

February 28, 2023

The Honorable Andre Dickens
Mayor, City of Atlanta
55 Trinity Avenue, SE
Suite 2500
Atlanta, Georgia 30303

Re: More MARTA Atlanta Program - Quarterly Financial Reports

Dear Mayor Dickens,

As set forth in Section 6.0 (“Program Transparency and Reporting”) of the Intergovernmental Agreement for Development and Implementation of More MARTA Atlanta Expansion Program (“IGA”), MARTA will provide “the Atlanta City Council with quarterly briefings on the program status,” as well as “a quarterly financial briefing to the Office of the Mayor detailing program expenditures by spend type (e.g., planning, design, construction) and allocated to each project within the program.”

Since the beginning of your term, we have provided More MARTA Atlanta program status updates to the City Council’s Transportation Committee during each of our quarterly jurisdictional briefings. In addition, we have included via attachment and link the following financial progress reports on the listed committee meeting dates:

- [2022.05.25: More MARTA Atlanta Quarterly Progress Report – March 2022 \(Q3 FY22\)](#)
- [2022.11.30: More MARTA Atlanta Capital Expenditures \(FY19 through 9/30/2022\)](#)

The Office of the Mayor has received quarterly financial briefings during both Program Management Team (“PMT”) and Program Governance (“PGC”) Committee meetings on the dates noted below. Members of the PMT and PGC include the following City of Atlanta representatives: Chief Operating Officer, Deputy Chief Operating Officer, ATLDOT Commissioner, Deputy Chief of Staff, and the More MARTA Atlanta Program Management Office Liaison.

PMT

- [2022.03.22: More MARTA Atlanta Capital Expenditures \(FY19 through 2/28/2022\)](#)
- [2022.05.03: More MARTA Atlanta Quarterly Progress Report – March 2022 \(Q3 FY22\)](#)
- [2022.11.17: More MARTA Atlanta Capital Expenditures \(FY19 through 6/30/2022\)](#)
- [2023.01.31: More MARTA Atlanta Quarterly Progress Report – June 2022 \(Q4 FY22\)](#)

PGC

- [2022.03.24: More MARTA Atlanta Capital Expenditures \(FY19 through 2/28/2022\)](#)
- [2022.03.24: More MARTA Atlanta Quarterly Progress Report – March 2022 \(Q3 FY22\)](#)
- [2023.02.22: More MARTA Atlanta Capital Expenditures \(FY19 through 1/31/2023\)](#)

Although not set forth by the IGA, we have developed a quarterly progress report that includes in-depth updates on individual projects and their financial status. Attached and linked, you will find the reports listed below.

- [More MARTA Atlanta Quarterly Progress Report – March 2022 \(Q3 FY22\)](#)
- [More MARTA Atlanta Program Quarterly Progress Report – June 2022 \(Q4 FY22\)](#)
- [More MARTA Atlanta Program Quarterly Progress Report – September 2022 \(Q1 FY23\)](#)
- [More MARTA Atlanta Program Quarterly Progress Report – December 2022 \(Q2 FY23\)](#)

We look forward to continuing to strengthen the relationship between the City of Atlanta and MARTA to deliver the More MARTA Atlanta program to benefit the constituents we all serve.

Sincerely,



Collie Greenwood
General Manager/CEO

Attachments (8)

cc: W. Thomas Worthy, Chair, MARTA Board of Directors
Jennifer N. Ide, Member, MARTA Board of Directors
Rod Mullice, Member, MARTA Board of Directors
Jacob Tzegaegbe, MARTA Board of Directors
Peter Andrews, Chief Legal Counsel, MARTA
All City Councilmembers
Doug Shipman, Council President
Program Governance Committee Members
File



More MARTA Atlanta Program

Monthly Progress Report

March 2022



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Five Points Transformation

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North Avenue Bus Rapid Transit

Streetcar East Extension

PROJECTS IN DESIGN

Summerhill Bus Rapid Transit

BALLOT MEASURE QUESTION APPROVED BY VOTERS IN 2016

Shall an additional sales tax of one-half percent be collected in the City of Atlanta for the purpose of significantly expanding and enhancing MARTA transit service in Atlanta?

PROGRAM OVERVIEW

In November 2016 – following robust public dialogue and extensive feedback from residents, riders, and stakeholders – voters in the City of Atlanta (CoA) approved a ½ penny sales tax for the expansion and enhancement of MARTA services within the City of Atlanta, a program of projects now known as More MARTA Atlanta.

Shortly thereafter, two committees – the Technical Advisory Committee (TAC) and Stakeholders Advisory Committee (SAC) – were created to solicit input, recommendations, and suggestions regarding the development, implementation and execution of sales tax funded projects ranging from bus enhancements to transit facilities, transit accessibility to transit expansion.

The TAC was comprised of members from MARTA, CoA, GDOT, Atlanta BeltLine, Inc. (ABI), GRTA/SRTA, and the Atlanta Regional Commission. The SAC was comprised of stakeholders representing senior citizens, students, NPUs, CIDs, schools and universities including HBCUs, businesses, transit advocates, disabled customers, developers, and environmentalists. The members assisted MARTA staff with the decision-making process to implement and execute a comprehensive service program.

The resulting More MARTA Atlanta project list included over 70 projects with an estimated price tag of \$11.5B, which significantly exceeded the 40-year sales tax collection projections of \$2.5B.

With a clear understanding of this financial constraint, the subsequent Joint Prioritization Leadership Group (JPLG) – made up of executive leadership from MARTA, the CoA and ABI – proposed and evaluated multiple scenarios that addressed sequencing, equity, and affordability. After a public engagement survey and key stakeholder input, the resulting plan was an expansion program of projects balanced with a substantial increase in bus service within the CoA and the funding of streetcar operations to be transferred to MARTA.

The final prioritized plan, as recommended by the JPLG, was presented to and approved by the MARTA Board on October 4, 2018 and includes both capital expansion projects and enhancements to local bus service. MARTA and the City entered into an Intergovernmental Agreement, which incorporated this prioritization plan (sequencing plan) in 2020. That IGA also provides an ongoing framework for the partnership.

The following report details the status of projects that have been formally initiated to date.

Notes on this report:

- *Funding for projects in design (project development) is based on approved total project cost. At 30% design, a total project cost is considered for approval by the PMT and PGC. Any significant changes, per the IGA, must be approved by the PGC. In addition, for federally funded projects FTA approval is needed for modification to grant agreements.*

- *Funding for projects in planning or at the conceptual level is estimated based on either the concepts being considered or the best information possible for similar projects. Multiple alternatives exist at the planning phase, which typically involve substantially different costs.*
- *No project has reached a stage when a life of project budget is established. Project costs will continue to change as the process advances.*

MORE MARTA ATLANTA PROGRAM SOURCES AND USES

	\$ Millions						Total FY17- FY22
	April-June					*through Mar 2022	
	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
SOURCES							
Projected Sales Tax Revenue <i>(based on Cash Flow Model)</i>	15.9	68.8	71.6	74.1	76.7	79.3	386.5
Actual Sales Tax <i>(.5 of the MOST as reported by the GA DOR)</i>	15.9	68.8	73.2	71.2	75.5	66.3*	371.0*
I. Bus Service Enhancements							
<u>Budgets</u>							
Bus Service Enhancements (.25 or 50% of Half Penny)							
Operating Cost (63.8%)	5.1	21.9	23.4	22.7	24.1	21.1	118.3
Sustaining Capital Costs (36.2%)	2.9	12.5	13.2	12.9	13.7	12.0	67.1
<u>Total Bus Service Enhancements Budget</u>	8.0	34.4	36.6	35.6	37.8	33.2	185.5
<u>Actual Spent on Bus Service Operating</u>							
Bus Operating	12.5	29.0	25.0	26.7	5.6		98.8
Mobility Operating	2.0	4.1	4.0	4.4	0.8		15.3
Sustaining Capital	2.9	12.5	13.2	12.9	13.7	12.0	67.1
<u>Total Bus Service Actuals</u>	17.4	45.6	42.2	44.0	20.1	12.0	181.2
<u>Sources to Offset Bus Service</u>							
Federal CMAQ Grant	0.0	0.0	8.4	8.4	0.0	0.0	16.8
<u>Total of Offset Sources</u>	0.0	0.0	8.4	8.4	0.0	0.0	16.8
Balance Remaining for Bus Service Enhancements	<i>*does not include FY2022 actuals</i>						21.0
II. Capital Expansion & Streetcar O&M							
<u>Budgets</u>							
Capital Expansion & Streetcar (.25 or 50% of Half Penny)	8.0	34.4	36.6	35.6	37.8	33.2	185.5
<u>Total Capital & Streetcar O&M Budget</u>	8.0	34.4	36.6	35.6	37.8	33.2	185.5
<u>Actual Spent on Capital Expansion & Streetcar O&M</u>							
Capital Expansion Costs			2.4	9.4	13.0	11.6	36.5
Streetcar O&M			5.2	5.4	4.7		15.3
<u>Total Capital Expansion & Streetcar O&M Actuals</u>	0.0	0.0	7.6	14.8	17.7	11.6	51.8
Balance Remaining for Capital Expansion & Streetcar O&M	8.0	34.4	29.0	20.7	20.1	21.5	133.7
Interest Earnings							3.6

MORE MARTA ATLANTA EXPANDED BUS SERVICE & STREETCAR DATA

Bus Service Miles & Hours as a % of All Jurisdictions

Fiscal Year		FY17	FY18	FY19	FY20	FY21
Miles	COA	30.86%	25.33%	28.23%	29.65%	32.62%
	More MARTA	6.09%	13.01%	10.11%	9.66%	2.56%
Hours	COA	35.36%	29.82%	31.65%	32.25%	37.23%
	More MARTA	5.94%	12.41%	10.58%	11.47%	2.11%

Operating Hours by Fiscal Year by Mode with NTD Service Costs

FY17

	<u>Vehicle Operations</u>	<u>Rev. Hours</u>	<u>Cost/ Rev. Hr.</u>	<u>Vehicle Main.</u>	<u>Rev. Vehicle Miles</u>	<u>Cost/ Rev. Mile</u>	<u>Non Veh. Main.</u>	<u>General Admin</u>	<u>Total Cost</u>
Rail	\$71,924,605	149,981	\$479.56	\$34,167,568	22,334,168	\$1.53	\$46,559,570	\$37,261,089	\$189,912,832
Bus	\$119,709,737	2,113,732	\$56.63	\$41,169,642	26,238,748	\$1.57	\$12,618,641	\$35,226,572	\$208,724,592
Para	\$18,718,241	439,582	\$42.58	\$6,242,182	7,252,423	\$0.86	\$423,387	\$8,857,302	\$34,241,112
	\$210,352,583			\$81,579,392			\$59,601,598	\$81,344,963	\$432,878,536

FY18

	<u>Vehicle Operations</u>	<u>Rev. Hours</u>	<u>Cost/ Rev. Hr.</u>	<u>Vehicle Main.</u>	<u>Rev. Vehicle Miles</u>	<u>Cost/ Rev. Mile</u>	<u>Facil. Main.</u>	<u>General Admin</u>	<u>Total Cost</u>
Rail	\$76,165,145	150,094	\$507.45	\$35,105,760	22,334,099	\$1.57	\$47,012,761	\$45,629,026	\$203,912,692
Bus	\$130,265,254	2,218,225	\$58.72	\$44,294,650	27,327,203	\$1.62	\$13,258,159	\$43,108,928	\$230,926,991
Para	\$17,533,611	432,134	\$40.57	\$5,908,520	7,096,648	\$0.83	\$406,470	\$8,758,762	\$32,607,363
	\$223,964,010			\$85,308,930			\$60,677,390	\$97,496,716	\$467,447,046

Atlanta Streetcar

	<u>Vehicle Operations</u>	<u>Rev. Hours</u>	<u>Cost/ Rev. Hr.</u>	<u>Vehicle Main.</u>	<u>Rev. Vehicle Miles</u>	<u>Cost/ Rev. Mile</u>	<u>Facil. Main.</u>	<u>General Admin</u>	<u>Total Cost</u>
	\$1,965,772	12,048	\$163.16	\$814,047	57,952	\$14.05	\$948,456	\$2,587,880	\$6,316,155

FY19

	<u>Vehicle Operations</u>	<u>Rev. Hours</u>	<u>Cost/ Rev. Hr.</u>	<u>Vehicle Main.</u>	<u>Rev. Vehicle Miles</u>	<u>Cost/ Rev. Mile</u>	<u>Facil. Main.</u>	<u>General Admin</u>	<u>Total Cost</u>
Rail	\$74,287,404	150,987	\$492.01	\$37,353,460	22,511,413	\$1.66	\$49,871,256	\$44,690,736	\$206,202,856
Bus	\$140,522,315	2,278,566	\$61.67	\$41,193,390	28,121,795	\$1.46	\$11,045,733	\$46,237,620	\$238,999,058
Para	\$21,125,067	461,382	\$45.79	\$7,331,039	7,273,741	\$1.01	\$513,591	\$9,261,536	\$38,231,233
Streetcar	\$1,716,618	12,005	\$142.99	\$2,478,427	60,510	\$40.96	\$423,849	\$545,925	\$5,164,819
	\$237,651,404			\$88,356,316			\$61,854,429	\$100,735,817	\$488,597,966

FY20

	<u>Vehicle Operations</u>	<u>Rev. Hours</u>	<u>Cost/ Rev. Hr.</u>	<u>Vehicle Main.</u>	<u>Rev. Vehicle Miles</u>	<u>Cost/ Rev. Mile</u>	<u>Facil. Main.</u>	<u>General Admin</u>	<u>Total Cost</u>
Rail	\$73,097,210	139,086	\$525.55	\$36,325,998	20,430,752	\$1.78	\$52,324,464	\$44,934,597	\$206,682,269
Bus	\$140,526,266	2,322,662	\$60.50	\$42,948,761	28,303,085	\$1.52	\$9,568,387	\$47,847,763	\$240,891,177
Para	\$22,204,109	480,144	\$46.24	\$6,625,425	6,965,088	\$0.95	\$712,176	\$10,281,671	\$39,823,381
Streetcar	\$1,952,533	11,586	\$168.53	\$2,214,580	56,423	\$39.25	\$598,664	\$677,293	\$5,443,070
	\$237,780,118			\$88,114,764			\$63,203,691	\$103,741,324	\$492,839,897

FY21

	<u>Vehicle Operations</u>	<u>Rev. Hours</u>	<u>Cost/ Rev. Hr.</u>	<u>Vehicle Main.</u>	<u>Rev. Vehicle Miles</u>	<u>Cost/ Rev. Mile</u>	<u>Facil. Main.</u>	<u>General Admin</u>	<u>Total Cost</u>
Rail	\$72,182,347	115,912	\$622.73	\$37,692,190	17,210,772	\$2.19	\$52,316,088	\$54,750,026	\$216,940,651
Bus	\$138,740,759	2,102,476	\$65.99	\$47,736,582	26,005,027	\$1.84	\$11,137,429	\$53,216,285	\$250,831,055
Para	\$20,993,007	359,703	\$58.36	\$5,989,011	5,403,657	\$1.11	\$971,394	\$9,655,972	\$37,609,384
Streetcar	\$1,779,529	10,201	\$174.45	\$1,877,590	52,664	\$35.65	\$602,103	\$441,391	\$4,700,613
	\$233,695,642			\$93,295,373			\$65,027,014	\$118,063,674	\$510,081,703

Breakdown of Operating Costs by Mode by Jurisdiction

Fiscal Year	FY17-FY21					
	DeKalb Co	Fulton Co	Clayton Co	City of Atlanta	More MARTA	Total
	Millions					
Bus Operating Cost	\$361.8	\$244.6	\$86.7	\$378.5	\$98.8	\$1,170.4
Rail Operating Cost	\$265.1	\$181.2	\$0.0	\$577.3	\$0.0	\$1,023.7
Mobility Operating Cost	\$56.4	\$37.9	\$13.4	\$59.4	\$15.4	\$182.5
Streetcar Operating Cost	\$0.0	\$0.0	\$0.0	\$0.0	\$15.3	\$15.3

MORE MARTA ATLANTA PROGRAM
CAPITAL EXPENDITURES BY PROJECT PHASE

Project	Expenditure Type	Expenditures through 3/31/2022				
		FY2019	FY2020	FY2021	FY2022	Total
Bankhead Platform Extension	Planning		\$440,265	\$1,112,103	\$903,444	\$2,455,812
Beltline Southwest	Planning		\$27,106	\$11,841	\$22,074	\$61,021
Campbellton Investment Corridor	Planning		\$1,008,548	\$1,908,602	\$719,793	\$3,636,942
Cleveland Avenue ART	Planning		\$25,427	\$307,371	\$93,038	\$425,837
Clifton Corridor Transit	Planning		\$362,936	\$842,950	\$588,021	\$1,793,906
Five Points Transformation	Planning		\$715,270	\$1,014,599	\$839,026	\$2,568,894
Greenbriar Transit Center	Planning				\$12,326	\$12,326
Metropolitan Parkway ART	Planning		\$3,590	\$309,835	\$88,319	\$401,743
North Avenue Phase I	Planning		\$132,005	\$347,346	\$197,924	\$677,276
Streetcar East	Planning		\$539,804	\$2,000,336	\$2,744,425	\$5,284,565
Streetcar West	Planning		\$46,154	\$47,582	\$63,998	\$157,734
Summerhill BRT	Planning	\$22,067	\$818,472	\$853,708	\$125,088	\$1,819,335
	Design			\$443,477	\$2,928,635	\$3,372,112
More MARTA Program	Program	\$2,355,807	\$3,995,035	\$1,368,681	\$752,938	\$8,472,461
CPMO - More MARTA	Program		\$1,029,417	\$2,188,772	\$1,272,961	\$4,491,149
Communications	Program		\$305,387	\$253,569	\$297,829	\$856,784
Grand Total		\$2,377,874	\$9,449,415	\$13,010,771	\$11,649,838	\$36,487,898



PROJECTS IN PLANNING

PROJECT STATUS REPORT – MARCH 2022

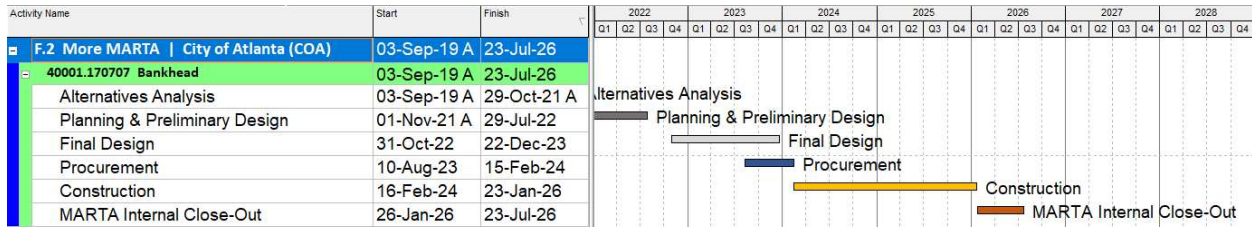
BANKHEAD HEAVY RAIL STATION PLATFORM EXTENSION

PROJECT MANAGER: Marcus Arnold
 PLANNING CONSULTANT: HNTB
 FINAL DESIGN CONSULTANT: TBD
 CONTRACTOR: TBD
 FUNDING PLAN: TBD

The Bankhead Heavy Rail Station Platform Extension project would extend the existing platform at Bankhead Station to accommodate eight rail cars rather than the current two rail cars. The project also includes additional station upgrades including: a public pedestrian plaza, enhanced entrances and exits for customers, pedestrians, and motorists, a new canopy on the platform, and a new elevator and escalator.

CURRENT PHASE: Planning

KEY MILESTONES



"A" indicates an actual date

PROJECT COST

Standard Cost Category (SCC)	Current Project Estimate	Expenditures Previous Report	Expenditures This Period	Expenditures To Date	% Complete (Cost)
10 Guideway & Track Elements	\$ 3,248,774	\$ -		\$ -	
20 Stations, Stops, Terminals, Intermodal	\$ 14,109,941	\$ -		\$ -	0%
30 Support Facilities: Yards, Shops, Admin. Bldgs	\$ -	\$ -		\$ -	
40 Sitework & Special Conditions	\$ 11,498,846	\$ -		\$ -	0%
50 Systems	\$ 10,904,118	\$ -		\$ -	0%
60 ROW, Land, Existing Improvements	\$ 377,532	\$ -		\$ -	0%
70 Vehicles	\$ -	\$ -		\$ -	
80 Professional Services	\$ 10,634,280	\$ 2,195,302	\$ 260,510	\$ 2,455,812	23%
90 Unallocated Contingency	\$ 12,226,509	\$ -		\$ -	0%
TOTAL PROJECT COST	\$ 63,000,000	\$ 2,195,302	\$ 260,510	\$ 2,455,812	4%

MAJOR ACTIVITIES THIS MONTH

- Advancement of 30% design by June 2022
- Coordination with MARTA's TOD RFP
- Outreach to elected officials, stakeholders and virtual public meeting in February

CRITICAL ISSUES

- Coordination of design with adjacent development

PROJECT STATUS REPORT – MARCH 2022

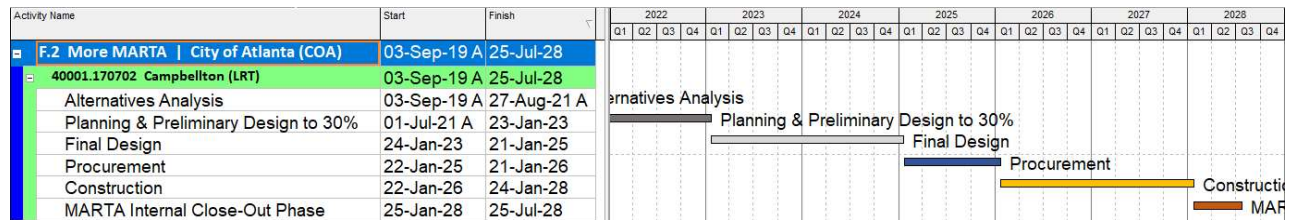
CAMPBELLTON COMMUNITY INVESTMENT CORRIDOR

PROJECT MANAGER: Marcus Arnold
 PLANNING CONSULTANT: HNTB
 FINAL DESIGN CONSULTANT: TBD
 CONTRACTOR: TBD
 FUNDING PLAN: Pending LPA Selection

MARTA, in collaboration with the City of Atlanta, is investing in high-capacity transit in the Campbellton Corridor to improve connectivity, accessibility, and mobility in southwest Atlanta. The corridor, generally linking the Greenbriar Mall area to the Oakland City MARTA Station is home to established neighborhoods and businesses and is currently served by one of MARTA's busiest bus routes (83 Campbellton Road). High-capacity transit service can assist in transforming the corridor into a vibrant, pedestrian-friendly, mixed-use community and could incentivize redevelopment efforts at Greenbriar Mall and Fort McPherson.

CURRENT PHASE: Planning

KEY MILESTONES



"A" indicates an actual date

PROJECT COST

Standard Cost Category (SCC)	Current Project Estimate	Expenditures Previous Report	Expenditures This Period	Expenditures To Date	% Complete (Cost)
10 Guideway & Track Elements	\$ 19,044,963	\$ -		\$ -	0%
20 Stations, Stops, Terminals, Intermodal	\$ 11,771,951	\$ -		\$ -	0%
30 Support Facilities: Yards, Shops, Admin. Bldgs	\$ 1,147,140	\$ -		\$ -	0%
40 Sitework & Special Conditions	\$ 109,417,575	\$ -		\$ -	0%
50 Systems	\$ 5,911,111	\$ -		\$ -	0%
60 ROW, Land, Existing Improvements	\$ 17,931,562	\$ -		\$ -	0%
70 Vehicles	\$ 19,952,682	\$ -		\$ -	0%
80 Professional Services	\$ 92,023,016	\$ 3,633,540	\$ 3,402	\$ 3,636,942	4%
90 Unallocated Contingency	\$ 30,800,000	\$ -		\$ -	0%
TOTAL PROJECT COST	\$ 308,000,000	\$ 3,633,540	\$ 3,402	\$ 3,636,942	1%

MAJOR ACTIVITIES THIS MONTH

- Draft LPA recommendation made for center-running BRT
- Preparation of supporting investment features for corridor/SW Atlanta

CRITICAL ISSUES

- Public and stakeholder education on BRT vs. LRT
- Resolution of LPA and adoption by MARTA Board

PROJECT STATUS REPORT – MARCH 2022

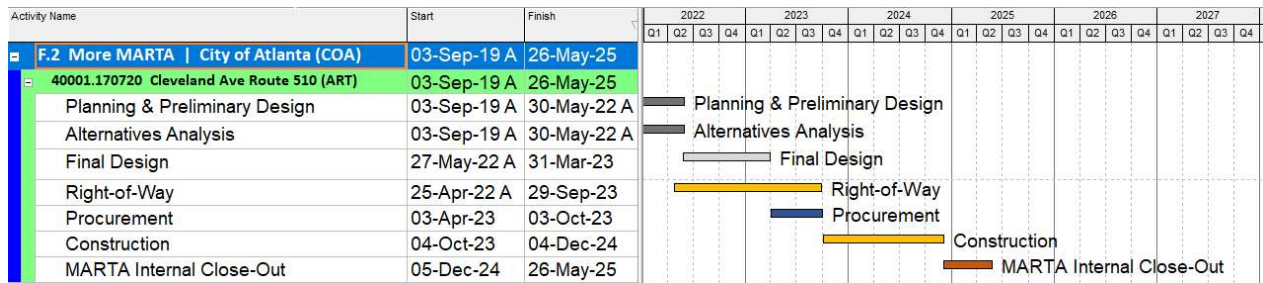
CLEVELAND AVENUE ARTERIAL RAPID TRANSIT

PROJECT MANAGER: Marcus Arnold
 PLANNING CONSULTANT: HNTB
 FINAL DESIGN CONSULTANT: TBD
 CONTRACTOR: TBD
 FUNDING PLAN: More MARTA

Arterial Rapid Transit (ART) service is a rapid bus service utilizing existing roadway infrastructure with limited stops, transit signal priority (TSP), and enhanced station/stop amenities to improving travel times, reliability, and customer experience. Along Cleveland Avenue, the new ART service will serve the existing route 78 alignment from East Point Station to Jonesboro Road. The ART service will improve transit access to destinations such as Walmart, Kroger, and WellStar Atlanta Medical Center South.

CURRENT PHASE: Planning

KEY MILESTONES



"A" indicates an actual date

PROJECT COST

Standard Cost Category (SCC)	Current Project Estimate	Expenditures Previous Report	Expenditures This Period	Expenditures To Date	% Complete (Cost)
10 Guideway & Track Elements	\$ -	\$ -		\$ -	
20 Stations, Stops, Terminals, Intermodal	\$ 10,203,514	\$ -		\$ -	0%
30 Support Facilities: Yards, Shops, Admin. Bldgs	\$ -	\$ -		\$ -	
40 Sitework & Special Conditions	\$ 7,596,994	\$ -		\$ -	0%
50 Systems	\$ 2,678,899	\$ -		\$ -	0%
60 ROW, Land, Existing Improvements	\$ 53,282	\$ -		\$ -	0%
70 Vehicles	\$ -	\$ -		\$ -	
80 Professional Services	\$ 5,818,848	\$ 409,088	\$ 16,749	\$ 425,837	7%
90 Unallocated Contingency	\$ 2,048,464	\$ -		\$ -	0%
TOTAL PROJECT COST	\$ 28,400,001	\$ 409,088	\$ 16,749	\$ 425,837	1%

MAJOR ACTIVITIES THIS MONTH

- Project is preparing for completion of transition from planning to design
- Branding is underway
- Briefings with City of Atlanta and City of East Point held on 4/19/2022

CRITICAL ISSUES

- Four newly added stops to be designed and implemented, including additional ROW
- ROW legislation is needed to proceed with acquisitions

PROJECT STATUS REPORT – MARCH 2022

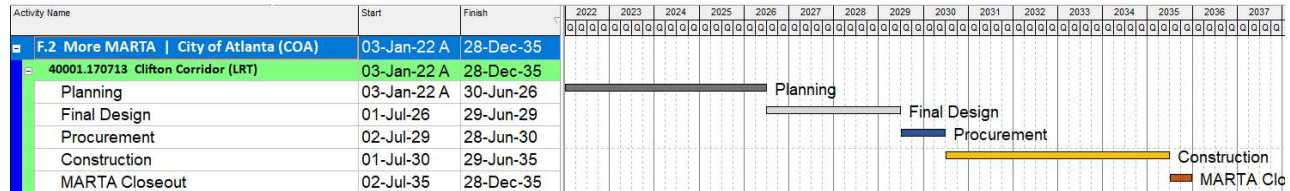
CLIFTON CORRIDOR TRANSIT INITIATIVE

PROJECT MANAGER: Bryan Hobbs
 PLANNING CONSULTANT: AECOM
 FINAL DESIGN CONSULTANT: TBD
 CONTRACTOR: TBD
 FUNDING PLAN: Pending LPA Selection

The Clifton Corridor Transit Initiative is a proposed high-capacity transit line linking Lindbergh Center and Avondale stations. It will connect the Red/Gold and Blue rail lines together and provide a connection to the Beltline corridor. This line will improve access to one of the region’s most congested areas – and biggest job centers – serving Emory University, Emory Hospital, the Centers for Disease Control, Children’s Healthcare of Atlanta - Egleston Hospital, and Veteran’s Administration Hospital.

CURRENT PHASE: Planning

KEY MILESTONES



"A" indicates an actual date

PROJECT COST

Standard Cost Category (SCC)	Current Project Estimate	Expenditures Previous Report	Expenditures This Period	Expenditures To Date	% Complete (Cost)
Construction (10-50, 70)	\$ 1,197,095,159	\$ -		\$ -	0%
60 ROW, Land, Existing Improvements	\$ 204,561,716	\$ -		\$ -	0%
80 Professional Services	\$ 276,445,008	\$ 1,590,709	\$ 203,197	\$ 1,793,906	1%
90 Unallocated Contingency	\$ 204,561,716	\$ -		\$ -	0%
TOTAL PROJECT COST	\$ 1,882,663,599	\$ 1,590,709	\$ 203,197	\$ 1,793,906	0.1%

MAJOR ACTIVITIES THIS MONTH
 CRITICAL ISSUES

- Alternative analysis is underway
- Currently in negotiations with CSX to coordinate alignment options
- CSX corridor is a key element of the project alignment
- Project has a funding gap and will need other sources.

PROJECT STATUS REPORT – MARCH 2022

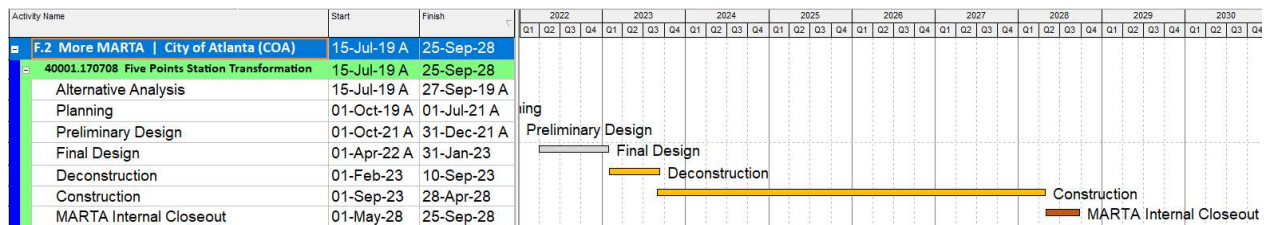
FIVE POINTS TRANSFORMATION

PROJECT MANAGER: Tara King
 PLANNING CONSULTANT: WSP
 FINAL DESIGN CONSULTANT: SOM
 CONTRACTOR (CMAR): Skanska USA Building
 FUNDING PLAN: More MARTA \$124.5M
 GDOT \$11.25M
 Local \$23M
 Fed RAISE (Applied \$45M)

The Five Points Transformation will revitalize the focal point of MARTA's heavy rail system. Five Points is the largest and most heavily used Station in the system as the connecting point between the north/south and east/west heavy rail lines and numerous bus routes. To support the development by the City of Atlanta to create a downtown hub, the transformation of the station will improve the connection between the station to the surrounding communities and support ongoing redevelopments next to the site.

CURRENT PHASE: Planning

KEY MILESTONES



"A" indicates an actual date

PROJECT COST

Standard Cost Category (SCC)	Project Budget	Expenditures Previous Report	Expenditures This Period	Expenditures To Date	% Complete (Cost)
10 Guideway & Track Elements	\$ -	\$ -		\$ -	
20 Stations, Stops, Terminals, Intermodal	\$ 58,344,264	\$ -		\$ -	0%
30 Support Facilities: Yards, Shops, Admin. Bldgs	\$ 5,000,000	\$ -		\$ -	0%
40 Sitework & Special Conditions	\$ 75,088,400	\$ -		\$ -	0%
50 Systems	\$ 8,572,114	\$ -		\$ -	0%
60 ROW, Land, Existing Improvements	\$ 800,000	\$ -		\$ -	0%
70 Vehicles	\$ -	\$ -		\$ -	
80 Professional Services	\$ 29,440,000	\$ 2,014,877	\$ 554,017	\$ 2,568,894	9%
90 Unallocated Contingency	\$ 26,586,717	\$ -		\$ -	0%
TOTAL PROJECT COST	\$ 203,831,495	\$ 2,014,877	\$ 554,017	\$ 2,568,894	1%

MAJOR ACTIVITIES THIS MONTH

- RAISE grant application submitted 4/14/2022
- NEPA checklist preparation underway
- Design concepts submitted to City of Atlanta for comments

CRITICAL ISSUES

- Response from City of Atlanta on concepts
- Selection of final design concept
- Relocation/lease of temporary space for police precinct

PROJECT STATUS REPORT – MARCH 2022

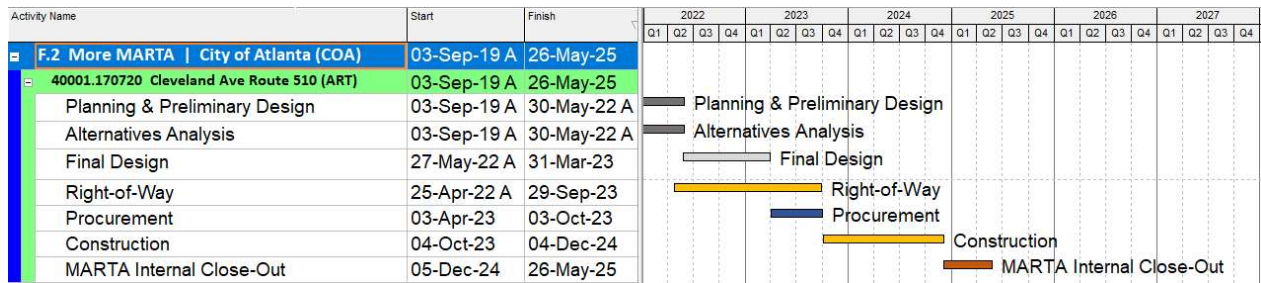
METROPOLITAN PARKWAY ARTERIAL RAPID TRANSIT

PROJECT MANAGER: Marcus Arnold
 PLANNING CONSULTANT: HNTB
 FINAL DESIGN CONSULTANT: TBD
 CONTRACTOR: TBD
 FUNDING PLAN: More MARTA

Arterial Rapid Transit (ART) service is a rapid bus service utilizing existing roadway infrastructure with limited stops, transit signal priority (TSP), and enhanced station/stop amenities to improving travel times, reliability, and customer experience. Along Metropolitan Parkway, the new ART service will serve the existing route 95 from West End Station to Cleveland Avenue. This service will improve transit access and connection to higher education institutions like Atlanta Metropolitan State College, Atlanta Technical College, and other key destinations like The Met, Kroger, and Walmart.

CURRENT PHASE: Planning

KEY MILESTONES



"A" indicates an actual date

PROJECT COST

Standard Cost Category (SCC)	Current Project Estimate	Expenditures Previous Report	Expenditures This Period	Expenditures To Date	% Complete (Cost)
10 Guideway & Track Elements	\$ -	\$ -		\$ -	
20 Stations, Stops, Terminals, Intermodal	\$ 12,011,280	\$ -		\$ -	0%
30 Support Facilities: Yards, Shops, Admin. Bldgs	\$ -	\$ -		\$ -	
40 Sitework & Special Conditions	\$ 5,508,768	\$ -		\$ -	0%
50 Systems	\$ 1,273,802	\$ -		\$ -	0%
60 ROW, Land, Existing Improvements	\$ 31,187	\$ -		\$ -	0%
70 Vehicles	\$ -	\$ -		\$ -	
80 Professional Services	\$ 5,227,938	\$ 383,760	\$ 17,983	\$ 401,743	8%
90 Unallocated Contingency	\$ 1,799,025	\$ -		\$ -	0%
TOTAL PROJECT COST	\$ 25,852,000	\$ 383,760	\$ 17,983	\$ 401,743	2%

MAJOR ACTIVITIES THIS MONTH

- Project is preparing for completion of transition from planning to design
- Branding is underway
- Briefings with City of Atlanta and City of East Point held on 4/19/2022

CRITICAL ISSUES

- Four newly added stops to be designed and implemented, including additional ROW
- ROW legislation is needed to proceed with acquisitions

PROJECT STATUS REPORT – MARCH 2022

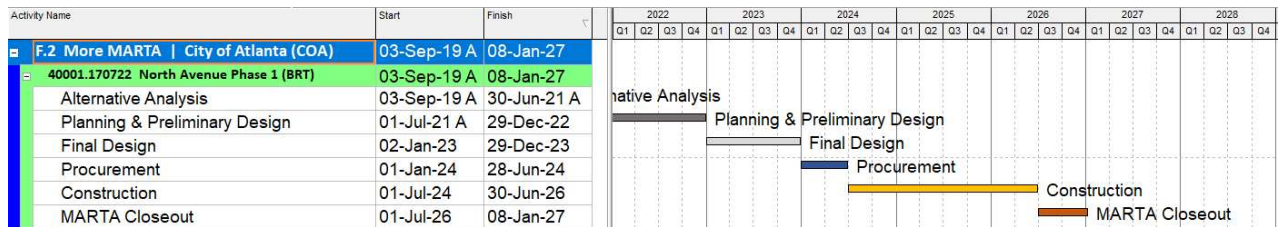
NORTH AVENUE BUS RAPID TRANSIT

PROJECT MANAGER: Marcus Arnold
 PLANNING CONSULTANT: HNTB
 FINAL DESIGN CONSULTANT: TBD
 CONTRACTOR: TBD
 FUNDING PLAN: TBD

The first phase of the North Avenue Bus Rapid Transit (BRT) project will connect the North Avenue Station with the Poncey-Highland neighborhood, incorporating bus-only lanes, transit-signal priority, enhanced bus stations, and specially branded vehicles. Studying a pilot of autonomous vehicle technology.

CURRENT PHASE: Planning

KEY MILESTONES



"A" indicates an actual date

PROJECT COST

Standard Cost Category (SCC)	Current Project Estimate	Expenditures Previous Report	Expenditures This Period	Expenditures To Date	% Complete (Cost)
10 Guideway & Track Elements	\$ 3,689,888	\$ -		\$ -	
20 Stations, Stops, Terminals, Intermodal	\$ 2,261,546	\$ -		\$ -	0%
30 Support Facilities: Yards, Shops, Admin. Bldgs	\$ 238,058	\$ -		\$ -	
40 Sitework & Special Conditions	\$ 21,127,587	\$ -		\$ -	0%
50 Systems	\$ 1,130,770	\$ -		\$ -	0%
60 ROW, Land, Existing Improvements	\$ 3,451,831	\$ -		\$ -	0%
70 Vehicles	\$ 3,868,433	\$ -		\$ -	
80 Professional Services	\$ 23,746,218	\$ 559,858	\$ 117,418	\$ 677,276	3%
90 Unallocated Contingency	\$ 2,985,669	\$ -		\$ -	0%
TOTAL PROJECT COST	\$ 62,500,000	\$ 559,858	\$ 117,418	\$ 677,276	1%

MAJOR ACTIVITIES THIS MONTH

- Development of conceptual design plans for BRT stops
- Coordination with W. Peachtree Street bike facility

CRITICAL ISSUES

- Determination of vehicle charging requirements

PROJECT STATUS REPORT – MARCH 2022

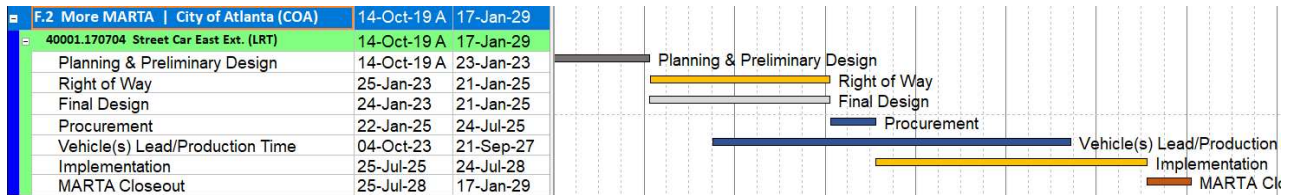
STREETCAR EAST EXTENSION

PROJECT MANAGER: Bryan Hobbs
 PLANNING CONSULTANT: HNTB
 FINAL DESIGN CONSULTANT: TBD
 CONTRACTOR: TBD
 FUNDING PLAN: TBD

The Streetcar East Extension project is planned to be the first extension of the existing downtown Streetcar, originally opened in late 2014. The project will extend the Streetcar from its current eastern limit at Jackson Street to the Beltline at Irwin Street and along the Beltline to Ponce City Market.

CURRENT PHASE: Planning

KEY MILESTONES



"A" indicates an actual date

PROJECT COST

Standard Cost Category (SCC)	Current Project Estimate	Expenditures Previous Report	Expenditures This Period	Expenditures To Date	% Complete (Cost)
10 Guideway & Track Elements	\$ 30,825,590	\$ -		\$ -	0%
20 Stations, Stops, Terminals, Intermodal	\$ 2,593,610	\$ -		\$ -	0%
30 Support Facilities: Yards, Shops, Admin. Bldgs	\$ 7,290,440	\$ -		\$ -	0%
40 Sitework & Special Conditions	\$ 33,890,420	\$ -		\$ -	0%
50 Systems	\$ 22,679,540	\$ -		\$ -	0%
60 ROW, Land, Existing Improvements	\$ 14,148,490	\$ -		\$ -	0%
70 Vehicles	\$ 18,018,710	\$ -		\$ -	0%
80 Professional Services	\$ 28,053,200	\$ 4,573,975	\$ 710,590	\$ 5,284,565	19%
90 Unallocated Contingency	\$ 17,500,000	\$ -		\$ -	0%
TOTAL PROJECT COST	\$ 175,000,000	\$ 4,573,975	\$ 710,590	\$ 5,284,565	3%

MAJOR ACTIVITIES THIS MONTH
 CRITICAL ISSUES

- Engineering study performed for BeltLine NE/SE rail segment
- Coordination with W. Peachtree Street bike facility
- Determination of vehicle charging requirements
- Integration with BeltLine eastside project due to overlap



PROJECTS IN DESIGN

PROJECT STATUS REPORT – MARCH 2022

SUMMERHILL BUS RAPID TRANSIT (BRT)

PROJECT MANAGER: Greg Holder
 PLANNING CONSULTANT: WSP
 FINAL DESIGN CONSULTANT: Kimley-Horn
 CONTRACTOR: TBD
 FUNDING: FTA Tiger \$12,629,760
 More MARTA \$45,846,240

The Summerhill Bus Rapid Transit (BRT) project is part of the Atlanta More MARTA program. The project will consist of 5 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 consist of 16 station stops along 85% dedicated BRT lanes with traffic signal prioritization (TSP) and intelligent communications and will serve several major institutions, government facilities, employment centers and housing along the corridor.

CURRENT PHASE: Final Design

KEY MILESTONES

Project Milestones	Baseline Date (RBO1)	Forecast (as of 3/31/22)	Variance (calendar days)
Final Design			
60% Design Submission	30-Nov-21A	30-Nov-21A	0
90% Design Submission	28-Mar-22	1-Apr-22	-4
100% Design Submission	9-Jun-22	3-Jun-22	6
Completion of Final Design	8-Jul-22	1-Jul-22	7
Contract Formation and Construction			
Advertise for Bids	12-Jul-22	6-Jul-22	6
Award Contract	21-Dec-22	21-Dec-22	0
Notice to Proceed for Construction	24-Apr-23	17-Apr-23	7
Construction Completion Date	7-Apr-25	31-Mar-25	7
ROW, Utilities & Vehicles			
All Property Acquisitions Complete	23-Apr-23	16-Apr-23	7
Third Party Utility Construction Complete	5-Mar-24	27-Feb-24	7
Vehicle Final Acceptance	25-Feb-25	18-Feb-25	7
Project Completion			
Start of Training & Testing	8-Apr-25	1-Apr-25	7
Revenue Service Date (plus Contingency)	31-Jul-25	24-Jul-25	7

"A" indicates an actual date / RBO1 is Revised Baseline 01 date 01-Feb-2022

PROJECT COST

Standard Cost Category (SCC)	Project Budget (Grant Agreement)	Proposed Project Budget (60% Design)	Expenditures Previous Report	Expenditures This Period	Expenditures To Date	% Complete (Cost)
10 Guideway & Track Elements	\$ 5,640,000	\$ 7,361,946			\$ -	0%
20 Stations, Stops, Terminals, Intermodal	\$ 10,780,000	\$ 13,115,300			\$ -	0%
30 Support Facilities: Yards, Shops, Admin. Bldgs	\$ -	\$ 2,369,000			\$ -	0%
40 Sitework & Special Conditions	\$ 5,850,000	\$ 7,868,737			\$ -	0%
50 Systems	\$ 10,670,000	\$ 10,649,518			\$ -	0%
60 ROW, Land, Existing Improvements	\$ 2,740,000	\$ 5,000,000	\$ 27,500		\$ 27,500	1%
70 Vehicles	\$ 6,220,000	\$ 9,539,940			\$ -	0%
80 Professional Services	\$ 11,260,000	\$ 15,949,493	\$ 4,531,903	\$ 632,044	\$ 5,163,947	32%
90 Unallocated Contingency	\$ 5,316,000	\$ 7,185,393			\$ -	0%
TOTAL PROJECT COST	\$ 58,476,000	\$ 79,039,327	\$ 4,559,403	\$ 632,044	\$ 5,191,447	7%

MAJOR ACTIVITIES THIS MONTH

- 90% design submittal received and under review
- ROW legislation with City of Atlanta was passed
- Electric vehicle procurement is in process

CRITICAL ISSUES

- Electric vehicle charging station design to be added to design contract
- Scope of pavement rehabilitation for general purpose lanes to be defined
- Encroachment review comments from GDOT on 60% design have not been received
- Final determination on proposed project budget (at 90% design)

MORE MARTA FINANCIAL SNAPSHOT

Project	Expenditure Type	Expenditures through 9/30/2022					Total
		FY2019	FY2020	FY2021	FY2022	FY2023	
Bankhead Platform Extension	Planning		\$440,000	\$1,112,000	\$1,592,000	\$33,000	\$3,177,000
Beltline SW	Planning		\$27,000	\$12,000	\$44,000	\$19,000	\$102,000
Campbellton CIC BRT	Planning		\$1,009,000	\$1,909,000	\$1,139,000	\$66,000	\$4,123,000
Clifton HCT	Planning		\$363,000	\$843,000	\$602,000	\$431,000	\$2,239,000
Cleveland Ave/Metropolitan Pkway ART	Planning		\$29,000	\$617,000	\$794,000	\$40,000	\$1,480,000
Five Points Transformation	Planning		\$715,000	\$1,015,000	\$1,396,000	\$589,000	\$3,715,000
Greenbriar Transit Center	Planning				\$12,000		\$12,000
North Avenue Phase I	Planning		\$132,000	\$347,000	\$259,000	\$2,000	\$740,000
Streetcar East	Planning		\$540,000	\$2,000,000	\$3,507,000	\$688,000	\$6,735,000
Streetcar West	Planning		\$46,000	\$48,000	\$82,000	\$25,000	\$201,000
Summerhill BRT	Planning	\$22,000	\$818,000	\$854,000	\$156,000		\$1,850,000
	Design			\$443,000	\$4,218,000	\$508,000	\$5,169,000
	Right-Of-Way				\$28,000		\$28,000
More MARTA Program	Program	\$2,356,000	\$3,995,000	\$1,369,000	\$828,000	\$435,000	\$8,983,000
CPMO - More MARTA	Program		\$1,029,000	\$2,189,000	\$3,608,000	\$521,000	\$7,347,000
Communications	Program		\$305,000	\$254,000	\$543,000	\$205,000	\$1,307,000
Grand Total		\$2,378,000	\$9,448,000	\$13,012,000	\$18,808,000	\$3,562,000	\$47,208,000



More MARTA Atlanta Program Capital Expenditures to Date

Project	Expenditure Type	Expenditures through 2/28/2022				Total
		FY2019	FY2020	FY2021	FY2022	
Bankhead	Planning		\$440,265	\$1,112,103	\$642,934	\$2,195,302
Beltline SW	Planning		\$27,106	\$11,841	\$15,556	\$54,503
Campbellton	Planning		\$1,008,548	\$1,908,602	\$716,391	\$3,633,540
Cleveland	Planning		\$25,427	\$307,371	\$76,289	\$409,088
Clifton	Planning		\$362,936	\$842,950	\$384,823	\$1,590,709
Five Points	Planning		\$715,270	\$1,014,599	\$285,009	\$2,014,877
Greenbriar	Planning				\$12,326	\$12,326
Metropolitan	Planning		\$3,590	\$309,835	\$70,336	\$383,760
North Avenue Phase I	Planning		\$132,005	\$347,346	\$80,506	\$559,858
Streetcar East	Planning		\$539,804	\$2,000,336	\$2,033,835	\$4,573,975
Streetcar West	Planning		\$46,154	\$47,582	\$55,257	\$148,992
Summerhill	Planning	\$22,067	\$818,472	\$853,708	\$125,088	\$1,819,335
	Design			\$443,477	\$2,296,591	\$2,740,068
More MARTA Program	Program	\$2,355,807	\$3,995,035	\$1,368,681	\$635,576	\$8,355,099
CPMO - More MARTA	Program				\$1,089,485	\$1,089,485
Communications	Program		\$305,387	\$253,569	\$297,829	\$856,784
Grand Total		\$2,377,874	\$8,419,998	\$10,822,000	\$8,817,829	\$30,437,701



More MARTA Atlanta Program Capital Expenditures to Date

Project	Expenditure Type	Expenditures through 6/30/2022				Total
		FY2019	FY2020	FY2021	FY2022	
Bankhead Platform Extension	Planning		\$440,265	\$1,112,103	\$1,922,602	\$3,474,970
Beltline NE	Planning				\$45,856	\$45,856
Beltline SE	Planning				\$45,856	\$45,856
Beltline SW	Planning		\$27,106	\$11,841	\$63,183	\$102,130
Campbellton	Planning		\$1,008,548	\$1,908,602	\$1,250,600	\$4,167,750
Cleveland	Planning		\$25,427	\$307,371	\$408,839	\$741,637
	Design				\$373,008	\$373,008
Clifton	Planning		\$362,936	\$842,950	\$1,306,010	\$2,511,896
Five Points	Planning		\$715,270	\$1,014,599	\$1,396,358	\$3,126,227
Greenbriar	Planning				\$12,326	\$12,326
Metropolitan	Planning		\$3,590	\$309,835	\$480,177	\$793,602
North Avenue Phase I	Planning		\$132,005	\$347,346	\$292,769	\$772,121
Streetcar East	Planning		\$539,804	\$2,000,336	\$4,196,337	\$6,736,477
Streetcar West	Planning		\$46,154	\$47,582	\$100,309	\$194,044
Summerhill	Planning	\$22,067	\$818,472	\$853,708	\$125,088	\$1,819,335
	Design			\$443,477	\$4,275,667	\$4,719,143
More MARTA Program	Program	\$2,355,807	\$3,995,035	\$1,368,681	\$1,411,625	\$9,131,148
CPMO - More MARTA	Program		\$1,029,417	\$2,188,772	\$3,574,565	\$6,792,754
Communications	Program		\$305,387	\$253,569	\$543,048	\$1,102,004
Grand Total		\$2,377,874	\$9,449,415	\$13,010,771	\$21,824,224	\$46,662,284



More MARTA Atlanta Program Quarterly Progress Report

June 2022 – DRAFT – V1

Bus service numbers are based on latest National Transit Database data for FY22, submitted by MARTA on December 2, 2022 and pending approval. Once approved, this report will be issued in its final form.

Report issued by:
MARTA Capital Projects, Expansion & Innovation
Centralized Program Management Office (CPMO)



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Campbellton Community Investment Corridor

Cleveland Avenue/Metropolitan Parkway Arterial Rapid Transit

Clifton Corridor

Five Points Transformation

North Avenue Bus Rapid Transit

Streetcar East Extension

PROJECTS IN DESIGN

Summerhill Bus Rapid Transit

BALLOT MEASURE QUESTION APPROVED BY VOTERS IN 2016

Shall an additional sales tax of one-half percent be collected in the City of Atlanta for the purpose of significantly expanding and enhancing MARTA transit service in Atlanta?

PROGRAM OVERVIEW

In November 2016 – following robust public dialogue and extensive feedback from residents, riders, and stakeholders – voters in the City of Atlanta (CoA) approved a ½ penny sales tax for the expansion and enhancement of MARTA services within the City of Atlanta, a program of projects now known as More MARTA Atlanta.

Shortly thereafter, two committees – the Technical Advisory Committee (TAC) and Stakeholders Advisory Committee (SAC) – were created to solicit input, recommendations, and suggestions regarding the development, implementation and execution of sales tax funded projects ranging from bus enhancements to transit facilities, transit accessibility to transit expansion.

The TAC was comprised of members from MARTA, CoA, GDOT, Atlanta BeltLine, Inc. (ABI), GRTA/SRTA, and the Atlanta Regional Commission. The SAC was comprised of stakeholders representing senior citizens, students, NPUs, CIDs, schools and universities including HBCUs, businesses, transit advocates, disabled customers, developers, and environmentalists. The members assisted MARTA staff with the decision-making process to implement and execute a comprehensive service program.

The resulting More MARTA Atlanta project list included over 70 projects with an estimated price tag of \$11.5B, which significantly exceeded the 40-year sales tax collection projections of \$2.5B.

With a clear understanding of this financial constraint, the subsequent Joint Prioritization Leadership Group (JPLG) – made up of executive leadership from MARTA, the CoA and ABI – proposed and evaluated multiple scenarios that addressed sequencing, equity, and affordability. After a public engagement survey and key stakeholder input, the resulting plan was an expansion program of projects balanced with a substantial increase in bus service within the CoA and the funding of streetcar operations to be transferred to MARTA.

The final prioritized plan, as recommended by the JPLG, was presented to and approved by the MARTA Board on October 4, 2018 and includes both capital expansion projects and enhancements to local bus service. MARTA and the City entered into an Intergovernmental Agreement, which incorporated this prioritization plan (sequencing plan) in 2020. That IGA also provides an ongoing framework for the partnership.

The following report details the status of projects that have been formally initiated to date.

Notes on this report:

- *Funding for projects in design (project development) is based on approved total project cost. At 30% design, a total project cost is considered for approval by the PMT and PGC. Any significant changes, per the IGA, must be approved by the PGC. In addition, for federally funded projects FTA approval is needed for modification to grant agreements.*

- *Funding for projects in planning or at the conceptual level is estimated based on either the concepts being considered or the best information possible for similar projects. Multiple alternatives exist at the planning phase, which typically involve substantially different costs.*
- *Bus service numbers are based on latest National Transit Database data for FY22, submitted on December 2, 2022 and pending approval.*

MORE MARTA ATLANTA PROGRAM SOURCES AND USES

	\$ Millions							Total FY17-FY22
	April-June							
	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022		
SOURCES								
Projected Sales Tax Revenue <i>(based on Cash Flow Model)</i>	15.9	68.8	71.6	74.1	76.7	79.3	386.4	
Sales Tax <i>(.5 of the MOST as reported by the GA DOR)</i>	15.9	68.8	73.2	71.2	75.5	90.1	394.8	
I. Bus Service Enhancements								
<u>Budgets</u>								
Bus Service Enhancements (.25 or 50% of Half Penny)								
Operating Cost (63.8%)	5.1	21.9	23.4	22.7	24.1	28.7	125.9	
Sustaining Capital Costs (36.2%)	2.9	12.5	13.2	12.9	13.7	16.3	71.4	
Total Bus Service Enhancements Budget	8.0	34.4	36.6	35.6	37.8	45.1	197.4	
<u>Actual Spent on Bus Service Operating</u>								
Bus Operating	12.5	29.0	25.0	26.7	5.6	10.1*	108.9*	
Mobility Operating	2.0	4.1	4.0	4.4	0.8	1.9	17.2	
Sustaining Capital	2.9	12.5	13.2	12.9	13.7	16.3	71.4	
Total Bus Service Actuals	17.4	45.6	42.2	44.0	20.1	28.3	197.5	
<i>*Bus service numbers based on pending data submitted to NTD for approval.</i>								
<u>Sources to Offset Bus Service</u>								
Federal CMAQ Grant	0.0	0.0	8.4	8.4	0.0	0.0	16.8	
Total of Offset Sources	0.0	0.0	8.4	8.4	0.0	0.0	16.8	
Balance Remaining for Bus Service Enhancements							16.6	
II. Capital Expansion & Streetcar O&M								
<u>Budgets</u>								
Capital Expansion & Streetcar (.25 or 50% of Half Penny)	8.0	34.4	36.6	35.6	37.8	45.1	197.4	
Total Capital & Streetcar O&M Budget	8.0	34.4	36.6	35.6	37.8	45.1	197.4	
<u>Actual Spent on Capital Expansion & Streetcar</u>								
COA Expansion Capital Costs			2.4	9.4	13.0	21.8	46.6	
Streetcar Service O&M			5.2	5.4	4.7	5.0	20.3	
Total Capital Expansion & Streetcar Actuals	0.0	0.0	7.6	14.8	17.7	26.8	66.9	
<u>Sources to Offset Capital Expansion Costs</u>								
State and Federal Grants	0.0	0.0	0.0	0.0	0.0	2.5	2.5	
Total of Offset Sources	0.0	0.0	0.0	0.0	0.0	2.5	2.5	
Balance Remaining for Capital Expansion & Streetcar	8.0	34.4	29.0	20.8	20.1	20.8	133.0	
Interest Earnings							4.1	
Total More MARTA Atlanta Reserves (through 6/30/22)							153.7	

MORE MARTA ATLANTA EXPANDED BUS SERVICE & STREETCAR DATA

Bus Service Miles & Hours as a % of All Jurisdictions

Fiscal Year		FY17	FY18	FY19	FY21	FY22
Miles	COA	30.86%	25.33%	28.23%	32.62%	32.30%
	More MARTA	6.09%	13.01%	10.11%	2.56%	4.25%
Hours	COA	35.36%	29.82%	31.65%	37.23%	37.68%
	More MARTA	5.94%	12.41%	10.58%	2.11%	4.05%

Operating Hours by Fiscal Year by Mode with NTD Service Costs

FY17

	Vehicle Operations	Rev. Hours	Cost/Rev. Hr.	Vehicle Main.	Rev. Vehicle Miles	Cost/Rev. Mile	Non Veh. Main.	General Admin	Total Cost
Rail	\$71,924,605	149,981	\$479.56	\$34,167,568	22,334,168	\$1.53	\$46,559,570	\$37,261,089	\$189,912,832
Bus	\$119,709,737	2,113,732	\$56.63	\$41,169,642	26,238,748	\$1.57	\$12,618,641	\$35,226,572	\$208,724,592
Para	\$18,718,241	439,582	\$42.58	\$6,242,182	7,252,423	\$0.86	\$423,387	\$8,857,302	\$34,241,112
	\$210,352,583			\$81,579,392			\$59,601,598	\$81,344,963	\$432,878,536

FY18

	Vehicle Operations	Rev. Hours	Cost/Rev. Hr.	Vehicle Main.	Rev. Vehicle Miles	Cost/Rev. Mile	Facil. Main.	General Admin	Total Cost
Rail	\$76,165,145	150,094	\$507.45	\$35,105,760	22,334,099	\$1.57	\$47,012,761	\$45,629,026	\$203,912,692
Bus	\$130,265,254	2,218,225	\$58.72	\$44,294,650	27,327,203	\$1.62	\$13,258,159	\$43,108,928	\$230,926,991
Para	\$17,533,611	432,134	\$40.57	\$5,908,520	7,096,648	\$0.83	\$406,470	\$8,758,762	\$32,607,363
	\$223,964,010			\$85,308,930			\$60,677,390	\$97,496,716	\$467,447,046

Atlanta Streetcar

	Vehicle Operations	Rev. Hours	Cost/Rev. Hr.	Vehicle Main.	Rev. Vehicle Miles	Cost/Rev. Mile	Facil. Main.	General Admin	Total Cost
	\$1,965,772	12,048	\$163.16	\$814,047	57,952	\$14.05	\$948,456	\$2,587,880	\$6,316,155

FY19

	Vehicle Operations	Rev. Hours	Cost/Rev. Hr.	Vehicle Main.	Rev. Vehicle Miles	Cost/Rev. Mile	Facil. Main.	General Admin	Total Cost
Rail	\$74,287,404	150,987	\$492.01	\$37,353,460	22,511,413	\$1.66	\$49,871,256	\$44,690,736	\$206,202,856
Bus	\$140,522,315	2,278,566	\$61.67	\$41,193,390	28,121,795	\$1.46	\$11,045,733	\$46,237,620	\$238,999,058
Para	\$21,125,067	461,382	\$45.79	\$7,331,039	7,273,741	\$1.01	\$513,591	\$9,261,536	\$38,231,233
Streetcar	\$1,716,618	12,005	\$142.99	\$2,478,427	60,510	\$40.96	\$423,849	\$545,925	\$5,164,819
	\$237,651,404			\$88,356,316			\$61,854,429	\$100,735,817	\$488,597,966

FY20

	<u>Vehicle Operations</u>	<u>Rev. Hours</u>	<u>Cost/ Rev. Hr.</u>	<u>Vehicle Main.</u>	<u>Rev. Vehicle Miles</u>	<u>Cost/ Rev. Mile</u>	<u>Facil. Main.</u>	<u>General Admin</u>	<u>Total Cost</u>
Rail	\$73,097,210	139,086	\$525.55	\$36,325,998	20,430,752	\$1.78	\$52,324,464	\$44,934,597	\$206,682,269
Bus	\$140,526,266	2,322,662	\$60.50	\$42,948,761	28,303,085	\$1.52	\$9,568,387	\$47,847,763	\$240,891,177
Para	\$22,204,109	480,144	\$46.24	\$6,625,425	6,965,088	\$0.95	\$712,176	\$10,281,671	\$39,823,381
Streetcar	\$1,952,533	11,586	\$168.53	\$2,214,580	56,423	\$39.25	\$598,664	\$677,293	\$5,443,070
	\$237,780,118			\$88,114,764			\$63,203,691	\$103,741,324	\$492,839,897

FY21

	<u>Vehicle Operations</u>	<u>Rev. Hours</u>	<u>Cost/ Rev. Hr.</u>	<u>Vehicle Main.</u>	<u>Rev. Vehicle Miles</u>	<u>Cost/ Rev. Mile</u>	<u>Facil. Main.</u>	<u>General Admin</u>	<u>Total Cost</u>
Rail	\$72,182,347	115,912	\$622.73	\$37,692,190	17,210,772	\$2.19	\$52,316,088	\$54,750,026	\$216,940,651
Bus	\$138,740,759	2,102,476	\$65.99	\$47,736,582	26,005,027	\$1.84	\$11,137,429	\$53,216,285	\$250,831,055
Para	\$20,993,007	359,703	\$58.36	\$5,989,011	5,403,657	\$1.11	\$971,394	\$9,655,972	\$37,609,384
Streetcar	\$1,779,529	10,201	\$174.45	\$1,877,590	52,664	\$35.65	\$602,103	\$441,391	\$4,700,613
	\$233,695,642			\$93,295,373			\$65,027,014	\$118,063,674	\$510,081,703

FY22

	<u>Vehicle Operations</u>	<u>Rev. Hours</u>	<u>Cost/ Rev. Hr.</u>	<u>Vehicle Main.</u>	<u>Rev. Vehicle Miles</u>	<u>Cost/ Rev. Mile</u>	<u>Facil. Main.</u>	<u>General Admin</u>	<u>Total Cost</u>
Rail	\$75,832,648	121,423	\$624.53	\$40,637,147	17,937,424	\$2.27	\$54,995,119	\$51,886,278	\$223,351,192
Bus	\$134,865,924	1,885,800	\$71.52	\$49,354,893	23,919,052	\$2.06	\$10,948,339	\$50,846,531	\$246,015,687
Para	\$23,041,033	417,328	\$55.21	\$7,615,530	5,972,171	\$1.28	\$1,779,018	\$13,762,123	\$46,197,704
Street Car	\$1,865,029	10,201	\$182.83	\$1,957,742	52,910	\$37.00	\$644,347	\$499,447	\$4,966,565
	\$235,604,634			\$99,565,312			\$68,366,823	\$116,994,379	\$520,531,148

Breakdown of Operating Costs by Mode by Jurisdiction

Fiscal Year	FY17-FY22					
Jurisdiction	DeKalb Co	Fulton Co	Clayton Co	City of Atlanta	More MARTA	Total
	Millions					
Bus Operating Cost	\$437.0	\$293.9	\$108.7	\$468.0	\$108.8	\$1,416.4
Rail Operating Cost	\$323.0	\$220.7	\$0.0	\$703.3	\$0.0	\$1,247.0
Mobility Operating Cost	\$70.5	\$47.1	\$17.5	\$76.3	\$17.3	\$228.7
Street Car Operating Cost	\$0.0	\$0.0	\$0.0	\$0.0	\$20.3	\$20.3

MORE MARTA ATLANTA PROGRAM
CAPITAL EXPENDITURES BY PROJECT PHASE

Project	Expenditure Type	Expenditures through 6/30/2022				Total
		FY2019	FY2020	FY2021	FY2022	
Bankhead Platform Extension	Planning		\$440,265	\$1,112,103	\$1,922,602	\$3,474,970
Beltline NE	Planning				\$45,856	\$45,856
Beltline SE	Planning				\$45,856	\$45,856
Beltline SW	Planning		\$27,106	\$11,841	\$63,183	\$102,130
Campbellton CIC BRT	Planning		\$1,008,548	\$1,908,602	\$1,250,600	\$4,167,750
Cleveland Ave/Metropolitan Pkwy ART	Planning		\$184,917	\$617,206	\$1,262,024	\$2,064,148
Clifton HCT	Planning		\$362,936	\$842,950	\$1,306,010	\$2,511,896
Five Points Transformation	Planning		\$715,270	\$1,014,599	\$1,396,358	\$3,126,227
Greenbriar Transit Center	Planning				\$12,326	\$12,326
North Avenue Phase I	Planning		\$132,005	\$347,346	\$292,769	\$772,121
Streetcar East	Planning		\$539,804	\$2,000,336	\$4,196,337	\$6,736,477
Streetcar West	Planning		\$46,154	\$47,582	\$100,309	\$194,044
Summerhill BRT	Planning	\$22,067	\$818,472	\$853,708	\$125,088	\$1,819,335
	Design			\$443,477	\$4,275,667	\$4,719,143
More MARTA Program	Program	\$2,355,807	\$3,839,135	\$1,368,681	\$1,411,625	\$8,975,248
CPMO - More MARTA	Program		\$1,029,417	\$2,188,772	\$3,574,565	\$6,792,754
Communications	Program		\$305,387	\$253,569	\$543,048	\$1,102,004
Grand Total		\$2,377,874	\$9,449,415	\$13,010,771	\$21,824,224	\$46,662,284

MORE MARTA ATLANTA PROGRAM
FUNDING SOURCE DRAWDOWNS – FEDERAL & STATE SOURCES

Project	Total Capital Expenditures to Date	Committed Funds* State	State Funds Received	Committed Funds* Federal	Federal Funds Received	Total More MARTA Atlanta Funds Expended though 9/30/22
Bankhead Platform Extension	\$3,474,970	\$6,000,000				\$3,474,970
Beltline NE	\$45,856					\$45,856
Beltline SE	\$45,856					\$45,856
Beltline SW	\$102,130					\$102,130
Campbellton CIC BRT	\$4,167,750				\$873,357 ⁽¹⁾	\$3,294,393
Cleveland Ave/Metropolitan Pkway ART	\$2,064,147					\$2,064,147
Clifton HCT	\$2,511,896				\$640,021 ⁽²⁾	\$1,871,875
Five Points Transformation	\$3,126,227	\$13,800,000	\$0	\$25,000,000	\$0	\$3,126,227
Greenbriar Transit Center	\$12,326					\$12,326
North Avenue Phase I	\$772,121					\$772,121
Streetcar East	\$6,736,477					\$6,736,477
Streetcar West	\$194,044					\$194,044
Summerhill BRT	\$6,538,478			\$12,629,760	\$1,011,973 ⁽³⁾	\$5,526,505
More MARTA Program	\$8,975,248					\$8,975,248
CPMO - More MARTA	\$6,792,754					\$6,792,754
Communications	\$1,102,004					\$1,102,004
Grand Total	\$46,662,284	\$19,800,000	\$0	\$37,629,760	\$2,525,351	\$44,136,933

* Committed Funds are based on executed federal grant agreements and/state support letters

** Campbellton CIC BRT project is in the Capital Investment Grant (CIG) project development phase of the Small Starts grant program, with \$150M in potential federal funding. Commitment of federal funds will occur with an executed grant/CIG construction agreement.

Funding Sources noted as footnotes above:

(1) – FTA Formula Grant

(2) – FTA Formula Grant

(3) – FTA Tiger IX 2017 Discretionary Grant



PROJECTS IN PLANNING

PROJECT STATUS REPORT – JUNE 2022

BANKHEAD HEAVY RAIL STATION PLATFORM EXTENSION

PROJECT MANAGER: Marcus Arnold/Jax Colgan
 PLANNING CONSULTANT: HNTB
 FINAL DESIGN CONSULTANT: TBD
 CONTRACTOR: TBD
 FUNDING PLAN: \$6M State
 \$66M More MARTA

The Bankhead Heavy Rail Station Platform Extension project would extend the existing platform at Bankhead Station to accommodate eight rail cars rather than the current two rail cars. The project also includes additional station upgrades including: a public pedestrian plaza, enhanced entrances and exits for customers, pedestrians, and motorists, a new canopy on the platform, and a new elevator and escalator. Additional scope includes the infrastructure for two future Battery Electric Bus (BEB) Charging stations and infrastructure for future six-foot high Platform Screen Door System.

CURRENT PHASE: Planning

KEY MILESTONES

Project Milestones	Target	Forecast	Variance
Completion of Preliminary Design			
Completion of 30% Design	30-Jun-22A	30-Jun-22A	---
Approval of 30% (PMT and PGC)	1-Oct-22	1-Nov-22	31
Procurement of Final Design			
Board Approval to Procure Designer	9-Feb-23	9-Feb-23	0
Advertise RFP for Final Design	13-Mar-23	13-Mar-23	0
Proposal Deadline	25-Apr-23	25-Apr-23	0
Board Approval to Award Contract	13-Jul-23	13-Jul-23	0
Other Key Milestones			
Start of Final Design	26-Jul-23	26-Jul-23	0
Final Design Complete	23-Oct-24	23-Oct-24	0
Construction Bids	8-Jan-25	8-Jan-25	0
Construction Completion	3-Feb-27	3-Feb-27	0
Operational Readiness Date (plus Contingency)	11-Jul-27	11-Jul-27	0
Project Closeout	28-Dec-27	28-Dec-27	0

"A" indicates an actual date

PROJECT COST

Standard Cost Category (SCC)	Current Project Estimate	Expenditures Previous Report	Expenditures This Quarter	Expenditures To Date	% Complete (Cost)
10 Guideway & Track Elements	\$ 9,616,749	\$ -		\$ -	
20 Stations, Stops, Terminals, Intermodal	\$ 15,735,349	\$ -		\$ -	0%
30 Support Facilities: Yards, Shops, Admin. Bldgs	\$ -	\$ -		\$ -	
40 Sitework & Special Conditions	\$ 10,441,672	\$ -		\$ -	0%
50 Systems	\$ 10,958,681	\$ -		\$ -	0%
60 ROW, Land, Existing Improvements	\$ -	\$ -		\$ -	
70 Vehicles	\$ -	\$ -		\$ -	
80 Professional Services	\$ 13,955,693	\$ 2,455,812	\$ 1,019,158	\$ 3,474,970	25%
90 Unallocated Contingency	\$ 10,829,326	\$ -		\$ -	0%
TOTAL PROJECT COST	\$ 71,537,469	\$ 2,455,812	\$ 1,019,158	\$ 3,474,970	5%

MAJOR ACTIVITIES THIS QUARTER

- Final review and incorporation of comments for 30% design package
- Advancement of 30% design by PMT and PGC
- Coordination with MARTA's TOD RFP and master planning activities

CRITICAL ISSUES

- Coordination of design with adjacent development

PROJECT STATUS REPORT – JUNE 2022

CAMPBELLTON COMMUNITY INVESTMENT CORRIDOR

PROJECT MANAGER: Marcus Arnold
 PLANNING CONSULTANT: HNTB
 FINAL DESIGN CONSULTANT: TBD
 CONTRACTOR: TBD
 FUNDING PLAN: TBD

MARTA, in collaboration with the City of Atlanta, is investing in high-capacity transit in the Campbellton Corridor to improve connectivity, accessibility, and mobility in southwest Atlanta. The corridor, generally linking the Greenbriar Mall area to the Oakland City MARTA Station is home to established neighborhoods and businesses and is currently served by one of MARTA's busiest bus routes (83 Campbellton Road). High-capacity transit service can assist in transforming the corridor into a vibrant, pedestrian-friendly, mixed-use community and could incentivize redevelopment efforts at Greenbriar Mall and Fort McPherson.

CURRENT PHASE: Planning

KEY MILESTONES

Project Milestones	Target*	Forecast	Variance
Completion of Preliminary Design			
Completion of 30% Design	19-Aug-23	19-Aug-23	0
Approval of 30% (PMT and PGC)	1-Oct-23	1-Oct-23	0
Procurement of Final Design			
Board Approval to Procure Designer	1-Aug-23	1-Aug-23	0
Advertise RFP for Final Design	15-Aug-23	15-Aug-23	0
Proposal Deadline	30-Sep-23	30-Sep-23	0
Board Approval to Award Contract	30-Nov-23	30-Nov-23	0
Other Key Milestones			
Start of Final Design	1-Jan-24	1-Jan-24	0
Final Design Complete	12-Jun-25	12-Jun-25	0
Construction Bids	8-Jan-26	8-Jan-26	0
Construction Completion	30-Jul-28	30-Jul-28	0
Operational Readiness Date (plus Contingency)	30-Nov-28	30-Nov-28	0
Project Closeout	30-Mar-29	30-Mar-29	0

*Target dates revised based on delays to LPA approval. "A" indicates an actual date

PROJECT COST

Standard Cost Category (SCC)	Current Project Estimate*	Expenditures Previous Report	Expenditures This Quarter	Expenditures To Date	% Complete (Cost)
10 Guideway & Track Elements	\$ 19,044,963	\$ -		\$ -	0%
20 Stations, Stops, Terminals, Intermodal	\$ 11,771,951	\$ -		\$ -	0%
30 Support Facilities: Yards, Shops, Admin. Bldgs	\$ 1,147,140	\$ -		\$ -	0%
40 Sitework & Special Conditions	\$ 109,417,575	\$ -		\$ -	0%
50 Systems	\$ 5,911,111	\$ -		\$ -	0%
60 ROW, Land, Existing Improvements	\$ 17,931,562	\$ -		\$ -	0%
70 Vehicles	\$ 19,952,682	\$ -		\$ -	0%
80 Professional Services	\$ 92,023,016	\$ 3,636,942	\$ 530,808	\$ 4,167,750	5%
90 Unallocated Contingency	\$ 30,800,000	\$ -		\$ -	0%
TOTAL PROJECT COST	\$ 308,000,000	\$ 3,636,942	\$ 530,808	\$ 4,167,750	1%

MAJOR ACTIVITIES THIS QUARTER

- Draft LPA recommendation made for center-running BRT
- Preparation of supporting investment features for corridor/SW Atlanta
- Preparation of NEPA checklist for submission to FTA

CRITICAL ISSUES

- Resolution of LPA and adoption by MARTA Board (PCP Committee approval on 6/30/22)

PROJECT STATUS REPORT – JUNE 2022

CLEVELAND AVENUE/METROPOLITAN PARKWAY ARTERIAL RAPID TRANSIT

PROJECT MANAGER: Marcus Arnold
 PLANNING CONSULTANT: HNTB
 FINAL DESIGN CONSULTANT: HNTB
 CONTRACTOR: TBD
 FUNDING PLAN: \$8.5M Local
 \$37.3M More MARTA

Arterial Rapid Transit (ART) service is a rapid bus service utilizing existing roadway infrastructure with limited stops, transit signal priority (TSP), and enhanced station/stop amenities to improving travel times, reliability, and customer experience. Along Cleveland Avenue, the new ART service will serve the existing route 78 alignment from East Point Station to Jonesboro Road and along Metropolitan Parkway, will serve the existing route 95 from West End Station to Cleveland Avenue. The ART service will improve transit access to destinations Atlanta Metropolitan State College, Atlanta Technical College, and other key destinations like The Met, Kroger, and Walmart.

CURRENT PHASE: Planning

KEY MILESTONES

Project Milestones	Target	Forecast	Variance
Completion of Preliminary Design			
Completion of 30% Design	30-May-22	1-Aug-22	63
Approval of 30% (PMT and PGC)	1-Oct-22	1-Oct-22	0
Other Key Milestones			
Start of Final Design	1-Oct-22	1-Dec-22	61
Final Design Complete	31-May-23	30-Apr-23	-31
Construction Bids	1-Jul-23	1-Jul-23	0
Construction Completion	4-Dec-24	31-Dec-24	27
Operational Readiness Date (plus Contingency)	4-Dec-24	31-Mar-25	117
Project Closeout	26-May-25	30-Sep-25	127

"A" indicates an actual date

PROJECT COST

Standard Cost Category (SCC)	Current Project Estimate	Expenditures Previous Report	Expenditures This Period	Expenditures To Date	% Complete (Cost)
10 Guideway & Track Elements	\$ 2,500,000	\$ -		\$ -	
20 Stations, Stops, Terminals, Intermodal	\$ 7,092,878	\$ -		\$ -	0%
30 Support Facilities: Yards, Shops, Admin. Bldgs	\$ -	\$ -		\$ -	
40 Sitework & Special Conditions	\$ 10,033,074	\$ -		\$ -	0%
50 Systems	\$ 3,564,672	\$ -		\$ -	0%
60 ROW, Land, Existing Improvements	\$ 2,817,996	\$ -		\$ -	0%
70 Vehicles	\$ 750,000	\$ -		\$ -	
80 Professional Services	\$ 11,408,208	\$ 827,580	\$ 1,236,568	\$ 2,064,148	18%
90 Unallocated Contingency	\$ 7,633,366	\$ -		\$ -	0%
TOTAL PROJECT COST	\$ 45,800,194	\$ 827,580	\$ 1,236,568	\$ 2,064,148	5%

MAJOR ACTIVITIES THIS QUARTER

- Projects have been combined as a single bid package
- Completion of revised 30% design underway, preparing for completion of transition from planning to design
- Branding is underway

CRITICAL ISSUES

- ROW legislation is needed to proceed with acquisitions

PROJECT STATUS REPORT – JUNE 2022

CLIFTON CORRIDOR TRANSIT INITIATIVE

PROJECT MANAGER: Bryan Hobbs
 PLANNING CONSULTANT: AECOM
 FINAL DESIGN CONSULTANT: TBD
 CONTRACTOR: TBD
 FUNDING PLAN: Pending LPA Selection

The Clifton Corridor Transit Initiative is a proposed high-capacity transit line linking Lindbergh Center and Avondale stations. It will connect the Red/Gold and Blue rail lines together and provide a connection to the Beltline corridor. This line will improve access to one of the region's most congested areas – and biggest job centers – serving Emory University, Emory Hospital, the Centers for Disease Control, Children's Healthcare of Atlanta - Egleston Hospital, and Veteran's Administration Hospital.

CURRENT PHASE: Planning

KEY MILESTONES

Project Milestones	Target	Forecast	Variance
Completion of Alternatives Analysis			
Board Approval of LPA	30-Apr-23	30-Apr-23	---
Completion of Environmental Process			
Completion of NEPA Analysis	30-Apr-24	30-Apr-24	---

"A" indicates an actual date

PROJECT COST

Standard Cost Category (SCC)	Current Project Estimate	Expenditures Previous Report	Expenditures This Period	Expenditures To Date	% Complete (Cost)
Construction (10-50, 70)	\$ 1,197,095,159	\$ -		\$ -	0%
60 ROW, Land, Existing Improvements	\$ 204,561,716	\$ -		\$ -	0%
80 Professional Services	\$ 276,445,008	\$ 1,793,906	\$ 717,990	\$ 2,511,896	1%
90 Unallocated Contingency	\$ 204,561,716	\$ -		\$ -	0%
TOTAL PROJECT COST	\$ 1,882,663,599	\$ 1,793,906	\$ 717,990	\$ 2,511,896	0.1%

MAJOR ACTIVITIES THIS QUARTER

- Alternative analysis is underway
- Early scoping notice completed/published on 6/30/22
- Preparation for public meetings in July

CRITICAL ISSUES

- CSX corridor is a key element of the project alignment
- Project has a funding gap and will need other sources

PROJECT STATUS REPORT – JUNE 2022

FIVE POINTS TRANSFORMATION

PROJECT MANAGER: Tara King
 PLANNING CONSULTANT: WSP
 FINAL DESIGN CONSULTANT: SOM
 CONTRACTOR (CMAR): Skanska USA Building
 FUNDING PLAN: More MARTA \$147.6M
 GDOT \$11.25M
 Fed (RAISE) \$45M*
*requested

The Five Points Transformation will revitalize the focal point of MARTA's heavy rail system. Five Points is the largest and most heavily used Station in the system as the connecting point between the north/south and east/west heavy rail lines and numerous bus routes. To support the development by the City of Atlanta to create a downtown hub, the transformation of the station will improve the connection between the station to the surrounding communities and support ongoing redevelopments next to the site.

CURRENT PHASE: Planning

KEY MILESTONES

Project Milestones	Target	Forecast	Variance
Completion of Alternatives Analysis			
Selection of Operational Concept	28-Feb-23	28-Feb-23	---
Selection of Design Scheme	30-Mar-23	30-Mar-23	
Demolition			
Negotiation of CGMP	15-Jul-22A	15-Jul-22A	---
Start of Demolition	1-Oct-24	1-Oct-24	---
Completion of Demolition	1-Oct-26	1-Oct-26	---
Final Design			
Start of Final Design	1-May-23	1-May-23	---
Completion of 30% Design	TBD	TBD	---
Approval of 30% (PMT and PGC)	TBD	TBD	---

"A" indicates an actual date

PROJECT COST

Standard Cost Category (SCC)	Project Budget	Expenditures Previous Report	Expenditures This Quarter	Expenditures To Date	% Complete (Cost)
10 Guideway & Track Elements	\$ -	\$ -		\$ -	
20 Stations, Stops, Terminals, Intermodal	\$ 58,344,264	\$ -		\$ -	0%
30 Support Facilities: Yards, Shops, Admin. Bldgs	\$ 5,000,000	\$ -		\$ -	0%
40 Sitework & Special Conditions	\$ 75,088,400	\$ -		\$ -	0%
50 Systems	\$ 8,572,114	\$ -		\$ -	0%
60 ROW, Land, Existing Improvements	\$ 800,000	\$ -		\$ -	0%
70 Vehicles	\$ -	\$ -		\$ -	
80 Professional Services	\$ 29,440,000	\$ 2,568,894	\$ 557,333	\$ 3,126,227	11%
90 Unallocated Contingency	\$ 26,586,717	\$ -		\$ -	0%
TOTAL PROJECT COST	\$ 203,831,495	\$ 2,568,894	\$ 557,333	\$ 3,126,227	2%

MAJOR ACTIVITIES THIS QUARTER

- RAISE grant application submitted 4/14/2022
- NEPA checklist preparation underway
- Design concepts submitted to City of Atlanta for comments

CRITICAL ISSUES

- Response from City of Atlanta on concepts
- Selection of final design concept
- Relocation/lease of temporary space for police precinct

PROJECT STATUS REPORT – JUNE 2022

NORTH AVENUE BUS RAPID TRANSIT

PROJECT MANAGER: William Lotharp
 PLANNING CONSULTANT: HNTB
 FINAL DESIGN CONSULTANT: TBD
 CONTRACTOR: TBD
 FUNDING PLAN: TBD

The first phase of the North Avenue Bus Rapid Transit (BRT) project will connect the North Avenue Station with the Poncey-Highland neighborhood, incorporating bus-only lanes, transit-signal priority, enhanced bus stations, and specially branded vehicles. Studying a pilot of autonomous vehicle technology.

CURRENT PHASE: Planning

KEY MILESTONES

Project Milestones	Target	Forecast	Variance
Completion of Preliminary Design			
Completion of 15% Design	28-Feb-23	28-Feb-23	---
Completion of 30% Design	TBD	TBD	---
Approval of 30% (PMT and PGC)	TBD	TBD	---

"A" indicates an actual date

PROJECT COST

Standard Cost Category (SCC)	Current Project Estimate	Expenditures Previous Report	Expenditures This Quarter	Expenditures To Date	% Complete (Cost)
10 Guideway & Track Elements	\$ 3,689,888	\$ -		\$ -	0%
20 Stations, Stops, Terminals, Intermodal	\$ 2,261,546	\$ -		\$ -	0%
30 Support Facilities: Yards, Shops, Admin. Bldgs	\$ 238,058	\$ -		\$ -	0%
40 Sitework & Special Conditions	\$ 21,127,587	\$ -		\$ -	0%
50 Systems	\$ 1,130,770	\$ -		\$ -	0%
60 ROW, Land, Existing Improvements	\$ 3,451,831	\$ -		\$ -	0%
70 Vehicles	\$ 3,868,433	\$ -		\$ -	0%
80 Professional Services	\$ 23,746,218	\$ 677,276	\$ 94,845	\$ 772,121	3%
90 Unallocated Contingency	\$ 2,985,669	\$ -		\$ -	0%
TOTAL PROJECT COST	\$ 62,500,000	\$ 677,276	\$ 94,845	\$ 772,121	1%

MAJOR ACTIVITIES THIS QUARTER

- Completion of 15% design plans for BRT stops
- Utility coordination

CRITICAL ISSUES

- Determination of vehicle charging requirements
- Addition of NEPA checklist submission to scope of project

PROJECT STATUS REPORT – JUNE 2022

STREETCAR EAST EXTENSION

PROJECT MANAGER: Bryan Hobbs
 PLANNING CONSULTANT: HNTB
 FINAL DESIGN CONSULTANT: TBD
 CONTRACTOR: TBD
 FUNDING PLAN: TBD

The Streetcar East Extension project is planned to be the first extension of the existing downtown Streetcar, originally opened in late 2014. The project will extend the Streetcar from its current eastern limit at Jackson Street to the Beltline at Irwin Street and along the Beltline to Ponce City Market.

CURRENT PHASE: Planning

KEY MILESTONES

Project Milestones	Target	Forecast	Variance
Completion of Preliminary Design			
Completion of 30% Design	23-Jan-23	23-Jan-23	0
Approval of 30% (PMT and PGC)	28-Feb-23	28-Feb-23	0
Procurement of Final Design			
Board Approval to Procure Designer	9-Feb-23	9-Feb-23	0
Advertise RFP for Final Design	13-Mar-23	13-Mar-23	0
Proposal Deadline	25-Apr-23	25-Apr-23	0
Board Approval to Award Contract	13-Jul-23	13-Jul-23	0
Other Key Milestones			
Start of Final Design	26-Jul-23	26-Jul-23	0
Final Design Complete	21-Jan-25	21-Jan-25	0
Construction Bids	1-May-25	1-May-25	0
Construction Completion	24-Jan-28	24-Jan-28	0
Operational Readiness Date (plus Contingency)	24-Jul-28	24-Jul-28	0
Project Closeout	17-Jan-29	17-Jan-29	0

"A" indicates an actual date

PROJECT COST

Standard Cost Category (SCC)	Current Project Estimate	Expenditures Previous Report	Expenditures This Quarter	Expenditures To Date	% Complete (Cost)
10 Guideway & Track Elements	\$ 30,825,590	\$ -		\$ -	0%
20 Stations, Stops, Terminals, Intermodal	\$ 2,593,610	\$ -		\$ -	0%
30 Support Facilities: Yards, Shops, Admin. Bldgs	\$ 7,290,440	\$ -		\$ -	0%
40 Sitework & Special Conditions	\$ 33,890,420	\$ -		\$ -	0%
50 Systems	\$ 22,679,540	\$ -		\$ -	0%
60 ROW, Land, Existing Improvements	\$ 14,148,490	\$ -		\$ -	0%
70 Vehicles	\$ 18,018,710	\$ -		\$ -	0%
80 Professional Services	\$ 28,053,200	\$ 5,284,565	\$ 1,451,912	\$ 6,736,477	24%
90 Unallocated Contingency	\$ 17,500,000	\$ -		\$ -	0%
TOTAL PROJECT COST	\$ 175,000,000	\$ 5,284,565	\$ 1,451,912	\$ 6,736,477	4%

MAJOR ACTIVITIES THIS QUARTER

- Preparing for public engagement Summer 2022 – updates on 30% design
- 30% design submission and review of comments

CRITICAL ISSUES

- Completion of 30% design, cost and schedule review
- Geotechnical borings - permitting



PROJECTS IN DESIGN

PROJECT STATUS REPORT – JUNE 2022

SUMMERHILL BUS RAPID TRANSIT (BRT)

PROJECT MANAGER: Greg Holder
 PLANNING CONSULTANT: WSP
 FINAL DESIGN CONSULTANT: Kimley-Horn
 CONTRACTOR: TBD
 FUNDING: FTA Tiger \$12.6M
 More MARTA \$45.8M
 TBD (City) \$5M

The Summerhill Bus Rapid Transit (BRT) project is part of the Atlanta More MARTA program. The project will consist of 5 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 consist of 14 stations along 85% dedicated BRT lanes with traffic signal prioritization (TSP) and intelligent communications and will serve several major institutions, government facilities, employment centers and housing along the corridor.

CURRENT PHASE: Final Design

KEY MILESTONES

Project Milestones	Baseline Date (RBO1)	Forecast (as of 7/1/22)	Variance (calendar days)
Final Design			
60% Design Submission	30-Nov-21A	30-Nov-21A	0
90% Design Submission	28-Mar-22	15-Apr-22A	-18
100% Design Submission	9-Jun-22	17-Jun-22A	-8
Completion of Final Design	8-Jul-22	5-Aug-22	-28
Contract Formation and Construction			
Advertise for Bids	12-Jul-22	26-Sep-22	-76
Award Contract	21-Dec-22	22-Feb-23	-63
Notice to Proceed for Construction	24-Apr-23	16-May-23	-22
Construction Completion Date	7-Apr-25	29-Apr-25	-22
ROW, Utilities & Vehicles			
All Property Acquisitions Complete	23-Apr-23	16-Apr-23	7
Third Party Utility Construction Complete	5-Mar-24	5-Jan-23	425
Vehicle Final Acceptance	25-Feb-25	19-Aug-24	190
Project Completion			
Start of Training & Testing	8-Apr-25	9-May-24	334
Revenue Service Date (plus Contingency)	31-Jul-25	9-Jul-25	22

"A" indicates an actual date / RBO1 is Revised Baseline 01 date 01-Feb-2022

PROJECT COST

Standard Cost Category (SCC)	Project Budget (Grant Agreement)	Current Project Budget	Expenditures Previous Report	Expenditures This Quarter	Expenditures To Date	% Complete (Cost)
10 Guideway & Track Elements	\$ 5,640,000	\$ 9,353,000				0%
20 Stations, Stops, Terminals, Intermodal	\$ 10,780,000	\$ 16,814,000				0%
30 Support Facilities: Yards, Shops, Admin. Bldgs	\$ -	\$ 272,000				0%
40 Sitework & Special Conditions	\$ 5,850,000	\$ 6,428,000				0%
50 Systems	\$ 10,670,000	\$ 12,957,000				0%
60 ROW, Land, Existing Improvements	\$ 2,740,000	\$ 5,882,000	\$ 27,500	\$ -	\$ 27,500	0%
70 Vehicles	\$ 6,220,000	\$ 8,698,000				0%
80 Professional Services	\$ 11,260,000	\$ 18,098,000	\$ 5,163,947	\$ 1,347,031	\$ 6,510,978	36%
90 Unallocated Contingency	\$ 5,316,000	\$ 7,850,200				0%
TOTAL PROJECT COST (FTA)	\$ 58,476,000	\$ 86,352,200	\$ 5,191,447	\$ 1,347,031	\$ 6,538,478	8%
Additional Paving of General Purpose Lanes		\$ 4,961,798				
TOTAL PROJECT COST		\$ 91,313,998	\$ 5,191,447	\$ 1,347,031	\$ 6,538,478	7%

MAJOR ACTIVITIES THIS QUARTER

- 100% design submittal received and under review
- EV charging station design at Southern Terminus is ongoing
- Station names being prepared for board approval

CRITICAL ISSUES

- Value engineering/cost containment reviews
- Right-of-way acquisition – finalizing certified plans



More MARTA Atlanta Program Capital Expenditures to Date

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 Pkway 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



More MARTA Atlanta Program Quarterly Progress Report

September 2022 - DRAFT

Bus service numbers are based on latest National Transit Database data for FY22, submitted by MARTA on December 2, 2022 and pending approval. Once approved, this report will be issued in its final form.

Report issued by:
MARTA Capital Projects, Expansion & Innovation
Centralized Program Management Office (CPMO)



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Clifton Corridor

Five Points Transformation

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Streetcar East Extension

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Summerhill Bus Rapid Transit

BALLOT MEASURE QUESTION APPROVED BY VOTERS IN 2016

Shall an additional sales tax of one-half percent be collected in the City of Atlanta for the purpose of significantly expanding and enhancing MARTA transit service in Atlanta?

PROGRAM OVERVIEW

In November 2016 – following robust public dialogue and extensive feedback from residents, riders, and stakeholders – voters in the City of Atlanta (CoA) approved a ½ penny sales tax for the expansion and enhancement of MARTA services within the City of Atlanta, a program of projects now known as More MARTA Atlanta.

Shortly thereafter, two committees – the Technical Advisory Committee (TAC) and Stakeholders Advisory Committee (SAC) – were created to solicit input, recommendations, and suggestions regarding the development, implementation and execution of sales tax funded projects ranging from bus enhancements to transit facilities, transit accessibility to transit expansion.

The TAC was comprised of members from MARTA, CoA, GDOT, Atlanta BeltLine, Inc. (ABI), GRTA/SRTA, and the Atlanta Regional Commission. The SAC was comprised of stakeholders representing senior citizens, students, NPUs, CIDs, schools and universities including HBCUs, businesses, transit advocates, disabled customers, developers, and environmentalists. The members assisted MARTA staff with the decision-making process to implement and execute a comprehensive service program.

The resulting More MARTA Atlanta project list included over 70 projects with an estimated price tag of \$11.5B, which significantly exceeded the 40-year sales tax collection projections of \$2.5B.

With a clear understanding of this financial constraint, the subsequent Joint Prioritization Leadership Group (JPLG) – made up of executive leadership from MARTA, the CoA and ABI – proposed and evaluated multiple scenarios that addressed sequencing, equity, and affordability. After a public engagement survey and key stakeholder input, the resulting plan was an expansion program of projects balanced with a substantial increase in bus service within the CoA and the funding of streetcar operations to be transferred to MARTA.

The final prioritized plan, as recommended by the JPLG, was presented to and approved by the MARTA Board on October 4, 2018 and includes both capital expansion projects and enhancements to local bus service. MARTA and the City entered into an Intergovernmental Agreement, which incorporated this prioritization plan (sequencing plan) in 2020. That IGA also provides an ongoing framework for the partnership.

The following report details the status of projects that have been formally initiated to date.

Notes on this report:

- *Funding for projects in design (project development) is based on approved total project cost. At 30% design, a total project cost is considered for approval by the PMT and PGC. Any significant changes, per the IGA, must be approved by the PGC. In addition, for federally funded projects FTA approval is needed for modification to grant agreements.*

- *Funding for projects in planning or at the conceptual level is estimated based on either the concepts being considered or the best information possible for similar projects. Multiple alternatives exist at the planning phase, which typically involve substantially different costs.*
- *Bus service numbers are based on latest National Transit Database data for FY22, submitted on December 2, 2022 and pending approval.*

MORE MARTA ATLANTA PROGRAM SOURCES AND USES

	\$ Millions							
	April- June						through Sept 2022	Total
	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY17- FY23
SOURCES								
Projected Sales Tax Revenue <i>(based on Cash Flow Model)</i>	15.9	68.8	71.6	74.1	76.7	79.3	20.4	406.8
Sales Tax <i>(.5 of the MOST as reported by the GA DOR)</i>	15.9	68.8	73.2	71.2	75.5	90.1	24.4	419.1
I. Bus Service Enhancements								
Budgets								
Bus Service Enhancements (.25 or 50% of Half Penny)								
Operating Cost (63.8%)	5.1	21.9	23.4	22.7	24.1	28.7	7.8	133.7
Sustaining Capital Costs (36.2%)	2.9	12.5	13.2	12.9	13.7	16.3	4.4	75.9
Total Bus Service Enhancements Budget	8.0	34.4	36.6	35.6	37.8	45.1	12.2	209.6
Actual Spent on Bus Service Operating								
Bus Operating	12.5	29.0	25.0	26.7	5.6	10.1*		108.9*
Mobility Operating	2.0	4.1	4.0	4.4	0.8	1.9		17.2
Sustaining Capital	2.9	12.5	13.2	12.9	13.7	16.3	4.4	75.9
Total Bus Service Actuals	17.4	45.6	42.2	44.0	20.1	28.3	4.4	202.0
Sources to Offset Bus Service								
Federal CMAQ Grant	0.0	0.0	8.4	8.4	0.0	0.0		16.8
Total of Offset Sources	0.0	0.0	8.4	8.4	0.0	0.0	0.0	16.8
Balance Remaining for Bus Service Enhancements								24.4
II. Capital Expansion & Streetcar O&M								
Budgets								
Capital Expansion & Streetcar (.25 or 50% of Half Penny)	8.0	34.4	36.6	35.6	37.8	45.1	12.2	209.6
Total Capital & Streetcar O&M Budget	8.0	34.4	36.6	35.6	37.8	45.1	12.2	209.6
Actual Spent on Capital Expansion & Streetcar								
COA Expansion Capital Costs			2.6	9.3	13.0	18.8	3.6	47.2
Streetcar Service O&M			5.2	5.4	4.7	5.0		20.3
Total Capital Expansion & Streetcar Actuals	0.0	0.0	7.8	14.7	17.7	23.8	3.6	67.5
Sources to Offset Capital Expansion Costs								
State and Federal Grants	0.0	0.0	0.0	0.0	0.0	2.5	0.1	2.6
Total of Offset Sources	0.0	0.0	0.0	0.0	0.0	2.5	0.1	2.6
Balance Remaining for Capital Expansion & Streetcar	8.0	34.4	28.8	20.9	20.1	23.8	8.6	144.7
Interest Earnings								4.1
Total More MARTA Atlanta Reserves (through 9/30/22)								173.2

*Bus services actuals for FY2022 are based on pending data submitted to NTD for approval. For FY2023 bus service and streetcar O&M actual costs will be included at the end of the fiscal year.

MORE MARTA ATLANTA EXPANDED BUS SERVICE & STREETCAR DATA

Bus Service Miles & Hours as a % of All Jurisdictions

Fiscal Year		FY17	FY18	FY19	FY21	FY22
Miles	COA	30.86%	25.33%	28.23%	32.62%	32.30%
	More MARTA	6.09%	13.01%	10.11%	2.56%	4.25%
Hours	COA	35.36%	29.82%	31.65%	37.23%	37.68%
	More MARTA	5.94%	12.41%	10.58%	2.11%	4.05%

Operating Hours by Fiscal Year by Mode with NTD Service Costs

FY17

	<u>Vehicle Operations</u>	<u>Rev. Hours</u>	<u>Cost/ Rev. Hr.</u>	<u>Vehicle Main.</u>	<u>Rev. Vehicle Miles</u>	<u>Cost/ Rev. Mile</u>	<u>Non Veh. Main.</u>	<u>General Admin</u>	<u>Total Cost</u>
Rail	\$71,924,605	149,981	\$479.56	\$34,167,568	22,334,168	\$1.53	\$46,559,570	\$37,261,089	\$189,912,832
Bus	\$119,709,737	2,113,732	\$56.63	\$41,169,642	26,238,748	\$1.57	\$12,618,641	\$35,226,572	\$208,724,592
Para	\$18,718,241	439,582	\$42.58	\$6,242,182	7,252,423	\$0.86	\$423,387	\$8,857,302	\$34,241,112
	\$210,352,583			\$81,579,392			\$59,601,598	\$81,344,963	\$432,878,536

FY18

	<u>Vehicle Operations</u>	<u>Rev. Hours</u>	<u>Cost/ Rev. Hr.</u>	<u>Vehicle Main.</u>	<u>Rev. Vehicle Miles</u>	<u>Cost/ Rev. Mile</u>	<u>Facil. Main.</u>	<u>General Admin</u>	<u>Total Cost</u>
Rail	\$76,165,145	150,094	\$507.45	\$35,105,760	22,334,099	\$1.57	\$47,012,761	\$45,629,026	\$203,912,692
Bus	\$130,265,254	2,218,225	\$58.72	\$44,294,650	27,327,203	\$1.62	\$13,258,159	\$43,108,928	\$230,926,991
Para	\$17,533,611	432,134	\$40.57	\$5,908,520	7,096,648	\$0.83	\$406,470	\$8,758,762	\$32,607,363
	\$223,964,010			\$85,308,930			\$60,677,390	\$97,496,716	\$467,447,046

Atlanta Streetcar

	<u>Vehicle Operations</u>	<u>Rev. Hours</u>	<u>Cost/ Rev. Hr.</u>	<u>Vehicle Main.</u>	<u>Rev. Vehicle Miles</u>	<u>Cost/ Rev. Mile</u>	<u>Facil. Main.</u>	<u>General Admin</u>	<u>Total Cost</u>
	\$1,965,772	12,048	\$163.16	\$814,047	57,952	\$14.05	\$948,456	\$2,587,880	\$6,316,155

FY19

	<u>Vehicle Operations</u>	<u>Rev. Hours</u>	<u>Cost/ Rev. Hr.</u>	<u>Vehicle Main.</u>	<u>Rev. Vehicle Miles</u>	<u>Cost/ Rev. Mile</u>	<u>Facil. Main.</u>	<u>General Admin</u>	<u>Total Cost</u>
Rail	\$74,287,404	150,987	\$492.01	\$37,353,460	22,511,413	\$1.66	\$49,871,256	\$44,690,736	\$206,202,856
Bus	\$140,522,315	2,278,566	\$61.67	\$41,193,390	28,121,795	\$1.46	\$11,045,733	\$46,237,620	\$238,999,058
Para	\$21,125,067	461,382	\$45.79	\$7,331,039	7,273,741	\$1.01	\$513,591	\$9,261,536	\$38,231,233
Streetcar	\$1,716,618	12,005	\$142.99	\$2,478,427	60,510	\$40.96	\$423,849	\$545,925	\$5,164,819
	\$237,651,404			\$88,356,316			\$61,854,429	\$100,735,817	\$488,597,966

FY20

	<u>Vehicle Operations</u>	<u>Rev. Hours</u>	<u>Cost/ Rev. Hr.</u>	<u>Vehicle Main.</u>	<u>Rev. Vehicle Miles</u>	<u>Cost/ Rev. Mile</u>	<u>Facil. Main.</u>	<u>General Admin</u>	<u>Total Cost</u>
Rail	\$73,097,210	139,086	\$525.55	\$36,325,998	20,430,752	\$1.78	\$52,324,464	\$44,934,597	\$206,682,269
Bus	\$140,526,266	2,322,662	\$60.50	\$42,948,761	28,303,085	\$1.52	\$9,568,387	\$47,847,763	\$240,891,177
Para	\$22,204,109	480,144	\$46.24	\$6,625,425	6,965,088	\$0.95	\$712,176	\$10,281,671	\$39,823,381
Streetcar	\$1,952,533	11,586	\$168.53	\$2,214,580	56,423	\$39.25	\$598,664	\$677,293	\$5,443,070
	\$237,780,118			\$88,114,764			\$63,203,691	\$103,741,324	\$492,839,897

FY21

	<u>Vehicle Operations</u>	<u>Rev. Hours</u>	<u>Cost/ Rev. Hr.</u>	<u>Vehicle Main.</u>	<u>Rev. Vehicle Miles</u>	<u>Cost/ Rev. Mile</u>	<u>Facil. Main.</u>	<u>General Admin</u>	<u>Total Cost</u>
Rail	\$72,182,347	115,912	\$622.73	\$37,692,190	17,210,772	\$2.19	\$52,316,088	\$54,750,026	\$216,940,651
Bus	\$138,740,759	2,102,476	\$65.99	\$47,736,582	26,005,027	\$1.84	\$11,137,429	\$53,216,285	\$250,831,055
Para	\$20,993,007	359,703	\$58.36	\$5,989,011	5,403,657	\$1.11	\$971,394	\$9,655,972	\$37,609,384
Streetcar	\$1,779,529	10,201	\$174.45	\$1,877,590	52,664	\$35.65	\$602,103	\$441,391	\$4,700,613
	\$233,695,642			\$93,295,373			\$65,027,014	\$118,063,674	\$510,081,703

FY22

	<u>Vehicle Operations</u>	<u>Rev. Hours</u>	<u>Cost/ Rev. Hr.</u>	<u>Vehicle Main.</u>	<u>Rev. Vehicle Miles</u>	<u>Cost/ Rev. Mile</u>	<u>Facil. Main.</u>	<u>General Admin</u>	<u>Total Cost</u>
Rail	\$75,832,648	121,423	\$624.53	\$40,637,147	17,937,424	\$2.27	\$54,995,119	\$51,886,278	\$223,351,192
Bus	\$134,865,924	1,885,800	\$71.52	\$49,354,893	23,919,052	\$2.06	\$10,948,339	\$50,846,531	\$246,015,687
Para	\$23,041,033	417,328	\$55.21	\$7,615,530	5,972,171	\$1.28	\$1,779,018	\$13,762,123	\$46,197,704
Street Car	\$1,865,029	10,201	\$182.83	\$1,957,742	52,910	\$37.00	\$644,347	\$499,447	\$4,966,565
	\$235,604,634			\$99,565,312			\$68,366,823	\$116,994,379	\$520,531,148

Breakdown of Operating Costs by Mode by Jurisdiction

Fiscal Year	FY17-FY22					
Jursidiction	DeKalb Co	Fulton Co	Clayton Co	City of Atlanta	More MARTA	Total
	Millions					
Bus Operating Cost	\$437.0	\$293.9	\$108.7	\$468.0	\$108.8	\$1,416.4
Rail Operating Cost	\$323.0	\$220.7	\$0.0	\$703.3	\$0.0	\$1,247.0
Mobility Operating Cost	\$70.5	\$47.1	\$17.5	\$76.3	\$17.3	\$228.7
Street Car Operating Cost	\$0.0	\$0.0	\$0.0	\$0.0	\$20.3	\$20.3

MORE MARTA ATLANTA PROGRAM
CAPITAL EXPENDITURES BY PROJECT PHASE

Project	Expenditure Type	Capital Expenditures through 9/30/2022					
		FY2019	FY2020	FY2021	FY2022	FY2023	Total
Bankhead Platform Extension	Planning Phase		\$440,265	\$1,112,103	\$1,591,802	\$32,747	\$3,176,917
Beltline NE	Planning Phase			\$8,512	\$206,374		\$214,887
Beltline SE	Planning Phase			\$8,512	\$206,374		\$214,887
Beltline SW	Planning Phase		\$27,106	\$11,841	\$44,183	\$19,275	\$102,405
Campbellton CIC BRT	Planning Phase		\$1,008,548	\$1,908,602	\$1,139,495	\$66,408	\$4,123,053
Cleveland Ave/Metropolitan Pkway ART	Planning Phase		\$184,917	\$617,206	\$794,216	\$40,236	\$1,636,575
Clifton HCT	Planning Phase		\$362,936	\$842,950	\$602,498	\$431,300	\$2,239,684
Five Points Transformation	Planning Phase		\$715,270	\$1,014,599	\$1,396,358	\$589,369	\$3,715,596
Greenbriar Transit Center	Planning Phase				\$12,326		\$12,326
North Avenue Phase I	Planning Phase		\$132,005	\$347,346	\$258,769	\$1,690	\$739,811
Streetcar East	Planning Phase		\$539,804	\$1,983,311	\$3,094,728	\$688,405	\$6,306,248
Streetcar West	Planning Phase		\$46,154	\$47,582	\$82,399	\$24,861	\$200,995
Summerhill BRT	Planning Phase	\$208,320	\$632,219	\$853,708	\$155,555		\$1,849,802
	Design Phase			\$443,477	\$4,217,700	\$507,619	\$5,168,795
	Right-Of-Way				\$27,500		\$27,500
More MARTA Program	Program	\$2,355,807	\$3,839,135	\$1,368,681	\$828,499	\$435,013	\$8,827,135
CPMO - More MARTA	Program		\$1,029,417	\$2,188,772	\$3,607,708	\$521,090	\$7,346,986
Communications	Program		\$305,387	\$253,569	\$543,048	\$205,328	\$1,307,332
Grand Total		\$2,564,127	\$9,263,162	\$13,010,771	\$18,809,534	\$3,563,341	\$47,210,934

MORE MARTA ATLANTA PROGRAM
FUNDING SOURCE DRAWDOWNS – FEDERAL & STATE SOURCES

Project	Total Capital Expenditures to Date	Committed Funds* State	State Funds Received	Committed Funds* Federal	Federal Funds Received	Total More MARTA Atlanta Funds Expended through 9/30/22
Bankhead Platform Extension	\$3,176,917	\$6,000,000				\$3,176,917
Beltline NE	\$214,887					\$214,887
Beltline SE	\$214,887					\$214,887
Beltline SW	\$102,405					\$102,405
Campbellton CIC BRT	\$4,123,053				\$873,357	\$3,249,696 (1)
Cleveland Ave/Metropolitan Pkway ART	\$1,636,575					\$1,636,575
Clifton HCT	\$2,239,684				\$640,021	\$1,599,663 (2)
Five Points Transformation	\$3,715,596	\$13,800,000	\$0	\$25,000,000	\$0	\$3,715,596
Greenbriar Transit Center	\$12,326					\$12,326
North Avenue Phase I	\$739,811					\$739,811
Streetcar East	\$6,306,248					\$6,306,248
Streetcar West	\$200,995					\$200,995
Summerhill BRT	\$7,046,097			\$12,629,760	\$1,132,205	\$5,913,892 (3)
More MARTA Program	\$8,827,135					\$8,827,135
CPMO - More MARTA	\$7,346,986					\$7,346,986
Communications	\$1,307,332					\$1,307,332
Grand Total	\$47,210,934	\$19,800,000	\$0	\$37,629,760	\$2,645,583	\$44,565,351

Funding Sources noted as footnotes above:

(1) – FTA Formula Grant

(2) – FTA Formula Grant

(3) – FTA Tiger IX 2017 Discretionary Grant



PROJECTS IN PLANNING

PROJECT STATUS REPORT – SEPTEMBER 2022

BANKHEAD HEAVY RAIL STATION PLATFORM EXTENSION

PROJECT MANAGER: Marcus Arnold/Jax Colgan
 PLANNING CONSULTANT: HNTB
 FINAL DESIGN CONSULTANT: TBD
 CONTRACTOR: TBD
 FUNDING PLAN: \$6M State
 \$66M More MARTA

The Bankhead Heavy Rail Station Platform Extension project would extend the existing platform at Bankhead Station to accommodate eight rail cars rather than the current two rail cars. The project also includes additional station upgrades including: a public pedestrian plaza, enhanced entrances and exits for customers, pedestrians, and motorists, a new canopy on the platform, and a new elevator and escalator. Additional scope includes the infrastructure for two future Battery Electric Bus (BEB) Charging stations and infrastructure for future six-foot high Platform Screen Door System.

CURRENT PHASE: Planning

KEY MILESTONES

Project Milestones	Target	Forecast	Variance
Completion of Preliminary Design			
Completion of 30% Design	30-Jun-22A	30-Jun-22A	---
Approval of 30% (PMT and PGC)	1-Oct-22	29-Nov-22	59
Procurement of Final Design			
Board Approval to Procure Designer	9-Feb-23	9-Feb-23	0
Advertise RFP for Final Design	13-Mar-23	13-Mar-23	0
Proposal Deadline	25-Apr-23	25-Apr-23	0
Board Approval to Award Contract	13-Jul-23	13-Jul-23	0
Other Key Milestones			
Start of Final Design	26-Jul-23	26-Jul-23	0
Final Design Complete	23-Oct-24	23-Oct-24	0
Construction Bids	8-Jan-25	8-Jan-25	0
Construction Completion	3-Feb-27	3-Feb-27	0
Operational Readiness Date (plus Contingency)	11-Jul-27	11-Jul-27	0
Project Closeout	28-Dec-27	28-Dec-27	0

"A" indicates an actual date

PROJECT COST *

Standard Cost Category (SCC)	Current Project Estimate	Expenditures Previous Report	Expenditures This Quarter	Expenditures To Date	% Complete (Cost)
10 Guideway & Track Elements	\$ 9,616,749	\$ -		\$ -	
20 Stations, Stops, Terminals, Intermodal	\$ 15,735,349	\$ -		\$ -	0%
30 Support Facilities: Yards, Shops, Admin. Bldgs	\$ -	\$ -		\$ -	
40 Sitework & Special Conditions	\$ 10,441,672	\$ -		\$ -	0%
50 Systems	\$ 10,958,681	\$ -		\$ -	0%
60 ROW, Land, Existing Improvements	\$ -	\$ -		\$ -	
70 Vehicles	\$ -	\$ -		\$ -	
80 Professional Services	\$ 13,955,693	\$ 3,474,970	\$ (298,053)	\$ 3,176,917	23%
90 Unallocated Contingency	\$ 10,829,326	\$ -		\$ -	0%
TOTAL PROJECT COST	\$ 71,537,469	\$ 3,474,970	\$ (298,053)	\$ 3,176,917	4%

*accrual reconciliation from FY2022 fiscal year close is reflected in this quarter.

MAJOR ACTIVITIES THIS QUARTER

- Final review and incorporation of comments for 30% design package
- PMT referred advancement to 30% design to PGC
- Coordination with MARTA's TOD RFP and master planning activities

CRITICAL ISSUES

- Coordination of design with adjacent development

PROJECT STATUS REPORT – SEPTEMBER 2022

CAMPBELLTON COMMUNITY INVESTMENT CORRIDOR

PROJECT MANAGER: Marcus Arnold
 PLANNING CONSULTANT: HNTB
 FINAL DESIGN CONSULTANT: TBD
 CONTRACTOR: TBD
 FUNDING PLAN: TBD

MARTA, in collaboration with the City of Atlanta, is investing in high-capacity transit in the Campbellton Corridor to improve connectivity, accessibility, and mobility in southwest Atlanta. The corridor, generally linking the Greenbriar Mall area to the Oakland City MARTA Station is home to established neighborhoods and businesses and is currently served by one of MARTA's busiest bus routes (83 Campbellton Road). High-capacity transit service can assist in transforming the corridor into a vibrant, pedestrian-friendly, mixed-use community and could incentivize redevelopment efforts at Greenbriar Mall and Fort McPherson.

CURRENT PHASE: Planning

KEY MILESTONES

Project Milestones	Target*	Forecast	Variance
Completion of Preliminary Design			
Completion of 30% Design	19-Aug-23	19-Aug-23	0
Approval of 30% (PMT and PGC)	1-Oct-23	1-Oct-23	0
Procurement of Final Design			
Board Approval to Procure Designer	1-Aug-23	1-Aug-23	0
Advertise RFP for Final Design	15-Aug-23	15-Aug-23	0
Proposal Deadline	30-Sep-23	30-Sep-23	0
Board Approval to Award Contract	30-Nov-23	30-Nov-23	0
Other Key Milestones			
Start of Final Design	1-Jan-24	1-Jan-24	0
Final Design Complete	12-Jun-25	12-Jun-25	0
Construction Bids	8-Jan-26	8-Jan-26	0
Construction Completion	30-Jul-28	30-Jul-28	0
Operational Readiness Date (plus Contingency)	30-Nov-28	30-Nov-28	0
Project Closeout	30-Mar-29	30-Mar-29	0

*Target dates revised based on delays to LPA approval. "A" indicates an actual date

PROJECT COST *

Standard Cost Category (SCC)	Current Project Estimate*	Expenditures Previous Report	Expenditures This Quarter	Expenditures To Date	% Complete (Cost)
10 Guideway & Track Elements	\$ 19,044,963	\$ -		\$ -	0%
20 Stations, Stops, Terminals, Intermodal	\$ 11,771,951	\$ -		\$ -	0%
30 Support Facilities: Yards, Shops, Admin. Bldgs	\$ 1,147,140	\$ -		\$ -	0%
40 Sitework & Special Conditions	\$ 109,417,575	\$ -		\$ -	0%
50 Systems	\$ 5,911,111	\$ -		\$ -	0%
60 ROW, Land, Existing Improvements	\$ 17,931,562	\$ -		\$ -	0%
70 Vehicles	\$ 19,952,682	\$ -		\$ -	0%
80 Professional Services	\$ 92,023,016	\$ 4,167,750	\$ (44,697)	\$ 4,123,053	4%
90 Unallocated Contingency	\$ 30,800,000	\$ -		\$ -	0%
TOTAL PROJECT COST	\$ 308,000,000	\$ 4,167,750	\$ (44,697)	\$ 4,123,053	1%

*accrual reconciliation from FY2022 fiscal year close is reflected in this quarter.

MAJOR ACTIVITIES THIS QUARTER

- LPA for center-running BRT adopted by MARTA Board in July 2022
- Request for entry into Project Development for FTA CIG Small Starts submitted in August 2022
- Preparation of NEPA checklist for submission to FTA

CRITICAL ISSUES

- Kick-off of preliminary engineering and NEPA activities

PROJECT STATUS REPORT – SEPTEMBER 2022

CLEVELAND AVENUE/METROPOLITAN PARKWAY ARTERIAL RAPID TRANSIT

PROJECT MANAGER: Marcus Arnold/Jax Colgan
 PLANNING CONSULTANT: HNTB
 FINAL DESIGN CONSULTANT: HNTB
 CONTRACTOR: TBD
 FUNDING PLAN: \$8.5M Local
 \$37.3M More MARTA

Arterial Rapid Transit (ART) service is a rapid bus service utilizing existing roadway infrastructure with limited stops, transit signal priority (TSP), and enhanced station/stop amenities to improving travel times, reliability, and customer experience. Along Cleveland Avenue, the new ART service will serve the existing route 78 alignment from East Point Station to Jonesboro Road and along Metropolitan Parkway, will serve the existing route 95 from West End Station to Cleveland Avenue. The ART service will improve transit access to destinations Atlanta Metropolitan State College, Atlanta Technical College, and other key destinations like The Met, Kroger, and Walmart.

CURRENT PHASE: Planning

KEY MILESTONES

Project Milestones	Target	Forecast	Variance
Completion of Preliminary Design			
Completion of 30% Design	30-May-22	12-Sep-22A	---
Approval of 30% (PMT and PGC)	1-Oct-22	29-Nov-22	59
Other Key Milestones			
Start of Final Design	1-Jul-23	1-Jul-23	0
Final Design Complete	30-Apr-23	30-Apr-23	0
Construction Bids	1-Jul-23	1-Jul-23	0
Construction Completion	31-Dec-24	31-Dec-24	0
Operational Readiness Date (plus Contingency)	31-Mar-25	31-Mar-25	0
Project Closeout	30-Sep-25	30-Sep-25	0

"A" indicates an actual date

PROJECT COST *

Standard Cost Category (SCC)	Current Project Estimate	Expenditures Previous Report	Expenditures This Period	Expenditures To Date	% Complete (Cost)
10 Guideway & Track Elements	\$ 2,500,000	\$ -		\$ -	
20 Stations, Stops, Terminals, Intermodal	\$ 7,092,878	\$ -		\$ -	0%
30 Support Facilities: Yards, Shops, Admin. Bldgs	\$ -	\$ -		\$ -	
40 Sitework & Special Conditions	\$ 10,033,074	\$ -		\$ -	0%
50 Systems	\$ 3,564,672	\$ -		\$ -	0%
60 ROW, Land, Existing Improvements	\$ 2,817,996	\$ -		\$ -	0%
70 Vehicles	\$ 750,000	\$ -		\$ -	
80 Professional Services	\$ 11,408,208	\$ 2,064,148	\$ (427,573)	\$ 1,636,575	14%
90 Unallocated Contingency	\$ 7,633,366	\$ -		\$ -	0%
TOTAL PROJECT COST	\$ 45,800,194	\$ 2,064,148	\$ (427,573)	\$ 1,636,575	4%

*accrual reconciliation from FY2022 fiscal year close is reflected in this quarter.

MAJOR ACTIVITIES THIS QUARTER
 CRITICAL ISSUES

- Projects have been combined as a single bid package
- Completed survey work for queue jumper and cul de sac project elements
- ROW legislation is needed to proceed with acquisitions

PROJECT STATUS REPORT – SEPTEMBER 2022

CLIFTON CORRIDOR TRANSIT INITIATIVE

PROJECT MANAGER: Bryan Hobbs
 PLANNING CONSULTANT: AECOM
 FINAL DESIGN CONSULTANT: TBD
 CONTRACTOR: TBD
 FUNDING PLAN: Pending LPA Selection

The Clifton Corridor Transit Initiative is a proposed high-capacity transit line linking Lindbergh Center and Avondale stations. It will connect the Red/Gold and Blue rail lines together and provide a connection to the Beltline corridor. This line will improve access to one of the region's most congested areas – and biggest job centers – serving Emory University, Emory Hospital, the Centers for Disease Control, Children's Healthcare of Atlanta - Egleston Hospital, and Veteran's Administration Hospital.

CURRENT PHASE: Planning

KEY MILESTONES

Project Milestones	Target	Forecast	Variance
Completion of Alternatives Analysis			
Board Approval of LPA	30-Apr-23	30-Apr-23	---
Completion of Environmental Process			
Completion of NEPA Analysis	30-Apr-24	30-Apr-24	---

"A" indicates an actual date

PROJECT COST *

Standard Cost Category (SCC)	Current Project Estimate	Expenditures Previous Report	Expenditures This Period	Expenditures To Date	% Complete (Cost)
Construction (10-50, 70)	\$ 1,197,095,159	\$ -		\$ -	0%
60 ROW, Land, Existing Improvements	\$ 204,561,716	\$ -		\$ -	0%
80 Professional Services	\$ 276,445,008	\$ 2,511,896	\$ (272,212)	\$ 2,239,684	1%
90 Unallocated Contingency	\$ 204,561,716	\$ -		\$ -	0%
TOTAL PROJECT COST	\$ 1,882,663,599	\$ 2,511,896	\$ (272,212)	\$ 2,239,684	0.1%

*accrual reconciliation from FY2022 fiscal year close is reflected in this quarter.

MAJOR ACTIVITIES THIS QUARTER

- Alternative analysis is underway
- Stakeholder meetings held in July
- Public meetings held in July

CRITICAL ISSUES

- CSX corridor is a key element of the project alignment
- Project has a funding gap and will need other sources

PROJECT STATUS REPORT – SEPTEMBER 2022

FIVE POINTS TRANSFORMATION

PROJECT MANAGER: Tara King
 PLANNING CONSULTANT: WSP
 FINAL DESIGN CONSULTANT: SOM
 CONTRACTOR (CMAR): Skanska USA Building
 FUNDING PLAN: More MARTA \$167.6M
 GDOT \$11.25M
 Fed (RAISE) \$25M

The Five Points Transformation will revitalize the focal point of MARTA's heavy rail system. Five Points is the largest and most heavily used Station in the system as the connecting point between the north/south and east/west heavy rail lines and numerous bus routes. To support the development by the City of Atlanta to create a downtown hub, the transformation of the station will improve the connection between the station to the surrounding communities and support ongoing redevelopments next to the site.

CURRENT PHASE: Planning

KEY MILESTONES

Project Milestones	Target	Forecast	Variance
Completion of Alternatives Analysis			
Selection of Operational Concept	28-Feb-23	28-Feb-23	---
Selection of Design Scheme	30-Mar-23	30-Mar-23	
Demolition			
Negotiation of CGMP	15-Jul-22A	15-Jul-22A	---
Start of Demolition	1-Oct-24	1-Oct-24	---
Completion of Demolition	1-Oct-26	1-Oct-26	---
Final Design			
Start of Final Design	1-May-23	1-May-23	---
Completion of 30% Design	TBD	TBD	---
Approval of 30% (PMT and PGC)	TBD	TBD	---

"A" indicates an actual date

PROJECT COST *

Standard Cost Category (SCC)	Project Budget	Expenditures Previous Report	Expenditures This Quarter	Expenditures To Date	% Complete (Cost)
10 Guideway & Track Elements	\$ -	\$ -		\$ -	
20 Stations, Stops, Terminals, Intermodal	\$ 58,344,264	\$ -		\$ -	0%
30 Support Facilities: Yards, Shops, Admin. Bldgs	\$ 5,000,000	\$ -		\$ -	0%
40 Sitework & Special Conditions	\$ 75,088,400	\$ -		\$ -	0%
50 Systems	\$ 8,572,114	\$ -		\$ -	0%
60 ROW, Land, Existing Improvements	\$ 800,000	\$ -		\$ -	0%
70 Vehicles	\$ -	\$ -		\$ -	
80 Professional Services	\$ 29,440,000	\$ 3,126,227	\$ 589,369	\$ 3,715,596	13%
90 Unallocated Contingency	\$ 26,586,717	\$ -		\$ -	0%
TOTAL PROJECT COST	\$ 203,831,495	\$ 3,126,227	\$ 589,369	\$ 3,715,596	2%

*accrual reconciliation from FY2022 fiscal year close is reflected in this quarter.

MAJOR ACTIVITIES THIS QUARTER

- \$25M RAISE Awarded 8/10/2022; NEPA and 106 checklists submitted on 7/29/22
- Follow up meeting with FTA determined that DOE for Historical Significance must be submitted; preparation of documentation has started
- City of Atlanta for comments received on design concepts

CRITICAL ISSUES

- Selection of final design concept
- Relocation/lease of temporary space for police precinct

PROJECT STATUS REPORT – SEPTEMBER 2022

NORTH AVENUE BUS RAPID TRANSIT

PROJECT MANAGER: William Lotharp
 PLANNING CONSULTANT: HNTB
 FINAL DESIGN CONSULTANT: TBD
 CONTRACTOR: TBD
 FUNDING PLAN: TBD

The first phase of the North Avenue Bus Rapid Transit (BRT) project will connect the North Avenue Station with the Poncey-Highland neighborhood, incorporating bus-only lanes, transit-signal priority, enhanced bus stations, and specially branded vehicles. Studying a pilot of autonomous vehicle technology.

CURRENT PHASE: Planning

KEY MILESTONES

Project Milestones	Target	Forecast	Variance
Completion of Preliminary Design			
Completion of 15% Design	28-Feb-23	28-Feb-23	---
Completion of 30% Design	TBD	TBD	---
Approval of 30% (PMT and PGC)	TBD	TBD	---

"A" indicates an actual date

PROJECT COST *

Standard Cost Category (SCC)	Current Project Estimate	Expenditures Previous Report	Expenditures This Quarter	Expenditures To Date	% Complete (Cost)
10 Guideway & Track Elements	\$ 3,689,888	\$ -		\$ -	0%
20 Stations, Stops, Terminals, Intermodal	\$ 2,261,546	\$ -		\$ -	0%
30 Support Facilities: Yards, Shops, Admin. Bldgs	\$ 238,058	\$ -		\$ -	0%
40 Sitework & Special Conditions	\$ 21,127,587	\$ -		\$ -	0%
50 Systems	\$ 1,130,770	\$ -		\$ -	0%
60 ROW, Land, Existing Improvements	\$ 3,451,831	\$ -		\$ -	0%
70 Vehicles	\$ 3,868,433	\$ -		\$ -	0%
80 Professional Services	\$ 23,746,218	\$ 772,121	\$ (32,310)	\$ 739,811	3%
90 Unallocated Contingency	\$ 2,985,669	\$ -		\$ -	0%
TOTAL PROJECT COST	\$ 62,500,000	\$ 772,121	\$ (32,310)	\$ 739,811	1%

*accrual reconciliation from FY2022 fiscal year close is reflected in this quarter.

MAJOR ACTIVITIES THIS QUARTER

- Completion of 15% design plans for BRT stops
- Utility coordination

CRITICAL ISSUES

- Determination of vehicle charging requirements
- Addition of NEPA checklist submission to scope of project

PROJECT STATUS REPORT – SEPTEMBER 2022

STREETCAR EAST EXTENSION

PROJECT MANAGER: Bryan Hobbs
 PLANNING CONSULTANT: HNTB
 FINAL DESIGN CONSULTANT: TBD
 CONTRACTOR: TBD
 FUNDING PLAN: TBD

The Streetcar East Extension project is planned to be the first extension of the existing downtown Streetcar, originally opened in late 2014. The project will extend the Streetcar from its current eastern limit at Jackson Street to the Beltline at Irwin Street and along the Beltline to Ponce City Market.

CURRENT PHASE: Planning

KEY MILESTONES

Project Milestones	Target	Forecast	Variance
Completion of Preliminary Design			
Completion of 30% Design	23-Jan-23	23-Jan-23	0
Approval of 30% (PMT and PGC)	28-Feb-23	28-Feb-23	0
Procurement of Final Design			
Board Approval to Procure Designer	9-Feb-23	9-Feb-23	0
Advertise RFP for Final Design	13-Mar-23	13-Mar-23	0
Proposal Deadline	25-Apr-23	25-Apr-23	0
Board Approval to Award Contract	13-Jul-23	13-Jul-23	0
Other Key Milestones			
Start of Final Design	26-Jul-23	26-Jul-23	0
Final Design Complete	21-Jan-25	21-Jan-25	0
Construction Bids	1-May-25	1-May-25	0
Construction Completion	24-Jan-28	24-Jan-28	0
Operational Readiness Date (plus Contingency)	24-Jul-28	24-Jul-28	0
Project Closeout	17-Jan-29	17-Jan-29	0

"A" indicates an actual date

PROJECT COST *

Standard Cost Category (SCC)	Current Project Estimate	Expenditures Previous Report	Expenditures This Quarter	Expenditures To Date	% Complete (Cost)
10 Guideway & Track Elements	\$ 30,825,590	\$ -		\$ -	0%
20 Stations, Stops, Terminals, Intermodal	\$ 2,593,610	\$ -		\$ -	0%
30 Support Facilities: Yards, Shops, Admin. Bldgs	\$ 7,290,440	\$ -		\$ -	0%
40 Sitework & Special Conditions	\$ 33,890,420	\$ -		\$ -	0%
50 Systems	\$ 22,679,540	\$ -		\$ -	0%
60 ROW, Land, Existing Improvements	\$ 14,148,490	\$ -		\$ -	0%
70 Vehicles	\$ 18,018,710	\$ -		\$ -	0%
80 Professional Services	\$ 28,053,200	\$ 6,736,477	\$ (430,229)	\$ 6,306,248	22%
90 Unallocated Contingency	\$ 17,500,000	\$ -		\$ -	0%
TOTAL PROJECT COST	\$ 175,000,000	\$ 6,736,477	\$ (430,229)	\$ 6,306,248	4%

*accrual reconciliation from FY2022 fiscal year close is reflected in this quarter.

MAJOR ACTIVITIES
THIS QUARTER
CRITICAL ISSUES

- Geotechnical mobilization and start of work
- 30% design submission, preparation of cost estimate and reconciliation
- Preparation of 30% design cost and schedule to PMT & PGC to enter final design



PROJECTS IN DESIGN

PROJECT STATUS REPORT – SEPTEMBER 2022

SUMMERHILL BUS RAPID TRANSIT (BRT)

PROJECT MANAGER: Greg Holder
 PLANNING CONSULTANT: WSP
 FINAL DESIGN CONSULTANT: Kimley-Horn
 CONTRACTOR: TBD
 FUNDING: FTA Tiger \$12.6M
 More MARTA \$45.8M
 TBD (City) \$5M

The Summerhill Bus Rapid Transit (BRT) project is part of the Atlanta More MARTA program. The project will consist of 5 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 consist of 14 stations along 85% dedicated BRT lanes with traffic signal prioritization (TSP) and intelligent communications and will serve several major institutions, government facilities, employment centers and housing along the corridor.

CURRENT PHASE: Final Design

KEY MILESTONES

Project Milestones	Baseline Date (RB01)	Forecast (as of 9/30/22)	Variance (calendar days)
Final Design			
60% Design Submission	30-Nov-21A	30-Nov-21A	---
90% Design Submission	28-Mar-22	15-Apr-22A	---
100% Design Submission	9-Jun-22	17-Jun-22A	---
Completion of Final Design	8-Jul-22	12-Aug-22A	---
Contract Formation and Construction			
Advertise for Bids	12-Jul-22	5-Dec-22	-146
Award Contract	21-Dec-22	15-Mar-23	-84
Notice to Proceed for Construction	24-Apr-23	7-Jun-23	-44
Construction Completion Date	7-Apr-25	22-Mar-25	16
ROW, Utilities & Vehicles			
All Property Acquisitions Complete	23-Apr-23	23-Jul-23	-91
Third Party Utility Construction Complete	5-Mar-24	10-Mar-23	361
Vehicle Final Acceptance	25-Feb-25	12-Dec-24	75
Project Completion			
Start of Training & Testing	8-Apr-25	5-Sep-24	215
Revenue Service Date (plus Contingency)	31-Jul-25	29-Jul-25	2

"A" indicates an actual date / RB01 is Revised Baseline 01 date 01-Feb-2022

PROJECT COST *

Standard Cost Category (SCC)	Project Budget (Grant Agreement)	Current Project Budget	Expenditures Previous Report	Expenditures This Quarter	Expenditures To Date	% Complete (Cost)
10 Guideway & Track Elements	\$ 5,640,000	\$ 9,353,000				0%
20 Stations, Stops, Terminals, Intermodal	\$ 10,780,000	\$ 16,814,000				0%
30 Support Facilities: Yards, Shops, Admin. Bldgs	\$ -	\$ 272,000				0%
40 Sitework & Special Conditions	\$ 5,850,000	\$ 6,428,000				0%
50 Systems	\$ 10,670,000	\$ 12,957,000				0%
60 ROW, Land, Existing Improvements	\$ 2,740,000	\$ 5,882,000	\$ 27,500	\$ -	\$ 27,500	0%
70 Vehicles	\$ 6,220,000	\$ 8,698,000				0%
80 Professional Services	\$ 11,260,000	\$ 18,098,000	\$ 6,510,978	\$ 507,619	\$ 7,018,597	39%
90 Unallocated Contingency	\$ 5,316,000	\$ 7,850,200				0%
TOTAL PROJECT COST (FTA)	\$ 58,476,000	\$ 86,352,200	\$ 6,538,478	\$ 507,619	\$ 7,046,097	8%
Additional Paving of General Purpose Lanes		\$ 4,961,798				
TOTAL PROJECT COST		\$ 91,313,998	\$ 6,538,478	\$ 507,619	\$ 7,046,097	8%

*accrual reconciliation from FY2022 fiscal year close is reflected in this quarter.

MAJOR ACTIVITIES THIS QUARTER

- 100% design completed
- Industry day and tour held for construction contractors and DBE partners
- Draft utility agreements completed with Dept of Watershed and Atlanta Gas & Light
- Significant change process completed

CRITICAL ISSUES

- Procurement package preparation (Invitation for Bid) for construction contractor



More MARTA Atlanta Program Quarterly Progress Report

December 2022 - DRAFT

Bus service numbers are based on latest National Transit Database data for FY22, submitted by MARTA on December 2, 2022 and pending approval. Once approved, this report will be issued in its final form.

Report issued by:
MARTA Capital Projects, Expansion & Innovation
Centralized Program Management Office (CPMO)



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BALLOT MEASURE QUESTION APPROVED BY VOTERS IN 2016

Shall an additional sales tax of one-half percent be collected in the City of Atlanta for the purpose of significantly expanding and enhancing MARTA transit service in Atlanta?

PROGRAM OVERVIEW

In November 2016 – following robust public dialogue and extensive feedback from residents, riders, and stakeholders – voters in the City of Atlanta (CoA) approved a ½ penny sales tax for the expansion and enhancement of MARTA services within the City of Atlanta, a program of projects now known as More MARTA Atlanta.

Shortly thereafter, two committees – the Technical Advisory Committee (TAC) and Stakeholders Advisory Committee (SAC) – were created to solicit input, recommendations, and suggestions regarding the development, implementation and execution of sales tax funded projects ranging from bus enhancements to transit facilities, transit accessibility to transit expansion.

The TAC was comprised of members from MARTA, CoA, GDOT, Atlanta BeltLine, Inc. (ABI), GRTA/SRTA, and the Atlanta Regional Commission. The SAC was comprised of stakeholders representing senior citizens, students, NPUs, CIDs, schools and universities including HBCUs, businesses, transit advocates, disabled customers, developers, and environmentalists. The members assisted MARTA staff with the decision-making process to implement and execute a comprehensive service program.

The resulting More MARTA Atlanta project list included over 70 projects with an estimated price tag of \$11.5B, which significantly exceeded the 40-year sales tax collection projections of \$2.5B.

With a clear understanding of this financial constraint, the subsequent Joint Prioritization Leadership Group (JPLG) – made up of executive leadership from MARTA, the CoA and ABI – proposed and evaluated multiple scenarios that addressed sequencing, equity, and affordability. After a public engagement survey and key stakeholder input, the resulting plan was an expansion program of projects balanced with a substantial increase in bus service within the CoA and the funding of streetcar operations to be transferred to MARTA.

The final prioritized plan, as recommended by the JPLG, was presented to and approved by the MARTA Board on October 4, 2018 and includes both capital expansion projects and enhancements to local bus service. MARTA and the City entered into an Intergovernmental Agreement, which incorporated this prioritization plan (sequencing plan) in 2020. That IGA also provides an ongoing framework for the partnership.

The following report details the status of projects that have been formally initiated to date.

Notes on this report:

- *Funding for projects in design (project development) is based on approved total project cost. At 30% design, a total project cost is considered for approval by the PMT and PGC. Any significant changes, per the IGA, must be approved by the PGC. In addition, for federally funded projects FTA approval is needed for modification to grant agreements.*

- *Funding for projects in planning or at the conceptual level is estimated based on either the concepts being considered or the best information possible for similar projects. Multiple alternatives exist at the planning phase, which typically involve substantially different costs.*
- *Bus service numbers are based on latest National Transit Database data for FY22, submitted on December 2, 2022 and pending approval.*

MORE MARTA ATLANTA PROGRAM SOURCES AND USES

	\$ Millions							
	April- June						through Dec 2022	Total
	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY17- FY23
SOURCES								
Projected Sales Tax Revenue <i>(based on Cash Flow Model)</i>	15.9	68.8	71.6	74.1	76.7	79.3	40.9	427.3
Sales Tax <i>(.5 of the MOST as reported by the GA DOR)</i>	15.9	68.8	73.2	71.2	75.5	90.1	24.4	444.0
I. Bus Service Enhancements								
<u>Budgets</u>								
Bus Service Enhancements (.25 or 50% of Half Penny)								
Operating Cost (63.8%)	5.1	21.9	23.4	22.7	24.1	28.7	15.7	141.6
Sustaining Capital Costs (36.2%)	2.9	12.5	13.2	12.9	13.7	16.3	8.9	80.4
Total Bus Service Enhancements Budget	8.0	34.4	36.6	35.6	37.8	45.1	24.7	222.0
<u>Actual Spent on Bus Service Operating</u>								
Bus Operating	12.5	29.0	25.0	26.7	5.6	10.1*		108.9*
Mobility Operating	2.0	4.1	4.0	4.4	0.8	1.9		17.2
Sustaining Capital	2.9	12.5	13.2	12.9	13.7	16.3	8.9	80.4
Total Bus Service Actuals	17.4	45.6	42.2	44.0	20.1	28.3	8.9	206.5
<u>Sources to Offset Bus Service</u>								
Federal CMAQ Grant	0.0	0.0	8.4	8.4	0.0	0.0		16.8
Total of Offset Sources	0.0	0.0	8.4	8.4	0.0	0.0	0.0	16.8
Balance Remaining for Bus Service Enhancements								32.3
II. Capital Expansion & Streetcar O&M								
<u>Budgets</u>								
Capital Expansion & Streetcar (.25 or 50% of Half Penny)	8.0	34.4	36.6	35.6	37.8	45.1	24.7	222.0
Total Capital & Streetcar O&M Budget	8.0	34.4	36.6	35.6	37.8	45.1	24.7	222.0
<u>Actual Spent on Capital Expansion & Streetcar</u>								
COA Expansion Capital Costs			2.6	9.3	13.0	18.8	8.0	51.6
Streetcar Service O&M			5.2	5.4	4.7	5.0		20.3
Total Capital Expansion & Streetcar Actuals	0.0	0.0	7.8	14.7	17.7	23.8	8.0	71.9
<u>Sources to Offset Capital Expansion Costs</u>								
State and Federal Grants	0.0	0.0	0.0	0.0	0.0	2.5	0.1	2.6
Total of Offset Sources	0.0	0.0	0.0	0.0	0.0	2.5	0.1	2.6
Balance Remaining for Capital Expansion & Streetcar	8.0	34.4	28.8	20.9	20.1	23.8	16.8	152.7
Interest Earnings								4.1
Total More MARTA Atlanta Reserves (through 9/30/22)								189.1

*Bus services actuals for FY2022 are based on pending data submitted to NTD for approval. For FY2023 bus service and streetcar O&M actual costs will be included at the end of the fiscal year.

MORE MARTA ATLANTA EXPANDED BUS SERVICE & STREETCAR DATA

Bus Service Miles & Hours as a % of All Jurisdictions

Fiscal Year		FY17	FY18	FY19	FY21	FY22
Miles	COA	30.86%	25.33%	28.23%	32.62%	32.30%
	More MARTA	6.09%	13.01%	10.11%	2.56%	4.25%
Hours	COA	35.36%	29.82%	31.65%	37.23%	37.68%
	More MARTA	5.94%	12.41%	10.58%	2.11%	4.05%

Operating Hours by Fiscal Year by Mode with NTD Service Costs

FY17

	<u>Vehicle Operations</u>	<u>Rev. Hours</u>	<u>Cost/ Rev. Hr.</u>	<u>Vehicle Main.</u>	<u>Rev. Vehicle Miles</u>	<u>Cost/ Rev. Mile</u>	<u>Non Veh. Main.</u>	<u>General Admin</u>	<u>Total Cost</u>
Rail	\$71,924,605	149,981	\$479.56	\$34,167,568	22,334,168	\$1.53	\$46,559,570	\$37,261,089	\$189,912,832
Bus	\$119,709,737	2,113,732	\$56.63	\$41,169,642	26,238,748	\$1.57	\$12,618,641	\$35,226,572	\$208,724,592
Para	\$18,718,241	439,582	\$42.58	\$6,242,182	7,252,423	\$0.86	\$423,387	\$8,857,302	\$34,241,112
	\$210,352,583			\$81,579,392			\$59,601,598	\$81,344,963	\$432,878,536

FY18

	<u>Vehicle Operations</u>	<u>Rev. Hours</u>	<u>Cost/ Rev. Hr.</u>	<u>Vehicle Main.</u>	<u>Rev. Vehicle Miles</u>	<u>Cost/ Rev. Mile</u>	<u>Facil. Main.</u>	<u>General Admin</u>	<u>Total Cost</u>
Rail	\$76,165,145	150,094	\$507.45	\$35,105,760	22,334,099	\$1.57	\$47,012,761	\$45,629,026	\$203,912,692
Bus	\$130,265,254	2,218,225	\$58.72	\$44,294,650	27,327,203	\$1.62	\$13,258,159	\$43,108,928	\$230,926,991
Para	\$17,533,611	432,134	\$40.57	\$5,908,520	7,096,648	\$0.83	\$406,470	\$8,758,762	\$32,607,363
	\$223,964,010			\$85,308,930			\$60,677,390	\$97,496,716	\$467,447,046

Atlanta Streetcar

	<u>Vehicle Operations</u>	<u>Rev. Hours</u>	<u>Cost/ Rev. Hr.</u>	<u>Vehicle Main.</u>	<u>Rev. Vehicle Miles</u>	<u>Cost/ Rev. Mile</u>	<u>Facil. Main.</u>	<u>General Admin</u>	<u>Total Cost</u>
	\$1,965,772	12,048	\$163.16	\$814,047	57,952	\$14.05	\$948,456	\$2,587,880	\$6,316,155

FY19

	<u>Vehicle Operations</u>	<u>Rev. Hours</u>	<u>Cost/ Rev. Hr.</u>	<u>Vehicle Main.</u>	<u>Rev. Vehicle Miles</u>	<u>Cost/ Rev. Mile</u>	<u>Facil. Main.</u>	<u>General Admin</u>	<u>Total Cost</u>
Rail	\$74,287,404	150,987	\$492.01	\$37,353,460	22,511,413	\$1.66	\$49,871,256	\$44,690,736	\$206,202,856
Bus	\$140,522,315	2,278,566	\$61.67	\$41,193,390	28,121,795	\$1.46	\$11,045,733	\$46,237,620	\$238,999,058
Para	\$21,125,067	461,382	\$45.79	\$7,331,039	7,273,741	\$1.01	\$513,591	\$9,261,536	\$38,231,233
Streetcar	\$1,716,618	12,005	\$142.99	\$2,478,427	60,510	\$40.96	\$423,849	\$545,925	\$5,164,819
	\$237,651,404			\$88,356,316			\$61,854,429	\$100,735,817	\$488,597,966

FY20

	<u>Vehicle Operations</u>	<u>Rev. Hours</u>	<u>Cost/ Rev. Hr.</u>	<u>Vehicle Main.</u>	<u>Rev. Vehicle Miles</u>	<u>Cost/ Rev. Mile</u>	<u>Facil. Main.</u>	<u>General Admin</u>	<u>Total Cost</u>
Rail	\$73,097,210	139,086	\$525.55	\$36,325,998	20,430,752	\$1.78	\$52,324,464	\$44,934,597	\$206,682,269
Bus	\$140,526,266	2,322,662	\$60.50	\$42,948,761	28,303,085	\$1.52	\$9,568,387	\$47,847,763	\$240,891,177
Para	\$22,204,109	480,144	\$46.24	\$6,625,425	6,965,088	\$0.95	\$712,176	\$10,281,671	\$39,823,381
Streetcar	\$1,952,533	11,586	\$168.53	\$2,214,580	56,423	\$39.25	\$598,664	\$677,293	\$5,443,070
	\$237,780,118			\$88,114,764			\$63,203,691	\$103,741,324	\$492,839,897

FY21

	<u>Vehicle Operations</u>	<u>Rev. Hours</u>	<u>Cost/ Rev. Hr.</u>	<u>Vehicle Main.</u>	<u>Rev. Vehicle Miles</u>	<u>Cost/ Rev. Mile</u>	<u>Facil. Main.</u>	<u>General Admin</u>	<u>Total Cost</u>
Rail	\$72,182,347	115,912	\$622.73	\$37,692,190	17,210,772	\$2.19	\$52,316,088	\$54,750,026	\$216,940,651
Bus	\$138,740,759	2,102,476	\$65.99	\$47,736,582	26,005,027	\$1.84	\$11,137,429	\$53,216,285	\$250,831,055
Para	\$20,993,007	359,703	\$58.36	\$5,989,011	5,403,657	\$1.11	\$971,394	\$9,655,972	\$37,609,384
Streetcar	\$1,779,529	10,201	\$174.45	\$1,877,590	52,664	\$35.65	\$602,103	\$441,391	\$4,700,613
	\$233,695,642			\$93,295,373			\$65,027,014	\$118,063,674	\$510,081,703

FY22

	<u>Vehicle Operations</u>	<u>Rev. Hours</u>	<u>Cost/ Rev. Hr.</u>	<u>Vehicle Main.</u>	<u>Rev. Vehicle Miles</u>	<u>Cost/ Rev. Mile</u>	<u>Facil. Main.</u>	<u>General Admin</u>	<u>Total Cost</u>
Rail	\$75,832,648	121,423	\$624.53	\$40,637,147	17,937,424	\$2.27	\$54,995,119	\$51,886,278	\$223,351,192
Bus	\$134,865,924	1,885,800	\$71.52	\$49,354,893	23,919,052	\$2.06	\$10,948,339	\$50,846,531	\$246,015,687
Para	\$23,041,033	417,328	\$55.21	\$7,615,530	5,972,171	\$1.28	\$1,779,018	\$13,762,123	\$46,197,704
Street Car	\$1,865,029	10,201	\$182.83	\$1,957,742	52,910	\$37.00	\$644,347	\$499,447	\$4,966,565
	\$235,604,634			\$99,565,312			\$68,366,823	\$116,994,379	\$520,531,148

Breakdown of Operating Costs by Mode by Jurisdiction

Fiscal Year	FY17-FY22					
Jursidiction	DeKalb Co	Fulton Co	Clayton Co	City of Atlanta	More MARTA	Total
	Millions					
Bus Operating Cost	\$437.0	\$293.9	\$108.7	\$468.0	\$108.8	\$1,416.4
Rail Operating Cost	\$323.0	\$220.7	\$0.0	\$703.3	\$0.0	\$1,247.0
Mobility Operating Cost	\$70.5	\$47.1	\$17.5	\$76.3	\$17.3	\$228.7
Street Car Operating Cost	\$0.0	\$0.0	\$0.0	\$0.0	\$20.3	\$20.3

MORE MARTA ATLANTA PROGRAM
CAPITAL EXPENDITURES BY PROJECT PHASE

Project	Expenditure Type	Capital Expenditures through 12/30/2022					Total
		FY2019	FY2020	FY2021	FY2022	FY2023	
Bankhead Platform Extension	Planning Phase		\$440,265	\$1,112,103	\$1,591,802	\$381,069	\$3,525,240
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	\$41,139	\$124,269
Campbellton CIC BRT	Planning Phase		\$1,008,548	\$1,908,602	\$1,139,495	\$567,568	\$4,624,212
Cleveland Ave/Metropolitan Pkwy ARTs	Planning Phase		\$184,917	\$617,206	\$794,216	\$62,983	\$1,659,322
	Design Phase					\$203,559	\$203,559
Clifton Corridor BRT	Planning Phase		\$362,936	\$842,950	\$602,498	\$448,808	\$2,257,192
Five Points Transformation	Planning Phase		\$715,270	\$1,014,599	\$1,396,358	\$1,271,918	\$4,398,145
Greenbriar Transit Center	Planning Phase				\$12,326		\$12,326
North Avenue Phase I	Planning Phase		\$132,005	\$347,346	\$258,769	\$148,152	\$886,273
Streetcar East	Planning Phase		\$539,804	\$1,983,311	\$3,094,728	\$1,090,643	\$6,708,486
Streetcar West	Planning Phase		\$46,154	\$47,582	\$82,399	\$61,111	\$237,245
Summerhill BRT	Planning Phase	\$208,320	\$632,219	\$853,708	\$155,555		\$1,849,802
	Design Phase			\$443,477	\$4,217,700	\$1,438,061	\$6,099,237
	Right-Of-Way				\$27,500		\$27,500
More MARTA Program	Program	\$2,355,807	\$3,839,135	\$1,368,681	\$828,499	\$254,513	\$8,646,635
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	\$420,335	\$1,522,338
Grand Total		\$2,564,127	\$9,263,162	\$13,010,771	\$18,809,534	\$8,024,979	\$51,672,572

MORE MARTA ATLANTA PROGRAM
FUNDING SOURCE DRAWDOWNS – FEDERAL & STATE SOURCES

Project	Total Capital Expenditures to Date	Committed Funds* State	State Funds Received	Committed Funds* Federal	Federal Funds Received	Total More MARTA Atlanta Funds Expended through 12/31/22
Bankhead Platform Extension	\$3,525,240	\$6,000,000				\$3,525,240
Beltline NE	\$355,652					\$355,652
Beltline SE	\$214,887					\$214,887
Beltline SW	\$124,269					\$124,269
Campbellton CIC BRT	\$4,624,212				⁽¹⁾ \$873,357	\$3,750,855
Cleveland Ave/Metropolitan Pkway ARTs	\$1,862,881					\$1,862,881
Clifton Corridor BRT	\$2,257,192				⁽²⁾ \$640,021	\$1,617,171
Five Points Transformation	\$4,398,145	\$13,800,000		\$25,000,000		\$4,398,145
Greenbriar Transit Center	\$12,326					\$12,326
North Avenue Phase I	\$886,273					\$886,273
Streetcar East	\$6,708,486					\$6,708,486
Streetcar West	\$237,245					\$237,245
Summerhill BRT	\$7,976,539			\$12,629,760	⁽³⁾ \$1,132,205	\$6,844,334
More MARTA Program	\$8,646,635					\$8,646,635
CPMO - More MARTA	\$8,320,252					\$8,320,252
Communications	\$1,522,338					\$1,522,338
Grand Total	\$51,672,572	\$19,800,000	\$0	\$37,629,760	\$2,645,583	\$49,026,989

Funding Sources noted as footnotes above:

(1) – FTA Formula Grant

(2) – FTA Formula Grant

(3) – FTA Tiger IX 2017 Discretionary Grant



PROJECTS IN PLANNING

PROJECT STATUS REPORT – DECEMBER 2022

CAMPBELLTON COMMUNITY INVESTMENT CORRIDOR

PROJECT MANAGER: Marcus Arnold
 PLANNING CONSULTANT: HNTB
 FINAL DESIGN CONSULTANT: TBD
 CONTRACTOR: TBD
 FUNDING PLAN: TBD

MARTA, in collaboration with the City of Atlanta, is investing in bus rapid transit in the Campbellton Corridor to improve connectivity, accessibility, and mobility in southwest Atlanta. The corridor, generally linking the Greenbriar Mall area to the Oakland City MARTA Station is home to established neighborhoods and businesses and is currently served by one of MARTA's busiest bus routes (83 Campbellton Road). Bus rapid transit service can assist in transforming the corridor into a vibrant, pedestrian-friendly, mixed-use community and could incentivize redevelopment efforts at Greenbriar Mall and Fort McPherson.

CURRENT PHASE: Planning

KEY MILESTONES

Project Milestones	Target*	Forecast	Variance
Completion of Preliminary Design			
Completion of 30% Design	19-Aug-23	19-Aug-23	0
Approval of 30% (PMT and PGC)	1-Oct-23	1-Oct-23	0
Procurement of Final Design			
Board Approval to Procure Designer	1-Aug-23	1-Aug-23	0
Advertise RFP for Final Design	15-Aug-23	15-Aug-23	0
Proposal Deadline	30-Sep-23	30-Sep-23	0
Board Approval to Award Contract	30-Nov-23	30-Nov-23	0
Other Key Milestones			
Start of Final Design	1-Jan-24	1-Jan-24	0
Final Design Complete	12-Jun-25	12-Jun-25	0
Construction Bids	8-Jan-26	8-Jan-26	0
Construction Completion	30-Jul-28	30-Jul-28	0
Operational Readiness Date (plus Contingency)	30-Nov-28	30-Nov-28	0
Project Closeout	30-Mar-29	30-Mar-29	0

*Target dates revised based on delays to LPA approval. "A" indicates an actual date

PROJECT COST

Standard Cost Category (SCC)	Current Project Estimate	Expenditures Previous Report	Expenditures This Quarter	Expenditures To Date	% Complete (Cost)
10 Guideway & Track Elements	\$ 19,044,963	\$ -		\$ -	0%
20 Stations, Stops, Terminals, Intermodal	\$ 11,771,951	\$ -		\$ -	0%
30 Support Facilities: Yards, Shops, Admin. Bldgs	\$ 1,147,140	\$ -		\$ -	0%
40 Sitework & Special Conditions	\$ 109,417,575	\$ -		\$ -	0%
50 Systems	\$ 5,911,111	\$ -		\$ -	0%
60 ROW, Land, Existing Improvements	\$ 17,931,562	\$ -		\$ -	0%
70 Vehicles	\$ 19,952,682	\$ -		\$ -	0%
80 Professional Services	\$ 92,023,016	\$ 4,123,053	\$ 501,159	\$ 4,624,212	5%
90 Unallocated Contingency	\$ 30,800,000	\$ -		\$ -	0%
TOTAL PROJECT COST	\$ 308,000,000	\$ 4,123,053	\$ 501,159	\$ 4,624,212	2%

MAJOR ACTIVITIES THIS QUARTER

- Preliminary engineering on center-running BRT alignment and stations underway
- Request for entry into Project Development for FTA CIG Small Starts accepted in October 2022
- Preparation of NEPA checklist for submission to FTA

CRITICAL ISSUES

- Determination of preferred alignment at Fort McPherson

PROJECT STATUS REPORT – DECEMBER 2022

CLIFTON CORRIDOR TRANSIT INITIATIVE

PROJECT MANAGER: Bryan Hobbs
 PLANNING CONSULTANT: AECOM
 FINAL DESIGN CONSULTANT: TBD
 CONTRACTOR: TBD
 FUNDING PLAN: Pending LPA Selection

The Clifton Corridor Transit Initiative is a proposed high-capacity transit line linking Lindbergh Center and Avondale stations. It will connect the Red/Gold and Blue rail lines together and provide a connection to the Beltline corridor. This line will improve access to one of the region's most congested areas – and biggest job centers – serving Emory University, Emory Hospital, the Centers for Disease Control, Children's Healthcare of Atlanta - Egleston Hospital, and Veteran's Administration Hospital.

CURRENT PHASE: Planning

KEY MILESTONES

Project Milestones	Target	Forecast	Variance
Completion of Alternatives Analysis			
Board Approval of LPA	30-Apr-23	30-Apr-23	---
Completion of Environmental Process			
Completion of NEPA Analysis	30-Apr-24	30-Apr-24	---

"A" indicates an actual date

PROJECT COST *

Standard Cost Category (SCC)	Current Project Estimate	Expenditures Previous Report	Expenditures This Period	Expenditures To Date	% Complete (Cost)
Construction (10-50, 70)	\$ 381,510,000	\$ -		\$ -	0%
60 ROW, Land, Existing Improvements	\$ 60,000,000	\$ -		\$ -	0%
80 Professional Services	\$ 88,100,000	\$ 2,239,684	\$ 17,508	\$ 2,257,192	3%
90 Unallocated Contingency	\$ 70,390,000	\$ -		\$ -	0%
TOTAL PROJECT COST	\$ 600,000,000	\$ 2,239,684	\$ 17,508	\$ 2,257,192	0.4%

*costs are reflective of City of Atlanta segment only.

MAJOR ACTIVITIES THIS QUARTER

- Alternative analysis is underway
- Ridership STOPS modeling work
- Second round of public engagement held in November 2022

CRITICAL ISSUES

- CSX corridor is a key element of the project alignment
- Project has a funding gap and will need other sources

PROJECT STATUS REPORT – DECEMBER 2022

FIVE POINTS TRANSFORMATION

PROJECT MANAGER: Tara King
 PLANNING CONSULTANT: WSP
 FINAL DESIGN CONSULTANT: SOM
 CONTRACTOR (CMAR): Skanska USA Building
 FUNDING PLAN: More MARTA \$167.6M
 GDOT \$11.25M
 Fed (RAISE) \$45M*

The Five Points Transformation will revitalize the focal point of MARTA's heavy rail system. Five Points is the largest and most heavily used Station in the system as the connecting point between the north/south and east/west heavy rail lines and numerous bus routes. To support the development by the City of Atlanta to create a downtown hub, the transformation of the station will improve the connection between the station to the surrounding communities and support ongoing redevelopments next to the site.

CURRENT PHASE: Planning

KEY MILESTONES

Project Milestones	Target	Forecast	Variance
Completion of Alternatives Analysis			
Selection of Operational Concept	28-Feb-23	28-Feb-23	---
Selection of Design Scheme	30-Mar-23	30-Mar-23	
Demolition			
Negotiation of CGMP	15-Jul-22A	15-Jul-22A	---
Start of Demolition	1-Oct-24	1-Oct-24	---
Completion of Demolition	1-Oct-26	1-Oct-26	---
Final Design			
Start of Final Design	1-May-23	1-May-23	---
Completion of 30% Design	TBD	TBD	---
Approval of 30% (PMT and PGC)	TBD	TBD	---

"A" indicates an actual date

PROJECT COST

Standard Cost Category (SCC)	Project Budget	Expenditures Previous Report	Expenditures This Quarter	Expenditures To Date	% Complete (Cost)
10 Guideway & Track Elements	\$ -	\$ -		\$ -	
20 Stations, Stops, Terminals, Intermodal	\$ 58,344,264	\$ -		\$ -	0%
30 Support Facilities: Yards, Shops, Admin. Bldgs	\$ 5,000,000	\$ -		\$ -	0%
40 Sitework & Special Conditions	\$ 75,088,400	\$ -		\$ -	0%
50 Systems	\$ 8,572,114	\$ -		\$ -	0%
60 ROW, Land, Existing Improvements	\$ 800,000	\$ -		\$ -	0%
70 Vehicles	\$ -	\$ -		\$ -	
80 Professional Services	\$ 29,440,000	\$ 3,715,596	\$ 682,549	\$ 4,398,145	15%
90 Unallocated Contingency	\$ 26,586,717	\$ -		\$ -	0%
TOTAL PROJECT COST	\$ 203,831,495	\$ 3,715,596	\$ 682,549	\$ 4,398,145	2%

MAJOR ACTIVITIES THIS QUARTER

- 60% design for canopy deconstruction to be completed in February
- Historic preservation study is ongoing, requires SHPO approval

CRITICAL ISSUES

- Selection of final design concept
- Relocation/lease of temporary space for police precinct

PROJECT STATUS REPORT – DECEMBER 2022

NORTH AVENUE BUS RAPID TRANSIT

PROJECT MANAGER: William Lotharp
PLANNING CONSULTANT: HNTB
FINAL DESIGN CONSULTANT: TBD
CONTRACTOR: TBD
FUNDING PLAN: TBD

The first phase of the North Avenue Bus Rapid Transit (BRT) project will connect the North Avenue Station with the Poncey-Highland neighborhood, incorporating bus-only lanes, transit-signal priority, enhanced bus stations, and specially branded vehicles. Studying a pilot of autonomous vehicle technology.

CURRENT PHASE: Planning

KEY MILESTONES

Project Milestones	Target	Forecast	Variance
Completion of Preliminary Design			
Completion of 15% Design	28-Feb-23	28-Feb-23	---
Completion of 30% Design	TBD	TBD	---
Approval of 30% (PMT and PGC)	TBD	TBD	---

"A" indicates an actual date

PROJECT COST

Standard Cost Category (SCC)	Current Project Estimate	Expenditures Previous Report	Expenditures This Quarter	Expenditures To Date	% Complete (Cost)
10 Guideway & Track Elements	\$ 3,689,888	\$ -		\$ -	0%
20 Stations, Stops, Terminals, Intermodal	\$ 2,261,546	\$ -		\$ -	0%
30 Support Facilities: Yards, Shops, Admin. Bldgs	\$ 238,058	\$ -		\$ -	0%
40 Sitework & Special Conditions	\$ 21,127,587	\$ -		\$ -	0%
50 Systems	\$ 1,130,770	\$ -		\$ -	0%
60 ROW, Land, Existing Improvements	\$ 3,451,831	\$ -		\$ -	0%
70 Vehicles	\$ 3,868,433	\$ -		\$ -	0%
80 Professional Services	\$ 23,746,218	\$ 739,811	\$ 146,462	\$ 886,273	4%
90 Unallocated Contingency	\$ 2,985,669	\$ -		\$ -	0%
TOTAL PROJECT COST	\$ 62,500,000	\$ 739,811	\$ 146,462	\$ 886,273	1%

MAJOR ACTIVITIES THIS QUARTER

- Completion of 15% design plans for BRT stops
- Utility coordination

CRITICAL ISSUES

- Determination of vehicle charging requirements
- Addition of NEPA checklist submission to scope of project

PROJECT STATUS REPORT – DECEMBER 2022

STREETCAR EAST EXTENSION

PROJECT MANAGER: Bryan Hobbs
 PLANNING CONSULTANT: HNTB
 FINAL DESIGN CONSULTANT: TBD
 CONTRACTOR: TBD
 FUNDING PLAN: TBD

The Streetcar East Extension project is planned to be the first extension of the existing downtown Streetcar, originally opened in late 2014. The project will extend the Streetcar from its current eastern limit at Jackson Street to the Beltline at Irwin Street and along the Beltline to Ponce City Market.

CURRENT PHASE: Planning

KEY MILESTONES

Project Milestones	Target	Forecast	Variance
Completion of Preliminary Design			
Completion of 30% Design	23-Jan-23	23-Jan-23	0
Approval of 30% (PMT and PGC)	28-Feb-23	28-Feb-23	0
Procurement of Final Design			
Board Approval to Procure Designer	9-Feb-23	9-Feb-23	0
Advertise RFP for Final Design	13-Mar-23	13-Mar-23	0
Proposal Deadline	25-Apr-23	25-Apr-23	0
Board Approval to Award Contract	13-Jul-23	13-Jul-23	0
Other Key Milestones			
Start of Final Design	26-Jul-23	26-Jul-23	0
Final Design Complete	21-Jan-25	21-Jan-25	0
Construction Bids	1-May-25	1-May-25	0
Construction Completion	24-Jan-28	24-Jan-28	0
Operational Readiness Date (plus Contingency)	24-Jul-28	24-Jul-28	0
Project Closeout	17-Jan-29	17-Jan-29	0

"A" indicates an actual date

PROJECT COST

Standard Cost Category (SCC)	Current Project Estimate	Expenditures Previous Report	Expenditures This Quarter	Expenditures To Date	% Complete (Cost)
10 Guideway & Track Elements	\$ 30,825,590	\$ -		\$ -	0%
20 Stations, Stops, Terminals, Intermodal	\$ 2,593,610	\$ -		\$ -	0%
30 Support Facilities: Yards, Shops, Admin. Bldgs	\$ 7,290,440	\$ -		\$ -	0%
40 Sitework & Special Conditions	\$ 33,890,420	\$ -		\$ -	0%
50 Systems	\$ 22,679,540	\$ -		\$ -	0%
60 ROW, Land, Existing Improvements	\$ 14,148,490	\$ -		\$ -	0%
70 Vehicles	\$ 18,018,710	\$ -		\$ -	0%
80 Professional Services	\$ 28,053,200	\$ 6,306,248	\$ 402,238	\$ 6,708,486	24%
90 Unallocated Contingency	\$ 17,500,000	\$ -		\$ -	0%
TOTAL PROJECT COST	\$ 175,000,000	\$ 6,306,248	\$ 402,238	\$ 6,708,486	4%

MAJOR ACTIVITIES THIS QUARTER

- Geotechnical work was progressed
- Irwin Street traffic study implemented
- 30% design revised cost estimate received 12/23/22, under review

CRITICAL ISSUES

- Preparation of 30% design cost and schedule to PMT & PGC to enter final design



PROJECTS IN DESIGN

PROJECT STATUS REPORT – DECEMBER 2022

BANKHEAD HEAVY RAIL STATION PLATFORM EXTENSION

PROJECT MANAGER: Marcus Arnold/Jax Colgan
 PLANNING CONSULTANT: HNTB
 FINAL DESIGN CONSULTANT: TBD
 CONTRACTOR: TBD
 FUNDING PLAN: \$6M State
 \$66M More MARTA

The Bankhead Heavy Rail Station Platform Extension project would extend the existing platform at Bankhead Station to accommodate eight rail cars rather than the current two rail cars. The project also includes additional station upgrades including: a public pedestrian plaza, enhanced entrances and exits for customers, pedestrians, and motorists, a new canopy on the platform, and a new elevator and escalator. Additional scope includes the infrastructure for two future Battery Electric Bus (BEB) Charging stations and infrastructure for future six-foot high Platform Screen Door System.

CURRENT PHASE: Final Design

KEY MILESTONES

Project Milestones	Target	Forecast	Variance
Completion of Preliminary Design			
Completion of 30% Design	30-Jun-22A	30-Jun-22A	---
Approval of 30% (PMT and PGC)	1-Oct-22	29-Nov-22A	---
Procurement of Final Design			
Board Approval to Procure Designer	9-Feb-23	9-Feb-23	0
Advertise RFP for Final Design	13-Mar-23	13-Mar-23	0
Proposal Deadline	25-Apr-23	25-Apr-23	0
Board Approval to Award Contract	13-Jul-23	13-Jul-23	0
Other Key Milestones			
Start of Final Design	26-Jul-23	26-Jul-23	0
Final Design Complete	23-Oct-24	23-Oct-24	0
Construction Bids	8-Jan-25	8-Jan-25	0
Construction Completion	3-Feb-27	3-Feb-27	0
Operational Readiness Date (plus Contingency)	11-Jul-27	11-Jul-27	0
Project Closeout	28-Dec-27	28-Dec-27	0

"A" indicates an actual date

PROJECT COST

Standard Cost Category (SCC)	Current Project Estimate	Expenditures Previous Report	Expenditures This Quarter	Expenditures To Date	% Complete (Cost)
10 Guideway & Track Elements	\$ 9,616,749	\$ -		\$ -	
20 Stations, Stops, Terminals, Intermodal	\$ 15,735,349	\$ -		\$ -	0%
30 Support Facilities: Yards, Shops, Admin. Bldgs	\$ -	\$ -		\$ -	
40 Sitework & Special Conditions	\$ 10,441,672	\$ -		\$ -	0%
50 Systems	\$ 10,958,681	\$ -		\$ -	0%
60 ROW, Land, Existing Improvements	\$ -	\$ -		\$ -	
70 Vehicles	\$ -	\$ -		\$ -	
80 Professional Services	\$ 13,955,693	\$ 3,176,917	\$ 348,323	\$ 3,525,240	25%
90 Unallocated Contingency	\$ 10,829,326	\$ -		\$ -	0%
TOTAL PROJECT COST	\$ 71,537,469	\$ 3,176,917	\$ 348,323	\$ 3,525,240	5%

MAJOR ACTIVITIES THIS QUARTER

- Final review and incorporation of comments for 30% design package
- PMT referred advancement to 30% design to PGC, PGC approved on 11/29/22
- Coordination with MARTA's TOD RFP and master planning activities

CRITICAL ISSUES

- Coordination of design with adjacent development

PROJECT STATUS REPORT – DECEMBER 2022

CLEVELAND AVENUE/METROPOLITAN PARKWAY ARTERIAL RAPID TRANSIT

PROJECT MANAGER: Marcus Arnold/Jax Colgan
 PLANNING CONSULTANT: HNTB
 FINAL DESIGN CONSULTANT: HNTB
 CONTRACTOR: TBD
 FUNDING PLAN: \$8.5M Local
 \$37.3M More MARTA

Arterial Rapid Transit (ART) service is a rapid bus service utilizing existing roadway infrastructure with limited stops, transit signal priority (TSP), and enhanced station/stop amenities to improving travel times, reliability, and customer experience. Along Cleveland Avenue, the new ART service will serve the existing route 78 alignment from East Point Station to Jonesboro Road and along Metropolitan Parkway, will serve the existing route 95 from West End Station to Cleveland Avenue. The ART service will improve transit access to destinations Atlanta Metropolitan State College, Atlanta Technical College, and other key destinations like The Met, Kroger, and Walmart.

CURRENT PHASE: Final Design

KEY MILESTONES

Project Milestones	Target	Forecast	Variance
Completion of Preliminary Design			
Completion of 30% Design	30-May-22	12-Sep-22A	---
Approval of 30% (PMT and PGC)	1-Oct-22	29-Nov-22	59
Other Key Milestones			
Start of Final Design	1-Jul-23	1-Jul-23	0
Final Design Complete	30-Apr-23	30-Apr-23	0
Construction Bids	1-Jul-23	1-Jul-23	0
Construction Completion	31-Dec-24	31-Dec-24	0
Operational Readiness Date (plus Contingency)	31-Mar-25	31-Mar-25	0
Project Closeout	30-Sep-25	30-Sep-25	0

"A" indicates an actual date

PROJECT COST

Standard Cost Category (SCC)	Current Project Estimate	Expenditures Previous Report	Expenditures This Period	Expenditures To Date	% Complete (Cost)
10 Guideway & Track Elements	\$ 2,500,000	\$ -		\$ -	
20 Stations, Stops, Terminals, Intermodal	\$ 7,092,878	\$ -		\$ -	0%
30 Support Facilities: Yards, Shops, Admin. Bldgs	\$ -	\$ -		\$ -	
40 Sitework & Special Conditions	\$ 10,033,074	\$ -		\$ -	0%
50 Systems	\$ 3,564,672	\$ -		\$ -	0%
60 ROW, Land, Existing Improvements	\$ 2,817,996	\$ -		\$ -	0%
70 Vehicles	\$ 750,000	\$ -		\$ -	
80 Professional Services	\$ 11,408,208	\$ 1,636,575	\$ 226,305	\$ 1,862,880	16%
90 Unallocated Contingency	\$ 7,633,366	\$ -		\$ -	0%
TOTAL PROJECT COST	\$ 45,800,194	\$ 1,636,575	\$ 226,305	\$ 1,862,880	4%

MAJOR ACTIVITIES THIS QUARTER

- Projects have been combined as a single bid package
- PMT referred advancement to 30% design to PGC, PGC approved on 11/29/22

CRITICAL ISSUES

- ROW legislation is needed to proceed with acquisitions



PROJECTS IN PROCUREMENT

PROJECT STATUS REPORT – DECEMBER 2022

SUMMERHILL BUS RAPID TRANSIT (BRT)

PROJECT MANAGER: Greg Holder
 PLANNING CONSULTANT: WSP
 FINAL DESIGN CONSULTANT: Kimley-Horn
 CONTRACTOR: TBD
 FUNDING: FTA Tiger \$12.6M
 More MARTA \$45.8M
 TBD (City) \$5M

The Summerhill Bus Rapid Transit (BRT) project is part of the Atlanta More MARTA program. The project will consist of 5 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 consist of 14 stations along 85% dedicated BRT lanes with traffic signal prioritization (TSP) and intelligent communications and will serve several major institutions, government facilities, employment centers and housing along the corridor.

CURRENT PHASE: Construction Procurement

KEY MILESTONES

Project Milestones	Baseline Date (RB01)	Forecast (as of 9/30/22)	Variance (calendar days)
Final Design			
60% Design Submission	30-Nov-21A	30-Nov-21A	---
90% Design Submission	28-Mar-22	15-Apr-22A	---
100% Design Submission	9-Jun-22	17-Jun-22A	---
Completion of Final Design	8-Jul-22	12-Aug-22A	---
Contract Formation and Construction			
Advertise for Bids	12-Jul-22	5-Dec-22	-146
Award Contract	21-Dec-22	15-Mar-23	-84
Notice to Proceed for Construction	24-Apr-23	7-Jun-23	-44
Construction Completion Date	7-Apr-25	22-Mar-25	16
ROW, Utilities & Vehicles			
All Property Acquisitions Complete	23-Apr-23	23-Jul-23	-91
Third Party Utility Construction Complete	5-Mar-24	10-Mar-23	361
Vehicle Final Acceptance	25-Feb-25	12-Dec-24	75
Project Completion			
Start of Training & Testing	8-Apr-25	5-Sep-24	215
Revenue Service Date (plus Contingency)	31-Jul-25	29-Jul-25	2

"A" indicates an actual date / RB01 is Revised Baseline 01 date 01-Feb-2022

PROJECT COST

Standard Cost Category (SCC)	Project Budget (Grant Agreement)	Current Project Budget	Expenditures Previous Report	Expenditures This Quarter	Expenditures To Date	% Complete (Cost)
10 Guideway & Track Elements	\$ 5,640,000	\$ 9,353,000				0%
20 Stations, Stops, Terminals, Intermodal	\$ 10,780,000	\$ 16,814,000				0%
30 Support Facilities: Yards, Shops, Admin. Bldgs	\$ -	\$ 272,000				0%
40 Sitework & Special Conditions	\$ 5,850,000	\$ 6,428,000				0%
50 Systems	\$ 10,670,000	\$ 12,957,000				0%
60 ROW, Land, Existing Improvements	\$ 2,740,000	\$ 5,882,000	\$ 27,500	\$ -	\$ 27,500	0%
70 Vehicles	\$ 6,220,000	\$ 8,698,000				0%
80 Professional Services	\$ 11,260,000	\$ 18,098,000	\$ 7,018,597	\$ 930,443	\$ 7,949,040	44%
90 Unallocated Contingency	\$ 5,316,000	\$ 7,850,200				0%
TOTAL PROJECT COST (FTA)	\$ 58,476,000	\$ 86,352,200	\$ 7,046,097	\$ 930,443	\$ 7,976,540	9%
Additional Paving of General Purpose Lanes		\$ 4,961,798				
TOTAL PROJECT COST		\$ 91,313,998	\$ 7,046,097	\$ 930,443	\$ 7,976,540	9%

MAJOR ACTIVITIES THIS QUARTER

- Invitations for Bids (IFB) was released, pre-bid conference held
- Right-Of-Way acquisition, offers underway for most properties
- Dept of Watershed work to relocate water mains at station locations started

CRITICAL ISSUES

- Procurement for vehicles – RFQ is underway