

MMPT

Technical Committee

April 6, 2010



Introduction

- Senate Bill 200, enacted in May 2009, revamped existing P3 enabling legislation
- This new legislative direction provides an opportunity to reinvigorate Georgia's P3 program by realigning the approach to developing and procuring P3 projects to be consistent with best practices witnessed in the US and internationally
- The Department identified the Atlanta MMPT as a potential P3 project to the GDOT Board in July 2009
- GDOT presented to CAP Beltline Group December 2009 P3 role in building the MMPT

P3 as Delivery Mechanism

- P3 allows the state to leverage its limited funds by partnering with the private sector for the development and operation of the MMPT
- P3 expedites the project delivery process, meaning Georgia can take advantage of federal earmarks that would otherwise go unused
- The project will be secured through a solicitation process designed to create competition within the private sector. This competition drives innovative project delivery methods and funding strategies

MMPT Advisors

MMPT P3 Advisors -Jeffrey A. Parker & Associates, Inc

- Financial advisor to Florida DOT on successful P3 Program
 - I-595 and Port of Miami Tunnel P3 Projects - \$2.5B closed in 2009
 - Advisor to Florida DOT on \$1.7-billion Miami Intermodal Center
- Rail and Highway Finance Boutique Firm – Established in 1981
 - Advise on Electrification of Caltrain in Bay Area, SunRail and FEC Corridor Commuter Rail in FL
 - Advised Class I Railroads on Seattle Union Station/Denver Union Terminal
- 7 Years Experience advising US Conference of Mayors on reuse of railroad property – yards, air rights, train stations

MMPT Legal Advisors- GreenbergTraurig

- Beltline Project
 - Special Counsel to the City of Atlanta with structuring, negotiating, and implementing P3
- Atlantic Steel Tax Allocation District (TAD)
 - Representation of The Atlanta Development Authority with development

GDOT Role – Infrastructure Provider

- Coordinate Stakeholder Participation and Active Involvement
- Leverage Existing Federal Earmarks and Flex Funds as Seed Money
- Select Developer to Implement Master Plan
 - Transportation
 - Overbuild
 - Open Space
- Build Rail Station and Bus Facilities

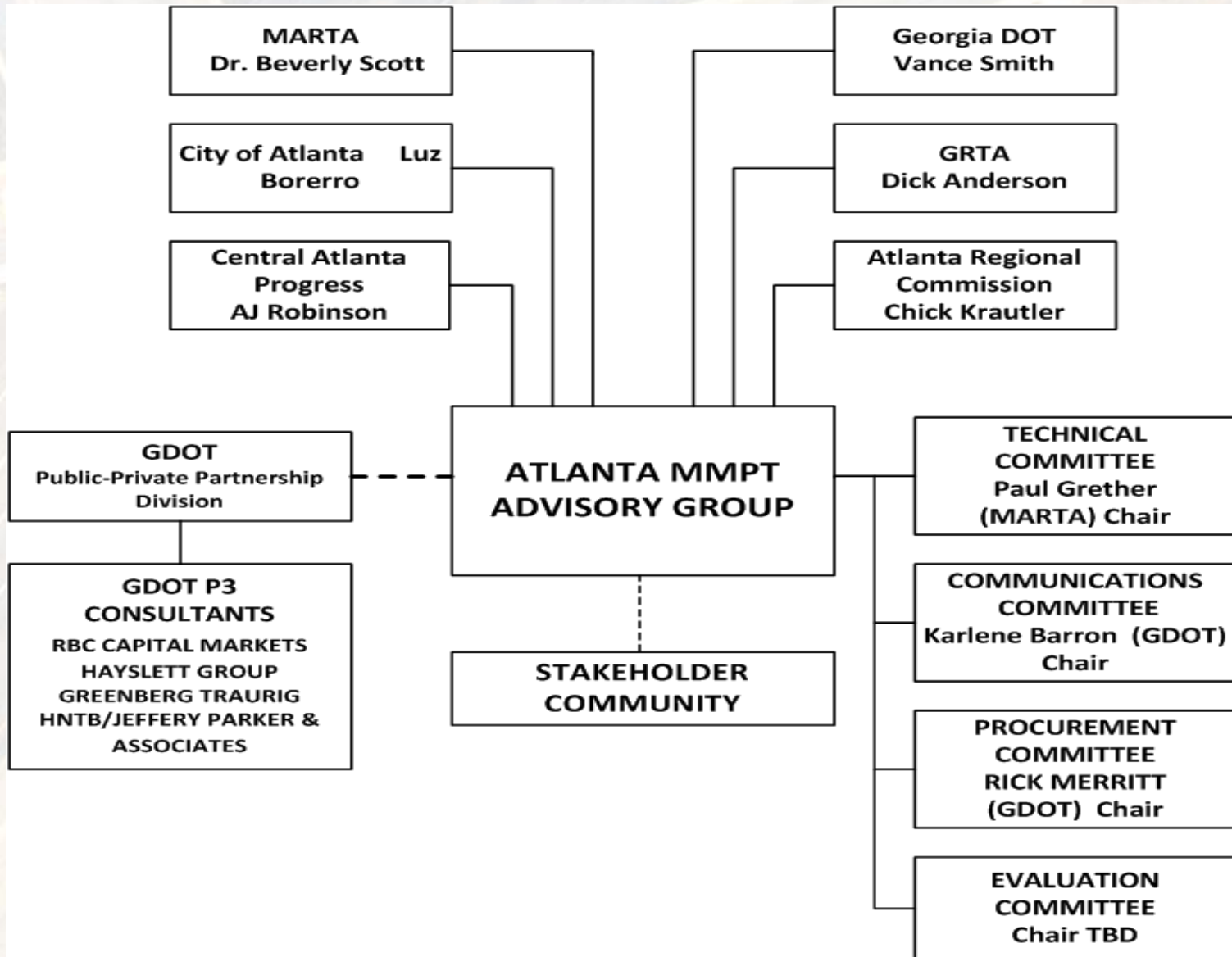
MMPT Needs a Master Development Partner

- Not Typical GDOT Functions –
 - Vertical construction in urbanized environment
 - Rail and bus facilities
- Master Development Partner – Goals and Ideal Outcomes
 - IMPLEMENT, NOT STUDY
 - Design/ Permitting/ Environmental
 - Identify parcels and support for land assembly
 - Coordinate site preparation and below-grade construction
 - Create commercially viable pads for overbuild

Attributes of a Master Development Partner

- Demonstrated experience with large, mixed use developments
- Proven ability to work with diverse Stakeholders, Business and Community Interests
- Willingness and ability to share commercially reasonable risks
- Ability to develop overbuild pads and manage future development

MMPT Committee Structure



MMPT Technical Committee

- Representation from partner agencies
 - MARTA - Paul Grether, Chairman
 - GDOT (P3, Intermodal)
 - City of Atlanta
 - Atlanta Regional Commission
 - Georgia Regional Transportation Authority
 - Central Atlanta Progress

MMPT Purpose & Need

- Uses 1995 Federally approved Environmental Assessment as basis
- Describes the transportation need for the MMPT
 - Transportation facilities that are capacity constrained, inadequate, disconnected and not ADA compliant
 - Facilitate and accommodate passenger rail, including high-speed rail
 - Connection to MARTA and Airport
- References land-use and economic development need
- References Connect Atlanta CTP, TPB Concept 3, CAP Green Line and ARC RTP are all predicated on implementation of the MMPT
- Purpose of the MMPT is to replace inadequate and disconnected facilities, connect modes, increase ridership and facilitate and accommodate future transportation investments and economic development
- Approved by the Advisory Board at their March 12th 2010 meeting

Technical Committee Work Program

- Supported by MARTA Contract with AECOM:

Existing Conditions and Environmental Review

- Passenger facility requirements
- Property surveys
- Traffic analysis
- Evaluation of previous NEPA work to determine updates necessary

•Conceptual Engineering and Design Guidelines

- Rail and bus operating requirements using TPB Concept 3 and MMPT Concept 6 work
- Conceptual Engineering and Design Guidelines

MMPT Memorandum of Agreement

- Currently under development between partner agencies of the Advisory Committee
- Purpose of the document is to further define roles, responsibilities, and commitment between partner agencies to utilize and implement the Atlanta Multi-Modal Passenger Terminal

Identified Technical Stakeholders

- Public Property Owners
 - Atlanta Development Authority
 - General Services Administration
 - Georgia World Congress Center Authority
 - Georgia State University
 - Fulton County Recreation Authority
 - State Properties Commission (GBA)
- Express Bus
 - Gwinnett County Transit
 - Cobb Community Transit
- Intercity Bus
 - Greyhound
 - Southeastern Stages
- Intercity Rail
 - Amtrak
- Railroad
 - Norfolk Southern
 - CSX
- Vehicles for Hire
 - Zipcar
 - Atlanta Police - Division of Taxicabs & Vehicles for Hire

Stakeholder Survey

- How do you envision your organization utilizing the MMPT?
- What are your staging, scheduling and vehicle requirements?
- How will special events impact your overall operations?
- Do you currently have planned projects that will impact the MMPT study area?



Questions?
and maybe answers...