December 11, 2019

FIFTEENTH AMENDMENT
TO RAPID TRANSIT CONTRACT
AND ASSISTANCE AGREEMENT

THIS AMENDMENT, made and entered into as of the day of , 2020 , by, between, and among Fulton County, a political subdivision of the State of Georgia (hereinafter sometimes called "Fulton"), DeKalb County, a political subdivision of the State of Georgia (hereinafter sometimes called "DeKalb"), the City of Atlanta, a municipal corporation of the State of Georgia (hereinafter sometimes called "Atlanta"), and the Metropolitan Atlanta Rapid Transit Authority (hereinafter sometimes called the "Authority"), a public body corporate and a joint instrumentality of Fulton, DeKalb, Clayton County, Gwinnett County, and Atlanta, organized and existing under an Act of the General Assembly of the State of Georgia, approved March 10, 1965, (Ga. L. 1965, p. 2243), said Act having been amended by an Act of the General Assembly approved March 4, 1966, (Ga. L. 1966, p. 3264), by an Act approved March 16, 1971, (Ga. L. 1971, p. 2082), by an Act approved March 16, 1971, (Ga. L. 1971, p. 2092), by an Act approved March 17, 1973, (Ga. L. 1973, p. 141), by an Act approved March 21, 1974, (Ga. L. 1974, p. 2617), by an Act approved March 21, 1974, (Ga. L. 1974p, 2627), by an Act approved February 20, 1976, (Ga. L. 1976, p. 3092), by an Act approved March 24, 1976, (Ga. L. 1976, p. 3098), by an Act approved March 24, 1976, (Ga. L. 1976, p. 3098), by an Act approved March 24, 1976, (Ga. L. 1976, p. 3104), by an Act approved March 31, 1976, (Ga. L. p. 3407, by an Act approved March 23, 1977, (Ga. L. 1977, p. 724), by an Act approved March 30, 1977, (Ga. L. 1977, p. 1211), by an Act approved April 8, 1977, (Ga. L. 1977, p. 1312), by an Act approved April 16, 1979, (Ga. L. 1979, p. 4634), by an Act approved March 27, 1980, (Ga. L. 1980, p. 3831), by an Act approved March 27, 1980, (Ga. L. 1980, p. 4333), by an Act approved April 7, 1981, (Ga. L. 1981, p. 4289), by an Act approved April 20, 1982, (Ga. L. 1982, p. 5101), by an Act approved March 18, 1983, (Ga. L. 1983, p. 764), by an Act approved March 14, 1985, (Ga. L. 1985, p. 3609), by an Act approved March 14, 1986, (Ga. L. 1986, p. 3756), by an Act approved March 20, 1986, (Ga. L. 1986 p. 4115), by an Act approved January 29, 1988, (Ga. L. 1988, p. 3510), by

an Act approved April 11, 1988, (Ga. L. 1988, p. 5013), by an Act approved April 12, 1988, (Ga. L. 1988, p. 5023), by an Act approved March 30, 1989, (Ga. L. 1989, p. 4313), by an Act approved March 13, 1990, (Ga. L. 1990, p. 3860), by an Act approved April 4, 1991 (Ga. L. 1991, p. 4626), by an Act approved April 11, 1991 (Ga. L. 1991, p. 4755), by an Act approved April 11, 1991 (Ga. L. 1991, p. 4761), by an Act approved April 7, 1992 (Ga. L. 1992, p. 5690), by an Act approved April 9, 1993 (Ga. L. 1993, p. 5251), by an Act approved April 8, 1994 (Ga. L. 1994, p. 4952), by an Act approved April 8, 1994 (Ga. L. 1994, p. 4959), by an Act approved April 1, 1996 (Ga. L. 1996, p. 3717), by an Act approved April 8, 1996 (Ga. L. 1996, p. 4314), by an Act approved March 27, 1998 (Ga. L. 1998, p. 3561), by an Act approved April 14, 1998 (Ga. L. 1998, p. 4450), by an Act approved April 19, 2000 (Ga. L. 2000, p. 4492), by an Act approved May 1, 2000 (Ga. L. 2000, p.4567), by an Act approved May 10, 2002 (Ga. L. 2002, p. 5683), by an Act approved May 10, 2002 (Ga. L. 2002, p. 5690), by an Act approved May 10, 2002 (Ga. L. 2002, p. 5698), by an Act approved June 4, 2003 (Ga. L. 2003, p. 4740), by an Act approved April 27, 2006 (Ga. L. 2006, p. 3746), and by an Act approved April 27, 2006 (Ga. L. 2006 p.3751), and an Act approved April 24, 2014 (Ga. L. 2014, p. 634) and an Act approved May 5, 2015 (Ga. L. 2015, p.3532) (hereinafter sometimes referred to as the "Act");

WITNESSETH THAT:

Whereas, the Authority, Atlanta, Fulton, and DeKalb previously entered into a Rapid Transit Contract and Assistance Agreement as of the first day of September, 1971 (hereinafter called the "Contract"), which set forth and delineated the respective duties, obligations, and commitments of the parties hereto to each other with respect to construction, development, and implementation of the Authority's rapid transit system (hereinafter called the "System") and incorporated by reference the Engineering Report dated September, 1971, which embodied preliminary plans and recommendations for the acquisition and construction of the System; and

Whereas, pursuant to the fourteenth amendment to such contract, effective December 9, 2014, the parties approved the extension of the system into Clayton County thereby adding Clayton as a party to the Contract; and

Whereas, Section 4(d) of the Contract recognizes and contemplates that changes to the System from that embodied in the Engineering Report may from time to time become desirable;

Whereas, Section 5 of the Contract provides for procedures to effectuate approval by the governing bodies of the parties to the Contract for any substantial deviation from the Engineering Report; and

Whereas, the Authority, Atlanta, Fulton, and DeKalb and Clayton, in accordance with Sections 4(d) and 5 of the Contract, have previously made fourteen amendments to the Contract, making changes to the System; and

Whereas, Tables 5-7 and 5-8 of the Clayton County Comprehensive Transit Plan- Clayton Extension Report refers to Clayton County SPLOST funds as a source of revenue; and

Whereas, Clayton County SPLOST revenue was not utilized as contemplated as a source of revenue in the Rapid Transit Contract entered into between the Authority and Clayton and further the Clayton County SPLOST revenues for the year in question did not collect the amounts anticipated by 25,000,000.00; and

Whereas, the Authority, Atlanta, Fulton, DeKalb and Clayton desire to remove all references to the Clayton County SPLOST from Tables 5-7 and 5-8; and

Whereas, pursuant to O.C.G.A. 32-9-13, the City of Atlanta was authorized to levy a retail sales and use tax of up to .50 percent in addition to the tax currently authorized by the MARTA Act which such said tax is to run concurrently with the tax authorized by the

MARTA Act, once such tax was approved by a majority of the qualified voters of the City in a referendum where the question presented to the electorate was "Shall an additional sales tax of .50 percent be collected in the City of Atlanta for the purpose of significantly expanding and enhancing MARTA transit service in Atlanta ?" ; and

Whereas, pursuant to the aforementioned Code section a list of rapid transit projects, within or serving the City, that is to be funded by the .50 percent, is to be incorporated into the Contract, which such list of approved projects is annexed hereto as Exhibit "A"; and

Whereas, Fulton and DeKalb Counites have adopted Transit Master Plans outlining potential future transit initiatives that may be implemented within those counties and incorporated into the Engineering Report and a list of such projects for each jurisdiction is annexed hereto as Exhibit B and Exhibit C; and

Whereas, Section 2(d) of the Contract, as heretofore amended, provides that the levy of a retail sales and use tax for rapid transit purposes at the maximum rate permitted by law from time to time during the full term of the Contract and recites that the maximum rate of the said tax shall be one percent until June 2047 and one-half of one percent thereafter; and

Whereas, the General Assembly, by an Act approved May 15, 2015, amended Section 25 of the Act to provide the maximum rate of the said tax shall be one percent until and including June 30, 2057 and shall thereafter be reduced to one-half of one percent thereafter; and

Whereas, the Authority, Atlanta, Fulton, DeKalb and Clayton desire to amend Section 2(d) of the Contract to conform to the said amendment of Section 25 of the Act; and

Whereas, in consideration for the additional ten (10) years of a full penny tax that may be levied for rapid transit purposes in Atlanta, Fulton, DeKalb and Clayton, the Authority

commits to ensuring that transit projects are designed and executed within each jurisdiction according to the priorities of the jurisdictions; and

Whereas, the Authority and Atlanta, Fulton, DeKalb and Clayton acknowledge that there have been numerous changes to the System through amendments to the Contract which have created inconsistencies in the Engineering Report and therefore the MARTA Board of Directors has requested all jurisdictions to work together to bring forth a sixteenth amendment to the Contract setting forth a comprehensive Engineering Report and other changes; and

Whereas, pursuant to Sections 4(d) and 5 of the Contract, approval by Atlanta, Fulton, DeKalb, and Clayton of the said amendments to the Contract and changes to the Engineering Report was given by appropriate and duly adopted resolutions, by Atlanta on 2020, by Fulton on 2020, and by DeKalb on 2020, and by Clayton on 2020; and

Whereas, pursuant to the said resolutions of approval and in accordance with the desires of the parties, Atlanta, Fulton, DeKalb, Clayton and the Authority hereby incorporate, establish, and bind each other to such amendments to the Contract and changes to the Engineering Report and provide evidence of their mutual agreement thereto.

NOW THEREFORE, in consideration of the premises and the undertakings hereinafter set forth, Atlanta, Fulton, DeKalb, Clayton and the Authority, each acting by and through its authorized officers, pursuant to a resolution or ordinance duly adopted and properly passed by its governing body, covenant and agree as follows:

Section 1. Atlanta. Fulton, DeKalb, Clayton, and the Authority do hereby amend the Contract and Engineering Report so as to reflect certain substantial deviations from the Engineering Report as more fully described in "Exhibit A" attached hereto and by this reference made a part hereof, which lists those projects to be funded in whole or in part

by the levy of an additional sales tax of .50 percent within the limits of the City of Atlanta as approved pursuant to a referendum held on November 8, 2016, such tax to run concurrently with the tax authorized by the Act.

Furthermore, Atlanta, Fulton, DeKalb, Clayton and the Authority do hereby amend the Contact and Engineering Report so as to reflect certain substantial deviations from the Engineering Report that may be accomplished in Fulton County outside the City of Atlanta, as more fully described in "Exhibit B", attached hereto and by this reference made a part hereof, which lists those projects to be funded either through the sales taxes levied for rapid transit purposes through 2057 or through additional sales taxes or other funding sources.

Furthermore, Atlanta, Fulton, DeKalb, Clayton and the Authority do hereby amend the Contract and Engineering Report so as to reflect certain substantial deviations form the Engineering Report that may be accomplished in Dekalb County, as more fully described in "Exhibit C", attached hereto and by this reference made a part hereof, which lists those projects to be funded either through the sales taxes levied for rapid transit purposes through 2057 or through additional sales taxes or other funding sources.

Furthermore, Atlanta, Fulton, DeKalb, Clayton and the Authority do hereby amend the Contract and Engineering Report so as to reflect certain deviations from the Clayton Extension Report that may be accomplished in Clayton County, as more fully described in "Exhibit D", attached hereto and by this reference made a part hereof, which lists a system implementation plan.

It is hereby agreed that such changes constitute substantial deviations from the Engineering Report and, as required by the Contract, have been and hereby are appropriately and duly approved.

Section 2. The Engineering Report shall be deemed modified to the extent, and only to the extent, as is provided for in Exhibits "A"," B", 'C" and "D" attached hereto.

Section 3. The effective date of this amendment to the Contract and Engineering Report is 2020, the said amendment having been approved on or before that date by Atlanta, Fulton, DeKalb, and Clayton.

Section 4. Atlanta, Fulton, DeKalb, Clayton and the Authority do hereby amend the second sentence of Subsection 2(d) of the Contract, as heretofore amended, by inserting after the following:

"and as further amended by an Act (H.B. 1615) approved March 16, 2000,"

the following:

"and as further amended by an Act (H.B.213) approved May 5, 2015 (Ga. L. 2015, p. 3532),"

and by striking the following:

"until and including June 30, 2047"

and by inserting in lieu thereof the following:

"until and including June 30, 2057,"

So that when so amended the second sentence of Subsection 2(d) of the Contract shall read as follows:

"It is understood and agreed that the Act of the General Assembly of the State of Georgia approved March 16, 1971 (Ga. L. 1971, p. 2082), as amended by Act 623 (H.B. 515) approved April 16, 1979 (Ga. L. 1979, p. 4634), and as further amended by Act 449(H.B. 339) approved March 29, 1983 (Ga. L. 1983, p. 1079) and as further amended by an Act (H.B. 1502) approved March 3, 1990 (Ga. L. 1990, p. 3860) and as further amended by an Act (H.B. 1615 approved March 16, 2000 (Ga. L. 2000, p. 4567) and as further amended by an Act (H. B. 213) approved May 5, 2015 (Ga. L. 2015, 3532), which authorizes the levy of the aforesaid retail sales and use tax for rapid transit purposes, provides for a maximum rate of taxation of one percent until and including June 30, 2057, and at a maximum rate of one-half of one percent thereafter and that, to the fullest extent permitted by law, those entities which, from time to time shall lend monies to the Authority, shall be deemed to have relied for repayment security on this contract and agreement and they shall be third party beneficiaries hereof, such reliance relating particularly to the covenants of Fulton, DeKalb, Clayton and Gwinnett hereby expressed that the rates of taxation to be levied during the full tem of this contract and agreement shall not be less that the maximum rates now set forth in the aforesaid Act."

Section 5. Atlanta, Fulton, DeKalb, Clayton and the Authority do hereby amend Subsection 4 of the Contract, as heretofore amended, by inserting a new Subsection 4(j) which shall state the following:

"4(j) To facilitate smart transit-oriented development that aligns MARTA's priorities with each jurisdiction's priorities, each jurisdiction may elect to create a Transit Oriented Development Council. The majority of the Council members for each jurisdiction shall be appointed by the jurisdiction. The City of Atlanta shall have the exclusive right to decide whether to create a Council to review transit-oriented developments within the City of Atlanta, as well as the right of appointment of the majority of any such Council members. A MARTA Board member from the respective jurisdiction, appointed by the Chair of the MARTA Board, shall also serve on any such Councils. In those jurisdictions in which a Council is created, prior to the issuance of a Request for Proposal by MARTA for a transit-oriented development project in which MARTA proposes to include the allowance of a tax abatement, the TOD Council will approve by a majority vote whether to allow MARTA to permit a developer to seek a tax abatement as part of its proposal. The TOD Councils shall not review or approve any MARTA TOD project that does not allow the developer to seek a tax abatement.

Section 6. Atlanta, Fulton, DeKalb, Clayton and the Authority do hereby amend the Clayton County Comprehensive Transit Plan-Clayton Extension by deleting therefrom the reference to Clayton County SPLOST for FY 2016 contained in Tables 5-7 and 5-8.

Section 7. Atlanta, Fulton, DeKalb, Clayton and the Authority do hereby amend Subsection 1 of the Contract, as heretofore amended, by inserting a new subsection 1(f) which shall state the following:

"1(f) Any extensions of the System beyond the Metropolitan Area must be approved by Fulton, DeKalb, Clayton, Gwinnett and Atlanta in advance in the manner set forth in paragraph 5, provided that the Authority shall have determined that no financial advantage over the parties to the this contract and agreement has accrued or will accrue to any local government within which such extension is proposed to be made. If that approval to expand the system is given as set forth in paragraph 5, each existing party to

this Contract shall have the right, within ninety (90) days of such approval, to re-negotiate this Contract, amendments thereto, and the Engineering Report; provided that any such renegotiation of this Contract, as amended, shall not alter, abate or impair the obligation of Fulton, DeKalb, Clayton or Gwinnett to levy a retail sales and use tax for rapid transit purposes at the maximum rate permitted by law or the payment of such tax moneys to the Authority.

IN WITNESS WHEREOF, the parties hereto, each acting through its duly authorized officer, have caused this Fifteenth Amendment to the Rapid Transit Contract and Assistance Agreement to be executed in several counterparts, each of which may be considered an original without the presentation of the others, as of the day and year first above written.

[Signatures *are on the following pages.*]

Approved as to form:

_____
City Attorney

CITY OF ATLANTA:

By: _____
Mayor

ATTEST:

_____
City Clerk

Approved as to form:

_____
County Attorney

DeKALB COUNTY:

By: _____
Chief Executive Officer

ATTEST:

_____
Clerk, Board of Commissioners

Approved as to form:

_____
County Attorney

FULTON COUNTY:

By: _____
Chairman, Board of Commissioners

ATTEST:

_____
County Clerk

Approved as to form:

_____
County Attorney

CLAYTON COUNTY

By:_____
Chairman, Board of Commissioners

ATTEST:

_____
County Clerk

Approved as to form:

_____
Counsel

METROPOLITAN ATLANTA
RAPID TRANSIT AUTHORITY:

By: _____
Chairman, Board of Directors

ATTEST:

_____
Secretary

Exhibit A - City of Atlanta

The following is a list of potential transit operational enhancements, service improvements and future high capacity transit and other projects within or serving the geographical limits of the City to be funded by the additional one-half penny sales tax and/or other non-sales tax funding sources.	
High Capacity Transit Corridor	**Description**
BeltLine Loop - Southeast	Atlanta BeltLine corridor between Oakland City and King Memorial
BeltLine Loop - Southwest	Atlanta BeltLine corridor between Bankhead and Oakland City
BeltLine Loop - Northeast	Atlanta BeltLine corridor between King Memorial and Lindbergh
BeltLine Loop - Northwest	Atlanta BeltLine corridor between Bankhead and Lindbergh
Clifton Road	Lindbergh Center Station to Emory University
Campbellton Road	Oakland City Station to Greenbriar Mall
Capitol Avenue	North Avenue Station to Atlanta BeltLine - Southeast
Luckie Street	North Avenue Station to Downtown Streetcar
Crosstown Crescent	Joseph E Lowery Blvd/Ralph D Abernathy Blvd/Georgia Ave between the Southeast and Southwest BeltLine corridors
DL Hollowell Pkwy / North Avenue	Bankhead Station to Atlanta BeltLine - Northeast
Peachtree Street / Lee Street	Oakland City Station to Downtown Streetcar
Northside Drive / Metropolitan Parkway	Atlanta Metropolitan State College to a new regional bus system transfer point at I-75 North
I-20 West	HE Holmes Station to MLK Jr Drive and I-285
I-20 East	Five Points Station to Moreland Ave
Crosstown Downtown West	Downtown Streetcar to Atlanta BeltLine - Southwest
Crosstown Downtown East	Downtown Streetcar to Ponce City Market
Other Transit Project	**Description**
Arterial Rapid Transit (ART) Program	Expand Arterial Rapid Transit service frequency (10 peak, 12-15 midday, 15-20 nights and weekends) and service span along the following corridors to match heavy rail service hours: *Peachtree* Road/Roswell Road, Cascade Road*, Cleveland Avenue*, Campbellton Road, *Metropolitan Parkway*
Downtown Streetcar Operations	Operations of the existing Downtown Streetcar
Bus Service Improvements	Bus frequency, span of service, and community circulator improvements across routes primarily within the City of Atlanta
Greenbriar Transit Center	Park and ride transit hub for local or enhanced bus service at Greenbriar Mall along Greenbriar Pkwy
Moores Mill Transit Center	Park and ride transit hub for local or enhanced bus service at

	Bolton Rd and Marietta Blvd
Station Enhancements	Access, wayfinding, operational, aesthetic improvements across Stations within the City of Atlanta
Armour	Infill Station at BeltLine near Armour Dr between Arts Center and Lindbergh Stations
Boone	Infill Station at BeltLine and Boone Blvd between Ashby and Bankhead Stations
Hulsey/Krog	Infill Station at BeltLine and Hulsey/Krog St between King Memorial and Inman Park/Reynoldstown Stations
Mechanicsville	Infill Station at McDaniel Street on the Red Line between Garnett and West End Stations
Murphy Crossing	Infill Station at BeltLine near Murphy Crossing between West End and Oakland City Stations
General Amenities	Bus stop amenities, including shelters, seating, and digital information at many bus stops within the City of Atlanta
20 railcars for Green Line expansion	Additional 20 railcars to accommodate capacity improvements along the Green Line
10 railcars for Blue Line expansion	Additional 10 railcars to accommodate capacity improvements along the Blue Line

NOTE: Italicized projects represent those projects prioritized by the MARTA Board of Directors on June 13, 2019.

TRANSIT IMPROVEMENTS WITHIN CITY OF ATLANTA

The following is a list of transit operational enhancements, service improvements and future high capacity transit planning studies within the City of Atlanta currently being examined by MARTA to serve the City under the existing 1 cent sales tax.	
Project	**Description**
Existing MARTA bus, rail and mobility	Maintain the existing bus, rail and mobility services within the City of Atlanta. This includes providing safe and reliable service, maintaining the system infrastructure and supporting facilities in a state of good repair, implement customer and technological advancements and adjust bus and rail services as needed. Bus and rail services will be expanded based upon available resources and customer demand.
MARTA Comprehensive Operations Analysis	Implement recommendations from the Strategic Transportation Plan's Comprehensive Operations Analysis to improve bus and rail transit reliability and frequency on existing services. These include improving transit operations efficiency, identifying alternative service strategies, improving service to current riders, attracting new and/or "choice" riders, developing sustainable future service plans and connecting communities.
Rail Enhancements	Maintenance of Way track renovation (TR4) – Completed by 2025 Power systems (traction, auxiliary, elevator, lighting, security) – Ongoing AVIS info systems – Completed 2022
Bus Enhancements	Bus stop upgrades (approximately 300 amenities) – Completed by 2024
Transit Oriented Initiatives (TOD)	Continue support of TOD initiatives at: H.E. Holmes Bankhead Ashby Vine City West End Lakewood/Ft. McPherson Edgewood-Candler Park King Memorial Arts Center Peachtree Center North Avenue

The following is a list of transit operational enhancements, service improvements and future high capacity transit planning studies within the City of Atlanta currently being examined by MARTA to serve the City under the existing 1 cent sales tax.	
Project	**Description**
Station Refurbishments	The Station refurbishment program will be done based on an ongoing station condition assessment. The current assessment results in the following station refurbishment plan with construction beginning in the following years. MARTA may substitute stations to meet current conditions within the City. Station and targeted completion dates are illustrated below Five Points - 2022 Airport – 2022 Oakland City– 2020 Omni/Dome – 2020 Edgewood / Candler Park – 2022 Lenox – 2022 H.E. Holmes – 2022 Midtown – 2023 East Lake – 2023 Peachtree Center – 2023 West Lake – 2023 Arts Center – 2024 King Memorial -2024 Lakewood – 2024 Ashby St – 2024 Garnett St – 2024 Civic Center – 2025 Inman Park – 2025 West End – 2025 Lindbergh - 2025 Bankhead – 2025 Vine City – 2025 North Ave – 2026 Georgia State – 2026 Buckhead – 2026 Medical Center – 2026

EXHIBIT B

POTENTIAL TRANSIT IMPROVEMENTS WITHIN FULTON COUNTY

The following is a list of transit operational enhancements, service improvements and future high capacity transit planning studies within Fulton County currently being examined by MARTA to serve Fulton County under the existing 1 cent sales tax.	
Project	**Description**
Existing MARTA bus, rail and mobility	Maintain the existing bus, rail and mobility services within Fulton County. This includes providing safe and reliable service, maintaining the system infrastructure and supporting facilities in a state of good repair, implement customer and technological advancements and adjust bus and rail services as needed. Bus and rail services will be expanded based upon available resources and customer demand.
MARTA Comprehensive Operations Analysis	Re-evaluate the Comprehensive Operations Analysis (2016) and implement recommendations to improve bus and rail transit reliability and frequency on existing services within Fulton County. These include improving transit operations efficiency, identifying alternative service strategies, improving service to current riders, attracting new and/or "choice" riders, developing sustainable future service plans and connecting communities.
Georgia 400 Transit Initiative	In coordination with GDOT's Express Lane project on GA400, MARTA will further conceptual planning of a bus rapid transit line from North Springs rail station to Windward Parkway that aligns with Fulton County's Comprehensive Transit Master Plan. Provide the funding for the operations and maintenance of the MARTA transit portion of this project.
South Fulton Parkway Transit Initiative	In alignment with Fulton County's Comprehensive Transit Master Plan, MARTA will support and further conceptual plans along the South Fulton Parkway to improve transportation access between South Fulton County residents and regional trip generators such as Hartsfield-Jackson International Airport and Downtown/Midtown Atlanta. Provide the funding for the operation and maintenance of this project.
Clayton County High Capacity Transit Initiative (Interjurisdictional project)	In coordination with Clayton County, MARTA will further conceptual planning of high capacity transit through the County.
Rail Enhancements	Maintenance of Way track renovation (TR4) – Completed by 2025 Power systems (traction, auxiliary, elevator, lighting, security) – Ongoing AVIS info systems – Completed 2022
Bus Enhancements	Bus stop upgrades (approximately 300 amenities) – Completed by 2024
Station Refurbishments	College Park – 2022 Medical Center - 2027 East Point – 2023 North Springs - 2027 Sandy Springs - 2026

The following is a list of potential transit operational enhancements, service improvements and future high capacity transit and other projects within Fulton County currently being examined by MARTA to service Fulton County under additional sales taxes or other funding sources.	
Fulton County Transit Master Plan Project List – North Fulton County Transit Project List	**Description**
Bus Rapid Transit – GA 400	Advance plans into Project Development phases for high capacity transit from North Springs Station to the vicinity of Windward Parkway.
Arterial Rapid Transit – Holcomb Bridge Road	Bowen Road to SR 141.
SR 141	Study viability of ART on SR 141 from McGinnis Ferry Road to Doraville MARTA
Arterial Rapid Transit – Old Milton Parkway	Roswell Road to SR 141.
Arterial Rapid Transit – Roswell Road	Sandy Springs MARTA Station to Old Milton Parkway.
Local Bus Service – Abernathy/Johnson Ferry	Sandy Springs MARTA Station into Cobb County.
Micro-transit areas (3)	Sandy Springs City Center, North Sandy Springs, Roswell Road.
I-285 (Interjurisdictional project)	In coordination with Fulton County, MARTA will either advance plans into Project Development phases or further conceptual planning of specific elements of the project along I-285 within Fulton County between Cobb and DeKalb counties.
Fulton County Transit Master Plan Project List – South Fulton County Transit Project List	**Description**
Arterial Rapid Transit – Highway 29/Roosevelt Highway	College Park Station to Palmetto.
Bus Rapid Transit – South Fulton Parkway	College Park MARTA Station to SR 92. (Utilizing existing ROW)
Arterial Rapid Transit – Fulton Industrial Boulevard	I-20 to SR 154.
Arterial Rapid Transit – Camp Creek Parkway	College Park MARTA Station to Fulton Industrial Boulevard.
Micro-transit areas (5)	Fairburn, College Park, Flat Shoals Road / Buffington Road.
South Side Park and Ride Facility	Located at SR74 and I-85, this lot would serve Xpress buses in the area and expand direct access into downtown from Fairburn.

Arterial Rapid Transit (ART) Service	Expand Arterial Rapid Transit service frequency (10 peak, 12-15 midday, 15-20 nights and weekends) and service span along the following corridors to match heavy rail service hours: Roswell Road/Hammond Drive, Cascade Road, Cleveland Avenue, Virginia Avenue/Dogwood Drive, Fulton Industrial Boulevard, Camp Creek Parkway/Washington Road/Roosevelt Highway and Old National Highway.
Frequent Local Service	Expand Frequent Local service (15 peak, 20 off-peak and weekends) and service span along the following corridors to match heavy rail service hours: Roswell Road/Dunwoody Place, Flat Shoals Road and Delowe Drive.
Supporting Local Service	Expand Supporting Local service to the following areas: Commerce Drive, East Holcomb Bridge Road and Union City.
Community Circulator Service	Create Community Circulator service using smaller, neighborhood-friendly buses for the following communities: Medical Center/Perimeter Center and Oakley Industrial Boulevard.
Union City Transit Center	Improve bus-to-bus connectivity in the Union City area.
Camp Creek Transit Center	Improve bus-to-bus connectivity in the Camp Creek area.
Park and Ride Facilities	In support of the implementation of express bus service in Fulton County, develop park and ride facilities to meet the commuter market demand as needed.

EXHIBIT C

POTENTIAL TRANSIT IMPROVEMENTS WITHIN DEKALB COUNTY

The following is a list of transit operational enhancements, service improvements and future high capacity transit planning studies within DeKalb County currently being examined by MARTA to serve DeKalb County under the existing 1 cent sales tax.	
Project	**Description**
Existing MARTA bus, rail and mobility	Maintain the existing bus, rail and mobility services within DeKalb County. This includes providing safe and reliable service, maintaining the system infrastructure and supporting facilities in a state of good repair, implement customer and technological advancements and adjust bus and rail services as needed. Bus and rail services will be expanded based upon available resources and customer demand.
MARTA Comprehensive Operations Analysis	Implement recommendations from the Comprehensive Operations Analysis to improve bus and rail transit reliability and frequency on existing services. These include improving transit operations efficiency, identifying alternative service strategies, improving service to current riders, attracting new and/or "choice" riders, developing sustainable future service plans and connecting communities.
Transit Master Plan Alternatives	Support the continued refinement of alternative scenarios as identified in DeKalb's 2019 Transit Master Plan.
Arterial Rapid Transit (ART) Services	In conjunction with Dekalb Co. signal prioritization project, support the implementation of the Buford Highway and Candler Road ART corridors as identified in DeKalb's 2019 Transit Master Plan – Completed by 2024
I20 and I285 BRT Initiative	In coordination with GDOT's Express Lane project, MARTA will support conceptual planning of feasibility of bus rapid transit on I285 and I20 that aligns with DeKalb County's Transit Master Plan.
South DeKalb Mall Transit Center and Bus to Bus Routing	In alignment with DeKalb County's Comprehensive Transit Master Plan, MARTA will plan and implement a Transit Center at South DeKalb Mall as well as route restructuring of bus to bus service to the center – Completed by 2023.
Stonecrest Mobility Center	Continue planning efforts, proceed with the design of, and support the implementation of the Stonecrest Mobility Center as well as other such hubs and park and ride locations, considering all available transit options.
TOD Initiatives	Continue support of TOD initiatives at Kensington, Indian Creek, and I20 East Corridor.

The following is a list of transit operational enhancements, service improvements and future high capacity transit planning studies within DeKalb County currently being examined by MARTA to serve DeKalb County under the existing 1 cent sales tax.	
Project	**Description**
System Refurbishments	Station refurbishments – Station refurbishment program will be done based on an on-going station condition assessment. The current assessment results in the following station refurbishment plan with construction beginning in the following years. MARTA may substitute stations to meet current conditions within Dekalb County. Indian Creek – ~~2021~~ 2020 Brookhaven – 2022 Chamblee – 2023 Decatur – 2023 Avondale – 2024 Dunwoody – 2024 Kensington – 2025 Doraville – 2025 Bus amenities bus stop upgrade (approximately 350 amenities) – Completed by 2024 Maintenance of Way track renovation (TR4) – Completed by 2025 Power systems (traction, auxiliary, elevator, lighting, security) – Ongoing AVIS info systems – Completed 2022

The following is a list of potential transit operational enhancements, service improvements and future high capacity transit and other projects within DeKalb County currently being examined by MARTA to service DeKalb County under additional sales taxes or other funding sources.	
DeKalb County Transit Master Plan Project Name	**Description**
ART-6	Memorial Drive ART from Five Points to Kensington
ART-7	Candler Road ART
ART-8	Clairmont Road ART
ART-9	Johnson Ferry Road ART
ART-10	North Druid Hills ART
ART-13	Lawrenceville Hwy ART
ART-15	LaVista Road ART
ART-16	Hairston Road ART
ART-17	Memorial Drive ART (Segment 3)
ART-18	Covington Highway ART
ART-19	Clifton Corridor ART (Segment 2)
BRT-1	I-20 East BRT (Segment 1)
BRT-2	I-285 BRT (Segment 1)
BRT-4	I-285 BRT (Segment 2)
BRT-15	Buford Highway BRT
BRT-17	I-20 East BRT (Segment 2)
LRT-1b	Clifton Corridor LRT (Emory to Clairmont Rd)
LRT-2	Clifton Corridor LRT (Clairmont to Avondale)
LRT-3	Clifton Corridor LRT Extension (Segment 3)
LRT-10	LRT to Wesley Chapel Road
HRT-1	Heavy Rail to Stonecrest

EXHIBIT D
CLAYTON COUNTY SYSTEM IMPLEMENTATION PLAN

The following is a list of transit operations, service improvements and high capacity transit planning studies and targeted implementation dates within Clayton County to serve Clayton County under existing 1 cent Clayton sales tax and other potential funding sources.	
Project	Description
Existing MARTA Bus and Mobility (Paratransit)	Maintain the ten existing routes within Clayton County. (Route 32, 55, 89, 191, 192, 193, 194, 195, 196, 800) - Ongoing Plan and implement 2 additional routes. (Route 197; Route 198). Implemented in 2021
Clayton County High Capacity Transit(HCT)/Commuter Rail (CRT)	Continue planning and design of a 22-mile commuter rail corridor from East Point Station to Lovejoy, implemented in a phased approach. Funding sources for this project will include existing Clayton Co. Reserve Funds and Federal Transit Administration New Starts Funds. Initial phase East Point to Southlake Mall in service in 2030.
Clayton County High Capacity Transit (HCT) Bus Rapid Transit (BRT)	Continue planning, design and implementation of a BRT corridor route aligned along SR 85 and SR 139. Funding sources for this project will include existing Clayton Co. Reserve Funds and Federal Transit Administration Small Starts Funds. In service in 2026.
Clayton County Bus Stops Amenities Program	Bus amenities bus stop upgrade (approximately 175 amenities). Completed by 2024.
Clayton County Multipurpose Operations and Maintenance Facility	Construction of a new multipurpose operations and maintenance facility to replace the existing Hamilton Mills Bus Facility. This facility will also house a police precinct and administrative offices for MARTA staff. Funding sources for this project will include 1 cent sales tax (all jurisdictions), existing Clayton Co. Reserve Funds, Federal Transit Administration Discretionary Grants and Federal Transit Administration Formula Funds. In service by 2026.
Mobility Centers (Hubs) and Park n Ride Facilities	Continue planning efforts to identify and proceed with the design of mobility center (hubs) and park and ride locations. These transit facilities will be implemented through the HCT/CRT and HCT/BRT projects.