



BOARD OF DIRECTORS

METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY

BUSINESS MANAGEMENT COMMITTEE

THURSDAY, JUNE 25, 2026

ATLANTA, GEORGIA

MEETING MINUTES

1. CALL TO ORDER AND ROLL CALL

Committee Vice-Chair Jacob Tzegaegbe called the meeting to order at 10:09 A.M.

Board Members

Present:

Al Pond
Freda Hardage
Kathryn Powers
Roderick Frierson
Valencia Williamson
Jennifer Ide
Sagirah Jones
Ryan Loke
Elizabeth Bolton-Harris
Shayna Pollock
DeVon Hudson

Board Members

Absent:

Russell McMurry
Jannine Miller
Sarah Galica
Jacob Tzegaegbe

Staff Members Present:

Jonathan Hunt
Rhonda Allen
LaShanda Dawkins
Kevin Hurley
Paul Lopes
Ralph McKinney
Paula Nash
Steven Parker
Larry Prescott
Michael Kreher

Also in Attendance: Sasha Greenberg, Nevin Grinnell, Jacqueline Holland, Tyson Morris, Roydell Stewart, Jena Barnett, Phyllis Bryant, Tyrene Huff, and Nadia Lawrence

2. APPROVAL OF THE MINUTES

Minutes from May 28, 2026

Approval of the minutes from May 28, 2026. On a motion by Board Member Ide, seconded by Board Member Powers, the motion passed by a vote of 10 to 0 with 10 members present.

3. RESOLUTIONS

Resolution Authorizing the Award of a Contract for Commvault Airgap Cloud-Based Backup Solution, RFPP P600484, utilizing the Federal General Services Administration (GSA) Contract

Approval of the Resolution Authorizing the Award of a Contract for Commvault Airgap Cloud-Based Backup Solution, RFPP P600484, utilizing the Federal General Services Administration (GSA) Contract. On a motion by Board Member Powers, seconded by Board Member Pond, the resolution passed by a vote of 11 to 0 with 10 members present.

Resolution Authorizing the Award of a Contract for Salesforce Software Licenses for eCRM, P600485, utilizing the Federal General Services Administration (GSA) Contract

Approval of the Resolution Authorizing the Award of a Contract for Salesforce Software Licenses for eCRM, P600485, utilizing the Federal General Services Administration (GSA) Contract. On a motion by Board Member Hardage, seconded by Board Member Powers, the resolution passed by a vote of 12 to 0 with 12 members present.

Resolution Authorizing the 2nd Amendment of MARTA's Bond Trust Indenture

Approval of the Resolution Authorizing the 2nd Amendment of MARTA's Bond Trust Indenture. On a motion by Board Member Loke, seconded by Board Member Ide, the resolution passed by a vote of 12 to 0 with 12 members present.

4. OTHER MATTERS

FY26 April Consolidated Financial Highlights and Financial Key Performance Indicators (Informational Only)

Letter of Intent for Tanium Vulnerability Management Software Services Utilizing the General Services Administration (GSA) Contract (For Informational Purposes Only)

5. ADJOURNMENT

The Committee meeting adjourned at 10:42 A.M.

Respectfully submitted,



Tyrene L. Huff
Assistant Secretary to the Board

YouTube link: <https://youtube.com/live/MA3lwgi8Wdg?feature=share>



**Resolution Authorizing the Award of a
Contract for Commvault Airgap Cloud-
Based Backup Solution, RFPP P600484**

Business Management Committee

June 25, 2026

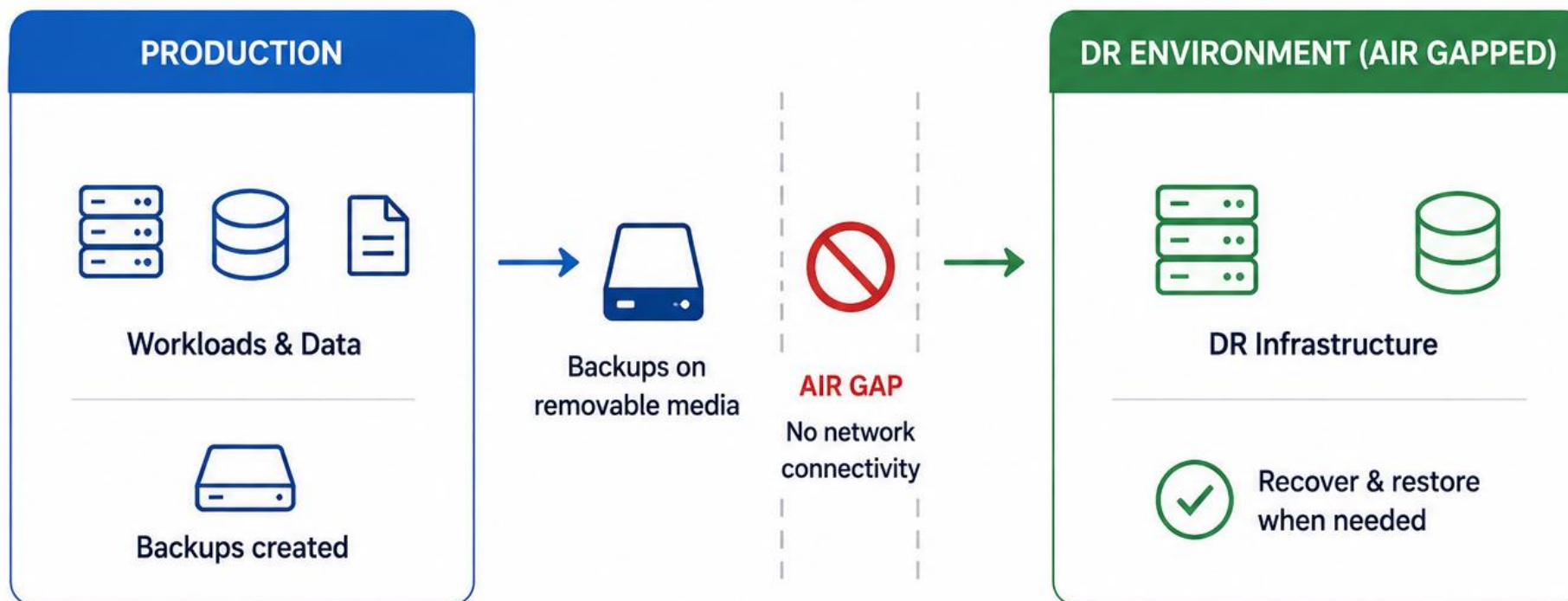
Tyson Morris, AGM Technology / CIO

Department of Technology

Background

Strengthening MARTA from Disaster and Cyber Incidents

AIR GAPPED DISASTER RECOVERY



ISOLATED

No network connectivity



IMMUTABLE

Backups cannot be modified or deleted



RESILIENT

Protected from cyber threats



RECOVERABLE

Reliable backups to restore operations



Procurement / Financial Considerations

Procurement Consideration

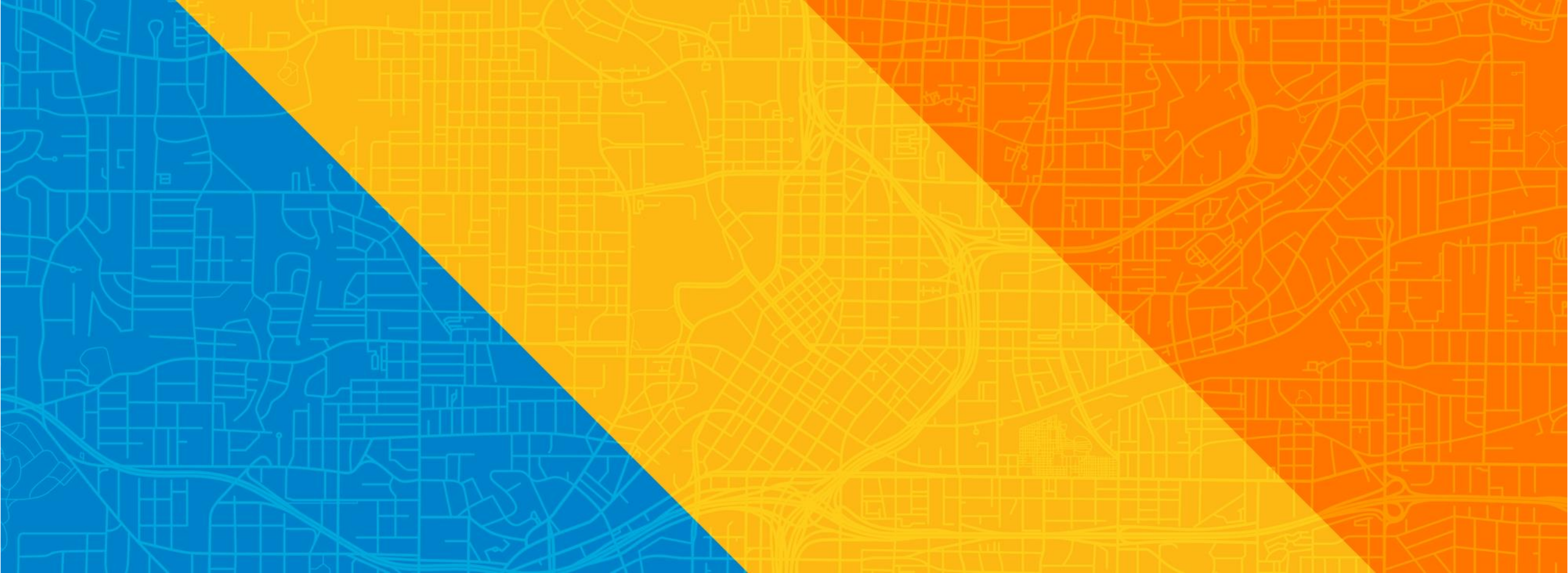
- On May 28, 2026, the Department of Technology submitted a Letter of Intent to the MARTA Business Management Committee for the procurement of Commvault Airgap Cloud-Based Backup Solution utilizing the General Services Administration (GSA) Contract for Cloud-related Services Contract No. 47QSWA18D008F

Financial Considerations

- This 3-year contract in the amount of **\$392,850** is funded with local Capital funds

Board Request

The Department of Technology requests that the Business Management Committee recommend to the full board approval of the **Resolution Authorizing the Award of a Contract for Commvault Airgap Cloud-Based Backup Solution, RFPP P600484, utilizing the Federal General Services Administration (GSA) Contract, CDW Government** in the amount of **\$392,850**



Thank You



**RESOLUTION AUTHORIZING AWARD OF A CONTRACT UTILIZING THE GENERAL
SERVICES ADMINISTRATION (GSA) CONTRACTS FOR COMMVAULT AIRGAP CLOUD-
BASED BACKUP SOLUTION, RFPP P600484**

WHEREAS, the Authority's Department of Technology has identified a need for the Commvault Airgap Cloud-Based Backup Solution; and

WHEREAS, the Authority's staff has determined that Commvault Airgap Cloud-Based Backup Solution may be purchased utilizing the Federal General Services Administration (GSA); and

WHEREAS, Section 14(l) of the MARTA Act permits the Authority to purchase without competitive bidding, any goods, supplies, equipment, other property, or services from any vendor who, at the time of such purchase, has in effect a contract or schedule with the United States Government, provided that such purchase is made pursuant to the price, terms and conditions of such contract or schedule and the Authority receives all the benefits thereof.

RESOLVED THEREFORE, by the Board of Directors of the Metropolitan Atlanta Rapid Transit Authority that the Interim General Manager/CEO or his delegate be, and hereby is, authorized to execute a Contract utilizing the Federal General Services Administration (GSA) Contracts that are valid at the time the Authority procures its Commvault Airgap Cloud-Based Backup Solution in the amount of \$392,850.00. The

Authority will annually renew or enter into a new contract its Commvault Airgap Cloud-Based Backup Solution Contract pursuant to a valid GSA Contract.

Approved as to Legal Form:

DocuSigned by:
Paula Nash

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



Resolution Authorizing the Award of a Contract for **Salesforce Software Licensing for eCRM** RFPP P600485

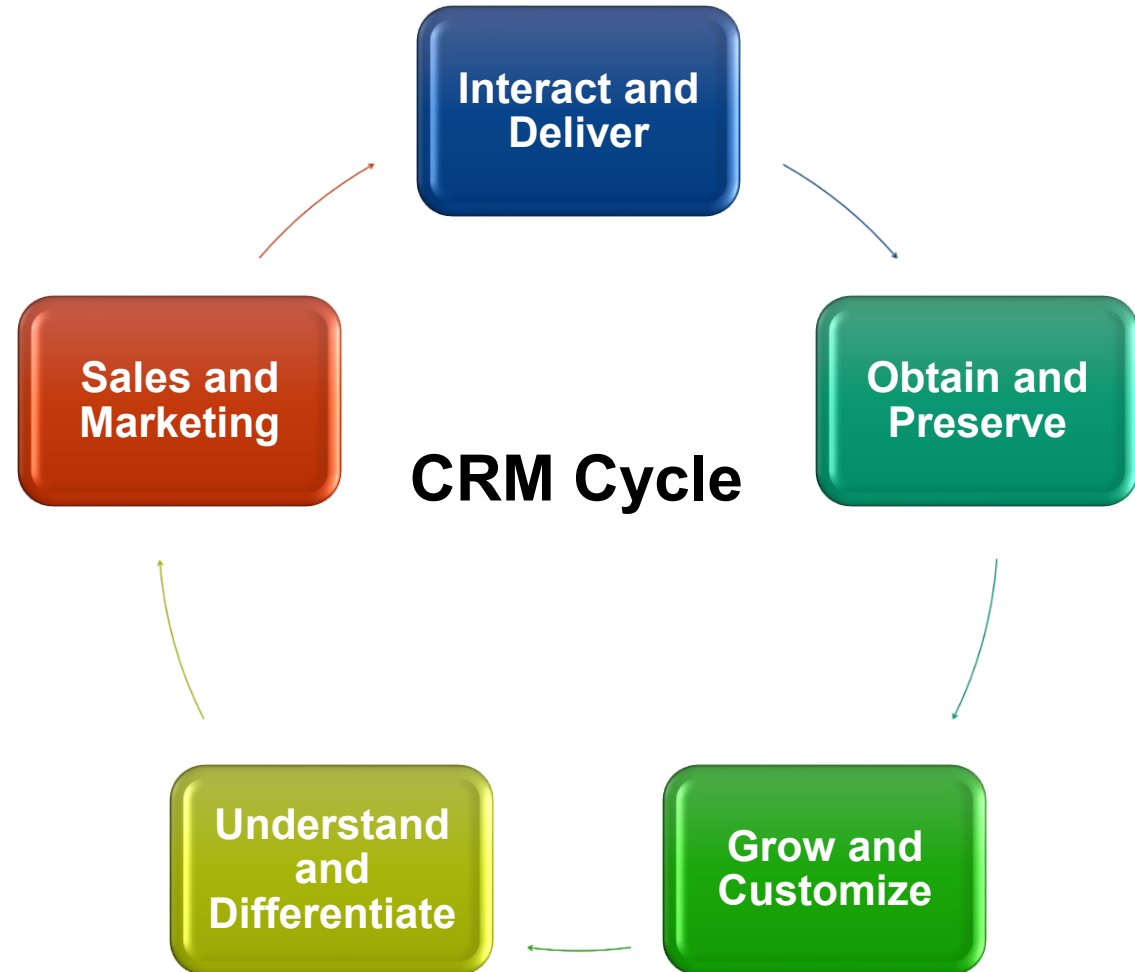
BMC June 25, 2026

Nevin Grinnell
Assistant General Manager, Customer
Experience and Strategy



Agenda

1. eCRM & Project Background
2. Software Procurement
3. Board Resolution Request



MARTA CARE - Enterprise Customer Relationship Management (eCRM)

35,000+ customer interactions managed each month

- **Board approved replacement of the legacy CRM system in 2024**
- **MARTA CARE platform built on Salesforce**
 - To modernize customer engagement and improve operational efficiency
- **MARTA CARE serves as the enterprise system of record**
 - Tracking customer requests, routing issues, and ensuring timely follow-up across departments
- **Initial contract included two years of Salesforce licensing**
 - Provision that ongoing software licenses would be procured separately for future years.

Software Procurement

- Carahsoft is the sole viable source to provide these software licenses as the authorized government reseller of Salesforce and listed on the State of Georgia Cloud Solutions Contract and the GSA schedule

Term	Amount
FY27–FY31	\$1.99 Million
Payable Annually	



5-Year Agreement



**35k+ Monthly
Customer Contacts**



**Local
Capital Funds**



GSA Procurement

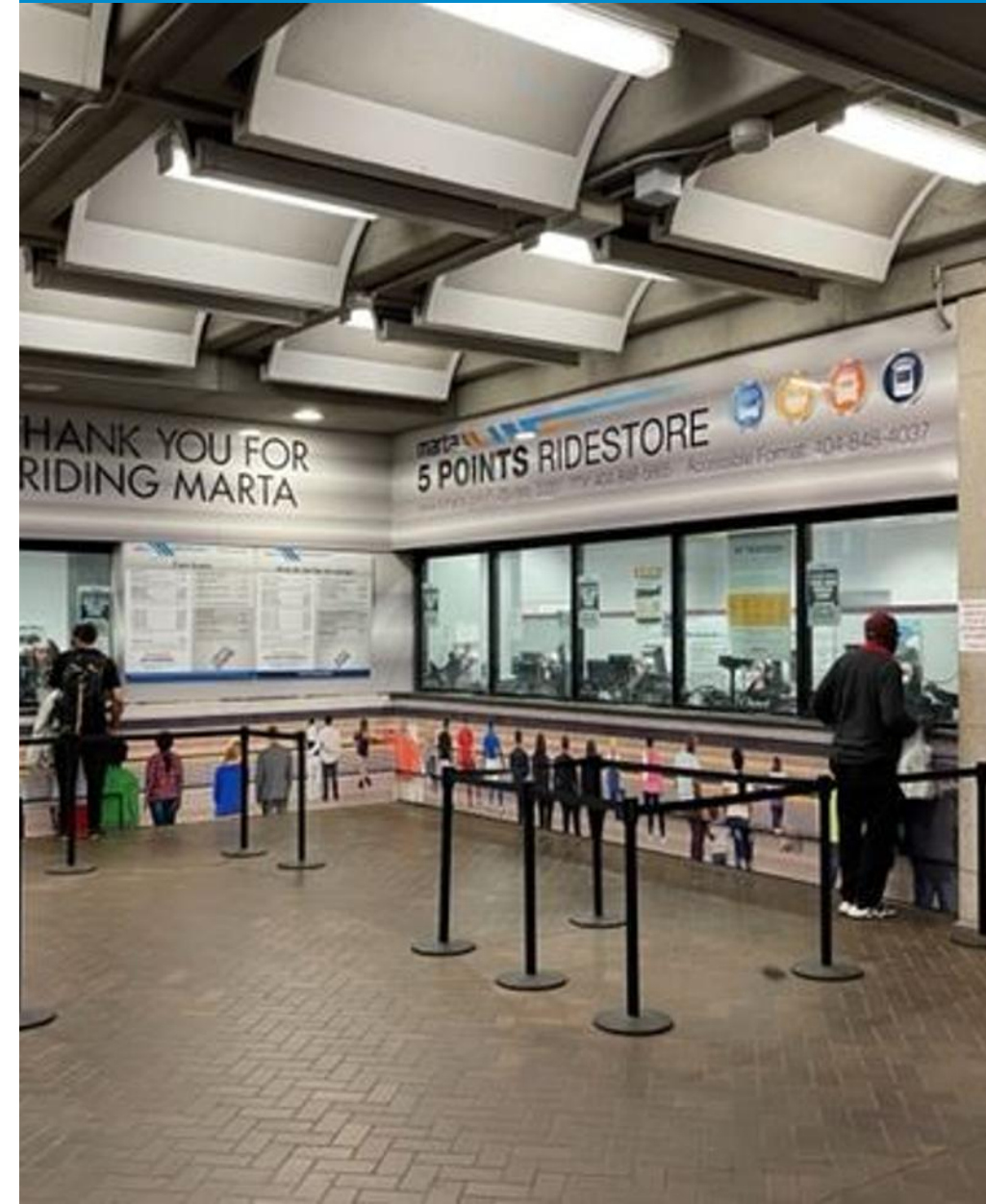


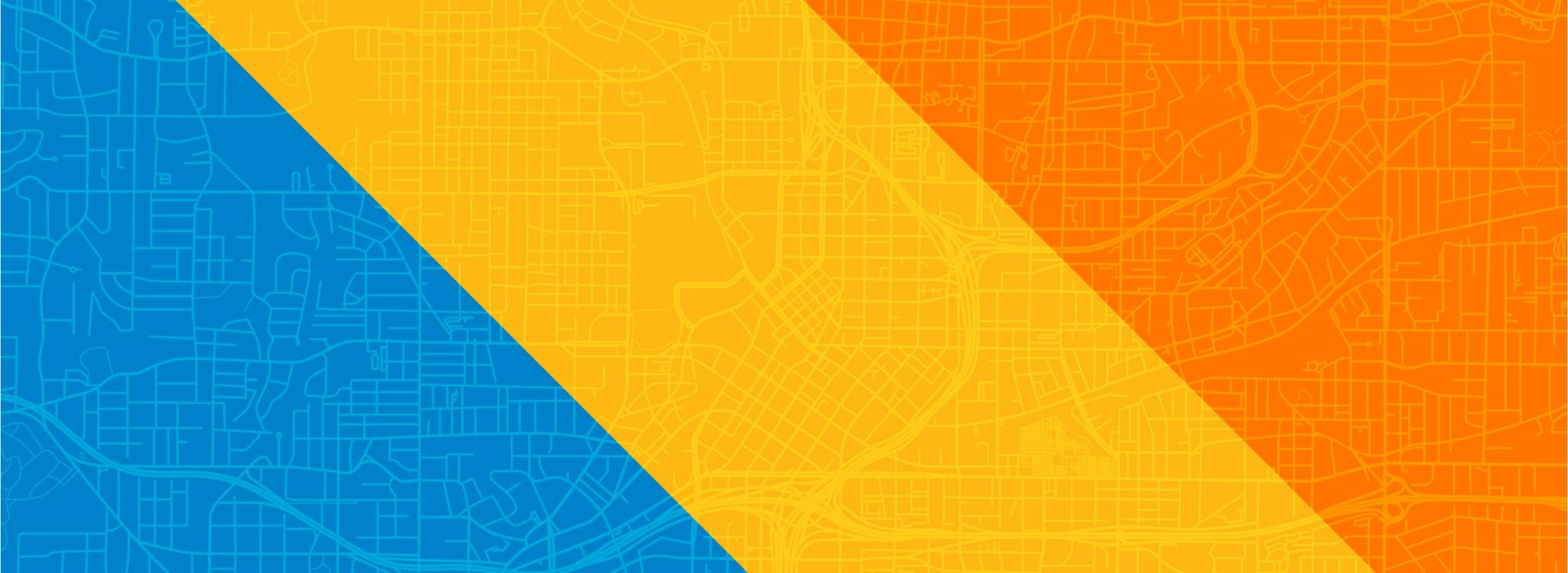
**MARTA Care
CRM Salesforce**



Board Resolution Request

The Department of Customer Experience & Strategy requests the Business Management Committee recommend approval of Award of a Contract for Salesforce Software Licenses for eCRM, RFPP P600485 to Carasoft in the amount of \$1,988,598.92





Thank You



**RESOLUTION AUTHORIZING AWARD OF A CONTRACT UTILIZING THE GENERAL
SERVICES ADMINISTRATION (GSA) CONTRACTS FOR SALESFORCE SOFTWARE
LICENSES FOR eCRM, P600485**

WHEREAS, the Authority's Department of Technology has identified a need for the Salesforce Software Licenses for eCRM; and

WHEREAS, the Authority's staff has determined that the Salesforce Software Licenses for eCRM, may be purchased utilizing the Federal General Services Administration (GSA); and

WHEREAS, Section 14(l) of the MARTA Act permits the Authority to purchase without competitive bidding, any goods, supplies, equipment, other property, or services from any vendor who, at the time of such purchase, has in effect a contract or schedule with the United States Government, provided that such purchase is made pursuant to the price, terms and conditions of such contract or schedule and the Authority receives all the benefits thereof.

RESOLVED THEREFORE, by the Board of Directors of the Metropolitan Atlanta Rapid Transit Authority that the Interim General Manager/CEO or his delegate be, and hereby is, authorized to execute a Contract utilizing the Federal General Services Administration (GSA) Contracts that are valid at the time the Authority procures its Salesforce Software

Licenses for eCRM, in the amount of \$1,988,598.92. The Authority will annually renew or enter into a new contract its Salesforce Software Licenses for eCRM Contract pursuant to a valid GSA Contract.

Approved as to Legal Form:

DocuSigned by:
Paula Nash

E62B1E6BB6F248C

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



Resolution Authorizing the 2nd Amendment to MARTA's Bond Trust Indenture

Roydel Stewart
Sr. Director of Treasury Services

Business Management Committee
June 25, 2026



Modernize Bond Trust Indenture

What is MARTA's Bond Trust Indenture?

- The governing contract between MARTA, the Trustee, and bondholders for issuing and administering Sales Tax Revenue Bonds
- Sets the requirements MARTA must meet to issue debt and maintain compliance with obligations to bondholders

Modernize Bond Trust Indenture

Adopt Three Amendments to Modernize

1. Improve accuracy of variable-rate treatment for Additional Bonds Test (ABT)
2. Permit balloon maturities
3. Provide rating agency flexibility

Adopt Three Amendments to Modernize

1. Amendment to Improve Accuracy of Variable-Rate Treatment for Additional Bonds Test

Proposed Amendment

Redefine debt service so variable-rate interest is calculated as follows:

- Tax-exempt variable-rate debt: average SIFMA¹ Index over the prior 12 weeks.
- Taxable variable-rate debt: average 1-month Term SOFR² over the prior 12 weeks

Applies to all variable-rate debt, including commercial paper

New rate tracks MARTA's real short-term cost (SIFMA ~3.0% vs BBRBI ~5.0%) resulting in more accurate measure of MARTA's debt capacity

Keeps MARTA from being overly constrained when issuing debt

Aligned with industry standard practice

Current Language

Variable-rate debt is tested at the Bond Buyer Revenue Bond Index (BBRBI)

Index reflects A1/A+ issuer cost, below MARTA's AAA rating, overstating MARTA's interest cost

Bonds must be outstanding 24 months before rates can be used in the test

Results in overly restrictive measure when MARTA seeks to issue a variable-rate obligation

1. SIFMA is a benchmark for short-term, tax-exempt interest rates. It is a weekly index reflecting the average interest rate for variable-rate, high-credit-quality, tax-exempt municipal demand obligations.
2. SOFR is a benchmark for short-term taxable interest rates. It measures the cost of overnight borrowing collateralized by U.S. Treasury securities.

Adopt Three Amendments to Modernize

2. Permit Balloon Maturities

Proposed Amendment

Allows MARTA to issue large single-maturity “bullet” bonds and still satisfy ABT – beneficial in a steep yield-curve environment

- Define Balloon Indebtedness: a series where 20% or more of principal matures on one date and not required to amortize before maturity
- Amends principal installment so balloon debt is counted in the ABT as if amortized on a substantially level basis over a term MARTA specifies (up to remaining contract term)

In environments with a steep tax-exempt curve (30-year rates materially higher than 10-year) structuring debt to have such Balloon Indebtedness can reduce debt service

Adopt Three Amendments to Modernize

3. Provide Rating Agency Flexibility

Proposed Amendment

Add Kroll as a recognized rating agency

- Rating Agency currently defined as “Fitch, Moody’s, and S&P”
- Redefine Rating Agency as “Fitch, Moody’s, S&P, and Kroll”
- Adding Kroll Bond Rating Agency expands MARTA’s options for rating future issuances

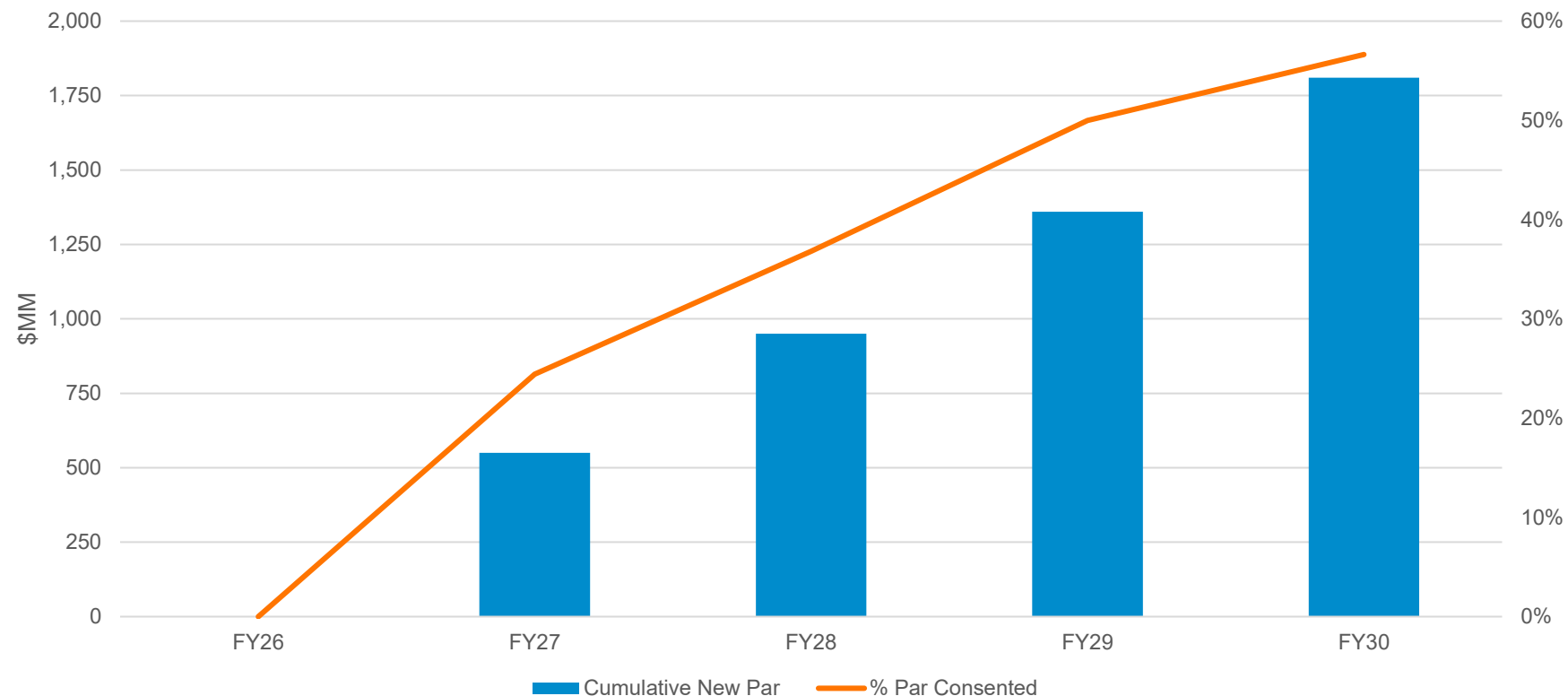
How the Consent Process Works

- The new language is added to documents for future issuances
- Investors who purchase those new bonds are deemed to have consented to the new terms
- When the majority of outstanding par has consented*, the new terms take effect prospectively

*Consent from each of MARTA's credit providers is also required; however, this is considered a formality.

How the Consent Process Works

Based on projections for new par issuances and repayment of existing par, we expect to reach majority consent in FY30



Other Considerations

Capital Market Impact

- Expect neutral reaction from rating agencies and investors

Cost

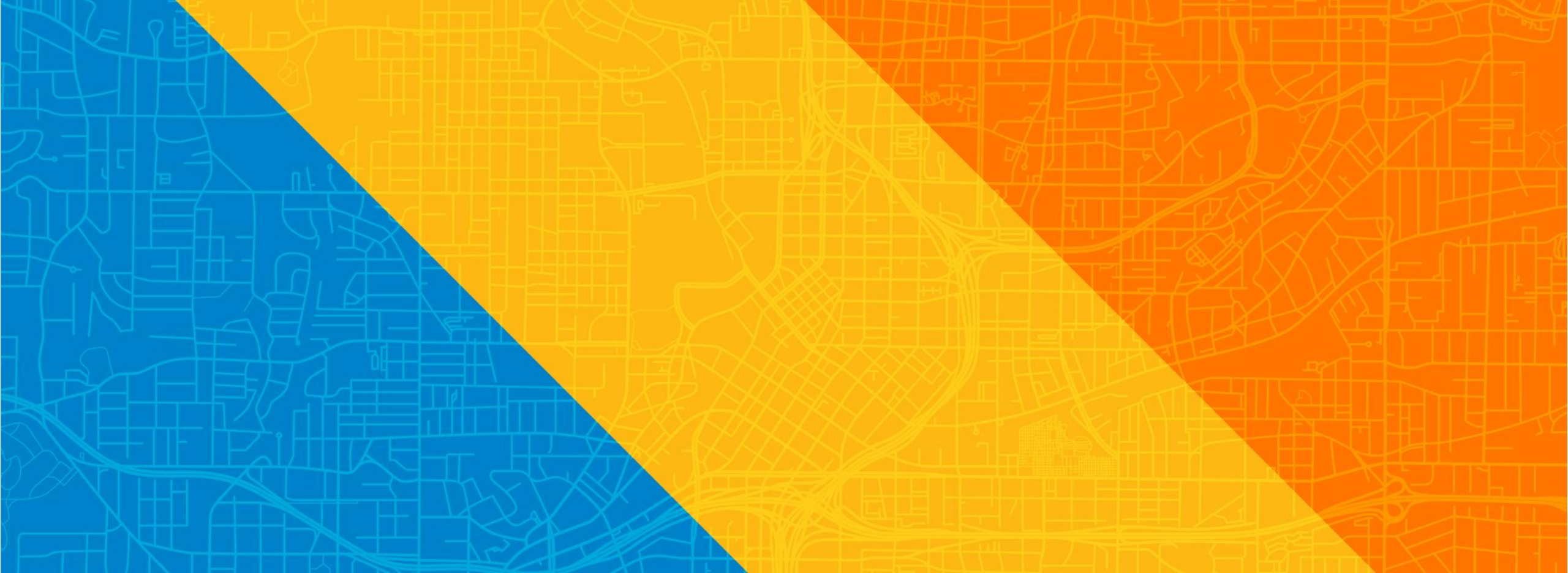
- Limited incremental cost from bond and disclosure counsel

Timing

- The earlier we begin the process the sooner the new terms can be adopted

Requested Board Action

- Approve the Resolution authorizing the proposed amendments to MARTA's Bond Trust Indenture



Thank You



Financial Highlights

April 30, 2026





FY26 Operating Actual vs Budget Highlights

April 30, 2026

Year-To-Date Operations Summary Performance

April 30, 2026 (\$ in Millions)

	Actual	Budget	Variance	
	\$	\$	\$	%
Prior Year Carry Forward	9.8	9.8	0.0	0.0%
Total Revenues	535.7	522.3	13.4	2.6%
Net Expenses	599.7	532.1	(67.6)	-12.7%
Net Deficit	(54.2)	0.0	(54.2)	

COMMENTS

- YTD Net Revenues are favorable to budget by \$13.4M
- YTD Net Expenses are unfavorable to budget by (\$67.6M)
- YTD Net Deficit is (\$54.2M) compared to a balanced budget for the year

Year-To-Date Operations Detailed Performance

April 30, 2026 (\$ in Millions)

	Actual \$	Budget \$	Variance \$	%
SOURCES				
Prior Year Carry Forward	9.8	9.8	0.0	0%
Revenues				
Sales Tax	352.2	343.8	8.4	2.4%
Title Ad Valorem Tax	30.7	30.6	0.0	0.1%
Federal Assistance	73.8	72.5	1.3	1.8%
Passenger Revenue	55.7	56.0	(0.3)	-0.5%
Lease Income	7.4	7.5	(0.1)	-1.3%
Station Parking	2.1	1.2	0.9	74.0%
Other Revenues	13.9	10.7	3.2	29.9%
Total Operating Sources	545.5	532.1	13.4	2.5%
Expenses				
Salaries and Wages	247.8	238.9	(8.9)	-3.7%
Overtime	43.5	31.4	(12.1)	-38.5%
Total Benefits	128.1	122.1	(6.0)	-4.9%
Contractual Services	107.9	108.1	0.2	0.2%
Total Materials and Supplies	45.6	48.0	2.4	4.9%
Other Non-Labor	55.2	45.8	(9.4)	-20.6%
Gross Operating Expenses	628.0	594.2	(33.8)	-5.7%
Less: Capital Charges	28.3	62.1	(33.8)	-54.4%
Net Operating Expenses	599.7	532.1	(67.6)	-12.7%

REVENUE COMMENTS – YTD sources are \$13.4M favorable

- Sales Tax revenue is favorable to budget by **\$8.4M** due to the impact of inflation on prices
- Other Revenue is favorable to budget by **\$4.6M** due to UNIRES investment income exceeding budget by **\$3.5M** and Alternative Fuel Tax credit received from the IRS in the amount of **\$1.6M** in Feb-26

EXPENSE COMMENTS – YTD expenses are (\$67.6M) unfavorable

- Salaries and wages are unfavorable by **(\$8.9M)** primarily due to insufficient savings from the hiring freeze
- Overtime is unfavorable by **(\$12M.1)** due to absenteeism and special events
- Total Benefits are unfavorable by **(\$6.0M)** primarily due to three significant healthcare claims settled in the month of April
- Materials and Supplies are favorable by **\$2.4M** due to an over accrual from fiscal year 2025 which was reversed in FY26
- Other Non-Labor is unfavorable by **\$9.4M** primarily due to third-party liability claim expenses partially offset by a favorable variances in advertising, promotion travel and training
- Capital allocation is unfavorable by **\$33.8M** due to lower project expenditures than planned

Current Month Operations Summary Performance

April 30, 2026 (\$ in Millions)

	Actual	Budget	Variance	
	\$	\$	\$	%
Prior Year Carry Forward	1.0	1.0	0.0	0%
Total Revenues	50.7	51.8	(1.1)	-2.1%
Net Expenses	65.1	52.8	(12.2)	-23.2%
Net Deficit	(13.4)	0.0	(13.3)	

COMMENTS

- Revenues are unfavorable to budget by **(\$1.1M)** for the month of April
- Expenses are unfavorable to budget by **(\$12.2M)** for the month of April
- Net Deficit is **(\$13.4M)** compared to a balanced budget for the month of April

Current Month Operating Detailed Revenues and Expenses

April 30, 2026 (\$ in Millions)

	Actual \$	Budget \$	Variance \$	%
SOURCES				
Prior Year Carry Forward	1.0	1.0	0.0	0%
Revenues				
Sales Tax	36.6	34.4	2.2	6.3%
Title Ad Valorem Tax	3.1	3.1	(0.0)	0.0%
Federal Assistance	7.4	7.2	0.1	1.8%
Passenger Revenue	1.7	4.6	(2.9)	-63.4%
Lease Income	0.8	0.7	0.0	4.1%
Station Parking	0.2	0.1	0.1	0.0%
Other Revenues	0.9	1.6	(0.6)	-35.1%
Total Operating Revenues	51.7	52.8	(1.1)	-2.0%
Expenses				
Salaries and Wages	25.1	23.6	(1.5)	-6.4%
Overtime	5.2	3.1	(2.1)	-68.0%
Total Benefits	20.6	12.2	(8.4)	-69.1%
Contractual Services	11.1	10.8	(0.3)	-2.8%
Total Materials and Supplies	1.3	4.8	3.5	72.9%
Other Non-Labor	4.4	4.6	0.2	4.4%
Gross Operating Expenses	67.7	59.0	(8.7)	-14.8%
Less: Capital Charges	2.6	6.1	(3.5)	-57.0%
Net Operating Expenses	65.1	52.8	(12.2)	-23.2%

REVENUE COMMENTS – Monthly revenues are **(\$1.1M)** unfavorable

- Sales Tax revenue continues favorable to budget by **\$2.2M** primarily due to inflation
- Passenger revenue is unfavorable to budget by **(\$2.9M)** and trending downward due to Better Breeze Implementation

EXPENSE COMMENTS – Monthly expenses are **(\$12.2M)** unfavorable

- Salaries and Wages are unfavorable by **(\$1.5M)** primarily due to insufficient vacancy savings from the hiring freeze
- Overtime is unfavorable by **(\$2.1M)** and is trending negative due to absenteeism and special events
- Total Benefits are **(\$8.5M)** unfavorable primarily due to three significant claims settled during the month of April
- Materials and supplies are **\$3.5M** favorable due lower than forecasting rebuilds and repair expenses and the release of an over accrual from the prior fiscal year on compressed natural gas.
- Capital allocation is unfavorable by **(\$3.5M)** due to lower than forecasted capital project expenses

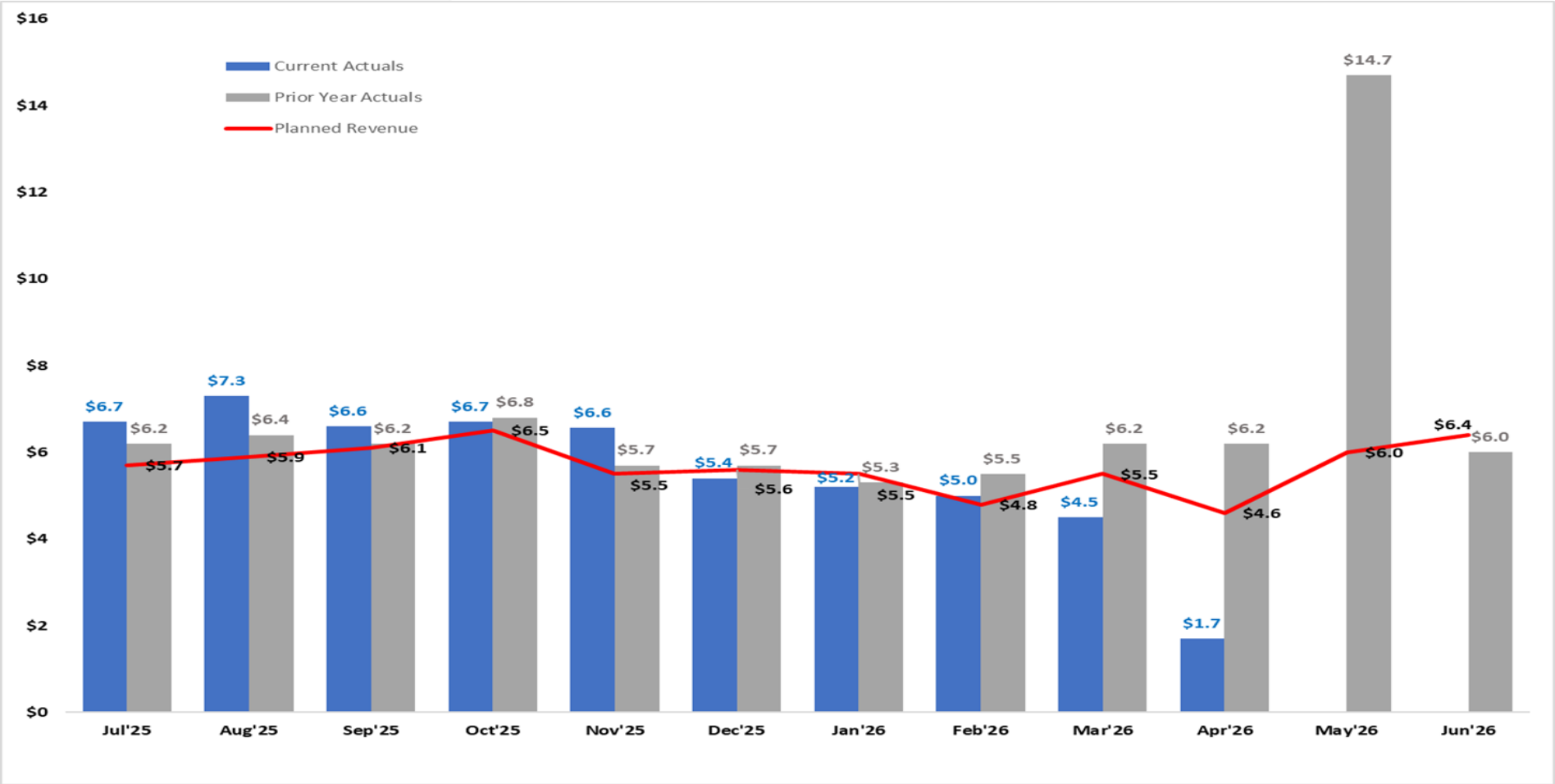


Ridership Key Performance Indicators

April 30, 2026

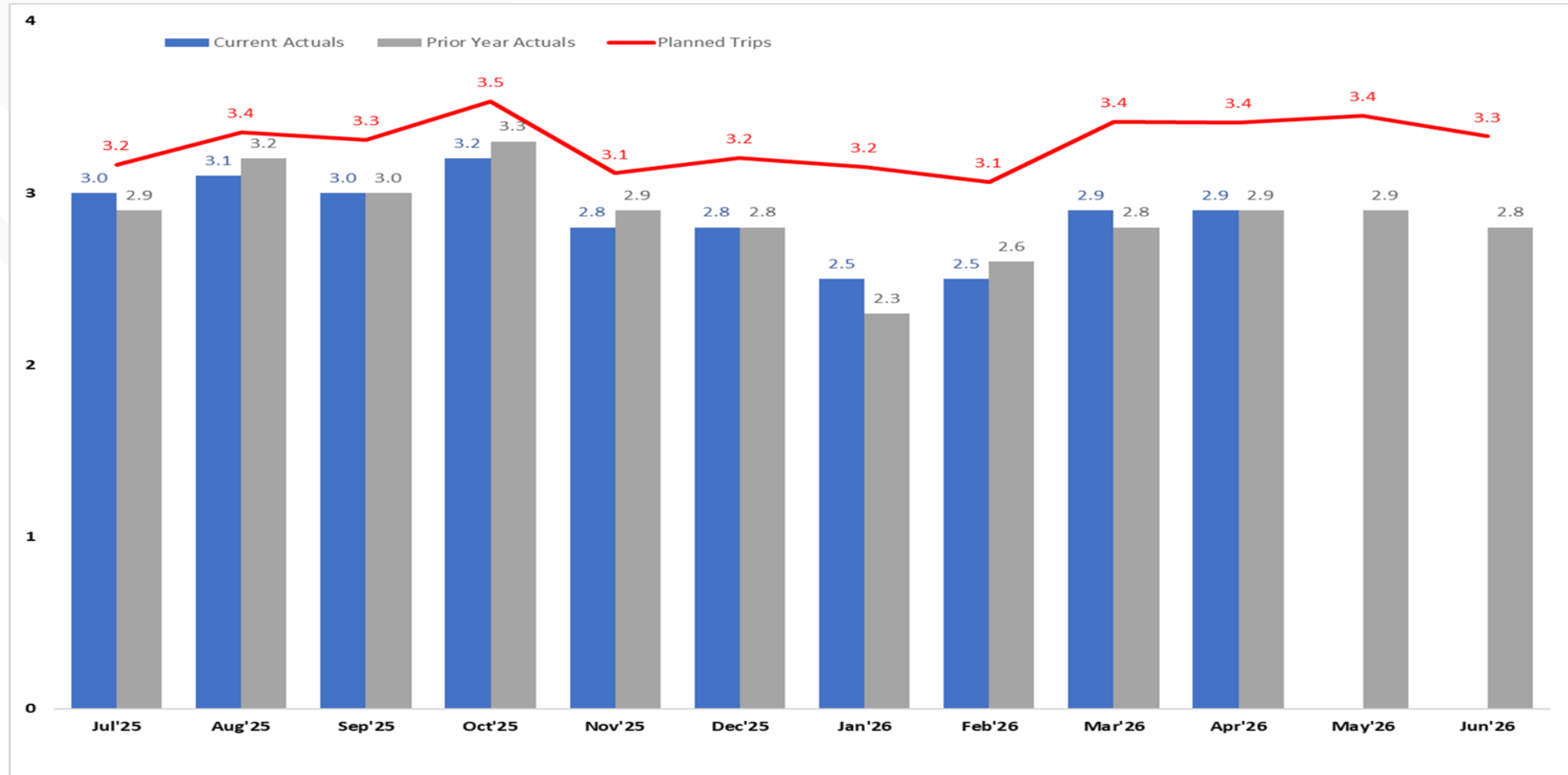
Passenger Revenues (millions)

April passenger revenues of \$1.7M fell short of the forecast by \$2.9M and the prior April by \$4.5M.



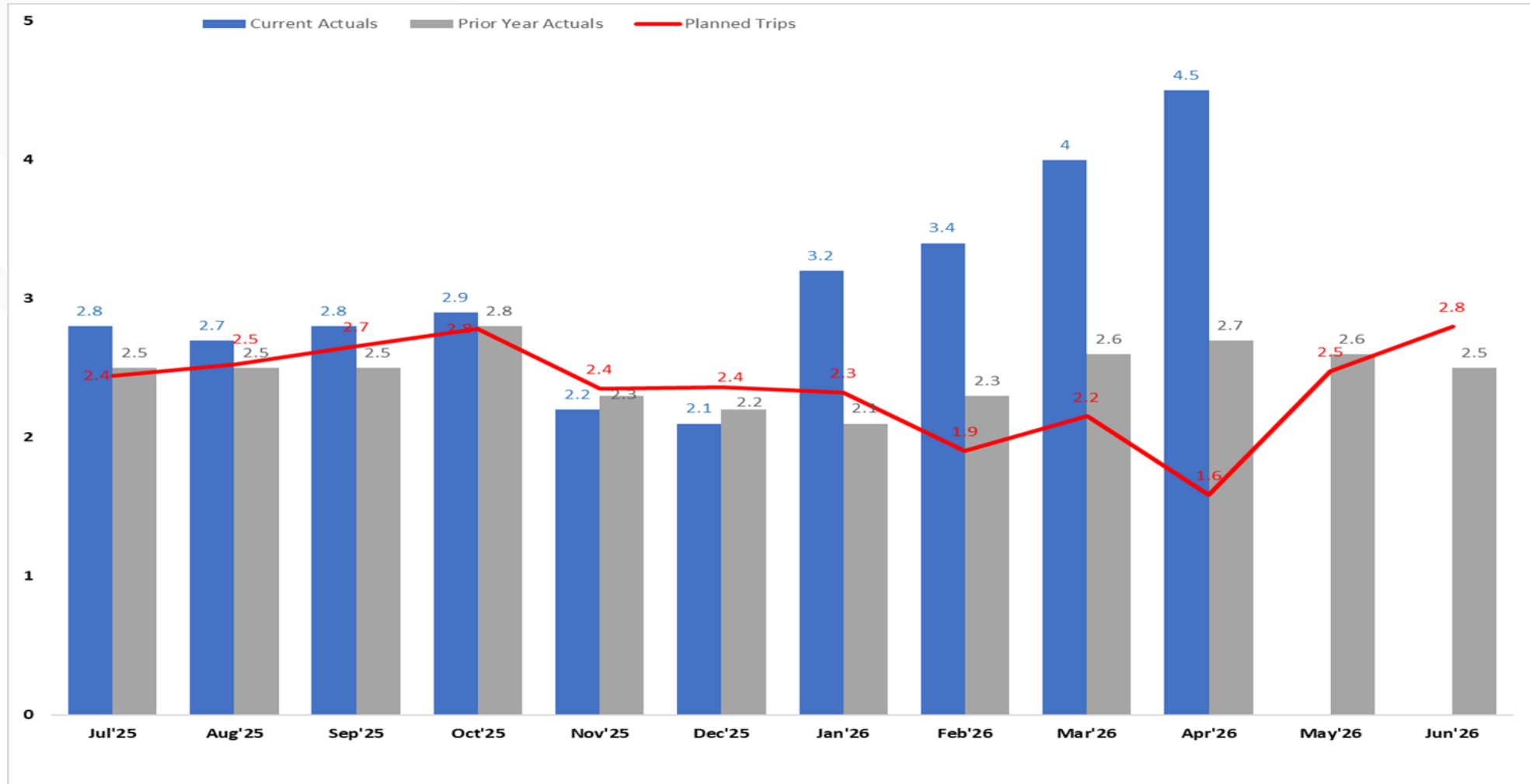
Bus Ridership (unlinked trips, millions)

April bus ridership of 2.9M fell short of the forecast by 0.5M and was equal to the prior April by 0.0M.



Rail Ridership (unlinked trips, millions)

April rail ridership of 4.5M exceeded the forecast by 2.9M and exceeded the prior April by 1.8M.





FY26 Capital Highlights

April 30, 2026

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

Year-To-Date through April 30, 2026 (\$ in Millions)

		FY26 Actuals	Baseline Budget	Budget Variance	Budget Variance
Sources of Funds	Type	A	B	C= A-B	D= C÷B
Beginning Balance	Sources	200.0	163.0	37.0	22.7%
Sales Tax	Sources	207.6	202.6	5.0	2.5%
Federal/State Funds ¹	Sources	70.1	132.8	(62.7)	(47.2%)
Total - Sources of Funds		477.7	498.4	(20.7)	(4.2%)

		FY26 Actuals	Baseline Budget*	Budget Variance	Budget Variance
Uses of Funds	Type	A	B	C= B-A	D= C÷B
Facilities & Stations	Uses	39.2	78.9	39.7	50.3%
Maintenance of Way	Uses	2.3	24.8	22.6	90.9%
Non-Asset	Uses	29.6	72.3	42.6	59.0%
Systems	Uses	81.7	165.3	83.7	50.6%
Vehicles	Uses	43.0	126.1	83.1	65.9%
Subtotal - Uses by Asset		195.8	467.4	271.7	58.1%
Debt Service	Uses	125.0	138.7	13.7	9.9%
Total - Uses of Funds		320.78	606.11	285.34	47.1%

*Budget amounts are prorated for the number of months incurred and calculated on a straight-lined forecast.

¹Federal/State revenue lower than forecast due to project schedules including but not limited to the Bus Procurement and Better Breeze projects.

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

Year-To-Date through April 30, 2026 (\$ in Millions)

			FY26 Actuals	Budget Baseline	Budget Changes	Budget Current	Budget \$ Variance	Budget % Variance
#	Project Name	Category	A	B	C	D=B+C	E=D-A	F=A÷D
1	Automated Fare Collection 2.0	Systems	41.7	104.0	8.9	112.9	71.3	36.9%
2	CQ400 New Rail Car Procurement	Vehicles	30.8	115.0	(28.0)	87.0	56.2	35.4%
3	Rail Station Rehabilitation	Facilities	23.6	49.8	0.0	49.8	26.2	47.4%
4	CPMO (SGR)	Non-Asset	10.1	22.0	(3.0)	19.0	8.9	53.4%
5	GASB	Non-Asset	6.7	14.4	(2.4)	12.0	5.3	55.5%
6	System-Wide Station Phone Upgr	Systems	6.3	12.0	0.0	12.0	5.7	52.4%
7	Escalators Rehabilitation	Systems	5.8	15.0	1.5	16.5	10.8	34.8%
8	Operational Miscellaneous	Non-Asset	5.2	0.0	5.4	5.4	0.2	95.6%
9	Train Control Systems Upgrade	Systems	5.0	9.5	3.2	12.7	7.7	39.5%
10	Bus Procurement	Vehicles	4.4	24.0	0.0	20.4	15.9	21.7%
Subtotal - Top Projects			139.5	365.7	(14.3)	347.7	208.2	40.1%
Total - All Projects			195.8	560.9	0.0	560.9	365.2	34.9%

¹Paratrasit Vans did not submit a FY25 manual accrual. Expenditures are hitting FY26.

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

Year-To-Date through April 30, 2026 (\$ in Millions)

		FY26 Actuals	Baseline Budget	Budget Variance	Budget Variance
Sources of Funds	Type	A	B	C= A-B	D= C÷B
Beginning Balance (Including Reserves)	Sources	254.2	244.3	9.9	4.1%
Sales Tax ¹	Sources	60.7	59.3	1.5	2.4%
Federal/State Funds ¹	Sources	11.4	25.4	(14.0)	(55.0%)
Other Revenue	Sources	9.6	7.1	2.5	34.7%
Total - Sources of Funds		335.9	336.1	(0.2)	(0.0%)

		FY26 Actuals	Baseline Budget*	Budget Variance	Budget Variance
Uses of Funds	Type	A	B	C= B-A	D= C÷B
Expansion	Uses	42.6	123.4	80.8	65.5%
Total - Uses of Funds		42.6	123.4	80.8	65.5%

*Budget amounts are prorated for the number of months incurred and calculated on a straight-lined forecast.

¹Federal/State revenue lower than forecast due the Five Points Station Transformation schedules.

Top Projects by Expenditures – More MARTA – City of Atlanta

Year-To-Date through April 30, 2026 (\$ in Millions)

			FY26 Actuals	Budget Baseline	Budget Changes	Budget Current	Budget \$ Variance	Budget % Variance
#	Project Name	Category	A	B	C	D=B+C	E=D-A	F=A÷D
1	Five Points Station Transformation	Expansion	21.4	30.0	15.9	45.9	24.5	46.5%
2	MARTA Rapid A-Line	Expansion	19.1	40.6	11.0	51.6	32.5	37.0%
3	More MARTA Atlanta CPMO	Expansion	2.9	6.4	0.0	6.4	3.5	45.4%
4	MARTA Rapid Campbellton/Greenbriar	Expansion	2.1	11.0	0.0	11.0	8.9	19.1%
5	Cleveland Ave/Metropolitan Pwky (ART)	Expansion	0.8	11.1	0.0	11.1	10.3	7.2%
6	Bankhead Platform Extension	Expansion	0.3	20.6	(8.0)	12.6	12.3	2.4%
7	Clifton Corridor (HCT)	Expansion	0.2	5.0	0.0	5.0	4.8	3.9%
Subtotal - Top Projects			46.7	124.7	18.9	143.6	96.8	77.7%
Total - All Projects			46.8	148.1	3.0	148.1	101.3	68.4%

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

Year-To-Date through April 30, 2026 (\$ in Millions)

		FY26 Actuals	Baseline Budget	Budget Variance	Budget Variance
Sources of Funds	Type	A	B	C= A-B	D= C÷B
Beginning Balance (Including Reserves)	Sources	294.7	286.3	8.4	2.9%
Sales Tax	Sources	30.4	29.7	0.7	2.4%
Federal/State Funds ¹	Sources	6.3	5.9	0.4	6.5%
Other Revenue	Sources	11.4	8.3	3.1	36.8%
Total - Sources of Funds		342.8	330.2	12.6	3.8%

		FY26 Actuals	Baseline Budget*	Budget Variance	Budget Variance
Uses of Funds	Type	A	B	C= B-A	E= C÷B
Expansion		2.0	29.4	27.4	93.3%
Total - Uses of Funds		2.0	29.4	27.4	93.3%

*Budget amounts are prorated for the number of months incurred and calculated on a straight-lined forecast.

¹Federal/State revenue lower than forecast due to Clayton County O&M Facility and Clayton County Justice Center project schedules.

Top Projects by Expenditures – More MARTA – Clayton County

Year-To-Date through April 30, 2026 (\$ in Millions)

			FY26 Actuals	Budget Baseline	Budget Changes	Budget Current	Budget \$ Variance	Budget % Variance
#	Project Name	Category	A	B	C	D=B+C	E=D-A	F=A÷D
1	CPMO Clayton County	Expansion	1.46	3.40	0.00	3.40	1.94	42.9%
2	MARTA Rapid Southlake	Expansion	1.08	9.01	0.00	9.01	7.92	12.0%
3	Clayton Multipurpose O&M	Expansion	0.14	5.00	0.00	5.00	4.86	2.8%
4	Justice Center Transit Hub	Expansion	0.11	3.63	0.00	3.63	3.51	3.1%
5	Clayton SR54 (BRT)	Expansion	0.11	3.00	0.00	3.00	2.89	3.6%
6	More MARTA PMO Liaison	Expansion	0.10	0.19	(2.81)	3.00	0.10	3.2%
	Subtotal - Top Projects		3.00	24.23	(2.81)	27.03	21.23	87.6%
	Total - All Projects		3.00	26.44	0.00	26.44	21.23	87.6%



Thank You



2424 Piedmont Road, NE
Atlanta, GA 30324-3330

MEMORANDUM

DATE: June 8, 2026

TO: Board of Directors

FROM: Department of Technology

SUBJECT: UTILIZE GENERAL SERVICES ADMINISTRATION CONTRACT TO PROCURE
TANIUM VULNERABILITY MANAGEMENT

MARTA's Department of Technology is pleased to announce to the Board of Directors its intent to utilize the General Services Administration (GSA) contract through the Carahsoft Technology Corp Agreement for Cloud-related Services, identified as **Contract No. 47QSWA18D008F**, which is part of the Multiple Award Schedule. Tanium has been selected as the service provider for this initiative.

Tanium Vulnerability Management will provide MARTA with comprehensive, ongoing support in identifying, assessing, and mitigating vulnerabilities across its network infrastructure. This cutting-edge platform provides MARTA with real-time visibility into its digital assets, enabling timely identification and resolution of potential security weaknesses that could compromise system integrity or data security.

The Tanium platform is equipped with advanced capabilities, including automated patch management that streamlines remediation of software vulnerabilities, ensuring systems remain protected without manual intervention. Additionally, Tanium enables in-depth risk assessments that help MARTA prioritize vulnerabilities by potential impact, enabling a more strategic approach to cybersecurity. The detailed reporting features will enable MARTA's IT teams to track vulnerabilities over time and assess the effectiveness of remediation efforts.

This procurement initiative will be funded from capital funds and has a projected budget of \$759,804.06. We are confident that this investment will greatly improve our resilience and operational continuity.

Signed by:

A handwritten signature in black ink that reads "Tyson Morris".

5EDBC342C7B2418...

Tyson Morris

CIO/AGM of Tehcnology