



ATL Regional Transit Plan

Lori Sand

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ARTP PURPOSE & PLACEMENT IN REGIONAL PLANNING

THE ARTP & OTHER KEY PLANNING DOCUMENTS IN THE REGION

Local or Operator Transit Plans or Projects

- Local Priorities, such as the More MARTA program and county transit plans
- Reflects Citizen Wants and Needs
- Feeds ATL Regional Transit Plan List of Projects

ATL Regional Transit Plan

- Reflects the Universe of Transit Projects for Metro Atlanta
- Projects seeking Discretionary Federal or State Funding Grouped into Quadrants
- Feeds Local Referendum Lists
- Feeds list of transit projects that ATL may recommend for state funding

Long-Range Regional Transportation Plan

- Atlanta Regional Commission's Fiscally Constrained 20-Year Plan
- ATL Regional Transit Plan will help to prioritize projects that could be competitive for federal funds

Short-Term Transportation Improvement Program

- Atlanta Regional Commission's Fiscally constrained 6-Year Project Implementation Plan
- State will be looking to ATL Regional Transit Plan for recommendations on regionally-significant projects suitable for state investment



ARTP PROJECT SUBMISSIONS OVERVIEW

ARTP Overview

195
Projects
Submitted

192
Projects
Reviewed

76
Prioritized
Projects

14
Project
Sponsors

10 of 10
ATL Transit
Districts

12 of 13
Counties

ARTP BY THE #'S: SUBMITTED PROJECTS

30 State of Good Repair Projects

\$4.1B State of Good Repair

58 Enhancement Projects

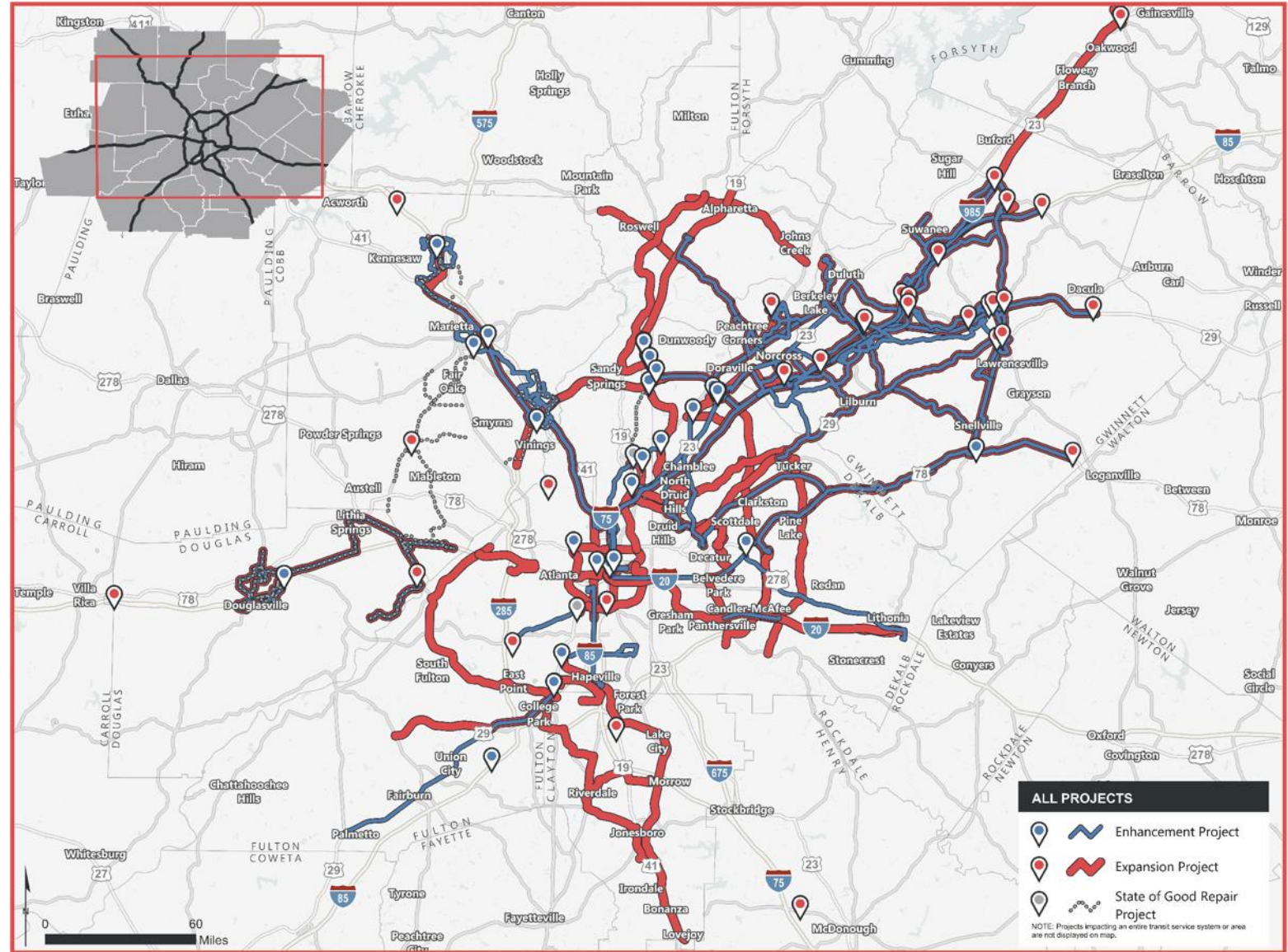
\$4.2B Enhancement

192 Total Projects

\$27B Total

104 Expansion Projects

\$18.9B Expansion

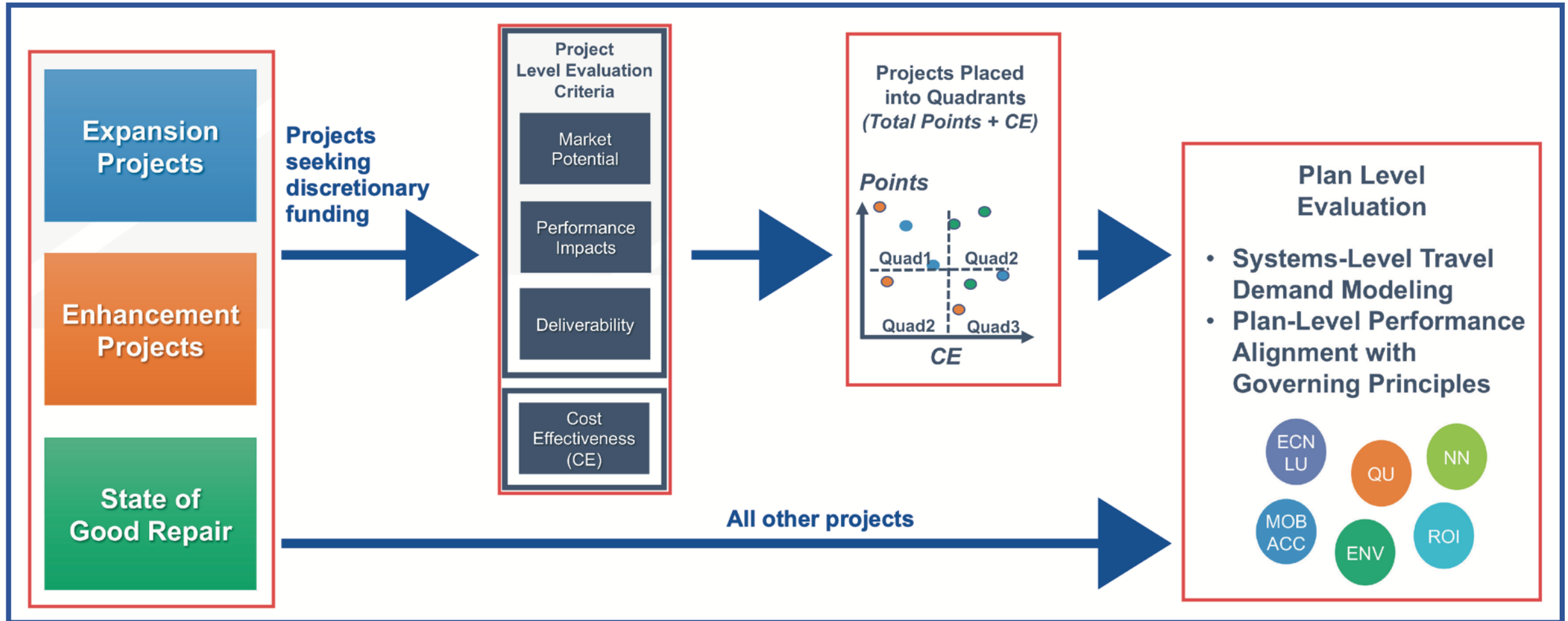




ARTP EVALUATION PROCESS:

- QUADRANT METHODOLOGY**
- FINANCIAL OVERVIEW**
- NEXT STEPS**

PROJECT REVIEW, EVALUATION AND QUADRANT-TIERING



PROJECTS WITH IDENTIFIED FED/STATE DISCRETIONARY FUNDING ASSUMPTIONS

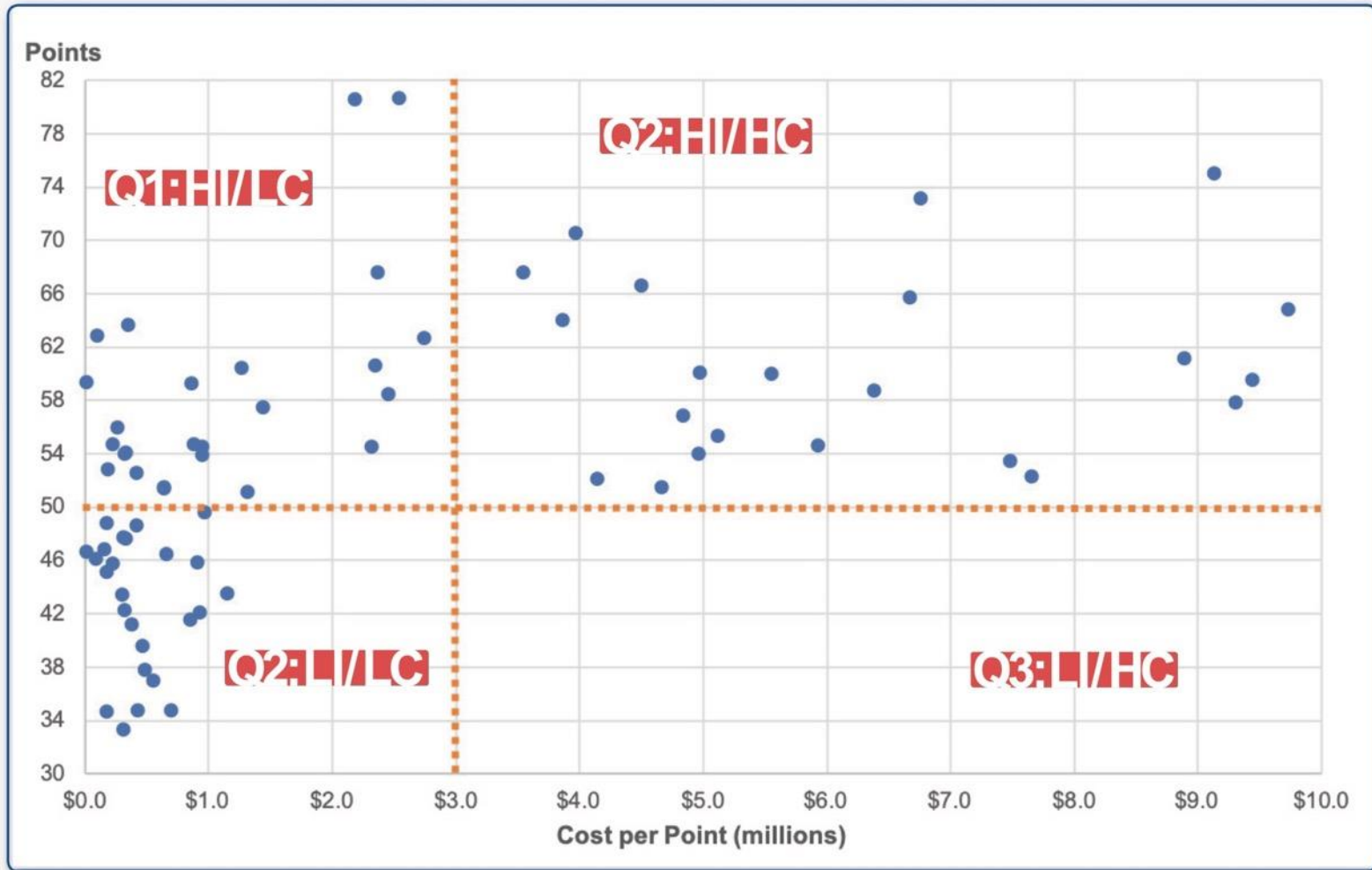
SCATTERPLOT FOR ARTP PROJECTS IDENTIFYING FEDERAL OR STATE DISCRETIONARY FUNDING

QUADRANT 1
Higher Impact / Lower Cost

- High impact (progress towards ARTP goals) at the least relative cost
- *Investments that optimize both performance and funding*
- 25 projects
- Projects average 59 points
- \$1.7 billion (total cost)

QUADRANT 2
Lower Impact / Lower Cost

- Lower cost investments with less impact (progress towards ARTP goals)
- *Investments that optimize funding*
- 25 projects
- Projects average 43 points
- \$0.5 billion (total cost)



QUADRANT 2
Higher Impact / Higher Cost

- High impact (progress towards ARTP goals) at a higher cost
- *Investments that optimize performance*
- 26 projects
- Projects average 60 points
- \$13.8 billion (total cost)

QUADRANT 3
Lower Impact / Higher Cost

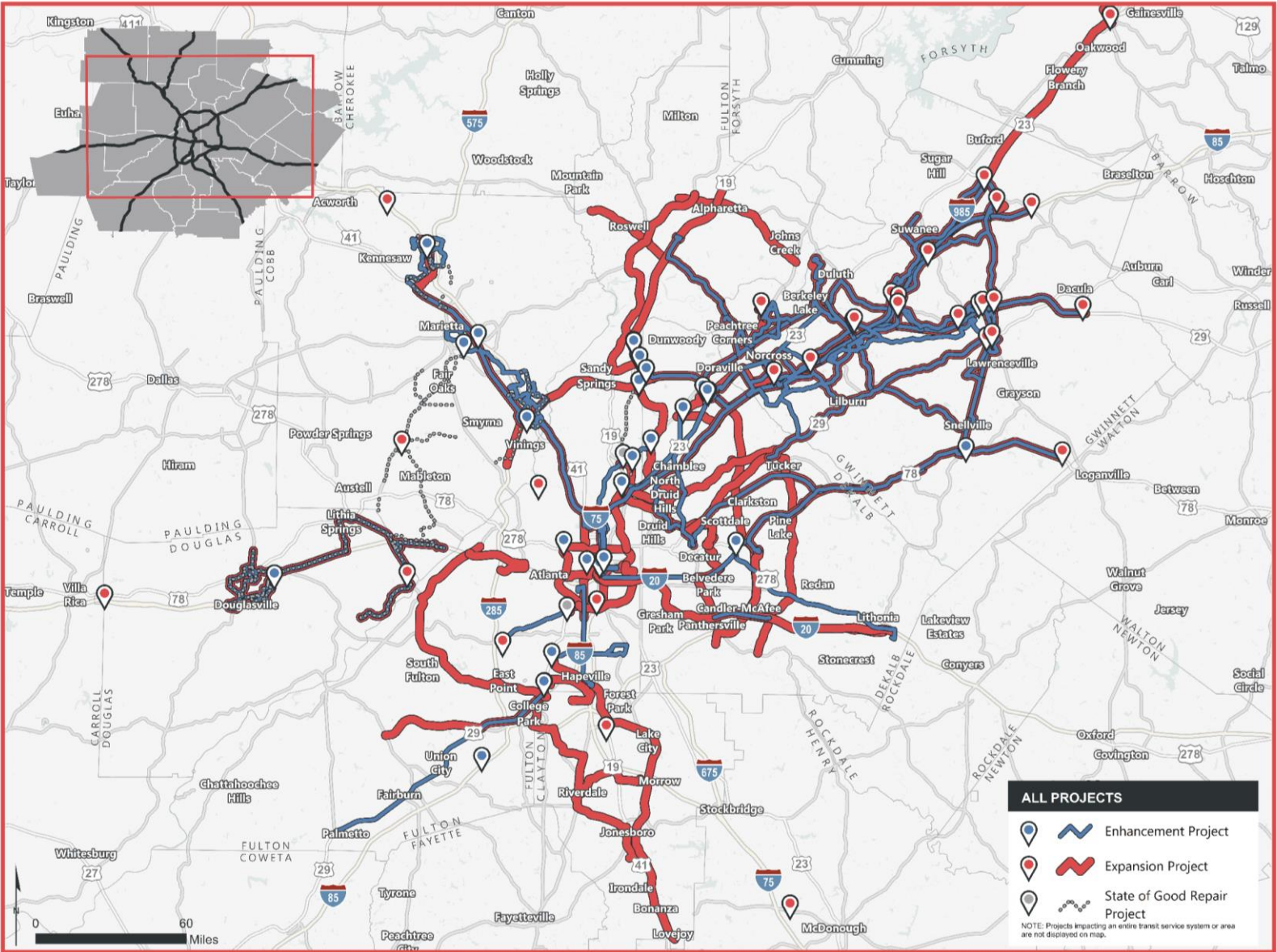
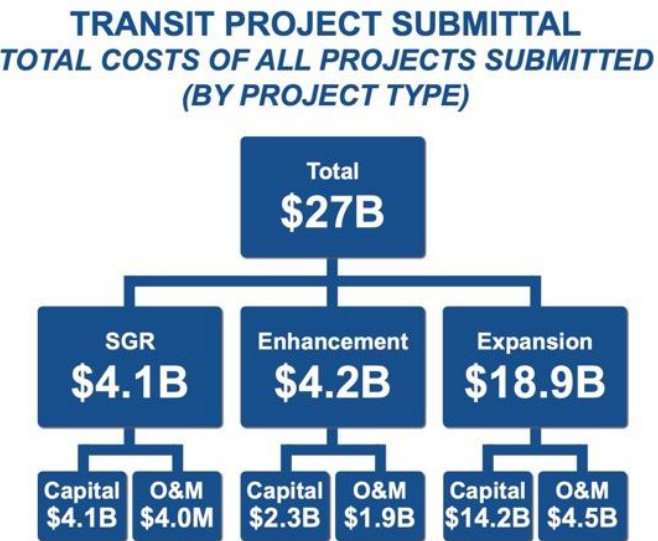
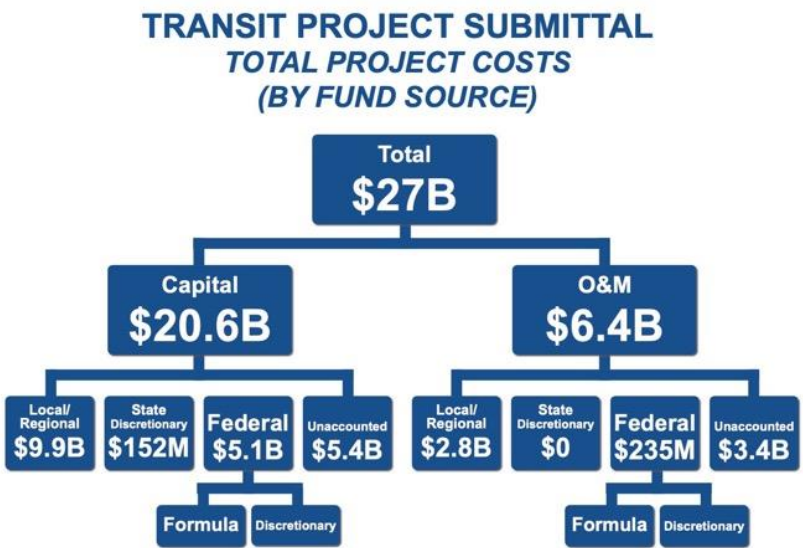
- Higher cost investments with less impact (progress towards ARTP goals)

Note: Three systemwide maintenance projects (with a total cost of \$400 million) requesting discretionary funds could not be assigned to a specific geographic location by the project sponsor; therefore, they could not be evaluated and placed into a quadrant.

RTP Projects in the ARTP

Project Name	Project Type	Project Sponsor	Prioritized Project	Total Cost	Quadrant
Northwest Regional High Capacity Transit Corridor	Expansion	Atlanta / 2016 RTP	Yes	\$ 631,000,000	HI/HC
BRT-15 Buford Highway High Capacity Transit	Enhancement	Brookhaven	Yes	\$ 280,000,000	HI/HC
I285 Top End High Capacity Transit	Expansion	Brookhaven		\$ 640,000,000	
BRT-1 I-20 East BRT	Expansion	DeKalb County		\$ 216,400,000	
LRT-1b - Clifton Corridor LRT (Segment 1b)	Expansion	DeKalb County	Yes	\$ 142,500,000	HI/LC
BRT 4 - I-285 East Wall BRT	Expansion	DeKalb County		\$ 306,000,000	
South Fulton Parkway Rapid Transit in Dedicated Lanes	Expansion	Fulton County	Yes	\$ 275,000,000	HI/HC
Mid-Range BRT Route 700: Doraville to Sugarloaf Mills	Expansion	GCT	Yes	\$ 438,299,733	HI/HC
Clayton County Transit Initiative - BRT	Expansion	MARTA	Yes	\$ 375,000,000	HI/HC
North Avenue BRT (Phase I)	Expansion	MARTA		\$ 129,000,000	
Atlanta Streetcar East Extension	Expansion	MARTA		\$ 266,300,000	
Atlanta Streetcar West Extension	Expansion	MARTA		\$ 348,200,000	
Capitol Ave /Summerhill BRT	Expansion	MARTA	Yes	\$ 176,000,000	HI/LC
BeltLine Southeast LRT	Expansion	MARTA	Yes	\$ 400,140,000	HI/HC
Northside Drive BRT	Expansion	MARTA	Yes	\$ 172,100,000	HI/LC
GA 400 Transit Initiative BRT	Expansion	MARTA / Fulton County	Yes	\$ 300,000,000	HI/HC
Campbellton Rd HCT	Enhancement	MARTA	Yes	\$ 538,400,000	HI/HC
Clayton County Transit Initiative - CRT	Expansion	MARTA	Yes	\$ 900,000,000	HI/HC
Clifton Corridor (Phase 1)	Expansion	MARTA	Yes	\$ 1,875,099,246	HI/HC
BeltLine West LRT	Expansion	MARTA	Yes	\$ 126,400,000	HI/LC
Beltline Northeast LRT	Expansion	MARTA	Yes	\$ 298,800,000	HI/HC
Beltline SouthWest LRT	Expansion	MARTA	Yes	\$ 324,000,000	HI/HC

HOW ARE PROJECTS PROPOSED TO BE FUNDED?





ARTP PLAN LEVEL EVALUATION

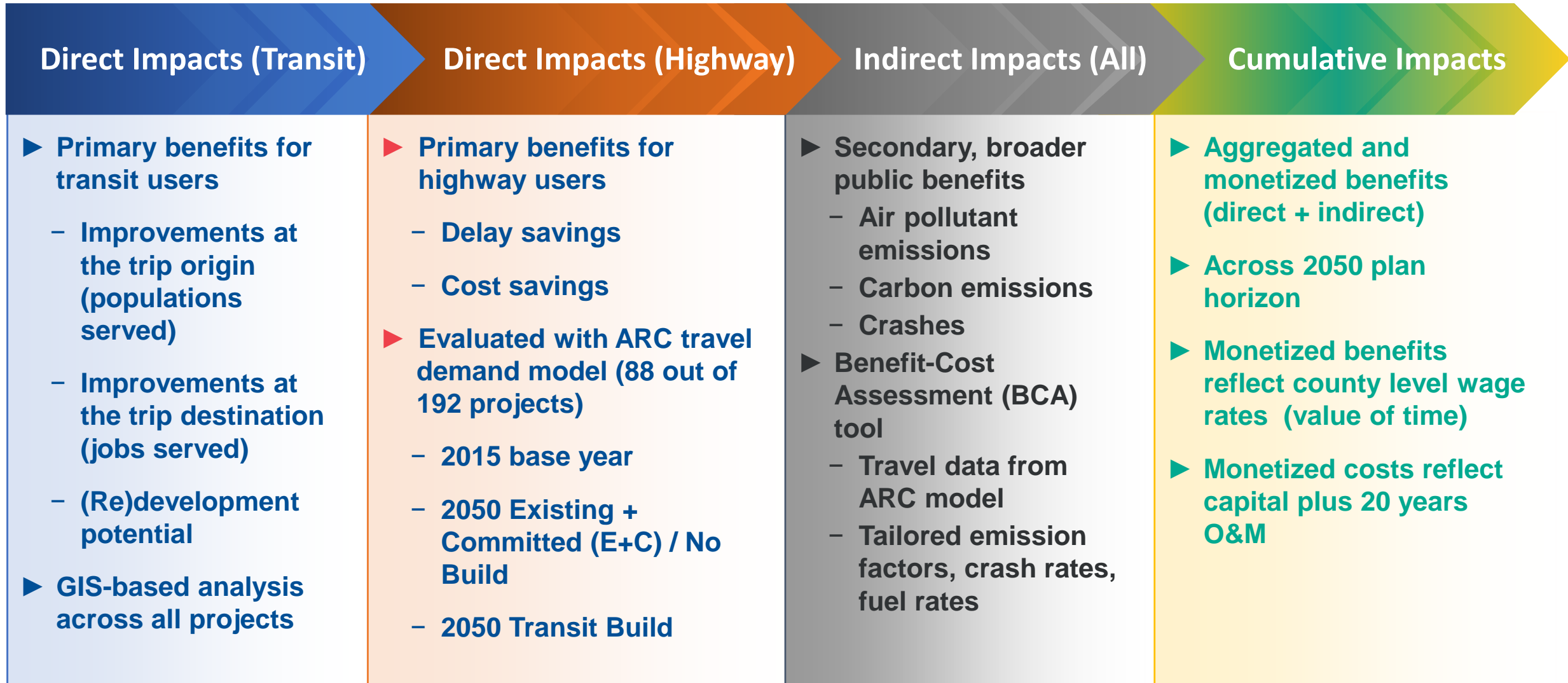
2019 ARTP Plan-Level Evaluation

- ▶ Evaluate collective impact of 2019 ARTP on transportation system
- ▶ Applied to ALL projects proposed for inclusion in the ARTP
- ▶ Combination of quantitative and qualitative evaluation:
 - *Plan-level metrics that directly align with Governing Principles*
 - *Summary of the nature and type of investments that advance each Governing Principle*
 - *Alignment of projects seeking federal or state discretionary funds to their relative impact on each Governing Principle*



2019 ARTP Plan-Level Evaluation

Process and Methods



2019 ARTP Plan-Level Headlines

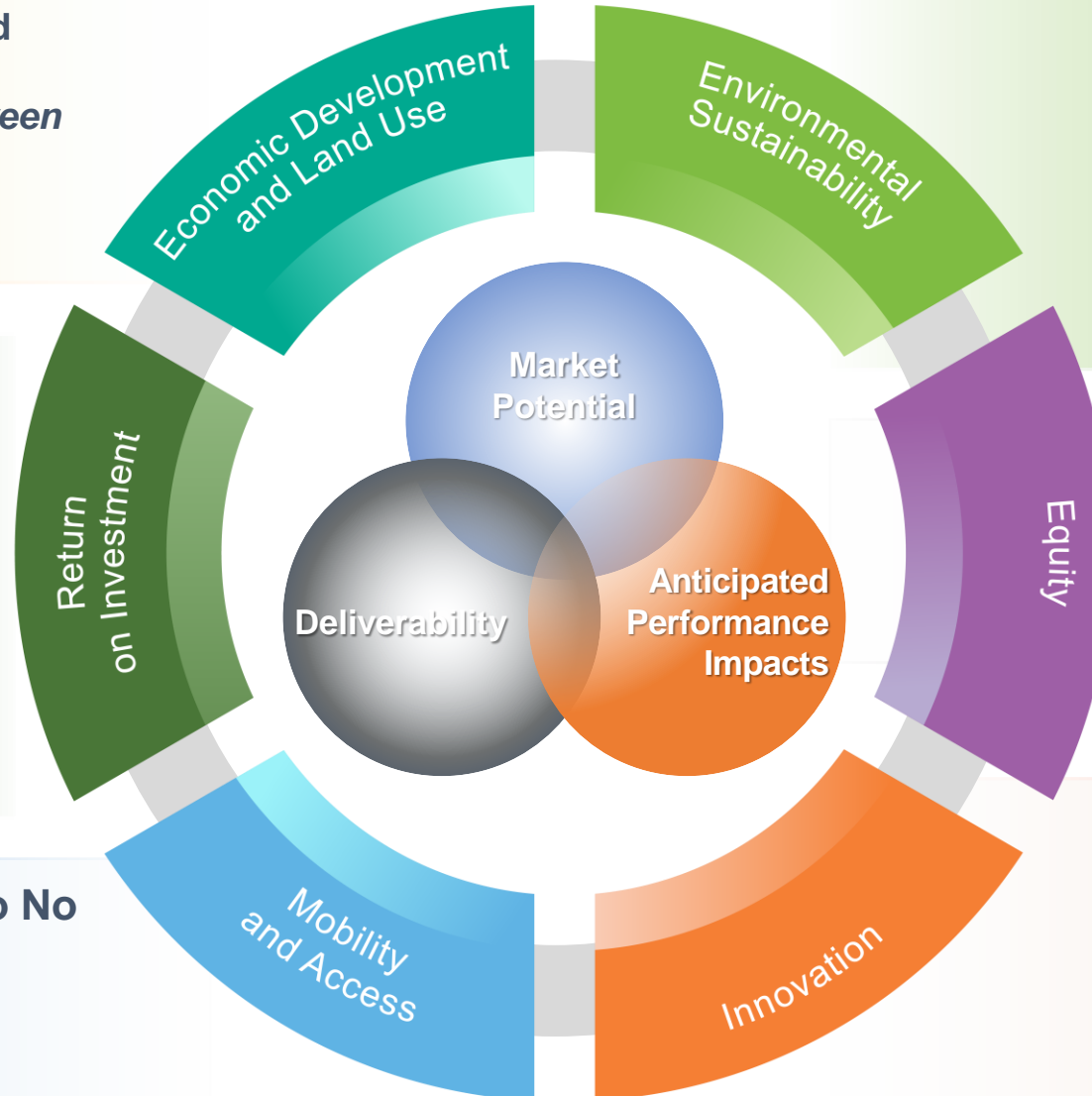
4 million vehicle-hours delay saved each year (*despite vehicle travel remaining relatively constant between the 2050 Build and 2050 No Build*)

Every \$1 Invested = \$1.25 Return:

- Benefits: reduction in travel time, vehicle operating costs, crashes, emissions, fuel
- Costs: capital and operations

Year 2050 (Build compared to No Build):

- 3.1% delay reduction for automobiles
- 2.3% delay reduction for trucks



20% increase in transit ridership (between the 2050 Build and 2050 No Build)

10,000 tons carbon emissions reduced each year

394,000 more low-income, minority, zero car households with walk access to high capacity transit

104 of the projects include components that advance a modern, innovative and more reliable system

Key Take-Aways

- ▶ **A more efficient system** that can support the same level of travel demand in a rapidly growing urban area, but with less wasted time spent in congestion
- ▶ **A more equitable system** with high-performing investments across the region
- ▶ **A complimentary investment package** to the state Major Mobility Investment Program (MMIP) which targets significant (managed) roadway capacity to the interstate system
- ▶ **A system that performs** with benefits demonstrated across all ATL Governing Principles

Thank You.