



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.

- Existing and Projected Population Density
- Existing Populations - Communities of Interest
- Existing Employment Density
- Existing Low-Wage Employment Density
- Land Use Mix - Existing, Planned (+/- Community Impacts)
- (Re) Development Potential

- Transit Trips
- Transit Reliability
- Increased Useful Life
- Elements to Improve Safety, Security & Environment



- Financial Plan
- Documented Project Support
- Project Readiness - Schedule, Environmental Impacts
- Regional Integration & Connectivity

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 Sources: 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: American Community Survey data for 2018.

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

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

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

Governing Principle	Performance Measure 1	Performance Measure 2	Performance Measure 3	Performance Measure 4
Economic Development and Land Use	Existing / Projected Population Density	Existing Employment Density	Existing / Planned Land Use (+/- Community Impacts)	Regional Integration
Environmental Sustainability	Potential Transit Ridership	Increased Useful Life	Elements to Improve Safety / Security / Environment	
Equity	Existing Population - Communities of Interest	Existing Low Wage Employment Density	+/- Community Impacts	Development / Redevelopment Potential
Innovation	Transit Reliability	Elements to Improve Safety / Security / Environment	-	-
Mobility and Access	Existing / Projected Population Density	Existing Employment Density	Potential Transit Ridership	Regional Integration
Return on Investment	Projected Population Density	Existing / Planned Land Use Mix (+/- Community Impacts)	Transit Reliability	Development / Redevelopment Potential

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

Percentage Value	Governing Principle Score
0% - 20%	0
20% - 40%	1
40% - 60%	2
60% - 80%	3
80% - 100%	4

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 Georgia Department of Transportation (GDOT) Major Mobility Investment Program (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 conducted 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

County	Number of Projects	Percentage of Projects
Cherokee	5	1%
Clayton	41	10%
Cobb	34	8%
Coweta	3	1%
DeKalb	101	24%
Douglas	20	5%
Fayette	0	0%
Forsyth	4	1%
Fulton	108	25%
Gwinnett	104	24%
Henry	4	1%
Paulding	0	0%
Rockdale	3	1%

- Cost/percent of projects by county

Table 13: Percentage of Cost by County

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

- 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 Investment¹

- 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

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

- Cost/return on investment of projects by county

Table 15: Percentage of Cost by County

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

- 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.

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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.

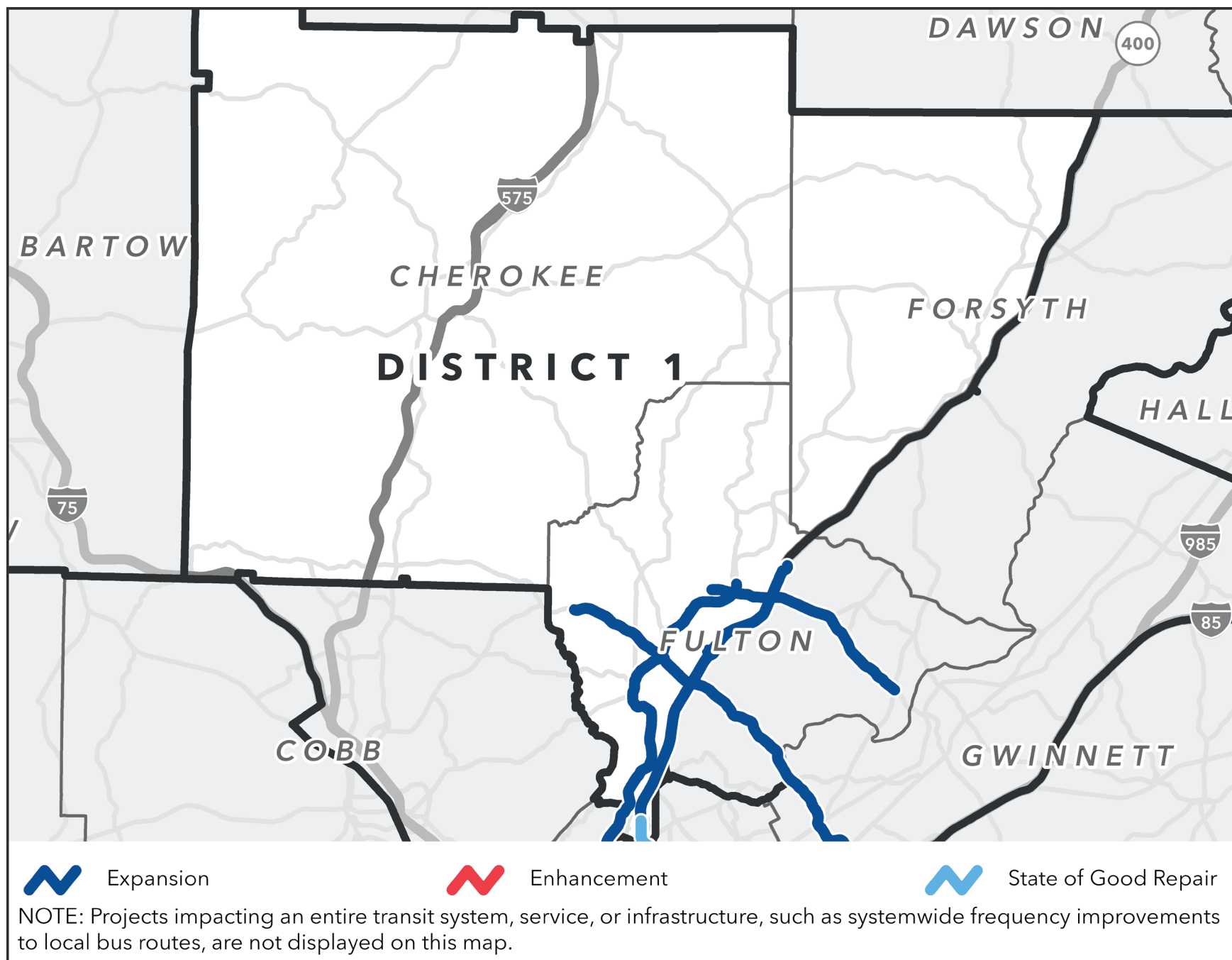


Figure 38: District 1 Corridor Projects

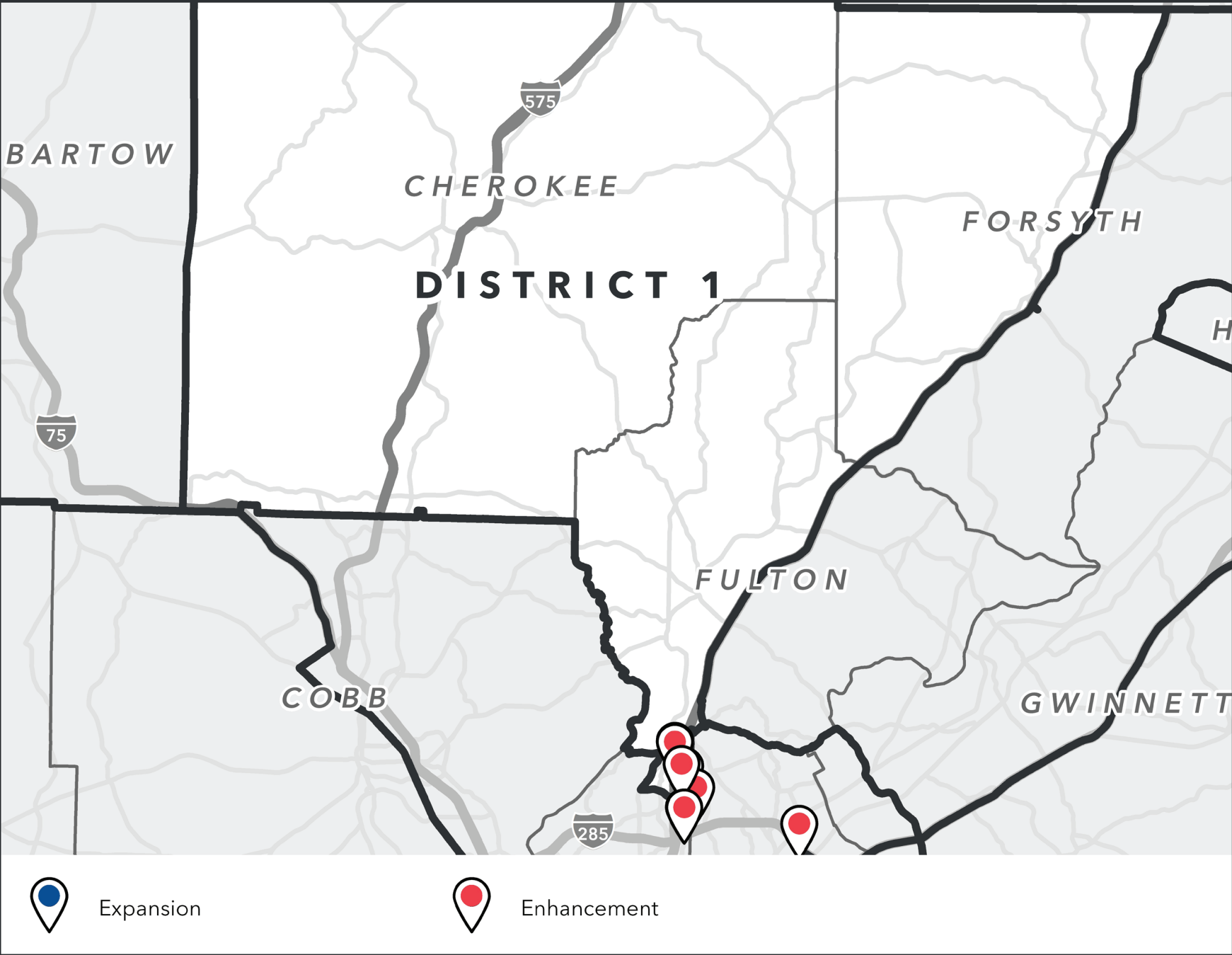


Figure 39: District 1 Single-Location Projects

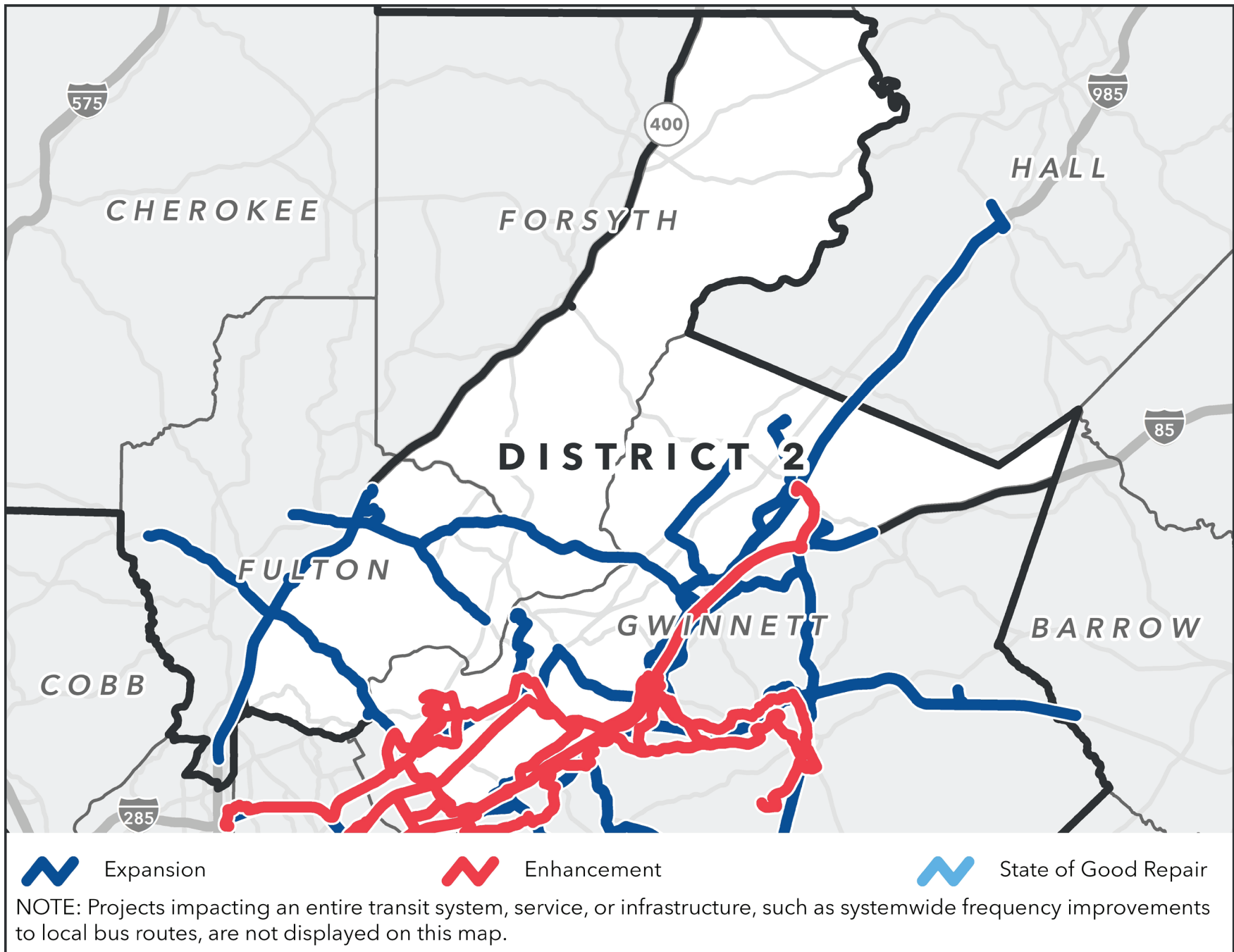


Figure 40: District 2 Corridor Projects

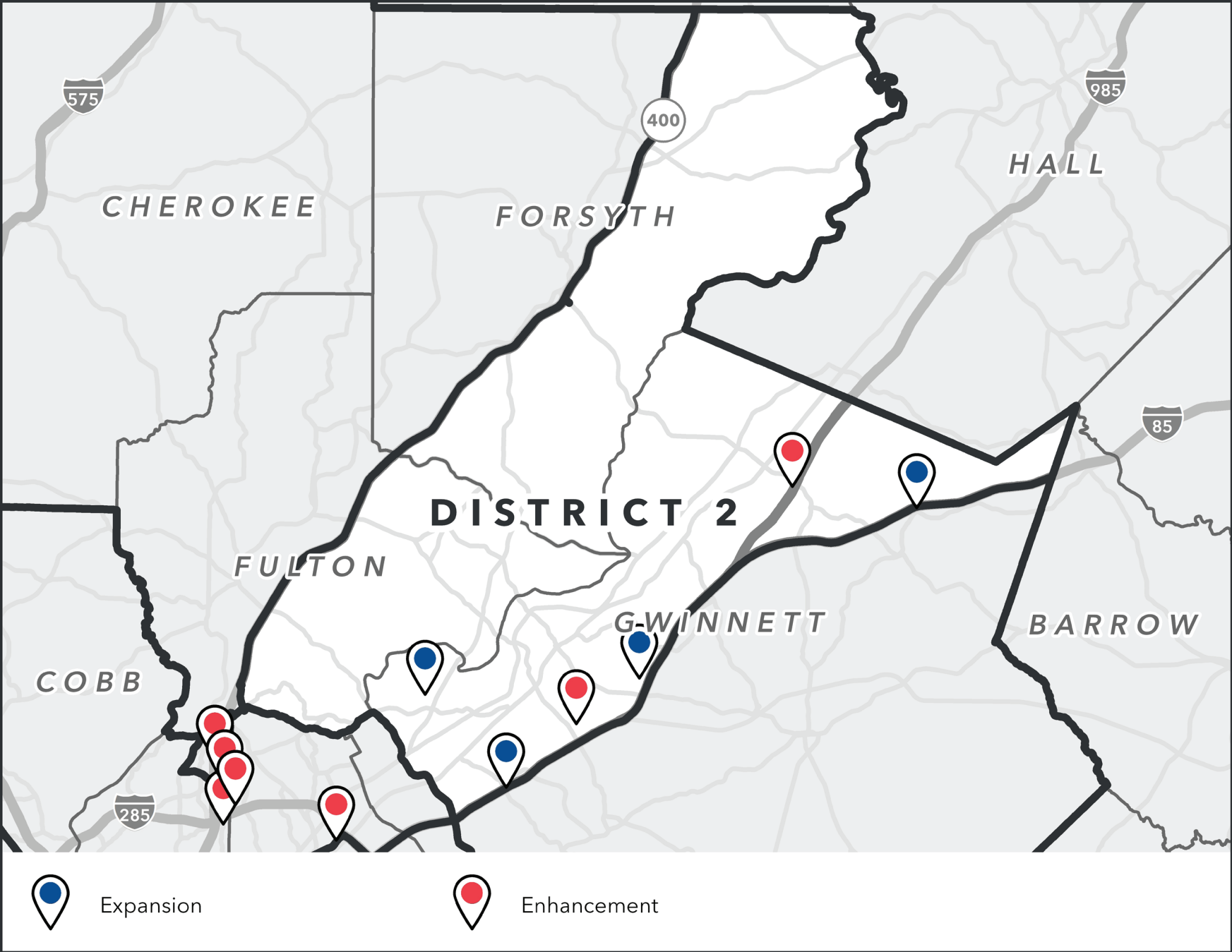


Figure 41: District 2 Single-Location Projects

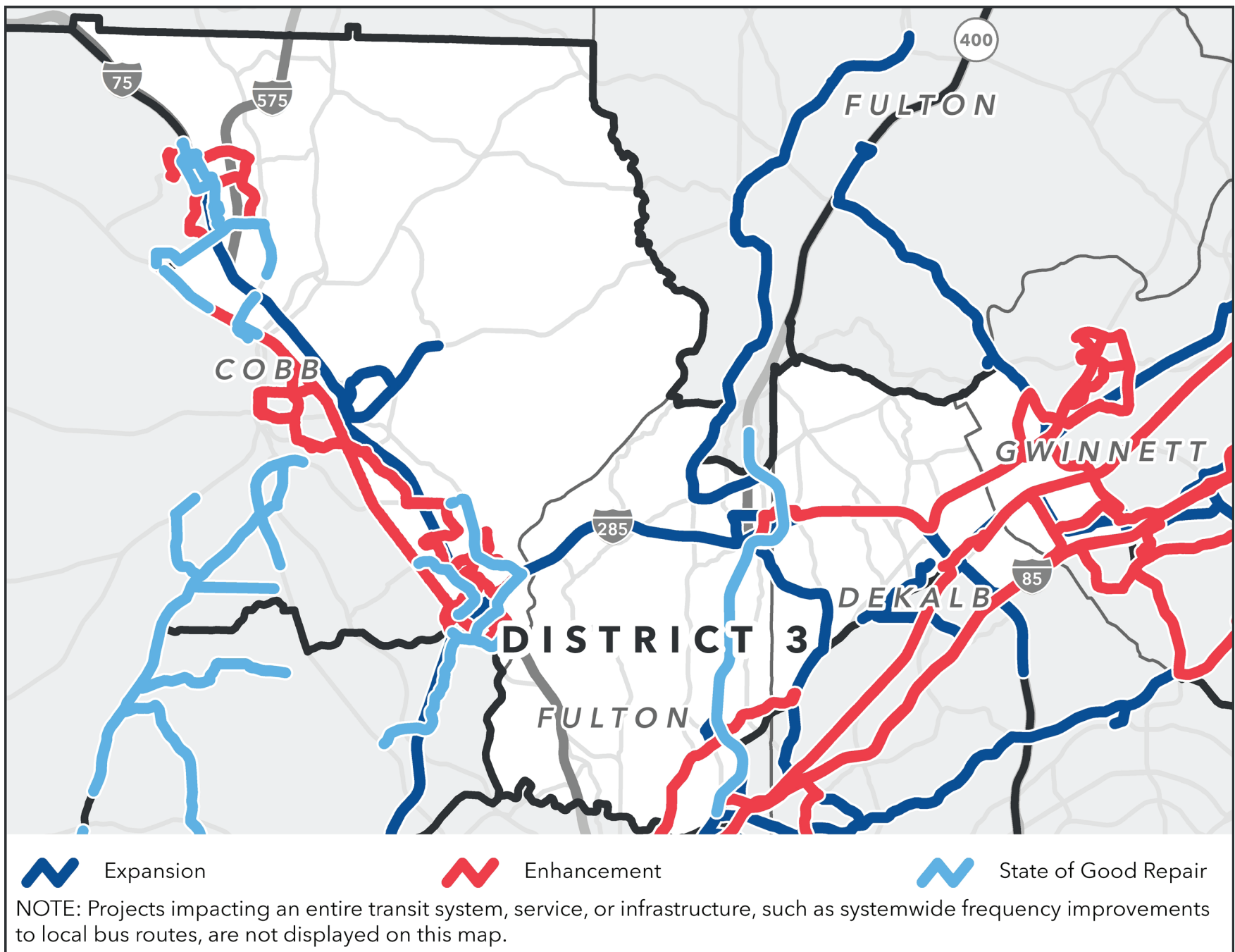


Figure 42: District 3 Corridor Projects



Figure 43: District 3 Single-Location Projects

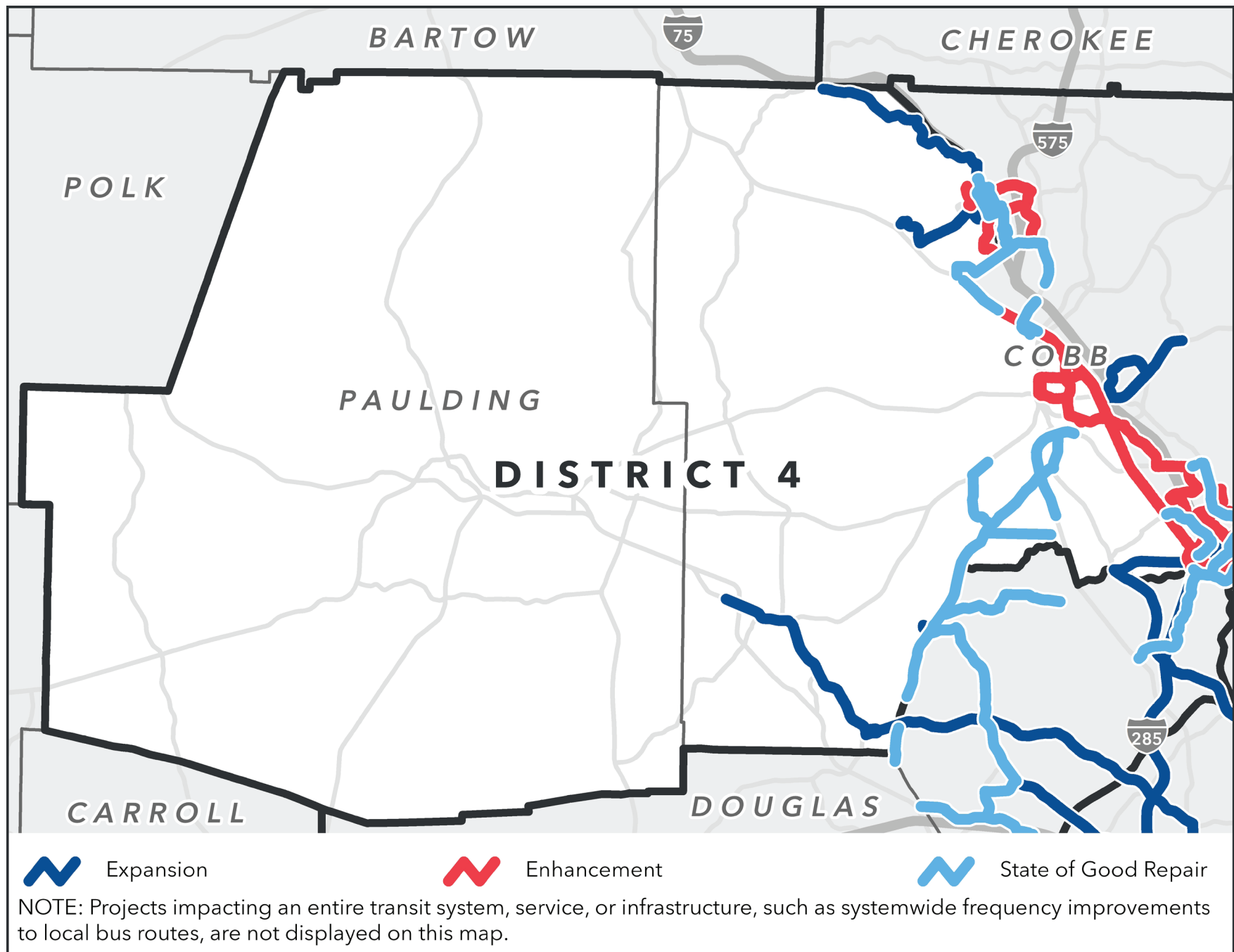


Figure 44: District 4 Corridor Projects

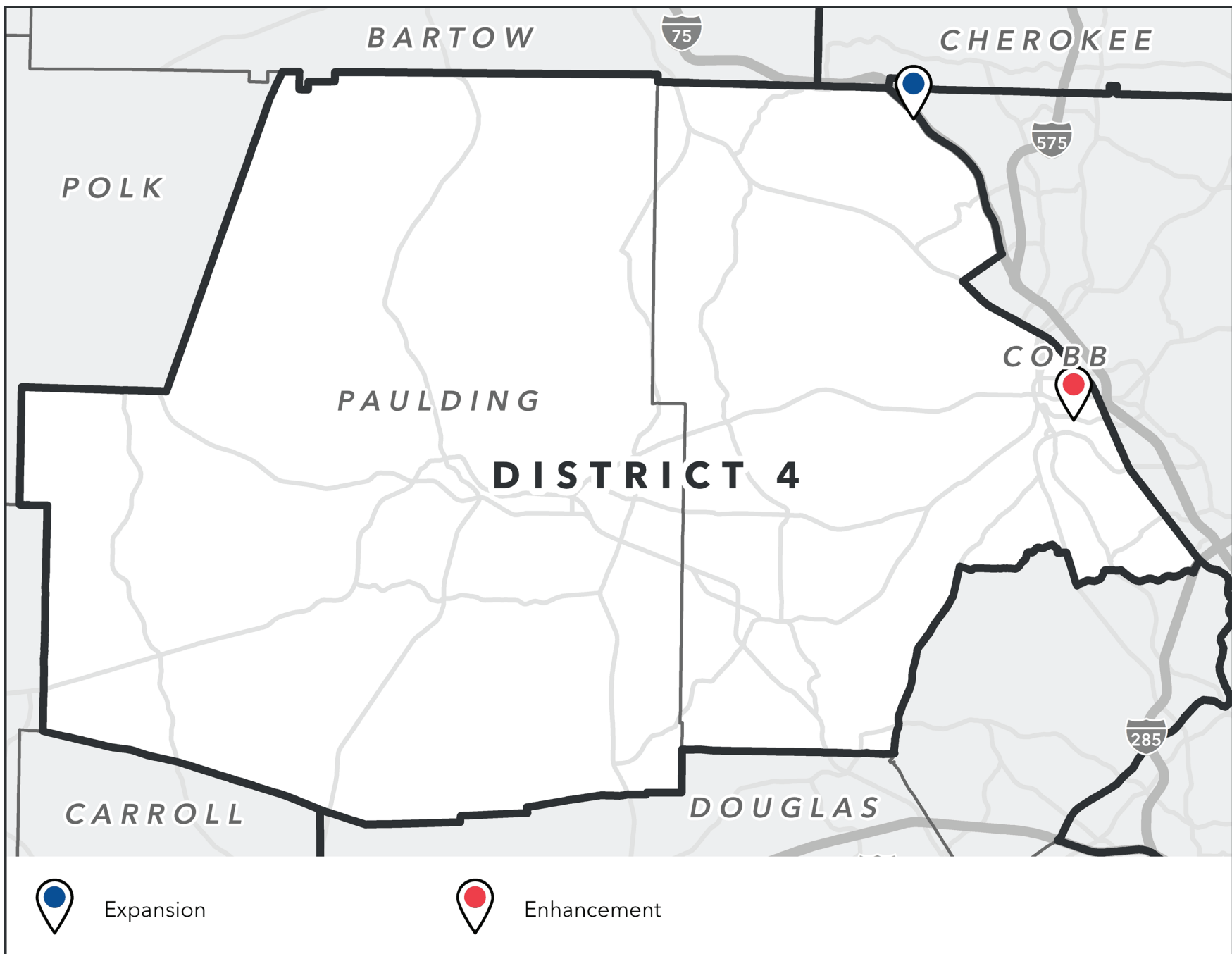


Figure 45: District 4 Single-Location Projects

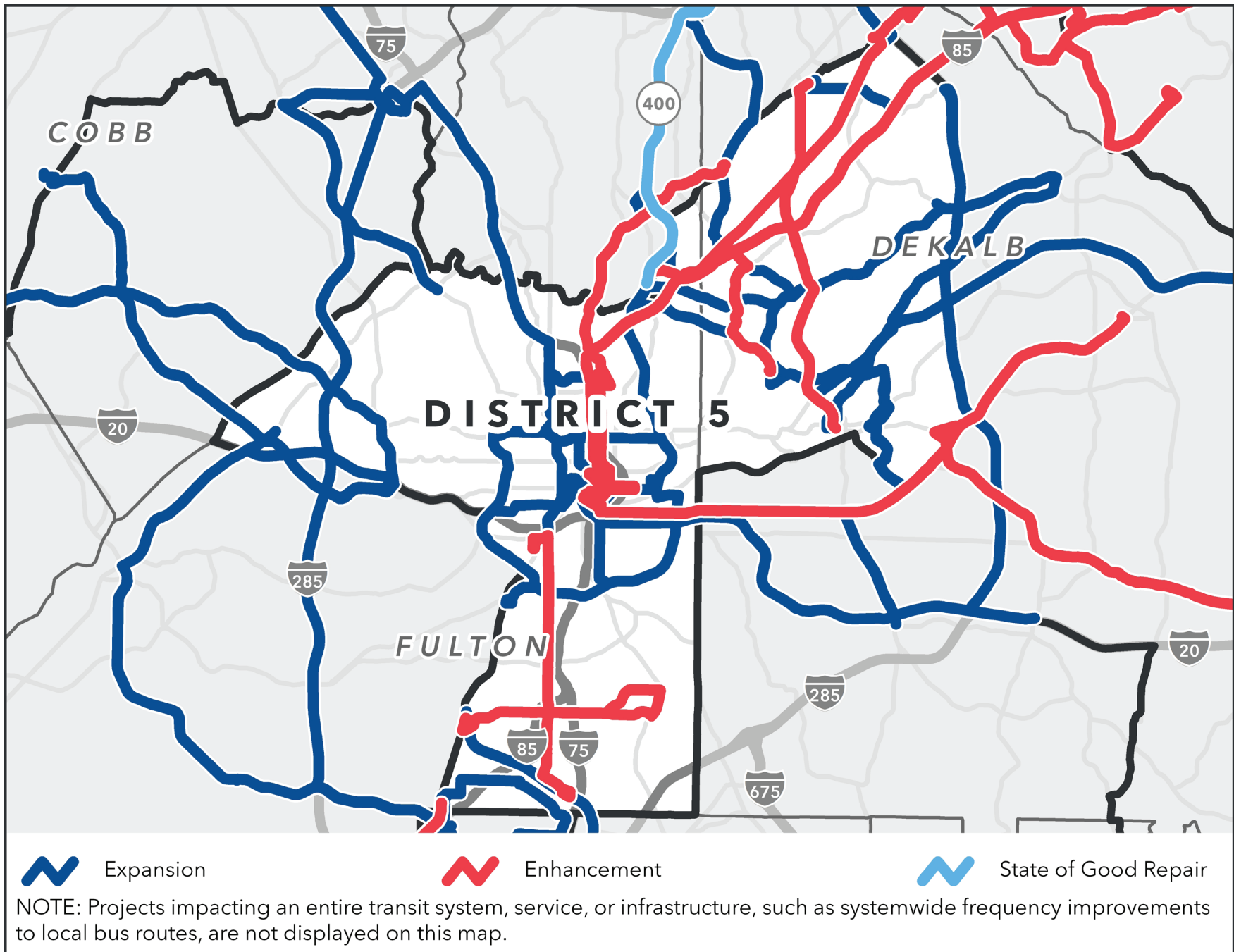


Figure 46: District 5 Corridor Projects

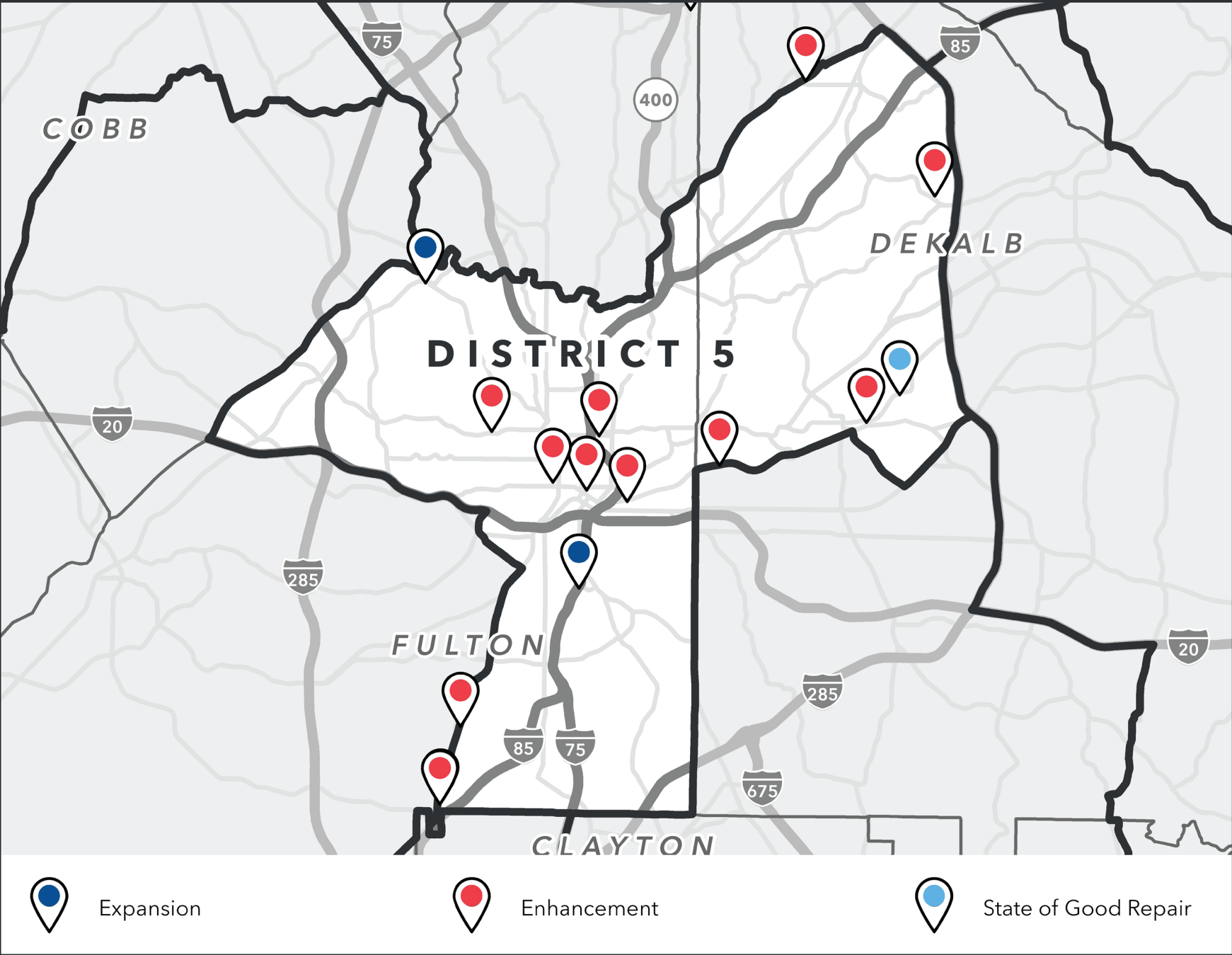


Figure 47: District 5 Single-Location Projects

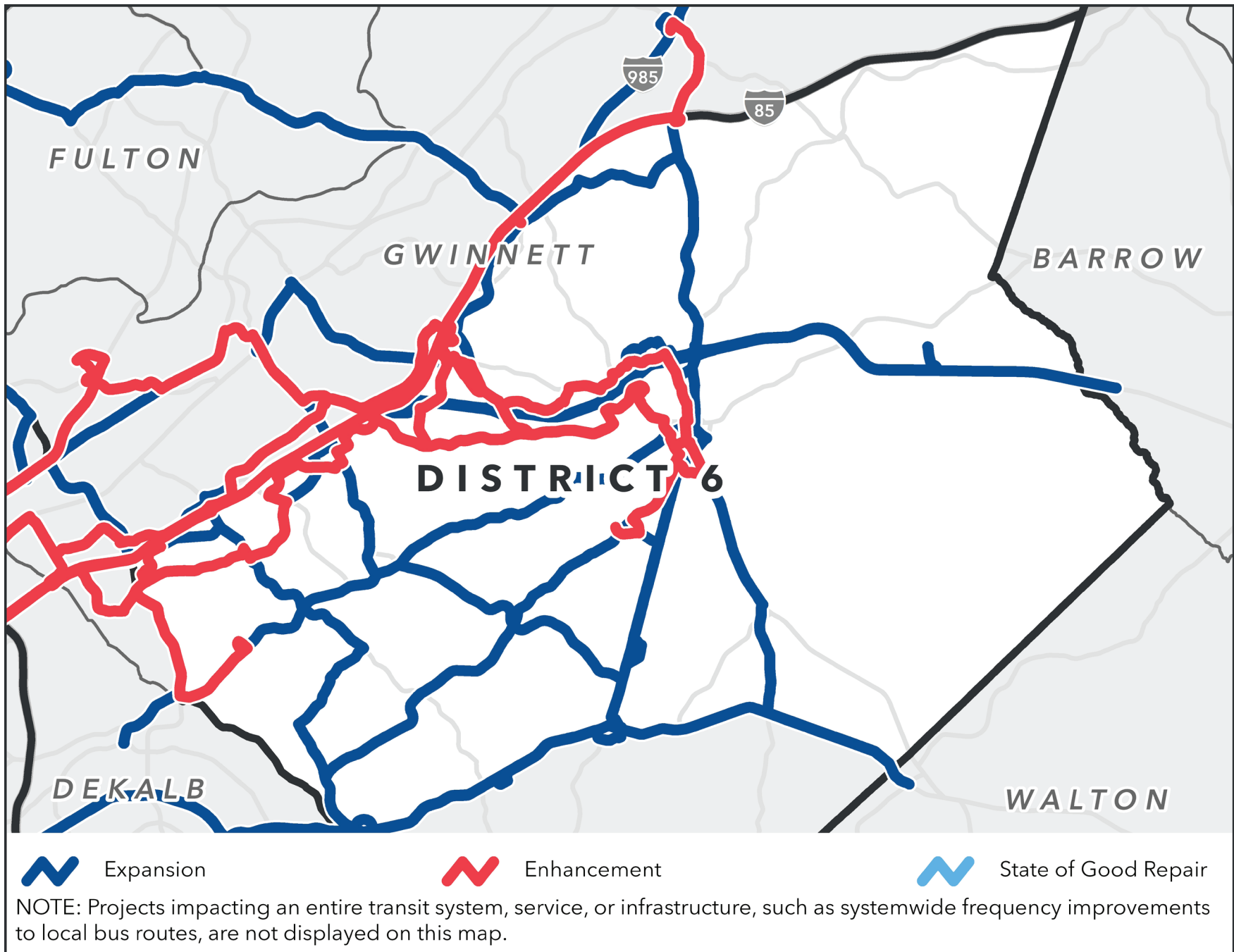


Figure 48: District 6 Corridor Projects

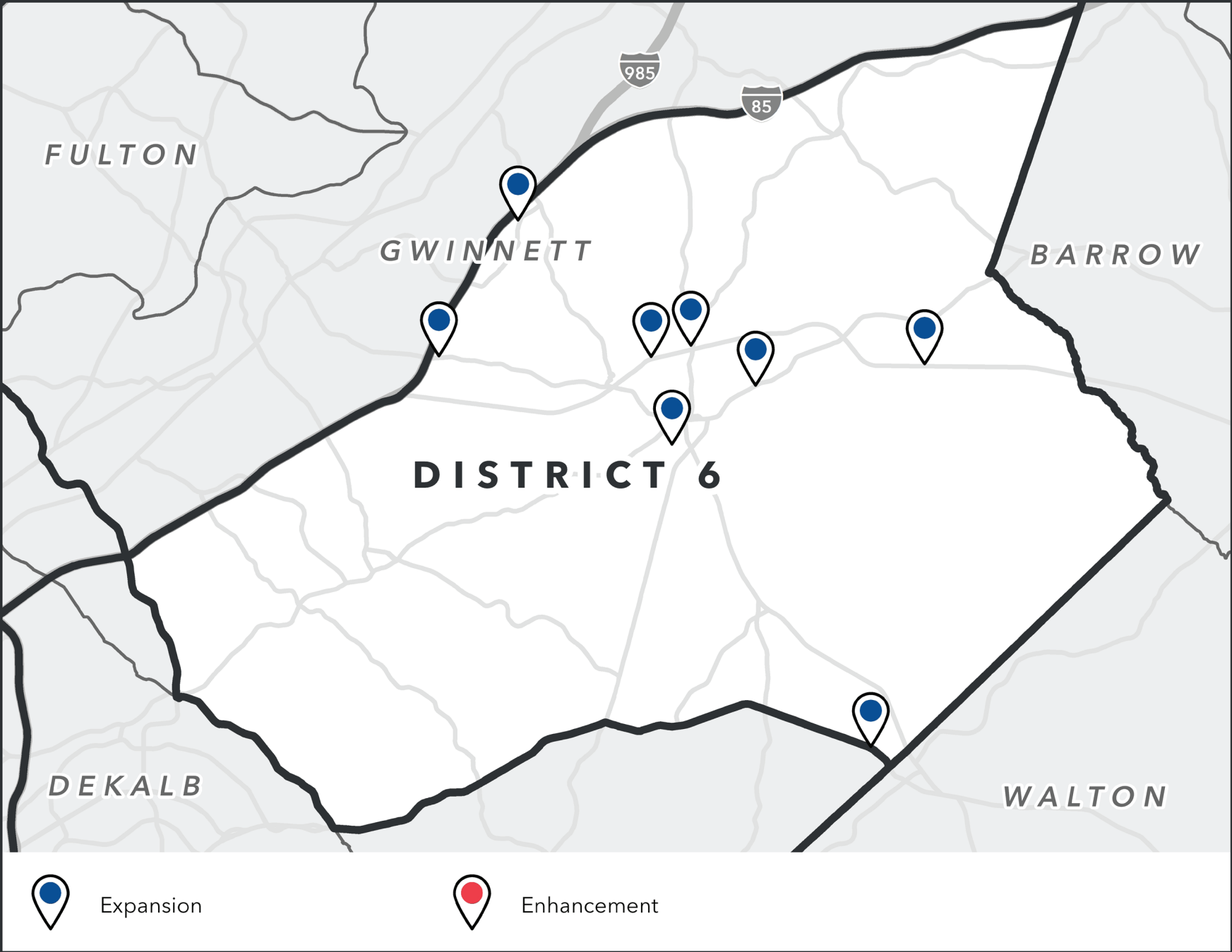


Figure 49: District 6 Single-Location Projects

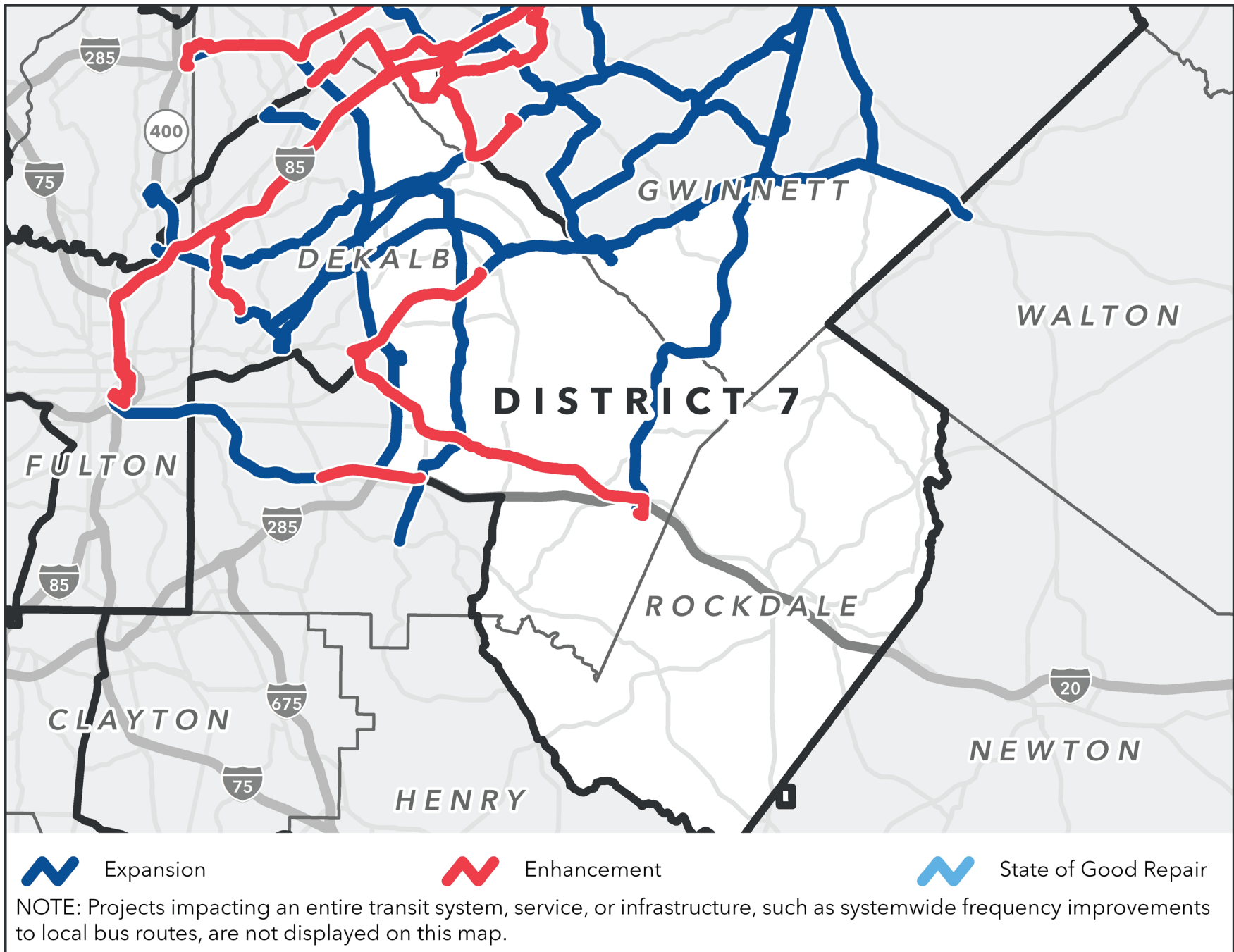


Figure 50: District 7 Corridor Projects

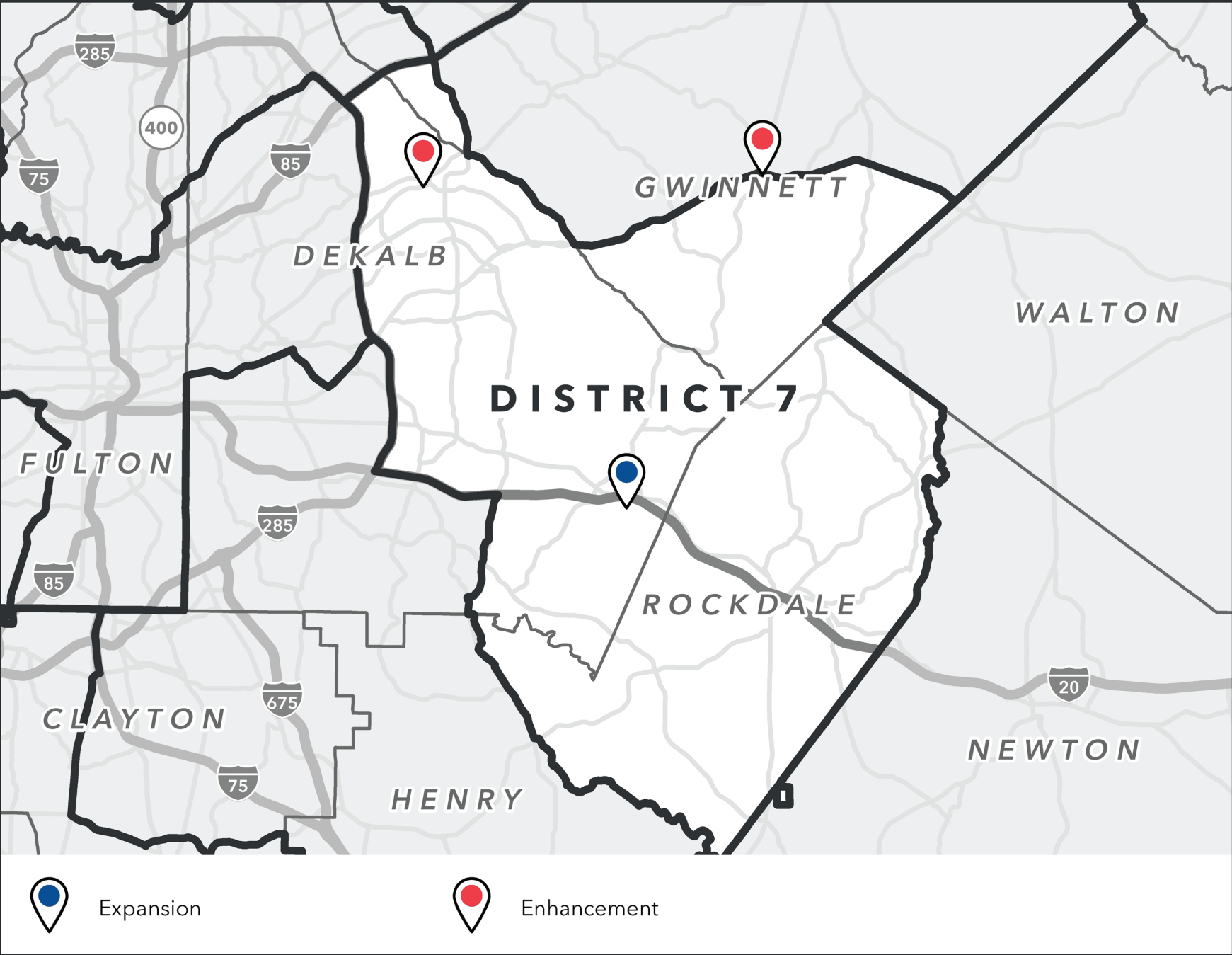


Figure 51: District 7 Single-Location Projects

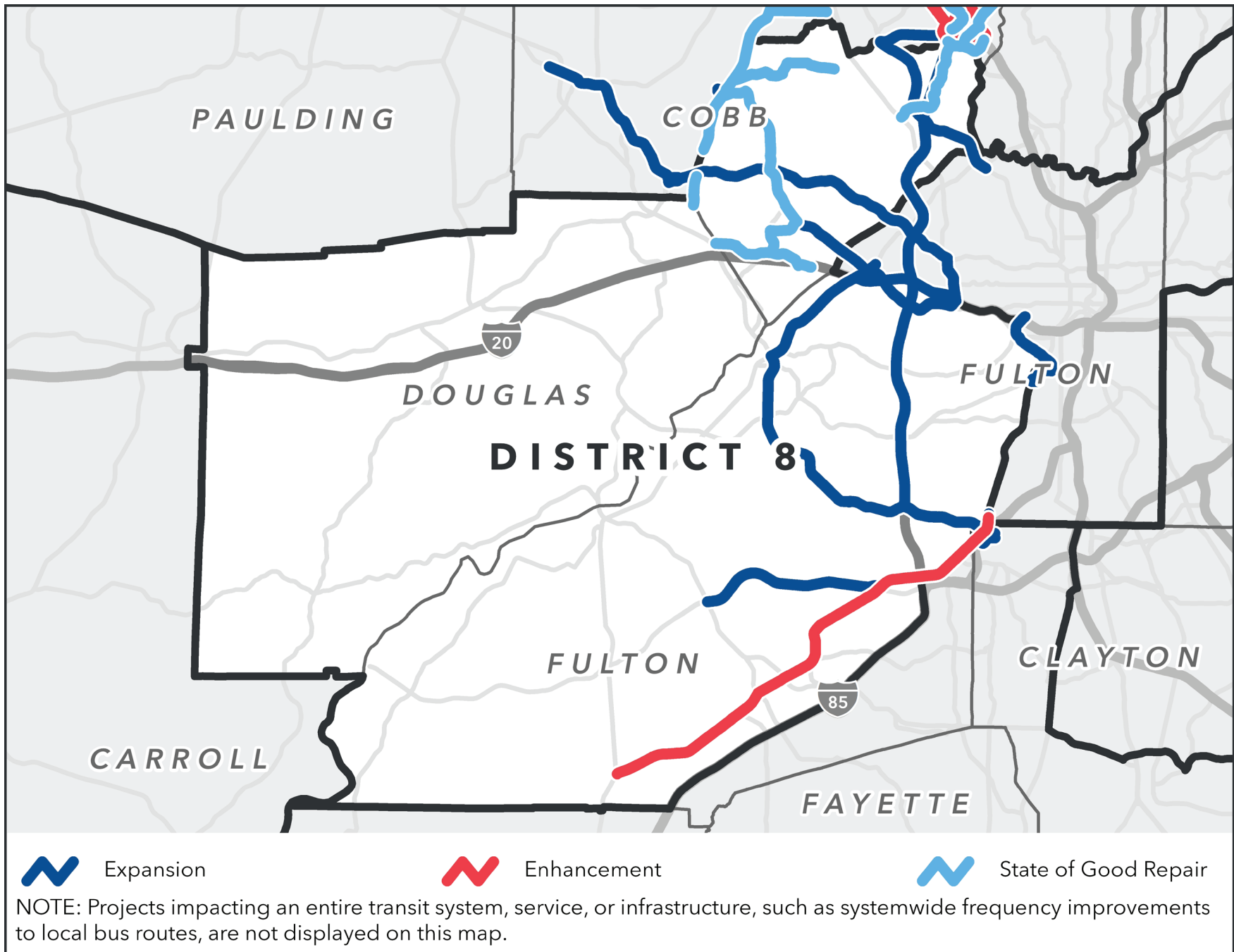


Figure 52: District 8 Corridor Projects

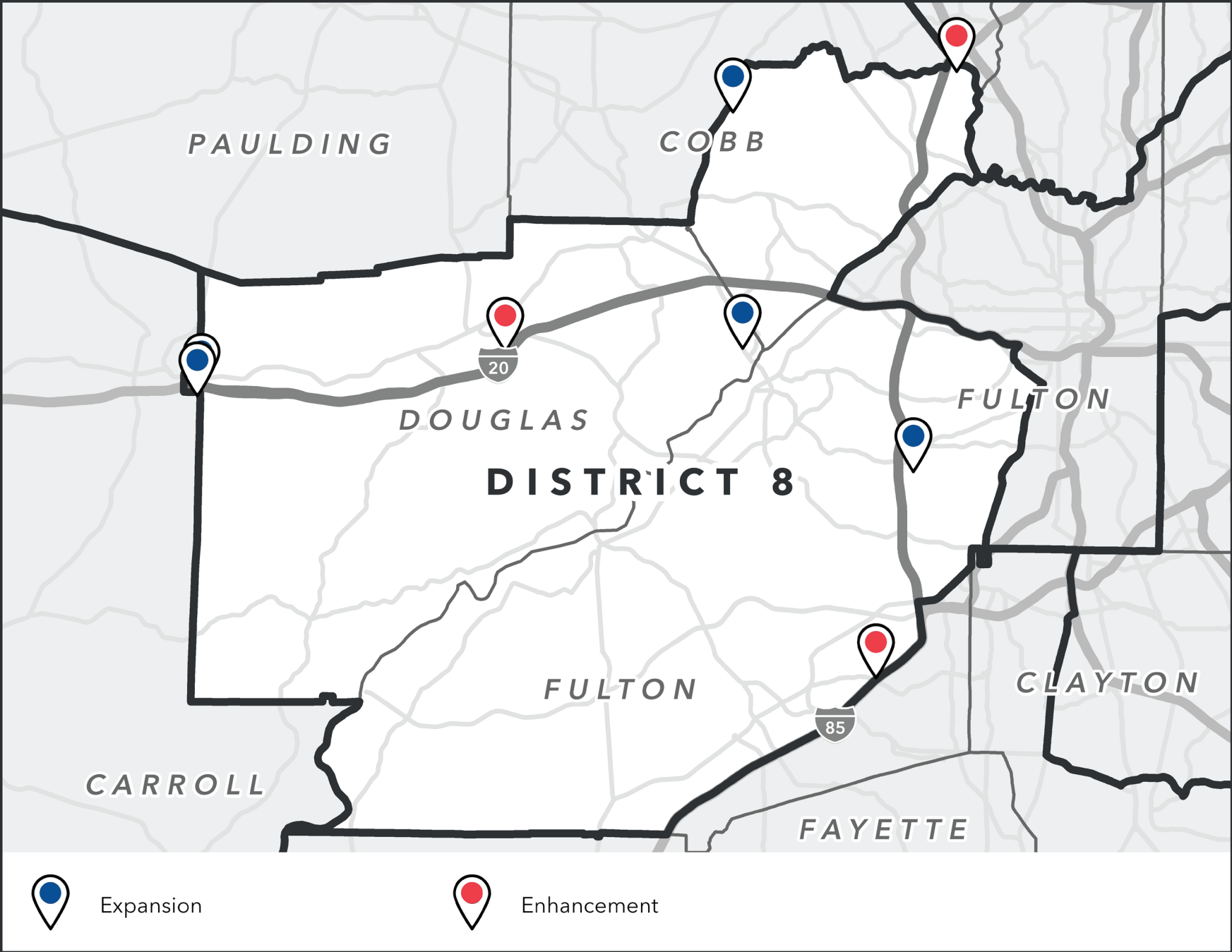


Figure 53: District 8 Single-Location Projects

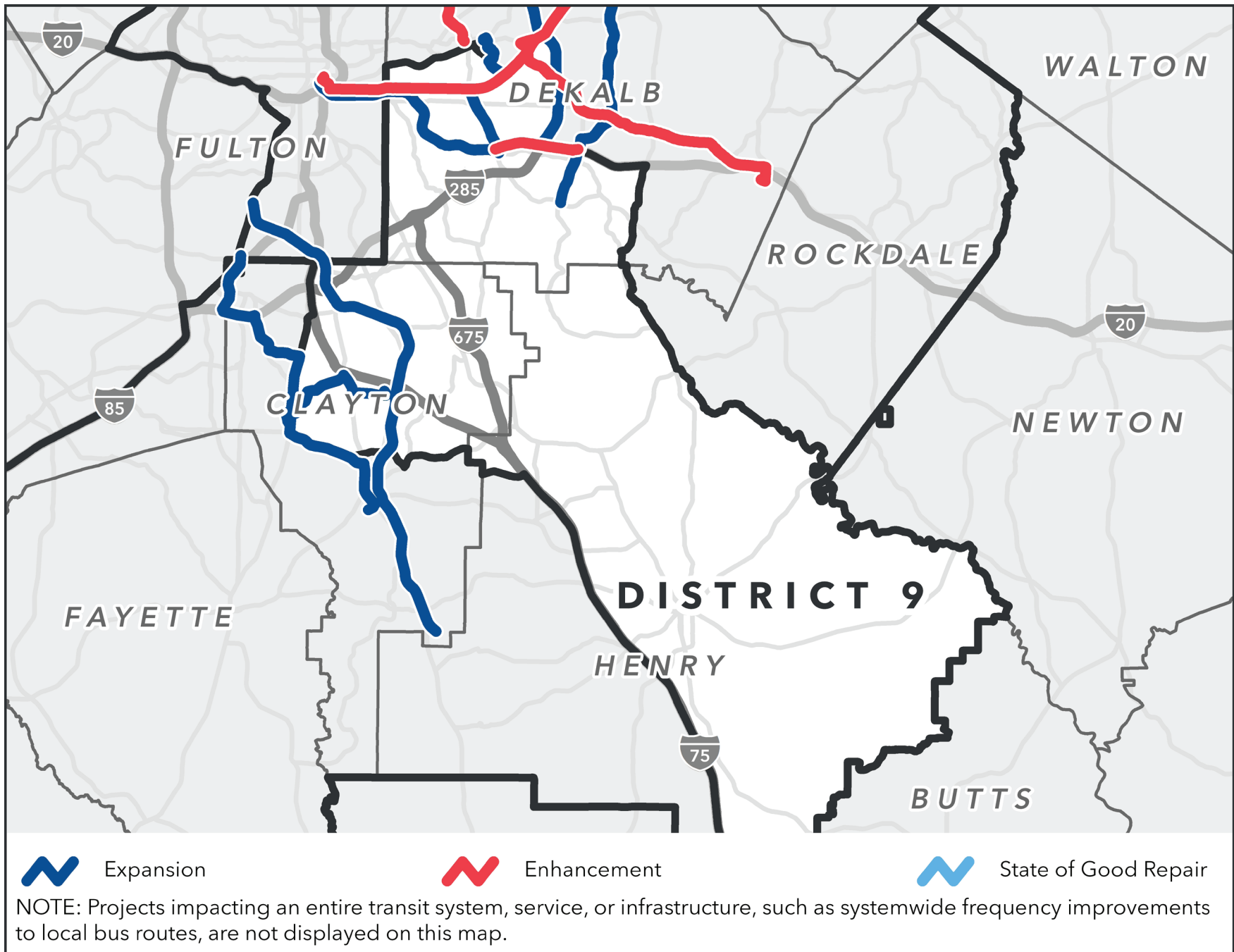


Figure 54: District 9 Corridor Projects

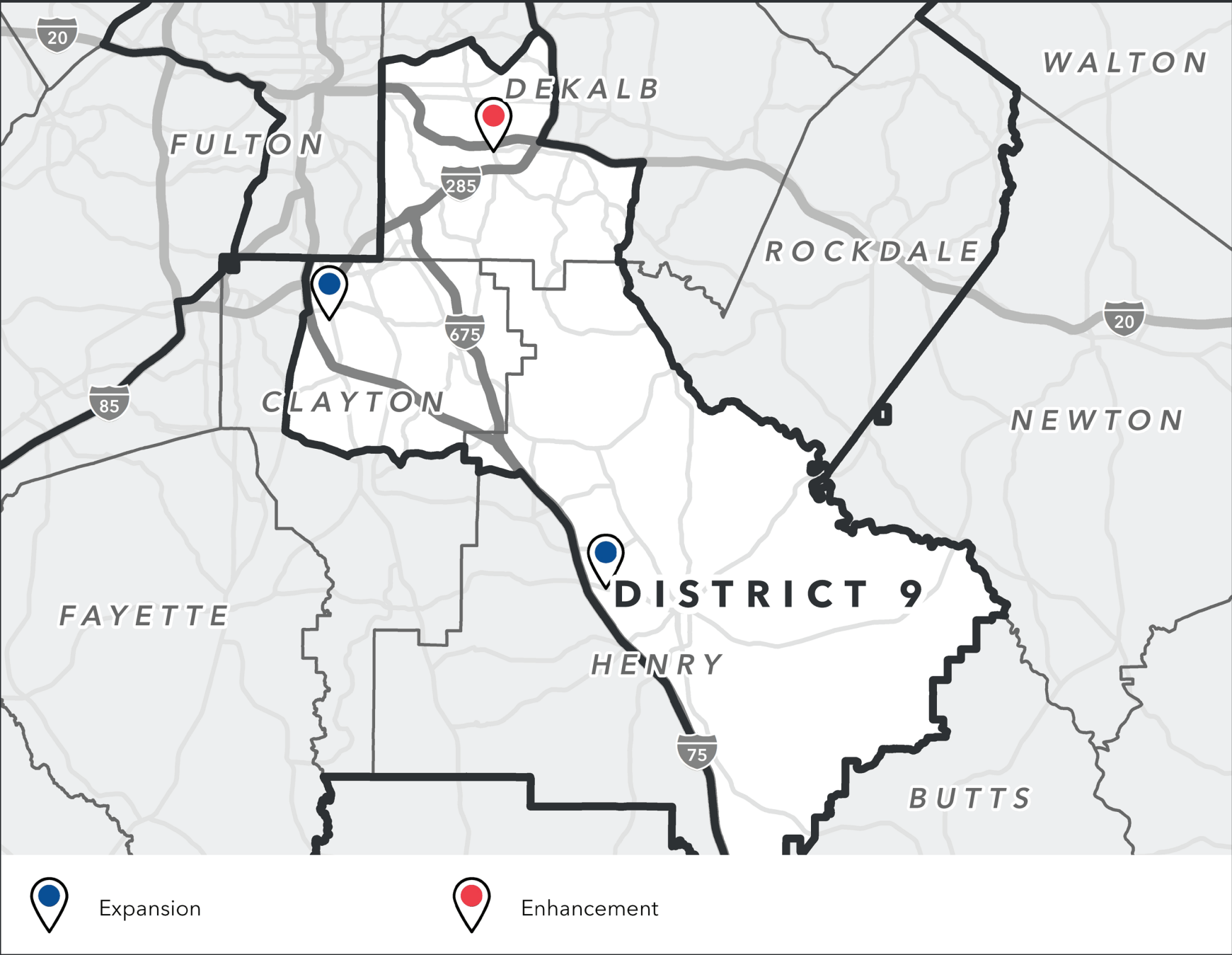


Figure 55: District 9 Single-Location Projects

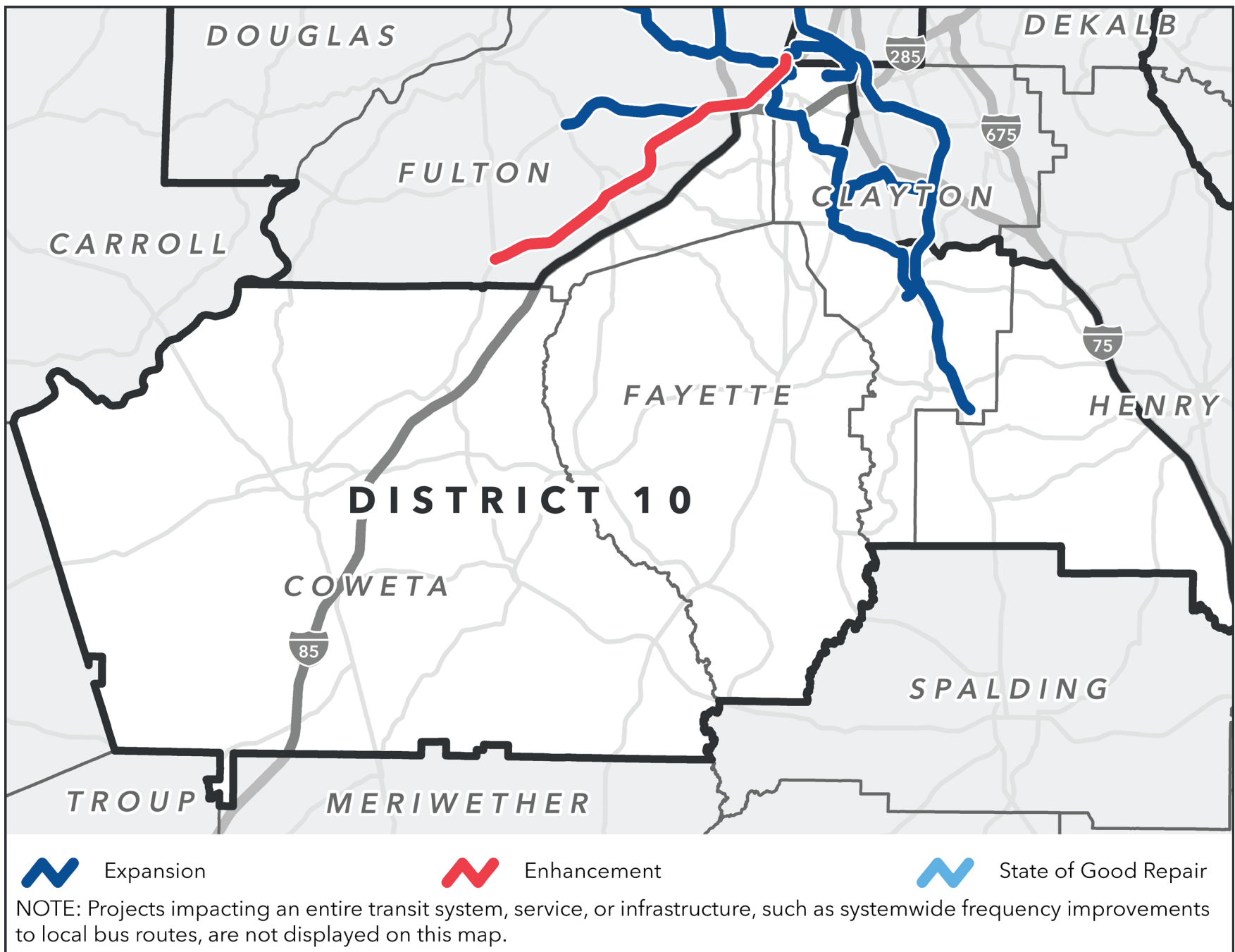


Figure 56: District 10 Single-Location Projects

No point projects were proposed for District 10.



D. Project Lists

Table 16: ARTP Projects Seeking State or Federal Discretionary Fund

Project #	Project Name	Project Sponsor	Assumed Operator	Project Description	Project Type	Capital Costs	O&M Cost	Total Cost	Quadrant Result	Regionally Significant?	Horizon Year
7	MARTA West Line High Capacity Transit	City of Atlanta	MARTA	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.	Expansion	\$250.0M	\$33.6M	\$283.6M	Quad 2a	Yes	None
8	Northwest Regional High Capacity Transit Corridor	City of Atlanta	CobbLinc	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.	Expansion	\$491.0M	\$140.0M	\$631.0M	Quad 2a	Yes	None
11	Commuter Vanpool Replacement Vehicles	Connect Douglas	Connect Douglas	New vehicles for vanpool fleet	State of Good Repair	\$266K	\$30K	\$296K	Quad 2b	No	None
12	Staff Vehicles	Connect Douglas	Connect Douglas	Staff vehicles are needed to respond to issues with the Connect Douglas transit system, to monitor buses and routes, and to provide transportation to meetings and conferences related to transit.	Enhancement	\$46K	\$8K	\$54K	Quad 2b	No	6-year
15	Fixed Route Vehicles	Connect Douglas	Connect Douglas	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.	Expansion	\$1.2M	\$324K	\$1.5M	Quad 1	Yes	6-year
16	Vehicles for Paratransit Expansion	Connect Douglas	Connect Douglas	Douglas County recently implemented fixed route service and accompanying ADA paratransit service. Currently two 15-passenger cutaways are used for paratransit service. Over the next 7 years, Douglas County estimates it will need 7 additional 15-passenger cutaways to handle the paratransit demand.	Expansion	\$455K	\$49K	\$504K	Quad 1	No	6-year
17	Vehicles for Vanpool Expansion	Connect Douglas	Connect Douglas	Since 1987, Douglas County has operated a vanpool program designed to take commuters to job locations. Douglas County currently has 35 daily vanpool routes, but intends to create at least one new route per year over the next seven years. New vehicles are needed to accommodate this growth.	Expansion	\$320K	\$49K	\$369K	Quad 2a	No	6-year

Table 16: ARTP Projects Seeking State or Federal Discretionary Funds (continued)

Project #	Project Name	Project Sponsor	Assumed Operator	Project Description	Project Type	Capital Costs	O&M Cost	Total Cost	Quadrant Result	Regionally Significant?	Horizon Year
18	Fixed Route, Paratransit Replacement Vehicles	Connect Douglas	Connect Douglas	Replacing fixed route and paratransit vehicles that have reached or exceeded their useful life of 5 years or 125,000 miles.	State of Good Repair	\$780K	\$90K	\$870K	Quad 1	No	6-year
19	Bus shelters and passenger amenities	Connect Douglas	Connect Douglas	20 passenger shelters at \$10,00, 25 passenger benches at \$2,000 each 50 trash receptacles at \$1,000.	Expansion	\$300K	\$7K	\$307K	Quad 1	No	6-year
20	Hardware/Farebox Upgrades	Connect Douglas	Connect Douglas	Douglas County currently has basic hand-manipulated fares boxes in all of its fixed route and paratransit vehicles. Douglas County is trying to program money that will be available when a regional farebox/payment system is identified which will require upgrades to existing equipment.	Enhancement	\$250K	\$7K	\$257K	Quad 2a	No	6-year
21	Software	Connect Douglas	Connect Douglas	Software that can enhance fixed route scheduling, automatic vehicle locators and various passenger apps.	Enhancement	\$300K	\$15K	\$315K	Quad 2a	No	6-year
22	Security/Surveillance	Connect Douglas	Connect Douglas	Installing fencing around the perimeter of the Douglas County Transportation Center, approximately 12 acres, and replacing the camera surveillance system at the Transportation Center..	Enhancement	\$250K	\$10K	\$260K	Quad 1	No	6-year
23	Land Acquisition	Connect Douglas	Connect Douglas	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.	Expansion	\$4.0M	-	\$4.0M	Quad 1	No	6-year
24	Park and ride lot construction	Connect Douglas	Connect Douglas	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.	Expansion	\$5.0M	\$20K	\$5.0M	Quad 1	No	6-year
30	Aerotropolis Mobility District	Aerotropolis CIDs	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.	Expansion	\$1.3M	-	\$1.3M	Quad 1	Yes	6-year

Table 16: ARTP Projects Seeking State or Federal Discretionary Funds (continued)

Project #	Project Name	Project Sponsor	Assumed Operator	Project Description	Project Type	Capital Costs	O&M Cost	Total Cost	Quadrant Result	Regionally Significant?	Horizon Year
33	Aerotropolis Intermodal Transportation Center	Aerotropolis CIDs	MARTA	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.	Enhancement	\$50.0M	-	\$50.0M	Quad 1	No	20-year
34	Capitol Ave / Summerhill BRT	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	Expansion	\$96.0M	\$80.0M	\$176.0M	Quad 2b	Yes	6-year
36	Clifton Corridor (Phase 1)	MARTA	MARTA	Defined stations with amenities and signage, Transit Signal Priority, Frequent bi-directional service, Separate branding, Dedicated/managed running way, Off-board fare collectionLevel platform boarding	Expansion	\$1.7B	\$138.6M	\$1.9B	Quad 1	Yes	20-year
37	New Service / New Technology Town Center Autonomous Shuttle	City of Chamblee	MARTA	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.	Expansion	\$2.0M	\$20.0M	\$22.0M	Quad 1	No	20-year
38	Multi-Modal Mobility Hub and MARTA Station Reconfiguration	City of Chamblee	MARTA	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.	Enhancement	\$1.5M	\$400K	\$1.9M	Quad 2b	No	None
39	Aerotropolis Corporate Crescent Circulator – Phase I	Aerotropolis CIDs	MARTA	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.	Expansion	\$10.0M	-	\$10.0M	Quad 2b	Yes	6-year
45	South Fulton Parkway Rapid Transit in Dedicated Lanes	Fulton County	MARTA	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.	Expansion	\$145.0M	\$130.0M	\$275.0M	Quad 2b	Yes	20-year

Table 16: ARTP Projects Seeking State or Federal Discretionary Funds (continued)

Project #	Project Name	Project Sponsor	Assumed Operator	Project Description	Project Type	Capital Costs	O&M Cost	Total Cost	Quadrant Result	Regionally Significant?	Horizon Year
60	Town Center/Big Shanty Park and Ride Expansion	Xpress	Xpress	The proposed expansion would add 200 additional parking stalls to the park-and-ride lot. The expansion would allow for future commuter bus expansion from Cobb and Cherokee counties to Midtown Atlanta, Downtown Atlanta and Perimeter Center.	Enhancement	\$9.8M	\$840K	\$10.6M	Quad 1	No	6-year
61	Hickory Grove Park and Ride	Xpress	Xpress	The proposed project would build a new park and ride lot north of Hickory Grove Road and west of I-75. Xpress route 480 would serve the park-and-ride using the I-75 express lanes for a portion of the trip to downtown Atlanta.	Expansion	\$7.9M	\$512K	\$8.4M	Quad 1	No	6-year
62	Sugarloaf Park and Ride	Xpress	Xpress	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.	Expansion	\$14.5M	\$297K	\$14.8M	Quad 2a	No	6-year
63	Mt. Carmel Park and Ride	Xpress	Xpress	The project includes 489 parking spaces. The expansion would allow for future commuter bus expansion from Henry County to Downtown Atlanta.	Expansion	\$9.0M	\$428K	\$9.4M	Quad 1	No	6-year
64	Commuter Bus Vehicle Replacement (Electric) and Charging Infrastructure	Xpress	Xpress	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.	State of Good Repair	\$31.4M	\$3.0M	\$34.4M	Quad 1	No	None
66	Xpress Park and Ride Technology Upgrades	Xpress	Xpress	<p>"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:</p> <ul style="list-style-type: none"> • 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). • New Traveler Security Systems installation: Security cameras and emergency phones. • Build new ITS Network" 	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

Table 16: ARTP Projects Seeking State or Federal Discretionary Funds (continued)

Project #	Project Name	Project Sponsor	Assumed Operator	Project Description	Project Type	Capital Costs	O&M Cost	Total Cost	Quadrant Result	Regionally Significant?	Horizon Year
70	ADA Compliant Sidewalks	CobbLinc	CobbLinc	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.	State of Good Repair	\$6.3M	-	\$6.3M	Quad 1	No	6-year
71	BRT-15 Buford Highway High Capacity Transit	City of Brookhaven	MARTA	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.	Enhancement	\$220.0M	\$60.0M	\$280.0M	Quad 1	Yes	20-year
72	Cumberland Transfer Center	CobbLinc	CobbLinc	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.	Enhancement	\$50.0M	\$1.0M	\$51.0M	Quad 2a	Yes	6-year
73	Marietta Transfer Center	CobbLinc	CobbLinc	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.	Enhancement	\$50.0M	\$1.0M	\$51.0M	Quad 2a	No	6-year
74	South Cobb Transfer Center	CobbLinc	CobbLinc	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.	Expansion	\$8.0M	\$500K	\$8.5M	Quad 2a	No	6-year
75	Marietta Maintenance Facility	CobbLinc	CobbLinc	The existing Marietta Maintenance Facility will be expanded to serve an additional 100 vehicles. This project includes increasing bus parking, bus maintenance bays/lifts, electric charging infrastructure, and other operations related facilities.	Enhancement	\$15.0M	\$3.0M	\$18.0M	Quad 2a	No	6-year
82	BeltLine Northeast LRT	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	Expansion	\$174.0M	\$124.8M	\$298.8M	Quad 2b	Yes	20-year

Table 16: ARTP Projects Seeking State or Federal Discretionary Funds (continued)

Project #	Project Name	Project Sponsor	Assumed Operator	Project Description	Project Type	Capital Costs	O&M Cost	Total Cost	Quadrant Result	Regionally Significant?	Horizon Year
83	BeltLine Southwest LRT	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, and increased station spacing	Expansion	\$180.0M	\$144.0M	\$324.0M	Quad 1	Yes	20-year
84	Campbellton Rd HCT	MARTA	MARTA	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	Enhancement	\$337.0M	\$106.0M	\$443.0M	Quad 2a	Yes	None
86	Northside Drive BRT	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, and increased station spacing	Expansion	\$167.0M	\$5.1M	\$172.1M	Quad 2a	Yes	6-year
87	BeltLine Southeast LRT	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	Expansion	\$282.5M	\$117.6M	\$400.1M	Quad 2a	Yes	20-year
89	GA 400 Transit Initiative BRT	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, and increased station spacing	Expansion	\$300.0M	-	\$300.0M	Quad 2a	Yes	6-year
90	Clayton County Transit Initiative - BRT	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, and increased station spacing	Expansion	\$375.0M	-	\$375.0M	Quad 1	Yes	20-year
91	Clayton County Transit Initiative - CRT	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	Expansion	\$900.0M	-	\$900.0M	Quad 1	Yes	20-year
94	MARTA Clean Bus Procurement	MARTA	MARTA	Acquisition of clean fuel buses	Enhancement	\$8.9M	-	\$8.9M	Quad 2b	No	None
113	IT & Software	MARTA	MARTA	Upgrading software bus/rail systemwide, enhancement	State of Good Repair	\$400.0M	-	\$400.0M	Quad 1	No	20-year
122	Station Rehabilitation - Program Schedule	MARTA	MARTA	Rehabilitation for all 38 stations, staged six or seven a year till complete. Includes walls, ceilings, flooring, signage and other station components.	State of Good Repair	\$685.0M	-	\$685.0M	Quad 2b	No	20-year
124	Roofing and Skylights - Roofing Rehabilitation Program	MARTA	MARTA	Roofing and Skylights - Roofing Rehabilitation Program	State of Good Repair	\$562.5M	-	\$562.5M	Quad 2b	No	20-year

Table 16: ARTP Projects Seeking State or Federal Discretionary Funds (continued)

Project #	Project Name	Project Sponsor	Assumed Operator	Project Description	Project Type	Capital Costs	O&M Cost	Total Cost	Quadrant Result	Regionally Significant?	Horizon Year
143	LRT-1b - Clifton Corridor LRT (Segment 1b)	DeKalb County	MARTA	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	Expansion	\$108.0M	\$34.5M	\$142.5M	Quad 2b	Yes	20-year
151	BeltLine West LRT	MARTA	MARTA	--	Expansion	\$97.0M	\$29.4M	\$126.4M	Quad 2b	Yes	20-year
176	Transit Signal Priority	Xpress	Xpress/ GDOT	<p>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.</p> <p>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.</p>	Enhancement	\$203K	-	\$203K	Quad 2a	No	None
177	Xpress Diesel Replacement Buses	Xpress	Xpress	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).	State of Good Repair	\$61.4M	-	\$61.4M	Quad 2a	No	6-year
179	Northwest Corridor-Buckhead Express Bus Service (Town Center-Big Shanty P&R Option)	Buckhead CID	Xpress	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.	Expansion	-	\$11.1M	\$11.1M	Quad 1	Yes	6-year
181	I-285 Transit in Express Lanes - Top End East	ATL	MARTA	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.	Expansion	\$200.0M	\$80.0M	\$280.0M	Quad 2a	Yes	20-year

Table 16: ARTP Projects Seeking State or Federal Discretionary Funds (continued)

Project #	Project Name	Project Sponsor	Assumed Operator	Project Description	Project Type	Capital Costs	O&M Cost	Total Cost	Quadrant Result	Regionally Significant?	Horizon Year
182	I-285 Transit in Express Lanes - Top End West	ATL	MARTA	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.	Expansion	\$195.0M	\$80.0M	\$275.0M	Quad 3	Yes	20-year
183	I-285 Transit in Express Lanes - Eastside	ATL	MARTA	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.	Expansion	\$143.0M	\$80.0M	\$223.0M	Quad 1	Yes	20-year
184	I-285 Transit in Express Lanes - Westside	ATL	MARTA	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.	Expansion	\$122.0M	\$80.0M	\$202.0M	Quad 2a	Yes	20-year
008G	Gwinnett Place Transit Center Improvements	GCT	GCT	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.	Enhancement	\$20.5M	-	\$20.5M	Quad 1	No	None
009G	Georgia Gwinnett College Transit Center	GCT	GCT	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	Expansion	\$10.3M	-	\$10.3M	Quad 2b	No	None
010G	I-985 Park-and-Ride Upgrades	GCT	GCT	The I-985 Park-and-Ride will be upgraded to enhance the facilities at the existing site and allow for increased transit services. These facilities may include enhanced waiting areas, stop amenities, and customer service facilities.	Enhancement	\$15.4M	-	\$15.4M	Quad 2b	No	None

Table 16: ARTP Projects Seeking State or Federal Discretionary Funds (continued)

Project #	Project Name	Project Sponsor	Assumed Operator	Project Description	Project Type	Capital Costs	O&M Cost	Total Cost	Quadrant Result	Regionally Significant?	Horizon Year
011G	Peachtree Corners Park-and-Ride	GCT	GCT	A new transit hub is proposed to be in Peachtree Corners with a specific location to be determined based on community input. The facility may include space for multiple bus bays, enhanced waiting areas to enable transfers between multiple routes, and may also include additional stop amenities and customer service facilities.	Expansion	\$20.5M	-	\$20.5M	Quad 2b	Yes	None
014G	BRT Route 700: Multimodal Hub to Sugarloaf Park-and-Ride	GCT	GCT	"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. "	Expansion	\$334.8M	\$132.5M	\$467.3M	Quad 1	Yes	None
018G	Infinite Energy Transit Center	GCT	GCT	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	Expansion	\$10.3M	-	\$10.3M	Quad 1	Yes	None
019G	Lawrenceville Transit Center	GCT	GCT	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	Expansion	\$30.8M	-	\$30.8M	Quad 1	No	None

Table 16: ARTP Projects Seeking State or Federal Discretionary Funds (continued)

Project #	Project Name	Project Sponsor	Assumed Operator	Project Description	Project Type	Capital Costs	O&M Cost	Total Cost	Quadrant Result	Regionally Significant?	Horizon Year
020G	Lawrenceville Maintenance Facility	GCT	GCT	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.	Expansion	\$39.3M	-	\$39.3M	Quad 1	No	None
022G	Local Bus Expansion Route 21	GCT	GCT	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.	Expansion	\$3.2M	\$43.9M	\$47.1M	Quad 1	No	None
026G	Direct Connect Expansion Route 403	GCT	GCT	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.	Expansion	\$3.9M	\$27.9M	\$31.8M	Quad 2a	Yes	None
028G	Rapid Bus Route 200: Peachtree Industrial Boulevard	GCT	GCT	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.	Expansion	\$176.4M	\$113.5M	\$289.9M	Quad 2a	Yes	None

Table 16: ARTP Projects Seeking State or Federal Discretionary Funds (continued)

Project #	Project Name	Project Sponsor	Assumed Operator	Project Description	Project Type	Capital Costs	O&M Cost	Total Cost	Quadrant Result	Regionally Significant?	Horizon Year
029G	Rapid Bus Route 201: Steve Reynolds Boulevard	GCT	GCT	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.	Expansion	\$44.0M	\$72.5M	\$116.5M	Quad 2a	Yes	None
030G	Rapid Bus Route 202: Infinite Energy Center/Mall of Georgia	GCT	GCT	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.	Expansion	\$75.8M	\$64.3M	\$140.2M	Quad 2a	Yes	None
031G	Rapid Bus Route 203: Pleasant Hill Road	GCT	GCT	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.	Expansion	\$204.7M	\$99.1M	\$303.7M	Quad 2b	Yes	None

Table 16: ARTP Projects Seeking State or Federal Discretionary Funds (continued)

Project #	Project Name	Project Sponsor	Assumed Operator	Project Description	Project Type	Capital Costs	O&M Cost	Total Cost	Quadrant Result	Regionally Significant?	Horizon Year
032G	Rapid Bus Route 204: State Route 124	GCT	GCT	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.	Expansion	\$165.7M	\$86.2M	\$251.9M	Quad 2a	Yes	None
033G	Rapid Bus Route 205: Jimmy Carter Boulevard/Holcomb Bridge Road	GCT	GCT	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.	Expansion	\$21.6M	\$37.4M	\$59.0M	Quad 2b	Yes	None
036G	BRT Route 701: Lawrenceville to Peachtree Corners	GCT	GCT	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.	Expansion	\$444.8M	\$135.0M	\$579.7M	Quad 1	Yes	None

Table 16: ARTP Projects Seeking State or Federal Discretionary Funds (continued)

Project #	Project Name	Project Sponsor	Assumed Operator	Project Description	Project Type	Capital Costs	O&M Cost	Total Cost	Quadrant Result	Regionally Significant?	Horizon Year
037G	BRT Route 702: Snellville to Indian Creek MARTA Station	GCT	GCT	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.	Expansion	\$250.2M	\$102.4M	\$352.6M	Quad 2a	Yes	None
038G	HRT Extension: Doraville MARTA Station to Jimmy Carter Multimodal Hub	GCT	GCT	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.	Expansion	\$1,183.9M	\$271.5M	\$1.5B	Quad 1	Yes	None
042G	Sugarloaf Park-and-Ride Flyover Ramp and Upgrades	GCT	GCT	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.	Expansion	\$102.5M	-	\$102.5M	Quad 2b	Yes	None

Table 16: ARTP Projects Seeking State or Federal Discretionary Funds (continued)

Project #	Project Name	Project Sponsor	Assumed Operator	Project Description	Project Type	Capital Costs	O&M Cost	Total Cost	Quadrant Result	Regionally Significant?	Horizon Year
043G	Indian Trail In-Line Stop and Park-and-Ride	GCT	GCT	This project is to construct an in-line stop; this stop would be constructed in the median of the I-85 freeway as pullouts from the managed lanes. This would allow for buses to stop at Indian Trail without having to exit the freeway, reducing travel times. Additionally, the in-line stop would allow for express commuter buses originating at other park-and-rides to also stop at Indian Trail with minimal travel time impact and reduce overall express commuter operating costs. A pedestrian bridge would be constructed to connect the median stop to the parking lot next to the freeway. This project is part of the Long-Range phase of the Connect Gwinnett Transit Plan. This project is currently programed for Indian Trail but a secondary option at Steve Reynolds Blvd may be considered.	Expansion	\$143.5M	-	\$143.5M	Quad 2a	Yes	None
044G	McGinnis Ferry Direct Access Ramps and Park-and-Ride	GCT	GCT	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.	Expansion	\$76.9M	-	\$76.9M	Quad 2a	Yes	None
045G	Snellville Park-and-Ride Upgrade	GCT	GCT	The existing Snellville Park-and-Ride will be upgraded to enhance the capacity of the facility and the amenities provided. These facility upgrades may include enhanced waiting areas, stop amenities, additional bus bays, and customer service facilities. This project is part of the Long-Range phase of the Connect Gwinnett Transit Plan.	Enhancement	\$10.3M	-	\$10.3M	Quad 1	No	None
047G	Fleet TSP Enhancements	GCT	GCT	Project to fully upgrade vehicle fleet to be able to utilize transit signal priority technology	Enhancement	\$2.9M	-	\$2.9M	Quad 2a	Yes	None
048G	Vanpool Subsidy	GCT	GCT	Project for an annual subsidy of private vanpool services to supplement public transit service.	Expansion	-	\$15.5M	\$15.5M	Quad 2a	No	None

Table 16: ARTP Projects Seeking State or Federal Discretionary Funds (continued)

Project #	Project Name	Project Sponsor	Assumed Operator	Project Description	Project Type	Capital Costs	O&M Cost	Total Cost	Quadrant Result	Regionally Significant?	Horizon Year
049G	Bike/Pedestrian Access Improvements	GCT	GCT	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.	Enhancement	\$95.4M	-	\$95.4M	Quad 2a	No	None
050G	System Technology Upgrades	GCT	GCT	Project to improve systemwide technology and allow for system to take advantage of innovation opportunities	State of Good Repair	\$57.6M	-	\$57.6M	Quad 1	No	None
051G	Local Bus Stop Upgrades	GCT	GCT	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	Enhancement	\$164.7M	-	\$164.7M	Quad 1	No	None
052G	BRT to Light Rail Transit Conversion Seed Funding	GCT	GCT	This project is for seed money of \$50 million to be expended on conversion of the Route 700 BRT corridor to either heavy rail or light rail transit. This would not cover the entire cost of the rail conversion project; the conversion would require funding from additional sources. This project is included in the Long-Range Phase of the Connect Gwinnett Transit Plan.	Enhancement	\$51.3M	-	\$51.3M	Quad 2b	Yes	None
053G	Regional Transit Project Support	GCT	GCT	This project is for \$50 million to be expended in contribution to regional transit projects yet to be determined. Types of projects that could be funded by this allocation include high-capacity infrastructure improvements that would improve the connectivity of Gwinnett County residents to the regional transit network. This project is included in the Long-Range Phase 1 of the Connect Gwinnett Transit Plan.	Expansion	\$51.3M	-	\$51.3M	Quad 2b	Yes	None
054G	State Route 316 Managed Lanes Support	GCT	GCT	This project is for \$50 million to be expended in Long-Range Phase I in conjunction to the implementation of managed lanes on SR 316. This allocation is intended to supplement funding for the SR 316 managed lanes project to provide for benefits to transit service. This project is included in the Long-Range Phase 1 of the Connect Gwinnett Transit Plan.	Expansion	\$51.3M	-	\$51.3M	Quad 1	Yes	None
055G	TNC/Rideshare Subsidy	GCT	GCT	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.	Expansion	-	\$4.1M	\$4.1M	Quad 2b	No	None
058G	Local Bus Expansion Route 15	GCT	GCT	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.	Expansion	\$6.5M	\$68.3M	\$74.8M	Quad 2b	Yes	None

Table 16: ARTP Projects Seeking State or Federal Discretionary Funds (continued)

Project #	Project Name	Project Sponsor	Assumed Operator	Project Description	Project Type	Capital Costs	O&M Cost	Total Cost	Quadrant Result	Regionally Significant?	Horizon Year
059G	Local Bus Expansion Route 25	GCT	GCT	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.	Expansion	\$2.2M	\$23.7M	\$25.9M	Quad 1	No	None
060G	Local Bus Expansion Route 50	GCT	GCT	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.	Expansion	\$3.1M	\$34.5M	\$37.6M	Quad 2b	Yes	None
061G	Local Bus Expansion Route 60	GCT	GCT	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.	Expansion	\$2.2M	\$18.7M	\$20.8M	Quad 2b	Yes	None
062G	Local Bus Expansion Route 70	GCT	GCT	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.	Expansion	\$1.1M	\$16.9M	\$18.0M	Quad 1	No	None
063G	Flex Bus Expansion Route 500	GCT	GCT	Flex Service is an on-demand transit service that carries passengers upon request within the flex route service area. Flex Service is implemented in locations where transit is desired but population or employment densities do not support fixed route transit. The services typically are anchored by a transit center where passengers can transfer to fixed route services. Route 500 is anchored by the I-985 Park-and-Ride.	Expansion	\$513K	\$24.3M	\$24.9M	Quad 2a	No	None
064G	Flex Bus Expansion Route 503	GCT	GCT	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.	Expansion	\$615K	\$23.7M	\$24.3M	Quad 2a	No	None

Table 16: ARTP Projects Seeking State or Federal Discretionary Funds (continued)

Project #	Project Name	Project Sponsor	Assumed Operator	Project Description	Project Type	Capital Costs	O&M Cost	Total Cost	Quadrant Result	Regionally Significant?	Horizon Year
065G	Additional Park-and-Ride Expansion 1	GCT	GCT	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	Expansion	\$5.1M	-	\$5.1M	Quad 2b	No	None
066G	Additional Park-and-Ride Expansion 2	GCT	GCT	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	Expansion	\$5.1M	-	\$5.1M	Quad 1	No	None
067G	BRT Route 700: Doraville MARTA Station to Multimodal Hub	GCT	GCT	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.	Expansion	\$129.2M	\$14.2M	\$143.4M	Quad 2b	Yes	None
068G	HRT Extension: Jimmy Carter Multimodal Hub to Gwinnett Place Mall	GCT	GCT	Second extension of MARTA heavy rail from the Multimodal Hub to Gwinnett Place Mall.	Expansion	\$1.9B	\$230.8M	\$2.1B	Quad 2b	Yes	None
069G	BRT Route 703: Infinite Energy Center to Mall of Georgia	GCT	GCT	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.	Expansion	\$148.2M	\$82.8M	\$231.0M	Quad 2b	Yes	None
070G	Local Bus Enhancement Route 10	GCT	GCT	Project to alter the alignment and improve service levels on existing Local Route 10. Capital and operation cost represent the a level of service with 15-minute peak frequencies and 20-minute off-peak frequencies on weekdays.	Enhancement	\$3.2M	\$61.9M	\$65.1M	Quad 2b	Yes	None

Table 16: ARTP Projects Seeking State or Federal Discretionary Funds (continued)

Project #	Project Name	Project Sponsor	Assumed Operator	Project Description	Project Type	Capital Costs	O&M Cost	Total Cost	Quadrant Result	Regionally Significant?	Horizon Year
071G	Local Bus Enhancement Route 20	GCT	GCT	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.	Enhancement	\$2.7M	\$64.9M	\$67.6M	Quad 2b	Yes	None
072G	Local Bus Enhancement Route 30	GCT	GCT	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.	Enhancement	\$1.1M	\$45.6M	\$46.7M	Quad 2b	Yes	None
073G	Local Bus Enhancement Route 35	GCT	GCT	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.	Enhancement	\$4.3M	\$84.2M	\$88.5M	Quad 2b	Yes	None
074G	Local Bus Enhancement Route 40	GCT	GCT	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.	Enhancement	\$538K	\$37.8M	\$38.4M	Quad 1	No	None
075G	Local Bus Enhancement Route 45	GCT	GCT	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.	Enhancement	\$538K	\$37.8M	\$38.4M	Quad 2b	Yes	None

Table 16: ARTP Projects Seeking State or Federal Discretionary Funds (continued)

Project #	Project Name	Project Sponsor	Assumed Operator	Project Description	Project Type	Capital Costs	O&M Cost	Total Cost	Quadrant Result	Regionally Significant?	Horizon Year
076G	Local Bus Expansion Route 55	GCT	GCT	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.	Expansion	\$2.7M	\$26.1M	\$28.8M	Quad 1	No	None
077G	Local Bus Expansion Route 65	GCT	GCT	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.	Expansion	\$6.5M	\$64.6M	\$71.0M	Quad 2b	No	None
078G	Local Bus Expansion Route 75	GCT	GCT	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.	Expansion	\$1.1M	\$10.4M	\$11.5M	Quad 1	No	None
079G	Local Bus Expansion Route 80	GCT	GCT	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.	Expansion	\$1.1M	\$13.3M	\$14.4M	Quad 1	Yes	None
080G	Local Bus Expansion Route 85	GCT	GCT	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.	Expansion	\$2.7M	\$35.3M	\$38.0M	Quad 1	Yes	None
081G	Local Bus Expansion Route RG1	GCT	GCT	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.	Expansion	\$2.2M	\$23.9M	\$26.1M	Quad 1	Yes	None

Table 16: ARTP Projects Seeking State or Federal Discretionary Funds (continued)

Project #	Project Name	Project Sponsor	Assumed Operator	Project Description	Project Type	Capital Costs	O&M Cost	Total Cost	Quadrant Result	Regionally Significant?	Horizon Year
082G	Local Bus Expansion Route RG2	GCT	GCT	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.	Expansion	\$1.1M	\$17.6M	\$18.7M	Quad 1	Yes	None
083G	Local Bus Expansion Route GW1	GCT	GCT	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.	Expansion	\$3.8M	\$49.7M	\$53.5M	Quad 1	No	None
084G	Local Bus Expansion Route GW2	GCT	GCT	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.	Expansion	\$3.8M	\$46.6M	\$50.3M	Quad 1	Yes	None
085G	Local Bus Expansion Route GW3	GCT	GCT	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.	Expansion	\$2.7M	\$30.2M	\$32.9M	Quad 1	No	None
086G	Local Bus Expansion Route GW4	GCT	GCT	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.	Expansion	\$2.2M	\$19.7M	\$21.9M	Quad 1	No	None
087G	Local Bus Expansion Route RG3	GCT	GCT	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.	Expansion	\$2.2M	\$24.9M	\$27.1M	Quad 1	No	None
088G	Local Bus Expansion Route GW5	GCT	GCT	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.	Expansion	\$1.1M	\$13.1M	\$14.1M	Quad 2b	Yes	None

Table 16: ARTP Projects Seeking State or Federal Discretionary Funds (continued)

Project #	Project Name	Project Sponsor	Assumed Operator	Project Description	Project Type	Capital Costs	O&M Cost	Total Cost	Quadrant Result	Regionally Significant?	Horizon Year
089G	Local Bus Expansion Route GW6	GCT	GCT	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.	Expansion	\$1.1M	\$9.7M	\$10.7M	Quad 1	No	None
090G	Local Bus Expansion Route GW7	GCT	GCT	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.	Expansion	\$4.3M	\$57.7M	\$62.0M	Quad 1	Yes	None
091G	Direct Connect Expansion Route 401	GCT	GCT	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 .	Expansion	\$4.9M	\$38.7M	\$43.5M	Quad 2b	Yes	None
092G	Direct Connect Expansion Route 402	GCT	GCT	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 .	Expansion	\$4.9M	\$33.6M	\$38.5M	Quad 2b	Yes	None
094G	Express Commuter Bus Enhancement Route 101	GCT	GCT	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.	Enhancement	\$7.8M	\$42.4M	\$50.1M	Quad 2a	Yes	None
095G	Express Commuter Bus Enhancement Route 102	GCT	GCT	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.	Enhancement	\$974K	\$20.2M	\$21.2M	Quad 2b	Yes	None

Table 16: ARTP Projects Seeking State or Federal Discretionary Funds (continued)

Project #	Project Name	Project Sponsor	Assumed Operator	Project Description	Project Type	Capital Costs	O&M Cost	Total Cost	Quadrant Result	Regionally Significant?	Horizon Year
096G	Express Commuter Bus Enhancement Route 103	GCT	GCT	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.	Enhancement	\$2.9M	\$36.6M	\$39.5M	Quad 2a	Yes	None
097G	Express Commuter Bus Enhancement Route 104	GCT	GCT	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.	Expansion	\$11.7M	\$32.6M	\$44.3M	Quad 2a	Yes	None
098G	Express Commuter Bus Expansion Route 106	GCT	GCT	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.	Expansion	\$4.9M	\$4.2M	\$9.0M	Quad 1	Yes	None
099G	Express Commuter Bus Enhancement Route 110	GCT	GCT	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.	Enhancement	\$974K	\$14.6M	\$15.6M	Quad 1	Yes	None
100G	Express Commuter Bus Enhancement Route 111	GCT	GCT	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.	Expansion	\$9.7M	\$19.2M	\$28.9M	Quad 2a	Yes	None
101G	Express Commuter Bus Expansion Route 112	GCT	GCT	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.	Expansion	\$4.9M	\$8.7M	\$13.6M		Yes	None
102G	Express Commuter Bus Expansion Route 120	GCT	GCT	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.	Expansion	\$6.8M	\$19.1M	\$25.9M		Yes	None

Table 16: ARTP Projects Seeking State or Federal Discretionary Funds (continued)

Project #	Project Name	Project Sponsor	Assumed Operator	Project Description	Project Type	Capital Costs	O&M Cost	Total Cost	Quadrant Result	Regionally Significant?	Horizon Year
103G	Express Commuter Bus Expansion Route 130	GCT	GCT	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.	Expansion	\$10.7M	\$27.8M	\$38.5M		Yes	None
104G	Express Commuter Bus Expansion Route 131	GCT	GCT	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.	Expansion	\$4.9M	\$7.7M	\$12.6M		Yes	None
105G	Express Commuter Bus Expansion Route 140	GCT	GCT	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.	Expansion	\$4.9M	\$10.4M	\$15.2M		Yes	None
106G	Express Bus Expansion Route AT1	GCT	GCT	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.	Expansion	\$4.9M	\$42.9M	\$47.8M		Yes	None
107G	Flex Bus Expansion Route 501	GCT	GCT	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.	Expansion	\$513K	\$39.3M	\$39.8M		No	None

Table 16: ARTP Projects Seeking State or Federal Discretionary Funds (continued)

Project #	Project Name	Project Sponsor	Assumed Operator	Project Description	Project Type	Capital Costs	O&M Cost	Total Cost	Quadrant Result	Regionally Significant?	Horizon Year
108G	Flex Bus Expansion Route 502	GCT	GCT	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.	Expansion	\$615K	\$27.5M	\$28.1M		No	None
109G	Flex Bus Expansion Route 504	GCT	GCT	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.	Expansion	\$513K	\$23.9M	\$24.4M		No	None
110G	Flex Service Capital	GCT	GCT	Capital to upgrade back end technology to support and enhance Flex services.	State of Good Repair	\$2.1M	-	\$2.1M		Yes	None
111G	Flex Bus Expansion Route 505	GCT	GCT	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.	Expansion	\$513K	\$27.8M	\$28.3M		No	None
112G	Flex Bus Expansion Route 506	GCT	GCT	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.	Expansion	\$513K	\$24.9M	\$25.4M		No	None
113G	Flex Bus Expansion Route 507	GCT	GCT	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.	Expansion	\$615K	\$27.9M	\$28.5M		No	None

Table 16: ARTP Projects Seeking State or Federal Discretionary Funds (continued)

Project #	Project Name	Project Sponsor	Assumed Operator	Project Description	Project Type	Capital Costs	O&M Cost	Total Cost	Quadrant Result	Regionally Significant?	Horizon Year
114G	Paratransit Service	GCT	GCT	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.	Expansion	\$2.5M	\$183.5M	\$185.9M		Yes	None
115G	New Harbins Road Park-and-Ride	GCT	GCT	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.	Expansion	\$15.4M	-	\$15.4M		No	None
116G	New Buford Drive Park-and-Ride	GCT	GCT	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.	Expansion	\$20.5M	-	\$20.5M		No	None
117G	New Braselton Park-and-Ride	GCT	GCT	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	Expansion	\$10.3M	-	\$10.3M		No	None
118G	New Loganville Park-and-Ride	GCT	GCT	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	Expansion	\$10.3M	-	\$10.3M		No	None
119G	Sugarloaf Park-and-Ride Upgrades	GCT	GCT	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.	Expansion	\$10.3M	-	\$10.3M		Yes	None
120G	Bus Replacement and Rehab	GCT	GCT	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	State of Good Repair	\$407.6M	-	\$407.6M		No	None
121G	Local Bus Expansion Route 15 Phase 1	GCT	GCT	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.	Expansion	\$1.0M	\$14.7M	\$15.7M		No	6-year

Table 16: ARTP Projects Seeking State or Federal Discretionary Funds (continued)

Project #	Project Name	Project Sponsor	Assumed Operator	Project Description	Project Type	Capital Costs	O&M Cost	Total Cost	Quadrant Result	Regionally Significant?	Horizon Year
122G	BRT Route 704: Snellville to I-985 Park-and-Ride	GCT	GCT	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.	Expansion	\$209.4M	\$109.8M	\$319.1M		Yes	None
123G	BRT Route 705: Snellville to Peachtree Corners	GCT	GCT	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.	Expansion	\$157.9M	\$123.7M	\$281.6M		Yes	None
124G	Rapid Bus Corridor 207: Lawrenceville Highway	GCT	GCT	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.	Expansion	\$5.7M	-	\$5.7M		Yes	None

Table 16: ARTP Projects Seeking State or Federal Discretionary Funds (continued)

Project #	Project Name	Project Sponsor	Assumed Operator	Project Description	Project Type	Capital Costs	O&M Cost	Total Cost	Quadrant Result	Regionally Significant?	Horizon Year
125G	Rapid Bus Corridor 208: Peachtree Industrial Boulevard	GCT	GCT	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).	Expansion	\$63.4M	-	\$63.4M		Yes	None
126G	Rapid Bus Route 209: Lawrenceville Hwy	GCT	GCT	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.	Expansion	\$127.6M	\$116.5M	\$244.1M		Yes	None

Table 17: ARTP Projects Not Seeking State or Federal Discretionary Funds

Project #	Project Name	Project Sponsor	Assumed Operator	Project Description	Project Type	Capital Cost	O&M Cost	Total Costs
10	Fixed Route Operating Assistance	Connect Douglas	Connect Douglas	Douglas County has funds (CMAQ Flex) in place for the period May 2019 to May 2020 to operate fixed route and paratransit bus service. These funds are available for a three year period. Douglas County will need to request/apply for these CMAQ funds for the periods May 2020 - May 2021 and May 2012 through May 2022. For each of these 12 month periods, \$1.6 million is available in federal funds, with a \$400,000 local match required.	Expansion	-	\$4.0M	\$4.0M
13	Preventive Maintenance	Connect Douglas	Connect Douglas	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.	State of Good Repair	-	\$900K	\$900K
25	Fixed Route Service, 2022 - 2026	Connect Douglas	Connect Douglas	Douglas County has a federal grant in place that provides funding through 2021 for fixed route bus service. Douglas County needs to identify additional federal funding in order to continue the bus service.	Expansion	-	\$15.0M	\$15.0M
26	Demand Response Service	Connect Douglas	Connect Douglas	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.	Expansion	-	\$15.0M	\$15.0M
35	Cleveland Ave ART	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	Enhancement	\$21.0M	\$54.6M	\$75.6M
40	Park Avenue Extension and Covered Street	City of Doraville	Doraville	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.	Enhancement	\$65.0M	\$500K	\$65.5M
41	Metropolitan Parkway ART	MARTA	MARTA	Defined stations with amenities and signage, Transit Signal Priority, Frequent bi-directional service, Separate branding, Skip-stop practice/ increased station spacing	Enhancement	\$22.7M	\$2.7M	\$25.4M
42	Moore's Mill Transit Center	MARTA	MARTA	Multi-Modal Transit Center	Expansion	\$2.0M	-	\$2.0M
43	Greenbriar Transit Center	MARTA	MARTA	New Transit Center	Expansion	\$5.0M	-	\$5.0M

Table 17: ARTP Projects Not Seeking State or Federal Discretionary Funds (continued)

Project #	Project Name	Project Sponsor	Assumed Operator	Project Description	Project Type	Capital Cost	O&M Cost	Total Costs
47	Highway 29/Roosevelt Highway Arterial Rapid Transit	Fulton County	Fulton County	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.	Enhancement	\$44.9M	\$176.4M	\$221.3M
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
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

Table 17: ARTP Projects Not Seeking State or Federal Discretionary Funds (continued)

Project #	Project Name	Project Sponsor	Assumed Operator	Project Description	Project Type	Capital Cost	O&M Cost	Total Costs
58	ART-7 Candler Road ART	DeKalb County	DeKalb County	This is an Arterial Rapid Transit line running along Candler Road between Avondale Station and South DeKalb Mall.	Expansion	\$18.2M	\$48.0M	\$66.2M
59	ART-8 Clairmont Road ART	DeKalb County	DeKalb County	Arterial Rapid Transit along Clairmont Road between Decatur Station and Chamblee Station.	Enhancement	\$24.5M	\$66.0M	\$90.5M
68	ART-9 Johnson Ferry Road ART	DeKalb County	DeKalb County	This is an arterial rapid transit link running along Johnson Ferry Road between Medical Center station and Brookhaven station. 141 to Ashford-Dunwoody to Johnson Ferry Road.	Expansion	\$14.5M	\$39.0M	\$53.5M
76	ART-10 North Druid Hills ART	DeKalb County	DeKalb County	Arterial Rapid Transit along Druid Hills and Briarcliff Rd between Emory CDC Campus and Brookhaven transit station	Expansion	\$18.0M	\$49.5M	\$67.5M
77	ART-13 Lawrenceville Hwy ART	DeKalb County	DeKalb County	Arterial Rapid Transit from Decatur Station along Church Street and Lawrenceville Hwy to the City of Tucker	Expansion	\$23.0M	\$60.0M	\$83.0M
78	ART-15 Lavista Road ART	DeKalb County	DeKalb County	Arterial Rapid Transit from Lindbergh Station to the City of Tucker along Lavista Rd	Expansion	\$30.5M	\$81.0M	\$111.5M
79	Atlanta Streetcar East Extension	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	Expansion	\$149.0M	\$5.1M	\$154.1M
80	ART-16 Hairston Rd ART	DeKalb County	DeKalb County	Arterial Rapid Transit Hairston Rd, SR 155 (Flat Shoals Pkwy) to downtown Tucker. Project includes infrastructure and vehicles.	Expansion	\$36.0M	\$81.0M	\$117.0M
81	Atlanta Streetcar West Extension	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	Expansion	\$219.0M	\$129.2M	\$348.2M
85	ART-17 Memorial Drive ART (segment 2)	DeKalb County	DeKalb County	Arterial Rapid Transit along Memorial Drive from Kensington Station to Goldsmith Park and Ride	Enhancement	\$15.5M	\$43.5M	\$59.0M
92	Clayton County High Capacity Transit Initiative -Bus Maintenance Facility	MARTA	MARTA	-	Expansion	\$107.5M	-	\$107.5M
95	Bus Procurement	MARTA	MARTA	"Signal Priority CCTV Cameras Fuel Efficiency Alternative Fuels"	Enhancement	\$25.0M	-	\$25.0M
97	Light Rail - Streetcar	MARTA	MARTA	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	Enhancement	\$1.5M	-	\$1.5M
100	Paratransit	MARTA	MARTA	Improve Paratransit Services across the MARTA services area.	Expansion	\$5.0M	-	\$5.0M
102	Connector Reliever Park & Ride Deck	MARTA	MARTA	New deck facility to expand the P&R capacity.	Expansion	\$7.5M	-	\$7.5M

Table 17: ARTP Projects Not Seeking State or Federal Discretionary Funds (continued)

Project #	Project Name	Project Sponsor	Assumed Operator	Project Description	Project Type	Capital Cost	O&M Cost	Total Costs
103	ART-18 Covington Hwy ART	DeKalb County	DeKalb County	Arterial Rapid Transit along Covington Hwy from Stonecrest Mall to Kensington Station, project includes infrastructure and vehicles	Enhancement	\$29.5M	\$81.0M	\$110.5M
104	Bankhead Enhancement	MARTA	MARTA	Bankhead Station Platform Extension	Enhancement	\$16.0M	-	\$16.0M
105	Five Points Transformation	MARTA	MARTA	Station Enhancements	Enhancement	\$83.5M	-	\$83.5M
106	Vine City Enhancements	MARTA	MARTA	Station Improvements	Enhancement	\$50.0M	-	\$50.0M
107	Rail Facilities and Equipment - Energy Services Company Performance	MARTA	MARTA	Replacing light fixtures at multiple facilities with energy efficient systems (LED Technology)	Enhancement	\$8.0M	-	\$8.0M
108	Rail Facilities and Equipment - Automated parking and rev. Control	MARTA	MARTA	Existing parking equipment replacement (Revenue generating equipment) Parking Garages	Enhancement	\$5.5M	\$5.5M	\$11.0M
109	Bus Facility and Equipment - - Bus Shelters and Benches	MARTA	MARTA	"Bus Facility and Equipment - - Bus Shelters and Benches"	Enhancement	\$6.7M	-	\$6.7M
110	Bus Stop Signage Replacement	MARTA	MARTA	Bus Stop Signage Replacement	Enhancement	\$4.0M	-	\$4.0M
114	Train Control System Upgrade	MARTA	MARTA	Train Control System Upgrade	Enhancement	\$16.0M	-	\$16.0M
115	Tunnel Ventilation - Rehab Tunnel Ventilation Fans	MARTA	MARTA	Tunnel Ventilation - Rehab Tunnel Ventilation Fans	State of Good Repair	\$38.0M	-	\$38.0M
117	Radio & Communications	MARTA	MARTA	-	Enhancement	\$17.8M	-	\$17.8M
118	Smart Restrooms	MARTA	MARTA	Smart Restrooms	Enhancement	\$1.0M	-	\$1.0M
119	Security - Miscellaneous Enhancements	MARTA	MARTA	System wide security upgrades for maintenance facilities and wayside. Repair/replacement of security fencing. Expansion of security cameras. Upgrading security access at key facilities.	Enhancement	\$15.6M	-	\$15.6M
120	Bus Enhancement - Vehicle & On Board Systems	MARTA	MARTA	Bus Enhancement - Vehicle & On Board Systems	Enhancement	\$15.0M	-	\$15.0M
126	Track Renovation Phase IV	MARTA	MARTA	Track Renovation Phase IV	State of Good Repair	\$15.0M	-	\$15.0M
127	Elevators & Escalators - Elevator Rehabilitation	MARTA	MARTA	Elevators & Escalators - Elevator Rehabilitation	State of Good Repair	\$4.0M	-	\$4.0M
128	Elevators & Escalators - Escalator Rehabilitation	MARTA	MARTA	Elevators & Escalators - Escalator Rehabilitation	State of Good Repair	\$8.0M	-	\$8.0M
129	Renovate Pedestrian Bridges	MARTA	MARTA	Renovate bridge deck, upgrade drainage, and replace expansion joints at pedestrian bridges	State of Good Repair	\$6.3M	-	\$6.3M
130	Auxiliary Power Switch Gear	MARTA	MARTA	Auxiliary Power Switch Gear	State of Good Repair	\$240.0M	-	\$240.0M
131	Traction Power Substation	MARTA	MARTA	Traction Power Substation	State of Good Repair	\$160.0M	-	\$160.0M

Table 17: ARTP Projects Not Seeking State or Federal Discretionary Funds (continued)

Project #	Project Name	Project Sponsor	Assumed Operator	Project Description	Project Type	Capital Cost	O&M Cost	Total Costs
132	Systemwide UPS Replacement System	MARTA	MARTA	Uninterrupted Power Supply units are being replaced/upgrades at select MARTA facilities to maintain emergency service capabilities due to power failures.	State of Good Repair	\$11.2M	-	\$11.2M
133	Emergency Trip Station GR4 North	MARTA	MARTA	Emergency Trip Station equipment upgrades at stations and north line.	State of Good Repair	\$6.5M	-	\$6.5M
134	Systemwide Signage & Wayfinding	MARTA	MARTA	Systemwide Signage & Wayfinding	State of Good Repair	\$60.0M	-	\$60.0M
135	Pavement Repair Program	MARTA	MARTA	Repair existing pavement and does not include deficiencies for other right-of-way elements such as sidewalks, curb & gutter, drainage, trees, and non-structural improvements such as decorative crosswalks, medians, lighting and street furniture.	State of Good Repair	\$200.0M	-	\$200.0M
136	Rehab Existing Bus Maintenance Facility (Design)	MARTA	MARTA	Updating maintenance facility operational systems to improve safety and efficiency of maintenance program.	State of Good Repair	\$50.0M	-	\$50.0M
138	Environmental Sustainability	MARTA	MARTA	Facilities Projects - Implementation of environmental sustainability across system.	State of Good Repair	\$100.0M	-	\$100.0M
139	ART-19 Clifton Corridor ART	DeKalb County	DeKalb County	Arterial Rapid Transit south from the Clifton Corridor Light Rail Extension into Decatur, Avondale Station to Clairmont Rd. This project would include station infrastructure and vehicles	Expansion	\$13.3M	\$23.4M	\$36.7M
140	BRT-1 I-20 East BRT	DeKalb County	DeKalb County	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.	Expansion	\$84.4M	\$132.0M	\$216.4M
141	BRT 4 - I-285 East Wall BRT	DeKalb County	DeKalb County	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.	Expansion	\$180.0M	\$126.0M	\$306.0M
144	LRT-2 Clifton Corridor LRT (Segment 2)	DeKalb County	DeKalb County	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.	Expansion	\$950.0M	\$106.5M	\$1,056.5M
145	LRT-3 Candler Road LRT	DeKalb County	DeKalb County	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.	Expansion	\$906.0M	\$171.0M	\$1,077.0M
146	LRT-10 LRT to Wesley Chapel Road	DeKalb County	DeKalb County	This is an extension of Clifton Corridor LRT, this segment runs along I20 to Wesley Chapel Rd. The project assumed dedicated ROW, stations, vehicles.	Enhancement	\$470.0M	\$88.5M	\$558.5M

Table 17: ARTP Projects Not Seeking State or Federal Discretionary Funds (continued)

Project #	Project Name	Project Sponsor	Assumed Operator	Project Description	Project Type	Capital Cost	O&M Cost	Total Costs
152	Standby Power Replacement (Generators)	MARTA	MARTA	Generators	State of Good Repair	\$10.0M	-	\$10.0M
153	Avondale TOD	MARTA	MARTA	Transit Orientated Development at Avondale	Enhancement	\$2.5M	-	\$2.5M
154	Edgewood-Candler Park TOD	MARTA	MARTA	Transit Orientated Development Edgewood-Candler Park	Enhancement	\$5.0M	-	\$5.0M
155	Systemwide Frequency Improvements	CobbLinc	CobbLinc	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.	Enhancement	\$7.2M	\$210.0M	\$217.2M
156	Electric Buses	MARTA	MARTA	Planning & management related to the activities to purchase new transit electric buses.	Enhancement	\$6.0M	-	\$6.0M
157	Systemwide Span of Service Improvements	CobbLinc	CobbLinc	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.	Enhancement	-	\$16.5M	\$16.5M
158	Local 35	CobbLinc	CobbLinc	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.	Expansion	\$1.6M	\$31.7M	\$33.3M
159	North Avenue TOD	MARTA	MARTA	Transit Oriented Development at North Avenue Station	Enhancement	\$2.5M	-	\$2.5M
160	Local 41	CobbLinc	CobbLinc	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.	Expansion	\$1.6M	\$20.9M	\$22.5M
162	Local 55	CobbLinc	CobbLinc	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.	Expansion	\$2.4M	\$39.8M	\$42.2M
163	South Fulton Pkwy BRT	MARTA	MARTA	South Fulton Pkwy BRT	Expansion	-	-	-

Table 17: ARTP Projects Not Seeking State or Federal Discretionary Funds (continued)

Project #	Project Name	Project Sponsor	Assumed Operator	Project Description	Project Type	Capital Cost	O&M Cost	Total Costs
164	Local 66	CobbLinc	CobbLinc	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.	Expansion	\$1.6M	\$22.6M	\$24.2M
165	Stonecrest Transit Hub - MARTA	MARTA	MARTA	Stonecrest Transit Hub	Expansion	\$1.0M	-	\$1.0M
166	Express Commuter 285	CobbLinc	CobbLinc	New Express Commuter Route 285 connecting the Cumberland and Perimeter areas.	Expansion	\$3.2M	\$30.2M	\$33.4M
167	System-wide Phone Upgrade	MARTA	MARTA	Upgrade all phones, laid a new fiber optic cable and install the latest technology in communication and interconnecting.	Enhancement	\$10.0M	-	\$10.0M
168	Express Commuter AX	CobbLinc	CobbLinc	New Express Commuter Route AX connecting Cumberland to Atlanta Hartsfield-Jackson International Airport.	Expansion	\$1.6M	\$35.6M	\$37.2M
170	Rapid 30	CobbLinc	CobbLinc	New Rapid 30 limited-stop service between WellStar Cobb Hospital area and the HE Holmes MARTA Station.	Expansion	\$2.4M	\$35.0M	\$37.4M
171	Town Center TNC Partnership Zone	CobbLinc	CobbLinc	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.	Expansion	-	\$14.3M	\$14.3M
172	South Dekalb Transit/Mobility Hub	DeKalb County	DeKalb County	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.	Enhancement	\$8.0M	-	\$8.0M
174	Northlake Mall Transit Hub	DeKalb County	DeKalb County	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.	Enhancement	-	-	-
175	Downtown Tucker Transit Hub	DeKalb County	DeKalb County	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.	Enhancement	-	-	-
180	King Memorial TOD	MARTA	MARTA	Transit Oriented Development at King Memorial station	Enhancement	\$800K	-	\$800K



E. Project Fact Sheets

MARTA West Line High Capacity Transit

Project Sponsor: City of Atlanta

Project Type: Expansion

Mode Type: Heavy Rail/Bus Rapid Transit

Capital Cost: \$250,000,000

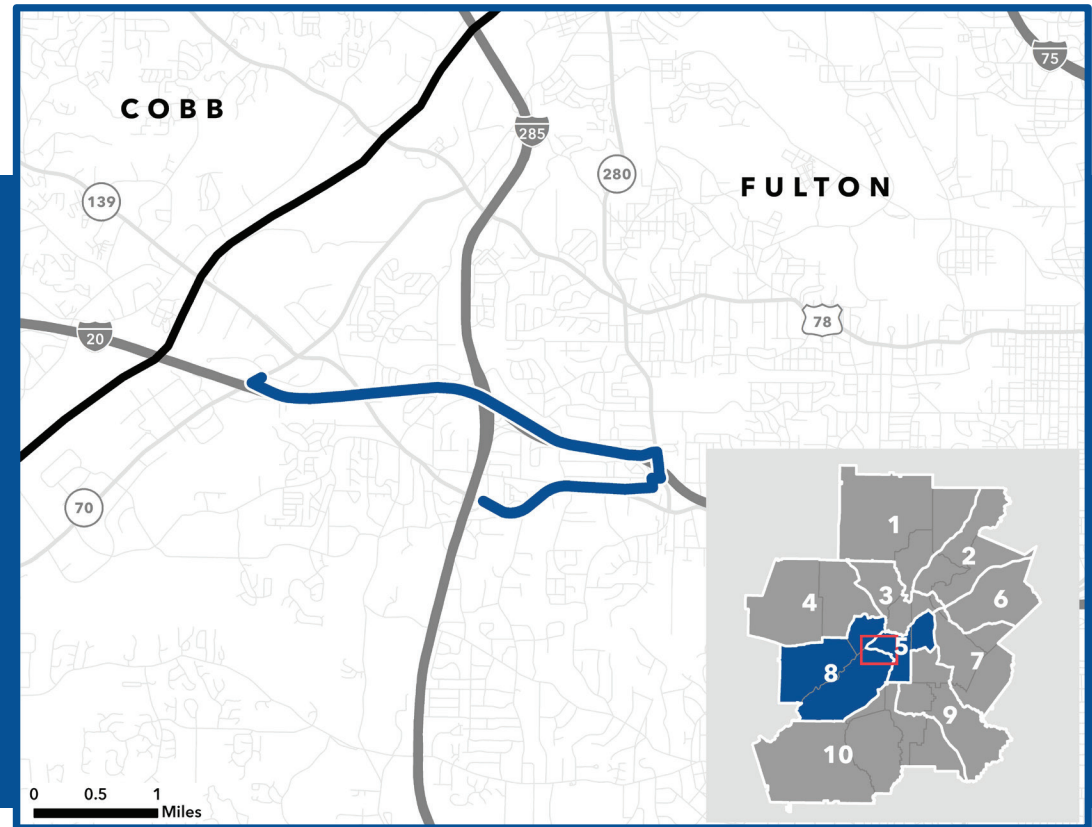
O&M Cost: \$33,600,000

District(s): 5,8

Quadrant: 2a: High Impact/High Cost

Regionally Significant: Yes

Planning Horizon: Undetermined



Project Description

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.

Alignment with Governing Principles



Return on Investment



Mobility and Access



Innovation



Economic Development and Land Use



Environmental



Equity

Northwest Regional High Capacity Transit Corridor

Project Sponsor: City of Atlanta

Project Type: Expansion

Mode Type: Bus Rapid Transit

Capital Cost: \$491,000,000

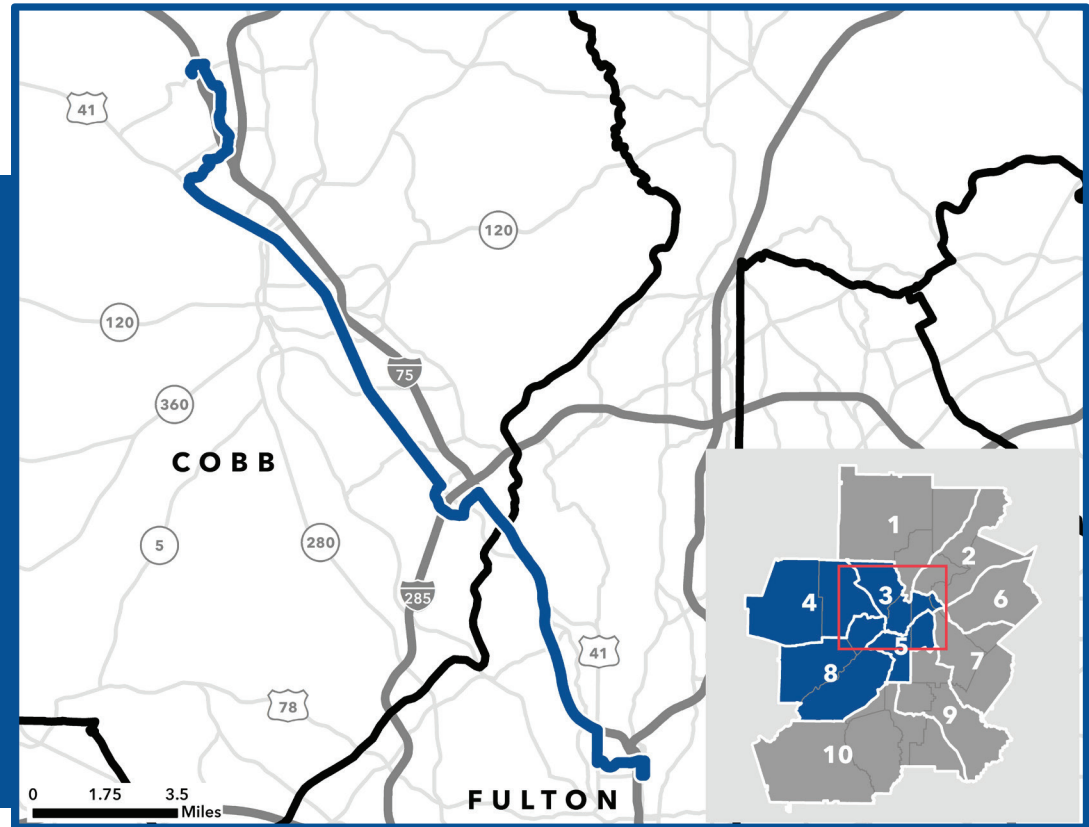
O&M Cost: \$140,000,000

District(s): 3,4,5,8

Quadrant: 2a: High Impact/High Cost

Regionally Significant: Yes

Planning Horizon: Undetermined



Project Description

This project includes approximately 2.5 miles of bus rapid transit potentially operating in dedicated lanes for all or a significant portion of the alignment. The proposed bus rapid transit facility could accommodate one or more stations in the Atlantic Station development as determined necessary in future studies. For the purposes of this application, capital and operating cost data has been obtained from the Connect Cobb Northwest Transit Alternatives Analysis Report (2012) and the Connect Cobb Corridor Environmental Assessment (2015). Capital and operating cost estimates associated with the recommended alternative in the EA have been scaled down using the 2.5 mile portion of the alignment within the City of Atlanta boundary.

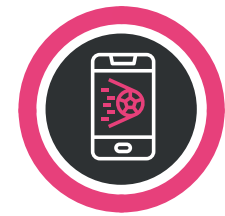
Alignment with Governing Principles



Return on Investment



Mobility and Access



Innovation



Economic Development and Land Use



Environmental



Equity

Commuter Vanpool Replacement Vehicles

Project Sponsor: Connect Douglas

Project Type: State of Good Repair

Mode Type: Vanpool

Capital Cost: \$266,000

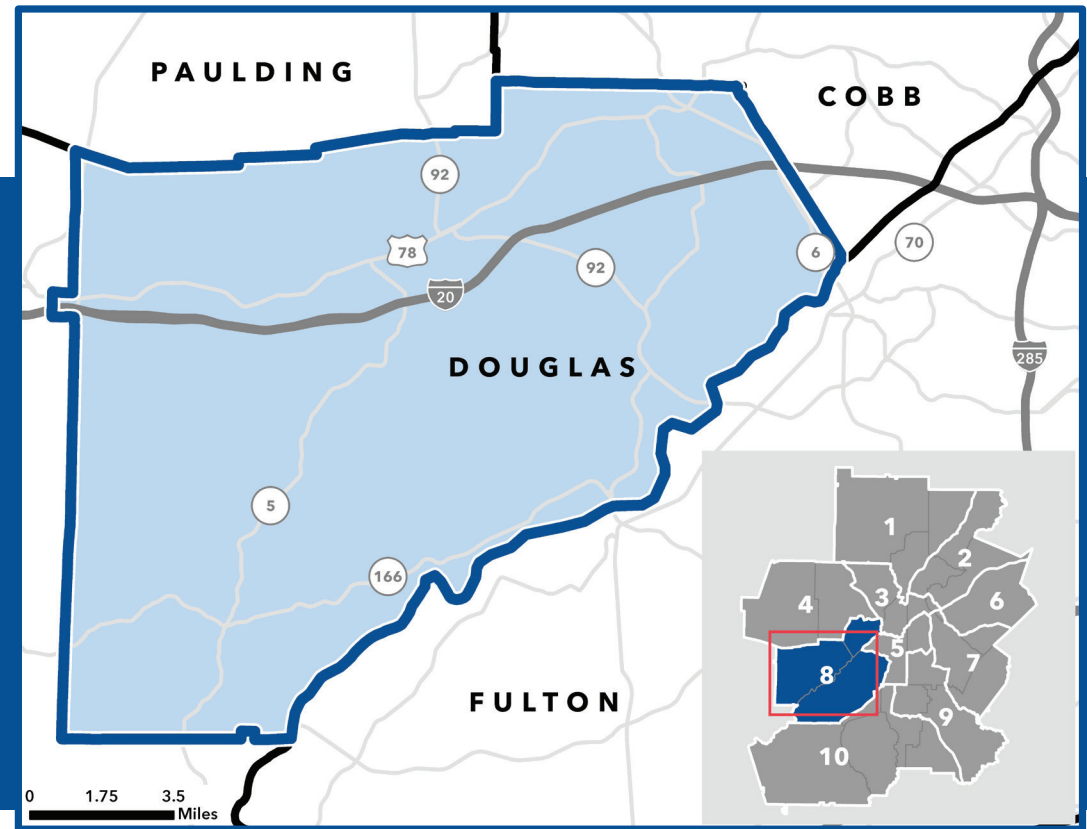
O&M Cost: \$30,000

District(s): 8

Quadrant: 1: High Impact/Low Cost

Regionally Significant: No

Planning Horizon: Undetermined



Project Description

No description provide by Project Sponsor.

Alignment with Governing Principles



Return on Investment



Mobility and Access



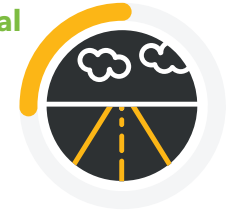
Innovation



Economic Development and Land Use



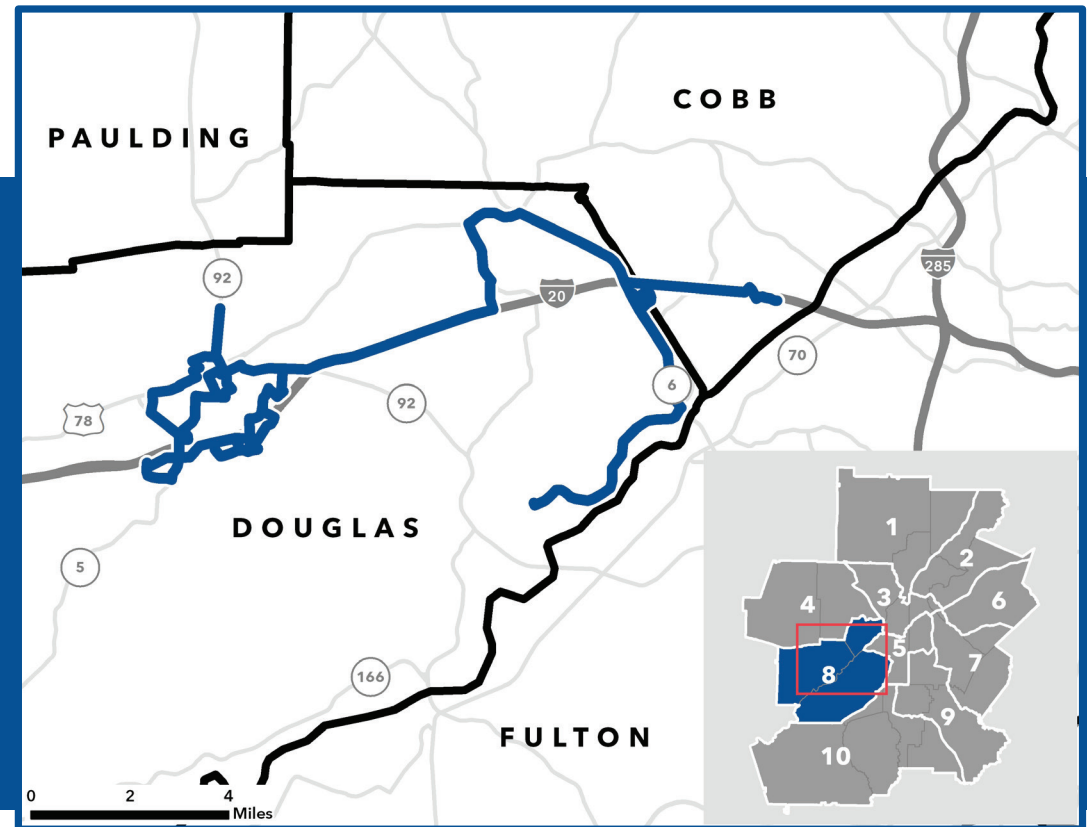
Environmental



Equity

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.

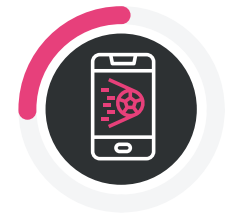
Alignment with Governing Principles



Return on Investment



Mobility and Access



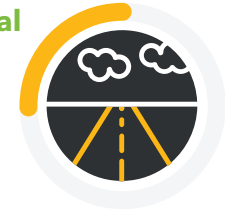
Innovation



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

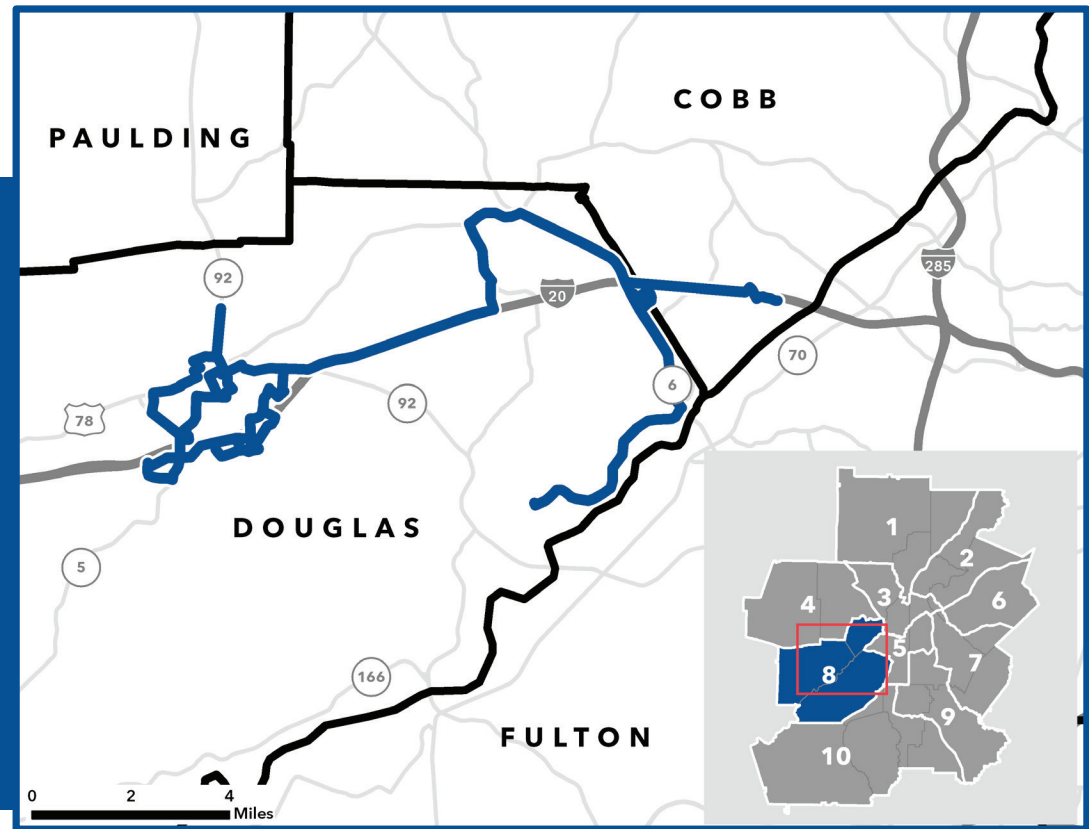
O&M Cost: \$7,000

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.

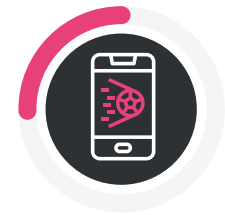
Alignment with Governing Principles



Return on Investment



Mobility and Access



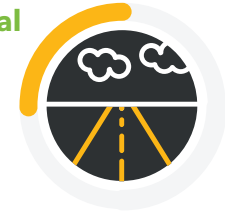
Innovation



Economic Development and Land Use

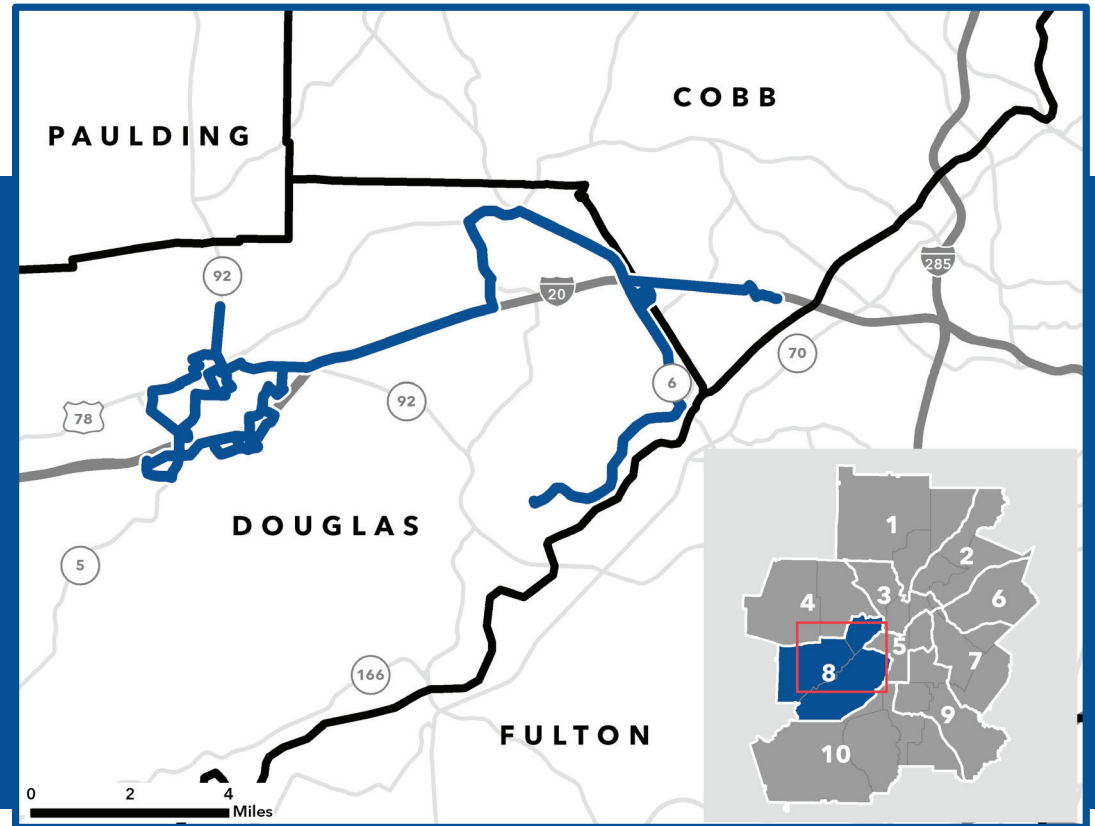


Environmental



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

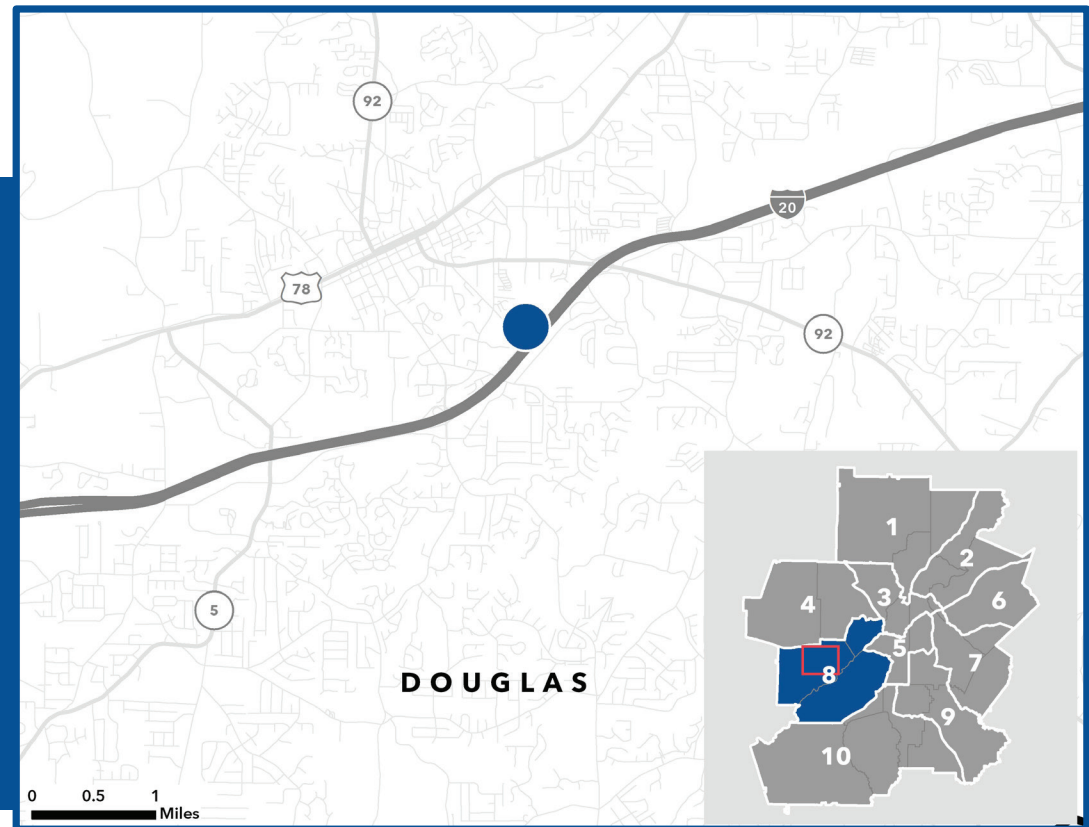
O&M Cost: \$10,000

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.

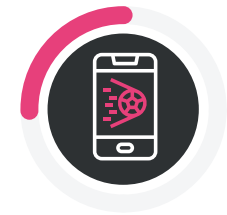
Alignment with Governing Principles



Return on Investment



Mobility and Access



Innovation



Economic Development and Land Use



Environmental



Equity

Park and Ride lot construction

Project Sponsor: Connect Douglas

Project Type: Expansion

Mode Type: Supportive Infrastructure

Capital Cost: \$5,000,000

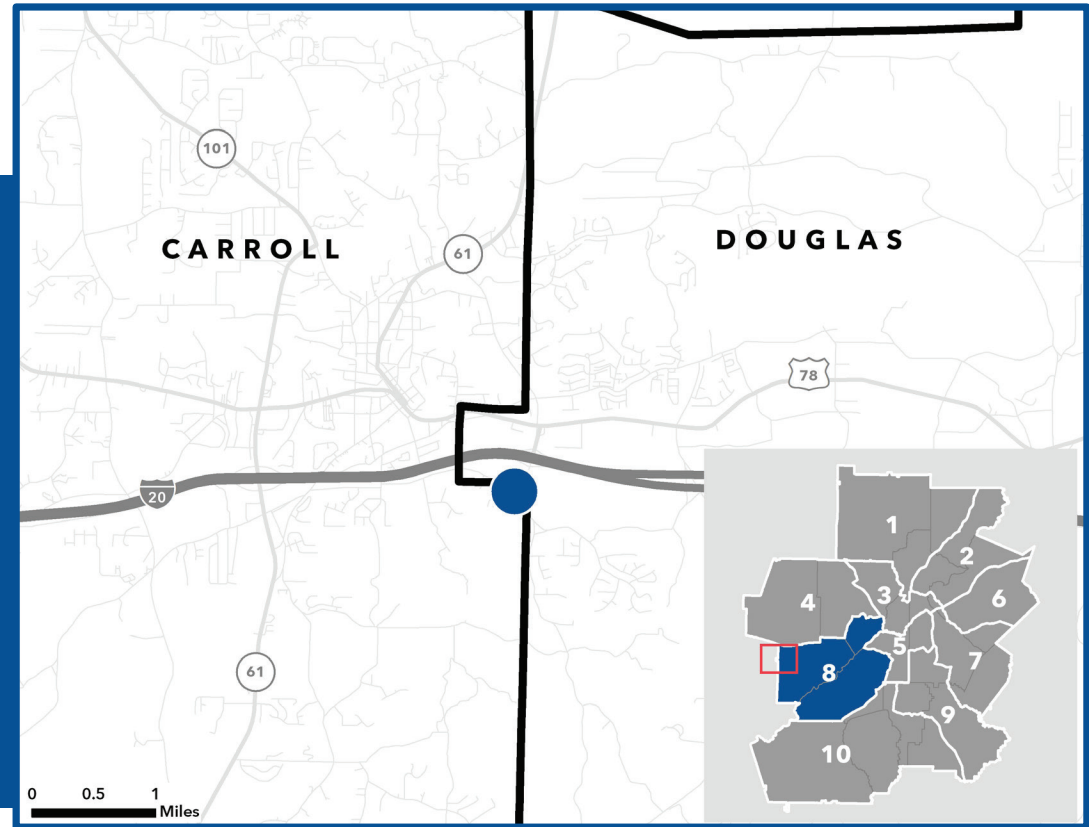
O&M Cost: \$20,000

District(s): 8

Quadrant: 2b: Low Impact/Low Cost

Regionally Significant: No

Planning Horizon: 6-year horizon



Project Description

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.

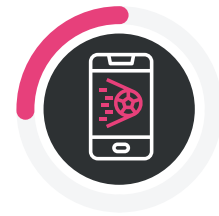
Alignment with Governing Principles



Return on Investment



Mobility and Access



Innovation



Economic Development and Land Use



Environmental



Equity

Land Acquisition

Project Sponsor: Connect Douglas

Project Type: Expansion

Mode Type: Supportive Infrastructure

Capital Cost: \$4,000,000

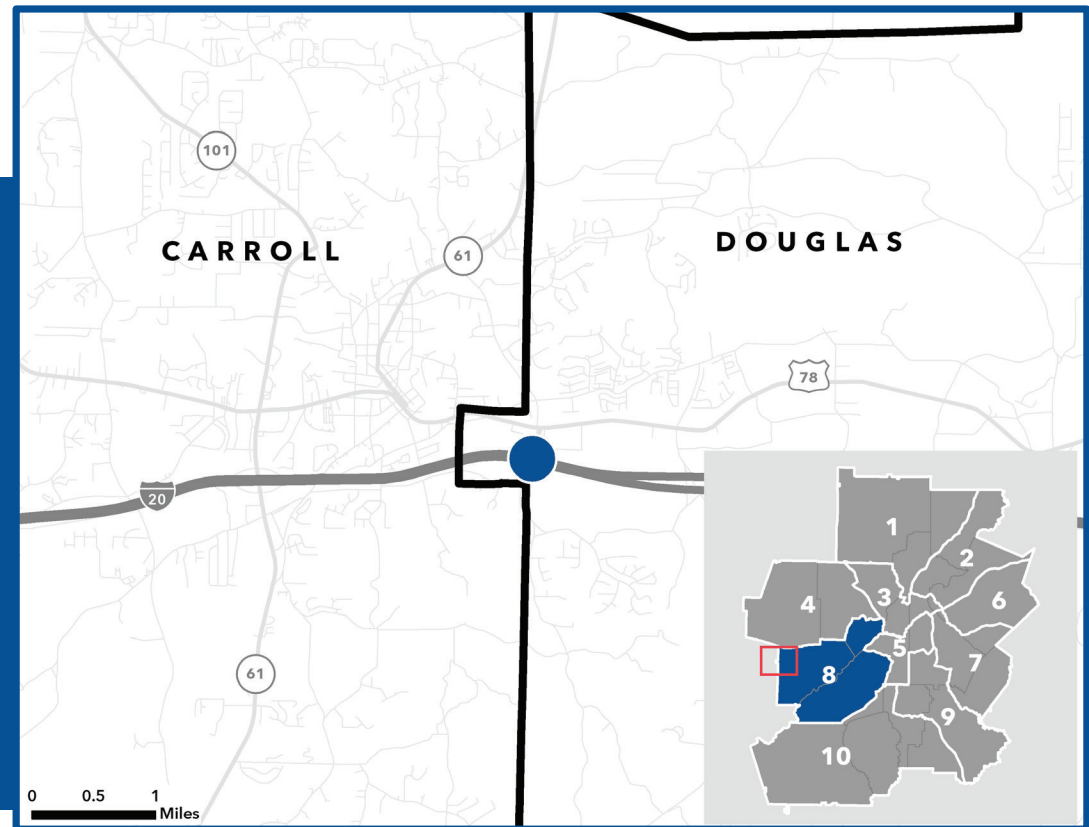
O&M Cost: \$-

District(s): 8

Quadrant: 2b: Low Impact/Low Cost

Regionally Significant: No

Planning Horizon: 6-year horizon



Project Description

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.

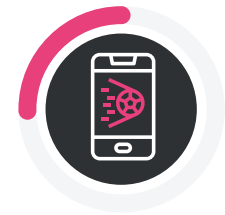
Alignment with Governing Principles



Return on Investment



Mobility and Access



Innovation



Economic Development and Land Use



Environmental



Equity

Aerotropolis Mobility District

Project Sponsor: Aerotropolis CIDs

Project Type: Expansion

Mode Type: On-Demand Bus

Capital Cost: \$1,250,000

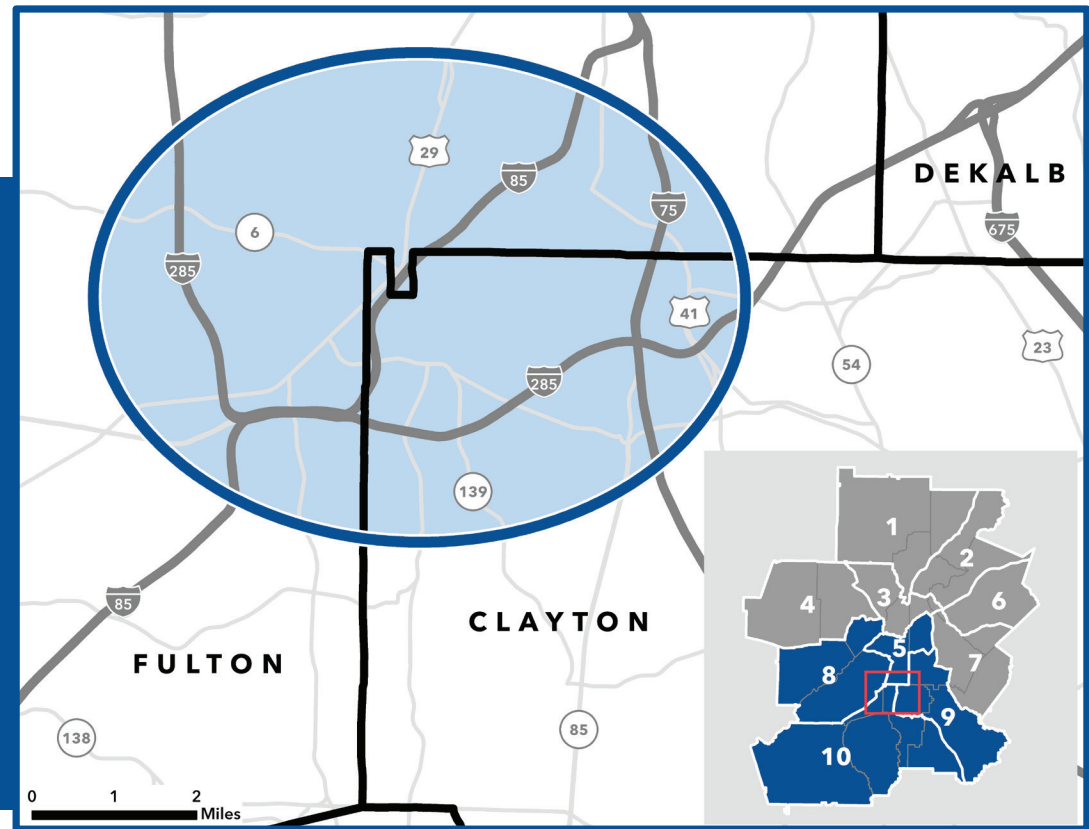
O&M Cost: \$-

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 CIDs are already in conversations with TransLoc to provide the software and CTN Global to provide 3rd party operations (vehicles and drivers).

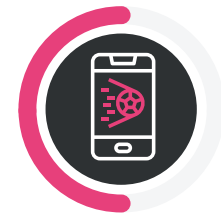
Alignment with Governing Principles



Return on Investment



Mobility and Access



Innovation



Economic Development and Land Use



Environmental



Equity

Aerotropolis Intermodal Transportation Center

Project Sponsor: Aerotropolis CIDs

Project Type: Enhancement

Mode Type: Supportive Infrastructure

Capital Cost: \$50,000,000

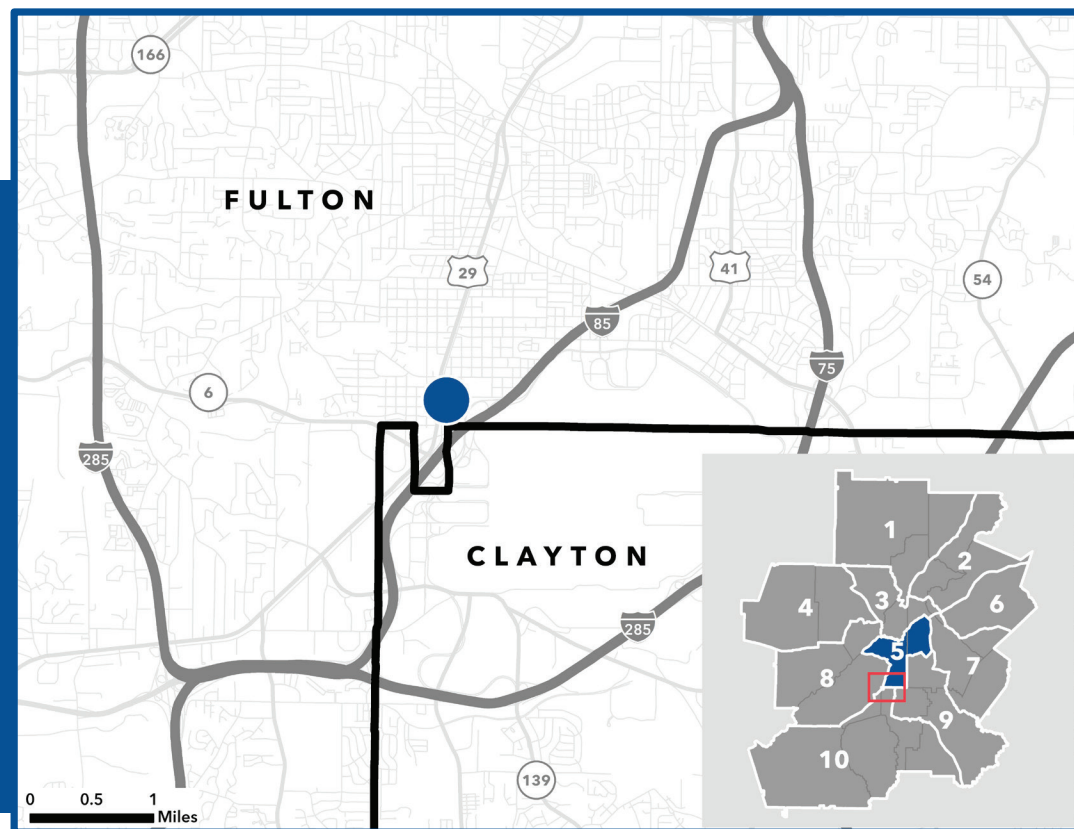
O&M Cost: \$-

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



Economic Development and Land Use



Environmental



Equity

Capitol Ave /Summerhill BRT

Project Sponsor: MARTA

Project Type: Expansion

Mode Type: Bus Rapid Transit

Capital Cost: \$96,000,000

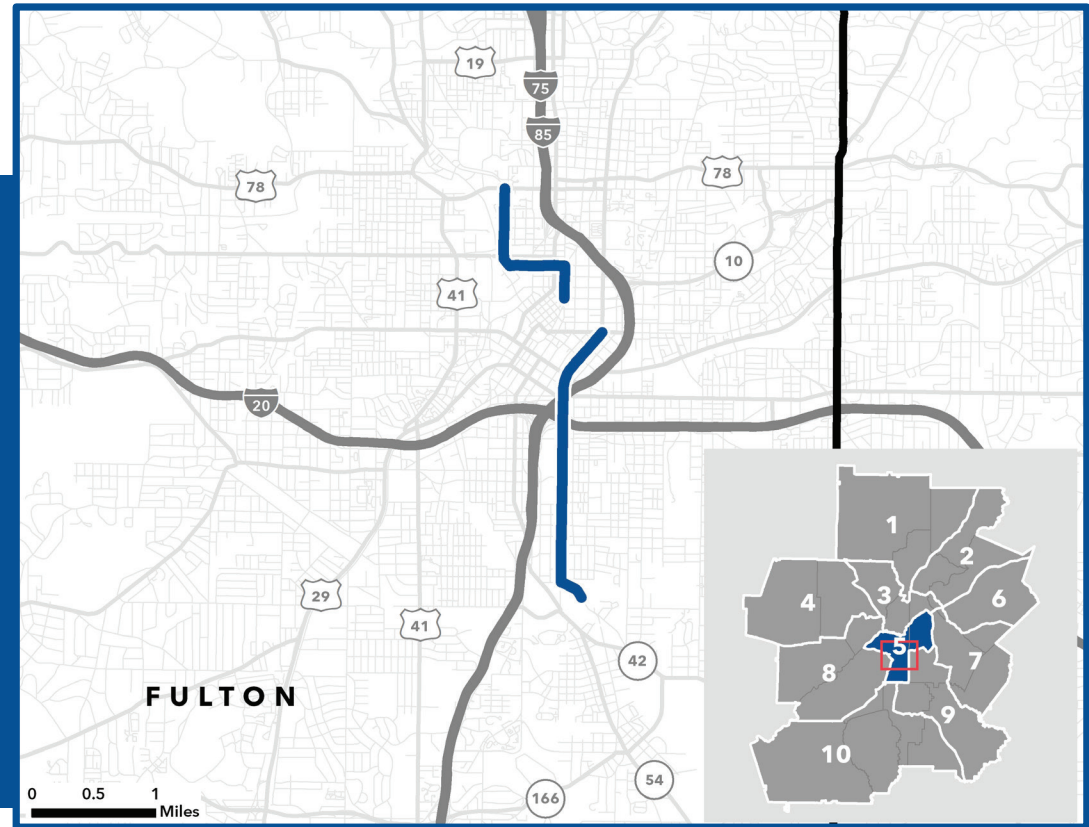
O&M Cost: \$80,000,000

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

Clifton Corridor (Phase 1)

Project Sponsor: MARTA

Project Type: Expansion

Mode Type: Light Rail

Capital Cost: \$ 1,736,499,246

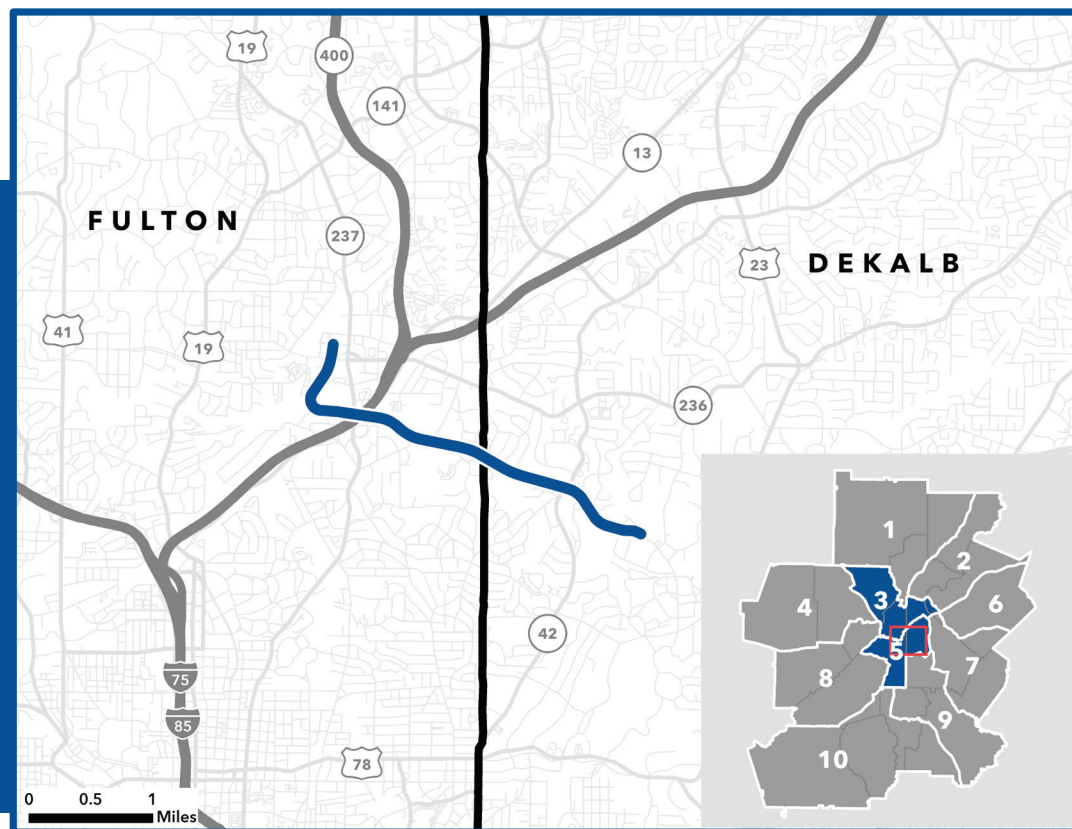
O&M Cost: \$138,600,000

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

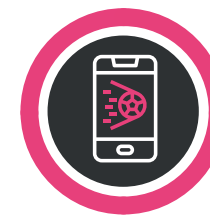
Alignment with Governing Principles



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

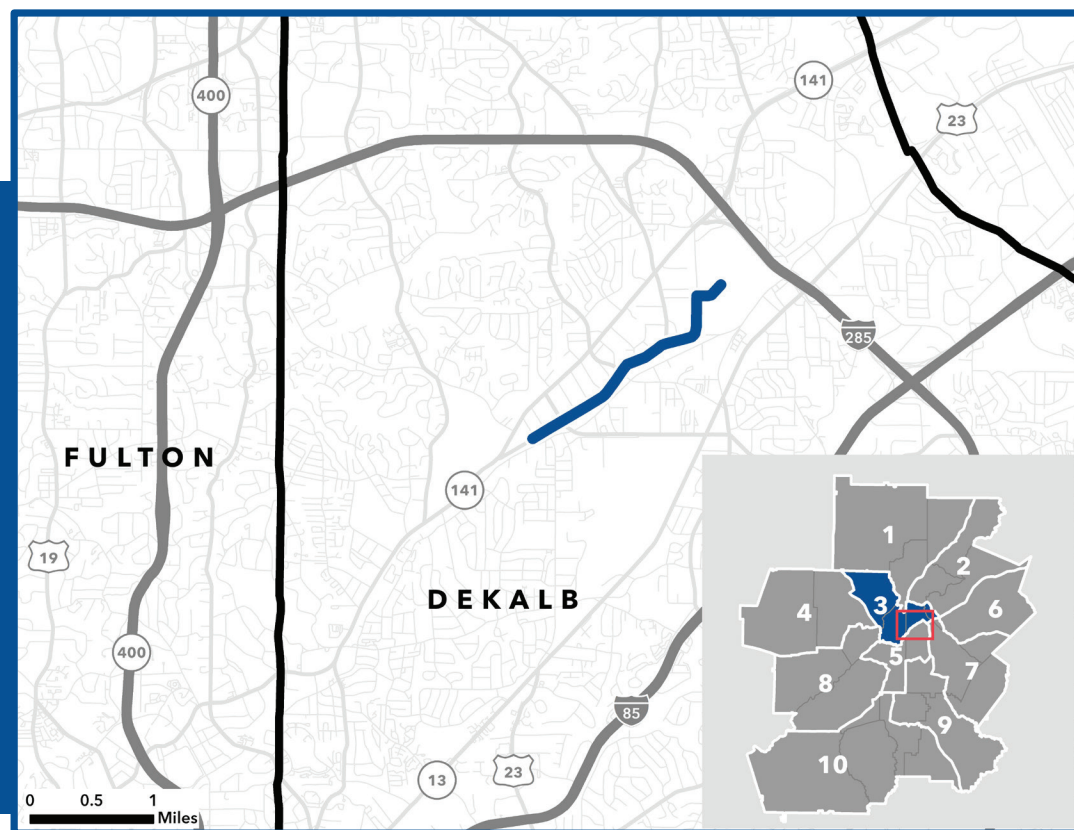
O&M Cost: \$20,020,000

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.

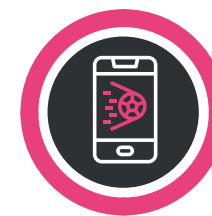
Alignment with Governing Principles



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

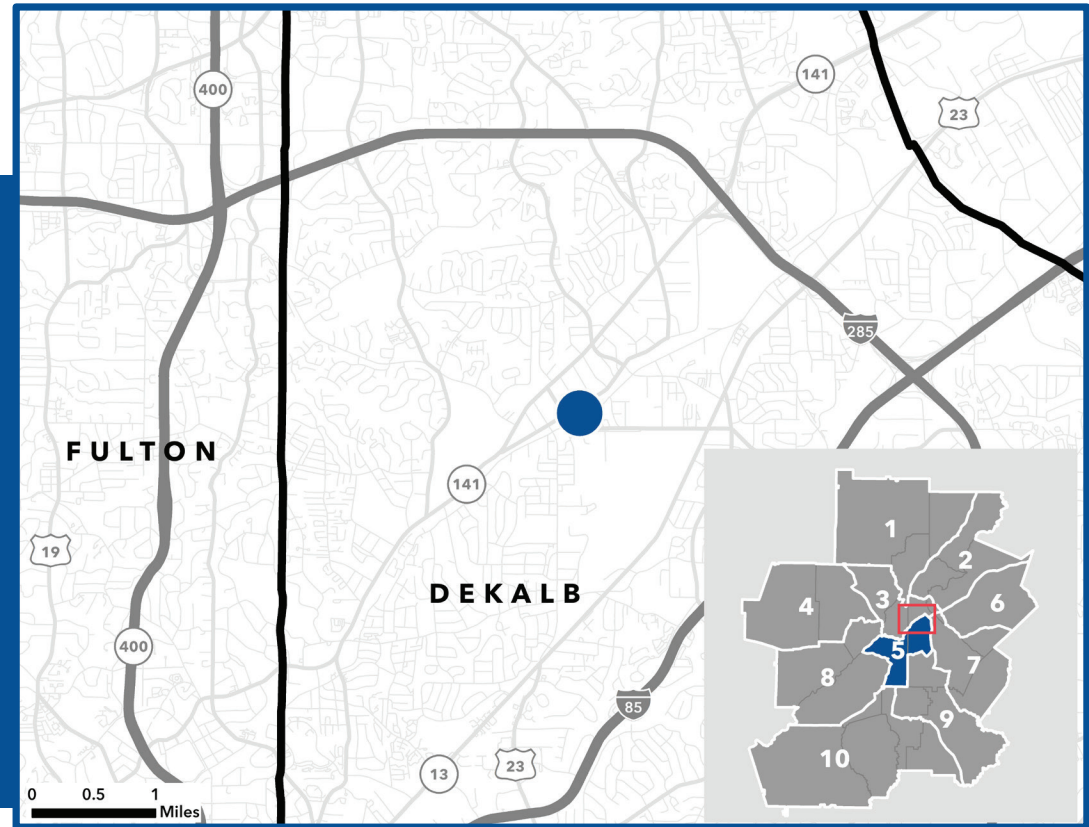
O&M Cost: \$400,000

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.

Alignment with Governing Principles



Return on Investment



Mobility and Access



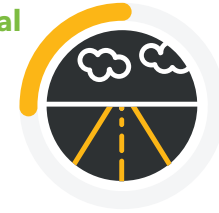
Innovation



Economic Development and Land Use



Environmental



Equity

Aerotropolis Corporate Crescent Circulator - Phase I

Project Sponsor: Aerotropolis CIDs

Project Type: Expansion

Mode Type: Supportive Infrastructure

Capital Cost: \$10,000,000

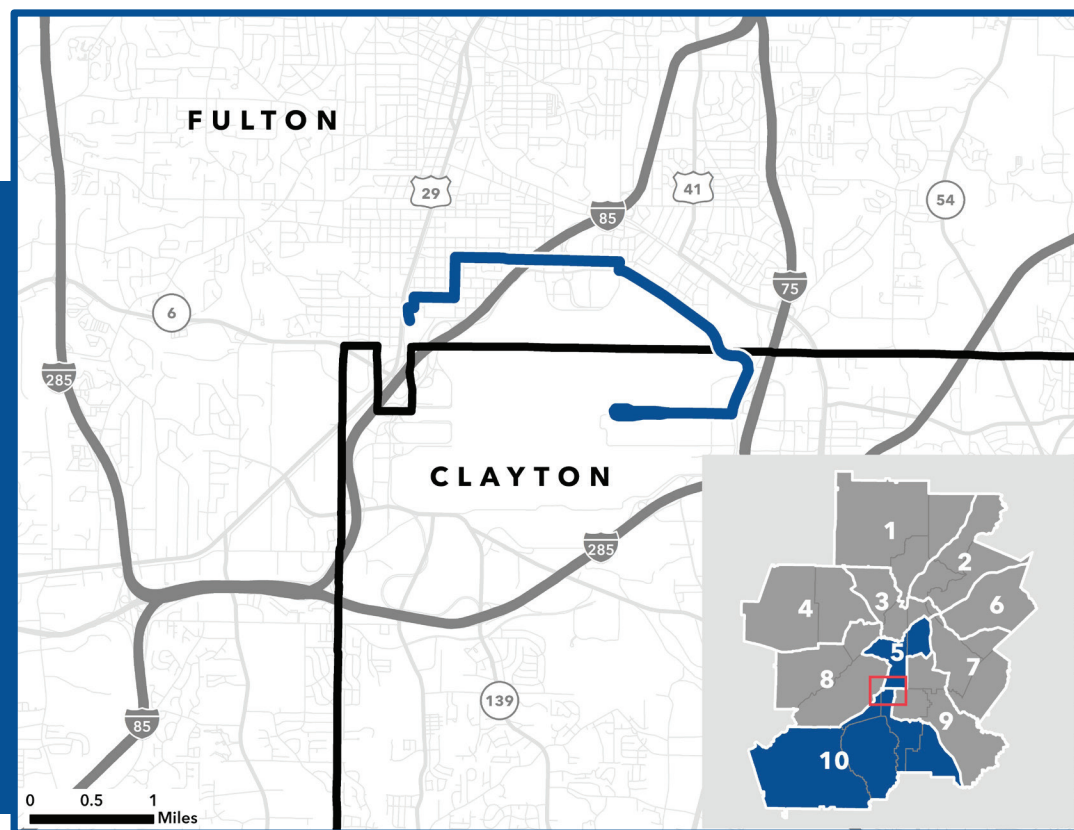
O&M Cost: \$-

District(s): 5,10

Quadrant: 1: High Impact/Low Cost

Regionally Significant: Yes

Planning Horizon: 6-year horizon



Project Description

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.

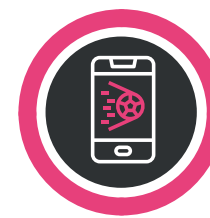
Alignment with Governing Principles



Return on Investment



Mobility and Access



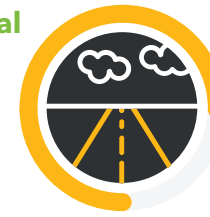
Innovation



Economic Development and Land Use



Environmental



Equity

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

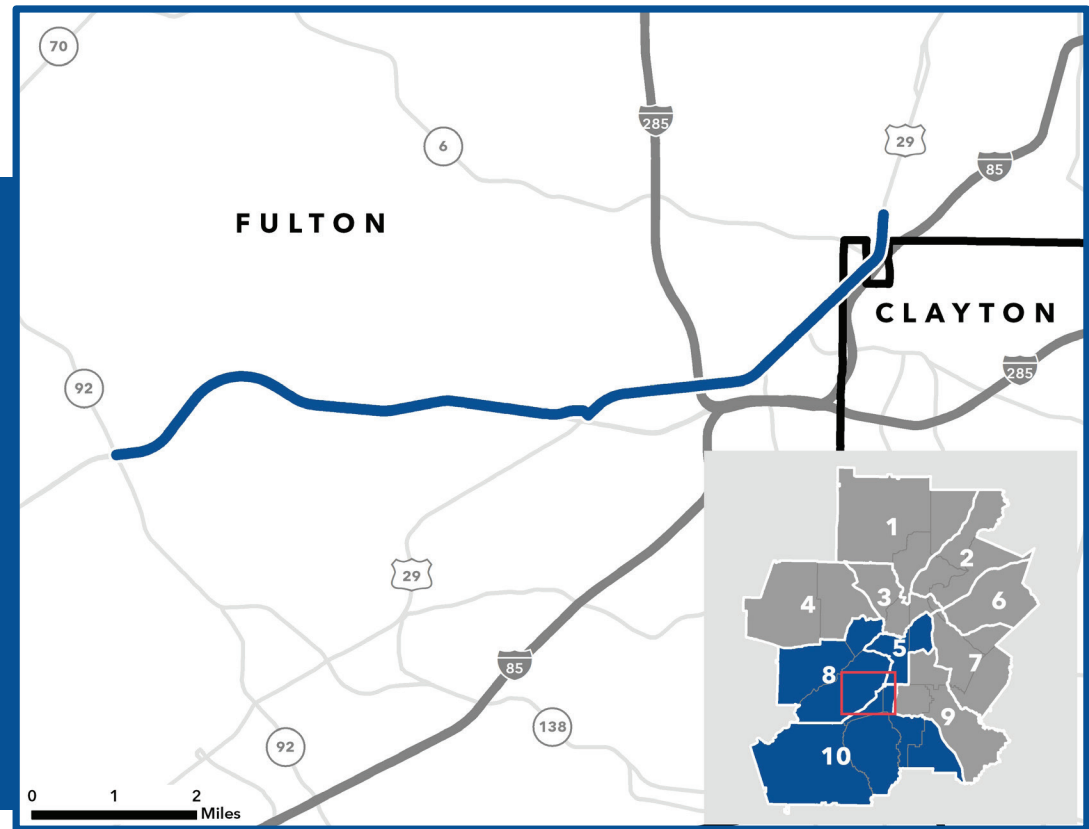
O&M Cost: \$130,000,000

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 Campbellton-Fairburn Road/Highway 92. The system will run in new, dedicated lanes along South Fulton Parkway between Highway 29 and Highway 92, will include station infrastructure adjacent to South Fulton Parkway, and pedestrian connections to station areas and surrounding environs. The project budget also includes high quality vehicles with wifi and other contemporary technologies and communications equipment to enhance user comfort and predictability/reliability.

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

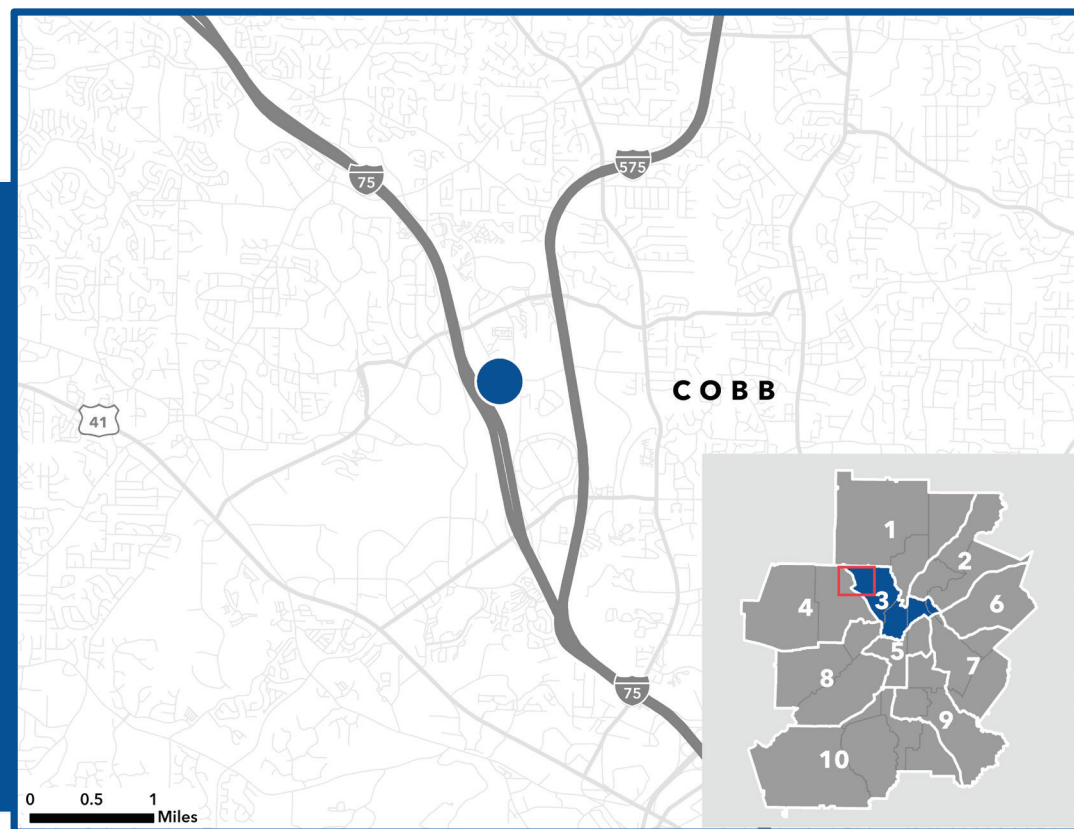
O&M Cost: \$839,860.00

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

Hickory Grove Park and Ride

Project Sponsor: Xpress

Project Type: Expansion

Mode Type: Supportive Infrastructure

Capital Cost: \$7,900,000

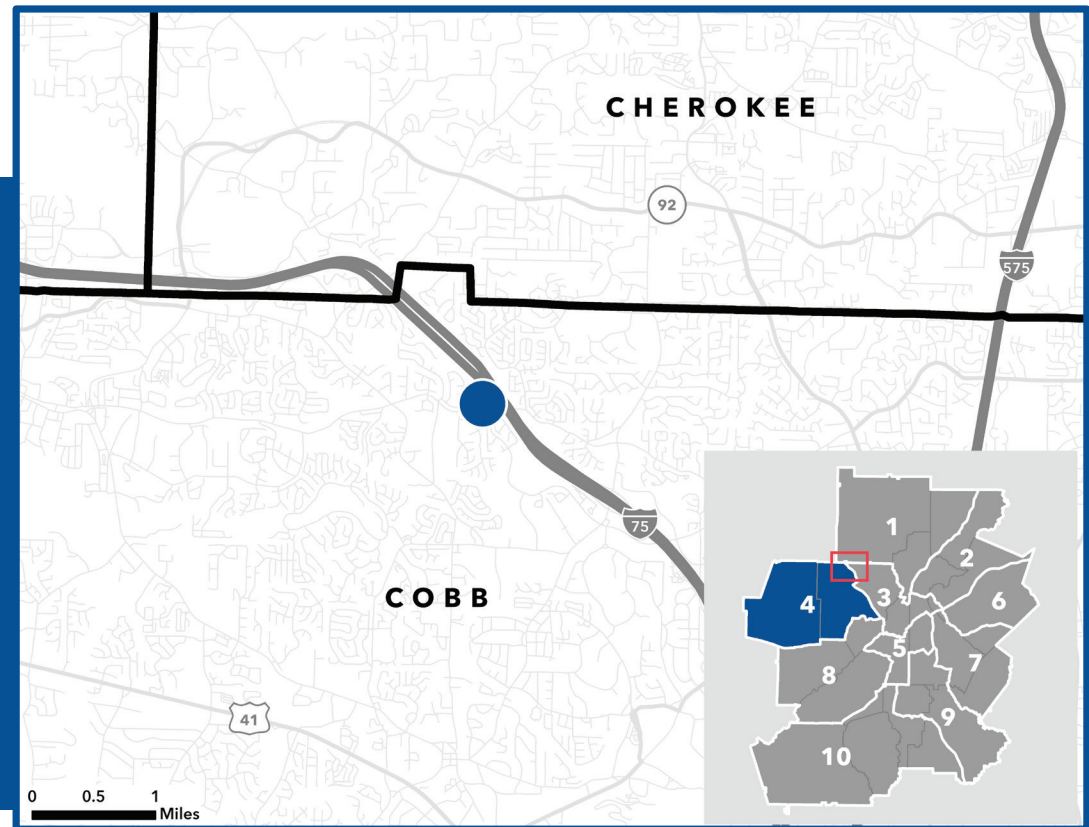
O&M Cost: \$511,560

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



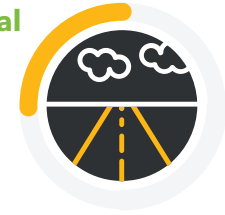
Innovation



Economic Development and Land Use



Environmental



Equity

Sugarloaf Park and Ride

Project Sponsor: Xpress

Project Type: Expansion

Mode Type: Supportive Infrastructure

Capital Cost: \$14,537,019

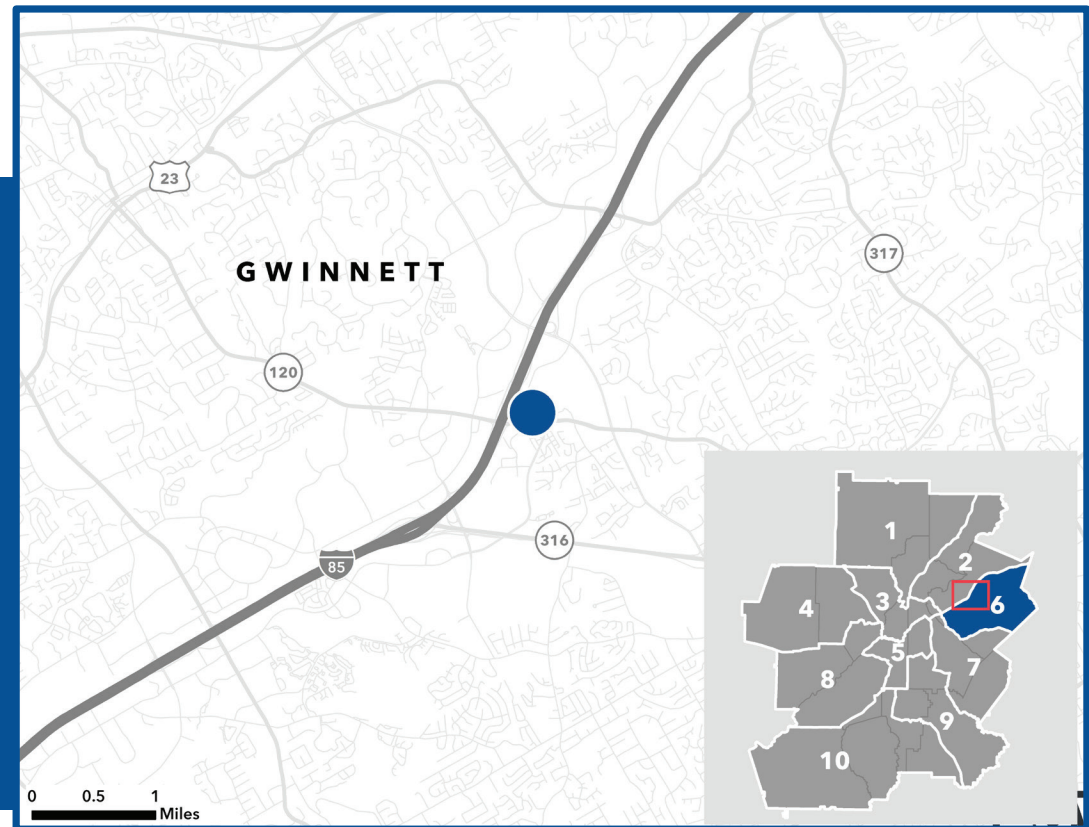
O&M Cost: \$296,520

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



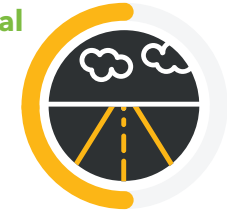
Innovation



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

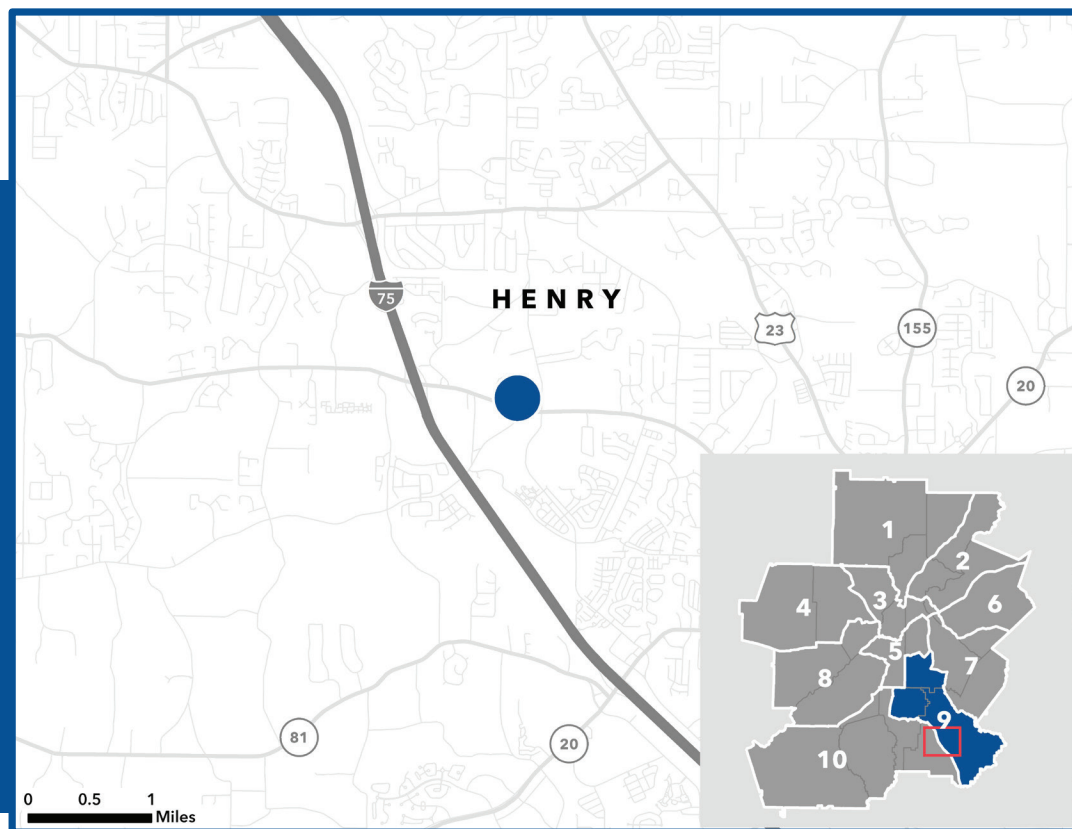
O&M Cost: \$428,400

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.

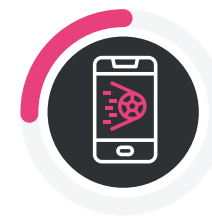
Alignment with Governing Principles



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

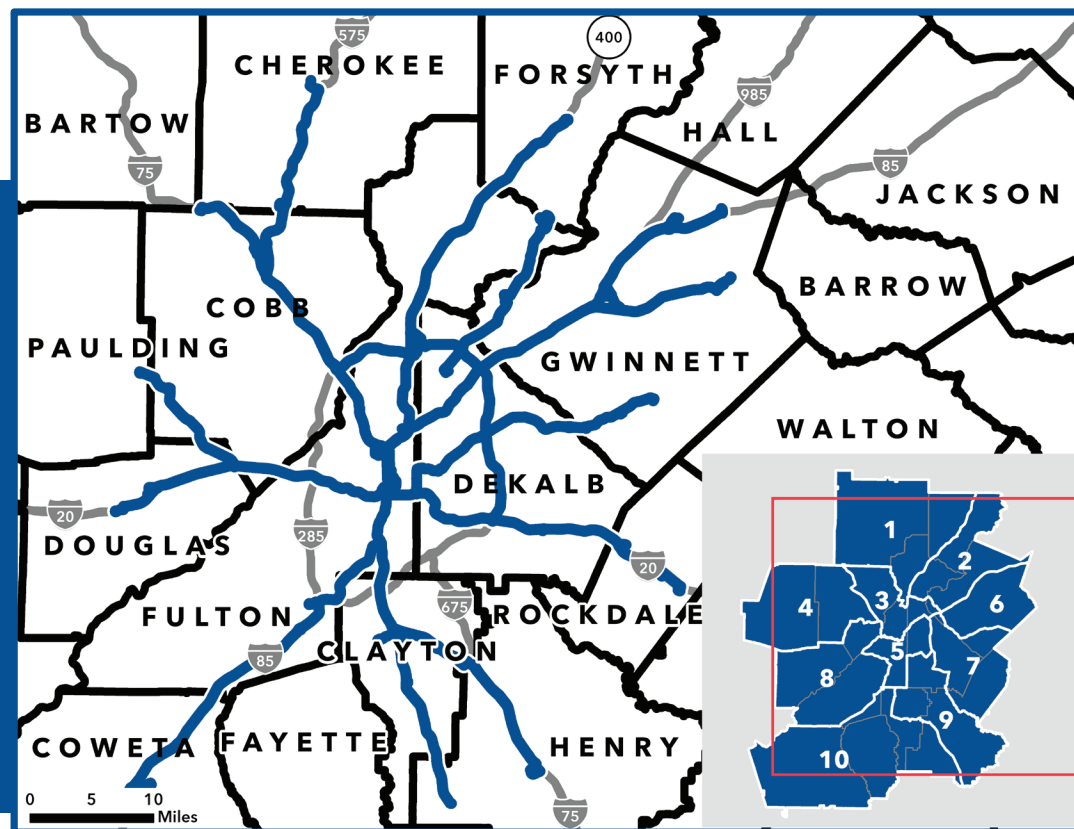
O&M Cost: \$3,000,000

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.

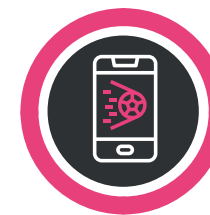
Alignment with Governing Principles



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

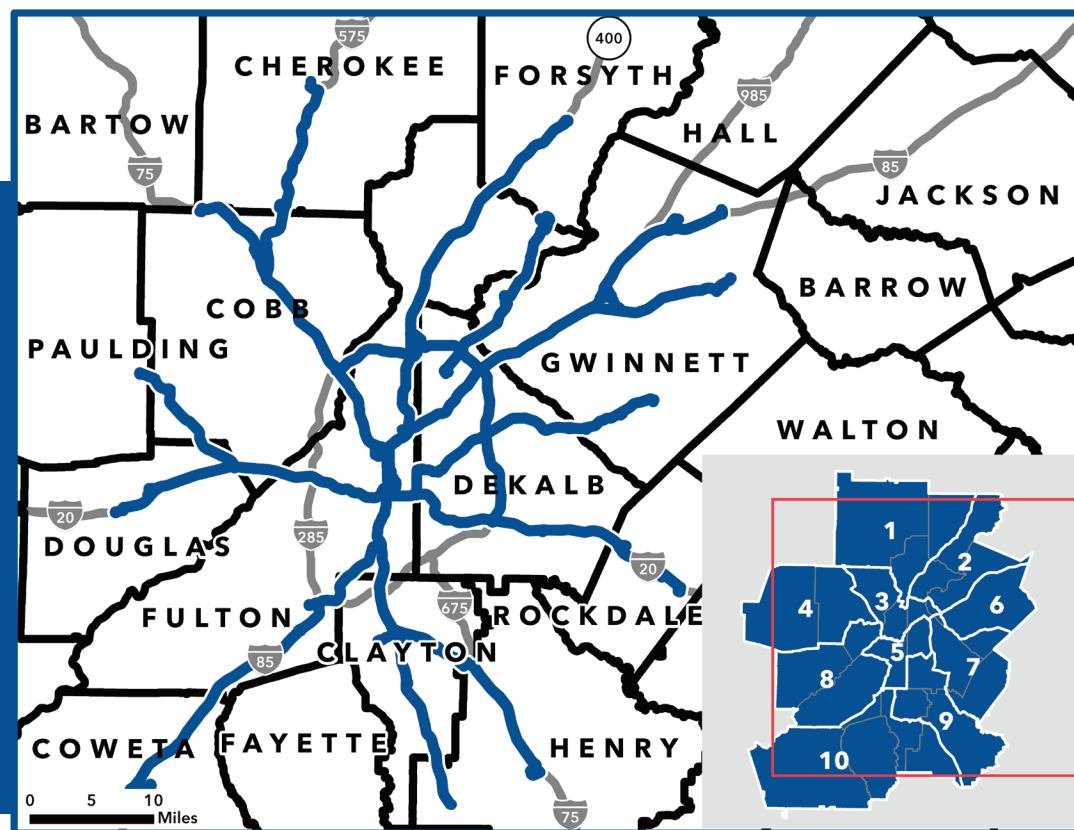
O&M Cost: \$-

District(s): 1,2,3,4,5,6,7,8,9,10

Quadrant: 2b: Low Impact/Low Cost

Regionally Significant: Yes

Planning Horizon: Undetermined



Project Description

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 CAD/F/AVL (Clever) and public facing "Find-my-Bus" Apps integration; and integration with Xpress Transit Dispatch Operations and Regional AVIS (MARTA AVIS).
- New Traveler Security Systems installation: Security cameras and emergency phones.
- 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

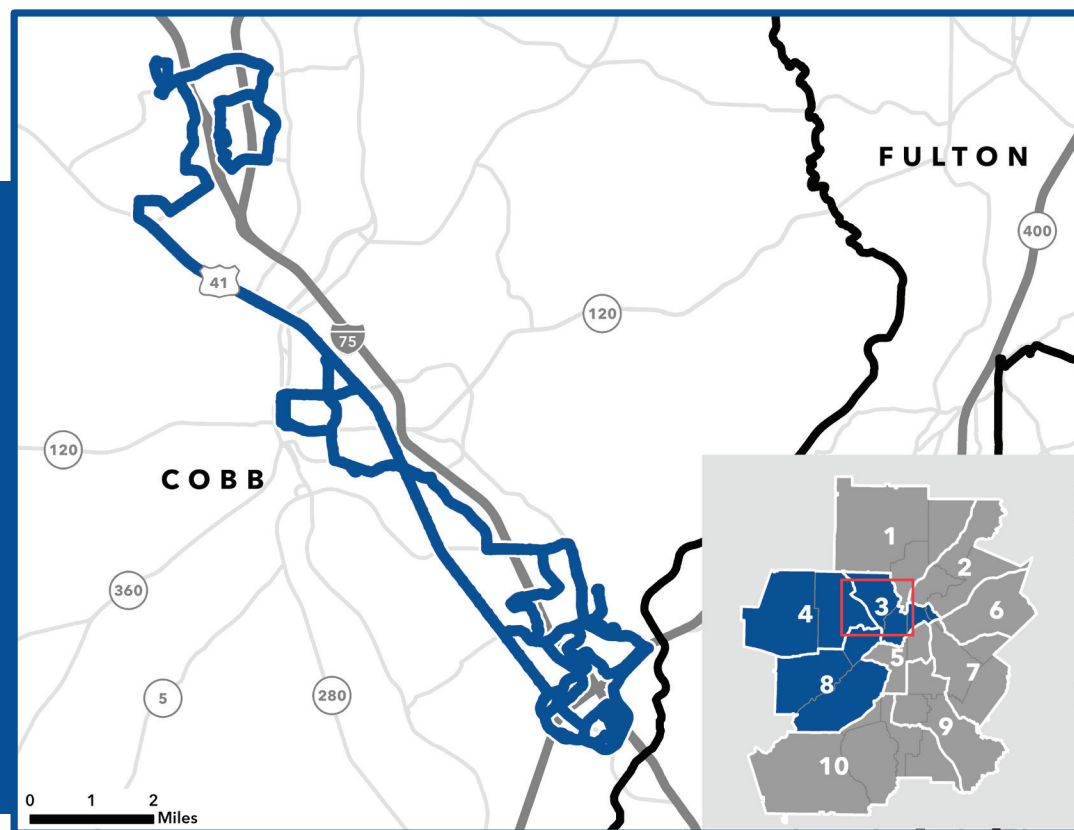
O&M Cost: \$300,000

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

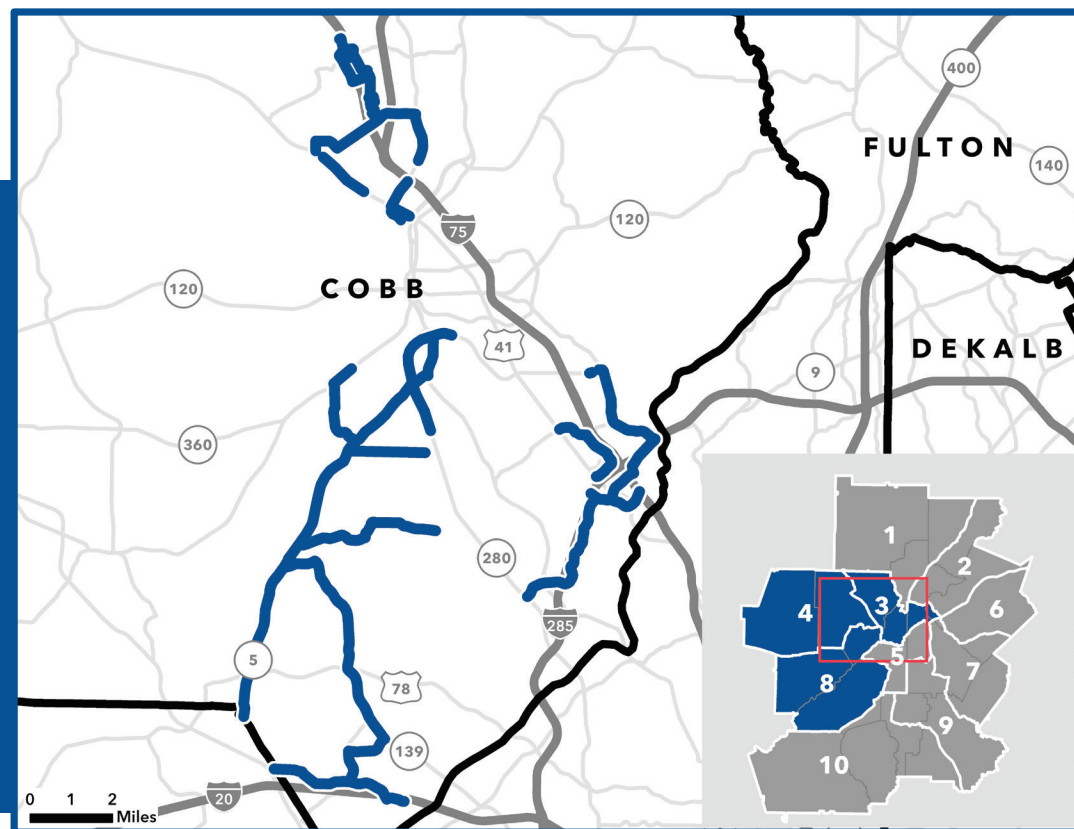
O&M Cost: \$-

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.

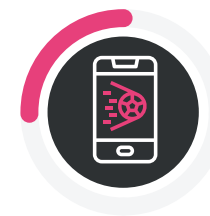
Alignment with Governing Principles



Return on Investment



Mobility and Access



Innovation



Economic Development and Land Use



Environmental



Equity

BRT-15 Buford Highway High Capacity Transit

Project Sponsor: City of Brookhaven

Project Type: Enhancement

Mode Type: Bus Rapid Transit

Capital Cost: \$220,000,000

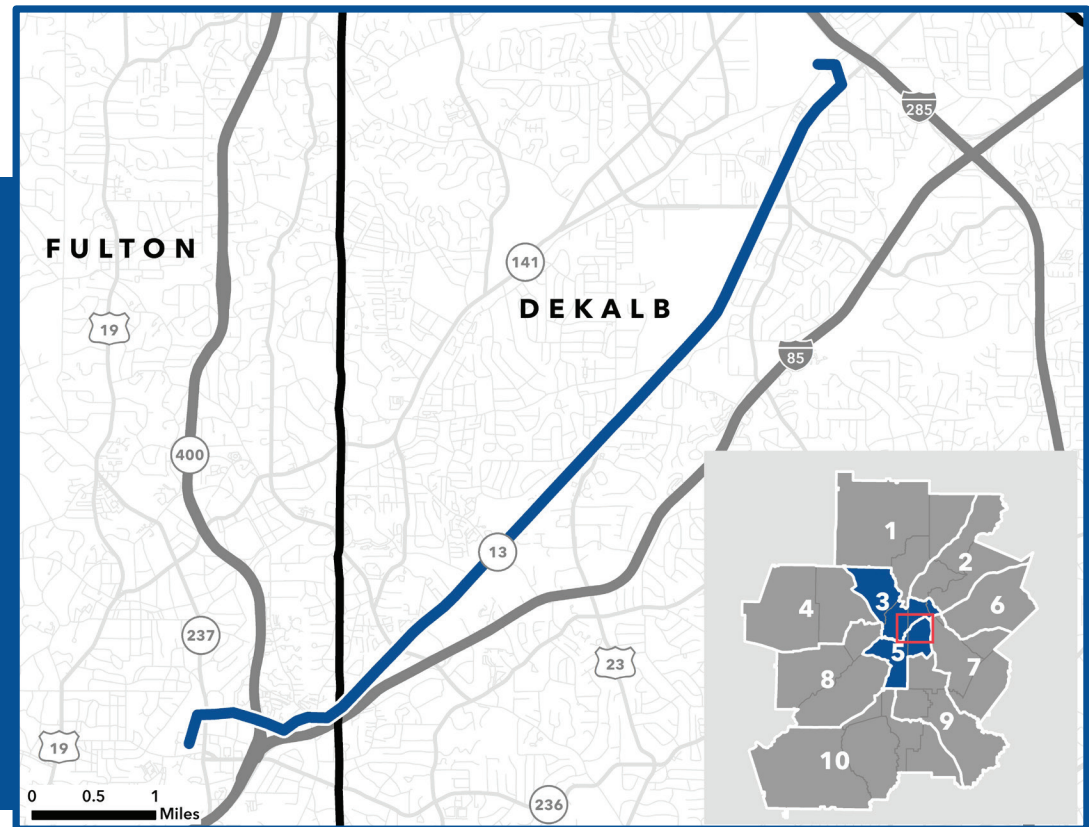
O&M Cost: \$60,000,000

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.

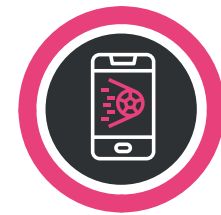
Alignment with Governing Principles



Return on Investment



Mobility and Access



Innovation



Economic Development and Land Use



Environmental



Equity

Cumberland Transfer Center

Project Sponsor: CobbLinc

Project Type: Enhancement

Mode Type: Supportive Infrastructure

Capital Cost: \$50,000,000

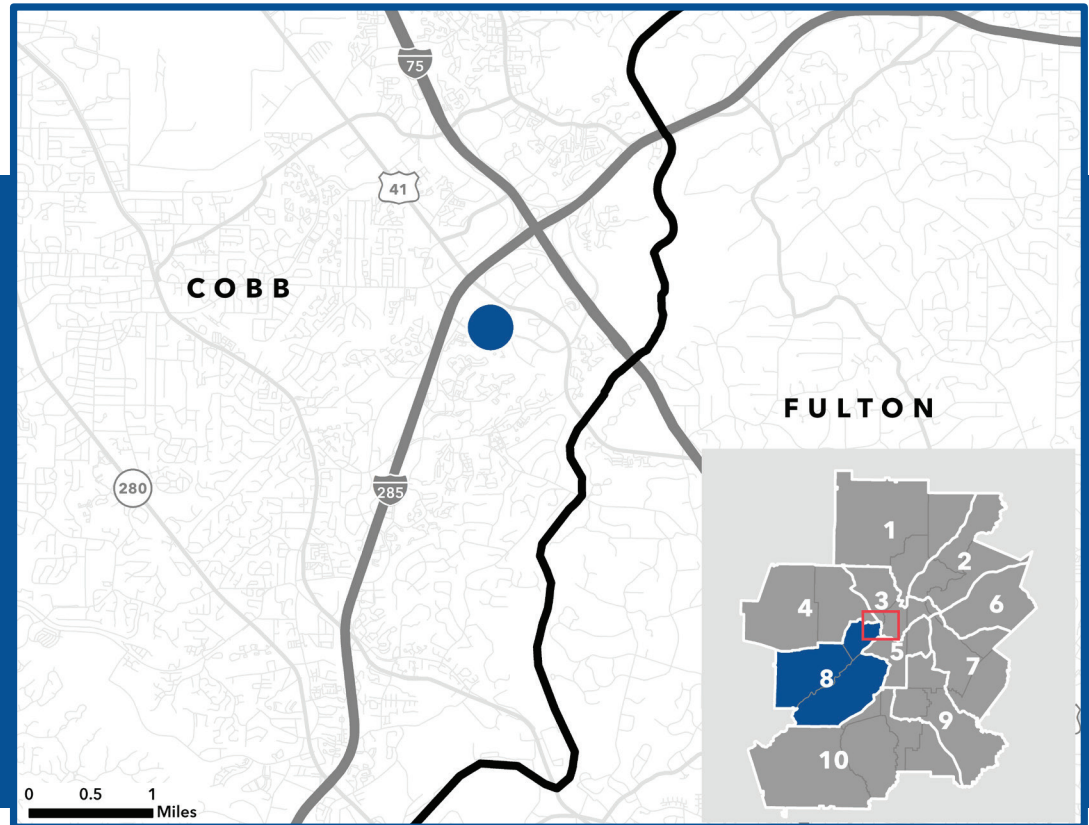
O&M Cost: \$1,000,000

District(s): 8

Quadrant: 1: High Impact/Low Cost

Regionally Significant: Yes

Planning Horizon: 6-year horizon



Project Description

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.

Alignment with Governing Principles



Return on Investment



Mobility and Access



Innovation



Economic Development and Land Use



Environmental



Equity

Marietta Transfer Center

Project Sponsor: CobbLinc

Project Type: Expansion

Mode Type: Supportive Infrastructure

Capital Cost: \$50,000,000

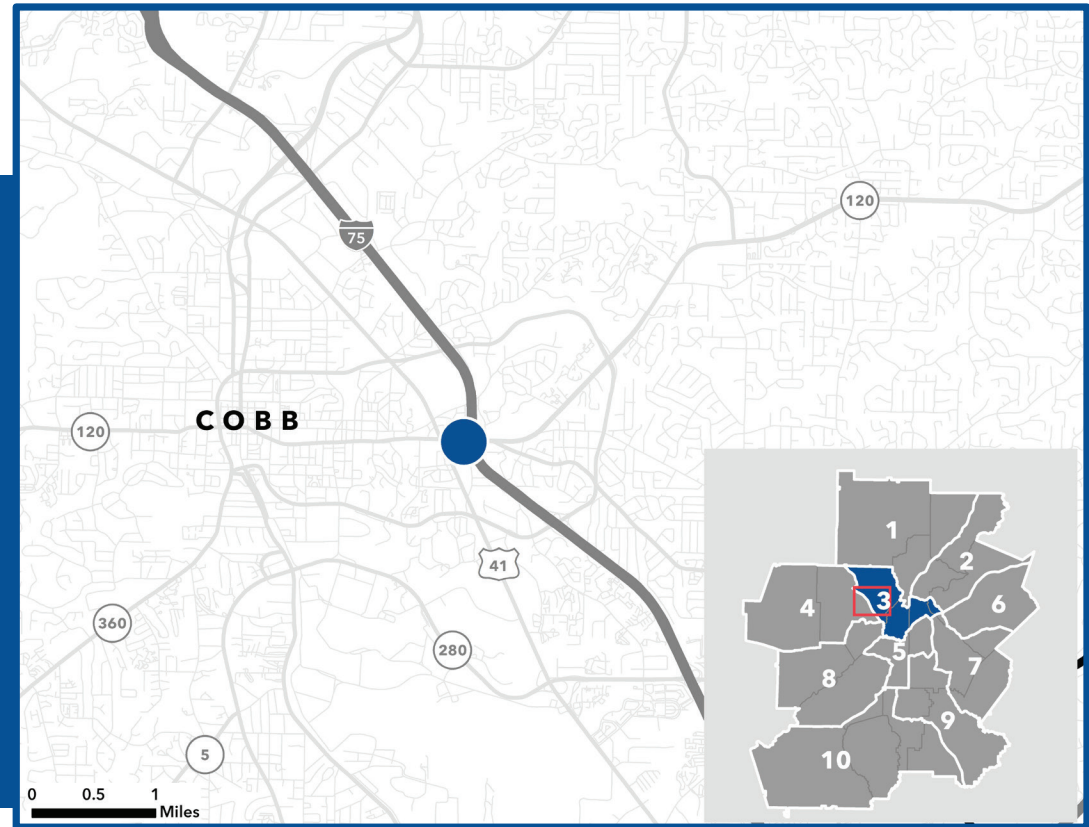
O&M Cost: \$1,000,000

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



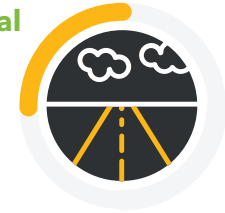
Innovation



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

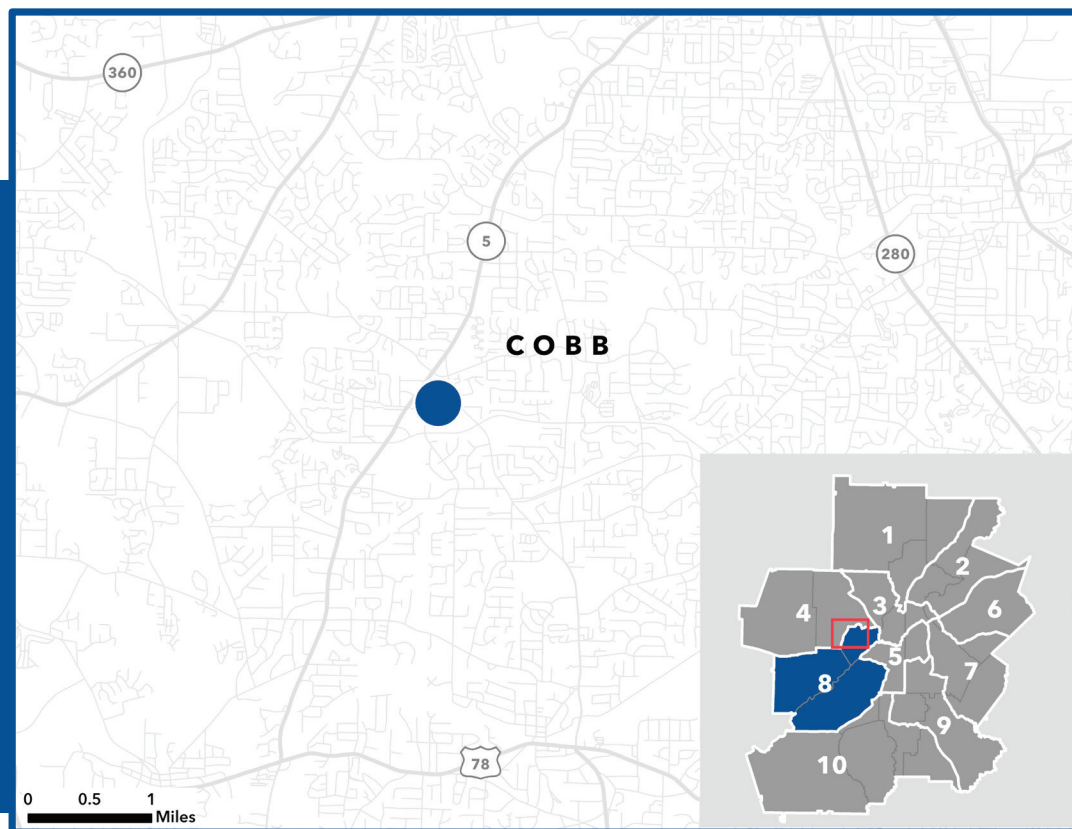
O&M Cost: \$500,000

District(s): 8

Quadrant: 2b: Low Impact/Low Cost

Regionally Significant: No

Planning Horizon: 6-year horizon



Project Description

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

Alignment with Governing Principles



Return on Investment



Mobility and Access



Innovation



Economic Development and Land Use



Environmental



Equity

Marietta Maintenance Facility

Project Sponsor: CobbLinc

Project Type: Enhancement

Mode Type: Supportive Infrastructure

Capital Cost: \$15,000,000

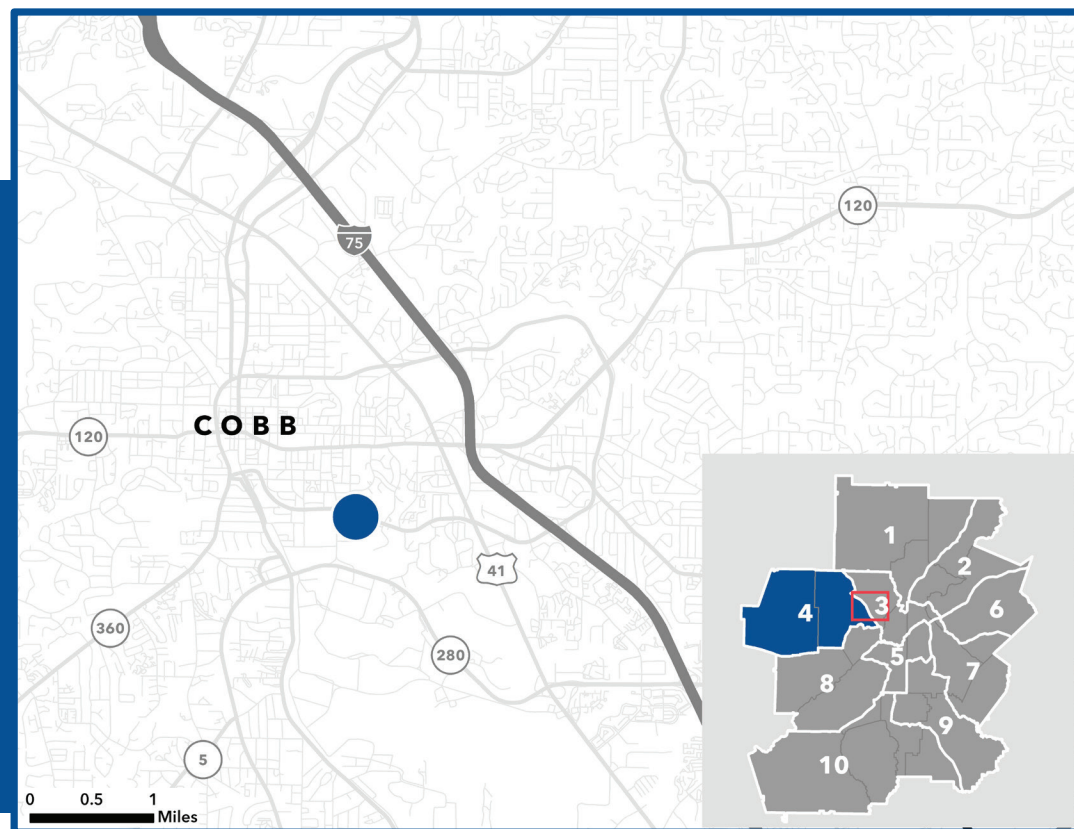
O&M Cost: \$3,000,000

District(s): 4

Quadrant: 1: High Impact/Low Cost

Regionally Significant: No

Planning Horizon: 6-year horizon



Project Description

The existing Marietta Maintenance Facility will be expanded to serve an additional 100 vehicles. This project includes increasing bus parking, bus maintenance bays/lifts, electric charging infrastructure, and other operations related facilities.

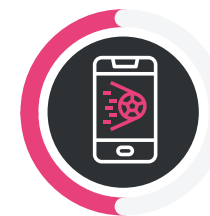
Alignment with Governing Principles



Return on Investment



Mobility and Access



Innovation



Economic Development and Land Use



Environmental



Equity

Beltline Northeast LRT

Project Sponsor: MARTA

Project Type: Expansion

Mode Type: Light Rail

Capital Cost: \$174,000,000

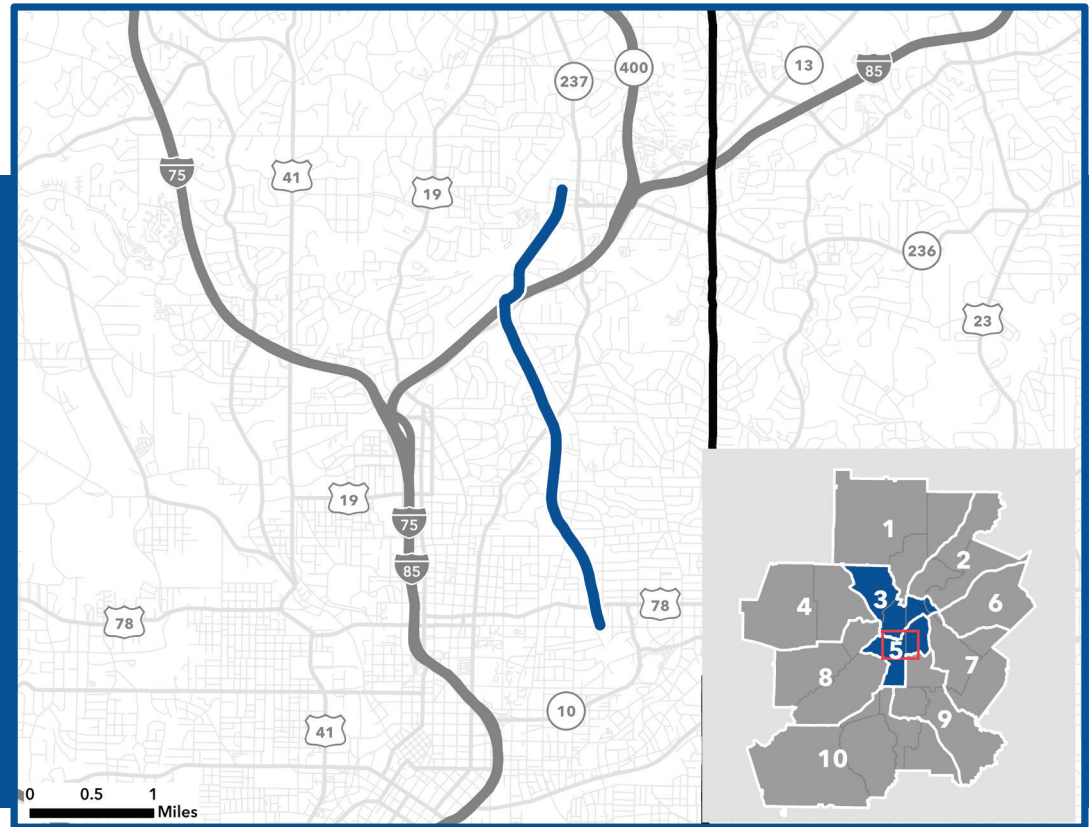
O&M Cost: \$124,800,000

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

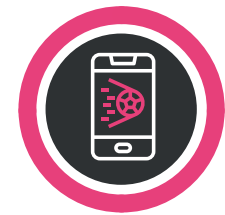
Alignment with Governing Principles



Return on Investment



Mobility and Access



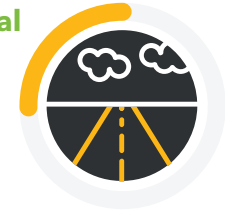
Innovation



Economic Development and Land Use



Environmental



Equity

Beltline Southwest LRT

Project Sponsor: MARTA

Project Type: Expansion

Mode Type: Light Rail

Capital Cost: \$180,000,000

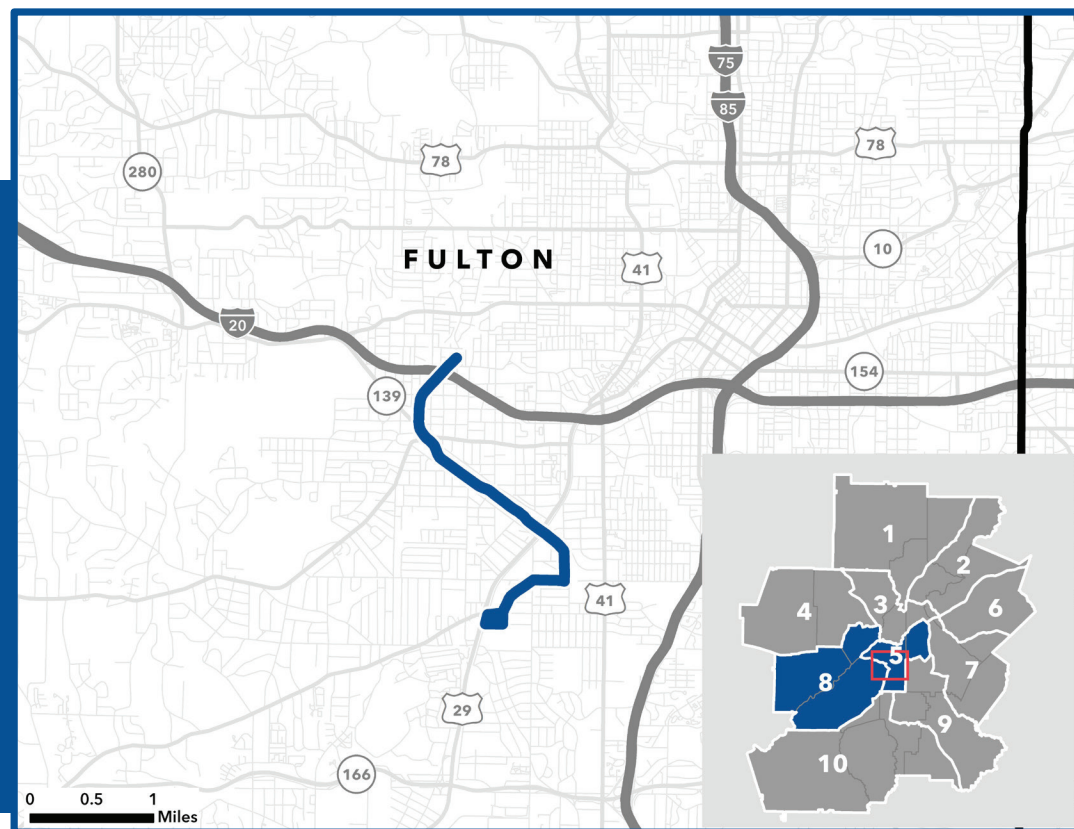
O&M Cost: \$144,000,000

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

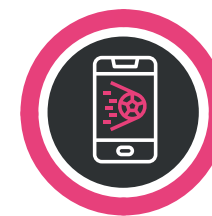
Alignment with Governing Principles



Return on Investment



Mobility and Access



Innovation



Economic Development and Land Use



Environmental



Equity

Campbellton Rd HCT

Project Sponsor: MARTA

Project Type: Enhancement

Mode Type: Bus Rapid Transit

Capital Cost: \$337,000,000

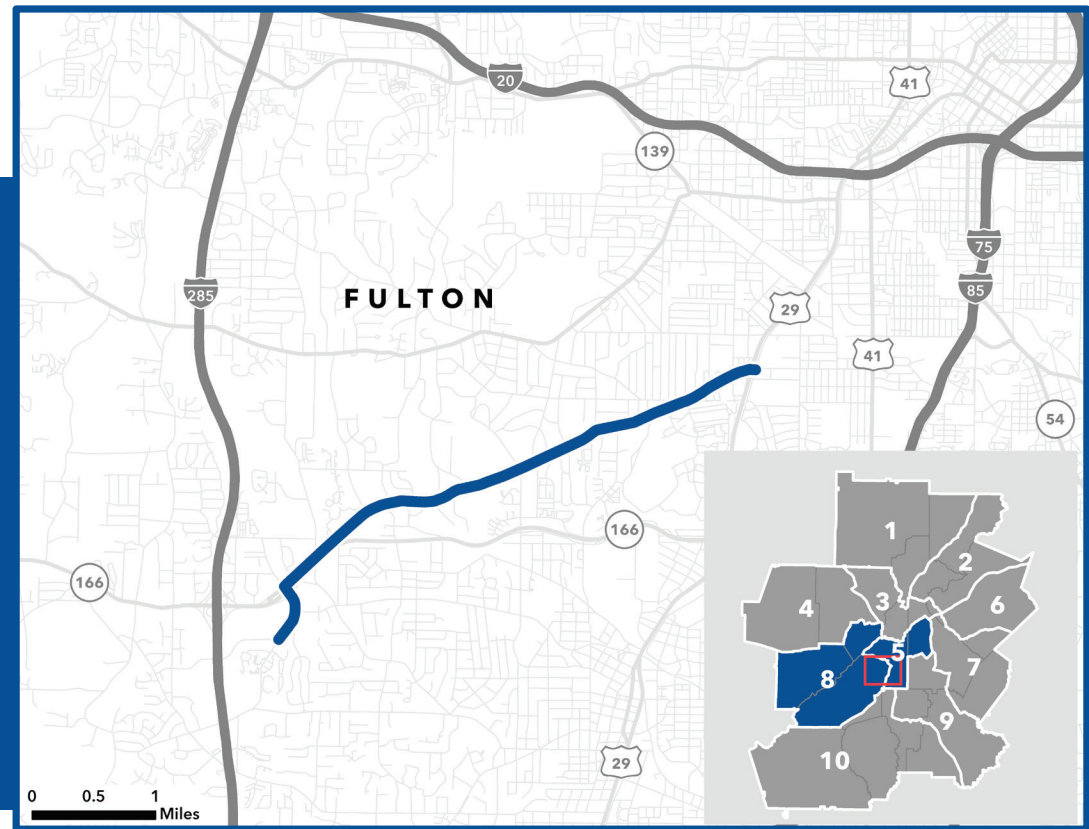
O&M Cost: \$106,000,000

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

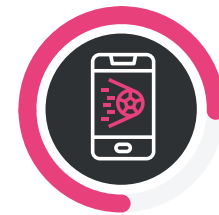
Alignment with Governing Principles



Return on Investment



Mobility and Access



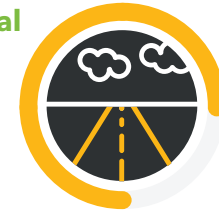
Innovation



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

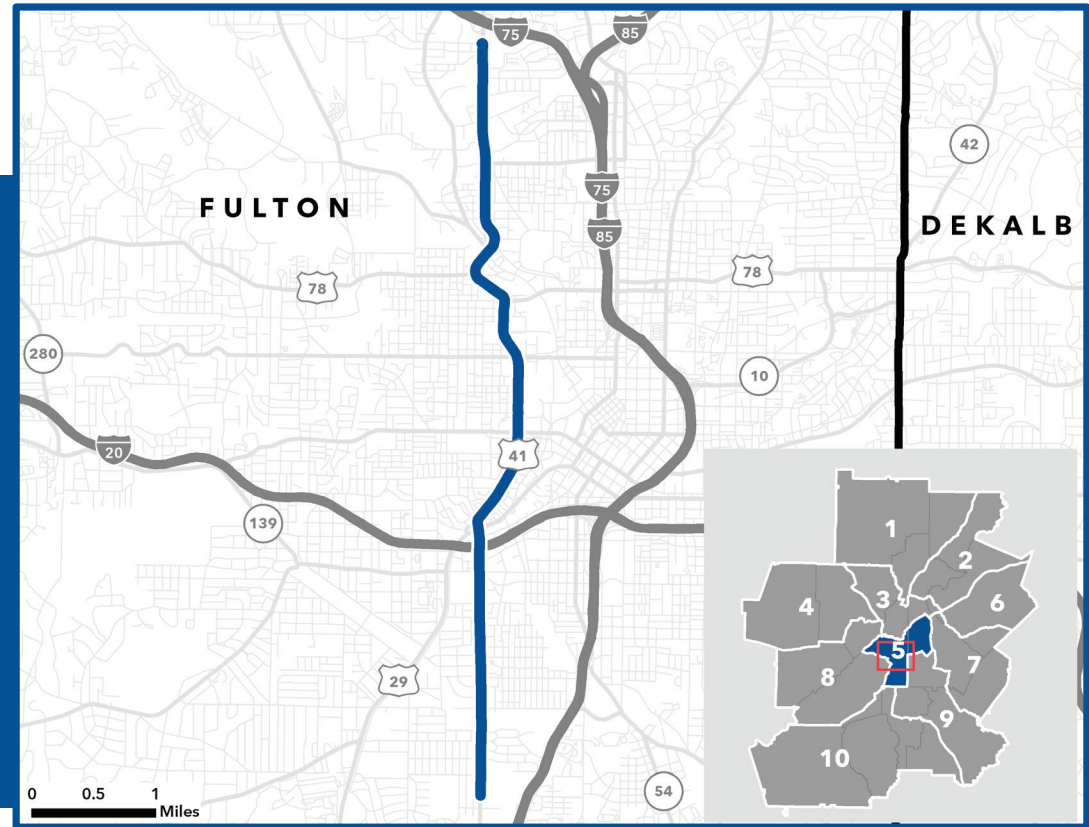
O&M Cost: \$5,100,000

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



Innovation



Economic Development and Land Use



Environmental



Equity

BeltLine Southeast LRT

Project Sponsor: MARTA

Project Type: Expansion

Mode Type: Light Rail

Capital Cost: \$282,540,000

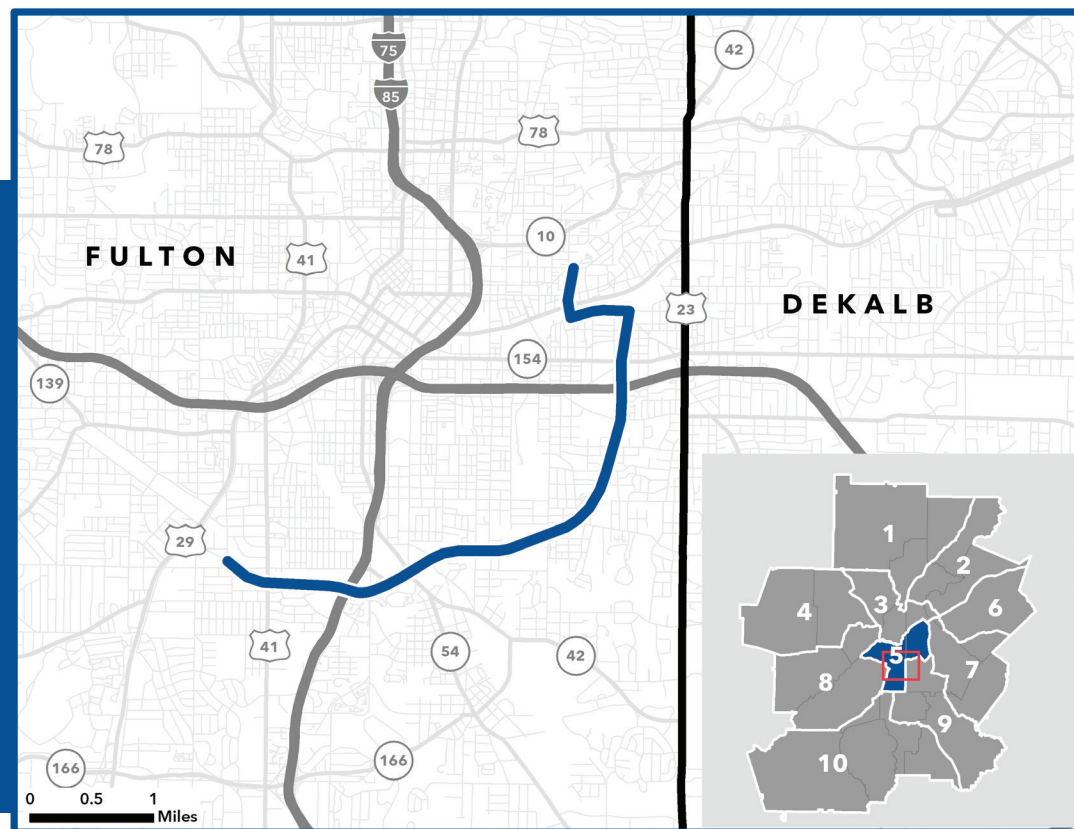
O&M Cost: \$117,600,000

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

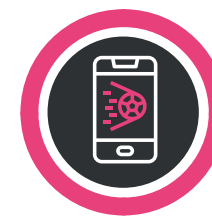
Alignment with Governing Principles



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

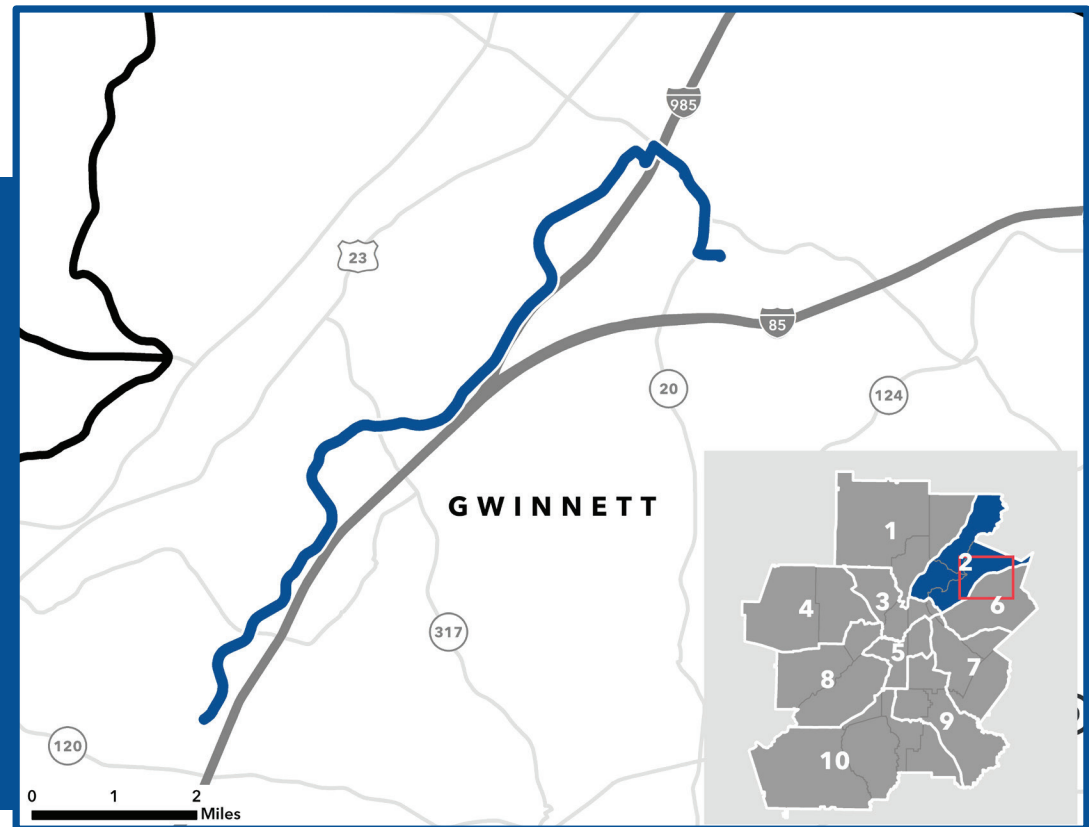
O&M Cost: \$82,760,000

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.

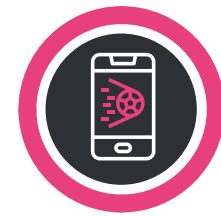
Alignment with Governing Principles



Return on Investment



Mobility and Access



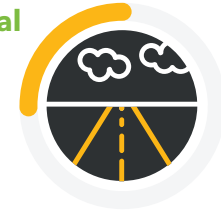
Innovation



Economic Development and Land Use



Environmental



Equity

GA 400 Transit Initiative BRT

Project Sponsor: MARTA

Project Type: Expansion

Mode Type: Bus Rapid Transit

Capital Cost: \$300,000,000

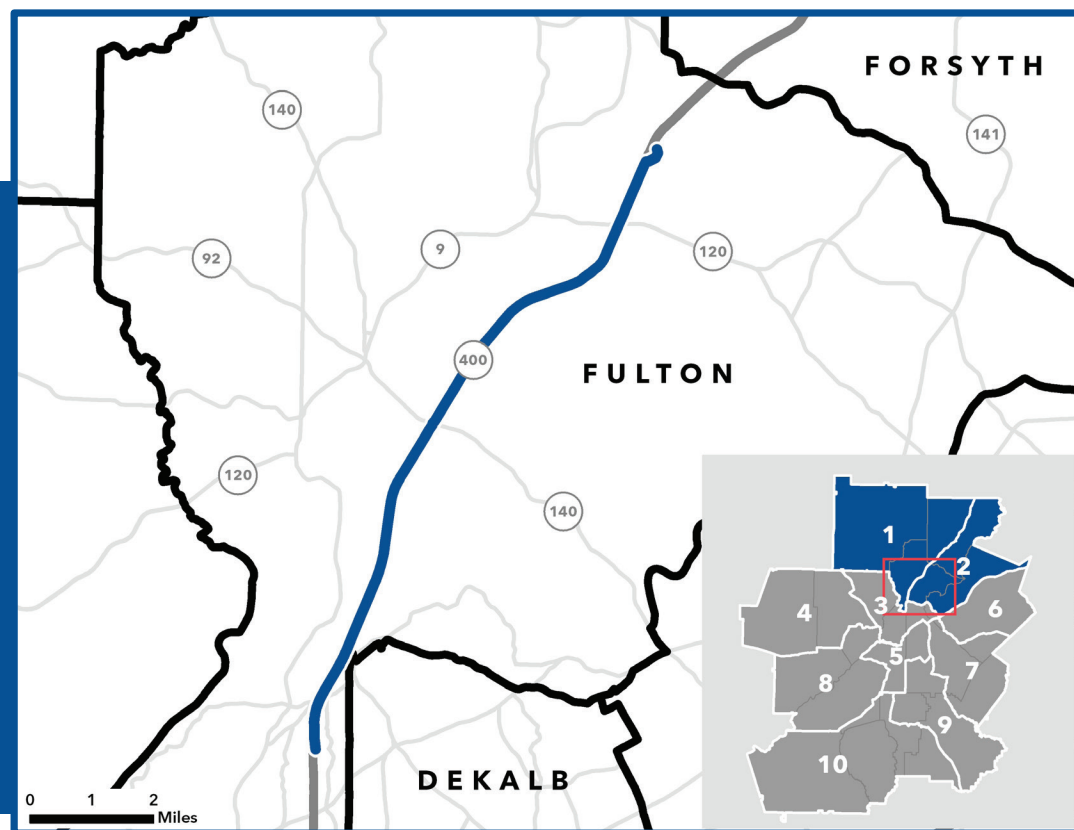
O&M Cost: \$-

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

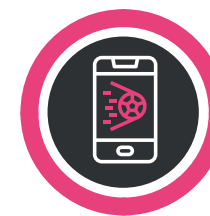
Alignment with Governing Principles



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

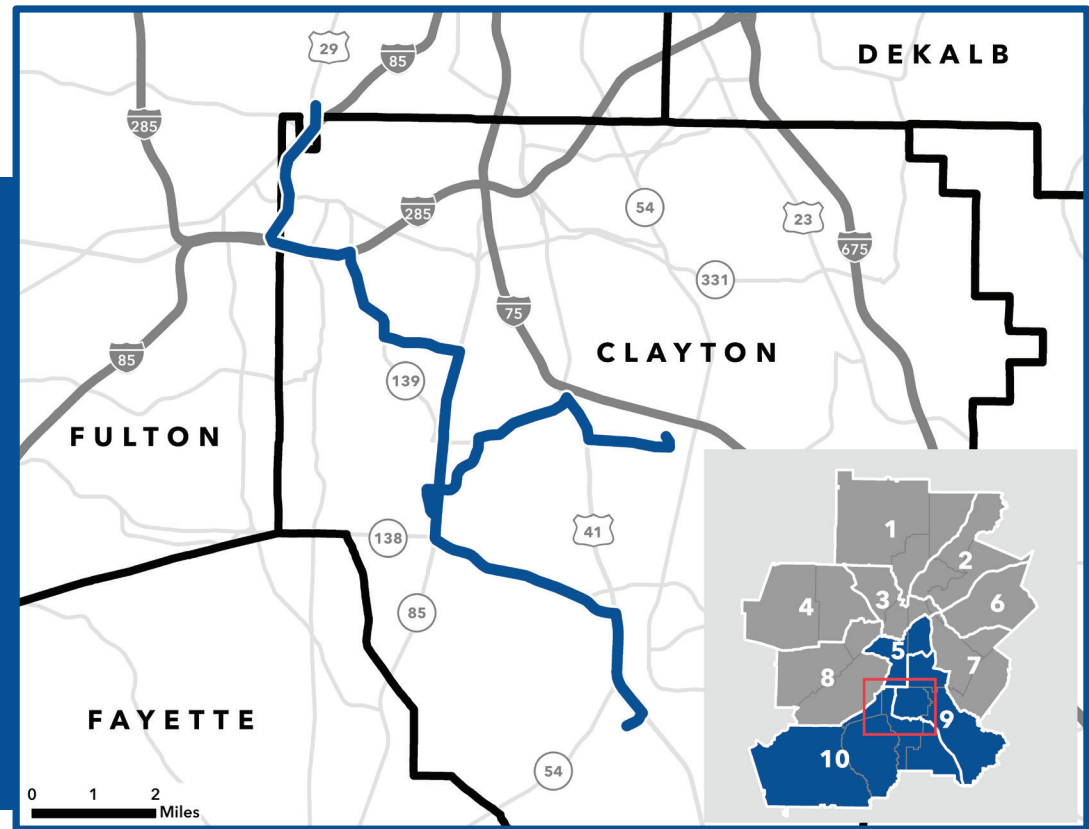
O&M Cost: \$-

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

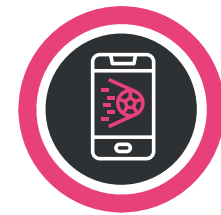
Alignment with Governing Principles



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

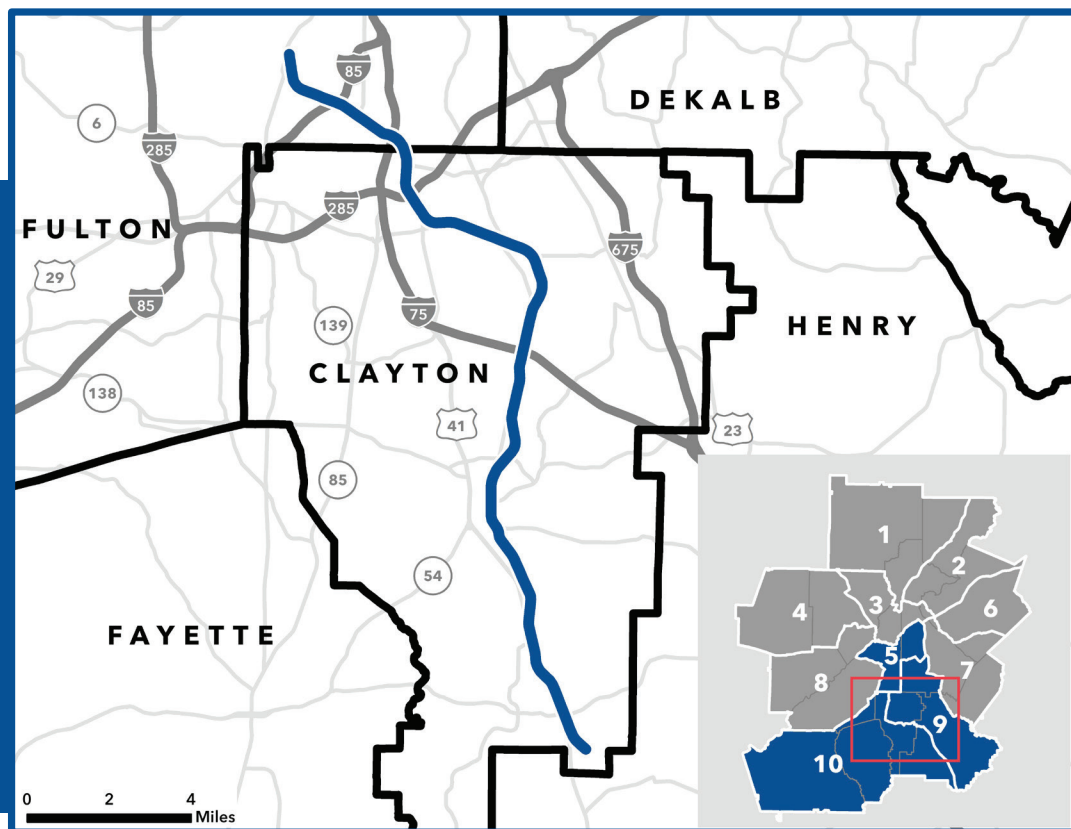
O&M Cost: \$-

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

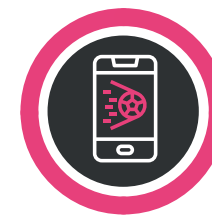
Alignment with Governing Principles



Return on Investment



Mobility and Access



Innovation



Economic Development and Land Use



Environmental



Equity

MARTA CLEAN BUS PROCUREMENT

Project Sponsor: MARTA

Project Type: Enhancement

Mode Type: Fixed Route Bus

Capital Cost: \$8,875,000

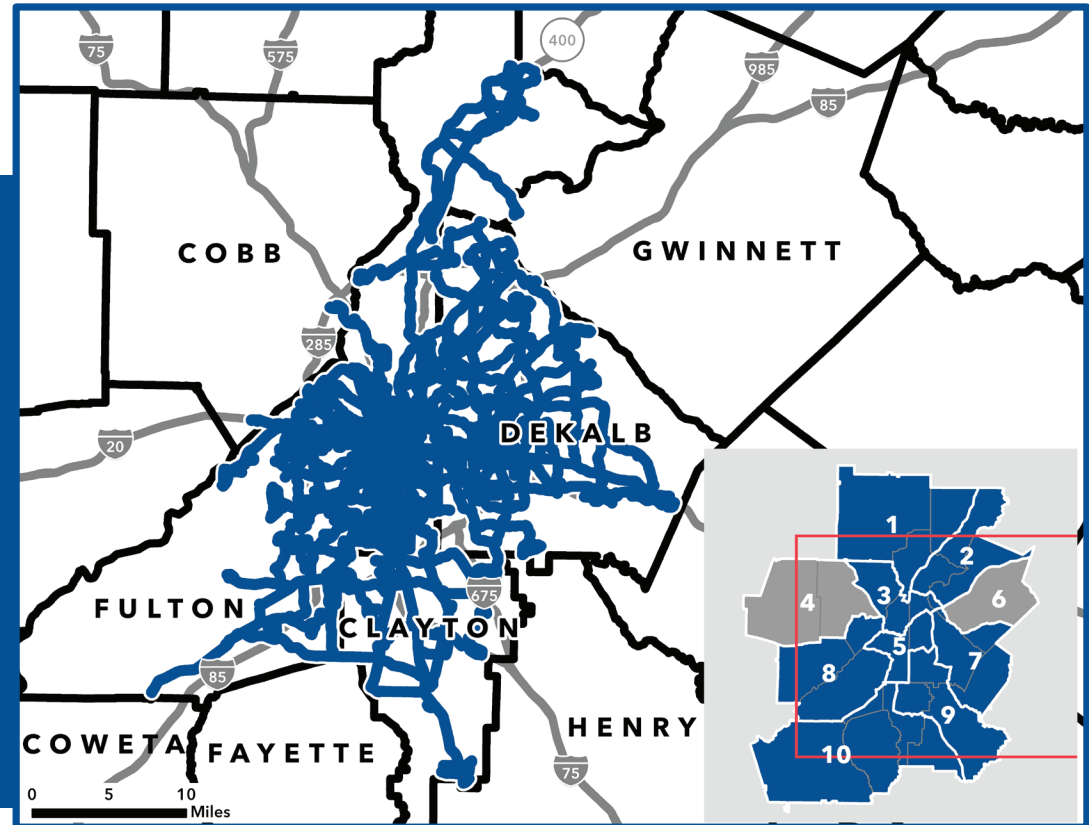
O&M Cost: \$-

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



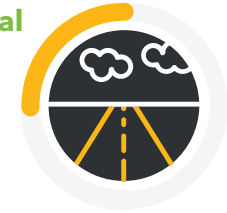
Innovation



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

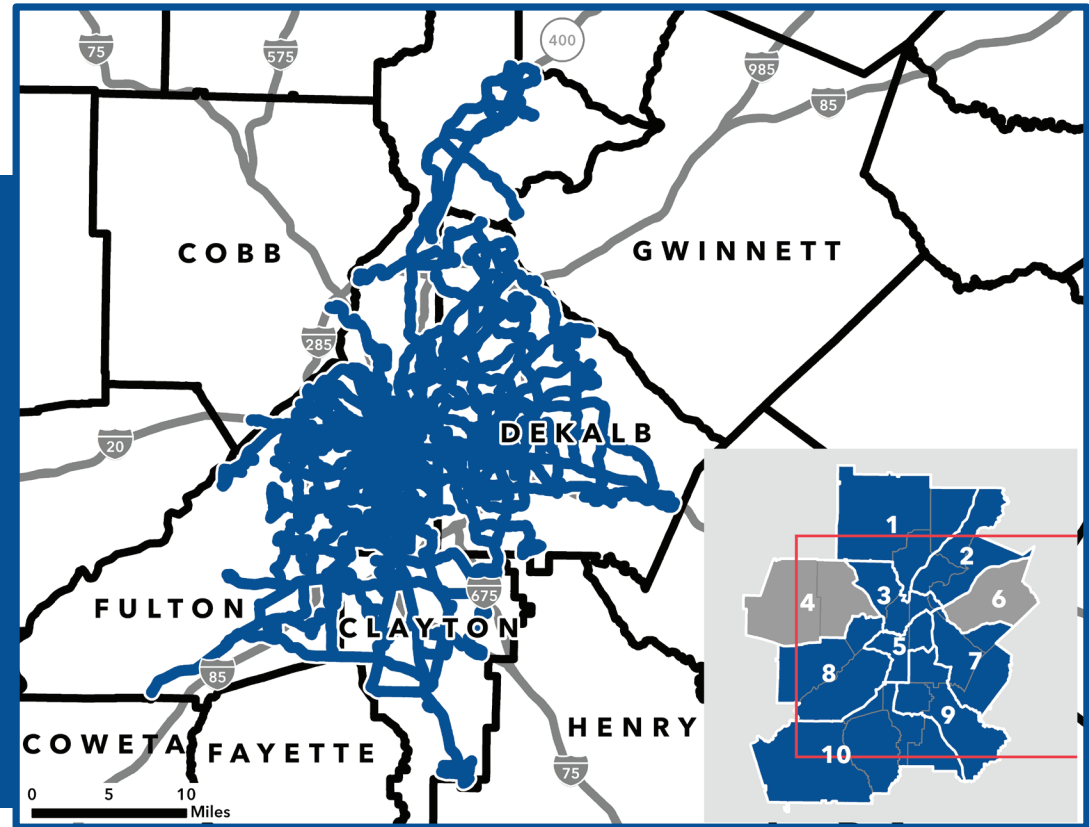
O&M Cost: \$-

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

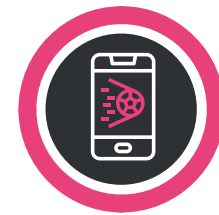
Alignment with Governing Principles



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

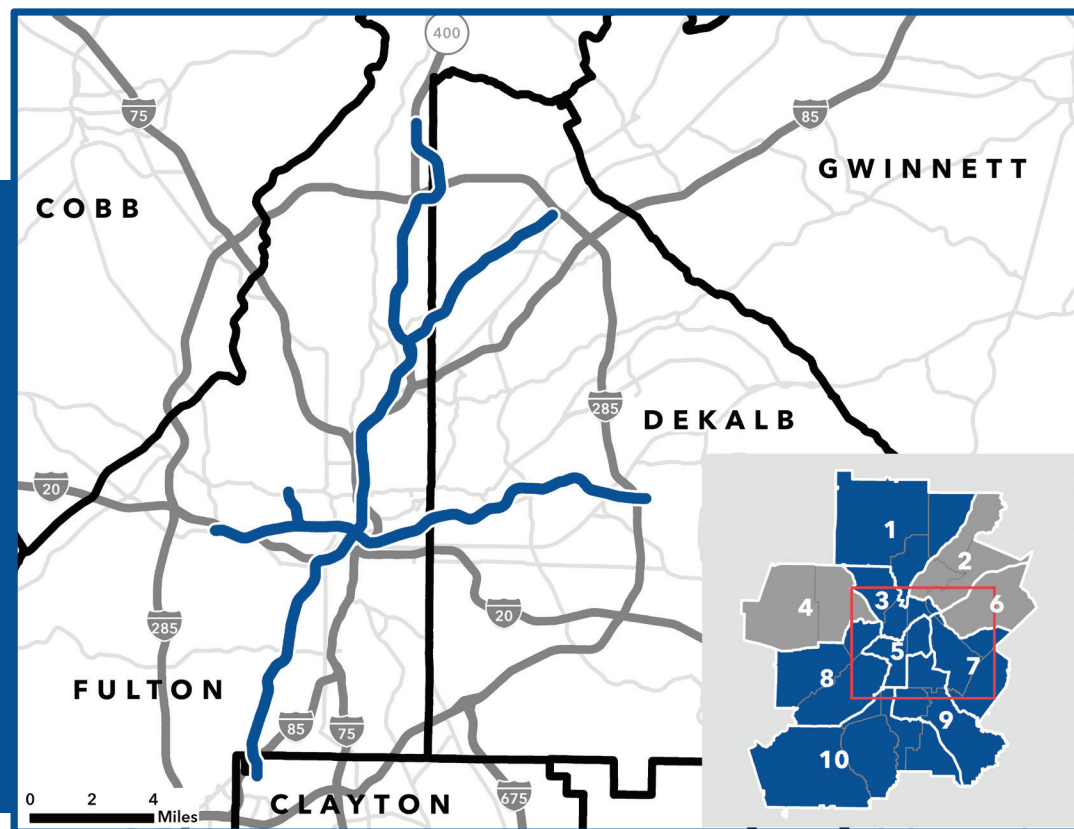
O&M Cost: \$-

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



Return on Investment



Mobility and Access



Innovation



Economic Development and Land Use



Environmental



Equity

Roofing and Skylights - Roofing Rehabilitation Program

Project Sponsor: MARTA

Project Type: State of Good Repair

Mode Type: Supportive Infrastructure

Capital Cost: \$562,500,000

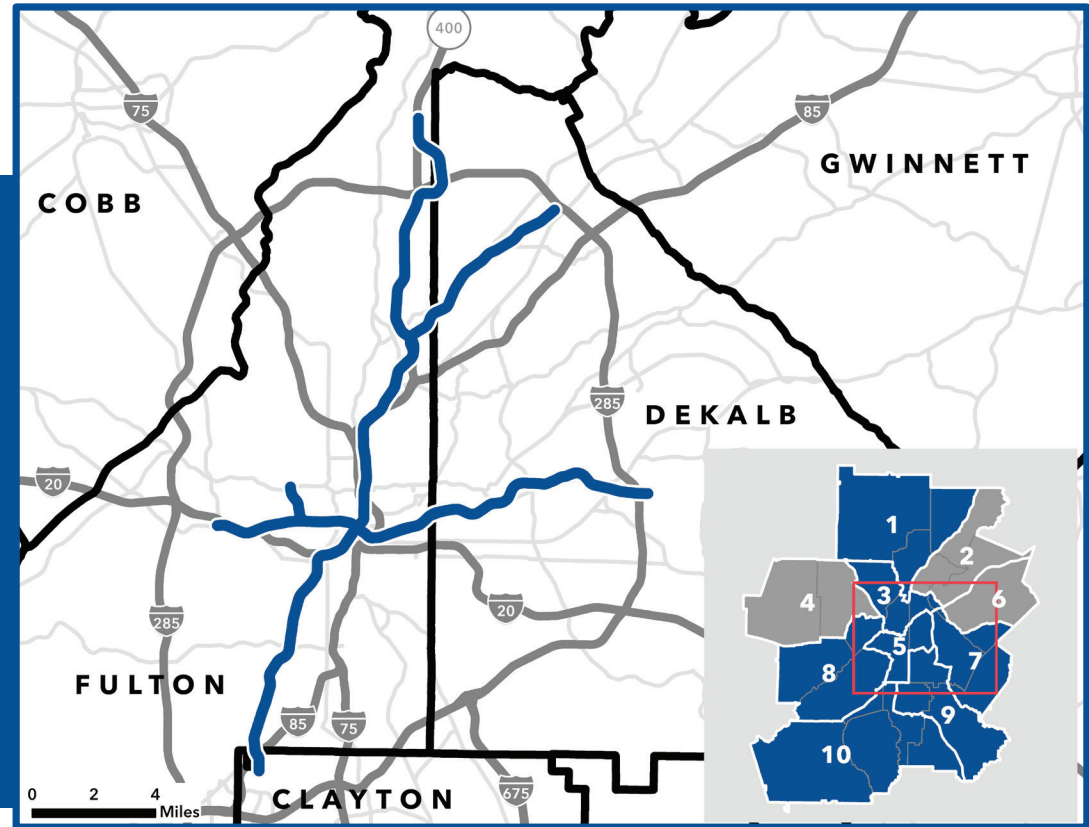
O&M Cost: \$-

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

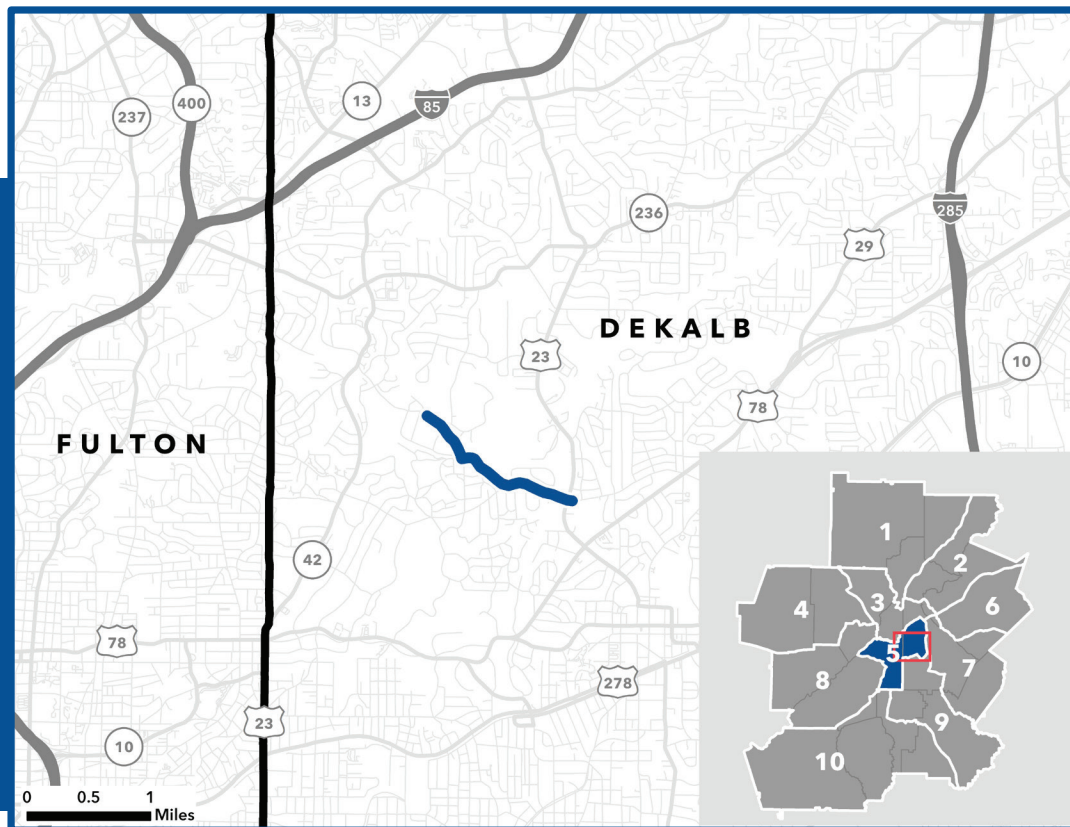
O&M Cost: \$34,500,000

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

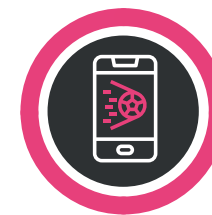
Alignment with Governing Principles



Return on Investment



Mobility and Access



Innovation



Economic Development and Land Use



Environmental



Equity

BeltLine West LRT

Project Sponsor: MARTA

Project Type: Expansion

Mode Type: Light Rail

Capital Cost: \$97,000,000

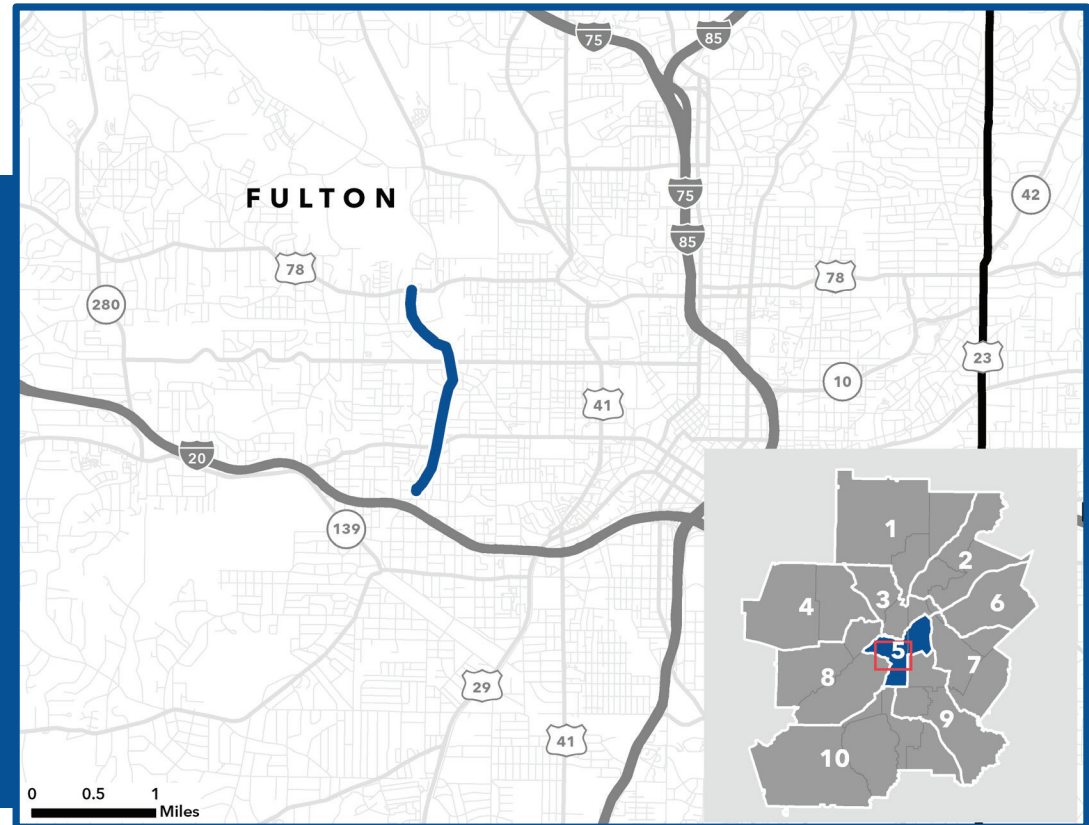
O&M Cost: \$29,400,000

District(s): 5

Quadrant: 1: High Impact/Low Cost

Regionally Significant: Yes

Planning Horizon: 20-year horizon



Project Description

No description provide by Project Sponsor.

Alignment with Governing Principles



Return on Investment



Mobility and Access



Innovation



Economic Development and Land Use



Environmental



Equity

Fixed Route Vehicles

Project Sponsor: Connect Douglas

Project Type: Expansion

Mode Type: Supportive Infrastructure

Capital Cost: \$1,170,000

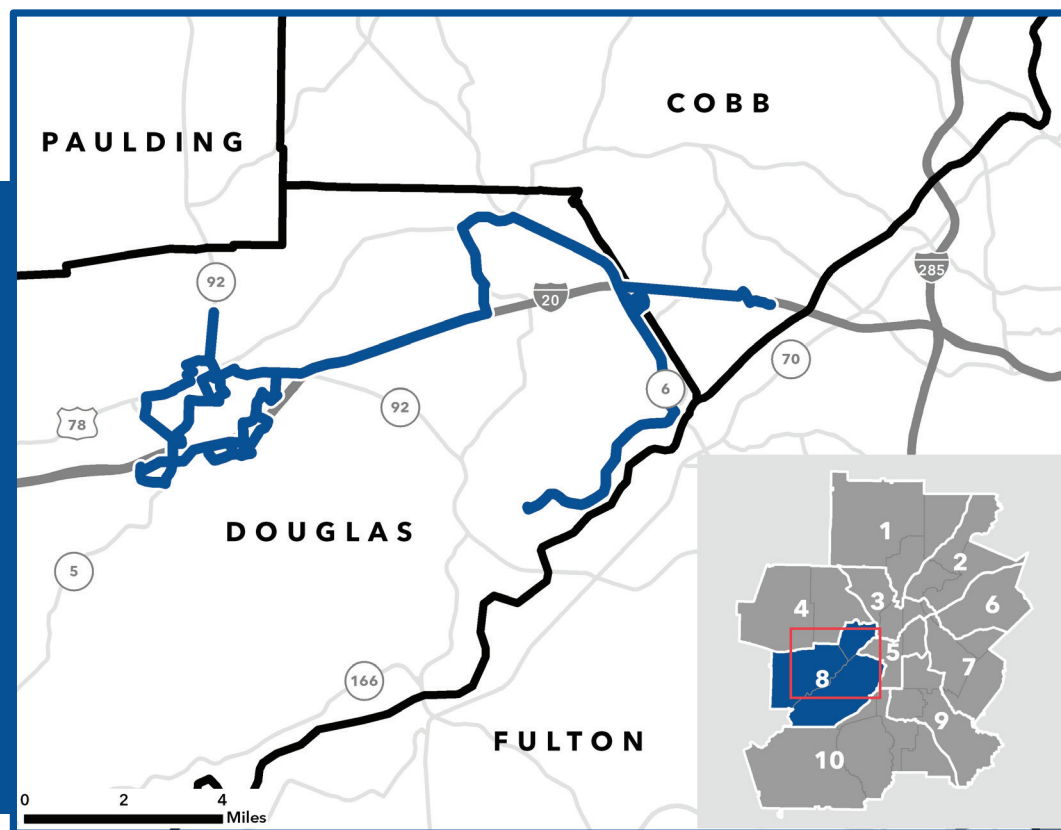
O&M Cost: \$324,000

District(s): 8

Quadrant: 2b: Low Impact/Low Cost

Regionally Significant: Yes

Planning Horizon: 6-year horizon



Project Description

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.

Alignment with Governing Principles



Return on Investment



Mobility and Access



Innovation



Economic Development and Land Use



Environmental



Equity

Transit Signal Priority

Project Sponsor: Xpress

Project Type: Enhancement

Mode Type: Commuter Bus/Express Bus

Capital Cost: \$203,100

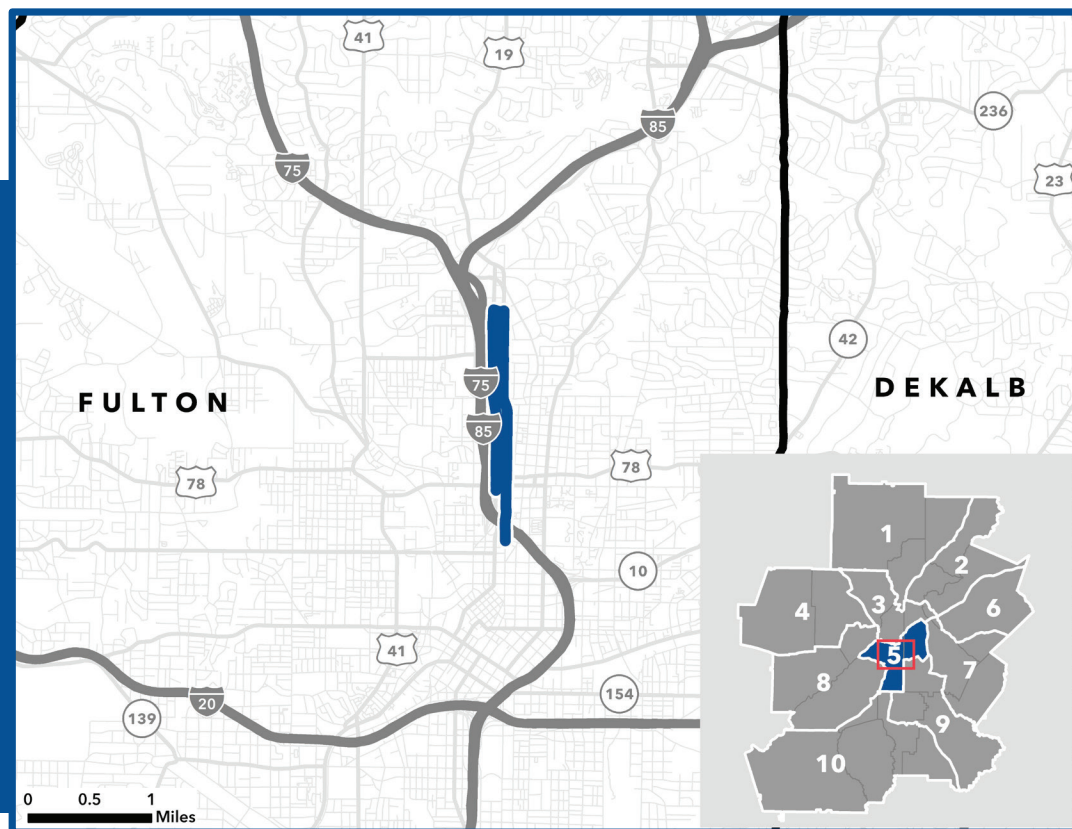
O&M Cost: \$-

District(s): 5

Quadrant: 1: High Impact/Low Cost

Regionally Significant: No

Planning Horizon: Undetermined



Project Description

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.

Alignment with Governing Principles



Return on Investment



Mobility and Access



Innovation



Economic Development and Land Use



Environmental



Equity

Xpress Diesel Replacement Buses

Project Sponsor: Xpress

Project Type: State of Good Repair

Mode Type: Commuter Bus/Express Bus

Capital Cost: \$61,400,000

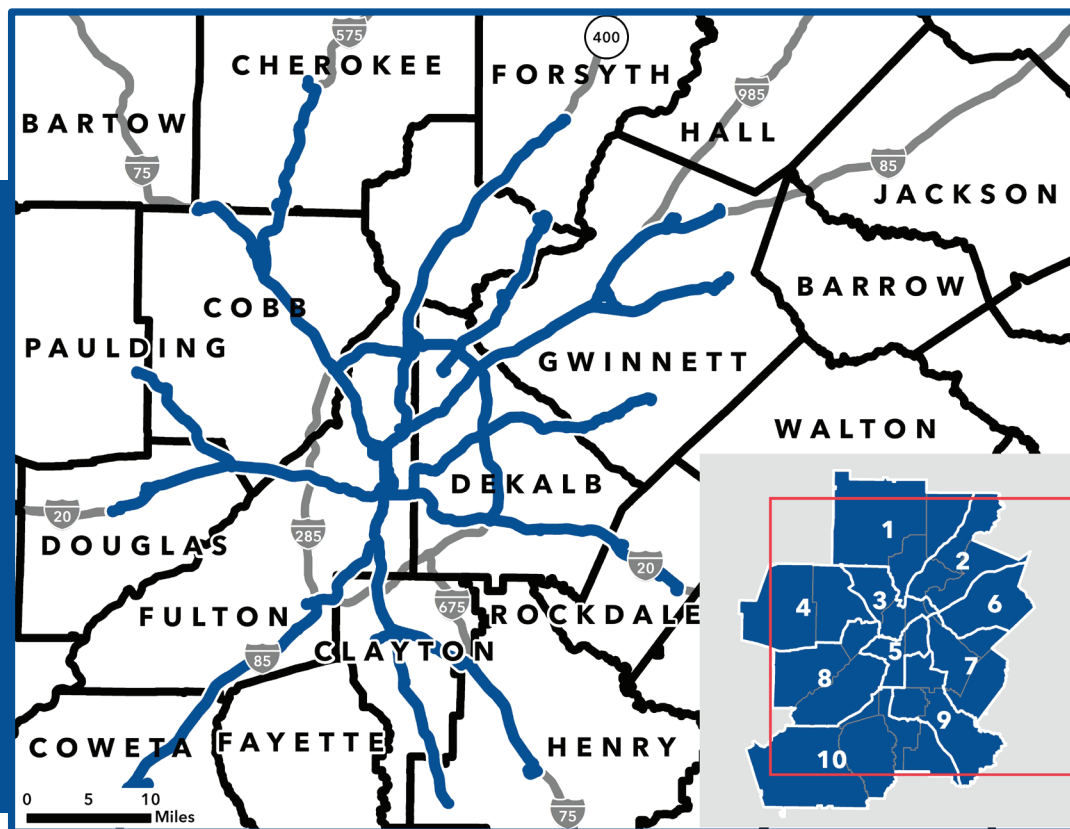
O&M Cost: \$-

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).

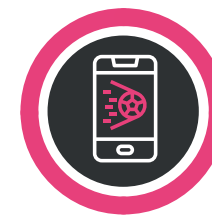
Alignment with Governing Principles



Return on Investment



Mobility and Access



Innovation



Economic Development and Land Use



Environmental



Equity

Northwest Corridor-Buckhead Express Bus Service (Town Center-Big Shanty P&R Option)

Project Sponsor: Buckhead CID

Project Type: Expansion

Mode Type: Commuter Bus/Express Bus

Capital Cost: \$-

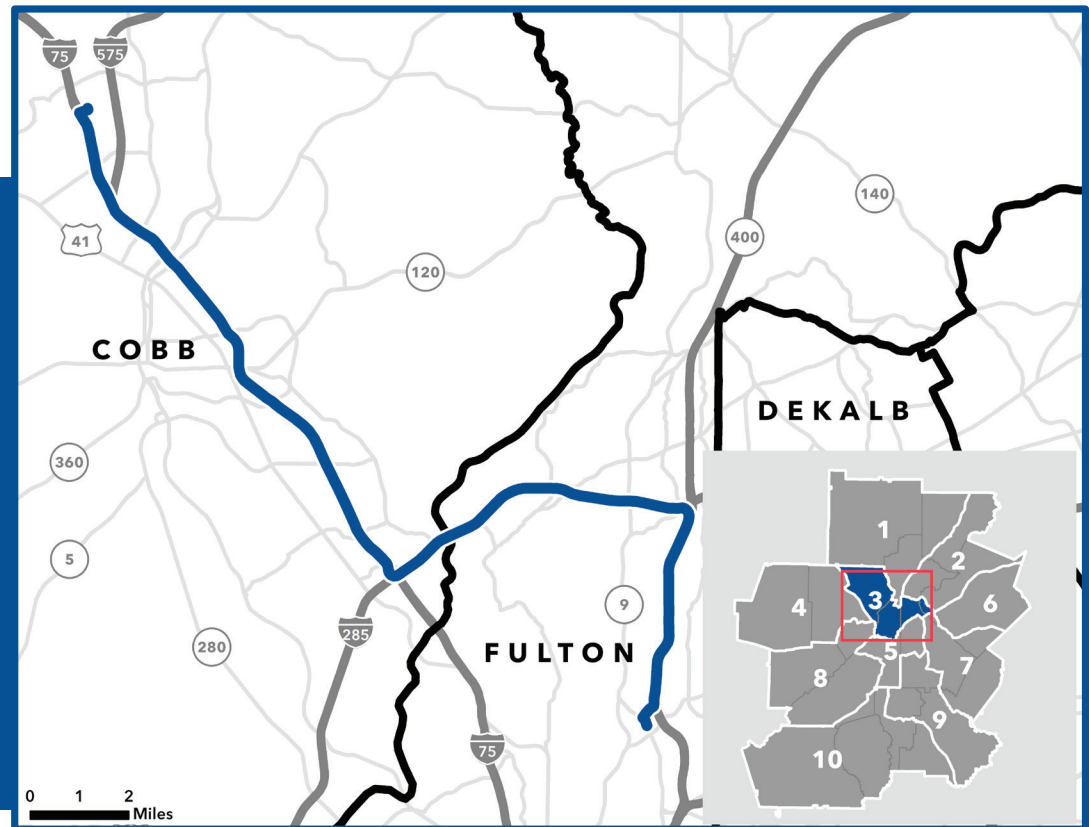
O&M Cost: \$11,137,500

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.

Alignment with Governing Principles



Return on Investment



Mobility and Access



Innovation



Economic Development and Land Use



Environmental



Equity

I-285 Transit in Express Lanes - Top End East

Project Sponsor: ATL

Project Type: Expansion

Mode Type: Bus Rapid Transit

Capital Cost: \$200,000,000

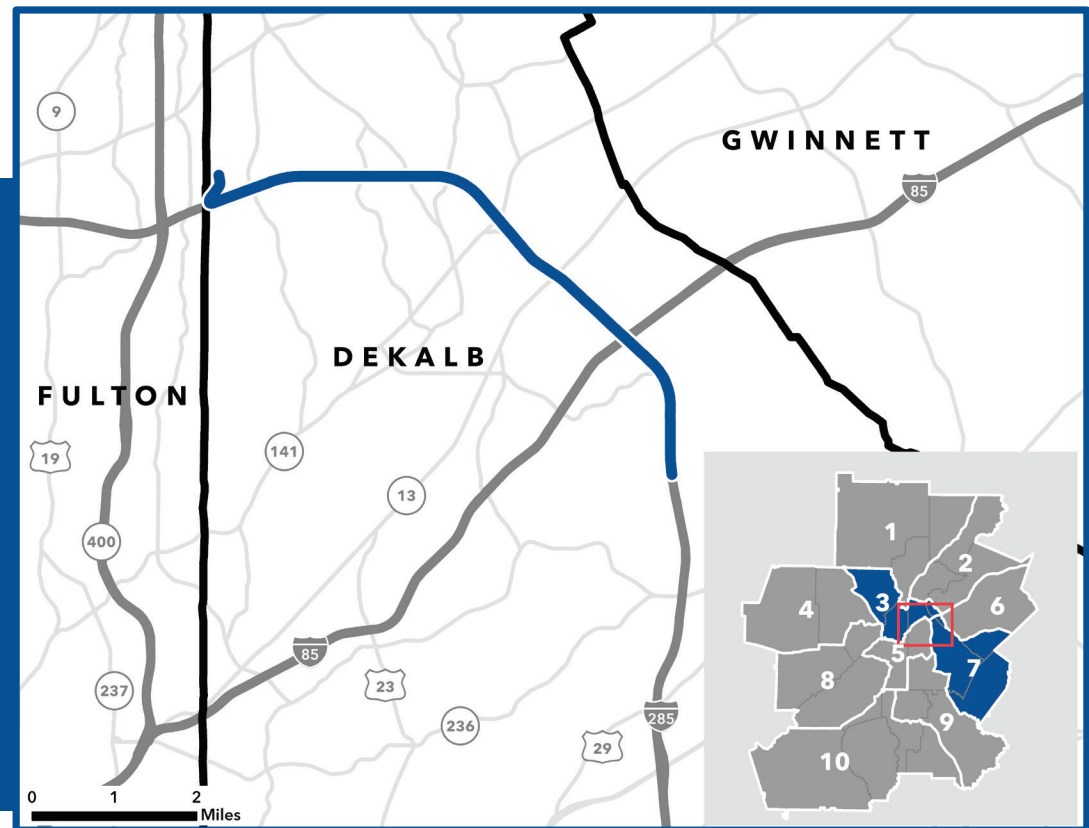
O&M Cost: \$80,000,000

District(s): 3,7

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 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.

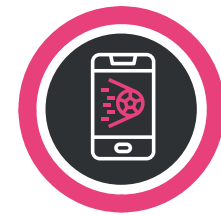
Alignment with Governing Principles



Return on Investment



Mobility and Access



Innovation



Economic Development and Land Use



Environmental



Equity

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

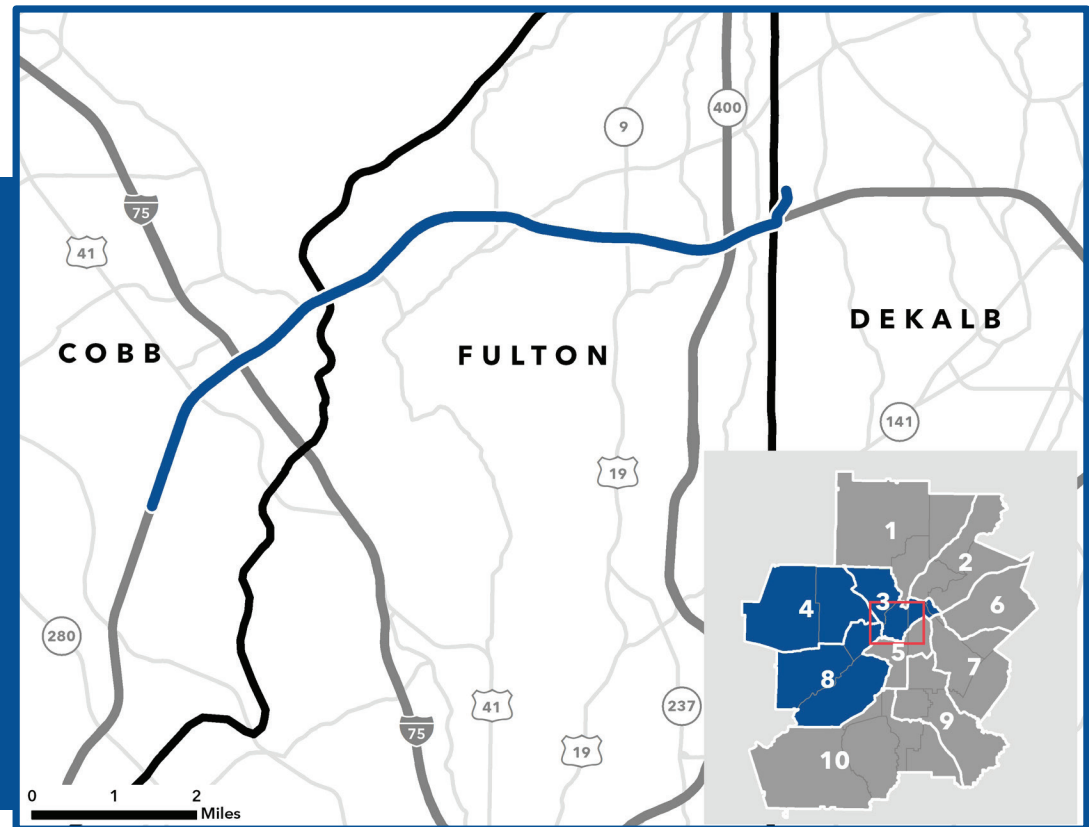
O&M Cost: \$80,000,000

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.

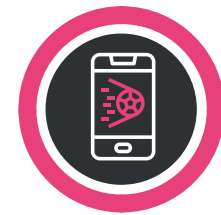
Alignment with Governing Principles



Return on Investment



Mobility and Access



Innovation



Economic Development and Land Use



Environmental



Equity

I-285 Transit in Express Lanes - Eastside

Project Sponsor: ATL

Project Type: Expansion

Mode Type: Bus Rapid Transit

Capital Cost: \$143,000,000

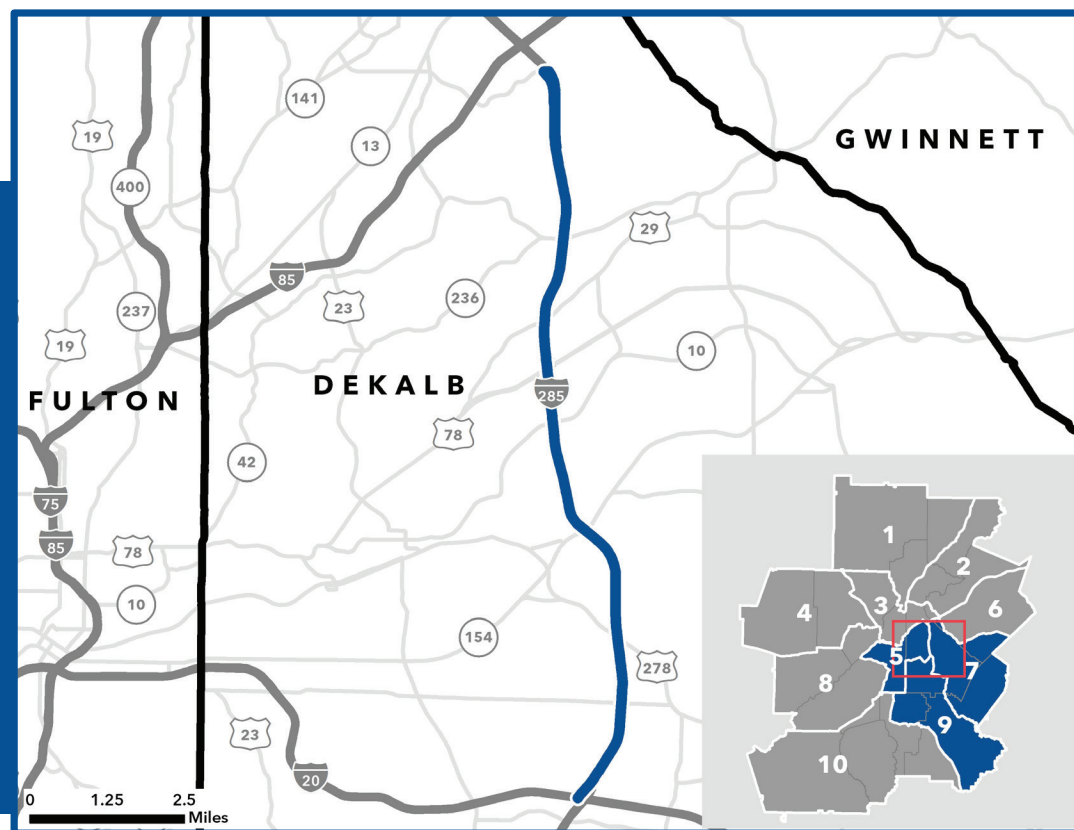
O&M Cost: \$80,000,000

District(s): 5,7,9

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.

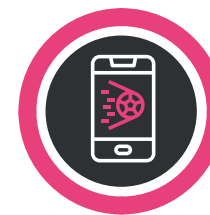
Alignment with Governing Principles



Return on Investment



Mobility and Access



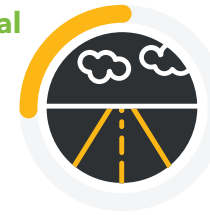
Innovation



Economic Development and Land Use



Environmental



Equity

I-285 Transit in Express Lanes - Westside

Project Sponsor: ATL

Project Type: Expansion

Mode Type: Bus Rapid Transit

Capital Cost: \$122,000,000

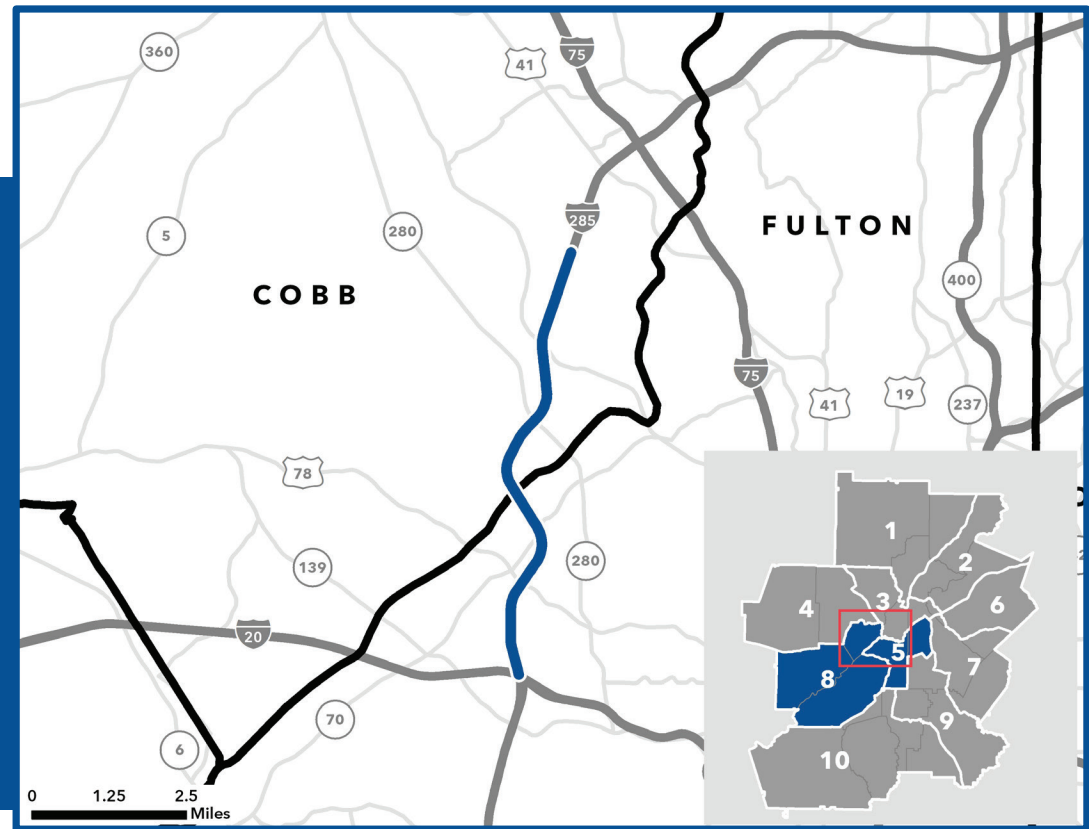
O&M Cost: \$80,000,000

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.

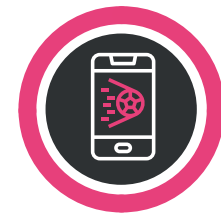
Alignment with Governing Principles



Return on Investment



Mobility and Access



Innovation



Economic Development and Land Use



Environmental



Equity

Gwinnett Place Transit Center Improvements

Project Sponsor: GCT

Project Type: Enhancement

Mode Type: Supportive Infrastructure

Capital Cost: \$20,500,000

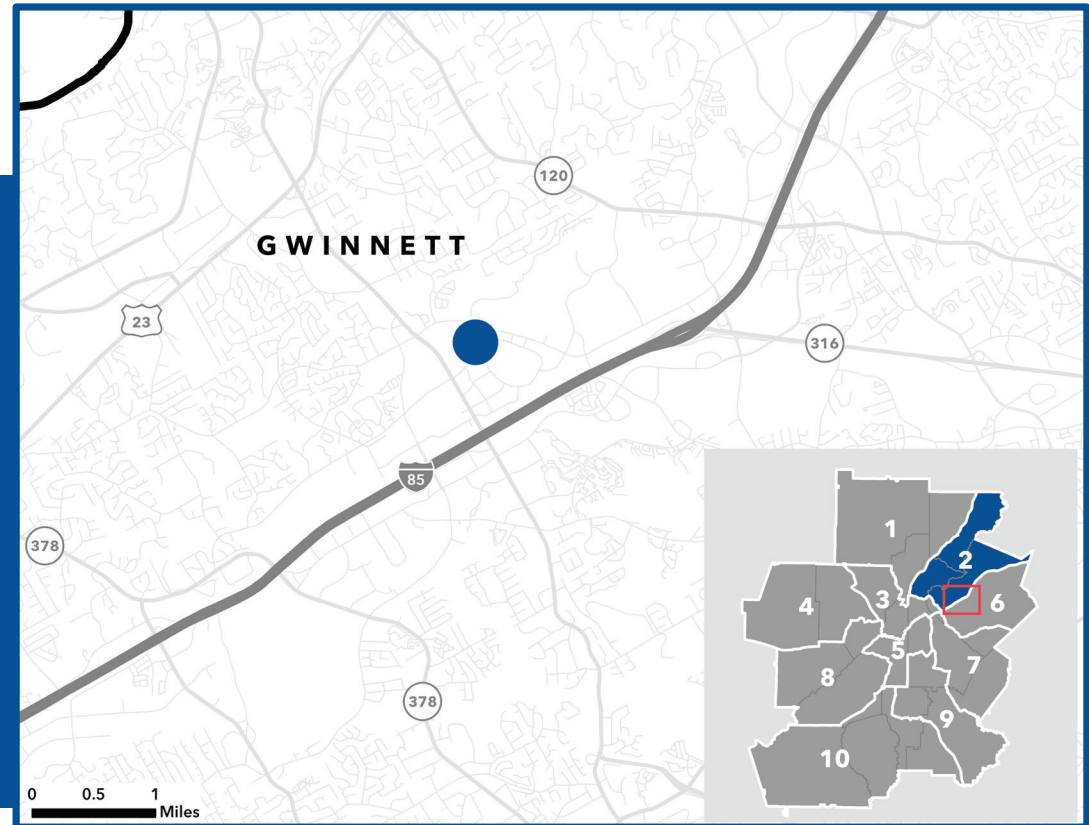
O&M Cost: \$-

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.

Alignment with Governing Principles



Return on Investment



Mobility and Access



Innovation



Economic Development and Land Use



Environmental



Equity

Georgia Gwinnett College Transit Center

Project Sponsor: GCT

Project Type: Expansion

Mode Type: Supportive Infrastructure

Capital Cost: \$10,250,000

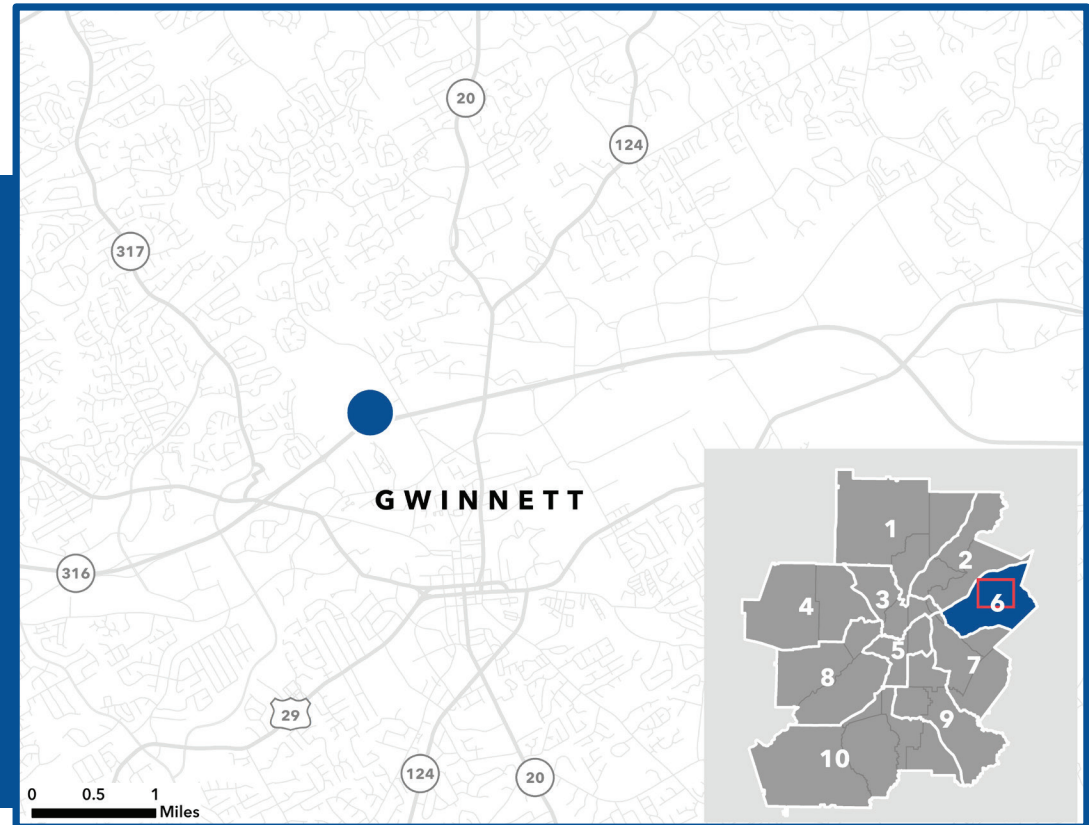
O&M Cost: \$-

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**



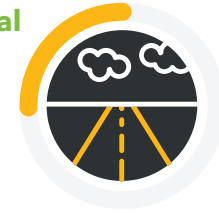
Innovation



**Economic
Development
and Land Use**



Environmental



Equity

I-985 Park-and-Ride Upgrades

Project Sponsor: GCT

Project Type: Enhancement

Mode Type: Supportive Infrastructure

Capital Cost: \$15,375,000

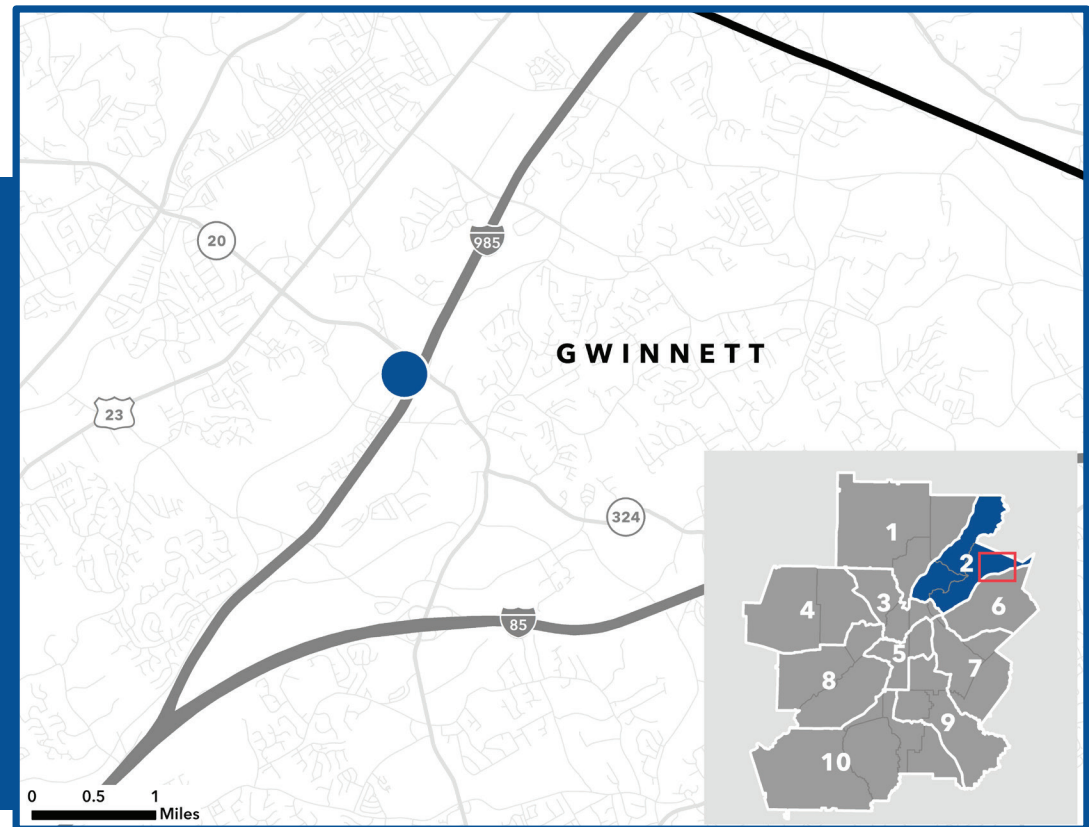
O&M Cost: \$-

District(s): 2

Quadrant: 2b: Low Impact/Low Cost

Regionally Significant: No

Planning Horizon: Undetermined



Project Description

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.

Alignment with Governing Principles



Return on Investment



Mobility and Access



Innovation



Economic Development and Land Use



Environmental



Equity

Vehicles for Paratransit Expansion

Project Sponsor: Connect Douglas

Project Type: Expansion

Mode Type: Fixed Route Bus

Capital Cost: \$455,000

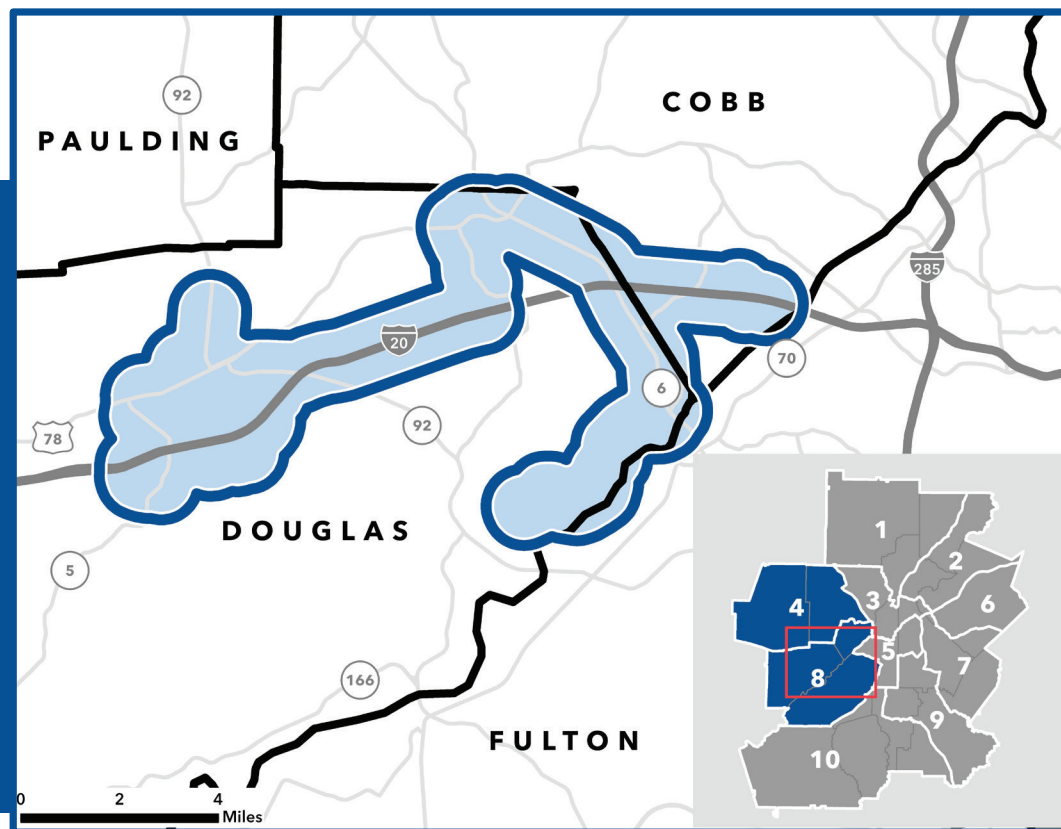
O&M Cost: \$49,000

District(s): 4,8

Quadrant: 2b: Low Impact/Low Cost

Regionally Significant: No

Planning Horizon: 6-year horizon



Project Description

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.

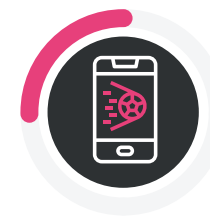
Alignment with Governing Principles



Return on Investment



Mobility and Access



Innovation



Economic Development and Land Use



Environmental



Equity

Local Bus Enhancement Route 10

Project Sponsor: GCT

Project Type: Enhancement

Mode Type: Fixed Route Bus

Capital Cost: \$3,229,000

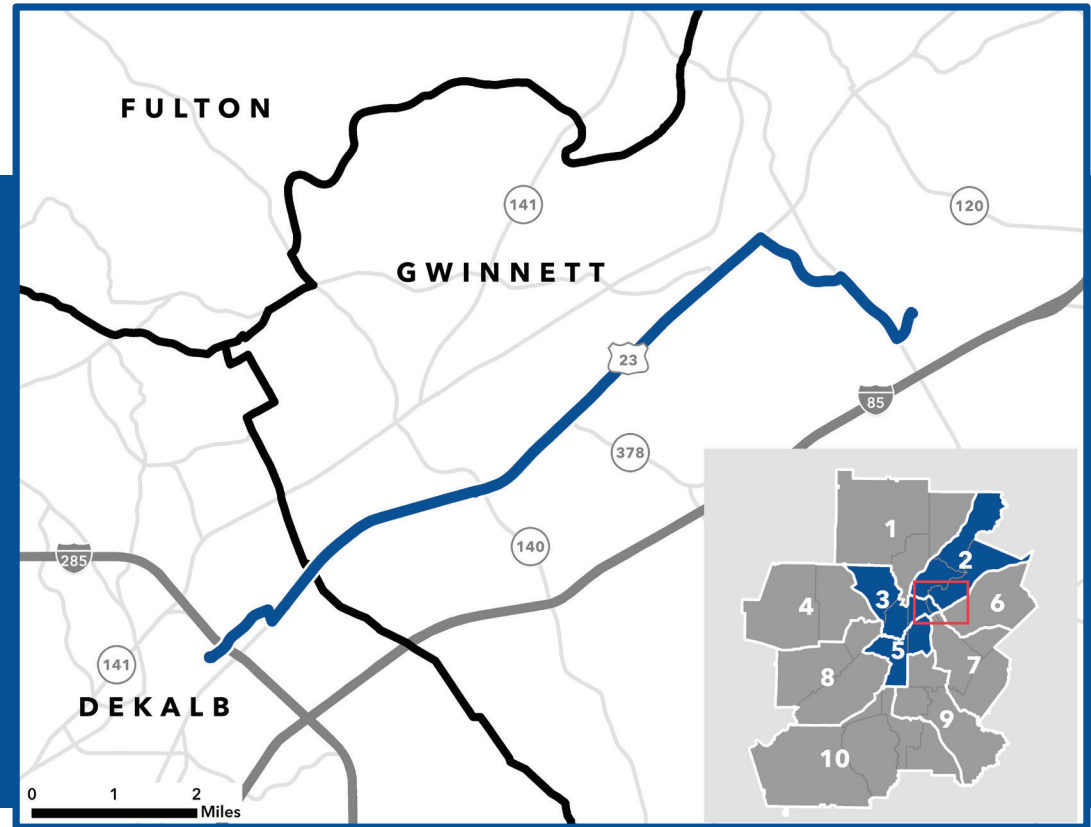
O&M Cost: \$61,857,000

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 a 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

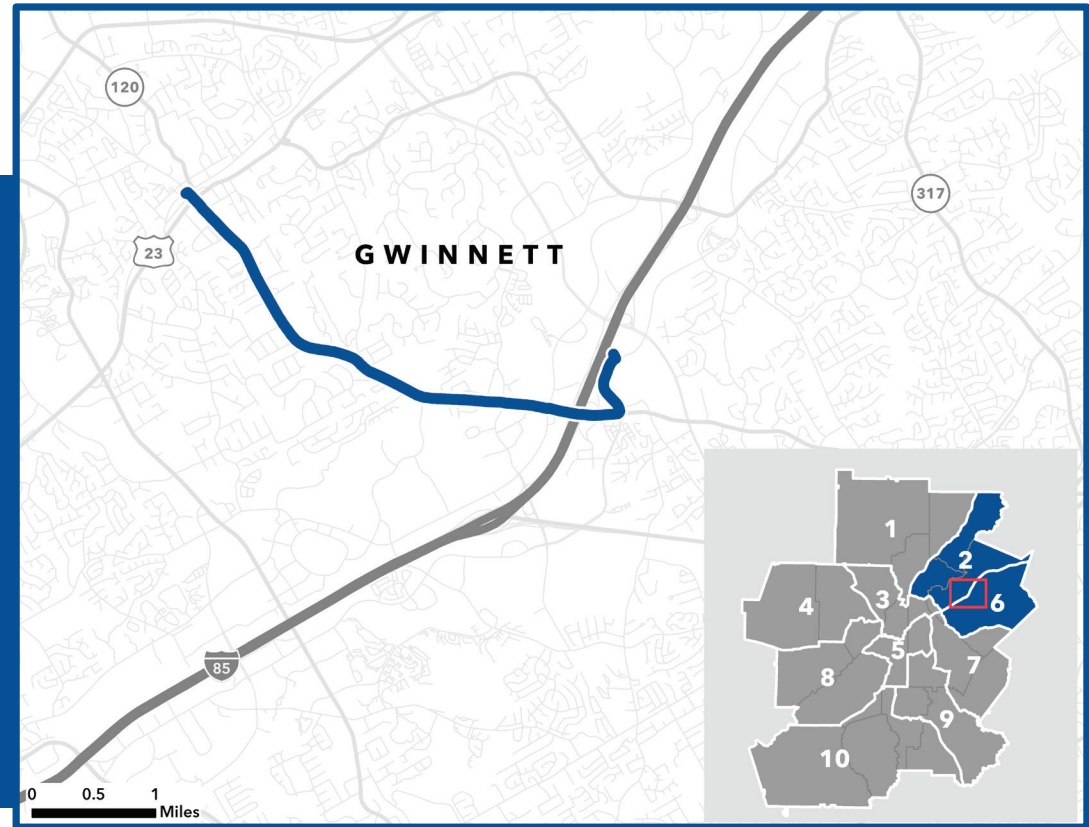
O&M Cost: \$13,073,000

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.

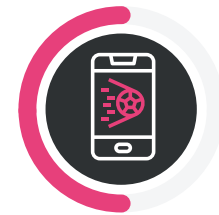
Alignment with Governing Principles



Return on Investment



Mobility and Access



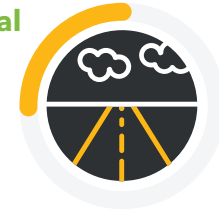
Innovation



Economic Development and Land Use



Environmental



Equity

Local Bus Enhancement Route 20

Project Sponsor: GCT

Project Type: Enhancement

Mode Type: Fixed Route Bus

Capital Cost: \$2,691,000.00

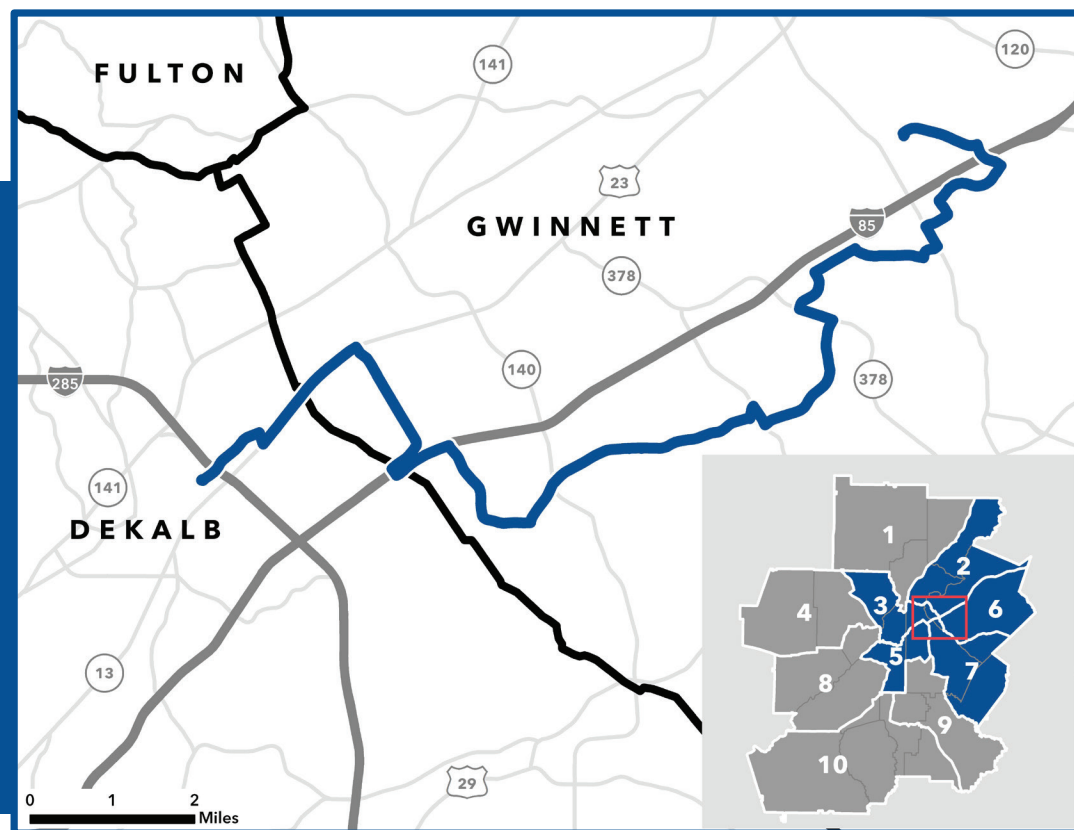
O&M Cost: \$64,867,000.00

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

Local Bus Enhancement Route 35

Project Sponsor: GCT

Project Type: Enhancement

Mode Type: Fixed Route Bus

Capital Cost: \$4,305,000

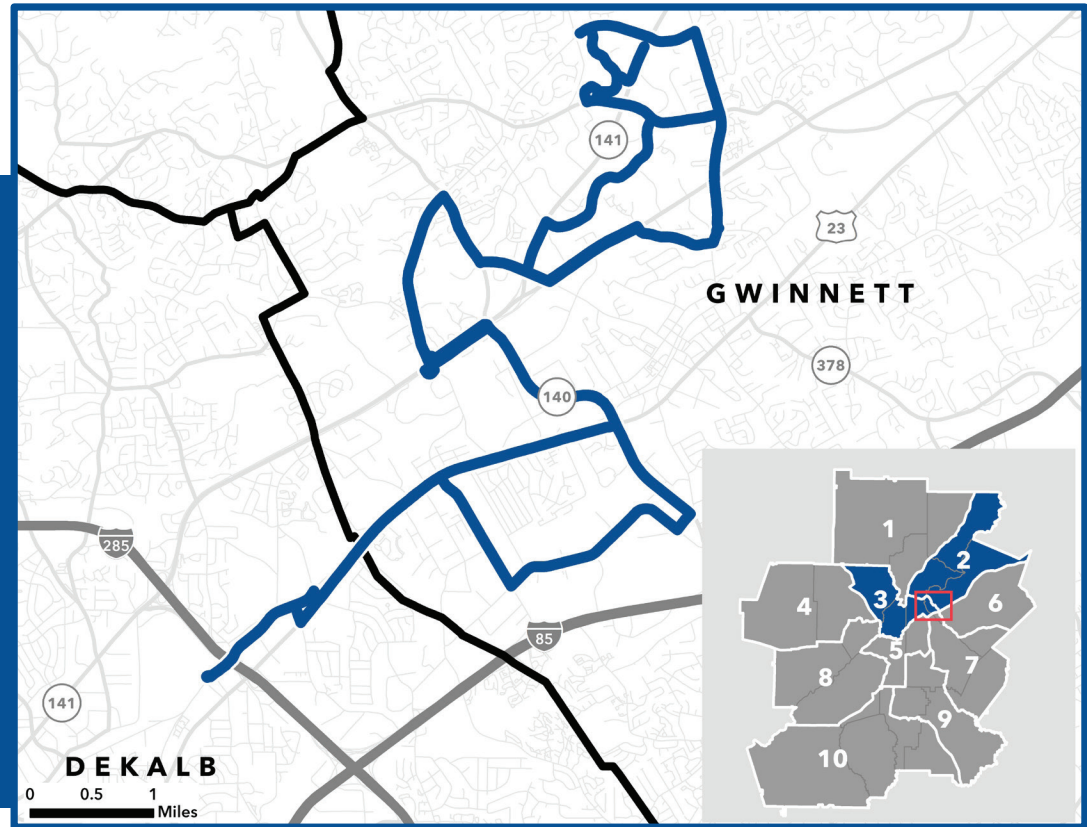
O&M Cost: \$84,152,000

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

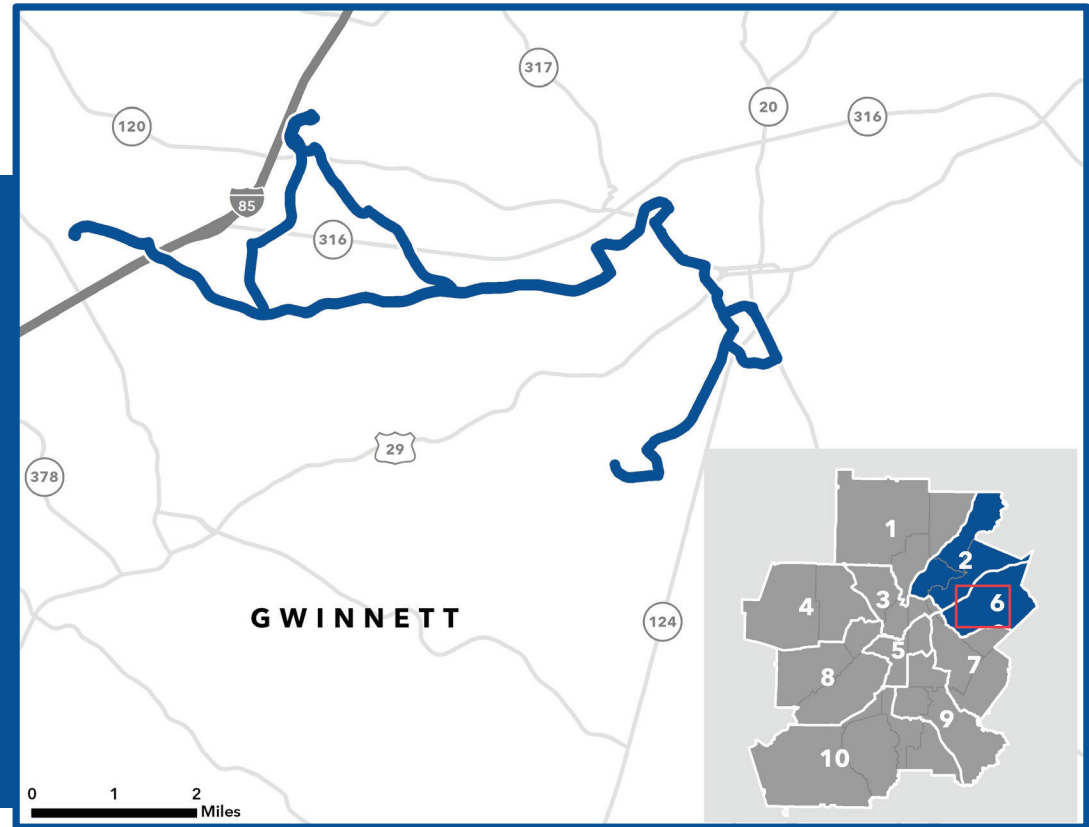
O&M Cost: \$37,831,000

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

Local Bus Enhancement Route 45

Project Sponsor: GCT

Project Type: Enhancement

Mode Type: Fixed Route Bus

Capital Cost: \$538,000

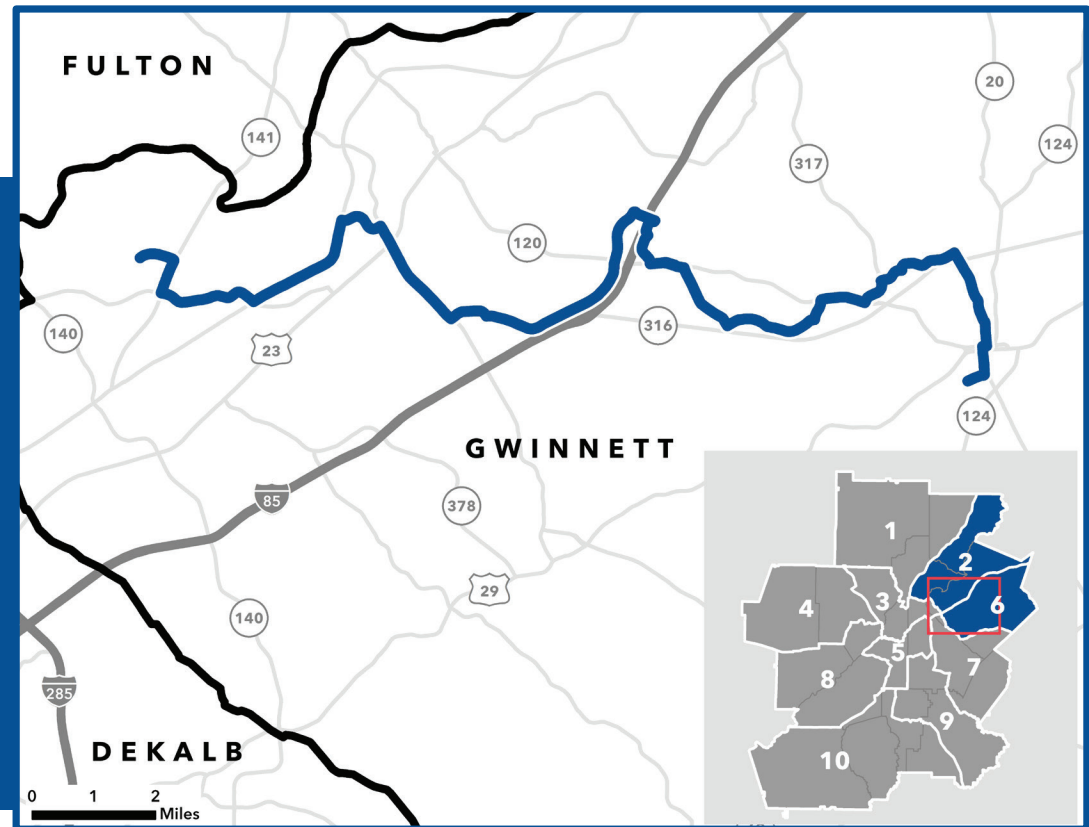
O&M Cost: \$37,831,000

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.

Alignment with Governing Principles



Return on Investment



Mobility and Access



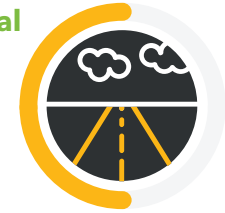
Innovation



Economic Development and Land Use



Environmental



Equity

Local Bus Expansion Route 55

Project Sponsor: GCT

Project Type: Expansion

Mode Type: Fixed Route Bus

Capital Cost: \$2,691,000

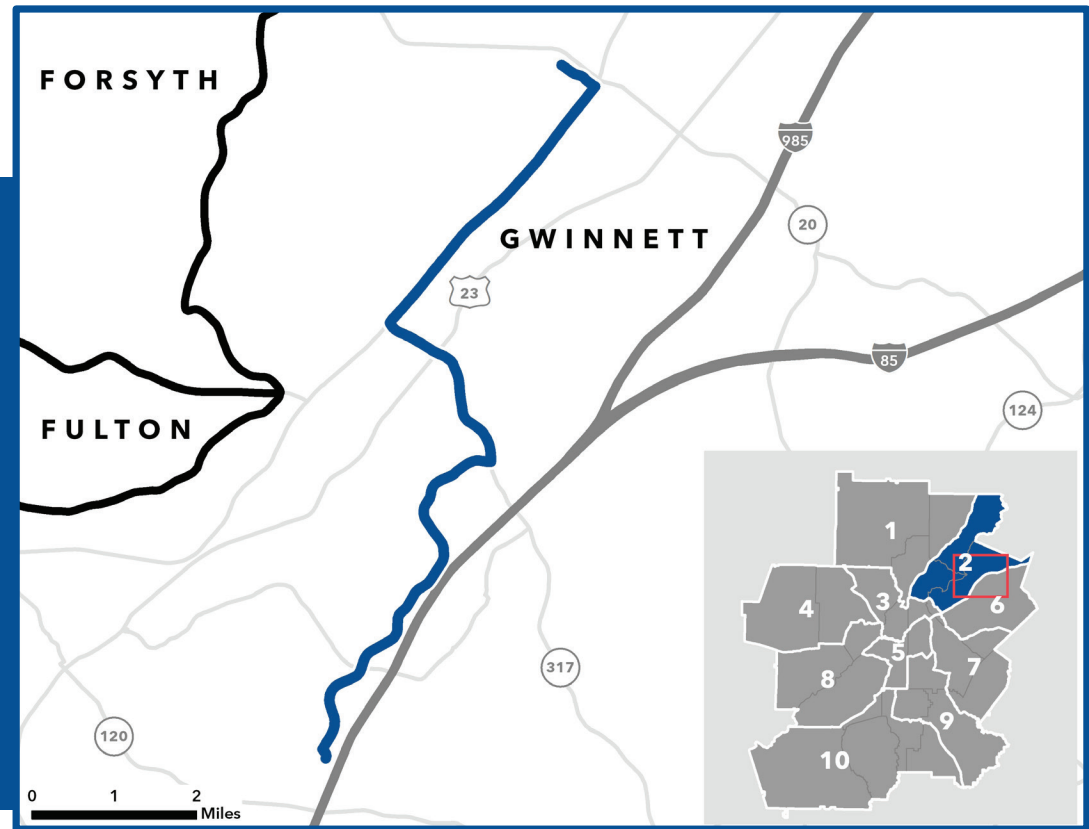
O&M Cost: \$26,110,000

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.

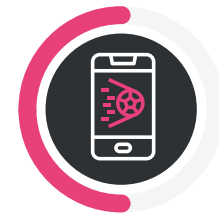
Alignment with Governing Principles



Return on Investment



Mobility and Access



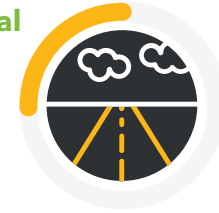
Innovation



Economic Development and Land Use



Environmental



Equity

Local Bus Expansion Route 65

Project Sponsor: GCT

Project Type: Expansion

Mode Type: Fixed Route Bus

Capital Cost: \$6,458,000

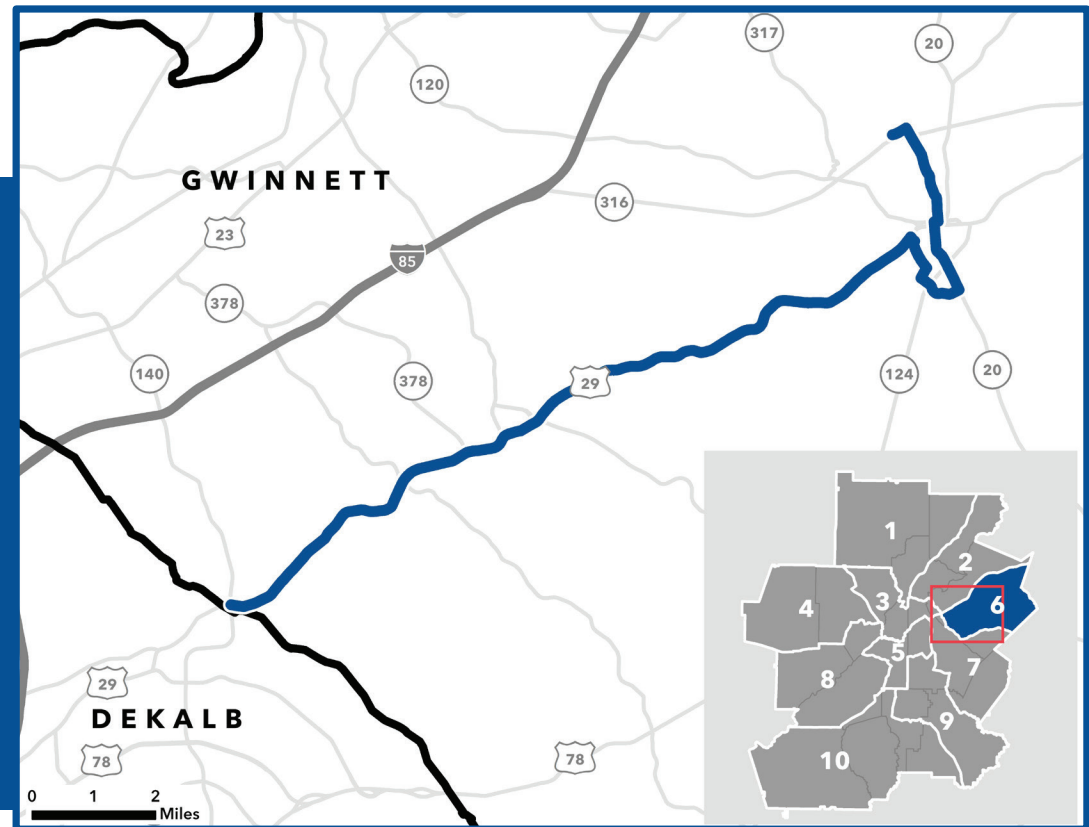
O&M Cost: \$64,573,000

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 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.

Alignment with Governing Principles



Return on Investment



Mobility and Access



Innovation



Economic Development and Land Use



Environmental



Equity

Local Bus Expansion Route 75

Project Sponsor: GCT

Project Type: Expansion

Mode Type: Fixed Route Bus

Capital Cost: \$1,076,000

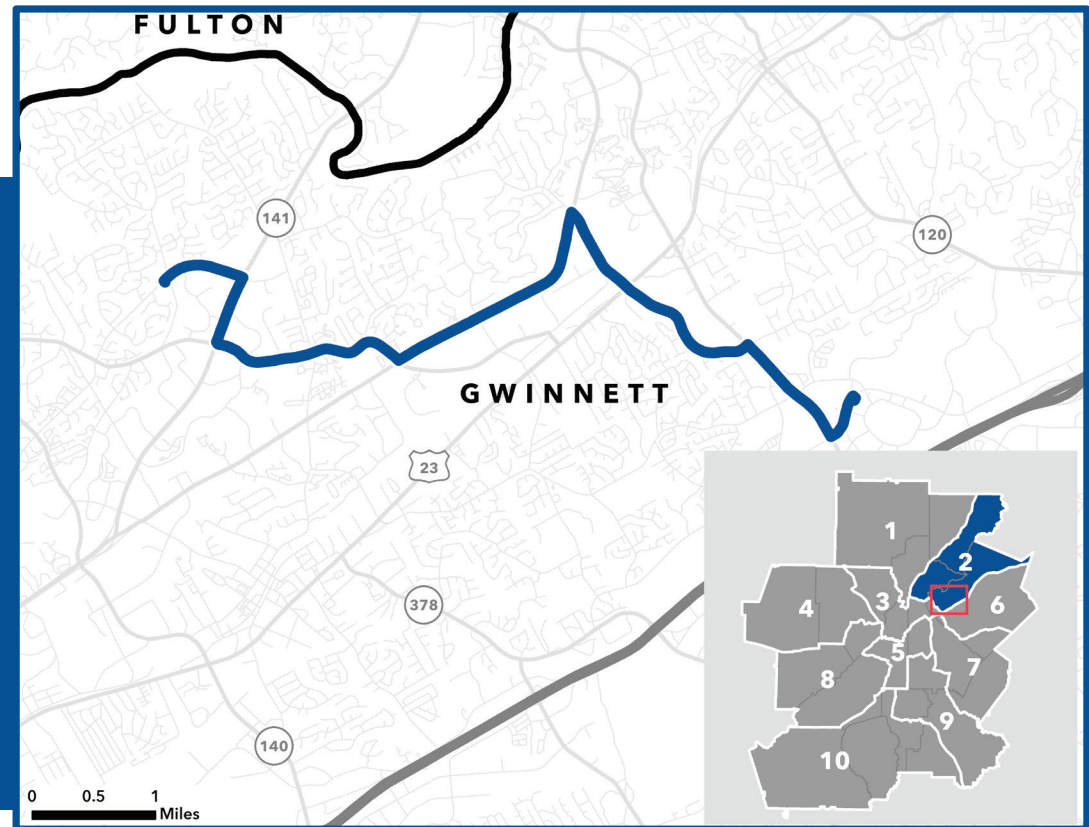
O&M Cost: \$10,416,000

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.

Alignment with Governing Principles



Return on Investment



Mobility and Access



Innovation



Economic Development and Land Use



Environmental



Equity

Local Bus Expansion Route 80

Project Sponsor: GCT

Project Type: Expansion

Mode Type: Fixed Route Bus

Capital Cost: \$1,076,000

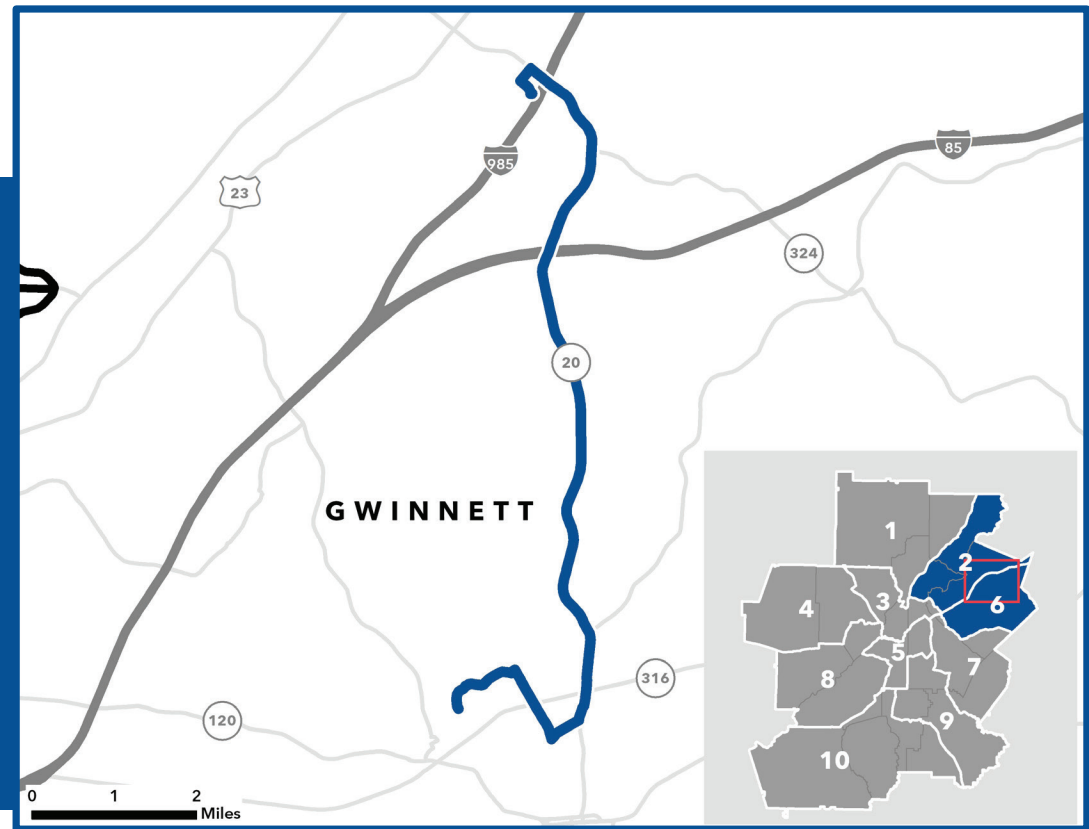
O&M Cost: \$13,275,000

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



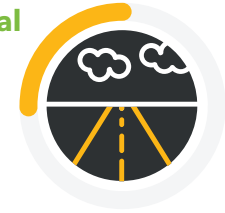
Innovation



Economic Development and Land Use



Environmental



Equity

Local Bus Expansion Route 85

Project Sponsor: GCT

Project Type: Expansion

Mode Type: Fixed Route Bus

Capital Cost: \$2,691,000

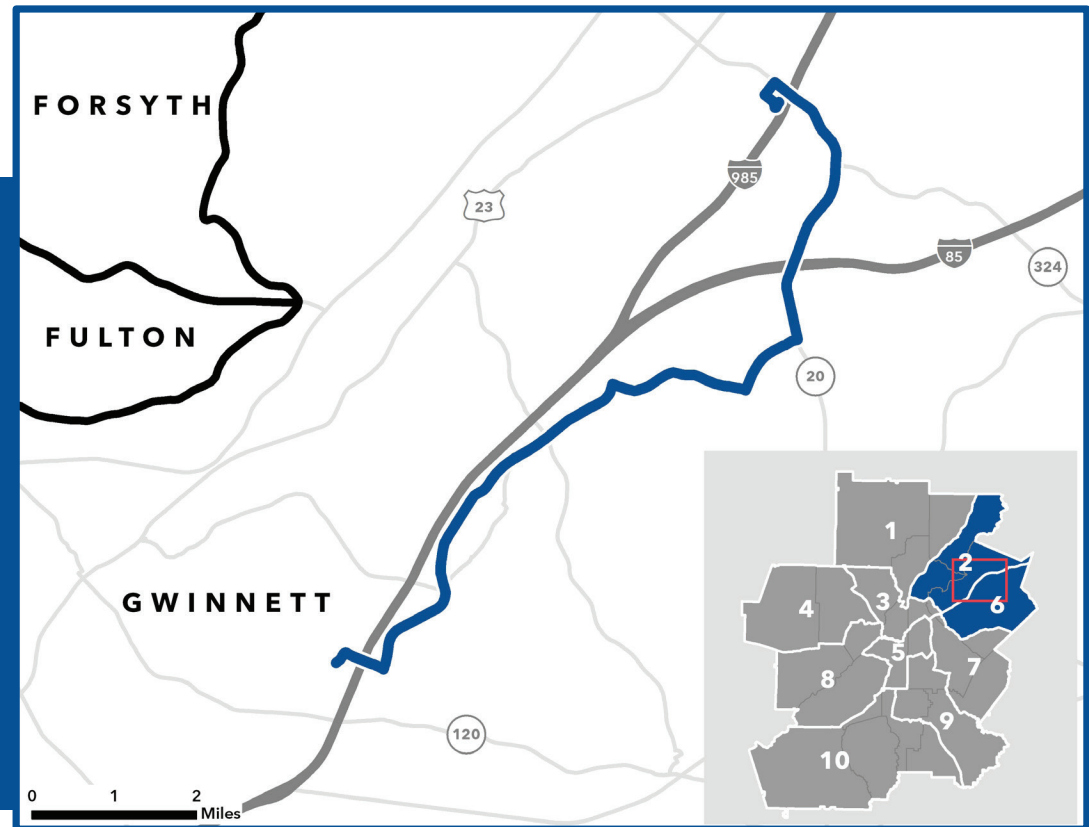
O&M Cost: \$35,315,000

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



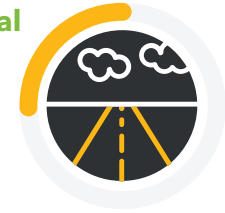
Innovation



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

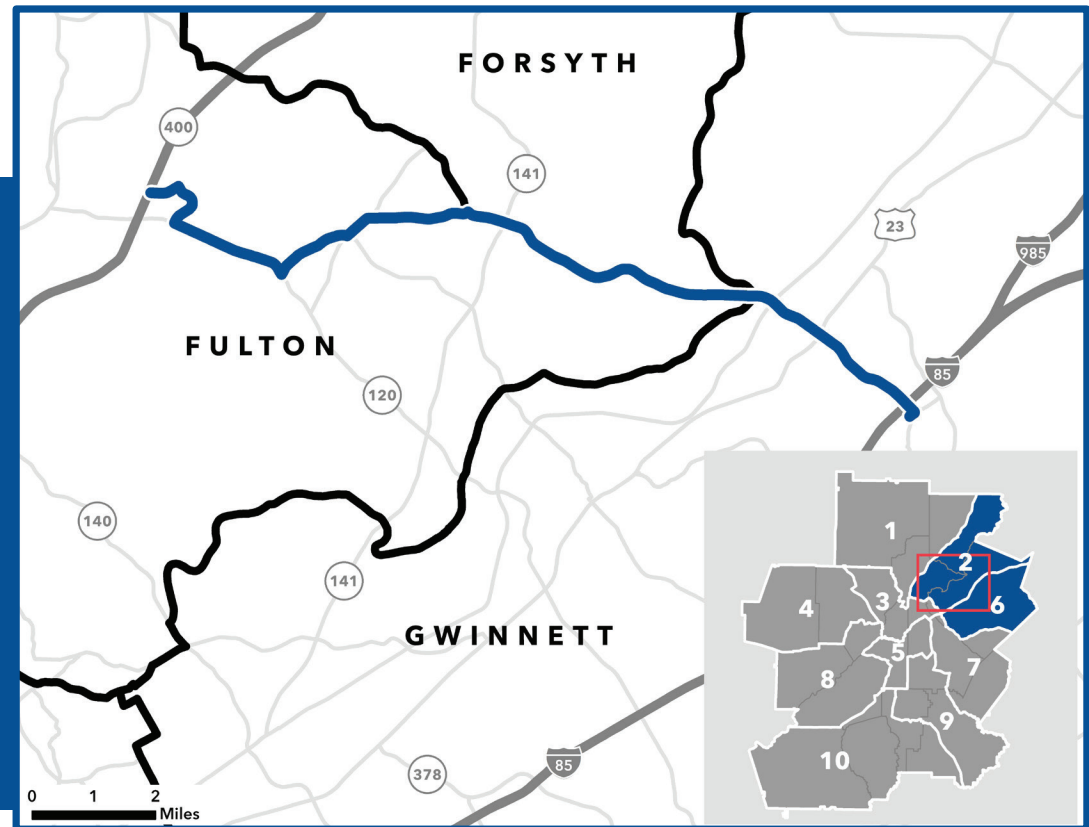
O&M Cost: \$23,935,000

District(s): 2,6

Quadrant: 2b: Low Impact/Low Cost

Regionally Significant: Yes

Planning Horizon: Undetermined



Project Description

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.

Alignment with Governing Principles



Return on Investment



Mobility and Access



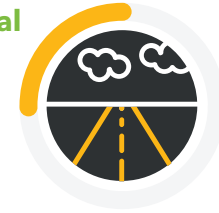
Innovation



Economic Development and Land Use



Environmental



Equity

Local Bus Expansion Route RG2

Project Sponsor: GCT

Project Type: Expansion

Mode Type: Fixed Route Bus

Capital Cost: \$1,076,000

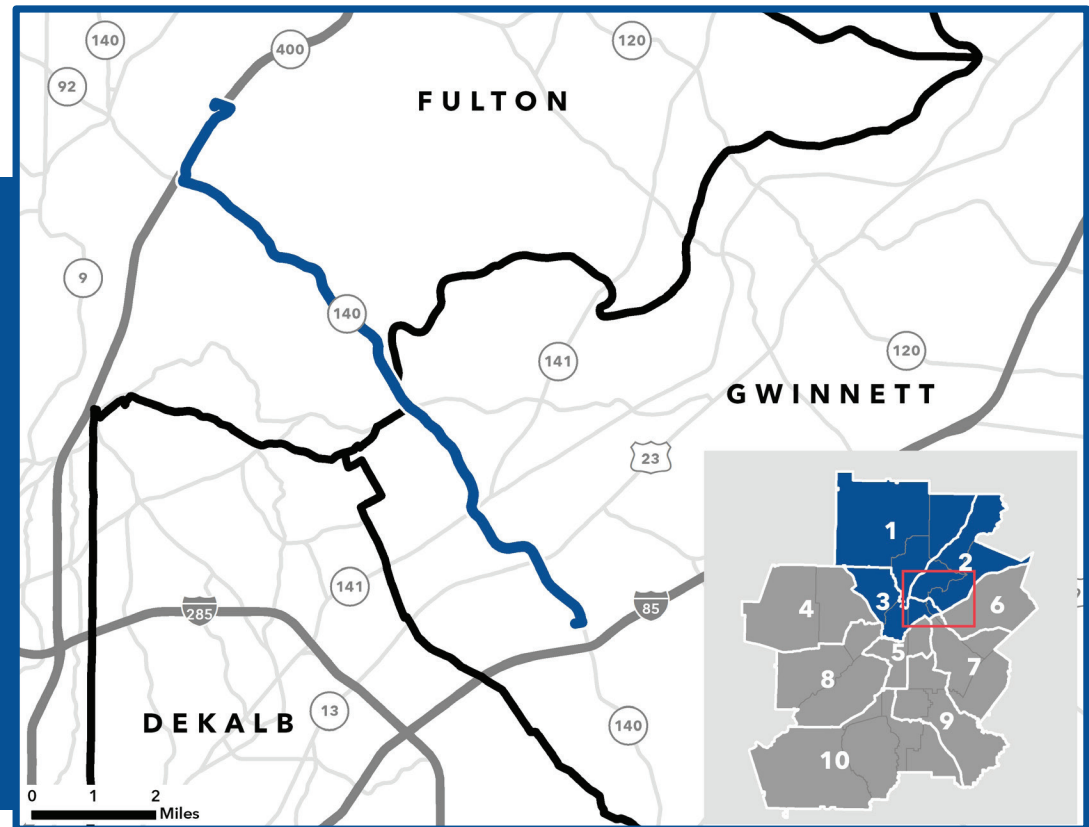
O&M Cost: \$17,586,000

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



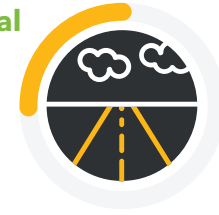
Innovation



Economic Development and Land Use



Environmental



Equity

Local Bus Expansion Route GW1

Project Sponsor: GCT

Project Type: Expansion

Mode Type: Fixed Route Bus

Capital Cost: \$3,767,000

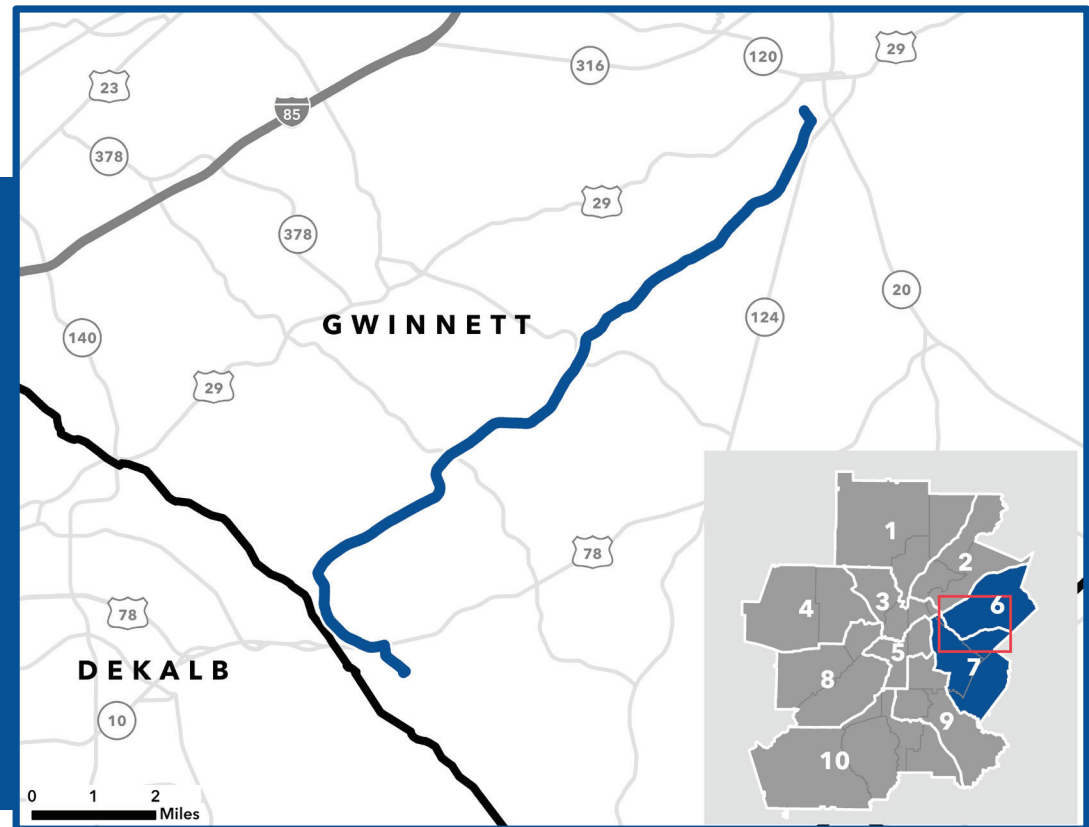
O&M Cost: \$49,732,000

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



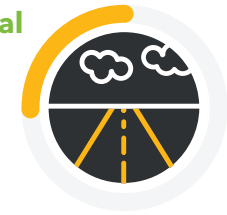
Innovation



Economic Development and Land Use



Environmental



Equity

Local Bus Expansion Route GW2

Project Sponsor: GCT

Project Type: Expansion

Mode Type: Fixed Route Bus

Capital Cost: \$3,767,000

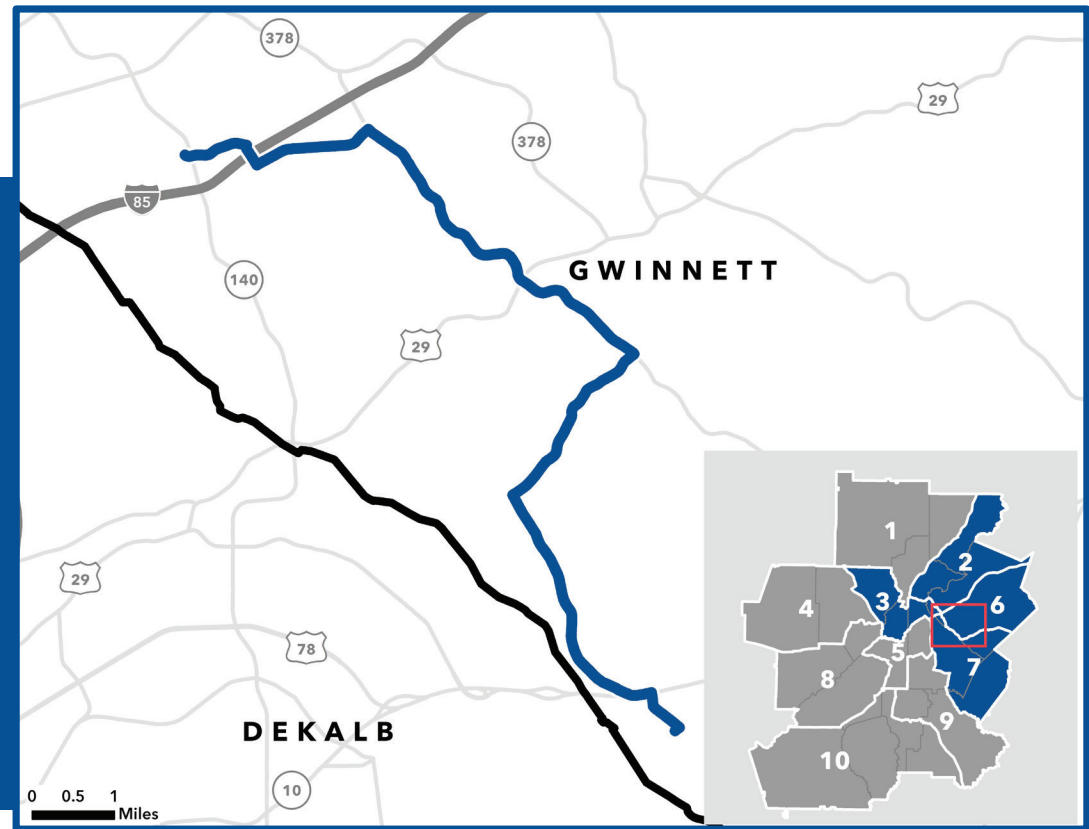
O&M Cost: \$46,555,000

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 a level of service with 30-minute all day frequencies on weekdays.

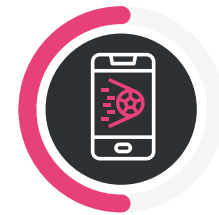
Alignment with Governing Principles



Return on Investment



Mobility and Access



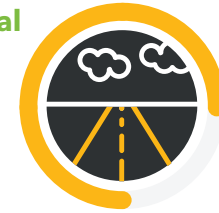
Innovation



Economic Development and Land Use



Environmental



Equity

Local Bus Expansion Route GW3

Project Sponsor: GCT

Project Type: Expansion

Mode Type: Fixed Route Bus

Capital Cost: \$2,691,000

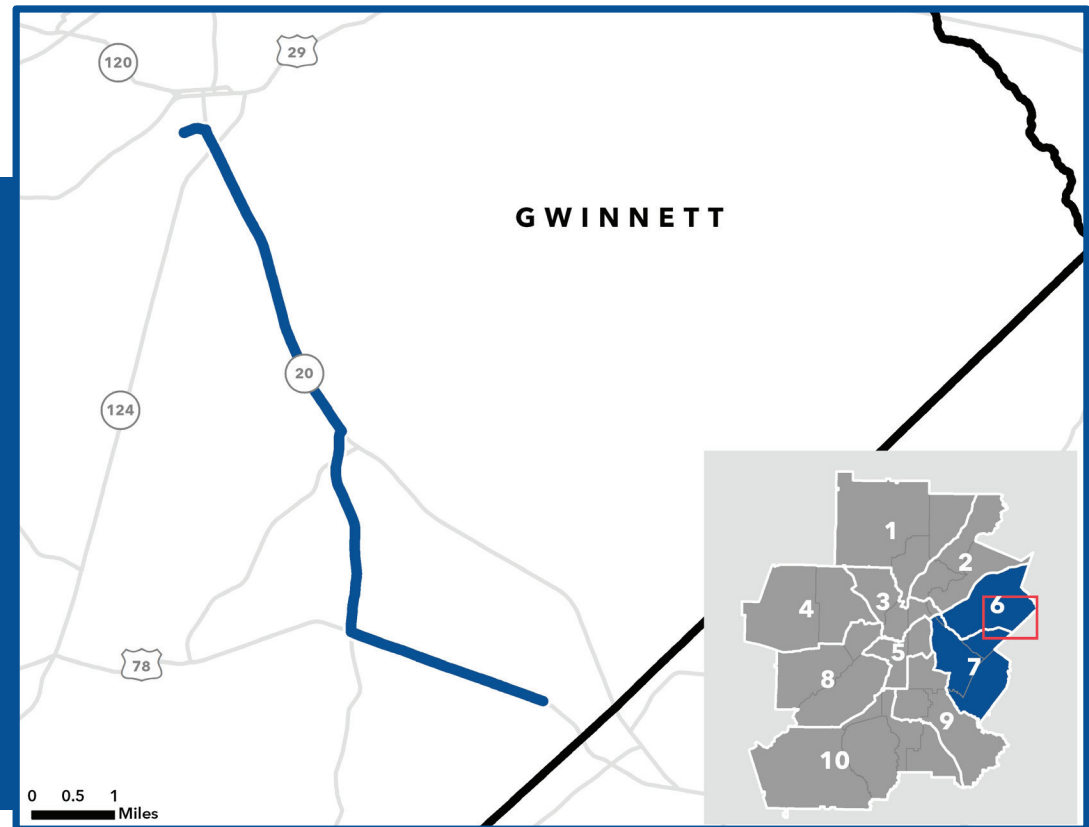
O&M Cost: \$30,191,000

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.

Alignment with Governing Principles



Return on Investment



Mobility and Access



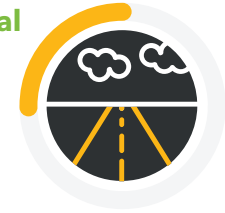
Innovation



Economic Development and Land Use



Environmental



Equity

Local Bus Expansion Route GW4

Project Sponsor: GCT

Project Type: Expansion

Mode Type: Fixed Route Bus

Capital Cost: \$2,153,000.00

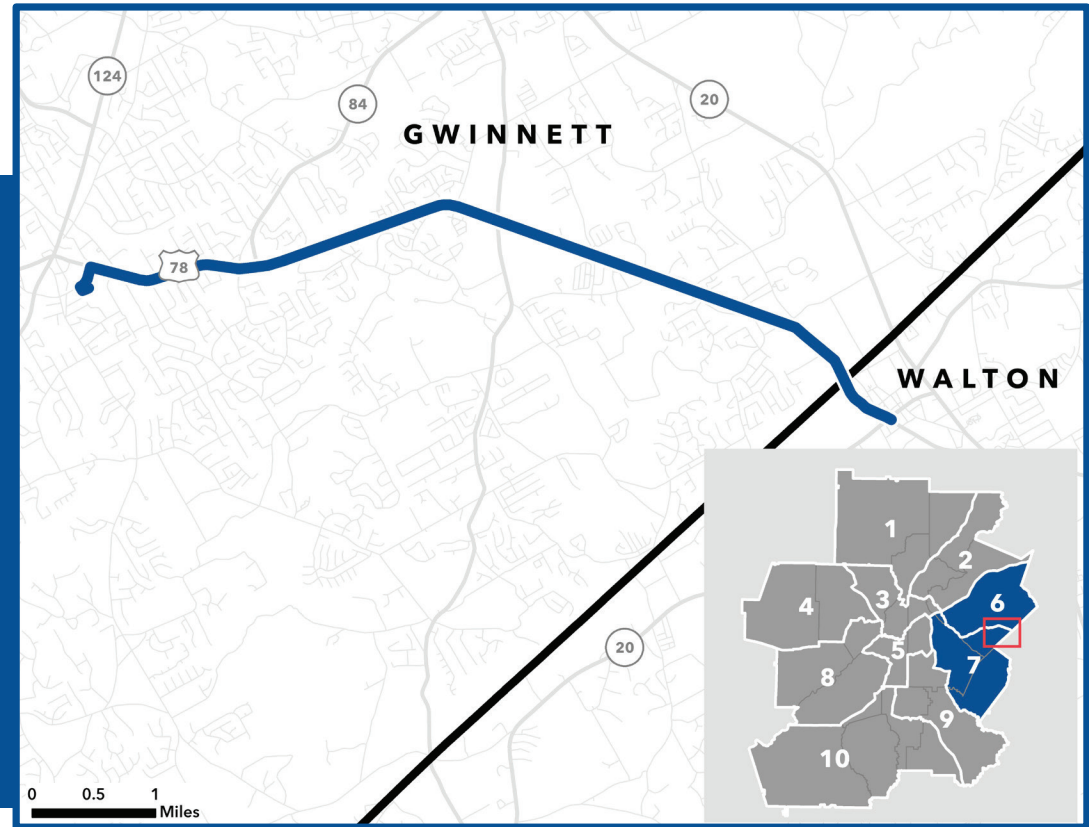
O&M Cost: \$19,726,000.00

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 a level of service with 30-minute all day frequencies on weekdays.

Alignment with Governing Principles



Return on Investment



Mobility and Access



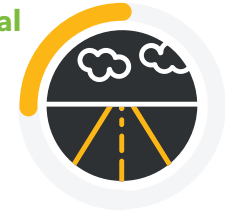
Innovation



Economic Development and Land Use



Environmental



Equity

Local Bus Expansion Route RG3

Project Sponsor: GCT

Project Type: Expansion

Mode Type: Fixed Route Bus

Capital Cost: \$2,153,000

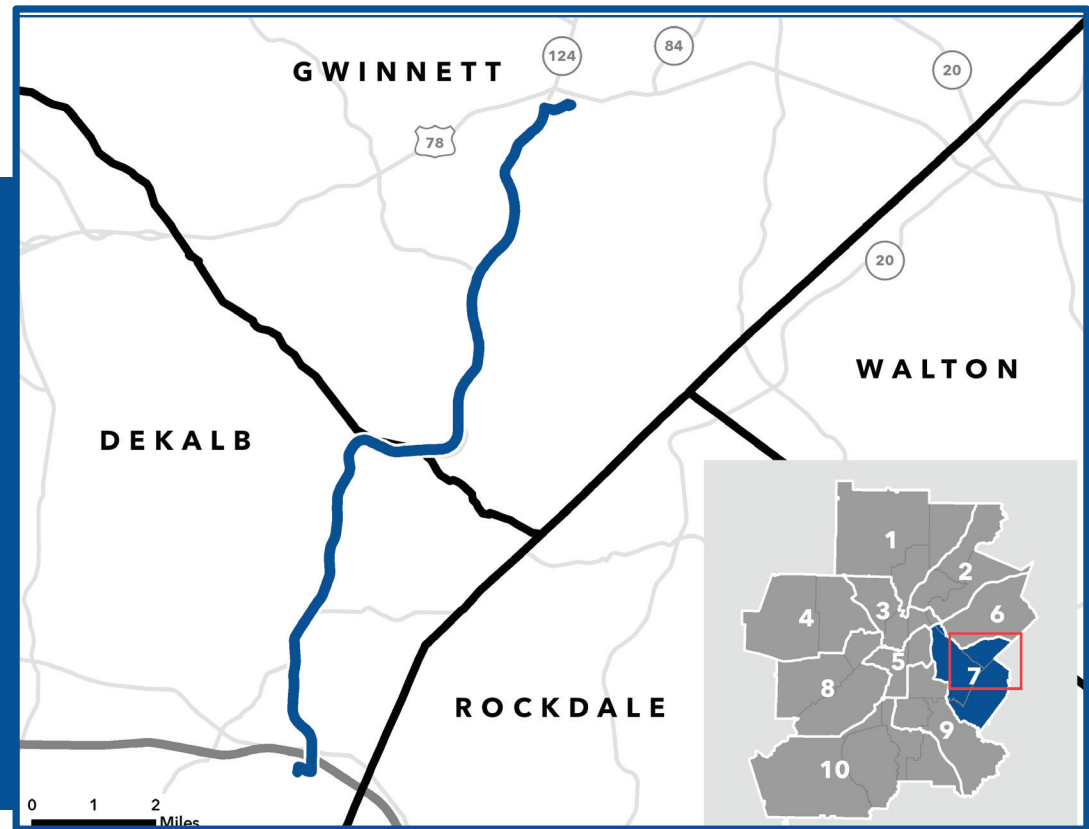
O&M Cost: \$24,905,000

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



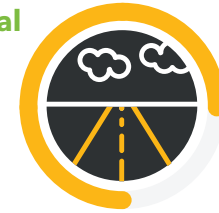
Innovation



Economic Development and Land Use



Environmental



Equity

Local Bus Expansion Route GW6

Project Sponsor: GCT

Project Type: Expansion

Mode Type: Fixed Route Bus

Capital Cost: \$1,076,000

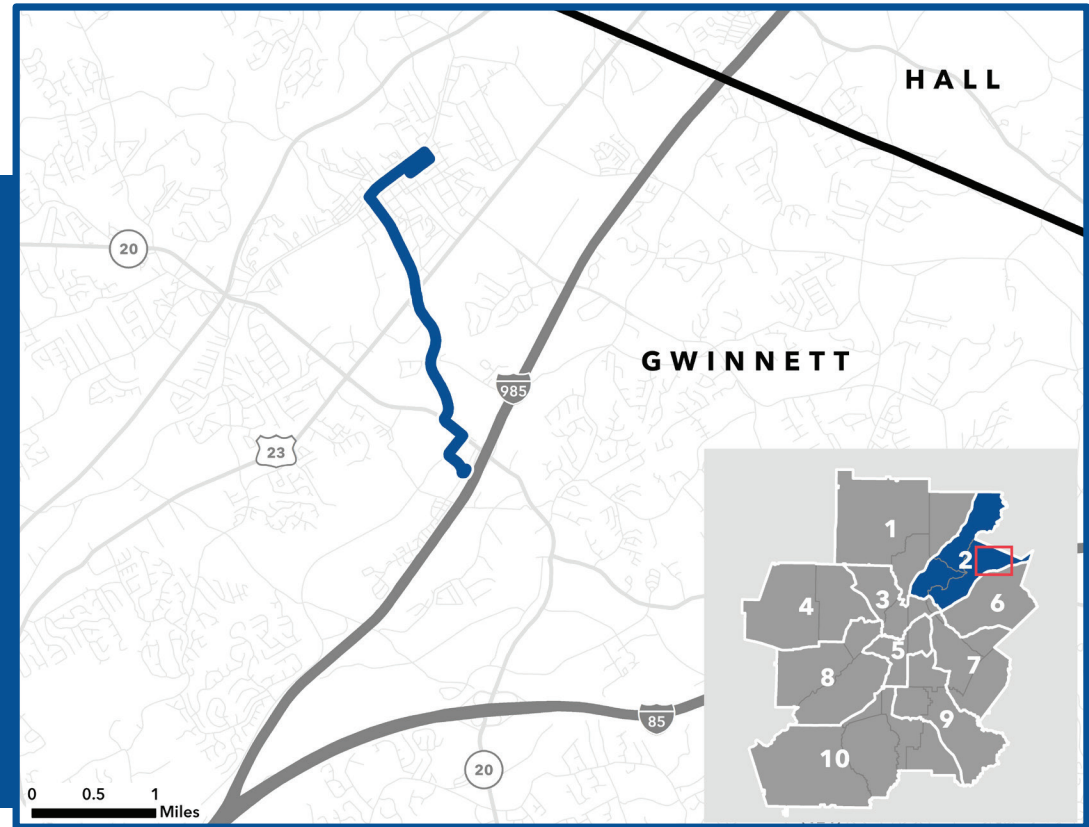
O&M Cost: \$9,666,000

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



Return on Investment



Mobility and Access



Innovation



Economic Development and Land Use



Environmental



Equity

Local Bus Expansion Route GW7

Project Sponsor: GCT

Project Type: Expansion

Mode Type: Fixed Route Bus

Capital Cost: \$4,305,000

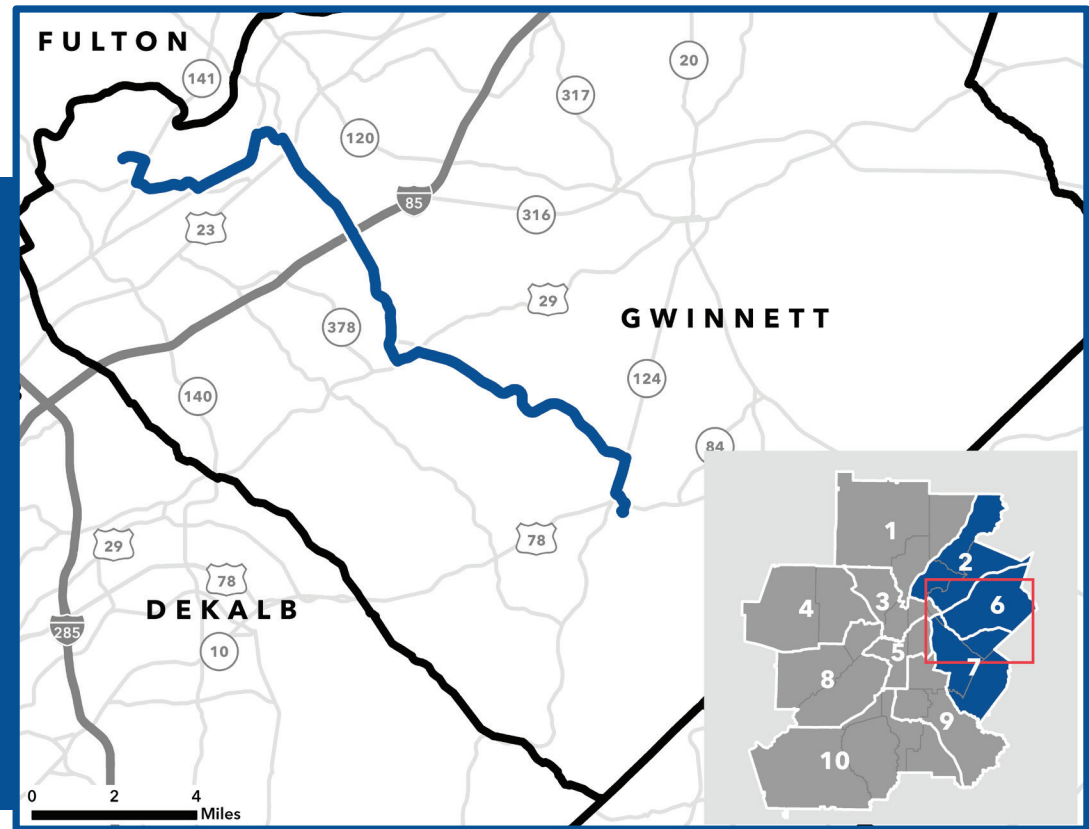
O&M Cost: \$57,696,000

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.

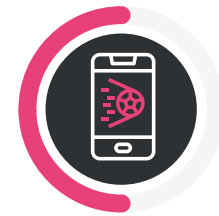
Alignment with Governing Principles



Return on Investment



Mobility and Access



Innovation



Economic Development and Land Use



Environmental



Equity

Direct Connect Expansion Route 401

Project Sponsor: GCT

Project Type: Expansion

Mode Type: Fixed-Route Bus

Capital Cost: \$4,869,000

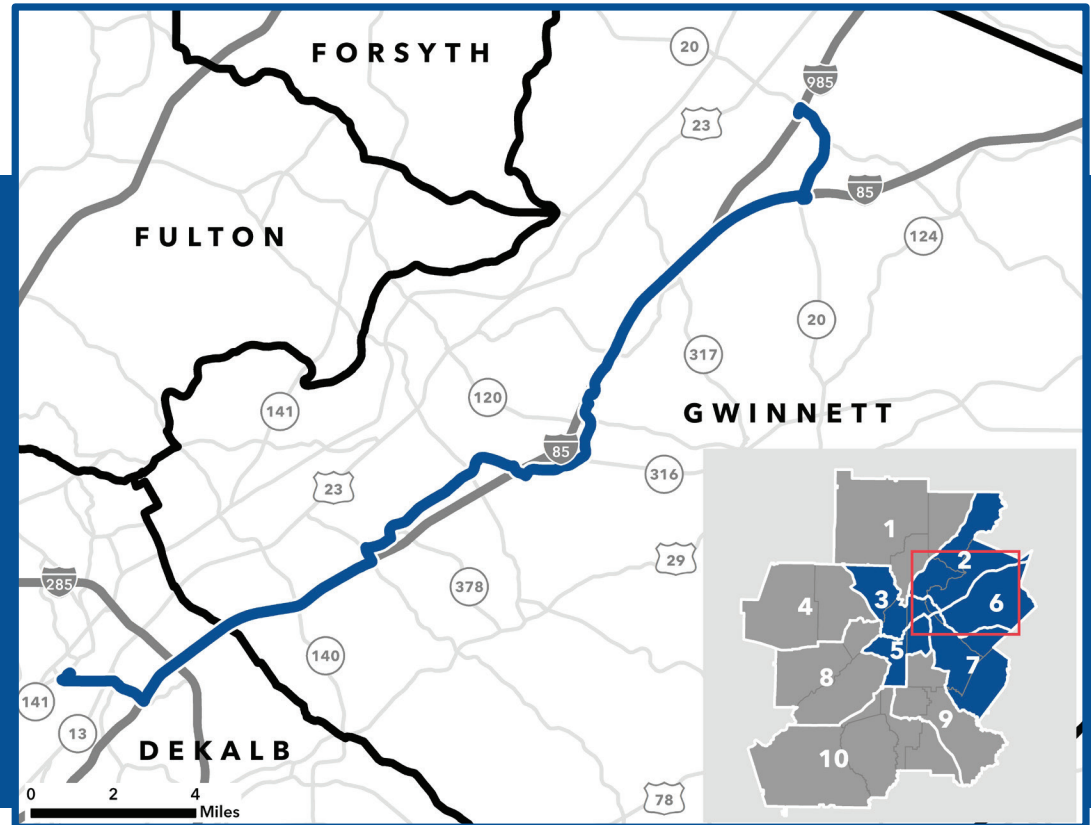
O&M Cost: \$38,675,000

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



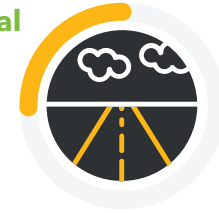
Innovation



Economic Development and Land Use



Environmental



Equity

Direct Connect Expansion Route 402

Project Sponsor: GCT

Project Type: Expansion

Mode Type: Fixed-Route Bus

Capital Cost: \$4,869,000

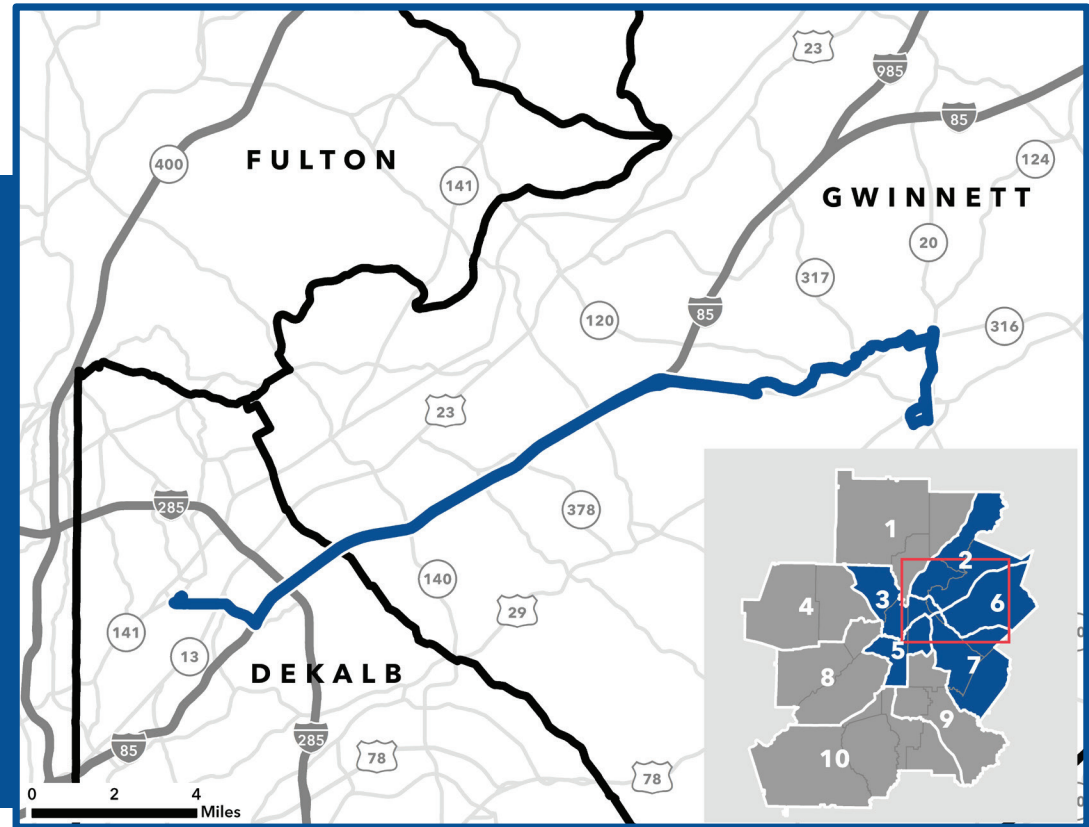
O&M Cost: \$33,612,000

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

Express Commuter Bus Enhancement Route 101

Project Sponsor: GCT

Project Type: Enhancement

Mode Type: Commuter Bus/Express Bus

Capital Cost: \$7,790,000

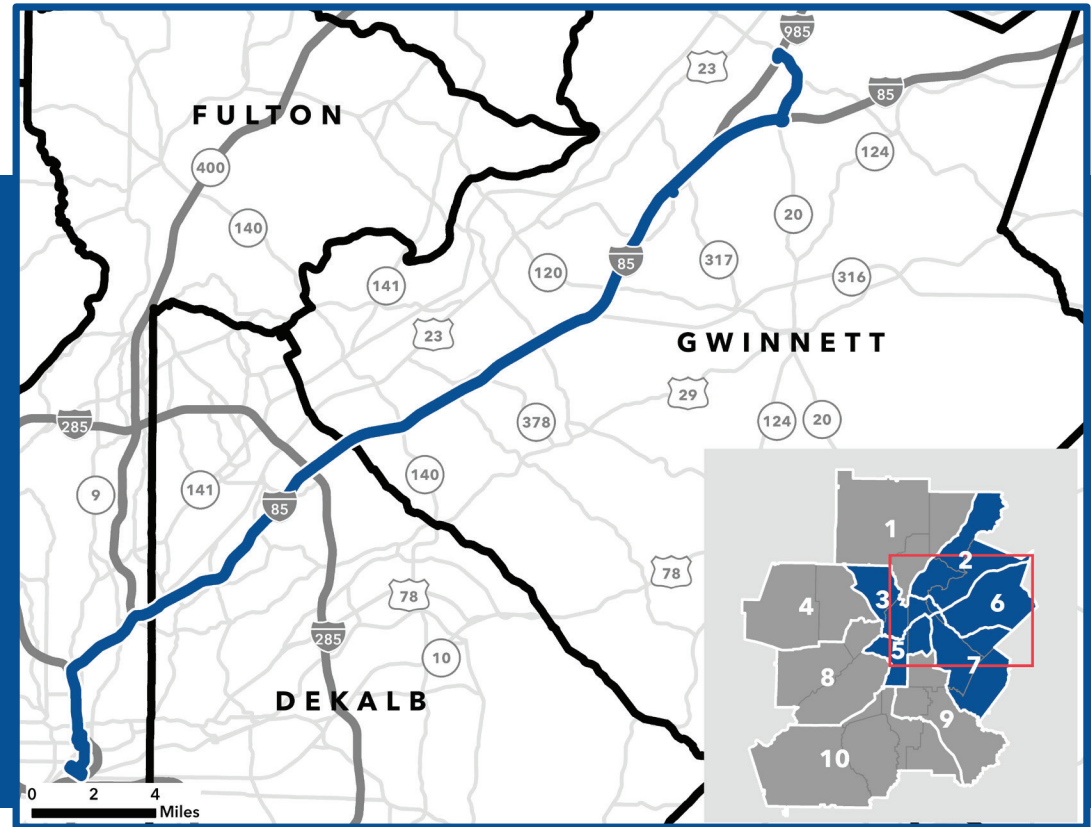
O&M Cost: \$42,356,000

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



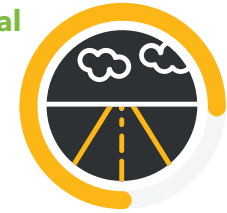
Innovation



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

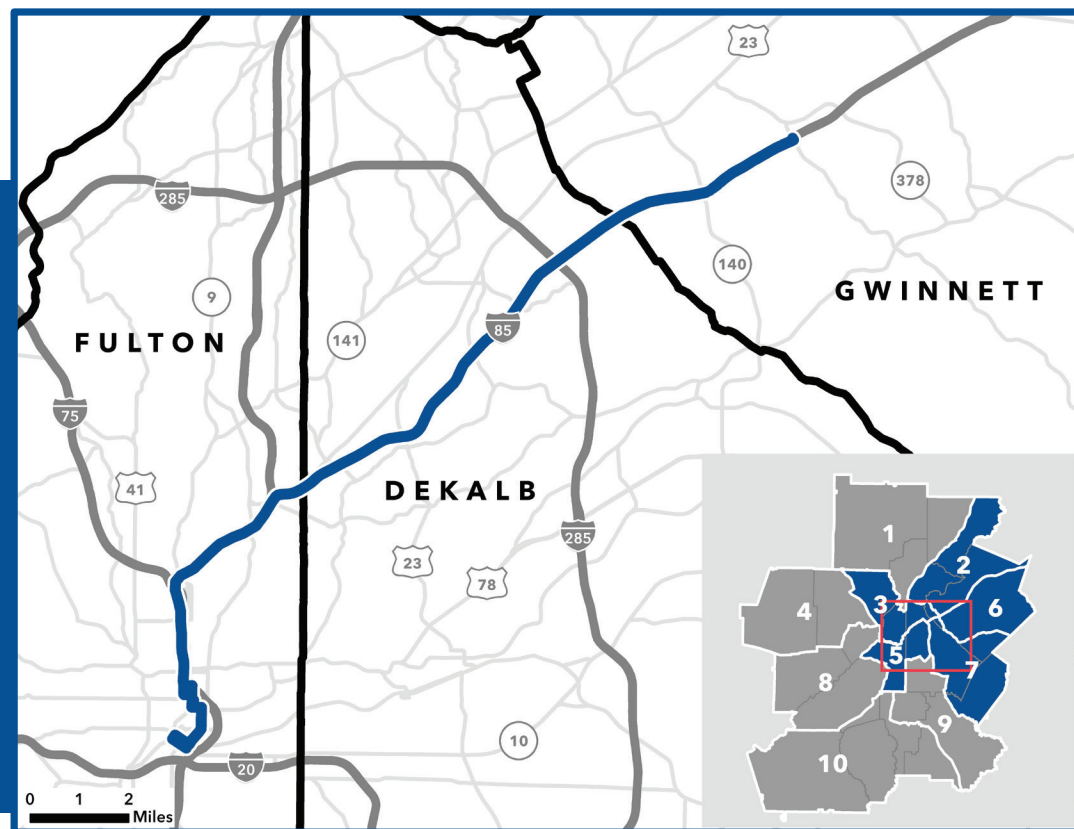
O&M Cost: \$20,198,000

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

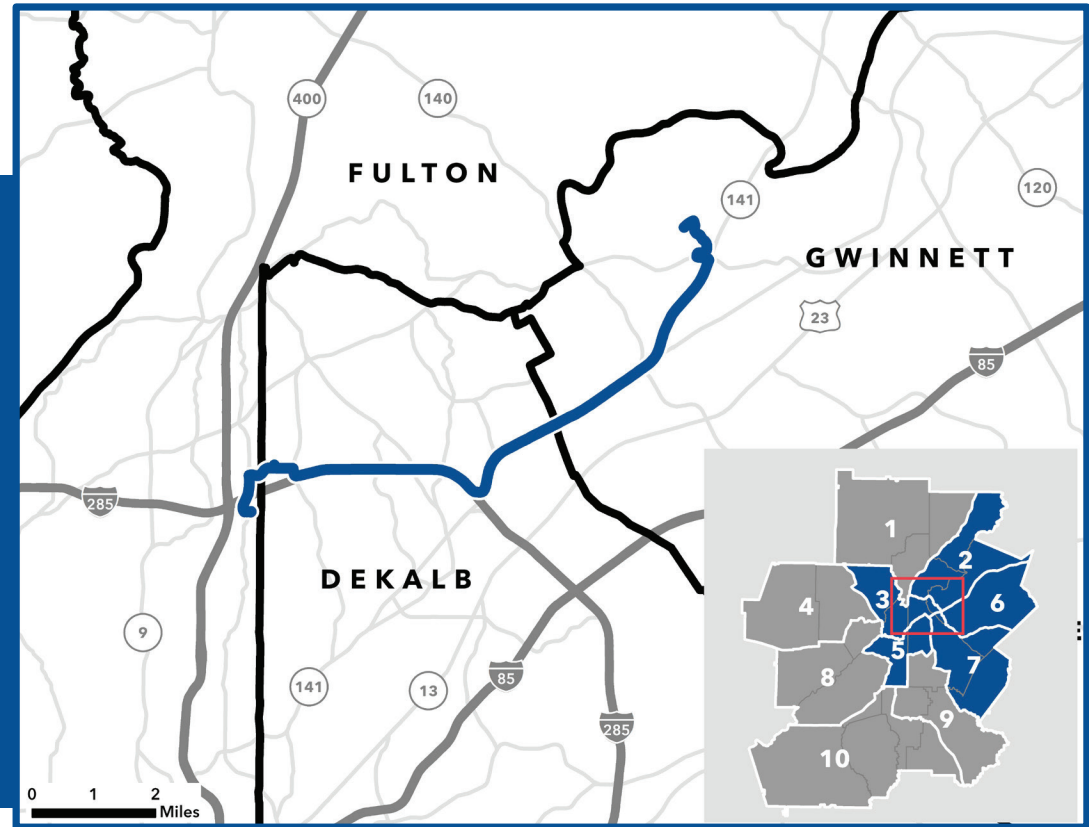
O&M Cost: \$36,577,000

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.

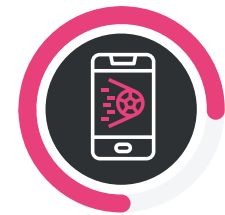
Alignment with Governing Principles



Return on Investment



Mobility and Access



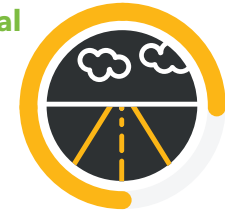
Innovation



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

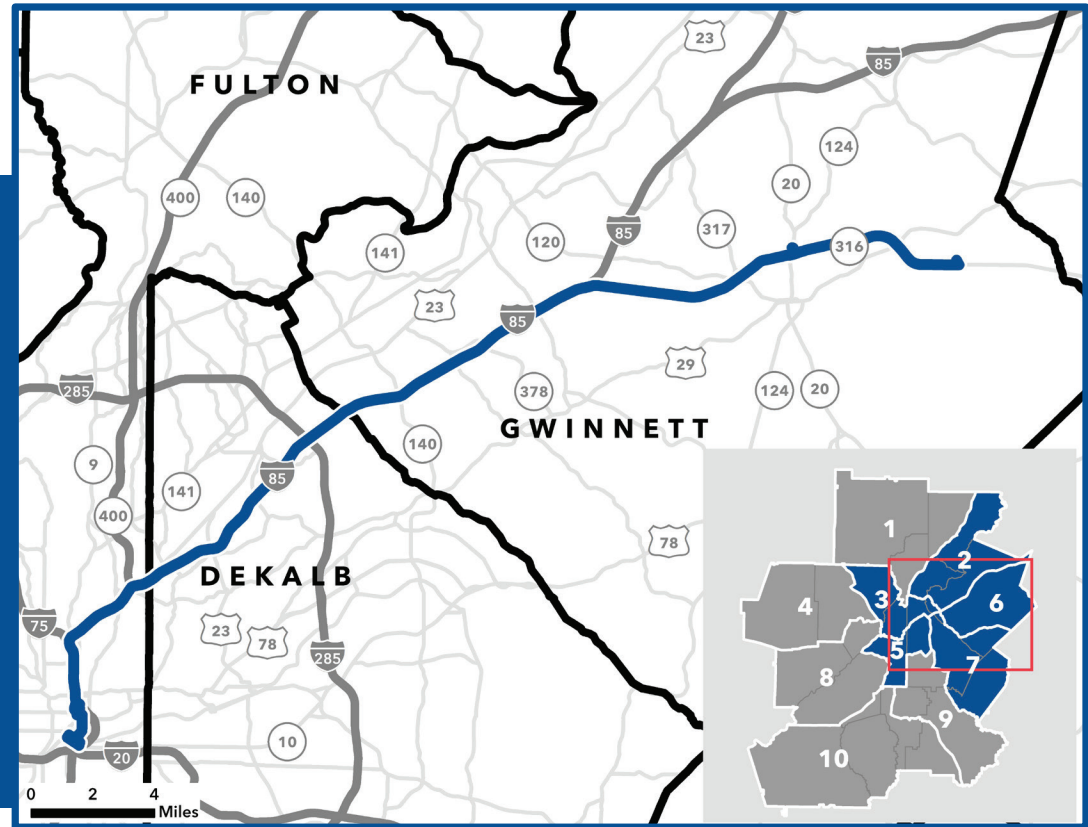
O&M Cost: \$32,580,000

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

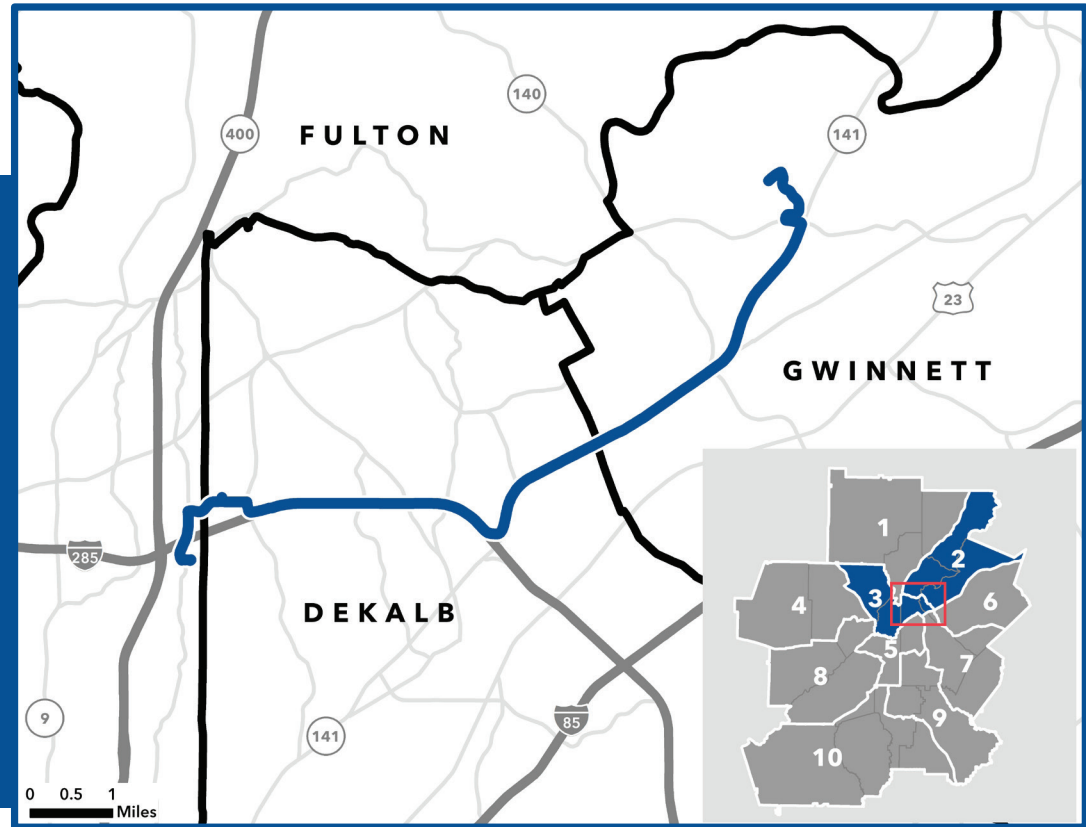
O&M Cost: \$4,177,000

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

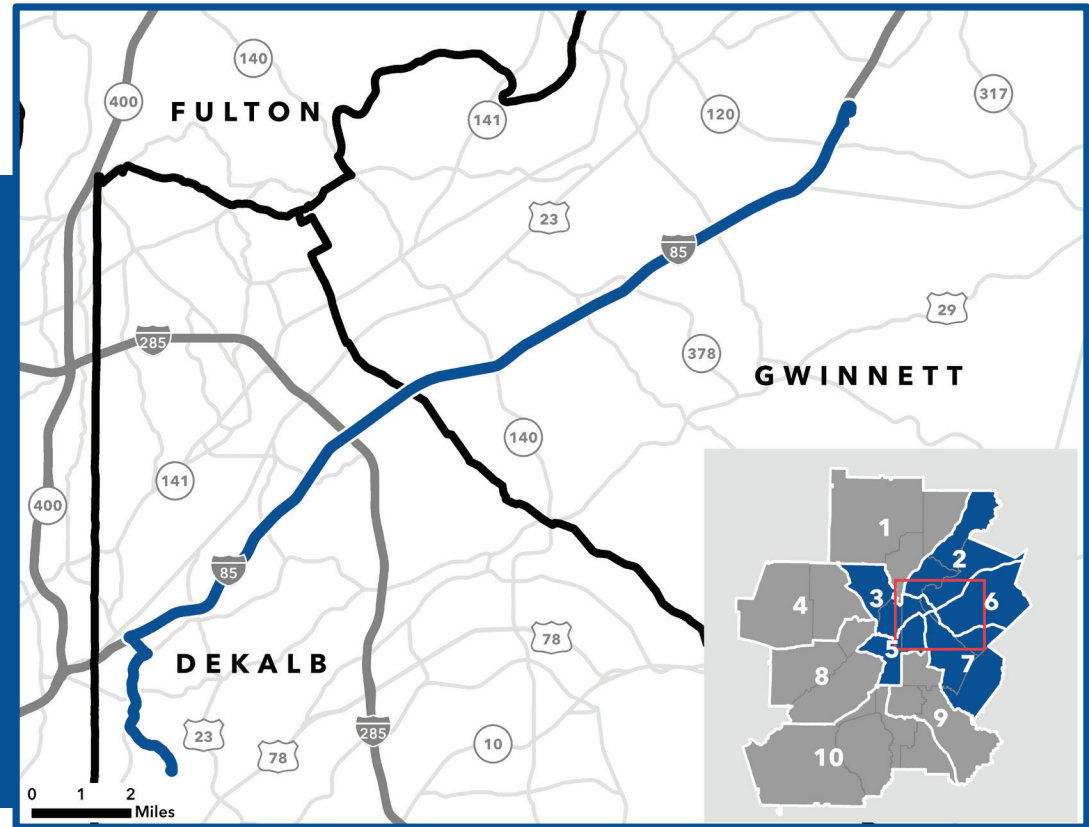
O&M Cost: \$14,596,000.00

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

Express Commuter Bus Enhancement Route 111

Project Sponsor: GCT

Project Type: Expansion

Mode Type: Commuter Bus/Express Bus

Capital Cost: \$9,738,000

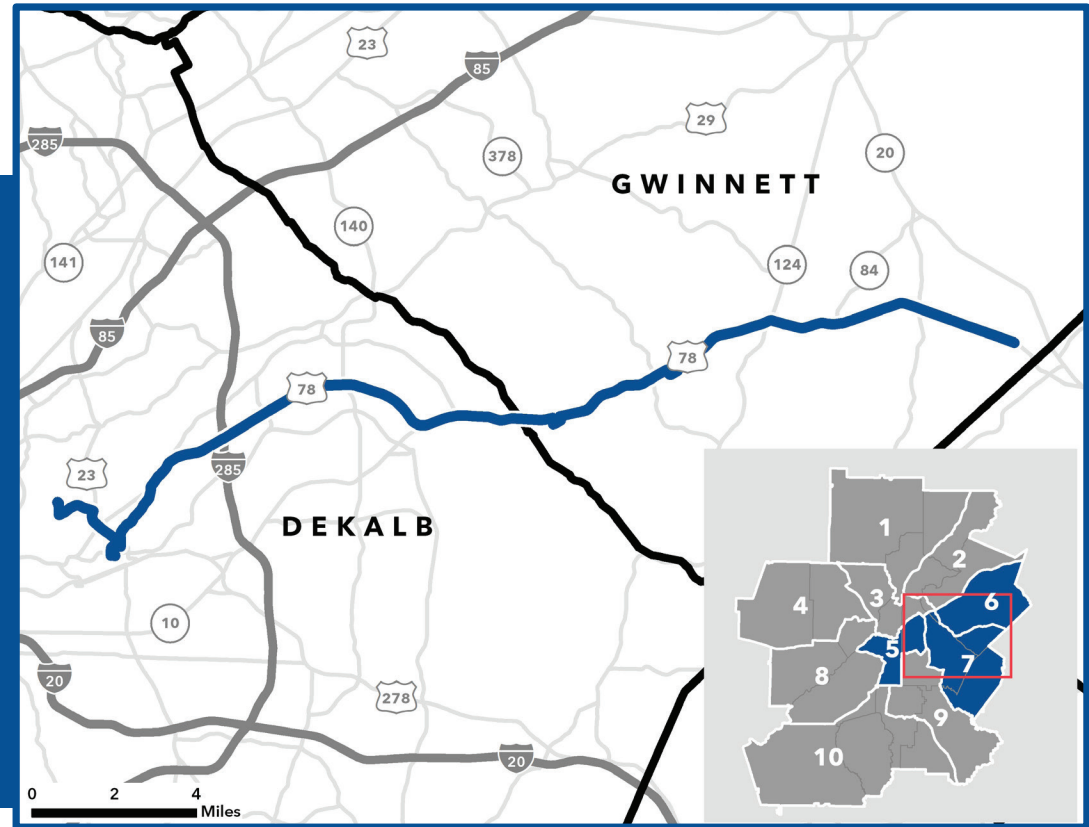
O&M Cost: \$19,150,000

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

Express Commuter Bus Expansion Route 112

Project Sponsor: GCT

Project Type: Expansion

Mode Type: Commuter Bus/Express Bus

Capital Cost: \$4,869,000

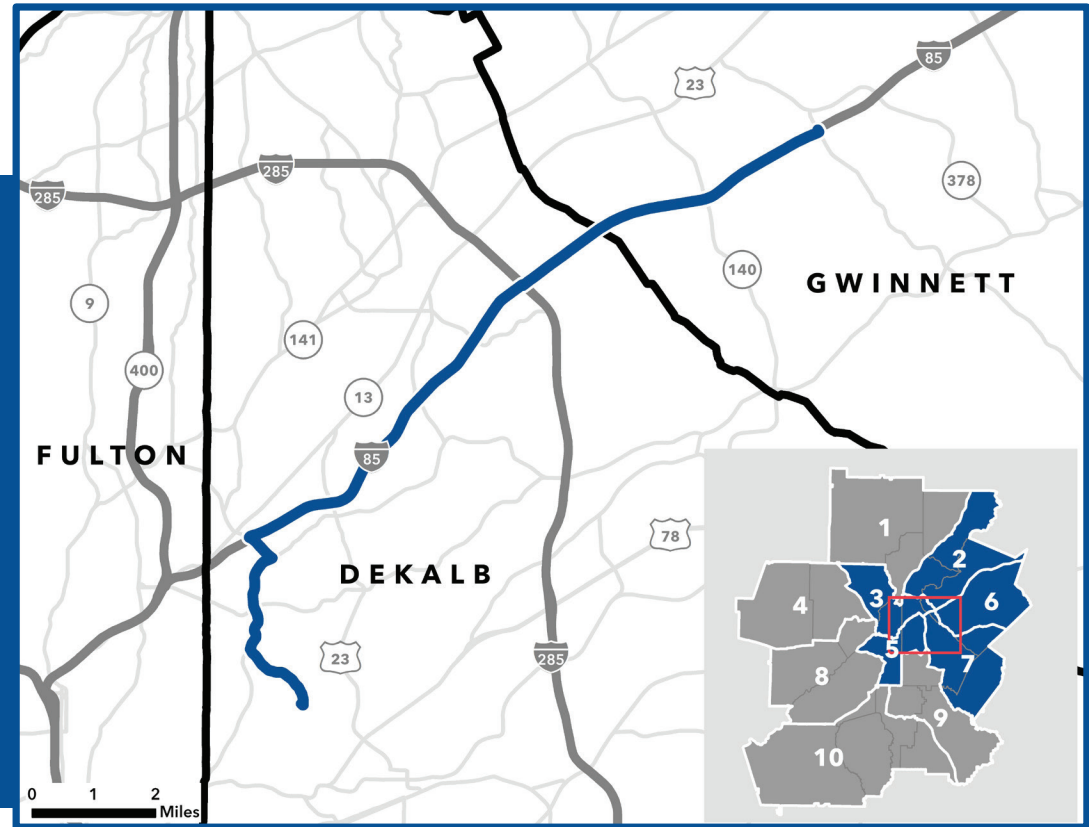
O&M Cost: \$8,692,000

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.

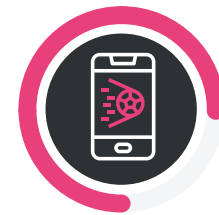
Alignment with Governing Principles



Return on Investment



Mobility and Access



Innovation



Economic Development and Land Use



Environmental



Equity

Project Sponsor: GCT

Project Type: Expansion

Mode Type: Commuter Bus/Express Bus

Capital Cost: \$10,711,000

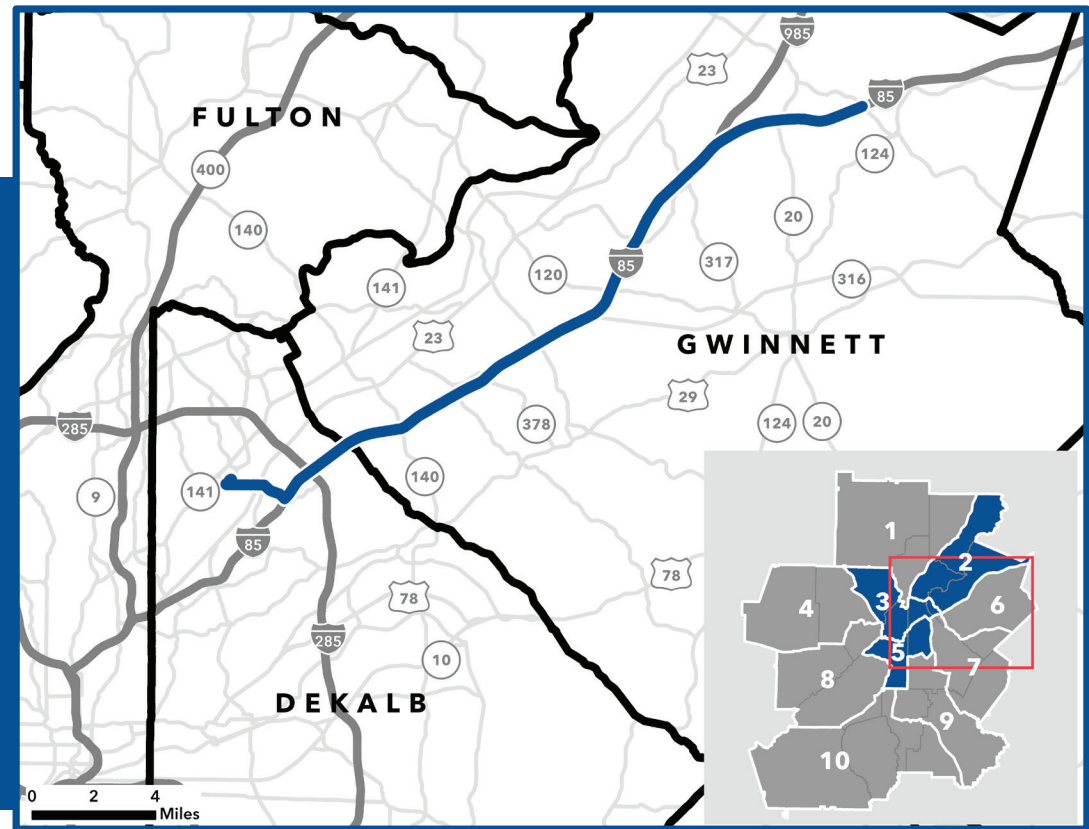
O&M Cost: \$27,816,000

District(s): 2,3,5

Quadrant: 2b: Low Impact/Low Cost

Regionally Significant: Yes

Planning Horizon: Undetermined



Project 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.

The image displays six circular icons arranged in a 2x3 grid, each representing a different Sustainable Development Goal. Each icon consists of a dark gray circle with a white graphic inside, surrounded by a colored ring. The text labels are placed to the right of each icon.

- Return on Investment:** The icon features a white dollar sign (\$) inside a circle with two arrows forming a loop. The ring is teal.
- Mobility and Access:** The icon features a white network of lines and nodes, resembling a map or a circuit. The ring is light blue.
- Innovation:** The icon features a white smartphone with a red brain-like shape on its screen. The ring is pink.
- Economic Development and Land Use:** The icon features a white bar chart with three bars of increasing height. The ring is orange.
- Environmental:** The icon features a white tree with a green leaf. The ring is green.
- Equity:** The icon features a white road with a dashed yellow line and two clouds. The ring is yellow.

Express Commuter Bus Expansion Route 131

Project Sponsor: GCT

Project Type: Expansion

Mode Type: Commuter Bus/Express Bus

Capital Cost: \$4,869,000

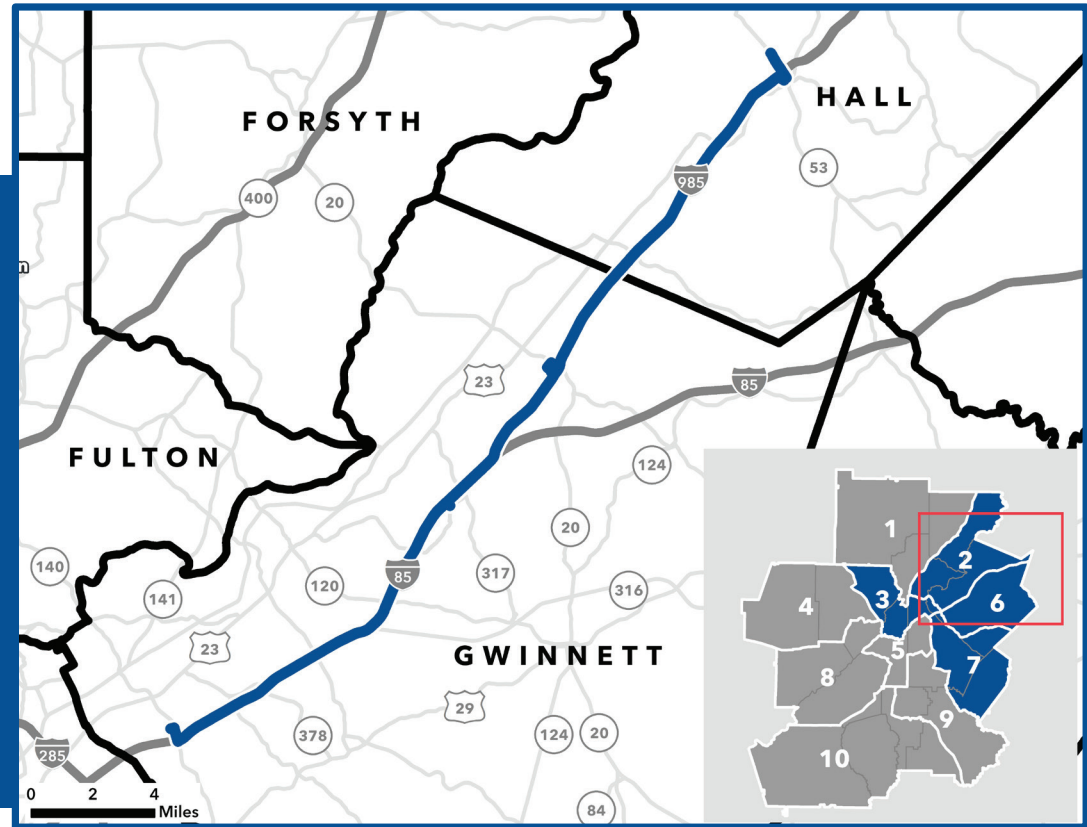
O&M Cost: \$7,690,000

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.

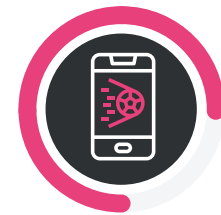
Alignment with Governing Principles



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

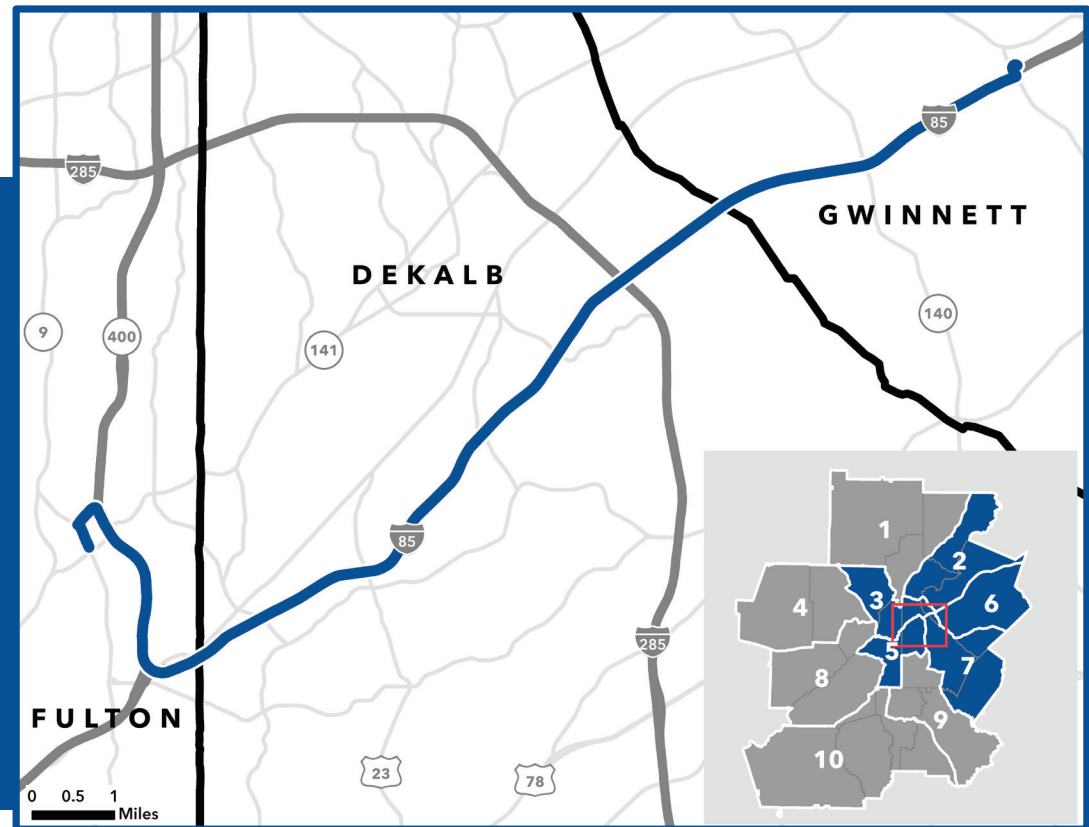
O&M Cost: \$10,350,000

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

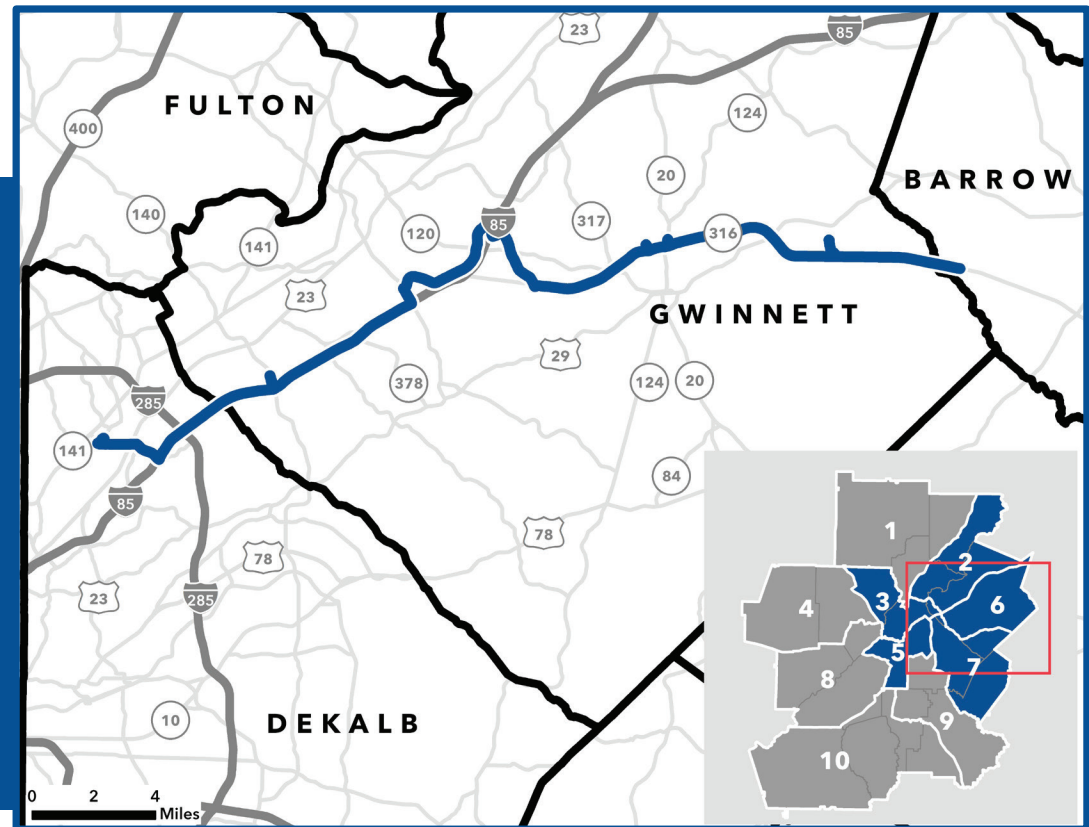
O&M Cost: \$42,915,000

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.

Alignment with Governing Principles



Return on Investment



Mobility and Access



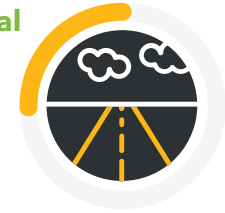
Innovation



Economic Development and Land Use



Environmental



Equity

Flex Bus Expansion Route 501

Project Sponsor: GCT

Project Type: Expansion

Mode Type: Flex Bus

Capital Cost: \$513,000

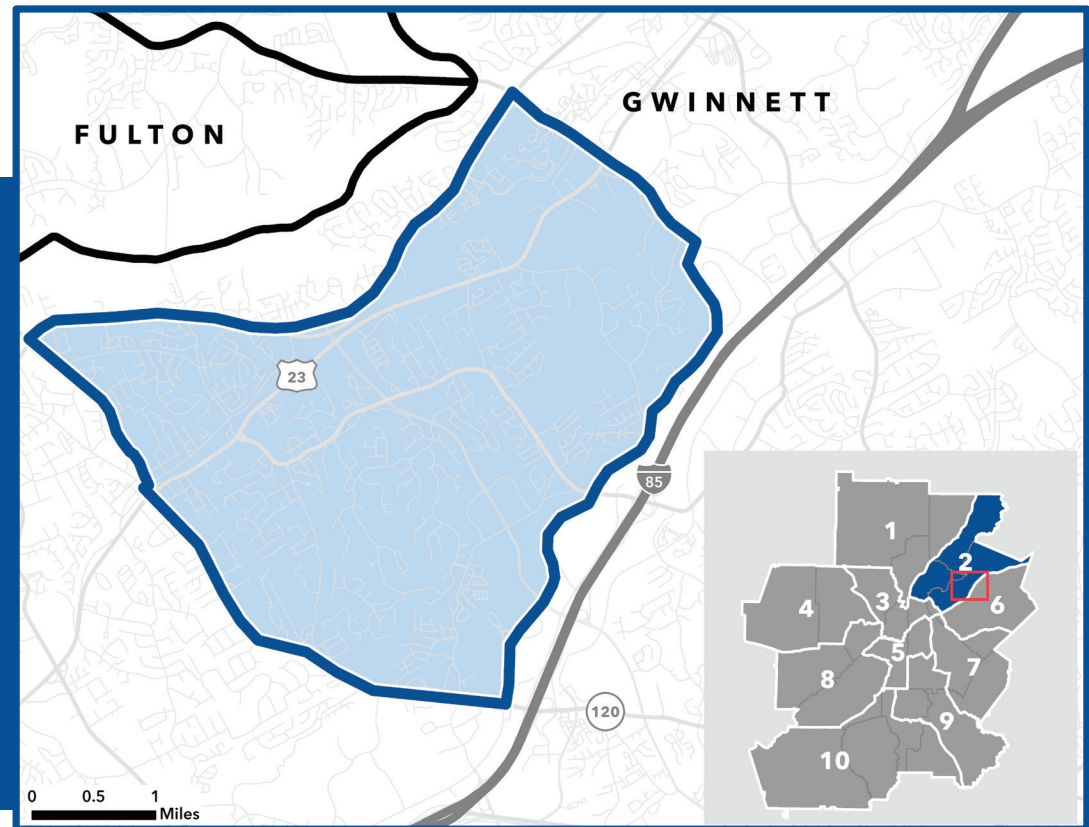
O&M Cost: \$39,291,000

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



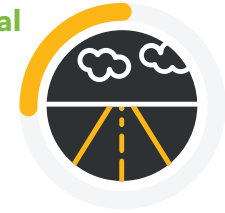
Innovation



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

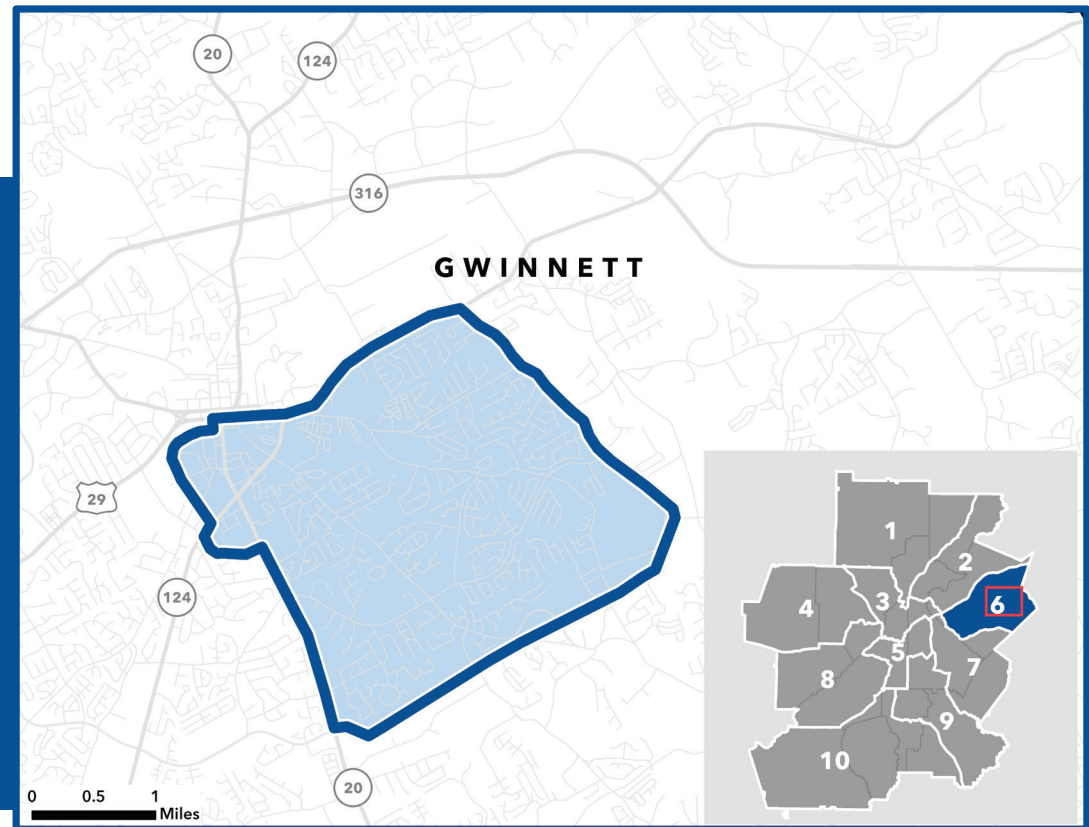
O&M Cost: \$27,527,000

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



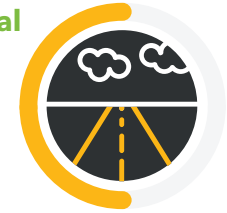
Innovation



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

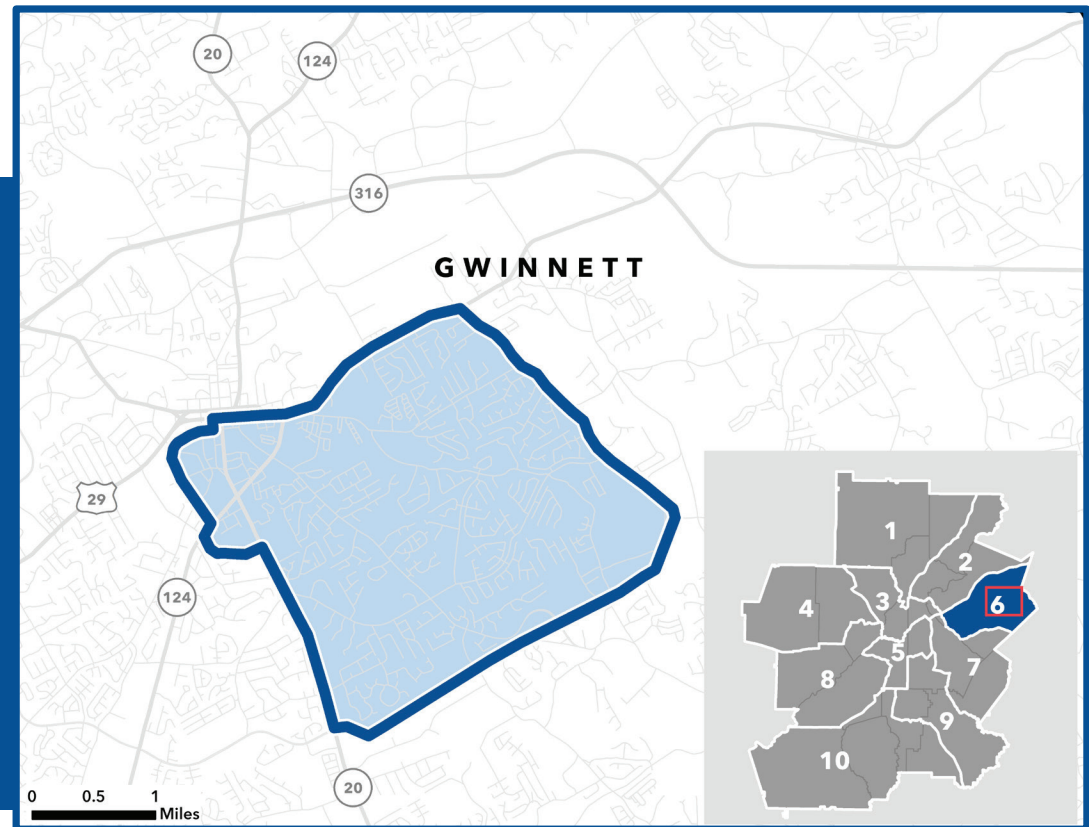
O&M Cost: \$23,891,000

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.

Alignment with Governing Principles



Return on Investment



Mobility and Access



Innovation



Economic Development and Land Use



Environmental



Equity

Flex Service Capital

Project Sponsor: GCT

Project Type: State of Good Repair

Mode Type: Flex Bus

Capital Cost: \$2,050,000

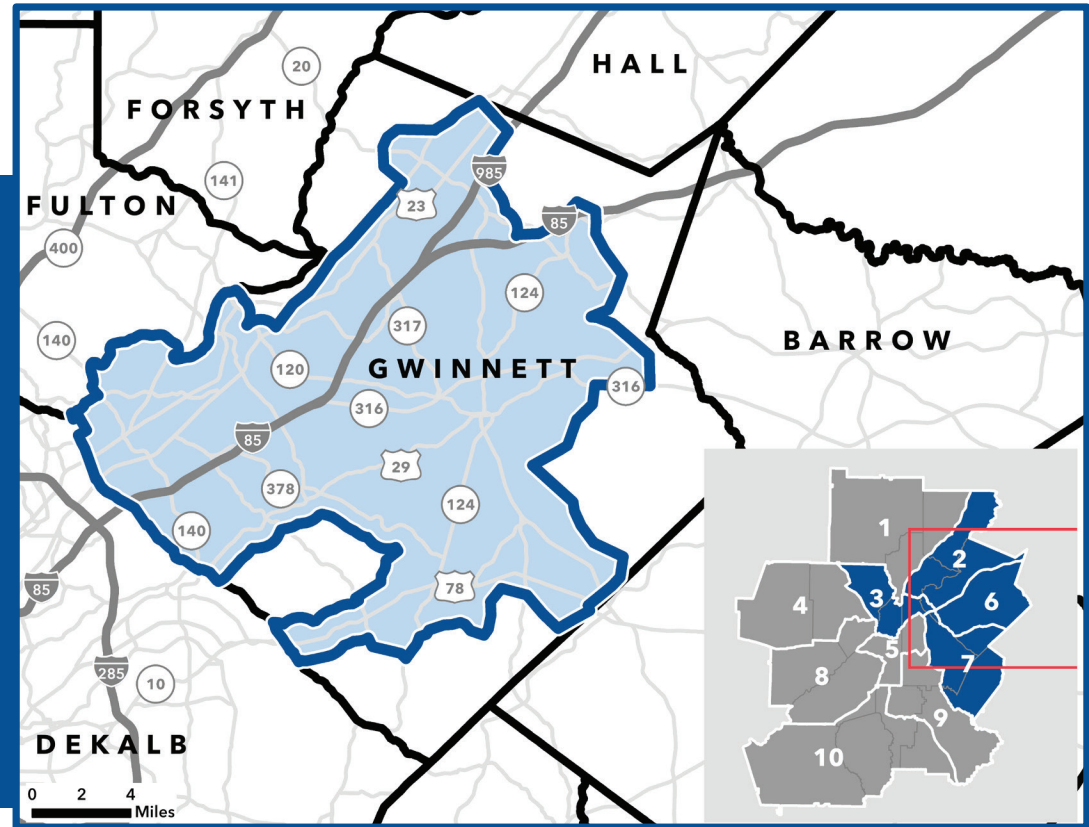
O&M Cost: \$-

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.

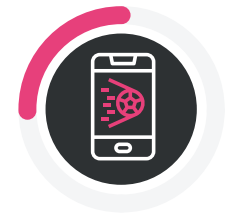
Alignment with Governing Principles



Return on Investment



Mobility and Access



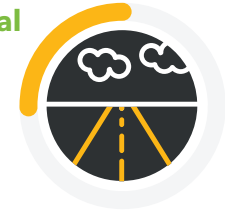
Innovation



Economic Development and Land Use



Environmental



Equity

Flex Bus Expansion Route 505

Project Sponsor: GCT

Project Type: Expansion

Mode Type: Flex Bus

Capital Cost: \$513,000

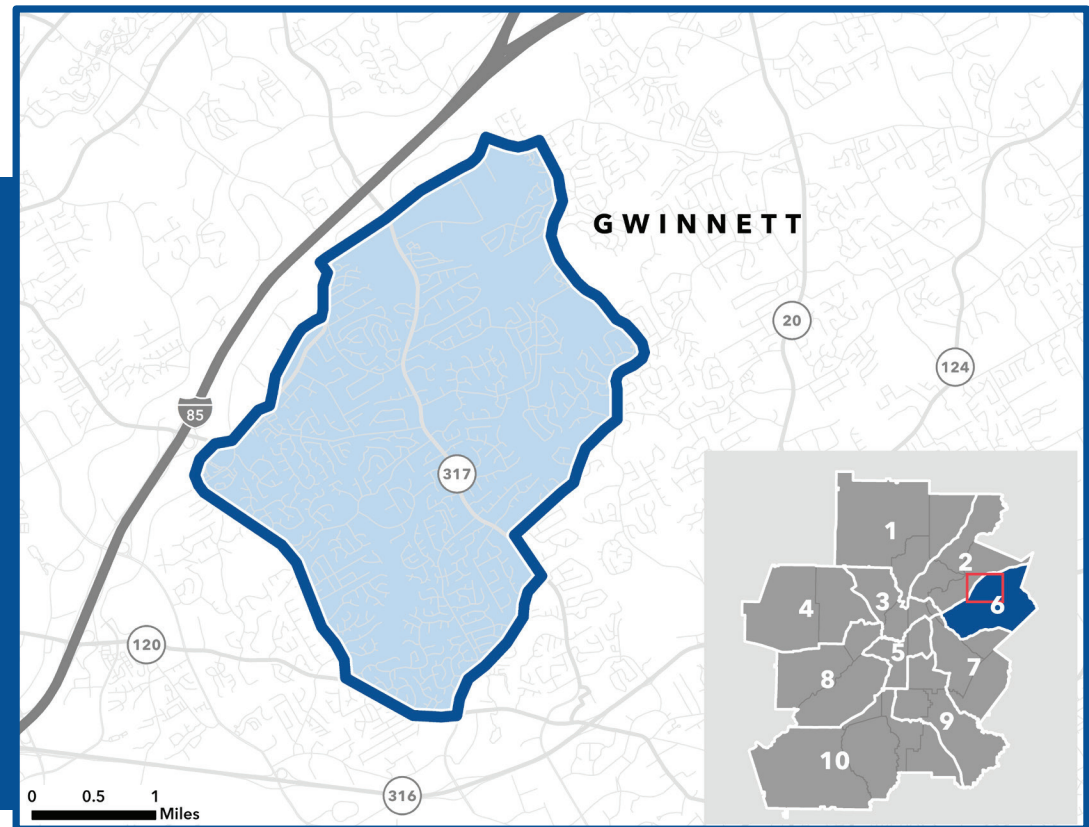
O&M Cost: \$27,816,000

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 McGinnis Ferry Park-and-Ride.

Alignment with Governing Principles



Return on Investment



Mobility and Access



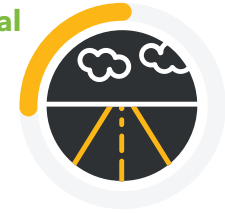
Innovation



Economic Development and Land Use



Environmental



Equity

Flex Bus Expansion Route 506

Project Sponsor: GCT

Project Type: Expansion

Mode Type: Flex Bus

Capital Cost: \$513,000

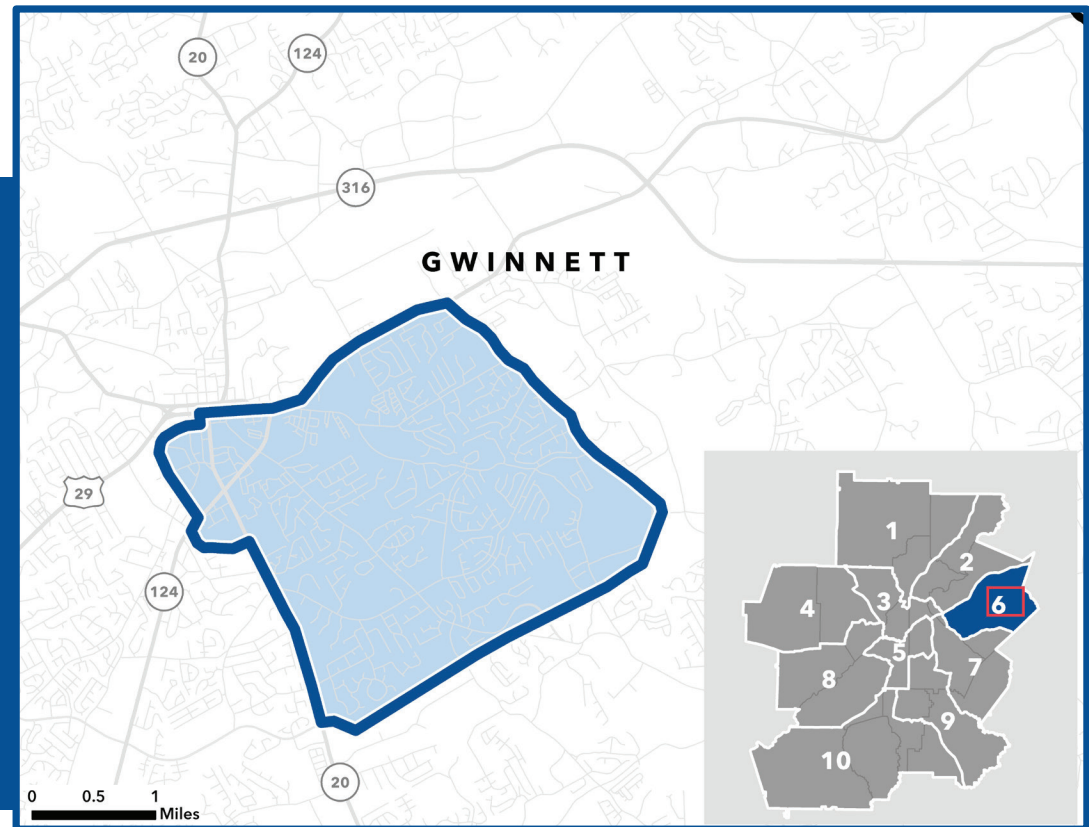
O&M Cost: \$24,875,000

District(s): 6

Quadrant: 2b: Low Impact/Low Cost

Regionally Significant: No

Planning Horizon: Undetermined



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 506 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 507

Project Sponsor: GCT

Project Type: Expansion

Mode Type: Flex Bus

Capital Cost: \$615,000

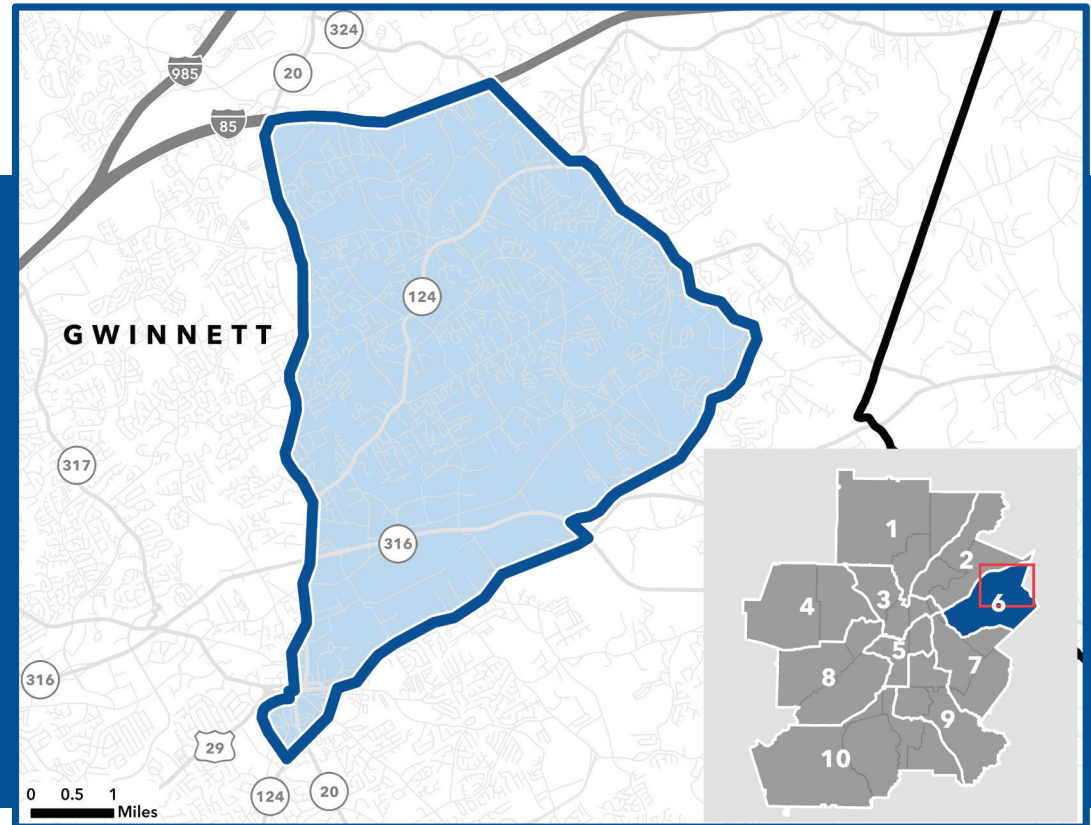
O&M Cost: \$27,899,000

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.

Alignment with Governing Principles



Return on Investment



Mobility and Access



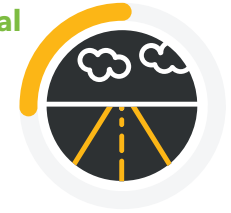
Innovation



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

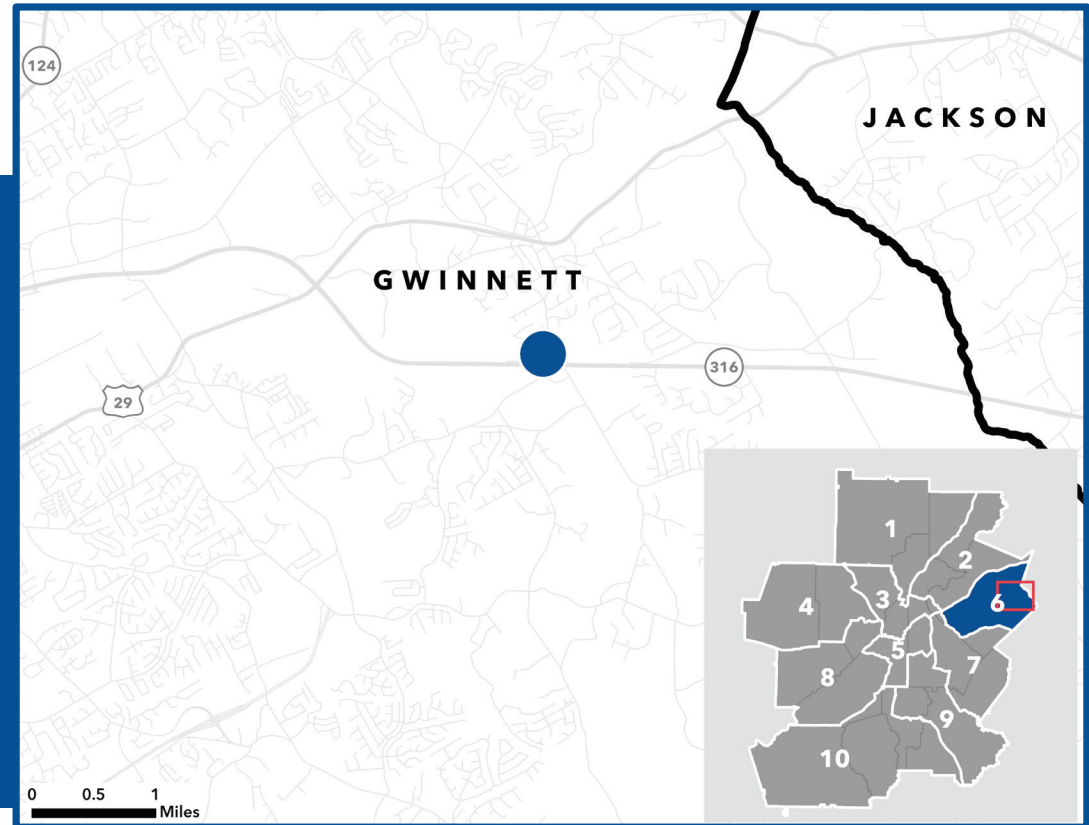
O&M Cost: \$-

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

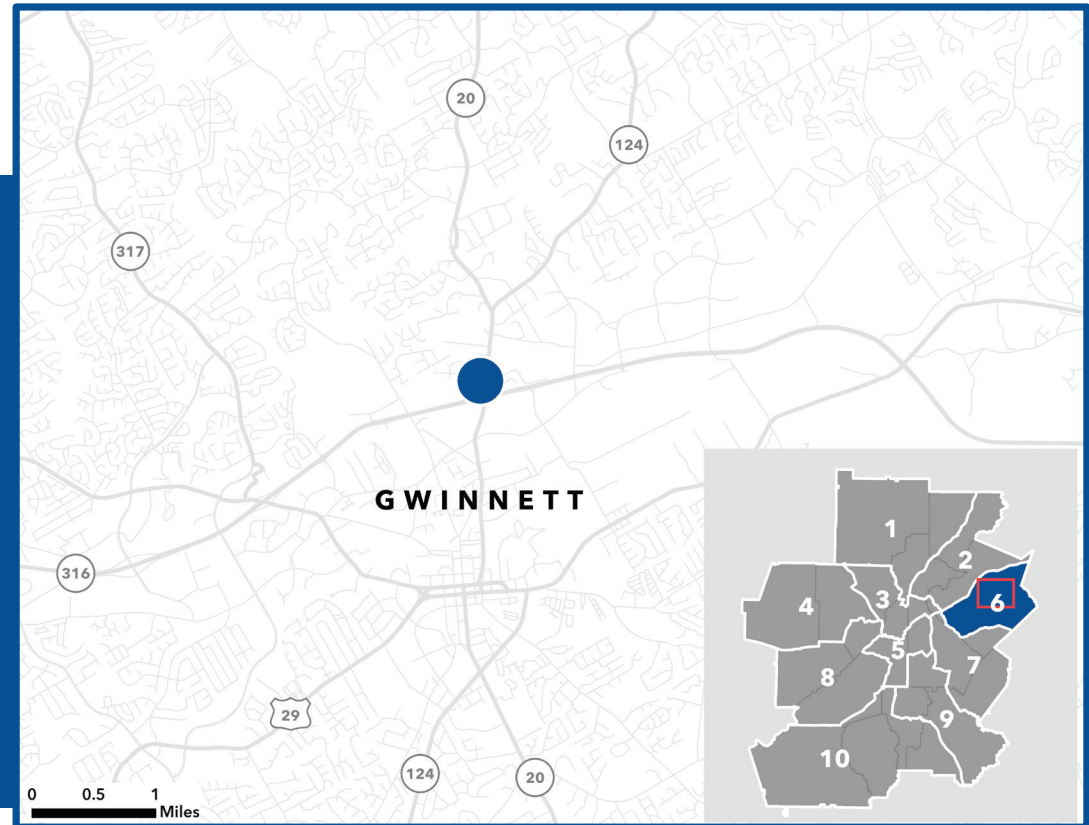
O&M Cost: \$-

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



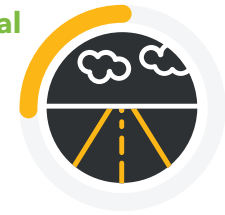
Innovation



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

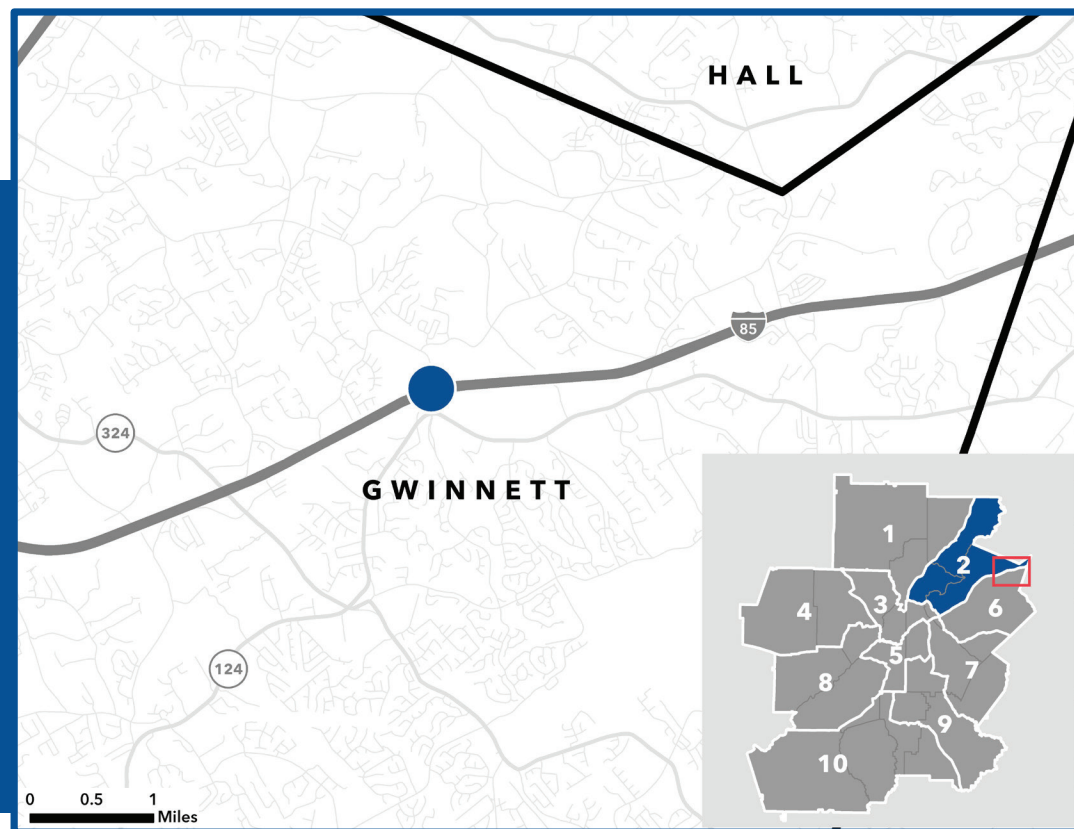
O&M Cost: \$-

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

New Loganville Park-and-Ride

Project Sponsor: GCT

Project Type: Expansion

Mode Type: Supportive Infrastructure

Capital Cost: \$10,250,000

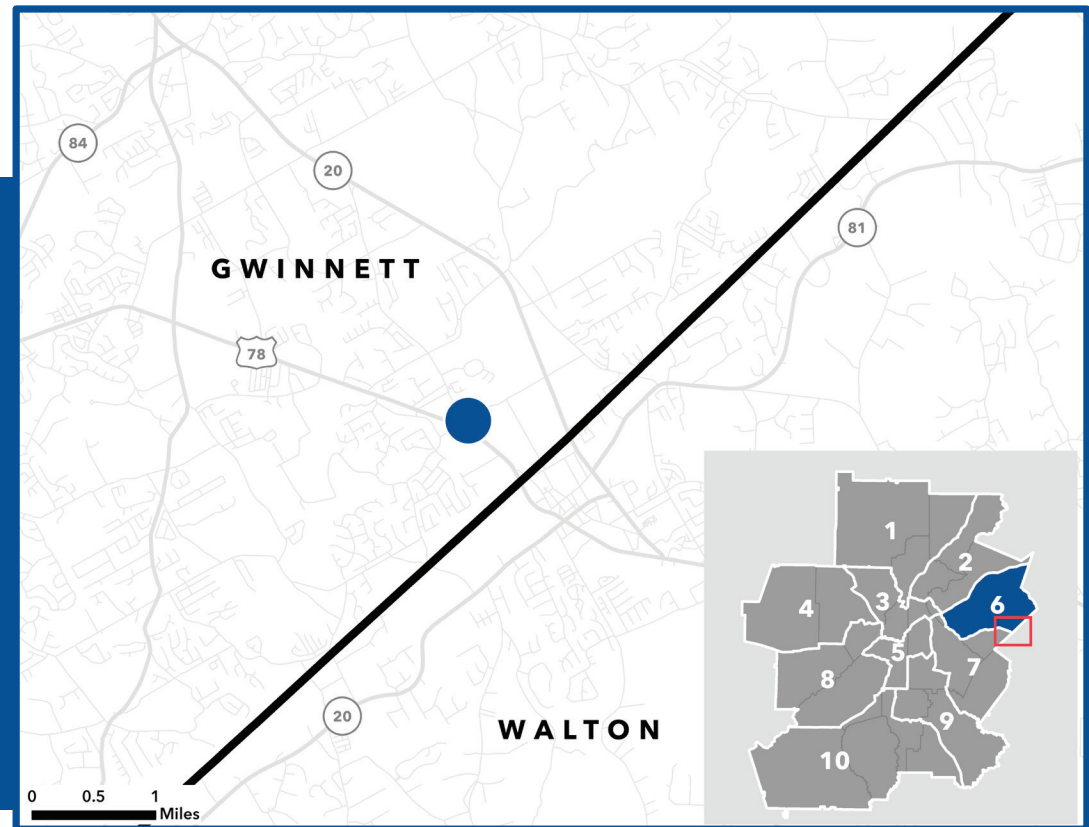
O&M Cost: \$-

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



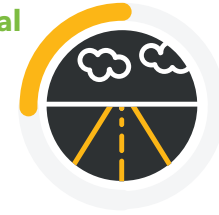
Innovation



Economic Development and Land Use



Environmental



Equity

Sugarloaf Park-and-Ride Upgrades

Project Sponsor: GCT

Project Type: Expansion

Mode Type: Supportive Infrastructure

Capital Cost: \$10,250,000

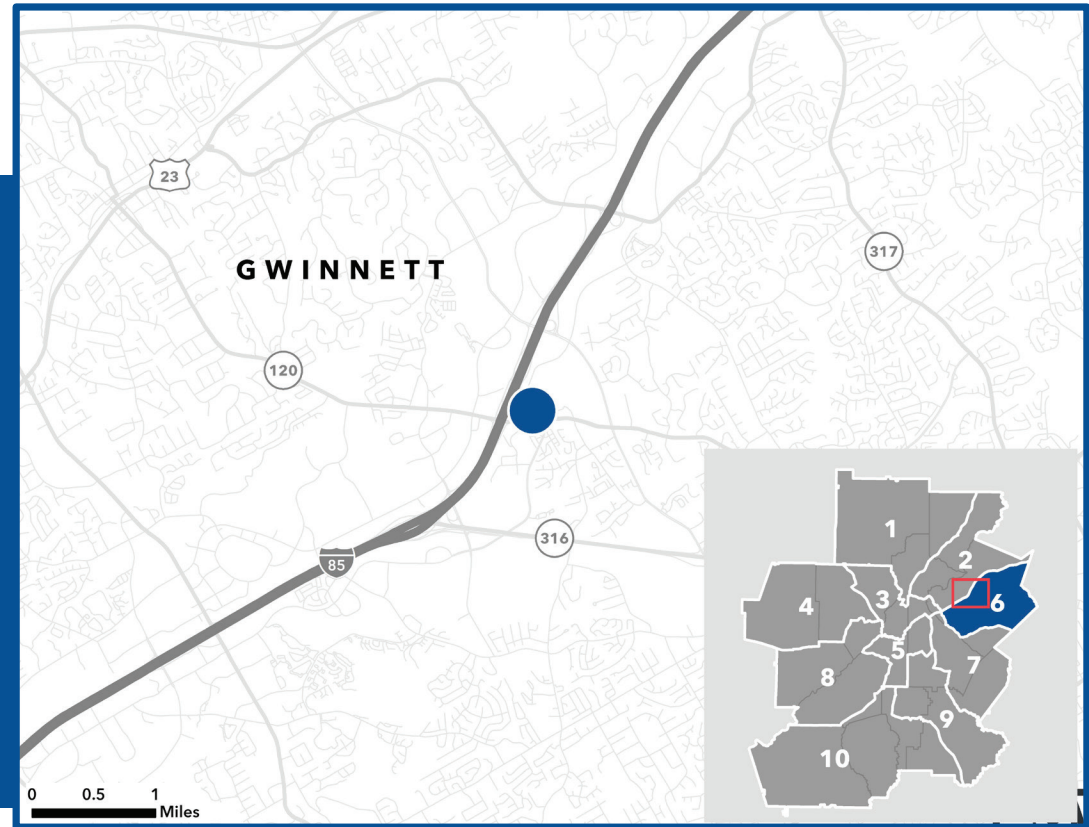
O&M Cost: \$-

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.

Alignment with Governing Principles



Return on Investment



Mobility and Access



Innovation



Economic Development and Land Use



Environmental



Equity

Bus Replacement and Rehab

Project Sponsor: GCT

Project Type: State of Good Repair

Mode Type: Commuter Bus/Express Bus

Capital Cost: \$407,617,000

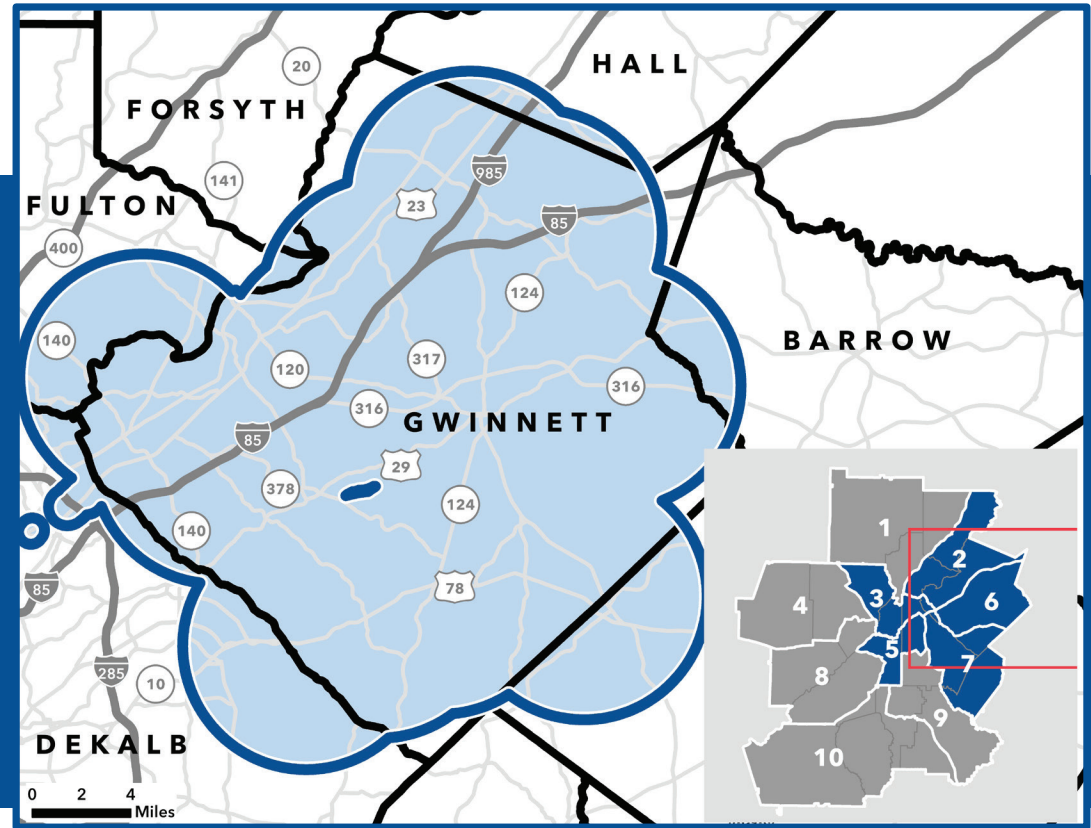
O&M Cost: \$-

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



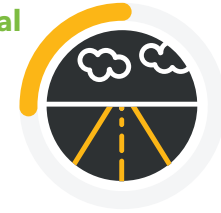
Innovation



Economic Development and Land Use

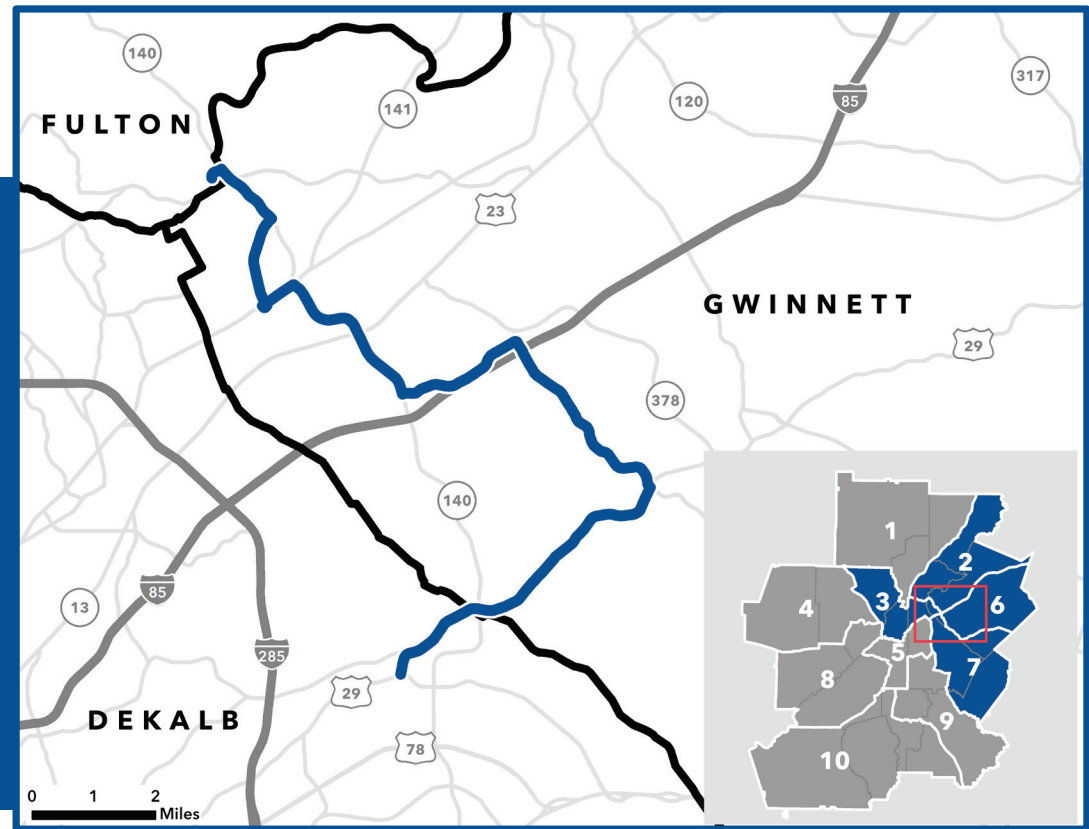


Environmental



Equity

Planning Horizon: Undetermined



298 Atlanta-Region Transit Link Authority

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

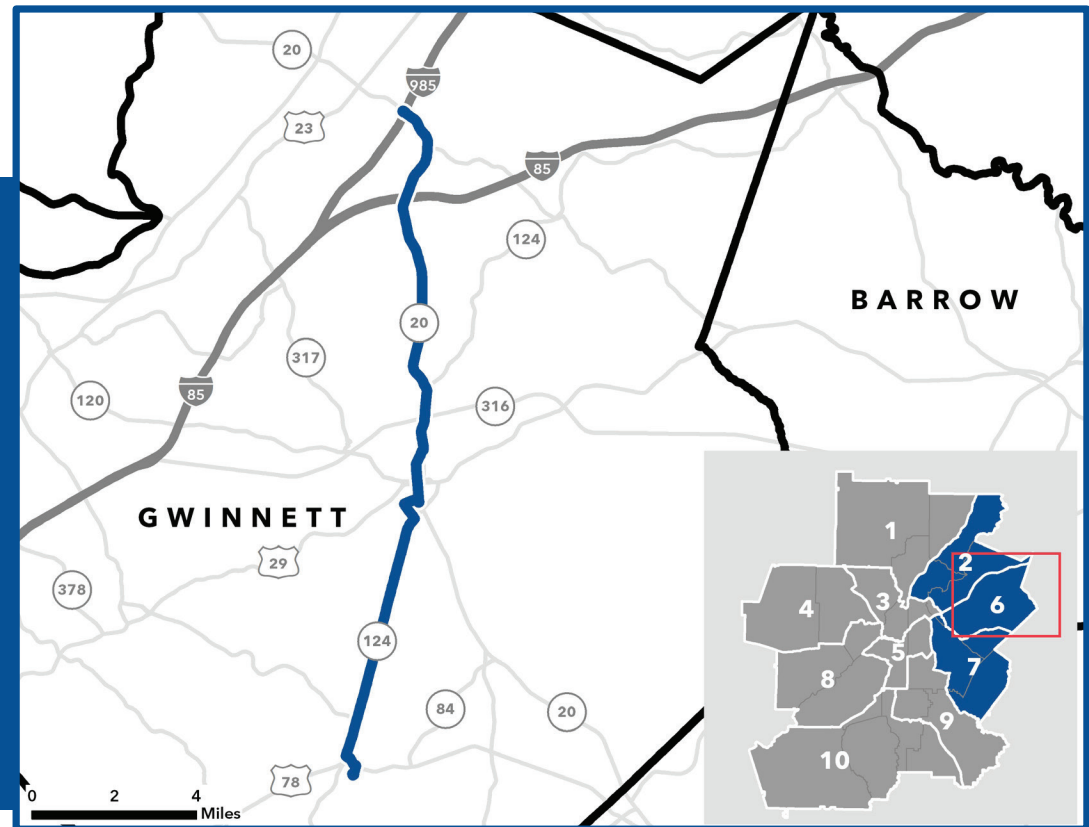
O&M Cost: \$109,768,000

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.

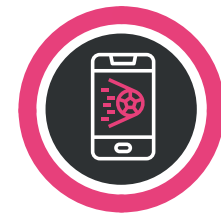
Alignment with Governing Principles



Return on Investment



Mobility and Access



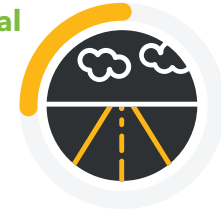
Innovation



Economic Development and Land Use



Environmental



Equity

BRT Route 705: Snellville to Peachtree Corners

Project Sponsor: GCT

Project Type: Expansion

Mode Type: Bus Rapid Transit

Capital Cost: \$157,890,000

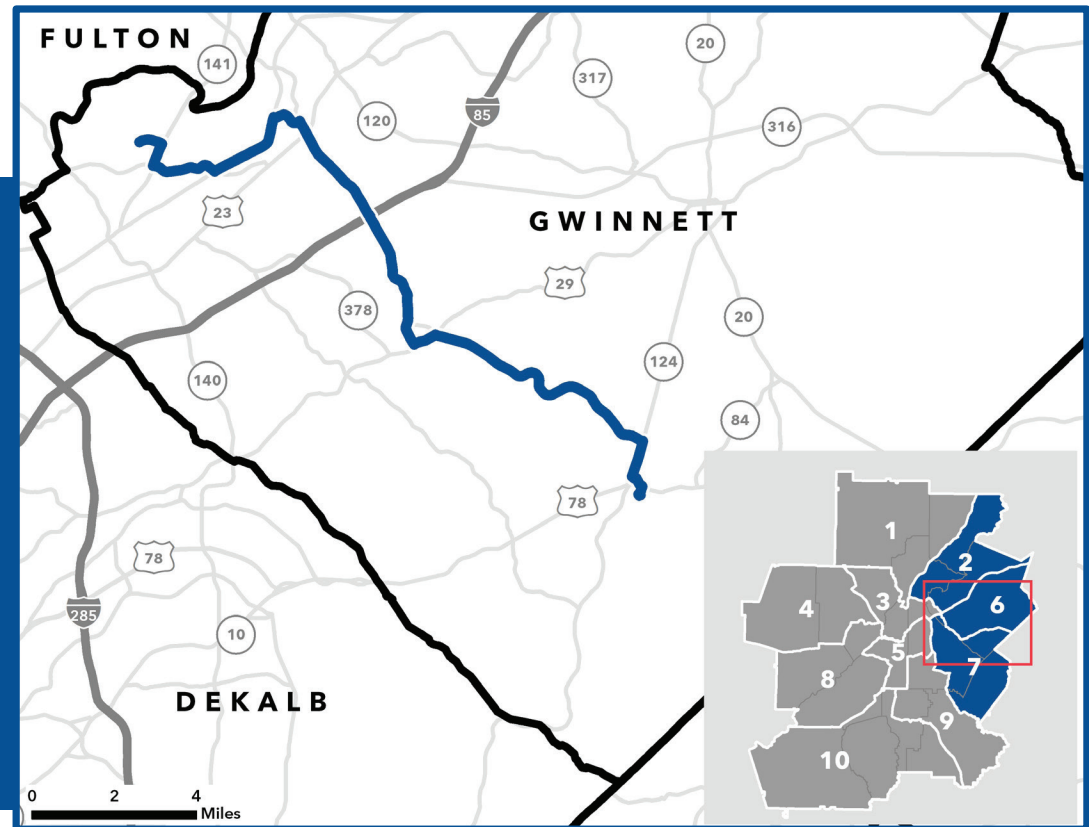
O&M Cost: \$123,664,000

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.

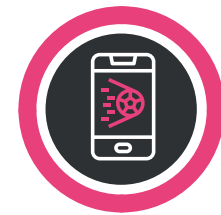
Alignment with Governing Principles



Return on Investment



Mobility and Access



Innovation



Economic Development and Land Use



Environmental



Equity

Rapid Bus Corridor 207: Lawrenceville Highway

Project Sponsor: GCT

Project Type: Expansion

Mode Type: Arterial Rapid Transit

Capital Cost: \$5,679,000

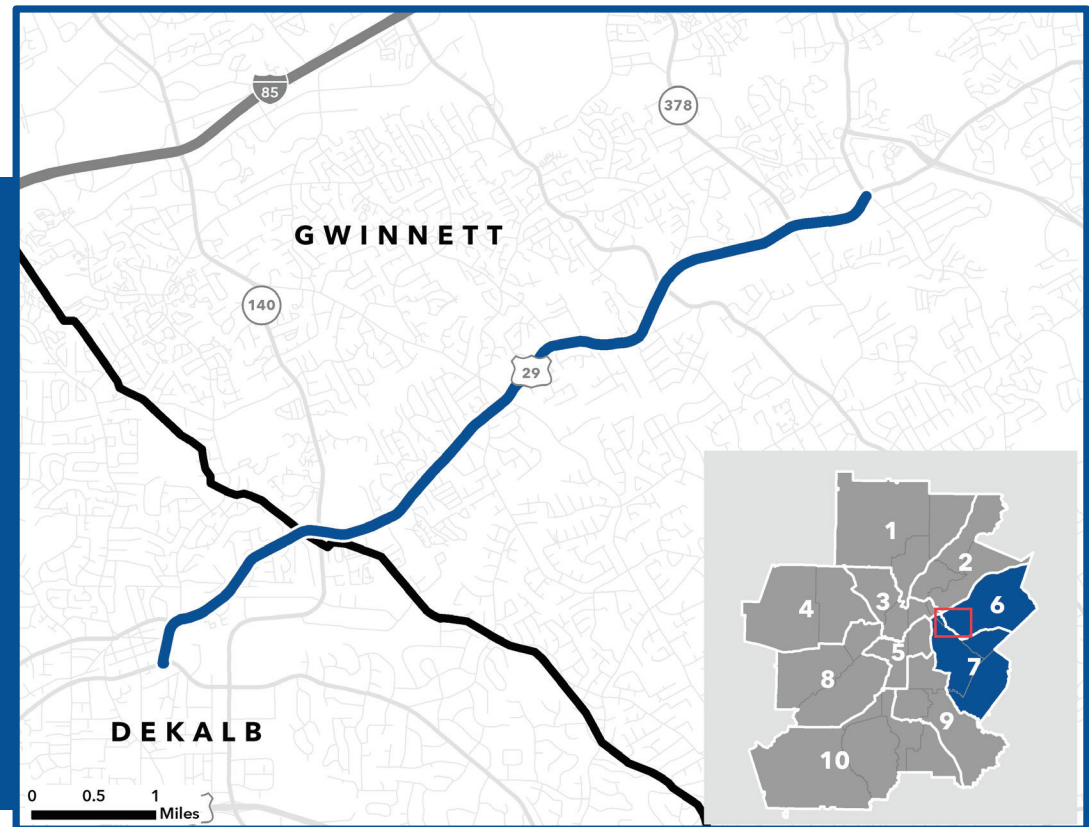
O&M Cost: \$-

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

Rapid Bus Corridor 208: Peachtree Industrial Boulevard

Project Sponsor: GCT

Project Type: Expansion

Mode Type: Arterial Rapid Transit

Capital Cost: \$63,399,000

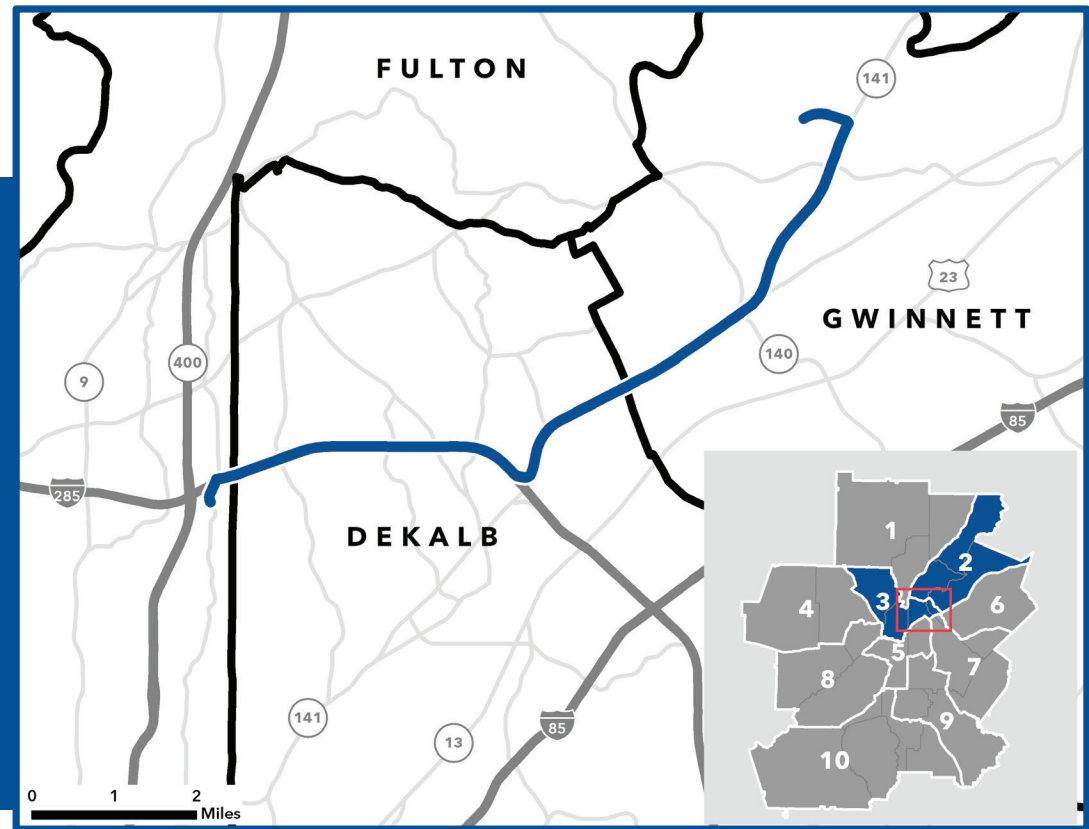
O&M Cost: \$-

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).

Alignment with Governing Principles



Return on Investment



Mobility and Access



Innovation



Economic Development and Land Use



Environmental



Equity

Rapid Bus Route 209: Lawrenceville Hwy

Project Sponsor: GCT

Project Type: Expansion

Mode Type: Arterial Rapid Transit

Capital Cost: \$127,555,000

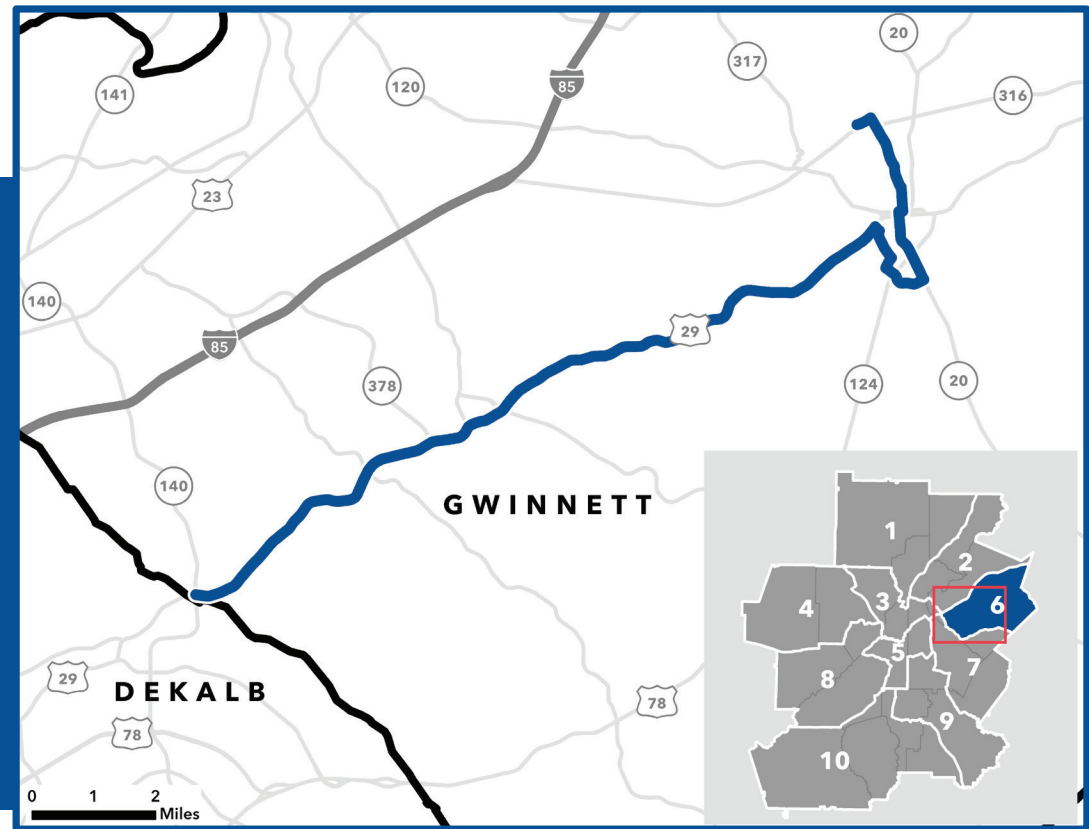
O&M Cost: \$116,533,000

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.

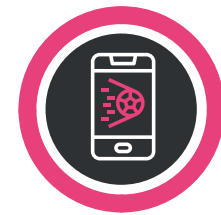
Alignment with Governing Principles



Return on Investment



Mobility and Access



Innovation



Economic Development and Land Use



Environmental



Equity

Peachtree Corners Park-and-Ride

Project Sponsor: GCT

Project Type: Expansion

Mode Type: Supportive Infrastructure

Capital Cost: \$20,500,000

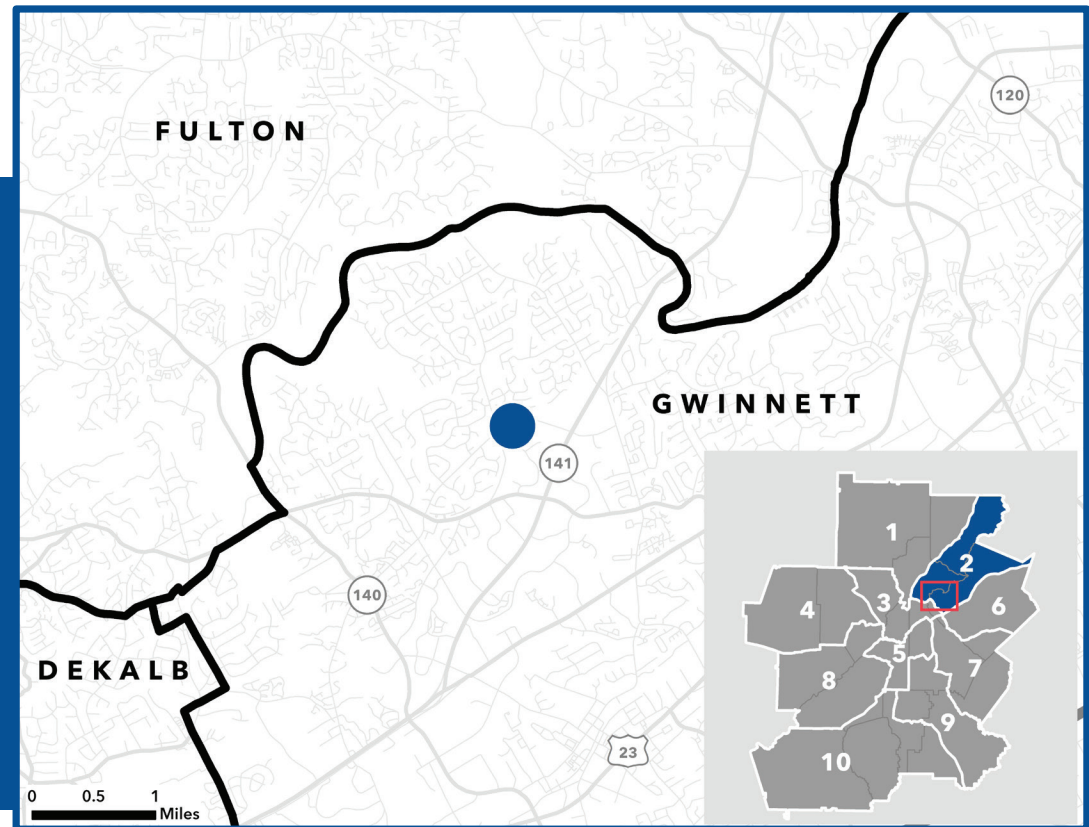
O&M Cost: \$-

District(s): 2

Quadrant: 2b: Low Impact/Low Cost

Regionally Significant: Yes

Planning Horizon: Undetermined



Project Description

A new transit hub is proposed to be in Peachtree Corners with a specific location to be determined based on community input. The facility may include space for multiple bus bays, enhanced waiting areas to enable transfers between multiple routes, and may also include additional stop amenities and customer service facilities.

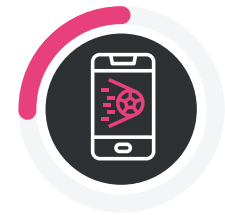
Alignment with Governing Principles



Return on Investment



Mobility and Access



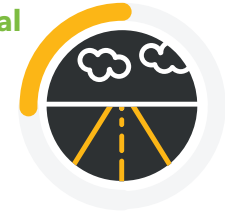
Innovation



Economic Development and Land Use



Environmental



Equity

BRT Route 700: Multimodal Hub to Sugarloaf Park-and-Ride

Project Sponsor: GCT

Project Type: Expansion

Mode Type: Bus Rapid Transit

Capital Cost: \$334,765,000

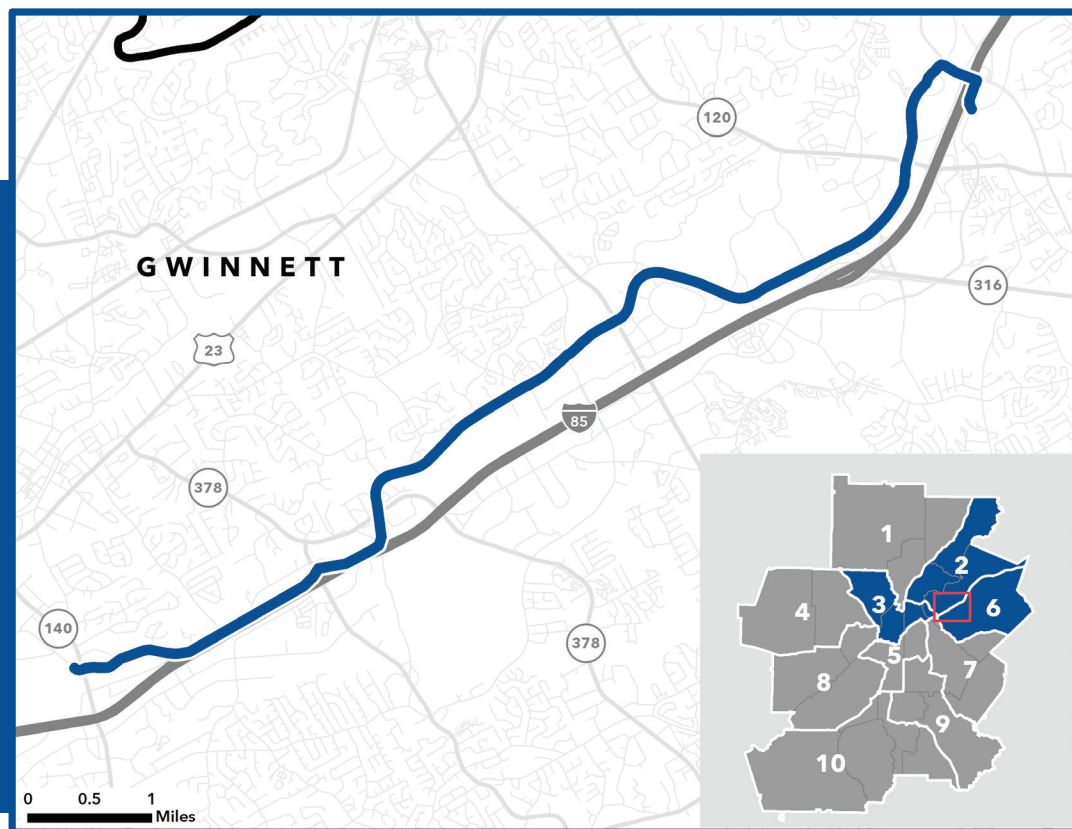
O&M Cost: \$132,505,000

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.

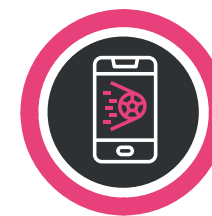
Alignment with Governing Principles



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

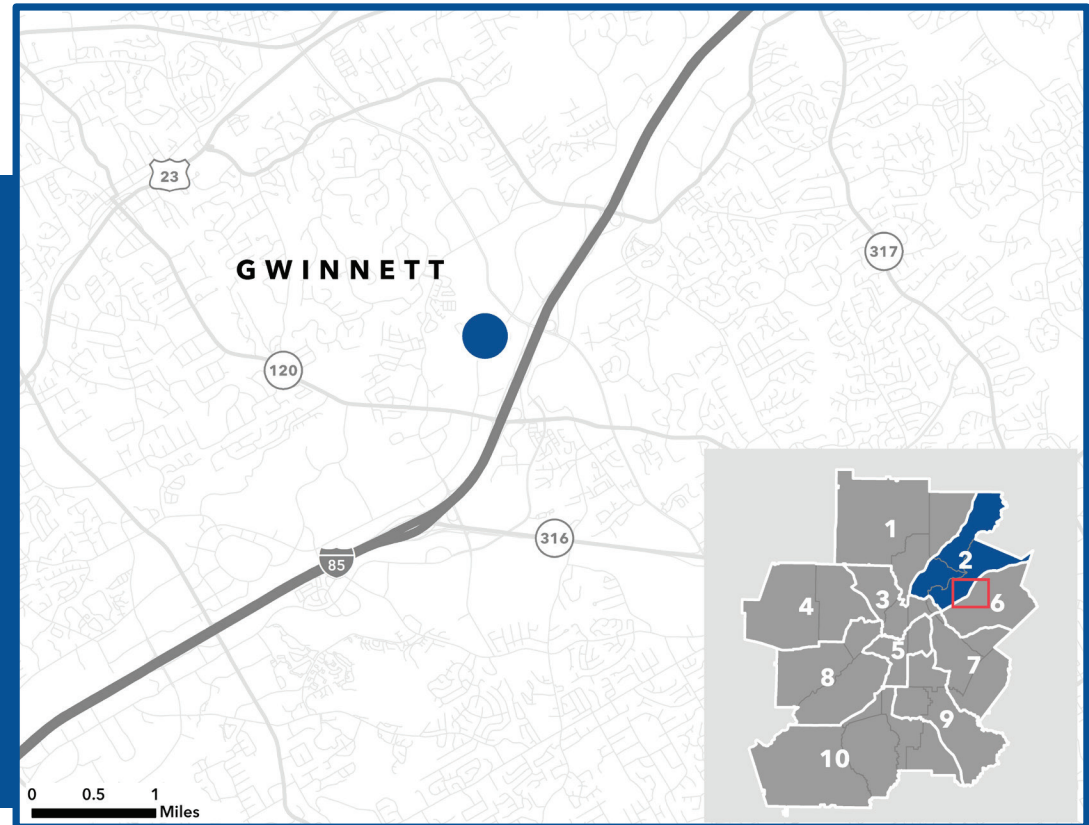
O&M Cost: \$-

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.

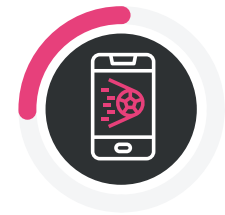
Alignment with Governing Principles



Return on Investment



Mobility and Access



Innovation



Economic Development and Land Use



Environmental



Equity

Lawrenceville Transit Center

Project Sponsor: GCT

Project Type: Expansion

Mode Type: Supportive Infrastructure

Capital Cost: \$30,750,000

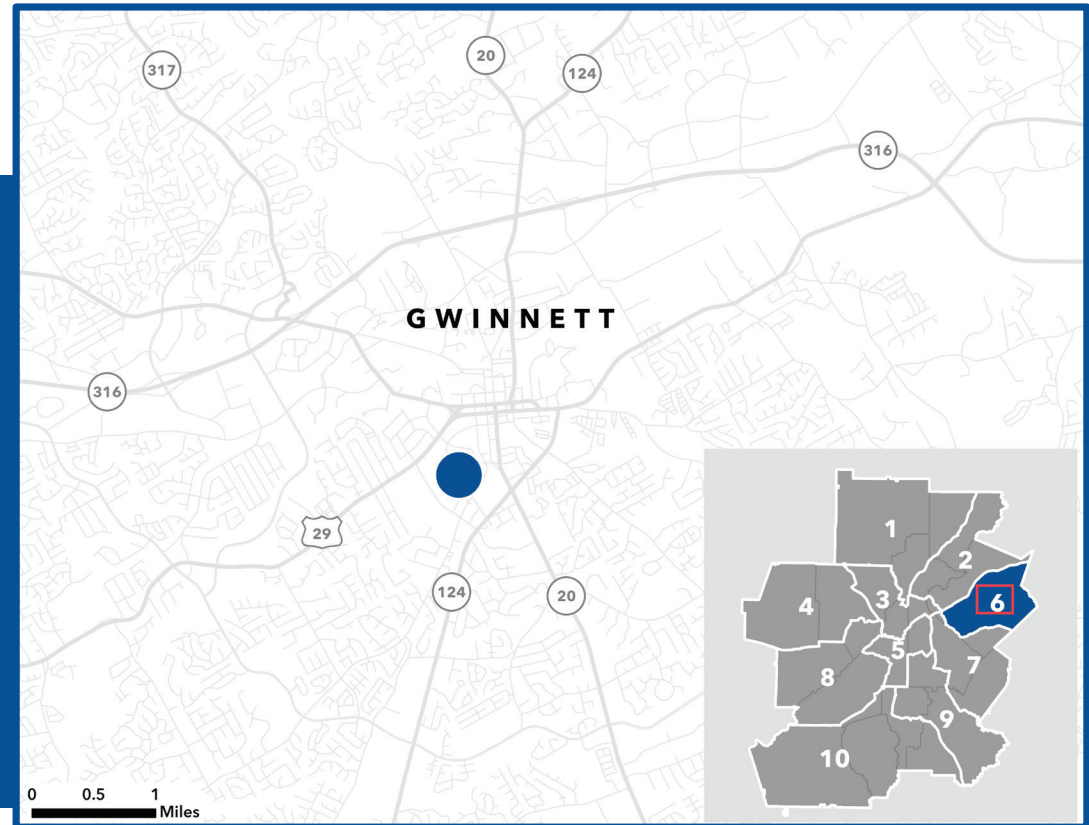
O&M Cost: \$-

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.

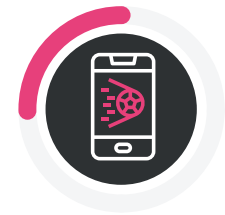
Alignment with Governing Principles



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

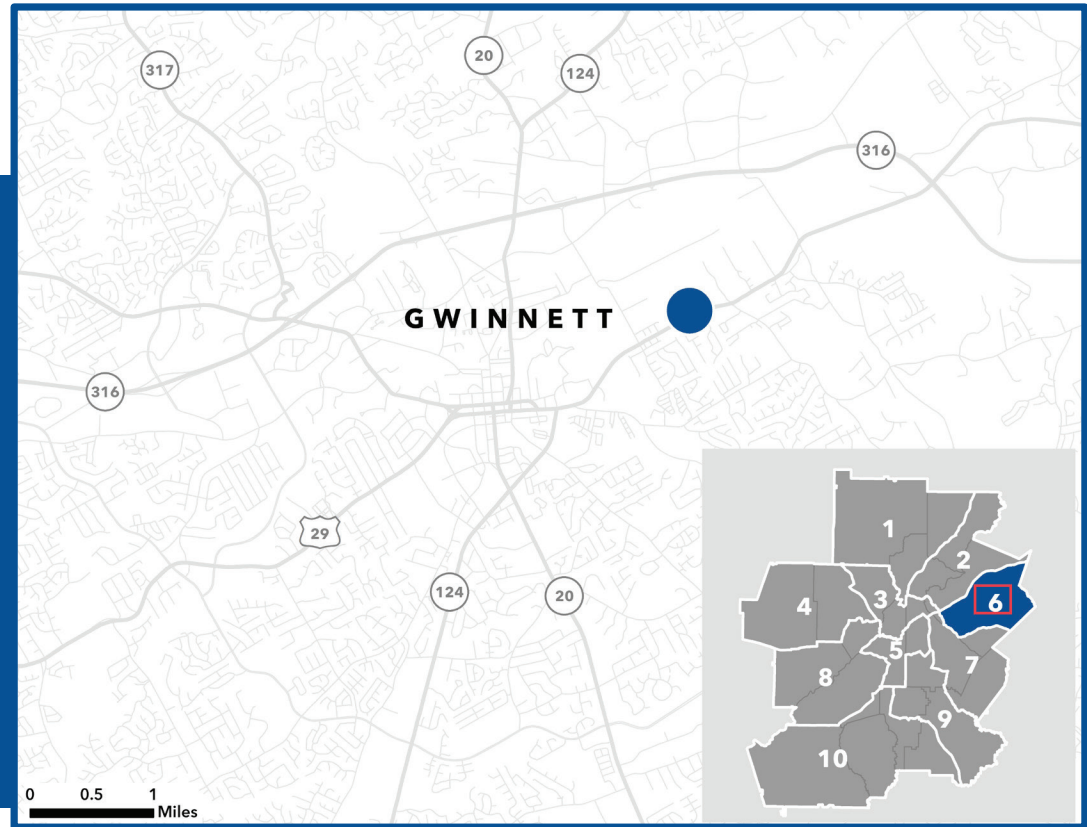
O&M Cost: \$-

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.

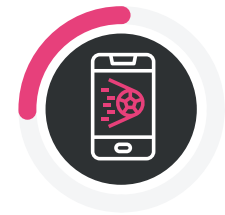
Alignment with Governing Principles



Return on Investment



Mobility and Access



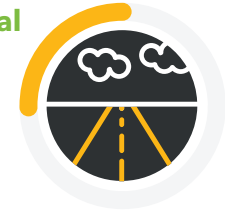
Innovation



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

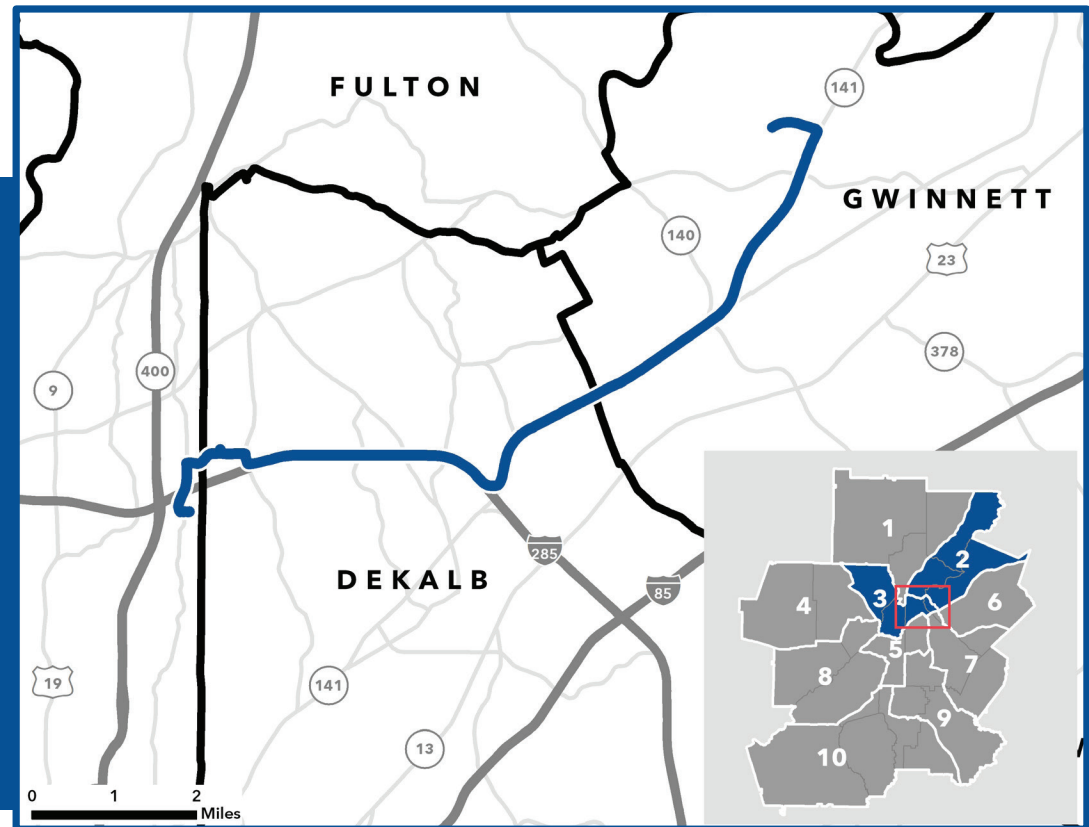
O&M Cost: \$43,910,000

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



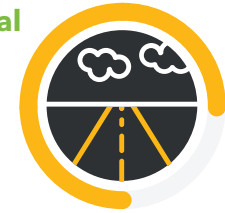
Innovation



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

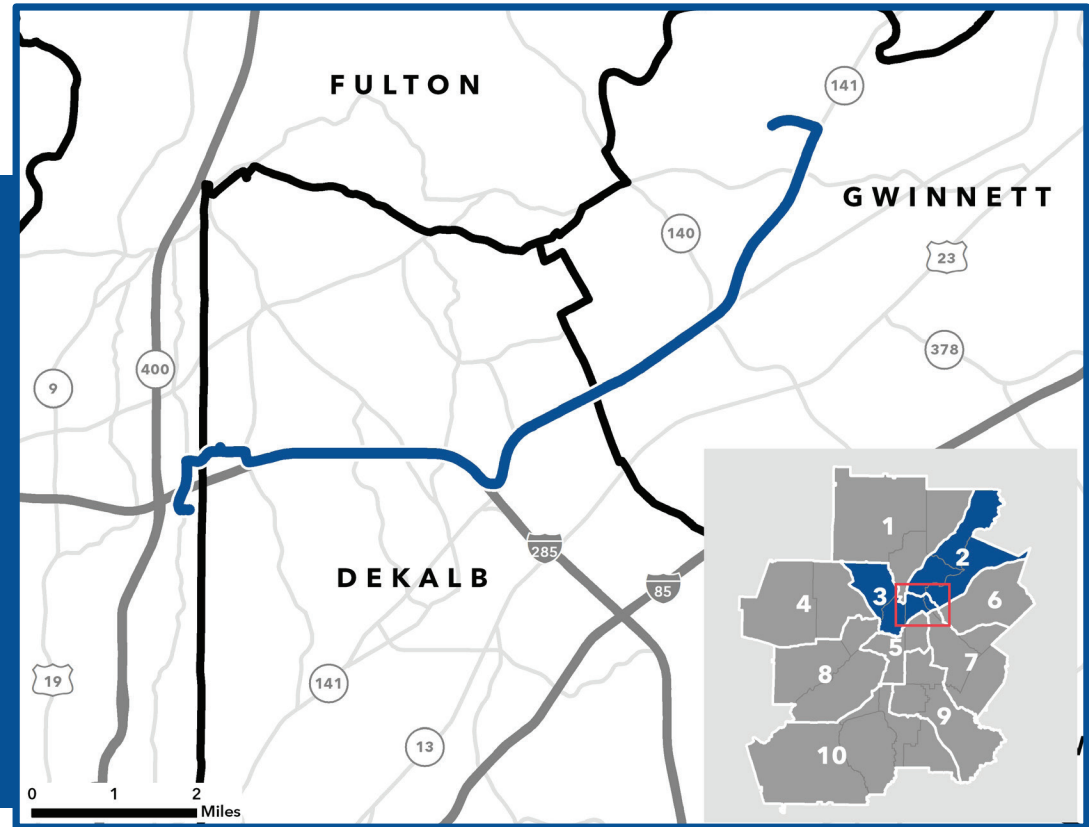
O&M Cost: \$27,873,000

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.

Alignment with Governing Principles



Return on Investment



Mobility and Access



Innovation



Economic Development and Land Use



Environmental



Equity

Rapid Bus Route 200: Peachtree Industrial Boulevard

Project Sponsor: GCT

Project Type: Expansion

Mode Type: Arterial Rapid Transit

Capital Cost: \$176,444,000

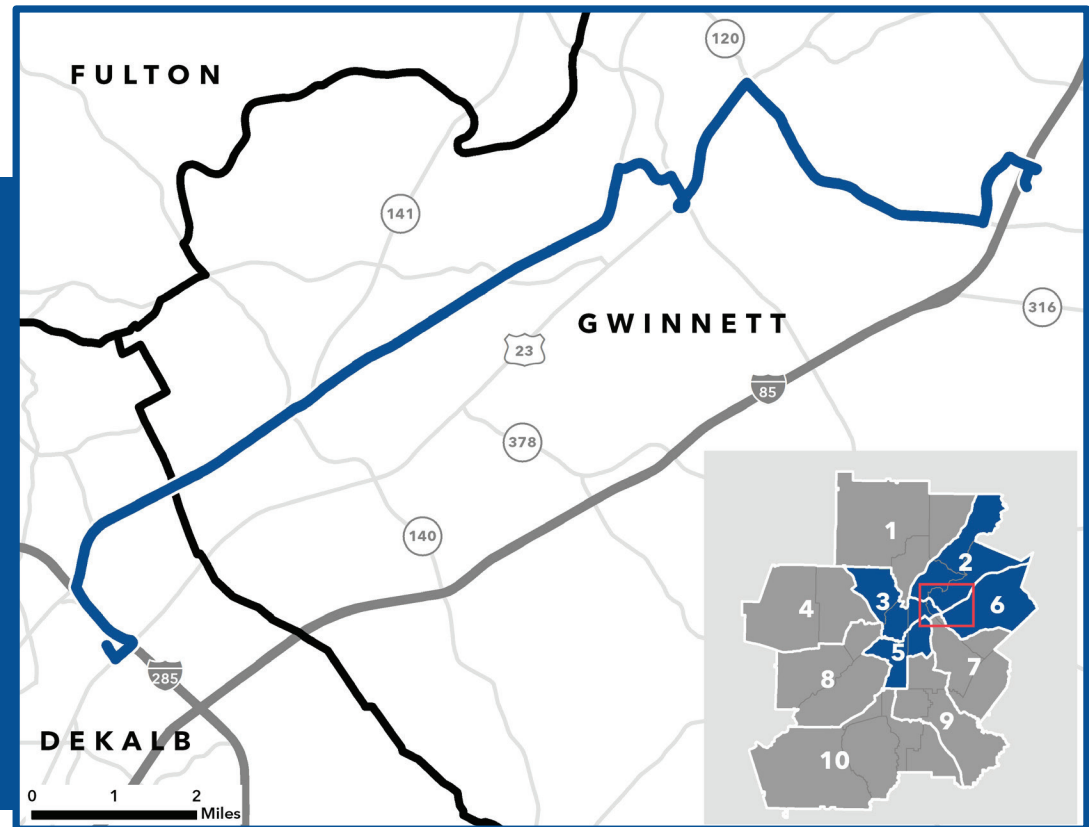
O&M Cost: \$113,487,000

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.

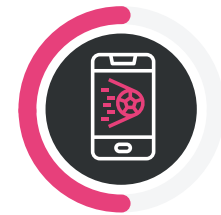
Alignment with Governing Principles



Return on Investment



Mobility and Access



Innovation



Economic Development and Land Use



Environmental



Equity

Rapid Bus Route 201: Steve Reynolds Boulevard

Project Sponsor: GCT

Project Type: Expansion

Mode Type: Arterial Rapid Transit

Capital Cost: \$44,024,000

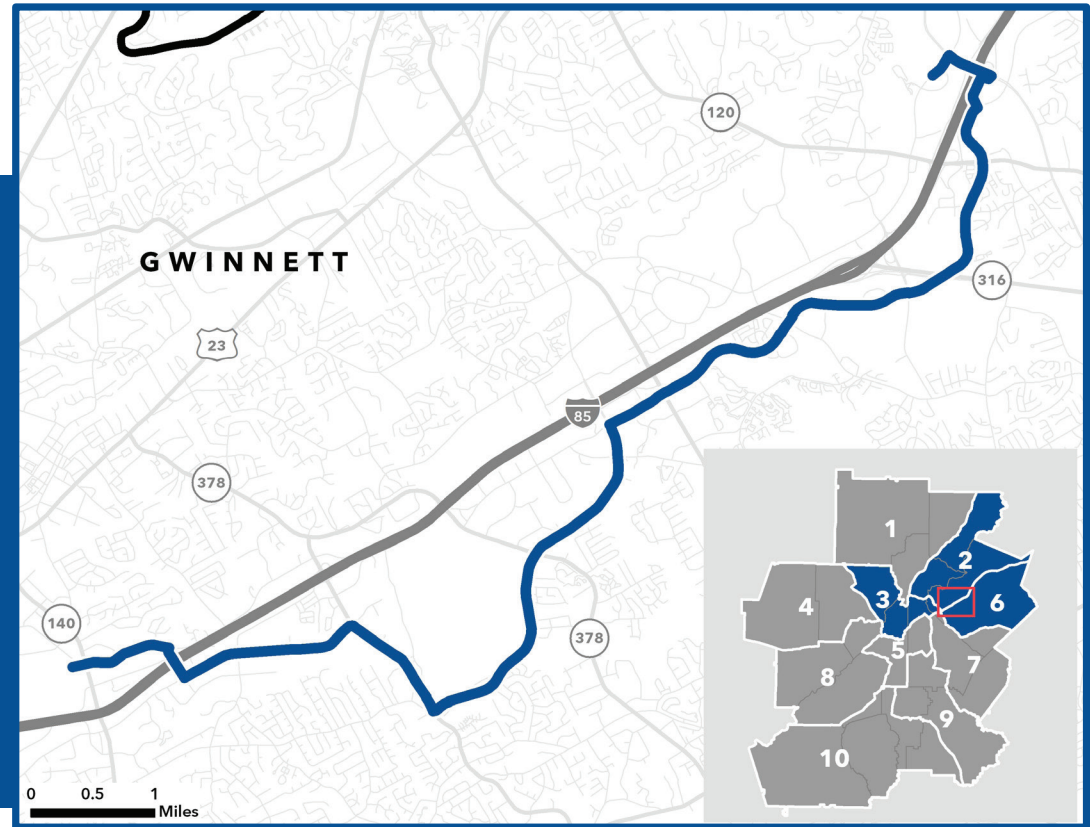
O&M Cost: \$72,467,000

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**



Innovation



**Economic
Development
and Land Use**



Environmental



Equity

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

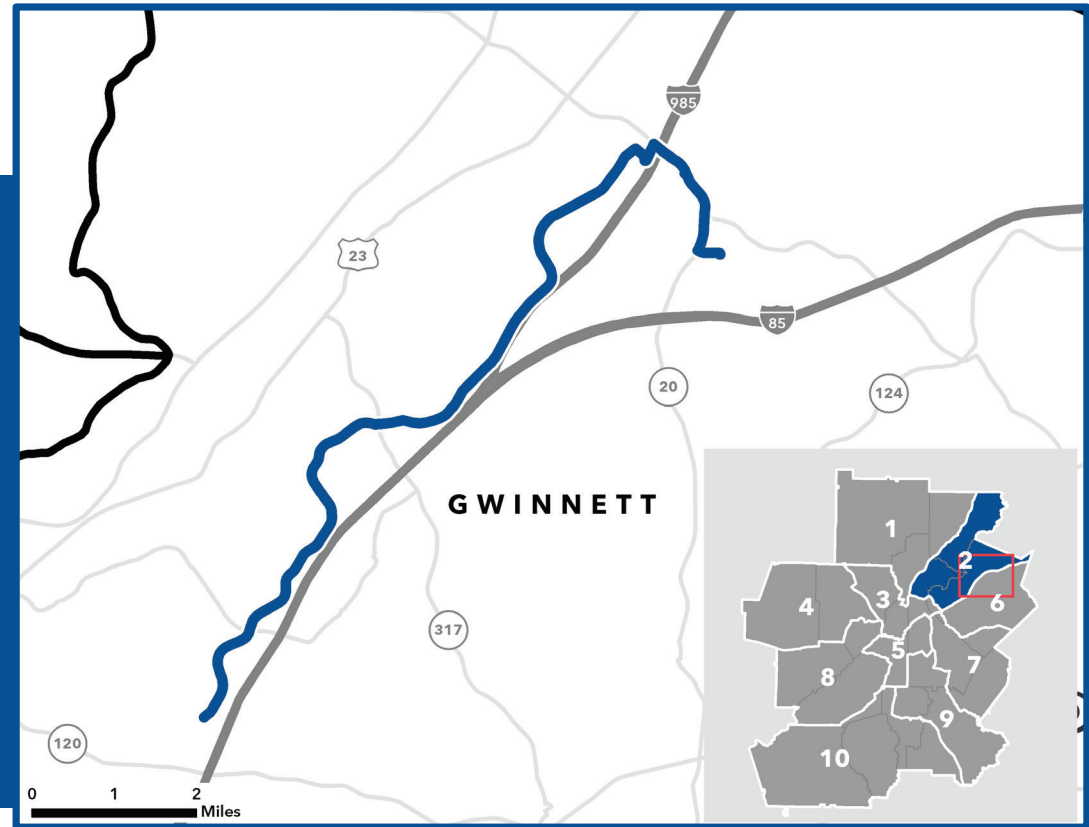
O&M Cost: \$64,348,000

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



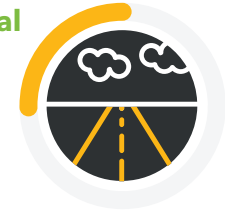
Innovation



Economic Development and Land Use



Environmental



Equity

Vehicles for Vanpool Expansion

Project Sponsor: Connect Douglas

Project Type: Expansion

Mode Type: Vanpool

Capital Cost: \$320,000

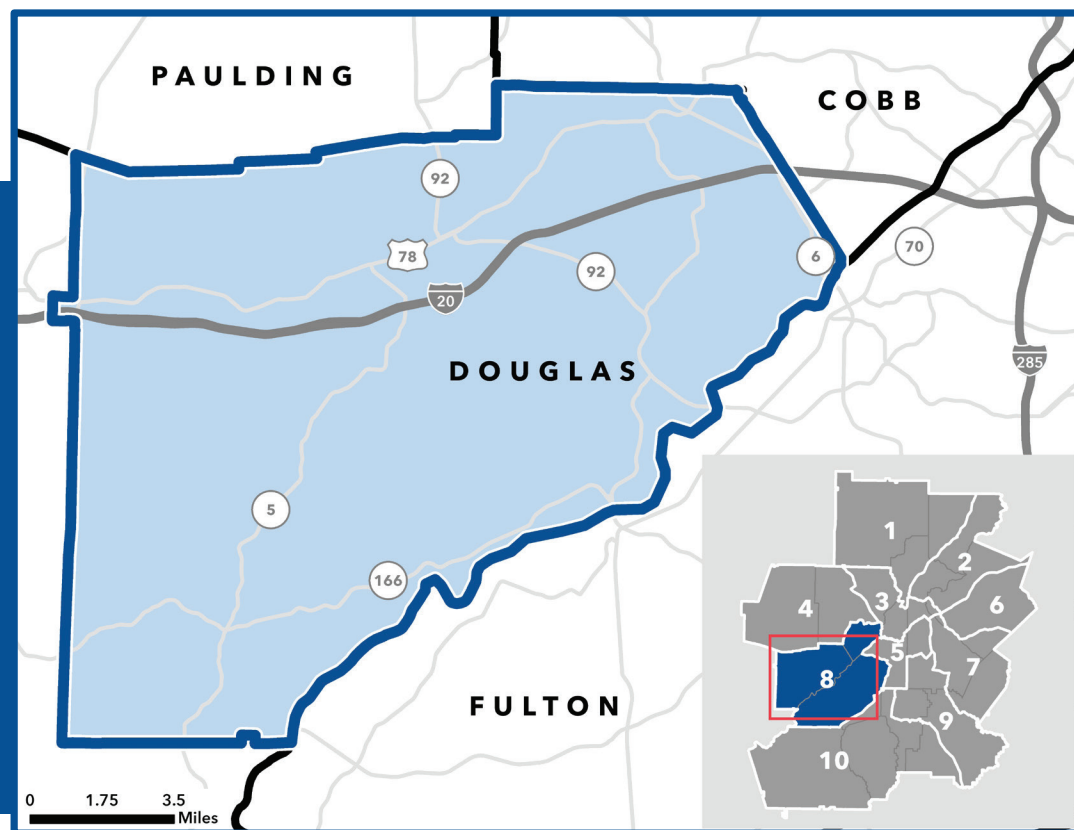
O&M Cost: \$49,000

District(s): 8

Quadrant: 2b: Low Impact/Low Cost

Regionally Significant: No

Planning Horizon: 6-year horizon



Project Description

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.

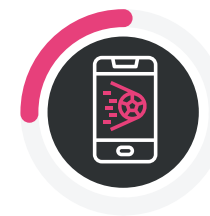
Alignment with Governing Principles



Return on Investment



Mobility and Access



Innovation



Economic Development and Land Use



Environmental



Equity

Rapid Bus Route 203: Pleasant Hill Road

Project Sponsor: GCT

Project Type: Expansion

Mode Type: Arterial Rapid Transit

Capital Cost: \$204,652,000

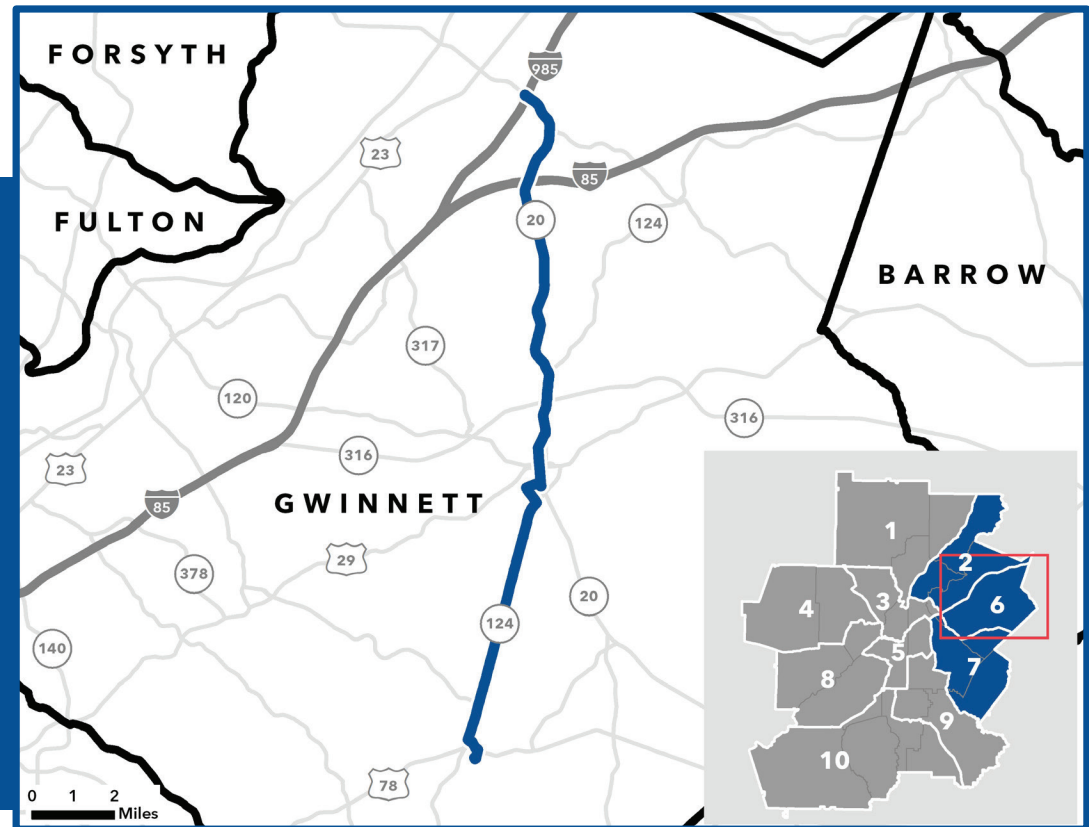
O&M Cost: \$99,076,000

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

Rapid Bus Route 204: State Route 124

Project Sponsor: GCT

Project Type: Expansion

Mode Type: Arterial Rapid Transit

Capital Cost: \$165,702,000

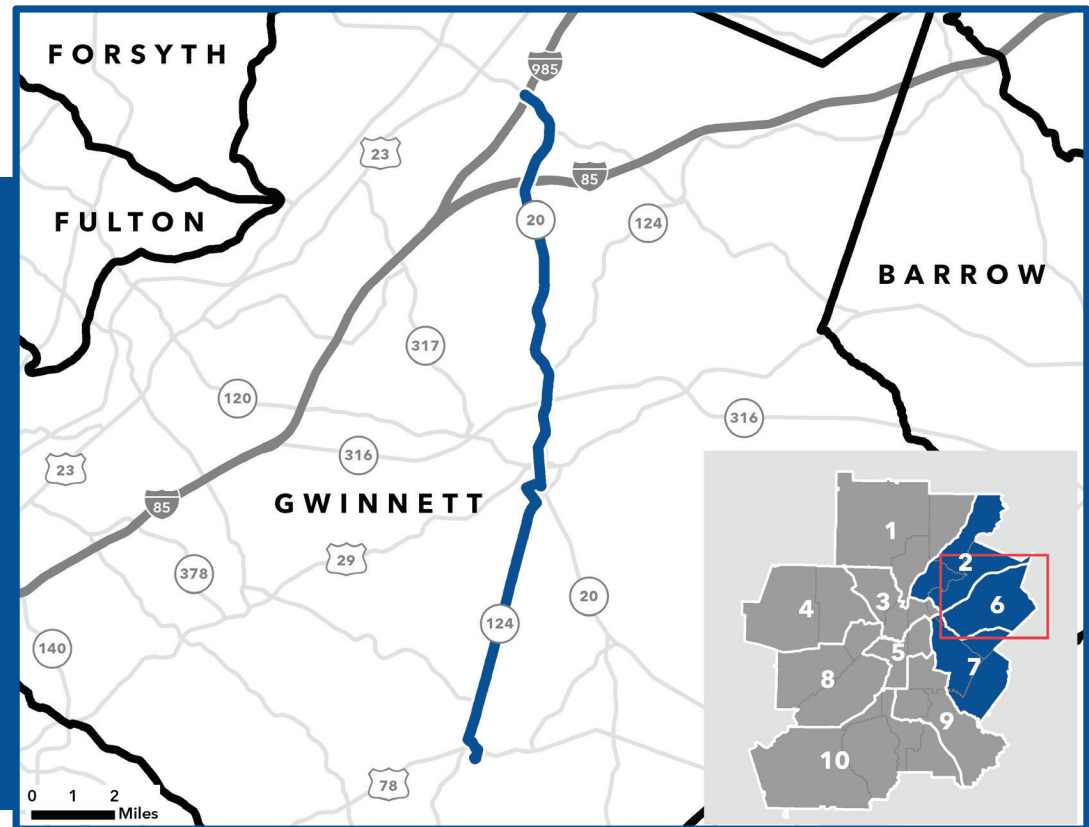
O&M Cost: \$86,235,000

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



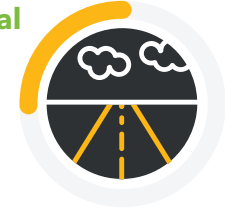
Innovation



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

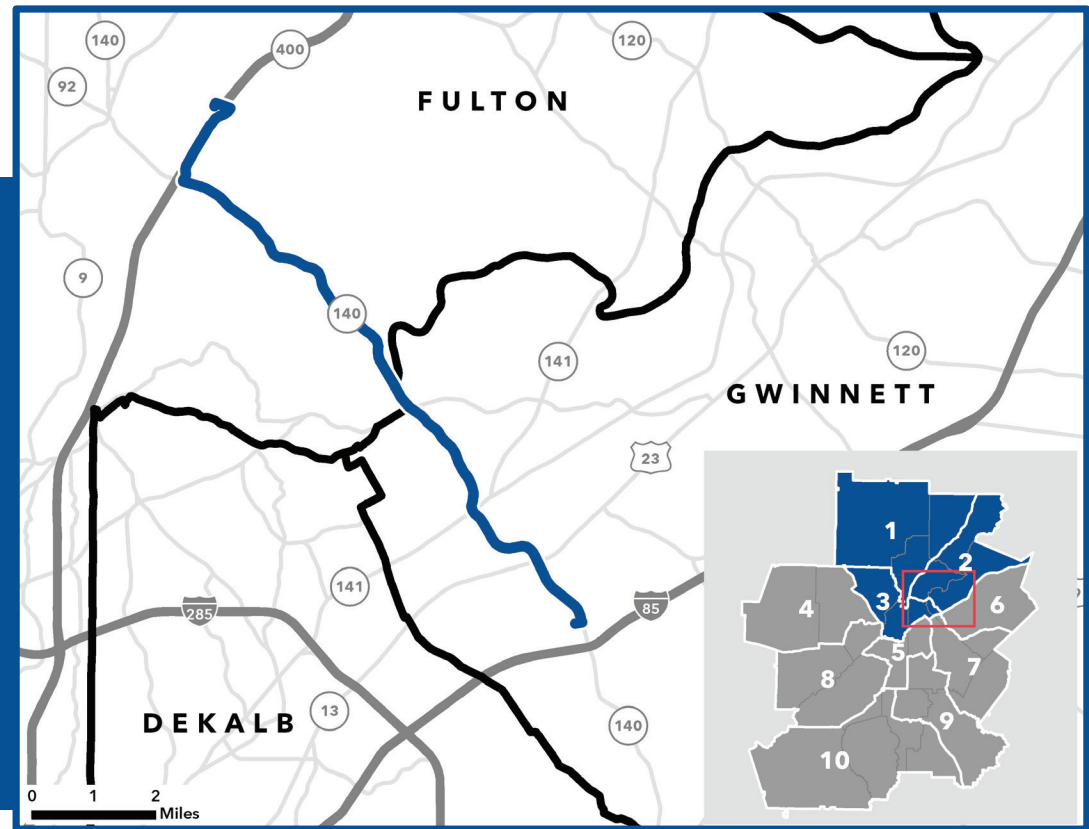
O&M Cost: \$37,377,000

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.

Alignment with Governing Principles



Return on Investment



Mobility and Access



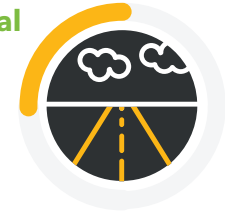
Innovation



Economic Development and Land Use



Environmental



Equity

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

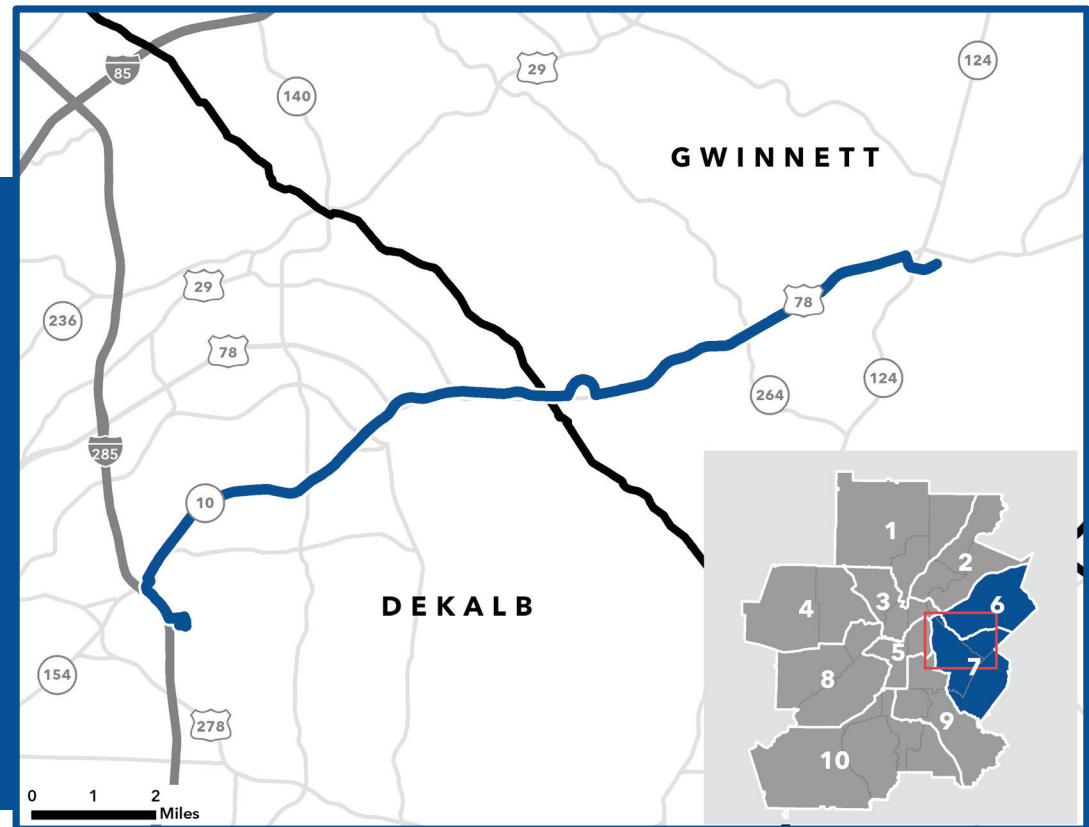
O&M Cost: \$102,416,000

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

Sugarloaf Park-and-Ride Flyover Ramp and Upgrades

Project Sponsor: GCT

Project Type: Expansion

Mode Type: Supportive Infrastructure

Capital Cost: \$102,500,000

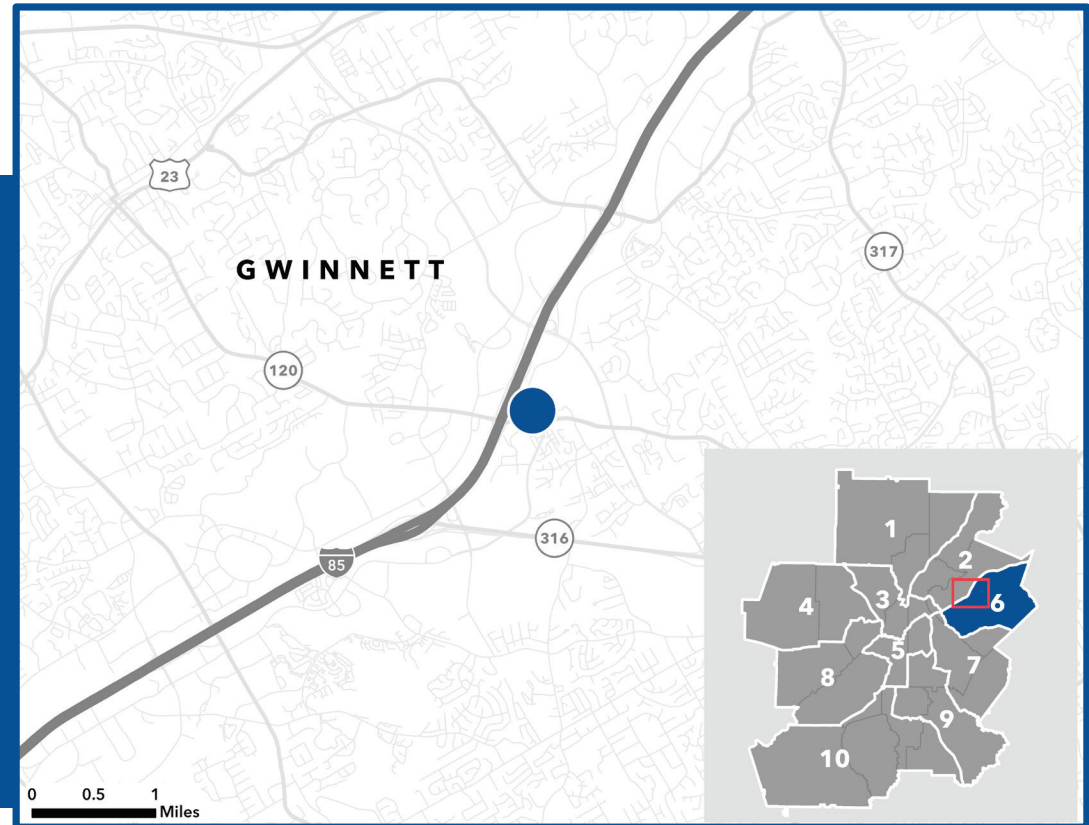
O&M Cost: \$-

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.

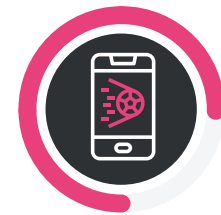
Alignment with Governing Principles



Return on Investment



Mobility and Access



Innovation



Economic Development and Land Use



Environmental



Equity

Indian Trail In-Line Stop and Park-and-Ride

Project Sponsor: GCT

Project Type: Expansion

Mode Type: Supportive Infrastructure

Capital Cost: \$143,500,000

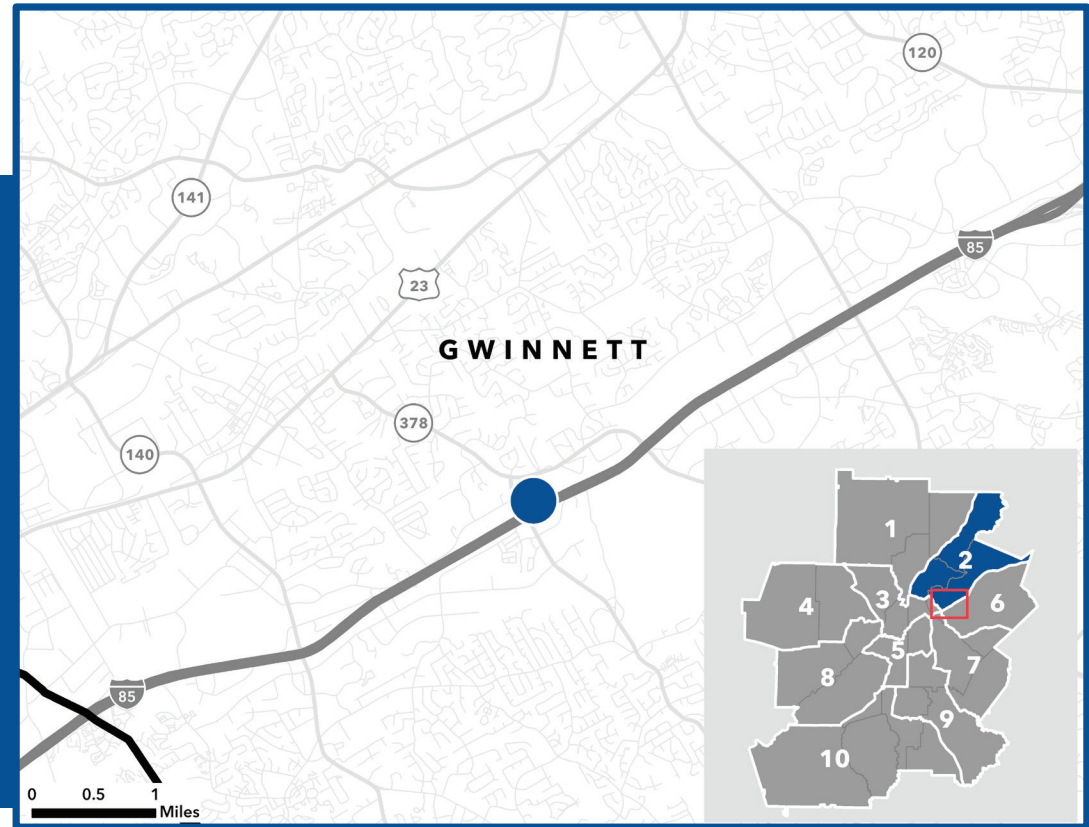
O&M Cost: \$-

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.

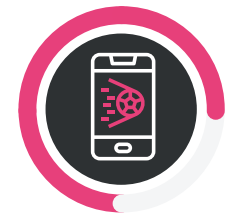
Alignment with Governing Principles



Return on Investment



Mobility and Access



Innovation



Economic Development and Land Use



Environmental



Equity

McGinnis Ferry Direct Access Ramps and Park-and-Ride

Project Sponsor: GCT

Project Type: Expansion

Mode Type: Supportive Infrastructure

Capital Cost: \$76,875,000

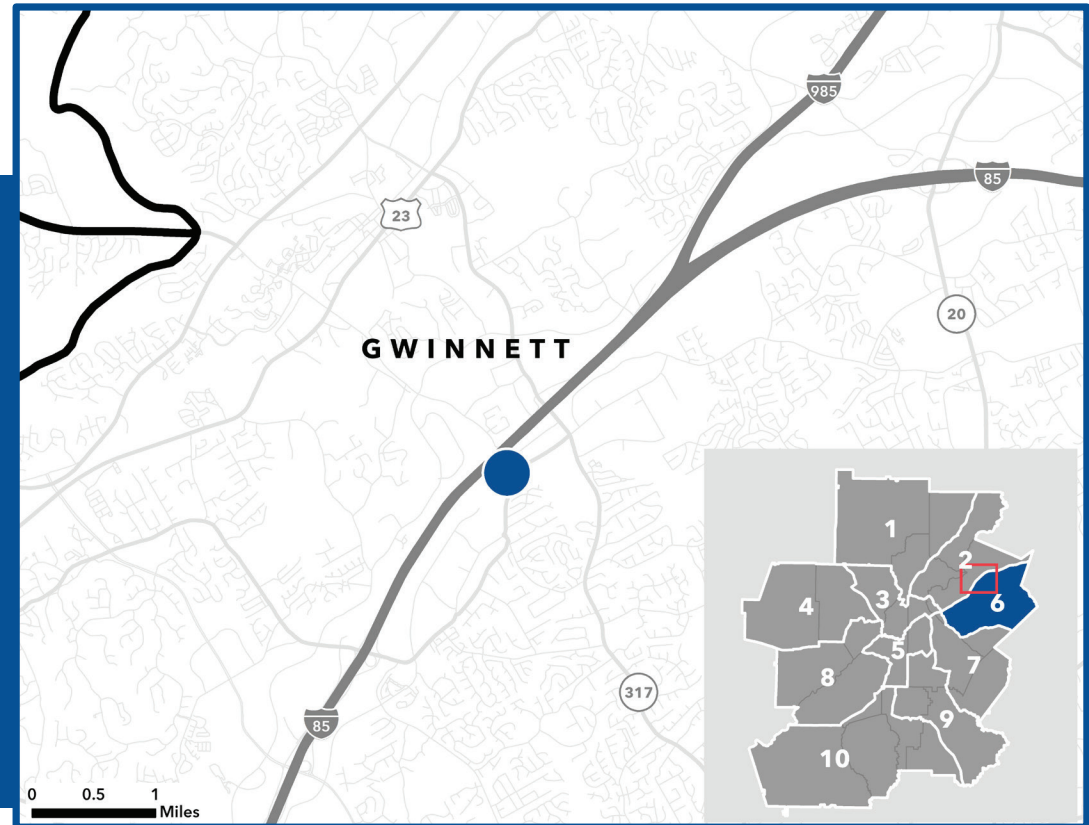
O&M Cost: \$-

District(s): 6

Quadrant: 2b: Low Impact/Low Cost

Regionally Significant: Yes

Planning Horizon: Undetermined



Project Description

This project is to construct 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.

Alignment with Governing Principles



Return on Investment



Mobility and Access



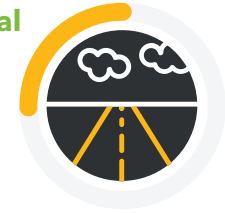
Innovation



Economic Development and Land Use



Environmental



Equity

Snellville Park-and-Ride Upgrade

Project Sponsor: GCT

Project Type: Enhancement

Mode Type: Supportive Infrastructure

Capital Cost: \$10,250,000

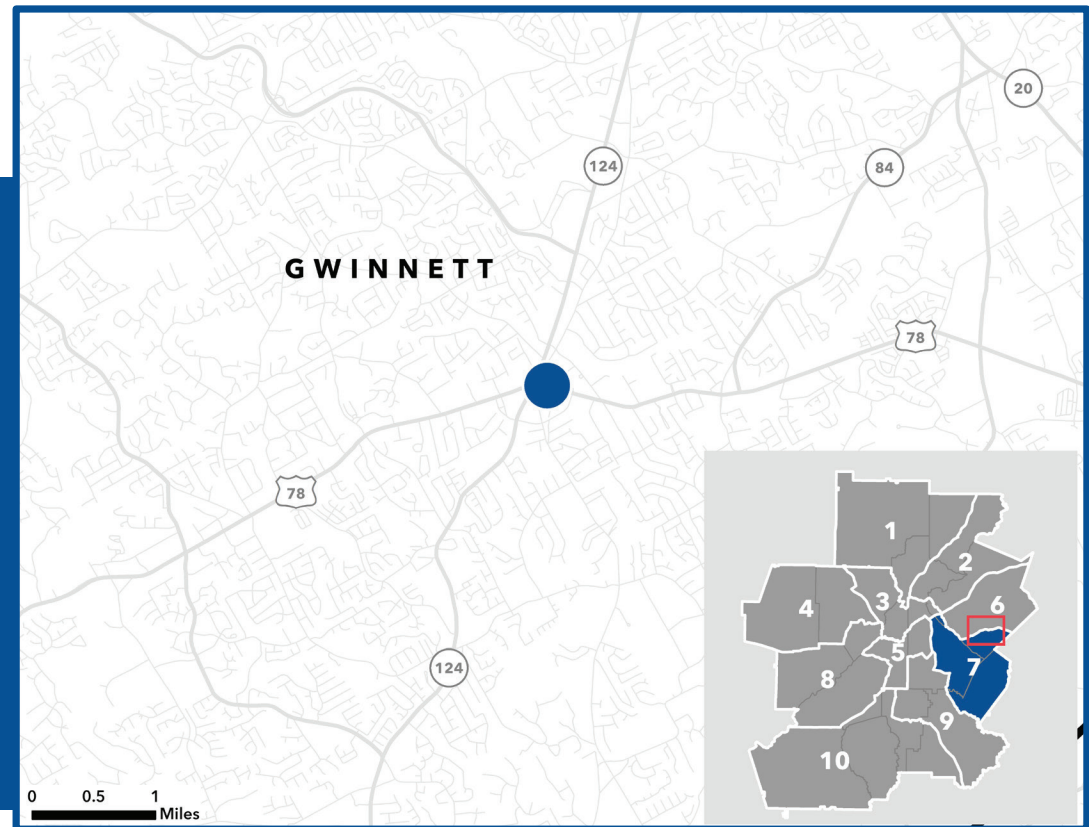
O&M Cost: \$-

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



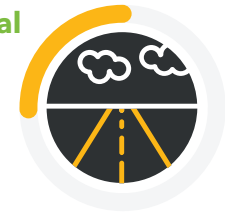
Innovation



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

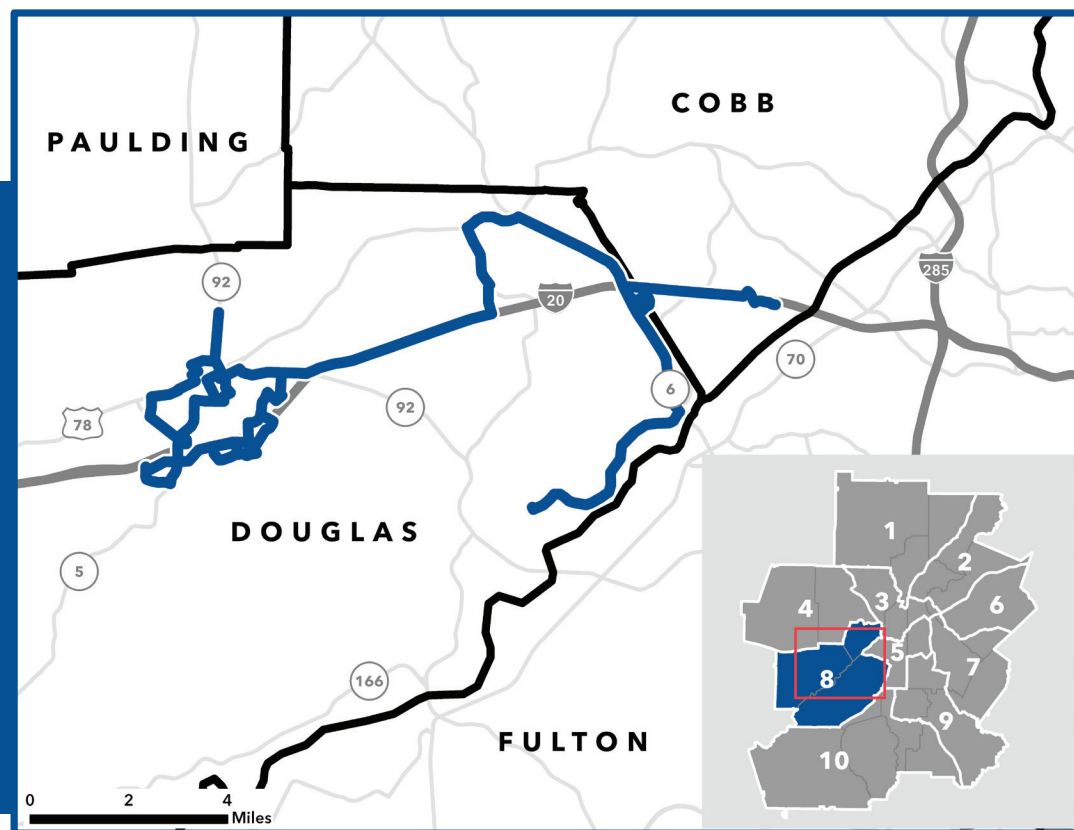
O&M Cost: \$90,000

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.

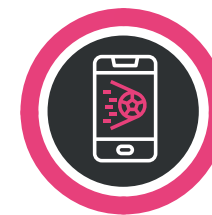
Alignment with Governing Principles



Return on Investment



Mobility and Access



Innovation



Economic Development and Land Use



Environmental



Equity

Fleet TSP Enhancements

Project Sponsor: GCT

Project Type: Enhancement

Mode Type: Fixed Route Bus

Capital Cost: \$2,851,000

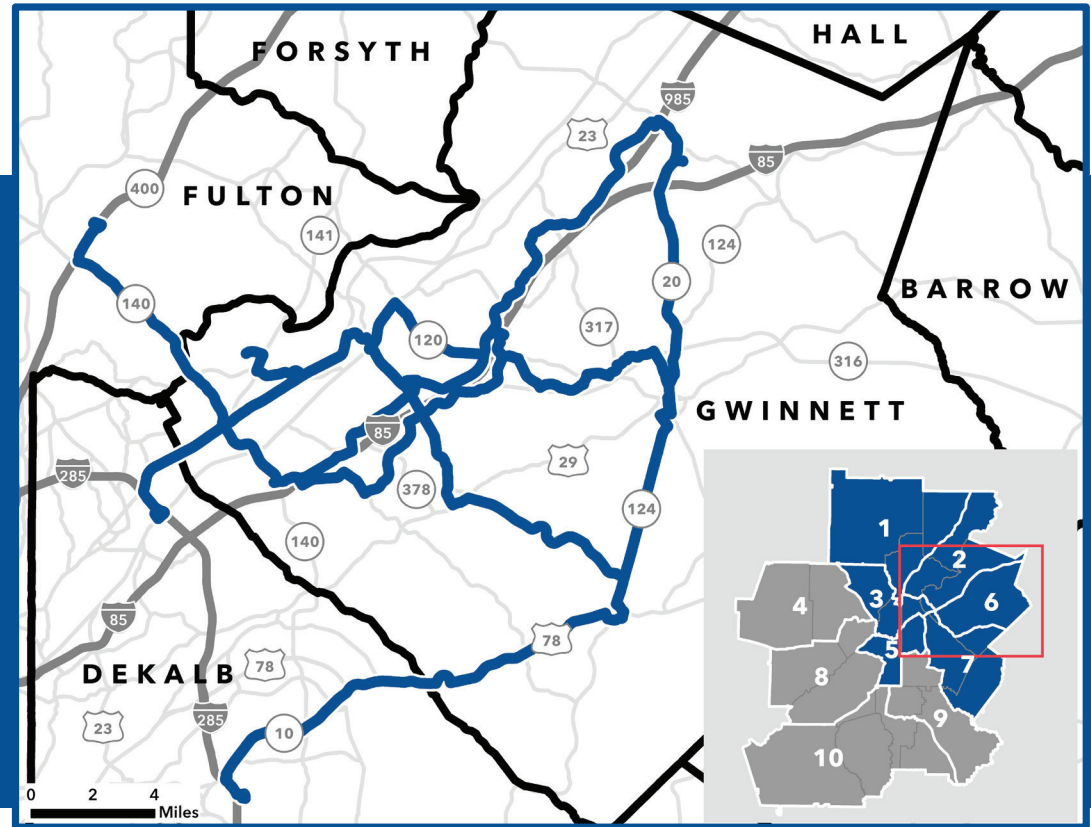
O&M Cost: \$-

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.

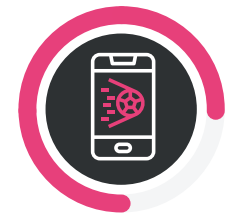
Alignment with Governing Principles



Return on Investment



Mobility and Access



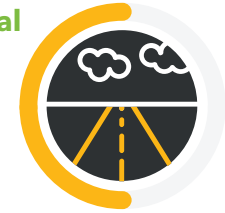
Innovation



Economic Development and Land Use



Environmental



Equity

Vanpool Subsidy

Project Sponsor: GCT

Project Type: Expansion

Mode Type: Vanpool

Capital Cost: \$-

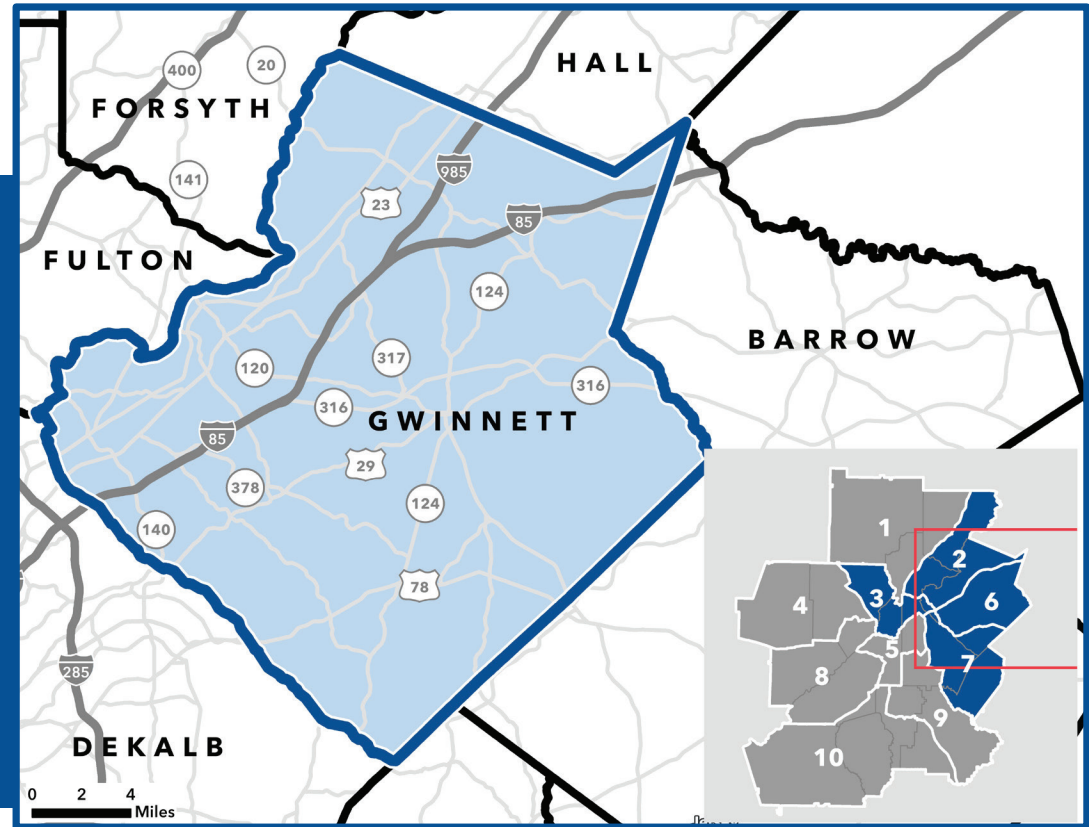
O&M Cost: \$15,525,000

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



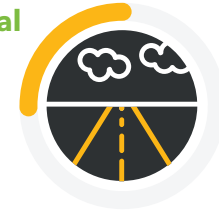
Innovation



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

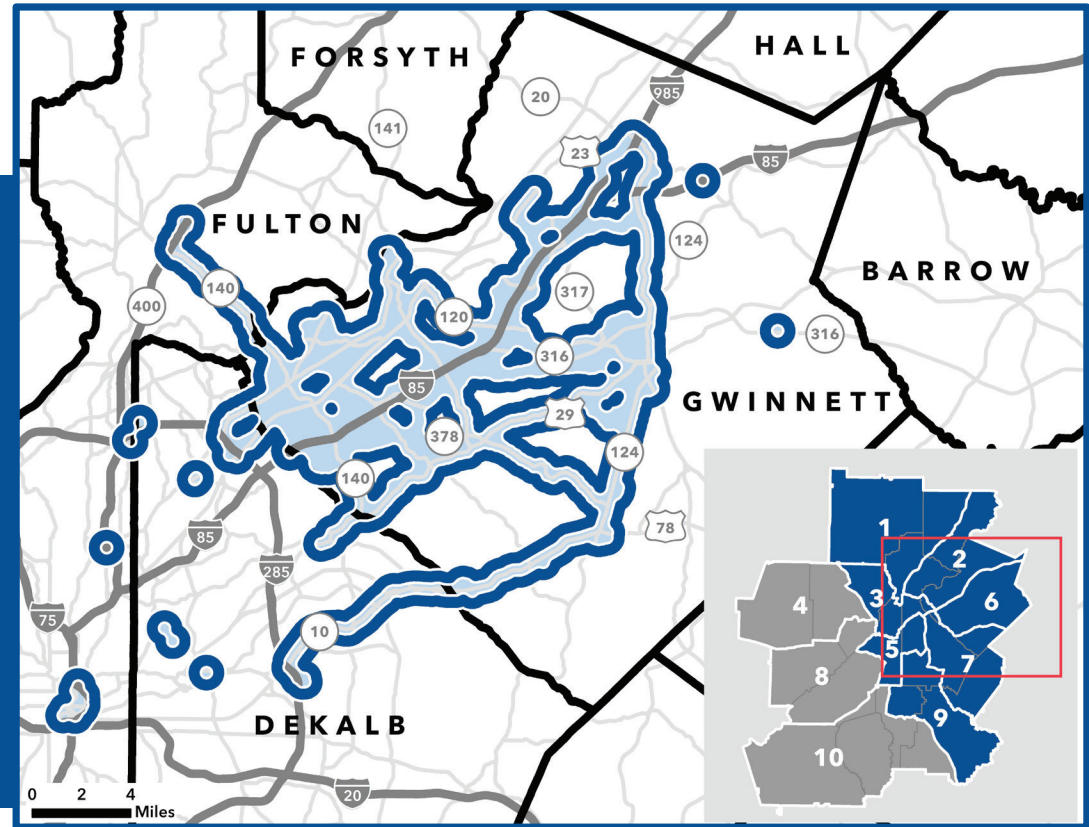
O&M Cost: \$-

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



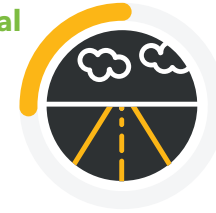
Innovation



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

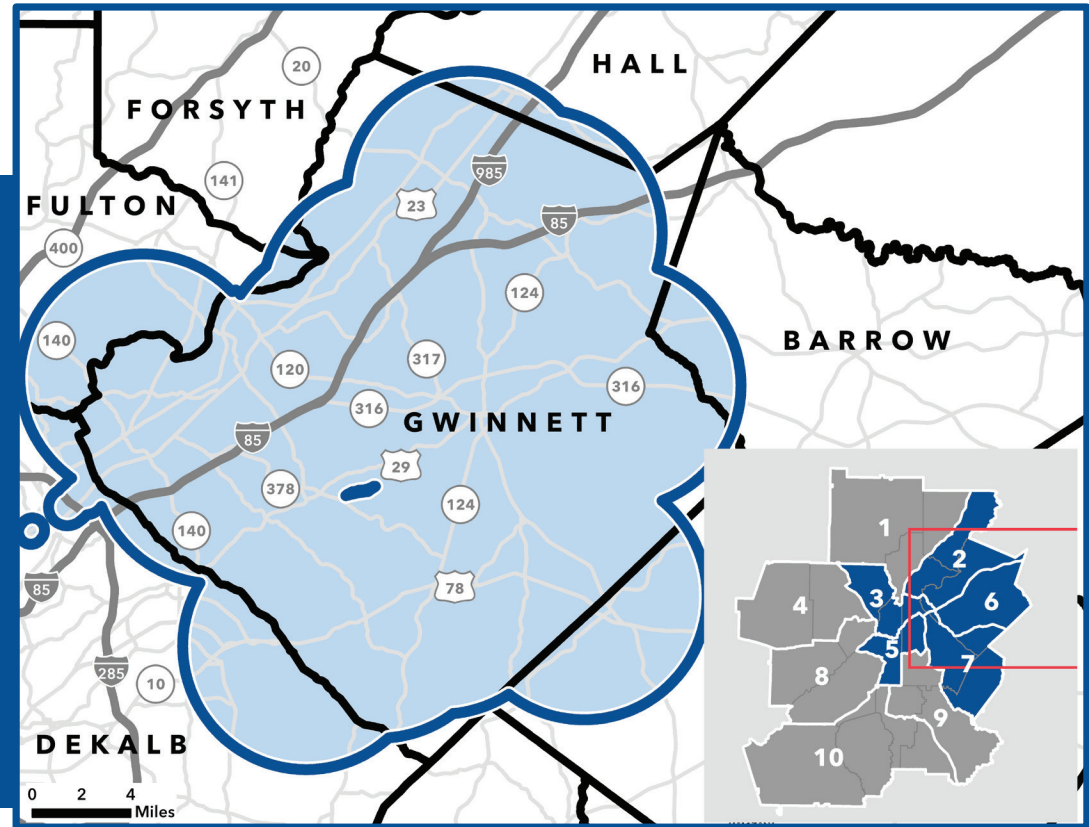
O&M Cost: \$-

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.

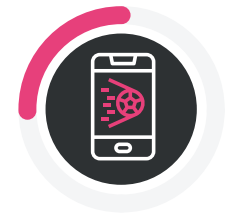
Alignment with Governing Principles



Return on Investment



Mobility and Access



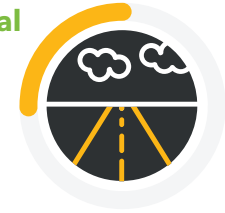
Innovation



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

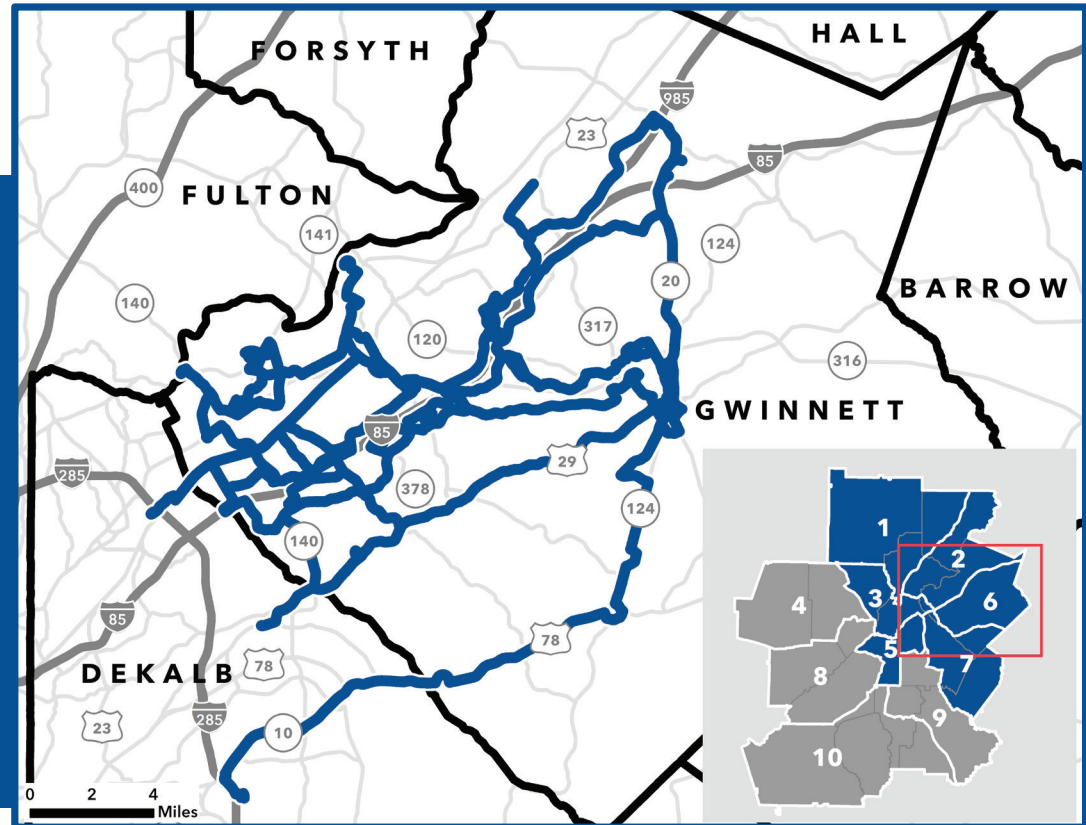
O&M Cost: \$-

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.

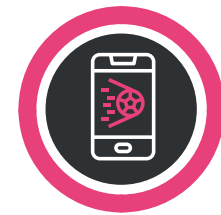
Alignment with Governing Principles



Return on Investment



Mobility and Access



Innovation



Economic Development and Land Use



Environmental



Equity

BRT to Light Rail Transit Conversion Seed Funding

Project Sponsor: GCT

Project Type: Enhancement

Mode Type: Light Rail

Capital Cost: \$51,250,000

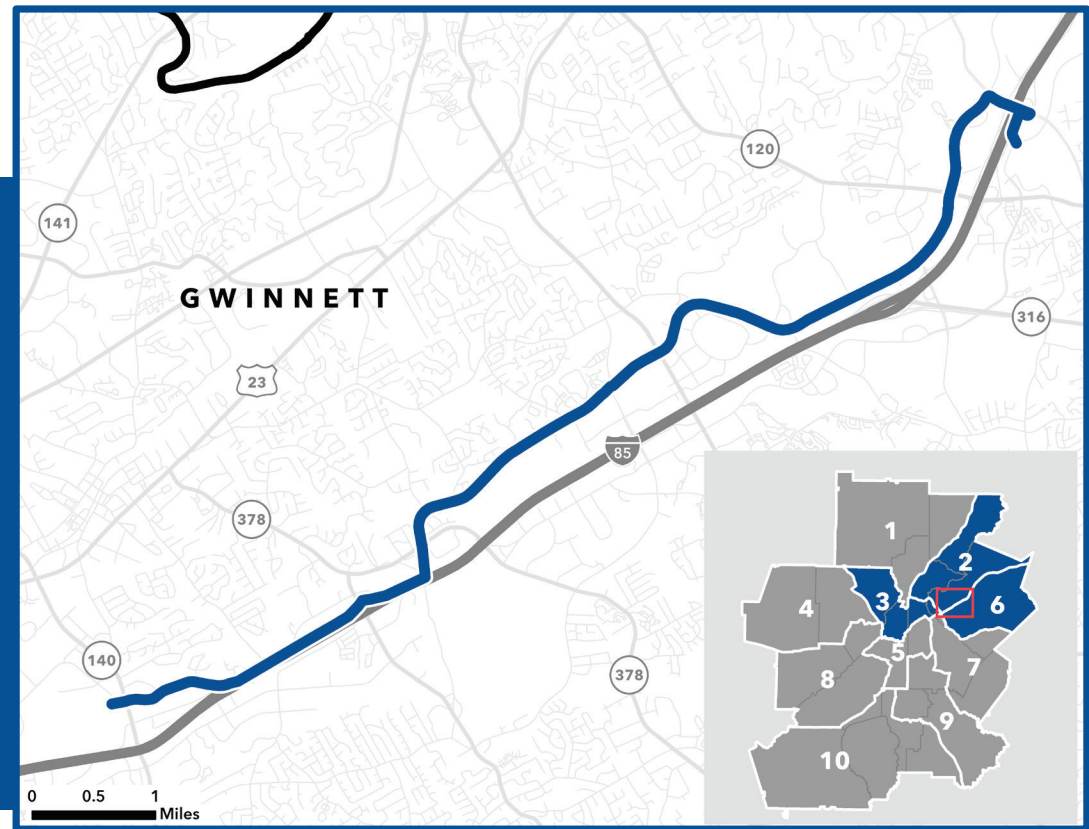
O&M Cost: \$-

District(s): 2,3,6

Quadrant: 1: High Impact/Low Cost

Regionally Significant: Yes

Planning Horizon: Undetermined



Project Description

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.

Alignment with Governing Principles



Return on Investment



Mobility and Access



Innovation



Economic Development and Land Use



Environmental



Equity

Regional Transit Project Support

Project Sponsor: GCT

Project Type: Expansion

Mode Type: Bus Rapid Transit

Capital Cost: \$51,250,000

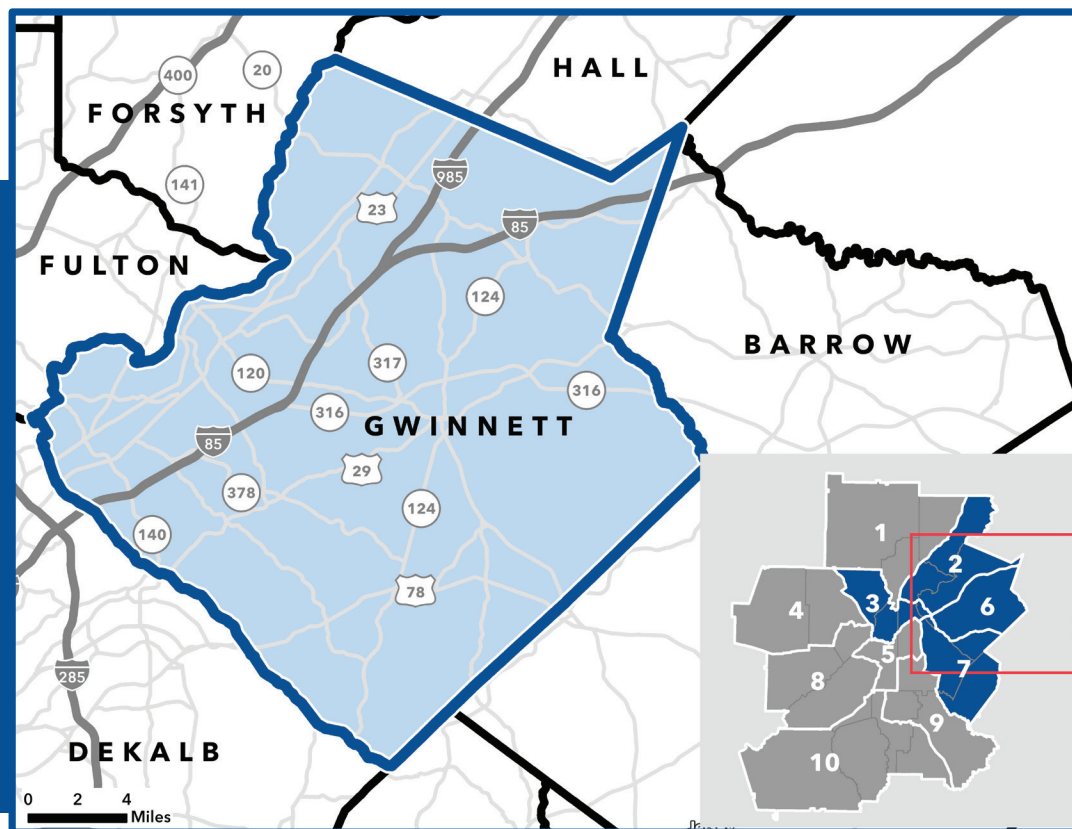
O&M Cost: \$-

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

Quadrant: 2b: Low Impact/Low Cost

Regionally Significant: Yes

Planning Horizon: Undetermined



Project Description

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.

Alignment with Governing Principles



Return on Investment



Mobility and Access



Innovation



Economic Development and Land Use



Environmental



Equity

State Route 316 Managed Lanes Support

Project Sponsor: GCT

Project Type: Expansion

Mode Type: Supportive Infrastructure

Capital Cost: \$51,250,000

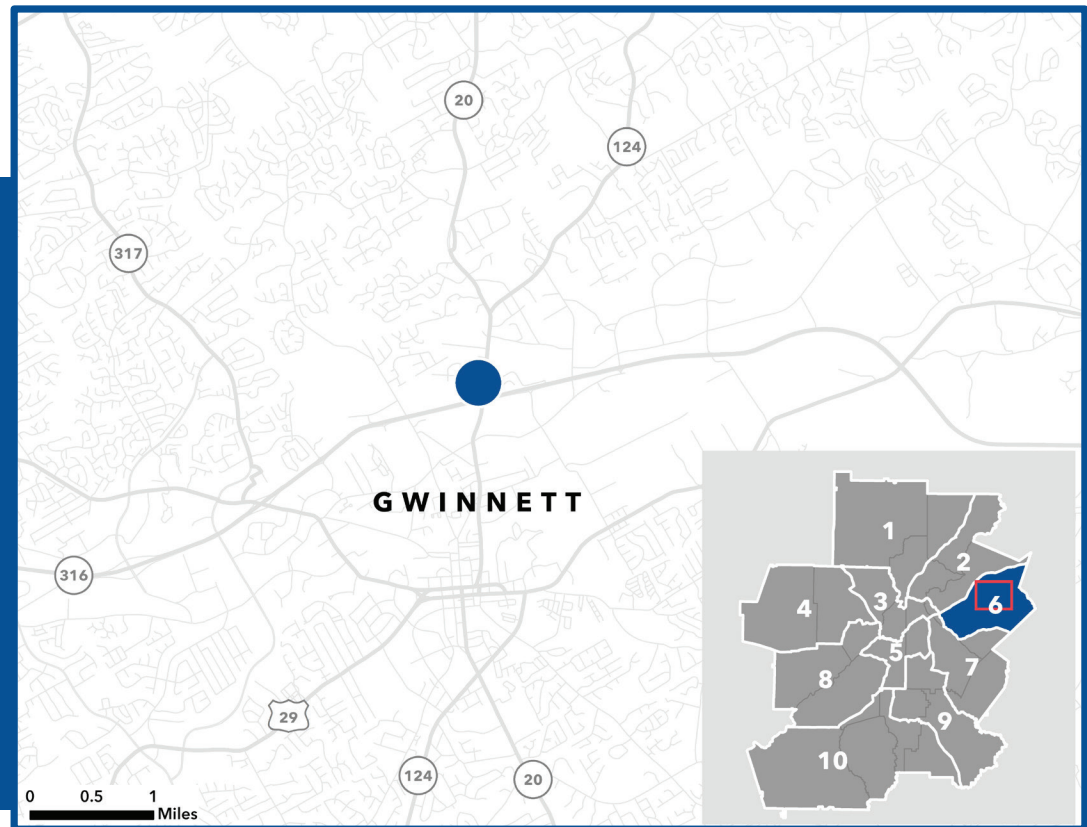
O&M Cost: \$-

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



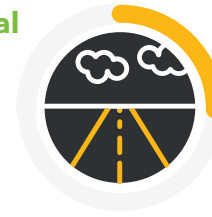
Innovation



Economic Development and Land Use



Environmental



Equity

TNC/Rideshare Subsidy

Project Sponsor: GCT

Project Type: Expansion

Mode Type: Rideshare/TNCs

Capital Cost: \$-

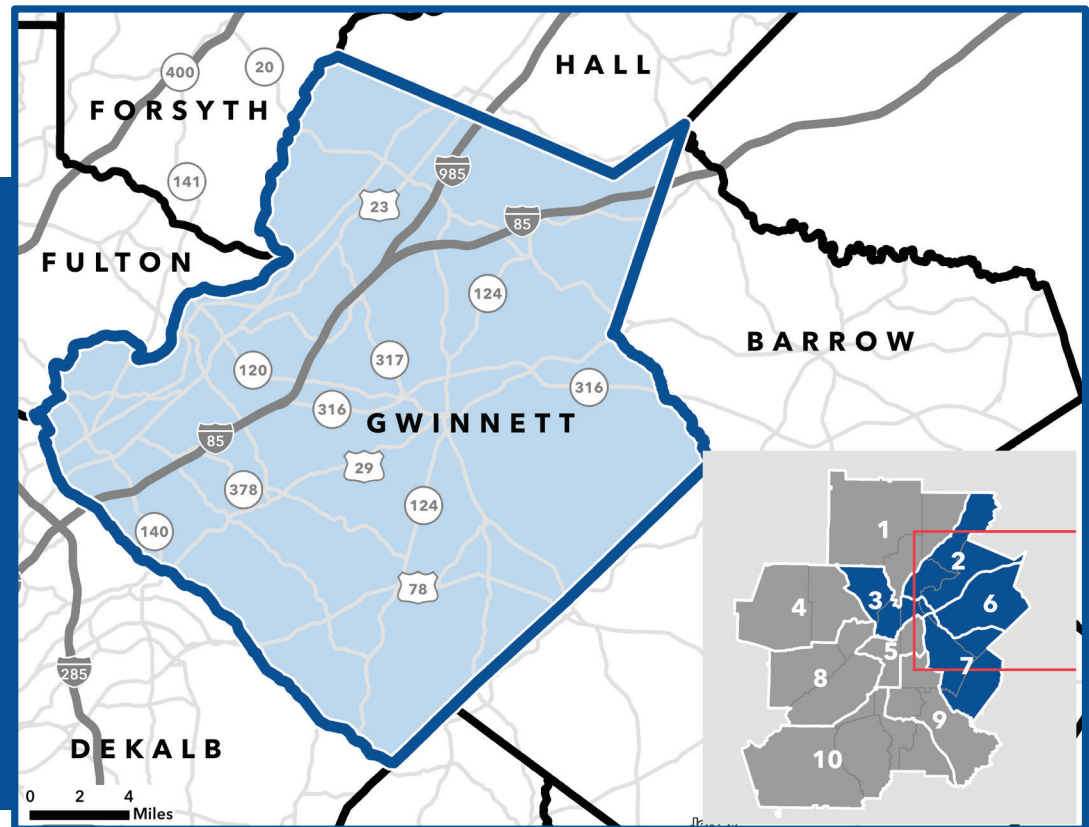
O&M Cost: \$4,140,000

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



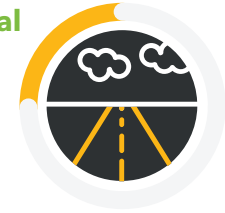
Innovation



Economic Development and Land Use



Environmental



Equity

Local Bus Expansion Route 15

Project Sponsor: GCT

Project Type: Expansion

Mode Type: Fixed Route Bus

Capital Cost: \$6,458,000

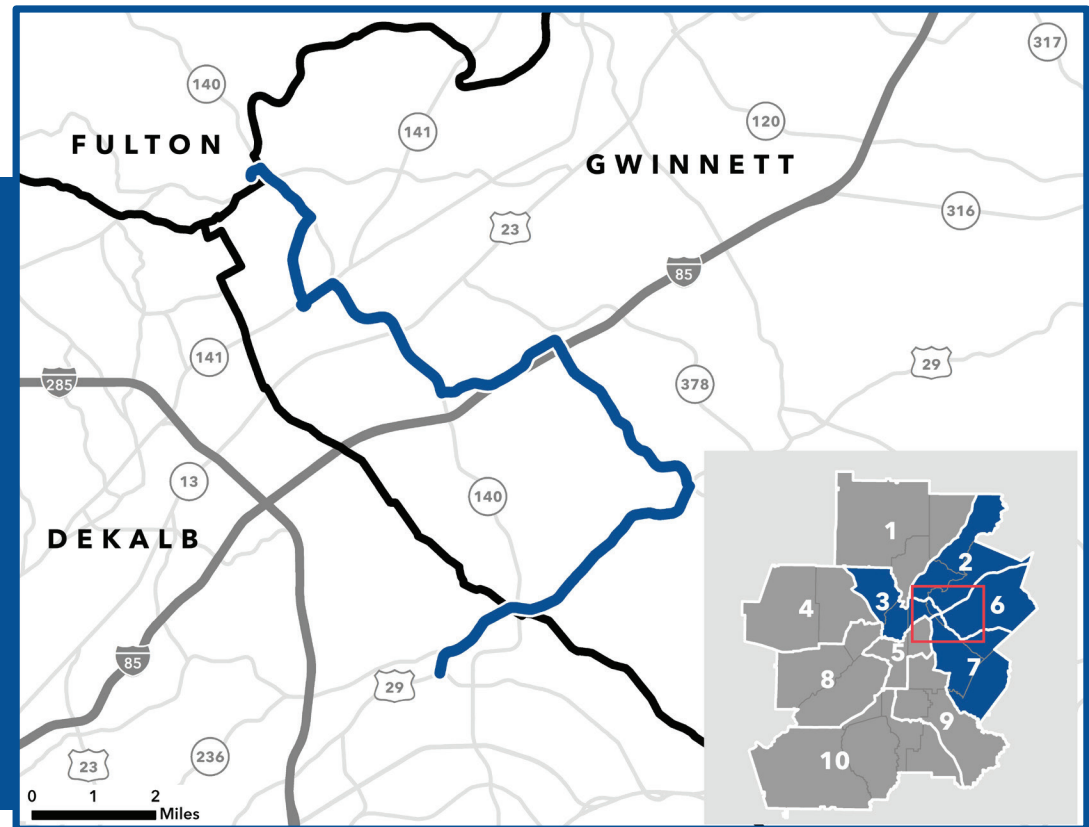
O&M Cost: \$68,295,000

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

Quadrant: 1: High Impact/Low Cost

Regionally Significant: Yes

Planning Horizon: Undetermined



Project Description

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.

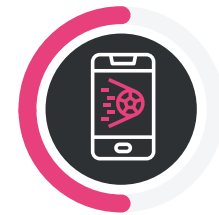
Alignment with Governing Principles



Return on Investment



Mobility and Access



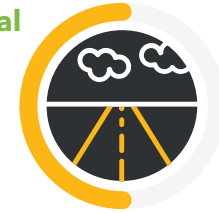
Innovation



Economic Development and Land Use



Environmental



Equity

Bus shelters and passenger amenities

Project Sponsor: Connect Douglas

Project Type: Expansion

Mode Type: Supportive Infrastructure

Capital Cost: \$300,000

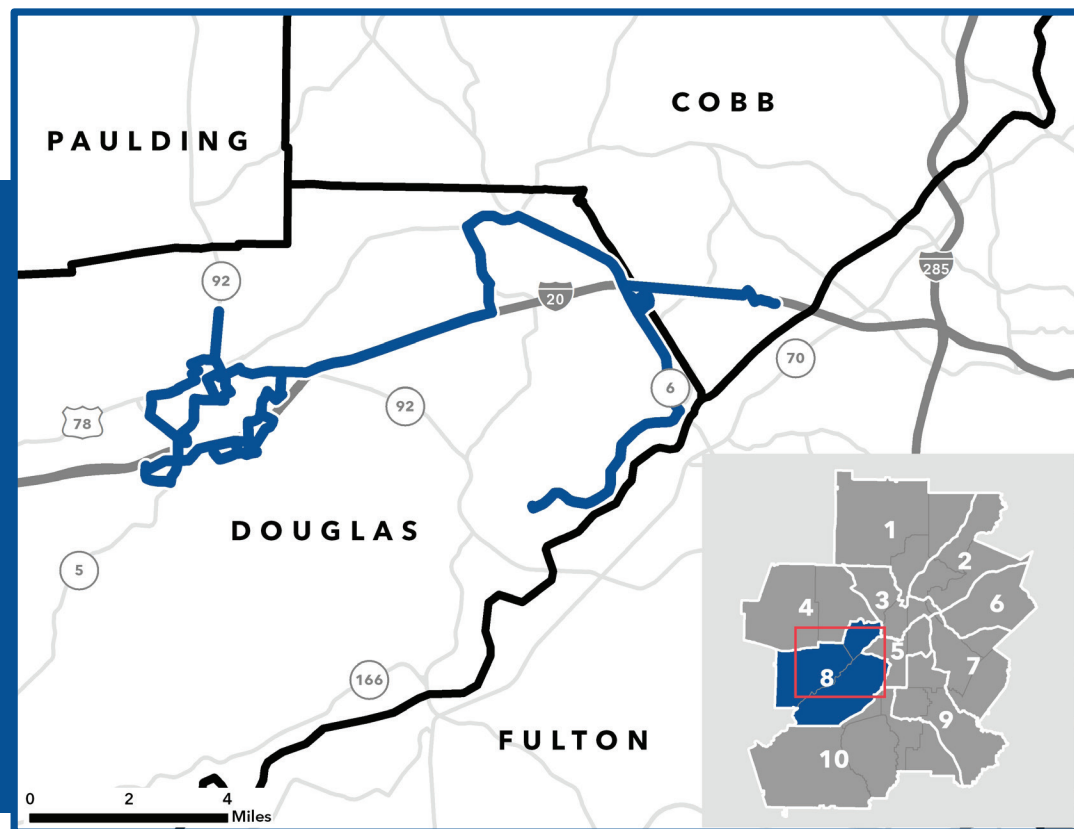
O&M Cost: \$7,000

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

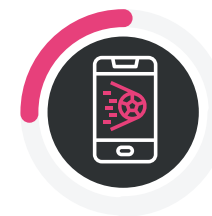
Alignment with Governing Principles



Return on Investment



Mobility and Access



Innovation



Economic Development and Land Use



Environmental



Equity

Local Bus Expansion Route 25

Project Sponsor: GCT

Project Type: Expansion

Mode Type: Fixed Route Bus

Capital Cost: \$2,153,000

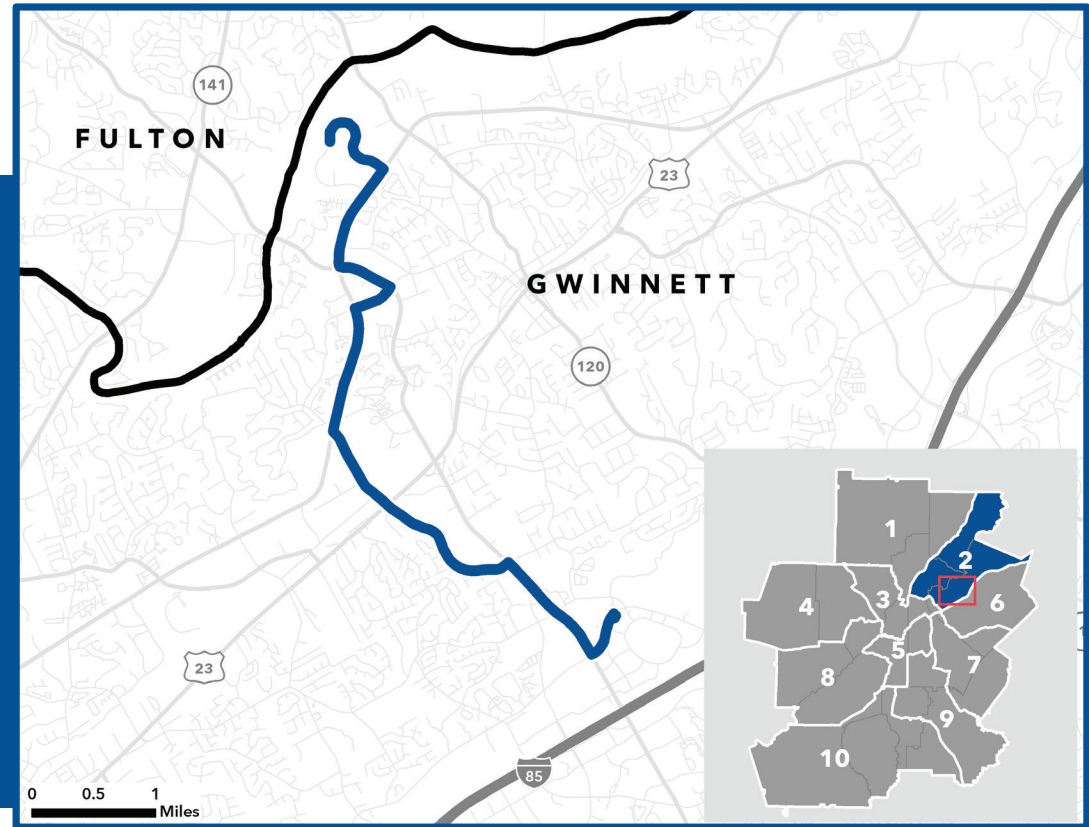
O&M Cost: \$23,746,000

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.

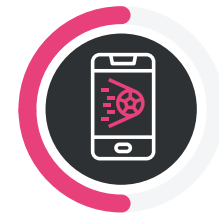
Alignment with Governing Principles



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

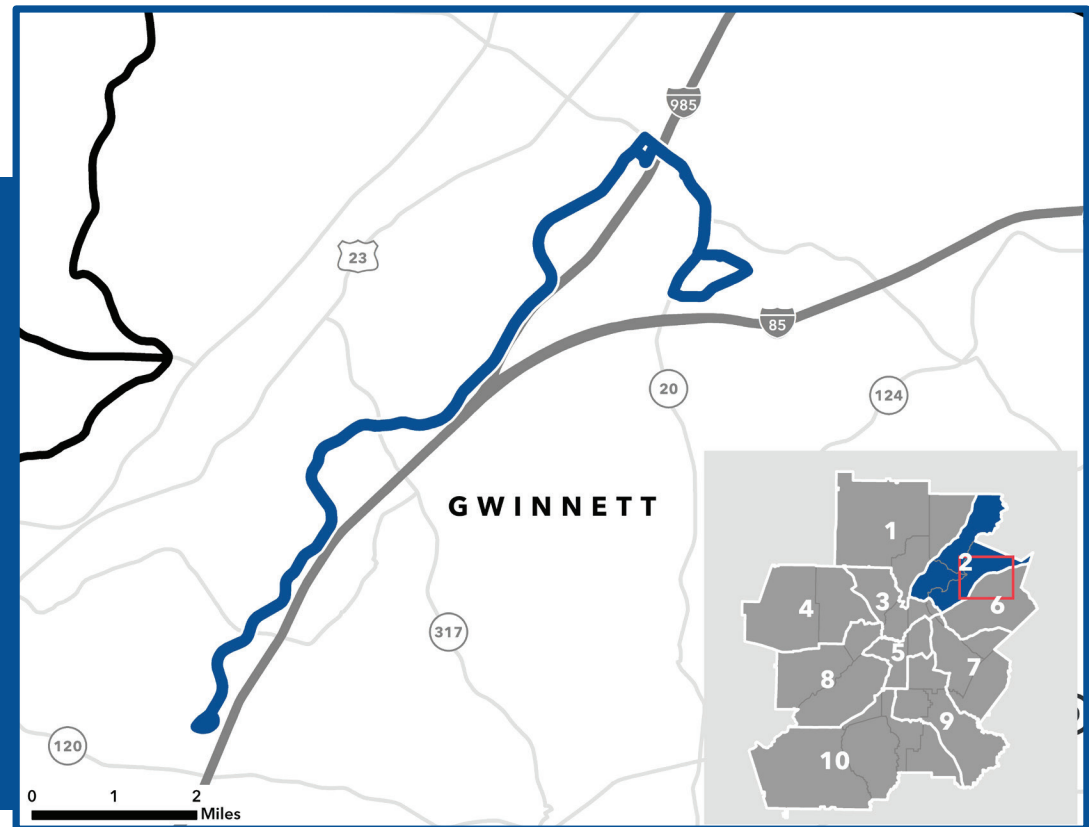
O&M Cost: \$34,476,000

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.

Alignment with Governing Principles



Return on Investment



Mobility and Access



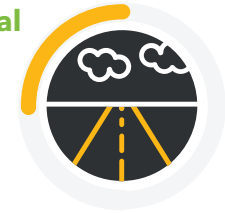
Innovation



Economic Development and Land Use



Environmental



Equity

Local Bus Expansion Route 60

Project Sponsor: GCT

Project Type: Expansion

Mode Type: Fixed Route Bus

Capital Cost: \$2,153,000

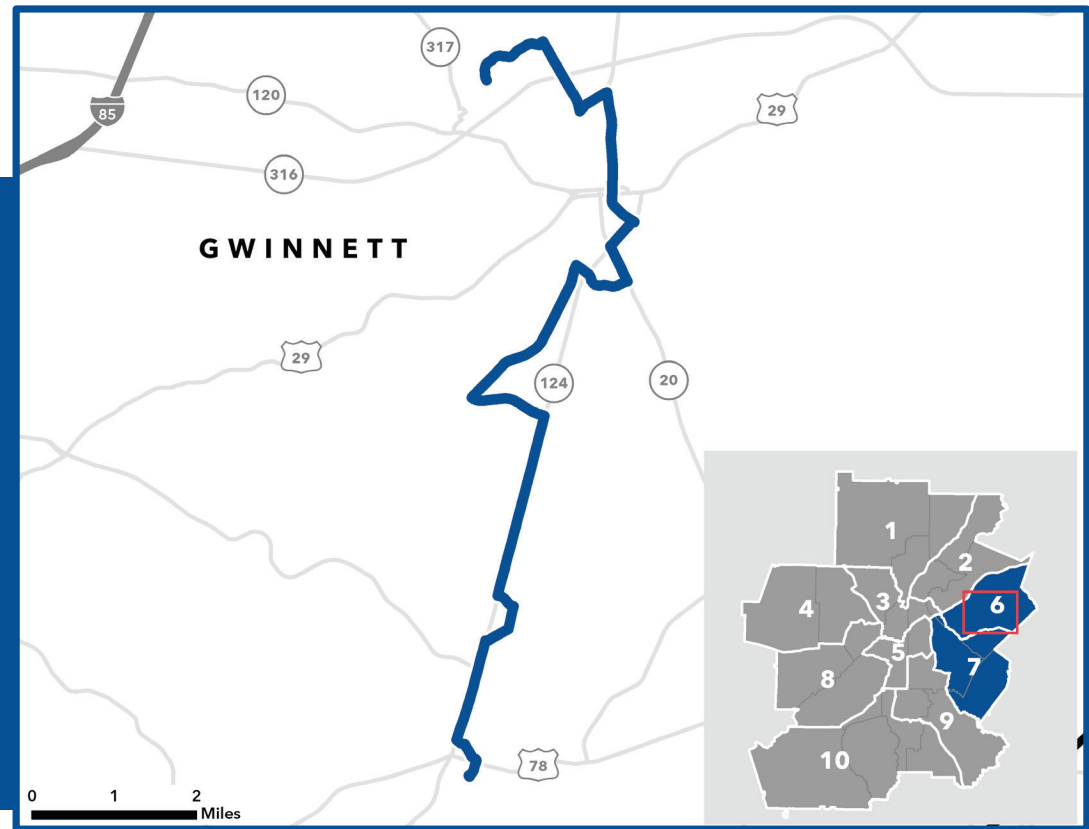
O&M Cost: \$18,653,000

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.

Alignment with Governing Principles



Return on Investment



Mobility and Access



Innovation



Economic Development and Land Use



Environmental



Equity

Local Bus Expansion Route 70

Project Sponsor: GCT

Project Type: Expansion

Mode Type: Fixed Route Bus

Capital Cost: \$1,076,000

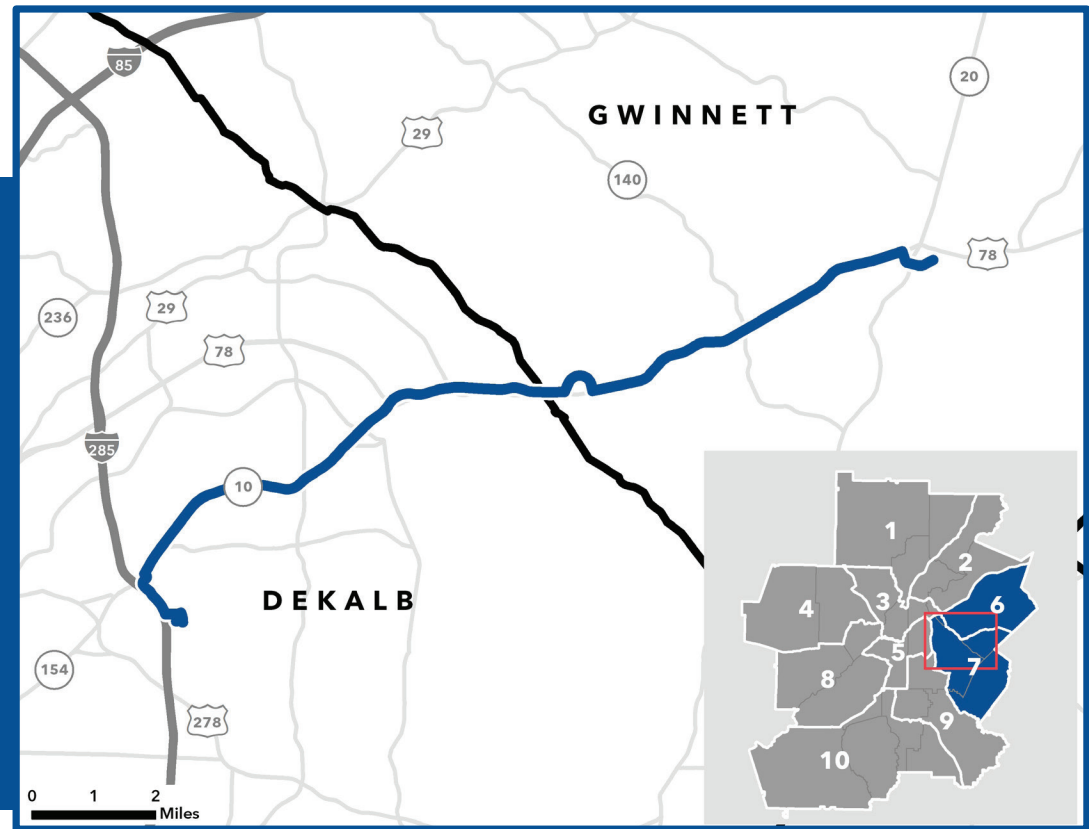
O&M Cost: \$16,943,000

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.

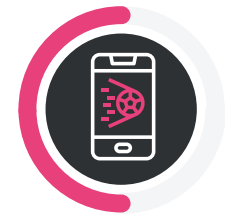
Alignment with Governing Principles



Return on Investment



Mobility and Access



Innovation



Economic Development and Land Use



Environmental



Equity

Flex Bus Expansion Route 500

Project Sponsor: GCT

Project Type: Expansion

Mode Type: Flex Bus

Capital Cost: \$513,000

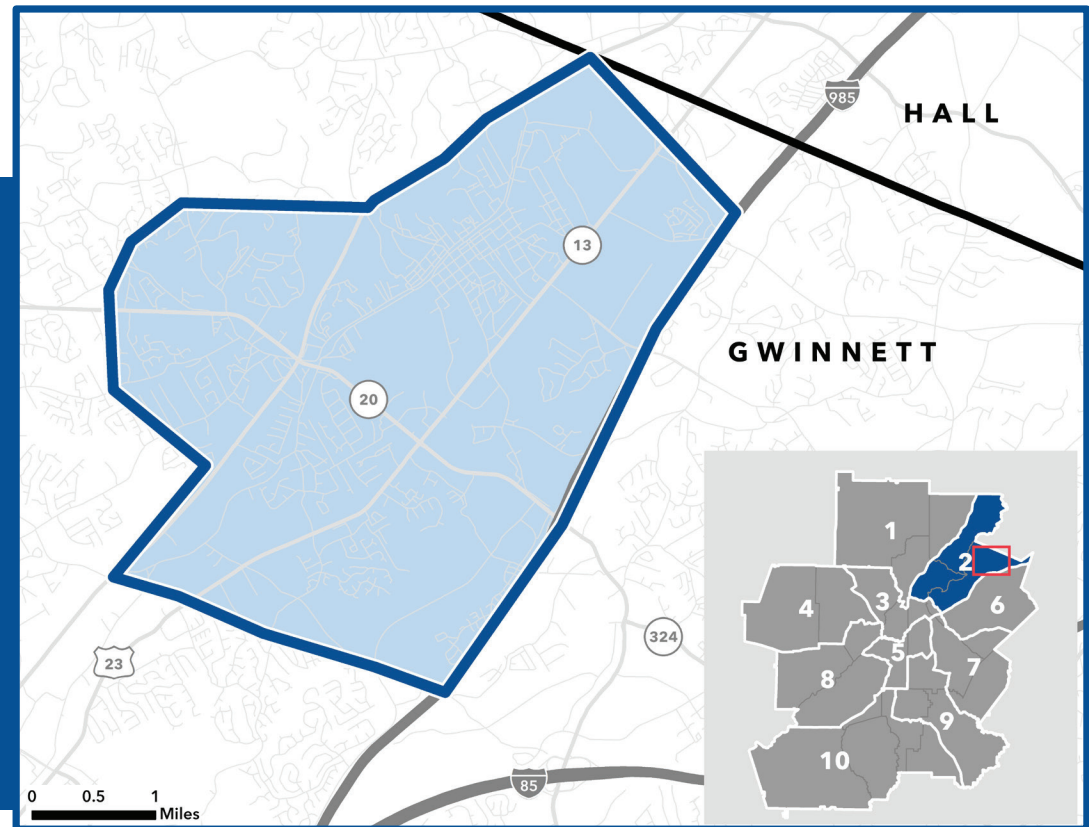
O&M Cost: \$24,343,000

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



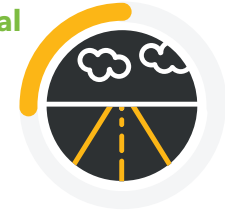
Innovation



Economic Development and Land Use



Environmental



Equity

Flex Bus Expansion Route 503

Project Sponsor: GCT

Project Type: Expansion

Mode Type: Flex Bus

Capital Cost: \$615,000

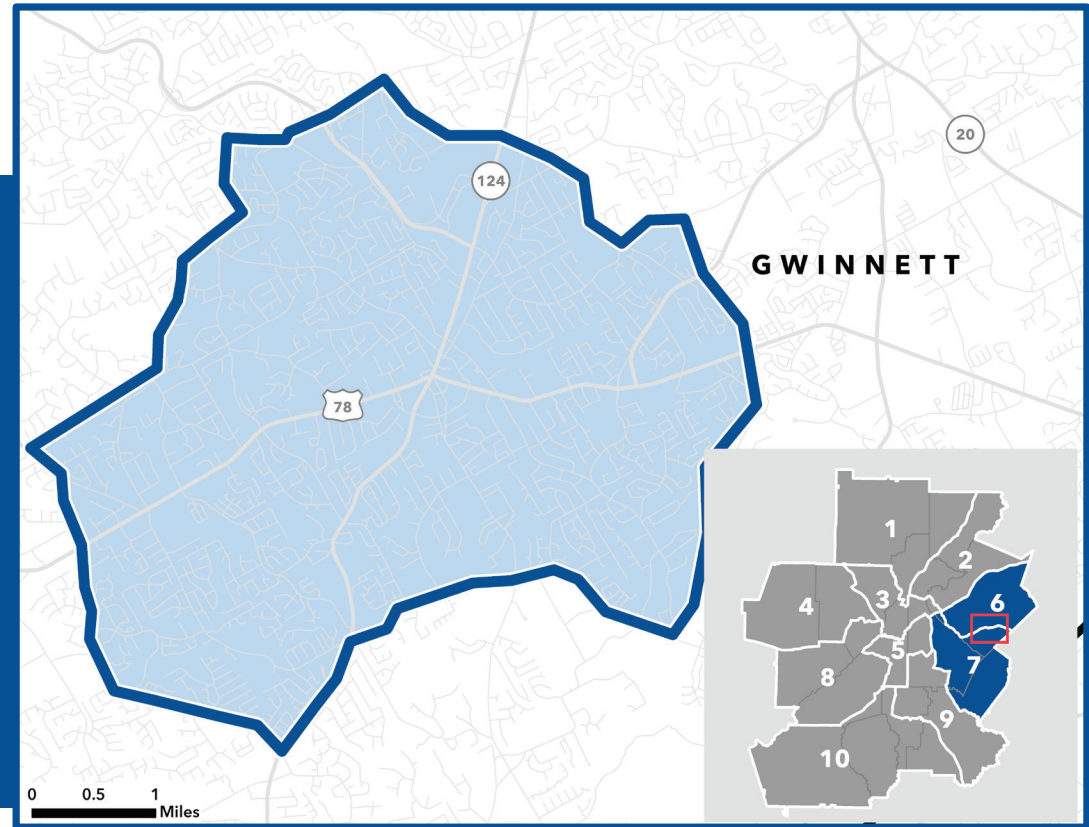
O&M Cost: \$23,652,000

District(s): 6,7

Quadrant: 2b: Low Impact/Low Cost

Regionally Significant: No

Planning Horizon: Undetermined



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 503 is anchored by the Snellville Park-and-Ride.

Alignment with Governing Principles



Return on Investment



Mobility and Access



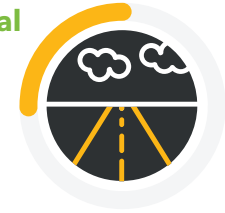
Innovation



Economic Development and Land Use



Environmental



Equity

Additional Park-and-Ride Expansion 1

Project 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

Location yet to be Determined.

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



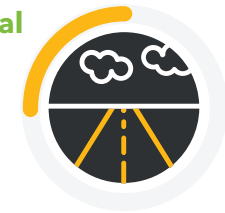
Innovation



Economic Development and Land Use



Environmental



Equity

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

Location yet to be Determined.

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



**Return on
Investment**



**Mobility
and Access**



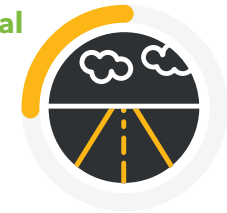
Innovation



**Economic
Development
and Land Use**



Environmental



Equity

BRT Route 700: Doraville MARTA Station to Multimodal Hub

Project Sponsor: GCT

Project Type: Expansion

Mode Type: Bus Rapid Transit

Capital Cost: \$129,150,000

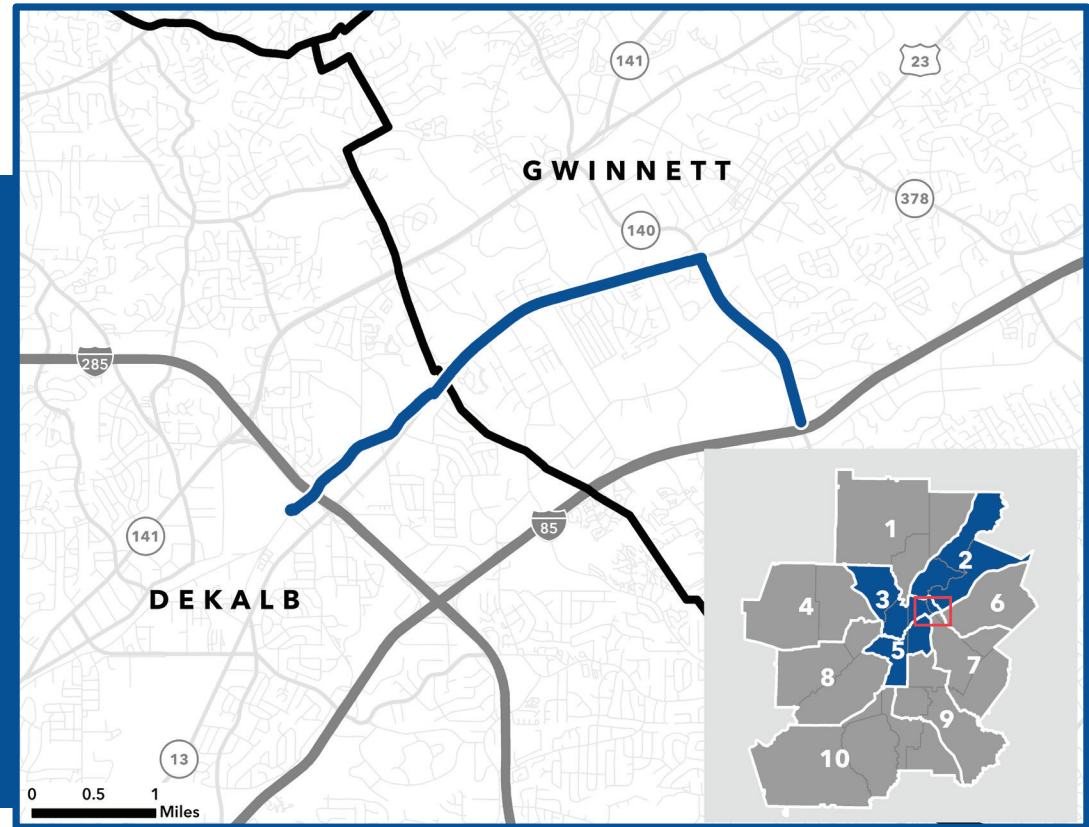
O&M Cost: \$14,222,000

District(s): 2,3,5

Quadrant: 1: High Impact/Low Cost

Regionally Significant: Yes

Planning Horizon: Undetermined



Project Description

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.

Alignment with Governing Principles



Return on Investment



Mobility and Access



Innovation



Economic Development and Land Use



Environmental



Equity

HRT Extension: Jimmy Carter Multimodal Hub to Gwinnett Place Mall

Project Sponsor: GCT

Project Type: Expansion

Mode Type: Heavy Rail

Capital Cost: \$1,870,000,000

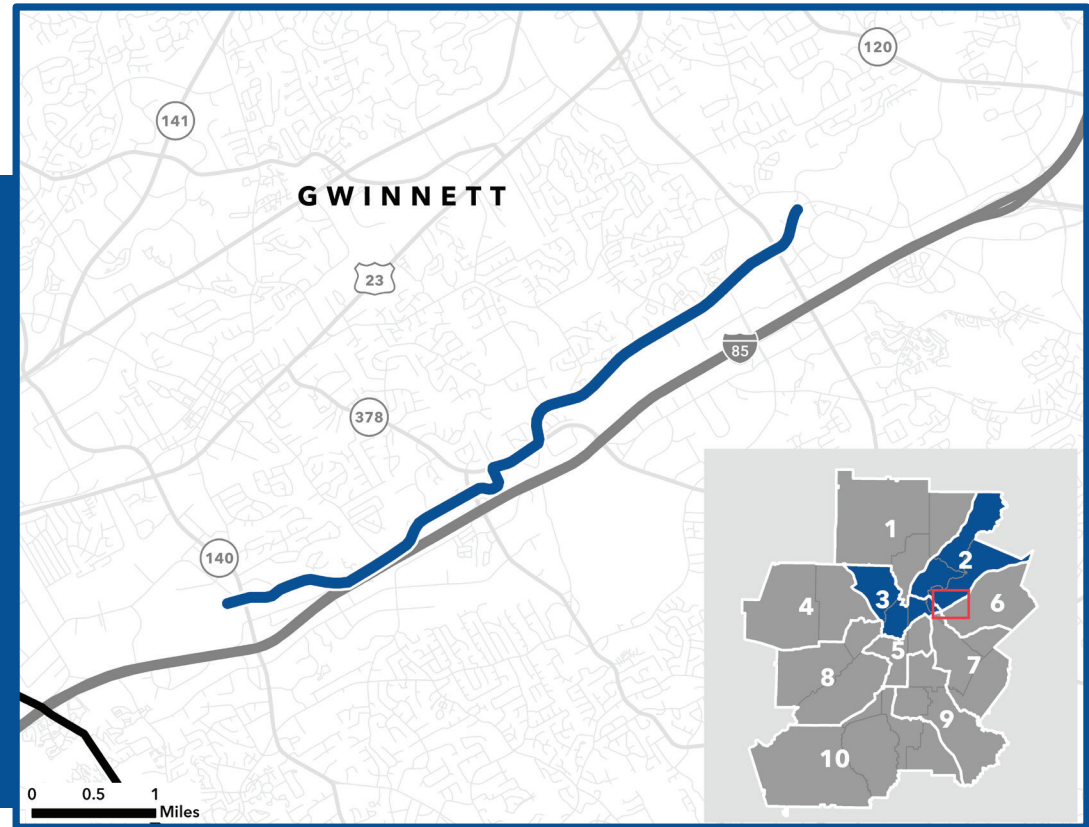
O&M Cost: \$230,797,000

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.

Connect and provide your input via:



Dial-in



Text to
Learn more



Virtual
Open
House



Virtual
Live
Meetings

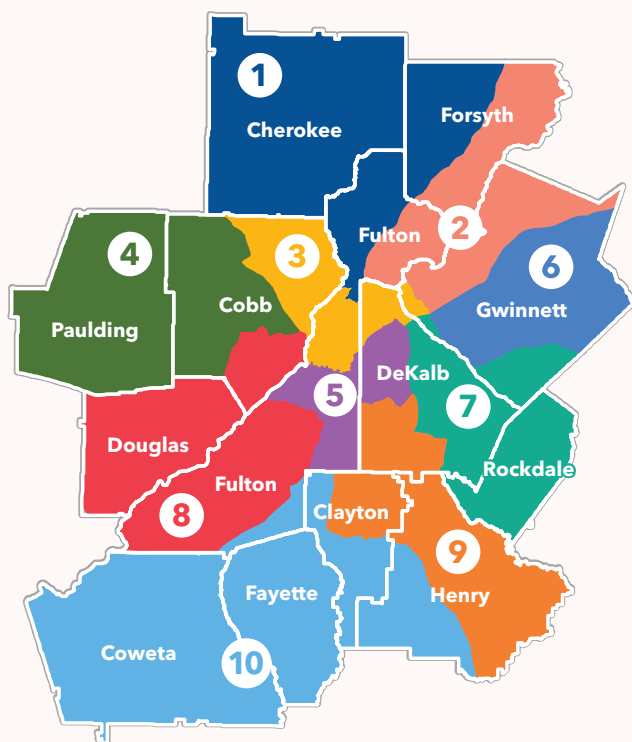


Social Media
#ATLTransitPlan
#PublicComment

Scan the QR code to learn about and comment on the ATL Regional Transit Plan!



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

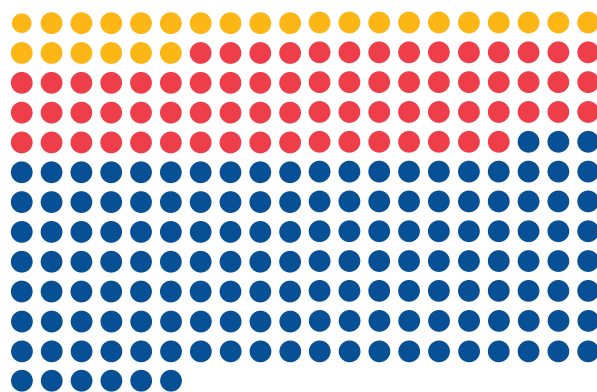
<https://atltransit.ga.gov/districtdownloads/>

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 Projects



*Each dot represents one project

26 State of Good Repair

+ **71** Enhancement

+ **148** Expansion

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

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



Is or connects to transportation terminal



Leverages regional capacity improvements



Connects to 1+ regional activity centers



Improves transit reliability



Provides high capacity, high frequency or dedicated facility



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

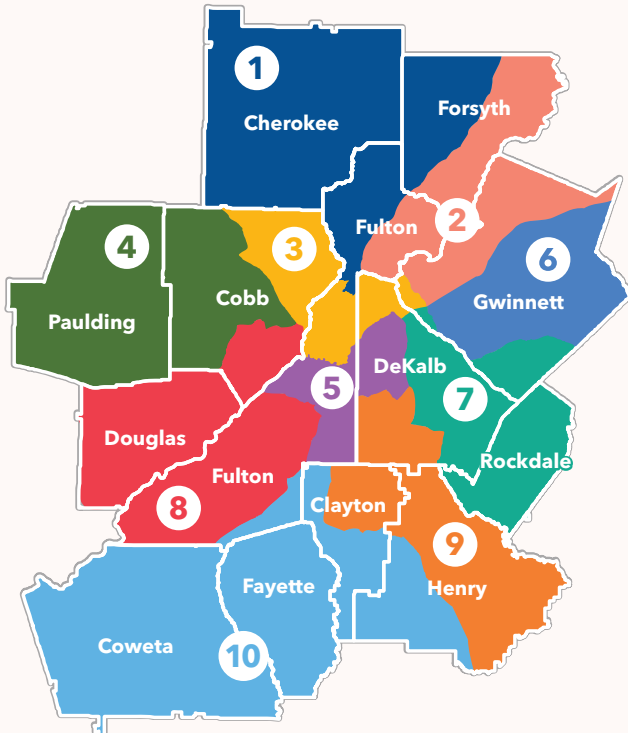


Redes sociales
#ATLTransitPlan
#PublicComment

Escanee el código QR para aprender y comentar sobre el Plan Regional de Tránsito de la ATL.



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



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

Zoom link para los Descargas del Distrito disponible en: ∨

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

Envíe el mensaje de texto **"ATLTransit"** al **474747**

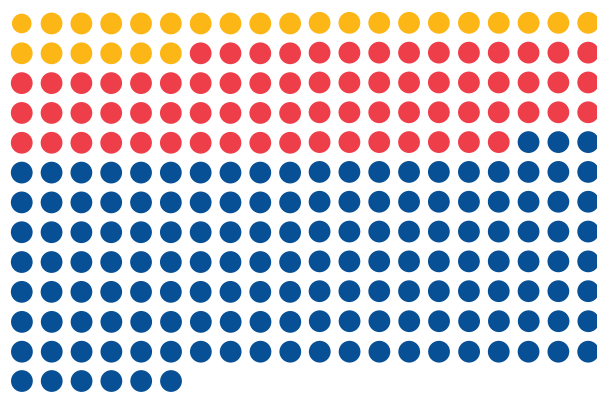
¿Qué hay en el Plan Regional de Tránsito de la ATL?

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



*Cada punto representa un proyecto

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

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A-Frame Signs

Help Us Improve Transit in the Atlanta Region!



Scan the QR code to
learn about and
comment on the ATL
Regional Transit Plan!



Visit:

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



Text:

"ATLTransit" to 474747

¡Ayúdenos a mejorar el tránsito en la región de Atlanta!



Escanee el código
QR para aprender y
comentar sobre el
Plan Regional de
Tránsito de la ATL.



Visite:

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



Envíe el mensaje
de texto:

"ATLTransit" al 474747

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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 (CIDs), 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.

Preguntas Más Frecuentes Sobre el ARTP



P: ¿Qué es la Autoridad de Enlace de Tránsito de la Región de Atlanta (Atlanta-Region 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").

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

Envíe el mensaje de texto "ATLTransit" al 474747

Mas Preguntas

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 2019ARTP. 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:

- **Visitando las puertas abiertas virtuales y reuniones en vivo:**
<https://atltransit.ga.gov/districtdownloads/>
- **Enviando mensajes de texto:** "ATLTransit" to 474747
- **Uniéndose a la conversación en Facebook**
(<https://www.facebook.com/AtlantaTransitLink>) y Twitter (@ATLTransitLink) y usando #ATLTransitPlan and #PublicComment para compartir sus pensamientos.



Para obtener más información, póngase en contacto con nosotros al: (404)-893-2100

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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

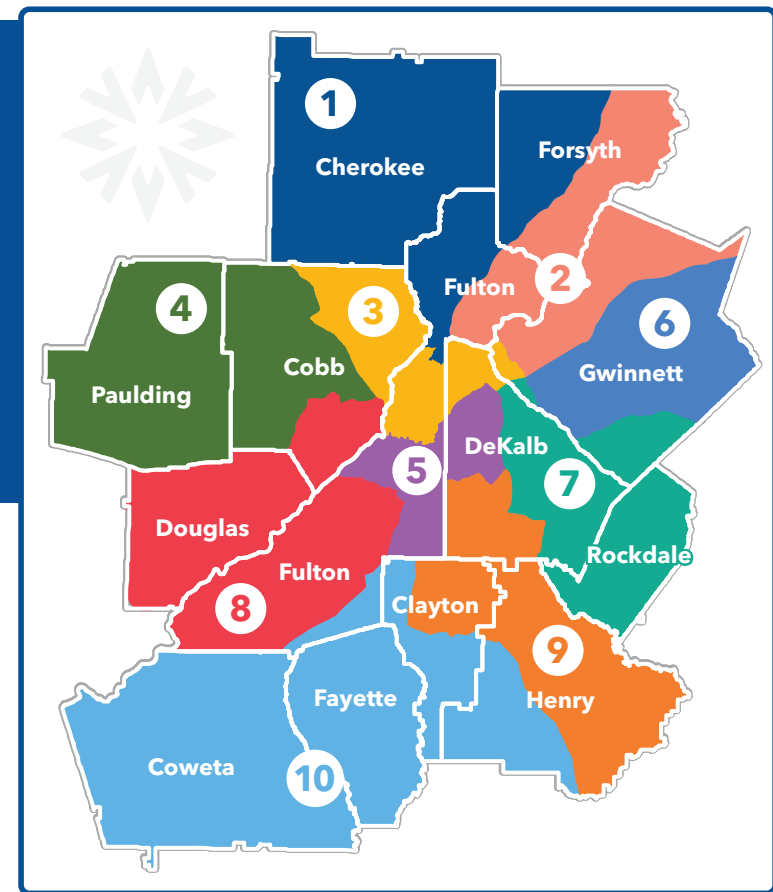


Advance
Strategic
Transit
Investments



Enhance
Customer
Experience

ATL Districts



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.



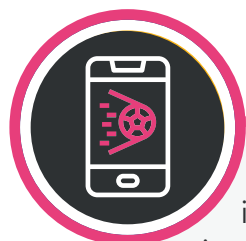
Environmental Sustainability

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**.

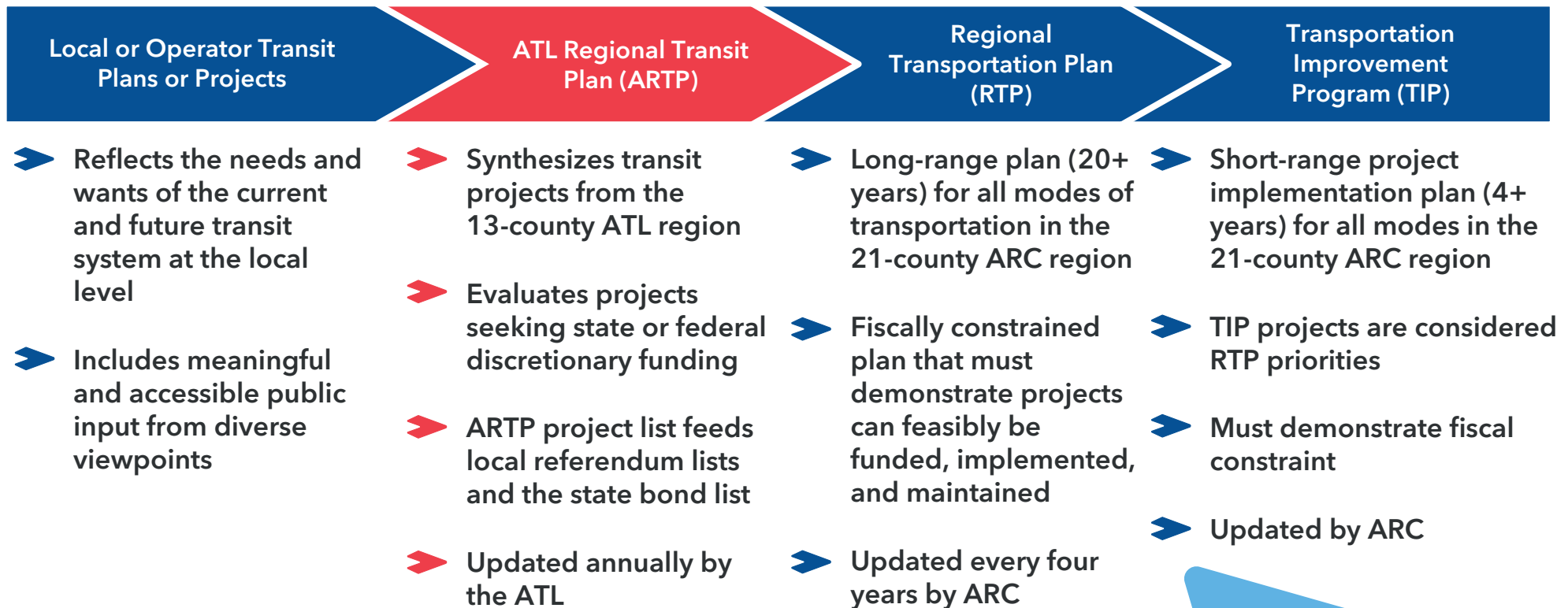


Return on Investment

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

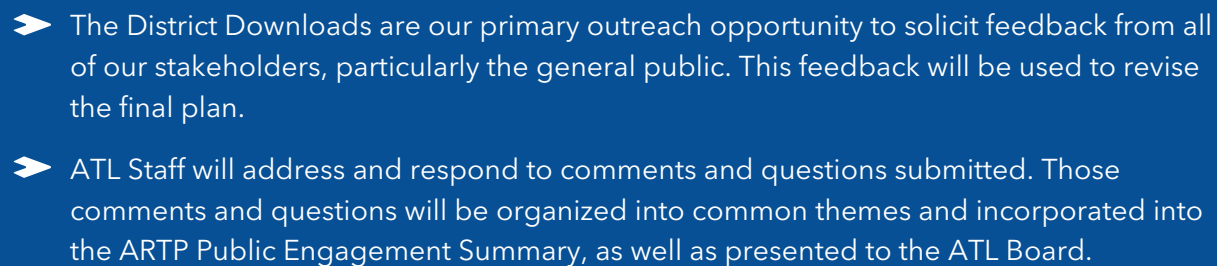


The ATL Regional Transit Plan

Our Transit Operator and Community Partners



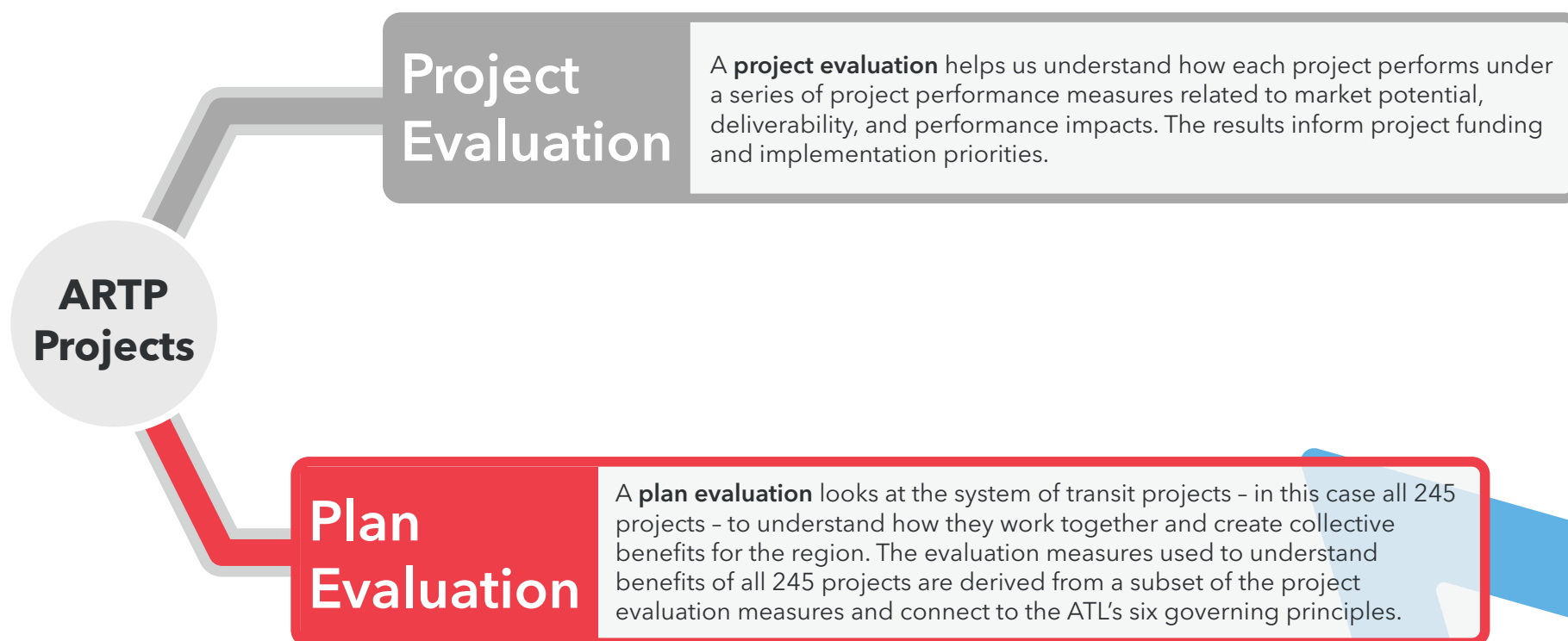
Schedule and Key Milestones



ARTP Plan Evaluation

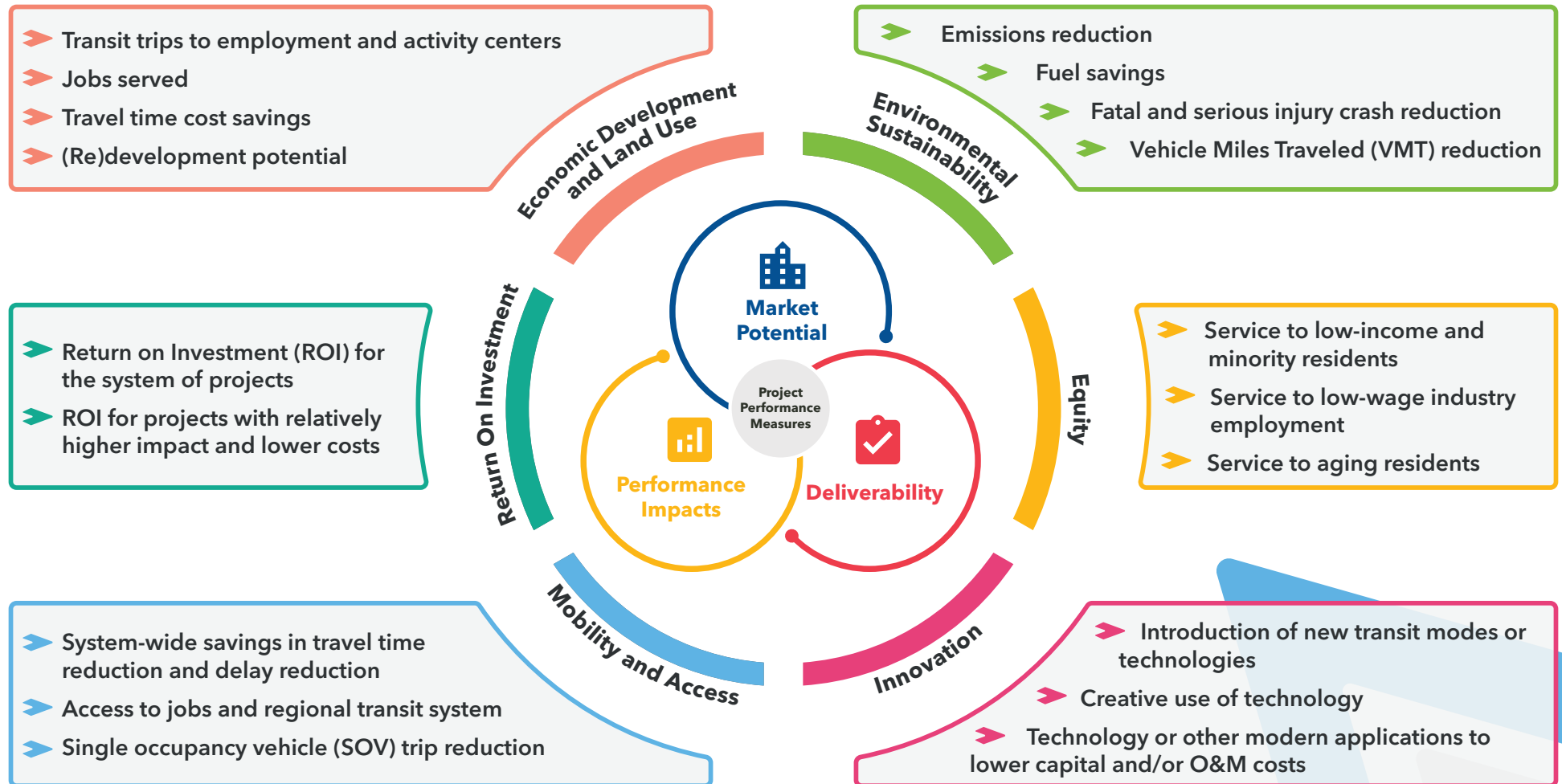
The ARTP Evaluation Processes

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



ARTP Plan Evaluation

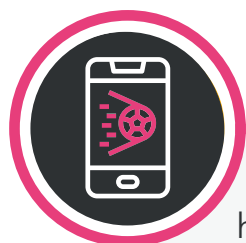
ARTP Plan Level Results Align with Our Governing Principles



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

ARTP Plan Evaluation

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

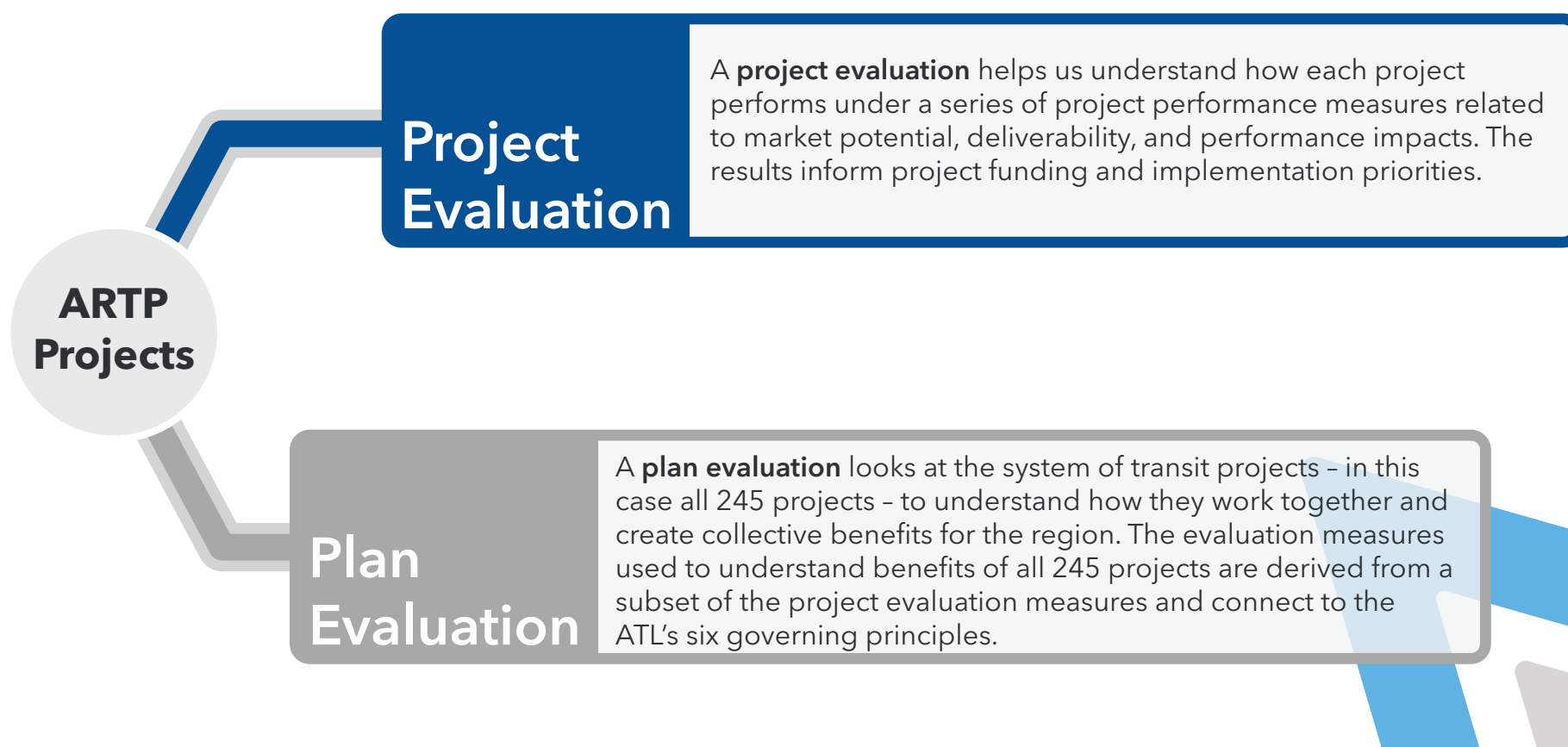
- **33% of low income households** will be within **½ mile of proposed high capacity transit** stops or stations, compared to 7% today
- **27% of minority households** will be with **½ mile of proposed high capacity transit** stops or stations, up from 4% today
- **48% of low-wage jobs** will be with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

ARTP Project Evaluation

The ARTP Evaluation Processes

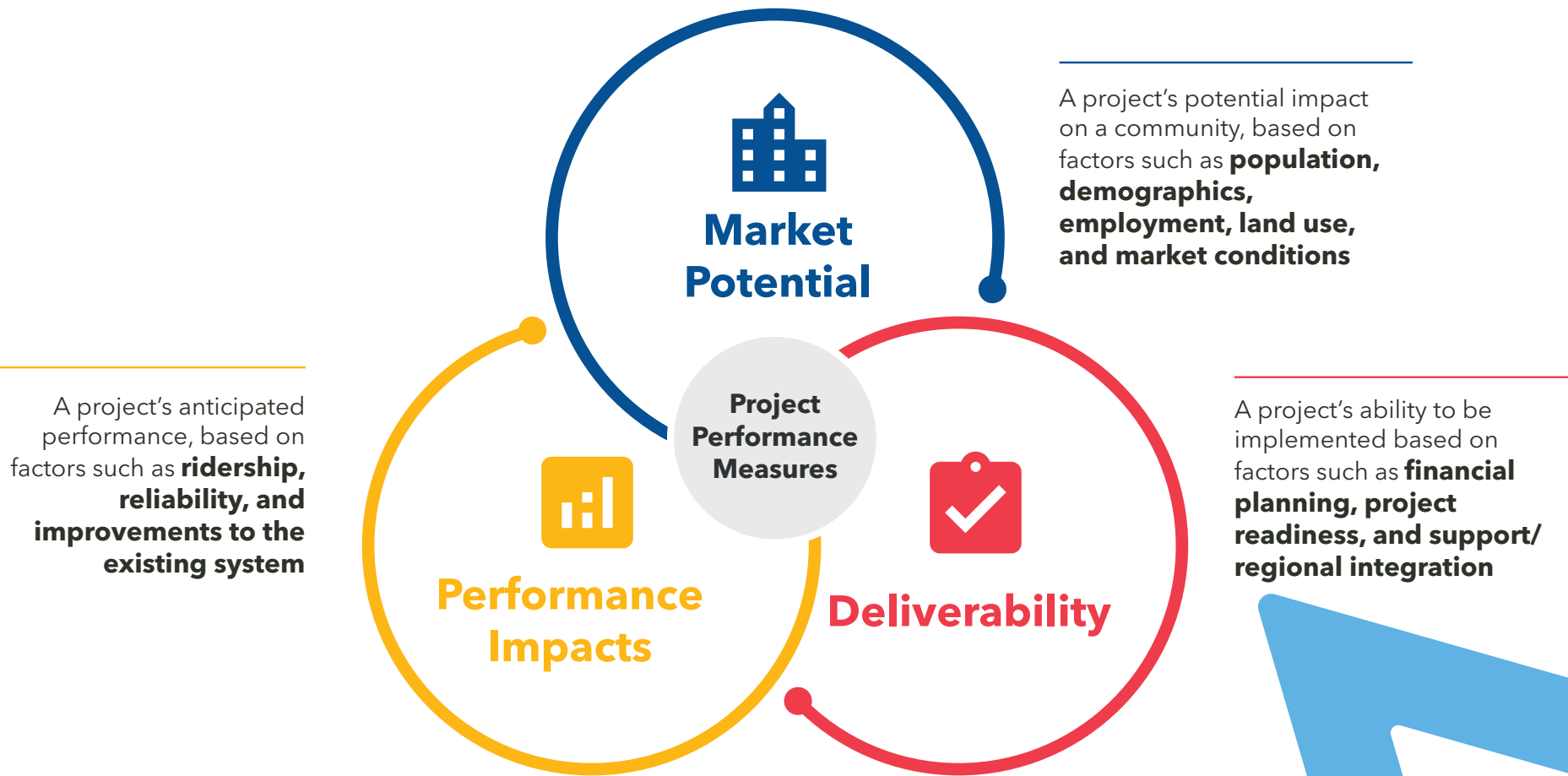
The ARTP has two distinct evaluation processes – one at the project level and one at the plan level.

This station describes the **project evaluation measures**, the **project performance framework**, and features **project evaluation results**.



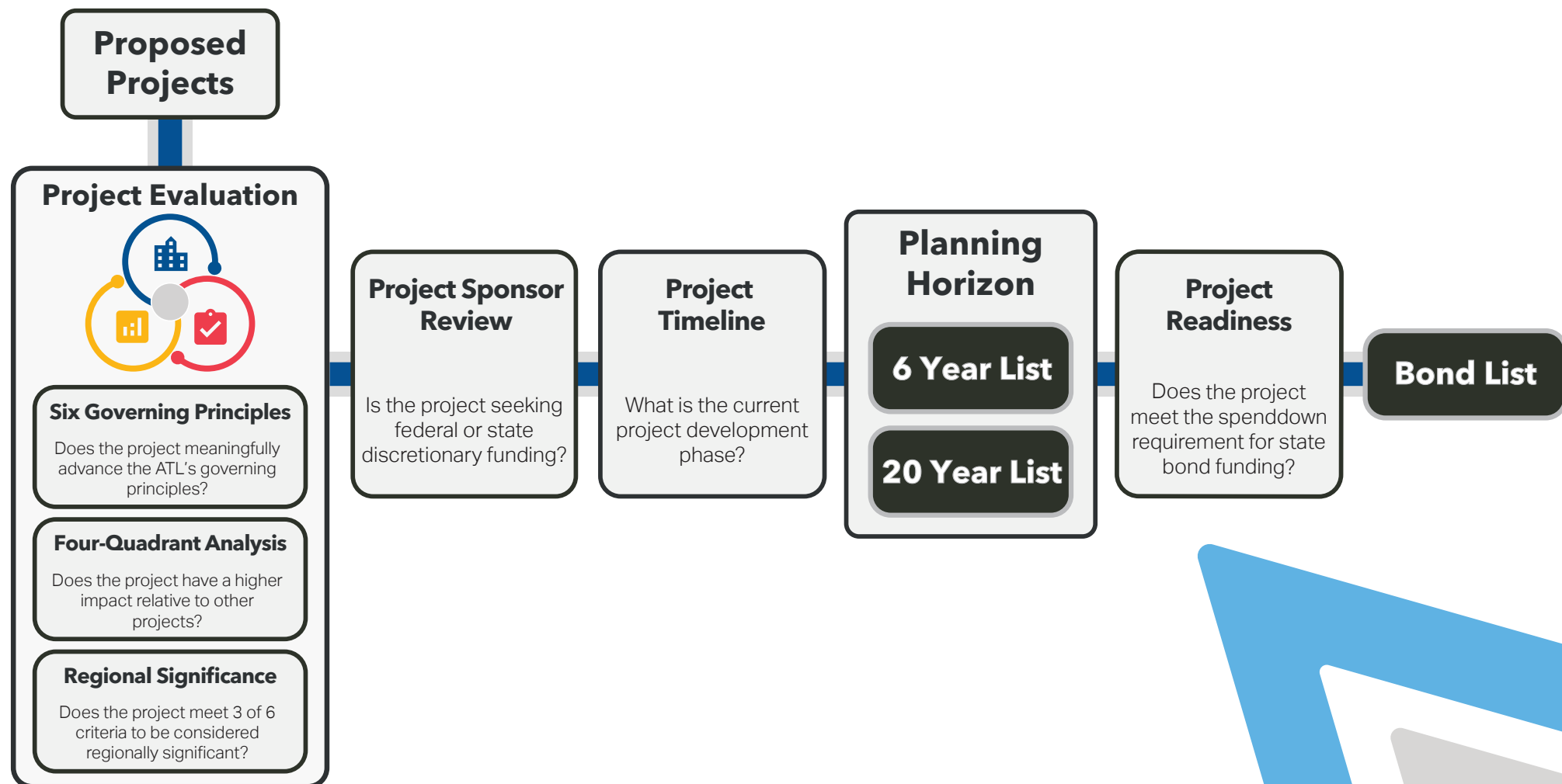
ARTP Project Evaluation

Project Performance Measures



ARTP Project Evaluation

Project Performance Framework



ARTP Project Evaluation

Governing Principles Analysis

- 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.**

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.

Score: 1
Somewhat Aligned



Score: 2
Aligned



Score: 3
Well Aligned



Score: 4
Strongly Aligned



What are the six governing principles?



Return on Investment



Mobility and Access



Innovation



Economic Development and Land Use



Environmental Sustainability



Equity

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



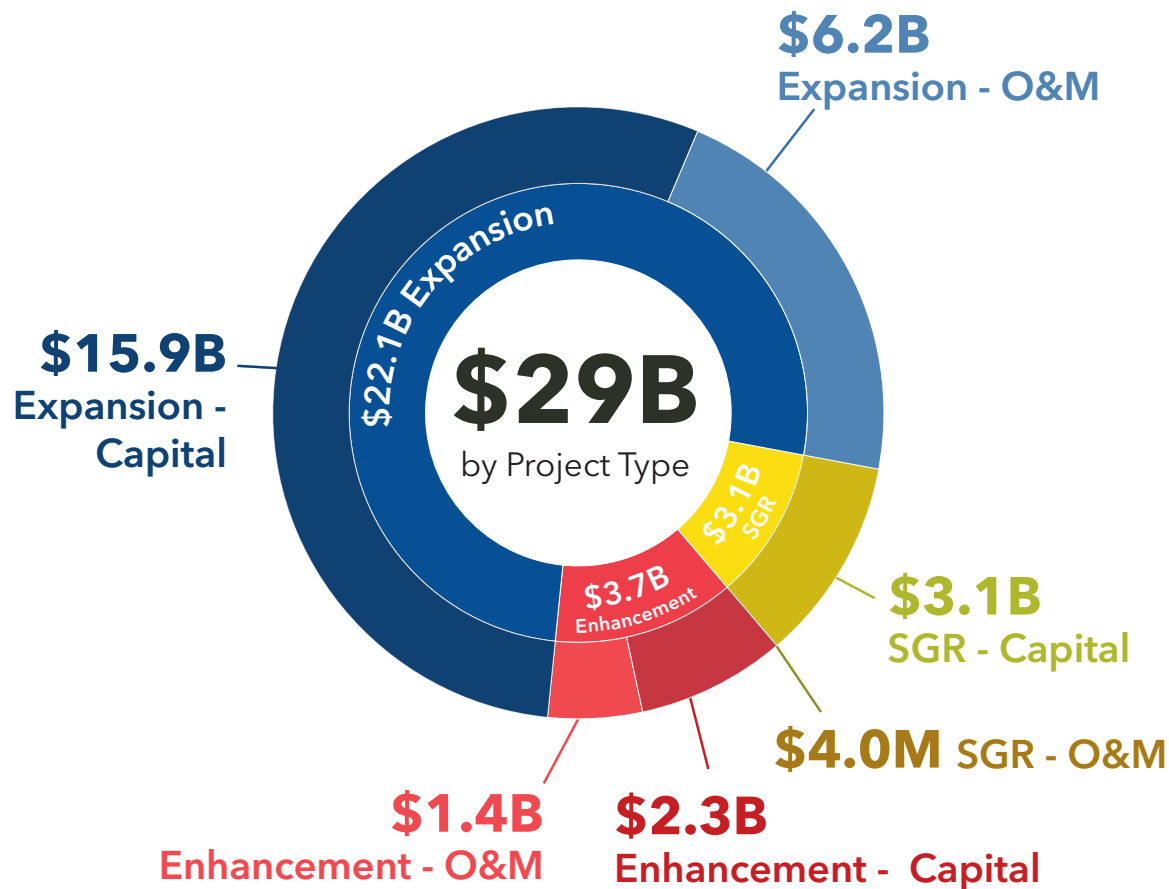
Connects to 1+ regional activity centers



Provides high capacity, high frequency or dedicated facility

ARTP Funding

Total Project Costs by Project Type



ARTP projects are classified into three project types:

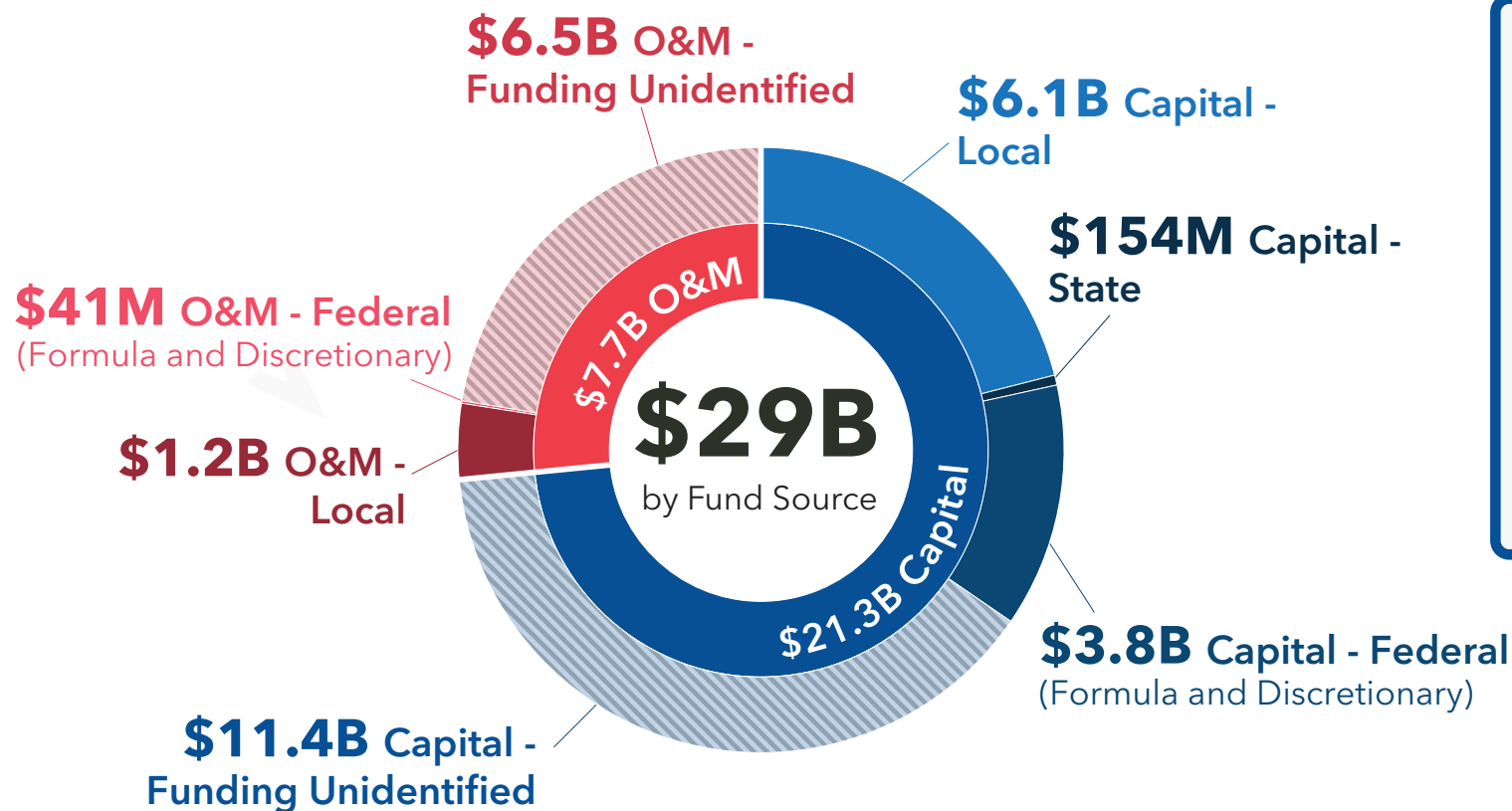
- **Expansion** projects introduce new transit infrastructure or systems, or transit services beyond what currently exists.
- **Enhancement** projects fundamentally alter existing transit infrastructure, systems, or services to improve them beyond their current purpose or capacity.
- **State of Good 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.

ARTP Funding

Total Project Costs by Fund Source



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.

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Social Media Graphics & Example Posts

The ATL logo consists of the letters 'ATL' in a bold, white, sans-serif font.

ATLANTA-REGION
TRANSIT LINK
AUTHORITY

Learn about the

ATL Regional Transit Plan

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

What's the

ATL Regional Transit Plan?



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

ATL



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The ATL

October 7 at 10:51 AM · 🌐

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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/>

What's the

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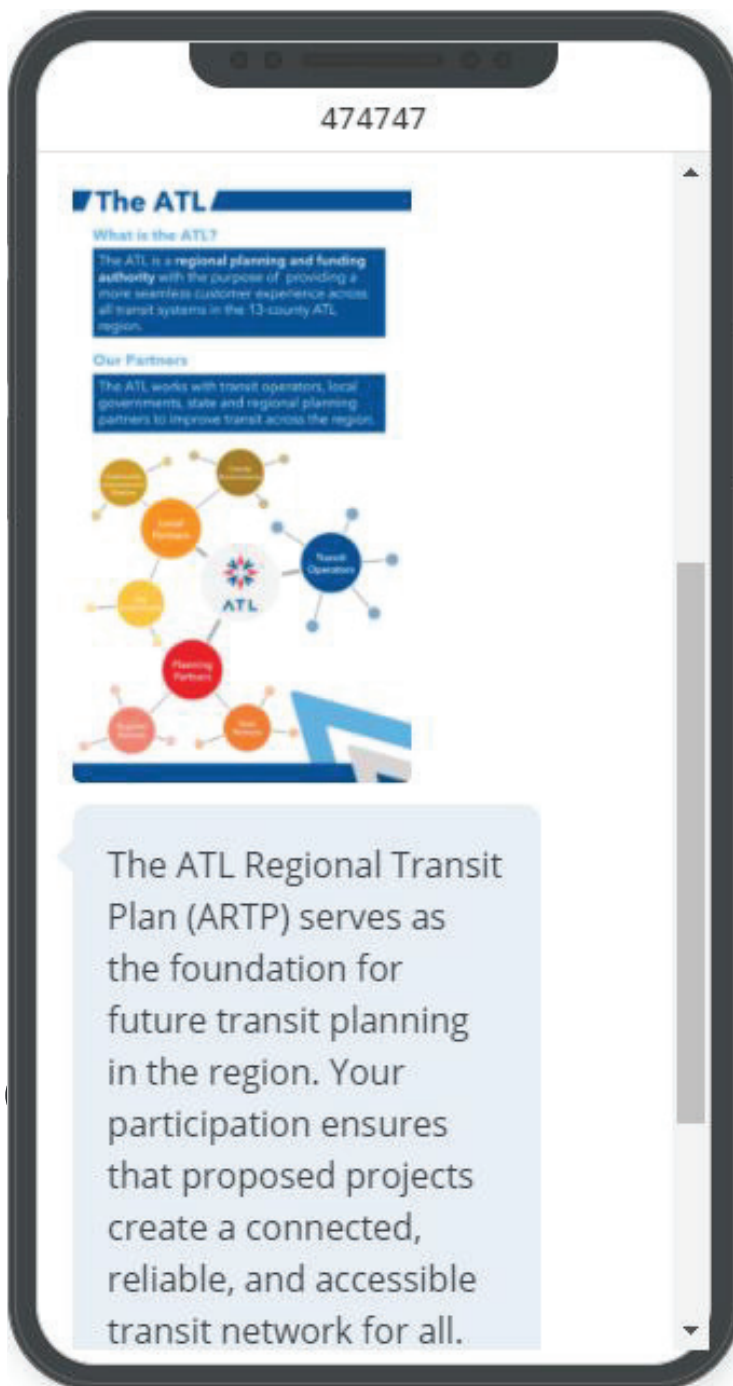


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Opt-In Text Message Campaign Example



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.



