

2020

# ATL Regional Transit Plan



ATL



ATLANTA-REGION  
TRANSIT LINK  
AUTHORITY



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# Acronyms

Americans with Disabilities Act	ADA
Annual Report and Audit	ARA
Arterial Rapid Transit	ART
Atlanta Regional Commission	ARC
ATL Regional Transit Plan	ARTP
Atlanta-Region Transit Link Authority	ATL
Bus Rapid Transit	BRT
Cherokee Area Transportation System	CATS
Community Improvement District	CID
Center for Pan Asian Community Services	CPACS
Environmental Justice	EJ
Federal Transit Administration	FTA
Gwinnett County Transit	GCT
Georgia Department of Transportation	GDOT
Georgia Regional Transportation Authority	GRTA
Heavy Rail Transit	HRT
Limited English Proficiency	LEP
Light Rail Transit	LRT
Metropolitan Atlanta Rapid Transit Authority	MARTA
National Transit Database	NTD
Governor's Office of Planning and Budget	OPB
Right-of-Way	ROW
Regional Transportation Plan	RTP
State of Good Repair	SGR
State Road and Tollway Authority	SRTA
Statewide Transit Plan	SWTRP
Transit Asset Management	TAM
Transportation Improvement Plan	TIP
Transportation Network Company	TNC
Transportation Special Purpose Local Option Sales Tax	TSPLOST

# Definitions

**Atlanta-Region Transit Link Authority (ATL)** - Created in 2018 by the State of Georgia via House Bill (HB) 930 to serve as a regional transit planning, funding, and policy oversight authority. Its primary purpose is to provide a more seamless customer experience across multiple transit systems operating in the 13-county Atlanta region. With the support of its many transportation partners, the ATL is designed to develop and advance a strategic regional transit plan that will help ensure metro Atlantans remain mobile, connected, and capable of accessing opportunity across the region it serves.

**ATL Regional Transit Plan (ARTP)** - Synthesizes local transit plans and projects from across the 13-county Atlanta region and evaluates those projects seeking federal or state discretionary funding for regionally focused, data-driven project prioritization and breakdown. The ARTP project list feeds transit referendum lists at the local level and the bond list at the state level. The ARTP is reviewed annually by the Atlanta-Region Transit Link Authority (the ATL).

**Community Improvement District (CID)** - A group of property owners within a defined geographic area where a majority of owners agree to additional taxes or fees (such as a property tax) to fund public services.

**Demand Response Transit** - A transit service operating in response to calls from passengers (or their agents) to the transit operator, who then dispatches a vehicle to pick up the passengers and transport them to their destinations. The vehicles do not operate over a fixed-route or on a fixed schedule. The vehicle may be dispatched to pick up several passengers at different pick-up points before taking them to their respective destinations and may even be interrupted en route to these destinations to pick up other passengers.

**Expansion Projects** - Introduce new transit infrastructure or transit services beyond what currently exists.

**Enhancement Projects** - Fundamentally alter existing transit infrastructure, systems, or services to improve them beyond their current purpose or capacity.

**Fixed-Route System** - A system of transporting individuals (other than by aircraft), including the provision of designated public transportation service by public entities and the provision of transportation service by private entities, including, but not limited to, specific public transportation service, on which a vehicle is operated along a prescribed route according to a fixed schedule.

# Definitions

**Governing Principles** - Principles that shape development of the ATL Regional Transit Plan. The six governing principles are Return on Investment, Mobility and Access, Innovation, Equity, Environmental Sustainability, and Economic Development and Land Use.

**Paratransit** - Types of passenger transportation which are more flexible than conventional fixed-route transit but more structured than the use of private automobiles. Paratransit includes demand response transportation services, shared-ride taxis, car-pooling and vanpooling, and jitney services. Most often refers to wheelchair-accessible, demand response service.

**Plan Evaluation** - Looks at the system of transit projects to understand how they work together and create collective benefits for the region. The evaluation measures used to understand benefits of all 245 projects are derived from a subset of the project evaluation measures and connect to the ATL's six governing principles.

**Project Evaluation** - Helps us understand how each project performs under a series of project performance measures related to market potential, deliverability, and performance impacts. The results inform project funding and implementation priorities.

**Projects of Regional Significance** - Projects that have a greater impact on the region as a whole, helping to move the needle on broader accessibility, mobility, and connectivity goals. A project must meet three or more of the six following criteria to be considered regionally significant:

- Crosses 2+ counties or connects 2+ transit operators
- Leverages regional capacity improvements
- Improves transit reliability
- Is, or connects to, a transportation terminal
- Connects to 1+ regional activity centers
- Provides a high capacity, high frequency, or dedicated facility



# Definitions

**Regional Transportation Plan (RTP)** - A federally mandated long-range plan (20+ years) encompassing projects across all modes of transportation in the 21-county planning region of the Atlanta Regional Commission (ARC). As a fiscally constrained plan, it must demonstrate that all projects can feasibly be funded, implemented, and maintained. The transit component of the RTP is informed in part by the ARTP. The RTP is updated, at minimum, every four years by ARC.

**Relative Cost to Impact Analysis** - Evaluates projects based on their impact and cost effectiveness, helping the ATL and project sponsors assess a project for its performance and relative cost to achieve that performance. Each project is evaluated based on three categories: Market Potential, Anticipated Performance Impacts, and Deliverability; and 14 specific performance measures across these categories.

**State of Good Repair (SGR) Projects** - Replace or rehabilitate existing transit infrastructure or systems to maintain their current purpose and capacity.

**Transit** - Transportation by a conveyance that provides regular and continuing general or special transportation to the public, but not including school buses, charter, or sightseeing service.

**Transit Asset Management (TAM) Plans** - Documents required to be developed by a transit agency if it owns, operates, or manages capital assets used to provide public transportation and receives Federal financial assistance. Each TAM plan should:

- Outline how people, processes, and tools come together to address asset management policy and goals
- Provide accountability and visibility for furthering understanding of leveraging asset management practices
- Support planning, budgeting, and communications to internal and external stakeholders

**Transportation Improvement Program (TIP)** - A short-range project implementation plan (4+ years) that, like the RTP, encompasses projects across all modes of transportation in the 21-county ARC planning region and is fiscally constrained. The TIP includes the first six years of the RTP. A project solicitation process is administered as funding allows with quarterly project amendments or administrative modifications in between project solicitation calls.

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# A Message from the Chairman and Executive Director

We are pleased to present the Atlanta-Region Transit Link Authority's (ATL) 2020 ATL Regional Transit Plan (ARTP), a comprehensive report of planned, proposed, and potential transit projects and services in the 13-county ATL region that would enhance connectivity and provide additional mobility options in the metro area. The ATL is a collaborative transit planning, coordination and funding oversight body for the transit systems operating within the 13-county Atlanta region.

The state law creating the ATL in 2018 requires the Authority to develop and regularly update a regional transit plan, incorporating existing and future transit services, facilities, and projects in order to provide a coordinated region-wide approach and enhance connectivity for riders. The ATL Board adopted six governing principles to guide the measures and criteria by which proposed transit projects would be objectively evaluated: Economic Development and Land Use, Environmental Sustainability, Equity, Innovation, Mobility and Access, and Return on Investment. For the initial plan in 2019, the ATL requested that local governments, transit operators, Community Improvement Districts, and other project sponsors submit information about their proposed projects for inclusion in the ARTP. This process was used once again for the 2020 plan.

The ARTP is used for three important purposes: 1) it serves as the primary source of transit projects for inclusion in the Atlanta region's short-term (TIP) and long-range (RTP) transportation plans developed by the Atlanta Regional Commission; 2) it serves as the source of transit projects submitted to the Governor and General Assembly for potential inclusion in the annual state bond package; and 3) it serves as the source of transit projects that may be funded through county-level transit SPLOST referenda. Gwinnett County in 2020 was the first county to use the ARTP for this purpose.

This ARTP will reflect evolving local and state priorities and will help the ATL identify corridors across the region to prioritize for transit infrastructure development, service level specifications, technology applications and other investments. The ARTP, along with the ATL's Annual Report and Audit of transit in the metro area, serves as one of the two primary work products the Authority will provide state and regional leadership to help inform policy and funding decisions on transit.

The Atlanta region and State of Georgia are poised to continue their sustained economic growth in the coming decades, but will require additional mobility options to accommodate the employment associated with nearly 3 million additional metro residents that will reside in the region by 2050. Transit services are primed to play a critical role in the region's future mobility. The ATL stands ready to be a resource by providing State and regional leaders with data-driven, objective information, such as that contained in this plan.

Sincerely,



Charlie Sutlive  
Chair, ATL Board of Directors



Christopher S. Tomlinson  
Executive Director, ATL

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# 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 Rights Act of 1964 42 U.S.C. § 2000d, Federal Transit Laws, 49 U.S.C. 5332(b) , and as amended, the Civil Rights Restoration Act of 1987 P.L. 100.259). This includes funds received by the ATL through the United States 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. 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 2020**

Charlie Sutlive, Chairman

Felicia Franklin-Warner, Vice Chair

*<sup>1</sup> Federal Transit Laws, 49 U.S.C. 5332(b), provide that "no person in the United States shall on the grounds of race, color, religion, national origin, sex, or age be excluded from the participation in, be denied the benefits of, or be subjected to discrimination under any project, program or activity funded in whole or in part through financial assistance under this Act." This applies to employment and business opportunities and is considered to be in addition to the provisions of Title VI of the Civil Rights Act of 1964.*

*<sup>2</sup> Title VI, 42 U.S.C. § 2000d et seq., enacted as part of the landmark Civil Rights Act of 1964. It prohibits discrimination on the basis of race, color, and national origin in programs and activities receiving federal financial assistance.*

# Transit Planning in the Atlanta Region

The ATL Regional Transit Plan (ARTP) is one of four key steps in the regional planning process for advancing transit projects. The following text provides a summary of the ARTP, an introduction to the other three steps, and a brief overview of two other pertinent transit planning documents the ATL's Annual Report and Audit and the Georgia Department of Transportation's (GDOT) Statewide Transit Plan.

- 1. Local or Operator Transit Plans or Projects:** Transit planning in the Atlanta region starts at the local level with local governments or transit operators identifying a transit plan or project that reflects the needs and wants of the current and future transit system at the local level. Integral to advancing these early planning efforts is meaningful and accessible public input from diverse viewpoints, helping to inform and advance the project as it moves forward.
- 2. The ATL Regional Transit Plan:** The ARTP synthesizes local transit plans and projects from across the 13-county Atlanta region and evaluates those projects seeking federal or state discretionary funding. Projects are evaluated quantitatively and qualitatively as detailed in the performance framework. The ARTP includes a short-term, 6-year planning horizon as well as a long-term, 20-year planning horizon list of projects. The combined 6- and 20-year ARTP project lists feed transit referendum lists at the local level and the bond list at the state level. The ARTP is reviewed annually by the ATL.
- 3. The Regional Transportation Plan (RTP):** The RTP is a federally mandated long-range plan (20+ years) that encompasses projects across all modes of transportation in the 21-county planning region of the Atlanta Regional

Commission (ARC). As a fiscally constrained plan, it must demonstrate that all projects can feasibly be funded, implemented, and maintained. The transit component of the RTP is informed in part by the ARTP. The RTP is updated every four years by ARC.

- 4. The Transportation Improvement Program (TIP):** The TIP is a short-range project implementation plan that, like the RTP, encompasses projects across all modes of transportation in the 21-county ARC planning region and is fiscally constrained. The TIP includes the first six years of the RTP. A project solicitation process is administered as funding allows with quarterly project amendments or administrative modifications in between project solicitation calls.

## Other Key Planning Documents

**The Annual Report and Audit (ARA):** This report compiles an annual audit of all transit planning, funding, and operations within the Atlanta region on behalf of its many transit partners who receive federal funding. Specifically, the ARA considers system and operational performance, financial structure, service description, and planning activities covered during the year in comparison to the previous four years. The ARA must be presented by December 1 of each year to the Senate and House Transportation Committees and to local governments making up the region.

**The Georgia Statewide Transit Plan (SWTRP):** The SWTRP is developed by GDOT's Division of Intermodal Programs to help coordinate amongst local governments, planning agencies, and transit providers to document transit needs across the state and prioritize future investments. The plan supports the state's efforts to identify strategies that ensure all Georgians have access to public transit.

# The ATL's Partners

## Partner Organizations

The ATL has strong partnerships with several local, regional, and state organizations to ensure that the region takes a coordinated and efficient approach to transit planning and implementation. Partner organizations can generally be categorized as the following:

- City & County Governments
- Community Improvement Districts (CIDs)
- Regional & State Planning Partners
- Transit Operators

## Transit Operators in the ATL Region

**Center for Pan Asian Community Services (CPACS)** provides public transit services within DeKalb and Gwinnett Counties including express bus, circulator, demand response, and ride-sharing services.

**Cherokee Area Transportation System (CATS)** provides public transit services within Cherokee County including local bus and complementary Americans with Disabilities (ADA) paratransit as well as countywide demand response open to Cherokee County residents.

**CobbLinc** provides public transit services primarily in Cobb County including local bus and complementary ADA paratransit as well as commuter bus, flex, and circulator services.



**Connect Douglas** provides public transit services within Douglas County including local bus and complementary ADA paratransit as well as a commuter-oriented vanpool service.

**Coweta County Transit** provides demand response services throughout Coweta County and is open to Coweta County residents.

**Forsyth County Dial-A-Ride** provides demand response services within Forsyth County and is open to Forsyth County residents.

**Gwinnett County Transit (GCT)** provides public transit services primarily in Gwinnett County including local bus and complementary ADA paratransit as well as commuter bus services.

**Henry County Transit** provides public transit services within Henry County including local bus and complementary ADA paratransit as well as

countywide demand response services open to Henry County residents.

**Metropolitan Atlanta Rapid Transit Authority (MARTA)** provides public transit services in the City of Atlanta, Fulton County, DeKalb County, and Clayton County, including the region's 49-mile heavy rail network, local bus and complementary ADA paratransit, and streetcar services.

**Paulding Transit** provides demand response transit services within Paulding County and is open to Paulding County residents.

**Xpress** provides commuter bus services within Fulton, DeKalb, Cobb, Gwinnett, Clayton, Henry, Rockdale, Forsyth, Cherokee, Paulding, Douglas, and Coweta Counties connecting major employment centers throughout the Atlanta region.

# 1. About the ATL

The Atlanta-Region Transit Link Authority, or the ATL, is the Atlanta region's transit planning and transit funding body. The ATL's primary goal is to enhance transit connectivity and expand transit options across the 13-county region encompassing Cherokee, Clayton, Cobb, Coweta, DeKalb, Douglas, Fayette, Forsyth, Fulton, Gwinnett, Henry, Paulding, and Rockdale Counties.

## Five Key Functions

While the ATL plays a variety of roles in collaboration with all of our partners, there are five key functions that are central to the ATL's strength and purpose:

### Coordinate Regional Partners



The ATL brings a unified, regional focus to transit by coordinating service providers and stakeholders across the region to create a convenient, seamless transit experience for everyone.

### Strengthen Regional Transit Planning and Performance



As part of its annual statutory requirements, the ATL establishes a priority regional transit network for future investment by consolidating, augmenting, and analyzing locally sponsored projects. The ATL also tracks performance of the existing transit network to understand where the region excels and where we are falling short. Additionally, the ATL provides technical assistance to service providers expanding their transit services.

### Advance Strategic Transit Investments



The ATL leverages sustainable funding sources to close project cost gaps enabling local partners to establish local referendum lists, pursue discretionary funding for priority projects, and advance through the regional planning process.

### Enhance Customer Experience



The ATL centers the customer experience, ensuring every trip across the region, regardless of transit operator, is convenient, safe, and reliable.

### Deliver Innovative and Best Practice Technology



The ATL implements tried and true best practices that improve and unify the transit experience across the region. The ATL also explores applications of cutting-edge technologies that can improve transit's impact on the environment, reduce time in traffic, and improve the overall experience. Together, these advancements create efficient, standardized regional transit operations.

## Governing Principles

The ATL's six Governing Principles are the foundational values that guide our efforts to bring metro Atlanta closer together through a unified transit system. Projects are evaluated against these governing principles to ensure ARTP projects move transit forward in the Atlanta region.



### Economic Development and Land Use

Creates or enhances connectivity and access to job centers, activity centers and economic centers in line with regional development and growth objectives.



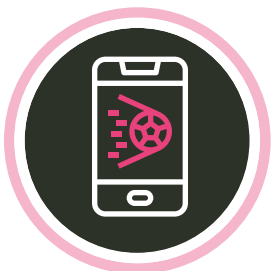
### Environmental Sustainability

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



### Equity

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



### Innovation

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



### Mobility and Access

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



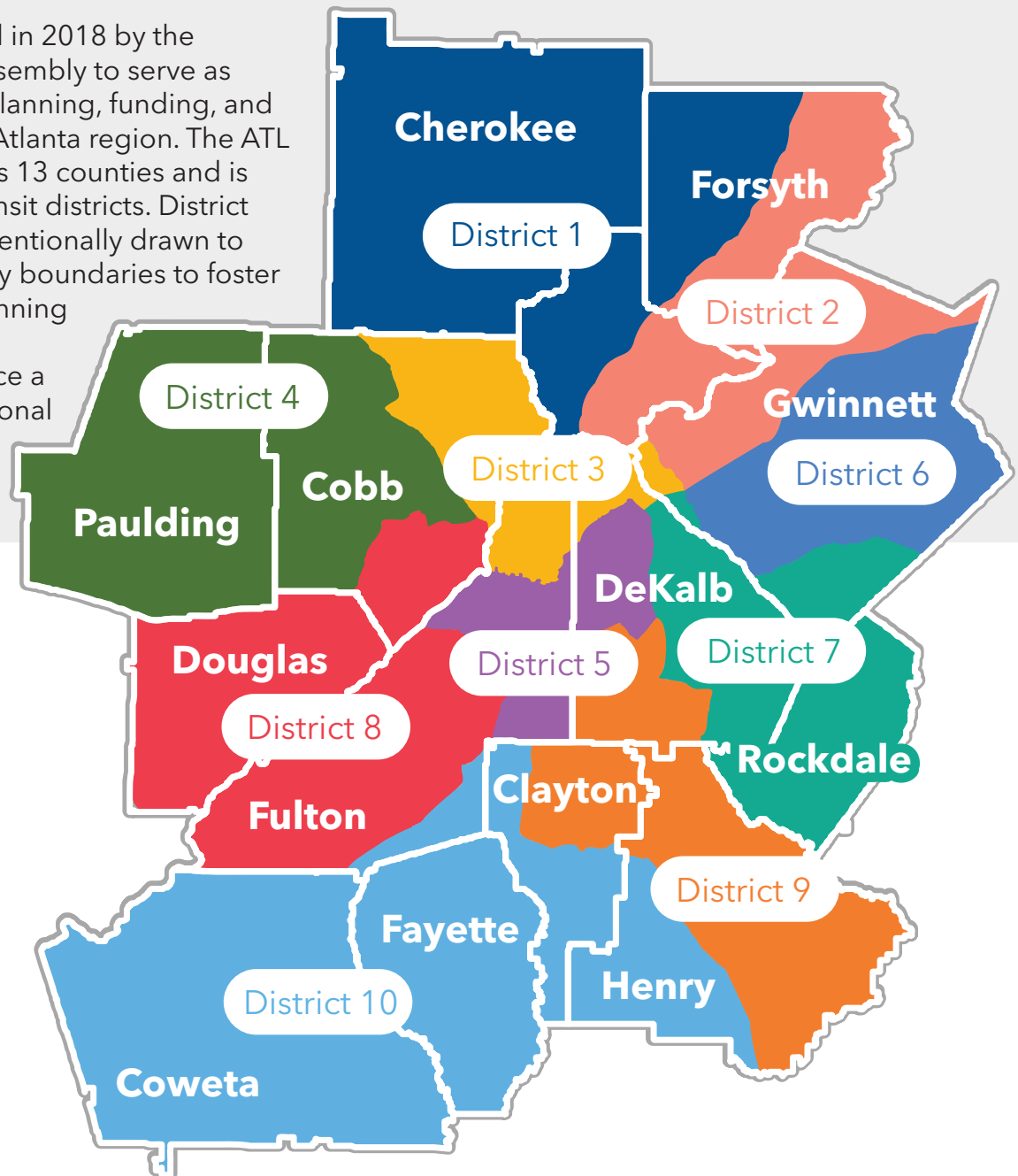
### Return on Investment

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



## Governing Structure and Board Makeup

The ATL was created in 2018 by the Georgia General Assembly to serve as the primary transit planning, funding, and policy body for the Atlanta region. The ATL planning area covers 13 counties and is comprised of 10 transit districts. District boundaries were intentionally drawn to extend across county boundaries to foster proactive transit planning and coordination activities that advance a more seamless, regional transit network.



**Figure 1:** ATL Districts Map

# The ATL Board of Directors



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



**Felicia Franklin Warner**  
Vice Chair,  
District 10

## Elected Members



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



**Chuck Warbington**  
District 6



**Paul Radford**  
District 2



**Chuck Warbington**  
District 6



**Steve Dickerson, Sc. D**  
District 3



**Keisha Lance Bottoms**  
District 8



**Todd Ver Steeg**  
District 4



**Howard A. Mosby, MPA**  
District 9  
Xpress Operations  
Committee Chair



**Tom Weyandt**  
District 5

## Appointees



**Teddy Russell**  
Lt. Governor Appointee



**Mark Toro**  
Lt. Governor Appointee,  
Marketing and  
Communications  
Committee Chair



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



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



**Russell R. McMurry, P.E.**  
GDOT Commissioner,  
Ex-officio Member

**Figure 2: ATL Board Members**

The ATL is governed by a 16-member board consisting of 10 elected members decided by local government, Georgia House, and Georgia Senate leadership to represent each of the ten transit districts; five appointed members—two by the Georgia House Speaker, two by the Lieutenant Governor, and one by the Governor; and one non-voting member, the Commissioner of GDOT. The GDOT Commissioner is an ex officio member. The current Board covers a wide range of ideological, geographic, and professional perspectives and together demonstrates experience in both the public and private sectors.

All board members serve on one or more ATL committees: The Administrative Committee, the Regional Technology Committee, the Legislative Committee, the Regional Transit Planning Committee, and the Xpress Operations Committee.

The ATL Board is unified around a common goal of increasing mobility options for metro Atlantans through increased coordination of existing services and strategic investments in future transit service, utilizing technology and innovation to maximize return.

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## 2. Introduction

### What is the ARTP?

As a part of its enabling legislation, the ATL is required to develop, annually review, and amend, as necessary, a regional transit plan. The ARTP establishes a short-term and long-range transit vision for the 13-county ATL region, reflecting both current needs and future trends that will impact how residents and visitors get to where they need to go.

The purpose of the ARTP is to:

- Synthesize locally submitted public transit projects across the ATL region
- Create centralized short-term and long-term priority project lists
- Evaluate projects seeking state or federal discretionary funding
- Feed local transit referendum lists and a list for state bond funding
- Serve as the primary source of transit projects for short- and long-term regional transportation plans

Moving forward, the ARTP will continue to be reviewed and updated on a regular 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.

## Connection with Other Planning Efforts

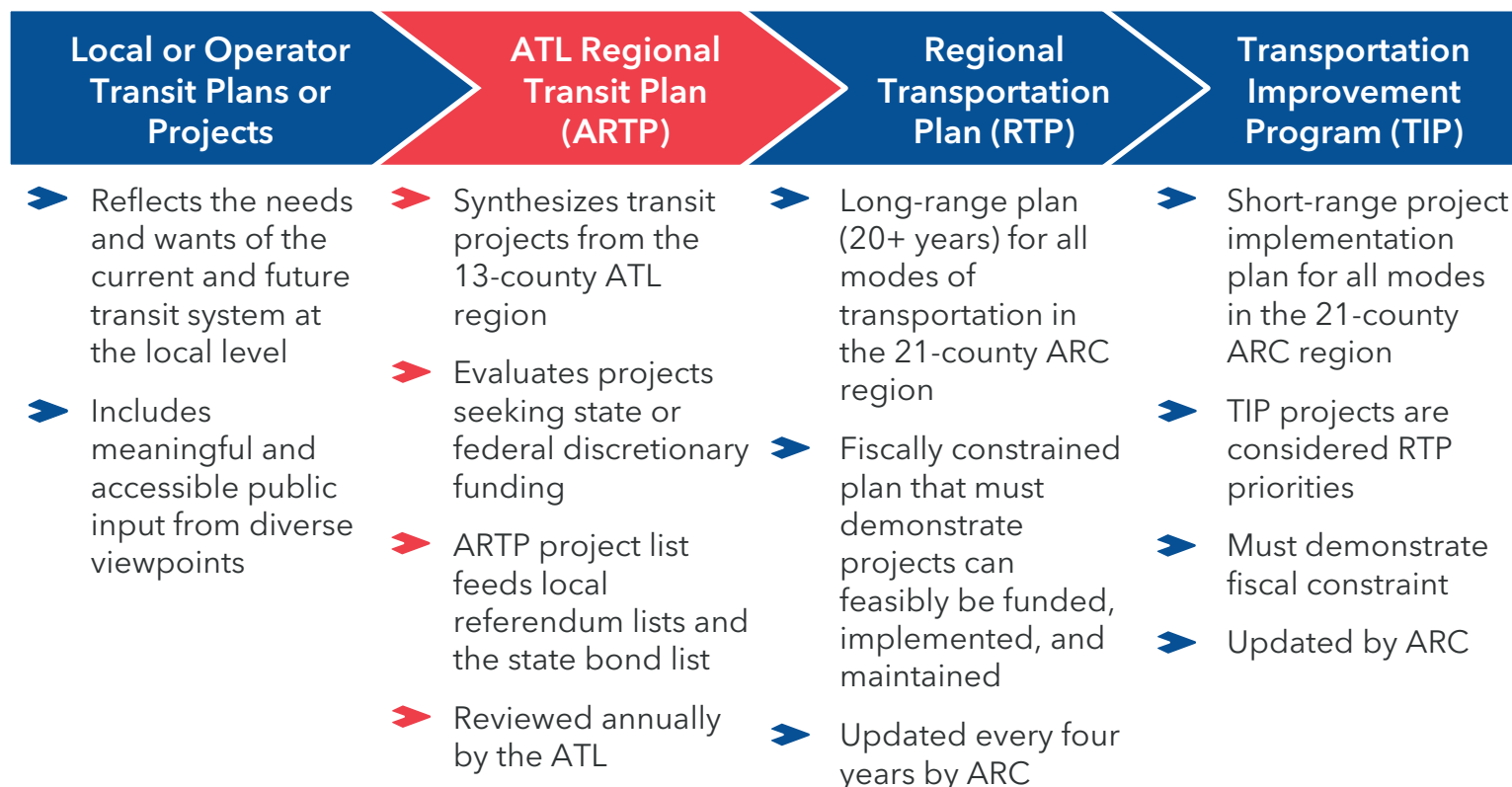
The 2020 ARTP reflects the compilation of proposed transit investments across the 13-county region submitted by eligible project sponsors during the call for projects. Eligible project sponsors are local governments, transit operators, and CIDs. These proposed transit projects can include expansion, enhancement, and state of good repair investments.

After approval by the ATL Board, the ARTP's universe of transit projects then feeds into the RTP and the TIP. The TIP and RTP allocate federal, state, and local dollars for regionally significant, priority transportation investment in the Atlanta region. Transit projects must be included in these documents to receive federal transportation funds. These two federally required documents are developed by the ARC.

Projects submitted for inclusion in the ARTP draw from a range of recent transportation planning work, including:

- County transit or transportation master plans
- Local transit or transportation master plans
- The More MARTA Atlanta program
- Transit Asset Management plans

## The Atlanta Region's Transit Planning Process



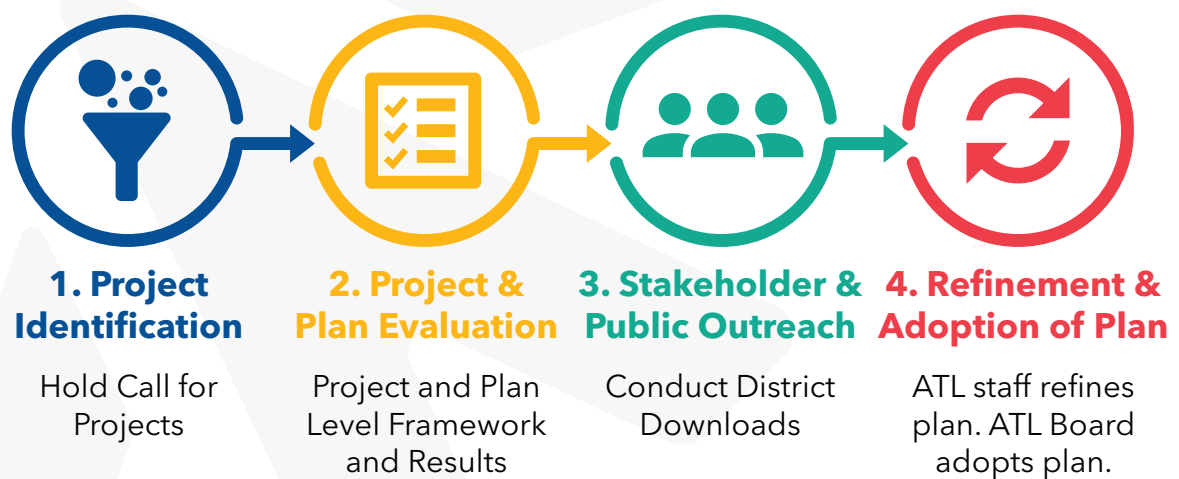
**Figure 3:** The ARTP in the Planning Process



# 3. ARTP Development Process

The ARTP development process is best described according to the following components, noted in Figure 4.

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



**Figure 4:** ARTP Development and Evaluation Process

## Step 1: Project Identification

### Overview

In order to reflect the most current transit needs in the project list, the ATL held a call for projects from mid-June to mid-July.

As a first step in the process, existing project sponsors were sent a project checklist survey which asked them to indicate the type of project information they anticipate updating and for which projects, as well as an opportunity to indicate if they planned to remove any projects or add new projects.

Survey responses were used to create customized, web-based forms that were pre-populated with information from the 2019 ARTP project list and offered a more interactive, dynamic platform for sponsors to submit project information.

To ensure high quality responses, the ATL held four virtual support sessions during the call for projects. The virtual support sessions were all conducted via web-conference and consisted of two sessions for new project sponsors and two sessions for existing project sponsors. The two groups received customized presentations walking them through the call for project process.

### Summary of Project Submissions

Based on the call for projects, the 2020 ARTP includes 245 transit projects. These projects cover all 10 ATL districts and total \$28.5 billion, inclusive of both capital and operations and maintenance costs over a 20-year period.

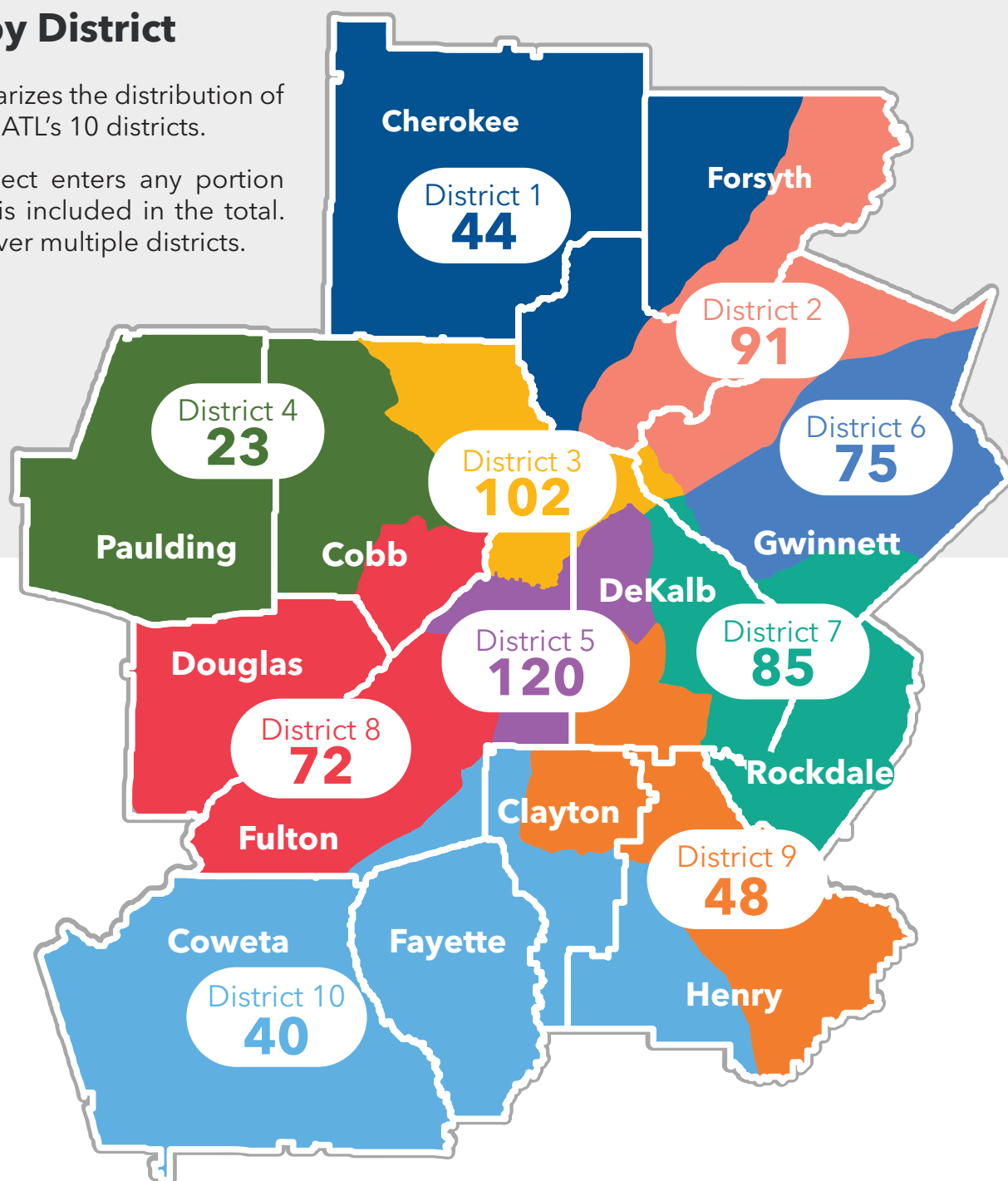
**Capital Costs:** Expenditures used to build transit itself or transit facilities. Example projects include rail stations, bus stops, rail or fixed guideway infrastructure, and transit vehicles.

**Operations and Maintenance (O&M) Costs:** Expenditures used for the upkeep of transit systems or to provide service. Examples include fuel costs, employee wages and salaries, and repair costs for transit vehicles and facilities.

## Projects by District

Figure 5 summarizes the distribution of projects across ATL's 10 districts.

Note: If a project enters any portion of a district, it is included in the total. Projects can cover multiple districts.



**Figure 5:** Total Projects by District

## Step 2: Project and Plan Evaluation

### Review and Revision of Previous Methods and Processes

In 2019, the ATL conducted an in-depth review of transit planning and transit plan evaluation best practices. This national review reflected a broad range of federal, state, and local transit planning methods. As described in the 2019 ARTP, the results of the research indicated that common transit evaluation criteria fall into one of three categories: Market Consideration; Anticipated Performance Impacts; and Deliverability Considerations.

The ATL then reviewed the existing ATL Governing Principles in the context of these three evaluation categories. This review concluded that the current ATL Governing Principles reflect state of the practice in evaluating the benefits and impacts of transit investment. Based on the findings of the best practices review, the ATL Governing Principles were operationalized within the ARTP Performance Evaluation Framework as a part of the two-prong evaluation: Transit Project Evaluation and Transit Plan Evaluation.

At the beginning of the 2020 ARTP update process, the ATL reviewed the methodology and processes completed during the inaugural 2019 ARTP. The 2020 ARTP methodology and process for both Project and Plan evaluations remains largely unchanged. A few high-level refinements were made to the project performance framework to more clearly show how a project moves through the plan development process. More details on the updated framework are outlined later in this section. Further, a refined methodology was created to identify Projects of Regional Significance. The methodology for this analysis is also outlined later in this section.

All projects in the ARTP are classified as one of three types:

- **Expansion projects** are those that introduce new transit infrastructure or systems, or transit services to new places, beyond what currently exists. Examples of expansion projects include constructing a new transit station, park and ride lot, or maintenance facility; deploying a new technology system; building a new fixed guideway corridor; or extending a transit route to serve a place that previously did not have transit service.
- **Enhancement projects** are those that fundamentally alter existing transit systems or services to improve them beyond their current purpose or capacity. Examples of enhancement projects include adding bus bays to a transit center, increasing parking capacity at 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; or expending the frequency or operating hours that an existing service is offered.
- **State of Good Repair projects** (SGR) are those that 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 or repaving a park and ride lot; upgrading an existing technology system to provide the same functionality; overhauling existing transit vehicles; or replacing track along a fixed guideway corridor.

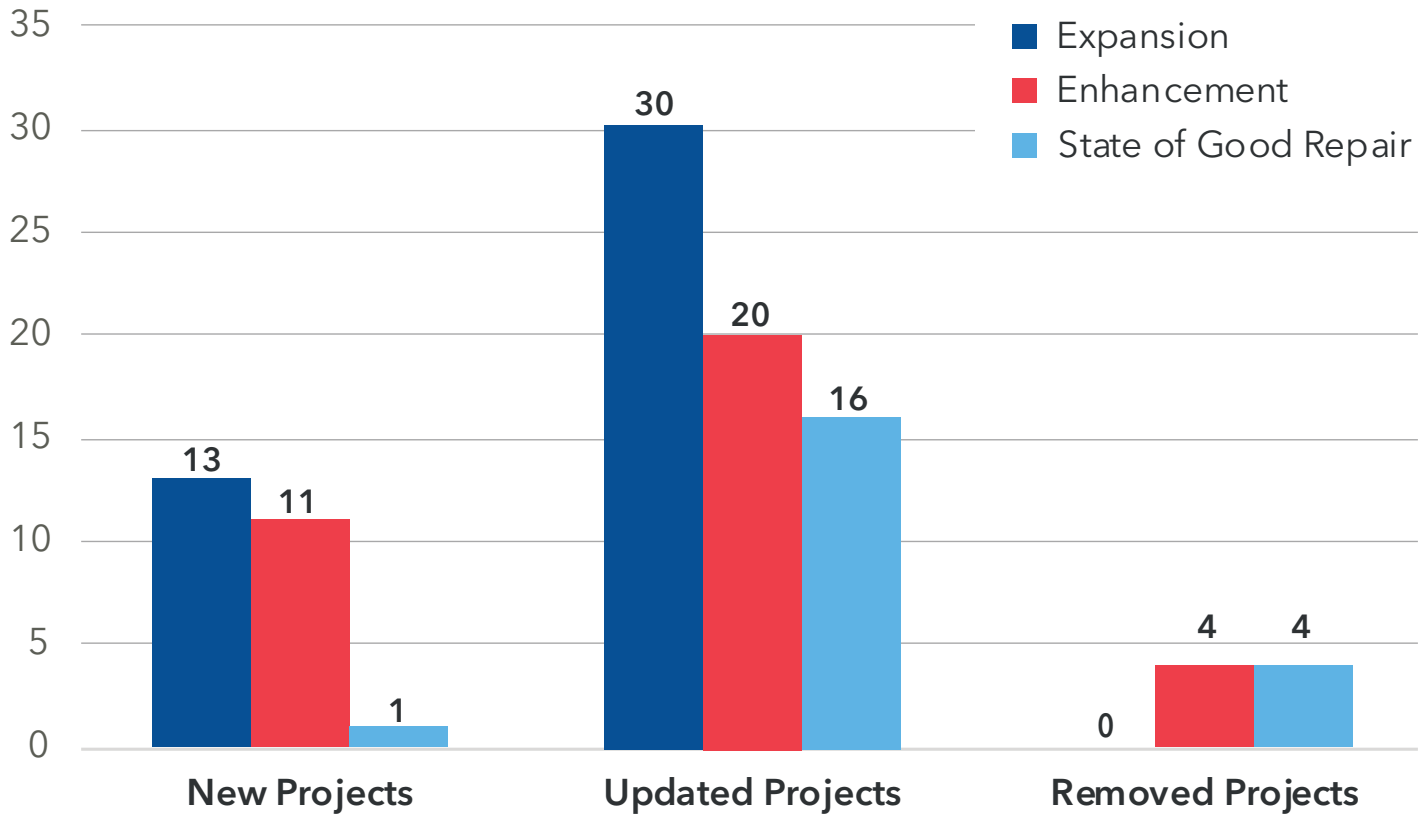


**Figure 6:** Changes between 2019 and 2020 ARTP

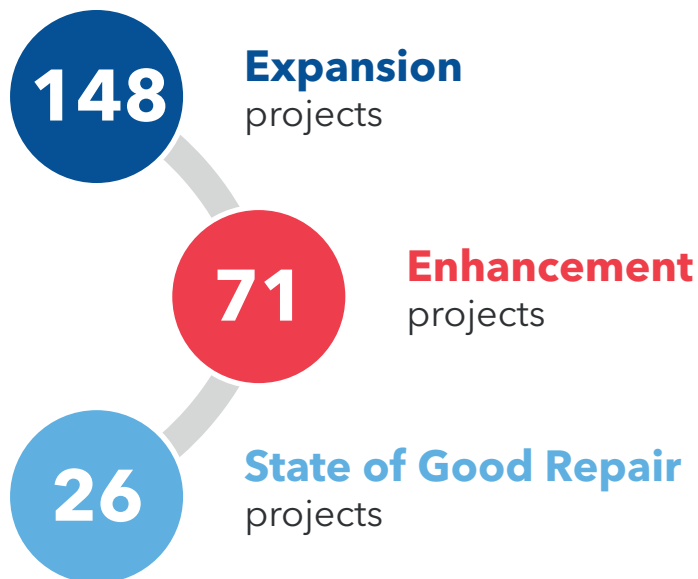
The following changes were noted from 2019 to 2020:

- 25 new projects were submitted;
- 66 projects were significantly updated from 2019 (i.e., the project description, project characteristics, and/or cost were updated); and
- 8 projects were removed by project sponsors.

Figure 6 illustrates these changes and Figures 7 and 8 on the following page show the number of projects for each project type.



**Figure 7:** Summary of Project List Changes between 2019 and 2020 ARTP by Project Type

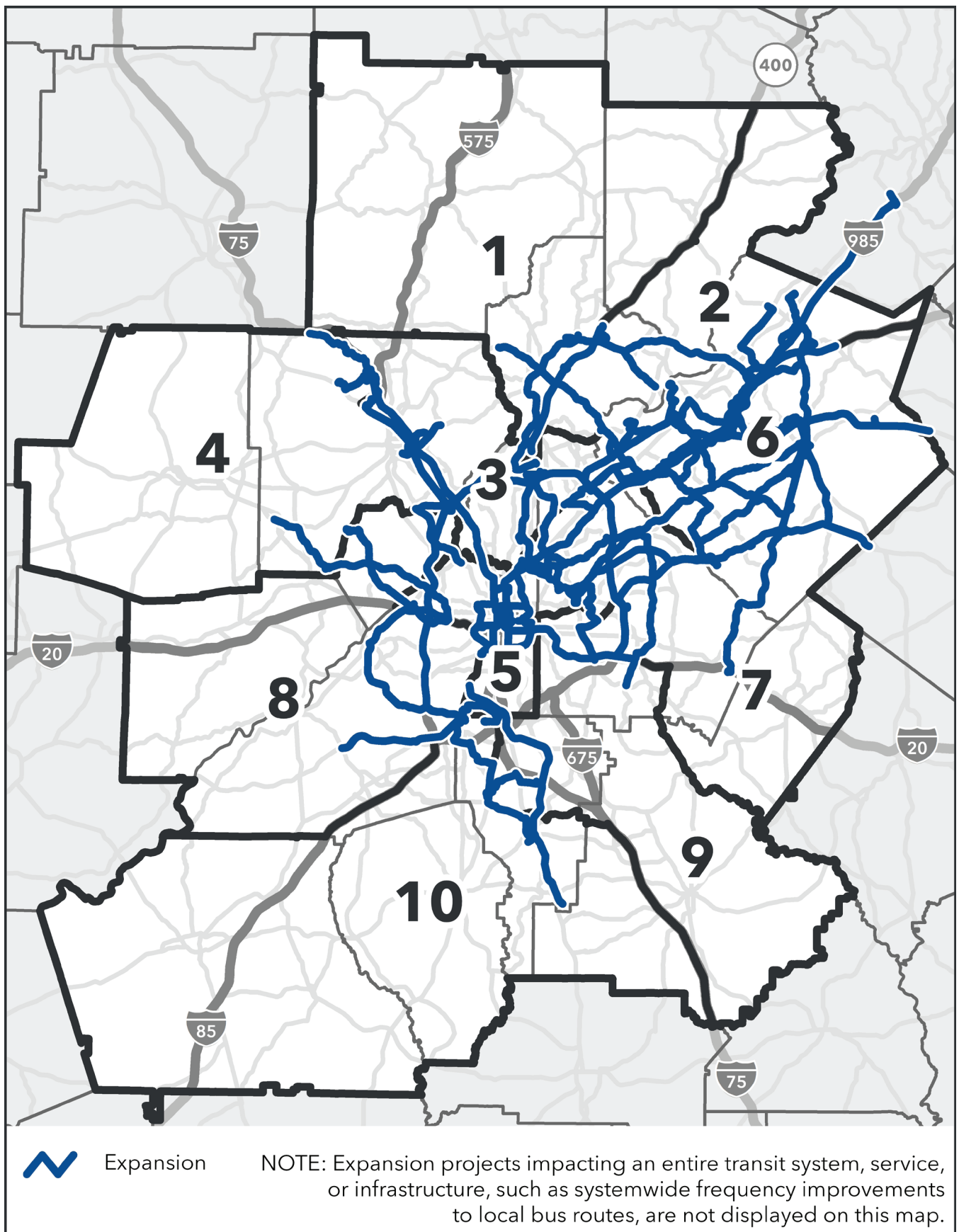


**Figure 8:** Total Number of Projects by Type

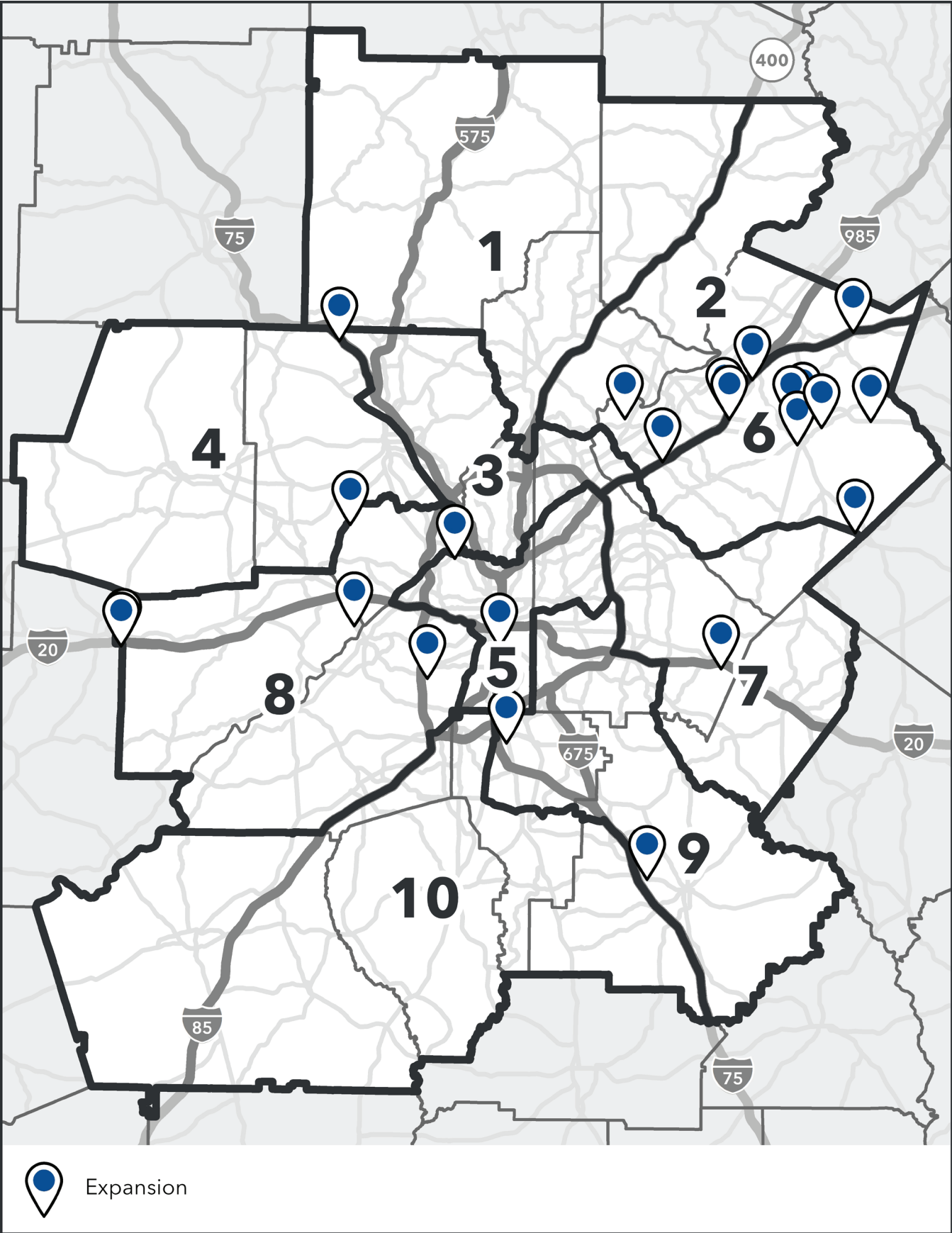
Figures 9 through 13 provide an illustrative view of ARTP Corridor and Single-Location Projects.

Note: some projects do not have a geographic location and are not included on the map. These projects include maintenance and systemwide upgrades that do not reflect actual transit service. Projects that encompass an entire county or service area are not included.

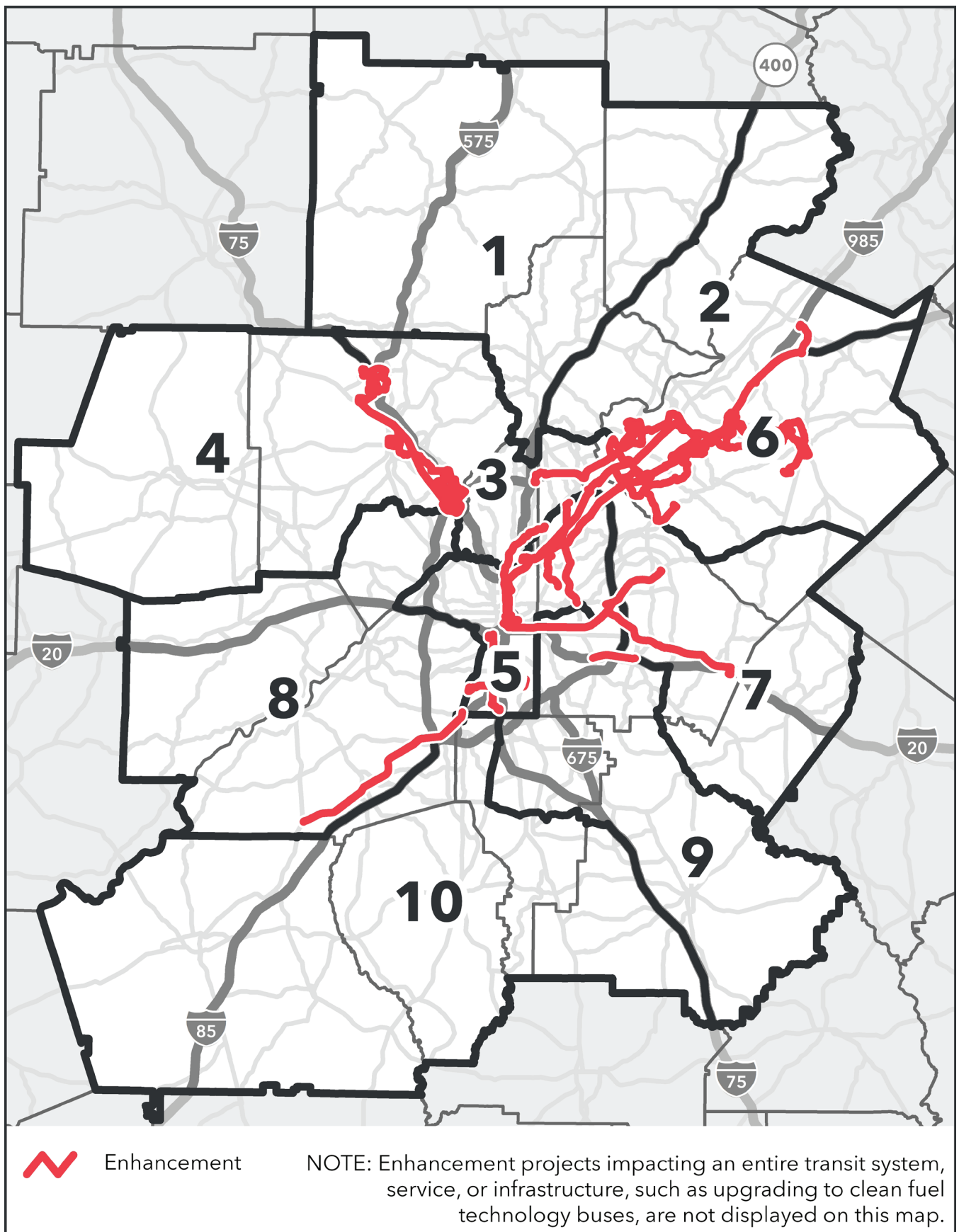




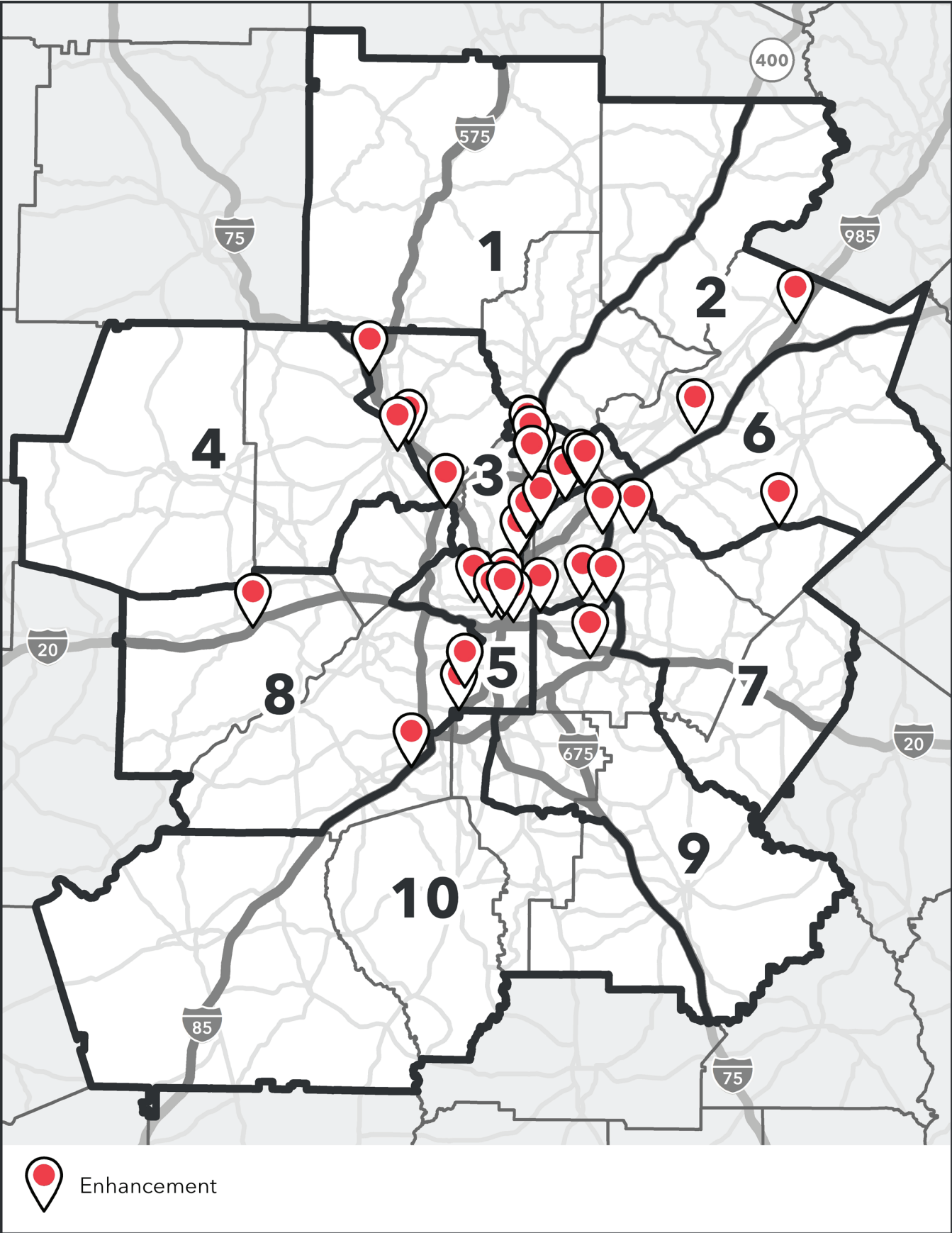
**Figure 9:** Expansion Corridor Projects



**Figure 10:** Expansion Single-Location Projects

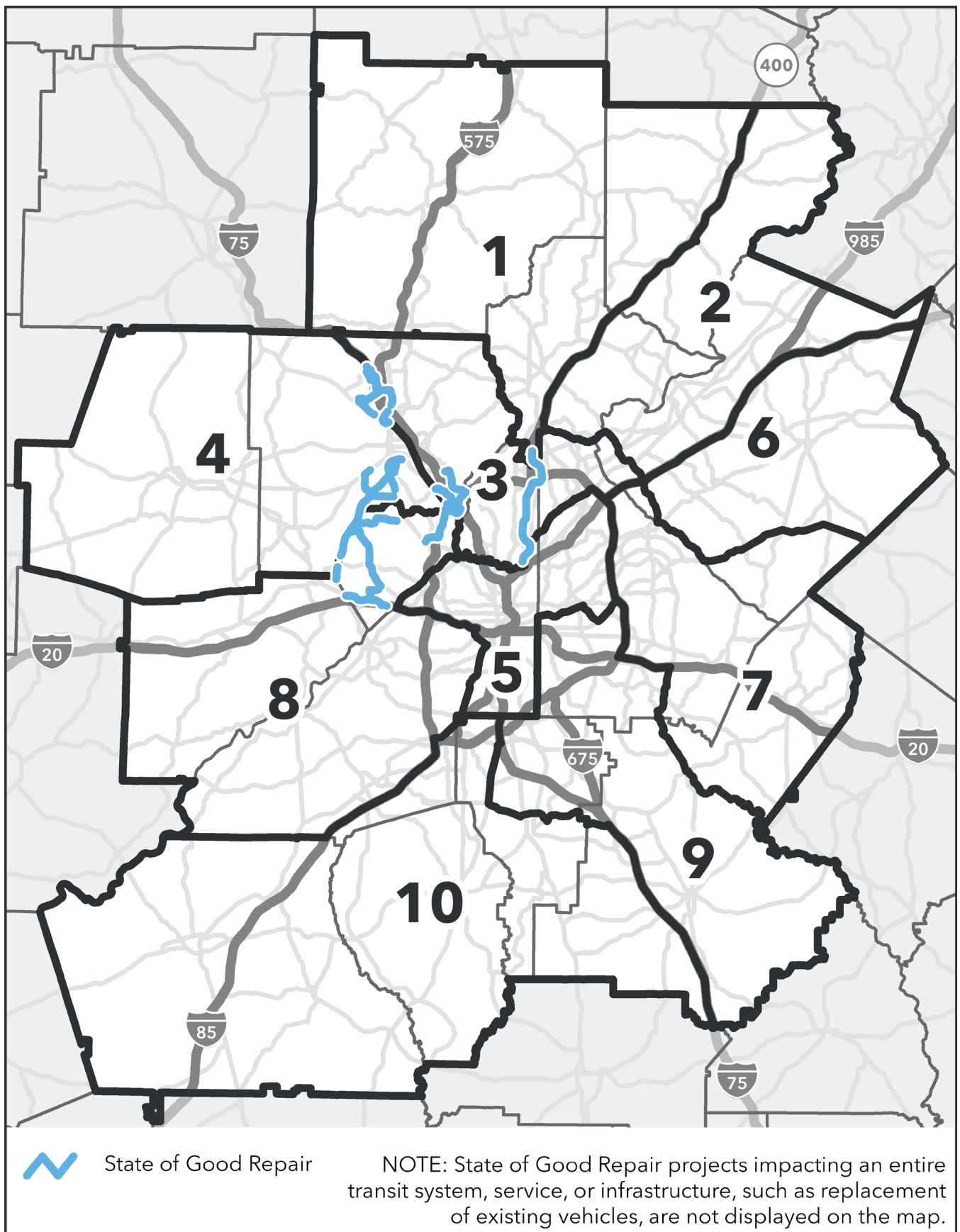


**Figure 11:** Enhancement Corridor Projects



**Figure 12:** Enhancement Single-Location Projects





**Figure 13:** State of Good Repair Corridor Projects

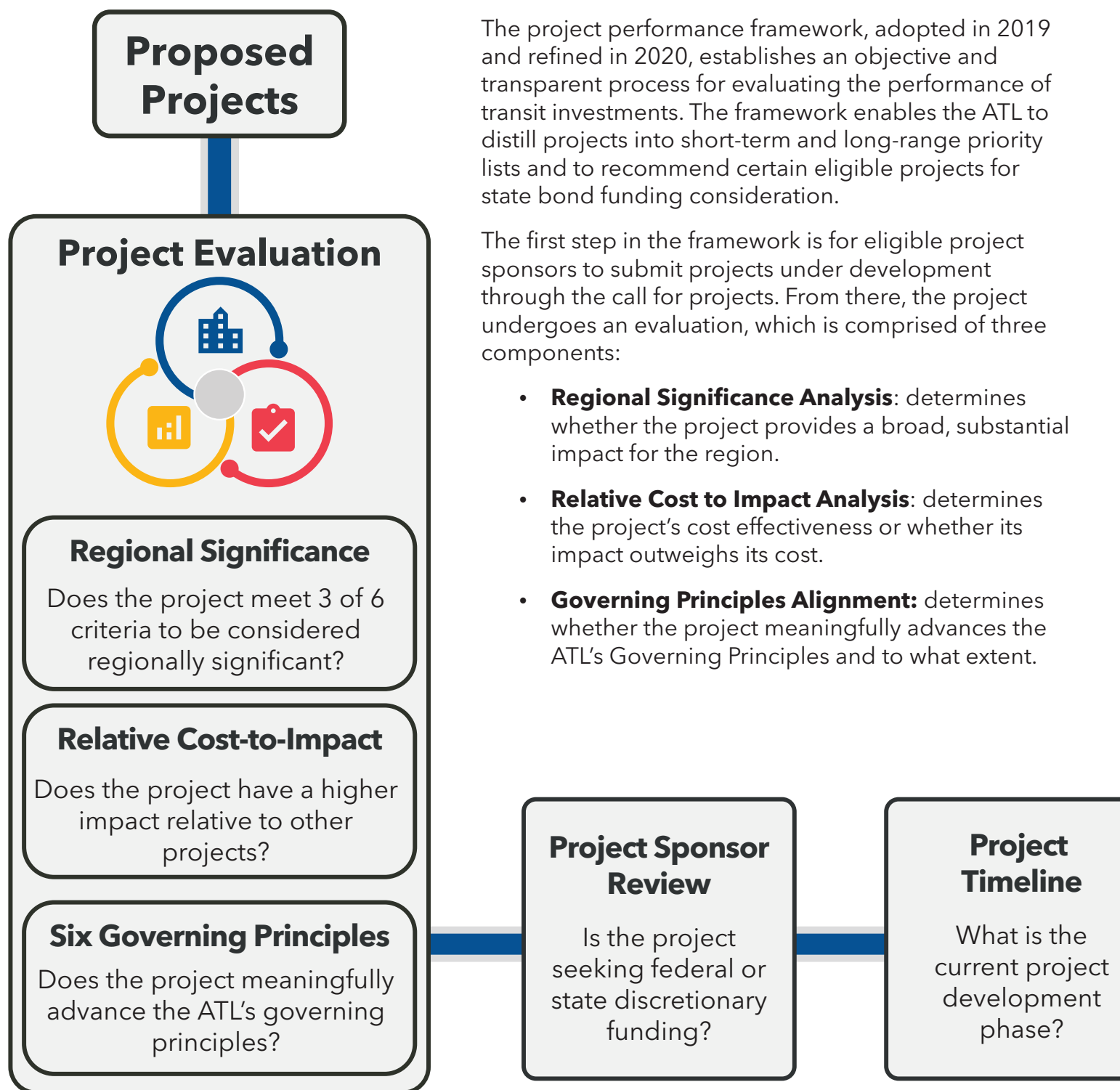
## Two-Track Evaluation Overview

The ARTP utilizes two evaluation tracks – one at the project level and one at the plan level – to understand the individual and the collective performance of the 245 proposed projects. The ATL’s six governing principles are operationalized across both evaluation tracks.

This section details the framework of each track, including the performance measures and criteria used to understand performance results. Figure 14 gives a brief overview of these tracks. Project-level results are discussed in Section 4 and Plan-level results are discussed in Section 5; further details are available in Appendices A, B, C, D, and E.



**Figure 14:** ARTP Evaluation Tracks



## Track 1: Project Performance Framework

The project performance framework, adopted in 2019 and refined in 2020, establishes an objective and transparent process for evaluating the performance of transit investments. The framework enables the ATL to distill projects into short-term and long-range priority lists and to recommend certain eligible projects for state bond funding consideration.

The first step in the framework is for eligible project sponsors to submit projects under development through the call for projects. From there, the project undergoes an evaluation, which is comprised of three components:

- **Regional Significance Analysis:** determines whether the project provides a broad, substantial impact for the region.
- **Relative Cost to Impact Analysis:** determines the project's cost effectiveness or whether its impact outweighs its cost.
- **Governing Principles Alignment:** determines whether the project meaningfully advances the ATL's Governing Principles and to what extent.

**Figure 15:** The Project Performance Framework



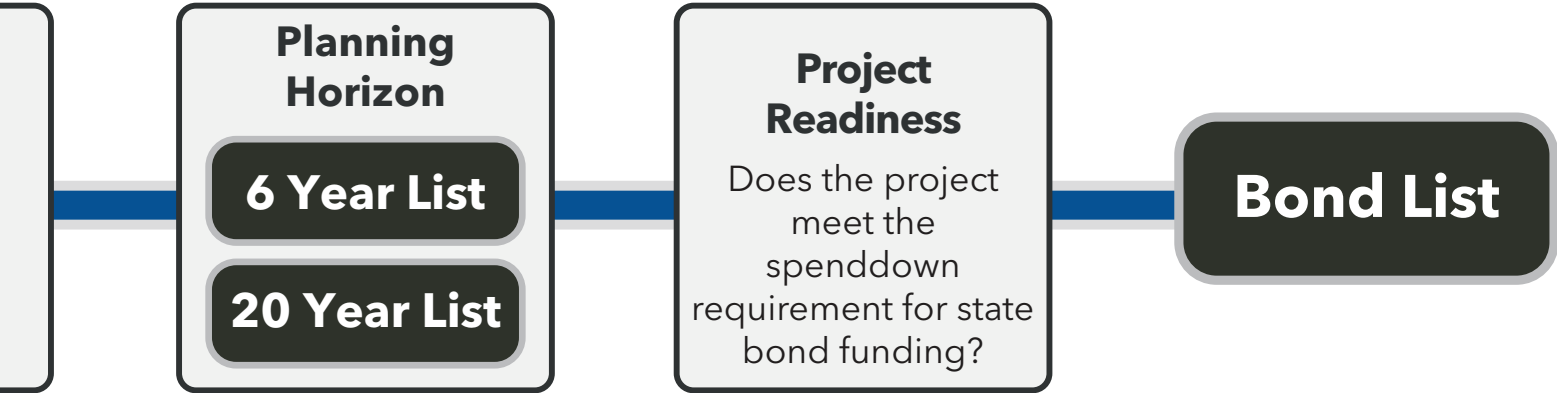
Project sponsors review evaluation results to help determine if a project will seek federal or state discretionary funding.

Projects are then placed into either short-term or long-term project lists. The short- and long-term lists represent anticipated project implementation timelines. These two lists are the universe of ARTP projects and, as noted previously, feed the RTP and TIP project lists.

The ATL is required by its enabling legislation to recommend a certain set of projects from the adopted ARTP for state bond funding. When selecting certain projects for the proposed bond list, the ATL looks at all of the

previous outcomes of the project performance framework to see if a project satisfies the readiness requirement. This readiness requirement ensures a project can meet the spend down requirement for state bond funding.

Details of each of these steps are outlined in subsequent sections.



## Regional Significance Analysis

The regional significance analysis identifies projects that have a greater impact on the region as a whole, helping to move the needle on broader accessibility, mobility, and connectivity goals. A project must meet at least three of the following six criteria in order to be considered regionally significant.



### **Crosses 2+ counties or connects 2+ transit operators**

Expansion or enhancement projects that geographically intersect at least two county jurisdictions or connects with another transit operator's existing service such as a transfer or multimodal station or stop, commuter bus stop, BRT or ART station, or heavy rail station.



### **Leverages regional capacity improvements**

Expansion or enhancement projects that coincide or overlap with other planned regional improvements including managed lanes projects, major widenings, or high capacity transit projects.<sup>1</sup>



### **Improves transit reliability**

Expansion, enhancement, or state of good repair projects that directly impact a service or route's ability to be dependable and predictable.

**Figure 16:** Regional Significance Analysis Criteria



**Is, or  
connects to, a  
transportation  
terminal**

Expansion or enhancement projects that geographically intersect at least two county jurisdictions or connects with another transit operator's existing service (transfer/multimodal station or stop; commuter bus, BRT, ART station, rail station, or airport).



**Connects to 1+  
regional  
activity centers**

Expansion or enhancement projects that geographically intersect with at least one of 13 regional activity centers, as defined by ARC. The project must cross the boundary or be within (if a project is in a single location) the activity center boundary.



**Provides high  
capacity, high  
frequency or  
dedicated facility**

Expansion or enhancement projects that provide service to a greater number of people via specific transit modes such as ART, BRT, LRT, HRT, or commuter bus, or more frequent service.<sup>2</sup> They may often run on a portion of dedicated right-of-way such as a rail line or emerged lanes.

<sup>1</sup> While leveraging regional capacity improvements is focused on major investments, there may be other partnership opportunities that transit operators are encouraged to seek out such as transportation system and management operation improvements.

<sup>2</sup> Frequent service standard is 15-minute headways. Some project descriptions do not include headways, therefore all express type services (ART, BRT, LRT, HRT, and commuter bus) are assumed to have frequent service. As more project information becomes available, results may be adjusted.

# Relative Cost to Impact Analysis

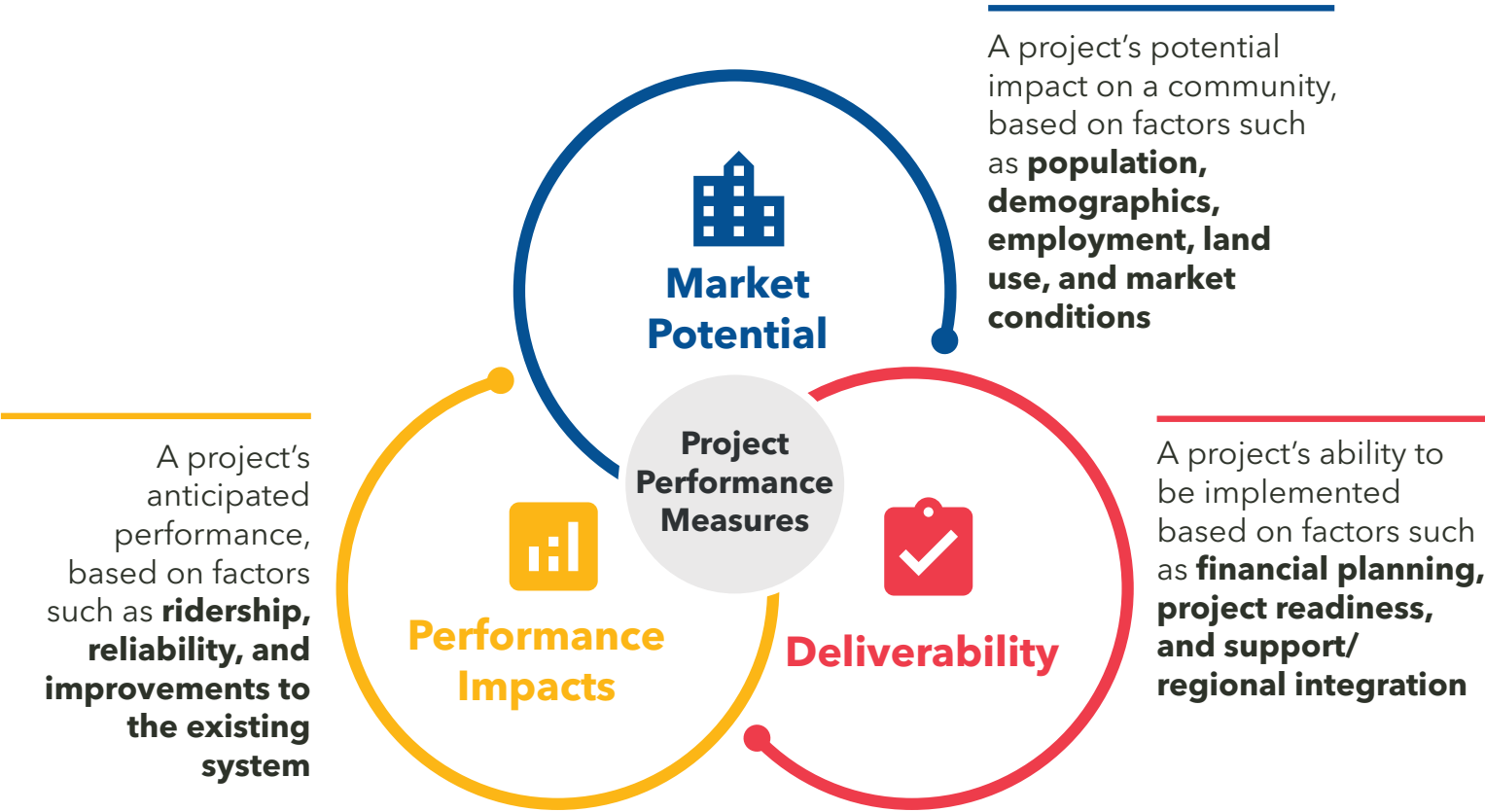
The relative cost to impact analysis evaluates projects based on their impact and cost effectiveness, helping the ATL and project sponsors assess a project for its performance and relative cost to achieve that performance. Each project is evaluated based on three categories: Market Potential, Anticipated Performance Impacts, and Deliverability.

Figure 17 shows these three performance categories and touches on a few of the 14 specific performance measures across each category. Each of the 14 performance measures is weighted by its unique need and intended purpose of project type. Table 1 outlines these

measures and their associated weights. A project score can range from 0 to 100, as summed across each of the 14 weighted performance measures. Figure 18 showcases the breakdown of weights by project type.

For a detailed description of each performance measure, please refer to Appendix A.

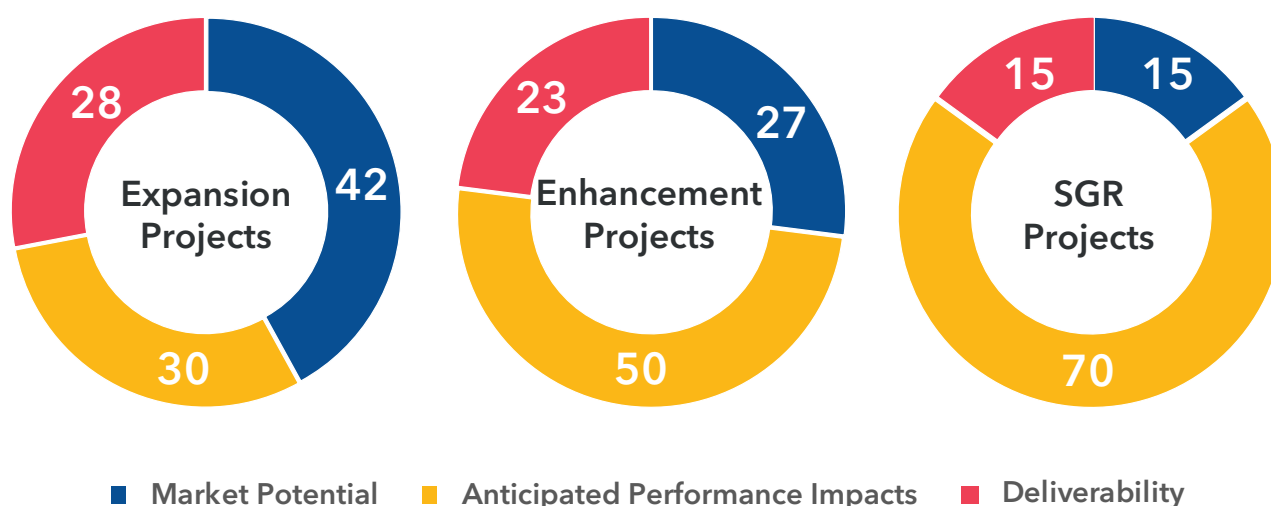
Each measure is weighted based on its unique need and intended purpose of a project type. Table 1 outlines these measures and their associated weights.



**Figure 17:** Relative Cost to Impact Analysis Performance Categories

**Table 1:** Relative Cost to Impact Analysis Weights by Project Type and Performance Measure

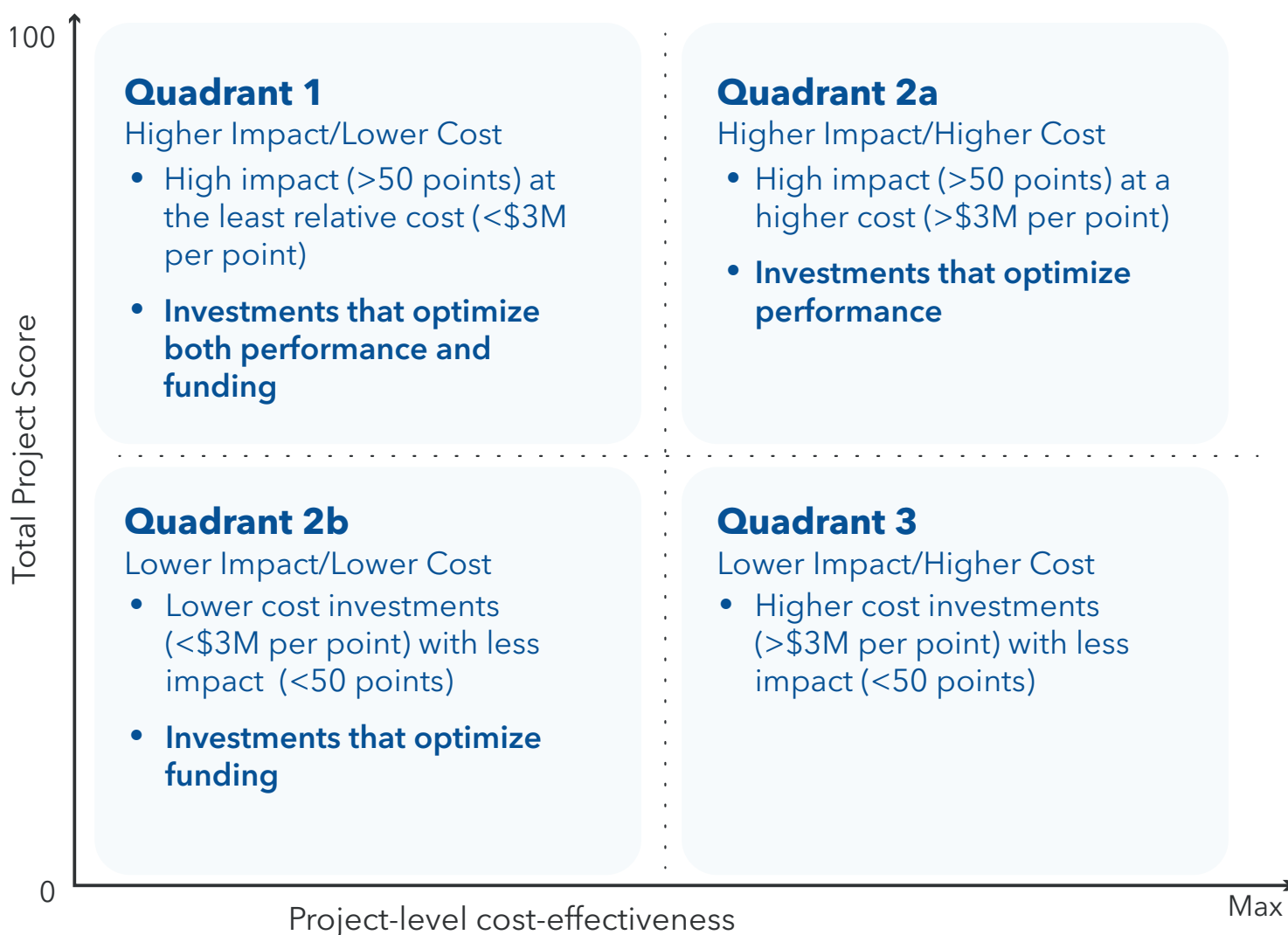
Performance Measure	Expansion	Enhancement	SGR
<b>Market Potential</b>	<b>42</b>	<b>27</b>	<b>15</b>
Existing and Projected Population Density	6	4	3
Existing Populations - Communities of Interest	8	6	6
Existing Employment Density	5	3	2
Existing Low-Wage Employment Density	7	5	4
Existing and Planned Land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

**Figure 18:** Relative Cost to Impact Analysis Weights by Project Type and Performance Category

In addition to the scores from the 14 performance measures, a cost-effectiveness score is calculated based on the total cost of the project. This calculation is capital cost plus 20 years of operations and maintenance costs divided by the total project score.

This provides the cost per point value of each project. The results across the two key variables - cost effectiveness score and

performance score - are then displayed on a four-quadrant scatterplot. The performance scores represent the y-axis and cost-effectiveness represent the x-axis. The thresholds for the quadrants (shown in the dashed line in Figure 19 below) are derived from natural breaks in the data distribution, allowing for a relatively even distribution of points across the four quadrants.

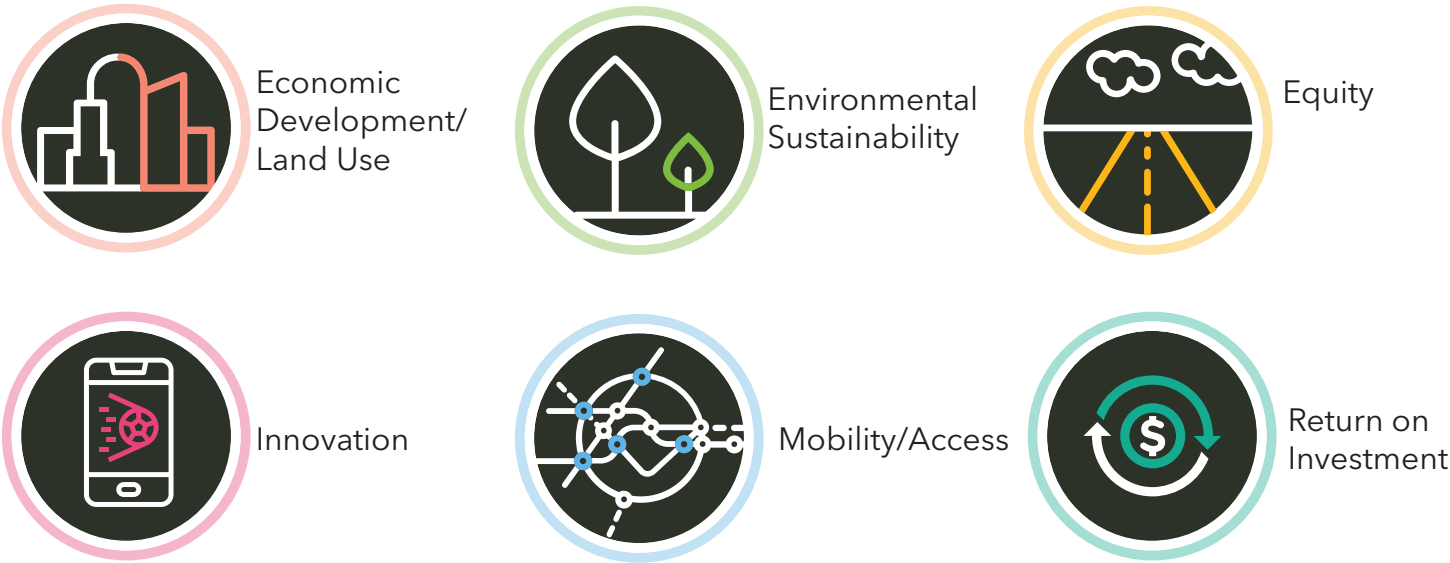


**Figure 19:** Description of Scatterplot Quadrants

## Six Governing Principles Analysis

The governing principles alignment analysis uses evaluation criteria derived from the relative cost to impact analysis performance

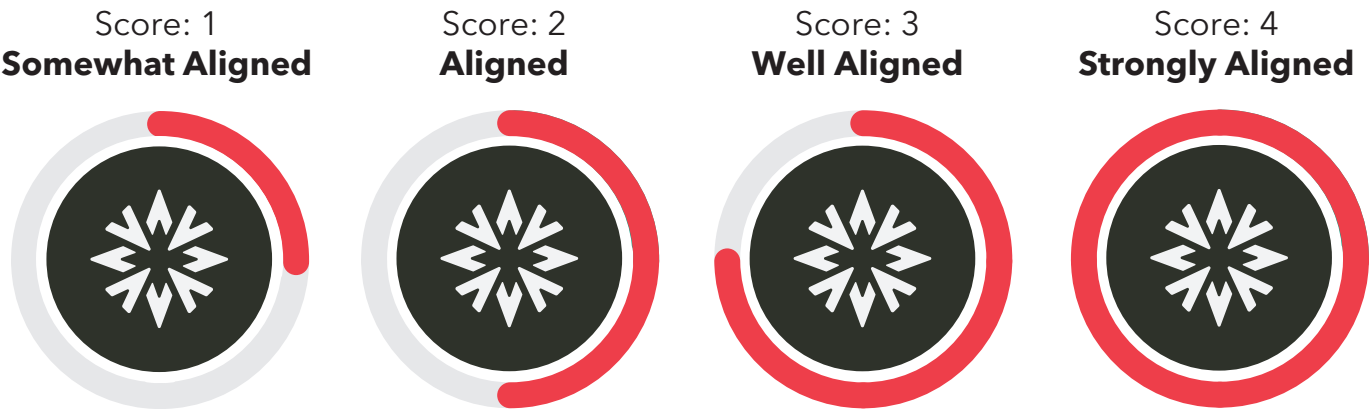
categories to understand how well a project advances each of the ATL’s six governing principles.



For every evaluated project, a score is calculated per governing principle. Instead of using a numeric score, the results of the alignment analysis are presented as Harvey balls, similar to those used in Consumer Report ratings. Figure 20 provides an example of how to interpret the results. The more complete the outer circle, depicted in red, the more

strongly aligned that project is to a specific governing principle. Project factsheets, located in Appendix E, showcase these project-level results.

On the following page, Table 2 shows all of the evaluation criteria by governing principle.



**Figure 20:** Example of Harvey Ball Evaluation Scoring



**Table 2:** Governing Principle Base Criteria Grouping

Governing Principle	Evaluation Criteria
<b>Economic Development and Land Use</b>	Existing Population Density
	Proposed Population Density
	Existing Employment Density
	Existing Land Use
	Proposed Land Use
	Policy Considerations
	Regional Integration
<b>Environmental Sustainability</b>	Transit Trips
	Increased Useful Life
	Elements to Improve Safety and Security
	Elements to Mitigate Environmental Impacts
<b>Equity</b>	Communities of Interest
	Low-Wage Employment Density
	Policy Considerations
	Redevelopment Potential
<b>Innovation</b>	Transit Reliability
	Elements to Improve Safety and Security
	Elements to Mitigate Environmental Impacts
<b>Mobility and Access</b>	Existing Population Density
	Proposed Population Density
	Existing Employment Density
	Transit Trips
	Regional Integration
<b>Return on Investment</b>	Projected Population Density
	Existing Land Use
	Proposed Land Use
	Policy Considerations
	Transit Reliability Redevelopment Potential

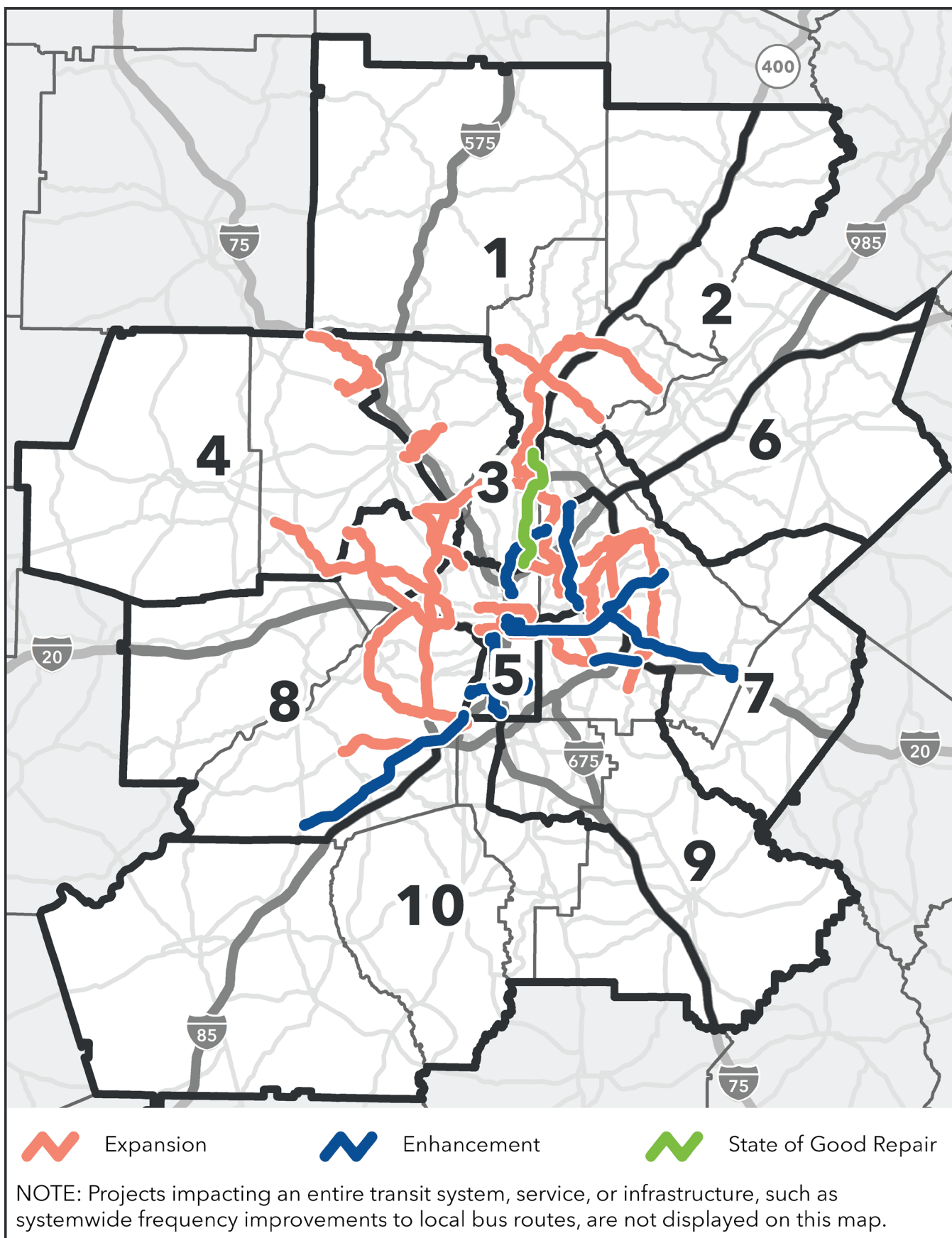
## Project Sponsor Review

Each project was reviewed by project sponsors to understand whether they would like specific projects to seek federal or state discretionary funding. The project evaluation results provided a baseline of information for both sponsors and ATL staff in their review of project submittals. The evaluation results also establish a foundation for providing feedback on how project submittals could be improved over time. Projects seeking discretionary funding are a primary focus for the ATL to help identify potential funding sources, such as competitive grants and bonds.

Project sponsors may chose not to seek discretionary funding for a variety of reasons, including the fact that projects are still under development and thus funding assumptions are currently unconfirmed; the project financial plan feasibility has to be completed; or the project is to be completed exclusively with local and/or formula funds and do not meet the definition of regionally significant.

# 36%

**of projects are not  
seeking federal or state  
discretionary funding**



**Figure 21:** Corridor Projects Not Seeking Discretionary Funding

## Project Timeline

After project sponsors review projects to determine whether they are seeking discretionary funding, ATL staff reviews each project to understand how close to implementation each project is. Below are key elements in this review:

- **Project Phase Status** - The phase in which a project stands with regards to the transportation implementation process (i.e., planning, preliminary design/engineering, final design/engineering, right-of-way acquisition, utility relocation, construction) and to what extent is the project sponsor making appropriate progress through the project development process.
- **National Environmental Policy Act Clearance** - The category of environmental clearance that is required (i.e., Categorical Exclusion, Environmental Assessment, or Environmental Impact Statement) and where in that clearance process the project stands.
- **Funding Commitments** - The extent to which the project sponsor has secured federal, state, or local funding and the fiscal or calendar year in which those funds are committed.

## Planning Horizons

Project evaluation results, project sponsor review, and project timeline status all help to determine how investments can be staged across two planning horizons. Those projects seeking discretionary funding that can be completed in the short-term fall in the 6-year planning horizon or project list. Those projects seeking discretionary funding that will be completed in the long-term fall in the 20-year planning horizon or project list. Appendix D contains the

6- and 20-year project lists. The ATL works with sponsors both during and after the development of the ARTP to update expected implementation timelines on an on-going basis.

## Project Readiness

This process assesses certain projects from the adopted ARTP identified as near-term projects or initial project development phases of long-range projects that can be readily completed. These projects go through additional review to determine if they meet the statutory requirements of the state for state bond funding.

The Georgia State Finance and Investment Commission provides the following bond funding spend-down guidance:

- Within a project's first six (6) months, five percent (5%) of the bond must be spent or contractually obligated; 85% must be spent by the end of Year 3; and 100% must be spent by the end of Year 5.

The Governor's Office of Planning and Budget (OPB) also provides the following funding request guidance:

- Agencies should weigh additional project funding considerations in establishing their priority ranking, and;
- Funding requests should explicitly prioritize previous partially funded major projects before requesting funds to initiate new major capital projects.

Certain projects from an adopted ARTP that meet these requirements are presented to the ATL Board for consideration and ultimate approval to be submitted to OPB, the Governor, the Lieutenant Governor, and the Speaker of the House of Representatives for consideration during the following legislative session.

## Track 2: Plan-Level Performance Framework

A plan-level analysis for the cumulative package of transit projects is conducted to evaluate the impacts of the entire proposed transit system. The plan level analysis is inclusive of:

- Plan-level metrics that directly align with the ATL's governing principles; and
- A summary of the nature and type of investments that advance each governing principle.

Table 3 outlines the plan-level performance measures associated with each governing principle.

Results from the Project and Plan evaluations are presented to stakeholder, inclusive of general the public, community groups, essential workers, transit-dependent users, and other interested parties, through various outreach strategies to solicit commentary on the ARTP. Outreach strategies were designed with the Centers for Disease Control (CDC) guidelines in mind due to the COVID-19 pandemic.

More information stakeholder outreach efforts and outcomes can be found in Chapter 7 as well as in Appendices F and G.

**Table 3:** Performance Measures Evaluated, per Governing Principle

Governing Principle	Performance Measure
<b>Economic Development and Land Use</b>	Jobs served
	Travel time cost savings
	(Re)development potential
<b>Environmental Sustainability</b>	Emission reduction
	Fuel & cost savings
	Alternative fuels
	Vehicle miles travelled reduction
<b>Equity</b>	Increase in service to communities of interests
	Mobility & access improvements for low income residents
	Low wage industry benefits
<b>Innovation</b>	Creative use of technology
	Advanced transit design
<b>Mobility and Access</b>	System-wide savings in travel time reduction and delay reduction
	Access to jobs (increase in job access by regional employment center
	Improved access to regional transit system
<b>Return on Investment</b>	System level ROI

## Key Outcomes of the Project and Plan Performance Framework

The project and plan evaluation frameworks underpin the ATL's decision-making processes, including decisions regarding support and endorsement of project applications and efforts to secure project funding in partnership with project sponsors.

These frameworks also clearly demonstrate the ATL's relative priorities for discretionary funds to project sponsors, the ATL Board, the broader public, and to our transit and transportation planning partners.

The results of the evaluations also communicate to project sponsors where individual investments can improve whether it is to expand a project's regional significance, improve related to market conditions, deliverability considerations, and performance impacts, or strengthen its alignment with ATL's governing principles.

Using a range of data, this two-track approach gives us a comprehensive look at the benefits of all 245 proposed projects against our six governing principles.

## Step 3: Public Outreach

Results from the project-level and plan-level evaluations were presented to the public and stakeholders, inclusive of general the public, community groups, essential workers, transit-dependent users, and other interested parties, through various outreach strategies to solicit commentary on the ARTP. Outreach strategies were designed with the Centers for Disease Control (CDC) guidelines in mind due to the COVID-19 pandemic.

More information about public and stakeholder outreach efforts and outcomes can be found in Section 7 as well as in Appendices F and G.

## Step 4: Refinement and Adoption of Plan

The ARTP was refined using the feedback received through stakeholder outreach efforts. The ATL Board will formally adopt the plan on December 3, 2020.

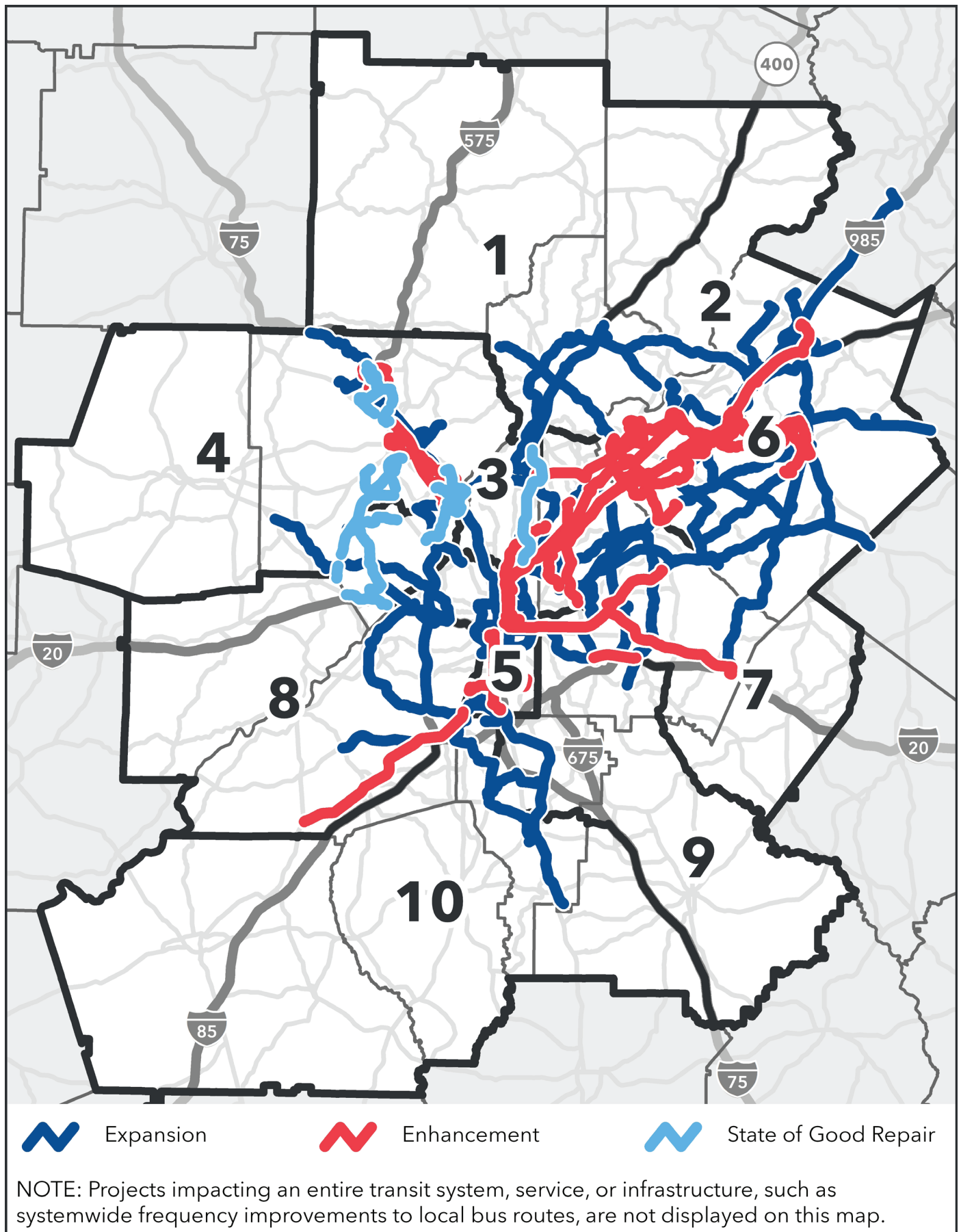
## 4. Project-Level Evaluation Results

This Section features the results of the three project evaluation methods - regional significance analysis, relative cost to impact analysis, and governing principles alignment analysis. In accordance with the project performance framework, the Plan showcases only the project evaluation results of those 156 projects seeking discretionary funding, also called “evaluated projects.”

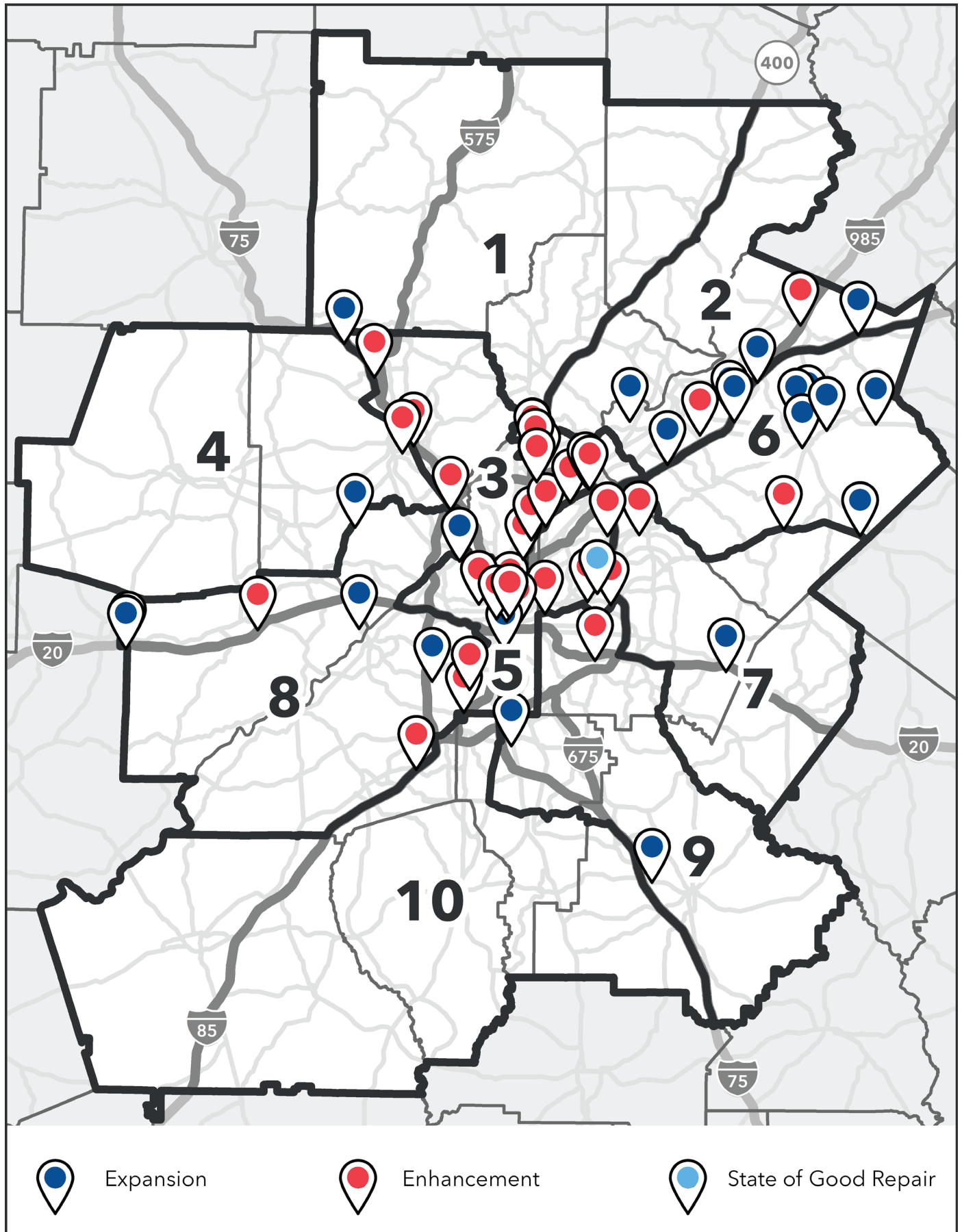
Those projects not seeking discretionary funding will continue to hone project development and performance, or be funded in full by federal formula funds or local funds.

Figure 22 shows 126 of the proposed corridor projects and Figure 23 shows 51 proposed single-location projects, regardless of discretionary funding status. Systemwide projects, such as those that are designed to serve an entire transit system or service area, are not specific to one transit route or asset and are not shown on these maps. In total, there are 68 systemwide projects not depicted.





**Figure 22:** All Proposed Corridor Projects

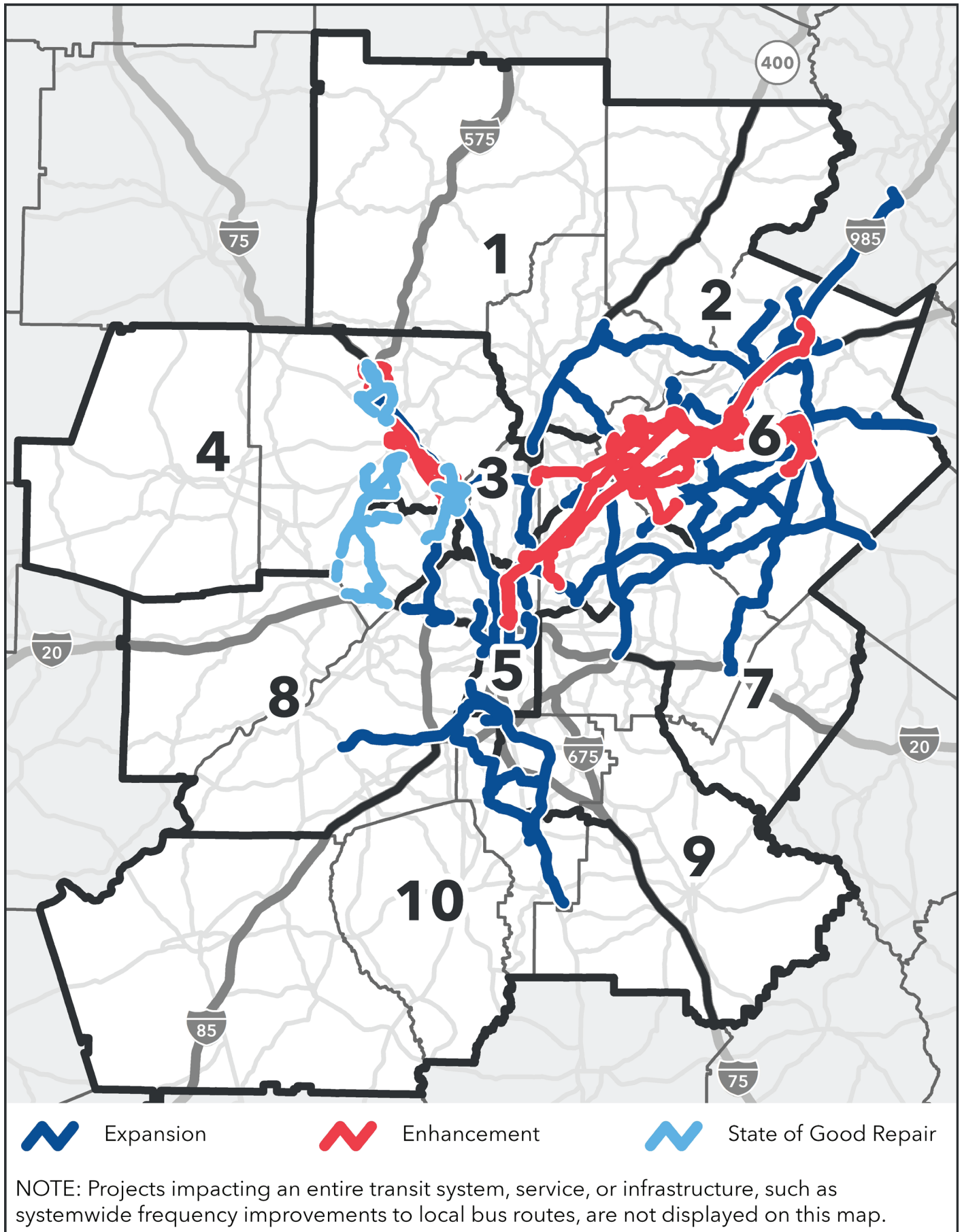


**Figure 23:** All Proposed Single-Location Projects

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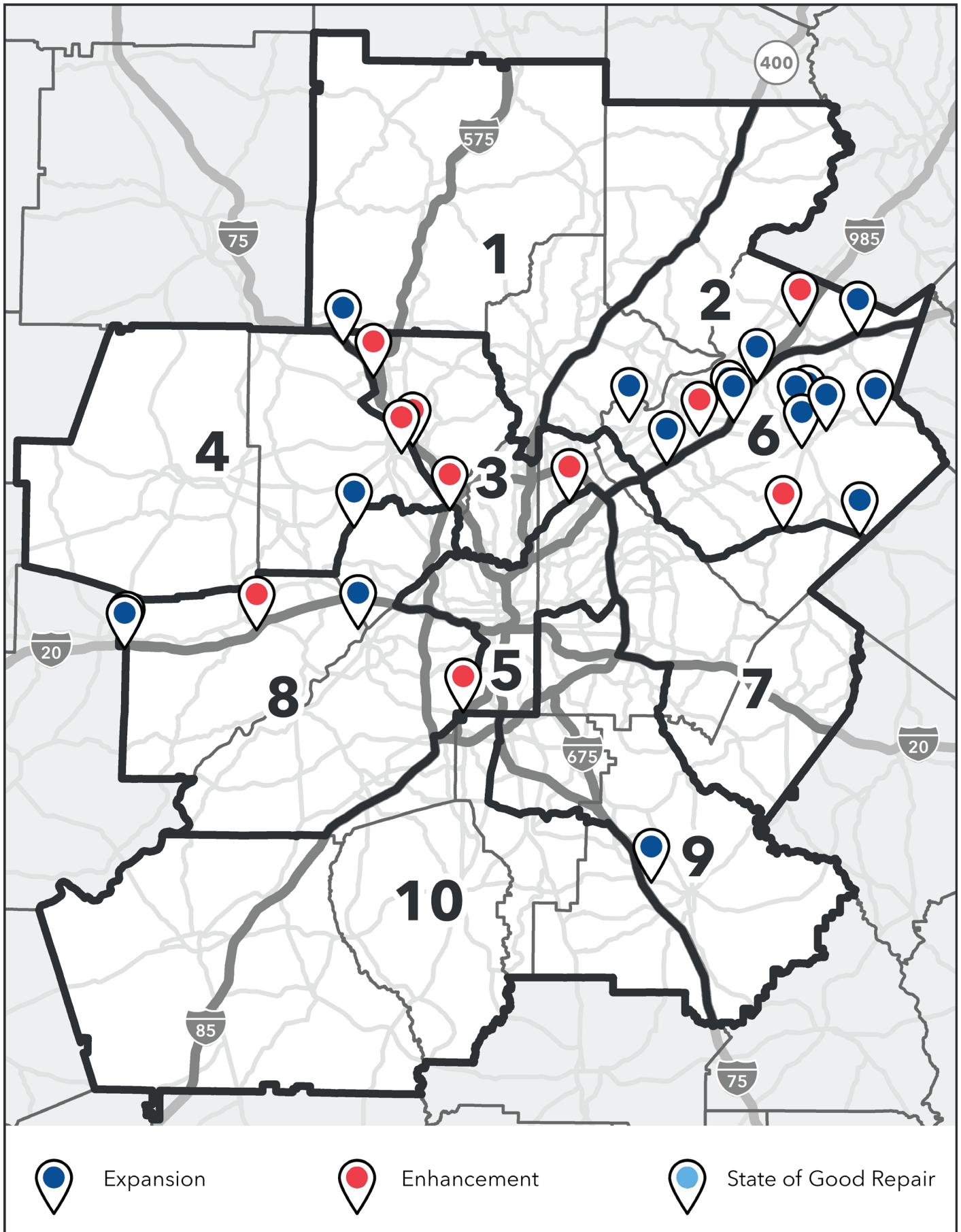
## **Projects Seeking Discretionary Funding**

There are 156 proposed projects seeking discretionary funding. These projects account for 64% of all proposed projects and, with a total cost of \$19.9 billion, account for 72% of all project costs. All evaluated corridor projects (not including projects impacting an entire transit system, service, or infrastructure) are shown in Figure 24, and evaluated single-location projects are shown in Figure 25.



**Figure 24:** Evaluated Proposed Corridor Projects





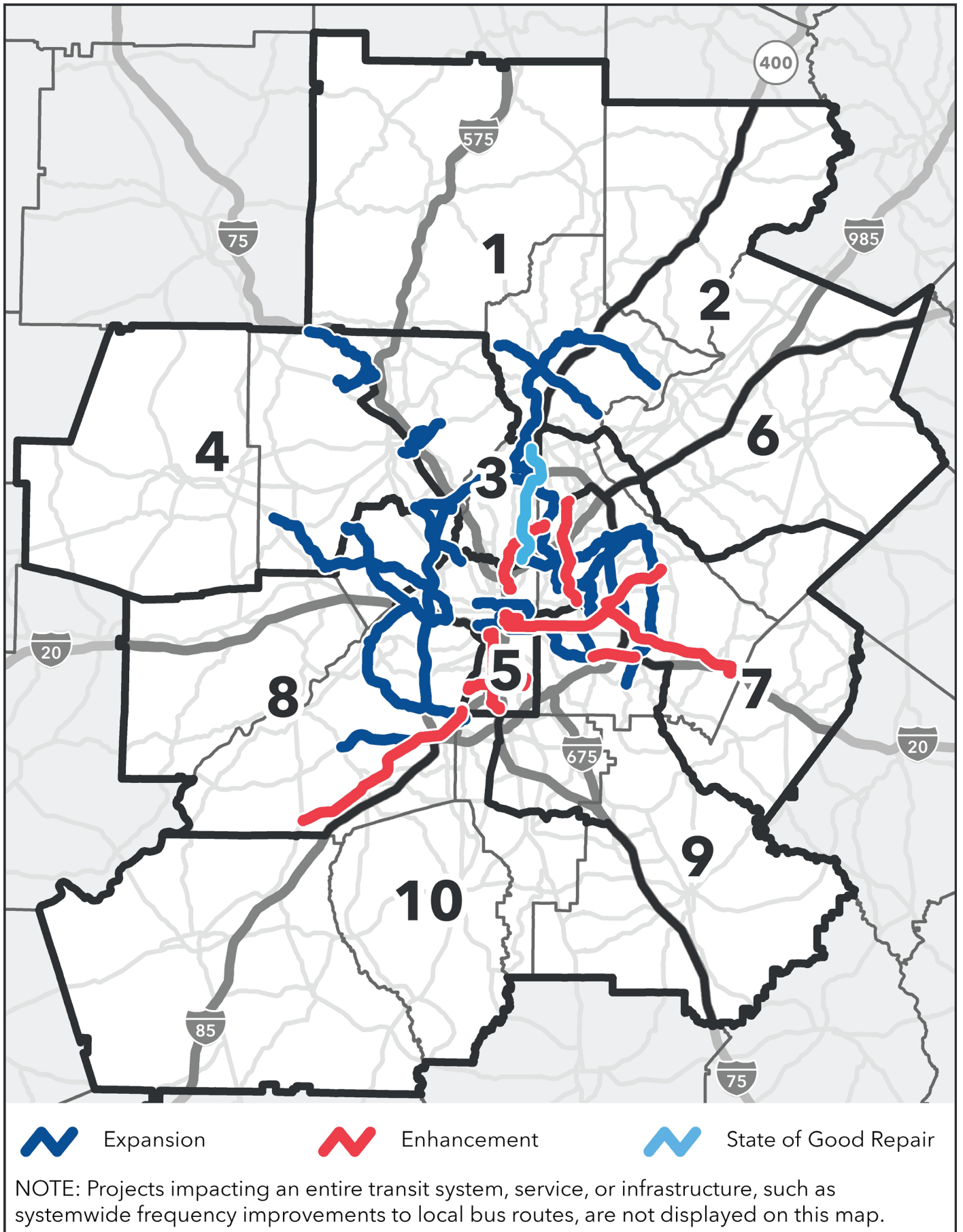
**Figure 25:** Evaluated Proposed Single-Location Projects

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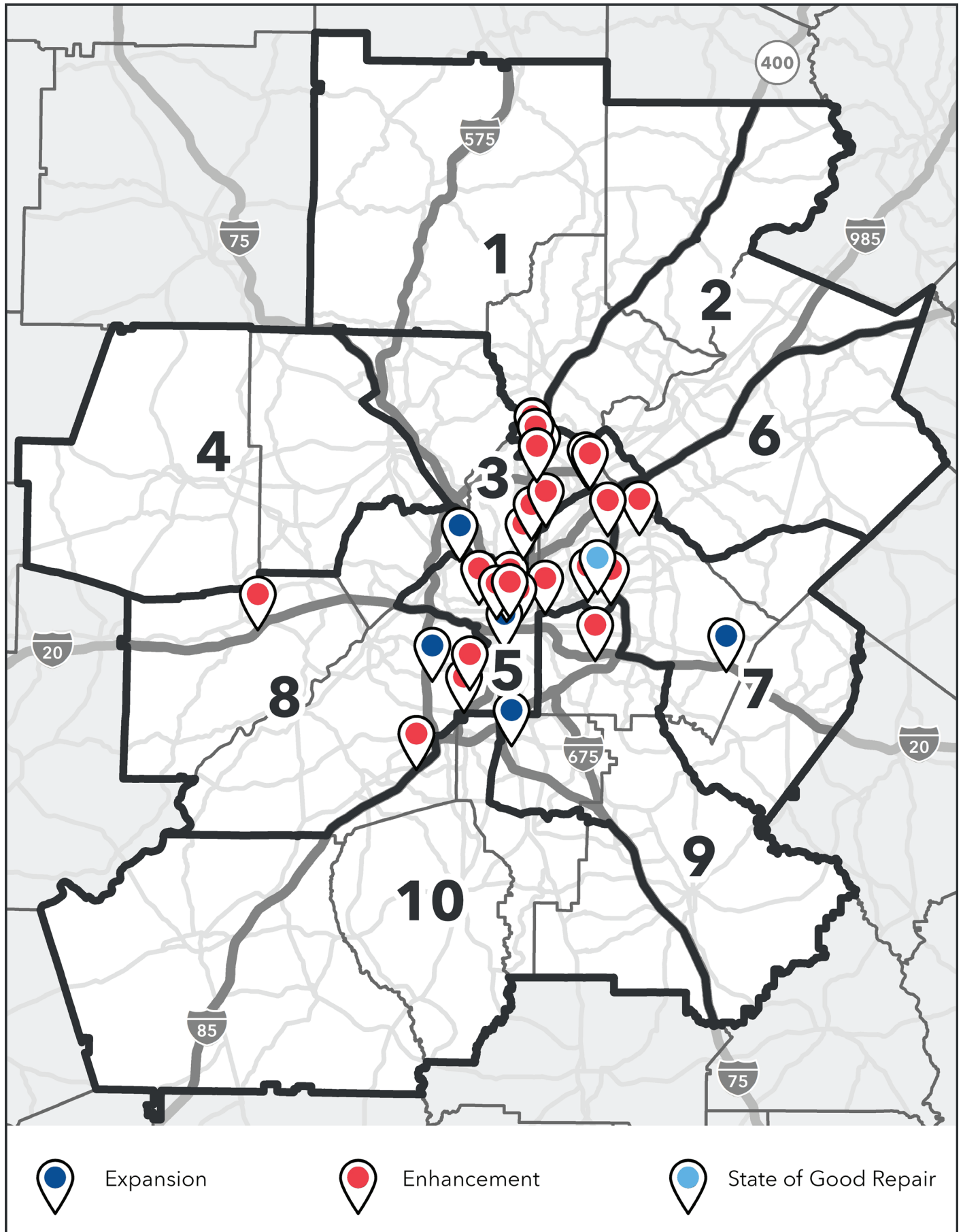


## **Projects Not Seeking Discretionary Funding**

The 89 proposed projects not seeking discretionary funding account for 36% of all proposed projects and, with a total cost of \$7.6 billion, account for 28% of all project costs. Projects not seeking discretionary funding may be too early in the planning process to have confirmed funding sources, require refinement of the project development, or be fully funded by local funds or federal formula funds. Figure 26 displays corridor type projects not seeking discretionary funding, and Figure 27 shows single-location projects not seeking discretionary funding.



**Figure 26:** Non-Evaluated Proposed Corridor Projects



**Figure 27:** Non-Evaluated Proposed Single-Location Projects

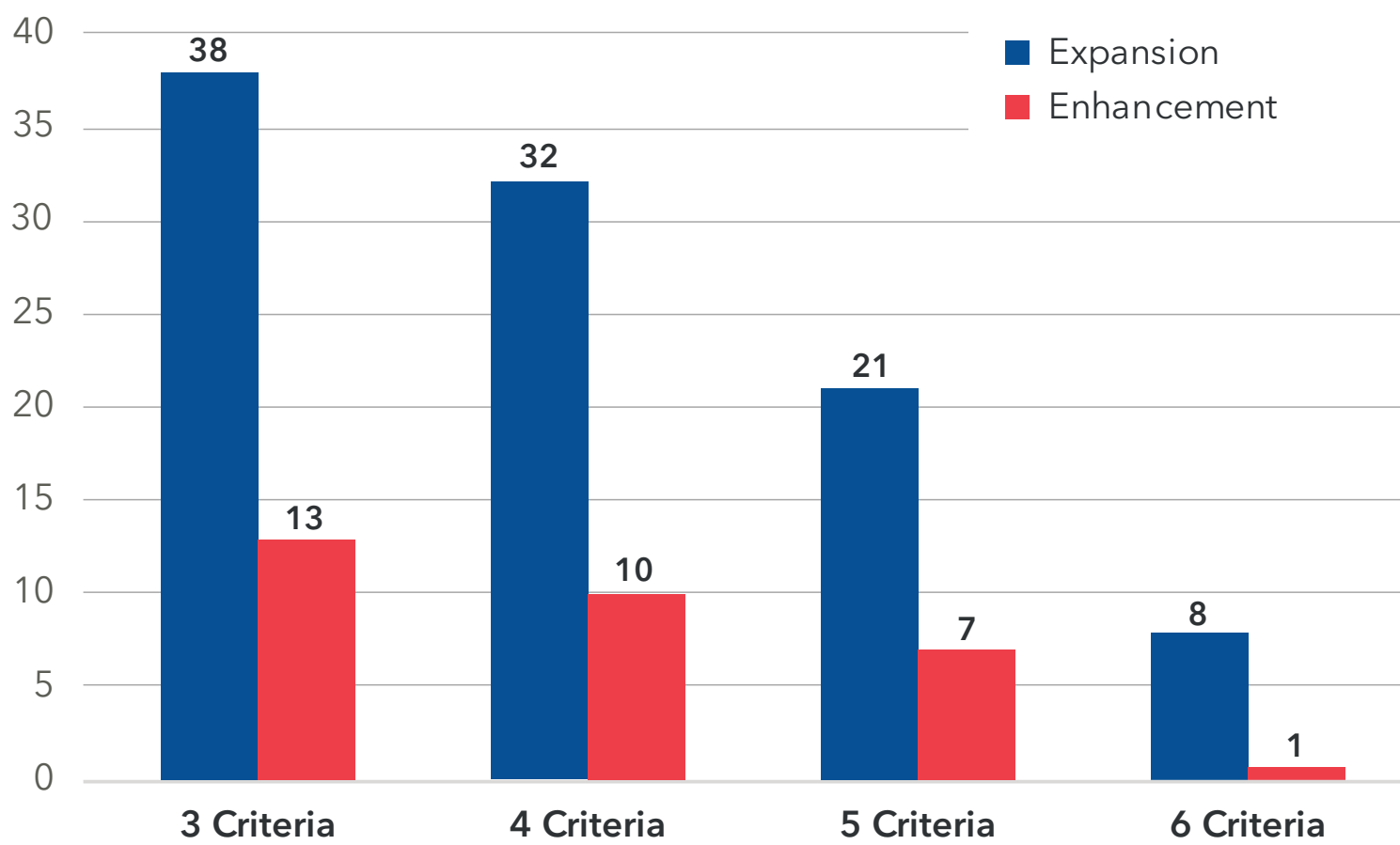
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# Regional Significance Analysis Results

As mentioned in Section 3, 156 of the 245 proposed projects are seeking federal or state discretionary funding. These 156 projects were evaluated individually to see if each satisfied at least three of the six criteria to be considered regionally significant. Of the 245 submitted projects, 130 projects (53%) by count, 80% by dollar value (\$22.9 billion) were determined to meet at least three criteria. Figure 28 shows the number of projects that meet three, four, five, and six criteria.

Twelve of the 14 project sponsors have at least one regionally significant project and 67% of regionally significant projects are high capacity (heavy rail, light rail, bus rapid transit, arterial rapid transit, etc.).

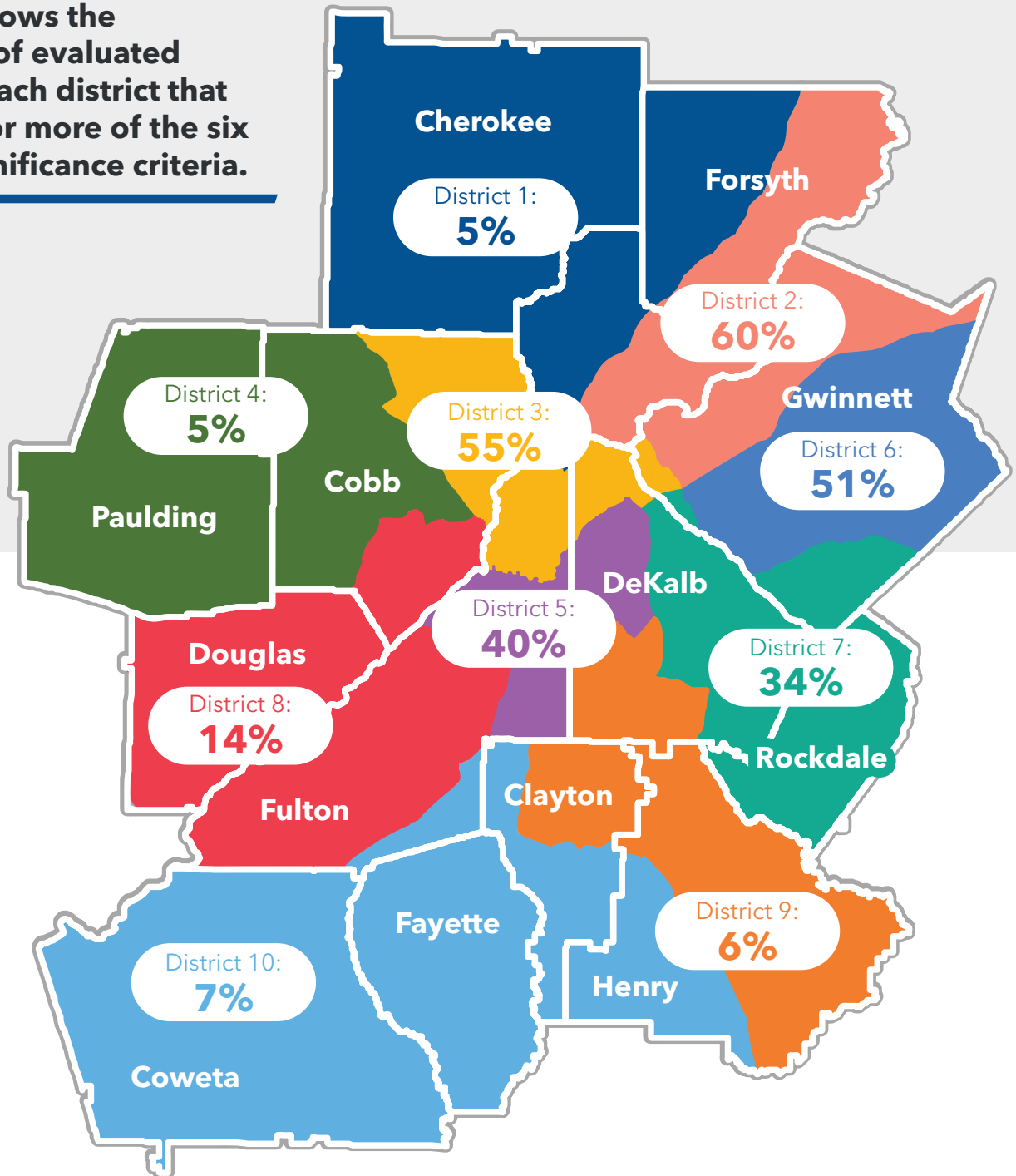
Further, each District contains several regionally significant projects. Like previous tables, if a project enters any portion of a district, it is included in the total for that district and projects can cover multiple districts.



\*SGR projects, designed to replace or rehabilitate existing infrastructure, are not considered regionally significant and are therefore not included in the Regional Significance Analysis.

**Figure 28:** Regional Significance Analysis Results by Project Type

Figure 29 shows the percentage of evaluated projects in each district that meet three or more of the six regional significance criteria.



**Figure 29:** Percentage of Projects that are Regionally Significant by District

## Relative Cost to Impact Analysis Results

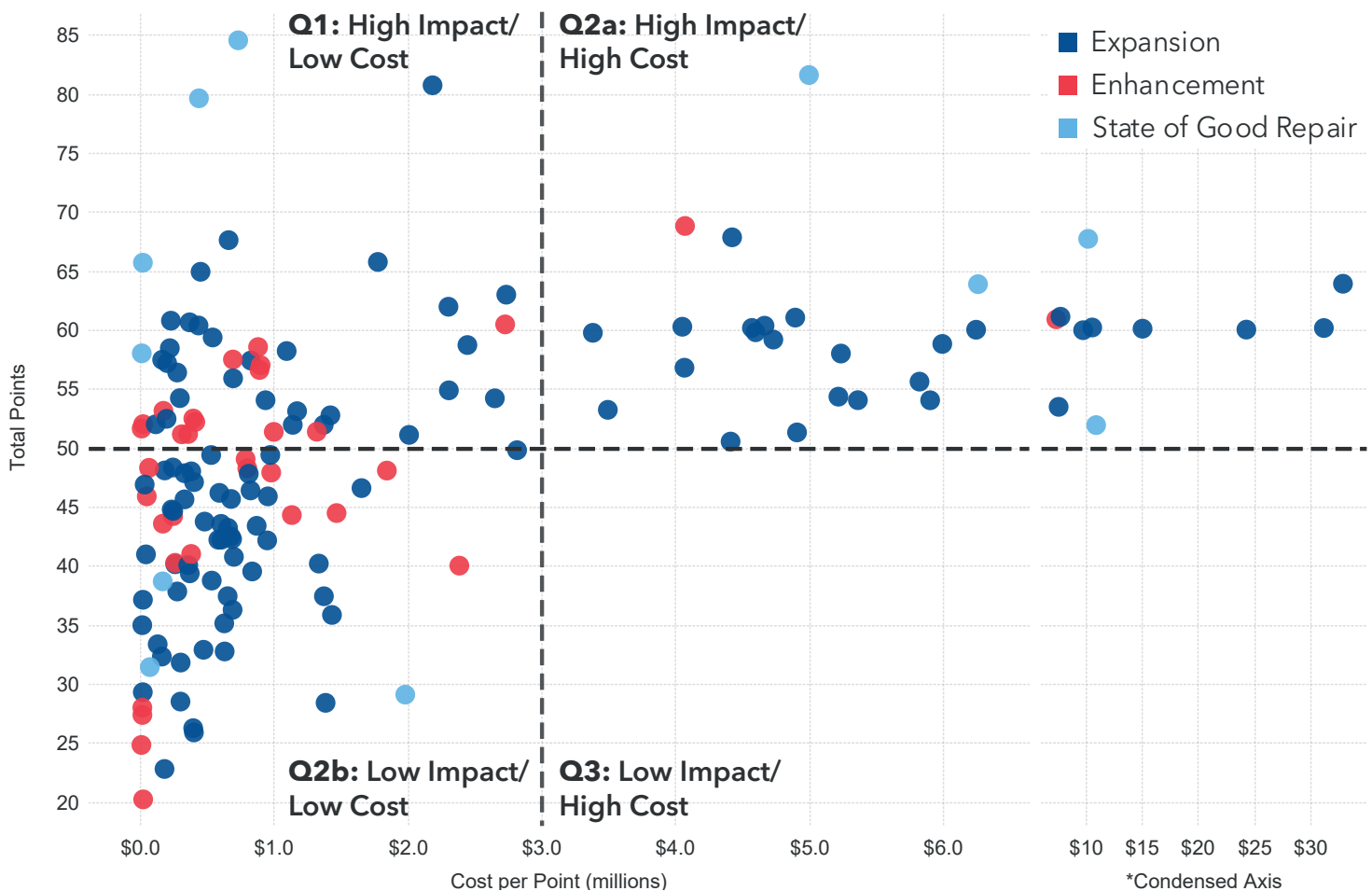
Projects seeking discretionary funding were evaluated against 14 performance measures across three categories to develop both a project performance score and project cost effectiveness score, which is derived from cost per point value.

The project performance score and project cost-effectiveness score produced a metric by which Expansion, Enhancement, and State of Good Repair projects can be compared against one another.

The total performance score was plotted against the cost effectiveness score for each project and evaluated under the relative cost to impact analysis. Projects were grouped into one of the four quadrants. Figure 30 illustrates the quadrant results by project type.

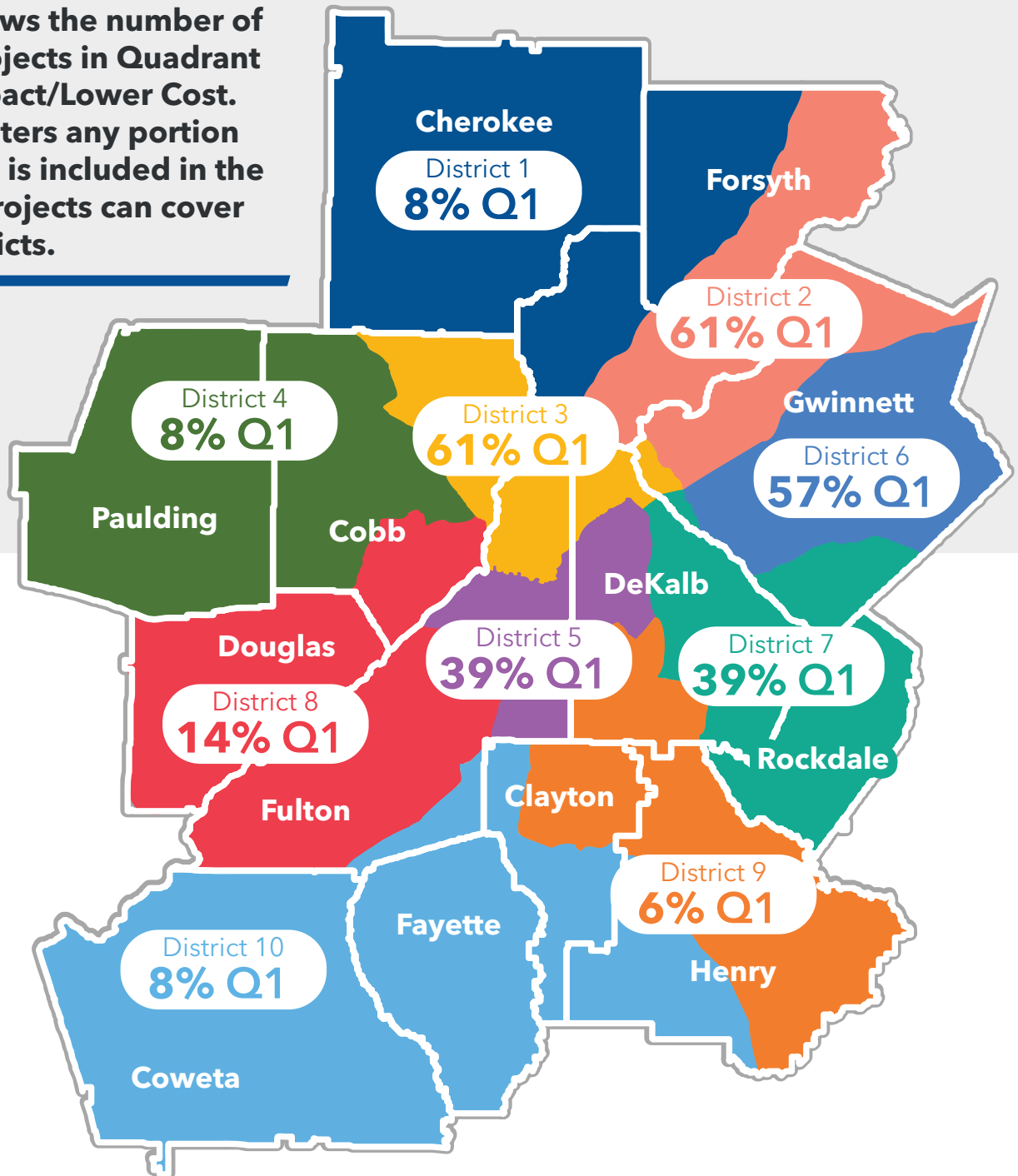
**49** of the evaluated projects fall in Quadrant 1

**31%** of sponsors have at least 1 project in Quadrant 1: Higher Impact/Lower Cost



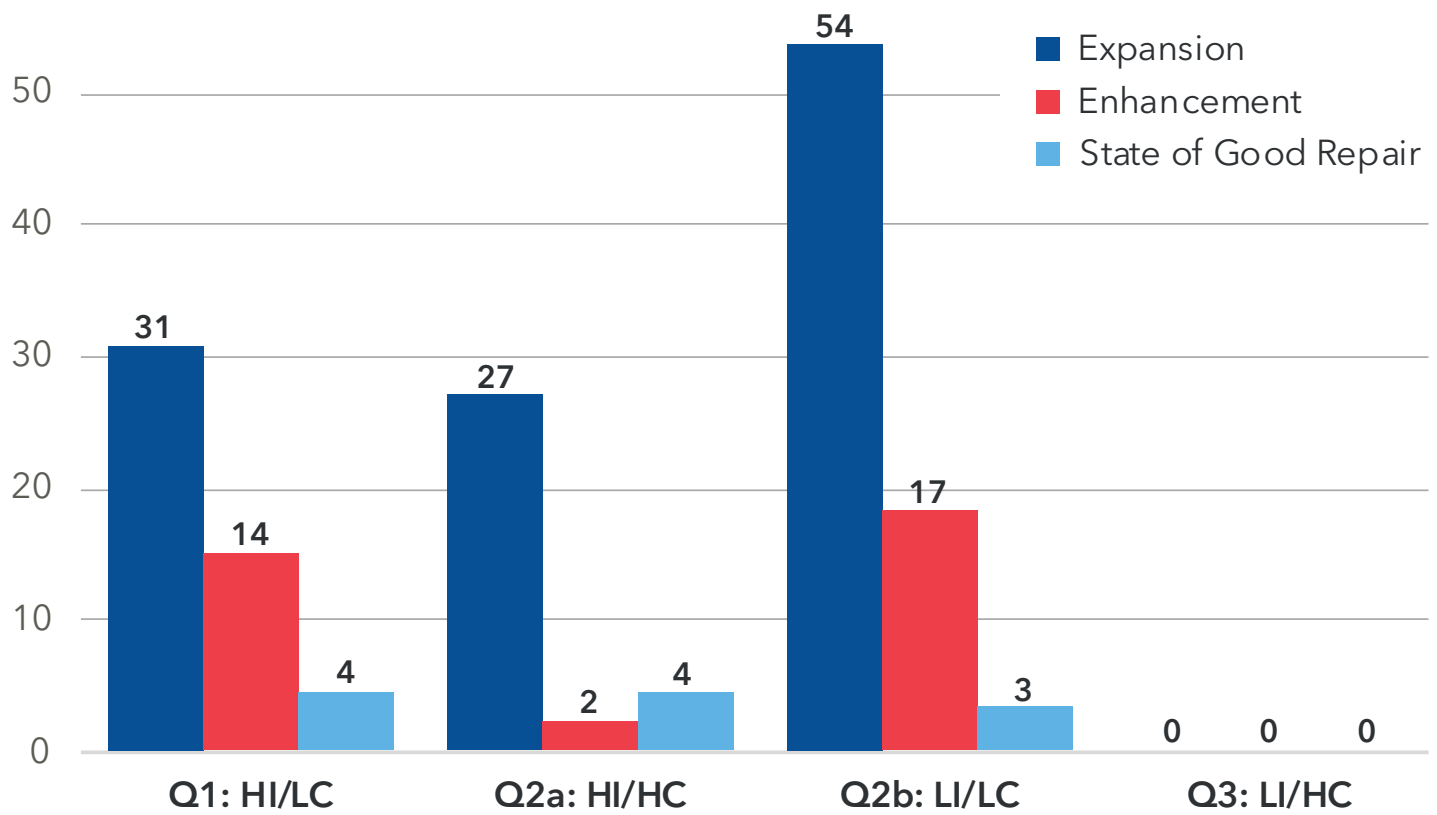
**Figure 30:** Relative Cost to Impact Analysis

Figure 31 shows the number of evaluated projects in Quadrant 1: Higher Impact/Lower Cost. If a project enters any portion of a district, it is included in the calculation. Projects can cover multiple districts.



**Figure 31:** Relative Cost to Impact Analysis Quadrant 1 Results by District





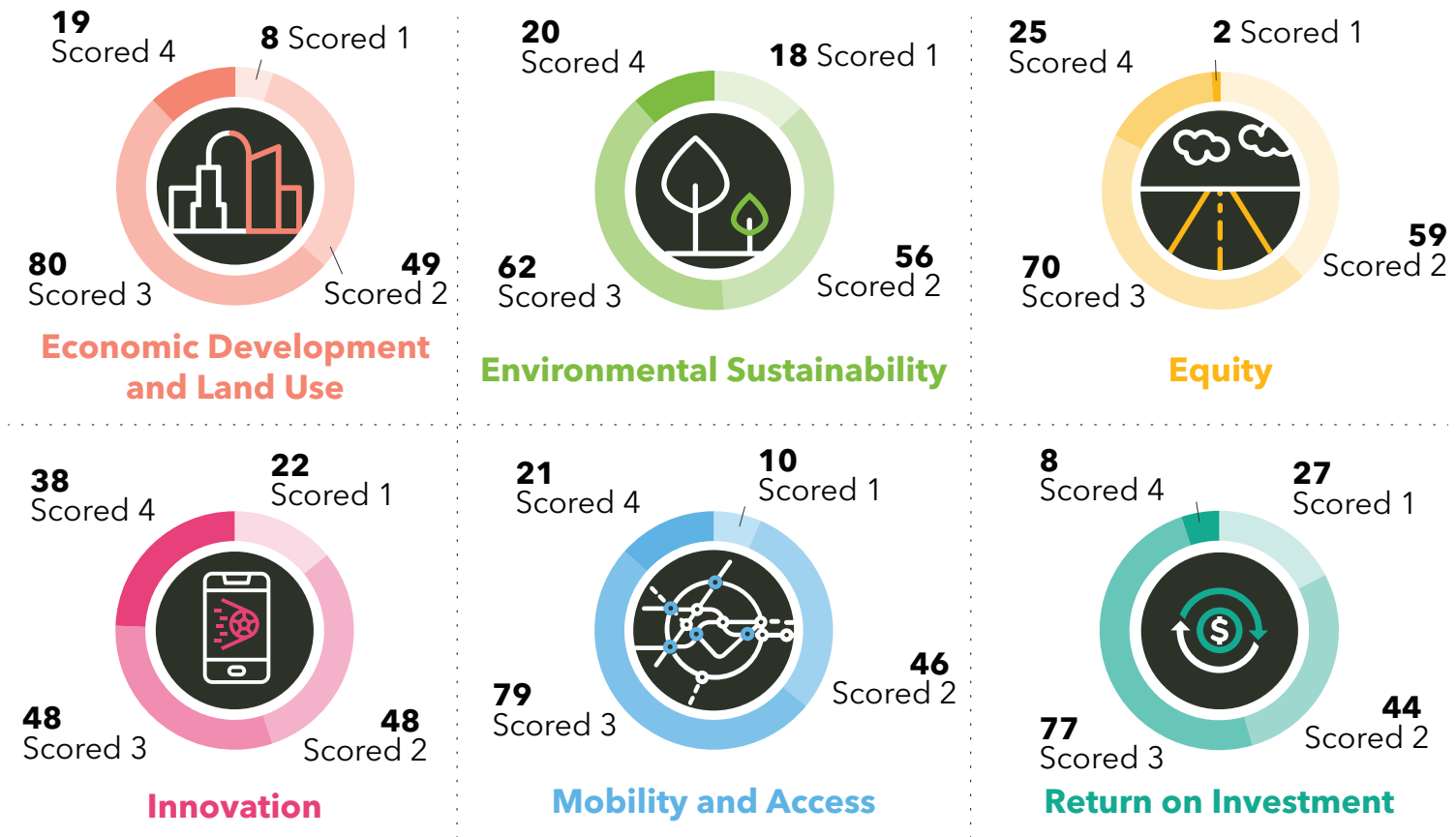
\*LC = Lower Cost; LI = Lower Impact; HC = Higher Cost; HI = Higher Impact

**Figure 32:** Relative Cost to Impact Analysis Results by Quadrant and Project Type

## Governing Principles Alignment Analysis

Each of the 156 evaluated projects were assessed based on their adherence to the ATL's six governing principles of Economic Development and Land Use, Environmental Sustainability, Equity, Innovation, Mobility and Access, and Return on Investment. Specific results are further broken out in the project sheets shown in Appendix D. Determining a project's alignment with each governing principle was based on the degree to which it met a set of criteria particular to each principle.

Evaluated projects were given a score of 0 to 4 based on the degree to which they advance each governing principle, with 0 representing the least advancement and 4 representing the highest advancement. Figure 33 shows the number of projects receiving scores greater than zero for each governing principle.



**Figure 33:** Project Scores by Governing Principles

Project Horizon Lists

Though the ATRP is not required to be financially constrained, the ATL is required to develop both a 6-year and a 20-year list of projects. Any projects submitted with federal or state discretionary funding assumptions are evaluated according to the ARTP Performance Evaluation Framework. The ARTP Performance Evaluation Framework effectively informs how investments can be staged across the 6-year and 20-year timeframes and which investments may warrant consideration for future state bond funding or future federal discretionary funding.

6-Year Project List

Table 4 summarizes the 6-year Project List. This includes a total of 35 projects submitted by seven unique project sponsors representing a mix of expansion, enhancement, and state of good repair projects from across the Atlanta region.

Table 4: 6-Year Project List

Project #	Project Name	Project Type	Project Sponsor	Assumed Operator	Quadrant	Regionally Significant?	Total Cost
30	Aerotropolis Mobility District	Expansion	Aerotropolis CIDs	MARTA	Quad 2b	Yes	\$1.3M
39	Aerotropolis Corporate Crescent Circulator - Phase I	Expansion	Aerotropolis CIDs	MARTA	Quad 1	Yes	\$10.0M
177	Xpress Diesel Replacement Buses	Expansion	Buckhead CID	Xpress	Quad 1	No	\$61.4M
69	Transit Signal Priority	Enhancement	CobbLinc	CobbLinc	Quad 1	Yes	\$800K
70	ADA Compliant Sidewalks	State of Good Repair	CobbLinc	CobbLinc	Quad 2b	No	\$6.3M
72	Cumberland Transfer Center	Enhancement	CobbLinc	CobbLinc	Quad 1	Yes	\$51.0M
74	South Cobb Transfer Center	Expansion	CobbLinc	CobbLinc	Quad 2b	No	\$8.5M
75	Marietta Maintenance Facility	Enhancement	CobbLinc	CobbLinc	Quad 1	No	\$18.0M
73	Marietta Transfer Center	Enhancement	CobbLinc	CobbLinc	Quad 1	No	\$51.0M
10	Fixed-Route Operating Assistance	Expansion	Connect Douglas	Connect Douglas	Quad 2b	No	\$4.0M
12	Staff Vehicles	Enhancement	Connect Douglas	Connect Douglas	Quad 2b	No	\$54K
13	Preventive Maintenance	State of Good Repair	Connect Douglas	Connect Douglas	Quad 2b	No	\$900K
15	Fixed-Route Vehicles	Expansion	Connect Douglas	Connect Douglas	Quad 2b	Yes	\$1.5M
16	Vehicles for Paratransit Expansion	Expansion	Connect Douglas	Connect Douglas	Quad 2b	No	\$504K
17	Vehicles for Vanpool Expansion	Expansion	Connect Douglas	Connect Douglas	Quad 2b	No	\$369K
18	Fixed-Route, Paratransit Replacement Vehicles	State of Good Repair	Connect Douglas	Connect Douglas	Quad 1	No	\$870K
19	Bus Shelters and Passenger Amenities	Expansion	Connect Douglas	Connect Douglas	Quad 2b	No	\$307K
20	Hardware/Farebox Upgrades	Enhancement	Connect Douglas	Connect Douglas	Quad 2b	No	\$257K
21	Software	Enhancement	Connect Douglas	Connect Douglas	Quad 2b	No	\$315K
22	Security/Surveillance	Enhancement	Connect Douglas	Connect Douglas	Quad 2b	No	\$260K
23	Land Acquisition	Expansion	Connect Douglas	Connect Douglas	Quad 2b	No	\$4.0M
24	Park and Ride Lot Construction	Expansion	Connect Douglas	Connect Douglas	Quad 2b	No	\$5.0M
26	Demand Response Service	Expansion	Connect Douglas	Connect Douglas	Quad 2b	No	\$15.0M
179	Northwest Corridor-Buckhead Express Bus Service (Town Center-Big Shanty P&R Option)	Expansion	GCT	Xpress	Quad 1	Yes	\$11.1M

Table 4: 6-Year Project List (continued)

Project #	Project Name	Project Type	Project Sponsor	Assumed Operator	Quadrant	Regionally Significant?	Total Cost
121G	Local Bus Expansion Route 15 Phase 1	Expansion	GCT	GCT	Quad 1	No	\$15.7M
34	Capitol Ave /Summerhill BRT	Expansion	MARTA	MARTA	Quad 1	Yes	\$176.0M
86	Northside Drive BRT	Expansion	MARTA	MARTA	Quad 1	Yes	\$172.1M
89	GA 400 Transit Initiative BRT	Expansion	MARTA	MARTA	Quad 2a	Yes	\$300.0M
128	Elevators & Escalators - Escalator Rehabilitation	State of Good Repair	MARTA	MARTA	Quad 1	No	\$8.0M
129	Renovate Pedestrian Bridges	State of Good Repair	MARTA	MARTA	Quad 1	No	\$6.3M
131	Traction Power Substation	State of Good Repair	MARTA	MARTA	Quad 1	No	\$160.0M
60	Town Center/Big Shanty Park and Ride Expansion	Enhancement	Xpress	Xpress	Quad 2b	No	\$10.6M
61	Hickory Grove Park and Ride	Expansion	Xpress	Xpress	Quad 2b	No	\$8.4M
62	Sugarloaf Park and Ride	Expansion	Xpress	Xpress	Quad 2b	No	\$14.8M
63	Mt. Carmel Park and Ride	Expansion	Xpress	Xpress	Quad 2b	No	\$9.4M

20-Year Project List

Table 5 summarizes the 26 projects submitted by nine different project sponsors which are included in the 20-Year Project List. These projects also represent a mix of expansion, enhancement, and state of good repair projects from across the Atlanta region.

Table 5: 20-Year Project List

Project #	Project Name	Project Type	Project Sponsor	Assumed Operator	Quadrant	Regionally Significant?	Total Cost
33	Aerotropolis Intermodal Transportation Center	Enhancement	Aerotropolis CIDs	MARTA	Quad 2b	No	\$50.0M
181	I-285 Transit in Express Lanes - Top End East	Expansion	ATL	MARTA	Quad 2a	Yes	\$280.0M
182	I-285 Transit in Express Lanes - Top End West	Expansion	ATL	MARTA	Quad 2a	Yes	\$275.0M
183	I-285 Transit in Express Lanes - Eastside	Expansion	ATL	MARTA	Quad 2a	Yes	\$223.0M
184	I-285 Transit in Express Lanes - Westside	Expansion	ATL	MARTA	Quad 2a	Yes	\$202.0M
71	BRT-15 Buford Highway High Capacity Transit	Enhancement	Brookhaven	MARTA	Quad 2a	Yes	\$280.0M
37	New Service / New Technology Town Center Autonomous Shuttle	Expansion	Chamblee	MARTA	Quad 1	No	\$22.0M
25	Fixed-Route Service, 2022 - 2026	Expansion	Connect Douglas	Connect Douglas	Quad 2b	No	\$15.0M
143	LRT-1b - Clifton Corridor LRT (Segment 1b)	Expansion	DeKalb County	MARTA	Quad 1	Yes	\$142.5M
45	South Fulton Parkway Rapid Transit in Dedicated Lanes	Expansion	Fulton County	MARTA	Quad 2a	Yes	\$275.0M
36	Clifton Corridor (Phase 1)	Expansion	MARTA	MARTA	Quad 2a	Yes	\$1.9B
82	BeltLine Northeast LRT	Expansion	MARTA	MARTA	Quad 2a	Yes	\$298.8M
83	BeltLine SouthWest LRT	Expansion	MARTA	MARTA	Quad 2a	Yes	\$324.0M
87	BeltLine Southeast LRT	Expansion	MARTA	MARTA	Quad 2a	Yes	\$400.1M
90	Clayton County Transit Initiative - BRT	Expansion	MARTA	MARTA	Quad 2a	Yes	\$375.0M
91	Clayton County Transit Initiative - CRT	Expansion	MARTA	MARTA	Quad 2a	Yes	\$900.0M
102	Connector Reliever Park & Ride Deck	Expansion	MARTA	MARTA	Quad 2b	No	\$7.5M
113	IT & Software	State of Good Repair	MARTA	MARTA	Quad 2a	No	\$400.0M
122	Station Rehabilitation - Program Schedule	State of Good Repair	MARTA	MARTA	Quad 2a	No	\$685.0M
124	Roofing and Skylights - Roofing Rehabilitation Program	State of Good Repair	MARTA	MARTA	Quad 2a	No	\$562.5M
130	Auxiliary Power Switch Gear	State of Good Repair	MARTA	MARTA	Quad 3	No	\$240.0M
133	Emergency Trip Station GR4 North	State of Good Repair	MARTA	MARTA	Quad 2b	No	\$6.5M
135	Pavement Repair Program	State of Good Repair	MARTA	MARTA	Quad 3	No	\$200.0M
136	Rehab Existing Bus Maintenance Facility (Design)	State of Good Repair	MARTA	MARTA	Quad 1	No	\$50.0M
151	BeltLine West LRT	Expansion	MARTA	MARTA	Quad 1	Yes	\$126.4M
152	Standby Power Replacement (Generators)	State of Good Repair	MARTA	MARTA	Quad 2b	No	\$10.0M

## Evaluated Projects with an Undetermined Planning Horizon

Table 6 summarizes the projects that were evaluated but were not placed on the 6- or 20-Year Lists. These projects may be placed on either list in the future as they progress through the planning process. There are 108 projects with an undetermined planning horizon.

**Table 6:** Evaluated Projects with an Undetermined Planning Horizon

Project #	Project Name	Project Type	Project Sponsor	Assumed Operator	Quadrant	Regionally Significant?	Total Cost
7	MARTA West Line High Capacity Transit	Expansion	Atlanta	MARTA	Quad 2a	Yes	\$250.0M
8	Northwest Regional High Capacity Transit Corridor	Expansion	Atlanta	CobbLinc	Quad 2a	Yes	\$491.0M
38	Multi-Modal Mobility Hub and MARTA Station Reconfiguration	Enhancement	Chamblee	MARTA	Quad 2b	No	\$1.5M
11	Commuter Vanpool Replacement Vehicles	State of Good Repair	Connect Douglas	Connect Douglas	Quad 1	No	\$266K
008G	Gwinnett Place Transit Center Improvements	Enhancement	GCT	GCT	Quad 1	No	\$20.5M
009G	Georgia Gwinnett College Transit Center	Expansion	GCT	GCT	Quad 2b	No	\$10.3M
010G	I-985 Park-and-Ride Upgrades	Enhancement	GCT	GCT	Quad 2b	No	\$15.4M
011G	Peachtree Corners Park-and-Ride	Expansion	GCT	GCT	Quad 2b	Yes	\$20.5M
014G	BRT Route 700: Multimodal Hub to Sugarloaf Park-and-Ride	Expansion	GCT	GCT	Quad 2a	Yes	\$334.8M
018G	Infinite Energy Transit Center	Expansion	GCT	GCT	Quad 2b	Yes	\$10.3M
019G	Lawrenceville Transit Center	Expansion	GCT	GCT	Quad 2b	No	\$30.8M
020G	Lawrenceville Maintenance Facility	Expansion	GCT	GCT	Quad 2b	No	\$39.3M
022G	Local Bus Expansion Route 21	Expansion	GCT	GCT	Quad 1	No	\$3.2M
026G	Direct Connect Expansion Route 403	Expansion	GCT	GCT	Quad 1	Yes	\$3.9M
028G	Rapid Bus Route 200: Peachtree Industrial Boulevard	Expansion	GCT	GCT	Quad 2a	Yes	\$176.4M
029G	Rapid Bus Route 201: Steve Reynolds Boulevard	Expansion	GCT	GCT	Quad 1	Yes	\$44.0M
030G	Rapid Bus Route 202: Infinite Energy Center/Mall of Georgia	Expansion	GCT	GCT	Quad 2b	Yes	\$75.8M
031G	Rapid Bus Route 203: Pleasant Hill Road	Expansion	GCT	GCT	Quad 2a	Yes	\$204.7M
032G	Rapid Bus Route 204: State Route 124	Expansion	GCT	GCT	Quad 2a	Yes	\$165.7M
033G	Rapid Bus Route 205: Jimmy Carter Boulevard/Holcomb Bridge Road	Expansion	GCT	GCT	Quad 1	Yes	\$21.6M
036G	BRT Route 701: Lawrenceville to Peachtree Corners	Expansion	GCT	GCT	Quad 2a	Yes	\$444.8M
037G	BRT Route 702: Snellville to Indian Creek MARTA Station	Expansion	GCT	GCT	Quad 2a	Yes	\$250.2M
038G	HRT Extension: Doraville MARTA Station to Jimmy Carter Multimodal Hub	Expansion	GCT	MARTA	Quad 2a	Yes	\$1.2B
042G	Sugarloaf Park-and-Ride Flyover Ramp and Upgrades	Expansion	GCT	GCT	Quad 1	Yes	\$102.5M
043G	Indian Trail In-Line Stop and Park-and-Ride	Expansion	GCT	GCT	Quad 1	Yes	\$143.5M
044G	McGinnis Ferry Direct Access Ramps and Park-and-Ride	Expansion	GCT	GCT	Quad 2b	Yes	\$76.9M
045G	Snellville Park-and-Ride Upgrade	Enhancement	GCT	GCT	Quad 2b	No	\$10.3M
047G	Fleet TSP Enhancements	Enhancement	GCT	GCT	Quad 2b	Yes	\$2.9M



Table 6: Evaluated Projects with an Undetermined Planning Horizon (continued)

Project #	Project Name	Project Type	Project Sponsor	Assumed Operator	Quadrant	Regionally Significant?	Total Cost
048G	Vanpool Subsidy	Expansion	GCT	GCT	Quad 2b	No	-
049G	Bike/Pedestrian Access Improvements	Enhancement	GCT	GCT	Quad 2b	No	\$95.4M
050G	System Technology Upgrades	State of Good Repair	GCT	GCT	Quad 2b	No	\$57.6M
051G	Local Bus Stop Upgrades	Enhancement	GCT	GCT	Quad 1	No	\$164.7M
052G	BRT to Light Rail Transit Conversion Seed Funding	Enhancement	GCT	GCT	Quad 1	Yes	\$51.3M
053G	Regional Transit Project Support	Expansion	GCT	GCT	Quad 2b	Yes	\$51.3M
054G	State Route 316 Managed Lanes Support	Expansion	GCT	GCT	Quad 2b	Yes	\$51.3M
055G	TNC/Rideshare Subsidy	Expansion	GCT	GCT	Quad 2b	No	-
058G	Local Bus Expansion Route 15	Expansion	GCT	GCT	Quad 1	Yes	\$6.5M
059G	Local Bus Expansion Route 25	Expansion	GCT	GCT	Quad 2b	No	\$2.2M
060G	Local Bus Expansion Route 50	Expansion	GCT	GCT	Quad 2b	Yes	\$3.1M
061G	Local Bus Expansion Route 60	Expansion	GCT	GCT	Quad 2b	Yes	\$2.2M
062G	Local Bus Expansion Route 70	Expansion	GCT	GCT	Quad 2b	No	\$1.1M
063G	Flex Bus Expansion Route 500	Expansion	GCT	GCT	Quad 2b	No	\$513K
064G	Flex Bus Expansion Route 503	Expansion	GCT	GCT	Quad 2b	No	\$615K
065G	Additional Park-and-Ride Expansion 1	Expansion	GCT	GCT	Quad 1	No	\$5.1M
066G	Additional Park-and-Ride Expansion 2	Expansion	GCT	GCT	Quad 1	No	\$5.1M
067G	BRT Route 700: Doraville MARTA Station to Multimodal Hub	Expansion	GCT	GCT	Quad 1	Yes	\$129.2M
068G	HRT Extension: Jimmy Carter Multimodal Hub to Gwinnett Place Mall	Expansion	GCT	MARTA	Quad 2a	Yes	\$1.9B
069G	BRT Route 703: Infinite Energy Center to Mall of Georgia	Expansion	GCT	GCT	Quad 2a	Yes	\$148.2M
070G	Local Bus Enhancement Route 10	Enhancement	GCT	GCT	Quad 2b	Yes	\$3.2M
071G	Local Bus Enhancement Route 20	Enhancement	GCT	GCT	Quad 1	Yes	\$2.7M
072G	Local Bus Enhancement Route 30	Enhancement	GCT	GCT	Quad 2b	Yes	\$1.1M
073G	Local Bus Enhancement Route 35	Enhancement	GCT	GCT	Quad 2b	Yes	\$4.3M
074G	Local Bus Enhancement Route 40	Enhancement	GCT	GCT	Quad 2b	No	\$538K
075G	Local Bus Enhancement Route 45	Enhancement	GCT	GCT	Quad 2b	Yes	\$538K
076G	Local Bus Expansion Route 55	Expansion	GCT	GCT	Quad 2b	No	\$2.7M
077G	Local Bus Expansion Route 65	Expansion	GCT	GCT	Quad 1	No	\$6.5M
078G	Local Bus Expansion Route 75	Expansion	GCT	GCT	Quad 2b	No	\$1.1M
079G	Local Bus Expansion Route 80	Expansion	GCT	GCT	Quad 2b	Yes	\$1.1M
080G	Local Bus Expansion Route 85	Expansion	GCT	GCT	Quad 2b	Yes	\$2.7M
081G	Local Bus Expansion Route RG1	Expansion	GCT	GCT	Quad 2b	Yes	\$2.2M
082G	Local Bus Expansion Route RG2	Expansion	GCT	GCT	Quad 2b	Yes	\$1.1M
083G	Local Bus Expansion Route GW1	Expansion	GCT	GCT	Quad 2b	No	\$3.8M
084G	Local Bus Expansion Route GW2	Expansion	GCT	GCT	Quad 1	Yes	\$3.8M



Table 6: Evaluated Projects with an Undetermined Planning Horizon (continued)

Project #	Project Name	Project Type	Project Sponsor	Assumed Operator	Quadrant	Regionally Significant?	Total Cost
085G	Local Bus Expansion Route GW3	Expansion	GCT	GCT	Quad 2b	No	\$2.7M
086G	Local Bus Expansion Route GW4	Expansion	GCT	GCT	Quad 2b	No	\$2.2M
087G	Local Bus Expansion Route RG3	Expansion	GCT	GCT	Quad 2b	No	\$2.2M
088G	Local Bus Expansion Route GW5	Expansion	GCT	GCT	Quad 2b	Yes	\$1.1M
089G	Local Bus Expansion Route GW6	Expansion	GCT	GCT	Quad 2b	No	\$1.1M
090G	Local Bus Expansion Route GW7	Expansion	GCT	GCT	Quad 1	Yes	\$4.3M
091G	Direct Connect Expansion Route 401	Expansion	GCT	GCT	Quad 2b	Yes	\$4.9M
092G	Direct Connect Expansion Route 402	Expansion	GCT	GCT	Quad 1	Yes	\$4.9M
094G	Express Commuter Bus Enhancement Route 101	Enhancement	GCT	GCT	Quad 1	Yes	\$7.8M
095G	Express Commuter Bus Enhancement Route 102	Enhancement	GCT	GCT	Quad 1	Yes	\$974K
096G	Express Commuter Bus Enhancement Route 103	Enhancement	GCT	GCT	Quad 1	Yes	\$2.9M
097G	Express Commuter Bus Enhancement Route 104	Expansion	GCT	GCT	Quad 1	Yes	\$11.7M
098G	Express Commuter Bus Expansion Route 106	Expansion	GCT	GCT	Quad 1	Yes	\$4.9M
099G	Express Commuter Bus Enhancement Route 110	Enhancement	GCT	GCT	Quad 1	Yes	\$974K
100G	Express Commuter Bus Enhancement Route 111	Expansion	GCT	GCT	Quad 1	Yes	\$9.7M
101G	Express Commuter Bus Expansion Route 112	Expansion	GCT	GCT	Quad 1	Yes	\$4.9M
102G	Express Commuter Bus Expansion Route 120	Expansion	GCT	GCT	Quad 1	Yes	\$6.8M
103G	Express Commuter Bus Expansion Route 130	Expansion	GCT	GCT	Quad 2b	Yes	\$10.7M
104G	Express Commuter Bus Expansion Route 131	Expansion	GCT	GCT	Quad 1	Yes	\$4.9M
105G	Express Commuter Bus Expansion Route 140	Expansion	GCT	GCT	Quad 1	Yes	\$4.9M
106G	Express Bus Expansion Route AT1	Expansion	GCT	GCT	Quad 2b	Yes	\$4.9M
107G	Flex Bus Expansion Route 501	Expansion	GCT	GCT	Quad 2b	No	\$513K
108G	Flex Bus Expansion Route 502	Expansion	GCT	GCT	Quad 2b	No	\$615K
109G	Flex Bus Expansion Route 504	Expansion	GCT	GCT	Quad 2b	No	\$513K
110G	Flex Service Capital	State of Good Repair	GCT	GCT	Quad 2b	Yes	\$2.1M
111G	Flex Bus Expansion Route 505	Expansion	GCT	GCT	Quad 2b	No	\$513K
112G	Flex Bus Expansion Route 506	Expansion	GCT	GCT	Quad 2b	No	\$513K
113G	Flex Bus Expansion Route 507	Expansion	GCT	GCT	Quad 2b	No	\$615K
114G	Paratransit Service	Expansion	GCT	GCT	Quad 2a	Yes	\$2.5M
115G	New Harbins Road Park-and-Ride	Expansion	GCT	GCT	Quad 2b	No	\$15.4M
116G	New Buford Drive Park-and-Ride	Expansion	GCT	GCT	Quad 2b	No	\$20.5M
117G	New Braselton Park-and-Ride	Expansion	GCT	GCT	Quad 2b	No	\$10.3M
118G	New Loganville Park-and-Ride	Expansion	GCT	GCT	Quad 2b	No	\$10.3M
119G	Sugarloaf Park-and-Ride Upgrades	Expansion	GCT	GCT	Quad 2b	Yes	\$10.3M

**Table 6:** Evaluated Projects with an Undetermined Planning Horizon (continued)

Project #	Project Name	Project Type	Project Sponsor	Assumed Operator	Quadrant	Regionally Significant?	Total Cost
120G	Bus Replacement and Rehab	State of Good Repair	GCT	GCT	Quad 2a	No	\$407.6M
122G	BRT Route 704: Snellville to I-985 Park-and-Ride	Expansion	GCT	GCT	Quad 2a	Yes	\$209.4M
123G	BRT Route 705: Snellville to Peachtree Corners	Expansion	GCT	GCT	Quad 2a	Yes	\$157.9M
124G	Rapid Bus Corridor 207: Lawrenceville Highway	Expansion	GCT	GCT	Quad 1	Yes	\$5.7M
125G	Rapid Bus Corridor 208: Peachtree Industrial Boulevard	Expansion	GCT	GCT	Quad 1	Yes	\$63.4M
126G	Rapid Bus Route 209: Lawrenceville Hwy	Expansion	GCT	GCT	Quad 2a	Yes	\$127.6M
84	Campbellton Rd HCT	Enhancement	MARTA	MARTA	Quad 2a	Yes	\$337.0M
94	MARTA Clean Bus Procurement	Enhancement	MARTA	MARTA	Quad 1	No	\$8.9M
64	Commuter Bus Vehicle Replacement (Electric) and Charging Infrastructure	State of Good Repair	Xpress	Xpress	Quad 1	No	\$31.4M
66	Xpress Park and Ride Technology Upgrades	Enhancement	Xpress	Xpress	Quad 2b	Yes	\$7.1M
176	Transit Signal Priority	Enhancement	Xpress	Xpress/GDOT	Quad 1	No	\$203K

## Projects Not Seeking Discretionary Funding

Table 7 below summarizes the projects that are not seeking discretionary funding. This represents 86 projects from six unique project sponsors. There are a variety of reasons for which a project may not indicate a need to seek federal or state discretionary funding such as: needing more time for project planning to determine project funding; or already having identified sufficient local funding. Project funding needs may change over time as funding opportunities detailed in Section 6 become available. Projects not seeking discretionary funding did not receive project-level evaluation and thus have no quadrant assignments or determinants of regional significance. Some projects from this list have been placed on the 6- and 20- year lists, and thus may appear on two tables in this Section.

**Table 7: Projects Not Seeking Discretionary Funding**

Project #	Project Name	Project Type	Project Sponsor	Assumed Operator	Total Cost
155	Systemwide Frequency Improvements	Enhancement	CobbLinc	CobbLinc	\$217.2M
157	Systemwide Span of Service Improvements	Enhancement	CobbLinc	CobbLinc	\$16.5M
158	Local 35	Expansion	CobbLinc	CobbLinc	\$33.3M
160	Local 41	Expansion	CobbLinc	CobbLinc	\$22.5M
162	Local 55	Expansion	CobbLinc	CobbLinc	\$42.2M
164	Local 66	Expansion	CobbLinc	CobbLinc	\$24.2M
166	Express Commuter 285	Expansion	CobbLinc	CobbLinc	\$33.4M
168	Express Commuter AX	Expansion	CobbLinc	CobbLinc	\$37.2M
170	Rapid 30	Expansion	CobbLinc	CobbLinc	\$37.4M
171	Town Center TNC Partnership Zone	Expansion	CobbLinc	CobbLinc	\$14.3M
10	Fixed-Route Operating Assistance	Expansion	Connect Douglas	Connect Douglas	\$4.0M
13	Preventive Maintenance	State of Good Repair	Connect Douglas	Connect Douglas	\$900K
25	Fixed-Route Service, 2022 - 2026	Expansion	Connect Douglas	Connect Douglas	\$15.0M
26	Demand Response Service	Expansion	Connect Douglas	Connect Douglas	\$15.0M
57	ART-6 Memorial Drive ART (Segment 1)	Enhancement	DeKalb County	MARTA	\$104.5M
58	ART-7 Candler Road ART	Expansion	DeKalb County	MARTA	\$66.2M
59	ART-8 Clairmont Road ART	Enhancement	DeKalb County	MARTA	\$90.5M
68	ART-9 Johnson Ferry Road ART	Expansion	DeKalb County	MARTA	\$53.5M
76	ART-10 North Druid Hills ART	Expansion	DeKalb County	MARTA	\$67.5M
77	ART-13 Lawrenceville Hwy ART	Expansion	DeKalb County	MARTA	\$83.0M
78	ART-15 Lavista Road ART	Expansion	DeKalb County	MARTA	\$111.5M
80	ART-16 Hairston Rd ART	Expansion	DeKalb County	MARTA	\$117.0M
85	ART-17 Memorial Drive ART (segment 2)	Enhancement	DeKalb County	MARTA	\$59.0M
103	ART-18 Covington Hwy ART	Enhancement	DeKalb County	MARTA	\$110.5M
139	ART-19 Clifton Corridor ART	Expansion	DeKalb County	MARTA	\$36.7M
140	BRT-1 I-20 East BRT	Expansion	DeKalb County	MARTA	\$216.4M
141	BRT 4 - I-285 East Wall BRT	Expansion	DeKalb County	MARTA	\$306.0M
144	LRT-2 Clifton Corridor LRT (Segment 2)	Expansion	DeKalb County	MARTA	\$1,056.5M
145	LRT-3 Candler Road LRT	Expansion	DeKalb County	MARTA	\$1,077.0M

Table 7: Projects Not Seeking Discretionary Funding (continued)

Project #	Project Name	Project Type	Project Sponsor	Assumed Operator	Total Cost
146	LRT-10 LRT to Wesley Chapel Road	Enhancement	DeKalb County	MARTA	\$558.5M
172	South Dekalb Transit/Mobility Hub	Enhancement	Dekalb County	MARTA	\$8.0M
174	Northlake Mall Transit Hub	Enhancement	DeKalb County	MARTA	-
175	Downtown Tucker Transit Hub	Enhancement	DeKalb County	MARTA	-
40	Park Avenue Extension and Covered Street	Enhancement	Doraville	MARTA	\$65.5M
47	Highway 29/Roosevelt Highway Arterial Rapid Transit	Enhancement	Fulton County	MARTA	\$221.3M
49	Holcomb Bridge Road Arterial Rapid Transit	Expansion	Fulton County	MARTA	\$117.4M
50	Highway 9/Roswell Road Arterial Rapid Transit	Expansion	Fulton County	MARTA	\$167.7M
51	Old Milton Parkway/State Bridge Road Arterial Rapid Transit	Expansion	Fulton County	MARTA	\$100.1M
52	Camp Creek Parkway / Fulton Industrial Boulevard Arterial Rapid Transit	Expansion	Fulton County	MARTA	\$125.8M
53	Southside I-85 Park and Ride Improvements	Enhancement	Fulton County	MARTA	\$1.0M
54	Fulton County Last Mile/Station Connectivity Improvements	Enhancement	Fulton County	MARTA	\$62.5M
55	Fulton County Bus Shelter Enhancements	Enhancement	Fulton County	MARTA	\$27.5M
35	Cleveland Ave ART	Enhancement	MARTA	MARTA	\$75.6M
41	Metropolitan Parkway ART	Enhancement	MARTA	MARTA	\$25.4M
42	Moore's Mill Transit Center	Expansion	MARTA	MARTA	\$2.0M
43	Greenbriar Transit Center	Expansion	MARTA	MARTA	\$5.0M
48	Peachtree Rd ART	Enhancement	MARTA	MARTA	\$26.5M
56	North Avenue BRT (Phase I)	Expansion	MARTA	MARTA	\$129.0M
79	Atlanta Streetcar East Extension	Expansion	MARTA	MARTA	\$154.1M
81	Atlanta Streetcar West Extension	Expansion	MARTA	MARTA	\$348.2M
92	Clayton County High Capacity Transit Initiative - Bus Maintenance Facility	Expansion	MARTA	MARTA	\$107.5M
95	Bus Procurement	Enhancement	MARTA	MARTA	\$25.0M
97	Light Rail - Streetcar	Enhancement	MARTA	MARTA	\$1.5M
100	Paratransit	Expansion	MARTA	MARTA	\$5.0M
102	Connector Reliever Park & Ride Deck	Expansion	MARTA	MARTA	\$7.5M
104	Bankhead Enhancement	Enhancement	MARTA	MARTA	\$16.0M
105	Five Points Transformation	Enhancement	MARTA	MARTA	\$83.5M
106	Vine City Enhancements	Enhancement	MARTA	MARTA	\$50.0M
107	Rail Facilities and Equipment - Energy Services Company Performance	Enhancement	MARTA	MARTA	\$8.0M
108	Rail Facilities and Equipment - Automated parking and rev. Control	Enhancement	MARTA	MARTA	\$11.0M
109	Bus Facility and Equipment - Bus Shelters and Benches	Enhancement	MARTA	MARTA	\$6.7M
110	Bus Stop Signage Replacement	Enhancement	MARTA	MARTA	\$4.0M

Table 7: Projects Not Seeking Discretionary Funding (continued)

Project #	Project Name	Project Type	Project Sponsor	Assumed Operator	Total Cost
114	Train Control System Upgrade	Enhancement	MARTA	MARTA	\$16.0M
115	Tunnel Ventilation - Rehab Tunnel Ventilation Fans	State of Good Repair	MARTA	MARTA	\$38.0M
117	Radio & Communications	Enhancement	MARTA	MARTA	\$17.8M
118	Smart Restrooms	Enhancement	MARTA	MARTA	\$1.0M
119	Security - Miscellaneous Enhancements	Enhancement	MARTA	MARTA	\$15.6M
120	Bus Enhancement - Vehicle & On Board Systems	Enhancement	MARTA	MARTA	\$15.0M
126	Track Renovation Phase IV	State of Good Repair	MARTA	MARTA	\$15.0M
127	Elevators & Escalators - Elevator Rehabilitation	State of Good Repair	MARTA	MARTA	\$4.0M
128	Elevators & Escalators - Escalator Rehabilitation	State of Good Repair	MARTA	MARTA	\$8.0M
129	Renovate Pedestrian Bridges	State of Good Repair	MARTA	MARTA	\$6.3M
130	Auxiliary Power Switch Gear	State of Good Repair	MARTA	MARTA	\$240.0M
131	Traction Power Substation	State of Good Repair	MARTA	MARTA	\$160.0M
132	Systemwide UPS Replacement System	State of Good Repair	MARTA	MARTA	\$11.2M
133	Emergency Trip Station GR4 North	State of Good Repair	MARTA	MARTA	\$6.5M
134	Systemwide Signage & Wayfinding	State of Good Repair	MARTA	MARTA	\$60.0M
135	Pavement Repair Program	State of Good Repair	MARTA	MARTA	\$200.0M
136	Rehab Existing Bus Maintenance Facility (Design)	State of Good Repair	MARTA	MARTA	\$50.0M
138	Environmental Sustainability	State of Good Repair	MARTA	MARTA	\$100.0M
152	Standby Power Replacement (Generators)	State of Good Repair	MARTA	MARTA	\$10.0M
153	Avondale TOD	Enhancement	MARTA	MARTA	\$2.5M
154	Edgewood-Candler Park TOD	Enhancement	MARTA	MARTA	\$5.0M
156	Electric Buses	Enhancement	MARTA	MARTA	\$6.0M
159	North Avenue TOD	Enhancement	MARTA	MARTA	\$2.5M
163	South Fulton Pkwy BRT	Expansion	MARTA	MARTA	-
165	Stonecrest Transit Hub - MARTA	Expansion	MARTA	MARTA	\$1.0M
167	System-wide Phone Upgrade	Enhancement	MARTA	MARTA	\$10.0M
180	King Memorial TOD	Enhancement	MARTA	MARTA	\$800K



# 5. Plan-Level Evaluation Results

The Plan Evaluation Framework, described in Section 3, is designed to assess the overall, collective impact of all proposed projects on the region through the lens of the ATL's six governing principles.

The Framework utilizes ARC's Activity-Based Model (ABM) to estimate impacts generated exclusively by the 245 proposed transit projects. This enables the ATL, as well as our partners and stakeholders, to understand the discrete benefit transit has on the entire transportation system.

The following pages highlight a few of the Plan Evaluation Framework performance measure results that are associated with each governing principle.

See Appendix B for complete details on the Plan Evaluation Framework.







**The following pages provide an overview of how all 245 proposed projects perform in the context of the ATL's Governing Principles.**





## Economic Development and Land Use

Creates and enhances connectivity and access to job centers, activity centers and economic centers in line with regional development and growth objectives.

Investment in the 245 proposed projects results in...



### 31%

increase in transit trips to employment centers by 2050 compared to if no improvements to transit are made

### 20 out of 22

transit-oriented development (TOD)/ transit hub projects are within existing livable centers initiative (LCI) areas which promote vibrant, walkable places and increased mobility options







1 in 2

existing jobs  
would be  
within a  
half-mile of a low-capacity transit stop  
or station, compared to 1 in 5 today



58%

of existing  
jobs would  
be within a  
quarter-mile of a low-capacity  
transit stop or station







## Environmental Sustainability

Offers new or enhanced services as alternatives to personal vehicles and promotes the use of alternative fuels to build environmentally sustainable communities.





Investment in the 245 proposed projects results in...



**11%**

of state of good repair projects upgraded to alternative fuels such as battery electric bus, or solar-powered transit stops and stations



**99,804**

gallons of fuel saved annually due to reduced vehicle idling in congestion



**2,046,370** kg

annual reduction of CO<sub>2</sub>, or the equivalent of 33,837 tree seedlings grown for 10 years

**111** non-fatal injuries and fatalities saved over 30 years

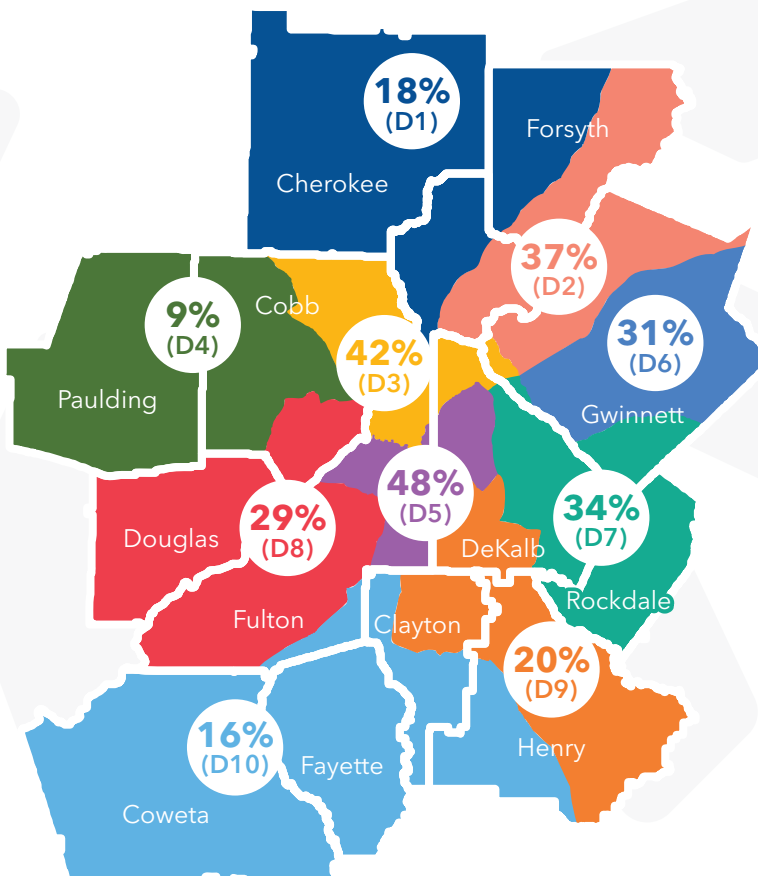






## Equity

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



**Figure 34:** Percent of Projects by ATL District

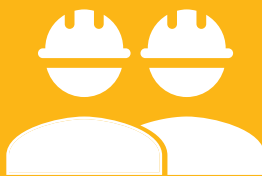


## Investment in the 245 proposed projects results in...



**1 in 4**

minority households living within a half-mile of a high-capacity transit stop or station, compared to 1 in 25 today



**1 in 2**

low-wage jobs (less than \$3,333 per month) located within a half mile of high capacity transit stop or station compared to 1 in 5 today



**1 in 3**

low income households living within a half mile of a high capacity transit stop or station, compared to 1 in 14 today



**1 in 4**

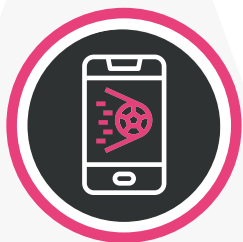
people with a disability living within a half mile of a high-capacity transit stop or station compared to 1 in 25 today



**1 in 5**

older adults living within a half-mile of a high-capacity transit stop or station compared to 1 in 33 today

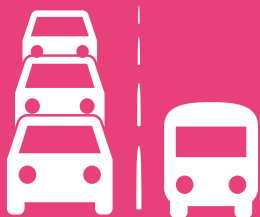




## Innovation

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

Investment in the 245 proposed projects results in...



34%

of projects with advanced transit design such as

dedicated lanes, partnerships with managed lanes, or design centered around transit access



61%

of projects with technological elements such as hazard detection

systems or on-board cameras to enhance passenger safety







**57%**

of projects with technology enhancements such as real time location and arrival times

**27%**

of projects with a transit signal priority element, allowing buses to move more quickly and reliably through traffic







## Mobility and Access

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

Investment in the 245 proposed projects results in...

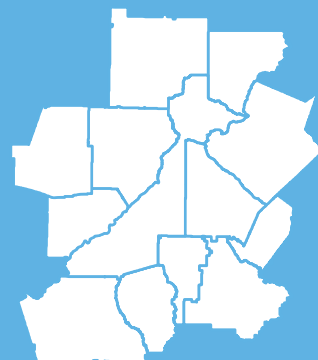


**24%** of projects that have supportive infrastructure components like sidewalks, providing access to transit for area residents



**39%**

increase in transit trips for all ATL region residents







## Mode Split for All Proposed Projects



56%  
rail projects



44%  
bus projects

compared to existing 66% rail / 34% bus mode split



34%

increase in transit trips by  
residents of the region's  
zero-car households

42% increase in transit  
trips from middle  
income household (\$45K-\$65K)  
concentration areas







## Return on Investment

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

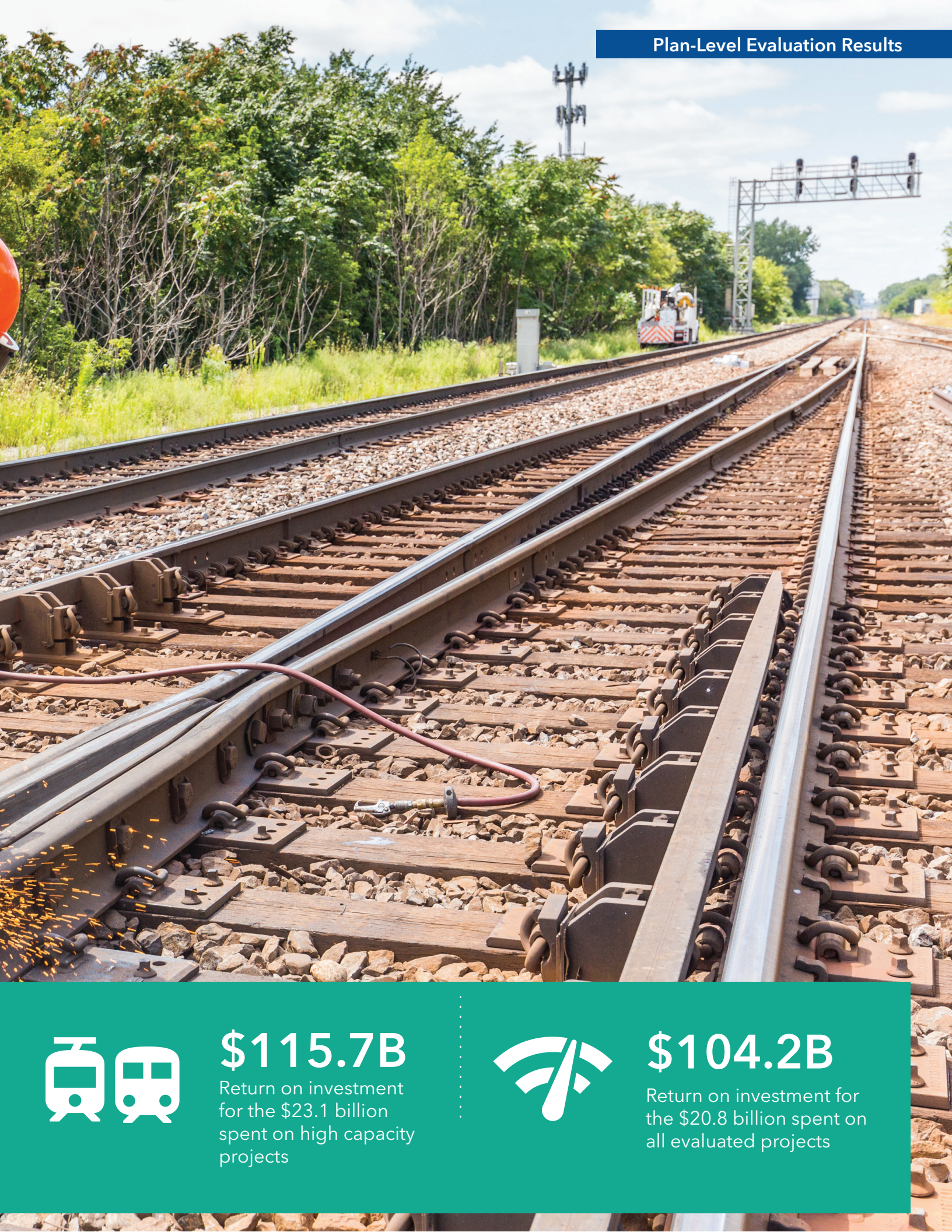
Investment in the 245 proposed projects results in...



# \$144.8B

Return on investment for the total plan cost of \$28.5 billion





**\$115.7B**

Return on investment  
for the \$23.1 billion  
spent on high capacity  
projects



**\$104.2B**

Return on investment for  
the \$20.8 billion spent on  
all evaluated projects



## 6. Funding Portfolio

The 2020 ARTP Funding Portfolio includes an overview of several key funding sources at the federal, state and local level. This is not a comprehensive list of funding options but provides a brief introduction of some of the critical funding sources that the ATL will be further exploring during future plan updates.

## Transit Funding and Revenue

### Capital Investment Grant Process

The Federal Transit Administration (FTA) created the Capital Investment Grant (CIG) Program to provide federal funding for major capital transit investment projects. The CIG program is a discretionary program in which transit projects from all over the nation are evaluated by the FTA using a myriad of criteria and selected to receive federal funding based on each project's merit. Among the factors considered are local financial commitment, project readiness, and geographic diversity.

Federal transit law requires transit agencies or project sponsors to complete a series of steps in the CIG process when seeking federal funding. Projects entering the CIG process must take one of two pathways – either the project enters the New Starts and Core Capacity pipeline, or the project enters the Small Starts Program. The culmination of both pathways is referred to as a construction grant agreement in which funding is allocated for the construction of the transit investment. New Starts and Core Capacity projects are required to complete two phases prior to the receipt of the construction grant agreement: Project Development and Engineering. The Small Starts process is more abbreviated with only one phase (Project Development) required to advance to the construction grant agreement. Projects are also required to receive a rating from the FTA in accordance with the statutory criteria for the project justification and local financial commitment.

### New Starts and Core Capacity Process

The New Starts and Core Capacity Processes are two of the eligible categories of transit projects within the CIG program. New Starts projects may either be new fixed guideway projects or planned extensions to existing fixed guideway systems. For the purposes of the CIG program, a fixed guideway system offers a dedicated facility for transit to operate such as a rail or catenary system or dedicated lanes for BRT projects. Projects with a total estimated capital cost exceeding \$300 million, or those seeking more than \$100 million in CIG funding, fall into this category. New Starts funding may be used for up to 60% of the project capital cost. However, as federal funding amounts have been trending downward over the past decade, New Starts funding has, in practice, typically fallen short of the allowable 60%. Since 2017, federal New Starts funding has averaged 38% per project.

Core Capacity projects increase capacity along an existing fixed guideway system. Specifically, the capacity of the existing guideway system must be increased by at least 10% in corridors that are either at capacity or will reach capacity within the next five years. Unlike the New Starts category, the maximum allowable federal funding share for Core Capacity projects is 80%. However, since 2017, federal Core Capacity funding has averaged 39.9% per project.



## Small Starts Process

The Small Starts process is for projects seeking less federal funding as compared to New Starts and Core Capacity, and the projects typically have a smaller transit footprint. The Small Starts process contains two-phases, Project Development and the Small Starts Grant Agreement. To qualify for the Small Starts process, these projects must have a total estimated capital cost of less than \$300 million and must be seeking less than \$100 million from the CIG program. The Small Starts process is frequently used for BRT projects, though eligibility is broader and allows construction of new fixed guideway systems or extensions. Like the Core Capacity program, Small Starts has a maximum allowable share of federal funding of 80%. Since 2017, federal Small Starts funding has averaged 57% per project.

## CARES Act

In 2020, the COVID-19 pandemic presented numerous challenges for transit systems across the nation. Despite dramatic decreases in ridership, many transit systems continue to provide service during the pandemic. Transit systems responded with additional measures implemented to address a host of concerns, including additional cleaning of vehicles and facilities, social distancing, distribution of personal protective equipment, suspending collection of fares or implementing contactless payment methods, rear door boarding of transit vehicles and many others.

In March 2020, the President signed the Coronavirus Aid, Relief, and Economic Security (CARES) Act, legislation that provided \$25 billion nationally in federal funding to assist

public transit systems in responding to the COVID-19 pandemic, including over \$370 million for the metro Atlanta region. The ATL, as the Atlanta Urbanized Area's (UZA's) Designated Recipient, distributed this funding to operators in the Atlanta region. Funding was suballocated based on a formula allocation and required no local match. CARES Act funding has a wide range of eligible uses, including capital, operating, and planning programs to prepare, prevent, or respond to COVID-19. In addition, transit operators may request a temporary relaxation of some other FTA requirements in the use of CARES Act funding. For example, many operating, and capital expenses typically need to be included in a TIP or long-range transportation plan. Some of these expenses covered by CARES Act funding are not required to be included in these documents.

## State Funding

In 2015, the Georgia state legislature created new funding sources for transportation purposes.<sup>4</sup> These funding sources included a new per night hotel/motel fee, a new annual fee on alternative fuel vehicles, and a new annual impact fee on motor vehicles that are 15,500 pounds or greater. In the 2020 state legislative session, the General Assembly further amended the hotel/motel and heavy vehicle fees to allow up to 10% of those collections to be used directly for transit related purposes.

In 2020, the Georgia state legislature enacted policy so all trips taken in Georgia using rideshare services such as Uber, Lyft, and taxis started collecting a \$0.50 fee per trip or \$0.25 if the trip is a pooled trip<sup>5</sup>. Collected funds are available to be used for transit capital needs. Based on the Fiscal Note provided for HB 105, the State was projected to collect

<sup>4</sup> Act 46 of 2015-2016 Georgia legislative session amending O.C.G.A. §28; O.C.G.A. §32; O.C.G.A. §32-10-2-3; O.C.G.A. §40; O.C.G.A. §45-12; O.C.G.A. §48; O.C.G.A. §48-8; <http://www.legis.ga.gov/Legislation/en-US/display/20152016/HB/170>

between \$24.1 and \$45 million in revenues<sup>6</sup>. The collected fees were expected to increase year over year. At the time of the writing of this plan, uncertainty resulting from the ongoing COVID-19 pandemic continues, indicating that the collected fees may be lower than originally projected for Fiscal Year 2021.

In addition to recently enacted transportation funding from fees, funding is also available each year for transit from state general obligation bonds. The ATL is statutorily required to annually select projects from the ARTP and recommend them to the Governor, Lieutenant Governor, Speaker of the House, and OPB for State General Obligation bond funding each year. This is a significant new opportunity for the Atlanta region to receive regular state funding to move forward strategic investments in transit and increases the consideration of available funds for transit projects in the region.

## Local Funding

The 2018 state legislation creating the ATL, included a new transit funding opportunity for county governments – a transit-specific TSPLOST of up to 1%. Local projects chosen for funding with this TSPLOST referendum must be included in the ARTP.

This allows counties and local jurisdictions to retain decision-making authority over transit projects proposed for implementation, while allowing the ATL to ensure that projects proposed across the region are coordinated to create a seamless and connected network.

## Future Opportunities

Nationally and across the region, the COVID-19 pandemic has highlighted both the importance of transit in providing essential transportation services as well as the need for diverse and transit funding sources for capital and operations. Agencies overly dependent on a single funding source, be that fares, sales taxes, federal funds, or any other source, are at financial risk if that source decreases suddenly, as has happened due to impacts of the pandemic.

Moving forward, it is important for the ATL and regional operators to pursue additional and diverse revenue sources, particularly for operations. In 2020, the state took its first steps in that direction with the enactment of the new rideshare fee to be used for transit capital projects. The ATL also submitted its first bond list, seeking state bond funding for nine enhancement, expansion, and state of good repair projects across the region. These efforts are expected to inject new funding into regional transit systems in the years ahead.

Many planned projects in the region are prime opportunities for public-private partnership, leveraging private sector resources with public investments. Transit-oriented developments (TODs) and tax allocation districts are other potential project level revenue sources to pursue moving forward. Mixed together, a diverse mix of funding sources will help ensure the region's transit systems are stable, resilient, and able to deliver projects for riders now and in a post-pandemic future.

<sup>5</sup>Act 606 of 2019-2020 Georgia legislative session amending O.C.G.A. §48; O.C.G.A. §50-18-72; O.C.G.A. §40-2-7; O.C.G.A. §48-13-3; <http://www.legis.ga.gov/legislation/en-US/Display/20192020/HB/105>

<sup>6</sup><https://opb.georgia.gov/document/fiscal-notes-2020-physical-and-economic-development/lc-43-1601s-hurricane-matthew-tax/download>

## 7. Stakeholder & Public Outreach

This section highlights the outreach activities as part of the ARTP. In September of 2020, the ATL sought public feedback on the 2020 ARTP through a public involvement campaign, known as District Downloads. Due to the impacts of the COVID-19 pandemic and social distancing requirements, district meetings were facilitated through the use of an online open house and low-tech outreach methods, in an effort to reach residents throughout the ATL's 10 Districts, which covers 13-counties across the Atlanta region.

In alignment with the ATL's Public Involvement Plan (PIP), the goal of the public involvement efforts for the 2020 ARTP is to provide meaningful opportunities for the public to assist staff in identifying social, economic, and environmental impacts of proposed transportation decisions. This includes robust input from low-income, minority, and limited-English proficiency (LEP) populations. Additionally, the ATL endeavors to ensure that the comments it receives are useful, relevant, and constructive; contributing to better plans, projects, strategies, and decisions. The ATL works to ensure that opportunities to participate are accessible physically, geographically, temporally, linguistically, and culturally.

## To meet the ATL's stakeholder goals, the project team utilized the following strategies:



**Inclusion:** Reduce barriers to participation by proactively utilizing a range of communications strategies, including those needed to meet the needs of the traditionally underserved, those without access to internet (low or no-tech communities), and/or those with limited English proficiency and lower barriers to participating as related to the impacts of the COVID-19 pandemic.

**Compliance:** Comply with requirements of federal and state laws, regulations, and policies that guide public involvement in project development.

**Partner:** Establish partnerships and communication with other planning agencies, local governments, transit operators, community organizations, and others to further messaging and reach.

## Public Involvement Plan

The PIP served as a guide for coordinating public and stakeholder engagement activities, distributing project information, engaging the public and interested parties, and collecting stakeholder input. This plan outlines and identifies outreach strategies, input opportunities, methods for communication, and comment collection. Regarded as a “living document,” the PIP provided a methodology to evaluate effectiveness throughout the concept development phase and was revised accordingly. These revisions reflected project updates, conditions, and/or concerns and needs of the public, agencies, and the project team, which includes the ATL and consultant team staff.

This PIP was designed to comply with all applicable federal as well as state requirements for public involvement, including those referenced in Title VI of the Civil Rights Act of 1964, Executive Orders 12898 and 13166 – 2000 regarding Environmental Justice (EJ) and LEP populations, Americans with Disabilities Act (ADA) and the ATL's Public Participation Plan.



# Summary of Stakeholder Outreach

Project stakeholders were identified through the PIP, which allowed for the identification of specific audience segments. Focusing on these audience segments allowed the team to identify opportunities for plan input, generate additional project sponsor participation, and design relevant public messaging. The audience segments identified through the PIP are included in Table 7.

**Table 8:** ARTP Audience Segments

ARTP Audience Segments
Local Governments and CIDs
Transit Operators
Project Sponsors
Neighborhood and Community Organizations
Business and Institutional Organizations
Essential Workers
Interested and/or Transit-Dependent Public
Historically Marginalized Populations
Elected Officials
Regional, State, and Federal Planning Partners

An Audience Engagement Guide was developed, establishing outreach goals, strategies, and tactics to engage each identified segment.

## ATL Board Engagement

The ATL Board, throughout the development of the 2020 ARTP, provided input and guidance to the continued development of the PIP. ATL Board members were provided an opportunity to provide feedback on the PIP and identified outreach strategies through regular updates at monthly board and committee meetings. Additionally, regular updates were provided throughout the District Download public comment period which generated over 1,000 views in the first month.

Board members were encouraged to share communications related to the District Downloads and district-specific virtual meetings; thanks to their extensive community connections the virtual meetings were well-attended. Each member was also provided an opportunity to participate in the live virtual meetings by providing opening remarks. Additionally, the project team presented updates on the ARTP process through participation in the regional Transit Agency Executives meeting and ARC's Transportation & Air Quality and Transportation Coordinating Committees.

## Project Sponsor Engagement

Stakeholder engagement remains essential to the development of the ARTP through consistent communication with potential and previous project sponsors. Utilizing existing communication channels such as the Transit Operators Group and four specifically designed ARTP meetings, the project team worked with transit operators and other project sponsors to seek feedback on both evaluation results as well as the 2020 plan process for project submittals and updates to existing projects. Meetings were designed to be interactive and provide opportunities to answer questions ahead of, during, and after the plan document is finalized.

## Summary of Public Outreach

The project team sought input and provided opportunities to participate in the ARTP planning process through engagement with the general public, community groups, essential workers, transit-dependent users, and other interested parties.

Outreach strategies were designed with the Centers for Disease Control (CDC) guidelines in mind due to the COVID-19 pandemic.

**The following stakeholder and public involvement activities were conducted:**



**Online Presence**  
including website and social media



**Transit Signage**



**Fact Sheets**  
and collateral materials



**Live Virtual Meetings**



**Opt-in Text Message Campaign**

### Virtual Public Information Open House

To provide inclusive and ample opportunity for stakeholders and the general public to participate in the 2020 ARTP, the project team developed a virtual public information open house environment, replicating an in-person meeting experience. The online experience allowed participants to view and interact with informative displays, guiding a person's view through the ARTP process and outcomes, and provide an opportunity to leave a formal public comment. Virtual displays and visuals were developed with consideration to those with limited sight and reading comprehension levels. Additionally, all materials were available outside of the virtual experience on the ATL's website to ensure web browser readability in compliance with ADA guidelines. A copy of project collateral utilized to advertise and within the virtual open house is available in Appendix G.

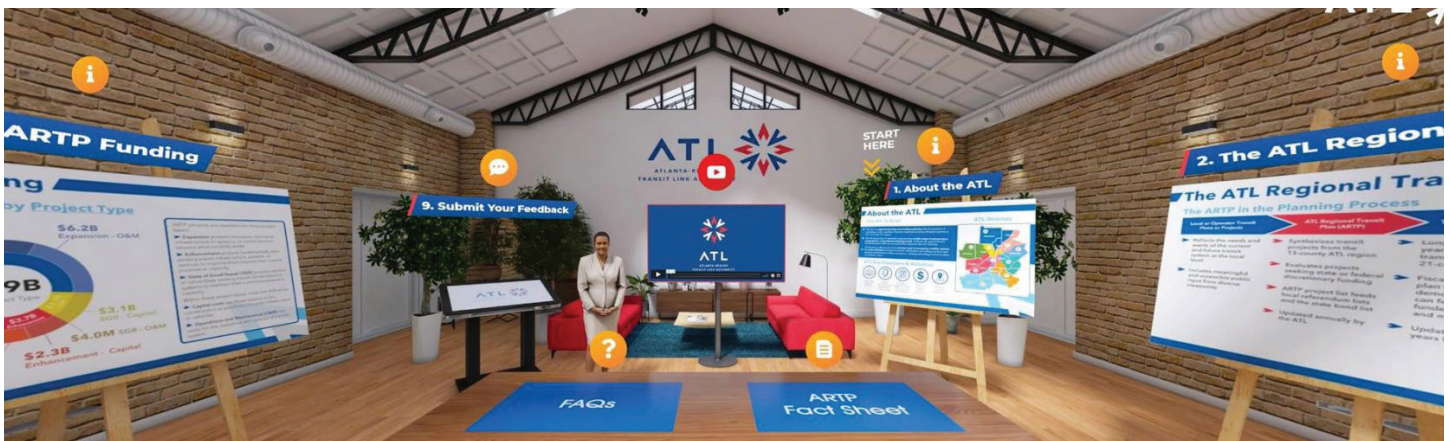
The Virtual Public Information Open House was viewed 1,523 times during the engagement period. Additionally, 31 comments were electronically submitted via the website and corresponding text message campaign. A summary of comments received is included in Appendix F.

### Virtual Meetings

An online meeting platform was utilized to further provide a comparable experience as an in-person open house experience; meetings provided an opportunity for members of the public to receive information in an easy-to-understand format. The six virtual meetings allowed participants to learn about the ARTP, understand projects in their area, ask staff questions, and provide feedback. An audio-only version of the meeting was also made available for those with limited internet access to participate. Additionally, a recorded meeting was translated and made available on the ATL's website to view upon conclusion of the meeting series.

### Public Notifications

Notification for the virtual open house and online meetings was comprehensive in scope and included project notifications distribution through the ATL's existing website and social media channels, press releases, transit station signage, as well as through communication efforts by partnering agencies and community organizations. Formal announcements also included invitations to local officials and members of the ATL's Board, as well as posts in the local newspapers.



**Figure 35:** Example of Virtual Room

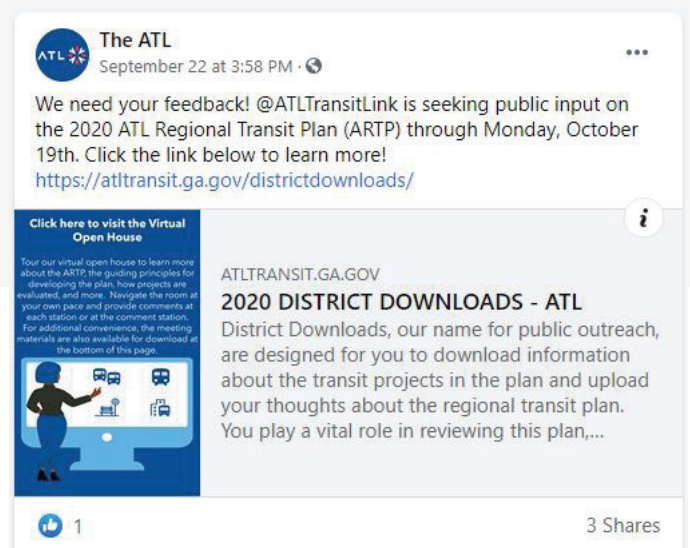
## Text Messaging

The public was provided an opportunity to participate in the ARTP Open House and comment period by sending a keyword text message to an advertised phone number. Through this opt-in messaging campaign, individuals were able to view project visuals and descriptions of the ARTP via cellular text messaging. Participants were also able to leave a public comment on the ARTP.

Providing a text messaging option created the opportunity to garner additional participation from the general public and provided a channel for those without access to internet or broadband service. Additionally, utilizing the accessibility features native to cell phone devices allowed individuals who may be blind, with low vision, or are hearing-impaired to participate equally in the open house.

## Social Media

The project team utilized the ATL's existing social media tools such as Facebook and Twitter to garner interest in the District Downloads. The project team created social media posts and paid advertisements to disperse project information. Content included notification of virtual meetings, virtual displays, and availability of documents. Comments left by the public on social media were considered an official comment through the use of specially promoted hashtags: #PublicComment; #ATLTransitPlan.



**Figure 36:** Social Media Post



## Summary of Partner Collaboration

Targeted coordination was conducted with organizations that have an interest in the process and outcomes of the ARTP. This coordination was specifically intended to ensure ATL's partners were continuously informed on all aspects of the planning process. During the District Downloads, more than 75 organizations from the ARTP Audience Segments, as provided in Table 7 in the Summary of Stakeholder Outreach, were provided communications materials to share with broad and inclusive audiences. Materials included web and social media text and graphics; the project fact sheet in English and Spanish; materials to use in emails to organizational mailing lists; as well as other tools for soliciting public comments.

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# 8. Moving Forward

## **ATL's Plan to Support Transit After the COVID-19 Pandemic**

In response to the COVID-19 pandemic, the ATL, in partnership with ARC and other regional stakeholders, formed the "Riding Together Coalition". This coalition is made up transit operators, transportation management associations (TMAs), CIDs, business organizations, local governments, and other key stakeholders, and was formed to address the immediate and emerging challenges to transit resulting from the pandemic.

In addition to tracking trends over time and providing timely and reliable information to the Atlanta region transit community, the coalition has two primary purposes. The first is to explore partnerships between major employers, TMAs, and transit operators that may result in new and innovative transit fare passes that are more appropriate for a changing ridership no longer riding transit into an office five days a week. The second purpose is to develop a timely public education campaign about the safety of riding public transit during the pandemic, as we move out of a period of higher transmission, and ultimately post-pandemic. This ongoing campaign will increase transparency and trust in regional transit operations.

## Recent Transit Planning

### Programs Supported by Referenda

In recent years, local referenda enabled by state law have presented residents with opportunities to fund transit planning and implementation efforts at the local level. These referenda have involved sales tax proposals with resulting revenue dedicated to transit expansion, enhancement, and state of good repair projects. Some examples are provided below.

#### Gwinnett Referendum

On July 21, 2020, the Gwinnett County Board of Commissioners approved placing a 1% sales tax to fund a wide range of transit projects on the November 3, 2020 ballot. The referendum was narrowly voted down by voters with a 49.9%-50.1% margin in the general election. Gwinnett County was able to create this referendum due to the 2018 passage of Georgia House Bill 930<sup>6</sup> which allows counties to create sales tax referenda to fund transit.

This TSPLOST would have funded 82 transit projects, including BRT, ART, local and express bus service, on-demand micro-transit, and paratransit service. The plan also included an extension of heavy rail from the current MARTA Gold Line terminus at Doraville to Jimmy Carter Boulevard in Norcross, subsidies for vanpools and transportation network companies, and funds to improve pedestrian connectivity to transit services.

Gwinnett County would design, construct, operate, and maintain the transit projects implemented under the referendum except for the heavy rail extension, which would have been designed, constructed, and operated by MARTA.

The Gwinnett Board of Commissioners developed the TSPLOST project list with input from a committee of Gwinnett County citizens, the Transit Review Committee (TRC). The project

list, containing projects from the amended 2019 ARTP, was approved by the ATL prior to the county placing the referendum on the ballot.

#### More MARTA

In November 2016, voters in the City of Atlanta approved a half-percent addition to the existing MARTA one-percent local sales tax that launched plans for the largest investment in transit enhancements and expansion in four decades.

The More MARTA Atlanta program will better connect communities to local and regional transportation networks, improve first- and last-mile connectivity, expand access to jobs and educational opportunities, spur ongoing economic development throughout the region, enhance mobility options for seniors and individuals with disabilities, and improve the overall quality of life for residents.

After two years of public engagement, technical analysis, system planning, and project list refinement, the MARTA Board of Directors approved the More MARTA Atlanta program on October 4, 2018. Following that vote, the program implementation plan was developed, and the MARTA Board of Directors approved the plan on June 13, 2019. The More MARTA Atlanta program includes:

- Light rail transit
- Bus rapid transit
- Arterial rapid transit
- New transit centers
- Additional fixed-route bus service
- Station upgrades (amenities, maintenance enhancements, and new wayfinding/signage)

<sup>6</sup> <http://www.legis.ga.gov/legislation/en-US/Display/20172018/HB/930>



## Local Transit Plans

The following local transit planning efforts have been launched recently by municipalities, counties, and community improvement districts within the 13-county region. The ATL is tracking their progress because their recommendations could result in projects to be included in future ARTP updates. The summaries below include the sponsoring organization and a brief description of the transit planning effort.

### Downtown Commuter Bus Routing & Infrastructure Plan

Sponsor: Central Atlanta Progress (CAP) / Atlanta Downtown Improvement District (ADID)

CAP/ADID is working with transit operators in the Atlanta region to improve bus operations while streamlining routing in Downtown. The study includes substantial stakeholder input and relies on the development of an operations analysis to set the groundwork. The study will produce implementable recommendations including a street-level operational plan for commuter bus routes serving Downtown Atlanta and an infrastructure plan consisting of physical and technology assets required to implement the operational plan. The study will conclude in December 2020. Design on a facility identified through the study is planned to begin in January 2021.

### Henry County Transit Master Plan

Sponsor: Henry County, The ATL

Henry County is in the process of developing a Transit Master Plan (TMP). This planning

study will assist the county in identifying short, mid, and long-range plans, including future development and capital priorities, for Henry County Transit (HCT)—the county’s public transportation service provider. The plan will inform county decision makers of the most effective way to leverage funding to increase ridership and subsequently fare revenue in the short term, while also providing guidance to the County about how its public transportation program can best support the continued growth and development of Henry County.

### I-285 Top End Transit Feasibility Study

Sponsor: Cities of Brookhaven, Dunwoody, Sandy Springs, Chamblee, Doraville, Smyrna, and Tucker; Assembly CID, Cumberland CID, Perimeter CIDs

Beginning in 2018, a collaboration of local governments and CIDs began to assess how these communities might work together to best make a transit connection on the north end of Interstate 285 (I-285). Phase 1 of the study facilitated discussions among leaders in the study area, compared transit modes, evaluated special service district models, and identified next steps.

A second phase of the study has started to assess how transit might make use of the managed lanes planned by GDOT through the development of BRT service in the same corridor. Transit operations that result from this study are expected to see benefits such as an increase in travel speeds, a reduction in travel times, and higher ridership.

## Link Forsyth

Sponsor: Forsyth County, The ATL

Link Forsyth is Forsyth County's first ever public transportation master plan. The plan is funded in partnership with the ATL and is led by Forsyth County's Public Transportation Department. The plan builds upon the two existing services:

- Dial-a-Ride services that provide ride-share services by appointment to Forsyth County residents
- Senior Services that provide transportation services to Forsyth County seniors and active adults.

Link Forsyth will ultimately guide the vision for, and implementation of, future public transportation investments in Forsyth County. The plan aims to understand the current state of transportation services provided by the county and leverage public input and technical data to formalize recommendations that build on what is provided today while addressing the shared vision for public transportation services within the county.

## Smyrna Connects - Transit Analysis and Feasibility Study

Sponsor: City of Smyrna

The City of Smyrna conducted a planning effort to create a consensus-driven transit vision for Smyrna and nearby communities with a focus on economic development, growth management, traffic mitigation, livable communities and corridors, and connected and walkable communities.

The study began in August 2019 and concluded in May 2020. Examined during the study were existing and future conditions such as land use, market conditions, transit service, demographics, and travel patterns, and consideration of the needs and desires of stakeholders and community residents.

Costs and potential funding sources of transit alternatives were evaluated.

The study provided the City of Smyrna with a full scope of community-supported transit opportunities for the city and surrounding areas, including a fiscally responsible and implementable vision for public transportation services over the next 20 years.

## Ongoing ATL Efforts

In addition to the 2020 ARTP, the ATL is currently engaging in other efforts to improve transit in the 13-county region.

## Regional Fare Policy Study

In 2020 the ATL moved forward with a Fare Policy Study, which was initially started by ARC in 2014. The goal of this study is to identify a path to implementation of a unified regional fare policy amongst the twelve transit operators from the Atlanta Region.

Under Phase I of the project, ATL consultants completed background reviews of existing Atlanta regional transit operators' fare policies to build an understanding of the current fare policy landscape. ATL consultants also examined the fare systems and fare policies of selected national peer agencies (Washington Metro Transit Authority, Chicago Transit Authority, and Los Angeles County Metropolitan Transit Authority) to learn how other transit agencies implemented their regional fare policies and how their practices might be used to inform a regional fare policy for the Atlanta region. Two Stakeholder workshops were conducted, covering topics like background reviews of local agencies and summaries of best practices from national peer agencies.

In early 2021, ATL staff and consultants will be working to develop fare policy Conceptual Options to aid the region in establishing a regional fare policy.

## **Integrated Mobility Innovation (IMI) Grant**

The Federal Transit Administration (FTA) Integrated Mobility Innovation (IMI) Program funds projects that demonstrate innovative and effective practices, partnerships and technologies to enhance public transportation effectiveness, increase efficiency, expand quality, promote safety and improve the traveler experience.

In August 2019, the ATL submitted an IMI Grant application for “ATL RIDES”, a multi-modal journey planning application with a backend connected data platform. The mobile app will include live navigation and integrated mobility payment options to provide a seamless passenger experience throughout the Atlanta region. FTA awarded ATL and 27 other jurisdictions with an IMI grant on March 16th, 2020. The project kicked off in September 2020 and includes one year to develop the application followed by a year of public demonstration.

Once deployed, ATL RIDES will improve the trip planning experience across the region, increase the attractiveness of transit with customer-facing information, provide a connected data environment to support decision making, provide insights into travel behavior and user preferences, and encourage innovation in digitally enabled mobility.

## **Next Update**

### **Performance Monitoring**

A future ARTP will establish a program for measuring and monitoring progress towards implementation of the plan. This enables the ATL, our valued partners, and project sponsors to better connect the plan’s long-range vision to our daily decision-making and priority implementation strategies. The performance monitoring program will tie directly to future ARTP goals, be reflective of the ATL’s six governing principles, and retain flexibility to ensure the plan represents best practice and relevant measures.

### **Financial Strategy for Advancing 6-year and 20-year projects forward**

Both state and federal discretionary funding sources are limited and highly competitive resources. The robust level of transit planning throughout the Atlanta region has resulted in a large selection of projects on the 6- and 20-year timelines that will be viable options for discretionary funding.

Through the 2020 ARTP process, several project sponsors have identified a number of potential projects that may request approval from the ATL Board to enter into the FTA CIG process. Given the current funding constraints

on the CIG Program, it is unlikely that FTA will be able to provide multiple funding commitments to more than a few metro Atlanta projects over the next ten or fifteen years. During the 2021 ARTP update, the ATL will identify the level of risk that currently exists within the Atlanta region for having too many projects planning to enter the FTA CIG Program pipeline during overlapping periods.

Based on this analysis, the ARTP will consider the need for a broader regional funding strategy around projects of regional and state significance, which would be developed during the 2022 ARTP Major Update. Any regional funding strategy would be coordinated among all applicable project sponsors considering CIG funding and would work to ensure the region is maximizing federal and state resources. Additionally, this strategy could include a review of other possible funding options and would collectively work with ATL's partners to identify solutions to help reduce an overreliance by the Atlanta region on the CIG Program.

The ATL is committed to expanding and improving transit in the Atlanta region by working with partners to advance projects identified as having the potential to provide the greatest impact at a regional and state level. The ATL will work in partnership to ensure the highest performing projects are able to move forward.

## Bond List Process

The ARTP serves as the universe of transit projects from which the ATL may select and recommend certain projects to the state for potential state bond funding each year. The 2021 Bond List will be prepared in the summer of 2021 based on the 2020 projects in this ARTP. The Bond List will be formally recommended by the ATL Board ahead of submitting a list of projects to the State.

## Moving Forward

The COVID-19 pandemic presented the region with lots of uncertainty around transit and planning for the future. While we do not yet know the long-term implications on travel behavior, transit's importance for the Atlanta region has never been more apparent. The ATL will build on this resiliency, continuing to coordinate regional partners, strengthen regional transit planning and performance, advance strategic investments, enhance the customer experience, and deliver innovative and best practice solutions, to create a seamless, convenient regional transit experience for everyone.