



Transit Implementation Strategy

The Atlanta Streetcar Project

Presentation for the Atlanta City Council

This Legislation authorizes the IGA and New Vehicle Purchase



There are two parts to this legislation:

1. IGA between City, Marta and ADID for the construction and governance of the Streetcar Project
2. Authorization to purchase new vehicles to integrate with the Atlanta Beltline and utilize the Recreation Authority Car Rental Tax Fund to purchase the vehicles

OVERVIEW

- IGA
- Transit Implementation Strategy with the Atlanta Beltline
- Strong Business Case for New Vehicles
- Low Floor Vehicles provide improved Integration and Compatibility
- Why the Siemens S70 Vehicles
- Additional Investment Required
- Proposed Source of Funding has no Impact on City of Atlanta Budget

Parties

- City of Atlanta
- MARTA
- DACID/ADID

City of Atlanta

- Grant applicant and owner of the Project
- Owner of the Project infrastructure and vehicles
- Director of the Project's scope, tasks performed by MARTA and Project schedule
- Final decision maker on the selection of vehicles procured

DACID/ADID

Funding Stakeholder

Joint decision maker on vehicles and Project director

Approved Project Schedule

- Parties will cooperate, with final approval by the City

Capital Funding Contributions

- Tiger II Discretionary Grant - \$47,667,777
- City of Atlanta - \$15.6 M
- DACID/ADID - \$6 M

MARTA

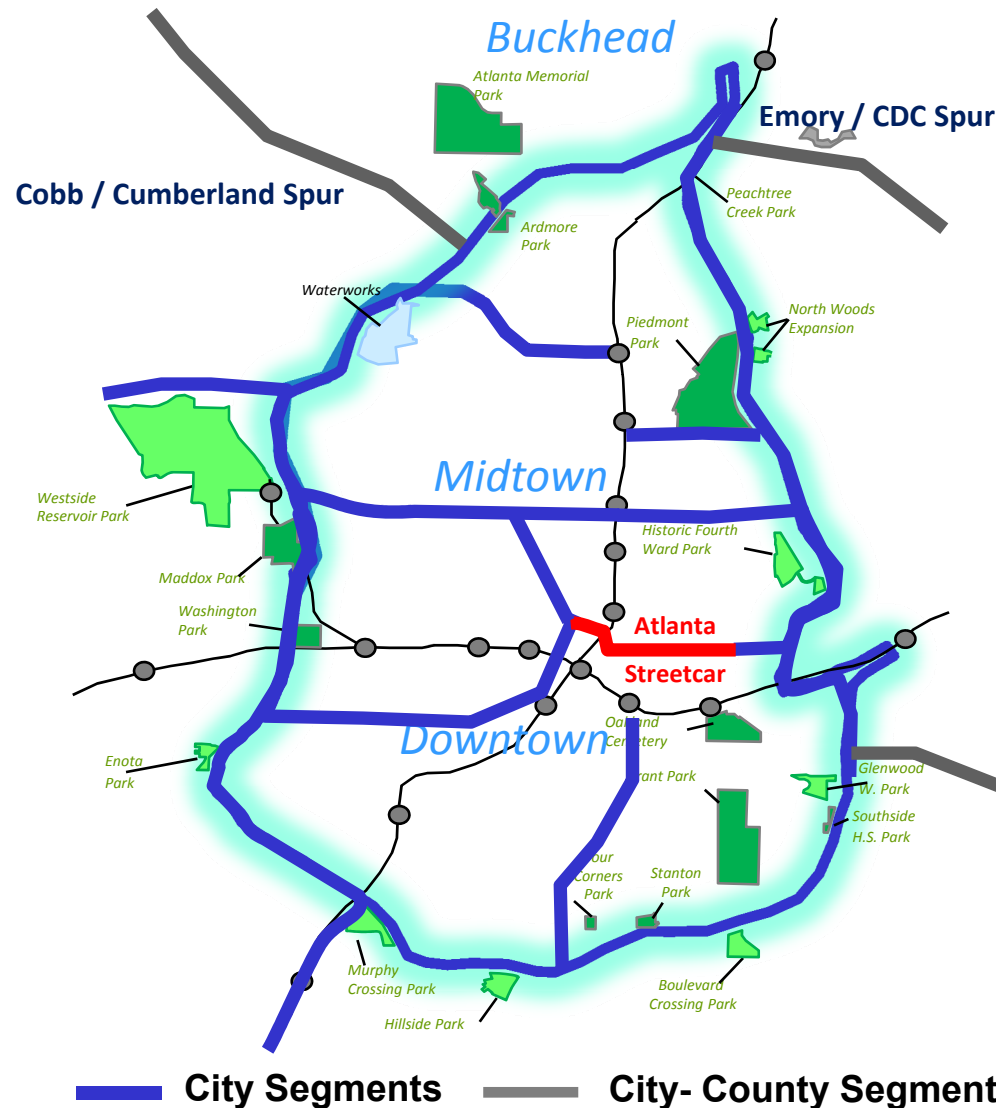
- Entity authorized to receive federal funds awarded in connection with mass transit programs
- Advisor for project management, oversight and technical support
- Administrator for procurement
- Manager of the design-build, subject to the prior review and approval of the City

Approved Project Budget

- Parties will cooperate, with final approval by the City

Transit Implementation Strategy

Progress Update –Implementation Segments

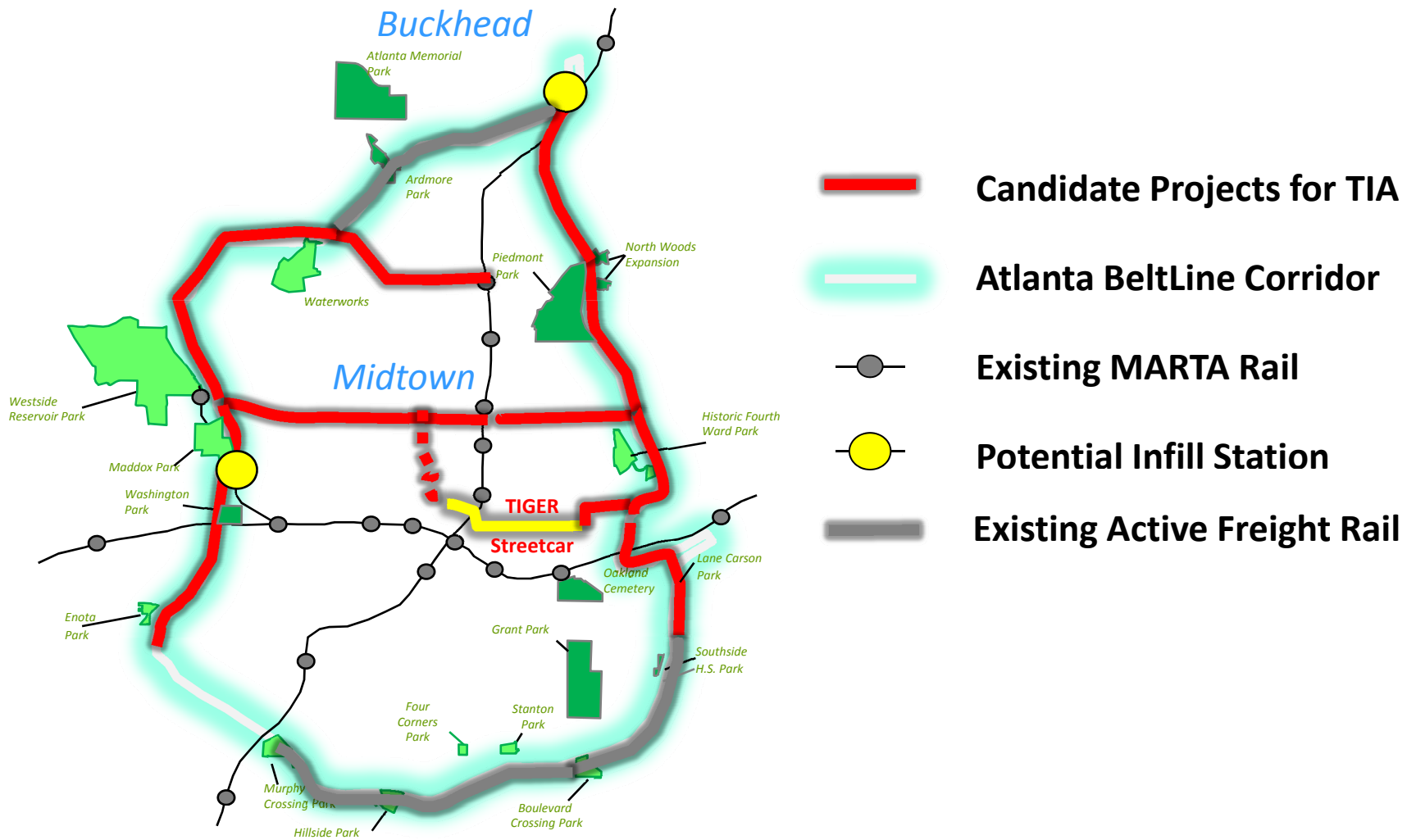


Universe of Potential Segments

- Preliminary screening includes over **20** potential segments to identify priorities for implementation
- Includes Atlanta BeltLine corridor segments
- Also includes Atlanta Streetcar cross town segments
 - Based on Connect Atlanta Plan and Concept 3 plan routes

Transit Implementation Strategy

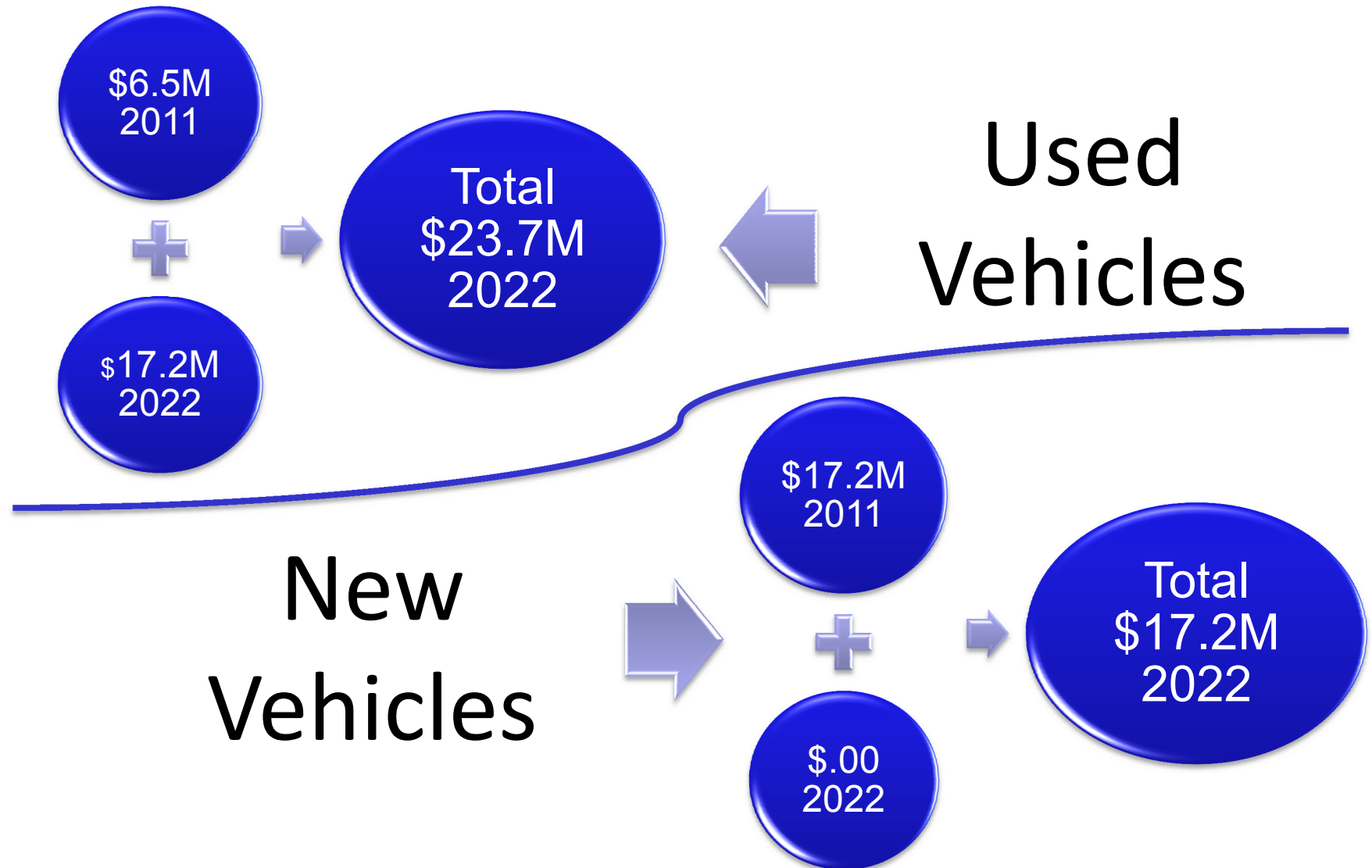
Candidate Segments for Transportation Investment Act (TIA)



ATLANTA STREETCAR Atlanta BeltLine



Strong Business Case for New Vehicles



Low floor vehicles provide improved Integration into Urban Environments and the Atlanta BeltLine

S70 Siemens

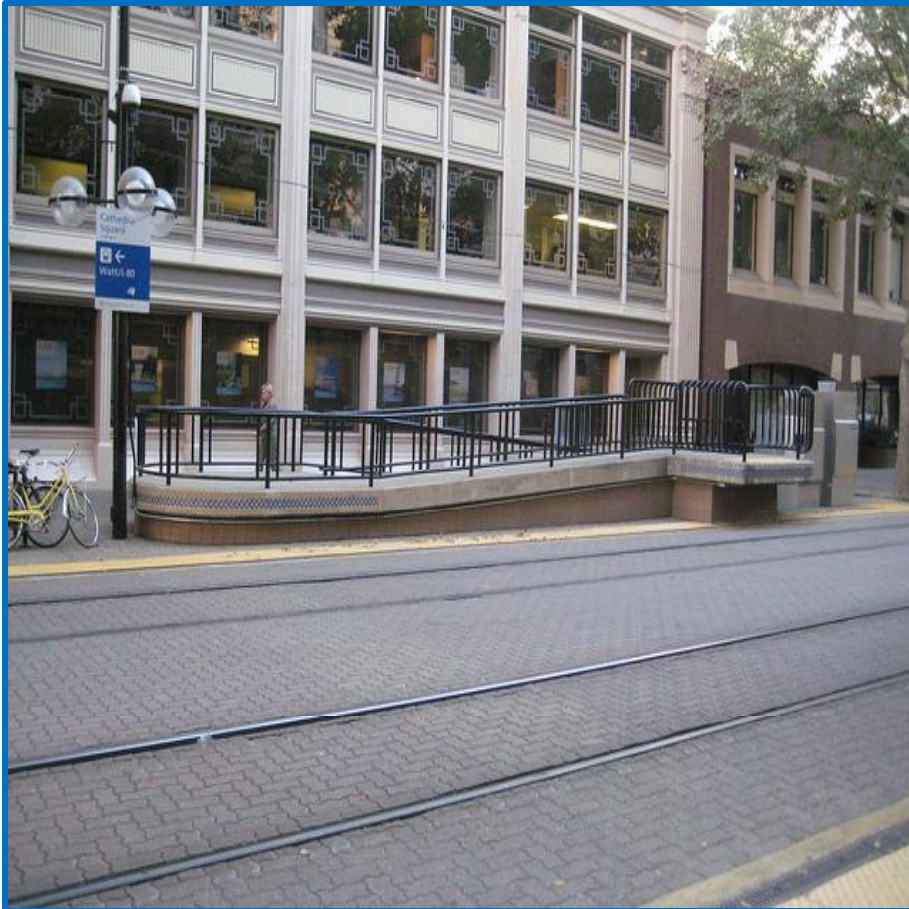
- Highly successful streetcar developed for the American market
- Fast, comfortable inner city transit

Key Features:

- Room for over 195 passengers, of which 60 are seated
- Interior bike racks, wheelchair spaces (ADA compliant)
- Low-floor construction ensuring a high degree of passenger comfort and optimal passenger flow
- Comfort and reliability making it an attractive alternative to the automobile



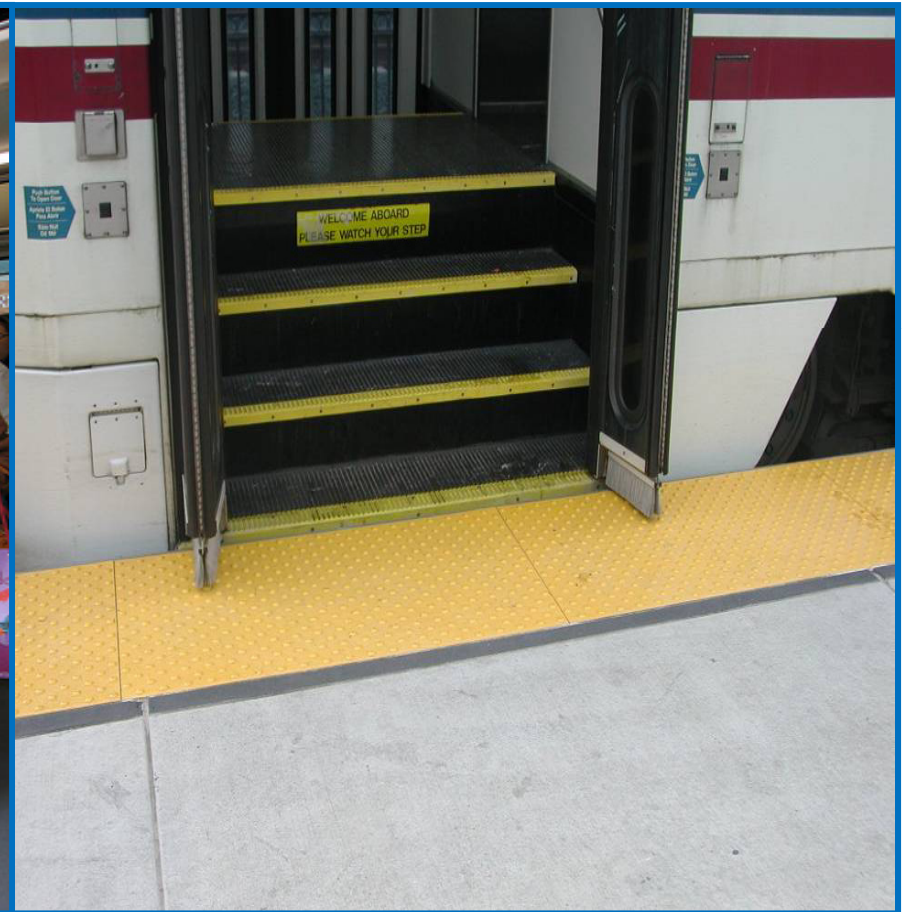
Used Vehicles would require Ramps
too large for Sidewalks and Storefronts



New Low Floor Vehicles do not require Ramps



New Vehicles with Low Floor



Used Vehicles with High Floor

Atlanta Streetcar Vehicles Compatible with On-Street and Atlanta BeltLine Corridor



The Project will use Modern Streetcar Vehicles

Stations spaced at every $\frac{1}{4}$ mile



Operates in mixed traffic (10-20 mph)



Vehicles have driver controls at both ends eliminating need to turn vehicles around



Single car trains



Frequent headways



Powered using electric propulsion and supported by overhead contact wire system



Simple Stations



Storage and Light Maintenance Facility



Why the Siemens S70 Vehicles?



UTA Piggyback

- Meeting the Tiger II schedule requires a “piggyback” on existing UTA Contract
- UTA Contract meets FTA requirements
- Siemens satisfies Buy America requirements
- Low budget risk because S70’s base price is known
- S70 is currently in production and Siemens has committed to meeting Atlanta’s schedule
- Low product risk because S70 has been delivered to 6 other U.S. cities, with a track record of quality and reliable streetcars

Additional Investment of \$9 M is Local
 “Pre-Match” for Future Federal Funding

Funding Source	Amount	Percentages
Tiger II Grant Funding	\$ 47,667,777.00	69%
City of Atlanta	\$ 15,600,000.00	22%
ADID	\$ 6,000,000.00	9%
Total Net Project Costs	\$ 69,267,777.00	100%
<i>PLUS: Locally Funded Elements</i>	<i>\$ 9,049,089.00</i>	
Gross Project Costs	\$ 78,316,866.00	

Rental Car Tax Fund

Car Rental Tax Fund:

Created to finance public improvements with Philips Arena

Rental Car Tax can be used as follows:

- (a) Promoting industry, trade, commerce and tourism
- (b) Capital outlay projects for convention, trade, sports, recreational and public safety facilities, and maintenance and operation expenses
- (c) Public safety expenses associated with the purposes in (b) above

Tax Backed Obligations

- Recreation Authority issued revenue bonds secured by the Rental Car Tax to finance improvements with Philips Arena.
- ADA issued bonds for the Homeless Opportunity Project

City of Atlanta has Rights to use of
Funds as long as the Uses Qualify



Project Coverage Fund

The Tax Custody Agreement distributes the proceeds of the tax as follows:

- Pays interest on the Tax Backed Obligations
- Pays principal due on the Tax Backed Obligations
- Funds any deficiency in a debt service reserve account
- Funds the Project Coverage Fund
- Funds the College Park and Atlanta Allocations

Project Coverage Fund can be used as follows:

- Make Deficit Payments to College Park
- Make payments of interest or principal on Tax Backed Obligations (if tax proceeds are insufficient)
- For project purposes or for expenses of facilities financed by the Tax Backed Obligations or for purposes authorized by the Rental Car Tax Law, or to secure Additional Project Debt and any junior or subordinate debt to be secured by the Rental Car Tax

THANK YOU!