

ATLANTA STREETCAR



Project Overview and Update

December 14, 2011
GDOT Intermodal Committee



Project Partners



Central Atlanta Progress
Atlanta Downtown Improvement District



METROPOLITAN ATLANTA
RAPID TRANSIT AUTHORITY



Project Purpose

The purpose of the Atlanta Streetcar project is to provide an integrated, multi-modal, high-quality transit network (including, but not limited to the Atlanta BeltLine, MARTA and Xpress) that will link communities, improve mobility by enhancing transit access and options, support projected growth in a sustainable manner, promote economic development, and encourage strategies to develop livable communities.



Project Characteristics

- Modern streetcar operating in-street with vehicular traffic
- 2.7 track miles
- 12 stops
- 4 vehicles
- 9.9-minute one-way running time
- 1.31 miles one-way
- 15-minute frequency
- Free transfer to/from MARTA rail at Peachtree Center station
- Free transfer to/from MARTA, GRTA, CCT & GCT buses
- *Breeze* smartcard fare collection system using MARTA fare policy
- Design-build model for project construction

Proposed Operating Schedule

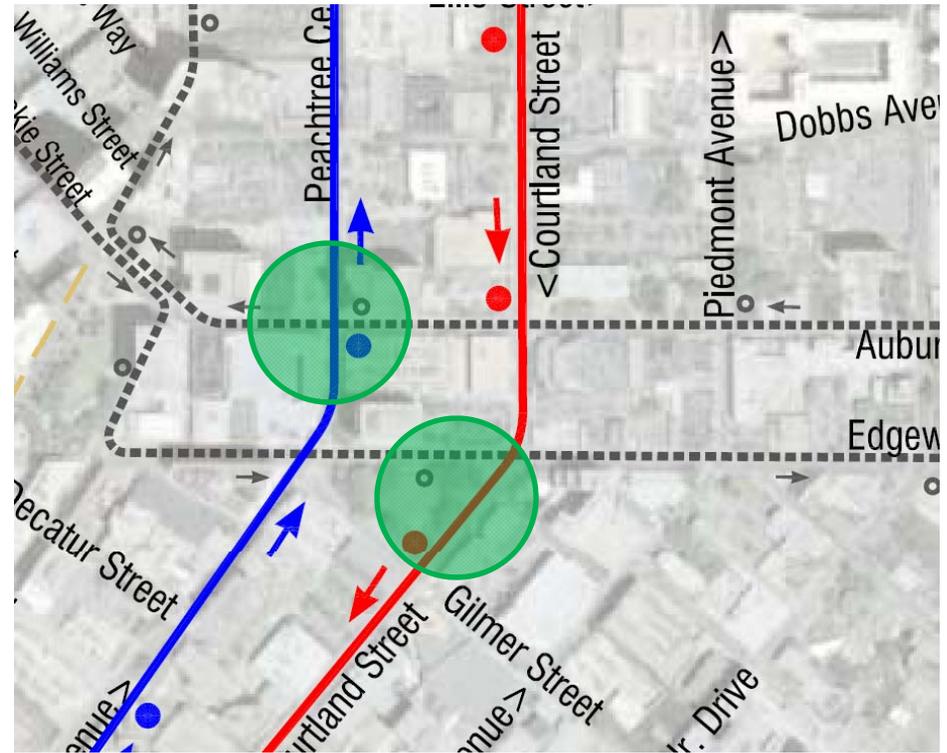
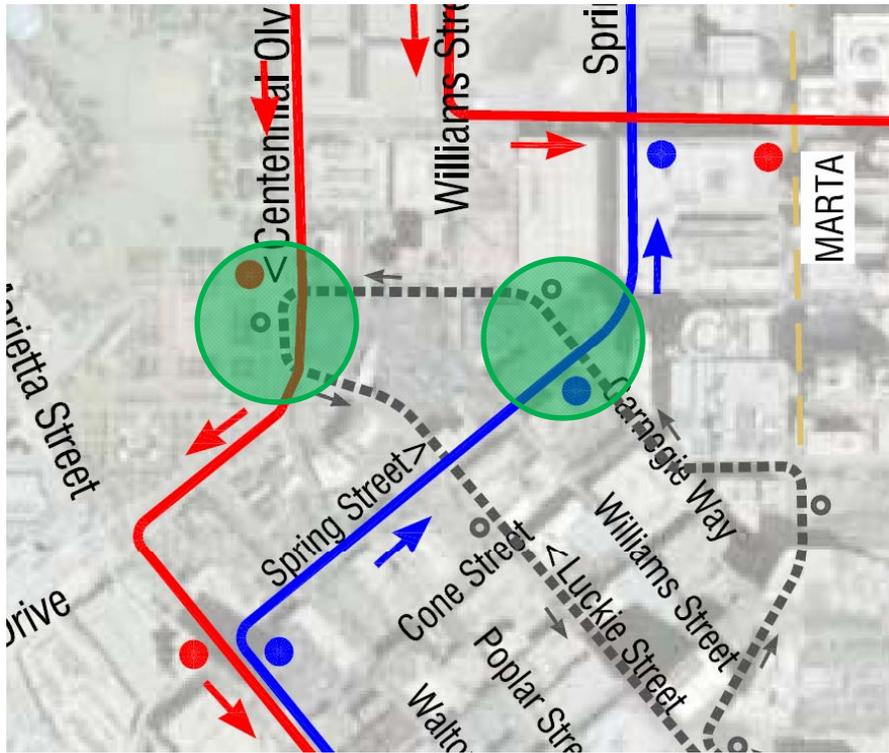
Weekday: 5:00 a.m. to 11:00 p.m. (18 hours)

Saturday: 8:30 a.m. to 11:00 p.m. (14.5 hours)

Sunday: 9:00 a.m. to 10:30 p.m. (13.5 hours)



Regional Express Bus Transfers



- Free transfers between the streetcar and GRTA, CCT & GCT at Centennial Olympic Park Dr, Courtland St, Peachtree Center Ave, Spring St
- Will provide connection from regional express bus stops to Centennial Olympic Park area, Grady Memorial Hospital, Georgia State University, and other downtown destinations

Vehicle Characteristics

Siemens S70 Streetcar Vehicle

- Modern, low-floor light-rail vehicle
- Continuous welded rail embedded in streets
- Special transit traffic signal phases to facilitate safe and efficient operation
- ADA compliant / level boarding
- Simple stops with low 14" platforms
- Electric propulsion supported by overhead contact wire system
- Storage and light maintenance facility and transit museum underneath I-75/85



Transportation Investment Act Projects AT-004 & AT-007

\$602 Million of TIA for City Transit Initiatives
Project Map



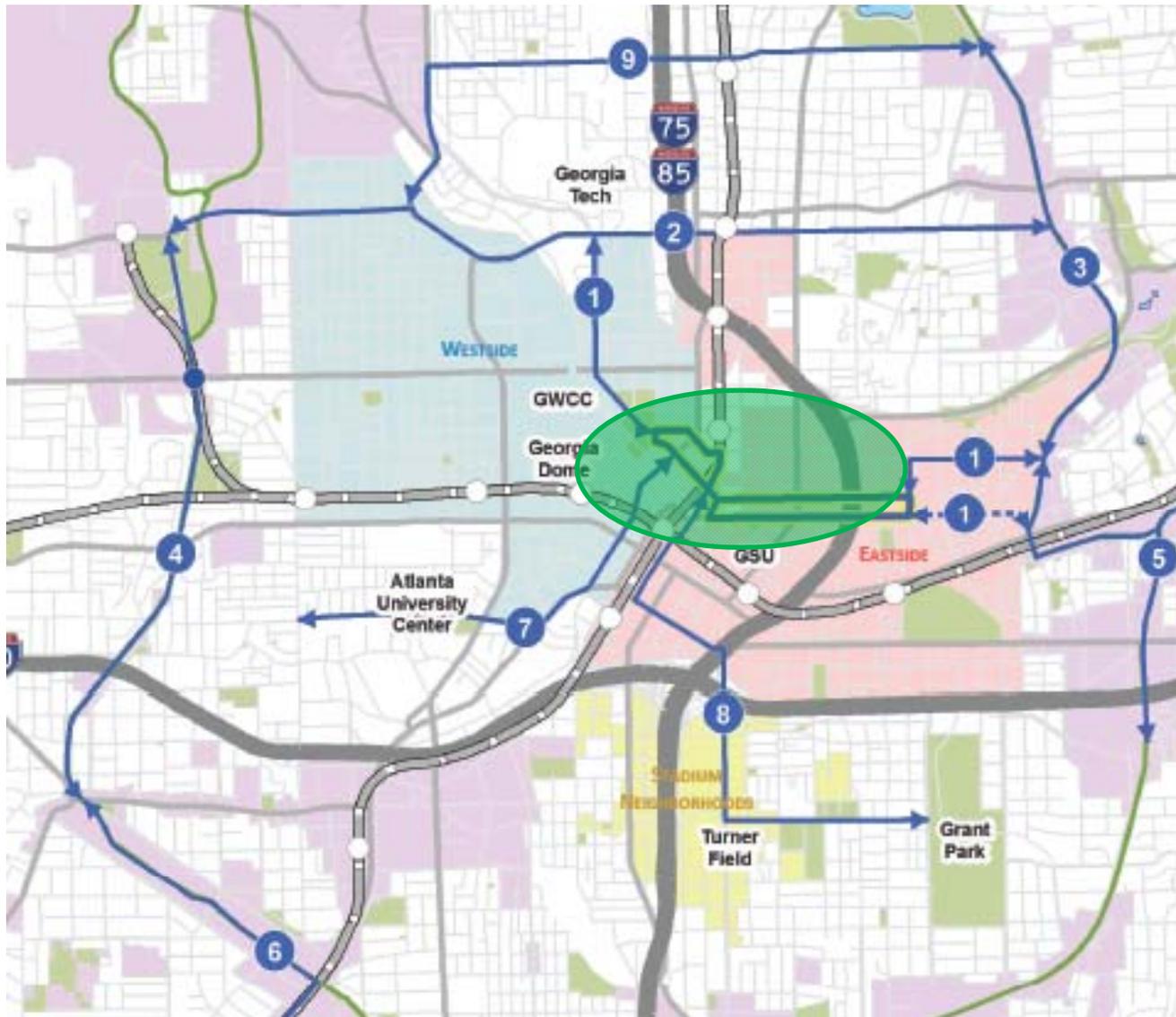
Key Transportation Benefits

- Downtown Atlanta circulation from MARTA
- Midtown Atlanta circulation from MARTA
- Georgia Tech
- Georgia State
- Piedmont Park
- Centennial Olympic Park/Georgia Aquarium/World of Coke/Philips Arena
- Georgia World Congress Center
- Carter Center
- MLK Jr. National Historic Site

New/Expanded Park
 Existing Park

TIA Project TIA Project MARTA Connections Existing MARTA Rail

Foundation of Citywide Streetcar Network



ABI-COA Transit Implementation Strategy

- Build off downtown streetcar
- Five-year expansion strategy
- Project management, funding & operating plan
- Base for citywide streetcar network

Project Funding - Capital

<i>Funding Sources</i>	<i>Amount</i>	<i>Percentages</i>
TIGER II Grant Funding	\$ 47,667,777	69%
City of Atlanta	\$ 15,600,000	22%
Atlanta Downtown Improvement District	\$ 6,000,000	9%
<i>Initial Net Project Total</i>	<i>\$ 69,267,777</i>	<i>100%</i>
Department of Watershed Management	\$ 9,800,000	
Additional City of Atlanta Funding (vehicles)	\$ 9,049,089	
Transit Enhancements (LCI)	\$ 5,086,100	
Luckie Street Two-way (LCI)	\$ 1,251,750	
<i>Total Cost of Undertaking</i>	<i>\$94,454,716</i>	



Project Funding – Operations & Maintenance

<i>Funding Sources (20 years)</i>	<i>Amount</i>
City of Atlanta (car rental tax)	\$ 20,000,000
ADID	\$12,250,000
Total	\$32,250,000
<i>Other Sources: fare revenue, advertising and federal CMAQ funds (years one to three)</i>	

Note: Annual O&M costs of the system are estimated at \$1.7M in 2013



Leveraging Existing Resources

- *Breeze* fare collection system
- Traction power substation at Peachtree Center MARTA Station
- MARTA Armour Yard maintenance facility
- MARTA maintenance equipment and tools
- Underutilized property under I-75/85 Downtown Connector
- Existing MARTA/3rd Party Procurements



Integration with Concept3 – Regional Transit Vision

- Interoperability with future streetcar/light rail
 - Civil design to ‘standard’ vehicle envelope/interface
 - Future connections at Edgewood/Jackson, Peachtree Street, Centennial Olympic Park Drive
 - Traction Power System
 - Vehicle Maintenance Facility Capacity
 - Special Tools and Equipment
 - Vehicle
 - High speed gearing
 - Provision for coupling multi-car consists



Implementation Schedule

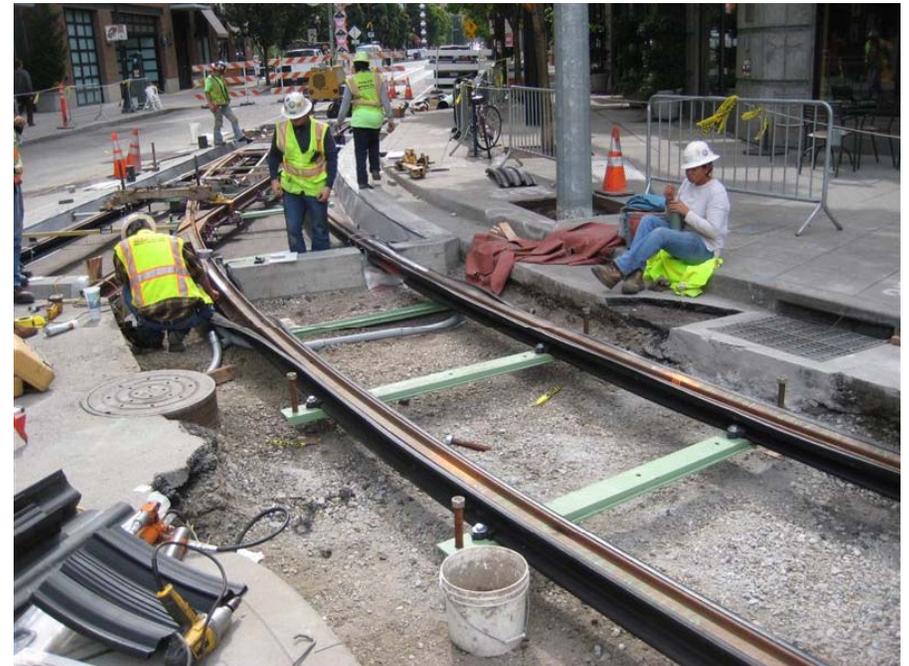


<i>Activity Description</i>	<i>Date</i>
Utility Relocation Work Begins	November 2011
Design-Build Contract Awarded	February 2012
Construction Begins	2 nd Quarter 2012
First Vehicle Delivered	September 2012
Public Event to Showcase Vehicle and System	October 2012



Anticipated Construction Impacts

- Bus service detours
- Utility relocation construction (road and lane closures)
- Track construction
 - Shallow slab method to minimize disruption
 - Road and lane closures
 - 250 feet/week on average
- Overhead contact system
 - Poles approx. every 100 feet
 - Stringing span and contact wires
- Stops
 - Platforms on streets/sidewalk
 - Fare collections equipment installation
- Traffic signal interruptions



GDOT Role

- Endorsed TIGER II application
- Leasing property under I-75/85 Downtown Connector to City of Atlanta for vehicle light maintenance and storage facility
- Construction coordination for I-75/85 crossing
- FTA designated state safety oversight agency



Thank you!

**For more information please visit
www.GeorgiaTransitConnector.org**

