

PROGRAM MAP

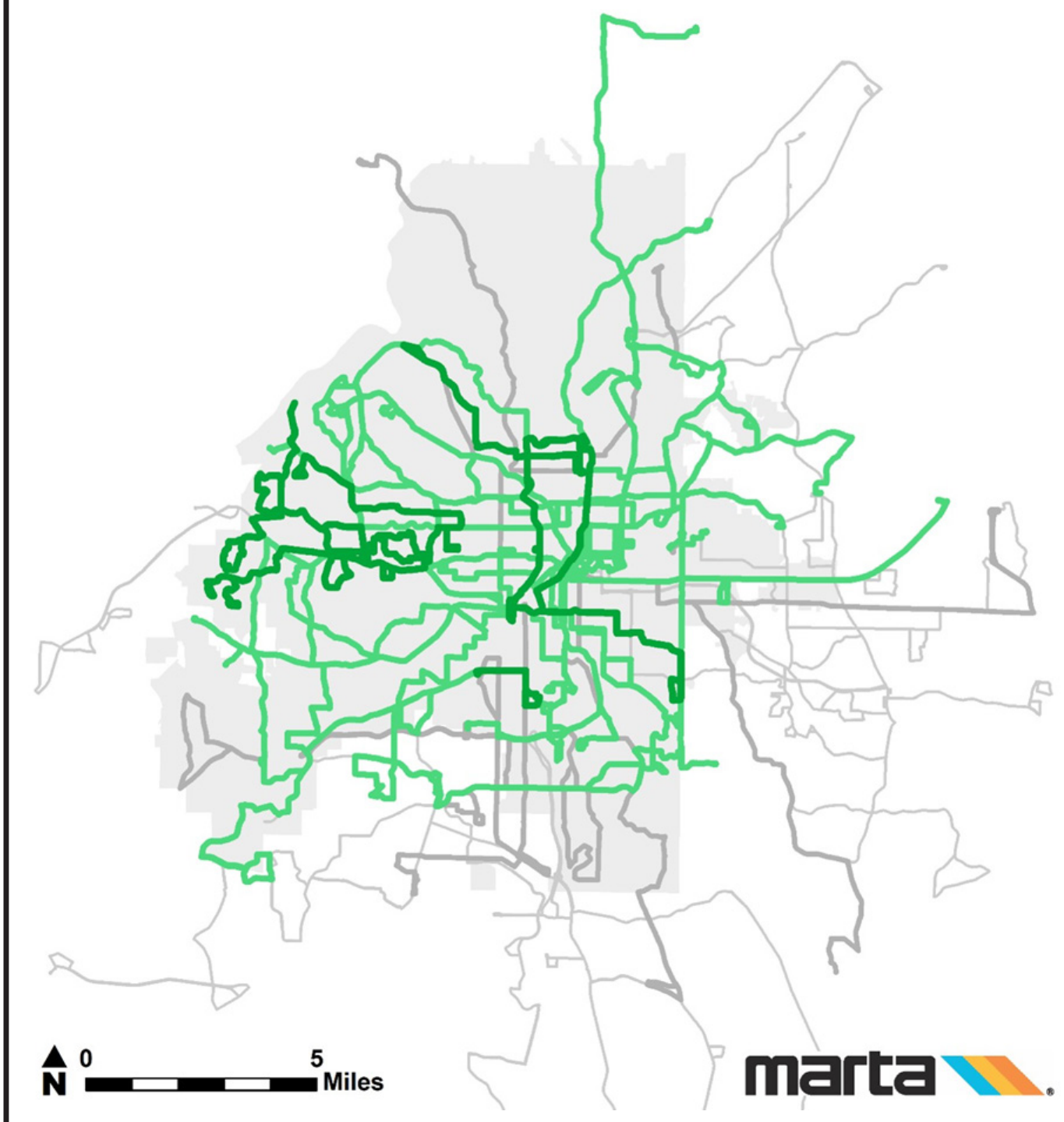
Tier 1

- A** Streetcar East Extension
- B** Clifton Corridor BRT
- C** Campbellton Rd BRT
- D** Summerhill BRT
- E** Cleveland Ave ART
- F** Metropolitan Pkwy ART
- G** Greenbriar Transit Center
- H** 5 Points Transformation
- I** Bankhead Platform Ext.
- O** MARTA Rail Stations



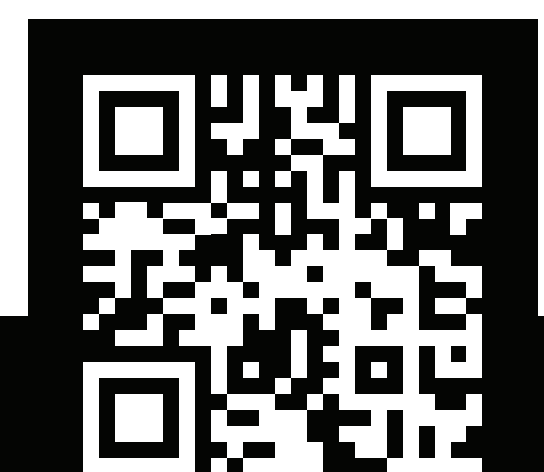
Full Enhanced Bus Service

- █ New Routes
- █ More MARTA Routes with Service Increase
- █ Other Atlanta Routes

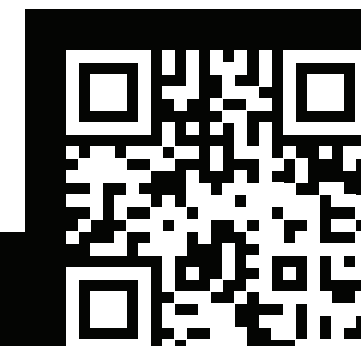
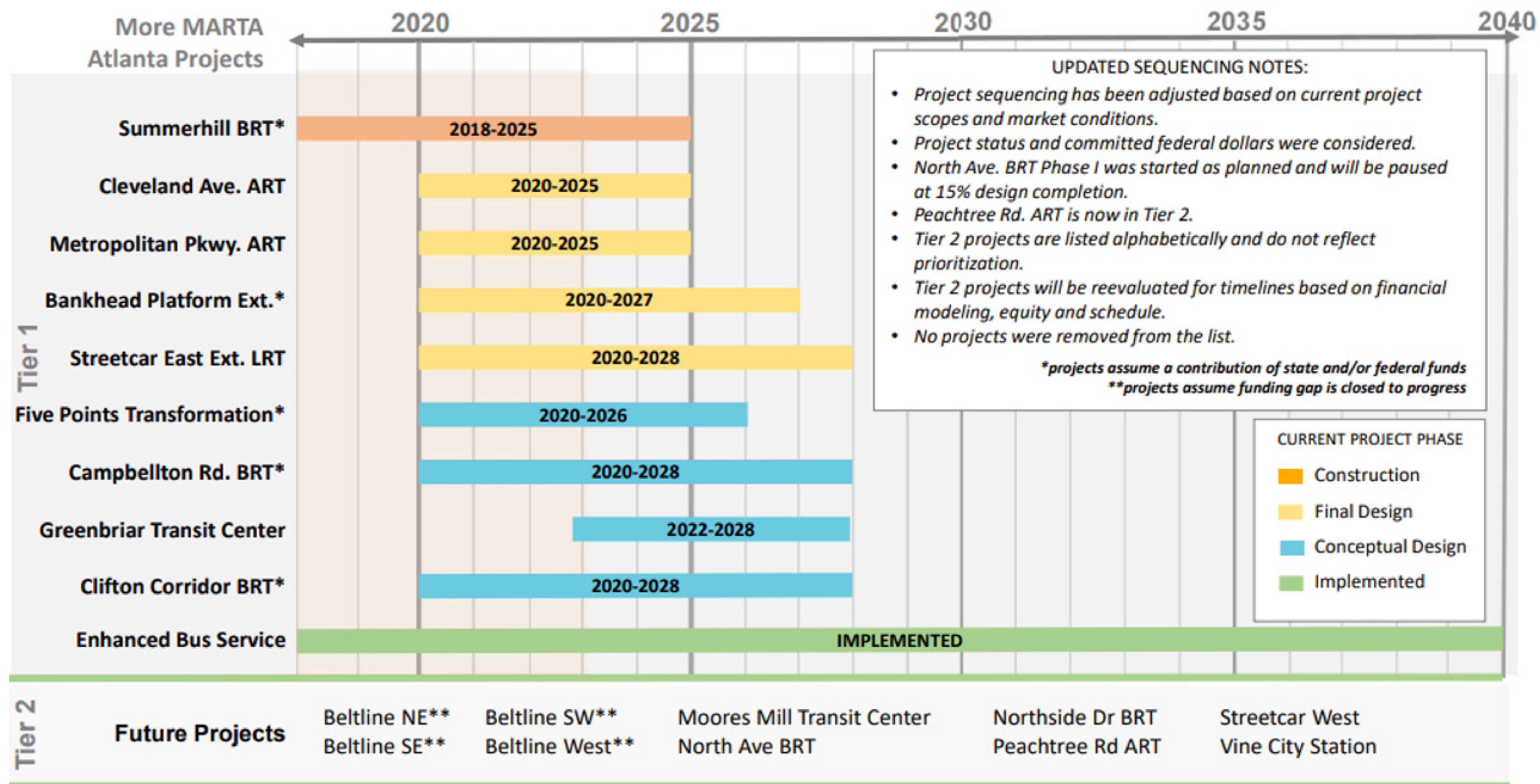


Tier 2 - Future Projects

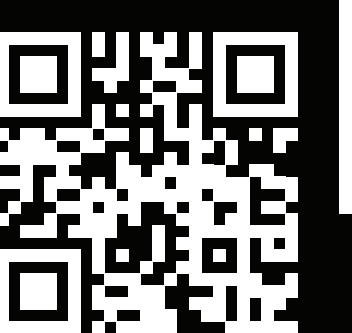
- | | |
|-----------------------------|-------------------|
| BeltLine Northeast | North Ave BRT |
| BeltLine Southeast | Northside Dr BRT |
| BeltLine Southwest | Peachtree Rd ART |
| BeltLine West | Streetcar West |
| Moore's Mill Transit Center | Vine City Station |



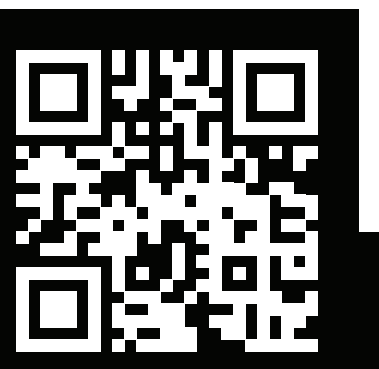
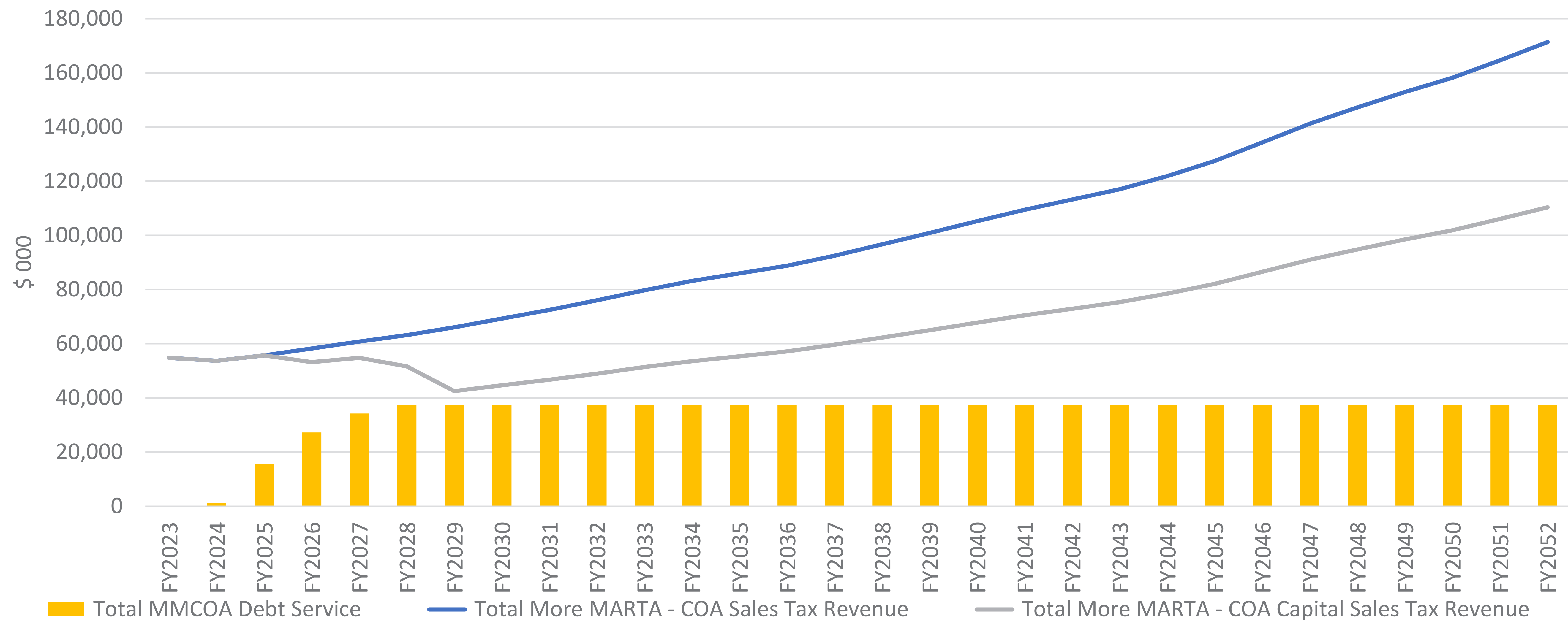
PROPOSED SEQUENCING PLAN



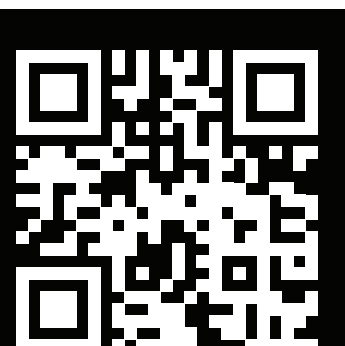
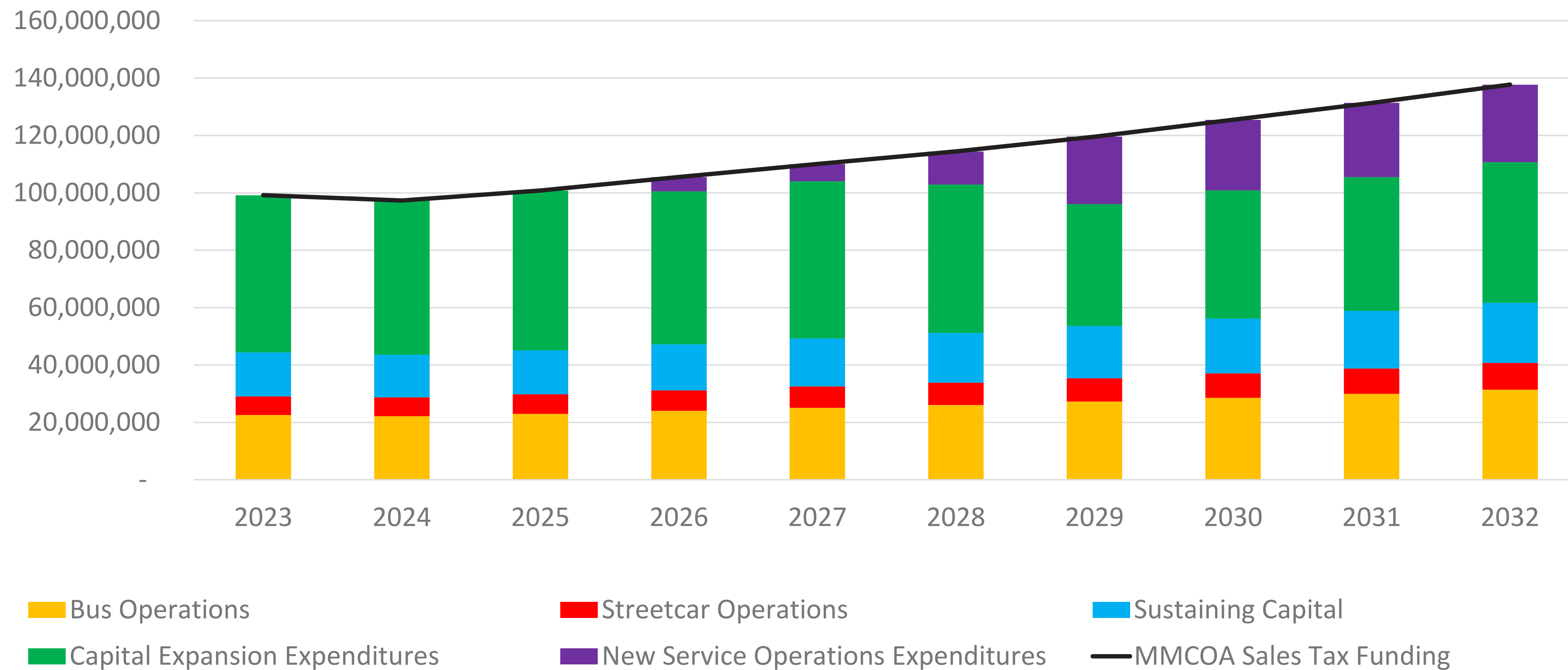
PROGRAM **TIMELINE**



MORE MARTA DEBT SERVICE AND SALES TAX PROCEEDS



MORE MARTA SALES TAX USES OF FUNDS



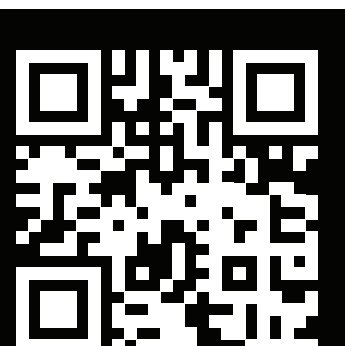


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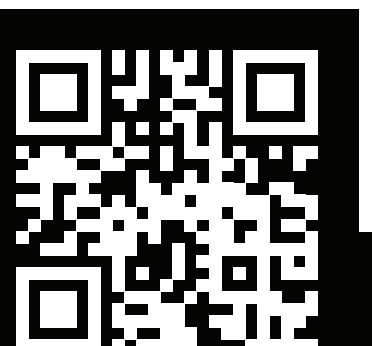
FINANCIAL MODEL

FY23-FY32 Proposed Sources and Uses of Funds (Year-of-Expenditure Dollars)												
More MARTA City of Atlanta												
2/28/2023												
	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Totals FY23 - FY32	
Beginning Balance (Reserves)	137,100,000											137,100,000
Revenues												
Capital Sales Tax (Expansion % Only)	54,758,856	53,733,472	55,660,561	53,248,642	54,769,086	51,677,135	42,527,341	44,621,968	46,703,501	48,967,358		506,667,920
Operating Sales Tax (Expansion % Only)	-	-	-	5,000,000	6,000,000	11,500,000	23,500,000	24,657,461	25,807,686	27,058,661		123,523,808
Awarded Federal and State Funds	2,460,397	17,905,318	21,166,682	14,600,000	-	-	-	-	-	-		56,132,397
Potential Federal and State Funds	17,500,000	37,500,000	100,000,000	95,000,000	125,000,000	75,000,000	50,000,000	-	-	-		500,000,000
Interest Income	5,799,330	3,758,255	522,320	792,743	686,243	542,743	307,000	155,521	252,620	404,185		13,220,959
Debt Issue (30Y P+I)	-	20,152,017	247,282,853	204,123,299	120,370,362	54,681,372	-	-	-	-		646,609,904
Total Sources of Funds	80,518,583	133,049,062	424,632,416	372,764,684	306,825,691	193,401,250	116,334,341	69,434,950	72,763,808	76,430,204		1,846,154,989
Total Sources of Funds (Including Beginning Balance)	217,618,583	133,049,062	424,632,416	372,764,684	306,825,691	193,401,250	116,334,341	69,434,950	72,763,808	76,430,204		1,983,254,989
Expenditures												
More MARTA Atlanta Capital	67,288,373	261,159,874	396,371,442	343,121,442	271,371,442	153,500,000	61,500,000	3,500,000	3,500,000	3,500,000		1,564,812,573
Capitol Ave./Summer Hill (BRT)	10,000,000	26,410,000	24,000,000	19,500,000	-	-	-	-	-	-		79,910,000
Campbellton (BRT)	6,356,021	15,804,931	55,000,000	55,000,000	55,000,000	55,000,000	58,000,000	-	-	-		300,160,952
Street Car East Ext. (LRT)	2,000,000	25,000,000	50,000,000	58,000,000	50,000,000	45,000,000	-	-	-	-		230,000,000
Bankhead	3,917,227	10,577,690	20,000,000	13,500,000	10,000,000	-	-	-	-	-		57,994,917
Five Points Station Transformation	6,000,000	72,000,000	85,000,000	40,750,000	-	-	-	-	-	-		203,750,000
Greenbriar (TC)	438,264	2,000,000	2,000,000	2,000,000	2,000,000	-	-	-	-	-		8,438,264
Clifton Corridor (BRT)***	25,000,000	75,000,000	150,000,000	150,000,000	150,000,000	50,000,000	-	-	-	-		600,000,000
Cleveland Ave. Route 578 (ART)	4,000,000	15,000,000	2,000,000	-	-	-	-	-	-	-		21,000,000
Metropolitan Pkwy Route 595 (ART)	3,500,000	15,000,000	4,000,000	-	-	-	-	-	-	-		22,500,000
CPMO - Program Mgt & Communications	3,500,000	3,500,000	3,500,000	3,500,000	3,500,000	3,500,000	3,500,000	3,500,000	3,500,000	3,500,000		35,000,000
More MARTA Atlanta Contingency	2,576,861	867,253	871,442	871,442	871,442	-	-	-	-	-		6,058,440
More MARTA Atlanta Operating	-	-	-	5,000,000	6,000,000	11,500,000	23,500,000	24,657,461	25,807,686	27,058,661		123,523,808
Debt Service	-	1,326,609	17,444,048	28,903,242	35,194,249	37,830,966	37,393,515	37,393,515	37,393,515	37,393,515		270,273,173
Total Uses of Funds	67,288,373	262,486,483	413,815,490	377,024,684	312,565,691	202,830,966	122,393,515	65,550,976	66,701,201	67,952,176		1,958,609,555

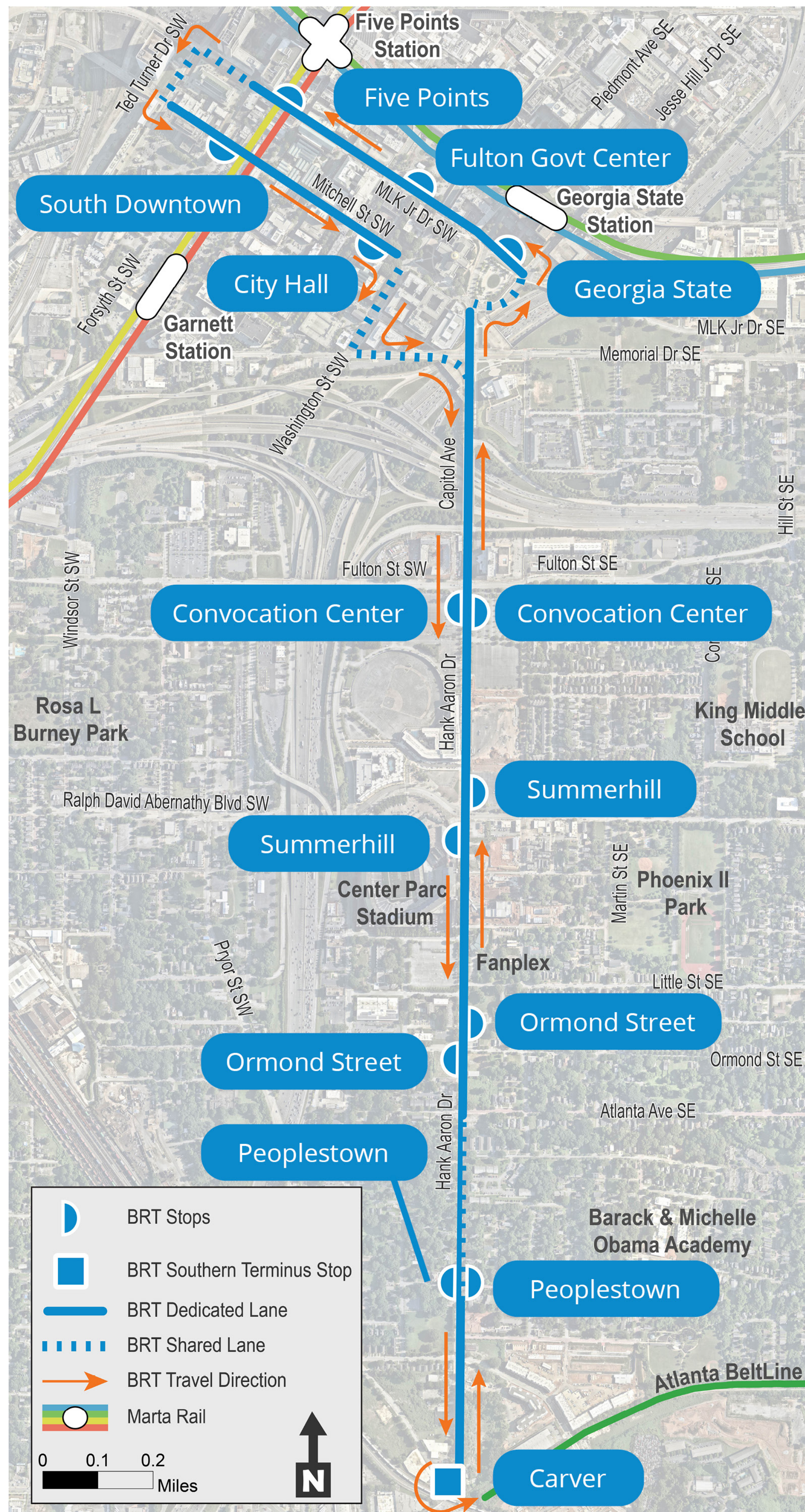


MORE MARTA CAPITAL EXPENDITURES

Project	Expenditure Type	Capital Expenditures through 1/31/2023					Total
		FY2019	FY2020	FY2021	FY2022	FY2023	
Bankhead Platform Extension	Planning Phase		\$440,265	\$1,112,103	\$1,591,802	\$391,395	\$3,535,565
Beltline NE	Planning Phase			\$8,512	\$206,374	\$140,765	\$355,652
Beltline SE	Planning Phase			\$8,512	\$206,374		\$214,887
Beltline SW	Planning Phase		\$27,106	\$11,841	\$44,183	\$52,609	\$135,740
Campbellton CIC BRT	Planning Phase		\$1,008,548	\$1,908,602	\$1,139,495	\$570,122	\$4,626,766
Cleveland Ave/Metropolitan Pkwy ART	Planning Phase		\$184,917	\$617,206	\$794,216	\$62,983	\$1,659,322
	Design Phase					\$211,226	\$211,226
Clifton Corridor BRT	Planning Phase		\$362,936	\$842,950	\$602,498	\$451,667	\$2,260,051
Five Points Transformation	Planning Phase		\$715,270	\$1,014,599	\$1,396,358	\$1,536,035	\$4,662,262
Greenbriar Transit Center	Planning Phase				\$12,326		\$12,326
North Avenue Phase I	Planning Phase		\$132,005	\$347,346	\$258,769	\$158,209	\$896,330
Streetcar East	Planning Phase		\$539,804	\$1,983,311	\$3,094,728	\$1,225,236	\$6,843,079
Streetcar West	Planning Phase		\$46,154	\$47,582	\$82,399	\$62,887	\$239,021
Summerhill BRT	Planning Phase	\$208,320	\$632,219	\$853,708	\$155,555		\$1,849,802
	Design Phase			\$443,477	\$4,217,700	\$1,431,608	\$6,092,785
	Right-Of-Way				\$27,500	\$20,450	\$47,950
More MARTA Program	Program	\$2,355,807	\$3,839,135	\$1,368,681	\$828,499	\$258,859	\$8,650,981
CPMO - More MARTA	Program		\$1,029,417	\$2,188,772	\$3,607,708	\$1,494,356	\$8,320,252
Communications	Program		\$305,387	\$253,569	\$543,048	\$438,279	\$1,540,282
Grand Total		\$2,564,127	\$9,263,162	\$13,010,771	\$18,809,534	\$8,506,686	\$52,154,279



SUMMERHILL BUS RAPID TRANSIT



MARTA's first Bus Rapid Transit (BRT) line will connect the Atlanta BeltLine, Peoplestown, Summerhill, Capitol Gateway, and South Downtown. The Summerhill BRT line is funded through a Federal TIGER Grant and More MARTA Capital funding.

CURRENT PHASE: **Construction**



**Spring
2023**

EXPECTED
CONSTRUCTION
START DATE

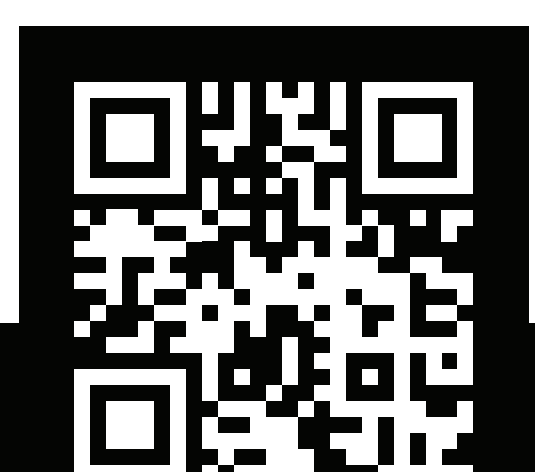


2025

EXPECTED
SERVICE
START DATE



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For more information, visit
[ITSMARTA.COM/SUMMERHILL.ASPX](https://www.itsmarta.com/summerhill.aspx)

[ITSMARTA.COM](https://www.itsmarta.com)

BANKHEAD PLATFORM EXTENSION



The MARTA Bankhead Platform Extension project will elevate the current platform from the two-car train consist capacity to an eight-car train consist. Planned development in the area will increase the reliance and need for this optimized capacity. The state-funded project will be done in collaboration with the MARTA Bankhead Master Plan.

CURRENT PHASE: **Final Design**



**April
2025**

EXPECTED
CONSTRUCTION
START DATE

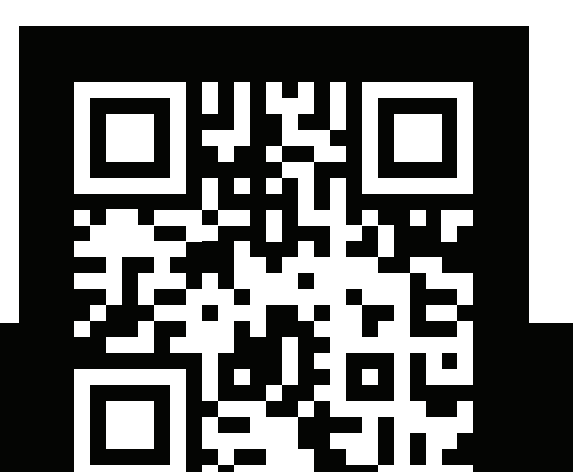


**July
2027**

EXPECTED
COMPLETION
DATE



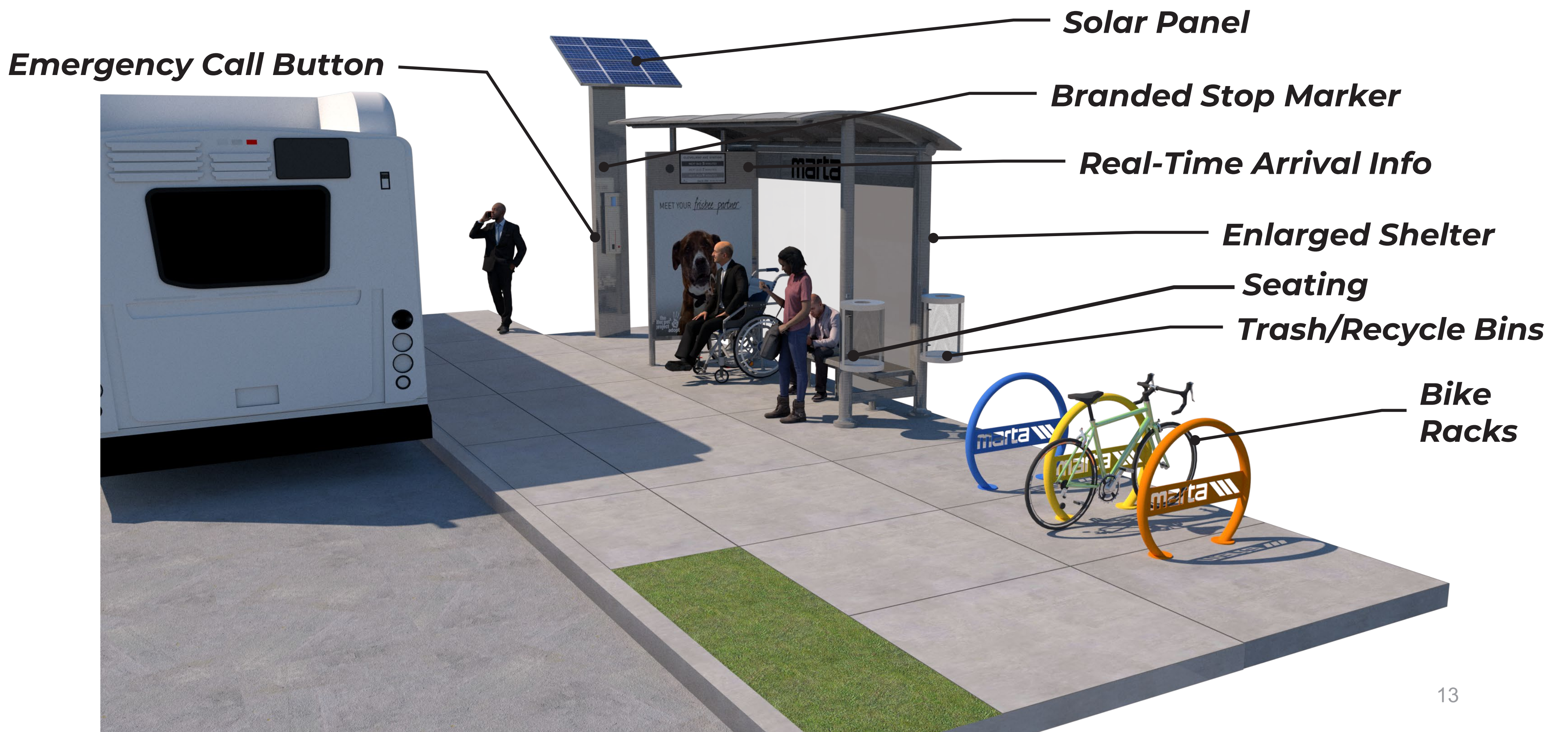
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For more information, visit
BANKHEADMASTERPLAN.COM

ITSMARTA.COM

CLEVELAND AVENUE & METROPOLITAN PARKWAY ART



13



The Cleveland Avenue & Metropolitan Parkway ART project will provide a new type of service mode to MARTA's existing transit systems. The new mode will enhance local service offering more premium amenities (e.g., real-time arrival signage) and optimized stop locations to provide more efficient and frequent service.

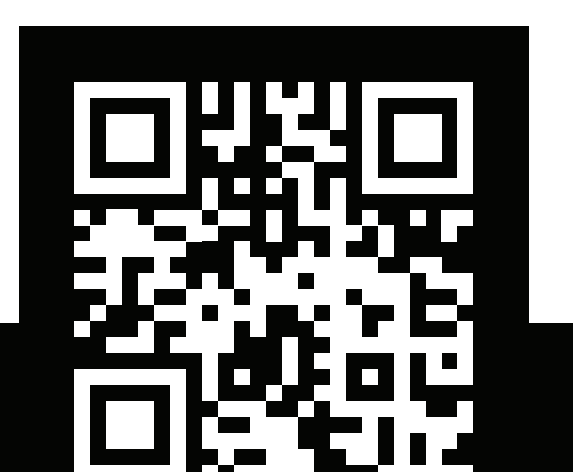
CURRENT PHASE: **Final Design**


2023/2024
EXPECTED
CONSTRUCTION
START DATE


2025
EXPECTED SERVICE
START DATE



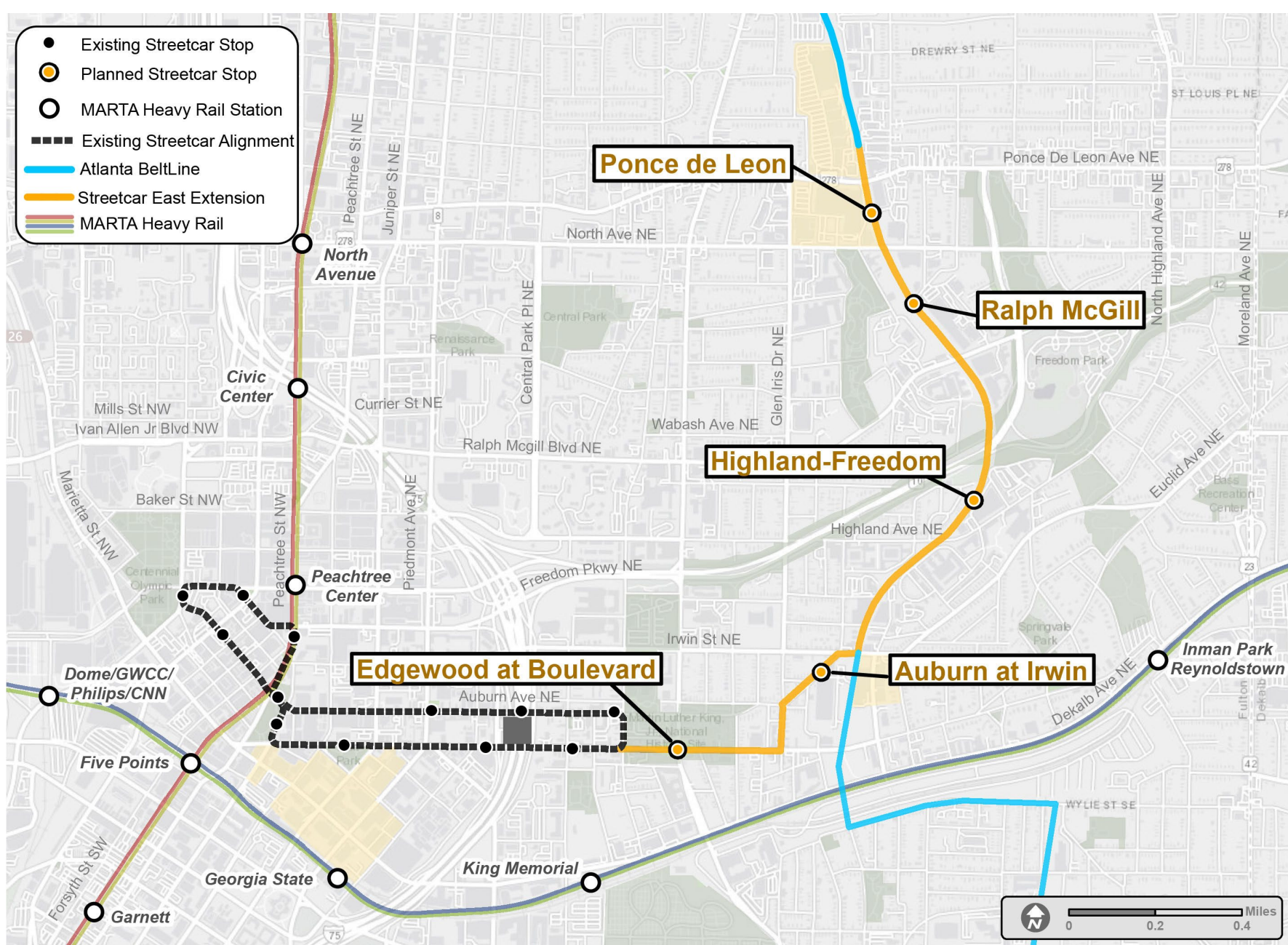
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For more information, visit
[ITSMARTA.COM/CLEVELAND-METROPOLITAN-ART.ASPX](https://www.itsmarta.com/cleveland-metropolitan-art.aspx)

[ITSMARTA.COM](https://www.itsmarta.com)

STREETCAR EAST EXTENSION



The Streetcar East Extension project is the first extension of the existing downtown Streetcar, and originally opened in late 2014. This project runs along Edgewood Avenue to the BeltLine at Irwin Street and up to Ponce de Leon Avenue. Preliminary engineering of this corridor continues to advance considering possible effects to adjacent properties, existing utilities, vehicle and operational needs, neighborhood accessibility, and proposed stop locations. This project has advanced with continued coordination with COA and ABI.

CURRENT PHASE: **Final Design**



2024/2025

EXPECTED
CONSTRUCTION
START DATE

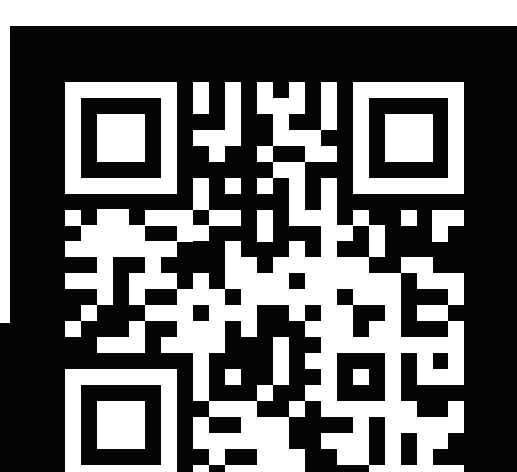


2028

EXPECTED SERVICE
START DATE



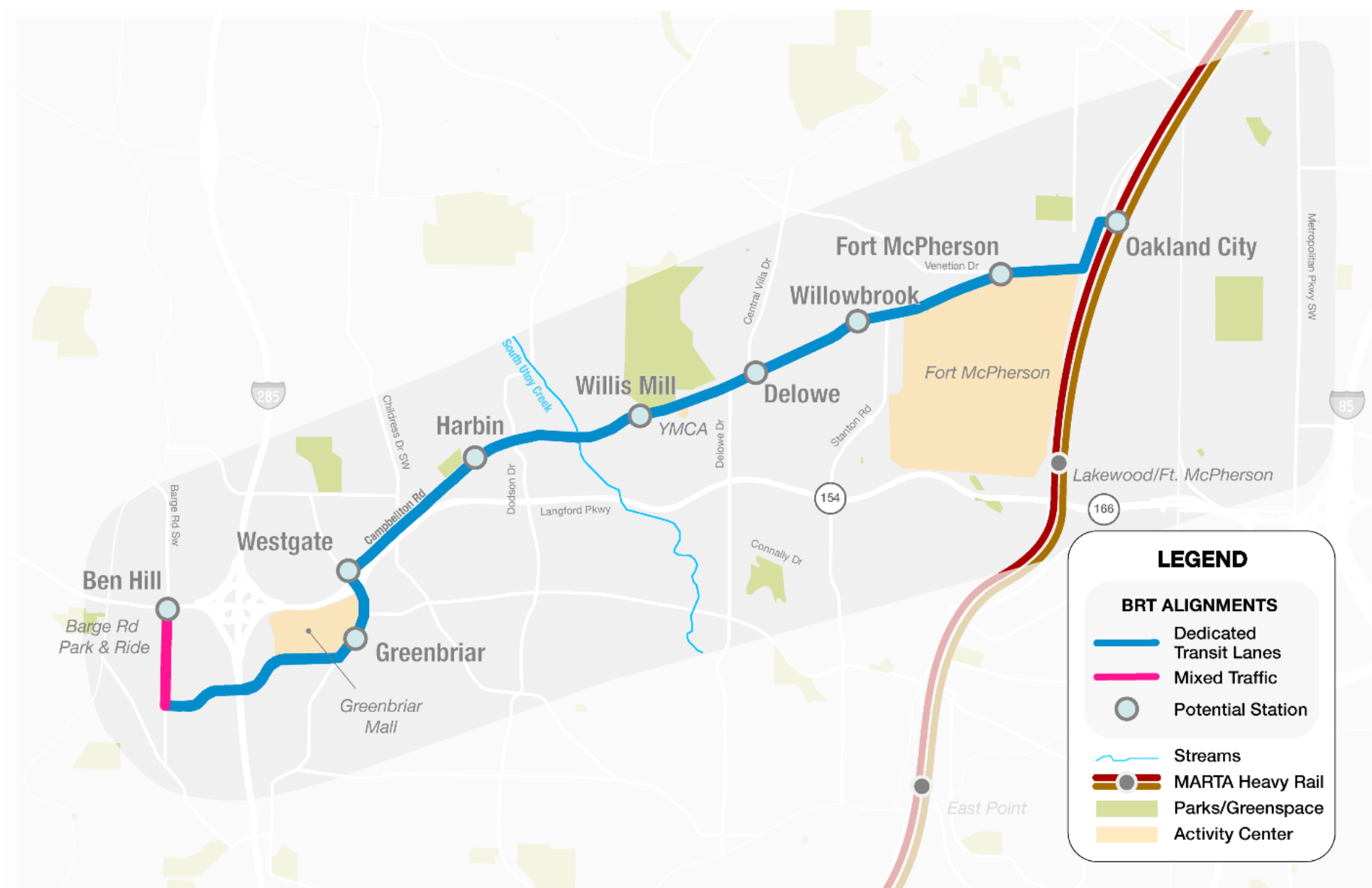
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For more information, visit
STREETCAREAST.COM

ITSMARTA.COM

CAMPBELLTON COMMUNITY INVESTMENT CORRIDOR BUS RAPID TRANSIT



MARTA and the City of Atlanta are investing in high-capacity transit in the Campbellton Corridor to improve connectivity, accessibility, and mobility in southwest Atlanta. The corridor links the Greenbriar Mall area to the Oakland City MARTA Station. This historic multimodal investment will greatly enhance the service area and transform how residents travel to jobs, services, and other points of interest while supporting the community's growth and development for years to come.

CURRENT PHASE: **Conceptual Design**



2025/2026

EXPECTED
CONSTRUCTION
START DATE



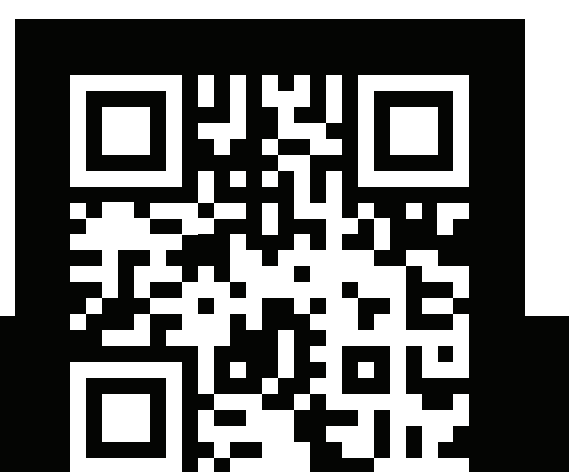
2028

EXPECTED SERVICE
START DATE



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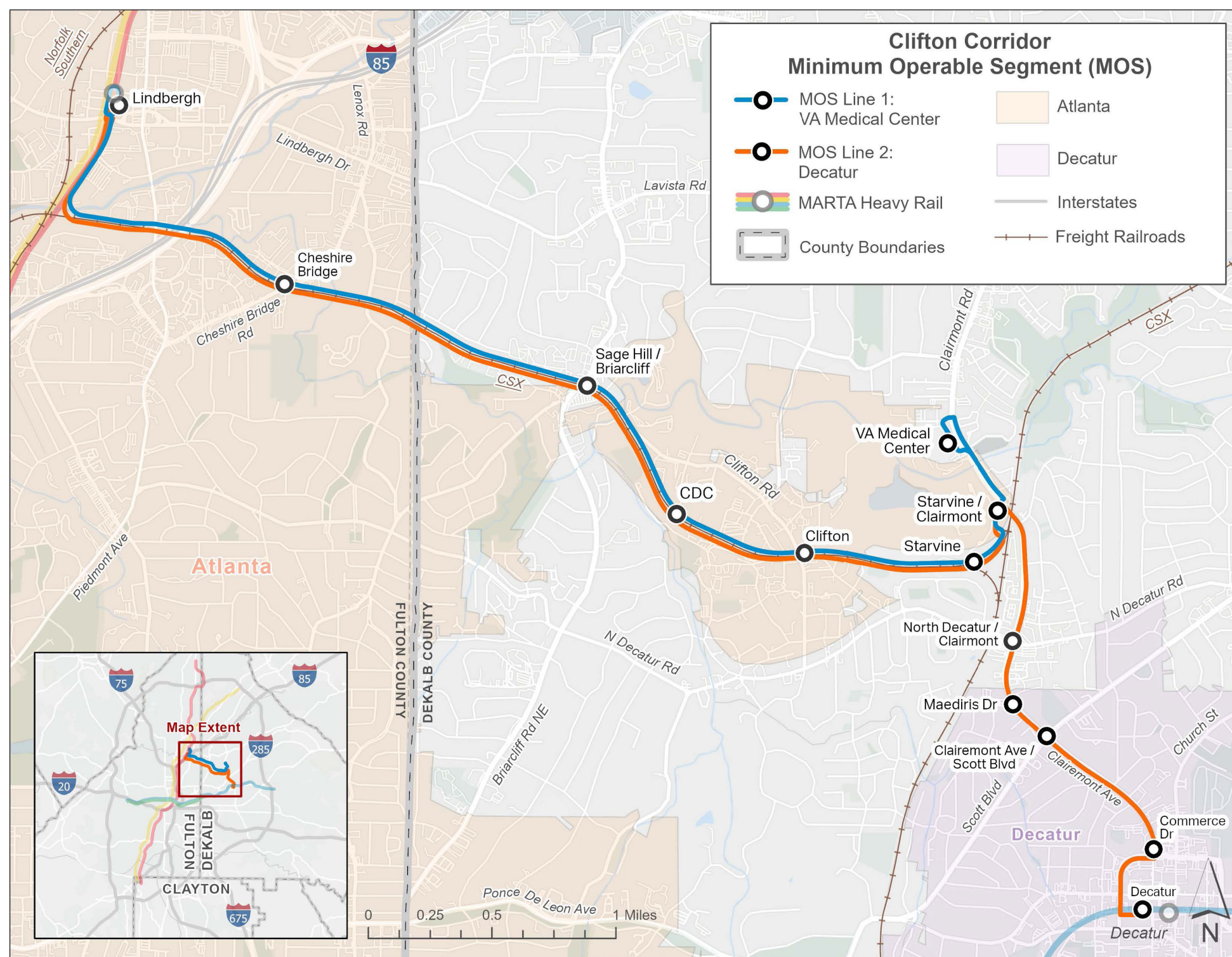
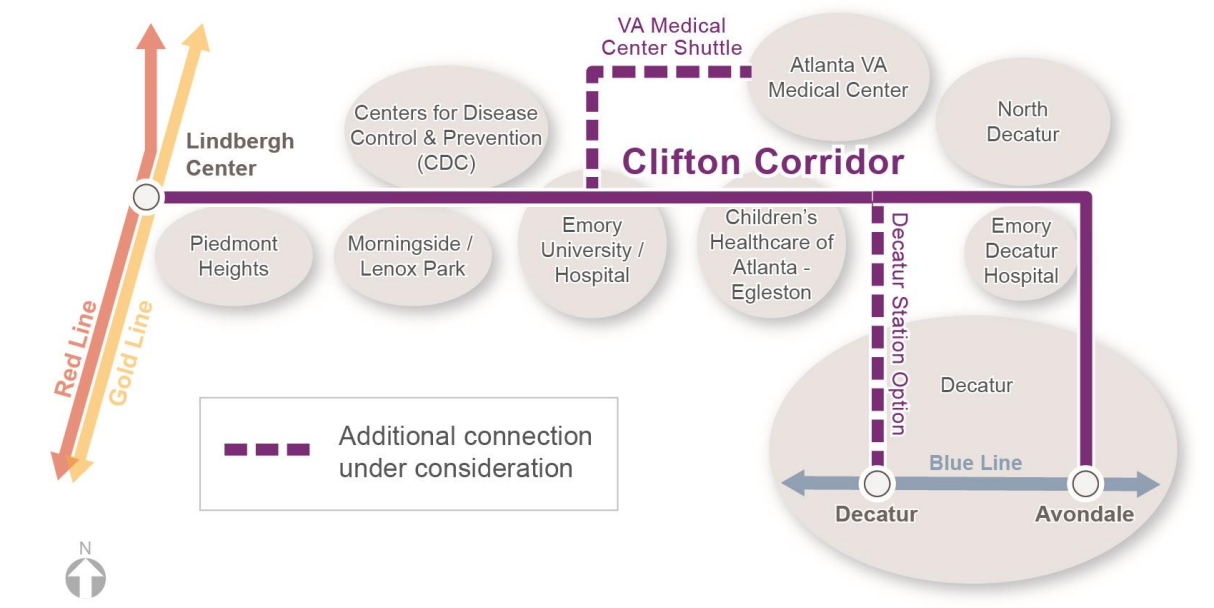
**more
MARTA
ATLANTA**



For more information, visit
CAMPBELLTONCORRIDOR.COM

ITSMARTA.COM

CLIFTON CORRIDOR

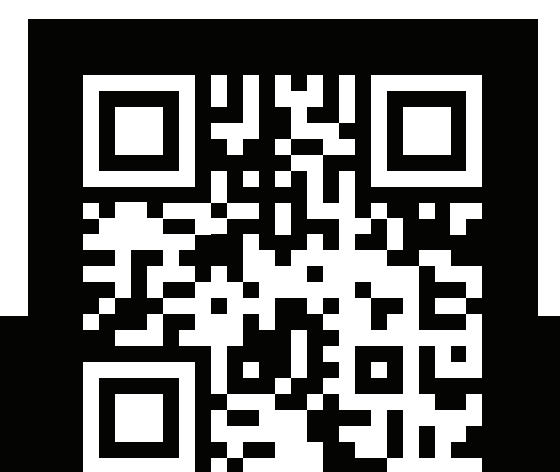


MARTA is advancing Bus Rapid Transit (BRT) for the Clifton Corridor Transit Initiative. The project will reduce peak end-to-end transit travel times in the corridor from over one hour to about 30 minutes. Peak transit travel times between Lindbergh Center and Emory University would be reduced from about 30 minutes to 11 minutes.

CURRENT PHASE: **Conceptual Design**


2025
EXPECTED
CONSTRUCTION
START DATE


2028
EXPECTED SERVICE
START DATE



For more information, visit
CONNECTCLIFTON.COM

ITSMARTA.COM