

Transit Planning Committee

Steve Brock, Chair

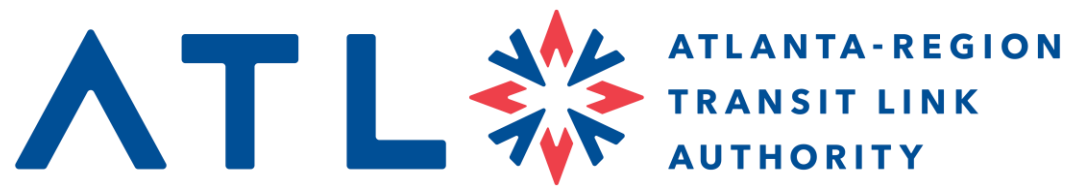
December 5, 2024

Regional Transit Planning Committee Meeting

Thursday, December 5, 2024

Proposed Agenda

- I. Call to Order - Steve Brock, Chair
- II. Approval of the Meeting Minutes for October 3, 2024
- III. Approval of the Agenda for December 5, 2024
- IV. Strategic Blueprint Update - Abby Marinelli
- V. Atlanta Regional Reserve Grant - Abby Marinelli
- VI. Transit Trust Fund For AFC 2.0 - Abby Marinelli
- VII. AFC 2.0 Contracts - Nipendra Kayastha
- VIII. SR 400 P3 Presentation - Helen Pinkston-Pope, GDOT
- IX. Adjournment



Strategic Blueprint Update

Abby Marinelli

December 5, 2024

The Purpose of the Strategic Blueprint

The Strategic Blueprint will be ATL's guide for creating the next ARTP which will inform decision-making for transit investments that result in a more coordinated, effective, and efficient regional transit system in metro Atlanta.

A Regional Vision For the Role of Transit

Metro Atlanta offers regionwide affordable, reliable, rider-friendly, and safe transit options for residents and visitors that are responsive to customers' travel demand to and from addressable markets, and that facilitate the region's continued economic prosperity.

The Three Pillars



Competitiveness

Investing in a transit system that keeps us competitive with regions we compete against for economic development

Customer Focus

Who are our customers and what do they expect from the transit system

Cross County

Leverage ATL's unique perspective to create a system enables travel across jurisdictional boundaries

COMPETITIVENESS

A competitive system facilitates the attraction to and retention of businesses in the Atlanta region by investing in projects and services that connect customers to addressable markets, while optimizing public funding.

A balanced approach that accommodates population growth within feasible resource envelopes...

GOAL 1

...that effectively addresses the market with right-sized service

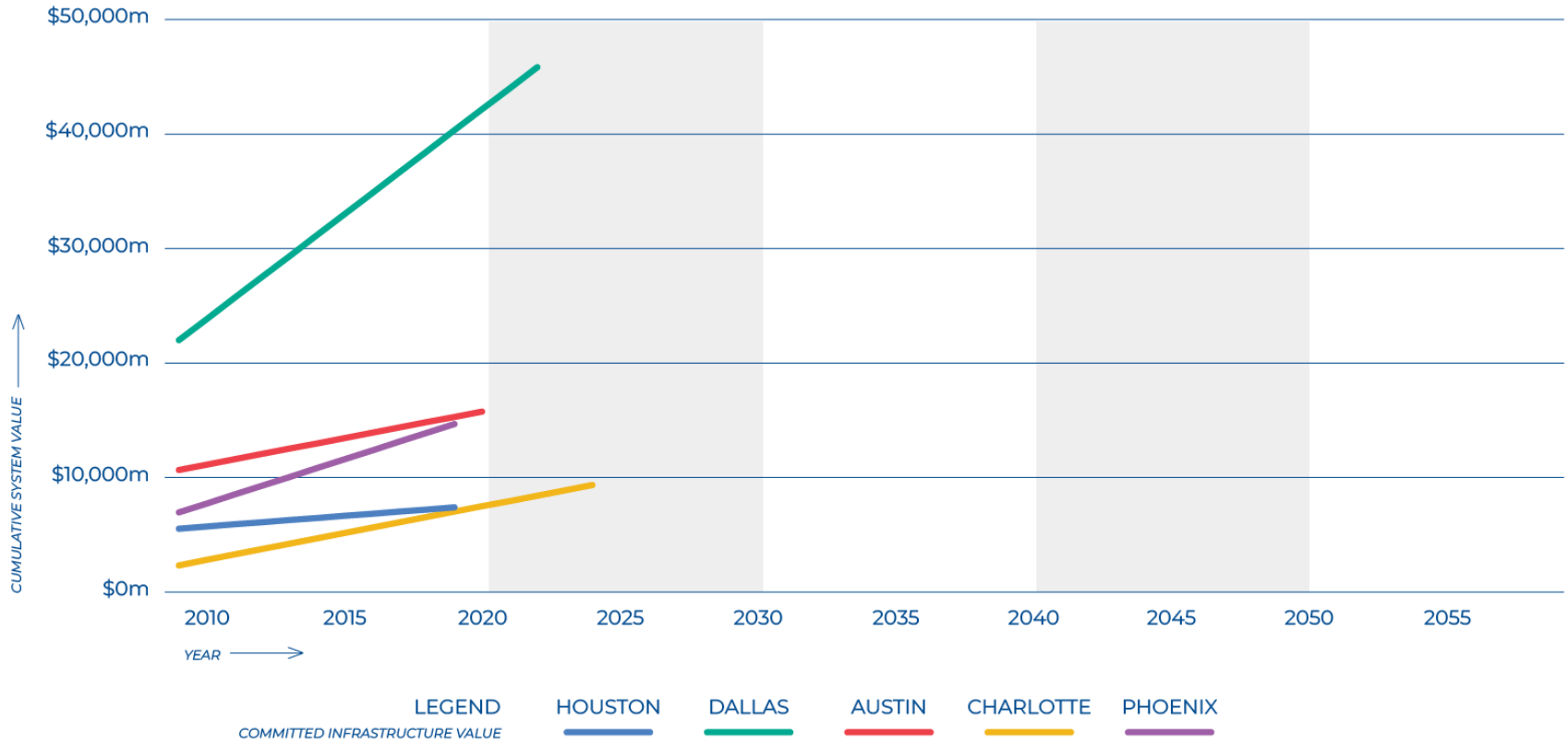
Transit capital and operations that sustain and attract businesses to the Atlanta region with reliable and efficient connections to labor markets, consumers, and students in addressable markets, including population centers, economic zones, business districts, industrial areas, and commercial centers.

GOAL 2

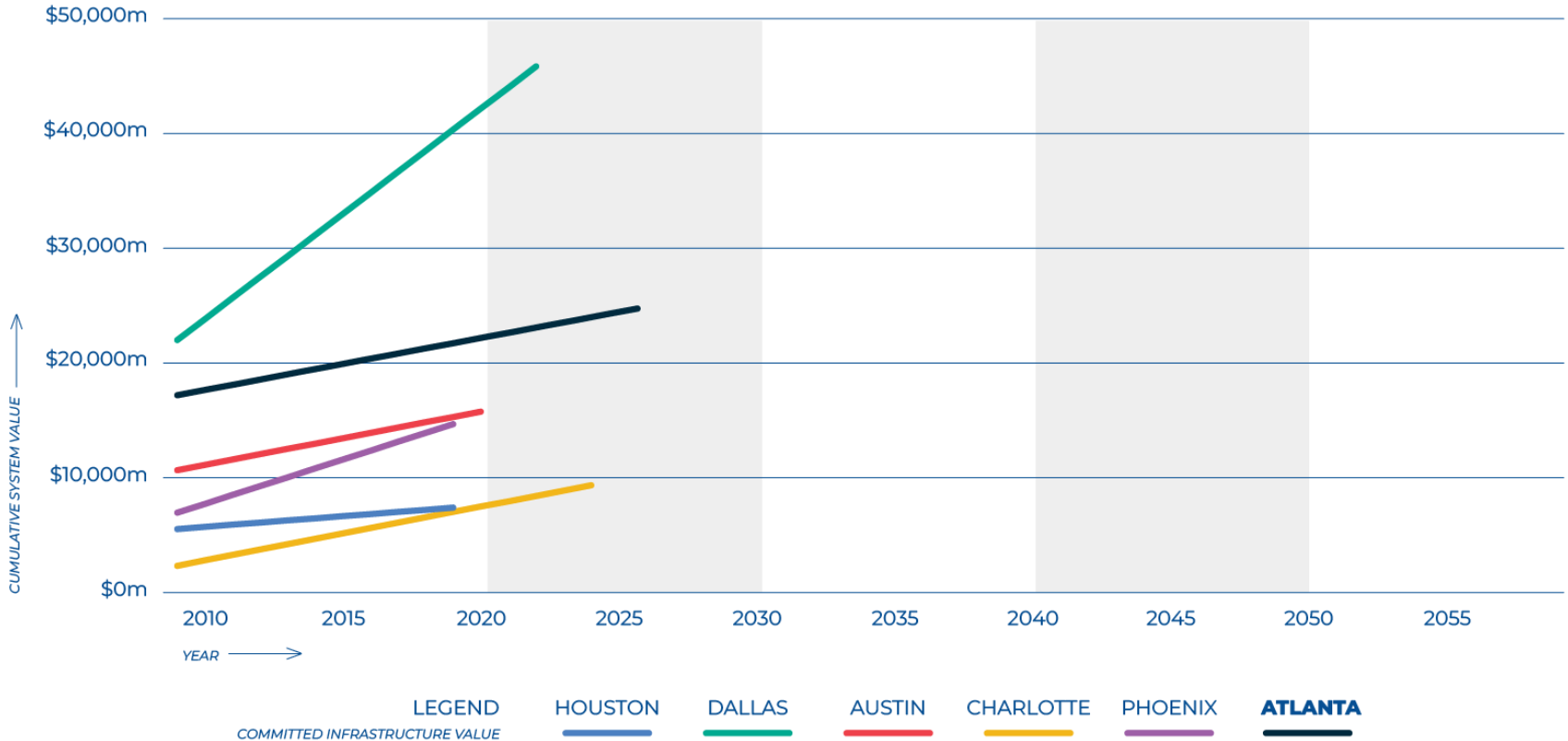
...at a cost that is acceptable to taxpayers and customers

Public funding available for transit offerings will not overburden our regional economy in comparison to competitive metros. The plan will be fiscally constrained based on existing sources of revenue while also considering options that are commensurate with those competitors.

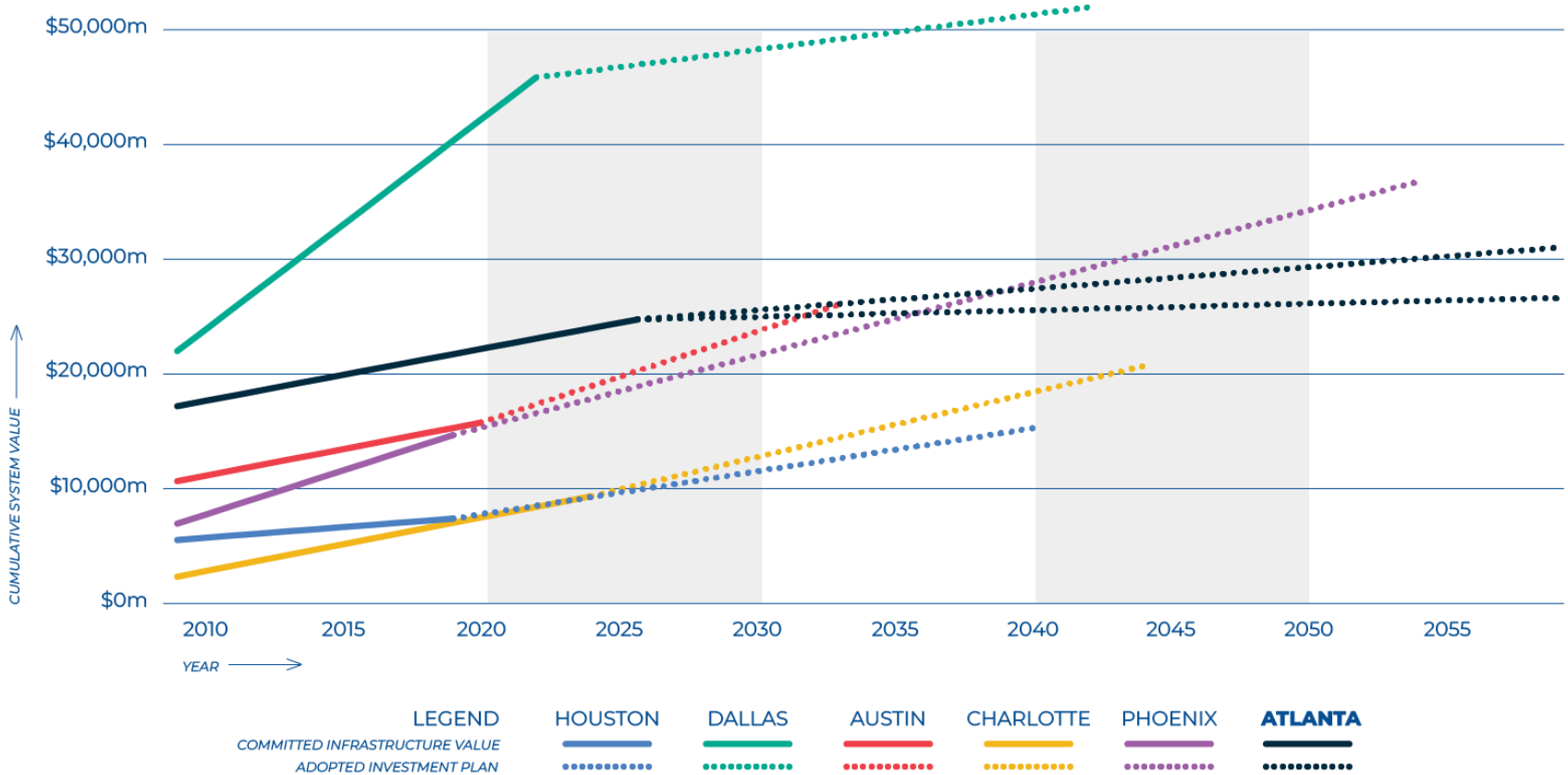
Cumulative Public Funded Revenue Growth Over Program Life



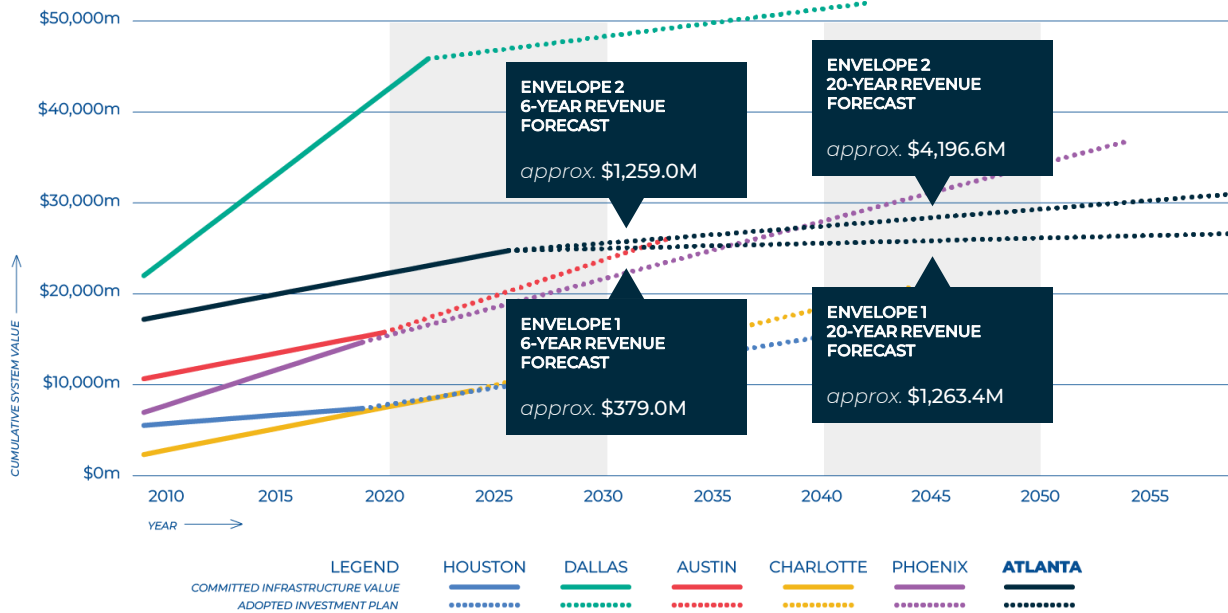
Cumulative Public Funded Revenue Growth Over Program Life



Cumulative Public Funded Revenue Growth Over Program Life



Cumulative Public Funded Revenue Growth Over Program Life



ENVELOPE 2 20-YEAR

Potential Revenue if all
13 Counties adopt .5% T-SPLOST

HCT PROGRAM SIZE (MILLIONS)	ANNUAL SPEND (MILLIONS)	Annual Spend as % of GDP
\$4,169	\$209	0.05%

ENVELOPE 1 20-YEAR

No Additional Counties
T-SPLOST Adoption

HCT PROGRAM SIZE (MILLIONS)	ANNUAL SPEND (MILLIONS)	Annual Spend as % of GDP
\$1,259	\$63	0.01%



| CUSTOMER FOCUS

Delivering affordable, reliable, connected, convenient, and safe transit options that take customers where they want to go when they want to go there.

Strategically delivering value to transit riders across the region with investments that yield an adoption-worthy experience is dependent on identifying...

GOAL 1

...the customers we aim to serve

Motivations and constraints of customers related to demographic, geographic, and socioeconomic factors enable a market segmentation by trip purpose, distance, and flexibility.

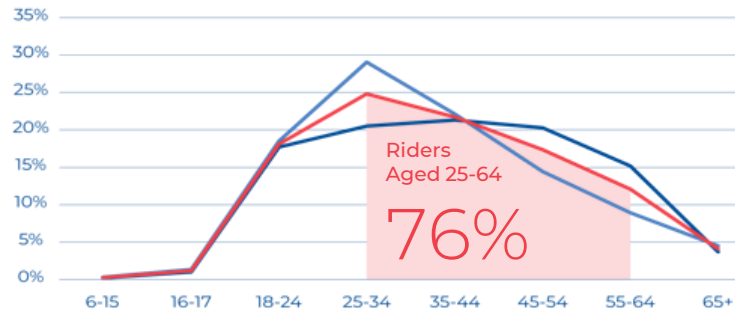
GOAL 2

...the characteristics of service that satisfies customers

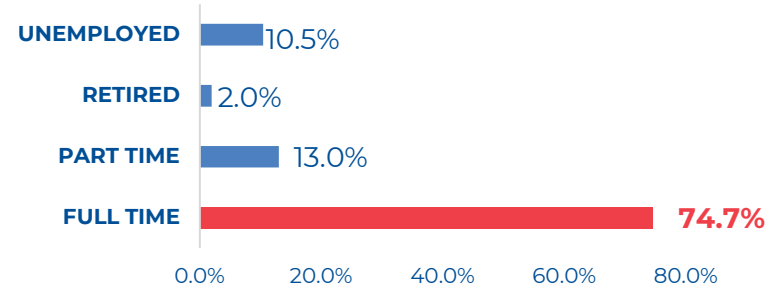
Designing service offerings that align with customers origins, destinations, and schedules as well as expectations for simplicity of use, affordability, amenities and security.

RIDER DEMOGRAPHICS AT-A-GLANCE, 2019-2020

Age Distribution | MARTA | OTHER AGENCIES | AVG.

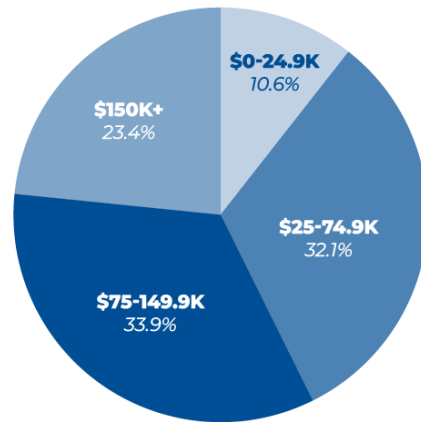


Employment Status

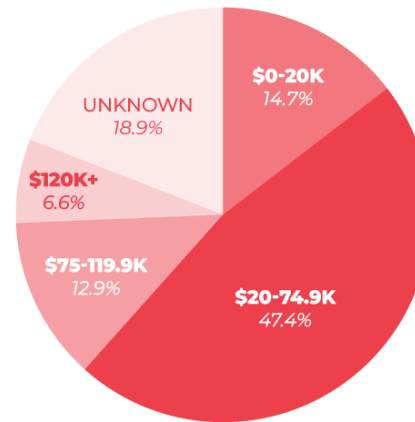


\$ Rider Income

NATIONAL RIDERS



ATLANTA REGION RIDERS



CROSS-COUNTY SERVICE

Transit options that reflect the frequency of travel across jurisdictional boundaries in metro Atlanta by integrating regional services with local networks.

Using a data-driven and fact based approach, the ARTP will include...

GOAL 1

...logical connections to addressable markets across county lines

Metro Atlanta's population and employment centers are dispersed across the region, requiring regional and county level investments to be agnostic to county boundaries.

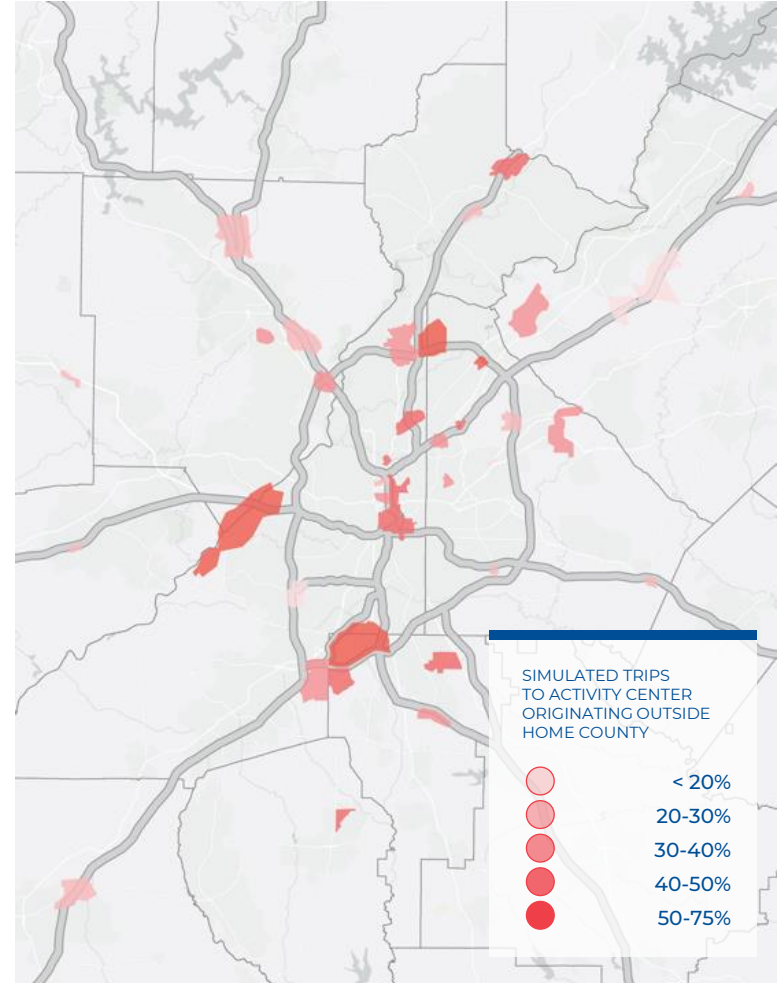
GOAL 2

... improved regional interoperability and seamlessness

Investments in cross-county service will leverage technology to simplify fares structures and collection, robust system information, trip planning, and schedule streamlining.

Modeling Cross-County Travel Demand to Activity Centers

ACTIVITY CENTER	TOTAL TRIPS	# TOTAL OUTSIDE TRIPS	OUTSIDE TRIPS % OF TOTAL	# TRIPS FROM OUTSIDE MARTA SERVICE AREA
City Center	464.9k	191.8k	41%	112.1k
Hartsfield	152.2k	104.5k	69%	45.1k
Perimeter	145.2k	79.9k	55%	35.6k
Georgia Tech	143.6k	55.6k	39%	33.3k
Buckhead	119.0k	48.4k	41%	24.0k
Fulton Industrial	78.0k	42.8k	55%	37.0k
Town Center	160.4k	41.3k	26%	
Sandy Springs	118.4k	38.8k	33%	22.7k
Cumberland	78.5k	29.7k	38%	
Peachtree Corners	76.9k	24.4k	32%	
Fayetteville Pavilion	47.0k	22.2k	47%	
Northwest Clayton	49.1k	20.9k	43%	4.5k
Gwinnett	112.5k	20.8k	19%	
Emory	55.8k	20.8k	37%	11.4k
Delk Road	74.0k	20.4k	28%	
Old National	56.9k	18.0k	32%	4.5k
Newnan Crossing	77.5k	16.8k	22%	
Mountain Industrial	41.6k	14.9k	36%	11.7k
Northlake	52.5k	14.4k	28%	9.0k
Windward	32.7k	13.9k	43%	12.0k
Gwinnett Place	76.2k	13.2k	17%	
Southlake	37.6k	12.6k	34%	6.7k
Mall of Georgia	51.6k	12.3k	24%	
N.Druid Hills	30.4k	12.0k	39%	4.6k
Hiram Crossroads	37.6k	10.5k	28%	
Buckhead South	20.1k	9.0k	45%	5.9k
Atlantic Station	27.8k	7.5k	27%	4.4k
North Point	33.2k	7.4k	22%	6.3k
Arbor Place	16.1k	4.3k	27%	
Stonecrest	14.3k	4.2k	30%	3.5k
Century Center	8.3k	4.0k	49%	2.3k
Greenbriar	23.4k	3.9k	17%	2.0k
S. DeKalb Mall	12.6k	3.3k	27%	1.3k
Doraville Ind. Dist	6.2k	3.3k	54%	2.1k
N. DeKalb Mall	11.1k	2.0k	18%	1.1k
Fort Gillem	3.0k	1.4k	47%	0.9k
Lockheed/Dobbins	1.8k	0.6k	32%	
Chattahoochee Hill Country	0.0k	0.0k	0%	



Intra-MARTA trips are not counted in the "Outside Trips" column for Clayton, DeKalb, and Fulton Counties

Source: Atlanta Regional Commission Activity Centers, Replica

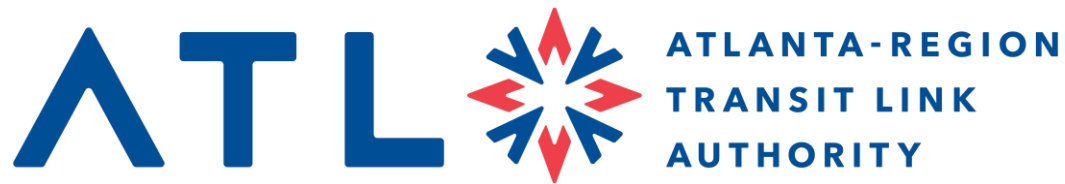
Next Steps

The Strategic Blueprint will be handed off to the long-range planning team to transform its foundational research into an actionable plan.



Thank you.

Questions?



Atlanta Regional Reserve Grant

Abby Marinelli
Director Of Planning
December 5, 2024

Atlanta Regional Reserve

- ▶ ATL is the Atlanta UZA's Designated Recipient
- ▶ ATL maintains the 5307 balance sheets for the region
- ▶ ATL and FTA reconciled balance sheets in 2023, which resulted in an approximately \$17 million surplus in funding that could not be assigned to any particular agency
- ▶ ATL added a new line item to the regional balance sheet to hold these funds in order to balance with FTA. This is called the "Atlanta Regional Reserve"

Atlanta Regional Reserve

- ▶ The Atlanta Regional Reserve is part of the region's 5307 Program and is shown on the regional 5307 Current Balances table.
- ▶ ATL staff recommend applying these funds to projects that serve regional needs.

Recipient	FY21	FY22	FY23
Atlanta Regional Reserve	\$15.2M	\$2.3M	\$0
<i>Lapse date</i>	<i>FY26</i>	<i>FY27</i>	<i>FY28</i>

Proposed Grant Applications

- ▶ ATL staff recommend that \$5,424,000 of the regional reserve be applied to the **AFC 2.0 Regional Implementation** effort.
- ▶ ATL staff recommend that \$480,000 of the Regional Reserve be applied to the **ATL RIDES operation and maintenance** effort.

	FY21	FY22
Atlanta Regional Reserve	\$15.2 M	\$2.3 M
<i>Less AFC 2.0</i>	<i>(\$5.4 M)</i>	
<i>Less ATL RIDES</i>	<i>(\$0.5 M)</i>	
Remaining Reserve	\$9.3 M	\$2.3 M

Next Steps



At the ATL Board meeting today, staff will request the Board take the following two actions

Action Item #1

Approve use of a portion of the ATL Regional Reserve for the following projects in the following amounts:

- Automated Fare Collection 2.0 Implementation - \$5,424,000
- ATL RIDES ongoing support - \$480,000

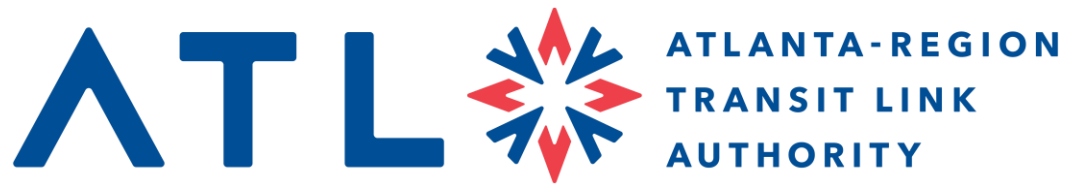
Action Item #2

Approve submission of an FTA grant to obligate federal funding from the Atlanta Regional Reserve to support the following projects in the following amounts:

- Automated Fare Collection 2.0 Implementation - \$5,424,000
- ATL RIDES ongoing support - \$480,000



Thank you
Questions?



Transit Trust Fund Allocation

Abby Marinelli

Director Of Planning

December 5, 2024

Transit Trust Fund FY24

Total FY24 TTF Appropriation	\$23,597,313
Allocated by Trustee to other agencies	(\$11,000,000)
Initial allocations by ATL Board (Oct '23)	(\$8,907,708)
ATL RIDES (2 years O&M)	(\$120,000)
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Balance for the Atlanta region	\$3,569,605

- ▶ Initial allocation progress reports due December 15, 2024
- ▶ Funds need to be utilized by the end of FY27

Additional TTF FY24 Recommendations

- ▶ **\$3,569,605** remaining in FY24 funds to allocate.
- ▶ ATL staff propose funding the Regional Implementation of AFC 2.0
 - 80% funding through FTA formula funds
 - 20% non-federal match required

AFC 2.0 (Regional Implementation)	\$6,780,000
80% federal share	(\$5,424,000)
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20% match to be funded	\$1,356,000

Transit Trust Fund FY24

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Initial allocations by ATL Board (Oct '23)	(\$8,907,708)
ATL RIDES (2 years O&M)	(\$120,000)
AFC 2.0 (Regional Implementation)	(\$1,356,000)
Balance for the Atlanta region	\$2,213,605

- ▶ Funds need to be utilized by the end of FY27
- ▶ Working to identify uses for remaining balance

TTF FY24 Next Steps

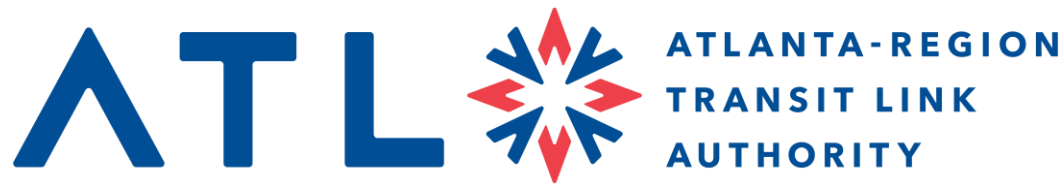


ACTION ITEM

- ▶ At the ATL Board meeting today, staff will request Board approval of \$1,356,000 of FY24 TTF for AFC2.0



Thank you
Questions?



Automated Fare Collection System 2.0 (AFC 2.0) Contract

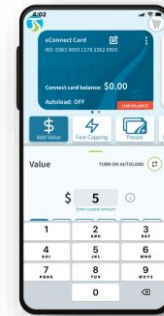
Nipendra Kayastha

Senior Project Manager

December 5, 2024

Automated Fare Collection 2.0 (AFC 2.0)

- ▶ The current Breeze Card Automated Fare collection system (AFC 1.0) is nearing end of life.
- ▶ MARTA procured contract with INIT Innovation in Transportation, Inc to replace the existing system with new AFC 2.0
- ▶ Features of AFC 2.0
 - ✓ Regional Ready
 - ✓ Account Based System with Open Payment
 - ✓ Better Retail Network
- ▶ ATL to lead the procurement of AFC 2.0 for partner agencies
 - ✓ Xpress
 - ✓ CobbLinc
 - ✓ Ride Gwinnett
 - ✓ Connect Douglas
- ✓ ATL is working with MARTA as regional integrator to implement AFC2.0 on partner agency vehicles.



AFC 2.0 Project Estimated Costs

▶ ATL's proposed funding

- ✓ Regional reserve FTA formula funds (80%)
- ✓ Transit Trust Fund dollars (20%)

Contracts	Vendor	Total
ATL-INIT AFC 2.0 Contract	INIT	\$3.70 M
Regional Router Contract	CDW	\$1.70 M
Additional Necessary Contracts (None will exceed \$1 M)		
Partner Agency CAD/AVL interface with AFC Vendor	Clever and Avail	\$0.35 M
Farebox Transfer from Xpress to GCT	Cubic	\$0.20 M
Implementation Staff/Consultant Support	State Contract	\$0.50 M
Educational Outreach	State Contract	\$0.33 M
Total Project Estimate Cost		\$6.78 M



M = Millions

AFC 2.0 Project – Action Item



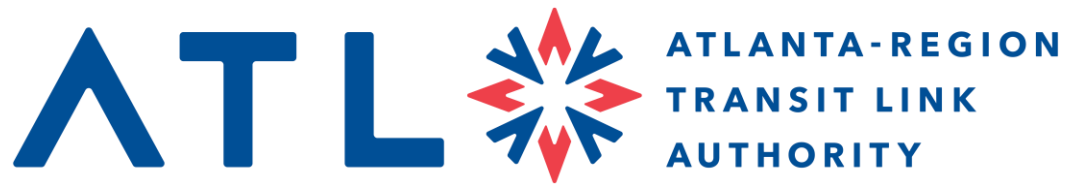
ACTION ITEM

- ▶ **Action Item 1:** Board action will be requested to authorize the Executive Director to negotiate and execute a contract in an amount not to exceed \$1.7M with CDW for procurement and installation of new onboard routers for partner agency vehicles

- ▶ **Action Item 2:** Board action will be requested to authorize the Executive Director to negotiate and execute a contract in an amount not to exceed \$3.7M with INIT for implementation of AFC 2.0 on partner agency vehicles



Thank you
Questions?



SR 400 P3 Presentation

Helen Pinkston-Pope

Commercial Advisory Administrator, GDOT

December 5, 2024



SR 400 Express Lanes & I-285 Express Lanes Projects

Helen Pinkston-Pope

P3 Commercial Advisory Administrator

December 5, 2024



Agenda

- Georgia Express Lanes Network
- SR 400 Express Lanes
 - Project Status
- I-285 Express Lanes
 - I-285 East Express Lanes Procurement

Georgia Express Lanes Network



Information subject to change

Georgia Express Lanes Network Priorities



Mobility Partnerships and Express Lanes Transit Benefits



Transit Riders Pay their Standard Fare



Improves existing Transit options



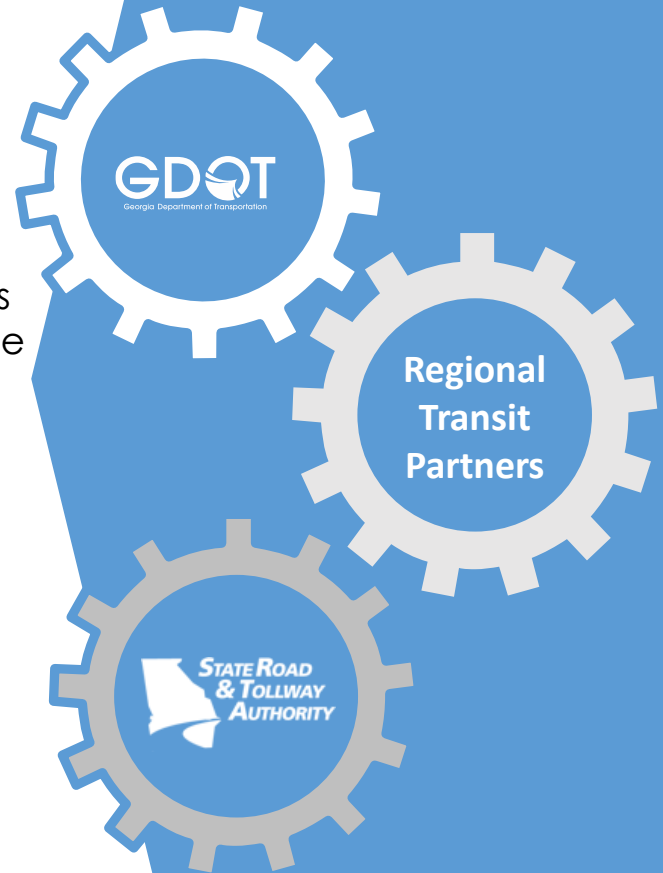
Transit vehicles operate toll-free



Promotes transit-oriented development



Provide Predictable and Efficient Transit Travel Times



Roles and Responsibilities

State of Georgia		Private Sector Partner
GDOT	SRTA	
<ul style="list-style-type: none"> • Project Sponsor • Lead Procuring Agency • Public Funds Provider (if applicable) • Project Manager 	<ul style="list-style-type: none"> • Contracting Entity • Public Financing Provider (if applicable) • Tolling Authority <ul style="list-style-type: none"> • Commercial Back Office and Peach Pass Accounts • Violation Processing and Enforcement (if applicable) 	<ul style="list-style-type: none"> • Financing • Design & Construction • Operations & Maintenance <ul style="list-style-type: none"> • Tolling O&M • Operational Back Office • Roadway O&M

Information subject to change

Private Sector Partner Responsibilities



Financing

- USDOT TIFIA (Transportation Infrastructure Finance and Innovation Act)
- USDOT Private Activity Bonds (PABs)
- Private equity
- Potentially taxable debt



Design & Construction

- Maximize project value to increase capacity, enhance access and connectivity for reliability
- Evaluate alternative technical concepts (ATCs) that provide an equal or better solution



Toll Operations*

- Sets tolls based on demand for speed reliability per contract requirements
- Operational Back Office
- *SRTA retains invoicing, customer service interface - seamless to PeachPass customers



Facility Operations and Roadway Maintenance

- Must meet GDOT contractual requirements

***Tolling Services Agreement between Developer and SRTA will delineate each entity's responsibilities and business terms.**

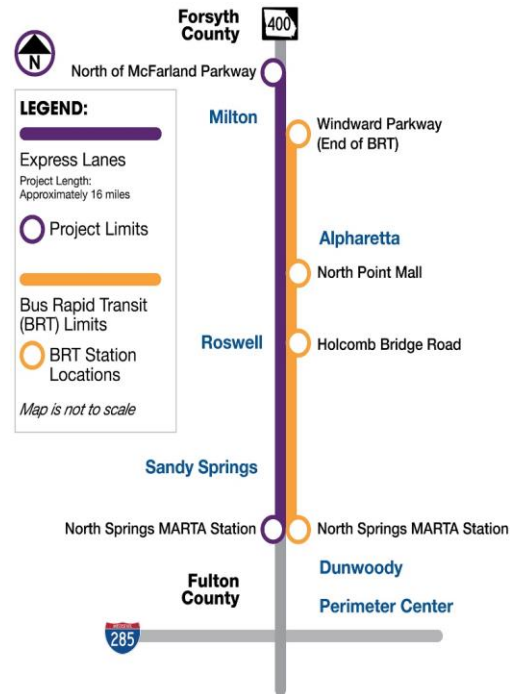


SR 400 Express Lanes



SR 400 Bus Rapid Transit (BRT)

- SR 400 BRT was approved by MARTA as the local preferred alternative for higher capacity transit
- BRT offers predictable and efficient transit travel times
- \$100 million GO bond transit investment by state
- Technical Points for Phase II
- Constructs 2 BRT stations as part of the contract – up to 90%
- Project builds access to existing stations



SR 400 EL Project Status

Spring 2022:

Industry Forum, NOIA and RFQ

August 15, 2024:
Proposer

State Transportation Board Approved Best Value

SR400 Peach Partners

- Acciona Concessions
- ACS Infrastructure,
- Meridiam



November 13, 2024:

Commercial Close & Early Works

August 2025:

Financial Close

July 2026:

Construction period

February 2031:

Operations period

Workforce Development: SR 400 Peach Partners Commitments



Treat OJT as a commitment (not a goal) and provide OTJ workforce training programs to aid in career growth.



Work with organizations that serve predominantly minority and underserved communities for entry-level opportunities.



Develop initiatives to support metro Atlanta high schools and historically black and small universities for recruiting graduates and providing internships.



Hire a locally sourced workforce for D&C and throughout the O&M period to meet the employment demands of the Project.

Stakeholder Coordination





I-285 Express Lanes



Strong Economic Foundation

NO. 1 STATE
FOR BUSINESS

GEORGIA by the Numbers



#1 busiest airport
in the world



**Fastest Growing
Port in the U.S.**
Port of Savannah



10.91 million people



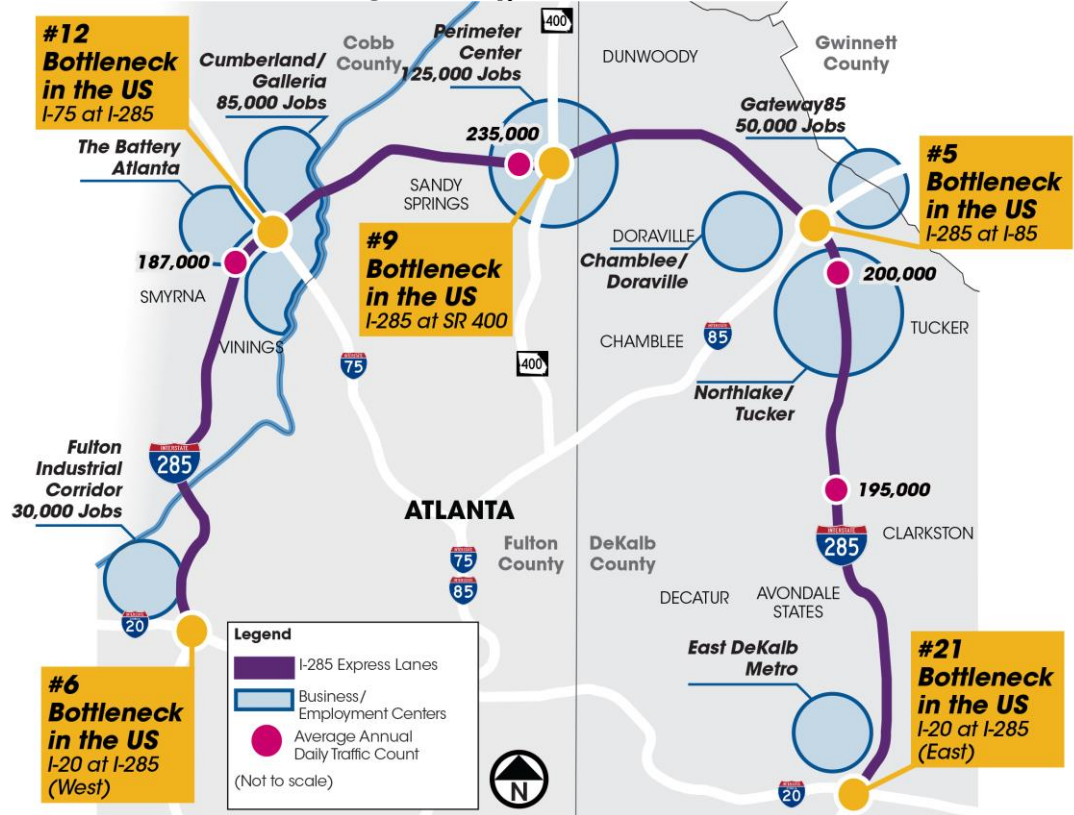
59,425 square miles



19 Fortune 500 HQs
34 Fortune 1000 HQs

Sources: Metro Atlanta Chamber, Metrostudy, Georgia Department of Economic Development

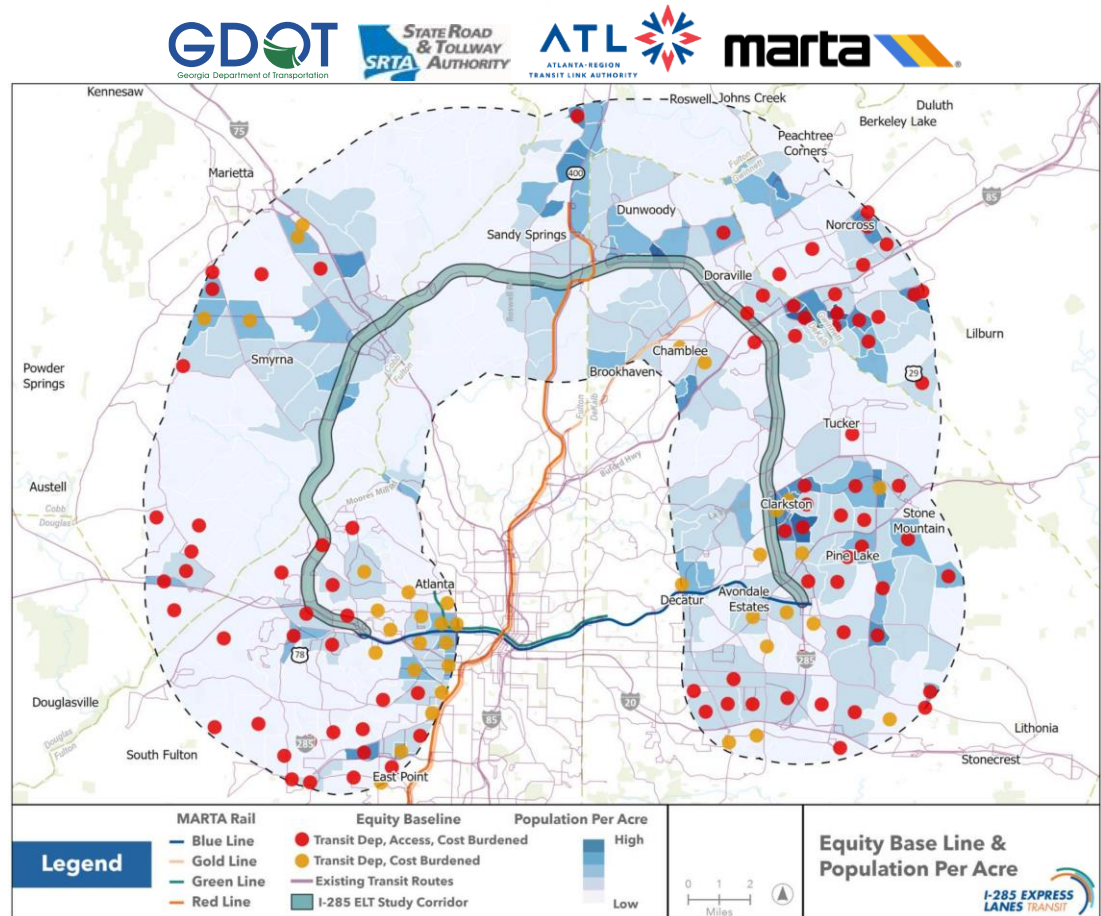
I-285 Employment Centers, Traffic Volumes, &



Information subject to change

I-285 Express Lanes Transit

- I-285 Express Lanes Transit study is currently on-going with the goal of sustainable, equitable, and premium transit service along I-285
- Position MARTA to seek funding for the implementation of the identified transit solutions
- 12 stops planned along I-285 between the H.E. Holmes MARTA station and the Indian Creek MARTA station



Information subject to change

I-285 East & I-285 West Express Lanes – Procurement Plan

- Separate procurements planned for I-285 East Express Lanes and I-285 West Express Lanes as revenue risk public-private partnerships (P3)
- Both I-285 East Express Lanes and I-285 West Express Lanes procurements will use a hybrid approach:
 - a design, build, finance, operate, and maintain agreement for the initial phase (“**Phase 1**”); and
 - a Comprehensive Development Agreement (“**CDA**”) for the Remaining Phases
- Planning and development of Remaining Phases under the CDA will follow a collaborative process
- **I-285 West Express Lanes procurement:**
Anticipated to start in 2025 prior to completion of the I-285 East Express Lanes procurement



I-285 Express Lanes Procurement Status

I-285 East Express Lanes

- RFQ September 2024
- Shortlist of Qualified Teams Feb 2025
- Issue Draft RFP Q1 2025

I-285 West Express Lanes

Procurement begins 2025



 Project in procurement.

Stay Connected

 @GeorgiaDOT

 @GADeptofTrans

 @gadeptoftrans

 www.dot.ga.gov

Thank You



Thank you.

Questions?



ADJOURN

The ATL Board Meeting Will Begin Momentarily