Appendices
A. Project-Level Analysis Methodology

The ATL Regional Transit Plan Performance Evaluation Framework defines the structure for evaluating and prioritizing transit investments seeking federal or state discretionary funds (for either capital or operations/maintenance) through the regional transit planning process adopted by the ATL. The following Appendix outlines the detailed methodology used to calculate and quantify scores for the three project level analyses: Regional Significance, Relative Cost to Impact, and Governing Principles.
Regional Significance

At the beginning of the 2020 ARTP Update, ATL determined projects should be evaluated on whether they are regionally significant, meaning they are impactful to the region as a whole and help “move the needle” in progressing transit across the region. The ATL with input from Board members, transit operators, and stakeholders developed six regionally significant criteria:

- **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: transfer/multimodal station or stop; commuter bus stop; BRT station; ART station; or rail station.

- **Improves transit reliability**: Expansion, enhancement, or SGR projects that directly impact a service or route’s ability to be dependable and predictable.

- **Connects to 1+ regional activity centers as defined by ARC**: Expansion or enhancement projects that intersect with at least one of the 13 regional activity centers, as defined by ARC. The project must cross the boundary or if a project is in a single location, be within the activity center boundary.

- **Leverages regional capacity improvements**: Expansion or enhancement projects that coincide or overlap other planned regional improvements including managed lanes projects, major widenings, or high capacity transit projects.

- **Is, or connects to, a transportation terminal (airport, park and ride, MARTA rail station, etc.)**: The project includes new terminals, enhancements or state-of-good-repair updates to multimodal centers, park-and-rides; as well as expansion or enhancement projects that connect to at least one of these transportation terminals such as a multimodal center, park-and-ride, heavy rail station, or airport.

- **Provides high capacity, high frequency, or a 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, commuter bus, or via more frequent service. They may often run on a portion of dedicated right-of-way such as a rail line or managed lanes. These routes tend to be focused on serving longer trip distances as opposed to shorter trips usually served by local bus routes.

Each project was evaluated against each criterion. For each criterion that a project meets, it receives a score of 1, for each criterion it does not meet, it receives a 0. The scores are summed for a total for each project on a scale of 0-6, with a six being the most regionally significant.

Two of the criteria (Improves Transit Reliability and Provides High Capacity, High Frequency, or a Dedicated Facility) were qualitative calculations and based on information provided in the project description or service area. The other four criteria were evaluated through a Geographic Information System (GIS) analysis:

- **Crosses 2+ Counties or Connects 2+ Transit Operators** - projects were compared to county boundaries and with existing transit services to look for overlap.
• Connects to 1+ Regional Activity Centers as Defined by ARC – project were compared to ARC’s 13 Regional Activity Centers to look for overlap.

• Leverages Regional Capacity Improvements – projects were compared against planned capacity improving projects in ARC’s Regional Transportation Plan and GDOT’s Major Mobility Investment Program for overlap.

• Is, or Connects to, a Transportation Terminal (Airport, Park and Ride, MARTA Rail Station, etc.) – projects were compared to existing airport, park and ride, MARTA rail stations, and major transit terminals for overlap.

Relative Cost to Impact Analysis

For each project, two scores were evaluated, a total impact score and a cost per point. Detailed methodology of this process follows.

In the 2019 ARTP, the ATL adopted a set of performance measures to measure the impact of each project. They were categorized into three areas - Market Potential, Performance Impacts, and Deliverability impacts. The performance measures were applied across all projects, though they are analyzed according to the core transit investment they fall in, which include Expansion Projects, Enhancement Projects, and State of Good Repair (SGR) Projects. Each of these core transit investments has a unique set of weights tailored to that project group, allowing the scores to reflect the unique need and intended purpose of each investment category. Weights were based on input from ATL staff, Board members, transit operators, and stakeholders.

Figure 37: The 14 ARTP Performance Measures
Below are detailed descriptions of the 14 performance measures. Eight of the 14 performance measures leverage information provided by the project sponsors through the project survey and are noted here accordingly.

**Market Potential**

1. **Existing/Projected Population Density**

   Population density was evaluated for its trip generation ability to propel ridership on transit projects. Existing and projected population density was calculated as population per square mile within a one-half mile buffer of each proposed transit stop/station and five-mile buffer of each park-and-ride lot. The 2019 ARTP used a five-mile buffer around proposed transit stop/station; this has been reduced to ½ mile in the 2020 ARTP. For projects non-specific to a geographic location, population density was evaluated as the population impacted by the proposed investment.

   *Data Source: American Community Survey Data for 2018 and the Atlanta Regional Commission’s population projects for the year 2040.*

2. **Existing Population – Communities of Interest**

   To ensure that the projects serve communities of higher concentrations of equitable target areas and zero-car households, the Communities of Interest performance measure was developed. Communities of Interest include low income, racial and ethnic minorities, and/or zero-car households. The score was calculated based on the concentration of the three individual communities of interest, such that the standard deviation will be compared against the regional average. A one-half mile buffer of each proposed transit stop/stations and park-and-ride lots are used as the surrounding evaluation area. The 2019 ARTP used a five-mile buffer around park-and-ride lots; this has been reduced to ½ mile in the 2020 ARTP. For projects that are not specific to a geographic location, such as fleet investments or systems investments, the score is evaluated as the population impacted by the proposed investment.

   *Data Source: Existing employment data from Longitudinal Employer-Household Dynamics (LEHD) for 2015.*

3. **Existing Employment Density**

   Employment density was evaluated as a trip attractor for transit service. Existing employment density were evaluated as jobs per square mile within a one-half mile buffer of each proposed transit stop/station and park-and-ride lot. The 2019 ARTP used a five-mile buffer around park-and-ride lots; this has been reduced to ½ mile in the 2020 ARTP. For projects that are not specific to a geographic location, such as fleet investments or systems investments, the score is evaluated as the existing employees impacted by the proposed investment. Future Employment Density is evaluated under Performance Measure #5.

   *Data Source: Existing employment data from Longitudinal Employer-Household Dynamics (LEHD) for 2015.*

4. **Existing Low Wage Employment Density**

   To ensure that the projects serve communities with low-wage earners, the Low Wage Employment Density performance measure was developed to determine the projects ability to provide new or developed transit investment within the proposed service area. The definition for low-wage income was determined to be less than $3,333 per month (up to $40,000 per year). Existing employment density for Low Wage Employment was evaluated as low-wage jobs per square mile within a one-half mile
buffer of each proposed transit stop/station and park-and-ride lot. The 2019 ARTP used a five-mile buffer around park-and-ride lots; this has been reduced to ½ mile in the 2020 ARTP. For projects that are not specific to a geographic location, such as fleet investments or systems investments, the score is evaluated as the population impacted by the proposed investment.

Data Source: Existing employment data from LEHD for 2015.

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

To ensure that the projects will be supported by future land use decisions, the Existing/Planned Land Use Mix performance measure was developed to evaluate the increased potential for successful transit service given land use changes around the project. The measure is supported by a review of adopted/approved land use, parking, housing, design policy, and/or land development or economic development agreements that will support implementation of the proposed project.

The measure compares the projected land use type and mix from the Atlanta Regional Commission Unified Growth Policy Map against the existing land use mix, within a one-half mile buffer of proposed transit stops/stations. For projects that are not specific to a geographic location, such as fleet investments or systems investments, the score is evaluated based on the primary impacted service area.

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

Data Sources: Existing land use maps (City and/or County level) and the Atlanta Regional Commissions Unified Growth Policy Map

6. Development/Redevelopment Potential

To measure the projects ability to serve as a catalyst for new development or investment around the project, the Development/ Redevelopment Potential performance measure was developed. This performance measure was calculated as the property value per square foot for commercial and residential properties within a one-half mile buffer of each proposed transit stop/station compared to the county average. The greater the deviation below the average, the greater the potential is for redevelopment. For projects that are not specific to a geographic location, such as fleet investments or systems investments, the score is evaluated as the potential for the investment to further serve as a catalyst for new development and investment in the primary service area.

Data Sources: County-level appraisal data.

Performance Impacts

7. Potential Transit Ridership

To measure the projects anticipated reduction in automobile ridership due to transit ridership, the Potential Transit Ridership performance measure was developed. Travel demand was measured as the number of non-truck trips less than 45 minutes in length, beginning or ending within one-half mile of proposed project transit stops/stations. Potential transit trips are estimated through mode shift percentages based on project type - heavy rail, light rail, Bus
Rapid Transit (BRT), or bus. For projects that are not specific to a geographic location, such as fleet investments or systems investments, the score was evaluated as the number of transit trips expected within the proposed transit investment area.

Data Sources: 2015 ARC travel demand model and Victoria Transport Policy Institute (http://www.vtpi.org/tranelas.pdf)

8. Transit Reliability

The Transit Reliability performance measure was developed to measure project features that promote reliability or enhance transit travel time. Project attributes were derived from project information sponsors submitted during the Call for Projects. These attributes reflect proposed project elements such as queue jumps, dedicated right-of-way, vehicle upgrades, scheduling/operations enhancements, or technology/communications applications.

Data Source: Project Survey

9. Increased Useful Life

The Transit Reliability performance measure was developed to measure project features that promote reliability or enhance transit travel time. Project attributes were derived from the project information sponsors submitted and reflect proposed project elements such as mean distance between failures, increase in average useful life for vehicles, guideways, facilities, or other transit assets.

Data Source: Project Survey

10. Elements to Improve Safety/Security/Environment

The Improve Safety/Security/Environment Performance Measure was developed to measure project features that promote safety, security or the rider, or improve the environment. Project attributes were derived from the sponsor answered survey and reflect proposed project elements such as infrastructure upgrades or enhancements, design improvements, technology, and/or training/outreach programs.

Data Source: Project Survey

Deliverability

11. Financial Plan

The Financial Plan performance measure was developed to ensure the projects have demonstrated support for the project implementation and ongoing operations and maintenance of the proposed projects. The measure evaluates the quality, completeness, and level of risk association with the financial plan information provided by the project sponsor in the project survey. For projects with no information provided, estimates were based off unit-cost assumptions. However, for projects without financial plan information, a risk exists with this score.

Data Source: Project Survey

12. Project Support

The Project Support performance measure was developed to ensure the projects have demonstrated support from government agencies, stakeholders, and the public. Project support was determined from documented letters of support for the proposed investment as provided by the project sponsor as part of the project survey.

Data Source: Project Survey
13. Project Readiness – Schedule, Environmental Impacts

The Project Readiness performance measure was developed to ensure the projects have demonstrated movement towards project development, as well as addressed community or environmental impacts along the proposed project route. Project development activities were determined by the actions that have been completed as they related to the project planning and development schedule. Community/Environmental impacts were derived using data from the Atlanta Regional Commission’s Environmental Resource Inventory which includes brownfields, FEMA Floodplains, Historical Resources, Hazardous Sites, Metro River Protection Act Corridors, Impaired Streams, Trout Streams, Existing Greenspace, Groundwater Research areas, Small Water Supply Watersheds, Wetlands, Rural Areas, and Undeveloped Land.

Data Sources: Project Survey and ARC’s Environmental Resource Inventory

14. Regional Integration

The Regional Integration performance measure was developed to ensure the projects adhere to the existing regional infrastructure or policy to enhance regional transit service or lower overall transit system costs for either the rider or operator. Regional integration was evaluated based on the projects consistency with approved regional transportation or transit policy.

Data Sources: Project Survey and Regional Transportation Plans

The total project score for each project was calculated as the sum across the 14 project-level performance measures. The scores vary by project type (Expansion, Enhancement, and SGR) to accommodate weighting and to compare projects equally.
Then, the total cost of the project (calculated as capital cost plus 20-years operations and maintenance) was divided by the total weighted project score to derive the projects cost-effectiveness. Project cost information was provided by the project sponsor within the Project Survey.

The impact score and cost-effectiveness scores were plotted on a scatter plot. During the 2019 ARTP process, ATL staff, Board, transit operators, and stakeholders determined thresholds for the four quadrants in the scatter plot as outlined below:

- Quadrant 1: Higher impact, > 50 points; Lower cost, < $3.00 (in millions)/point
- Quadrant 2a: Higher impact, > 50 points; Higher cost, > $3.00 (in millions)/point
- Quadrant 2b: Lower impact, < 50 points; Lower cost < $3.00 (in millions)/point
- Quadrant 3: Lower impact, < 50 points; Higher cost > $3.00 (in millions)/point

Table 9: Project-Level Performance Measures and Weights (Points) by Project Type

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

Table 9: Project-Level Performance Measures and Weights (Points) by Project Type
Governing Principles

Projects were also evaluated to determine their ability to advance, or 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. First, each governing principle was assigned a grouping of between two and four performance measures that most closely reflect the objectives of each. These groupings are consistent with the 2019 ARTP. Table 9 shows how the fourteen performance measures were grouped together to measure adherence to each governing principle.

Table 10: Governing Principles by Performance Measure Grouping

<table>
<thead>
<tr>
<th>Governing Principle</th>
<th>Performance Measure 1</th>
<th>Performance Measure 2</th>
<th>Performance Measure 3</th>
<th>Performance Measure 4</th>
</tr>
</thead>
<tbody>
<tr>
<td>Economic Development and Land Use</td>
<td>Existing / Projected Population Density</td>
<td>Existing Employment Density</td>
<td>Existing / Planned Land Use (+/- Community Impacts)</td>
<td>Regional Integration</td>
</tr>
<tr>
<td>Environmental Sustainability</td>
<td>Potential Transit Ridership</td>
<td>Increased Useful Life</td>
<td>Elements to Improve Safety / Security / Environment</td>
<td></td>
</tr>
<tr>
<td>Equity</td>
<td>Existing Population – Communities of Interest</td>
<td>Existing Low Wage Employment Density</td>
<td>+/- Community Impacts</td>
<td>Development / Redevelopment Potential</td>
</tr>
<tr>
<td>Innovation</td>
<td>Transit Reliability</td>
<td>Elements to Improve Safety / Security / Environment</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Mobility and Access</td>
<td>Existing / Projected Population Density</td>
<td>Existing Employment Density</td>
<td>Potential Transit Ridership</td>
<td>Regional Integration</td>
</tr>
<tr>
<td>Return on Investment</td>
<td>Projected Population Density</td>
<td>Existing / Planned Land Use Mix (+/- Community Impacts)</td>
<td>Transit Reliability</td>
<td>Development / Redevelopment Potential</td>
</tr>
</tbody>
</table>
Next, the number of points received for each performance measure in each grouping was summed then divided by the maximum possible points available to that particular grouping to achieve a percentage value measuring adherence to each governing principle. These point values came directly from the Relative Cost to Impact Analysis and include the same weights as from that analysis. Based on these percentage values, each project was assigned a score for each governing principle based on Table 10.

**Table 11: Governing Principles Scores by Percentage Value**

<table>
<thead>
<tr>
<th>Percentage Value</th>
<th>Governing Principle Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>0% - 20%</td>
<td>0</td>
</tr>
<tr>
<td>20% - 40%</td>
<td>1</td>
</tr>
<tr>
<td>40% - 60%</td>
<td>2</td>
</tr>
<tr>
<td>60% - 80%</td>
<td>3</td>
</tr>
<tr>
<td>80% - 100%</td>
<td>4</td>
</tr>
</tbody>
</table>

The process outlined above follows the spirit of the 2019 ARTP process, there were three changes to the methodology in the 2020 ARTP that aim to make the process more intuitive:

1) **All governing principle percentage values are calculated by summing the number of points received for each performance measure in each grouping, then dividing by the maximum possible points in that grouping.** The 2019 ARTP process involved a complex ranking process in which all performance measure points were equally divided into quintiles with upper and lower bounds set based on the results of the universe of projects itself, then scored based on the quintile in which they fell. It was these raw quintile-based scores which were then averaged for four of the six performance measures and equally divided into quintiles again to achieve a score for those governing principles. The outcome of this process is that project scores are not absolute, but rather are relative to the universe of projects. The 2020 process simplified this process and also ensured the project scores are absolute, replicable, and independent of the universe of projects.

2) **Innovation and Return on Investment were evaluated in the same way as the other four governing principles.** In the 2019 ARTP process, scores for these two governing principles were calculated in an even more complex process in which dummy values were created in lieu of the scoring process described previously. The 2020 process simplified the process by using the same methodology across all six governing principles.

3) **All governing principles scores were based on evenly distributed, absolute upper and lower bounds between 0 and 100 percent.** In both the 2019 and 2020 ARTP processes, the scores for each governing principle are 0, 1, 2, 3, or 4 based on the quintile in which they fall. However, in the 2019 ARTP process, upper and lower bounds of each quintile are set relative to the universe of projects itself, resulting in a relative, non-replicable set of results. The 2020 ARTP process sets absolute, simple upper and lower bounds of each quintile of 20-40-60-80-100 percent.

Finally, the six resulting governing principle scores for each project were then summed to achieve a cumulative score capturing projects that most broadly support the ATL’s governing principles as a whole. The maximum possible cumulative score is 24.
B. Plan-Level Analysis Methodology

Following the project-level evaluation, the ARTP project list was evaluated on its impacts to the region using the Atlanta Regional Commission’s (ARC) Activity Based Travel Demand Model (ABM). The future horizon year of the plan is 2050, consistent with the latest ABM released from ARC. The study area is the 13-county Atlanta metro area. Projects that could be coded (inputted) were run through the model to determine how the ARTP performs. The ARC model cannot directly evaluate impacts of system/asset management projects, technology investments, or other on-demand service such as micro-transit or paratransit. Therefore the 2020 ARTP plan level evaluation suggests a conservative estimation of the impacts.

In total, 148 projects coded in the 2050 Build scenario, which is 60% of the total projects, compared to 46% (88 projects) in 2019. All the projects coded in the 2050 Build Scenario were reviewed in terms of location accuracy and information accuracy before running the analysis. This included overlaying the model network with GIS shapefiles to help check the geographic accuracy. Another quality check was conducted to verify the reasonableness of the model output by comparing to other regional model outputs.
The 2050 Build Scenario (meaning the future year with all planning transit projects from the ARTP as well as planned projects from ARC’s Regional Transportation Plan) was compared to a 2050 No-Build Scenario (meaning a future year in which no transit improvements are made) to quantify the benefits of the ARTP. It should be noted that the No-Build Scenario removed any future ATL projects already coded in the ARC 2050 ABM except for the projects that are already committed for construction funding in ARC’s Transportation Improvement Program (TIP).

There are three types of benefits that were evaluated and measured - **Direct, Indirect, and Cumulative**. More information about each of these follows.

**Direct/User Benefits**

Direct and/or User Benefits for the travelling public include both transit users and highway users. The benefits include transit trips increase, vehicle miles travelled decrease, vehicle hours delay savings, job access improvements, and driving the economy. ARC’s regional travel demand models were used to estimate the impacts of the ARTP transit projects to the network and traffic flow. Two travel demand models were used:

1. **2050 Existing + Committed (E+C)/No Build** - a future year scenario of how 1) population and employment projected for 2050; and 2) no additional transit projects beyond what are already committed for construction funding, inclusive of the GDOT MMIP, will impact the future network and traffic flow; and

2. **2050 Build** - a future year scenario reflecting future network and traffic flow considering 1) population and employment projected for 2050; and 2) 2020 ARTP transit projects plus what are already committed for construction funding, inclusive of the GDOT MMIP, will impact the future network and traffic flow.

Additionally, 2020 existing population and employment data were used to compare with population and employment projected for 2050, to estimate the job access improvement, and the analysis was conduction using ArcGIS.

**Indirect/Public Benefits**

Benefits for the public consider secondary impacts of implementing the 2020 ARTP. The benefits include reduction in carbon emissions, reduction in gallons of fuel, and reduction in crashes. A Benefit-Cost Analysis was conducted to estimate the indirect benefits. The inputs of the Benefit-Cost Analysis were derived from ARC 2050 E+C/No Build and ARC 2050 Build travel demand models.

**Cumulative Direct and Indirect Benefits**

These benefits are monetized and aggregated in relation to cost, leveraging data from the BCA model, guidance from the Environmental Protection Agency (EPA), and USDOT guidance for vehicle crashes, injuries, and fatalities.

Several plan level evaluation metrics were presented in Sections 3 and 5 of the main report document, categorized by ATL Governing Principles. This appendix contains additional measures that were calculated.

**Economic Development and Land Use**

- Shopping or recreational trip share would increase 1% compared to No-Build scenario
Environmental Sustainability

- Annual Reduction in carbon emissions:
  - 969 kilograms of volatile organic compounds (VOC) from idling vehicles,
  - 1,272 kilograms of nitrogen oxides (NOx) from idling vehicles, and
  - 18 kilograms of particulate matter 2.5 (PM2.5) from idling trucks
  - 2,994,124 gallons of fuel ($6,618,486) will be saved over the plan horizon (30 years)

Equity

- Number/percent of projects by county

Table 12: Project Numbers by County

<table>
<thead>
<tr>
<th>County</th>
<th>Number of Projects</th>
<th>Percentage of Projects</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cherokee</td>
<td>5</td>
<td>1%</td>
</tr>
<tr>
<td>Clayton</td>
<td>41</td>
<td>10%</td>
</tr>
<tr>
<td>Cobb</td>
<td>34</td>
<td>8%</td>
</tr>
<tr>
<td>Coweta</td>
<td>3</td>
<td>1%</td>
</tr>
<tr>
<td>DeKalb</td>
<td>101</td>
<td>24%</td>
</tr>
<tr>
<td>Douglas</td>
<td>20</td>
<td>5%</td>
</tr>
<tr>
<td>Fayette</td>
<td>0</td>
<td>0%</td>
</tr>
<tr>
<td>Forsyth</td>
<td>4</td>
<td>1%</td>
</tr>
<tr>
<td>Fulton</td>
<td>108</td>
<td>25%</td>
</tr>
<tr>
<td>Gwinnett</td>
<td>104</td>
<td>24%</td>
</tr>
<tr>
<td>Henry</td>
<td>4</td>
<td>1%</td>
</tr>
<tr>
<td>Paulding</td>
<td>0</td>
<td>0%</td>
</tr>
<tr>
<td>Rockdale</td>
<td>3</td>
<td>1%</td>
</tr>
</tbody>
</table>

- Cost/percent of projects by county

Table 13: Percentage of Cost by County

<table>
<thead>
<tr>
<th>County</th>
<th>Cost of Projects</th>
<th>Percentage of Costs</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cherokee</td>
<td>$5,424,690</td>
<td>0.02%</td>
</tr>
<tr>
<td>Clayton</td>
<td>$1,372,313,494</td>
<td>4.83%</td>
</tr>
<tr>
<td>Cobb</td>
<td>$1,174,147,031</td>
<td>4.13%</td>
</tr>
<tr>
<td>Coweta</td>
<td>$3,088,165</td>
<td>0.01%</td>
</tr>
<tr>
<td>DeKalb</td>
<td>$7,645,039,672</td>
<td>26.92%</td>
</tr>
<tr>
<td>Douglas</td>
<td>$64,247,033</td>
<td>0.23%</td>
</tr>
<tr>
<td>Fayette</td>
<td>$0</td>
<td>0%</td>
</tr>
<tr>
<td>Forsyth</td>
<td>$4,131,685</td>
<td>0.01%</td>
</tr>
<tr>
<td>Fulton</td>
<td>$8,539,681,603</td>
<td>30.06%</td>
</tr>
<tr>
<td>Gwinnett</td>
<td>$9,579,622,820</td>
<td>33.73%</td>
</tr>
<tr>
<td>Henry</td>
<td>$13,545,953</td>
<td>0.05%</td>
</tr>
<tr>
<td>Paulding</td>
<td>$0</td>
<td>0%</td>
</tr>
<tr>
<td>Rockdale</td>
<td>$3,088,165</td>
<td>0.01%</td>
</tr>
</tbody>
</table>

- 4% increase in low-income household within a quarter mile to low capacity transit stops or stations
- 6% increase in minority household within a quarter mile to low capacity transit stops or stations
- 8% increase in aging populations within a quarter mile to low capacity transit stops or stations
- 7% increase in ADA populations within a quarter mile to low capacity transit stops or stations
- 8% increase in low-wage jobs (less than $3,333 per month) within a quarter mile to low capacity transit stops or stations
Innovation

- 72% of projects have technology enhancements to increase safety

Mobility and Access

- Transit Trips
  - The total transit passenger miles traveled would increase to 1,960,643,950, which would be a 63% increase compared to 2050 No-Build Scenario
  - Transit trips during AM and PM peak (typical weekday) would increase to 387,050, which would be a 39% increase compared to 2050 No-Build Scenario
  - Single occupied vehicle trips during AM and PM peak (typical weekday) would decrease to 6,581,500, which would be a 3% decrease compared to 2050 No-Build Scenario
  - Transit trips during AM and PM to and from economic/activity centers would increase to 263,550, which would be a 31% increase compared to 2050 No-Build Scenario
- Reduction in vehicle miles traveled
  - Vehicle miles traveled would decrease by 2.7 million miles due to transit, bike, and pedestrian trips
- Reduction in vehicle delay
- Vehicle hours delay savings for automobiles is 0.2%, and 0.1% for trucks
- 3.7% increase in low-income household within quarter mile to low capacity transit stops or stations
- 122% increase in middle income household within quarter mile to low capacity transit stops or stations
- Mode option (percentage of projects by mode)
  - Arterial rapid transit 22/9%
  - Bus rapid transit 32/13%
  - Commuter bus/ Express bus 15/6%
  - Commuter rail 1/0.4%
  - Bus 57/23%
  - Heavy rail 8/3%
  - Light rail transit 13/5%

Return on Investment\(^1\)

- 6-year project cost will be $1.1 billion, and return on investment will be $5.7 billion
- 20-year project cost will be $8.2 billion, and return on investment will be $41.1 billion

\(^1\) It should be noted that the ROI is a ratio determined by the American Public Transportation Association (APTA) in their 2020 report Economic Impact of Public Transportation Investment (April 2020). In this report, they found that for every $1 billion invested in public transportation there can be an expected return of $5 billion in economic impact, or $1 to $5. Factors that went into the modeling and economic impact assessment include:

- Volume of Business Revenues or Sales
- Gross Domestic Product: reflecting business profit, personal income, and taxes
- Labor Income: wages/payroll and benefits
- Tax Revenue
• Cost/return on investment of projects by ATL district

Table 14: Percentage of Cost by District

<table>
<thead>
<tr>
<th>District</th>
<th>Cost of Projects</th>
<th>Return on Investment</th>
</tr>
</thead>
<tbody>
<tr>
<td>District 1</td>
<td>$397,932,813</td>
<td>$1,989,644,066</td>
</tr>
<tr>
<td>District 2</td>
<td>$5,317,370,956</td>
<td>$26,586,854,781</td>
</tr>
<tr>
<td>District 3</td>
<td>$4,172,646,235</td>
<td>$20,863,231,175</td>
</tr>
<tr>
<td>District 4</td>
<td>$216,279,203</td>
<td>$1,081,396,013</td>
</tr>
<tr>
<td>District 5</td>
<td>$8,762,595</td>
<td>$43,812,975,705</td>
</tr>
<tr>
<td>District 6</td>
<td>$3,242,593,177</td>
<td>$16,212,965,883</td>
</tr>
<tr>
<td>District 7</td>
<td>$1,436,021,169</td>
<td>$7,180,105,843</td>
</tr>
<tr>
<td>District 8</td>
<td>$1,669,881,695</td>
<td>$8,349,408,477</td>
</tr>
<tr>
<td>District 9</td>
<td>$457,253,406</td>
<td>$12,286,267,031</td>
</tr>
<tr>
<td>District 10</td>
<td>$784,486,707</td>
<td>$3,922,433,536</td>
</tr>
</tbody>
</table>

• Cost/return on investment of projects by county

Table 15: Percentage of Cost by County

<table>
<thead>
<tr>
<th>County</th>
<th>Cost of Projects</th>
<th>Return on Investment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cherokee</td>
<td>$5,424,690</td>
<td>$27,123,450</td>
</tr>
<tr>
<td>Clayton</td>
<td>$1,372,313,494</td>
<td>$6,861,567,471</td>
</tr>
<tr>
<td>Cobb</td>
<td>$1,174,147,031</td>
<td>$5,870,735,157</td>
</tr>
<tr>
<td>Coweta</td>
<td>$3,088,165</td>
<td>$15,440,825</td>
</tr>
<tr>
<td>DeKalb</td>
<td>$7,645,039,672</td>
<td>$38,225,198,362</td>
</tr>
<tr>
<td>Douglas</td>
<td>$64,247,033</td>
<td>$321,235,166</td>
</tr>
<tr>
<td>Fayette</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Forsyth</td>
<td>$4,131,685</td>
<td>$20,658,425</td>
</tr>
<tr>
<td>Fulton</td>
<td>$8,539,681,603</td>
<td>$42,698,408,015</td>
</tr>
<tr>
<td>Gwinnett</td>
<td>$9,579,622,820</td>
<td>$47,898,114,101</td>
</tr>
<tr>
<td>Henry</td>
<td>$13,545,953</td>
<td>$67,729,765</td>
</tr>
<tr>
<td>Paulding</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Rockdale</td>
<td>$3,088,165</td>
<td>$15,440,825</td>
</tr>
</tbody>
</table>

• Long term project cost will be $19.6 billion, and return on investment will be $98 billion

• Regionally significant project cost will be $22.9 billion, and return on investment will be $114.7 billion

• The ROI will reflect the American Public Transportation Association’s (APTA) calculated benchmarks regarding transit investment. APTA data shows that across the nation, the average ROI for transit investment is $5.00 for every $1.00 invested. This national benchmark will be included; however, the ROI will not be calculated for the system-wide plan as the cost estimates for projects are at a high level and may not accurately reflect the actual investment once they are made.
C. District Level Project Maps

This appendix provides district-level maps of projects for each of the 10 ATL districts. Projects that impact an entire transit system, such as system-wide frequency improvements, are not included on these maps to improve clarity. System-wide projects are included in the complete project lists, available in Appendix C.
Figure 38: District 1 Corridor Projects

NOTE: Projects impacting an entire transit system, service, or infrastructure, such as systemwide frequency improvements to local bus routes, are not displayed on this map.
Figure 39: District 1 Single-Location Projects
Figure 40: District 2 Corridor Projects

NOTE: Projects impacting an entire transit system, service, or infrastructure, such as systemwide frequency improvements to local bus routes, are not displayed on this map.
Figure 41: District 2 Single-Location Projects
NOTE: Projects impacting an entire transit system, service, or infrastructure, such as systemwide frequency improvements to local bus routes, are not displayed on this map.

Figure 42: District 3 Corridor Projects
Figure 43: District 3 Single-Location Projects
Figure 44: District 4 Corridor Projects

NOTE: Projects impacting an entire transit system, service, or infrastructure, such as systemwide frequency improvements to local bus routes, are not displayed on this map.
Figure 45: District 4 Single-Location Projects
Figure 46: District 5 Corridor Projects

NOTE: Projects impacting an entire transit system, service, or infrastructure, such as systemwide frequency improvements to local bus routes, are not displayed on this map.
Figure 47: District 5 Single-Location Projects
Figure 48: District 6 Corridor Projects

Expansion
Enhancement
State of Good Repair

NOTE: Projects impacting an entire transit system, service, or infrastructure, such as systemwide frequency improvements to local bus routes, are not displayed on this map.
Figure 50: District 7 Corridor Projects

NOTE: Projects impacting an entire transit system, service, or infrastructure, such as systemwide frequency improvements to local bus routes, are not displayed on this map.
Figure 51: District 7 Single-Location Projects
Figure 52: District 8 Corridor Projects

NOTE: Projects impacting an entire transit system, service, or infrastructure, such as systemwide frequency improvements to local bus routes, are not displayed on this map.
Figure 53: District 8 Single-Location Projects
Figure 54: District 9 Corridor Projects

NOTE: Projects impacting an entire transit system, service, or infrastructure, such as systemwide frequency improvements to local bus routes, are not displayed on this map.
Figure 55: District 9 Single-Location Projects
NOTE: Projects impacting an entire transit system, service, or infrastructure, such as systemwide frequency improvements to local bus routes, are not displayed on this map.

**Figure 56:** District 10 Single-Location Projects
No point projects were proposed for District 10.
D. Project Lists
<table>
<thead>
<tr>
<th>Project #</th>
<th>Project Name</th>
<th>Project Sponsor</th>
<th>Assumed Operator</th>
<th>Project Description</th>
<th>Project Type</th>
<th>Capital Costs</th>
<th>O&amp;M Cost</th>
<th>Total Cost</th>
<th>Quadrant Result</th>
<th>Regionally Significant?</th>
<th>Horizon Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>7</td>
<td>MARTA West Line High Capacity Transit</td>
<td>City of Atlanta</td>
<td>MARTA</td>
<td>Heavy rail extension to the interchange of Martin Luther King, Jr. Drive and I-285 and a Bus Rapid Transit (BRT) segment along I-20 to Fulton Industrial Boulevard. Three transit stations are included as part of the alternative (two BRT stations and one heavy rail station). The next steps include developing a phasing strategy for the BRT and heavy rail segments.</td>
<td>Expansion</td>
<td>$250.0M</td>
<td>$33.6M</td>
<td>$283.6M</td>
<td>Quad 2a</td>
<td>Yes</td>
<td>None</td>
</tr>
<tr>
<td>8</td>
<td>Northwest Regional High Capacity Transit Corridor</td>
<td>City of Atlanta</td>
<td>CobbLinc</td>
<td>2.5 miles of bus rapid transit potentially operating in dedicated lanes for all or a significant portion of the alignment. The proposed bus rapid transit facility could accommodate one or more stations in the Atlantic Station development as determined necessary in future studies. Capital and operating cost estimates associated with the recommended alternative in the EA have been scaled down using the 2.5 mile portion of the alignment within the City of Atlanta boundary.</td>
<td>Expansion</td>
<td>$491.0M</td>
<td>$140.0M</td>
<td>$631.0M</td>
<td>Quad 2a</td>
<td>Yes</td>
<td>None</td>
</tr>
<tr>
<td>11</td>
<td>Commuter Vanpool Replacement Vehicles</td>
<td>Connect Douglas</td>
<td>Connect Douglas</td>
<td>New vehicles for vanpool fleet</td>
<td>State of Good Repair</td>
<td>$266K</td>
<td>$30K</td>
<td>$296K</td>
<td>Quad 2b</td>
<td>No</td>
<td>None</td>
</tr>
<tr>
<td>12</td>
<td>Staff Vehicles</td>
<td>Connect Douglas</td>
<td>Connect Douglas</td>
<td>Staff vehicles are needed to respond to issues with the Connect Douglas transit system, to monitor buses and routes, and to provide transportation to meetings and conferences related to transit.</td>
<td>Enhancement</td>
<td>$46K</td>
<td>$8K</td>
<td>$54K</td>
<td>Quad 2b</td>
<td>No</td>
<td>6-year</td>
</tr>
<tr>
<td>15</td>
<td>Fixed Route Vehicles</td>
<td>Connect Douglas</td>
<td>Connect Douglas</td>
<td>Eighteen 15-passenger cutaways during the period 2020 to 2025 to enhance Douglas County's fixed route service. Twelve of the vehicles will be used to reduce headway on existing routes and expand service into areas currently not served. Another six of the 15-passenger vehicles will be used to replace units that have reached or exceeded their useful life.</td>
<td>Expansion</td>
<td>$1.2M</td>
<td>$324K</td>
<td>$1.5M</td>
<td>Quad 1</td>
<td>Yes</td>
<td>6-year</td>
</tr>
<tr>
<td>16</td>
<td>Vehicles for Paratransit Expansion</td>
<td>Connect Douglas</td>
<td>Connect Douglas</td>
<td>Douglas County recently implemented fixed route service and accompanying ADA paratransit service. Currently two 15-passenger cutaways are used for paratransit service. Over the next 7 years, Douglas County estimates it will need 7 additional 15-passenger cutaways to handle the paratransit demand.</td>
<td>Expansion</td>
<td>$455K</td>
<td>$49K</td>
<td>$504K</td>
<td>Quad 1</td>
<td>No</td>
<td>6-year</td>
</tr>
<tr>
<td>17</td>
<td>Vehicles for Vanpool Expansion</td>
<td>Connect Douglas</td>
<td>Connect Douglas</td>
<td>Since 1987, Douglas County has operated a vanpool program designed to take commuters to job locations. Douglas County currently has 35 daily vanpool routes, but intends to create at least one new route per year over the next seven years. New vehicles are needed to accommodate this growth.</td>
<td>Expansion</td>
<td>$320K</td>
<td>$49K</td>
<td>$369K</td>
<td>Quad 2a</td>
<td>No</td>
<td>6-year</td>
</tr>
<tr>
<td>Project #</td>
<td>Project Name</td>
<td>Project Sponsor</td>
<td>Project Description</td>
<td>Project Type</td>
<td>Capital Costs</td>
<td>O&amp;M Cost</td>
<td>Total Cost</td>
<td>Quadrant</td>
<td>Regionally Significant?</td>
<td>Horizon Year</td>
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</tr>
<tr>
<td>18</td>
<td>Fixed Route, Paratransit Replacement Vehicles</td>
<td>Connect Douglas</td>
<td>Replacing fixed route and paratransit vehicles that have reached or exceeded their useful life of 5 years or 125,000 miles.</td>
<td>State of Good Repair</td>
<td>$780K</td>
<td>$90K</td>
<td>$870K</td>
<td>Quad 1</td>
<td>No</td>
<td>6-year</td>
<td></td>
</tr>
<tr>
<td>19</td>
<td>Bus shelters and passenger amenities</td>
<td>Connect Douglas</td>
<td>20 passenger shelters at $10,00 25 passenger benches at $2,000 each 50 trash receptacles at $1,000.</td>
<td>Expansion</td>
<td>$300K</td>
<td>$7K</td>
<td>$307K</td>
<td>Quad 1</td>
<td>No</td>
<td>6-year</td>
<td></td>
</tr>
<tr>
<td>20</td>
<td>Hardware/Farebox Upgrades</td>
<td>Connect Douglas</td>
<td>Douglass County currently has basic hand-manipulated fares boxes in all of its fixed route and paratransit vehicles. Douglass County is trying to program money that will be available when a regional farebox/payment system is identified which will require upgrades to existing equipment.</td>
<td>Enhancement</td>
<td>$250K</td>
<td>$7K</td>
<td>$257K</td>
<td>Quad 2a</td>
<td>No</td>
<td>6-year</td>
<td></td>
</tr>
<tr>
<td>21</td>
<td>Software</td>
<td>Connect Douglas</td>
<td>Software that can enhance fixed route scheduling, automatic vehicle locators and various passenger apps.</td>
<td>Enhancement</td>
<td>$300K</td>
<td>$15K</td>
<td>$315K</td>
<td>Quad 2a</td>
<td>No</td>
<td>6-year</td>
<td></td>
</tr>
<tr>
<td>22</td>
<td>Security/Surveillance</td>
<td>Connect Douglas</td>
<td>Installing fencing around the perimeter of the Douglass County Transportation Center, approximately 12 acres, and replacing the camera surveillance system at the Transportation Center.</td>
<td>Enhancement</td>
<td>$250K</td>
<td>$10K</td>
<td>$260K</td>
<td>Quad 1</td>
<td>No</td>
<td>6-year</td>
<td></td>
</tr>
<tr>
<td>23</td>
<td>Land Acquisition</td>
<td>Connect Douglas</td>
<td>Connect Douglass does not have sufficient park and ride capabilities in the Liberty Road and Thornton Road areas. Both of these locations are at the far ends of the west and east boundaries of the county. These two proposed facilities would be used by Douglass commuters and commuters from adjoining counties such as Carroll, Paulding and Fulton. Connect Douglass will have to acquire land in order to construct these two facilities.</td>
<td>Expansion</td>
<td>$4.0M</td>
<td>-</td>
<td>$4.0M</td>
<td>Quad 1</td>
<td>No</td>
<td>6-year</td>
<td></td>
</tr>
<tr>
<td>24</td>
<td>Park and ride lot construction</td>
<td>Connect Douglas</td>
<td>The proposed Liberty Road area would serve west Douglass County as well as commuters from Haralson, Paulding and Carroll Counties. Douglass County proposes a park and ride lot that would accommodate 150 to 200 cars in the Liberty Road area. The Thornton Road lot would also accommodate 150 to 200 cars and would be utilized by commuters from Douglass, Paulding, Cobb and Fulton Counties. Date for the start of construction is anticipated in June 2024.</td>
<td>Expansion</td>
<td>$5.0M</td>
<td>$20K</td>
<td>$5.0M</td>
<td>Quad 1</td>
<td>No</td>
<td>6-year</td>
<td></td>
</tr>
<tr>
<td>30</td>
<td>Aerotropolis Mobility District</td>
<td>Aerotropolis CIDs</td>
<td>MARTA 1-year pilot on-demand microtransit program which would be funded in partnership with the AACIDs and local government, which would supplement MARTA service and focus on 3rd shift (overnight) workers.</td>
<td>Expansion</td>
<td>$1.3M</td>
<td>-</td>
<td>$1.3M</td>
<td>Quad 1</td>
<td>Yes</td>
<td>6-year</td>
<td></td>
</tr>
<tr>
<td>Project #</td>
<td>Project Name</td>
<td>Project Sponsor</td>
<td>Assumed Operator</td>
<td>Project Description</td>
<td>Project Type</td>
<td>Capital Costs</td>
<td>O&amp;M Cost</td>
<td>Total Cost</td>
<td>Quadrant Result</td>
<td>Regionally Significant?</td>
<td>Horizon Year</td>
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</tr>
<tr>
<td>33</td>
<td>Aerotropolis Intermodal Transportation Center</td>
<td>Aerotropolis CID</td>
<td>MARTA</td>
<td>The Intermodal Transportation Center (ITC) within the Aerotropolis will enhance multimodal connectivity and accessibility. The ITC would be a centralized transportation hub that provides connectivity between several modes while providing high-tech passenger amenities that would be expected within the terminals of an international airport.</td>
<td>Enhancement</td>
<td>$50.0M</td>
<td>-</td>
<td>$50.0M</td>
<td>Quad 1</td>
<td>No</td>
<td>20-year</td>
</tr>
<tr>
<td>34</td>
<td>Capitol Ave / Summerhill BRT</td>
<td>MARTA</td>
<td>MARTA</td>
<td>Defined stations with amenities and signage, Transit Signal Priority, Dedicated/managed running way, and Off-board fare collection. Level platform boarding</td>
<td>Expansion</td>
<td>$96.0M</td>
<td>$80.0M</td>
<td>$176.0M</td>
<td>Quad 2b</td>
<td>Yes</td>
<td>6-year</td>
</tr>
<tr>
<td>36</td>
<td>Clifton Corridor (Phase 1)</td>
<td>MARTA</td>
<td>MARTA</td>
<td>Defined stations with amenities and signage, Transit Signal Priority, Dedicated/managed running way, and Off-board fare collection. Level platform boarding</td>
<td>Expansion</td>
<td>$1.7B</td>
<td>$138.6M</td>
<td>$1.9B</td>
<td>Quad 1</td>
<td>Yes</td>
<td>20-year</td>
</tr>
<tr>
<td>37</td>
<td>New Service / New Technology Town Center Autonomous Shuttle</td>
<td>City of Chamblee</td>
<td>MARTA</td>
<td>The proposed investment is for a shared autonomous vehicle (SAV) pilot project along the 2.1 mile Peachtree Road route in Chamblee. The investment will provide necessary connections to employment, amenities, and housing using a self-driving shuttle to connect MARTA inside I-285.</td>
<td>Expansion</td>
<td>$2.0M</td>
<td>$20.0M</td>
<td>$22.0M</td>
<td>Quad 1</td>
<td>No</td>
<td>20-year</td>
</tr>
<tr>
<td>38</td>
<td>Multi-Modal Mobility Hub and MARTA Station Reconfiguration</td>
<td>City of Chamblee</td>
<td>MARTA</td>
<td>Multi-modal mobility hub to be located on the north side of the Chamblee MARTA station and a reconfiguration of the MARTA station to provide a connection across the railroad corridor to improve connectivity for transit (rail, bus, and autonomous shuttle), vehicular, bicycle (and bike share program), pedestrian, and micro-mobility (dockless bicycles, scooters, and other small self-powered vehicle) traffic.</td>
<td>Enhancement</td>
<td>$1.5M</td>
<td>$400K</td>
<td>$1.9M</td>
<td>Quad 2b</td>
<td>No</td>
<td>None</td>
</tr>
<tr>
<td>39</td>
<td>Aerotropolis Corporate Crescent Circulator - Phase I</td>
<td>Aerotropolis CID</td>
<td>MARTA</td>
<td>The Corporate Crescent circulator system is a recommendation out of the Aerotropolis Transit Feasibility Study that provides a feeder system to the larger regional transit system, primarily MARTA.</td>
<td>Expansion</td>
<td>$10.0M</td>
<td>-</td>
<td>$10.0M</td>
<td>Quad 2b</td>
<td>Yes</td>
<td>6-year</td>
</tr>
<tr>
<td>45</td>
<td>South Fulton Parkway Rapid Transit in Dedicated Lanes</td>
<td>Fulton County</td>
<td>MARTA</td>
<td>Rubber wheel rapid transit from the College Park MARTA Station to Highway 92 in dedicated transit lanes to be added to the corridor with stations at Highway 29, Stonewall Tell Road, and Campbellton-Fairburn Road/Highway 92. The system will run in new, dedicated lanes along South Fulton Parkway between Highway 29 and Highway 92, will include station infrastructure adjacent to South Fulton Parkway, and pedestrian connections to station areas and surrounding environs.</td>
<td>Expansion</td>
<td>$145.0M</td>
<td>$130.0M</td>
<td>$275.0M</td>
<td>Quad 2b</td>
<td>Yes</td>
<td>20-year</td>
</tr>
<tr>
<td>Project #</td>
<td>Project Name</td>
<td>Project Sponsor</td>
<td>Assumed Operator</td>
<td>Project Description</td>
<td>Project Type</td>
<td>Capital Costs</td>
<td>O&amp;M Cost</td>
<td>Total Cost</td>
<td>Quadrant Result</td>
<td>Regionally Significant?</td>
<td>Horizon Year</td>
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</tr>
<tr>
<td>60</td>
<td>Town Center/Big Shanty Park and Ride Expansion</td>
<td>Xpress</td>
<td>Xpress</td>
<td>The proposed expansion would add 200 additional parking stalls to the park-and-ride lot. The expansion would allow for future commuter bus expansion from Cobb and Cherokee counties to Midtown Atlanta, Downtown Atlanta and Perimeter Center.</td>
<td>Enhancement</td>
<td>$9.8M</td>
<td>$840K</td>
<td>$10.6M</td>
<td>Quad 1</td>
<td>No</td>
<td>6-year</td>
</tr>
<tr>
<td>61</td>
<td>Hickory Grove Park and Ride</td>
<td>Xpress</td>
<td>Xpress</td>
<td>The proposed project would build a new park and ride lot north of Hickory Grove Road and west of I-75. Xpress route 480 would serve the park-and-ride using the I-75 express lanes for a portion of the trip to downtown Atlanta.</td>
<td>Expansion</td>
<td>$7.9M</td>
<td>$512K</td>
<td>$8.4M</td>
<td>Quad 1</td>
<td>No</td>
<td>6-year</td>
</tr>
<tr>
<td>62</td>
<td>Sugarloaf Park and Ride</td>
<td>Xpress</td>
<td>Xpress</td>
<td>The project includes 335 parking spaces. The expansion would allow for future commuter bus expansion from Gwinnett County to Midtown Atlanta, Perimeter Center and Lindbergh MARTA.</td>
<td>Expansion</td>
<td>$14.5M</td>
<td>$297K</td>
<td>$14.8M</td>
<td>Quad 2a</td>
<td>No</td>
<td>6-year</td>
</tr>
<tr>
<td>63</td>
<td>Mt. Carmel Park and Ride</td>
<td>Xpress</td>
<td>Xpress</td>
<td>The project includes 489 parking spaces. The expansion would allow for future commuter bus expansion from Henry County to Downtown Atlanta.</td>
<td>Expansion</td>
<td>$9.0M</td>
<td>$428K</td>
<td>$9.4M</td>
<td>Quad 1</td>
<td>No</td>
<td>6-year</td>
</tr>
<tr>
<td>64</td>
<td>Commuter Bus Vehicle Replacement (Electric) and Charging Infrastructure</td>
<td>Xpress</td>
<td>Xpress</td>
<td>The project includes costs for 20 electric replacement buses and 20 charging stations, as well as associated costs for technical assistance, inspections, technology integration and other power infrastructure.</td>
<td>State of Good Repair</td>
<td>$31.4M</td>
<td>$3.0M</td>
<td>$34.4M</td>
<td>Quad 1</td>
<td>No</td>
<td>None</td>
</tr>
</tbody>
</table>
| 66       | Xpress Park and Ride Technology Upgrades | Xpress          | Xpress          | *The transit technology innovation aspect of the project creates an integrated park-and-ride technology network that improves safety, real-time information, monitoring and operations. The project includes the following components:  
• Advanced Traveler Information System (ATIS); the project provides Changeable Message Signs (CMS) and an integrated PA System; next generation CADF/AVL (Clever) and public facing “Find-my-Bus” Apps integration; and integration with Xpress Transit Dispatch Operations and Regional AVIS (MARTA AVIS).  
• Build new ITS Network*  
<p>| Enhancement     | $7.1M        | -          | $7.1M      | Quad 2b       | Yes                     | None         |
| 69       | Transit Signal Priority               | CobbLinc        | CobbLinc        | Transit signal prioritization will expand from City of Marietta to the adaptive signals in Cumberland CID and Town Center CID. All CobbLinc local buses are equipped with the necessary technology to request signal priority. This project will add 70 signals to the existing 52 signals.                                                                                                                                                                                                 | Enhancement     | $500K        | $300K    | $800K      | Quad 1          | Yes                    | 6-year       |</p>
<table>
<thead>
<tr>
<th>Project #</th>
<th>Project Name</th>
<th>Project Sponsor</th>
<th>Assumed Operator</th>
<th>Project Description</th>
<th>Project Type</th>
<th>Capital Costs</th>
<th>O&amp;M Cost</th>
<th>Total Cost</th>
<th>Quadrant</th>
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<th>Horizon Year</th>
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<tbody>
<tr>
<td>70</td>
<td>ADA Compliant Sidewalks</td>
<td>CobbLinc</td>
<td>CobbLinc</td>
<td>The project proposes to bring sidewalks, curb ramps, and crosswalks into compliance with the ADA along CobbLinc local bus routes within unincorporated Cobb County. As part of the Cobb County ADA Transition Plan 2018 update, over $6 million in noncompliant infrastructure was identified. This project proposes to remedy these deficiencies.</td>
<td>State of Good Repair</td>
<td>$6.3M</td>
<td>-</td>
<td>$6.3M</td>
<td>Quad 1</td>
<td>No</td>
<td>6-year</td>
</tr>
<tr>
<td>71</td>
<td>BRT-15 Buford Highway High Capacity Transit</td>
<td>City of Brookhaven</td>
<td>MARTA</td>
<td>The proposed transit investment includes a Bus Rapid Transit (BRT) system running in exclusive lanes along Buford Highway from the Lindbergh MARTA Station to the Doraville MARTA Station and is approximately 11 miles in length. The investment will include stations with shelters, fare vending machines, and passenger information, exclusive lanes and signal priority equipment at intersections, and new revenue vehicles.</td>
<td>Enhancement</td>
<td>$220.0M</td>
<td>$60.0M</td>
<td>$280.0M</td>
<td>Quad 1</td>
<td>Yes</td>
<td>20-year</td>
</tr>
<tr>
<td>72</td>
<td>Cumberland Transfer Center</td>
<td>CobbLinc</td>
<td>CobbLinc</td>
<td>An expanded and relocated Cumberland Transfer Center will be located in the Cumberland business district near its current location. The transfer center serves as a connection point for 8 local and limited-stops routes. The current location creates operational challenges for CobbLinc buses.</td>
<td>Enhancement</td>
<td>$50.0M</td>
<td>$1.0M</td>
<td>$51.0M</td>
<td>Quad 2a</td>
<td>Yes</td>
<td>6-year</td>
</tr>
<tr>
<td>73</td>
<td>Marietta Transfer Center</td>
<td>CobbLinc</td>
<td>CobbLinc</td>
<td>An expanded and relocated Marietta Transfer Center will be located near Roswell Road and I-75. The transfer center serves as a connection point for 9 local and limited-stops routes. The new facility will include more bus bays, more car parking, bicycle parking, taxi drop-off/pick-up area, and rider information technology.</td>
<td>Enhancement</td>
<td>$50.0M</td>
<td>$1.0M</td>
<td>$51.0M</td>
<td>Quad 2a</td>
<td>No</td>
<td>6-year</td>
</tr>
<tr>
<td>74</td>
<td>South Cobb Transfer Center</td>
<td>CobbLinc</td>
<td>CobbLinc</td>
<td>A new South Cobb Transfer Center will be located near the intersection of Austell Road and East-West Connector. The transfer center serves as a connection point for 2 local routes and demand-responsive service.</td>
<td>Expansion</td>
<td>$8.0M</td>
<td>$500K</td>
<td>$8.5M</td>
<td>Quad 2a</td>
<td>No</td>
<td>6-year</td>
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<tr>
<td>75</td>
<td>Marietta Maintenance Facility</td>
<td>CobbLinc</td>
<td>CobbLinc</td>
<td>The existing Marietta Maintenance Facility will be expanded to serve an additional 100 vehicles. This project includes increasing bus parking, bus maintenance bays/lifts, electric charging infrastructure, and other operations related facilities.</td>
<td>Enhancement</td>
<td>$15.0M</td>
<td>$3.0M</td>
<td>$18.0M</td>
<td>Quad 2a</td>
<td>No</td>
<td>6-year</td>
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<tr>
<td>82</td>
<td>BeltLine Northeast LRT</td>
<td>MARTA</td>
<td>MARTA</td>
<td>Defined stations with amenities and signage, Transit Signal Priority, Frequent bi-directional service, Separate branding, Dedicated/managed running way, Off-board fare collection, Level platform boarding</td>
<td>Expansion</td>
<td>$174.0M</td>
<td>$124.8M</td>
<td>$298.8M</td>
<td>Quad 2b</td>
<td>Yes</td>
<td>20-year</td>
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<td>Project #</td>
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<td>Quadrant Result</td>
<td>Regionally Significant?</td>
<td>Horizon Year</td>
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<tr>
<td>83</td>
<td>BeltLine Southwest LRT</td>
<td>MARTA</td>
<td>MARTA</td>
<td>Defined stations with amenities and signage, Transit Signal Priority, Dedicated/managed running way, Off-board fare collection, Level platform boarding, and increased station spacing</td>
<td>Expansion</td>
<td>$180.0M</td>
<td>$144.0M</td>
<td>$324.0M</td>
<td>Quad 1</td>
<td>Yes</td>
<td>20-year</td>
</tr>
<tr>
<td>84</td>
<td>Campbellton Rd HCT</td>
<td>MARTA</td>
<td>MARTA</td>
<td>HCT System that includes defined stations with amenities and signage, Transit Signal Priority, Dedicated/managed running way, Off-board fare collection, Level platform boarding, and increased station spacing</td>
<td>Enhancement</td>
<td>$337.0M</td>
<td>$106.0M</td>
<td>$443.0M</td>
<td>Quad 2a</td>
<td>Yes</td>
<td>None</td>
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<tr>
<td>86</td>
<td>Northside Drive BRT</td>
<td>MARTA</td>
<td>MARTA</td>
<td>Defined stations with amenities and signage, Transit Signal Priority, Dedicated/managed running way, Off-board fare collection, Level platform boarding, and increased station spacing</td>
<td>Expansion</td>
<td>$167.0M</td>
<td>$5.1M</td>
<td>$172.1M</td>
<td>Quad 2a</td>
<td>Yes</td>
<td>6-year</td>
</tr>
<tr>
<td>87</td>
<td>BeltLine Southeast LRT</td>
<td>MARTA</td>
<td>MARTA</td>
<td>Defined stations with amenities and signage, Transit Signal Priority, Dedicated/managed running way, Off-board fare collection, Level platform boarding, and increased station spacing</td>
<td>Expansion</td>
<td>$282.5M</td>
<td>$117.6M</td>
<td>$400.1M</td>
<td>Quad 2a</td>
<td>Yes</td>
<td>20-year</td>
</tr>
<tr>
<td>89</td>
<td>GA 400 Transit Initiative BRT</td>
<td>MARTA</td>
<td>MARTA</td>
<td>Defined stations with amenities and signage, Transit Signal Priority, Dedicated/managed running way, Off-board fare collection, Level platform boarding, and increased station spacing</td>
<td>Expansion</td>
<td>$300.0M</td>
<td>-</td>
<td>$300.0M</td>
<td>Quad 2a</td>
<td>Yes</td>
<td>6-year</td>
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<tr>
<td>90</td>
<td>Clayton County Transit Initiative - BRT</td>
<td>MARTA</td>
<td>MARTA</td>
<td>Defined stations with amenities and signage, Transit Signal Priority, Dedicated/managed running way, Off-board fare collection, Level platform boarding, and increased station spacing</td>
<td>Expansion</td>
<td>$375.0M</td>
<td>-</td>
<td>$375.0M</td>
<td>Quad 1</td>
<td>Yes</td>
<td>20-year</td>
</tr>
<tr>
<td>91</td>
<td>Clayton County Transit Initiative - CRT</td>
<td>MARTA</td>
<td>MARTA</td>
<td>Defined stations with amenities and signage, Transit Signal Priority, Dedicated/managed running way, Off-board fare collection, Level platform boarding, and increased station spacing</td>
<td>Expansion</td>
<td>$900.0M</td>
<td>-</td>
<td>$900.0M</td>
<td>Quad 1</td>
<td>Yes</td>
<td>20-year</td>
</tr>
<tr>
<td>94</td>
<td>MARTA Clean Bus Procurement</td>
<td>MARTA</td>
<td>MARTA</td>
<td>Acquisition of clean fuel buses</td>
<td>Enhancement</td>
<td>$8.9M</td>
<td>-</td>
<td>$8.9M</td>
<td>Quad 2b</td>
<td>No</td>
<td>None</td>
</tr>
<tr>
<td>113</td>
<td>IT &amp; Software</td>
<td>MARTA</td>
<td>MARTA</td>
<td>Upgrading software bus/rail systemwide, enhancement</td>
<td>State of Good Repair</td>
<td>$400.0M</td>
<td>-</td>
<td>$400.0M</td>
<td>Quad 1</td>
<td>No</td>
<td>20-year</td>
</tr>
<tr>
<td>122</td>
<td>Station Rehabilitation - Program Schedule</td>
<td>MARTA</td>
<td>MARTA</td>
<td>Rehabilitation for all 38 stations, staged six or seven a year till complete. Includes walls, ceilings, flooring, signage and other station components.</td>
<td>State of Good Repair</td>
<td>$685.0M</td>
<td>-</td>
<td>$685.0M</td>
<td>Quad 2b</td>
<td>No</td>
<td>20-year</td>
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<tr>
<td>124</td>
<td>Roofing and Skylights - Roofing Rehabilitation Program</td>
<td>MARTA</td>
<td>MARTA</td>
<td>Roofing and Skylights - Roofing Rehabilitation Program</td>
<td>State of Good Repair</td>
<td>$562.5M</td>
<td>-</td>
<td>$562.5M</td>
<td>Quad 2b</td>
<td>No</td>
<td>20-year</td>
</tr>
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</table>
### Table 16: ARTP Projects Seeking State or Federal Discretionary Funds (continued)

<table>
<thead>
<tr>
<th>#</th>
<th>Project Name</th>
<th>Project Sponsor</th>
<th>Assumed Operator</th>
<th>Project Description</th>
<th>Project Type</th>
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<th>Horizon Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>143</td>
<td>LRT-1b - Clifton Corridor LRT (Segment 1b)</td>
<td>DeKalb County</td>
<td>MARTA</td>
<td>Existing Project Description: 1.2-mile extension (DeKalb County portion only) of Clifton Corridor LRT from Emory CDC Campus to Clairmont Rd at N Decatur Rd</td>
<td>Expansion</td>
<td>$108.0M</td>
<td>$34.5M</td>
<td>$142.5M</td>
<td>Quad 2b</td>
<td>Yes</td>
<td>20-year</td>
</tr>
<tr>
<td>151</td>
<td>BeltLine West LRT</td>
<td>MARTA</td>
<td>MARTA</td>
<td>Pilot: Partnering with the GDOT, Xpress is implementing transit signal priority (TSP) technology on Xpress route 431 so that GDOT and Xpress can review the impact of TSP on schedule adherence and on-time performance of Xpress service. The goal of the pilot is to ascertain feasibility for this technology to have a measurable positive impact on the Xpress bus service delivery, and particularly on-time performance.</td>
<td>Expansion</td>
<td>$97.0M</td>
<td>$29.4M</td>
<td>$126.4M</td>
<td>Quad 2b</td>
<td>Yes</td>
<td>20-year</td>
</tr>
<tr>
<td>176</td>
<td>Transit Signal Priority</td>
<td>Xpress</td>
<td>Xpress/GDOT</td>
<td>Pilot: Partnering with the GDOT, Xpress is implementing transit signal priority (TSP) technology on Xpress route 431 so that GDOT and Xpress can review the impact of TSP on schedule adherence and on-time performance of Xpress service. The goal of the pilot is to ascertain feasibility for this technology to have a measurable positive impact on the Xpress bus service delivery, and particularly on-time performance. Full Fleet Implementation: Partnering with the GDOT, Xpress intends to implement TSP technology for its Xpress service within the busy employment centers of Atlanta where Xpress's AM drop-offs and PM pickups occur. The goal of the project is to improve timeliness and increase on-time performance of Xpress service.</td>
<td>Enhancement</td>
<td>$203K</td>
<td>-</td>
<td>$203K</td>
<td>Quad 2a</td>
<td>No</td>
<td>None</td>
</tr>
<tr>
<td>177</td>
<td>Xpress Diesel Replacement Buses</td>
<td>Xpress</td>
<td>Xpress</td>
<td>Return Xpress fleet to a State of Good Repair by replacing older model year buses with new, more efficient, effective, and reliable diesel commuter buses. The Xpress Fleet Replacement Project will replace 97 Xpress coaches (D4500).</td>
<td>State of Good Repair</td>
<td>$61.4M</td>
<td>-</td>
<td>$61.4M</td>
<td>Quad 2a</td>
<td>No</td>
<td>6-year</td>
</tr>
<tr>
<td>179</td>
<td>Northwest Corridor-Buckhead Express Bus Service (Town Center-Big Shanty P&amp;R Option)</td>
<td>Buckhead CID</td>
<td>Xpress</td>
<td>This service would provide a direct connection from one or potentially multiple locations along the Northwest Corridor (generally I-75 and/or I-575 corridors) directly to the Buckhead business district in the City of Atlanta. This particular application is for service to the Marietta Transfer Center Park and Ride facility, and a separate application is being filed for an alternative for service to the Town Center/Big Shanty Park and Ride. Project Sponsor is applying for only one service route, not both. Service is envisioned to be provided under the Xpress system brand and network, though could also be provided by other operators or under other system branding.</td>
<td>Expansion</td>
<td>-</td>
<td>$11.1M</td>
<td>$11.1M</td>
<td>Quad 1</td>
<td>Yes</td>
<td>6-year</td>
</tr>
<tr>
<td>181</td>
<td>I-285 Transit in Express Lanes - Top End East</td>
<td>ATL</td>
<td>MARTA</td>
<td>This project includes high capacity transit running in managed, express lanes along I-285. The project assumes rubber-wheeled, high capacity transit with 10-minute headways during peak hours and 15-minute headways off-peak and includes station and ped/bike infrastructure along I-285.</td>
<td>Expansion</td>
<td>$200.0M</td>
<td>$80.0M</td>
<td>$280.0M</td>
<td>Quad 2a</td>
<td>Yes</td>
<td>20-year</td>
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<tr>
<td>182</td>
<td>I-285 Transit in Express Lanes - Top End West</td>
<td>ATL</td>
<td>MARTA</td>
<td>This project includes high capacity transit running in managed, express lanes along I-285. The project contemplates transit-only interchanges at Roswell Rd. The project assumes rubber-wheeled, high capacity transit with 10-minute headways during peak hours and 15-minute headways off-peak and includes station and ped/bike infrastructure along I-285.</td>
<td>Expansion</td>
<td>$195.0M</td>
<td>$80.0M</td>
<td>$275.0M</td>
<td>Quad 3</td>
<td>Yes</td>
<td>20-year</td>
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<tr>
<td>183</td>
<td>I-285 Transit in Express Lanes - Eastside</td>
<td>ATL</td>
<td>MARTA</td>
<td>This project includes high capacity transit running in managed, express lanes along I-285. The project contemplates transit-only interchanges at Roswell Rd. The project assumes rubber-wheeled, high capacity transit with 10-minute headways during peak hours and 15-minute headways off-peak and includes station and ped/bike infrastructure along I-285.</td>
<td>Expansion</td>
<td>$143.0M</td>
<td>$80.0M</td>
<td>$223.0M</td>
<td>Quad 1</td>
<td>Yes</td>
<td>20-year</td>
</tr>
<tr>
<td>184</td>
<td>I-285 Transit in Express Lanes - Westside</td>
<td>ATL</td>
<td>MARTA</td>
<td>This project includes high capacity transit running in managed, express lanes along I-285. The project contemplates transit-only interchanges at Roswell Rd. The project assumes rubber-wheeled, high capacity transit with 10-minute headways during peak hours and 15-minute headways off-peak and includes station and ped/bike infrastructure along I-285.</td>
<td>Expansion</td>
<td>$122.0M</td>
<td>$80.0M</td>
<td>$202.0M</td>
<td>Quad 2a</td>
<td>Yes</td>
<td>20-year</td>
</tr>
<tr>
<td>008G</td>
<td>Gwinnett Place Transit Center Improvements</td>
<td>GCT</td>
<td>GCT</td>
<td>Project to enhance the facilities at the existing site, construct new facilities, and expand the site to allow for increased transit services. This center will be the main hub for transfers within the system and will feature a mobility center as well as onsite customer service staff. The facility upgrades may include waiting areas, stop amenities, customer service facilities, and ticket vending.</td>
<td>Enhancement</td>
<td>$20.5M</td>
<td>-</td>
<td>$20.5M</td>
<td>Quad 1</td>
<td>No</td>
<td>None</td>
</tr>
<tr>
<td>009G</td>
<td>Georgia Gwinnett College Transit Center</td>
<td>GCT</td>
<td>GCT</td>
<td>Project to construct a new transit hub at Georgia Gwinnett College. Costs include the purchase/lease of property and the construction of a transfer center; The transfer center will include high quality waiting areas, rider information systems, and operation elements to ensure ease of transfer between services</td>
<td>Expansion</td>
<td>$10.3M</td>
<td>-</td>
<td>$10.3M</td>
<td>Quad 2b</td>
<td>No</td>
<td>None</td>
</tr>
<tr>
<td>010G</td>
<td>I-985 Park-and-Ride Upgrades</td>
<td>GCT</td>
<td>GCT</td>
<td>The I-985 Park-and-Ride will be upgraded to enhance the facilities at the existing site and allow for increased transit services. These facilities may include enhanced waiting areas, stop amenities, and customer service facilities.</td>
<td>Enhancement</td>
<td>$15.4M</td>
<td>-</td>
<td>$15.4M</td>
<td>Quad 2b</td>
<td>No</td>
<td>None</td>
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<tr>
<td>011G</td>
<td>Peachtree Corners Park-and-Ride</td>
<td>GCT</td>
<td>GCT</td>
<td>A new transit hub is proposed to be in Peachtree Corners with a specific location to be determined based on community input. The facility may include space for multiple bus bays, enhanced waiting areas to enable transfers between multiple routes, and may also include additional stop amenities and customer service facilities.</td>
<td>Expansion</td>
<td>$20.5M</td>
<td>-</td>
<td>$20.5M</td>
<td>Quad 2b</td>
<td>Yes</td>
<td>None</td>
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<tr>
<td>014G</td>
<td>BRT Route 700: Multimodal Hub to Sugarloaf Park-and-Ride</td>
<td>GCT</td>
<td>GCT</td>
<td>“Creation of a BRT line from new Multimodal Hub near Jimmy Carter Boulevard to Sugarloaf Park-and-Ride serving Indian Trail Park-and-Ride, Gwinnett Place Mall, and Infinite Energy Center. The project includes the capital improvements to provide dedicated lanes, off-board fare collection, real-time information systems, enhanced stations, and distinctive branding and vehicles. The project costs assume funding to provide service south of Jimmy Carter to Doraville MARTA station until the completion of a heavy rail extension to the Multimodal Hub but does not include funding for capital improvements south of Jimmy Carter. Project BRT700B includes the capital cost and long term operational costs to provide service between Jimmy Carter and Doraville MARTA station if a heavy rail extension is not constructed.”</td>
<td>Expansion</td>
<td>$334.8M</td>
<td>$132.5M</td>
<td>$467.3M</td>
<td>Quad 1</td>
<td>Yes</td>
<td>None</td>
</tr>
<tr>
<td>018G</td>
<td>Infinite Energy Transit Center</td>
<td>GCT</td>
<td>GCT</td>
<td>Project to construct a new transit hub at the Infinite Energy Center. Costs include the purchase/lease of property and the construction of a transfer center; The transfer center will include high quality waiting areas, rider information systems, and operation elements to ensure ease of transfer between services.</td>
<td>Expansion</td>
<td>$10.3M</td>
<td>-</td>
<td>$10.3M</td>
<td>Quad 1</td>
<td>Yes</td>
<td>None</td>
</tr>
<tr>
<td>019G</td>
<td>Lawrenceville Transit Center</td>
<td>GCT</td>
<td>GCT</td>
<td>Project to construct a new transit hub in Lawrenceville near Gwinnett Justice and Administration Center, with a specific location to be determined. Costs include the purchase/lease of property and the construction of a transfer center. The transfer center will include high quality waiting areas, rider information systems, and operation elements to ensure ease of transfer between services</td>
<td>Expansion</td>
<td>$30.8M</td>
<td>-</td>
<td>$30.8M</td>
<td>Quad 1</td>
<td>No</td>
<td>None</td>
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<tr>
<td>Project #</td>
<td>Project Name</td>
<td>Sponsor</td>
<td>Assumed Operator</td>
<td>Project Description</td>
<td>Project Type</td>
<td>Capital Costs</td>
<td>O&amp;M Costs</td>
<td>Total Cost</td>
<td>Quadrant</td>
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<td>Horizon Year</td>
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<tr>
<td>020G</td>
<td>Lawrenceville Maintenance Facility</td>
<td>GCT</td>
<td>GCT</td>
<td>Project for a new bus maintenance facility, in addition to the existing Gwinnett County Transit bus maintenance facility, to be constructed in Lawrenceville. A new facility would be in the Lawrenceville area to reduce dead-head travel time for routes based in serving the central and eastern portion of the County. It would include facilities for vehicle storage, fueling, light repair, and office space for operations staff.</td>
<td>Expansion</td>
<td>$39.3M</td>
<td>$0.00</td>
<td>$39.3M</td>
<td>Quad 1</td>
<td>No</td>
<td>None</td>
</tr>
<tr>
<td>022G</td>
<td>Local Bus Expansion Route 21</td>
<td>GCT</td>
<td>GCT</td>
<td>Project to implement a new local bus route between Multimodal Hub/transit center near Jimmy Carter Boulevard and Infinite Energy Center. Capital and operation cost represent the level of service with 30-minute all day frequencies on weekdays. Project alignment is similar to the alignment of Rapid Route 201 (ART 201) allowing for this project to be part of a phased approach to upgrade service along the alignment if deemed appropriate.</td>
<td>Expansion</td>
<td>$3.2M</td>
<td>$43.9M</td>
<td>$47.1M</td>
<td>Quad 1</td>
<td>No</td>
<td>None</td>
</tr>
<tr>
<td>026G</td>
<td>Direct Connect Expansion Route 403</td>
<td>GCT</td>
<td>GCT</td>
<td>Project to implement all-day, bi-direction service connecting Peachtree Corners and the Perimeter area. Capital and operation cost represent 60-minute all day frequencies on weekdays. Project alignment is similar to the alignment of Express Commuter Route 106 (EB106) and utilizes the corridor included for capital improvements as part of Rapid 208 (ART208) allowing for this project to be part of a phased approach to upgrade service along the alignment if deemed appropriate.</td>
<td>Expansion</td>
<td>$3.9M</td>
<td>$27.9M</td>
<td>$31.8M</td>
<td>Quad 2a</td>
<td>Yes</td>
<td>None</td>
</tr>
<tr>
<td>028G</td>
<td>Rapid Bus Route 200: Peachtree Industrial Boulevard</td>
<td>GCT</td>
<td>GCT</td>
<td>Project to construct a Rapid line between Doraville and the Sugarloaf Park-and-Ride. Capital costs include similar capital improvements as BRT but at a lower level of investment. Capital improvements may include some dedicated lanes, transit signal priority at intersections, queue jump lanes at high-volume intersections, real-time information systems, off-board fare collection, and upgraded shelters/stops. Operational costs represent a high-level of service with 15-minute frequencies all day on weekdays.</td>
<td>Expansion</td>
<td>$176.4M</td>
<td>$113.5M</td>
<td>$289.9M</td>
<td>Quad 2a</td>
<td>Yes</td>
<td>None</td>
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<td>Project #</td>
<td>Project Name</td>
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<td>Assumed Operator</td>
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<tr>
<td>029G</td>
<td>Rapid Bus Route 201: Steve Reynolds Boulevard</td>
<td>GCT</td>
<td>GCT</td>
<td>Project to construct a Rapid line between the multimodal hub/transit center near Jimmy Carter Boulevard and the Infinite Energy Center. Capital costs include similar capital improvements as BRT but at a lower level of investment. Capital improvements may include some dedicated lanes, transit signal priority at intersections, queue jump lanes at high-volume intersections, real-time information systems, off-board fare collection, and upgraded shelters/stops. Operational costs represent a high-level of service with 15-minute frequencies all day on weekdays.</td>
<td>Expansion</td>
<td>$44.0M</td>
<td>$72.5M</td>
<td>$116.5M</td>
<td>Quad 2a</td>
<td>Yes</td>
<td>None</td>
</tr>
<tr>
<td>030G</td>
<td>Rapid Bus Route 202: Infinite Energy Center/Mall of Georgia</td>
<td>GCT</td>
<td>GCT</td>
<td>Project to construct a Rapid line between the Infinite Energy Center and the Mall of Georgia. Capital costs include similar capital improvements as BRT but at a lower level of investment. Capital improvements may include some dedicated lanes, transit signal priority at intersections, queue jump lanes at high-volume intersections, real-time information systems, off-board fare collection, and upgraded shelters/stops. Operational costs represent a high-level of service with 15-minute frequencies all day on weekdays. Project alignment is similar to the alignments of BRT 703 (BRT703) and Local 50 (LB50) allowing for this project to be part of a phased approach to upgrade service along the alignment if deemed appropriate.</td>
<td>Expansion</td>
<td>$75.8M</td>
<td>$64.3M</td>
<td>$140.2M</td>
<td>Quad 2a</td>
<td>Yes</td>
<td>None</td>
</tr>
<tr>
<td>031G</td>
<td>Rapid Bus Route 203: Pleasant Hill Road</td>
<td>GCT</td>
<td>GCT</td>
<td>Project to construct a Rapid line between Snellville and Peachtree Corners. Capital improvements may include some dedicated lanes, transit signal priority at intersections, queue jump lanes at high-volume intersections, real-time information systems, off-board fare collection, and upgraded shelters/stops. Operational costs represent a high-level of service with 15-minute frequencies all day on weekdays. Project alignment is similar to the alignments of BRT 705 (BRT705) and Local GW7 (LBGW7) allowing for this project to be part of a phased approach to upgrade service along the alignment if deemed appropriate.</td>
<td>Expansion</td>
<td>$204.7M</td>
<td>$99.1M</td>
<td>$303.7M</td>
<td>Quad 2b</td>
<td>Yes</td>
<td>None</td>
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<td>Project #</td>
<td>Project Name</td>
<td>Project Sponsor</td>
<td>Assumed Operator</td>
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<tr>
<td>032G</td>
<td>Rapid Bus Route 204: State Route 124</td>
<td>GCT</td>
<td>GCT</td>
<td>Project to construct a Rapid line between Snellville and Lawrenceville. Capital costs include similar capital improvements as BRT but at a lower level of investment. Capital improvements may include some dedicated lanes, transit signal priority at intersections, queue jump lanes at high-volume intersections, real-time information systems, off-board fare collection, and upgraded shelters/stops. Operational costs represent a high-level of service with 15-minute frequencies all day on weekdays. Project alignment is similar to the alignments of BRT 704 (BRT704), Local 60, and Local 80 allowing for this project to be part of a phased approach to upgrade service along the alignment if deemed appropriate.</td>
<td>Expansion</td>
<td>$165.7M</td>
<td>$86.2M</td>
<td>$251.9M</td>
<td>Quad 2a</td>
<td>Yes</td>
<td>None</td>
</tr>
<tr>
<td>033G</td>
<td>Rapid Bus Route 205: Jimmy Carter Boulevard/Holcomb Bridge Road</td>
<td>GCT</td>
<td>GCT</td>
<td>Project to construct a Rapid line between the Multimodal Hub/transit center near Jimmy Carter Boulevard and Mansell Park-and-Ride in North Fulton. Capital costs include similar capital improvements as BRT but at a lower level of investment. Capital improvements may include some dedicated lanes, transit signal priority at intersections, queue jump lanes at high-volume intersections, real-time information systems, off-board fare collection, and upgraded shelters/stops. Operational costs represent a high-level of service with 15-minute frequencies all day on weekdays. Project alignment is similar to the alignment of Local CC (LBRG2) allowing for this project to be phased as upgrades from the local route if deemed appropriate. Project cost only includes service within Gwinnett County, coordination with MARTA will be required to provide service for Fulton County portion. Project aligns with Holcomb Bridge project included in the Fulton County Transit Master Plan.</td>
<td>Expansion</td>
<td>$21.6M</td>
<td>$37.4M</td>
<td>$59.0M</td>
<td>Quad 2b</td>
<td>Yes</td>
<td>None</td>
</tr>
<tr>
<td>036G</td>
<td>BRT Route 701: Lawrenceville to Peachtree Corners</td>
<td>GCT</td>
<td>GCT</td>
<td>Project to construct a BRT line between Lawrenceville and Peachtree Corners. Capital costs include exclusive bus lanes to allow the buses to bypass congestion, transit signal priority at intersections, off-board fare collection, real-time information systems, enhanced stations, and distinctive branding and vehicles. Operational costs represent a high-level of service with 15-minute frequencies all day on weekdays. Project alignment is similar to the alignment of Local Routes 45 (LB45) and 75 (LB75) allowing for this project to be part of a phased approach to upgrade service along the alignment if deemed appropriate.</td>
<td>Expansion</td>
<td>$444.8M</td>
<td>$135.0M</td>
<td>$579.7M</td>
<td>Quad 1</td>
<td>Yes</td>
<td>None</td>
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<tr>
<td>037G</td>
<td>BRT Route 702: Snellville to Indian Creek MARTA Station</td>
<td>GCT</td>
<td>GCT</td>
<td>Project to construct a BRT line between Snellville and Indian Creek MARTA station. Capital costs include exclusive bus lanes to allow the buses to bypass congestion, transit signal priority at intersections, off-board fare collection, real-time information systems, enhanced stations, and distinctive branding and vehicles. Operational costs represent a high-level of service with 15-minute frequencies all day on weekdays. Project alignment is similar to the alignments of Local Route 70 (LB70) and Express Commuter Route 111 (EB111) allowing for this project to be part of a phased approach to upgrade service along the alignment if deemed appropriate.</td>
<td>Expansion</td>
<td>$250.2M</td>
<td>$102.4M</td>
<td>$352.6M</td>
<td>Quad 2a</td>
<td>Yes</td>
<td>None</td>
</tr>
<tr>
<td>038G</td>
<td>HRT Extension: Doraville MARTA Station to Jimmy Carter Multimodal Hub</td>
<td>GCT</td>
<td>GCT</td>
<td>Extension of MARTA heavy rail into western Gwinnett and construction of a new Multimodal Hub near Jimmy Carter Boulevard. The hub would accommodate Heavy Rail, Bus Rapid Transit, Express Commuter, Direct Connect, and Local buses, pick-up/drop-off, park-and-ride, and bike/pedestrian activity. BRT Route 700 (BRT700A) would be serve the Multimodal Hub and connect that rail line with Gwinnett Place Mall, Infinite Energy Center, and Sugarloaf Mills.</td>
<td>Expansion</td>
<td>$1,183.9M</td>
<td>$271.5M</td>
<td>$1.5B</td>
<td>Quad 1</td>
<td>Yes</td>
<td>None</td>
</tr>
<tr>
<td>042G</td>
<td>Sugarloaf Park-and-Ride Flyover Ramp and Upgrades</td>
<td>GCT</td>
<td>GCT</td>
<td>This project is to construct a direct connection between the managed lanes in the median of I-85 and the park-and-ride lot at Sugarloaf Mills via an overcrossing of the northbound I-85 lanes. The direct access ramps will reduce travel times for northbound and southbound commuter buses serving Sugarloaf Mills. It will also include a reconfiguration of the park-and-ride to facilitate bus access to/from this new crossing. This project is part of the Long-Range phase of the Connect Gwinnett Transit Plan.</td>
<td>Expansion</td>
<td>$102.5M</td>
<td>-</td>
<td>$102.5M</td>
<td>Quad 2b</td>
<td>Yes</td>
<td>None</td>
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<td>Project #</td>
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<td>Assumed Operator</td>
<td>Project Description</td>
<td>Project Type</td>
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<tr>
<td>043G</td>
<td>Indian Trail In-Line Stop and Park-and-Ride</td>
<td>GCT</td>
<td>GCT</td>
<td>This project is to construct an in-line stop; this stop would be constructed in the median of the I-85 freeway as pullouts from the managed lanes. This would allow for buses to stop at Indian Trail without having to exit the freeway, reducing travel times. Additionally, the in-line stop would allow for express commuter buses originating at other park-and-rides to also stop at Indian Trail with minimal travel time impact and reduce overall express commuter operating costs. A pedestrian bridge would be constructed to connect the median stop to the parking lot next to the freeway. This project is part of the Long-Range phase of the Connect Gwinnett Transit Plan. This project is currently programmed for Indian Trail but a secondary option at Steve Reynolds Blvd may be considered.</td>
<td>Expansion</td>
<td>$143.5M</td>
<td>-</td>
<td>$143.5M</td>
<td>Quad 2a</td>
<td>Yes</td>
<td>None</td>
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<tr>
<td>044G</td>
<td>McGinnis Ferry Direct Access Ramps and Park-and-Ride</td>
<td>GCT</td>
<td>GCT</td>
<td>This project is to construct direct access ramps from the I-85 managed lanes and a new park-and-ride in the McGinnis Ferry Road area. Ramps would be constructed connecting median managed lanes to the freeway overpass. The ramps would intersect with the overpassing road at a signalized intersection. Bus stops would be located on the ramps that would be connected to a new park-and-ride lot via sidewalks on the overpass structure. The direct access ramps enable express commuters buses to stop at these locations without having to travel on local streets, and thus minimizing travel time impact and reducing overall express commuter operating costs. This project is part of the Long-Range phase of the Connect Gwinnett Transit Plan.</td>
<td>Expansion</td>
<td>$76.9M</td>
<td>-</td>
<td>$76.9M</td>
<td>Quad 2a</td>
<td>Yes</td>
<td>None</td>
</tr>
<tr>
<td>045G</td>
<td>Snellville Park-and-Ride Upgrade</td>
<td>GCT</td>
<td>GCT</td>
<td>The existing Snellville Park-and-Ride will be upgraded to enhance the capacity of the facility and the amenities provided. These facility upgrades may include enhanced waiting areas, stop amenities, additional bus bays, and customer service facilities. This project is part of the Long-Range phase of the Connect Gwinnett Transit Plan.</td>
<td>Enhancement</td>
<td>$10.3M</td>
<td>-</td>
<td>$10.3M</td>
<td>Quad 1</td>
<td>No</td>
<td>None</td>
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<tr>
<td>047G</td>
<td>Fleet TSP Enhancements</td>
<td>GCT</td>
<td>GCT</td>
<td>Project to fully upgrade vehicle fleet to be able to utilize transit signal priority technology</td>
<td>Enhancement</td>
<td>$2.9M</td>
<td>-</td>
<td>$2.9M</td>
<td>Quad 2a</td>
<td>Yes</td>
<td>None</td>
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<tr>
<td>048G</td>
<td>Vanpool Subsidy</td>
<td>GCT</td>
<td>GCT</td>
<td>Project for an annual subsidy of private vanpool services to supplement public transit service.</td>
<td>Expansion</td>
<td>-</td>
<td>$15.5M</td>
<td>$15.5M</td>
<td>Quad 2a</td>
<td>No</td>
<td>None</td>
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<td>Project #</td>
<td>Project Name</td>
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<td>Assumed Operator</td>
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<tr>
<td>049G</td>
<td>Bike/Pedestrian Access Improvements</td>
<td>GCT</td>
<td>GCT</td>
<td>Project to provide for bicycle and pedestrian improvements to improve access to transit. These improvements may consist of new sidewalks, new bicycle lanes, enhanced crosswalks, signalized crossings, and improved ADA access.</td>
<td>Enhancement</td>
<td>$95.4M</td>
<td></td>
<td>$95.4M</td>
<td>Quad 2a</td>
<td>No</td>
<td>None</td>
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<tr>
<td>050G</td>
<td>System Technology Upgrades</td>
<td>GCT</td>
<td>GCT</td>
<td>Project to improve systemwide technology and allow for system to take advantage of innovation opportunities.</td>
<td>State of Good Repair</td>
<td>$57.6M</td>
<td></td>
<td>$57.6M</td>
<td>Quad 1</td>
<td>No</td>
<td>None</td>
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<tr>
<td>051G</td>
<td>Local Bus Stop Upgrades</td>
<td>GCT</td>
<td>GCT</td>
<td>Project for Countywide upgrades to local bus stops across the full GCT network; Upgrades can include but are not limited to high-quality shelters, lighting, and informational/real-time signage</td>
<td>Enhancement</td>
<td>$164.7M</td>
<td></td>
<td>$164.7M</td>
<td>Quad 1</td>
<td>No</td>
<td>None</td>
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<tr>
<td>052G</td>
<td>BRT to Light Rail Transit Conversion Seed Funding</td>
<td>GCT</td>
<td>GCT</td>
<td>This project is for seed money of $50 million to be expended on conversion of the Route 700 BRT corridor to either heavy rail or light rail transit. This would not cover the entire cost of the rail conversion project; the conversion would require funding from additional sources. This project is included in the Long-Range Phase of the Connect Gwinnett Transit Plan.</td>
<td>Enhancement</td>
<td>$51.3M</td>
<td></td>
<td>$51.3M</td>
<td>Quad 2b</td>
<td>Yes</td>
<td>None</td>
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<tr>
<td>053G</td>
<td>Regional Transit Project Support</td>
<td>GCT</td>
<td>GCT</td>
<td>This project is for $50 million to be expended in contribution to regional transit projects yet to be determined. Types of projects that could be funded by this allocation include high-capacity infrastructure improvements that would improve the connectivity of Gwinnett County residents to the regional transit network. This project is included in the Long-Range Phase 1 of the Connect Gwinnett Transit Plan.</td>
<td>Expansion</td>
<td>$51.3M</td>
<td></td>
<td>$51.3M</td>
<td>Quad 2b</td>
<td>Yes</td>
<td>None</td>
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<tr>
<td>054G</td>
<td>State Route 316 Managed Lanes Support</td>
<td>GCT</td>
<td>GCT</td>
<td>This project is for $50 million to be expended in Long-Range Phase 1 in conjunction to the implementation of managed lanes on SR 316. This allocation is intended to supplement funding for the SR 316 managed lanes project to provide for benefits to transit service. This project is included in the Long-Range Phase 1 of the Connect Gwinnett Transit Plan.</td>
<td>Expansion</td>
<td>$51.3M</td>
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<td>$51.3M</td>
<td>Quad 1</td>
<td>Yes</td>
<td>None</td>
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<tr>
<td>055G</td>
<td>TNC/Rideshare Subsidy</td>
<td>GCT</td>
<td>GCT</td>
<td>Project for an annual subsidy of resident use of transportation network companies (TNCs), such as Uber or Lyft, specifically to access transit. Pilot programs may be implemented to identify effective programs to enhance access to transit, such as subsidized rides to certain destinations, within certain areas, or at certain times of day.</td>
<td>Expansion</td>
<td>-</td>
<td>$4.1M</td>
<td>$4.1M</td>
<td>Quad 2b</td>
<td>No</td>
<td>None</td>
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<tr>
<td>058G</td>
<td>Local Bus Expansion Route 15</td>
<td>GCT</td>
<td>GCT</td>
<td>Project to implement a new local bus route between Peachtree Corners and Lilburn. Capital and operation cost represent the a level of service with 20-minute peak frequencies and 30-minute off-peak frequencies on weekdays.</td>
<td>Expansion</td>
<td>$6.5M</td>
<td>$68.3M</td>
<td>$74.8M</td>
<td>Quad 2b</td>
<td>Yes</td>
<td>None</td>
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<tr>
<td>Project #</td>
<td>Project Name</td>
<td>Project Sponsor</td>
<td>Assumed Operator</td>
<td>Project Description</td>
<td>Project Type</td>
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<tr>
<td>059G</td>
<td>Local Bus Expansion Route 25</td>
<td>GCT</td>
<td>GCT</td>
<td>Project to implement a new local bus route between Duluth and Gwinnett Place Transit Center. Capital and operation cost represent a level of service with 30-minute all day frequencies on weekdays.</td>
<td>Expansion</td>
<td>$2.2M</td>
<td>$23.7M</td>
<td>$25.9M</td>
<td>Quad 1</td>
<td>No</td>
<td>None</td>
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<td>060G</td>
<td>Local Bus Expansion Route 50</td>
<td>GCT</td>
<td>GCT</td>
<td>Project to implement a new local bus route between Gwinnett Place Transit Center and the Mall of Georgia. Capital and operation cost represent the level of service with 30-minute all day frequencies on weekdays. Project alignment is similar to the alignments of BRT 703 (BRT703) and Rapid Route 202 (ART202) allowing for this project to be part of a phased approach to upgrade service along the alignment if deemed appropriate.</td>
<td>Expansion</td>
<td>$3.1M</td>
<td>$34.5M</td>
<td>$37.6M</td>
<td>Quad 2b</td>
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<tr>
<td>061G</td>
<td>Local Bus Expansion Route 60</td>
<td>GCT</td>
<td>GCT</td>
<td>Project to implement a new local bus route between Georgia Gwinnett College and Snellville. Capital and operation cost represent the level of service with 60-minute all day frequencies on weekdays. Project alignment is similar to the alignments of BRT 704 (BRT704) and Rapid Route 204 (ART204) allowing for this project to be part of a phased approach to upgrade service along the alignment if deemed appropriate.</td>
<td>Expansion</td>
<td>$2.2M</td>
<td>$18.7M</td>
<td>$20.8M</td>
<td>Quad 2b</td>
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<tr>
<td>062G</td>
<td>Local Bus Expansion Route 70</td>
<td>GCT</td>
<td>GCT</td>
<td>Project to implement a new local bus route between Indian Creek MARTA Station and Snellville. Capital and operation cost represent the level of service with 60-minute all day frequencies on weekdays. Project alignment is similar to the alignments of BRT 702 (BRT702) and Local Route 70 (LB70) allowing for this project to be part of a phased approach to upgrade service along the alignment if deemed appropriate.</td>
<td>Expansion</td>
<td>$1.1M</td>
<td>$16.9M</td>
<td>$18.0M</td>
<td>Quad 1</td>
<td>No</td>
<td>None</td>
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<tr>
<td>063G</td>
<td>Flex Bus Expansion Route 500</td>
<td>GCT</td>
<td>GCT</td>
<td>Flex Service is an on-demand transit service that carries passengers upon request within the flex route service area. Flex Service is implemented in locations where transit is desired but population or employment densities do not support fixed route transit. The services typically are anchored by a transit center where passengers can transfer to fixed route services. Route 500 is anchored by the I-985 Park-and-Ride.</td>
<td>Expansion</td>
<td>$513K</td>
<td>$24.3M</td>
<td>$24.9M</td>
<td>Quad 2a</td>
<td>No</td>
<td>None</td>
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<tr>
<td>064G</td>
<td>Flex Bus Expansion Route 503</td>
<td>GCT</td>
<td>GCT</td>
<td>Flex Service is an on-demand transit service that carries passengers upon request within the flex route service area. Flex Service is implemented in locations where transit is desired but population or employment densities do not support fixed route transit. The services typically are anchored by a transit center where passengers can transfer to fixed route services. Route 503 is anchored by the Snellville Park-and-Ride.</td>
<td>Expansion</td>
<td>$615K</td>
<td>$23.7M</td>
<td>$24.3M</td>
<td>Quad 2a</td>
<td>No</td>
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<td>Project #</td>
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<tr>
<td>065G</td>
<td>Additional Park-and-Ride Expansion 1</td>
<td>GCT</td>
<td>GCT</td>
<td>Project to construct an additional park-and-ride (location to be determined); Costs include the purchase/lease of property and the construction of a lot including rider amenities</td>
<td>Expansion</td>
<td>$5.1M</td>
<td>-</td>
<td>$5.1M</td>
<td>Quad 2b</td>
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<tr>
<td>066G</td>
<td>Additional Park-and-Ride Expansion 2</td>
<td>GCT</td>
<td>GCT</td>
<td>Project to construct additional park-and-ride (location to be determined); Costs include the purchase/lease of property and the construction of a lot including rider amenities</td>
<td>Expansion</td>
<td>$5.1M</td>
<td>-</td>
<td>$5.1M</td>
<td>Quad 1</td>
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<tr>
<td>067G</td>
<td>BRT Route 700: Doraville MARTA Station to Multimodal Hub</td>
<td>GCT</td>
<td>GCT</td>
<td>Supplemental project to BRT700A to construct full BRT between Jimmy Carter Boulevard and Doraville MARTA station if heavy rail is not extended to a new Multimodal Hub near Jimmy Carter Boulevard. Capital costs include the construction of transit center at the Multimodal Hub site, BRT capital improvements including dedicated lanes, off-board fare collection, real-time information systems, and enhanced stations, and improvements at Doraville Station to accommodate increased service. Operational costs represent the long term cost of operating between the Doraville MARTA station and the Jimmy Carter Boulevard transit center.</td>
<td>Expansion</td>
<td>$129.2M</td>
<td>$14.2M</td>
<td>$143.4M</td>
<td>Quad 2b</td>
<td>Yes</td>
<td>None</td>
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<tr>
<td>068G</td>
<td>HRT Extension: Jimmy Carter Multimodal Hub to Gwinnett Place Mall</td>
<td>GCT</td>
<td>GCT</td>
<td>Second extension of MARTA heavy rail from the Multimodal Hub to Gwinnett Place Mall.</td>
<td>Expansion</td>
<td>$1.9B</td>
<td>$230.8M</td>
<td>$2.1B</td>
<td>Quad 2b</td>
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<tr>
<td>069G</td>
<td>BRT Route 703: Infinite Energy Center to Mall of Georgia</td>
<td>GCT</td>
<td>GCT</td>
<td>Project to construct a BRT line between Infinite Energy Center and the Mall of Georgia. Capital costs include exclusive bus lanes to allow the buses to bypass congestion, transit signal priority at intersections, off-board fare collection, real-time information systems, enhanced stations, and distinctive branding and vehicles. Operational costs represent a high-level of service with 15-minute frequencies all day on weekdays. Project alignment is similar to the alignments of Rapid 202 (ART202) and Local 50 (LB50) allowing for this project to be part of a phased approach to upgrade service along the alignment if deemed appropriate.</td>
<td>Expansion</td>
<td>$148.2M</td>
<td>$82.8M</td>
<td>$231.0M</td>
<td>Quad 2b</td>
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<td>None</td>
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<tr>
<td>070G</td>
<td>Local Bus Enhancement Route 10</td>
<td>GCT</td>
<td>GCT</td>
<td>Project to alter the alignment and improve service levels on existing Local Route 10. Capital and operation cost represent the level of service with 15-minute peak frequencies and 20-minute off-peak frequencies on weekdays.</td>
<td>Enhancement</td>
<td>$3.2M</td>
<td>$61.9M</td>
<td>$65.1M</td>
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<tr>
<td>071G</td>
<td>Local Bus Enhancement Route 20</td>
<td>GCT</td>
<td>GCT</td>
<td>Project to alter the alignment to provide service between Doraville MARTA station/Multimodal Hub and Gwinnett Place Transit Center and improve service levels on existing Local Route 20. Capital and operation cost represent the level of service with 30-minute frequencies all day on weekdays. Costs also assume that service will run to Doraville MARTA station. If heavy rail is extended this route could terminate at the Multimodal Hub near Jimmy Carter Boulevard if deemed appropriate.</td>
<td>Enhancement</td>
<td>$2.7M</td>
<td>$64.9M</td>
<td>$67.6M</td>
<td>Quad 2b</td>
<td>Yes</td>
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<tr>
<td>072G</td>
<td>Local Bus Enhancement Route 30</td>
<td>GCT</td>
<td>GCT</td>
<td>Project to alter the alignment to provide service between Doraville MARTA station/Multimodal Hub and Lilburn and improve service levels on existing Local Route 30. Capital and operation cost represent the level of service with 30-minute frequencies all day on weekdays. Costs also assume that service will run to Doraville MARTA station. If heavy rail is extended this route could terminate at the Multimodal Hub near Jimmy Carter Boulevard if deemed appropriate.</td>
<td>Enhancement</td>
<td>$1.1M</td>
<td>$45.6M</td>
<td>$46.7M</td>
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<td>073G</td>
<td>Local Bus Enhancement Route 35</td>
<td>GCT</td>
<td>GCT</td>
<td>Project to alter the alignment to provide service between Doraville MARTA station/Multimodal Hub and Peachtree Corners and improve service levels on existing Local Route 35. Capital and operation cost represent the level of service with 15-minute frequencies all day on weekdays (combined frequencies between A and B patterns). Costs also assume that service will run to Doraville MARTA station. If heavy rail is extended this route could terminate at the Multimodal Hub near Jimmy Carter Boulevard if deemed appropriate.</td>
<td>Enhancement</td>
<td>$4.3M</td>
<td>$84.2M</td>
<td>$88.5M</td>
<td>Quad 2b</td>
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<tr>
<td>074G</td>
<td>Local Bus Enhancement Route 40</td>
<td>GCT</td>
<td>GCT</td>
<td>Project to alter the alignment to provide service between the Gwinnett Place Transit Center and Lawrenceville and improve service levels on existing Local Route 40. Capital and operation cost represent the level of service with 30-minute frequencies all day on weekdays.</td>
<td>Enhancement</td>
<td>$538K</td>
<td>$37.8M</td>
<td>$38.4M</td>
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<td>075G</td>
<td>Local Bus Enhancement Route 45</td>
<td>GCT</td>
<td>GCT</td>
<td>Project to alter the alignment to provide service between Peachtree Corners and Lawrenceville and improve service levels on existing Local Route 45. Capital and operation cost represent the level of service with 30-minute frequencies all day on weekdays. Project alignment is similar to the alignment of BRT 701 (BRT701) and Local Route 75 (LB75) allowing for this project to be part of a phased approach to upgrade service along the alignment if deemed appropriate.</td>
<td>Enhancement</td>
<td>$538K</td>
<td>$37.8M</td>
<td>$38.4M</td>
<td>Quad 2b</td>
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<tr>
<td>076G</td>
<td>Local Bus Expansion Route 55</td>
<td>GCT</td>
<td>GCT</td>
<td>Project to implement a new local bus route between Infinite Energy Center and Sugar Hill. Capital and operation cost represent the a level of service with 30-minute all day frequencies on weekdays.</td>
<td>Expansion</td>
<td>$2.7M</td>
<td>$26.1M</td>
<td>$28.8M</td>
<td>Quad 1</td>
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<tr>
<td>077G</td>
<td>Local Bus Expansion Route 65</td>
<td>GCT</td>
<td>GCT</td>
<td>Project to implement a new local bus route between Georgia Gwinnett College and Tucker in DeKalb County. Capital and operation cost represent the a level of service with 30-minute all day frequencies on weekdays. Project alignment is similar to the alignment of Rapid Route 209 (ART209) allowing for this project to be part of a phased approach to upgrade service along the alignment if deemed appropriate.</td>
<td>Expansion</td>
<td>$6.5M</td>
<td>$64.6M</td>
<td>$71.0M</td>
<td>Quad 2b</td>
<td>No</td>
<td>None</td>
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<tr>
<td>078G</td>
<td>Local Bus Expansion Route 75</td>
<td>GCT</td>
<td>GCT</td>
<td>Project to implement a new local bus route between Gwinnett Place Transit Center and Peachtree Corners. Capital and operation cost represent the a level of service with 60-minute all day frequencies on weekdays. Project alignment is similar to the alignment of BRT 701 (BRT701) allowing for this project to be part of a phased approach to upgrade service along the alignment if deemed appropriate.</td>
<td>Expansion</td>
<td>$1.1M</td>
<td>$10.4M</td>
<td>$11.5M</td>
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<td>079G</td>
<td>Local Bus Expansion Route 80</td>
<td>GCT</td>
<td>GCT</td>
<td>Project to implement a new local bus route between Georgia Gwinnett College and Mall of Georgia. Capital and operation cost represent the a level of service with 60-minute all day frequencies on weekdays. Project alignment is similar to the alignments of BRT 704 (BRT704) and Rapid 204 (ART204) allowing for this project to be part of a phased approach to upgrade service along the alignment if deemed appropriate.</td>
<td>Expansion</td>
<td>$1.1M</td>
<td>$13.3M</td>
<td>$14.4M</td>
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<tr>
<td>080G</td>
<td>Local Bus Expansion Route 85</td>
<td>GCT</td>
<td>GCT</td>
<td>Project to implement a new local bus route between Infinite Energy Center and the Mall of Georgia. Capital and operation cost represent the a level of service with 30-minute all day frequencies on weekdays.</td>
<td>Expansion</td>
<td>$2.7M</td>
<td>$35.3M</td>
<td>$38.0M</td>
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<tr>
<td>081G</td>
<td>Local Bus Expansion Route RG1</td>
<td>GCT</td>
<td>GCT</td>
<td>Project to implement a new local bus route between I-85 at McGinnis Ferry and the Avalon in Alpharetta. Capital and operation cost represent the a level of service with 30-minute all day frequencies on weekdays. Operational costs only includes service within Gwinnett County, coordination with MARTA will be required to provide service for Fulton County portion.</td>
<td>Expansion</td>
<td>$2.2M</td>
<td>$23.9M</td>
<td>$26.1M</td>
<td>Quad 1</td>
<td>Yes</td>
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### Table 16: ARTP Projects Seeking State or Federal Discretionary Funds (continued)

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<tr>
<th>Project #</th>
<th>Project Name</th>
<th>Project Sponsor</th>
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<tr>
<td>082G</td>
<td>Local Bus Expansion Route RG2</td>
<td>GCT</td>
<td>GCT</td>
<td>Project to implement a new local bus route between the Multimodal Hub/transit center near Jimmy Carter Boulevard and the Mansell Park-and-Ride in North Fulton. Capital and operation cost represent the a level of service with 30-minute all day frequencies on weekdays. Project alignment is similar to the alignment of Rapid 205 (ART205) allowing for this project to be part of a phased approach to upgrade service along the alignment if deemed appropriate. Operational costs only includes service within Gwinnett County, coordination with MARTA will be required to provide service for Fulton County portion.</td>
<td>Expansion</td>
<td>$1.1M</td>
<td>$17.6M</td>
<td>$18.7M</td>
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<td>None</td>
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<tr>
<td>083G</td>
<td>Local Bus Expansion Route GW1</td>
<td>GCT</td>
<td>GCT</td>
<td>Project to implement a new local bus route between Lawrenceville and the Stone Mountain Park-and-Ride. Capital and operation cost represent the a level of service with 30-minute all day frequencies on weekdays.</td>
<td>Expansion</td>
<td>$3.8M</td>
<td>$49.7M</td>
<td>$53.5M</td>
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<td>084G</td>
<td>Local Bus Expansion Route GW2</td>
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<td>GCT</td>
<td>Project to implement a new local bus route between the Multimodal Hub/transit center near Jimmy Carter Boulevard and the Stone Mountain Park-and-Ride. Capital and operation cost represent the a level of service with 30-minute all day frequencies on weekdays.</td>
<td>Expansion</td>
<td>$3.8M</td>
<td>$46.6M</td>
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<td>085G</td>
<td>Local Bus Expansion Route GW3</td>
<td>GCT</td>
<td>GCT</td>
<td>Project to implement a new local bus route between Lawrenceville and Loganville. Capital and operation cost represent the a level of service with 30-minute all day frequencies on weekdays.</td>
<td>Expansion</td>
<td>$2.7M</td>
<td>$30.2M</td>
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<td>086G</td>
<td>Local Bus Expansion Route GW4</td>
<td>GCT</td>
<td>GCT</td>
<td>Project to implement a new local bus route between Snellville and Loganville. Capital and operation cost represent the a level of service with 30-minute all day frequencies on weekdays.</td>
<td>Expansion</td>
<td>$2.2M</td>
<td>$19.7M</td>
<td>$21.9M</td>
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<tr>
<td>087G</td>
<td>Local Bus Expansion Route RG3</td>
<td>GCT</td>
<td>GCT</td>
<td>Project to implement a new local bus route between Snellville and Stonecrest in DeKalb County. Capital and operation cost represent the a level of service with 30-minute all day frequencies on weekdays. Operational costs only includes service within Gwinnett County, coordination with MARTA will be required to provide service for DeKalb County portion.</td>
<td>Expansion</td>
<td>$2.2M</td>
<td>$24.9M</td>
<td>$27.1M</td>
<td>Quad 1</td>
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<tr>
<td>088G</td>
<td>Local Bus Expansion Route GW5</td>
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<td>GCT</td>
<td>Project to implement a new local bus route between Sugarloaf Park-and-Ride and Duluth. Capital and operation cost represent the a level of service with 60-minute all day frequencies on weekdays.</td>
<td>Expansion</td>
<td>$1.1M</td>
<td>$13.1M</td>
<td>$14.1M</td>
<td>Quad 2b</td>
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<td>089G</td>
<td>Local Bus Expansion Route GW6</td>
<td>GCT</td>
<td>GCT</td>
<td>Project to implement a new local bus route between Buford and the I-985 Park-and-Ride. Capital and operation cost represent the a level of service with 30-minute all day frequencies on weekdays.</td>
<td>Expansion</td>
<td>$1.1M</td>
<td>$9.7M</td>
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<td>090G</td>
<td>Local Bus Expansion Route GW7</td>
<td>GCT</td>
<td>GCT</td>
<td>Project to implement a new local bus route between Snellville and Peachtree Corners. Capital and operation cost represent the a level of service with 30-minute all day frequencies on weekdays. Project alignment is similar to the alignments of BRT 70S (BRT70S) and Rapid 203 (ART203) allowing for this project to be part of a phased approach to upgrade service along the alignment if deemed appropriate.</td>
<td>Expansion</td>
<td>$4.3M</td>
<td>$57.7M</td>
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<td>091G</td>
<td>Direct Connect Expansion Route 401</td>
<td>GCT</td>
<td>GCT</td>
<td>Project to implement all-day, bi-direction service connecting various park-and-rides and transit centers along the I-85 and I-985 corridors with MARTA rail. Project will serve the Multimodal Hub near Jimmy Carter Boulevard if rail service is extended, otherwise the project will serve Chamblee MARTA Station. Capital and operation cost represent 60-minute all day frequencies on weekdays to either Chamblee MARTA station or to the Multimodal Hub .</td>
<td>Expansion</td>
<td>$4.9M</td>
<td>$38.7M</td>
<td>$43.5M</td>
<td>Quad 2b</td>
<td>Yes</td>
<td>None</td>
</tr>
<tr>
<td>092G</td>
<td>Direct Connect Expansion Route 402</td>
<td>GCT</td>
<td>GCT</td>
<td>Project to implement all-day, bi-direction service connecting various park-and-rides and transit centers along the I-85 and SR 316 corridors with MARTA rail. Project will serve the Multimodal Hub near Jimmy Carter Boulevard if rail service is extended, otherwise the project will serve Chamblee MARTA Station. Capital and operation cost represent 60-minute all day frequencies on weekdays to Chamblee MARTA station or to the Multimodal Hub .</td>
<td>Expansion</td>
<td>$4.9M</td>
<td>$33.6M</td>
<td>$38.5M</td>
<td>Quad 2b</td>
<td>Yes</td>
<td>None</td>
</tr>
<tr>
<td>094G</td>
<td>Express Commuter Bus Enhancement Route 101</td>
<td>GCT</td>
<td>GCT</td>
<td>Project to provide commuter express bus service between the I-985 Park-and-Ride and Downtown Atlanta. Capital and operational costs represent 12-minute directional frequencies during peaks on weekdays only.</td>
<td>Enhancement</td>
<td>$7.8M</td>
<td>$42.4M</td>
<td>$50.1M</td>
<td>Quad 2a</td>
<td>Yes</td>
<td>None</td>
</tr>
<tr>
<td>095G</td>
<td>Express Commuter Bus Enhancement Route 102</td>
<td>GCT</td>
<td>GCT</td>
<td>Project to provide commuter express bus service between the Indian Trail Park-and-Ride and Downtown Atlanta. Capital and operational costs represent 12-minute directional frequencies during peaks on weekdays only.</td>
<td>Enhancement</td>
<td>$974K</td>
<td>$20.2M</td>
<td>$21.2M</td>
<td>Quad 2b</td>
<td>Yes</td>
<td>None</td>
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<tr>
<td>Project #</td>
<td>Project Name</td>
<td>Project Sponsor</td>
<td>Assumed Operator</td>
<td>Project Description</td>
<td>Project Type</td>
<td>Capital Costs</td>
<td>O&amp;M Costs</td>
<td>Total Cost</td>
<td>Quadrant</td>
<td>Regionally Significant?</td>
<td>Horizon Year</td>
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<tr>
<td>096G</td>
<td>Express Commuter Bus Enhancement Route 103</td>
<td>GCT</td>
<td>GCT</td>
<td>Project to provide commuter express bus service between the Sugarloaf Park-and-Ride and Downtown Atlanta. Capital and operational costs represent 10-minute directional frequencies during peaks on weekdays only.</td>
<td>Enhancement</td>
<td>$2.9M</td>
<td>$36.6M</td>
<td>$39.5M</td>
<td>Quad 2a</td>
<td>Yes</td>
<td>None</td>
</tr>
<tr>
<td>097G</td>
<td>Express Commuter Bus Enhancement Route 104</td>
<td>GCT</td>
<td>GCT</td>
<td>Project to provide commuter express bus service between new park-and-rides in Lawrenceville and in Dacula and Downtown Atlanta. Capital and operational costs represent 15-minute directional frequencies during peaks on weekdays only.</td>
<td>Expansion</td>
<td>$11.7M</td>
<td>$32.6M</td>
<td>$44.3M</td>
<td>Quad 2a</td>
<td>Yes</td>
<td>None</td>
</tr>
<tr>
<td>098G</td>
<td>Express Commuter Bus Expansion Route 106</td>
<td>GCT</td>
<td>GCT</td>
<td>Project to provide commuter express bus service between a new park-and-ride in Peachtree Corners and the Perimeter area. Capital and operational costs represent 30-minute directional frequencies during peaks on weekdays only. Project alignment is similar to the alignment of Direct Connect Route 403 (DC403) allowing for this project to be part of a phased approach to upgrade service along the alignment if deemed appropriate.</td>
<td>Expansion</td>
<td>$4.9M</td>
<td>$4.2M</td>
<td>$9.0M</td>
<td>Quad 1</td>
<td>Yes</td>
<td>None</td>
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<tr>
<td>099G</td>
<td>Express Commuter Bus Enhancement Route 110</td>
<td>GCT</td>
<td>GCT</td>
<td>Project to provide commuter express bus service between the Sugarloaf Park-and-Ride and the Emory/CDC area. Capital and operational costs represent 20-minute directional frequencies during peaks on weekdays only.</td>
<td>Enhancement</td>
<td>$974K</td>
<td>$14.6M</td>
<td>$15.6M</td>
<td>Quad 1</td>
<td>Yes</td>
<td>None</td>
</tr>
<tr>
<td>100G</td>
<td>Express Commuter Bus Enhancement Route 111</td>
<td>GCT</td>
<td>GCT</td>
<td>Project to provide commuter express bus service between a new park-and-ride in Loganville and the Emory/CDC area. Capital and operational costs represent 30-minute directional frequencies during peaks on weekdays only.</td>
<td>Expansion</td>
<td>$9.7M</td>
<td>$19.2M</td>
<td>$28.9M</td>
<td>Quad 2a</td>
<td>Yes</td>
<td>None</td>
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<tr>
<td>101G</td>
<td>Express Commuter Bus Expansion Route 112</td>
<td>GCT</td>
<td>GCT</td>
<td>Project to provide commuter express bus service between Indian Trail Park-and-Ride and the Emory/CDC area. Capital and operational costs represent 20-minute directional frequencies during peaks on weekdays only.</td>
<td>Expansion</td>
<td>$4.9M</td>
<td>$8.7M</td>
<td>$13.6M</td>
<td>Yes</td>
<td>None</td>
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<tr>
<td>102G</td>
<td>Express Commuter Bus Expansion Route 120</td>
<td>GCT</td>
<td>GCT</td>
<td>Project to provide commuter express bus service between new park-and-rides in Lawrenceville and in Dacula and the Perimeter area. Capital and operational costs represent 20-minute directional frequencies during peaks on weekdays only.</td>
<td>Expansion</td>
<td>$6.8M</td>
<td>$19.1M</td>
<td>$25.9M</td>
<td>Yes</td>
<td>None</td>
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<tr>
<td>Project #</td>
<td>Project Name</td>
<td>Project Sponsor</td>
<td>Assumed Operator</td>
<td>Project Description</td>
<td>Project Type</td>
<td>Capital Costs</td>
<td>O&amp;M Costs</td>
<td>Total Cost</td>
<td>Quadrant Result</td>
<td>Regionally Significant?</td>
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<tr>
<td>103G</td>
<td>Express Commuter Bus Expansion Route 130</td>
<td>GCT</td>
<td>GCT</td>
<td>Project to provide commuter express bus service between a new park-and-ride near Hamilton Mill and either the Chambless MARTA station or the Multimodal Hub near Jimmy Carter Boulevard. Project will serve the Multimodal Hub near Jimmy Carter Boulevard if rail service is extended, otherwise the project will serve Chambless MARTA Station. Capital and operational costs represent 20-minute directional frequencies to the Chambless MARTA station during peaks on weekdays only.</td>
<td>Expansion</td>
<td>$10.7M</td>
<td>$27.8M</td>
<td>$38.5M</td>
<td>Yes</td>
<td>None</td>
<td></td>
</tr>
<tr>
<td>104G</td>
<td>Express Commuter Bus Expansion Route 131</td>
<td>GCT</td>
<td>GCT</td>
<td>Project to provide commuter express bus service between the Mundy Mill Park-and-Ride in Hall County and either the Chambless MARTA station or the Multimodal Hub near Jimmy Carter Boulevard. Project will serve the Multimodal Hub near Jimmy Carter Boulevard if rail service is extended, otherwise the project will serve Chambless MARTA Station. Capital and operational costs represent 30-minute directional frequencies to the Chambless MARTA station during peaks on weekdays only.</td>
<td>Expansion</td>
<td>$4.9M</td>
<td>$7.7M</td>
<td>$12.6M</td>
<td>Yes</td>
<td>None</td>
<td></td>
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<tr>
<td>105G</td>
<td>Express Commuter Bus Expansion Route 140</td>
<td>GCT</td>
<td>GCT</td>
<td>Project to provide commuter express bus service between the Indian Trail Park-and-Ride and Buckhead. Capital and operational costs represent 20-minute directional frequencies during peaks on weekdays only.</td>
<td>Expansion</td>
<td>$4.9M</td>
<td>$10.4M</td>
<td>$15.2M</td>
<td>Yes</td>
<td>None</td>
<td></td>
</tr>
<tr>
<td>106G</td>
<td>Express Bus Expansion Route AT1</td>
<td>GCT</td>
<td>GCT</td>
<td>Project to provide commuter express bus service between the Chambless MARTA Station or Multimodal Hub near Jimmy Carter and Athens. Project would connect to various park-and-rides along the I-85 and SR 316 corridor between the respective rail station and Athens. Capital and operational costs represent 60-minute frequencies during peaks on weekdays to the Chambless MARTA station and only include the cost to the Gwinnett/Barrow line. Coordination will be required to cover the costs of operation between Athens and Gwinnett.</td>
<td>Expansion</td>
<td>$4.9M</td>
<td>$42.9M</td>
<td>$47.8M</td>
<td>Yes</td>
<td>None</td>
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<tr>
<td>107G</td>
<td>Flex Bus Expansion Route 501</td>
<td>GCT</td>
<td>GCT</td>
<td>Flex Service is an on-demand transit service that carries passengers upon request within the flex route service area. Flex Service is implemented in locations where transit is desired but population or employment densities do not support fixed route transit. The services typically are anchored by a transit center where passengers can transfer to fixed route services. Route 501 is anchored by the Infinite Energy Transit Center.</td>
<td>Expansion</td>
<td>$513K</td>
<td>$39.3M</td>
<td>$39.8M</td>
<td>No</td>
<td>None</td>
<td></td>
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<tr>
<td>Project #</td>
<td>Project Name</td>
<td>Project Sponsor</td>
<td>Assumed Operator</td>
<td>Project Description</td>
<td>Project Type</td>
<td>Capital Costs</td>
<td>O&amp;M Cost</td>
<td>Total Cost</td>
<td>Quadrant</td>
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<td>Horizon Year</td>
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<tr>
<td>108G</td>
<td>Flex Bus Expansion Route 502</td>
<td>GCT</td>
<td>GCT</td>
<td>Flex Service is an on-demand transit service that carries passengers upon request within the flex route service area. Flex Service is implemented in locations where transit is desired but population or employment densities do not support fixed route transit. The services typically are anchored by a transit center where passengers can transfer to fixed route services. Route 502 is anchored by the Lawrenceville Transit Center.</td>
<td>Expansion</td>
<td>$615K</td>
<td>$27.5M</td>
<td>$28.1M</td>
<td>No</td>
<td>None</td>
<td></td>
</tr>
<tr>
<td>109G</td>
<td>Flex Bus Expansion Route 504</td>
<td>GCT</td>
<td>GCT</td>
<td>Flex Service is an on-demand transit service that carries passengers upon request within the flex route service area. Flex Service is implemented in locations where transit is desired but population or employment densities do not support fixed route transit. The services typically are anchored by a transit center where passengers can transfer to fixed route services. Route 504 is anchored by the Lawrenceville Transit Center.</td>
<td>Expansion</td>
<td>$513K</td>
<td>$23.9M</td>
<td>$24.4M</td>
<td>No</td>
<td>None</td>
<td></td>
</tr>
<tr>
<td>110G</td>
<td>Flex Service Capital</td>
<td>GCT</td>
<td>GCT</td>
<td>Capital to upgrade back end technology to support and enhance Flex services.</td>
<td>State of Good Repair</td>
<td>$2.1M</td>
<td>-</td>
<td>$2.1M</td>
<td>Yes</td>
<td>None</td>
<td></td>
</tr>
<tr>
<td>111G</td>
<td>Flex Bus Expansion Route 505</td>
<td>GCT</td>
<td>GCT</td>
<td>Flex Service is an on-demand transit service that carries passengers upon request within the flex route service area. Flex Service is implemented in locations where transit is desired but population or employment densities do not support fixed route transit. The services typically are anchored by a transit center where passengers can transfer to fixed route services. Route 505 is anchored by the Lawrenceville Transit Center and the McGinnis Ferry Park-and-Ride.</td>
<td>Expansion</td>
<td>$513K</td>
<td>$27.8M</td>
<td>$28.3M</td>
<td>No</td>
<td>None</td>
<td></td>
</tr>
<tr>
<td>112G</td>
<td>Flex Bus Expansion Route 506</td>
<td>GCT</td>
<td>GCT</td>
<td>Flex Service is an on-demand transit service that carries passengers upon request within the flex route service area. Flex Service is implemented in locations where transit is desired but population or employment densities do not support fixed route transit. The services typically are anchored by a transit center where passengers can transfer to fixed route services. Route 506 is anchored by the Lawrenceville Transit Center.</td>
<td>Expansion</td>
<td>$513K</td>
<td>$24.9M</td>
<td>$25.4M</td>
<td>No</td>
<td>None</td>
<td></td>
</tr>
<tr>
<td>113G</td>
<td>Flex Bus Expansion Route 507</td>
<td>GCT</td>
<td>GCT</td>
<td>Flex Service is an on-demand transit service that carries passengers upon request within the flex route service area. Flex Service is implemented in locations where transit is desired but population or employment densities do not support fixed route transit. The services typically are anchored by a transit center where passengers can transfer to fixed route services. Route 505 is anchored by the Lawrenceville Transit Center and the Braselton Ferry Park-and-Ride.</td>
<td>Expansion</td>
<td>$615K</td>
<td>$27.9M</td>
<td>$28.5M</td>
<td>No</td>
<td>None</td>
<td></td>
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<tr>
<td>Project #</td>
<td>Project Name</td>
<td>Project Sponsor</td>
<td>Assumed Operator</td>
<td>Project Description</td>
<td>Project Type</td>
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<td>O&amp;M Cost</td>
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<td>Quadrant Result</td>
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<tr>
<td>114G</td>
<td>Paratransit Service</td>
<td>GCT</td>
<td>GCT</td>
<td>Project to provide paratransit service across Gwinnett County. Capital and operational costs represent paratransit service covering all proposed Flex zones, area within 1.25 miles of all proposed local, Rapid, and BRT routes, and any small gaps between service areas.</td>
<td>Expansion</td>
<td>$2.5M</td>
<td>$183.5M</td>
<td>$185.9M</td>
<td>Yes</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td>115G</td>
<td>New Harbins Road Park-and-Ride</td>
<td>GCT</td>
<td>GCT</td>
<td>Project to construct a new park-and-ride to serve the Dacula area near Harbins Road at SR 316 (specific location to be determined). Costs include the purchase/lease of property and the construction of a lot including rider amenities.</td>
<td>Expansion</td>
<td>$15.4M</td>
<td>-</td>
<td>$15.4M</td>
<td>No</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td>116G</td>
<td>New Buford Drive Park-and-Ride</td>
<td>GCT</td>
<td>GCT</td>
<td>Project to construct a new park-and-ride to serve the Lawrenceville area near Buford Drive at SR 316 (specific location to be determined). Costs include the purchase/lease of property and the construction of a lot including rider amenities.</td>
<td>Expansion</td>
<td>$20.5M</td>
<td>-</td>
<td>$20.5M</td>
<td>No</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td>117G</td>
<td>New Braselton Park-and-Ride</td>
<td>GCT</td>
<td>GCT</td>
<td>New park-and-ride to serve Braselton and northern portion of I-85 near Hamilton Mill Road and I-85 (specific location to be determined); Costs include the purchase/lease of property and the construction of a lot including rider amenities.</td>
<td>Expansion</td>
<td>$10.3M</td>
<td>-</td>
<td>$10.3M</td>
<td>No</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td>118G</td>
<td>New Loganville Park-and-Ride</td>
<td>GCT</td>
<td>GCT</td>
<td>New park-and-ride to serve Loganville (specific location to be determined); Costs include the purchase/lease of property and the construction of a lot including rider amenities.</td>
<td>Expansion</td>
<td>$10.3M</td>
<td>-</td>
<td>$10.3M</td>
<td>No</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td>119G</td>
<td>Sugarloaf Park-and-Ride Upgrades</td>
<td>GCT</td>
<td>GCT</td>
<td>This project is to construct a direct connection between the managed lanes in the median of I-85 and the park-and-ride lot at Sugarloaf Mills via an overcrossing of the northbound I-85 lanes. The direct access ramps will reduce travel times for northbound and southbound express commuter buses serving Sugarloaf Mills. It will also include a reconfiguration of the park-and-ride to facilitate bus access to/from this new overcrossing.</td>
<td>Expansion</td>
<td>$10.3M</td>
<td>-</td>
<td>$10.3M</td>
<td>Yes</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td>120G</td>
<td>Bus Replacement and Rehab</td>
<td>GCT</td>
<td>GCT</td>
<td>Project to ensure state-of-good repair of vehicle fleet by replacing vehicles at the end of their typical useful life and completing a mid-lifespan rehab on the express bus fleet</td>
<td>State of Good Repair</td>
<td>$407.6M</td>
<td>-</td>
<td>$407.6M</td>
<td>No</td>
<td>None</td>
<td>None</td>
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<tr>
<td>121G</td>
<td>Local Bus Expansion Route 15 Phase 1</td>
<td>GCT</td>
<td>GCT</td>
<td>Project to implement a new local bus route between Peachtree Corners and Lilburn. First phase of Local Route 15, service levels will be increased in later phases of the route. See Local Bus Expansion Route 15 for future expansion.</td>
<td>Expansion</td>
<td>$1.0M</td>
<td>$14.7M</td>
<td>$15.7M</td>
<td>No</td>
<td>6-year</td>
<td>None</td>
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<td>Project #</td>
<td>Project Name</td>
<td>Project Sponsor</td>
<td>Assumed Operator</td>
<td>Project Description</td>
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<tr>
<td>122G</td>
<td>BRT Route 704:</td>
<td>GCT</td>
<td>GCT</td>
<td>Snellville to I-985 Park-and-Ride. Capital costs include exclusive bus lanes to allow the buses to bypass congestion, transit signal priority at intersections, off-board fare collection, real-time information systems, enhanced stations, and distinctive branding and vehicles. Operational costs represent a high-level of service with 15-minute frequencies all day on weekdays. Project alignment is similar to the alignments of Rapid 204 (ART204), Local 60 (LB60), and Local 80 (LB80) allowing for this project to be part of a phased approach to upgrade service along the alignment if deemed appropriate.</td>
<td>Expansion</td>
<td>$209.4M</td>
<td>$109.8M</td>
<td>$319.1M</td>
<td></td>
<td>Yes</td>
<td>None</td>
</tr>
<tr>
<td>123G</td>
<td>BRT Route 705:</td>
<td>GCT</td>
<td>GCT</td>
<td>Snellville to Peachtree Corners. Capital costs include exclusive bus lanes to allow the buses to bypass congestion, transit signal priority at intersections, off-board fare collection, real-time information systems, enhanced stations, and distinctive branding and vehicles. Operational costs represent a high-level of service with 15-minute frequencies all day on weekdays. Project alignment is similar to the alignments of Rapid 203 (ART203) and Local GW7 (LBGW7) allowing for this project to be part of a phased approach to upgrade service along the alignment if deemed appropriate.</td>
<td>Expansion</td>
<td>$157.9M</td>
<td>$123.7M</td>
<td>$281.6M</td>
<td></td>
<td>Yes</td>
<td>None</td>
</tr>
<tr>
<td>124G</td>
<td>Rapid Bus Corridor 207: Lawrenceville Highway</td>
<td>GCT</td>
<td>GCT</td>
<td>Lawrenceville Highway. The project includes only capital improvements, service would be provided other underlying routes that utilize the capital improvements. Capital costs include similar capital improvements as BRT but at a lower level of investment. Capital improvements may include some dedicated lanes, transit signal priority at intersections, queue jump lanes at high-volume intersections, real-time information systems, and upgraded shelters/stop. Service in the corridor could be provided by Local 15 (LB15), Local 30 (LB30), and/or Local 65 (LB65). Rapid 209 (ART209) represents a full build out of the corridor to include service and extend capital investments from Lilburn to Lawrenceville and could be implemented as a secondary phase to this project if deemed appropriate.</td>
<td>Expansion</td>
<td>$5.7M</td>
<td>-</td>
<td>$5.7M</td>
<td></td>
<td>Yes</td>
<td>None</td>
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<td>Project #</td>
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<td>Sponsor</td>
<td>Project Description</td>
<td>Project Type</td>
<td>Capital Costs</td>
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<tr>
<td>125G</td>
<td>Rapid Bus Corridor 208: Peachtree</td>
<td>GCT</td>
<td>Project to construct a Rapid corridor between the Peachtree Corners and Perimeter. The project includes only capital improvements, service would be provided other underlying routes that utilize the capital improvements. Capital costs include similar capital improvements as BRT but at a lower level of investment. Capital improvements may include some dedicated lanes, transit signal priority at intersections, queue jump lanes at high-volume intersections, real-time information systems, and upgraded shelters/stops. Service in the corridor could be provided by Express Route 106 (EB106) and/or Direct Connect Route 403 (DC403).</td>
<td>Expansion</td>
<td>$63.4M</td>
<td>-</td>
<td>$63.4M</td>
<td>Yes</td>
<td>None</td>
<td></td>
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<tr>
<td>126G</td>
<td>Rapid Bus Route 209: Lawrenceville</td>
<td>GCT</td>
<td>Project to construct a Rapid line between Georgia Gwinnett College and Tucker in DeKalb County. Capital costs include similar capital improvements as BRT but at a lower level of investment. Capital improvements may include some dedicated lanes, transit signal priority at intersections, queue jump lanes at high-volume intersections, real-time information systems, off-board fare collection, and upgraded shelters/stops. Operational costs represent a high-level of service with 15-minute frequencies all day on weekdays. Project alignment is similar to the alignments of Local 65 (LB65) and represents an extension of Rapid Corridor 207 (ART207) and could be phased with that project if deemed appropriate.</td>
<td>Expansion</td>
<td>$127.6M</td>
<td>$116.5M</td>
<td>$244.1M</td>
<td>Yes</td>
<td>None</td>
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<td>Project Sponsor</td>
<td>Assumed Operator</td>
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<td>Project Type</td>
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<tr>
<td>10</td>
<td>Fixed Route Operating Assistance</td>
<td>Connect Douglas</td>
<td>Connect Douglas</td>
<td>Douglas County has funds (CMAQ Flex) in place for the period May 2019 to May 2020 to operate fixed route and paratransit bus service. These funds are available for a three year period. Douglas County will need to request/apply for these CMAQ funds for the periods May 2020 - May 2021 and May 2022 through May 2022. For each of these 12 month periods, $1.6 million is available in federal funds, with a $400,000 local match required.</td>
<td>Expansion</td>
<td>-</td>
<td>$4.0M</td>
<td>$4.0M</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>13</td>
<td>Preventive Maintenance</td>
<td>Connect Douglas</td>
<td>Connect Douglas</td>
<td>Douglas County desires to use federal funding to assist with funding two mechanics who will be dedicated to servicing and repairing transit vehicles. Currently Connect Douglas has to share mechanics who also work on all of Douglas County’s 1,000-plus vehicles. These two mechanics will work in space that has been specifically renovated and equipped for transit vehicles.</td>
<td>State of Good Repair</td>
<td>-</td>
<td>$900K</td>
<td>$900K</td>
<td></td>
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<tr>
<td>25</td>
<td>Fixed Route Service, 2022 - 2026</td>
<td>Connect Douglas</td>
<td>Connect Douglas</td>
<td>Douglas County has a federal grant in place that provides funding through 2021 for fixed route bus service. Douglas County needs to identify additional federal funding in order to continue the bus service.</td>
<td>Expansion</td>
<td>-</td>
<td>$15.0M</td>
<td>$15.0M</td>
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<tr>
<td>26</td>
<td>Demand Response Service</td>
<td>Connect Douglas</td>
<td>Connect Douglas</td>
<td>Douglas County proposes to initiate countywide demand response service in 2022. This service would assist individuals who live outside the areas served by the existing fixed route service.</td>
<td>Expansion</td>
<td>-</td>
<td>$15.0M</td>
<td>$15.0M</td>
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<tr>
<td>35</td>
<td>Cleveland Ave ART</td>
<td>MARTA</td>
<td>MARTA</td>
<td>Defined stations with amenities and signage, Transit Signal Priority, Frequent bi-directional service, Separate branding, Dedicated/managed running way, Off-board fare collection, Level platform boarding</td>
<td>Enhancement</td>
<td>$21.0M</td>
<td>$54.6M</td>
<td>$75.6M</td>
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<tr>
<td>40</td>
<td>Park Avenue Extension and Covered Street</td>
<td>City of Doraville</td>
<td>Doraville</td>
<td>Park Avenue Extension and Covered Street would connect Assembly, the former GM property, to downtown Doraville and the Doraville MARTA Station. The project would extend Park Avenue, a 1,000 ft local street connecting Buford Highway and New Peachtree Road, under the MARTA Station and 13 Norfolk Southern Railway tracks. The extension would then exit an approximate 35 ft. retaining wall and into the Assembly master planned community. From there, the street would eventually make its way through the site and link up to Peachtree Boulevard. In addition to a new roadway facility, the project would include pedestrian and bicycle facilities.</td>
<td>Enhancement</td>
<td>$65.0M</td>
<td>$500K</td>
<td>$65.5M</td>
<td></td>
<td></td>
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<tr>
<td>41</td>
<td>Metropolitan Parkway ART</td>
<td>MARTA</td>
<td>MARTA</td>
<td>Defined stations with amenities and signage, Transit Signal Priority, Frequent bi-directional service, Separate branding, Skip-stop practice/ increased station spacing</td>
<td>Enhancement</td>
<td>$22.7M</td>
<td>$2.7M</td>
<td>$25.4M</td>
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<td>42</td>
<td>Moores Mill Transit Center</td>
<td>MARTA</td>
<td>MARTA</td>
<td>Multi-Modal Transit Center</td>
<td>Expansion</td>
<td>$2.0M</td>
<td>-</td>
<td>$2.0M</td>
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<tr>
<td>43</td>
<td>Greenbriar Transit Center</td>
<td>MARTA</td>
<td>MARTA</td>
<td>New Transit Center</td>
<td>Expansion</td>
<td>$5.0M</td>
<td>-</td>
<td>$5.0M</td>
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<tr>
<td>47</td>
<td>Highway 29/Roosevelt Highway Arterial Rapid Transit</td>
<td>Fulton County</td>
<td>Fulton County</td>
<td>Rubber wheel rapid transit in existing travel lanes along Highway 29/Roosevelt Parkway including raised stations, pedestrian improvements, pull-offs, and signal prioritization with station locations TBD.</td>
<td>Enhancement</td>
<td>$44.9M</td>
<td>$176.4M</td>
<td>$221.3M</td>
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| 48        | Peachtree Rd ART | MARTA | MARTA | *Defined stations with amenities and signage  
Transit Signal Priority  
Frequent bi-directional service  
Separate branding  
Skip-stop practice/increase Station spacing* | Enhancement | $23.0M | $3.5M | $26.5M |
| 49        | Holcomb Bridge Road Arterial Rapid Transit | Fulton County | Fulton County | Rubber wheel rapid transit in existing travel lanes along Holcomb Bridge Road/Highway 92 including raised stations, pedestrian improvements, pull-offs, and signal prioritization with station locations TBD. | Expansion | $27.2M | $90.2M | $117.4M |
| 50        | Highway 9/Roswell Road Arterial Rapid Transit | Fulton County | Fulton County | - | Expansion | $45.0M | $122.7M | $167.7M |
| 51        | Old Milton Parkway/State Bridge Road Arterial Rapid Transit | Fulton County | Fulton County | - | Expansion | $24.0M | $76.1M | $100.1M |
| 52        | Camp Creek Parkway / Fulton Industrial Boulevard Arterial Rapid Transit | Fulton County | Fulton County | Rubber wheel rapid transit in existing travel lanes along Camp Creek Parkway and Fulton Industrial Boulevard including raised stations, pedestrian improvements, pull-offs, and signal prioritization with station locations TBD. | Expansion | $22.0M | $103.8M | $125.8M |
| 53        | Southside I-85 Park and Ride Improvements | Fulton County | Fulton County | Improvements to the Southside Park and Ride at I-85 and Flat Shoals Road to include resurfacing, shelter, lighting, safety, and communications/technology improvements to enhance user safety and experience. | Enhancement | $1.0M | - | $1.0M |
| 54        | Fulton County Last Mile/Station Connectivity Improvements | Fulton County | Fulton County | Pedestrian, bicycle, and accessibility improvements at existing MARTA rail stations in Fulton County, outside of the City of Atlanta, to improve last mile connectivity, accessibility, functionality, and user-experience. Improvements will include ramps, sidewalks, and potential safety/security enhancements to stations and station areas. | Enhancement | $62.5M | - | $62.5M |
| 55        | Fulton County Bus Shelter Enhancements | Fulton County | Fulton County | Replacement and addition of bus shelters, concrete pads, lighting, trash receptacles, and pedestrian sidewalks at MARTA bus stops throughout Fulton County. | Enhancement | $27.5M | - | $27.5M |
| 56        | North Avenue BRT (Phase I) | MARTA | MARTA | Defined stations with amenities and signage, Transit Signal Priority,  
Frequent bi-directional service, Separate branding, Dedicated/managed running way, Off-board fare collection, Level platform boarding, Increased station spacing | Expansion | $105.0M | $24.0M | $129.0M |
<p>| 57        | ART-6 Memorial Drive ART (Segment 1) | DeKalb County | DeKalb County | Arterial Rapid Transit service running along Memorial Drive from Five Points to Kensington Station | Enhancement | $28.0M | $76.5M | $104.5M |</p>
<table>
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<tr>
<th>Project #</th>
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<th>Assumed Operator</th>
<th>Project Description</th>
<th>Project Type</th>
<th>Capital Cost</th>
<th>O&amp;M Cost</th>
<th>Total Costs</th>
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<tbody>
<tr>
<td>58</td>
<td>ART-7 Candler Road ART</td>
<td>DeKalb County</td>
<td>DeKalb County</td>
<td>This is an Arterial Rapid Transit line running along Candler Road between Avondale Station and South DeKalb Mall.</td>
<td>Expansion</td>
<td>$18.2M</td>
<td>$48.0M</td>
<td>$66.2M</td>
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<tr>
<td>59</td>
<td>ART-8 Clairmont Road ART</td>
<td>DeKalb County</td>
<td>DeKalb County</td>
<td>Arterial Rapid Transit along Clairmont Road between Decatur Station and Chamblee Station.</td>
<td>Enhancement</td>
<td>$24.5M</td>
<td>$66.0M</td>
<td>$90.5M</td>
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<tr>
<td>68</td>
<td>ART-9 Johnson Ferry Road ART</td>
<td>DeKalb County</td>
<td>DeKalb County</td>
<td>This is an arterial rapid transit link running along Johnson Ferry Road between Medical Center station and Brookhaven station. 141 to Ashford-Dunwoody to Johnson Ferry Road.</td>
<td>Expansion</td>
<td>$14.5M</td>
<td>$39.0M</td>
<td>$53.5M</td>
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<tr>
<td>76</td>
<td>ART-10 North Druid Hills ART</td>
<td>DeKalb County</td>
<td>DeKalb County</td>
<td>Arterial Rapid Transit along Druid Hills and Briarcliff Rd between Emory CDC Campus and Brookhaven transit station</td>
<td>Expansion</td>
<td>$18.0M</td>
<td>$49.5M</td>
<td>$67.5M</td>
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<tr>
<td>77</td>
<td>ART-13 Lawrenceville Hwy ART</td>
<td>DeKalb County</td>
<td>DeKalb County</td>
<td>Arterial Rapid Transit from Decatur Station along Church Street and Lawrenceville Hwy to the City of Tucker</td>
<td>Expansion</td>
<td>$23.0M</td>
<td>$60.0M</td>
<td>$83.0M</td>
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<tr>
<td>78</td>
<td>ART-15 Lavista Road ART</td>
<td>DeKalb County</td>
<td>DeKalb County</td>
<td>Arterial Rapid Transit from Lindbergh Station to the City of Tucker along Lavista Rd.</td>
<td>Expansion</td>
<td>$30.5M</td>
<td>$81.0M</td>
<td>$111.5M</td>
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<tr>
<td>79</td>
<td>Atlanta Streetcar East Extension</td>
<td>MARTA MARTA</td>
<td>-</td>
<td>Defined stations with amenities and signage, Transit Signal Priority, Frequent bi-directional service, Separate branding, Dedicated/managed running way, Off-board fare collection, Level platform boarding</td>
<td>Expansion</td>
<td>$149.0M</td>
<td>$5.1M</td>
<td>$154.1M</td>
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<tr>
<td>80</td>
<td>ART-16 Hairston Rd ART</td>
<td>DeKalb County</td>
<td>DeKalb County</td>
<td>Arterial Rapid Transit Hairston Rd, SR 155 (Flat Shoals Pkwy) to downtown Tucker. Project includes infrastructure and vehicles.</td>
<td>Expansion</td>
<td>$36.0M</td>
<td>$81.0M</td>
<td>$117.0M</td>
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<tr>
<td>81</td>
<td>Atlanta Streetcar West Extension</td>
<td>MARTA MARTA</td>
<td>-</td>
<td>Defined stations with amenities and signage, Transit Signal Priority, Frequent bi-directional service, Separate branding, Dedicated/managed running way, Off-board fare collection, Level platform boarding</td>
<td>Expansion</td>
<td>$219.0M</td>
<td>$129.2M</td>
<td>$348.2M</td>
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<td>85</td>
<td>ART-17 Memorial Drive ART (segment 2)</td>
<td>DeKalb County</td>
<td>DeKalb County</td>
<td>Arterial Rapid Transit along Memorial Drive from Kensington Station to Goldsmith Park and Ride.</td>
<td>Enhancement</td>
<td>$15.5M</td>
<td>$43.5M</td>
<td>$59.0M</td>
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<tr>
<td>92</td>
<td>Clayton County High Capacity Transit Initiative - Bus Maintenance Facility</td>
<td>MARTA MARTA</td>
<td>-</td>
<td>“Signal Priority CCTV Cameras Fuel Efficiency Alternative Fuels”</td>
<td>Expansion</td>
<td>$107.5M</td>
<td>-</td>
<td>$107.5M</td>
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<td>95</td>
<td>Bus Procurement</td>
<td>MARTA MARTA</td>
<td>-</td>
<td>“Signal Priority CCTV Cameras Fuel Efficiency Alternative Fuels”</td>
<td>Enhancement</td>
<td>$25.0M</td>
<td>-</td>
<td>$25.0M</td>
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<td>97</td>
<td>Light Rail - Streetcar</td>
<td>MARTA MARTA</td>
<td>-</td>
<td>Upgrades to the existing streetcar system, including Additional Storage Tracks, Upgrade to APC Equipment, Equipment Health Monitoring, Upgrade to CCTV camera system, Upgrade to Traffic Signal equipment</td>
<td>Enhancement</td>
<td>$1.5M</td>
<td>-</td>
<td>$1.5M</td>
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<tr>
<td>100</td>
<td>Paratransit</td>
<td>MARTA MARTA</td>
<td>-</td>
<td>Improve Paratransit Services across the MARTA services area.</td>
<td>Expansion</td>
<td>$5.0M</td>
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<td>102</td>
<td>Connector Reliever Park &amp; Ride Deck</td>
<td>MARTA MARTA</td>
<td>-</td>
<td>New deck facility to expand the P&amp;R capacity.</td>
<td>Expansion</td>
<td>$7.5M</td>
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<td>$7.5M</td>
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<td>Assumed Operator</td>
<td>Project Description</td>
<td>Project Type</td>
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<tr>
<td>103</td>
<td>ART-18 Covington Hwy ART</td>
<td>DeKalb County</td>
<td>DeKalb County</td>
<td>Arterial Rapid Transit along Covington Hwy from Stonecrest Mall to Kensington Station, project includes infrastructure and vehicles</td>
<td>Enhancement</td>
<td>$29.5M</td>
<td>$81.0M</td>
<td>$110.5M</td>
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<td>Bankhead Enhancement</td>
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<td>Bankhead Station Platform Extension</td>
<td>Enhancement</td>
<td>$16.0M</td>
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<td>105</td>
<td>Five Points Transformation</td>
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<td>Station Enhancements</td>
<td>Enhancement</td>
<td>$83.5M</td>
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<td>106</td>
<td>Vine City Enhancements</td>
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<td>Station Improvements</td>
<td>Enhancement</td>
<td>$50.0M</td>
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<td>107</td>
<td>Rail Facilities and Equipment</td>
<td>MARTA</td>
<td>MARTA</td>
<td>Replacing light fixtures at multiple facilities with energy efficient systems (LED Technology)</td>
<td>Enhancement</td>
<td>$8.0M</td>
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<td>108</td>
<td>Rail Facilities and Equipment</td>
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<td>Existing parking equipment replacement (Revenue generating equipment) Parking Garages</td>
<td>Enhancement</td>
<td>$5.5M</td>
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<td>Bus Facility and Equipment - Bus Shelters and Benches</td>
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<td>MARTA</td>
<td>“Bus Facility and Equipment - Bus Shelters and Benches”</td>
<td>Enhancement</td>
<td>$6.7M</td>
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<td>Bus Stop Signage Replacement</td>
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<td>Bus Stop Signage Replacement</td>
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<td>$4.0M</td>
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<td>114</td>
<td>Train Control System Upgrade</td>
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<td>Train Control System Upgrade</td>
<td>Enhancement</td>
<td>$16.0M</td>
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<td>115</td>
<td>Tunnel Ventilation - Rehab</td>
<td>MARTA</td>
<td>MARTA</td>
<td>Tunnel Ventilation - Rehab Tunnel Ventilation Fans</td>
<td>State of Good Repair</td>
<td>$38.0M</td>
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<td>117</td>
<td>Radio &amp; Communications</td>
<td>MARTA</td>
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<td>Smart Restrooms</td>
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<td>Smart Restrooms</td>
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<td>126</td>
<td>Track Renovation Phase IV</td>
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<td>Track Renovation Phase IV</td>
<td>State of Good Repair</td>
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<td>127</td>
<td>Elevators &amp; Escalators - Elevator Rehabilitation</td>
<td>MARTA</td>
<td>MARTA</td>
<td>Elevators &amp; Escalators - Elevator Rehabilitation</td>
<td>State of Good Repair</td>
<td>$4.0M</td>
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<td>128</td>
<td>Elevators &amp; Escalators - Escalator Rehabilitation</td>
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<td>MARTA</td>
<td>Elevators &amp; Escalators - Escalator Rehabilitation</td>
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<td>129</td>
<td>Renovate Pedestrian Bridges</td>
<td>MARTA</td>
<td>MARTA</td>
<td>Renovate bridge deck, upgrade drainage, and replace expansion joints at pedestrian bridges</td>
<td>State of Good Repair</td>
<td>$6.3M</td>
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<td>130</td>
<td>Auxiliary Power Switch Gear</td>
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<td>Auxiliary Power Switch Gear</td>
<td>State of Good Repair</td>
<td>$240.0M</td>
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<tr>
<td>131</td>
<td>Traction Power Substation</td>
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<td>MARTA</td>
<td>Traction Power Substation</td>
<td>State of Good Repair</td>
<td>$160.0M</td>
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</tr>
<tr>
<td>132</td>
<td>Systemwide UPS Replacement System</td>
<td>MARTA</td>
<td>MARTA</td>
<td>Uninterrupted Power Supply units are being replaced/upgrades at select MARTA facilities to maintain emergency service capabilities due to power failures.</td>
<td>State of Good Repair</td>
<td>$11.2M</td>
<td>-</td>
<td>$11.2M</td>
</tr>
<tr>
<td>133</td>
<td>Emergency Trip Station GR4 North</td>
<td>MARTA</td>
<td>MARTA</td>
<td>Emergency Trip Station equipment upgrades at stations and north line.</td>
<td>State of Good Repair</td>
<td>$6.5M</td>
<td>-</td>
<td>$6.5M</td>
</tr>
<tr>
<td>134</td>
<td>Systemwide Signage &amp; Wayfinding</td>
<td>MARTA</td>
<td>MARTA</td>
<td>Systemwide Signage &amp; Wayfinding</td>
<td>State of Good Repair</td>
<td>$60.0M</td>
<td>-</td>
<td>$60.0M</td>
</tr>
<tr>
<td>135</td>
<td>Pavement Repair Program</td>
<td>MARTA</td>
<td>MARTA</td>
<td>Repair existing pavement and does not include deficiencies for other right-of-way elements such as sidewalks, curb &amp; gutter, drainage, trees, and non-structural improvements such as decorative crosswalks, medians, lighting and street furniture.</td>
<td>State of Good Repair</td>
<td>$200.0M</td>
<td>-</td>
<td>$200.0M</td>
</tr>
<tr>
<td>136</td>
<td>Rehab Existing Bus Maintenance Facility (Design)</td>
<td>MARTA</td>
<td>MARTA</td>
<td>Updating maintenance facility operational systems to improve safety and efficiency of maintenance program.</td>
<td>State of Good Repair</td>
<td>$50.0M</td>
<td>-</td>
<td>$50.0M</td>
</tr>
<tr>
<td>138</td>
<td>Environmental Sustainability</td>
<td>MARTA</td>
<td>MARTA</td>
<td>Facilities Projects - Implementation of environmental sustainability across system.</td>
<td>State of Good Repair</td>
<td>$100.0M</td>
<td>-</td>
<td>$100.0M</td>
</tr>
<tr>
<td>139</td>
<td>ART-19 Clifton Corridor ART</td>
<td>DeKalb County</td>
<td>DeKalb County</td>
<td>Arterial Rapid Transit south from the Clifton Corridor Light Rail Extension into Decatur, Avondale Station to Clairmont Rd. This project would include station infrastructure and vehicles</td>
<td>Expansion</td>
<td>$13.3M</td>
<td>$23.4M</td>
<td>$36.7M</td>
</tr>
<tr>
<td>140</td>
<td>BRT-1 I-20 East BRT</td>
<td>DeKalb County</td>
<td>DeKalb County</td>
<td>BRT on I-20 in the managed lanes proposed by GDOT, from downtown Atlanta to Wesley Chapel Rd, project would include inline stations, locations not yet determined. A TOD study is currently underway that will provide more information on station location and design upon completion.</td>
<td>Expansion</td>
<td>$84.4M</td>
<td>$132.0M</td>
<td>$216.4M</td>
</tr>
<tr>
<td>141</td>
<td>BRT 4 - I-285 East Wall BRT</td>
<td>DeKalb County</td>
<td>DeKalb County</td>
<td>Extension of the Top End I285 project from Northlake Mall to Covington Highway. The project assumes the construction of managed lanes with inline stations at undetermined locations.</td>
<td>Expansion</td>
<td>$180.0M</td>
<td>$126.0M</td>
<td>$306.0M</td>
</tr>
<tr>
<td>144</td>
<td>LRT-2 Clifton Corridor LRT (Segment 2)</td>
<td>DeKalb County</td>
<td>DeKalb County</td>
<td>This is an extension of the Clifton Corridor LRT from Decatur, Clairmont Rd at N Decatur Rd to Avondale Station. As of 2020, two proposed stations have been identified for further TOD study: Sage Hill/Briarcliff and North Decatur/Clairmont stations.</td>
<td>Expansion</td>
<td>$950.0M</td>
<td>$106.5M</td>
<td>$1,056.5M</td>
</tr>
<tr>
<td>145</td>
<td>LRT-3 Candler Road LRT</td>
<td>DeKalb County</td>
<td>DeKalb County</td>
<td>This project is a continuation of LRT south from Avondale Station to South DeKalb Mall. This LRT segment is only included in the full-penny scenario, and is ART in the half-penny scenario. The LRT project includes track, stations, vehicles.</td>
<td>Expansion</td>
<td>$906.0M</td>
<td>$171.0M</td>
<td>$1,077.0M</td>
</tr>
<tr>
<td>146</td>
<td>LRT-10 LRT to Wesley Chapel Road</td>
<td>DeKalb County</td>
<td>DeKalb County</td>
<td>This is an extension of Clifton Corridor LRT, this segment runs along I20 to Wesley Chapel Rd. The project assumed dedicated ROW, stations, vehicles.</td>
<td>Enhancement</td>
<td>$470.0M</td>
<td>$88.5M</td>
<td>$558.5M</td>
</tr>
<tr>
<td>Project #</td>
<td>Project Name</td>
<td>Project Sponsor</td>
<td>Assumed Operator</td>
<td>Project Description</td>
<td>Project Type</td>
<td>Capital Cost</td>
<td>O&amp;M Cost</td>
<td>Total Costs</td>
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<tr>
<td>152</td>
<td>Standby Power Replacement (Generators)</td>
<td>MARTA</td>
<td>MARTA</td>
<td>Generators</td>
<td>State of Good Repair</td>
<td>$10.0M</td>
<td>-</td>
<td>$10.0M</td>
</tr>
<tr>
<td>153</td>
<td>Avondale TOD</td>
<td>MARTA</td>
<td>MARTA</td>
<td>Transit Orientated Development at Avondale</td>
<td>Enhancement</td>
<td>$2.5M</td>
<td>-</td>
<td>$2.5M</td>
</tr>
<tr>
<td>154</td>
<td>Edgewood-Candler Park TOD</td>
<td>MARTA</td>
<td>MARTA</td>
<td>Transit Orientated Development Edgewood-Candler Park</td>
<td>Enhancement</td>
<td>$5.0M</td>
<td>-</td>
<td>$5.0M</td>
</tr>
<tr>
<td>155</td>
<td>Systemwide Frequency Improvements</td>
<td>CobbLinc</td>
<td>CobbLinc</td>
<td>Improvement to service frequencies across the existing CobbLinc network to provide a minimum of 30 minute headways during the core hours of the day, 7-days a week on all routes. Two routes, the Rapid 10 and Local 30, are improved to 15 minutes during the core hours of the day. Core hours are generally defined as 6:00 AM to 8:00 PM. Changes impact all existing CobbLinc Local and Rapid routes.</td>
<td>Enhancement</td>
<td>$7.2M</td>
<td>$210.0M</td>
<td>$217.2M</td>
</tr>
<tr>
<td>156</td>
<td>Electric Buses</td>
<td>MARTA</td>
<td>MARTA</td>
<td>Planning &amp; management related to the activities to purchase new transit electric buses.</td>
<td>Enhancement</td>
<td>$6.0M</td>
<td>-</td>
<td>$6.0M</td>
</tr>
<tr>
<td>157</td>
<td>Systemwide Span of Service Improvements</td>
<td>CobbLinc</td>
<td>CobbLinc</td>
<td>Extend service to operate until at least 11:00 PM daily on all CobbLinc Rapid and Local routes. Local 15, Local 45, and Rapid 10 would have additional service on weekdays. Local 15, Local 20, Local 40, Local 45, and Rapid 10 would have additional service on Saturdays. Local 15, Local 20, Local 25, Local 30, Local 40, Local 45, Local 50, and Rapid 10 would have additional service on Sundays.</td>
<td>Enhancement</td>
<td>-</td>
<td>$16.5M</td>
<td>$16.5M</td>
</tr>
<tr>
<td>158</td>
<td>Local 35</td>
<td>CobbLinc</td>
<td>CobbLinc</td>
<td>New Local Route 35 that connects Powder Springs, Austell, and H.E. Holmes MARTA station via Veterans Memorial Parkway. This route would supplement on-demand service and close some of the coverage gaps to retailers and apartment complexes in South Cobb County. Connections to Cumberland Mall and Marietta can be made from Route 35 to both Routes 25 and 30.</td>
<td>Expansion</td>
<td>$1.6M</td>
<td>$31.7M</td>
<td>$33.3M</td>
</tr>
<tr>
<td>159</td>
<td>North Avenue TOD</td>
<td>MARTA</td>
<td>MARTA</td>
<td>Transit Oriented Development at North Avenue Station</td>
<td>Enhancement</td>
<td>$2.5M</td>
<td>-</td>
<td>$2.5M</td>
</tr>
<tr>
<td>160</td>
<td>Local 41</td>
<td>CobbLinc</td>
<td>CobbLinc</td>
<td>New Local Route 41 that connects Acworth, KSU Kennesaw, Busbee Park-and-Ride, and downtown Kennesaw. This route would connect Acworth and downtown Kennesaw to the local transit network and would also connect residential areas directly to KSU's campus.</td>
<td>Expansion</td>
<td>$1.6M</td>
<td>$20.9M</td>
<td>$22.5M</td>
</tr>
<tr>
<td>162</td>
<td>Local 55</td>
<td>CobbLinc</td>
<td>CobbLinc</td>
<td>New Local Route 55 that connects the Atlanta Road corridor to Cumberland. The alignment would begin in Cumberland, follow Spring Road, and then turn south on Atlanta Road to the Moores Mill area in Atlanta. MARTA bus Routes 1, 14, 37, and 60 terminate in the Moores Mill area, and provide connections to Midtown Atlanta, Downtown Atlanta, and HE Holmes MARTA Station.</td>
<td>Expansion</td>
<td>$2.4M</td>
<td>$39.8M</td>
<td>$42.2M</td>
</tr>
<tr>
<td>163</td>
<td>South Fulton Pkwy BRT</td>
<td>MARTA</td>
<td>MARTA</td>
<td>South Fulton Pkwy BRT</td>
<td>Expansion</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Project #</td>
<td>Project Name</td>
<td>Project Sponsor</td>
<td>Assumed Operator</td>
<td>Project Description</td>
<td>Project Type</td>
<td>Capital Cost</td>
<td>O&amp;M Cost</td>
<td>Total Costs</td>
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<tr>
<td>164</td>
<td>Local 66</td>
<td>CobbLinc</td>
<td>CobbLinc</td>
<td>New Local Route 66 that serves the corridor of apartments along Roswell Road and provides all-day service connections to major employers in the area, such as Tip Top Poultry.</td>
<td>Expansion</td>
<td>$1.6M</td>
<td>$22.6M</td>
<td>$24.2M</td>
</tr>
<tr>
<td>165</td>
<td>Stonecrest Transit Hub</td>
<td>MARTA</td>
<td>MARTA</td>
<td>Stonecrest Transit Hub</td>
<td>Expansion</td>
<td>$1.0M</td>
<td>-</td>
<td>$1.0M</td>
</tr>
<tr>
<td>166</td>
<td>Express Commuter 285</td>
<td>CobbLinc</td>
<td>CobbLinc</td>
<td>New Express Commuter Route 285 connecting the Cumberland and Perimeter areas.</td>
<td>Expansion</td>
<td>$3.2M</td>
<td>$30.2M</td>
<td>$33.4M</td>
</tr>
<tr>
<td>167</td>
<td>System-wide Phone Upgrade</td>
<td>MARTA</td>
<td>MARTA</td>
<td>Upgrade all phones, laid a new fiber optic cable and install the latest technology in communication and interconnecting.</td>
<td>Enhancement</td>
<td>$10.0M</td>
<td>-</td>
<td>$10.0M</td>
</tr>
<tr>
<td>168</td>
<td>Express Commuter AX</td>
<td>CobbLinc</td>
<td>CobbLinc</td>
<td>New Express Commuter Route AX connecting Cumberland to Atlanta Hartsfield-Jackson International Airport.</td>
<td>Expansion</td>
<td>$1.6M</td>
<td>$35.6M</td>
<td>$37.2M</td>
</tr>
<tr>
<td>170</td>
<td>Rapid 30</td>
<td>CobbLinc</td>
<td>CobbLinc</td>
<td>New Rapid 30 limited-stop service between WellStar Cobb Hospital area and the HE Holmes MARTA Station.</td>
<td>Expansion</td>
<td>$2.4M</td>
<td>$35.0M</td>
<td>$37.4M</td>
</tr>
<tr>
<td>171</td>
<td>Town Center TNC Partnership Zone</td>
<td>CobbLinc</td>
<td>CobbLinc</td>
<td>Implementation of innovative service zone in the Town Center area where trips using TNC services would be subsidized if the trips start and end within the TNC zone.</td>
<td>Expansion</td>
<td>-</td>
<td>$14.3M</td>
<td>$14.3M</td>
</tr>
<tr>
<td>172</td>
<td>South Dekalb Transit/Mobility Hub</td>
<td>DeKalb County</td>
<td>Dekalb County</td>
<td>The South Dekalb Mall was identified in the Dekalb County Transit Master Plan as a mobility/transit hub to facilitate bus-to-bus transfers, provide covered shelter, Breeze card kiosks, restrooms, vending, bike racks, and real-time bus arrival information. Multi-modal mobility connections to car-sharing and bike-sharing services would also be provided.</td>
<td>Enhancement</td>
<td>$8.0M</td>
<td>-</td>
<td>$8.0M</td>
</tr>
<tr>
<td>174</td>
<td>Northlake Mall Transit Hub</td>
<td>DeKalb County</td>
<td>DeKalb County</td>
<td>Identified in DeKalb County Transit Master Plan as a center to facilitate bus-to-bus transfers, provide covered shelter, Breeze card kiosks, restrooms, vending, bike racks, and real-time bus arrival information. Multi-modal mobility connections to car-sharing and bike-sharing services would also be provided.</td>
<td>Enhancement</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>175</td>
<td>Downtown Tucker Transit Hub</td>
<td>DeKalb County</td>
<td>DeKalb County</td>
<td>Identified in DeKalb County Transit Master Plan as a center to facilitate bus-to-bus transfers, provide covered shelter, Breeze card kiosks, restrooms, vending, bike racks, and real-time bus arrival information. Multi-modal mobility connections to car-sharing and bike-sharing services would also be provided.</td>
<td>Enhancement</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>180</td>
<td>King Memorial TOD</td>
<td>MARTA</td>
<td>MARTA</td>
<td>Transit Oriented Development at King Memorial station</td>
<td>Enhancement</td>
<td>$800K</td>
<td>-</td>
<td>$800K</td>
</tr>
</tbody>
</table>
E. Project Fact Sheets
The MARTA Board adopted a Locally Preferred Alternative (LPA), which features a heavy rail extension to the interchange of Martin Luther King, Jr. Drive and I-285 and a Bus Rapid Transit (BRT) segment along I-20 to Fulton Industrial Boulevard. The DEIS was submitted to the FTA for review in March 2005. Three transit stations are included as part of the alternative (two BRT stations and one heavy rail station). The next steps include developing a phasing strategy for the BRT and heavy rail segments. This will involve working with Georgia Department of Transportation to prepare a joint Environmental Impact Statement (EIS). The previous DEIS work completed by MARTA will be incorporated into this effort as necessary.
The project includes approximately 2.5 miles of bus rapid transit potentially operating in dedicated lanes for all or a significant portion of the alignment. The proposed bus rapid transit facility could accommodate one or more stations in the Atlantic Station development as determined necessary in future studies. For the purposes of this application, capital and operating cost data has been obtained from the Connect Cobb Northwest Transit Alternatives Analysis Report (2012) and the Connect Cobb Corridor Environmental Assessment (2015). Capital and operating cost estimates associated with the recommended alternative in the EA have been scaled down using the 2.5 mile portion of the alignment within the City of Atlanta boundary.
Project Sponsor: Connect Douglas
Project Type: State of Good Repair
Mode Type: Vanpool
Capital Cost: $266,000
O&M Cost: $30,000
District(s): 8
Quadrant: 1: High Impact/Low Cost
Regionally Significant: No
Planning Horizon: Undetermined

Project Description
No description provide by Project Sponsor.
Staff Vehicles

Project Sponsor: Connect Douglas
Project Type: Enhancement
Mode Type: Supportive Infrastructure
Capital Cost: $46,000
O&M Cost: $8,000
District(s): 8
Quadrant: 2b: Low Impact/Low Cost
Regionally Significant: Yes
Planning Horizon: 6-year horizon

Project Description
Staff vehicles are needed to respond to issues with the Connect Douglas transit system, to monitor buses and routes, and to provide transportation to meetings and conferences related to transit.

Alignment with Governing Principles
- Return on Investment
- Mobility and Access
- Innovation
- Economic Development and Land Use
- Environmental
- Equity
Hardware/Farebox Upgrades

Project Sponsor: Connect Douglas
Project Type: Enhancement
Mode Type: Fixed Route/Paratransit Bus
Capital Cost: $250,000
O&M Cost: $7,000
District(s): 8
Quadrant: 2b: Low Impact/Low Cost
Regionally Significant: No
Planning Horizon: 6-year horizon

Project Description
Douglas County currently has basic hand-manipulated fares boxes in all of its fixed route and paratransit vehicles. Douglas County is trying to program money that will be available when a regional farebox/payment system is identified which will require upgrades to existing equipment.

Alignment with Governing Principles
- Return on Investment
- Mobility and Access
- Innovation
- Economic Development and Land Use
- Environmental
- Equity
Project Sponsor: Connect Douglas
Project Type: Enhancement
Mode Type: Fixed Route Bus
Capital Cost: $300,000
O&M Cost: $15,000
District(s): 8
Quadrant: 2b: Low Impact/Low Cost
Regionally Significant: No
Planning Horizon: 6-year horizon

Project Description
Software that can enhance fixed route scheduling, automatic vehicle locators and various passenger apps.

Alignment with Governing Principles
- Return on Investment
- Mobility and Access
- Innovation
- Economic Development and Land Use
- Environmental
- Equity
**Security/Surveillance**

**Project Sponsor:** Connect Douglas  
**Project Type:** Enhancement  
**Mode Type:** Supportive Infrastructure  
**Capital Cost:** $250,000  
**O&M Cost:** $10,000  
**District(s):** 8  
**Quadrant:** 2b: Low Impact/Low Cost  
**Regionally Significant:** No  
**Planning Horizon:** 6-year horizon

**Project Description**
Installing fencing around the perimeter of the Douglas County Transportation Center, approximately 12 acres, and replacing the camera surveillance system at the Transportation Center.
The two proposed areas are lacking in transit facilities. The proposed Liberty Road area would serve west Douglas County as well as commuters from Haralson, Paulding and Carroll Counties. Douglas County proposes a park and ride lot that would accommodate 150 to 200 cars in the Liberty Road area. The Thornton Road lot would also accommodate 150 to 200 cars and would be utilized by commuters from Douglas, Paulding, Cobb and Fulton Counties. Date for the start of construction is anticipated in June 2024.
Connect Douglas does not have sufficient park and ride capabilities in the Liberty Road and Thornton Road areas. Both of these locations are at the far ends of the west and east boundaries of the county. These two proposed facilities would be used by Douglas commuters and commuters from adjoining counties such as Carroll, Paulding and Fulton. Connect Douglas will have to acquire land in order to construct these two facilities.
Aerotropolis Mobility District

Project Sponsor: Aerotropolis CID
Project Type: Expansion
Mode Type: On-Demand Bus
Capital Cost: $1,250,000
O&M Cost: $-
District(s): 5, 8, 9, 10
Quadrant: 2b: Low Impact/Low Cost
Regionally Significant: Yes
Planning Horizon: 6-year horizon

Project Description

1-year pilot on-demand microtransit program which would be funded in partnership with the AACIDs and local government, which would supplement MARTA service and focus on 3rd shift (overnight) workers. Business participation will also be encouraged, and conversations about their interest in participating and their hardships with employees will be facilitated. Aerotropolis CID are already in conversations with TransLoc to provide the software and CTN Global to provide 3rd party operations (vehicles and drivers).

Alignment with Governing Principles

- Return on Investment
- Mobility and Access
- Innovation
- Economic Development and Land Use
- Environmental
- Equity
Project ID: #33

Aerotropolis Intermodal Transportation Center

Project Sponsor: Aerotropolis CIDs
Project Type: Enhancement
Mode Type: Supportive Infrastructure
Capital Cost: $50,000,000
O&M Cost: $-
District(s): 5
Quadrant: 2b: Low Impact/Low Cost
Regionally Significant: No
Planning Horizon: 20-year horizon

Project Description
The Intermodal Transportation Center (ITC) within the Aerotropolis will enhance multimodal connectivity and accessibility. The ITC would be a centralized transportation hub that provides connectivity between several modes while providing high-tech passenger amenities that would be expected within the terminals of an international airport.

Alignment with Governing Principles
Return on Investment
Mobility and Access
Innovation
Environmental
Equity
Economic Development and Land Use
Capitol Ave /Summerhill BRT

**Project Sponsor:** MARTA  
**Project Type:** Expansion  
**Mode Type:** Bus Rapid Transit  
**Capital Cost:** $96,000,000  
**O&M Cost:** $80,000,000  
**District(s):** 5  
**Quadrant:** 1: High Impact/Low Cost  
**Regionally Significant:** Yes  
**Planning Horizon:** 6-year horizon

**Project Description**
Defined stations with:
- Amenities and signage
- Transit Signal Priority
- Frequent bi-directional service
- Separate branding
- Dedicated/managed running way
- Off-board fare collection
- Level platform boarding

**Alignment with Governing Principles**
- **Return on Investment**
- **Mobility and Access**
- **Innovation**
- **Economic Development and Land Use**
- **Environmental**
- **Equity**
**Project Sponsor:** MARTA  
**Project Type:** Expansion  
**Mode Type:** Light Rail  
**Capital Cost:** $1,736,499,246  
**O&M Cost:** $138,600,000  
**District(s):** 3,5  
**Quadrant:** 2a: High Impact/High Cost  
**Regionally Significant:** Yes  
**Planning Horizon:** 20-year horizon

**Project Description**

Defined stations with:
- Amenities and signage
- Transit Signal Priority
- Frequent bi-directional service
- Separate branding
- Dedicated/managed running way
- Off-board fare collection
- Level platform boarding

**Alignment with Governing Principles**

- Return on Investment
- Mobility and Access
- Innovation
- Economic Development and Land Use
- Environmental
- Equity
New Service / New Technology Town Center Autonomous Shuttle

Project Sponsor: City of Chamblee
Project Type: Expansion
Mode Type: Autonomous Shuttle
Capital Cost: $2,000,000
O&M Cost: $20,020,000
District(s): 3
Quadrant: 1: High Impact/Low Cost
Regionally Significant: No
Planning Horizon: 20-year horizon

Project Description
The proposed investment is for a shared autonomous vehicle (SAV) pilot project along the 2.1 mile Peachtree Road route in Chamblee. The investment will provide necessary connections to employment, amenities, and housing using a self-driving shuttle to connect MARTA inside I-285. Once the pilot route and governance of the system are established and the technology improves for a wider range of applications, the City intends to expand service to other regional employment centers like the CDC, IRS, and PDK Airport that are currently disconnected from the MARTA heavy rail station.

Alignment with Governing Principles

- Return on Investment
- Mobility and Access
- Innovation
- Economic Development and Land Use
- Environmental
- Equity
Multi-Modal Mobility Hub and MARTA Station Reconfiguration

**Project Sponsor:** City of Chamblee  
**Project Type:** Enhancement  
**Mode Type:** Autonomous Shuttle  
**Capital Cost:** $1,545,860  
**O&M Cost:** $400,000  
**District(s):** 5  
**Quadrant:** 2b: Low Impact/Low Cost  
**Regionally Significant:** No  
**Planning Horizon:** Undetermined

**Project Description**

The proposed investment is for a multi-modal mobility hub to be located on the north side of the Chamblee MARTA station and a reconfiguration of the Chamblee MARTA station to provide a connection across the railroad corridor to improve connectivity for transit (rail, bus, and autonomous shuttle), vehicular, bicycle (and bike share program), pedestrian, and micro-mobility (dockless bicycles, scooters, and other small self-powered vehicle) traffic. The mobility hub will serve three main purposes: providing a central location for transit-related communication, providing a transfer between multiple travel modes, and serving as a key downtown Chamblee public space.
The Corporate Crescent circulator system is a recommendation out of the Aerotropolis Transit Feasibility Study that provides a feeder system to the larger regional transit system, primarily MARTA. There are several potential users, but one of the main services would be to benefit the airport, who is struggling with terminal to terminal transfers. Due to security issues, many passengers and employees must use a bus to get from one terminal to the other. This service provides an opportunity to help alleviate the airport’s transfer needs while picking up local services on the north side of the airport, where we anticipate more development with access to MARTA rail and bus.

**Project Sponsor:** Aerotropolis CIDs  
**Project Type:** Expansion  
**Mode Type:** Supportive Infrastructure  
**Capital Cost:** $10,000,000  
**O&M Cost:** $-  
**District(s):** 5, 10  
**Quadrant:** 1: High Impact/Low Cost  
**Regionally Significant:** Yes  
**Planning Horizon:** 6-year horizon
**Project ID: #45**

**South Fulton Parkway Rapid Transit in Dedicated Lanes**

**Project Sponsor:** Fulton County  
**Project Type:** Expansion  
**Mode Type:** Bus Rapid Transit  
**Capital Cost:** $145,000,000  
**O&M Cost:** $130,000,000  
**District(s):** 5,8,10  
**Quadrant:** 2a: High Impact/High Cost  
**Regionally Significant:** Yes  
**Planning Horizon:** 20-year horizon

**Project Description**

Rubber wheel rapid transit from the College Park MARTA Station to Highway 92 in dedicated transit lanes to be added to the corridor with stations at Highway 29, Stonewall Tell Road, and Campellton-Fairburn Road/Highway 92. The system will run in new, dedicated lanes along South Fulton Parkway between Highway 29 and Highway 92, will include station infrastructure adjacent to South Fulton Parkway, and pedestrian connections to station areas and surrounding environs. The project budget also includes high quality vehicles with wifi and other contemporary technologies and communications equipment to enhance user comfort and predictability/reliability.

**Alignment with Governing Principles**

- **Return on Investment**
- **Mobility and Access**
- **Innovation**
- **Economic Development and Land Use**
- **Environmental**
- **Equity**
Town Center/Big Shanty Park and Ride Expansion

**Project Sponsor:** Xpress  
**Project Type:** Enhancement  
**Mode Type:** Supportive Infrastructure  
**Capital Cost:** $9,763,407.00  
**O&M Cost:** $839,860.00  
**District(s):** 3  
**Quadrant:** 2b: Low Impact/Low Cost  
**Regionally Significant:** No  
**Planning Horizon:** 6-year horizon

**Project Description**

The proposed expansion would add 200 additional parking stalls to the park-and-ride lot. The expansion would allow for future commuter bus expansion from Cobb and Cherokee counties to Midtown Atlanta, Downtown Atlanta and Perimeter Center.

**Alignment with Governing Principles**

- **Return on Investment**
- **Mobility and Access**
- **Innovation**
- **Economic Development and Land Use**
- **Environmental**
- **Equity**
Project ID: #61
Hickory Grove Park and Ride

Project Sponsor: Xpress
Project Type: Expansion
Mode Type: Supportive Infrastructure
Capital Cost: $7,900,000
O&M Cost: $511,560
District(s): 4
Quadrant: 2b: Low Impact/Low Cost
Regionally Significant: No
Planning Horizon: 6-year horizon

Project Description
The proposed project would build a new park and ride lot north of Hickory Grove Road and west of I-75. Xpress route 480 would serve the park-and-ride using the I-75 express lanes for a portion of the trip to downtown Atlanta.

Alignment with Governing Principles
- Return on Investment
- Mobility and Access
- Innovation
- Economic Development and Land Use
- Environmental
- Equity
Project ID: #62
Sugarloaf Park and Ride

Project Sponsor: Xpress
Project Type: Expansion
Mode Type: Supportive Infrastructure
Capital Cost: $14,537,019
O&M Cost: $296,520
District(s): 6
Quadrant: 2b: Low Impact/Low Cost
Regionally Significant: No
Planning Horizon: 6-year horizon

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

Alignment with Governing Principles
- Return on Investment
- Mobility and Access
- Innovation
- Economic Development and Land Use
- Environmental
- Equity
Mt. Carmel Park and Ride

**Project Sponsor:** Xpress  
**Project Type:** Expansion  
**Mode Type:** Supportive Infrastructure  
**Capital Cost:** $9,000,000  
**O&M Cost:** $428,400  
**District(s):** 9  
**Quadrant:** 2b: Low Impact/Low Cost  
**Regionally Significant:** No  
**Planning Horizon:** 6-year horizon

**Project Description**

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

**Alignment with Governing Principles**

- **Return on Investment**
- **Mobility and Access**
- **Innovation**
- **Economic Development and Land Use**
- **Environmental**
- **Equity**
Commuter Bus Vehicle Replacement (Electric) and Charging Infrastructure

Project Sponsor: Xpress
Project Type: State of Good Repair
Mode Type: Commuter Bus/Express Bus
Capital Cost: $31,445,000
O&M Cost: $3,000,000
District(s): 1,2,3,4,5,6,7,8,9,10
Quadrant: 1: High Impact/Low Cost
Regionally Significant: No
Planning Horizon: Undetermined

Project Description
The project includes costs for 20 electric replacement buses and 20 charging stations, as well as associated costs for technical assistance, inspections, technology integration and other power infrastructure.

Alignment with Governing Principles

Return on Investment
Mobility and Access
Innovation
Economic Development and Land Use
Environmental
Equity
Xpress Park and Ride Technology Upgrades

Project Sponsor: Xpress
Project Type: Enhancement
Mode Type: Supportive Infrastructure
Capital Cost: $7,093,830
O&M Cost: $-
District(s): 1,2,3,4,5,6,7,8,9,10
Quadrant: 2b: Low Impact/Low Cost
Regionally Significant: Yes
Planning Horizon: Undetermined

The transit technology innovation aspect of the project creates an integrated park-and-ride technology network that improves safety, real-time information, monitoring and operations. The project includes the following components:

- Advanced Traveler Information System (ATIS): the project provides Changeable Message Signs (CMS) and an integrated PA System; next generation CADF/AVL (Clever) and public facing “Find-my-Bus” Apps integration; and integration with Xpress Transit Dispatch Operations and Regional AVIS (MARTA AVIS).
- Build new ITS Network

Alignment with Governing Principles

- Return on Investment
- Mobility and Access
- Innovation
- Economic Development and Land Use
- Environmental
- Equity
Transit Signal Priority

Project Sponsor: CobbLinc
Project Type: Enhancement
Mode Type: Fixed Route Bus
Capital Cost: $500,000
O&M Cost: $300,000
District(s): 3, 4, 8
Quadrant: 1: High Impact/Low Cost
Regionally Significant: Yes
Planning Horizon: 6-year horizon

Project Description

Transit signal prioritization will expand from City of Marietta to the adaptive signals in Cumberland CID and Town Center CID. All CobbLinc local buses are equipped with the necessary technology to request signal priority. This project will add 70 signals to the existing 52 signals within the City of Marietta. Transit signal priority will improve trip reliability and may increase ridership.

Alignment with Governing Principles

- Return on Investment
- Mobility and Access
- Innovation
- Economic Development and Land Use
- Environmental
- Equity
**ADA Compliant Sidewalks**

**Project Sponsor:** CobbLinc  
**Project Type:** State of Good Repair  
**Mode Type:** Bicycle/Pedestrian  
**Capital Cost:** $6,250,000  
**O&M Cost:** $-  
**District(s):** 3,4,8  
**Quadrant:** 2b: Low Impact/Low Cost  
**Regionally Significant:** No  
**Planning Horizon:** 6-Year horizon

**Project Description**

The project proposes to bring sidewalks, curb ramps, and crosswalks into compliance with the ADA along CobbLinc local bus routes within unincorporated Cobb County. As part of the Cobb County ADA Transition Plan 2018 update, over $6 million in noncompliant infrastructure was identified. This project proposes to remedy these deficiencies.

**Alignment with Governing Principles**

- **Return on Investment**
- **Mobility and Access**
- **Innovation**
- **Economic Development and Land Use**
- **Environmental**
- **Equity**
Project Sponsor: City of Brookhaven
Project Type: Enhancement
Mode Type: Bus Rapid Transit
Capital Cost: $220,000,000
O&M Cost: $60,000,000
District(s): 3, 5
Quadrant: 2a: High Impact/High Cost
Regionally Significant: Yes
Planning Horizon: 20-year horizon

Project Description

The proposed transit investment includes a Bus Rapid Transit (BRT) system running in exclusive lanes along Buford Highway from the Lindbergh MARTA Station to the Doraville MARTA Station and is approximately 11 miles in length. The investment will include stations with shelters, fare vending machines, and passenger information, exclusive lanes and signal priority equipment at intersections, and new revenue vehicles. Service frequency was assumed to be 15 minutes, with operating hours from 5:00 AM to 1:00 AM. These assumptions were used for the operating cost estimates and ridership forecasts.

Alignment with Governing Principles

- Return on Investment
- Mobility and Access
- Innovation
- Economic Development and Land Use
- Environmental
- Equity
An expanded and relocated Cumberland Transfer Center will be located in the Cumberland business district near its current location. The transfer center serves as a connection point for 8 local and limited-stops routes, including MARTA route 12. The current location creates operational challenges for CobbLinc buses. All bays are in the eastbound direction, which requires that all westbound buses travel through the Cumberland Mall property to access the transfer center. This results in significant travel time delays for most routes.
Project Sponsor: CobbLinc
Project Type: Expansion
Mode Type: Supportive Infrastructure
Capital Cost: $50,000,000
O&M Cost: $1,000,000
District(s): 3
Quadrant: 1: High Impact/Low Cost
Regionally Significant: No
Planning Horizon: 6-year horizon

Project Description
An expanded and relocated Marietta Transfer Center will be located near Roswell Road and I-75. The transfer center serves as a connection point for services for 9 local and limited-stops routes. The new facility will include more bus bays, more car parking, bicycle parking, taxi drop-off/pick-up area, and rider information technology. In addition to the core transit elements of the project, the goal is to create a transit-oriented development integrated with CobbLinc’s facility.

Alignment with Governing Principles
- Return on Investment
- Mobility and Access
- Innovation
- Economic Development and Land Use
- Environmental
- Equity
South Cobb Transfer Center

Project Sponsor: CobbLinc
Project Type: Expansion
Mode Type: Supportive Infrastructure
Capital Cost: $8,000,000
O&M Cost: $500,000
District(s): 8
Quadrant: 2b: Low Impact/Low Cost
Regionally Significant: No
Planning Horizon: 6-year horizon

A new South Cobb Transfer Center will be located near the intersection of Austell Road and East-West Connector. The transfer center serves as a connection point for 2 local routes and demand-responsive service. The new facility will include four bus bays, car parking, bicycle parking, a taxi drop-off/pick-up area, and rider information technology.

Alignment with Governing Principles

- Return on Investment
- Mobility and Access
- Innovation
- Economic Development and Land Use
- Environmental
- Equity
The existing Marietta Maintenance Facility will be expanded to serve an additional 100 vehicles. This project includes increasing bus parking, bus maintenance bays/lifts, electric charging infrastructure, and other operations related facilities.
Project Sponsor: MARTA
Project Type: Expansion
Mode Type: Light Rail
Capital Cost: $174,000,000
O&M Cost: $124,800,000
District(s): 3,5
Quadrant: 2a: High Impact/High Cost
Regionally Significant: Yes
Planning Horizon: 20-year horizon

Project Description
Defined stations with:
• Amenities and signage
• Transit Signal Priority
• Frequent bi-directional service
• Separate branding
• Dedicated/managed running way
• Off-board fare collection
• Level platform boarding

Alignment with Governing Principles
Return on Investment
Mobility and Access
Innovation
Economic Development and Land Use
Environmental
Equity
Project Sponsor: MARTA
Project Type: Expansion
Mode Type: Light Rail
Capital Cost: $180,000,000
O&M Cost: $144,000,000
District(s): 5,8
Quadrant: 2a: High Impact/High Cost
Regionally Significant: Yes
Planning Horizon: 20-year horizon

Project Description
Defined stations with:
• Amenities and signage
• Transit Signal Priority
• Frequent bi-directional service
• Separate branding
• Dedicated/managed running way
• Off-board fare collection
• Level platform boarding
• Increased station spacing

Alignment with Governing Principles
Return on Investment
Mobility and Access
Innovation
Economic Development and Land Use
Environmental
Equity
Project Sponsor: MARTA
Project Type: Enhancement
Mode Type: Bus Rapid Transit
Capital Cost: $337,000,000
O&M Cost: $106,000,000
District(s): 5, 8
Quadrant: 2a: High Impact/High Cost
Regionally Significant: Yes
Planning Horizon: Undetermined

Project Description

HCT System that includes:
- Defined stations with amenities and signage
- Transit Signal Priority
- Frequent bi-directional service
- Separate branding
- Dedicated/managed running way
- Off-board fare collection
- Level platform boarding

Alignment with Governing Principles

- Return on Investment
- Mobility and Access
- Innovation
- Economic Development and Land Use
- Environmental
- Equity
Northside Drive BRT

Project Sponsor: MARTA
Project Type: Expansion
Mode Type: Bus Rapid Transit
Capital Cost: $167,000,000
O&M Cost: $5,100,000
District(s): 5
Quadrant: 1: High Impact/Low Cost
Regionally Significant: Yes
Planning Horizon: 20-year horizon

Project Description
Defined stations with:
• Amenities and signage
• Transit Signal Priority
• Frequent bi-directional service
• Separate branding
• Dedicated/managed running way
• Off-board fare collection
• Level platform boarding
• Increased station spacing

Alignment with Governing Principles
- Return on Investment
- Mobility and Access
- Economic Development and Land Use
- Environmental
- Innovation
- Equity

Project ID: #86
224 Atlanta-Region Transit Link Authority
Project Sponsor: MARTA
Project Type: Expansion
Mode Type: Light Rail
Capital Cost: $282,540,000
O&M Cost: $117,600,000
District(s): 5
Quadrant: 2a: High Impact/High Cost
Regionally Significant: Yes
Planning Horizon: 20-year horizon

Project Description
Defined stations with:
• Amenities and signage
• Transit Signal Priority
• Frequent bi-directional service
• Separate branding
• Dedicated/managed running way
• Off-board fare collection
• Level platform boarding

Alignment with Governing Principles
Return on Investment
Mobility and Access
Innovation
Economic Development and Land Use
Environmental
Equity
BRT Route 703: Infinite Energy Center to Mall of Georgia

Project Sponsor: GCT
Project Type: Expansion
Mode Type: Bus Rapid Transit
Capital Cost: $148,193,000
O&M Cost: $82,760,000
District(s): 2
Quadrant: 2a: High Impact/High Cost
Regionally Significant: Yes
Planning Horizon: Undetermined

Project Description
Project to construct a BRT line between Infinite Energy Center and the Mall of Georgia. Capital costs include exclusive bus lanes to allow the buses to bypass congestion, transit signal priority at intersections, off-board fare collection, real-time information systems, enhanced stations, and distinctive branding and vehicles. Operational costs represent a high-level of service with 15-minute frequencies all day on weekdays. Project alignment is similar to the alignments of Rapid 202 (ART202) and Local 50 (LB50) allowing for this project to be part of a phased approach to upgrade service along the alignment if deemed appropriate.
Project Sponsor: MARTA
Project Type: Expansion
Mode Type: Bus Rapid Transit
Capital Cost: $300,000,000
O&M Cost: $-
District(s): 1,2
Quadrant: 2a: High Impact/High Cost
Regionally Significant: Yes
Planning Horizon: 6-year horizon

Project Description
Defined stations with:
- Amenities and signage
- Transit Signal Priority
- Frequent bi-directional service
- Separate branding
- Dedicated/managed running way
- Off-board fare collection
- Level platform boarding
- Increased station spacing

Alignment with Governing Principles
- Return on Investment
- Mobility and Access
- Innovation
- Economic Development and Land Use
- Environmental
- Equity
Clayton County Transit Initiative - BRT

Project Sponsor: MARTA
Project Type: Expansion
Mode Type: Bus Rapid Transit
Capital Cost: $375,000,000
O&M Cost: $-
District(s): 5, 9, 10
Quadrant: 2a: High Impact/High Cost
Regionally Significant: Yes
Planning Horizon: 20-year horizon

Project Description
Defined stations with:
• Amenities and signage
• Transit Signal Priority
• Frequent bi-directional service
• Separate branding
• Dedicated/managed running way
• Off-board fare collection
• Level platform boarding
• Increased station spacing

Alignment with Governing Principles

- Return on Investment
- Mobility and Access
- Innovation
- Economic Development and Land Use
- Environmental
- Equity
Clayton County Transit Initiative - CRT

Project Sponsor: MARTA
Project Type: Expansion
Mode Type: Commuter Rail
Capital Cost: $900,000,000
O&M Cost: $-
District(s): 5, 9, 10
Quadrant: 2a: High Impact/High Cost
Regionally Significant: Yes
Planning Horizon: 20-year horizon

Project Description
Defined stations with:
• Amenities and signage
• Transit Signal Priority
• Frequent bi-directional service
• Separate branding
• Dedicated/managed running way
• Off-board fare collection
• Level platform boarding

Alignment with Governing Principles
- Return on Investment
- Mobility and Access
- Innovation
- Economic Development and Land Use
- Environmental
- Equity
Project Sponsor: MARTA
Project Type: Enhancement
Mode Type: Fixed Route Bus
Capital Cost: $8,875,000
O&M Cost: $-
District(s): 1, 2, 3, 5, 7, 8, 9, 10
Quadrant: 1: High Impact/Low Cost
Regionally Significant: No
Planning Horizon: Undetermined

Project Description

Acquisition of clean fuel buses.

Alignment with Governing Principles

- Return on Investment
- Mobility and Access
- Innovation
- Economic Development and Land Use
- Environmental
- Equity
Project Sponsor: MARTA
Project Type: State of Good Repair
Mode Type: Supportive Infrastructure
Capital Cost: $400,000,000.00
O&M Cost: $-
District(s): 1, 2, 3, 5, 7, 8, 9, 10
Quadrant: 2a: High Impact/High Cost
Regionally Significant: No
Planning Horizon: 20-year horizon

Project Description
Upgrading software bus/rail systemwide, enhancement

Alignment with Governing Principles
- Return on Investment
- Mobility and Access
- Innovation
- Economic Development and Land Use
- Environmental
- Equity
Station Rehabilitation - Program Schedule

Project Sponsor: MARTA
Project Type: State of Good Repair
Mode Type: Supportive Infrastructure
Capital Cost: $685,000,000
O&M Cost: $-
District(s): 1,3,5,7,8,9,10
Quadrant: 2a: High Impact/High Cost
Regionally Significant: No
Planning Horizon: 20-year horizon

Project Description
Rehabilitation for all 38 stations, staged six or seven a year till complete. Includes walls, ceilings, flooring, signage and other station components for safety and improved passenger experience.

Alignment with Governing Principles
Economic Development and Land Use
Return on Investment
Mobility and Access
Innovation
Equity
Environmental
Roofing and Skylights - Roofing Rehabilitation Program

Project Sponsor: MARTA
Project Type: State of Good Repair
Mode Type: Supportive Infrastructure
Capital Cost: $562,500,000
O&M Cost: $-
District(s): 1,3,5,7,8,9,10
Quadrant: 2a: High Impact/High Cost
Regionally Significant: No
Planning Horizon: 20-year horizon

Project Description
Roofing and Skylights - Roofing Rehabilitation Program

Alignment with Governing Principles
- Return on Investment
- Mobility and Access
- Innovation
- Economic Development and Land Use
- Environmental
- Equity
LRT-1b - Clifton Corridor LRT (Segment 1b)

Project Sponsor: DeKalb County
Project Type: Expansion
Mode Type: Light Rail
Capital Cost: $108,000,000
O&M Cost: $34,500,000
District(s): 5
Quadrant: 1: High Impact/Low Cost
Regionally Significant: Yes
Planning Horizon: 20-year horizon

Project Description
Existing Project Description: 1.2-mile extension (DeKalb County portion only) of Clifton Corridor LRT from Emory CDC Campus to Clairmont Rd at N Decatur Rd

Alignment with Governing Principles
- Return on Investment
- Mobility and Access
- Economic Development and Land Use
- Environmental
- Innovation
- Equity
Project Sponsor: MARTA
Project Type: Expansion
Mode Type: Light Rail
Capital Cost: $97,000,000
O&M Cost: $29,400,000
District(s): 5
Quadrant: 1: High Impact/Low Cost
Regionally Significant: Yes
Planning Horizon: 20-year horizon

Project Description
No description provided by Project Sponsor.
Acquiring eighteen 15-passenger cutaways during the period 2020 to 2025 to enhance Douglas County’s fixed route service. Twelve of the vehicles will be used to reduce headway on existing routes and expand service into areas currently not served. Another six of the 15-passenger vehicles will be used to replace units that have reached or exceeded their useful life. In total, Douglas County will be purchasing eighteen 15-passenger cutaways during the period 2020 through 2025.
Pilot: Partnering with the GDOT, Xpress is implementing transit signal priority (TSP) technology on Xpress route 431 so that GDOT and Xpress can review the impact of TSP on schedule adherence and on-time performance of Xpress service. The goal of the pilot is to ascertain feasibility for this technology to have a measurable positive impact on the Xpress bus service delivery, and particularly on-time performance.
Project ID: #177

Xpress Diesel Replacement Buses

Project Sponsor: Xpress
Project Type: State of Good Repair
Mode Type: Commuter Bus/Express Bus
Capital Cost: $61,400,000
O&M Cost: $-
District(s): 1,2,3,4,5,6,7,8,9,10
Quadrant: 1: High Impact/Low Cost
Regionally Significant: No
Planning Horizon: 6-year horizon

Project Description

Return Xpress fleet to a State of Good Repair by replacing older model year buses with new, more efficient, effective, and reliable diesel commuter buses. The Xpress Fleet Replacement Project will replace 97 Xpress coaches (D4500).
Project Sponsor: Buckhead CID
Project Type: Expansion
Mode Type: Commuter Bus/Express Bus
Capital Cost: $-
O&M Cost: $11,137,500
District(s): 3
Quadrant: 1: High Impact/Low Cost
Regionally Significant: Yes
Planning Horizon: 6-year horizon

Project Description
This service would provide a direct connection from one or potentially multiple locations along the Northwest Corridor (generally I-75 and/or I-575 corridors) directly to the Buckhead business district in the City of Atlanta. This particular application is for service to the Marietta Transfer Center Park and Ride facility, and a separate application is being filed for an alternative for service to the Town Center/Big Shanty Park and Ride. Project Sponsor is applying for only one service route, not both. Service is envisioned to be provided under the Xpress system brand and network, though could also be provided by other operators or under other system branding.
This project includes high capacity transit running in managed, express lanes along I-285. The project assumes rubber-wheeled, high capacity transit with 10-minute headways during peak hours and 15-minute headways off-peak and includes station and ped/bike infrastructure along I-285.
Project ID: #182

I-285 Transit in Express Lanes - Top End West

Project Sponsor: ATL
Project Type: Expansion
Mode Type: Bus Rapid Transit
Capital Cost: $195,000,000
O&M Cost: $80,000,000
District(s): 3,4,8
Quadrant: 2a: High Impact/High Cost
Regionally Significant: Yes
Planning Horizon: 20-year horizon

Project Description
This project includes high capacity transit running in managed, express lanes along I-285. The project contemplates transit-only interchanges at Roswell Rd. The project assumes rubber-wheeled, high capacity transit with 10-minute headways during peak hours and 15-minute headways off-peak and includes station and ped/bike infrastructure along I-285.

Alignment with Governing Principles
- Return on Investment
- Mobility and Access
- Innovation
- Economic Development and Land Use
- Environmental
- Equity
This project includes high capacity transit running in managed, express lanes along I-285. The project contemplates transit-only interchanges at Roswell Rd. The project assumes rubber-wheeled, high capacity transit with 10-minute headways during peak hours and 15-minute headways off-peak and includes station and ped/bike infrastructure along I-285.
I-285 Transit in Express Lanes - Westside

Project Sponsor: ATL
Project Type: Expansion
Mode Type: Bus Rapid Transit
Capital Cost: $122,000,000
O&M Cost: $80,000,000
District(s): 5, 8
Quadrant: 2a: High Impact/High Cost
Regionally Significant: Yes
Planning Horizon: 20-year horizon

Project Description
This project includes high capacity transit running in managed, express lanes along I-285. The project contemplates transit-only interchanges at Roswell Rd. The project assumes rubber-wheeled, high capacity transit with 10-minute headways during peak hours and 15-minute headways off-peak and includes station and ped/bike infrastructure along I-285.
Gwinnett Place Transit Center Improvements

Project Sponsor: GCT
Project Type: Enhancement
Mode Type: Supportive Infrastructure
Capital Cost: $20,500,000
O&M Cost: $-
District(s): 2
Quadrant: 1: High Impact/Low Cost
Regionally Significant: No
Planning Horizon: Undetermined

Project Description

Project to enhance the facilities at the existing site, construct new facilities, and expand the site to allow for increased transit services. This center will be the main hub for transfers within the system and will feature a mobility center as well as onsite customer service staff. The facility upgrades may include waiting areas, stop amenities, customer service facilities, and ticket vending.
Project ID: #009G

Georgia Gwinnett College Transit Center

Project Sponsor: GCT
Project Type: Expansion
Mode Type: Supportive Infrastructure
Capital Cost: $10,250,000
O&M Cost: $-
District(s): 6
Quadrant: 2b: Low Impact/Low Cost
Regionally Significant: No
Planning Horizon: Undetermined

Project Description

Project to construct a new transit hub at Georgia Gwinnett College. Costs include the purchase/lease of property and the construction of a transfer center; The transfer center will include high quality waiting areas, rider information systems, and operation elements to ensure ease of transfer between services.

Alignment with Governing Principles

Return on Investment
Mobility and Access
Innovation
Economic Development and Land Use
Environmental
Equity
The I-985 Park-and-Ride will be upgraded to enhance the facilities at the existing site and allow for increased transit services. These facilities may include enhanced waiting areas, stop amenities, and customer service facilities.
Douglas County recently implemented fixed route service and accompanying ADA paratransit service. Currently two 15-passenger cutaways are used for paratransit service. Over the next 7 years, Douglas County estimates it will need 7 additional 15-passenger cutaways to handle the paratransit demand.
Local Bus Enhancement Route 10

Project Sponsor: GCT
Project Type: Enhancement
Mode Type: Fixed Route Bus
Capital Cost: $3,229,000
O&M Cost: $61,857,000
District(s): 2,3,5
Quadrant: 2b: Low Impact/Low Cost
Regionally Significant: Yes
Planning Horizon: Undetermine

Project Description
Project to alter the alignment and improve service levels on existing Local Route 10. Capital and operation cost represent the level of service with 15-minute peak frequencies and 20-minute off-peak frequencies on weekdays.

Alignment with Governing Principles
Return on Investment
Mobility and Access
Innovation
Economic Development and Land Use
Environmental
Equity
Local Bus Expansion Route GW5

Project Sponsor: GCT
Project Type: Expansion
Mode Type: Fixed Route Bus
Capital Cost: $1,076,000
O&M Cost: $13,073,000
District(s): 2, 6
Quadrant: 2b: Low Impact/Low Cost
Regionally Significant: Yes
Planning Horizon: Undetermined

Project Description
Project to implement a new local bus route between Sugarloaf Park-and-Ride and Duluth. Capital and operation cost represent the a level of service with 60-minute all day frequencies on weekdays.
Project ID: #071G

Local Bus Enhancement Route 20

Project Sponsor: GCT
Project Type: Enhancement
Mode Type: Fixed Route Bus
Capital Cost: $2,691,000.00
O&M Cost: $64,867,000.00
District(s): 2,3,5,6,7
Quadrant: 1: High Impact/Low Cost
Regionally Significant: Yes
Planning Horizon: Undetermined

Project Description

Project to alter the alignment to provide service between Doraville MARTA station/Multimodal Hub and Gwinnett Place Transit Center and improve service levels on existing Local Route 20. Capital and operation cost represent the a level of service with 30-minute frequencies all day on weekdays. Costs also assume that service will run to Doraville MARTA station. If heavy rail is extended this route could terminate at the Multimodal Hub near Jimmy Carter Boulevard if deemed appropriate.

Alignment with Governing Principles

- Return on Investment
- Mobility and Access
- Innovation
- Economic Development and Land Use
- Environmental
- Equity
Project ID: #072G

Local Bus Enhancement Route 30

Project Sponsor: GCT
Project Type: Enhancement
Mode Type: Fixed Route Bus
Capital Cost: $1,076,000
O&M Cost: $45,585,000
District(s): 2,3,5,6,7
Quadrant: 2b: Low Impact/Low Cost
Regionally Significant: Yes
Planning Horizon: Undetermined

Project Description

Project to alter the alignment to provide service between Doraville MARTA station/Multimodal Hub and Lilburn and improve service levels on existing Local Route 30. Capital and operation cost represent the a level of service with 30-minute frequencies all day on weekdays. Costs also assume that service will run to Doraville MARTA station. If heavy rail is extended this route could terminate at the Multimodal Hub near Jimmy Carter Boulevard if deemed appropriate.

Alignment with Governing Principles

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

ATL Regional Transit Plan
**Project Sponsor:** GCT  
**Project Type:** Enhancement  
**Mode Type:** Fixed Route Bus  
**Capital Cost:** $4,305,000  
**O&M Cost:** $84,152,000  
**District(s):** 2,3  
**Quadrant:** 2b: Low Impact/Low Cost  
**Regionally Significant:** Yes  
**Planning Horizon:** Undetermined

**Project Description**

Project to alter the alignment to provide service between Doraville MARTA station/Multimodal Hub and Peachtree Corners and improve service levels on existing Local Route 35. Capital and operation cost represent the a level of service with 15-minute frequencies all day on weekdays (combined frequencies between A and B patterns). Costs also assume that service will run to Doraville MARTA station. If heavy rail is extended this route could terminate at the Multimodal Hub near Jimmy Carter Boulevard if deemed appropriate.

**Alignment with Governing Principles**

- **Return on Investment**
- **Mobility and Access**
- **Innovation**
- **Economic Development and Land Use**
- **Environmental**
- **Equity**
Local Bus Enhancement Route 40

Project Sponsor: GCT
Project Type: Enhancement
Mode Type: Fixed Route Bus
Capital Cost: $538,000
O&M Cost: $37,831,000
District(s): 2, 6
Quadrant: 2b: Low Impact/Low Cost
Regionally Significant: No
Planning Horizon: Undetermined

Project Description
Project to alter the alignment to provide service between the Gwinnett Place Transit Center and Lawrenceville and improve service levels on existing Local Route 40. Capital and operation cost represent the a level of service with 30-minute frequencies all day on weekdays.

Alignment with Governing Principles
- Return on Investment
- Mobility and Access
- Innovation
- Economic Development and Land Use
- Environmental
- Equity
Project ID: #075G

Local Bus Enhancement Route 45

**Project Sponsor:** GCT  
**Project Type:** Enhancement  
**Mode Type:** Fixed Route Bus  
**Capital Cost:** $538,000  
**O&M Cost:** $37,831,000  
**District(s):** 2, 6  
**Quadrant:** 2b: Low Impact/Low Cost  
**Regionally Significant:** Yes  
**Planning Horizon:** Undetermined

**Project Description**
Project to alter the alignment to provide service between Peachtree Corners and Lawrenceville and improve service levels on existing Local Route 45. Capital and operation cost represent the a level of service with 30-minute frequencies all day on weekdays. Project alignment is similar to the alignment of BRT 701 (BRT701) and Local Route 75 (LB75) allowing for this project to be part of a phased approach to upgrade service along the alignment if deemed appropriate.
Local Bus Expansion Route 55

Project ID: #076G

Project Sponsor: GCT
Project Type: Expansion
Mode Type: Fixed Route Bus
Capital Cost: $2,691,000
O&M Cost: $26,110,000
District(s): 2
Quadrant: 2b: Low Impact/Low Cost
Regionally Significant: No
Planning Horizon: Undetermined

Project Description
Project to implement a new local bus route between Infinite Energy Center and Sugar Hill. Capital and operation cost represent the a level of service with 30-minute all day frequencies on weekdays.

Alignment with Governing Principles
Local Bus Expansion Route 65

Project ID: #077G

Project Sponsor: GCT
Project Type: Expansion
Mode Type: Fixed Route Bus
Capital Cost: $6,458,000
O&M Cost: $64,573,000
District(s): 6
Quadrant: 1: High Impact/Low Cost
Regionally Significant: No
Planning Horizon: Undetermined

Project Description
Project to implement a new local bus route between Georgia Gwinnett College and Tucker in DeKalb County. Capital and operation cost represent the level of service with 30-minute all day frequencies on weekdays. Project alignment is similar to the alignment of Rapid Route 209 (ART209) allowing for this project to be part of a phased approach to upgrade service along the alignment if deemed appropriate.
Local Bus Expansion Route 75

Project Sponsor: GCT
Project Type: Expansion
Mode Type: Fixed Route Bus
Capital Cost: $1,076,000
O&M Cost: $10,416,000
District(s): 2
Quadrant: 2b: Low Impact/Low Cost
Regionally Significant: No
Planning Horizon: Undetermined

Project Description

Project to implement a new local bus route between Gwinnett Place Transit Center and Peachtree Corners. Capital and operation cost represent the a level of service with 60-minute all day frequencies on weekdays. Project alignment is similar to the alignment of BRT 701 (BRT701) allowing for this project to be part of a phased approach to upgrade service along the alignment if deemed appropriate.
Local Bus Expansion Route 80

Project Sponsor: GCT
Project Type: Expansion
Mode Type: Fixed Route Bus
Capital Cost: $1,076,000
O&M Cost: $13,275,000
District(s): 2,6
Quadrant: 2b: Low Impact/Low Cost
Regionally Significant: Yes
Planning Horizon: Undetermined

Project Description

Project to implement a new local bus route between Georgia Gwinnett College and Mall of Georgia. Capital and operation cost represent the a level of service with 60-minute all day frequencies on weekdays. Project alignment is similar to the alignments of BRT 704 (BRT704) and Rapid 204 (ART204) allowing for this project to be part of a phased approach to upgrade service along the alignment if deemed appropriate.

Alignment with Governing Principles

Return on Investment
Mobility and Access
Innovation
Economic Development and Land Use
Environmental
Equity
Project ID: #080G

Local Bus Expansion
Route 85

Project Sponsor: GCT
Project Type: Expansion
Mode Type: Fixed Route Bus
Capital Cost: $2,691,000
O&M Cost: $35,315,000
District(s): 2,6
Quadrant: 2b: Low Impact/Low Cost
Regionally Significant: Yes
Planning Horizon: Undetermined

Project Description
Project to implement a new local bus route between Infinite Energy Center and the Mall of Georgia. Capital and operation cost represent the a level of service with 30-minute all day frequencies on weekdays.

Alignment with Governing Principles
Return on Investment
Mobility and Access
Innovation
Economic Development and Land Use
Environmental
Equity
Local Bus Expansion Route RG1

Project Sponsor: GCT
Project Type: Expansion
Mode Type: Fixed Route Bus
Capital Cost: $2,153,000
O&M Cost: $23,935,000
District(s): 2, 6
Quadrant: 2b: Low Impact/Low Cost
Regionally Significant: Yes
Planning Horizon: Undetermined

Project to implement a new local bus route between I-85 at McGinnis Ferry and the Avalon in Alpharetta. Capital and operation cost represent the a level of service with 30-minute all day frequencies on weekdays. Operational costs only includes service within Gwinnett County, coordination with MARTA will be required to provide service for Fulton County portion.
Local Bus Expansion
Route RG2

Project Sponsor: GCT
Project Type: Expansion
Mode Type: Fixed Route Bus
Capital Cost: $1,076,000
O&M Cost: $17,586,000
District(s): 1,2,3
Quadrant: 2b: Low Impact/Low Cost
Regionally Significant: Yes
Planning Horizon: Undetermined

Project Description
Project to implement a new local bus route between the Multimodal Hub/transit center near Jimmy Carter Boulevard and the Mansell Park-and-Ride in North Fulton. Capital and operation cost represent the a level of service with 30-minute all day frequencies on weekdays. Project alignment is similar to the alignment of Rapid 205 (ART205) allowing for this project to be part of a phased approach to upgrade service along the alignment if deemed appropriate. Operational costs only includes service within Gwinnett County, coordination with MARTA will be required to provide service for Fulton County portion.

Alignment with Governing Principles
- Return on Investment
- Mobility and Access
- Innovation
- Economic Development and Land Use
- Environmental
- Equity
Project ID: #083G

**Local Bus Expansion Route GW1**

**Project Sponsor:** GCT  
**Project Type:** Expansion  
**Mode Type:** Fixed Route Bus  
**Capital Cost:** $3,767,000  
**O&M Cost:** $49,732,000  
**District(s):** 6, 7  
**Quadrant:** 2b: Low Impact/Low Cost  
**Regionally Significant:** No  
**Planning Horizon:** Undetermined

**Project Description**

Project to implement a new local bus route between Lawrenceville and the Stone Mountain Park-and-Ride. Capital and operation cost represent the a level of service with 30-minute all day frequencies on weekdays.

**Alignment with Governing Principles**

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

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262 Atlanta-Region Transit Link Authority
Local Bus Expansion Route GW2

Project Sponsor: GCT
Project Type: Expansion
Mode Type: Fixed Route Bus
Capital Cost: $3,767,000
O&M Cost: $46,555,000
District(s): 2,3,6,7
Quadrant: 1: High Impact/Low Cost
Regionally Significant: Yes
Planning Horizon: Undetermined

Project Description
Project to implement a new local bus route between the Multimodal Hub/transit center near Jimmy Carter Boulevard and the Stone Mountain Park-and-Ride. Capital and operation cost represent the level of service with 30-minute all day frequencies on weekdays.

Alignment with Governing Principles

- Return on Investment
- Mobility and Access
- Innovation
- Economic Development and Land Use
- Environmental
- Equity
Local Bus Expansion Route GW3

**Project Sponsor:** GCT  
**Project Type:** Expansion  
**Mode Type:** Fixed Route Bus  
**Capital Cost:** $2,691,000  
**O&M Cost:** $30,191,000  
**District(s):** 6, 7  
**Quadrant:** 2b: Low Impact/Low Cost  
**Regionally Significant:** No  
**Planning Horizon:** Undetermined

**Project Description**

Project to implement a new local bus route between Lawrenceville and Loganville. Capital and operation cost represent the a level of service with 30-minute all day frequencies on weekdays.
Local Bus Expansion
Route GW4

Project Sponsor: GCT
Project Type: Expansion
Mode Type: Fixed Route Bus
Capital Cost: $2,153,000.00
O&M Cost: $19,726,000.00
District(s): 6, 7
Quadrant: 2b: Low Impact/Low Cost
Regionally Significant: No
Planning Horizon: Undetermined

Project Description
Project to implement a new local bus route between Snellville and Loganville. Capital and operation cost represent the level of service with 30-minute all day frequencies on weekdays.

Alignment with Governing Principles
Project ID: #087G

Local Bus Expansion Route RG3

Project Sponsor: GCT
Project Type: Expansion
Mode Type: Fixed Route Bus
Capital Cost: $2,153,000
O&M Cost: $24,905,000
District(s): 7
Quadrant: 2b: Low Impact/Low Cost
Regionally Significant: No
Planning Horizon: Undetermined

Project Description
Project to implement a new local bus route between Snellville and Stonecrest in DeKalb County. Capital and operation cost represent the a level of service with 30-minute all day frequencies on weekdays. Operational costs only includes service within Gwinnett County, coordination with MARTA will be required to provide service for DeKalb County portion.

Alignment with Governing Principles
- Return on Investment
- Mobility and Access
- Innovation
- Economic Development and Land Use
- Environmental
- Equity
Project ID: #089G

Local Bus Expansion Route GW6

Project Sponsor: GCT
Project Type: Expansion
Mode Type: Fixed Route Bus
Capital Cost: $1,076,000
O&M Cost: $9,666,000
District(s): 2
Quadrant: 2b: Low Impact/Low Cost
Regionally Significant: No
Planning Horizon: Undetermined

Project Description
Project to implement a new local bus route between Buford and the I-985 Park-and-Ride. Capital and operation cost represent the a level of service with 30-minute all day frequencies on weekdays.

Alignment with Governing Principles
Project Sponsor: GCT
Project Type: Expansion
Mode Type: Fixed Route Bus
Capital Cost: $4,305,000
O&M Cost: $57,696,000
District(s): 2, 6, 7
Quadrant: 1: High Impact/Low Cost
Regionally Significant: Yes
Planning Horizon: Undetermined

Project Description
Project to implement a new local bus route between Snellville and Peachtree Corners. Capital and operation cost represent the a level of service with 30-minute all day frequencies on weekdays. Project alignment is similar to the alignments of BRT 705 (BRT705) and Rapid 203 (ART203) allowing for this project to be part of a phased approach to upgrade service along the alignment if deemed appropriate.

Alignment with Governing Principles
- Return on Investment
- Mobility and Access
- Innovation
- Economic Development and Land Use
- Environmental
- Equity
Project ID: #091G

Direct Connect Expansion Route 401

Project Sponsor: GCT
Project Type: Expansion
Mode Type: Fixed-Route Bus
Capital Cost: $4,869,000
O&M Cost: $38,675,000
District(s): 2,3,5,6,7
Quadrant: 2b: Low Impact/Low Cost
Regionally Significant: Yes
Planning Horizon: Undetermined

Project Description
Project to implement all-day, bi-direction service connecting various park-and-rides and transit centers along the I-85 and I-985 corridors with MARTA rail. Project will serve the Multimodal Hub near Jimmy Carter Boulevard if rail service is extended, otherwise the project will serve Chamblee MARTA Station. Capital and operation cost represent 60-minute all day frequencies on weekdays to either Chamblee MARTA station or to the Multimodal Hub.

Alignment with Governing Principles

- Return on Investment
- Mobility and Access
- Innovation
- Economic Development and Land Use
- Environmental
- Equity
Project ID: #092G

Direct Connect Expansion Route 402

Project Sponsor: GCT
Project Type: Expansion
Mode Type: Fixed-Route Bus
Capital Cost: $4,869,000
O&M Cost: $33,612,000
District(s): 2,3,5,6,7
Quadrant: 1: High Impact/Low Cost
Regionally Significant: Yes
Planning Horizon: Undetermined

Project Description
Project to implement all-day, bi-direction service connecting various park-and-rides and transit centers along the I-85 and SR 316 corridors with MARTA rail. Project will serve the Multimodal Hub near Jimmy Carter Boulevard if rail service is extended, otherwise the project will serve Chamblee MARTA Station. Capital and operation cost represent 60-minute all day frequencies on weekdays to Chamblee MARTA station or to the Multimodal Hub.

Alignment with Governing Principles
- Return on Investment
- Mobility and Access
- Innovation
- Economic Development and Land Use
- Environmental
- Equity
Project ID: #094G

**Express Commuter Bus Enhancement Route 101**

**Project Sponsor:** GCT  
**Project Type:** Enhancement  
**Mode Type:** Commuter Bus/Express Bus  
**Capital Cost:** $7,790,000  
**O&M Cost:** $42,356,000  
**District(s):** 2, 3, 5, 6, 7  
**Quadrant:** 1: High Impact/Low Cost  
**Regionally Significant:** Yes  
**Planning Horizon:** Undetermined  

**Project Description**

Project to provide commuter express bus service between the I-985 Park-and-Ride and Downtown Atlanta. Capital and operational costs represent 12-minute directional frequencies during peaks on weekdays only.

**Alignment with Governing Principles**

- **Return on Investment**
- **Mobility and Access**
- **Innovation**
- **Economic Development and Land Use**
- **Environmental**
- **Equity**
**Express Commuter Bus Enhancement Route 102**

**Project Sponsor:** GCT  
**Project Type:** Enhancement  
**Mode Type:** Commuter Bus/Express Bus  
**Capital Cost:** $974,000  
**O&M Cost:** $20,198,000  
**District(s):** 2, 3, 5, 6, 7  
**Quadrant:** 1: High Impact/Low Cost  
**Regionally Significant:** Yes  
**Planning Horizon:** Undetermined

**Project Description**

Project to provide commuter express bus service between the Indian Trail Park-and-Ride and Downtown Atlanta. Capital and operational costs represent 12-minute directional frequencies during peaks on weekdays only.

**Alignment with Governing Principles**

- Return on Investment
- Mobility and Access
- Innovation
- Economic Development and Land Use
- Environmental
- Equity
**Express Commuter Bus Enhancement Route 103**

**Project Sponsor:** GCT  
**Project Type:** Enhancement  
**Mode Type:** Commuter Bus/Express Bus  
**Capital Cost:** $2,921,000  
**O&M Cost:** $36,577,000  
**District(s):** 2, 3, 5, 6, 7  
**Quadrant:** 1: High Impact/Low Cost  
**Regionally Significant:** Yes  
**Planning Horizon:** Undetermined

**Project Description**

Project to provide commuter express bus service between the Sugarloaf Park-and-Ride and Downtown Atlanta. Capital and operational costs represent 10-minute directional frequencies during peaks on weekdays only.

**Alignment with Governing Principles**

- **Return on Investment**
- **Mobility and Access**
- **Innovation**
- **Economic Development and Land Use**
- **Environmental**
- **Equity**
Express Commuter Bus Enhancement Route 104

Project Sponsor: GCT
Project Type: Expansion
Mode Type: Commuter Bus/Express Bus
Capital Cost: $11,685,000
O&M Cost: $32,580,000
District(s): 2,3,5,6,7
Quadrant: 1: High Impact/Low Cost
Regionally Significant: Yes
Planning Horizon: Undetermined

Project Description
Project to provide commuter express bus service between new park-and-rides in Lawrenceville and in Dacula and Downtown Atlanta. Capital and operational costs represent 15-minute directional frequencies during peaks on weekdays only.

Alignment with Governing Principles
- Return on Investment
- Mobility and Access
- Innovation
- Economic Development and Land Use
- Environmental
- Equity
Express Commuter Bus Expansion Route 106

Project Sponsor: GCT
Project Type: Expansion
Mode Type: Commuter Bus/Express Bus
Capital Cost: $4,869,000
O&M Cost: $4,177,000
District(s): 2, 3
Quadrant: 1: High Impact/Low Cost
Regionally Significant: Yes
Planning Horizon: Undetermined

Project Description
Project to provide commuter express bus service between a new park-and-ride in Peachtree Corners and the Perimeter area. Capital and operational costs represent 30-minute directional frequencies during peaks on weekdays only. Project alignment is similar to the alignment of Direct Connect Route 403 (DC403) allowing for this project to be part of a phased approach to upgrade service along the alignment if deemed appropriate.

Alignment with Governing Principles
Return on Investment
Mobility and Access
Innovation
Economic Development and Land Use
Environmental
Equity
Express Commuter Bus
Enhancement Route 110

Project Sponsor: GCT
Project Type: Enhancement
Mode Type: Commuter Bus/Express Bus
Capital Cost: $974,000.00
O&M Cost: $14,596,000.00
District(s): 2,3,5,6,7
Quadrant: 1: High Impact/Low Cost
Regionally Significant: Yes
Planning Horizon: Undetermined

Project Description
Project to provide commuter express bus service between the Sugarloaf Park-and-Ride and the Emory/CDC area. Capital and operational costs represent 20-minute directional frequencies during peaks on weekdays only.

Alignment with Governing Principles
Return on Investment
Mobility and Access
Innovation
Economic Development and Land Use
Environmental
Equity
Project ID: #100G

Express Commuter Bus Enhancement Route 111

Project Sponsor: GCT
Project Type: Expansion
Mode Type: Commuter Bus/Express Bus
Capital Cost: $9,738,000
O&M Cost: $19,150,000
District(s): 5, 6, 7
Quadrant: 1: High Impact/Low Cost
Regionally Significant: Yes
Planning Horizon: Undetermined

Project Description

Project to provide commuter express bus service between a new park-and-ride in Loganville and the Emory/CDC area. Capital and operational costs represent 30-minute directional frequencies during peaks on weekdays only.

Alignment with Governing Principles

- Return on Investment
- Mobility and Access
- Innovation
- Economic Development and Land Use
- Environmental
- Equity
Project ID: #101G

Express Commuter Bus Expansion Route 112

Project Sponsor: GCT
Project Type: Expansion
Mode Type: Commuter Bus/Express Bus
Capital Cost: $4,869,000
O&M Cost: $8,692,000
District(s): 2,3,5,6,7
Quadrant: 1: High Impact/Low Cost
Regionally Significant: Yes
Planning Horizon: Undetermined

Project Description
Project to provide commuter express bus service between Indian Trail Park-and-Ride and the Emory/CDC area. Capital and operational costs represent 20-minute directional frequencies during peaks on weekdays only.

Alignment with Governing Principles

- Return on Investment
- Mobility and Access
- Economic Development and Land Use
- Environmental
- Innovation
- Equity
Express Commuter Bus Expansion Route 120

**Project Sponsor:** GCT  
**Project Type:** Expansion  
**Mode Type:** Commuter Bus/Express Bus  
**Capital Cost:** $6,816,000  
**O&M Cost:** $19,125,000  
**District(s):** 2, 3, 6  
**Quadrant:** 1: High Impact/Low Cost  
**Regionally Significant:** Yes  
**Planning Horizon:** Undetermined

**Project Description**

Project to provide commuter express bus service between new park-and-rides in Lawrenceville and in Dacula and the Perimeter area. Capital and operational costs represent 20-minute directional frequencies during peaks on weekdays only.

**Alignment with Governing Principles**

- **Return on Investment**
- **Mobility and Access**
- **Innovation**
- **Economic Development and Land Use**
- **Environmental**
- **Equity**
Express Commuter Bus Expansion Route 130

Project Sponsor: GCT
Project Type: Expansion
Mode Type: Commuter Bus/Express Bus
Capital Cost: $10,711,000
O&M Cost: $27,816,000
District(s): 2,3,5
Quadrant: 2b: Low Impact/Low Cost
Regionally Significant: Yes
Planning Horizon: Undetermined

Project Description

Project to provide commuter express bus service between a new park-and-ride near Hamilton Mill and either the Chamblee MARTA station or the Multimodal Hub near Jimmy Carter Boulevard. Project will serve the Multimodal Hub near Jimmy Carter Boulevard if rail service is extended, otherwise the project will serve Chamblee MARTA Station. Capital and operational costs represent 20-minute directional frequencies to the Chamblee MARTA station during peaks on weekdays only.

Alignment with Governing Principles
Project ID: #104G

Express Commuter Bus Expansion Route 131

**Project Sponsor:** GCT  
**Project Type:** Expansion  
**Mode Type:** Commuter Bus/Express Bus  
**Capital Cost:** $4,869,000  
**O&M Cost:** $7,690,000  
**District(s):** 2,3,6,7  
**Quadrant:** 1: High Impact/Low Cost  
**Regionally Significant:** Yes  
**Planning Horizon:** Undetermined

**Project Description**

Project to provide commuter express bus service between the Mundy Mill Park-and-Ride in Hall County and either the Chamblee MARTA station or the Multimodal Hub near Jimmy Carter Boulevard. Project will serve the Multimodal Hub near Jimmy Carter Boulevard if rail service is extended, otherwise the project will serve Chamblee MARTA Station. Capital and operational costs represent 30-minute directional frequencies to the Chamblee MARTA station during peaks on weekdays only.

**Alignment with Governing Principles**

- **Return on Investment**
- **Mobility and Access**
- **Innovation**
- **Economic Development and Land Use**
- **Environmental**
- **Equity**
Express Commuter Bus Expansion Route 140

**Project Sponsor:** GCT  
**Project Type:** Expansion  
**Mode Type:** Commuter Bus/Express Bus  
**Capital Cost:** $4,869,000  
**O&M Cost:** $10,350,000  
**District(s):** 2,3,5,6,7  
**Quadrant:** 1: High Impact/Low Cost  
**Regionally Significant:** Yes  
**Planning Horizon:** Undetermined

**Project Description**  
Project to provide commuter express bus service between the Indian Trail Park-and-Ride and Buckhead. Capital and operational costs represent 20-minute directional frequencies during peaks on weekdays only.

**Alignment with Governing Principles**
- Return on Investment
- Mobility and Access
- Innovation
- Economic Development and Land Use
- Environmental
- Equity
Express Bus Expansion Route AT1

Project Sponsor: GCT
Project Type: Expansion
Mode Type: Commuter Bus/Express Bus
Capital Cost: $4,869,000
O&M Cost: $42,915,000
District(s): 2,3,5,6,7
Quadrant: 2b: Low Impact/Low Cost
Regionally Significant: Yes
Planning Horizon: Undetermined

Project Description

Project to provide commuter express bus service between the Chamblee MARTA Station or Multimodal Hub near Jimmy Carter and Athens. Project would connect to various park-and-rides along the I-85 and SR 316 corridor between the respective rail station and Athens. Capital and operational costs represent 60-minute frequencies during peaks on weekdays to the Chamblee MARTA station and only include the cost to the Gwinnett/Barrow line. Coordination will be required to cover the costs of operation between Athens and Gwinnett.
Flex Bus Expansion Route 501

Project Sponsor: GCT
Project Type: Expansion
Mode Type: Flex Bus
Capital Cost: $513,000
O&M Cost: $39,291,000
District(s): 2
Quadrant: 2b: Low Impact/Low Cost
Regionally Significant: No
Planning Horizon: Undetermined

Project Description
Flex Service is an on-demand transit service that carries passengers upon request within the flex route service area. Flex Service is implemented in locations where transit is desired but population or employment densities do not support fixed route transit. The services typically are anchored by a transit center where passengers can transfer to fixed route services. Route 501 is anchored by the Infinite Energy Transit Center.

Alignment with Governing Principles
- Return on Investment
- Mobility and Access
- Innovation
- Economic Development and Land Use
- Environmental
- Equity
**Flex Bus Expansion Route 502**

**Project Sponsor:** GCT  
**Project Type:** Expansion  
**Mode Type:** Flex Bus  
**Capital Cost:** $615,000  
**O&M Cost:** $27,527,000  
**District(s):** 6  
**Quadrant:** 2b: Low Impact/Low Cost  
**Regionally Significant:** No  
**Planning Horizon:** Undetermined

**Project Description**

Flex Service is an on-demand transit service that carries passengers upon request within the flex route service area. Flex Service is implemented in locations where transit is desired but population or employment densities do not support fixed route transit. The services typically are anchored by a transit center where passengers can transfer to fixed route services. Route 502 is anchored by the Lawrenceville Transit Center.

**Alignment with Governing Principles**

- **Return on Investment**
- **Mobility and Access**
- **Innovation**
- **Economic Development and Land Use**
- **Environmental**
- **Equity**
Flex Bus Expansion Route 504

Project Sponsor: GCT
Project Type: Expansion
Mode Type: Flex Bus
Capital Cost: $513,000
O&M Cost: $23,891,000
District(s): 6
Quadrant: 2b: Low Impact/Low Cost
Regionally Significant: No
Planning Horizon: Undetermined

Project Description

Flex Service is an on-demand transit service that carries passengers upon request within the flex route service area. Flex Service is implemented in locations where transit is desired but population or employment densities do not support fixed route transit. The services typically are anchored by a transit center where passengers can transfer to fixed route services. Route 504 is anchored by the Lawrenceville Transit Center.
Project ID: #110G

**Flex Service Capital**

**Project Sponsor:** GCT  
**Project Type:** State of Good Repair  
**Mode Type:** Flex Bus  
**Capital Cost:** $2,050,000  
**O&M Cost:** $-  
**District(s):** 2,3,6,7  
**Quadrant:** 2b: Low Impact/Low Cost  
**Regionally Significant:** Yes  
**Planning Horizon:** Undetermined

**Project Description**

Capital to upgrade back end technology to support and enhance Flex services.

**Alignment with Governing Principles**

- **Return on Investment**
- **Mobility and Access**
- **Innovation**
- **Economic Development and Land Use**
- **Environmental**
- **Equity**
Flex Service is an on-demand transit service that carries passengers upon request within the flex route service area. Flex Service is implemented in locations where transit is desired but population or employment densities do not support fixed route transit. The services typically are anchored by a transit center where passengers can transfer to fixed route services. Route 505 is anchored by the Lawrenceville Transit Center and the McGinnis Ferry Park-and-Ride.
Flex Service is an on-demand transit service that carries passengers upon request within the flex route service area. Flex Service is implemented in locations where transit is desired but population or employment densities do not support fixed route transit. The services typically are anchored by a transit center where passengers can transfer to fixed route services. Route 506 is anchored by the Lawrenceville Transit Center.

**Project Sponsor:** GCT

**Project Type:** Expansion

**Mode Type:** Flex Bus

**Capital Cost:** $513,000

**O&M Cost:** $24,875,000

**District(s):** 6

**Quadrant:** 2b: Low Impact/Low Cost

**Regionally Significant:** No

**Planning Horizon:** Undetermined

**Alignment with Governing Principles**

- **Return on Investment**
- **Mobility and Access**
- **Innovation**
- **Economic Development and Land Use**
- **Environmental**
- **Equity**
Alignment with Governing Principles

Project Sponsor: GCT
Project Type: Expansion
Mode Type: Flex Bus
Capital Cost: $615,000
O&M Cost: $27,899,000
District(s): 6
Quadrant: 2b: Low Impact/Low Cost
Regionally Significant: No
Planning Horizon: Undetermined

Project Description

Flex Service is an on-demand transit service that carries passengers upon request within the flex route service area. Flex Service is implemented in locations where transit is desired but population or employment densities do not support fixed route transit. The services typically are anchored by a transit center where passengers can transfer to fixed route services. Route 505 is anchored by the Lawrenceville Transit Center and the Braselton Ferry Park-and-Ride.
**Project ID:** #114G

**Paratransit Service**

**Project Sponsor:** GCT  
**Project Type:** Expansion  
**Mode Type:** Paratransit  
**Capital Cost:** $2,460,000  
**O&M Cost:** $183,474,000  
**District(s):** 2,3,6,7  
**Quadrant:** 2a: High Impact/High Cost  
**Regionally Significant:** Yes  
**Planning Horizon:** Undetermined

**Project Description**

Project to provide paratransit service across Gwinnett County. Capital and operational costs represent paratransit service covering all proposed Flex zones, area within 1.25 miles of all proposed local, Rapid, and BRT routes, and any small gaps between service areas.

**Alignment with Governing Principles**

- **Return on Investment**
- **Mobility and Access**
- **Innovation**
- **Economic Development and Land Use**
- **Environmental**
- **Equity**
New Harbins Road Park-and-Ride

Project Sponsor: GCT
Project Type: Expansion
Mode Type: Supportive Infrastructure
Capital Cost: $15,375,000
O&M Cost: $-
District(s): 6
Quadrant: 2b: Low Impact/Low Cost
Regionally Significant: No
Planning Horizon: Undetermined

Project Description
Project to construct a new park-and-ride to serve the Dacula area near Harbins Road at SR 316 (specific location to be determined). Costs include the purchase/lease of property and the construction of a lot including rider amenities.

Alignment with Governing Principles
- Return on Investment
- Mobility and Access
- Innovation
- Economic Development and Land Use
- Environmental
- Equity
New Buford Drive Park-and-Ride

Project Sponsor: GCT
Project Type: Expansion
Mode Type: Supportive Infrastructure
Capital Cost: $20,500,000
O&M Cost: $-
District(s): 6
Quadrant: 2b: Low Impact/Low Cost
Regionally Significant: No
Planning Horizon: Undetermined

Project Description
Project to construct a new park-and-ride to serve the Lawrenceville area near Buford Drive at SR 316 (specific location to be determined). Costs include the purchase/lease of property and the construction of a lot including rider amenities.

Alignment with Governing Principles
- Return on Investment
- Mobility and Access
- Innovation
- Economic Development and Land Use
- Environmental
- Equity
New Braselton Park-and-Ride

**Project Sponsor:** GCT  
**Project Type:** Expansion  
**Mode Type:** Supportive Infrastructure  
**Capital Cost:** $10,250,000  
**O&M Cost:** $-  
**District(s):** 2  
**Quadrant:** 2b: Low Impact/Low Cost  
**Regionally Significant:** No  
**Planning Horizon:** Undetermined

**Project Description**
New park-and-ride to serve Braselton and northern portion of I-85 near Hamilton Mill Road and I-85 (specific location to be determined); Costs include the purchase/lease of property and the construction of a lot including rider amenities.

**Alignment with Governing Principles**
- **Return on Investment**  
- **Mobility and Access**  
- **Innovation**  
- **Economic Development and Land Use**  
- **Environmental**  
- **Equity**
Project ID: #118G

New Loganville Park-and-Ride

Project Sponsor: GCT
Project Type: Expansion
Mode Type: Supportive Infrastructure
Capital Cost: $10,250,000
O&M Cost: $-
District(s): 6
Quadrant: 2b: Low Impact/Low Cost
Regionally Significant: No
Planning Horizon: Undetermined

Project Description
New park-and-ride to serve Loganville (specific location to be determined); Costs include the purchase/lease of property and the construction of a lot including rider amenities.

Alignment with Governing Principles
- Return on Investment
- Mobility and Access
- Innovation
- Economic Development and Land Use
- Environmental
- Equity
Project Sponsor: GCT  
Project Type: Expansion  
Mode Type: Supportive Infrastructure  
Capital Cost: $10,250,000  
O&M Cost: $-  
District(s): 6  
Quadrant: 2b: Low Impact/Low Cost  
Regionally Significant: Yes  
Planning Horizon: Undetermined

Project Description

This project is to construct a direct connection between the managed lanes in the median of I-85 and the park-and-ride lot at Sugarloaf Mills via an overcrossing of the northbound I-85 lanes. The direct access ramps will reduce travel times for northbound and southbound express commuter buses serving Sugarloaf Mills. It will also include a reconfiguration of the park-and-ride to facilitate bus access to/from this new overcrossing. This project is part of the Long-Range phase of the Connect Gwinnett Transit Plan.
Project ID: #120G

Bus Replacement and Rehab

Project Sponsor: GCT
Project Type: State of Good Repair
Mode Type: Commuter Bus/Express Bus
Capital Cost: $407,617,000
O&M Cost: $-
District(s): 2,3,5,6,7
Quadrant: 2a: High Impact/High Cost
Regionally Significant: No
Planning Horizon: Undetermined

Project Description

Project to ensure state-of-good repair of vehicle fleet by replacing vehicles at the end of their typical useful life and completing a mid-lifespan rehab on the express bus fleet.

Alignment with Governing Principles

- Return on Investment
- Mobility and Access
- Innovation
- Economic Development and Land Use
- Environmental
- Equity
Local Bus Expansion Route 15 Phase 1

**Project Sponsor:** GCT  
**Project Type:** Expansion  
**Mode Type:** Fixed Route Bus  
**Capital Cost:** $1,025,000  
**O&M Cost:** $14,697,000  
**District(s):** 2,3,6,7  
**Quadrant:** 1: High Impact/Low Cost  
**Regionally Significant:** No  
**Planning Horizon:** Undetermined

**Project Description**

Project to implement a new local bus route between Peachtree Corners and Lilburn. First phase of Local Route 15, service levels will be increased in later phases of the route. See Local Bus Expansion Route 15 for future expansion.

**Alignment with Governing Principles**

- **Return on Investment**
- **Mobility and Access**
- **Innovation**
- **Economic Development and Land Use**
- **Environmental**
- **Equity**
Project ID: #122G

BRT Route 704: Snellville to I-985 Park-and-Ride

Project Sponsor: GCT
Project Type: Expansion
Mode Type: Bus Rapid Transit
Capital Cost: $209,356,000
O&M Cost: $109,768,000
District(s): 2, 6, 7
Quadrant: 2a: High Impact/High Cost
Regionally Significant: Yes
Planning Horizon: Undetermined

Project Description

Project to construct a BRT line between Snellville and the I-985 Park-and-Ride. Capital costs include exclusive bus lanes to allow the buses to bypass congestion, transit signal priority at intersections, off-board fare collection, real-time information systems, enhanced stations, and distinctive branding and vehicles. Operational costs represent a high-level of service with 15-minute frequencies all day on weekdays. Project alignment is similar to the alignments of Rapid 204 (ART204), Local 60 (LB60), and Local 80 (LB80) allowing for this project to be part of a phased approach to upgrade service along the alignment if deemed appropriate.
Project Sponsor: GCT
Project Type: Expansion
Mode Type: Bus Rapid Transit
Capital Cost: $157,890,000
O&M Cost: $123,664,000
District(s): 2, 6, 7
Quadrant: 2a: High Impact/High Cost
Regionally Significant: Yes
Planning Horizon: Undetermined

Project Description
Project to construct a BRT line between Snellville and Peachtree Corners. Capital costs include exclusive bus lanes to allow the buses to bypass congestion, transit signal priority at intersections, off-board fare collection, real-time information systems, enhanced stations, and distinctive branding and vehicles. Operational costs represent a high-level of service with 15-minute frequencies all day on weekdays. Project alignment is similar to the alignments of Rapid 203 (ART203) and Local GW7 (LBGW7) allowing for this project to be part of a phased approach to upgrade service along the alignment if deemed appropriate.
Project ID: #124G
Rapid Bus Corridor 207: Lawrenceville Highway

Project Sponsor: GCT
Project Type: Expansion
Mode Type: Arterial Rapid Transit
Capital Cost: $5,679,000
O&M Cost: $-
District(s): 6, 7
Quadrant: 1: High Impact/Low Cost
Regionally Significant: Yes
Planning Horizon: Undetermined

Project Description
Project to construct a Rapid corridor between the Lilburn and Tucker in DeKalb County. The project includes only capital improvements, service would be provided other underlying routes that utilize the capital improvements. Capital costs include similar capital improvements as BRT but at a lower level of investment. Capital improvements may include some dedicated lanes, transit signal priority at intersections, queue jump lanes at high-volume intersections, real-time information systems, and upgraded shelters/stops. Service in the corridor could be provided by Local 15 (LB15), Local 30 (LB30), and/or Local 65 (LB65). Rapid 209 (ART209) represents a full build out of the corridor to include service and extend capital investments from Lilburn to Lawrenceville and could be implemented as a secondary phase to this project if deemed appropriate.

Alignment with Governing Principles

Return on Investment
Mobility and Access
Innovation
Economic Development and Land Use
Environmental
Equity
Project ID: #125G

Rapid Bus Corridor 208: Peachtree Industrial Boulevard

Project Sponsor: GCT
Project Type: Expansion
Mode Type: Arterial Rapid Transit
Capital Cost: $63,399,000
O&M Cost: $-
District(s): 2,3
Quadrant: 1: High Impact/Low Cost
Regionally Significant: Yes
Planning Horizon: Undetermined

Project Description

Project to construct a Rapid corridor between the Peachtree Corners and Perimeter. The project includes only capital improvements, service would be provided other underlying routes that utilize the capital improvements. Capital costs include similar capital improvements as BRT but at a lower level of investment. Capital improvements may include some dedicated lanes, transit signal priority at intersections, queue jump lanes at high-volume intersections, real-time information systems, and upgraded shelters/stops. Service in the corridor could be provided by Express Route 106 (EB106) and/or Direct Connect Route 403 (DC403).
Project Sponsor: GCT
Project Type: Expansion
Mode Type: Arterial Rapid Transit
Capital Cost: $127,555,000
O&M Cost: $116,533,000
District(s): 6
Quadrant: 2a: High Impact/High Cost
Regionally Significant: Yes
Planning Horizon: Undetermined

Project Description

Project to construct a Rapid line between Georgia Gwinnett College and Tucker in DeKalb County. Capital costs include similar capital improvements as BRT but at a lower level of investment. Capital improvements may include some dedicated lanes, transit signal priority at intersections, queue jump lanes at high-volume intersections, real-time information systems, off-board fare collection, and upgraded shelters/stops. Operational costs represent a high-level of service with 15-minute frequencies all day on weekdays. Project alignment is similar to the alignments of Local 65 (LB65) and represents an extension of Rapid Corridor 207 (ART207) and could be phased with that project if deemed appropriate.
A new transit hub is proposed to be in Peachtree Corners with a specific location to be determined based on community input. The facility may include space for multiple bus bays, enhanced waiting areas to enable transfers between multiple routes, and may also include additional stop amenities and customer service facilities.

### Project Description

- **Project Sponsor:** GCT
- **Project Type:** Expansion
- **Mode Type:** Supportive Infrastructure
- **Capital Cost:** $20,500,000
- **O&M Cost:** $-
- **District(s):** 2
- **Quadrant:** 2b: Low Impact/Low Cost
- **Regionally Significant:** Yes
- **Planning Horizon:** Undetermined

### Alignment with Governing Principles

- **Return on Investment**
- **Mobility and Access**
- **Innovation**
- **Economic Development and Land Use**
- **Environmental**
- **Equity**
Project Sponsor: GCT
Project Type: Expansion
Mode Type: Bus Rapid Transit
Capital Cost: $334,765,000
O&M Cost: $132,505,000
District(s): 2,3,6
Quadrant: 2a: High Impact/High Cost
Regionally Significant: Yes
Planning Horizon: Undetermined

**Project Description**

Creation of a BRT line from new Multimodal Hub near Jimmy Carter Boulevard to Sugarloaf Park-and-Ride serving Indian Trail Park-and-Ride, Gwinnett Place Mall, and Infinite Energy Center. The project includes the capital improvements to provide dedicated lanes, off-board fare collection, real-time information systems, enhanced stations, and distinctive branding and vehicles. The project costs assume funding to provide service south of Jimmy Carter to Doraville MARTA station until the completion of a heavy rail extension to the Multimodal Hub but does not include funding for capital improvements south of Jimmy Carter. Project BRT700B includes the capital cost and long term operational costs to provide service between Jimmy Carter and Doraville MARTA station if a heavy rail extension is not constructed.

**Alignment with Governing Principles**

- **Return on Investment**
- **Mobility and Access**
- **Innovation**
- **Economic Development and Land Use**
- **Environmental**
- **Equity**
Infinite Energy Transit Center

Project Sponsor: GCT
Project Type: Expansion
Mode Type: Supportive Infrastructure
Capital Cost: $10,250,000
O&M Cost: $-
District(s): 2
Quadrant: 2b: Low Impact/Low Cost
Regionally Significant: Yes
Planning Horizon: Undetermined

Project Description

Project to construct a new transit hub at the Infinite Energy Center. Costs include the purchase/lease of property and the construction of a transfer center; The transfer center will include high quality waiting areas, rider information systems, and operation elements to ensure ease of transfer between services.

Alignment with Governing Principles

Return on Investment
Mobility and Access
Innovation
Economic Development and Land Use
Environmental
Equity
Project ID: #019G

Lawrenceville Transit Center

Project Sponsor: GCT
Project Type: Expansion
Mode Type: Supportive Infrastructure
Capital Cost: $30,750,000
O&M Cost: $-
District(s): 6
Quadrant: 2b: Low Impact/Low Cost
Regionally Significant: No
Planning Horizon: Undetermined

Project Description

Project to construct a new transit hub in Lawrenceville near Gwinnett Justice and Administration Center, with a specific location to be determined. Costs include the purchase/lease of property and the construction of a transfer center. The transfer center will include high quality waiting areas, rider information systems, and operation elements to ensure ease of transfer between services.

Alignment with Governing Principles

- Return on Investment
- Mobility and Access
- Innovation
- Economic Development and Land Use
- Environmental
- Equity
Lawrenceville Maintenance Facility

**Project Sponsor:** GCT
**Project Type:** Expansion
**Mode Type:** Supportive Infrastructure
**Capital Cost:** $39,267,000
**O&M Cost:** $-
**District(s):** 6
**Quadrant:** 2b: Low Impact/Low Cost
**Regionally Significant:** No
**Planning Horizon:** Undetermined

**Project Description**
Project for a new bus maintenance facility, in addition to the existing Gwinnett County Transit bus maintenance facility, to be constructed in Lawrenceville. A new facility would be in the Lawrenceville area to reduce dead-head travel time for routes based in serving the central and eastern portion of the County. It would include facilities for vehicle storage, fueling, light repair, and office space for operations staff.

**Alignment with Governing Principles**
- **Return on Investment**
- **Mobility and Access**
- **Innovation**
- **Economic Development and Land Use**
- **Environmental**
- **Equity**
Local Bus Expansion Route 21

Project Sponsor: GCT
Project Type: Expansion
Mode Type: Fixed Route Bus
Capital Cost: $3,229,000
O&M Cost: $43,910,000
District(s): 2, 3, 6
Quadrant: 1: High Impact/Low Cost
Regionally Significant: No
Planning Horizon: Undetermined

Project Description
Project to implement a new local bus route between Multimodal Hub/transit center near Jimmy Carter Boulevard and Infinite Energy Center. Capital and operation cost represent the a level of service with 30-minute all day frequencies on weekdays. Project alignment is similar to the alignment of Rapid Route 201 (ART201) allowing for this project to be part of a phased approach to upgrade service along the alignment if deemed appropriate.

Alignment with Governing Principles
- Return on Investment
- Mobility and Access
- Innovation
- Economic Development and Land Use
- Environmental
- Equity
**Direct Connect Expansion Route 403**

**Project Sponsor:** GCT  
**Project Type:** Expansion  
**Mode Type:** Fixed Route Bus  
**Capital Cost:** $3,895,000  
**O&M Cost:** $27,873,000  
**District(s):** 2,3  
**Quadrant:** 1: High Impact/Low Cost  
**Regionally Significant:** Yes  
**Planning Horizon:** Undetermined

**Project Description**

Project to implement all-day, bi-direction service connecting Peachtree Corners and the Perimeter area. Capital and operation cost represent 60-minute all day frequencies on weekdays. Project alignment is similar to the alignment of Express Commuter Route 106 (EB106) and utilizes the corridor included for capital improvements as part of Rapid 208 (ART208) allowing for this project to be part of a phased approach to upgrade service along the alignment if deemed appropriate.
Project ID: #028G

Rapid Bus Route 200: Peachtree Industrial Boulevard

Project Sponsor: GCT
Project Type: Expansion
Mode Type: Arterial Rapid Transit
Capital Cost: $176,444,000
O&M Cost: $113,487,000
District(s): 2, 3, 5, 6
Quadrant: 2a: High Impact/High Cost
Regionally Significant: Yes
Planning Horizon: Undetermined

Project Description
Project to construct a Rapid line between Doraville and the Sugarloaf Park-and-Ride. Capital costs include similar capital improvements as BRT but at a lower level of investment. Capital improvements may include some dedicated lanes, transit signal priority at intersections, queue jump lanes at high-volume intersections, real-time information systems, off-board fare collection, and upgraded shelters/stops. Operational costs represent a high-level of service with 15-minute frequencies all day on weekdays.

Alignment with Governing Principles

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

ATL Regional Transit Plan
Project ID: #029G

**Rapid Bus Route 201: Steve Reynolds Boulevard**

**Project Sponsor:** GCT  
**Project Type:** Expansion  
**Mode Type:** Arterial Rapid Transit  
**Capital Cost:** $44,024,000  
**O&M Cost:** $72,467,000  
**District(s):** 2,3,6  
**Quadrant:** 1: High Impact/Low Cost  
**Regionally Significant:** Yes  
**Planning Horizon:** Undetermined

**Project Description**

Project to construct a Rapid line between the multimodal hub/transit center near Jimmy Carter Boulevard and the Infinite Energy Center. Capital costs include similar capital improvements as BRT but at a lower level of investment. Capital improvements may include some dedicated lanes, transit signal priority at intersections, queue jump lanes at high-volume intersections, real-time information systems, off-board fare collection, and upgraded shelters/stops. Operational costs represent a high-level of service with 15-minute frequencies all day on weekdays.

**Alignment with Governing Principles**

- Return on Investment
- Mobility and Access
- Economic Development and Land Use
- Environmental
- Innovation
- Equity
Project ID: #030G

Rapid Bus Route 202: Infinite Energy Center/Mall of Georgia

Project Sponsor: GCT
Project Type: Expansion
Mode Type: Arterial Rapid Transit
Capital Cost: $75,830,000
O&M Cost: $64,348,000
District(s): 2
Quadrant: 2b: Low Impact/Low Cost
Regionally Significant: Yes
Planning Horizon: Undetermined

Project Description

Project to construct a Rapid line between the Infinite Energy Center and the Mall of Georgia. Capital costs include similar capital improvements as BRT but at a lower level of investment. Capital improvements may include some dedicated lanes, transit signal priority at intersections, queue jump lanes at high-volume intersections, real-time information systems, off-board fare collection, and upgraded shelters/stops. Operational costs represent a high-level of service with 15-minute frequencies all day on weekdays. Project alignment is similar to the alignments of BRT 703 (BRT703) and Local 50 (LB50) allowing for this project to be part of a phased approach to upgrade service along the alignment if deemed appropriate.

Alignment with Governing Principles

- **Return on Investment**
- **Mobility and Access**
- **Innovation**
- **Economic Development and Land Use**
- **Environmental**
- **Equity**
Since 1987, Douglas County has operated a vanpool program designed to take commuters to job locations. Douglas County currently has 35 daily vanpool routes, but intends to create at least one new route per year over the next seven years. New vehicles are needed to accommodate this growth.
Project ID: #031G

Rapid Bus Route 203: Pleasant Hill Road

Project Sponsor: GCT
Project Type: Expansion
Mode Type: Arterial Rapid Transit
Capital Cost: $204,652,000
O&M Cost: $99,076,000
District(s): 2,6,7
Quadrant: 2a: High Impact/High Cost
Regionally Significant: Yes
Planning Horizon: Undetermined

Project Description

Project to construct a Rapid line between Snellville and Peachtree Corners. Capital costs include similar capital improvements as BRT but at a lower level of investment. Capital improvements may include some dedicated lanes, transit signal priority at intersections, queue jump lanes at high-volume intersections, real-time information systems, off-board fare collection, and upgraded shelters/stops. Operational costs represent a high-level of service with 15-minute frequencies all day on weekdays. Project alignment is similar to the alignments of BRT 705 (BRT705) and Local GW7 (LBGW7) allowing for this project to be part of a phased approach to upgrade service along the alignment if deemed appropriate.

Alignment with Governing Principles

Return on Investment
Mobility and Access
Innovation
Economic Development and Land Use
Environmental
Equity
Project ID: #032G
Rapid Bus Route 204: State Route 124

Project Sponsor: GCT
Project Type: Expansion
Mode Type: Arterial Rapid Transit
Capital Cost: $165,702,000
O&M Cost: $86,235,000
District(s): 2, 6, 7
Quadrant: 2a: High Impact/High Cost
Regionally Significant: Yes
Planning Horizon: Undetermined

Project Description
Project to construct a Rapid line between Snellville and Lawrenceville. Capital costs include similar capital improvements as BRT but at a lower level of investment. Capital improvements may include some dedicated lanes, transit signal priority at intersections, queue jump lanes at high-volume intersections, real-time information systems, off-board fare collection, and upgraded shelters/stops. Operational costs represent a high-level of service with 15-minute frequencies all day on weekdays. Project alignment is similar to the alignments of BRT 704 (BRT704), Local 60 (LB60), and Local 80 (LB80) allowing for this project to be part of a phased approach to upgrade service along the alignment if deemed appropriate.

Alignment with Governing Principles
- Return on Investment
- Mobility and Access
- Innovation
- Economic Development and Land Use
- Environmental
- Equity
Rapid Bus Route 205: Jimmy Carter Boulevard/ Holcomb Bridge Road

**Project Sponsor:** GCT  
**Project Type:** Expansion  
**Mode Type:** Arterial Rapid Transit  
**Capital Cost:** $21,592,000  
**O&M Cost:** $37,377,000  
**District(s):** 1,2,3  
**Quadrant:** 1: High Impact/Low Cost  
**Regionally Significant:** Yes  
**Planning Horizon:** Undetermined

**Project Description**

Project to construct a Rapid line between the Multimodal Hub/transit center near Jimmy Carter Boulevard and Mansell Park-and-Ride in North Fulton. Capital costs include similar capital improvements as BRT but at a lower level of investment. Capital improvements may include some dedicated lanes, transit signal priority at intersections, queue jump lanes at high-volume intersections, real-time information systems, off-board fare collection, and upgraded shelters/stops. Operational costs represent a high-level of service with 15-minute frequencies all day on weekdays. Project alignment is similar to the alignment of Local CC (LBRG2) allowing for this project to be phased as upgrades from the local route if deemed appropriate. Project cost only includes service within Gwinnett County, coordination with MARTA will be required to provide service for Fulton County portion. Project aligns with Holcomb Bridge project included in the Fulton County Transit Master Plan.
Project ID: #036G

**BRT Route 701: Lawrenceville to Peachtree Corners**

**Project Sponsor:** GCT

**Project Type:** Expansion

**Mode Type:** Bus Rapid Transit

**Capital Cost:** $444,789,000

**O&M Cost:** $134,954,000

**District(s):** 2, 6

**Quadrant:** 2a: High Impact/High Cost

**Regionally Significant:** Yes

**Planning Horizon:** Undetermined

**Project Description**

Project to construct a BRT line between Lawrenceville and Peachtree Corners. Capital costs include exclusive bus lanes to allow the buses to bypass congestion, transit signal priority at intersections, off-board fare collection, real-time information systems, enhanced stations, and distinctive branding and vehicles. Operational costs represent a high-level of service with 15-minute frequencies all day on weekdays. Project alignment is similar to the alignment of Local Routes 45 (LB45) and 75 (LB75) allowing for this project to be part of a phased approach to upgrade service along the alignment if deemed appropriate.
Project ID: #037G

BRT Route 702: Snellville to Indian Creek MARTA Station

Project Sponsor: GCT  
Project Type: Expansion  
Mode Type: Bus Rapid Transit  
Capital Cost: $250,193,000  
O&M Cost: $102,416,000  
District(s): 6, 7  
Quadrant: 2a: High Impact/High Cost  
Regionally Significant: Yes  
Planning Horizon: Undetermined

Project Description

Project to construct a BRT line between Snellville and Indian Creek MARTA station. Capital costs include exclusive bus lanes to allow the buses to bypass congestion, transit signal priority at intersections, off-board fare collection, real-time information systems, enhanced stations, and distinctive branding and vehicles. Operational costs represent a high-level of service with 15-minute frequencies all day on weekdays. Project alignment is similar to the alignments of Local Route 70 (LB70) and Express Commuter Route 111 (EB111) allowing for this project to be part of a phased approach to upgrade service along the alignment if deemed appropriate.

Alignment with Governing Principles

- Return on Investment
- Mobility and Access
- Innovation
- Economic Development and Land Use
- Environmental
- Equity
Project ID: #038G

**HRT Extension: Doraville MARTA Station to Jimmy Carter Multimodal Hub**

**Project Sponsor:** GCT

**Project Type:** Expansion

**Mode Type:** Heavy Rail

**Capital Cost:** $1,183,875,000

**O&M Cost:** $271,468,000

**District(s):** 3

**Quadrant:** 2a: High Impact/High Cost

**Regionally Significant:** Yes

**Planning Horizon:** Undetermined

### Project Description

Extension of MARTA heavy rail into western Gwinnett and construction of a new Multimodal Hub near Jimmy Carter Boulevard. The hub would accommodate Heavy Rail, Bus Rapid Transit, Express Commuter, Direct Connect, and Local buses, pick-up/drop-off, park-and-ride, and bike/pedestrian activity. BRT Route 700 (BRT700A) would be serve the Multimodal Hub and connect that rail line with Gwinnett Place Mall, Infinite Energy Center, and Sugarloaf Mills.

### Alignment with Governing Principles

- **Return on Investment**
- **Mobility and Access**
- **Innovation**
- **Economic Development and Land Use**
- **Environmental**
- **Equity**
Sugarloaf Park-and-Ride Flyover Ramp and Upgrades

Project Sponsor: GCT
Project Type: Expansion
Mode Type: Supportive Infrastructure
Capital Cost: $102,500,000
O&M Cost: $-
District(s): 6
Quadrant: 1: High Impact/Low Cost
Regionally Significant: Yes
Planning Horizon: Undetermined

Project Description

This project is to construct a direct connection between the managed lanes in the median of I-85 and the park-and-ride lot at Sugarloaf Mills via an overcrossing of the northbound I-85 lanes. The direct access ramps will reduce travel times for northbound and southbound express commuter buses serving Sugarloaf Mills. It will also include a reconfiguration of the park-and-ride to facilitate bus access to/from this new overcrossing. This project is part of the Long-Range phase of the Connect Gwinnett Transit Plan.
Indian Trail In-Line Stop and Park-and-Ride

Project Sponsor: GCT
Project Type: Expansion
Mode Type: Supportive Infrastructure
Capital Cost: $143,500,000
O&M Cost: -
District(s): 2
Quadrant: 1: High Impact/Low Cost
Regionally Significant: Yes
Planning Horizon: Undetermined

Project Description

This project is to construct an in-line stop; this stop would be constructed in the median of the I-85 freeway as pullouts from the managed lanes. This would allow for buses to stop at Indian Trail without having to exit the freeway, reducing travel times. Additionally, the in-line stop would allow for express commuter buses originating at other park-and-rides to also stop at Indian Trail with minimal travel time impact and reduce overall express commuter operating costs. A pedestrian bridge would be constructed to connect the median stop to the parking lot next to the freeway. This project is part of the Long-Range phase of the Connect Gwinnett Transit Plan. This project is currently programmed for Indian Trail but a secondary option at Steve Reynolds Blvd may be considered.
This project is to construct direct access ramps from the I-85 managed lanes and a new park-and-ride in the McGinnis Ferry Road area. Ramps would be constructed connecting median managed lanes to the freeway overpass. The ramps would intersect with the overpassing road at a signalized intersection. Bus stops would be located on the ramps that would be connected to a new park-and-ride lot via sidewalks on the overpass structure. The direct access ramps enable express commuters buses to stop at these locations without having to travel on local streets, and thus minimizing travel time impact and reducing overall express commuter operating costs. This project is part of the Long-Range phase of the Connect Gwinnett Transit Plan.
Snellville Park-and-Ride Upgrade

Project Sponsor: GCT
Project Type: Enhancement
Mode Type: Supportive Infrastructure
Capital Cost: $10,250,000
O&M Cost: $-
District(s): 7
Quadrant: 2b: Low Impact/Low Cost
Regionally Significant: No
Planning Horizon: Undetermined

Project Description
The existing Snellville Park-and-Ride will be upgraded to enhance the capacity of the facility and the amenities provided. These facility upgrades may include enhanced waiting areas, stop amenities, additional bus bays, and customer service facilities. This project is part of the Long-Range phase of the Connect Gwinnett Transit Plan.

Alignment with Governing Principles
- Return on Investment
- Mobility and Access
- Innovation
- Economic Development and Land Use
- Environmental
- Equity
**Fixed Route, Paratransit Replacement Vehicles**

**Project Sponsor:** Connect Douglas  
**Project Type:** State of Good Repair  
**Mode Type:** Fixed Route/Paratransit Bus  
**Capital Cost:** $780,000  
**O&M Cost:** $90,000  
**District(s):** 8  
**Quadrant:** 1: High Impact/Low Cost  
**Regionally Significant:** No  
**Planning Horizon:** 6-year horizon

**Project Description**
Replacing fixed route and paratransit vehicles that have reached or exceeded their useful life of 5 years or 125,000 miles.

**Alignment with Governing Principles**
- Return on Investment
- Mobility and Access
- Innovation
- Economic Development and Land Use
- Environmental
- Equity
**Project Sponsor:** GCT  
**Project Type:** Enhancement  
**Mode Type:** Fixed Route Bus  
**Capital Cost:** $2,851,000  
**O&M Cost:** $-  
**District(s):** 1,2,3,5,6,7  
**Quadrant:** 2b: Low Impact/Low Cost  
**Regionally Significant:** Yes  
**Planning Horizon:** Undetermined  

**Project Description**  
Project to fully upgrade vehicle fleet to be able to utilize transit signal priority technology.

**Alignment with Governing Principles**
Vanpool Subsidy

**Project Sponsor:** GCT  
**Project Type:** Expansion  
**Mode Type:** Vanpool  
**Capital Cost:** $-  
**O&M Cost:** $15,525,000  
**District(s):** 2, 3, 6, 7  
**Quadrant:** 2b: Low Impact/Low Cost  
**Regionally Significant:** No  
**Planning Horizon:** Undetermined

**Project Description**

Project for an annual subsidy of private vanpool services to supplement public transit service.

**Alignment with Governing Principles**

- **Return on Investment**
- **Mobility and Access**
- **Innovation**
- **Economic Development and Land Use**
- **Environmental**
- **Equity**
Bike/Pedestrian Access Improvements

Project Sponsor: GCT
Project Type: Enhancement
Mode Type: Bicycle/Pedestrian
Capital Cost: $95,385,000
O&M Cost: $-
District(s): 1,2,3,5,6,7,9
Quadrant: 2b: Low Impact/Low Cost
Regionally Significant: No
Planning Horizon: Undetermined

Project Description
Project to provide for bicycle and pedestrian improvements to improve access to transit. These improvements may consist of new sidewalks, new bicycle lanes, enhanced crosswalks, signalized crossings, and improved ADA access.

Alignment with Governing Principles
Return on Investment
Mobility and Access
Innovation
Economic Development and Land Use
Environmental
Equity
System Technology Upgrades

Project Sponsor: GCT
Project Type: State of Good Repair
Mode Type: Supportive Infrastructure
Capital Cost: $57,604,000
O&M Cost: $
District(s): 2,3,5,6,7
Quadrant: 2b: Low Impact/Low Cost
Regionally Significant: No
Planning Horizon: Undetermined

Project Description
Project to improve systemwide technology and allow for system to take advantage of innovation opportunities.

Alignment with Governing Principles
- Return on Investment
- Mobility and Access
- Innovation
- Economic Development and Land Use
- Environmental
- Equity
Local Bus Stop Upgrades

Project Sponsor: GCT
Project Type: Enhancement
Mode Type: Supportive Infrastructure
Capital Cost: $164,723,000
O&M Cost: $-
District(s): 2, 3, 5, 6, 7
Quadrant: 1: High Impact/Low Cost
Regionally Significant: No
Planning Horizon: Undetermined

Project Description
Project for Countywide upgrades to local bus stops across the full GCT network; Upgrades can include but are not limited to high-quality shelters, lighting, and informational/real-time signage.

Alignment with Governing Principles
- Return on Investment
- Mobility and Access
- Innovation
- Economic Development and Land Use
- Environmental
- Equity
This project is for seed money of $50 million to be expended on conversion of the Route 700 BRT corridor to either heavy rail or light rail transit. This would not cover the entire cost of the rail conversion project; the conversion would require funding from additional sources. This project is included in the Long-Range Phase of the Connect Gwinnett Transit Plan.
This project is for $50 million to be expended in contribution to regional transit projects yet to be determined. Types of projects that could be funded by this allocation include high-capacity infrastructure improvements that would improve the connectivity of Gwinnett County residents to the regional transit network. This project is included in the Long-Range Phase 1 of the Connect Gwinnett Transit Plan.
State Route 316 Managed Lanes Support

Project Sponsor: GCT
Project Type: Expansion
Mode Type: Supportive Infrastructure
Capital Cost: $51,250,000
O&M Cost: $-
District(s): 6
Quadrant: 2b: Low Impact/Low Cost
Regionally Significant: Yes
Planning Horizon: Undetermined

Project Description

This project is for $50 million to be expended in Long-Range Phase I in conjunction to the implementation of managed lanes on SR 316. This allocation is intended to supplement funding for the SR 316 managed lanes project to provide for benefits to transit service. This project is included in the Long-Range Phase 1 of the Connect Gwinnett Transit Plan.

Alignment with Governing Principles

- Return on Investment
- Mobility and Access
- Innovation
- Economic Development and Land Use
- Environmental
- Equity
Project ID: #055G

TNC/Rideshare Subsidy

Project Sponsor: GCT
Project Type: Expansion
Mode Type: Rideshare/TNCs
Capital Cost: $
O&M Cost: $4,140,000
District(s): 2, 3, 6, 7
Quadrant: 2b: Low Impact/Low Cost
Regionally Significant: No
Planning Horizon: Undetermined

Project Description

Project for an annual subsidy of resident use of transportation network companies (TNCs), such as Uber or Lyft, specifically to access transit. Pilot programs may be implemented to identify effective programs to enhance access to transit, such as subsidized rides to certain destinations, within certain areas, or at certain times of day.

Alignment with Governing Principles

Return on Investment
Mobility and Access
Innovation
Economic Development and Land Use
Environmental
Equity
Project ID: #058G

Local Bus Expansion
Route 15

**Project Sponsor:** GCT

**Project Type:** Expansion

**Mode Type:** Fixed Route Bus

**Capital Cost:** $6,458,000

**O&M Cost:** $68,295,000

**District(s):** 2,3,6,7

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

**Regionally Significant:** Yes

**Planning Horizon:** Undetermined

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**Project Description**

Project to implement a new local bus route between Peachtree Corners and Lilburn. Capital and operation cost represent the level of service with 20-minute peak frequencies and 30-minute off-peak frequencies on weekdays.

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**Alignment with Governing Principles**

- **Return on Investment**
- **Mobility and Access**
- **Innovation**
- **Economic Development and Land Use**
- **Environmental**
- **Equity**
Project ID: #19

**Bus shelters and passenger amenities**

**Project Sponsor:** Connect Douglas

**Project Type:** Expansion

**Mode Type:** Supportive Infrastructure

**Capital Cost:** $300,000

**O&M Cost:** $7,000

**District(s):** 8

**Quadrant:** 2b: Low Impact/Low Cost

**Regionally Significant:** No

**Planning Horizon:** 6-year horizon

### Project Description

- 20 passenger shelters at $10,000 each equals $200,000
- 25 passenger benches at $2,000 each equals $50,000
- 50 trash receptacles at $1,000 each equals $50,000
- Total project equals $300,000

### Alignment with Governing Principles

- **Return on Investment**
- **Mobility and Access**
- **Innovation**
- **Economic Development and Land Use**
- **Environmental**
- **Equity**
Project ID: #059G

Local Bus Expansion Route 25

Project Sponsor: GCT
Project Type: Expansion
Mode Type: Fixed Route Bus
Capital Cost: $2,153,000
O&M Cost: $23,746,000
District(s): 2
Quadrant: 2b: Low Impact/Low Cost
Regionally Significant: No
Planning Horizon: Undetermined

Project Description
Project to implement a new local bus route between Duluth and Gwinnett Place Transit Center. Capital and operation cost represent the a level of service with 30-minute all day frequencies on weekdays.

Alignment with Governing Principles

- Return on Investment
- Mobility and Access
- Innovation
- Economic Development and Land Use
- Environmental
- Equity
Local Bus Expansion Route 50

**Project Sponsor:** GCT  
**Project Type:** Expansion  
**Mode Type:** Fixed Route Bus  
**Capital Cost:** $3,075,000  
**O&M Cost:** $34,476,000  
**District(s):** 2  
**Quadrant:** 2b: Low Impact/Low Cost  
**Regionally Significant:** Yes  
**Planning Horizon:** Undetermined

**Project Description**
Project to implement a new local bus route between Gwinnett Place Transit Center and the Mall of Georgia. Capital and operation cost represent the a level of service with 30-minute all day frequencies on weekdays. Project alignment is similar to the alignments of BRT 703 (BRT703) and Rapid Route 202 (ART202) allowing for this project to be part of a phased approach to upgrade service along the alignment if deemed appropriate.
Local Bus Expansion Route 60

Project Sponsor: GCT
Project Type: Expansion
Mode Type: Fixed Route Bus
Capital Cost: $2,153,000
O&M Cost: $18,653,000
District(s): 6, 7
Quadrant: 2b: Low Impact/Low Cost
Regionally Significant: Yes
Planning Horizon: Undetermined

Project Description

Project to implement a new local bus route between Georgia Gwinnett College and Snellville. Capital and operation cost represent the a level of service with 60-minute all day frequencies on weekdays. Project alignment is similar to the alignments of BRT 704 (BRT704) and Rapid Route 204 (ART204) allowing for this project to be part of a phased approach to upgrade service along the alignment if deemed appropriate.
Project ID: #062G
Local Bus Expansion Route 70

Project Sponsor: GCT
Project Type: Expansion
Mode Type: Fixed Route Bus
Capital Cost: $1,076,000
O&M Cost: $16,943,000
District(s): 6, 7
Quadrant: 2b: Low Impact/Low Cost
Regionally Significant: No
Planning Horizon: Undetermined

Project Description
Project to implement a new local bus route between Indian Creek MARTA Station and Snellville. Capital and operation cost represent the a level of service with 60-minute all day frequencies on weekdays. Project alignment is similar to the alignments of BRT 702 (BRT702) and Local Route 70 (LB70) allowing for this project to be part of a phased approach to upgrade service along the alignment if deemed appropriate.

Alignment with Governing Principles
Return on Investment
Mobility and Access
Innovation
Economic Development and Land Use
Environmental
Equity
Project Sponsor: GCT
Project Type: Expansion
Mode Type: Flex Bus
Capital Cost: $513,000
O&M Cost: $24,343,000
District(s): 2
Quadrant: 2b: Low Impact/Low Cost
Regionally Significant: No
Planning Horizon: Undetermined

Project Description
Flex Service is an on-demand transit service that carries passengers upon request within the flex route service area. Flex Service is implemented in locations where transit is desired but population or employment densities do not support fixed route transit. The services typically are anchored by a transit center where passengers can transfer to fixed route services. Route 500 is anchored by the I-985 Park-and-Ride.

Alignment with Governing Principles
- Return on Investment
- Mobility and Access
- Innovation
- Economic Development and Land Use
- Environmental
- Equity
Flex Service is an on-demand transit service that carries passengers upon request within the flex route service area. Flex Service is implemented in locations where transit is desired but population or employment densities do not support fixed route transit. The services typically are anchored by a transit center where passengers can transfer to fixed route services. Route 503 is anchored by the Snellville Park-and-Ride.

**Project Sponsor:** GCT  
**Project Type:** Expansion  
**Mode Type:** Flex Bus  
**Capital Cost:** $615,000  
**O&M Cost:** $23,652,000  
**District(s):** 6, 7  
**Quadrant:** 2b: Low Impact/Low Cost  
**Regionally Significant:** No  
**Planning Horizon:** Undetermined

**Alignment with Governing Principles**

- **Return on Investment**
- **Mobility and Access**
- **Innovation**
- **Economic Development and Land Use**
- **Environmental**
- **Equity**
Additional Park-and-Ride Expansion 1

Project ID: #065G

**Project Sponsor:** GCT  
**Project Type:** Expansion  
**Mode Type:** Supportive Infrastructure  
**Capital Cost:** $5,125,000  
**O&M Cost:** $-  
**District(s):** 6  
**Quadrant:** 1: High Impact/Low Cost  
**Regionally Significant:** No  
**Planning Horizon:** Undetermined

**Project Description**

Project to construct an additional park-and-ride (location to be determined); Costs include the purchase/lease of property and the construction of a lot including rider amenities.

**Alignment with Governing Principles**

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

Location yet to be Determined.
Project ID: #066G
Additional Park-and-Ride Expansion 2

Project Sponsor: GCT
Project Type: Expansion
Mode Type: Supportive Infrastructure
Capital Cost: $5,125,000
O&M Cost: -
District(s): 2
Quadrant: 1: High Impact/Low Cost
Regionally Significant: No
Planning Horizon: Undetermined

Project Description
Project to construct additional park-and-ride (location to be determined); Costs include the purchase/lease of property and the construction of a lot including rider amenities.

Alignment with Governing Principles

Location yet to be Determined.
Supplemental project to BRT700A to construct full BRT between Jimmy Carter Boulevard and Doraville MARTA station if heavy rail is not extended to a new Multimodal Hub near Jimmy Carter Boulevard. Capital costs include the construction of transit center at the Multimodal Hub site, BRT capital improvements including dedicated lanes, off-board fare collection, real-time information systems, and enhanced stations, and improvements at Doraville Station in accommodate increased service. Operational costs represent the long term cost of operating between the Doraville MARTA station and the Jimmy Carter Boulevard transit center.
HRT Extension: Jimmy Carter Multimodal Hub to Gwinnett Place Mall

Project ID: #068G

Project Sponsor: GCT
Project Type: Expansion
Mode Type: Heavy Rail
Capital Cost: $1,870,000,000
O&M Cost: $230,797,000
District(s): 2, 3
Quadrant: 2a: High Impact/High Cost
Regionally Significant: Yes
Planning Horizon: Undetermined

Project Description
Second extension of MARTA heavy rail from the Multimodal Hub to Gwinnett Place Mall.

Alignment with Governing Principles
- Return on Investment
- Mobility and Access
- Innovation
- Economic Development and Land Use
- Environmental
- Equity
F. Public Comment Summary

During the thirty-four day District Downloads period, the project team received thirty-one public comments via the virtual open house, email and the opt-in text message campaign. Comments received were then grouped and categorized in the following themes:

- General Comment - 11
- Mode Specific - 8
- Support of Transit - 4
- Plan Process - 3
- Project Specific - 3
- Support of the ARTP - 2

Overall, comments were supportive of continued transit enhancement and expansion in Metro Atlanta. The majority of comments received provided general feedback related to current and future desire for transit service in the region. Eight comments expressed desire for the inclusion of rail service as modal option vs Bus/Bus Rapid Transit projects. None of the comments received necessitated changes to the development of the ARTP document; however, comments may benefit future project sponsors and projects.
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G. Stakeholder & Public Outreach Communication Materials
Public Information Fact Sheets
Help Us Improve Transit in the Atlanta Region!

Every year the ATL updates a regional transit plan and we need your input.

Learn more about the plan via our District Download Live Meetings

- **Oct. 5, 2020 | 6 p.m. - 7 p.m.**
  - Districts 4 and 8
  - Dial-in: +1 312 626 6799, ID: 861 6072 2141

- **Oct. 6, 2020 | 6 p.m. - 7 p.m.**
  - Districts 3 and 5
  - Dial-in: +1 312 626 6799, ID: 852 4005 0955

- **Oct. 7, 2020 | 2 p.m. - 3 p.m.**
  - ALL DISTRICTS
  - Dial-in: +1 312 626 6799, ID: 862 9753 9254

- **Oct. 8, 2020 | 6 p.m. - 7 p.m.**
  - Districts 6 and 7
  - Dial-in: +1 312 626 6799, ID: 824 9873 2122

- **Oct. 13, 2020 | 6 p.m. - 7 p.m.**
  - Districts 1 and 2
  - Dial-in: +1 312 626 6799, ID: 821 1492 0634

- **Oct. 14, 2020 | 6 p.m. - 7 p.m.**
  - Districts 9 and 10
  - Dial-in: +1 312 626 6799, ID: 828 7676 2537

Zoom link for District Downloads available at ▼

https://atltransit.ga.gov/districtdownloads/

Text “ATLTransit” to 474747
What’s in the ATL Regional Transit Plan?

The ATL Regional Transit Plan (ARTP) serves as the foundation for future transit planning in the region. Your participation ensures that proposed projects create a connected, reliable, and accessible transit network for all.

About the ATL

The Atlanta-region Transit Link Authority (the ATL) was established in 2018 to better connect transit options across the 13-county Atlanta region. With the support of regional transportation partners, the ATL works to advance a strategic regional transit plan that will help ensure metro Atlantans remain mobile, and connected, across the region.

Measuring Project Benefits

ATL studies each project based on criteria such as regional significance and relative cost to impact.

129 projects are regionally significant

Crosses 2+ counties or connects 2+ transit operators

Leverages regional capacity improvements

Improves transit reliability

Is or connects to transportation terminal

Connects to 1+ regional activity centers

Provides high capacity, high frequency or dedicated facility

About the Projects

26 State of Good Repair

+ 71 Enhancement

+ 148 Expansion

= 245 projects across all 10 ATL districts totaling $29 billion

*Each dot represents one project

For more information, contact us at: (404)-893-2100
¡Ayúdenos a mejorar el tránsito en la región de Atlanta!

Cada año, la ATL actualiza un plan de tránsito regional y necesitamos su opinión.

**Conéctese y déjenos sus comentarios por:**
- Teléfono
- Mensaje de texto para obtener más información
- Reunión virtual de puertas abiertas
- Reuniones virtuales en vivo
- Redes sociales

**Oct. 5, 2020 | 6 p.m. - 7 p.m.**
Distrito 4 y 8
Teléfono: +1 312 626 6799, Código: 861 6072 2141

**Oct. 6, 2020 | 6 p.m. - 7 p.m.**
Distrito 3 y 5
Teléfono: +1 312 626 6799, Código: 852 4005 0955

**Oct. 7, 2020 | 2 p.m. - 3 p.m.**
TODOS LOS DISTRITOS
Teléfono: +1 312 626 6799, Código: 862 9753 9254

**Oct. 8, 2020 | 6 p.m. - 7 p.m.**
Distrito 6 y 7
Teléfono: +1 312 626 6799, Código: 824 9873 2122

**Oct. 13, 2020 | 6 p.m. - 7 p.m.**
Distrito 1 y 2
Teléfono: +1 312 626 6799, Código: 821 1492 0634

**Oct. 14, 2020 | 6 p.m. - 7 p.m.**
Distrito 9 y 10
Teléfono: +1 312 626 6799, Código: 828 7676 2537

Obtenga más información sobre el plan a través de nuestras **Reuniones en vivo de Descargas del Distrito**

Zoom link para los Descargas del Distrito disponible en: 🔄

https://atltransit.ga.gov/districtdownloads/
Envíe el mensaje de texto “ATLTransit” al 474747
¿Qué hay en el Plan Regional de Tránsito de la ATL?

El Plan Regional de Tránsito de Atlanta (ATL Regional Transit Plan, ARTP) sirve de base para la planificación futura del tránsito en la región. Su participación garantiza que los proyectos propuestos creen una red de tránsito conectada, confiable y accesible para todos.

Información sobre la ATL

La Autoridad de Enlace de Tránsito de la Región de Atlanta (Atlanta-region Transit Link Authority, ATL) se creó en 2018 para conectar mejor las opciones de tránsito en los 13 condados de la región de Atlanta. Con el apoyo de socios regionales de transporte, la ATL trabaja para avanzar en un plan estratégico de tránsito regional que ayudará a asegurar que los ciudadanos en la zona metropolitana de Atlanta permanezcan móviles y conectados en toda la región.

Información sobre los proyectos

- 26 Estado de buena reparación
- + 71 Mejora
- + 148 Expansión
= 245 proyectos en los 10 distritos de la ATL por un total de $29 mil millones

Medición de beneficios del proyecto

La ATL estudia cada proyecto en función de criterios como la importancia regional y el costo del impacto.

- 129 proyectos son de importancia regional
- Cruza más de 2 condados o conecta a más de 2 operadores de tránsito
- Aprovecha las mejoras de capacidad regional
- Mejora la confiabilidad del tránsito
- Es una terminal de transporte o la conecta
- Se conecta con más de 1 centro de actividad regional
- Da instalaciones dedicadas, de alta capacidad, o de alta frecuencia

Para obtener más información, póngase en contacto con nosotros al: (404)-893-2100
A-Frame Signs
Help Us Improve Transit in the Atlanta Region!

Visit: https://atltransit.ga.gov/districtdownloads/

Text: “ATLTransit” to 474747

Scan the QR code to learn about and comment on the ATL Regional Transit Plan!
¡Ayúdenos a mejorar el tránsito en la región de Atlanta!

Visite: https://atltransit.ga.gov/districtdownloads/

Envíe el mensaje de texto: “ATLTransit" al 474747

Escanee el código QR para aprender y comentar sobre el Plan Regional de Tránsito de la ATL.
Frequently Asked Questions
Frequently Asked Questions About the ARTP

Q: What is the Atlanta-Region Transit Link Authority (The ATL)?

A: The ATL is a regional planning and funding coordination authority, with the purpose of providing a more seamless customer experience across all transit systems in the 13-county ATL region. The ATL Board, with 16 members representing a wide range of perspectives, geographical, and professional backgrounds, is unified around the common goal of increasing mobility options for metro Atlantans through increased coordination of existing services and strategic investment in future expansion, utilizing smart technology and innovation to maximize benefits.

Q: Who are the ATL’s planning partners and stakeholders?

A: Our planning partners are key to the success of the plan, and we work with our external stakeholders to advance the ATL’s goals in the region. These partners and stakeholders include the Atlanta Regional Commission (ARC), County and Municipal Governments, local transit operators, Community Improvement Districts (CID), the Federal Transit Administration (FTA), and the Georgia Department of Transportation (GDOT).

Q: What is the ATL Regional Transit Plan (ARTP)?

A: The ARTP serves as the primary source of transit projects that will feed the region’s short-term (Transportation Improvement Program or TIP) and long-range (Regional Transportation Plan or RTP) transportation plans. The ARTP, after approval by the ATL Board, becomes a resource for the Atlanta Regional Commission (ARC) as it determines which priority transportation projects to fund through the RTP and TIP. The ARTP also serves as the source of project recommendations for annual state bond investment and for local referendum lists (Transportation and/or Transit Special Purpose Local Option Sales Tax, or “TSPLOST”).

https://atltransit.ga.gov/districtdownloads/

Text “ATLTransit” to 474747

For more information, contact us at: (404)-893-2100
FAQs, cont’d

Q: How was the ARTP developed and how are projects evaluated?

A: The ARTP was developed through a strategic process that began with reviewing and refining the methodology of the 2019ARTP. Next, the ATL held a month-long Call for Projects where county or city governments, community improvement districts, and transit operators, submitted proposed transit projects.

Those projects were then evaluated through the Project Performance Framework to understand each project’s relative cost to impact, regional significance, and alignment with the ATL’s governing principles. This process ensures ATL supports the advancement and funding of impactful, beneficial projects while giving project sponsors the opportunity to improve project performance and/or lower project costs for those lower impact, higher cost projects.

All of these steps bring us to where we are now, and that is where you come in! Our current step in the ARTP’s development is to seek public comment on the universe of regional transit projects. Your input will be used to shape and inform the final ARTP before it is presented and adopted by the ATL Board.

Q: What is the ARTP’s role in transit funding?

A: The ARTP is key to increasing transit investment throughout the region. Each year, the ATL is required to prepare and submit a list of regionally significant transit projects for possible state bond funding. All projects submitted must first be included in the ARTP. The ARTP is also important for local transit funding. County governments seeking to hold a transit-specific Transportation Special Purpose Local Option Sales Tax (TSPLOST) referendum must choose projects to fund from the ARTP. This local funding option allows counties and local jurisdictions to retain decision-making authority over the projects funded by their citizens, while also allowing the ATL to ensure projects advanced throughout the region are coordinated into a seamless transit network. Finally, the ARTP serves as the region’s guiding document for projects seeking discretionary federal funding opportunities, which are generally awarded on a competitive basis nationally.

Q: How can I share my comments on the ARTP?

A: You can share your feedback on the 2020 ARTP by:

➤ Visiting the virtual open house and live meetings: https://atltransit.ga.gov/districtdownloads/

➤ Texting: “ATLTransit” to 474747

➤ Joining the conversation on Facebook (https://www.facebook.com/AtlantaTransitLink) and Twitter (@ATLTransitLink) and using #ATLTransitPlan and #PublicComment to share your thoughts.
P: ¿Qué es la Autoridad de Enlace de Tránsito de la Región de Atlanta (Atlanta-Regional Transit Link Authority, ATL)?

R: La ATL es una autoridad regional de planificación y coordinación de fondos, con el propósito de darle una experiencia al cliente más fluida en todos los sistemas de tránsito en la región de la ATL de 13 condados. La Junta Directiva de la ATL, con 16 miembros que representan una amplia gama de antecedentes perspectivas, geográficos y profesionales, está unificada en torno al objetivo común de aumentar las opciones de movilidad para los residentes metropolitanos de Atlanta mediante una mayor coordinación de los servicios existentes y la inversión estratégica en la expansión futura, usando tecnología inteligente e innovación para maximizar los beneficios.

P: ¿Quiénes son los socios de planificación y las partes interesadas de la ATL?

R: Nuestros socios de planificación son clave para el éxito del plan, y trabajamos con nuestras partes interesadas externas para avanzar en los objetivos de la ATL en la región. Los socios y las partes interesadas incluyen la Comisión Regional de Atlanta (Atlanta Regional Commission, ARC), los gobiernos municipales y de condado, los operadores locales de tránsito, los distritos de mejora de la comunidad (Community Improvement Districts, CID), la Administración Federal de Tránsito (Federal Transit Administration, FTA) y el Departamento de Transporte de Georgia (Georgia Department of Transportation, GDOT).

P: ¿Qué es el Plan Regional de Tránsito de la ATL (ATL Regional Transit Plan, ARTP)?

R: El ARTP sirve como la principal fuente de proyectos de tránsito que alimentarán los planes de transporte a corto plazo (Programa de Mejora del Transporte) (Transportation Improvement Program, TIP) y a largo plazo (Plan Regional de Transporte) (Regional Transportation Plan, RTP) de la región. El ARTP, después de la aprobación de la Junta Directiva de la ATL, se convierte en un recurso para la Comisión Regional de Atlanta (Atlanta Regional Commission, ARC), ya que determina qué proyectos prioritarios de transporte financiar a través del RTP y el TIP. El ARTP también sirve como fuente de recomendaciones de proyectos para la inversión anual de bonos estatales y para las listas de referéndum locales (Transporte o Impuesto sobre las ventas de opción local de tránsito especial) (Transit Special Purpose Local Option Sales Tax, “TSPLOST”).
**P: ¿Cómo se desarrolló el ARTP y cómo se evalúan los proyectos?**

**R:** El ARTP se desarrolló mediante un proceso estratégico que comenzó con la revisión y refinación de la metodología del 2019 ARTP. Luego, la ATL hizo una convocatoria de proyectos de un mes de duración en la que los gobiernos del condado o de la ciudad, los distritos de mejora de la comunidad y los operadores de tránsito incluyeron proyectos de tránsito propuestos. Esos proyectos fueron evaluados a través del marco de desempeño del proyecto para comprender el costo relativo de cada proyecto al impacto, la importancia regional y la alineación con los principios rectores de la ATL. Este proceso garantiza que la ATL apoye el avance y la financiación de proyectos impactantes y beneficiosos, al tiempo que da a los patrocinadores de proyectos la oportunidad de mejorar el rendimiento del proyecto o reducir los costos del proyecto para aquellos proyectos de menor impacto y mayor costo.

Todos estos pasos nos llevan a donde estamos ahora, ¡y ahí es donde entra usted! Nuestro paso actual en el desarrollo del ARTP es buscar comentarios públicos sobre el universo de los proyectos de tránsito regional. Su entrada se usará para dar forma e informar al ARTP final antes de que lo presente y lo adopte la Junta Directiva de la ATL.

**P: ¿Cuál es el papel del ARTP en la financiación del tránsito?**

**R:** El ARTP es clave para aumentar la inversión en el tránsito en toda la región. Cada año, la ATL está obligada a preparar y presentar una lista de proyectos de tránsito de importancia regional para la posible financiación de bonos estatales. Todos los proyectos presentados deben incluirse primero en el ARTP. El ARTP también es importante para la financiación del tránsito local. Los gobiernos de los condados que buscan celebrar un referéndum del Impuesto sobre las ventas de opción local de transporte especial (TSPLOST) específico para el transporte deben elegir proyectos para financiar con el ARTP. Esta opción de financiación local permite a los condados y jurisdicciones locales mantener la autoridad de toma de decisiones sobre los proyectos financiados por sus ciudadanos, mientras permite a la ATL asegurar que los proyectos avanzados en toda la región se coordinen en una red de tránsito sin problemas. Finalmente, el ARTP sirve como documento orientador de la región para proyectos que buscan oportunidades discrecionales de financiamiento federal, que generalmente se otorgan sobre una base competitiva a nivel nacional.

**P: ¿Cómo puedo compartir mis comentarios sobre el ARTP?**

**R:** Puede compartir sus comentarios sobre el ARTP 2020:

- **Visita las puertas abiertas virtuales y reuniones en vivo:**
  https://atltransit.ga.gov/districtdownloads/

- **Enviar mensajes de texto:** “ATLTransit” to 474747

- **Uníase a la conversación en Facebook** (https://www.facebook.com/AtlantaTransitLink) y Twitter (@ATLTransitLink) y usando #ATLTransitPlan y #PublicComment para compartir sus pensamientos.

Para obtener más información, póngase en contacto con nosotros al: (404)-893-2100
Virtual Project Display Boards
About the ATL

The ATL in Brief

- The ATL is a **regional planning and funding authority** with the purpose of providing a more seamless customer experience across all transit systems in the 13-county ATL region.

- The ATL Board has 16 members representing a **wide range of perspectives, geographical, and professional backgrounds**. There are six appointed ATL board members while ten are elected to represent the ATL Districts.

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

ATL Key Functions & Activities

- Coordinate Regional Partners
- Deliver Innovative and Best Practice Technology
- Strengthen Regional Transit Planning and Performance
- Advance Strategic Transit Investments
- Enhance Customer Experience
About the ATL

The ATL’s Governing Principles

**Economic Development and Land Use**
Enhance connectivity and create access to employment and activity centers throughout the Atlanta region.

**Environmental Sustainability**
Offer new and enhanced services as alternatives to single occupancy vehicle travel and promote the use of alternative fuels to build environmentally sustainable communities.

**Equity**
Provide services to improve access and connectivity for low and moderate income communities and that focus on investments that better enable day-to-day mobility.

**Innovation**
Use technology and innovative solutions to improve rider experience, fare collection, cost savings, as well as integrate with emerging transit alternatives and more.

**Mobility and Access**
Connect population centers, employment centers, and recreation destinations by using cross jurisdictional services to create regional connectivity.

**Return on Investment**
Ensure project financing plans are feasible, sound, and promote cost-efficient alternatives for service that enable regional economic opportunity and growth.
The ATL Regional Transit Plan

The ARTP in the Planning Process

<table>
<thead>
<tr>
<th>Local or Operator Transit Plans or Projects</th>
<th>ATL Regional Transit Plan (ARTP)</th>
<th>Regional Transportation Plan (RTP)</th>
<th>Transportation Improvement Program (TIP)</th>
</tr>
</thead>
<tbody>
<tr>
<td>➤ Reflects the needs and wants of the current and future transit system at the local level</td>
<td>➤ Synthesizes transit projects from the 13-county ATL region</td>
<td>➤ Long-range plan (20+ years) for all modes of transportation in the 21-county ARC region</td>
<td>➤ Short-range project implementation plan (4+ years) for all modes in the 21-county ARC region</td>
</tr>
<tr>
<td>➤ Includes meaningful and accessible public input from diverse viewpoints</td>
<td>➤ Evaluates projects seeking state or federal discretionary funding</td>
<td>➤ Fiscally constrained plan that must demonstrate projects can feasibly be funded, implemented, and maintained</td>
<td>➤ TIP projects are considered RTP priorities</td>
</tr>
<tr>
<td>➤ ARTP project list feeds local referendum lists and the state bond list</td>
<td>➤ Updated annually by the ATL</td>
<td>➤ Updated every four years by ARC</td>
<td>➤ Must demonstrate fiscal constraint</td>
</tr>
<tr>
<td>➤ Updated by ARC</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
The ATL Regional Transit Plan

Our Transit Operator and Community Partners

- Community Improvement Districts
- County Governments
- Local Partners
- City Governments
- Transit Operators
- Planning Partners
- Regional Partners
- State Partners
- Appendix G
## ARTP Development

### Schedule and Key Milestones

<table>
<thead>
<tr>
<th>March 2020</th>
<th>April</th>
<th>May</th>
<th>June</th>
<th>July</th>
<th>August</th>
<th>September</th>
<th>October</th>
<th>November</th>
<th>December</th>
</tr>
</thead>
<tbody>
<tr>
<td>ATL Board &amp; Committee Engagement</td>
<td>Gwinnett County Amendment</td>
<td>Performance Framework update and Call for Projects timeline</td>
<td>Bond List review and ARTP updates</td>
<td>Share feedback from District Downloads</td>
<td>Adoption of ARTP</td>
<td></td>
<td></td>
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<td></td>
</tr>
</tbody>
</table>

- **Review and update evaluation methodology**: May
- **Hold Call for Projects**: June
- **Evaluate projects and plans**: July
- **Conduct District Downloads**: Sept.
- **Develop and refine plan**: Dec.

The District Downloads are our primary outreach opportunity to solicit feedback from all of our stakeholders, particularly the general public. This feedback will be used to revise the final plan.

ATL Staff will address and respond to comments and questions submitted. Those comments and questions will be organized into common themes and incorporated into the ARTP Public Engagement Summary, as well as presented to the ATL Board.
The ARTP Evaluation Processes

The ARTP has two distinct evaluation processes - one at the project level and one at the plan level. This station describes the plan level performance framework and features plan evaluation results.

A 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.

A plan evaluation looks at the system of transit projects - in this case all 245 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.
ARTP Plan Evaluation

ARTP Plan Level Results Align with Our Governing Principles

- Transit trips to employment and activity centers
- Jobs served
- Travel time cost savings
- (Re)development potential

- Emissions reduction
- Fuel savings
- Fatal and serious injury crash reduction
- Vehicle Miles Traveled (VMT) reduction

- Return on Investment (ROI) for the system of projects
- ROI for projects with relatively higher impact and lower costs

- Service to low-income and minority residents
- Service to low-wage industry employment
- Service to aging residents

- System-wide savings in travel time reduction and delay reduction
- Access to jobs and regional transit system
- Single occupancy vehicle (SOV) trip reduction

- Introduction of new transit modes or technologies
- Creative use of technology
- Technology or other modern applications to lower capital and/or O&M costs
ARTP Plan Evaluation

Plan Level Evaluation Results

The following boards showcase a snapshot of the benefits that the full set of ARTP projects can provide if implemented.

Innovation

- 31% of projects have a transit signal priority element, allowing buses to move more quickly and reliably through traffic
- 61% of projects have technological elements such as hazard detection systems or on-board cameras to enhance passenger safety

Mobility and Access

- 39% increase in transit trips for all ATL region residents
- 34% increase in transit trips by residents of the region’s zero-car households
- 24% of all projects have supportive infrastructure component such as sidewalks, creating access to transit for area residents

Return on Investment

- System level cost: $29 billion
- Return on investment: $142.3 billion
- Quadrant 1 cost (Higher Impact, Lower Cost): $2.5 billion
- Quadrant 1 return on investment (Higher Impact, Lower Cost): $12.5 billion

The following boards showcase a snapshot of the benefits that the full set of ARTP projects can provide if implemented.
**Plan Level Evaluation Results**

**Economic Development and Land Use**
- **31% increase** in transit trips to employment centers
- **51%** of jobs will be within a **half mile of proposed high capacity transit** stops or stations, compared to 22% today
- **89%** of transit hub projects are within existing Liveable Centers Initiative (LCI) areas which promote **vibrant, walkable places** and **increased mobility options**

**Environmental Sustainability**
- **Annual carbon reduction** equivalent to planting **33,837 trees**
- **99,804 gallons** of fuel will be saved annually due to reduced vehicle idling caused by congestion
- **11%** of all State of Good Repair projects propose **upgrading to alternative fuels** such as battery electric buses or solar-powered transit stops and stations

**Equity**
- **33%** of low income households will be within **½ mile of proposed high capacity transit** stops or stations, compared to 7% today
- **27%** of minority households will be with ½ mile of proposed high capacity transit stops or stations, up from 4% today
- **48%** of low-wage jobs will be with **½ mile of proposed high capacity transit** stops or stations, compared to 18% currently
ARTP Project Evaluation

The ARTP Evaluation Processes

The ARTP has two distinct evaluation processes - one at the project level and one at the plan level. This station describes the project evaluation measures, the project performance framework, and features project evaluation results.

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ARTP Project Evaluation

Project Performance Measures

Market Potential

A project’s potential impact on a community, based on factors such as population, demographics, employment, land use, and market conditions.

Performance Impacts

A project’s anticipated performance, based on factors such as ridership, reliability, and improvements to the existing system.

Deliverability

A project’s ability to be implemented based on factors such as financial planning, project readiness, and support/regional integration.
ARTP Project Evaluation

Project Performance Framework

Proposed Projects

Project Evaluation

Six Governing Principles
Does the project meaningfully advance the ATL’s governing principles?

Four-Quadrant Analysis
Does the project have a higher impact relative to other projects?

Regional Significance
Does the project meet 3 of 6 criteria to be considered regionally significant?

Project Sponsor Review
Is the project seeking federal or state discretionary funding?

Project Timeline
What is the current project development phase?

Planning Horizon

6 Year List
20 Year List

Project Readiness
Does the project meet the spenddown requirement for state bond funding?

Bond List

Appendix G

ATL Regional Transit Plan 379
The Governing Principles Analysis uses criteria from the project performance measures - deliverability, market potential, and performance impacts - to understand how well a project seeking state or federal discretionary funding aligns with each of the ATL’s six governing principles.

The degree to which a project aligns with a governing principle is displayed as graphic symbols known as Harvey balls. The stronger the alignment, the more filled in each quadrant around the circle becomes.

What are the six governing principles?

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

Example Governing Principles Results >>

The graphics to the right show how the governing principles analysis results look.

You can find the governing principles analysis results on the project factsheets at the Project Level Results station.
Regional Significance Criteria

To be considered regionally significant, a project must meet 3 or more of the following criteria:

- Crosses 2+ counties or connects 2+ transit operators
- Leverages regional capacity improvements
- Improves transit reliability
- Is or connects to transportation terminal
- Connects to 1+ regional activity centers
- Provides high capacity, high frequency or dedicated facility
ARTP projects are classified into three project types:

- **Expansion** projects introduce new transit infrastructure or systems, 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.
- **State of Good Repair (SGR)** projects replace or rehabilitate existing transit infrastructure or systems to maintain their current purpose and capacity.

Within these project types, costs are defined as:

- **Capital costs** are those related to the construction or purchase of transit infrastructure or vehicles.
- **Operations and Maintenance (O&M)** are costs for the operation and upkeep of a transit system.
The ATL is working to close funding gaps by submitting priority projects for state funding and collaborating with sponsors to identify which projects should pursue federal discretionary funding.
Social Media Graphics
& Example Posts
Learn about the ATL Regional Transit Plan

https://atltransit.ga.gov/districtdownloads/
What’s the ATL Regional Transit Plan?

https://atltransit.ga.gov/districtdownloads/
Got an opinion on transit? We need you! Participate in our District Downloads Virtual Live Meeting happening today at 2pm. You can also visit the @ATLTransitLink’s virtual open house and take a tour of the 2020 #ATLTransitPlan. Click below!
https://atltransit.ga.gov/districtdownloads/
The ATL Regional Transit Plan (ARTP) serves as the foundation for future transit planning in the region. Your participation ensures that proposed projects create a connected, reliable, and accessible transit network for all.
H. ATL Branding

The ATL is statutorily required to create a unified regional transit system brand. The ATL Board of Directors adopted a logo and brand guide at its first meeting on December 14, 2018. State law as originally passed required the ATL logo and brand to be placed on new vehicles worth more than $250,000 and operated by the region’s largest transit provider, the Metropolitan Atlanta Rapid Transit Authority (MARTA), by January 1, 2019, a requirement which MARTA met. MARTA added the ATL logo to additional buses in its fleet during the first quarter of 2019, and the ATL logo now appears on most of the MARTA bus fleet.

The State’s commuter coach service, Xpress, added the ATL logo to its fleet in July 2019.

Subsequent state law adopted in 2020 requires that all transit operators in the region include the ATL logo and brand on appropriate vehicles and assets no later than January 1, 2023. During the coming year, to completely satisfy the legal mandate with the remaining transit operators, a full implementation of a branding architecture strategy will be planned and then carried out in the subsequent years. This is an opportunity for the ATL and its regional transit partners to build ridership and boost awareness.