



**BOARD OF DIRECTORS**

**METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY**

**BUSINESS MANAGEMENT COMMITTEE**

**THURSDAY, NOVEMBER 21, 2024**

**ATLANTA, GEORGIA**

**MEETING MINUTES**

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

Committee Chair James Durrett called the meeting to order at 9:30 A.M.

**Board Members**

**Present:**

Al Pond  
Freda Hardage  
James Durrett  
Roderick Frierson  
Stacy Blakley  
Rita Scott  
Valencia Williamson  
Jennifer Ide  
Sagirah Jones

**Board Members**

**Absent:**

Kathryn Powers  
Russell McMurry  
Thomas Worthy  
Jacob Tzegaegbe  
Jannine Miller

**Staff Members Present:**

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

**Also in Attendance:** Justice Leah Ward Sears, Phyllis Bryant, David Emory, Kenya Hammond, Jacqueline Holland, Jonathan Hunt, Tyrene Huff, Phyllis Walker and SooHuey Yap

## 2. APPROVAL OF THE MINUTES

### **Minutes from October 24, 2024 Business Management Committee Meeting.**

Approval of the minutes from the October 24, 2024, Business Management Committee meeting. On a motion by Board Member Durrett, seconded by Board Member Frierson, the motion passed by a vote of 4 to 0 with 4 members present.

## 3. RESOLUTIONS

### **Resolution Authorizing Renewal of MARTA's Excess Operating Property and Liability Insurance Coverage**

Approval of the Resolution Authorizing Renewal of MARTA's Excess Operating Property and Liability Insurance Coverage. On a motion by Board Member Hardage, seconded by Board Member Durrett, the resolution passed by a vote of 5 to 0 with 5 members present.

### **Resolution Authorizing the Award of a Contract for the Replacement of the Existing Public Facing MARTA Website, RFP P50441**

Approval of the Resolution Authorizing the Award of a Contract for the Replacement of the Existing Public Facing MARTA Website, RFP P50441. On a motion by Board Member Ide, seconded by Board Member Durrett, the resolution passed by a vote of 7 to 0 with 7 members present.

### **Resolution Authorizing the Revision of MARTA's Drug and Alcohol Policy**

Approval of the Resolution Authorizing the Revision of MARTA's Drug and Alcohol Policy. On a motion by Board Member Hardage, seconded by Board Member Pond, the resolution passed by a vote of 9 to 0 with 9 members present.

### **Resolution Authorizing the Award of a Contract for Professional Services for Data Governance Program, Letter of Agreement (LOA) L50582**

Approval of the Resolution Authorizing the Award of a Contract for Professional Services for Data Governance Program, Letter of Agreement (LOA) L50582. On a motion by Board Member Hardage, seconded by Board Member Pond, the resolution passed by a vote of 9 to 0 with 9 members present.

### **Resolution Authorizing Certain Part-Time Credited Service Under the MARTA/ATU Local 732 Employees Retirement Plan**

Approval of the Resolution Authorizing Certain Part-Time Credited Service Under the MARTA/ATU Local 732 Employees Retirement Plan. On a motion by Board Member Durrett, seconded by Board Member Williamson, the resolution passed by a vote of 9 to 0 with 9 members present.

## 4. OTHER MATTERS

### **FY25 October Consolidated Financial Highlights and Financial Key Performance Indicators (Informational Only)**

**5. ADJOURNMENT**

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

Respectfully submitted,

A handwritten signature in blue ink that reads "Tyrene L. Huff". The signature is written in a cursive style with a large initial 'T'.

Tyrene L. Huff  
Assistant Secretary to the Board

YouTube link: <https://www.youtube.com/live/OuyiDRTDUw4?feature=shared>

# Resolution Authorizing Renewal of MARTA's Excess Operating Property and Liability Insurance Coverage for Calendar Year 2025

Business Management Committee

November 21, 2024







# PURPOSE

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- Discuss renewal of excess liability insurance coverage
- Discuss renewal of excess property insurance coverage
- Obtain Committee Approval

# Liability Insurance Market Challenges

- Few insurers willing to participate in “lead” layers
- Dramatic increase in cost of automobile and excess liability claims over last 10 years
- Rising jury verdicts/ “social inflation”, particularly problematic in Georgia
- Insurers insulating themselves from risk by increasing retention levels and reducing limits.
- Rising reinsurance costs continue to drive premium increases

# 2025 Liability Program



## Layer Structure

**\$ 10,000,000 Self Insured Retention**

**Layer 1 \$ 5,000,000**

**Layer 2 \$ 10,000,000**

**Layer 3 \$ 10,000,000**

**Layer 4 \$ 35,000,000**

**Layer 5 \$ 25,000,000**

**Layer 6 \$ 65,000,000**

**Total Limits \$ 150,000,000**

## 2025 Excess Liability Coverage Cost

Annual Cost of policy = \$ 9,634,400

Policy Term January 1 – December 31

YOY Increase= 18% or \$ 1.41 M





## Property Insurance Market Challenges

- High inflation remains a key factor
- Insured losses for 2024 expected to exceed \$125B
- Average rate increase in Q2 2024 +10.1%
- Rail/transit entities subject to increased underwriting scrutiny due to unique operational risks

# 2025 Property Program



## Layer Structure

**\$ 5,000,000 Self Insured Retention**

**Layer 1 \$ 45,000,000**

**Layer 2 \$ 100,000,000**

**Layer 3 \$ 100,000,000**

**Layer 4 \$ 100,000,000**

**Total Limits \$ 350,000,000**

## 2025 Excess Property Coverage Cost

Annual Cost of policy = \$ 2,989,994

Policy Term January 1 – December 31

YOY Increase= 20% or \$ 504,610



YOY Cost of Programs	2024 Actual	2025 NTE	% Change
Excess Liability	\$ 8,164,746	\$ 9,634,400	18%
Excess Property	\$ 2,485,584	\$ 2,989,994	20%
Total Cost	\$ 10,650,330	\$ 12,624,394	



Thank You



**Resolution Authorizing Renewal of MARTA's Excess Operating Property and Liability Insurance Coverage**

**WHEREAS**, MARTA has operating property and liability insurance, in separate policies, with \$ 350,000,000 in limits and \$ 150,000,000 in limits, respectively, with expiration dates of December 31, 2024, and

**WHEREAS**, negotiations by MARSH have resulted in proposals for replacing these policies, effective January 1, 2025, for one year, to January 1, 2026, separately for property insurance and liability insurance, and

**WHEREAS**, such property coverage is available for a one- year period and includes insurance for \$ 350,000,000 excess of a \$ 5,000,000 per occurrence self- insured retention, at a premium not to exceed \$2,989,994;

**WHEREAS**, such liability coverage is available for a one- year period and includes insurance for \$ 150,000,000 excess of a \$ 10 million per occurrence self- insured retention, at a premium not to exceed \$9,634,400,

**RESOLVED THEREFORE**, that the General Manager/CEO or his designee is hereby authorized and directed to effect or place excess property coverage and excess liability coverage effective January 1, 2025, at a total program cost not to exceed of \$ 12,624,394

**Approved as to Legal Form:**

DocuSigned by:  
*Peter J. Andrews*  
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**Counsel, Metropolitan Atlanta  
Rapid Transit Authority**



# **Resolution Authorizing the Award of a Contract for the Replacement of the Existing Public Facing MARTA Website RFP P50441**

Business Management Committee  
**MARTA Board of Directors**  
November 21, 2024

**David Emory**  
Senior Director, Customer Technology  
Office of Customer Technology





# Agenda

1. Project Background
2. Upcoming Enhancements
3. Procurement Timeline
4. Selection Rationale
5. Financial Considerations
6. Board Resolution Request



Five Points Station Eiseman Façade

# Project Background

MARTA's website, itsmarta.com, is a major tool for communication with the public, but current site has limitations:

- Last redesign was in 2016
- Difficult for departments to manage and update their own content
- Most popular feature (trip planner) lacks key functionality such as real-time info
- Most visitors (72%) are mobile users but site is not optimized for modern mobile devices
- Website has not kept up with customer expectations around accessibility and ease of use

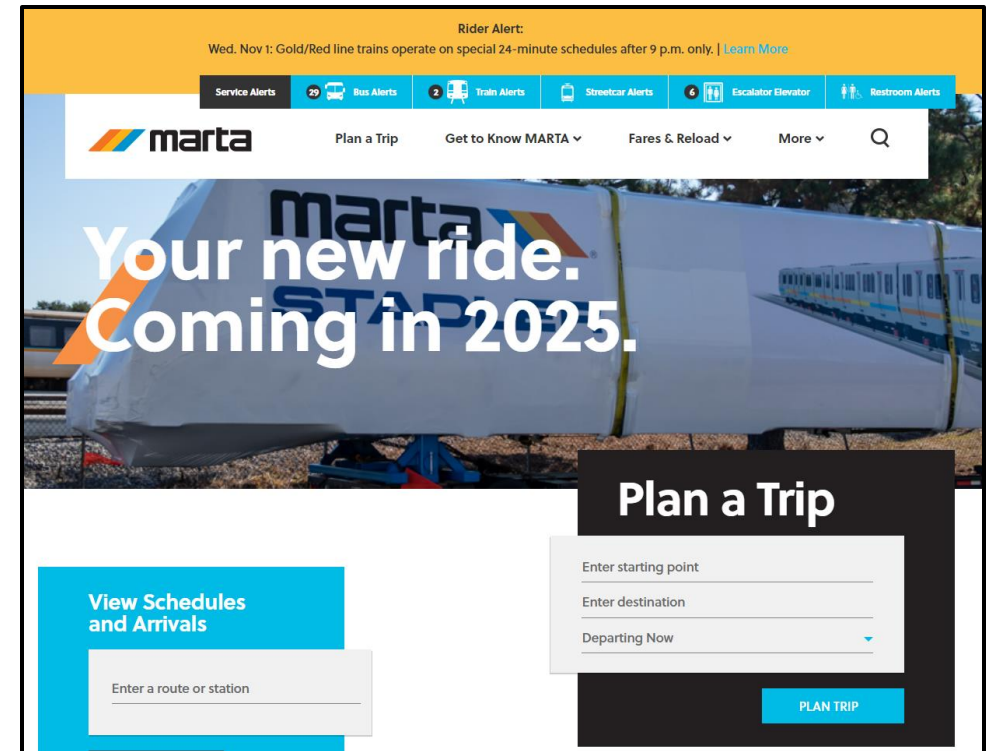


Image of itsmarta.com homepage

# Planned Enhancements

- **Dynamic rider information** based on enhanced data feeds so that the information on the site always matches current service
- **Enhanced routes/stop pages** including live vehicle maps, expected arrivals, and alerts
- **Enhanced project tracking** for Capital Expansion and State of Good Repair projects
- **Native integrations** with future systems like Enterprise CRM and AFC 2.0
- A **modern, mobile-optimized interface** with enhanced Search Engine Optimization (SEO)
- Next-level **information security and reliability**
- Improved **accessibility** and user-centered design



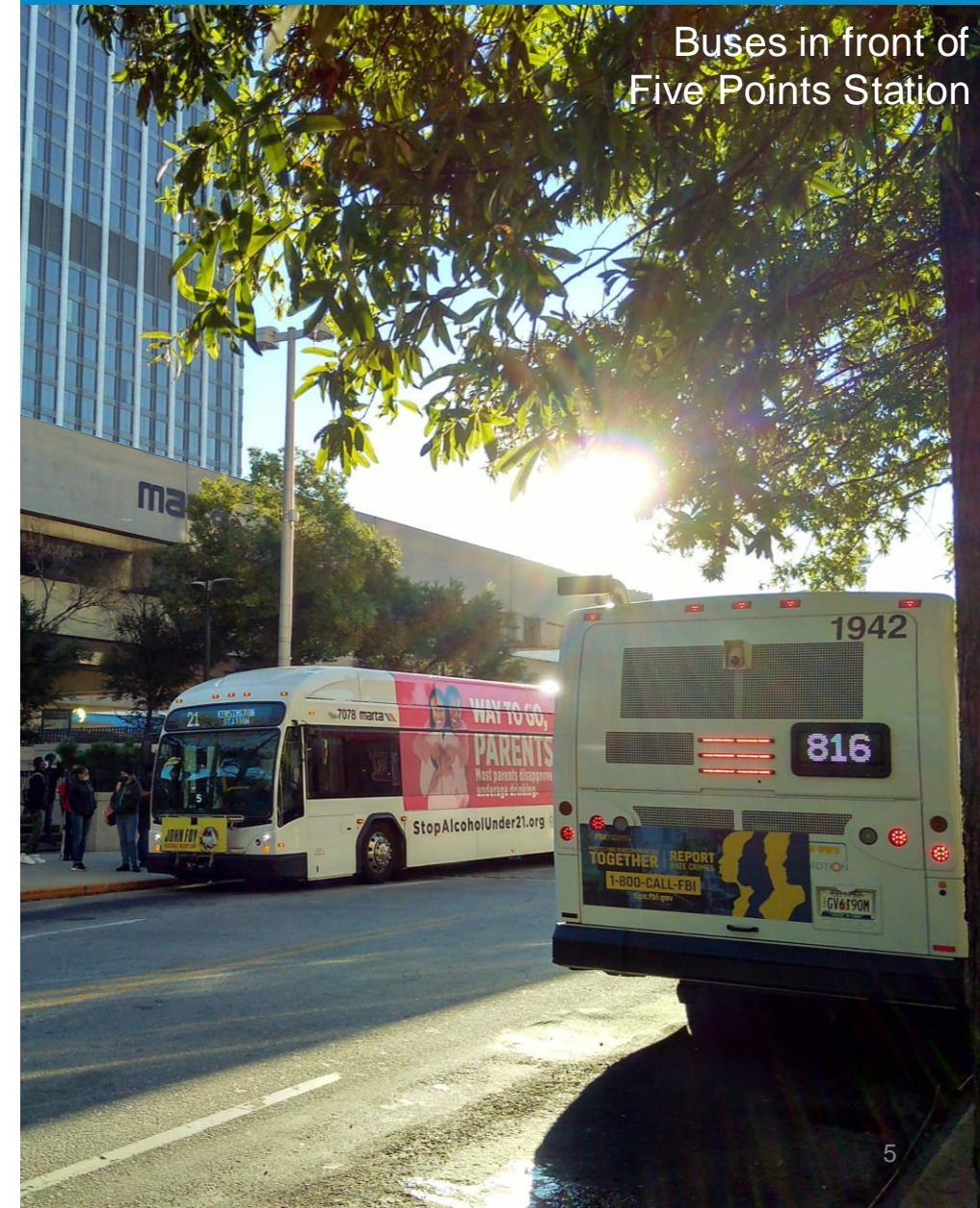
Sample image of improved trip planning interface



# Procurement Timeline

- ✓ RFP P50441 released on April 2<sup>nd</sup>, 2024
- ✓ 15 responsive proposals received by the evaluation team on June 14<sup>th</sup>, 2024
- ✓ Evaluation team reviewed proposals and shortlisted 5 top proponents. Evaluation committee prepared questions for proponents to address
- ✓ Oral presentations were held on September 9<sup>th</sup> & 12<sup>th</sup>, 2024
- ✓ Selection committee made a recommendation to enter contract negotiations with **Reflexions** to implement the website replacement project
- ✓ Contract negotiations completed
- **Request Board authorization to award the contract**

Buses in front of  
Five Points Station



## Selection Rationale: Reflexions

- Prime Contractor: Reflexions Data, LLC dba Reflexions, is a New York-based design and development firm with extensive transit experience including:
  - New York MTA
  - WMATA (DC)
  - MBTA (Boston)
  - PANYNJ, Bay Area MTC, Maryland MTA, Queensland (Australia), TransLink (Vancouver), and NZTA (New Zealand)
- Responsive to all elements of the technical scope of work
- Provided complete understanding of MARTA's requirements and recommended a robust, customer-centered design process
- High ratings from client reference checks
- Has committed to DBE goal of 12 percent (through Sachs Insights)



In partnership with



SPEEDLANE





# Financial Considerations

The term of this Contract is 3 years, with three 1-year options.

<b>Base Term (3 years)*</b> <i>(Discovery, Design, Development, Rollout, Major Integrations, O&amp;M, Hosting, Licenses, 3rd party ADA Compliance Review, 3rd party User Testing)</i>	\$5,972,500
<b>Option Year 1</b> <i>(O&amp;M, Hosting, Software Enhancements Allowance)</i>	\$262,500
<b>Option Year 2</b> <i>(O&amp;M, Hosting, Software Enhancements Allowance)</i>	\$262,500
<b>Option Year 3</b> <i>(O&amp;M, Hosting, Software Enhancements Allowance)</i>	\$262,500
<b>TOTAL**</b>	<b>\$6,760,000</b>

\*Assumes Reflexions will provide CMS and hosting solution.

\*\*This contract is being funded by local capital funds in the approved CIP as well as operating funds for ongoing O&M.

MARTA patrons at Lindbergh Center Station



# Board Resolution Request

The Office of Customer Technology requests approval by the MARTA Business Management Committee of the resolution Authorizing the GM/CEO or his delegate to enter into a Contract for the Replacement of the Existing Public Facing MARTA Website, RFP P50441, with Reflexions Data, LLC in the amount of \$6,760,000.



Streetcar in front of Ebenezer Baptist Church





Thank You





**RESOLUTION AUTHORIZING AWARD OF A CONTRACT FOR THE REPLACEMENT OF  
THE EXISTING PUBLIC FACING MARTA WEBSITE REQUEST FOR PROPOSALS  
NUMBER P50441**

**WHEREAS**, the Authority's Office of Customer Technology has identified the need for the Replacement of the Existing Public Facing MARTA Website, Request for Proposals Number P50441; and

**WHEREAS**, On April 2, 2024 the Metropolitan Atlanta Rapid Transit Authority duly sent to potential Proponents notice of its Request for Proposals for the Replacement of the Existing Public Facing MARTA Website, RFP P50441; and

**WHEREAS**, notice of the said Request for Proposals was advertised in the local newspaper of the largest circulation in the Atlanta metropolitan area prior to the proposal deadline; and

**WHEREAS**, all Proponents were given the opportunity to protest the proposal instructions, specifications, and/or procedures; and

**WHEREAS**, on May 30, 2024 at 2:00 p.m., local time, eighteen (18) proposals were received; and

**WHEREAS**, the Authority's staff determined that Reflexions Data, LLC submitted the most advantageous offer and other factors considered and is technically and

financially capable of providing the services.

**RESOLVED THEREFORE**, by the Board of Directors of the Metropolitan Atlanta Rapid Transit Authority that the General Manager/CEO or their delegate be, and hereby is, authorized to execute a Contract on substantially the same terms and conditions as contained in the Request for Proposals Number P50441, between the Authority and Reflexions Data, LLC for the Replacement of the Existing Public Facing MARTA Website, in the amount of \$6,760,000.00.

**Approved as to Legal Form:**

DocuSigned by:

*Peter J. Andrews*

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**Counsel, Metropolitan Atlanta  
Rapid Transit Authority**



# Occupational Medical Services

Resolution Authorizing Revisions of MARTA's Drug & Alcohol Policy

Phyllis Walker, MS, CVE, CCM, PHR, SHRM-CP  
Sr. Manager Occupational Medical Services

Business Management Committee  
November 21, 2024

# Purpose

- Federal Transit Administration (FTA) mandates a compliant Drug & Alcohol testing program.
- MARTA is required to maintain a compliant drug & alcohol policy.
- Policy revisions expected with regulatory and agency changes and updates.





# Revisions:

- Final rule amends Department of Transportation's drug testing program to include oral fluid testing:
  - ✓ "Urine drug testing" revised and replaced with "drug testing."
- Voluntary/Disclosure/Self-Reporting Requirements (Section 5):
  - ✓ Utilization of the Employee Assistance Program (EAP)
  - ✓ Removes reference to a Substance Abuse Professional (SAP) and replaced with substance abuse counselors under MARTA's Employee Assistance Program (EAP).
- Chromatography/Mass Spectrometry (GC/MS) language deleted as all testing labs do not use GC/MS testing procedures:
  - ✓ Policy now references 49 CFR Part 40, as amended.



# Revisions

- Reasonable Suspicion (Section 7.2):
  - ✓ Number of trained supervisors needed to make a reasonable suspicion determination.
  - ✓ MARTA's "best practice" established two trained supervisors or MARTA officials in the previous policies.
  - ✓ In accordance with 49 CFR 655.43(b), one trained supervisor is sufficient for making reasonable suspicion determinations and is now reflected in this Policy, per FTA requirement.





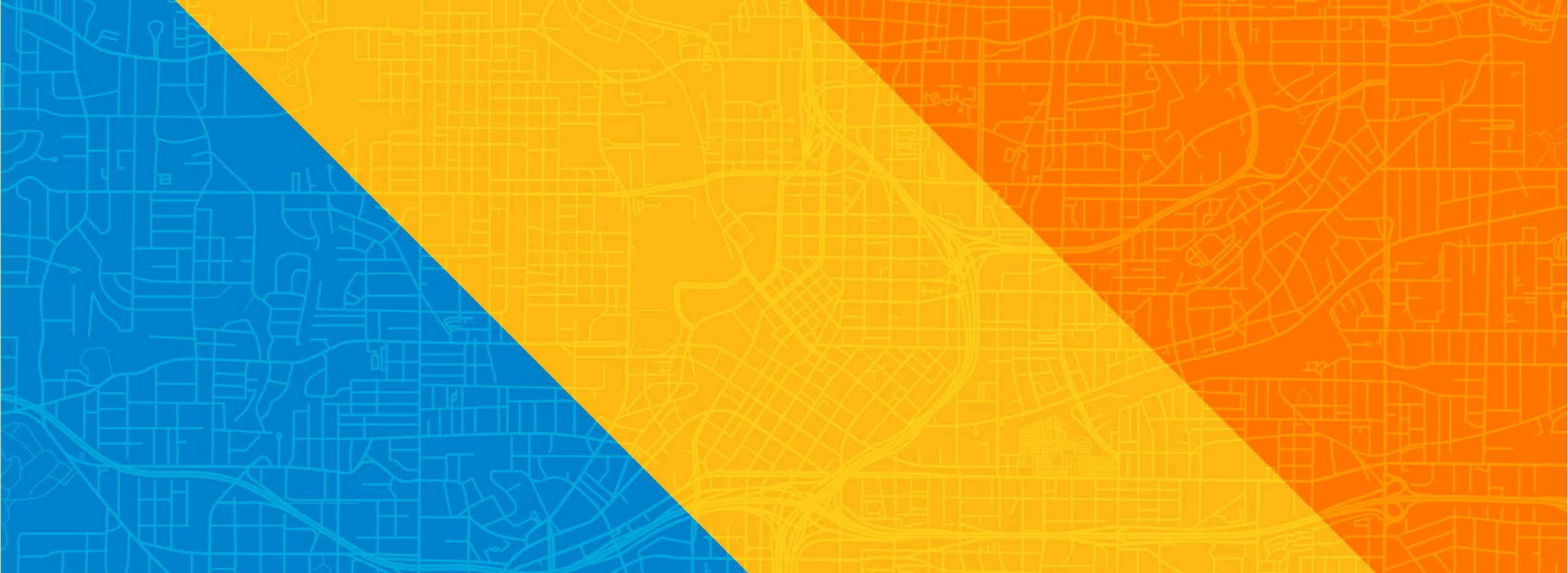
# Revisions:

- Pre-employment alcohol testing is not required by the Federal Transit Administration.
- Negative dilute test:
  - Policy update will not require an additional retest, and the first test will be the test of record.
- Safety-sensitive positions have been updated in Section 13, Pages 20-23.



# **Board Resolution Request**

**Request the Board's Approval of this Resolution  
Authorizing Revisions to MARTA's Drug & Alcohol Policy**



Thank You



## **RESOLUTION AUTHORIZING THE REVISION OF MARTA'S DRUG AND ALCOHOL POLICY**

**WHEREAS**, the Federal Transit Administration requires that every grant recipient, sub-recipients and their safety-sensitive contractors maintain a policy on prohibited drug use and alcohol misuse in the workplace; and

**WHEREAS**, MARTA's Board of Directors has previously adopted a Drug and Alcohol Policy pursuant to this federal mandate; and

**WHEREAS**, the recent FTA regulatory updates and minor revisions which do not affect the existing policy's rules, principles or intent;

**RESOLVED THEREFORE**, effective December 5, 2024 the Board of Directors of the Metropolitan Atlanta Rapid Transit Authority hereby revises the Drug and Alcohol Policy to reflect the following revisions:

1. A final rule amends the U.S. Department of Transportation's regulated industry drug testing program to include oral fluid testing. This additional methodology for drug testing will give employers a choice that will help combat employee cheating on urine drug tests and provide a less intrusive means of achieving the safety goals of the program. In addition, this rule amends the FAA, FMCSA, FRA and FTA regulations to ensure consistency within the Department of Transportation and by removing or adjusting references to the word "urine" and/or add references to oral fluid, as well as removing or amending some definitions for conformity and to make other miscellaneous technical changes or corrections.

Revisions have been made to all sections of the Policy for compliance based upon the authorization of oral fluid drug testing. Sections which reference "urine drug testing" were revised and replaced with "drug testing."

(NOTE: This does not affect provisions where direct observations occur.)

2. Voluntary/Disclosure/Self-Reporting Requirements (Section 5) updated to remove reference to a Substance Abuse Professional (SAP) and replaced with substance abuse counselors under MARTA's Employee Assistance Program (EAP).



3. Gas Chromatography/Mass Spectrometry (GC/MS) language deleted as all testing labs do not use GC/MS testing procedures. The Policy now address compliance within the Policy referencing 49 CFR Part 40, as amended.
4. Reasonable Suspicion (Section 7.2) updates MARTA's internal procedure related to the number of trained supervisors needed to make a reasonable suspicion determination. MARTA's "best practice" established two trained supervisors or MARTA officials in the previous policies. In accordance with 49 CFR 655.43(b), one trained supervisor is sufficient for making reasonable suspicion determinations and is now reflected in this Policy, per FTA requirement.
5. Pre-employment alcohol testing is not required by the Federal Transit Administration. However, since the inception of MARTA's Drug & Alcohol Policy, MARTA has maintained a standard for post-offer applicant/candidate testing for both drugs and alcohol. Currently, the goal is to align the pre-employment section of the Policy in alignment with the FTA regulatory requirement.
6. The process for a negative dilute test result is updated to reflect that MARTA will not require an additional retest and the first test will be the test of record.
7. Safety-sensitive positions have been updated in Section 13, Pages 20-23.

**Approved as to Legal Form:**

DocuSigned by:

*Peter J. Andrews*

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**Counsel, Metropolitan Atlanta  
Rapid Transit Authority**



**Resolution Authorizing the Award of a Contract  
for Professional Consulting Services for Data  
Governance Program, Letter of Agreement  
(LOA) L50582**

Soohuey Yap  
Director of Data Governance and Strategic Performance  
Department of Research and Analysis



# Purpose

- Address the MARTOC 2020 Audit Recommendation to formulate enterprise-wide data integration, management and processing strategy
- Address strategic objective to Establish MARTA as a Data-driven Organization as identified in the MARTA Strategic Plan 2024 - 2026
- Improve data standardization for better information sharing between transit authorities
- Ensure that MARTA derives best value from its Technology investments by using data governance instruments to provide confidence in our most important data
- Establish policies, define roles and responsibilities, and develop data standards and quality monitoring to help MARTA staff become good stewards of data



## Examples of areas that can be improved using Data Governance best practices

- Organizational resilience and capacity-building
  - ❑ Ensures that critical knowledge does not reside in only certain individuals
  - ❑ Enables greater collaboration across the Authority
- Enterprise Analytics
  - ❑ Example: Ability to integrate data sources from HR, Maintenance, Vehicle Location, Safety and external sources (E.g., Weather and road capacity) for more comprehensive analysis of service reliability and trends
  - ❑ Develop information necessary to link data from different domains to create an enterprise lens of issues
  - ❑ Improve organizational collaboration towards Authority goals
- Fare Gate information
  - ❑ Automated detection of incomplete or inaccurate info by scanning for compliance to data standards
  - ❑ Clarity of problems and root causes through data quality tracking and developing standards clearly outlining factors and responsibilities
- Vehicle location information
  - ❑ Develop organizational capability for more efficient troubleshooting
  - ❑ Documentation and guidance on what each information source can be used for
  - ❑ Clarity of stewardship responsibilities



# Data Governance Milestones

2019

- Establishing Data Governance Program was identified as first set of activities in the Federal Data Strategy 10-year action plan

2021

- Georgia Data Analytics Center and Data Governance Committee were formed with representatives from all state agencies

2023

- **MARTA** and WMATA co-founded Transit Data Governance Roundtable (Currently 43 members from 27 North American Transit Authorities)

2024

- FTA appointed Deputy Chief Data Officer (DCDO), and looking for CDO
- Transportation Research Board (TRB) formed Subcommittee for Data Governance and Data Infrastructure
- APTA Research and Technology Committee formed for Data Governance Subcommittee

Note: Data Governance Programs are more mature in the Private Sector

## L50582 Scope Overview

Consultant team of one Principal Consultant, and two Data Governance/Data Management Consultants to provide operational and strategic support for the design and operationalization of MARTA's enterprise data governance program.

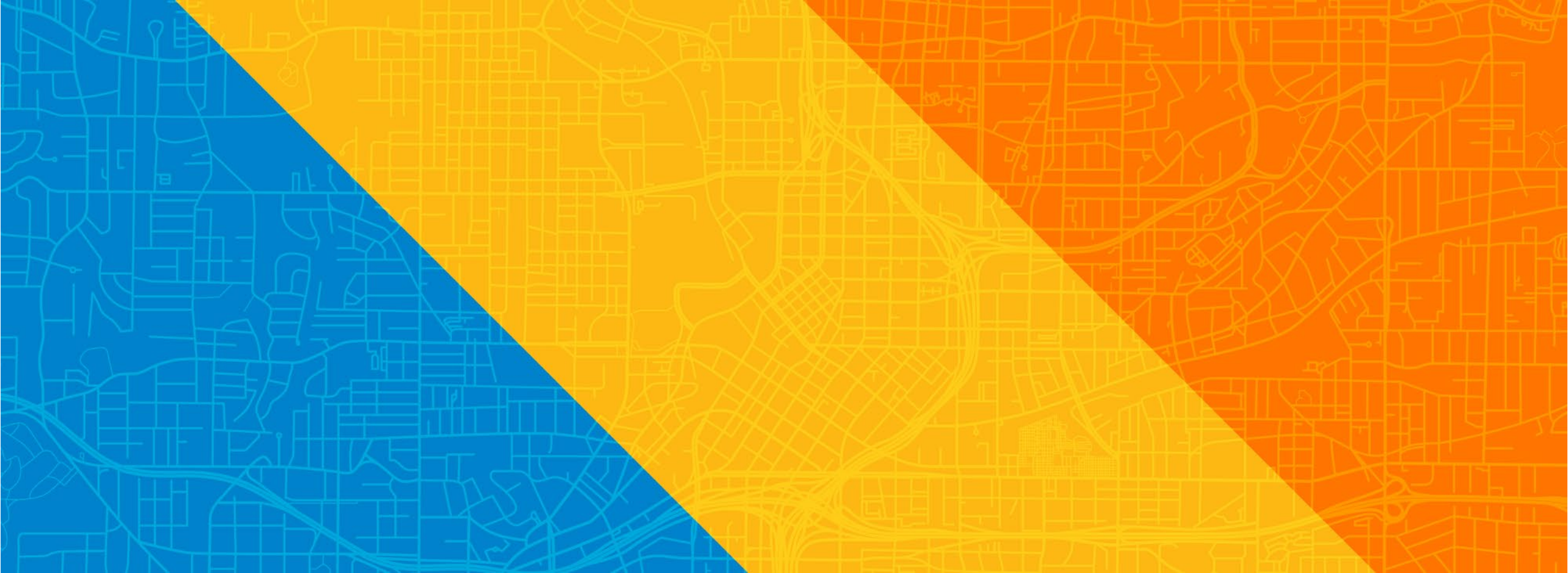
Recommend Global Data Strategies because it is a recognized industry leader in helping organizations align business drivers with data strategy and technology, and the firm's prior history of successfully developing knowledge of MARTA's data and rapidly turning around metadata documentation

Key duties and responsibilities include

1. Facilitate development of enterprise data governance strategies, policies and frameworks
2. Coach MARTA staff in matters related to establishment of MARTA's Data Governance Program
3. Engage with data producers to understand requirements for data use, analysis, and quality
4. Develop information maps, data asset inventories and catalog, and data standards
5. Develop checks to ensure data integrity is maintained during transit
6. Eliminate redundancies and streamline data ecosystem

## Financial Overview

- Internal Audit Cost/Price Analysis found that the proposed price is fair, reasonable and supported with sufficient documentation
- Contract is for 1-year term with maximum amount of \$550,000
- Funded with local operating funds
- No DBE was assigned to this procurement due to it being a professional services Letter of Agreement



Thank You





**RESOLUTION AUTHORIZING AWARD OF A CONTRACT FOR PROFESSIONAL  
SERVICES FOR DATA GOVERNANCE PROGRAM,  
LETTER OF AGREEMENT (LOA) L50582**

**WHEREAS**, the Authority's Department of Research & Analysis has identified the need for Professional Services for Data Governance Program, Letter of Agreement Number L50582; and

**WHEREAS**, on July 25, 2024, the Metropolitan Atlanta Rapid Transit Authority received a proposal from Global Data Strategy, Ltd.; and

**WHEREAS**, it is necessary to procure data governance services and strategic support for the design and operation of MARTA's enterprise data governance program ; and

**WHEREAS**, the Department of Internal Audit has performed a price/cost analysis and has determined the price to be fair and reasonable; and

**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 Letter of Agreement (LOA) on substantially the same terms and conditions as contained in the Letter of Agreement Number L50582 , between the Authority and Global Data Strategy, Ltd., for the procurement of Professional Services For Data Governance Program in the amount of \$550,000.00

**Approved as to Legal Form:**

DocuSigned by:

*Peter J. Andrews*

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



# Resolution Authorizing Certain Part-Time Credited Service Under the MARTA/ATU Local 732 Employees Retirement Plan

MARTA Business Management Committee  
November 21, 2024

# Agenda

- Pension Amendment Recommendation
- Key Factors Considered
- Business Management Committee Action



# Pension Amendment Recommendation

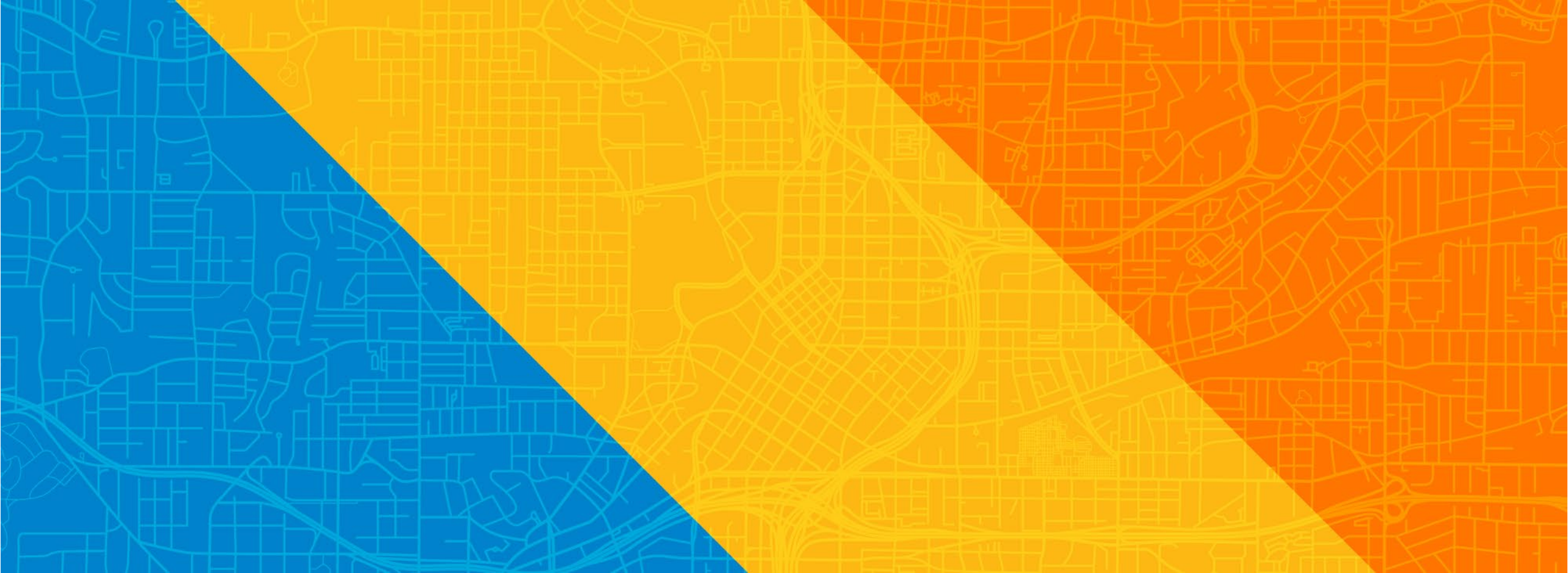
- The MARTA/ATU Local 732 Employees Retirement Plan Committee recommends granting credited service for certain part-time service with MARTA
- The credited service is subject to the participant working an additional 12 months with MARTA after attaining at least age 52 with 20 years of service
- Two months of part-time service = One month of full-time service
- Eligible participants can convert up to 24 months of part-time service for up to 12 months of full-time service
- There are no additional cost to participants

# Key Factors Considered

- The MARTA/ATU Local 732 Pension Plan is 103.9% funded through January 1, 2024, and;
- Current rate of return for the plan through September 30, 2024, is 12.9%
- Plan Actuary Guidance
  - Cost to the plan is minimal
- The change rewards long serving experienced participants for extending their retirement by 12 months
- MARTA receives the services of experienced personnel for an additional 12 months

# Committee Action

- I respectfully request approval of the Business Management Committee for the Resolution Authorizing Certain Part-Time Credited Service Under the MARTA/ATU Local 732 Employees Retirement Plan be forwarded for consideration to the December 5, 2024, MARTA Board of Directors meeting



Thank You





**RESOLUTION AUTHORIZING CERTAIN PART-TIME CREDITED SERVICE UNDER  
THE MARTA / ATU LOCAL 732 EMPLOYEES RETIREMENT PLAN**

**WHEREAS**, the MARTA / ATU Local 732 Employees Retirement Plan (the “Plan”) is a defined benefit pension plan covering represented employees, which was originally adopted as of June 22, 1950, and subsequently amended and restated at various times; and

**WHEREAS**, MARTA wishes to amend the Plan, as recommended by the Retirement Allowance Committee for the Plan, to grant credited service under the Plan for certain part-time service with MARTA subject to a participant working an additional twelve (12) months with MARTA after attaining at least age fifty-two (52) and twenty (20) years of credited service as a full-time employee, effective as of January 1, 2025.

**RESOLVED THEREFORE**, that the MARTA Board of Directors authorizes and approves the Fourth Amendment to the MARTA / ATU Local 732 Employees Retirement Plan, effective as of January 1, 2025, substantially in the form attached hereto (the “Amendment”).

**RESOLVED FURTHER**, that the General Manager/CEO, the MARTA Co-Chair of the Retirement Allowance Committee, and their delegates are hereby authorized to take all actions, and to execute and deliver all agreements, instruments, indentures, forms, notices, powers of attorney, and other documents as they shall respectively deem necessary to carry out the intent of the foregoing resolutions, including the execution of the Amendment.

**Approved as to Legal Form:**

DocuSigned by:

*Peter J. Andrews*

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

# Financial Highlights

October 31, 2024





# **FY25 Operating Actual vs Budget Highlights**

October 31, 2024

# Year-To-Date Operations Summary Performance

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

	Actual	Budget	Variance	
	\$	\$	\$	%
Prior Year Carry Forward	11.5	11.5	0	0.0%
Net Revenues	206.6	205.2	1.4	0.7%
Net Expenses	250.2	216.7	(33.5)	-15.5%
<b>Net Surplus/(Deficit)</b>	<b>(32.1)</b>	<b>0.0</b>	<b>(32.1)</b>	

### COMMENTS

- YTD Net Revenues are favorable to budget by **\$1.4M**
- YTD Net Expenses are unfavorable to budget by **(\$33.5M)**
- YTD Net Deficit is **(\$32.1M)** compared to a balanced budget for the year



# Year-To-Date Operations Detailed Performance

## October 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	131.9	127.9	4.0	3.1%
Title Ad Valorem Tax	11.2	11.1	0.1	0.9%
Federal Assistance	26.7	26.7	0.0	0.0%
Passenger Revenue	25.6	27.9	(2.3)	-8.2%
Lease Income	3.2	3.1	0.1	3.2%
Station Parking	0.2	0.2	0.0	0.0%
Other Revenues	7.8	8.3	(0.5)	-6.0%
<b>Net Operating Sources</b>	<b>218.1</b>	<b>216.7</b>	<b>1.4</b>	<b>0.6%</b>
<b>EXPENSES</b>				
Salaries and Wages	98.4	104.4	6.0	5.7%
Overtime	16.9	12.9	(4.0)	-30.6%
Total Benefits	45.7	48.3	2.6	5.2%
Contractual Services	36.2	38.7	2.5	6.6%
Total Materials and Supplies	20.3	22.1	1.9	8.9%
Other Non-Labor	45.5	16.9	(28.6)	-170.8%
<b>Gross Operating Expenses</b>	<b>263.0</b>	<b>243.3</b>	<b>(19.7)</b>	<b>-8.1%</b>
Less: Capital Charges	12.8	26.6	(13.8)	-51.7%
<b>Net Operating Expenses</b>	<b>250.2</b>	<b>216.7</b>	<b>(33.5)</b>	<b>-15.5%</b>

### REVENUE COMMENTS – YTD revenues are \$1.4M favorable

- Sales Tax revenue is favorable to budget by **\$4.0M** due to a favorable local economy and the impact of inflation on prices
- Passenger revenue is unfavorable to budget by **(\$2.3M)** due to increased fare evasion and challenges reconciling financial data on fare gate equipment.

### EXPENSE COMMENTS – YTD expenses are (\$33.5M) unfavorable

- Salaries and Wages are favorable to budget by **\$6.0M** primarily due to ongoing position vacancies
- Total Benefits are favorable to budget by **\$2.6M** primarily due to ongoing position vacancies
- Overtime is **(\$4.0M)** unfavorable to budget due to a combination of vacancies and absenteeism
- Contractual Services are favorable to budget by **\$2.5M** due to lower than forecasted expenses for external contract employment, External Support Services, Professional Services and Miscellaneous Services
- Total Materials and Supplies are favorable to budget by **\$1.9M** due to lower than forecasted CNG & diesel, auxiliary replacement parts, fare collection and service vehicle materials and supplies
- Other Non-Labor expenses are unfavorable to budget by **(\$28.6M)** primarily due to third-party liability expenses
- Capital Charges are unfavorable to budget by **(\$13.8M)** due to lower than forecasted direct and indirect expenses for capital projects

# Current Month Operations Summary Performance

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

	Actual	Budget	Variance	
	\$	\$	\$	%
Prior Year Carry Forward	0.0	0.0	0.0	0%
Net Revenues	50.0	50.7	(0.7)	-1.4%
Net Expenses	61.3	50.7	(10.6)	-20.9%
<b>Net Surplus/Deficit</b>	<b>(11.3)</b>	<b>0.0</b>	<b>(11.3)</b>	

### COMMENTS

- Revenues are unfavorable to budget by **(\$0.7M)** for the month of October
- Expenses are unfavorable to budget by **(\$10.6M)** for the month of October
- Net Deficit is **(\$11.3M)** compared to a balanced budget deficit for the month of October

# Current Month Operating Detailed Revenues and Expenses

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

	Actual	Budget	Variance	
	\$	\$	\$	%
<b>Sources</b>				
Prior Year Carry Forward	-	-	-	0%
<b>REVENUES</b>				
Sales Tax	31.7	31.0	0.7	2.3%
Title Ad Valorem Tax	2.8	2.8	0.0	0.0%
Federal Assistance	6.7	6.7	0.0	0.0%
Passenger Revenue	6.8	7.4	(0.6)	-8.1%
Lease Income	0.8	0.8	0.0	0.0%
Station Parking	0.0	0.1	(0.1)	-1.0%
Other Revenues	1.2	1.9	(0.7)	-36.8%
<b>Net Operating Revenues</b>	<b>50.0</b>	<b>50.7</b>	<b>(0.7)</b>	<b>-1.4%</b>
<b>EXPENSES</b>				
Salaries and Wages	24.0	23.2	(0.8)	-3.4%
Overtime	4.5	3.3	(1.2)	-36.4%
Total Benefits	12.0	10.8	(1.2)	-11.1%
Contractual Services	9.8	9.7	(0.1)	-1.0%
Total Materials and Supplies	5.5	5.5	0.0	0.0%
Other Non-Labor	8.1	4.2	(3.9)	-92.9%
<b>Gross Operating Expenses</b>	<b>63.9</b>	<b>56.7</b>	<b>(7.2)</b>	<b>-12.7%</b>
Less: Capital Charges	2.6	6.0	(3.4)	-56.4%
<b>Net Operating Expenses</b>	<b>61.3</b>	<b>50.7</b>	<b>(10.6)</b>	<b>-20.9%</b>

### REVENUE COMMENTS – Monthly sources are **(\$0.7M)** unfavorable

- Sales Tax revenue is favorable to budget by **\$0.7M** due to a favorable local economy and the impact of inflation on prices
- Other Revenue is unfavorable to budget by **(\$0.4M)** primarily due to timing of the alternative fuel tax rebate

### EXPENSE COMMENTS – Monthly expenses are **(\$10.6M)** unfavorable

- Salaries and Wages are unfavorable to budget by **(\$0.8M)** due to a combination of how salaries and wages were accrued for the period and specific positions filled above the budgeted levels to recruit strong talent.
- Other Non-Labor Expenses are unfavorable to budget by **(\$3.9M)** primarily 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

October 31, 2024



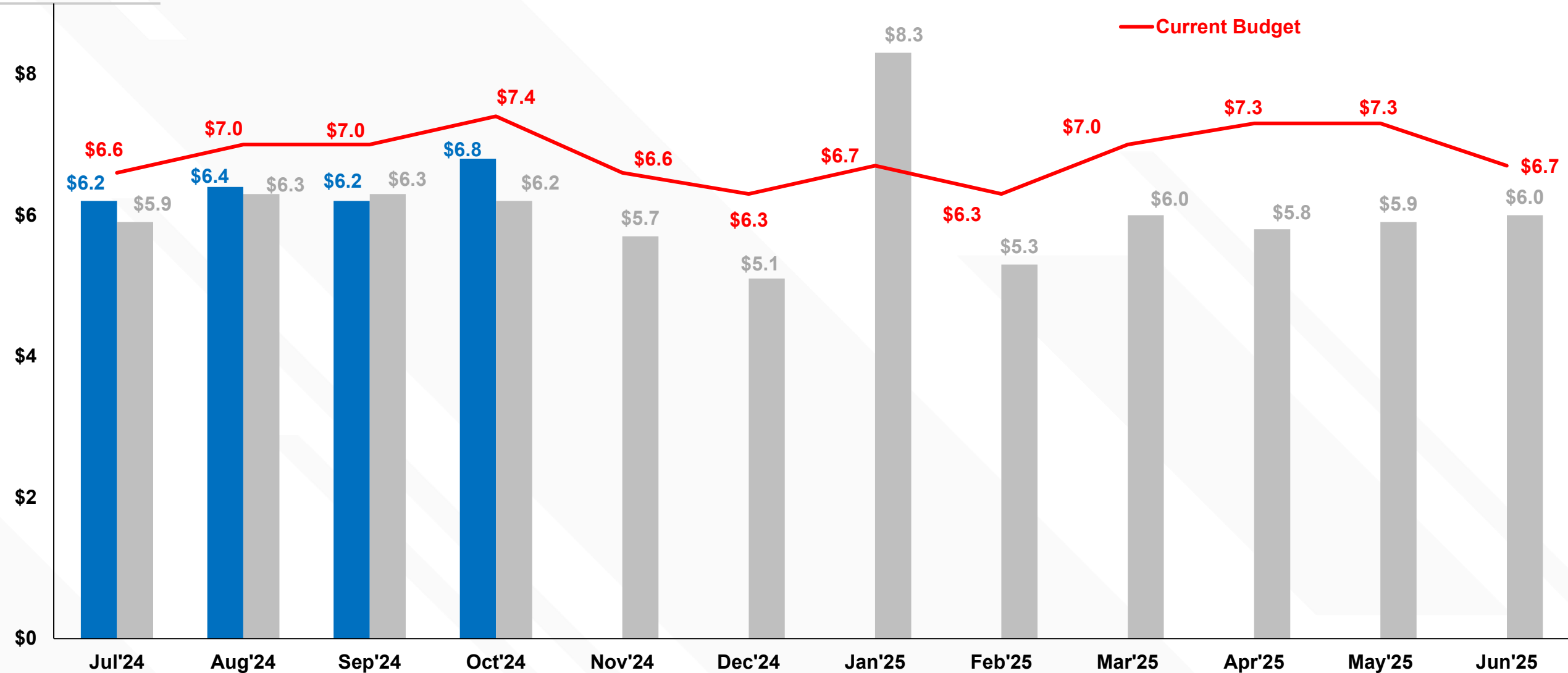
October passenger revenues fell short of the budget by \$0.6M, but exceeded prior October by \$0.6M

# Passenger Revenues (millions)

■ Current Year Actuals

■ Prior Year Actuals

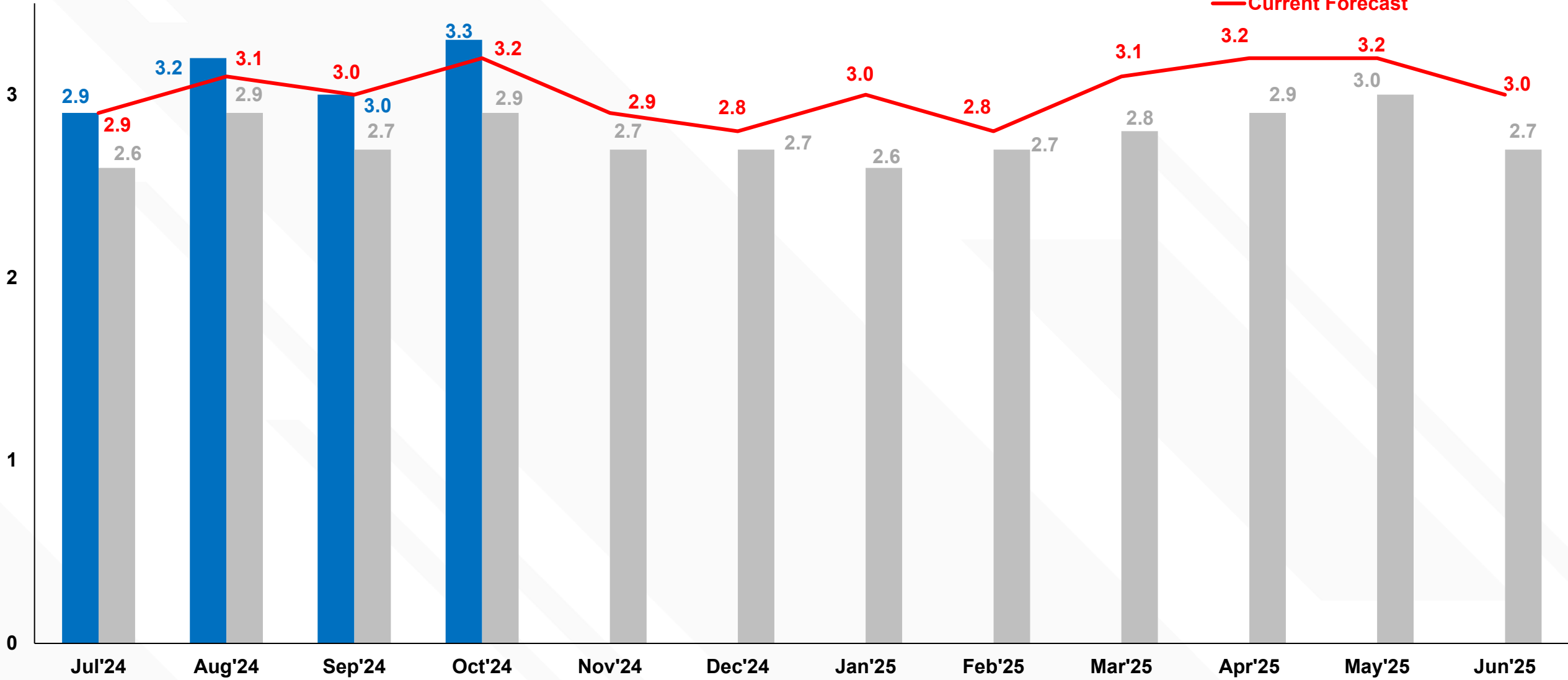
— Current Budget



October bus ridership of 3.3M exceeded the forecast by 0.1M and prior October by 0.4M

# Bus Ridership (unlinked trips, millions)

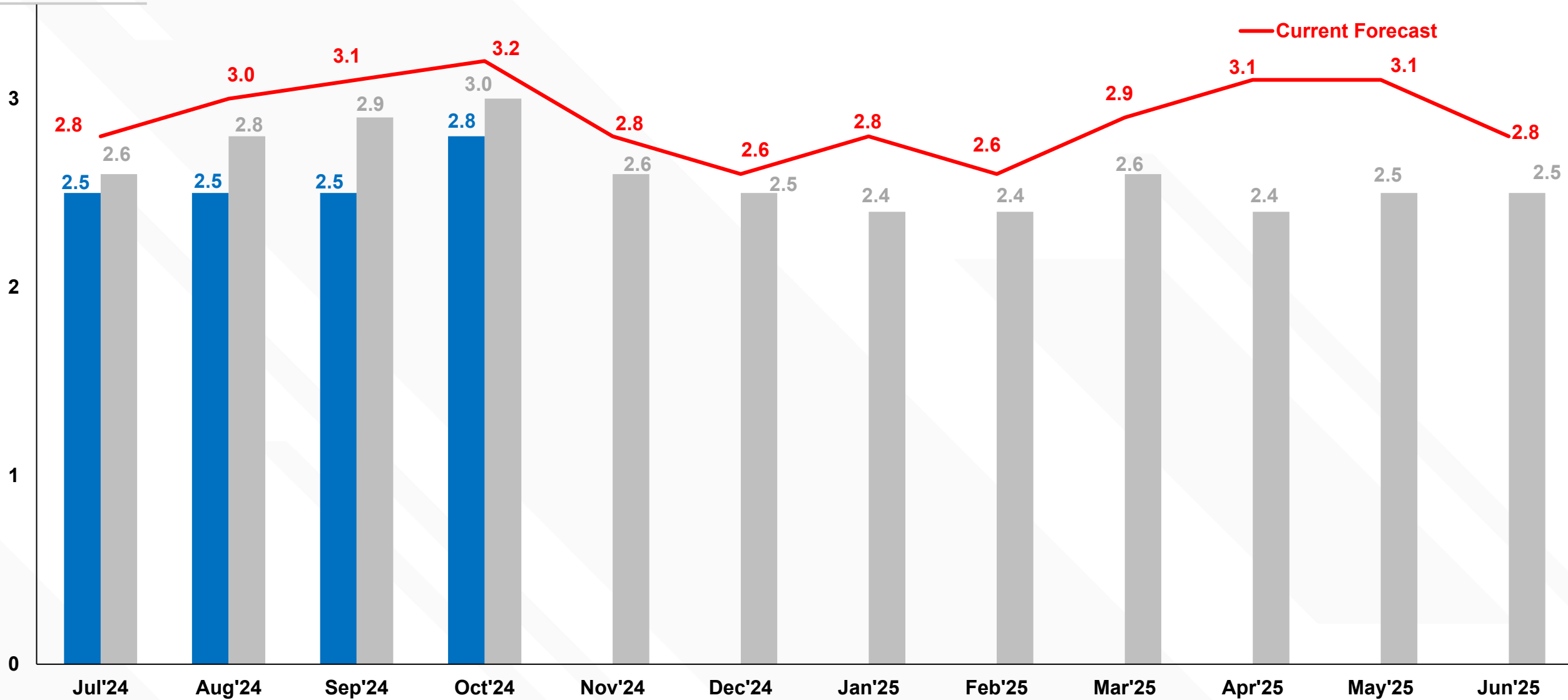
■ Current Actuals  
■ Prior Year Actuals  
— Current Forecast



October rail ridership of 2.8M fell short of the forecast by 0.4M and prior October by 0.2M

# Rail Ridership (unlinked trips, millions)

■ Current Actuals  
■ Prior Year Actuals  
— Current Forecast





# **FY25 Capital Highlights**

October 31, 2024





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

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

	YTD ACTUAL	YTD BUDGET	BUDGET VARIANCE	
	[A]	[B]	[C] = [A] - [B]	[D] = [C] / [B]
<b>SOURCES OF FUNDS</b>				
Beginning Balance	85.7	10.0	75.7	757.4%
Sales Tax	81.8	78.5	3.3	4.2%
Federal/State Funds <sup>1</sup>	5.1	30.2	(25.0)	(83.0%)
Other Revenue	0.9	0.7	0.2	35.0%
Reserves Utilization <sup>2</sup>	0.0	40.0	(40.0)	(100.0%)
<b>Total Sources of Funds</b>	<b>173.6</b>	<b>159.3</b>	<b>14.2</b>	<b>8.9%</b>

USES	YTD ACTUAL	YTD BUDGET	BUDGET VARIANCE	
	[A]	[B]	[C] = [B] - [A]	[D] = [C] / [B]
Facilities	15.6	30.3	14.7	48.5%
MOW	0.5	2.9	2.4	84.4%
Non-Asset	12.1	22.4	10.3	45.9%
Systems	9.3	21.0	11.7	55.8%
Vehicles	30.3	28.5	(1.8)	(6.2%)
<b>Subtotal CIP:</b>	<b>67.7</b>	<b>105.1</b>	<b>37.4</b>	<b>35.6%</b>
Debt Service	43.8	50.8	7.0	13.8%
<b>Total Uses</b>	<b>111.5</b>	<b>155.9</b>	<b>44.4</b>	<b>28.5%</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 forecast capital expenditures has minimized Reserve Utilization for capital uses.

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

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

Project Name	Category	YTD ACTUAL	YTD BUDGET	BUDGET VARIANCE	
		[A]	[B]	[C] = [B] -[A]	[D] = [C] / [B]
CQ400 New Rail Car Procurement	Vehicles	26.02	17.30	(8.72)	(50.4%)
Rail Station Rehabilitation	Facilities	9.30	8.63	(0.67)	(7.8%)
GASB <sup>1</sup>	Non-Asset	5.54	5.59	0.05	1.0%
CPMO (SGR)	Non-Asset	4.33	4.30	(0.03)	(0.7%)
Bus Procurement	Vehicles	1.82	5.64	3.82	67.7%
Escalators Rehabilitation	Systems	1.77	2.59	0.82	31.6%
Parking Lot Repair	Facilities	1.60	2.91	1.31	45.1%
Bus Midlife Overhaul	Vehicles	1.39	2.00	0.61	30.3%
Train Control Systems Upgrade	Facilities	1.30	1.39	0.09	6.3%
Energy Services Company ESCO	Facilities	0.90	0.93	0.03	2.9%
<b>Subtotal - Top Projects</b>		<b>53.97</b>	<b>51.27</b>	<b>(2.70)</b>	<b>(5.3%)</b>

<b>Total - All Projects</b>	<b>67.70</b>
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<sup>1</sup>Project Budget for GASB is less than known encumbrances. The project requires additional FY25 programming.

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

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

	YTD ACTUAL	YTD BUDGET	BUDGET VARIANCE	
	[A]	[B]	[C] = [A] - [B]	[D] = [C] / [B]
<b>SOURCES OF FUNDS</b>				
Beginning Balance (Including Reserves)	246.2	243.0	3.2	1.3%
Sales Tax	19.0	18.2	0.8	4.4%
Federal/State Funds <sup>1</sup>	1.3	18.0	(16.7)	(93.0%)
Other Revenue	5.2	1.6	3.6	225.0%
<b>Total Sources of Funds</b>	<b>271.6</b>	<b>280.8</b>	<b>(9.2)</b>	<b>(3.3%)</b>

	YTD ACTUAL	YTD BUDGET	BUDGET VARIANCE	
	[A]	[B]	[C] = [B] - [A]	[D] = [C] / [B]
<b>USES</b>				
Expansion	8.7	28.2	19.5	69.1%
<b>Total Uses</b>	<b>8.7</b>	<b>28.2</b>	<b>19.5</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 October 31, 2024 (\$ in Millions)

Project Name	Category	YTD ACTUAL	YTD BUDGET	BUDGET VARIANCE	
		[A]	[B]	[C] = [B] - [A]	[D] = [C] / [B]
Five Points Station Transformation	Expansion	5.36	6.58	1.22	18.6%
Capitol Ave./Summer Hill (BRT)	Expansion	2.15	6.42	4.27	66.4%
Cleveland Ave/Metropolitan Pkwy ART	Expansion	0.42	4.07	3.65	89.7%
Campbellton/Greenbriar (BRT)	Expansion	0.39	3.80	3.41	89.8%
Street Car East Ext. (LRT)	Expansion	0.36	3.07	2.71	88.3%
Clifton Corridor BRT	Expansion	0.04	1.25	1.21	97.2%
Bankhead Platform Extention	Expansion	0.01	1.69	1.69	99.4%
<b>Subtotal - Top Projects</b>		<b>8.72</b>	<b>26.89</b>	<b>18.16</b>	<b>67.6%</b>

<b>Total - All Projects</b>	<b>8.72</b>
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# Capital Sources and Uses by Category – More MARTA – Clayton County

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

	YTD ACTUAL	YTD BUDGET	BUDGET VARIANCE	
	[A]	[B]	[C] = [A] - [B]	[D] = [C] / [B]
<b>SOURCES OF FUNDS</b>				
Beginning Balance (Including Reserves)	258.8	246.9	11.9	4.8%
Sales Tax	11.6	11.1	0.5	4.5%
Federal/State Funds <sup>1</sup>	0.0	6.5	(6.5)	(100.0%)
Other Revenue	5.2	3.3	1.9	57.6%
<b>Total Sources of Funds</b>	<b>275.6</b>	<b>267.8</b>	<b>7.8</b>	<b>2.9%</b>

	YTD ACTUAL	YTD BUDGET	BUDGET VARIANCE	
	[A]	[B]	[C] = [B] - [A]	[D] = [C] / [B]
<b>USES</b>				
Expansion	0.9	11.3	10.4	92.4%
<b>Total Uses</b>	<b>0.9</b>	<b>11.3</b>	<b>10.4</b>	<b>92.4%</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 October 31, 2024 (\$ in Millions)

Project Name	Category	YTD ACTUAL	YTD BUDGET	BUDGET VARIANCE	
		[A]	[B]	[C] = [B] - [A]	[D] = [C] / [B]
MARTA Rapid Southlake	Expansion	0.73	2.50	1.77	70.7%
Clayton SR54 (BRT)	Expansion	0.05	1.17	1.12	95.3%
Clayton Multipurpose O&M	Expansion	0.04	2.22	2.18	98.2%
CPMO Clayton County Comm	Expansion	0.02	0.17	0.15	90.4%
Justice Center Transit Hub	Expansion	0.01	0.17	0.15	92.9%
<b>Subtotal - Top Projects</b>		<b>0.86</b>	<b>6.23</b>	<b>5.37</b>	<b>86.2%</b>

<b>Total - All Projects</b>	<b>0.86</b>
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Thank You