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.L. 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 https://atltransit.ga.gov/accessibility-and-civil-rights/.

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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Introduction
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.¹ 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 authority². 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). Districts 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.

¹ Inclusive of Cherokee, Clayton, Coweta, Cobb, DeKalb, Douglas, Fayette, Forsyth, Fulton, Gwinnett, Henry, Paulding, and Rockdale counties
² HB 930 of the Georgia General Assembly, signed into law May 3, 2018.
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.
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\(^3\). 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).*

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\(^3\) 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) 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.

---

4 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/regional-transportation-plan/](https://atlantaregional.org/transportation-mobility/transportation-planning/regional-transportation-plan/)
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.

**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 short-term and long-range transportation plans.

**THE ARTP & OTHER KEY PLANNING DOCUMENTS IN THE REGION**

<table>
<thead>
<tr>
<th>Local or Operator Transit Projects</th>
<th>ATL Regional Transit Plan</th>
<th>Long-Range Regional Transportation Plan</th>
<th>Short-Range Transportation Improvement Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Local priorities, such as the More MARTA program and county transit plans</td>
<td>Reflects the universe of transit projects for Metro Atlanta</td>
<td>ARC’s fiscally constrained 20-year plan</td>
<td>ARC’s fiscally constrained 6-year implementation program</td>
</tr>
<tr>
<td>Reflects citizen needs</td>
<td>Feeds local referendum lists</td>
<td>ATL Regional Transit Plan will help to prioritize projects that can compete for federal funds</td>
<td>State will be looking to ARTP for recommendations on regionally significant projects suitable for state investment</td>
</tr>
<tr>
<td>Feeds ATL Regional Transit Plan list of projects</td>
<td>Feeds list of transit projects that ATL may recommend for state funding</td>
<td>Informs discussion on allocation of federal discretionary funds</td>
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</table>
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).
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 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.

**Environmental Sustainability**

**Economic Development and Land Use**

**Return on Investment**

**Mobility and Access**

**Innovation**

**Equity**
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
- Gwinnet 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.

Criteria in bold reflect those that were weighted the highest, per feedback from technical workshop attendees.
### TABLE 1. 2019 ARTP Project-Level Performance Evaluation Criteria

<table>
<thead>
<tr>
<th>Market Potential</th>
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<tbody>
<tr>
<td><strong>1.</strong> <strong>Existing/Projected Population Density</strong> – Population as a catalyst (trip generator) for transit service.</td>
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<tr>
<td><strong>2.</strong> <strong>Existing Population – Communities of Interest</strong> – The concentration of low income, racial and ethnic minorities, and/or zero-car households within the proposed transit investment area.</td>
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<tr>
<td><strong>3.</strong> <strong>Existing Employment Density</strong> – Employment density as a catalyst (trip attractor) for transit service.</td>
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<td><strong>4.</strong> <strong>Existing Low Wage Employment Density</strong> – 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)).</td>
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<tr>
<td><strong>5.</strong> <strong>Existing/Planned Land Use Mix (+/- Community Impacts)</strong> – 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.</td>
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<tr>
<td><strong>6.</strong> <strong>Development/Redevelopment Potential</strong> – The potential for transit to serve as a catalyst for (re)development and investment within the proposed service area.</td>
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<thead>
<tr>
<th>Performance Impacts</th>
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<tr>
<td><strong>7.</strong> <strong>Potential Transit Ridership</strong> – The potential to shift trips from automobile to transit given underlying travel demand and the transit type proposed.</td>
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<td><strong>8.</strong> <strong>Transit Reliability</strong> – Project-specific attributes that improve or enhance transit travel time or the reliability of transit service for the proposed investment.</td>
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<tr>
<td><strong>9.</strong> <strong>Increased Useful Life</strong> – Project-specific attributes that will increase the useful life and/or State of Good Repair rating of transit assets.</td>
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<tr>
<td><strong>10.</strong> <strong>Elements to Improve Safety/Security/Environment</strong> – Project-specific attributes that will improve the safety or security of the transit rider or improve the environment.</td>
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<table>
<thead>
<tr>
<th>Deliverability</th>
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<tr>
<td><strong>11.</strong> <strong>Financial Plan</strong> – Demonstrated plan to support project implementation and ongoing operations and maintenance of the proposed transit investment.</td>
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<tr>
<td><strong>12.</strong> <strong>Project Support</strong> – Demonstrated public/community support, support from the business community, support from the relevant ATL District, and/or support of regional and/or state partners.</td>
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</tr>
<tr>
<td><strong>13.</strong> <strong>Project Readiness</strong> – Demonstrated project development activities and an assessment of the number and type of community or environmental constraints within the investment area.</td>
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<tr>
<td><strong>14.</strong> <strong>Regional Integration/Connectivity</strong> – 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.</td>
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### Table 2. 2019 ARTP Weights by Project Type and Project-Level Evaluation Criteria

<table>
<thead>
<tr>
<th>Performance Measure Category</th>
<th>Project-Level Performance Measures</th>
<th>Expansion</th>
<th>Enhancement</th>
<th>SGR</th>
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<tr>
<td>Market</td>
<td></td>
<td>42</td>
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<tr>
<td>Existing, Projected Population Density</td>
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<td>6</td>
<td>4</td>
<td>3</td>
</tr>
<tr>
<td>Existing Population – Communities of Interest</td>
<td></td>
<td>8</td>
<td>6</td>
<td>6</td>
</tr>
<tr>
<td>Existing Employment Density</td>
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<td>Existing Low Wage Employment Density</td>
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<td>5</td>
<td>4</td>
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<tr>
<td>Land Use Mix – Existing, Planned (+/- Community Impacts)</td>
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<td>8</td>
<td>4</td>
<td>0</td>
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<tr>
<td>(Re) Development Potential</td>
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<td>Performance</td>
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<td>Transit Reliability</td>
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<td>15</td>
<td>20</td>
<td>25</td>
</tr>
<tr>
<td>Increased Useful Life</td>
<td></td>
<td>0</td>
<td>10</td>
<td>25</td>
</tr>
<tr>
<td>Elements to Improve Safety/Security/Environment</td>
<td></td>
<td>5</td>
<td>10</td>
<td>5</td>
</tr>
<tr>
<td>Deliverability</td>
<td></td>
<td>28</td>
<td>23</td>
<td>15</td>
</tr>
<tr>
<td>Financial Plan</td>
<td></td>
<td>15</td>
<td>10</td>
<td>10</td>
</tr>
<tr>
<td>Documented Project Support</td>
<td></td>
<td>4</td>
<td>4</td>
<td>0</td>
</tr>
<tr>
<td>Project Readiness – Schedule, Environmental Impacts</td>
<td></td>
<td>4</td>
<td>4</td>
<td>0</td>
</tr>
<tr>
<td>Regional Integration/Connectivity</td>
<td></td>
<td>5</td>
<td>5</td>
<td>5</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td>100</td>
<td>100</td>
<td>100</td>
</tr>
</tbody>
</table>

**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.\(^5\)

Translation of the four quadrants into three as follows (Figure 5):
- Quadrant 2\(^6\). Higher Impact Projects at Higher Relative Cost AND Lower Impact Projects at Lower 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.

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\(^5\) 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.

\(^6\) The upper-right and lower-left quadrants are both labeled as Quadrant 2 in order to reflect that their respective selection as the 2\(^{nd}\) 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 plan-level 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**

<table>
<thead>
<tr>
<th>Economic Development and Land Use</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>1. <strong>Jobs served</strong> – Increase in the number of jobs served by transit upon implementation of the 2019 ARTP.</td>
<td></td>
</tr>
<tr>
<td>2. <strong>Total delay savings</strong> – Total hours of delay reduced across the plan horizon.</td>
<td></td>
</tr>
<tr>
<td>3. <strong>Travel time cost savings</strong> – Cost savings for system users derived from less vehicle travel.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Environmental Sustainability</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>4. <strong>Transit ridership</strong> – Estimated increase in transit ridership upon implementation of the 2019 ARTP.</td>
<td></td>
</tr>
<tr>
<td>5. <strong>Emissions reduction</strong> – Estimated decrease in air pollution and carbon emissions.</td>
<td></td>
</tr>
<tr>
<td>6. <strong>Fuel savings</strong> – Estimated reduction in fuel usage due to less vehicle travel.</td>
<td></td>
</tr>
<tr>
<td>7. <strong>Crash reductions</strong> – Estimated reduction in the number of crashes given the shift to a safer mode of travel.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Equity</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>8. <strong>Percentage population served – communities of interest</strong> – Increase in low-income, minority, and zero-car households served by transit and increase in transportation disadvantaged populations served by transit (elderly and physically disabled).</td>
<td></td>
</tr>
<tr>
<td>9. <strong>Low-wage Employment Benefits</strong> – Improved access to low-wage jobs via transit.</td>
<td></td>
</tr>
<tr>
<td>10. <strong>(Re)Development Potential</strong> – Areas proximate to proposed transit service with greatest potential capacity for (re)development.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Innovation</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>11. Introduction or creative use of <strong>new transit mode or technology</strong> – Summary of the number and type of projects that directly integrate elements to improve transit reliability through innovative design or technology.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Mobility and Access</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>12. <strong>Change in delay</strong> – Change in delay between the transit build scenario and no-build scenario, by roadway functional class.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Return on Investment</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>13. <strong>ROI</strong> – Monetized benefits derived from the 2019 ARTP compared to plan-level ARTP costs.</td>
<td></td>
</tr>
</tbody>
</table>
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). The ATL Board Regional Transit Planning Committee subsequently reviewed draft information on project submittals and preliminary data on project review on September 20, 2019.

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7 2019 ARTP Interactive Project List: https://atltransit.ga.gov/regional-planning/
8 Some project financial assumptions were not fully identified within project submissions; additional information will be required as part of future ARTP updates.
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;

Note: District totals reflect any project impacting the District, regardless of sponsor. Many projects impact more than one District so the totals will not sum to 192.
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. They are referenced accordingly in Table 7 – 2019 ARTP Summary Project List and Appendix C – 2019 ARTP Project List, by Project Sponsor.
The total cost of all 192 projects, as submitted by project applicants, equals $27 billion\(^9\). **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.

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**TRANSPORT PROJECT SUBMITTAL TOTAL PROJECT COSTS (BY FUND SOURCE)**

- **Total** $27B
- **Capital** $20.6B
  - Local/Regional $9.9B
  - State $152M
  - Federal $5.1B
  - Formula $5.4B
- **O&M** $6.4B
  - Local/Regional $2.8B
  - State $0
  - Federal $235M
  - Formula $3.4B

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**TRANSPORT PROJECT SUBMITTAL TOTAL COSTS OF ALL PROJECTS SUBMITTED (BY PROJECT TYPE)**

- **Total** $27B
- **SGR** $4.1B
  - Capital $4.1B
  - O&M $4.0M
- **Enhancement** $4.2B
  - Capital $2.3B
  - O&M $1.9B
- **Expansion** $18.9B
  - Capital $14.2B
  - O&M $4.5B

---

**Project Evaluation**

Within the set of 192 projects, 113 projects (59% by count, 40% by $-value ($11 billion)) 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.

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\(^9\) 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.
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
  - Project financial plan feasibility yet to be completed
  - 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 ($16 billion)) 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 cost-effectiveness (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.** Higher Impact Projects at Lower Relative Cost.
- **Quadrant 2.** Higher Impact Projects at Higher Relative Cost/Lower Impact Projects at Lower Relative Cost.
- **Quadrant 3.** Lower Impact 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 impact 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).
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 and 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
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)).

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10 https://atltransit.ga.gov/regional-planning/
Quadrant 1 Results – Higher Impact/Lower 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 Table 7 – 2019 ARTP Summary Project list and Appendix C – 2019 ARTP Project List, By Project Sponsor.

FIGURE 11. QUADRANT 1 RESULTS: HIGHER IMPACT/LOWER COST PROJECTS

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

Quadrant 1: Higher Impact/Lower Cost Projects

► 25 projects
  ▪ Six enhancement projects
  ▪ Sixteen expansion projects
  ▪ Three state of good repair projects
► Total cost of $1.7B
<table>
<thead>
<tr>
<th>Project Sponsor</th>
<th>Project Name</th>
<th>Project Type</th>
<th>Project Operator</th>
<th>Total Cost</th>
<th>Systemwide</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aerotropolis CID</td>
<td>Aerotropolis Corporate Crescent Circulator – Phase I</td>
<td>Expansion</td>
<td>MARTA</td>
<td>$10,000,000</td>
<td>No</td>
</tr>
<tr>
<td>Chamblee</td>
<td>New Service/New Technology Town Center Autonomous Shuttle</td>
<td>Expansion</td>
<td>MARTA</td>
<td>$22,020,000</td>
<td>No</td>
</tr>
<tr>
<td>CobbLinc</td>
<td>Transit Signal Priority</td>
<td>Enhancement</td>
<td>CobbLinc</td>
<td>$800,000</td>
<td>No</td>
</tr>
<tr>
<td>CobbLinc</td>
<td>Cumberland Transfer Center</td>
<td>Enhancement</td>
<td>CobbLinc</td>
<td>$51,000,000</td>
<td>No</td>
</tr>
<tr>
<td>CobbLinc</td>
<td>Marietta Transfer Center</td>
<td>Enhancement</td>
<td>CobbLinc</td>
<td>$51,000,000</td>
<td>No</td>
</tr>
<tr>
<td>CobbLinc</td>
<td>Marietta Maintenance Facility</td>
<td>Enhancement</td>
<td>CobbLinc</td>
<td>$18,000,000</td>
<td>No</td>
</tr>
<tr>
<td>DeKalb County</td>
<td>LRT-1b – Clifton Corridor LRT (Segment 1b)</td>
<td>Expansion</td>
<td>MARTA</td>
<td>$142,500,000</td>
<td>No</td>
</tr>
<tr>
<td>GCT</td>
<td>State Route 316 Park-and-Rides and Commuter Express Service</td>
<td>Expansion</td>
<td>GCT</td>
<td>$51,824,400</td>
<td>No</td>
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<tr>
<td>GCT</td>
<td>Short-Range Direct Connect Package</td>
<td>Expansion</td>
<td>GCT</td>
<td>$48,004,300</td>
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<tr>
<td>GCT</td>
<td>Mid-Range Express Commuter Bus Expansion Package</td>
<td>Expansion</td>
<td>GCT</td>
<td>$17,317,350</td>
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<td>GCT</td>
<td>Local Bus Expansion: Route 21 Steve Reynolds Blvd</td>
<td>Expansion</td>
<td>GCT</td>
<td>$32,658,200</td>
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<tr>
<td>GCT</td>
<td>Long-Range Express Commuter Bus Expansion Package</td>
<td>Expansion</td>
<td>GCT</td>
<td>$21,935,100</td>
<td>No</td>
</tr>
<tr>
<td>GCT</td>
<td>Direct Connect Expansion: Route 403 Peachtree Corners to Perimeter</td>
<td>Expansion</td>
<td>GCT</td>
<td>$32,741,350</td>
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</tr>
<tr>
<td>GCT</td>
<td>Long-Range Direct Connect Service Enhancements</td>
<td>Enhancement</td>
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<td>$67,330,500</td>
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</tr>
<tr>
<td>GCT</td>
<td>Rapid Bus Expansion: Route 201 Steve Reynolds Blvd</td>
<td>Expansion</td>
<td>GCT</td>
<td>$82,629,750</td>
<td>No</td>
</tr>
<tr>
<td>GCT</td>
<td>BRT Route 700: Long Range Service Changes</td>
<td>Expansion</td>
<td>GCT</td>
<td>$76,705,900</td>
<td>No</td>
</tr>
<tr>
<td>GCT</td>
<td>Indian Trail In-Line Stop and Park-and-Ride</td>
<td>Expansion</td>
<td>GCT</td>
<td>$143,500,000</td>
<td>No</td>
</tr>
<tr>
<td>MARTA</td>
<td>Capitol Ave/Summerhill BRT</td>
<td>Expansion</td>
<td>MARTA</td>
<td>$176,000,000</td>
<td>No</td>
</tr>
<tr>
<td>MARTA</td>
<td>Elevators &amp; Escalators – Elevator Rehabilitation</td>
<td></td>
<td>SGR</td>
<td>MARTA</td>
<td>$160,000,000</td>
</tr>
<tr>
<td>MARTA</td>
<td>Northside Drive BRT</td>
<td>Expansion</td>
<td>MARTA</td>
<td>$172,100,000</td>
<td>No</td>
</tr>
<tr>
<td>MARTA</td>
<td>Track Renovation Phase IV</td>
<td></td>
<td>SGR</td>
<td>MARTA</td>
<td>$205,000,000</td>
</tr>
<tr>
<td>MARTA</td>
<td>Renovate Pedestrian Bridges</td>
<td></td>
<td>SGR</td>
<td>MARTA</td>
<td>$6,300,000</td>
</tr>
<tr>
<td>MARTA</td>
<td>BeltLine West LRT</td>
<td>Expansion</td>
<td>MARTA</td>
<td>$126,400,000</td>
<td>No</td>
</tr>
<tr>
<td>SRTA</td>
<td>Town Center/Big Shanty Park and Ride Expansion</td>
<td>Enhancement</td>
<td>Xpress</td>
<td>$12,440,787</td>
<td>No</td>
</tr>
<tr>
<td>SRTA</td>
<td>Sugarloaf Park and Ride</td>
<td>Expansion</td>
<td>Xpress</td>
<td>$14,833,539</td>
<td>No</td>
</tr>
</tbody>
</table>
Quadrant 2 Results – Higher 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 Table 7 – 2019 ARTP Summary Project List and Appendix C – 2019 ARTP Project List, by Project Sponsor.

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

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

Quadrant 2: Higher Impact/Higher Cost Projects

► 26 projects
  ▪ Three enhancement projects
  ▪ Eighteen expansion projects
  ▪ Five state of good repair projects
► Total cost of $13.8B
<table>
<thead>
<tr>
<th>Project Sponsor</th>
<th>Project Name</th>
<th>Project Type</th>
<th>Project Operator</th>
<th>Total Cost</th>
<th>Systemwide</th>
</tr>
</thead>
<tbody>
<tr>
<td>2016 RTP</td>
<td>I-20 East Heavy Rail to Stonecrest</td>
<td>Expansion</td>
<td>MARTA</td>
<td>$1,471,802,476</td>
<td>No</td>
</tr>
<tr>
<td>Atlanta</td>
<td>I-20 East High Capacity Transit</td>
<td>Expansion</td>
<td>MARTA</td>
<td>$494,560,000</td>
<td>No</td>
</tr>
<tr>
<td>Atlanta</td>
<td>MARTA West Line High Capacity Transit</td>
<td>Expansion</td>
<td>MARTA</td>
<td>$283,600,000</td>
<td>No</td>
</tr>
<tr>
<td>Atlanta/2016 RTP</td>
<td>Northwest Regional High Capacity Transit Corridor</td>
<td>Expansion</td>
<td>CobbLinc</td>
<td>$631,000,000</td>
<td>No</td>
</tr>
<tr>
<td>Brookhaven</td>
<td>BRT-15 Buford Highway High Capacity Transit</td>
<td>Enhancement</td>
<td>MARTA</td>
<td>$280,000,000</td>
<td>No</td>
</tr>
<tr>
<td>Fulton County</td>
<td>I-285 Top End Transit in Express Lanes</td>
<td>Expansion</td>
<td>MARTA</td>
<td>$247,500,000</td>
<td>No</td>
</tr>
<tr>
<td>Fulton County</td>
<td>South Fulton Parkway Rapid Transit in Dedicated Lanes</td>
<td>Expansion</td>
<td>MARTA</td>
<td>$275,000,000</td>
<td>No</td>
</tr>
<tr>
<td>GCT</td>
<td>Mid-Range BRT Route 700: Doraville to Sugarloaf Mills</td>
<td>Expansion</td>
<td>GCT</td>
<td>$438,299,733</td>
<td>No</td>
</tr>
<tr>
<td>GCT</td>
<td>Long-Range Express Commuter Bus Service Enhancement Package</td>
<td>Enhancement</td>
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<td>$215,870,900</td>
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</tr>
<tr>
<td>GCT</td>
<td>Rapid Bus Expansion: Route 200 Peachtree Industrial Blvd</td>
<td>Expansion</td>
<td>GCT</td>
<td>$267,935,400</td>
<td>No</td>
</tr>
<tr>
<td>GCT</td>
<td>BRT Route 701: Lawrenceville to Peachtree Corners</td>
<td>Expansion</td>
<td>GCT</td>
<td>$543,527,500</td>
<td>No</td>
</tr>
<tr>
<td>GCT</td>
<td>BRT Route 702: Snellville to Indian Creek Rail Station</td>
<td>Expansion</td>
<td>GCT</td>
<td>$332,908,050</td>
<td>No</td>
</tr>
<tr>
<td>GCT</td>
<td>Gold Line HRT Extension to Jimmy Carter Multimodal Hub</td>
<td>Expansion</td>
<td>MARTA</td>
<td>$1,413,299,300</td>
<td>No</td>
</tr>
<tr>
<td>MARTA</td>
<td>Beltline Northeast LRT</td>
<td>Expansion</td>
<td>MARTA</td>
<td>$298,800,000</td>
<td>No</td>
</tr>
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Quadrant 2 Results – Lower Impact/Lower Cost Projects

These projects reflect 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 Table 7 – 2019 ARTP Summary Project List and Appendix C – 2019 ARTP Project List, by Project Sponsor.

FIGURE 13. Quadrant 2 Results – Lower Impact/Lower Cost Projects

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

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
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<td>SRTA</td>
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**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 Table 7 – 2019 ARTP Summary Project List and Appendix C – 2019 ARTP Project List, by Project Sponsor.
2019 ARTP Investment Portfolio
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% ($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.

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

Assuming a total of approximately $120 billion in transportation revenues over the 2050 ARTP horizon (current year dollars) and a similar 25% 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 component of the 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 expansion projects seeking federal or state discretionary funding is estimated at $12.2 billion (capital and operations and maintenance (in current dollars)). This is just over three 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.

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12 Draft revenue projections for the 2050 RTP anticipated for adoption February 2020.

13 This is a result of total revenues increasing significantly due to improved accounting for off-database SPLOST and state funding which is allocated to exempt, smaller-scale projects.

14 Anticipated revenues are placed in current year dollars to support comparison to ARTP project costs which are in current year dollars.
<table>
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<th>Project Name</th>
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<th>Quadrant (only for projects seeking fed/state discretionary)</th>
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**Total Cost:** $1,809,456,286

* O&M costs not included. Not applicable for SGR projects.
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**Total Cost:** $14,373,526,380

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

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<td>MARTA</td>
<td>$40,000,000</td>
<td>No</td>
<td>Yes</td>
</tr>
<tr>
<td>MARTA</td>
<td>Environmental Sustainability</td>
<td>SGR</td>
<td>MARTA</td>
<td>$100,000,000</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>MARTA</td>
<td>Standby Power Replacement (Generators)</td>
<td>SGR</td>
<td>MARTA</td>
<td>$10,000,000</td>
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<tr>
<td>SRTA</td>
<td>Commuter Bus Vehicle Replacement (Electric) and Charging Infrastructure</td>
<td>SGR</td>
<td>Xpress</td>
<td>$34,445,000</td>
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<td>Yes</td>
</tr>
<tr>
<td>SRTA</td>
<td>Xpress Mobile Ticketing App</td>
<td>Enhancement</td>
<td>Xpress</td>
<td>$3,500,000</td>
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<tr>
<td>SRTA</td>
<td>Xpress Park and Ride Technology Upgrades including Smart LED Lighting</td>
<td>Enhancement</td>
<td>Xpress</td>
<td>$16,133,545</td>
<td>No</td>
<td>Yes</td>
</tr>
</tbody>
</table>

**Total Cost:** $10,729,572,092

* O&M costs not included. Not applicable for SGR projects.
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 as a complete system. Estimated impacts are associated exclusively with the transit proposals submitted as part of the 2019 ARTP to identify the discrete, independent benefits 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\(^{15}\) 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)\(^{16}\); and

\(^{15}\) [https://atlantaregional.org/transportation-mobility/modeling/modeling/]

\(^{16}\) [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 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 %) 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.

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17 Benefit-Cost Analysis Guidance for Discretionary Grant Programs, Office of the Secretary, USDOT, December 2018.
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); and
- 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\textsuperscript{18}, 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\textsuperscript{19} 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\textsuperscript{20}.

- 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\textsuperscript{21}.

\textsuperscript{18} This does not include mileage of existing systemwide projects.

\textsuperscript{19} Low capacity transit includes arterial or local bus.

\textsuperscript{20} 2015 LEHD.

\textsuperscript{21} 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 work-days only).\textsuperscript{22,23} Despite vehicle-miles travelled projected to remain virtually the same between the 2050 Build and 2050 E+C/No Build (within 1\%),\textsuperscript{24} 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\textsuperscript{25} 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.

\begin{figure}[h]
\centering
\includegraphics[width=\textwidth]{126m_20.2b.png}
\caption{Vehicle-hours delay reduced over plan horizon and Travel time cost savings over plan horizon.}
\end{figure}

\textsuperscript{22} Assumes 260 work days per year.
\textsuperscript{23} ARC regional travel model.
\textsuperscript{24} ARC regional travel model.
\textsuperscript{25} BCA Model.
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.\(^{26}\)

Implementation of the 2019 ARTP yields an estimated 20% increase in ridership when comparing the 2050 E+C/No Build scenario to the 2050 Transit Build scenario. This reflects a 101% increase from a 2015 base year ridership estimate of 288,000 trips to 578,000 trips. 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 PM$_{2.5}$ 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.

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27 ARC regional travel model.
28 BCA model.
29 BCA model.
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 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 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). 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%, 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. 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.

(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

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30 2017 ACS.
31 2015 LEHD, employment less than $40,000 per year ($3,333 per month).
32 Excludes Park and Ride Lots and Express/Commuter service which is typically accessed via automobile.
34 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 under-invested with respect to transportation.

35 GeoSchneider, ARC county-level appraisal data, 2018-2019.
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.
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% 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.**

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36 ARC regional travel demand model.
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 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

- **-0.34%** Interstate
- **-1.0%** Principal Arterials
- **-15.9%** Minor Arterials
- **-7.8%** Major Collectors
- **-4.9%** Local Roads
**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\(^{37}\) 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.

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\(^{37}\) 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

<table>
<thead>
<tr>
<th>Benefits Category</th>
<th>Monetized Value ($M, current year)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Safety</td>
<td>$48.5</td>
</tr>
<tr>
<td>Emissions</td>
<td>$29.3</td>
</tr>
<tr>
<td>Fuel</td>
<td>$1,374.0</td>
</tr>
<tr>
<td>Vehicle Operating Costs</td>
<td>$2,238.7</td>
</tr>
<tr>
<td>Time Savings</td>
<td>$20,873.6</td>
</tr>
<tr>
<td><strong>Total Monetized Benefits</strong></td>
<td><strong>$24,564.1</strong></td>
</tr>
<tr>
<td><strong>Total Monetized Costs</strong></td>
<td><strong>$19,680.4</strong></td>
</tr>
</tbody>
</table>

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 4th – and were held in each of the 10 ATL Districts:

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

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
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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 quarter 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 co-branding 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
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

Definition: 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**

**Definition:** 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 low-wage 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, multi-family, office, commercial, industrial, institutional, and right-of-way land within one-half 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

**Definition:** 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

**Definition:** 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 9 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

<table>
<thead>
<tr>
<th>Performance Measure Category</th>
<th>Project-Level Performance Measures</th>
<th>Expansion</th>
<th>Enhancement</th>
<th>SGR</th>
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<td>Market</td>
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<td>Existing, Projected Population Density</td>
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<td>Existing Population – Communities of Interest</td>
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<td>Existing Employment Density</td>
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<td>Existing Low Wage Employment Density</td>
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<td>Land Use Mix – Existing, Planned (+/- Community Impacts)</td>
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<td>70</td>
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<td>Transit Trips</td>
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<td>Transit Reliability</td>
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<td>Increased Useful Life</td>
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<td>Elements to Improve Safety/Security/ Environment</td>
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<td>Documented Project Support</td>
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<td>Project Readiness – Schedule, Environmental Impacts</td>
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Appendix C
2019 ARTP Project List by Project Sponsor
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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 6-Year, 20-Year, and Information Only subsections.
<table>
<thead>
<tr>
<th>Project Sponsor</th>
<th>Project Name</th>
<th>Project Description</th>
<th>Project Type</th>
<th>Project Operator</th>
<th>Primary District</th>
<th>Total Cost</th>
<th>Discretionary Funding Assumed</th>
<th>Systemwide</th>
<th>Quadrant (only for projects with Fed/State disc.)</th>
<th>Year</th>
<th>Largest County</th>
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<tbody>
<tr>
<td>ATL</td>
<td>ATL RIDES (Atlanta-Region Rider Information and Data Evaluation System)</td>
<td>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.</td>
<td>Enhancement</td>
<td>ATL</td>
<td>District 5</td>
<td>$738,000</td>
<td>Yes</td>
<td>Yes</td>
<td>Quad 2: LI/LC</td>
<td>6</td>
<td>Fulton</td>
</tr>
<tr>
<td>CobbLinc</td>
<td>Transit Signal Priority</td>
<td>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.</td>
<td>Enhancement</td>
<td>CobbLinc</td>
<td>District 3</td>
<td>$800,000</td>
<td>Yes</td>
<td>No</td>
<td>Quad 1: HI/LC</td>
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<td>Cobb</td>
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<tr>
<td>CobbLinc</td>
<td>ADA Compliant Sidewalks</td>
<td>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.</td>
<td>SGR</td>
<td>CobbLinc</td>
<td>District 8</td>
<td>$6,250,000</td>
<td>Yes</td>
<td>No</td>
<td>Quad 2: LI/LC</td>
<td>6</td>
<td>Cobb</td>
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<tr>
<td>CobbLinc</td>
<td>Cumberland Transfer Center</td>
<td>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 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; 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.</td>
<td>Enhancement</td>
<td>CobbLinc</td>
<td>District 8</td>
<td>$51,000,000</td>
<td>Yes</td>
<td>No</td>
<td>Quad 1: HI/LC</td>
<td>6</td>
<td>Cobb</td>
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<tr>
<td>Project Sponsor</td>
<td>Project Name</td>
<td>Project Description</td>
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<td>Primary District</td>
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<td>Discretionary Funding Assumed</td>
<td>Systemwide</td>
<td>Quadrant (only for projects with Fed/State disc.)</td>
<td>Year</td>
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<tr>
<td>CobbLinc</td>
<td>Marietta Transfer Center</td>
<td>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; more maintenance 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.</td>
<td>Enhancement</td>
<td>CobbLinc</td>
<td>District 3</td>
<td>$51,000,000</td>
<td>Yes</td>
<td>No</td>
<td>Quad 1: HI/LC</td>
<td>6</td>
<td>Cobb</td>
</tr>
<tr>
<td>CobbLinc</td>
<td>South Cobb Transfer Center</td>
<td>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.</td>
<td>Expansion</td>
<td>CobbLinc</td>
<td>District 8</td>
<td>$8,500,000</td>
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<td>Quad 2: LI/LC</td>
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<td>Cobb</td>
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<td>CobbLinc</td>
<td>Marietta Maintenance Facility</td>
<td>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.</td>
<td>Enhancement</td>
<td>CobbLinc</td>
<td>District 4</td>
<td>$18,000,000</td>
<td>Yes</td>
<td>No</td>
<td>Quad 1: HI/LC</td>
<td>6</td>
<td>Cobb</td>
</tr>
<tr>
<td>Douglas County (Connect Douglas)</td>
<td>Fixed Route Operating Assistance</td>
<td>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 2022 through May 2023. For each of these 12 month periods, $1.6 million is available in federal funds, with a $400,000 local match required.</td>
<td>Expansion</td>
<td>Connect Douglas</td>
<td>District 8</td>
<td>$4,000,000</td>
<td>Yes</td>
<td>No</td>
<td>Quad 2: LI/LC</td>
<td>6</td>
<td>Douglas</td>
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<tr>
<td>GCT</td>
<td>Peachtree Corners Park-and-Ride</td>
<td>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.</td>
<td>Expansion</td>
<td>GCT</td>
<td>District 2</td>
<td>$20,500,000</td>
<td>Yes</td>
<td>No</td>
<td>Quad 2: LI/LC</td>
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<tr>
<td>Project Sponsor</td>
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<tr>
<td>GCT</td>
<td>State Route 316 Park-and-Rides and Commuter Express Service</td>
<td>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.</td>
<td>Expansion</td>
<td>GCT</td>
<td>District 6</td>
<td>$51,824,400</td>
<td>Yes</td>
<td>No</td>
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<tr>
<td>GCT</td>
<td>Short-Range Direct Connect Package</td>
<td>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.</td>
<td>Expansion</td>
<td>GCT</td>
<td>District 6</td>
<td>$48,004,300</td>
<td>Yes</td>
<td>No</td>
<td>Quad 1: HI/LC</td>
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<td>Gwinnett</td>
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<tr>
<td>GCT</td>
<td>Short-Range Local Bus Expansion: Route 15</td>
<td>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.</td>
<td>Expansion</td>
<td>GCT</td>
<td>District 2</td>
<td>$15,722,000</td>
<td>Yes</td>
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<tr>
<td>GCT</td>
<td>Short-Range Local Bus Expansion: Route 25</td>
<td>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.</td>
<td>Expansion</td>
<td>GCT</td>
<td>District 2</td>
<td>$7,780,300</td>
<td>Yes</td>
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<td>Gwinnett</td>
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<tr>
<td>GCT</td>
<td>Short-Range Paratransit Service</td>
<td>Paratransit service will be provided within ¾ 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.</td>
<td>Expansion</td>
<td>GCT</td>
<td>District 6</td>
<td>$41,573,000</td>
<td>Yes</td>
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<td>GCT</td>
<td>Gwinnett Place Transit Center Improvements</td>
<td>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.</td>
<td>Enhancement</td>
<td>GCT</td>
<td>District 2</td>
<td>$20,500,000</td>
<td>Yes</td>
<td>No</td>
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<tr>
<td>GCT</td>
<td>Georgia Gwinnett College Transit Center</td>
<td>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.</td>
<td>Expansion</td>
<td>GCT</td>
<td>District 6</td>
<td>$10,250,000</td>
<td>Yes</td>
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<td>MARTA</td>
<td>Capitol Ave/Summerhill BRT</td>
<td>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.</td>
<td>Expansion</td>
<td>MARTA</td>
<td>District 5</td>
<td>$176,000,000</td>
<td>Yes</td>
<td>No</td>
<td>Quad 1: HI/LC</td>
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<td>MARTA</td>
<td>Campbellton Rd HCT</td>
<td>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.</td>
<td>Enhancement</td>
<td>MARTA</td>
<td>District 8</td>
<td>$538,400,000</td>
<td>Yes</td>
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<td>Quad 2: HI/HC</td>
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<td>MARTA</td>
<td>Northside Drive BRT</td>
<td>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.</td>
<td>Expansion</td>
<td>MARTA</td>
<td>District 5</td>
<td>$172,100,000</td>
<td>Yes</td>
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<td>MARTA</td>
<td>Track Renovation Phase IV</td>
<td>The fourth phase of track renovation.</td>
<td>SGR</td>
<td>MARTA</td>
<td>District 5</td>
<td>$205,000,000</td>
<td>Yes</td>
<td>Yes</td>
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<td>MARTA</td>
<td>Renovate Pedestrian Bridges</td>
<td>Renovating pedestrian bridges.</td>
<td>SGR</td>
<td>MARTA</td>
<td>District 5</td>
<td>$6,300,000</td>
<td>Yes</td>
<td>Yes</td>
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<tr>
<td>MARTA/Fulton County</td>
<td>GA 400 Transit Initiative BRT</td>
<td>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.</td>
<td>Expansion</td>
<td>MARTA</td>
<td>District 2</td>
<td>$300,000,000</td>
<td>Yes</td>
<td>No</td>
<td>Quad 2: HI/HC</td>
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<td>Fulton</td>
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<tr>
<td>SRTA</td>
<td>Town Center/Big Shanty Park and Ride Expansion</td>
<td>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.</td>
<td>Enhancement</td>
<td>Xpress</td>
<td>District 3</td>
<td>$12,440,787</td>
<td>Yes</td>
<td>No</td>
<td>Quad 1: HI/LC</td>
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<td>Cobb</td>
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<tr>
<td>SRTA</td>
<td>Hickory Grove Park and Ride</td>
<td>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.</td>
<td>Expansion</td>
<td>Xpress</td>
<td>District 3</td>
<td>$13,011,560</td>
<td>Yes</td>
<td>No</td>
<td>Quad 2: LI/LC</td>
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<tr>
<td>SRTA</td>
<td>Sugarloaf Park and Ride</td>
<td>The project includes 335 parking spaces. The expansion would allow for future commuter bus expansion from Gwinnett County to Midtown Atlanta, Perimeter Center and Lindbergh MARTA.</td>
<td>Expansion</td>
<td>Xpress</td>
<td>District 5</td>
<td>$14,833,539</td>
<td>Yes</td>
<td>No</td>
<td>Quad 1: HI/LC</td>
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<td>Gwinnett</td>
</tr>
<tr>
<td>SRTA</td>
<td>Mt. Carmel Park and Ride</td>
<td>The project includes 489 parking spaces. The expansion would allow for future commuter bus expansion from Henry County to Downtown Atlanta.</td>
<td>Expansion</td>
<td>Xpress</td>
<td>District 9</td>
<td>$14,928,400</td>
<td>Yes</td>
<td>No</td>
<td>Quad 2: LI/LC</td>
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<td>Henry</td>
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<tr>
<td>2016 RTP</td>
<td>I-20 East Heavy Rail to Stonecrest</td>
<td>This project extends MARTA Blue Line service East to The Mall at Stonecrest in DeKalb County.</td>
<td>Expansion</td>
<td>MARTA</td>
<td>District 7</td>
<td>$1,471,802,476</td>
<td>Yes</td>
<td>No</td>
<td>Quad 2: HI/HC</td>
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<td>DeKalb</td>
</tr>
<tr>
<td>Aerotropolis CID</td>
<td>Aerotropolis Intermodal Transportation Center</td>
<td>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.</td>
<td>Enhancement</td>
<td>MARTA</td>
<td>District 5</td>
<td>$50,000,000</td>
<td>Yes</td>
<td>No</td>
<td>Quad 2: LI/LC</td>
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<td>Fulton</td>
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<tr>
<td>Aerotropolis CID</td>
<td>Aerotropolis Corporate Crescent Circulator – Phase I</td>
<td>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 measures will have to be put in place to ensure the safety and security of those using the system.</td>
<td>Expansion</td>
<td>MARTA</td>
<td>District 5</td>
<td>$10,000,000</td>
<td>Yes</td>
<td>No</td>
<td>Quad 1: HI/LC</td>
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<td>Fulton</td>
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</table>
passengers and employees must use a bus to get from one terminal to the other. This service provides an opportunity to help alleviate the 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.

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<tbody>
<tr>
<td>Atlanta</td>
<td>MARTA West Line High Capacity Transit</td>
<td>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.</td>
<td>Expansion</td>
<td>MARTA</td>
<td>District 8</td>
<td>$283,600,000</td>
<td>Yes</td>
<td>No</td>
<td>Quad 2: HI/HC</td>
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<tr>
<td>Atlanta</td>
<td>I-20 East High Capacity Transit</td>
<td>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 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. (Reflects the segment of I-20 East Heavy Rail to Stonecrest submitted for federal or state discretionary funding.)</td>
<td>Expansion</td>
<td>MARTA</td>
<td>District 5</td>
<td>$494,560,000</td>
<td>Yes</td>
<td>No</td>
<td>Quad 2: HI/HC</td>
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<tr>
<td>Atlanta/2016 RTP</td>
<td>Northwest Regional High Capacity Transit Corridor</td>
<td>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.</td>
<td>Expansion</td>
<td>CobbLinc</td>
<td>District 3</td>
<td>$631,000,000</td>
<td>Yes</td>
<td>No</td>
<td>Quad 2: HI/HC</td>
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<td>Cobb</td>
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<tr>
<td>Brookhaven</td>
<td>BRT-15 Buford Highway High Capacity Transit</td>
<td>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 a.m. to 1:00 a.m. These assumptions were used for the operating cost estimates and ridership forecasts.</td>
<td>Enhancement</td>
<td>MARTA</td>
<td>District 5</td>
<td>$280,000,000</td>
<td>Yes</td>
<td>No</td>
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## Regional Transit Plan

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<td>Chamblee</td>
<td>New Service/New Technology Town Center</td>
<td>Autonomous Shuttle</td>
<td>Expansion</td>
<td>MARTA</td>
<td>District 3</td>
<td>$22,020,000</td>
<td>Yes</td>
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<td>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 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 &amp; 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 multi-modal 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 &amp; 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.</td>
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<tr>
<td>DeKalb County</td>
<td>LRT-1b – Clifton Corridor LRT (Segment 1b)</td>
<td>1.2 mile extension of Clifton Corridor LRT from Emory CDC Campus to Clairmont Rd at N Decatur Rd</td>
<td>Expansion</td>
<td>MARTA</td>
<td>District 5</td>
<td>$142,500,000</td>
<td>Yes</td>
<td>No</td>
<td>Quad 1: HI/LC</td>
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<td>Fulton County</td>
<td>South Fulton Parkway Rapid Transit in Dedicated Lanes</td>
<td>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 Campbeltown-Fairburn Road/Highway 92.</td>
<td>Expansion</td>
<td>MARTA</td>
<td>District 8</td>
<td>$275,000,000</td>
<td>Yes</td>
<td>No</td>
<td>Quad 2: HI/HC</td>
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<td>Project Sponsor</td>
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<td>Fulton County</td>
<td>I-285 Top End Transit in Express Lanes</td>
<td>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 Wi-Fi and other contemporary technologies and communications equipment to enhance user comfort and predictability/reliability.</td>
<td>Expansion</td>
<td>MARTA</td>
<td>District 3</td>
<td>$247,500,000</td>
<td>Yes</td>
<td>No</td>
<td>Quad 2: HI/HC</td>
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<td>Fulton</td>
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<tr>
<td>GCT</td>
<td>Mid-Range Express Commuter Bus Expansion Package</td>
<td>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 long-range by Direct Connect Route 403. Direct Connect Route 403 has been submitted as part of the ATL Call for Projects process.</td>
<td>Expansion</td>
<td>GCT</td>
<td>District 6</td>
<td>$17,317,350</td>
<td>Yes</td>
<td>No</td>
<td>Quad 1: HI/LC</td>
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<tr>
<td>GCT</td>
<td>Mid-Range BRT Route 700: Doraville to Sugarloaf Mills</td>
<td>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</td>
<td>Expansion</td>
<td>GCT</td>
<td>District 2</td>
<td>$438,299,733</td>
<td>Yes</td>
<td>No</td>
<td>Quad 2: HI/HC</td>
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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
--- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | ---
GCT | Braselton Park-and-Ride and Express Commuter Service | The 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: LI/LC | 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: LI/LC | 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: LI/LC | 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: LI/LC | 20 | Gwinnett

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, 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.
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<tr>
<th>Project Sponsor</th>
<th>Project Name</th>
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</thead>
<tbody>
<tr>
<td>GCT</td>
<td>Lawrenceville Maintenance Facility</td>
<td>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, fueling, light repair, and office space for operations staff.</td>
<td>Expansion</td>
<td>GCT</td>
<td>District 6</td>
<td>$39,266,725</td>
<td>Yes</td>
<td>No</td>
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<tr>
<td>GCT</td>
<td>Local Bus Expansion: Route 21 Steve Reynolds Blvd</td>
<td>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.</td>
<td>Expansion</td>
<td>GCT</td>
<td>District 6</td>
<td>$32,658,200</td>
<td>Yes</td>
<td>No</td>
<td>Quad 1: HI/LC</td>
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<td>Gwinnett</td>
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<td>GCT</td>
<td>Long-Range Express Commuter Bus Expansion Package</td>
<td>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.</td>
<td>Expansion</td>
<td>GCT</td>
<td>District 2</td>
<td>$21,935,100</td>
<td>Yes</td>
<td>No</td>
<td>Quad 1: HI/LC</td>
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<tr>
<td>GCT</td>
<td>Long-Range Express Commuter Bus Service Enhancement Package</td>
<td>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.</td>
<td>Enhancement</td>
<td>GCT</td>
<td>District 6</td>
<td>$215,870,900</td>
<td>Yes</td>
<td>No</td>
<td>Quad 2: HI/HC</td>
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<td>Gwinnett</td>
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<tr>
<td>GCT</td>
<td>Direct Connect Expansion: Route 403 Peachtree Corners to Perimeter</td>
<td>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.</td>
<td>Expansion</td>
<td>GCT</td>
<td>District 3</td>
<td>$32,741,350</td>
<td>Yes</td>
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<tr>
<td>GCT</td>
<td>Long-Range Direct Connect Service Enhancements</td>
<td>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.</td>
<td>Enhancement</td>
<td>GCT</td>
<td>District 6</td>
<td>$67,330,500</td>
<td>Yes</td>
<td>No</td>
<td>Quad 1: HI/LC</td>
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<tr>
<td>GCT</td>
<td>Rapid Bus Expansion: Route 200 Peachtree Industrial Blvd</td>
<td>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.</td>
<td>Expansion</td>
<td>GCT</td>
<td>District 2</td>
<td>$267,935,400</td>
<td>Yes</td>
<td>No</td>
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<td>Gwinnett</td>
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<tr>
<td>GCT</td>
<td>Rapid Bus Expansion: Route 201 Steve Reynolds Blvd</td>
<td>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.</td>
<td>Expansion</td>
<td>GCT</td>
<td>District 6</td>
<td>$82,629,750</td>
<td>Yes</td>
<td>No</td>
<td>Quad 1: HI/LC</td>
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<td>Gwinnett</td>
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<tr>
<td>GCT</td>
<td>Rapid Bus Expansion: Route 205 Jimmy Carter Blvd/Holcomb Bridge Road</td>
<td>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 to meet the last MARTA train.</td>
<td>Expansion</td>
<td>GCT</td>
<td>District 2</td>
<td>$48,120,600</td>
<td>Yes</td>
<td>No</td>
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<td>GCT</td>
<td>BRT Route 700: Long Range Service Changes</td>
<td>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.</td>
<td>Expansion</td>
<td>GCT</td>
<td>District 2</td>
<td>$76,705,900</td>
<td>Yes</td>
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<td>GCT</td>
<td>BRT Route 701: Lawrenceville to Peachtree Corners</td>
<td>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.</td>
<td>Expansion</td>
<td>GCT</td>
<td>District 2</td>
<td>$543,527,500</td>
<td>Yes</td>
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<tr>
<td>GCT</td>
<td>BRT Route 702: Snellville to Indian Creek Rail Station</td>
<td>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 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.</td>
<td>Expansion</td>
<td>GCT</td>
<td>District 7</td>
<td>$332,908,050</td>
<td>Yes</td>
<td>No</td>
<td>Quad 2: HI/HC</td>
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<td>DeKalb</td>
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<td>GCT</td>
<td>Gold Line HRT Extension to Jimmy Carter Multimodal Hub</td>
<td>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.</td>
<td>Expansion</td>
<td>MARTA</td>
<td>District 3</td>
<td>$1,413,299,300</td>
<td>Yes</td>
<td>No</td>
<td>Quad 2: HI/HC</td>
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<td>Gwinnett</td>
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<tr>
<td>GCT</td>
<td>Indian Trail In-Line Stop and Park-and-Ride</td>
<td>This project is to construct an in-line stop; this 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.</td>
<td>Expansion</td>
<td>GCT</td>
<td>District 5</td>
<td>$143,500,000</td>
<td>Yes</td>
<td>No</td>
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<td>GCT</td>
<td>Short-Range Local Bus Expansion: Route 50</td>
<td>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.</td>
<td>Expansion</td>
<td>GCT</td>
<td>District 2</td>
<td>$35,500,900</td>
<td>Yes</td>
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<td>GCT</td>
<td>Short-Range Local Bus Expansion: Route 60</td>
<td>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.</td>
<td>Expansion</td>
<td>GCT</td>
<td>District 6</td>
<td>$15,606,100</td>
<td>Yes</td>
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<tr>
<td>GCT</td>
<td>Short-Range Local Bus Expansion: Route 70</td>
<td>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.</td>
<td>Expansion</td>
<td>GCT</td>
<td>District 7</td>
<td>$13,674,800</td>
<td>Yes</td>
<td>No</td>
<td>Quad 2: LI/LC</td>
<td>20, Gwinnett</td>
<td></td>
</tr>
<tr>
<td>GCT</td>
<td>Short-Range Flex Bus Expansion: Route 500</td>
<td>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.</td>
<td>Expansion</td>
<td>GCT</td>
<td>District 2</td>
<td>$14,955,900</td>
<td>Yes</td>
<td>No</td>
<td>Quad 2: LI/LC</td>
<td>20, Gwinnett</td>
<td></td>
</tr>
<tr>
<td>GCT</td>
<td>Short-Range Flex Bus Expansion: Route 503</td>
<td>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 Park-and-Ride.</td>
<td>Expansion</td>
<td>GCT</td>
<td>District 6</td>
<td>$24,266,800</td>
<td>Yes</td>
<td>No</td>
<td>Quad 2: LI/LC</td>
<td>20, Gwinnett</td>
<td></td>
</tr>
<tr>
<td>MARTA</td>
<td>Clifton Corridor (Phase 1)</td>
<td>Light Rail Transit Lines 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, level platform boarding, and increased station spacing.</td>
<td>Expansion</td>
<td>MARTA</td>
<td>District 5</td>
<td>$1,875,099,246</td>
<td>Yes</td>
<td>No</td>
<td>Quad 2: HI/HC</td>
<td>20, Fulton</td>
<td></td>
</tr>
<tr>
<td>MARTA</td>
<td>Beltline Northeast LRT</td>
<td>Light Rail Transit Lines 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, level platform boarding, and increased station spacing.</td>
<td>Expansion</td>
<td>MARTA</td>
<td>District 5</td>
<td>$298,800,000</td>
<td>Yes</td>
<td>No</td>
<td>Quad 2: HI/HC</td>
<td>20, Fulton</td>
<td></td>
</tr>
<tr>
<td>Project Sponsor</td>
<td>Project Name</td>
<td>Project Description</td>
<td>Project Type</td>
<td>Project Operator</td>
<td>Primary District</td>
<td>Total Cost</td>
<td>Discretionary Funding Assumed</td>
<td>Systemwide</td>
<td>Quadrant (only for projects with Fed/State disc.)</td>
<td>Year</td>
<td>Largest County</td>
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<tr>
<td>MARTA</td>
<td>Beltline SouthWest LRT</td>
<td>Light Rail Transit Lines 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, level platform boarding, and increased station spacing.</td>
<td>Expansion</td>
<td>MARTA</td>
<td>District 5</td>
<td>$324,000,000</td>
<td>Yes</td>
<td>No</td>
<td>Quad 2: HI/HC</td>
<td>20</td>
<td>Fulton</td>
</tr>
<tr>
<td>MARTA</td>
<td>BellLine Southeast LRT</td>
<td>Light Rail Transit Lines 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, level platform boarding, and increased station spacing.</td>
<td>Expansion</td>
<td>MARTA</td>
<td>District 5</td>
<td>$400,140,000</td>
<td>Yes</td>
<td>No</td>
<td>Quad 2: HI/HC</td>
<td>20</td>
<td>Fulton</td>
</tr>
<tr>
<td>MARTA</td>
<td>Clay County Transit Initiative – BRT</td>
<td>Bus Rapid Transit Lines 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, level platform boarding, and increased station spacing.</td>
<td>Expansion</td>
<td>MARTA</td>
<td>District 10</td>
<td>$375,000,000</td>
<td>Yes</td>
<td>No</td>
<td>Quad 2: HI/HC</td>
<td>20</td>
<td>Clayton</td>
</tr>
<tr>
<td>MARTA</td>
<td>Clay County Transit Initiative – CRT</td>
<td>Commuter Rail Transit Lines 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.</td>
<td>Expansion</td>
<td>MARTA</td>
<td>District 9</td>
<td>$900,000,000</td>
<td>Yes</td>
<td>No</td>
<td>Quad 2: HI/HC</td>
<td>20</td>
<td>Clayton</td>
</tr>
<tr>
<td>MARTA</td>
<td>Connector Reliever Park &amp; Ride Deck</td>
<td>New deck facility to expand the P&amp;R capacity.</td>
<td>Expansion</td>
<td>MARTA</td>
<td>District 5</td>
<td>$7,500,000</td>
<td>Yes</td>
<td>No</td>
<td>Quad 2: LI/LC</td>
<td>20</td>
<td>Fulton</td>
</tr>
<tr>
<td>MARTA</td>
<td>IT &amp; Software</td>
<td>Upgrading software bus/rail systemwide.</td>
<td>SGR</td>
<td>MARTA</td>
<td>District 5</td>
<td>$400,000,000</td>
<td>Yes</td>
<td>Yes</td>
<td>Quad 2: HI/HC</td>
<td>20</td>
<td>Fulton</td>
</tr>
<tr>
<td>MARTA</td>
<td>Station Rehabilitation – Program Schedule</td>
<td>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.</td>
<td>SGR</td>
<td>MARTA</td>
<td>District 5</td>
<td>$685,000,000</td>
<td>Yes</td>
<td>Yes</td>
<td>Quad 2: HI/HC</td>
<td>20</td>
<td>Fulton</td>
</tr>
<tr>
<td>MARTA</td>
<td>Roofing and Skylights – Roofing Rehabilitation Program</td>
<td>Roofing and Skylights – Roofing Rehabilitation Program</td>
<td>SGR</td>
<td>MARTA</td>
<td>District 5</td>
<td>$562,500,000</td>
<td>Yes</td>
<td>Yes</td>
<td>Quad 2: HI/HC</td>
<td>20</td>
<td>Fulton</td>
</tr>
<tr>
<td>MARTA</td>
<td>Elevators &amp; Escalators – Elevator Rehabilitation</td>
<td>Elevators &amp; Escalators – Elevator Rehabilitation</td>
<td>SGR</td>
<td>MARTA</td>
<td>District 5</td>
<td>$160,000,000</td>
<td>Yes</td>
<td>Yes</td>
<td>Quad 1: HI/LC</td>
<td>20</td>
<td>Fulton</td>
</tr>
<tr>
<td>MARTA</td>
<td>Elevators &amp; Escalators – Escalator Rehabilitation</td>
<td>Elevators &amp; Escalators – Escalator Rehabilitation</td>
<td>SGR</td>
<td>MARTA</td>
<td>District 5</td>
<td>$240,000,000</td>
<td>Yes</td>
<td>Yes</td>
<td>Quad 2: HI/HC</td>
<td>20</td>
<td>Fulton</td>
</tr>
<tr>
<td>MARTA</td>
<td>Auxiliary Power Switch Gear</td>
<td>Auxiliary Power Switch Gear</td>
<td>SGR</td>
<td>MARTA</td>
<td>District 5</td>
<td>$240,000,000</td>
<td>Yes</td>
<td>Yes</td>
<td>Quad 2: HI/HC</td>
<td>20</td>
<td>Fulton</td>
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<tr>
<td>Project Sponsor</td>
<td>Project Name</td>
<td>Project Description</td>
<td>Project Type</td>
<td>Project Operator</td>
<td>Primary District</td>
<td>Total Cost</td>
<td>Discretionary Funding Assumed</td>
<td>Systemwide</td>
<td>Quadrant (only for projects with Fed/State disc.)</td>
<td>Year</td>
<td>Largest County</td>
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<tr>
<td>MARTA</td>
<td>Traction Power Substation</td>
<td>Traction Power Substation</td>
<td>SGR</td>
<td>MARTA</td>
<td>Unknown</td>
<td>$160,000,000</td>
<td>Yes</td>
<td>No</td>
<td>Systemwide</td>
<td>20</td>
<td>Unknown</td>
</tr>
<tr>
<td>MARTA</td>
<td>Pavement Repair Program</td>
<td>Pavement Repair Program</td>
<td>SGR</td>
<td>MARTA</td>
<td>Unknown</td>
<td>$200,000,000</td>
<td>Yes</td>
<td>No</td>
<td>Systemwide</td>
<td>20</td>
<td>Unknown</td>
</tr>
<tr>
<td>MARTA</td>
<td>Rehab Existing Bus Maintenance Facility (Design)</td>
<td>Updating maintenance facility operational systems to improve safety and efficiency of maintenance program.</td>
<td>SGR</td>
<td>MARTA</td>
<td>Unknown</td>
<td>$50,000,000</td>
<td>Yes</td>
<td>No</td>
<td>Systemwide</td>
<td>20</td>
<td>Unknown</td>
</tr>
<tr>
<td>MARTA</td>
<td>BeltLine West LRT</td>
<td>Light Rail Transit Lines 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, level platform boarding, and increased station spacing.</td>
<td>Expansion</td>
<td>MARTA</td>
<td>District 5</td>
<td>$126,400,000</td>
<td>Yes</td>
<td>No</td>
<td>Quad 1: HI/LC</td>
<td>20</td>
<td>Fulton</td>
</tr>
<tr>
<td>Aerotropolis CID</td>
<td>Aerotropolis Mobility District</td>
<td>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 CID is in conversations with TransLoc to provide the software and CTN Global to provide 3rd party operations (vehicles and drivers).</td>
<td>Expansion</td>
<td>MARTA</td>
<td>District 10</td>
<td>–</td>
<td>No</td>
<td>No</td>
<td>Fulton</td>
<td></td>
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<tr>
<td>Brookhaven</td>
<td>I285 Top End High Capacity Transit</td>
<td>This project includes high capacity transit running in managed lanes along I285 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.</td>
<td>Expansion</td>
<td>MARTA</td>
<td>District 3</td>
<td>$640,000,000</td>
<td>No</td>
<td>No</td>
<td>DeKalb</td>
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<tr>
<td>Chamblee</td>
<td>Multi-Modal Mobility Hub and MARTA Station Reconfiguration</td>
<td>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</td>
<td>Enhancement</td>
<td>MARTA</td>
<td>District 3</td>
<td>$1,945,860</td>
<td>No</td>
<td>No</td>
<td>DeKalb</td>
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<tr>
<td>Project Sponsor</td>
<td>Project Name</td>
<td>Project Description</td>
<td>Project Type</td>
<td>Project Operator</td>
<td>Primary District</td>
<td>Total Cost</td>
<td>Discretionary Funding Assumed</td>
<td>Systemwide</td>
<td>Quadrant (only for projects with Fed/State disc.)</td>
<td>Year</td>
<td>Largest County</td>
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<tr>
<td>DeKalb County</td>
<td>ART-6 Memorial Drive ART (Segment 1)</td>
<td>Arterial Rapid Transit service running along Memorial Drive from Five Points to Kensington Station</td>
<td>Enhancement</td>
<td>MARTA</td>
<td>District 9</td>
<td>$104,500,000</td>
<td>No</td>
<td>No</td>
<td></td>
<td></td>
<td>DeKalb</td>
</tr>
<tr>
<td>DeKalb County</td>
<td>ART-7 Candler Road ART</td>
<td>This is an Arterial Rapid Transit line running along Candler Road between Avondale Station and South DeKalb Mall.</td>
<td>Expansion</td>
<td>MARTA</td>
<td>District 9</td>
<td>$66,200,000</td>
<td>No</td>
<td>No</td>
<td></td>
<td></td>
<td>DeKalb</td>
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<tr>
<td>DeKalb County</td>
<td>ART-8 Clairmont Road ART</td>
<td>Arterial Rapid Transit along Clairmont Road between Decatur Station and Chamblee Station.</td>
<td>Enhancement</td>
<td>MARTA</td>
<td>District 5</td>
<td>$90,500,000</td>
<td>No</td>
<td>No</td>
<td></td>
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<td>DeKalb</td>
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<tr>
<td>DeKalb County</td>
<td>ART-9 Johnson Ferry Road ART</td>
<td>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.</td>
<td>Expansion</td>
<td>MARTA</td>
<td>District 3</td>
<td>$53,500,000</td>
<td>No</td>
<td>No</td>
<td></td>
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<td>DeKalb</td>
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<tr>
<td>DeKalb County</td>
<td>ART-10 North Druid Hills ART</td>
<td>Arterial Rapid Transit along Druid Hills and Briarcliff Rd between Emory CDC Campus and Brookhaven transit station</td>
<td>Expansion</td>
<td>MARTA</td>
<td>District 5</td>
<td>$67,500,000</td>
<td>No</td>
<td>No</td>
<td></td>
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<td>DeKalb</td>
</tr>
<tr>
<td>DeKalb County</td>
<td>ART-13 Lawrenceville Hwy ART</td>
<td>Arterial Rapid Transit from Decatur Station along Church Street and Lawrenceville Hwy to the City of Tucker</td>
<td>Expansion</td>
<td>MARTA</td>
<td>District 5</td>
<td>$83,000,000</td>
<td>No</td>
<td>No</td>
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<td>DeKalb</td>
</tr>
<tr>
<td>DeKalb County</td>
<td>ART-15 Lavista Road ART</td>
<td>Arterial Rapid Transit from Lindbergh Station to the City of Tucker along Lavista Rd</td>
<td>Expansion</td>
<td>MARTA</td>
<td>District 5</td>
<td>$111,500,000</td>
<td>No</td>
<td>No</td>
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<td>DeKalb</td>
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<tr>
<td>DeKalb County</td>
<td>ART-16 Hairston Rd ART</td>
<td>Arterial Rapid Transit Hairston Rd, SR 155 (Flat Shoals Pkwy) to downtown Tucker. Project includes infrastructure and vehicles.</td>
<td>Expansion</td>
<td>MARTA</td>
<td>District 7</td>
<td>$117,000,000</td>
<td>No</td>
<td>No</td>
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<td>DeKalb</td>
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<tr>
<td>DeKalb County</td>
<td>AR-17 Memorial Drive ART (segment 2)</td>
<td>Arterial Rapid Transit along Memorial Drive from Kensington Station to Goldsmith Park and Ride</td>
<td>Enhancement</td>
<td>MARTA</td>
<td>District 7</td>
<td>$59,000,000</td>
<td>No</td>
<td>No</td>
<td></td>
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<td>DeKalb</td>
</tr>
<tr>
<td>DeKalb County</td>
<td>ART-18 Covington Hwy ART</td>
<td>Arterial Rapid Transit along Covington Hwy from Stonecrest Mall to Kensington Station, project includes infrastructure and vehicles</td>
<td>Enhancement</td>
<td>MARTA</td>
<td>District 7</td>
<td>$110,500,000</td>
<td>No</td>
<td>No</td>
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<td>DeKalb</td>
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<tr>
<td>Project Sponsor</td>
<td>Project Name</td>
<td>Project Description</td>
<td>Project Type</td>
<td>Project Operator</td>
<td>Primary District</td>
<td>Total Cost</td>
<td>Discretionary Funding Assumed</td>
<td>Systemwide</td>
<td>Quadrant (only for projects with Fed/State disc.)</td>
<td>Year</td>
<td>Largest County</td>
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<tr>
<td>DeKalb County</td>
<td>ART-19 Clifton Corridor ART</td>
<td>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</td>
<td>Expansion</td>
<td>MARTA</td>
<td>District 5</td>
<td>$36,700,000</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>DeKalb</td>
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<tr>
<td>DeKalb County</td>
<td>BRT 4 – I-285 East Wall BRT</td>
<td>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</td>
<td>Expansion</td>
<td>MARTA</td>
<td>District 9</td>
<td>$306,000,000</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>DeKalb</td>
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</tr>
<tr>
<td>DeKalb County</td>
<td>LRT-2 Clifton Corridor LRT (Segment 2)</td>
<td>This is an extension of the Clifton Corridor LRT from Decatur, Clairmont Rd at N Decatur Rd to Avondale Station.</td>
<td>Expansion</td>
<td>MARTA</td>
<td>District 5</td>
<td>$1,056,500,000</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>DeKalb</td>
<td></td>
</tr>
<tr>
<td>DeKalb County</td>
<td>LRT-3 Candler Road LRT</td>
<td>This project is a continuation of LRT south from Avondale Station to South DeKalb Mall. This LRT segment is only included in the full-penny scenario, and is ART in the half-penny scenario. The LRT project includes track, stations, vehicles.</td>
<td>Expansion</td>
<td>MARTA</td>
<td>District 9</td>
<td>$1,077,000,000</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>DeKalb</td>
<td></td>
</tr>
<tr>
<td>DeKalb County</td>
<td>LRT-10 LRT to Wesley Chapel Road</td>
<td>This is an extension of Clifton Corridor LRT, this segment runs along I20 to Wesley Chapel Rd. The project assumed dedicated ROW, stations, vehicles.</td>
<td>Enhancement</td>
<td>MARTA</td>
<td>District 9</td>
<td>$558,500,000</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>DeKalb</td>
<td></td>
</tr>
<tr>
<td>DeKalb County</td>
<td>BRT-1 I-20 East BRT</td>
<td>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</td>
<td>Expansion</td>
<td>MARTA</td>
<td>District 9</td>
<td>$216,400,000</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>DeKalb</td>
<td></td>
</tr>
<tr>
<td>Doraville</td>
<td>Park Avenue Extension and Covered Street</td>
<td>Park Avenue Extension and Covered Street is the lynchpin 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 retaining 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.</td>
<td>Enhancement</td>
<td>MARTA</td>
<td>District 3</td>
<td>$65,500,000</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>DeKalb</td>
<td></td>
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<td>Project Sponsor</td>
<td>Project Name</td>
<td>Project Description</td>
<td>Project Type</td>
<td>Project Operator</td>
<td>Primary District</td>
<td>Total Cost</td>
<td>Discretionary Funding Assumed</td>
<td>Systemwide</td>
<td>Quadrant (only for projects with Fed/State disc.)</td>
<td>Year</td>
<td>Largest County</td>
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<tr>
<td>Douglas County (Connect Douglas)</td>
<td>Commuter Vanpool Replacement Vehicles</td>
<td>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.</td>
<td>SGR</td>
<td>Connect Douglas</td>
<td>District 8</td>
<td>$990,000</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td></td>
<td>Douglas</td>
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<tr>
<td>Douglas County (Connect Douglas)</td>
<td>Staff Vehicles</td>
<td>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.</td>
<td>Enhancement</td>
<td>Connect Douglas</td>
<td>District 8</td>
<td>$45,000</td>
<td>No</td>
<td>No</td>
<td>No</td>
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<td>Douglas</td>
</tr>
<tr>
<td>Douglas County (Connect Douglas)</td>
<td>Preventive Maintenance</td>
<td>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.</td>
<td>SGR</td>
<td>Connect Douglas</td>
<td>District 8</td>
<td>$900,000</td>
<td>No</td>
<td>No</td>
<td>No</td>
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<td>Douglas</td>
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<tr>
<td>Douglas County (Connect Douglas)</td>
<td>Fixed Route Vehicles</td>
<td>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.</td>
<td>Expansion</td>
<td>Connect Douglas</td>
<td>District 8</td>
<td>$1,494,000</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td></td>
<td>Douglas</td>
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<tr>
<td>Douglas County (Connect Douglas)</td>
<td>Vehicles for Paratransit Expansion</td>
<td>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.</td>
<td>Expansion</td>
<td>Connect Douglas</td>
<td>District 8</td>
<td>$504,000</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td></td>
<td>Douglas</td>
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<tr>
<td>Douglas County (Connect Douglas)</td>
<td>Vehicles for Vanpool Expansion</td>
<td>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 7 years. New vehicles are needed to accommodate this growth.</td>
<td>Expansion</td>
<td>Connect Douglas</td>
<td>District 8</td>
<td>$369,000</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td></td>
<td>Douglas</td>
</tr>
<tr>
<td>Douglas County (Connect Douglas)</td>
<td>Fixed Route, Paratransit Replacement Vehicles</td>
<td>Replacing fixed route and paratransit vehicles that have reached or exceeded their useful life of 5 years or 125,000 miles.</td>
<td>SGR</td>
<td>Connect Douglas</td>
<td>District 8</td>
<td>$864,000</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
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<td>Douglas</td>
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<tr>
<td>Douglas County (Connect Douglas)</td>
<td>Bus shelters and passenger amenities</td>
<td>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.</td>
<td>Expansion</td>
<td>Connect Douglas</td>
<td>District 8</td>
<td>$307,000</td>
<td>No</td>
<td>Yes</td>
<td></td>
<td></td>
<td>Douglas</td>
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<tr>
<td>Douglas County (Connect Douglas)</td>
<td>Hardware/Farebox Upgrades</td>
<td>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.</td>
<td>Enhancement</td>
<td>Connect Douglas</td>
<td>District 8</td>
<td>$257,000</td>
<td>No</td>
<td>Yes</td>
<td></td>
<td></td>
<td>Douglas</td>
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<tr>
<td>Douglas County (Connect Douglas)</td>
<td>Software</td>
<td>Software that can enhance fixed route scheduling, automatic vehicle locators and various passenger apps.</td>
<td>Expansion</td>
<td>Connect Douglas</td>
<td>District 8</td>
<td>$315,000</td>
<td>No</td>
<td>Yes</td>
<td></td>
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<td>Douglas</td>
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<tr>
<td>Douglas County (Connect Douglas)</td>
<td>Security/ Surveillance</td>
<td>Installing fencing around the perimeter of the Douglas County Transportation Center, approximately 12 acres, and replacing the camera surveillance system at the Transportation Center.</td>
<td>Enhancement</td>
<td>Connect Douglas</td>
<td>District 8</td>
<td>$255,000</td>
<td>No</td>
<td>No</td>
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<td>Douglas</td>
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<tr>
<td>Douglas County (Connect Douglas)</td>
<td>Land Acquisition</td>
<td>Connect Douglas does not have sufficient park and ride capabilities in the Liberty Road and Thornton Road areas. Both of these locations are at the far ends of the west and east boundaries of the county. These two proposed facilities would be used by Douglass 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.</td>
<td>Expansion</td>
<td>Connect Douglas</td>
<td>District 8</td>
<td>$4,000,000</td>
<td>No</td>
<td>No</td>
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<td>Douglas</td>
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<tr>
<td>Douglas County (Connect Douglas)</td>
<td>Park and ride lot construction</td>
<td>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.</td>
<td>Expansion</td>
<td>Connect Douglas</td>
<td>District 8</td>
<td>$4,005,000</td>
<td>No</td>
<td>No</td>
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<td>Douglas</td>
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<tr>
<td>Douglas County (Connect Douglas)</td>
<td>Fixed Route Service, 2022 – 2026</td>
<td>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.</td>
<td>Expansion</td>
<td>Connect Douglas</td>
<td>District 8</td>
<td>$15,000,000</td>
<td>No</td>
<td>Yes</td>
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<td>Douglas</td>
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<tr>
<td>Douglas County (Connect Douglas)</td>
<td>Demand Response Service</td>
<td>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.</td>
<td>Expansion</td>
<td>Connect Douglas</td>
<td>District 8</td>
<td>$3,600,000</td>
<td>No</td>
<td>No</td>
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<tr>
<td>Fulton County</td>
<td>Highway 29/</td>
<td>Rubber wheel rapid</td>
<td>Enhancement</td>
<td>MARTA</td>
<td>District 8</td>
<td>$221,300,000</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td></td>
<td>Fulton</td>
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<tr>
<td>Roosevelt</td>
<td>Roosevelt</td>
<td>transit in existing travel lanes including raised stations, pedestrian improvements, pull-offs, and signal prioritization with station locations TBD.</td>
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<tr>
<td>Fulton County</td>
<td>Holcomb Bridge Road Arterial</td>
<td>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.</td>
<td>Expansion</td>
<td>MARTA</td>
<td>District 1</td>
<td>$117,400,000</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td></td>
<td>Fulton</td>
</tr>
<tr>
<td>Fulton County</td>
<td>Highway 9/</td>
<td>Rubber wheel rapid</td>
<td>Expansion</td>
<td>MARTA</td>
<td>District 1</td>
<td>$167,700,000</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td></td>
<td>Fulton</td>
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<tr>
<td>Roswell Road Arterial Rapid Transit</td>
<td>transit in existing travel lanes along Highway 29/Roosevelt Parkway including raised stations, pedestrian improvements, pull-offs, and signal prioritization with station locations TBD.</td>
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<tr>
<td>Fulton County</td>
<td>Old Milton Parkway/State Bridge Road Arterial Rapid Transit</td>
<td>Rubber wheel rapid transit in existing travel lanes including raised stations, pedestrian improvements, pull-offs, and signal prioritization with station locations TBD.</td>
<td>Expansion</td>
<td>MARTA</td>
<td>District 2</td>
<td>$100,100,000</td>
<td>No</td>
<td>No</td>
<td>No</td>
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<td>Fulton</td>
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<tr>
<td>Fulton County</td>
<td>Camp Creek Parkway/Fulton Industrial Boulevard Arterial Rapid Transit</td>
<td>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.</td>
<td>Expansion</td>
<td>MARTA</td>
<td>District 8</td>
<td>$125,800,000</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td></td>
<td>Fulton</td>
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<tr>
<td>Fulton County</td>
<td>Southside I-85 Park and Ride Improvements</td>
<td>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.</td>
<td>Enhancement</td>
<td>MARTA</td>
<td>District 8</td>
<td>$1,000,000</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td></td>
<td>Fulton</td>
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<tr>
<td>Fulton County</td>
<td>Fulton County Last Mile/Station Connectivity Improvements</td>
<td>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.</td>
<td>Enhancement</td>
<td>MARTA</td>
<td>District 3</td>
<td>$62,500,000</td>
<td>No</td>
<td>No</td>
<td>No</td>
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<td>Fulton</td>
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<tr>
<td>Fulton County</td>
<td>Fulton County Bus Shelter Enhancements</td>
<td>Replacement and addition of bus shelters, concrete pads, lighting, trash receptacles, and pedestrian sidewalks at MARTA bus stops throughout Fulton County.</td>
<td>Enhancement</td>
<td>MARTA</td>
<td>District 5</td>
<td>$27,500,000</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
<td></td>
<td>Fulton</td>
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<tr>
<td>GCT</td>
<td>I-985 Park-and-Ride Upgrades</td>
<td>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.</td>
<td>Enhancement</td>
<td>GCT</td>
<td>District 5</td>
<td>$15,375,000</td>
<td>No</td>
<td>No</td>
<td>No</td>
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<td>Gwinnett</td>
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<tr>
<td>GCT</td>
<td>Mid-Range Local Bus Expansion Package</td>
<td>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</td>
<td>Expansion</td>
<td>GCT</td>
<td>District 6</td>
<td>$71,914,100</td>
<td>No</td>
<td>No</td>
<td>No</td>
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<td>Gwinnett</td>
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<td>Project Sponsor</td>
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<td>Project Type</td>
<td>Project Operator</td>
<td>Primary District</td>
<td>Total Cost</td>
<td>Discretionary Funding Assumed</td>
<td>Systemwide</td>
<td>Quadrant (only for projects with Fed/State disc.)</td>
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<tr>
<td>GCT</td>
<td>Mid-Range Bus Replacement</td>
<td>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.</td>
<td>SGR</td>
<td>GCT</td>
<td>District 6</td>
<td>$49,405,000</td>
<td>No</td>
<td>No</td>
<td>Gwinnett</td>
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<tr>
<td>GCT</td>
<td>Mid-Range Paratransit Service</td>
<td>Paratransit service will be provided within ¼ 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.</td>
<td>Expansion</td>
<td>GCT</td>
<td>District 6</td>
<td>$57,538,900</td>
<td>No</td>
<td>No</td>
<td>Gwinnett</td>
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<tr>
<td>GCT</td>
<td>Long-Range Local Bus Service Enhancement Package</td>
<td>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.</td>
<td>Enhancement</td>
<td>GCT</td>
<td>District 6</td>
<td>$469,094,100</td>
<td>No</td>
<td>No</td>
<td>Gwinnett</td>
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<tr>
<td>GCT</td>
<td>Short-Range Local Bus Enhancement Package</td>
<td>This project is in 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.</td>
<td>Enhancement</td>
<td>GCT</td>
<td>District 6</td>
<td>$178,717,600</td>
<td>No</td>
<td>No</td>
<td>Gwinnett</td>
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<tr>
<td>GCT</td>
<td>Rapid Bus Expansion: Route 202 Gwinnett Place Transit Center/Mall of Georgia</td>
<td>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.</td>
<td>Expansion</td>
<td>GCT</td>
<td>District 2</td>
<td>$139,050,000</td>
<td>No</td>
<td>No</td>
<td>Gwinnett</td>
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<td>Discretionary Funding Assumed</td>
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<tr>
<td>GCT</td>
<td>Rapid Bus Expansion: Route 203 Pleasant Hill Road</td>
<td>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.</td>
<td>Expansion</td>
<td>GCT</td>
<td>District 6</td>
<td>$299,970,900</td>
<td>No</td>
<td>No</td>
<td>Gwinnett</td>
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<tr>
<td>GCT</td>
<td>Rapid Bus Expansion: Route 204 State Route 124</td>
<td>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 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.</td>
<td>Expansion</td>
<td>GCT</td>
<td>District 6</td>
<td>$248,706,400</td>
<td>No</td>
<td>No</td>
<td>Gwinnett</td>
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<tr>
<td>GCT</td>
<td>Long-Range Rapid Corridors Package</td>
<td>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.</td>
<td>Expansion</td>
<td>GCT</td>
<td>District 3</td>
<td>$63,857,500</td>
<td>No</td>
<td>No</td>
<td>Gwinnett</td>
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<td>Project Operator</td>
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<tr>
<td>GCT</td>
<td>Long-Range Flex Service Expansion Package</td>
<td>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.</td>
<td>Expansion</td>
<td>GCT</td>
<td>District 6</td>
<td>$120,425,800</td>
<td>No</td>
<td>No</td>
<td>Gwinnett</td>
<td></td>
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<tr>
<td>GCT</td>
<td>Long-Range Paratransit Service</td>
<td>Paratransit service will be provided within ¾ mile of any fixed route service that is implemented. This paratransit package is for complete paratransit service upon the implementation of the Long-Range phase of the Connect Gwinnett Transit Plan.</td>
<td>Expansion</td>
<td>GCT</td>
<td>District 6</td>
<td>$84,228,500</td>
<td>No</td>
<td>No</td>
<td>Gwinnett</td>
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<tr>
<td>GCT</td>
<td>Long-Range Bus Replacement and Rehab</td>
<td>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.</td>
<td>SGR</td>
<td>GCT</td>
<td>District 6</td>
<td>$183,013,750</td>
<td>No</td>
<td>No</td>
<td>Gwinnett</td>
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<tr>
<td>GCT</td>
<td>Sugarloaf Park-and-Ride Flyover Ramp and Upgrades</td>
<td>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. 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-and-ride to facilitate bus access to/from this new overcrossing. This project is part of the Long-Range phase of the Connect Gwinnett Transit Plan.</td>
<td>Expansion</td>
<td>GCT</td>
<td>District 6</td>
<td>$102,500,000</td>
<td>No</td>
<td>No</td>
<td>Gwinnett</td>
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<tr>
<td>GCT</td>
<td>McGinnis Ferry Direct Access Ramps and Park-and-Ride</td>
<td>This project is to construct direct access ramps from the I-85 managed lanes and a new park-and-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.</td>
<td>Expansion</td>
<td>GCT</td>
<td>District 5</td>
<td>$76,875,000</td>
<td>No</td>
<td>No</td>
<td>Gwinnett</td>
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<td>Project Sponsor</td>
<td>Project Name</td>
<td>Project Description</td>
<td>Project Type</td>
<td>Project Operator</td>
<td>Primary District</td>
<td>Total Cost</td>
<td>Discretionary Funding Assumed</td>
<td>Systemwide</td>
<td>Quadrant (only for projects with Fed/State disc.)</td>
<td>Year</td>
<td>Largest County</td>
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<tr>
<td>GCT</td>
<td>Snellville Park-and-Ride Upgrade</td>
<td>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.</td>
<td>Enhancement</td>
<td>GCT</td>
<td>District 7</td>
<td>$10,250,000</td>
<td>No</td>
<td>No</td>
<td></td>
<td>DeKalb</td>
<td></td>
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<tr>
<td>GCT</td>
<td>Long-Range Additional Park-and-Ride Expansion</td>
<td>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.</td>
<td>Expansion</td>
<td>GCT</td>
<td>Unknown</td>
<td>$5,125,000</td>
<td>No</td>
<td>No</td>
<td>Unknown</td>
<td>Unknown</td>
<td></td>
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<tr>
<td>GCT</td>
<td>Long-Range Fleet TSP Enhancements</td>
<td>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 route corridors. The projects for specific routes include the cost of installing TSP-enabled signals along the route corridors.</td>
<td>Enhancement</td>
<td>GCT</td>
<td>District 2</td>
<td>–</td>
<td>No</td>
<td>No</td>
<td>Gwinnett</td>
<td></td>
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<tr>
<td>GCT</td>
<td>Long-Range Vanpool Subsidy</td>
<td>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 Plan, a subsidy would ramp up over a 10 year period as described in the Plan.</td>
<td>Expansion</td>
<td>GCT</td>
<td>District 6</td>
<td>$83,613,500</td>
<td>No</td>
<td>No</td>
<td>Gwinnett</td>
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<tr>
<td>GCT</td>
<td>Bike/Pedestrian Access Improvements</td>
<td>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.</td>
<td>Enhancement</td>
<td>GCT</td>
<td>District 6</td>
<td>$80,182,931</td>
<td>No</td>
<td>No</td>
<td>Gwinnett</td>
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<tr>
<td>GCT</td>
<td>System Technology Upgrades</td>
<td>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 WiFi 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.</td>
<td>SGR</td>
<td>GCT</td>
<td>District 6</td>
<td>$57,604,206</td>
<td>No</td>
<td>No</td>
<td>Gwinnett</td>
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<td>Project Sponsor</td>
<td>Project Name</td>
<td>Project Description</td>
<td>Project Type</td>
<td>Project Operator</td>
<td>Primary District</td>
<td>Total Cost</td>
<td>Discretionary Funding Assumed</td>
<td>Systemwide</td>
<td>Quadrant (only for projects with Fed/State disc.)</td>
<td>Year</td>
<td>Largest County</td>
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<tr>
<td>GCT</td>
<td>Local Bus Stop Upgrades</td>
<td>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.</td>
<td>Enhancement</td>
<td>GCT</td>
<td>District 6</td>
<td>$84,029,500</td>
<td>No</td>
<td>No</td>
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<td>Gwinnett</td>
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<tr>
<td>GCT</td>
<td>BRT to Rail Transit Conversion Seed Money</td>
<td>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.</td>
<td>Enhancement</td>
<td>GCT</td>
<td>District 2</td>
<td>$51,250,000</td>
<td>No</td>
<td>No</td>
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<td>Gwinnett</td>
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<tr>
<td>GCT</td>
<td>Regional Transit Project Support</td>
<td>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.</td>
<td>Expansion</td>
<td>GCT</td>
<td>Unknown</td>
<td>$51,250,000</td>
<td>No</td>
<td>No</td>
<td></td>
<td></td>
<td>Unknown</td>
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<tr>
<td>GCT</td>
<td>State Route 316 Managed Lanes Support</td>
<td>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.</td>
<td>Expansion</td>
<td>GCT</td>
<td>District 6</td>
<td>$51,250,000</td>
<td>No</td>
<td>No</td>
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<td>Gwinnett</td>
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<tr>
<td>GCT</td>
<td>TNC Subsidy</td>
<td>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.</td>
<td>Expansion</td>
<td>GCT</td>
<td>District 6</td>
<td>$4,140,000</td>
<td>No</td>
<td>No</td>
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<td>Gwinnett</td>
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<tr>
<td>GCT</td>
<td>Rapid to BRT Conversion Route 202</td>
<td>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.</td>
<td>Enhancement</td>
<td>GCT</td>
<td>District 2</td>
<td>–</td>
<td>No</td>
<td>No</td>
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<td>Gwinnett</td>
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<tr>
<td>GCT</td>
<td>Rapid to BRT Conversion Route 203</td>
<td>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</td>
<td>Enhancement</td>
<td>GCT</td>
<td>District 6</td>
<td>–</td>
<td>No</td>
<td>No</td>
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<td>Project Sponsor</td>
<td>Project Name</td>
<td>Project Description</td>
<td>Project Type</td>
<td>Project Operator</td>
<td>Primary District</td>
<td>Total Cost</td>
<td>Discretionary Funding Assumed</td>
<td>Systemwide</td>
<td>Quadrant (only for projects with Fed/State disc.)</td>
<td>Year</td>
<td>Largest County</td>
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<tr>
<td>GCT</td>
<td>Short-Range Bus Replacement</td>
<td>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.</td>
<td>SGR</td>
<td>GCT</td>
<td>District 6</td>
<td>$2,255,000</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>Gwinnett</td>
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<tr>
<td>MARTA</td>
<td>Cleveland Ave ART</td>
<td>Arterial Rapid Transit Lines with expected features such as: defined stations with amenities, signage, transit signal priority, frequent bi-directional service, separate branding, skip-stop practices, and increased station spacing.</td>
<td>Enhancement</td>
<td>MARTA</td>
<td>District 5</td>
<td>$75,600,000</td>
<td>No</td>
<td>No</td>
<td>Fulton</td>
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<tr>
<td>MARTA</td>
<td>Metropolitan Parkway ART</td>
<td>Arterial Rapid Transit Lines with expected features such as: defined stations with amenities, signage, transit signal priority, frequent bi-directional service, separate branding, skip-stop practices, and increased station spacing.</td>
<td>Enhancement</td>
<td>MARTA</td>
<td>District 5</td>
<td>$95,600,000</td>
<td>No</td>
<td>No</td>
<td>Fulton</td>
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<tr>
<td>MARTA</td>
<td>Moores Mill Transit Center</td>
<td>A new Multi-Modal Transit Center.</td>
<td>Expansion</td>
<td>MARTA</td>
<td>District 5</td>
<td>$2,000,000</td>
<td>No</td>
<td>No</td>
<td>Fulton</td>
<td></td>
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<tr>
<td>MARTA</td>
<td>Greenbrier Transit Center</td>
<td>A new Transit Center.</td>
<td>Expansion</td>
<td>MARTA</td>
<td>District 8</td>
<td>$5,000,000</td>
<td>No</td>
<td>No</td>
<td>Fulton</td>
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<tr>
<td>MARTA</td>
<td>Peachtree Rd ART</td>
<td>Arterial Rapid Transit Lines with expected features such as: defined stations with amenities, signage, transit signal priority, frequent bi-directional service, separate branding, skip-stop practices, and increased station spacing.</td>
<td>Expansion</td>
<td>MARTA</td>
<td>District 5</td>
<td>$110,500,000</td>
<td>No</td>
<td>No</td>
<td>Fulton</td>
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<tr>
<td>MARTA</td>
<td>North Avenue BRT (Phase I)</td>
<td>Arterial Rapid Transit Lines with expected features such as: defined stations with amenities, signage, transit signal priority, frequent bi-directional service, separate branding, skip-stop practices, and increased station spacing.</td>
<td>Expansion</td>
<td>MARTA</td>
<td>District 5</td>
<td>$129,000,000</td>
<td>No</td>
<td>No</td>
<td>Fulton</td>
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<tr>
<td>MARTA</td>
<td>Atlanta Streetcar East Extension</td>
<td>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.</td>
<td>Expansion</td>
<td>MARTA</td>
<td>District 5</td>
<td>$266,300,000</td>
<td>No</td>
<td>No</td>
<td>Fulton</td>
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<tr>
<td>MARTA</td>
<td>Atlanta Streetcar West Extension</td>
<td>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.</td>
<td>Expansion</td>
<td>MARTA</td>
<td>District 5</td>
<td>$348,200,000</td>
<td>No</td>
<td>No</td>
<td>Fulton</td>
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<tr>
<td>MARTA</td>
<td>Greenbrier Transit Center</td>
<td>A new transit center.</td>
<td>Expansion</td>
<td>MARTA</td>
<td>District 8</td>
<td>$5,000,000</td>
<td>No</td>
<td>No</td>
<td>Fulton</td>
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<td>Project Sponsor</td>
<td>Project Name</td>
<td>Project Description</td>
<td>Project Type</td>
<td>Project Operator</td>
<td>Primary District</td>
<td>Total Cost</td>
<td>Discretionary Funding Assumed</td>
<td>Systemwide</td>
<td>Quadrant (only for projects with Fed/State disc.)</td>
<td>Year</td>
<td>Largest County</td>
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<tr>
<td>MARTA</td>
<td>Clayton County High Capacity Transit Initiative - Bus Maintenance Facility</td>
<td>A defined facility with amenities and signage, transit signal priority, and separate branding.</td>
<td>Expansion</td>
<td>MARTA</td>
<td>District 9</td>
<td>$107,520,000</td>
<td>No</td>
<td>No</td>
<td>No</td>
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<td>Clayton</td>
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<tr>
<td>MARTA</td>
<td>MARTA Clean Bus Procurement</td>
<td>Acquisition of clean fuel buses.</td>
<td>Enhancement</td>
<td>MARTA</td>
<td>District 5</td>
<td>$8,875,000</td>
<td>No</td>
<td>Yes</td>
<td>Fulton</td>
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<tr>
<td>MARTA</td>
<td>Bus Procurement</td>
<td>Buses that include features such as: signal priority, CCTV cameras, fuel efficiency, and alternative fuels.</td>
<td>Enhancement</td>
<td>MARTA</td>
<td>District 5</td>
<td>$25,000,000</td>
<td>No</td>
<td>Yes</td>
<td>Fulton</td>
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<tr>
<td>MARTA</td>
<td>Light Rail – Streetcar</td>
<td>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.</td>
<td>Enhancement</td>
<td>MARTA</td>
<td>District 5</td>
<td>$1,500,000</td>
<td>No</td>
<td>No</td>
<td>Fulton</td>
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<tr>
<td>MARTA</td>
<td>Paratransit</td>
<td>Improve Paratransit Services across the MARTA services area.</td>
<td>Expansion</td>
<td>MARTA</td>
<td>District 5</td>
<td>$5,000,000</td>
<td>No</td>
<td>No</td>
<td>Fulton</td>
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<tr>
<td>MARTA</td>
<td>Bankhead Enhancement</td>
<td>Bankhead Station Platform Extension.</td>
<td>Enhancement</td>
<td>MARTA</td>
<td>District 5</td>
<td>$16,000,000</td>
<td>No</td>
<td>No</td>
<td>Fulton</td>
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<td>MARTA</td>
<td>Five Points Enhancements</td>
<td>Station Enhancements to the Five Points Station.</td>
<td>Enhancement</td>
<td>MARTA</td>
<td>District 5</td>
<td>$83,500,000</td>
<td>No</td>
<td>No</td>
<td>Fulton</td>
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<tr>
<td>MARTA</td>
<td>Vine City Enhancements</td>
<td>Station Improvements to the Vine City Station.</td>
<td>Enhancement</td>
<td>MARTA</td>
<td>District 5</td>
<td>$50,000,000</td>
<td>No</td>
<td>No</td>
<td>Fulton</td>
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<tr>
<td>MARTA</td>
<td>Rail Facilities and Equipment – Energy Services Company Performance</td>
<td>Replacing light fixtures at multiple facilities with energy efficient systems (LED Technology).</td>
<td>Enhancement</td>
<td>MARTA</td>
<td>District 5</td>
<td>$28,000,000</td>
<td>No</td>
<td>Yes</td>
<td>Fulton</td>
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<tr>
<td>MARTA</td>
<td>Rail Facilities and Equipment – Automated parking and rev. Control</td>
<td>Existing parking equipment replacement (Revenue generating equipment) and parking garages.</td>
<td>Enhancement</td>
<td>MARTA</td>
<td>District 3</td>
<td>$5,500,000</td>
<td>No</td>
<td>No</td>
<td>Fulton</td>
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<tr>
<td>MARTA</td>
<td>Bus Facility and Equipment – Bus Shelters and Benches</td>
<td>Bus Facility and Equipment – Bus Shelters and Benches.</td>
<td>Enhancement</td>
<td>MARTA</td>
<td>District 5</td>
<td>$28,000,000</td>
<td>No</td>
<td>Yes</td>
<td>Fulton</td>
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<tr>
<td>MARTA</td>
<td>Bus Stop Signage Replacement</td>
<td>Bus Stop Signage Replacement</td>
<td>Enhancement</td>
<td>MARTA</td>
<td>District 5</td>
<td>$4,000,000</td>
<td>No</td>
<td>Yes</td>
<td>Fulton</td>
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<tr>
<td>MARTA</td>
<td>Facilities Upgrade Program (JOC)</td>
<td>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.</td>
<td>Enhancement</td>
<td>MARTA</td>
<td>Unknown</td>
<td>$12,000,000</td>
<td>No</td>
<td>No</td>
<td>Unknown</td>
<td></td>
<td></td>
</tr>
<tr>
<td>MARTA</td>
<td>Bus and Rail Training Simulator</td>
<td>Bus and Rail Training Simulator</td>
<td>Enhancement</td>
<td>MARTA</td>
<td>District 5</td>
<td>$3,200,000</td>
<td>No</td>
<td>Yes</td>
<td>Fulton</td>
<td></td>
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</tr>
<tr>
<td>MARTA</td>
<td>Train Control System Upgrade</td>
<td>Train Control System Upgrade</td>
<td>Enhancement</td>
<td>MARTA</td>
<td>District 5</td>
<td>$58,000,000</td>
<td>No</td>
<td>Yes</td>
<td>Fulton</td>
<td></td>
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<tr>
<td>Project Sponsor</td>
<td>Project Name</td>
<td>Project Description</td>
<td>Project Type</td>
<td>Project Operator</td>
<td>Primary District</td>
<td>Total Cost</td>
<td>Discretionary Funding Assumed</td>
<td>Systemwide</td>
<td>Quadrant (only for projects with Fed/State disc.)</td>
<td>Year</td>
<td>Largest County</td>
</tr>
<tr>
<td>-----------------</td>
<td>--------------</td>
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</tr>
<tr>
<td>MARTA</td>
<td>Tunnel Ventilation – Rehab Tunnel Ventilation Fans</td>
<td>Tunnel Ventilation – Rehab Tunnel Ventilation Fans</td>
<td>SGR</td>
<td>MARTA</td>
<td>District 5</td>
<td>$205,000,000</td>
<td>No</td>
<td>Yes</td>
<td>Fulton</td>
<td>Fulton</td>
<td></td>
</tr>
<tr>
<td>MARTA</td>
<td>Escalators &amp; Elevators – Oakland City Station East Elevator</td>
<td>Escalators &amp; Elevators – Oakland City Station East Elevator</td>
<td>SGR</td>
<td>MARTA</td>
<td>District 8</td>
<td>$1,000,000</td>
<td>No</td>
<td>No</td>
<td>Fulton</td>
<td>Fulton</td>
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<tr>
<td>MARTA</td>
<td>Radio &amp; Communications</td>
<td>Radio &amp; Communications</td>
<td>Enhancement</td>
<td>MARTA</td>
<td>Unknown</td>
<td>$17,800,000</td>
<td>No</td>
<td>No</td>
<td>Unknown</td>
<td>Unknown</td>
<td></td>
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<tr>
<td>MARTA</td>
<td>Smart Restrooms</td>
<td>Smart Restrooms</td>
<td>Enhancement</td>
<td>MARTA</td>
<td>District 5</td>
<td>$20,000,000</td>
<td>No</td>
<td>Yes</td>
<td>Fulton</td>
<td>Fulton</td>
<td></td>
</tr>
<tr>
<td>MARTA</td>
<td>Security – Miscellaneous Enhancements</td>
<td>System wide security upgrades for maintenance facilities and wayside. Repair/replacement of security fencing. Expansion of security cameras. Upgrading security access at key facilities.</td>
<td>Enhancement</td>
<td>MARTA</td>
<td>Unknown</td>
<td>$15,625,000</td>
<td>No</td>
<td>No</td>
<td>Unknown</td>
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<tr>
<td>MARTA</td>
<td>Building and Office Equipment – Facilities Upgrade Program – JOC</td>
<td>Building and Office Equipment – Facilities Upgrade Program – JOC</td>
<td>SGR</td>
<td>MARTA</td>
<td>Unknown</td>
<td>$240,000,000</td>
<td>No</td>
<td>No</td>
<td>Unknown</td>
<td>Unknown</td>
<td></td>
</tr>
<tr>
<td>MARTA</td>
<td>Underground Storage Tanks</td>
<td>Underground Storage Tanks</td>
<td>SGR</td>
<td>MARTA</td>
<td>Unknown</td>
<td>$100,000,000</td>
<td>No</td>
<td>No</td>
<td>Unknown</td>
<td>Unknown</td>
<td></td>
</tr>
<tr>
<td>MARTA</td>
<td>Systemwide UPS Replacement System</td>
<td>Uninterrupted Power Supply units are being replaced/upgrades at select MARTA facilities to maintain emergency service capabilities due to power failures.</td>
<td>SGR</td>
<td>MARTA</td>
<td>Unknown</td>
<td>$11,200,000</td>
<td>No</td>
<td>No</td>
<td>Unknown</td>
<td>Unknown</td>
<td></td>
</tr>
<tr>
<td>MARTA</td>
<td>Emergency Trip Station GR4 North</td>
<td>Emergency Trip Station equipment upgrades at stations and north line.</td>
<td>SGR</td>
<td>MARTA</td>
<td>District 3</td>
<td>$47,000,000</td>
<td>No</td>
<td>No</td>
<td>Fulton</td>
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<tr>
<td>MARTA</td>
<td>Systemwide Signage &amp; Wayfinding</td>
<td>Systemwide Signage &amp; Wayfinding</td>
<td>SGR</td>
<td>MARTA</td>
<td>Unknown</td>
<td>$60,000,000</td>
<td>No</td>
<td>No</td>
<td>Unknown</td>
<td>Unknown</td>
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<tr>
<td>MARTA</td>
<td>Concrete Restoration</td>
<td>Infrastructure restoration of severely cracked facility slabs and walls.</td>
<td>SGR</td>
<td>MARTA</td>
<td>District 5</td>
<td>$40,000,000</td>
<td>No</td>
<td>Yes</td>
<td>Fulton</td>
<td>Fulton</td>
<td></td>
</tr>
<tr>
<td>MARTA</td>
<td>Environmental Sustainability</td>
<td>Facilities Projects – Implementation of environmental sustainability across system.</td>
<td>SGR</td>
<td>MARTA</td>
<td>Unknown</td>
<td>$100,000,000</td>
<td>No</td>
<td>No</td>
<td>Unknown</td>
<td>Unknown</td>
<td></td>
</tr>
<tr>
<td>MARTA</td>
<td>Standby Power Replacement (Generators)</td>
<td>Generators.</td>
<td>SGR</td>
<td>MARTA</td>
<td>District 5</td>
<td>$10,000,000</td>
<td>No</td>
<td>Yes</td>
<td>Fulton</td>
<td>Fulton</td>
<td></td>
</tr>
<tr>
<td>SRTA</td>
<td>Commuter Bus Vehicle Replacement (Electric) and Charging Infrastructure</td>
<td>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.</td>
<td>SGR</td>
<td>Xpress</td>
<td>District 3</td>
<td>$34,445,000</td>
<td>No</td>
<td>Yes</td>
<td>Fulton</td>
<td>Fulton</td>
<td></td>
</tr>
<tr>
<td>SRTA</td>
<td>Xpress Mobile Ticketing App</td>
<td>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.</td>
<td>Enhancement</td>
<td>Xpress</td>
<td>District 3</td>
<td>$3,500,000</td>
<td>No</td>
<td>Yes</td>
<td>Fulton</td>
<td></td>
<td></td>
</tr>
<tr>
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<td></td>
</tr>
<tr>
<td>SRTA</td>
<td>Xpress Park and Ride Technology Upgrades including Smart LED Lighting</td>
<td>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 integration, 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 ride lots. The LED lighting system consists of the following technical components: LED heads, receptacles, and luminaires, wireless outdoor lighting controller (Smart Nodes), base station or gateway, Lighting Management System (LMS) network communications, cellular service, and outdoor motion sensors.</td>
<td>Enhancement</td>
<td>Xpress</td>
<td>District 3</td>
<td>$16,133,545</td>
<td>No</td>
<td>Yes</td>
<td>Fulton</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Appendix D
2019 ARTP Project Maps by ATL District
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APPENDIX D: DISTRICT LEVEL
PROJECT MAPS
FIGURE 14. DISTRICT 1—2019 ARTP PROJECTS
FIGURE 15. **DISTRICT 1—2019 ARTP PROJECTS WITH FEDERAL OR STATE DISCRETIONARY FUNDING ASSUMPTIONS**
FIGURE 16. DISTRICT 2—2019 ARTP PROJECTS
FIGURE 17. DISTRICT 2—2019 ARTP PROJECTS SEEKING FEDERAL OR STATE DISCRETIONARY FUNDING
FIGURE 18  DISTRICT 3—2019 ARTP PROJECTS
FIGURE 19  DISTRICT 3—2019 ARTP PROJECTS SEEKING FEDERAL OR STATE DISCRETIONARY FUNDING
Figure 20  District 4—2019 ARTP Projects
FIGURE 21  DISTRICT 4—2019 ARTP PROJECTS SEEKING FEDERAL OR STATE DISCRETIONARY FUNDING
FIGURE 22  DISTRICT 5—2019 ARTP PROJECTS
FIGURE 23  DISTRICT 5—2019 ARTP PROJECTS SEEKING FEDERAL OR STATE DISCRETIONARY FUNDING
Figure 24  District 6—2019 ARTP Projects

MAP: Dist 6, 2019 ARTP Projects

Legend:
- Enhancement Project
- Expansion Project
- State of Good Repair Project

Note: Projects pending or under initial approval are depicted as red diamonds on the map as of the end of 2019.
FIGURE 25  DISTRICT 6—2019 ARTP PROJECTS SEEKING FEDERAL OR STATE DISCRETIONARY FUNDING
Figure 26  District 7—2019 ARTP Projects
FIGURE 27  DISTRICT 7—2019 ARTP PROJECTS SEEKING FEDERAL OR STATE DISCRETIONARY FUNDING
FIGURE 28  DISTRICT 8—2019 ARTP PROJECTS
FIGURE 29  DISTRICT 8—2019 ARTP PROJECTS SEEKING FEDERAL OR STATE DISCRETIONARY FUNDING
FIGURE 30  DISTRICT 9—2019 ARTP PROJECTS
FIGURE 31  DISTRICT 9—2019 ARTP PROJECTS SEEKING FEDERAL OR STATE DISCRETIONARY FUNDING
Figure 32  District 10—2019 ARTP Projects
Figure 33  District 10—2019 ARTP Projects Seeking Federal or State Discretionary Funding
Appendix E
Project Fact Sheets
APPENDIX E: PROJECT FACT SHEETS

Each of the 79 projects seeking federal or state discretionary funding has been summarized into a one-page project fact-sheet comprising core project details such as location, description, and cost, as well as the 6 or 20-year designation for the project. These projects are also aligned to the 6 Governing Principles adopted by the ATL Board to guide development of the ARTP.

Projects were aligned to the Governing Principles by summing and sorting the total point values, from highest to lowest, across the project evaluation criteria\(^\text{38}\) that most closely relate to the objective of each Principle. The total point values were then broken up into equal sized groups to inform the relative contribution of each project to each Principle, as reflected in the Consumer Reports-style design in the fact sheets. Project contributions range from empty (least contribution) to full (relatively strongest contribution). The evaluation criteria aligned with each Governing Principle are provided in Table 11.

### Table 11. Evaluation Criteria by Governing Principle

<table>
<thead>
<tr>
<th></th>
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<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Economic Development/Land Use</td>
<td>Regional Integration/Connectivity</td>
<td>Existing/Projected Population Density</td>
<td>Existing Employment Density</td>
<td>Land Use Mix (+/- Community Impacts)</td>
</tr>
<tr>
<td>Environmental Sustainability</td>
<td>Transit Ridership Potential</td>
<td>Increased Useful Life</td>
<td>Safety/Security/Environmental Attributes</td>
<td></td>
</tr>
<tr>
<td>Equity</td>
<td>Existing Population – Communities of Interest</td>
<td>Low Wage Employment Density</td>
<td>Community Impacts</td>
<td>(Re) Development Potential</td>
</tr>
<tr>
<td>Innovation</td>
<td>Transit Reliability</td>
<td>Safety/Security/Environmental Attributes</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mobility/Access</td>
<td>Regional Integration/Connectivity</td>
<td>Existing/Projected Population Density</td>
<td>Existing Employment Density</td>
<td>Transit Ridership Potential</td>
</tr>
<tr>
<td>Return on Investment</td>
<td>(Re) Development Potential</td>
<td>Projected Population Density</td>
<td>Transit Reliability</td>
<td>Land Use Mix – (+/− Community Impacts)</td>
</tr>
</tbody>
</table>

\(^{38}\) As produced via the multi-criteria evaluation process.
Fixed Route Operating Assistance

PROJECT # 10 QUADRANT 2: Low Impact / Low Cost
PROJECT TYPE Expansion

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 2022 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.

JURISDICTION Douglas County (Connect Douglas)
DISTRICT 8
COST $4,000,000
6- OR 20-YEAR 6

Governling Principles quantified for each project by sorting against most relevant project-level performance criteria for each Principle and breaking into five equal parts.
(0 = Empty, 1 = ¼, 2 = ½, 3 = ¾, 4 = Full)
Connector Reliever Park & Ride Deck

PROJECT # 102 QUADRANT 2: Low Impact / Low Cost
PROJECT TYPE Expansion

PROJECT DESCRIPTION New deck facility to expand the P&R capacity.

JURISDICTION MARTA
DISTRICT 5
COST $7,500,000
6- OR 20-YEAR 20

Governning Principles quantified for each project by sorting against most relevant project-level performance criteria for each Principle and breaking into five equal parts.
(0 = Empty, 1 = ¼ , 2 = ½ , 3 = ¾ , 4 = Full)
IT & Software

PROJECT # 113  QUADRANT 2: High Impact / High Cost
PROJECT TYPE  SGR

PROJECT DESCRIPTION  Upgrading software bus/rail systemwide enhancement

JURISDICTION  MARTA
DISTRICT  1, 2, 3, 5, 7, 8, 9, 10
COST  $400,000,000
6- OR 20-YEAR  20

Governing Principles quantified for each project by sorting against most relevant project-level performance criteria for each Principle and breaking into five equal parts.

(0 = Empty, 1 = ¼, 2 = ½, 3 = ¾, 4 = Full)
Peachtree Corners Park-and-Ride

PROJECT # 11G QUADRANT 2: Low Impact / Low Cost
PROJECT TYPE Expansion

PROJECT DESCRIPTION
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.

JURISDICTION Gwinnett County Transit
DISTRICT 2
COST $20,500,000
6- OR 20-YEAR 6

Economic Development and Land Use
Environmental Sustainability
Equity
Innovation
Mobility and Access
Return on Investment

Governing Principles quantified for each project by sorting against most relevant project-level performance criteria for each Principle and breaking into five equal parts.
(0 = Empty, 1 = ¼, 2 = ½, 3 = ¾, 4 = Full)
### Station Rehabilitation - Program Schedule

<table>
<thead>
<tr>
<th>PROJECT #</th>
<th>QUADRANT 2: High Impact / High Cost</th>
<th>PROJECT TYPE</th>
<th>SGR</th>
</tr>
</thead>
<tbody>
<tr>
<td>PROJECT DESCRIPTION</td>
<td>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.</td>
<td></td>
<td></td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>JURISDICTION</th>
<th>MARTA</th>
</tr>
</thead>
<tbody>
<tr>
<td>DISTRICT</td>
<td>3, 5, 8, 9, 10</td>
</tr>
<tr>
<td>COST</td>
<td>$685,000,000</td>
</tr>
<tr>
<td>6- OR 20-YEAR</td>
<td>20</td>
</tr>
</tbody>
</table>

---

**Governing Principles quantified for each project by sorting against most relevant project-level performance criteria for each Principle and breaking into five equal parts.**

\(0 = \text{Empty}, 1 = \frac{1}{4}, 2 = \frac{1}{2}, 3 = \frac{3}{4}, 4 = \text{Full}\)

---

[Map and icons showing various principles like Economic Development and Land Use, Environmental Sustainability, Equity, Innovation, Mobility and Access, and Return on Investment.]
Roofing and Skylights - Roofing Rehabilitation Program

PROJECT # 124 QUADRANT 2: High Impact / High Cost
PROJECT TYPE SGR

PROJECT DESCRIPTION Roofing and Skylights - Roofing Rehabilitation Program

JURISDICTION MARTA
DISTRICT 3, 5, 8, 9, 10
COST $562,500,000
6- OR 20-YEAR 20

Economic Development and Land Use
Environmental Sustainability
Equity
Innovation
Mobility and Access
Return on Investment

Governing Principles quantified for each project by sorting against most relevant project-level performance criteria for each Principle and breaking into five equal parts.

(0 = Empty, 1 = ¼, 2 = ½, 3 = ¾, 4 = Full)
Track Renovation Phase IV

PROJECT # 126  QUADRANT 1: High Impact / Low Cost
PROJECT TYPE  SGR

PROJECT DESCRIPTION  Track Renovation Phase IV

JURISDICTION  MARTA
DISTRICT  3, 5, 8, 9, 10
COST  $205,000,000
6- OR 20-YEAR  6

---

Equity
Economic Development and Land Use
Environmental Sustainability
Innovation
Mobility and Access
Return on Investment

Governing Principles quantified for each project by sorting against most relevant project-level performance criteria for each Principle and breaking into five equal parts. (0 = Empty, 1 = ¼, 2 = ½, 3 = ¾, 4 = Full)
Elevators & Escalators - Elevator Rehabilitation

PROJECT # 127 QUADRANT 1: High Impact / Low Cost
PROJECT TYPE SGR

PROJECT DESCRIPTION Elevators & Escalators - Elevator Rehabilitation

JURISDICTION MARTA
DISTRICT 3, 5, 8, 9, 10
COST $160,000,000
6- OR 20-YEAR 20

Governance Principles quantified for each project by sorting against most relevant project-level performance criteria for each Principle and breaking into five equal parts.

(0 = Empty, 1 = ¼, 2 = ½, 3 = ¾, 4 = Full)
Elevators & Escalators - Escalator Rehabilitation

PROJECT # 128  QUADRANT 2: High Impact / High Cost
PROJECT TYPE  SGR

PROJECT DESCRIPTION  Elevators & Escalators - Escalator Rehabilitation

JURISDICTION  MARTA
DISTRICT  3, 5, 8, 9, 10
COST  $240,000,000
6- OR 20-YEAR  20

Economic Development and Land Use  Environmental Sustainability  Equity  Innovation  Mobility and Access  Return on Investment

Governance Principles quantified for each project by sorting against most relevant project-level performance criteria for each Principle and breaking into five equal parts.
(0 = Empty, 1 = ¼, 2 = ½, 3 = ¾, 4 = Full)
Renovate Pedestrian Bridges

PROJECT # 129 QUADRANT 1: High Impact / Low Cost
PROJECT TYPE SGR

PROJECT DESCRIPTION Renovate Pedestrian Bridges

JURISDICTION MARTA
DISTRICT 3, 5, 8, 9, 10
COST $6,300,000
6- OR 20-YEAR 6

Economic Development and Land Use
Environmental Sustainability
Equity
Innovation
Mobility and Access
Return on Investment

Governing Principles quantified for each project by sorting against most relevant project-level performance criteria for each Principle and breaking into five equal parts.
(0 = Empty, 1 = ¼, 2 = ½, 3 = ¾, 4 = Full)
Auxiliary Power Switch Gear

PROJECT # 130 QUADRANT 2: High Impact / High Cost
PROJECT TYPE SGR

PROJECT DESCRIPTION Auxiliary Power Switch Gear

JURISDICTION MARTA
DISTRICT 3, 5, 8, 9, 10
COST $240,000,000
6- OR 20-YEAR 20

Economic Development and Land Use
Environmental Sustainability
Equity
Innovation
Mobility and Access
Return on Investment

Governing Principles quantified for each project by sorting against most relevant project-level performance criteria for each Principle and breaking into five equal parts.
(0 = Empty, 1 = ¼, 2 = ½, 3 = ¾, 4 = Full)
### Governing Principles

Quantified for each project by sorting against most relevant project-level performance criteria for each Principle and breaking into five equal parts.

\(0 = \text{Empty}, \; 1 = \frac{1}{4}, \; 2 = \frac{1}{2}, \; 3 = \frac{3}{4}, \; 4 = \text{Full}\)

<table>
<thead>
<tr>
<th>Economic Development and Land Use</th>
<th>Environmental Sustainability</th>
<th>Equity</th>
<th>Innovation</th>
<th>Mobility and Access</th>
<th>Return on Investment</th>
</tr>
</thead>
<tbody>
<tr>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
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</tr>
</tbody>
</table>

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**Traction Power Substation**

- **Project #**: 131
- **Quadrant**: N/A
- **Project Type**: SGR
- **Project Description**: Traction Power Substation
- **Jurisdiction**: MARTA
- **District**: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10
- **Cost**: $160,000,000
- **6- or 20-Year**: 20
**Pavement Repair Program**

**PROJECT # 135** QUADRANT N/A

**PROJECT TYPE** SGR

**PROJECT DESCRIPTION** Pavement Repair Program

**JURISDICTION** MARTA

**DISTRICT** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10

**COST** $200,000,000

**6- OR 20-YEAR** 20

**Equity** N/A        **Innovation** N/A

**Economic Development and Land Use** N/A          **Environmental Sustainability** N/A

**Return on Investment** N/A

**Mobility and Access** N/A

*Governing Principles quantified for each project by sorting against most relevant project-level performance criteria for each Principle and breaking into five equal parts. (0 = Empty, 1 = ¼ , 2 = ½ , 3 = ¾ , 4 = Full)*
Rehab Existing Bus Maintenance Facility (Design)

PROJECT # 136 QUADRANT N/A
PROJECT TYPE SGR

PROJECT DESCRIPTION Updating maintenance facility operational systems to improve safety and efficiency of maintenance program.

JURISDICTION MARTA
DISTRICT 1, 2, 3, 4, 5, 6, 7, 8, 9, 10
COST $50,000,000
6- OR 20-YEAR 20

Economic Development and Land Use N/A
Environmental Sustainability N/A
Equity N/A
Innovation N/A
Mobility and Access N/A
Return on Investment N/A

Governing Principles quantified for each project by sorting against most relevant project-level performance criteria for each Principle and breaking into five equal parts.
(0 = Empty, 1 = ¼, 2 = ½, 3 = ¾, 4 = Full)
### Mid-Range Express Commuter Bus Expansion Package

**PROJECT # 13G**  QUADRANT 1: High Impact / Low Cost  
**PROJECT TYPE**  Expansion

**PROJECT DESCRIPTION**  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 long-range by Direct Connect Route 403. Direct Connect Route 403 has been submitted as part of the ATL Call for Projects process.

**JURISDICTION**  Gwinnett County Transit  
**DISTRICT**  2, 3, 5, 6, 7  
**COST**  $17,317,350  
**6- OR 20-YEAR**  20

---

- Economic Development and Land Use  
- Environmental Sustainability  
- Equity  
- Innovation  
- Mobility and Access  
- Return on Investment

*Governing Principles quantified for each project by sorting against most relevant project-level performance criteria for each Principle and breaking into five equal parts.  
(0 = Empty, 1 = ¼, 2 = ½, 3 = ¾, 4 = Full)*
LRT-1b - Clifton Corridor LRT (Segment 1b)

PROJECT # 143  QUADRANT 1: High Impact / Low Cost
PROJECT TYPE  Expansion

PROJECT DESCRIPTION  1.2 mile extension of Clifton Corridor LRT from Emory CDC Campus to Clairmont Rd at N Decatur Rd

JURISDICTION  DeKalb County
DISTRICT  5
COST  $142,500,000
6- OR 20-YEAR  20

Economic Development and Land Use  Environmental Sustainability  Mobility and Access  Return on Investment  Innovation

Equity

Governoring Principles quantified for each project by sorting against most relevant project-level performance criteria for each Principle and breaking into five equal parts.

(0 = Empty, 1 = ⅛, 2 = ⅜, 3 = ⅔, 4 = Full)
Mid-Range BRT Route 700: Doraville to Sugarloaf Mills

PROJECT # 14G
QUADRANT 2: High Impact / High Cost

PROJECT TYPE
Expansion

PROJECT DESCRIPTION
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. 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, 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.

JURISDICTION
Gwinnett County Transit

DISTRICT
2, 3, 6

COST
$438,299,733

6- OR 20-YEAR
20

Governing Principles quantified for each project by sorting against most relevant project-level performance criteria for each Principle and breaking into five equal parts.

(0 = Empty, 1 = ¼ , 2 = ½, 3 = ¾ , 4 = Full)
I-20 East Heavy Rail to Stonecrest

PROJECT # 150 QUADRANT 2: High Impact / High Cost
PROJECT TYPE Expansion

PROJECT DESCRIPTION This project extends MARTA Blue Line service East to The Mall at Stonecrest in DeKalb County.

JURISDICTION 2016 RTP
DISTRICT 7, 9
COST $1,471,802,476
6- OR 20-YEAR 20

Economic Development and Land Use
Environmental Sustainability
Equity
Innovation
Mobility and Access
Return on Investment

Governing Principles quantified for each project by sorting against most relevant project-level performance criteria for each Principle and breaking into five equal parts.

(0 = Empty, 1 = ¼, 2 = ½, 3 = ¾, 4 = Full)
BeltLine West LRT

PROJECT # 151 QUADRANT 1: High Impact / Low Cost
PROJECT TYPE Expansion

PROJECT DESCRIPTION BeltLine West LRT from Westview Drive SW to Bankhead Station

JURISDICTION MARTA
DISTRICT 5
COST $126,400,000
6- OR 20-YEAR 20

Economic Development and Land Use
Environmental Sustainability
Equity
Innovation
Mobility and Access
Return on Investment

Governing Principles quantified for each project by sorting against most relevant project-level performance criteria for each Principle and breaking into five equal parts.
(0 = Empty, 1 = ¼ , 2 = ½ , 3 = ¾ , 4 = Full)
ATL RIDES (Atlanta-Region Rider Information and Data Evaluation System)

PROJECT # 153  QUADRANT 2: Low Impact / Low Cost
PROJECT TYPE  Enhancement

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: (a) multimodal trip planning abilities; (b) live navigation features; (c) user accounts; (d) integration with mobile fare payment options; and (e) opportunities to provide customer feedback.

JURISDICTION  ATL
DISTRICT  1, 2, 3, 4, 5, 6, 7, 8, 9, 10
COST  $738,000
6- OR 20-YEAR  6

Governing Principles quantified for each project by sorting against most relevant project-level performance criteria for each Principle and breaking into five equal parts.

(0 = Empty, 1 = ¼, 2 = ½, 3 = ¾, 4 = Full)
Braselton Park-and-Ride and Express Commuter Service

PROJECT # 15G
QUADRANT 2: Low Impact / Low Cost

PROJECT TYPE Expansion

PROJECT DESCRIPTION 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.

JURISDICTION Gwinnett County Transit

DISTRICT 2, 3, 5, 6, 7

COST $18,323,450

6- OR 20-YEAR 20

Governing Principles quantified for each project by sorting against most relevant project-level performance criteria for each Principle and breaking into five equal parts.

(0 = Empty, 1 = ¼, 2 = ½, 3 = ¾, 4 = Full)
Loganville Park-and-Ride and Express Commuter Service

PROJECT # 16G QUADRANT 2: Low Impact / Low Cost

PROJECT TYPE Expansion

PROJECT DESCRIPTION
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.

JURISDICTION Gwinnett County Transit
DISTRICT 5, 6, 7
COST $18,290,350
6- OR 20-YEAR 20

Economic Development and Land Use
Environmental Sustainability
Equity
Innovation
Mobility and Access
Return on Investment

Governing Principles quantified for each project by sorting against most relevant project-level performance criteria for each Principle and breaking into five equal parts.
(0 = Empty, 1 = ¼, 2 = ½, 3 = ¾, 4 = Full)
Infinite Energy Transit Center

**PROJECT # 18G** QUADRANT 2: Low Impact / Low Cost

**PROJECT TYPE** Expansion

**PROJECT DESCRIPTION** 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.

**JURISDICTION** Gwinnett County Transit

**DISTRICT** 2

**COST** $10,250,000

**6- OR 20-YEAR** 20

**Governance Principles quantified for each project by sorting against most relevant project-level performance criteria for each Principle and breaking into five equal parts.**

(0 = Empty, 1 = ¼, 2 = ½, 3 = ¾, 4 = Full)
Lawrenceville Transit Center

PROJECT # 19G QUADRANT 2: Low Impact / Low Cost

PROJECT TYPE Expansion

PROJECT DESCRIPTION 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.

JURISDICTION Gwinnett County Transit

DISTRICT 6

COST $30,750,000

6- OR 20-YEAR 20

Governing Principles quantified for each project by sorting against most relevant project-level performance criteria for each Principle and breaking into five equal parts.

(0 = Empty, 1 = ⅛ , 2 = ¼ , 3 = ⅜ , 4 = Full)
Lawrenceville Maintenance Facility

PROJECT # 20G QUADRANT 2: Low Impact / Low Cost
PROJECT TYPE Expansion

PROJECT DESCRIPTION
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, fueling, light repair, and office space for operations staff.

JURISDICTION Gwinnett County Transit
DISTRICT 2, 3, 6, 7
COST $39,266,725
6- OR 20-YEAR 20

Govern ing Principles quantified for each project by sorting against most relevant project-level performance criteria for each Principle and breaking into five equal parts.
(0 = Empty, 1 = ¼ , 2 = ½ , 3 = ¾ , 4 = Full)
Local Bus Expansion: Route 21 Steve Reynolds Blvd

PROJECT # 22G QUADRANT 1: High Impact / Low Cost
PROJECT TYPE Expansion

Project Description: 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.

JURISDICTION Gwinnett County Transit
DISTRICT 2, 3, 6
COST $32,658,200
6- OR 20-YEAR 20

Governing Principles quantified for each project by sorting against most relevant project-level performance criteria for each Principle and breaking into five equal parts.

(0 = Empty, 1 = ¼, 2 = ½, 3 = ¾, 4 = Full)
Long-Range Express Commuter Bus Expansion Package

**PROJECT # 24** QUADRANT 1: High Impact / Low Cost

**PROJECT TYPE** Expansion

**PROJECT DESCRIPTION** 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.

**JURISDICTION** Gwinnett County Transit

**DISTRICT** 2, 3, 5, 6, 7

**COST** $21,935,100

**6- OR 20-YEAR** 20

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*Governing Principles quantified for each project by sorting against most relevant project-level performance criteria for each Principle and breaking into five equal parts.*

\(0 = \text{Empty}, \ 1 = \frac{1}{4}, \ 2 = \frac{1}{2}, \ 3 = \frac{3}{4}, \ 4 = \text{Full}\)
### Long-Range Express Commuter Bus Service Enhancement Package

<table>
<thead>
<tr>
<th>PROJECT #</th>
<th>QUADRANT 2: High Impact / High Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>PROJECT TYPE</td>
<td>Enhancement</td>
</tr>
</tbody>
</table>

**PROJECT DESCRIPTION**

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.

**JURISDICTION**

Gwinnett County Transit

**DISTRICT**

2, 3, 5, 6, 7

**COST**

$215,870,900

**6- OR 20-YEAR**

20

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**Governing Principles quantified for each project by sorting against most relevant project-level performance criteria for each Principle and breaking into five equal parts.**

\(0 = \text{Empty}, \ 1 = \frac{1}{4}, \ 2 = \frac{1}{2}, \ 3 = \frac{3}{4}, \ 4 = \text{Full}\)
Direct Connect Expansion: Route 403 Peachtree Corners to Perimeter

PROJECT # 26G QUADRANT 1: High Impact / Low Cost

PROJECT TYPE Expansion

PROJECT DESCRIPTION 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.

JURISDICTION Gwinnett County Transit
DISTRIBUTION 2, 3
COST $32,741,350
6-OR-20-YEAR 20

Governing Principles quantified for each project by sorting against most relevant project-level performance criteria for each Principle and breaking into five equal parts. (0 = Empty, 1 = ¼, 2 = ½, 3 = ¾, 4 = Full)
Long-Range Direct Connect Service Enhancements

**PROJECT # 27G** QUADRANT 1: High Impact / Low Cost

**PROJECT TYPE** Enhancement

Project Description:
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.

**JURISDICTION** Gwinnett County Transit

**DISTRICT** 2, 3, 6

**COST** $67,330,500

**6- OR 20-YEAR** 20

**Governing Principles quantified for each project by sorting against most relevant project-level performance criteria for each Principle and breaking into five equal parts.**

(0 = Empty, 1 = ¼, 2 = ½, 3 = ¾, 4 = Full)
### Rapid Bus Expansion: Route 200 Peachtree Industrial Blvd

<table>
<thead>
<tr>
<th>PROJECT # 28G</th>
<th>QUADRANT 2: High Impact / High Cost</th>
</tr>
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<tr>
<td>PROJECT TYPE</td>
<td>Expansion</td>
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<tr>
<td>PROJECT DESCRIPTION</td>
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<tr>
<td>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.</td>
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<thead>
<tr>
<th>JURISDICTION</th>
<th>Gwinnett County Transit</th>
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<tbody>
<tr>
<td>DISTRICT</td>
<td>2, 3, 5, 6</td>
</tr>
<tr>
<td>COST</td>
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<tr>
<td>6- OR 20-YEAR</td>
<td>20</td>
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</tbody>
</table>

Governing Principles quantified for each project by sorting against most relevant project-level performance criteria for each Principle and breaking into five equal parts.

\(0 = \text{Empty}, \ 1 = \frac{1}{4}, \ 2 = \frac{1}{2}, \ 3 = \frac{3}{4}, \ 4 = \text{Full}\)
Rapid Bus Expansion: Route 201 Steve Reynolds Blvd

**PROJECT # 29G**

**PROJECT TYPE** Expansion

**PROJECT DESCRIPTION**

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.

**JURISDICTION** Gwinnett County Transit

**DISTRICT** 2, 3, 6

**COST** $82,629,750

**6- OR 20-YEAR** 20

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**Governed Principles quantified for each project by sorting against most relevant project-level performance criteria for each Principle and breaking into five equal parts.**

\(0 = \text{Empty}, \ 1 = \frac{1}{4}, \ 2 = \frac{1}{2}, \ 3 = \frac{3}{4}, \ 4 = \text{Full}\)
Aerotropolis Intermodal Transportation Center

**PROJECT # 33**  QUADRANT 2: Low Impact / Low Cost

**PROJECT TYPE**  Enhancement

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. 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.

**JURISDICTION**  Aerotropolis CID

**DISTRICT**  5

**COST**  $50,000,000

**6- OR 20-YEAR**  20

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**Governing Principles quantified for each project by sorting against most relevant project-level performance criteria for each Principle and breaking into five equal parts.**

(0 = Empty, 1 = ¼, 2 = ½, 3 = ¾, 4 = Full)
Rapid Bus Expansion: Route 205 Jimmy Carter Blvd/Holcomb Bridge Road

PROJECT # 33G QUADRANT 2: Low Impact / Low Cost

PROJECT TYPE Expansion

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 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.

JURISDICTION Gwinnett County Transit

DISTRICT 1, 2, 3

COST $48,120,600

6- OR 20-YEAR 20

Economic Development and Land Use

Environmental Sustainability

Equity

Innovation

Mobility and Access

Return on Investment

Governing Principles quantified for each project by sorting against most relevant project-level performance criteria for each Principle and breaking into five equal parts.

(0 = Empty, 1 = \( \frac{1}{2} \), 2 = \( \frac{3}{4} \), 3 = Full)
Capitol Ave /Summerhill BRT

PROJECT # 34 QUADRANT 1: High Impact / Low Cost
PROJECT TYPE Expansion

- Bus Rapid Transit Line:
- DEFINED STATIONS WITH AMENITIES & SIGNAGE
- TRANSIT SIGNAL PRIORITY
- FREQUENT BI-DIRECTIONAL SERVICE
- SEPARATE BRANDING
- DEDICATED/MANAGED RUNNING WAY
- OFF-BOARD FARE COLLECTION
- LEVEL PLATFORM BOARDING INCREASED STATION SPACING

JURISDICTION MARTA
DISTRICT 5
COST $176,000,000
6- OR 20-YEAR 6

Economic Development and Land Use
Environmental Sustainability
Equity
Innovation
Mobility and Access
Return on Investment

 Governing Principles quantified for each project by sorting against most relevant project-level performance criteria for each Principle and breaking into five equal parts.
(0 = Empty, 1 = ¼, 2 = ½, 3 = ¾, 4 = Full)
**BRT Route 700: Long Range Service Changes**

**PROJECT # 35G** QUADRANT 1: High Impact / Low Cost

**PROJECT TYPE** Expansion

**PROJECT DESCRIPTION**
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.

**JURISDICTION** Gwinnett County Transit

**DISTRICT** 2, 3, 6

**COST** $76,705,900

**6- OR 20-YEAR** 20

**Governance Principles quantified for each project by sorting against most relevant project-level performance criteria for each Principle and breaking into five equal parts.**

(0 = Empty, 1 = ¼, 2 = ½, 3 = ¾, 4 = Full)
Clifton Corridor (Phase 1)

PROJECT # 36 QUADRANT 2: High Impact / High Cost
PROJECT TYPE Expansion

PROJECT DESCRIPTION
- Defined stations with amenities & signage
- Transit signal priority
- Frequent bi-directional service
- Separate branding
- Dedicated/managed running way
- Off-board fare collection
- Level platform boarding

JURISDICTION MARTA
DISTRICT 3, 5
COST $1,875,099,246
6- OR 20-YEAR 20

Economic Development and Land Use
Environmental Sustainability
Equity
Innovation
Mobility and Access
Return on Investment

Governing Principles quantified for each project by sorting against most relevant project-level performance criteria for each Principle and breaking into five equal parts.
(0 = Empty, 1 = ⅛, 2 = ⅜, 3 = ⅝, 4 = Full)
BRT Route 701: Lawrenceville to Peachtree Corners

PROJECT # 36G QUADRANT 2: High Impact / High Cost

PROJECT TYPE Expansion

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 midday 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 4S. 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.

JURISDICTION Gwinnett County Transit

DISTRICT 2, 6

COST $543,527,500

6- OR 20-YEAR 20

Economic Development and Land Use

Environmental Sustainability

Equity

Innovation

Mobility and Access

Return on Investment

Governing Principles quantified for each project by sorting against most relevant project-level performance criteria for each Principle and breaking into five equal parts.

(0 = Empty, 1 = ¼ , 2 = ½ , 3 = ¾ , 4 = Full)
**New Service / New Technology Town Center**

**Autonomous Shuttle**

**PROJECT # 37** QUADRANT 1: High Impact / Low Cost

**PROJECT TYPE** Expansion

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 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. 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.

**JURISDICTION** Chamblee

**DISTRICT** 3, 5

**COST** $22,020,000

**6- OR 20-YEAR** 20

**Governing Principles quantified for each project by sorting against most relevant project-level performance criteria for each Principle and breaking into five equal parts.**

(0 = Empty, 1 = ¼ , 2 = ½ , 3 = ¾ , 4 = Full)
BRT Route 702: Snellville to Indian Creek Rail Station

PROJECT # 37G QUADRANT 2: High Impact / High Cost

PROJECT TYPE Expansion

PROJECT DESCRIPTION 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. 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.

JURISDICTION Gwinnett County Transit

DISTRICT 6, 7

COST $332,908,050

6- OR 20-YEAR 20

Governing Principles quantified for each project by sorting against most relevant project-level performance criteria for each Principle and breaking into five equal parts.

(0 = Empty, 1 = ¼ , 2 = ½ , 3 = ¾ , 4 = Full)
Gold Line HRT Extension to Jimmy Carter Multimodal Hub

PROJECT # 38G QUADRANT 2: High Impact / High Cost

PROJECT TYPE Expansion

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.

JURISDICTION Gwinnett County Transit

DISTRICT 3

COST $1,413,299,300

6- OR 20-YEAR 20

Governance Principles quantified for each project by sorting against most relevant project-level performance criteria for each Principle and breaking into five equal parts.

(0 = Empty, 1 = \( \frac{1}{5} \), 2 = \( \frac{2}{5} \), 3 = \( \frac{3}{5} \), 4 = Full)
Aerotropolis Corporate Crescent Circulator – Phase I

PROJECT # 39  QUADRANT 1: High Impact / Low Cost
PROJECT TYPE  Expansion

The Corporate Crescent circulator system provides a feeder system to the larger regional transit system, primarily MARTA. One of the main services would be to benefit the terminal to terminal transfers. Due to security issues, many passengers and employees must use a bus to travel between terminals. This provides an opportunity to help alleviate the airport’s transfer needs while picking up local services. It is thought that this service could be implemented initially with a vehicle technology such as a bus or driverless shuttle; however, minimal infrastructure will be required for stops. The Aerotropolis partnered with MARTA and CTE on the USDOT Automated Driving System grant. If awarded, this would provide a demonstration of a permanent circulator service where we could understand in real time any constraints, alignment adjustments, operational and maintenance needs and stop locations/ridership volumes.

JURISDICTION  Aerotropolis CID
DISTRICT  5, 10
COST  $10,000,000
6- OR 20-YEAR  20

Economic Development and Land Use  Environmental Sustainability  Equity  Innovation  Mobility and Access  Return on Investment

Governed Principles quantified for each project by sorting against most relevant project-level performance criteria for each Principle and breaking into five equal parts.
(0 = Empty, 1 = ¼, 2 = ½, 3 = ¾, 4 = Full)
**State Route 316 Park-and-Rides and Commuter Express Service**

**PROJECT # 3G** QUADRANT 1: High Impact / Low Cost  
**PROJECT TYPE** Expansion

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.

**JURISDICTION** Gwinnett County Transit  
**DISTRICT** 2, 3, 5, 6, 7  
**COST** $51,824,400  
**6- OR 20-YEAR** 6

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**Governing Principles quantified for each project by sorting against most relevant project-level performance criteria for each Principle and breaking into five equal parts.**

\(0 = \text{Empty}, 1 = \frac{1}{4}, 2 = \frac{1}{2}, 3 = \frac{3}{4}, 4 = \text{Full}\)
Indian Trail In-Line Stop and Park-and-Ride

**PROJECT # 43G**
**PROJECT TYPE** Expansion

This project is to construct an in-line stop; this 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.

**JURISDICTION** Gwinnett County Transit

**DISTRICT** 2, 3, 5, 6, 7

**COST** $143,500,000

**6- OR 20-YEAR** 20

**Governining Principles quantified for each project by sorting against most relevant project-level performance criteria for each Principle and breaking into five equal parts.**

\( \text{0} = \text{Empty, 1} = \frac{1}{4}, \text{2} = \frac{1}{2}, \text{3} = \frac{3}{4}, \text{4} = \text{Full} \)
South Fulton Parkway Rapid Transit in Dedicated Lanes

PROJECT # 45  QUADRANT 2: High Impact / High Cost

PROJECT TYPE  Expansion

PROJECT DESCRIPTION  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 equipment to enhance user comfort and predictability/reliability.

JURISDICTION  Fulton County

DISTRICT  5, 8, 10

COST  $275,000,000

6- OR 20-YEAR  20

Economic Development and Land Use  
Environmental Sustainability  
Equity  
Innovation  
Mobility and Access  
Return on Investment

Governing Principles quantified for each project by sorting against most relevant project-level performance criteria for each Principle and breaking into five equal parts.

(0 = Empty, 1 = ¼ , 2 = ½ , 3 = ¾ , 4 = Full)
### I-285 Top End Transit in Express Lanes

<table>
<thead>
<tr>
<th>PROJECT #</th>
<th>QUADRANT</th>
<th>PROJECT TYPE</th>
<th>PROJECT DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>46</td>
<td>2: High Impact / High Cost</td>
<td>Expansion</td>
<td>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.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>JURISDICTION</th>
<th>DISTRICT</th>
<th>COST</th>
<th>6- OR 20-YEAR</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fulton County</td>
<td>3</td>
<td>$247,500,000</td>
<td>20</td>
</tr>
</tbody>
</table>

**Governing Principles quantified for each project by sorting against most relevant project-level performance criteria for each Principle and breaking into five equal parts.**

\[ 0 = \text{Empty}, \ 1 = \frac{1}{5}, \ 2 = \frac{2}{5}, \ 3 = \frac{3}{5}, \ 4 = \text{Full} \]
Short-Range Direct Connect Package

PROJECT # 4G

PROJECT TYPE: Expansion

PROJECT DESCRIPTION:
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.

JURISDICTION: Gwinnett County Transit

DISTRICT: 2, 3, 5, 6, 7

COST: $48,004,300

6- OR 20-YEAR: 6

Governing Principles quantified for each project by sorting against most relevant project-level performance criteria for each Principle and breaking into five equal parts.

(0 = Empty, 1 = ¼, 2 = ½, 3 = ¾, 4 = Full)
Short-Range Local Bus Expansion: Route 15

PROJECT # 58G QUADRANT 2: Low Impact / Low Cost

PROJECT TYPE Expansion

PROJECT DESCRIPTION This project is converting 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.

JURISDICTION Gwinnett County Transit

DISTRICT 2, 3, 6

COST $15,722,000

6- OR 20-YEAR

Economic Development and Land Use
Equity
Environmental Sustainability
Innovation
Mobility and Access
Return on Investment

Governing Principles quantified for each project by sorting against most relevant project-level performance criteria for each Principle and breaking into five equal parts.

(0 = Empty, 1 = ¼ , 2 = ½ , 3 = ¾ , 4 = Full)

ATL
Short-Range Local Bus Expansion: Route 25

**PROJECT # 59G** QUADRANT 2: Low Impact / Low Cost

**PROJECT TYPE** Expansion

**PROJECT DESCRIPTION**

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.

**JURISDICTION** Gwinnett County Transit

**DISTRICT** 2

**COST** $7,780,300

**6- OR 20-YEAR** 6

*Economic Development and Land Use*  
*Environmental Sustainability*  
*Equity*  
*Innovation*  
*Mobility and Access*  
*Return on Investment*

*Governing Principles quantified for each project by sorting against most relevant project-level performance criteria for each Principle and breaking into five equal parts.*  

*(0 = Empty, 1 = ¼, 2 = ½, 3 = ¾, 4 = Full)*
Town Center/Big Shanty Park and Ride Expansion

PROJECT # 60    QUADRANT 1: High Impact / Low Cost
PROJECT TYPE    Enhancement

PROJECT DESCRIPTION
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.

JURISDICTION    SRTA
DISTRICT        1, 3, 4, 5
COST            $12,440,787
6- OR 20-YEAR    6

Economic Development and Land Use
Environmental Sustainability
Equity
Innovation
Mobility and Access
Return on Investment

Governing Principles quantified for each project by sorting against most relevant project-level performance criteria for each Principle and breaking into five equal parts.
(0 = Empty, 1 = ¼ , 2 = ½ , 3 = ¾, 4 = Full)
Short-Range Local Bus Expansion: Route 50

PROJECT # 60G QUADRANT 2: Low Impact / Low Cost
PROJECT TYPE Expansion

PROJECT DESCRIPTION
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.

JURISDICTION Gwinnett County Transit
DISTRICT 2
COST $35,500,900
6- OR 20-YEAR 20

Economic Development and Land Use
Environmental Sustainability
Equity
Innovation
Mobility and Access
Return on Investment

Governing Principles quantified for each project by sorting against most relevant project-level performance criteria for each Principle and breaking into five equal parts.
(0 = Empty, 1 = ¼, 2 = ½, 3 = ¾, 4 = Full)
Hickory Grove Park and Ride

PROJECT # 61 QUADRANT 2: Low Impact / Low Cost
PROJECT TYPE Expansion

PROJECT DESCRIPTION
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.

JURISDICTION SRTA
DISTRICT 1, 3, 4, 5
COST $13,011,560
6- OR 20-YEAR 6

Economic Development and Land Use
Environmental Sustainability
Equity
Innovation
Mobility and Access
Return on Investment

Governing Principles quantified for each project by sorting against most relevant project-level performance criteria for each Principle and breaking into five equal parts. (0 = Empty, 1 = ¼, 2 = ½, 3 = ¾, 4 = Full)
Short-Range Local Bus Expansion: Route 60

PROJECT # 61G QUADRANT 2: Low Impact / Low Cost
PROJECT TYPE Expansion

This project is converting 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.

JURISDICTION Gwinnett County Transit
DISTRICT 6, 7
COST $15,606,100
6- OR 20-YEAR 20

Governing Principles quantified for each project by sorting against most relevant project-level performance criteria for each Principle and breaking into five equal parts.
(0 = Empty, 1 = ¼, 2 = ½, 3 = ¾, 4 = Full)
Sugarloaf Park and Ride

PROJECT # 62  QUADRANT 1: High Impact / Low Cost
PROJECT TYPE  Expansion

PROJECT DESCRIPTION  The project includes 335 parking spaces. The expansion would allow for future commuter bus expansion from Gwinnett County to Midtown Atlanta, Perimeter Center and Lindbergh MARTA.

JURISDICTION  SRTA
DISTRICT  2, 3, 5, 6, 7
COST  $14,833,539
6- OR 20-YEAR  6

Economic Development and Land Use  Environmental Sustainability  Equity  Innovation  Mobility and Access  Return on Investment

Governing Principles quantified for each project by sorting against most relevant project-level performance criteria for each Principle and breaking into five equal parts.

(0 = Empty, 1 = ¼, 2 = ½, 3 = ¾, 4 = Full)
Short-Range Local Bus Expansion: Route 70

**PROJECT # 62G**
**QUADRANT 2: Low Impact / Low Cost**

**PROJECT TYPE**
Expansion

**PROJECT DESCRIPTION**
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.

**JURISDICTION**
Gwinnett County Transit

**DISTRICT**
6, 7

**COST**
$13,674,800

**6- OR 20-YEAR**
20

[Icons representing Economic Development and Land Use, Environmental Sustainability, Equity, Innovation, Mobility and Access, Return on Investment]

*Governering Principles quantified for each project by sorting against most relevant project-level performance criteria for each Principle and breaking into five equal parts.*

*(0 = Empty, 1 = ¼ , 2 = ½ , 3 = ¾ , 4 = Full)*
Mt. Carmel Park and Ride

PROJECT # 63  QUADRANT 2: Low Impact / Low Cost
PROJECT TYPE  Expansion

PROJECT DESCRIPTION  The project includes 489 parking spaces. The expansion would allow for future commuter bus expansion from Henry County to Downtown Atlanta.

JURISDICTION  SRTA
DISTRICT  5, 9, 10
COST  $14,928,400
6- OR 20-YEAR  6

Governance Principles quantified for each project by sorting against most relevant project-level performance criteria for each Principle and breaking into five equal parts.  

(0 = Empty, 1 = ¼, 2 = ½, 3 = ¾, 4 = Full)
Short-Range Flex Bus Expansion: Route 500

**PROJECT # 63G**  QUADRANT 2: Low Impact / Low Cost

**PROJECT TYPE**  Expansion

**PROJECT DESCRIPTION**  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.

**JURISDICTION**  Gwinnett County Transit

**DISTRICT**  2

**COST**  $14,955,900

**6- OR 20-YEAR**  20

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*Governing Principles quantified for each project by sorting against most relevant project-level performance criteria for each Principle and breaking into five equal parts. (0 = Empty, 1 = ¼, 2 = ½, 3 = ¾, 4 = Full)*
Short-Range Flex Bus Expansion: Route 503

PROJECT # 64G QUADRANT 2: Low Impact / Low Cost

PROJECT TYPE Expansion

PROJECT DESCRIPTION

This project is converting 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.

JURISDICTION Gwinnett County Transit

DISTRICT 6, 7

COST $24,266,800

6- OR 20-YEAR 20

Governing Principles quantified for each project by sorting against most relevant project-level performance criteria for each Principle and breaking into five equal parts.

(0 = Empty, 1 = ¼ , 2 = ½ , 3 = ¾ , 4 = Full)
**Transit Signal Priority**

**PROJECT # 69**  QUADRANT 1: High Impact / Low Cost

**PROJECT TYPE**  Enhancement

**PROJECT DESCRIPTION**
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.

**JURISDICTION**  CobbLinc

**DISTRICT**  3, 4, 5, 8

**COST**  $800,000

**6- OR 20-YEAR**  6

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**Governing Principles quantified for each project by sorting against most relevant project-level performance criteria for each Principle and breaking into five equal parts.**

\(0 = \text{Empty}, 1 = \frac{1}{4}, 2 = \frac{1}{2}, 3 = \frac{3}{4}, 4 = \text{Full}\)
Short-Range Paratransit Service

**PROJECT # 6G**  QUADRANT 2: Low Impact / Low Cost

**PROJECT TYPE**  Expansion

**PROJECT DESCRIPTION**  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.

**JURISDICTION**  Gwinnett County Transit

**DISTRICT**  2, 3, 6, 7

**COST**  $41,573,000

**6- OR 20-YEAR**  6

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*Governing Principles quantified for each project by sorting against most relevant project-level performance criteria for each Principle and breaking into five equal parts.*

*(0 = Empty, 1 = ¼ , 2 = ½ , 3 = ¾ , 4 = Full)*
MARTA West Line High Capacity Transit

PROJECT # 7 QUADRANT 2: High Impact / High Cost
PROJECT TYPE Expansion

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).

JURISDICTION Atlanta
DISTRICT 5, 8
COST $283,600,000
6- OR 20-YEAR 20

Economic Development and Land Use Environmental Sustainability Equity Innovation Mobility and Access Return on Investment

Governing Principles quantified for each project by sorting against most relevant project-level performance criteria for each Principle and breaking into five equal parts.

(0 = Empty, 1 = 1/4 , 2 = 1/2 , 3 = 3/4 , 4 = Full)
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.

JURISDICTION: CobbLinc
DISTRICT: 3, 4, 8
COST: $6,250,000
6- OR 20-YEAR: 6

Governning Principles quantified for each project by sorting against most relevant project-level performance criteria for each Principle and breaking into five equal parts.

\(0 = \text{Empty}, 1 = \frac{1}{4}, 2 = \frac{1}{2}, 3 = \frac{3}{4}, 4 = \text{Full}\)
BRT-15 Buford Highway High Capacity Transit

**PROJECT **# 71   
**QUADRANT 2: High Impact / High Cost**

**PROJECT TYPE**  
Enhancement

**PROJECT DESCRIPTION**  
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.

**JURISDICTION**  
Brookhaven

**DISTRICT**  
3, 5

**COST**  
$280,000,000

**6- OR 20-YEAR**  
20

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Economic Development and Land Use  
Environmental Sustainability  
Equity  
Innovation  
Mobility and Access  
Return on Investment

Governing Principles quantified for each project by sorting against most relevant project-level performance criteria for each Principle and breaking into five equal parts.

(0 = Empty, 1 = ⅒ , 2 = ⅙, 3 = ⅕, 4 = Full)
Cumberland Transfer Center

PROJECT # 72 QUADRANT 1: High Impact / Low Cost

PROJECT TYPE Enhancement

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 drop-off/pick-up area, and rider information technology. In addition to the core transit elements of the project, the goal is to create a transit-oriented development integrated with CobbLinc’s facility. Please see attachments.

JURISDICTION CobbLinc

DISTRICT 8

COST $51,000,000

6- OR 20-YEAR 6

Economic Development and Land Use

Environmental Sustainability

Equity

Innovation

Mobility and Access

Return on Investment

Governing Principles quantified for each project by sorting against most relevant project-level performance criteria for each Principle and breaking into five equal parts.

(0 = Empty, 1 = ¼, 2 = ½, 3 = ¾, 4 = Full)
Marietta Transfer Center

PROJECT # 73  QUADRANT 1: High Impact / Low Cost

PROJECT TYPE  Enhancement

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/I-575 NW Corridor managed lanes
• More convenient and safe transfers for local, limited-stop, and express routes
• More maintenance capacity for current and planned service expansion
• 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.

JURISDICTION  CobbLinc

DISTRICT  3

COST  $51,000,000

6- OR 20-YEAR  6

Economic Development and Land Use

Environmental Sustainability

Equity

Innovation

Mobility and Access

Return on Investment

Governing Principles quantified for each project by sorting against most relevant project-level performance criteria for each Principle and breaking into five equal parts.

(0 = Empty, 1 = ¼ , 2 = ½ , 3 = ¾ , 4 = Full)
South Cobb Transfer Center

PROJECT # 74 QUADRANT 2: Low Impact / Low Cost

PROJECT TYPE Expansion

PROJECT DESCRIPTION
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.

JURISDICTION CobbLinc
DISTRICT 8
COST $8,500,000
6- OR 20-YEAR 6

Equity

Environmental Sustainability

Economic Development and Land Use

Innovation

Mobility and Access

Return on Investment

Governing Principles quantified for each project by sorting against most relevant project-level performance criteria for each Principle and breaking into five equal parts.

(0 = Empty, 1 = ¼, 2 = ½, 3 = ¾, 4 = Full)
Marietta Maintenance Facility

PROJECT # 75 \quad \text{QUADRANT 1: High Impact / Low Cost}

PROJECT TYPE \quad \text{Enhancement}

PROJECT DESCRIPTION
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.

JURISDICTION \quad \text{CobbLinc}

DISTRICT \quad 4

COST \quad $18,000,000

6- OR 20-YEAR \quad 6

\begin{itemize}
  \item Economic Development and Land Use
  \item Environmental Sustainability
  \item Equity
  \item Innovation
  \item Mobility and Access
  \item Return on Investment
\end{itemize}

\emph{Governing Principles quantified for each project by sorting against most relevant project-level performance criteria for each Principle and breaking into five equal parts.} 
\emph{(0 = Empty, 1 = \frac{1}{4}, 2 = \frac{1}{2}, 3 = \frac{3}{4}, 4 = Full)}
Northwest Regional High Capacity Transit Corridor

**PROJECT # 8**  QUADRANT 2: High Impact / High Cost

**PROJECT TYPE**  Expansion

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.

**JURISDICTION**  Atlanta / 2016 RTP

**DISTRICT**  3, 4, 5, 8

**COST**  $631,000,000

**6- OR 20-YEAR**  20

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**Governing Principles** quantified for each project by sorting against most relevant project-level performance criteria for each Principle and breaking into five equal parts.

\[0 = \text{Empty}, \ 1 = \frac{1}{4}, \ 2 = \frac{1}{2}, \ 3 = \frac{3}{4}, \ 4 = \text{Full}\]
Beltline Northeast LRT

PROJECT # 82 QUADRANT 2: High Impact / High Cost
PROJECT TYPE Expansion

DEFINED STATIONS WITH AMENITIES & SIGNAGE
TRANSIT SIGNAL PRIORITY
FREQUENT BI-DIRECTIONAL SERVICE
SEPARATE BRANDING
DEDICATED/MANAGED RUNNING WAY
OFF-BOARD FARE COLLECTION
LEVEL PLATFORM BOARDING

JURISDICTION MARTA
DISTRICT 3, 5
COST $298,800,000
6- OR 20-YEAR 20

Economic Development and Land Use
Environmental Sustainability
Equity
Innovation
Mobility and Access
Return on Investment

Governing Principles quantified for each project by sorting against most relevant project-level performance criteria for each Principle and breaking into five equal parts.

(0 = Empty, 1 = ¼ , 2 = ½ , 3 = ¾ , 4 = Full)
Beltline SouthWest LRT

PROJECT # 83 QUADRANT 2: High Impact / High Cost
PROJECT TYPE Expansion

PROJECT DESCRIPTION
- Defined stations with amenities & signage
- Transit signal priority
- Frequent bi-directional service
- Separate branding
- Dedicated/managed running way
- Off-board fare collection
- Level platform boarding
- Increased station spacing

JURISDICTION MARTA
DISTRICT 5, 8
COST $324,000,000
6- OR 20-YEAR 20

Economic Development and Land Use
Environmental Sustainability
Equity
Innovation
Mobility and Access
Return on Investment

Governing Principles quantified for each project by sorting against most relevant project-level performance criteria for each Principle and breaking into five equal parts.

(0 = Empty, 1 = ¼, 2 = ½, 3 = ¾, 4 = Full)
Campbellton Rd HCT

PROJECT # 84  QUADRANT 2: High Impact / High Cost
PROJECT TYPE  Enhancement

HCT System that includes:
- DEFINED STATIONS WITH AMENITIES & SIGNAGE
- TRANSIT SIGNAL PRIORITY
- FREQUENT BI-DIRECTIONAL SERVICE
- SEPARATE BRANDING
- DEDICATED/MANAGED RUNNING WAY
- OFF-BOARD FARE COLLECTION
- LEVEL PLATFORM BOARDING

JURISDICTION  MARTA
DISTRICT  5, 8
COST  $538,400,000
6- OR 20-YEAR  6

Governing Principles quantified for each project by sorting against most relevant project-level performance criteria for each Principle and breaking into five equal parts.
(0 = Empty, 1 = ¼, 2 = ½, 3 = ¾, 4 = Full)
Northside Drive BRT

**PROJECT # 86** QUADRANT 1: High Impact / Low Cost

**PROJECT TYPE** Expansion

- Defined Stations with Amenities & Signage
- Transit Signal Priority
- Frequent Bi-Directional Service
- Separate Branding
- Dedicated/Managed Running Way
- Off-Board Fare Collection
- Level Platform Boarding
- Increased Station Spacing

**JURISDICTION** MARTA

**DISTRICT** 5

**COST** $172,100,000

**6- OR 20-YEAR** 6

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*Governing Principles quantified for each project by sorting against most relevant project-level performance criteria for each Principle and breaking into five equal parts.*

\(0 = Empty, 1 = \frac{1}{4}, 2 = \frac{1}{2}, 3 = \frac{3}{4}, 4 = Full\)
**BeltLine Southeast LRT**

**PROJECT # 87**  QUADRANT 2: High Impact / High Cost

**PROJECT TYPE**  Expansion

Defined Stations with Amenities & Signage
Transit Signal Priority
Frequent Bi-Directional Service
Separate Branding
Dedicated/Managed Running Way
Off-Board Fare Collection
Level Platform Boarding

**JURISDICTION**  MARTA

**DISTRICT**  5

**COST**  $400,140,000

**6- OR 20-YEAR**  20

**Governing Principles** quantified for each project by sorting against most relevant project-level performance criteria for each Principle and breaking into five equal parts.

(0 = Empty, 1 = ¼, 2 = ½, 3 = ¾, 4 = Full)

- Economic Development and Land Use
- Environmental Sustainability
- Equity
- Innovation
- Mobility and Access
- Return on Investment

(Images and icons representing each principle)
GA 400 Transit Initiative BRT

PROJECT # 89  QUADRANT 2: High Impact / High Cost
PROJECT TYPE  Expansion

DEFINED STATIONS WITH AMENITIES & SIGNAGE
TRANSIT SIGNAL PRIORITY
FREQUENT BI-DIRECTIONAL SERVICE
SEPARATE BRANDING
DEDICATED/MANAGED RUNNING WAY
OFF-BOARD FARE COLLECTION
LEVEL PLATFORM BOARDING
INCREASED STATION SPACING

JURISDICTION  MARTA / Fulton County
DISTRICT  1, 2, 3
COST  $300,000,000
6- OR 20-YEAR  6

Governing Principles quantified for each project by sorting against most relevant project-level performance criteria for each Principle and breaking into five equal parts.

(0 = Empty, 1 = \( \frac{1}{4} \), 2 = \( \frac{1}{2} \), 3 = \( \frac{3}{4} \), 4 = Full)
Gwinnett Place Transit Center Improvements

PROJECT # 8G QUADRANT 2: Low Impact / Low Cost
PROJECT TYPE Enhancement

PROJECT DESCRIPTION
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.

JURISDICTION Gwinnett County Transit
DISTRICT 2
COST $20,500,000
6- OR 20-YEAR 6

Economic Development and Land Use
Environmental Sustainability
Equity
Innovation
Mobility and Access
Return on Investment

Governing Principles quantified for each project by sorting against most relevant project-level performance criteria for each Principle and breaking into five equal parts.

(0 = Empty, 1 = ¼ , 2 = ½ , 3 = ¾ , 4 = Full)
**I-20 East High Capacity Transit**

**PROJECT # 9** QUADRANT 2: High Impact / High Cost

**PROJECT TYPE** Expansion

**PROJECT DESCRIPTION**
The project includes a 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. Included is the downtown connection portion (exact alignment TBD).

**JURISDICTION** Atlanta

**DISTRICT** 5, 7, 9

**COST** $494,560,000

**6- OR 20-YEAR** 20

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**Governance Principles quantified for each project by sorting against most relevant project-level performance criteria for each Principle and breaking into five equal parts.

\(0 = \text{Empty}, \ 1 = \frac{1}{4}, \ 2 = \frac{1}{2}, \ 3 = \frac{3}{4}, \ 4 = \text{Full}\)**
Clayton County Transit Initiative - BRT

PROJECT # 90 QUADRANT 2: High Impact / High Cost

PROJECT TYPE Expansion

PROJECT DESCRIPTION Defined stations with amenities & signage
Transit Signal Priority
Frequent bi-directional service
Separate branding
Dedicated/managed running way
Off-board fare collection
Level platform boarding
Increased station spacing

JURISDICTION MARTA

DISTRICT 5, 9, 10

COST $375,000,000

6- OR 20-YEAR 20

Economic Development and Land Use
Environmental Sustainability
Equity
Innovation
Mobility and Access
Return on Investment

Governing Principles quantified for each project by sorting against most relevant project-level performance criteria for each Principle and breaking into five equal parts.

(0 = Empty, 1 = ¼ , 2 = ½ , 3 = ¾ , 4 = Full)
Clayton County Transit Initiative - CRT

PROJECT # 91  QUADRANT 2: High Impact / High Cost
PROJECT TYPE  Expansion

PROJECT DESCRIPTION
DEFINED STATIONS WITH AMENITIES & SIGNAGE
TRANSIT SIGNAL PRIORITY
FREQUENT BI-DIRECTIONAL SERVICE
SEPARATE BRANDING
DEDICATED/MANAGED RUNNING WAY
OFF-BOARD FARE COLLECTION
LEVEL PLATFORM BOARDING

JURISDICTION  MARTA
DISTRICT  5, 9, 10
COST  $900,000,000
6- OR 20-YEAR  20

Economic Development and Land Use
Environmental Sustainability
Equity
Innovation
Mobility and Access
Return on Investment

Governing Principles quantified for each project by sorting against most relevant project-level performance criteria for each Principle and breaking into five equal parts.
(0 = Empty, 1 = ¼ , 2 = ½ , 3 = ¾ , 4 = Full)
Georgia Gwinnett College Transit Center

PROJECT # 9G  QUADRANT 2: Low Impact / Low Cost
PROJECT TYPE  Expansion

PROJECT DESCRIPTION
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.

JURISDICTION  Gwinnett County Transit
DISTRICT  6
COST  $10,250,000
6- OR 20-YEAR  6

Economic Development and Land Use  Environmental Sustainability  Equity  Innovation  Mobility and Access  Return on Investment

Governing Principles quantified for each project by sorting against most relevant project-level performance criteria for each Principle and breaking into five equal parts. (0 = Empty, 1 = ¼, 2 = ½, 3 = ¾, 4 = Full)