



PRIORITY INVESTMENT LIST



FY 2023

The Atlanta-Region Transit Link Authority (ATL) is pleased to present this Project Investment List for the Georgia Legislature's consideration for funding. Each project was selected through a partnership between the ATL and the project sponsor and reflects an opportunity to move the needle for transit mobility and access in the Atlanta region.

Atlanta Region Transit Districts

CobbLinc

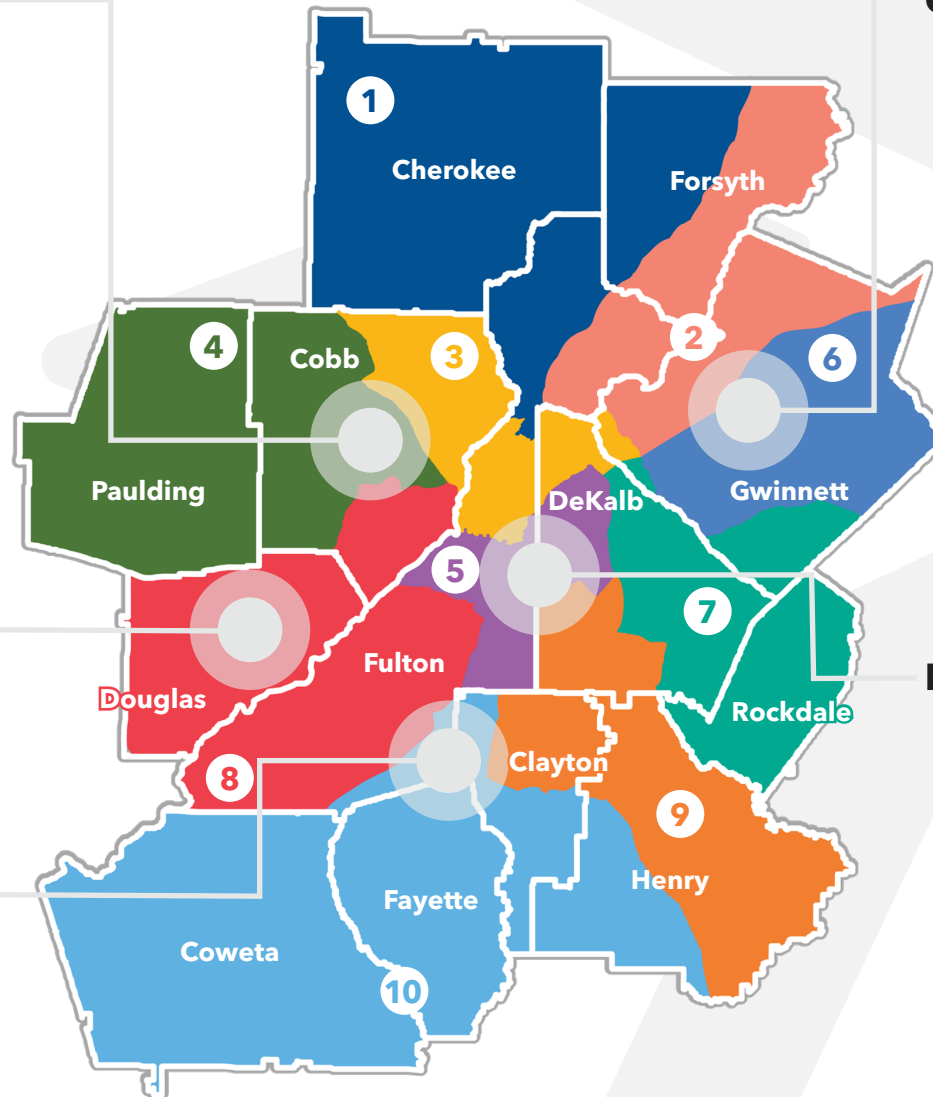
Cumberland Transfer Center
Marietta Transfer Center

Connect Douglas

Commuter Vanpool Vehicles
Fixed Route Vehicles
Paratransit Vehicles
Bus Shelters and Passenger Amenities

ATL Airport CIDs

Turnkey Micromobility Project



Gwinnett County Transit (GCT)

Gwinnett Place Transit Center
Lawrenceville to Snellville Fixed Route Vehicle Funding
Athens Commuter Route
Buford/Suwanee Microtransit Zone
Dacula/Lawrenceville Microtransit Zone

MARTA

Clifton Corridor HCT - Phase 1A
Campbellton Road HCT
Clayton County BRT - Phase 1
Station Rehabilitation Program
Roofing Rehabilitation Program

The ATL's 2020 Annual Report and Audit (ARA) demonstrates transit is a critical component of metro Atlanta's economic vitality, creating jobs and generating business sales throughout the region. The total economic impacts of operations, maintenance, and capital expenditures by operating agencies fall in to three distinct categories, as shown in the graphic to the right.



**Activity
Directly
Supported**

Transit agencies employ workers, pay them wages, and invest in equipment and supplies



**Supplier
Activity
(Indirect)**

Transit agencies purchase goods and services from companies who in turn employ and pay workers



**Spending
of Worker
Income
(Induced)**

Transit agency and supplier employees spend their income, generating additional activity within the regional economy

In FY 2019, **transit agencies within the ATL region invested a total of \$873 million** to operate, maintain, and improve the regional transit network. This resulted in the following economic impacts:



Nearly **15,000 jobs**
with **\$932 million**
in income for employees



\$1.2 billion
added to the Gross
Regional Product



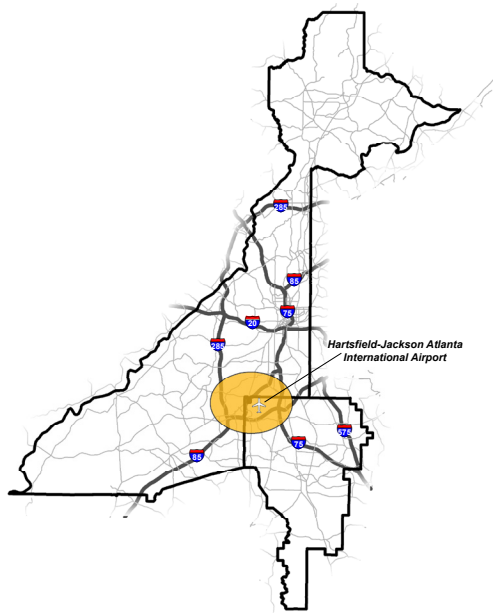
Over **\$2 billion**
in regional business
sales

The State of Georgia has an opportunity to continue to grow the economic impact and provide vital access and mobility benefits to its citizens through state transit funding. The following factsheets present information about each project including benefits of the project, how state funding will be applied, and how the funding will help bridge the funding gap.

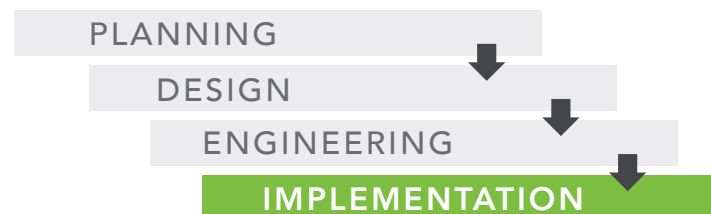
PROJECT DESCRIPTION

The ATL Airport Community Improvement Districts plans to deploy a one-year pilot microtransit service to supplement current transit service by providing options for 2nd and 3rd shift employees who rely on public transit. Microtransit is an innovative on-demand service that uses a mobile application to request a ride (similar to ridesharing) and technology that programs the route for the vehicle drivers. Microtransit services utilize smaller vehicles than traditional bus services, including shuttle buses or passenger vans, and computers installed in microtransit vehicles are able to identify multiple riders traveling in the same direction to create a customized route to serve those customers' needs.

WHERE IS THIS PROJECT LOCATED?



WHAT PROJECT PHASE WILL STATE INVESTMENT ACHIEVE?



WHAT BENEFITS WILL STATE INVESTMENT YIELD?



57%

Increase in
job access via
transit



40%

Increase in
transit access
for **zero-car
households**



36%

Increase in
**low-wage
job access** via
transit



**Flexible
alternative** to
meet demand



**2nd/3rd shift
employees**
with
alternative
options



**Equitable
access to
transit** for
people with
disabilities

PROJECT COST
\$1.3 million

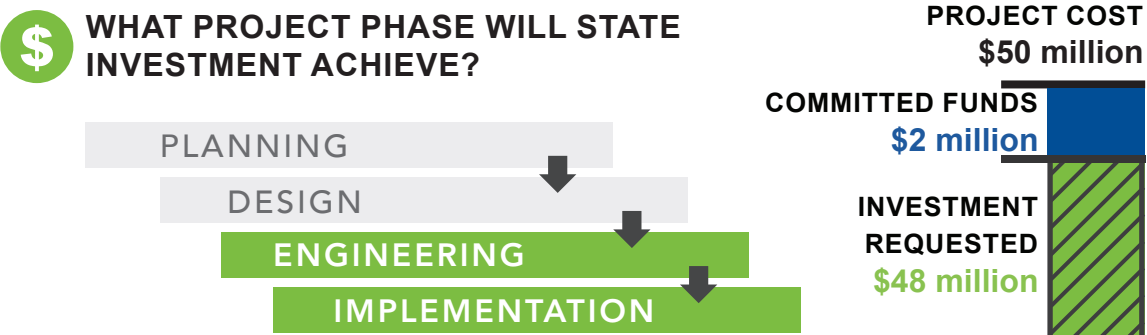
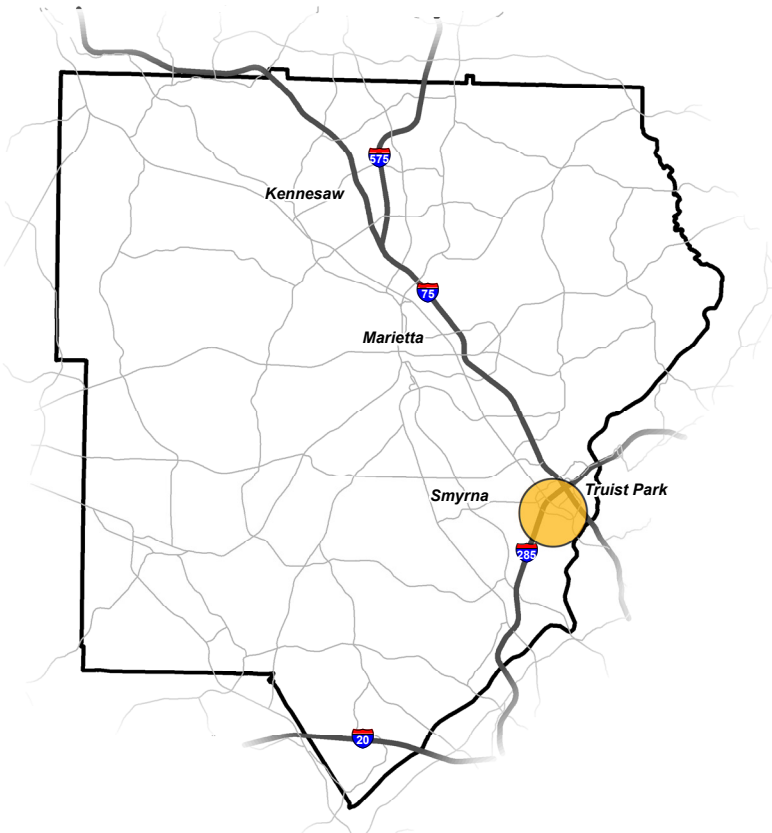
**INVESTMENT
REQUESTED**
\$1.3 million



PROJECT DESCRIPTION

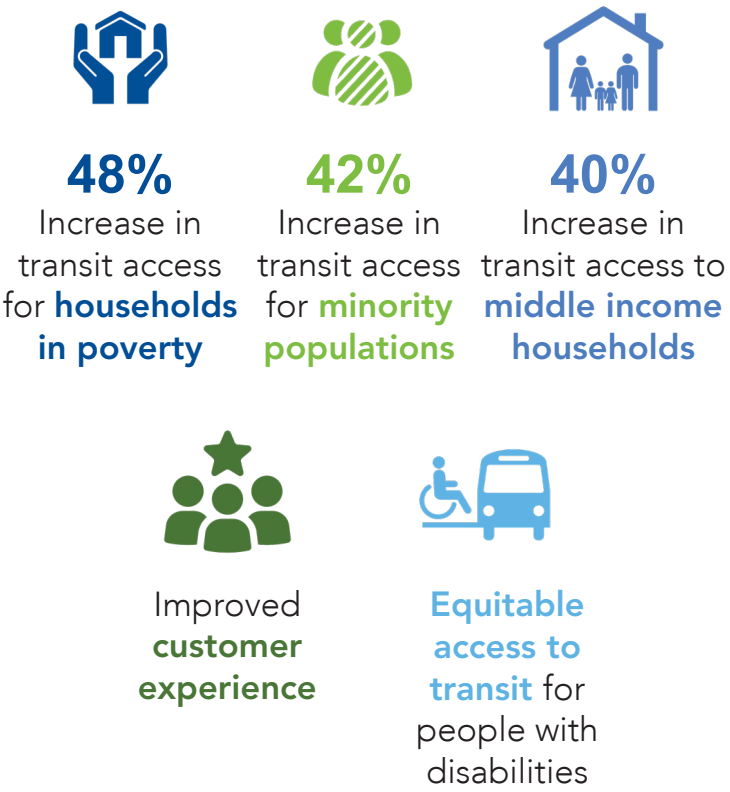
CobbLinc is planning to expand and relocate the Cumberland Transfer Center. The new location will be near the existing location, but provide better access to the transit vehicles. The transfer center serves as a connection point for eight bus routes and connection between CobbLinc and MARTA.

WHERE IS THIS PROJECT LOCATED?



+

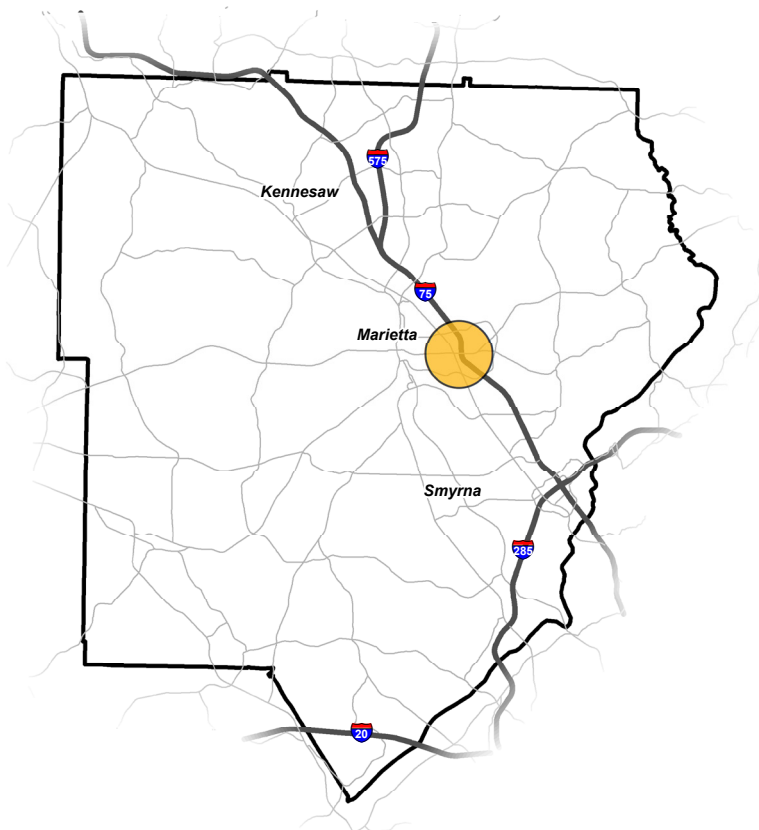
WHAT BENEFITS WILL STATE INVESTMENT YIELD?



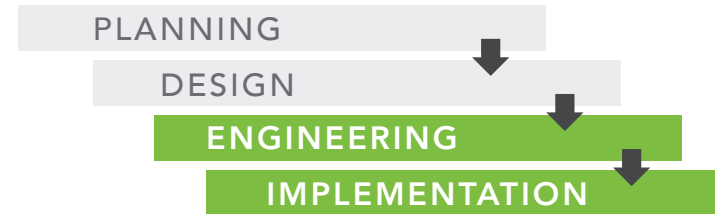
PROJECT DESCRIPTION

CobbLinc is planning to expand and relocate the Marietta Transfer Center to Roswell Road and I-75. The transfer center serves as a connection point for services for nine bus routes. The new facility will include more bus bays, more car parking, bicycle parking, taxi/rideshare drop-off/pick-up area, and rider information technology.

WHERE IS THIS PROJECT LOCATED?



WHAT PROJECT PHASE WILL STATE INVESTMENT ACHIEVE?



WHAT BENEFITS WILL STATE INVESTMENT YIELD?



111%

Increase in transit access to **aging populations**



121%

Increase in **low-wage job access** via transit



135%

Increase in transit access to **middle income households**



Improved **customer experience**



Equitable access to transit for people with disabilities

PROJECT COST
\$65 million

COMMITTED FUNDS
\$20 million

INVESTMENT REQUESTED
\$45 million

PROJECT DESCRIPTION

Connect Douglas is planning to enhance the fixed route bus stops throughout Douglas County with passenger amenities including benches, shelters, trash receptacles, and signage. These passenger amenities enhance local streetscapes, creating a more inviting space for transit users.



WHAT PROJECT PHASE WILL STATE INVESTMENT ACHIEVE?



WHAT BENEFITS WILL STATE INVESTMENT YIELD?



Increased passenger safety¹



Equitable access to transit for people with disabilities²



Increased customer experience and ridership³

PROJECT COST
\$360,000

COMMITTED FUNDS
\$60,000

INVESTMENT REQUESTED
\$300,000

PROJECT DESCRIPTION

Vanpool service operates daily in Douglas County and provides service to a small group of commuters who carpool together in these vehicles reducing stress and congestion on our roadways. Douglas County plans to purchase new vanpool vehicles to replace the existing vehicles which are approaching the end of their useful life.



WHAT PROJECT PHASE WILL STATE INVESTMENT ACHIEVE?



WHAT BENEFITS WILL STATE INVESTMENT YIELD?



Increased system reliability⁴



Support U.S. manufacturing industry⁵



Increased interest in riding by transit by providing new vehicles³

PROJECT COST
\$319,000

COMMITTED FUNDS
\$42,000

INVESTMENT REQUESTED
\$277,000

PROJECT DESCRIPTION

Connect Douglas plans to purchase eighteen 15-passenger vehicles to enhance its fixed route service. Several vehicles will be used to provide more frequent service and expand service into new service areas. Other vehicles will be used to replace existing vehicles which are approaching the end of their useful life.



WHAT PROJECT PHASE WILL STATE INVESTMENT ACHIEVE?



PROJECT COST
\$1.44 million

COMMITTED FUNDS
\$234,000

INVESTMENT REQUESTED
\$1.206 million



WHAT BENEFITS WILL STATE INVESTMENT YIELD?



Increased **system reliability**⁴



Improved **on-time performance**



Support **U.S. manufacturing industry**⁵

PROJECT DESCRIPTION

Connect Douglas provides paratransit service, an on-demand service for people with disabilities who need special transport to their destinations. Connect Douglas plans to replace the vehicles which are approaching the end of their useful life.



WHAT PROJECT PHASE WILL STATE INVESTMENT ACHIEVE?



WHAT BENEFITS WILL STATE INVESTMENT YIELD?



Increased
system reliability⁴



Support
U.S. manufacturing
industry⁵



Increased
interest in riding
by transit by
providing new
vehicles³

PROJECT COST
\$936,000

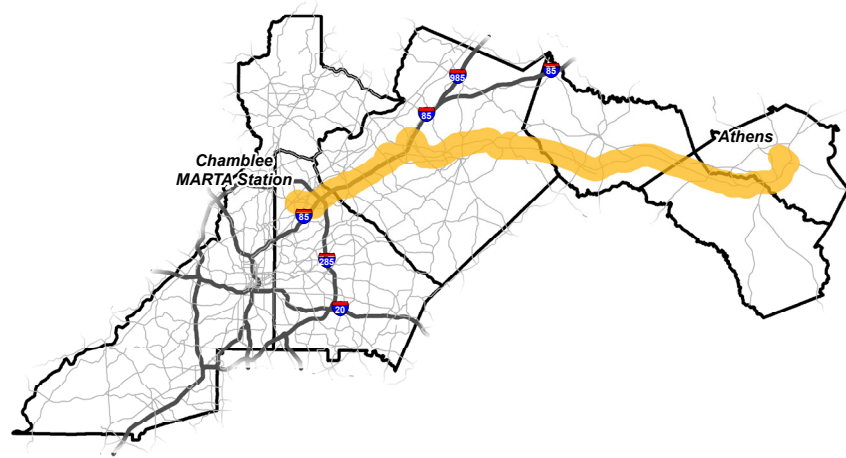
COMMITTED FUNDS
\$156,000

INVESTMENT REQUESTED
\$780,000

PROJECT DESCRIPTION

Gwinnett County Transit is planning to provide commuter express bus service between the Chamblee MARTA Station and Athens. The route would connect several park-and-ride facilities along the I-85 and SR 316 corridor and provide a connection to the proposed Rowen development in Gwinnett County. Gwinnett County Transit is anticipating buses every hour during weekday mornings and afternoons. Gwinnett County Transit is actively coordinating with Athens-Clarke County Transit to form a funding partnership.

WHERE IS THIS PROJECT LOCATED?



\$

WHAT PROJECT PHASE WILL STATE INVESTMENT ACHIEVE?

PLANNING


DESIGN


ENGINEERING


IMPLEMENTATION


+



WHAT BENEFITS WILL STATE INVESTMENT YIELD?



23%
Increase in job access via transit


35%
Increase in transit access to ADA populations


25%
Increase in low-wage job access via transit


Increased mobility options



Rapid and reliable peak hour service


Shorter commute times

PROJECT COST
\$6 million

LOCAL PLANNED FUNDS
\$1 million

INVESTMENT REQUESTED
\$5 million

ATL  Project Investment List

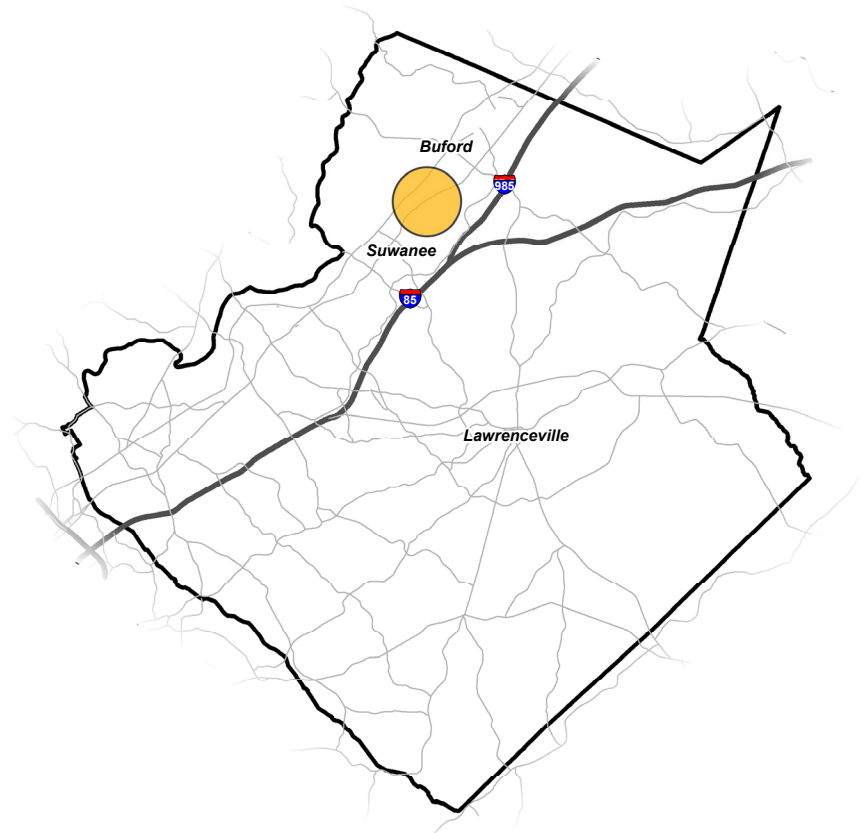
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Sponsor will be responsible for O&M costs: \$2.146 million/year.

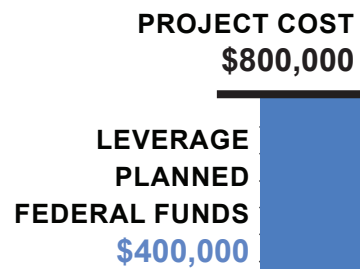
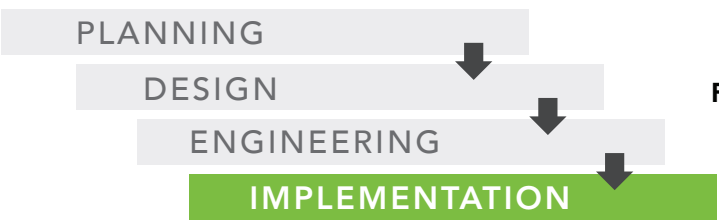
PROJECT DESCRIPTION

Microtransit is an innovative 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. This zone will be anchored by the Gas South Arena where passengers can transfer to fixed route services.

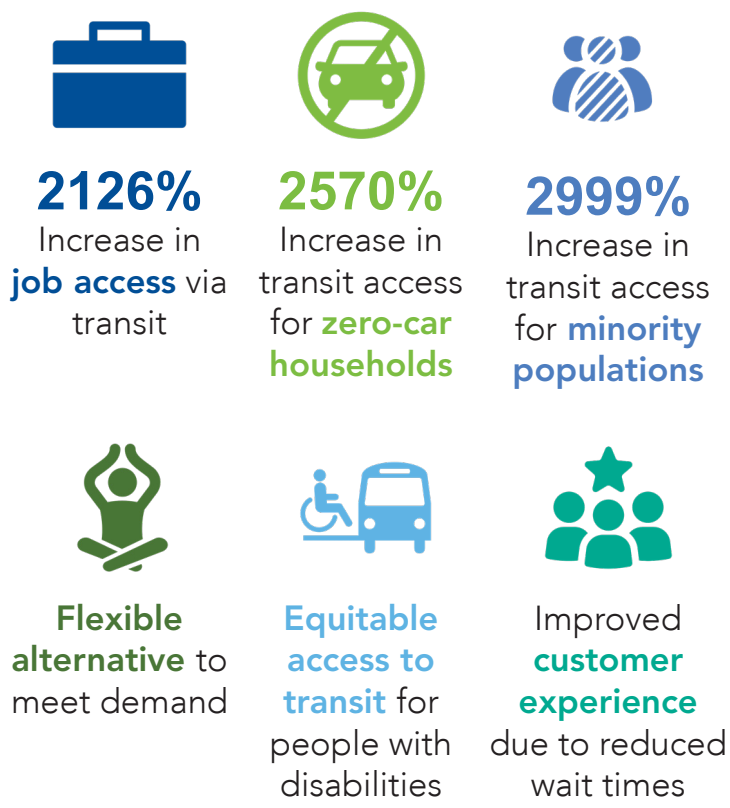
WHERE IS THIS PROJECT LOCATED?



WHAT PROJECT PHASE WILL STATE INVESTMENT ACHIEVE?



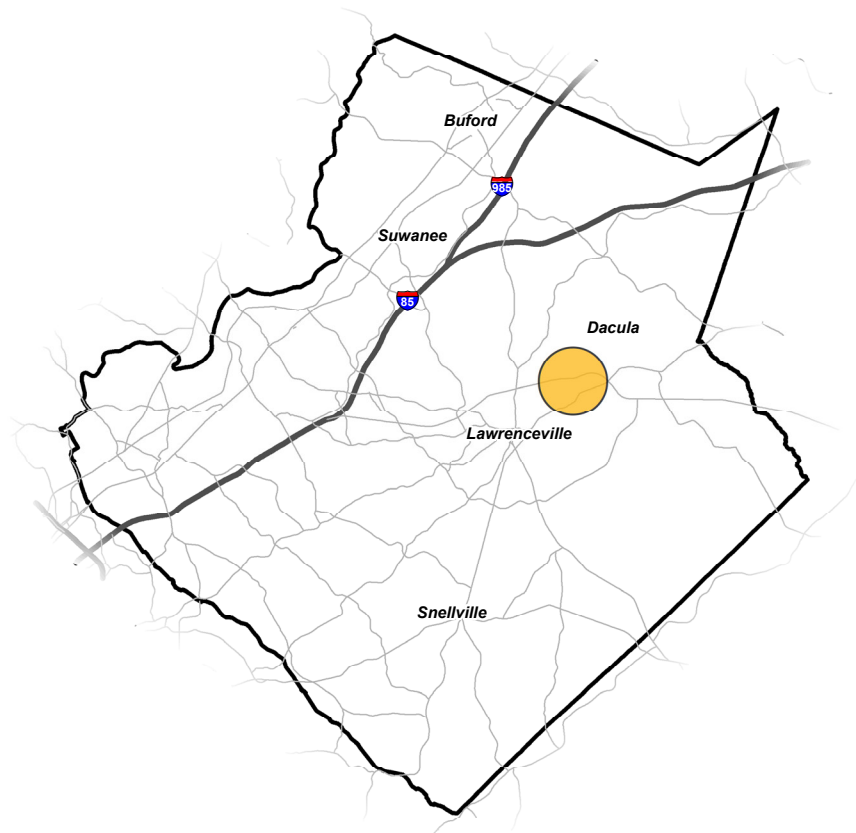
WHAT BENEFITS WILL STATE INVESTMENT YIELD?



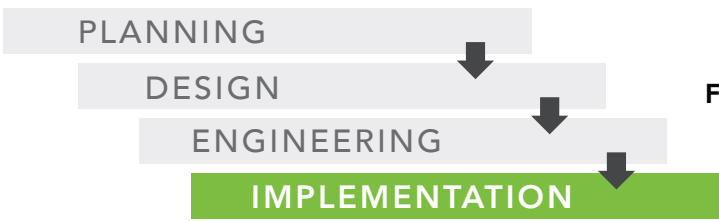
PROJECT DESCRIPTION

Microtransit is an innovative 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. This zone will be anchored by the Lawrenceville Transit Center where passengers can transfer to fixed route services.

WHERE IS THIS PROJECT LOCATED?



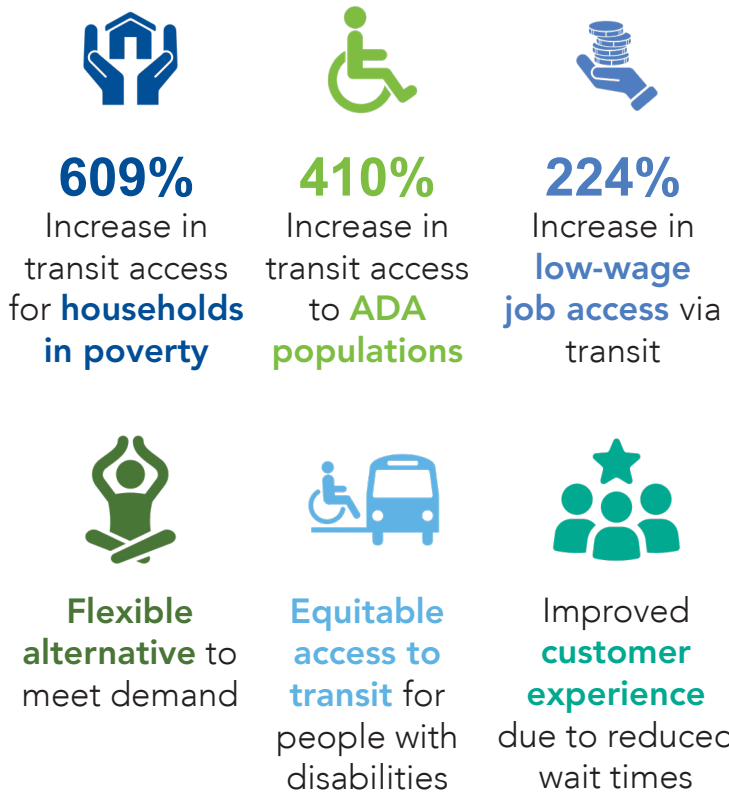
WHAT PROJECT PHASE WILL STATE INVESTMENT ACHIEVE?



PROJECT COST
\$800,000

LEVERAGE
PLANNED
FEDERAL FUNDS
\$400,000

WHAT BENEFITS WILL STATE INVESTMENT YIELD?



INVESTMENT
REQUESTED
\$400,000

PROJECT DESCRIPTION

Gwinnett County Transit is planning to enhance the existing transfer center to allow for the planned increased transit services. This center will be the main hub for transfers within the system and will feature on-site customer service staff. The facility upgrades include waiting areas, stop amenities, customer service facilities, and ticket vending.


WHERE IS THIS PROJECT LOCATED?




WHAT PROJECT PHASE WILL STATE INVESTMENT ACHIEVE?




WHAT BENEFITS WILL STATE INVESTMENT YIELD?




40%
Increase in transit access for households in poverty




39%
Increase in transit access to ADA populations



69%
Increase in transit access to aging populations



Improved customer experience



Equitable access to transit for people with disabilities

LAWRENCEVILLE TO SNELLVILLE FIXED ROUTE VEHICLES



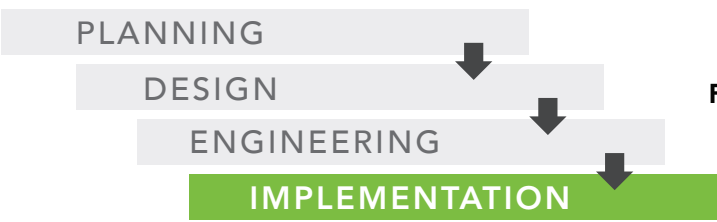
PROJECT DESCRIPTION

Gwinnett County Transit is planning to purchase new fixed route vehicles to implement a new local bus route between Georgia Gwinnett College in Lawrenceville and Snellville.

WHERE IS THIS PROJECT LOCATED?



WHAT PROJECT PHASE WILL STATE INVESTMENT ACHIEVE?



PROJECT COST
\$3.5 million

LEVERAGE
PLANNED
FEDERAL FUNDS
\$1.639 million



WHAT BENEFITS WILL STATE INVESTMENT YIELD?



45%
Increase in
transit access
for **zero-car**
households



173%
Increase in
transit access
via
low-wage job
access



190%
Increase in
transit access
to **middle**
income
households

LOCAL
PLANNED
FUNDS
\$861,000



Increased
mobility
options



Equitable
access to
transit for
people with
disabilities



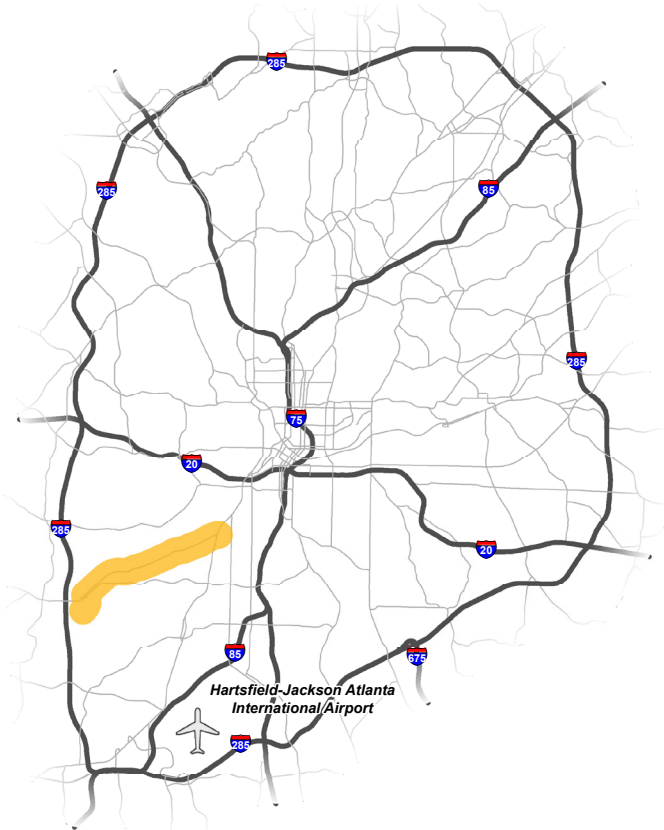
Increased
interest in riding
by transit by
providing new
vehicles

INVESTMENT
REQUESTED
\$1 million

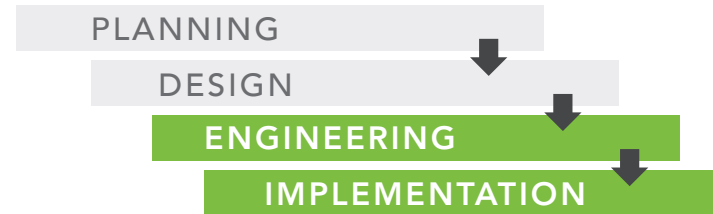
PROJECT DESCRIPTION

MARTA is planning for a new bi-direction high capacity transit (HCT) line that includes frequent service, new stations with amenities and signage, transit signal priority technology, and level platform boarding to accommodate ADA populations.

WHERE IS THIS PROJECT LOCATED?



WHAT PROJECT PHASE WILL STATE INVESTMENT ACHIEVE?



PROJECT COST
\$338.8 million

**LEVERAGE
PLANNED
FEDERAL FUNDS**
\$161.5 million



WHAT BENEFITS WILL STATE INVESTMENT YIELD?



84%

Increase in
transit access
for **minority
populations**



86%

Increase in
transit access
to **ADA
populations**



105%

Increase in
transit access to
**middle income
households**

**COMMITTED
LOCAL FUNDS**
\$52.3 million

OTHER
\$70 million

**INVESTMENT
REQUESTED**
\$55 million



**Transit Signal
Priority**
reduces travel
times



Rapid and
reliable
travel using
**dedicated
running way**

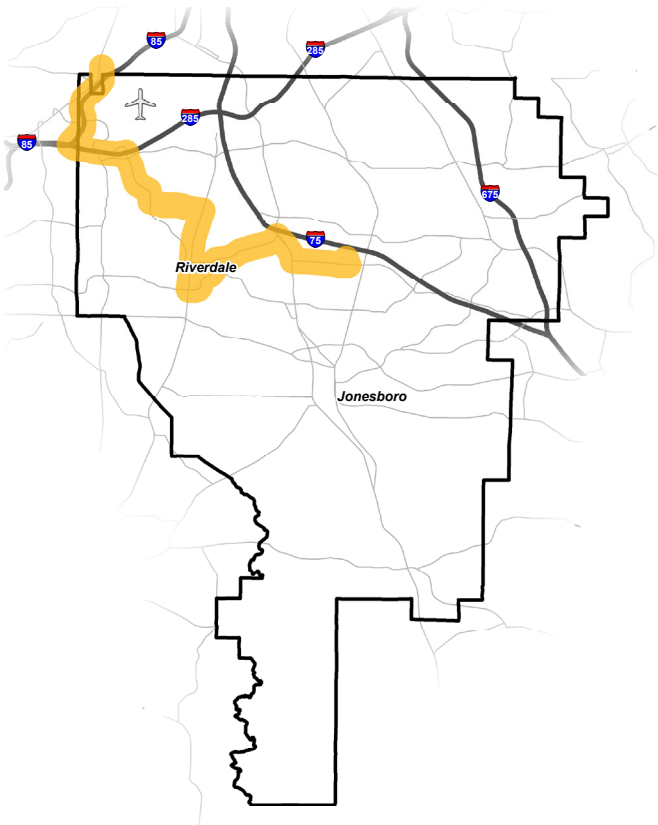


**Level platform
boarding**
improves
schedule
adherence

PROJECT DESCRIPTION

MARTA is planning for new, more frequent bi-directional Bus Rapid Transit (BRT) service with transit signal priority, new stops and amenities, off-board fare collection, and level platform boarding to accommodate ADA populations.

WHERE IS THIS PROJECT LOCATED?



WHAT PROJECT PHASE WILL STATE INVESTMENT ACHIEVE?



PROJECT COST
\$332.4 million

LEVERAGE
PLANNED
FEDERAL FUNDS
\$152 million



WHAT BENEFITS WILL STATE INVESTMENT YIELD?



104%

Increase in
transit access
for **zero-car**
households



103%

Increase in
transit access
for **minority**
populations



122%

Increase in
transit access
to **ADA**
populations



**Transit Signal
Priority**
reduces travel
times



Rapid and
reliable
travel using
dedicated
running way



**Signage and
real-time
information**
improve rider
satisfaction

COMMITTED
LOCAL FUNDS
\$63.4 million

OTHER
\$59.5 million

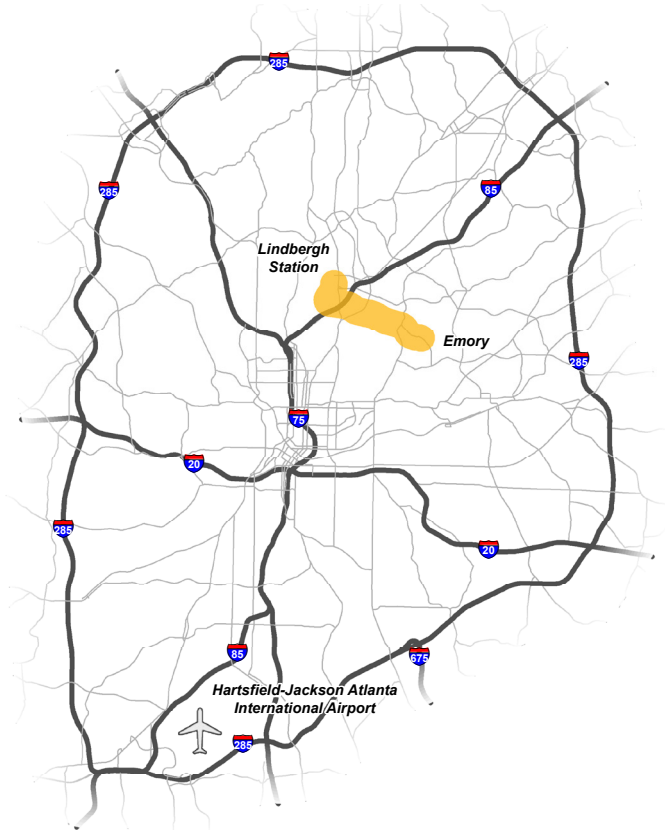
INVESTMENT
REQUESTED
\$57.5 million

CLIFTON CORRIDOR HCT - PHASE 1A

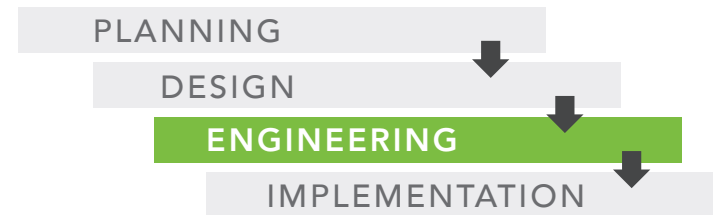
PROJECT DESCRIPTION

MARTA is planning for a new light rail high capacity service between the Lindbergh Station and Emory. Plans include new stations along the corridor, servicing Emory University, Emory Hospital, the Centers for Disease Control, and Veteran's Administration Hospital.

WHERE IS THIS PROJECT LOCATED?



WHAT PROJECT PHASE WILL STATE INVESTMENT ACHIEVE?



PROJECT COST
\$1.6 billion

LEVERAGE
PLANNED
FEDERAL FUNDS
\$806 million



WHAT BENEFITS WILL STATE INVESTMENT YIELD?



142%
Increase in
transit access
for **households**
in poverty



95%
Increase in
transit access
for **minority**
populations



190%
Increase in
transit access
to **aging**
populations

COMMITTED
LOCAL FUNDS
\$350 million



**Transit Signal
Priority**
reduces travel
times



Rapid and
reliable
travel using
dedicated
running way

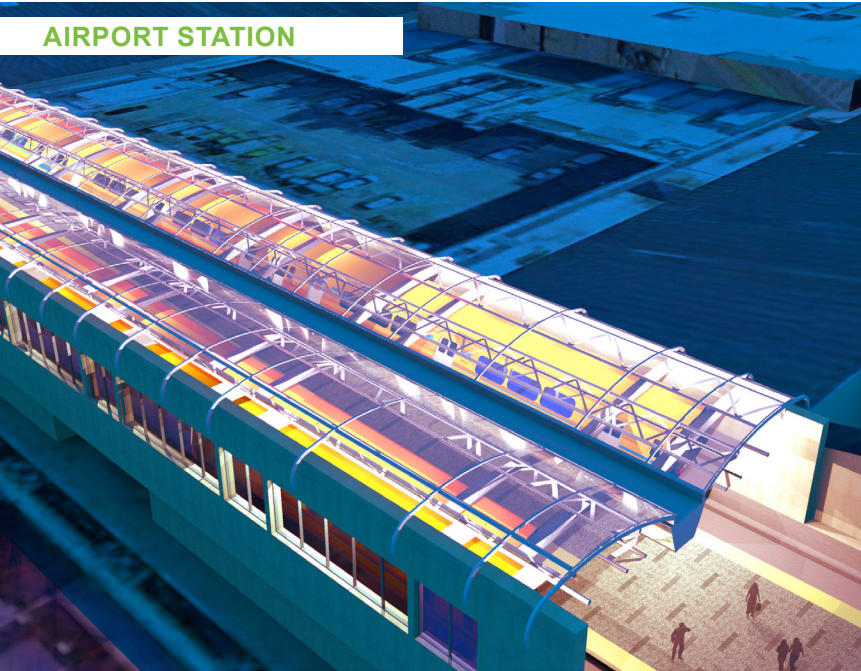


**Level platform
boarding**
improves
schedule
adherence

INVESTMENT
REQUESTED
\$456 million

PROJECT DESCRIPTION

MARTA is in the process of rehabilitating the roofs of all 38 stations. MARTA is striving to have the roofing repairs and new skylights added to each station prior to the full station rehabilitation to prevent damage to other repairs from roof leaks.



WHAT PROJECT PHASE WILL STATE INVESTMENT ACHIEVE?



PROJECT COST
\$ 60 million

COMMITTED
LOCAL FUNDS
\$17 million



WHAT BENEFITS WILL STATE INVESTMENT YIELD?



Most critical need
(prevent leaking damage prior to rehab)



Increased **safety**
(reduced risk of roof damage)



Demonstrate ability to cover **State of Good Repair costs**

INVESTMENT
REQUESTED
\$43 million

PROJECT DESCRIPTION

MARTA is in the process of rehabilitating all 38 stations, with 6 or 7 per year until program completion. The rehabs include repairing walls, ceilings, flooring and upgrading signage and other station components.



WHAT PROJECT PHASE WILL STATE INVESTMENT ACHIEVE?



WHAT BENEFITS WILL STATE INVESTMENT YIELD?



Improve
passenger safety⁶



Equitable access
to transit
for people with
disabilities

PROJECT COST
\$650 million

COMMITTED
LOCAL FUNDS
\$371.6 million

INVESTMENT
REQUESTED
\$278.4 million

REFERENCES

- ¹ "Safer Stops for Vulnerable Customers", FDOT, 2003
- ² Final Report 1214 "The Role of Bus Stop Features in Facilitating Accessibility", National Institute for Transportation and Communities, 2020, p.32
- ³ TRCP Report 46 "The Role of Transit Amenities and Vehicle Characteristics in Building Transit Ridership: Amenities for Transit Handbook and The Transit Design Game Workbook", TRB, National Research Council, Washington D.C. p.21
- ⁴ According to ATL's 2020 Annual Report and Audit.
- ⁵ "The Benefits of Reliable Federal Funding for Public Transportation, Cline, Sarah, American Public Transportation Association, p.11
- ⁶ TRCP Report 46 "The Role of Transit Amenities and Vehicle Characteristics in Building Transit Ridership: Amenities for Transit Handbook and The Transit Design Game Workbook", TRB, National Research Council, Washington D.C. p.23