

FY2019 Budget Highlights

Operating Budget Summary [\$ In Millions]

FY2019 Proposed Budget	
Sources and Applications of Operating Funds	
Beginning FY2019 Carry-Over*	\$210.1
<small>(* Non-Dedicated/Non-Restricted Reserves)</small>	
Operating Sales Tax (45.7% of Receipts)	247.5
Passenger Revenue	130.2
Title Ad Valorem Tax	25.0
Station Parking	2.9
Advertising Revenue	5.3
Lease Income	9.1
Other Transit Operating	4.0
Federal Operating Assistance	74.4
Operating Revenues	\$498.4
Total FY2019 Available Funding	\$708.5
Gross Expenses	561.0
Capital Allocation	(64.5)
Net Operating Expenses	\$496.5
Ending FY2019 Carry-over	\$212.0

Operating Program Highlights

Customer Focus

- Full implementation of the “More MARTA” service
- Atlanta Transit Expansion (Rail Infill Stations, Transit Centers, Bus & Rail Improvements, Implementation of Atlanta Street Car service)
- Enhanced technology for customers’ communications (apps & digital announcements, as well as Wi-Fi services for Buses & Rail Stations)
- Increased Amenities for Customers (In-town Soccer on the Roof)
- Supporting more major events (Celebration bowl, SEC Championship, Final Four, Super Bowl, Chick-fil-A Peach Bowl, etc.)
- Continued TOD enhancement initiatives (i.e. Chamblee & Avondale)

Employee Focus

- Fund a 3% Merit and Negotiated wage increase
- Stabilized Employee & Retiree Healthcare contributions

- Attendance improvement initiatives (4DX-WIG, UPMC, Modified Duty Program)
- Employee Recognition initiatives (Million Mile Safe Driver award, Employee Suggestion program, Good Samaritan award)

Fiscal Focus

- Fare Increase *deferred to FY20*
- CMAQ funding for More MARTA Initiatives (\$8.4M)
- Ridership & Passenger Revenue Enhancements – assumes benefits from additional fare evasion measures and increased promotional activities, particularly the Partnership Program
- Absenteeism and Overtime Reduction strategy
- MARTA Resetting/Cost Reduction initiative

Revenue Summary

Available funding for Transit Operations is \$498.4M, which is funded through the following primary sources:

- **Sales Tax** – 45.7% of Sales Tax is programmed at \$247.5M. The Sales Tax projections from the Georgia State Economic Forecasting Center resulted in a total projection of \$499.2M for FY19.
- **Passenger Revenue** - The projected FY19 passenger revenue, is \$130.2M. Projected daily ridership is approximately 440k+ riders.
- **Ad Valorem** - \$25.0M is expected from Ad Valorem Tax Revenue.
- **Federal Operating Assistance** - \$74.0M, which includes the flex of 5309 Preventive Maintenance to Operating and CMAQ funding.

FY19 Planned Service Levels

- **Bus Fixed Route Service** – 33.1M total miles of service operating 108 routes. There are 522 buses scheduled to provide this service.
- **Demand-Response Mobility Service** - for elderly and disabled patrons is projected at 8.0M Revenue miles of service. There are 211 Mobility Vans available for this service.
- **Rail Service Level** - 23.8M total rail car miles with peak headway frequency of 10 minutes. Peak service hours of 6:00 AM – 9:00 AM and 3:00 PM – 7:00 weekdays, with service until 1:00 AM each day. There are 338 Rail Cars, 38 Rail Stations & 48 miles of double track in our rail service.

FY2019 Budget Highlights

Capital Budget Summary [\$ In Millions]

FY2019 Proposed Budget	
Sources and Applications of Capital Funds	
[\$ in millions]	
Funding Sources	
FY 2019 Carry-Over	\$35.0
Sales Tax (Capital Allocation)	\$222.1
Clayton County Sales Tax Escrow*	\$26.7
City of Atlanta Sales Tax Reserve*	\$35.8
Federal Funds - CIP	\$73.0
State Funds	\$0.0
Interest Income	\$1.5
Debt Issuance - Commercial Paper/Bonds	\$160.0
Total Capital Funds	554.1
<i>Total Capital Funds - Restricted*</i>	<i>62.5</i>
Total Capital Funds - Available (Unrestricted)	491.6
Project Expenditures	
Maintenance of Way	\$16.5
Vehicles	\$87.7
Systems	\$134.0
Facilities	\$63.9
Non-Asset	\$38.1
Total Capital Projects	\$340.2
Bond Debt Service and Other Bond Related Costs	\$144.8
Total Capital Program	\$485.0
FY19 Year Ending Balance	
Total Available Funds Carryover	\$6.6
<i>Total Restricted Funds Carryover</i>	<i>\$62.5</i>
Total Funds Carryover	\$69.1

- Proposed Capital Budget of \$485.0M for FY2019
- FY2019 Capital Improvement Program Proposed budget of \$340.2M

Revenue & Expenses Summary

Revenue

The Authority's \$491.6M Capital **Revenue Budget** is based on the capital funds on hand, the capital portion of sales tax receipts, the federal and state grants, interest earned on capital investments, and the issuance of floating rate notes.

Expenses

The Authority's **Capital Improvement Program** provides for the replacement, rehabilitation and enhancement of facilities and equipment required to support system safety, transit operations and regulatory requirements. The program ensures that the transit system is maintained to enable the continued delivery of high quality service. Due to the resource constraints imposed by this budget, the Capital Improvement Program focuses primarily on safety, security, and regulatory requirements of the authority. The top ten projects in terms of required funding in FY2019 & 10 Year Total are annotated in the table below:

Project Name	FY19	10 Year Total
CQ310 CQ 311 Rail Car Rpl Prog	46.7	839.7
Rehab Tunnel Ventilation Fans	37.0	136.0
FY14 Bus Procurement	31.3	297.2
Future Radio Infrastructure	23.1	23.1
CNG Fuel Facility at Hamilton	21.0	37.8
Energy Services Company Performance(ESCO)	19.9	33.4
Train Control Systems Upgrade	19.9	50.3
Escalators Rehabilitation	9.1	90.3
Track Renovation –Phase IV	8.8	147.1
LCARE CQ312 84-Month Cycle	7.5	30.8
Total:	224.3	1,685.7

The Authority's **Bond and FRN Debt Service Programs**, totaling \$144.8M is programmed for the principal and interest payments on outstanding fixed and variable rate bonds and floating rate notes.