



**CITY COUNCIL  
ATLANTA, GEORGIA**

**20-R-4194**

**A RESOLUTION BY TRANSPORTATION COMMITTEE AUTHORIZING THE MAYOR OR HER DESIGNEE, TO EXECUTE AN INTERGOVERNMENTAL AGREEMENT WITH METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY ("MARTA") ON BEHALF OF THE ATLANTA DEPARTMENT OF TRANSPORTATION FOR DEVELOPMENT AND IMPLEMENTATION OF THE MORE MARTA ATLANTA EXPANSION PROGRAM; AND FOR OTHER PURPOSES.**

WHEREAS, an Act of the General Assembly of the State of Georgia, designated Senate Bill 369 and made effective on April 26, 2016, amended Chapter 9 of Title 32 of the Official Code of Georgia Annotated; and

WHEREAS, under Chapter 9 of Title 32 of the Official Code of Georgia Annotated, the City called an election that was held in all the precincts in the City, on the 8th of November 2016, for the purpose of submitting to the qualified voters of the City the question of whether or not a one-half percent MARTA tax should be imposed within the City, for a maximum period of time of forty (40) years, for the purposes of expanding and enhancing the rapid transit system, pursuant to Resolution Number 16-R-3710; and

WHEREAS, the qualified voters of the City voted in favor of the imposition of the MARTA tax within the City for the purposes of expanding and enhancing the rapid transit system; and


WHEREAS, the City and MARTA have agreed to collaborate on the planning, design, construction, and operations of the expansion and enhancement of the rapid transit system; and

WHEREAS, the City and MARTA desire to enter into an intergovernmental agreement to set forth the roles and responsibilities for the planning, design, construction, and operations of the expansion and enhancement of the rapid transit system; and

WHEREAS, in accordance with the More MARTA Intergovernmental Agreement, the MARTA Board of Directors adopted a prioritized program on June 13, 2019; and

WHEREAS, the Commissioner of the Atlanta Department of Transportation recommends entering into an Intergovernmental Agreement with MARTA for Development and Implementation of the More MARTA Atlanta Expansion Program.

THE CITY COUNCIL OF THE CITY OF ATLANTA, GEORGIA, HEREBY RESOLVES, that the Mayor, or her designee, is authorized to enter into an intergovernmental agreement with MARTA, in substantial form as the intergovernmental agreement attached hereto as Exhibit "A," for Development and Implementation of the More MARTA Atlanta Expansion Program.



BE IT FURTHER RESOLVED, that the City Attorney is directed to prepare all appropriate documents for execution by the Mayor, or her designee.

BE IT FINALLY RESOLVED, that the intergovernmental agreement will not become binding on the City and the City will incur no obligation or liability under it until it has been executed by the Mayor, attested to by the Municipal Clerk, approved as to form by the City Attorney and delivered to MARTA.



A true copy,

Foris Webb III  
Municipal Clerk

ADOPTED by the Atlanta City Council  
APPROVED per City Charter Section 2-403

AUG 17, 2020  
AUG 26, 2020



HEREAS, the ballot measure approved by the voters contained more projects than could reasonably be funded by the anticipated sales tax revenues: and

WHEREAS, the City and MARTA executed the "Intergovernmental Agreement For The MARTA Sales Tax" (More MARTA IGA) on December 29, 2017; and

WHEREAS, the More MARTA IGA set forth an agreed upon method by which the Parties would develop a financially constrained program for the projects on the November 2016 ballot; and

WHEREAS, in accordance with the More MARTA IGA, the MARTA Board of Directors adopted a prioritized Program on June 13, 2019; and

WHEREAS, the Parties desire to set forth their responsibilities and obligations regarding the planning, program management, design, permitting, utility coordination, right of way coordination, construction coordination, and operation and to establish protocols and procedures during Program implementation;

NOW, THEREFORE, pursuant to the above recitals that are incorporated as if fully set forth below, and in consideration of the terms, covenants, and performances contained herein,

IT IS MUTUALLY AGREED AS FOLLOWS:

### **1.0 Background**

Both Parties approached development of this Agreement with a shared understanding of the following history and intent about the Program:

- In 2017, the City published The Atlanta City Design which laid out a vision for the growth and development of the City over the coming decades; and
- In 2018, the City adopted the Atlanta Transportation Plan (ATP) which outlines a plan for a transportation network to support The Atlanta City Design; and
- In 2019, the City established the Atlanta Department of Transportation and published the One Atlanta: Strategic Transportation Plan which outlines transportation goals tying to the More MARTA Atlanta program; and
- The More MARTA Atlanta Program is an initial step toward implementation of the transit element of the ATP and the One Atlanta: Strategic Transportation Plan; and
- A central goal of the More MARTA Atlanta Program is to support the City's vision, policies, goals, and objectives as articulated in the current and future versions of the Atlanta City Design, ATP, and the One Atlanta: Strategic Transportation Plan; and
- The Parties adopted a set of nine Guiding Principles for the development of the More MARTA Atlanta Program; and
- The More MARTA Atlanta Program as adopted by the MARTA Board of Directors on October 4, 2018 and its subsequent sequencing plan, annexed hereto as Exhibit A, adopted by



MARTA on June 13, 2019 adhere to the standards set out in the Guiding Principles; and

- It is understood that from time to time there will likely need to be alterations to the Program as adopted and any such changes to the Program must also support City Design, the ATP, and the Guiding Principles as mutually agreed by the parties.
- The parties to this agreement are MARTA and the City with the recognition that Atlanta BeltLine, Inc. ("ABI") will participate in the governance structure set out herein for the advancement of those projects designated as ABI projects.

In accordance with the premises above, this Agreement outlines the expected Program elements, the parties' roles and responsibilities. These roles and responsibilities will be reflected in program management and project agreement plans, and defined in more detail as future agreements are required to advance specific projects. Such plans and agreements will recognize that each agency has an important role to play in the successful development and implementation of the Program. Additionally, any financial commitments that may be required beyond the initial More MARTA Atlanta planning could include financial commitments from other sources.

## **2.0 Program Goals and Purpose of IGA**

The purpose of this Agreement is to outline the anticipated partnership roles and responsibilities of MARTA and the City for the governance of the More MARTA Atlanta Program as well as the development and implementation of Program projects in the City of Atlanta.

The Parties developed the following set of principles to guide the process of developing the partnership, the agreements, and the implementation of the Program.

- Advancing the economic and community development objectives of both the City and MARTA;
- Recognizing that the More MARTA Atlanta Program is an enhancement of current transit service that riders will find reliable, comfortable, and easy to use;
- Maintaining an early implementation focus on the Campbellton Road High Capacity Corridor, the eastward extension of the existing Atlanta streetcar to the Atlanta BeltLine and northward in the BeltLine right-of-way to Ponce de Leon Ave, the Summerhill BRT project, the transformation of the Five Points Station, and westward extension of the existing Atlanta streetcar.
- Balancing system expansion with fiscal responsibility and efficient transit operations for Atlanta;
- Ensuring that the Program development and implementation process is reflective of a collaborative relationship between the Parties;
- Meeting commitments to voters, constituents, elected officials, and the larger community by being consistent with City of Atlanta plans and programs;
- Demonstrating a shared investment leading to a better experience for customers and users;
- Aligning grant strategies to optimize return for the Program; and
- Committing to joint agency messaging such that the public recognizes that the Program is



a joint effort and an efficient model for Program delivery.

The Parties' general goals for the Program also include the following objectives:

- Maintaining transparency regarding program revenues and expenditures;
- Being flexible with resources within the Program to deliver the most value to the community; and
- Seeking creative ways to share investments to meet Program goals and seek value for each partner when making project scope and delivery decisions.

### **3.0 Structure of Agreement**

To clarify roles and responsibilities, the various Program development components are separated into four task-based categories as reflected in Exhibits A, B and C which are attached hereto and incorporated herein by this reference. These exhibits are:

Exhibit A – Sequencing Plan- Version 15 as approved by MARTA Board June 2019

Exhibit B –Project Delivery Roles

Exhibit C – Program Governance Structure

For each programmatic component, the Agreement provides specific direction for the Parties regarding project tasks including: Lead, Support, Final Approval, Implementation, Fund, Construction/Delivery, Ownership, and Operations and Maintenance. Exhibits A through C represent a list of core Program components and the baseline approach the Parties agree to take in development and implementation of projects. Where further negotiation is required on a project-by-project basis, a preliminary determination of whether responsibility for a detailed task is shared (both parties contribute) or varies (one or both Parties contribute) is outlined in Exhibit B. The Parties agree that all future Program project specific agreements and other significant decisions will be developed in adherence to the terms outlined in this Agreement and its Exhibits A through C.

### **4.0 Program Governance**

The parties agree that, per the MARTA Act, the MARTA Board of Directors is the official policy making entity to oversee the transit program within the City. Additionally, the Parties agree that the MARTA General Manager/CEO is responsible for the day-to-day executive management of the Program.

The MARTA Board of Directors will have the ultimate responsibility for decisions affecting the transit component of the program. The Office of the Mayor will be apprised of any recommendations that would constitute a significant change or impact (as defined in Paragraph 5.0 herein) to the transit component of the program at least fourteen days before it is presented to the City of Atlanta Subcommittee of the MARTA Board of Directors. The Office of the Mayor can choose to provide written correspondence to the City Atlanta Subcommittee of the MARTA Board regarding the recommended changes



prior to the City of Atlanta Subcommittee submitting a recommendation to the full MARTA Board for consideration. The City of Atlanta subcommittee shall have fourteen days to review this correspondence prior to submitting a recommendation to the full MARTA Board.

The parties further agree that the City will provide core support functions including utility coordination, watershed management, real estate, permitting, planning and zoning, economic development and housing in support of the Program.

As the implementation of the program is a joint effort the key roles and responsibilities are set forth below and such program governance structure is further reflected in Exhibit C.

*Key governance structures*

**Program Governance Committee** – The Parties will establish a Program Governance Committee (PGC). The PGC is outlined in Exhibit C and will be composed of the following executives from the respective organizations:

- MARTA – General Manager and Chief Executive Officer, Chief of Staff, Chief Capital Program Expansion and Innovation
- City of Atlanta – Chief Operating Officer, Deputy Chief Operating Officer, Deputy Chief of Staff, and Commissioner of Transportation
- Atlanta BeltLine, Inc. – Chief Executive Officer (on ABI-relevant projects – Streetcar East Extension and high capacity transit projects directly in ABI right-of-way)

The PGC will meet quarterly but may be convened more frequently at the request of the Program Management Team (PMT) or on its own initiative. PGC meeting objectives include, but are not limited to, the following:

- Reviewing the financial and project implementation status of the program as well as addressing any issues put before it by the Program Management Team;
- Addressing all significant policy and political concerns related to the program;
- Reviewing all project designs at 30%, 60%, 90%, and 100% and recommending them for signature approval by the MARTA General Manager;
- Reviewing all locally preferred alternatives (LPAs) and recommending them to be forwarded to the City of Atlanta Subcommittee of the MARTA Board of Directors for recommendation prior to going before the full MARTA Board for approval;
- Approving project budgets, schedule, and budgeted funding sources at the completion of preliminary engineering (30% design) for signature approval by the MARTA General Manager and the Office of the Mayor;
- Reviewing all federal funding requests on projects prior to recommending to the MARTA Board;
- Considering and acting upon any significant program changes as defined in Section 5.0 of this Agreement;



- Reviewing potential amendments to this Agreement and its Exhibits;
- Reviews the annual allocation of funds between capital expansion, annual operations, and sustaining capital for future operations; and
- Serving as the terminal step in the resolving disputes within the program

**Program Management Team** – The Parties will establish a Program Management Team (PMT). The PMT will support and guide the Program Management Office. It will be led by the Program Management Officer, the Chief of Capital Programs, Expansion and Innovation and be composed of the following staff from the respective organizations:

- MARTA – Program Management Officer, Assistant General Managers of Planning, Capital Programs Delivery and Infrastructure
- City of Atlanta – Program Management Office Liaison and the Mayor's Designee

The PMT will meet at least monthly but may be convened more frequently if needed. The PMT will be the primary group to handle all cross-Party coordination necessary for significant system planning, project implementation and coordination issues. The PMT will monitor individual project scopes, schedules, and budgets and institute corrective actions if projects deviate therefrom. Additionally, the PMT will serve as the initial step for any Program dispute resolution.

The PMT is responsible for developing project-based agreements using the guidelines and direction reflected in Exhibits A through C. Project-based agreements will include detailed roles and responsibilities for each individual project and will be prepared in accordance with FTA policies and procedures. The PMT will negotiate the terms of the individual project agreements and will elevate issues to the PGC when additional direction is required and for final ratification. For purposes of City and MARTA records, the PMT will create meeting minutes for each meeting of the PMT.

Additionally, the PMT will establish, oversee, and coordinate individual project management teams to manage all project phases including initiation, project planning, final design and implementation. The project management teams will manage all project functions including but not limited to project controls, procurement, quality assurance/quality control, environmental mitigation, design review, public art, legal, safety and security, construction management, communications and public outreach.

The PMT will also actively monitor for changes in future conditions that materially impact the planning, design, implementation, procurement and management of the Program. Such changes could include technology improvements, innovative policy approaches, changed federal investments, etc. Upon analysis, the PMT will make written recommendation to the PGC on how best to amend the Exhibits to reflect the changed environment.



The PMT will ensure Program development is implemented in accordance with the principles reflected in this Agreement by:

- Overseeing all components in the implementation of the Program, including management of the projects' scopes, schedules, and budgets;
- Coordinating closely on joint agency messaging with attention to creation of consistent external messaging such that the public recognizes this is a joint effort and an efficient model for program delivery;
- Coordinating executive management, elected officials and legislative strategy and messaging for both Parties;
- Monitoring and incorporating any PGC approved policy changes that impact the Program (i.e., next generation transit signal priority (TSP), funding of service, fleet agreement, etc.); and
- Aligning and coordinating the Parties' respective grant strategies to optimize return for projects within the More MARTA Program in the City of Atlanta.

**Project Technical Committee** – The Parties will establish a Project Technical Committee (PTC). The PTC will be composed of the following:

- MARTA – Assistant General Managers of Planning, Capital Development, and Engineering, Manager of System Planning, Director of TOD and Real Estate, relevant project managers and consultants.
- City of Atlanta – Program Management Office Liaison, Senior Transportation Policy Advisor, Atlanta Department of Transportation Deputy Commissioners, Department of City Planning Deputy Commissioner, Deputy Commissioner of Watershed Management, additional relevant staff, or designees.
- Atlanta BeltLine, Inc. – Director of Transportation, additional relevant staff, or designees.

The PTC will support and advise the CPMO (as defined below) and PMT throughout the implementation of the Program. The PTC will provide input on Program and project design issues. The PTC will meet at a minimum monthly, but may meet more frequently as need to support the CPMO, PMT, and/or the PGC. Membership on the PTC will be reviewed and revised by the Parties as needed.

PTC will also serve as a point of coordination for on-going capital programs impacting the More MARTA program including, but not limited to: Atlanta Department of Transportation, Department of Watershed's capital program, and ABI capital projects.

**Communications Working Group** – The Parties will establish a Communications Working Group (CWG). The CWG will support and advise the Parties throughout the implementation of the Program. The CWG will be kept informed of Program progress, provide input on the





Program, and assist in communicating the program information and updates to a broader set of stakeholders and community members. The CWG will meet quarterly, but may meet more frequently as need to support the CPMO, PMT, and/or the PGC. Membership on the CWG will be reviewed and revised by the Parties as needed.

**Central Program Management Office** – The MARTA General Manager will establish a Central Program Management Office (CPMO) led by MARTA’s Chief of Capital Programs, Expansion and Innovation with delegation responsibilities for Program implementation thereto. The CPMO will be tasked with executing program management functions delegated to the CPMO by the MARTA General Manager including but not limited to the development and implementation of: a Program Management Plan and any subsequent amendments thereto; scopes, schedules, and budgets for individual projects; any necessary proposals to alter the program implementation timeline adopted by the MARTA Board on June 13, 2019; community engagement plans and activities; and media relations. The CPMO may be funded proportionately by the incremental tax proceeds from the Program.

**City of Atlanta Program Management Office Liaison** – The City of Atlanta will employ a More MARTA Atlanta Program Management Office Liaison (PMO Liaison). The PMO Liaison will be funded by the incremental tax proceeds from the Program. The PMO Liaison will serve as the City’s designated point of contact for all program management functions which include both policy and technical coordination with the Office of the Mayor, the Atlanta Department of Transportation, Atlanta City Council, and other City of Atlanta staff. The PMO Liaison, or their designee, will serve as the City of Atlanta’s representative for procurement related decisions for all goods and services procured on behalf of the More MARTA Program.

#### *Project-level considerations*

**Project-based Agreements** – The Parties will establish Project-based Agreements (“PBA”) for the management and delivery of specific projects within the Program. These agreements will outline detailed roles and responsibilities for each project and shall reference the structures outlined in this Agreement.

**Atlanta BeltLine, Inc. Projects** – Within the Program, there are a subset of projects that are considered “ABI Projects”. These projects include the following: Streetcar East Extension and high capacity transit projects directly in the BeltLine right-of-way. Decisions related to these projects will include ABI (in addition to MARTA and City of Atlanta) via terms outlined in the PBA for each project. Additionally, ABI will participate in the PGC with input specifically related to ABI Projects. MARTA and ABI will need to execute specific agreements governing project development.

## **5.0 Program Changes**

Significant program changes shall be required to follow the process set forth below:



Significant program changes are defined as deviations, beyond thresholds defined below,

- A change in schedule is defined as a change in the implementation sequence of one project to the detriment to another project or not consistent with the approved program sequencing plan; or
- A significant budget deviation is defined as an increase/decrease in the cost of a project and/or a project's contribution from the More MARTA sales tax of 10% or more based on the budget established after the completion of preliminary design.
- Beginning in 2025 or sooner in the event of significant financial disruptions, at least every five years or as required by the Federal Transit Administration or other relevant funding entities the program will adopt an updated phasing plan incorporating the latest budget and scheduling information to include all significant program changes to ensure the program remains aligned to the More MARTA fiscal constraints.

Significant program changes must originate from the PMT where the justification for the change will be documented. The change request with the written justification is then submitted to the PGC for consideration. The PGC will review the change request and make a recommendation as to whether the request should be granted, granted with conditions, or rejected. The MARTA GM/CEO will submit to the City of Atlanta Subcommittee of the MARTA Board of Directors for recommendation prior to presentation to the full MARTA Board of Directors.

#### **6.0 Program Transparency and Reporting**

As a part of this effort, MARTA will provide the Atlanta City Council with quarterly briefings on the program status. In addition to quarterly briefings, MARTA will provide a quarterly financial briefing to the Office of the Mayor detailing program expenditures by spend type (e.g., planning, design, construction) and allocated to each project within the program.

Reporting and coordination of this program with the Federal Transit Administration shall be conducted in partnership. MARTA shall serve as the key point of contact on all projects within the More MARTA program. Meetings with the FTA discussing the program or projects will include representation from MARTA and City of Atlanta – unless specifically directed by the FTA. Meetings focused specifically on ABI Projects will include representation from MARTA, City of Atlanta, and ABI – unless specifically directed by the FTA.

#### **7.0 Program and Project Delivery Methods**

The Parties will work collaboratively to determine appropriate methods of Program and project delivery. These may include conventional delivery methods, such as design-bid-build, and innovative methods, such as construction management at risk or public-



private partnerships (e.g., design-build-finance-operate-maintain), or others that may be determined to be most efficient and effective at achieving Program outcomes. In addition, the Parties agree to collaboratively pursue all appropriate funding sources including but not limited to local, regional, state, federal, grants and private partnerships.

*(Signatures on Following Page)*




IN WITNESS WHEREOF, the Parties have caused this Agreement to be executed by their duly authorized officers as of the \_\_\_\_\_ day of \_\_\_\_\_, 2020.

**METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY**

Approved as to Legal Form

By:   
Jeffrey Parker  
General Manager/CEO

  
Elizabeth M. O'Neill  
Chief Counsel

**CITY OF ATLANTA, GEORGIA**

By: \_\_\_\_\_  
Keisha Lance Bottoms  
Mayor

\_\_\_\_\_  
Municipal Clerk (SEAL)

Approved as to Form

\_\_\_\_\_  
City Attorney



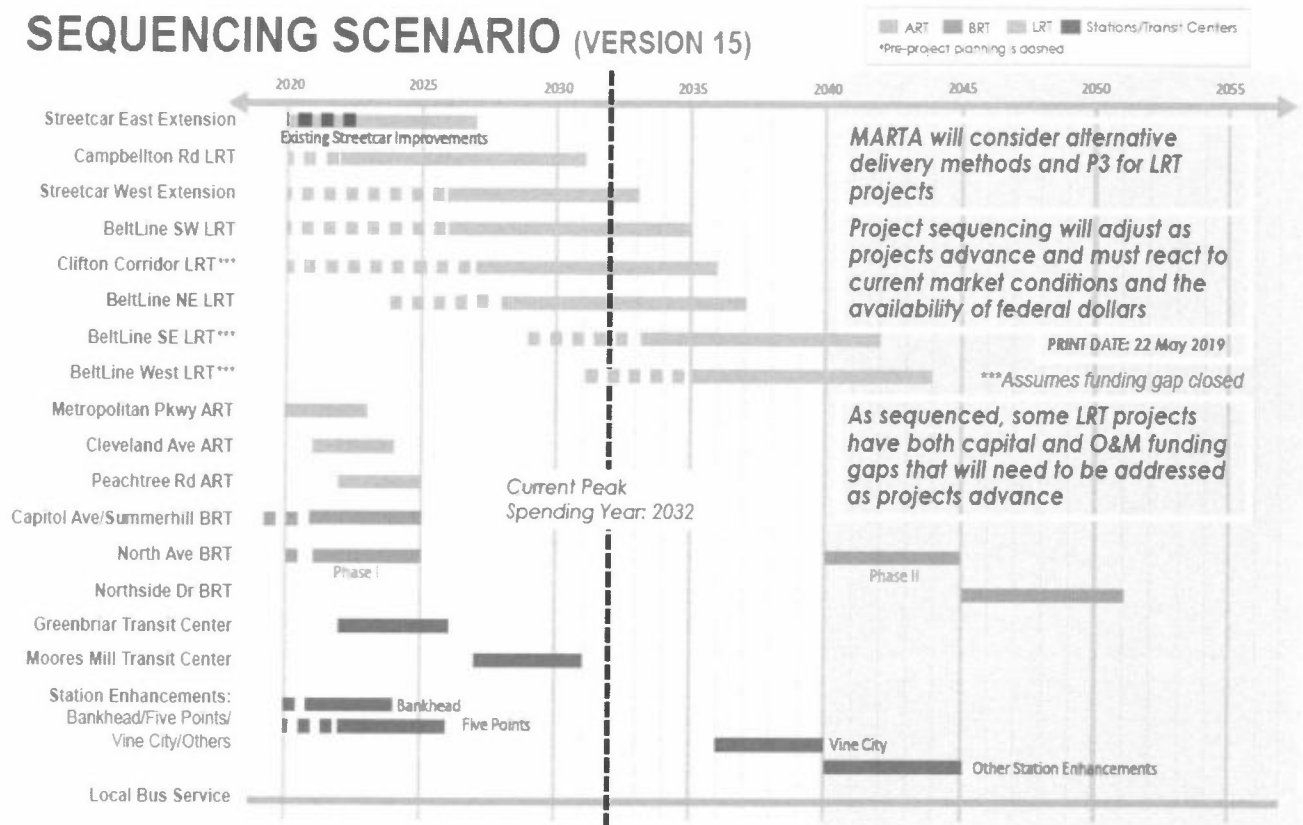
## EXHIBIT LIST

- |           |                              |
|-----------|------------------------------|
| EXHIBIT A | SEQUENCING PLAN              |
| EXHIBIT B | PROJECT DELIVERY ROLES       |
| EXHIBIT C | PROGRAM GOVERNANCE STRUCTURE |



EXHIBIT A SEQUENCING PLAN

SEQUENCING SCENARIO (VERSION 15)





## EXHIBIT B PROJECT DELIVERY ROLES

Project Phase	Project Task	Description	Organization Role
Initiation	Feasibility Study	Developing need for transit improvement	Varies by Project
	Alternatives Analysis	Analyzing project to determine transit need and preferred mode	Varies by Project
Planning	Land & Utility Survey	Surveying project alignment to capture existing land and utility conditions	MARTA Lead / City of Atlanta Support
	Environmental Documentation	Analyzing the extent of potential impacts to the environment	MARTA Lead / City of Atlanta Support
	Conceptual Design	Completing engineering and architectural design to at least 30% - preliminary engineering (PE)	MARTA Lead / City of Atlanta Support
	Other Planning Activities	Conducting other planning activities related to project development	MARTA Lead / City of Atlanta Support
Final Design	Engineering Design	Completing engineering and architectural design to 100%	MARTA Lead / City of Atlanta Support
	Right-of-Way	Conducting procurement of right-of-way for project delivery, where applicable	City of Atlanta Lead / MARTA Support
	Condemnation	Condemning land necessary for project delivery, where necessary and applicable	City of Atlanta Lead / MARTA Support
	Utility Coordination	Coordinating the movement and installation of utilities for project delivery	City of Atlanta Lead / MARTA Support
	Safety & Security Plans	Design and adoption of safety and security plans	MARTA Lead / City of Atlanta Support
Implementation	Construction	Implementing the transit project	MARTA Lead / City of Atlanta Support
	Vehicle Procurement	Purchasing the necessary vehicles for transit operations	MARTA Lead / City of Atlanta Support
	Start Up & Testing	Testing operations of the system to ensure safe operating procedures	MARTA Lead / City of Atlanta Support



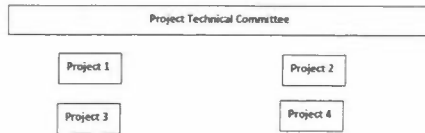
EXHIBIT C PROGRAM GOVERNANCE STRUCTURE

**More MARTA Atlanta Governance Structures**

Program Approval	MARTA Board of Directors	<p><b>Focus</b></p> <ul style="list-style-type: none"> <li>• Policy and Program Decision Making</li> <li>• Key Milestones Review</li> <li>• Financial Reviews</li> <li>• Transit Mode Decision</li> </ul>	<p><b>Membership</b></p> <ul style="list-style-type: none"> <li>• MARTA Board of Directors</li> </ul>	<p><b>Meeting schedule:</b></p> <ul style="list-style-type: none"> <li>• Monthly</li> <li>• Additionally, as needed</li> </ul>
Program Recommendations	City of Atlanta Sub-Committee of MARTA Board of Directors	<p><b>Focus</b></p> <ul style="list-style-type: none"> <li>• Interface between COA/The Office of the Mayor</li> <li>• Recommendations pertaining to significant change of transit components</li> <li>• Recommendations of IPAs</li> <li>• Other as Required</li> </ul>	<p><b>Membership:</b></p> <ul style="list-style-type: none"> <li>• MARTA Board of Directors Members Appointed by the COA</li> </ul>	<p><b>Meeting schedule:</b></p> <ul style="list-style-type: none"> <li>• As Required</li> </ul>
Program Governance	Program Governance Committee	<p><b>Focus</b></p> <ul style="list-style-type: none"> <li>• Policy and Political Considerations</li> <li>• Dispute Resolution</li> <li>• Key Milestones/Decision Sign-off</li> <li>• Financial Reviews</li> </ul>	<p><b>Membership:</b></p> <ul style="list-style-type: none"> <li>• MARTA - GM, CoS/COO, MARTA - PMO</li> <li>• COA - COO/Deputy COO</li> <li>• ABI (Relevant Projects)</li> </ul>	<p><b>Meeting schedule:</b></p> <ul style="list-style-type: none"> <li>• Quarterly</li> <li>• Additionally, as needed</li> </ul>
Program Management	Program Management Team	<p><b>Focus</b></p> <ul style="list-style-type: none"> <li>• Daily Mgt of program</li> <li>• System level issues</li> <li>• Technical/Policy Bridge/Program Standards</li> <li>• Cross Program Coordination (Renew, Watershed, etc.)</li> <li>• Financial Projections</li> </ul>	<p><b>Membership:</b></p> <ul style="list-style-type: none"> <li>• MARTA - PMO; AGA/Plan, AGM/Delivery, Infrastructure/Engineering, Chief of Rail/Bus (if required)</li> <li>• COA - PMO Liaison, COO Designee, Com ADOT, Com Water, Com Planning</li> <li>• Relevant consultants</li> <li>• ABI (Relevant Projects)</li> </ul>	<p><b>Meeting schedule:</b></p> <ul style="list-style-type: none"> <li>• Monthly</li> <li>• Additionally, as needed</li> </ul>
Programmatic Committees	Communications Working Group	<p><b>Focus</b></p> <ul style="list-style-type: none"> <li>• Regular Public Communications</li> </ul>	<p><b>Membership:</b></p> <ul style="list-style-type: none"> <li>• CoS/MARTA - External Affairs</li> <li>• City Council Chair or Designee</li> <li>• Mayor's Office of Communications</li> <li>• Project Communications Consultant</li> <li>• Respective Jurisdictional Stakeholder as needed</li> <li>• ABI Communications Director (Relevant Projects)</li> </ul>	<p><b>Meeting schedule:</b></p> <ul style="list-style-type: none"> <li>• Quarterly</li> <li>• Additionally, as needed</li> </ul>

Project Committees

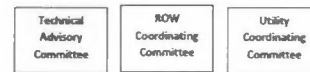
Project based committees are meant to mimic the structure of the program based committees. They perform essentially the same functions for individual projects. They also report up to the program committees when there are disagreements about necessary decisions on projects.



**Project Technical Committee**

- COA (DOT, DPW, DWM, DCP, ADOT, etc.)
- MARTA (Planning, Ops, Engineering, etc.)
- ABI (depending on project)
- GDOT, ARC, FTA, others appropriate
- Technical/Operational appointee associated with mode, alignments, etc.
- External Agencies (as needed)
  - CAP
  - Midtown Alliance
  - Developers

**Project Technical Committee**



**Meeting Schedule:**

- Monthly
- Bi-weekly
- As Required

As of 5/26/20



**Part II: Legislative White Paper:** (This portion of the Legislative Request Form will be shared with City Council members and staff)

**A. To be completed by Legislative Counsel:**

**Committee of Purview: TRANSPORTATION COMMITTEE**

**Caption:**

**A RESOLUTION AUTHORIZING THE MAYOR, OR HER DESIGNEE, TO EXECUTE AN INTERGOVERNMENTAL AGREEMENT WITH METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY (“MARTA”) ON BEHALF OF THE ATLANTA DEPARTMENT OF TRANSPORTATION FOR DEVELOPMENT AND IMPLEMENTATION OF MORE MARTA ATLANTA EXPANSION PROGRAM; AND FOR OTHER PURPOSES.**

**Council Meeting Date: June 10, 2020**

**Legislation Title: MORE MARTA IGA**

**Requesting Dept.: ATLANTA DEPARTMENT OF TRANSPORTATION**

**B. To be completed by the department:**

**1. Please provide a summary of the purpose of this legislation (Justification Statement).**

The purpose of this legislation is to authorize entering into Intergovernmental Agreement with MARTA for Development and Implementation of More MARTA Atlanta Expansion Program.

**2. Please provide background information regarding this legislation.**

- In 2017, the City published The Atlanta City Design which laid out a vision for the growth and development of the City over the coming decades.
- In 2018, the City adopted the Atlanta Transportation Plan (ATP) which outlines a plan for a transportation network to support The Atlanta City Design.
- In 2019, the City established the Atlanta Department of Transportation and published the One Atlanta: Strategic Transportation Plan which outlines transportation goals tying to the More MARTA Atlanta program.
- The More MARTA Atlanta Program is an initial step toward implementation of the transit element of the ATP and the One Atlanta: Strategic Transportation Plan.
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- The Parties adopted a set of nine Guiding Principles for the development of the More

**MARTA Atlanta Program.**

- The More MARTA Atlanta Program as adopted by the MARTA Board of Directors on October 4, 2018 and its subsequent sequencing plan, annexed hereto as Exhibit A, adopted by MARTA on June 13, 2019 adhere to the standards set out in the Guiding Principles.
- It is understood that from time to time there will likely need to be alterations to the Program as adopted and any such changes to the Program must also support City Design, the ATP, and the Guiding Principles as mutually agreed by the parties.
- The parties to this agreement are MARTA and the City with the recognition that Atlanta BeltLine, Inc. (“ABI”) will participate in the governance structure set out herein for the advancement of those projects designated as ABI projects.

**3. If Applicable/Known:**

- (a) **Contract Type:**
- (b) **Source Selection:**
- (c) **Bids/Proposals Due:**
- (d) **Invitations Issued:**
- (e) **Number of Bids/Proposals Received:**
- (f) **Bidders/Proponents:**
- (g) **Background:**
- (h) **Term of Contract:**

**4. Fund Account Center:**

**5. Source of Funds:**

**6. FISCAL IMPACT**

- Cost will be covered by the Department’s current year budget
- Budget neutral – no monetary impact
- Cost not anticipated in the Department’s current year budget –  
see account string in legislation

Or

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Note

**7. Method of Cost Recovery:**

**8. Approvals:**

**DOF:**

**DOL:**

**This Legislative Request Form Was Prepared By: Jacob T.  
Contact Number:**



CITY COUNCIL  
ATLANTA, GEORGIA

20-R-4194

**A RESOLUTION BY TRANSPORTATION COMMITTEE AUTHORIZING THE MAYOR OR HER DESIGNEE, TO EXECUTE AN INTERGOVERNMENTAL AGREEMENT WITH METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY (“MARTA”) ON BEHALF OF THE ATLANTA DEPARTMENT OF TRANSPORTATION FOR DEVELOPMENT AND IMPLEMENTATION OF THE MORE MARTA ATLANTA EXPANSION PROGRAM; AND FOR OTHER PURPOSES.**

**Workflow List:**

Kajara Anderson	Completed	07/27/2020 1:46 PM
Mayor's Office	Completed	07/29/2020 7:12 PM
Office of Research and Policy Analysis	Completed	08/04/2020 4:43 PM
Transportation Committee	Completed	08/12/2020 9:30 AM
Atlanta City Council	Completed	08/17/2020 1:00 PM
Atlanta City Council	Completed	08/17/2020 1:00 PM

**HISTORY:**

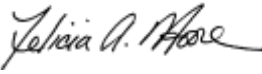

08/12/20                                      Transportation Committee                                      FAVORABLE

<b>RESULT:</b>	<b>FAVORABLE [UNANIMOUS]</b>	<b>Next: 8/17/2020 1:00 PM</b>
<b>MOVER:</b>	Andre Dickens, Chair	
<b>SECONDER:</b>	Matt Westmoreland, Post 2 At Large	
<b>AYES:</b>	Andre Dickens, Matt Westmoreland, Amir R Farokhi, Marci Collier Overstreet	
<b>ABSENT:</b>	Antonio Brown, Jennifer N. Ide, J. P. Matzigkeit	

08/17/2020                                      Atlanta City Council                                      ADOPTED

<b>RESULT:</b>	<b>ADOPTED BY CONSENT VOTE [UNANIMOUS]</b>
<b>MOVER:</b>	Carla Smith, Councilmember, District 1
<b>SECONDER:</b>	Andre Dickens, Councilmember, Post 3 At Large
<b>AYES:</b>	Bond, Westmoreland, Dickens, Smith, Farokhi, Brown, Winslow, Archibong, Shook, Matzigkeit, Hillis, Boone, Overstreet, Sheperd
<b>ABSENT:</b>	Jennifer N. Ide

Certified by Presiding Officer	Certified by Clerk
<b>CERTIFIED</b>	<b>CERTIFIED</b>

8/17/2020 ATLANTA CITY COUNCIL PRESIDENT 	8/17/2020 MUNICIPAL CLERK 
Mayor's Action <i>See Authentication Page Attachment</i>	

**ADOPTED BY COUNCIL**

**8/17/2020**