

Capital Budget Summary [\$ In Millions]

FY2021 Proposed Capital Budget Sources and Applications of Capital Funds

Funding Sources		
FY 2020 Carry-Over		\$301.1
General Fund	90.0	
More MARTA - COA	88.5	
More MARTA - Clayton	122.6	
FY2021 Sources		\$553.8
Sales Tax (Capital Allocation & More MARTA)	270.6	
Federal Funds - CIP	72.7	
Interest/Other Income	0.5	
Debt Issuance - Bonds	210.0	
Total Capital Funds		\$854.9
Total Capital Funds - More MARTA		\$265.1
Total Capital Funds - Other/CIP		\$589.8
Project Expenditures		
CIP (State of Good Repair)		\$414.4
More MARTA - COA		\$16.7
More MARTA - Clayton		\$8.9
Bond Debt Service and Other Bond Related Costs		\$159.1
Total Capital Program		\$599.1
FY21 Year Ending Balance		
Total More MARTA Funds Carryover		\$239.5
Total Other/CIP Funds Carryover		\$16.3
Total Capital Funds Carryover		\$255.8

Revenue & Expenditure Summary

The Authority's \$589.8M **Capital Improvement Program (State of Good Repair) Sources budget** is based on the capital funds on hand, the capital portion of sales tax receipts, the federal and state grants, interest earned on capital investments, and the issuance of floating rate notes.

The Authority's **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. Due to the resource constraints imposed by this budget, the Capital Improvement Program focuses primarily on safety, security, and regulatory requirements of the authority.

The top ten projects in terms of required funding in FY2021 are annotated in the table below [\$M].

Capital Project Description	FY21	10 Year Total
Station Rehabilitation	\$62.0	\$393.8
Track Renovation –Phase IV	33.6	133.6
CQ400 New Rail Car Purchase	28.6	647.5
Tunnel Ventilation	23.1	65.1
Infrastructure Soft Costs	22.1	319.1
Train Control Systems Upgrade	15	40
CPMO (SGR)	12	129
Escalators Rehabilitation	10	118
Bus Procurement	10	100
CQ310/CQ311 Life Extension	10	21
Grand Total:	\$226.4	\$1,967.1

The Authority's **Bond and FRN Debt Service Programs**, totaling \$159.1M is programmed for the principal and interest payments on outstanding fixed and variable rate bonds and floating rate notes.

- Proposed total Capital Expenditure budget is \$599.1M for FY2021
- FY2021 Proposed Capital Improvement Program budget is \$414.4M

Operating Budget Summary [\$ In Millions]

FY2021 Proposed Operating Budget		
Operating Revenues*		\$624.5
Total Sales Tax	241.9	
Title Ad Valorem Tax	25.0	
Passenger Revenue	104.7	
Station Parking	2.6	
Total Advertising	7.3	
Total Lease Income	9.2	
Other Income	1.9	
Federal Grants	81.9	
Federal Assistance - Cares Act	150.0	
Net Operating Expenses		\$557.9
Labor Total	434.6	
Non-Labor Total	173.1	
COVID-19 Contingency	20.0	
Gross Operating Expense	627.7	
Capital Allocation	(69.8)	

*\$624.5M revenue due to Cares Act draw with surplus sales tax to be placed in reserve for use in FY22 - FY25 to allow alignment of expenses and revenues.

Revenue Summary

- **Sales Tax** – 47.2% of Sales Tax is programmed at \$241.9M. The Sales Tax projections from the Georgia State Economic Forecasting Center resulted in a total projection of \$512.5M for FY21.
- **Passenger Revenue** – The projected FY21 passenger revenue is \$104.7M. Projected annual ridership is approximately 111.5M.
- **Federal Operating Assistance** – is projected at \$81.9M, which includes Preventive Maintenance for Operating and CMAQ funding.
- **Federal Operating Assistance – Cares Act** will provide up to \$298.6M in response to mediate the impacts of the COVID-19 pandemic. \$150M is programmed for FY21.

FY21 Service Levels**

- **Bus Fixed Route Service** – projected to operate 32.85M total miles over 110 routes with 539 buses in DeKalb, Fulton, City of Atlanta, and Clayton County; currently operating an essential services plan with 42 routes (compliant with necessary social distancing) in response to COVID-19 health crisis. Public hearing on service adjustments planned in early FY21.
- **Demand-Response Mobility Service** – for elderly and disabled patrons is projected to operate 8M revenue miles and 501K revenue hours of service with 241 mobility vans available for this service.
- **Rail Service Level** – projected to operate 23.4M total rail car miles over 47.6 miles of double tracks and 38 rail stations; with ridership down 80%, currently operating on a modified Sunday schedule with a 20-minute headway.
- **Light rail service** – projected to operate 122.1K total car miles; currently operating on a Sunday schedule for both weekday and weekend service.

OPERATING PROGRAM HIGHLIGHTS

I. Customer Focus

- Optimize current service levels
- Continue recently established Rider Advisory Council
- Hold Monthly Pop-Up Breeze Events
- Enhance quality of service (Clean, Safe, Reliable Vehicles & Stations)
- Continue the “Year of the Bus” Initiative
- Implement Station Management Program
- Implement Homeless Strategy
- Initiate Station/Community Hubs Plan
- Enhance technology for customer communications

II. Fiscal Focus

- Balance the budget
- Optimize the use of contractual services
- Support technology, cyber-security and safety priorities
- Reset the Authority [prioritize and right-size]
- Defer fare increase – refine fare strategy
- Continue with re-setting/cost reduction initiatives

III. Employee Focus

- Avoid furloughs and layoffs
- Initiate customer service and management training
- Include represented negotiated wage increases
- Protect career development training services
- Continue providing world class health care

****Should ridership increase, service levels will be adjusted accordingly.**