

# Atlanta-Region Transit Link Authority

REGIONAL TRANSIT PLAN



**NOVEMBER 2019** 



# REGIONAL TRANSIT PLAN

PREPARED BY



**November 2019** 

placeholder for ARTP adopting resolution

# ACKNOWLEDGEMENTS AND ASSURANCE OF NON-DISCRIMINATION

The Atlanta-Region Transit Link Authority (the ATL) would like to thank the ATL Board members, its transportation partners from the Atlanta Regional Commission (ARC), the Metropolitan Atlanta Rapid Transit Authority (MARTA), the Georgia Department of Transportation (GDOT), the Federal Transit Administration (FTA) Region IV Office, and each of the transit operators, Community Improvement Districts (CIDs), and local agencies within the 13-county ATL area that participated in developing the 2019 ATL Regional Transit Plan (ARTP).

# **Assurance of Non-Discrimination**

No person in the United States shall, on the ground of race, color, national origin, religion, sex, age, or disability be excluded from participation in, be denied the benefits of, or otherwise be subjected to discrimination under any program or activity receiving federal financial assistance (Title VI of Civil Right Act of 1964 42 U.S.C. § 2000d, and as amended, the Civil Rights Restoration Act of 1987 P.I. 100.259). This includes funds received by the ATL through the United State Department of Transportation (USDOT), Federal Transit Administration (FTA), or the Georgia Regional Transportation Authority (GRTA).

Further, no otherwise qualified individual with a disability in the United States shall, solely by reason of her or his disability, be excluded from the participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance (Rehabilitation Act of 1973 29 U.S.C. § 794).

The ATL utilizes its Title VI Plan to ensure that its programs and services are conducted in a nondiscriminatory manner, without regard to race, color, national origin, religion, sex, age, or disability. For a copy of the ATL's Title VI Plan, please visit ATL's website at <a href="https://atltransit.ga.gov/accessibility-and-civil-rights/">https://atltransit.ga.gov/accessibility-and-civil-rights/</a>.

The ATL is committed to ensuring that no person is excluded from participation in, or denied the benefits of, its services based on the qualities protected under Title VI, whether or not those programs or activities are federally funded.

The Atlanta-Region Transit Link Authority 2019

Charlie Sutlive, Chairman

Felicia Franklin-Warner, Vice Chair

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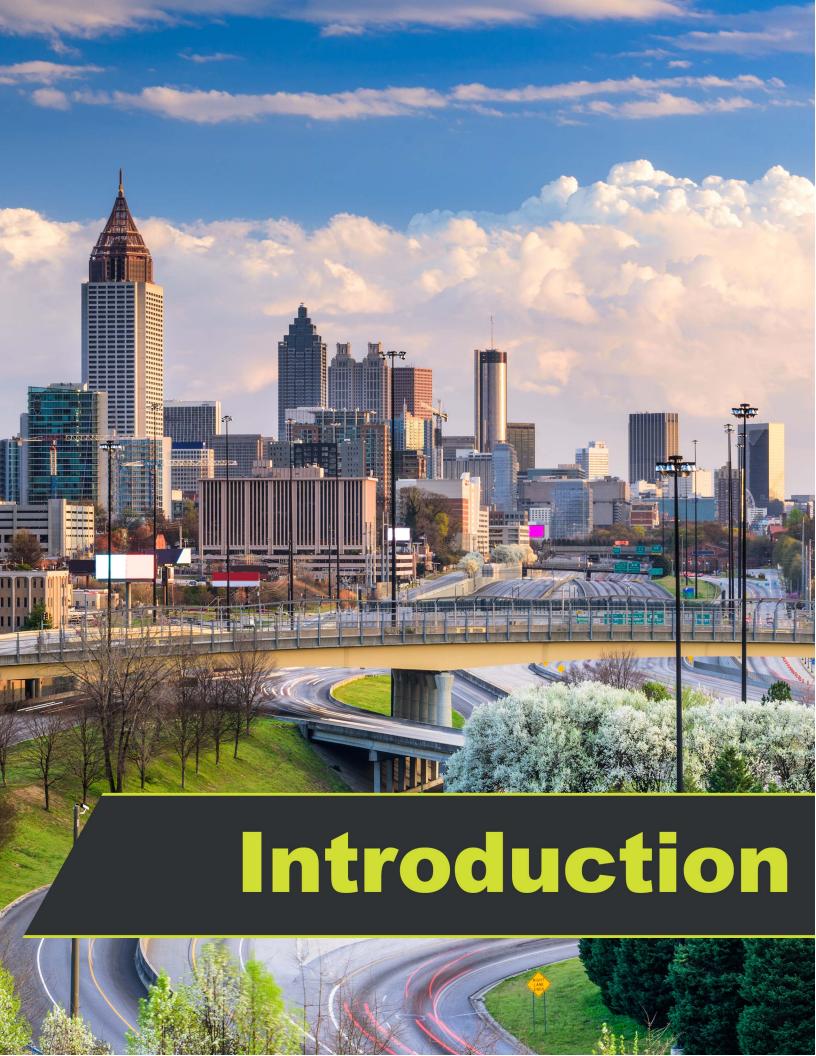
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# Benefits of the ATL



# Streamline Transit Planning

We are working to get our region moving in the same direction—toward a plan for better connecting transit systems to a more unified network of mobility options throughout the public and private sectors.



# Improve Rider Experience

We are collaborating with local transit authorities to optimize the transit experience, saving riders time, reducing the stress of daily commutes and improving the overall customer experience.



# Drive Economic Development

We help accelerate opportunities for economic growth by making it easier for our talented workforce to access jobs across the region and attract new business.

# INTRODUCTION

Officially known as the Atlanta-Region Transit Link Authority, "the ATL" is in place to better connect transit options across the 13-county Atlanta region. With the support of its many transportation partners, the ATL is designed to develop and advance a strategic regional transit plan that will help ensure metro Atlantans remain mobile, connected, and capable of accessing opportunity across the region it serves.

The ATL was officially created in 2018 by the State of Georgia via House Bill (HB) 930 to serve as a regional transit planning, funding, and policy oversight authority<sup>2</sup>. Its primary purpose is to provide a more seamless customer experience across multiple, historically disconnected transit systems operating in the 13-county Atlanta region with a focus on:

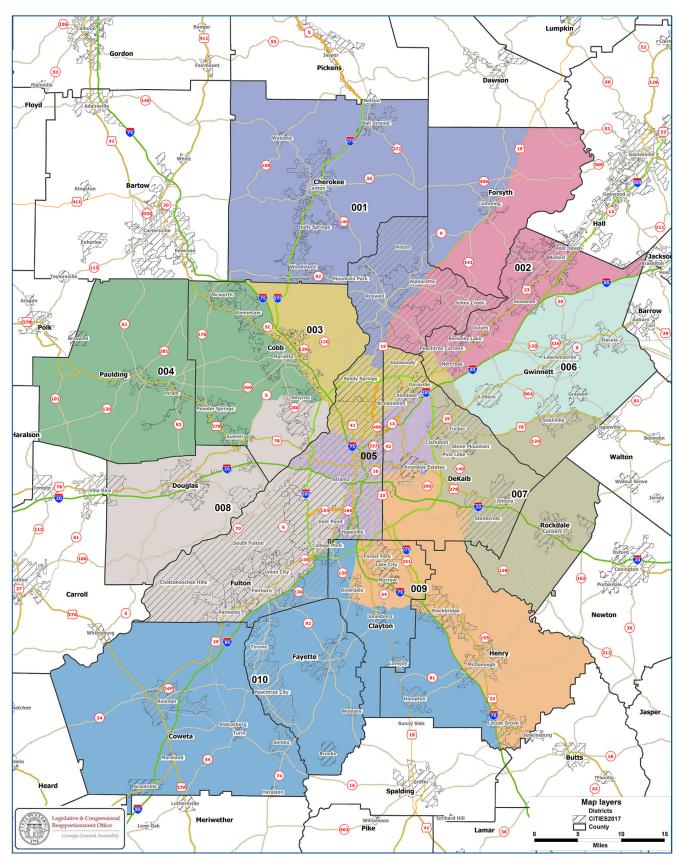
- Better connecting transit systems to create a more unified network of mobility options;
- Collaborating with local transit authorities to optimize the transit experience, save riders time, reduce the stress of daily commutes, and improve the overall customer experience; and
- Accelerating opportunities for economic growth by making it easier for the region's talented workforce to access jobs and for the region's employers to attract new business.

The ATL is comprised of 10 Districts that cover the 13-county metro Atlanta geography (Figure 1). District borders were intentionally drawn to extend across county jurisdictional boundaries to support proactive transit planning and coordination activities that advance a more seamless, regional plan.

<sup>&</sup>lt;sup>1</sup> Inclusive of Cherokee, Clayton, Coweta, Cobb, DeKalb, Douglas, Fayette, Forsyth, Fulton, Gwinnett, Henry, Paulding, and Rockdale counties

<sup>&</sup>lt;sup>2</sup> HB 930 of the Georgia General Assembly, signed into law May 3, 2018.

FIGURE 1. ATL DISTRICT MAP



#### FIGURE 2. **CURRENT ATL BOARD REPRESENTATIVES**



**Charlie Sutlive** Chairman, Governor **Appointee** Regional Transit Planning Committee Chair



Felicia Franklin Warner Vice Chair, District 10



**Andy Macke** District 1 Regional Technology Committee Chair



Vacant District 2, Vacant



Steve Dickerson, Sc. D. District 3



**Todd Ver Steeg** District 4



**Tom Weyandt** District 5



**Chuck Warbington** District 6



Michael L. Thurmond District 7



**Keisha Lance Bottoms** District 8



Howard A. Mosby, CPA District 9



**Teddy Russell** Lt. Governor Appointee



Mark Toro Lt. Governor Appointee, Marketing Committee Chair



**Earl Ehrhart** House Speaker Appointee, Administrative **Committee Chair** 



**Charlotte Nash** House Speaker Appointee, Legislative Committee Chair



Russell R. McMurry, P.E. **GDOT Commissioner** Ex-Officio (Non-Voting) Member

The ATL is governed by a Board that is uniquely structured to address the challenges and opportunities associated with advancing an integrated, regional transit system. The ATL Board is comprised of 6 appointed members and 10 elected members (one representative for each of the 10 ATL Districts) (Figure 2). The Board represents a wide range of ideological, geographic, and professional backgrounds across government, business, academic, and community experience.

The ATL Board is unified around the common goal of increasing mobility options for metro Atlantans through increased coordination of existing services and strategic investment in future expansion, utilizing technology and innovation to maximize return on transit investment. It is committed to working together to address the broad spectrum of transit needs in the Atlanta region and has been able to unanimously approve all actions thus far at the ATL.

# ATL KEY FUNCTIONS & ACTIVITIES







Transit Tech & Innovation



Regional Transit Plan, Policies & Standards



Regional Funding



Regional Unified Branding



Annual Report/Audit



Transit Planning Services

The ATL's primary mission is focused on regional transit planning and funding governance – not operations, project management or construction

Per HB 930 legislation, the ATL is required to develop and regularly update a **regional transit plan**, incorporating existing and future transit services, facilities, and projects. The plan must include both a six-year and twenty-year component. On May 23, 2019, just five months after the ATL Board was officially established, it adopted the ATL Regional Transit Plan Performance Evaluation Framework to guide development of the plan during the first plan cycle of 2019<sup>3</sup>. This Framework was developed to ensure a transparent and objective approach for developing the transit plan in the context of how well it advances the six governing principles adopted by the Board on March 7, 2019: Economic Development and Land Use, Environmental Sustainability, Equity, Innovation, Mobility and Access, and Return on Investment (ROI).

In addition to the required regional transit plan, the ATL must prepare an **annual report and audit** of all transit planning, funding, and operations within the jurisdiction of the authority. This report must be presented by December 1 of each year to the Senate and House Transportation Committees and the local governing authorities of those counties within the jurisdiction of the ATL. It covers all federally funded transit operators in the ATL region and considers system and operational performance, financial structure, service description, and planning activities during the period covered by the audit and annual report and the previous four years.

Through the development of the comprehensive regional transit plan updated on a yearly basis, and the annual report and audit of transit systems in the metro Atlanta area, the ATL will be able to make data-driven, objective recommendations on critical transit development activities that maximize local, state, and federal funding contributions.

HB 930 also stipulates that the ATL's regional transit plan must "include the creation of a **unified brand to encompass all transit service providers** within the jurisdiction of the authority." At its inaugural meeting on December 14, 2018, the newly formed ATL Board of Directors adopted a logo and visual brand assets for the Authority as one of its first action items. Adoption of the logo at the first board meeting was particularly necessary to meet the requirements of another section of HB 930, which stated that "On and after January 1, 2019, the (MARTA) board shall utilize a logo and brand upon any newly acquired capital asset worth more than \$250,000 that is regularly visible to the public which shall include the acronym 'ATL' as a prominent feature." (*Appendix A – ATL Regional Transit Plan – Branding*).

<sup>&</sup>lt;sup>3</sup> The Project Prioritization Framework adopted by the ATL Board on May 23, 2019, is more broadly referenced as the Performance Evaluation Framework.



The ATL logo includes a series of shapes in the form of an "A" which work like arrows spiraling around a central axis, symbolizing the freedom of movement provided through transit options.

The logo mark reflects both a compass and a star, which are used to provide guidance to travelers.

The distinctive A without a crossbar points upward, symbolizing the optimism and forward momentum of the ATL and the Greater Metropolitan Atlanta region.



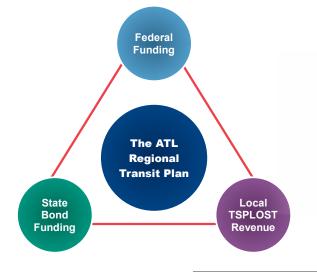


# THE ATL REGIONAL TRANSIT PLAN

The ATL Regional Transit Plan (ARTP) serves as a critical first step for transit investment in the region. It is the primary source for transit projects to be considered by the Atlanta Regional Commission (ARC)<sup>4</sup> for inclusion in the federally required short-range Transportation Improvement Program (TIP) and long-range Regional Transportation Plan (RTP). These documents lay out allocation of federal, state, and local dollars for all regionally significant transportation investment in the Atlanta region and are required for allocation of federal transportation funds.

The ARTP also serves as the universe of transit projects from which the ATL Board may select and recommend certain projects to the state for potential state bond funding each year. This is a significant, new opportunity for the state to make strategic investments in transit that improve mobility for the region and increases available state funds for implementing transit.

Finally, the ARTP is important for local transit funding. When the legislation creating the ATL passed, it included a new funding opportunity for county governments to fund transit projects - a transit specific TSPLOST that gives local entities another tool for funding needed transit improvements. Local projects chosen for funding with this TSPLOST referendum must be included in the ARTP. This allows counties and local jurisdictions to keep the decision-making authority over which transit projects they propose for their citizens, while allowing the ATL to ensure that projects across the region work well together to create a seamless and connected network.



By serving as the focal point across these federal, state, and local transit funding opportunities, the ATL has a unique opportunity to integrate and maximize transportation revenues for transit.

The ARC is the federally-designated Metropolitan Planning Organization for 20 counties within the boundaries of the Atlanta Metropolitan Planning Area. It is required to develop a fiscally constrained, short-range investment program and long-range investment plan that lays out federal, state, and local transportation revenues for all regionally significant projects https://atlantaregional.org/transportation-mobility/transportation-planning/regionaltransportation-plan/

# **How Does The ARTP** Fit into The Big Picture?

Local entities and project sponsors, such as county or city governments and transit operators, send the ATL their projects. ATL then reviews those projects and considers them for strategic investment by the state and helps promote them for federal funding. The ARTP feeds local referendum lists and serves as the primary source of transit projects for the region's shortterm and long-range transportation plans.

The inaugural 2019 ARTP, documented herein, reflects the compilation of proposed transit investments across the 13-county region as identified by local jurisdictions, transit planning partners (including the ATL), and transit operators. These investments draw from a range of transit and transportation planning work that has been conducted over the last decade to include:

- The ARC 2040 RTP and 2018-2023 TIP:
- County and local transit and transportation plans;
- The More MARTA Atlanta Program; and
- Transit operator Transit Asset Management Plans.

The 2019 ARTP comprises the set of transit projects to be considered for the next ARC RTP and TIP anticipated for adoption in February 2020; proposed transit investments associated with potential 2020 transit/TSPLOST referenda; and recommended transit investments for Fiscal Year (FY) 2020-2021 state bond funding. Moving forward, the ARTP will be updated on an annual basis to allow for refinements to the regional transit plan process and to refresh the project list that is drawn upon for each of these critical funding paths.

# THE ARTP & OTHER KEY PLANNING DOCUMENTS IN THE REGION

#### **Local or Operator Transit Projects**

- Local priorities, such as the More MARTA program and county transit plans
- Reflects citizen needs
- Feeds ATL Regional Transit Plan list of projects

#### **ATL Regional Transit** Plan

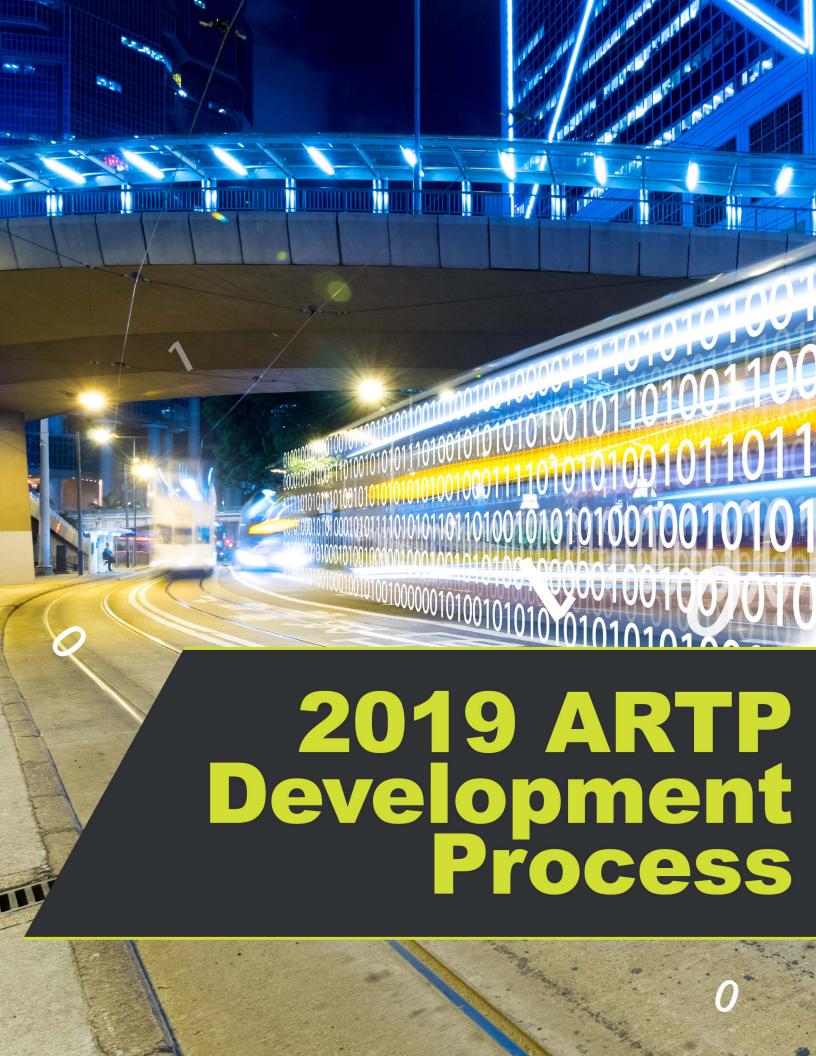
- Reflects the universe of transit projects for **Metro Atlanta**
- Feeds local referendum lists
- Feeds list of transit projects that ATL may recommend for state funding
- Informs discussion on allocation of federal discretionary funds

## Long-Range Regional Transportation Plan

- ARC's fiscally constrained 20-year plan
- ATL Regional Transit Plan will help to prioritize projects that can compete for federal funds

## **Short-Range Transportation Improvement Program**

- ARC's fiscally constrained 6-year implementation program
- State will be looking to ARTP for recommendations on regionally significant projects suitable for state investment



# **ATL Governing Principles for the Regional Transit Plan**



# **Development** and Land Use

Creates or enhances connectivity and access to iob centers, activity centers and economic centers in line with the Unified Growth Policy (UGP).



Provides new or expanded service to and from low and moderate income areas to improve connectivity and focusing on investments that better enable people to meet their day-to-day needs.



#### **Mobility and** Access

Connects population centers, employment, recreation, using crossjurisdictional services to create regional connectivity.



# **Sustainability**

Offers new or enhanced services as alternatives to SOV travel, and promoting the use of alternative fuels to build environmentally sustainable communities.



#### **Innovation**

Uses innovative solutions to improve rider experience, fare collection, cost savings, integration with transit alternatives and more.



# Investment

Ensures that project financing plans are feasible, sound and promotes cost-efficient alternatives for new or enhanced service that enable regional economic opportunity and growth.

# THE 2019 ARTP DEVELOPMENT **PROCESS**

The 2019 ARTP development process consisted of three key components that shaped the creation and execution of the first ATL Regional Transit Plan. These included:

- 1. A national review of transit plan and transit project evaluation methods across the country, including methods local to Georgia, to provide the ATL Board a sense of best practice as it relates to strategic transit plan development;
- 2. Development of the ARTP Performance Evaluation Framework to guide an objective and transparent process for evaluating the performance of transit investments in the context of stated ATL Board investment goals; and
- 3. Application of the ARTP Performance Evaluation Framework to an initial array of projects identified by transit operators, local jurisdictions, and state and local authorities involved with transit planning within the ATL 13-county region.

Each step of the process was guided by the six governing principles adopted by the ATL Board on March 7, 2019, to shape development of the regional transit plan: Economic Development and Land Use, Environmental Sustainability, Equity, Innovation, Mobility and Access, and Return on Investment (Figure 3).

ADOPTED GOVERNING PRINCIPLES FOR THE FIGURE 3. ATL REGIONAL TRANSIT PLAN

# National Best Practice Review of Transit Plan and Transit Project Evaluation Methods

As an initial step in the ARTP development process, the ATL conducted an in-depth review of state of the practice and best practice as it relates to transit plan and transit project evaluation. This review reflected a broad range of federal, state, and local transit planning and analytic methods to provide a comprehensive understanding of the various perspectives that shape how transit investment can be evaluated. Results of the research indicated that common transit evaluation criteria largely fall into one of three categories: Market Considerations; Anticipated Performance Impacts; and Deliverability Considerations. The Governing Principles were then reviewed in the context of these common evaluation categories.

It was concluded that the ATL Governing Principles largely mirror state of the practice as it relates to evaluating the benefits and impacts of transit investment, particularly across the Mobility and Access, Economic Development and Land Use, Environmental Sustainability, and Equity Principles. It was also noted that:

- There is not a lot in practice as it relates to comprehensive evaluation of two of the Governing Principles - Return on Investment and Innovation;
- There is more in practice as it relates to deliverability considerations; and
- There is very little in practice as it relates to integrated asset management considerations, but that balancing fair and effective consideration of transit maintenance projects is becoming increasingly important in planning practice.

Based on the findings of the national scan and associated discussions with the ATL staff, the ATL Board, and key stakeholders, it was recommended that the Governing Principles be operationalized within an ARTP Performance Evaluation Framework across two evaluation tracks (Figure 4):

Track 1 - Transit Project Evaluation. A process to evaluate individual transit investments based on the Market, Performance, and Deliverability considerations for each. This was intended to enable:

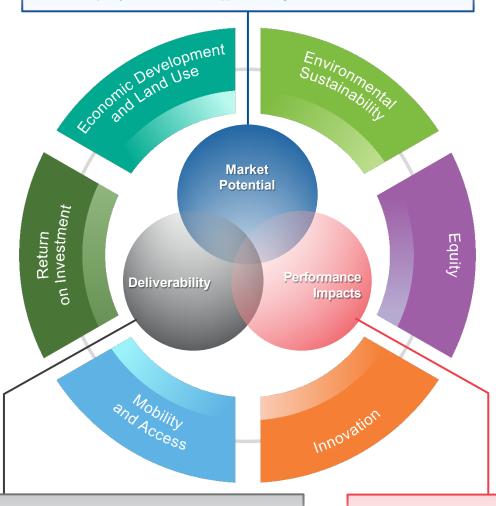
- A set of best practice performance criteria that can be measured at the project level, while also integrating a broader set of criteria that advance an actionable plan that the underlying market can support; and
- Project-level data and results that can be "rolled up" to evaluate progress towards Governing Principles at both the project and the plan level.

Track 2 - Transit Plan Evaluation. A process to evaluate the collective impact of transit projects on the transportation system as a whole, across both highway and transit users, with plan evaluation aligned directly to the ATL Governing Principles.

#### FIGURE 4. TWO EVALUATION TRACKS WITHIN THE 2019 ARTP PERFORMANCE EVALUATION FRAMEWORK (PROJECT EVALUATION AND PLAN EVALUATION)

#### **Market Potential**

An assessment of underlying market conditions to identify those areas with the greatest potential to support proposed transit service (market considerations include population and employment densities, socio-demographic attributes, land use, housing, parking or other policy features that will support a strong return on transit investment.



## Deliverability

An assessment of a proposed investment's feasibility and readiness for implementation through review of its financial plan, political and community support, and other physical, technology, or other operational constraints.

## **Performance Impacts**

A technical assessment of a proposed investment's impact on congestion, safety, and other quality of life considerations.

# The ATL Transit Technical Working Group

To develop the ARTP Performance Evaluation Framework, the ATL hosted a series of workshops of transit and transportation planning practitioners to review and discuss technical methods for evaluating transit investments.

The Transit Technical Working Group vetted each key decision point impacting the development and design of the ARTP Performance Evaluation Framework across three technical work sessions held on February 1. 2019; March 1, 2019; and April 12, 2019.

The working group consisted of representation from the following:

- City of Atlanta
- Clayton County
- Cobb County
- DeKalb County
- **Douglas County**
- **Fulton County**
- **Gwinnett County**
- **Henry County**
- MARTA
- GDOT Office of Planning
- **GDOT Intermodal Office**
- Atlanta Regional Commission
- ATL Board
- SRTA/ATL

# The ARTP Performance **Evaluation Framework**

The ARTP Performance Evaluation Framework was designed in early 2019 to reflect the findings of the national scan. The details associated with the ARTP Performance Evaluation Framework were developed closely with transit and transportation planning practitioners across the region.

A series of technical workshops was conducted to gather feedback on proposed technical methods and to ensure a collective understanding of the process being applied to develop the 2019 ARTP. Workshop dates and key topics included:

- February 1, 2019: Transit evaluation options were presented and vetted, with the technical working group polled on preferred methods;
- March 1, 2019: A draft performance framework was presented for feedback and discussion; and
- April 12, 2019: The performance framework was tested across a sample of 25 projects; results were reviewed and discussed, with feedback used to finalize evaluation methods.

The Performance Evaluation Framework was also vetted with the ATL Board at the March 7, 2019, ATL Board meeting, the May 10, 2019, ATL Planning Committee Meeting, and the May 23, 2019, ATL Board meeting. It was adopted in full on May 23, 2019. The ARTP Performance Evaluation Framework, as adopted, is comprised of the following key components.

# Track 1. Transit Project Evaluation / A Multi-Criteria Evaluation Model inclusive of the following:

- Project categorization across three types of transit investments:
  - **1—Expansion Projects** that introduce new transit infrastructure or systems, or transit services beyond what currently exists;
  - **2—Enhancement Projects** that fundamentally alter existing transit infrastructure, systems, or services to improve them beyond their current purpose or capacity; and
  - 3—State of Good Repair (SGR) Projects that replace or rehabilitate existing transit infrastructure or systems to maintain their current purpose and capacity.
- A targeted set of 14 performance measures (Table 1, Appendix B-2019 ARTP Project Evaluation Criteria and Weights) that:
  - Directly address the Market Potential, Anticipated Performance Impacts, and Deliverability considerations for each project; and
  - Yield project-level data that will support the assessment of each project's contributions to the ATL Governing Principles;
- A process for evaluating and scoring each performance measure on a 0-100 point scale based on the relative performance impact of each project;
- Tailored weighting of each performance measure to reflect the unique need and intended purpose of proposed Expansion, Enhancement, or SGR projects (Table 2, Appendix B-2019 ARTP Project Evaluation Criteria and Weights); and
- Calculation of a total project score on a 0-100 point scale, as summed across each of the 14 weighted performance measures.



#### TABLE 1. 2019 ARTP PROJECT-LEVEL PERFORMANCE EVALUATION CRITERIA

#### **Market Potential**

- 1. Existing/Projected Population Density Population as a catalyst (trip generator) for transit service.
- 2. Existing Population Communities of Interest The concentration of low income, racial and ethnic minorities, and/or zero-car households within the proposed transit investment area.
- 3. Existing Employment Density Employment density as a catalyst (trip attractor) for transit service.
- 4. Existing Low Wage Employment Density Employment density for low wage employment within the proposed transit investment area (average wage-based income less than \$3,333 per month (up to \$40,000 per year)).
- 5. Existing/Planned Land Use Mix (+/- Community Impacts) The transit rider's ability to meet daily needs without using a car given underlying land use patterns and adopted policies that support positive community impacts within the investment area.
- 6. Development/Redevelopment Potential The potential for transit to serve as a catalyst for (re)development and investment within the proposed service area.

#### **Performance Impacts**

- 7. Potential Transit Ridership The potential to shift trips from automobile to transit given underlying travel demand and the transit type proposed.
- 8. Transit Reliability Project-specific attributes that improve or enhance transit travel time or the reliability of transit service for the proposed investment.
- 9. Increased Useful Life Project-specific attributes that will increase the useful life and/or State of Good Repair rating of transit assets.
- 10. Elements to Improve Safety/Security/Environment Project-specific attributes that will improve the safety or security of the transit rider or improve the environment.

#### Deliverability

- 11. Financial Plan Demonstrated plan to support project implementation and ongoing operations and maintenance of the proposed transit investment.
- 12. **Project Support** Demonstrated public/community support, support from the business community, support from the relevant ATL District, and/or support of regional and/or state partners.
- 13. Project Readiness Demonstrated project development activities and an assessment of the number and type of community or environmental constraints within the investment area.
- 14. Regional Integration/Connectivity Demonstrated ability to leverage existing regional infrastructure to enhance regional transit service or lower overall transit system costs for either the transit rider or transit operators.

TABLE 2. 2019 ARTP WEIGHTS BY PROJECT TYPE AND PROJECT-LEVEL EVALUATION CRITERIA

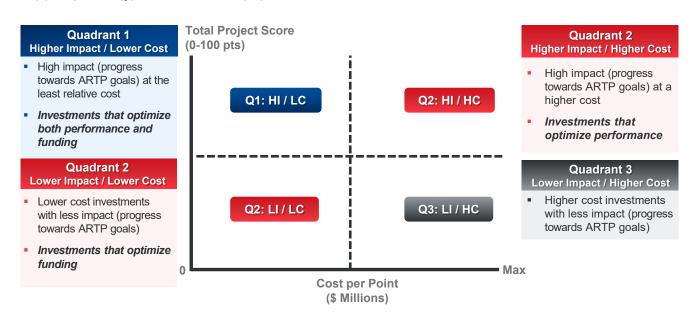
Performance Measure Category	Project-Level Performance Measures	Expansion	Enhancement	SGR
Market		42	27	15
	Existing, Projected Population Density	6	4	3
	Existing Population - Communities of Interest	8	6	6
	Existing Employment Density	5	3	2
	Existing Low Wage Employment Density	7	5	4
	Land Use Mix - Existing, Planned (+/-Community Impacts)	8	4	0
	(Re) Development Potential	8	5	0
Performance		30	50	70
	Potential Transit Ridership	10	10	15
	Transit Reliability	15	20	25
	Increased Useful Life	0	10	25
	Elements to Improve Safety/Security/Environment	5	10	5
Deliverability		28	23	15
	Financial Plan	15	10	10
	Documented Project Support	4	4	0
	Project Readiness - Schedule, Environmental Impacts	4	4	0
	Regional Integration/ Connectivity	5	5	5
TOTAL		100	100	100

Track 1. Transit Project Evaluation / A Four-Quadrant Matrix Model inclusive of the following:

- Calculation of project-level cost-effectiveness as the total cost of the project (capital cost plus 20-years operations and maintenance) divided by the total project score (0-100 points based on the results of the multi-criteria evaluation);
- Creation of a scatterplot that displays the values across the two key variables: (1) total project score, and (2) project-level cost-effectiveness;

- Creation of a 2x2 matrix (four quadrants) within the scatterplot based on optimized delineation of total project score and project cost-effectiveness leveraging natural breaks in the data distribution and/or relatively equivalent distribution of data points across the four quadrants.<sup>5</sup>
- Translation of the four quadrants into three as follows (Figure 5):
  - Quadrant 1. High Performance Projects at Lower Relative Cost
  - Quadrant 2<sup>6</sup>. High Performance Projects at Higher Relative Cost AND Lower Performance Projects at Lower Relative Cost
  - Quadrant 3. Low Performance Projects at Higher Relative Cost

FIGURE 5. QUADRANT DEFINITIONS



Project Evaluation under Track 1 of the Performance Evaluation Framework is applied to any project seeking federal or state discretionary funding.

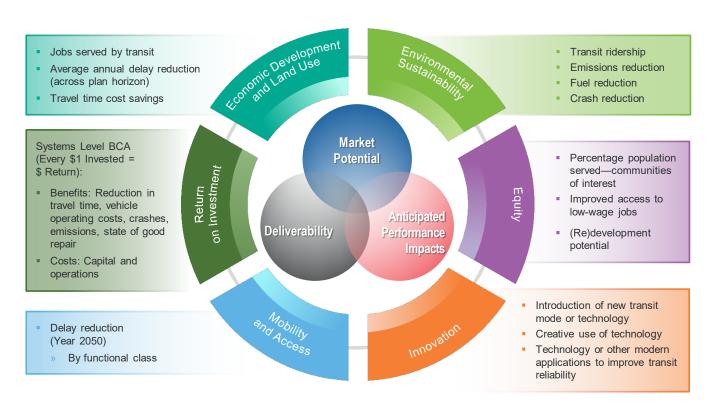
<sup>&</sup>lt;sup>5</sup> As noted in the adopted framework, these horizontal and vertical midpoints should not be changed as the Regional Transit Plan is updated over time to ensure consistent benchmarking of transit priorities. Any future adjustments of the horizontal and vertical midpoints would be recommended by ATL staff and presented to the ATL Regional Transit Planning Committee prior to implementation. It is anticipated that this would be infrequent and would only occur to reflect a fundamental shift in the conditions affecting the scoring of the portfolio of projects or the plan overall.

<sup>&</sup>lt;sup>6</sup> The upper-right and lower-left quadrants are both labeled as Quadrant 2 in order to reflect that their respective selection as the 2<sup>nd</sup> Quadrant is dependent on whether the reviewer values optimizing performance higher than optimizing funding, or vice versa.

Track 2. Transit Plan Evaluation. Plan level analysis for the cumulative package of transit projects to evaluate the impacts of the planned transit system, as a whole, across both highway and transit system users. The plan level analysis is inclusive of:

- Plan level metrics that directly align with the adopted Governing Principles;
- A summary of the nature and type of investments that advance each Governing Principle; and
- Specific alignment of the subset of projects seeking federal or state discretionary funding to their relative impact on each Governing Principle.

The Transit Technical Working Group and ATL Board vetted a set of example planlevel metrics at the April 12, 2019, Technical Working Group meeting and at the May 10, 2019, ATL Board Regional Transit Planning Committee meeting (Table 3). Note that the metrics, as shown, align with the Governing Principle to which they most closely relate; however, it is not a one-to-one relationship between plan-level measures and Governing Principle as much as a one-to-many relationship. All of the plan-level metrics support evaluation across multiple Principles, providing a comprehensive, layered assessment across plan outcomes.



Plan Evaluation under Track 2 of the Performance Evaluation Framework is applied to all projects proposed for inclusion in the ARTP.

#### Table 3. 2019 ARTP Plan-Level Performance Evaluation Metrics

#### **Economic Development and Land Use**

- Jobs served Increase in the number of jobs served by transit upon implementation of the 2019 ARTP
- **Total delay savings** Total hours of delay reduced across the plan horizon
- 3. Travel time cost savings Cost savings for system users derived from less vehicle travel

### Environmental Sustainability

- 4. Transit ridership Estimated increase in transit ridership upon implementation of the 2019 ARTP
- 5. Emissions reduction Estimated decrease in air pollution and carbon emissions
- 6. Fuel savings Estimated reduction in fuel usage due to less vehicle travel
- 7. Crash reductions Estimated reduction in the number of crashes given the shift to a safer mode of travel

#### **Equity**

- 8. Percentage population served communities of interest Increase in low-income, minority, and zerocar households served by transit
- 9. Low-wage Employment Benefits Improved access to low-wage jobs via transit
- 10. (Re)Development Potential Areas proximate to proposed transit service with greatest potential capacity for (re)development

#### Innovation

11. Introduction or creative use of **new transit mode or technology** – Summary of the number and type of projects that directly integrate elements to improve transit reliability through innovative design or technology

#### **Mobility and Access**

12. Change in delay - Change in delay between the transit build scenario and no-build scenario, by roadway functional class

#### **Return on Investment**

13. ROI - Monetized benefits derived from the 2019 ARTP compared to plan-level ARTP costs

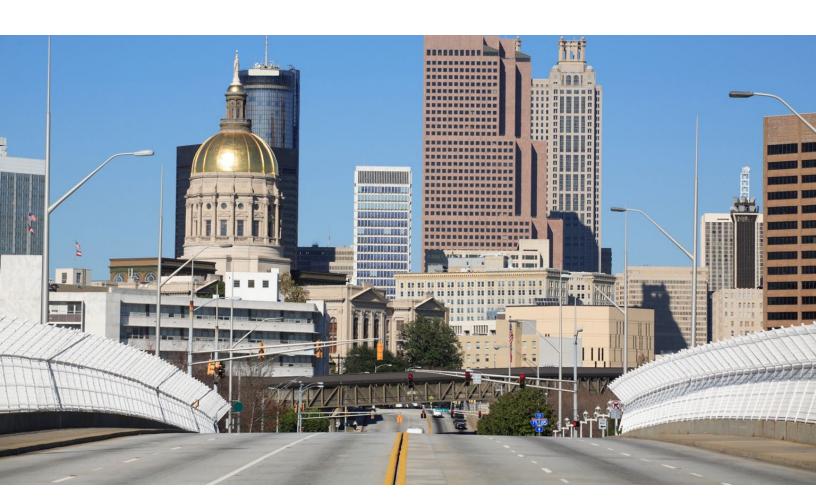
### **Key Outcomes of the ARTP Performance Evaluation Framework**

Facilitate a range of data resulting from project-level evaluation that can be used to align each project with how well it advances the ATL Governing Principles.

Clear demonstration to project sponsors, the ATL Board, transit and transportation planning partners and the broader public on the ATL's relative priorities for state and federal discretionary transit funds.

Targeted feedback to project sponsor on how individual investments can improve, as needed, through improved market conditions, deliverability considerations and/or performance enhancements.

Guidance for ATL decisions regarding support and endorsement of project applications and other efforts to secure project funding.



# **Project Identification**

In order for the plan to comprehensively address the region's transit needs, the ATL asked local governments, transit operators, Community Improvement Districts (CIDs), and other project sponsors to submit information about their existing transit proposals. An online project submission form was developed to facilitate the process for collecting and documenting project proposals. The submission form required basic project sponsor information, project scope and budget details, and prompted applicants for information needed to evaluate each investment across the fourteen Market, Performance, and Deliverability criteria.

The call-for-projects was open for sponsors to submit between June 15, 2019, and July 31, 2019. During this time, the ATL conducted four workshops to educate and orient stakeholders to the project submission process. These workshops were held on June 18, June 20, July 10, and July 24, 2019.

As part of the transit call-for-projects, a total of 195 projects was submitted. After quality control and review of project submittals by the ATL with project sponsors in August 2019, the number was reduced to 192 to remove several overlapping project submittals.

Projects were submitted across all 10 ATL Districts and totaled \$27 billion inclusive of capital and operations and maintenance over a 20-year period (Figure 6, *Appendix C-2019 ARTP Project List, By Project Sponsor; Appendix D-District Maps*) <sup>7</sup>,8. The ATL Board Regional Transit Planning Committee subsequently reviewed draft information on project submittals and preliminary data on project review on September 20, 2019.



total cost of
192 projects
submitted for the
2019 ARTP

<sup>&</sup>lt;sup>7</sup> 2019 ARTP Interactive Project List: <a href="https://atltransit.ga.gov/regional-planning/">https://atltransit.ga.gov/regional-planning/</a>

<sup>8</sup> Some project financial assumptions were not fully identified within project submissions; additional information will be required as part of future ARTP updates.

**▲TL**絲 ATLANTA REGION TRANSIT DISTRICTS **DISTRICT 1** 20 total projects **DISTRICT 2** 68 total projects **DISTRICT 3** 88 total projects **DISTRICT 4** 10 total projects **DISTRICT 5** 99 total projects **DISTRICT 6** 54 total projects **DISTRICT 7** 63 total projects **DISTRICT 8** 59 total projects **DISTRICT 9** 45 total projects **DISTRICT 10** 34 total projects

Figure 6. 2019 ARTP PROJECT SUBMISSIONS, BY DISTRICT

District totals reflect any project impacting the District, regardless of sponsor. Many projects impact more than Note: one District so the totals will not sum to 192.

Project submittals consisted of the following (Figure 7):

- 30 State of Good Repair investments SGR projects replace or rehabilitate existing transit infrastructure or systems to maintain their current purpose and capacity. Examples of SGR projects include replacing escalators at a transit station, repaving a park and ride lot, or repairing the roof of a maintenance facility; upgrading an existing technology system to provide the same functionality; overhauling existing transit vehicles; or replacing track along a fixed guideway corridor;
- 58 Enhancement projects Enhancement projects fundamentally alter existing transit infrastructure, systems, or services to improve them beyond their current purpose or capacity. Examples of enhancement projects might include adding bus bays to a transit center, parking capacity to a park and ride lot, or expanding a maintenance facility; modernizing an existing technology system to provide new functionality; improving the fuel efficiency of existing transit vehicles;

- upgrading lighting along a fixed guideway corridor; or extending the frequency or operating hours that an existing service is offered; and
- **104 Expansion projects -** Expansion projects introduce new transit infrastructure or systems, or transit services to new places, beyond what currently exists. Examples of expansion projects might include: constructing a new transit station, park and ride lot, or maintenance facility; deploying a new technology system; adding new transit vehicles; building a new fixed guideway corridor; or extending a transit route to serve a place that previously did not have transit service.

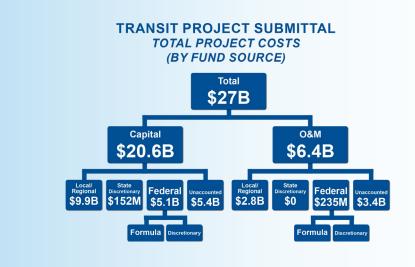
Forty-nine of the 192 projects, as submitted, are designed to serve an entire transit system or service area and, as such, are not specific to one transit route/asset. These projects are referenced as "systemwide" investments and are not shown on project maps.

**Canton** Cainaxilla 129 FORSYTH **Cumula** Tellmo Holly Springs Militon Woodstock Braselton 0 dbrown Winder [29] Dallas Powder Springs Cilian Loganvilla CARROLL Monroe Temple Villa 278 Covington Cherrelinnelina ALL PROJECTS FULTON **Enhancement Project** FULTON 23 **Expansion Project** State of Good Repair 0 Project Payetteville McDonough

PROJECT SUBMITTALS BY PROJECT TYPE FIGURE 7.

<sup>\*</sup>Projects that serve an entire transit system or transit service area are not shown on project map.

The total cost of all 192 projects, as submitted by project applicants, equals \$27 billion<sup>9</sup>. Approximately 70% of the total cost (\$18.9 billion) is associated with proposed transit expansion that provides new transit capacity in the region, with the remaining 30% split equally between state of good repair and enhancement projects that serve to maintain or enhance existing transit service or assets. Approximately 75% of the total cost is associated with capital investment, with the remaining 25% for operations and maintenance of existing or planned transit service.





# **Project Evaluation**

Within the set of 192 projects, 113 projects (59% by count, 40% by \$-value) did not identify or request federal or state discretionary funding (Figure 8). These projects were either too early in planning stages to have a funding plan identified, are anticipated to be funded in full by federal formula funds, or are anticipated to be funded with local funds and do not meet criteria to be deemed regionally significant.

<sup>&</sup>lt;sup>9</sup> This total reflects financial information provided by project sponsors via project submissions. Some of the project financial assumptions were not fully identified within project submissions; additional information will be required as part of future ARTP updates

Onlawood Talmo Benneh विपतिहा Militon Buford Braselton Hoseliton Kennessw Aubum 41 Dallas Powder Springs Regenville Mablaton CARROLL Monroe 19 Morrow PROJECTS NOT SEEKING FEDERAL/STATE DISCRETIONARY FUNDING Cheffelionshoo Enhancement Project FULTON COWETA Whitesburg 413 Dondala State of Good Repair Bonanza Devetteville MeDonough Penditree

FIGURE 8. 2019 ARTP PROJECTS NOT REQUESTING FEDERAL OR STATE DISCRETIONARY FUNDING

Projects that serve an entire transit system or transit service area are not shown on project map.

### **Projects with No Federal / State Discretionary Funding Identified**

#### 113 projects, \$11B

Projects still under development; funding assumptions still unconfirmed

#### OR

Project financial plan feasibility yet to be completed

#### OR

Projects to be completed exclusively with local and/or formula funds and do not meet the definition of regionally significant

Of the 192 submitted projects, 79 projects (41% by count, 60% by \$-value) identified federal or state discretionary funding assumption (Figure 9). In accordance with the ARTP Performance Evaluation Framework, any project seeking federal or state discretionary funding was evaluated against the 14 project-level evaluation criteria to support an assessment of the underlying Market Potential, Performance Impact, and Deliverability of each proposed investment. The project evaluation provided a consistent baseline of information for the ATL to review these project submittals and established a foundation for providing feedback on how project submittals could be improved over time, as needed.

The total performance score for each of these projects was plotted against its costeffectiveness (Figure 10). This was done so that each project could be assessed in terms of its performance and the relative cost to achieve that performance. Given the competitiveness of limited federal and state discretionary dollars, this step was necessary to inform how these projects should be reflected within the ARTP.

76 of the 79 projects were placed into one of three quadrants:

- Quadrant 1. High Performance Projects at Lower Relative Cost
- Quadrant 2. High Performance Projects at Higher Relative Cost / Lower Performance Projects at Lower Relative Cost
- Quadrant 3. Lower Performance Projects at Higher Relative Cost.

Quadrant 3 projects would not be included in the ARTP until projects are developed in a way to improve their performance score and/or lower their overall cost. There were no projects falling into Quadrant 3 for the 2019 ARTP.

The remaining three projects could not be placed into quadrants because they are not associated with any specific geographic location and could therefore not be evaluated (e.g., generalized maintenance investments such as pavement repair).

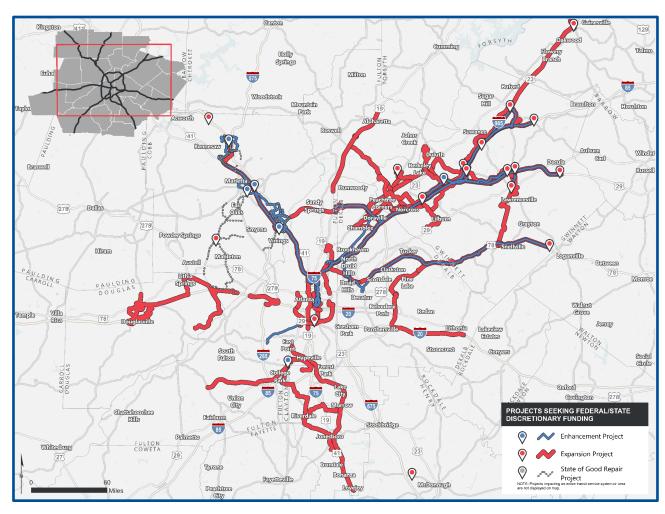


FIGURE 9. 2019 ARTP PROJECTS SEEKING FEDERAL OR STATE DISCRETIONARY FUNDING

Projects that serve an entire transit system or transit service area are not shown on project map.

### **Projects with Federal / State Discretionary Funding Identified**

- 79 projects, \$16B
  - 41% by count
  - 60% by \$-amount
- 76 of 79 projects identifying federal or state discretionary funding assumptions were evaluated & placed into quadrants (remaining three did not have a specific geographic location and could not be evaluated)
- Project quadrants support discussions around project performance and the relative investment needed to achieve that performance

Score 85 Q1: HI / LC Q2: HI / HC 80 75 70 65 60 55 50 45 40 35 Q3: LI / HC Q2: LI / LC 30 1.0 2.0 3.0 4.0 5.0 6.0 7.0 9.0 10.0 0.0 8.0 **Cost per Point** 

Figure 10. 2019 ARTP PROJECTS SEEKING FEDERAL OR STATE DISCRETIONARY FUNDING (QUADRANT RESULTS) 10

Project maps of the quadrant results are provided in Figures 11-13, with corresponding project tables provided in Tables 4-6.

Each transit project seeking federal or state discretionary funds has also been summarized in individual project fact sheets which include the project location, sponsor, description, Quadrant result, and relative contribution to advancing each ARTP Governing Principle (Appendix E – *Project Fact Sheets (Projects Seeking Federal or State Discretionary Funding)*)

REGIONAL TRANSIT PLAN | 31

<sup>&</sup>lt;sup>10</sup> https://atltrans<u>it.ga.gov/regional-planning/</u>

## Quadrant 1 Results – High Impact/Low Cost Projects

Quadrant 1 projects reflect those investments needing federal or state discretionary dollars that yield the greatest performance impact, at the least relative cost (Figure 11). Systemwide projects that impact an entire transit system or service area are not shown on the map, but are included in Table 4 and noted accordingly in Appendix C – 2019 ARTP Project List, By Project Sponsor.

129 CORSVIH Welly Sada Bule Militen Memoria Dreschon [19] Hoseiten Alpharano Johns Greek *E*rritum Whale Berkeley 29 278 29 Poveder Springs 78 smallville Regenvilla Beilinean **Chileton** Monros Stottfallo Daveting 278 Balvodaro Park Candler-McAfee Developedille Graficial Centlerville Officentia General Points Gonlay [29] (278) Coefficien Morrow Cheffeliozodkea Q1: HI/LC Riverdide [19] Stockholdge Jamesforme Enhancement Project FULTON (41) **Expansion Project** Brombile State of Good Repair Project Payattaville

QUADRANT 1 RESULTS: HIGH IMPACT / LOW COST PROJECTS FIGURE 11.

Projects that serve an entire transit system or transit service area are not shown on project map.

### **Quadrant 1: High Impact / Low Cost Projects**

- ▶ 25 projects
  - Six enhancement projects
  - Sixteen expansion projects
  - Three state of good repair projects
- Total cost of \$1.7B

**Quadrant 1 Results: High Impact / Low Cost Projects** Table 4.

Project			Project		
Sponsor	Project Name	Project Type	Operator	Total Cost	Systemwide
Aerotropolis CID	Aerotropolis Corporate Crescent Circulator  – Phase I	Expansion	MARTA	\$10,000,000	No
Chamblee	New Service / New Technology Town Center Autonomous Shuttle	Expansion	MARTA	\$22,020,000	No
CobbLinc	Transit Signal Priority	Enhancement	CobbLinc	\$800,000	No
CobbLinc	Cumberland Transfer Center	Enhancement	CobbLinc	\$51,000,000	No
CobbLinc	Marietta Transfer Center	Enhancement	CobbLinc	\$51,000,000	No
CobbLinc	Marietta Maintenance Facility	Enhancement	CobbLinc	\$18,000,000	No
DeKalb County	LRT-1b - Clifton Corridor LRT (Segment 1b)	Expansion	MARTA	\$142,500,000	No
GCT	State Route 316 Park-and-Rides and Commuter Express Service	Expansion	GCT	\$51,824,400	No
GCT	Short-Range Direct Connect Package	Expansion	GCT	\$48,004,300	No
GCT	Mid-Range Express Commuter Bus Expansion Package	Expansion	GCT	\$17,317,350	No
GCT	Local Bus Expansion: Route 21 Steve Reynolds Blvd	Expansion	GCT	\$32,658,200	No
GCT	Long-Range Express Commuter Bus Expansion Package	Expansion	GCT	\$21,935,100	No
GCT	Direct Connect Expansion: Route 403 Peachtree Corners to Perimeter	Expansion	GCT	\$32,741,350	No
GCT	Long-Range Direct Connect Service Enhancements	Enhancement	GCT	\$67,330,500	No
GCT	Rapid Bus Expansion: Route 201 Steve Reynolds Blvd	Expansion	GCT	\$82,629,750	No
GCT	BRT Route 700: Long Range Service Changes	Expansion	GCT	\$76,705,900	No
GCT	Indian Trail In-Line Stop and Park-and- Ride	Expansion	GCT	\$143,500,000	No
MARTA	Capitol Ave /Summerhill BRT	Expansion	MARTA	\$176,000,000	No
MARTA	Elevators & Escalators - Elevator Rehabilitation	SGR	MARTA	\$160,000,000	Yes
MARTA	Northside Drive BRT	Expansion	MARTA	\$172,100,000	No
MARTA	Track Renovation Phase IV	SGR	MARTA	\$205,000,000	Yes
MARTA	Renovate Pedestrian Bridges	SGR	MARTA	\$6,300,000	Yes
MARTA	BeltLine West LRT	Expansion	MARTA	\$126,400,000	No
SRTA	Town Center/Big Shanty Park and Ride Expansion	Enhancement	Xpress	\$12,440,787	No
SRTA	Sugarloaf Park and Ride	Expansion	Xpress	\$14,833,539	No

### Quadrant 2 Results – High Impact/Higher Cost Projects

These projects reflect those investments needing federal or state discretionary dollars that yield the greatest performance impact, at a higher relative cost (Figure 12). Systemwide projects that impact an entire transit system or service area are not shown on the map, but are included in Table 5 and noted accordingly in Appendix C – 2019 ARTP Project List, by Project Sponsor.

129 FORSYTH Gunnille Tilmo Chelly Duford Dreselton Mountella Closeliten What 278 Dellas Powelst Springs Meldela Balwaan Monroe Doughaville 278 Confirmation Chattaliocodica EIIII Stockholden **Enhancement Project** FULTON Whitesburg **Expansion Project** State of Good Repair Project Cayetteville McDonough

FIGURE 12. QUADRANT 2 RESULTS: HIGH IMPACT / HIGHER COST PROJECTS

Projects that serve an entire transit system or transit service area are not shown on project map.

### **Quadrant 2: High Impact / High Cost Projects**

- 26 projects
  - Three enhancement projects
  - Eighteen expansion projects
  - Five state of good repair projects
- Total cost of \$13.8B

Table 5. QUADRANT 2 RESULTS: HIGH IMPACT / HIGHER COST PROJECTS

Project Sponsor	Project Name	Project Type	Project Operator	Total Cost	Systemwide
2016 RTP	I-20 East Heavy Rail to Stonecrest	Expansion	MARTA	\$1,471,802,476	No
Atlanta	I-20 East High Capacity Transit	Expansion	MARTA	\$494,560,000	No
Atlanta	MARTA West Line High Capacity Transit	Expansion	MARTA	\$283,600,000	No
Atlanta/2016 RTP	Northwest Regional High Capacity Transit Corridor	Expansion	CobbLinc	\$631,000,000	No
Brookhaven	BRT-15 Buford Highway High Capacity Transit	Enhancement	MARTA	\$280,000,000	No
Fulton County	I-285 Top End Transit in Express Lanes	Expansion	MARTA	\$247,500,000	No
Fulton County	South Fulton Parkway Rapid Transit in Dedicated Lanes	Expansion	MARTA	\$275,000,000	No
GCT	Mid-Range BRT Route 700: Doraville to Sugarloaf Mills	Expansion	GCT	\$438,299,733	No
GCT	Long-Range Express Commuter Bus Service Enhancement Package	Enhancement	GCT	\$215,870,900	No
GCT	Rapid Bus Expansion: Route 200 Peachtree Industrial Blvd	Expansion	GCT	\$267,935,400	No
GCT	BRT Route 701: Lawrenceville to Peachtree Corners	Expansion	GCT	\$543,527,500	No
GCT	BRT Route 702: Snellville to Indian Creek Rail Station	Expansion	GCT	\$332,908,050	No
GCT	Gold Line HRT Extension to Jimmy Carter Multimodal Hub	Expansion	MARTA	\$1,413,299,300	No
MARTA	Beltline Northeast LRT	Expansion	MARTA	\$298,800,000	No
MARTA	BeltLine Southeast LRT	Expansion	MARTA	\$400,140,000	No
MARTA	Beltline SouthWest LRT	Expansion	MARTA	\$324,000,000	No
MARTA	Campbellton Rd HCT	Enhancement	MARTA	\$538,400,000	No
MARTA	Clifton Corridor (Phase 1)	Expansion	MARTA	\$1,875,099,246	No
MARTA	Elevators & Escalators - Escalator Rehabilitation	SGR	MARTA	\$240,000,000	Yes
MARTA	IT & Software	SGR	MARTA	\$400,000,000	Yes
MARTA	Auxiliary Power Switch Gear	SGR	MARTA	\$240,000,000	Yes
MARTA	Clayton County Transit Initiative - BRT	Expansion	MARTA	\$375,000,000	No
MARTA	Clayton County Transit Initiative - CRT	Expansion	MARTA	\$900,000,000	No
MARTA	Roofing and Skylights - Roofing Rehabilitation Program	SGR	MARTA	\$562,500,000	Yes
MARTA	Station Rehabilitation - Program Schedule	SGR	MARTA	\$685,000,000	Yes
MARTA/Fulton County	GA 400 Transit Initiative BRT	Expansion	MARTA	\$300,000,000	No

### Quadrant 2 Results - Lower Impact/Lower Cost Projects

These projects reflects those investments needing federal or state discretionary dollars that yield a lower performance impact, at a lower relative cost (Figure 13). Systemwide projects that impact an entire transit system or service area are not shown on the map, but are included in Table 6 and noted accordingly, in Appendix C – 2019 ARTP Project List, by Project Sponsor.

Cellus ville Ginton 129 Holly Springs Jaffarson Militon Besilion Alphoette Antonia 278 Marlatta Stethem Sandy Dethishem 278 Ellen Powder Springs 78 DOUGLA Avendalla Estates Admin Welland Delivedero 278 Reden Park 9 James Candler-Maxico Millento Perfinit 278 278 Union City Gwellon Chatteliocoloro Cillis Portordala Stockholden [27] FULTON 19 Q2: LI/LC Tyrone **23** Enhancement Project Depoteville Leveley CARROLL Malegraphy Expansion Project Pondition City [41] State of Good Repair Project Hampton 29

Figure 13. QUADRANT 2 RESULTS - LOWER IMPACT / LOWER COST PROJECTS

Add map footnote

### Quadrant 2: Lower Impact / Lower Cost Projects

### 25 projects

- Three enhancement projects
- Twenty-one expansion projects
- One state of good repair project
- Total cost of \$0.5B

TABLE 6. QUADRANT 2 RESULTS: LOWER IMPACT / LOWER COST PROJECTS

Project Sponsor	Project Name	Project Type	Project Operator	Total Cost	Systemwide
Aerotropolis CID	Aerotropolis Intermodal Transportation Center	Enhancement	MARTA	\$50,000,000	No
ATL	ATL RIDES (Atlanta-Region Rider Information and Data Evaluation System)	Enhancement	ATL	\$738,000	Yes
CobbLinc	ADA Compliant Sidewalks	SGR	CobbLinc	\$6,250,000	No
CobbLinc	South Cobb Transfer Center	Expansion	CobbLinc	\$8,500,000	No
Douglas County (Connect Douglas)	Fixed Route Operating Assistance	Expansion	Connect Douglas	\$4,000,000	No
GCT	Short-Range Paratransit Service	Expansion	GCT	\$41,573,000	No
GCT	Gwinnett Place Transit Center Improvements	Enhancement	GCT	\$20,500,000	No
GCT	Georgia Gwinnett College Transit Center	Expansion	GCT	\$10,250,000	No
GCT	Peachtree Corners Park-and- Ride	Expansion	GCT	\$20,500,000	No
GCT	Braselton Park-and-Ride and Express Commuter Service	Expansion	GCT	\$18,323,450	No
GCT	Loganville Park-and-Ride and Express Commuter Service	Expansion	GCT	\$18,290,350	No
GCT	Infinite Energy Transit Center	Expansion	GCT	\$10,250,000	No
GCT	Lawrenceville Transit Center	Expansion	GCT	\$30,750,000	No
GCT	Lawrenceville Maintenance Facility	Expansion	GCT	\$39,266,725	No
GCT	Rapid Bus Expansion: Route 205 Jimmy Carter Blvd/Holcomb Bridge Road	Expansion	GCT	\$48,120,600	No
GCT	Short-Range Local Bus Expansion: Route 15	Expansion	GCT	\$15,722,000	No
GCT	Short-Range Local Bus Expansion: Route 25	Expansion	GCT	\$7,780,300	No
GCT	Short-Range Local Bus Expansion: Route 50	Expansion	GCT	\$35,500,900	No
GCT	Short-Range Local Bus Expansion: Route 60	Expansion	GCT	\$15,606,100	No
GCT	Short-Range Local Bus Expansion: Route 70	Expansion	GCT	\$13,674,800	No
GCT	Short-Range Flex Bus Expansion: Route 500	Expansion	GCT	\$14,955,900	No

Project Sponsor	Project Name	Project Type	Project Operator	Total Cost	Systemwide
GCT	Short-Range Flex Bus Expansion: Route 503	Expansion	GCT	\$24,266,800	No
MARTA	Connector Reliever Park & Ride Deck	Expansion	MARTA	\$7,500,000	No
SRTA	Hickory Grove Park and Ride	Expansion	Xpress	\$13,011,560	No
SRTA	Mt. Carmel Park and Ride	Expansion	Xpress	\$14,928,400	No

# Quadrant 3 Results - Lower Impact/Higher Cost **Projects**

These projects reflect those investments needing federal and/or state discretionary dollars that yield a lower performance impact, at a higher relative cost. There were no Quadrant 3 projects included as part of the 2019 ARTP.

In addition to the 76 projects included in Table 4-6, there were three systemwide, state of good repair projects seeking federal or state discretionary funds that were not associated with any specific geographic location. As such they could not be evaluated against the set of project evaluation criteria and placed into one of the project quadrants. These projects include MARTA Traction Power Substation, Pavement Repair Program, and Bus Maintenance Facility Rehab; they totaled \$0.4 billion in cost and are noted accordingly in Appendix C – 2019 ARTP Project List, by Project Sponsor.





# 2019 ARTP INVESTMENT PORTFOLIO

The 2019 ARTP investment portfolio comprises both a 6-year and 20-year component, per the ATL's state-enabling legislation. While the ARTP is not required to be financially constrained, the ATL has developed and implemented a process through the ARTP Performance Evaluation Framework that effectively informs how (1) investments can be staged across the two timeframes, and (2) which investments may warrant consideration for future state bond funding or future federal discretionary funding. The ARTP must also include any project proposed for a future county transit TSPLOST. If any transit TSPLOST projects are submitted with federal or state discretionary funding assumptions, they are evaluated according to the ARTP Performance Evaluation Framework.

Only those projects submitted with federal or state discretionary funding assumptions were placed into the six or twenty-year component of the 2019 **ARTP** (Table 7, Appendix C – 2019 ARTP Project List, by Project Sponsor). These projects were reviewed against relevant programming documents, if available (e.g., More MARTA Implementation Program, local transit plans, ARC RTP/TIP), to inform which timeframe is most appropriate. If programming details were not available, quadrant results were used to guide which time period each project was aligned to.

Projects not seeking federal or state discretionary funding are included for information only (Table 7, Appendix C – 2019 ARTP Project List, by Project Sponsor). At such time that these projects may need federal or state discretionary funding, they will be evaluated in line with the ARTP Performance Evaluation Framework and reflected accordingly.

## **Transit Revenue**

The total cost of the current ARC 2040 Regional Transportation Plan is estimated at \$93.6 billion (Year of Expenditure (YOE) dollars) for the 20-county metropolitan planning area. Approximately 37 percent (\$34.6 billion, YOE dollars) of total transportation revenue is applied to transit investment as part of the ARC 2040 plan. This funding draws primarily from FTA formula funds; transit operator revenues from farebox returns, advertising, etc; and an assumed level of potential FTA discretionary funding based on historic per capita FTA discretionary allocations in peer urban areas 11.

<sup>11</sup> http://documents.atlantaregional.com/The-Atlanta-Region-s-Plan/rtp/finances.pdf

The 2050 update for the ARC Regional Transportation Plan is estimated to cost \$172.6 billion (YOE dollars), with 25 percent allocated to transit (\$42.5 billion, YOE dollars) across the 20-county ARC metropolitan planning area 12. While the percentage split is lower for transit<sup>13</sup>, the total dollar value is increasing.

Assuming a total of approximately \$120 billion in transportation revenues over the 2050 ARTP horizon (current year dollars)<sup>14</sup> and a similar 25 percent allocation of funds for transit (yielding approximately \$30 billion in current year dollars), it is anticipated that:

- The first six years of funding will comprise approximately \$6 billion of FTA formula funds, transit operator revenues and local transit funds (in current dollars);
- The 25-year RTP will comprise approximately \$20 billion of FTA formula funds, transit operator revenues, and local transit funds (in current dollars); and
- Approximately \$4 billion in FTA discretionary funding will be programmed as potential FTA allocations for future New or Small Start investments (in current dollars).

These funds are anticipated to be available over the ARTP 2050 plan horizon for supporting all existing and planned transit services within the 20-county ARC metropolitan planning area.

The total cost of the 2019 ARTP capital expansion projects seeking federal or state discretionary funding is estimated at \$14.2 billion in capital and \$4.5 billion in operations & maintenance (in current dollars). This is over four times the anticipated \$4 billion in FTA discretionary funding expected to be available over the 2050 plan horizon, underscoring the need for additional revenues for strategic transit capital expansion in the region.

<sup>&</sup>lt;sup>12</sup> Draft revenue projections for the 2050 RTP anticipated for adoption February 2020

<sup>&</sup>lt;sup>13</sup> This is a result of total revenues increasing significantly due to improved accounting for offdatabase SPLOST and state funding which is allocated to exempt, smaller-scale projects.

<sup>&</sup>lt;sup>14</sup> Anticipated revenues are placed in current year dollars to support comparison to ARTP project costs which are in current year dollars.

TABLE 7. 2019 ARTP SUMMARY PROJECT LIST (SIX-YEAR, TWENTY-YEAR, AND LOCAL/INFORMATIONAL)

			Six Year					
Project Sponsor	Project Name	Project Type	Project Operator	Total Cost	Discretionary Funding Assumed	Systemwide	Quadrant (only for projects seeking fed/state discretionary)	Year
ATL	ATL RIDES (Atlanta-Region Rider Information and Data Evaluation System)	Enhancement	ATL	\$738,000	Yes	Yes	Quad 2	6
CobbLinc	Transit Signal Priority	Enhancement	CobbLinc	\$800,000	Yes	No	Quad 1	6
CobbLinc	ADA Compliant Sidewalks	SGR	CobbLinc	\$6,250,000	Yes	No	Quad 2	6
CobbLinc	Cumberland Transfer Center	Enhancement	CobbLinc	\$51,000,000	Yes	No	Quad 1	6
CobbLinc	Marietta Transfer Center	Enhancement	CobbLinc	\$51,000,000	Yes	No	Quad 1	6
CobbLinc	South Cobb Transfer Center	Expansion	CobbLinc	\$8,500,000	Yes	No	Quad 2	6
CobbLinc	Marietta Maintenance Facility	Enhancement	CobbLinc	\$18,000,000	Yes	No	Quad 1	6
Douglas County (Connect Douglas)	Fixed Route Operating Assistance	Expansion	Connect Douglas	\$4,000,000	Yes	No	Quad 2	6
GCT	Peachtree Corners Park-and-Ride	Expansion	GCT	\$20,500,000	Yes	No	Quad 2	6
GCT	State Route 316 Park-and-Rides and Commuter Express Service	Expansion	GCT	\$51,824,400	Yes	No	Quad 1	6
GCT	Short-Range Direct Connect Package	Expansion	GCT	\$48,004,300	Yes	No	Quad 1	6
GCT	Short-Range Local Bus Expansion: Route 15	Expansion	GCT	\$15,722,000	Yes	No	Quad 2	6
GCT	Short-Range Local Bus Expansion: Route 25	Expansion	GCT	\$7,780,300	Yes	No	Quad 2	6
GCT	Short-Range Paratransit Service	Expansion	GCT	\$41,573,000	Yes	No	Quad 2	6
GCT	Gwinnett Place Transit Center Improvements	Enhancement	GCT	\$20,500,000	Yes	No	Quad 2	6
GCT	Georgia Gwinnett College Transit Center	Expansion	GCT	\$10,250,000	Yes	No	Quad 2	6
MARTA	Capitol Ave /Summerhill BRT	Expansion	MARTA	\$176,000,000	Yes	No	Quad 1	6
MARTA	Campbellton Rd HCT	Enhancement	MARTA	\$538,400,000	Yes	No	Quad 2	6
MARTA	Northside Drive BRT	Expansion	MARTA	\$172,100,000	Yes	No	Quad 1	6
MARTA	Track Renovation Phase IV	SGR	MARTA	\$205,000,000	Yes	Yes	Quad 1	6
MARTA	Renovate Pedestrian Bridges	SGR	MARTA	\$6,300,000	Yes	Yes	Quad 1	6

			Six Year					
Project Sponsor	Project Name	Project Type	Project Operator	Total Cost	Discretionary Funding Assumed	Systemwide	Quadrant (only for projects seeking fed/state discretionary)	Year
MARTA / Fulton County	GA 400 Transit Initiative BRT	Expansion	MARTA	\$300,000,000	Yes	No	Quad 2	6
SRTA	Town Center/Big Shanty Park and Ride Expansion	Enhancement	Xpress	\$12,440,787	Yes	No	Quad 1	6
SRTA	Hickory Grove Park and Ride	Expansion	Xpress	\$13,011,560	Yes	No	Quad 2b	6
SRTA	Sugarloaf Park and Ride	Expansion	Xpress	\$14,833,539	Yes	No	Quad 1	6
SRTA	Mt. Carmel Park and Ride	Expansion	Xpress	\$14,928,400	Yes	No	Quad 2	6

		<u> </u>	Twenty Year					
Project Sponsor	Project Name	Project Type	Project Operator	Total Cost	Discretionary Funding Assumed	Systemwide	Quadrant (only for projects seeking fed/state discretionary)	Year
2016 RTP	I-20 East Heavy Rail to Stonecrest	Expansion	MARTA	\$1,471,802,476	Yes	No	Quad 2	20
Aerotropolis CID	Aerotropolis Intermodal Transportation Center	Enhancement	MARTA	\$50,000,000	Yes	No	Quad 2	20
Aerotropolis CID	Aerotropolis Corporate Crescent Circulator – Phase I	Expansion	MARTA	\$10,000,000	Yes	No	Quad 1	20
Atlanta	MARTA West Line High Capacity Transit	Expansion	MARTA	\$283,600,000	Yes	No	Quad 2	20
Atlanta	I-20 East High Capacity Transit	Expansion	MARTA	\$494,560,000	Yes	No	Quad 2	20
Atlanta / 2016 RTP	Northwest Regional High Capacity Transit Corridor	Expansion	CobbLinc	\$631,000,000	Yes	No	Quad 2	20
Brookhaven	BRT-15 Buford Highway High Capacity Transit	Enhancement	MARTA	\$280,000,000	Yes	No	Quad 2	20
Chamblee	New Service / New Technology Town Center Autonomous Shuttle	Expansion	MARTA	\$22,020,000	Yes	No	Quad 1	20

			Twenty Year					
Project Sponsor	Project Name	Project Type	Project Operator	Total Cost	Discretionary Funding Assumed	Systemwide	Quadrant (only for projects seeking fed/state discretionary)	Year
DeKalb County	LRT-1b - Clifton Corridor LRT (Segment 1b)	Expansion	MARTA	\$142,500,000	Yes	No	Quad 1	20
Fulton County	South Fulton Parkway Rapid Transit in Dedicated Lanes	Expansion	MARTA	\$275,000,000	Yes	No	Quad 2	20
Fulton County	I-285 Top End Transit in Express Lanes	Expansion	MARTA	\$247,500,000	Yes	No	Quad 2	20
GCT	Mid-Range Express Commuter Bus Expansion Package	Expansion	GCT	\$17,317,350	Yes	No	Quad 1	20
GCT	Mid-Range BRT Route 700: Doraville to Sugarloaf Mills	Expansion	GCT	\$438,299,733	Yes	No	Quad 2	20
GCT	Braselton Park-and-Ride and Express Commuter Service	Expansion	GCT	\$18,323,450	Yes	No	Quad 2	20
GCT	Loganville Park-and-Ride and Express Commuter Service	Expansion	GCT	\$18,290,350	Yes	No	Quad 2	20
GCT	Infinite Energy Transit Center	Expansion	GCT	\$10,250,000	Yes	No	Quad 2	20
GCT	Lawrenceville Transit Center	Expansion	GCT	\$30,750,000	Yes	No	Quad 2	20
GCT	Lawrenceville Maintenance Facility	Expansion	GCT	\$39,266,725	Yes	No	Quad 2	20
GCT	Local Bus Expansion: Route 21 Steve Reynolds Blvd	Expansion	GCT	\$32,658,200	Yes	No	Quad 1	20
GCT	Long-Range Express Commuter Bus Expansion Package	Expansion	GCT	\$21,935,100	Yes	No	Quad 1	20
GCT	Long-Range Express Commuter Bus Service Enhancement Package	Enhancement	GCT	\$215,870,900	Yes	No	Quad 2	20
GCT	Direct Connect Expansion: Route 403 Peachtree Corners to Perimeter	Expansion	GCT	\$32,741,350	Yes	No	Quad 1	20
GCT	Long-Range Direct Connect Service Enhancements	Enhancement	GCT	\$67,330,500	Yes	No	Quad 1	20
GCT	Rapid Bus Expansion: Route 200 Peachtree Industrial Blvd	Expansion	GCT	\$267,935,400	Yes	No	Quad 2	20
GCT	Rapid Bus Expansion: Route 201 Steve Reynolds Blvd	Expansion	GCT	\$82,629,750	Yes	No	Quad 1	20

			Twenty Yea	r				
Project Sponsor	Project Name	Project Type	Project Operator	Total Cost	Discretionary Funding Assumed	Systemwide	Quadrant (only for projects seeking fed/state discretionary)	Year
GCT	Rapid Bus Expansion: Route 205 Jimmy Carter Blvd/Holcomb Bridge Road	Expansion	GCT	\$48,120,600	Yes	No	Quad 2	20
GCT	BRT Route 700: Long Range Service Changes	Expansion	GCT	\$76,705,900	Yes	No	Quad 1	20
GCT	BRT Route 701: Lawrenceville to Peachtree Corners	Expansion	GCT	543,527,500	Yes	No	Quad 2	20
GCT	BRT Route 702: Snellville to Indian Creek Rail Station	Expansion	GCT	\$332,908,050	Yes	No	Quad 2	20
GCT	Gold Line HRT Extension to Jimmy Carter Multimodal Hub	Expansion	MARTA	\$1,413,299,300	Yes	No	Quad 2	20
GCT	Indian Trail In-Line Stop and Park-and-Ride	Expansion	GCT	\$143,500,000	Yes	No	Quad 1	20
GCT	Short-Range Local Bus Expansion: Route 50	Expansion	GCT	\$35,500,900	Yes	No	Quad 2	20
GCT	Short-Range Local Bus Expansion: Route 60	Expansion	GCT	\$15,606,100	Yes	No	Quad 2	20
GCT	Short-Range Local Bus Expansion: Route 70	Expansion	GCT	\$13,674,800	Yes	No	Quad 2	20
GCT	Short-Range Flex Bus Expansion: Route 500	Expansion	GCT	\$14,955,900	Yes	No	Quad 2	20
GCT	Short-Range Flex Bus Expansion: Route 503	Expansion	GCT	\$24,266,800	Yes	No	Quad 2	20
MARTA	Clifton Corridor (Phase 1)	Expansion	MARTA	\$1,875,099,246	Yes	No	Quad 2	20
MARTA	Beltline Northeast LRT	Expansion	MARTA	\$298,800,000	Yes	No	Quad 2	20
MARTA	Beltline SouthWest LRT	Expansion	MARTA	\$324,000,000	Yes	No	Quad 2	20
MARTA	BeltLine Southeast LRT	Expansion	MARTA	\$400,140,000	Yes	No	Quad 2	20
MARTA	Clayton County Transit Initiative - BRT	Expansion	MARTA	\$375,000,000	Yes	No	Quad 2	20
MARTA	Clayton County Transit Initiative - CRT	Expansion	MARTA	\$900,000,000	Yes	No	Quad 2	20
MARTA	Connector Reliever Park & Ride Deck	Expansion	MARTA	\$7,500,000	Yes	No	Quad 2	20
MARTA	IT & Software	SGR	MARTA	\$400,000,000	Yes	Yes	Quad 2	20

			Twenty Year					
Project Sponsor	Project Name	Project Type	Project Operator	Total Cost	Discretionary Funding Assumed	Systemwide	Quadrant (only for projects seeking fed/state discretionary)	Year
MARTA	Station Rehabilitation - Program Schedule	SGR	MARTA	\$685,000,000	Yes	Yes	Quad 2	20
MARTA	Roofing and Skylights - Roofing Rehabilitation Program	SGR	MARTA	\$562,500,000	Yes	Yes	Quad 2	20
MARTA	Elevators & Escalators - Elevator Rehabilitation	SGR	MARTA	\$160,000,000	Yes	Yes	Quad 1	20
MARTA	Elevators & Escalators - Escalator Rehabilitation	SGR	MARTA	\$240,000,000	Yes	Yes	Quad 2	20
MARTA	Auxiliary Power Switch Gear	SGR	MARTA	\$240,000,000	Yes	Yes	Quad 2	20
MARTA	BeltLine West LRT	Expansion	MARTA	\$126,400,000	Yes	No	Quad 1	20
MARTA	Traction Power Substation	SGR	MARTA	\$160,000,000	Yes	No	NA	20
MARTA	Pavement Repair Program	SGR	MARTA	\$200,000,000	Yes	No	NA	20
MARTA	Rehab Existing Bus Maintenance Facility (Design)	SGR	MARTA	\$50,000,000	Yes	No	NA	20

		Informational	Purposes			
Project Sponsor	Project Name	Project Type	Project Operator	Total Cost	Discretionary Funding Assumed	Systemwide
Aerotropolis CID	Aerotropolis Mobility District	Expansion	MARTA	_	No	No
Brookhaven	I285 Top End High Capacity Transit	Expansion	MARTA	\$640,000,000	No	No
Chamblee	Multi-Modal Mobility Hub and MARTA Station Reconfiguration	Enhancement	MARTA	\$1,945,860	No	No
DeKalb County	ART-6 Memorial Drive ART (Segment 1)	Enhancement	MARTA	\$104,500,000	No	No
DeKalb County	ART-7 Candler Road ART	Expansion	MARTA	\$66,200,000	No	No
DeKalb County	ART-8 Clairmont Road ART	Enhancement	MARTA	\$90,500,000	No	No
DeKalb County	ART-9 Johnson Ferry Road ART	Expansion	MARTA	\$53,500,000	No	No
DeKalb County	ART-10 North Druid Hills ART	Expansion	MARTA	\$67,500,000	No	No
DeKalb County	ART-13 Lawrenceville Hwy ART	Expansion	MARTA	\$83,000,000	No	No
DeKalb County	ART-15 Lavista Road ART	Expansion	MARTA	\$111,500,000	No	No
DeKalb County	ART-16 Hairston Rd ART	Expansion	MARTA	\$117,000,000	No	No
DeKalb County	AR-17 Memorial Drive ART (Segment 2)	Enhancement	MARTA	\$59,000,000	No	No
DeKalb County	ART-18 Covington Hwy ART	Enhancement	MARTA	\$110,500,000	No	No
DeKalb County	ART-19 Clifton Corridor ART	Expansion	MARTA	\$36,700,000	No	No
DeKalb County	BRT 4 - I-285 East Wall BRT	Expansion	MARTA	\$306,000,000	No	No
DeKalb County	LRT-2 Clifton Corridor LRT (Segment 2)	Expansion	MARTA	\$1,056,500,000	No	No
DeKalb County	LRT-3 Candler Road LRT	Expansion	MARTA	\$1,077,000,000	No	No
DeKalb County	LRT-10 LRT to Wesley Chapel Road	Enhancement	MARTA	\$558,500,000	No	No
DeKalb County	BRT-1 I-20 East BRT	Expansion	MARTA	\$216,400,000	No	No
Doraville	Park Avenue Extension and Covered Street	Enhancement	MARTA	\$65,500,000	No	No
Douglas County (Connect Douglas)	Commuter Vanpool Replacement Vehicles	SGR	Connect Douglas	\$990,000	No	No
Douglas County (Connect Douglas)	Staff Vehicles	Enhancement	Connect Douglas	\$45,000	No	No
Douglas County (Connect Douglas)	Preventive Maintenance	SGR	Connect Douglas	\$900,000	No	No

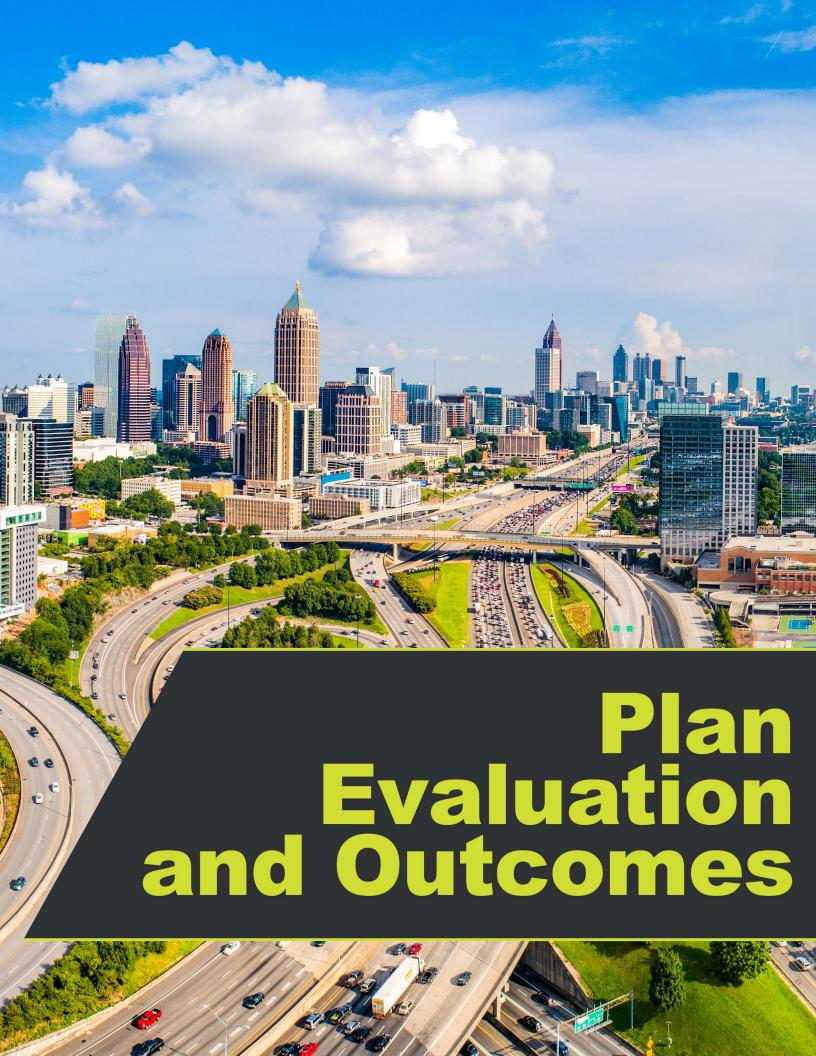
		Informational	Purposes			
Project Sponsor	Project Name	Project Type	Project Operator	Total Cost	Discretionary Funding Assumed	Systemwide
Douglas County (Connect Douglas)	Fixed Route Vehicles	Expansion	Connect Douglas	\$1,494,000	No	No
Douglas County (Connect Douglas)	Vehicles for Paratransit Expansion	Expansion	Connect Douglas	\$504,000	No	No
Douglas County (Connect Douglas)	Vehicles for Vanpool Expansion	Expansion	Connect Douglas	\$369,000	No	No
Douglas County (Connect Douglas)	Fixed Route, Paratransit Replacement Vehicles	SGR	Connect Douglas	\$864,000	No	Yes
Douglas County (Connect Douglas)	Bus shelters and passenger amenities	Expansion	Connect Douglas	\$307,000	No	Yes
Douglas County (Connect Douglas)	Hardware/Farebox Upgrades	Enhancement	Connect Douglas	\$257,000	No	Yes
Douglas County (Connect Douglas)	Software	Expansion	Connect Douglas	\$315,000	No	Yes
Douglas County (Connect Douglas)	Security/Surveillance	Enhancement	Connect Douglas	\$255,000	No	No
Douglas County (Connect Douglas)	Land Acquisition	Expansion	Connect Douglas	\$4,000,000	No	No
Douglas County (Connect Douglas)	Park and ride lot construction	Expansion	Connect Douglas	\$4,005,000	No	No
Douglas County (Connect Douglas)	Fixed Route Service, 2022 - 2026	Expansion	Connect Douglas	\$15,000,000	No	Yes
Douglas County (Connect Douglas)	Demand Response Service	Expansion	Connect Douglas	\$3,600,000	No	No
Fulton County	Highway 29/Roosevelt Highway Arterial Rapid Transit	Enhancement	MARTA	\$221,300,000	No	No
Fulton County	Holcomb Bridge Road Arterial Rapid Transit	Expansion	MARTA	\$117,400,000	No	No
Fulton County	Highway 9/Roswell Road Arterial Rapid Transit	Expansion	MARTA	\$167,700,000	No	No
Fulton County	Old Milton Parkway/State Bridge Road Arterial Rapid Transit	Expansion	MARTA	\$100,100,000	No	No

		Informational P	urposes			
Project Sponsor	Project Name	Project Type	Project Operator	Total Cost	Discretionary Funding Assumed	Systemwide
Fulton County	Camp Creek Parkway / Fulton Industrial Boulevard Arterial Rapid Transit	Expansion	MARTA	\$125,800,000	No	No
Fulton County	Southside I-85 Park and Ride Improvements	Enhancement	MARTA	\$1,000,000	No	No
Fulton County	Fulton County Last Mile/Station Connectivity Improvements	Enhancement	MARTA	\$62,500,000	No	No
Fulton County	Fulton County Bus Shelter Enhancements	Enhancement	MARTA	\$27,500,000	No	Yes
GCT	I-985 Park-and-Ride Upgrades	Enhancement	GCT	\$15,375,000	No	No
GCT	Mid-Range Local Bus Expansion Package	Expansion	GCT	\$71,914,100	No	No
GCT	Mid-Range Bus Replacement	SGR	GCT	\$49,405,000	No	No
GCT	Mid-Range Paratransit Service	Expansion	GCT	\$57,538,900	No	No
GCT	Long-Range Local Bus Service Enhancement Package	Enhancement	GCT	\$469,094,100	No	No
GCT	Short-Range Local Bus Enhancement Package	Enhancement	GCT	\$178,717,600	No	No
GCT	Rapid Bus Expansion: Route 202 Gwinnett Place Transit Center/Mall of Georgia	Expansion	GCT	\$139,050,000	No	No
GCT	Rapid Bus Expansion: Route 203 Pleasant Hill Road	Expansion	GCT	\$299,970,900	No	No
GCT	Rapid Bus Expansion: Route 204 State Route 124	Expansion	GCT	\$248,706,400	No	No
GCT	Long-Range Rapid Corridors Package	Expansion	GCT	\$63,857,500	No	No
GCT	Long-Range Flex Service Expansion Package	Expansion	GCT	\$120,425,800	No	No
GCT	Long-Range Paratransit Service	Expansion	GCT	\$84,228,500	No	No
GCT	Long-Range Bus Replacement and Rehab	SGR	GCT	\$183,013,750	No	No
GCT	Sugarloaf Park-and-Ride Flyover Ramp and Upgrades	Expansion	GCT	\$102,500,000	No	No
GCT	McGinnis Ferry Direct Access Ramps and Park-and-Ride	Expansion	GCT	\$76,875,000	No	No
GCT	Snellville Park-and-Ride Upgrade	Enhancement	GCT	\$10,250,000	No	No

Informational Purposes						
Project Sponsor	Project Name	Project Type	Project Operator	Total Cost	Discretionary Funding Assumed	Systemwide
GCT	Long-Range Additional Park-and-Ride Expansion	Expansion	GCT	\$5,125,000	No	No
GCT	Long-Range Fleet TSP Enhancements	Enhancement	GCT	_	No	No
GCT	Long-Range Vanpool Subsidy	Expansion	GCT	\$83,613,500	No	No
GCT	Bike/Pedestrian Access Improvements	Enhancement	GCT	\$80,182,931	No	No
GCT	System Technology Upgrades	SGR	GCT	\$57,604,206	No	No
GCT	Local Bus Stop Upgrades	Enhancement	GCT	\$84,029,500	No	No
GCT	BRT to Rail Transit Conversion Seed Money	Enhancement	GCT	\$51,250,000	No	No
GCT	Regional Transit Project Support	Expansion	GCT	\$51,250,000	No	No
GCT	State Route 316 Managed Lanes Support	Expansion	GCT	\$51,250,000	No	No
GCT	TNC Subsidy	Expansion	GCT	\$4,140,000	No	No
GCT	Rapid to BRT Conversion Route 202	Enhancement	GCT	_	No	No
GCT	Rapid to BRT Conversion Route 203	Enhancement	GCT	_	No	No
GCT	Short-Range Bus Replacement	SGR	GCT	\$2,255,000	No	No
MARTA	Cleveland Ave ART	Enhancement	MARTA	\$75,600,000	No	No
MARTA	Metropolitan Parkway ART	Enhancement	MARTA	\$95,600,000	No	No
MARTA	Moores Mill Transit Center	Expansion	MARTA	\$2,000,000	No	No
MARTA	Greenbriar Transit Center	Expansion	MARTA	\$5,000,000	No	No
MARTA	Peachtree Rd ART	Enhancement	MARTA	\$110,500,000	No	No
MARTA	North Avenue BRT (Phase I)	Expansion	MARTA	\$129,000,000	No	No
MARTA	Atlanta Streetcar East Extension	Expansion	MARTA	\$266,300,000	No	No
MARTA	Atlanta Streetcar West Extension	Expansion	MARTA	\$348,200,000	No	No
MARTA	Greenbrier Transit Center	Expansion	MARTA	\$5,000,000	No	No
MARTA	Clayton County High Capacity Transit Initiative -Bus Maintenance Facility	Expansion	MARTA	\$107,520,000	No	No
MARTA	MARTA CLEAN BUS PROCUREMENT	Enhancement	MARTA	\$8,875,000	No	Yes

		Informational P	urposes			
Project Sponsor	Project Name	Project Type	Project Operator	Total Cost	Discretionary Funding Assumed	Systemwide
MARTA	Bus Procurement	Enhancement	MARTA	\$25,000,000	No	Yes
MARTA	Light Rail - Streetcar	Enhancement	MARTA	\$1,500,000	No	No
MARTA	Paratransit	Expansion	MARTA	\$5,000,000	No	No
MARTA	Bankhead Enhancement	Enhancement	MARTA	\$16,000,000	No	No
MARTA	Five Points Enhancements	Enhancement	MARTA	\$83,500,000	No	No
MARTA	Vine City Enhancements	Enhancement	MARTA	\$50,000,000	No	No
MARTA	Rail Facilities and Equipment - Energy Services Company Performance	Enhancement	MARTA	\$28,000,000	No	Yes
MARTA	Rail Facilities and Equipment - Automated parking and rev. Control	Enhancement	MARTA	\$5,500,000	No	No
MARTA	Bus Facility and Equipment Bus Shelters and Benches	Enhancement	MARTA	\$28,000,000	No	Yes
MARTA	Bus Stop Signage Replacement	Enhancement	MARTA	\$4,000,000	No	Yes
MARTA	Facilities Upgrade Program (JOC)	Enhancement	MARTA	\$12,000,000	No	No
MARTA	Bus and Rail Training Simulator	Enhancement	MARTA	\$3,200,000	No	Yes
MARTA	Train Control System Upgrade	Enhancement	MARTA	\$58,000,000	No	Yes
MARTA	Tunnel Ventilation - Rehab Tunnel Ventilation Fans	SGR	MARTA	\$205,000,000	No	Yes
MARTA	Escalators & Elevators - Oakland City Station East Elevator	SGR	MARTA	\$1,000,000	No	No
MARTA	Radio & Communications	Enhancement	MARTA	\$17,800,000	No	No
MARTA	Smart Restrooms	Enhancement	MARTA	\$20,000,000	No	Yes
MARTA	Security - Miscellaneous Enhancements	Enhancement	MARTA	\$15,625,000	No	No
MARTA	Bus Enhancement - Vehicle & On Board Systems	Enhancement	MARTA	\$15,000,000	No	Yes
MARTA	Building and Office Equipment - Facilities Upgrade Program - JOC	SGR	MARTA	\$240,000,000	No	No
MARTA	Underground Storage Tanks	SGR	MARTA	\$100,000,000	No	No
MARTA	Systemwide UPS Replacement System	SGR	MARTA	\$11,200,000	No	No

Informational Purposes						
Project Sponsor	Project Name	Project Type	Project Operator	Total Cost	Discretionary Funding Assumed	Systemwide
MARTA	Emergency Trip Station GR4 North	SGR	MARTA	\$47,000,000	No	No
MARTA	Systemwide Signage & Wayfinding	SGR	MARTA	\$60,000,000	No	No
MARTA	Concrete Restoration	SGR	MARTA	\$40,000,000	No	Yes
MARTA	Environmental Sustainability	SGR	MARTA	\$100,000,000	No	No
MARTA	Standby Power Replacement (Generators)	SGR	MARTA	\$10,000,000	No	Yes
SRTA	Commuter Bus Vehicle Replacement (Electric) and Charging Infrastructure	SGR	Xpress	\$34,445,000	No	Yes
SRTA	Xpress Mobile Ticketing App	Enhancement	Xpress	\$3,500,000	No	Yes
SRTA	Xpress Park and Ride Technology Upgrades including Smart LED Lighting	Enhancement	Xpress	\$16,133,545	No	Yes



# PLAN EVALUATION AND OUTCOMES

Per the adopted ARTP Performance Evaluation Framework, a plan level analysis was conducted to document the anticipated impacts of the portfolio of proposed transit investments, in the context of the six adopted Governing Principles. The results of the plan-level evaluation for the 2019 ARTP are summarized below by Governing Principle.

The plan-level evaluation process provides information on the regional, cumulative impacts estimated as a result of implementing the 2019 ARTP. Estimates are associated exclusively with the transit proposals submitted as part of the 2019 ARTP to identify the discrete, independent impacts associated with this component of the regional transportation system. Performance impacts of planned and integrated transit and roadway investments will be conducted as part of the ARC's Regional Transportation Plan.

Performance impacts are estimated for both direct/user benefits and indirect/public benefits to include the following:

- Direct/User Benefits- Benefits for the travelling public, across both transit and highway (auto and truck) users. Benefits include increases in transit ridership, associated delay reductions, travel time cost savings, and improved jobs access. These impacts were estimated using ARC's regional travel demand model<sup>15</sup> to evaluate the impact of new and enhanced transit service on the number and type of trips made across the region, the distribution of those trips across the network and over the course of the day, and the resulting impact to traffic flow. The travel model was applied across three transportation networks:
  - 2015 Base Year the base year of the ARC regional travel model reflecting 2015 population and employment and all highway and transit infrastructure in place in 2015;
  - 2050 Existing + Committed (E+C) / No Build a future year scenario reflecting how the transportation system will perform given (1) population and employment growth projected by the year 2050; and (2) no additional investment beyond what is already programmed for construction funding, inclusive of the Georgia Department of Transportation (GDOT) Major Mobility Investment Program (MMIP)<sup>16</sup>; and

<sup>&</sup>lt;sup>15</sup> https://atlantaregional.org/transportation-mobility/modeling/modeling/

<sup>&</sup>lt;sup>16</sup> https://majormobilityga.com/

2015

Existing roadways and transit

# 2050 No Build

Existing roadways and transit plus projects programmed for construction

# 2050 Build

2050 No Build plus ARTP transit projects

- 2050 Build a future year scenario reflecting how the transportation system will perform given (1) population and employment growth projected by the year 2050; and (2) the addition of the 2019 ARTP transit investments to what is already existing and committed by the year 2050.
- Indirect/Public Benefits Benefits for the public at large given secondary impacts of implementing the 2019 ARTP. These benefits derive primarily from delay reductions associated with the shift in travel to transit and include emissions reduction, reduction in fuel usage, reduction in vehicle operating costs, and safety benefits. Impacts were analyzed using a Benefit-Cost Analysis (BCA) tool 17 developed to estimate the benefits of proposed transportation investments in Georgia. It leverages information on travel trips and delay from the ARC 2015, 2050 Build, and 2050 E+C/No Build model runs, along with tailored emissions, crash reduction, and travel cost parameters for the ATL region to calculate the indirect impacts.
- Cumulative Direct and Indirect Benefits Monetized, aggregate benefits in relation to cost, leveraging data from the BCA model and tailored, county-level wage rates to inform the value of time (time saved as a result of transit investment).

Note that only 88 (46 percent) of the proposed 192 ARTP projects could be modeled. Consistent with most regional travel demand platforms, the ARC model cannot directly evaluate the impacts of system/asset maintenance projects, technology investments, or other on-demand services such as micro-transit or paratransit. 2019 ARTP performance impacts are therefore a conservative estimation of the cumulative investment package.

Plan-level impacts are summarized below, according to the adopted ATL ARTP Governing Principles.

<sup>&</sup>lt;sup>17</sup> Benefit-Cost Analysis Guidance for Discretionary Grant Programs, Office of the Secretary, USDOT, December 2018



#### **Economic Development** and Land Use

Creates or enhances connectivity and access to job centers, activity centers and economic centers in line with the Unified Growth Policy (UGP).

## **Economic Development and Land Use**

The Economic Development and Land Use Governing Principle reflects the need to advance broader regional investment strategies that serve to connect people to jobs and services in key economic and activity centers across the region. The objective of this Principle is to facilitate improved transit connections to regional centers, with a focus on integrated land use and community development strategies that support transit usage, consistent with the objectives of the ARC Unified Growth Policy (UGP).

This principle was reflected in the project-level evaluation process through four specific criteria (reference Project Evaluation Section or Appendix B - 2019 ARTP Project Level Evaluation Criteria and Weights for additional detail):

- Regional Integration/Connectivity a measure of integration with existing or planned systems that facilitate regional mobility;
- Existing/Projected Population Density a measure of population density as conducive to transit system usage (trip generator);
- Existing Employment Density a measure of employment density as conducive to transit system usage (trip attractor);
- Existing and Future Land use Mix (+/- Community Impacts) a measure of existing and planned mix of land uses and associated land use, housing, or other development policies or agreements that support transit service, consistent with the ARC UGP.

Projects that directly serve regional employment or activity centers through existing or planned regional systems, that also demonstrate integrated land use and community attributes that enhance transit mobility serve to advance this Principle for the ATL region.

The Economic Development and Land Use Governing Principle is evaluated at the plan level across three key outcomes associated with the ARTP portfolio of projects:

- The increase in jobs served by transit through enhanced, regional connections;
- Delay reductions that support a more efficient means to access opportunity; and
- Direct travel-time cost savings for system users that can be reinvested back into the regional economy in other ways.

The 2019 ARTP investment portfolio yields a significant improvement in the number of jobs served by transit (specifically, jobs within walking distance of transit stops or

stations), particularly those served by high capacity transit. **The cumulative 2019 ARTP investment package comprises 973 miles of transit expansion and 1,126 miles of transit enhancement**<sup>18</sup>, much of which serves new, or improves service to, employment opportunities across the region. These investments contribute to the following improvements as it relates to job access:

- Approximately 55% of existing jobs in the 13-county ATL jurisdiction are within ½ mile of a low-capacity transit<sup>19</sup> stop or station (1,261,458 jobs) this would increase to 59% if the ATL plan was built out (1,365,787 jobs), yielding an increase of over 100,000 new jobs served by low-capacity transit<sup>20</sup>.
- Approximately 17% of existing jobs in the 13-county ATL jurisdiction are within ½ mile of a high-capacity transit stop or station (383,070 jobs) this would increase to 35% if the ATL plan was built out (803,022 jobs), yielding an increase of 420,000 new jobs (a 110% increase) served by high-capacity transit<sup>21</sup>.



100,000 new jobs served by low-capacity transit

17% **35%** 

**420,000** new jobs served by high-capacity transit

<sup>&</sup>lt;sup>18</sup> This does not include mileage of existing systemwide projects.

 $<sup>^{\</sup>rm 19}$  Low capacity transit includes arterial or local bus.

<sup>&</sup>lt;sup>20</sup> 2015 LEHD

<sup>&</sup>lt;sup>21</sup> 2015 LEHD

Implementation of the 2019 ARTP yields an estimated 126 million vehicle-hours delay reduced across the 2050 plan horizon or, on average, approximately 4 million vehicle-hours delay saved each year (based on workdays only)<sup>22</sup>,<sup>23</sup>. Despite vehicle-miles travelled projected to remain virtually the same between the 2050 Build and 2050 E+C/No Build (within 1%),<sup>24</sup> delay reductions are substantial, suggesting a more efficient system that can support the same level of travel demand in a rapidly growing metropolitan region, but with less wasted time spent in congestion.

Delay reductions over the 2050 plan horizon translate to approximately \$20.2 billion in travel time cost savings<sup>25</sup> across both personal (auto) and commercial (truck) travel in the 13-county ATL region. These cost savings provide a direct economic return to the travelling public in two key ways:

- 1. Travel cost savings accrued to system users that can be spent on other needed goods or services; and
- 2. Cost savings for delivery of commercial products which can be translated to the consumer as consumer expenditures savings.



Vehicle-hours delay reduced over plan horizon

Travel time cost savings over plan horizon

<sup>&</sup>lt;sup>22</sup> Assumes 260 work days per year

<sup>&</sup>lt;sup>23</sup> ARC regional travel model

<sup>&</sup>lt;sup>24</sup> ARC regional travel model

<sup>&</sup>lt;sup>25</sup> BCA Model



#### **Environmental Sustainability**

Offers new or enhanced services as alternatives to SOV travel, and promoting the use of alternative fuels to build environmentally sustainable communities.

# **Environmental Sustainability**

The Environmental Sustainability Governing Principle supports new or enhanced alternatives to single-occupancy vehicle travel to help mitigate the negative environmental impacts of our transportation system. The objective of this Principle is to advance transit solutions that proactively support healthy, sustainable communities.

This Governing Principle was established in the transit project evaluation process through review of each project's:

- Transit Ridership Potential a measure of the potential for the proposed transit service to shift trips from auto to transit given underlying travel demand and the transit service type proposed;
- Increased Useful Life a measure of documented project attributes that support transit asset conditions and extend the useful life of transit assets; and
- Safety/Security/Environmental Project Attributes a measure of documented project attributes that will improve the safety or security of the transit rider to encourage a shift to non-SOV travel, and additional attributes that help mitigate negative environmental impacts of the transit investment.

Projects with significant potential to shift trips from automobile to transit and that include well-developed concepts to integrate pedestrian/multimodal enhancements, lighting, police or security presence, or other environmental or service enhancements that improve transit quality and help attract riders, serve to directly advance this Principle.

The Environmental Sustainability Principle was evaluated at the plan-level across several key outcomes associated with the ARTP portfolio of projects:

- Increased transit ridership for the planned transit system as a whole;
- A reduction in air pollution and carbon emissions associated with increased transit usage;
- A reduction in fuel usage due to less roadway delay; and
- A reduction in the number of crashes occurring on the transportation system given the shift in travel to a safer mode.<sup>26</sup>

<sup>&</sup>lt;sup>26</sup> Revising the Transit Safety Narrative, Todd Litmann, VTPI, August 20, 2019 (https://www.vtpi.org/safer.pdf)

Implementation of the 2019 ARTP yields an estimated 20 percent increase in ridership when comparing the 2050 E+C / No Build scenario to the 2050 Transit Build scenario. This reflects a 101 percent increase from a 2015 base year ridership estimate of 288,000 trips to 578,000 trips<sup>27</sup>. Note that this is a conservative estimate given a number of significant, systemwide technology investments and area-wide or on-demand services that could not be modeled.

This shift to transit and associated reduction in delay yields a decrease in air pollution emission of 172 tons VOC, 562 tons NOx, and 12 tons PM2.5 over the plan horizon. Delay reductions also yield 375 million gallons of fuel saved and a corresponding decrease of 321,000 tons carbon emissions over the 2050 plan horizon<sup>28</sup>.

In addition to the positive environmental impacts, implementation of the 2019 ARTP also yields a reduction of 314 crashes over the plan horizon<sup>29</sup>. While there is a direct and critically important safety benefit given the shift to a safer mode of travel, the reduction in crashes will also support reduced non-recurring congestion associated with incidents on the regional transportation system.



<sup>&</sup>lt;sup>27</sup> ARC regional travel model

<sup>&</sup>lt;sup>28</sup> BCA model

<sup>&</sup>lt;sup>29</sup> BCA model



#### Equity

Provides new or expanded service to and from low and moderate income areas to improve connectivity and focusing on investments that better enable people to meet their day-to-day needs.

## **Equity**

The Equity Governing Principle ensures that the provision of new or expanded transit services equitably serves all residents of the ATL region. The objective of this Principle is to address both geographic and demographic equity needs through more targeted consideration of transit solutions that enable people to meet their daily needs.

This principle was established in the transit project evaluation process through multiple criteria that evaluated each project's ability to provide transportation options for transportation disadvantaged communities, specifically low-income, minority, and zero-car households:

- Population Served for Communities of Interest a measure of the number of low-income, minority, and zero car households served by the project (to address the origin/home-based component of the transit trip);
- Low Wage Employment Density a measure of low-wage jobs (less than \$40,000 per year) served by transit (to address the destination/work-based component of the transit trip);
- Community Impacts a review of documented project attributes that support affordable housing or that lower overall transportation costs for surrounding communities; and
- (Re)Development Potential a measure of the residential and commercial property values within a proposed transit investment area, compared to the average residential and commercial values for the county each project is located in.

Projects within relatively underdeveloped areas that serve both the origin of the transit trip (high concentration of low income, minority, or zero-car households) and the destination of the transit trip (low-income employment) served to most directly advance this Principle; projects that included documented attributes that address local community needs in these areas also served to advance the Equity Principle.

The Equity Principle is evaluated at the plan level across three key outcomes associated with the ARTP portfolio of projects:

- Populations served by transit investment, specifically populations of zero-car households, minorities, and low-income communities;
- Improved access to low-wage employment opportunities providing gains for both the employer and the employee; and

A summary of the location and type of ARTP investments that are expected to contribute to the development and/or redevelopment potential of land uses proximate to transit investment, yielding increased property value returns for homeowners and business owners in investment areas and property tax returns for their respective, local jurisdictions.

95,000

Increase of low-income, minority, or zero-car households with walk access to lowcapacity transit

409%

394,000

Increase of low-income, minority, or zero-car households with walk access to highcapacity transit

Low wage jobs within walk distance of high-capacity transit stations

Implementation of the 2019 ARTP yields an increase of 394,000 low-income, minority, or zero-car households with walk access to high capacity transit (a 409% increase from 96,298 to 490,463); and an increase of 95,000 with access to low-capacity transit (a 9% increase from 1,048,224 to 1,142, 676) 30.

Low Wage Jobs<sup>31</sup> within walking distance to transit<sup>32</sup> are estimated to increase by 7%, from 664,192 jobs to 753,324 jobs upon implementation of the 2019 ARTP; low wage jobs within walking distance to high capacity transit stations would increase by 239,000 or 19%.

Close proximity to transit, particularly high-capacity transit (i.e., transit with shorter headways, high reliability) and transit-oriented development communities that promote a mix of land uses and multimodal amenities, can increase property values and spur redevelopment. 33 This has been directly demonstrated in communities around the Atlanta region near the Beltline in the heart of the City of Atlanta, in and around the Midtown Atlanta area, or Cumberland or Perimeter employment centers which benefit from multiple access points to heavy-rail. These places experience, on average, 50-70% higher property values when compared to their respective county averages, depending on location.34

(Re)development potential was evaluated as a means to ensure that all communities within the region have the opportunity to reap the development-oriented benefits of transit investment, to include those communities that have been historically underinvested with respect to transportation. (Re)development potential was estimated by

<sup>30 2017</sup> ACS

<sup>&</sup>lt;sup>31</sup> 2015 LEHD, employment less than \$40,000 per year (\$3,333 per month)

<sup>32</sup> Excludes Park and Ride Lots and Express/Commuter service which is typically accessed via automobile.

<sup>&</sup>lt;sup>33</sup> Evaluating Public Transit Benefits and Costs, Best Practices Guidebook, Todd Litmann, VTPI, September 9, 2019 ( https://www.vtpi.org/tranben.pdf ),

<sup>&</sup>lt;sup>34</sup> County level appraisal data, commercial and residential properties; GeoSchneider, ARC, 2018-2019.

comparing the residential and commercial property values adjacent to each proposed transit investment to average residential and commercial values for the county each project is located in. The smaller the ratio, the greater the potential capacity to absorb property value increases. This metric served not only the perspective of demographic equity, in terms of helping to target investment to potentially undervalued areas, but also geographic equity in terms of balancing transit investment across the region (as many well developed and high-value areas are already well served by transit, particularly high-capacity transit).

In general, across the ATL 13-county region, areas south of I-20 and west of the Atlanta Central Business District (such as South Fulton, Beltline/West, and Clayton County) and areas outside the I-285 Perimeter such as eastern DeKalb County, further distance away from interstates and major highways, have lower relative property values. These areas also comprise some of the most concentrated populations of low income, minority and zero-car households. Transit investments proposed in these areas will help advance development and associated economic opportunities for local residents. Projects that are located within major economic centers (Downtown, Midtown, etc) have lower (re)development potential, comparatively, to the rest of the region as these areas already have some of the highest property values in the state.



(Re)development potential was evaluated as a means to ensure that all communities within the region have the opportunity to reap the development-oriented benefits of transit investment, to include those communities that have been historically underinvested with respect to transportation.

<sup>&</sup>lt;sup>35</sup> GeoSchneider, ARC county-level appraisal data, 2018-2019.



#### **Innovation**

Uses innovative solutions to improve rider experience, fare collection, cost savings, integration with transit alternatives and more.

#### Innovation

The Innovation Governing Principle supports proactive consideration and implementation of advanced technology and/or project development strategies that improve operations of the regional transit system. The objective of this Principle is to integrate modern solutions that improve not only the experience of the transit rider, but help integrate transit investment as a meaningful and effective component of the regional transportation system.

This principle was established in the transit project evaluation process through review of individual project attributes that contribute to the following:

- Transit Reliability a measure of project elements that directly address improved rider experience, transit costs, and/or improved transit operations through modern or innovative design or technology applications; and
- Safety/Security/Environmental Benefits a measure of the potential to improve the safety or security of the transit rider and/or help mitigate negative environmental impacts of transportation investment.

Projects that included well-developed concepts and scope elements to integrate design elements such as dedicated or partially dedicated right-of-way, transit signal priority, or those that facilitated greater predictability in scheduling or more safe and efficient access to the transit system – served to directly advance this Principle.

The Innovation Principle is evaluated at the plan level through the following data associated with the full ARTP portfolio of projects.

In total, 104 out of the total 192 projects (54%) directly integrate elements that improve the transit user experience through innovative design or technology including:

- 62 that include advanced transit design (e.g., dedicated lanes);
- 96 that advance transit-friendly technologies (e.g., real-time travel information, transit signal priority); and
- 11 projects that introduced technology innovations to increase the safety of riders (e.g., hazard detection systems).

Some of the more notable advances in transit technology include notification systems that provide real-time rider info and alerts, such as projected wait times until the next arrival or warnings that an arrival may be running late. These are most prevalent in projects that serve the city of Atlanta and projects that serve Gwinnett County, or trip-planning applications that support the system as a whole.



104 of 192 projects included components that advanced a modern, innovative, and more reliable transit system



#### Mobility and Access

Connects population centers, employment, recreation, using crossjurisdictional services to create regional connectivity.

# Mobility and Access

The Mobility and Access Governing Principle is in place to ensure cross-regional and cross-jurisdiction services are advanced by the ARTP. The objective of this Principle is to advance a transit system that effectively connects people across the ATL region to jobs and opportunity.

This principle was established in the transit project evaluation process through several criteria:

- Regional Integration and Connectivity a measure of integration with existing or planned systems that facilitate regional connections;
- Existing and Projected Population Density a measure of population density as key driver of transit system usage;
- Existing Employment Density a measure of employment activity as a key driver of transit usage; and
- Transit Ridership Potential a measure of the potential for each project to improve mobility by supporting a shift in travel to transit.

Systemwide investments which served to enhance or upgrade a large service area (e.g., upgrading buses or stations, providing ridership information across a service area) or enhancements in areas with high concentrations of people and/or employment served to directly advance the Mobility and Access Governing Principle.

This principle is evaluated at the plan level as:

Total vehicle-hours of delay reduced across the transportation system in the 2050 plan horizon year, by roadway functional class.

When comparing the 2050 Transit Build scenario to the 2050 E+C/No Build, the 2019 ARTP supports a 3.1 percent reduction in system delay for autos and a 2.3 percent reduction for trucks. 36 These impacts do not reflect benefits associated with technology or on-demand services that could not be directly modeled and they do not reflect any supporting or supplemental roadway investment that will be aligned as part of the ARC's regional transportation planning process.

These delay benefits reflect the inclusion of the state's Major Mobility Investment Program within the 2050 E+C / No Build, which serves as the baseline for comparison to the 2050 Transit Build. The MMIP is an expansive program which includes the addition of five major express lane projects on interstates in the Atlanta

3.1% Reductions in system delay 2.3%

Reductions in system delay

<sup>&</sup>lt;sup>36</sup> ARC regional travel demand model

region by 2030. These investment corridors will be actively managed to ensure that travel speeds do not drop below an accepted, minimum level of service in the express managed lanes. These projects significantly improve the baseline interstate conditions which the 2019 ARTP Transit Build is compared against. As such, the interstates demonstrate less delay reduction given additional, incremental transit investment operating in managed lanes, but significant and complimentary delay reductions on lower functional classification roads that comprise the secondary system to the broader, state owned network of interstates and principal arterials.

DELAY REDUCTIONS BY FUNCTIONAL CLASSIFICATION 2050 TRANSIT BUILD COMPARED TO 2050 TRANSIT NO BUILD

Interstate

Principal Arterials

-0.34% -1.0% -15.9%

**Minor Arterials** 

**-7.8**%

**Major Collectors** 

-4.9% **Local Roads** 



# Return on Investment

Ensures that project financing plans are feasible, sound and promotes costefficient alternatives for new or enhanced service that enable regional economic opportunity and growth.

#### Return on Investment

The Return on Investment (ROI) Governing Principle is in place to ensure that the benefits of the transit plan for the travelling public outweigh the costs of the transit plan. The objective of this Governing Principle is to **ensure financial** accountability around the proposed transit investments, to support a cost-effective investment package that will deliver an economic return for the region.

This principle was established in the transit project evaluation process in several ways:

- A set of targeted, market-based performance criteria to help identify those projects that the underlying market supports and therefore provide the greatest potential for return;
- Inclusion of deliverability criteria designed to assess the relative efficiency of delivering each project, thereby yielding quicker returns; and
- Calculation of cost-effectiveness for any project seeking federal or state discretionary funding. Cost-effectiveness was estimated as the total project cost (capital and 20 years of operations/maintenance) per point (based on the results of the multi-criterion evaluation). Cost-effectiveness was used to organize investments seeking federal or state discretionary funding into quadrants that emphasized the relative benefits of each project, in the context of total cost to achieve the benefits.

The ROI Principle was evaluated at the plan level through a systems-level Benefit-Cost (B/C) analysis<sup>37</sup> in which monetized benefits of the plan were compared to total costs to implement. As part of the B/C analysis, benefits were accrued and monetized across the entire transportation system (transit, auto, and truck travel) for the following:

- Delay and travel time savings;
- Fuel and vehicle operating cost savings;
- Emissions reductions; and
- Crash cost reductions.

<sup>37</sup> BCA Model

Benefits reflect those derived from the package of 88 out of the 192 projects that could be modeled.

Monetized benefits total \$24.6 billion over the plan horizon (Table 8, current dollars). When comparing to a total cost of \$19.7 billion (current dollars) for the 88 transit enhancement and expansion projects included in the analysis, the 2019 ARTP yields a B/C of 1.25.

For every \$1 spent on the 2019 ARTP, the public will realize a return of \$1.25.



Table 8. MONETIZED BENEFITS OF THE 2019 ARTP

Benefits Category	Monetized Value (\$M, current year)
Safety	\$48.5
Emissions	\$29.3
Fuel	\$1,374.0
Vehicle Operating Costs	\$2,238.7
Time Savings	\$20,873.6
Total Monetized Benefits	\$24,564.1
Total Monetized Costs	\$19,680.4

While a full regional economic impact analysis has not been developed for the 2019 ARTP, it is expected that the decrease in travel delay and overall reduction in transportation costs for residents and businesses will enhance the region's long term economic competitiveness. As these savings accrue to the travelling public, the costs are redistributed into the regional economy as additional economic return. A full regional economic impact analysis will be developed as part of the 2020 ARTP update.



# STAKEHOLDER OUTREACH

The ATL Board Regional Transit Planning Committee received a briefing on the draft project-level results from the Regional Transit Plan on September 20, 2019. These draft project-level results were then made available for public comment at a series of outreach opportunities across the ATL region. These public outreach meetings, or "District Downloads," occurred over a month-long period – from October 8th to November 4<sup>th</sup> – and were held in each of the 10 ATL Districts:

District	Date	Location
District 1	October 29	Alpharetta City Hall
District 2	November 4	Cumming (South Forsyth) Sharon Forks Library
District 3	October 21	Sandy Springs City Hall
District 4	October 28	Marietta, Sewell Mill Library
District 5	October 30	ATL Headquarters
District 6	October 24	Lawrenceville, Gwinnett Justice & Administration Center
District 7	October 23	Lithonia, Lou Walker Senior Center
District 8	October 8	Douglasville, Citizens Hall
District 9	October 9	Stockbridge, Merle Manders Civic Center
District 10	October 22	Jonesboro, Clayton County Performing Arts Center

At each of these meetings, the public was invited to examine display boards containing information about the ATL, the process used to develop the ATL Regional Transit Plan, the governing principles and criteria used to evaluate projects, the draft project results, and District-specific project information. Additionally, attendees were given the opportunity to provide feedback on the Plan or specific projects through written and electronic comment forms. Project information was also provided on the ATL website during this period, providing an additional method for the public to offer feedback on the Plan. A total of 201 stakeholders attended the 10 District Download meetings, submitting a total of 39 formal comments. Several state and local elected officials, as well as stakeholders from key regional partners attended each of the meetings held throughout the ATL Region.

Also during this period, Executive Director Chris Tomlinson and ATL staff presented the draft results of the Plan to the Transportation and Air Quality Committee of the Atlanta Regional Commission, the Planning and External Relations Committee of the MARTA Board, and other stakeholder groups.

Following this initial public outreach, the ATL Board opened an official 30-day public comment period on the Plan on November 11, 2019, which included two formal public hearings on November 21, 2019, prior to closing on December 11, 2019

Extensive public and stakeholder outreach having concluded, the Regional Transit Planning Committee of the ATL Board received a final review and discussed the proposed final draft of the Plan on December 5, 2019, and the Board officially adopted the Plan on December 13, 2019.



# **NEXT STEPS**

# Regional Transportation Plan

Going forward the ARTP call for projects will be coordinated with the Atlanta Regional Commission's Transportation Improvement Program call for projects and the ARC Regional Transportation Plan updates. The transit projects included in the ARTP will be the primary source of transit projects included in future TIP and RTP updates and the ARTP will inform transit priorities in both of these planning processes.

### HB 930 Process

The state law that created the ATL in 2018, House Bill 930, provided a new mechanism for funding transit at the county level that had not previously existed in Georgia. This opportunity, informally known as a "transit SPLOST," allows any of the 13 counties in the ATL jurisdiction to hold a citizen referendum on a sales tax of up to 1% that would be used specifically to fund transit projects, for a period of up to 30 years. By law, projects to be funded by such a transit SPLOST must first be included in the ATL Regional Transit Plan prior to their appearance on a referendum list.

Although Georgia law already allows for other forms of county-level sales tax to fund various infrastructure, transportation, and education improvements, these existing mechanisms all provide for a significantly shorter maximum collection period. In transit, a longer collection period is necessary in order to potentially allow for financing through both bonds as well as competitive federal funding, which requires project grantees to show a minimum 20-year flow of operating funds in order to be eligible for federal dollars. Nationally, projects that receive federal grants can generally expect those funds to cover approximately 35% of the overall project cost.

A number of county governments in the ATL region are actively discussing the possibility of making available to their citizens this new transit funding mechanism at the ballot box, some perhaps as early as in 2020. Relevant projects are reflected in the 2019 ARTP project list, as required

### **CIG Process**

The Federal Transit Administration funds major transit capital investments, including heavy rail, commuter rail, light rail, streetcars, and bus rapid transit, through its Capital Investment Program (CIG). The CIG program is broken into three

subprograms including New Starts, Small Starts, and Core Capacity. The Fixing America's Surface Transportation Act (FAST), enacted on December 4, 2015, is the law that authorizes the Capital Investment Grant program. The primary purpose of the CIG program is to fund the major enhancement or expansion of fixed guideway transit projects.

## New Starts Projects:

FAST specifies that proposed New Starts projects must be new fixed guideway projects or extensions to existing fixed guideway systems. FAST defines fixed guideway as projects "using and occupying a separate right-of-way for the exclusive use of public transportation; using rail; using a fixed catenary system; for a passenger ferry system; or for a bus rapid transit system." New Starts projects have a total estimated capital cost greater than \$300 million or that are seeking \$100 million or more in CIG program funds.

## Small Starts Projects:

For Small Starts projects, FAST specifies that proposed projects must be new fixed guideway projects, extensions to existing fixed guideway systems, or corridor-based bus rapid transit projects. FAST defines a corridor based BRT project as "a substantial investment in a defined corridor as demonstrated by features that emulate the services provided by rail fixed guideway public transportation systems including defined stations; traffic signal priority for public transportation vehicles; short headway bidirectional services for a substantial part of weekdays..." Small Starts projects must have a total estimated capital cost of \$300 million or less and must be seeking less than \$100 million in CIG program funds.

## Core Capacity Projects:

Core Capacity funding has several eligibility parameters for projects. First, a proposed Core Capacity project must be, "a substantial corridor-based capital investment in an existing fixed guideway system." Additionally, the proposed project corridor must be at or over capacity currently or will be within five years, and increase the overall capacity of the corridor by no less than 10%. As a result, FTA requires projects to be corridor specific rather than multiple corridors packaged together or system-wide improvements.

### ARTP and the CIG Process:

Federal transit law requires transit agencies seeking CIG funding to complete a series of steps over several years. For New Starts and Core Capacity projects, the law requires completion of two phases prior to the execution of a construction grant

agreement. Those phases include Project Development and Engineering. For Small Starts projects, the law requires completion of one phase (Project Development) in advance of receipt of a construction grant agreement. The law also requires projects to be rated by FTA at various points in the process according to statutory criteria evaluating project justification and local financial commitment.

The ATL will continue working with its partners in the region to ensure that projects submitted into the federal CIG program process are those that provide the region with the highest likelihood of receiving Full Funding Grant Agreements (FFGA). The ARTP Project Evaluation Framework is closely aligned with the ratings criteria used by FTA in the CIG evaluation process. This alignment allows the ARTP to serve as a mechanism for identifying strategic regional transit investments for further project development and initiation into the CIG process. Additionally, the ARTP provides an opportunity for project sponsors to receive feedback on submitted projects, allowing for project refinement and improved project development prior to competing for funding with other projects on a national scale. Moving forward, the ATL will continue to work collaboratively with its regional partners to leverage the project evaluations within the ARTP as a tool for determining which regional projects are progressed in the near term (6-year versus 20-year) in order to move forward with project development and ultimately enter the formal CIG process.

# Plan Update

The ATL is required to update the ARTP annually. If necessary, amendments can be made in the first quarter of 2020 to address any projects not included in this plan but intended to be funded with revenue from a 202 HB 930 transit SPLOST.

The full ARTP 2020 Update will likely begin in the first guarter of 2020 and will incorporate feedback on what worked and what didn't from our stakeholders, lessons learned from the first ARTP planning process, a call for new projects and updated information on projects included in this plan. In addition, a full regional impact analysis and a regional planning approach will be developed focusing on connectivity throughout the region and looking at corridors from a regional perspective.



Appendix A
ATL Regional
Transit Plan—Branding

# APPENDIX A: ATL REGIONAL TRANSIT PLAN - BRANDING

The ATL was created in 2018 by legislation (HB 930) of the Georgia General Assembly, which not only gave the Authority its name and acronym, but also stipulated that the ATL's Regional Transit Plan (ARTP) must "include the creation of a unified brand to encompass all transit service providers within the jurisdiction of the authority."

A brand is more than a logo. It is a set of ideas and convictions. For metro Atlanta residents and business owners frustrated with growing traffic issues and siloed transit options, the ATL is a regional solution that provides improved connectivity, a seamless and convenient transit experience and continued economic growth and development across the 13-county region.

At its inaugural meeting on December 14, 2018, the newly formed ATL Board of Directors adopted a brand and logo for the Authority as one of its first action items. The adopted logo includes a series of shapes in the form of an "A" which work like arrows spiraling around a central axis, symbolizing the freedom of movement provided to the Atlanta region through transit options. These arrows point both inward and away from the center, creating movement such as that experienced by transit users. In addition, the logo mark is reflective of both a compass and a star, which are used to provide guidance to travelers. The distinctive A without a crossbar points upward, symbolizing the optimism and forward momentum of the ATL.



Adoption of the logo at the first board meeting was particularly necessary to meet the requirements of another section of HB 930, which stated that "On and after January 1, 2019, the (MARTA) board shall utilize a logo and brand upon any newly acquired capital asset worth more than \$250,000 that is regularly visible to the public which shall include the acronym 'ATL' as a prominent feature." This provision of law applied to new buses that MARTA planned to place into service beginning in January 2019.

# Co-Branding

Co-branding utilizes two or more brand identities on a good or service as part of a strategic alliance or partnership. Co-branding includes various types of branding collaborations whereas each brand in a strategic partnership contributes its own identity to combine their respective market strength, brand awareness, and positive associations. Implementing this strategy effectively "co-brands" the ATL with existing transit operators in the region and ensures a consistent customer-facing brand appears throughout the metro area as the ATL aims toward the vision of a unified regional transit network across the systems and services provided by the region's various public transit operators.

## MARTA Co-Branding

The ATL worked with MARTA in a coordinated way to foster the development of the first strategic partnership underneath the overarching brand of a metro Atlanta regional transit network. The new ATL logo and brand was co-branded on all new MARTA buses placed into service on or after January 1, 2019, thereby ensuring compliance with the law. In addition, MARTA initiated applying the ATL logo and brand to its remaining bus fleet. MARTA has added the ATL logo to its entire bus fleet and plans to begin adding the ATL logo to its heavy railcar fleet in the spring of 2020.



### SRTA/Xpress Co-Branding

Following placement of the ATL logo on MARTA's bus fleet, the State Road and Tollway Authority (SRTA), which operates the State's Xpress commuter coach service, was the second metro Atlanta transit operator to initiate co-branding and began applying the ATL logo to its fleet in July 2019. Using a similar approach as MARTA, Xpress applied the logo alongside the existing Xpress branding on its coaches, both on the side and rear of the vehicles. SRTA will complete its cobranding project in 2020 when the remaining coaches in its fleet without the ATL logo are replaced with new co-branded coaches.



As part of its marketing campaign to unveil the co-branding, SRTA highlighted the regional benefits and connections that exist between the State's Xpress service and MARTA. This approach leveraged the co-branding announcement and media coverage to educate the public of shared customer benefits and enhanced connectivity between the two transit systems. Promoting the existence of free transfers to and from both transit systems and common use of the MARTA Breeze fare payment system was received as positive advances towards the vision of a seamless regional transit network. This experience led to the ATL staff's suggestion that use and implementation of ATL co-branding could be tied to the implementation of customer value-added benefits that promote enhanced regional connectivity between the systems displaying the ATL co-branding. Thus in 2020, the ATL in conjunction with its regional partners plans to explore the identification of criteria, benefits and other features that the region would like to associate with co-branding. The ATL will further refine the plan on the implementation of co-branding as the

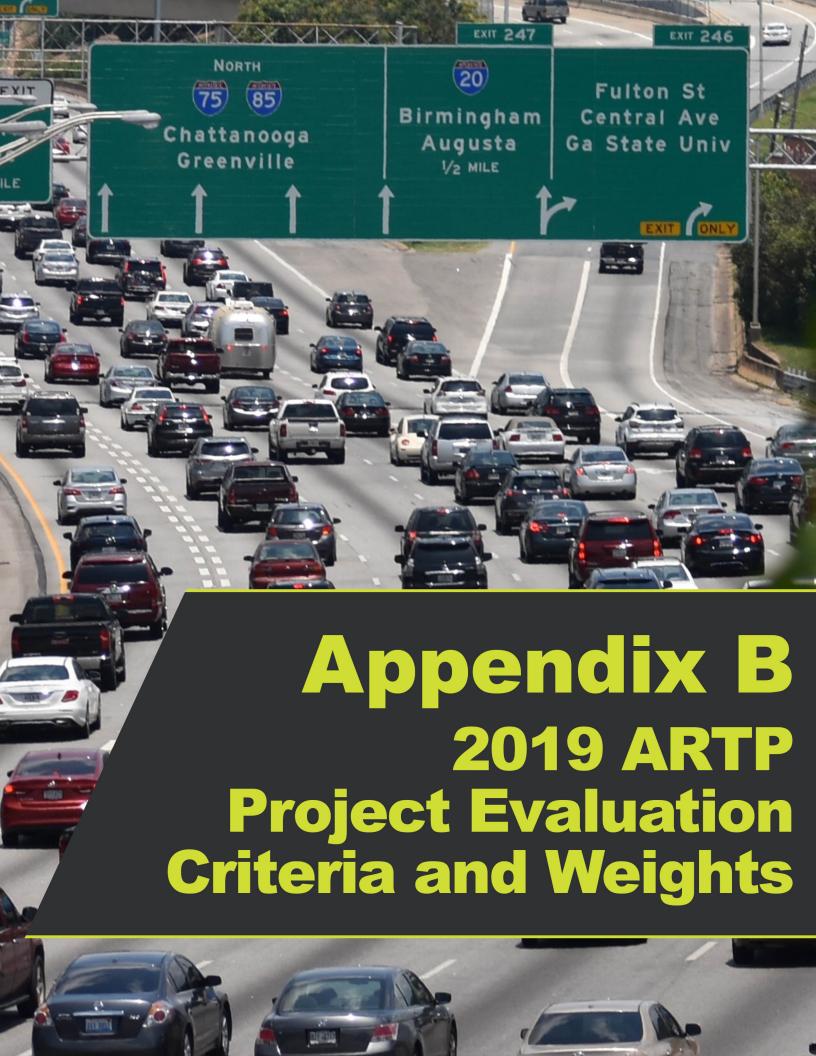
approach to create "a unified brand to encompass all transit service providers within the jurisdiction of the (ATL) authority."

# **Discussions with Regional Operators**

On February 8, 2019, the ATL held a meeting consisting of the marketing and communications leaders of fixed transit operators and partner agencies (MARTA, Xpress, Cobb, Gwinnett, Douglas, Atlanta Regional Commission and ATL) to discuss the branding requirements set forth in HB 930 and its impact on the various regional transit systems. A variety of issues were discussed, including:

- Potential customer confusion
- Impact on transit provider's existing brand recognition and reputations
- The entities and services that are covered under the Bill
- Timeline for any required actions under HB 930

Discussions continue with all transit providers within the region regarding how best to implement the branding requirements of the law, in a way that respects existing branding, yet also moves closer to the vision of a unified regional transit network that is easily navigated and understood. Over the next 12 months, the ATL, in collaboration with its regional partners, intends to refine this initial ATL branding plan into one that has broad consensus of the goals and objectives to be achieved across the region through the strategic roll out of ATL co-branding.



# APPENDIX B: 2019 ARTP PROJECT **EVALUATION CRITERIA AND WEIGHTS**

The ATL Regional Transit Plan Performance Evaluation Framework defines the structure for evaluating and prioritizing transit investments seeking federal or state discretionary funds (for either capital or operations/maintenance) through the regional transit planning process.

The Performance Evaluation Framework calls for the application of a Multi-Criteria Prioritization Model which includes a spectrum of prioritization criteria and corresponding performance measures that reflect the underlying Market Potential, Anticipated Performance Impacts, and Deliverability considerations associated with proposed transit projects. Project-level performance measures are to be applied across three types of core transit investments for the ATL Regional Transit Plan (Expansion Projects Enhancement Projects, State of Good Repair (SGR) Projects), with a tailored set of weights that reflect the unique need and intended purpose of each investment category.

The Performance Evaluation Framework also calls for the application of a Four-Quadrant Matrix Model which presents the total performance score for each project in the context of project-level cost effectiveness.

Provided below is a detailed description of the 14 project-level performance measures and cost-effectiveness criteria that have been recommended to implement the Performance Evaluation Framework for the ATL Regional Transit Plan scheduled for adoption in December 2019. Project-level performance measures are listed according to the Market Potential, Performance Impact, or Deliverability emphasis area that they most directly support.

Note that eight of the 14 project-level performance measures will leverage information provided by the project sponsor through the ATL project application process; these measures are noted accordingly.

## **Market Potential**

1. Existing/Projected Population Density

<u>Definition</u>: Population density will be evaluated as a catalyst (trip generator) for transit service. Existing and projected population density for each proposed transit project will be calculated as population per square mile within a one-half mile buffer of each proposed transit stop/station and within a five-mile buffer of each proposed

park-and-ride lot. For projects that are not specific to a geographic location (e.g., fleet investments, systems-level investments) population density is evaluated as the population impacted by the proposed investment.

Population data will be derived from American Community Survey Data for 2018 and from the Atlanta Regional Commission's population projections for the year 2040.

#### 2. Existing Population - Communities of Interest

<u>Definition</u>: The concentration of key socio-demographic groups will be evaluated to inform the potential for improved transit access for these communities given higher concentrations of equitable target areas and zero-car households within the proposed transit investment area. Communities of Interest include low income, racial and ethnic minorities, and/or zero-car households. The concentration of Communities of Interest will be calculated as a composite score based on the concentration of the three individual communities of interest, specifically the standard deviations relative to the regional average. A one-half mile buffer of each proposed transit stop/station and a five-mile buffer of each proposed park-and-ride lot are used as the surrounding evaluation area. For projects that are not specific to a geographic location (e.g., fleet investments, systems-level investments) Communities of Interest is evaluated as the communities of interest population impacted by the proposed investment.

Data will be derived from the American Community Survey data for 2018.

#### 3. Existing Employment Density

Definition: Employment density will be evaluated as a catalyst (trip attractor) for transit service. Existing employment density for each proposed transit project will be calculated as jobs per square mile within a one-half mile buffer of each proposed transit stop/station and within a five-mile buffer of each proposed park-and-ride lot. For projects that are not specific to a geographic location (e.g., fleet investments, systems-level investments) employment density is evaluated as the existing employees impacted by the proposed investment. [Note that specific opportunities for future employment intensification are evaluated through adopted/approved land use policy and land development agreements as specified by the project sponsor reference Performance Measure # 5]

Existing employment data will be derived from LEHD data for 2015.

#### 4. Existing Low Wage Employment Density

Definition: Employment density for Low Wage Employment will be evaluated to inform the increased potential for improved transit access to lower-wage jobs within the proposed transit investment area. Low Wage Employment reflects average employee wage-based income less than \$3,333 per month (up to \$40,000 per year). Existing employment density for Low Wage Employment will be calculated as lowwage jobs per square mile within a one-half mile buffer of each proposed transit stop/station and within a five-mile buffer of each proposed park-and-ride lot. For projects that are not specific to a geographic location (e.g., fleet investments, systems-level investments) employment density is evaluated as the current population of low wage employees impacted by the proposed investment.

Employment and wage data will be derived from LEHD data for 2015.

#### 5. Existing/Planned Land Use Mix (+/- Community Impacts)

Definition: The existing and planned mix of land uses will be evaluated to inform the increased potential for successful transit service given the transit rider's ability to meet daily needs without using a car. This will be supplemented with a review of adopted/approved land use, parking, housing, design policy, and/or land development or economic development agreements that will support implementation of the proposed investment and positive, sustainable community impacts within the investment area.

Existing land use mix will be calculated as the percentage of single family, multifamily, office, commercial, industrial, institutional, and right-of-way land within onehalf mile buffer of proposed transit stops/stations. Existing land use uses will be derived from land use maps at the county or municipal level. Projected land use will be evaluated as the projected land use type and mix from the Atlanta Regional Commission Unified Growth Policy Map, within one-half mile buffer of proposed transit stops/stations. For projects that are not specific to a geographic location (e.g., fleet investments, systems-level investments) land use mix is evaluated based on the primary impacted service area.

Community impacts will be evaluated based on documented policy or approved agreements, as provided by the project applicant, that support transit service implementation and positive community impacts through a mix of land uses, reduced parking, supportive multimodal design policies, affordable housing options, and/or specific land or economic development strategies intended to attract and retain people or jobs within one-half mile of proposed transit stops/stations or along the proposed transit facility.

#### 6. Development/Redevelopment Potential

Definition: The Re/Development potential associated with the proposed transit investment will be evaluated to inform the potential for transit to serve as a catalyst for new development and investment within the proposed service area. The Re/Development potential will be calculated as property value per square foot for commercial and residential properties within a one-half mile buffer of each proposed transit stop/station compared to the county average for commercial and residential properties. The greater the deviation below the average, the greater the potential for re/development. For projects that are not specific to a geographic location (e.g., fleet investments, systems-level investments) Re/Development Potential is evaluated as the potential for the investment to further serve as a catalyst for new development and investment in the primary service area.

Property value data will be derived from county-level appraisal data.

### Performance Impacts

#### 7. Potential Transit Ridership

Definition: A measure of the estimated potential to shift trips from automobile to transit given underlying travel demand and the transit type proposed. Travel demand will be measured through the number of (non-truck) trips less than 45 minutes long, beginning or ending within one-half mile of transit stops/stations within the proposed transit investment area. Potential transit trips are estimated by applying mode shift percentages based on the transit service proposed - heavy rail, light rail, BRT, or bus. For projects that are not specific to a geographic location (e.g., fleet investments, systems-level investments) transit trips are evaluated as the current travel demand within the proposed transit investment area.

Travel demand is derived from the 2015 base year travel demand model developed and maintained by the Atlanta Regional Commissions. Mode shift percentages are derived from the Victoria Transport Policy Institute (https://www.vtpi.org/tranelas.pdf).

#### 8. Transit Reliability

Definition: A measure of the number and type of project-specific attributes that improve or enhance transit travel time or the reliability of transit service for the proposed investment.

Project attributes will be derived from the project application and will reflect elements such as: queue jumps, dedicated right of way, vehicle upgrades, scheduling/operations enhancements, or technology/communications applications.

#### 9. Increased Useful Life

Definition: A measure of the number and type of project-specific attributes that will increase the useful life and/or State of Good Repair rating of transit assets.

Project attributes will be derived from the project application and will reflect elements that increase the mean distance between failures, increase the average useful life for vehicles/guideways/facilities/or other transit assets.

#### 10. Elements to Improve Safety/Security/Environment

Definition: Project-specific attributes that will improve the safety or security of the transit rider or improve the environment.

Project attributes will be derived from the project application and will reflect elements that improve the safety or security of the transit rider through infrastructure upgrades or enhancements, design improvements, technology, or training/outreach programs. Project attributes that will improve the environment will also be captured to include elements that reduce or mitigate harmful air, noise, vibration or water pollution and project elements that address system resiliency to extreme events.

### Deliverability

#### 11. Financial Plan

<u>Definition</u>: Demonstrated Financial Plan to support project implementation and ongoing operations and maintenance of the proposed transit investment.

The quality, completeness, and level of risk associated with the Financial Plan will be evaluated based on information provided by the project sponsor in the project application. If financial data is unavailable, it will be estimated based off of unit-cost assumptions. Note; however, if funding information is not provided by the project sponsor, it will increase the overall risk associated with the Financial Plan.

#### 12. Project Support

<u>Definition</u>: Demonstrated support for a proposed transit investment including public/community support, support from the business community, support from the relevant ATL District, and/or support of regional and/or state partners.

Project Support will be determined through documented letters of support for the proposed investment as provided by the project sponsor as part of the application.

#### 13. Project Readiness - Schedule, Environmental Impacts

Definition: Project Readiness will be evaluated in two ways. First, via demonstrated project development activities completed at the time of project application. Second, through an assessment of the number and type of community or environmental impacts along the proposed length of the transit investment. The greater number and/or greater area negatively impacted will serve as an indicator of potentially longer timeframe for project delivery.

Project development activities will be determined by the specific actions that have been completed as they relate to project planning and development and through the schedule for opening as noted in the project application. Community/environmental impacts will be derived using data from the Atlanta Regional Commission's Environmental Resource inventory which includes brownfields, FEMA Floodplains, Historical Resources, Hazardous Sites, Metro River Protection Act Corridors, Impaired Streams, Trout Streams, Existing Greenspace, Groundwater Recharge Areas, Small Water Supply Watersheds, Wetlands, Rural Areas, Undeveloped Land, Darter Habitat.

#### 14. Regional Integration

Definition: Demonstrated ability to leverage existing regional infrastructure or policy to enhance regional transit service or lower overall transit system costs for either the transit rider or transit operators.

Regional integration will be evaluated by demonstrated continuity/consistency with approved regional transportation and transit policy through the project application.

### Cost-Effectiveness

Definition: The total cost of the project (capital cost plus 20-years operations and maintenance) divided by the total project score.

Projects cost information will be provided by the project sponsor through the project application (Performance Measure # 11) and the total project score is calculated across the 14 project-level performance measures.

## Performance Measure Weights by **Project Type**

Table 10 summarizes each project-level performance measure and its associated weight across Expansion, Enhancement, and SGR project types.

TABLE 9. PROJECT-LEVEL PERFORMANCE MEASURES AND WEIGHTS

Performance Measure	Project-Level			
Category	Performance Measures	Expansion	Enhancement	SGR
Market	Eviation Designated Developing Description	42	27	15
	Existing, Projected Population Density	6	4	3
	Existing Population - Communities of Interest	8	6	6
	Existing Employment Density	5	3	2
	Existing Low Wage Employment Density	7	5	4
	Land Use Mix - Existing, Planned (+/-Community Impacts)	8	4	0
	(Re) Development Potential	8	5	0
Performance		30	50	70
	Transit Trips	10	10	15
	Transit Reliability	15	20	25
	Increased Useful Life	0	10	25
	Elements to Improve Safety/Security/Environment	5	10	5
Deliverability		28	23	15
	Financial Plan	15	10	10
	Documented Project Support	4	4	0
	Project Readiness - Schedule, Environmental Impacts	4	4	0
	Regional Integration/ Connectivity	5	5	5
TOTAL		100	100	100



# APPENDIX C: 2019 ARTP PROJECT LIST, BY PROJECT SPONSOR

Appendix C, Table 10 provides detailed project information across all 192 projects submitted for the 2019 ARTP, organized into Six-Year, Twenty-Year, and Information Only subsections.

Table 10. 2019 ARTP PROJECT LIST

Project Sponsor	Project Name	Project Description	Project Type	Project Operator	Primary District	Total Cost	Discretionary Funding Assumed	Systemwide	Quadrant (only for projects with Fed/State disc.)	Year	Largest County
ATL	ATL RIDES (Atlanta-Region Rider Information and Data Evaluation System)	The Atlanta region's proposed IMI project, ATL RIDES, will be a multi-modal journey planning application for both desktop and mobile devices. Specific features of the ATL RIDES application will include: multimodal trip planning abilities, live navigation features, user accounts, integration with mobile fare payment options, and opportunities to provide customer feedback.	Enhancement	ATL	District 5	\$738,000	Yes	Yes	Quad 2	6	Fulton
CobbLine	Transit Signal Priority	Transit signal prioritization will expand from City of Marietta to the adaptive signals in Cumberland CID and Town Center CID. All CobbLinc local buses are equipped with the necessary technology to request signal priority. This project will add 70 signals to the existing 52 signals within the City of Marietta. Transit signal priority will improve trip reliability and may increase ridership.	Enhancement	CobbLinc	District 3	\$800,000	Yes	No	Quad 1	6	Cobb
CobbLinc	ADA Compliant Sidewalks	The project proposes to bring sidewalks, curb ramps, and crosswalks into compliance with the ADA along CobbLinc local bus routes within unincorporated Cobb County. As part of the Cobb County ADA Transition Plan 2018 update, over \$6 million in noncompliant infrastructure was identified. This project proposes to remedy these deficiencies.	SGR	CobbLinc	District 8	\$6,250,000	Yes	No	Quad 2	6	Cobb
CobbLinc	Cumberland Transfer Center	An expanded and relocated Cumberland Transfer Center will be located in the Cumberland business district near its current location. The transfer center serves as a connection point for 8 local and limited-stops routes, including MARTA Route 12. The current location creates operational challenges for CobbLinc buses. All bays are in the eastbound direction, which requires that all westbound buses travel through the Cumberland Mall property to access the transfer center. This results in significant travel time delays for most routes. The new facility will include more bus bays, car parking, bicycle parking, a taxi dropoff/pick-up area, and rider information technology. A new transfer center at or near the intersection of Roswell Road and Cobb Parkway would provide many benefits including: faster, more reliable access to the I-75/I575 Northwest Corridor managed lanes; faster, more reliable access to the planned I-285 managed lanes; and more convenient and safe transfers for local, limited-stop, and express routes. In addition to the core transit elements of the project, the goal is to create a transit-oriented development integrated with CobbLinc's facility.	Enhancement	CobbLinc	District 8	\$51,000,000	Yes	No	Quad 1	6	Cobb

Project Sponsor	Project Name	Project Description	Project Type	Project Operator	Primary District	Total Cost	Discretionary Funding Assumed	Systemwide	Quadrant (only for projects with Fed/State disc.)	Year	Largest County
CobbLinc	Marietta Transfer Center	An expanded and relocated Marietta Transfer Center will be located near Roswell Road and I-75. The transfer center serves as a connection point for services for 9 local and limited-stops routes. The new facility will include more bus bays, more car parking, bicycle parking, taxi drop-off/pick-up area, and rider information technology. A new transfer center at or near the intersection of Roswell Road and Cobb Parkway would provide many benefits including: faster, more reliable access to the I-75/I575 Northwest Corridor managed lanes; more convenient and safe transfers for local, limited-stop, and express routes; more bus bays for current and planned service expansion; more transit rider parking for planned service expansion; and more bus storage capacity for current and planned service expansion; and more bus storage capacity for current and planned service expansion. In addition to the core transit elements of the project, the goal is to create a transit-oriented development integrated with CobbLinc's facility.	Enhancement	CobbLinc	District 3	\$51,000,000	Yes	No	Quad 1	6	Cobb
CobbLinc	South Cobb Transfer Center	A new South Cobb Transfer Center will be located near the intersection of Austell Road and East-West Connector. The transfer center serves as a connection point for 2 local routes and demand-responsive service. The new facility will include four bus bays, car parking, bicycle parking, a taxi drop-off/pick-up area, and rider information technology.	Expansion	CobbLinc	District 8	\$8,500,000	Yes	No	Quad 2	6	Cobb
CobbLinc	Marietta Maintenance Facility	The existing Marietta Maintenance Facility will be expanded to serve an additional 100 vehicles. This project includes increasing bus parking, bus maintenance bays/lifts, electric charging infrastructure, and other operations related facilities.	Enhancement	CobbLinc	District 4	\$18,000,000	Yes	No	Quad 1	6	Cobb
Douglas County (Connect Douglas)	Fixed Route Operating Assistance	Douglas County has funds (CMAQ Flex) in place for the period May 2019 to May 2020 to operate fixed route and paratransit bus service. These funds are available for a three year period. Douglas County will need to request/apply for these CMAQ funds for the periods May 2020 - May 2021 and May 2012 through May 2022. For each of these 12 month periods, \$1.6 million is available in federal funds, with a \$400,000 local match required.	Expansion	Connect Douglas	District 8	\$4,000,000	Yes	No	Quad 2	6	Douglas
GCT	Peachtree Corners Park-and-Ride	A new transit hub is proposed to be in Peachtree Corners with a specific location to be determined based on community input. The facility may include space for multiple bus bays, enhanced waiting areas to enable transfers between multiple routes, and may also include additional stop amenities and customer service facilities.	Expansion	GCT	District 2	\$20,500,000	Yes	No	Quad 2	6	Gwinnett

Project Sponsor	Project Name	Project Description	Project Type	Project Operator	Primary District	Total Cost	Discretionary Funding Assumed	Systemwide	Quadrant (only for projects with Fed/State disc.)	Year	Largest County
GCT	State Route 316 Park-and-Rides and Commuter Express Service	Expansion of express commuter bus service to the SR 316 corridor through the construction of two new park-and-rides served by a new route. This project is part of the Short-Term phase of the Connect Gwinnett Transit Plan. Subsequent changes to Route 104 service levels are reflected in the Mid-Range and Long-Range express commuter projects submitted as part of the ATL Call for Projects process.	Expansion	GCT	District 6	\$51,824,400	Yes	No	Quad 1	6	Gwinnett
GCT	Short-Range Direct Connect Package	The Direct Connect services are designed to provide all day, bi-directional connection to MARTA rail service. Limited stops are proposed to achieve a competitive travel time, similar to express commuter service. This service would be branded as a premium service. Route 401 would connect to the I-985 Park-and-Ride, Sugarloaf Mills Park-and-Ride, and the Gwinnett Place Transit Center. Route 402 would connect to Downtown Lawrenceville and Georgia Gwinnett College. This project is part of the Short-Term phase of the Connect Gwinnett Transit Plan. Both routes change alignment in the Long-Range phase of the plan. This alignment change has been submitted as part of the ATL Call for Projects process as Long-Range Direct Connect Service Enhancements.	Expansion	GCT	District 6	\$48,004,300	Yes	No	Quad 1	6	Gwinnett
GCT	Short-Range Local Bus Expansion: Route 15	This project creates a new local route to quickly expand transit service in Gwinnett County. This new route is part of the short-range Connect Gwinnett Transit Plan.	Expansion	GCT	District 2	\$15,722,000	Yes	No	Quad 2	6	Gwinnett
GCT	Short-Range Local Bus Expansion: Route 25	This project creates a new local route to quickly expand transit service in Gwinnett County. This new route is part of the short-range Connect Gwinnett Transit Plan.	Expansion	GCT	District 2	\$7,780,300	Yes	No	Quad 2	6	Gwinnett
GCT	Short-Range Paratransit Service	Paratransit service will be provided within 3/4 mile of any fixed route service that is implemented. This paratransit package is for complete paratransit service upon the implementation of the Short-Range phase of the Connect Gwinnett Transit Plan. Subsequent increases in paratransit as a result of other new services are reflected in the Mid-Range and Long-Range paratransit projects submitted as part of the ATL Call for Projects process.	Expansion	GCT	District 6	\$41,573,000	Yes	No	Quad 2	6	Gwinnett
GCT	Gwinnett Place Transit Center Improvements	The Gwinnett Place Transit Center will be upgraded to enhance the facilities at the existing site, construct new facilities, and expand the site to allow for increased transit services. This center will be the main hub for transfers within the system and will feature a mobility center as well as onsite customer service staff. The facility upgrades may include waiting areas, stop amenities, customer service facilities, and ticket vending.	Enhancement	GCT	District 2	\$20,500,000	Yes	No	Quad 2	6	Gwinnett

Project Sponsor	Project Name	Project Description	Project Type	Project Operator	Primary District	Total Cost	Discretionary Funding Assumed	Systemwide	Quadrant (only for projects with Fed/State disc.)	Year	Largest County
GCT	Georgia Gwinnett College Transit Center	A new transit hub is proposed at Georgia Gwinnett College. The facility may include space for multiple bus bays, enhanced waiting areas to enable transfers between multiple routes, and may also include additional stop amenities and customer service facilities.	Expansion	GCT	District 6	\$10,250,000	Yes	No	Quad 2	6	Gwinnett
MARTA	Capitol Ave /Summerhill BRT	Bus Rapid Transit Lines with expected features such as: defined stations with amenities, signage, transit signal priority, frequent bidirectional service, separate branding, dedicated/managed running way, off-board fare collection, level platform boarding, and increased station spacing.	Expansion	MARTA	District 5	\$176,000,000	Yes	No	Quad 1	6	Fulton
MARTA	Campbellton Rd HCT	High Capacity Transit Lines with expected features such as: defined stations with amenities, signage, transit signal priority, frequent bidirectional service, separate branding, dedicated/managed running way, off-board fare collection, level platform boarding, and increased station spacing.	Enhancement	MARTA	District 8	\$538,400,000	Yes	No	Quad 2	6	Fulton
MARTA	Northside Drive BRT	Bus Rapid Transit Lines with expected features such as: defined stations with amenities, signage, transit signal priority, frequent bidirectional service, separate branding, dedicated/managed running way, off-board fare collection, level platform boarding, and increased station spacing.	Expansion	MARTA	District 5	\$172,100,000	Yes	No	Quad 1	6	Fulton
MARTA	Track Renovation Phase IV	The fourth phase of track renovation.	SGR	MARTA	District 5	\$205,000,000	Yes	Yes	Quad 1	6	Fulton
MARTA	Renovate Pedestrian Bridges	Renovating pedestrian bridges.	SGR	MARTA	District 5	\$6,300,000	Yes	Yes	Quad 1	6	Fulton
MARTA / Fulton County	GA 400 Transit Initiative BRT	Bus Rapid Transit Lines with expected features such as: defined stations with amenities, signage, transit signal priority, frequent bidirectional service, separate branding, dedicated/managed running way, off-board fare collection, level platform boarding, and increased station spacing.	Expansion	MARTA	District 2	\$300,000,000	Yes	No	Quad 2	6	Fulton
SRTA	Town Center/Big Shanty Park and Ride Expansion	The proposed expansion would add 200 additional parking stalls to the park-and-ride lot. The expansion would allow for future commuter bus expansion from Cobb and Cherokee counties to Midtown Atlanta, Downtown Atlanta and Perimeter Center.	Enhancement	Xpress	District 3	\$12,440,787	Yes	No	Quad 1	6	Cobb
SRTA	Hickory Grove Park and Ride	The proposed project would build a new park and ride lot north of Hickory Grove Road and west of I-75. Xpress route 480 would serve the park-and-ride using the I-75 express lanes for a portion of the trip to downtown Atlanta.	Expansion	Xpress	District 3	\$13,011,560	Yes	No	Quad 2	6	Cobb
SRTA	Sugarloaf Park and Ride	The project includes 335 parking spaces. The expansion would allow for future commuter bus expansion from Gwinnett County to Midtown	Expansion	Xpress	District 5	\$14,833,539	Yes	No	Quad 1	6	Gwinnett

Project Sponsor	Project Name	Project Description	Project Type	Project Operator	Primary District	Total Cost	Discretionary Funding Assumed	Systemwide	Quadrant (only for projects with Fed/State disc.)	Year	Largest County
		Atlanta, Perimeter Center and Lindbergh MARTA.									
SRTA	Mt. Carmel Park and Ride	The project includes 489 parking spaces. The expansion would allow for future commuter bus expansion from Henry County to Downtown Atlanta.	Expansion	Xpress	District 9	\$14,928,400	Yes	No	Quad 2	6	Henry
2016 RTP	I-20 East Heavy Rail to Stonecrest	This project extends MARTA Blue Line service East to The Mall at Stonecrest in DeKalb County.	Expansion	MARTA	District 7	\$1,471,802,476	Yes	No	Quad 2	20	DeKalb
Aerotropolis CID	Aerotropolis Intermodal Transportation Center	The Intermodal Transportation Center (ITC) within the Aerotropolis will enhance multimodal connectivity and accessibility. The ITC would be a centralized transportation hub that provides connectivity between several modes while providing high-tech passenger amenities that would be expected within the terminals of an international airport. The ITC is envisioned to be a multi-level facility centered on a direct high capacity rail connection, such as MARTA, with designated bays for regional and local bus routes and curb side access for rideshare, taxi, shuttle, and private pickup and drop-offs. Atlanta travelers of the future will likely encounter ITC's in the northeast in Doraville, the northwest in Cumberland, and in the south at or near the Airport. Other major cities including Paris, London, and Tokyo have evolved to depend on multiple ITCs along an inner ring of the region. As an initial gateway for airline travelers to the Atlanta region as well as entrants from all points south, east and west of Atlanta, the Aerotropolis ITC would feature a transit information center with maps, timetables, and real-time trip planning functionality for all services. To the extent feasible, the facility should also be designed to enable non-motorized access within the Aerotropolis including docking for bike and scooter share, secure long-term bike parking, and shower/changing facilities for bikers, walkers, and joggers. Additional amenities to consider include Atlanta inspired shopping and dining, and cultural programming that emphasize the Atlanta region such as rotating installations from local artists.	Enhancement	MARTA	District 5	\$50,000,000	Yes	No	Quad 2	20	Fulton
Aerotropolis CID	Aerotropolis Corporate Crescent Circulator – Phase I	The Corporate Crescent circulator system is a recommendation out of the Aerotropolis Transit Feasibility Study that provides a feeder system to the larger regional transit system, primarily MARTA. There are several potential users, but one of the main services would be to benefit the airport, who is struggling with terminal to terminal transfers. Due to security issues, many passengers and employees must use a bus to get from one terminal to the other. This service provides an opportunity to help alleviate the	Expansion	MARTA	District 5	\$10,000,000	Yes	No	Quad 1	20	Fulton

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Project Sponsor	Project Name	Project Description	Project Type	Project Operator	Primary District	Total Cost	Discretionary Funding Assumed	Systemwide	Quadrant (only for projects with Fed/State disc.)	Year	Largest County
		airport's transfer needs while picking up local services on the north side of the airport, where we anticipate more development with access to MARTA rail and bus. There is still quite a bit of planning and design that needs to take place before implementation, and it should be noted that we will be applying for additional funding to do a deeper dive into the service including specifics such as ridership, technology, alignment, infrastructure, right-of-way and costs. It is thought that this service could be implemented initially with a vehicle technology such as a shuttle, bus or driverless shuttle; however, minimal infrastructure will be required for stops. The Aerotropolis has already made progress on updating signals with signal phasing and timing (SPaT) broadcasting information for any driverless vehicles and we will be implementing signal priority capabilities within the next 12 months. Additionally, we do not anticipate dedicated lanes as there are right-of-way constraints and believe with the existing and future traffic volumes, the vehicles would not encounter delays, especially with signal priority capability. Finally, the Aerotropolis partnered with MARTA and Center for Transportation and Environment on the USDOT Automated Driving System grant. If awarded, this would provide the demonstration of a permanent circulator service in which we could understand in real time any constraints, alignment adjustments, operational and maintenance needs and stop locations/ridership volumes.									
Atlanta	MARTA West Line High Capacity Transit	The MARTA Board adopted a Locally Preferred Alternative (LPA), which features a heavy rail extension to the interchange of Martin Luther King, Jr. Drive and I-285 and a Bus Rapid Transit (BRT) segment along I-20 to Fulton Industrial Boulevard. The DEIS was submitted to the FTA for review in March 2005. Three transit stations are included as part of the alternative (two BRT stations and one heavy rail station). The next steps include developing a phasing strategy for the BRT and heavy rail segments. This will involve working with Georgia Department of Transportation to prepare a joint Environmental Impact Statement (EIS). The previous DEIS work completed by MARTA will be incorporated into this effort as necessary.	Expansion	MARTA	District 8	\$283,600,000	Yes	No	Quad 2	20	Fulton
Atlanta	I-20 East High Capacity Transit	The project includes the portion of the bus rapid transit (BRT) component of the I-20 East Transit Initiative Locally Preferred Alternative (LPA) adopted by the MARTA Board of Directors in 2012 that lies within the City of Atlanta boundary. This portion of the project includes approximately	Expansion	MARTA	District 5	\$494,560,000	Yes	No	Quad 2	20	Fulton

Project				Project	Primary		Discretionary Funding		Quadrant (only for projects with Fed/State		Largest
Sponsor	Project Name	4.34 miles of bus rapid transit service in dedicated guideway with a potential transfer to Beltline light rail at a proposed transit station within the vicinity of Bill Kennedy Way. The portion of the proposed BRT within the City of Atlanta would include potential stations at Five Points, Moreland Avenue, Glenwood Park/Beltline, and Glenwood Road. The BRT will continue into DeKalb County for a total of 12.8 miles and terminate at a station at Wesley Chapel Road. The LPA includes a 12-mile extension of heavy rail from the Indian Creek Rail Station to a new station within the vicinity of Stonecrest Mall. The LPA includes a transfer station between the BRT and heavy rail lines at the proposed Wesley Chapel Road station.	Project Type	Operator	District	Total Cost	Assumed	Systemwide	disc.)	Year	County
Atlanta / 2016 RTP	Northwest Regional High Capacity Transit Corridor	This project includes approximately 2.5 miles of bus rapid transit potentially operating in dedicated lanes for all or a significant portion of the alignment. The proposed bus rapid transit facility could accommodate one or more stations in the Atlantic Station development as determined necessary in future studies. For the purposes of this application, capital and operating cost data has been obtained from the Connect Cobb Northwest Transit Alternatives Analysis Report (2012) and the Connect Cobb Corridor Environmental Assessment (2015). Capital and operating cost estimates associated with the recommended alternative in the EA have been scaled down using the 2.5 mile portion of the alignment within the City of Atlanta boundary.	Expansion	CobbLinc	District 3	\$631,000,000	Yes	No	Quad 2	20	Cobb
Brookhaven	BRT-15 Buford Highway High Capacity Transit	The proposed transit investment includes a Bus Rapid Transit (BRT) system running in exclusive lanes along Buford Highway from the Lindbergh MARTA Station to Doraville MARTA Station and is approximately 11 miles in length. The investment will include stations with shelters, fare vending machines, and passenger information, exclusive lanes and signal priority equipment at intersections, and new revenue vehicles. Service frequency was assumed to be 15 minutes, with operating hours from 5:00 AM to 1:00 AM. These assumptions were used for the operating cost estimates and ridership forecasts.	Enhancement	MARTA	District 5	\$280,000,000	Yes	No	Quad 2	20	DeKalb
Chamblee	New Service / New Technology Town Center Autonomous Shuttle	The proposed investment is for a shared autonomous vehicle (SAV) pilot project along the 2.1 mile Peachtree Road route in Chamblee. The investment will provide necessary connections to employment, amenities, and housing using a self-driving shuttle to connect MARTA inside I-285. Once the pilot route and governance of the system are established and	Expansion	MARTA	District 3	\$22,020,000	Yes	No	Quad 1	20	DeKalb

Project Sponsor	Project Name	Project Description	Project Type	Project Operator	Primary District	Total Cost	Discretionary Funding Assumed	Systemwide	Quadrant (only for projects with Fed/State disc.)	Year	Largest County
		the technology improves for a wider range of applications, the City intends to expand service to other regional employment centers like the CDC, IRS, and PDK Airport that are currently disconnected from the MARTA heavy rail station. The City of Chamblee has already laid the groundwork for just such an investment through its Self-Driving Shuttle Feasibility Study & Concept Plan, completed and adopted over the last two years, and its in-progress Shared Autonomous Vehicle (SAV) Operation Plan, which are in direct support of the City's Livable Centers Initiative (LCI) Plan. The goals of the LCI plan — to maintain and enhance the City's multimodal transportation network, to support efficient land use, minimize traffic congestion, and to facilitate community-wide and regional mobility—have been the driving factors for Chamblee to pursue the integration of an SAV route in our community. The SAV program will address the City's mobility, economic, and environmental goals. Public transportation through the historic downtown will support local businesses, alleviate parking challenges, and reduce environmental pollutants while developing and maintaining strong multi-modal connections. These existing studies have used significant public input to compile information on the necessary infrastructure improvements required to implement the SAV while helping determine the route, schedule, and other key factors needed to drive successful outreach and usage. Construction on a comprehensive overhaul of the route, based on the City's Peachtree Road Streetscape & Rail Trail Concept Plan, will begin in the spring of 2019. This traffic-calming project will result in the route becoming significantly more bicycle- and pedestrian-friendly, greatly improving access to the SAVs.									
DeKalb County	LRT-1b - Clifton Corridor LRT (Segment 1b)	1.2 mile extension of Clifton Corridor LRT from Emory CDC Campus to Clairmont Rd at N Decatur Rd	Expansion	MARTA	District 5	\$142,500,000	Yes	No	Quad 1	20	DeKalb
Fulton County	South Fulton Parkway Rapid Transit in Dedicated Lanes	Rubber wheel rapid transit from the College Park MARTA Station to Highway 92 in dedicated transit lanes to be added to the corridor with stations at Highway 29, Stonewall Tell Road, and Campbellton-Fairburn Road/Highway 92. The system will run in new, dedicated lanes along South Fulton Parkway between Highway 29 and Highway 92, will include station infrastructure adjacent to South Fulton Parkway, and pedestrian connections to station areas and surrounding environs. The project budget also includes high quality vehicles with wifi and other contemporary technologies and communications	Expansion	MARTA	District 8	\$275,000,000	Yes	No	Quad 2	20	Fulton

Project Sponsor	Project Name	Project Description	Project Type	Project Operator	Primary District	Total Cost	Discretionary Funding Assumed	Systemwide	Quadrant (only for projects with Fed/State disc.)	Year	Largest County
		equipment to enhance user comfort and predictability/reliability.	,,						<u> </u>		
Fulton County	I-285 Top End Transit in Express Lanes	Rubber wheel rapid transit in GDOT 285 Top End Express Lanes from Northlake Parkway in DeKalb County to Cumberland Parkway in Cobb County with stations in Fulton County at Perimeter Center Parkway, Roswell Road, and New Northside Drive/Northside Drive/Powers Ferry Road. While the system will run within the GDOT Express Lanes, the rapid transit project will include station infrastructure along I-285, pedestrian/bicycle connections between eastbound and westbound stations, and pedestrian connections to surrounding destinations including the Medical Center and Dunwoody MARTA rail stations. The project budget also includes high quality vehicles with wifi and other contemporary technologies and communications equipment to enhance user comfort and service predictability/reliability.	Expansion	MARTA	District 3	\$247,500,000	Yes	No	Quad 2	20	Fulton
GCT	Mid-Range Express Commuter Bus Expansion Package	This project creates 2 new express commuter routes to provide new service to the Perimeter Center area from Gwinnett County. New routes are: 106 and 120. These new routes are part of the Mid-Range phase of the Connect Gwinnett Transit Plan. Route 106 is replaced in the longrange by Direct Connect Route 403. Direct Connect Route 403 has been submitted as part of the ATL Call for Projects process.	Expansion	GCT	District 6	\$17,317,350	Yes	No	Quad 1	20	Gwinnett
GCT	Mid-Range BRT Route 700: Doraville to Sugarloaf Mills	Route 700 is the first introduction of BRT service in Gwinnett County. This proposed BRT line would begin at the Doraville MARTA station where additional bus bay capacity will be provided to accommodate the BRT service. Substantial portion of the alignment is proposed to be dedicated lanes, beginning north of Jimmy Carter Boulevard. 60% of the alignment will be within dedicated lanes, 6% will be within dedicated right-of-way, and 34% will be in mixed traffic. The 34% of mixed traffic alignment is south of Jimmy Carter Boulevard in anticipation of the Gold Line Extension Project that has also been submitted as part of the ATL Call for Projects process. Because of the expected investment south of Jimmy Carter Boulevard from the heavy rail project, this project focuses the majority of the capital investment north of Jimmy Carter Boulevard. Route 700 will serve 22 stations spaced approximately every half-mile along the route. The BRT service would also include additional features beginning north of Jimmy Carter Boulevard, such as off-board fare collection, real-time bus arrival information, enhanced stations with architectural elements,	Expansion	GCT	District 2	\$438,299,733	Yes	No	Quad 2	20	Gwinnett

Project Sponsor	Project Name	Project Description	Project Type	Project Operator	Primary District	Total Cost	Discretionary Funding Assumed	Systemwide	Quadrant (only for projects with Fed/State disc.)	Year	Largest County
		and distinctive branding and vehicles. Proposed frequencies are 10 minutes in the peak periods and 15 minutes in the off-peak periods, including late evening and weekend service.									
GCT	Braselton Park- and-Ride and Express Commuter Service	This project is to create a new express commuter service from the Hamilton Mill Parkway and Gravel Springs Road area of I-85 in northeastern Gwinnett County to the Chamblee MARTA station. The new service includes constructing a new Park-and-Ride lot in the Hamilton Mill Parkway and Gravel Springs Road area and implementing a new express commuter route, Route 130. This project is part of the Mid-Range phase of the Connect Gwinnett Transit Plan. The alignment of route 130 is altered in the Long-Range phase of the Connect Gwinnett Transit Plan and is reflected in the Long-Range Express Commuter Bus Enhancement Project submitted as part of the ATL Call of Projects process.	Expansion	GCT	District 2	\$18,323,450	Yes	No	Quad 2	20	Gwinnett
GCT	Loganville Park- and-Ride and Express Commuter Service	This project is to create a new express commuter service from Loganville to the Emory area via the US 78 corridor. The new service includes constructing a new park-and-ride in the Loganville area and a new express commuter route, Route 111. This project is part of the Mid-Range phase of the Connect Gwinnett Transit Plan. The long-range phase includes increases to Route 111 service that have been submitted as a separate project as part of the ATL Call for Projects process.	Expansion	GCT	District 7	\$18,290,350	Yes	No	Quad 2	20	Gwinnett
GCT	Infinite Energy Transit Center	A new transit hub is proposed at the Infinite Energy Center. The facility may include space for multiple bus bays, enhanced waiting areas to enable transfers between multiple routes, and may also include additional stop amenities and customer service facilities.	Expansion	GCT	District 2	\$10,250,000	Yes	No	Quad 2	20	Gwinnett
GCT	Lawrenceville Transit Center	A new transit hub is proposed in Lawrenceville near Gwinnett Justice and Administration Center, with a specific location to be determined. The facility may include space for multiple bus bays, enhanced waiting areas to enable transfers between multiple routes, and may also include additional stop amenities and customer service facilities.	Expansion	GCT	District 6	\$30,750,000	Yes	No	Quad 2	20	Gwinnett
GCT	Lawrenceville Maintenance Facility	A new bus maintenance facility, in addition to the existing Gwinnett County Transit bus maintenance facility, is proposed to be constructed in Lawrenceville. A new facility is proposed in the Lawrenceville area to reduce dead-head travel time for routes based in serving the central and eastern portion of the County. It would include facilities for vehicle storage,	Expansion	GCT	District 6	\$39,266,725	Yes	No	Quad 2	20	Gwinnett

Project Sponsor	Project Name	Project Description	Project Type	Project Operator	Primary District	Total Cost	Discretionary Funding Assumed	Systemwide	Quadrant (only for projects with Fed/State disc.)	Year	Largest County
		fueling, light repair, and office space for operations staff.									
GCT	Local Bus Expansion: Route 21 Steve Reynolds Blvd	Route 21 has the same alignment as Rapid Route 201 and is a new Local bus route. Route 21 will serve as an "underlying" Local route to route 201; it will have more stops along the alignment than the 201, providing "front-door" access to more riders, but it will in turn have higher travel times. Service levels on Route 21 will be 30-minute frequencies during weekday peak hours and on Sundays, and 60-minute frequencies during weekday off-peak hours and on Saturdays.	Expansion	GCT	District 6	\$32,658,200	Yes	No	Quad 1	20	Gwinnett
GCT	Long-Range Express Commuter Bus Expansion Package	This project creates 2 new express commuter routes, Route 131 and Route 140, to provide service to destinations previously not served within the express commuter bus network. This project is part of the Long-Range phase of the Connect Gwinnett Transit Plan.	Expansion	GCT	District 2	\$21,935,100	Yes	No	Quad 1	20	Gwinnett
GCT	Long-Range Express Commuter Bus Service Enhancement Package	This project increases service headways and/or span of service on express commuter routes 101, 103, 104, 110, 111, 120, and 130. This project also alters Route 130 to terminate at the multimodal hub. This project is part of the Long-Range phase of the Connect Gwinnett Transit Plan.	Enhancement	GCT	District 6	\$215,870,900	Yes	No	Quad 2	20	Gwinnett
GCT	Direct Connect Expansion: Route 403 Peachtree Corners to Perimeter	The Direct Connect services are designed to provide all day, bi-directional connection to MARTA rail service. Limited stops are proposed to achieve a competitive travel time, similar to Express Commuter service. This service would be branded as a premium service. Route 403 will utilize the planned managed lanes on I-285 as well as Rapid improvements along Peachtree Industrial Boulevard. The route's terminus in Perimeter Center will be the Medical Center MARTA Station. Route 403 replaces the service provided by express commuter bus Route 106. Route 106 has also been submitted as a project as part of the ATL Call for Projects process. This project is part of the Long-Range phase of the Connect Gwinnett Transit Plan.	Expansion	GCT	District 3	\$32,741,350	Yes	No	Quad 1	20	DeKalb
GCT	Long-Range Direct Connect Service Enhancements	The Direct Connect services are designed to provide all day, bi-directional connection to MARTA rail service. Limited stops are proposed to achieve a competitive travel time, similar to Express Commuter service. This service would be branded as a premium service. This project is the second phase of the 401 and 402 direct connect routes where the alignment is changed to terminate at the new multimodal hub instead of Chamblee MARTA station. This project is part of the Long-Range phase of the Connect Gwinnett Transit Plan.	Enhancement	GCT	District 6	\$67,330,500	Yes	No	Quad 1	20	Gwinnett

Project Sponsor	Project Name	Project Description	Project Type	Project Operator	Primary District	Total Cost	Discretionary Funding Assumed	Systemwide	Quadrant (only for projects with Fed/State disc.)	Year	Largest County
GCT	Rapid Bus Expansion: Route 200 Peachtree Industrial Blvd	This project is a Rapid Route Project that is included in the Long-Range phase of the Connect Gwinnett Transit Plan. Rapid Routes are similar capital improvements to those proposed for the BRT alignments, but at a lower level of investment. These corridors will all include limited dedicated bus lanes with buses operating within mixed traffic along much of the alignment. TSP is proposed for all signalized intersections along these corridors. Queue jump lanes are proposed at high-volume intersections. These routes may include real-time information, off-board fare collection, distinctive branding, and upgraded shelters. All Rapid corridors will have peak service frequency of at least 15 minutes. Route 200 will operate until 2 a.m. on weekdays to meet the last MARTA train.	Expansion	GCT	District 2	\$267,935,400	Yes	No	Quad 2	20	Gwinnett
GCT	Rapid Bus Expansion: Route 201 Steve Reynolds Blvd	This project is a Rapid Route Project that is included in the Long-Range phase of the Connect Gwinnett Transit Plan. Rapid Routes are similar capital improvements to those proposed for the BRT alignments, but at a lower level of investment. These corridors will all include limited dedicated bus lanes with buses operating within mixed traffic along much of the alignment. TSP is proposed for all signalized intersections along these corridors. Queue jump lanes are proposed at high-volume intersections. These routes may include real-time information, off-board fare collection, distinctive branding, and upgraded shelters. All Rapid corridors will have peak service frequency of at least 15 minutes. Route 201 will operate until 2 a.m. on weekdays to meet the last MARTA train.	Expansion	GCT	District 6	\$82,629,750	Yes	No	Quad 1	20	Gwinnett
GCT	Rapid Bus Expansion: Route 205 Jimmy Carter Blvd/Holcomb Bridge Road	This project is a Rapid Route Project that is included in the Long-Range phase of the Connect Gwinnett Transit Plan. Rapid Routes are similar capital improvements to those proposed for the BRT alignments, but at a lower level of investment. These corridors will all include limited dedicated bus lanes with buses operating within mixed traffic along much of the alignment. TSP is proposed for all signalized intersections along these corridors. Queue jump lanes are proposed at high-volume intersections. These routes may include real-time information, off-board fare collection, distinctive branding, and upgraded shelters. All Rapid corridors will have peak service frequency of at least 15 minutes. Route 205 will operate until 2 a.m. on weekdays	Expansion	GCT	District 2	\$48,120,600	Yes	No	Quad 2	20	Fulton

Project Sponsor	Project Name	Project Description	Project Type	Project Operator	Primary District	Total Cost	Discretionary Funding Assumed	Systemwide	Quadrant (only for projects with Fed/State disc.)	Year	Largest County
		to meet the last MARTA train. Route 205 works in coordination with a recommendation of Fulton County Transit Plan, a high capacity transit extension on SR 400 north of the North Springs MARTA station. Additional coordination will be required with MARTA as approximately half of the alignment lies within North Fulton County and the MARTA service area.									
GCT	BRT Route 700: Long Range Service Changes	This project is a representation of the BRT Route 700 service following the construction of the Gold Line HRT extension that replaces BRT Route 700 south of Jimmy Carter Boulevard. This project has a lower operating cost than the original Route 700 project due to the decrease in distance of the route as a result of the extension of the HRT line. This project is part of the Long-Range phase of the Connect Gwinnett Transit Plan. Capital elements for this project are listed in the Mid-Range BRT Route 700: Doraville to Sugarloaf Mills project that has also been submitted as part of the ATL Call for Projects Process.	Expansion	GCT	District 2	\$76,705,900	Yes	No	Quad 1	20	Gwinnett
GCT	BRT Route 701: Lawrenceville to Peachtree Corners	BRT Route 701 includes exclusive bus lanes to allow the buses to bypass congestion. TSP would be provided at intersections to allow for faster travel times. The BRT service would also include additional features, such as off-board fare collection, real-time bus arrival information, enhanced stations with architectural elements, and distinctive branding and vehicles. Service will operate at 15-minute frequencies in weekday peak hours, 20-minute frequencies mid-day on weekdays and all-day Saturday, and 30-minute frequencies on Saturday nights. The BRT would not operate on Sundays, with service along this alignment instead provided by the underlying Local Route 45. This project is part of the Long-Range phase of the Connect Gwinnett Transit Plan. Route 701 replaces local bus service provided by Route 75 which has been submitted as another project as part of the ATL Call for Projects process.	Expansion	GCT	District 2	\$543,527,500	Yes	No	Quad 2	20	Gwinnett
GCT	BRT Route 702: Snellville to Indian Creek Rail Station	BRT Route 702 includes exclusive bus lanes to allow the buses to bypass congestion. Lanes will follow the US 78 corridor but may be constructed along an adjacent parallel alignment or within a dedicated BRT corridor due to constraints along US 78. TSP would be provided at intersections to allow for faster travel times. The BRT service would also include additional features, such as off-board fare collection, real-time bus arrival information, enhanced stations with architectural elements, and distinctive branding and vehicles. Service will operate at 15-minute frequencies in	Expansion	GCT	District 7	\$332,908,050	Yes	No	Quad 2	20	DeKalb

Project Sponsor	Project Name	Project Description	Project Type	Project Operator	Primary District	Total Cost	Discretionary Funding Assumed	Systemwide	Quadrant (only for projects with Fed/State disc.)	Year	Largest County
		weekday peak hours, 20-minute frequencies mid-day on weekdays and all-day Saturday, and 30-minute frequencies on Saturday nights and on Sundays. This route will require coordination with DeKalb County. This project is part of the Long-Range phase of the Connect Gwinnett Transit Plan. Route 702 replaces local bus service provided by Route 70 which has been submitted as another project as part of the ATL Call for Projects process.									
GCT	Gold Line HRT Extension to Jimmy Carter Multimodal Hub	The Gold Line HRT Extension includes the extension of MARTA heavy rail into western Gwinnett and construction of a new multimodal hub where the rail extension would terminate. The hub would accommodate Heavy Rail, Bus Rapid Transit, Express Commuter, Direct Connect, and Local buses, pick-up/drop-off, park-and-ride, and bike/pedestrian activity. The BRT Route 700 would be truncated at the multimodal hub, connecting that transfer facility with Infinite Energy Center and Sugarloaf Mills. Service along the BRT alignment will be extended until 2 a.m. to meet the last MARTA train. The change in Route 700 BRT service is reflected in the BRT Route 700: Long Range Service Changes submitted as part of the ATL Call for Projects process. This project is part of the Long-Range phase of the Connect Gwinnett Transit Plan.	Expansion	MARTA	District 3	\$1,413,299,300	Yes	No	Quad 2	20	Gwinnett
GCT	Stop and Park- and-Ride	stop would be constructed in the median of the I-85 freeway as pullouts from the managed lanes. This would allow for buses to stop at Indian Trail without having to exit the freeway, reducing travel times. Additionally, the in-line stop would allow for express commuter buses originating at other park-and-rides to also stop at Indian Trail with minimal travel time impact and reduce overall express commuter operating costs. A pedestrian bridge would be constructed to connect the median stop to the parking lot next to the freeway. This project is part of the Long-Range phase of the Connect Gwinnett Transit Plan. This project is currently programed for Indian Trail but a secondary option at Steve Reynolds Blvd may be considered.	Expansion	GCT	District 5	\$143,500,000	Yes	No	Quad 1	20	DeKalb
GCT	Short-Range Local Bus Expansion: Route 50	This project creates a new local route to quickly expand transit service in Gwinnett County. This new route is part of the short-range Connect Gwinnett Transit Plan.	Expansion	GCT	District 2	\$35,500,900	Yes	No	Quad 2	20	Gwinnett
GCT	Short-Range Local Bus Expansion: Route 60	This project creates a new local route to quickly expand transit service in Gwinnett County. This new route is part of the short-range Connect Gwinnett Transit Plan.	Expansion	GCT	District 6	\$15,606,100	Yes	No	Quad 2	20	Gwinnett

Project				Project	Primary		Discretionary Funding		Quadrant (only for projects with Fed/State		Largest
Sponsor	Project Name	Project Description	Project Type	Operator	District	Total Cost	Assumed	Systemwide	disc.)	Year	County
GCT	Short-Range Local Bus Expansion: Route 70	This project creates a new local route to quickly expand transit service in Gwinnett County. This new route is part of the short-range Connect Gwinnett Transit Plan.	Expansion	GCT	District 7	\$13,674,800	Yes	No	Quad 2	20	Gwinnett
GCT	Short-Range Flex Bus Expansion: Route 500	Flex Service is an on-demand transit service that carries passengers upon request within the flex route service area. Flex Service is implemented in locations where transit is desired but population or employment densities do not support fixed route transit. The services typically are anchored by a transit center where passengers can transfer to fixed route services. Route 500 is anchored by the I-985 Park-and-Ride.	Expansion	GCT	District 2	\$14,955,900	Yes	No	Quad 2	20	Gwinnett
GCT	Short-Range Flex Bus Expansion: Route 503	Flex Service is an on-demand transit service that carries passengers upon request within the flex route service area. Flex Service is implemented in locations where transit is desired but population or employment densities do not support fixed route transit. The services typically are anchored by a transit center where passengers can transfer to fixed route services. Route 503 is anchored by the Snellville Parkand-Ride.	Expansion	GCT	District 6	\$24,266,800	Yes	No	Quad 2	20	Gwinnett
MARTA	Clifton Corridor (Phase 1)	Light Rail Transit Lines with expected features such as: defined stations with amenities, signage, transit signal priority, frequent bidirectional service, separate branding, dedicated/managed running way, off-board fare collection, level platform boarding, and increased station spacing.	Expansion	MARTA	District 5	\$1,875,099,246	Yes	No	Quad 2	20	Fulton
MARTA	Beltline Northeast LRT	Light Rail Transit Lines with expected features such as: defined stations with amenities, signage, transit signal priority, frequent bidirectional service, separate branding, dedicated/managed running way, off-board fare collection, level platform boarding, and increased station spacing.	Expansion	MARTA	District 5	\$298,800,000	Yes	No	Quad 2	20	Fulton
MARTA	Beltline SouthWest LRT	Light Rail Transit Lines with expected features such as: defined stations with amenities, signage, transit signal priority, frequent bidirectional service, separate branding, dedicated/managed running way, off-board fare collection, level platform boarding, and increased station spacing.	Expansion	MARTA	District 5	\$324,000,000	Yes	No	Quad 2	20	Fulton
MARTA	BeltLine Southeast LRT	Light Rail Transit Lines with expected features such as: defined stations with amenities, signage, transit signal priority, frequent bidirectional service, separate branding, dedicated/managed running way, off-board fare collection, level platform boarding, and increased station spacing.	Expansion	MARTA	District 5	\$400,140,000	Yes	No	Quad 2	20	Fulton

Project Sponsor	Project Name	Project Description	Project Type	Project Operator	Primary District	Total Cost	Discretionary Funding Assumed	Systemwide	Quadrant (only for projects with Fed/State disc.)	Year	Largest County
MARTA	Clayton County Transit Initiative - BRT	Bus Rapid Transit Lines with expected features such as: defined stations with amenities, signage, transit signal priority, frequent bidirectional service, separate branding, dedicated/managed running way, off-board fare collection, level platform boarding, and increased station spacing.	Expansion	MARTA	District 10	\$375,000,000	Yes	No	Quad 2	20	Clayton
MARTA	Clayton County Transit Initiative - CRT	Commuter Rail Transit Lines with expected features such as: defined stations with amenities, signage, transit signal priority, frequent bidirectional service, separate branding, dedicated/managed running way, off-board fare collection, and level platform boarding.	Expansion	MARTA	District 9	\$900,000,000	Yes	No	Quad 2	20	Clayton
MARTA	Connector Reliever Park & Ride Deck	New deck facility to expand the P&R capacity.	Expansion	MARTA	District 5	\$7,500,000	Yes	No	Quad 2	20	Fulton
MARTA	IT & Software	Upgrading software bus/rail systewide.	SGR	MARTA	District 5	\$400,000,000	Yes	Yes	Quad 2	20	Fulton
MARTA	Station Rehabilitation - Program Schedule	Rehabilitation for all 38 stations, staged six or seven a year till complete. Includes walls, ceilings, flooring, signage and other station components for safety and improved passenger experience.	SGR	MARTA	District 5	\$685,000,000	Yes	Yes	Quad 2	20	Fulton
MARTA	Roofing and Skylights - Roofing Rehabilitation Program	Roofing and Skylights - Roofing Rehabilitation Program	SGR	MARTA	District 5	\$562,500,000	Yes	Yes	Quad 2	20	Fulton
MARTA	Elevators & Escalators - Elevator Rehabilitation	Elevators & Escalators - Elevator Rehabilitation	SGR	MARTA	District 5	\$160,000,000	Yes	Yes	Quad 1	20	Fulton
MARTA	Elevators & Escalators - Escalator Rehabilitation	Elevators & Escalators - Escalator Rehabilitation	SGR	MARTA	District 5	\$240,000,000	Yes	Yes	Quad 2	20	Fulton
MARTA	Auxiliary Power Switch Gear	Auxiliary Power Switch Gear	SGR	MARTA	District 5	\$240,000,000	Yes	Yes	Quad 2	20	Fulton
MARTA	Traction Power Substation	Traction Power Substation	SGR	MARTA	Unknown	\$160,000,000	Yes	No	-	20	Unknown
MARTA	Pavement Repair Program	Pavement Repair Program	SGR	MARTA	Unknown	\$200,000,000	Yes	No	-	20	Unknown
MARTA	Rehab Existing Bus Maintenance Facility (Design)	Updating maintenance facility operational systems to improve safety and efficiency of maintenance program.	SGR	MARTA	Unknown	\$50,000,000	Yes	No	-	20	Unknown
MARTA	BeltLine West LRT	Light Rail Transit Lines with expected features such as: defined stations with amenities, signage, transit signal priority, frequent bidirectional service, separate branding, dedicated/managed running way, off-board fare collection, level platform boarding, and increased station spacing.	Expansion	MARTA	District 5	\$126,400,000	Yes	No	Quad 1	20	Fulton

Project Sponsor	Project Name	Project Description	Project Type	Project Operator	Primary District	Total Cost	Discretionary Funding Assumed	Systemwide	Quadrant (only for projects with Fed/State disc.)	Year	Largest County
Aerotropolis CID	Aerotropolis Mobility District	1-year pilot on-demand microtransit program which would be funded by local businesses using the service, which would supplement MARTA service and focusing on 3rd shift (overnight) workers, but subject to evaluation as conversations with businesses about their interest in participating and their hardships with employees occur. Aerotropolis CIDs are already in conversations with TransLoc to provide the software and CTN Global to provide 3rd party operations (vehicles and drivers).	Expansion	MARTA	District 10	-	No	No			Fulton
Brookhaven	I285 Top End High Capacity Transit	This project includes high capacity transit running in managed lanes along 1285 with the following potential station areas: Cumberland Parkway/East Paces Ferry Road, Cumberland/US 41/SunTrust Park, Powers Ferry Road, Roswell Road, Perimeter/MARTA rail connection at Dunwoody and/or Medical Center Station, North Shallowford Road/Georgetown, Assembly/MARTA rail connection at Doraville Station, Northlake Parkway/Lavista Road. The project contemplates transit-only interchanges at Powers Ferry Rd, Roswell Rd, and Northlake Parkway/Lavista Rd. The project assumes rubber-wheeled, high capacity transit with 10-minute headways during peak hours and 15-minute headways off-peak.	Expansion	MARTA	District 3	\$640,000,000	No	No			DeKalb
Chamblee	Multi-Modal Mobility Hub and MARTA Station Reconfiguration	The proposed investment is for a multi-modal mobility hub to be located on the north side of the Chamblee MARTA station and a reconfiguration of the Chamblee MARTA station to provide a connection across the railroad corridor to improve connectivity for transit (rail, bus, and autonomous shuttle), vehicular, bicycle (and bike share program), pedestrian, and micro-mobility (dockless bicycles, scooters, and other small self-powered vehicle) traffic. The mobility hub will serve three main purposes: providing a central location for transit-related communication, providing a transfer between multiple travel modes, and serving as a key downtown Chamblee public space. The mobility hub and reconfiguration of the MARTA station builds upon the City's on-going efforts to upgrade the Peachtree Road corridor access and amenities and extend the Chamblee Rail Trail. The mobility hub and reconfiguration of the MARTA station will provide additional ways for residents, workers, and visitors to travel to / from Chamblee and access the numerous residential communities, offices, retail shops, restaurants, and large businesses such as Third Rail and Assembly Yards located in close proximity to the station. The Chamblee Mobility Plan Project-	Enhancement	MARTA	District 3	\$1,945,860	No	No			DeKalb

Project Sponsor	Project Name	Project Description	Project Type	Project Operator	Primary District	Total Cost	Discretionary Funding Assumed	Sustamuida	Quadrant (only for projects with Fed/State disc.)	Year	Largest County
Sponsor	Project Name	Specific Excerpts.pdf provides details of the mobility hub, MARTA reconfiguration, and related autonomous shuttle project along with pictures and descriptions of each as the City intends to implement them.	Ртојест Туре	Operator	District	Total Cost	Assumed	Systemwide	uisc.)	real	County
DeKalb County	ART-6 Memorial Drive ART (Segment 1)	Arterial Rapid Transit service running along Memorial Drive from Five Points to Kensington Station	Enhancement	MARTA	District 9	\$104,500,000	No	No			DeKalb
DeKalb County	ART-7 Candler Road ART	This is an Arterial Rapid Transit line running along Candler Road between Avondale Station and South DeKalb Mall.	Expansion	MARTA	District 9	\$66,200,000	No	No			DeKalb
DeKalb County	ART-8 Clairmont Road ART	Arterial Rapid Transit along Clairmont Road between Decatur Station and Chamblee Station.	Enhancement	MARTA	District 5	\$90,500,000	No	No			DeKalb
DeKalb County	ART-9 Johnson Ferry Road ART	This is an arterial rapid transit link running along Johnson Ferry Road between Medical Center station and Brookhaven station. 141 to Ashford-Dunwoody to Johnson Ferry Road.	Expansion	MARTA	District 3	\$53,500,000	No	No			DeKalb
DeKalb County	ART-10 North Druid Hills ART	Arterial Rapid Transit along Druid Hills and Briarcliff Rd between Emory CDC Campus and Brookhaven transit station	Expansion	MARTA	District 5	\$67,500,000	No	No			DeKalb
DeKalb County	ART-13 Lawrenceville Hwy ART	Arterial Rapid Transit from Decatur Station along Church Street and Lawrenceville Hwy to the City of Tucker	Expansion	MARTA	District 5	\$83,000,000	No	No			DeKalb
DeKalb County	ART-15 Lavista Road ART	Arterial Rapid Transit from Lindbergh Station to the City of Tucker along Lavista Rd	Expansion	MARTA	District 5	\$111,500,000	No	No			DeKalb
DeKalb County	ART-16 Hairston Rd ART	Arterial Rapid Transit Hairston Rd, SR 155 (Flat Shoals Pkwy) to downtown Tucker. Project includes infrastructure and vehicles.	Expansion	MARTA	District 7	\$117,000,000	No	No			DeKalb
DeKalb County	AR-17 Memorial Drive ART (segment 2)	Arterial Rapid Transit along Memorial Drive from Kensington Station to Goldsmith Park and Ride	Enhancement	MARTA	District 7	\$59,000,000	No	No			DeKalb
DeKalb County	ART-18 Covington Hwy ART	Arterial Rapid Transit along Covington Hwy from Stonecrest Mall to Kensington Station, project includes infrastructure and vehicles	Enhancement	MARTA	District 7	\$110,500,000	No	No			DeKalb
DeKalb County	ART-19 Clifton Corridor ART	Arterial Rapid Transit south from the Clifton Corridor Light Rail Extension into Decatur, Avondale Station to Clairmont Rd. This project would include station infrastructure and vehicles	Expansion	MARTA	District 5	\$36,700,000	No	No			DeKalb
DeKalb County	BRT 4 - I-285 East Wall BRT	This project is an extension of the Top End I285 project. It extends BRT in managed lanes from Northlake Mall to GSU Perimeter College, south of I20. The project assumes the construction of managed lanes with inline stations at undetermined locations	Expansion	MARTA	District 9	\$306,000,000	No	No			DeKalb
DeKalb County	LRT-2 Clifton Corridor LRT (Segment 2)	This is an extension of the Clifton Corridor LRT from Decatur, Clairmont Rd at N Decatur Rd to Avondale Station.	Expansion	MARTA	District 5	\$1,056,500,000	No	No			DeKalb
DeKalb County	LRT-3 Candler Road LRT	This project is a continuation of LRT south from Avondale Statione to South DeKalb Mall. This LRT segment is only included in the full-penny scenario, and is ART in the half-penny scenario.	Expansion	MARTA	District 9	\$1,077,000,000	No	No			DeKalb

Project	Dusing Name	Ducket Description	Dunio et Tura	Project	Primary	Total Cont	Discretionary Funding		Quadrant (only for projects with Fed/State	Vaan	Largest
Sponsor	Project Name	Project Description  The LRT project includes track, stations, vehicles.	Project Type	Operator	District	Total Cost	Assumed	Systemwide	disc.)	Year	County
DeKalb County	LRT-10 LRT to Wesley Chapel Road	This is an extension of Clifton Corridor LRT, this segment runs along I20 to Wesley Chapel Rd. The project assumed dedicated ROW, stations, vehicles.	Enhancement	MARTA	District 9	\$558,500,000	No	No			DeKalb
DeKalb County	BRT-1 I-20 East BRT	BRT on I20 in the managed lanes proposed by GDOT, from downtown Atlanta to Wesley Chapel Rd, project would include inline stations, locations not yet determined. A TOD study is currently underway that will provide more information on station location and design upon completion	Expansion	MARTA	District 9	\$216,400,000	No	No			DeKalb
Doraville	Park Avenue Extension and Covered Street	Park Avenue Extension and Covered Street is the lynch pin project for Assembly in Doraville, the redevelopment of the previous 165 acres where General Motors operated an automobile assembly plant. Assembly is a State Targeted Employment Area, in the State's Opportunity Zone, Doraville's tax allocation district and a community improvement district. The project entails extending the existing Park Avenue from Buford Highway, across New Peachtree Street, through the MARTA retaing wall adjacent to Doraville MARTA Station, underneath 13 Norfolk Southern Railway tracks, onto the Assembly master planned community. This would effectively connect the existing downtown Doraville to the Assembly site. The project also includes renewing the Doraville MARTA Station to allow connectivity to a new platform that would be utilized as the Atlanta stop for AMTRAK.	Enhancement	MARTA	District 3	\$65,500,000	No	No			DeKalb
Douglas County (Connect Douglas)	Commuter Vanpool Replacement Vehicles	Acquiring 12 twelve-passenger vans to replace vehicles that have reached their useful life. To maintain an efficient, road-worthy fleet, Douglas County purchases commuter vans each year to replace units that have reached or exceeded their useful life.	SGR	Connect Douglas	District 8	\$990,000	No	No			Douglas
Douglas County (Connect Douglas)	Staff Vehicles	Staff vehicles are needed to respond to issues with the Connect Douglas transit system, to monitor buses and routes, and to provide transportation to meetings and conferences related to transit.	Enhancement	Connect Douglas	District 8	\$45,000	No	No			Douglas
Douglas County (Connect Douglas)	Preventive Maintenance	Douglas County desires to use federal funding to assist with funding two mechanics who will be dedicated to servicing and repairing transit vehicles. Currently Connect Douglas has to share mechanics who also work on all of Douglas County's 1,000-plus vehicles. These two mechanics will work in space that has been specifically renovated and equipped for transit vehicles.	SGR	Connect Douglas	District 8	\$900,000	No	No			Douglas

Project Sponsor	Project Name	Project Description	Project Type	Project Operator	Primary District	Total Cost	Discretionary Funding Assumed	Systemwide	Quadrant (only for projects with Fed/State disc.)	Year	Largest County
Douglas County (Connect Douglas)	Fixed Route Vehicles	Acquiring eighteen 15 -passenger cutaways during the period 2020 to 2025 to enhance Douglas County's fixed route service. Twelve of the vehicles will be used to reduce headway on existing routes and expand service into areas currently not served. Another six of the 15-passenger vehicles will be used to replace units that have reached or exceeded their useful life. In total, Douglas County will be purchasing eighteen 15-passenger cutaways during the period 2020 through 2025.	Expansion	Connect Douglas	District 8	\$1,494,000	No	No			Douglas
Douglas County (Connect Douglas)	Vehicles for Paratransit Expansion	Douglas County recently implemented fixed route service and accompanying ADA paratransit service. Currently two 15-passenger cutaways are used for paratransit service. Over the next 7 years, Douglas County estimates it will need 7 additional 15-passenger cutaways to handle the paratransit demand.	Expansion	Connect Douglas	District 8	\$504,000	No	No			Douglas
Douglas County (Connect Douglas)	Vehicles for Vanpool Expansion	Since 1987, Douglas County has operated a vanpool program designed to take commuters to job locations. Douglas County currently has 35 daily vanpool routes, but intends to create at least one new route per year over the next seven years. New vehicles are needed to accommodate this growth.	Expansion	Connect Douglas	District 8	\$369,000	No	No			Douglas
Douglas County (Connect Douglas)	Fixed Route, Paratransit Replacement Vehicles	Replacing fixed route and paratransit vehicles that have reached or exceeded their useful life of 5 years or 125,000 miles.	SGR	Connect Douglas	District 8	\$864,000	No	Yes			Douglas
Douglas County (Connect Douglas)	Bus shelters and passenger amenities	Amenities that include 20 passenger shelters at \$10,000 each equals \$200,000, 25 passenger benches at \$2,000 each equals \$50,000, and 50 trash receptacles at \$1,000 each equals \$50,000. Total project equals \$300,000.	Expansion	Connect Douglas	District 8	\$307,000	No	Yes			Douglas
Douglas County (Connect Douglas)	Hardware/Farebox Upgrades	Douglas County currently has basic hand- manipulated fares boxes in all of its fixed route and paratransit vehicles. Douglas County is trying to program money that will be available when a regional farebox/payment system is identified which will require upgrades to existing equipment.	Enhancement	Connect Douglas	District 8	\$257,000	No	Yes			Douglas
Douglas County (Connect Douglas)	Software	Software that can enhance fixed route scheduling, automatic vehicle locators and various passenger apps.	Expansion	Connect Douglas	District 8	\$315,000	No	Yes			Douglas
Douglas County (Connect Douglas)	Security/ Surveillance	Installing fencing around the perimeter of the Douglas County Transportation Center, approximately 12 acres, and replacing the camera surveillance system at the Transportation Center.	Enhancement	Connect Douglas	District 8	\$255,000	No	No			Douglas
Douglas County	Land Acquisition	Connect Douglas does not have sufficient park and ride capabilities in the Liberty Road and Thornton Road areas. Both of these locations	Expansion	Connect Douglas	District 8	\$4,000,000	No	No			Douglas

Project				Project	Primary		Discretionary Funding		Quadrant (only for projects with Fed/State		Largest
(Connect Douglas)	Project Name	are at the far ends of the west and east boundaries of the county. These two proposed facilities would be used by Douglas commuters and commuters from adjoining counties such as Carroll, Paulding and Fulton. Connect Douglas will have to acquire land in order to construct these two facilities.	Project Type	Operator	District	Total Cost	Assumed	Systemwide	disc.)	Year	County
Douglas County (Connect Douglas)	Park and ride lot construction	The two proposed areas are lacking in transit facilities. The proposed Liberty Road area would serve west Douglas County as well as commuters from Haralson, Paulding and Carroll Counties. Douglas County proposes a park and ride lot that would accommodate 150 to 200 cars in the Liberty Road area. The Thornton Road lot would also accommodate 150 to 200 cars and would be utilized by commuters from Douglas, Paulding, Cobb and Fulton Counties.	Expansion	Connect Douglas	District 8	\$4,005,000	No	No			Douglas
Douglas County (Connect Douglas)	Fixed Route Service, 2022 - 2026	Douglas County has a federal grant in place that provides funding through 2021 for fixed route bus service. Douglas County needs to identify additional federal funding in order to continue the bus service.	Expansion	Connect Douglas	District 8	\$15,000,000	No	Yes			Douglas
Douglas County (Connect Douglas)	Demand Response Service	Douglas County proposes to initiate countywide demand response service in 2021. This service would assist individuals who live outside the areas served by the existing fixed route service.	Expansion	Connect Douglas	District 8	\$3,600,000	No	No			Douglas
Fulton County	Highway 29/Roosevelt Highway Arterial Rapid Transit	Rubber wheel rapid transit in existing travel lanes along Highway 29/Roosevelt Parkway including raised stations, pedestrian improvements, pulloffs, and signal prioritization with station locations TBD.	Enhancement	MARTA	District 8	\$221,300,000	No	No			Fulton
Fulton County	Holcomb Bridge Road Arterial Rapid Transit	Rubber wheel rapid transit in existing travel lanes along Holcomb Bridge Road/Highway 92 including raised stations, pedestrian improvements, pull-offs, and signal prioritization with station locations TBD.	Expansion	MARTA	District 1	\$117,400,000	No	No			Fulton
Fulton County	Highway 9/Roswell Road Arterial Rapid Transit	Rubber wheel rapid transit in existing travel lanes along Highway 29/Roosevelt Parkway including raised stations, pedestrian improvements, pulloffs, and signal prioritization with station locations TBD.	Expansion	MARTA	District 1	\$167,700,000	No	No			Fulton
Fulton County	Old Milton Parkway/State Bridge Road Arterial Rapid Transit	Rubber wheel rapid transit in existing travel lanes along Highway 29/Roosevelt Parkway including raised stations, pedestrian improvements, pulloffs, and signal prioritization with station locations TBD.	Expansion	MARTA	District 2	\$100,100,000	No	No			Fulton
Fulton County	Camp Creek Parkway / Fulton Industrial Boulevard Arterial Rapid Transit	Rubber wheel rapid transit in existing travel lanes along Camp Creek Parkway and Fulton Industrial Boulevard including raised stations, pedestrian improvements, pull-offs, and signal prioritization with station locations TBD.	Expansion	MARTA	District 8	\$125,800,000	No	No			Fulton

Project Sponsor	Project Name	Project Description	Project Type	Project Operator	Primary District	Total Cost	Discretionary Funding Assumed	Systemwide	Quadrant (only for projects with Fed/State disc.)	Year	Largest County
Fulton County	Southside I-85 Park and Ride Improvements	Improvements to the Southside Park and Ride at I-85 and Flat Shoals Road to include resurfacing, shelter, lighting, safety, and communications/technology improvements to enhance user safety and experience.	Enhancement	MARTA	District 8	\$1,000,000	No	No			Fulton
Fulton County	Fulton County Last Mile/Station Connectivity Improvements	Pedestrian, bicycle, and accessibility improvements at existing MARTA rail stations in Fulton County, outside of the City of Atlanta, to improve last mile connectivity, accessibility, functionality, and user-experience. Improvements will include ramps, sidewalks, and potential safety/security enhancements to stations and station areas.	Enhancement	MARTA	District 3	\$62,500,000	No	No			Fulton
Fulton County	Fulton County Bus Shelter Enhancements	Replacement and addition of bus shelters, concrete pads, lighting, trash receptacles, and pedestrian sidewalks at MARTA bus stops throughout Fulton County.	Enhancement	MARTA	District 5	\$27,500,000	No	Yes			Fulton
GCT	I-985 Park-and- Ride Upgrades	The I-985 Park-and-Ride will be upgraded to enhance the facilities at the existing site and allow for increased transit services. These facilities may include enhanced waiting areas, stop amenities, and customer service facilities.	Enhancement	GCT	District 5	\$15,375,000	No	No			Gwinnett
GCT	Mid-Range Local Bus Expansion Package	This project creates 6 new local routes to expand transit service in Gwinnett County. New routes are: 55, 65, 70, 75, 80, 85. These new routes are part of the Mid-Range phase of the Connect Gwinnett Transit Plan. Route 55 is upgraded in the long-range to Rapid Route 202. Route 70 is upgraded in the long-range to BRT Route 702. Route 75 is upgraded in the long-range to BRT Route 701. Route 80 is upgraded in the long-range to Rapid Route 204. The Rapid and BRT upgrades are inlouded as seperate projects submitted as part of this ATL Call for Projects process.	Expansion	GCT	District 6	\$71,914,100	No	No			Gwinnett
GCT	Mid-Range Bus Replacement	This project is to replace 28 local buses, 34 express commuter buses, and 19 paratransit/flex buses to maintain a State of Good Repair within the Gwinnett County Transit vehicle fleet.	SGR	GCT	District 6	\$49,405,000	No	No			Gwinnett
GCT	Mid-Range Paratransit Service	Paratransit service will be provided within 3/4 mile of any fixed route service that is implemented. This paratransit package is for complete paratransit service upon the implementation of the Mid-Range phase of the Connect Gwinnett Transit Plan.	Expansion	GCT	District 6	\$57,538,900	No	No			Gwinnett
GCT	Long-Range Local Bus Service Enhancement Package	This project alters the alignments of Routes 15, 20, 30, 35A, and 35B to serve the multimodal hub. The alignment of Route 45 is altered to run as an underlying route for BRT Route 701. The alignment of Route 85 is altered to terminate at Infinite Energy Center. All routes except Route 45 see an increase in service.	Enhancement	GCT	District 6	\$469,094,100	No	No			Gwinnett

Project Sponsor	Project Name	Project Description	Project Type	Project Operator	Primary District	Total Cost	Discretionary Funding Assumed	Systemwide	Quadrant (only for projects with Fed/State disc.)	Year	Largest County
GCT		This project is conjunction with the Short Range Expanded Local Bus Package to alter routing to create a revamped, more efficient local network. Alterations to service of the following routes: 10, 20, 30, 35, 40, and 45. These alterations to service are part of the Short-Range phase of the Connect Gwinnett Transit Plan. Subsequent changes to local routing and service are reflected in the Mid-Range and Long-Range local projects submitted as part of the ATL Call for Projects process.	Enhancement	GCT	District 6	\$178,717,600	No	No			Gwinnett
GCT	Rapid Bus Expansion: Route 202 Gwinnett Place Transit Center/Mall of Georgia	This project is a Rapid Route Project that is included in the Long-Range phase of the Connect Gwinnett Transit Plan. Rapid Routes are similar capital improvements to those proposed for the BRT alignments, but at a lower level of investment. These corridors will all include limited dedicated bus lanes with buses operating within mixed traffic along much of the alignment. TSP is proposed for all signalized intersections along these corridors. Queue jump lanes are proposed at high-volume intersections. These routes may include real-time information, off-board fare collection, distinctive branding, and upgraded shelters. All Rapid corridors will have peak service frequency of at least 15 minutes. Route 202 will operate until midnight on weekdays. Route 202 will replace local bus service provided by Route 50 and 55, both of which have been submitted as projects for the ATL Call for Projects process.	Expansion	GCT	District 2	\$139,050,000	No	No			Gwinnett
GCT	Rapid Bus Expansion: Route 203 Pleasant Hill Road	This project is a Rapid Route Project that is included in the Long-Range phase of the Connect Gwinnett Transit Plan. Rapid Routes are similar capital improvements to those proposed for the BRT alignments, but at a lower level of investment. These corridors will all include limited dedicated bus lanes with buses operating within mixed traffic along much of the alignment. TSP is proposed for all signalized intersections along these corridors. Queue jump lanes are proposed at high-volume intersections. These routes may include real-time information, off-board fare collection, distinctive branding, and upgraded shelters. All Rapid corridors will have peak service frequency of at least 15 minutes. Route 203 will operate until midnight on weekdays.	Expansion	GCT	District 6	\$299,970,900	No	No			Gwinnett
GCT	Rapid Bus Expansion: Route 204 State Route 124	This project is a Rapid Route Project that is included in the Long-Range phase of the Connect Gwinnett Transit Plan. Rapid Routes are similar capital improvements to those proposed for the BRT alignments, but at a lower level of investment. These corridors will all	Expansion	GCT	District 6	\$248,706,400	No	No			Gwinnett

Project Sponsor	Project Name	Project Description	Project Type	Project Operator	Primary District	Total Cost	Discretionary Funding Assumed	Systemwide	Quadrant (only for projects with Fed/State disc.)	Year	Largest County
		include limited dedicated bus lanes with buses operating within mixed traffic along much of the alignment. TSP is proposed for all signalized intersections along these corridors. Queue jump lanes are proposed at high-volume intersections. These routes may include real-time information, off-board fare collection, distinctive branding, and upgraded shelters. All Rapid corridors will have peak service frequency of at least 15 minutes. Route 204 will operate until midnight on weekdays. Route 204 will replace local bus service provided by Route 60 and Route 80, both of which have been submitted as projects as part of the ATL Call for Projects process.									
GCT		This project is to bring Rapid Bus-like capital improvements along two other corridors including limited dedicated bus lanes with buses operating within mixed traffic along much of the alignment, TSP, queue jump lanes, real-time information, and upgraded shelters. This project does not include any new service. The service itself on those corridors will be a mixture of Local, Express Commuter, and/or Direct Connect routes. This project is part of the Long-Range phase of the Connect Gwinnett Transit Plan.	Expansion	GCT	District 3	\$63,857,500	No	No			Gwinnett
GCT	Long-Range Flex Service Expansion Package	Flex Service is an on-demand transit service that carries passengers upon request within the flex route service area. Flex Service is implemented in locations where transit is desired but population or employment densities do not support fixed route transit. The services typically are anchored by a transit center where passengers can transfer to fixed route services. This project implements six flex routes in addition to the two that are set to be implemented in the Short-Range of the Connect Gwinnett Transit Plan. This project is part of the Long-Range phase of the Connect Gwinnett Transit Plan.	Expansion	GCT	District 6	\$120,425,800	No	No			Gwinnett
GCT	Long-Range Paratransit Service	Paratransit service will be provided within 3/4	Expansion	GCT	District 6	\$84,228,500	No	No			Gwinnett
GCT	Long-Range Bus Replacement and Rehab	This project is to replace 100 local buses, 102 express commuter buses, and 144 paratransit/flex buses and rehab 106 express commuter buses to maintain a State of Good Repair within the Gwinnett County Transit vehicle fleet.	SGR	GCT	District 6	\$183,013,750	No	No			Gwinnett
GCT	Sugarloaf Park- and-Ride Flyover Ramp and Upgrades	This project is to construct a direct connection between the managed lanes in the median of I-85 and the park-and-ride lot at Sugarloaf Mills via an overcrossing of the northbound I-85 lanes.	Expansion	GCT	District 6	\$102,500,000	No	No			Gwinnett

Project Sponsor	Project Name	Project Description	Project Type	Project Operator	Primary District	Total Cost	Discretionary Funding Assumed	Systemwide	Quadrant (only for projects with Fed/State disc.)	Year	Largest County
		The direct access ramps will reduce travel times for northbound and southbound express commuter buses serving Sugarloaf Mills. It will also include a reconfiguration of the park-andride to facilitate bus access to/from this new overcrossing. This project is part of the Long-Range phase of the Connect Gwinnett Transit Plan.									
GCT	McGinnis Ferry Direct Access Ramps and Park- and-Ride	This project is to construct direct access ramps from the I-85 managed lanes and a new parkand-ride in the McGinnis Ferry Road area. Ramps would be constructed connecting median managed lanes to the freeway overpass. The ramps would intersect with the overpassing road at a signalized intersection. Bus stops would be located on the ramps that would be connected to a new park-and-ride lot via sidewalks on the overpass structure. The direct access ramps enable express commuters buses to stop at these locations without having to travel on local streets, and thus minimizing travel time impact and reducing overall express commuter operating costs. This project is part of the Long-Range phase of the Connect Gwinnett Transit Plan.	Expansion	GCT	District 5	\$76,875,000	No	No			Gwinnett
GCT	Snellville Park- and-Ride Upgrade	The existing Snellville Park-and-Ride will be upgraded to enhance the capacity of the facility and the amenities provided. These facility upgrades may include enhanced waiting areas, stop amenities, additional bus bays, and customer service facilities. This project is part of the Long-Range phase of the Connect Gwinnett Transit Plan.	Enhancement	GCT	District 7	\$10,250,000	No	No			DeKalb
GCT	Long-Range Additional Park- and-Ride Expansion	This project provides funding to construct two additional park-and-rides to meet changes in demand for express commuter service in Gwinnett County. This project is part of the Long-Range phase of the Connect Gwinnett Transit Plan.	Expansion	GCT	Unknown	\$5,125,000	No	No			Unknown
GCT	Long-Range Fleet TSP Enhancements	This project is to equip the BRT and Rapid bus fleet with Transit Signal Prioritization (TSP) technology to allow for the buses to utilize TSP-enabled signals along the routes. The projects for specific routes include the cost of installing TSP-enabled signals along the route corridors.	Enhancement	GCT	District 2	_	No	No			Gwinnett
GCT	Long-Range Vanpool Subsidy	This project is annual subsidy of private vanpool services to supplement public transit service. The initial subsidy will be \$250,000 in FY 2020 (2018 dollars) and will escalate to an annual subsidy of \$750,000 in FY 2030 (2018 dollars). This specific project for the ATL Call for Projects submittal uses the final annual subsidy for costing calculations. With the passage of a sales tax connected to the Connect Gwinnett Transit	Expansion	GCT	District 6	\$83,613,500	No	No			Gwinnett

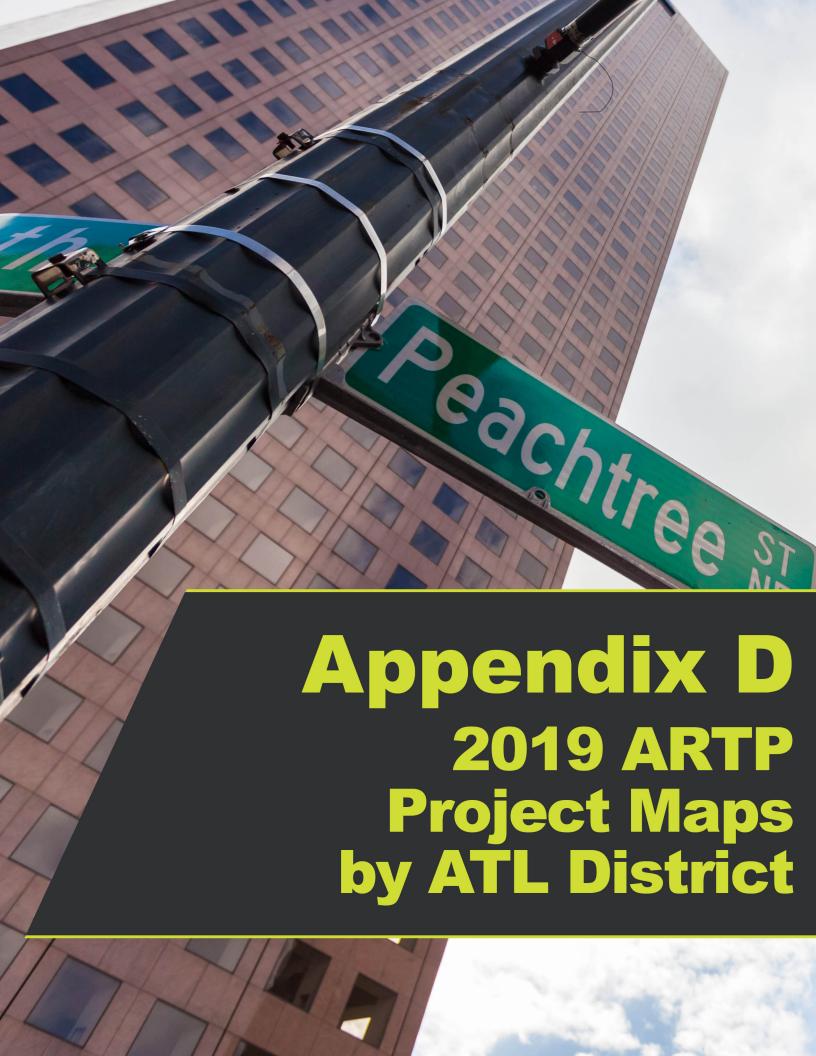
Project Sponsor	Project Name	Project Description	Project Type	Project Operator	Primary District	Total Cost	Discretionary Funding Assumed	Systemwide	Quadrant (only for projects with Fed/State disc.)	Year	Largest County
		Plan, a subsidy would ramp up over a 10 year period as described in the Plan.									
GCT	Bike/Pedestrian Access Improvements	This project is to provide for bicycle and pedestrian improvements to improve access to transit. These improvements may consist of new sidewalks, new bicycle lanes, enhanced crosswalks, signalized crossings, and improved ADA access. This project includes funding for throughout the full Connect Gwinnett Transit Plan implementation timeline.	Enhancement	GCT	District 6	\$80,182,931	No	No			Gwinnett
GCT	System Technology Upgrades	This project is for improvements and upgrades to various technology within the GCT system. Technology upgrades may consist of user amenities, such as the addition of Wi-Fi and power outlets to buses, and upgrades to systems and back-end equipment, such as improving real-time information systems, performance measurement systems, and safety/communications systems. This project includes funding for throughout the full Connect Gwinnett Transit Plan implementation timeline.	SGR	GCT	District 6	\$57,604,206	No	No			Gwinnett
GCT	Local Bus Stop Upgrades	This project accounts for the installation of new local bus stops and upgrade of existing local bus stops as local bus improvements are made. This project includes funding for throughout the full Connect Gwinnett Transit Plan implementation timeline.	Enhancement	GCT	District 6	\$84,029,500	No	No			Gwinnett
GCT	BRT to Rail Transit Conversion Seed Money	This project is for seed money of \$50 million to be expended on conversion of the Route 700 BRT corridor to either heavy rail or light rail transit. This would not cover the entire cost of the rail conversion project; the conversion would require funding from additional sources. This project is included in the Long-Range Phase of the Connect Gwinnett Transit Plan.	Enhancement	GCT	District 2	\$51,250,000	No	No			Gwinnett
GCT	Regional Transit Project Support	This project is for \$50 million to be expended in contribution to regional transit projects yet to be determined. Types of projects that could be funded by this allocation include high-capacity infrastructure improvements that would improve the connectivity of Gwinnett County residents to the regional transit network. This project is included in the Long-Range Phase 1 of the Connect Gwinnett Transit Plan.	Expansion	GCT	Unknown	\$51,250,000	No	No			Unknown
GCT	State Route 316 Managed Lanes Support	This project is for \$50 million to be expended in Long-Range Phase I in conjunction to the implementation of managed lanes on SR 316. This allocation is intended to supplement funding for the SR 316 managed lanes project to provide for benefits to transit service. This project is included in the Long-Range Phase 1 of the Connect Gwinnett Transit Plan.	Expansion	GCT	District 6	\$51,250,000	No	No			Gwinnett

Project	Project Name	Project Description	Droiget Type	Project Operator	Primary District	Total Cost	Discretionary Funding Assumed		Quadrant (only for projects with Fed/State disc.)	Year	Largest
Sponsor GCT	TNC Subsidy	An annual subsidy of resident use of transportation network companies (TNCs), such as Uber or Lyft, specifically to access transit. Pilot programs may be implemented to identify effective programs to enhance access to transit, such as subsidized rides to certain destinations, within certain areas, or at certain times of day. The subsidy would be \$200,000 per year.	Project Type Expansion	GCT GCT	District 6	\$4,140,000	No	No No	uisc.)	Teal	Gwinnett
GCT	Rapid to BRT Conversion Route 202	This project is convert the Rapid Route 202 from a Rapid Route to Bus Rapid Transit. The BRT will be upgraded to have fully exclusive bus lanes. TSP would be provided at intersections to allow for faster travel times. The BRT service would also include additional features, such as off-board fare collection, real-time bus arrival information, enhanced stations with architectural elements, and distinctive branding and vehicles. This project is part of the Long-Range Phase 2 of the Connect Gwinnett Transit Plan.	Enhancement	GCT	District 2	-	No	No			Gwinnett
GCT	Rapid to BRT Conversion Route 203	This project is convert the Rapid Route 203 from a Rapid Route to Bus Rapid Transit. The BRT will be upgraded to have fully exclusive bus lanes. TSP would be provided at intersections to allow for faster travel times. The BRT service would also include additional features, such as off-board fare collection, real-time bus arrival information, enhanced stations with architectural elements, and distinctive branding and vehicles. This project is part of the Long-Range Phase 2 of the Connect Gwinnett Transit Plan.	Enhancement	GCT	District 6	-	No	No			Gwinnett
GCT	Short-Range Bus Replacement	This project is to replace 3 local buses and 7 paratransit/flex buses to maintain a State of Good Repair within the Gwinnett County Transit vehicle fleet.	SGR	GCT	District 6	\$2,255,000	No	No			Gwinnett
MARTA	Cleveland Ave ART	Arterial Rapid Transit Lines with expected features such as: defined stations with amenities, signage, transit signal priority, frequent bidirectional service, separate branding, skip-stop practices, and increased station spacing.	Enhancement	MARTA	District 5	\$75,600,000	No	No			Fulton
MARTA	Metropolitan Parkway ART	Arterial Rapid Transit Lines with expected features such as: defined stations with amenities, signage, transit signal priority, frequent bidirectional service, separate branding, skip-stop practices, and increased station spacing.	Enhancement	MARTA	District 5	\$95,600,000	No	No			Fulton
MARTA	Moores Mill Transit Center	A new Multi-Modal Transit Center.	Expansion	MARTA	District 5	\$2,000,000	No	No			Fulton
MARTA	Greenbriar Transit Center	A new Transit Center.	Expansion	MARTA	District 8	\$5,000,000	No	No			Fulton
MARTA	Peachtree Rd ART	Arterial Rapid Transit Lines with expected features such as: defined stations with amenities, signage, transit signal priority, frequent bidirectional service, separate branding, skip-stop practices, and increased station spacing.	Enhancement	MARTA	District 5	\$110,500,000	No	No			Fulton

Project Sponsor	Project Name	Project Description	Project Type	Project Operator	Primary District	Total Cost	Discretionary Funding Assumed	Systemwide	Quadrant (only for projects with Fed/State disc.)	Year	Largest County
MARTA	North Avenue BRT (Phase I)	Arterial Rapid Transit Lines with expected features such as: defined stations with amenities, signage, transit signal priority, frequent bidirectional service, separate branding, skip-stop practices, and increased station spacing.	Expansion	MARTA	District 5	\$129,000,000	No	No			Fulton
MARTA	Atlanta Streetcar East Extension	Streetcar service with expected features such as: defined stations with amenities, signage, transit signal priority, frequent bi-directional service, separate branding, dedicated/managed running way, off-board fare collection, and level platform boarding.	Expansion	MARTA	District 5	\$266,300,000	No	No			Fulton
MARTA	Atlanta Streetcar West Extension	Streetcar service with expected features such as: defined stations with amenities, signage, transit signal priority, frequent bi-directional service, separate branding, dedicated/managed running way, off-board fare collection, and level platform boarding.	Expansion	MARTA	District 5	\$348,200,000	No	No			Fulton
MARTA	Greenbrier Transit Center	A new transit center.	Expansion	MARTA	District 8	\$5,000,000	No	No			Fulton
MARTA	Clayton County High Capacity Transit Initiative - Bus Maintenance Facility	A definted facility with amenities and signage, transit signal priority, and separate branding.	Expansion	MARTA	District 9	\$107,520,000	No	No			Clayton
MARTA	MARTA Clean Bus Procurement	Acquisition of clean fuel buses.	Enhancement	MARTA	District 5	\$8,875,000	No	Yes			Fulton
MARTA	Bus Procurement	Buses that include features such as: signal priority, CCTV cameras, fuel efficiency, and alternative fuels.	Enhancement	MARTA	District 5	\$25,000,000	No	Yes			Fulton
MARTA	Light Rail - Streetcar	Upgrades to the existing streetcar system that include: additional storage tracks, upgrades to APC equipment, equipment health monitoring, upgrades to the CCTV camera system, and upgrades to traffic signal equipment.	Enhancement	MARTA	District 5	\$1,500,000	No	No			Fulton
MARTA	Paratransit	Improve Paratransit Services across the MARTA services area.	Expansion	MARTA	District 5	\$5,000,000	No	No			Fulton
MARTA	Bankhead Enhancement	Bankhead Station Platform Extension.	Enhancement	MARTA	District 5	\$16,000,000	No	No			Fulton
MARTA	Five Points Enhancements	Station Enhancements to the Five Points Station.	Enhancement	MARTA	District 5	\$83,500,000	No	No			Fulton
MARTA	Vine City Enhancements	Station Improvements to the Vine City Station.	Enhancement	MARTA	District 5	\$50,000,000	No	No			Fulton
MARTA	Rail Facilities and Equipment - Energy Services Company Performance	Replacing light fixures at mutiple facilities with energy efficient systems (LED Technology).	Enhancement	MARTA	District 5	\$28,000,000	No	Yes			Fulton
MARTA	Rail Facilities and Equipment - Automated parking and rev. Control	Existing parking equipment replacment (Revenue generating equipment) and parking garages.	Enhancement	MARTA	District 3	\$5,500,000	No	No			Fulton

Project Sponsor	Project Name	Project Description	Project Type	Project Operator	Primary District	Total Cost	Discretionary Funding Assumed	Systemwide	Quadrant (only for projects with Fed/State disc.)	Year	Largest County
MARTA	Bus Facility and Equipment Bus Shelters and Benches	Bus Facility and Equipment - Bus Shelters and Benches.	Enhancement	MARTA	District 5	\$28,000,000	No	Yes			Fulton
MARTA	Bus Stop Signage Replacement	Bus Stop Signage Replacement	Enhancement	MARTA	District 5	\$4,000,000	No	Yes			Fulton
MARTA	Facilities Upgrade Program (JOC)	The project is located at various MARTA facilities, stations/maintenance. The projects vary on miscellaneous components not within a formal project/program consisting of pavement improvements, ADA compliance or upgrades, station leak repairs, maintenance safety equipment.	Enhancement	MARTA	Unknown	\$12,000,000	No	No			Unknown
MARTA	Bus and Rail Training Simulator	Bus and Rail Training Simulator	Enhancement	MARTA	District 5	\$3,200,000	No	Yes			Fulton
MARTA	Train Control System Upgrade	Train Control System Upgrade	Enhancement	MARTA	District 5	\$58,000,000	No	Yes			Fulton
MARTA	Tunnel Ventilation - Rehab Tunnel Ventilation Fans	Tunnel Ventilation - Rehab Tunnel Ventilation Fans	SGR	MARTA	District 5	\$205,000,000	No	Yes			Fulton
MARTA	Escalators & Elevators - Oakland City Station East Elevator	Escalators & Elevators - Oakland City Station East Elevator	SGR	MARTA	District 8	\$1,000,000	No	No			Fulton
MARTA	Radio & Communications	Radio & Communications	Enhancement	MARTA	Unknown	\$17,800,000	No	No			Unknown
MARTA	Smart Restrooms	Smart Restrooms	Enhancement	MARTA	District 5	\$20,000,000	No	Yes			Fulton
MARTA	Security - Miscellaneous Enhancements	System wide security upgrades for maintenance facilities and wayside. Repair/replacement of security fencing. Expansion of security cameras. Upgrading security access at key facilities.	Enhancement	MARTA	Unknown	\$15,625,000	No	No			Unknown
MARTA	Bus Enhancement - Vehicle & On Board Systems	Bus Enhancement - Vehicle & On Board Systems	Enhancement	MARTA	District 5	\$15,000,000	No	Yes			Fulton
MARTA	Building and Office Equipment - Facilities Upgrade Program - JOC	Building and Office Equipment - Facilities Upgrade Program - JOC	SGR	MARTA	Unknown	\$240,000,000	No	No			Unknown
MARTA	Underground Storage Tanks	Underground Storage Tanks	SGR	MARTA	Unknown	\$100,000,000	No	No			Unknown
MARTA	Systemwide UPS Replacement System	Uninterrupted Power Supply units are being replaced/upgrades at select MARTA facilities to maintain emergency service capabilities due to power failures.	SGR	MARTA	Unknown	\$11,200,000	No	No			Unknown
MARTA	Emergency Trip Station GR4 North	Emergency Trip Station equipment upgrades at stations and north line.	SGR	MARTA	District 3	\$47,000,000	No	No			Fulton
MARTA	Systemwide Signage & Wayfinding	Systemwide Signage & Wayfinding	SGR	MARTA	Unknown	\$60,000,000	No	No			Unknown

Project Sponsor	Project Name	Project Description	Project Type	Project Operator	Primary District	Total Cost	Discretionary Funding Assumed	Systemwide	Quadrant (only for projects with Fed/State disc.)	Year	Largest County
MARTA	Concrete Restoration	Infrastructure restoration of severely cracked facility slabs and walls.	SGR	MARTA	District 5	\$40,000,000	No	Yes	uiso.)	rour	Fulton
MARTA	Environmental Sustainability	Facilites Projects - Implemintation of environmental sustainabilit across sytem.	SGR	MARTA	Unknown	\$100,000,000	No	No			Unknown
MARTA	Standby Power Replacement (Generators)	Generators	SGR	MARTA	District 5	\$10,000,000	No	Yes			Fulton
SRTA	Commuter Bus Vehicle Replacement (Electric) and Charging Infrastructure	The project includes costs for 20 electric replacement buses and 20 charging stations, as well as associated costs for technical assistance, inspections, technology integration and other power infrastructure.	SGR	Xpress	District 3	\$34,445,000	No	Yes			Fulton
SRTA	Xpress Mobile Ticketing App	The Xpress Mobile Ticketing Project will allow customers to utilize mobile devices to access and utilize the Breeze system fare media. Xpress is monitoring MARTA's mobile ticketing transition and plans to mirror its system requirements in order to provide further regional fare collaboration among transit systems.	Enhancement	Xpress	District 3	\$3,500,000	No	Yes			Fulton
SRTA	Xpress Park and Ride Technology Upgrades including Smart LED Lighting	The transit technology innovation aspect of the project creates an integrated park-and-ride technology network that improves safety, real-time information, monitoring and operations. The project includes the following components: Advanced Traveler Information System (ATIS), Changeable Message Signs (CMS) and an integrated PA System, next generation CADF/AVL (Clever) and public facing "Find-my-Bus" Apps integratio, integration with Xpress Transit Dispatch Operations and Regional ATIS (MARTA ATIS), new Traveler Security Systems installation, security cameras and emergency phones, and a new ITS Network: that links Xpress facilities, Operations HQ, regional ITS, and leverages GDOT ITS fiber infrastructure. The smart LED lighting aspect of the project installs new LED lighting systems at park and right lots. The LED lighting system consists of the following technical components: LED heads, receptables, and luminaires, wireless outdoor lighting controller (Smart Nodes), base station or gateway, Lighting Management System (LMS) network communications, cellular service, and outdoor motion sensors.	Enhancement	Xpress	District 3	\$16,133,545	No	Yes			Fulton



## APPENDIX D: DISTRICT LEVEL **PROJECT MAPS**

Placeholder



## APPENDIX E: PROJECT FACT SHEETS

Placeholder