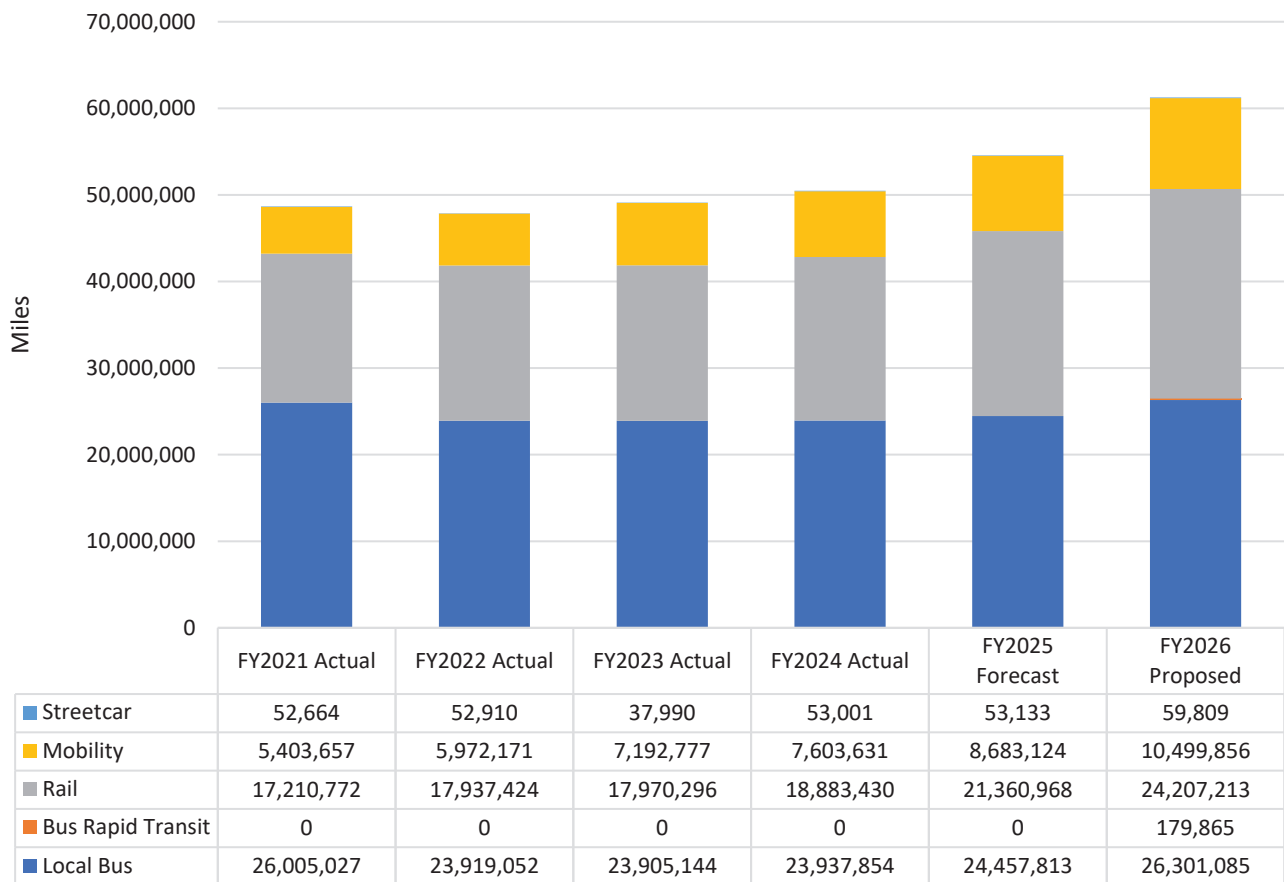
Appendix N – FY21 to FY26 Service Levels

FY 2021 – FY 2026 Service Levels

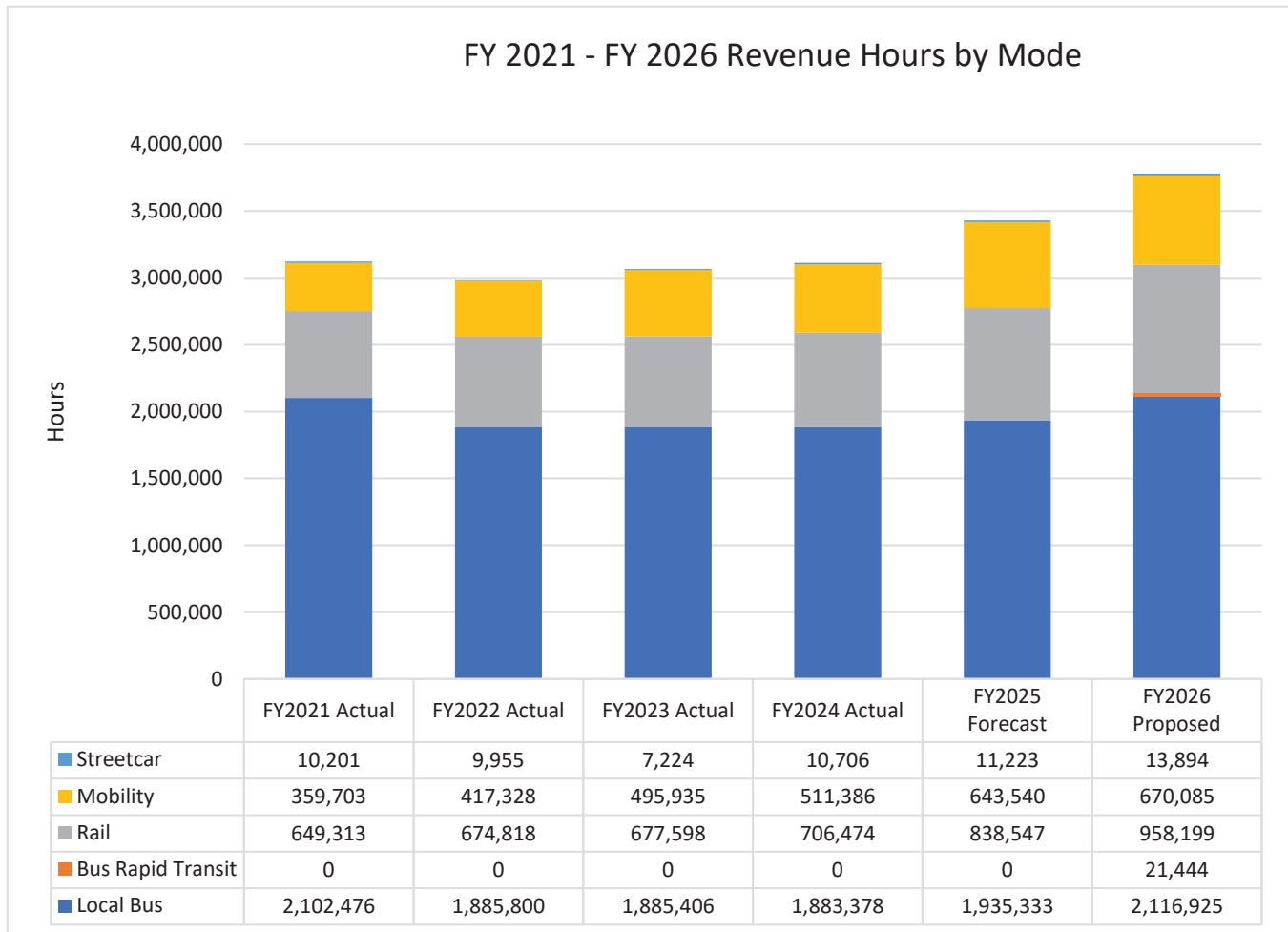
Revenue service miles and hours are the miles and hours that vehicles are scheduled to or actually travel while in revenue service. As seen in prior fiscal years, the availability of a stable labor force constrained our ability to deliver the service we budgeted for Fiscal Year 2025. With that said, the demand for mobility rides has increased and our frequency of rail trips has

grown to accommodate our newer schedule and expected special events runtimes in Fiscal Year 2026. We are also calculating growth in the bus miles and hours as a combination of the bus network redesign and on-demand service. These figures drive several factors, including our anticipated fuel volumes, replacement parts, and need for operators.

FY 2021 - FY 2026 Revenue Miles by Mode



FY 2021 - FY 2026 Service Levels (cont.)



Appendix O – Resolution to Adopt the FY 2026 Budget

RESOLUTION APPROVING THE OPERATING AND CAPITAL BUDGETS FOR FISCAL YEAR 2026

WHEREAS, the Metropolitan Atlanta Rapid Transit Authority Act of 1965 (Georgia Laws 1965, p. 2243), as amended (the “Act”) requires that the Metropolitan Atlanta Rapid Transit Authority (the “Authority”) adopt certain operating and capital funds budgets for each fiscal year following the public hearing held on such budgets; and

WHEREAS, the Board of Directors of the Authority (the “Board”) is required to adopt the Fiscal Year 2026 budgets on or before the last day of the current fiscal year following a public hearing and review of said budgets for Fiscal Year 2026; and

WHEREAS, the Operating and Capital Funds Budgets for the fiscal year beginning July 1, 2025 (the “Fiscal Year 2026 Budgets”) have been prepared and presented to the Board; and

WHEREAS, the Board has been requested to approve a resolution to adopt the Fiscal Year 2026 Budgets; and

WHEREAS, the Board has reviewed the proposed Fiscal Year 2026 Budgets, and has reviewed estimates of revenues, operating costs (including the utilization of lease and rental income and earnings on principal from the prior fiscal years’ sales tax surpluses to fund operating costs), patronage and other similar factors; and

WHEREAS, the Board has determined, following such review and the public hearings held as required by the Act, that the proposed Operating and Capital Funds Budgets for Fiscal Year 2026 should be adopted;

WHEREAS, in addition, the Board desires to maintain flexibility in the financing of capital improvements undertaken by the Authority from time to time; and

WHEREAS, it may be necessary for the Authority to expend monies from the Authority's existing funds prior to the issuance of revenue bonds issued to finance capital improvements, and the Board desires to put in place necessary steps to preserve the ability of the Authority to issue revenue bonds and to reimburse the Authority for certain expenditures made prior to the issuance of such revenue bonds.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Metropolitan Atlanta Rapid Transit Authority as follows:

- 1) That the proposed Fiscal Year 2026 Budgets, set forth in summary form in Exhibit "A" (which Exhibit "A" and which Fiscal Year 2026 Budgets are attached hereto and by this reference incorporated herein in their entirety), be and hereby are adopted as the Authority's official budgets for Fiscal Year 2026;
- 2) That, as set forth in Exhibit "A", the sums of:
 - i) Seven hundred and twenty-seven million two hundred and eighty-eight thousand eight hundred and sixty-two dollars (\$727,288,862) for Gross Operating Expenditures;
 - ii) Nine hundred one million eight hundred and forty-eight thousand six hundred and seventy-six dollars (\$901,848,676) for the Capital Improvement Program Cash Disbursements.
- 3) That the revenues or funds described in the Fiscal Year 2026 Budgets as summarized in Exhibit "A" hereto be and hereby are authorized to be used to pay operating costs of the Transit System together with any other revenues or funds not specifically identified herein that by law may be used for such purposes;
- 4) That the fare structure, as shown in Exhibit "B", will be in effect during Fiscal Year 2026,
- 5) That all daily parking lot and parking decks will be free for patrons parking less than 24 hours, with the exception of the long-term overnight parking at College Park, Lindbergh, Lenox, Kensington, Brookhaven/Oglethorpe University, Doraville, Medical Center, Dunwoody, Sandy Springs, and North Springs Stations as shown in Exhibit "B";

- 6) That at the discretion of the General Manager/CEO and pursuant to the terms of The MARTA Act, the Sales tax revenues may be utilized for capital and operating expenses accordingly; and
- 7) That all lawful acts of the General Manager/CEO or chosen delegates heretofore taken or commenced on behalf of the Authority in pursuance of the programs, purposes and objectives reflected in the budgets for Fiscal Year 2026 or any preceding year be and hereby are ratified and affirmed.

Adopted this 12th day of June, 2025

(SEAL)

ATTEST


(Assistant) Secretary



APPROVED AS TO LEGAL FORM:


Chief Counsel, Metropolitan Atlanta
Rapid Transit Authority

EXHIBIT A-1

**METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY
BUDGET SUMMARY
FISCAL YEAR 2026
[\$M]**

FY2026 Proposed Operating Budget (\$M)

| | |
|-----------------------------------|------------------|
| Operating Revenues | 652.0 |
| Sales Tax | 412.4 |
| Local & Federal Assistance | 86.9 |
| Passenger Revenues | 68.4 |
| Title Ad Valorem Tax | 36.8 |
| Lease Income | 8.5 |
| Advertising | 2.7 |
| Station Parking Revenues | 1.5 |
| Interest Income | 6.7 |
| Other Revenues | 2.6 |
| Operating Carry-Forward | 23.7 |
| Summerhill BRT Capital Flex | 1.7 |
| Net Operating Expenses | 652.0 |
| Labor Total | 475.1 |
| Non-Labor Total | 252.2 |
| Gross Operating Expense | 727.3 |
| Capital Allocation | (75.2) |

EXHIBIT A-2

**METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY
BUDGET SUMMARY
FISCAL YEAR 2026
[\$M]**

FY2026 Proposed Capital Budget (\$M)

State of Good Repair (SGR)**Sources**

| | |
|--------------------------|----------------|
| Prior Year Carry Forward | \$163.0 |
| Capital Sales Tax | 243.0 |
| Federal/State Funds | 159.4 |
| Interest Income | - |
| Debt Issue | 250.0 |
| Subtotal | \$815.4 |

Uses

| | |
|----------------------|----------------|
| Capital Expenditures | \$560.9 |
| Debt Service | 166.4 |
| Subtotal | \$727.3 |

More MARTA - City of Atlanta**Sources**

| | |
|--------------------------|----------------|
| Prior Year Carry Forward | \$244.3 |
| Capital Sales Tax | 58.8 |
| Federal/State Funds | 30.5 |
| Interest Income | 8.6 |
| Debt Issue | - |
| Subtotal | \$342.1 |

Uses

| | |
|----------------------|----------------|
| Capital Expenditures | \$148.1 |
| Debt Service | - |
| Subtotal | \$148.1 |

More MARTA - Clayton County**Sources**

| | |
|--------------------------|----------------|
| Prior Year Carry Forward | \$286.3 |
| Capital Sales Tax | 35.6 |
| Federal/State Funds | 7.1 |
| Interest Income | 9.9 |
| Debt Issue | - |
| Subtotal | \$338.9 |

Uses

| | |
|----------------------|---------------|
| Capital Expenditures | \$26.4 |
| Debt Service | - |
| Subtotal | \$26.4 |

Total Sources **\$1,496.5**

Total Uses **\$901.8**

Appendix P – Glossary

Appendix P - Glossary

A

Accounting Basis

MARTA uses the accounting principles and methods appropriate for a government enterprise fund. Financial statements are prepared on the accrual basis of accounting under which revenues and expenses are recognized when earned or incurred.

Accruals

Revenues or expenditures that have been recognized for that fiscal year but not received or disbursed until a subsequent fiscal year. Annually, accruals are included in the revenue and expenditure amounts reported in departments' budget documents and year-end financial reports. For budgetary purposes, departments' expenditure accruals also include payables and outstanding encumbrances at the end of the fiscal year for obligations attributable to that fiscal year.

Americans with Disabilities Act (ADA)

Federal legislation that provides guidelines for assuring access to persons with disabilities.

American Rescue Plan Act of 2021

Also called the COVID-19 Stimulus Package or American Rescue Plan. A \$1.9 trillion economic stimulus bill passed by the 117th United States Congress and signed into law on March 11, 2021, to speed up the United States' recovery from the economic and health effects of the COVID-19 pandemic and the ongoing recession.

Amortization

The process of incrementally charging the cost of an asset to expense over its expected period of use, which shifts the asset from the balance sheet to the income statement. It essentially reflects the consumption of an intangible asset over its useful life.

Appropriation

Authorization to make expenditures or create obligations from a specific fund for a specific purpose.

Approved Budget

The revenue and expenditure plan approved by the MARTA Board of Directors for a specific one-year period starting on July 1.

Articulated Bus

Refers to buses that have an "accordion" section in the middle that allows the bus to bend and flex (articulate). Articulated buses have more passenger capacity than standard 40-foot buses.

Associated Capital Maintenance (ACM)

A Federal Transit Administration capital program that subsidizes the cost of operations through the funding of certain bus and rail maintenance expenses.

Atlanta Regional Commission (ARC)

An organization dedicated to improving the quality of life for all citizens of the Atlanta region through professional planning initiatives and the provision of objective information with board membership currently comprised of 10 counties and 64 municipalities.

Audit

Typically, a review of financial reports or performance activity (such as of an agency or program) to determine conformity or compliance with applicable laws, regulations, and/or standards.

B

Balanced Operating Budget

The budget is balanced when expenditures do not exceed the sources of revenue. These sources include sales tax revenue, interest income, funds under Section 5307 of the Federal Transit Act for preventive maintenance of vehicles, systems, and equipment. Five percent of the Sales tax revenues reserves may be applied to the operations of the transit system (See Fiscal Policy Guide).

Balanced Capital Improvements Budget

A balanced capital improvement budget is created by a Ten-Year Plan as set forth in the MARTA ACT and further restricted by the MARTA Board of Directors that the corresponding year's debt service be no more than 45% of the corresponding year's sales tax receipts. Basically, a balanced capital improvement budget is mandatory per MARTA's policy (See Fiscal Policy Guide).

Bond Proceeds

Additional local capital funds raised, when necessary, by issuance of sales tax revenue bonds in the municipal markets. The proceeds are initially deposited with the Bond Trustee in a Construction Fund as required by the Trust Indenture between MARTA and the Trustee. MARTA requisitions the funds as needed for the Capital Investment Program.

Bus Rapid Transit (BRT)

BRT is a program where buses have dedicated right-of-way and a limited number of stops. Some routes may utilize the High Occupancy Vehicle (HOV) lanes.

Business Transformation Program (BTP)

A fully integrated solution which will provide modern, integrated support for MARTA's Finance, Maintenance, and Human Resources Business Areas. This initiative will not only meet MARTA's current business and technical requirements but is flexible and scalable to meet MARTA's future needs. Integration will be achieved using software from Oracle, MAXIMUS, and Bentley Systems. This will improve MARTA's core business processes by eliminating manual/non-value-added processes, automating computer functionality, and creating safeguards that reduce data errors.

C

CARES Act

The Coronavirus Aid, Relief, and Economic Security Act, also known as the CARES Act, is a \$2.2 trillion economic stimulus bill passed by the 116th U.S. Congress and signed into law on

March 27, 2020, in response to the economic fallout of the COVID-19 pandemic in the United States. The CARES Act provides emergency assistance and health care response for individuals, families and businesses affected by the COVID-19 pandemic.

Capital Assets

A long-term asset either tangible or intangible (as land, buildings, patents, or franchises)

Capital Budget

The portion of the budget that provides for the funding of improvements, projects and major equipment purchases. Generally, a capital item is one that has a cost in excess of \$5,000, increases the life or capacity of an asset, can be inventoried, and has an economic life in excess of one year.

Capital Expenditures

Expenditures which provide for the procurement of capital assets or increase the efficiency, capacity, useful life or economy of an existing asset; generally, support the Rail Development Program, Capital Improvement Program, Planning Program and the debt service on revenue bonds.

Capital Projects Funds

MARTA uses separate funds for major capital acquisition, construction and the Authority's planning needs that are financed through borrowings or contributions. This principle is in accordance with GAAP.

Capital Revenues

Funds available to support the capital budget; sources include 50% of the sales tax, federal grants, state grants, interest income from the investment of capital funds, proceeds from the sale of revenue bonds and limited private sector participation.

Clean Air Act Amendments (CAAA)

Federal legislation that protects and enhances the quality of the nation's air resources; initiates and accelerates a national research and development program to prevent and control air pollution; provides technical and financial assistance to state and local governments for air

pollution control programs; and encourages and assists regional air pollution control programs.

Commercial driver's license (CDL)

Bus drivers are required to have a passing score on the written CDL test prior to employment. The practical exam for the completion of the CDL license is conducted as a component of the bus operator certification program.

Compressed Natural Gas (CNG)

A fuel used in a clean engine technology.

Congestion Mitigation & Air Quality (CMAQ)

This program is a federal program which funds transportation projects that will contribute to meeting the attainment of national ambient air quality standards.

Contingency Funds

Operating and Capital funds reserved for unexpected expenditures during the fiscal year which were not addressed in the annual budget.

Cost Allocation

The assignment of expenses accounted for in one fund to another fund. For example, certain operating expenses of a division may be charged to a capital grant.

Custodial Funds

Funds held by Servicer with respect to the related Mortgage Loans, including all principal and interest funds, and any other funds due the Investor, maintained by Servicer relating to the Mortgage Loans.

D**Debt Service Funds**

MARTA uses separate funds for the Sinking Funds (Debt Service) to accumulate financial resources for the payment of long-term debt principal and interest. This principle is in accordance with GAAP.

Depreciation

A way to spread the expense of a large capital purchase over the number of years it will be in use.

E**Enterprise Fund**

Accounts for business-like activities that provide goods and/or services to the public and are financed primarily through user charges.

F**Federal Operating Assistance**

Revenue received from federal sources to compensate operating expenses.

Federal Transit Administration (FTA)

The agency of the Federal government within the U.S. Department of Transportation that is responsible for providing, administering and monitoring funds to transit agencies.

Feeder Service

Bus service which delivers passengers to a rail station from the surrounding geographic area.

Fixed Route Bus System

Bus routes that do not vary in schedule or route from day-to-day.

Flex Vans

Vans that have routes that are flexible.

G**General Operating Fund**

MARTA uses a General Operating Fund for all operating activities and financial resources except for those accounted for in another fund. This principle is in accordance with GAAP.

Grant

Revenue from another governmental body or organization, usually in support of a specific program or function.

H**Half-Fare Program**

A MARTA program to subsidize the transit costs of the elderly and handicapped. Eligible participants may apply for an annual pass that allows the payment of a reduced fare.

Headway

The time between the arrival of buses or trains on the same route.

I**Intelligent Transportation Systems (ITS)**

Advanced electronics and computer systems that increase the efficiency and safety of highway transportation and transit. At MARTA this includes Computer Aided Dispatch and Automated Vehicle Location, Automatic Passenger Counting, Audio and Video Announcement Devices, and the Advanced Traveler Information System.

Interest Income on Capital Reserves

Income gained from interest on funds that have been placed in reserve for capital replacement and interest on real estate proceeds to be used to subsidize operations, as authorized by the MARTA Act with Board Approval.

K**KPI's**

Key Performance Indicators used to measure performance.

L**Lease**

A contract entered by two parties by which one conveys real estate, equipment, or facilities for a specified term and for a specified rent

Lease In/Lease Out (LILO)

The Authority has entered various Lease In/Lease Out (LILO) arrangements related to the leasing and subleasing of the Authority's rail cars, rail lines, and a rail maintenance facility. These agreements provide for the lease of certain Authority's rail capital assets to a financial party lessee and the sublease of such capital assets back to the Authority for a specified term.

Life Cycle Asset Reliability Enhancement (L-CARE)

The L-CARE program directs preventive and predictive actions to be performed before failures occur in order to maintain the rail cars in a safe and reliable condition.

Lift-Van (L-Van) Service

Demand responsive paratransit service that provides service upon scheduled request to serve the handicapped. The vehicles are equipped with a mechanism to lift wheelchairs.

Linked Trip

A trip from point of origin to the final destination, regardless of how many modes or vehicles were used.

M**MARTA**

The acronym used for the Metropolitan Atlanta Rapid Transit Authority which serves Atlanta, Fulton County, DeKalb County, and Clayton County Georgia.

MARTA Act

The legislation initially passed by the Georgia Legislature on March 10, 1965, which created and enabled the Metropolitan Atlanta Rapid Transit Authority.

Mean Distance Between Failures (MDBF)

This is a performance measurement that measures the transit fleet's mechanical reliability and success of preventative maintenance efforts.

More MARTA Atlanta

The city of Atlanta's largest transit investment in four decades funded by a half-penny sales tax overwhelmingly passed in 2016 by Atlanta voters. The program includes improvements to existing service and investment in a variety of transit projects and systemwide enhancements.

N**Next – Gen**

Reimagining and modernizing to a potential, forthcoming, or brand-new version of an existing product or technology.

O

Obligations

Funds that have been obligated to a specific purpose but have not been expended.

Operating Budget

The portion of the budget that provides for the day-to-day operations of the Authority including salaries, benefits, services, materials, and other expenses.

P

Paratransit Service

Complementary transportation services for elderly and disabled established in accordance with the Americans with Disabilities Act (ADA).

Passenger Revenue

Revenue earned through fares charged directly to passengers for transit services.

Peak Period

The period during which the maximum amount of travel occurs. It may be specified as morning (a.m.), or evening (p.m.) peak.

Prior Years Carry-Over

Funds which are available to fund subsequent fiscal years. The unexpended operating revenues provide carry-over funding for the operating budget while unexpended capital revenues fund the capital carry-over.

Q

Q-Bus

A program established to ensure quality bus standards which consist of "like new" exterior and interior condition, as well as mechanical functionality through rigorous monitoring and immediate response to any defect on the bus.

R

Revenue Bonds

A bond on which debt service is payable solely from a restricted revenue source. MARTA issues bonds obligating future sales tax revenues.

Revenue Passengers

Transit passengers who enter the system through the payment of a fare as distinguished from those who enter via an employee or complimentary pass or transfer.

Revenue Service

Transit service for the purpose of generating revenue as distinguished from trips which place vehicles at route beginning or ending points; trips run for maintenance purposes; or trips which carry passengers without charge.

Ride with Respect Campaign

Code of Conduct aimed at improving the overall customer experience by targeting nuisance riders. Under the code of conduct, prohibited activities include solicitation, selling goods or services, loud music, spitting, littering, eating on transit vehicles, drinking on transit vehicles without re-sealable drink containers, fighting and disruptive behavior – many of which are also violations of state law and could result in arrest. Failure to follow the Code may result in immediate expulsion from MARTA property, suspension from the use of transit property and services, and loss of unused fare media that expires during suspension. Those who feel that they have been unfairly cited for Code violations can contest their suspension with the MARTA Suspension Panel.

S

SAFETEA-LU

Surface Transportation Reauthorization Act is a federal law passed in 2005 to replace TEA-21 (Transportation Equity Act of 1998). It authorizes highway, highway safety, transit and other transportation programs for five years. The act provides operating and capital funds to MARTA.

Sales Tax

A tax levied and collected by the State for the benefit of the Authority. The "MARTA Sales Tax" is 1% sales and use tax generated until June 30, 2047 in Fulton, DeKalb, and Clayton counties with an additional ½ penny from the city of Atlanta until June 30, 2057.

Section 5309 (Formerly Section 3)

A federal grant authorized under Section 5309 of the Transportation Equity Act for the 21st Century (TEA-21, previously authorized under Section 3 of the Intermodal Surface Transportation Efficiency Act). These grants generally provide capital funds for acquisition of new rolling stock, new construction, and rail modernization.

Section 5307 (Formerly Section 9)

A federal grant authorized under Section 5307 of the Transportation Equity Act for the 21st Century (TEA-21, previously authorized under Section 9 of the Intermodal Surface Transportation Efficiency Act). These grants generally provide funds for routine capital replacement, planning, and operating assistance programs.

Senior Staff

MARTA staff at the Director level and above.

State of Good Repair (SGR)

The State of Good Repair (SGR) for MARTA ensures that its trains, buses, and facilities are properly maintained, safe, and operational, thereby providing reliable service to the community while minimizing the need for significant repairs or upgrades.

T

Title Ad Valorem Tax

Vehicles purchased on or after March 1, 2013 and titled in Georgia will be exempt from sales and use tax and the annual ad valorem tax. Instead, these vehicles will be subject to a new, one-time title ad valorem tax that is based on the value of the vehicle. The tax collected from DeKalb, Fulton and Clayton counties is reimbursed to MARTA from the State of Georgia.

TSPLOST (Transportation Special Purpose Local Option Sales Tax)

Several different sales taxes that are imposed in various Georgia jurisdictions. It is used to fund capital outlay projects proposed by county and municipal governments

Trackway renovations, phase II (TRII)

A large multi-year program consisting of several individual projects to renovate the trackway.

Transit Oriented Development (TOD)

MARTA has several TOD projects that are designed to increase ridership and advance the use of public transportation by promoting economic development activities in and around MARTA rail stations.

Transit Operations

Those Authority functions directly or indirectly related to the provision of transportation service.

U

Unlinked Trip

A passenger count based on each portion, or leg, of a transit trip. For example, a passenger journey that begins by bus, transfers to rail and then transfers to bus again before leaving the system counts as three unlinked trips.

Appendix Q – Acronyms

Appendix Q - Acronyms and Abbreviations

A

| | |
|------|--|
| ACM | Associated Capital Maintenance |
| ADA | Americans with Disabilities Act |
| AFC | Automatic fare collection |
| AIT | Arts in Transit |
| APTA | American Public Transportation Association |
| ARC | Atlanta Regional Commission |
| ATC | Automatic train control |

B

| | |
|-----|---------------------------------|
| BRT | Bus Rapid Transit |
| BTP | Business Transformation Program |

C

| | |
|------|---------------------------------------|
| CAAA | Clean Air Act Amendments |
| CAD | Computer-aided dispatch |
| CADD | Computer-aided design and drafting |
| CAFR | Comprehensive Annual Financial Report |
| CCTV | Closed-circuit television |
| CDL | Commercial driver's license |
| CMAQ | Congestion Mitigation and Air Quality |
| CMC | Construction management consultant |
| CNG | Compressed natural gas |
| COLA | Cost of living adjustment |

D

| | |
|-------|-----------------------------------|
| D/B | Design/build |
| D/B/B | Design/bid/build |
| DBE | Disadvantaged business enterprise |

E

| | |
|-----|-----------------------------------|
| EEO | Equal employment opportunity |
| EPA | Environmental Protection Agency |
| EPM | Enterprise Performance Management |

F

| | |
|------|-------------------------------------|
| FHWA | Federal Highway Administration |
| FICA | Federal Insurance Contributions Act |
| FTA | Federal Transit Administration |

G

| | |
|------|--|
| GAAP | Generally accepted accounting principles |
| GAO | Government Accountability Office |
| GEC | General engineering consultant |
| GFOA | Government Finance Officers Association |
| GIS | Geographic Information System |
| GPS | Global Positioning System |

| | | |
|----------|--|--|
| H | | |
| HVAC | | Heating, ventilation, and air conditioning |
| I | | |
| ITS | | Intelligent Transportation System |
| K | | |
| KPI | | Key Performance Indicator |
| J | | |
| JOC | | Job Order Contracting Program |
| L | | |
| LILLO | | Lease In/Lease Out |
| LRT | | Light rail transit |
| LRV | | Light rail vehicle |
| M | | |
| MARTA | | Metropolitan Atlanta Rapid Transit Authority |
| MDBD | | Mean distance between delays |
| MDBF | | Mean distance between failures |
| MDBS | | Mean distance between service interruptions |
| ME | | Month-end |
| N | | |
| NTSB | | National Transportation Safety Board |
| NTD | | National Transit Database |
| NTI | | National Transit Institute |
| O | | |
| O&M | | Operating and maintenance |
| OCC | | Operations Control Center |
| P | | |
| PMI | | Project Management Institute |
| PMO | | Project management oversight |
| PMOC | | Project management oversight contractor |
| PMP | | Project management plan |
| PPE | | Personal protective equipment |
| Q | | |
| QA | | Quality assurance |
| QC | | Quality control |
| R | | |
| ROW | | Right of way |

S

| | |
|------------|--|
| SAFETEA-LU | Surface Transportation Reauthorization Act |
| SCP | Safety Certification Program |
| SGR | State of Good Repair |
| SOS | Scope of service |
| SOW | Scope of work |

T

| | |
|-----|------------------------------------|
| TC | Train control |
| TCR | Train control room |
| TIP | Transportation Improvement Program |
| TOD | Transit-oriented development |
| TSI | Transportation Safety Institute |

U

| | |
|-----|----------------------------|
| UPS | Uninterrupted power supply |
| UST | Under-ground storage tank |

V

| | |
|-----|--------------------------------------|
| VMI | Vendor managed inventory |
| VMS | Vehicle Management/Monitoring System |

Y

| | |
|-----|---------------------|
| YE | Year end |
| YOE | Year of expenditure |
| YTD | Year to date |

Appendix R – Rail and Streetcar Maps

Rail Map



www.itsmarta.com

404-848-5000

TTY: 404-848-5665

Accessible Format: 404-848-4037



ATLANTA STREETCAR™



Attractions



ATLANTA STREETCAR™

AUBURN AT PIEDMONT

Auburn Ave. Research Library
APEX Museum
University Housing - GSU
Calhoun Park

CARNEGIE AT SPRING

AmericasMart
Andrew Young Tribute at Walton
Spring Park
Fairlie-Poplar Historic District
Regional Express Bus Service
Connection (Xpress, CCT and GCT)

CENTENNIAL OLYMPIC PARK

Centennial Olympic Park
CNN Center
College Football Hall of Fame
Georgia Aquarium
Mercedes-Benz Stadium
Georgia World Congress Center
Imagine IT! Children's Museum of Atlanta
National Center for Civil and Human Rights

DOBBS PLAZA

Dobbs Plaza
Truly Living Well - Wheat Street Gardens

EDGEWOOD AT HILLIARD

Historic Oakland Cemetery
Selena S. Butler Park

HURT PARK

Georgia State University: Recital Hall,
Sports Arena, Student Center
Hurt Park
Regional Express Bus Service Connection
(Xpress, CCT & GCT)

KING HISTORIC DISTRICT

Atlanta Fulton Co. Library MLK, Jr. Branch
Fire Station #6
Historic Ebenezer Baptist Church
City of Atlanta MLK, Jr. Natatorium
MLK, Jr. Birth Home & National Historic Site

LUCKIE AT CONE

Balzer Theater at Herren's
Fairlie-Poplar Historic District
Rialto Center for the Arts
The Tabernacle

PARK PLACE

Woodruff Park
Georgia State University

PEACHTREE CENTER

Atlanta Fulton Co. Library Central Branch
MARTA Rail - Peachtree Center Station

SWEET AUBURN MARKET

Children's Healthcare of Atlanta
at Hughes Spalding
Grady Memorial Hospital
Sweet Auburn Curb Market

WOODRUFF PARK

Aderhold Learning Center
11th District Court of Appeals
Woodruff Park



www.itsmarta.com

METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY

404-848-5000 TTY: 404-848-5665 Accessible Format: 404-848-4037



How to Contact MARTA

By mail or in person:

Metropolitan Atlanta Rapid Transit Authority
(MARTA) – Headquarters
2424 Piedmont Road, NE
Atlanta, GA 30324

To reach MARTA headquarters at Lindbergh Station:

On MARTA's **Red** or **Gold** Lines travel to the Lindbergh Center station
Exit at the **North end** of the station platform towards **Morosgo Drive NE**
MARTA HQ is directly across the street from Lindbergh Center station

On MARTA's **Blue** or **Green** Lines travel to the Five Points station
Transfer to either **NORTHBOUND** Red or Gold line train to the Lindbergh Center Station
Exit at the **North end** of the station platform towards **Morosgo Drive NE**
MARTA HQ is directly across the street from Lindbergh Center station

Online:

<https://www.itsmarta.com>

By Phone:

Route and Schedule Information

Monday – Friday:
7 a.m. until 7 p.m.
Weekends and Holidays:
8 a.m. until 5 p.m.

404-848-5000
Email: schedinfo@itsmarta.com

Customer Service

Monday – Friday:
8 a.m. until 5 p.m.

404-848-5000
Email: custserv@itsmarta.com

MARTA Mobility Reservations

404-848-5000, Select Option 3

MARTA Police

Non-Emergency: 404-848-4900
Emergency: 404-848-4911
Email: martapolice@itsmarta.com