



**BOARD OF DIRECTORS**

**METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY**

**BUSINESS MANAGEMENT COMMITTEE**

**THURSDAY, JANUARY 23, 2025**

**ATLANTA, GEORGIA**

**MEETING SUMMARY**

**1. CALL TO ORDER AND ROLL CALL**

Committee Chair Al Pond called the meeting to order at 9:30 A.M.

**Board Members**

**Present:**

Al Pond  
Freda Hardage  
James Durrett  
Kathryn Powers  
Roderick Frierson  
Rita Scott  
Thomas Worthy  
Valencia Williamson  
Jennifer Ide  
Jacob Tzegaegbe  
Sagirah Jones

**Board Members**

**Absent:**

Russell McMurry  
Jannine Miller

**Staff Members Present:**

Collie Greenwood  
Steven Parker  
Rhonda Allen  
LaShanda Dawkins  
Ralph McKinney  
Jonathan Hunt  
Carrie Rocha  
Michael Kreher  
George Wright

Kevin Hurley

**Also in Attendance:**

Peter Crofton, Chetan Agarwal, Eddie Eades Jr., Michelle Malone, Paula Nash, Jacqueline Holland, Tyrene Huff, Kenya Hammond, Phyllis Bryant and Greg Patterson

**2. APPROVAL OF THE MINUTES**

**Minutes from November 21, 2024 Business Management Committee Meeting**

Approval of the Minutes from November 21, 2024 Business Management Committee Meeting. On a motion by Board Member Hardage, seconded by Board Member Powers, the motion passed by a vote of 11 to 0 with 11 members present.

**3. RESOLUTIONS**

**Resolution Authorizing the Approval of the MARTA 2025-2028 Title VI Program**

Approval of the Resolution Authorizing the Approval of the MARTA 2025-2028 Title VI Program. On a motion by Board Member Durrett, seconded by Board Member Hardage, the resolution passed by a vote of 11 to 0 with 11 members present.

**Resolution Authorizing the Award of a Contract for Armed Security Guard Coverage for Revenue Operations, IFB B50381- A**

Approval of the Resolution Authorizing the Award of a Contract for Armed Security Guard Coverage for Revenue Operations, IFB B50381- A. On a motion by Board Member Worthy, seconded by Board Member Durrett, the resolution passed by a vote of 11 to 0 with 11 members present.

**4. BRIEFING**

**FY2025 2nd Quarter Financial Highlights and Financial Performance Indicators** Greg Patterson, Deputy Chief Financial Officer and Chetan Agarwal, Interim AGM Centralized Capital Program presented the FY25 2nd Quarter Financial Highlights and Performance Indicator for the Authority's Operating and Capital budgets.

**5. OTHER MATTERS**

None

**6. ADJOURNMENT**

The Committee meeting adjourned at 10:24 A.M.

YouTube link: <https://www.youtube.com/live/ls8YhGWqWZI?si=nCGShqgtUmlDod8>

# 2025 – 2028 TITLE VI PROGRAM

Resolution Authorizing the Approval of the MARTA 2025-2028 Title VI Program

Department of Diversity & Inclusion



# MARTA TITLE VI PLAN REQUIREMENTS

- Developing & implementing a Title VI Program is required as a public transit agency and a recipient of federal funding
- MARTA must submit a Title VI Program Plan every **three** years to the FTA. This Program submission covers **June 1, 2025, to May 31, 2028**
- The program requires MARTA Board approval, as well as FTA approval
- Non-compliance with Title VI can cause federal funds to be withheld



# TITLE VI OF THE CIVIL RIGHTS ACT OF 1964

No person, in any federally-funded programs, policies, or activities shall be:

- ✓ Excluded from participation;
- ✓ Denied benefits; or
- ✓ Subjected to discrimination

on the basis of **three** protected classes:

- ✓ **Race;**
- ✓ **Color; or**
- ✓ **National Origin.**

*Note:* Executive Order 12898 (1994) and FTA circular guidance also adds **low-income status** as a protected category.



# TITLE VI OBJECTIVES

- **Ensure equitable service**
- **Identify disproportionate effects**
- **Inclusive public involvement**
- **Prevent denial, reduction or delay of service benefits**
- **Ensure access to activities for persons with Limited English Proficiency (LEP)**



## **REQUIRED ELEMENTS**

### **Documentation showing compliance of the following:**

- Title VI Notice to the Public
- Title VI Complaint Policy and Form (Non-Discrimination Policy, Procedure and Complaint Form)
- List of Title VI complaints, investigations and lawsuits
- Racial breakdown of members of MARTA Board of Directors and Advisory Committees
- Limited English Proficiency Plan (LEP)
- Public Participation Plan
- Facility, Service and/or Fare Equity Analysis



# NOTICE TO PUBLIC



## Metropolitan Atlanta Rapid Transit Authority Title VI Policy Statement

It is my firm belief that the manner in which the Metropolitan Atlanta Rapid Transit Authority (MARTA) treats people, whether employees or the general public whom we serve directly, correlates to the commitment MARTA makes and the acceptance of its responsibility to provide essential services designed to enhance the quality of life for residents and guests of the Metropolitan Atlanta Region. MARTA, as a recipient of funds administered by the U.S. Department of Transportation, enforces Title VI of the Civil Rights Act of 1964, as amended through its policies and procedures. Collectively, they require that no person shall, on the grounds of race, color or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination in any program or activity. Prohibited practices include, but are not limited to:

- Denying a person any service or benefit because of race, color or national origin;
- Providing a different service or benefit, or providing services or benefits in a different manner; or
- Locating facilities in a way that would limit or impede access to a federally-funded service or benefit.

The Environmental Justice component of MARTA's policy is based on Title VI and Federal Transit Administration (FTA) Circular mandates which guarantee fair treatment for people of all races, cultures and incomes regarding the development of Environmental Justice practices. Therefore, MARTA will:

- Ensure the involvement of low-income and minority groups in the decision-making process;
- Safeguard low-income and minority groups against disproportionality high and adverse human health or environmental impacts of its programs, policies and activities; and
- Ensure that low-income and minority groups receive their fair share of benefits.

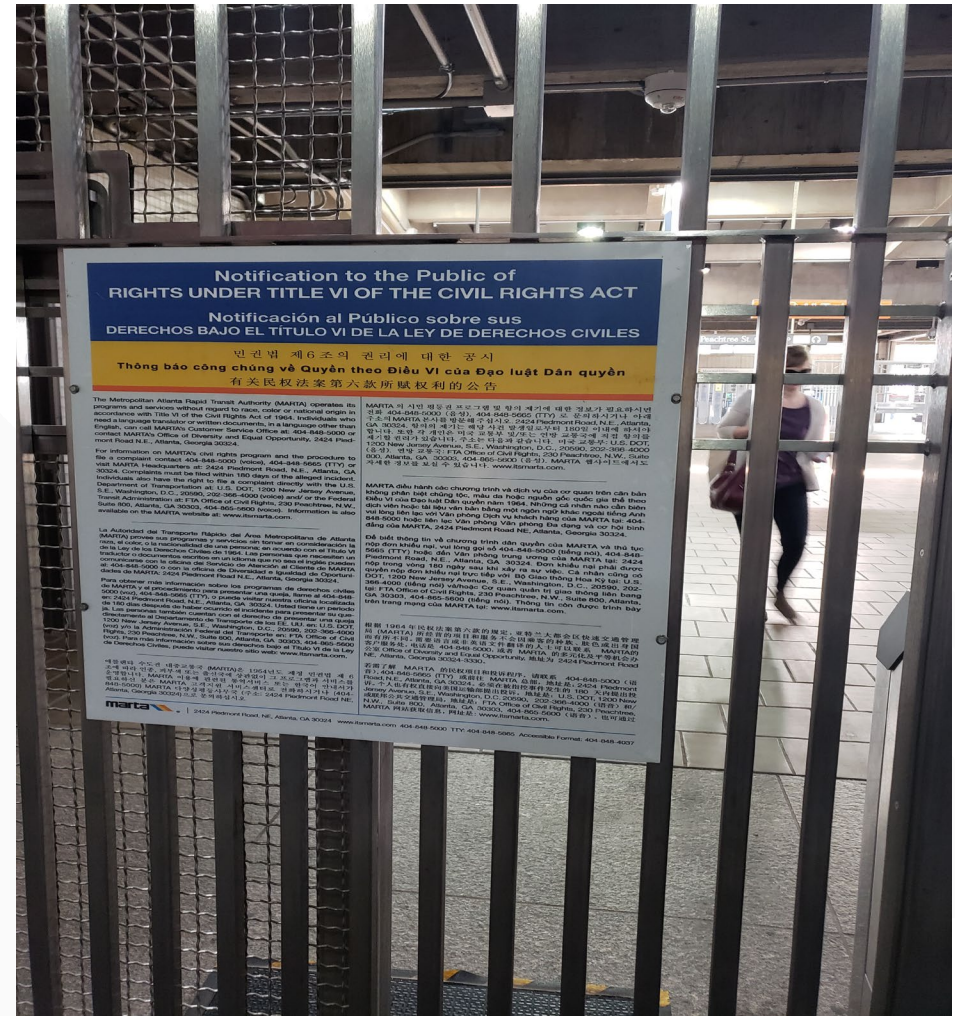
The Executive Director of Diversity and Inclusion is responsible for initiating and monitoring Title VI activities, preparing required reports, and ensuring that MARTA adheres to other compliance responsibilities as required by applicable regulations. The Title VI Program provides ongoing direction and program structure for ensuring compliance with Title VI and the functional responsibility of the Office of Diversity and Inclusion. However, I also expect every MARTA manager, supervisor and employee to be aware of and apply the intent of Title VI when performing their duties. MARTA will not tolerate discrimination against any participant or beneficiary of MARTA services by an employee in the performance of assigned duties or implementation of a departmental policy or practice.

In the event that MARTA distributes federal funds to another entity, MARTA will monitor and ensure that each contractor at any tier and each sub-recipient at any tier prohibits discrimination on the basis of race, color or national origin and require the inclusion of non-discrimination language in all written agreements. Any person who believes they have been discriminated against on the basis of race, color or national origin, in the provision of services, programs activities or benefits, may file a formal complaint directly with the Office of Diversity and Inclusion at 404-848-5240, or with the Federal Transit Administration at: FTA, Office of Civil Rights, 230 Peachtree St. NW, Suite 800, Atlanta, GA 30303. Information is also available on MARTA website at [www.itsmarta.com](http://www.itsmarta.com). Retaliation against individuals engaging in protected activity is strictly prohibited.

It is with firm resolve that I fully commit MARTA's resources to ensure that we remain compliant with aspects of Title VI of the Civil Rights Act of 1964, as amended.

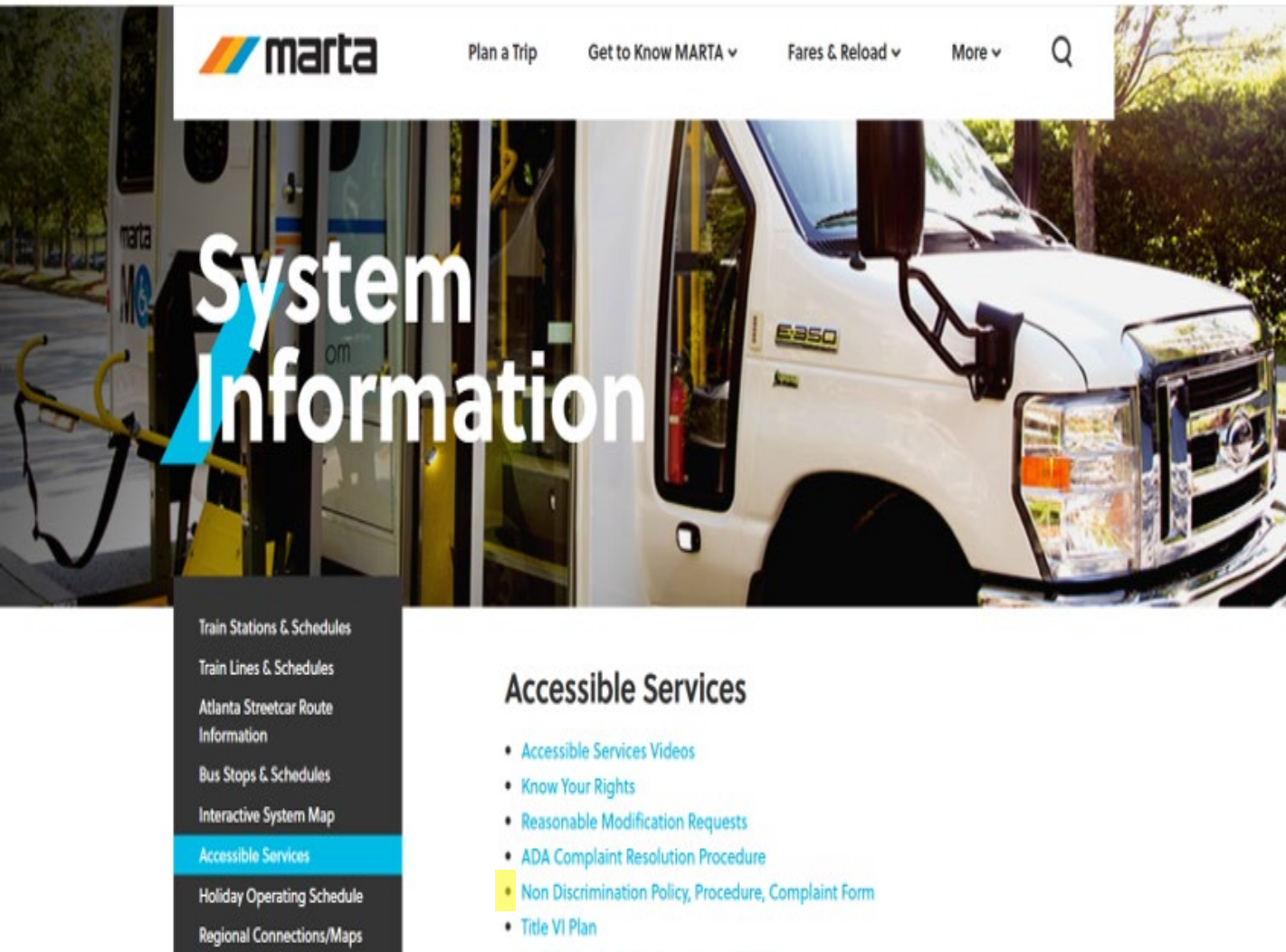
  
Collye J. Gryenwood  
General Manager/Chief Executive Officer

Date 5-24-2024





# TITLE VI POLICY, PROCEDURE, AND COMPLAINT FORM



The screenshot shows the MARTA website interface. At the top, there is a navigation bar with the MARTA logo, a search icon, and links for 'Plan a Trip', 'Get to Know MARTA', 'Fares & Reload', and 'More'. Below the navigation bar is a large image of a white MARTA bus with the text 'System Information' overlaid. A sidebar menu on the left lists various services, with 'Accessible Services' highlighted in blue. The main content area displays the 'Accessible Services' section with a list of links, including 'Non Discrimination Policy, Procedure, Complaint Form' which is highlighted with a yellow square.

**System Information**

- Train Stations & Schedules
- Train Lines & Schedules
- Atlanta Streetcar Route Information
- Bus Stops & Schedules
- Interactive System Map
- Accessible Services**
- Holiday Operating Schedule
- Regional Connections/Maps

## Accessible Services

- [Accessible Services Videos](#)
- [Know Your Rights](#)
- [Reasonable Modification Requests](#)
- [ADA Complaint Resolution Procedure](#)
- [Non Discrimination Policy, Procedure, Complaint Form](#)**
- [Title VI Plan](#)



## Complaint Resolution Process and Procedure to Ensure Non-Discrimination and Equal Opportunity in Federally Assisted Programs or Activities of the Metropolitan Atlanta Rapid Transit Authority (MARTA)

### Purpose

MARTA is committed to ensuring that no person is excluded from participation in, denied the benefits of, or subjected to discrimination under any program, activity, or service that it provides. It is impermissible for a recipient, subrecipient, or other person to intimidate, threaten, coerce, or discriminate against any individual for the purpose of interfering with any right or privilege secured by:

- *Title VI of the Civil Rights Act of 1964*, which prohibits discrimination based on **race, color, or national origin** (including language).
- *Section 504 of the Rehabilitation Act of 1973*, which prohibits discrimination based on **disability**.
- *Title IX of the Education Amendments Act of 1972*, which prohibits discrimination based on **sex** in education programs or activities.
- *Age Discrimination Act of 1975*, which prohibits discrimination based on **age**.
- *U.S. Department of Homeland Security (DHS) regulation 6 C.F.R. Part 19*, which prohibits discrimination based on **religion** in social service programs.

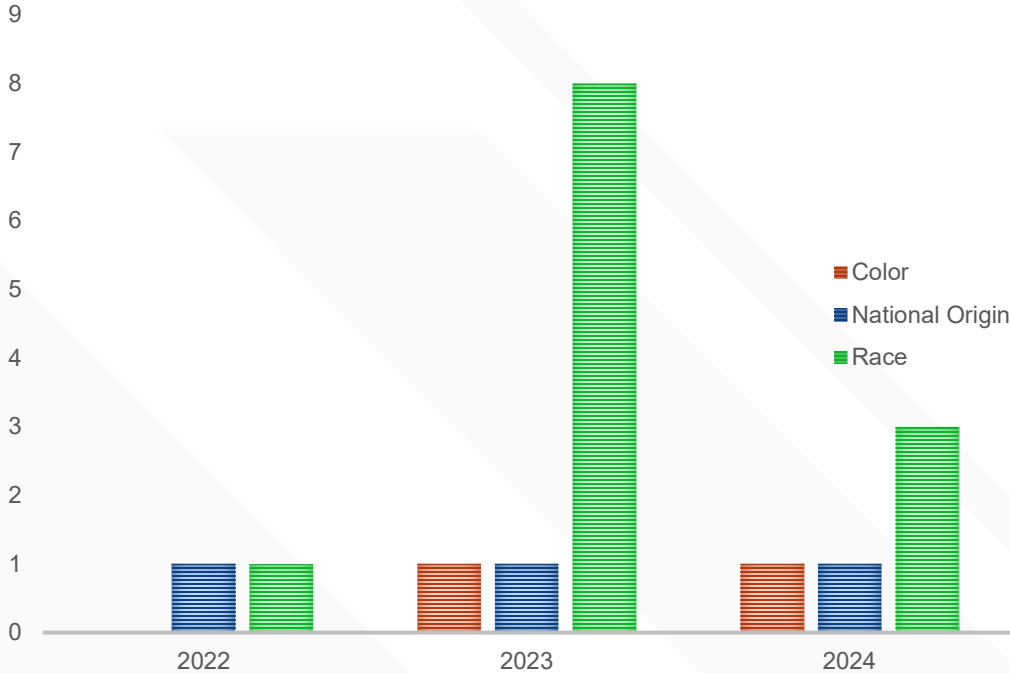
It is also unlawful to retaliate against an individual because the individual has made a complaint, testified, assisted, or participated in any manner in an investigation, proceeding, or hearing.

This procedure establishes a framework for taking reasonable steps to ensure access to all services provided by MARTA for all program beneficiaries (e.g., program participants, customers,

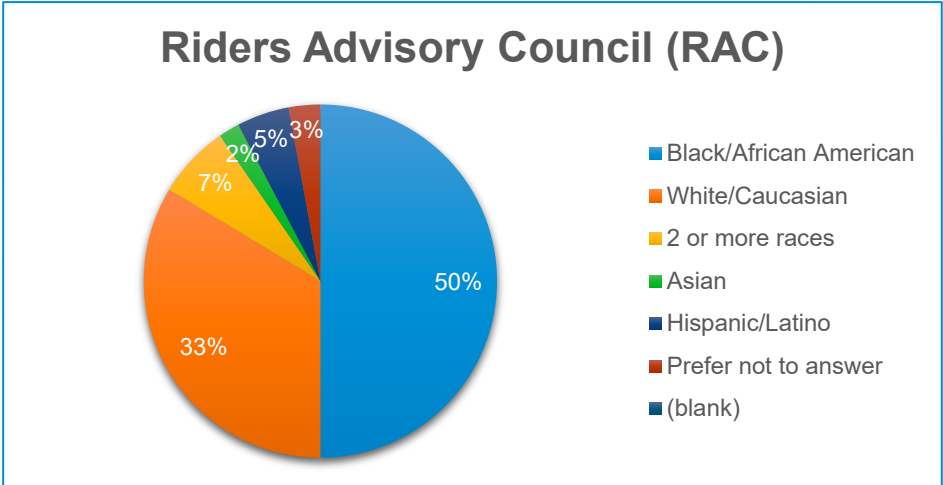
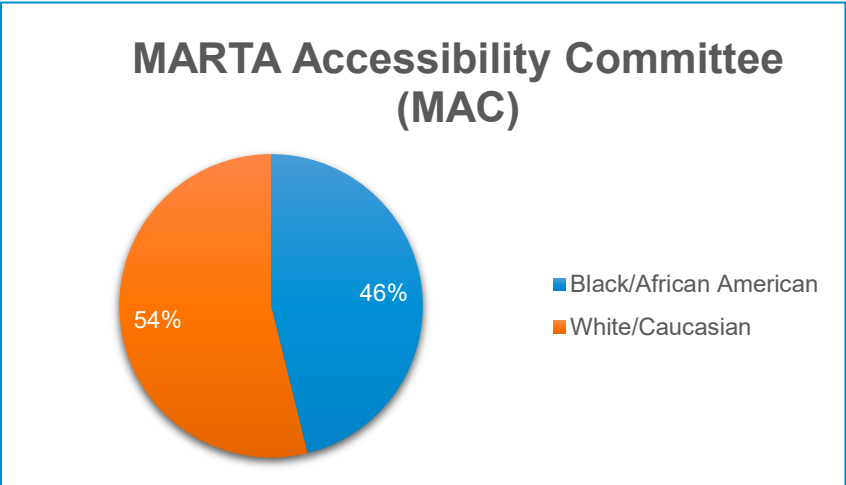
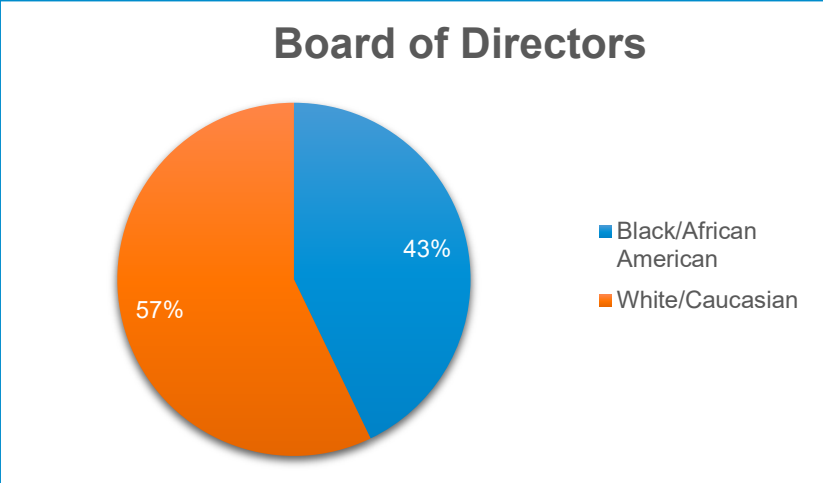
# TITLE VI COMPLAINTS, INVESTIGATIONS & LAWSUITS

- No Title VI lawsuits
- No formal complaints or investigations
- Informal complaints submitted through Customer Service Office

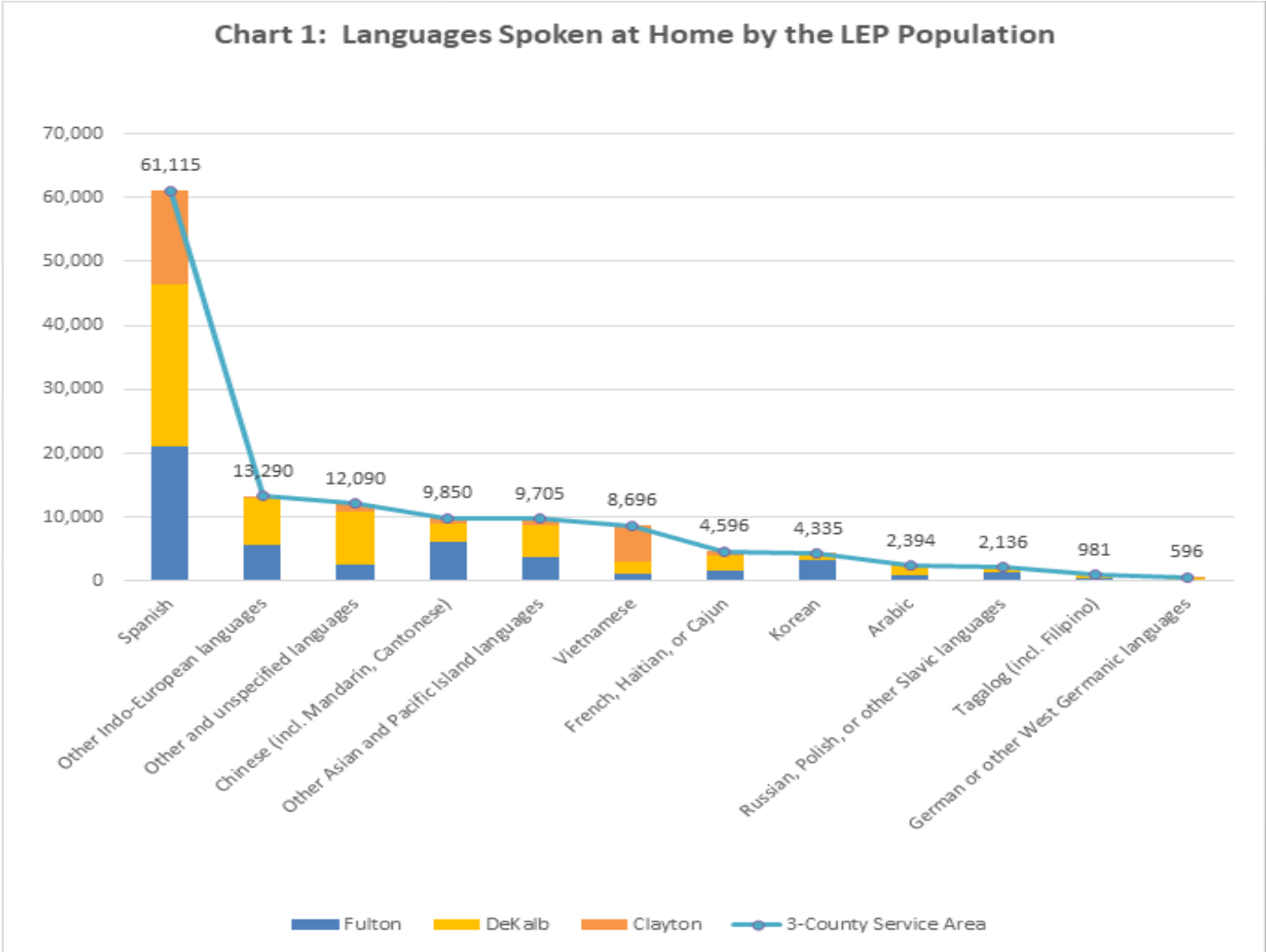
## INFORMAL COMPLAINTS



# Racial Breakdown of Board and Advisory Committee Members



# Limited English Proficiency (LEP) Population in MARTA Service Area





# Public Participation Plan

- Title VI requires a Public Participation (Outreach) Plan to engage minority and limited English proficient populations
- Summary of outreach efforts made

This Plan is used for major events that have an impact on service:

- Service modifications
- Projects that impact service
- Fare changes
- New initiatives



# Facility, Service, and/or Fare Equity Analysis

## Facility Equity Analysis:

MARTA currently has no new facility projects in stages of development where a service analysis is appropriate.

## Service Equity Analysis:

- Proposed Service Modifications for April 2024
- Proposed Service Modifications for December 2024

## Fare Equity Analysis:

- None

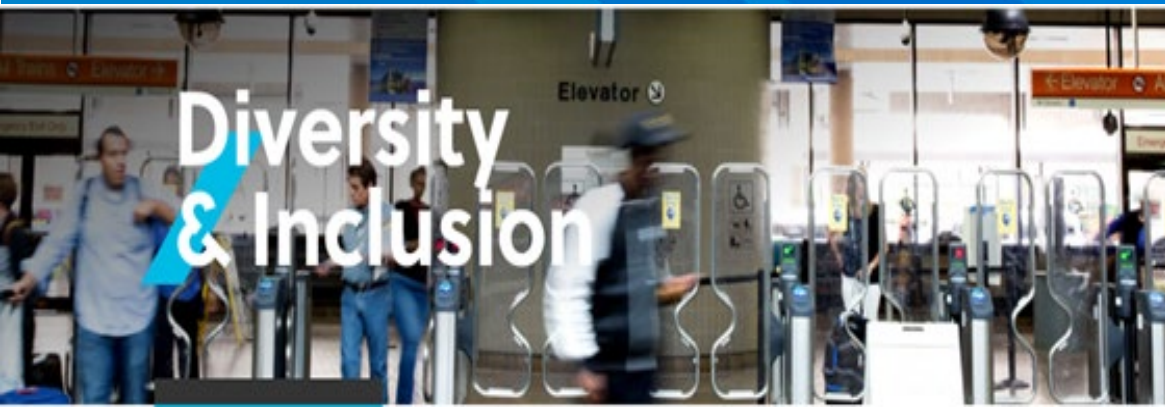


## **BOARD ACTION**

I respectfully request the Business Management Committee to approve the MARTA 2025-2028 Title VI Program and authorize its submission to the Federal Transit Administration.



Thank You





**RESOLUTION AUTHORIZING THE APPROVAL OF THE  
MARTA 2025 – 2028 TITLE VI PROGRAM**

**WHEREAS**, Title VI mandates that no person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity receiving federal financial assistance; and

**WHEREAS**, in accordance with the requirements of Federal Transit Administration (FTA) Circular 4702.1B, Chapter III, Part 4, MARTA developed a Title VI Program which defines the commitment, made by MARTA, to the tenets of the Civil Rights Act of 1964, as amended, and necessitates the assurance of equal access and the equitable delivery of transit services and amenities to patrons throughout its service area; and

**WHEREAS**, as a recipient of FTA funds, MARTA must submit an updated Title VI Program to the FTA every three years; and

**WHEREAS**, MARTA's current Title VI Program expires on May 31, 2025;

**BE IT RESOLVED THEREFORE**, that the Board of Directors of the Metropolitan Atlanta Rapid Transit Authority approves the 2025 - 2028 Title VI Program and authorizes its submission to the Federal Transit Administration.

**APPROVED AS TO LEGAL FORM:**

DocuSigned by:  
  
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**Chief Counsel, Metropolitan Atlanta  
Rapid Transit Authority**



**Resolution Authorizing the Award of a  
Contract for Armed Security Guard Coverage  
for Revenue Operations  
IFB B50381-A**

**marta** 



# Purpose

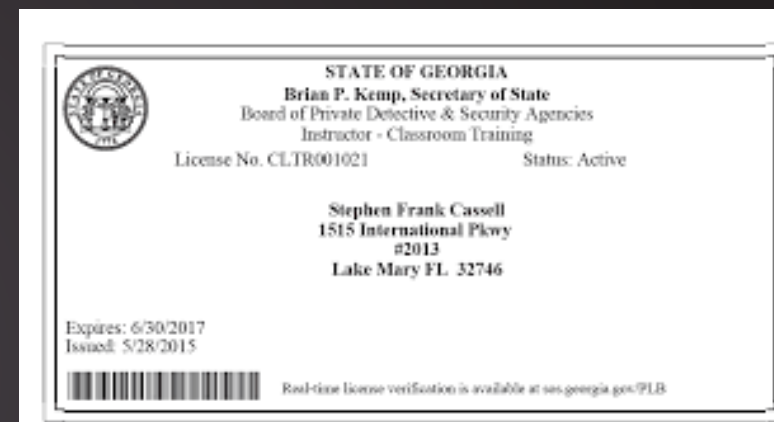
Armed security guards provide protection for Revenue Operations personnel during :

- The collection of revenue from the Breeze Vending Machines, APARC, Streetcar, Mobility, and at all bus garages.
- During high ridership special events such as Peachtree Road Race, DragonCon, championship games, etc.



# Background

- Georgia requires armed security guards to be registered through the Secretary of State
- Individual guard licenses must be associated with a company license





# Background-Continued

- Nine (9) security guards are required on a typical day
- Additional coverage for large special events

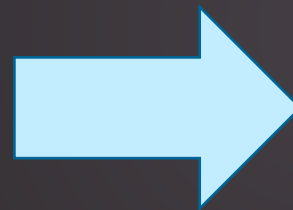


# Contract Term

Three (3)  
Year  
Base

+

Two (1)  
Year  
Option



Five  
(5)  
Year  
Term



# Funding

- This procurement is being funded with Local Operating funds from the approved FY25 budget
- Funds for subsequent years of the Contract will be requested in the annual Operating Budget



# Procurement Process

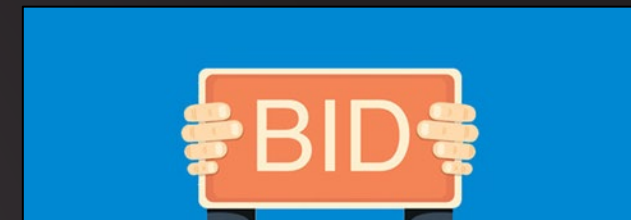
- The Notice to Bidders was sent to eighteen (18) vendors on September 23, 2024
- Fourteen (14) firms retrieved the solicitation
- Notice of Invitation for bids was advertised in the Atlanta Journal Constitution, the Georgia Procurement Registry, the Georgia Local Government Access Marketplace, and on MARTA's website.
- Five (5) bids were received on the bid deadline date of October 23, 2024 .





# Bid Results

Five (5) Bids Received



1. Allied Universal Security	\$2,875,668.12
2. Vets Securing America	\$3,179,737.08
3. Express Guard, LLC	\$3,437,226.00
4. Carter 1 Enterprises	\$5,627,700.00
5. Reliable Security Staffing, LLC	No Bid Form

## Bid Evaluation

- Universal Protection Service d/b/a Allied Universal Security Services, the lowest bidder, and the current provider was determined to be responsive but non-responsible due to the inability to meet the requirements of the solicitation.



## Recommended Vendor

- Vets Securing America submitted the second lowest bid and was determined to be responsive and responsible
- Established in 2008, Vets Securing America is a nationwide security firm managed and staffed by veterans
- Vets Securing America has fifty-nine (59) armed security officers in the State of Georgia and will have a minimum of fifteen (15) officers assigned to MARTA
- The DBE goal of 25% was met



# Recommendation



- Authorization of the award of a contract for Armed Security Guard Coverage for Revenue Operations, IFB B50381-A, Vets Securing America





Thank You



**RESOLUTION AUTHORIZING AWARD OF A CONTRACT FOR THE PROCUREMENT OF ARMED SECURITY GUARD COVERAGE FOR REVENUE OPERATIONS, IFB B50381- A**

**WHEREAS**, the Authority's Office of Revenue Operations has identified the need for Armed Security Guard Coverage for Revenue Operations, Invitation for Bids Number B50381- A; and

**WHEREAS**, on September 23, 2024, the Metropolitan Atlanta Rapid Transit Authority duly sent Notice of the Invitation for Bids to potential bidders; and

**WHEREAS**, notice of the said Invitation for Bids was advertised in the local newspaper of the largest circulation in the Atlanta metropolitan area, once in each of the two weeks prior to opening bids; and

**WHEREAS**, all Bidders were given an opportunity to protest the bid instructions, specifications, and/or procedures; and

**WHEREAS**, on October 24, 2024, at 11:00 a.m., local time, five (5) bids were publicly opened and read aloud; and

**WHEREAS**, the lowest bid submitted by Universal Protection Service d/b/a Allied Universal Security Services, was deemed non-responsible as bidder was not able to demonstrate the required coverage for MARTA's weekly and special event security guard schedule.

**WHEREAS**, the second lowest bid submitted by Vets Securing America, is a responsive and a responsible bidder and the bidder is capable of performing the Contract.

**RESOLVED THEREFORE**, by the Board of Directors of the Metropolitan Atlanta Rapid Transit Authority that the General Manager/CEO or his delegate be, and hereby is, authorized to execute a Contract on substantially the same terms and conditions as contained in the Invitation for Bids Number B50381-A, Procurement of Armed Security Guard Coverage for Revenue Operations between the Authority and Vets Securing America, in the amount of \$3,179,737.08.

**Approved as to Legal Form:**

DocuSigned by:

*Jonathan J. Hunt*

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**Interim Chief Counsel, Metropolitan Atlanta  
Rapid Transit Authority**

# Financial Highlights

Second Quarter Ended  
December 31, 2024







# **FY25 Operating Actual vs Budget Highlights**

December 31, 2024

# Second Quarter Operations Summary Performance

## December 31, 2024 (\$ in Millions)

	Actual	Budget	Variance	
	\$	\$	\$	%
Prior Year Carry Forward	11.5	11.5	0	0.0%
Net Revenues	332.8	306.5	26.3	8.6%
Net Expenses	378.6	318.0	(60.6)	-19.1%
<b>Net Surplus/(Deficit)</b>	<b>(34.3)</b>	<b>-</b>	<b>(34.3)</b>	

### COMMENTS

- YTD Net Revenues are favorable to budget by **\$26.3M**
- YTD Net Expenses are unfavorable to budget by **(\$60.6M)**
- YTD Net Deficit is **(\$34.3M)** compared to a balanced budget for the year

# Second Quarter Operations Detailed Performance

## December 31, 2024 (\$ in Millions)

	Actual	Budget	Variance	
	\$	\$	\$	%
<b>Sources</b>				
Prior Year Carry Forward	11.5	11.5	0.0	0%
<b>REVENUES</b>				
Sales Tax	196.9	191.9	5.0	2.6%
Title Ad Valorem Tax	43.3	16.6	26.7	160.8%
Federal Assistance	40.0	40.0	0.0	0.0%
Passenger Revenue	37.0	40.7	(3.7)	-9.1%
Lease Income	4.7	4.7	0.0	0.0%
Station Parking	0.4	0.3	0.1	33.3%
Other Revenues	10.5	12.3	(1.8)	-14.6%
<b>Net Operating Sources</b>	<b>344.3</b>	<b>318.0</b>	<b>26.3</b>	<b>8.3%</b>
<b>EXPENSES</b>				
Salaries and Wages	147.3	150.9	3.6	2.4%
Overtime	25.8	19.3	(6.5)	-33.7%
Total Benefits	73.7	69.9	(3.7)	-5.3%
Contractual Services	53.0	58.0	5.0	8.6%
Total Materials and Supplies	29.6	33.2	3.6	10.8%
Other Non-Labor	67.8	25.4	(42.4)	-166.9%
<b>Gross Operating Expenses</b>	<b>397.2</b>	<b>356.7</b>	<b>(40.5)</b>	<b>-11.4%</b>
Less: Capital Charges	18.6	38.7	(20.1)	-51.9%
<b>Net Operating Expenses</b>	<b>378.6</b>	<b>318.0</b>	<b>(60.6)</b>	<b>-19.1%</b>

### REVENUE COMMENTS – YTD revenues are \$26.3M favorable

- Sales Tax revenue is favorable to budget by **\$5.0M** due to a favorable local economy and the impact of inflation on prices
- Title Ad Valorem Tax is favorable to budget by **\$26.7M** due to Clayton County payment of TAVT from Jan-17 to Dec-24
- Passenger revenue is unfavorable to budget by **(\$3.7M)** due to a combination of fare evasion and faulty station gate equipment
- Other revenues are unfavorable to budget by **(\$1.8M)** due to lower than forecasted advertising revenues and interest on reserve balances

### EXPENSE COMMENTS – YTD expenses are (\$60.6M) unfavorable

- Salaries and Wages are favorable to budget by **\$3.6M** primarily due to ongoing position vacancies
- Overtime is **(\$6.5M)** unfavorable to budget due to a combination of vacancies and absenteeism
- Total Benefits are unfavorable to budget by **(\$3.7M)** primarily due to an annual adjustment to non-represented pension
- Contractual Services are favorable to budget by **\$5.0** largely due to lower than forecasted use of External Support Services, Temporary Services, Professional Services, and Operating Equipment Services contracts
- Total Materials and Supplies are favorable to budget by **\$3.6M** due to CNG & Diesel prices, Auxiliary Replacement Parts, and Service Vehicle Materials and Supplies
- Other Non-Labor expenses are unfavorable to budget by **(\$42.4M)** primarily due to a sharp increase of third-party liability expenses
- Capital Charges are unfavorable to budget by **(\$20.1M)** due to lower than forecasted direct and indirect expenses for capital projects

# Current Month Operations Summary Performance

## December 31, 2024 (\$ in Millions)

	Actual	Budget	Variance	
	\$	\$	\$	%
Prior Year Carry Forward	0.0	0.0	0.0	0%
Net Revenues	75.4	50.7	24.7	48.7%
Net Expenses	73.8	50.7	(23.1)	-45.6%
<b>Net Surplus/Deficit</b>	<b>1.6</b>	<b>-</b>	<b>1.6</b>	

### COMMENTS

- Revenues are favorable to budget by **\$24.7M** for the month of December
- Expenses are unfavorable to budget by **(\$23.1M)** for the month of December
- Net Surplus is **\$1.6M** compared to a balanced budget for the month of December



# Current month Operating Detailed Revenues and Expenses

## December 31, 2024 (\$ in Millions)

	Actual	Budget	Variance	
	\$	\$	\$	%
<b>Sources</b>				
Prior Year Carry Forward	0.0	0.0	0.0	0%
<b>REVENUES</b>				
Sales Tax	32.2	32.3	(0.1)	-0.3%
Title Ad Valorem Tax	29.3	2.8	26.5	946.4%
Federal Assistance	6.7	6.7	0.0	0.0%
Passenger Revenue	5.7	6.2	(0.5)	-8.1%
Lease Income	0.8	0.8	0.0	0.0%
Station Parking	0.1	0.1	0.0	-1.0%
Other Revenues	0.6	1.8	(1.2)	-66.7%
<b>Net Operating Revenues</b>	<b>75.4</b>	<b>50.7</b>	<b>24.7</b>	<b>48.7%</b>
<b>EXPENSES</b>				
Salaries and Wages	25.2	23.2	(2.0)	-8.6%
Overtime	4.3	3.3	(1.1)	-33.3%
Total Benefits	15.0	10.8	(4.1)	-38.0%
Contractual Services	9.0	9.7	0.7	7.2%
Total Materials and Supplies	4.8	5.5	0.8	14.5%
Other Non-Labor	18.1	4.2	(13.9)	-331.0%
<b>Gross Operating Expenses</b>	<b>76.4</b>	<b>56.7</b>	<b>(19.7)</b>	<b>-34.7%</b>
Less: Capital Charges	2.6	6.0	(3.4)	-56.4%
<b>Net Operating Expenses</b>	<b>73.8</b>	<b>50.7</b>	<b>(23.1)</b>	<b>-45.6%</b>

### REVENUE COMMENTS – Monthly sources are \$24.7M favorable

- Title Ad Valorem Tax revenue is favorable to budget by **\$26.5M** due to Clayton County tax payment from Jan-17 to Dec-24
- Other Revenue is unfavorable to budget by **(\$1.1M)** primarily due to decrease in Advertising revenue

### EXPENSE COMMENTS – Monthly expenses are (\$23.1M) unfavorable

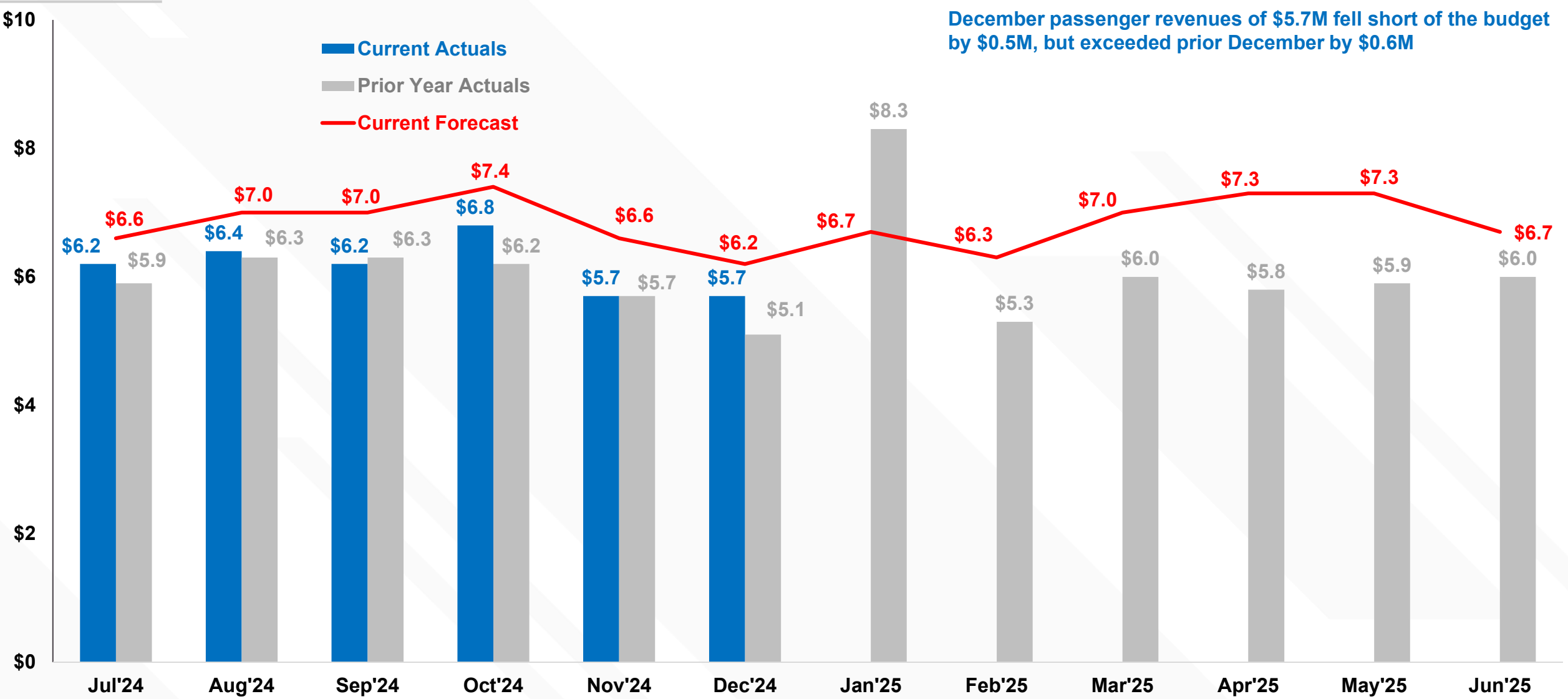
- Salaries and Wages are unfavorable to budget by **(\$2.0M)** primarily due to higher than forecasted costs for Operators, Operations Supervisors, and Mechanics
- Overtime is **(\$1.1M)** unfavorable to budget due to a combination of vacancies and absenteeism
- Benefits are unfavorable to budget by **(\$4.1M)** due to an annual adjustment to non-represented pension
- Other Non-Labor Expenses are unfavorable to budget by **(\$13.9M)** due to third-party liability expenses
- Capital Charges are unfavorable to budget by **(\$3.4M)** due to lower than forecasted direct and indirect expenses for capital projects



# Ridership Key Performance Indicators

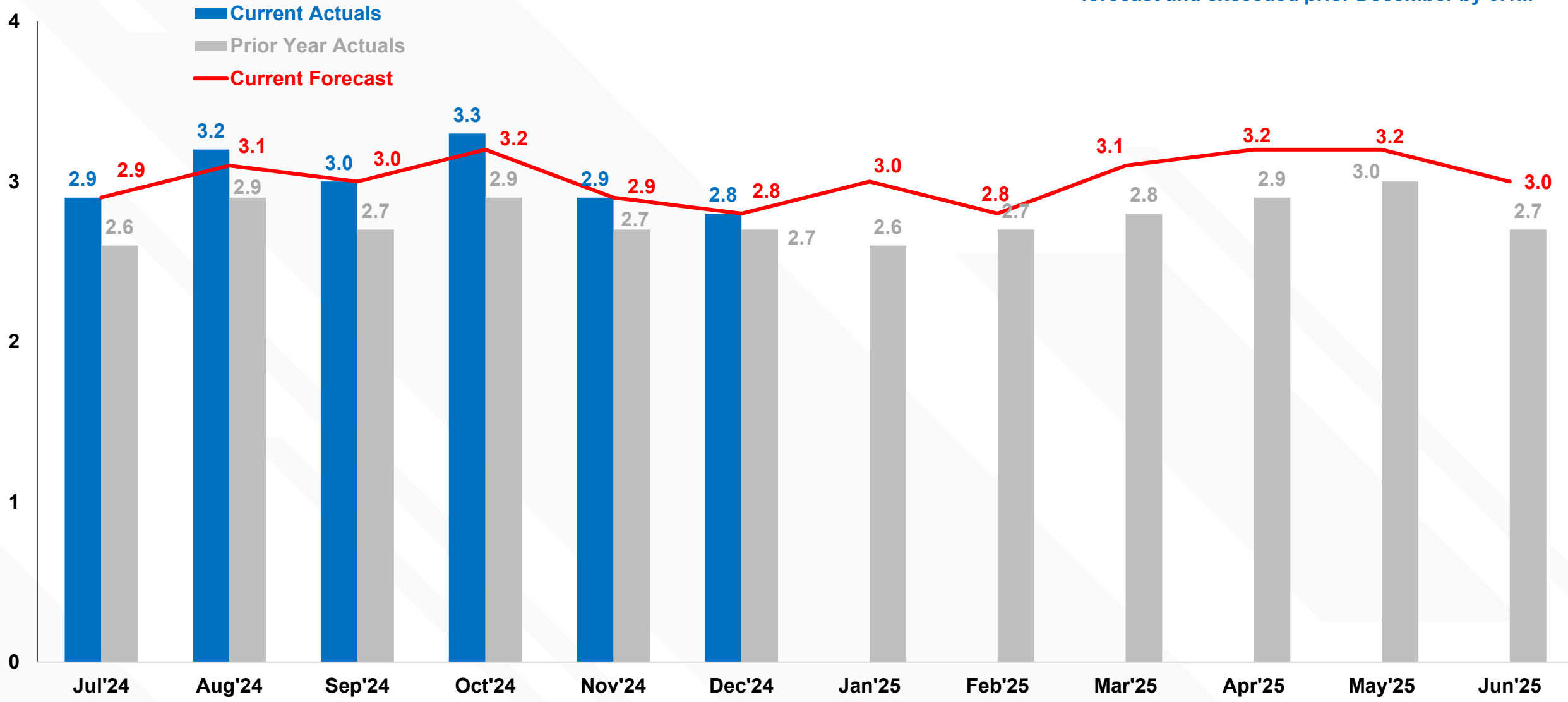
December 31, 2024

# Passenger Revenues (millions)



# Bus Ridership (unlinked trips, millions)

December bus ridership of 2.8M matched the forecast and exceeded prior December by 0.1M

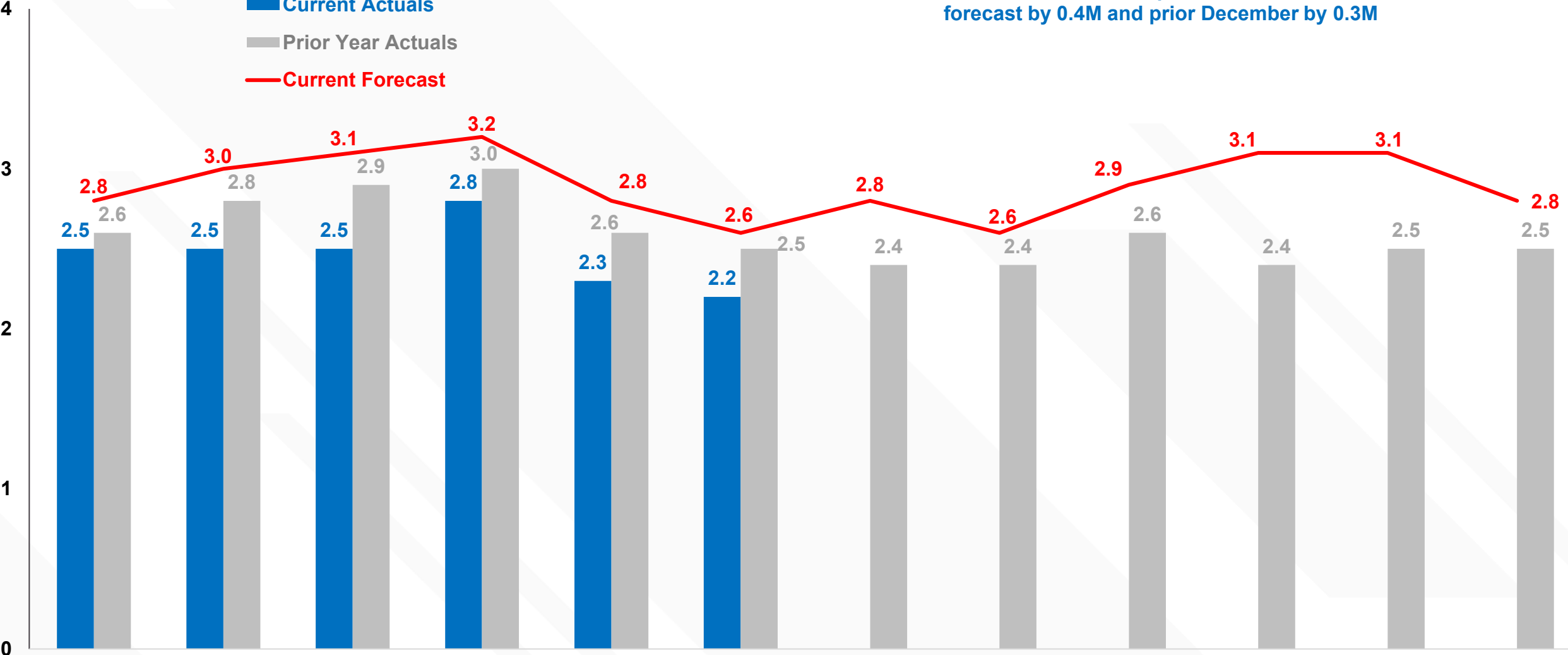




# Rail Ridership (unlinked trips, millions)

December rail ridership of 2.2M fell short of the forecast by 0.4M and prior December by 0.3M

- Current Actuals
- Prior Year Actuals
- Current Forecast



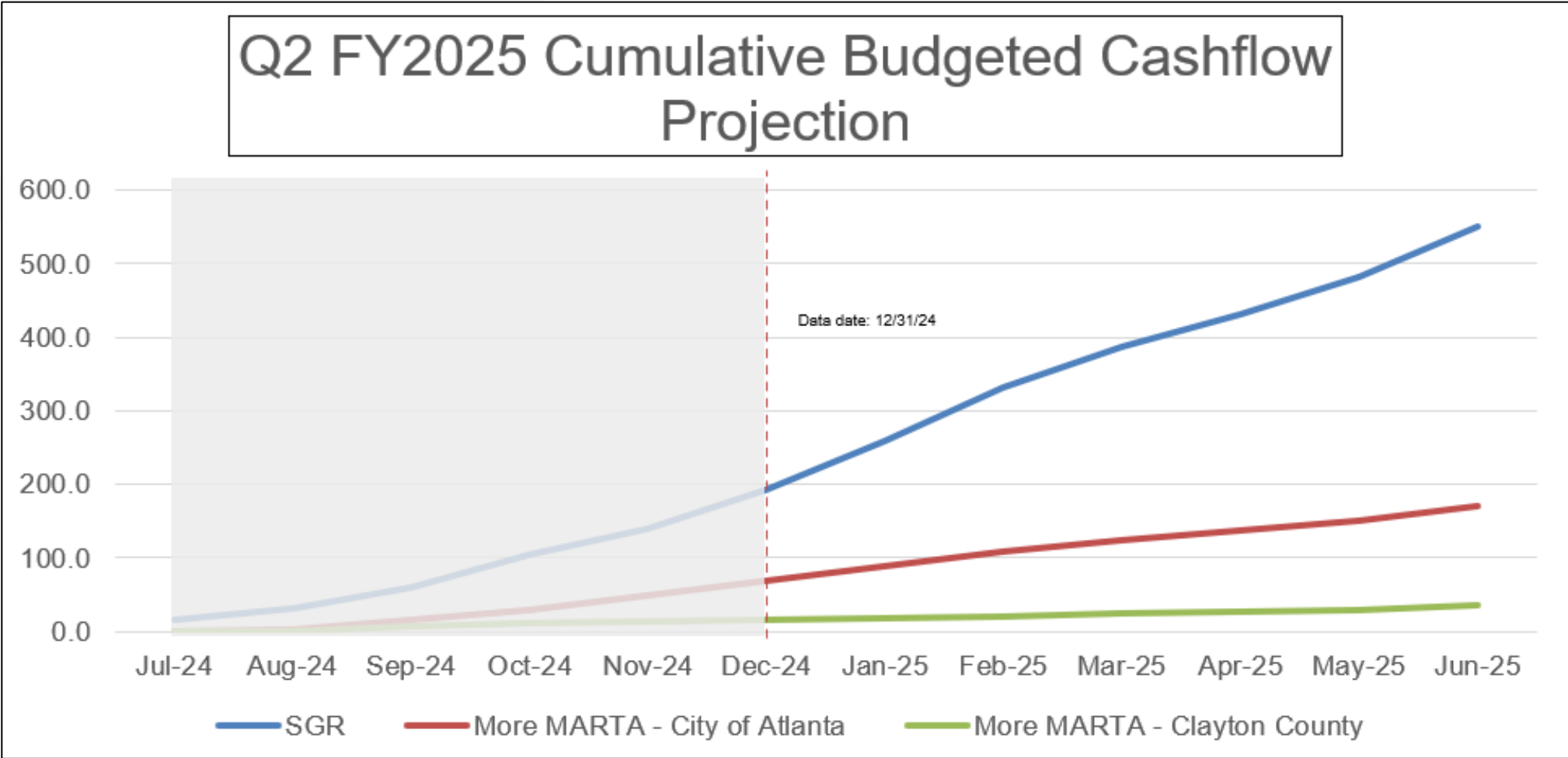


# **FY25 Capital Highlights**

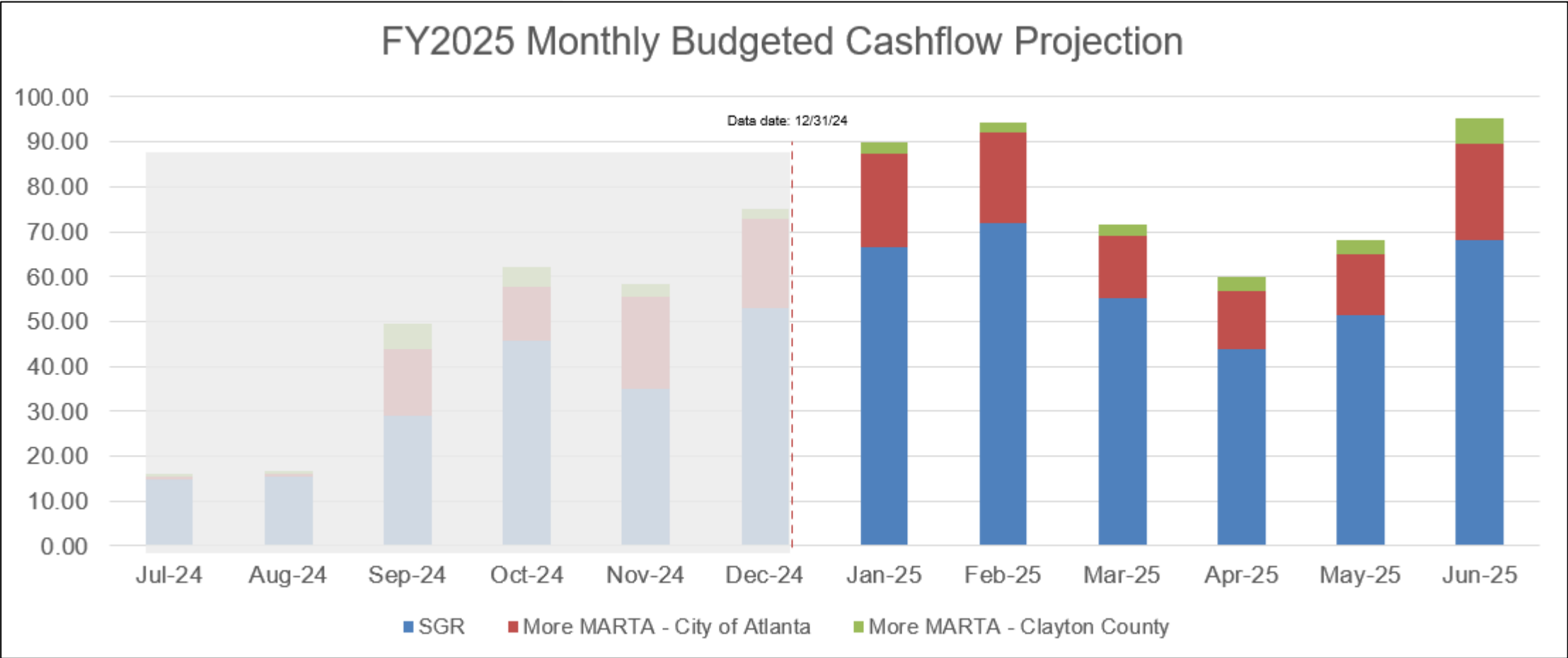
December 31, 2024



# Cashflow Methodology for Capital Projects



# Cashflow Methodology for Capital Projects



# Capital Sources and Uses by Category – State of Good Repair (SGR)

Year-To-Date through December 31, 2024 (\$ in Millions)

	YTD ACTUAL [A]	YTD BUDGET [B]	BUDGET VARIANCE [C] = [A] - [B]	BUDGET VARIANCE (%) [D] = [C] / [B]
<b>SOURCES OF FUNDS</b>				
Beginning Balance	85.7	10.0	75.7	757.4%
Sales Tax	122.1	119.0	3.1	2.6%
Federal/State Funds <sup>1</sup>	19.9	45.3	(25.4)	(56.1%)
Other Revenue	1.3	1.0	0.3	30.0%
Reserves Utilization <sup>2</sup>	0.0	50.0	(50.0)	(100.0%)
<b>Total Sources of Funds</b>	<b>229.0</b>	<b>225.2</b>	<b>3.8</b>	<b>1.7%</b>

	YTD ACTUAL [A]	YTD BUDGET [B]	BUDGET VARIANCE [C] = [B] - [A]	BUDGET VARIANCE (%) [D] = [C] / [B]
<b>USES</b>				
Facilities & Stations	37.0	59.5	22.6	37.9%
Maintenance of Way	0.8	4.7	4.0	83.6%
Non-Asset	17.4	34.7	17.3	49.8%
Systems	20.7	42.2	21.4	50.8%
Vehicles	70.8	52.0	(18.9)	(36.3%)
<b>Subtotal CIP:</b>	<b>146.7</b>	<b>193.1</b>	<b>46.3</b>	<b>24.0%</b>
Debt Service	66.9	76.2	9.3	12.2%
<b>Total Uses</b>	<b>213.6</b>	<b>269.3</b>	<b>55.6</b>	<b>20.7%</b>

<sup>1</sup>Federal/State revenue lower than forecast due to Bus Procurement and Clayton County O&M Facility schedules.

<sup>2</sup>Lower than forecasted capital expenditures has minimized Reserve Utilization for capital uses.



# Top 10 Projects by Expenditures – State of Good Repair (SGR)

## Year-To-Date through December 31, 2024 (\$ in Millions)

#	Project Name	Category	YTD ACTUAL [A]	YTD BUDGET [B]	BUDGET VARIANCE [C] = [B] - [A]	BUDGET VARIANCE (%) [D] = [C] / [B]
1	CQ400 New Rail Car Procurement	Vehicles	58.58	31.93	(26.65)	(83.5%)
2	Rail Station Rehabilitation	Facilities	22.75	23.28	0.53	2.3%
3	Bus Procurement	Vehicles	7.75	11.27	3.52	31.2%
4	GASB <sup>1</sup>	Non-Asset	6.70	5.59	(1.11)	(19.8%)
5	CPMO (SGR)	Non-Asset	6.41	8.75	2.34	26.8%
6	Escalators Rehabilitation	Systems	5.14	5.13	(0.01)	(0.3%)
7	Parking Lot Repair	Facilities	4.72	5.95	1.23	20.7%
8	Train Control Systems Upgrade	Systems	2.82	2.66	(0.15)	(5.8%)
9	Radio System Upgrade Program	Systems	2.60	2.25	(0.35)	(15.6%)
10	Electric Buses	Vehicles	1.90	0.29	(1.61)	(546.0%)
<b>Subtotal - Top Projects</b>			<b>119.37</b>	<b>97.11</b>	<b>(22.25)</b>	<b>(22.9%)</b>
<b>Total - All Projects</b>			<b>146.70</b>	<b>193.07</b>		

<sup>1</sup>Project budget for GASB is less than known encumbrances. Project requires additional FY25 programming.

# Capital Sources and Uses by Category – More MARTA – City of Atlanta

## Year-To-Date through December 31, 2024 (\$ in Millions)

	YTD ACTUAL [A]	YTD BUDGET [B]	BUDGET VARIANCE [C] = [A] - [B]	BUDGET VARIANCE (%) [D] = [C] / [B]
<b>SOURCES OF FUNDS</b>				
Beginning Balance (Including Reserves)	246.2	243.0	3.2	1.3%
Sales Tax	28.3	27.6	0.7	2.6%
Federal/State Funds <sup>1</sup>	2.3	27.0	(24.7)	(91.3%)
Other Revenue	6.1	2.5	3.7	149.0%
<b>Total Sources of Funds</b>	<b>282.9</b>	<b>300.1</b>	<b>(17.1)</b>	<b>(5.7%)</b>

	YTD ACTUAL [A]	YTD BUDGET [B]	BUDGET VARIANCE [C] = [B] - [A]	BUDGET VARIANCE (%) [D] = [C] / [B]
<b>USES</b>				
Expansion	21.2	68.4	47.2	69.1%
<b>Total Uses</b>	<b>21.2</b>	<b>68.4</b>	<b>47.2</b>	<b>69.1%</b>

<sup>1</sup>Federal/State revenue lower than forecast due MARTA Rapid Summerhill and Five Points Station Transformation schedules.

# Top Projects by Expenditures – More MARTA – City of Atlanta

Year-To-Date through December 31, 2024 (\$ in Millions)

#	Project Name	Category	YTD ACTUAL [A]	YTD BUDGET [B]	BUDGET VARIANCE [C] = [B] - [A]	BUDGET VARIANCE (%) [D] = [C] / [B]
1	MARTA Rapid Summerhill	Expansion	13.89	26.95	13.07	48.5%
2	Five Points Station Transformation	Expansion	5.58	13.89	8.31	59.8%
3	MARTA Rapid Campbellton	Expansion	0.68	6.30	5.62	89.2%
4	Cleveland Ave/Metropolitan Pwky (ART)	Expansion	0.41	8.93	8.52	95.4%
5	Streetcar East Extension (LRT)	Expansion	0.40	4.95	4.56	92.0%
6	Clifton Corridor (HCT)	Expansion	0.19	2.02	1.83	90.8%
7	Bankhead Platform Extension	Expansion	0.02	2.83	2.81	99.4%
<b>Subtotal - Top Projects</b>			<b>21.16</b>	<b>65.87</b>	<b>44.71</b>	<b>67.9%</b>
<b>Total - All Projects</b>			<b>21.16</b>	<b>68.37</b>		

# Capital Sources and Uses by Category – More MARTA – Clayton County

Year-To-Date through December 31, 2024 (\$ in Millions)

	YTD ACTUAL [A]	YTD BUDGET [B]	BUDGET VARIANCE [C] = [A] - [B]	BUDGET VARIANCE (%) [D] = [C] / [B]
<b>SOURCES OF FUNDS</b>				
Beginning Balance (Including Reserves)	258.8	246.9	11.9	4.8%
Sales Tax	17.3	16.9	0.4	2.6%
Federal/State Funds <sup>1</sup>	1.6	9.8	(8.2)	(83.4%)
Other Revenue	6.5	5.0	1.6	31.3%
<b>Total Sources of Funds</b>	<b>284.3</b>	<b>278.5</b>	<b>5.7</b>	<b>2.1%</b>

	YTD ACTUAL [A]	YTD BUDGET [B]	BUDGET VARIANCE [C] = [B] - [A]	BUDGET VARIANCE (%) [D] = [C] / [B]
<b>USES</b>				
Expansion	1.1	16.4	15.3	93.5%
<b>Total Uses</b>	<b>1.1</b>	<b>16.4</b>	<b>15.3</b>	<b>93.5%</b>

<sup>1</sup>Federal/State revenue lower than forecast due to Clayton County O&M Facility schedule.

# Top Projects by Expenditures – More MARTA – Clayton County

Year-To-Date through December 31, 2024 (\$ in Millions)

#	Project Name	Category	YTD ACTUAL [A]	YTD BUDGET [B]	BUDGET VARIANCE [C] = [B] - [A]	BUDGET VARIANCE (%) [D] = [C] / [B]
1	MARTA Rapid Southlake	Expansion	0.78	4.50	3.72	82.6%
2	Clayton SR54 (BRT)	Expansion	0.21	1.96	1.75	89.4%
3	Clayton Multipurpose O&M	Expansion	0.04	3.57	3.53	98.8%
4	Justice Center Transit Hub	Expansion	0.02	3.83	3.81	99.5%
5	CPMO Clayton County Comm	Expansion	0.02	0.25	0.23	93.6%
<b>Subtotal - Top Projects</b>			<b>1.07</b>	<b>14.12</b>	<b>13.05</b>	<b>92.5%</b>
<b>Total - All Projects</b>			<b>1.07</b>	<b>16.37</b>		





Thank You