

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
Moore's Mill Transit Center	MARTA	Multi-modal transit center.	Expansion	\$2.0M	-	\$2.0M	No
Greenbriar 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	\$24.0M	\$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

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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

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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 in 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



Project Name	Project Sponsor	Project Description	Project Type	Total Capital Cost	Total O&M Cost	Total Project Cost	Seeking Discretionary Funding?
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

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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

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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