



ATL BOARD OF DIRECTORS MEETING

FEBRUARY 4, 2021

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:**

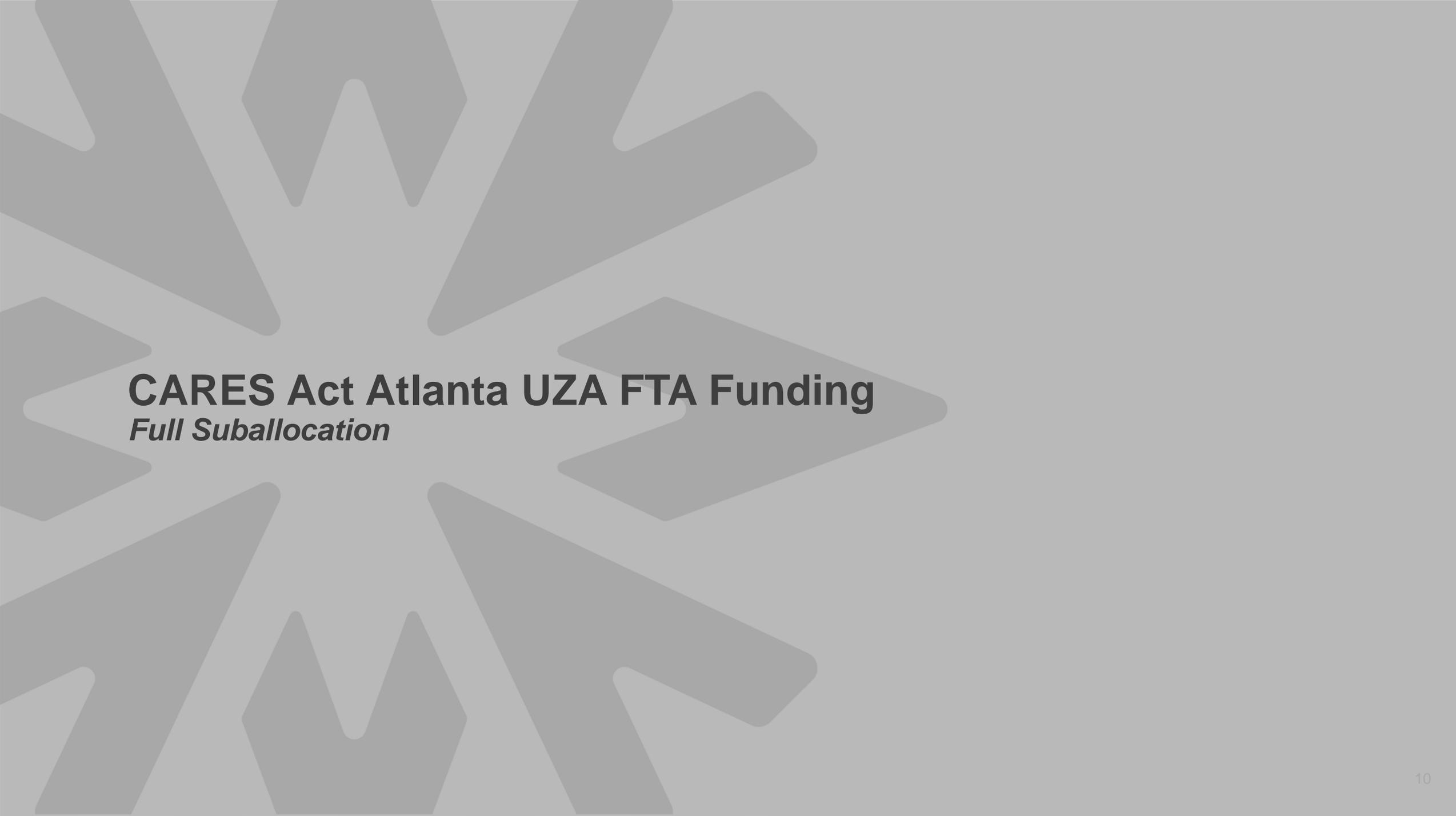
- Coronavirus Aid, Relief, and Economic Security Act (CARES) – April 2020: **\$25.0 billion**
- Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) – January 2021: **\$14.0 billion**

▶ **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

CARES Act FTA Funding Overview – April 2020

- ▶ **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

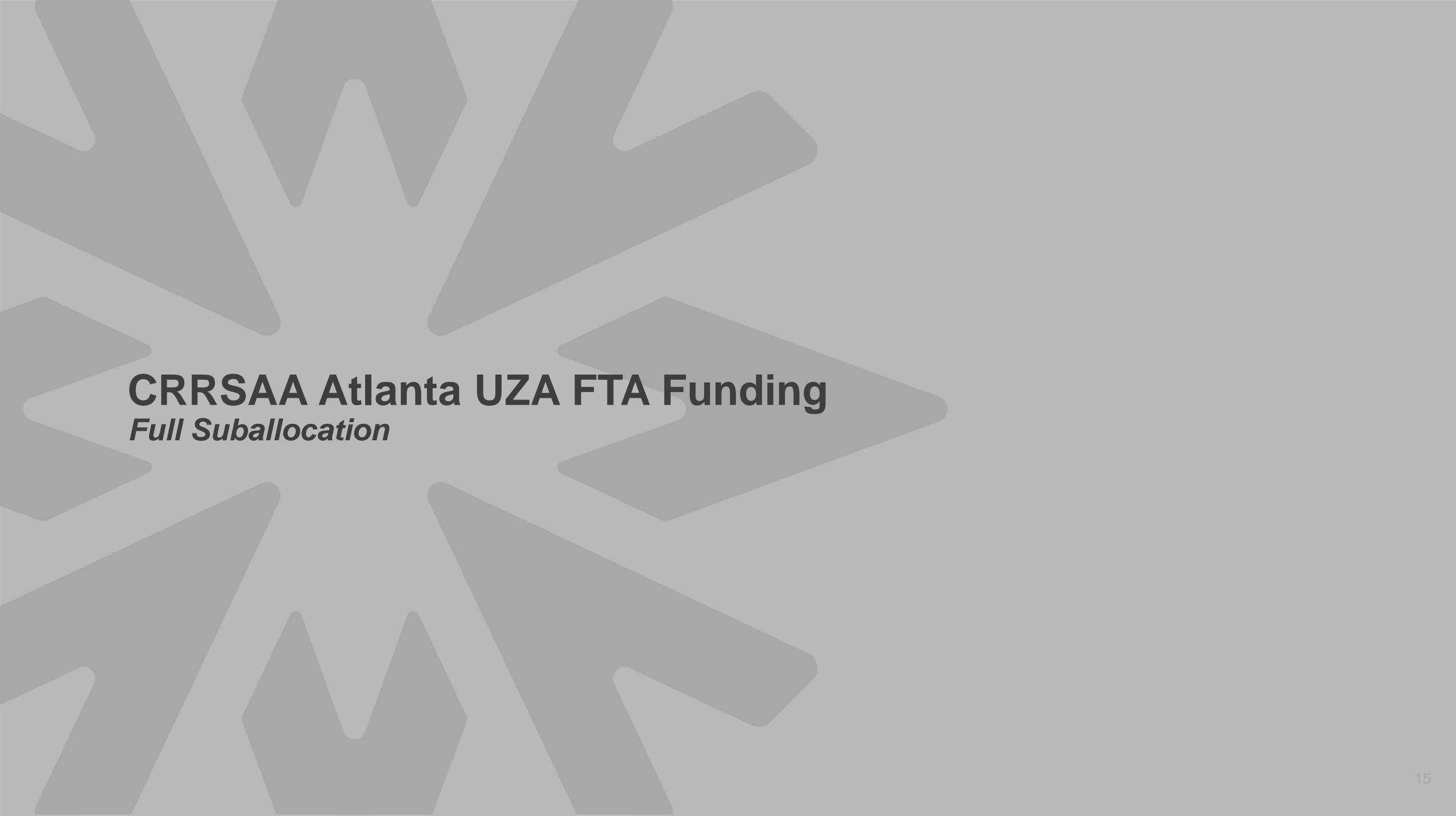
- ▶ Funding distributed based on operating stats reported to National Transit Database (NTD)
- ▶ Total CARES Act Atlanta UZA Section 5337 Funding: **\$153,941,244**

CARES ACT – ATLANTA UZA FULL SUBALLOCATION

Atlanta UZA - FY20 CARES Act Suballocation Schedule				
Operator	5307	5340	5337	CARES Act Total
Cherokee	2,358,416	419,409		2,777,825
Cobb	14,725,176	2,063,428	1,251,152	18,039,756
Douglas	2,248,815	275,002		2,523,816
Gwinnett	14,551,335	2,335,594	2,934,609	19,821,538
Henry	2,369,666	386,201		2,755,867
Xpress	20,795,029	1,001,143	3,935,581	25,731,752
CPACS	145,057	860		145,918
MARTA	146,401,689	6,419,434	145,819,902	298,641,024
ARC	510,264			510,264
Total Atlanta UZA	204,105,446	12,901,070	153,941,244	370,947,760

* ARC funding being used to support CPACS' ongoing operations





CRRSAA Atlanta UZA FTA Funding
Full Suballocation

CRRSAA FTA Funding Overview – January 2021

- ▶ **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**

CRRSAA – New Congressional Funding Formula

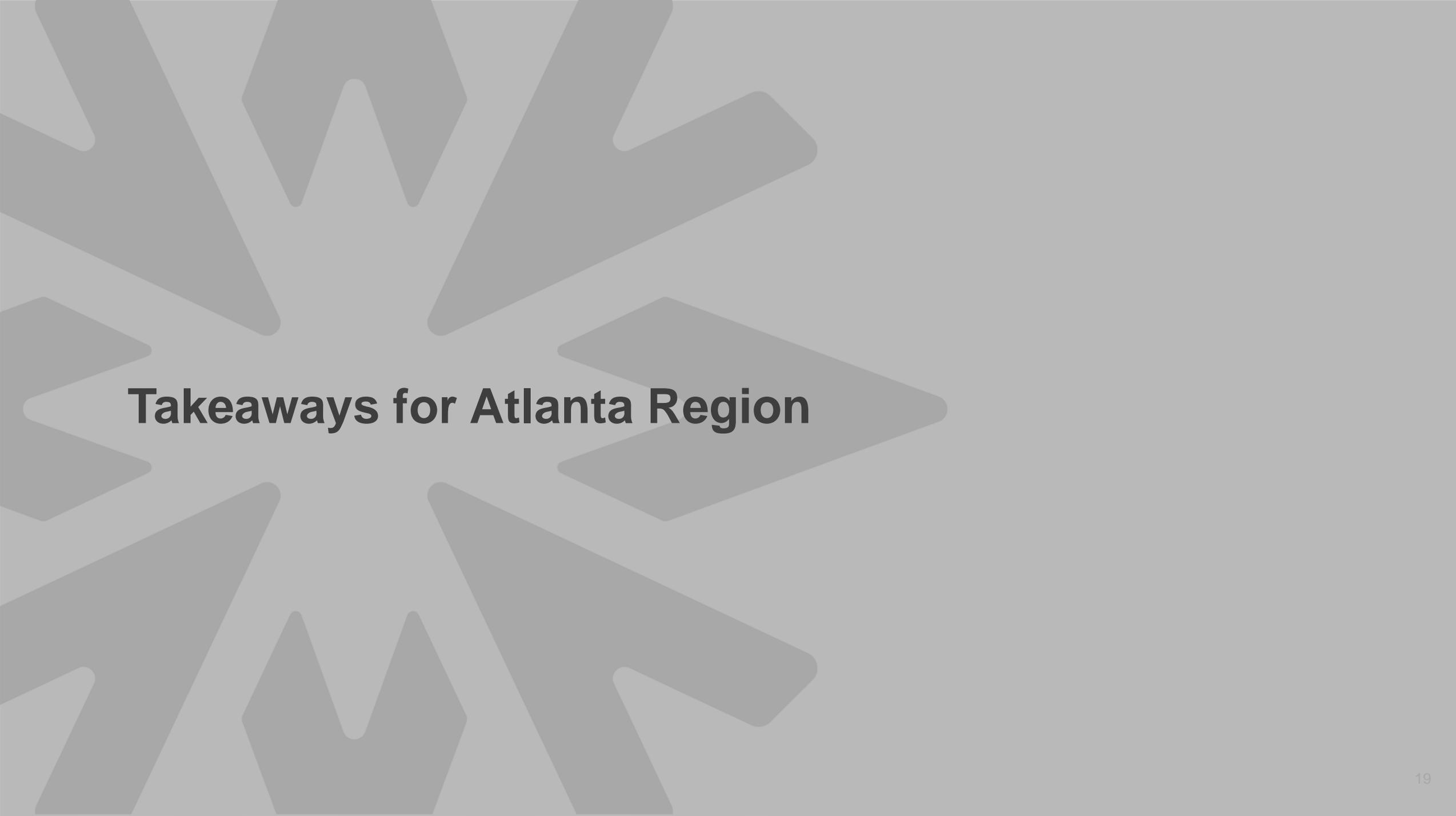
- ▶ **3 Step Process for Apportioning Urbanized Area Funding in New COVID-19 Relief Bill:**
 1. Urbanized areas' share in this bill when combined with CARES Act funding may not exceed 75 percent of the 2018 Operating Costs as reported to the National Transit Database (NTD)
 2. Any funding in excess of 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

Operator	2018 NTD Operating Costs (OC)	CARES 2020 Suballocation	% 2018 NTD OC Covered by CARES	CRRSAA FTA Relief Funding	Remaining % 2018 NTD OC
MARTA*	467,447,046	297,818,993	64%	33,524,951	71%
Cobb	21,952,660	18,039,756	82%	0	82%
Douglas	983,784	2,523,816	257%	0	257%
Gwinnett	18,253,366	19,821,538	109%	0	109%
Cherokee	863,494	2,777,825	322%	0	322%
Henry	1,066,098	2,755,867	259%	0	259%
CPACS	651,590	656,182	101%	0	101%
Xpress	22,040,948	25,731,752	117%	0	117%
TOTALS	538,848,415	370,947,760	69%	33,524,951	75%

- “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.



Jonathan Ravenelle



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ATL 



BOARD BRIEFING

February 4, 2021



Transit Oriented Development

Jeffrey A. Parker

General Manager/CEO

Jacob Vallo

Sr Director TOD & Real Estate



Melissa Mitchell, muralist at Indian Creek MARTA station

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



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

By Sean Richard Keenan @ThatSeanKeenan | Mar 27, 2020, 10:44am EDT



Two down, one to go. | KDC

< CRANE WATCH

ATLANTA
BUSINESS CHRONICLE

Commercial Real Estate

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

David Pendered • May 31, 2020 1:04 pm



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



\$100 Million Greater Atlanta TOD Affordable Housing Preservation Fund

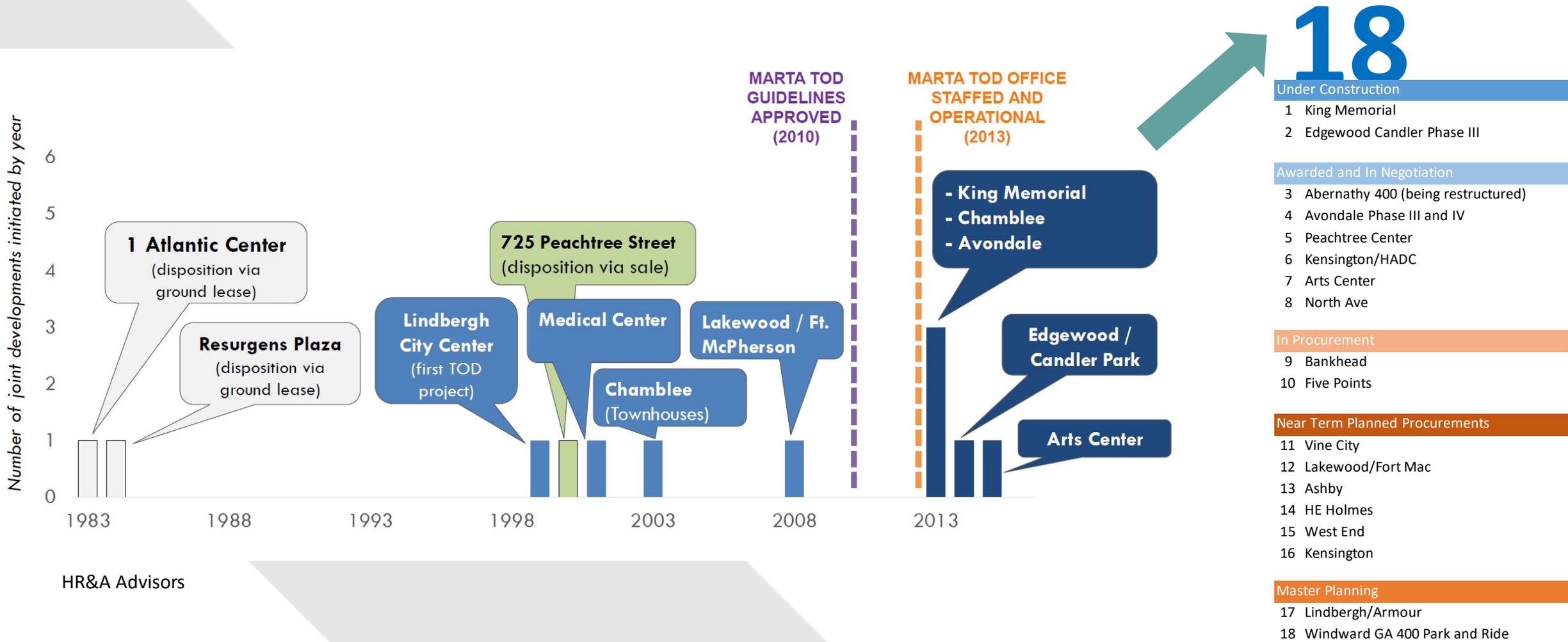


Morgan Stanley

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

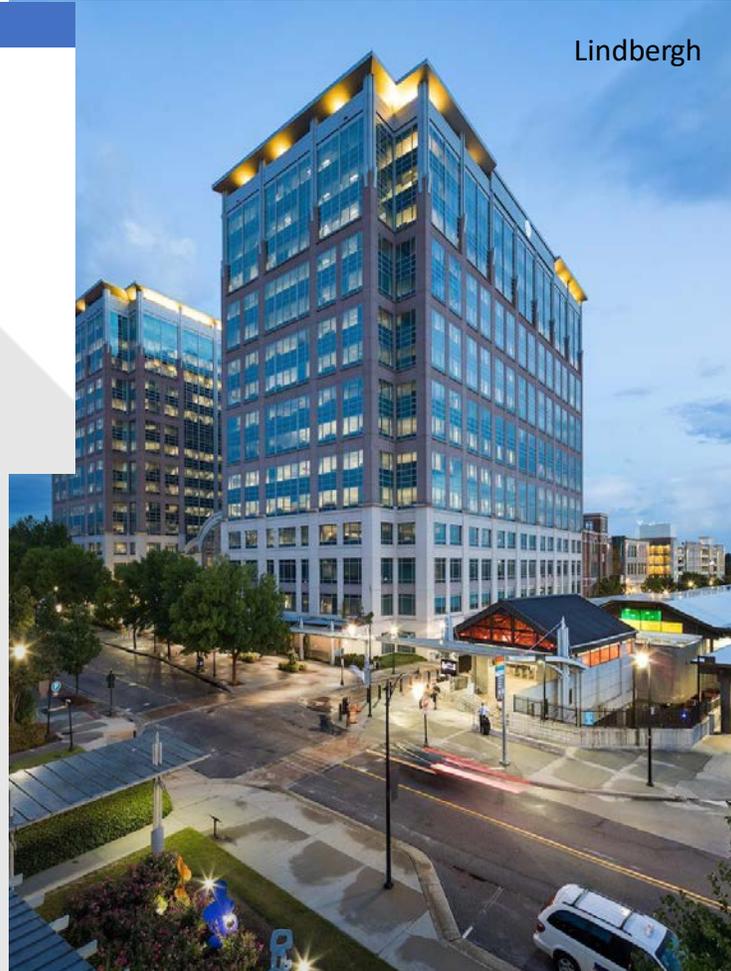


HR&A Advisors

Earlier Projects

Built

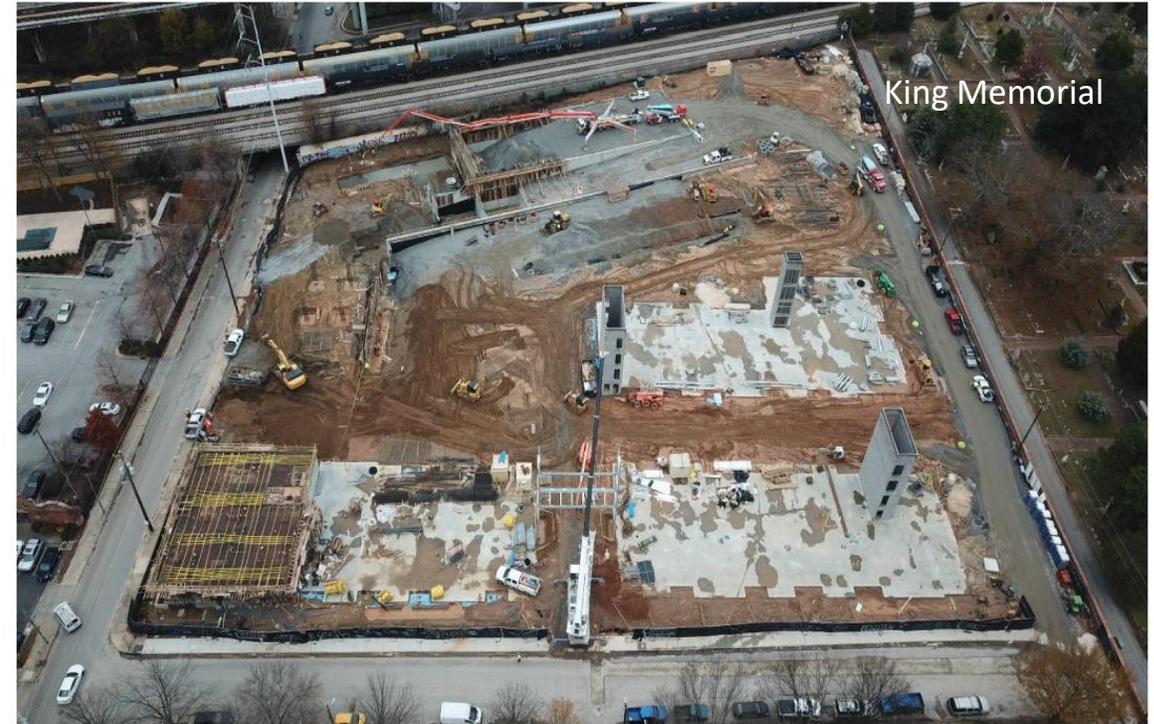
- 1 Lindbergh - Office
- 2 Lindbergh - Retail
- 3 Arts Center - One Atlantic Center
- 4 Chamblee - Trackside
- 5 Lenox - Resurgens Plaza
- 6 Lindbergh - Avana on Main
- 7 Edgewood Candler Phase I
- 8 Avondale
- 9 Emory - St Joseph's Hospital



Under Construction

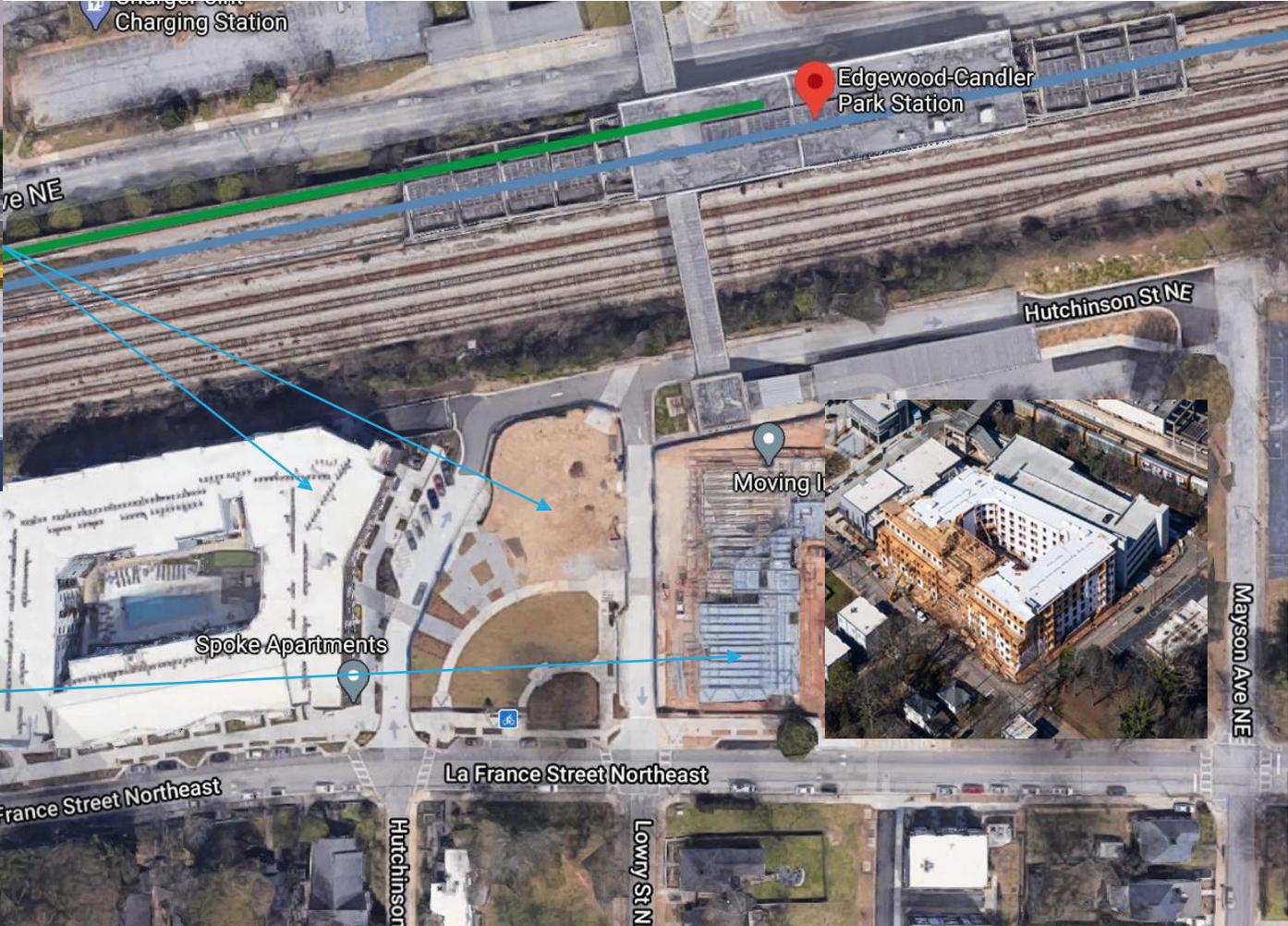


208 multifamily units with
53 affordable units

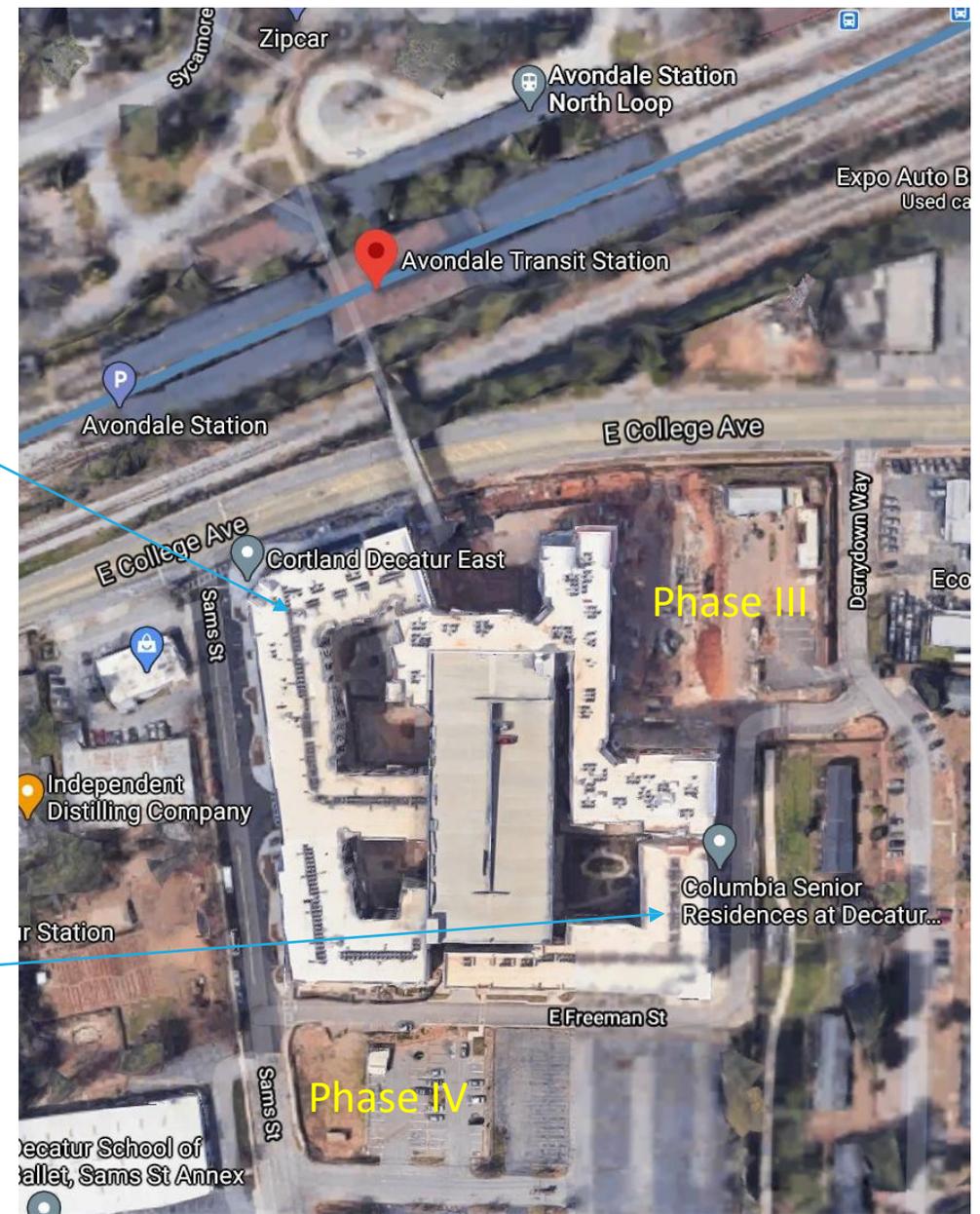


300 units with 100 affordable
units and 10,000 SF of retail

Edgewood Candler



Avondale



Awarded + In-Negotiations

600

Affordable Units

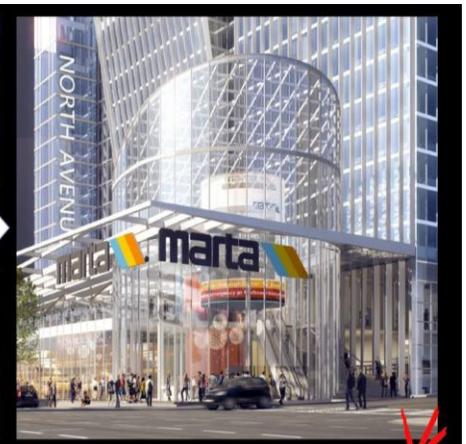
- ✓ North Avenue*
- ✓ Kensington/HADC
- ✓ Arts Center*
- ✓ Avondale III & IV
- ✓ Abernathy 400
- ✓ Peachtree Center*

2

Headquarters Sites

3

Station Transformations*



Mixed-Income Housing RFPs

FY21 - Bankhead and Five Points

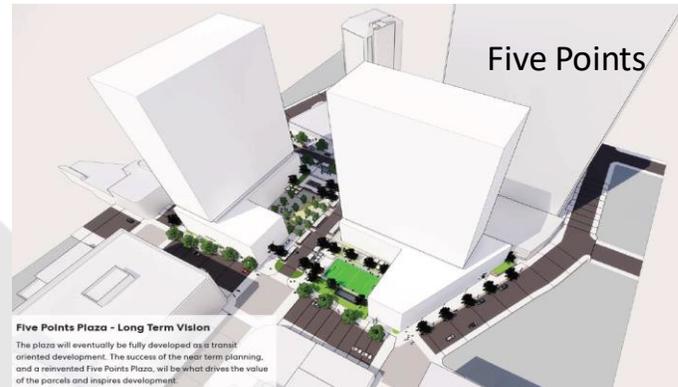
FY22 - Ashby, H.E. Holmes, Lakewood-Ft McPherson, Vine City, West End and Kensington

1,088

Potential Affordable Units

4

Station Transformations



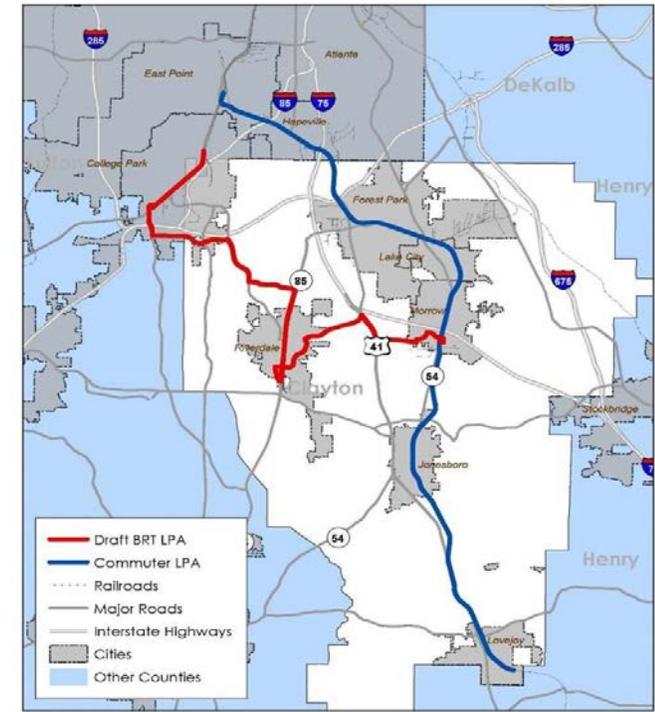
TOD Planning

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)

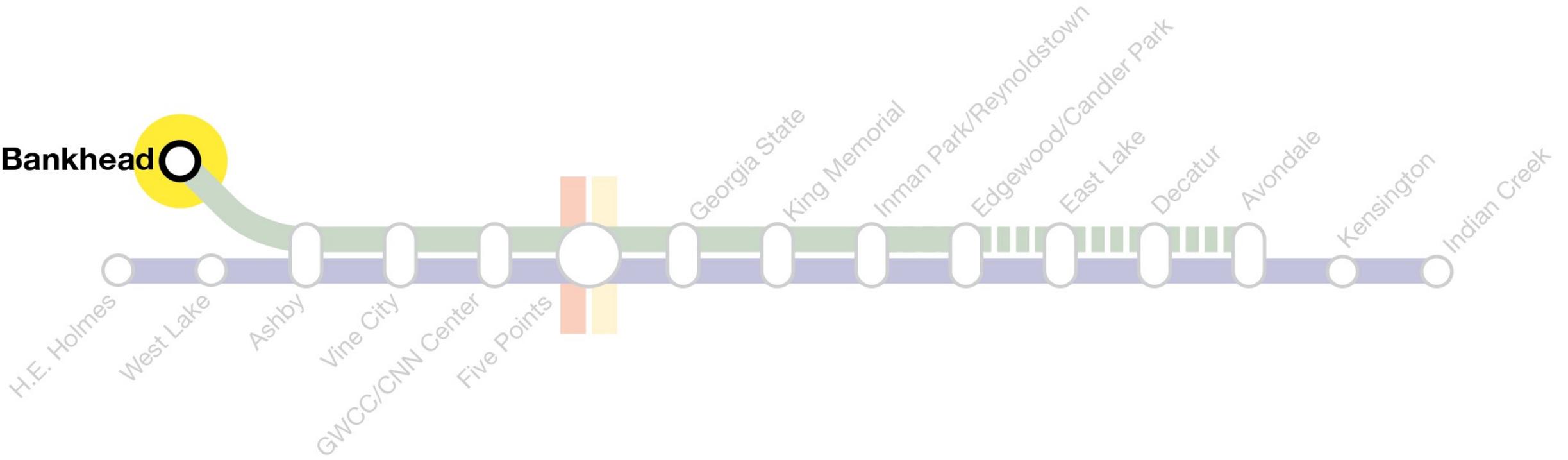


Clayton
County

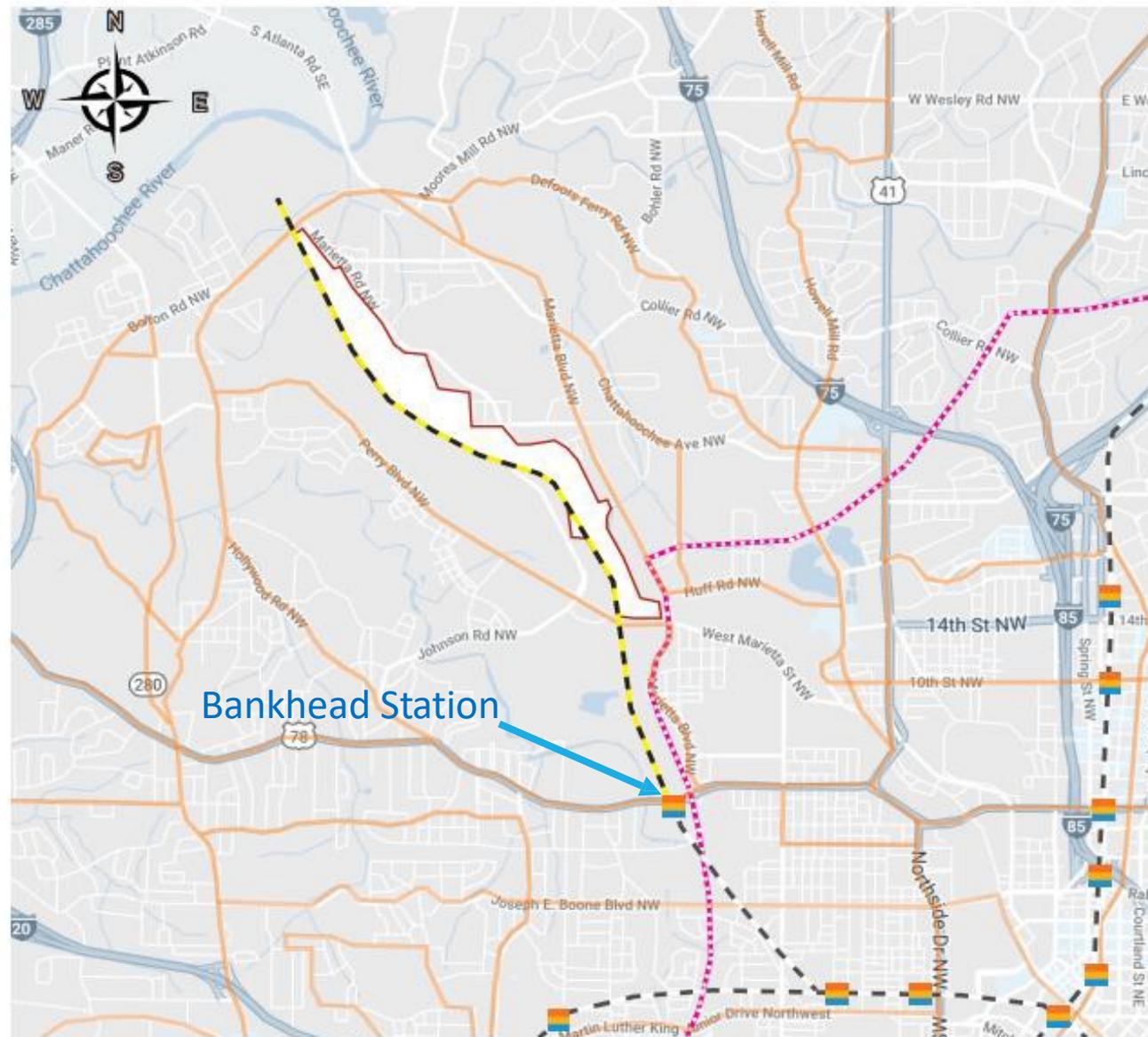


MARTA – ATL – GDOT Opportunities

Bankhead



Future Northwest Transit Opportunities



Bankhead Station

PUBLIC TRANSPORTATION

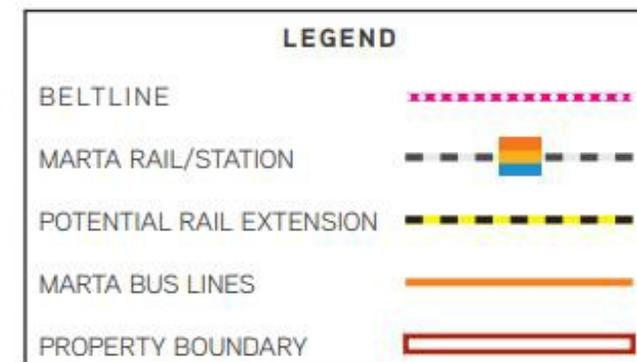
The primary public transportation provider for Metro Atlanta, MARTA (Metro Atlanta Rapid Transit Authority) has moved over 3.5 billion people throughout Atlanta by bus and heavy rail since opening. MARTA recently merged with Metro Atlanta's other transit authorities to link the greater metro Atlanta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

HARTSFIELD JACKSON INTL. AIRPORT

The busiest airport in the world since 1998, 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 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)

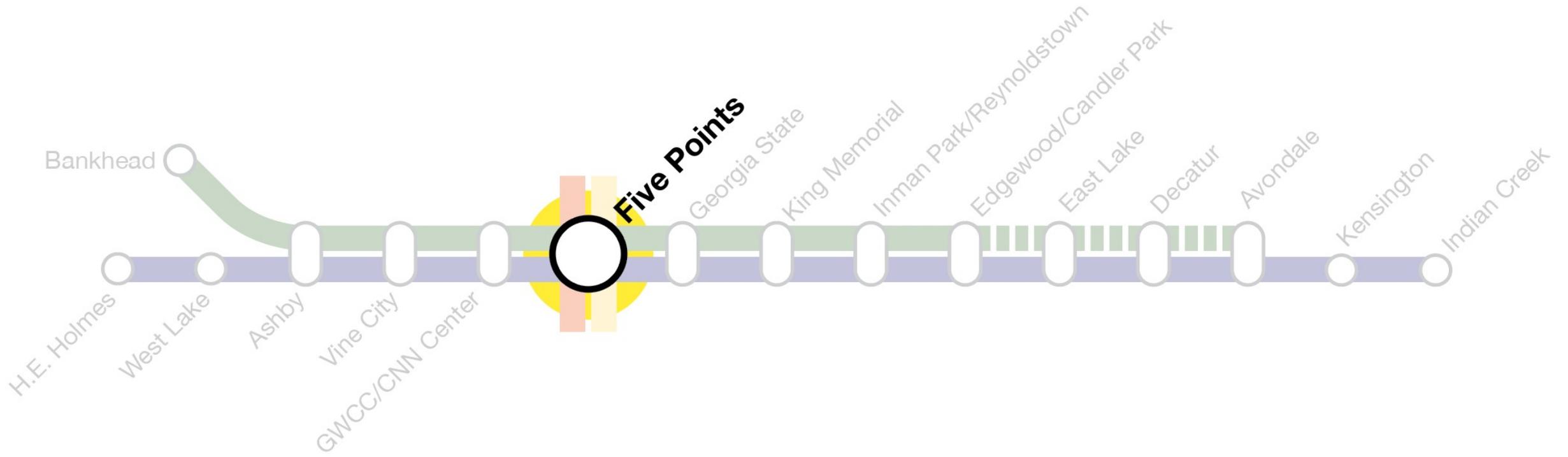


Tilford Yard

FUTURE MARTA RAIL EXTENSION WITH LOCAL STATIONS



Bankhead
Station



Five Points Station Area

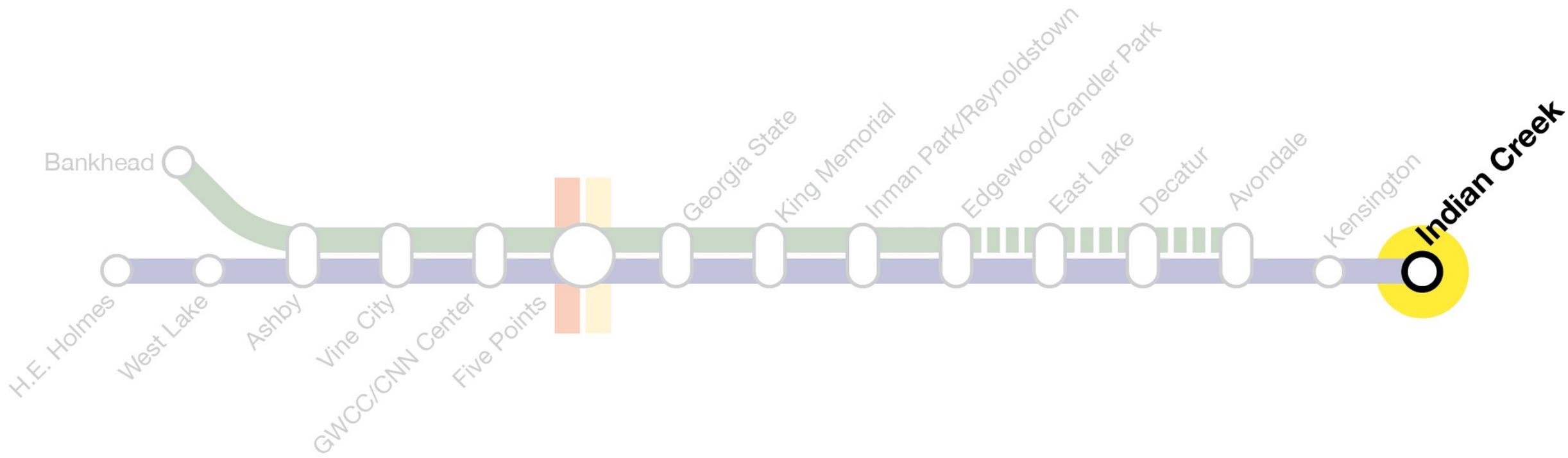


Five Points Station Transformation

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

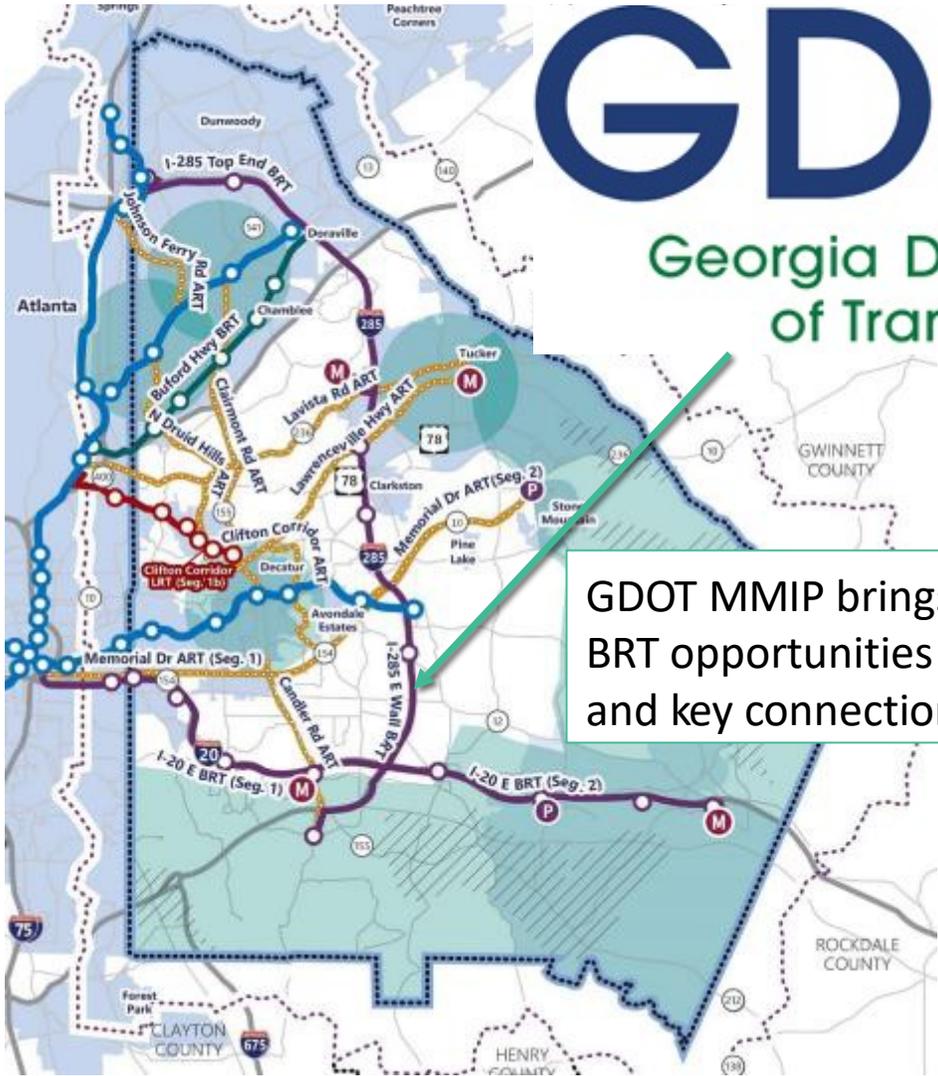




Indian Creek Connects to GDOT MMIP Investments



Georgia Department of Transportation



GDOT MMIP brings BRT opportunities and key connections

GDOT exclusive MARTA ramp could improve access to area



THANK YOU



CONTRACT UPDATES

Jennifer Ward – Procurement Manager

February 4, 2021

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

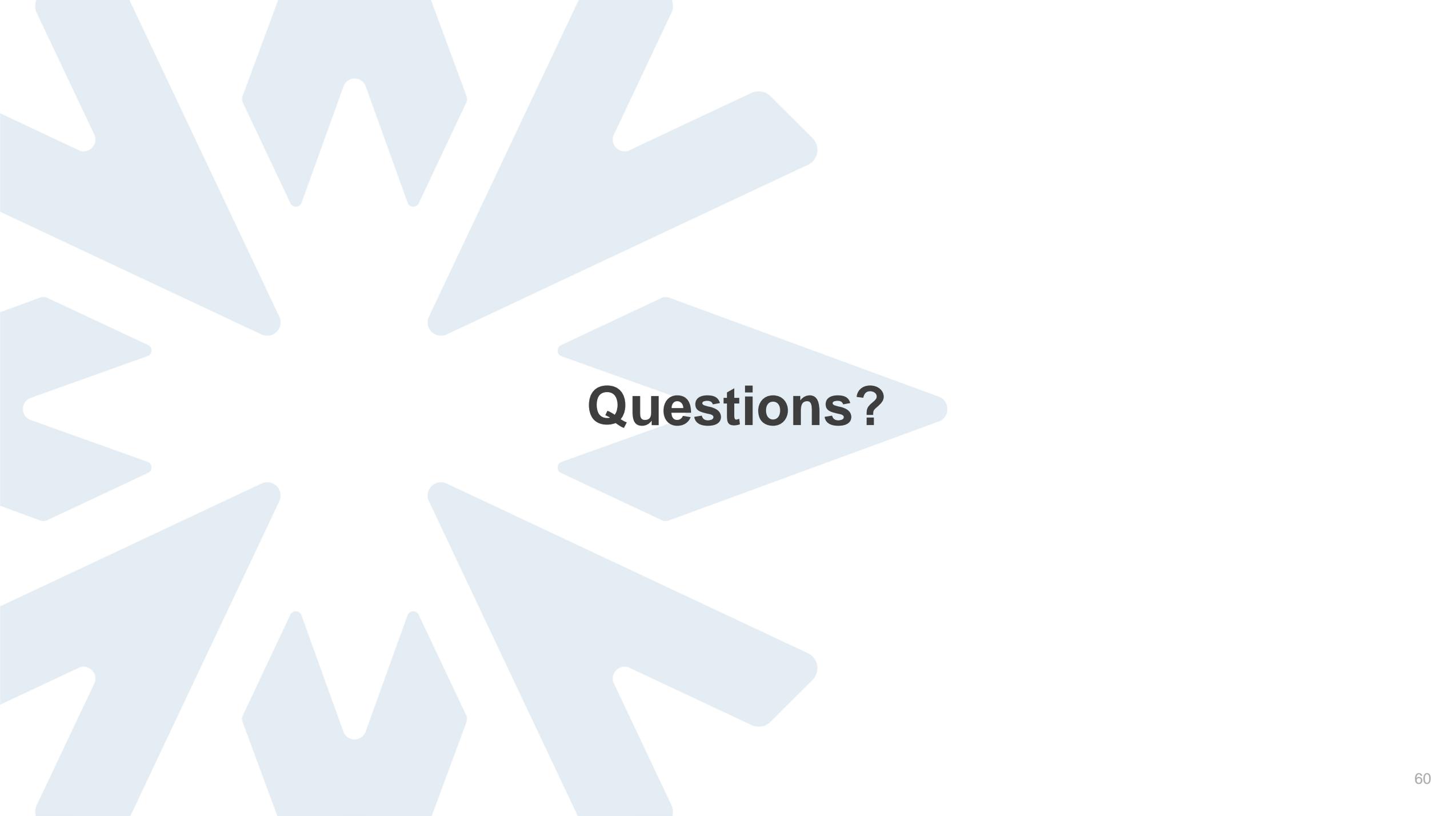
▶ Station Planning anticipated to be completed by consultant by June 2021

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

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



ATL BOARD OF DIRECTORS MEETING

FEBRUARY 4, 2021