



**BOARD OF DIRECTORS**

**METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY**

**BUSINESS MANAGEMENT COMMITTEE**

**THURSDAY, APRIL 24, 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  
Valencia Williamson  
Jennifer Ide  
Jacob Tzegaegbe  
Elizabeth Bolton-Harris  
Shayna Pollock

**Board Members**

**Absent:**

Russell McMurry  
Thomas Worthy  
Jannine Miller  
Sagirah Jones

**Staff Members Present:**

Collie Greenwood  
Steven Parker  
Jonathan Hunt  
Carrie Rocha  
Michael Kreher  
George Wright  
Kevin Hurley  
Paul Lopes

**Also in Attendance:**

Justice Leah Ward Sears, Phyllis Bryant, Eddie Eades, Kenya Hammond, Jacqueline Holland, Gena Major, Tyrene Huff, Michael Jones, Tyson Morris,  
Gena Major, Greg Patterson and Paula Nash

**2. APPROVAL OF THE MINUTES**

**Minutes from Business Management Committee meeting.**

Approval of the Minutes from Business Management Committee meeting. On a motion by Board Member Frierson, seconded by Board Member Durrett, the motion passed by a vote of 7 to 0 with 7 members present.

**3. RESOLUTIONS**

**Resolution Authorizing the Solicitation of Proposals for the Procurement of MARTA's Time and Attendance Software as a Service (SaaS) Information System, RFP P50702**

Approval of Resolution Authorizing the Solicitation of Proposals for the Procurement of MARTA's Time and Attendance Software as a Service (SaaS) Information System, RFP P50702. On a motion by Board Member Durrett, seconded by Board Member Bolton-Harris, the resolution passed by a vote of 8 to 0 with 8 members present.

**4. BRIEFING**

**Briefing - FY25 3rd Quarter Financial Highlights and Financial Performance Indicators (As of March 31, 2024)**

Greg Patterson, Deputy Chief Financial Officer and Michael Jones, Interim Assistant General Manager, Centralized Program Management Office, presented an overview of the FY25 3rd quarter financial highlights and financial performance indicators.

**5. OTHER MATTERS**

**LETTER TO INFORM THE BOARD OF DIRECTORS: RESOLUTION AUTHORIZING THE AWARD OF A CONTRACT FOR THE PROCUREMENT OF MOBILE BROADBAND UNLIMITED SERVICES UTILIZING THE STATE OF GEORGIA CONTRACT**

**LETTER TO INFORM THE BOARD OF DIRECTORS: RESOLUTION AUTHORIZING THE AWARD OF A CONTRACT FOR THE PROCUREMENT OF MOBILE BROADBAND DATA PLAN SERVICES AND MACHINE TO MACHINE DATA PLAN SERVICES UTILIZING THE STATE OF GEORGIA CONTRACT**

**6. ADJOURNMENT**

The Committee meeting adjourned at 10:06 A.M.

YouTube link: <https://www.youtube.com/live/lms83FMdzV8?si=Klo4EdVuwADQ-tB2>



**Resolution Authorizing the  
Solicitation of Proposals for the  
Procurement of MARTA's Time and  
Attendance Software as a Service  
(SaaS) Information System, RFP  
P50702**

Tyson Morris, AGM/CIO

Department of Technology

Business Management Committee

April 24, 2025

# Purpose and Benefits

## Purpose

- To replace our current aging time and attendance system
- This system shall include:
  - Software as a Service (SaaS) for the foundation
  - Automation of the timekeeping process to accurately pay represented employees
  - Driver check in and check out of work assignments
  - Automation of the work pick/bid process
  - A Self-Service Portal for drivers to bid on and view work assignments and update their personal information.
  - Bi-directional integration with Oracle HRM system and Workforce Partners to track absenteeism and accruals accurately
  - Flexibility to incorporate changes to the system without extensive development work

## Benefits

- Upon completion, MARTA will have a fully automated Represented Employee Time and Attendance system that will lessen the amount of manual work of the Operations staff and provide represented employees with full access to their work assignments

# **Procurement/Financial/DBE Considerations**

## **Procurement and Financial Considerations**

Following approval by the Board of Directors to advance this Request for Proposals, staff intends to seek proposals from the marketplace using clearly defined criteria.

Technology recommends seeking a five (5) year contract

## **DBE Goal**

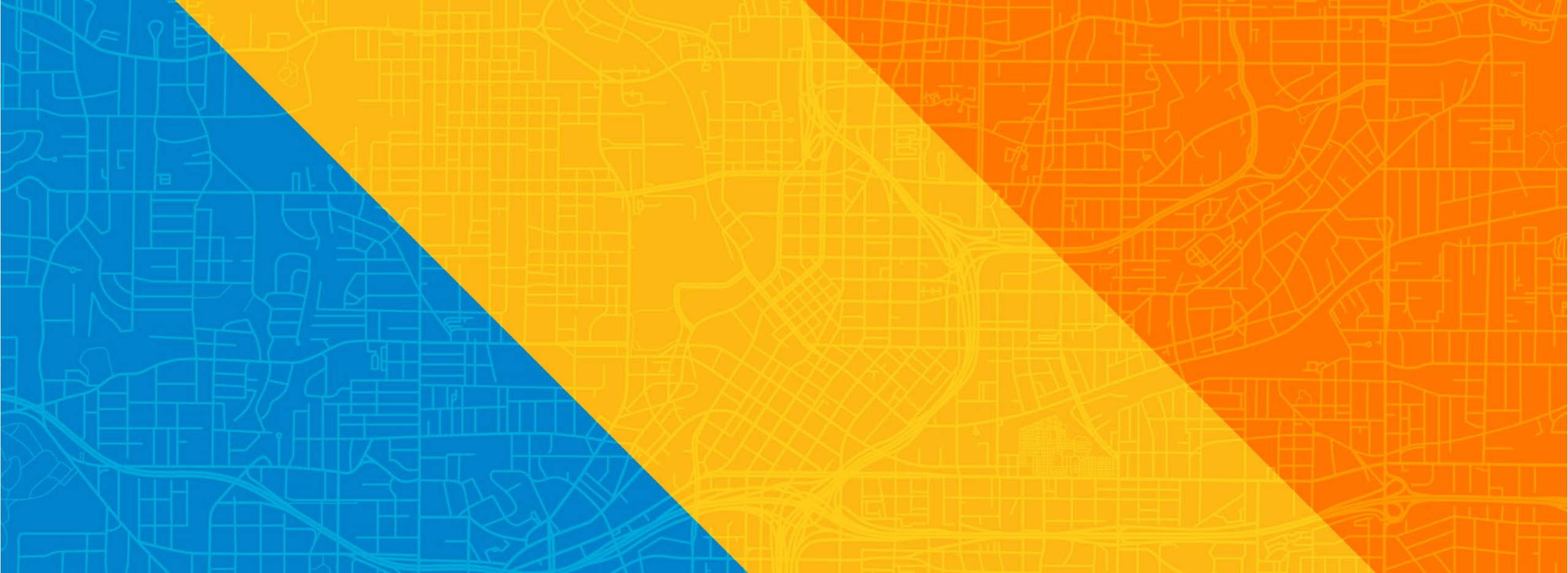
The office of D&I will review the procurement for DBE opportunities during the pre-solicitation process.



## **Committee Action**

The Department of Technology requests the Business Management Committee recommend approval of the resolution authorizing the solicitation of proposals for the procurement of Represented Employee Time and Attendance System, RFP P50702





Thank You



**RESOLUTION AUTHORIZING THE SOLICITATION OF PROPOSALS FOR THE  
PROCUREMENT OF MARTA'S TIME AND ATTENDANCE SOFTWARE AS A SERVICE  
(SaaS) INFORMATION SYSTEM,**

**RFP P50702**

**WHEREAS**, the Authority is authorized by Section 14(m) of the MARTA Act to procure property or services without competitive bidding if it is impracticable to prepare adequate specifications and an adequate description on the basis of which to solicit competitive bids; and

**WHEREAS**, the General Manager/CEO has certified, in accordance with Section 14(m) of the MARTA Act, that the procurement of MARTA's Time and Attendance software as a service (SaaS) Information System is impracticable through the solicitation of competitive bids; and

**WHEREAS**, award of a Contract for the procurement of MARTA's Time and Attendance Information System, after the solicitation of proposals and selection of a preferred proponent pursuant to Section 14(m) of the MARTA Act, is subject to approval by the Board of Directors.

**RESOLVED THEREFORE**, by the Board of Directors of the Metropolitan Atlanta Rapid Transit Authority that the General Manager/CEO, or his designee be, and hereby is, authorized to solicit proposals for the procurement of MARTA's Time and Attendance Information System by means other than competitive bidding, in accordance



with Section 14(m) of the MARTA Act, through the use of Request for Proposals

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**Approved as to Legal Form:**

DocuSigned by:

*Jonathan J. Hunt*

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

# Financial Highlights

Third Quarter Ended  
March 31, 2025





# **FY25 Operating Actual vs Budget Highlights**

March 31, 2025

# Third Quarter Operations Summary Performance

## March 31, 2025 (\$ in Millions)

	Actual	Budget	Variance	
	\$	\$	\$	%
Prior Year Carry Forward	20.9	20.9	0.0	0.0%
Net Revenues	488.3	463.0	25.3	5.5%
Net Expenses	552.9	483.9	(69.0)	-14.3%
<b>Net Deficit</b>	<b>(43.7)</b>	<b>0.0</b>	<b>(43.7)</b>	

### COMMENTS

- YTD Net Revenues are favorable to budget by **\$25.3M**
- YTD Net Expenses are unfavorable to budget by **(\$69.0M)**
- YTD Net Deficit is **(\$43.7M)** compared to a balanced budget for the year



# Third Quarter Operations Detailed Performance

## March 31, 2025 (\$ in Millions)

	Actual \$	Budget \$	Variance \$	%
<b>Sources</b>				
Prior Year Carry Forward	20.9	20.9	0.0	0%
<b>REVENUES</b>				
Sales Tax	300.5	291.6	8.9	3.1%
Title Ad Valorem Tax	52.5	25.1	27.4	109.2%
Federal Assistance	60.0	60.0	0.0	0.0%
Passenger Revenue	54.2	60.7	(6.5)	-10.7%
Lease Income	7.1	7.0	0.1	1.4%
Station Parking	0.6	0.5	0.1	20.0%
Other Revenues	13.4	18.1	(4.7)	-26.0%
<b>Net Operating Sources</b>	<b>509.2</b>	<b>483.9</b>	<b>25.3</b>	<b>5.2%</b>
<b>EXPENSES</b>				
Salaries and Wages	219.4	232.0	12.6	5.4%
Overtime	37.4	28.9	(8.5)	-29.4%
Total Benefits	114.2	107.4	(6.8)	-6.3%
Contractual Services	83.1	87.0	3.9	4.5%
Total Materials and Supplies	47.0	49.8	2.8	5.6%
Other Non-Labor	80.8	38.0	(42.8)	-112.6%
<b>Gross Operating Expenses</b>	<b>581.9</b>	<b>543.1</b>	<b>(38.8)</b>	<b>-7.1%</b>
Less: Capital Charges	29.0	59.2	(30.2)	-51.0%
<b>Net Operating Expenses</b>	<b>552.9</b>	<b>483.9</b>	<b>(69.0)</b>	<b>-14.3%</b>

### REVENUE COMMENTS – YTD revenues are \$25.3M favorable

- Sales Tax revenue is favorable to budget by **\$8.9M** due to a favorable local economy and the impact of inflation on prices
- Title Ad Valorem Tax is favorable to budget by **\$27.4M** due to Clayton County tax payment from Jan-17 to Dec-24
- Passenger Revenue is unfavorable to budget by **(\$6.5M)** due to a combination of fare evasion and failures at fare gate equipment
- Other Revenue is unfavorable to budget by **(\$4.0M)** primarily due to decreased advertising revenue and lower than forecasted interest on reserves

### EXPENSE COMMENTS – YTD expenses are (\$69.0M) unfavorable

- Salaries and Wages are favorable to budget by **\$12.6M** primarily due to ongoing position vacancies
- Overtime is **(\$8.5M)** unfavorable to budget due to a combination of vacancies and absenteeism and special events
- Total Benefits are unfavorable to budget by **(\$6.9M)** primarily due to pension adjustments, unusually high healthcare claims and workers compensation payments
- Contractual Services are favorable to budget by **\$3.9M** largely due to reduced use of external Support Services, Temporary Services, Operating Equipment Services and Professional Services contracts
- Total Materials and Supplies are favorable to budget by **\$2.8M** largely due to CNG & Diesel prices, reduced auxiliary replacement parts, service vehicle materials and supplies and fare collection equipment costs
- Other Non-Labor expenses are unfavorable to budget by **(\$42.8M)** largely due to third-party casualty and liability expenses
- Capital Charges are unfavorable to budget by **(\$30.2M)** due to lower than forecasted direct and indirect expenses for capital projects

# Current Month Operations Summary Performance

## March 31, 2025 (\$ in Millions)

	Actual	Budget	Variance	
	\$	\$	\$	%
Prior Year Carry Forward	1.8	1.8	0.0	0%
Net Revenues	49.2	48.9	0.3	0.6%
Net Expenses	63.1	50.7	(12.4)	-24.5%
<b>Net Deficit</b>	<b>(12.1)</b>	<b>0.0</b>	<b>(12.1)</b>	

### COMMENTS

- Revenues are favorable to budget by **\$0.3M** for the month of March
- Expenses are unfavorable to budget by **(\$12.4M)** for the month of March
- Net Deficit is **(\$12.1M)** compared to a balanced budget for the month of March



# Current Month Operating Detailed Revenues and Expenses

## March 31, 2025 (\$ in Millions)

	Actual \$	Budget \$	Variance \$	%
<b>Sources</b>				
Prior Year Carry Forward	1.8	1.8	0.0	0%
<b>REVENUES</b>				
Sales Tax	30.8	29.8	1.0	3.4%
Title Ad Valorem Tax	3.0	2.7	0.3	11.1%
Federal Assistance	6.7	6.7	0.0	0.0%
Passenger Revenue	6.2	7.0	(0.8)	-11.4%
Lease Income	0.8	0.7	0.1	14.3%
Station Parking	0.1	0.1	0.0	0.0%
Other Revenues	1.5	1.9	(0.4)	-21.1%
<b>Net Operating Revenues</b>	<b>50.9</b>	<b>50.7</b>	<b>0.2</b>	<b>0.4%</b>
<b>EXPENSES</b>				
Salaries and Wages	24.2	23.2	(1.0)	-4.3%
Overtime	4.0	3.3	(0.7)	-21.2%
Total Benefits	12.1	10.8	(1.3)	-12.0%
Contractual Services	10.9	9.7	(1.2)	-12.4%
Total Materials and Supplies	5.6	5.5	(0.1)	-1.8%
Other Non-Labor	9.2	4.2	(5.0)	-119.0%
<b>Gross Operating Expenses</b>	<b>66.0</b>	<b>56.7</b>	<b>(9.3)</b>	<b>-16.4%</b>
Less: Capital Charges	2.9	6.0	(3.1)	-51.4%
<b>Net Operating Expenses</b>	<b>63.1</b>	<b>50.7</b>	<b>(12.4)</b>	<b>-24.5%</b>

### REVENUE COMMENTS – Monthly sources are \$0.2M favorable

- Sales Tax revenue is favorable to budget by **\$1.0M** due to a favorable local economy and the impact of inflation
- Passenger Revenue is unfavorable to budget by **(\$0.8M)** due to a combination of fare evasion and failures with fare gate equipment

### EXPENSE COMMENTS – Monthly expenses are **(\$12.4M)** unfavorable

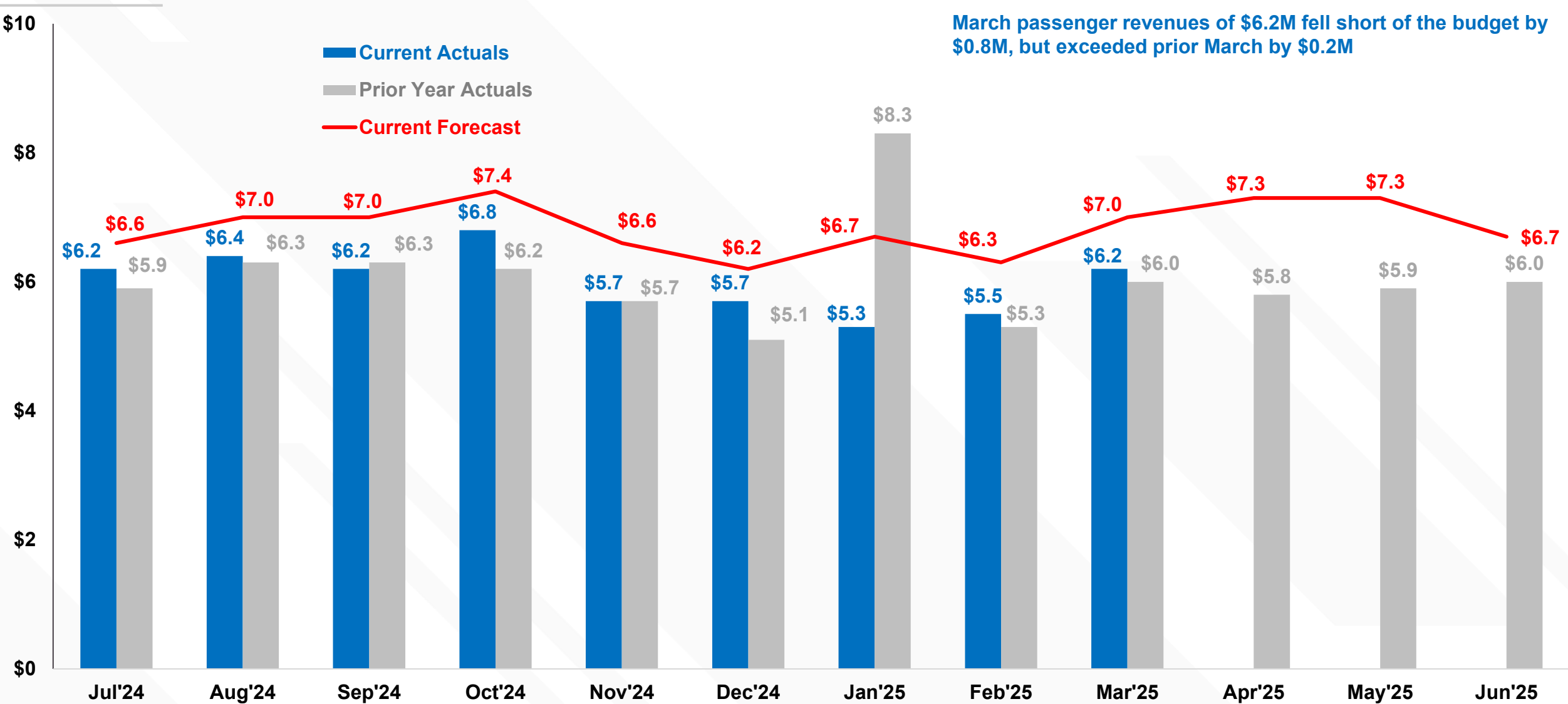
- Salaries and Wages are unfavorable to budget by **(\$1.0M)** primarily due to Salaries – Professionals and Operators Full-Time
- Overtime is **(\$0.7M)** unfavorable to budget due to a combination of vacancies and absenteeism
- Total Benefits are unfavorable to budget by **(\$1.3M)** due to unusually high healthcare claims
- Contractual Services are unfavorable to budget by **(\$1.2M)** primarily due to higher than forecasted use of the mobility services contract, miscellaneous services, and professional fees
- Other Non-Labor is unfavorable to budget by **(\$5.0M)** primarily due to third-party casualty and liability expenses
- Capital Charges are unfavorable to budget by **(\$3.1M)** due to lower than forecasted direct and indirect expenses for capital projects



# Ridership Key Performance Indicators

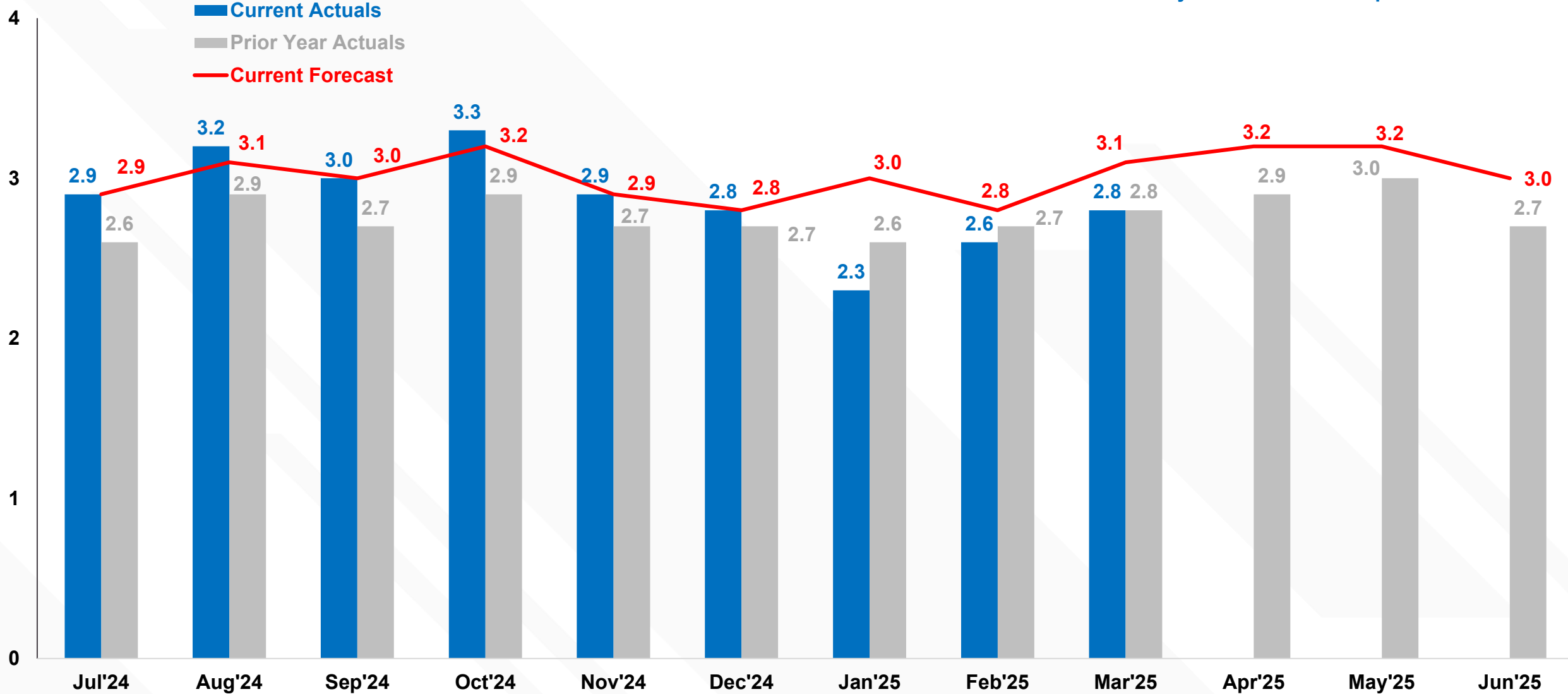
March 31, 2025

# Passenger Revenues (millions)



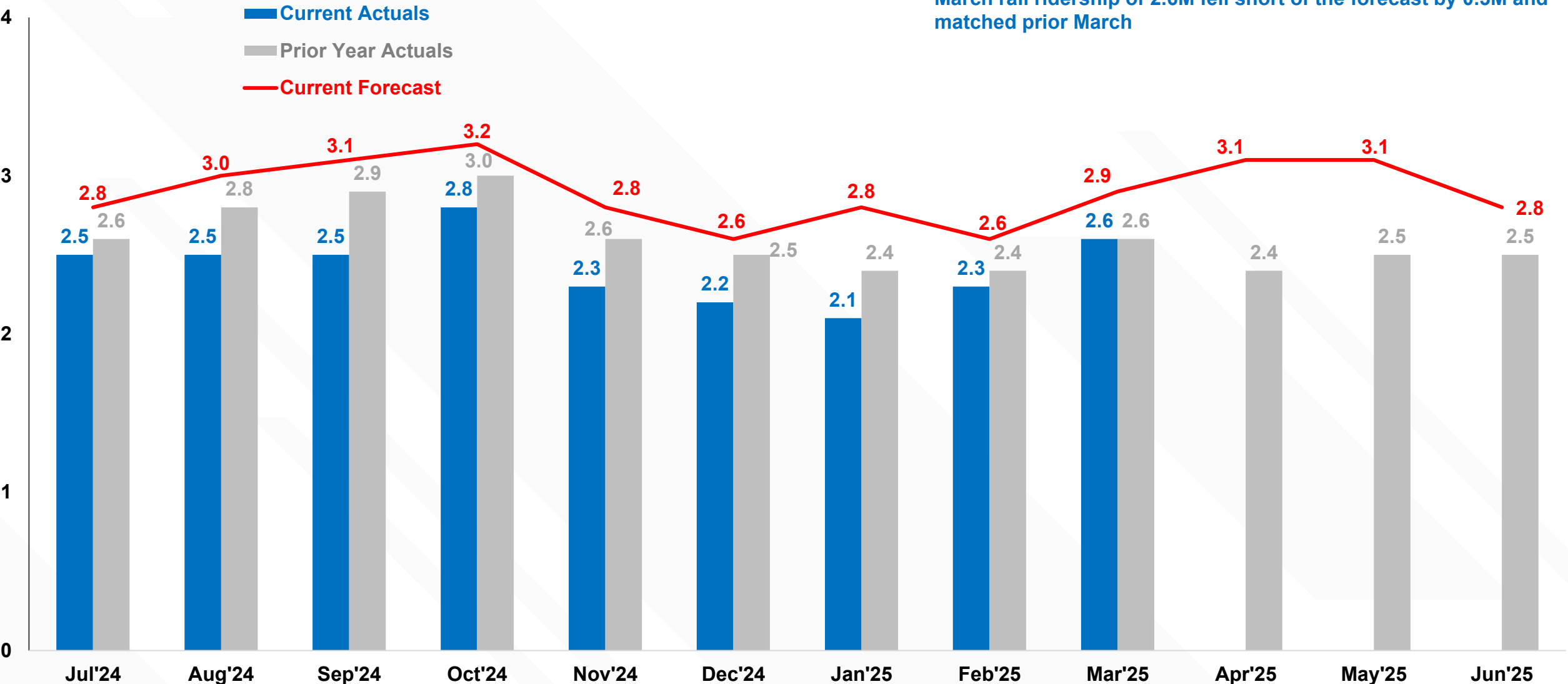
# Bus Ridership (unlinked trips, millions)

March bus ridership of 2.8M fell short of the forecast by 0.3M and matched prior March



# Rail Ridership (unlinked trips, millions)

March rail ridership of 2.6M fell short of the forecast by 0.3M and matched prior March







# **FY 25 Capital Highlights**

March 31, 2025



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

Year-To-Date through March 31, 2025 (\$ in Millions)

	YTD ACTUAL	YTD BUDGET	BUDGET VARIANCE	
	[A]	[B]	[C] = [A] - [B]	%
<b>SOURCES OF FUNDS</b>				
Beginning Balance	85.7	10.0	75.7	757.4%
Sales Tax	186.3	179.8	6.5	3.6%
Federal/State Funds <sup>1</sup>	39.1	67.9	(28.8)	(42.4%)
Other Revenue	1.8	1.5	0.3	20.0%
Reserves Utilization <sup>2</sup>	54.0	80.0	(26.0)	(32.5%)
<b>Total Sources of Funds</b>	<b>366.9</b>	<b>339.1</b>	<b>27.8</b>	<b>8.2%</b>

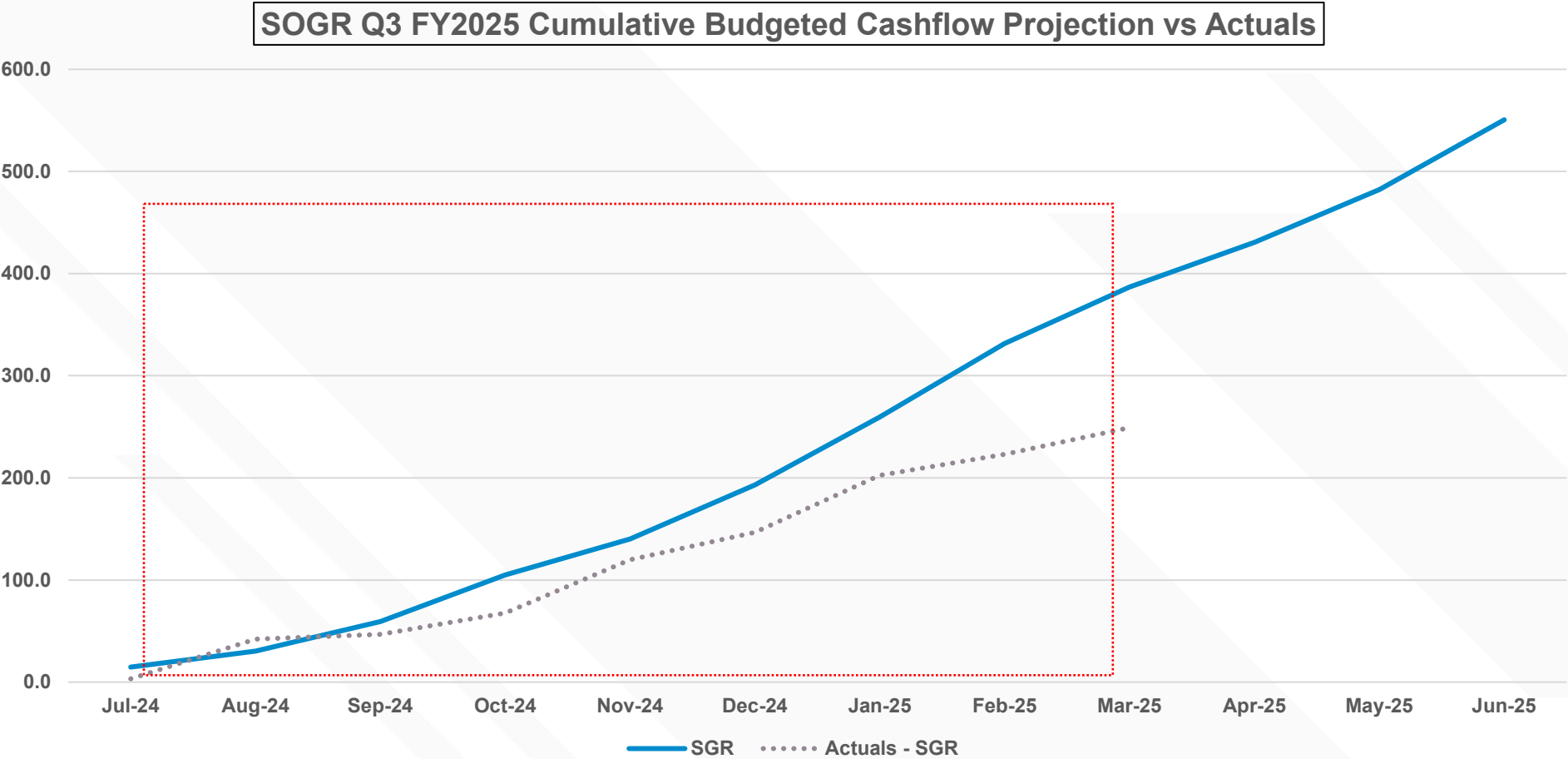
	YTD ACTUAL	YTD BUDGET	BUDGET VARIANCE	
	[A]	[B]	[C] = [B] - [A]	%
<b>USES</b>				
Facilities & Stations	64.9	120.4	55.5	46.1%
Maintenance of Way	1.5	12.3	10.8	87.8%
Non-Asset	31.8	55.4	23.6	42.7%
Systems	49.5	85.2	35.7	41.9%
Vehicles	101.5	113.4	11.9	10.5%
<b>Subtotal SGR<sup>3</sup>:</b>	<b>249.2</b>	<b>386.7</b>	<b>137.5</b>	<b>35.6%</b>
Debt Service	103.5	114.3	10.8	9.4%
<b>Total Uses</b>	<b>352.7</b>	<b>501.0</b>	<b>148.3</b>	<b>29.6%</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.

# Capital Uses Actual vs Budget– State of Good Repair (SGR)

Year-To-Date through March 31, 2025 (\$ in Millions)



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

Year-To-Date through March 31, 2025 (\$ in Millions)

#	Project Name	Category	YTD ACTUAL	YTD BUDGET	BUDGET VARIANCE	
			[A]	[B]	[C] = [B] - [A]	%
1	CQ400 New Rail Car Procurement	Vehicles	84.32	73.90	(10.42)	(14.1%)
2	Rail Station Rehabilitation	Facilities	41.11	46.00	4.89	10.6%
3	Automated Fare Collection 2.0	Systems	15.99	19.30	3.31	17.2%
4	CPMO (SGR)	Non-Asset	14.58	15.50	0.92	5.9%
5	GASB	Non-Asset	8.52	5.60	(2.92)	(52.2%)
6	Bus Procurement	Vehicles	8.23	19.70	11.47	58.2%
7	Escalators Rehabilitation	Systems	7.31	9.00	1.69	18.8%
8	Parking Lot Repair	Facilities	6.31	12.00	5.69	47.4%
9	Oracle Application Enhancement	Systems	3.55	3.10	(0.45)	(14.7%)
10	Train Control Systems Upgrade	Systems	3.45	5.00	1.55	31.0%
Subtotal - Top Projects			193.37	209.10	15.73	7.5%
Total - All Projects			249.19			

<sup>1</sup>Project budget for Governmental Accounting Standards Board (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 March 31, 2025 (\$ in Millions)

	YTD ACTUAL	YTD BUDGET	BUDGET VARIANCE	
	[A]	[B]	[C] = [A] - [B]	%
<b>SOURCES OF FUNDS</b>				
Beginning Balance (Including Reserves)	246.2	243.0	3.2	1.3%
Sales Tax	43.3	41.7	1.5	3.6%
Federal/State Funds <sup>1</sup>	2.7	26.0	(23.4)	(89.8%)
Other Revenue	9.0	3.7	5.3	144.9%
<b>Total Sources of Funds</b>	<b>301.1</b>	<b>314.4</b>	<b>(13.4)</b>	<b>(4.2%)</b>

	YTD ACTUAL	YTD BUDGET	BUDGET VARIANCE	
	[A]	[B]	[C] = [B] - [A]	%
<b>USES</b>				
Expansion	38.3	123.2	84.9	68.9%
<b>Total Uses</b>	<b>38.3</b>	<b>123.2</b>	<b>84.9</b>	<b>68.9%</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 March 31, 2025 (\$ in Millions)

#	Project Name	Category	YTD ACTUAL	YTD BUDGET	BUDGET VARIANCE	
			[A]	[B]	[C] = [B] - [A]	%
1	MARTA Rapid A-Line	Expansion	23.91	52.30	28.39	54.3%
2	Five Points Station Transformation	Expansion	9.31	26.00	16.69	64.2%
3	More MARTA Atlanta CPMO	Expansion	1.13	2.10	0.97	46.4%
4	Bankhead Platform Extension	Expansion	1.09	4.50	3.41	75.9%
5	Cleveland Ave/Metropolitan Pwky (ART)	Expansion	0.99	15.40	14.41	93.6%
6	MARTA Rapid Campbellton/Greenbriar	Expansion	0.80	10.10	9.30	92.1%
7	Streetcar East Extension (LRT)	Expansion	0.54	7.50	6.96	92.8%
8	Clifton Corridor (HCT)	Expansion	0.50	3.20	2.70	84.3%
Subtotal - Top Projects			38.27	121.10	80.13	66.2%
Total - All Projects			38.27			

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

## Year-To-Date through March 31, 2025 (\$ in Millions)

	YTD ACTUAL	YTD BUDGET	BUDGET VARIANCE	
	[A]	[B]	[C] = [A] - [B]	%
<b>SOURCES OF FUNDS</b>				
Beginning Balance (Including Reserves)	258.8	246.9	11.9	4.8%
Sales Tax	26.4	25.5	0.9	3.6%
Federal/State Funds <sup>1</sup>	1.6	14.7	(13.1)	(88.9%)
Other Revenue	9.5	7.4	2.1	27.9%
<b>Total Sources of Funds</b>	<b>296.4</b>	<b>294.5</b>	<b>1.9</b>	<b>0.6%</b>

	YTD ACTUAL	YTD BUDGET	BUDGET VARIANCE	
	[A]	[B]	[C] = [B] - [A]	%
<b>USES</b>				
Expansion	3.7	23.5	19.8	84.3%
<b>Total Uses</b>	<b>3.7</b>	<b>23.5</b>	<b>19.8</b>	<b>84.3%</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 March 31, 2025 (\$ in Millions)

#	Project Name	Category	YTD ACTUAL	YTD BUDGET	BUDGET VARIANCE	
			[A]	[B]	[C] = [B] - [A]	%
1	MARTA Rapid Southlake	Expansion	2.82	7.50	4.68	62.4%
2	Clayton SR54 (BRT)	Expansion	0.54	3.10	2.56	82.6%
3	CPMO Clayton County	Expansion	0.14	0.40	0.26	64.6%
4	Clayton Multipurpose O&M	Expansion	0.10	3.80	3.70	97.3%
5	CPMO Clayton County Comm	Expansion	0.05	0.40	0.35	88.0%
6	Justice Center Transit Hub	Expansion	0.02	3.80	3.78	99.4%
Subtotal - Top Projects			3.67	19.00	15.33	80.7%
Total - All Projects			3.67			



Thank You