



**BOARD OF DIRECTORS**

**METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY**

**BUSINESS MANAGEMENT COMMITTEE**

**THURSDAY, OCTOBER 24, 2024**

**ATLANTA, GEORGIA**

**MEETING SUMMARY**

**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  
Kathryn Powers  
Roderick Frierson  
Sagirah Jones

**Board Members**

**Absent:**

Russell McMurry  
Stacy Blakley  
Rita Scott  
Thomas Worthy  
Valencia Williamson  
Jennifer Ide  
Jacob Tzegaegbe  
Jannine Miller

**Staff Members Present:**

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

**Also in Attendance:**

Justice Leah Ward Sears, Chetan Agarwal, Phyllis Bryant, Eddie Eades, Jr., Donna Jennings, Kenya Hammond, Jacqueline Holland, Tyrene Huff, Jonathan Hunt, Tyson Morris, Paula Nash and Greg Patterson

**2. APPROVAL OF THE MINUTES**

**Minutes from September 26, 2024 Business Management Committee Meeting**

Approval of the Minutes from September 26, 2024 Business Management Committee Meeting. On a motion by Board Member Durrett, seconded by Board Member Hardage, the motion passed by a vote of 4 to 0 with 4 members present.

**3. RESOLUTIONS**

**Resolution Authorizing a Modification in Contractual Authorization for the Trapeze Master Agreement, RFP P34149**

Approval of the Resolution Authorizing a Modification in Contractual Authorization for the Trapeze Master Agreement, RFP P34149. On a motion by Board Member Durrett, seconded by Board Member Hardage, the resolution passed by a vote of 5 to 0 with 5 members present.

**Resolution Authorizing a Modification in Contractual Authorization for Risk Management Information Software as a Service (SaaS), RFP P44741.**

Approval of the Resolution Authorizing a Modification in Contractual Authorization for Risk Management Information Software as a Service (SaaS), RFP P44741. 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.

**4. BRIEFING**

**FY2025 1st Quarter Financial Highlights and Financial Performance Indicators**

Greg Patterson, Deputy Chief Financial Officer Budget and Grants and Chetan Agarwal, Acting Assistant General Manager Centralized Programming Management Office provided the Committee with an overview of FY2025 1st Quarter financial highlights and performance indicators.

**5. OTHER MATTERS**

None

**6. ADJOURNMENT**

The Committee meeting adjourned at 10:18 A.M.

YouTube link: <https://www.youtube.com/live/BzONkjHwg6g?feature=shared>



# Resolution Authorizing a Modification in Contractual Authorization for Trapeze Maintenance & Support, P34149

Tyson Morris  
AGM Technology/CIO  
Department of Information Technology

## Overview

- Trapeze provides an expansive suite of software solutions specific to transit operations.
- In-place contract with Trapeze for 10 years, adding various modules over time.
- MARTA uses 27 Trapeze software modules for service planning of bus, rail, and paratransit operations/maintenance, and customer service information.
- Current customer-facing integrations with Trapeze Software:
  - GTFS/GTFS-RT – Scheduled and real-time asset locations.
  - New CAD/AVL
  - Mobile notification system
  - Reduced fare system
  - Marta on the Go App (MOTG)
- Renewal (4 years) of current modules is needed to maintain current operations functions.
  - The Operations team and the Technology Department will continue to evaluate newer solutions in the transportation technology space over the 4 years.

# Trapeze Interfaces

The image displays several overlapping windows from the Trapeze software suite:

- Emergency Window:** Shows a table of routes with columns for Route, Pattern, Location, Vehicle, Schedule, Adh., X, Run, and Driver. A vertical note on the right says "No crossing selected".
- Scheduler Window:** Displays a list of incidents with columns for Incident, Time/Date, Source, Action Type, Block Y, Run Y, Driver, Route Y, Fleet Y, Garage Y, and Assigned To Y.
- Work Management Window:** Features a "Work Order Summary" table with columns for ID, Assignment Status, Asset, Priority, Job Type, and Status. Below it is a "Service Requests" table with columns for Zone, ID, Asset, Priority, Task or Symptom, and Status.
- Map Window:** Shows a street map with yellow and green lines indicating routes or service areas.
- DriverMate Window:** Displays driver information for "Est: 17:05" and "Mike's Cafe", including a schedule for "DOWNTOWN MALL STOP" and restaurant locations like "SEA GULL RESTAURANT: OLD YMCA".



## Financial Considerations

Current Contract Value (2014-2024)	\$27,585,422.60*
Additional Funds Requested	\$13,077,351.34 (Audited, fair and reasonable)
Allowance:	\$1,385,869.66 ** (Audited, unsubstantiated)
Total Contract Value	\$42,048,643.60

\* Inclusive of \$583,095 GM contingency funding. (Approved 05/2020)

\*\* \$1,385,869.66 is set aside for a growth allowance to purchase additional software licenses and training during the life of the contract.

Funded with (100%) operating funds from the approved FY25-29 fiscal year budgets.

## DBE Considerations

The Office of Diversity and Inclusion did not assign a DBE goal for this single-source procurement.



## **Request Board Approval**

The Department of Technology requests the Business Management Committee recommends the approval of the Resolution Authorizing the modification in the contract for maintenance and support for four (4) years for the Trapeze Master Agreement in the amount of \$ 42,048,643.60.



Thank You





**RESOLUTION AUTHORIZING THE MODIFICATION IN CONTRACTUAL  
AUTHORIZATION FOR THE TRAPEZE MASTER AGREEMENT, RFP P34149**

**WHEREAS**, on December 1, 2014, the General Manager entered into a Contract with Trapeze Software Group Inc. to pro-rate and consolidate the numerous existing Trapeze Software Group Inc. Hardware/Software Maintenance Agreements, Support/Professional Services and the payment of performed/prorated work, to Trapeze Software Group, Inc.; and

**WHEREAS**, On July 11, 2018; MARTA's Board of Directors authorized a modification to add additional funds in the amount of \$6,318,951.00; and

**WHEREAS**, on May 28, 2020, MARTA's Board of Directors authorized a modification to add additional funds in the amount of \$583,095.00; and

**WHEREAS**; on January 25, 2024 the General Manager/CEO's contingency of \$759,769.59 was requested and utilized; and

**WHEREAS**; on March 14, 2024, MARTA's Board of Directors authorized a modification to add additional funds in the amount of \$1,500,000.00; and

**WHEREAS**; MARTA staff has determined that it is in the best interest of the Authority to increase the contract value in the amount of \$14,463,221.00 to extend the

Contract for four years; and

**WHEREAS**, the Department of Internal Audit performed a cost/price analysis and determined that the amount of \$13,077,351.34 was supported with sufficient documentation and considered fair and reasonable. The remaining amount of \$1,385,869.66 was unsubstantiated. The Department of Technology has provided supporting documentation to determine allowability of the allowance amount of \$1,385,869.66; 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 increase the authorization for Contract No. P34149 Trapeze Master Agreement from \$27,585,422.60 to \$42,048,643.60.

**Approved as to Legal Form:**

DocuSigned by:

*Peter J. Andrews*

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

# Resolution Authorizing Modification of Contractual Authorization for Risk Management Information System Software as a Service, P44741

Business Management Committee, October 24, 2024

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# PURPOSE

- Brief overview of system
- Reason for extension
- Cost to extend contract

## Overview of Current System

- Origami Risk – cloud-based software as a service risk management information system
- Self insured claims administration
- Other areas in Authority use system - Legal, HR, Operations, Safety
- Imports and exports significant amounts of data, daily and weekly, to multiple internal and external stakeholders

## **Reason Contract Extension Needed**

- Primary external partner – AmeriSys, Workers' Compensation Managed Care Organization
- Business processes of Origami Risk and AmeriSys are highly integrated
- Origami Risk contract ends December 2024
- Extend term to April 2025 to eliminate potential disruptions to time sensitive processes
- Co-terminate contracts of both contractors in April 2025
- Requests for Proposals for both services are already in process

## **Cost to Extend Contract**

Current contract Value:	\$ 1,040,429.25
Additional Funding Requested:	\$ 77,577.50
Total Contract Amount:	\$ 1,118,006.75

New Term – Additional 4 months to April 2025

Original contract awarded November 26, 2019 – 3-year base,  
2 one-year options



Thank You



**RESOLUTION AUTHORIZING THE MODIFICATION IN CONTRACT ACTUAL  
AUTHORIZATION FOR RISK MANAGEMENT INFORMATION SOFTWARE AS A  
SERVICE (SaaS) SYSTEM, REQUEST FOR PROPOSAL P44741**

**WHEREAS**, on November 26, 2019, the General Manager entered into a Contract with Origami Risk, Inc., for Risk Management Information Software as a Service (SaaS) System, Request for Proposal P44741; and

**WHEREAS**, On April 1, 2021, the General Manager's/CEO's contingency of \$20,000.00 was requested and utilized.; and

**WHEREAS**, on May 14, 2021, the General Manager's/CEO's contingency of \$29,544.25 was requested and utilized; and

**WHEREAS**, MARTA staff has determined that it is in the best interest of the Authority to extend the contract term for an additional four (4) months and increase the contract value to provide for known changes and additions to the contract; and

**WHEREAS**, all contractual changes and additions for this modification will follow the Authority's procurement policies and guidelines; 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 extend the contract term and increase the authorization for Contract No.

P44741 Risk Management Information Software as a Service (SaaS) System from  
\$1,040,429.25 to \$1,118,006.75.

**Approved as to Legal Form:**

DocuSigned by:

*Peter J. Andrews*

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

# Financial Highlights

First Quarter Ended September 30, 2024





# FY25 Operating Budget Highlights

September 30, 2024

# First Quarter Operations Summary Performance

## September 30, 2024 (\$ in Millions)

	Actual	Budget	Variance	
	\$	\$	\$	%
Prior Year Carry Forward	11.5	11.5	-	0.0%
Net Revenues	157.3	154.5	2.8	1.8%
Net Expenses	188.9	166.0	(22.9)	-13.8%
<b>Net Surplus/(Deficit)</b>	<b>(20.1)</b>	<b>-</b>	<b>(20.1)</b>	

### COMMENTS

- YTD Net Revenues are favorable to budget by **\$2.8M**
- YTD Net Expenses are unfavorable to budget by **(\$22.9M)**
- YTD Net Deficit is **(\$20.1M)** compared to a balanced budget

# First Quarter Operations Detailed Performance

## September 30, 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	100.2	96.9	3.3	3.4%
Title Ad Valorem Tax	8.4	8.3	0.1	1.2%
Federal Assistance	20.0	20.0	0.0	0.0%
Passenger Revenue	18.8	20.6	(1.8)	-8.7%
Lease Income	2.3	2.3	0.0	0.0%
Station Parking	0.2	0.1	0.1	100.0%
Other Revenues	7.4	6.3	1.1	17.5%
<b>Net Operating Sources</b>	<b>168.8</b>	<b>166.0</b>	<b>2.8</b>	<b>1.7%</b>
<b>EXPENSES</b>				
Salaries and Wages	74.4	81.2	6.8	8.4%
Overtime	12.4	9.7	(2.7)	-27.4%
Total Benefits	33.6	37.4	3.8	10.0%
Contractual Services	26.4	29.0	2.6	9.1%
Total Materials and Supplies	14.8	16.6	1.8	11.1%
Other Non-Labor	37.6	12.7	(24.9)	-197.7%
<b>Gross Operating Expenses</b>	<b>199.2</b>	<b>186.6</b>	<b>(12.6)</b>	<b>-6.8%</b>
Less: Capital Charges	10.3	20.6	(10.3)	-49.8%
<b>Net Operating Expenses</b>	<b>188.9</b>	<b>166.0</b>	<b>(22.9)</b>	<b>-13.8%</b>

### REVENUE COMMENTS – YTD sources are \$2.8M favorable

- Sales Tax revenue is favorable to budget by **\$3.3M** due to a favorable local economy and the impact of inflation on prices
- Passenger revenue is unfavorable to budget by **(\$1.8M)**
- Other revenues are favorable to budget by **\$1.1M** primarily due to timing of the alternative fuel tax rebate

### EXPENSE COMMENTS – YTD expenses are (\$22.9M) unfavorable

- Salaries and Wages are favorable to budget by **\$6.8M** primarily due to ongoing position vacancies
- Total Benefits are favorable to budget by **\$3.8M** primarily due to ongoing position vacancies
- Overtime is **(\$2.7M)** unfavorable to budget due to a combination of vacancies and absenteeism
- Contractual Services are favorable to budget by **\$2.6M** due to lower than forecasted expenses for external contract employment, Non-IBM license fees, targeted cleaning contracts, and professional services
- Total Materials and Supplies are favorable to budget by **\$1.8M** 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 **(\$24.9M)** primarily due to third-party liability expenses
- Capital Charges are unfavorable to budget by **(\$10.3M)** due to lower than forecasted direct and indirect expenses for capital projects

# Current Month Operations Summary Performance

## September 30, 2024 (\$ in Millions)

	Actual	Budget	Variance	
	\$	\$	\$	%
Prior Year Carry Forward	0.0	0.0	0.0	0%
Net Revenues	55.4	50.6	4.8	9.5%
Net Expenses	61.5	50.6	(10.9)	-21.5%
<b>Net Surplus/Deficit</b>	<b>(6.1)</b>	<b>0.0</b>	<b>(6.1)</b>	

### COMMENTS

- Revenues are favorable to budget by **\$4.8M** for the month of September
- Expenses are unfavorable to budget by **(\$10.9M)** for the month of September
- Net Deficit is **(\$6.1M)** compared to a balanced budget

# Current month Operating Detailed Revenues and Expenses

## September 30, 2024 (\$ in Millions)

	Actual	Budget	Variance	
	\$	\$	\$	%
<b>Sources</b>				
Prior Year Carry Forward	-	-	-	0%
<b>REVENUES</b>				
Sales Tax	34.9	31.3	3.6	11.5%
Title Ad Valorem Tax	2.8	2.8	0.0	0.0%
Federal Assistance	6.7	6.7	0.0	0.0%
Passenger Revenue	6.2	7.0	(0.8)	-11.4%
Lease Income	0.9	0.7	0.2	28.6%
Station Parking	0.1	0.1	0.0	74.2%
Other Revenues	3.8	2.0	1.8	90.0%
<b>Net Operating Revenues</b>	<b>55.4</b>	<b>50.6</b>	<b>4.8</b>	<b>9.5%</b>
<b>EXPENSES</b>				
Salaries and Wages	24.3	23.2	(1.1)	-4.7%
Overtime	4.3	3.2	(1.1)	-34.4%
Total Benefits	10.5	10.8	0.3	2.8%
Contractual Services	9.1	9.7	0.6	6.2%
Total Materials and Supplies	4.4	5.5	1.1	20.0%
Other Non-Labor	11.6	4.2	(7.4)	-176.2%
<b>Gross Operating Expenses</b>	<b>64.2</b>	<b>56.6</b>	<b>(7.6)</b>	<b>-13.4%</b>
Less: Capital Charges	2.7	6.0	(3.3)	-54.7%
<b>Net Operating Expenses</b>	<b>61.5</b>	<b>50.6</b>	<b>(10.9)</b>	<b>-21.5%</b>

### REVENUE COMMENTS – Monthly sources are \$4.8M favorable

- Sales Tax revenue is favorable to budget by **\$3.6M** due to a favorable local economy and the impact of inflation on prices
- Other Revenue is favorable to budget by **\$1.8M** primarily due to timing of the alternative fuel tax rebate

### EXPENSE COMMENTS – Monthly expenses are (\$10.9M) unfavorable

- Salaries and Wages are unfavorable to budget by **(\$1.1M)** primarily due to an impact from how salaries and wages were accrued for the period.
- Other Non-Labor Expenses are unfavorable to budget by **(\$7.4M)** primarily due to third-party liability expenses
- Capital Charges are unfavorable to budget by **(\$3.3M)** due to lower than forecasted direct and indirect expenses for capital projects



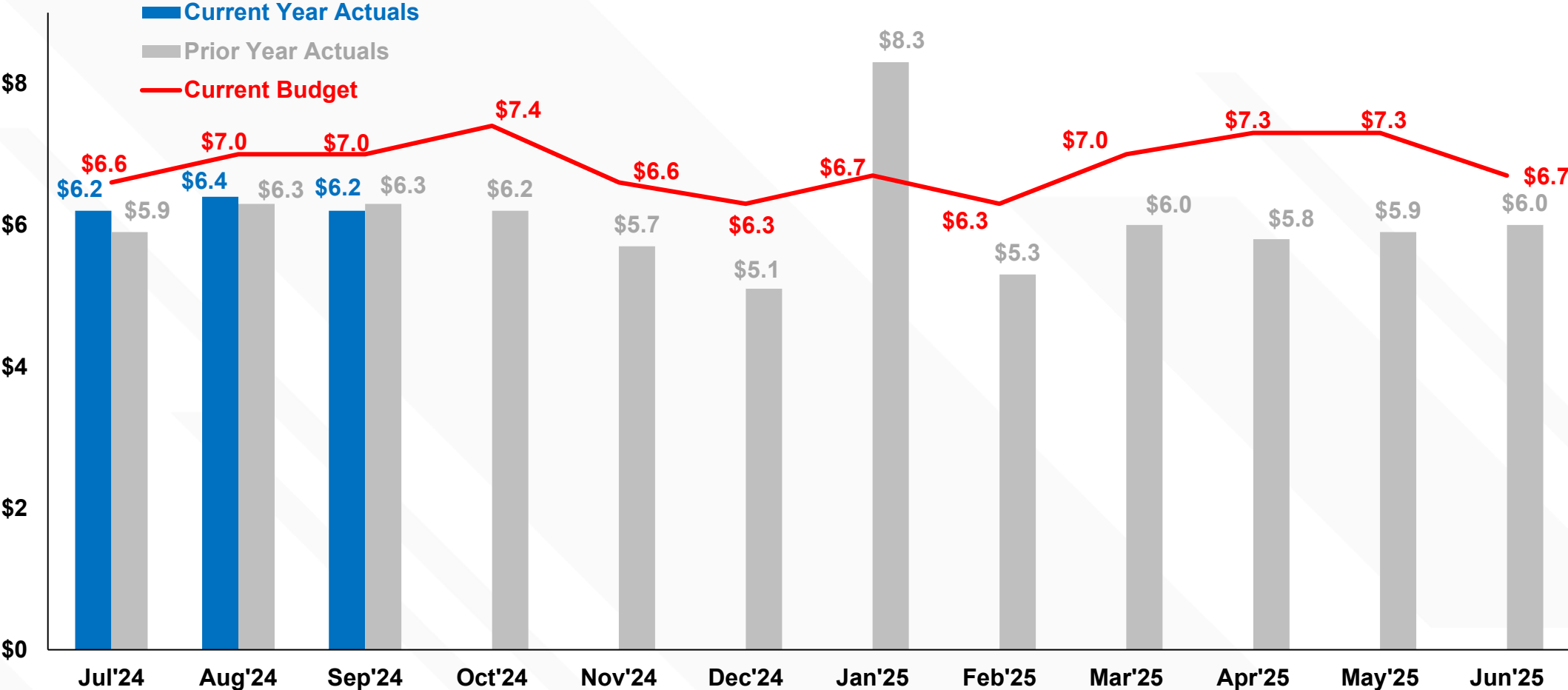


# Ridership Key Performance Indicators

September 30, 2024

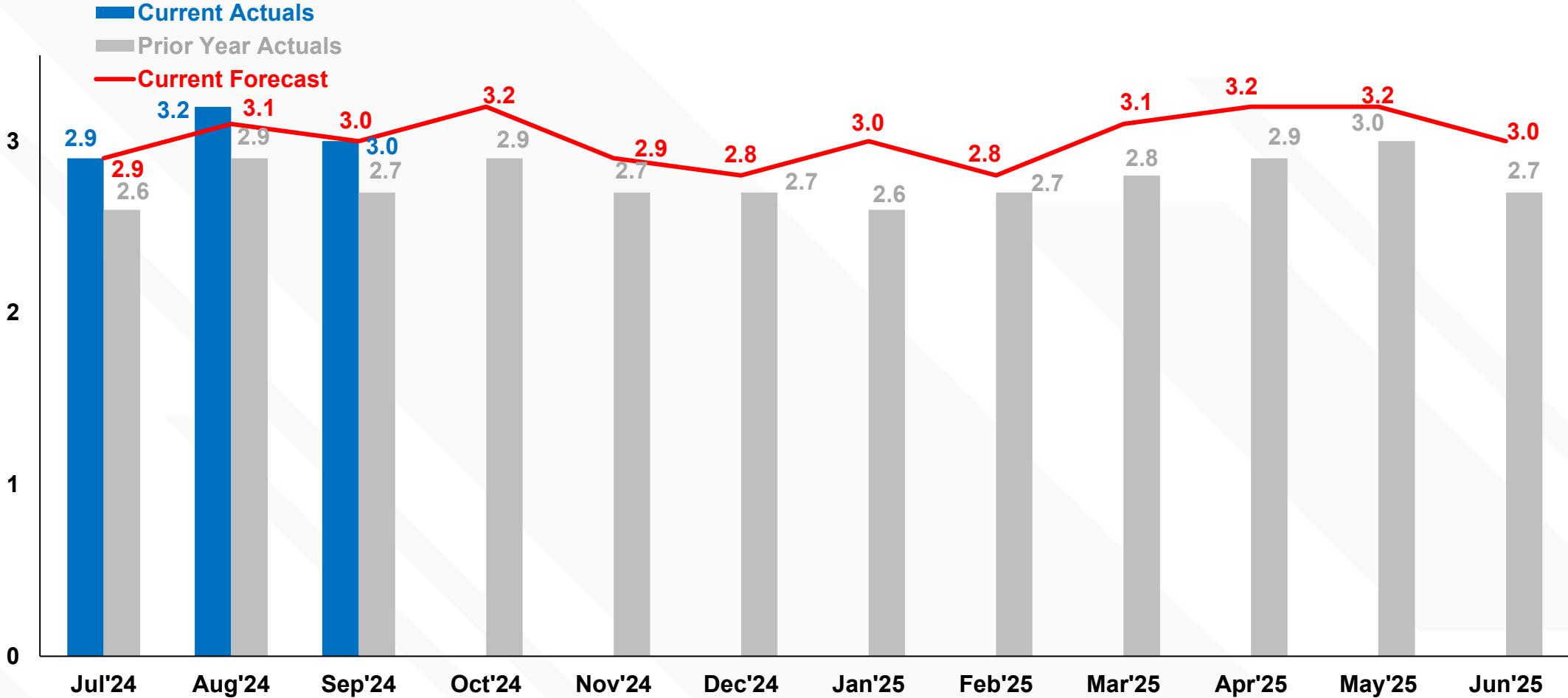
# Passenger Revenues (millions)

September passenger revenues fell short of the budget by \$0.8M and prior September by \$0.1M



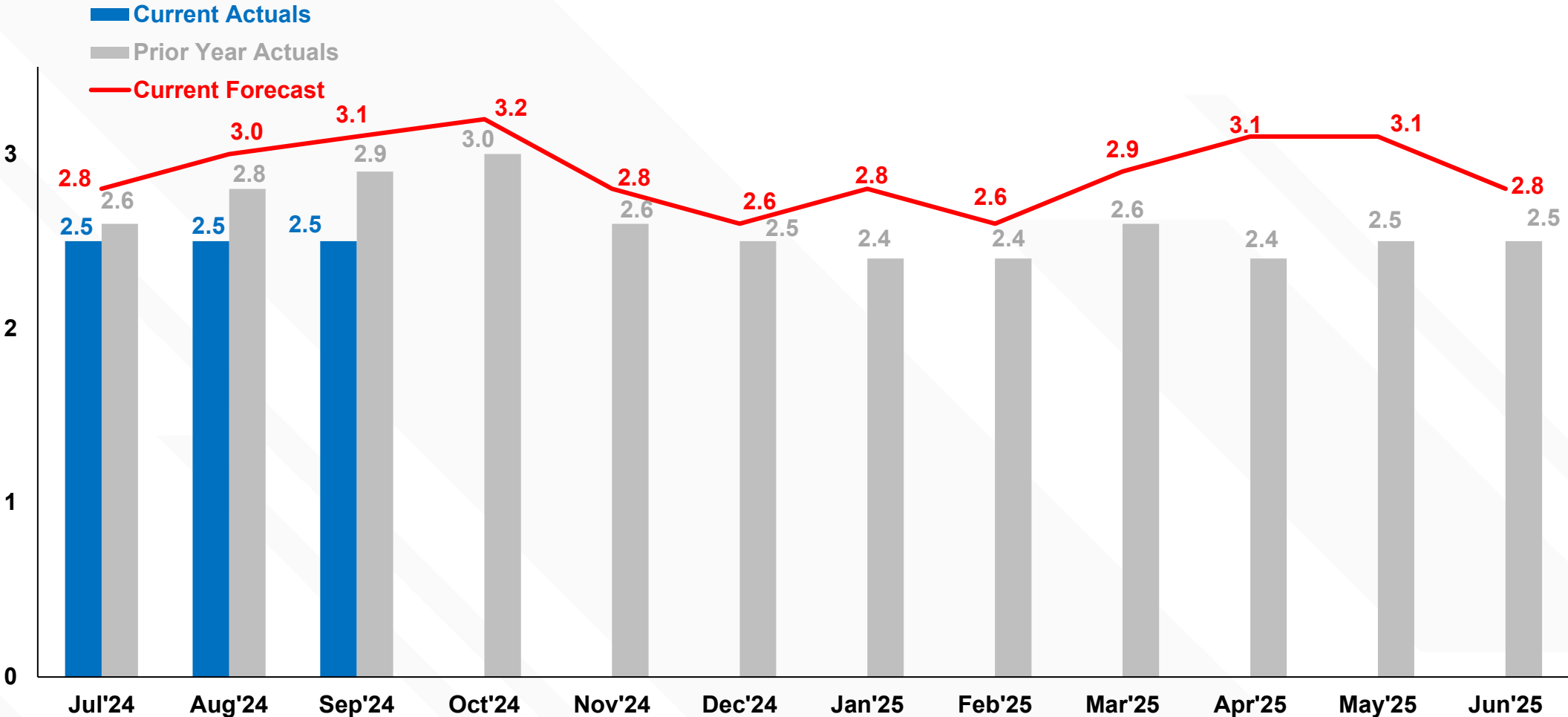
# Bus Ridership (unlinked trips, millions)

September bus ridership of 3.0M matched the forecast and exceeded prior September by 0.3M



# Rail Ridership (unlinked trips, millions)

September rail ridership of 2.5M fell short of the forecast by 0.6M and prior September by 0.4M



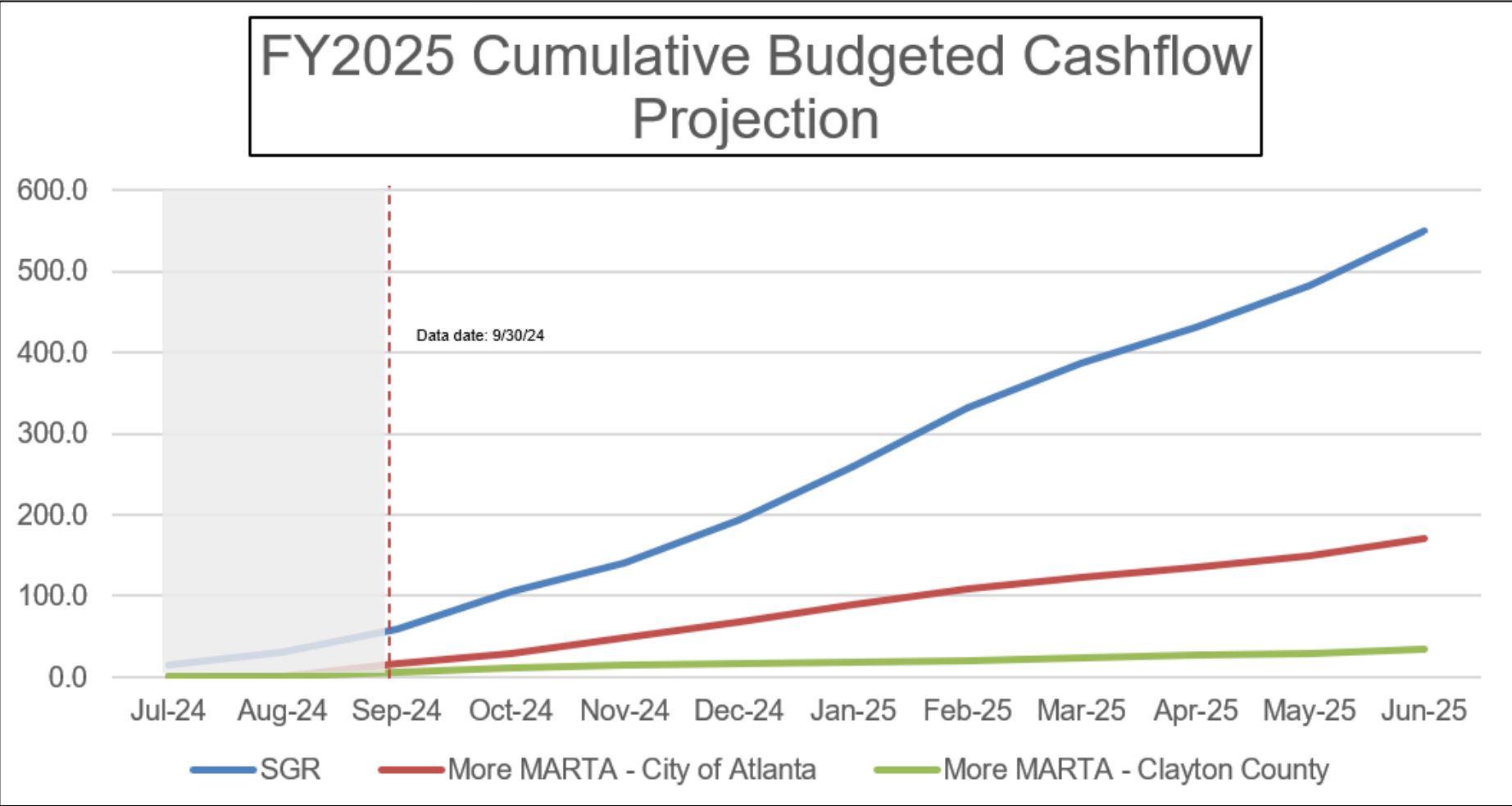


# **FY24 Capital Highlights**

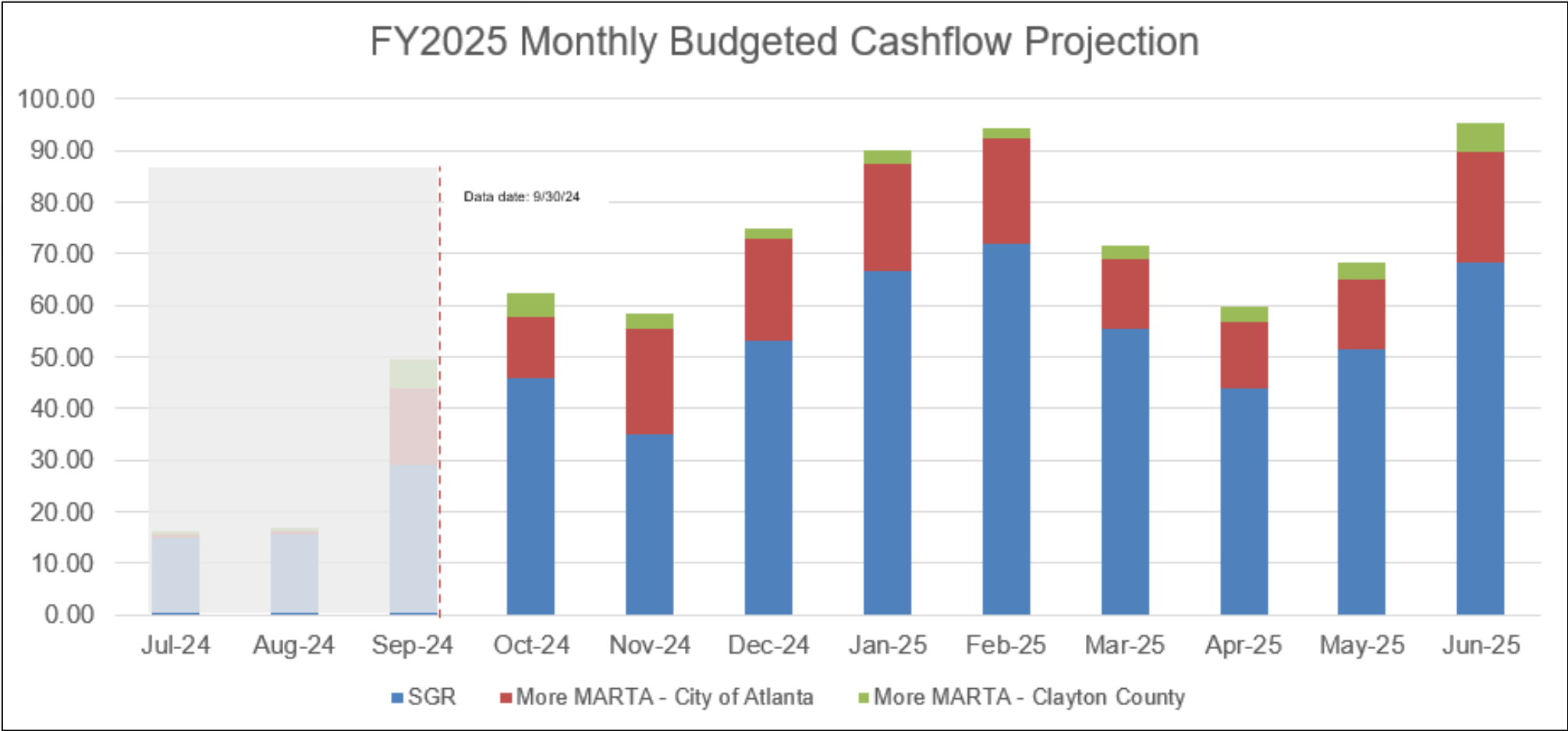
September 30, 2024



# New Cashflow Methodology for Capital Projects



# New Cashflow Methodology for Capital Projects



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

Year-To-Date through September 30, 2024 (\$ 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	62.1	59.0	3.2	5.4%
Federal/State Funds <sup>1</sup>	4.5	22.6	(18.1)	(80.0%)
Other Revenue	0.7	0.5	0.2	40.0%
Reserves Utilization <sup>2</sup>	0.0	30.0	(30.0)	(100.0%)
<b>Total Sources of Funds</b>	<b>153.1</b>	<b>122.1</b>	<b>31.0</b>	<b>25.4%</b>

	YTD ACTUAL	YTD BUDGET	BUDGET VARIANCE	
	[A]	[B]	[C] = [B] - [A]	%
<b>USES</b>				
Facilities & Stations	9.8	20.0	10.2	51.2%
Maintenance of Way	0.3	2.2	1.9	86.1%
Non-Asset	6.8	15.8	9.0	57.2%
Systems	3.1	14.2	11.1	78.2%
Vehicles <sup>3</sup>	27.1	7.0	(20.1)	(287.0%)
<b>Subtotal CIP:</b>	<b>47.0</b>	<b>59.2</b>	<b>12.2</b>	<b>20.6%</b>
Debt Service	32.4	38.1	5.7	15.0%
<b>Total Uses</b>	<b>79.4</b>	<b>97.3</b>	<b>17.9</b>	<b>18.4%</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.

<sup>3</sup>Higher than forecasted driven primarily by Stadler Global Economic Impact and Design Change Payments



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

Year-To-Date through September 30, 2024 (\$ in Millions)

#	Project Name	Category	YTD	YTD	BUDGET	
			ACTUAL	BUDGET	VARIANCE	
			[A]	[B]	[C] = [B] - [A]	%
1	CQ400 New Rail Car Procurement	Vehicles	25.72	0.00	(25.72)	#DIV/0!
2	GASB	Non-Asset	5.11	5.25	0.14	2.6%
3	Rail Station Rehabilitation	Facilities	4.29	5.07	0.78	15.3%
4	Parking Lot Repair	Facilities	1.47	1.53	0.06	4.1%
5	Bus Midlife Overhaul	Vehicles	1.38	1.50	0.12	8.2%
6	Train Control Systems Upgrade	Systems	0.76	0.75	(0.01)	(1.3%)
7	Roofing Rehabilitation Program	Facilities	0.74	0.50	(0.24)	(47.2%)
8	Energy Services Company ESCO	Facilities	0.73	0.75	0.02	2.4%
9	Clayton Bus Maintenance Facility	Facilities	0.65	0.85	0.20	23.2%
10	Security Training & Awareness	Systems	0.59	0.38	(0.21)	(56.6%)
<b>Subtotal - Top Projects</b>			<b>41.44</b>	<b>16.57</b>	<b>(24.86)</b>	<b>(150.0%)</b>
<b>Total - All Projects</b>			<b>47.02</b>	<b>59.20</b>		

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

Year-To-Date through September 30, 2024 (\$ 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	14.4	13.7	0.7	5.4%
Federal/State Funds <sup>1</sup>	1.3	13.5	(12.2)	(90.6%)
Other Revenue	3.8	1.2	2.6	210.2%
<b>Total Sources of Funds</b>	<b>265.7</b>	<b>271.4</b>	<b>(5.8)</b>	<b>(2.1%)</b>
<b>USES</b>				
<b>USES</b>				
Expansion	7.7	15.5	7.8	50.5%
<b>Total Uses</b>	<b>7.7</b>	<b>16.3</b>	<b>7.8</b>	<b>53.0%</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 September 30, 2024 (\$ in Millions)

#	Project Name	Category	YTD	YTD	BUDGET	
			ACTUAL	BUDGET	VARIANCE	
			[A]	[B]	[C] = [B] - [A]	%
1	Five Points Station Transformation	Expansion	5.15	3.29	(1.86)	(56.5%)
2	MARTA Rapid Summerhill	Expansion	1.88	3.35	1.47	43.8%
3	Streetcar East Extension (LRT)	Expansion	0.32	2.02	1.70	84.1%
4	MARTA Rapid Campbellton	Expansion	0.20	2.55	2.35	92.3%
5	Cleveland Ave/Metropolitan Pwky (ART)	Expansion	0.08	2.36	2.28	96.8%
6	Clifton Corridor (HCT)	Expansion	0.02	0.87	0.85	97.5%
7	Bankhead Platform Extension	Expansion	0.01	1.13	1.12	99.3%
<b>Subtotal - Top Projects</b>			<b>7.66</b>	<b>15.57</b>	<b>7.91</b>	<b>50.8%</b>
<b>Total - All Projects</b>			<b>7.66</b>	<b>16.30</b>		

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

Year-To-Date through September 30, 2024 (\$ 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	8.8	8.4	0.4	5.4%
Federal/State Funds <sup>1</sup>	0.0	4.9	(4.9)	(100.0%)
Other Revenue	3.8	2.5	1.3	53.5%
<b>Total Sources of Funds</b>	<b>271.4</b>	<b>262.6</b>	<b>8.8</b>	<b>3.3%</b>
<b>USES</b>				
<b>USES</b>				
Expansion	0.5	6.8	6.3	92.8%
<b>Total Uses</b>	<b>0.5</b>	<b>6.8</b>	<b>6.3</b>	<b>92.8%</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 September 30, 2024 (\$ in Millions)

#	Project Name	Category	YTD ACTUAL	YTD BUDGET	BUDGET VARIANCE	
			[A]	[B]	[C] = [B] - [A]	%
1	MARTA Rapid Southlake	Expansion	0.41	1.50	1.09	72.6%
2	Clayton SR54 (BRT)	Expansion	0.04	0.78	0.74	94.8%
3	Clayton Multipurpose O&M	Expansion	0.02	1.48	1.45	98.4%
4	Justice Center Transit Hub	Expansion	0.01	2.25	2.24	99.6%
<b>Subtotal - Top Projects</b>			<b>0.49</b>	<b>6.02</b>	<b>5.53</b>	<b>91.9%</b>
<b>Total - All Projects</b>			<b>0.49</b>	<b>6.77</b>		



Thank You