



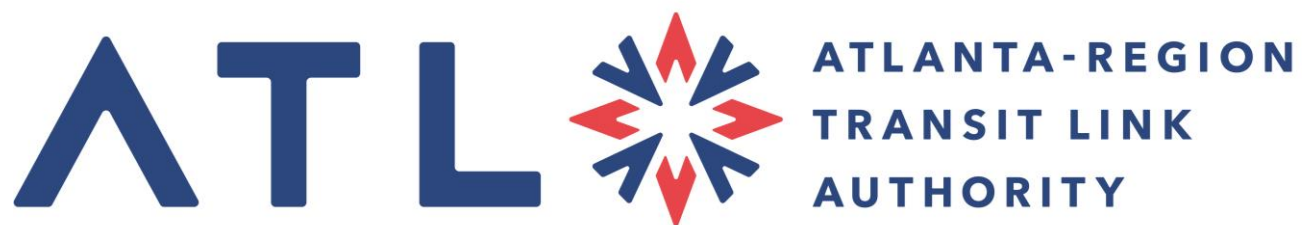
**The
Atlanta-Region
Transit Link
Authority**

REGIONAL TRANSIT PLAN



EXECUTIVE SUMMARY

DECEMBER 2019



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December 2019

THE ATLANTA REGION TRANSIT LINK AUTHORITY

2019 REGIONAL TRANSIT PLAN

ATL Governing Principles for the Regional Transit Plan



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).



Environmental Sustainability

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



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.



Innovation

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



Mobility and Access

Connects population centers, employment, recreation, using cross-jurisdictional services to create regional connectivity.



Return on 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.

As established in 2018, the Atlanta-Region Transit Link Authority, “the ATL,” is in place to better connect transit options across the 13-county Atlanta region.¹ With the support of its many transportation partners, the ATL is designed to 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 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 transit system.**

Per the ATL’s enabling House Bill (HB) 930 legislation, it 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, the ATL Board adopted the ATL Regional Transit Plan Performance Evaluation Framework to guide development of the inaugural plan in 2019. This Framework was developed to ensure a transparent and objective approach for developing the transit plan in the context

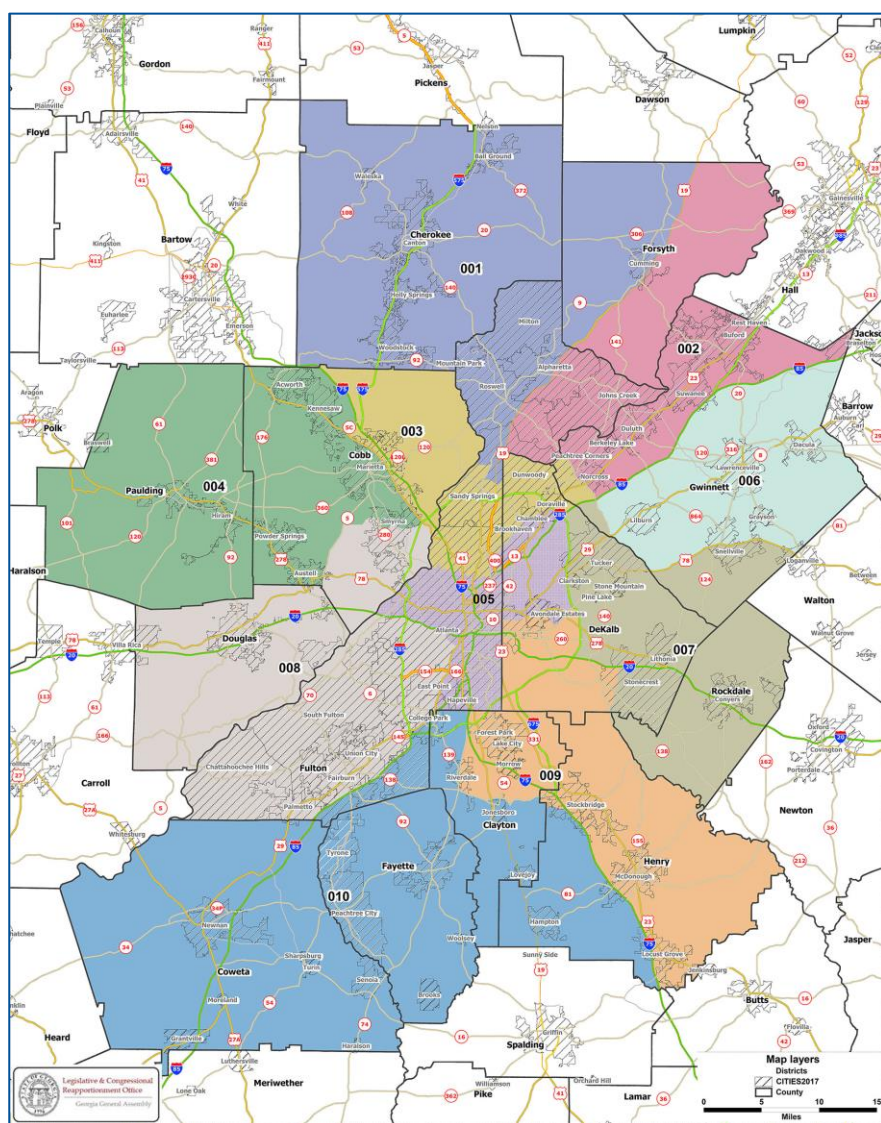
¹ Inclusive of Cherokee, Clayton, Coweta, Cobb, DeKalb, Douglas, Fayette, Forsyth, Fulton, Gwinnett, Henry, Paulding, and Rockdale counties

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.

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.**

FIGURE 1. ATL DISTRICT MAP



Streamline Transit Planning

The ATL is 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

The ATL is 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

The ATL is accelerating opportunities for economic growth by making it easier for our talented workforce to access jobs across the region and attract new business.

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) 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.

In total, 192 projects were submitted for inclusion in the 2019 ARTP by local governments, transit operators, Community Improvement Districts (CIDs), and other project sponsors.

Projects were submitted across all 10 ATL Districts and totaled \$27 billion inclusive of capital and operations and maintenance over a 20-year period. All projects submitted for inclusion in the 2019 ARTP were categorized across three types of transit investment:

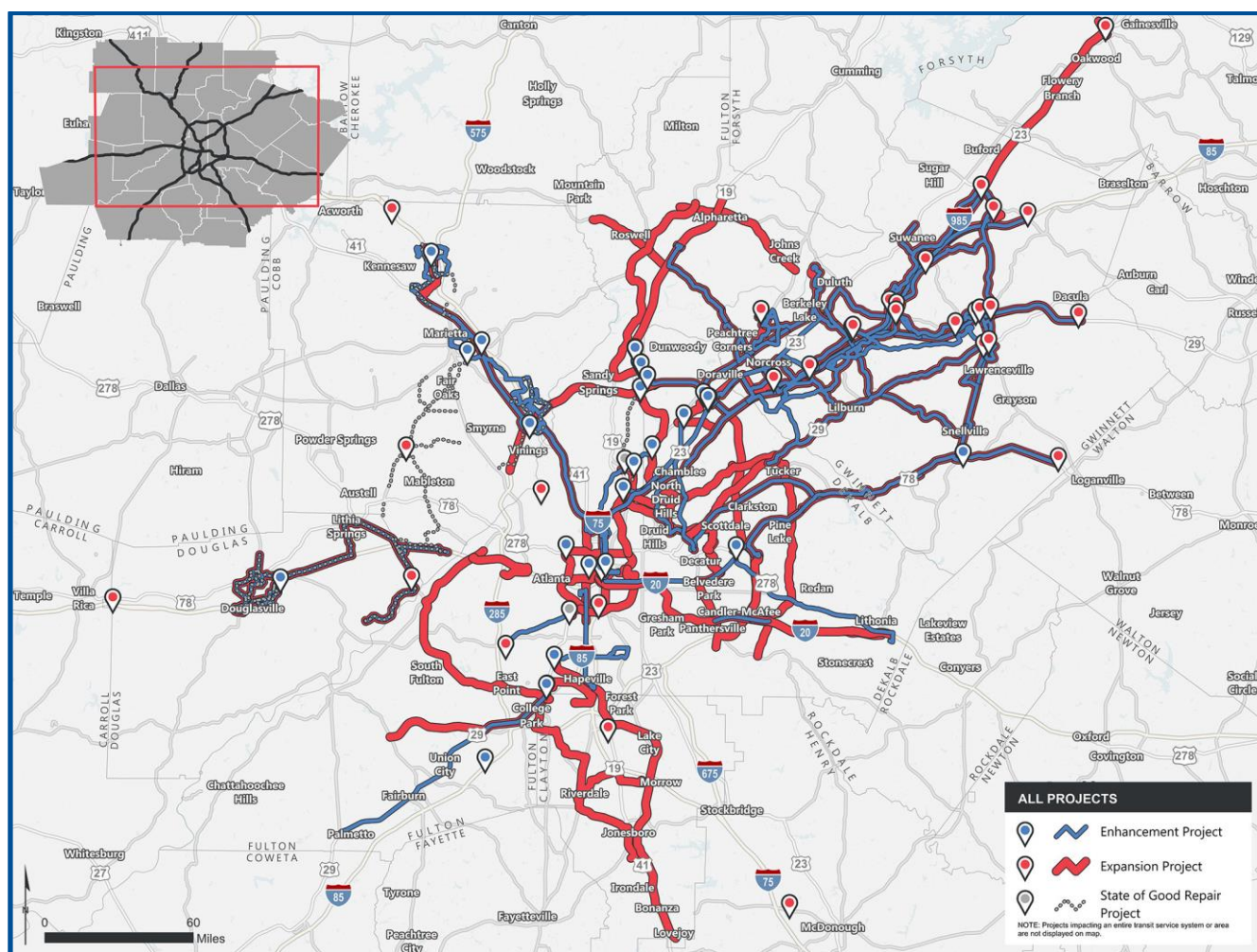
- ▶ **Expansion Projects** that introduce new transit infrastructure, systems, or transit services beyond what currently exists;
- ▶ **Enhancement Projects** that fundamentally alter existing transit infrastructure, systems, or services to improve them beyond their current purpose or capacity; and
- ▶ **State of Good Repair (SGR) Projects** that replace or rehabilitate existing transit infrastructure or systems to maintain their current purpose and capacity.

Project submittals consisted of **30 State of Good Repair investments, 58 Enhancement projects, and 104 Expansion projects** (Figure 2). Approximately 70% of the total cost (\$19 billion) is associated with proposed transit expansion, with the remaining 30% split equally between SGR and Enhancement project



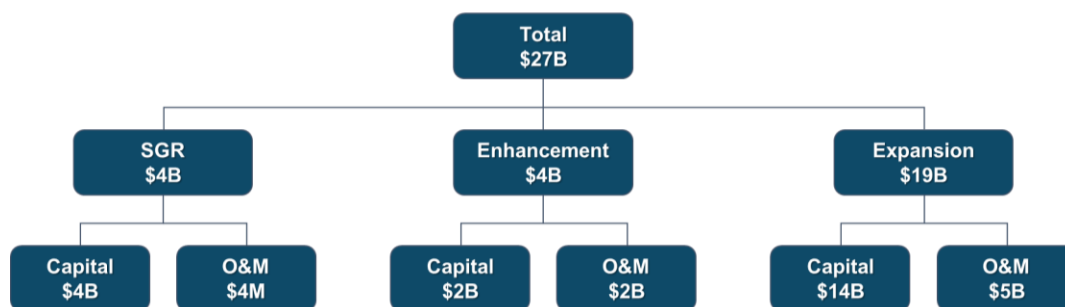
total cost of
192 projects
submitted for the
2019 ARTP

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

FIGURE 2. PROJECT SUBMITTALS BY PROJECT TYPE

*Projects that serve an entire transit system or transit service area are not shown on project map².

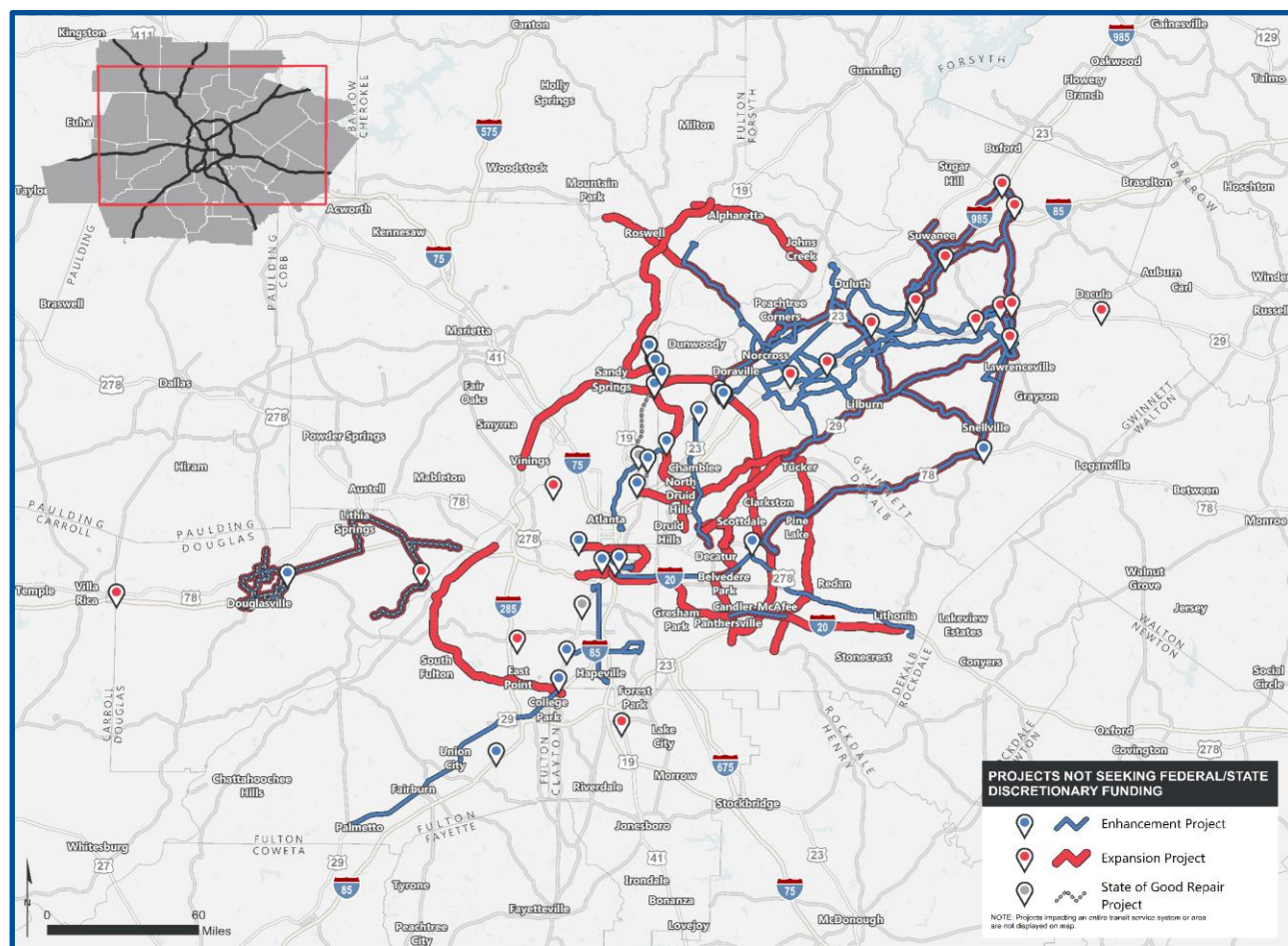
Total 2019 ARTP Costs (By Project Type)



² Forty-nine of the 192 projects are designed to serve an entire transit system or service area and are not specific to one transit route/asset. These projects are referenced as “systemwide” investments and are not shown on project maps. They are noted accordingly in Table 2 – 2019 ARTP Project List.

Within the set of 192 projects, 113 projects (59% by count, 40% by \$-value (\$11B)) did not identify or request federal or state discretionary funding for implementation (Figure 3). 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.

FIGURE 3. 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.

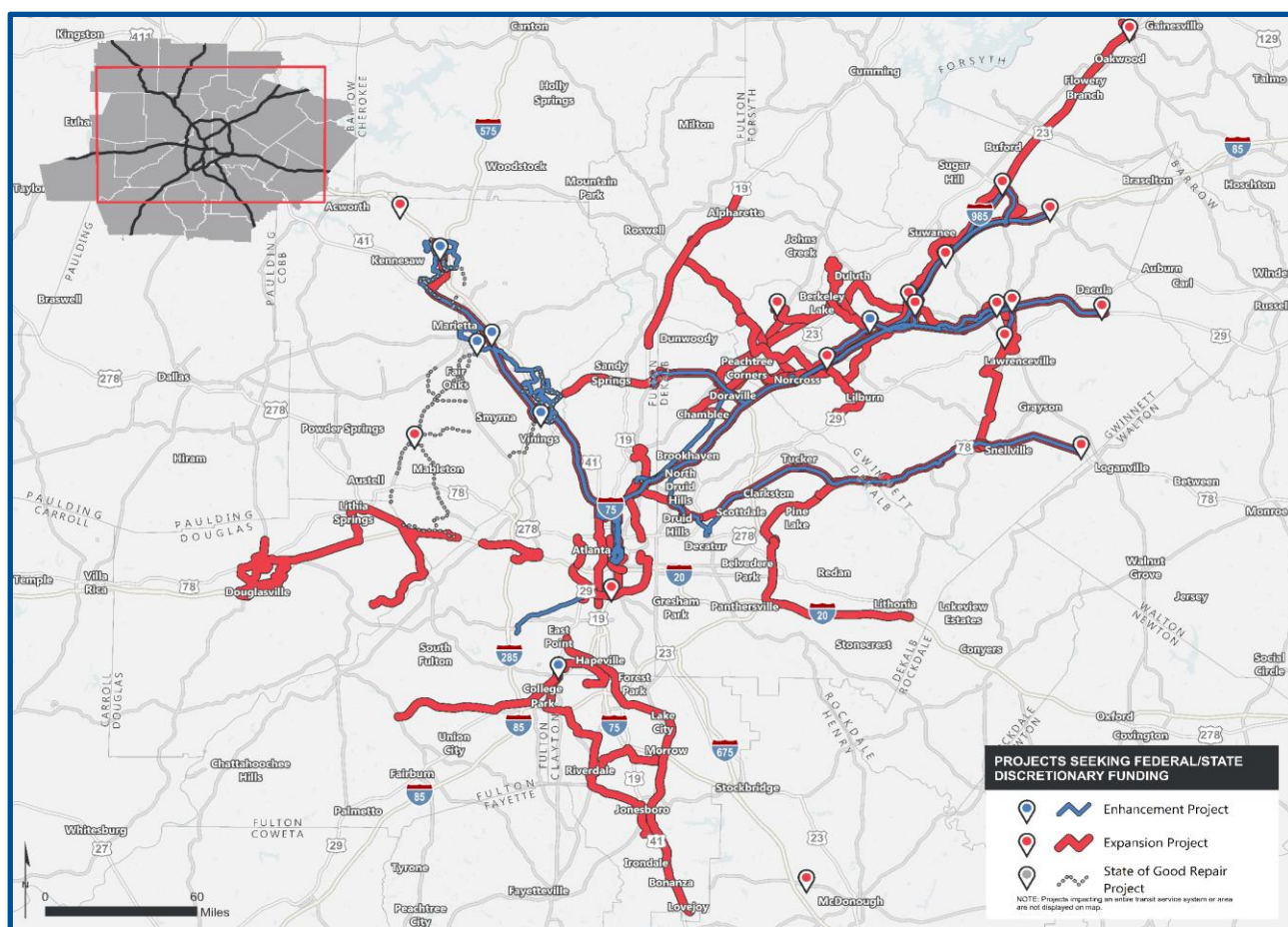
Projects with No Federal / State Discretionary Funding Identified

► 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 (\$16B)) identified federal or state discretionary funding for implementation (Figure 4). The total cost of the 2019 ARTP expansion projects seeking federal or state discretionary funding is estimated at \$12 billion across capital and operations & maintenance (in current dollars). **This is three times greater than 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.

FIGURE 4. 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 (includes \$12B for transit expansion)
- ▶ 76 of 79 projects 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, for projects seeking competitive federal or state funds

In accordance with the ARTP Performance Evaluation Framework, any project submitted with potential federal or state discretionary funding was evaluated against a set of 14 project-level performance evaluation criteria.

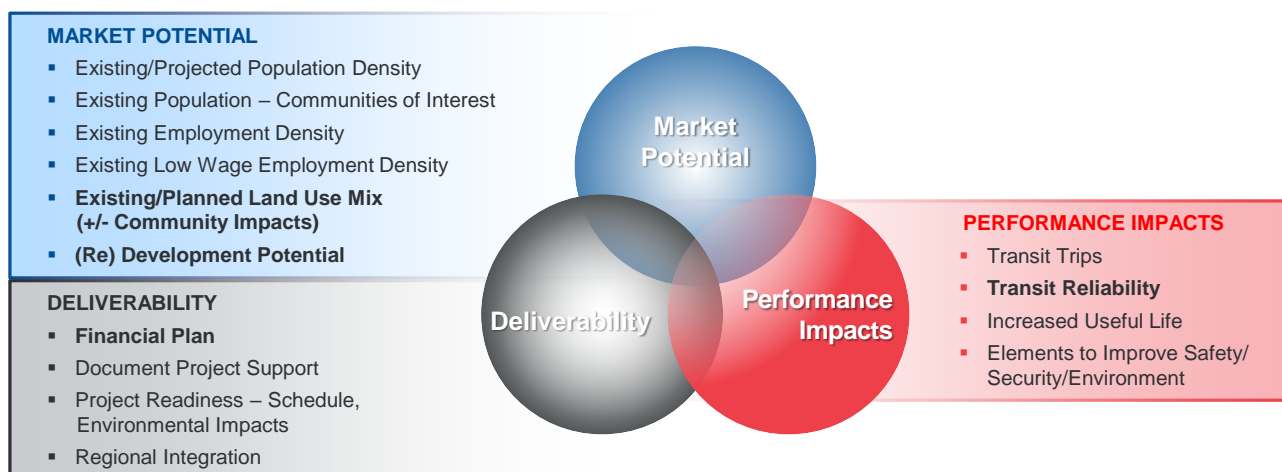
These criteria were established to:

- ▶ Evaluate the underlying Market Potential, Anticipated Performance Impacts, and Deliverability considerations for each project; and
- ▶ To yield data that would help assess each project's relative contribution to the adopted ATL Governing Principles.

Each of the 14 criteria was measured and scored on a 0-100 point scale relative to the performance of all projects being evaluated. Each criteria was weighted, with tailored weighting that reflected the unique need and intended purpose of proposed Expansion, Enhancement, or SGR investments. Total project scores were then calculated on a 0-100 point scale, as summed across each of the 14 weighted criteria (Figure 5).

The details associated with the ARTP performance evaluation process were developed closely with transit and transportation planning practitioners across the region over the course of a series of technical workshops, facilitated by the ATL. These workshops were conducted to gather feedback on proposed technical methods and to ensure a collective understanding of the process being applied to develop the 2019 ARTP.

The evaluation process provided a consistent baseline of information for the ATL to review project submittals and established a foundation for providing feedback on how project submittals could be improved over time, as needed. **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.**

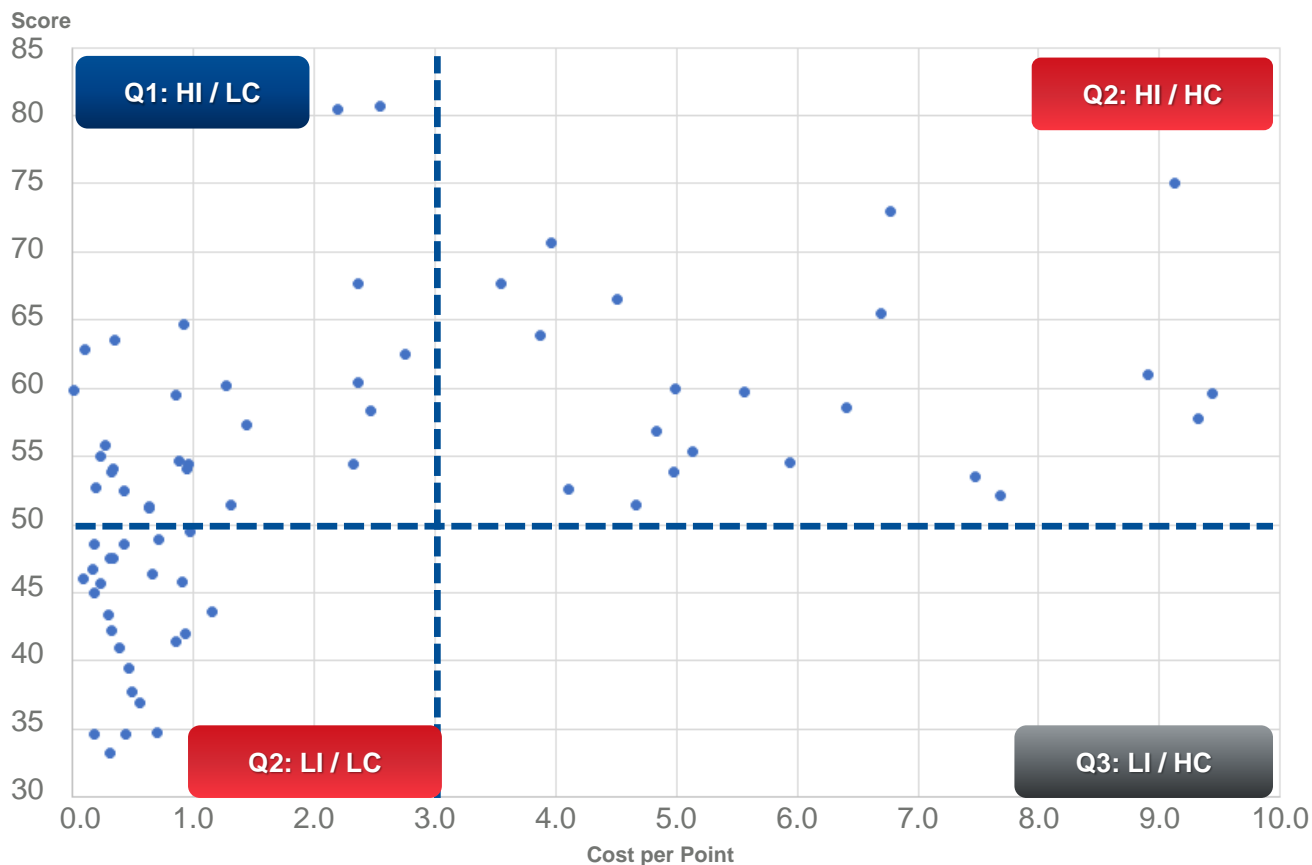
FIGURE 5. PROJECT-LEVEL PERFORMANCE EVALUATION CRITERIA

Criteria in bold reflect those that were weighted the highest, per feedback from technical workshop attendees.

Project-level cost-effectiveness was also calculated for any project seeking federal or state discretionary funding. Cost-effectiveness was estimated as the total cost of the project divided by the total project score. It was used, in conjunction with the total project score, to develop a scatterplot and four-quadrant matrix that defined the relationship between two key variables: (1) anticipated project performance, and (2) the cost to achieve that level of performance.

Results of the quadrant evaluation for projects seeking federal or state discretionary funding were used to help inform placement into the six or 20-year component of the ARTP, when project scheduling information was not available (Figure 6, Table 2 – 2019 ARTP Project List). They will also be used to inform future discussions on potential investments to advance for federal or state discretionary funding opportunities.

FIGURE 6. 2019 ARTP PROJECTS SEEKING FEDERAL OR STATE DISCRETIONARY FUNDING (QUADRANT RESULTS)



- ▶ **Quadrant 1.** High Impact Projects at Lower Relative Cost (HI/LC) - investments that optimize both performance and funding.
- ▶ **Quadrant 2³.** High Impact Projects at Higher Relative Cost (HI/HC) - investments that optimize performance, AND Lower Impact Projects at Lower Relative Cost (LI/LC) - investments that optimize funding.
- ▶ **Quadrant 3.** Low Impact Projects at Higher Relative Cost (LI/HC) - higher cost investments with less impact. **There were no projects falling into Quadrant 3 for the 2019 ARTP.**

2019 ARTP EVALUATION AND OUTCOMES

³ The upper-right and lower-left quadrants are both labeled as Quadrant 2 in order to reflect that their respective selection as the 2nd Quadrant is dependent on whether the reviewer values optimizing performance higher than optimizing funding, or vice versa.

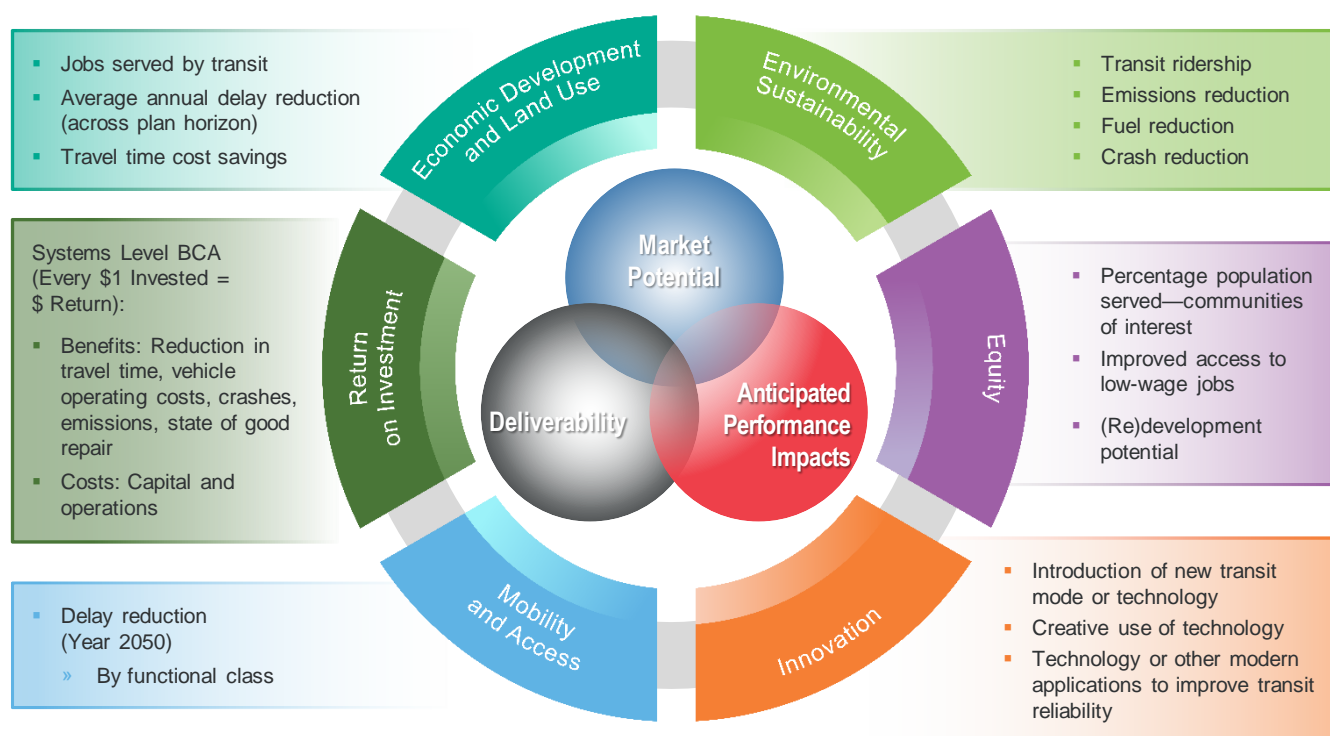
Per the adopted ARTP Performance Evaluation Framework, a plan level analysis was conducted to document the anticipated impacts of the portfolio of transit investments (regardless of proposed funding source), in the context of the six adopted Governing Principles. **The plan-level evaluation provides information on the regional, cumulative impacts estimated as a result of implementing the 2019 ARTP as a complete system.** Estimated impacts are associated exclusively with the 2019 transit submissions to identify the independent benefits associated with this component of the regional transportation system. Performance impacts of *integrated transit and roadway investments* will be conducted as part of ARC's Regional Transportation Plan.

Performance impacts are estimated for (Figure 7):

- ▶ **Direct/user benefits for the travelling public**, across both transit and highway (auto and truck) users;
- ▶ **Indirect/public benefits** for the public at large given secondary impacts that derive primarily from delay reductions associated with the shift in travel to transit; and
- ▶ **Cumulative direct and indirect financial benefits** presented as monetized benefits in relation to cost.

The results of the plan-level evaluation for the 2019 ARTP are summarized below by Governing Principle.

FIGURE 7. PLAN-LEVEL PERFORMANCE EVALUATION CRITERIA





Economic Development and Land Use

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

- ▶ 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, 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**, 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:

- ▶ An increase from 55% to 59% of existing jobs in the 13-county ATL jurisdiction within ½ mile of a low-capacity transit stop or station, yielding an increase of over 100,000 new jobs served by low-capacity transit.
- ▶ An increase from 17% to 35% of existing jobs in the 13-county ATL jurisdiction within ½ mile of a high-capacity transit stop or station, yielding **an increase of 420,000 new jobs (a 110% increase) served by high-capacity transit.**

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 between 2020 and 2050. Despite vehicle-miles travelled projected to remain virtually the same between the 2050 Transit Build and 2050 Transit No-Build scenarios (within 1%), 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 across both personal (auto) and commercial (truck) travel in the 13-county ATL region.



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.**

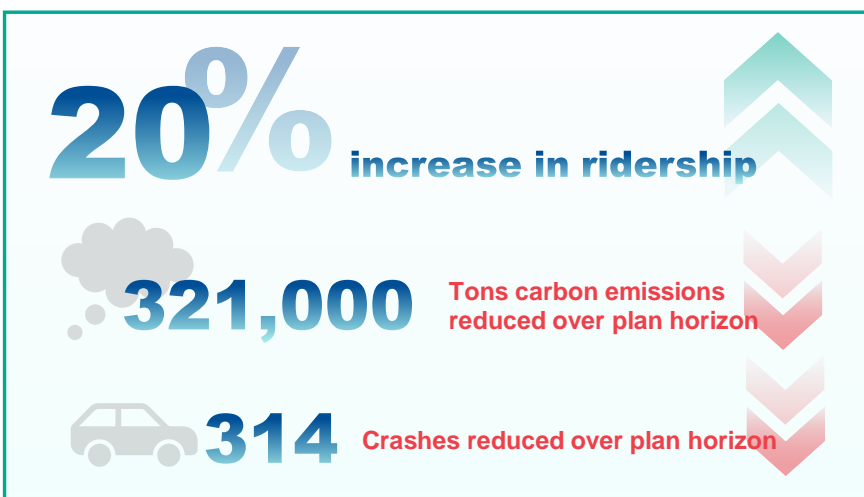
The Environmental Sustainability Principle was evaluated at the plan-level across several key outcomes associated with the ARTP portfolio of projects:

- ▶ 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.

Implementation of the 2019 ARTP yields an estimated 20% increase in ridership when comparing the 2050 Transit Build to the 2050 Transit No-Build scenario. This reflects a 101% increase from a 2015 base year ridership estimate of 288,000 trips to 578,000 trips.

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. In addition to the positive environmental impacts, implementation of the 2019 ARTP also yields a **reduction of 314 crashes** over the plan horizon. 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.



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.**

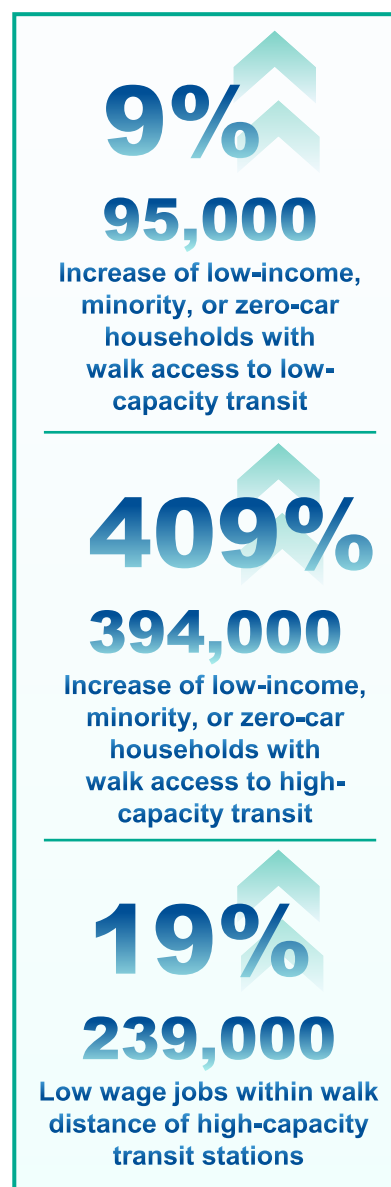
The Equity Principle is evaluated at the plan level across three key outcomes associated with the ARTP:

- ▶ Populations served by transit investment; specifically, populations of zero-car households, minorities, and low-income communities and transportation disadvantaged populations including the elderly and physically disabled;
- ▶ 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.

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); and an increase of 95,000 with access to low-capacity transit (a 9% increase). The 2019 ARTP also yields an increase of 24,000 elderly and physically disabled persons with walk access to low capacity transit (a 10% increase) and an **increase of 81,000 elderly and physically disabled persons with walk access to**



high capacity transit (a 320% increase). Low Wage Jobs within walking distance to transit are estimated to increase by 7% upon implementation of the 2019 ARTP; **low wage jobs within walking distance to high capacity transit 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. 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 Buckhead or Perimeter employment centers which benefit from nearby 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.

(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 under-invested with respect to transportation. (Re)development potential was estimated by 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 under-invested with respect to transportation.



Innovation

The Innovation Governing Principle supports proactive consideration 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 critical**

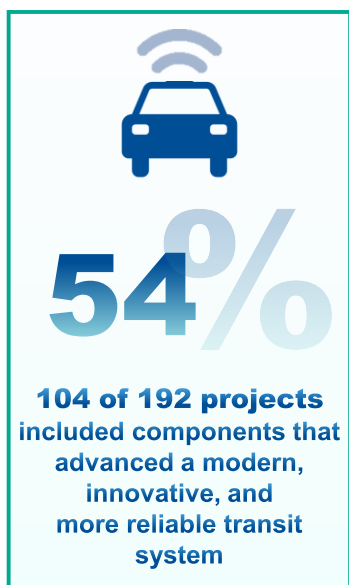
component of the regional transportation system.

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.





Mobility and Access

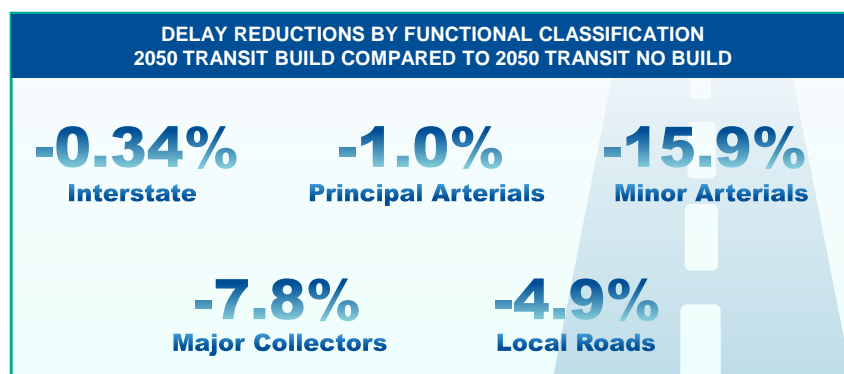
The Mobility and Access Governing Principle is in place to ensure cross-regional and cross-jurisdiction services are advanced by the ARTP. The objective of this Principle is to **advance a transit system that effectively connects people across the ATL region to jobs and opportunity.**

This principle 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 Transit No-Build, the 2019 ARTP supports a **3.1% reduction in system delay for autos and a 2.3% reduction for trucks.** 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. **Delay benefits by roadway functional class (across both auto and truck travel) range from a low of 0.34% delay reduction on the interstate system to 15.9% delay reduction on minor arterials.**

These delay benefits reflect the inclusion of the state's Major Mobility Investment Program (MMIP) as committed and complete within the 2050 Transit No-Build scenario, 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 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.**





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 proposed transit investments, to support a cost-effective plan that will deliver an economic return for the region.**

The ROI Principle was evaluated at the plan level through a systems-level Benefit-Cost (B/C) analysis 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.

Monetized benefits total \$24.6 billion over the plan horizon (Table 1, current dollars).

When comparing to a total cost of \$19.7 billion (current dollars)⁴, the 2019 ARTP yields a B/C of 1.25.



TABLE 1. MONETIZED BENEFITS OF THE 2019 ARTP

Benefits Category	Monetized Value (\$M, current year dollars)
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

⁴ The plan-level analysis and B/C analysis reflect estimated impacts of a subset of 88 transit expansion and enhancement projects that could be directly modeled for the regional, plan-level assessment. This comprises approximately 45% of the total count of projects submitted. The ARC regional travel demand model used to support the plan-level and B/C analysis, similar to other regional travel models, does not model the impacts of transit on-demand services, state of good repair, or transit technologies which comprise the other 55% of the proposed 2019 ARTP investment package.

2019 ARTP PROJECT LIST

The 2019 ARTP investment portfolio comprises both a six-year and twenty-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:

- ▶ Investments can be staged across the two timeframes, and
- ▶ Which investments may warrant consideration for future state bond funding or future federal discretionary funding.

Only those projects submitted with federal or state discretionary funding assumptions were placed into the six or twenty-year component of the 2019 ARTP 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 in the plan for information only. 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.

All projects are summarized in Table 2 – 2019 ARTP Summary Project List.

TABLE 2. 2019 ARTP SUMMARY PROJECT LIST (SIX-YEAR, TWENTY-YEAR, AND 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	Q2: LI / LC	6
CobbLinc	Transit Signal Priority	Enhancement	CobbLinc	\$800,000	Yes	No	Q1: HI / LC	6
CobbLinc	ADA Compliant Sidewalks	SGR	CobbLinc	\$6,250,000	Yes	No	Q2: LI / LC	6
CobbLinc	Cumberland Transfer Center	Enhancement	CobbLinc	\$51,000,000	Yes	No	Q1: HI / LC	6
CobbLinc	Marietta Transfer Center	Enhancement	CobbLinc	\$51,000,000	Yes	No	Q1: HI / LC	6
CobbLinc	South Cobb Transfer Center	Expansion	CobbLinc	\$8,500,000	Yes	No	Q2: LI / LC	6
CobbLinc	Marietta Maintenance Facility	Enhancement	CobbLinc	\$18,000,000	Yes	No	Q1: HI / LC	6
Douglas County (Connect Douglas)	Fixed Route Operating Assistance	Expansion	Connect Douglas	\$4,000,000	Yes	No	Q2: LI / LC	6
GCT	Peachtree Corners Park-and-Ride	Expansion	GCT	\$20,500,000*	Yes	No	Q2: LI / LC	6
GCT	State Route 316 Park-and-Rides and Commuter Express Service	Expansion	GCT	\$51,824,400	Yes	No	Q1: HI / LC	6
GCT	Short-Range Direct Connect Package	Expansion	GCT	\$48,004,300	Yes	No	Q1: HI / LC	6
GCT	Short-Range Local Bus Expansion: Route 15	Expansion	GCT	\$15,722,000	Yes	No	Q2: LI / LC	6
GCT	Short-Range Local Bus Expansion: Route 25	Expansion	GCT	\$7,780,300	Yes	No	Q2: LI / LC	6
GCT	Short-Range Paratransit Service	Expansion	GCT	\$41,573,000	Yes	No	Q2: LI / LC	6
GCT	Gwinnett Place Transit Center Improvements	Enhancement	GCT	\$20,500,000*	Yes	No	Q2: LI / LC	6
GCT	Georgia Gwinnett College Transit Center	Expansion	GCT	\$10,250,000*	Yes	No	Q2: LI / LC	6
MARTA	Capitol Ave /Summerhill BRT	Expansion	MARTA	\$176,000,000	Yes	No	Q1: HI / LC	6
MARTA	Campbellton Rd HCT	Enhancement	MARTA	\$538,400,000	Yes	No	Q2: HI / HC	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	Northside Drive BRT	Expansion	MARTA	\$172,100,000	Yes	No	Q1: HI / LC	6
MARTA	Track Renovation Phase IV	SGR	MARTA	\$205,000,000	Yes	Yes	Q1: HI / LC	6
MARTA	Renovate Pedestrian Bridges	SGR	MARTA	\$6,300,000	Yes	Yes	Q1: HI / LC	6
MARTA / Fulton County	GA 400 Transit Initiative BRT	Expansion	MARTA	\$300,000,000*	Yes	No	Q2: HI / HC	6
SRTA	Town Center/Big Shanty Park and Ride Expansion	Enhancement	Xpress	\$12,440,787	Yes	No	Q1: HI / LC	6
SRTA	Hickory Grove Park and Ride	Expansion	Xpress	\$13,011,560	Yes	No	Q2: LI / LC	6
SRTA	Sugarloaf Park and Ride	Expansion	Xpress	\$14,833,539	Yes	No	Q1: HI / LC	6
SRTA	Mt. Carmel Park and Ride	Expansion	Xpress	\$14,928,400	Yes	No	Q2: LI / LC	6
Total Cost:				\$1,809,456,286				

* O&M costs not included. Not applicable for SGR projects.

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	Q2: HI / HC	20
Aerotropolis CID	Aerotropolis Intermodal Transportation Center	Enhancement	MARTA	\$50,000,000*	Yes	No	Q2: LI / LC	20
Aerotropolis CID	Aerotropolis Corporate Crescent Circulator – Phase I	Expansion	MARTA	\$10,000,000*	Yes	No	Q1: HI / LC	20
Atlanta	MARTA West Line High Capacity Transit	Expansion	MARTA	\$283,600,000	Yes	No	Q2: HI / HC	20
Atlanta	I-20 East High Capacity Transit (segment of I-20 East Heavy Rail to Stonecrest submitted for federal or state discretionary funding)	Expansion	MARTA	\$494,560,000	Yes	No	Q2: HI / HC	20
Atlanta / 2016 RTP	Northwest Regional High Capacity Transit Corridor	Expansion	CobbLinc	\$631,000,000	Yes	No	Q2: HI / HC	20
Brookhaven	BRT-15 Buford Highway High Capacity Transit	Enhancement	MARTA	\$280,000,000	Yes	No	Q2: HI / HC	20
Chamblee	New Service / New Technology Town Center Autonomous Shuttle	Expansion	MARTA	\$22,020,000	Yes	No	Q1: HI / LC	20
DeKalb County	LRT-1b - Clifton Corridor LRT (Segment 1b)	Expansion	MARTA	\$142,500,000	Yes	No	Q1: HI / LC	20
Fulton County	South Fulton Parkway Rapid Transit in Dedicated Lanes	Expansion	MARTA	\$275,000,000	Yes	No	Q2: HI / HC	20
Fulton County	I-285 Top End Transit in Express Lanes (segment of I-285 top end high capacity transit submitted for federal or state discretionary funding)	Expansion	MARTA	\$247,500,000	Yes	No	Q2: HI / HC	20
GCT	Mid-Range Express Commuter Bus Expansion Package	Expansion	GCT	\$17,317,350	Yes	No	Q1: HI / LC	20
GCT	Mid-Range BRT Route 700: Doraville to Sugarloaf Mills	Expansion	GCT	\$438,299,733	Yes	No	Q2: HI / HC	20
GCT	Braselton Park-and-Ride and Express Commuter Service	Expansion	GCT	\$18,323,450	Yes	No	Q2: LI / LC	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
GCT	Loganville Park-and-Ride and Express Commuter Service	Expansion	GCT	\$18,290,350	Yes	No	Q2: LI / LC	20
GCT	Infinite Energy Transit Center	Expansion	GCT	\$10,250,000*	Yes	No	Q2: LI / LC	20
GCT	Lawrenceville Transit Center	Expansion	GCT	\$30,750,000*	Yes	No	Q2: LI / LC	20
GCT	Lawrenceville Maintenance Facility	Expansion	GCT	\$39,266,725*	Yes	No	Q2: LI / LC	20
GCT	Local Bus Expansion: Route 21 Steve Reynolds Blvd	Expansion	GCT	\$32,658,200	Yes	No	Q1: HI / LC	20
GCT	Long-Range Express Commuter Bus Expansion Package	Expansion	GCT	\$21,935,100	Yes	No	Q1: HI / LC	20
GCT	Long-Range Express Commuter Bus Service Enhancement Package	Enhancement	GCT	\$215,870,900	Yes	No	Q2: HI / HC	20
GCT	Direct Connect Expansion: Route 403 Peachtree Corners to Perimeter	Expansion	GCT	\$32,741,350	Yes	No	Q1: HI / LC	20
GCT	Long-Range Direct Connect Service Enhancements	Enhancement	GCT	\$67,330,500	Yes	No	Q1: HI / LC	20
GCT	Rapid Bus Expansion: Route 200 Peachtree Industrial Blvd	Expansion	GCT	\$267,935,400	Yes	No	Q2: HI / HC	20
GCT	Rapid Bus Expansion: Route 201 Steve Reynolds Blvd	Expansion	GCT	\$82,629,750	Yes	No	Q1: HI / LC	20
GCT	Rapid Bus Expansion: Route 205 Jimmy Carter Blvd/Holcomb Bridge Road	Expansion	GCT	\$48,120,600	Yes	No	Q2: LI / LC	20
GCT	BRT Route 700: Long Range Service Changes	Expansion	GCT	\$76,705,900	Yes	No	Q1: HI / LC	20
GCT	BRT Route 701: Lawrenceville to Peachtree Corners	Expansion	GCT	543,527,500	Yes	No	Q2: HI / HC	20
GCT	BRT Route 702: Snellville to Indian Creek Rail Station	Expansion	GCT	\$332,908,050	Yes	No	Q2: HI / HC	20
GCT	Gold Line HRT Extension to Jimmy Carter Multimodal Hub	Expansion	MARTA	\$1,413,299,300	Yes	No	Q2: HI / HC	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
GCT	Indian Trail In-Line Stop and Park-and-Ride	Expansion	GCT	\$143,500,000*	Yes	No	Q1: HI / LC	20
GCT	Short-Range Local Bus Expansion: Route 50	Expansion	GCT	\$35,500,900	Yes	No	Q2: LI / LC	20
GCT	Short-Range Local Bus Expansion: Route 60	Expansion	GCT	\$15,606,100	Yes	No	Q2: LI / LC	20
GCT	Short-Range Local Bus Expansion: Route 70	Expansion	GCT	\$13,674,800	Yes	No	Q2: LI / LC	20
GCT	Short-Range Flex Bus Expansion: Route 500	Expansion	GCT	\$14,955,900	Yes	No	Q2: LI / LC	20
GCT	Short-Range Flex Bus Expansion: Route 503	Expansion	GCT	\$24,266,800	Yes	No	Q2: LI / LC	20
MARTA	Clifton Corridor (Phase 1)	Expansion	MARTA	\$1,875,099,246	Yes	No	Q2: HI / HC	20
MARTA	Beltline Northeast LRT	Expansion	MARTA	\$298,800,000	Yes	No	Q2: HI / HC	20
MARTA	Beltline SouthWest LRT	Expansion	MARTA	\$324,000,000	Yes	No	Q2: HI / HC	20
MARTA	BeltLine Southeast LRT	Expansion	MARTA	\$400,140,000	Yes	No	Q2: HI / HC	20
MARTA	Clayton County Transit Initiative - BRT	Expansion	MARTA	\$375,000,000*	Yes	No	Q2: HI / HC	20
MARTA	Clayton County Transit Initiative - CRT	Expansion	MARTA	\$900,000,000*	Yes	No	Q2: HI / HC	20
MARTA	Connector Reliever Park & Ride Deck	Expansion	MARTA	\$7,500,000*	Yes	No	Q2: LI / LC	20
MARTA	IT & Software	SGR	MARTA	\$400,000,000	Yes	Yes	Q2: HI / HC	20
MARTA	Station Rehabilitation - Program Schedule	SGR	MARTA	\$685,000,000	Yes	Yes	Q2: HI / HC	20
MARTA	Roofing and Skylights - Roofing Rehabilitation Program	SGR	MARTA	\$562,500,000	Yes	Yes	Q2: HI / HC	20
MARTA	Elevators & Escalators - Elevator Rehabilitation	SGR	MARTA	\$160,000,000	Yes	Yes	Q1: HI / LC	20
MARTA	Elevators & Escalators - Escalator Rehabilitation	SGR	MARTA	\$240,000,000	Yes	Yes	Q2: HI / HC	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	Auxiliary Power Switch Gear	SGR	MARTA	\$240,000,000	Yes	Yes	Q2: HI / HC	20
MARTA	BeltLine West LRT	Expansion	MARTA	\$126,400,000*	Yes	No	Q1: HI / LC	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
Total Cost:				\$14,373,526,380				

* O&M costs not included. Not applicable for SGR projects.

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

Informational Purposes						
Project Sponsor	Project Name	Project Type	Project Operator	Total Cost	Discretionary Funding Assumed	Systemwide
Douglas County (Connect Douglas)	Preventive Maintenance	SGR	Connect Douglas	\$900,000	No	No
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

Informational Purposes						
Project Sponsor	Project Name	Project Type	Project Operator	Total Cost	Discretionary Funding Assumed	Systemwide
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
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

Informational Purposes						
Project Sponsor	Project Name	Project Type	Project Operator	Total Cost	Discretionary Funding Assumed	Systemwide
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
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

Informational Purposes						
Project Sponsor	Project Name	Project Type	Project Operator	Total Cost	Discretionary Funding Assumed	Systemwide
MARTA	Moore's 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
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

Informational Purposes						
Project Sponsor	Project Name	Project Type	Project Operator	Total Cost	Discretionary Funding Assumed	Systemwide
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
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
Total Cost:				\$10,729,572,092		

* O&M costs not included. Not applicable for SGR projects.