

2020 ARTP Projects



| Project Name | Project Sponsor | Project Description | Project Type | Total Capital Cost | Total O&M Cost | Total Project Cost | Seeking Discretionary Funding? |
|---|-----------------|--|--------------|--------------------|----------------|--------------------|--------------------------------|
| MARTA West Line High Capacity Transit | City of Atlanta | 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. | Expansion | \$250.0M | \$33.6M | \$283.6M | Yes |
| Northwest Regional High Capacity Transit Corridor | City of Atlanta | 2.5 miles of BRT in dedicated lanes for all or a significant portion of the alignment. The proposed facility could accommodate one or more stations in the Atlantic Station development. | Expansion | \$491.0M | \$140.0M | \$631.0M | Yes |
| Fixed Route Operating Assistance | 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. | Expansion | - | \$4.0M | \$4.0M | No |
| Commuter Vanpool Replacement Vehicles | Connect Douglas | No description provided by project sponsor. | SGR | \$266K | \$30K | \$308K | Yes |
| Staff Vehicles | Connect Douglas | Staff vehicles are needed to respond to issues with the Connect Douglas transit system and to monitor buses and routes. | Enhancement | \$46K | \$8K | \$54K | Yes |
| Preventative Maintenance | Connect Douglas | Funds for servicing and repairing transit vehicles. | SGR | - | \$900K | \$900K | No |
| Fixed Route Vehicles | Connect Douglas | Douglas County will be purchasing eighteen 15-passenger cutaways during the period 2020 through 2025. | Expansion | \$1.2M | \$324K | \$1.5M | Yes |
| Vehicles for Paratransit Expansion | Connect Douglas | Douglas County estimates it will need 7 additional 15-passenger cutaways to handle the paratransit demand. | Expansion | \$455K | \$49K | \$504K | Yes |
| Vehicles for Vanpool Expansion | Connect Douglas | New vehicles are needed to accommodate vanpool program growth. | Expansion | \$320K | \$49K | \$369K | Yes |
| Fixed Route, Paratransit Replacement Vehicles | Connect Douglas | Replacing fixed route and paratransit vehicles that have reached or exceeded their useful life of 5 years or 125,000 miles. | SGR | \$780K | \$90K | \$870K | Yes |
| Bus Shelters and Passenger Amenities | Connect Douglas | Installation of 20 passenger shelters, 25 passenger benches, and 50 trash receptacles. | Expansion | \$300K | \$7K | \$307K | Yes |
| Hardware/Farebox Upgrades | Connect Douglas | Funding for future farebox upgrades. | Enhancement | \$250K | \$7K | \$257K | Yes |
| Software | Connect Douglas | Licensing for software that can enhance fixed route scheduling, automatic vehicle locators, and various passenger apps. | Enhancement | \$300K | \$15K | \$315K | Yes |
| Safety/Surveillance | 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 | Yes |
| Land Acquisition | Connect Douglas | Land acquisition for park-and-ride facilities in the Liberty Road and Thornton Road areas. | Expansion | \$4.0M | - | \$4.0M | Yes |
| Park and Ride Lot Construction | Connect Douglas | Construction of park-and-ride facilities in the Liberty Road and Thornton Road areas. | Expansion | \$5.0M | \$20K | \$5.0M | Yes |

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| Fixed Route Service, 2022 - 2026 | Connect Douglas | Operational funding for fixed-route service. | Expansion | - | \$15.0M | \$15.0M | No |
| Demand Response Service | Connect Douglas | Initiation of countywide demand response service in 2022. | Expansion | - | \$15.0M | \$15.0M | No |
| Aerotropolis Mobility District | Aerotropolis CIDs | 1-year pilot on-demand microtransit program focusing on overnight workers. Business participation will also be encouraged. | Expansion | \$1.3M | - | \$1.3M | Yes |
| Aerotropolis Intermodal Transportation Center | Aerotropolis CIDs | The Intermodal Transportation Center (ITC) would be a centralized transportation hub that provides connectivity between several modes while providing high-tech passenger amenities. | Enhancement | \$50M | - | \$50.0M | Yes |
| Capitol Ave /Summerhill BRT | MARTA | Bus Rapid Transit Line with defined stations, 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 | \$96M | \$80.0M | \$176.0M | Yes |
| Cleveland Ave ART | MARTA | Arterial Rapid Transit Line with defined stations, transit signal priority, frequent bi-directional service, separate branding, skip-stop practice, and increased stations spacing. | Enhancement | \$21M | \$54.6M | \$75.6M | No |
| Clifton Corridor (Phase 1) | MARTA | Light Rail Line with defined stations, 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 | \$1.7B | \$138.6M | \$1.9B | Yes |
| New Service / New Technology Town Center Autonomous Shuttle | Chamblee | Shared autonomous vehicle (SAV) pilot project along the 2.1 mile Peachtree Road route in Chamblee with 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 | Yes |
| Multi-Modal Mobility Hub and MARTA Station Reconfiguration | Chamblee | 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, vehicular, bicycle, pedestrian, and micro-mobility traffic. | Enhancement | \$1.5M | \$400K | \$1.9M | Yes |
| Aerotropolis Corporate Crescent Circulator – Phase I | Aerotropolis CIDs | Circulator system serving as a feeder system to the larger regional transit system, primarily MARTA, while also serving terminal-to-terminal transfers at HJAIA. | Expansion | \$10.0M | - | \$10.0M | Yes |
| Park Avenue Extension and Covered Street | Doraville | Park Avenue Extension and Covered Street would connect Assembly to downtown Doraville and the Doraville MARTA Station. The project would extend Park Avenue under the MARTA Station and 13 Norfolk Southern Railway tracks to link up to Peachtree Boulevard and would include pedestrian and bicycle facilities. | Enhancement | \$65.0M | \$500K | \$65.5M | No |

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| Metropolitan Parkway ART | MARTA | Arterial Rapid Transit Line with defined stations, transit signal priority, frequent bi-directional service, separate branding, skip-stop practice, and increased stations spacing. | Enhancement | \$22.7M | - | \$22.7M | No |
| Moores Mill Transit Center | MARTA | Multi-modal transit center. | Expansion | \$2.0M | - | \$2.0M | No |
| Greenbrier Transit Center | MARTA | New transit center. | Expansion | \$5.0M | - | \$5.0M | No |
| South Fulton Parkway Rapid Transit in Dedicated Lanes | Fulton County | 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. | Expansion | \$145.0M | \$130.0M | \$275.0M | Yes |
| Highway 29/Roosevelt Highway Arterial Rapid Transit | 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. | Enhancement | \$44.9M | \$176.4M | \$221.3M | No |
| Peachtree Rd ART | MARTA | Arterial Rapid Transit Line with defined stations, transit signal priority, frequent bi-directional service, separate branding, skip-stop practice, and increased stations spacing. | Enhancement | \$23.0M | \$3.5M | \$26.5M | No |
| Holcomb Bridge Road Arterial Rapid Transit | 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. | Expansion | \$27.2M | \$90.2M | \$117.4M | No |
| Highway 9/Roswell Road Arterial Rapid Transit | Fulton County | North Fulton County and the Mt. Vernon Highway or Abernathy Road corridor and Highway 9 corridor between Sandy Springs MARTA rail station, Downtown Sandy Springs/City Springs, and Downtown Alpharetta. | Expansion | \$45.0M | \$122.7M | \$167.0M | No |
| Old Milton Parkway/State Bridge Road Arterial Rapid Transit | Fulton County | North Fulton County and the Old Milton Parkway/State Bridge Road corridor between Downtown Alpharetta and Highway 141 in Johns Creek near Gwinnett County. | Expansion | \$24.4M | \$76.1M | \$100.1M | No |
| Camp Creek Parkway / Fulton Industrial Boulevard Arterial Rapid Transit | 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. | Expansion | \$22.0M | \$103.8M | \$125.8M | No |
| Southside I-85 Park and Ride Improvements | Fulton County | Improvements to the Southside Park and Ride to include resurfacing, shelter, lighting, safety, and communications/technology improvements to enhance user safety and experience. | Enhancement | \$1.0M | - | \$1.0M | No |
| Fulton County Last Mile/Station Connectivity Improvements | 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 | No |

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| Fulton County Bus Shelter Enhancements | MARTA | 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 | No |
| North Avenue BRT (Phase I) | MARTA | Bus Rapid Transit Line with defined stations, 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 | \$105.0M | \$24.0M | \$129.0M | No |
| ART-6 Memorial Drive ART (Segment 1) | MARTA | Arterial Rapid Transit service running along Memorial Drive from Five Points to Kensington Station. | Enhancement | \$28.0M | \$76.5M | \$104.0M | No |
| ART-7 Candler Road ART | MARTA | Arterial Rapid Transit line running along Candler Road between Avondale Station and South DeKalb Mall. | Expansion | \$18.2M | \$48.0M | \$66.2M | No |
| ART-8 Clairmont Road ART | MARTA | Arterial Rapid Transit along Clairmont Road between Decatur Station and Chamblee Station. | Enhancement | \$24.5 | \$66.0M | \$90.5M | No |
| Town Center/Big Shanty Park and Ride Expansion | Xpress | Addition of 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 | Yes |
| Hickory Grove Park and Ride | 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 | Yes |
| Sugarloaf Park and Ride | 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 | Yes |
| Mt. Carmel Park and Ride | 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 | Yes |
| Commuter Bus Vehicle Replacement and (Electric) and Charging Infrastructure | 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. | SGR | \$31.4M | \$3.0M | \$34.4M | Yes |
| Xpress Park and Ride Technology Upgrades | Xpress | Creation of an integrated technology network that improves safety, real-time information, monitoring and operations by creating an Advanced Traveler Information System (ATIS), new traveler security systems, and the construction of a new ITS network. | Enhancement | \$7.1M | - | \$7.1M | Yes |
| ART-9 Johnson Ferry Road ART | MARTA | This is an arterial rapid transit link running along Johnson Ferry Road between Medical Center station and Brookhaven station. | Expansion | \$14.5M | \$39.0M | \$53.5M | No |

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| Transit Signal Priority | CobbLinc | Transit signal prioritization will expand from City of Marietta to the adaptive signals in Cumberland CID and Town Center CID, adding 70 signals to the existing 52 signals within the City of Marietta. | Enhancement | \$500K | \$300K | \$800K | Yes |
| ADA Compliant Sidewalks | CobbLinc | Brings sidewalks, curb ramps, and crosswalks into ADA compliance along CobbLinc bus routes within unincorporated Cobb County. | SGR | \$6.3M | - | \$6.3M | Yes |
| BRT-15 Buford Highway High Capacity Transit | Brookhaven | 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. | Enhancement | \$220.0M | \$60.0M | \$280.0M | Yes |
| Cumberland Transfer Center | CobbLinc | An expanded and relocated Cumberland Transfer Center will be located in the Cumberland business district near its current location. The current location creates operational challenges for CobbLinc buses. | Enhancement | \$50.0M | \$1.0M | \$51.0M | Yes |
| Marietta Transfer Center | CobbLinc | An expanded and relocated Marietta Transfer Center will be located near Roswell Road and I-75. 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 | Yes |
| South Cobb Transfer Center | CobbLinc | A new South Cobb Transfer Center will be located near the intersection of Austell Road and East-West Connector. The new facility will include four bus bays, car parking, bicycle parking, a taxi drop-off/pick-up area, and rider information technology. | Expansion | \$8.0M | \$500K | \$8.5M | Yes |
| Marietta Maintenance Facility | 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 | Yes |
| ART-10 North Druid Hills ART | DeKalb County | Arterial Rapid Transit along Druid Hills and Briarcliff Rd between Emory CDC Campus and Brookhaven transit station. | Expansion | \$18.0K | \$49.5M | \$67.5M | No |
| ART-13 Lawrenceville Hwy ART | 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 | No |
| ART-15 Lavista Road ART | DeKalb County | Arterial Rapid Transit from Lindbergh Station to the City of Tucker along Lavista Rd. | Expansion | \$30.5M | \$81.0M | \$111.5M | No |
| Atlanta Streetcar East Extension | MARTA | Streetcar Line with defined stations, transit signal priority, frequent bi-directional service, separate branding, dedicated/managed running way, off-board fare collection, and level platform boarding. | Expansion | \$149.0M | \$5.1M | \$154.1M | No |
| ART-16 Hairston Rd ART | 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 | No |
| Atlanta Streetcar West Extension | MARTA | Streetcar Line with defined stations, transit signal priority, frequent bi-directional service, separate branding, dedicated/managed running way, off-board fare collection, and level platform boarding. | Expansion | \$219.0M | \$129.2M | \$348.2M | No |

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| Beltline Northeast LRT | MARTA | Light Rail Line with defined stations, 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 | \$174.0M | \$124.8M | \$298.8M | Yes |
| Beltline SouthWest LRT | MARTA | Light Rail Line with defined stations, 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 | Yes |
| Campbellton Rd HCT | MARTA | High-Capacity Transit system with defined stations, transit signal priority, frequent bi-directional service, separate branding, dedicated/managed running way, and off-board fare collection. | Enhancement | \$337.0M | \$106.0M | \$443.0M | Yes |
| ART-17 Memorial Drive ART (segment 2) | DeKalb County | Arterial Rapid Transit along Memorial Drive from Kensington Station to Goldsmith Park and Ride. | Enhancement | \$15.5M | \$43.5M | \$59.0M | No |
| Northside Drive BRT | MARTA | Bus Rapid Transit Line with defined stations, 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 | Yes |
| BeltLine Southeast LRT | MARTA | Light Rail Line with defined stations, 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 | \$282.5M | \$117.6M | \$400.1M | Yes |
| GA 400 Transit Initiative BRT | MARTA | Bus Rapid Transit Line with defined stations, 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 | Yes |
| Clayton County Transit Initiative - BRT | MARTA | Bus Rapid Transit Line with defined stations, 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 | Yes |
| Clayton County Transit Initiative - CRT | MARTA | Commuter Rail Line with defined stations, 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 | \$900.0M | - | \$900.0M | Yes |
| Clayton County High Capacity Transit Initiative -Bus Maintenance Facility | MARTA | No description provided by project sponsor. | Expansion | \$107.5M | - | \$107.5M | No |
| MARTA Clean Bus Procurement | MARTA | Funds for the acquisition of clean buses. | Enhancement | \$8.9M | - | \$8.9M | Yes |
| Bus Procurement | MARTA | Signal priority, CCTV cameras, fuel efficiency, alternative fuels. | Enhancement | \$25.0M | - | \$25.0M | No |

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| Light Rail - Streetcar | MARTA | Improvements to the existing streetcar system, including additional storage tracks, upgrades to APC equipment, equipment health, monitoring, upgrades to CCTV camera system, and upgrades to traffic signal equipment. | Enhancement | \$1.5M | - | \$1.5M | No |
| Paratransit | MARTA | Improve Paratransit Services across the MARTA services area. | Expansion | \$5.0M | - | \$5.0M | No |
| Connector Reliever Park & Ride Deck | MARTA | New deck facility to expand the P&R capacity. | Expansion | \$7.5M | - | \$7.5M | No |
| ART-18 Covington Hwy ART | 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 | No |
| Bankhead Enhancement | MARTA | Extension of the Bankhead Station platform. | Enhancement | \$16.0M | - | \$16.0M | No |
| Five Points Transformation | MARTA | Station Enhancements | Enhancement | \$83.5M | - | \$83.5M | No |
| Vine City Enhancements | MARTA | Station Improvements | Enhancement | \$50.0M | - | \$50.0M | No |
| Rail Facilities and Equipment - Energy Services Company Performance | MARTA | Replacing light fixtures at multiple facilities with energy efficient systems (LED Technology). | Enhancement | \$8.0M | - | \$8.0M | No |
| Rail Facilities and Equipment - Automated parking and rev. Control | MARTA | Existing parking equipment replacement (revenue generating equipment) at parking garages. | Enhancement | \$5.5M | \$5.5M | \$11.0M | No |
| Bus Facility and Equipment - Bus Shelters and Benches | MARTA | Bus facility and equipment - bus shelters and benches. | Enhancement | \$6.7M | - | \$6.7M | No |
| Bus Stop Signage Replacement | MARTA | Bus Stop signage replacement. | Enhancement | \$4.0M | - | \$4.0M | No |
| IT & Software | MARTA | Upgrading software bus/rail systemwide, enhancement | SGR | \$400.0M | - | \$400.0M | Yes |
| Train Control System Upgrade | MARTA | Train Control System Upgrade | Enhancement | \$16.0M | - | \$16.0M | No |
| Tunnel Ventilation | MARTA | Tunnel Ventilation - Rehab Tunnel Ventilation Fans | SGR | \$38.0M | - | \$38.0M | No |
| Radio & Communications | MARTA | None | Enhancement | \$17.8M | - | \$17.8M | No |
| Smart Restrooms | MARTA | Smart Restrooms | Enhancement | \$1.0M | - | \$1.0M | No |
| Security - Miscellaneous Enhancements | 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 | No |
| Bus Enhancement - Vehicle & On Board Systems | MARTA | Bus Enhancement - Vehicle & On Board System | Enhancement | \$15.0M | - | \$15.0M | No |
| Station Rehabilitation - Program Schedule | MARTA | Rehabilitation for all 38 stations, staged six or seven a year till complete. Includes walls, ceilings, flooring, and signage. | SGR | \$685.0M | - | \$685.0M | Yes |

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| Roofing and Skylights - Roofing Rehabilitation Program | MARTA | Roofing and Skylights - Roofing Rehabilitation Program | SGR | \$562.5M | - | \$562.5M | Yes |
| Track Renovation Phase IV | MARTA | Track Renovation Phase IV | SGR | \$15.0M | - | \$15.0M | No |
| Elevators & Escalators - Elevator Rehabilitation | MARTA | Elevators & Escalators - Elevator Rehabilitation | SGR | \$4.0M | - | \$4.0M | No |
| Elevators & Escalators - Escalator Rehabilitation | MARTA | Elevators & Escalators - Escalator Rehabilitation | SGR | \$8.0M | - | \$8.0M | No |
| Renovate Pedestrian Bridges | MARTA | Renovate bridge deck, upgrade drainage, and replace expansion joints at pedestrian bridges | SGR | \$6.3M | - | \$6.3M | No |
| Auxiliary Power Switch Gear | MARTA | Auxiliary Power Switch Gear | SGR | \$240.0M | - | \$240.0M | No |
| Traction Power Substation | MARTA | Traction Power Substation | SGR | \$160.0M | - | \$160.0M | No |
| Systemwide UPS Replacement System | MARTA | Uninterrupted Power Supply units are being replaced/upgrades at select MARTA facilities to maintain emergency service capabilities due to power failures. | SGR | \$11.2M | - | \$11.2M | No |
| Emergency Trip Station GR4 North | MARTA | Emergency Trip Station equipment upgrades at stations and north line. | SGR | \$6.5M | - | \$6.5M | No |
| Systemwide Signage & Wayfinding | MARTA | Systemwide Signage & Wayfinding | SGR | \$60.0M | - | \$60.0M | No |
| Pavement Repair Program | 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. | SGR | \$200.0M | - | \$200.0M | No |
| Rehab Existing Bus Maintenance Facility (Design) | MARTA | Updating maintenance facility operational systems to improve safety and efficiency of maintenance program. | SGR | \$50.0M | - | \$50.0M | No |
| Environmental Sustainability | MARTA | Facilities Projects - Implementation of environmental sustainability across system. | SGR | \$100.0M | - | \$100.0M | No |
| ART-19 Clifton Corridor ART | 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 | No |
| BRT-1 I-20 East BRT | 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. | Expansion | \$84.4M | \$132.0M | \$216.4M | No |
| BRT 4 - I-285 East Wall BRT | DeKalb County | Extension of the Top End I285 project. It extends BRT in managed lanes from Northlake Mall to Covington Highway with inline stations at undetermined locations. | Expansion | \$180.0M | \$126.0M | \$306.0M | No |

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| LRT-1b - Clifton Corridor LRT (Segment 1b) | DeKalb County | 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 | Yes |
| LRT-2 Clifton Corridor LRT (Segment 2) | DeKalb County | Extension of the Clifton Corridor LRT from Decatur, Clairmont Rd at N Decatur Rd to Avondale Station. | Expansion | \$950.0M | \$106.5M | \$1.1B | No |
| LRT-3 Candler Road LRT | DeKalb County | This project is a continuation of LRT south from Avondale Station to South DeKalb Mall. The LRT project includes track, stations, vehicles. | Expansion | \$906.0M | \$171.0M | \$1.1B | No |
| LRT-10 LRT to Wesley Chapel Road | DeKalb County | This is an extension of Clifton Corridor LRT, this segment runs along I-20 to Wesley Chapel Rd. The project assumed dedicated ROW, stations, vehicles. | Enhancement | \$470.0M | \$88.5M | \$558.5M | No |
| BeltLine West LRT | MARTA | N/A | Expansion | \$97.0M | \$29.4M | \$126.4M | Yes |
| Standby Power Replacement | MARTA | Generators | SGR | \$10.0M | - | \$10.0M | No |
| Avondale TOD | MARTA | Transit Orientated Development at Avondale | Enhancement | \$2.5M | - | \$2.5M | No |
| Edgewood-Candler Park TOD | MARTA | Transit Orientated Development Edgewood-Candler Park | Enhancement | \$5.0M | - | \$5.0M | No |
| Systemwide Frequency Improvements | 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. | Enhancement | \$7.2M | \$210.0M | \$217.2M | No |
| Electric Buses | MARTA | Planning & management related to the activities to purchase new transit electric buses. | Enhancement | \$6.0M | - | \$6.0M | No |
| Systemwide Span of Service Improvements | CobbLinc | Extend service to operate until at least 11:00 PM daily on all CobbLinc Rapid and Local routes. | Enhancement | - | \$16.5M | \$16.5M | No |
| Local 35 | 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 in South Cobb County. | Expansion | \$1.6M | \$31.7M | \$33.3M | No |
| North Avenue TOD | MARTA | Transit Oriented Development at North Avenue Station | Enhancement | \$2.5M | - | \$2.5M | No |
| Local 41 | CobbLinc | New Local Route 41 that connects Acworth, KSU Kennesaw, Busbee Park-and-Ride, and downtown Kennesaw, connecting Acworth and downtown Kennesaw to the local transit network and connecting residential areas directly to KSU's campus. | Expansion | \$1.6M | \$20.9M | \$22.5M | No |
| Local 55 | 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. | Expansion | \$2.4M | \$39.8M | \$42.2M | No |

2020 ARTP Projects



| Project Name | Project Sponsor | Project Description | Project Type | Total Capital Cost | Total O&M Cost | Total Project Cost | Seeking Discretionary Funding? |
|-----------------------------------|-----------------|---|--------------|--------------------|----------------|--------------------|--------------------------------|
| South Fulton Pkwy BRT | MARTA | South Fulton Pkwy BRT | Expansion | - | - | - | No |
| Local 66 | 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. | Expansion | \$1.6M | \$22.6M | \$24.2M | No |
| Stonecrest Transit Hub | MARTA | Stonecrest Transit Hub | Expansion | \$1.0M | - | \$1.0M | No |
| Express Commuter 285 | CobbLinc | New Express Commuter Route 285 connecting the Cumberland and Perimeter areas. | Expansion | \$3.2M | \$30.2M | \$33.4M | No |
| System-wide Phone Upgrade | MARTA | Upgrade all phones, a new fiber optic cable and install the latest technology in communication and interconnecting. | Enhancement | \$10.0M | - | \$10.0M | No |
| Express Commuter AX | CobbLinc | New Express Commuter Route AX connecting Cumberland to Atlanta Hartsfield-Jackson International Airport. | Expansion | \$1.6M | \$35.6M | \$37.2M | No |
| Rapid 30 | 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 | No |
| Town Center TNC Partnership Zone | 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 | No |
| South Dekalb Transit/Mobility Hub | Dekalb County | 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, plus multi-modal mobility connections to car-sharing and bike-sharing services. | Enhancement | \$8.0M | - | \$8.0M | No |
| Northlake Mall Transit Hub | DeKalb County | 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, plus multi-modal mobility connections to car-sharing and bike-sharing services. | Enhancement | - | - | - | No |
| Downtown Tucker Transit Hub | DeKalb County | 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, plus multi-modal mobility connections to car-sharing and bike-sharing services. | Enhancement | - | - | - | No |
| Transit Signal Priority | Xpress | Pilot program partnering with the GDOT, to implement 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. Full-fleet implementation will follow a successful pilot. | Enhancement | \$203K | - | \$203K | Yes |
| Xpress Diesel Replacement Buses | 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. | SGR | \$61.4M | - | \$61.4M | Yes |

2020 ARTP Projects



| Project Name | Project Sponsor | Project Description | Project Type | Total Capital Cost | Total O&M Cost | Total Project Cost | Seeking Discretionary Funding? |
|--|-----------------|---|--------------|--------------------|----------------|--------------------|--------------------------------|
| Northwest Corridor-Buckhead Express Bus Service | Buckhead CID | Connection from Town Center/Big Shanty Park and Ride to the Buckhead business district in the City of Atlanta. | Expansion | - | \$11.2M | \$11.2M | Yes |
| King Memorial TOD | MARTA | Transit Oriented Development at King Memorial station | Enhancement | \$800K | - | \$800K | No |
| I-285 Transit in Express Lanes - Top End East | ATL | High capacity transit running in managed, express lanes along I-285. The project assumes rubber-wheeled, high capacity transit with 10-minute peak and 15-minute headways off-peak and includes station and ped/bike infrastructure. | Expansion | \$200.0M | \$80.0M | \$280.0M | Yes |
| I-285 Transit in Express Lanes - Top End West | ATL | High capacity transit running in managed, express lanes along I-285. The project assumes rubber-wheeled, high capacity transit with 10-minute peak and 15-minute headways off-peak and includes station and ped/bike infrastructure. | Expansion | \$195.0M | \$80.0M | \$275.0M | Yes |
| I-285 Transit in Express Lanes - Eastside | ATL | High capacity transit running in managed, express lanes along I-285. The project assumes rubber-wheeled, high capacity transit with 10-minute peak and 15-minute headways off-peak and includes station and ped/bike infrastructure. | Expansion | \$143.0M | \$80.0M | \$223.0M | Yes |
| I-285 Transit in Express Lanes - Westside | ATL | High capacity transit running in managed, express lanes along I-285. The project assumes rubber-wheeled, high capacity transit with 10-minute peak and 15-minute headways off-peak and includes station and ped/bike infrastructure. | Expansion | \$122.0M | \$80.0M | \$202.0M | Yes |
| Gwinnett Place Transit Center Improvements | 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. | Enhancement | \$20.5M | - | \$20.5M | Yes |
| Georgia Gwinnett College Transit Center | GCT | Project to construct a new transit hub at Georgia Gwinnett College, including the purchase/lease of property and the construction of a transfer center. | Expansion | \$10.3M | - | \$10.3M | Yes |
| I-985 Park-and-Ride Upgrades | GCT | The I-985 Park-and-Ride will be upgraded to enhance the facilities at the existing site and allow for increased transit services. | Enhancement | \$15.4M | - | \$15.4M | Yes |
| Peachtree Corners Park-and-Ride | GCT | A new transit hub is proposed to be in Peachtree Corners with a specific location to be determined based on community input. | Expansion | \$20.5M | - | \$20.5M | Yes |
| BRT Route 700: Multimodal Hub to Sugarloaf Park-and-Ride | GCT | 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 with dedicated lanes, off-board fare collection, real-time information systems, enhanced stations, and distinctive branding and vehicles. | Expansion | \$334.8M | \$132.5M | \$467.3M | Yes |
| Infinite Energy Transit Center | GCT | New transit hub at the Infinite Energy Center, including the purchase/lease of property and the construction of a transfer center. | Expansion | \$10.3M | - | \$10.3M | Yes |

2020 ARTP Projects



| Project Name | Project Sponsor | Project Description | Project Type | Total Capital Cost | Total O&M Cost | Total Project Cost | Seeking Discretionary Funding? |
|---|-----------------|---|--------------|--------------------|----------------|--------------------|--------------------------------|
| Lawrenceville Transit Center | GCT | New transit hub in Lawrenceville near Gwinnett Justice and Administration Center, including the purchase/lease of property and the construction of a transfer center. | Expansion | \$30.8M | - | \$30.8M | Yes |
| Lawrenceville Maintenance Facility | GCT | New bus maintenance facility, in addition to the existing Gwinnett County Transit bus maintenance facility, to be constructed in Lawrenceville 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 | Yes |
| Local Bus Expansion Route 21 | GCT | New local bus route between Multimodal Hub/transit center near Jimmy Carter Boulevard and Infinite Energy Center. Project alignment is similar to the alignment of Rapid Route 201 allowing for this project to be part of a phased approach to upgrade service along the alignment if deemed appropriate. | Expansion | \$3.3M | \$43.9M | \$47.1M | Yes |
| Direct Connect Expansion Route 403 | GCT | All-day, bi-direction service connecting Peachtree Corners and the Perimeter area. Project alignment is similar to the alignment of Express Commuter Route 106 and utilizes the corridor included for capital improvements as part of Rapid 208 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 | Yes |
| Rapid Bus Route 200: Peachtree Industrial Boulevard | GCT | Rapid line between Doraville and the Sugarloaf Park-and-Ride, including 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. | Expansion | \$176.4M | \$113.5M | \$289.9M | Yes |
| Rapid Bus Route 201: Steve Reynolds Boulevard | GCT | Project to construct a Rapid line between the multimodal hub/transit center near Jimmy Carter Boulevard and the Infinite Energy Center, including 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. | Expansion | \$44.0M | \$72.5M | \$116.5M | Yes |
| Rapid Bus Route 202: Infinite Energy Center/Mall of Georgia | GCT | Project to construct a Rapid line between the Infinite Energy Center and the Mall of Georgia, including 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. | Expansion | \$75.8M | \$64.4M | \$140.2M | Yes |
| Rapid Bus Route 203: Pleasant Hill Road | GCT | Project to construct a Rapid line between Snellville and Peachtree Corners, including 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. Alignment is similar to the alignments of BRT 705 and Local GW7 allowing for this project to be part of a phased approach to upgrade service if deemed appropriate. | Expansion | \$204.7M | \$99.1M | \$303.7M | Yes |

2020 ARTP Projects



| Project Name | Project Sponsor | Project Description | Project Type | Total Capital Cost | Total O&M Cost | Total Project Cost | Seeking Discretionary Funding? |
|---|-----------------|--|--------------|--------------------|----------------|--------------------|--------------------------------|
| Rapid Bus Route 204: State Route 124 | GCT | Rapid line between Snellville and Lawrenceville, including 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. Alignment is similar to the alignments of BRT 704, Local 60, and Local 80. allowing for this project to be part of a phased approach to upgrade service if deemed appropriate. | Expansion | \$165.7M | \$86.2M | \$251.9M | Yes |
| Rapid Bus Route 205: Jimmy Carter Boulevard/Holcomb Bridge Road | GCT | Rapid line between the Multimodal Hub/transit center near Jimmy Carter Boulevard and Mansell Park-and-Ride in North Fulton, including 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. Project alignment is similar to the alignment of Local CC allowing for this project to be phased as upgrades from the local route if deemed appropriate. | Expansion | \$21.6M | \$37.4M | \$59.0M | Yes |
| BRT Route 701: Lawrenceville to Peachtree Corners | GCT | BRT line between Lawrenceville and Peachtree Corners, including exclusive bus lanes, transit signal priority, off-board fare collection, real-time information systems, enhanced stations, and distinctive branding and vehicles. Project alignment is similar to the alignment of Local Routes 45 and 75 allowing for this project to be part of a phased approach to upgrade service if deemed appropriate. | Expansion | \$444.8M | \$135.0M | \$579.7M | Yes |
| BRT Route 702: Snellville to Indian Creek MARTA Station | GCT | BRT line between Snellville and Indian Creek MARTA station, including exclusive bus lanes, transit signal priority, off-board fare collection, real-time information systems, enhanced stations, and distinctive branding and vehicles. Project alignment is similar to the alignments of Local Route 70 and Express Commuter Route 111 allowing for this project to be part of a phased approach to upgrade service if deemed appropriate. | Expansion | \$250.2M | \$102.4M | \$352.6M | Yes |
| HRT Extension: Doraville MARTA Station to Jimmy Carter Multimodal Hub | 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 would be serve the Multimodal Hub and connect that rail line with Gwinnett Place Mall, Infinite Energy Center, and Sugarloaf Mills. | Expansion | \$1.2B | \$271.5M | \$1.5B | Yes |
| Sugarloaf Park-and-Ride Flyover Ramp and Upgrades | GCT | 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. | Expansion | \$102.5M | - | \$102.5M | Yes |
| Indian Trail In-Line Stop and Park-and-Ride | GCT | This project is to construct an in-line stop constructed in the median of the I-85 freeway as pullouts from the managed lanes allowing buses to stop at Indian Trail without having to exit the freeway, reducing travel times. | Expansion | \$143.5M | - | \$143.5M | Yes |

2020 ARTP Projects



| Project Name | Project Sponsor | Project Description | Project Type | Total Capital Cost | Total O&M Cost | Total Project Cost | Seeking Discretionary Funding? |
|--|-----------------|---|--------------|--------------------|----------------|--------------------|--------------------------------|
| McGinnis Ferry Direct Access Ramps and Park-and-Ride | GCT | 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 and park-and-ride facility. | Expansion | \$76.9M | - | \$76.9M | Yes |
| Snellville Park-and-Ride Upgrade | GCT | Snellville Park-and-Ride will be upgraded to enhance the capacity of the facility and the amenities provided. Upgrades may include enhanced waiting areas, stop amenities, additional bus bays, and customer service facilities. | Enhancement | \$10.3M | - | \$10.3M | Yes |
| Fleet TSP Enhancements | GCT | Fully upgrade vehicle fleet to be able to utilize transit signal priority technology. | Enhancement | \$2.9M | - | \$2.9M | Yes |
| Vanpool Subsidy | GCT | Annual subsidy of private vanpool services to supplement public transit service. | Expansion | - | \$15.5M | \$15.5M | Yes |
| Bike/Pedestrian Access Improvements | GCT | 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 | Yes |
| System Technology Upgrades | GCT | Improve systemwide technology and allow for system to take advantage of innovation opportunities. | SGR | \$57.6M | - | \$57.6M | Yes |
| Local Bus Stop Upgrades | 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 | Yes |
| BRT to Light Rail Transit Conversion Seed Funding | GCT | 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. | Enhancement | \$51.3M | - | \$51.3M | Yes |
| Regional Transit Project Support | 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. | Expansion | \$51.3M | - | \$51.3M | Yes |
| State Route 316 Managed Lanes Support | 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. | Expansion | \$51.3M | - | \$51.3M | Yes |
| TNC/Rideshare Subsidy | GCT | 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 | Yes |

2020 ARTP Projects



| Project Name | Project Sponsor | Project Description | Project Type | Total Capital Cost | Total O&M Cost | Total Project Cost | Seeking Discretionary Funding? |
|---|-----------------|---|--------------|--------------------|----------------|--------------------|--------------------------------|
| Local Bus Expansion Route 15 | GCT | New local bus route between Peachtree Corners and Lilburn. | Expansion | \$6.5M | \$68.3M | \$74.8M | Yes |
| Local Bus Expansion Route 25 | GCT | New local bus route between Duluth and Gwinnett Place Transit Center. | Expansion | \$2.2M | \$23.7M | \$25.9M | Yes |
| Local Bus Expansion Route 50 | GCT | New local bus route between Gwinnett Place Transit Center and the Mall of Georgia. Project alignment is similar to the alignments of BRT 703 and Rapid Route 202 allowing for this project to be part of a phased approach to upgrade service if deemed appropriate. | Expansion | \$3.1M | \$34.5M | \$37.6M | Yes |
| Local Bus Expansion Route 60 | GCT | New local bus route between Georgia Gwinnett College and Snellville. Project alignment is similar to the alignments of BRT 704 and Rapid Route 204 allowing for this project to be part of a phased approach to upgrade service if deemed appropriate. | Expansion | \$2.2M | \$18.7M | \$20.8M | Yes |
| Local Bus Expansion Route 70 | GCT | New local bus route between Indian Creek MARTA Station and Snellville. Project alignment is similar to the alignments of BRT 702 and Local Route 70 allowing for this project to be part of a phased approach to upgrade service if deemed appropriate. | Expansion | \$1.1M | \$16.9M | \$18.0M | Yes |
| Flex Bus Expansion Route 500 | GCT | On-demand transit service that carries passengers upon request within the flex route service area. Route 500 is anchored by the I-985 Park-and-Ride. | Expansion | \$513K | \$24.3M | \$24.9M | Yes |
| Flex Bus Expansion Route 503 | GCT | On-demand transit service that carries passengers upon request within the flex route service area. Route 503 is anchored by the Snellville Park-and-Ride. | Expansion | \$615K | \$23.7M | \$24.3M | Yes |
| Additional Park-and-Ride Expansion 1 | GCT | Additional park-and-ride (location to be determined), including the purchase/lease of property and construction. | Expansion | \$5.1M | - | \$5.1M | Yes |
| Additional Park-and-Ride Expansion 2 | GCT | Additional park-and-ride (location to be determined), including the purchase/lease of property and construction. | Expansion | \$5.1M | - | \$5.1M | Yes |
| BRT Route 700: Doraville MARTA Station to Multimodal Hub | 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 to accommodate increased service. | Expansion | \$129.2M | \$14.2M | \$143.3M | Yes |
| HRT Extension: Jimmy Carter Multimodal Hub to Gwinnett Place Mall | GCT | Second extension of MARTA heavy rail from the Multimodal Hub to Gwinnett Place Mall. | Expansion | \$1.9B | \$230.8M | \$2.1B | Yes |
| BRT Route 703: Infinite Energy Center to Mall of Georgia | GCT | Project to construct a BRT line between Infinite Energy Center and the Mall of Georgia, including exclusive bus lanes, transit signal priority, off-board fare collection, real-time information systems, enhanced stations, and distinctive branding and vehicles. | Expansion | \$148.2M | \$82.8M | \$231.0M | Yes |

2020 ARTP Projects



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|--------------------------------|-----------------|--|--------------|--------------------|----------------|--------------------|--------------------------------|
| Local Bus Enhancement Route 10 | GCT | Project to alter the alignment and improve service levels on existing Local Route 10. | Enhancement | \$3.2M | \$61.9M | \$65.1M | Yes |
| Local Bus Enhancement Route 20 | 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. | Enhancement | \$2.7M | \$64.9M | \$67.6M | Yes |
| Local Bus Enhancement Route 30 | 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. | Enhancement | \$1.1M | \$45.6M | \$46.7M | Yes |
| Local Bus Enhancement Route 35 | 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. | Enhancement | \$4.3M | \$84.1M | \$88.5M | Yes |
| Local Bus Enhancement Route 40 | 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. | Enhancement | \$538K | \$37.8M | \$38.4M | Yes |
| Local Bus Enhancement Route 45 | GCT | Project to alter the alignment to provide service between Peachtree Corners and Lawrenceville and improve service levels on existing Local Route 45. | Enhancement | \$538K | \$37.8M | \$38.4M | Yes |
| Local Bus Expansion Route 55 | GCT | New local bus route between Infinite Energy Center and Sugar Hill. | Expansion | \$2.7M | \$26.1M | \$28.8M | Yes |
| Local Bus Expansion Route 65 | GCT | New local bus route between Georgia Gwinnett College and Tucker in DeKalb County. Project alignment is similar to the alignment of Rapid Route 209 allowing for this project to be part of a phased approach to upgrade service if deemed appropriate. | Expansion | \$6.5M | \$64.6M | \$71.0M | Yes |
| Local Bus Expansion Route 75 | GCT | New local bus route between Gwinnett Place Transit Center and Peachtree Corners. Project alignment is similar to the alignment of BRT 701 allowing for this project to be part of a phased approach to upgrade service if deemed appropriate. | Expansion | \$1.1M | \$10.4M | \$11.5M | Yes |
| Local Bus Expansion Route 80 | GCT | New local bus route between Georgia Gwinnett College and Mall of Georgia. Project alignment is similar to the alignments of BRT 704 and Rapid 204 allowing for this project to be part of a phased approach to upgrade service if deemed appropriate. | Expansion | \$1.1M | \$13.3M | \$14.4M | Yes |
| Local Bus Expansion Route 85 | GCT | New local bus route between Infinite Energy Center and the Mall of Georgia. | Expansion | \$2.7M | \$35.3M | \$38.0M | Yes |
| Local Bus Expansion Route RG1 | GCT | New local bus route between I-85 at McGinnis Ferry and the Avalon in Alpharetta. | Expansion | \$2.2M | \$23.9M | \$26.1M | Yes |
| Local Bus Expansion Route RG2 | GCT | New local bus route between the Multimodal Hub/transit center near Jimmy Carter Boulevard and the Mansell Park-and-Ride in North Fulton. Project alignment is similar to the alignment of Rapid 205 allowing for this project to be part of a phased approach. | Expansion | \$1.1M | \$17.6M | \$18.7M | Yes |

2020 ARTP Projects



| Project Name | Project Sponsor | Project Description | Project Type | Total Capital Cost | Total O&M Cost | Total Project Cost | Seeking Discretionary Funding? |
|--|-----------------|---|--------------|--------------------|----------------|--------------------|--------------------------------|
| Local Bus Expansion Route GW1 | GCT | New local bus route between Lawrenceville and the Stone Mountain Park-and-Ride. | Expansion | \$3.8M | \$49.7M | \$53.5M | Yes |
| Local Bus Expansion Route GW2 | GCT | New local bus route between the Multimodal Hub/transit center near Jimmy Carter Boulevard and the Stone Mountain Park-and-Ride. | Expansion | \$3.8M | \$46.6M | \$50.3M | Yes |
| Local Bus Expansion Route GW3 | GCT | New local bus route between Lawrenceville and Loganville | Expansion | \$2.7M | \$30.2M | \$32.9M | Yes |
| Local Bus Expansion Route GW4 | GCT | New local bus route between Snellville and Loganville. | Expansion | \$2.2M | \$19.7M | \$21.9M | Yes |
| Local Bus Expansion Route RG3 | GCT | New local bus route between Snellville and Stonecrest in DeKalb County. | Expansion | \$2.2M | \$24.9M | \$27.1M | Yes |
| Local Bus Expansion Route GW5 | GCT | New local bus route between Sugarloaf Park-and-Ride and Duluth. | Expansion | \$1.1M | \$13.1M | \$14.2M | Yes |
| Local Bus Expansion Route GW6 | GCT | New local bus route between Buford and the I-985 Park-and-Ride. | Expansion | \$1.1M | \$9.7M | \$10.7M | Yes |
| Local Bus Expansion Route GW7 | GCT | New local bus route between Snellville and Peachtree Corners. Project alignment is similar to the alignments of BRT 705 and Rapid 203 allowing for this project to be part of a phased approach to upgrade service if deemed appropriate. | Expansion | \$4.3M | \$57.7M | \$62.0M | Yes |
| Direct Connect Expansion Route 401 | 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. | Expansion | \$4.9M | \$38.7M | \$43.5M | Yes |
| Direct Connect Expansion Route 402 | 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. | Expansion | \$4.9M | \$33.6M | \$38.5M | Yes |
| Express Commuter Bus Enhancement Route 101 | GCT | Commuter express bus service between the I-985 Park-and-Ride and Downtown Atlanta. | Enhancement | \$7.8M | \$42.4M | \$50.2M | Yes |
| Express Commuter Bus Enhancement Route 102 | GCT | Commuter express bus service between the Indian Trail Park-and-Ride and Downtown Atlanta. | Enhancement | \$974K | \$20.2M | \$21.2M | Yes |
| Express Commuter Bus Enhancement Route 103 | GCT | Commuter express bus service between the Sugarloaf Park-and-Ride and Downtown Atlanta. | Enhancement | \$2.9M | \$36.6M | \$39.5M | Yes |
| Express Commuter Bus Enhancement Route 104 | GCT | Commuter express bus service between new park-and-rides in Lawrenceville and in Dacula and Downtown Atlanta. | Expansion | \$11.7M | \$32.6M | \$44.3M | Yes |
| Express Commuter Bus Expansion Route 106 | GCT | Commuter express bus service between a new park-and-ride in Peachtree Corners and the Perimeter area. | Expansion | \$4.9M | \$4.2M | \$9.1M | Yes |

2020 ARTP Projects



| Project Name | Project Sponsor | Project Description | Project Type | Total Capital Cost | Total O&M Cost | Total Project Cost | Seeking Discretionary Funding? |
|--|-----------------|--|--------------|--------------------|----------------|--------------------|--------------------------------|
| Express Commuter Bus Enhancement Route 110 | GCT | Commuter express bus service between the Sugarloaf Park-and-Ride and the Emory/CDC area. | Enhancement | \$974K | \$14.6M | \$15.6M | Yes |
| Express Commuter Bus Enhancement Route 111 | GCT | Commuter express bus service between a new park-and-ride in Loganville and the Emory/CDC area. | Expansion | \$9.7M | \$19.2M | \$28.9M | Yes |
| Express Commuter Bus Expansion Route 112 | GCT | Commuter express bus service between Indian Trail Park-and-Ride and the Emory/CDC area. | Expansion | \$4.9M | \$8.7M | \$13.6M | Yes |
| Express Commuter Bus Expansion Route 120 | GCT | Commuter express bus service between new park-and-rides in Lawrenceville and in Dacula and the Perimeter area. | Expansion | \$6.8M | \$19.1M | \$25.9M | Yes |
| Express Commuter Bus Expansion Route 130 | GCT | 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 will serve Chamblee MARTA Station. | Expansion | \$10.7M | \$27.8M | \$38.5M | Yes |
| Express Commuter Bus Expansion Route 131 | GCT | 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 if rail service is extended, otherwise the project will serve Chamblee MARTA Station. | Expansion | \$4.9M | \$7.7M | \$12.6M | Yes |
| Express Commuter Bus Expansion Route 140 | GCT | Commuter express bus service between the Indian Trail Park-and-Ride and Buckhead. | Expansion | \$4.9M | \$10.4M | \$15.2M | Yes |
| Express Bus Expansion Route AT1 | GCT | 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. | Expansion | \$4.9M | \$42.9M | \$47.8M | Yes |
| Flex Bus Expansion Route 501 | GCT | On-demand transit service that carries passengers upon request within the flex route service area. Route 501 is anchored by the Infinite Energy Transit Center. | Expansion | \$513K | \$39.3M | \$39.8M | Yes |
| Flex Bus Expansion Route 502 | GCT | On-demand transit service that carries passengers upon request within the flex route service area. Route 502 is anchored by the Lawrenceville Transit Center. | Expansion | \$615K | \$27.5M | \$28.1M | Yes |
| Flex Bus Expansion Route 504 | GCT | On-demand transit service that carries passengers upon request within the flex route service area. Route 504 is anchored by the Lawrenceville Transit Center. | Expansion | \$513K | \$23.9M | \$24.4M | Yes |
| Flex Service Capital | GCT | Capital to upgrade back end technology to support and enhance Flex services. | SGR | \$2.0M | - | \$2.0M | Yes |
| Flex Bus Expansion Route 505 | GCT | On-demand transit service that carries passengers upon request within the flex route service area. Route 505 is anchored by the Lawrenceville Transit Center and the McGinnis Ferry Park-and-Ride. | Expansion | \$513K | \$27.8M | \$28.3M | Yes |

2020 ARTP Projects



| Project Name | Project Sponsor | Project Description | Project Type | Total Capital Cost | Total O&M Cost | Total Project Cost | Seeking Discretionary Funding? |
|--|-----------------|---|--------------|--------------------|----------------|--------------------|--------------------------------|
| Flex Bus Expansion Route 506 | GCT | On-demand transit service; Route 506 is anchored by the Lawrenceville Transit Center. | Expansion | \$513K | \$24.9M | \$25.4M | Yes |
| Flex Bus Expansion Route 507 | GCT | On-demand transit service; Route 505 is anchored by the Lawrenceville Transit Center and the Braselton Ferry Park-and-Ride. | Expansion | \$615K | \$27.9M | \$28.5M | Yes |
| Paratransit Service | GCT | Paratransit service across Gwinnett County, including 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 |
| New Harbins Road Park-and-Ride | GCT | New park-and-ride to serve the Dacula area near Harbins Road at SR 316 (specific location to be determined). | Expansion | \$15.4M | - | \$15.4M | Yes |
| New Buford Drive Park-and-Ride | GCT | New park-and-ride to serve the Lawrenceville area near Buford Drive at SR 316 (specific location to be determined). | Expansion | \$20.5M | - | \$20.5M | Yes |
| New Braselton Park-and-Ride | GCT | New park-and-ride to serve Braselton and northern portion of I-85 near Hamilton Mill Road and I-85 (specific location TBD) | Expansion | \$10.3M | - | \$10.3M | Yes |
| New Loganville Park-and-Ride | GCT | New park-and-ride to serve Loganville (specific location TBD) | Expansion | \$10.3M | - | \$10.3M | Yes |
| Sugarloaf Park-and-Ride Upgrades | GCT | 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. | Expansion | \$10.3M | - | \$10.3M | Yes |
| Bus Replacement and Rehab | GCT | Vehicle replacements at the end of their typical useful life and completing a mid-lifespan rehab on the express bus fleet | SGR | \$407.6M | - | \$407.6M | Yes |
| Local Bus Expansion Route 15 Phase 1 | GCT | New local bus route between Peachtree Corners and Lilburn. | Expansion | \$1.0M | \$14.7M | \$15.7M | Yes |
| BRT Route 704: Snellville to I-985 Park-and-Ride | GCT | BRT line between Snellville and the I-985 Park-and-Ride, including exclusive bus lanes, transit signal priority, off-board fare collection, enhanced stations, and distinctive branding and vehicles. | Expansion | \$209.4M | \$109.8M | \$319.1M | Yes |
| BRT Route 705: Snellville to Peachtree Corners | GCT | BRT line between Snellville and Peachtree Corners. including bus lanes, transit signal priority, off-board fare collection, real-time information systems, enhanced stations, and distinctive branding. | Expansion | \$157.9M | \$123.7M | \$281.6M | Yes |
| Rapid Bus Corridor 207: Lawrenceville Highway | GCT | Rapid corridor between the Lilburn and Tucker in DeKalb County; improvements may include some dedicated lanes, transit signal priority, queue jump lanes, and upgraded shelters/stops. | Expansion | \$5.7M | - | \$5.7M | Yes |
| Rapid Bus Corridor 208: Peachtree Industrial Boulevard | GCT | Rapid corridor between the Peachtree Corners and Perimeter; improvements may include some dedicated lanes, transit signal priority, queue jump lanes, and upgraded shelters/stops. | Expansion | \$63.4M | - | \$63.4M | Yes |
| Rapid Bus Route 209: Lawrenceville Hwy | GCT | Rapid line between Georgia Gwinnett College and Tucker in DeKalb County; improvements may include some dedicated lanes, transit signal priority, queue jump lanes, and upgraded shelters/stops. | Expansion | \$127.6M | \$116.5M | \$244.1M | Yes |