

PRIORITY INVESTMENT LIST



FY2024

Acknowledgments

The ATL would like to thank our local, state, and federal partners for the work they've done to help realize the vision of the FY2024 ATL Priority Investment List. We are grateful to the Governor and General Assembly for their work to improve transit by creating the Transit Trust Fund, the first state funding in Georgia dedicated to transit.

With this support, the ATL has built the State Match Advancing Regional Transit (SMART) Program, which leverages state dollars to better compete for federal funds that further implementation of the Priority Investment List. Recently, SMART Program funding was critical to winning a \$25 million RAISE grant, awarded by USDOT to MARTA for the Five Points station rehabilitation project, a project which was featured on last year's Priority Investment List. With clear priorities and funding strategies, the ATL is eager to continue working with our operators to streamline project implementation and improve connectivity and accessibility in the region.





The Atlanta Region Transit Link Authority

The ATL was established in 2018 as the regional transit agency for the 13-county Atlanta region. The ATL was created to enable a more unified regional transit system by improving coordination, integration, and efficiency of transit in the Atlanta region. The ATL is governed by a 16-member board of directors, consisting of members elected by state legislators and local government leaders to represent each of the region's 10 ATL transit districts, appointed members, and one non-voting member.

ATL BOARD OF DIRECTORS

Andy Macke, District 1

Paul Radford, District 2

Robb Pitts, District 3

Todd Ver Steeg, District 4

Tom Weyandt, District 5

Chuck Warbington, District 6

Michael L. Thurmond, District 7

Marci Collier Overstreet, District 8

Howard A. Mosby, CPA, District 9

Felicia Franklin, District 10

*Charlie Sutlive, Governor
Appointee*

*Teddy Russell, Lt. Governor
Appointee*

*Dan Buyers, Lt. Governor
Appointee*

*Earl Ehrhart, House Speaker
Appointee*

*Charlotte Nash, House Speaker
Appointee*

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

Purpose of the ATL Priority Investment List

The ATL is statutorily required to submit projects of significance to the Governor's Office of Planning and Budget and the General Assembly for consideration in the State's annual budget process. These projects are then deliberated upon for inclusion in the State bond package or as a component of the State's appropriation of Transit Trust Fund revenues.

The 19 project priorities highlighted herein reflect a geographic balance across the 13-county ATL region. The list also reflects a variety of project types – from supporting operators in achieving a state of good repair to implementing new critical transit service across all corners of the region.



Transit by the Numbers

\$968,000,000

VALUE ADDED TO THE
GROSS REGIONAL PRODUCT
EVERY YEAR DUE TO
TRANSIT EXPENDITURES



FOR EVERY
\$1 directly invested

IN TRANSIT OPERATIONS,
MAINTENANCE, AND
CAPITAL PROJECTS
IN THE ATL REGION,

**more than
\$2 is generated**

IN REGIONAL BUSINESS SALES



14,205 jobs

SUPPORTED BY TRANSIT
IN THE ATL REGION



ATL Priority Investment List Project Profiles

The following project profiles provide descriptions of each project, including:

- Total Project Cost
- State Funding Request Based on Technical Review and Project Sponsor Discussion
- Project Development Phase Targeted
- Impact State Investment Would Have



Accelerate Project
Delivery



Advance
Project Development



Leverage
Federal Funding

Three Simplified Funding Strategies

Accelerate Project Delivery

State investment expedites implementation and maximizes non-discretionary dollars



Advance Project Development

State investment moves projects from the planning stage to preliminary design and engineering



Leverage Federal Funding

State investment is used as matching funds to secure additional federal dollars

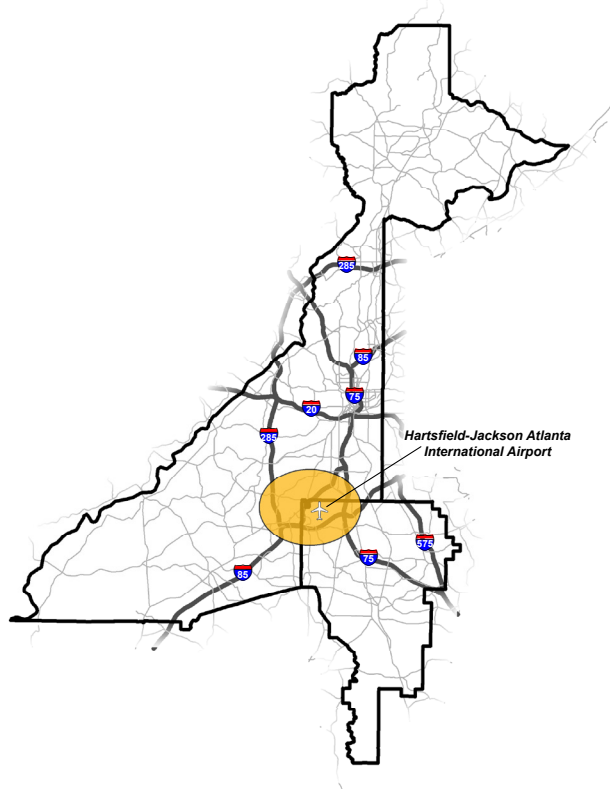


MODE TYPE: Microtransit

PROJECT DESCRIPTION

This project creates a mobility-on-demand service which supplements existing and future MARTA service hours. The on-demand transit service will leverage smart phone and automated routing technology to provide on-demand transit service during the hours when MARTA is not operating service in the district.

WHERE IS THIS PROJECT LOCATED?



\$ WHAT PROJECT PHASE WILL STATE INVESTMENT ACHIEVE?



PROJECT COST
\$1.3 MILLION

+ 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

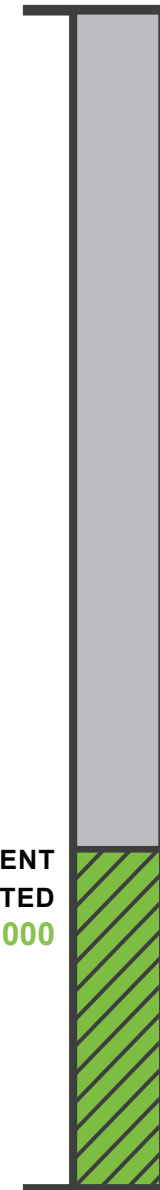


2nd/3rd shift employees with alternative options



Equitable access to transit for people with disabilities

INVESTMENT REQUESTED
\$390,000

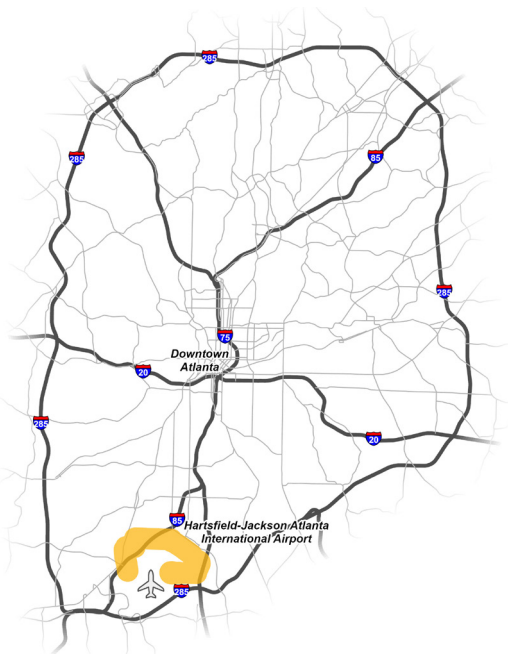


MODE TYPE: Personal Rapid Transit (PRT)

STUDY DESCRIPTION

This is a study of a potential circulator PRT service from the Atlanta Hartsfield-Jackson International Airport domestic terminal to College Park, Hapeville, Mountain View, that terminates at the airport's international terminal. This study will investigate how the PRT service could work, what it will cost, potential equipment to operate the service, the preferred alignment, and the feasibility of low-cost high capacity treatments along the route, such as unique branding, high-quality sheltered stops, rapid boarding, and priority treatments at signalized intersections.

WHERE IS THIS PROJECT LOCATED?



WHAT PROJECT PHASE WILL STATE INVESTMENT ACHIEVE?



WHAT BENEFITS WILL STATE INVESTMENT YIELD?



49%
Increase in **job**
access via transit



13%
Increase in
transit access
to **aging**
populations



11%
Increase in
transit access
for **minority**
populations



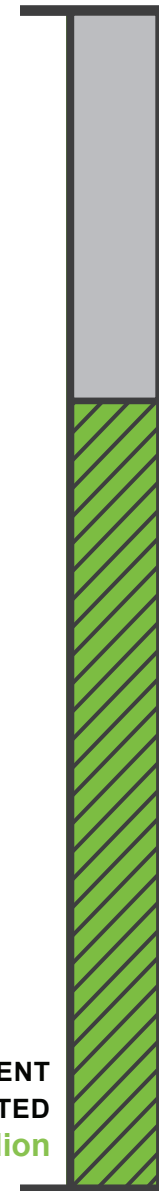
Signage and
real-time
information
improve rider
satisfaction



Equitable
access to transit
for people with
disabilities

PROJECT COST
\$3 MILLION

INVESTMENT
REQUESTED
\$2 million



REGIONAL FLEET UPGRADES AND REPLACEMENTS: BUS VEHICLES

MODE TYPE: Bus**PROJECT DESCRIPTION**

This project consolidates individual operator bus vehicle replacement and upgrade projects into a regional approach. By investing in the region's state of good repair, ensuring the replacement of bus vehicles at the end of their useful life and mid-lifespan rehab, customers experience more reliable service with fewer vehicle break downs. Commuter buses in particular have the most need of all active revenue service vehicles with 11% of all commuter buses surpassing their useful life benchmark (ULB).



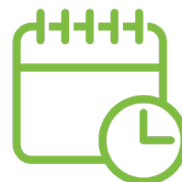
\$ WHAT PROJECT PHASE WILL STATE INVESTMENT ACHIEVE?



+ WHAT BENEFITS WILL STATE INVESTMENT YIELD?



Regional flexibility of federal vehicle procurement funding



Increased **system reliability**



Improved **on-time performance**



Increased **interest in riding transit** by providing new vehicles



Reduced **vehicle life cycle maintenance costs** for agencies

PROJECT COST
\$51,158,750

INVESTMENT REQUESTED
\$5,712,500



REGIONAL FLEET UPGRADES AND REPLACEMENTS: RAIL CARS

MODE TYPE: Heavy Rail**PROJECT DESCRIPTION**

In 2019, MARTA's board of directors approved an agreement with Stadler Rail for the purchase of new CQ400 rail cars to fully replace the existing rail car fleet. The procurement is a milestone in MARTA's capital improvement program aimed at more efficient performance and enhanced customer experience. The rail cars are scheduled to be delivered between 2024 and 2029, with the delivery of a pilot car in 2023.



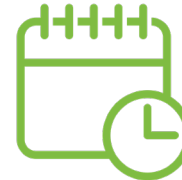
\$ WHAT PROJECT PHASE WILL STATE INVESTMENT ACHIEVE?


PROJECT COST
 \$86,841,250

+ WHAT BENEFITS WILL STATE INVESTMENT YIELD?



Regional flexibility of federal vehicle procurement funding



Increased **system reliability**



Improved **on-time performance**



Increased **interest in riding transit** by providing new vehicles



Reduced **vehicle life cycle maintenance costs** for agencies

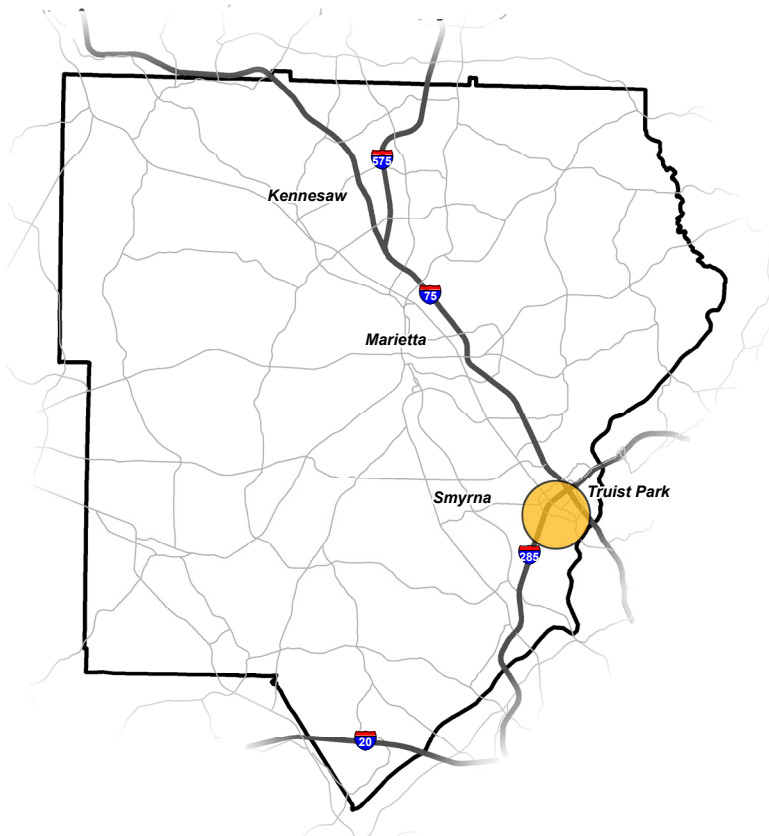
INVESTMENT REQUESTED
 \$10 million


MODE TYPE: Supportive Infrastructure

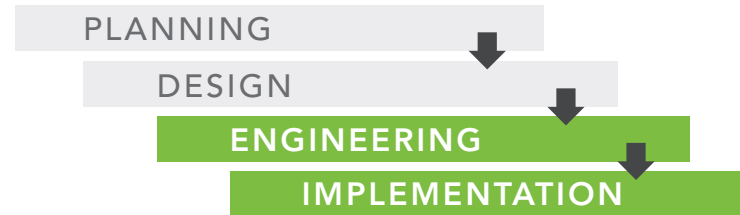
PROJECT DESCRIPTION

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

WHERE IS THIS PROJECT LOCATED?



\$ WHAT PROJECT PHASE WILL STATE INVESTMENT ACHIEVE?



PROJECT COST
\$50 MILLION

+ WHAT BENEFITS WILL STATE INVESTMENT YIELD?



48%
Increase in
transit access for
**households in
poverty**



42%
Increase in
transit access
for **minority
populations**



40%
Increase in
transit access to
**middle income
households**

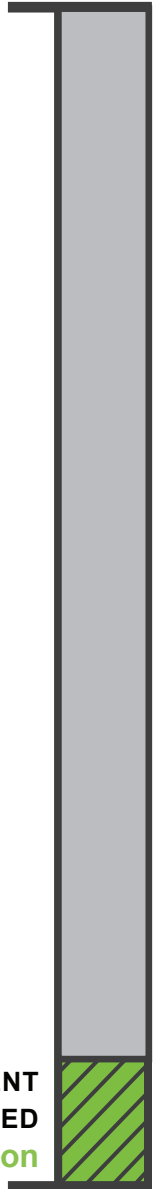


Improved
**customer
experience**



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

**INVESTMENT
REQUESTED**
\$5 million

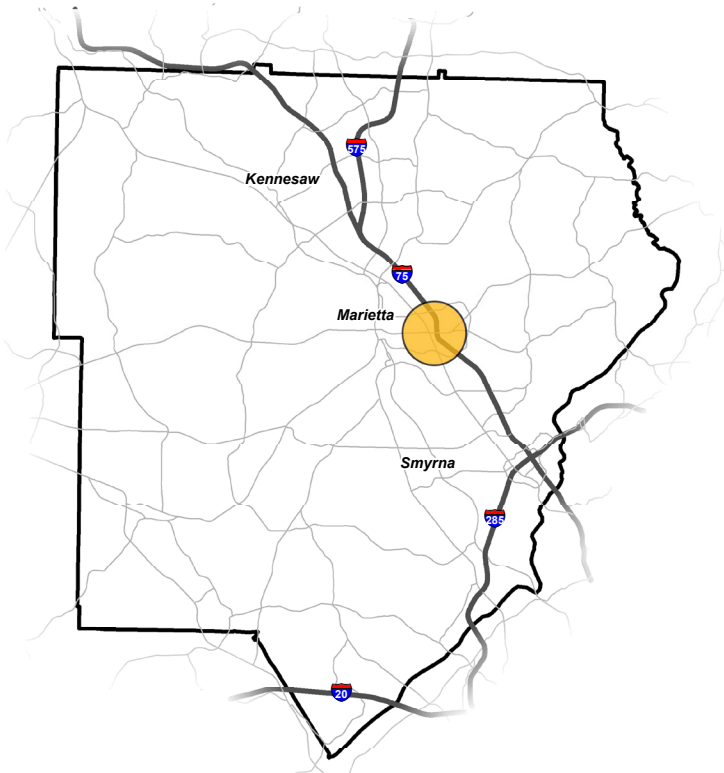


MODE TYPE: Supportive Infrastructure

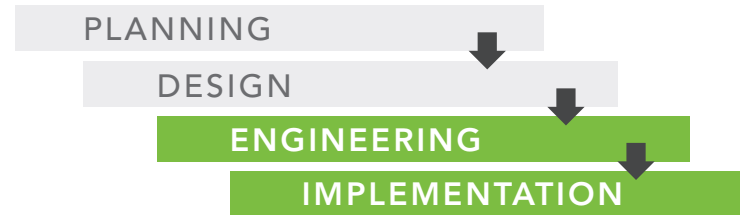
PROJECT DESCRIPTION

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?



PROJECT COST
\$65 MILLION



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

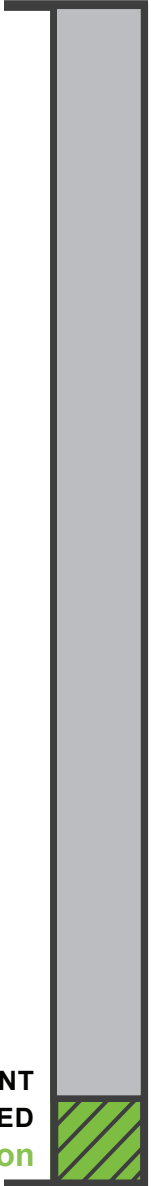


Improved
customer
experience



Equitable
access to transit
for people with
disabilities

**INVESTMENT
REQUESTED**
\$5 million

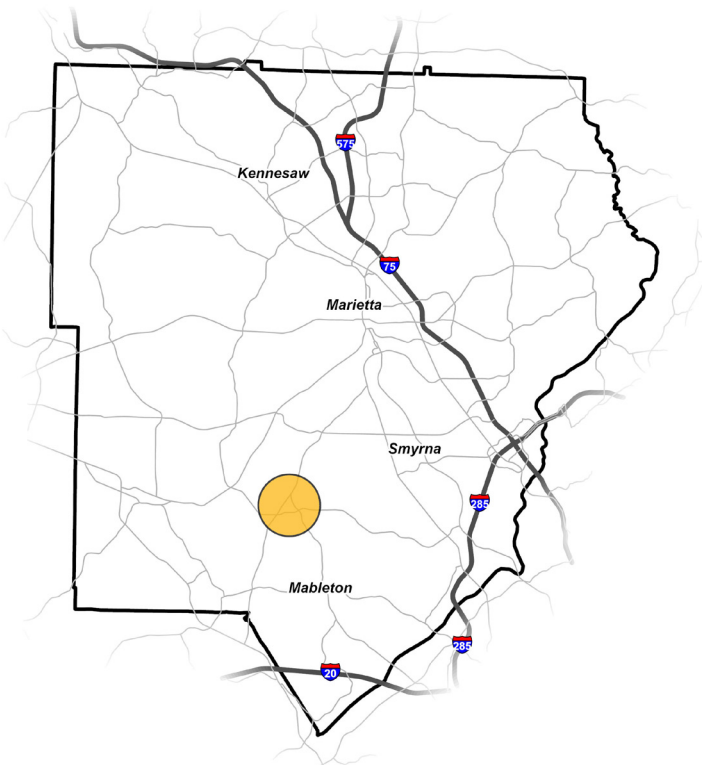


MODE TYPE: Supportive Infrastructure

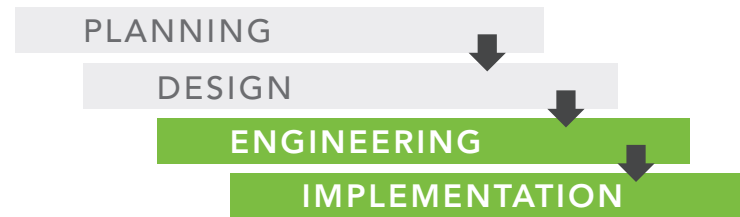
PROJECT DESCRIPTION

CobbLinc is planning to construct a new South Cobb Transfer Center near the Brookwood Square Shopping Mall. This multi-modal transit facility will provide opportunities for CobbLinc riders to transfer between routes or transportation modes, and to access the surrounding jobs, medical and community services, and surrounding development.

WHERE IS THIS PROJECT LOCATED?



\$ WHAT PROJECT PHASE WILL STATE INVESTMENT ACHIEVE?



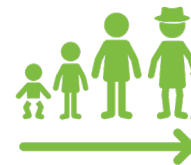
PROJECT COST
\$35 MILLION

+ WHAT BENEFITS WILL STATE INVESTMENT YIELD?



12%

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



7%

Increase in
transit access
to **aging**
populations



6%

Increase in
transit access to
middle income
households



Improved
customer
experience



Equitable
access to transit
for people with
disabilities

**INVESTMENT
REQUESTED**
\$1.75 million



BUS SHELTERS AND PASSENGER AMENITIES

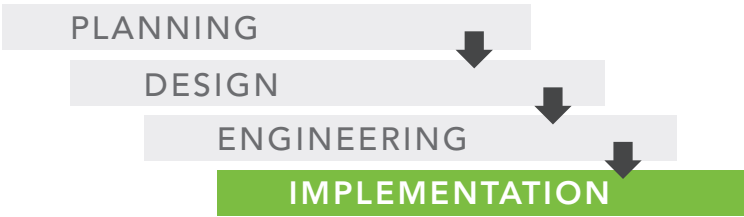
MODE TYPE: Supportive Infrastructure

PROJECT DESCRIPTION

Connect Douglas plans to enhance the fixed route bus stops throughout Douglas County with passenger amenities including benches, shelters, trash receptacles, and signage. Shelters and amenities should be placed at key locations including high-ridership stops, areas where customers require shade and seating such as senior centers, and popular destinations such as retail locations, worship locations, grocery stores, and health care facilities. These passenger amenities enhance local streetscapes, creating a more inviting and safe space for transit users.



\$ WHAT PROJECT PHASE WILL STATE INVESTMENT ACHIEVE?



PROJECT COST
\$1.3 MILLION

+ WHAT BENEFITS WILL STATE INVESTMENT YIELD?



Increased
passenger
safety¹



Equitable
access to transit
for people with
disabilities²



Increased
customer
experience and
ridership³

**INVESTMENT
REQUESTED**
\$260,000

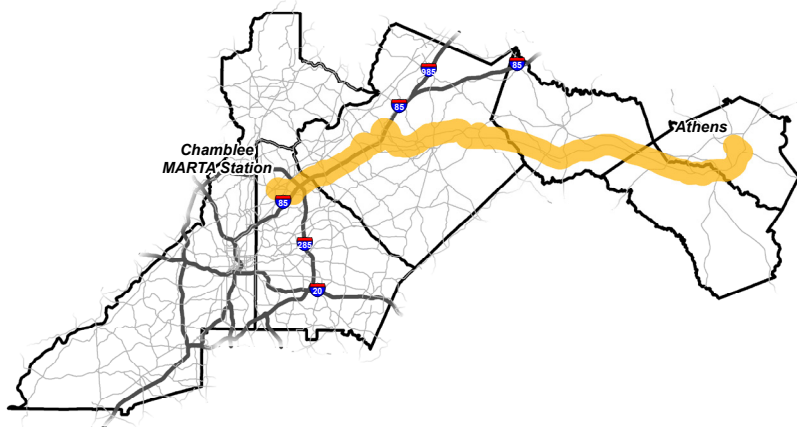


MODE TYPE: Commuter Bus

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?



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**



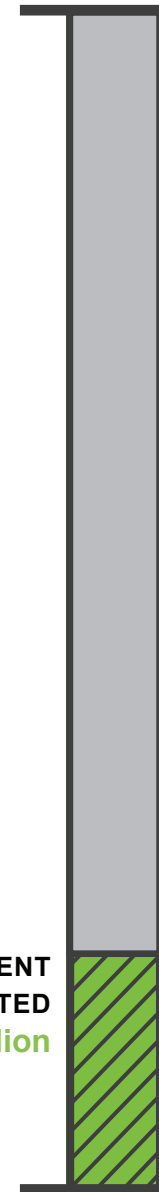
Rapid and reliable peak hour service



Shorter commute times

PROJECT COST
\$6 MILLION

INVESTMENT REQUESTED
\$1.2 million

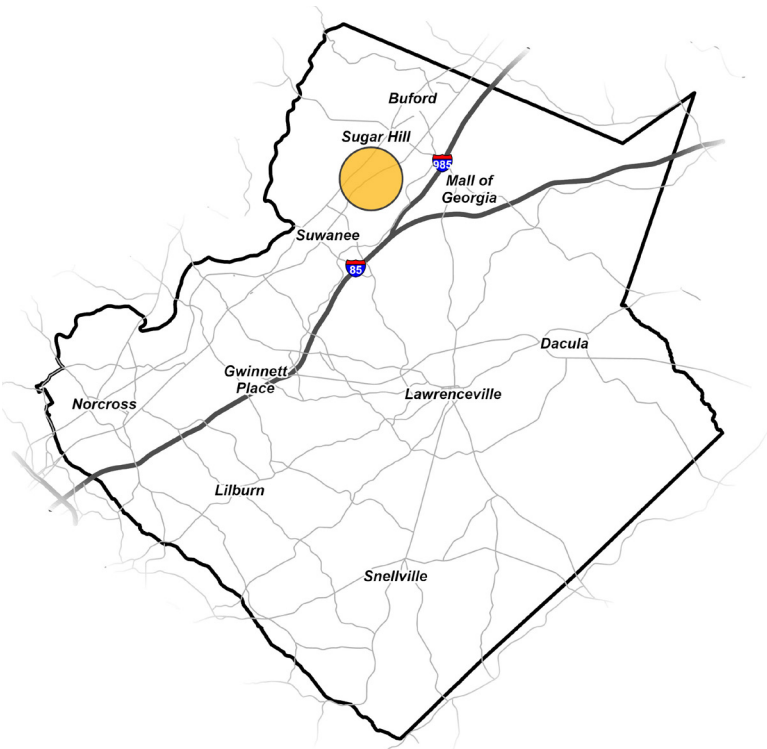


MODE TYPE: Microtransit

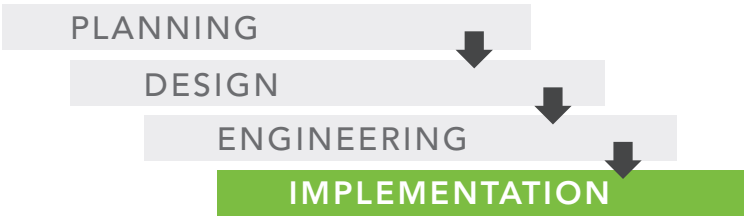
PROJECT DESCRIPTION

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?

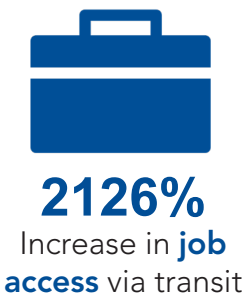


\$ WHAT PROJECT PHASE WILL STATE INVESTMENT ACHIEVE?

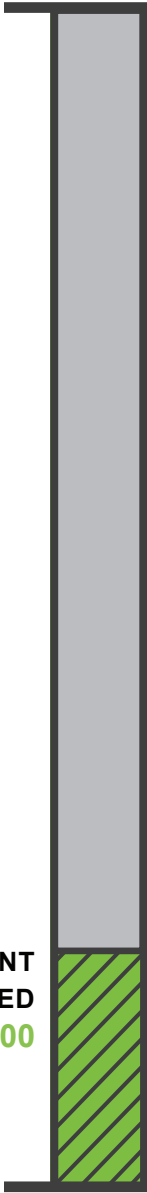


PROJECT COST
\$800,000

+ WHAT BENEFITS WILL STATE INVESTMENT YIELD?



INVESTMENT REQUESTED
\$160,000

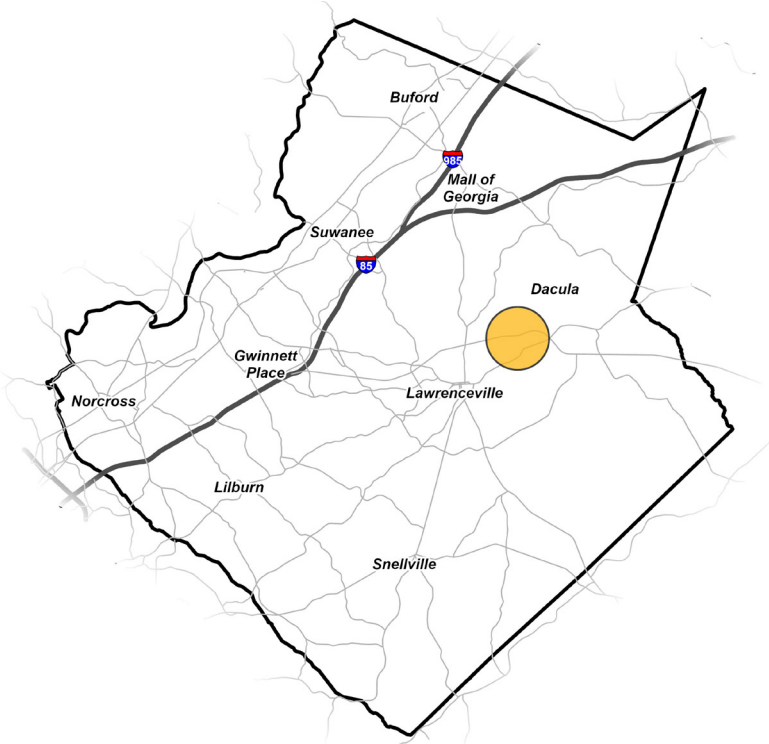


MODE TYPE: Microtransit

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

+ WHAT BENEFITS WILL STATE INVESTMENT YIELD?



609%

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



410%

Increase in transit access to **ADA populations**



224%

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



Flexible alternative to meet demand

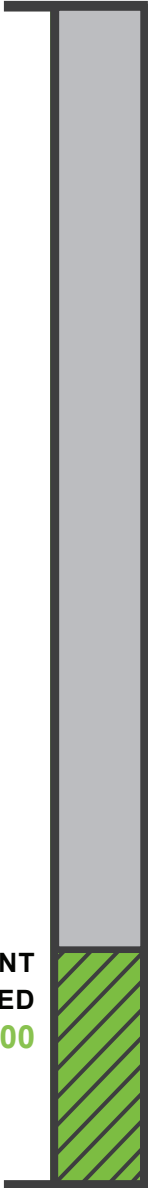


Equitable access to transit for people with disabilities



Improved **customer experience** due to reduced wait times

INVESTMENT REQUESTED
\$160,000

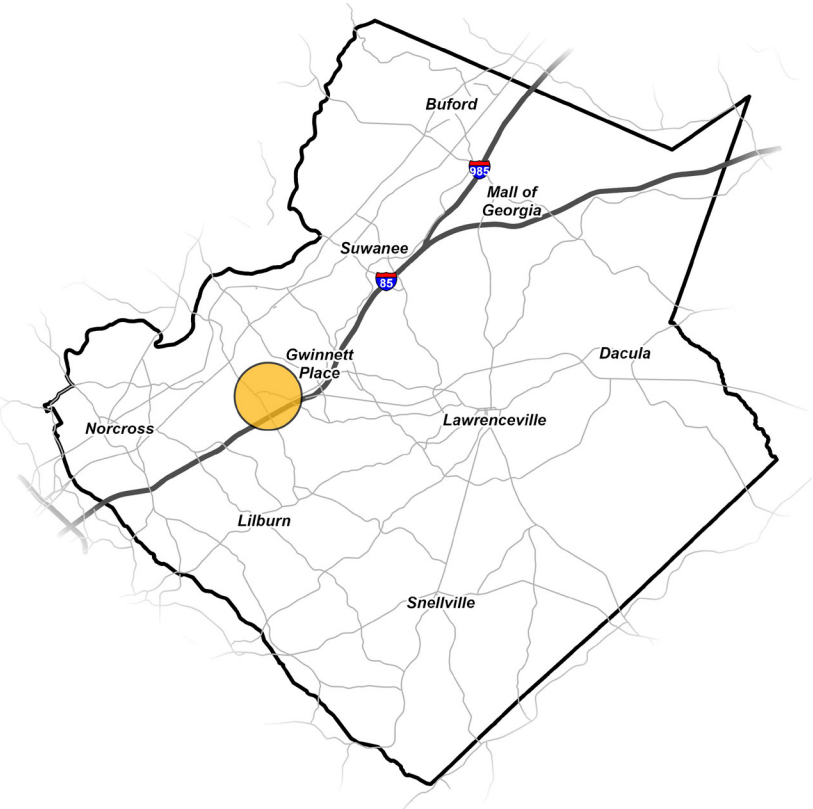


MODE TYPE: Supportive Infrastructure

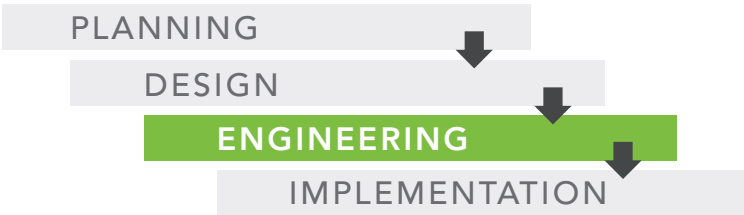
PROJECT DESCRIPTION

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?

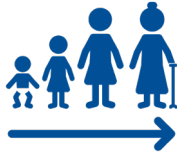


\$ WHAT PROJECT PHASE WILL STATE INVESTMENT ACHIEVE?



PROJECT COST
\$20 MILLION

+ WHAT BENEFITS WILL STATE INVESTMENT YIELD?



67%
Increase in transit access to **aging populations**



50%
Increase in transit access for **minority populations**



42%
Increase in transit access for **households in poverty**

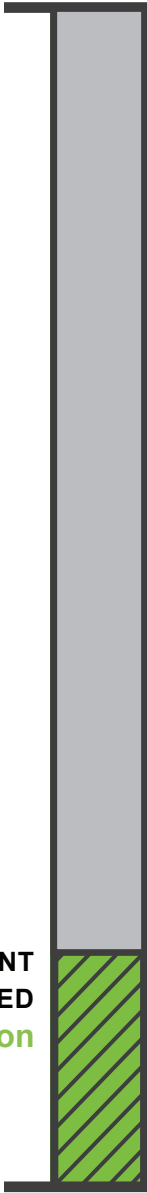


Improved **customer experience**



Equitable access to transit for people with disabilities

INVESTMENT REQUESTED
\$4 million

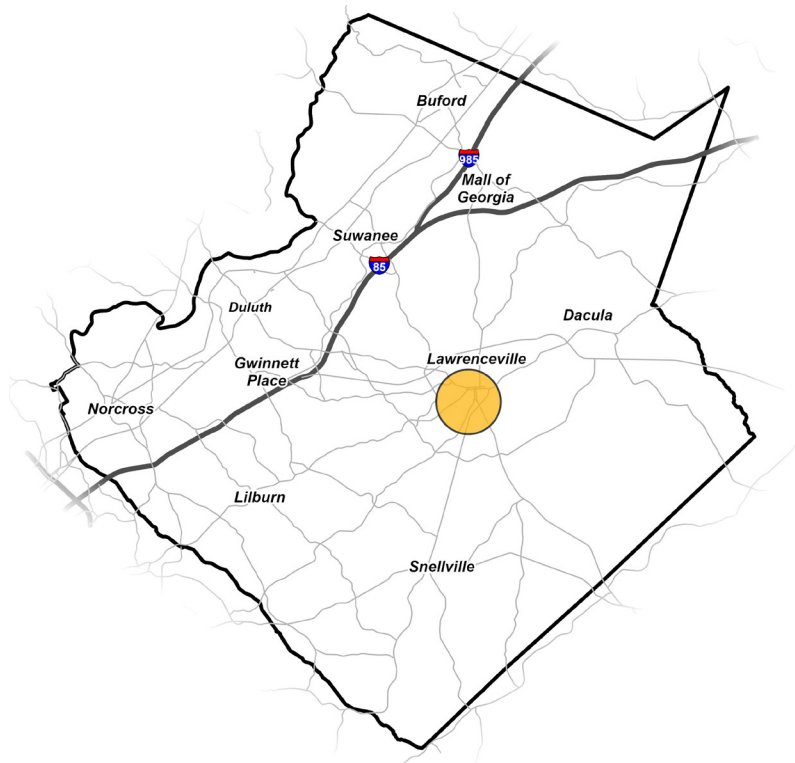


MODE TYPE: Supportive Infrastructure

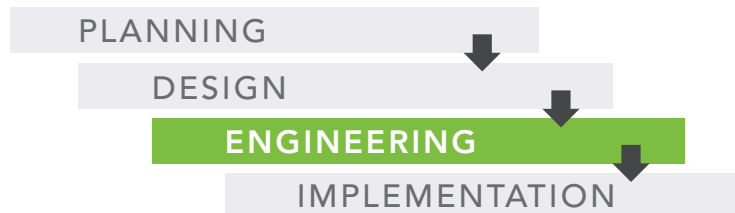
PROJECT DESCRIPTION

Gwinnett County Transit plans to construct a transit facility to expand local and commuter route service for Georgia Gwinnett College, surrounding areas, and access to Athens regional route. The facility will include electric vehicle charging, operator and customer amenities, waiting areas, stop amenities, real-time information, ticket vending, trail access, and bike stations.

WHERE IS THIS PROJECT LOCATED?



\$ WHAT PROJECT PHASE WILL STATE INVESTMENT ACHIEVE?



+ WHAT BENEFITS WILL STATE INVESTMENT YIELD?



PROJECT COST
\$22 MILLION

INVESTMENT REQUESTED
\$1.1 million



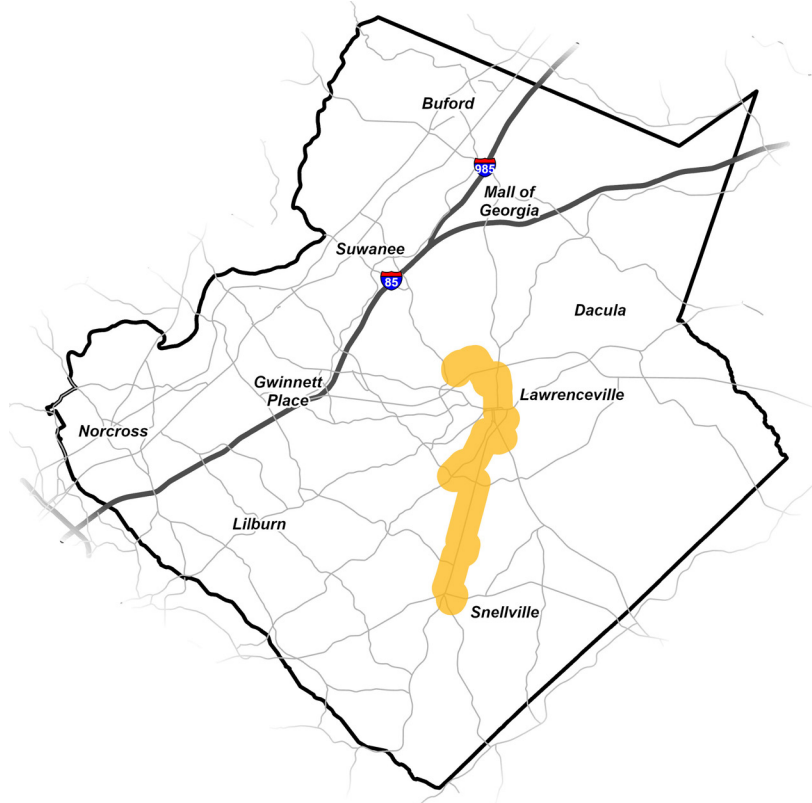
LAWRENCEVILLE TO SNELLVILLE NEW LOCAL BUS SERVICE

MODE TYPE: Fixed Route Bus

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

+ WHAT BENEFITS WILL STATE INVESTMENT YIELD?



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



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



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



Increased **mobility options**

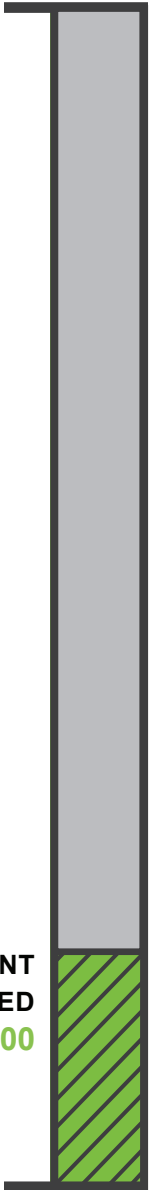


Equitable access to transit for people with disabilities



Increased **interest in riding transit** by providing new vehicles

INVESTMENT REQUESTED
\$700,000



AIRPORT STATION REHABILITATION

MODE TYPE: Heavy Rail

PROJECT DESCRIPTION

The Station Rehabilitation Program is underway to address aging rail stations with a rehabilitation by 'refreshing' forward-facing areas with new, more durable materials making the stations and facilities cleaner, safer, longer lasting, and easier to maintain. The overall objective for the Airport Station is to enhance the functionality and patron experience by improving vertical circulation, signage, lighting and thermal comfort. Airport Station has completed design for the full rehabilitation that includes new flooring, a new Ride Store, new wall cladding, new ceilings and lighting, rehabilitation of existing elevators, addition of a new elevator, and a new platform canopy.



\$ WHAT PROJECT PHASE WILL STATE INVESTMENT ACHIEVE?



PROJECT COST
\$55 MILLION

+ WHAT BENEFITS WILL STATE INVESTMENT YIELD?



Improved
**passenger
safety**⁴



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

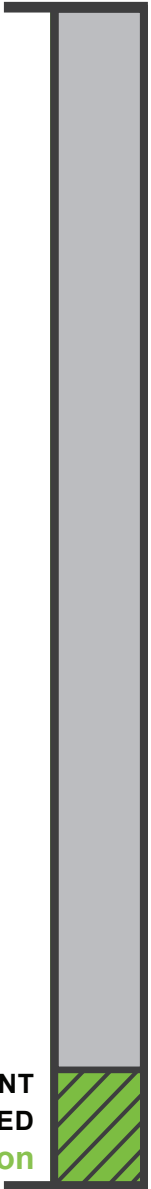


Improved
**customer
experience**



Incorporate
**durable
materials** to
withstand heavy
passenger travel

**INVESTMENT
REQUESTED**
\$5.5 million



FIVE POINTS STATION REHABILITATION

MODE TYPE: Heavy Rail

PROJECT DESCRIPTION

The Station Rehabilitation Program is underway to address aging rail stations with a rehabilitation by 'refreshing' forward-facing areas with new, more durable materials making the stations and facilities cleaner, safer, longer lasting, and easier to maintain. Five Points Station is currently undergoing design for full rehabilitation of the interior of the station. The interior renovations are scheduled to be completed by the 3rd quarter of 2025, prior to the FIFA World Cup set for matches in 2026.



\$ WHAT PROJECT PHASE WILL STATE INVESTMENT ACHIEVE?



PROJECT COST
\$50 MILLION

+ WHAT BENEFITS WILL STATE INVESTMENT YIELD?



Improved
passenger
safety



Equitable
access to transit
for people with
disabilities



Improved
customer
experience

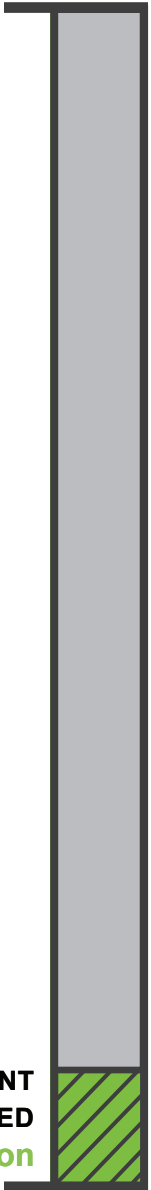


Incorporate
durable
materials to
withstand heavy
passenger travel



Refreshed
station interior
in preparation
for 2026 FIFA
World Cup

**INVESTMENT
REQUESTED**
\$5 million



MODE TYPE: Bus Rapid Transit (BRT)

PROJECT DESCRIPTION

This project is MARTA'S first-ever Bus Rapid Transit project and is located along the Hank Aaron Drive/Capitol Avenue, Martin Luther King Jr. Dr, and Mitchell Street corridors in support of the population and business growth in the area. The Summerhill Bus Rapid Transit (BRT) project is part of the Atlanta More MARTA program. The project will consist of 5 new 60' articulated electric BRT buses that will run along a 5-mile roundtrip route spanning from the Atlanta BeltLine on the south end, to the downtown Atlanta core on the north end. The route will consist of 14 stops along 85% dedicated BRT lanes with traffic signal prioritization (TSP), and intelligent communications. The BRT project will serve several major institutions, government facilities, employment centers, and housing centers along the corridors. The route runs past the Georgia State University's Center Parc Stadium, the Georgia State University Convocation Center, around the Georgia Capitol Building, and provides connection to three MARTA rail stations: Georgia State Station, Five Points Station, and Garnett Station.

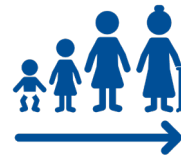


\$ WHAT PROJECT PHASE WILL STATE INVESTMENT ACHIEVE?



PROJECT COST
\$91 MILLION

+ WHAT BENEFITS WILL STATE INVESTMENT YIELD?



Increase in transit access to **aging populations**



Increase in transit access to **ADA populations**



Signage and real-time information improve rider satisfaction



Transit Signal Priority reduces travel times



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



Level platform boarding improves schedule adherence

INVESTMENT REQUESTED
\$10 million



MODE TYPE: Heavy Rail

PROJECT DESCRIPTION

This project supports the demolition of patron restrooms at MARTA rail stations utilizing the remaining water and sewage pipes, as well as the utility lines to install a fully automated, controlled-entry public restroom that features exterior monitoring and access system, interior motion sensors, metered bathroom supplies, and a regulated water dispenser. The first phase includes the construction of four restrooms at H.E. Holmes, East Point, Doraville, and GWCC/CNN Center Stations.



WHAT PROJECT PHASE WILL STATE INVESTMENT ACHIEVE?



WHAT BENEFITS WILL STATE INVESTMENT YIELD?



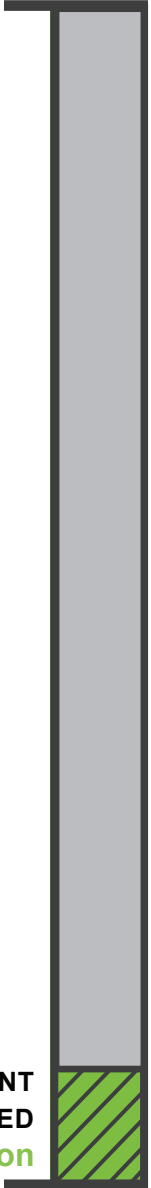
Improved
**customer
experience**



Incorporate
**durable
materials** to
withstand heavy
passenger travel

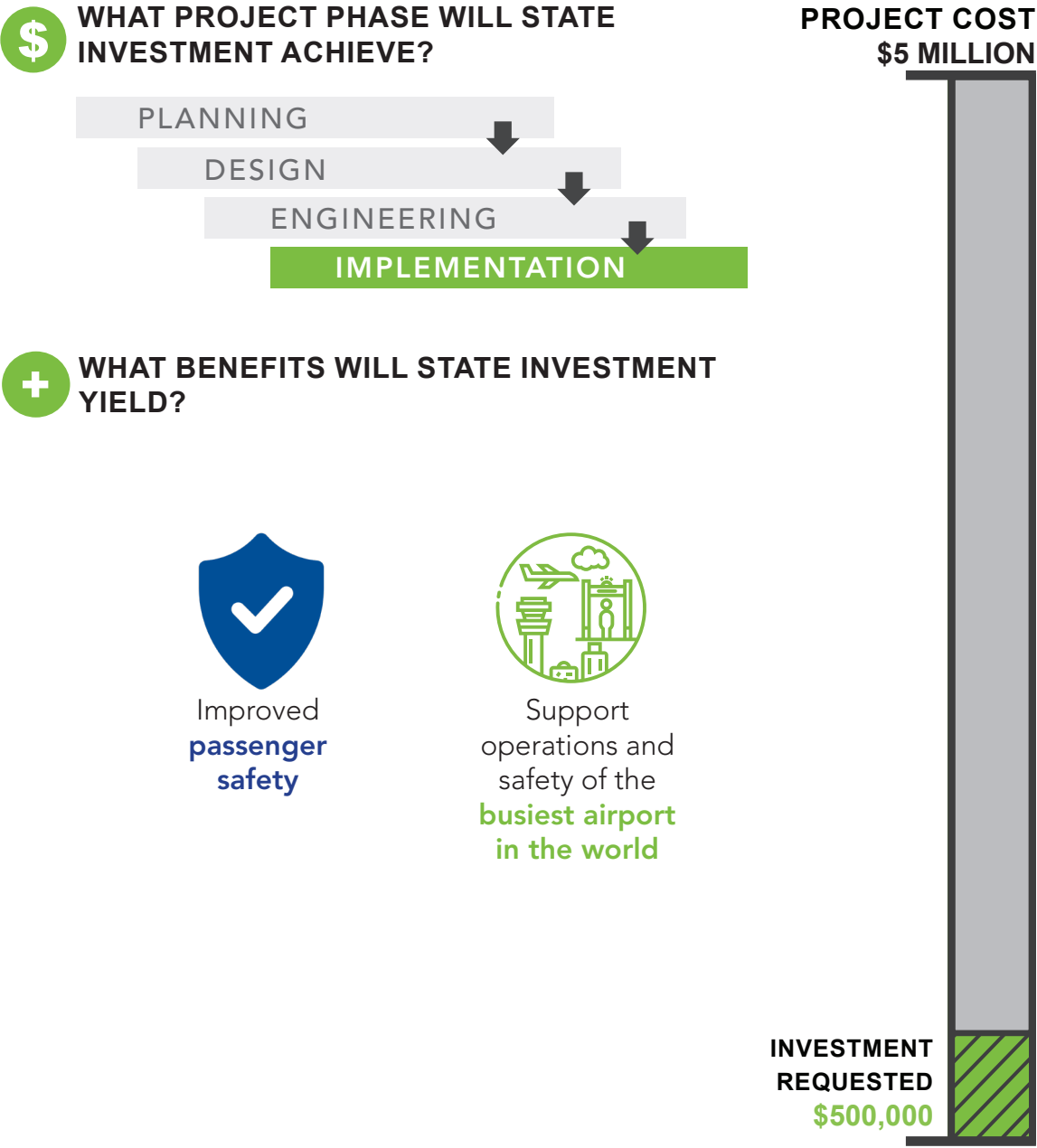
PROJECT COST
\$34 MILLION

**INVESTMENT
REQUESTED**
\$3.4 million



PROJECT DESCRIPTION

This program supports the MARTA Police Explosives Detection Canine Unit in assisting the Bomb Assessment Team (BAT) to determine threats to the system through scent detection for known or suspected explosive devices. The program includes ongoing training for each team as required by the Transportation Security Administration (TSA), National Explosive Detection Canine Program (NEDCP), or the Auburn University Canine Detection Training Center (CDTC). The existing facilities have been utilizing “temporary” trailers for over 15 years with external kennels for the canine members. The proposed new infrastructure will be modernized for technology/safety and expanded for growth while incorporating internal kennels.



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 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

