

FY2027

Proposed CIP Budget

April 2026



**DIVISION OF FINANCE
OFFICE OF BUDGET & GRANTS**

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 is required to present a ten-year Capital Improvement Program (CIP) that includes an annual Capital Budget to the MARTA Board of Directors for their approval. The Capital Budget is required to balance the planned expenditures with the projected revenues. This document outlines the rationale and processes used to develop the Proposed CIP and the FY27 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 applications of funds in the format of a ten-year plan.

**FY27 - FY36 Proposed Capital Program Sources and Uses of Funds
Metropolitan Atlanta Rapid Transit Authority - State of Good Repair (SGR)**

[\$millions]

	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	FY35	FY36	Total
Beginning Balance	\$20.0	\$12.2	\$10.1	\$12.4	\$13.3	\$14.4	\$18.3	\$17.1	\$13.4	\$15.4	\$20.0
Capital Revenues (Sources)											
Sales Tax - Capital Allocation ¹	\$216.7	\$222.8	\$231.7	\$264.9	\$320.4	\$335.2	\$379.7	\$397.9	\$442.8	\$458.5	\$3,270.6
Grants - Awarded/Assumed	105.3	101.3	98.7	75.5	63.6	59.4	59.4	59.4	59.4	62.8	745.1
Federal Relief - CRRSAA ²	11.6	14.8	-	-	-	-	-	-	-	-	26.4
Other Revenue - Interest Income	-	-	-	-	-	-	-	-	-	-	-
Reserves Utilization	-	-	-	-	-	-	-	-	-	-	-
Debt Issue	385.0	525.0	545.0	470.0	445.0	265.0	195.0	175.0	95.0	85.0	3,185.0
Total Sources	\$738.6	\$876.2	\$885.5	\$822.7	\$842.3	\$674.1	\$652.4	\$649.4	\$610.7	\$621.8	\$7,247.0
Capital Expenditures (Uses)											
Facilities & Stations	\$102.8	\$189.4	\$174.7	\$130.7	\$93.9	\$44.2	\$65.0	\$46.6	\$31.3	\$45.9	\$924.5
Maintenance of Way	38.0	36.7	27.4	14.6	14.9	15.4	16.0	23.6	31.8	33.1	251.6
Non-Asset	104.0	84.5	104.7	98.0	102.8	70.6	63.6	65.9	68.5	71.3	833.9
Systems	153.1	197.6	162.6	139.3	162.7	156.1	130.5	108.4	52.2	40.6	1,303.0
Vehicles	157.2	162.9	183.4	184.4	189.0	91.9	76.8	99.7	113.6	108.8	1,367.6
Total Program - SGR	\$555.1	\$671.0	\$652.9	\$566.8	\$563.3	\$378.3	\$351.8	\$344.2	\$297.4	\$299.7	\$4,680.6
Debt Service ³	171.2	195.1	220.3	242.6	264.5	277.5	283.5	291.8	297.8	305.2	2,549.6
Total Uses	\$726.4	\$866.1	\$873.1	\$809.4	\$827.9	\$655.8	\$635.3	\$636.0	\$595.2	\$604.9	\$7,230.2
Year End Balance											
Total Carry Over	\$12.2	\$10.1	\$12.4	\$13.3	\$14.4	\$18.3	\$17.1	\$13.4	\$15.4	\$16.8	\$16.8

¹FY27 Core Penny Sales Tax Allocation is 37/63 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 FY27-FY36 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 FY27 the proposed core penny sales tax allocation is 37% Capital and 63% Operating.

Federal & State Funds

MARTA receives grant funds primarily 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 capital projects. Funding from the State is expected in FY27 to support the Barge Road Park and Ride Facility and Five Points Station Transformation projects.

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 FY27, financial modeling of the "Capital Program Sources and Uses of Funds" forecasts \$385.0M 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 depicted below, followed by a description of each of the categories.

MARTA CIP Asset Categories and Programs

Vehicles	Facilities	MOW	Non-Asset	Systems
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 encompasses the procurement and enhancement of bus vehicles including major on-board systems. As of Q3 of FY26, the Authority’s bus fleet consists of 567 buses in total, with an average fleet age 8.6 years. The retirement eligibility cycle for the buses is on a 12 year/500,000-mile cycle (whichever criterion is satisfied first). Due to limited supplier availability, with only two manufacturers meeting Buy America requirements, open production slots are currently booked through 2028; accordingly, MARTA will resume bus purchases in FY28.

To maximize asset longevity and performance, MARTA maintains a comprehensive Midlife Overhaul Program. This program includes major component refurbishments such as engines, transmissions, alternators, differentials and axle assemblies. These investments extend the useful life of the fleet, enhance reliability, and help mitigate long-term maintenance costs.

In support of the launch of MARTA Reach, an on-demand, app-based rideshare service, 32 new vans were procured to enable service implementation and operations. 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 Rail Car Strategic Plan follows a lifecycle-based approach, preserving critical assets to extend the service life of existing railcars by five to seven years as the Authority transitions to a new fleet of 334 vehicles. The plan is continuously refined based on reliability trends, engineering analysis, and component obsolescence. The Capital Program Plan aligns investment scenarios with cash flow projections to minimize costs while maintaining fleet performance during the transition period, with a focus on achieving return on investment and full depreciation of funding sources.

Key initiatives include the Lifecycle Asset Reliability Enhancement (LCARE) Bridge Program across CQ310, CQ311, and CQ312 railcars, ongoing sustainability efforts to address reliability and obsolescence, and the CQ400 New Rail Car procurement, which will replace the existing fleet. The first CQ400 railcar sets will complete final testing and brought into revenue service in FY27 through FY29. Disposal of the legacy railcars will commence in FY27. Refer to **Attachment – F** for more information.

Mobility Vehicles

MARTA’s mobility fleet delivers curb-to-curb paratransit services for eligible patrons throughout Fulton, DeKalb, and Clayton counties. Given the high utilization of these vehicles, the Authority is undertaking a significant fleet procurement to maintain service reliability and enhance comfort for our disabled riders. 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 505 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 FY27 CIP to support replacement of some non-revenue vehicles which have reached 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 with 12 stops, connecting Centennial Olympic Park, the Martin Luther King, Jr. National Historical Park, and adjacent neighborhoods east of Downtown, with a direct connection to the Peachtree Center Station. In FY27, MARTA will initiate a program to support the long-term sustainability of the Streetcar system through a comprehensive refurbishment effort. 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 Rapid Transit (BRT) stations 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 Rapid Transit (BRT) Station Facilities and Equipment

Bus Rapid Transit (BRT) service at MARTA commenced with a soft opening in April 2026 with the launch of the Rapid A Line (Summerhill). The Rapid A line will continue implementation through FY27. Each BRT stop is classified as a station, as it functions as a high-quality, permanent facility designed to deliver “rail-like” service. Additional BRT corridors are currently in final design and are further detailed in the More MARTA City of Atlanta and More MARTA Clayton County program sections. Once the Rapid A line is in full revenue service, the asset data will be collected.

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:

- Track Maintenance and Replacement
- Track Structures
- Work Equipment

Track Maintenance and Replacement

This program area includes maintenance, rehabilitation, and replacement of the Authority's track way. The Authority's 124 total miles of track consists of 104 miles of mainline track and 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
- CBTC - Communications Based Train Control
- Electrical Power & Equipment
- Safety & Regulatory
- Security
- Elevators & Escalators
- Radio & Communications
- IT Hardware
- IT Software
- Fuel Systems

Automated Fare Collection

This effort involves replacing its entire Breeze fare collection system with a modern, flexible system that is easier to use and more secure. Replacement of all fare collection equipment (faregates, ticket vending machines, and fare validators) and fare media (Breeze cards and mobile app) will be replaced. The Better Breeze/AFC 2.0 project will continue through FY28 to complete implementation.

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 FY27 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.

CBTC - Communications Based Train Control

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.

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). In FY27 the Auxiliary Power Rooms Replacement Program will award a contract the implementation of Wave 1, during this period the equipment will be approved for manufacturing and posterior installation in the next fiscal years. 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. In FY27 the Auxiliary Power Rooms Replacement Program will award a contract for equipment selection submittals and manufacturing guidelines. 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.

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; a comprehensive homeland security training program; and on-going initiatives to upgrade facility security and access controls system-wide.

Elevators and Escalators

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

Elevators

The Authority operates and maintains 116 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.

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 website 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 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.

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, Edgewood/Candler Park, and Campbellton BRT and Kensington Station.

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.

During FY27, 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 applications of funds in the format of a ten-year plan.

**FY27 - FY36 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	\$278.1	\$235.8	\$174.8	\$8.4	\$6.6	\$4.3	\$6.4	\$13.1	\$70.8	\$133.6	\$278.1
Capital Revenues (Sources)											
Sales Tax - Capital Allocation ¹	\$95.1	\$97.5	\$101.3	\$85.7	\$89.1	\$93.7	\$78.9	\$83.6	\$87.5	\$90.1	\$902.5
Grants - Awarded	22.0	-	-	-	-	-	-	-	-	-	22.0
Grants - Assumed ²	-	25.6	76.0	40.3	-	-	-	-	-	-	141.9
Other Revenue - Interest Income	8.3	7.1	5.2	0.2	0.1	0.1	0.1	0.3	1.4	2.7	25.6
Debt Issue	-	-	45.0	170.0	215.0	110.0	-	-	-	-	540.0
Total Sources	\$403.6	\$365.9	\$402.3	\$304.5	\$310.8	\$208.1	\$85.4	\$97.0	\$159.8	\$226.5	\$1,910.1
Capital Expenditures (Uses)											
Expansion	\$167.8	\$191.2	\$391.8	\$287.7	\$286.1	\$176.1	\$46.6	\$0.5	\$0.5	\$0.5	\$1,548.7
Total Program - Atlanta	\$167.8	\$191.2	\$391.8	\$287.7	\$286.1	\$176.1	\$46.6	\$0.5	\$0.5	\$0.5	\$1,548.7
Debt Service ³	-	-	2.1	10.2	20.4	25.7	25.7	25.7	25.7	25.7	161.0
Total Uses	\$167.8	\$191.2	\$393.9	\$297.9	\$306.5	\$201.7	\$72.3	\$26.2	\$26.2	\$26.2	\$1,709.7
Year End Balance											
Total Carry Over	\$235.8	\$174.8	\$8.4	\$6.6	\$4.3	\$6.4	\$13.2	\$70.9	\$133.6	\$200.3	\$200.3

¹FY27 City of Atlanta Half Penny Sales Tax Allocation is 84/16 Capital vs. Operating.

²Assumed Federal Grants include: MARTA Rapid Campbellton.

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

I. Capital Sources

Funding for the FY27-FY36 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 FY27 the proposed sales tax allocation is 84% Capital and 16% Operating.

Federal & State Funds

MARTA receives grant funds primarily 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 FY27, 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

Summerhill Rapid A-Line

The Summerhill Rapid A-Line 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 Rapid C-Line

The Campbellton Rapid C-Line 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.

Bankhead Station Enhancements

The Bankhead Station Enhancements project 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 Rapid Transit Planning

Clifton Corridor Rapid Transit Planning project 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 More MARTA 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 applications of funds in the format of a ten-year plan.

**FY27 - FY36 Proposed Capital Program Sources and Uses of Funds
Metropolitan Atlanta Rapid Transit Authority - More MARTA (Clayton County)**

[\$millions]

	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	FY35	FY36	Total
Beginning Balance	\$326.0	\$353.2	\$351.4	\$224.5	\$175.7	\$159.9	\$132.1	\$140.7	\$160.4	\$141.7	\$326.0
Capital Revenues (Sources)											
Sales Tax - Capital Allocation ¹	\$39.0	\$40.0	\$41.6	\$37.6	\$39.2	\$41.1	\$34.5	\$36.5	\$10.4	\$10.7	\$330.7
Grants - Awarded	4.0	3.3	4.4	-	-	-	-	-	-	-	11.8
Grants - Assumed ²	-	69.0	-	-	-	-	-	-	-	-	69.0
Other Revenue - Interest Income	9.8	10.6	10.5	4.5	3.5	3.2	2.6	2.8	3.2	2.8	53.6
Debt Issue	-	-	-	-	-	-	-	-	-	-	-
Total Sources	\$378.8	\$476.1	\$408.0	\$266.6	\$218.4	\$204.2	\$169.3	\$180.0	\$174.0	\$155.2	\$791.0
Capital Expenditures (Uses)											
Expansion	\$25.6	\$124.7	\$183.5	\$90.9	\$58.5	\$72.1	\$28.6	\$19.6	\$32.3	\$44.2	\$680.1
Total Program - Clayton	\$25.6	\$124.7	\$183.5	\$90.9	\$58.5	\$72.1	\$28.6	\$19.6	\$32.3	\$44.2	\$680.1
Debt Service ³	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Uses	\$25.6	\$124.7	\$183.5	\$90.9	\$58.5	\$72.1	\$28.6	\$19.6	\$32.3	\$44.2	\$680.1
Year End Balance											
Total Carry Over	\$353.2	\$351.4	\$224.5	\$175.7	\$160.0	\$132.1	\$140.7	\$160.4	\$141.7	\$111.0	\$111.0

¹FY27 Clayton County Penny Sales Tax Allocation is 50/50 Capital vs. Operating.

²Assumed Federal Grants include: Southlake Rapid B-Line.

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

I. Capital Sources

Funding for the FY27-FY36 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 FY27 the proposed sales tax allocation is 50% Capital and 50% Operating.

Federal & State Funds

MARTA receives grant funds primarily 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 FY27, 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

Multipurpose O&M Facility – Clayton Share

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.

SR 54 Rapid Transit Study

The SR 54 Rapid Transit Study 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.

Southlake Rapid B-Line

Southlake Rapid B-Line 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.

Justice Center Transit Hub

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

More MARTA Contingency

Contingency for More MARTA Clayton County Projects.

Capital Program Summary
Section 1 – All Capital Sources and Applications of Funds

The following table describes all capital program sources and applications of funds in the format of FY27.

**FY27 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	\$20.0	Capital Expenditures	\$555.1
Capital Sales Tax	216.7	Debt Service	171.2
Federal/State Funds	116.9	Subtotal	\$726.4
Interest Income	-		
Debt Issue	385.0		
Subtotal	\$738.6		
More MARTA - City of Atlanta			
Sources		Uses	
Prior Year Carry Forward	\$278.1	Capital Expenditures	\$167.8
Capital Sales Tax	95.1	Debt Service	-
Federal/State Funds	22.0	Subtotal	\$167.8
Interest Income	8.3		
Debt Issue	-		
Subtotal	\$403.6		
More MARTA - Clayton County			
Sources		Uses	
Prior Year Carry Forward	\$326.0	Capital Expenditures	\$25.6
Capital Sales Tax	39.0	Debt Service	0.0
Federal/State Funds	4.0	Subtotal	\$25.6
Interest Income	9.9		
Debt Issue	-		
Subtotal	\$378.9		
Total Sources	\$1,521.0	Total Uses	\$919.8

Attachment – A

MARTA State of Good Repair Proposed Projects Ten-Year Forecast

The following portrays the proposed capital projects ten-year plan for years FY27 to FY36 by Asset Category

**FY27 - FY36 Proposed Projects Ten-Year Forecast by Category
Metropolitan Atlanta Rapid Transit Authority - State of Good Repair (SGR)**

[\$millions]

Project	Project Description	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	FY35	FY36	Total
32242	Multipurpose O&M Facility - SGR Share	\$7.0	\$35.4	\$76.2	\$52.4	\$20.0	\$16.0	\$8.0	-	-	-	\$215.0
32177	Rail Station Rehabilitation	19.6	21.0	20.0	-	17.1	-	36.6	25.7	4.7	-	144.7
32287	Five Points Transformation - SGR Share	38.5	38.5	9.6	-	-	-	-	-	-	-	86.6
32276	Parking Lot Rehabilitation	2.2	5.0	4.2	4.4	4.5	4.7	4.9	5.1	5.4	5.6	46.1
31956	Train Wash Replacement	1.6	13.7	20.0	7.9	-	-	-	-	-	-	43.2
32240	S. Dekalb Transit Hub	2.8	7.9	14.1	12.9	4.4	-	-	-	-	-	42.1
32253	Smart Restrooms	-	-	-	5.0	5.2	5.4	5.6	5.9	6.1	6.4	39.5
32326	Tank Replace and Maintenance	-	-	4.1	10.2	10.7	6.3	-	-	-	-	31.3
32279	Railcar Lift Replacement	4.0	10.8	5.9	10.4	-	-	-	-	-	-	31.1
32225	Energy Services Company ESCO	3.1	2.2	2.4	3.2	2.9	3.2	3.7	3.5	3.5	2.4	30.0
New	Airport Station Canopy Rehabilitation	-	-	-	-	-	-	-	-	5.0	20.8	25.8
32299	MARTA Headquarters Consolidation	2.0	18.0	-	2.8	-	-	-	-	-	-	22.8
32319	AGL Special Contract Amendment	4.0	9.1	8.8	0.2	-	-	-	-	-	-	22.1
32305	Shop Aux and Stinger Power Upg	1.5	14.7	-	-	-	-	-	-	-	-	16.2
32249	Rehab Existing Maint Facil	1.0	1.0	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	14.0
32349	K-9 Facility Replacement	-	-	-	6.8	7.1	-	-	-	-	-	13.9
32264	TOD Reimbursements	0.3	0.3	0.3	5.5	5.5	0.3	0.3	0.3	0.3	0.3	13.4
32261	IDIQ	1.0	1.1	1.1	1.2	1.2	1.3	1.3	1.4	1.5	1.5	12.7
31305	Roofing Rehabilitation Program	0.7	-	-	-	6.7	2.6	-	-	-	-	9.9
32358	Lindbergh City Center Office Lease	4.1	3.0	1.0	-	-	-	-	-	-	-	8.0
32248	Pavement Repair Program	0.5	0.5	0.6	0.6	0.6	0.6	0.7	0.7	0.7	0.8	6.3
32321	Bankhead - SGR Share	1.5	1.5	3.0	-	-	-	-	-	-	-	6.0
32268	EV Conversion	-	-	-	2.9	3.0	-	-	-	-	-	5.9
30740	Small Tools & Equipment	0.4	0.4	0.5	0.5	0.5	0.5	0.5	0.6	0.6	0.6	5.1
30640	Furniture	0.4	0.4	0.4	0.5	0.5	0.5	0.5	0.5	0.6	0.6	4.9
32301	Cleveland Ave ART-East Point	3.6	0.7	0.5	-	-	-	-	-	-	-	4.8
31733	Data Center Rehabilitation Project	-	-	-	0.2	0.6	0.6	0.7	0.7	0.7	0.8	4.3
32308	Rail Car Roof Platform and Pits	0.7	3.6	-	-	-	-	-	-	-	-	4.3
32315	Stonecrest Transit Hub	-	-	-	-	-	-	-	-	-	4.0	4.0
New	Bus Stop & Shelter Rehab Program	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.4	0.4	3.1
32124	Facilities Upgrade Program (JOC)	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.4	3.0
32163	Backup Integrated Ops Center	-	-	-	1.2	1.4	-	-	-	-	-	2.6
32307	Wheel Truing Machine Refurb	1.5	-	-	-	-	-	-	-	-	-	1.5
32219	BARCO Replacement/IOC Integration	0.4	-	-	-	-	-	-	-	-	-	0.4
32221	Support for Adjacent Develop	-	-	-	-	-	-	-	-	-	-	-
32306	Rail Car Body Repair and Paint	-	-	-	-	-	-	-	-	-	-	-
32342	Station Renaming	-	-	-	-	-	-	-	-	-	-	-
Total - Facilities & Stations		\$102.8	\$189.4	\$174.7	\$130.7	\$93.9	\$44.2	\$65.0	\$46.6	\$31.3	\$45.9	\$924.5

Project	Project Description	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	FY35	FY36	Total
32340	Track Renovation Phase V	\$22.0	\$20.9	\$12.6	\$9.5	\$9.9	\$10.3	\$10.7	\$18.1	\$26.1	\$27.2	\$167.3
32330	Track Improvement Initiative	11.0	11.2	10.1	0.3	-	-	-	-	-	-	32.6
32341	EP&E Asset Sustainability	3.2	2.3	2.4	2.4	2.5	2.6	2.7	2.8	2.9	3.0	27.0
32339	ATC Asset Sustainment	1.7	2.3	2.3	2.4	2.5	2.5	2.6	2.7	2.8	2.9	24.6
32216	Autonomous Track Inspection	-	-	-	-	-	-	-	-	-	-	-
32275	Aerial Steel Bridges Rehabilitation	-	-	-	-	-	-	-	-	-	-	-
Total - Maintenance of Way		\$38.0	\$36.7	\$27.4	\$14.6	\$14.9	\$15.4	\$16.0	\$23.6	\$31.8	\$33.1	\$251.6

Attachment– A Continued

**FY27 - FY36 Proposed Projects Ten-Year Forecast by Category
Metropolitan Atlanta Rapid Transit Authority - State of Good Repair (SGR)**

[\$millions]

Project	Project Description	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	FY35	FY36	Total
32243	SGR Contingency ¹	\$42.7	\$39.0	\$36.7	\$40.0	\$58.6	\$46.5	\$37.5	\$37.5	\$37.5	\$37.5	\$413.6
32280	Subscription & Lease Program - GASB 96/87	11.5	14.6	15.3	16.8	18.5	20.4	22.4	24.7	27.1	29.8	201.2
32246	State of Good Repair CPMO	15.2	11.3	10.7	7.3	-	-	-	-	-	-	44.5
32333	Candler Rd ART	3.7	3.9	6.2	13.4	13.3	-	-	-	-	-	40.5
32331	Buford Highway ART	2.3	8.0	16.7	9.2	-	-	-	-	-	-	36.1
32353	Water Quality Corrective Actions	-	-	10.8	7.1	6.9	0.1	-	-	-	-	24.9
32258	Environmental, Safety and Health	3.3	1.6	1.9	1.2	1.2	1.2	1.3	1.3	1.3	1.4	15.7
32298	Bus Network Redesign Program	15.2	-	-	-	-	-	-	-	-	-	15.2
32296	Safe Routes to Transit	4.1	4.1	3.8	-	-	-	-	-	-	-	12.0
31106	Financial Planning	1.7	0.8	0.8	0.9	0.9	0.9	0.9	1.0	1.0	1.0	10.0
32329	Sustainability Program	0.5	0.5	0.5	0.5	0.5	0.5	0.6	0.6	0.6	0.6	5.4
32285	Transit Asset Management Plan	0.3	0.4	0.4	0.4	0.4	0.4	0.5	0.5	0.5	0.5	4.5
31490	TOD General Planning	0.8	-	0.6	0.8	2.1	0.1	-	-	-	-	4.4
30940	General Planning	1.8	-	-	0.2	0.2	0.2	0.2	0.2	0.2	0.2	3.1
32284	Federal Advisory Services	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	2.0
32210	Art in Transit	0.5	-	-	-	-	-	-	-	-	-	0.5
32303	I-285 Top End Rapid Transit Planning ²	0.3	-	-	-	-	-	-	-	-	-	0.3
32238	Fulton Planning	-	-	-	-	-	-	-	-	-	-	-
32239	DeKalb Planning	-	-	-	-	-	-	-	-	-	-	-
32286	Long Range Transportation Plan	-	-	-	-	-	-	-	-	-	-	-
32291	GA 400 Rapid Transit Planning ²	-	-	-	-	-	-	-	-	-	-	-
32294	ATN-Automated Transit Network	-	-	-	-	-	-	-	-	-	-	-
32317	Bus and Rail Scheduling/Operations Planning	-	-	-	-	-	-	-	-	-	-	-
Total - Non-Asset		\$104.0	\$84.5	\$104.7	\$98.0	\$102.8	\$70.6	\$63.6	\$65.9	\$68.5	\$71.3	\$833.9

¹Contingency may be allocated, subject to appropriate authorization, to advance projects achieving key milestones.

²Project supports corridor planning, studies, alternatives analysis, and approval of a Locally Preferred Alternative (LPA). Advancement requires additional sales tax or alternative funding sources.

Attachment– A Continued
**FY27 - FY36 Proposed Projects Ten-Year Forecast by Category
Metropolitan Atlanta Rapid Transit Authority - State of Good Repair (SGR)**

[\$millions]

Project	Project Description	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	FY35	FY36	Total
32293	CBTC - Communications Based Train Control	\$22.5	\$68.1	\$68.2	\$55.0	\$79.0	\$89.1	\$62.1	\$41.4	-	-	\$485.4
31704	Traction Power Substation Sys	13.1	19.5	18.0	6.9	13.1	9.3	10.2	11.9	7.0	11.1	120.0
31683	Auxiliary Power Switch Gear	3.5	12.2	12.6	9.8	13.1	13.7	9.8	12.2	12.6	6.6	106.0
31703	Train Control Systems Upgrade	12.9	10.9	8.0	5.2	7.6	10.4	10.5	10.6	10.7	5.6	92.4
32354	CCTV Technology Infrastructure Upgrade	5.0	10.0	10.0	15.0	15.0	10.0	10.0	7.5	-	-	82.5
32255	Better Breeze/AFC 2.0	52.5	13.7	-	-	-	-	-	-	-	-	66.2
32263	System-Wide Station Phone Upgr	-	14.9	13.2	13.1	14.4	-	-	-	-	-	55.6
31984	Vital Relays with Processors	3.4	16.0	16.0	10.2	-	-	-	-	-	-	45.6
31939	Security Training & Awareness	4.6	3.5	3.6	3.7	3.8	4.1	4.1	4.2	4.3	4.4	40.4
31893	Upgr Aging Equipment - Network	-	-	-	3.6	1.7	3.9	4.0	7.0	7.3	6.1	33.6
32149	Cyber Security for Control Sys	2.5	2.6	2.7	2.7	2.8	2.8	2.9	2.9	2.9	2.9	27.7
32338	Transit Rider Information & PAX	-	-	-	2.3	4.8	5.7	5.9	2.2	3.3	-	24.1
30540	Security Related Equipment	2.1	2.2	1.8	2.3	2.0	2.2	2.0	2.3	2.4	2.2	21.6
32222	Corrosion Control Management	-	-	-	1.3	3.1	3.2	3.3	2.8	-	-	13.7
32213	Sec Access Cntrls-Software	4.8	5.9	2.6	-	-	-	-	-	-	-	13.3
32198	Intelligent Transport Sys Upgd	1.7	8.0	-	-	-	-	-	-	-	-	9.7
32097	Escalators Rehabilitation	5.3	3.6	-	-	-	-	-	-	-	-	8.9
32274	Customer Relation Manage Soft	0.4	0.5	0.5	0.5	0.6	0.6	1.1	1.1	0.8	0.8	7.0
32311	Operations Technology Strategy	-	-	-	-	-	-	3.3	1.7	0.3	0.3	5.5
32351	Time and Attendance Replacement	3.5	0.7	0.5	-	-	-	-	-	-	-	4.7
32320	Marta Mobile App Replacement	2.3	1.1	0.3	0.3	-	-	-	-	-	-	4.1
32272	Radio System Upgrade Program	3.8	-	-	-	-	-	-	-	-	-	3.8
32236	Automated Parking Phase 2	1.8	1.9	-	-	-	-	-	-	-	-	3.7
New	Voice Upgrade - VOIP	-	-	3.5	-	-	-	-	-	-	-	3.5
32313	MARTA Reach Implementation Program	0.8	0.7	0.7	0.7	-	-	-	-	-	-	3.1
31626	Equip Upd; Std Software & OS	-	-	-	0.8	1.0	1.0	-	-	-	-	2.8
32312	ITSMARTA Website Replacement	2.3	0.1	0.1	0.1	-	-	-	-	-	-	2.8
32171	Oracle Application Enhancement	-	-	-	-	-	-	1.1	0.5	0.5	0.5	2.6
31927	Elevator Rehabilitation	1.5	1.0	-	-	-	-	-	-	-	-	2.5
32208	Technology Disaster Recovery	-	-	-	2.2	0.2	-	-	-	-	-	2.4
32350	E911 System Implementation	2.1	-	-	-	-	-	-	-	-	-	2.1
32202	Fiber Network Expansion	-	-	-	1.2	0.6	-	-	-	-	-	1.8
32100	Enterprise Data Storage Upgrd	-	-	-	1.4	-	-	-	-	-	-	1.4
31614	Upgr Aging Equipment - Server	-	-	-	0.8	-	-	-	-	-	-	0.8
32325	Enterprise Content/Document Management	0.2	0.2	0.1	0.1	-	-	-	-	-	-	0.6
32184	Track Circuit Monitor & Rprtng	0.3	0.3	-	-	-	-	-	-	-	-	0.5
31644	MARTA Police Canine Program	-	-	-	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.5
32217	AVIS Electronic Signage	0.2	-	-	-	-	-	-	-	-	-	0.2
32158	SharePoint Dpt Special Project	-	-	-	-	-	-	-	-	-	-	-
32283	ITSM Application	-	-	-	-	-	-	-	-	-	-	-
Total - Systems		\$153.1	\$197.6	\$162.6	\$139.3	\$162.7	\$156.1	\$130.5	\$108.4	\$52.2	\$40.6	\$1,303.0

Project	Project Description	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	FY35	FY36	Total
32130	CQ400 New Rail Car Procurement	\$140.4	\$103.5	\$123.0	\$119.3	\$102.0	\$19.5	\$0.0	\$3.5	-	-	\$611.3
31748	Bus Procurement	-	43.0	46.2	49.5	53.2	36.9	39.6	42.5	45.6	40.8	397.3
32262	Electric Buses	-	-	-	-	17.5	18.8	20.2	21.7	34.9	50.0	163.2
31888	Paratransit Vans	9.0	9.2	9.5	9.8	10.1	10.4	10.7	11.0	11.4	11.7	102.8
32227	Streetcar Overhaul Program	1.4	1.4	1.4	1.3	1.3	1.3	1.3	15.9	16.5	0.9	42.8
31669	Bus Overhaul Program	2.7	2.8	2.8	2.9	3.0	3.1	3.2	3.3	3.4	3.5	30.8
30100	Service Vehicles	0.3	0.3	0.3	0.9	0.9	1.0	1.0	1.0	1.1	1.1	7.9
32125	CQ312 Life Ext Sys Reliab Mod	3.5	2.8	0.2	-	-	-	-	-	-	-	6.4
31918	Service Vehicles for Police	-	-	-	0.6	0.9	0.8	0.7	0.7	0.7	0.8	5.2
31728	CQ310 and CQ311 Life Extension	-	-	-	-	-	-	-	-	-	-	-
Total - Vehicles		\$157.2	\$162.9	\$183.4	\$184.4	\$189.0	\$91.9	\$76.8	\$99.7	\$113.6	\$108.8	\$1,367.6

Total - All Categories (SGR)		\$555.1	\$671.0	\$652.9	\$566.8	\$563.3	\$378.3	\$351.8	\$344.2	\$297.4	\$299.7	\$4,680.6
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Attachment – B

MARTA City of Atlanta Proposed Projects Ten-Year Forecast

The following portrays the proposed capital projects ten-year plan for years FY27 to FY36.

**FY27 - FY36 Proposed Projects Ten-Year Forecast by Category
Metropolitan Atlanta Rapid Transit Authority - More MARTA (City of Atlanta)**

[\$millions]

Project	Project Description	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	FY35	FY36	Total
40004	More MARTA Contingency ¹	\$14.6	\$39.5	\$212.2	\$149.2	\$206.2	\$168.6	\$46.1	-	-	-	\$836.5
40001	Campbellton Rapid C-Line	13.4	39.1	116.1	122.2	79.4	7.0	-	-	-	-	377.2
40001	Five Points Station Transformation	57.7	57.7	28.9	-	-	-	-	-	-	-	144.3
40001	Bankhead Station Enhancements	11.9	23.5	24.0	13.0	-	-	-	-	-	-	72.4
40001	Cleveland Ave/Metropolitan Pkwy ART	28.4	18.7	3.4	-	-	-	-	-	-	-	50.5
40001	Summerhill Rapid A-Line	31.0	0.4	-	-	-	-	-	-	-	-	31.4
40003	More MARTA CPMO	6.7	6.7	6.7	2.8	-	-	-	-	-	-	23.0
40001	Clifton Corridor Rapid Transit Planning ²	3.4	5.0	-	-	-	-	-	-	-	-	8.4
40002	More MARTA PMO Liaison	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	5.0
Total - Expansion		\$167.8	\$191.2	\$391.8	\$287.7	\$286.1	\$176.1	\$46.6	\$0.5	\$0.5	\$0.5	\$1,548.7

¹Contingency may be allocated, subject to appropriate authorization, to advance projects achieving key milestones.

²Project supports corridor planning, studies, alternatives analysis, and approval of a Locally Preferred Alternative (LPA).

Total - All Categories (Atlanta)		\$167.8	\$191.2	\$391.8	\$287.7	\$286.1	\$176.1	\$46.6	\$0.5	\$0.5	\$0.5	\$1,548.7
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Attachment – C

MARTA Clayton County Proposed Projects Ten-Year Forecast

The following portrays the proposed capital projects ten-year plan for years FY27 to FY36.

**FY27 - FY36 Proposed Projects Ten-Year Forecast by Category
Metropolitan Atlanta Rapid Transit Authority - More MARTA (Clayton County)**

[\$millions]

Project	Project Description	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	FY35	FY36	Total
70003	Southlake Rapid B-Line	\$4.5	\$87.8	\$152.1	\$72.6	\$13.1	\$5.9	-	-	-	-	\$336.0
70005	More MARTA Contingency ¹	3.5	11.2	17.6	16.6	45.1	66.0	28.4	19.4	32.1	44.1	284.0
70002	Multipurpose O&M Facility - Clayton Share	10.4	10.4	5.2	-	-	-	-	-	-	-	26.0
70003	Justice Center Transit Hub	2.3	5.7	4.8	-	-	-	-	-	-	-	12.8
70004	More MARTA CPMO	3.7	3.7	3.7	1.5	-	-	-	-	-	-	12.6
70000	SR 54 Rapid Transit Planning ²	1.0	5.8	-	-	-	-	-	-	-	-	6.8
70004	More MARTA PMO Liaison	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	1.9
Total - Expansion		\$25.6	\$124.7	\$183.5	\$90.9	\$58.5	\$72.1	\$28.6	\$19.6	\$32.3	\$44.2	\$680.1

¹Contingency may be allocated, subject to appropriate authorization, to advance projects achieving key milestones.

²Project supports corridor planning, studies, alternatives analysis, and approval of a Locally Preferred Alternative (LPA).

Total - All Categories (Clayton)		\$25.6	\$124.7	\$183.5	\$90.9	\$58.5	\$72.1	\$28.6	\$19.6	\$32.3	\$44.2	\$680.1
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Attachment – D
Buses

As of Q3 FY26, the Authority's active bus fleet totals 567 buses, comprised of 147 diesel buses, 382 compressed natural gas (CNG) buses, six electric buses, and 32 unleaded buses.

Service Year	Manufacturer	Size	Ramp Equipped	Quantity	Age	Retirement Eligibility (Year)	Estimated Retirement Date (Mileage)
2026	Ford	23'	Lift-Equipped	32	1	N/A	N/A
2023	Gillig	40'	Yes	7	3	2035	2035 or 500k mi
2022	Gillig	40'	Yes	7	4	2034	2034 or 500k mi
2021	New Flyer (Electric)	40'	Yes	6	5	2033	2033 or 500k mi
2021	Gillig	40'	Yes	12	5	2033	2033 or 500k mi
2021	New Flyer	60'	Yes	4	5	2033	2033 or 500k mi
2020	Gillig	40'	Yes	17	6	2032	2032 or 500k mi
2019	Gillig	30'	Yes	21	7	2031	2031 or 500k mi
2019	Gillig	35'	Yes	37	7	2031	2031 or 500k mi
2019	Gillig	40'	Yes	61	7	2031	2031 or 500k mi
2018	Gillig	30'	Yes	10	8	2030	2030 or 500k mi
2018	Gillig	40'	Yes	77	9	2030	2030 or 500k mi
2016	New Flyer	60'	Yes	14	10	2028	2028 or 500k mi
2015	New Flyer	40'	Yes	86	11	2027	2027 or 500k mi
2014	New Flyer	40'	Yes	87	12	2026	2026 or 500kmi
2013	New Flyer	35'	Yes	8	13	2025	2025 or 500k mi
2013	New Flyer	40'	Yes	78	13	2025	2025 or 500k mi
2010	New Flyer	40'	Yes	1	16	2022	2022 or 500k mi
2004	New Flyer	35'	Yes	2	22	2016	2016 or 500k mi
	Total			567			

Attachment – E
Mobility

As of Q3 FY, the Authority’s Mobility fleet is projected to consist of 272 vehicles which includes the addition of 36 new 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 Year	Manufacturer	Qty	Age	Eligible for Retirement
2018	2018—FORD Glaval	48	8	FY 24
2019	2019—FORD Champion	173	7	FY 25
2022	Chrysler Voyager	15	4	FY 27
2023	Chrysler Voyager	20	2	FY28
2023	Dodge Ram Promaster	16	2	FY28
	Total	272		

Attachment – F
Rail Cars

The Authority's rail car fleet consists of 294 heavy rail vehicles. The existing fleet of older rail cars will begin disposal procedures in FY27 to make room for the new CQ400 rail cars.

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 505 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	Operations	4
Command Post	Police	1
Dump Truck	Operations	3
Hi Rail	Operations	24
Hi Rail	Program & Contracts	3
Hi Rail	Police	1
Large Sedan	Police	3
Motorcycle	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	28
Sedan	Business	4
Sedan	Safety	2
Sedan	Program & Contracts	1
Sedan	Police	20
Sign Truck	Operations	2
Stakebody	Operations	9
SUV	Operations	21
SUV	Police	75
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
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		505

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.

** Locations are currently under construction; as a result, services may be temporarily unavailable or relocated to alternate sites.

Facility	Primary Function	Year of Construction/Occupancy
Airport Ridestore **	Retail media sales	2001
Armour Yard	Heavy Rail Vehicle Maintenance	2010
Avondale Administration	Rail system administration	1984
Avondale Car Maintenance	Rail car heavy maintenance	1984
Avondale Central Control	Rail system operations center	1984
Avondale Maintenance of Way	Rail system/infrastructure maintenance	1984
Avondale Yard	Rail car storage	1984
Avondale Zone Center	ATC Field Office (Administration)	1984
Brady Bus Garage	Paratransit operations & maintenance	2016
Browns Mill Heavy Maintenance	Heavy maintenance & rebuild of bus fleet	1981
Candler Center	Record Storage, Police Precinct, Radio Repair	2002
College Park Police Precinct	Police precinct & system security	2003
Dunwoody Police Precinct	Police precinct & system security	2002
Electrical Power and Equipment Yard	EP & E Administrative Office	2002
Five Points Police Precinct **	Police precinct & system security	2001
Five Points Reduced Fare/ Lost & Found **	Reduced Fare/ Lost & Found	2021
Five Points Ridestore **	Retail media sales	1986
Flowers Road Maintenance Building	Maintenance Building	1986
Garnett Cash Handling	Fare processing center	1986
Georgia Avenue	Still owned by MARTA, facility not in use.	1989
Hamilton Bus Garage	Bus operations, dispatch & maintenance	1981
Indian Creek Police Precinct	Police precinct	1998

Integrated Operations Center	Operations Systems Center	2013
Lakewood Zone Center	ATC Field Office (Administration)	1989
Laredo Bus Garage	Bus operations, dispatch & maintenance	1988
Lindbergh Mini Police Precinct	Police precinct & system security	2018
Lindbergh Zone Center	Vacant	1989
MARTA Headquarters Annex	Police HQ/GEC/Buildings & Grounds/Infrastructure	1966
MARTA Headquarters Complex	Authority administration	1989
North Springs Central Cashiering	Parking Cashier	2005
Perry Boulevard Bus Garage	Bus operations, dispatch & maintenance	2001
Plasamour Drive Complex	Offices for C&L, B&SE and ATC	1979
Police Canine Facility @ Armour Yard	Police Administration/Canine Area	2007
Sandy Springs Central Cashiering	Parking Cashier	2005
South Rail Yard	Rail car maintenance & storage	1993
Streetcar VMF	Streetcar Maintenance & Storage	2016
West Lake Zone Center	ATC Field Office (Administration)	1985

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 “Dome/GWCC/Philips/CNN” has been renamed to the “Sports, Entertainment, and Convention District (SEC)” station.

Rail Station	Line	Revenue Service Month-Year	EV-Charging Active Ports	Parking Capacity
Airport	South Line	Dec-88	-	-
Arts Center	North Line	Dec-82	-	29
Ashby	West Line	Dec-79	-	142*
Avondale	East Line	Jun-79	-	739
Bankhead	Proctor Creek Line	Dec-79	-	12
Brookhaven-Oglethorpe	Northeast Line	Dec-84	-	917*
Buckhead	North Line	Jun-96	-	-
Chamblee	Northeast Line	Dec-87	-	1149
Civic Center	North Line	Dec-92	-	-
College Park	South Line	Dec-88	10	1536
Decatur	East Line	Jun-79	-	-
SEC	West Line	Dec-79	-	-
Doraville	Northeast Line	Dec-92	6	1257
Dunwoody	North Line	Jun-96	6	1165
East Lake	East Line	Jun-79	-	621
East Point	South Line	Aug-88	-	947
Edgewood-Candler Park	East Line	Jun-79	6	265*
Five Points	West Line	Dec-79	-	-
Garnett	South Line	Dec-81	-	-
Georgia State	East Line	Jun-79	-	-
Hamilton E. Holmes	West Line	Dec-79	6	1,242*
Indian Creek	East Line	Jun-93	-	2364
Inman Park-Reynoldstown	East Line	Jun-79	-	366*
Kensington	East Line	Jun-93	6	1340
King Memorial	East Line	Jun-79	-	21
Lakewood-Fort McPherson	South Line	Dec-84	-	1048
Lenox	Northeast Line	Dec-84	-	575
Lindbergh	North Line	Dec-84	6	1349

Medical Center	North Line	Jun-96	-	167
Midtown	North Line	Dec-82	-	13
North Avenue	North Line	Dec-81	-	-
North Springs	North Line	Dec-00	10	2378
Oakland City	South Line	Dec-84	-	716
Peachtree Center	North Line	Dec-81	-	-
Sandy Springs	North Line	Dec-00	-	1098
Vine City	West Line	Dec-79	-	27
West End	South Line	Sep-82	-	466*
West Lake	West Line	Dec-79	-	391
Total			56	22,340

*Modified since FY25

Attachment – K
Elevators

As of Q3 FY26, MARTA has 116 elevators located within its rail stations, operations, and support facilities. Rail station “Dome/GWCC/Philips/CNN” has been renamed to the “Sports, Entertainment, and Convention District (SEC)” station.

Elevators				Manufacturer	Qty.	Age	In Revenue Service	Non-Revenue Service
Airport				Westinghouse	1	38	1988	
Armour Yard				Schindler	2	3		2023
Arts Center				Schindler EC	2	4	2022	
Ashby				Schindler EC	2	8	2018	
Avondale				Schindler EC	3	5	2021	
Avondale Shops				Schindler EC	4	6		2020
Bankhead				Schindler EC	1	4	2022	
Brady Mobility				Schindler EC	1	11		2015
Brookhaven - Oglethorpe				Schindler EC	1	5	2021	
Browns Mill				MB	2	15		2011
Buckhead				Schindler EC	2/3	11/5	2015/2021	
Central Control				Schindler EC	1	5		2021
Chamblee				Westinghouse	1	5	2021	
Civic Center				Schindler EC	2	5	2021	
College Park				Schindler EC	1	8	2018	
Decatur				Schindler EC	2	6	2020	
Dome/GWCC/Philips/CNN				Schindler EC	2/1	6/2	2020/2024	
Doraville				Schindler EC	1/1	28/4	1998/2022	
Dunwoody/State Farm				Schindler EC	1/3	9/4	2017/2022	
East Point				Schindler EC	2	7	2019	
Eastlake				Schindler EC	2/1	6/1	2020/2025	
Edgewood - Candler Park				Schindler EC	3	6	2020	
Five Points				Schindler EC	3	5	2021	
Garnett				Schindler EC	1	5	2021	
Garnett Revenue				Kone	1	20		2006
Georgia State				Schindler EC	2	6	2020	
Hamilton E. Holmes				Schindler EC	2	8	2018	
Headquarters				Westinghouse / MCE	1/3	20/1		2006/2025
Indian Creek				Schindler EC	1	4	2022	
Inman Park - Reynoldstown				Schindler EC	4	6	2020	

Kensington	Schindler EC	1	4	2022	
King Memorial	Schindler EC	3	8	2018	
Lakewood-Fort McPherson	Schindler EC	3	7	2019	
Laredo	Schindler EC	1	4		2022
Lenox	Schindler EC	4	5	2021	
Lindbergh	Schindler EC	1/2	7/4	2019/2022	
Medical Center	Schindler EC	2	3	2023	
Midtown	Schindler EC	4	4	2022	
North Avenue	Schindler EC	6	7	2019	
North Springs	Schindler	3	2	2024	
Oakland City	Schindler EC	2	7	2019	
Peachtree Center	Schindler EC	4	5	2021	
Sandy Springs	Schindler	1/6	26/2	2000/2024	
South Yard	Schindler EC	1	5		2021
Vine City	Schindler EC	1	7	2019	
Wachovia Annex	Schindler EC	1	5		2021
West End	Schindler EC	2	8	2018	
West Lake	Schindler EC	2	8	2018	
Total		116			18

Attachment – L
Escalators

As of Q3 FY25, MARTA has 150 escalators located within its rail stations. Rail station “Dome/GWCC/Philips/CNN” has been renamed to the “Sports, Entertainment, and Convention District (SEC)” station.

Escalators		Manufacturer	Qty	Age	In Revenue Service
Airport		Montgomery w/ mod by Millar/Schindler	2	2-1	2024-2025
Arts Center		Westinghouse	5	1	2025
Ashby		Westinghouse	5	4	2022
Avondale		Westinghouse	2	3	2023
Bankhead		Montgomery	1	1	2025
Brookhaven-Oglethorpe		Schindler	1	5	2021
Buckhead		Schindler	1	5	2021
Chamblee		Montgomery	2	1	2025
Civic Center		Westinghouse	4	4	2022
College Park		Montgomery w/ mod by Millar	1	1	2025
Decatur		Westinghouse	2	3	2023
Dome/GWCC/Philips/CNN		O&K/Westinghouse	4/3/1	25/15/8	2001/2011/2018
Doraville		Montgomery	1	1	2025
Dunwoody		Schindler	1/1	30/9	1996/2017
East Lake		Westinghouse	2/1	2/0	2024/2026
East Point		Schindler	1	8	2018
Edgewood - Candler Park		Westinghouse	1/2	16/3	2010/2023
Five Points		Westinghouse	8/20	16/7-3	2010/2019-2023
Garnett		Westinghouse	2/1	45/2	1981/2024
Georgia State		Westinghouse	3/3	16/3	2010/2023
Hamilton E. Holmes		Westinghouse	1/1	17/4	2009/2022
Inman Park/Reynoldstown		Westinghouse	2/1/1	16/7/3	2010/2019/2023
Kensington		Montgomery	2	2	2024
King Memorial		Westinghouse	2/2	15/2	2011/2024
Lakewood-Fort McPherson		Schindler	3	6	2020
Lenox		Schindler	5	7	2019
Lindbergh		Schindler	2	0	2026
Midtown		Westinghouse	4	2-1	2024-2025
North Avenue		Westinghouse	2/6	15/3-1	2011/2023-2025

North Springs	Schindler	1	26	2000
Oakland City	Schindler	2	7	2019
Peachtree Center	Westinghouse	10/14	14/7-4	2012/2019-2022
Sandy Springs	Schindler	2	0	2026
Vine City	Westinghouse	1/1	15/3	2011/2023
West End	Westinghouse	2	1	2025
West Lake	Westinghouse	1/1	47/6	1979/2020
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	Number of Structures	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	47.5

Parking Decks

The following 10 rail stations have parking decks. 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.

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 across the Authority, providing essential network and telecommunications services. MARTA has completed its desktop and laptop replacement program, primarily driven by Windows 11 incompatibility. Following equipment collection, the Authority conducted an auction to facilitate the disposition of retired assets.

Type of Asset	Quantity of Assets	Average Age	Industry Standard (Years)	Asset Considered Obsolete (Years)
Firewalls	14	5	5	7
Switches	614	6	5	7
Routers	14	6	5	7
Load Balancers	3	5	5	7
Wireless Controllers	6	5	5	7
Cisco ISE (NAC)	4	NA (Virtual)		
Cisco ACS Servers	2	NA (Virtual)		
Wireless Access Points	198	8	5	7
Physical Servers (production)	416	8	3	5
Network and Data Center Total	1271			
Desktops	1108	5	3	5
iPads	66	5	3	5
Laptop	1594	5	3	5
Tablets	593	4	3	5
Dell Tablets	86	5	3	5
Workstation Technology Total	3447			
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]	389	28	15	20
Physical Phones - Patron [Analog]	206	28	15	20

Physical Phones - PBX [Analog]	82	2	15	20
Physical Phones - Police [Analog]	297	28	15	20
Physical Phones - Schedule Info [Analog]	86	28	15	20
Physical Phones - Talk-A-Phone Intercoms [Digital (includes new station phones)	110	21	15	10
Physical Phones - Desktop [Digital]	2014	3	3	5
Physical Phones - Zenitel Intercoms [Digital]	292	21	5	10
Software Phones [Digital]	208	5	3	5
Telephony Total	4442			
TECHNOLOGY TOTAL	9160			