ATL Board Meeting
February 4, 2021
Proposed Agenda

I. Call to Order
II. Approval of the Board Minutes for December 3, 2020
III. Approval of the Agenda for February 4, 2021
IV. Public Comment
V. Committee Reports
   a. Regional Technology Committee – Chair Andy Macke
   b. Legislative Committee – Chair Charlotte Nash
   c. Regional Transit Planning Committee – Chair Charlie Sutlive
   d. Xpress Operations Committee – Chair Howard Mosby
VI. FTA COVID Relief Funding & Impacts to Atlanta Region – Jonathan Ravenelle
VII. MARTA TOD Program & Affordable Housing Fund Update – Jeff Parker and Jacob Vallo, MARTA
VIII. Contract Updates – Jennifer Ward
IX. Executive Director’s Report
X. New Business
XI. Call to Adjourn
Public Comment
Regional Technology Committee Report
Legislative Committee Report
Regional Transit Planning Committee Report
Xpress Operations Committee Report
FTA COVID RELIEF FUNDING
Impacts to the Atlanta Region

Jon Ravenelle
**COVID-19 FTA RELIEF FUNDING**

► Congress has apportioned $39 billion in FTA funding to support transit systems as they mitigate the impacts of COVID-19:
  - Coronavirus Aid, Relief, and Economic Security Act (CARES) – April 2020: $25.0 billion
  - Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) – January 2021: $14.0 billion

► Atlanta UZA received a total of $404.47 million across both relief bills:
  - CARES Act – April 2020: $370,947,760
  - CRRSAA – January 2021: $ 33,524,951

► Changes to Congress’s apportionment methodology between CARES and CRRSAA highlights benefits of service-based apportionment methodology to Atlanta UZA
  - Important considerations as additional COVID-19 Relief with FTA funding is being considered
CARES Act Atlanta UZA FTA Funding

Full Suballocation
Transit apportioned $25 billion to the following formula programs:

- 5307 Urbanized Formula Grants: $13.74 billion
- 5311 Rural Area Formula Grants: $1.98 billion
- 5337 State of Good Repair: $7.48 billion
- 5340 Fast-Growth & High Density: $1.70 billion
- $75 million set-aside for FTA Administration and Oversight

Funding apportionments released on April 2nd

Atlanta UZA received a total of $370.94 million across all Large Urban Programs

State of Georgia received $521.64 million total (includes Atlanta UZA)
CARES Act FTA Funding Overview

FTA’s priority for CARES Act funding is to support operational expenses associated with impacts of COVID-19: (Prevent – Prepare – Respond)

- Operating costs to maintain service
- Lost revenue due to the coronavirus public health emergency
- Purchase of personal protective equipment
- Payment of administrative leave of operations personnel due to service reductions/COVID related absences

Expenses eligible for reimbursement are those incurred on January 20, 2020 and forward

100% federal cost share (no local match required)
CARES Act - Urbanized Area Formula Funding Programs

Section 5307: Urbanized Area Formula Funding Program
  ► **Funding distributed based on population & operating stats** reported to National Transit Database (NTD)
  ► Total CARES Act Atlanta UZA Section 5307 Funding: **$204,105,446**

Section 5340: Growing States and High-Density States Formula Funding Program
  ► **Population based only:** no operating statistics are used in the suballocation of 5340 funding
  ► FTA administers Section 5340 program under the Section 5307 grant guidance.
  ► Total CARES Act Atlanta UZA 5340 Funding: **$12,901,070**

Section 5337: State of Good Repair Formula Funding Program
  ► **Funding distributed based on operating stats** reported to National Transit Database (NTD)
  ► Total CARES Act Atlanta UZA Section 5337 Funding: **$153,941,244**
## Atlanta UZA - FY20 CARES Act Suballocation Schedule

<table>
<thead>
<tr>
<th>Operator</th>
<th>5307</th>
<th>5340</th>
<th>5337</th>
<th>CARES Act Total</th>
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<td>Cherokee</td>
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<td>MARTA</td>
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<td>ARC</td>
<td>510,264</td>
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<td>510,264</td>
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<tr>
<td><strong>Total Atlanta UZA</strong></td>
<td><strong>204,105,446</strong></td>
<td><strong>12,901,070</strong></td>
<td><strong>153,941,244</strong></td>
<td><strong>370,947,760</strong></td>
</tr>
</tbody>
</table>

*ARC funding being used to support CPACS’ ongoing operations*
CRRSAA Atlanta UZA FTA Funding

*Full Suballocation*
Transit apportioned $14 billion to the following formula programs:

- 5307 Urbanized Formula Grants: $13.26 billion
- 5311 Rural Area Formula Grants: $0.67 billion
- 5310 Enhanced Mobility of Seniors & Individuals with Disabilities: $0.49 billion
- $10 million set-aside for FTA Administration and Oversight

Funding apportionments released on January 11th

Atlanta UZA received a total of $33.52 million in 5307 funding
3 Step Process for Apportioning Urbanized Area Funding in New COVID-19 Relief Bill:

1. Urbanized areas' share in this bill when combined with CARES Act funding may not exceed 75 percent of the 2018 Operating Costs as reported to the National Transit Database (NTD).

2. Any funding in excess of the 75 percent for an urbanized area gets redistributed in the same percentages until every UZA receives 75 percent of 2018 operating expenses.

3. If any money is left over, it is redistributed to those areas between 75 percent and 100 percent of 2018 operating expenses.
### CRRSAA FTA Funding – Suballocation Breakdown

<table>
<thead>
<tr>
<th>Operator</th>
<th>2018 NTD Operating Costs (OC)</th>
<th>CARES 2020 Suballocation</th>
<th>% 2018 NTD OC Covered by CARES</th>
<th>CRRSAA FTA Relief Funding</th>
<th>Remaining % 2018 NTD OC</th>
</tr>
</thead>
<tbody>
<tr>
<td>MARTA*</td>
<td>467,447,046</td>
<td>297,818,993</td>
<td>64%</td>
<td>33,524,951</td>
<td>71%</td>
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<td>Henry</td>
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<td>259%</td>
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<td>101%</td>
</tr>
<tr>
<td>Xpress</td>
<td>22,040,948</td>
<td>25,731,752</td>
<td>117%</td>
<td>0</td>
<td>117%</td>
</tr>
<tr>
<td><strong>TOTALS</strong></td>
<td><strong>538,848,415</strong></td>
<td><strong>370,947,760</strong></td>
<td><strong>69%</strong></td>
<td><strong>33,524,951</strong></td>
<td><strong>75%</strong></td>
</tr>
</tbody>
</table>

- “2018 NTD OC Covered by CARES” percent differences are the result of methodology change by Congress after suballocation of CARES funding under traditional methodology already occurred.
- CARES Act suballocation was conducted based Atlanta UZA's approved suballocation formula policy which mirrors the national apportionment formula.

* Includes City of Atlanta reporting and suballocation for Atlanta Streetcar now operated by MARTA.
Takeaways for Atlanta Region
FTA COVID Relief Funding – Takeaways for Atlanta Region

► Atlanta region performs well comparatively in the traditional apportionment methodology that is used for FTA formula fund distribution and CARES Act funding.

► ATL will continue working with partners at ARC and the Transit Operators Group to further suballocate any additional relief funding in a fair and equitable manner that follows the regional suballocation policies and mirrors the federal formula.

► As congress evaluates options for distributing any additional COVID-19 relief funding it will be important to consider how methodology impacts funding distribution at the regional level.
Thank You.

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Agenda

- Introduction
- TOD Strategic Goals
- Economic Benefits
- Social Impacts
- TOD Projects
- MARTA-ATL-GDOT Opportunities
- Q&A
Lines and Dots → A Focus on the Dots

We create JOY in our communities by connecting people to jobs, food, healthcare, education, housing, greenspace, sport and love — all accessible through public transit.
TOD Strategic Goals

✓ To generate greater transit ridership
✓ To promote a sustainable, affordable, and growing future for the people of Metro Atlanta
✓ To generate a return on MARTA’s transit investment through enhanced passenger revenue and ground leases

MARTA Board Adopted TOD Guidelines, 2010
Economic Development and Transit

Third and final tower tops out at State Farm’s transit-oriented campus in Dunwoody

The insurance giant is bringing new density to the Perimeter area

Insight Global to move 800 employees into planned 16-story Dunwoody building next to Perimeter Mall, MARTA (Video)

Portman’s $1 billion Midtown move: MARTA’s North Avenue Station, Patterson funeral home
TOD Office/HQ or Housing Sites

- Windward / GA 400 Parkway Park and Ride
- North Springs Land and Air Rights above Parking
- Sandy Springs Land and Air Rights above Bus Loop
- Abernathy at GA 400 Park and Ride
- Dunwoody Land and Air Rights above Bus Loop
- Medical Center
- Lenox
- Lindbergh
- Doraville
- Chamblee
- Brookhaven
- Buckhead in Air Rights
- Arts Center
- Midtown
- North Avenue
- Kensington
- Indian Creek
Economic Benefits

A compelling revenue growth opportunity → the cost of producing ground lease revenue streams are low and MARTA has one of the largest portfolios of land and air rights in the region.

Long term, recurring ground lease revenue diversifies MARTA’s revenue streams.

TOD has evolved at MARTA allowing the private sector to participate in funding and constructing transit infrastructure, helping the Capital Program delivery and enhancing the customer experience.
Social Impact

✓ Affordable Housing

In 2010 the MARTA Board adopted an affordable housing policy that requires 20 percent of residential rental units at MARTA's TODs be affordable to those earning 60-80 percent of the Metro Atlanta Area Media Income (AMI) and for-sale units affordable to those earning 80-100 percent of the AMI.

267 units completed/under construction + 1,463 units in negotiation, procurement and planning

✓ Increase food access and wellness

✓ Entrepreneur opportunities

✓ TOD DBE partnerships
Mission-Oriented Fund to minimize displacement of residents who live in multifamily properties within 1 mile of rail stations.

✓ MARTA sourced and helped structure the Fund - No MARTA $ invested
✓ NEF-MS track record is 6-year, $1.4 billion track record of preserving 17,000 units. Atlanta is a new market for this program.
✓ Example: Affordable units are at the end of their compliance period and a non-profit mission-oriented firm wants to buy the property. The Fund provides a bridge loan to the non-profit.
Evolution of TOD at MARTA - Significant Growth Phase

HR&A Advisors

Under Construction
1. King Memorial
2. Edgewood Candler Phase III

Awarded and In Negotiation
3. Abernathy 400 (being restructured)
4. Avondale Phase III and IV
5. Peachtree Center
6. Kensington/HADC
7. Arts Center
8. North Ave

In Procurement
9. Bankhead
10. Five Points

Near Term Planned Procurements
11. Vine City
12. Lakewood/Fort Mac
13. Ashby
14. HE Holmes
15. West End
16. Kensington

Master Planning
17. Lindbergh/Armour
18. Windward GA 400 Park and Ride
Earlier Projects

- 1. Lindbergh - Office
- 2. Lindbergh - Retail
- 3. Arts Center - One Atlantic Center
- 4. Chamblee - Trackside
- 5. Lenox - Resurgens Plaza
- 6. Lindbergh - Avana on Main
- 7. Edgewood Candler Phase I
- 8. Avondale
- 9. Emory - St Joseph’s Hospital
Under Construction

208 multifamily units with 53 affordable units

300 units with 100 affordable units and 10,000 SF of retail
Edgewood Candler
Avondale

Phase III

Phase IV
Awarded + In-Negotiations

600 Affordable Units

2 Headquarters Sites

3 Station Transformations*

✓ North Avenue*
✓ Kensington/HADC
✓ Arts Center*
✓ Avondale III & IV
✓ Abernathy 400
✓ Peachtree Center*
Mixed-Income Housing RFPs

FY21 - Bankhead and Five Points

FY22 - Ashby, H.E. Holmes, Lakewood-Ft McPherson, Vine City, West End and Kensington

1,088
Potential Affordable Units

4
Station Transformations
TOD Planning

Strong Interdepartmental Collaboration

11 Projects

- Clayton County
- Clifton Corridor
- Kensington Master Plan
- Lindbergh-Armour Master Plan
- Streetcar East Extension
- South DeKalb Transit Center
- Campbellton Road Corridor
- South Fulton Parkway BRT
- Summerhill BRT
- Stonecrest Transit Hub
- GA400 BRT (Windward Parkway Station)
MARTA – ATL – GDOT Opportunities
Future Northwest Transit Opportunities

PUBLIC TRANSPORTATION
The primary public transportation provider for Metro Atlanta, MARTA (Metro Atlanta Rapid Transit Authority) has moved over 3.5 billion people throughout Atlanta by bus and heavy rail since opening. MARTA recently merged with Metro Atlanta’s other transit authorities to link the greater metro Atlanta area. Proposed plans call for significant expansion or heavy rail, including a possible extension through Tiftord Yard.

HARTSFIELD JACKSON INTL. AIRPORT
The busiest airport in the world since 1988, Hartsfield Jackson International Airport is the primary transportation hub for the city of Atlanta and a huge economic catalyst for the region. It serves over 110 million passengers each year, connecting them to 150 U.S. destinations and more than 75 international destinations. The airport is accessible via rail from the Bankhead MARTA station.

ATLANTA BELTLINE LIGHT RAIL
In 2018 MARTA unveiled plans for multiple projects, including 22 miles of light rail and 18 miles of bus rapid transit, with approximately 7 miles running alongside the Beltline.

Bankhead Station
Bankhead Station Transformation

**Project Overview**

- Platform currently requires 2 car trains, renovation will accommodate 8 car trains
- Green Line service extended from Bankhead to Avondale and provide more frequent service on East/West trunk line
- Joint development potential (MARTA RFP to be released in FY 2021)
FUTURE MARTA RAIL EXTENSION WITH LOCAL STATIONS
Five Points Station Area

Mercedes-Benz Stadium
State Farm Arena
143 Alabama St Redevelopment
Five Points Station
State Parking Deck
Two Peachtree Center
Centennial Yards Development
Newport Development
Underground Atlanta
Five Points Station Transformation

**Project Overview**

- Enhance Station Area at Plaza and Concourse levels
- Improvements to catalyze surrounding development
- Improve bus transfers/amenities (143 Alabama)
- Safety Improvements
- Prepare for future TOD
- Eismann façade restoration and Public Art
- Opening 2026 before World Cup
- Introduction of TOD after World Cup
Indian Creek Connects to GDOT MMIP Investments

GDOT exclusive MARTA ramp could improve access to area

GDOT MMIP brings BRT opportunities and key connections
THANK YOU
Content:

1. Xpress Transit Systems Operations and Maintenance (RFP)
2. Xpress Operations Enterprise Asset Management (RFP)
3. Atlanta Downtown Improvement District (ADID) – Grady Parking and TDM Plan
4. Third-Party Mobile Application Partnership
5. Top End Mayors Coalition Study
6. Hickory Grove Park and Ride Lot
7. Regional Transit Planning Consulting (RFP)
Transit Systems Operations and Maintenance Services (RFP)
(Future Board Action Required)

► Contract will fulfill need for the following services for both ATL and Gwinnett County, including but not limited to:
  • Operations
  • Parts and Maintenance
  • Facility Management
  • Quality Assurance
  • Safety and Compliance

► RFP Released September 1, 2020
  • Process started with a Request for Information (RFI) in May 2020
  • Received 4 proposals for RFP
  • Currently under evaluation

► Anticipated award date approximately February/March 2021
  • Initial term of 3 years with 2 one-year renewal options (contract start date of July 1, 2021)
  • DBE goal of 9.62% for ATL; Gwinnett County DBE goal of 6.71%
  • Annual budget (ATL Xpress only) is approximately $13,000,000
  • Full onboarding and implementation expected by July 2020

► Awarded Contractor is expected to utilize the ATL Enterprise Asset Management System after its implementation (details on next slide)
Xpress Operations – Enterprise Asset Management System (RFP)

► Contract will fulfill need for a Commercial Off-the-Shelf Enterprise Asset Management System for ATL, SRTA, Cobb County, and ARC that will:
  • Meet the new federal Transit Asset Management Requirements released in July 2016
  • Address important elements of asset management, such as condition assessment, valuation, and linkage to work order management
  • Will be utilized by Xpress Transit Operations and Maintenance Contractor for maintenance and asset management

► RFP issued August 2020
  • Began with Request for Qualifications (RFQ)
    • 5 firms were down-selected from a pool of 17 vendors
    • 5 down-selected firms notified July 2020
  • Received 5 responses to the follow-on RFP
  • Evaluated by representatives from ATL, SRTA, and Cobb County

► Notice of Intent to Award issued on December 14, 2020
  • DTS (Data Transfer Solutions) is the apparent awardee
  • DBE participation of 10% (contributes to overall agency goal)
  • Initial term of 1 year with 4 renewal options
  • Initial term cost (Year 1): $891,500
  • Years 2 – 5 (maintenance only): $138,500 per year
  • Full implementation estimated date of Quarter 1 CY 2022
ADID – Grady Parking & TDM Plan

► Atlanta Downtown Improvement District (ADID) was awarded FTA 5307 Job Access and Reverse Commute (JARC) funding to develop a Parking and Transportation Demand Management (TDM) Plan for the Grady Downtown Medical Campus
  • ATL has agreed to partner with ADID on the plan and serve as Direct Recipient for the funds

► The TDM Plan will offer strategies to lower single occupancy vehicles (SOV) and reduce parking demand on the Grady Hospital downtown medical campus. Focus areas to include:
  • Diversifying transportation benefits and easing transportation costs for low-income workers
  • Improving accessibility for vulnerable employee populations and the wider medical campus community

► ATL executed a Memorandum of Understanding (MOU) with ADID in December 2020
  • ATL/ADID currently exploring marketplace to request statements of work/quotes
  • ADID will manage the project; ATL will hold the contract and ensure FTA compliance
  • Project budget of $100,000 with 80% federal FTA JARC funding; ADID providing local match

► Expected project completion is April 2022
Third Party Mobile Application Partnership (RFP)

To assist in producing high quality transit service data and optimizing the trip planning experience for riders, the ATL and regional operators are seeking a regional partnership with a private sector third party app provider.

No-cost partnership to include:
- Endorsement of an existing private sector multi-modal trip planning app by all regional operators
- Integration of provider’s branding and service data into the app experience
- Sharing of anonymized app user data with providers
- Cost-free strategic resources for services such as branding/marketing, analysis of behavioral data, cleaning and maintenance of providers’ GTFS feeds

Draft regional RFP under review by partner agencies, with expected release February 2021
- All regional operators will participate in evaluation process
- Anticipate selection of app in Spring 2021
- Initial term of 1 year with 2 annual renewal options
- Partnership to begin Quarter 2 CY 2021 and extend through Quarter 2 CY 2024

Project cost is $0 to ATL and regional operators
Top End Mayors Coalition Study

Timeline:

- Phase 1 (February 2019) – I-285 Top End Study from Tucker to Smyrna completed
- Phase 2 (late 2019) – I-285 Top End Pre-Project Technical Analysis with service plan completed, including stops and travel times, projected costs and ridership, etc.
- Phase 3 (June 2021) – Preliminary BRT station planning along Roswell Road, Cumberland Parkway, and Cumberland Boulevard

Phase 3 Study to be produced by same firm as Phase 1 and 2

Contracting phase

- Memorandum of Understanding (MOU) with City of Brookhaven pending, on behalf of the Top End Mayors Transit Committee
- Initial term of 1 year with two 6-month renewal options
- Total estimated cost not to exceed $250,000
- ATL providing federal funds portion; City of Brookhaven matching funds

Station Planning anticipated to be completed by consultant by June 2021
Hickory Grove Park and Ride Lot (Invitation to Bid)

- Park and Ride Lot construction in Acworth, Georgia
- Awarded in September 2019 to Vertical Earth
- Project cost approximately $6.3M
- Expected project completion is estimated for May 2021 (new routes begin)
- DBE Subcontractor Participation to Date (contributes to overall agency goal):
  - 3.45% of contract
Regional Transit Planning Consulting (RFP)

► Covers critical need for Transit Planning Consulting Services:
  • ATL Regional Transit Plan (ARTP) 2022 – statutory requirement
  • ARTP to be presented to the Board mid-2022

► RFP issued November 2020
  • Received 5 responses
  • Evaluated by ATL subject matter experts (SMEs)

► Notice of Intent to Award posted January 19, 2021
  • Apparent awardee: Vanasse Hangen Brustlin, Inc. (VHB)
  • Initial term through October 31, 2022, with one 1-year renewal option
  • Not-to-Exceed Amount approximately $899,000 over life of the contract
  • Anticipated completion of all deliverables by Quarter 2 CY 2022

► Award date anticipated February 2021

► DBE Subcontractor Participation (contributes to overall agency goal)
  • 18% of contract
Questions?
Executive Director’s Report
EXECUTIVE DIRECTOR’S REPORT

- Title VI Analysis for New Xpress Routes
- Token Transit Pilot
- Regional Fare Policy Project
- Ongoing Regional Meetings