



BOARD OF DIRECTORS

METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY

BUSINESS MANAGEMENT COMMITTEE

THURSDAY, FEBRUARY 24, 2022

ATLANTA, GEORGIA

MEETING MINUTES

1. CALL TO ORDER AND ROLL CALL

Chair Frierson called the meeting to order at 11:27 A.M.

Board Members Present:

Al Pond
Freda Hardage
Roderick Frierson, **Chair**
Stacy Blakley
Rita Scott
Reginald Snyder
Roderick Mullice

Board Members Absent:

Jim Durrett
Kathryn Powers
Robert Ashe III
Roberta Abdul-Salaam
Russell McMurry
Thomas Worthy
William Floyd
Christopher Tomlinson

Staff Members Present:

Collie Greenwood
Luz Borrero
Rhonda Allen
Ralph McKinney
Michael Kreher
Raj Srinath
Peter Andrews
George Wright
Manjeet Ranu

Also in Attendance: Justice Leah Ward Sears of Smith, Gambrell & Russell, LLP, Kevin Hurley, Donna Jennings, Dean Mallis, Kirk Talbott, Paula Nash, Jacqueline Holland, Stephany Fisher, Denise Brown, Tyrene Huff, Keri Lee, Kenya Hammond, and Phyllis Bryant

2. APPROVAL OF THE MINUTES

Minutes from January 27, 2022

Approval of the January 27, 2022, Business Management Committee meeting minutes. On a motion by Board Member Hardage, seconded by Board Member Mullice, the motion passed by a vote of 6 to 0 with 6 members present.

3. RESOLUTIONS

Resolution Authorizing the Award of a Contract for the Procurement of Rapid7 Managed Monitoring Services, RFPP P50073 utilizing the State of Georgia Contract

Approval of the Resolution Authorizing the Award of a Contract for the Procurement of Rapid7 Managed Monitoring Services, RFPP P50073 utilizing the State of Georgia Contract. On a motion by Board Member Pond, seconded by Board Member Mullice, the resolution passed by a vote of 6 to 0 with 6 members present.

Resolution Authorizing Renewal of Excess Workers' Compensation Insurance Coverage

Approval of the Resolution Authorizing Renewal of Excess Workers' Compensation Insurance Coverage. On a motion by Board Member Pond, seconded by Board Member Hardage, the resolution passed by a vote of 6 to 0 with 6 members present.

Resolution Authorizing the Award of a Contract for the Procurement of an Automated Parking and Revenue Control (APARC) System, RFP P40193

Approval of the Resolution Authorizing the Award of a Contract for the Procurement of an Automated Parking and Revenue Control (APARC) System, RFP P40193. On a motion by Board Member Hardage, seconded by Board Member Mullice, the resolution passed by a vote of 7 to 0 with 7 members present.

Resolution Authorizing the Approval of the Title VI Program

Approval of the Resolution Authorizing the Approval of the Title VI Program. On a motion by Board Member Blakley, seconded by Board Member Mullice, the resolution passed by a vote of 7 to 0 with 7 members present.

4. BRIEFING

FY 2022 December Financial Highlights and Financial Performance Indicators

Raj Srinath, Chief Financial Officer, presented the FY 2022 December Financial Highlights and Financial Performance Indicators.

5. OTHER MATTERS

Resolution Authorizing the Award of a Contract for The Procurement of Hardware and Software Support for Hewlett Packard Servers Utilizing the State of Georgia Contract (Informational Only)

Resolution Authorizing the Award of a Contract for the Procurement of Mobile Broadband Unlimited Services Utilizing the State of Georgia Contract (Informational Only)

Resolution Authorizing the Award of a Contract for the Procurement of Authority Wide
Wireless Communication Devices and Services Utilizing the State of Georgia Contract
(Informational Only)

6. ADJOURNMENT

The committee meeting adjourned at 12:28 P.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://youtu.be/Fw9-4in0zM4>



**Resolution Authorizing the
Award of a Contract for the
Procurement of Rapid7
Cyber Security Services
using Georgia State
Contract**

Dean Mallis, AGM

Department of Information Security

Resolution Authorizing the Award of a Contract for the Procurement of Rapid 7 Cyber Security Services using Georgia State Contract

The Department of Information Security has identified a critical need to procure a product that will improve the current way we perform monitoring, incident detection and vulnerability scanning. The solution selected is Rapid7. Rapid7 is a cloud-based tools with managed service that provides 24/7/365 monitoring and automated alerts on security events/incidents. This will supplement our vulnerability management eliminating the need for hands-on staff monitoring by providing proactive automated system alerts that will enhance our ransomware response capabilities.

The full implementation of Rapid7 product suite also enables the retirement of several other monitoring and scanning software tools reducing the annual operating cost for cybersecurity monitoring starting in FY23 by \$327K.

Procurement and Funding

- The contract will be procured using the Georgia State contract pricing schedule and is awarded to SHI.
- The term of the contract is one year with two (1) year options.
- The cost for this procurement is \$338,396.00 annually/ \$1,015,188.00 total 3 years.
- This procurement will be reimbursed 100% by the DHS grant (Cybersecurity Federal Grant) for full term of the contract.



Thank You



Resolution Authorizing Placement of Excess Workers' Compensation Insurance for Policy Period April 1, 2022-2023

Business Management Committee, February 24, 2022

marta 



Purpose

- Define excess insurance coverage
- Describe Authority's workers' compensation program structure
- Cost of coverage

What is Excess Insurance Coverage?

- Policy provides limits in excess of an underlying policy or self-insured retention; its sole purpose is to provide additional limits of insurance.

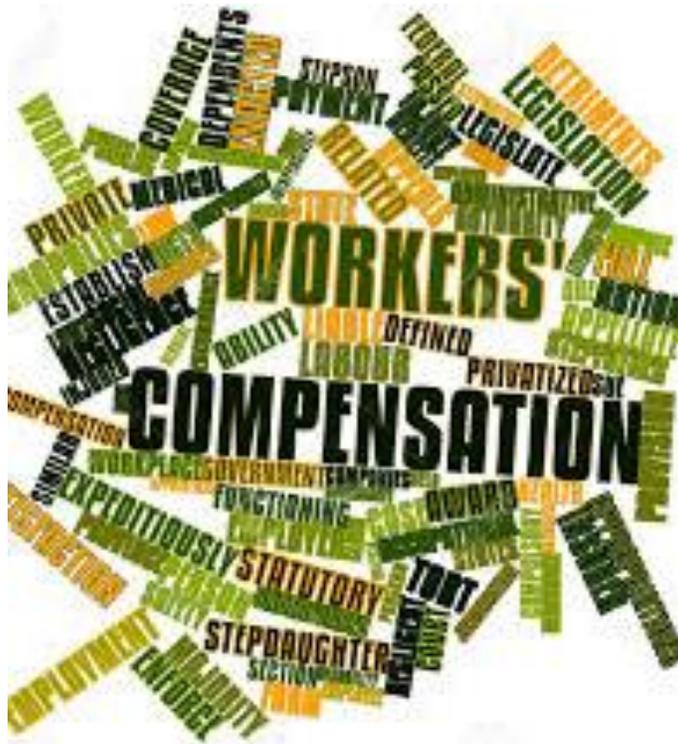


Workers' Compensation: Basics



- Regulated by statute O.C.G.A Title 34, Chapter 9
- Accident insurance program provided by employers that covers medical care and income benefits if an employee is injured on the job.
- Maximum weekly lost wage benefit as of July 2019 is \$ 675
- Maximum number of weeks employee **may** receive income benefits for inability to work = 400 weeks

Workers' Compensation Program Structure

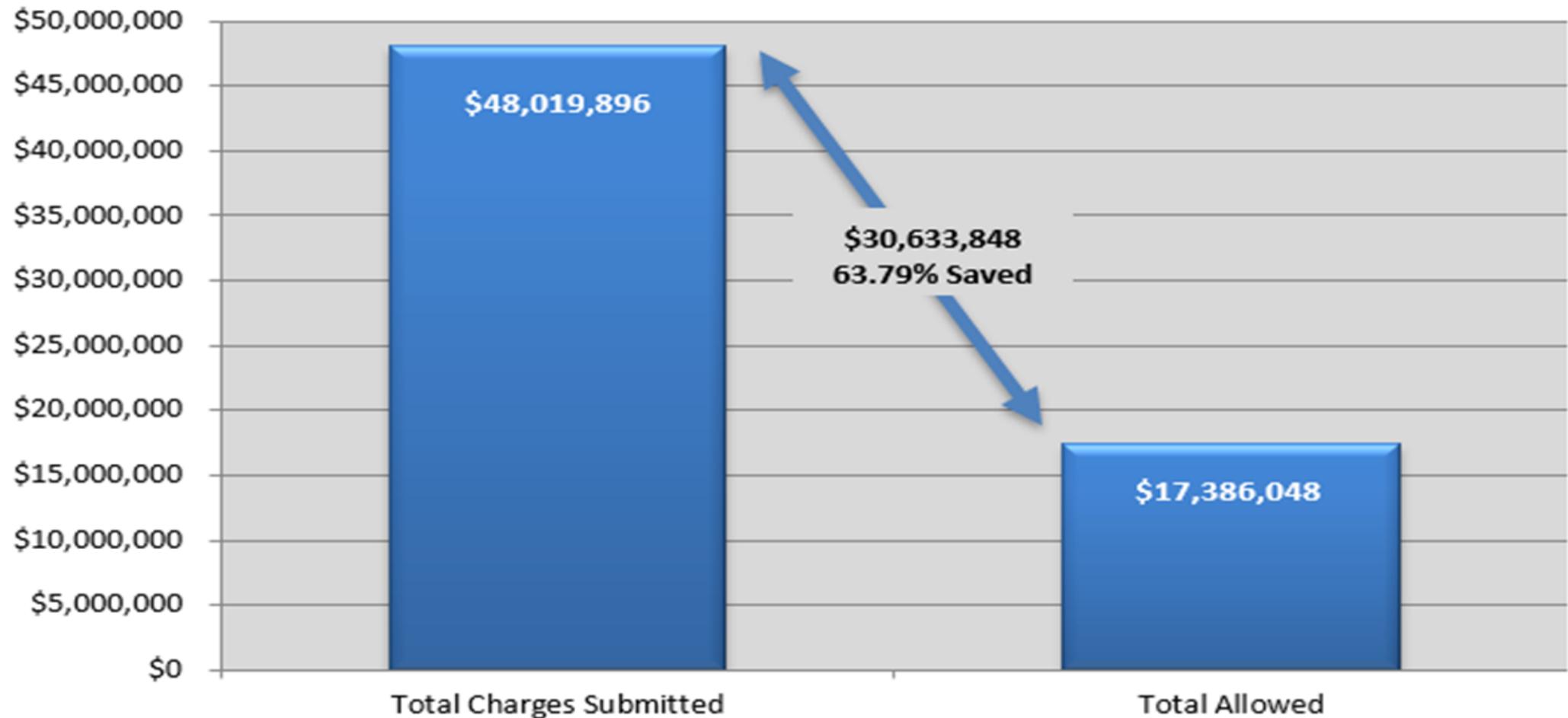


- Qualified by State as a self-insurer
- State Board of Workers' Compensation requires all self-insured entities to have Excess insurance
- Retention is \$ 2 million dollars per claim
- Limits are statutory
- Handle claims with in-house staff of adjusters and managed care provider
- No claim has penetrated the retention

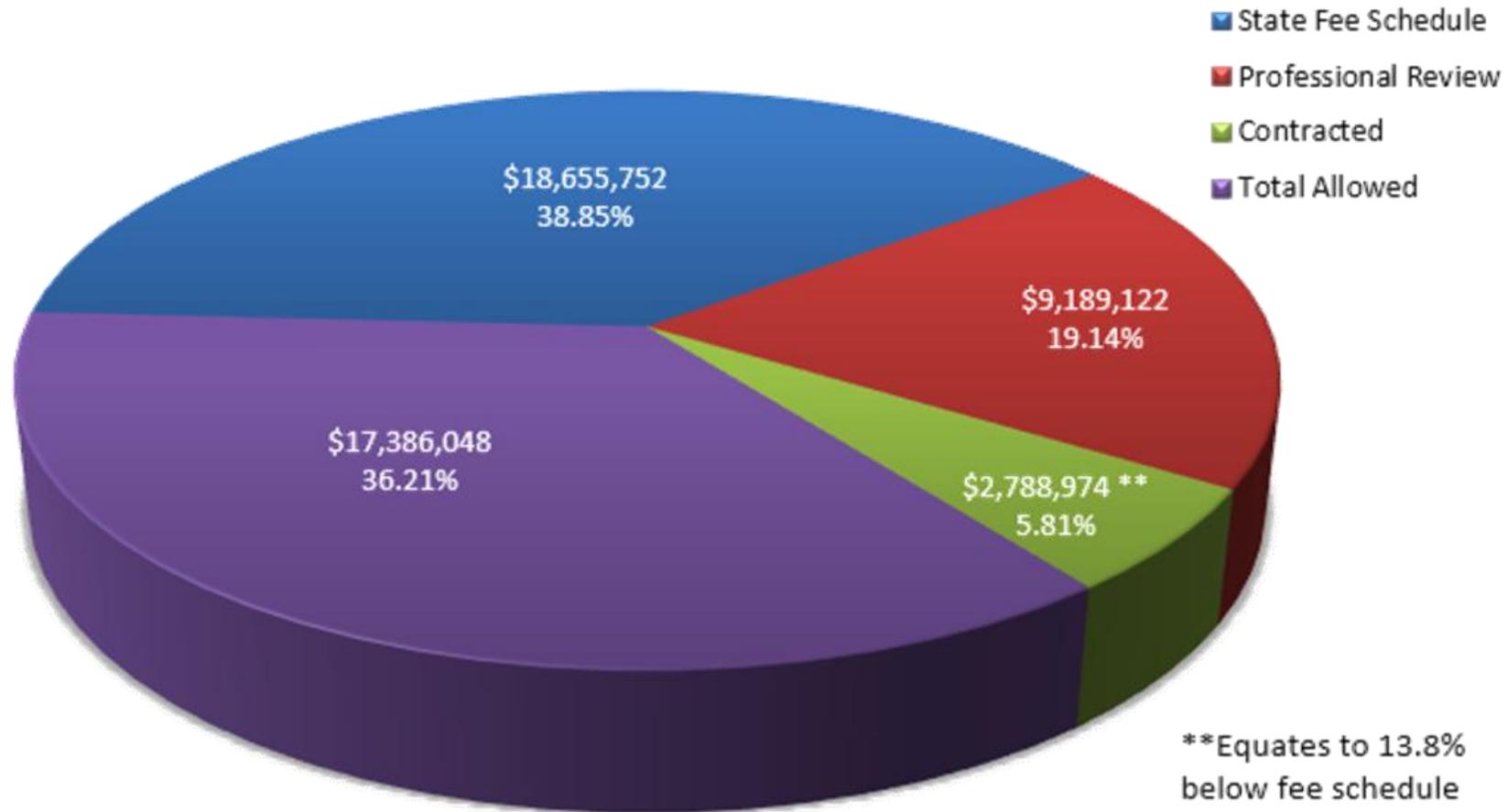
Workers' Compensation Program Medical Cost Containment

- WC-MCO/Workers' Compensation Managed Care Organization
- Provides telephonic nurse case management on all claims
- Provides medical cost containment services
- Maintains network of providers

Workers' Compensation Managed Care Savings FY17 – FY21



Workers' Compensation Managed Care Savings FY17-FY21



Workers' Compensation Program Structure



- Stay @ Work Philosophy: Key component is Modified Duty Program
- Goal is to return employees to productive capacity as soon as possible after an injury ideally within the statutory waiting period of 7 days
- Formal program managed by Occupational Medical Services Office

Workers' Compensation Program Claims Data FY17-FY21

- Two types of claims
- Statutory waiting period of 7 days is threshold
- Medical only- medical treatment and disabled from working by physician for 7 days or less
- Lost time- disabled from working by physician for more than 7 days, weekly lost wage benefits commence

Claim Type	5 Year Total	Annual Average #	% of Total
Lost Time	760	152	27%
Medical Only	2062	412	73%
Grand Total	2822	564	

Workers' Compensation Program Claims Data FY16 – FY 20

- Lost time claims = 27% of total claim volume and 63% of total spend
- Medical only claims = 73% of total claim volume and 37% of total spend

Claim Type	5 Year Total Incurred Cost	Average Cost of Claim	% of Total Cost
Lost Time	\$16,981,681	\$ 21,726	63%
Medical Only	\$9,844,956	\$4,696	37%

Renewal Policy



- Annual policy cost = \$ 265,000
- Increase in cost of 17 % or \$ 38,750



Thank You



Procurement Of An Automated Parking and Revenue Control (APARC) System RFP P40193

February 24, 2022

A decorative white circle with a thin grey outline is positioned at the top left of the slide, above the title.

Agenda

- MARTA'S Long-Term Parking Facilities
- Current State of Parking Equipment
- Proposed Contract Information
- Review of APARC SYSTEM RFP P40193
- Recommendations

MARTA'S Long-Term Parking Facilities

- **MARTA solicited a Request for Proposals (RFP) to:**
 - Replace parking equipment at ten (10) long-term paid parking facilities
 - Provide maintenance services for 10 years with options for five additional years
- **Long-term paid parking facilities are located at the following rail stations:**
 - North Springs
 - Sandy Springs
 - Doraville
 - Dunwoody
 - Lindbergh
 - Brookhaven/Oglethorpe
 - College Park
 - Lenox
 - Kensington- Expansion Location
 - Medical Center - Expansion Location

Current State of Parking Equipment

- **MARTA's parking equipment is over 27- years old - significantly past its useful life**
 - Equipment and spare parts are no longer manufactured and/or available
 - The current maintenance provider has procured parts from discarded equipment and rebuilds parts in-house to sustain operations
- **Latest software update was 2006 - not up to current industry standards**
 - Limited protection against parking fee evaders
 - Limited scope and accuracy of reporting
 - Limited ability to track and analyze parking data
- **The state of the equipment has caused:**
 - Increased downtime
 - Revenue decline
 - Customer dissatisfaction

Proposed Contract Information

- **Capital funding**
 - \$5,040,645 for the equipment and software purchase
- **Operational budget**
 - \$7,634,260 for system maintenance
 - The contract will be for ten (10) years with five (5) 1-year options
- **Total contract value of \$12,674,905**
- **DBE Goal was met at 13.4% of total labor cost**
- **Contract Equipment replacement timeline is 18-24 months**

Review of APARC SYSTEM RFP P40193

The RFP sought proposals for equipment and maintenance solutions that are industry best practices, scalable, reliable, cost effective and a turnkey parking management system that provides a foundation to build a long-term parking strategy for the Authority

- **The APARC Parking Management System will provide:**
 - Increased customer satisfaction
 - An account-based automated system to be compatible with the new fare collection system
 - Parking Validation and Verification and License Plate Recognition (LPR)
 - Enhanced reliability and flexibility
 - A centralized command center that enhances internal controls and minimizes lost revenue
 - Reduction in labor cost of approximately \$300K annually due to automation
 - Increased revenue through expanded service options and automated controls
 - Solutions identified in customer focus groups
 - An app that will identify availability in our parking decks/lots
 - Ability to pay for parking through the app
 - LPR for faster egress from the parking facilities



Review of APARC SYSTEM RFP P40193

- **MARTA received four (4) proposals for consideration in response to the RFP**
 - DESIGNA CORPORATION
 - T2 SYSTEMS
 - ASPIS PARKING SOLUTIONS, LLC
 - SKIDATA
- **The Source Evaluation Committee (SEC) evaluated the proposals based on established criteria**
- **The SEC's technical review and scoring resulted in all four (4) proponents being in the competitive range and brought in for interviews**
- **The SEC then met to review combined technical and price scores which resulted in a Best And Final Offer (BAFO) request to the vendors**
- **After the comprehensive technical evaluation, pricing, and BAFO, the SEC voted unanimously to recommend award of the contract to ASPIS Parking Solutions LLC**

Recommendations

- I respectfully request the BMC approval of the resolution authorizing the award of a contract for the procurement of an Automated Parking and Revenue Control (APARC) System, RFP P40193



Thank You



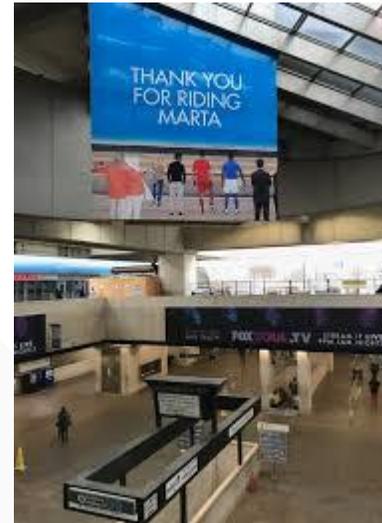
2022 – 2025 TITLE VI PROGRAM UPDATE

Office of Diversity & Inclusion



MARTA TITLE VI PLAN REQUIREMENTS

- Developing & implementing a Title VI Program is required as a public transit agency and a recipient of federal funding.
- MARTA must submit a Title VI Program every **three** years to the FTA. This Program covers **June 1, 2022 to May 31, 2025**.
- The program requires MARTA Board approval, as well as FTA approval.
- Non-compliance with Title VI can cause federal funds to be withheld.



TITLE VI OF THE CIVIL RIGHTS ACT OF 1964

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

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

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

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

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

TITLE VI OBJECTIVES

- **Ensure Equitable Service**
- **Identify Disproportionate Effects**
- **Inclusive Public Involvement**
- **Prevent denial, reduction or delay of service benefits**
- **Ensure access to activities for persons with Limited English Proficiency (LEP)**



APPLIES TO RECIPIENTS & SUBRECIPIENTS

➤ Recipient -

- Transit Agency
- State DOT
- Any public or private agency, institution, department or other organizational unit receiving funding from the FTA
 - MARTA must monitor subrecipients

➤ Subrecipient –

- Any entity that receives FTA financial assistance as a pass-through from another entity
 - All MARTA subrecipients must submit Title VI reporting to MARTA quarterly

REQUIRED ELEMENTS

Documentation showing compliance of the following:

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

NOTICE TO PUBLIC

Metropolitan Atlanta Rapid Transit Authority Title VI Policy Statement

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

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

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

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

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

In the event that MARTA distributes federal funds to another entity, MARTA will monitor and ensure that each contractor at any tier and each sub-recipient at any tier prohibits discrimination on the basis of race, color or national origin and require the inclusion of non-discrimination language in all written agreements. Any person believing they have been discriminated against on the basis of race, color or national origin, in the provision of services, programs activities or benefits, may file a formal complaint directly with the Office of Diversity and Inclusion or the FTA.

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


 Jeffrey A. Parker
 General Manager/CEO

Date 2/22/19

Notification to the Public of RIGHTS UNDER TITLE VI OF THE CIVIL RIGHTS ACT

Notificación al Público sobre sus DERECHOS BAJO EL TÍTULO VI DE LA LEY DE DERECHOS CIVILES

민권법 제6조의 권리에 대한 공시

Thông báo công chúng về Quyền theo Điều VI của Đạo luật Dân quyền

有关民权法案第六款所赋权利的公告

The Metropolitan Atlanta Rapid Transit Authority (MARTA) operates its programs and services without regard to race, color or national origin in accordance with Title VI of the Civil Rights Act of 1964. Individuals who need a language translator or written documents, in a language other than English, can call MARTA's Customer Service Office at: 404-848-5000 or contact MARTA's Office of Diversity and Equal Opportunity, 2424 Piedmont Road N.E., Atlanta, Georgia 30324.

For information on MARTA's civil rights program and the procedure to file a complaint contact 404-848-5000 (voice), 404-848-5665 (TTY) or visit MARTA Headquarters at: 2424 Piedmont Road, N.E., Atlanta, GA 30324. Complaints must be filed within 180 days of the alleged incident. Individuals also have the right to file a complaint directly with the U.S. Department of Transportation at: U.S. DOT, 1200 New Jersey Avenue, S.E., Washington, D.C., 20590, 202-366-4000 (voice) and/or the Federal Transit Administration at: FTA Office of Civil Rights, 230 Peachtree, N.W., Suite 800, Atlanta, GA 30303, 404-865-5600 (voice). Information is also available on the MARTA website at: www.itsmarta.com.

La Autoridad del Transporte Rápido del Área Metropolitana de Atlanta (MARTA) provee sus programas y servicios sin tomar en consideración la raza, el color, o la nacionalidad de una persona; en acuerdo con el Título VI de la Ley de los Derechos Civiles de 1964. Las personas que necesiten un traductor o documentos escritos en un idioma que no sea el inglés pueden comunicarse con la oficina del Servicio de Atención al Cliente de MARTA al: 404-848-5000 o con la oficina de Diversidad e Igualdad de Oportunidades de MARTA: 2424 Piedmont Road N.E., Atlanta, Georgia 30324.

Para obtener más información sobre los programas de derechos civiles de MARTA y el procedimiento para presentar una queja, llame al 404-848-5000 (voz), 404-848-5665 (TTY), o puede visitar nuestra oficina localizada en: 2424 Piedmont Road, N.E., Atlanta, GA 30324. Usted tiene un periodo de 180 días después de haber ocurrido el incidente de presentar su queja. Las personas también cuentan con el derecho de presentar una queja directamente al Departamento de Transporte de los EE. UU. en: U.S. DOT, 1200 New Jersey Avenue, S.E., Washington, D.C., 20590, 202-366-4000 (voz) y/o la Administración Federal del Transporte en: FTA Office of Civil Rights, 230 Peachtree, N.W., Suite 800, Atlanta, GA 30303, 404-865-5600 (voz). Para más información sobre sus derechos bajo el Título VI de la Ley de Derechos Civiles, puede visitar nuestro sitio web: www.itsmarta.com.

애틀랜타 수도권 대중교통국 (MARTA)은 1964년도 제정 민권법 제 6 조에 따라 인종, 피부색 또는 출신국에 상관없이 그 프로그램과 서비스를 운영합니다. MARTA 이용에 관련된 통역서비스 또는 한국어 안내서가 필요하신 분은 MARTA 고객센터 서비스센터로 전화하십시오 (404-848-5000) MARTA 다양성평등사무국 (주소: 2424 Piedmont Road NE, Atlanta, Georgia 30324)으로 문의하십시오

MARTA의 시민 평등권 프로그램 및 항의 제기예 대한 정보가 전화 404-848-5000 (음성), 404-848-5665 (TTY) 로 문의하- 주소의 MARTA 본사를 방문해 주십시오. 2424 Piedmont Road, N.E., Atlanta, GA 30324. 항의의 제기는 해당 사건 발생일로부터 180일 이- 합니다. 또한 각 개인은 미국 교통부 및/또는 연방 교통국에- 제기할 권리가 있습니다. 주소는 다음과 같습니다. 미국 교통부- 1200 New Jersey Avenue, S.E., Washington, D.C., 20590, 202-366-4000 (음성). 연방 교통국: FTA Office of Civil Rights, 230 Peachtree, 800, Atlanta, GA 30303, 404-865-5600 (음성). MARTA 웹사이트- 자세한 정보를 보실 수 있습니다. www.itsmarta.com.

MARTA điều hành các chương trình và dịch vụ của cơ quan t- không phân biệt chủng tộc, màu da hoặc nguồn gốc quốc- Điều VI của Đạo luật Dân quyền năm 1964. Những cá nhân- dịch viên hoặc tài liệu văn bản bằng một ngôn ngữ khác ng- vui lòng liên lạc với Văn phòng Dịch vụ khách hàng của MAR- 404-848-5000 hoặc liên lạc Văn phòng Văn phòng Đa dạng và- đấng của MARTA, 2424 Piedmont Road NE, Atlanta, Georgia

Để biết thông tin về chương trình dân quyền của MARTA- nộp đơn khiếu nại, vui lòng gọi số 404-848-5000 (tiếng nói)- 5665 (TTY) hoặc đến Văn phòng trung ương của MARTA- Piedmont Road, N.E., Atlanta, GA 30324. Đơn khiếu nại- nộp trong vòng 180 ngày sau khi xảy ra sự việc. Cá nh- quyền nộp đơn khiếu nại trực tiếp với Bộ Giao thông Hoa K- DOT, 1200 New Jersey Avenue, S.E., Washington, D.C., 2- 366-4000 (tiếng nói) và/hoặc Cơ quan quản trị giao thông- tại: FTA Office of Civil Rights, 230 Peachtree, N.W., Suite 80- GA 30303, 404-865-5600 (tiếng nói). Thông tin còn đượ- trên trang mạng của MARTA tại: www.itsmarta.com.

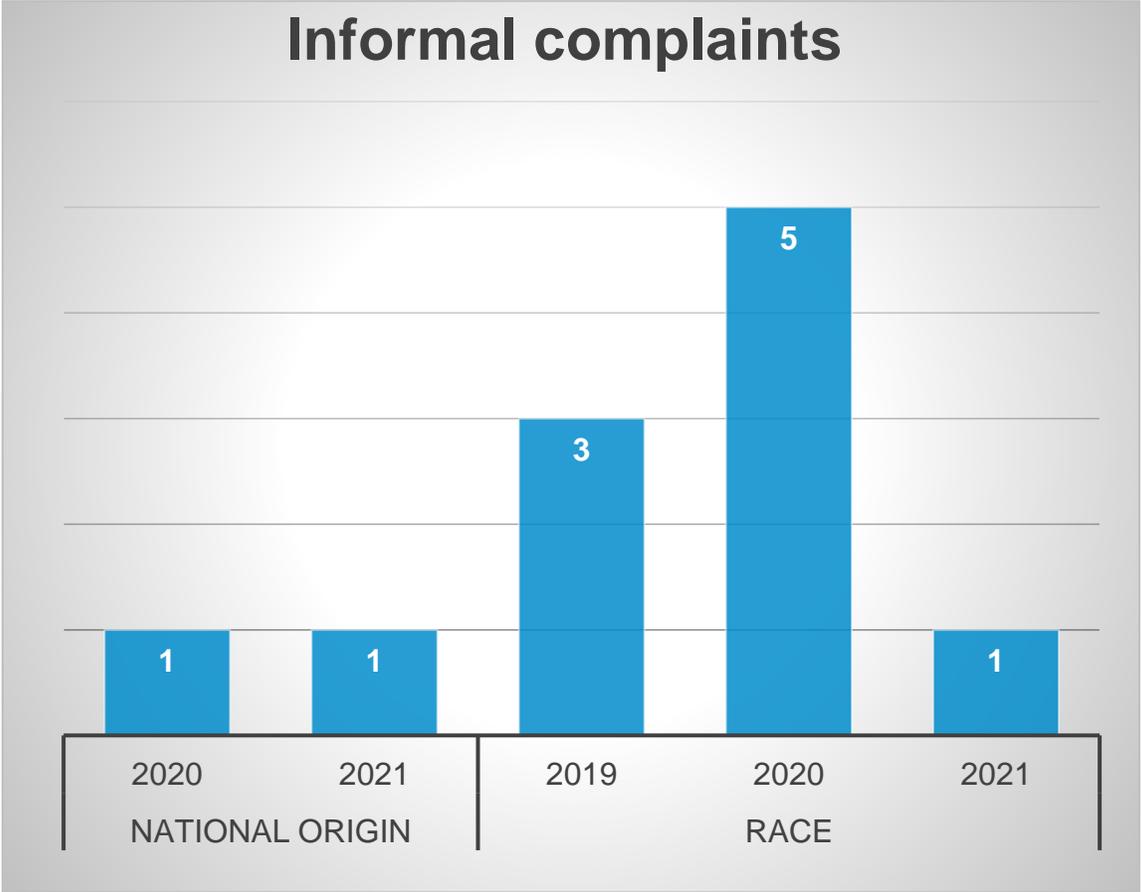
根据 1964 年民权法案第六款的规定, 亚特兰大都会区快速- 局 (MARTA) 所经营的项目和服务不会因乘客的种族、肤色- 而有所不同。需要语言或非英语文件翻译的人士可以联系- 客户服务处, 电话是 404-848-5000, 或者 MARTA 的多元化及- 办公室 Office of Diversity and Equal Opportunity, 地址为 2424 Pied- NE, Atlanta, Georgia 30324-3330.

若需了解 MARTA 的民权项目和投诉程序, 请联系 404-848-5000 (语音), 404-848-5665 (TTY) 或前往 MARTA 总部, 地址是: 2424 Road, N.E., Atlanta, GA 30324. 必须在被指控事件发生的 180 天- 内。个人也有权直接向美国运输部提出投诉, 地址是: U.S. DOT, Jersey Avenue, S.E., Washington, D.C. 20590, 202-366-4000 (或联邦公共交通管理局, 地址是: FTA Office of Civil Rights, 230 N.W., Suite 800, Atlanta, GA 30303, 404-865-5600 (语音)。MARTA 网站获取信息, 网址是: www.itsmarta.com.



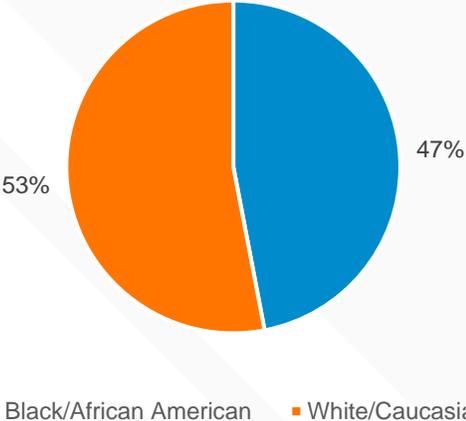
TITLE VI COMPLAINTS, INVESTIGATIONS & LAWSUITS

- No Title VI Lawsuits
- No Formal Complaints or Investigations
- Informal Complaints submitted through Customer Service

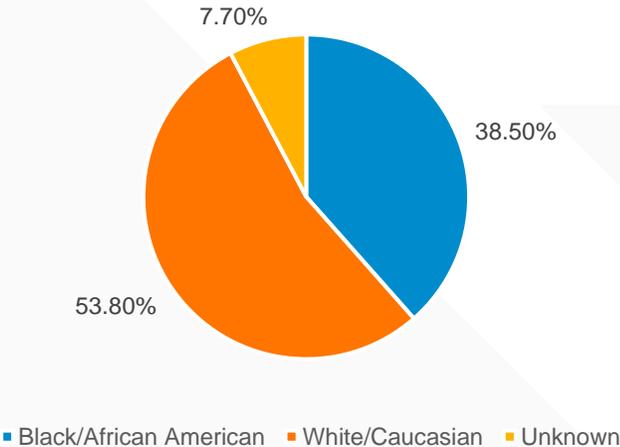


Racial Breakdown of Board and Advisory Committee Members

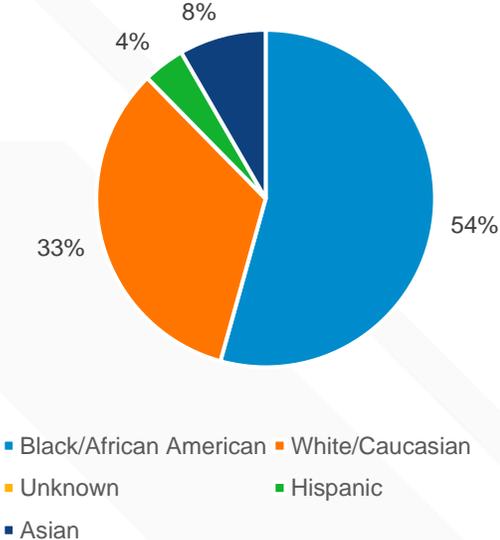
MARTA Board of Directors



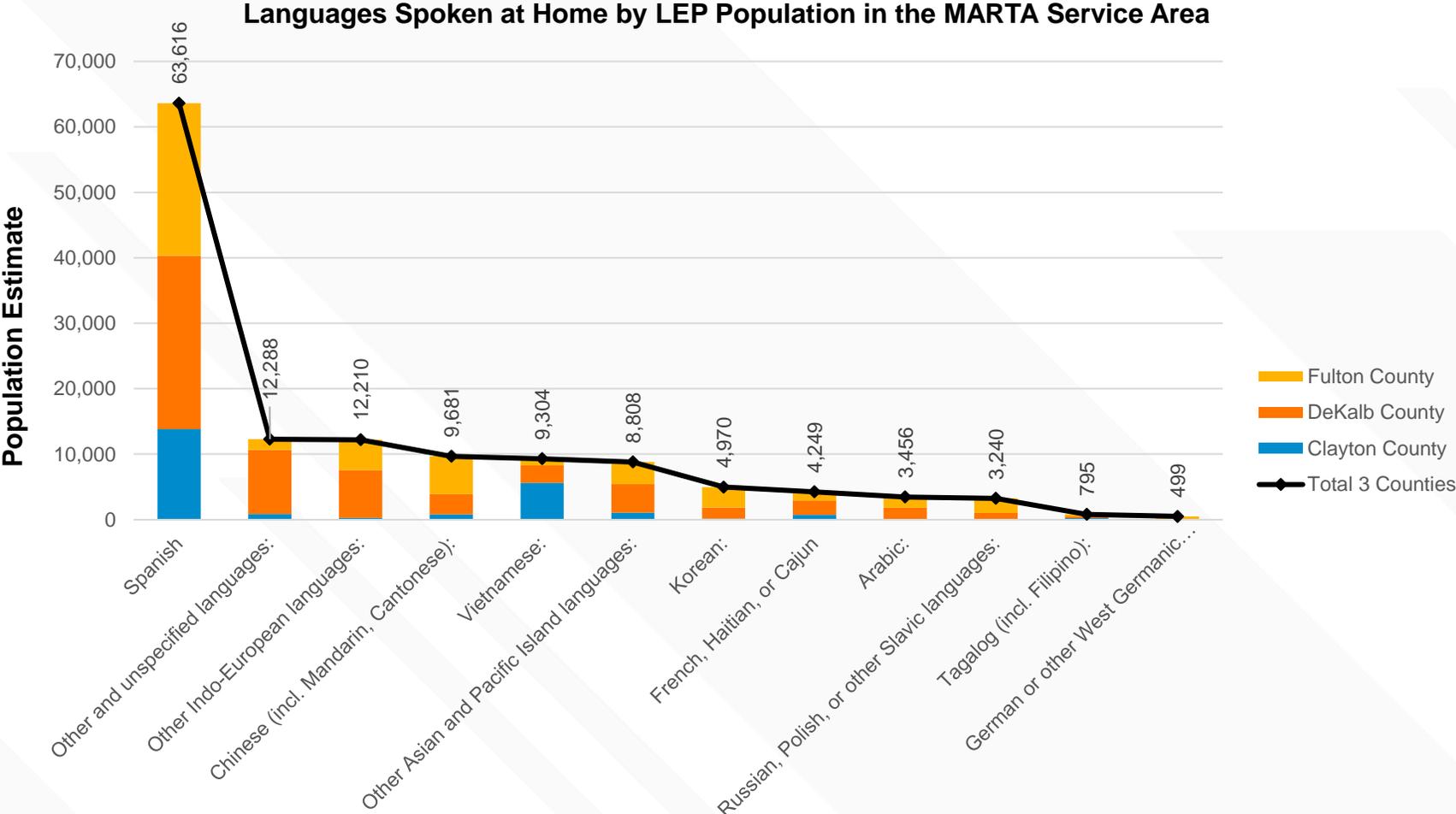
MARTA Accessibility Committee (MAC)



Riders Advisory Council (RAC)



Limited English Proficiency (LEP) Population in MARTA Service Area



Public Participation Plan

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

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

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



Facility, Service, and/or Fare Equity Analysis

Facility Equity Analysis:

- Clayton County Multipurpose Operations and Maintenance Facility

Service Equity Analysis:

- Permanent service changes
- Temporary service modifications in December 2021

Fare Equity Analysis:

- None

Necessary Board Actions

Certain elements within the Title VI Program must have Board approval prior to the **2022** Plan Update:

- Title VI Program
- Service standards
- Major service change policy and fare change policy
- Any major service and fare changes

Significant Changes Since 2019 Program

- **Subrecipients:** DeKalb and Cobb Counties, USDA, City of Sandy Springs
- **Demographics:** Increase in Asian Ridership
- **New Projects:** MARTA 2040, Clayton County Initiative, Summerhill BRT, On Demand Pilot



TITLE VI PROGRAM

NEXT STEPS:

- Adopt the MARTA 2022 – 2025 Title VI Program Update
- Authorize the Interim General Manager to submit the Title VI Program to the FTA by April 1, 2022.



Thank You



Financial Highlights

December 2021

Second Quarter Operations Performance

December 31, 2021

(\$ in Millions)

	Actual	Budget	Variance	
	\$	\$	\$	%
Net Revenues	347.2	274.4	72.8	26.5%
Net Expenses	247.1	275.6	28.5	10.3%
Net Surplus (Deficit)	100.1	-1.2	101.3	

COMMENTS

- YTD Net Revenues were favorable to budget by \$72.8M
- YTD Net Expenses were favorable to budget by \$28.5M
- YTD Net Surplus was \$100.1M compared to a \$(1.2M) budget deficit for the year

Second Quarter Operating Revenues and Expenses December 31, 2021

(\$ in Millions)

	Actual	Budget	Variance	
	\$	\$	\$	%
REVENUES				
Sales Tax	152.3	128.8	23.5	18.2%
Title Ad Valorem Tax	16.7	11.5	5.2	45.2%
Federal Assistance	43.7	36.5	7.2	19.7%
COVID Stimulus Funds	78.4	56.7	21.7	38.3%
Passenger Revenue	31.7	28.2	3.5	12.4%
Lease Income	14.9	4.2	10.7	254.8%
Station Parking	0.8	0.5	0.3	60.0%
Other Revenues	8.7	8.0	0.7	8.7%
Net Operating Revenues	347.2	274.4	72.8	26.5%
EXPENSES				
Salaries and Wages	116.7	132.7	16.0	12.1%
Overtime	15.3	16.1	0.8	5.0%
Total Benefits	56.7	67.9	11.2	16.5%
Contractual Services	39.3	50.1	10.8	21.6%
Total Materials and Supplies	22.4	23.9	1.5	6.3%
Other Non-Labor	20.9	20.1	(0.8)	-4.0%
Gross Operating Expenses	271.3	310.8	39.5	12.7%
Less: Capital Charges	24.2	35.2	(11.0)	-31.3%
Net Operating Expenses	247.1	275.6	28.5	10.3%

REVENUE COMMENTS – YTD revenues were \$72.8M above budget

- Sales Tax performance was \$23.5M above budget as a result of a strong local economy
- Federal Assistance was \$7.2M above budget and includes accruals for reimbursable expenses for Preventive Maintenance, and Bus Rapid Transit grants
- COVID Stimulus Funds include all eligible reimbursable expenses in addition to current month accruals for ARP Funds. (\$49M was drawn for Jul-Nov 21 Expenses.)
- Passenger Revenue was \$3.5M above budget. Although actual performance has been better than budget, ridership continues to be negatively impacted by Covid-19
- Lease Income includes South Line LILO termination revenue (Gross overall impact to operating revenue of \$9.9M)

EXPENSE COMMENTS – YTD expenses are \$28.5M under budget

- Salaries and Wages were below budget by \$16.0M primarily due to vacancies (approximately 664 vacant positions)
- Total Benefits were \$11.2M below budget for the year primarily due to the large number of vacancies
- Contractual Services were \$10.8M below budget largely due to the COVID-19 driven reduction in ridership for contracted paratransit services
- Other Non-Labor Expenses were \$0.8M above budget largely due to a significant increase in insurance reserves

Current Month Operations Performance December 31, 2021

(\$ in Millions)

	Actual	Budget	Variance	
	\$	\$	\$	%
Net Revenues	83.2	45.1	38.1	84.5%
Net Expenses	43.5	46.3	2.8	6.0%
Net Surplus / (Deficit)	39.7	(1.2)	40.9	

COMMENTS

- Revenues were favorable to budget by \$38.1M for the month of December
- Expenses were favorable to budget by \$2.8M for the month of December
- Net Surplus for December was \$39.7M compared to a (\$1.2M) budget deficit

Current Month Operating Revenues and Expenses

December 31, 2021

(\$ in Millions)

	Actual	Budget	Variance	
	\$	\$	\$	%
REVENUES				
Sales Tax	26.5	21.4	5.1	23.8%
Title Ad Valorem Tax	2.8	1.9	0.9	47.4%
Federal Assistance	7.2	6.1	1.1	18.0%
COVID-Stimulus Funds	30.5	9.4	21.1	224.5%
Passenger Revenue	5.1	4.9	0.2	4.1%
Lease Income	10.8	0.5	10.3	2060.0%
Station Parking	0.1	0.2	(0.1)	-50.0%
Other Revenues	0.2	0.7	(0.5)	-71.4%
Net Operating Revenues	83.2	45.1	38.1	84.5%
EXPENSES				
Salaries and Wages	18.5	22.3	3.8	17.0%
Overtime	2.4	2.7	0.3	11.1%
Total Benefits	9.4	11.4	2.0	17.5%
Contractual Services	6.2	8.4	2.2	26.2%
Total Materials and Supplies	3.5	4.0	0.5	12.5%
Other Non-Labor	7.3	3.4	(3.9)	-114.7%
Gross Operating Expenses	47.3	52.2	4.9	9.4%
Less: Capital Charges	3.8	5.9	(2.1)	-35.6%
Net Operating Expenses	43.5	46.3	2.8	6.0%

REVENUE COMMENTS – Monthly revenues are \$38.1M above budget

- Sales Tax performance was \$5.1M above budget as a result of a strong local economy
- Federal Assistance includes accruals for reimbursable expenses for Preventive Maintenance and Bus Rapid Transit (BRT) grants.
- COVID Stimulus Funds include all eligible reimbursable expenses in addition to current month accruals for ARP Funds. (\$49M was drawn for Jul-Nov 21 Expenses.)
- Passenger Revenue was \$0.2M above budget. Although actual performance has been better than budget, ridership continues to be negatively impacted by Covid-19
- Lease Income includes South Line LILO termination revenue (Gross overall impact to operating revenue of \$9.9M)

EXPENSE COMMENTS – Monthly expenses are \$2.8M under budget

- Salaries and Wages were below budget by \$3.8M, primarily due to the large number of vacancies
- Total Benefits were below budget by \$2.0M; the variance is related to the vacancies
- Contractual Services were \$2.2M below budget largely due to the COVID-19 driven reduction in ridership for contracted paratransit services and a lower than anticipated consulting services costs
- Other Non-Labor Expenses were \$3.9M above budget largely due to a significant increase in insurance reserves

FY22

2nd Quarter

Financial Performance

Passenger Revenues (millions)

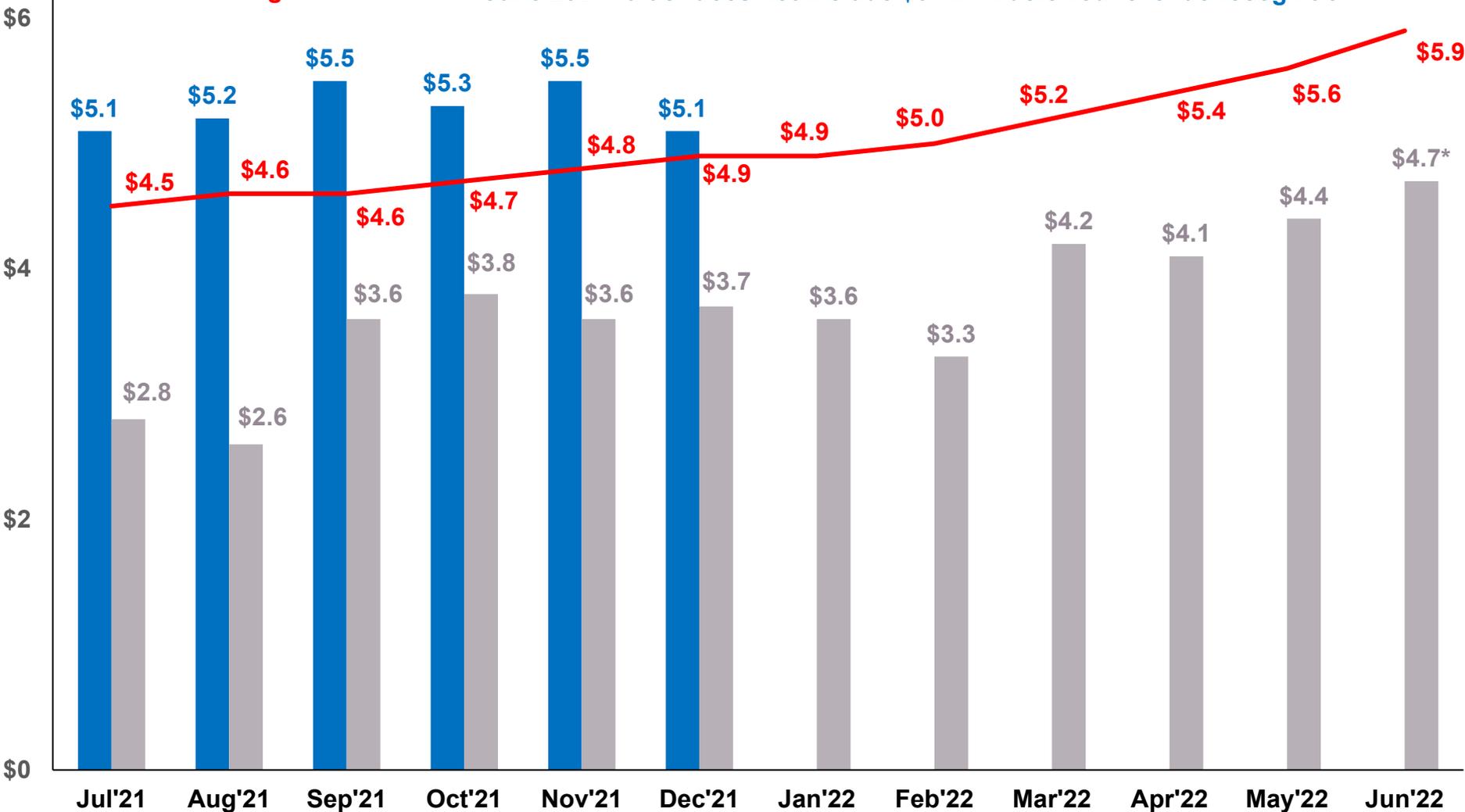
■ Current Year Actuals

■ Prior Year Actuals

— Current Budget

December Passenger Revenues exceeded budget by \$0.2M and prior year December by \$1.4M

- Passenger Revenues trend favorably since the low point in August 2020
- June 2021 value* does not include \$6.7M in deferred revenue recognition



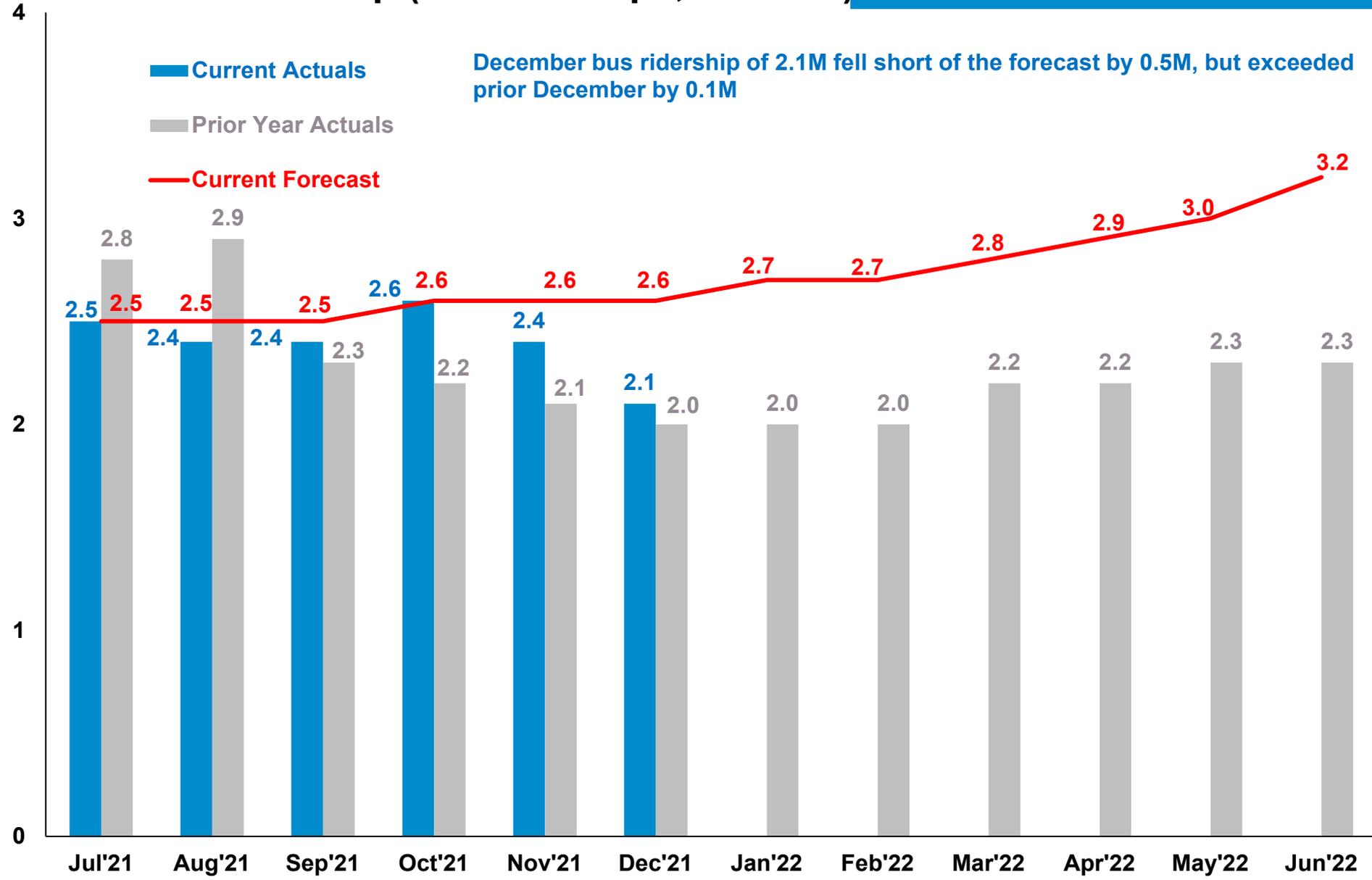
Bus Ridership (unlinked trips, millions)

Current Actuals

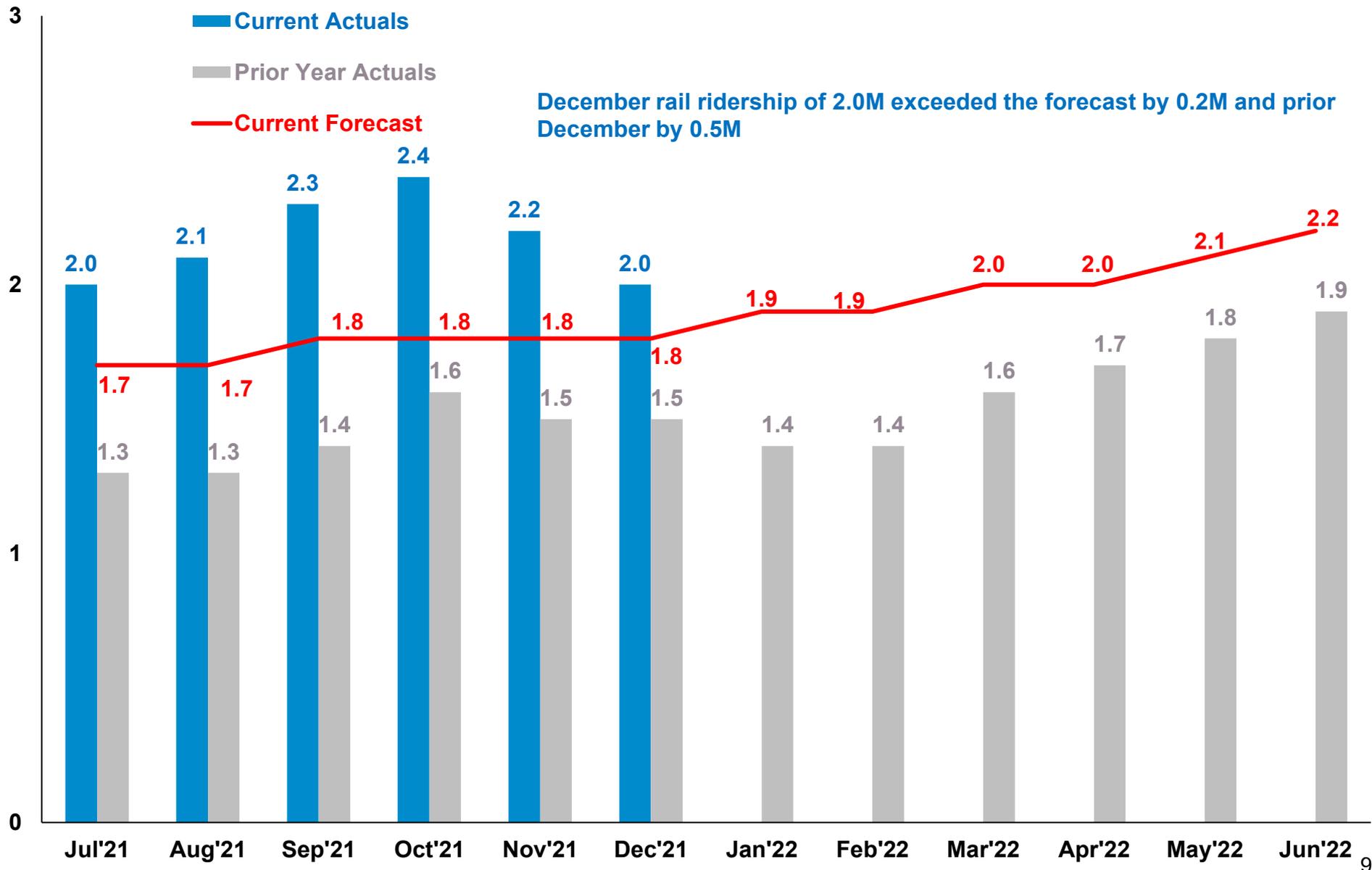
Prior Year Actuals

Current Forecast

December bus ridership of 2.1M fell short of the forecast by 0.5M, but exceeded prior December by 0.1M



Rail Ridership (unlinked trips, millions)





Thank You

