



ADMINISTRATIVE COMMITTEE (SPECIALLY CALLED)

Earl Ehrhart, Chair

April 7, 2022

Xpress Operations Committee (Specially Called)

Thursday, April 7, 2022

Proposed Agenda

- I. Call to Order and Roll Call – Earl Ehrhart, Chair
- II. Approval of Meeting Minutes for January 6, 2022
- III. Approval of the Agenda for April 7, 2022
- IV. Amended FY22 Budget – Monique Simmons – **Action Item**
- V. SMART Program Allocation Recommendations – Jonathan Ravenelle – **Action Item**
- VI. Adjournment



**AFY 2022 Budget Approval
Administrative Committee**

April 7, 2022

AFY 2022 BUDGET CHANGES – HB 910

Transportation, Department of

	<u>State General Funds</u>	<u>Total Funds</u>
Payments to Atlanta-Region Transit Link (ATL) Authority	\$12,824,445	\$12,824,445
Recommended Change (AFY 2022) Increase funds for a \$5,000 pay increase for all full-time, benefit eligible state employees to address agency recruitment and retention needs.	\$115,689	\$115,689
Total AFY 2022 Budget	\$12,940,134	\$12,940,134

AFY 2022 Budget Highlights

- ▶ Provides increases for 9 ATL Planning Program funded positions
- ▶ Provides increases for 19 Xpress Program funded positions
- ▶ Some of these positions are split funded between Federal funds and State funds

AFY 2022 BASE BUDGET – PERSONAL SERVICES CHANGES

PERSONAL SERVICES	ATL PLANNING PROGRAM	ATL XPRESS PROGRAM	TOTAL
FY 2022 Board Approved Amount	\$1,576,847	\$2,355,064	\$3,931,911
AFY 2022 Increased Amount	\$53,372	\$62,317	\$115,689
AFY 2022 Revised Personal Services Amount	\$1,630,219	\$2,417,381	\$4,047,600



SMART Program Allocation Recommendations

Jon Ravenelle, Transit Funding Director

April 7, 2022



Overview of State Rideshare Fee Revenue for Transit

History of State Rideshare Fee Revenue for Transit

- HB 105 (2020 Session) created a \$0.50/trip fee on all rideshare providers (\$0.25/trip fee for pooled rides)
- Revenue collection began in August 2020
- Pre-COVID estimates anticipated ~\$40M annually in revenue but collections less due to pandemic
- \$7.6M in collections were appropriated to GDOT for projects in FYG22 budget
 - \$1.0M for Athens-Clarke County Transit
 - \$6.0M for MARTA's Bankhead Station improvements
 - \$638k for other transit projects



Overview of Georgia Transit Trust Fund

- HB 511 (2021 Session) created the Georgia Transit Trust Fund
- Collected rideshare fee revenue is now annually appropriated to the Georgia Transit Fund
 - GDOT Commissioner serves as trustee of fund
- Georgia Transit Trust Fund was appropriated:
 - \$9.8M in AFY22
 - \$15.9M in FYG23
- **ATL has been coordinating with Trustee and partners on identifying projects and uses for ATL region's portion of funding**
- Trustee intends to transfer ATL total of \$15.75M in funding





Opportunities to Leverage Atlanta Region's GA Transit Trust Funding

BIPARTISAN INFRASTRUCTURE INVESTMENT AND JOBS ACT (IIJA)

- Authorizes total of \$550 billion in new spending for all surface transportation programs over 5 years
- Authorizes up to \$106.9 billion to support public transit programs
- Total increase in FTA funding of \$41.1 billion (63 percent) from current funding levels
- **Historic amount of federal discretionary funding available for transit through IIJA**



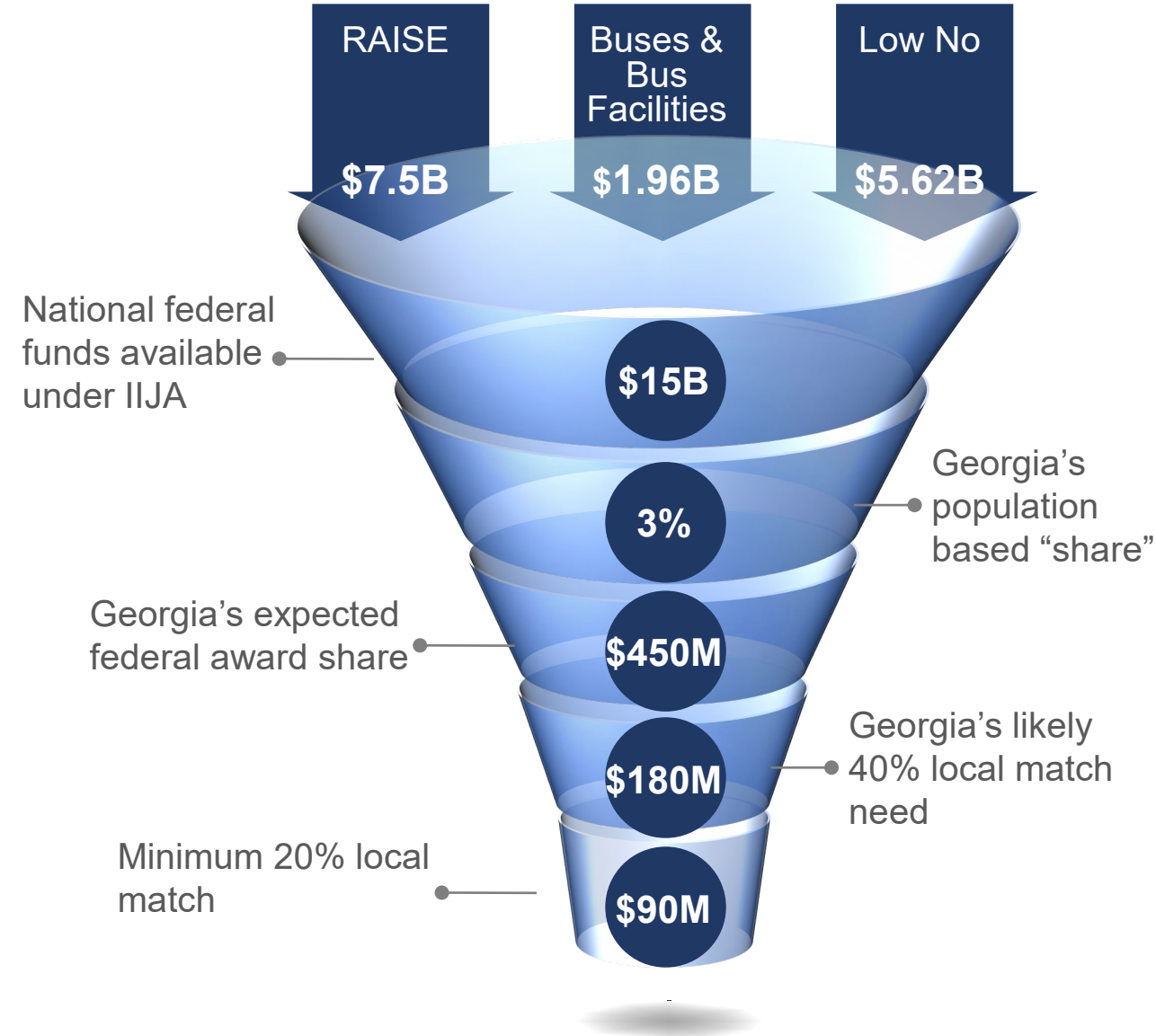
Historical FAST Act Funding - Georgia vs. Peer States

► Georgia is underperforming compared to peer states in RAISE/BUILD and FTA discretionary grants (excluding CIG)*

Peer States	Discretionary Funding Sum	Discretionary Funding Rank	State Population Rank	FHWA Formula Funding Rank	FTA Formula Funding Rank
North Carolina	\$ 272,515,588	4 th	9 th	10 th	17 th
Washington	\$ 227,135,339	6 th	13 th	20 th	9 th
Pennsylvania	\$ 217,507,211	8 th	5 th	5 th	6 th
Michigan	\$ 187,557,255	12 th	10 th	9 th	16 th
Ohio	\$ 182,939,359	14 th	7 th	7 th	13 th
South Carolina	\$ 144,055,746	21 st	23 rd	21 st	33 rd
Georgia	\$ 95,027,171	35th	8th	8th	12th

Capitalizing on Discretionary Opportunities

- ▶ **Peer states are typically winning 2-5 grants per year in each major capital grant program**
 - Georgia is winning 0-2 grants per year
- ▶ **Non-federal match funds required to secure significant increase in federal dollars**
- ▶ **Utilizing Atlanta region's GA Transit Trust Fund dollars as non-federal match is a historic opportunity to increase level of federal transit funding for region**
- ▶ **State funding as match can:**
 - Leverage additional federal funding
 - Realize higher ROI
 - Accelerate project delivery



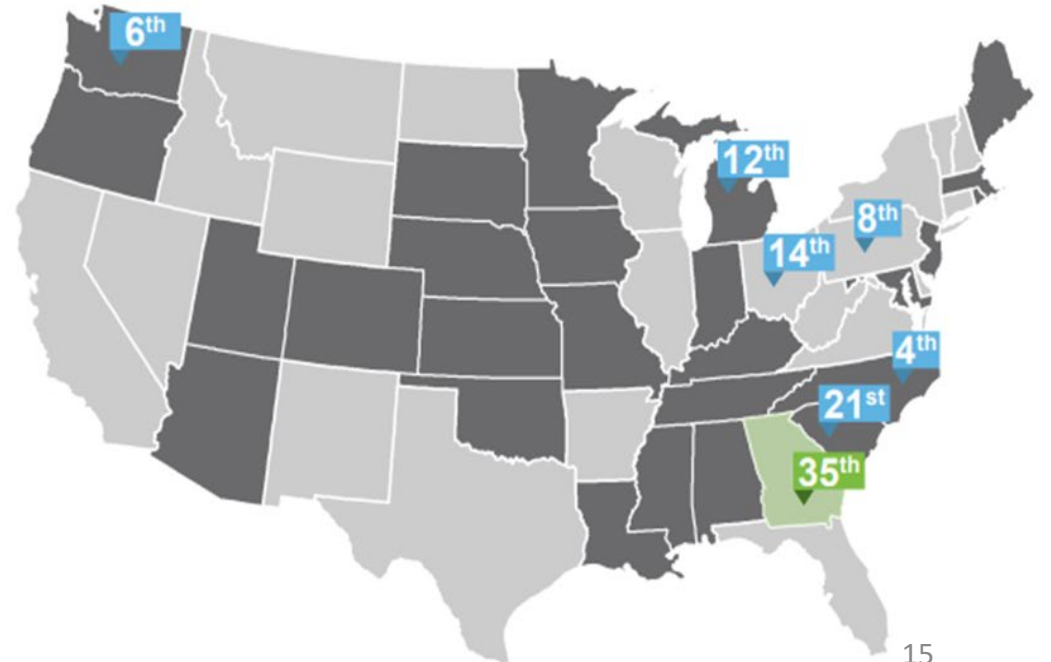
State Match Advancing Regional Transit

**Without matching funds,
Georgia misses out on
\$90 million in federal
transit investments
every year.**

The ATL can help.

Discretionary Funding: Where **Georgia** Stands

- State with Lower Population but Greater Discretionary Funding than Georgia
- Discretionary Funding Rank of Competitor State



State Match Advancing Regional Transit



THE PROBLEM:

The Atlanta region leaves federal transit dollars on the table, struggling to find the required matching funds



Georgia's Fair Share

Georgia is the 8th most populous state and home to one of the nation's top 10 transit agencies, yet Georgia ranks 35th in competitive federal funding received



Matching Funds are a Challenge

Georgia significantly underperforms in securing competitive federal dollars compared to its peers largely due to the lack of matching funds available



No Match = No Federal \$

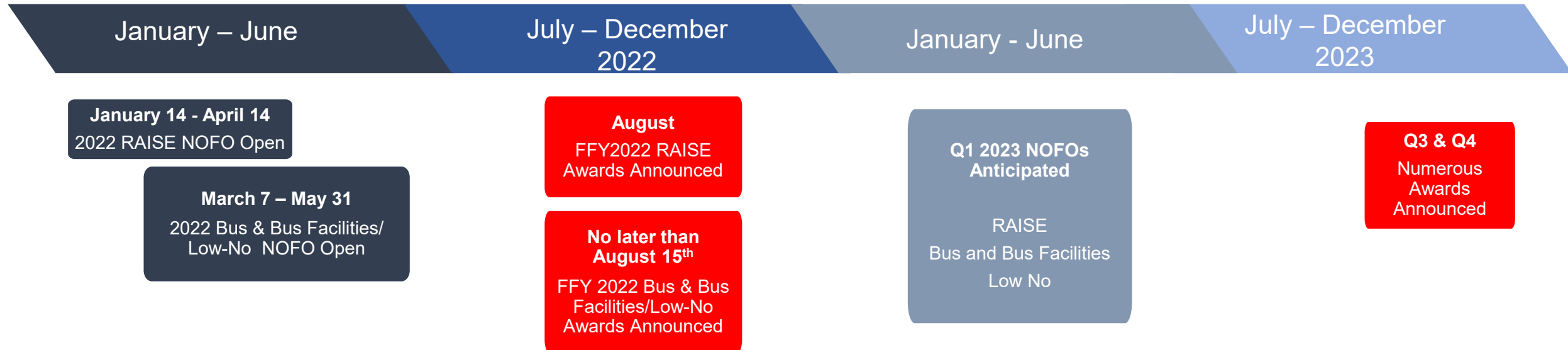
Georgia lacks the matching funds needed to consistently pursue available competitive federal funding (typically 20% match, 80% federal), sacrificing substantial federal investments in transit infrastructure



SMART Program Recommendations for FFY22 Discretionary Applications

Timeline for Federal FY2022 + FY2023 Discretionary Grant Opportunities

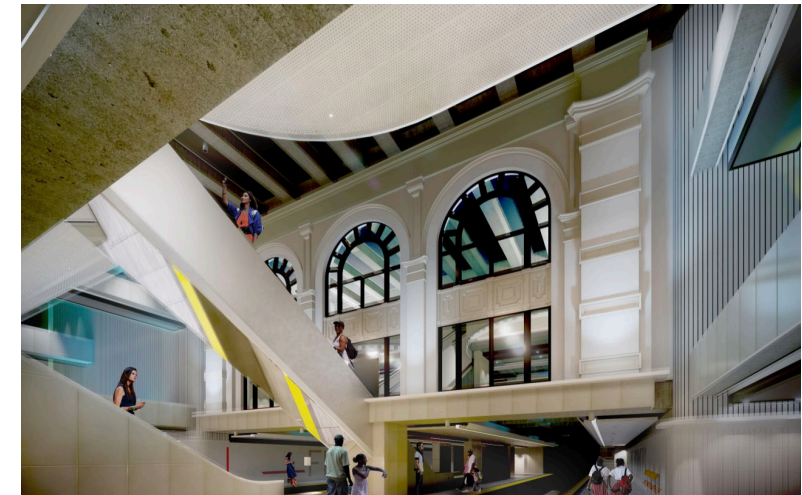
- ▶ Important to capitalize on opportunities for federal discretionary funding during FFY22 funding cycle
- ▶ FFY22 NOFO award announcements projected to be made in August 2022
- ▶ FFY23 NOFO's projected to not open until Q1 of CY2023
- ▶ ATL Region portion of Georgia Trust Funding dollars will still be available to consider for FFY23 match requests from project sponsors as well



MARTA FFY22 RAISE Application for Five Points Transformation

► Recommendation:

- Provide the required 20% non-federal match on any RAISE award MARTA receives up to a maximum of \$11.25M
- RAISE grant supports capital investments in surface transportation projects that will have significant local or regional impact
- RAISE application is due **April 14th**
- Maximum awards of up to \$45M which would potentially require up to \$11.25M in 20% non-federal match
- **Project has significant economic impact:**
 - Critical transit connection point to downtown developments of Centennial Yards and Underground Atlanta. Serves as major tourism and event hub within Atlanta/Georgia
 - SEC Championship games
 - 2026 World Cup
 - Potential 2028 Super Bowl
 - GA World Congress Center



Gwinnett FFY22 Bus & Bus Facilities Application for Gwinnett Place Transit Center Enhancements + Expansion Project

► Recommendation:

- Provide the required 20% non-federal match on any Bus and Bus Facilities award Gwinnett County receives up to a maximum of \$2M
- Bus and Bus Facilities discretionary grant supports capital investment in rehabilitating and constructing bus facilities
- Bus and Bus Facilities application is due **May 31st**
- Gwinnett Requesting \$8M in federal funding for 20% non-federal match of up to \$2M
- **Project has significant benefit to Gwinnett's transit system:**
 - Central to Gwinnett's transit system buildout
 - Supports economic development and revitalization of and around the mall area



Additional SMART Program Considerations

- ▶ Once federal award is received, **ATL** would coordinate with project sponsor to transfer funding as projects progress and federal funds are drawn down
- ▶ Ensures project sponsors receive **full 20% non-federal match** share without needing to identify local funds
- ▶ In discussions with legislature, **MARTA** and others to incorporate **informal advisory group** feedback structure on future recommendations

SMART Program Match Funding Benefits

- ▶ Begins to create **regular, dependable, opportunity** that **project sponsors** can **plan on** for discretionary federal grant applications
- ▶ Allows for state funds to provide **4:1 leverage** in pulling down federal discretionary transit funding on an annual basis
- ▶ Has the ability to **increase the overall funding levels for Atlanta region** rather than just the state portion



Committee Action Item

Committee Action Item

- ATL staff request committee recommendation Board approval of the following SMART Program Allocations:
 - From available AFY 2022 and FY 2023 rideshare revenues that will be transferred by the Trustee to the ATL:
 1. An amount not to exceed the 20% non-federal match of up to \$11.25 million for the MARTA Five Points FFY 2022 RAISE Application; and
 2. An amount not to exceed the 20% non-federal match of up to \$2 million to Gwinnett County for the Gwinnett Place Transit Center FFY 2022 Buses and Bus Facilities Application



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