THE ATLANTA REGION'S PLAN

2040 RTP

TRANSPORTATION

LAST UPDATED: May 2019

Prepared in cooperation with the United States Department of Transportation Federal Highway Administration, the United States Department of Transportation Federal Transit Administration and the Georgia Department of Transportation.

The opinions, findings and conclusions in this publication are those of the Atlanta Regional Commission and not necessarily those of the United States Department of Transportation or the Georgia Department of Transportation.

The Atlanta Regional Commission, as a federal grant recipient, conforms to Title VI of the Civil Rights Act of 1964 and its amendments. Title VI of the Civil Rights Act of 1964 requires that no person in the United States shall, on the grounds of race, color or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance. Presidential Executive Order 12898 addresses environmental justice in minority and low-income populations. Presidential Executive Order 13166 addresses services to those individuals with limited English proficiency.

ARC is committed to enforcing the provisions of Title VI and to taking positive and realistic affirmative steps to ensure the protection of rights and opportunities for all persons affected by its programs.

ARC Title VI Program & Plan
Adopted August 28, 2013

UPDATE / AMENDMENT / ADMINISTRATIVE MODIFICATION HISTORY

ACTION	ARC APPROVAL DATE
Federally Required Quadrennial Update	February 2016
TIP Administrative Modifications	May 2016
TIP/RTP Amendment	May 2016
TIP Administrative Modifications	September 2016
TIP Administrative Modifications	December 2016
TIP Administrative Modifications	March 2017
TIP/RTP Amendment	March 2017
TIP Administrative Modifications	May 2017
TIP Update / RTP Amendment	August 2017
TIP Administrative Modifications	September 2017
TIP Administrative Modifications	December 2017
TIP/RTP Amendment	February 2018
TIP Administrative Modifications	March 2018
TIP Administrative Modifications	May 2018
TIP/RTP Amendment	June 2018
TIP Administrative Modifications	September 2018
TIP/RTP Amendment	December 2018
TIP Administrative Modifications	March 2019
TIP/RTP Amendment	May 2019
TIP Administrative Modifications	May 2019

THE ATLANTA REGION'S PLAN VISION

Atlanta is one of the world's most dynamic metropolitan areas, competing globally on the strength of our diverse population, robust economy, myriad cultural assets and attractive lifestyles. We will 'win the future' through intensive collaboration that honors and leverages the uniqueness of our communities.

THE ATLANTA REGION'S PLAN

2040 RTP

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Twelve Things to Know About Transportation in The Atlanta Region's Plan

The cost to implement the transportation vision defined by this plan is estimated at $93.6 billion. This amount is calculated in year-of-expenditure dollars to account for inflation through the year 2040.

Several projects require the commitment of additional funds beyond the 2040 horizon year of the plan, notably several express lane projects and a commercial vehicle lanes project. The amount of additional funds which will need to be set aside in 2041 and later in future plan updates is approximately $10 billion.

The fiscally constrained plan calls for 13 new freeway interchanges and the reconstruction of 22 others by 2040. Another 18 locations are proposed for improvements if additional funding can be identified. Many of these interchange projects are critical for the efficient movement of freight, as well as improving travel time and safety for commuters.

Under the fiscally constrained plan, 185 projects will add 1,035 miles of new lanes to key arterial roadways by 2040. Portions of another 90 roadways have been identified for widening consideration if additional funding can be identified. The possibility that congestion issues along some of these corridors could be mitigated through a combination of innovative short-term, low cost strategies will be investigated in the next planning cycle.

The plan's vision includes a comprehensive 276 mile network of express lanes on the freeway system to provide a reliable travel option for drivers, carpoolers and bus riders. About 108 miles of the network is either already in place. The fiscally constrained portion of the plan will add another 100 miles to the system by 2040.

The plan defines a 199 mile rail and bus rapid transit network to link job centers and expand economic opportunities for people who cannot or prefer not to drive. Approximately 50 miles exist today, with another 93 miles being planned for implementation by 2040. Maximizing the effectiveness of this investment will require that complementary land use strategies be implemented in the vicinity of existing and future stations.

Twelve Things to Know About Transportation in The Atlanta Region's Plan

The plan envisions a comprehensive regional biking and walking network which links approximately 400 miles of paved paths which already exist, transforming these health and quality of life amenities into practical commuting corridors. Identifying approaches to completing specific gap closure and system expansion projects will be a key planning emphasis over the next few years.

ARC's $500 million commitment to the Livable Centers Initiative continues. To date, the program has helped 120 local communities define their development, growth and transportation visions, with over $200 million awarded to fund key catalytic transportation projects in many of these areas.

The cost of congestion per person will increase from $1,403 today to $1,916 by the year 2040. The amount of time and gas wasted while sitting in congestion will result in a typical commute that costs almost one-third more than if there were no traffic. This is a hidden tax that we all pay and is money taken directly out of our economy that could be used more productively.

Despite increases in roadway congestion, the combination of expanded managed lane and transit networks means about 1.1 million trips can be made in a consistent amount of time during the evening peak period virtually every day. This ability will help people plan better and make more productive use of their time.

Emissions produced by our transportation system fall below limits that have been established in conjunction with federal and state agencies. Our Region's air quality has steadily improved over the past 20 years and that trend will continue. As evidence of our progress, the region was designated in attainment for fine particulate matter in 2016 and for ozone in 2017 (although seven counties in the Region were identified as nonattainment under a new and more stringent ozone standard which took effect in 2018).

Much work remains ahead of us. *The Atlanta Region's Plan* is intended to be adaptable and responsive to change. Course corrections will be made regularly as needed. New approaches and strategies will be tried. Those which become obsolete will be retired. The plan will undoubtedly evolve considerably in coming years, which is the way the process should and must work if we truly hope to WIN THE FUTURE.

THE ATLANTA REGION'S PLAN 2040 RTP

INTRODUCTION

A successful metropolitan transportation planning process requires the active involvement of many stakeholders. Learn what the plan includes and who is involved in the process.

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Transportation: The Foundation for Winning the Future

Atlanta is one of the world's most dynamic metropolitan areas, competing globally on the strength of our diverse population, robust economy, myriad cultural assets and attractive lifestyles. We will "win the future" through intensive collaboration that honors and leverages the uniqueness of our communities.

Atlanta Region's Plan Policy Framework
August 2015

The Atlanta Region's economy and overall quality of life relies on the ability to travel to, from and around our communities safely and efficiently. This capability is essential if we hope to achieve our shared vision of "Winning the Future".

While trips are occasionally made simply for pleasure, such as a Sunday afternoon drive exploring a new part of town or a midweek evening stroll around the neighborhood for exercise, transportation is primarily a utilitarian aspect of our lives. We drive on the freeways or board buses and trains with a purpose. While the purpose may vary depending on the time of day or day of the week, there is almost always a mission in mind when we leave our homes. Commuting to a job, delivering supplies, shopping for groceries, filling a prescription at the pharmacy, and attending a sporting event with friends are just a few examples of how the transportation system serves as the foundation for strengthening our economy and making the Atlanta Region and its communities better places to call home.

The *Atlanta Region's Plan Policy Framework*, adopted by the Atlanta Regional Commission in August 2015, outlines six goals we must achieve to Win the Future:

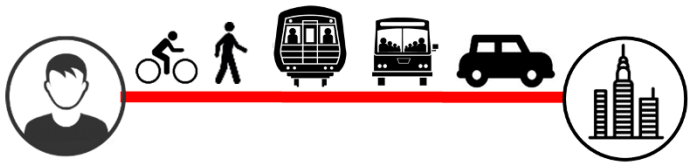
1) Building the Region as a globally recognized hub of innovation and prosperity
2) Developing a highly educated and skilled workforce, able to meet the needs of 21st century employers
3) Ensuring a comprehensive transportation network incorporating regional transit and 21st century technology
4) Secured, long-term water supply
5) Developing additional walkable, vibrant centers that support people of all ages and abilities
6) Promoting health, arts and other aspects of a high quality of life

This document explores the third goal in detail, outlining where we are today with respect to transportation and what we need to do over the next 20+ years to keep our Region strong in a globally competitive economic environment. A safe and efficient transportation system is one of the key strategies that supports success in achieving all goals. This document incorporates those linkages throughout discussions on issues and potential solutions.

The Plan
LEARN MORE

Policies
LEARN MORE

How a robust and diverse transportation system helps seven hypothetical residents of the Atlanta Region win their own individual futures



Devon is a recent graduate of a local university and is a highly motivated and skilled computer programmer. He wants to live in a bustling urban environment where he has many travel options and doesn't have to rely exclusively on a car. Midtown Atlanta, with its range of mobility options, was a great choice for him and the Region's economy will benefit by not losing his talents to another city.

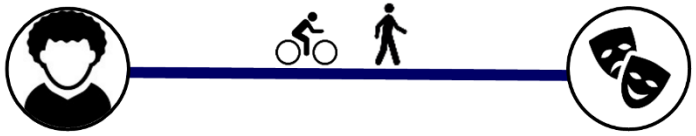
Nikki is a single mom who works full time and wants to take evening classes to become a paralegal, so she can provide a better life for herself and her daughter. She can't afford car payments, but MARTA has bus and train routes that can get her to class on time. When she gets her degree and a new job, she hopes to buy a house and enroll her daughter in gymnastics classes.

Sam manages a bakery which supplies dozens of local groceries and restaurants with fresh bread and other products. Getting his products to local distribution centers and shops efficiently is critical to keep his business competitive and his employees working. His truck drivers appreciate well maintained roads that offer a variety of efficient routing options.

Alicia is a busy executive who travels around the country trying to drum up business for her Atlanta based firm. When she flies out of DeKalb Peachtree Airport, she is grateful for the HOT lanes which allow her to get there from her home in Gwinnett County quickly and reliably.

Carlos is an engineer who cares passionately about protecting the environment. He helps design roadways and parking lots which minimize negative impacts on our water supply. He employs techniques such as landscaping to absorb runoff and avoiding paving over areas important for recharging groundwater supplies.

Maria is a retired schoolteacher who lives on a fixed income and is no longer comfortable driving on busy roads. She wants to continue living in the same community near her friends and family, so the ability to walk and take transit to run errands, go to church and meet up at the local cinema is essential to keeping her active and healthy.



Andre relocated from Los Angeles to work in Atlanta's burgeoning film industry. Physical fitness has always been important to him, since being in good shape helps him move heavy equipment as part of his job. He uses the Region's network of trails, bike lanes and sidewalks extensively for exercise and even occasionally to get to filming sites.

The Atlanta Region's Plan Transportation Element

The transportation element of *The Atlanta Region's Plan* is a multifaceted set of projects, programs and strategies to help our Region win the future by maintaining and expanding our world-class infrastructure, sustaining and diversifying our competitive economy, and fostering and strengthening our healthy livable communities. Achieving these ideals requires the synthesis of a vast array of issues and the active involvement of all the Region's residents in developing and implementing a course of action.

Transportation is a single element of the overall plan, but one that impacts virtually every other element of the plan. The transportation system's performance impacts the quality of life of each of us. Since our travel needs and expectations are varied, the system comprises a vast array of mobility options, from sidewalks to roadways to rail lines. The intent of this transportation element is to ensure the travel needs and expectations of both today's travelers and future generations are met, regardless of age, abilities and income.

Relation to the Regional Transportation Plan

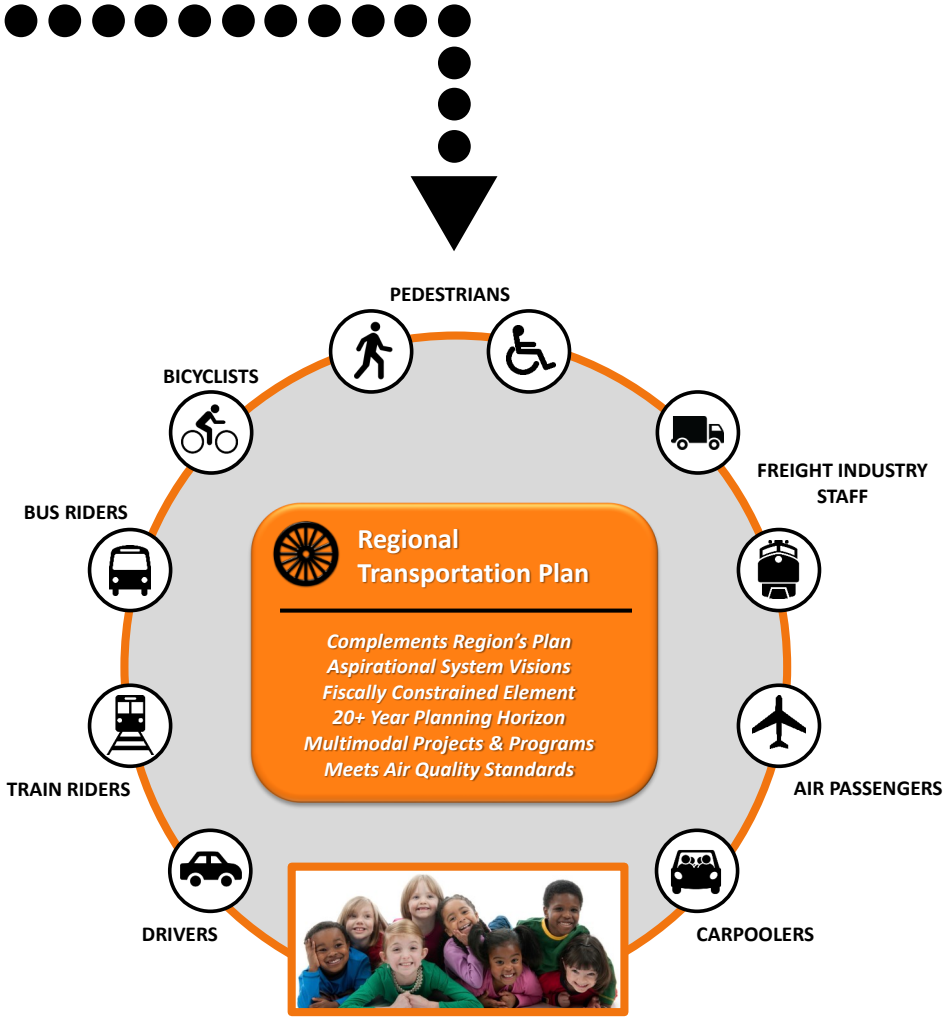
In this document, occasional references are made related to meeting the requirements of the Regional Transportation Plan (RTP). The RTP is a product required by the federal government of all metropolitan areas over 50,000 population. It has a specific set of requirements which must be met in order for federal transportation funds to be used within the area. This document meets all minimum RTP requirements, but goes above and beyond since it was developed within a broader planning context. In general, though, the reader should consider the terms "*The Atlanta Region's Plan (Transportation)*" and "RTP" to be interchangeable.

Relation to the Transportation Improvement Program

Inclusion in the RTP means that a major regional project has been identified as a regional priority for funding and is part of the Region's long-term program. The Transportation Improvement Program (TIP) represents the implementation of a subset of near-term recommendations from the RTP. Federal law requires that a metropolitan area's TIP cover a minimum period of four years, but *The Atlanta Region's Plan (Transportation)* includes six years of implementation priorities. The TIP associated with this current version of the plan covers fiscal years 2018 through 2023.

A project's presence in the TIP represents a critical step in the authorization of funding. As required by federal law, the TIP document must list all projects for which the sponsor intends to use federal funds, along with any other regionally significant projects, regardless of funding source. Regionally significant projects must be drawn from the Region's long-range transportation plan, and all projects in the TIP must help implement the goals of the long-range plan.

The Regional Transportation Plan (RTP) is the transportation element of *The Atlanta Region's Plan*. By virtue of its development within a comprehensive planning framework, however, *The Atlanta Region's Plan (Transportation)* exceeds the minimum federal requirements expected of a traditional RTP.



The plan ensures the region's transportation system will meet the needs and expectations of future generations, regardless of age, abilities and income.

Transportation Element Contents

In developing an RTP, ARC follows the federally-required transportation planning process, with a detailed focus on making decisions and project recommendations in a transparent and logical manner. A certification review is conducted every four years by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). The Atlanta Region's transportation planning process was last certified on October 2, 2015.

On December 4, 2015, President Barack Obama signed the Fixing America's Surface Transportation (FAST) Act federal funding bill into law. This legislation defined funding levels and federal priorities for surface transportation programs for highways, highway safety and transit for five years: FY 2016 to FY 2020. More information on the programs and funding levels contained in the FAST Act can be found in the Finances section of this document.

The federal transportation planning section of the FAST Act listed ten planning factors which must be considered as part of the transportation planning process for all metropolitan areas. Each planning factor has been considered as part of the RTP development, as noted throughout various sections of this document.

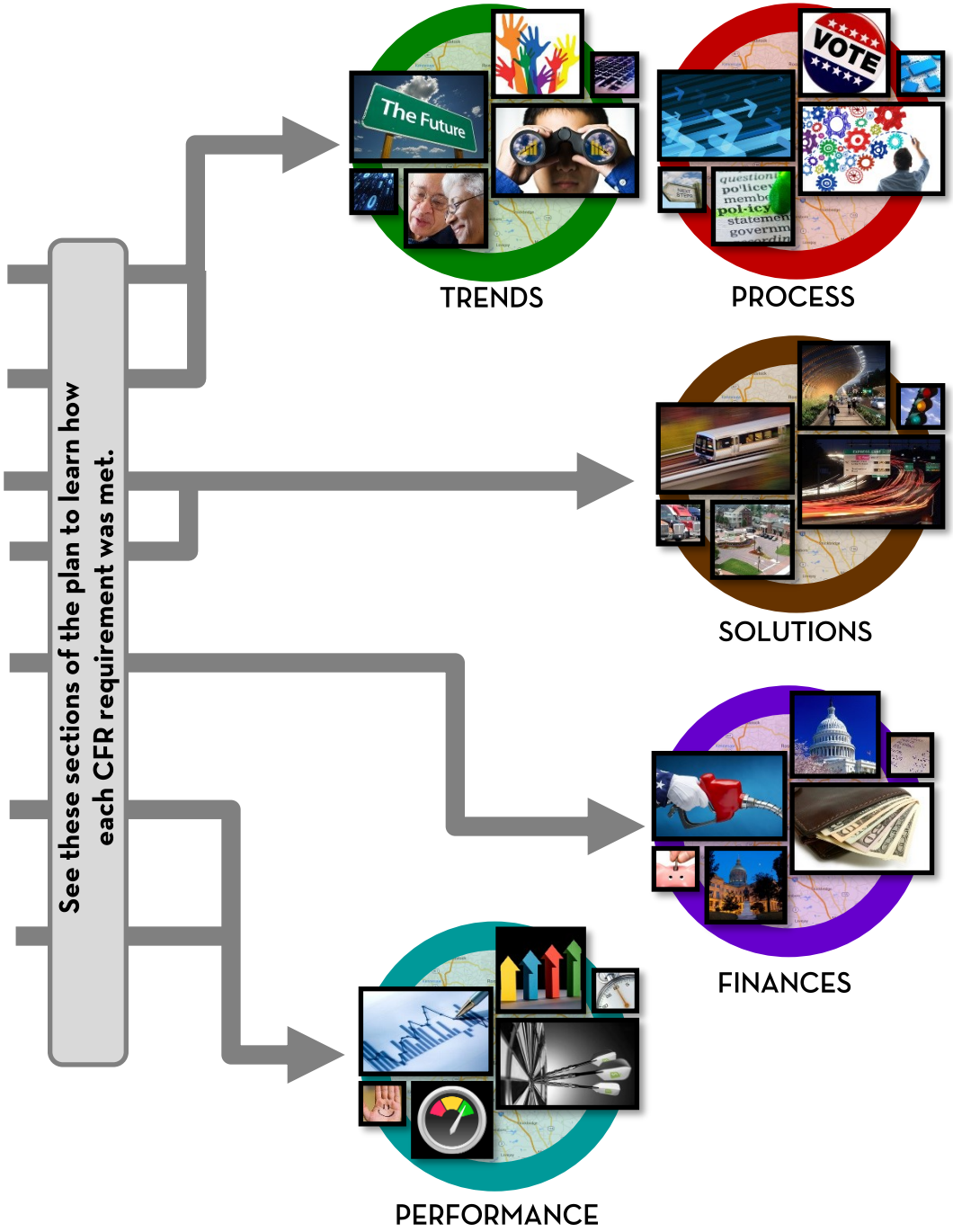
FAST Act Metropolitan Long Range Transportation Planning Factors

- **Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.**
- **Enhance the integration and connectivity of the transportation system, across and between modes, people and freight.**
- **Increase the safety of the transportation system for motorized and non-motorized users.**
- **Promote efficient system management and operation.**
- **Increase the security of the transportation system for motorized and non-motorized users.**
- **Emphasize the preservation of the existing transportation system.**
- **Increase the accessibility and mobility of people and for freight.**
- **Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.**
- **Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.**
- **Enhance travel and tourism.**

In addition to the ten FAST Act planning factors, a number of more specific required elements of a metropolitan area transportation plan are defined in the Code of Federal Regulations (CFR). These transportation planning requirements are codified in Title 23 CFR 450.306 and CFR 450.322. In essence, an RTP must meet the following basic requirements:

1. Assess the needs of all system users, including drivers, transit patrons, bicyclists and pedestrians.
2. Be developed through a robust engagement process involving citizens, elected officials, public agencies and other key stakeholder groups.
3. Include a variety of strategies, programs and projects to best address the identified needs.
4. Include both a short-term element (minimum of four years) and a long-term element (minimum of 20 years).
5. Be fiscally constrained, meaning that projected revenues from reasonably available sources will be sufficient to cover the costs of the plan. A financially unconstrained aspirational vision may also be developed at the MPO's discretion.
6. Address all federally required performance measuring and monitoring requirements.
7. In regions which do not meet or are in maintenance for federal air quality standards, the plan must result in a transportation system which does not produce emission levels above specified amounts. Fifteen counties in the region are currently an ozone maintenance area, while 20 counties (plus two partial counties) are currently in maintenance for the fine particulate matter standard.

The Atlanta Region's Plan (Transportation) meets and exceeds all of these requirements.



The Role of the Atlanta Regional Commission

The Atlanta Regional Commission (ARC) is the metropolitan Atlanta Region's planning and intergovernmental coordination agency. ARC coordinates planning efforts across the Region in many areas such as aging, community services, environmental planning, governmental services, job training, land use and public facilities, as well as transportation planning. Many of ARC's responsibilities are defined by either state or federal legislation, while others have evolved over the years in response to a number of critical regional planning issues. The primary roles of ARC are summarized below:

- ARC is responsible for comprehensive planning under state law as the designated Metropolitan Area Planning and Development Commission (MAPDC).
- ARC is also defined as a Regional Commission (RC) to assist local governments with the planning process and to prepare and to implement comprehensive regional plans.
- ARC is the federally designated Metropolitan Planning Organization (MPO) for the Atlanta Region. As the MPO, the ARC is responsible for developing a multi-modal, financially constrained transportation plan that meets all federal transportation and Clean Air Act planning requirements.
- ARC provides planning staff to the Metropolitan North Georgia Water Planning District (MNGWPD), whose mission is to develop comprehensive regional and watershed-specific water resources plans for implementation by local governments.
- ARC serves as the administrative agency for the Atlanta Regional Workforce Development Board (ARWDB).
- ARC also serves as the Area Agency on Aging (AAA), providing services and policy guidance to address aging issues.
- ARC also serves as the local administrative agency for the Atlanta Urban Area Security Initiative (UASI), responsible for preparing and coordinating the Region's response and recovery to homeland security issues.

ARC's membership includes local governments throughout the Region. Some counties are considered within all elements of ARC's work, while others are only involved in one aspect. Each jurisdiction's relationship to ARC is determined by planning boundaries established through various federal and state regulations. The boundaries defining ARC's work program include 10 counties for purposes of its MAPDC and RC functions, all or parts of 20 counties for its MPO functions, all or parts of 23 counties for conforming with the Clean Air Act, 15 counties for water planning purposes, seven counties for aging planning purposes, 10 counties for workforce planning, and five counties for security and recovery planning. The table on the opposite page illustrates the various boundaries for which ARC has some official level of planning and service delivery responsibilities.

Policy decisions are made by a Board and various committees comprised of local elected officials, senior management of partner agencies, and citizens. The actions taken by ARC's policy bodies are based on and supported by input and recommendations of a staff of approximately 200 professionals representing a broad range of skills and specialties. As part of the organization's work efforts, ARC provides professional planning initiatives to serve as a catalyst for regional progress by focusing leadership, attention and planning resources on key regional issues.

ARC's Planning and Service Delivery Areas

RESPONSIBLE PLANNING AGENCY		The Atlanta Urbanized Area Includes Portions of 23 Counties																							
		Cherokee	Clayton	Cobb	DeKalb	Douglas	Fayette	Fulton	Gwinnett	Henry	Rockdale	Barrow	Bartow	Carroll	Coweta	Dawson	Forsyth	Hall	Jackson	Newton	Paulding	Pike	Spalding	Walton
ARC	Regional Commission / Metropolitan Area Planning and Development Commission	■	■	■	■	■	■	■	■	■	■													
	Metropolitan Planning Organization	■	■	■	■	■	■	■	■	■	■	PARTIAL	○	PARTIAL		PARTIAL		○	○	PARTIAL		PARTIAL	PARTIAL	PARTIAL
	Area Agency on Aging*	■	■	■	■	■	■	■	■	■	■		⋮					⋮	⋮					
	Atlanta Regional Workforce Development Board*	■	■			■	■		■	■	■		⋮					⋮	⋮					
	Urban Area Security Initiative*		■	■	■			■	■				⋮					⋮	⋮					
	Metropolitan North Georgia Water Planning District*		■	■	■	■	■	■	■	■	■		■		■		■	■			■			
Cartersville-Bartow Metropolitan Planning Organization													▼											
Gainesville-Hall Metropolitan Planning Organization																		▼	▼					

** Not depicted on asssociated map*

The Atlanta Region's Transportation Planning Boundaries

Over the years, ARC has been tied to the transportation planning activities of the Gainesville-Hall Metropolitan Planning Organization (GHMPO) and the Cartersville-Bartow MPO (CBMPO) due to intertwining of urbanized areas and air quality nonattainment areas. Since 2004, ARC has performed the technical evaluation to demonstrate conformity for the entire Atlanta nonattainment area, thereby supporting the RTPs and TIPs for both the Atlanta and Gainesville regions. With the formation of the CBMPO following the 2010 Census, ARC served the same role.

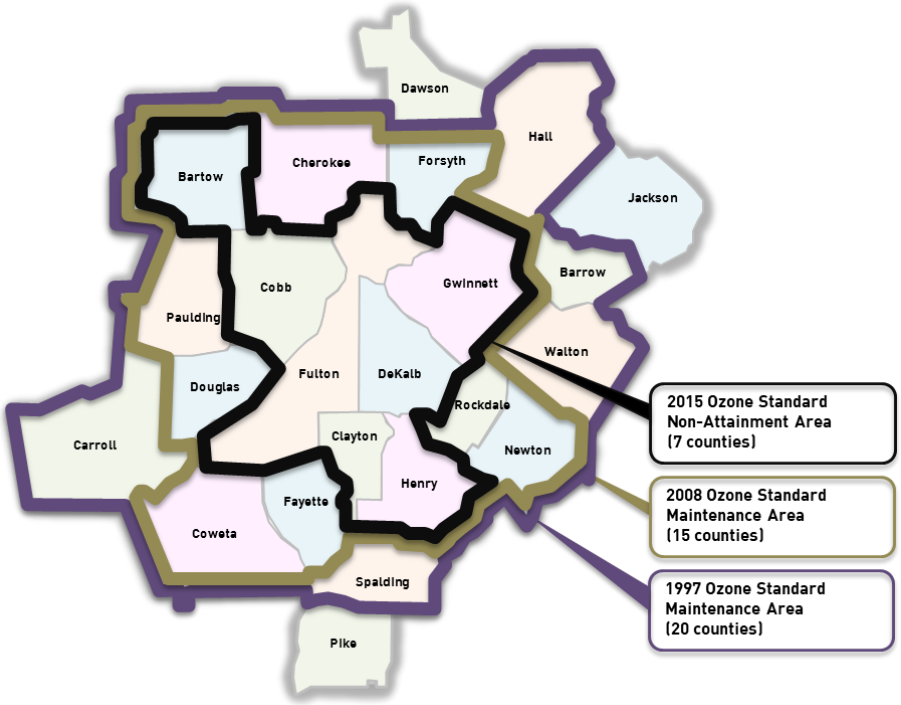
ARC's relationships with GHMPO and CBMPO continue to evolve as older air quality standards have been met and new standards are imposed. Court rulings have also impacted the technical analysis and documentation requirements.

As of May 2019, three different standards for ground level ozone are of current relevance to the Atlanta Region's transportation planning process.

- 1997 Ozone Standard - Included 18 of the 20 counties within the Atlanta MPO boundary, as well as Bartow County and Hall County. This standard ad been revoked effective April 2015, but reinstated in February 2018 as the result of a federal lawsuit. All previously impacted counties met this standard and the 20 counties are now currently classified as a maintenance area.
- 2008 Ozone Standard - Included 14 of the 20 counties within the Atlanta MPO boundary, as well as Bartow County. All previously impacted counties have now met this standard and the 15 counties are now currently classified as a maintenance area.
- 2015 Ozone Standard - Seven counties have been identified as being in nonattainment for this newest standard, six of which are within the Atlanta MPO boundary (Bartow is the exception). Designation of these counties as a marginal nonattainment area became officially effective in August 2018.

As of October 2016, when a new standard was implemented for fine particulate matter ($PM_{2.5}$), all counties within the Atlanta MPO boundary are now classified as being in attainment for this pollutant. Previously, 18 of the 20 counties within the MPO area had been classified as being in nonattainment, as well as Bartow County and Hall County. Since the previous standard under which the nonattainment designation was made was revoked in conjunction with implementation of the new standard, there is no $PM_{2.5}$ maintenance area for which ongoing analysis and reporting is required at this time.

Air Quality Analysis Boundaries



Transportation Plan Approval Process

ARC does not develop *The Atlanta Region's Plan (Transportation)* in a vacuum. In order for the plan to be implemented, it must be approved through five sequential votes.

The first three approval steps are internal to ARC, with the Transportation Coordinating Committee (TCC) acting first to confirm that the plan meets all technical requirements and has produced recommendations acceptable to practitioners such as planning, engineering and public works staff of constituent governments and other stakeholder agencies. TCC's recommendation is then considered by the Transportation and Air Quality Committee (TAQC), which is a policy committee of the full ARC Board. These elected officials and other agency executives represent the MPO's official position on the plan. Finally, the full ARC Board approves the plan.

Following ARC approval, federal law requires that the short-range component of the plan, the Transportation Improvement Program (TIP) be approved by the Governor. In Georgia, this responsibility has been delegated to the Georgia Regional Transportation Authority (GRTA). No state action is required on the long-range portion of the plan.

The final step involves consideration of a "conformity determination" by the United States Department of Transportation (USDOT). A positive conformity determination means that the plan meets all federal metropolitan transportation planning requirements, including being fiscally constrained, multimodal in nature, and developed through a rigorous stakeholder engagement and outreach process.

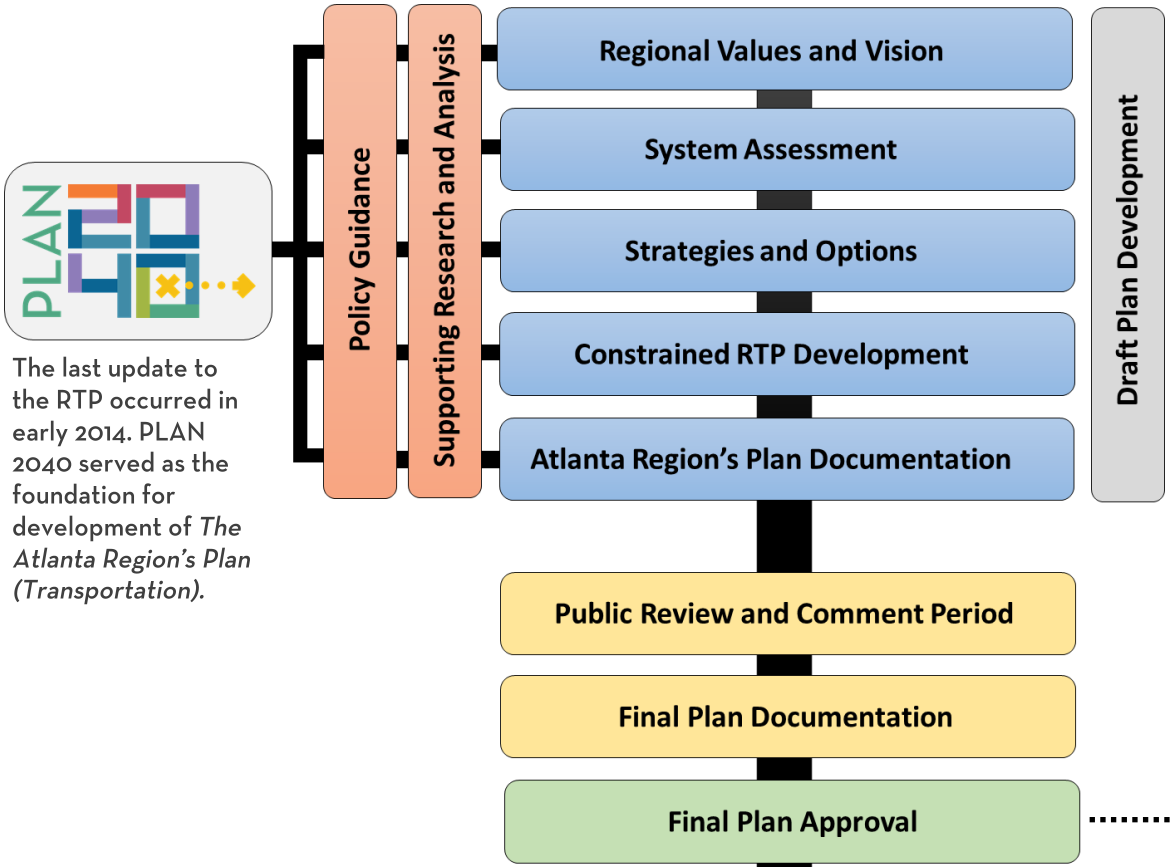
In areas where air quality does not meet standards established by the Environmental Protection Agency (EPA), or are classified as maintenance areas, that agency works with USDOT during the review process to verify that the plan will do its part to help the Region attain those standards. Three separate technical documents, the Activity Based Model Specification Report, Activity Based Model Calibration Report, and Conformity Determination Report (CDR), are used to present ARC's technical analysis methodologies and results for consideration by USDOT and EPA in issuing conformity determinations.

The flowchart on the opposite page outlines the overall transportation plan development process, building off the previous regional plan (*PLAN 2040*) which was last updated in early 2014. Each of the milestone approval dates for this planning cycle are shown.

Model Report

Conformity Report

The Atlanta Region's Plan Development and Approval Process



The last update to the RTP occurred in early 2014. PLAN 2040 served as the foundation for development of *The Atlanta Region's Plan (Transportation).*

The successful completion of *The Atlanta Region's Plan* means that the next federally required RTP update won't need to be complete until early 2020 (maximum of four years between update cycles).

THE ATLANTA REGION'S PLAN

Approval of the TIP/RTP requires five separate actions by ARC and its planning partners.

ARC Transportation Coordinating Committee	*February 5, 2016*
ARC Transportation and Air Quality Committee	*February 11, 2016*
ARC Board	*February 24, 2016*
Georgia Regional Transportation Authority (TIP only on behalf of Governor)	*March 9, 2016*
USDOT / EPA Conformity Determination	*March 16, 2016*

Seven amendments and twelve rounds of quarterly administrative modifications to the plan have occurred since it was originally adopted.

THE ATLANTA REGION'S PLAN 2040 RTP

TRENDS

Predicting what transportation projects and programs should be implemented over the next 20+ years requires a good understanding of both long-term and recent growth trends. Learn what data was used to develop recommendations.

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Regional Growth Trends and Forecasts

During the Great Recession, the Atlanta Region experienced a challenge to the fundamental conditions that had propelled the Region to prosperity and growth over the previous decades. Traditionally, the Atlanta Region has grown and expanded largely on the basis of the long-term trends of:

- National migration trends to the Southeast
- Federal funding programs that supported roadway construction and growth in a decentralized manner
- Access to one of the world's busiest airports
- Inexpensive land values relative to many national peers
- Low cost of living, business costs and wages
- Proximity to major ports, substantial opportunity for higher education, homegrown and new Fortune 500 business headquarters, as well as national facilities such as the Centers for Disease Control (CDC)

These enduring conditions resulted in Atlanta being one of the fastest growing regions in the nation, accommodating large amounts of population and employment growth. This growth brought many benefits to the Region, including an evolution from a regional center to a major international player economically.

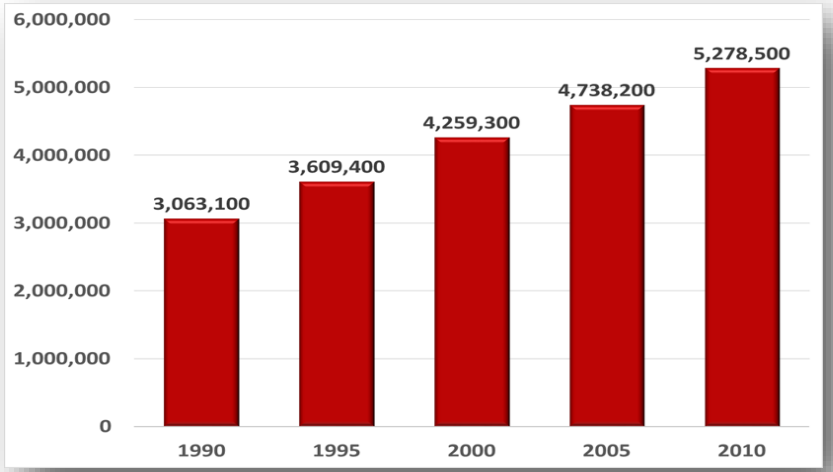
The Region has largely recovered from the lingering effects of the Great Recession over the past few years, with employment levels higher today than before the Great Recession. The real estate market has rebounded, and interest rates remain historically low. While it is still unclear whether a sustained and robust economic recovery will continue, trends in the recovery are encouraging. The overall transportation and land development patterns built to accommodate growth in the latter half of the 20th century and the first decade of the 21st century are strained and will be challenged to sustain growth going forward.

Trends

As the Southeast's premiere metropolis, the Atlanta Region's growth was a primary driver of the Sunbelt's population explosion in the post-World War II era. Between 1950 and 1970, the Region maintained a robust rate of growth that averaged over 3% annually - more than twice the rate of the Depression years of the 1930s and almost a percentage point higher than during the war years of the 1940s. Apart from brief periods of slower growth during economic downturns in the 1970s and 1980s, the Region maintained the 3% average annual growth rate up until the early 1990s, when the economic recession that hit the nation slowed the Region's growth rate to less than 2% annually.

As the Atlanta Region ramped up efforts in preparation for hosting the 1996 Centennial Olympic Games, the Region quickly shook off the effects of the recession, recording its largest single-year population increase

Atlanta Region Historical Population Trends



ever in 1994-1995: 123,477 persons. After the Olympics, the Region experienced a very robust level of growth, adding an average of 100,000 new residents annually during the latter half of the 1990s.

In 2001, the national and regional economies drifted into recession with the Region's annual population growth slowing to only 46,800 in 2003-2004. In the mid-2000s, the Region resumed the robust rates of growth that it experienced in the 1990s, registering an increase of 97,600 persons between 2004 and 2005, followed by an increase of 111,700 in 2005-2006. However, this most recent boom was short lived due to the onset of the recession in late 2007.

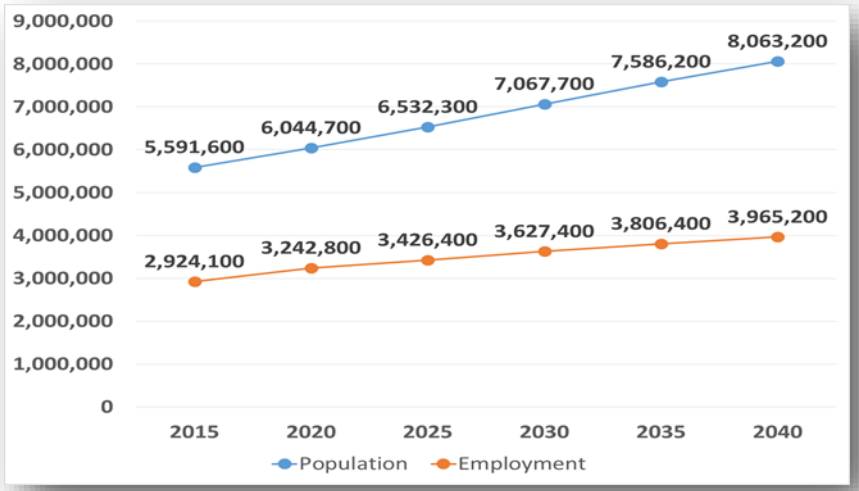
Despite the fact that the first decade of the 21st Century was bookended by two recessions, the Atlanta Region saw the addition of approximately 1 million new residents over the ten-year period – resulting in a total population of 5.26 million residents in the 20 county Region in 2010. This is a healthy annual growth rate of 2.1% from 2000-2010 but represents a slowing from the 3.4% average annual population increase from 1990-2000. Further, from 2010-2015, our population has increased at the even slower average annual rate of 1.2%.

Since 2010, regional policy debate has centered around the adverse impacts of congestion, limited water resources and economic challenges from the Great Recession on growth. While the Region does continue to grow, it does so on a slower average annual rate than in earlier higher growth periods.

Forecasts

Long-range transportation planning is informed by estimates of future population and employment conditions that drive trip-making patterns and travel needs. Regional population and employment forecasts were prepared for this update of *The Atlanta Region's Plan* for the 20 county transportation and air quality planning domain.

Atlanta Region Population and Employment Forecasts



Over a 25-year period from 2015 through 2040, the 20 county Atlanta Region is forecast to add 2.5 million residents, resulting in a total population of more than 8 million. Although such a population increase could be labeled as robust, this is actually a departure from historical trends as the average annual growth rate during this period is forecasted to be a modest 1.5%. The Region maintained annual growth rates of 3% between the 1950s and the 2000s. This forecasted growth rate represents an average annual growth of nearly 99,000 people. Thus, despite the fact that growth rates have slowed compared not only to past trends but also to previous forecast series, this forecast growth is significant enough to place a heavy burden on regional infrastructure, which is already strained by the robust growth experienced over the past 60 years.

Employment for the 20 county Atlanta Region is projected to increase by 1.04 million jobs between 2015 and 2040, for a total job base of almost 4 million. The average annual employment growth rate during this period is forecast at 1.2%.

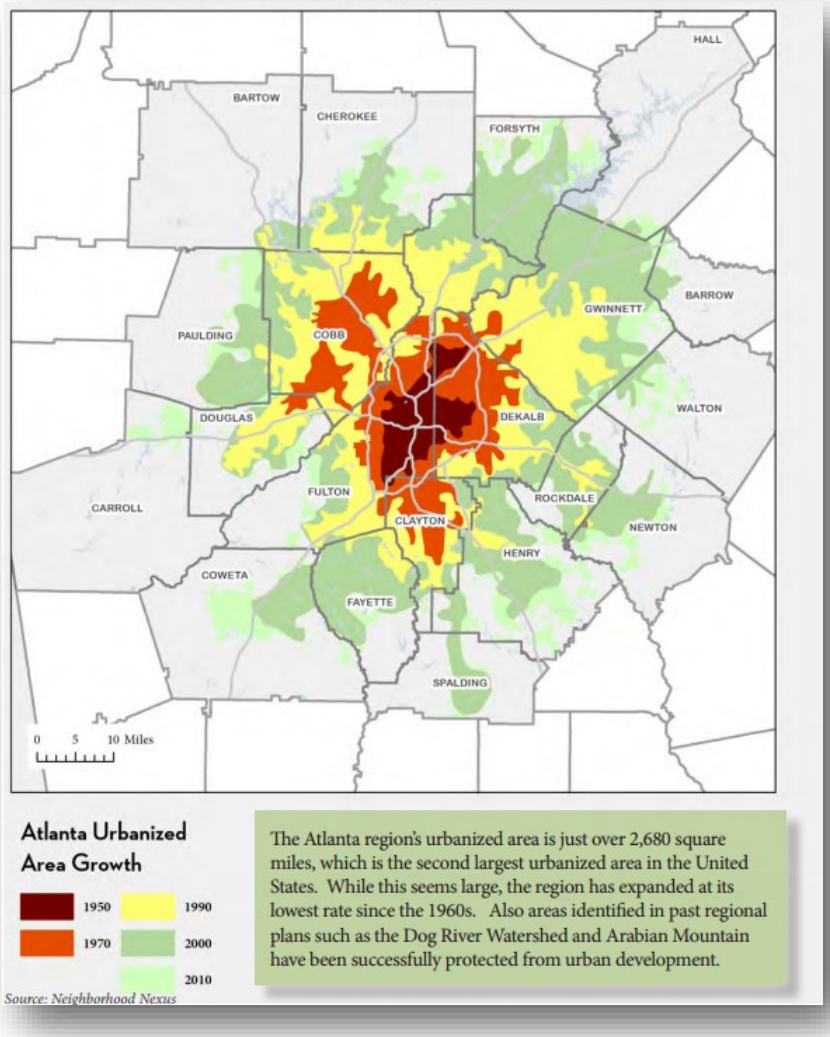
At the county level, growth in the core counties of Gwinnett and Fulton will be the primary driver of the Region's overall population growth over the next 30 years. Both counties are forecast to add 490,600 and 294,100 new residents, respectively. Combined, this is approximately 32% of the Region's total population growth in the years 2015-2040.

Two of the fastest growing counties in the nation over the last two decades – Cherokee and Henry – will continue to grow rapidly over the forecast period. Cherokee County will grow by 68% from 2015 to 2040, leading the 10 county Regional Commission (RC) area in percentage increase. It is forecast to add 159,200 people, while Henry will add 133,300, a 61% increase. The City of Atlanta's recent population surge will also continue.

While the 10 county RC area will capture more than 64% of the 20 county area's growth, larger percentage gains are found in the 10 counties falling outside the RC region. All but one of the counties outside of the ARC RC area are expected to increase by at least 50% in population between 2015-2040. Forsyth County is forecast to have the largest percentage population growth, increasing their population by 108%.

During each plan update cycle, ARC conducts extensive outreach and coordination with local governments to determine these county level estimates, as well as understand more precisely where people within each county are likely to live, work and shop in the future, based on major development announcements, building permits, zoning and other data. This information is then used in regional travel modeling efforts to simulate travel patterns within and between approximately 6,000 traffic analysis zones, essential to identifying and testing potential solutions. Technical aspects of the travel demand modeling process are described in the regional travel demand modeling section of ARC's website.

Growth of the Atlanta Urbanized Area (1950-2010)



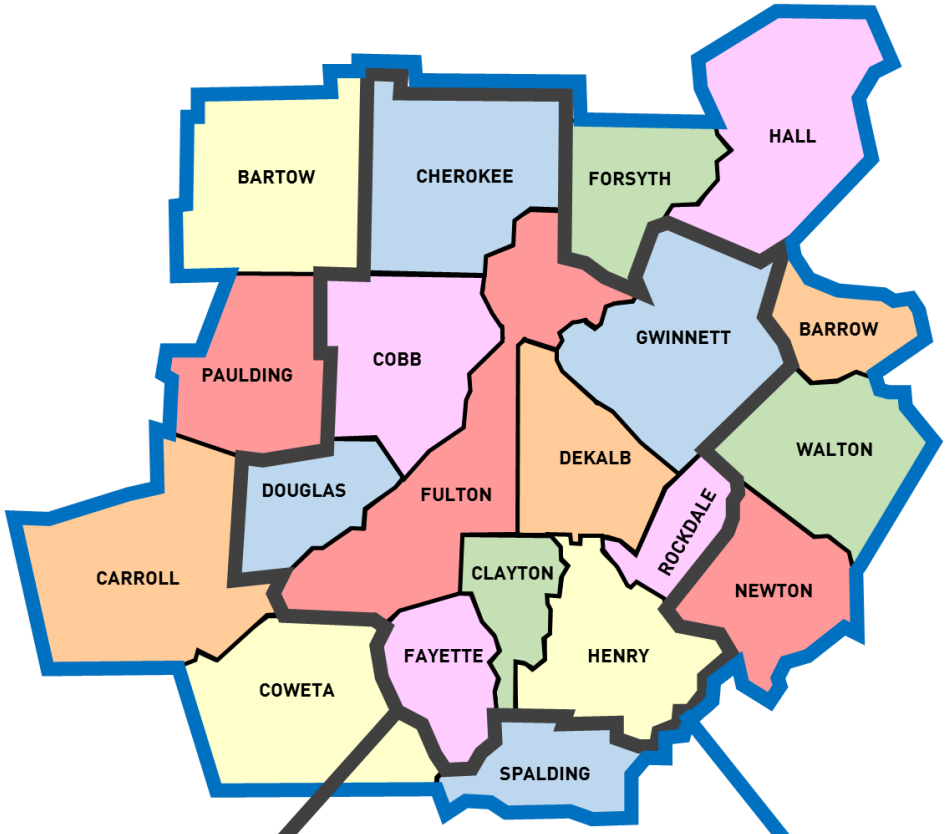
Forecasts

LEARN MORE

Modeling Process

LEARN MORE

Forecast 2015-2040 Population Growth by County*



COUNTY	2015	2040	CHANGE	% CHANGE
Cherokee	233,200	392,400	159,200	68.3%
Clayton	266,900	327,600	60,700	22.7%
Cobb	727,500	885,100	157,600	21.7%
DeKalb	718,400	874,400	156,000	21.7%
Douglas	137,300	201,300	64,000	46.6%
Fayette	111,000	143,300	32,300	29.1%
Fulton	970,300	1,264,400	294,100	30.3%
Gwinnett	859,800	1,350,400	490,600	57.1%
Henry	218,400	351,700	133,300	61.0%
Rockdale	89,400	128,100	38,700	43.3%

COUNTY	2015	2040	CHANGE	% CHANGE
Barrow	75,100	135,700	60,600	80.7%
Bartow	110,400	179,100	68,700	62.2%
Carroll	116,200	166,900	50,700	43.6%
Coweta	141,200	239,800	98,600	69.8%
Forsyth	206,700	430,300	223,600	108.2%
Hall	200,600	328,100	127,500	63.6%
Newton	106,500	166,200	59,700	56.1%
Paulding	149,400	259,600	110,200	73.8%
Spalding	66,300	100,100	33,800	51.0%
Walton	87,000	138,700	51.700	59.4%

10 COUNTY REGION TOTALS

2015 Population	4,332,200
2040 Population	5,918,700
Total Change	1,586,500
Percent Change	36.6%

20 COUNTY REGION TOTALS*

2015 Population	5,591,600
2040 Population	8,063,200
Total Change	2,471,600
Percent Change	44.2%

* *ARC develops forecasts for counties within one more air quality nonattainment areas for modeling purposes. Forecasts are not prepared for the portions of Dawson County and Pike County which are within the MPO area.*

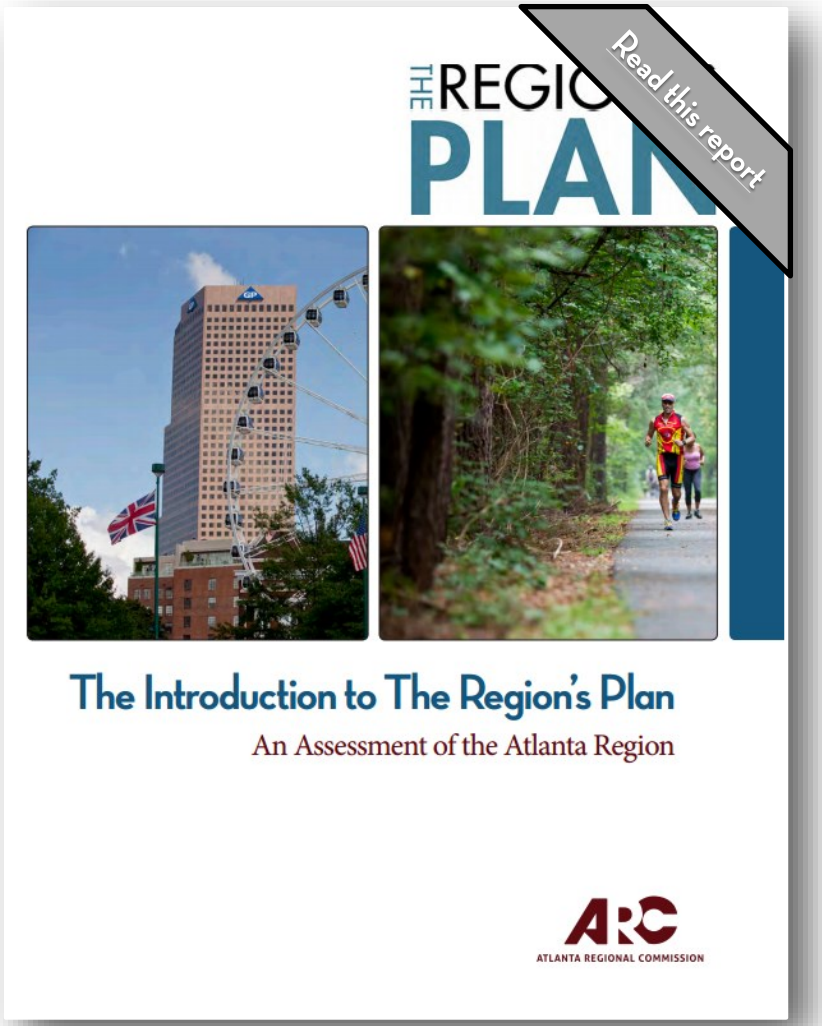
Regional Assessment Findings

The first critical step in the transportation planning process involves identifying investment needs. Needs identification begins with evaluating transportation system performance in the context of regional growth and development trends that drive travel patterns, specifically:

- Population, employment and various socioeconomic characteristics that impact the number and type of trips made within the Region
- Land use and development conditions that shape trip-making patterns and access to key destinations.

Needs analysis occurs for both current-year travel conditions, given existing land use and transportation systems, and projected travel conditions, assuming certain changes in land use, population and employment growth over time.

In March 2014, as part of *The Atlanta Region's Plan* development process, ARC completed a comprehensive Regional Assessment to define the planning context for the Atlanta Region and highlight critical transportation and land use issues that needed to be considered as part of *The Atlanta Region's Plan*. Regional policy makers reviewed and commented on these findings, which were used to shape the plan development process and inform plan recommendations. Findings most directly related to the complex transportation planning opportunities and challenges facing the Region are presented in the following sections. Where appropriate, information from the original assessment has been revised to ensure recommendations of *The Atlanta Region's Plan* and all its component elements reflect current conditions and the best possible forecasts of future conditions.



Hartsfield-Jackson Atlanta International Airport Is The Region's Greatest Economic Infrastructure Asset

The Regional Economic Competitiveness Strategy lists Hartsfield-Jackson Atlanta International Airport as the Region's greatest strength in terms of competitiveness. No other region in the world can claim the world's busiest airport. The airport serves 250,000 passengers a day to over 225 destinations around the globe, and 80 percent of the US population is within a two hour flight of the Atlanta Region. Passenger volumes continue to grow, leading to the need for improvements to the freeway system and nearby public streets to continue a high level of safety and accessibility.

The airport area is the one of the largest employment centers within the Region and is the largest employment center south of I-20. It has a direct economic impact of $32.5 billion to the Region's economy and:

- Is the largest employer in the state of Georgia with over 58,000 employees.
- Serves 150 U.S. destinations and more than 75 international destinations in 50 countries.
- Has the tallest air traffic control tower North America (398 feet or 121 meters) and the fourth tallest in the world.
- Averages more than 250,000 passengers a day.
- Averages almost 2,500 arrivals and departures daily.

Hartsfield-Jackson Atlanta International Airport ranks fourteenth in the United States in terms of cargo hauled. This is an area that airport leaders are looking to expand upon, which will have an impact on employment and transportation needs in the southern half of the Region.

Photo credit: Hartsfield Jackson Atlanta International Airport

Transportation Options Are Limited For Many Residents

Current premium transit services offer convenient access to less than half of all existing major activity centers in the Region. These premium services are important as they reliably move large amounts of workers and visitors to and from these crucial centers, which harbor the majority of the Region's current employment.

During 2013, these operators moved, on average, over 475,000 people each day throughout the Region, which is about 14 percent less than the average daily ridership estimates for 2009. Much of this decrease is explained by both service cuts by the major transit providers during the Great Recession and the elimination of transit in Clayton County during that time (now reinstated following a Clayton County vote in November 2014 to join the MARTA system). This shutdown left a large population of transit riders without reliable transportation options. While transit service and ridership has stabilized somewhat in recent years, funding for transit operations remains an issue, as local sources of funding provide most of the operating funds for these services.

Photo credit: MARTA

MARTA Rail Is The Backbone Of Our Regional Transit System

MARTA rail is only located within a two county service area, yet 15 percent of the 10 county Region's jobs are located within a half mile of a MARTA rail station. In 2013, ARC estimated that there is current market demand over 53,000 new residential units within a half mile of existing MARTA stations. The Region is responding to this demand for the first time in 10 years by opening up development opportunities on MARTA station properties, but these projects and stations need infrastructure investments to better connect to the community.

Current rail transit services offer convenient access to less than half of all existing major activity centers in the Region. This rail service is important as it reliably transports workers, residents and visitors to and from these crucial centers, which harbor large concentrations of the Region's current employment. While implementation of existing transit capital projects in the long range element of the RTP, as well as full realization of the Region's long-range vision for transit expansion will connect more new and emerging job centers, its level of success will be dictated by whether people choose to live and work close to transit services.

The growing network of managed lanes on the Region's freeways will also help extend the reach of transit by allowing buses to travel along them, better connecting residents and visitors with the many destinations not currently served by heavy rail transit. As the Region continues to grow and diversify, the need for more transportation options will also increase.

Image credit: MARTA

The Need For Transportation Investments Continues, But There Is Uncertainty In Long-Term Revenue Stability

Over a period of several decades, the Region has experienced a significant decrease in its capacity to implement large-scale projects. The recent economic downturn was prolonged, and transportation funding is not at levels needed to maintain and expand the Region's infrastructure to match growth projections.

Nationally, the funding trends are challenging. The federal funding crisis is based on declining Vehicle Miles Traveled (VMT) and the vehicle fleets' increasing use of alternative fuel vehicles. Both trends have led to decreased funds flowing into the Highway Trust Fund (HTF), the primary source of federal-aid for major transportation projects. The impact is reflected in the HTF's funding deficit, discussed in more detail in the Finances section of this document. The result of these funding shortages is uncertainty in planning for long term and large transportation projects.

At the state and local levels, however, great progress was made in 2015 with passage of the Transportation Funding Act of 2015 (TFA 2015). This state legislation, discussed in the Finances section, will add $750 million to $1 billion dollars for transportation needs annually. The bill also allows counties and their municipalities the ability to tax themselves to fund local transportation projects, an option accepted by the voters of Fulton County and the City of Atlanta in November 2016. The bill provides many needed opportunities to bringing the Region's and the State's transportation system up to standard and pave the way to reliable travel.

Opportunities For Success Are Limited For Too Many Residents

The Atlanta Region is perceived nationally as a place of opportunity for diverse populations. Historically, the city fostered many black-owned businesses in the early 20th century, many of which have grown into national enterprises. Part of this growth is due to the Region's relatively affordable housing, attractive quality of life, and breadth of educational opportunity. However, the factors that led to the Region's rise are now shifting, and metro Atlanta is in danger of no longer providing a solid foundation for future growth.

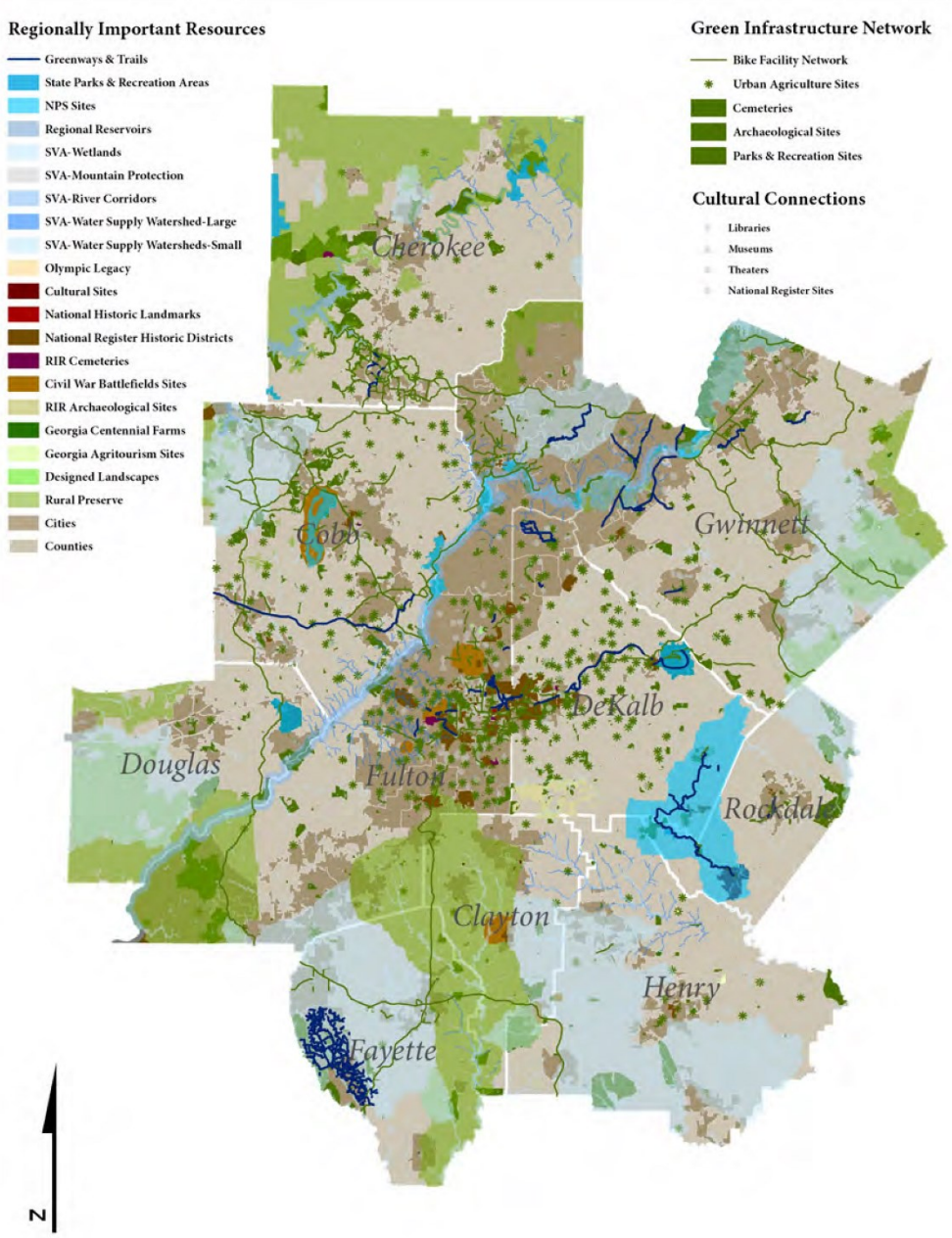
Between 2000-2010, the Region's suburban poor population roughly doubled – from 350,000 to 700,000 individuals. This sharp increase has taken place in communities with limited transit access, schools that are largely unprepared to deal with this shift, and social support networks that are focused on the inner city. Many have slipped into poverty as a result of the Great Recession, and others due to the rising cost of living while wage growth has stagnated. The way our Region addresses these challenges must be coordinated, taking into account the interconnectivity of land use, transportation, education, and economic development.

A Strong Workforce Starts With Access To Quality Education For All

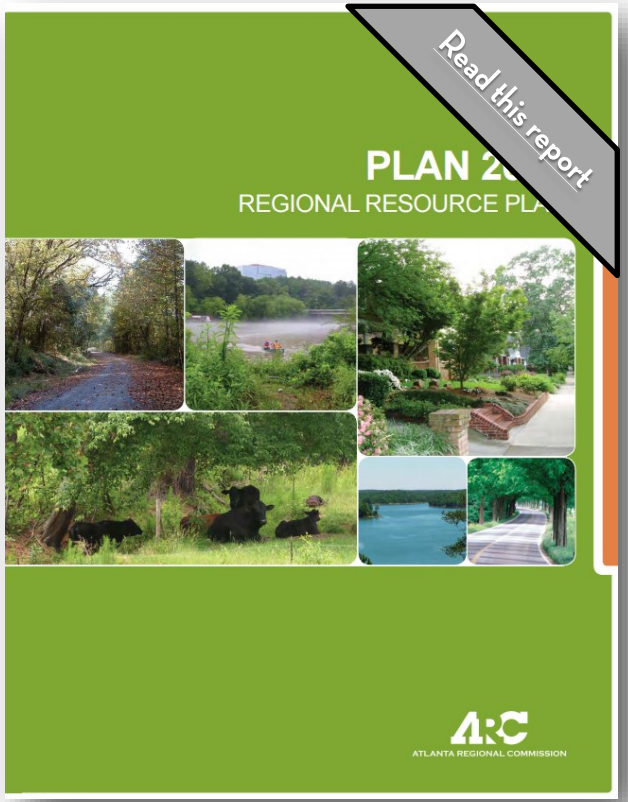
High quality public education is a key building block for a successful regional economy. As our Region rises to the challenge of addressing growing needs and limited resources, we must equip the Region's children with a 21st century education that gives them tools to take part in a competitive regional economy. Several school districts in the Region have in recent years struggled with the threat of having their accreditation pulled, and the statewide controversy around the Common Core standards continues.

In the 10 county Atlanta Region, 56 percent of all public school students are economically disadvantaged (eligible for free or reduced price lunch), and the average high school graduation rate is 68 percent. Children in districts with a higher percentage of economic disadvantaged students graduate at significantly lower rates than the Region as a whole. This trend is alarming not only because our Region seeks to expand economic opportunity for all residents, bus also because businesses are drawn to communities that provide a high-quality education for students in a variety of industry-relevant fields.

Regionally Important Resources



ARC has also developed a *Regional Resource Plan* that identifies critical components of the region's green infrastructure that all parties in the region will need to work to preserve and protect. Initial designation as a Regionally Important Resource does not denote that an area is off limits to future development. What it does suggest however, is that these areas should have an enhanced level of protection and management and that careful consideration should be given to new development. Developing regional priorities for the protection, conservation and/or coordinated management of our region's critical natural and cultural resources is a critical component of *The Atlanta Region's Plan* and influences recommendations of the RTP.

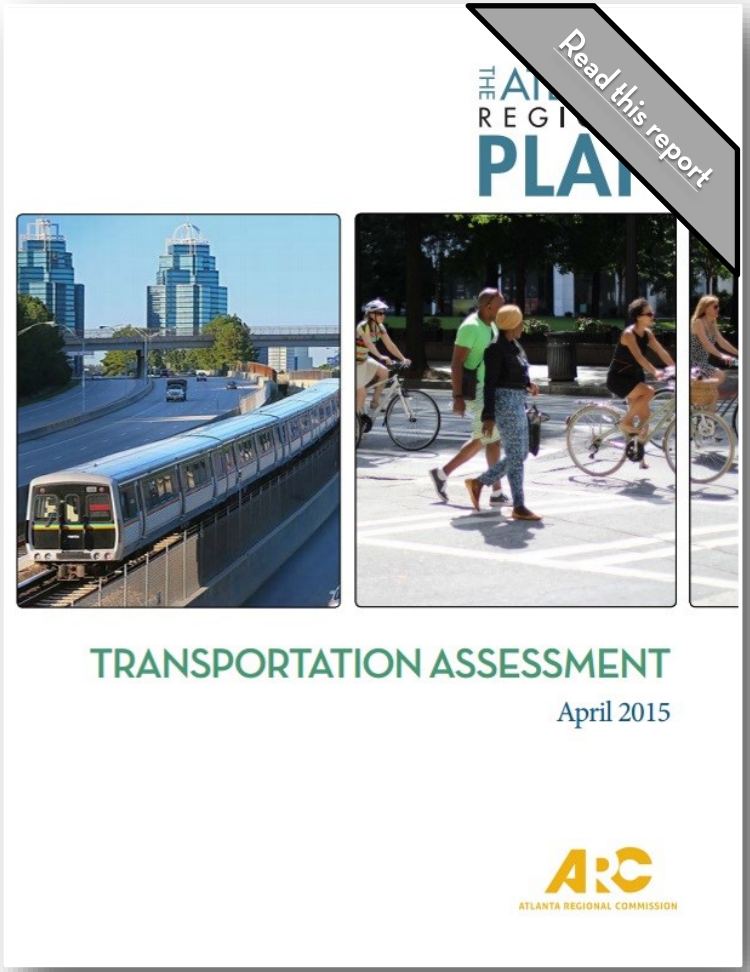


Transportation Assessment Findings

The *Transportation Assessment* identified a number of specific findings and observations about how well the Atlanta Region's transportation system and existing programs meet the definition of "world class", support the Region's economy, and contribute to healthy and livable communities. The document is structured around sections which present data, observations and anecdotal information to explore how well the existing system measures up against the three main outcomes of *The Atlanta Region's Plan* vision.

The assessment found that the Region's transportation system is "world class" in many regards. But like any major metro area, there are shortcomings that must be addressed in order to maintain and build upon the Region's reputation as a great place to live, work, play and do business. Five overarching transportation challenges face the Region: 1) funding, 2) congestion, 3) accessibility, 4) safety and 5) equity. These findings are presented as a series of call to action statements, along with a discussion of why achieving the outcome is vital to the success of the Atlanta Region and all of its communities.

None of these challenges are unique to the Atlanta Region and the terms will resonate with residents of urban areas across the country. But there are circumstances related to each of these challenges distinct from those in other regions and will warrant a continuously focused effort to address. The recommendations of *The Atlanta Region's Plan (Transportation)* are designed to aggressively target these challenges.



1 We must invest more in our transportation system.

World class cities and regions invest in their infrastructure to expand the number of ways for people and goods to move around efficiently and safely. Today's system was designed to accommodate a lower density development pattern, a formula which worked well to grow the Region's economy throughout the latter half of the 20th century. But that formula has become unsustainable and we are now at a pivotal moment in determining how the Region should continue to grow. Many of our suburban roads now serving large subdivisions were once tranquil country byways. These roadways were not designed for the way they are being used today.

For example, too much traffic is being forced along narrow two-lane roads constructed in an era when traffic was light and slower moving. Many regional freeways are overwhelmed by commute traffic and trucks for large parts of the day and expanding capacity would be prohibitively expensive. The footprint of the transit network is too limited to serve the needs of those who cannot drive and those who want to have other options. Sidewalks and biking facilities are disconnected, even in denser parts of the Region where those types of trips are convenient. All of these systems become more expensive to maintain as they age, with the bill now coming due for major rehabilitation projects for the significant amount of infrastructure built in the latter half of the 20th century.

In recent years, calls for being more efficient in how and where financial investments are made in order to "get the biggest bang for our buck" have resulted in a leaner transportation program relying on objective data in the decision making process. But multiple rounds of belt-tightening have not fully solved the problem. To use an analogy, making transportation investment decisions is similar to managing a household budget. The homeowner can defer or eliminate unnecessary purchases such as a new television or clothes when money is temporarily tight, but if routine household expenses continue to rise and her paycheck remains flat, the problem will continue to become ever more acute. Her ability to pay the mortgage, utility bills and repair bills will become a challenge as well, regardless of how many "nice to have" items she may cut from the household budget.

That's the situation the Atlanta Region finds itself in now: how do we maintain what we already have, while still accommodating continued rapid growth, all on a budget that isn't enough to accomplish either? Innovative finance strategies and public private partnerships are important elements of the solution if we hope to address the myriad of needs.

Photo credit: US News and World Report

Note that the Transportation Assessment was completed in early 2015, prior to passage of the Transportation Funding Act, which significantly increased state funding for transportation. The TFA also provides a mechanism for local governments to increase their investment level through sales tax increases.

2 Congestion threatens the economic competitiveness of the Region, impacting quality of life and our national image.

The Atlanta Region is home to Fortune 500 companies, has a booming filming and tourism industry, is the cradle of the American civil rights movement and has a denser tree canopy than almost any other metro area of its size in the country. Yet, when asked about the Atlanta Region, the first reaction of many people centers around traffic congestion. Even if they have not visited here, they will often offer that they've heard from others who have that traffic is bad.

While it's undeniable that significant portions of the highway and street network do experience significant congestion on a routine basis, our Region's reputation might be somewhat overstated. Even though traffic is heavy at virtually all times, many roadways operate at or near the speed limit throughout most of the day. And even those roadways experiencing peak period congestion frequently have free flow conditions during the midday, evening and weekend periods. It's reasonable to make an argument that congestion would not be a major issue on many roads if it weren't for crashes, stalls and reckless driving.

So where does this reputation for extreme traffic congestion come from? Some of it is warranted because congestion is an indicator of a strong economy, where the pace of growth has exceeded the ability of the transportation system to keep up with demand. This is true of any economically vibrant city around the globe. But some may stem from the level of exposure many commuters have to congested conditions due to long travel distances and a lack of options. Parts of the Region lack a comprehensive network of surface streets that can siphon traffic away and around those hot spots, so the commuter has no choice but to endure that choke point. Even if 20 miles of a 25 mile commute occurred at the speed limit, it's those five miles of stop and go traffic that can double or triple the overall trip time and color this commuter's perceptions of how bad congestion was along the entire route.

Despite conventional wisdom, we must recognize that congestion is not a problem for most of the network for large portions of the day. Barring the occasional incident, congestion tends to be concentrated along segments of certain corridors at certain times of the day. With limited financial resources, the Region must identify and target the underlying cause of congestion in those areas and be open to a wide array of potential solutions, including additional lanes, operational improvements and other travel options.

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FROZEN IN PLACE

»Hundreds of kids, teachers stranded at schools overnight. | »Motorists stuck on icy roadways for hours on end. | »Governor declares state of emergency for all 159 counties.

Road to gridlock

Snow, ice lock up traffic as commuters clog roads

Weather updates all day long

Snow, traffic take toll

Image credit: Atlanta Journal Constitution

3 Accessibility issues require more emphasis if we hope to attract and retain millennials and aging adults.

The Atlanta Region should strive to be the type of place which meets the needs of people of all ages and abilities. Young adults add a dynamic flavor to an area and force us to challenge conventional wisdom by demanding new approaches to old problems. Older adults bring the wisdom of their years to the Region, along with a great deal of free time and disposable income. They can be an enormous asset to the economy, as well as providing checks and balances in discussions about what strategies may be workable and which ones aren't through practical experience.

For young adults, the Atlanta Region offers top-notch higher education opportunities, affordable housing, good career opportunities, and the types of vibrant urban areas which that generation seeks out. For older adults, the Atlanta Region has recreational and volunteer opportunities, excellent medical facilities and a huge diversity of communities which to call home.

A key challenge is that many of the places of importance to these two groups aren't well connected, except by automobile. And these are two groups whose members are interested in options other than the car to get around. The Millennial generation places enormous value on electronic connectivity, with less emphasis on physical mobility. And when they do need to travel, car-sharing services, bicycling, walking and transit are often the preferred methods. Aging Boomers are hesitant to give up their keys, but declining cognitive and motor skills are leaving many with no choice but to find other ways to get around.

Frequently, it's not the "mainline" part of the journey which is most problematic, but rather making the short connections at either end of the trip. Bus and rail services can carry somebody across a county, but that may be of little help to an individual in a wheelchair if well designed and maintained sidewalks aren't available between the station and the front door of a business. A paved path can make a 10 mile commute viable by bicycle, but a potential rider may be discouraged if there is no way to get the last mile between the path and her office except along a busy high-speed road. These first mile / last mile connections are critical if we want to maximize the potential of these other travel options. While important for all generations, their absence can be a major factor for a young adult or retiree considering whether the Atlanta Region is a good place to call home.

4 The Region must protect and improve the health and safety of all of our residents.

Ensuring that people arrive at their destination safely must be given as much consideration as reducing traffic congestion and motorist travel times. Achieving this requires education, enforcement and behavioral changes, which are not directly under the purview of *The Atlanta Region's Plan* to address. But transportation agencies can help prevent avoidable injuries and deaths through good design and prioritizing funding for a safer transportation system.

A challenge emerging for metro Atlanta is that roads are particularly unsafe for people walking or riding bicycles. Transportation agencies must improve roadway designs to minimize routine traffic risks and make walking and bicycling safe and convenient options. Infrastructure design is critical, especially for elements that reduce traffic speeds, improve crossings along busy corridors, and protect vulnerable road users. ARC can advance a safety vision for the region and prioritize projects that include proven safety countermeasures. Outside ARC's purview – but important for local results – are enforcement actions that increase automatic recording and normalize enforcement action, and marketing or outreach strategies that focus on reducing driver inattention and improve user behaviors. Careful attention to the design of our roadway system can help reduce the danger faced by all travelers and discourage risky behaviors.

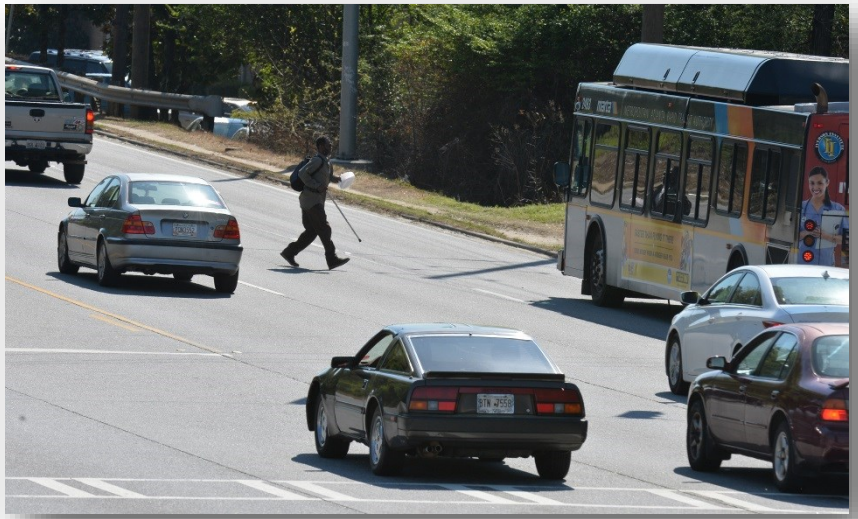

Photo credit: Atlanta Journal Constitution

5 Cultivating prosperity in all communities must be a key consideration in designing and prioritizing transportation strategies.

In some cases, growth can appear as if it happens almost overnight, as evidenced by the phenomenal amount of growth along Atlanta's Eastside Trail over the past few years. In other cases, the payoff may not occur for years, or even decades. Developers and local governments are doing a more effective job directing growth along the MARTA rail network, as demonstrated by recent announcements by State Farm and NCR to build new headquarter campuses with direct access to the system.

The center of gravity for development in the Region is still north of the geographic center, but there are signs that the pendulum is beginning to shift. Much work remains to be done, however, to give all parts of the Region an equal opportunity to share in the benefits of growth. Congestion in western, southern and eastern areas may not be as widespread or severe as in the northern swath of the Region, but there are still locations which are severely trained by traffic.

But just because congestion may not be as significant an issue in these areas compared to elsewhere in the Region, that doesn't mean there aren't transportation needs. Throughout the Region, there are signs of disinvestment in the existing transportation system that can discourage developers from giving some areas due consideration. Poor pavement condition, malfunctioning traffic signals, lack of transit options for low income and disabled residents, badly maintained rights-of-way and sidewalks, and clogged storm drains are often more urgent challenges in these areas than congestion.

Some parts of the Region are able to compensate for a lack of state and federal funding through a combination of local option sales taxes or funds generated through community improvement districts. But in areas without these mechanisms, even minor maintenance projects are difficult to afford. And when these issues go unaddressed, it can create a downward economic spiral as potential new businesses and residents are turned away due to the atmosphere of neglect and decay the lack of routine maintenance creates. The entire Region must work together to find a way to stop this cycle. The economic development potential of a road surfacing project in a distressed area could be just as significant as a new interchange or roadway might be to a more affluent community. While the immediate impact may not be as large, such a project could be an inexpensive way to inject a spark of life into parts of the Region which have fallen further and further behind over the years.

Photo credit: Creative Loafing Atlanta

THE ATLANTA REGION'S PLAN 2040 RTP

PROCESS

There are many ways to assess how well various projects and programs address transportation needs. Learn about the methodologies used to identify the best possible recommendations for our Region.

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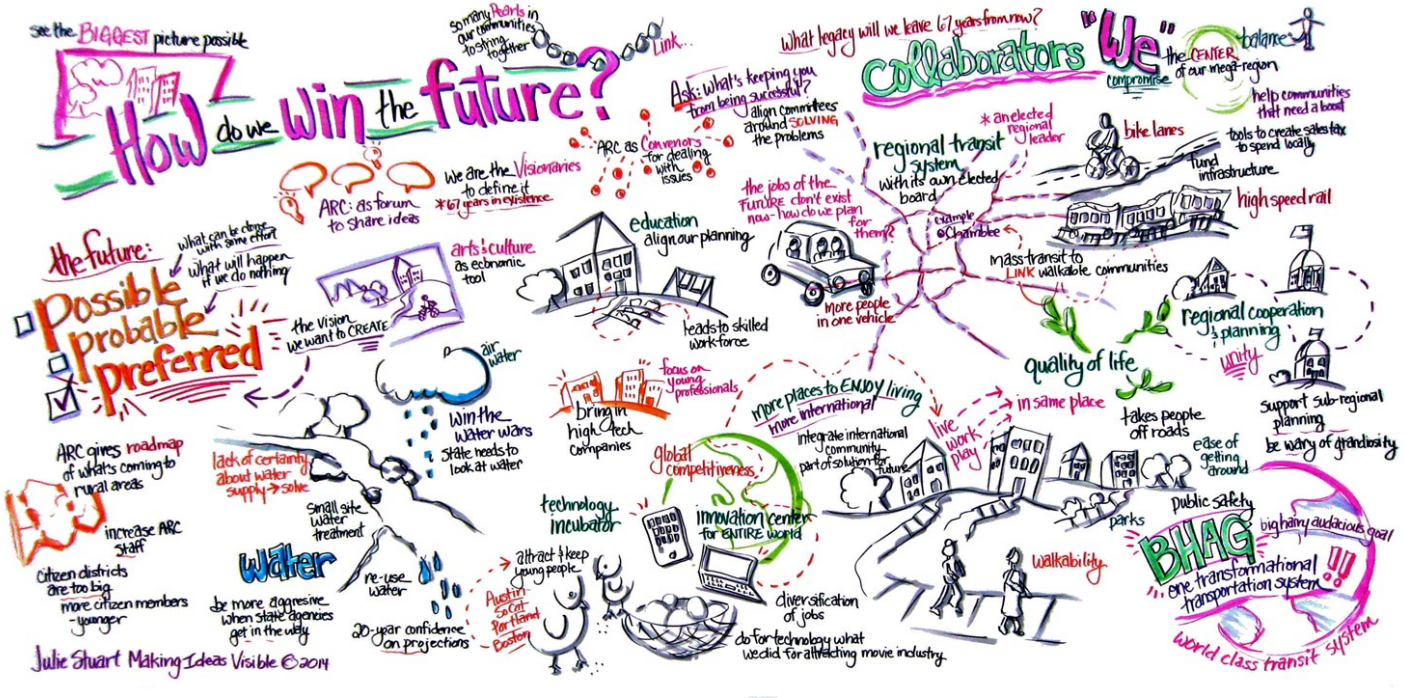
Policy Framework

In 2014, the ARC Board adopted a planning framework for *The Atlanta Region's Plan* that focuses on a threefold vision of providing world-class infrastructure, building a competitive economy and ensuring the Region is comprised of healthy and livable communities. This vision, along with six key goals set by the ARC Board, serves as the foundation for the *Policy Framework* that was finalized in August 2015. All component elements of *The Atlanta Region's Plan*, including transportation, rely on objectives and policies outlined in that document to guide the development of recommendations.

Transportation plays a critical role in supporting all aspects of *The Atlanta Region's Plan* vision. Whenever possible, recommendations outlined in the Solutions section of this document relate back to this framework to demonstrate the linkages that transportation projects and programs have in supporting a world class infrastructure, a competitive economy and healthy livable communities.

Each goal defined in the *Policy Framework* is made actionable through a set of objectives and policies. These guide the conversation and process for making decisions on funding priorities. The primary goal for the transportation element of *The Atlanta Region's Plan* is "Ensuring a comprehensive transportation network, incorporating regional transit and 21st Century technology". It is supported by seven objectives and 23 policies.



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August 2015
THE REGION'S PLAN
POLICY FRAMEWORK
ATLANTA REGIONAL COMMISSION

The Atlanta Region's Plan - Policy Framework Vision and Goals

THE REGION'S PLAN VISION

GOALS

Ensuring a comprehensive transportation network, incorporating regional transit and 21st Century technology

Secured, long-term water supply

GOALS

Developing additional walkable, vibrant centers that support people of all ages and abilities

Promoting health, arts and other aspects of a high quality of life

GOALS

Building the region as a globally recognized hub of innovation and prosperity

Developing a highly educated and skilled workforce, able to meet the needs of 21st Century employers

Atlanta is one of the world's most dynamic metropolitan areas, competing globally on the strength of our diverse population, robust economy, myriad cultural assets and attractive lifestyles. We will 'win the future' through intensive collaboration that honors and leverages the uniqueness of our communities.

Transportation Objectives and Policies

1 Maintain and operate the existing transportation system to provide for reliable travel.

- 1.1 Prioritize data-supported maintenance projects over expansion projects.
- 1.2 Promote system reliability and resiliency.
- 1.3 Promote transit and active transportation modes to improve access.

2 Improve transit and non-SOV options to boost economic competitiveness and reduce environmental impacts.

- 2.1 Establish effective transit services that provide regional accessibility.
- 2.2 Prioritize transit projects in areas with transit-supportive land use, plans and regulations.
- 2.3 Promote bicycle transportation by developing safe and connected route options and facilities.
- 2.4 Promote pedestrian-friendly policies and designs.
- 2.5 Enhance and expand Transportation Demand Management (TDM) programs.

3 Strategically expand the transportation system while supporting local land use plans.

- 3.1 Prioritize solutions that improve multimodal connectivity.
- 3.2 Direct federal funding for road capacity expansion to the regional strategic transportation system, including the managed lanes system.
- 3.3 Road expansion projects in rural areas should support economic competitiveness by improving multi-modal connectivity between centers.
- 3.4 Implement a complete streets approach on roadway projects that is sensitive to the existing community.

4 Provide for a safe and secure transportation system.

- 4.1 Promote and enhance safety across all planning and implementation efforts, including support for the state strategic highway safety plan.
- 4.2 Coordinate security and emergency preparedness programs across transportation modes and jurisdictions.

5 Promote an accessible and equitable transportation system.

- 5.1 Maintain and expand transportation options that serve the region's most vulnerable populations.
- 5.2 Improve connectivity around transit stations and bus stops for all users.
- 5.3 Increase funding for Human Services Transportation (HST) and Medicaid transportation services.
- 5.4 Increase access to areas with essential services, including healthcare, education, recreation, entertainment and commercial retail.

6 Support the reliable movement of freight and goods.

- 6.1 Provide safe and reliable access to freight land uses and major intermodal freight facilities.
- 6.2 Promote the use of information technologies to foster the most efficient movement of freight.
- 6.3 Preserve industrial land uses in proximity to existing freight corridors.

7 Foster the application of advanced technologies to the transportation system.

- 7.1 Pursue the application and use of advanced technologies.
- 7.2 Encourage the application of passenger information technologies.

State Planning Coordination

ARC works with several state agencies in developing regional transportation project recommendations and ensuring programs in *The Atlanta Region Plan's Transportation Element* are complementary:

- **Georgia Department of Transportation (GDOT)** builds, maintains and operates much of the Region's roadway network, and is the conduit through which all federal transportation funding to the State of Georgia flows.

- **State Road and Tollway Authority (SRTA)** operates toll facilities in coordination with GDOT and is an important financial partner due to their bonding capabilities under state law.

- **Georgia Regional Transportation Authority (GRTA)** operates the regional Xpress bus system and provides oversight of the Transportation Improvement Program (TIP), the short-range component of the overall transportation plan, on behalf of the Governor.

Federal legislation requires states to have a multimodal long-range transportation plan that outlines general investment policies over a minimum 20-year plan horizon. *Statewide Transportation Plans* (SWTP) must be continually evaluated and periodically updated as appropriate, typically every four to five years. At the state level, Georgia legislation requires a transportation investment plan with specific investment strategies identified to advance economic growth in the state. This *Statewide Strategic Transportation Plan* (SSTP) must be updated every two years with ongoing monitoring of key strategies through an annual performance monitoring progress report. For the first time, the two plans were merged into a single document in the most recent update which concluded in January 2016.

Georgia's Transportation Assets

HIGHWAYS	**123,546** center line miles	**15%** owned by GDOT	supporting **215 million** vehicle miles traveled (VMT)
BRIDGES	**14,739** bridges (including culverts)	**55 percent** owned by GDOT	
TRANSIT	**15** urban fixed-route transit providers	supporting **152 million** bus riders in 2012	
FREIGHT RAIL	**4,844** miles of active track	supporting **193 million** tons of goods in 2010	
AIRPORTS	**104** publicly owned airports	includes **9** commercial service airports	supporting **47 million** commercial passengers in 2012
BIKE/PEDESTRIAN	**14** state bike routes	supporting **75,000+** bicycle/ pedestrian commuters in 2010	
MARINE PORTS	**3** ports in operation	supporting **27 million** tons of goods in 2010	

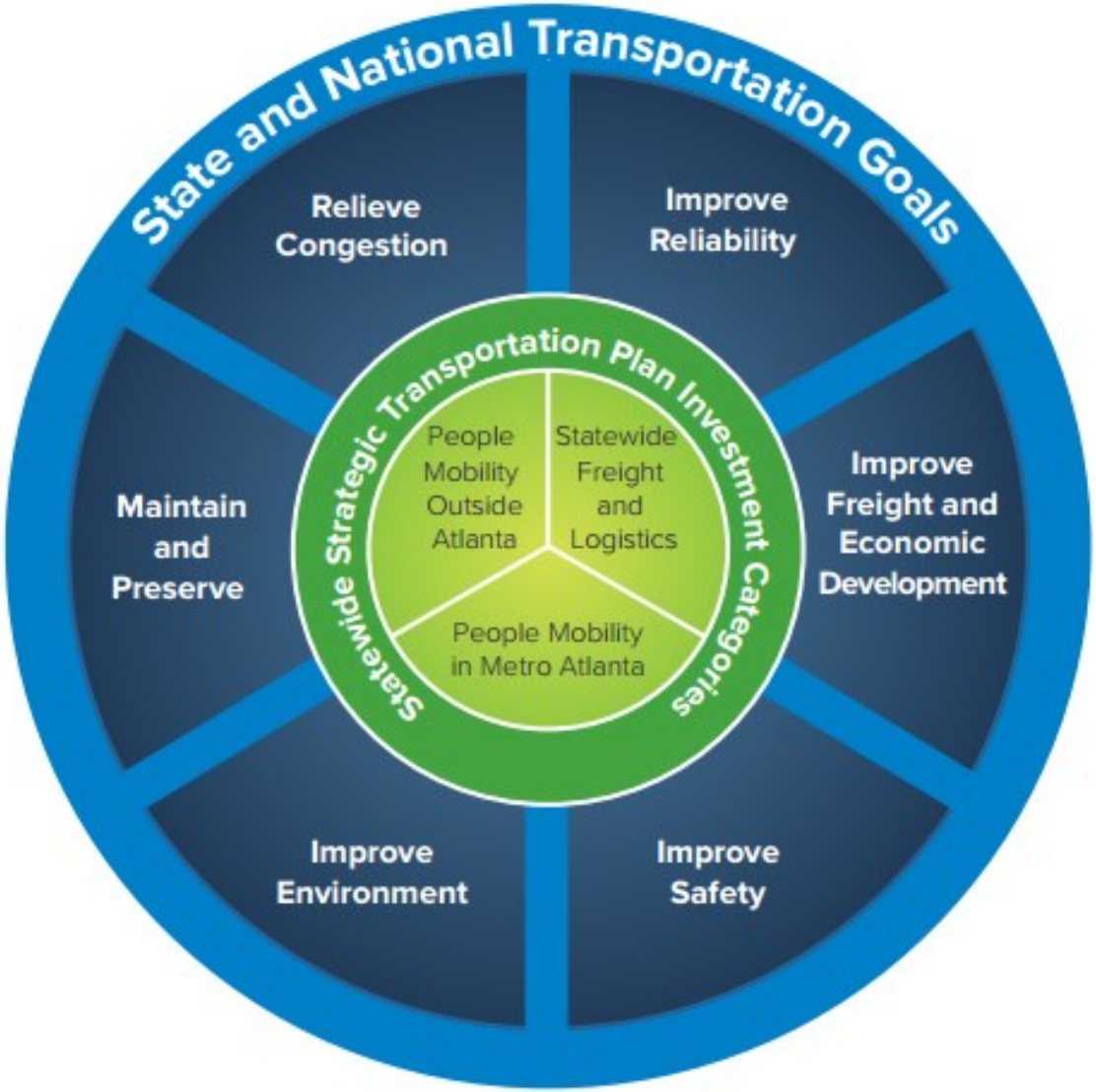
The transportation goals and objectives defined in the original SSTP were developed through a process designed to understand what is important to Georgia's transportation customers, addressing four key questions:

1. What do Georgia's citizens and businesses expect and need from their transportation network?
2. What levels of performance will attract and keep businesses and talent in Georgia's economy?
3. What characteristics or features in a transportation system will make Georgia an attractive place to live?
4. What will it take in terms of investment to drive growth across the State?

To address these questions, the goals of the current SWTP/SSTP were aligned and structured around three core investment categories:

1. Statewide freight and logistics
2. People mobility (excluding Atlanta)
3. People mobility in metro Atlanta

The SWTP/SSTP does not enumerate specific projects, but rather identifies general approaches and strategies the state will follow for various components of the multimodal transportation network. This structure provided key direction in the development and prioritization of projects and strategies included in *The Atlanta Region's Plan*.



Roadway Capacity

- Focus roadway capacity expansions on priority freight corridors.

Roadway Operations

- Improve network reliability through managed lanes systems in metro Atlanta.
- Continue to apply comprehensive operational investments (e.g., ramp metering, incident response, signal coordination).

Safety

- Implement the *Strategic Highway Safety Plan*.
- Continued focus on high crash intersections and roadway departure improvements to reduce serious injuries and fatalities resulting from infrastructure deficiencies.
- Continued, aggressive education efforts on safety needs to address fatality reductions, in particular.

Pavement

- Aggressive investment in pavement over today's spending levels to meet federal and state performance expectations, reduce commercial and private vehicle operating costs, and improve safety.
- Invest on priority corridors (e.g., priority freight corridors, Interstate Highway System).
- Reconsider size of Federal Aid System to reduce overall pavement maintenance burden over time.

Bridges

- Continued investment in bridge network at approximately today's funding levels to maintain and improve overall system and meet federal and state performance expectations.

Transit Capacity

- Continue to support fixed route service in urbanized areas not currently served and expanded/improved transit to underserved portions of urbanized areas.
- Continue to support expansion of rural transit to counties without rural human services transportation.
- Support transit enhancements for existing service, e.g., new park-and-ride facilities inside and outside of metro Atlanta, express bus expansion in Atlanta.

Bicycle/Pedestrian

- Continue to implement GDOT complete streets policy.
- Improve tracking and reporting of bicycle and pedestrian funding allocations.

Intermodal (Freight-Rail, Ports, Aviation)

- Continue to promote and enhance rail safety.
- Collect more data on tracks and bridges, hazardous materials, grade crossings.
- Collaborate with neighboring states on regional solutions to freight challenges.
- Increase goods movement by rail; e.g., support GDOT-owned short line upgrades, remove key freight bottlenecks, improve grade crossings.
- Improve port-rail access, storage and operating efficiencies.
- Improve last-mile connections to intermodal facilities (port, aviation, rail).
- Modernize systems to accommodate more stringent federal standards

Local Planning Coordination

The Atlanta Region's Plan (Transportation) must reflect the needs and priorities of a vast number of stakeholders, from the federal and state levels all the way down to counties, cities and neighborhoods. This is accomplished through a number of programs and initiatives. In addition to periodically providing funding and planning expertise for specialized corridor or subarea studies led by local governments, ARC sponsors two core programs. One of these is the Livable Centers Initiative (LCI), which is described in the Solutions section of this document. The other is the Comprehensive Transportation Plan (CTP) program.

The primary way in which recommendations of *The Atlanta Region's Plan (Transportation)* are shaped to address issues at a local level is through the CTP program. The purpose of the program is to ensure that transportation infrastructure has a positive impact on strengthening our economy and communities at both the local and regional levels by providing financial incentives for counties and their constituent municipalities to develop joint long-range transportation plans. Since 2005, ARC has made federal funding available to assist counties and cities in developing joint long-range transportation plans. These plans serve as the foundational building blocks of regional transportation planning efforts and are updated on a five to seven year rotating cycle.

While participation in the program is voluntary, most of the Region's jurisdictions are active participants and have found the program to be a valuable resource in understanding their needs, identifying solutions, establishing priorities, and defining a course of action to get much-needed projects funded and built.

The basic expected outcomes of a CTP are:

- Prioritized list of transportation investments necessary to support the visions for economic development and strong communities established by cities and counties.
- Five to ten year fiscally constrained action plan which reflects currently available funding sources and feasible policy actions that can be taken at the city/county level.
- Recommendations that have been vetted through a robust community engagement process and formally adopted by local government policy officials.
- Recommendations that leverage regional facilities, services and programs to address local needs and priorities.
- Recommendations that can knit together previous plans and projects identified at the community level through Livable Centers Initiative (LCI) studies, Community Improvement District (CID) work programs, county/city Capital Improvement Programs (CIP), corridor studies, and other initiatives.

Funds are programmed in the Region's six-year TIP based on the most recent population estimate of the recipient jurisdiction. Amounts are reassessed periodically to reflect any significant population growth which may occur over time and to ensure the level of funding matches the level of planning activities required to meet the program's expected outcomes. Currently, amounts range from a minimum of $250,000 to a maximum of $1,000,000, with a minimum local match requirement of 20%.

Needs and priorities vary from jurisdiction to jurisdiction across the Region. For that reason, the emphasis areas of each CTP work program can vary considerably. While all CTPs must address 10 core elements,

the depth to which each is studied can be modified to match the relative importance of that element to the jurisdiction. The core elements which every CTP must include are:

- State of Good Repair / Maintenance
- Roadways
- Transit
- Active Transportation
- Freight and Goods Movement
- Human Services Transportation (HST)
- Transportation Demand Management (TDM) Programs
- Intelligent Transportation Systems (ITS) / Technology
- System Resiliency / Emergency Preparedness
- System Performance Monitoring and Reporting Program

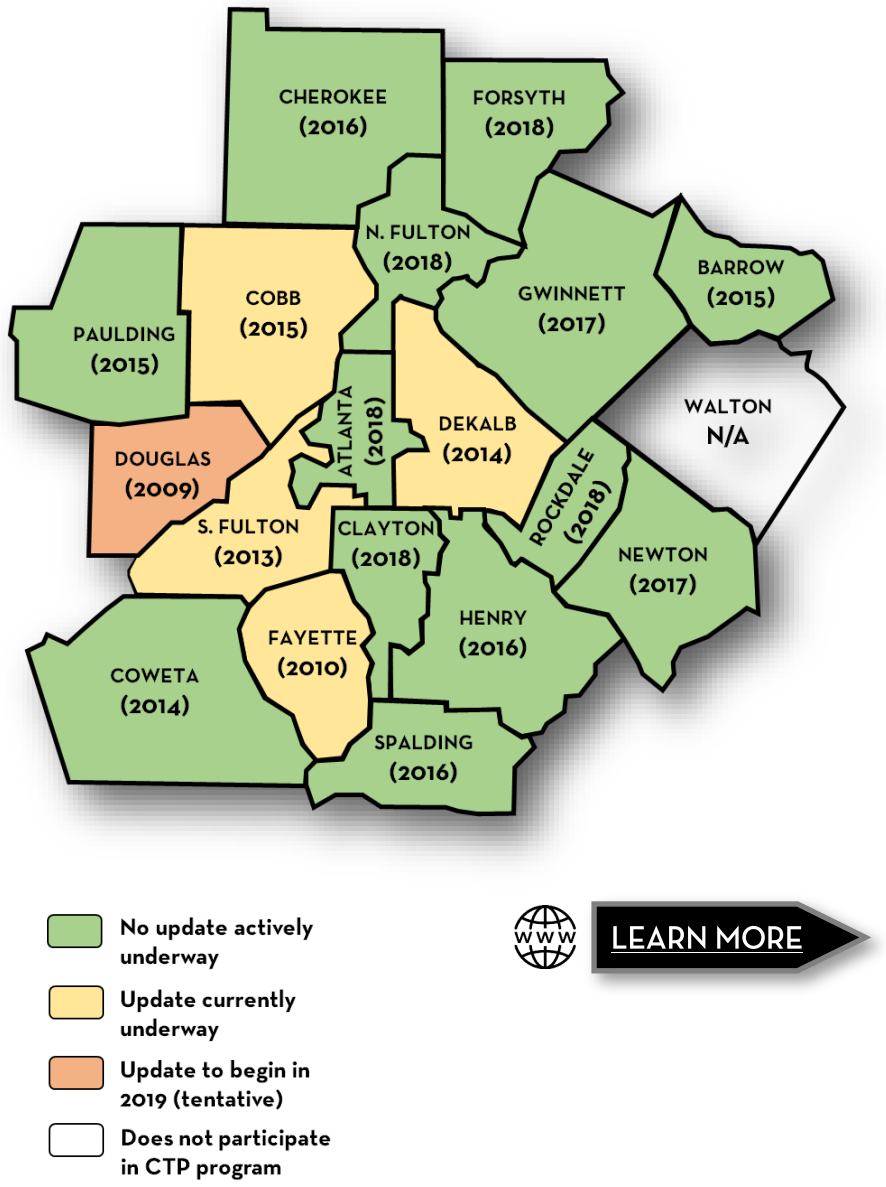
Five other potential elements have been identified, but are considered optional since they may not be universally relevant to or a high priority for every jurisdiction in the Region:

- Airport Access
- Subarea and/or Corridor Analyses
- Traffic Calming Program
- Health Impact Assessment (HIA)
- Project Screening

The above list is not all inclusive, but does clearly demonstrate the flexibility of the program to address and focus on those transportation issues which are the most relevant and important to local communities.

The Atlanta Region's Plan (Transportation) is informed by 18 completed CTPs, of which four were actively being updated as of May 2019. The relationship between the timing of future CTP updates and the regional planning process is discussed in the Future section of this document.

CTP Adoption Dates and Update Status (as of May 2019)



Modal Planning Coordination

In addition to the comprehensive transportation planning activities which occur at the state and local levels, the recommendations of *The Atlanta Region's Plan (Transportation)* also incorporate findings of various studies and plans which focus on a specific group of travelers and their needs. These modal plans typically do not focus on a specific geography, such as a city, county or corridor, but rather have broad applicability to the entire Region.

The chart depicts the key user groups of the transportation system and identifies the primary modal plans from which *The Atlanta Region's Plan (Transportation)* was developed. It would not be accurate to characterize their relationship to the transportation plan as being subelements. Rather, these are considered as extensions to this plan where more detailed information on modal data, analysis results and recommendations can be obtained. To the extent possible, this plan synthesizes the key findings of each into a coordinated and complementary set of projects, programs and initiatives, but does not attempt to incorporate each modal plan in its entirety.

The timing of the development of each modal plan varies and it is not always possible to revisit each within the regional planning cycle. While many plans, such as those for bicycling and walking, freight, managed lanes and the airport master plan, were refreshed in the year leading up to finalizing *The Atlanta Region's Plan (Transportation)*, several others have not changed since an update to the PLAN 2040 RTP was adopted in early 2014. ARC has identified the need to update many of these over the next couple of years in anticipation of the next RTP update due in early 2020, notably the transit vision and the thoroughfares network. These needs and others are identified in the Future section of this document.

It should be noted that there are a large number of additional modal studies underway at any given time which focus on a particular jurisdiction, corridor or location. For example, MARTA is continuing environmental work related to several fixed guideway transit services, including SR 400, I-20 East and Clifton Corridor. GDOT is investigating how to relieve automobile congestion along the I-75/85 Downtown Connector. And numerous cities and counties are at various stages of developing local bicycle and pedestrian plans, transit feasibility studies or freight access analyses.

The Atlanta Region's Plan (Transportation) **is built from numerous other plans which focus on specific components of the overall system**

- Walk! Bike! Thrive! Atlanta Region Bicycle and Pedestrian Plan (ARC - 2015)
- Managing Mobility in the Atlanta Region: Human Services Transportation Plan (ARC - 2017)
- Regional Transit Vision (ARC - 2012)
- Direct Xpress Service Plan (GRTA - 2015)
- Atlanta Regional Freight Mobility Plan (ARC – 2016)
- Atlanta Strategic Truck Route Network (ARC – 2010)
- Georgia Statewide Freight and Logistics Plan (GDOT - 2015)
- Georgia State Rail Plan (GDOT - 2015)
- Atlanta Aerotropolis Blueprint (ARC - 2015)
- Hartsfield-Jackson Atlanta International Airport Master Plan (HJAIA - 2015)
- Georgia State Aviation System Plan (GDOT - 2003)
- Atlanta Regional Transportation Demand Management Plan (ARC - 2013)
- Metro Atlanta Operational Planning Study (GDOT - 2015)
- Managed Lanes Implementation Plan (GDOT - 2015)
- Strategic Regional Thoroughfare Plan (ARC - 2012)

Project Technical Evaluation

ARC is always improving its methods for project evaluation. Using national data resources (Big Data) and modeled data developed in-house, ARC has separated current need and future performance, as well as developed new tools for evaluating and analyzing projects.

Overview of the Evaluation Process

Project evaluation is one of ARC's key technical functions as an MPO. Project evaluation is frequently seen as primarily a planning effort. However, knowledge of policy, community support, modeling, and big data are all essential to gain a higher level of understanding of projects. Each of these perspectives is equally important when deciding which metrics to use, how to weigh them, and which projects should be prioritized. This improved methodology has sought to bring together these perspectives for a holistic evaluation of transportation projects in the Atlanta Region.

Since a metropolitan area can include communities that are diverse in development and demographic patterns, it is important for an MPO to formulate an objective evaluation process that accounts for the differences in priorities among the Region's communities. There are several methods that most MPOs use to evaluate projects including:

- **Benefit/Cost (B/C) Ratio** – in which all projects are run through a travel demand model to estimate their future benefit, which is monetized and divided by cost to determine the overall value of the projects.

- **Criteria Method** – in which individual performance metrics, both observed and modeled, are indexed, weighted, and summed together to give each project a score for their performance.

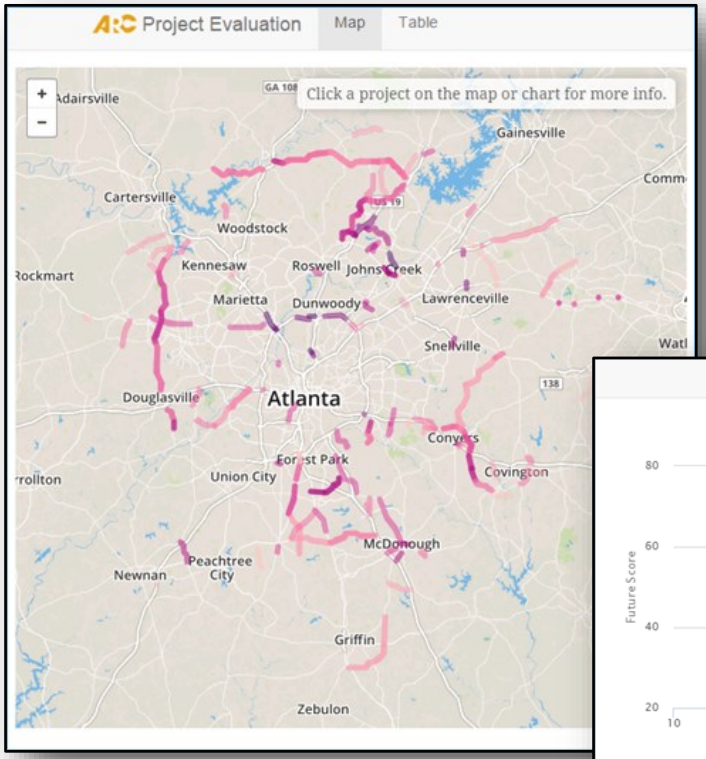
ARC has made changes to previous methodologies to promote transparency, objectivity, and greater accuracy. In light of these goals and to promote a deeper understanding of the projects themselves, current needs and future performance were separated as two distinct dimensions of transportation projects.

A proposed project's need demonstrates the current conditions that necessitate a project through real world data and tools. A project's performance focuses on the forecasted potential impacts a project could have on the network and its estimated effect on future measures. A project's performance is also adjusted by the anticipated deliverability problems based on environmental obstacles, such as historic landmarks or cemeteries, which can increase the amount of time and resources needed to complete a project. The metrics used for both need and performance reflect USDOT's FAST Act policy goals, as well as the Georgia Department of Transportation (GDOT) and the Atlanta Region's goals and visions.

More details on the project evaluation methodology can be found in Appendix (H).

Project Evaluation Visualization

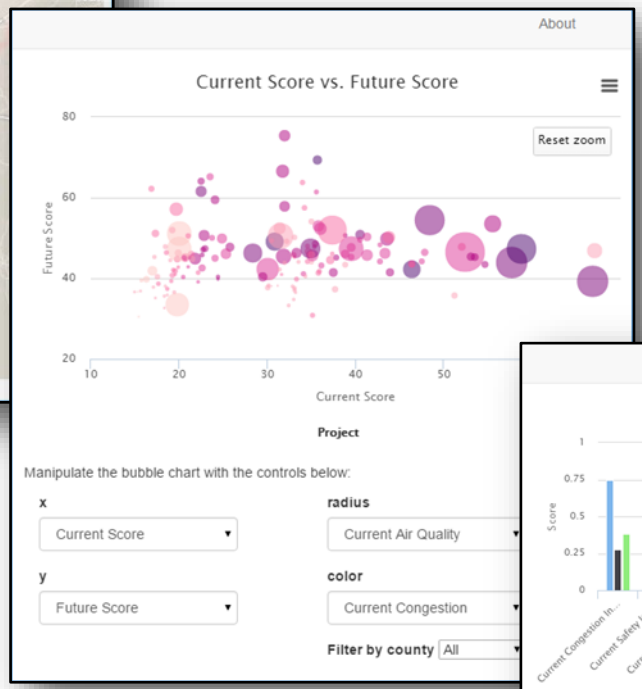
The amount of information gathered in this project evaluation would be impossible to digest separately without a way to visualize the comparisons. Therefore, the Project Evaluation Visualization (PEV) web application was created to make it easy to navigate and interact with the data and to allow for on-the-fly analysis and comparisons of each of these different measures. This tool also allows the public to examine all of the aspects and variables included in project evaluation, creating a more transparent process.



Atlanta Region's Plan Road Project Information

ARC's Project Evaluation Visualization tool allows the user to choose variables from a pull down menu to populate the scatterplot that is linked to an interactive map. It also allows users to choose variables for point size and color and to filter by county or project type. The advantage of this delivery method is that the focus is no longer on one metric, such as the benefit/cost ratio, but on many measures within a regional context.

LEARN MORE



Comparative Data for a Set of Projects

Detailed Data for a Single Project

Environmental Coordination

The environmental review process for *The Atlanta Region's Plan (Transportation)* leverages the "Eco-Logical Approach," established by the Federal Highway Administration (FHWA). ARC has been following the Eco-Logical Approach for the last several regional planning cycles. This approach, a component of FHWA's Environmental Review Toolkit, encourages local, regional, state, and federal agencies to collaborate and identify environmental priority areas, and to include conservation and mitigation strategies in their respective infrastructure plans that correspond to the priority areas. For the Atlanta Region, the following planning initiatives are considered to be an integral part towards implementing the Eco-Logical Approach:

- Regional Ecosystem Framework Development and Analysis;
- Streamlining NEPA (National Environmental Protection Act) and Accelerating Project Delivery;
- Updating the Metropolitan North Georgia Water District Plan and Corresponding Green Infrastructure Strategies; and
- Development of a Transportation System Preparedness and Resilience Plan.

The graphic to the right represents a simplistic relationship between the Eco-Logical Approach and the relevant regional planning efforts. The remainder of this section highlights each of the aforementioned planning initiatives, and how they support or are supported by the Eco-Logical Approach.

Regional Ecosystem Framework Development

FHWA suggests that executing the Eco-Logical Approach should include the development of a Regional Ecosystem Framework (REF), which is a geo-spatial database (electronic mapping application) featuring prioritized environmental and cultural resources, the prioritized long-range transportation plan, and land use plans. As part of the regional transportation plan development, ARC relies heavily on the federal Environmental Consultation process to refine its Eco-Logical Approach as well as update the REF. Through Environmental Consultation, ARC has been able to identify new data sources and analysis methodologies to carry out the goals of the REF, which are to:

- Create the regional ecosystem framework, based on mapping and prioritization of resources and transportation and land use plans.
- Create transportation program scenarios that address short- and long-term improvements and include all features that may cause impact to natural resources.
- Obtain a shared understanding of the current and planned/ proposed locations, quantities, and patterns of all development, uses, and resource impacts in the Region.

The latest REF consists of 15 base datasets or layers to be used as inputs into the REF analysis of transportation projects. Those datasets and sources are:

Natural Resources

- Draft 2014 Clean Water Act §§ 305(b) & 303 (d) List of Waters (TMDL – Total Maximum Daily Load) – Environmental Protection Division, Georgia Department of Natural Resources
- Brownfields – Environmental Protection Division, Georgia Department of Natural Resources
- Darter Habitat – U.S. Fish and Wildlife Services (USFWS)
- Endangered Species – Wildlife Resources Division, Georgia Department of Natural Resources
- Floodplains – Federal Emergency Management Agency (FEMA)
- Groundwater Recharge Areas – Environmental Protection Division, Georgia Department of Natural Resources
- Hazardous Sites Inventory – Environmental Protection Division, Georgia Department of Natural Resources
- Trout Streams – Wildlife Resources Division, Georgia Department of Natural Resources
- Water Supply Watersheds – Atlanta Regional Commission
- Wetlands – United States Geological Survey (USGS)
- Georgia Metropolitan River Protection Act Corridor – Atlanta Regional Commission

Historic & Other

- Historic Resources – Atlanta Regional Commission/Georgia Department of Transportation/ Historic Preservation Division, Georgia Department of Natural Resources/National Park Service
- Current Land Use Map ("Landpro"), Agricultural and Forest Categories – Atlanta Regional Commission
- Greenspace – Atlanta Regional Commission

ARC developed a customized ArcGIS Desktop/ModelBuilder application that automatically calculates the individual and cumulative acreages of proposed transportation project footprint overlays, relative to the 15 key environmental resources in the Atlanta Region. The acreage estimates were used to screen projects for: potential impacts, project deliverability, potential scope of NEPA review, and to proactively identify potential mitigation strategies. This screening would occur during the regional transportation planning process, prior to the proposed project being programmed in the RTP/TIP with federal funding. The

methodology and results of this analysis were presented to the Environmental Consultation group. The screen capture represents an environmental resources "heat map," which is a composite map that shows where selected mappable RTP/TIP projects are, relative to the highest concentrations of environmental resources.

Streamlining NEPA and Accelerating Project Delivery

By updating the REF during development of this plan, ARC was able to address some of the Project Delivery Task Force Action Plan recommendations, which support the Accelerating Project Delivery goal of MAP-21*. Specifically, the following sections of MAP-21, Subtitle C, directly involve leveraging an Eco-Logical Approach to accelerate transportation project delivery:

- Section 1305 – Efficient Environmental Reviews for Decisionmaking
- Section 1310 – Integration of Planning and Environmental Review
- Sections 1316 and 1317 – New Categorical Exclusion Categories
- Section 1318 – Programmatic Agreements and Additional Categorical Exclusions

Updating the Metropolitan North Georgia Water District Plan and Corresponding Green Infrastructure Strategies

Also related to ARC's Eco-Logical work program, is the Metropolitan North Georgia Water District Plan (MNGWDP) update. This planning effort involves three main components:

- Water Supply and Water Conservation Management Plan
- Watershed Management Plan
- Wastewater Management Plan

The Watershed Management Plan details strategies and recommendations for both effective watershed and stormwater management and water quality protection. It includes specific tasks and milestones for implementing these recommendations for local governments as well as regional and state agencies.

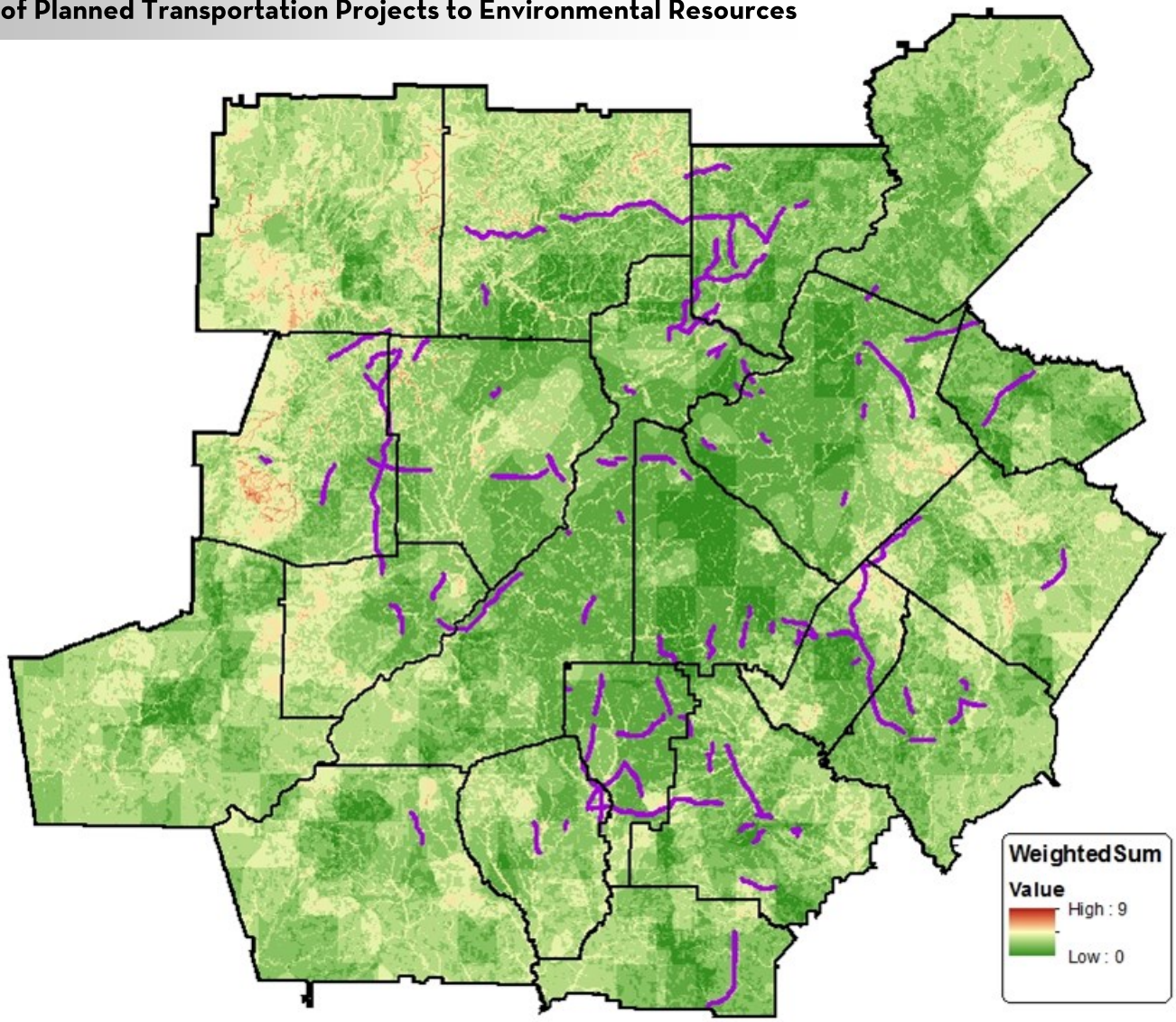
Of all three MNGWDP Plans, the Watershed Management Plan (WSMP) is the most relevant to the RTP/TIP because transportation infrastructure can have a significant, cumulative impact on watershed resources and conditions. For example, transportation asset management practices can support the objectives of the WSMP, because they address stormwater runoff from linear facilities like roads, highways, and trails. Transportation infrastructure is also susceptible to and often a contributing factor to flooding, and the WSMP includes floodplain management guidelines and policies that can help influence where and how transportation investments can benefit floodplains.

Transportation System Preparedness and Resilience Planning

Starting in 2016, ARC began leveraging all of the aforementioned analyses and planning activities to establish a more rigorous long term transportation system resilience planning work program. The primary objective will be to analyze transportation infrastructure resiliency and travel behavior, in response to applicable federal policies on climate change and extreme weather events. The anticipated work product will be primarily useful in identifying existing and future critical transportation infrastructure that can help address the impacts of extreme weather events. Additionally, the resilience planning will also leverage the recommendations provided by the 2014 Severe Weather Task Force Report, which was established by Governor Nathan Deal.

* *The federal MAP-21 legislation in effect at the time was superseded by the FAST Act in December 2015.*

Relation of Planned Transportation Projects to Environmental Resources



This map depicts the results of mapping selected transportation projects (shown in purple) against 15 datasets of environmental resources. Based on the degree of overlap, projects received a numerical value representing the level of risk which environmental issues may pose to implementation. This methodology was not used to eliminate projects from funding consideration. Rather, its value will be in helping sponsors better understand in advance the potential risks, costs and schedule impacts caused by proximity to environmental resources.

Priority Networks

To support the identification of specific transportation investments for *The Atlanta Region's Plan (Transportation)*, the vision, goals, objectives and policies of the *Policy Framework* are operationalized through identification of several critical, regional transportation systems:

- **Regional Strategic Transportation System (RSTS)** - Identifies facilities which the Atlanta Region has agreed will be considered for federal funding investment. This is a less extensive network than federal eligibility rules allow.

- **Regional Thoroughfare Network (RTN)** - Identifies a subset of roadways within the RSTS which serve the most critical mobility needs and receives the highest priority for federal funding consideration.

- **Regional Truck Route Network** - Defines the most significant facilities for the movement of freight in the Region. As would be expected, this network overlaps significantly with the RSTS and RTN.

- **Regional Transit Vision** - Defines the vision for transit expansion in the Atlanta Region (formerly known as "Concept 3").

By identifying these networks, ARC will be able to focus limited funds for implementation of strategic projects to maintain and improve the most essential parts of the overall regional transportation system.

Regional Strategic Transportation System (RSTS)

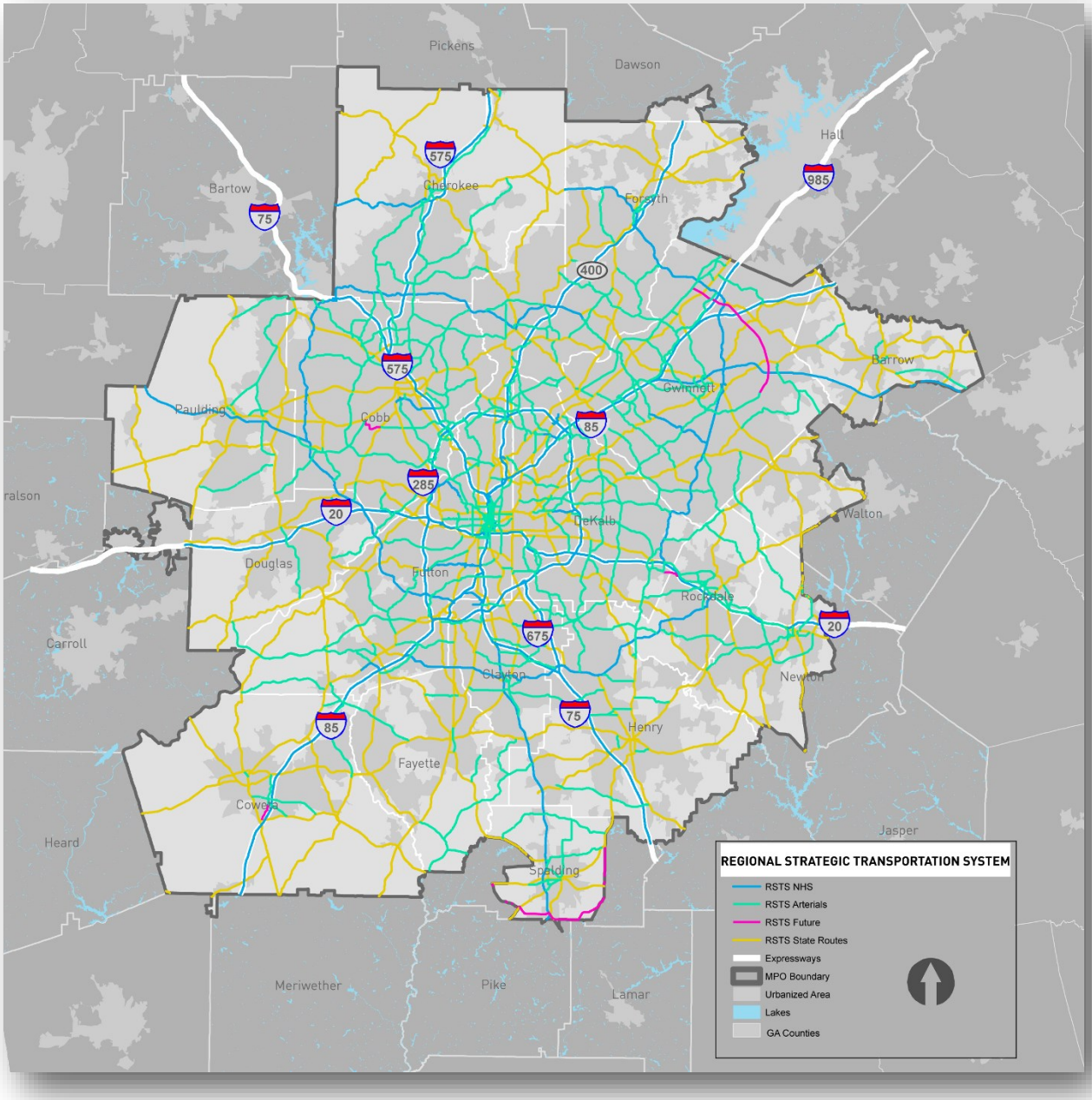
The Atlanta Region's Plan (Transportation) continues the strategy of focusing limited federal transportation funds on the RSTS. This network was originally defined in 2006 and updated during development of the previous long range plan. It was not reassessed as a component of this plan update process.

The RSTS furthers the development of an integrated multimodal transportation system to facilitate the safe and efficient movement of people and goods, including addressing current and future transportation demand. It is a critical element in identifying roadway and transit strategies. It is ARC policy to only fund roadway and transit capacity expansions on RSTS facilities.

The RSTS accommodates the Region's highest volume tripmaking patterns and is comprised of:

- Interstate highways and freeways
- National Highway System (NHS) classified facilities and State highways, including intermodal connectors for freight facilities
- Existing and future regional transit services
- Principal arterials, critical minor arterials and other facilities that provide continuous, cross-regional mobility by ensuring adequate spacing of major roadways that connect regional activity centers, town centers and freight corridors.

Regional Strategic Transportation System



Regional Thoroughfares Network (RTN)

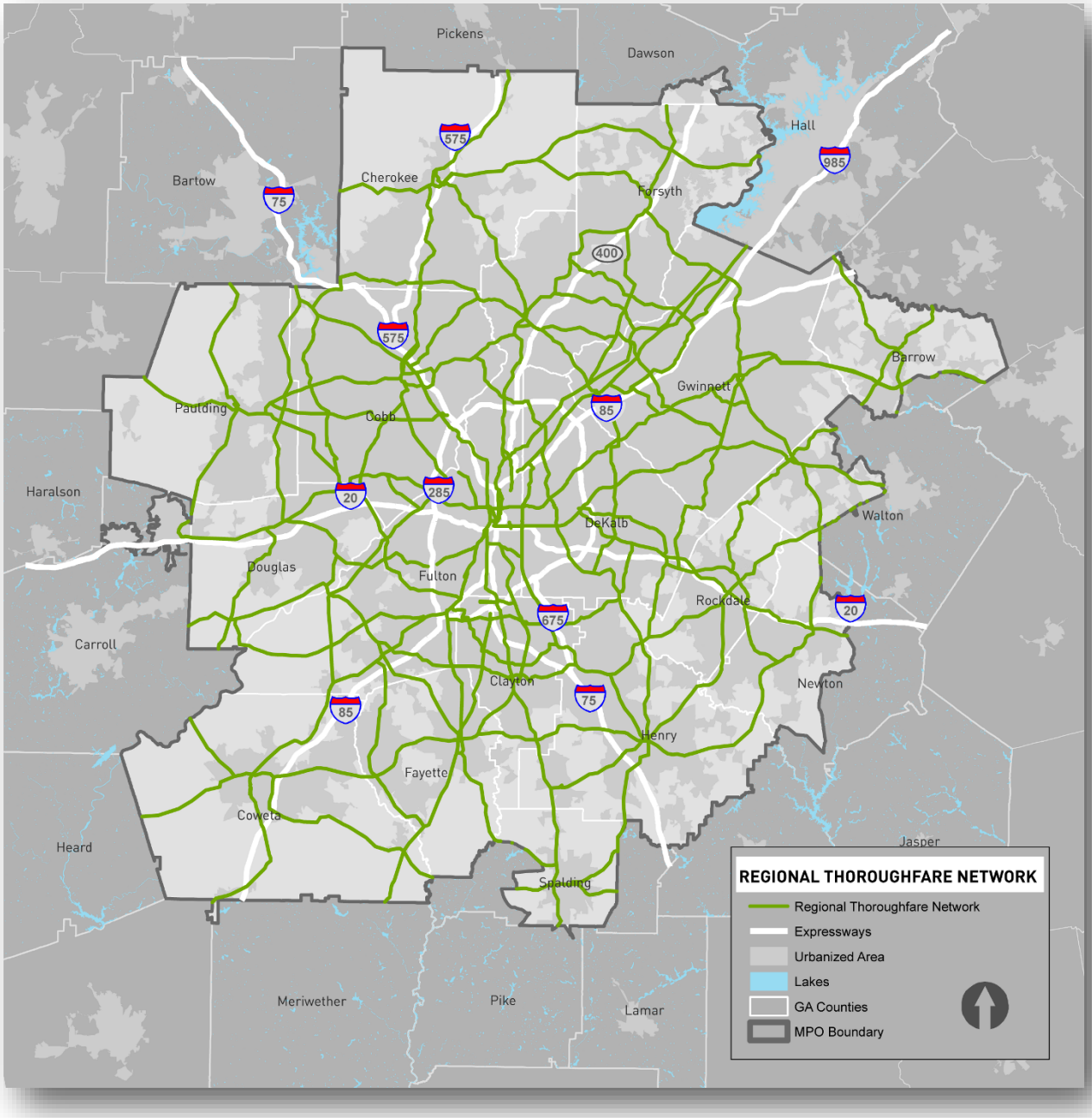
The RSTS provides a framework for identifying regional facilities that are critical to the movement of goods and people, while identifying priority facilities for the use of federal-aid funding for capacity expansions. However, additional refinement of the RSTS was needed to help in policy planning. This need was met through the Regional Thoroughfares Network (RTN), which defines guidelines and strategies for maximizing the effectiveness of the system as a whole, rather than its individual segments.

A thoroughfare is a high volume transportation corridor that serves multiple ways of traveling, including walking, bicycling, driving and riding transit. It connects people and goods to important places in the Region. It is managed by applying special traffic control strategies and suitable land development guidelines in order to maintain travel efficiency, reliability and safety for all thoroughfare users. In light of this special regional function, the thoroughfare network receives priority consideration for infrastructure investment in the Atlanta Region.

The RTN has several purposes that further contribute to recommendations of *The Atlanta Region's Plan (Transportation)*:

- Highlight non-freeway corridors that promote regional commute patterns
- Accommodate Concept 3 premium transit services (light rail transit, bus rapid transit)
- Serve as a priority network for performance monitoring reporting initiatives
- Serve as the basis for selecting future locations for multimodal corridor studies

Regional Thoroughfare Network



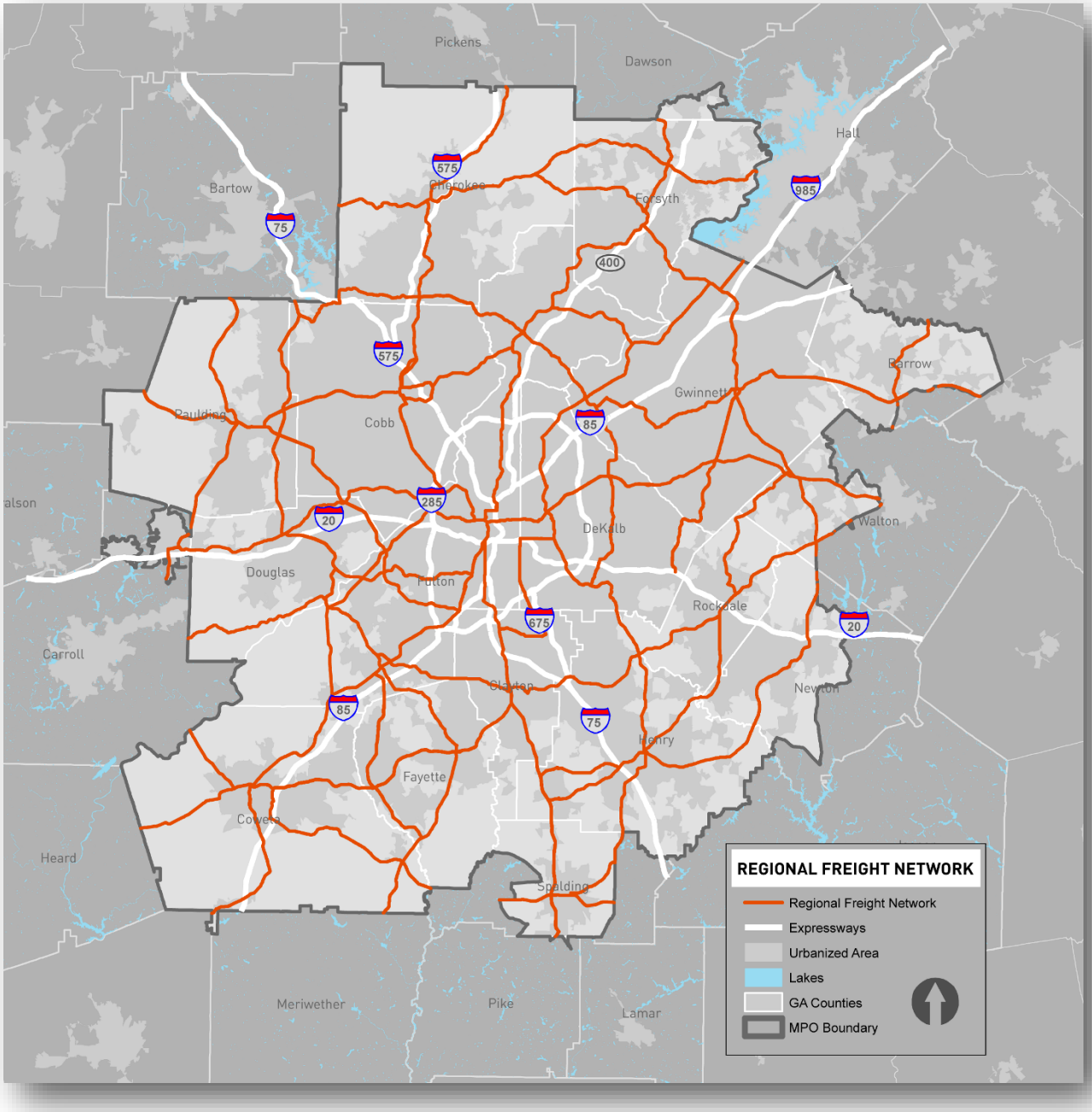
Atlanta Strategic Truck Route Network (ASTRoMaP)

The 2008 *Atlanta Regional Freight Mobility Plan* noted that the Region has discontinuous routes serving freight truck traffic. Many truck routes are not logical in that they may stop at jurisdictional boundaries or conflict with restrictions placed in adjacent communities. It was recognized that additional study was needed to address issues pertaining to truck routing and operations. One of the additional follow-up activities included the development of a regional truck route network as well as associated policies and guidelines.

In response to the recommendation from the Freight Mobility Plan, ARC developed the *Atlanta Strategic Truck Route Master Plan* (ASTRoMaP). This project, in cooperation with state and local government bodies and agencies, produced a truck route system designed to provide regional access and which will also guide current and future decision making on regional transportation priorities.

Policies, guidelines and design strategies that impact freight planning were developed for this network, with specific emphasis placed on addressing at-grade rail crossings and intersection geometrics. This network also served as the foundation for an update to the *Atlanta Regional Freight Mobility Plan* which occurred concurrent with development of *The Atlanta Region's Plan (Transportation)*.

Regional Freight Network

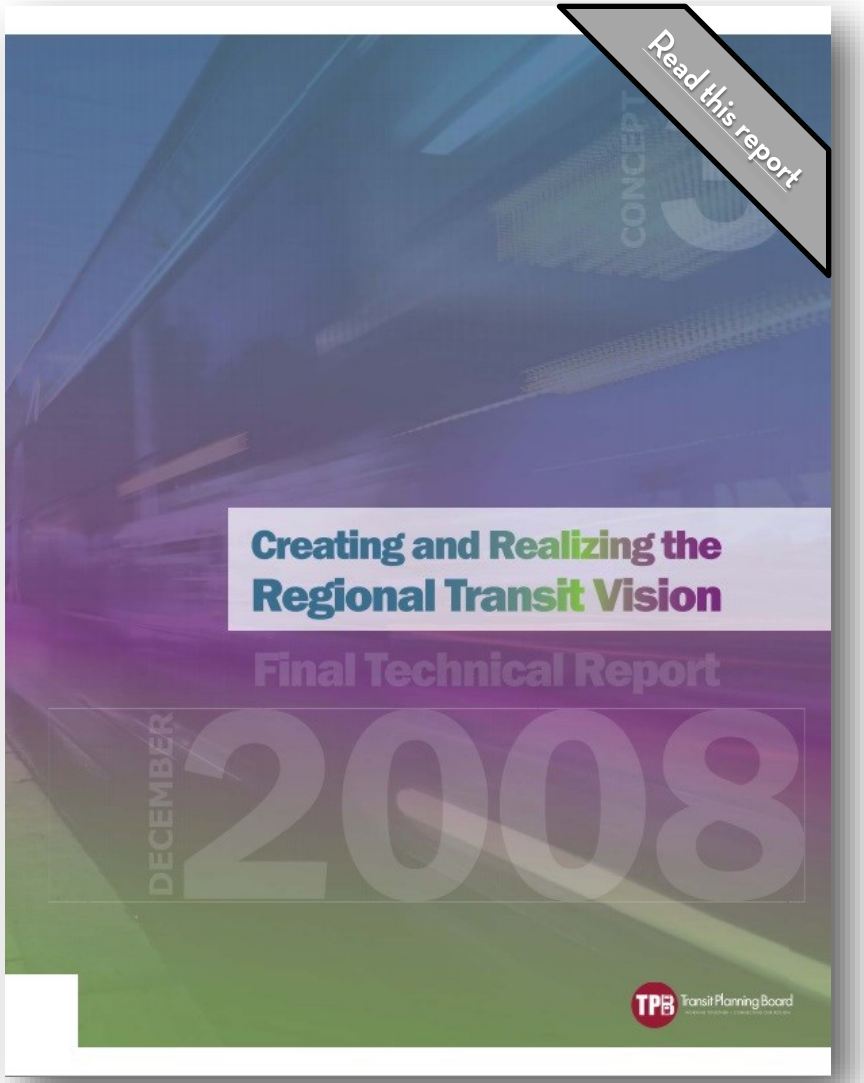


Regional Transit Vision

A regional transit vision was first adopted in 2008 and became more commonly referred to as "Concept 3", a reference to the approved transit expansion network being the third and final iteration presented for public review. It was developed through a collaborative, multi-year effort originally led by the Transit Planning Board, a predecessor to today's Regional Transit Committee (RTC). The RTC initiated an update to Concept 3 that was adopted in November 2012.

While *The Atlanta Region's Plan (Transportation)* was under development, there was a great deal of positive activity related to transit. Several transit corridors now have a locally preferred alternative identified, providing clarity on what type of transit service will be implemented in these areas. Clayton County has joined the MARTA system, and MARTA itself has become more financially stable. For the first time, the State of Georgia provided a significant amount of money, $75 million, for transit capital projects. These projects were selected in 2016 through a competitive application process managed by the State Road and Tollway Authority. And the opportunity exists for new future transit funding at the local level enabled through state legislation which passed in 2015. Residents of the City of Atlanta led the way with a referendum approved in November 2016 to raise the sales tax dedicated to MARTA by an additional 0.5 cents

Each of these positive developments has individually been reflected in this plan's recommendations where appropriate. Much work remains to be done, however, to bring the overall vision up to date to reflect this recent activity. The Future section of this plan identifies ARC's intent to undertake a comprehensive overhaul of the regional transit vision in preparation for the next regional transportation plan development cycle.



Concept 3

The Atlanta Region's Long-Range Transit Vision

ATLANTA REGIONAL COMMISSION

http://www.atlantaregional.com/transit

Network depicted as modeled by the Atlanta Regional Commission, November 2012

Map is not to scale

Unified Growth Policy Map

The Unified Growth Policy Map (UGPM) provides direction for future growth based on the Areas and Places within the Region. The UGPM represents local plans as well as *The Atlanta Region's Plan* policies and forecasts. Regional Areas directly influence the future forecasted growth of the Region by describing future land use patterns in each part of the Region. A large portion of the Region's development landscape is built out, but opportunities still remain for redevelopment and new investment.

The UGPM is comprised of Areas and Places. Areas describe predominant land use patterns throughout the Region. Places reflect concentrated uses that have generally defined boundaries and provide greater detail within Areas. The *Development Guide* provides the following for each Area and Place identified on the UGPM:

- A detailed map showing the specific location in the Region
- A written description that includes a defining narrative and issue summary
- Guidelines for recommended building height and development density
- Pictures that characterize development patterns that are typical and desirable
- Implementation priorities that identify measures to achieve desired development patterns

The UGPM and Development Guide supported *The Atlanta Region's Plan (Transportation)* recommendations through:

- **Evaluation of Potential Transportation Investments** – The specific policies and outcomes identified in the UGPM and Development Guide were applied in evaluating potential projects for inclusion in the RTP. For example, transportation investments that were inconsistent with regional growth objectives were not recommended for federal funding.

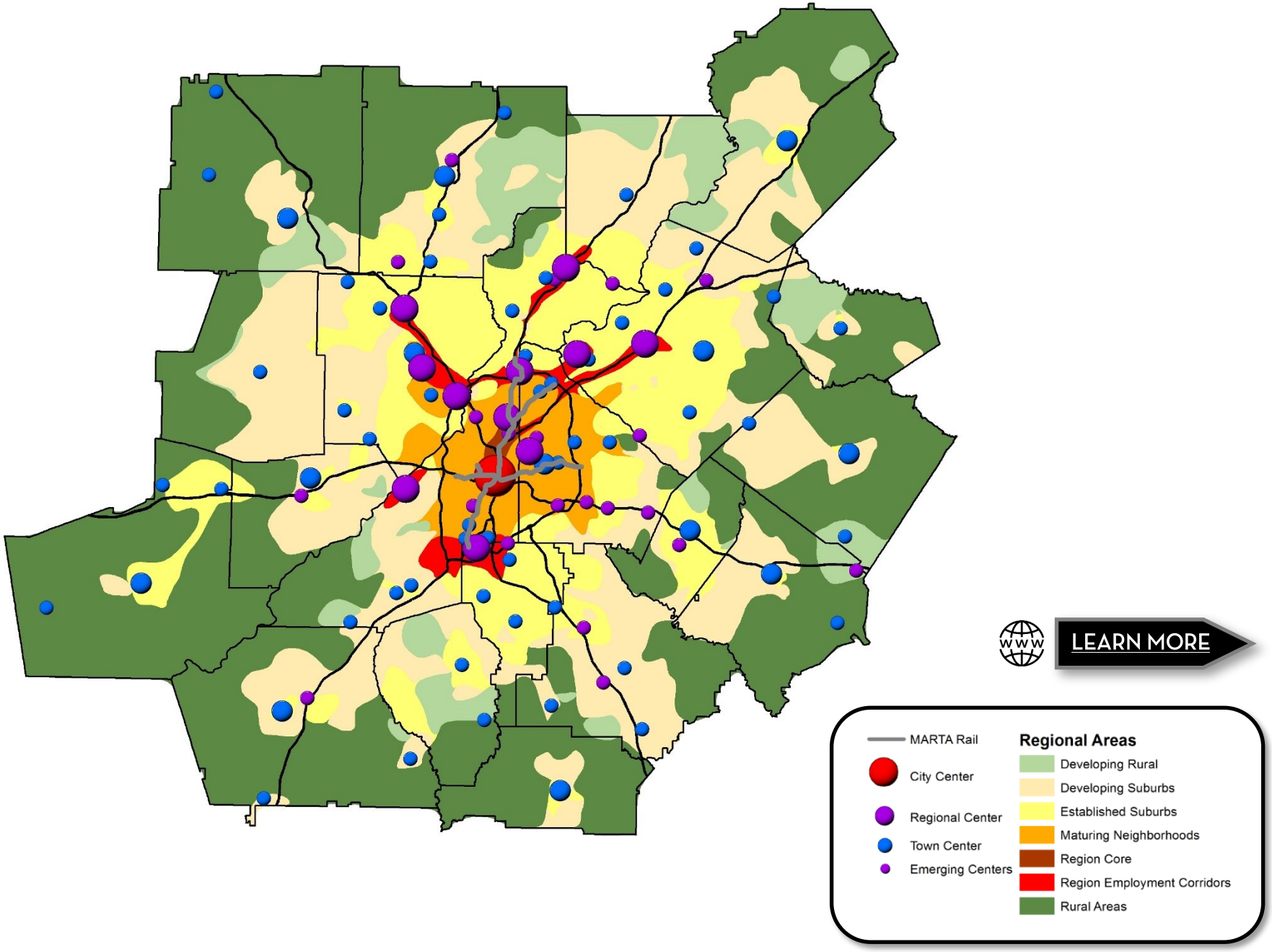
- **Identification of Transportation Programs** – Based on the vision articulated in the UGPM and Development Guide, existing transportation programs were extended and modified to support desired outcomes. This program helps support core regional vision objectives such as fostering growth in transit-supportive communities.

- **Determination of LCI Eligibility** - Only those districts or communities, or corridors that connect such areas, identified on the UGPM as a "place" are eligible for funding under the Livable Centers Initiative (LCI).

The UGPM provides a coherent vision for the future development of the Region. *The Atlanta Region's Plan (Transportation)* investments discussed in the Solutions section support this vision. The UGPM is the foundation of the Transportation Element in that it identifies desired future growth, including the nature and density of future communities, and assists in identifying existing and future transportation needs.

On the following pages are descriptions of the key Areas and Places identified and described in the UGPM and *Development Guide*.

Unified Growth Policy Map (UGPM)



Unified Growth Policy Map (UGPM) Areas and Places

Region Core

The Region Core is the major economic, cultural and transportation hub of the Region. This area is the densest in terms of employment, residential, and cultural offerings throughout the Region, with the most developed transit service in the Region. The Region Core can handle the most intense development due to the amount of infrastructure already in place; however this infrastructure may need improvements and enhancements due to its age and our Region's changing lifestyle conditions. The lack of accessible public greenspace within the Region Core affects the area's aesthetics and overall quality of life for residents and workers. The Region Core is in competition with other central city areas in the southeast. The Region must work together to keep this area as competitive as possible in order to lure additional high paying jobs and residents. With a growing regional population and growing congestion, this center needs to maintain easy accessibility by expanding multi-modal transportation options and housing options.

Regional Employment Corridors

Regional Employment Corridors represent the densest development outside of the Region Core. Regional Employment Corridors connect several Regional Centers with the Region Core via existing capacity transportation facilities. These areas contain a large share of the Region's jobs within a relatively small land area. These areas are also increasing in both housing and job density, and are experiencing increased redevelopment and new uses in traditionally employment-focused areas. There is a lack of accessible public greenspace within Regional Employment Corridors, which affects the overall aesthetics and quality of life for residents and workers.

Maturing Neighborhoods

Maturing Neighborhoods are areas in the Region characterized by older neighborhoods that include both single- and multi-family development, as well as commercial and office uses at connected key locations. These areas represent the largest part of the Region that is facing infill and redevelopment pressures. In many cases, infrastructure is in place to handle additional growth, but in some areas, infrastructure is built out with limited capacity for expansion. This may constrain the amount of additional growth possible in certain areas. Many arterial streets in this area are congested due to their use as a regional routes for commuters. Limited premium transit service is available in these areas. The demand for infill development, redevelopment and adaptive reuse of existing buildings in this area needs to be balanced with the preservation of existing single family neighborhoods, as well as the need for additional usable parks and greenspace close to residents, including amenities such as trails and sidewalks.

Established Suburbs

Established Suburbs are areas in the Region where suburban development has occurred. These areas are characterized by single family subdivisions, commercial development, and office, industrial and multi-family development in limited locations. These areas represent the part of the Region that has recently reached "build out." With few remaining large parcels for additional development, these are the areas in which the Region may see the least amount of land use change outside of retail and commercial areas. While there is still room for limited infill development, these areas will begin to focus more on redevelopment over the next 30 years. Preservation of existing single family neighborhoods is important, and wholesale change will most likely not occur in the single family subdivisions that make up a majority of these areas. However, infill and redevelopment will occur in areas of retail/commercial concentrations, especially commercial corridors.

Developing Suburbs

Developing Suburbs are areas in the Region where suburban development has occurred, and the conventional development pattern is present but not set. These areas are characterized by residential development with pockets of commercial and industrial development. These areas represent the extent of the urban service area, and the Region's first attempts at suburban smart growth can be found in these areas. There is a need in these areas for additional preservation of critical environmental locations and resources, as well as agricultural and forest uses. Limited existing infrastructure in these areas will constrain the amount of additional growth that is possible. Transportation improvements are needed within these developing suburbs, but care should be taken not to spur unwanted growth.

Developing Rural Areas

Developing Rural Areas are areas in the Region where little to no development has taken place, but where there is development pressure. These areas are characterized by limited single family subdivisions, individual large single family lots, agricultural uses, protected lands, and forests. The Region should strive to protect these areas by limiting infrastructure investments to targeted areas and allowing no development or only low-intensity development. Limited existing infrastructure in these areas will constrain the amount of additional growth that is possible. Some transportation improvements may be needed in developing rural areas, but care should be taken not to spur unwanted growth.

Rural Areas

Rural Areas are areas in the Region where little to no development has taken place or where there is little development pressure. These areas are characterized by sporadic, large single family lots, agricultural uses, protected lands, and forests. These areas outline more central developed and developing areas and represent the limits of the urban service area in Atlanta Region. There is a desire by many residents and elected officials in these areas to keep them rural in character. Increased development threatens existing rural economic uses, such as forestry, agriculture and tourism. To maintain economic viability without undesirable development, these areas may be appropriate as "sending" areas in potential Transfer of Development Rights (TDR) programs. The Region is striving to protect these areas by limiting infrastructure investments to targeted areas and allowing no development or only low intensity development. There will be a continued need to maintain existing transportation infrastructure, but care should be taken not to spur unwanted growth by inappropriate expansion of infrastructure capacity.

Citizen Involvement

The Atlanta Region's Plan continues to build upon ARC's track record of outstanding public engagement, reflecting input and feedback gained from policy makers, regional leadership, stakeholders and the general public. ARC sought to ensure that *The Atlanta Region's Plan* reflects the full range of regional values and desires by involving a diverse spectrum of opinion and discussions in development of the plan.

The outreach efforts were guided by *The Atlanta Region's Plan Stakeholder Involvement Plan*, adopted in 2015. This document outlines a robust program of activities with local governments in the Atlanta Region as well as other stakeholders to ensure that broad input and support for plan goals, policies, transportation investments and programs are achieved. Outreach activities included in the *Stakeholder Involvement Plan* are based on the *Regional Community Engagement Plan* adopted in 2014, and are supplemented by the existing ARC committee and task force structure. The stakeholder and public outreach efforts meet the requirements of both the Georgia DCA and USDOT for developing and sharing regional plans.

The Atlanta Region's Plan participation process involved any person expressing interest in its activities and outcomes as well as targeted participants who should have a say in the plan development. For planning purposes, three broad audiences were identified within the jurisdictions served by ARC:

- Policy-making elected/appointed officials from local, regional and state jurisdictions. This also included interaction with federal officials who establish and review rules and regulations in the planning process. Public planning partner staffs, which prepare their jurisdictional plans, provide background information on local issues and advise officials, were targeted within this audience.

- State and local private sector leadership and interested people within special interest groups that consistently engage in issues related to The Atlanta Region's Plan.

- Individuals or groups that participate in ARC activities based on short-term, issue-driven concerns.

Additionally, ARC considers needs of the transportation disadvantaged and environmental justice communities in every step of the regional planning process, forming a core consideration in policy and investment decisions. Environmental justice public policy seeks to ensure that harmful human health or environmental effects of government activities do not fall disproportionately upon those with low income and minority populations living and working within the community. To best address these concerns, an environmental justice program was an integrated facet of the plan development process, closely aligned with the technical analysis guided by the Environmental Target Area Index (ETA). This multi-faceted and sustained environmental justice program was supplemented with support of ARC's Poverty, Equity, Opportunity Subcommittee, which includes members from environmental justice communities.

The robust engagement program used during the development of *The Atlanta Region's Plan* included a variety of techniques which sought to match various stakeholders with the best venue to seek, discuss and gather input. The range of techniques varied from the use of direct conversation to large group meetings. The goal of the techniques was to have meaningful two-way dialogue on issues and potential solutions on a continuous basis throughout the planning timeframe. Specific techniques used for stakeholder and public participation included, but were not limited to:

- ARC Board and Committee meetings and mini-retreats
- Workshops
- Demonstration projects
- On-line surveys
- Discussion forums/panels
- Stakeholder group discussions
- Telephone polls

Information on *The Atlanta Region's Plan* was distributed in many formats:

- *The Atlanta Region's Plan* website (primary vehicle for information distribution)
- Printed brochures and handouts
- *The Atlanta Region's Plan Policy Framework*
- Broadcast conversations
- Media outreach
- Presentations
- Face to face discussions with staff planners and citizens

The Atlanta Region's Plan participation process is described in detail along with its results in Appendix (K). More specific information on the outreach conducted for updating the RTP element is included, along with a report of comments received and responses provided during the official review period.

Equitable Target Areas

Environmental Justice refers to the fair treatment of all people regardless of race or income. To better understand complexities in environmental justice communities and help the Region make wise decisions regarding transportation investments ARC uses the Equitable Target Areas (ETA) Index. The ETA Index is a tool developed using 2010 Census race data and 2012 American Community Survey (ACS) 5-year poverty data at the census tract level. This index is used to measure the impacts of investments and programs contained within *The Atlanta Region's Plan* on ETAs. It is also used as input for project prioritization and evaluation and monitoring resource allocation.

The map illustrates the ETAs in the Atlanta Region, which have varying levels of degrees determined by the concentrations of households in poverty and the percent of minorities in each census tract. The areas of greatest vulnerability are concentrated in the western and southern sections of the City of Atlanta, the area within I-285 south of I-20, along several highway corridors and in certain parts of historic county seats throughout the Region.

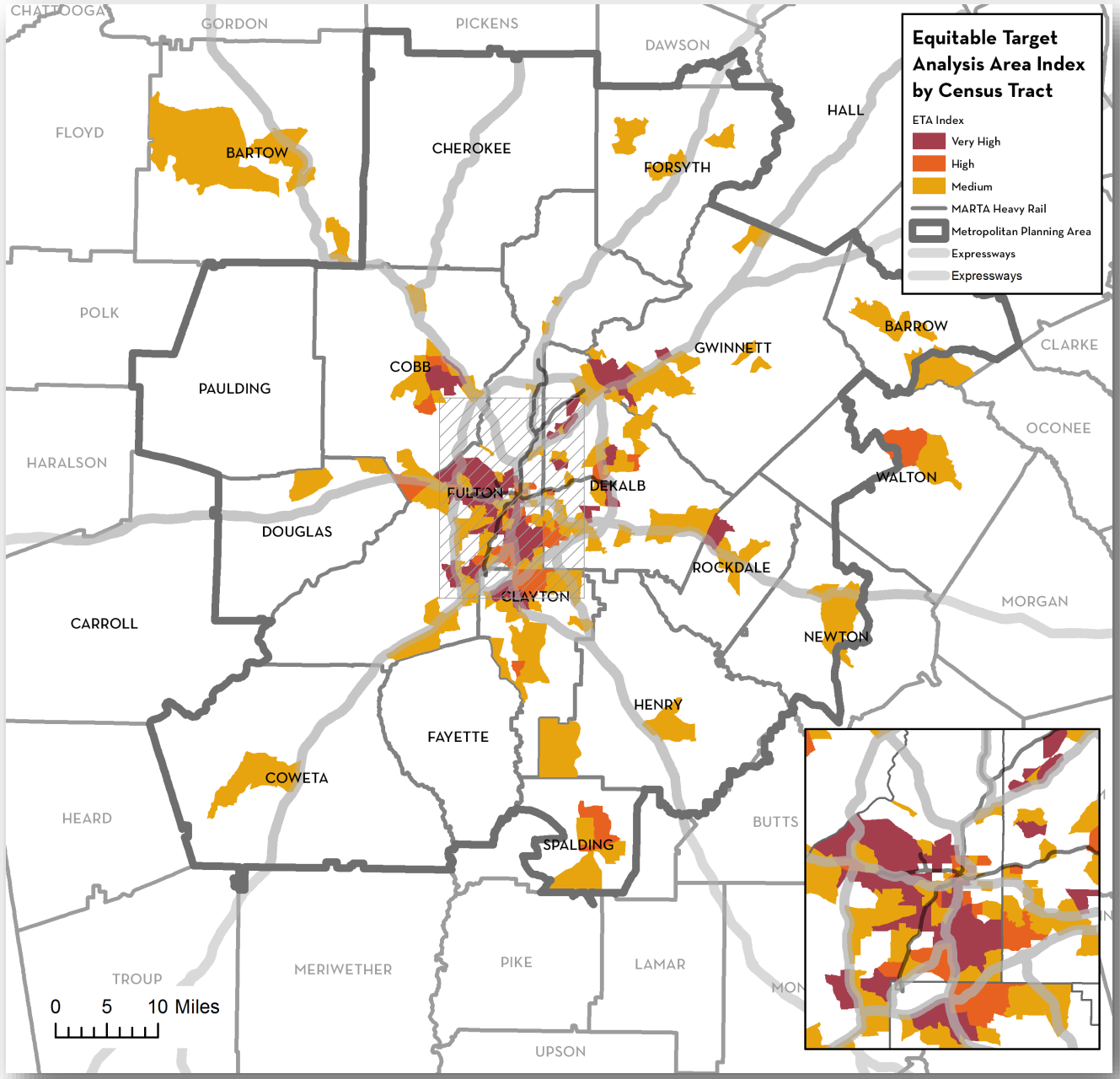
For disadvantaged populations, a diversity of transportation options are the key to gaining access to jobs, services, and other opportunities they need to improve their quality of life. As part of a national push to understand the current state of these Ladders of Opportunity and plan for bettering them, ARC analyzed the connectivity in our Region using several tools and methods. A sampling of this analysis is included in Appendix (J). Further discussion about ARC's future plans to continue to be a positive force in building Ladders of Opportunity can be found in the Future section of this document.

LADDERS OF OPPORTUNITY
— Work — Connect — Revitalize —
U.S. Department of Transportation

"Through transportation, we can help ensure that the rungs on the ladder of opportunity aren't so far apart - and that the American dream is still within reach for those who are willing to work for it."

Anthony Foxx
USDOT Secretary (2013-2017)

Equitable Target Areas



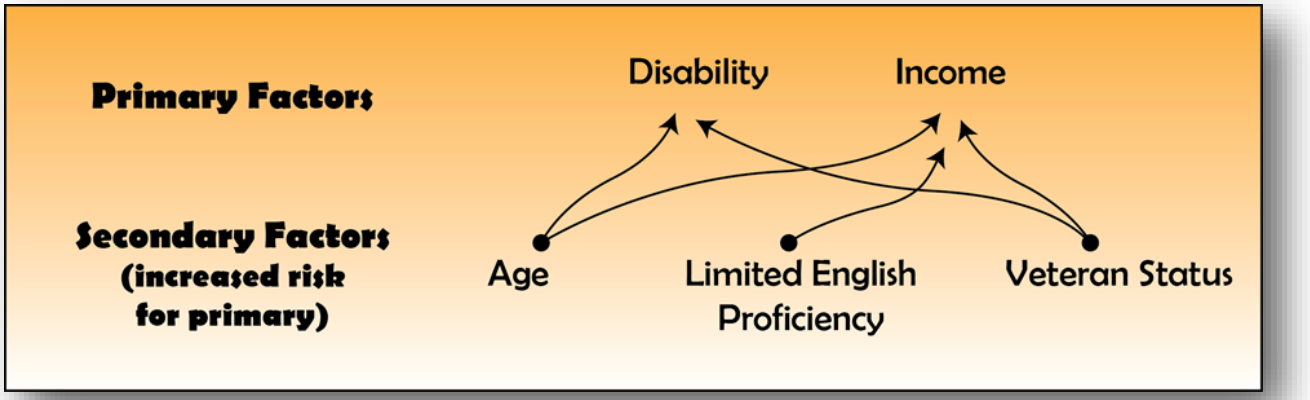
Specialized Needs

The previous section explored some of the challenges facing certain segments of the community as they try to access jobs and other key destinations that will enable them to improve their economic situation and overall quality of life. Within these groups, some have the additional difficulty of not being able to easily utilize traditional types of transportation facilities and services due to a physical or cognitive impediment, limited English proficiency or some other reason. To ensure these individuals live productive and full lives, barrier-free access to transportation is needed. This section explores the issue and describes how the needs of these groups have been considered in the plan development process.

Diversity of Needs

Human Services Transportation (HST) entails understanding the transportation needs of target populations, specifically those affected by disability and lower income. Disability and lower income both limit access to some transportation options (such as personally owned and operated vehicles) while increasing the usage of other transportation options such as public transit, carpool/vanpool, specialized curb-to-curb services, pedestrian trips, cycling, and taxis/transportation network companies. Additional factors such as age, English language proficiency, and military service result in higher risk of disability and/or lower income. Therefore, HST focuses on the intersecting needs of five population groups:

- Individuals with disabilities
- Individuals with lower income
- Individuals with limited English proficiency (LEP)
- Older adults
- Veterans

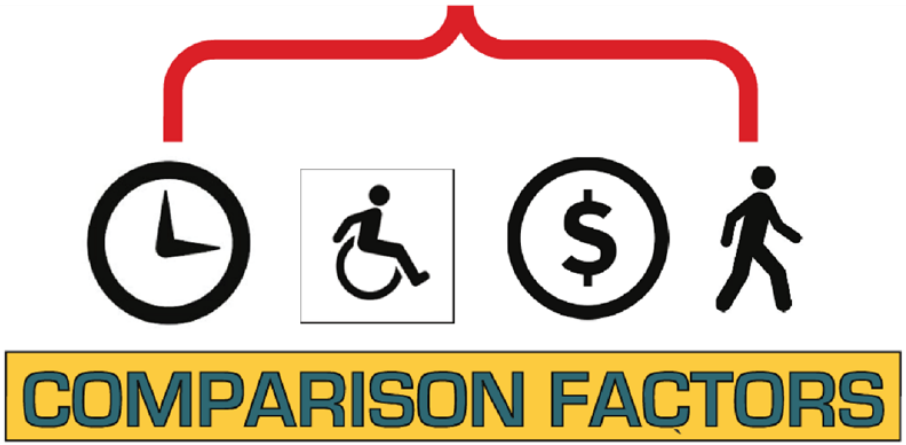


How People with Specialized Needs Make Decisions.

Transportation options are limited for HST populations, and each person makes a decision based on what is personally accessible. At each step of the decision making process, some options are eliminated and others become more prominent. As they consider options such as public transit, carpool/vanpool, specialized curb-to-curb services, pedestrian trips, cycling, and taxis/transportation network companies, they ask themselves the following questions to make individual decisions:

- Is the option available when I leave my home?
- Is the option available to get me to my destination (for purposes such as work, school, errands, medical/health, social, worship, etc.)?
- Does the option accommodate my disability (if applicable)?
- Can I afford the option (does it place an undue burden on my budget)?
- Of the available options, what barriers exist (such as schedule, frequency, safety, etc.)?
- What will happen if none of the options meet my need or if they all present barriers that are too great?

The final question at the end of their decision-making process is key, as data collected through HST Public Outreach sessions conducted during August and September 2015 indicate two actions are possible. First, they may decide to purchase a vehicle. For an individual with a disability, this can be extremely cost prohibitive considering the adaptive equipment required for many (electronic lift, custom features, etc.). For an individual with lower income, they will purchase what they can afford. The vehicle would likely be an older model that is less reliable (more likely to break down) and/or has older technology (emits more emissions). Second, they may decide to stay at home and forgo trips due to the barriers encountered. Depending on an individual's situation, a lack of viable transportation options has the potential to create a large barrier in finding work and remaining gainfully employed, obtaining access to critical medical/health facilities, and/or accessing affordable food, to list only a few.



These Issues Impact Everybody

When HST is successful, people are able to leverage many modes in the transportation system such as public transit, carpool/vanpool, specialized curb-to-curb services, pedestrian trips, cycling, and taxis/ transportation network companies. This extends to those who choose these options (often called "choice riders") and have no factors such as disability and/or low income influencing their decision. Greater usage of these options and reduction of trips by personally owned and operated vehicles has the potential to reap broad benefits across all populations, non-HST and HST alike. Issues such as poor air quality and climate change result from more reliance on less-environmentally sustainable options. In turn, this impacts public health and the environment overall. More people driving older, less reliable cars could contribute to car break-downs in traffic, resulting in additional traffic congestion. Traffic congestion, in turn, generates more stress and potentially more negative public health impacts.

When HST is successful, people are able to live independently by getting from their homes to the destinations of relevance to them. They are able to get there affordably. More members of society are able to work and contribute to the larger economy. More people are able to spend and become patrons of businesses. This benefits the economy as a whole.

Transportation options and connectivity has the potential to alleviate some effects of poverty or a lack of equity in a metro area. The reasons for having lower income are myriad and connect with reasons including, but not limited to, public school quality, adequate/affordable food access, affordable housing/connection of housing with community resources, etc. Factors such as disability, military service, age, and LEP have the potential to further exacerbate a tenuous situation where poverty or lack of equity is involved. Taking HST into account is a step towards improving equitable transportation.

Planning Strategically and Taking Action

The challenge of HST is to understand diversity while integrating strategically with the transportation system to address a wide range of needs across a variety of transportation options. Regional HST goes a step further by connecting HST activities (projects, programs, policies, funding, etc.) on various governmental levels (municipal, county, and region). Naturally, municipalities, counties, and regions will set different HST targets based on local context, what has been accomplished in the past, and what is understood as the highest impact. For HST, as with any planning process, it is critical to integrate diverse partners who have a stake in outcomes and/or have a hand in implementing solutions (infrastructure, services, policy, etc.).

The HST process involves first inventorying HST "assets" of various types. This is coupled with public outreach and data analysis to understand the current situation. Stakeholders agree upon what the "ideal" situation would be in the future. The gap between the ideal and current reveals what is missing in general, and a draft list of the appropriate tactics (mix of infrastructure, services, policy, etc. as solutions) can be created. The tactics can then be grouped as possible alternatives/scenarios to objectively evaluate potential results. This objective evaluation involves comparing various selection criteria that take into account economic, environmental, and equity issues. Action plans are developed, shared with regional partners, and operationalized on various levels with diverse partners.

Being Results-Oriented

The selection criteria that support the objective evaluation process indicate what results are anticipated based on all available information. As tactics are implemented and put into operation, some will meet the anticipated results while others will not. The success of tactics generally cannot be anticipated with 100% accuracy due to the nature of cities (places with a mix of personal behaviors, continually changing dynamics, etc.). Therefore, measurement and verification of results is key to fostering effective, results-oriented HST.

Photo credit: Karman Healthcare

THE ATLANTA REGION'S PLAN 2040 RTP

SOLUTIONS

Transportation plans must improve the lives of all people, including those who drive, take transit, walk or bike to get to jobs, schools, shopping and other destinations. Learn what's planned to help each of these types of travelers.

Finding Your Solutions 80

Roadway Solutions for Drivers and Bus Riders 82

Solutions for Transit Patrons 104

Solutions for Bicyclists and Pedestrians 116

Safety Solutions for All Roadway Users 122

Solutions for the Goods Movement Industry 126

Solutions for Individuals with Specialized Needs 130

Innovative Solutions for Commuters 136

Growth and Development Solutions 142

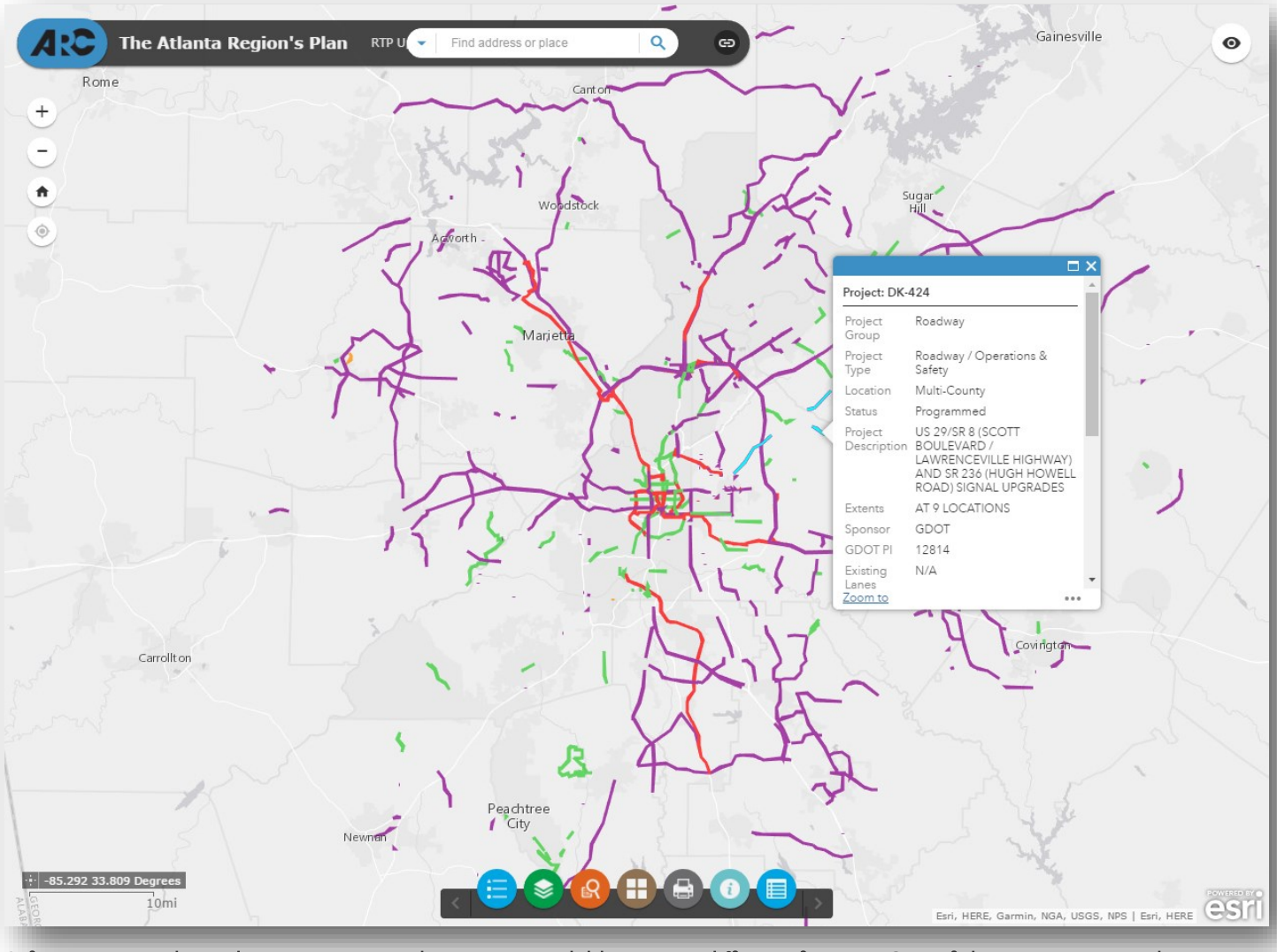
Summary of Transportation Investments 148

Finding Your Solutions

The Atlanta Region's Plan (Transportation) contains hundreds of projects and programs designed to make traveling around the Region safer and more convenient. Infrastructure solutions range from major freeway projects which will ease congestion for hundreds of thousands of drivers each day to sidewalks which permit older adults to walk to the neighborhood store to new transit lines which expands economic opportunities for everyone. Other solutions, however, focus on programs and policies which expand access to transportation services or make them operate more efficiently. Regardless of the approach used, whether it's building a new facility, improving an existing one, or providing another option altogether, the desired end result is still the same. Solutions must work for individuals as well as the entire Region.

This section provides an overview of key solutions which target the needs of various user groups. The projects and programs highlighted are not comprehensive in nature. For more in-depth information about the entire set of solutions, refer to Appendices (A), (B) and (C). The locations of individual infrastructure projects for any part of the Region can be explored through an interactive mapping tool available on ARC's website. Unless otherwise stated, all amounts shown in this section are in year-of-expenditure (YOE) dollars to account for inflation.

Interactive Project Mapping Website



Information on planned transportation solutions are available in many different formats. One of the easiest ways to learn about projects in your community or along your route to work is through an interactive mapping website. Roadway, transit and bicycle/pedestrian projects are coded in different colors and a number of different filter options are available. Detailed fact sheets describing each project's scope, schedule and budget can also be accessed through this interface.

LEARN MORE

Roadway Solutions for Drivers and Bus Riders

Our roadway network serves a wide array of drivers: commuters heading to and from their jobs, people going shopping or a park or to visit friends during their spare time, and truck drivers making deliveries to stores, offices and homes are just a few examples. A well maintained and functioning roadway network is also important for many people who don't drive themselves but are just as vulnerable to congestion and unsafe conditions as drivers are: bus riders. This section of *The Atlanta Region's Transportation Element* highlights a variety of different types of planned major roadway investments which will make travel by roadway more reliable and efficient.

Taking Care of Our Existing Roads and Bridges

These solutions support the following transportation policies of The Atlanta Region's Plan:

1.1 1.2

As more money is spent on maintaining existing roads and transit, there is less available for addressing other transportation needs. To better understand the financial implications of this aging infrastructure, ARC analyzed the physical conditions of the Region's pavement, bridges, and transit infrastructure. While there are significant unknowns associated with projecting transportation infrastructure conditions into the future, this type of analysis informs the allocation of limited resources over the plan horizon.

According to the findings of the *Transportation Assessment* finalized in early 2015, approximately 95 percent of the Regional Strategic Transportation System (RSTS) currently has pavement is in good condition, well above the national average of 70 to 75 percent. Conditions, however, vary significantly based on the functional classification of the roadway and by jurisdiction. Coincidentally, about 95 percent of our bridges are also currently in good condition, which is higher than the national average of about 90 percent. Being in good condition is defined based on whether or not a bridge is classified as Structurally Deficient (SD). This classification does not imply that a bridge is unsafe; rather, it means that a bridge has structural needs and requires substantial work to keep it in a safe and operable condition.

The Atlanta Region's Plan (Transportation) commits $16.4 billion over the next 20+ years to regionally significant resurfacing, bridge upgrades/ replacements and other routine maintenance roadway projects. Local and state funded projects which do not have to be reflected in an RTP will add another $22.3 billion, for a total of $38.7 billion. This level should be more than sufficient to maintain these assets at or above today's conditions. This is a significant reversal since the last version of the plan, in which a multi-billion funding shortfall was forecast. The passage of the Transportation Funding Act of 2015 (TFA 2015) has allowed the Region to close the gap.

In future updates of the plan, a robust analysis of how quickly a systemwide state of good repair can be achieved and maintained will be conducted. It is likely that some state revenue currently assigned to maintenance and preservation programs can be reallocated and used for system expansion projects and demand management programs instead.

Taking Care of Our Existing Roads and Bridges

60%

Percent of survey respondents (MetroQuest 2014) who believe repairing the Region's existing roads and bridges should be one of our highest transportation priorities

$38.7 billion

Potential funding available to maintain roads and bridges through 2040, a level which should result in a systemwide state of good repair

250

Approximate number of bridges in the Region needing major reconstruction or replacement

Notable bridge upgrade / replacement projects to be completed or under construction by the end of this decade

Courtland Street at CSX / MARTA line in Atlanta
SR 82 at Middle Oconee River in Barrow County
Valley Hill Road at Flint River in Clayton County
SR 74/85 at CSX line in Coweta County
US 29/78/278 at Lullwater Creek in DeKalb County
SR 140 at Little River on Fulton / Cherokee boundary
Three locations on SR 369 in Forsyth County
SR 120 at Singleton Creek in Gwinnett County
US 278 at Alcovy River in Newton County
SR 11 at Apalachee River in Walton County

Getting the Most We Can From the Existing System

These solutions support the following transportation policies of The Atlanta Region's Plan:

1.2 4.1 6.2 7.1 7.2

Transportation Systems Management and Operations (TSM&O) is a set of strategies to anticipate and manage traffic congestion, and minimize other unpredictable causes of service disruption and delay, thereby maintaining roadway capacity while improving reliability and safety. TSM&O can improve vehicle delay by implementing more sophisticated and organized traffic management and control. TSM&O is a progressively developing arena, and results in several novel transportation management and operations technology each year. It is one of the most versatile transportation investment strategies included in the RTP because it can single-handedly meet one or more of the following objectives:

- Reduce injuries and fatalities resulting from vehicle crashes
- Alleviate congestion
- Safely and efficiently manage traffic during significant roadway incidents
- Improve travel time reliability
- Provide traveler information
- Facilitate improved travel conditions during special events

TSM&O will be relied upon to help maintain and operate the existing transportation system, and provide for reliable travel. TSM&O will also be a main avenue for introducing advanced technologies to the transportation system.

Numerous significant TSM&O projects have been implemented in the Atlanta Region in recent years, or are currently under construction:

- Georgia NaviGAtor Advanced Traffic Management System (ATMS) – including freeway cameras, speed detection, and on-ramp metering
- HERO (Highway Emergency Response Operators) traffic incident management and clearance
- I-285 Freeway Variable Speed Limits (VSL)
- Freeway Hard Shoulder Running (e.g., SR 400 Corridor)
- Regional Traffic Operations Program (RTOP) Traffic Signal Synchronization and Communication

GDOT's "NaviGAtor" system has been a marquee investment strategy for Metro Atlanta freeways since before the 1996 Centennial Olympics, while RTOP is one of the most notable arterial TSM&O programs in the nation. It can be credited with reducing the total number of stops on selected corridors by 8.3%, and for reducing stopped time delay by 12%. In just one year alone, RTOP can save commuters over 700,000 gallons of lost fuel associated with operational and capacity delay.

The 2018-2023 Transportation Improvement Program (TIP) includes new TSM&O projects for implementation such as:

- New HERO truck purchases
- Arterial signal system improvements in local jurisdictions as well as in major employment centers (e.g., Perimeter, Buckhead, and Midtown)

Typical signal upgrades include: updated hardware and software to provide for communications with other signals and traffic control centers; installation of flashing yellow arrows, and traffic responsive and adaptive signal control (dynamic traffic signal control). These improvements will result in more efficient intersection turning movement and ingress/egress at major destinations.

System Efficiency Problems

Photo credit: The Telegraph

Photo credit: Atlanta Journal Constitution

Photo credit: John Bazemore / AP

Potential TSM&O Solutions

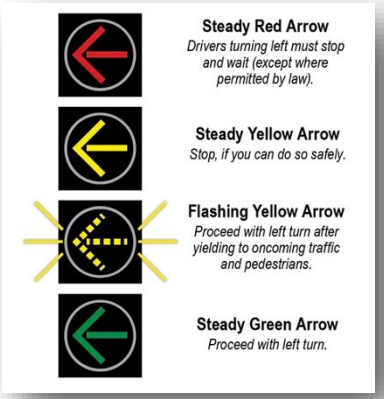


Image credit: Indiana DOT

Photo credit: Newnan Times

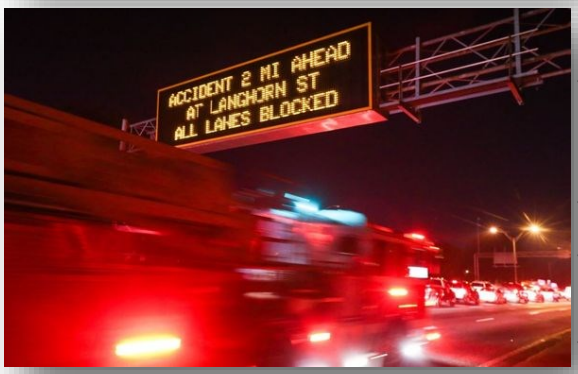


Photo credit: Atlanta Journal Constitution

IMPLEMENTING THE PLAN

Photo credit: prweb.com

For nearly 20 years, the Georgia Department of Transportation has operated a Transportation Management Center on East Confederate Avenue, a short distance from downtown Atlanta. Adjacent to the TMC are the headquarters of the Georgia State Patrol, the National Guard and the Georgia Emergency Management Agency, ensuring the ability to coordinate and respond quickly during special events and emergencies. Traffic conditions are automatically monitored by over 1,600 cameras and an additional 500 closed circuit cameras provide the ability for operators and the general public to see real-time conditions on the Region's freeway system. Ramp meters, changeable message signs and HERO operations are also coordinated through the center.

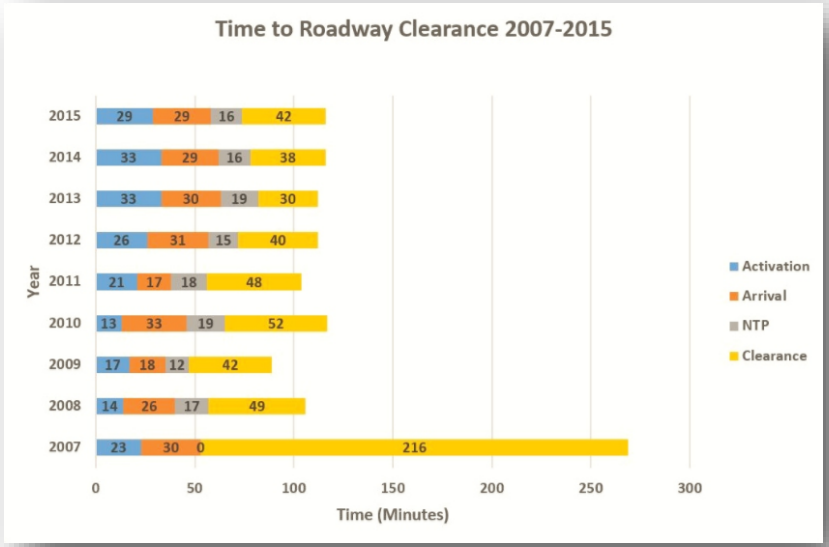


Image credit: TIME Task Force

Georgia's Towing and Recovery Incentive Program (TRIP) was implemented in metro Atlanta to facilitate improved management of large-scale commercial vehicle incidents. These large-scale incidents can significantly affect traffic in the Region, causing long motorist delays, polluting the air, and creating safety hazards. TRIP encourages the quick, safe clearance of these incidents by paying performance incentives to highly-skilled, TRIP-certified towing and recovery companies for clearing wrecks within established timeframes. Since the program began, the average time to clear major incidents has been reduced by nearly 2.5 hours.

Getting the Most We Can From the Existing Road System

$7.5 billion — *Amount of funding committed to optimizing the efficiency of the roadway network through TSM&O and related strategies and programs*

1.4 million — *Number of hours saved by drivers each year along corridors with signal timing improvements made under the Regional Traffic Operations Program (RTOP)*

382 — *Number of miles of freeways in the Atlanta Region patrolled by Highway Emergency Response Operator (HERO) units*

55-60 thousand — *Number of annual incidents responded to by HERO operators*

2,100 — *Number of cameras in the NaviGAtor system*

Addressing Interchange Bottlenecks

These solutions support the following transportation policies of The Atlanta Region's Plan:

3.2 3.3 4.1 5.4 6.1

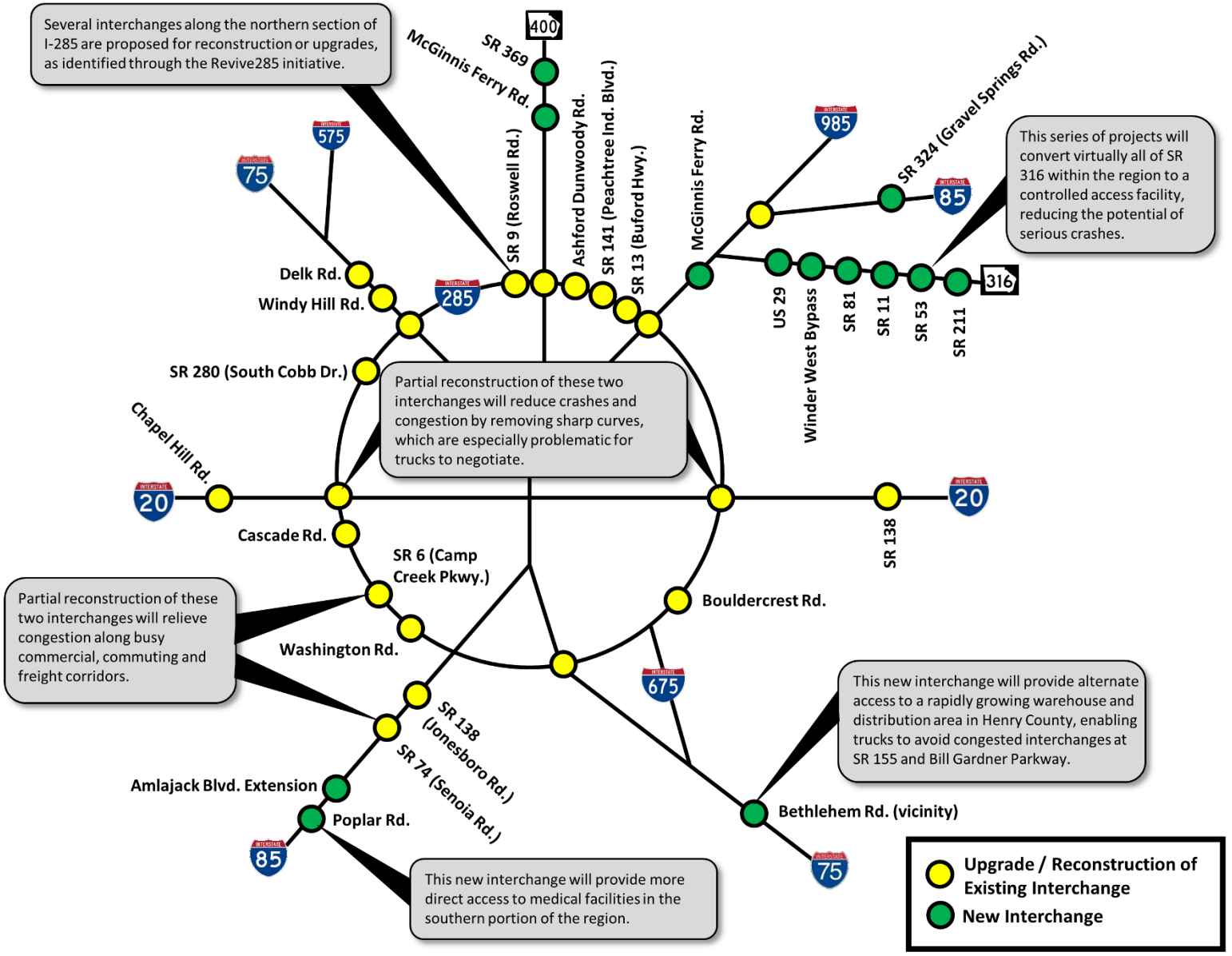
The Region's interstates and freeways are impacted by population and employment growth. Interstates and freeways currently accommodate a significant percentage of the Region's peak period travel. A focus of *The Atlanta Region's Plan (Transportation)* is to address regional bottlenecks through increased managed lanes capacity and interchange projects. A synopsis of the managed lanes vision is presented later in this Solutions section.

A core strategy of the *Regional Policy Framework* is to address bottlenecks that are in close proximity to employment centers and major roadways. Programmed interchange improvements include upgrades or expansions to existing interchanges, or building new ones. Interchange upgrade/reconstruction projects typically involve the reconfiguration of existing lanes, rehabilitation or replacement of an existing bridge, or reconfiguration of the on/off ramps to help make traffic flow more efficiently. Interchange expansions are more substantive in nature, involving the addition of through lanes or expanding the possible movements available to drivers.

Addressing bottlenecks at interstate interchange locations is an important need based on the *Regional Assessment* and the work associated with the *Atlanta Region Freight Mobility Plan*. A sample of near-term interchange projects, scheduled to be complete or under construction before the end of this decade, include:

- I-285 at SR 400 – Reconfigure existing flyover ramps and add collector/distributor lanes
- I-285 West at SR 6 (Camp Creek Parkway) in southern Fulton County – Reconstruct as Diverging Diamond
- New Interchanges at multiple locations along SR 316 in Barrow County and Gwinnett County– SR 81, SR 53, and SR 11
- I-85 South at SR 74 in Fayette County – Interchange Reconstruction
- I-85 South at Poplar Road in Coweta County – New Interchange
- SR 400 at SR 369 (Browns Bridge Road) in Forsyth County - New Interchange
- I-75 South from SR 331 to I-285 – Collector / Distributor Lanes

Interchange Bottleneck Projects



IMPLEMENTING THE PLAN

I-285 / SR 400 Interchange Reconstruction

Congestion at the I-285 / SR 400 interchange has long been an issue for the Atlanta Region and the entire state of Georgia. The interchange, located at the nexus of two vital freeways and a MARTA rail line, serves one of the Region's largest employment centers at Perimeter Center and facilitates the movement of people and goods throughout the Region. A larger-scale improvement, referred to as "Revive 285" is being developed to improve mobility across the entire northern portion of I-285 between I-75 in Cobb County and I-85 in DeKalb County. Construction work began in late 2016.

One of the primary issues of the current interchange is that it is a facility which has outlived its original design with closely spaced ramps, including two merges which occur from the left side of the receiving freeway. The proposed improvements include new flyover ramps to improve merge conditions as well as new collector-distributor lanes to separate the majority of weaving traffic generated by exit and entrance ramps from the through traffic on both I-285 and SR 400. These collector -distributor lanes extend the footprint of the overall project along I-285 from west of Roswell Road to east of Ashford Dunwoody Road, a distance of 4.3 miles. Along SR 400, construction will extend from the Glenridge Connector to north of Spalding Drive, approximately 6.2 miles in length. As a result, this will be one of the most expensive transportation projects ever constructed in the state of Georgia, with a total cost of approximately $800 million.

Since a project of this magnitude would be very difficult to finance entirely through existing federal and state revenue sources, GDOT is pursuing implementation through a Public Private Partnership (P3) arrangement. The United States Department of Transportation (USDOT) defines a P3 as a "*contractual agreement formed between a public agency and a private sector entity that allows for greater private sector participation in the delivery and financing of transportation projects*". There are a variety of P3 approaches, with the one being pursued for this project being a Design-Build-Finance (DBF) model.

Under a DBF, GDOT awards a contract to a private firm, or a consortium of firms, for the design, construction and partial financing of the project. As currently envisioned, GDOT will make payments on a fixed schedule based on work completed. During the project's active construction period, anticipated to last until the year 2020, the contractor will receive partial payment for work completed. The remainder of payments will be deferred until after construction is completed, at which point GDOT will continue to make payments to the contractor on a fixed, negotiated schedule. Spreading the construction payments over a longer period of time will allow GDOT to better manage the anticipated cash flow of both and federal and state revenues.

LEARN MORE

Image credit: Georgia DOT

The reconstruction of the I-285 / SR 400 interchange will include new flyover ramps to eliminate left-hand entrance ramps, as well as collector-distributor lanes to better manage weaving through this area. Those lanes stretch 4.3 miles along I-285 and 6.2 miles along SR 400. A unique design aspect of this project is the inclusion of a multi-use path which will form a critical connection for bicyclists and pedestrians circulating within Perimeter Center, while also being a major link in a regional trail network actively being planned and implemented.

IMPLEMENTING THE PLAN

Photo credit: Georgia State Road and Tollway Authority

Diverging diamond interchanges are relatively new to the Atlanta Region, but are rapidly becoming a proven strategy in relieving congestion. The key to their effectiveness is switching the directional flow of traffic between the ramp endpoints, which creates the ability for left turns to occur continuously without the assistance of a traffic signal. Georgia's first DDI opened at the I-285 / Ashford Dunwoody interchange (pictured) in 2012. Three more DDIs have been completed since then and the Abernathy Road interchange on SR 400 will be converted to a DDI as part of the I-285 / SR 400 reconstruction project. Several other locations around the Region are currently being studied to determine if this would be an appropriate solution.

Addressing Interchange Bottlenecks

13 *New interchanges planned for construction by 2040*

22 *Major upgrades to existing interchanges between now and 2040*

$2.9 billion *Estimated cost of the 35 interchange projects currently under construction or planned by 2040*

Notable Interchange Projects

I-285 at SR 400 reconstruction in northern Fulton County

I-285 West at I-20 West reconstruction in City of Atlanta

Six new interchanges on SR 316 in Gwinnett County and Barrow County

I-285 East at I-20 East reconstruction in DeKalb County

Two new interchanges linking McGinnis Ferry Road to SR 400 and I-85

I-85 South at SR 74 in southern Fulton County

New interchange on I-75 South near Bethlehem Road in Henry County

Expanding Arterial and Freeway Capacity Strategically

These solutions support the following transportation policies of The Atlanta Region's Plan:

3.1 3.2 3.3 4.1 5.4 6.1

Roadways in the Region serve many purposes and accommodate different types of travel including transit vehicles, automobiles, the movement of freight, pedestrians, and bicycles. The local streets and arterials that connect our communities are typically used for shorter trips, while the Region's highways connect hundreds of thousands of motorists each day to major centers for jobs, education, shopping, and recreation.

This network is comprised of several key components including facilities which serve regional transportation needs, provide service to regional activity centers, aid in intra-community connectivity, and maintain access to and from areas outside of the Region.

The Regional Strategic Transportation System and Thoroughfares Network, which were described in the Process section of this plan, are systems of the major roadways across the Region that connect our communities and activity centers, move high volumes of traffic, and are key to goods movement. These facilities also provide essential alternate routes for cross-regional travel when incidents occur on another part of the network. For all these reasons, it is critical for the Region's economy that these roadways form a coherent network and function efficiently and safely for all users.

Several considerations helped determine when it is appropriate to add capacity to the arterial network, including:

- Focus on the most congested corridors where additional capacity can provide positive long-term impacts.
- Encourage multi-jurisdictional and key subregional priorities.
- Consider the location of key emergency evacuation routes.
- Support the movement of freight.
- Emphasize cost effectiveness.
- Limit investment in rural areas, except to connect regionally significant employment and commercial centers.

The Atlanta Region's Plan (Transportation) includes 185 arterial and freeway widenings and new alignment projects which will collectively add over 1,000 lane-miles of capacity to the arterial network by 2040. Virtually all of these projects are located on the arterial network. The need for many additional projects have been identified through various planning initiatives through the years and ARC will soon be undertaking a comprehensive review of those projects to determine which ones are regionally significant and should be included in a refined financially unconstrained vision. See the Future section of this plan for more information about this initiative.

A sample of arterial capacity projects which will be complete or under construction before the end of the decade includes:

- SR 92 realignment and widening in Douglas County and Paulding County
- SR 20 widening in Cherokee County
- US 19/41 (Tara Boulevard) widening in Clayton County
- SR 54 widening in Clayton County and Fayette County
- SR 360 (Macland Road) widening in Cobb County
- Lithonia Industrial Boulevard Extension in DeKalb County
- East Fayetteville Bypass in Fayette County
- SR 9 (Atlanta Highway) widening in Forsyth County

- Jodeco Road widening in Henry County
- SR 162 (Salem Road) widening in Rockdale County and Newton County

When adding capacity to the arterial system, it must be done in a way that meets the needs of all users and modes. This concept results in what is called in a "complete street". When we plan to widen a road, we must also include things like amenities to support transit services along those corridors, provide pedestrian and bicycle facilities, safe crossings and intersections, and take into consideration the needs of all users young and old, driver and non-driver. This policy is key to providing safe access to community resources for all residents and helps to create a healthy community.

For the freeway network, GDOT's general policy for use of federal and state funds is that new mainline capacity added within the Atlanta Region will be managed through a combination of vehicle occupancy and tolling restrictions. In other words, the construction of additional general purpose "free" lanes is not the preferred option. There are two general exceptions to this policy, however: 1) where there are currently only two lanes in each direction, and 2) auxiliary "add/drop" lanes between interchanges to create longer and safer weave zones.

Because of these restrictions, only three major non-managed capacity projects are proposed for the freeway network in *The Atlanta Region's Plan (Transportation)*:

- I-85 North widening from Hamilton Mill Road to SR 211
- I-85 North widening from SR 211 to SR 53
- I-985 widening from I-85 North to SR 53

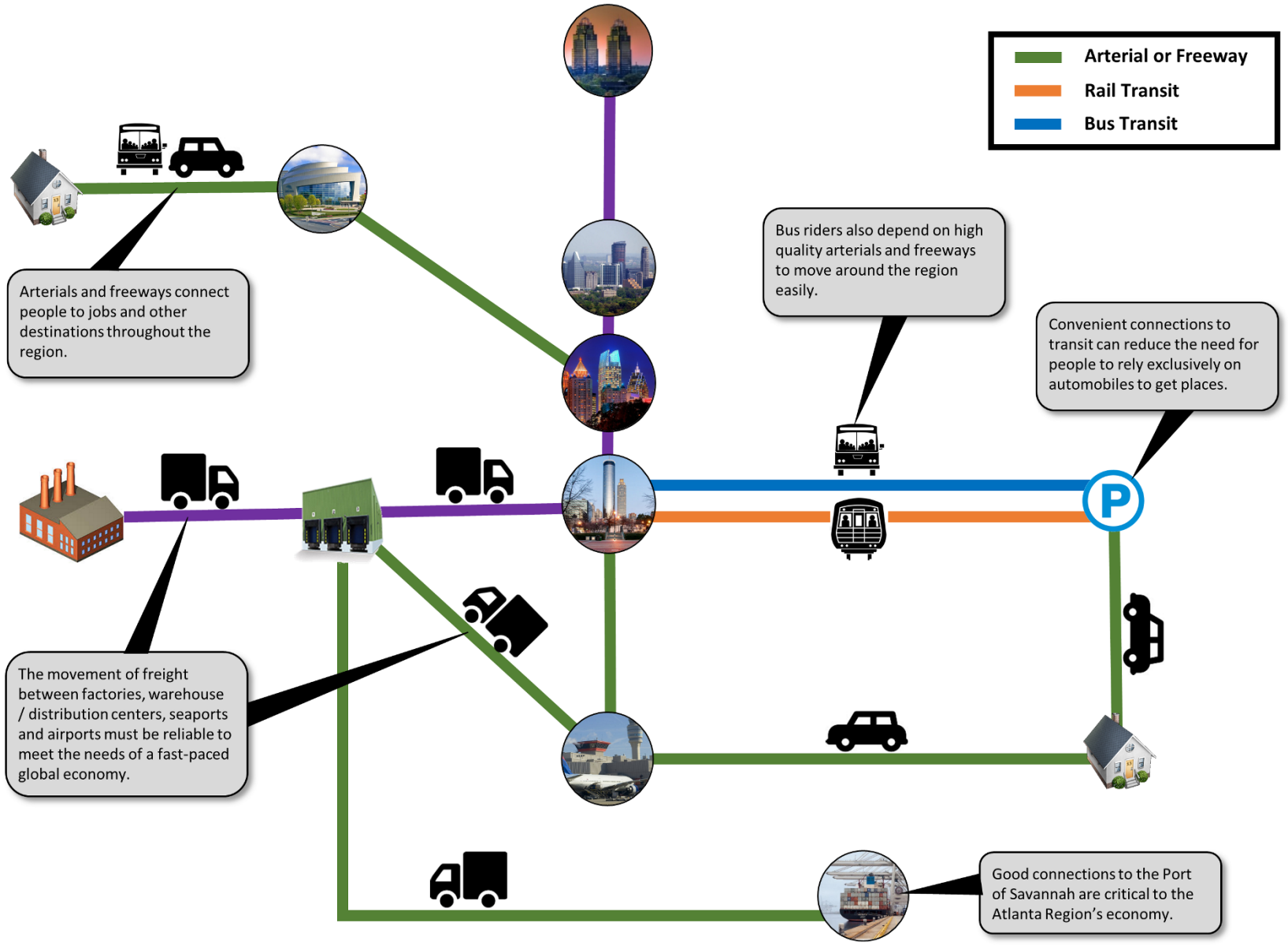
In addition to these projects, new commercial vehicle lanes are proposed in the northbound direction along a portion of I-75 South. This innovative project is described in more detail in the Solutions for the Goods Movement Industry narrative later in this section.

IMPLEMENTING THE PLAN

Photo credit: Croy Engineering

The realignment of SR 92 around downtown Douglasville, currently under construction, eliminates a severe bottleneck along a key cross-regional corridor. The constriction was especially problematic for truck drivers, who had to follow a circuitous route through the city to avoid an at-grade railroad crossing with steep approaches on both sides.

Conceptual illustration of the important roles played by our arterials and freeways



Expanding Arterial and Freeway Capacity

185

Number of roadway projects planned by 2040 which add general purpose travel lanes

1035

Approximate number of additional lane-miles of general purpose travel lanes to be built by 2040

$7.7 billion

Total funding required through 2040 for arterial and freeway capacity projects (not including express lanes)

Notable Arterial and Freeway Capacity Projects (not including managed

- Winder West Bypass in Barrow County
- SR 92 realignment in Douglas County
- SR 20 widening in Cherokee County and Forsyth County
- US 19/41 (Tara Boulevard) widening in Clayton County
- SR 360 (Macland Road) widening in Cobb County and Paulding County
- Lithonia Industrial Boulevard Extension in DeKalb County
- East Fayetteville Bypass in Fayette County
- I-985 widening in Gwinnett County
- SR 9 (Roswell Road) Reversible Lane Removal and Widening in northern Fulton County
- SR 9 (Atlanta Highway) widening in Forsyth County
- US 23 (Buford Highway) widening in Gwinnett County
- I-85 widening in Gwinnett County
- SR 155 widening in Henry County
- SR 162 (Salem Road) widening in Rockdale County and Newton County
- SR 92 widening in Paulding County

Creating Reliable Travel Options With Express Lanes

These solutions support the following transportation policies of The Atlanta Region's Plan:

1.2 1.3 2.1 3.1 3.2 7.1 7.2

The Atlanta Region's Plan (Transportation) relies to a significant extent upon the ability to construct managed lane facilities to meet the growing transportation needs in the Region. The planned network of these priced facilities is necessary to allow construction of new and expanded transportation facilities while also allowing the opportunity for more efficient management of corridor demand using tools such as variable and dynamic pricing.

"Managed lanes" is a general term used for a wide variety of roadway facilities which have their usage restricted in some way. These restrictions may include time of day, vehicle occupancy rates, or pricing (or some combination of all of them). These facilities are also commonly referred to as express lanes here in Georgia. The existing network of non-tolled High Occupancy Vehicle (HOV) lanes on portions of I-75, I-85 and I-20 and the High Occupancy Toll (HOT) lanes on I-85 North, in which single occupant vehicles and 2-person carpools pay a toll, are managed lanes by definition. So are Express Toll Lanes (ETL), in which all vehicles except registered buses pay a toll. Reversible ETLs opened on I-75 South in Henry County in January 2017. Other ETLs along sections of I-75 and I-575 in Cobb County and Cherokee County opened in September 2018.

By allowing certain drivers to pay a toll which varies depending on the level of congestion in the HOT lane and the adjacent non-tolled general purpose lanes, or shift to a carpool or transit, express lanes provide travelers the option of a more reliable trip time. Each section of the

This section summarizes the findings and recommendations of GDOT's *Managed Lanes Implementation Plan*, which is a topic focused extension of *The Atlanta Region's Plan (Transportation).*

express lane network will have different operating characteristics based on levels of congestion and the type of facility constructed.

As demonstrated by GDOT's *Managed Lanes System Plan* (MLSP), completed in 2010, the pricing of freeway capacity can be an effective means of making progress toward performance objectives to reduce emissions, driving and delay. In 2013, GDOT undertook a major update of this plan and rebranded it as the *Managed Lanes Implementation Plan* (MLIP). The managed lane system recommendations included in *The Atlanta Region's Plan (Transportation)* are derived from the findings of the MLIP. While the MLIP explored several types of managed lane applications, such as "dynamic flex lanes" which are only available during morning and evening peak commuting periods, all projects not yet actively being designed or construction were assumed for this plan to involve the addition of one or two dedicated full-time lane in each direction. As each corridor moves into project development activities, the most appropriate solution will be finalized, based on a detailed engineering analysis, traffic characteristics, financial resources, overall economic conditions, and public input.

To keep traffic flowing freely, toll rates on the express lanes will adjust dynamically to balance supply and demand based on data from roadway sensors used to monitor traffic conditions. This concept also creates synergy with existing and future express bus services, allowing those transit services to provide more reliable trip times.

The Atlanta Region opened its first price managed HOT lane, on I-85 North, in October 2011. This is a 16 mile long facility between Chamblee Tucker Road on the south and Old Peachtree Road on the north. Use has grown steadily and now exceeds projections by averaging over 28,000 vehicles per weekday. Data show that during peak travel periods in the morning and afternoon, over 90% of all trips have an average travel speed of 45 mph or greater, significantly higher than the adjacent free lanes. The average time saved by users in the morning averages 20

The Atlanta Region's express lane vision

The express lane vision for the Atlanta Region includes 108 miles of existing lanes, 100 more miles of new facilities that will be built by 2040, plus another 68 miles which will be considered for construction if additional financial resources can be identified.

Three main types of express lanes are used in the Atlanta Region

High Occupancy Vehicles (HOV) Lanes

Only vehicles with the required number of occupants are allowed to use these lanes. There is no toll. In the Atlanta Region, HOV lanes have existed since the mid 1990s on portions of I-75, I-85 and I-20 inside the Perimeter. There are no plans to modify how these lanes currently function.

Photo credit: AJC

High Occupancy Toll (HOT) Lanes

HOT lanes are essentially HOV lanes that also allow vehicles with fewer than the required minimum number of occupants to access them by paying a toll. HOVs are generally allowed to use the lane without a charge. In the Atlanta Region, a portion of I-85 in Gwinnett County has HOT lanes where 3-person carpools can travel for free, but unaccompanied drivers and 2-person carpools can pay a toll which varies based on the level of congestion along the corridor. The variable toll is intended to ensure a targeted travel speed of 45 mph.

Photo credit: AJC

Express Toll Lanes (ETL)

ETLs are toll lanes in which all drivers, regardless of the number of people in their vehicle, can pay a variable toll to use. Transit buses will be able to use the lanes free of charge, however. In the Atlanta Region, most new express lanes either under construction or planned will be ETLs.

Photo credit: GDOT

minutes, and the afternoon user sees a savings of about 16 minutes. In addition to those who choose to ride transit, about one in seven travelers have a toll-free trip along the corridor by virtue of participating in a 3+ carpool. An extension of these lanes from Old Peachtree Road to Hamilton Road opened in November 2018.

Reversible ETLs opened along a 12 mile section of I-75 South, from SR 138 to SR 155, in January 2017. As with the toll lanes on I-85, usage levels are slowly building as travelers along the corridor become more familiar with the facility.

Reversible ETLs also opened in September 2018 on I-75 North from Akers Mill Road to Hickory Grove Road and on I-575 from I-75 to Sixes Road. No usage data is yet available.

GDOT has accelerated the implementation of four other express lane corridors in the Region through an initiative dubbed the Major Mobility Investment Program (MMIP), announced by Governor Nathan Deal in January 2016:

- I-285 West between I-20 West and I-75 North
- I-285 North between I-75 North and I-85 North
- I-285 East between I-85 North and I-20 East
- SR 400 North between I-285 and Holcomb Bridge Road

The state's goal is to have all four facilities either complete or under construction by 2025. For more information on the MMIP, refer to the Finances section of this document.

These express lanes, as well as all other similar projects in *The Atlanta Region's Plan (Transportation)*, are not envisioned to involve the conversion of any existing HOV lanes. They will, instead, be new capacity and will not result in the reduction in the number of non-tolled general purpose lanes. All current HOV lanes will remain free of charge under the MLIP recommendations and this plan.

The constrained RTP includes $10.1 billion and 100 miles of new express lane corridors that will be built by 2040. This is in addition to the 108 miles of existing corridors as of May 2019. As described in the Finances section of this document, the cost to implement several of these projects will be financed through debt service and/or reimbursement payments made to private sector partners. In some cases, these payments will extend beyond the 2040 horizon year of the plan. The impacts of these projects on federal and state revenues will need to be considered during the next major plan update cycle, when the horizon year is extended to 2045 or 2050. At this time, it appears that the additional cost in YOE dollars to fully implement the 100 miles of express lane corridors recommended in the fiscally constrained component of this plan will be approximately $9.2 billion. These additional costs are not reflected in summary statistics presented at the conclusion of this section.

An additional 30 miles of freeway corridors, as well as enhancements to large segments of the existing network, could be served by express lanes if $2 billion to $3 billion of additional resources can be identified to implement the recommendations of the MLIP that could not be financially accommodated in this plan. This plan also recommends that 38 miles of I-285 South and I-85 South be reassessed for express lanes in the next update of the MLIP. No cost estimate for these potential future additional corridors has been developed.

IMPLEMENTING THE PLAN

Northwest Corridor Express Lanes

The most significant managed lane project in the Atlanta Region's history opened to traffic in September 2018 and is located along I-75 and I-575 in Cobb County and Cherokee County. The $834 million Northwest Corridor Express Lanes project added 29.7 miles of reversible toll lanes along I-75 from Akers Mill Road to Hickory Grove Road and along I-575 from I-75 to Sixes Road. Two new lanes were built to the west of the existing lanes along I-75 from I-285 to I-575. From that interchange, one new express lane was added along I-75 north to Hickory Grove Road and along I-575 from I-75 to Sixes Road. Six new interchanges provide access to and from these lanes along I-75 at I-285, Terrell Mill Road, Roswell Road, I-575, Big Shanty Road and Hickory Grove Road. Along I-575, three points of access are provided between the managed lanes and the general purpose lanes.

The lanes are managed by dynamic priced tolling, allowing drivers to choose to pay a toll to bypass congestion. Transit and registered vanpools travel in the lanes for free.

To maximize benefit for all travelers of the corridor, these express lanes are reversible. The lanes operate southbound in the morning and reverse to northbound operation in the evening. Travel time savings are estimated to range from 5.4 to 43.5 minutes, depending on the trip segment and peak travel direction.

Image credits: Georgia DOT

LEARN MORE

Creating Reliable Travel Options with Managed Lanes

108 *Miles of freeway corridors with existing HOV and HOT lanes (as of May 2019)*

0 *Additional miles of freeway corridors with managed lanes under construction (as of May 2019)*

100 *Additional miles of freeway corridors with HOT lanes planned for completion by 2040*

$10.1 billion *Estimated funding needed through 2040 to build, operate, maintain and pay debt service on the express lane network*

276 *Total length of managed lane system upon build out (also includes projects in the financially unconstrained vision)*

Solutions for Transit Patrons

These solutions support the following transportation policies of The Atlanta Region's Plan:

1.3 2.1 2.2 3.1 5.1 5.2 5.4 7.1 7.2

Transit is vital to the Atlanta Region's citizens and its economy. Transit services provide environmentally sustainable mobility alternatives with reliable travel times that enable residents to access jobs and essential services. Also, transit increasingly plays a more important role in attracting economic development opportunities, as demonstrated by renewed interest in development near existing high capacity transit stations since the end of the last recession. Public sentiment on the importance of transit has consistently been very high, with Metro Atlanta Speaks survey results for the past four years indicating that about 90% of residents believe transit is "very important" or "somewhat important" to the long-term success of the Region.

Development of the Transit Vision

Given the key role transit plays in regional mobility and accessibility, a significant expansion of high capacity transit infrastructure in the Atlanta Region is recommended. These improvements either directly provide or support frequent transit service at defined stations along fixed guideways. The transit expansion projects found in *The Atlanta Region's Plan (Transportation)* are all sourced from the Concept 3 long range vision for transit expansion in the Atlanta Region. Originally adopted in 2008 and subsequently updated in 2012, Concept 3 was developed through a collaborative, multi-year effort led by the Transit Planning Board, a predecessor to today's Regional Transit Committee (RTC). Concept 3's expansion plan would extend transit throughout the Atlanta Region. However, only those projects actively in the planning, engineering and environmental pipeline are included in *The Atlanta Region's Plan* transit recommendations. An update to the Region's transit vision began in late 2016, as discussed in the Future section of this document.

Transit Infrastructure Modernization

Maintaining the Region's bus and rail systems in a state of good repair is essential if public transportation systems are to provide safe and reliable service to thousands of daily riders. Transit state of good repair includes measuring the condition of transit capital assets, prioritizing local transit re-investment decisions and preventive maintenance practices.

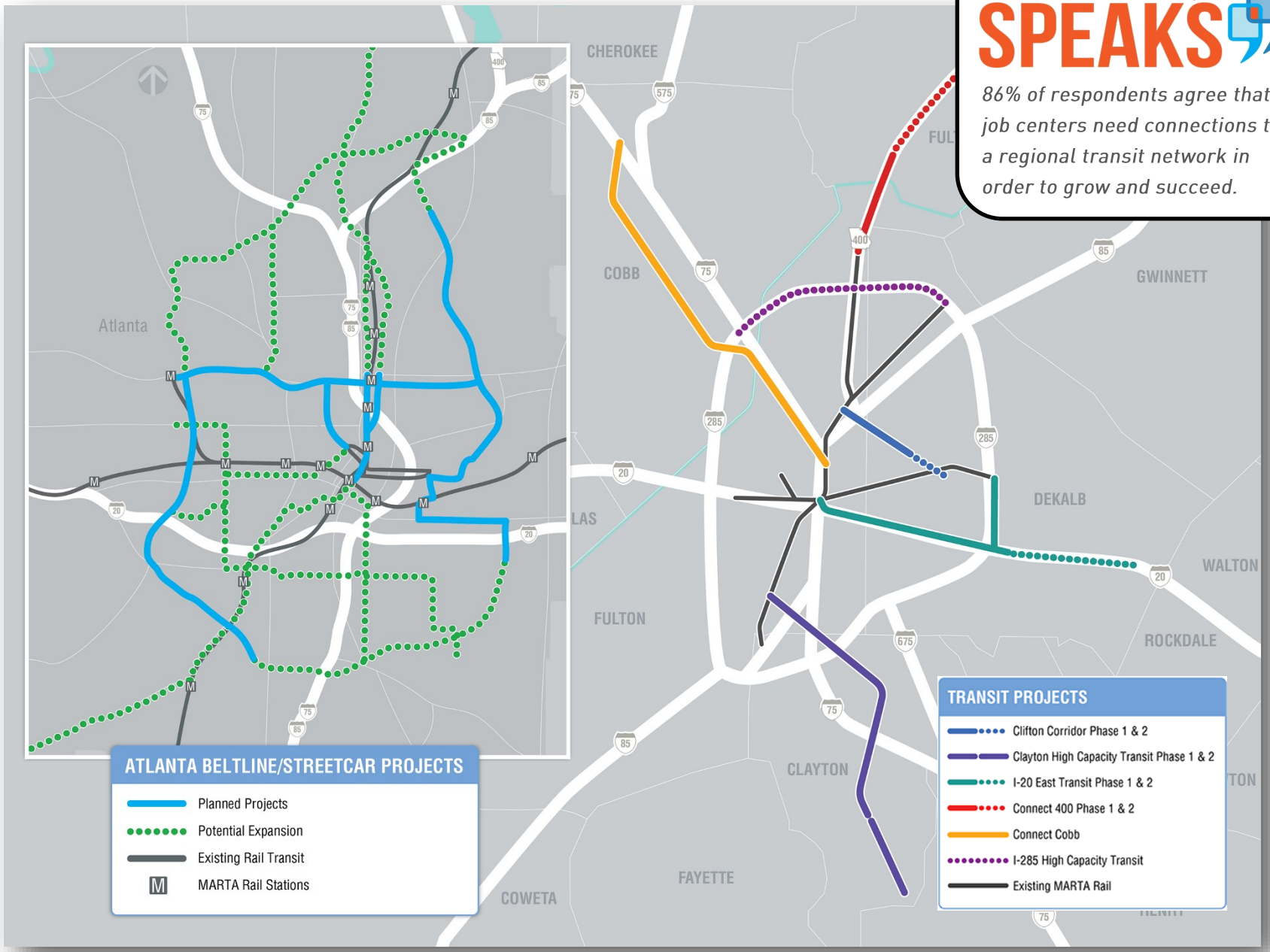
While roadway-related infrastructure has a longer history of measuring asset conditions, such as pavement and bridge sufficiency ratings, national research is underway to identify comparable metrics for transit systems. FTA is leading national efforts to address state of good repair by collaborating with transit providers on this important research.

The Atlanta Region's Plan (Transportation) places continued emphasis on supporting roadway and transit preservation. $23.1 billion is provided to replace buses and rail cars, support operations, and upgrade supportive infrastructure. The plan assumes that existing core transit services for MARTA and other transit systems will be maintained with this level of funding.

The Atlanta Region's transit expansion vision

METRO ATLANTA SPEAKS

86% of respondents agree that job centers need connections to a regional transit network in order to grow and succeed.



IMPLEMENTING THE PLAN

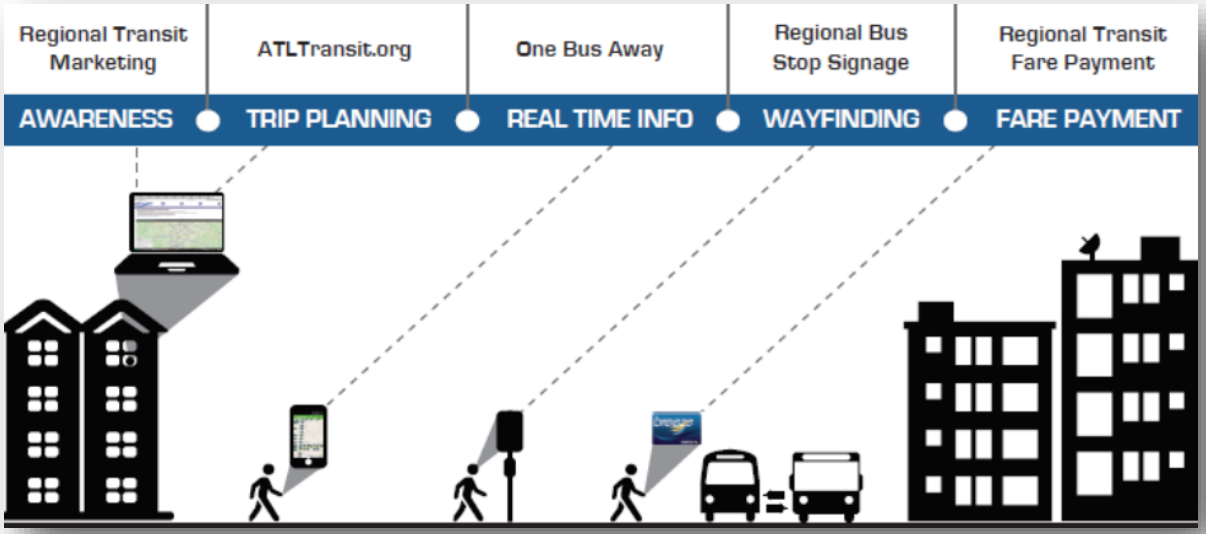
Short Term Solutions for Transit Patrons

In addition to expanding public transit infrastructure to broaden the geographic reach of transit, public transit involves working on diverse service improvements to enhance the customer experience. ARC currently works on five aspects of the customer experience through a program of projects managed by the Regional Transit Committee.

- **Awareness** – Before an individual can become a customer of public transit, they must first be aware that it exists as a viable option for their trip. To this end, ARC began its first Regional Transit Marketing project in 2015. The goal of the Regional Transit Marketing Campaign is to raise awareness among metro Atlanta residents that there is an interconnected network of transit solutions offering viable options. During 2016, relevant messages were communicated to Atlanta Region residents to ensure awareness of transit across the Region is strong.

- **Trip Planning**– Once an individual is aware of transit in general, they want to know specifically how they can use it to get where they need to go. When this information is accessed online, it takes place primarily through a trip planner by the user entering the trip details and reviewing relevant options. The ATLTransit.org website first became available to the public in 2014. ARC staff is working on upgrades and an improved user interface for the website. While trip planning is a primary function of the website, the user can also access information regarding transfers between transit agencies and online fare payment options.

Regional Transit Experience Enhancement Concept



Atlanta Regional Commission

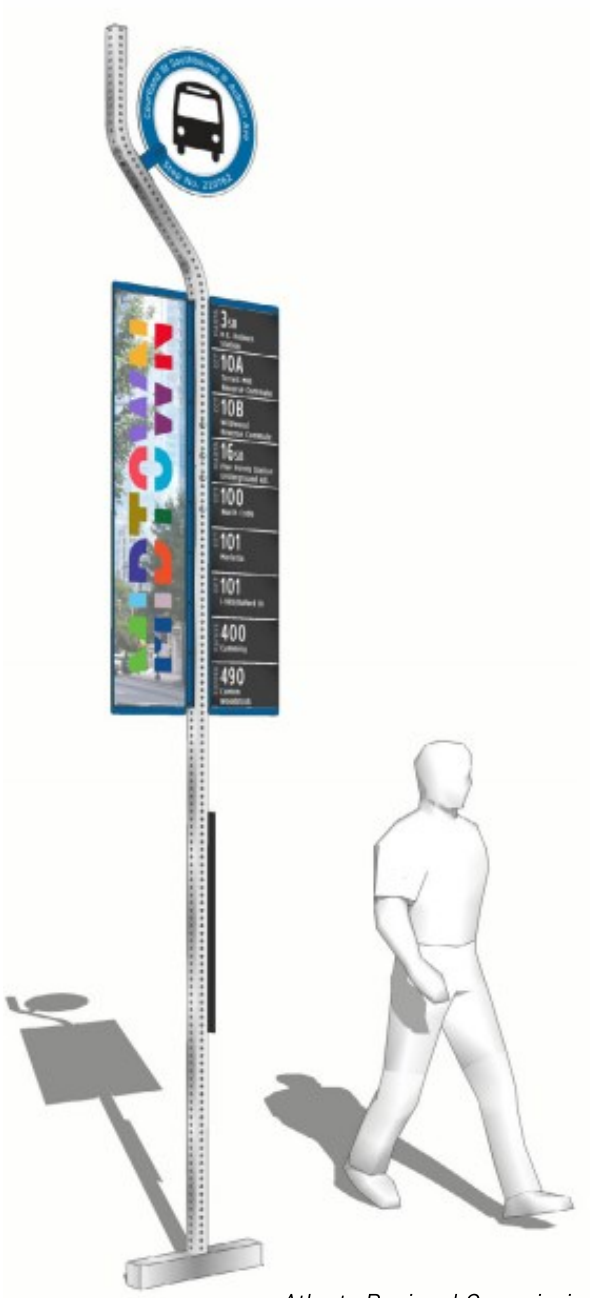
- **Real Time Information** – Once an individual sets out on their transit trip, having updates on the vehicle location is helpful. For individuals with mobile devices, these updates can be communicated through apps such as OneBusAway.org. OneBusAway provides real time information on the location of buses and trains to keep customers informed, enabling them to have more control over how they interact with the transit service. This website first launched in 2013.

- **Wayfinding** – After an individual has embarked on their transit trip, the on-the-ground information they encounter can determine the success of the trip as well. With the Regional Bus Stop Signage project, a streamlined set of signs have been designed. This ensures the customer experiences less confusion about what signage they should recognize, regardless of transit agency. It also communicates a more unified transit system with various transit operators. Design is complete, funding is secured, and implementation will begin in 2018.

- **Fare Payment** – Learning the fare structure, media/type of payment, and process of payment for one agency can be challenging. Learning about this for multiple connecting agencies presents a greater challenge for the customer if not managed appropriately. In order to make this process as seamless as possible, ARC manages the Regional Transit Fare Payment project. It will strengthen the interoperability of fare payment between transit agencies and streamline regional cost sharing.

As the work program of the Regional Transit Committee (RTC) evolves in the future, the customer experience will remain at the center of its work. However, the five aspects of the customer experience might change depending on relevance over the years, particularly as technology changes. In turn, this would influence the direction of key projects.

Example Bus Stop Signage Design



Atlanta Regional Commission

Capacity Expansion Projects

Projects selected for the fiscally constrained transit element of the RTP represent those which have already begun the preliminary environmental and engineering studies necessary to compete for FTA New Starts program funding. Through this process, additional phases of this constrained project list were identified which could not be accommodated by available funding resources. These unfunded phases encompass the unconstrained transit element of the RTP and can be built once additional funding is identified. Together the unconstrained and constrained elements comprise *The Atlanta Region's Plan (Transportation)* transit vision.

New funding to construct the unconstrained element of the RTP transit vision could originate from a variety of sources. Possibilities include the nightly hotel room fee and county TSPLOST mechanisms outlined within the recently passed Transportation Funding Act of 2015. Voter approval of expansion of the MARTA system and through sales tax increases is another possibility, as evidenced by the recent addition of Clayton County into the MARTA service area and the approval of adding an extra half cent to the sales tax within the City of Atlanta.

The financially constrained transit element of the RTP includes $11.4 billion of investments, with the majority of those funds being placed in the outer years of the planning horizon. Some elements of the transit expansion vision have been advanced through amendments to this plan since 2016, reflecting recent positive developments in funding availability at the local level.

Types of High Capacity Premium Transit Services

BUS RAPID TRANSIT
A type of bus transit service characterized by vehicles operating on a separate right-of-way with high-frequency service, low-floor vehicles, stations, traffic signal priority or pre-emption, and other operating improvements which increase their speed and passenger capacity. Portions of the service may be non-fixed-guideway.

STREETCAR
A fixed-guideway transit service that is similar to light rail, but operates primarily in city streets, at lower speeds, and with a higher frequency of stops. Streetcars normally provide local circulation service rather than longer-distance service when compared to regular light rail service. The City of Atlanta operates a 2.7 mile streetcar route in downtown Atlanta.

LIGHT RAIL
A mode of fixed-guideway transit service operating lightweight passenger rail cars singly (or in short, usually two-car or three-car, trains) on fixed rails in right-of-way that is separated from other traffic for part or much of the way. Light Rail vehicles are typically driven electrically with power being drawn from an overhead electric line via a trolley or a pantograph; driven by an operator on board the vehicle; and may have either high platform loading or low level boarding using steps.

HEAVY RAIL
A mode of fixed-guideway transit service operating on an electric railway with the capacity for a heavy volume of traffic. It is characterized by high speed and rapid acceleration passenger rail cars operating singly or in multi-car trains on fixed rails; separate rights-of-way from which all other vehicular and foot traffic are excluded; sophisticated signaling, and high platform loading. MARTA operates a 48 mile heavy rail system in DeKalb and Fulton Counties.

COMMUTER RAIL
A mode of fixed-guideway transit service characterized by an electric or diesel propelled railway for urban passenger train service consisting of medium to long distance travel operating between a central city and adjacent suburbs, typically during peak travel demand periods. Commuter rail is generally characterized by either locomotive hauled or self-propelled railroad passenger cars, multi-trip tickets, specific station to station fares and operation on active or inactive freight railroad facilities.

I-20 East Transit Initiative (MARTA)

The purpose of the I-20 East Transit Initiative is to identify transit investments that enhance east-west regional mobility and improve accessibility to activity centers within the corridor. The existing and forecast future traffic congestion in the I-20 East Corridor will have an increasingly detrimental effect on mobility in the study area. The proposed transit investments are intended to improve travel times and travel reliability by providing a rapid transit service for commuters traveling to and from central Atlanta.

The initiative is organized in two study phases, the first being a Detailed Corridor Analysis, which was completed in April 2012. The two year DCA process evaluated a variety of transit alignment and technology alternatives and concluded with the MARTA Board adoption of a Locally Preferred Alternative (LPA). The LPA is comprised of an extension of the existing MARTA Blue Line heavy rail transit (HRT) service from the Indian Creek Station to the Mall at Stonecrest in eastern DeKalb County and a new bus rapid transit (BRT) service along I-20 between downtown Atlanta and Wesley Chapel Road, east of 1-285 in DeKalb County. The second phase is comprised of a dual-track National Environmental Policy Act (NEPA) documentation strategy; the less impactful BRT component is undergoing an Environmental Assessment (EA) study, while the HRT component has followed the more stringent documentation requirements outlined in an Environmental Impact Statement (EIS) study.

The Atlanta Region's Plan includes funds to implement phase one of the I-20 East Corridor project, which would extend the MARTA Blue heavy rail line from the Indian Creek station south along I□285 and east along I□20 to Wesley Chapel Road. The first phase also includes bus rapid transit service from the Five Points MARTA station in downtown Atlanta to the same area. The first phase of the project is estimated to cost approximately $1.5 billion to construct if built today. The YOE cost of this project as included in the RTP is $2.2 billion. A future second phase would extend the HRT line further east to the Mall at Stonecrest. Phase 2 may be found in the in the financially unconstrained element of the RTP.

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Clifton Corridor Transit Initiative (MARTA)

The purpose of the Clifton Corridor project is to provide reliable and competitive travel times to and from the Clifton Corridor in DeKalb County by increasing transit accessibility for all users, improving mobility in the corridor, and integrating the corridor with other planned transit projects.

In 2012, MARTA and Clifton Corridor Transportation Management Association partnered to complete the Clifton Corridor Transit Initiative Alternatives Analysis, which resulted in the identification of an LPA in 2013. This LPA includes 8.8 miles of new light rail service from the Lindbergh Center MARTA station to the Avondale MARTA station by way of the Emory University / Centers for Disease Control and Prevention area. The concept includes light rail double track as well as tunnels and elevated sections. The NEPA process was initiated in the summer of 2013 and led to the development of an EIS in 2017. A funding and financing plan is currently under development.

The Atlanta Region's Plan includes funds to implement phase one of the Clifton Corridor project, which would construct a new LRT route between the existing Lindbergh Center MARTA station and North Decatur Road adjacent to Emory University. The first phase of the project is estimated to cost approximately $1.7 billion to construct if built today. The YOE cost for this project as included in the RTP is nearly $2.6 billion. A future second phase would extend the LRT line further east to the existing Avondale MARTA station. Phase 2 may be found in the in the financially unconstrained element of the RTP.

LEARN MORE

Connect 400 Transit Initiative (MARTA)

The purpose of the Connect 400 project is to provide a reliable, convenient, efficient, and sustainable transit service in the northern portion of Fulton County by extending high capacity MARTA service along the SR 400 corridor. The corridor draws commuters from throughout the Region and is the origin point for many commuter trips bound for central Atlanta, Gwinnett, and Cobb Counties. These conditions have created high levels of traffic congestion on SR 400 and the few east/west arterials which cross the expressway.

As a result of ongoing study, in March 2015 the MARTA Board adopted a locally preferred alternative of heavy rail, clearing the way for staff to begin work on an environmental impact statement in the fall of 2015. *The Atlanta Region's Plan* includes funds to implement phase one of the Connect 400 project, which would implement an extension of the existing MARTA Red Line to a new station at Holcomb Bridge Road, with an intermediate station at Northridge Drive. The first phase of the project is estimated to cost approximately $1.3 billion to construct if built today. The YOE cost for this project as included in the RTP is $1.9 billion. A future second phase would extend the Red Line further north to Windward Parkway. Phase 2 may be found in the in the financially unconstrained element of the RTP.

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Atlanta Streetcar System (City of Atlanta / MARTA)

ATLANTA STREETCAR

The purpose of the Atlanta Streetcar system is to provide an integrated multi-modal, high quality transit network that links communities, improves mobility by enhancing transit access and options, supports projected population and employment growth, promotes economic development and encourages the development of livable communities. In the winter of 2014, the first segment of this system began operation in downtown Atlanta. Funded in part by a federal TIGER grant, this first phase of the Atlanta streetcar system operates on a 2.7 mile one-way loop through downtown, connecting the Centennial Olympic Park on the west to the Martin Luther King, Jr. Historic District on the east.

In February 2014, the City of Atlanta completed the *Atlanta Beltline/Atlanta Streetcar System Plan*, which built upon previous planning efforts to present a unified investment program of 63 miles of streetcar transit across various activity centers and corridors within the City of Atlanta, including the Atlanta Beltline corridor. The system plan was revised in the spring of 2015 and currently encompasses approximately 55 miles of streetcar routes implemented through 15 distinct projects at a total estimated cost of $3.6 billion if built today. The environmental impacts of four of these projects were documented as part of three EA studies (Beltline West, Beltline East and North Avenue/Luckie Street) completed in 2017 and 2018. The environmental impacts of an additional project (Peachtree Corridor) have been evaluated as part of a previous study.

The Atlanta Region's Plan includes funds to implement the first five projects identified from the revised *Atlanta Beltline / Atlanta Streetcar System Plan*, which would construct the four projects that are undergoing EA studies now as well as the Peachtree Corridor alignment. These projects are estimated to cost approximately $1.3 billion to construct if built today. The YOE cost for these extensions as included in the RTP is $1.9 billion. Ten additional extensions, which would fully implement the Atlanta Beltline / Atlanta Streetcar system, may be found within the financially unconstrained element of the RTP.

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Connect Cobb Transit Initiative (Cobb County)

Connect Cobb
Northwest Transit Corridor

The purpose of the Connect Cobb Northwest Transit Corridor project is to introduce high capacity transit service to Cobb County and the northwest area of metropolitan Atlanta that will satisfy the long-term regional mobility and accessibility needs for residents, businesses, and the traveling public. Premium transit service linking Cobb County with the City of Atlanta has been in the RTP since 2000.

The project commenced with an Alternatives Analysis study, completed in 2012, to investigate transit options and their impact on mobility, livability and connectivity in the I□75 North and US 41 corridors. The preferred transit concept identified as a result of this effort was further refined through an environmental assessment, which was completed in 2015. The refined concept will provide a bus rapid transit service serving the activity centers of Town Center, Cumberland and Midtown by way of a new dedicated busway along the US-41 corridor and the existing HOV system on I-75. Service reliability will be enhanced through strategically placed traffic signal upgrades and accessible station platform design.

The Atlanta Region's Plan includes funds to implement the Connect Cobb Transit Initiative. The project is estimated to cost approximately $490 million to construct if built today. The YOE cost for the project as included in the RTP is about $730 million. As currently defined, the scope of the project includes construction of the dedicated guideway along US 41 from Kennesaw State University to the Cumberland Galleria area. Some funding is also included for supportive infrastructure at the Arts Center MARTA station in Atlanta where the BRT service will terminate.

To proceed, this project would require official action by the Cobb Board of Commissioners. The county also passed a resolution requiring a referendum of Cobb voters.

LEARN MORE

Clayton County High Capacity Transit Initiative (MARTA)

In 2014, voters in Clayton County approved a referendum to formally fund and join the MARTA transit system. As a result, MARTA has begun planning for a future high capacity transit concept for this new service area. This analysis, expected to be completed by late 2018, will build upon previous planning efforts and examine the potential for high capacity transit in Clayton County, selecting the most appropriate service concept. The work will be done in compliance with FTA New Starts and NEPA project development requirements. This will include an alternatives analysis, environmental review, selection of a locally preferred alternative and adoption into the fiscally constrained long range regional transportation plan.

After consultation with MARTA staff, a placeholder project was identified for inclusion into *The Atlanta Region's Plan (Transportation)*. Drawing from previous studies performed by the Georgia Department of Transportation (GDOT), this placeholder would build a high frequency commuter rail service that would operate between the existing East Point MARTA station and the city of Lovejoy in Clayton County. The alignment and modal technology identified within this preliminary concept is subject to change the concept matures through public outreach and the aforementioned planning process which MARTA will lead. *The Atlanta Region's Plan* includes funding to implement this placeholder, which is estimated to cost approximately $400 million to construct if built today. The YOE cost of the project as included in the RTP is $520 million.

I-285 High Capacity Rail Service

GDOT is nearing completion on a comprehensive assessment of the I-285 corridor between I-75 North and I-85 North. This effort, dubbed Revive285, will result in a package of solutions expected to include managed lanes, interchange upgrades and other operational improvements. The determination of whether transit expansion will be included in the final concept has not yet been made. At this time, the transit project is included in the financially unconstrained element of the RTP.

Georgia Multimodal Passenger Terminal (GDOT)

The purpose of the Multimodal Passenger Terminal (MMPT) project is to replace inadequate transportation facilities, connect various modes of transportation, increase transit ridership and facilitate and economic development within the Atlanta Central Business District. Construction of the MMPT will consolidate various bus and rail transit services within a centralized downtown Atlanta location adjacent to the Five Points MARTA heavy rail station.

GDOT has conducted both design and environmental studies to further develop and understand the impacts of the project. Both were completed in 2014, allowing the project to move forward into active development if funding is identified.

The Atlanta Region's Plan / Transportation includes funding to implement the MMPT, which is estimated to cost approximately $1.1 billion to construct if built today. The YOE cost of the project as included in the RTP is $1.7 billion.

The fiscally constrained component of the plan does not contain funding for any commuter rail lines, other than the possible service to/from Clayton County. This raises questions about the viability and effectiveness of developing a large scale multimodal center in downtown Atlanta. The need for such a facility, along with alternatives if the MMPT in its current incarnation is found to be not feasible, will be reassessed during the next major plan update.

Solutions for Transit Patrons

50 *Miles of existing rail transit (2015)*

93 *Additional route miles of rail or other high capacity premium transit planned to be completed by 2040*

$11.4 billion *Estimated capital cost to construct the high capacity premium transit services in the constrained plan*

199 *Total length of high capacity premium transit system upon build out (includes projects in the financially unconstrained vision)*

$20-22 billion *Estimated capital cost for full build-out of high capacity premium transit system (includes projects in the financially unconstrained vision)*

Solutions for Bicyclists and Pedestrians

These solutions support the following transportation policies of The Atlanta Region's Plan:

1.3 2.3 2.4 3.4 5.1 5.2 5.4

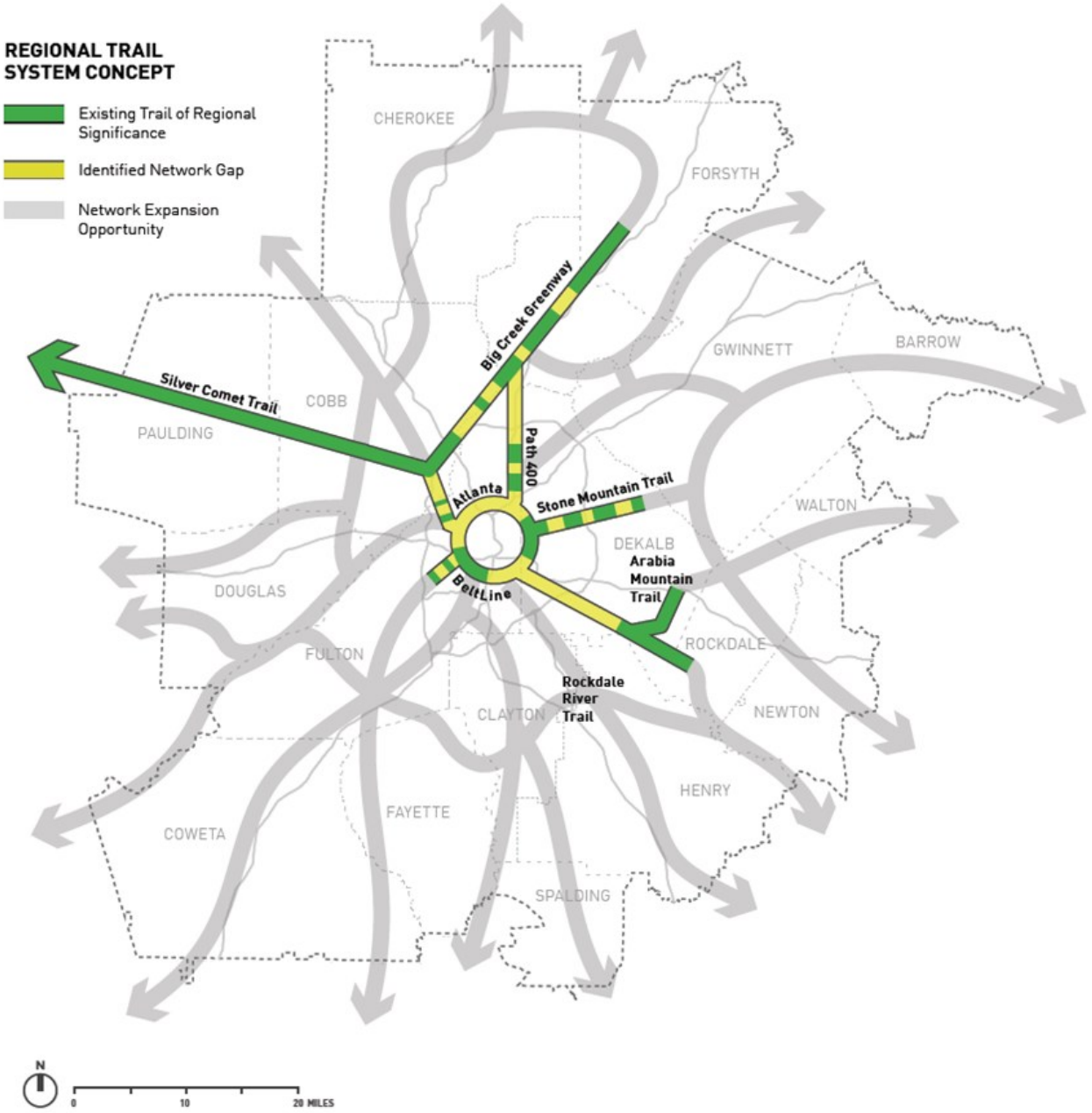
Bicycling and walking are critical transportation options throughout the Atlanta Region. Many shorter trips can be accomplished on foot or by bike, including commuting to work, accessing transit, and traveling within regional activity centers. Many longer trips can pair walking or bicycling with regional transit for first- and last-mile connectivity. Walking and bicycling continue to grow in importance as the Region pivots towards increased urban growth, individuals pursue healthier activities, and communities seek to become more competitive in attracting both businesses and residents.

The Atlanta Region has seen continual growth in the numbers of people choosing bicycling and walking for travel to work, school, shopping, and elsewhere, but more can be done to encourage active transportation by making these trips safer and more convenient.

The *2015 Atlanta Regional Bicycle & Pedestrian Plan* – titled *Walk. Bike. Thrive!: A regional vision for a more walkable, bikeable, and livable metropolitan Atlanta* – focuses on improving waking, bicycling, and transit access options across the metropolitan Atlanta Region. Specific focus areas for the plan's recommendations are community-scale walking and bicycling networks, first- and last-mile connections to regional transit systems, and the completion of a regional-scale trail network. The plan addresses walking and bicycling options to improve the mobility, safety, and economic competitiveness of both individuals and communities within the Region.

This section summarizes the findings and recommendations of *Walk. Bike. Thrive!*, which is the Atlanta Region's bicycle and pedestrian plan. That plan is a topic focused extension of *The Atlanta Region's Plan (Transportation).*

The Atlanta Region's trail system vision



Mobility is a key element of quality-of-life in the metro Atlanta Region. Walking and bicycling, especially paired with regional transit options, are often more viable than generally perceived. Regional averages for bicycling and walking travel are generally low-moderate but areas with either closer proximity or higher access to regional transit – including cities and town centers, activity centers, and neighborhoods within the regional urban core – tend to have walking, bicycling, and transit usage significantly higher than reginal average. Dense community areas such as universities have travel patterns on par with national peers.

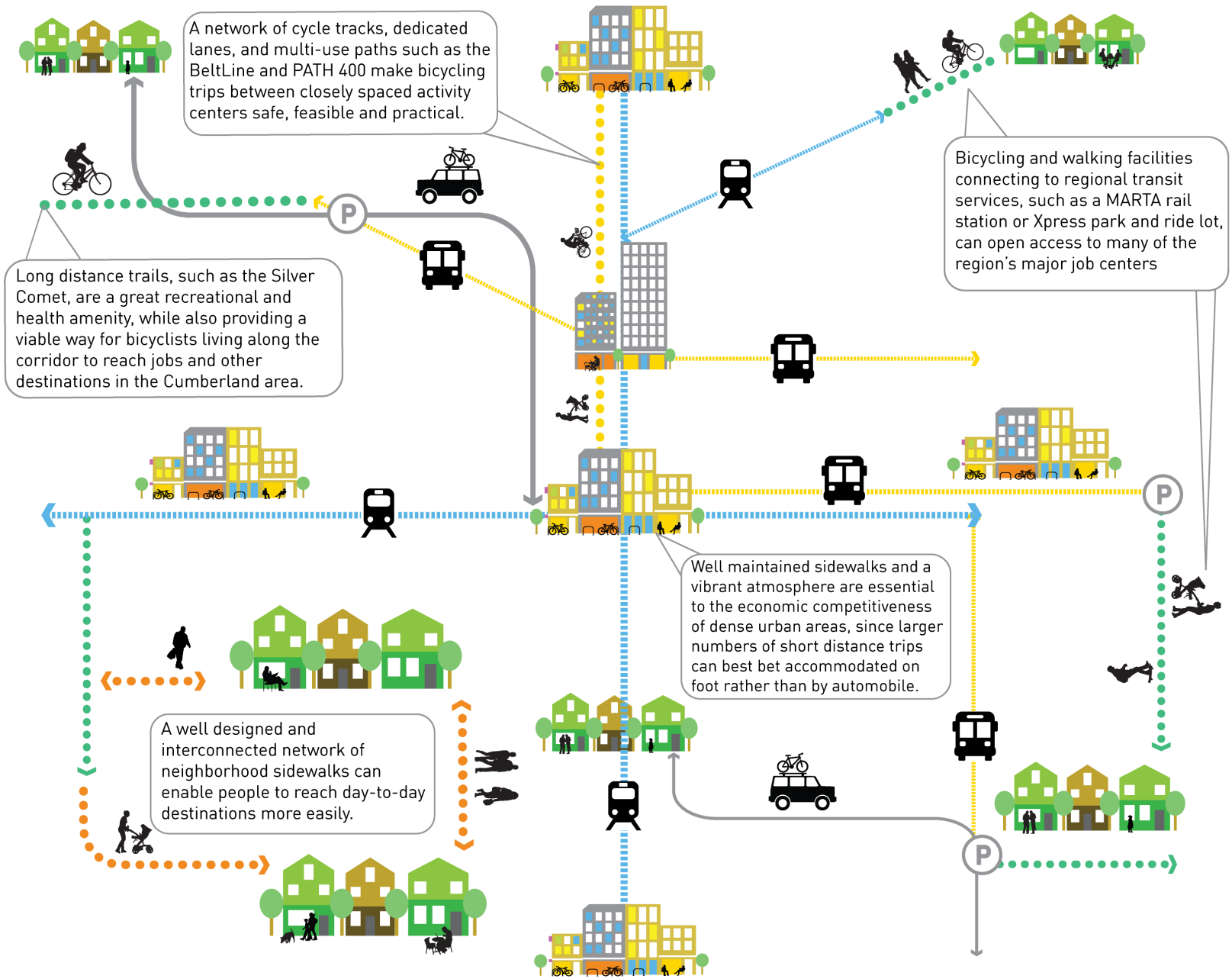
Safety is often cited as a significant barrier for people to choose walking or bicycling for regular trips. Safety trends in the Region have not varied significantly over the recent past but crash, injury, and fatality numbers are routinely higher than national averages. Safety risk distribution is not equally distributed in the Region, with core centers and neighborhoods having generally lower risk per miles traveled with suburban arterials and commercial/institutional land uses having significantly higher risk per mile traveled. Regardless of geographic location, consistent factors including roadway width and automobile speeds are routine factors contributing to both walking and bicycling safety risk. To better understand these issues and identify effective mitigation strategies, ARC developed a *Bicycle and Pedestrian Safety Action Plan* which was completed in 2018.

Photo credit: Transportation for America

Regarding economic competitiveness, metro Atlanta businesses and employers are competing with cities around the country to attract and retain talent. The economic health of the Region is tied strongly to quality of life, access to jobs, and business opportunities. Transportation infrastructure and transportation choices play a key role in connecting people and places and walking, bicycling, transit, and trails play an increasingly strong role in attracting and retaining talented employees, making both mobility and safety questions critical for improving regional economic competitiveness.

To address walking and bicycling travel needs, ARC has routinely used federal STP funds to develop bicycle and pedestrian projects as well as first- and last-mile transit access projects. In 2013 and 2014, ARC awarded $14.3 million in federal Transportation Alternative Program (TAP) funds towards regionally significant bicycle, pedestrian, and multi-use trail projects across the Region. ARC plans to continue using federal funds for advancing regionally-significant pedestrian, bicycle, trail, and transit-access projects with a stronger focus of TAP funds on completing a regional trail network. Overall funding for bicycle and pedestrian infrastructure in the Region, including local investments, is projected at approximately $1.8 billion through the year 2040. The LCI Program, discussed later in this section, is another regional use of federal funds to develop pedestrian and bicycle infrastructure as part of its program focus to advance multi-modal transportation corridors that support livable communities.

How bicycling and walking trips are regionally significant



IMPLEMENTING THE PLAN

Photo credits: Streetsblog (top); PEDS

Providing protected spaces within the roadway environment is essential to increasing the safety of bicyclists and pedestrians and making people feel more comfortable getting around without a car. The plan supports numerous programs and initiatives which have resulted in projects such as a protected cycle track and midblock pedestrian crossing on 10th Street in Atlanta.

Photo credit: Landscape Architecture Foundation

In addition to being great quality of life amenities, multi-use trails have enormous potential to shape development patterns and create opportunities for making short trips in a healthy and environmentally sustainable manner. The plan has financially supported the construction of numerous paths throughout the region in recent years and it will continue to do so. And now with the identification of a regional network concept, each individual trail built in the future will now have the opportunity to serve a broader transportation mobility and access function.

Walking and Biking in the Atlanta Region

397 *Miles of existing paved multi-use trails in the Atlanta Region*

42% *Percent of people who work within a five minute bike ride of an existing trail*

2,000 *Bicyclists and pedestrians injured or killed each year in the Atlanta Region*

18% *Percent of all fatalities on our roads who are bicyclists or pedestrians*

5% *Percent of all trips in the Atlanta Region made by bicycling or walking*

Safety Solutions for All Roadway Users

These solutions support the following transportation policies of The Atlanta Region's Plan:

2.4 4.1 4.2 6.1

Improving the safety of all transportation system users is a longstanding goal for the Region. However, in order to formulate effective policies and programs to reach this goal, reliable vehicular crash data is required to understand the scope of the issue. During the transportation system assessment phase of plan development, ARC staff undertook an extensive and detailed overview of the crash data retrieved from GDOT's Georgia Electronic Accident Reporting System (GEARS). Every police jurisdiction in the State of Georgia is obligated to report all crashes, which are gathered into a database by a third party vendor. This firm then sells accident reports to people who wish to print them, instead of having to get them from the various police precincts, county courthouses, etc. The GEARS database is available for use by certain public users, such as police departments themselves, and transportation planners.

Data Challenges

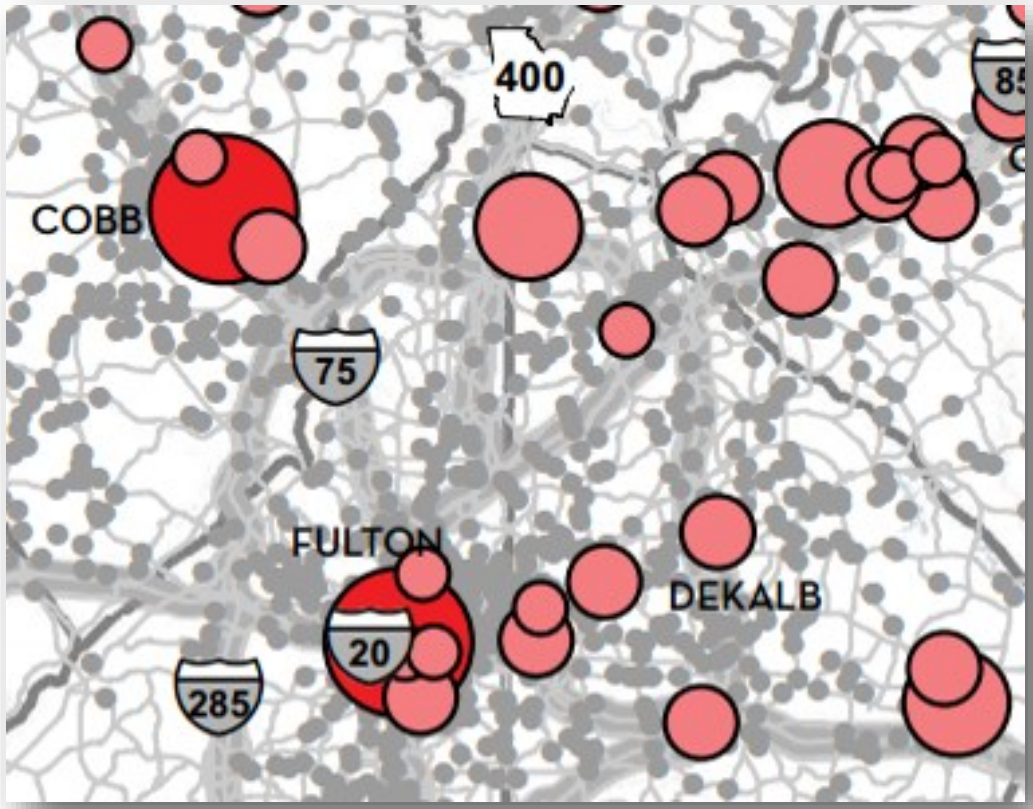
After an extensive analysis of the GEARS data, it was discovered that between one-third and one-half of crashes are coded at an incorrect location, due mainly to default settings within the software or when the crash report is not completed at the site of the incident. Default settings in the software frequently resulted in crashes being recorded at a city hall or county courthouse. To enable better results when determining where safety improvements are needed, law enforcement agencies and GDOT must develop and implement a program to methodically clean existing data and protocols to improve the quality of future data as its collected.

How Safety is Reflected in the Plan

Despite the data challenges, crash hotspots around the Region were identified and numerous short-term projects are included in *The Atlanta Region's Plan (Transportation)* specifically to improve conditions for roadway users, including drivers and their passengers, as well as bicyclists and pedestrians. And many large-scale projects, such as a roadway widening or interchange upgrade, include elements that address particular safety issues within the footprint of the project, even though some other consideration such as congestion relief may be the primary intent. For this reason, the majority of projects in this plan could be considered safety projects in some fashion.

Photo credit: Good Image Gallery

IMPLEMENTING THE PLAN



ARC frequently helps local governments work with available data to identify high crash locations and gain a better understanding of what is occurring at those locations. This analysis helps define priorities and the scopes of projects for funding consideration. As the quality of data improves, these efforts will continue to become even more strategic and effective.

Vision Zero

While hotspot- or site-analysis methods are critical for identifying locations with large number of crashes, systemic approaches are emerging as important tools for assessing widespread high-risk conditions and behaviors. Systemic analyses identify common problems across the transportation system, look for common roadway characteristics, focus on low-cost countermeasures, and prioritize amongst widely dispersed locations for cost-effective spending. These tools take safety funding beyond projects to routine measures that prevent common crashes, especially in rural areas and for vulnerable urban users such as pedestrians or bicyclists.

Beyond both hotspot and systemic approaches, the emerging concept of 'Vision Zero' is a policy-driven and action-based effort to eliminate preventable traffic deaths. 'Vision Zero' states simply that no loss of life is acceptable and that government bodies, road designers, and road users should work together to eliminate roadway dangers. 'Vision Zero' programs routinely include common roadway design elements that reduce traffic speeds and protect vulnerable road users, enforcement actions that increase automatic recording and normalize enforcement actions, and marketing or outreach strategies that focus on reducing driver inattention and improve user behaviors.

As traffic crashes and deaths continue to rise, ARC will expand analysis tools, lead the region on moving towards 'Vision Zero' policies for all roadways, and prioritize funding for incorporation of safety elements into both roadway design and marketing efforts.

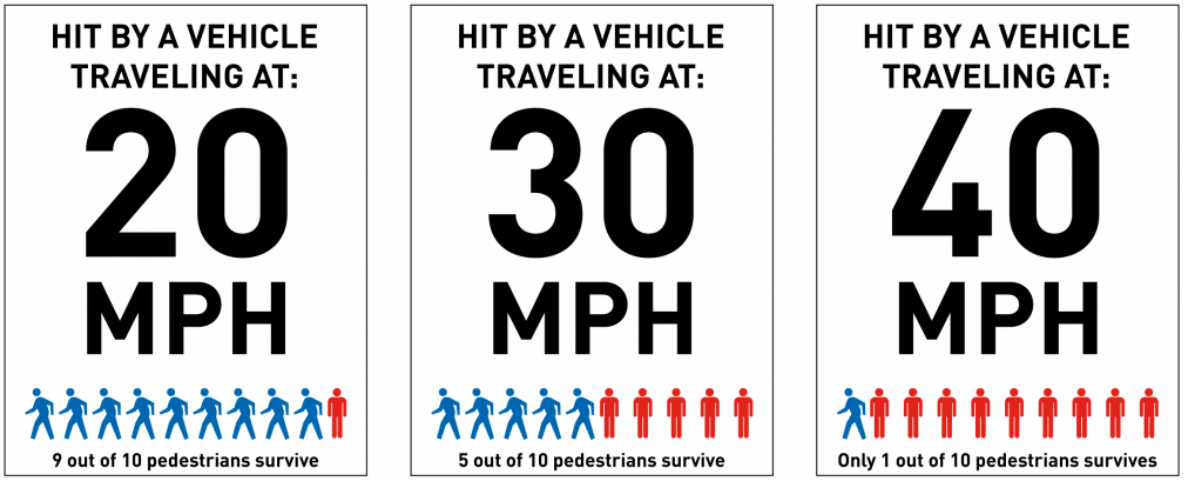


Image credit: City of Seattle Vision Zero Plan

Safety Solutions for All Roadway Users

500 to 600

Average number of fatalities on roads in the Atlanta Region each year

55,000 to 65,000

Average number of injuries on roads in the Atlanta Region each year

45%

Increase in the number of bicyclists and pedestrians killed annually compared to a decade ago

Notable Short-Term Safety Projects in the TIP/RTP

I-20 interchange lighting at Sigman Road and SR 162 in Rockdale County

Crowell Road / Almon Road Access Road improvements in Newton County

Continuation of Regional Towing and Recovery Incentive Program

US 41 (Cobb Parkway) Intersection Improvements at SR 120 Alternate in Cobb County

Campbellton Road Intersection Improvements at New Hope Road / Boat Rock Road in southern Fulton County

Klondike Road Intersection Realignment at McDaniel Mill Road in Rockdale County

SR 16 Intersection Improvements at Pylant Street in Coweta County

Solutions for the Goods Movement Industry

These solutions support the following transportation policies of The Atlanta Region's Plan:

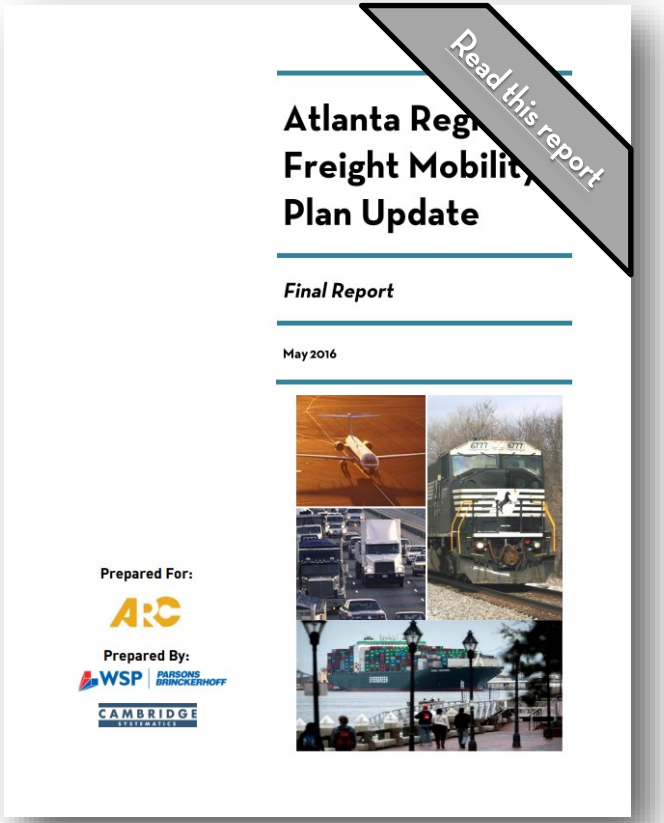
3.1 3.2 3.3 6.1 6.2 6.3 7.1

The Atlanta Region is a global leader in freight and logistics, forming a key component of the Region's economic base. In 2012, output from freight dependent industries was 38% of the total regional economy. These industries, which include transportation/warehousing, manufacturing, wholesale, construction, and retail, are forecast to grow from $184 billion of economic output today to $407 billion in 2040. Jobs in these industries are forecast to grow from about 900,000 to 1.3 million by 2040. Jobs in transportation/warehousing, manufacturing, and other goods movement/logistics roles can play a role in ladders of opportunity, as many of these jobs provide a livable wage but typically do not require a college education.

Metro Atlanta is the third largest inland port in the United States behind only Chicago and Dallas. This global logistics presence is built on world class infrastructure in four modal pillars:

- **Truck** – The Region is one of five U.S. cities served by three major interstate highways. Approximately 25% of the U.S. population is within a one day truck drive from Atlanta. More than 80% of the U.S. commercial and consumer markets can be reached within 2 days.

- **Rail** – With CSX and Norfolk Southern facilities and rail lines, Metro Atlanta is served by two Class I railroads, four intermodal terminals, multiple classification and bulk rail yards and direct service to the Port of Savannah.



This section summarizes the findings and recommendations of the *Atlanta Regional Freight Mobility Plan*, which is a topic focused extension of *The Atlanta Region's Plan*

- **Sea** – The Region benefits from being only 250 miles from the Port of Savannah, the fourth busiest port and fastest growing container port in the US. At 1,200 acres, the Port of Savannah's Garden City terminal is the largest container facility in the nation. Approximately 26.6 million tons of cargo, or 3.6 million Twenty-foot Equivalent container Units (TEUs), moved through the Garden City Terminal in 2016, numbers which continue to rise year after year.

- **Air** – Hartsfield-Jackson Atlanta International Airport (H-JAIA) is the 12th busiest cargo airport in North America, has 2 million square feet of total on-airport air cargo warehouse space, and its cargo services features operations by more than 100 licensed customs brokers and 200 domestic and international freight forwarders.

Freight is vital to the regional economy and is central to the Atlanta Region's growth. ARC strives to facilitate freight and logistics growth through transportation planning work. The *Atlanta Regional Freight Mobility Plan* (2008) and the *Atlanta Truck Route Master Plan* (2010), have provided the guiding input for ARC's freight policies. During 2015, ARC undertook an update to the *Atlanta Regional Freight Mobility Plan*, which involved revisiting data, assumptions, and recommendations from the original plan document. The plan update's Vision Statement is:

> *Metropolitan Atlanta will win the future, remaining and growing as the capitol of the South by sustaining our stature through industry, trade, and cultural vitality, and by serving the people through enhancement of our role as a global hub for goods, services, and enterprise.*

ARC's freight policy is also aligned with state freight policy as set by the *Georgia Statewide Freight and Logistics Plan* and national freight policy as set by the federal transportation funding bill, MAP-21*. The state freight plan incorporates all of the major improvements recommended in *PLAN 2040*. MAP-21, for the first time, attempted to create a national perspective on freight by setting a national policy for goods movement. Potential long-term transportation bills in Congress may have an increased emphasis on freight and goods movement, and will impact freight planning and project implementation in Metro Atlanta.

The key issues, trends and opportunities related to goods movement in Metro Atlanta are as follows:

- According to the most recent FHWA Commodity Flow Survey, completed in 2012, Metro Atlanta is the 7th largest market for total goods trade nationally, and the largest market in the southeast.

- Shifts in the global economy related to increasing consuming populations, increasing global trade, and reshoring indicate that there is a long-term opportunity for Atlanta-based, freight-related companies to expand their customer and supply base. This has the potential to increase employment opportunities, bring down the cost of goods, and increase regional competitiveness in the Atlanta Region.

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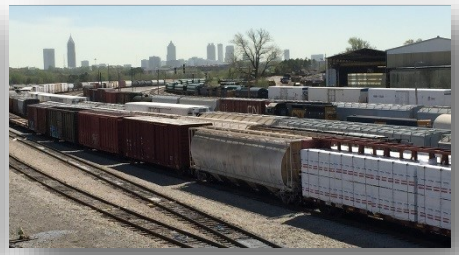
* *The federal MAP-21 legislation in effect at the time was superseded by the FAST Act in December 2015.*



- The extensive goods movement trade with neighboring states indicates that the performance of Georgia's long haul corridors is critical to the competitiveness of Metro Atlanta's freight-related businesses.

- Under a base scenario, freight is forecast to increase by 56 percent across all modes by 2040. To successfully accommodate this growth, significant new capacity will need to be developed and increased efficiencies from existing freight infrastructure will be needed. To capture outsized growth in freight-related businesses requires going above and beyond the needs indicated by the base scenario.

- Savannah is Metro Atlanta's top metropolitan level trading partner, so corridors between the two regions are of particular importance.

- The Port of Savannah has experienced record growth in recent years, due to increasing cargo demands and shifts of cargo from west coast to east coast ports. As these trends continue, and the Panama Canal expansion and the Savannah Harbor Expansion Project (SHEP) are completed, the continued strong growth projected for the Port of Savannah will impact freight flows in and through the Atlanta Region.

- There are a small set of clusters in the Atlanta Region that serve as the nodes for freight activity. These clusters make up less than 5 percent of the Region's overall land area, but account for 45 percent of the Region's warehouses and distribution centers, 23 percent of the Region's manufacturing facilities, and 31 percent of the Region's vacant industrial land. Freight planning efforts in the Atlanta Region should incorporate a focus on goods moving in and out of these clusters.

- There is a significant overlap in truck corridors with the highest truck volumes and the most congested roadways in the Atlanta region, highlighting the interrelationship between truck activity and regional congestion. The key long-haul corridors in the Atlanta Region feature significant commuter congestion and the local roads on the ASTRoMaP are similarly congested during peak periods, including the roads leading in and out of the key freight clusters in the Region.

- Truck crashes are most prevalent at interstate interchanges and along I-285, likely due to the weaving and curves that are present on these two types of locations.

The update to the *Atlanta Regional Freight Mobility Plan* was undertaken concurrent with the *Atlanta Region's Plan (Transportation)*. Numerous projects in the RTP directly support freight and goods movement, and additional programs, policies and recommendations on future planning initiatives to support this important component of our Region's economy are detailed in that document.

One project of particular note which will be important to the goods movement industry is the addition of commercial vehicle lanes in the northbound direction of I-75 from I-475 near Macon to southern Henry County. Trucks traveling along this corridor will be required to use these free lanes, freeing up capacity in the existing I-75 lanes for commuters and other travelers. This project was proposed under the Major Mobility Investment Program (MMIP) and the concept is currently being developed by GDOT. A more robust description of the project will be included in the next major update of this document. The cost of the portion of the project within the Atlanta Region, including operations, maintenance and debt service, is estimated at $1.0 billion, of which $380 million is considered as part of this plan's fiscal constraint analysis through 2040. The remaining $755 million of payments fall beyond the 2040 horizon year.

Solutions for the Goods Movement Industry

7th — *The Atlanta Region's national rank as a freight market*

56% — *Forecast increase in freight traffic between now and 2040*

1,300 — *Miles of roadway identified as regional truck routes under the Atlanta Strategic Truck Route Master Plan*

Notable RTP projects important for freight movement

I-75 near Bethlehem Road in Henry County - New Interchange

I-85 at Amlajack Boulevard Extension in Coweta County - New Interchange

I-85 at Gravel Springs Road in Gwinnett County - New Interchange

I-285 West at I-20 in Fulton County - Interchange Reconfiguration

I-285 East at I-20 in DeKalb County - Interchange Reconfiguration

I-85 at SR 74 in Fulton County - Interchange Reconfiguration

SR 6 (Thornton Road) in Douglas County and Cobb County - Truck Friendly Lanes

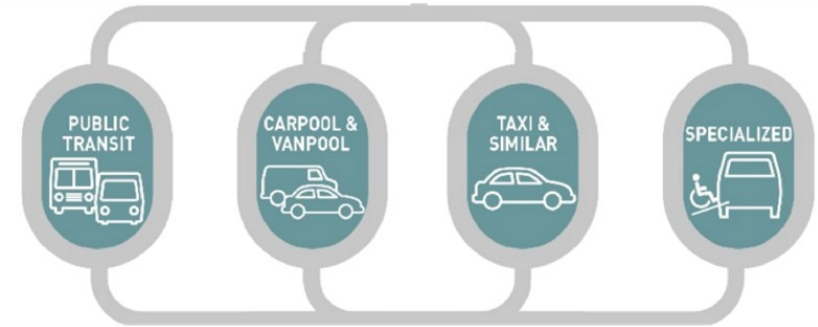
I-75 South in Henry County - Commercial Vehicle Lanes

Solutions for Individuals with Specialized Needs

These solutions support the following transportation policies of The Atlanta Region's Plan:

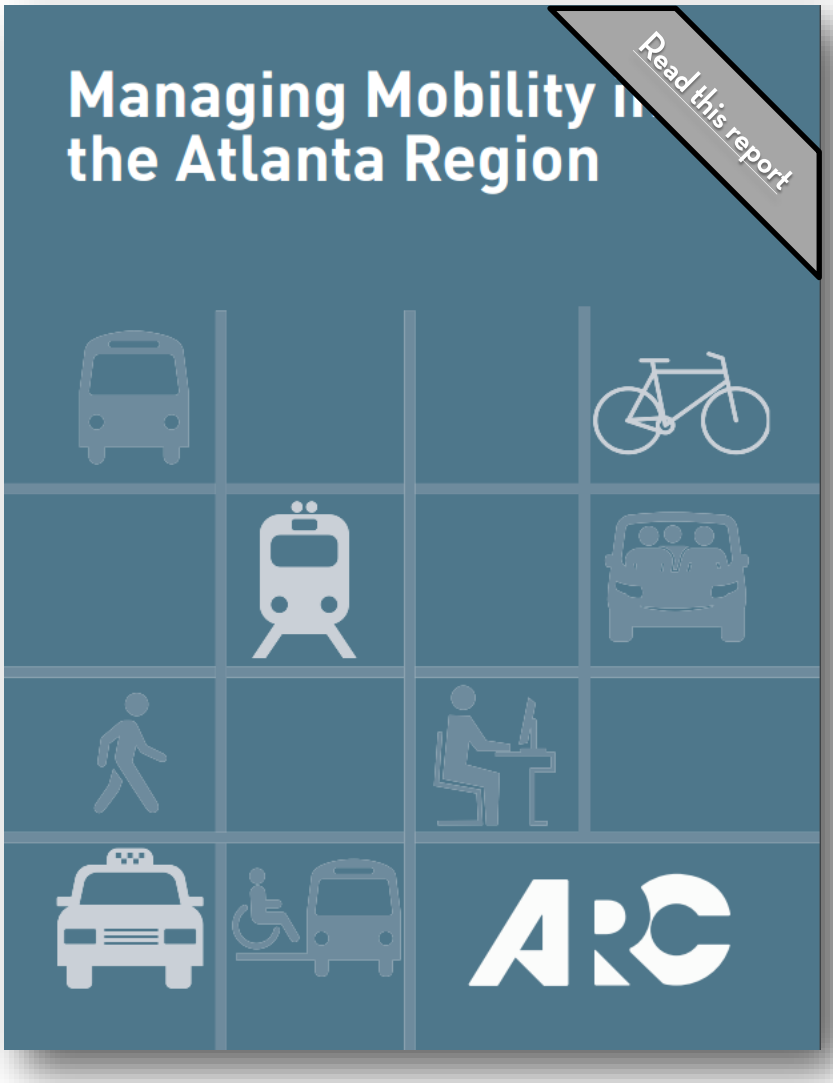
5.1 5.2 5.3 5.4 7.1 7.2

Human Services Transportation (HST) includes a broad range of service options designed to meet the needs of the Region's transportation disadvantaged, including persons with disabilities, individuals with lower incomes and older adults. These individuals have different needs and require a variety of transportation services to ensure quality of life. Planning and coordinating HST services helps to improve the efficiency of limited transportation resources, reduce duplication of services and improve customer satisfaction.



Public Transit, Active Transportation and General Options

In urban areas with public transit, transit is relied upon as the backbone of the HST system. From a service standpoint, ensuring that transit is available as frequently as possible and with schedules that operate early in the morning and late into the night can accommodate a variety of employment types. Pedestrian infrastructure is important to HST populations in order to access public transit and to be used separately



This section summarizes the findings and recommendations of the *Managing Mobility in the Atlanta Region: Human Services Transportation Plan*, which is a topic focused extension of *The Atlanta Region's Plan (Transportation).*

as a pedestrian travel option. For individuals with disabilities in particular, ensuring that sidewalks are available and accessible in accordance with the Americans with Disabilities Act (ADA) is critical. Cycling is also an option for HST populations, and the infrastructure quality can make a big difference. For instance, cycling infrastructure that has protective barriers, clear markings, and less conflict with car traffic is generally more usable by people with cognitive/intellectual disabilities or visual impairments. In addition, HST populations leverage available options such as carpooling/vanpooling and taxis/transportation network companies to the degree they are affordable and accessible.

Existing Fixed Route Transit Services in the Atlanta Region

Specialized Services

In addition to the transportation options explained above, HST populations have access to a range of other transportation options connected to certain eligibility factors. These services, often called "specialized services," break down into a variety of types in the Atlanta Region. These services generally take people "curb-to-curb" from the pick-up point to the drop-off point (also known as a "demand-response" type of service).

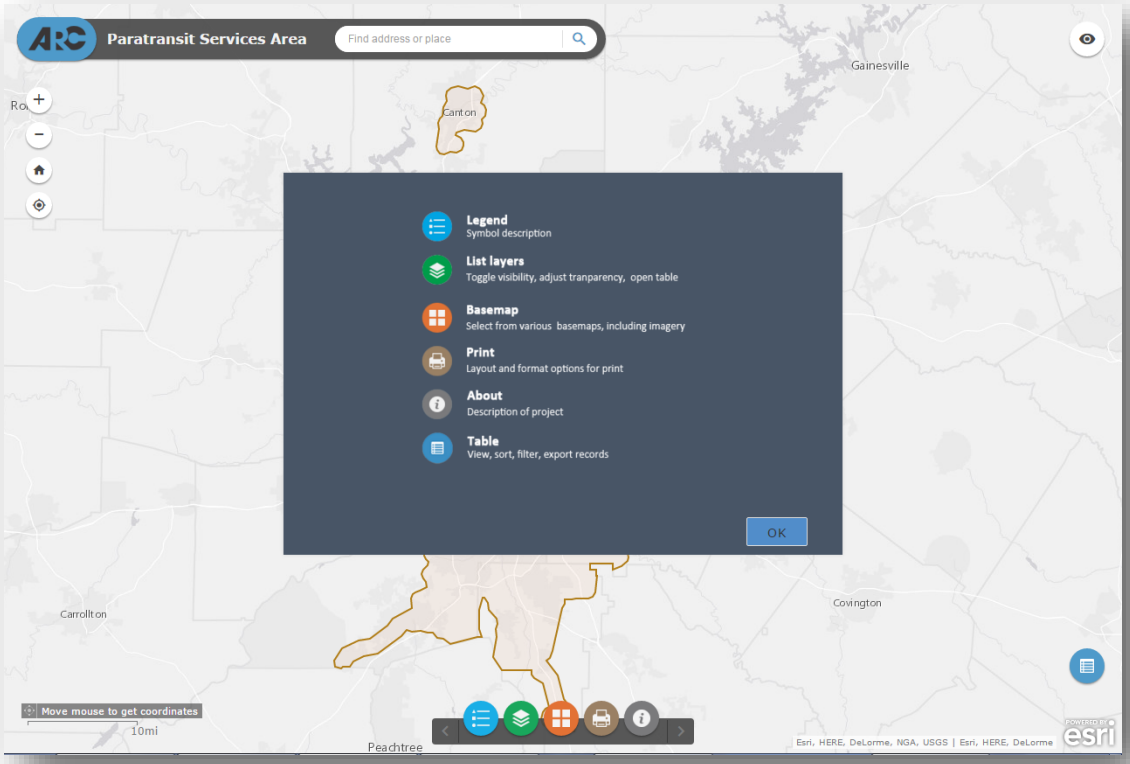
- **Volunteer driver programs** – These programs can operate more or less formally and require having a willing group of volunteers with their own vehicles to provide rides to people who need them. Often drivers are reimbursed for gas/mileage but do not receive other forms of compensation. This type of service can be particularly impactful in areas where fixed route transit is not available and/or in situations when a curb-to-curb trip is needed (e.g., to a medical appointment, for an older adult). The Atlanta Region has a few volunteer driver programs in operation.

- **Voucher programs** – These programs involve subsidizing curb-to-curb trips to make them more affordable for the consumer. There are many voucher programs across the Atlanta region, and ARC has leveraged various Federal Transit Administration (FTA) funding options to support these programs since 2006. As with volunteer driver programs, voucher programs can be particularly impactful in areas where fixed route transit is not available and/or in situations when a curb-to-curb trip is needed. Voucher programs are often operated in concert with a volunteer driver pool, but this is not a requirement.

- **ADA complementary paratransit** – Complementary Paratransit is required by the Americans with Disabilities Act (ADA) as a service for people with disabilities that complements the fixed route transit system. Generally speaking, the paratransit service area is a ¾ mile buffer to either side of each fixed transit route. The HST Plan contains an inventory of ADA complementary paratransit available in the Atlanta Region. ARC also maintains a website where the public can enter an address and find out if it is inside the paratransit area. When an individual with a disability is considering a new home or work location, this could be a helpful tool.

- **Human Service Agencies** – Human service agencies in the Atlanta Region that provide HST in the form of curb-to-curb trips include, but are not limited to, the Department of Human Services (DHS), the Department of Community Health (DCH, Medicaid/Medicare), the Department of Veterans Affairs, and county-based senior service agencies. These trips are typically curb-to-curb for specific trip purposes (medical in the case of DCH for example). In July 2015, ARC contracted with DHS to lead coordination of DHS transportation in DeKalb County. This initiative is a pilot project and will produce insights about how to achieve enhanced coordination of HST.

Paratransit Services Website



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Mobility Management

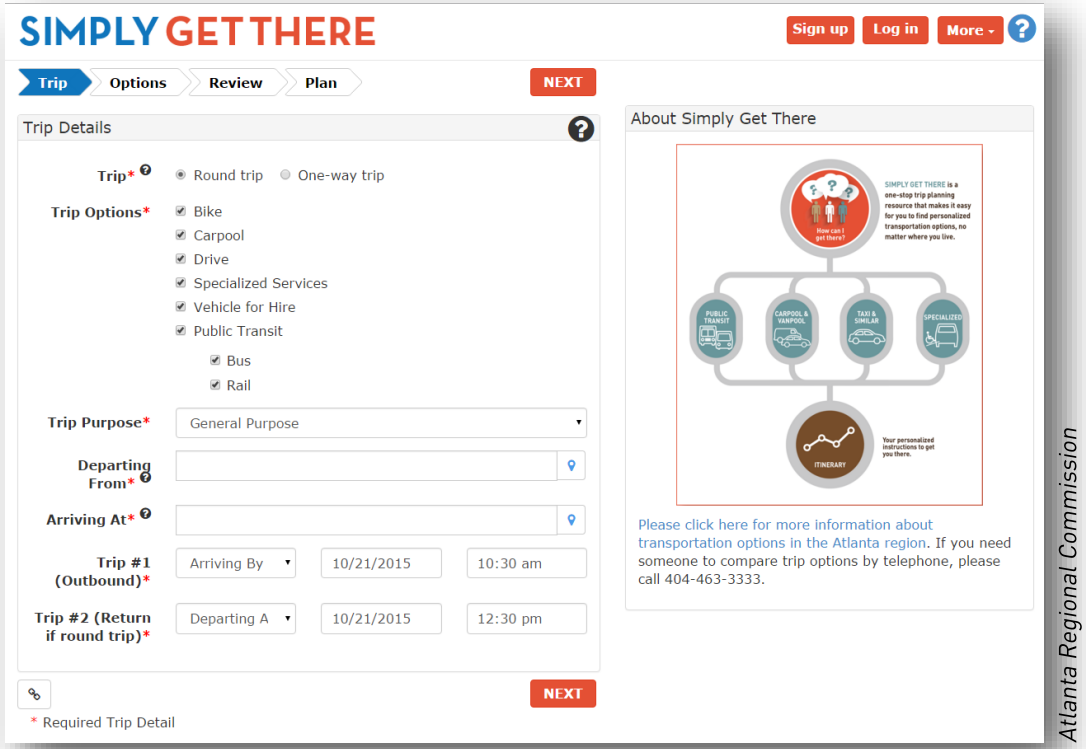
Mobility Management entails integrating or coordinating transportation services in order to achieve efficiency for the providers of services as well as improving the customer experience. It is particularly applicable to HST populations, as they are navigating the most options in many cases. For HST populations, understanding which options will work best for them and using them as a set day-to-day (according to schedules, weather, etc.) is a major task. They will often have access to general options as well as specialized services. Within specialized services, they can be dually or triply eligible for multiple services. In order to operate efficient services, many providers (especially publicly funded services) will coordinate services in situations of dually/triply eligible clients. It is possible that the providers are driving the same people to the same destination, perhaps even passing each other in traffic with an empty seat. To avoid that scenario and make efficient use of resources, various mobility management strategies are employed.

Training and Awareness

In addition to service coordination by providers, awareness building and travel training are strategies employed to achieve Mobility Management on the consumer-facing side. Awareness building involves making sure HST populations have access to transportation information, particularly about the available options along with any eligibility restrictions, costs, and accommodations (e.g., wheelchair accessible vehicles). Typically this information is accessed through the internet, by phone, at common destinations, or by word of mouth.

Travel training is a strategy to train potential users of transit on how to plan trips and use the transit system. It is especially common for individuals with disabilities and older adults, but the concept can apply to any person who wants to become comfortable with transit. There are currently multiple agencies in the Atlanta Region offering a travel training program, and ARC is working on a Regional Travel Training program to scale these initiatives up regionally.

IMPLEMENTING THE PLAN



Atlanta Regional Commission

One example of how services are being coordinated in the Atlanta Region is the Simply Get There project, funded through a Veterans Transportation and Community Living Initiative (VTCLI) grant of the Federal Transportation Administration (FTA) as part of their "One-Click/One-Call" initiative. Launched on March 2015, Simply Get There became the first comprehensive online trip planner for HST populations in the Atlanta Region. It covers all the options explained above such as public transit, carpool/vanpool, specialized curb-to-curb services, pedestrian trips, cycling, and taxis/transportation network companies. Visitors to the website can be confident that all their options are displayed to select the appropriate trip. They will then receive information on how to contact transportation providers to make the final arrangements for the trip. ARC was awarded a Mobility Services for All Americans (MSAA) grant by FTA in July 2015 to pursue a second phase of the Simply Get There project.

LEARN MORE

Solutions for Individuals with Specialized Needs

30% to 40% — *Percentage of people in the Atlanta Region who may be in need of specialized services due to disability, low income, older adult and/or*

1,600 — *Number of annual visitors to the Simply Get There website*

18,000 — *Number of trips each year provided through volunteer driver and voucher programs (estimated based on three months of data)*

713,000 — *Number of annual ADA complementary paratransit trips made by regional residents annually*

Innovative Solutions for Commuters

These solutions support the following transportation policies of The Atlanta Region's Plan:

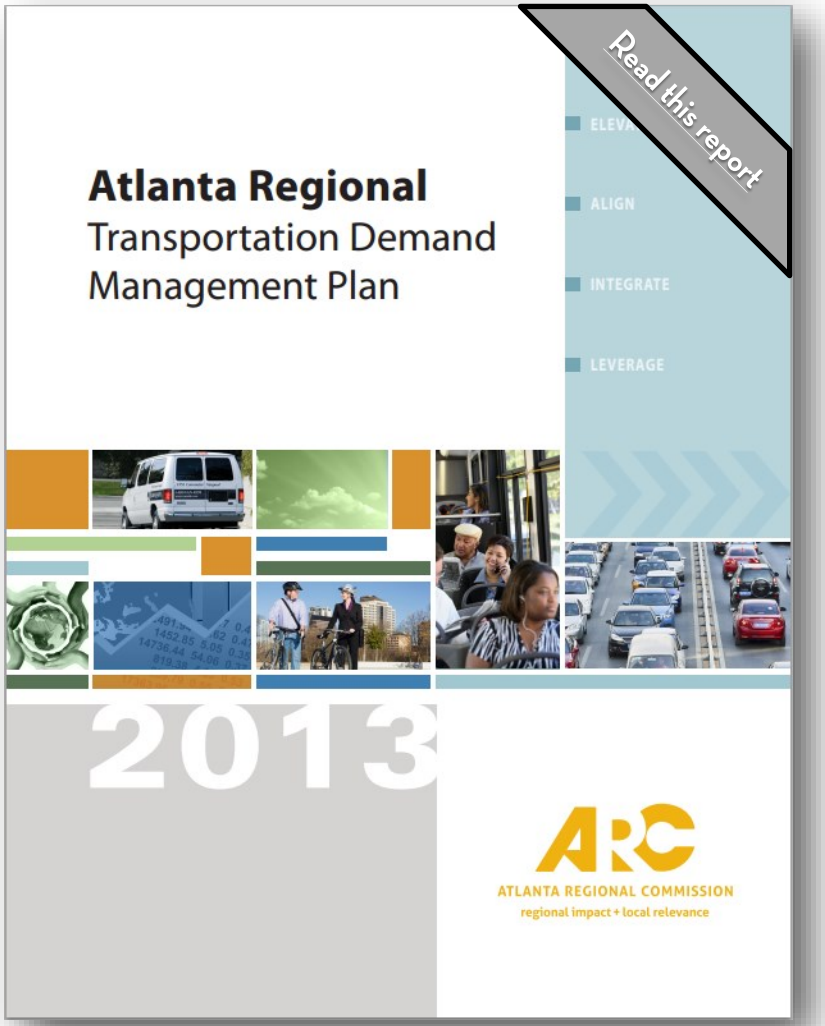
1.2 1.3 2.4 2.5 3.1 5.4 7.1 7.2

Transportation Demand Management (TDM) is generally defined as a collection of strategies designed to reduce roadway congestion and demand for single occupancy vehicle (SOV) travel by redistributing travel demand to alternative travel modes, times, and routes. Auto-centric development patterns and parking management policies that favor low-to-no costs for SOV operators make driving alone an easy decision for most commuters, and in many cases, the only realistic option. This has certainly been the case in the Atlanta region, and even with transit options like MARTA and Xpress bus, the 2014 Metro Atlanta Regional Commuter Survey found that 76% of weekly commute trips are made by driving alone.

Georgia Commute Options

In an effort to mitigate the issues described above, the Atlanta Regional Commission established the first regional TDM program in 1994, providing outreach to employers and commuters. Through these efforts, the Atlanta Region has become a leader in the use of TDM strategies to minimize peak hour commuter congestion. In 2013, ARC adopted the *Atlanta Regional Transportation Demand Management (TDM) Plan* which is a long-range plan that defines a strategic framework for developing and integrating TDM strategies into planning, project development and system operations investment decision-making.

The Georgia Commute Options program, a joint effort of the Georgia DOT and ARC, operates on a regional scale, providing commuter incentives and employer assistance in the adoption of alternative commuting. ARC



This section summarizes the findings and recommendations of the *Atlanta Regional Transportation Demand Management Plan*, which is a topic focused extension of *The Atlanta Region's Plan (Transportation).*

also provides significant grant funding to Transportation Management Associations (TMAs) to conduct commuter and employer outreach in seven regional activity centers. Currently, the Atlanta TDM program holds over 1,600 employer partnerships with nearly 200 demonstrating at least 20 percent of all employee trips to the worksite involving alternatives to driving alone. Additionally, ARC funds a free commuter ride matching and a safety net program in which commute alternative participants receive a free ride home in the case of an unexpected event.

One of the central intentions of the TDM Plan is to better integrate travel planning with transportation planning, system operations, land use, economic development and healthy communities. The effective implementation of the Atlanta regional TDM programs results in spreading peak period congestion, decreased SOV trips, reduced vehicle miles traveled (VMT), and reduced emissions throughout the Region. These efforts support and are integrated with the larger aims of the Region as outlined in *The Atlanta Region's Plan*.

By promoting, raising awareness of, and incentivizing the use of alternative transportation modes, the regional TDM program aims to maximize the value, connectivity, and efficiency of the existing regional transportation infrastructure. Ensuring a comprehensive transportation network requires the promotion of transit, car/vanpool, and active transportation in order to maximize the potential of these infrastructural networks.

The regional TDM program promotes the use of transit, multi-occupancy vehicles, and active transportation modes to and within existing and emerging employment centers. Diversifying transportation options in these activity centers reduces congestion and makes them more attractive centers of economic development and job growth. Ultimately, these efforts reflect the larger goal of building the Region as a globally recognized hub of innovation and prosperity.
In promoting the use of transit, active transportation, and high occupancy vehicles, regional TDM efforts help mitigate the impacts of impaired air quality tied to emissions. By fostering a more sustainable Atlanta region, these efforts support the goal of promoting health, arts, and other aspect of a high quality of life.

Even with the success of the Region's TDM program, there is room for growth. The Region has identified three areas that offer potential to continue to make gains in reducing single occupant vehicle trips, each of which are described on subsequent pages.

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The Case for TDM as Part of Small to Large Scale Construction Efforts

As the Region continues to struggle with challenges around congestion and impacted mobility, major construction projects will be necessary to ensure the long-term mobility of our community and the Atlanta Region. Unfortunately, construction efforts tend to negatively impact mobility in the short-term. Many communities have started to use transportation demand management (TDM) strategies during construction cycles to minimize travel delays, ensure that travelers have alternative travel options, while building interest in new transportation services that may result from construction. Other regions have found TDM programs to be flexible, low cost, measurable, and an opportunity to conduct robust outreach to commuters and regional employers.

A key action and recommendation of the *Atlanta Regional TDM Plan* is to allocate a portion of construction project budgets to TDM marketing and messaging, in an effort to reduce travel delays and commuter productivity losses. While the Region has taken some steps toward the use of TDM to address construction-related congestion, this process has not been widely adopted and/or incorporated in current large scale projects or budgets. A broader expansion of the use of TDM to address construction related delays and impacts is a logical next step for our Region.

Atlanta Regional Commission

A Growing Regional Cycling Community

Recently, the Region has seen an increased investment in its bicycle infrastructure, which is both a response to and a cause of the growth in the Region's bicycle community. That is, as the Region's cycling community continues to grow, demand for infrastructure increases. And as more cycling infrastructure is added to the network in response to this demand, more non-cyclists will begin to use cycling as a viable transportation option, adding to the size of the community. Infrastructural expansion has consisted of on-road bike lanes and cycle-tracks, as well as separated multi-use paths, with the BeltLine standing as maybe the most well known example. This multi-pronged infrastructural approach recognizes that cyclists cannot be divided into the two distinct camps of commuters/transport riders and recreational riders: most cyclists use their bikes for both types of trips, often in one outing.

With this in mind, the Atlanta Regional Commission has developed the annual Atlanta Bike Challenge as part of Georgia Commute Option's suite of programs promoting alternative transportation modes. Although the ultimate goal of the month-long challenge is to create a mode shift in the Region's commuters by getting them to cycle to work rather than drive, it is open to all bicycle trip types: commuting, transportation, and recreation. This broad approach to growing the Atlanta Region's cycling community is based on a behavior change model that recognizes the fact that people are not likely to go straight from never riding a bike to riding one to work. Instead, they are likely to begin with a recreational trip on the weekend and then, once they get comfortable on a bike, move on to cycling to the store and, eventually, incorporate commuting to work in their cycling activities. In line with the goals of the other TDM programs in the region, the Atlanta Bike Challenge aims to raise awareness of cycling as a viable transportation option while also demonstrating demand for alternative transportation infrastructure in the Region.

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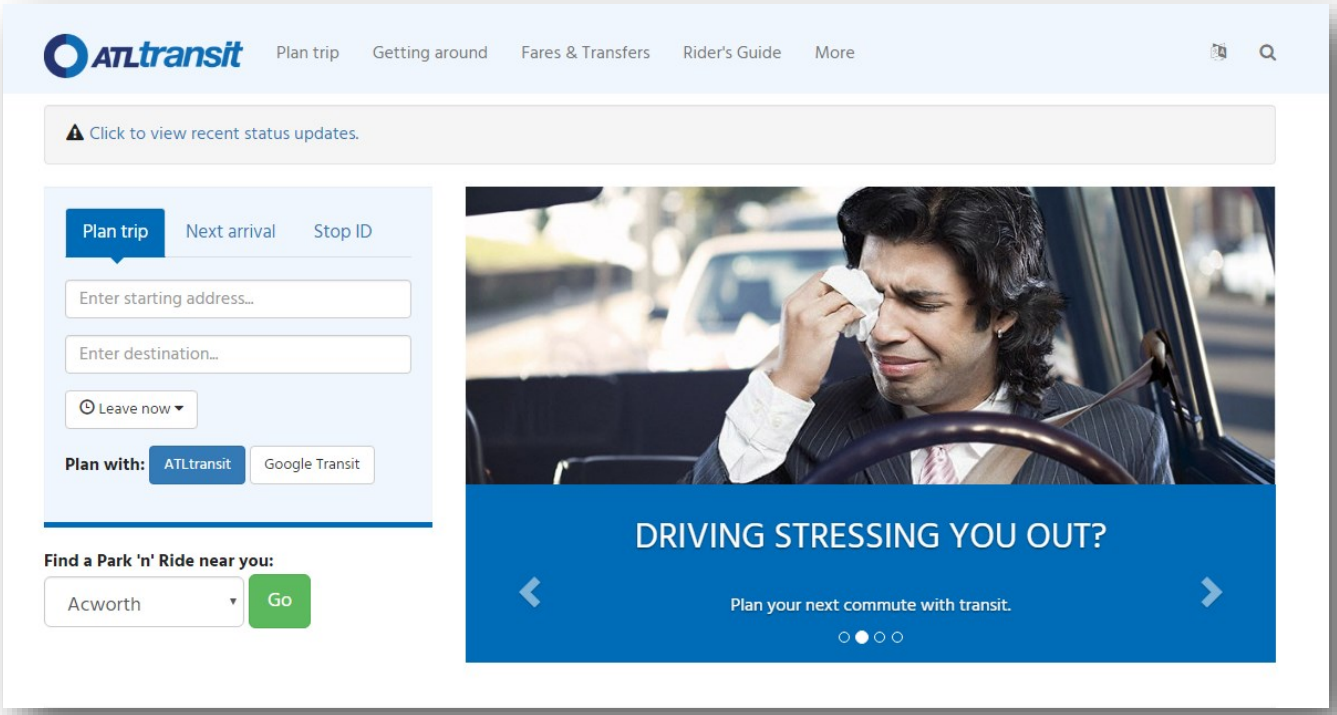
Regional Transit Marketing and Awareness

Future developments in the Atlanta Region's transit system will involve not only the expansion of the actual network's infrastructure, but upgrades and improvements to customer service as well. The latter will consist of projects aimed at improving the five main aspects of transit user experience: awareness, trip planning, real time information, wayfinding, and fare payment. ARC's Regional Transit Marketing program will focus on increasing public awareness of available transit services in the Region. Trip planning and real time information will be made more accessible and easier to navigate for users through online and smartphone apps like ATLTransit.org and One Bus Away. And as on-the-ground wayfinding is made more intuitive by the integration of a new Regional Bus Stop Signage program, fare payment and system transfers will also be simplified through an integrated Regional Transit Fare Payment system.

Raising awareness of these improvements to service aspects of the Atlanta Region's transit network will be a key focus for future TDM outreach efforts. These improvements have the same end-goal as current TDM outreach: maximizing the existing systems efficiency and effectiveness. By focusing on service improvements, GCO, the regional TDM provider, along with the seven regional TMAs, will play a vital role in increasing transit ridership, particular in regards to peak-hour commute trips to and from regional activity centers.

ATLTransit Website



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Innovative Solutions for Commuters

7 — *Number of Transportation Management Associations (TMA) in the Atlanta Region*

0.8% — *Percent of the Atlanta Region's land area which is within TMA service areas*

20% — *Percent of the Atlanta Region's jobs which are within the TMA service areas*

505 — *Number of employers and property managers actively working with TMAs to provide commute options programs to employees and tenants*

25% — *Percent of these organizations that have achieved platinum status, meaning at least 20% of commute trips made by their employees and tenants are by some mode other than a single occupant vehicle*

Growth and Development Solutions

These solutions support the following transportation policies of The Atlanta Region's Plan:

2.2 2.4 3.1 3.4 5.2 5.4

The Atlanta Region has been both blessed and cursed by its rapid growth over the past several decades. While growth brings new and better job opportunities and an improved quality of life, it also can result in situations where the transportation infrastructure has not been able to keep pace or was ill-suited to meet the types of demands placed on it. *The Atlanta Region's Plan* recognizes the direct relationship between how land is used and what transportation services will be most effective. This section explores programs and initiatives where proactive decisions can help the Region grow in a more sustainable manner without compromising the health of our economy.

Livable Centers Initiative (LCI)

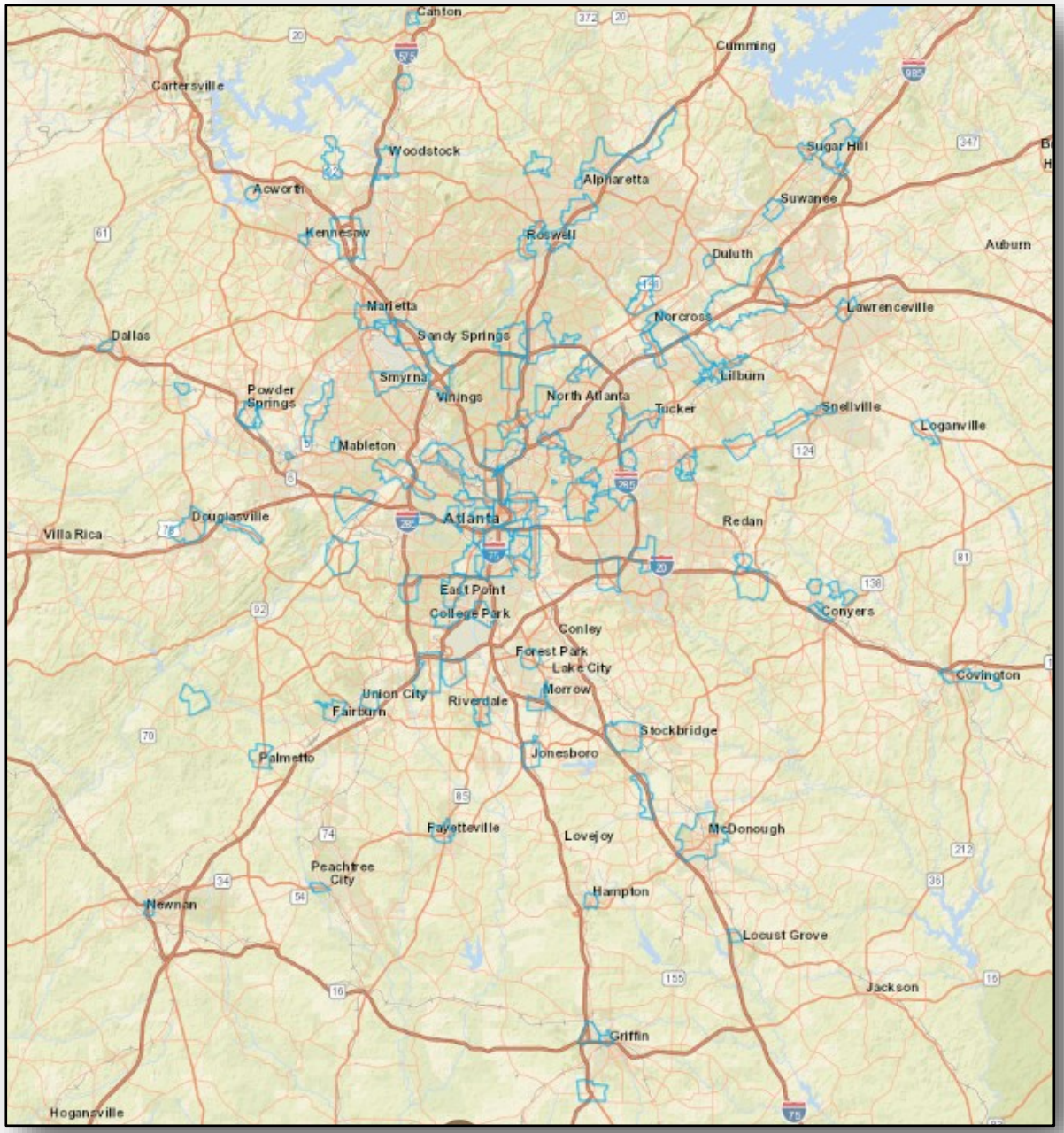
Capitalizing on the region-wide momentum generated through more than a decade of support for livable communities and tighter integration of transportation and land-use planning, *The Atlanta Region's Plan* continues efforts to focus growth in established communities. A primary way it does this is through the LCI program. The goals of the program are consistent with the *Policy Framework* vision for the region:

- Encourage a diversity of housing, employment, commercial, shopping and recreation land uses at the transit station, local and regional center level accessible by people of all ages, abilities and incomes levels.
- Enhance access to a range of travel modes including transit, roadways, walking and biking and increase roadway connectivity to provide optimal access to all uses within the study area.
- Foster public-private partnerships and sustained community support through an outreach process that promotes the involvement of all stakeholders, including those historically underserved or underrepresented.

Grants and technical assistance are available through the LCI and Community Choices programs to assist local jurisdictions with developing the planning and regulatory framework to create connected, mixed-use centers and corridors that foster a jobs-housing balance and support transit, biking and walking trips.. One unique aspect of the program is the award of federal funding for LCI transportation projects to those communities that have demonstrated implementation of their plans (e.g. by adopting new zoning or design guidelines). As a result, many of the current 120 LCI communities have enacted policies that support the goals and objectives of their plan.

ARC will continue to support the creation of livable centers and the implementation of existing LCI studies through the continuation of the current $500 Million investment in the RTP. To date, ARC has expended $201 Million on LCI transportation projects, leaving $299 Million remaining through the planning horizon year of 2040. The program is one of the key emphasis areas identified for Surface Transportation Block Grant Program (STBGP) and Transportation Alternatives Program (TAP) funding available each year in the TIP. Funded projects will support multimodal travel, more livable and affordable neighborhoods, and the development of jobs and housing in existing town centers and near transit. Encouraging future growth within LCI areas increases transit ridership, promotes more bicycle and walking trips, and shortens the length of automobile trips, thus helping to reduce both vehicle miles traveled and emissions of carbon dioxide and other pollutants.

Livable Centers Initiative Study Areas (2000-2018)



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Transit Oriented Development (TOD)

Transit Oriented Development (TOD) is a type of community development that includes a mixture of housing, office, retail and/or other amenities integrated into a walkable neighborhood that is located within reasonable proximity of public transportation. Successful TODs provide people from all ages, incomes and abilities with convenient, affordable and active lifestyles.

Some of the benefits of TOD include:

- Reduced household driving and thus lowered regional congestion, air pollution and greenhouse gas emissions
- Walkable communities that accommodate more healthy and active lifestyles
- Increased transit ridership and fare revenue
- Potential for added value created through increased and/or sustained property values where transit investments have occurred
- Improved access to jobs and economic opportunity for low-income people and working families
- Expanded mobility choices that reduce dependence on the automobile, reduce transportation costs and free up household income for other purpose

LCI communities served by premium transit services, especially MARTA rail, have plans in place which are generally consistent with the principles of a successful TOD. While the Atlanta Region has been slow to fully leverage the potential of land adjacent to these transit assets, there are several notable examples where a concerted effort to reshape development patterns have proven successful, most notably around the Lindbergh Center station.

What was once an unwelcoming area of surface parking lots and vacant land has been transformed into a dense and vibrant neighborhood around the Lindbergh Center MARTA station. The agency hopes to create similar success stories around more of its stations in the near future.

The potential benefits of a more robust TOD program has led MARTA to conduct station area profiles and identify guidelines to provide a framework for designing and constructing successful projects. The guidelines are built around four foundational principles:

- **Station area development that is compact and dense relative to its surroundings.** Compared to its surroundings, TOD seeks greater density for a simple reason—so that more people can live, work, shop, or go to school within walking distance of the station. In so doing, they not only generate revenue for MARTA and other transit providers; they also drive less, use less gasoline, and save money.

- **A rich mix of land uses.** TOD creates places where the clustering of uses allows people to do what they need and want to do more conveniently. A lively mix of uses strengthens the link between transit and development, as station areas become "24/7" places where people use transit at night and on weekends. Combining transit origins like housing with transit destinations like jobs and schools allows the system to carry rush-hour commuters in both directions, functioning more cost-effectively by serving more riders with the same fleet.

- **A great public realm.** Transit-oriented development is pedestrian-oriented development, especially within the quarter-mile radius that most people will walk as part of a daily commute. In a TOD environment, a grid of small, navigable blocks has sidewalks throughout, with attractive amenities, lighting, way-finding and active uses at street-level. The streets, sidewalks, plazas, and stations are safe, active, and accessible.

- **A new approach to parking.** TOD does not mean "no cars". Even with high transit utilization, many people will come and go by automobile and need a place to park. But a defining characteristic of TOD is that it requires less parking than similar development in non-transit locations. Parking is shared as much as possible, taking advantage of dove-tailing uses and reducing further the actual number of spaces provided. And that parking which is required is designed so as not to dominate the visual or pedestrian environment.

MARTA
LEARN MORE

ARC
LEARN MORE

IMPLEMENTING THE PLAN

Selected LCI and TOD projects in the Atlanta Region

Image credit: MARTA

This conceptual TOD plan for the Oakland City station could be a catalyst to transform a part of the Region which has struggled economically for decades by capitalizing on inexpensive land and excellent accessibility to Hartsfield-Jackson Airport and downtown Atlanta.

Atlanta Regional Commis-

A new roundabout in Emory Village, funded through the LCI program, relieved traffic congestion, improved safety and provided a more attractive gateway for Emory University.

Image credit: Atlanta Business Chronicle

The new State Farm campus in Perimeter Center was designed specifically to take advantage of the adjacent MARTA rail line and continues a long string of successes for the area to transform into a true live/work play environment as envisioned in their LCI Plan.

Image credit: MARTA

MARTA recently collaborated with Walton Communities to develop unused land adjacent to the King Memorial station into 350 apartments and 10,000 square feel of retail space. This station also received the first installation of a new mural program formed in collaboration with WonderRoot and the TransFormation Alliance.

Growth and Development Solutions

120 *Number of Livable Centers Initiative plans completed or begun since*

$201 million *Atlanta Region's Plan funds expended to date to assist communities in implementing their LCI plans*

$299 million *Remaining project funds committed for the LCI program still available through 2040*

325 *Acres of land available around 10 MARTA rail stations available for new Transit Oriented Development (TOD)*

60% *Percent of real estate investment in the Region since 2009 which has gone into current and emerging walkable places, which include LCI communities and MARTA station areas*

The Atlanta Region's financially constrained transportation investments through 2040

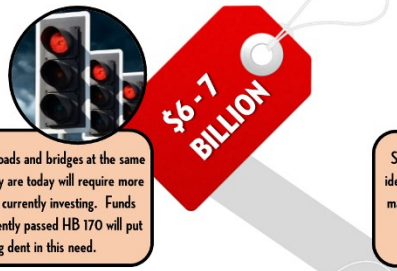
	Roadway Maintenance, Operations and Safety	Transit Operations and Capital Maintenance	Interchanges and Highway Capacity	Managed Lanes	Transit Expansion	Bicycling and Walking Facilities / LCI	Planning / TDM / Project Scoping
Regionally Significant Projects and Programs (Individually Listed in RTP)	$16.4 Billion	$5.1 Billion	$7.7 Billion	$10.1 Billion	$11.4 Billion	$1.1 Billion	$0.7 Billion
Locally Significant Projects and Programs (Not Individually Listed in RTP)	$22.3 Billion	$18.1 Billion	N/A	N/A	N/A	$0.7 Billion	N/A
Total Investment by Project Type	$38.7 Billion (41.2%)	$23.2 Billion (24.8%)	$7.7 Billion (8.2%)	$10.1 Billion (10.8%)	$11.4 Billion (12.3%)	$1.8 Billion (2.0%)	$0.7 Billion (0.7%)

Total Investment by Program Area			
	SYSTEM MODERNIZATION $61.9 Billion (66.0%)	SYSTEM EXPANSION $29.3 Billion (31.3%)	DEMAND MANAGEMENT $2.5 Billion (2.7%)

Total Plan Investment = $93.6 Billion

All costs are in Year of Expenditure (YOE) dollars to account for the impacts of inflation over time. Costs are calculated based on when individual projects are programmed in the plan.

Other investments included in the Atlanta Region's financially unconstrained transportation vision



$6 - 7 BILLION

Maintaining roads and bridges at the same condition they are today will require more than we are currently investing. Funds from the recently passed HB 170 will put a big dent in this need.

$6 - 7 BILLION

Six hundred miles of arterials have been identified which are in need of widening or major upgrades to address congestion and safety issues.

$1 - 2 BILLION

The plan proposes building out a regional multiuse path network and providing for safe local circulation and access for pedestrians and bicyclists, but a more precise cost has not yet been developed.

$1 - 2 BILLION

Approximately two dozen additional interchange capacity and upgrade projects have been identified through various planning studies.

$3 - 5 BILLION

The Region's transit operators need major technological upgrades and increased budgets for routine maintenance to ensure system reliability. A major transit visioning effort beginning in 2016 will provide a better estimate of needs.

$0 - 1 BILLION

Investing more in travel demand management programs could reduce congestion on our road network. A little extra investment here could yield major benefits.

$2 - 3 BILLION

Thirty miles of additional managed lanes have been identified as feasible by GDOT. Even more corridors, such as I-85 South and the southern half of I-285 may warrant reconsideration in the future.

$8 - 10 BILLION

Over fifty miles of high capacity premium transit expansion is unfunded in the plan. The transit visioning effort will also determine what complementary bus services are also needed.

Doing everything shown here is not realistic, given the magnitude of additional funds which would be needed, likely in the range of $30 billion to $35 billion. And in some cases, the solutions may be redundant of each other. Assessing how all of these potential incremental investments inter-relate and identifying the most cost effective package of projects and programs for funding consideration will be a major emphasis in the next plan update cycle.

⚠ Since these projects are unfunded, they do not have implementation schedules defined. Calculation in Year of Expenditure (YOE) dollars is not possible. Costs are generally shown in Current Year (CY) dollars. A list of potential additional interchange, managed lane, arterial widening and transit expansion projects is included in Appendix (L).

THE ATLANTA REGION'S PLAN 2040 RTP

FINANCES

The plan must demonstrate that enough funding is available to cover the cost of building, operating and maintaining the entire system through the horizon year. Learn how this was determined.

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Overview of Financial Trends

Transportation investments in the Atlanta Region are constructed, operated and maintained using a wide combination of revenue streams. The status of each of these, as well as the amount assumed to be available through 2040, is explored in more detailed within this section of the plan. But before getting into the details, a few key recent developments related to transportation finance are worth highlighting.

A Major Win for Increasing State Transportation Funding

The Georgia state legislature passed the Transportation Funding Act of 2015 (TFA 2015) in spring 2015. TFA 2015 introduced several new taxes and user fees, including a new hotel tax and heavy-vehicle fee, in support of transportation investments statewide. It is estimated that the act, which was subsequently signed and enacted by Governor Nathan Deal, will provide an additional $750 million to $1 billion of funding annually for transportation in Georgia from statewide tax revenues.

Another beneficial provision in TFA 2015 is the allowance for county governments to enact local transportation special purpose local option sales taxes (T-SPLOSTs). Because these would be sales tax revenues, funds are eligible to be used for transit projects. While funds collected within a county must be spent within the same county, adjacent jurisdictions can coordinate to build cross-jurisdictional projects provided the funding streams remain distinct.

TFA 2015 requires that 30% of funds collected be used for projects consistent with the *Statewide Strategic Transportation Plan* (SSTP). The SSTP is a policy document, with only a few illustrative projects, so identifying specific projects which are consistent with the generalized goals and objectives of the SSTP should not a be a significant or restrictive challenge.

Regional Transit Funding on the Right Track

Significant strides have also been made in regional transit funding and governance since the approval of the previous RTP. In 2014, voters in Clayton County voted to approve their county being incorporated into the MARTA service area and paying the subsequent 1-percent sales tax.. The inclusion of Clayton County has resulted in nearly $50 million of additional sales tax revenue for the system annually, a figure which is expected to grow to around $60 million annually by FY 2024. This new revenue will not only be dedicated towards constructing premium fixed guideway transit connections to Clayton County, but it will also provide much welcomed funding support for the regional transit agency's overall operations.

Revenue generated from passenger fares has remained relatively stable since Clayton County joined the system, with robust ridership on buses in the county being largely offset by ridership fluctuations elsewhere within the service area.

MARTA has also benefited from the lifting of the state's "50/50" requirement, which required the agency to spend its sales tax revenues equally on operations and capital expenditures. It has also implemented new cost savings initiatives which promote operational stability operations and overall financial health.

The collective impact of these recent trends has produced a reserve fund exceeding $250 million, an increase of nearly $100 million from the balance just four years ago.

Motor Fuel Taxes on the Rise Again

Even before TFA 2015 was signed into law by the Governor, budgeted state motor fuel receipts had increased 28% ($186 million) between the 2011 and 2015 state budgets. This increase in transportation receipts, while insufficient to meet the overall demand for transportation project funding, permitted GDOT to continue to support funding for critical programs such as Local Maintenance & Improvement Grants (LMIG) while providing state match on large-scale transportation projects such as the Northwest Corridor.

Financial Challenges Still Remain

While several positive trends and actions have occurred since 2014, many financial challenges remain.

- Efforts during the 2015 Georgia legislative session to allow MARTA to raise its regionwide sales tax rate by an additional half cent to 1.5% via public referendum were not successful. The additional revenue was designed to strengthen reserves and support needed transit expansion projects in the Atlanta Region. However, a November 2016 referendum to increase the MARTA sales tax rate to 1.5% within just the City of Atlanta was successful.
- Federal funding to Georgia has essentially been flat for the past several years, as the nation grappled with declining revenues to the Highway Trust Fund and a balance hovering near zero. The FAST Act transportation bill reauthorization, which was passed in December 2015 as the recommendations of this plan were being finalized, will provide a modest increase to baseline funding levels and a stable revenue stream through 2020. However, the FAST Act did nothing to resolve the chronic HTF shortfalls, meaning funding uncertainties could rise again as the horizon year for the FAST Act passes. Without resolution, continued infusions of additional federal funds from other sources will be required to maintain consistent transportation spending levels.
- Local government budgets have not fully recovered from the severe decline in property tax digests during the Great Recession. This has most significantly impacted local governments in Fulton and DeKalb counties, which historically had been unable to supplement property taxes with a dedicated sales tax for general transportation projects due to their long-standing 1% sales tax commitment to MARTA and a cap on overall sales tax rates. State legislation removed those caps in 2015, leading to voters in the City of Atlanta approving a 0.4% transportation sales tax in November 2016. Residents in the remainder of Fulton County concurrently approved a 0.75% increase. A proposed November 2016 vote within DeKalb County was deferred in order to correct a minor error in the enabling state legislation first. That correction was made during the 2017 legislative session, paving the way for a successful SPLOST referendum later that year.

Ensuring the Plan is Fiscally Constrained

The Atlanta Region's Plan (Transportation) must be fiscally constrained per federal RTP guidelines. An RTP is considered financially constrained if projected project costs do not exceed projected revenues that are reasonably expected to be available during the time frame of the plan. Once the federal government completes the Conformity Determination process showing that the RTP meets all federal requirements, of which fiscal constraint is an obligatory component, projects can be funded and implemented as programmed in the plan.

Revenue Assumptions

The RTP's financial assumptions and forecasts are developed in consultation with ARC's Financial Planning Team. Composed of representatives of federal and state agencies, public transit operators, and other stakeholders, the Financial Planning Team reviews major assumptions regarding the levels of future revenues and cost estimation methodologies. The plan's financial forecasts reflect this partnership.

Detailed tables demonstrating how federal, state and local revenue forecasts were derived are provided in Appendices (E), (F) and (G), respectively.

Estimating Project Costs

Historically, ARC has relied on project sponsors for developing, submitting and updating project costs, either through a quarterly Administrative Modification or TIP Amendment. Local project sponsors typically develop detailed planning level cost estimates during the Comprehensive Transportation Plan process or other transportation study process. Although ARC has developed a cost estimating tool, project costs are often inaccurate because they were developed based on early planning assumptions. As a project moves through the development and design process, the scope of the project often changes. As part of an effort by ARC, GDOT, and our planning partners to identify barriers to project delivery, inaccurate preliminary cost estimates at the onset of project programming was identified as an impediment to the effective and timely delivery of transportation projects.

In response, the Project Delivery Task Force (PDTF) was created in 2014 to identify barriers to project implementation and recommend actions for improving coordination and process with implementation and reviewing agencies. Recommendations for improving project costs estimates included a more rigorous feasibility assessment during the funding application process. A more detailed risk assessment for projects will help ARC and sponsors understand the most likely fatal flaws and be able to establish more realistic scopes, schedules, and budgets. The PDTF is also developing a Screening Phase that will allow project sponsors to apply a risk assessment tool to project during the conceptual planning phase to determine if the project is feasible and to determine the scope, schedule, budget, and most practical funding source. Moving forward, it is the intention of the PDTF to incorporate the Screening Phase and risk assessment tool formally into the project development process. For more discussion on improving program delivery, see the Future section of this plan.

Year of Expenditure Project Costs

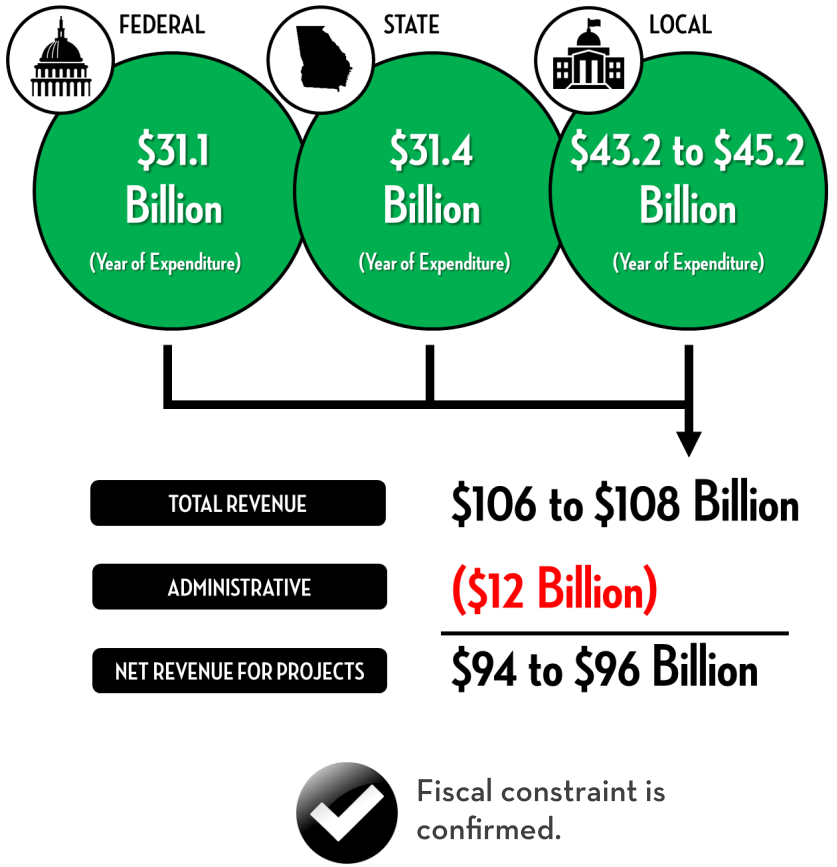
Since all revenue totals presented thus far are in YOE dollars, project costs must be inflated also in order to demonstrate that this plan is fiscally constrained. Costs presented in the complete projects listings in Appendices (A) and (B) are already inflated within the six-year TIP period of FY 2018 to FY 2023. But long-range phases are presented in current year dollars since a precise schedule for implementation has not yet been defined. A phase advanced in the 2031-2040 timeframe, for example, could occur anywhere within that period, resulting in a different cost based on whether the project is undertaken earlier or later in the decade. The one exception to this approach to presenting project costs are those projects comprising the Major Mobility Investment Program (MMIP). Figures for those projects are already inflated since they represent actual payments made on the debt issued to implement those projects. More information on the MMIP is provided later in this section of the plan.

Since a reasonable assumption is that the overall program of projects within a long range timeframe will be evenly spread out, all long range costs are aggregated and inflated to a mid-year point of the timeframe. For the 2024-2030 period, the mid-year is 2027, while for the 2031-2040 period, an average YOE assumed is 2035. Appendix (D) shows the results of these calculations.

Comparison of Project Costs and Revenues

The graphic below summarizes federal, state and local financial revenues which will be available through 2040 to fund the recommendations of this plan. The total amount collected is estimated at anywhere from $106 to $108 billion, of which approximately $12 billion will be required to fund the administrative functions of the various state and local transportation agencies responsible for designing, building, operating and maintaining the projects and programs recommended in this plan. This net revenue is greater than the $93.6 billion cost of the plan's proposed investments.

Estimated Total Transportation Revenues (2018-2040)



Federal Funding Forecasts

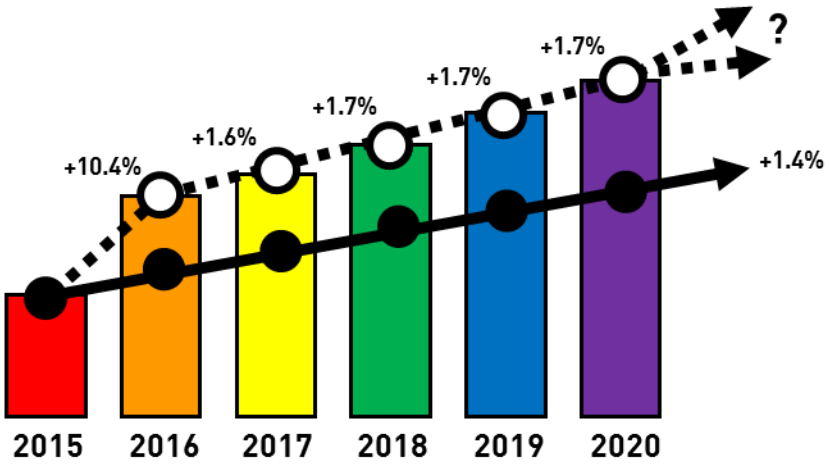
Federal resources comprise the second largest share of system expansion funds after local funding. Overall, funding on the federal level comes from federal taxes on fuel, heavy-duty trucks, and, to a growing extent, general funds. Taxes are charged for each gallon of fuel purchased (18.4 cents per gallon for gasoline and 24.4 cents per gallon for diesel). Tax revenues are paid into the Highway Trust Fund (HTF), which is separated into two accounts – a highway account and a mass transit account. The highway account receives about 84% of the proceeds from gasoline fuel taxes, with the remaining 16% is dedicated to the mass transit account.

Accounting for Inflation

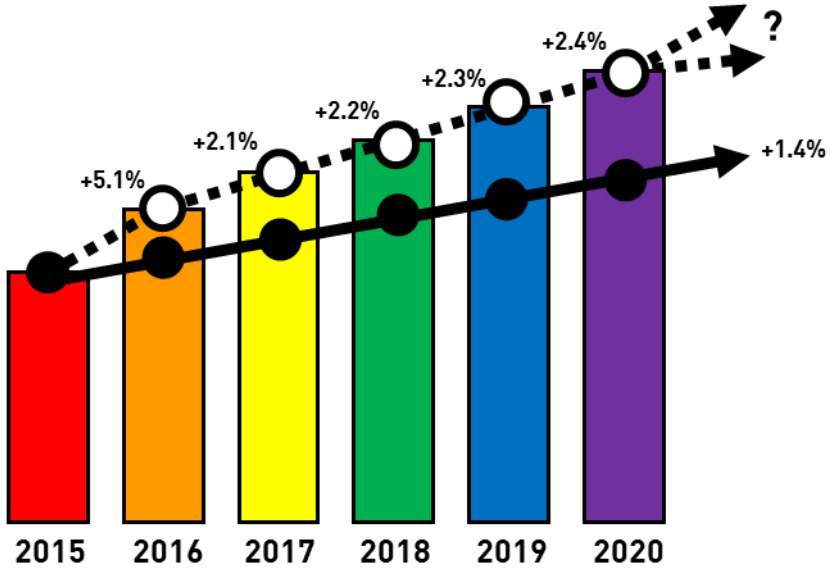
Revenue forecasts and project costs are significantly impacted by inflation, which erodes the purchasing power of "flat line" revenue sources, while driving up future project costs. A dollar 20 or 25 years from now is likely to be able to buy much less than what it can today due to inflation. Because federal planning requirements stipulate that inflation be reflected for both costs and revenues, *The Atlanta Region's Plan (Transportation)* adjusts both revenue sources and costs from current year dollars to year-of-expenditure (YOE) dollars. When the cost of transportation projects closely tracks with the rate of inflation across the entire economy, reporting the plan in current year versus YOE dollars has little practical impact.

RTP inflation forecasts remain constant for the TIP (2018-2023) and long-range (2024-2040) periods. Based on consultation with the Financial Planning Team, a rate of 2.1% is applied to both the TIP period and over the 2040 horizon year of the plan. Global economic trends over the past decade, as well as federal monetary policy, indicate a strong likelihood that inflationary pressure will remain weak, but stable. The relatively low, but stable inflation rate will increase the likelihood that project costs for projects planned in the outer years of the plan will remain within a reasonable range assumed for plan balancing purposes.

How the FAST Act has changed federal transportation financial projections



FTA Provides nearly $10 billion of additional funding for transit nationwide over the next five years compared to baseline 2015 projections.



FHWA Increases funding for roadway projects by over $20 billion nationwide over the next five years compared to baseline 2015 projections.

Dedicates over $10 billion in funding nationwide to new two programs geared towards improving freight and goods movement.

But still does not resolve the long-term structural shortfalls of the Highway Trust Fund. If a solution isn't found by the time the FAST Act expires, the increased funding levels will not be sustainable, causing more uncertainty in the planning process.

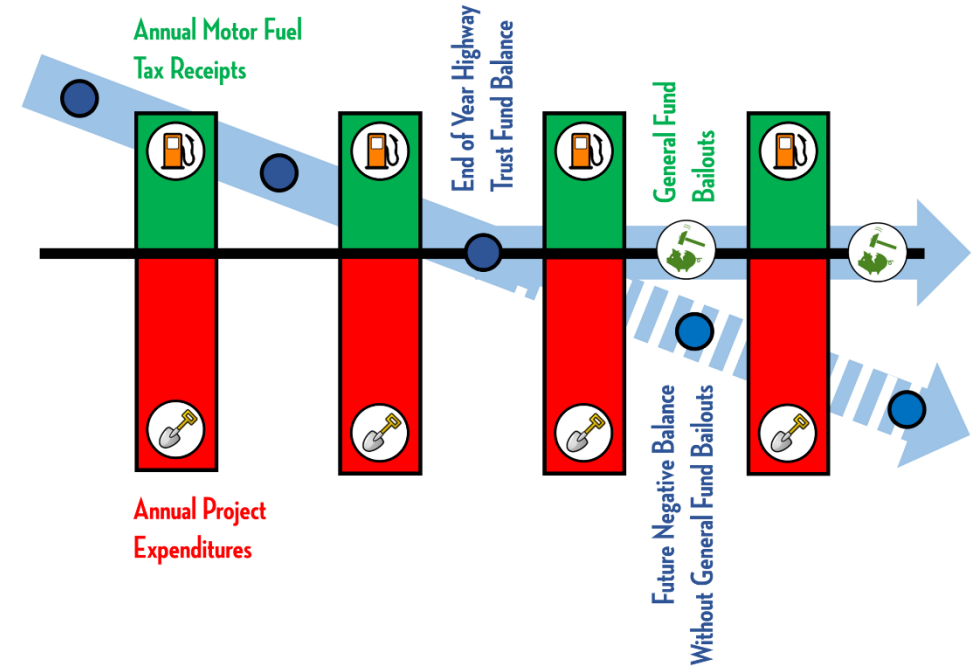
Status of the Highway Trust Fund

According to the Congressional Budget Office (CBO), the current trajectory of the Highway Trust Fund is unsustainable. For many years, the trust fund has not collected enough revenue to cover previous financial commitments, resulting in steadily accumulating annual shortfalls. Since 2008, the Congress has avoided bankruptcy of the trust fund by transferring over $60 billion from the general fund of the Treasury. According to the Congressional Budget Office (CBO), should current levels of spending continue, along with the current taxing regimen in place on motor fuels, the HTF will require an additional $175 billion to remain solvent over the next 10 years. Currently HTF spending outpaces revenues by approximately $14 billion annually and is expected to widen to $21 billion annually by 2025.

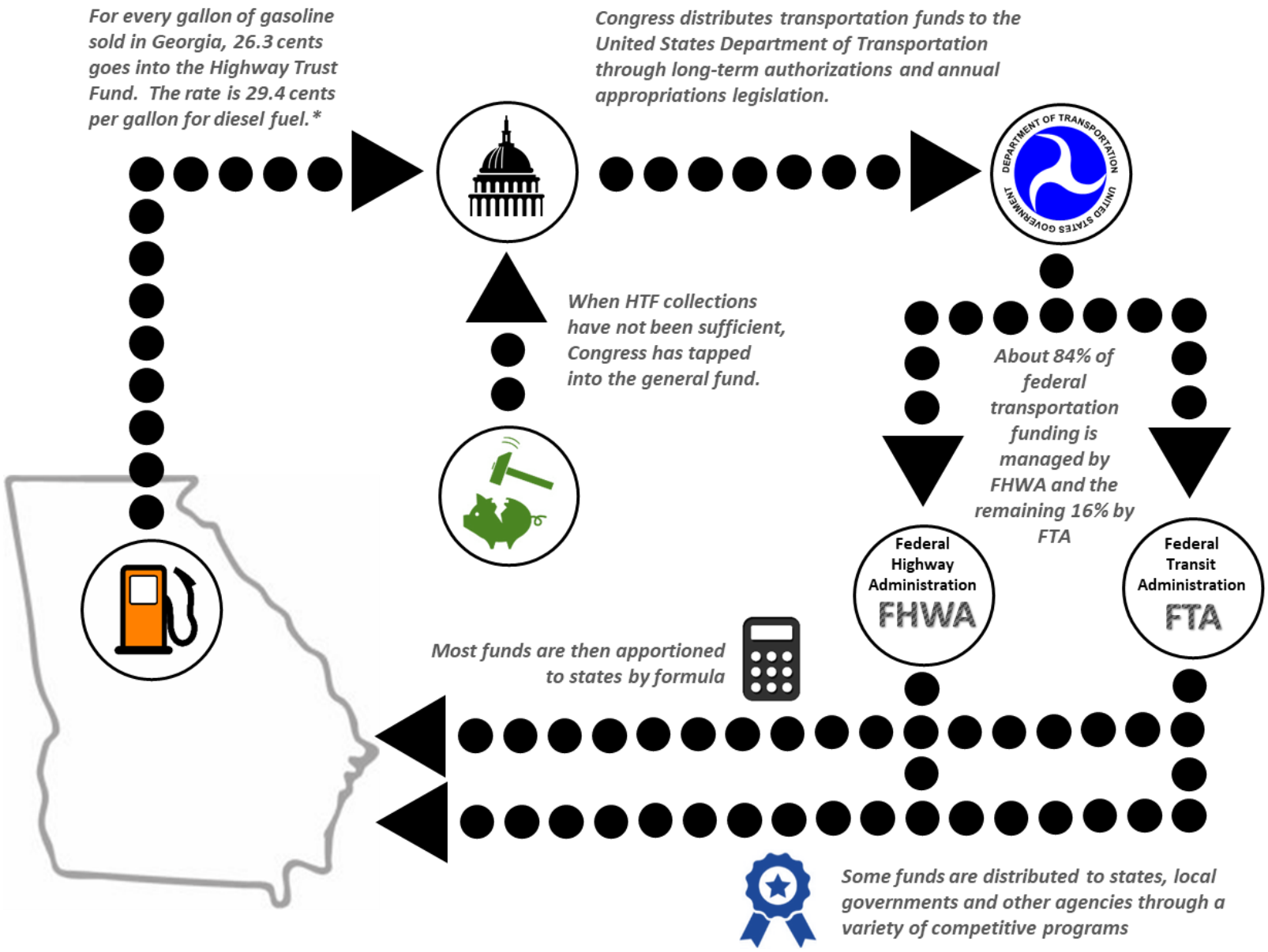
Recommendations of *The Atlanta Region's Plan (Transportation)* are based on the assumption that policy action will be taken to maintain the solvency of the HTF. The obligation limits for Georgia are used as the base to forecasting federal funds. Current federal funding levels are then forecast to increase in the future. Based on historical trends a 1.4% annual growth rate was applied to forecast federal funds beyond the timeframe of the FAST Act. This is actually lower than the average annual growth rate called for during the five years of the law.

Funds from the HTF are apportioned to states through the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

Highway Trust Fund in Crisis



The Flow of Federal Transportation Funds



FHWA Funding Assumptions and Estimates

To determine FHWA funding during the FY 2018-2023 period, the Atlanta Region's share of statewide federal funds was developed in consultation with GDOT as part of the development of the State Transportation Improvement Program (STIP). The Atlanta Region's share of statewide employment was agreed to by the Financial Planning Team in 2015 as a method to help determine a regional share of revenues. Accordingly, ARC's share of statewide FHWA funding is assumed to rise from about 58% currently to 62% by the year 2040.

The available federal highway funds are net principal and interest payments on outstanding and anticipated GARVEE and GRB bonds during the RTP timeframe. The Georgia State Financing and Investment Commission and the State Road and Tollway Authority provided information on bond debt payment. These debt payment obligations have been accounted for in the level of available funding.

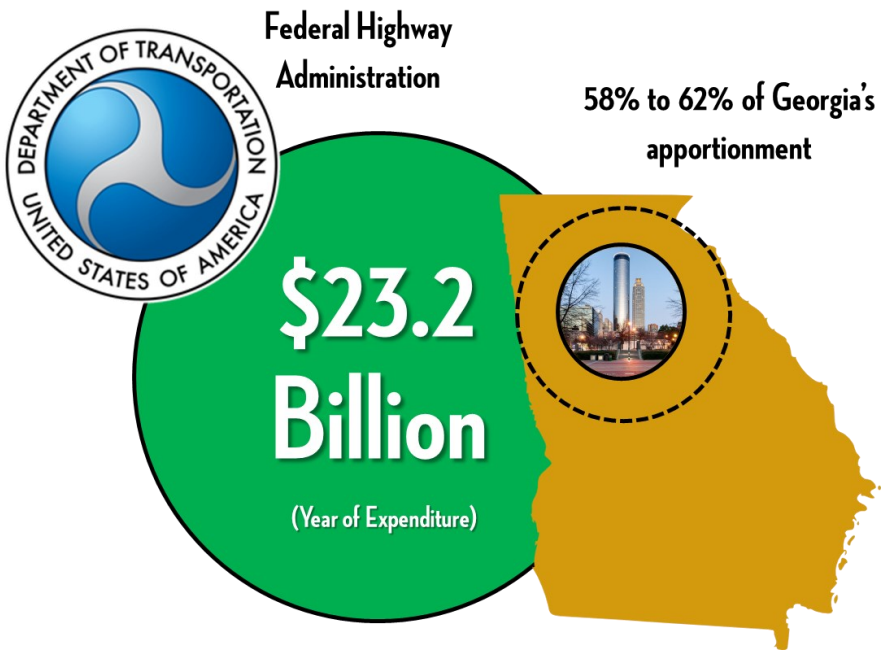
FHWA also has a variety of discretionary programs where funds are awarded to eligible sponsors via a competitive application process. The most prominent program in recent years has been the TIGER program. Awards under this program have been instrumental in implementing a portion of the Beltline and a first phase of the streetcar vision in the City of Atlanta. Since the program is extremely competitive and its future is in doubt based on draft versions of federal legislation, no assumptions are made in this plan regarding TIGER funds or any other FHWA discretionary program being available to finance projects.

In consultation with the Financial Planning Team, baseline estimates are forecast to increase for FHWA sources by 1.4% annually. This rate is less than base line inflation in the TIP (2%) and long-range periods (2.2%).

Based on these assumptions, ARC forecasts that approximately $17.3 billion (current year dollars) of FHWA funds will be available to the Region through the years 2018 to 2040. In year of expenditure dollars, this equates to $23.2 billion. Details on how these FHWA forecasts were calculated are contained in Appendix (E).

Note that these totals do not include possible future amounts the Region may receive from discretionary FHWA sources, such as the TIGER program or earmarks. No assumptions regarding the future of these sources or the ability of the Region to submit successful applications were made for purposes of fiscally constraining this plan.

Estimated FHWA Formula Funding (2018-2040)



FTA Funding Assumptions and Estimates

FTA funding comes from two primary sources in 1) formula funds and 2) discretionary programs. Formula funds are allocated directly to counties using a consensus formula which mimics the national apportionment process and is based on population and transit service operating data. Funds for counties within the MARTA service area are automatically directed to that agency, while funds for other counties may be used to support their local transit agency, redirected to GRTA to support regional Xpress services, accrued for use by a future operator, or returned to the regional pot for distribution. Based on concurrence from the Financial Planning Team in 2015, FTA formula funds are forecast to increase at a rate of 1.4% annually. Through 2040, this will yield $3.0 billion in current year dollars, or $3.5 billion in YOE dollars.

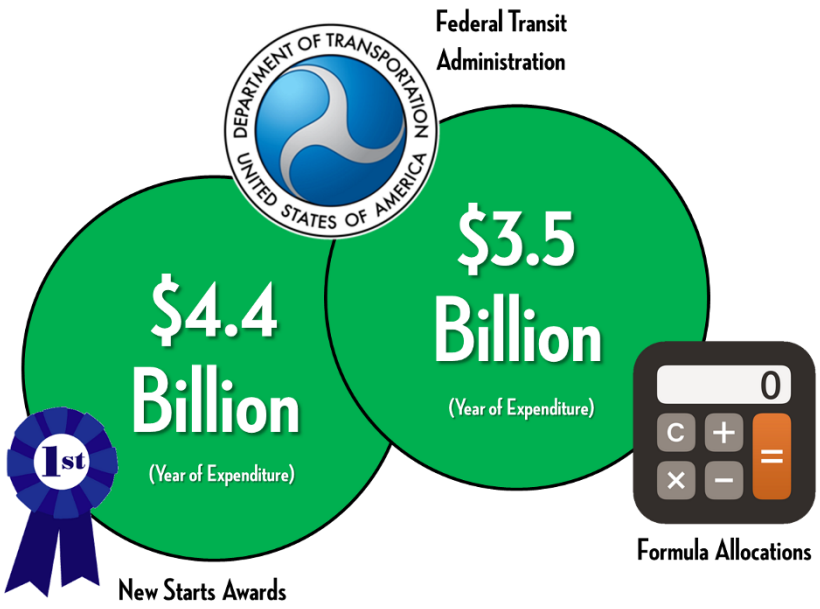
Federal planning regulations require ARC to maintain fiscal constraint when developing an RTP, meaning that the recommendations outlined within the 20+ year plan horizon should also identify reasonably available funding sources for their implementation. Due to the costs involved with major transit capacity expansion projects, project sponsors rely upon federal assistance to construct projects, especially from the Federal Transit Administration's Section 5309 "New Starts" program. New Starts funding is awarded through merit based, discretionary grants issued on an annual basis. All New Starts awardees must also match at least 20 percent of the federal grant amount, though the national average between non-federal New Starts award share is closer to 43 percent.

Through a recent analysis of previous New Starts grant awards and consultation with regional planning partners, ARC has determined approximately $3.1 billion (current year dollars) in New Starts funding could be considered reasonably available during The Atlanta Region's Plan planning horizon year of 2040. That amount equates to $4.4 billion in YOE dollars. Coupled with an assumed approximate $5.4 billion (YOE dollars) in locally sourced matching funds, approximately $9.8 billion in total funding (YOE dollars) is available to expand the Region's transit network. The figure was used to create the RTP's fiscally constrained transit element, which was developed through extensive collaboration with local governments and transit operators. Projects selected for the fiscally constrained transit element of the RTP represent those which have already begun the preliminary environmental and engineering studies necessary to compete for FTA New Starts program funding.

FTA also periodically awards funds to transit agencies through nationwide competitive processes. Since these announcements are generally small, a few million dollars or less, and sporadic in nature, no assumptions are made in this plan regarding their availability to finance projects.

Calculations of FTA funding forecasts are detailed in Appendix (E).

Estimated FTA Funding (2018-2040)



State Funding Forecasts

Passage of the Transportation Funding Act of 2015 (TFA 2015) by the Georgia Legislature had dramatic impacts on *The Atlanta Region's Plan (Transportation)*. The new structure is generating a substantial amount of additional statewide revenue and also permits counties to pursue supplemental funding opportunities as well.

Under TFA 2015, several notable changes have occurred and recent state collections have increased significantly. The new legislation:

- Imposes a 26¢ per-gallon state excise tax on gasoline and a 29¢ diesel rate to replace the previous 7.5¢ per gallon and 4% state sales tax. The state's excise tax rate will be indexed and adjusted yearly based on fuel efficiency of vehicles registered in the state and the Consumer Price Index (CPI).

- Imposes an annual truck/bus "highway user impact fee" that is collected when a vehicle's tag is renewed each year. An amount of $50 is assessed for vehicles from 15,500 lbs. to 26,000 lbs. and $100 for those vehicles greater than 26,001 lbs.

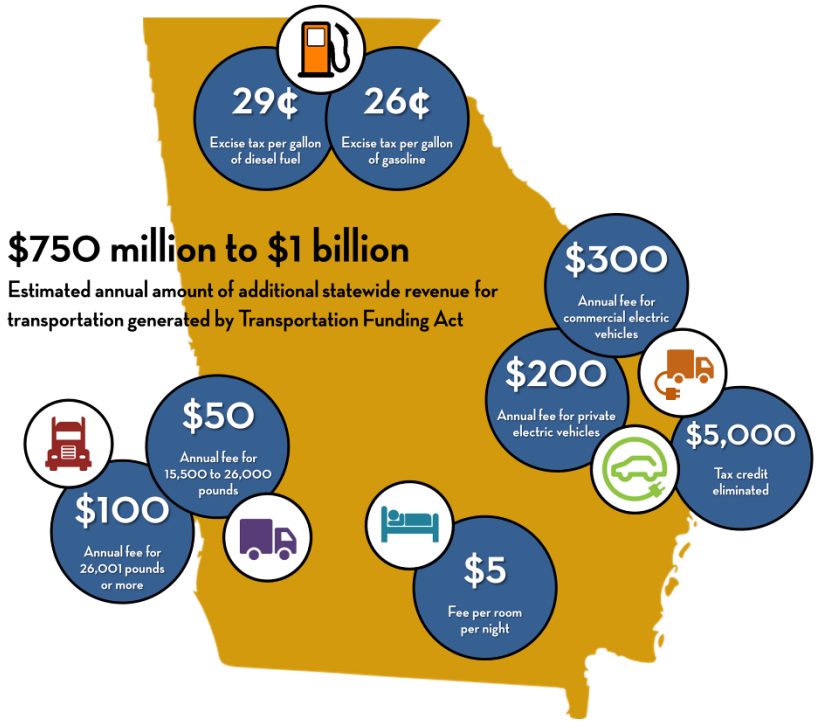
- Imposes a $5 per night fee on hotel and motel stays.

- Imposes an annual $200 user fee on privately owned electric vehicles and an annual $300 user fee for commercial vehicles.

- Eliminates the $5,000 state tax credit on the purchase of an electric vehicle.

The new state transportation revenue model will ultimately increase funds available statewide by $750 million to $1 billion each year, which effectively doubles the amount collected through the state gas tax prior to its passage. Based on the historical share of state transportation

Impact of Transportation Funding Act on State Revenues



funding spent within the Atlanta Region, the annual net increase to the Region is assumed to be in the range of $400 million to $600 million each year. This is nearly double current funding levels.

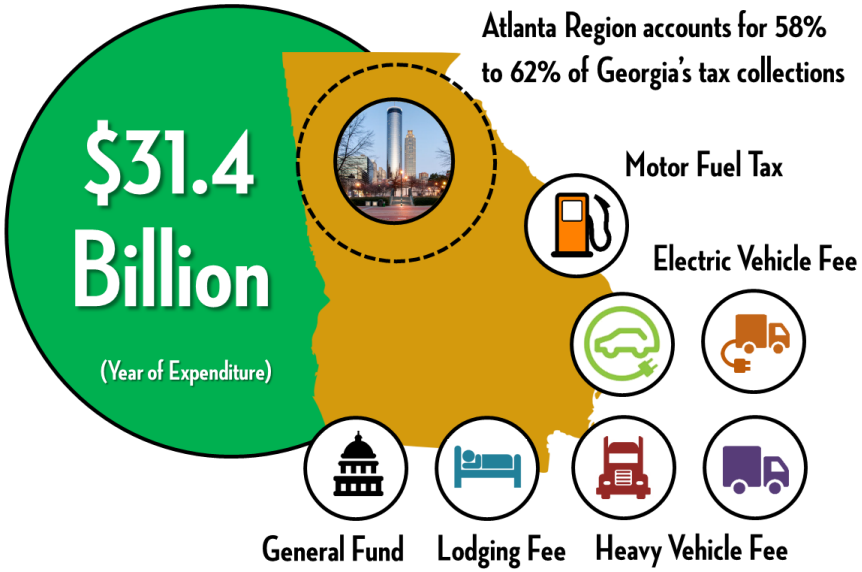
On January 12, 2016, Governor Nathan Deal and GDOT announced there would be an emphasis on maintenance and state of good repair over the next couple of years, with several major capacity projects to be accelerated within the next ten years.

For FY 2016, it was announced that GDOT's statewide budget will double to nearly $450 million for routine roadway maintenance needs, such as minor pavement repair work; trimming trees, sweeping debris, unclogging stormwater drains and mowing grass; repairing guardrails, fences, sound barriers and signs; and upgrading lane striping. A similar amount will be dedicated to road resurfacing projects, which represents a four-fold increase in that program compared to recent years. And by FY 2018, funding for bridge repair and replacement projects will triple, to an annual investment of over $300 million. In addition, certain capacity expansion projects which can be expedited using 100% state funds rather than following the federal environmental review process will be shifted from the federal program to state funding.

The estimation of the Atlanta Region's forecast share follows the same methodology used to estimate the Region's share of forecasted federal funds. The Region's forecast share of population and employment yields a regional statewide funding forecast of $24.8 billion in current year dollars or $31.4 billion in YOE dollars through 2040.

Details on how these state forecasts were calculated are contained in Appendix (F).

Estimated State Transportation Revenue Through 2040*



* *Excludes funding revenue from express lane tolls, which is assumed to be used entirely for debt service and operations/maintenance on the facility on which the tolls are collected. Preliminary estimates of gross revenues were developed and included in the Managed Lanes Implementation Plan (incorporated into the RTP by reference on page 102). Detailed toll revenue analysis will be conducted for these projects and used to develop detailed finance plans, if required, during the NEPA phase of these projects.*

Local Funding Forecasts

In the Atlanta Region, approximately 85% of roadways and 52% of bridges are owned and maintained by a city or county government. Nearly one-half of all miles driven occur on these facilities. Transportation funds generated by local sources, either for a match against federal and state awards, or to advance projects independently of those sources, are an important part of the financing picture.

Local government funding for transportation comes primarily from five sources: Special Purpose Local Option Sales Taxes (SPLOST), local government general fund expenditures, MARTA sales tax and transit farebox receipts. Details on how these forecasts were calculated for each funding source are contained in Appendix (G).

Special Purpose Local Option Sales Taxes (SPLOST)

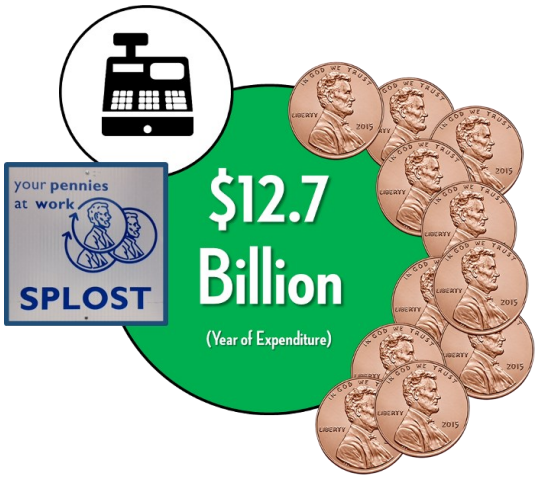
A SPLOST is a financing method for funding capital outlay projects in the State of Georgia. It is an optional 1% sales tax levied by a county for the purpose of building parks, schools, roads and other public facilities. The revenue generated cannot be used towards operating expenses or most other maintenance projects, with the exception of roads and bridges.

In the Atlanta region, local governments typically dedicate a portion of SPLOST revenues to fund transportation, with dedicated funds typically ranging from 30% to 100% of total SPLOST revenues. Many counties have a long-term history of approving and renewing SPLOST programs. However, SPLOST programs are subject to voter approval and run for a limited period, usually five years, and are therefore not a completely reliable source of transportation funding. For purposes of this plan, though, those counties with a well-established track record passing SPLOSTs were assumed to continue to have this revenue stream available through 2040.

Until passage of TFA 2015, Fulton and DeKalb counties did not have access to SPLOST funding options due to state sales tax ceiling caps. After passage of the bill, the cap was lifted to allow for the two counties, who had been levying a one percent sales tax in support of MARTA, to levy an additional one percent sales tax in support of general transportation infrastructure projects. Under TFA 2015, counties can still impose sales taxes on motor fuel, although the taxable value is capped at $3 per gallon.

T-SPLOSTs are a variation of traditional SPLOSTs in which 100% of the revenue collected must be dedicated to transportation. This is the mechanism now being utilized by the City of Atlanta and Fulton County to fund local projects. They were expressly permitted under TFA 2015 and can also be levied by any other jurisdictions which already have an existing SPLOST, although none have proposed ballot initiatives to impose a T-SPLOST as of May 2019.

Estimated Local SPLOST Transportation Revenue Through 2040



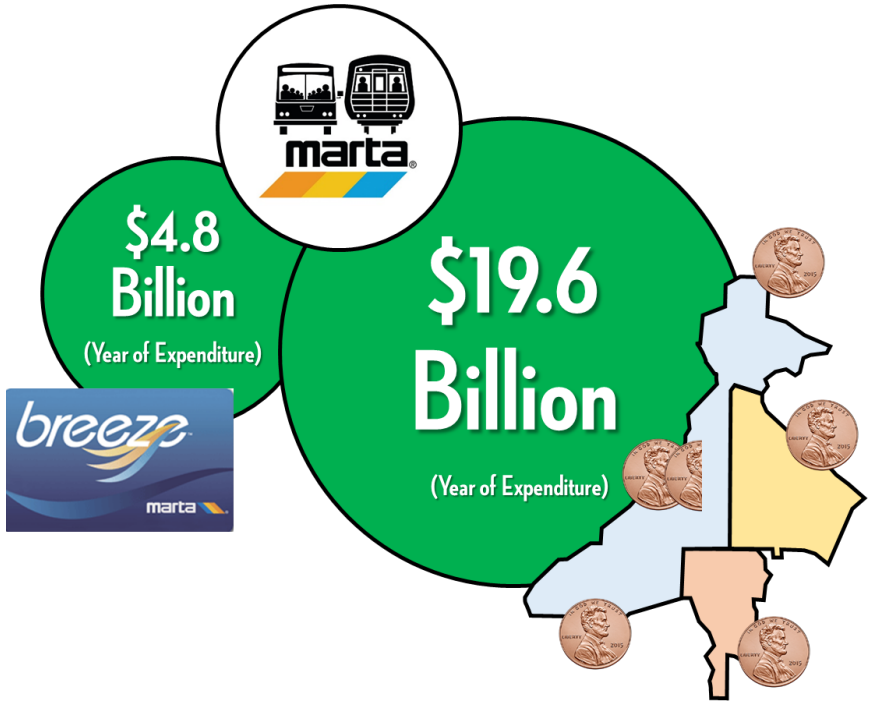
MARTA Sales Tax and Fare Revenues

In Georgia, as required by the Georgia Constitution, state motor fuel tax revenues cannot support transit or any transportation purpose other than roadways and bridges. Since there is not a dedicated state funding source for transit, the stability of state general funds allocated to transit as well as locally derived transit funds are crucial to the future of Georgia's transit systems. The U.S. Department of Transportation requires a commitment for operating support from state, regional, or local governments before allowing federal funds to be spent on the construction and implementation of transit projects. The majority of transit operating funds must come from state and local funding resources as federal transit operating funds are very limited.

MARTA is the only transit system in the Region supported by a multi-jurisdiction sales tax. Until 2017, a 1% tax was levied on purchases made within Fulton County, DeKalb County and Clayton County. In November 2016, residents of the City of Atlanta voted to increase the rate for transactions within the city to 1.5%. The change became effective in April 2017. The tax rate in the remainder of MARTA's service area remains at 1% as the date of this plan. Rising revenue levels in conjunction with proactive cost saving measures that were recently implemented by the transit agency points to adequate funding resources are available for MARTA over the life of the RTP to support MARTA sponsored projects in the plan.

One of the more noticeable drivers of the recent trend in rising revenues has been the economic recovery, which has led to a steady increase in the volume of retail sales in the Region. Further benefitting MARTA has been the lifting of the "50/50" requirement by the Georgia state legislature. The agency will be able to enjoy significantly more flexibility in allocating its funding as it is no longer required to allocate approximately 50% of funding to operating costs and the other 50% to capital costs. This greater flexibility will allow MARTA to be more proactive in addressing any funding concerns, as well as employ innovative cost saving measures.

MARTA Farebox and Sales Tax Revenue (2018-2040)



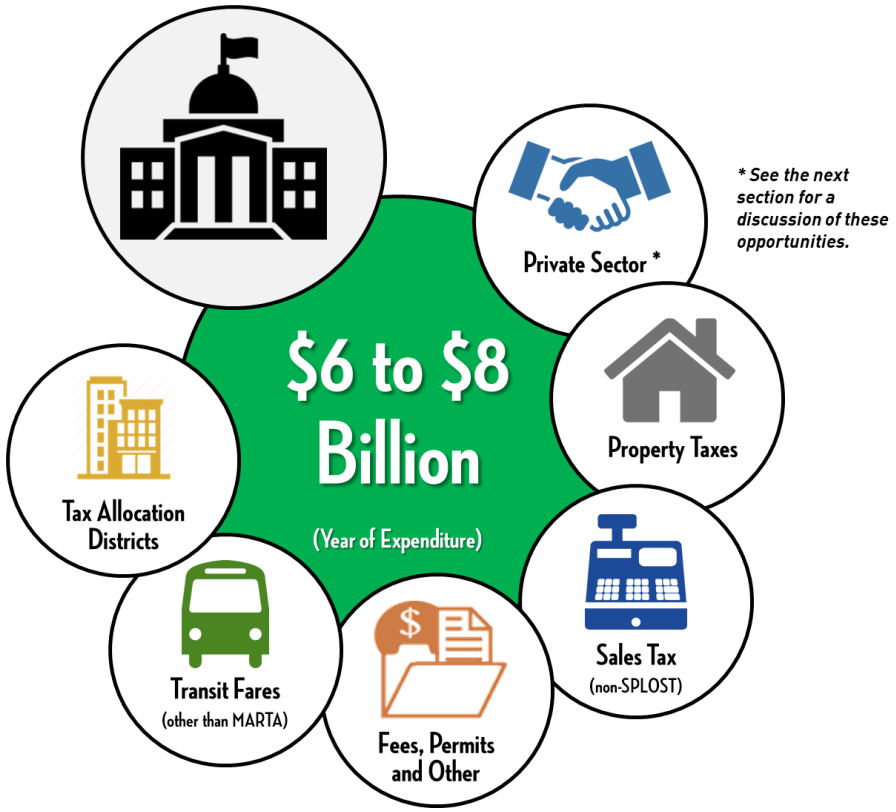
Other Local Sources

Other local general fund expenditures for transportation must go through an annual budgeting process and compete against other uses. This makes general funds also a volatile source of transportation funding. SPLOSTs (including those dedicated for use by MARTA) and local general fund revenue historically account for roughly 95% of all local transportation funding.

Recent trends in local transportation funding has seen the levels of available funding increase due to a recovering economy since 2013. Although the entire Region is experiencing signs of recovery, some communities in the Atlanta Region continue to rebound at a significantly slower pace than other areas, particularly in less-established communities located further away from activity centers. Nonetheless counties and cities across the Region have been able to increase funding to transportation-related line items in their respective budgets.

Several local jurisdictions in the Atlanta Region operate their own transit systems, including Cobb Community Transit, Cherokee Transit, Douglas County Rideshare, Henry County Transit, Paulding Transit, and Gwinnett County Transit. Local funding for these systems depends on local general fund support, along with some federal assistance. Due to the decline in property values during the Great Recession and the slow recovery since 2008, general fund property tax revenues for the Region's local governments have not kept pace with transit funding needs. For some systems, more financing options are available, including state support, fare box returns, and local Tax Allocation Districts.

Estimated Other Local Transportation Revenues Through 2040

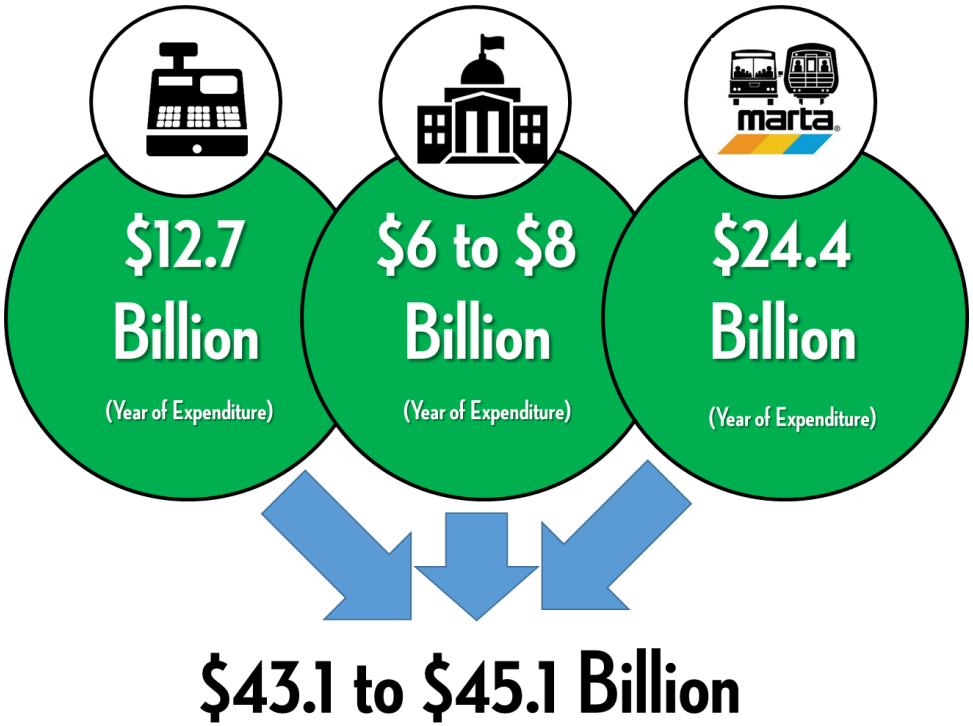


** See the next section for a discussion of these opportunities.*

Summary of Local Revenue Forecasts

The Atlanta Region's Plan (Transportation) assumes that a total in the range of $43 billion to $45 billion will be available from existing local revenue sources to support investment in the transportation system. These funds may be used as match against federal and state funds, or they may be used to support 100% financed projects. In many cases, these locally financed projects do not impact the Region's air quality conformity analysis and, therefore, do not need to be represented in the RTP. Examples of these projects would include resurfacing of local streets, building sidewalks, installing traffic signals and addressing routine maintenance needs such as mowing, street lighting and litter collection.

Estimated Total Local Transportation Revenues Through 2040



Private Funding Opportunities

Transportation infrastructure investment has historically been thought of as exclusively a governmental function, using a combination of taxes and user fees collected from system users. In recent years, however, the private sector has become an increasingly important partner in delivering, maintaining and operating a wide array of transportation projects. Private sector participation in Georgia occurs primarily through GDOT's Public Private Partnership (P3) program or through Community Improvement Districts (CIDs).

Public Private Partnerships

The Georgia Department of Transportation is responsible for the development and implementation of a statewide program for project delivery through the Public Private Partnership (P3) Program. The P3 program may provide alternate delivery methods that could bring much-needed transportation projects to the State that would not be possible through traditional processes and existing funding.

P3 projects leverage limited transportation funds by partnering with the private sector using a variety of innovative delivery methods. Georgia now has a P3 framework that can attract new capital for projects while leveraging existing funding, capture private sector innovation, accelerate project delivery, encourage life cycle cost efficiencies, award based on best value not simply low price, shift risks from the State to the private sector where appropriate, and provide greater costs certainty. The end result will be increased mobility and greater choice in travel options for the citizens of the State and the traveling public.

GDOT is required to identify and submit to the State Transportation Board a list of projects on the Statewide Transportation Improvement Program, or otherwise identified, that should be considered for pursuit as Public Private Partnerships. That list is to be submitted to the State Transportation Board on July 31st of each odd numbered year. The goal is to identify those projects that afford the greatest gains in congestion mitigation or promotion of economic development for Georgia.

Once projects have been identified, they go through a rigorous screening process to determine their viability as a P3 project and identify how they compare to other projects under consideration. This allows for focused project development and effective use of the Department's limited resources.

The screening process includes analysis of the following factors:

- Project scope suitability
- Project maturity
- Financial feasibility
- Potential value added from private sector involvement
- Market interest
- Institutional/political support

Two of the Region's most significant projects currently under construction are being delivered through a P3 arrangement: 1) I-75 / I-575 Northwest Corridor managed lanes, and 2) I-285 at SR 400 interchange reconstruction. Future delivery of the rest of the plan's managed lane vision will rely on such partnerships as well. In addition, this model is increasingly being explored as a way to deliver major transit expansion projects, although no deals have been announced to date.

Community Improvement Districts

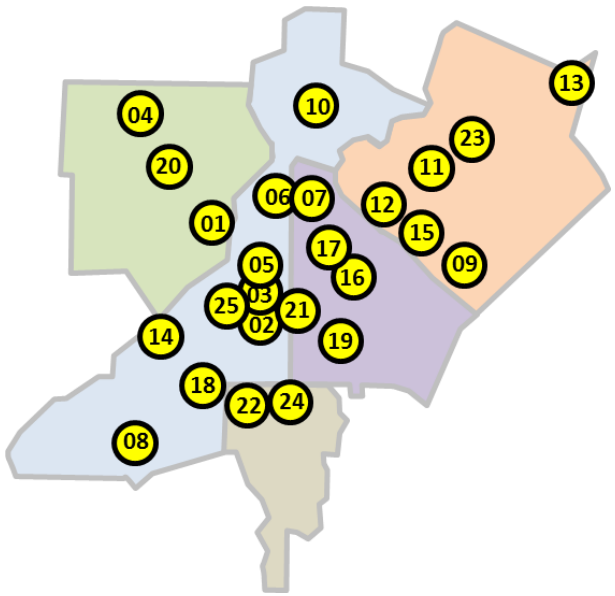
A CID is a self-taxing district that uses additional property tax dollars to improve its district such as accelerating transportation and infrastructure improvement projects. CIDs are comprised of private commercial properties zoned as Office/Industrial and Retail properties. Residential and multi-family properties are not taxable by a CID.

A CID is created through state enabling legislation and a vote by the majority of the corporate property owners in the defined district. It takes the agreement of a simple majority of the commercial property owners within the district to create a Community Improvement District. In addition, it is required that this simple majority of owners must represent at least 75% of the taxable value of the commercial property located within the proposed CID.

Commercial property owners agree to assess themselves additional ad-valorem real estate taxes in order to address critical issues such as traffic and safety. That money is collected by the Tax Commissioner of the local government and returned to the district by its respective county, and a board of directors then seeks to leverage that money and garner infrastructure improvements for the area. Some examples of how this money might be spent include environmental and engineering feasibility studies, funding new construction projects, upgrades to already funded projects, maintaining existing transportation features, and direct spending (traffic control officers).

CIDs require the recommitment of participating property owners each six years. As of May 2019, 25 CIDs are in operation within the five core counties of metro Atlanta. The majority of funding generated by these entities is leveraged to secure federal funding and is therefore counted as local match for fiscal constraint purposes in this plan.

Atlanta Region Community Improvement Districts



01 CUMBERLAND COMMUNITY IMPROVEMENT DISTRICT
02 Central Atlanta Progress Atlanta Downtown Improvement District
03 MIDTOWN Alliance
04 Town Center Area Community Improvement District
05 BUCKHEAD Community Improvement District
06 07 PERIMETER COMMUNITY IMPROVEMENT DISTRICTS
08 South Fulton CID
09 evermore Community Improvement District
10 NORTH FULTON COMMUNITY IMPROVEMENT DISTRICT
11 GWINNETT PLACE COMMUNITY IMPROVEMENT DISTRICT
12 GATEWAY85
13 BRASELTON LIFEPATH
14 THE BOULEVARD IMPROVEMENT DISTRICT
15 LILBURN COMMUNITY IMPROVEMENT DISTRICT
16 STONE MOUNTAIN Community Improvement District
17 TUCKER-NORTHLAKE Community Improvement District
18 AIRPORT WEST CID
19 East METRO DeKalb
20 GATEWAY MARIETTA COMMUNITY IMPROVEMENT DISTRICT
21 Little 5 Points CID
22 AIRPORTSOUTH COMMUNITY IMPROVEMENT DISTRICT
23 SUGARLOAF COMMUNITY IMPROVEMENT DISTRICT
24 GREATER CONLEY INDUSTRIAL COMMUNITY IMPROVEMENT DISTRICT
25 UPPER WESTSIDE improvement district

Major Mobility Investment Program

In January 2016, Governor Deal unveiled the Major Mobility Investment Program (MMIP), a package of projects around the state to be advanced using additional funds made available under the federal FAST Act and the state level Transportation Funding Act of 2015. These eleven projects will be financed through direct payments or through public private partnerships, whereby a private sector partner provides a revenue stream to design and construct the facility in the short term, with repayment being made by the state through a series of regularly scheduled installment payments over a longer period of time. This arrangement is similar to how an individual may purchase a vehicle or home, which most would find difficult to do without the assistance of a loan stretching the cost over several years. Through such an arrangement, travelers in Georgia receive the benefit of the facility being complete much earlier than if the state had to wait until it had all the funding in hand before beginning construction.

This financing approach presents challenges for how to document the MMIP in *The Atlanta Region's Plan / Transportation.* If all eleven projects were implemented using cash on hand, the total cost would be approximately $11 billion. However, fiscal constraint requirements for a federally required regional transportation plan demands that the cost of debt service be incorporated into those calculations. To do this requires presenting the annual installment payments in year of expenditure dollars, which is different from how costs are shown in the project lists for all other "pay as you go" projects.

Another challenge is that only seven of the eleven projects are located entirely within the Atlanta Region, with two others being only partially within the region. Only about 11% of the footprint of the I-85 widening from SR 211 to US 129 is within the MPO area, while about 22% of the I-75 Commercial Vehicle Lanes are. This plan does not need to account for the share of costs outside of our region in its fiscal constraint analysis. For the two projects only partially within the region, costs shown in the project lists in the appendices reflect amounts which have been prorated accordingly. The lists do not include the two projects located on I-16 in the Savannah Region at all.

Finally, the financing period for several MMIP projects will stretch beyond the 2040 horizon year of this plan. While the project lists do indicate a lump sum balance remaining to be paid past 2040, those amounts are not considered in the fiscal constraint analysis.

Major Mobility Investment Program

3 Major Interchange Projects | 4 Major Express Lanes Projects | 3 Major Interstate Widening Projects | 1 Commercial Vehicle Lanes Project

Interchange Reconstruction:

1. **I-16/I-95 Interchange: $165M**
2. **I-285/I-20 West Interchange: $790M**
3. **I-285/I-20 East Interchange: $475M**

Express Lanes:

4. **Revive 285 Express Lanes: $4.2B**
   I-75 to I-85
5. **SR 400 Express Lanes: $1.8B**
   I-285 to McFarland Rd.
6. **I-285 East Wall Express Lanes: $580M** I-85 to I-20
7. **I-285 West Wall Express Lanes: $655M** I-20 to I-75

Highway Widening:

8. **I-85 North Widening: $135M**
   Hamilton Mill Rd. to SR 211
9. **I-16 Widening: $150M**
   I-95 to I-516
10. **I-85 North Widening: $305M**
    SR 211 to US 129

Commercial Vehicle Lanes:

11. **I-75 Commercial Vehicle Lanes: $1.8B**
    SR 155 to I-475

THE ATLANTA REGION'S PLAN 2040 RTP

PERFORMANCE

Ensuring that projects and programs are wise investments is of paramount importance. Learn the results of ARC's analysis of the impacts of this plan's recommended investments.

Federally Required System Management Reports 172

Performance Analysis Approach and Key Findings 176

In Depth: Economic Opportunity 182

In Depth: Air Quality 184

Federally Required System Performance Reports

Federal laws, rules, and regulations outline the basic considerations and expected outcomes of a metropolitan transportation planning process. The details of how success (or failure) is measured and reported against key national goals has been defined through a lengthy rulemaking process which concluded in May 2017. USDOT was the agency responsible for issuing rules and regulations which align with the understood intent of the original legislation.

Background

Pursuant to the MAP-21 Act enacted in 2012 and the FAST Act enacted in 2015, state DOTs, MPOs and transit providers must apply a transportation performance management approach in carrying out their federally-required transportation planning and programming activities. On May 27, 2016, FHWA and FTA issued the Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning Final Rule (The Planning Rule). This regulation implements the transportation planning and transportation performance management provisions of MAP-21 and the FAST Act. The process requires the establishment and use of a coordinated performance-based approach to transportation decision-making to support national goals for the federal-aid highway and public transportation programs.

The System Performance Report presents the condition and performance of the transportation system with respect to required performance measures, documents performance targets and progress achieved in meeting the targets in comparison with previous reports. Under the law, state DOTs are required to set targets for each federally defined performance measure. The dates each target must be defined and approved varies depending under which rule the measure was finalized. MPOs then have 180 days from the date each state target is set to either concur with that target or define their own. Documentation of the targets and the process used to establish them is required by the following dates:

- Highway Safety Measures and Targets - any plan amended or adopted after May 27, 2018
- Transit Asset and Safety Measures and Targets - any plan amended or adopted after October 1, 2018
- Pavement / Bridge Condition - any plan amended or adopted after May 20, 2019
- Reliability / Congestion / Air Quality - any plan amended or adopted after May 20, 2019

Approval Status of Targets

Highway Safety

Initial statewide targets for 2018 for these measures were adopted by GDOT in August 2017 and subsequently considered and supported by ARC. A resolution of concurrence was passed by ARC on February 28, 2018. Federal law requires that these targets be updated on an annual basis. Targets for 2019 were established by GDOT in August 2018 and ARC passed a resolution of concurrence on February 27, 2019.

Transit Asset and Safety

Transit operators are required to set targets for four components of their capital assets: rolling stock, equipment, facilities and infrastructure. All operators in the Region have set their targets and reported the information to the National Transit Database by the federally mandated deadline of October 1, 2018. Following the

completion of individual agency targets, MPOs then had 180 days to define regional targets. This deadline was met by ARC.

Information related to an inventory transit agency assets, an assessment of their condition, the methodology used to make investment decisions, and a prioritized list of investments is documented in Transit Asset Management Plans. Agencies with more than 100 vehicles in revenue service during peak period and/or operate rail services must develop their own TAM Plans. Other operators may satisfy these reporting requirements through a group plan prepared by the state DOT or another entity.

Pavement / Bridge Condition

Statewide targets for these measures were established by GDOT in May 2018 and subsequently considered and supported by ARC. A resolution of concurrence was passed by ARC on December 5, 2018.

Reliability / Congestion / Air Quality

Statewide targets for these measures were established by GDOT in May 2018 and subsequently considered and supported by ARC. A resolution of concurrence was passed by ARC on December 5, 2018.

Documentation

Now that all federally required performance targets have been set, performance measures reported in this plan will be aligned accordingly and incorporated in future updates. Many of the required metrics are already consistent with or similar to the ones being calculated by ARC for the past several planning cycles, so this synchronization is not anticipated to result in a fundamental shift in the contents and direction of the plan.

The rulemaking process also required that the MPO, the state DOT and providers of public transportation document the process for cooperatively developing and sharing information related to transportation performance data and the selection and reporting of performance targets. An agreement executed between GDOT and the Georgia Association of Metropolitan Planning Organizations (GAMPO) demonstrating how these requirements are being met for the highway performance targets is provided in Appendix (M). A separate document outlining the protocols followed between ARC and the Region's transit operators related to transit performance targets is also contained in the same appendix. This document was approved by members of ARC's Transit Operators Subcommittee (TOS) prior to the federally mandated October 1, 2018 deadline.

On the following pages are summary graphics of all federally required performance measures and the associated targets which have been established at the state and/or MPO levels. Federally required System Performance Reports for the various groups of measures and targets are contained in the aforementioned Appendix (M).

Federally Required Highway Performance Measures and Targets

PERFORMANCE MEASURE	STATEWIDE TARGET	ATLANTA REGION TARGET
SAFETY		
Number of fatalities	≤ 1,655 (five-year rolling average 2015-2019)	Concurred with state target
Fatality rate per 100 million vehicle miles traveled	≤ 1.31 (five-year rolling average 2015-2019)	Concurred with state target
Number of serious injuries	≤ 24,324 annually (five-year rolling average 2015-2019)	Concurred with state target
Serious injury rate per 100 million vehicle miles traveled	≤ 18.9 (five-year rolling average 2015-2019)	Concurred with state target
Number of non-motorized fatalities and serious injuries	≤ 1,126 annually (five-year rolling average 2015-2019)	Concurred with state target
PAVEMENT CONDITION		
Percent of pavement on Interstate System in good condition	≥ 50% (four year target)	Concurred with state target
Percent of pavement on Interstate System in poor condition	≤ 5% (four year target)	Concurred with state target
Percent of pavement on non-Interstate NHS in good condition	≥ 40% (four year target)	Concurred with state target
Percent of pavement on non-Interstate NHS in poor condition	≤ 12% (four year target)	Concurred with state target
BRIDGE CONDITION		
Percentage of NHS bridges classified as in good condition	≥ 60% (two year and four year targets)	Concurred with state target
Percentage of NHS bridges classified as in poor condition	≤ 10% (two year and four year targets)	Concurred with state target
RELIABILITY		
Percent of person miles traveled on Interstate System that are reliable	≥ 73.0% (two year target); ≥ 67.0% (four year target)	Concurred with state target
Percent of person miles traveled on the non-Interstate NHS that are reliable	≥ 81.0% (four year target)	Concurred with state target
Truck travel time reliability index	≤ 1.66 (two year target); ≤ 1.78 (four year target)	Concurred with state target
CONGESTION (not statewide; applicable to Atlanta urbanized area only)		
Annual hours of peak-hour excessive delay per capita	≤ 24.6 (four year target)	Concurred with state target
Percent of non-single-occupant vehicle travel	≥ 22.1% (two year and four year targets)	Concurred with state target
AIR QUALITY		
Total emissions reduction	≥ 205.7 kg/day VOC (two year target) ≥ 386.6 kg/day VOC (four year target) ≥ 563.3 kg/day NOx (two year target) ≥ 1,085.0 kg/day NOx (four year target)	Concurred with state target Concurred with state target Concurred with state target Concurred with state target

Federally Required Transit Performance Measures and Targets (Regional)

PERCENT REVENUE VEHICLES MEETING OR EXCEEDING USEFUL LIFE BENCHMARK

TYPE OF VEHICLE	ANNUAL TARGET	USEFUL LIFE BENCHMARK
Automobile	22%	5 years
Over the road bus	30%	18 years
Bus	30%	14 years
Cutaway bus	50%	10 years
Heavy rail passenger car	20%	40 years
Light rail vehicle	25%	25 years
Van	25%	6 years

PERCENT SERVICE VEHICLES MEETING OR EXCEEDING USEFUL LIFE BENCHMARK

TYPE OF VEHICLE	ANNUAL TARGET	USEFUL LIFE BENCHMARK
Automobile	50%	10 years
Truck and other rubber tire vehicles	50%	10 years
Steel wheel vehicles	25%	10 years

PERCENT TRACK SEGMENTS, SIGNALS AND SYSTEMS WITH PERFORMANCE RESTRICTIONS

SYSTEM	ANNUAL TARGET
Heavy rail	5%
Streetcar rail	0%

PERCENT PASSENGER AND MAINTENANCE FACILITIES RATED BELOW CONDITION 3

FACILITY	ANNUAL TARGET
Passenger	50%
Passenger parking	50%
Maintenance	50%
Administrative	50%

Performance Analysis Approach and Key Findings

It is important that the project investments recommended in *The Atlanta Region's Plan (Transportation)* contribute to achieving the goals and objectives set forth in the Policy Framework. Maintaining our existing system, ensuring that it functions as efficiently and safely as possible, and making strategic investment to expand travel options and increase system capacity is no guarantee of complete success. All of the other plan elements identified in the Introduction section of this document play important roles as well.

A Caveat on Analysis Results

Any analysis of system performance will be limited by available data and tools, which are rarely adept at considering the impacts of disruptive technologies, economic shocks, or evolving social attitudes and preferences. With the inability to accurately forecast national and global conditions 20+ years in the future, system performance metrics largely represent what to expect if recent trends continue. Any number of factors could dramatically alter the reality of what travel conditions in 2040 will actually be like and how that impacts our economy and the health of our communities. See the Future section of this document to learn more about how ARC is taking these variables into consideration as part of its ongoing planning process.

Modeling Process

ARC's Activity Based Model (ABM) offers insight to how well the current list of projects meet our regional goals. The results of these analyses showcase The Atlanta Region's Plan's expected impact on key regional measures including mobility, safety, economic growth and environmental impact in the year 2040.

The model aggregates data regarding where people live, work, shop and play within over 6,000 defined zones around the Region. It incorporates current planning assumptions about where growth is likely to occur, the number and types of jobs available, and other forecasts about the physical characteristics of the Region. Available travel options to move between places and the likelihood that people of differing economic and social backgrounds will use them are also built into the model.

Many of the impacts presented in this section were derived by comparing three modeled scenarios:

- A 2015 Base Scenario that correlates to near current conditions in the Atlanta region.
- A 2040 Build Scenario which represents successful implementation of the recommendations of The Atlanta Region's Plan (Transportation).
- A 2040 No-Build Scenario that assumes no projects will be built after the year 2015 through the year 2040.

The 2015 Base Scenario assumes that there are about 5.5 million people living in the 20 county region and that there are 2.9 million jobs. Those numbers are expected to jump about 40% each with over 8 million people and nearly 4.0 million jobs in the 2040 scenarios. The No-Build Scenario shows what would happen if the transportation network stayed the same despite the 40% increase in population and employment. While the 2040 No-Build Scenario is unrealistic, it does demonstrate the positive impact that transportation investments have. This is important in fast growing regions such as Atlanta where keeping up with the demands placed on the system is a challenge.

The Solutions section of this document presented the recommendations of *The Atlanta Region's Plan (Transportation)* and related the intent of each program back to the transportation objectives and policies in the Policy Framework. Each subsection concluded with a few key facts about what the investment recommendation included, often expressed in terms of the amount of new infrastructure to be built or the level of funding to be committed.

While this sort of information is useful for summarizing what the plan does, it must be complemented with results of an analytical process in order to determine what the cumulative impacts of those decisions will be. This process is different from the technical evaluation methodologies used to calculate the impact of individual projects and to make specific funding decisions. Once those hundreds of decisions have been made and a coherent and comprehensive package of recommendations has been developed, we must analyze how they function collectively as a system.

In this section, a few key findings of the regional travel demand modeling analysis are presented to demonstrate how well the plan does in providing a world class infrastructure, supporting the economy and contributing to healthy and livable communities. Additional findings are included as a series of charts and tables in Appendix (I).

Other methodologies were employed to conduct more in depth assessments of two areas of particular interest: 1) expanding economic opportunities for residents of Equitable Target Areas, and 2) demonstrating that the plan helps the Region attain or maintain federal air quality standards. These findings are presented in subsequent sections.

The plan accomplishes these transportation objectives...	...which support these economic objectives...	...and these quality of life objectives.
☑ Maintains and operates the existing system	Provides good stewardship of limited resources	Improves safety
☑ Expands the transit network	Expands economic opportunities	Creates opportunity for more efficient land use
☑ Expands the managed lane network	Increases trip reliability	Reduces stress caused by traffic congestion
☑ Focuses on interchange bottlenecks	Reduces delay, especially for trucks	Ensure on-time delivery of products and services
☑ Strategically adds capacity to the highway network	Increases access to job centers	Enhances a community when complete street principles used
☑ Defines a vision for a regional greenway trail system	Helps attract and retain young people	Provides exercise opportunities and a great quality of life amenity
☑ Responsive to advances in technology	Maximizes efficiency	Provides custom solutions to fit various lifestyles
☑ Provides services for those with specialized needs	Helps keep the disabled and elderly active and engaged	Reduces costs to society when all citizens are active and engaged

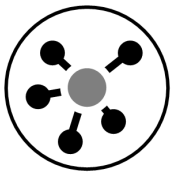
How the Atlanta Region's Plan (Transportation) contributes to Winning the Future

Average commute travel time in minutes by auto

- TODAY = 31 minutes
- 2040 WITH NO INVESTMENTS = 35 minutes
- 2040 WITH PLAN = 33 minutes

WHY THIS IS IMPORTANT

With 2.4 million new residents by 2040, it will not be affordable or politically feasible to build enough roadway capacity to keep pace if the vast majority of work trips continue to be by a single occupant vehicle. Congestion will continue to get worse even under this plan as a result.



Access to job centers within 45 minutes by car

- TODAY = 1.00 (baseline index)
- 2040 WITH NO INVESTMENTS = 1.07
- 2040 WITH PLAN = 1.19

About 2.4 million new residents are expected to call the Atlanta Region home by 2040. Even without transportation investments, it's expected that more employees would be within a 45 minute drive of job centers compared to today. With the plan's investments, however, more than 300,000 workers will be within this distance versus today.

Total congestion cost per person

- TODAY = $1,403
- 2040 WITH NO INVESTMENTS = $2,671
- 2040 WITH PLAN = $1,916

The amount of time and gas wasted while sitting in congestion will result in a typical commute that costs almost 50% more than if there were no traffic. This is a hidden tax that we all pay and is money taken directly out of our economy that could be used more productively.

How the Atlanta Region's Plan (Transportation) contributes to Winning the Future

Commercial vehicle delay cost per mile

- TODAY = $39.78
- 2040 WITH NO INVESTMENTS = $78.81
- 2040 WITH PLAN = $55.38

WHY THIS IS IMPORTANT

Commercial vehicle gather more costs based on the time they sit idle in traffic due to the scheduled nature of the industry. In addition commercial vehicles generally get lower gas mileage than passenger vehicles. These cost increases can lead to increased costs on the products we buy.

Average congested speed in general purpose freeway lanes

- TODAY = 46.0 mph
- 2040 WITH NO INVESTMENTS = 37.6 mph
- 2040 WITH PLAN = 41.2 mph

Although some parts of our freeway system are seriously congested during peak commute periods, much of it operates at or above the speed limit throughout the day. But that will change by 2040, even with all of the plan's recommendations implemented, due to increased volume.

Average speed in managed lanes

- TODAY = 56.3 mph
- 2040 WITH NO INVESTMENTS = 50.9 mph
- 2040 WITH PLAN = 56.6 mph

A major expansion of the network of managed lanes throughout the Region will provide a reliable travel option to the free general purpose lanes. The system is designed to offer travel at or near the speed limit any time of day for those willing to carpool, take the bus or pay a toll.

How the Atlanta Region's Plan (Transportation) contributes to Winning the Future

Average commute travel time in minutes by transit

- TODAY = 59 minutes
- 2040 WITH NO INVESTMENTS = 59 minutes
- 2040 WITH PLAN = 59 minutes

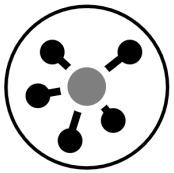
WHY THIS IS IMPORTANT

Because of the time required to get to and from stops and to transfer between bus routes and train lines, transit trips are usually slower than traveling by auto. But they do offer the advantage of being more reliable and less vulnerable to the impacts of growth.

Number of transit trips in PM peak period

- TODAY = 1.00 (baseline index)
- 2040 WITH NO INVESTMENTS = 1.29
- 2040 WITH PLAN = 1.47

The plan expands the reach of the transit system to many new parts of the region, including Clayton County, south DeKalb County, Cobb County, north Fulton County and the Emory / CDC area. Transit ridership increases nearly 50% as a result, taking many trips off the roads during the afternoon and evening commute period.



Access to job centers within 45 minutes by transit

- TODAY = 1.00 (baseline index)
- 2040 WITH NO INVESTMENTS = 1.23
- 2040 WITH PLAN = 1.36

The ability to get to jobs to and from job centers already served by transit and those where expansion is planned increases by 26% compared to today. This increase in accessibility improves economic opportunities for many communities.

How the Atlanta Region's Plan (Transportation) contributes to Winning the Future

Jobs within a 45 minute transit ride from ETAs

- TODAY = 1,632,000
- 2040 WITH NO INVESTMENTS = 2,110,000
- 2040 WITH PLAN = 2,152,000

WHY THIS IS IMPORTANT

The increase is accessibility to major job centers by transit is especially important for those parts of the region which have lagged economically. The ability to rise out of poverty is one area in which the Region does not fare well against other parts of the nation.

Number of reliable trips daily

- TODAY = 393,000
- 2040 WITH NO INVESTMENTS = 538,000
- 2040 WITH PLAN = 1,117,000

Despite increases in roadway congestion, the combination of expanded managed lane and transit networks means that large numbers of trips can be made in a consistent amount of time virtually every day. This ability will help people plan better and make more productive use of their time.

Daily vehicle miles of travel (VMT)

- TODAY = 158 million
- 2040 WITH NO INVESTMENTS = 214 million
- 2040 WITH PLAN = 214 million

Residents of the Atlanta Region cumulatively drive enough miles each day to get to the sun and about 70% of the way back. As we add more people and jobs, those totals will only continue to increase, which makes mitigating congestion a challenge even with the investments proposed in the RTP.

In Depth: Economic Opportunity

The issue of equity is considered throughout plan development. However, measuring progress in equity is very difficult and relating that change directly to planning can be even more challenging. Some ways to gauge progress is by looking at how equity is addressed in financial decisions.

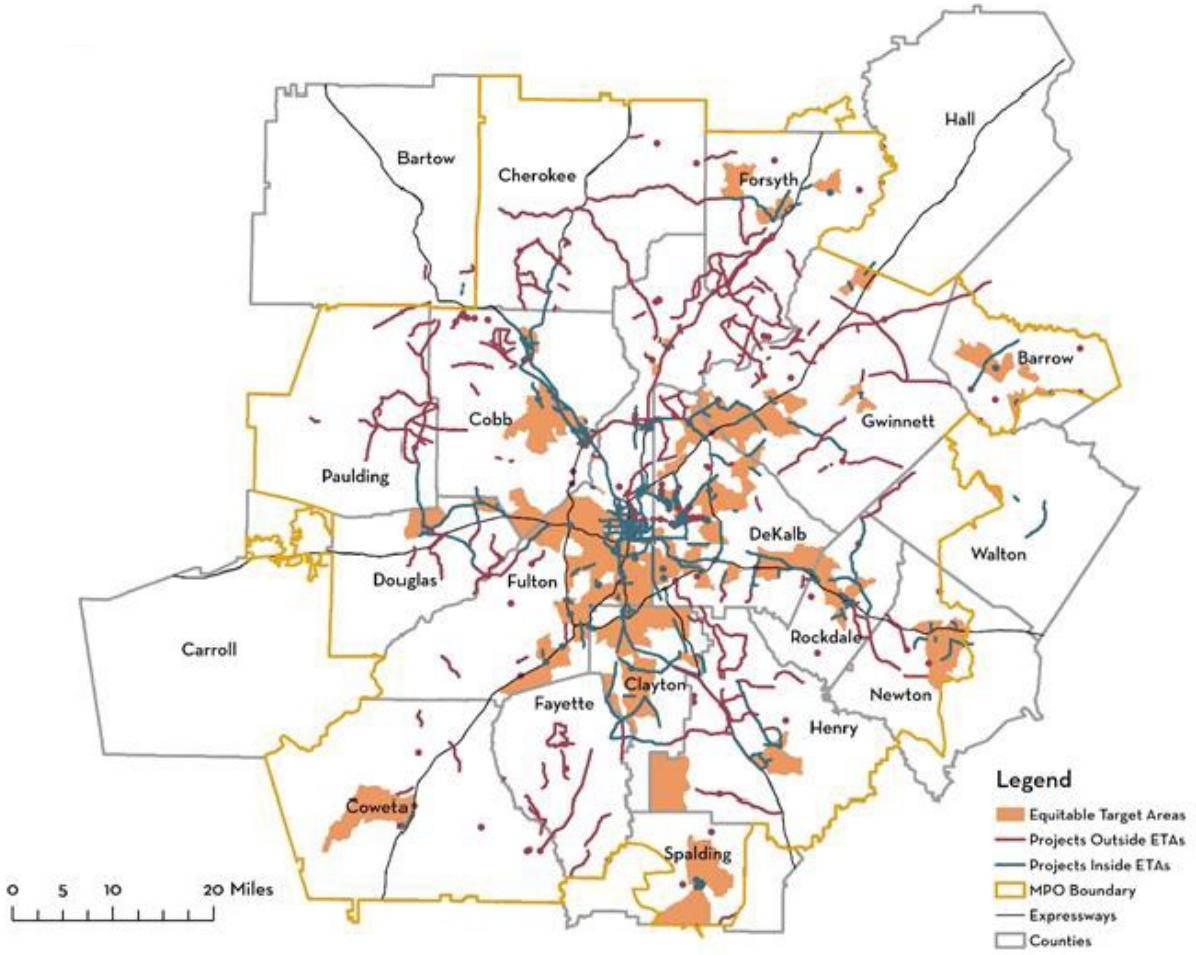
The Equitable Target Area (ETA) Index, as described in the Process section, was developed to identify environmental justice (EJ) communities in the Atlanta Region and to help ensure a proportionate distribution of programs and investments across the Region. Earlier sections of this plan described a few specific initiatives which target the specific needs of those communities and individuals who have either been historically underrepresented in the decision-making process or have unique mobility needs which require specialized options. The methodology used to identify these communities is explained in Appendix (J).

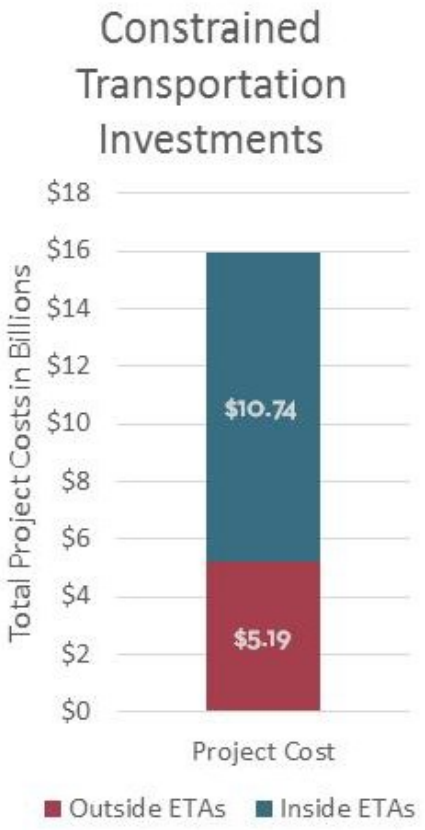
As an initial step in measuring the social equity of *The Atlanta Region's Plan (Transportation)*, the constrained RTP project list was mapped against ETA communities in order to assess how the level of financial commitment compared to non-ETA parts of the Region. The results indicate that over one-half of all regionally significant RTP investments which have been identified in the project list and can be mapped will directly serve ETA communities, based on their location either totally or partially within these areas. Over two-thirds of the financial commitment associated with regionally significant projects is on these projects which are within or adjacent to ETAs.

Since ETAs comprise only 12% of the Region's land area and 22% of the population, this level of financial commitment would appear to indicate that *The Atlanta Region's Plan (Transportation)* scores well from an equity perspective. However, the mere expenditure of funds on transportation projects within the physical boundaries of a community may not correlate with how well the plan actually addresses those local needs and balances burdens and benefits fairly across the Region.

The question of what is a beneficial investment and what is detrimental will continued to be explored in greater depth in future plan updates, as will an analysis of the "ladders of opportunity" which exist within these areas. The Future section of this plan includes more discussion on this issue. In addition, an ETA designation that is used in determining project funding priorities will continue to bring social equity issues to the attention of project sponsors. ETAs are also heavily emphasized in assessing LCI applications. These policies not only push the conversation on equity forward, but will also incentivize investments in disadvantages areas.

The Atlanta Region's Plan includes significant transportation investments within Equitable Target Areas





In Depth: Air Quality

The Clean Air Act requires the United States Environmental Protection Agency (USEPA) to set limits on how much of a particular pollutant can be in the air anywhere in the United States. National Ambient Air Quality Standards (NAAQS) are the pollutant limits set by the USEPA; they define the allowable concentration of pollution in the air for six different pollutants – carbon monoxide, lead, nitrogen dioxide, fine and coarse particulate matter, ozone and sulfur dioxide.

Areas exceeding the NAAQS are referred to as nonattainment areas and are designated by the USEPA. Six counties in the Atlanta Region (Clayton, Cobb, DeKalb, Fulton, Gwinnett and Henry), plus the adjacent Bartow County, are currently classified as nonattainment for the 2015 eight-hour ozone standard. Fifteen counties have met the previous 2008 eight-hour ozone standard, but are classified as a maintenance area, meaning that air quality analyses must continue to demonstrate conformity to that standard. All standards related to fine particulate matter standard ($PM_{2.5}$) have been met and subsequently revoked by EPA, meaning no additional air quality analysis is required for the Atlanta Region.

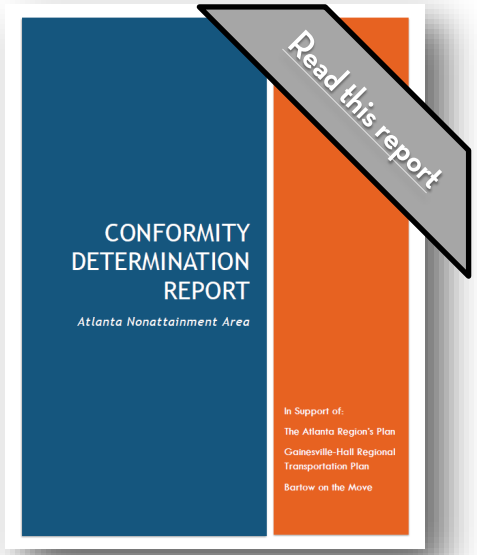
A key component of having healthy, livable communities is ensuring the air people breath is safe and does not cause negative health impacts. Ozone and $PM_{2.5}$ are harmful when inhaled. Ozone damages lung tissues and over time can lead to scarring of tissue and loss of lung function. $PM_{2.5}$ has been tied to heart and lung disease. Both pollutants are linked to asthma and cause reductions in visibility (i.e. summer haze).

One example of our region's success in improving public health is the sharp decline in the number of days per year violating the 2008 ozone standard. In the late 1990s, the region saw between 60-90 days per year with unhealthy air. The last few years have seen that number reduced to less than 10 days. Annual $PM_{2.5}$ concentrations have also dropped off since spiking in the late 1990s.

ARC is directly responsible for developing a long-range RTP and short-range TIP that conform to the air quality goals established by state and federal partners. A series of emissions tests are performed to ensure that the emissions produced by future transportation plans do not contribute to bad air quality. This process is referred to as transportation conformity. If transportation plans and programs do not conform to the established air quality goals, the transportation planning process will be delayed. Project implementation may be jeopardized through the imposition of transportation-funding restrictions that direct how federal transportation funds can be applied. This situation is referred to as a conformity lapse.

This section provides key data demonstrating that *The Atlanta Region's Plan RTP* meets all federal air quality conformity requirements. The full conformity analysis is documented in the associated Conformity Determination Report (CDR) on the ARC website.

The Air Quality Conformity Process



Ensuring that our air quality meets federal standards and that a metropolitan area's transportation plan does its part to contribute to that goal is a complicated process involving a number of agencies. This chart explains the basics.

Federal

- The United States Environmental Protection Agency (USEPA) sets health-based National Ambient Air Quality Standards (NAAQS) under the Clean Air Act
- USEPA prepares final designations for areas not meeting the NAAQS
- Nonattainment areas are given a date by which they must meet the NAAQS
- The United States Department of Transportation (USDOT) oversees the transportation planning process outlined in the Transportation Conformity Rule

State

- States propose nonattainment designation boundaries
- States prepare State Implementation Plans (SIPs) for areas that do not meet the NAAQS demonstrating how the nonattainment area will control emissions to come into attainment by the Clean Air Act established deadline
- States identify budgets for each emissions sector, including a motor vehicle emissions budget (MVEB) for use in transportation planning

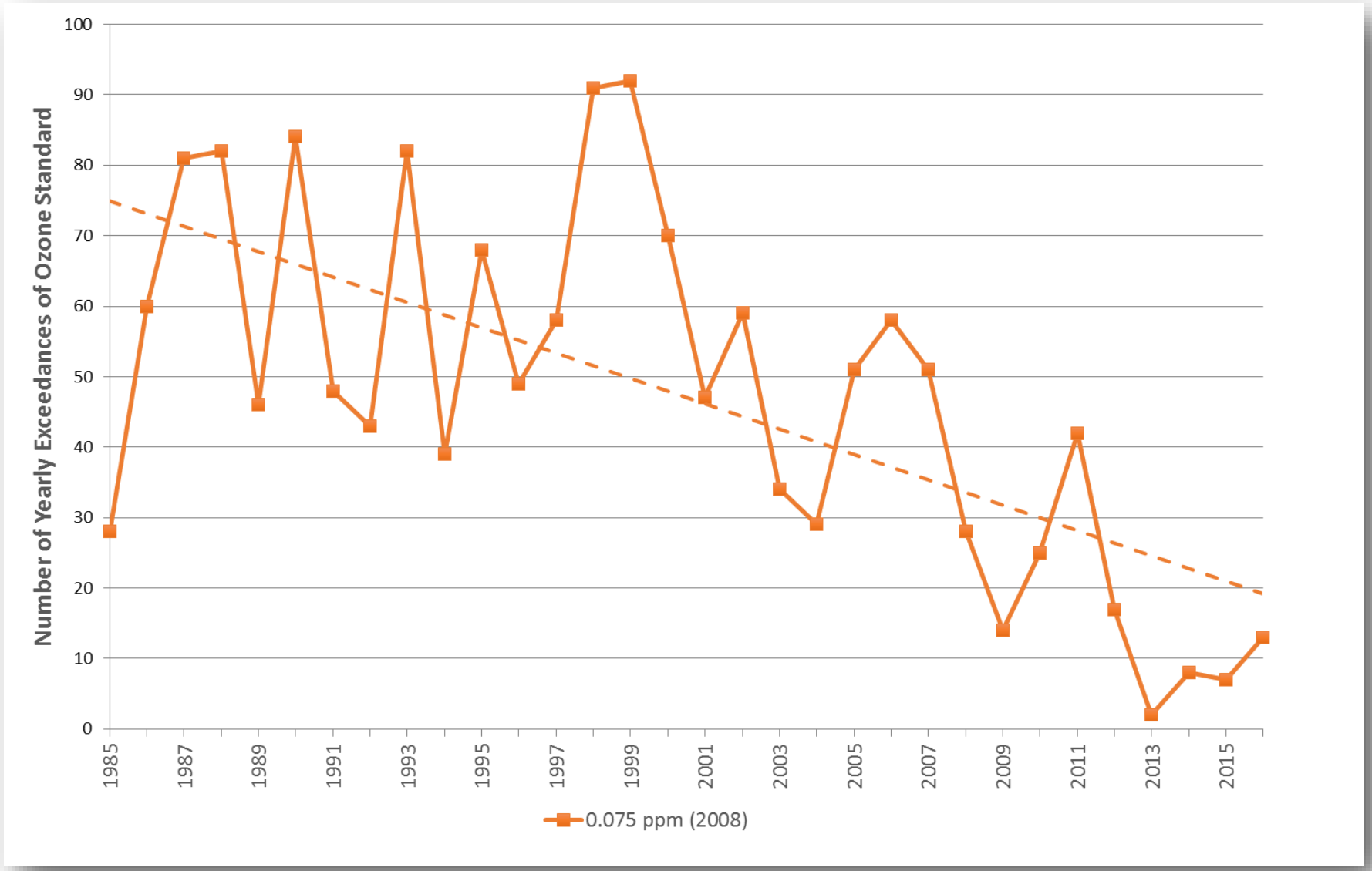
Metropolitan Planning Organization (MPO)

- MPOs develop short and long term transportation plans
- Emissions are modeled to ensure the total expected emissions through the plan horizon year stay within the allotted MVEB
- A Conformity Determination Report (CDR) is prepared and submitted to USDOT and USEPA for final approvals

Designations and SIP approvals are an iterative process requiring state and federal reviews and approvals

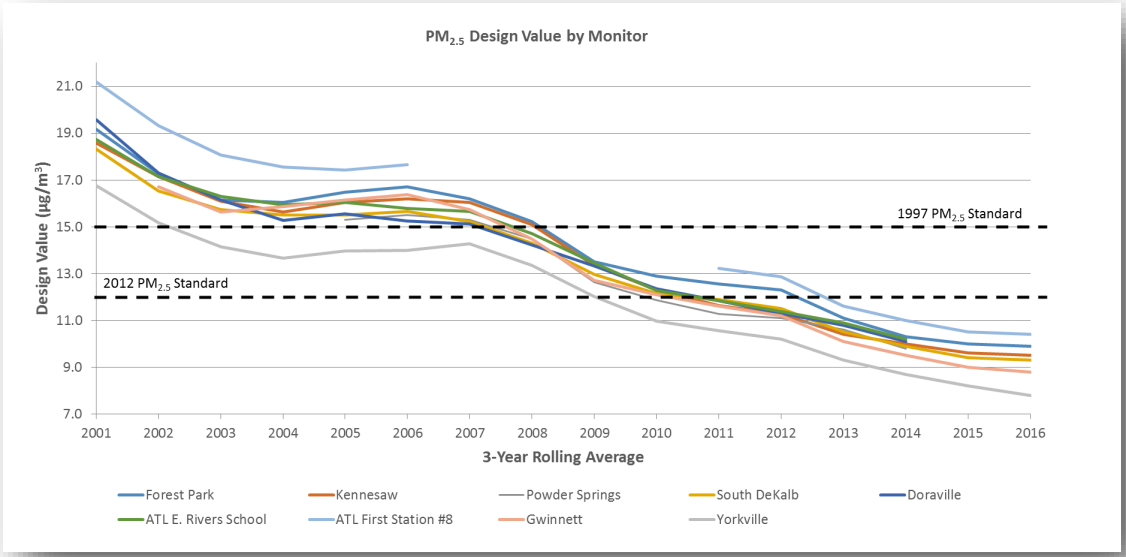
MPOs and States, along with federal and local partners, consult via interagency meetings to establish MVEBs and agree on modeling methods and techniques.

Yearly Exceedances of the Federal 2008 Ozone Standard in Metropolitan Atlanta



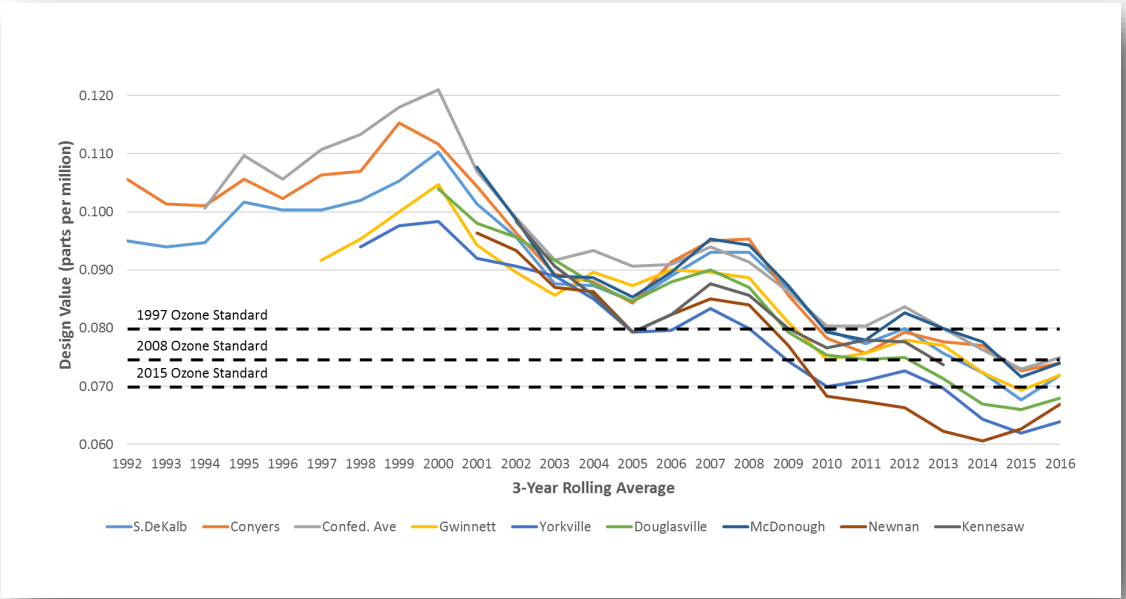
Historical data show that the Region's air quality has improved significantly over the past 15-20 years. But increasingly strict federal standards for both ozone and particulate matter means the Region has almost continuously been classified as a nonattainment area, as can be seen in the graphs on the facing page.

PM2.5 Design Values by Monitor



To determine if a region is meeting its air quality goals, USEPA looks at pollutant specific design values. These values average several year's monitored data to smooth out extremes triggered by unusual weather or local events like fires. The $PM_{2.5}$ design value is the average of three consecutive years' annual average $PM_{2.5}$ concentration in micrograms per cubic meter ($\mu g/m^3$). For ozone, the design value is the average of the fourth highest maximum daily 8-hour ozone concentration in parts per million (ppm) for each of three consecutive years.

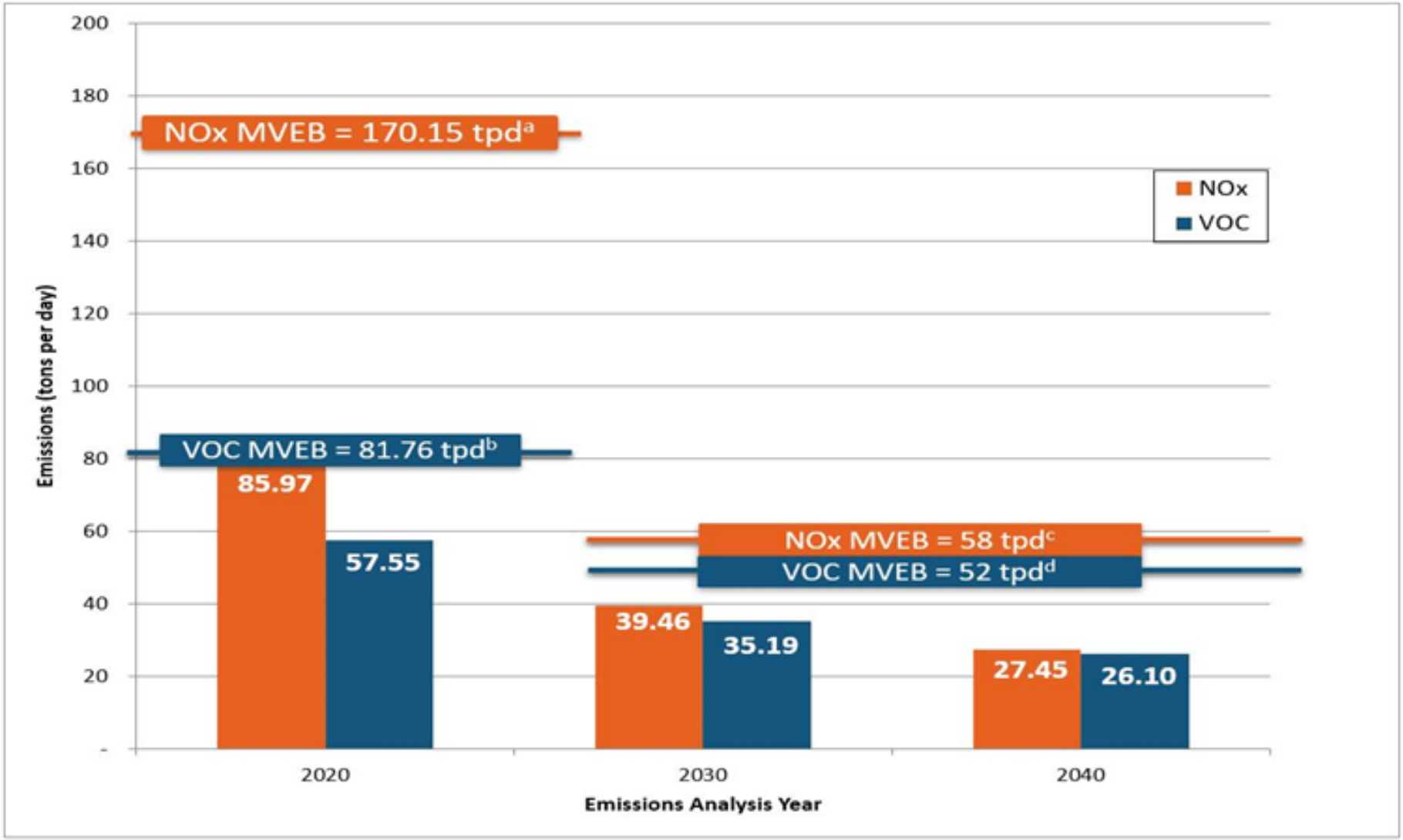
8-Hour Ozone Design Values by Monitor

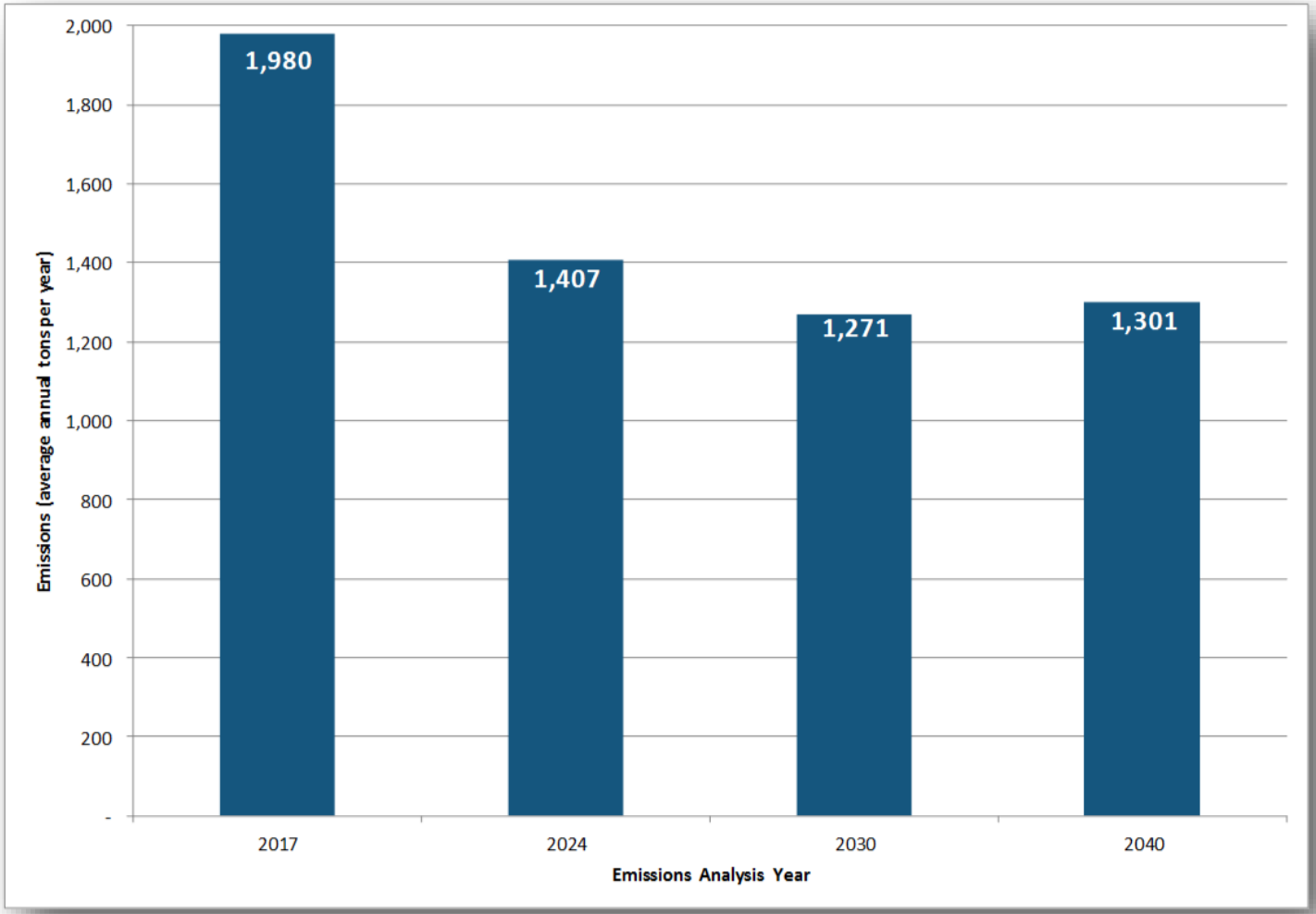


The Atlanta Region's Plan meets all federal air quality conformity requirements

This charts demonstrates that the emissions produced by our transportation system fall below the Motor Vehicle Emissions Budgets (MVEB) for ground level ozone precursors.

15-County Motor Vehicle Emissions Budget Test – 2008 Eight-Hour Ozone Standard





This chart shows legacy $PM_{2.5}$ concentrations. Transportation conformity is no longer required for $PM_{2.5}$, but ARC still monitors and tracks the transportation system's total concentration to $PM_{2.5}$ through emissions modeling and through the AREES dispersion model project (see the Future section of this document for more information).

THE ATLANTA REGION'S PLAN 2040 RTP

FUTURE

Every plan leave certain questions unresolved, due to late-emerging trends, insufficient data or the need for more in-depth analysis. Learn what's on the horizon for the next update of The Atlanta Region's Plan RTP.

The Evolution of The Atlanta Region's Plan 191

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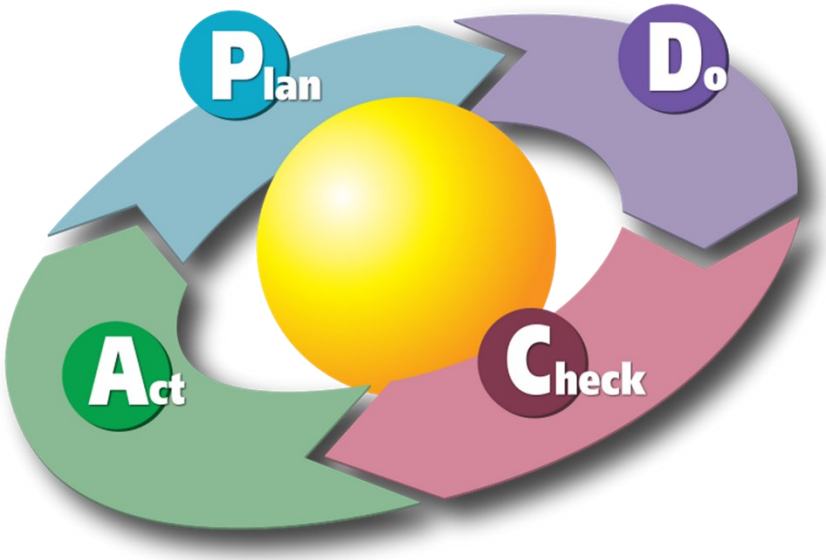
Leveraging Other Planning Initiatives 207

The Evolution of The Atlanta Region's Plan

The Atlanta Region's Plan is more than a static document which is updated every four years. This *Transportation Element* is no exception. While it does lay out a clearly defined set of policies, projects and programs which are intended to help our Region to Win the Future, it does so from the perspective of a single point in time, the middle part of the second decade of the 21st century. What seems practical, cost-effective and desirable today may not be in 10, 20 or 30 years, for any number of reasons.



The true value of a plan is not to articulate every single action to be undertaken over an extended period of time, but rather to define a general vision and put us on what seems to be a reasonable path forward from where we stand today. While the path may have unexpected obstacles, the vision should remain constant. The commitment to creating world-class infrastructure, competitive economy and healthy livable communities should not change, although the most appropriate means to achieve that vision might. And even the very definition of what each of these outcomes means may be different for somebody looking back from a distant point in the future compared to us looking forward from today.

The Atlanta Region's Plan is intended to be adaptable and responsive to change. Course corrections will be made regularly as needed. New approaches and strategies will be tried. Those which become obsolete will be retired. The plan will undoubtedly evolve considerably in coming years, which is the way the process should and must work if we truly hope to Win the Future. This section explores some of the ways future versions of the plan may evolve to stay timely, relevant and effective.

Nurturing Strong Partnerships

ARC is committed to producing a "best in class" plan for the Atlanta Region. But in order for citizens, elected officials, business leaders, implementation agencies, and other stakeholders to embrace the plan and advocate effectively for its implementation, it must be developed through strong partnerships. While ARC manages several programs and initiatives, makes direct financial commitment for certain funding sources, and is responsible for assuming the lead role on regional planning efforts, it cannot implement the plan by itself. This is particularly true for transportation issues, where projects are built, operated and maintained by a host of state and local agencies.

To build support and momentum for the plan, focusing the resources and energy of advocacy groups, service organizations, civic groups, business associations, foundations, charities, and non-profit agencies will be vital. Transportation may not be a core function for many of these

partners, but the issue may have strong impacts on the ability to achieve their mission. Many of these relationships already exist through regular engagement and outreach efforts, so a solid foundation upon which to build already exists. The key will be to transition these conversations, which currently focus mainly on sharing information and discussing issues, into deeper commitments where roles and responsibilities are explicitly defined, assigned and completed.

Refining the Unconstrained Vision

The federally required emphasis of an RTP is on developing a fiscally constrained program, meaning only those projects for which a reasonably available source of revenue is available can be included. But plans may also identify a fiscally unconstrained vision as well, which enables our Region to better define what is truly needed to Win the Future. This concept was demonstrated throughout the Solutions section of this plan, where a broader set of investments was presented concurrent with those which are actually feasible under current revenue sources. Additional efforts will be made throughout the next plan update cycle to ensure projects and programs identified for inclusion in the unconstrained portion of the plan are consistent with the plan's overall goals, objectives and policies. Issues and future work activities related to the various modal components of the plan's unconstrained vision element are described in this section.

Transit

As discussed in the Process section, the Concept 3 transit vision was originally conceived in 2008. Much has changed since that time, such as the landscape of transit project financing. While traditional federal funding sources remain flat, new state funding for certain capital components of transit projects are now available through the Transportation Investment Act of 2010 and the Transportation Funding Act of 2015. At the local level, in 2014 voters in Clayton County approved

a 1% sales tax to become full participants in the MARTA system, injecting approximately $48 million into the agency each year and representing the first expansion in over four decades of the MARTA system into a new county. In 2016, Atlanta voters approved a measure to add 0.5% to the existing 1% sales tax dedicated to MARTA, which will provide an additional $2.5 billion in revenue over the next 40 years.

The landscape in which transit operators provide service has changed significantly as well since 2008. Seven transit expansion projects recommended by Concept 3 have either concluded or began environmental and engineering studies, which sets each expansion initiative in competition against each other for the same limited pool of federal implementation funds. New services have also emerged, such as the new Atlanta Streetcar line, numerous shuttle bus circulator services and transportation network companies (TNCs) such as Uber and Lyft. Even the municipal landscape of the Atlanta Region has evolved, as voters have approved the incorporation of several new cities in Fulton County, DeKalb County and Gwinnett County since Concept 3 was adopted.

ARC is currently updating the Concept 3 transit vision to reflect the Atlanta Region's current transit planning and operating environment. Major areas of emphasis for this effort could include:

- Evaluating existing and emerging corridors in which high capacity transit options can operate competitively
- Identifying opportunities to implement initiatives which increase transit service efficiency and passenger utility
- Incorporating project delivery risk assessment into the process of project identification and selection
- Establishing candidate capital improvement projects to be implemented by newly available local funding sources
- Aligning transit project recommendations with *The Atlanta Region's Plan Policy Framework*

In addition to addressing these pragmatic aspects of a vision, the effort is also investigating the impacts which rapid changes in technology are having on how transit services are delivered, and even the very nature of those services. Questions which the new vision will tackle include

- How can transit operators act as integrators of mobility, facilitating connectivity between fixed route services and other mobility options such as walking, biking, carpooling/vanpooling, taxis and TNCs?
- How can a focus on the total journey experience improve the transit offering? The total journey experience includes elements of the door-to-door transit experience, such as online information, wayfinding on the street, payment processes, and transfers between transit providers or with other modes.

Photo credit: Winnipeg

- How can transit agencies balance their role in the changing mobility landscape with broader societal needs for social equity, environmental protection, and economic development?
- How can transit operators invest funding most effectively, partner with others, and adopt technology in such a way that the region's overall mobility will be enhanced?
- What might the mobility landscape be like in 5, 10, or 20 years? How can transit agencies be active participants in changes over time? How can they look into the future to see trends and interpret what the future holds for passenger service?

This effort to refresh the Region's transit vision began in late 2016 and is anticipated to be complete in early 2018.

Roadways

Currently, *The Atlanta Region's Plan (Transportation)* recognizes approximately 600 miles of arterial widenings, about two dozen new or upgraded interchanges and 30 miles of additional managed lanes as part of the unconstrained vision. These projects are listed in Appendix (L).

The need for some of these projects may change over time as a result of county CTP recommendations, corridor studies, other transportation system improvements completed in the vicinity, recent changes in the roadway's functional classification, shifting travel patterns as a result of unanticipated population, employment and commercial growth, the loss of public or elected official support, or any number of other reasons. Likewise, other priorities may have also been identified which should be added to the vision. The outcomes of the transit visioning effort may also necessitate changes to this unfunded list of roadway improvements.

Bicycling and Walking Facilities

The vast majority of sidewalks, bike lanes and similar facilities do not rise to level of regional significance where a comprehensive list of projects is an appropriate way to articulate a vision. One exception, however, would be the regional multi-use trail network identified as a core recommendation of *Walk! Bike! Thrive!*, the bicycling and walking component of *The Atlanta Region's Plan (Transportation)*. Refining this conceptual network by identifying strategic linkages and how local facilities should interface with the regional network will be a key next step as we begin developing the work program for the next major plan update.

Image credit: Atlanta Beltline, Inc.

Monitoring and Reporting System Performance

The Performance section of this plan presented key findings on how our transportation system is currently operating and how conditions are forecast to change by 2040. Because of the nationwide orientation of this process and the wide variation in budgets, data accessibility, and technical capabilities of planning agencies, the mandated measures are relatively basic in nature, as described in the Performance section of this document. Since the RTP was developed within the broader multi-disciplined context of *The Atlanta Region's Plan*, ARC believes there is a need to go above and beyond the federal minimum requirements. Many supplemental metrics included in this document already demonstrate how the transportation system supports the various economy and community oriented objectives and goals of the *Policy Framework*. Continuing to refine those relationships, identifying the best available data and methodologies for assessing performance, and establishing methods to present those findings to a variety of audiences are all part of a major ongoing work program effort. Where feasible and appropriate, targets or desired trends will be identified for those additional measures as well.

Extending Ladders of Opportunity

Throughout Metro Atlanta, communities in economic need are often cut off from or experience limited access to transit facilities. This limited connectivity impacts residents as they seek to connect to job opportunities, access services and community amenities, and navigate an increasingly complex region. The *Building Opportunity Workshop Series,* initiated in 2014, was created to engage leaders and community groups that represent Equitable Target Areas in authentic, thoughtful ways about how growth and development takes place. Forums have focused on transportation access and poverty, livability through an equitable lens, and economic opportunity.

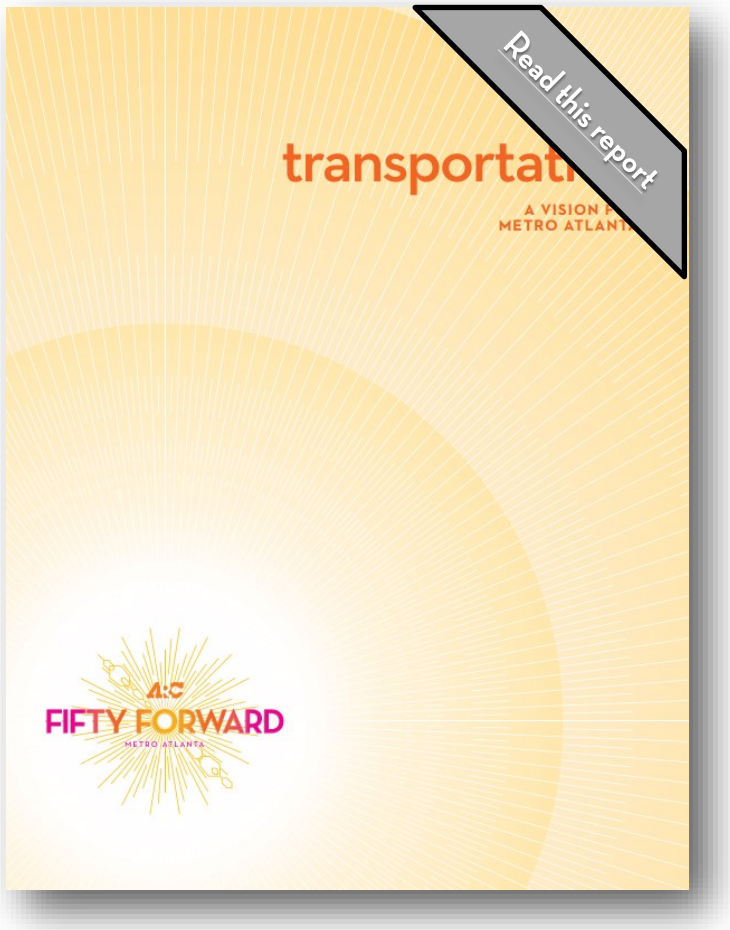
Input from these sessions tells us that communities want to be included in the dialogue early and in significant ways. Residents see chances to remove barriers to opportunity, link investments and plan them for maximum community benefit. Planners can learn from this on-the-ground perspective. ARC seeks to harness the energy from this series and its Poverty Equity Opportunity (PEO) Committee to create chances for community leaders to engage in meaningful conversations around the transportation network and specific projects.

This committee will bring together elected officials, non-profit leaders and the business community to discuss issues of economic opportunity, infrastructure, and resources and address each community's specific challenges.

As our region prepares to welcome an additional 2.7 million residents in the next 25 years, we must bring together the components of community development, transportation, education, and workforce development in our planning. Community health is determined by these interconnected disciplines. When one is lacking or not addressed, it impacts the whole. Ladders of Opportunity gives ARC a framework to unite these areas of planning to work with local governments to build healthy places that provide residents the connections, quality of life and opportunity that they want.

Exploring Alternate Futures

Visioning and scenario planning plays an important role in the long-range planning process. It can promote strategic thinking about the future, dealing with uncertainty, and best position ourselves for adopting to the changing environment through better decision-making. The world is changing. Technology is rapidly evolving and could change the way we live our daily lives, from where and how we work, move around, and socialize. To be visionary, we cannot assume the trends of the past, but rather we must explore underlying social, technological, economic and political drivers of change and their impacts so that we can prepare for and adapt to them.



Scenario Planning

In previous efforts, ARC has used scenario planning to test many different land use and transportation scenarios to help policy and decision makers better understand the impact of growth on the Region. The Fifty Forward Initiative was a 50-year visioning effort undertaken in 2008 that engaged the Region's political, civic, and business leadership, as well as the general public in a broad dialogue about the shaping of the future of the Atlanta Region. Three basic conclusions were reached from the Fifty Forward effort:

- The world, and the Atlanta Region with it, is changing rapidly-whether we want it to or not
- Defining a preferred future for our Region is an imperative
- Taking bold action to bring about the preferred future is mandatory

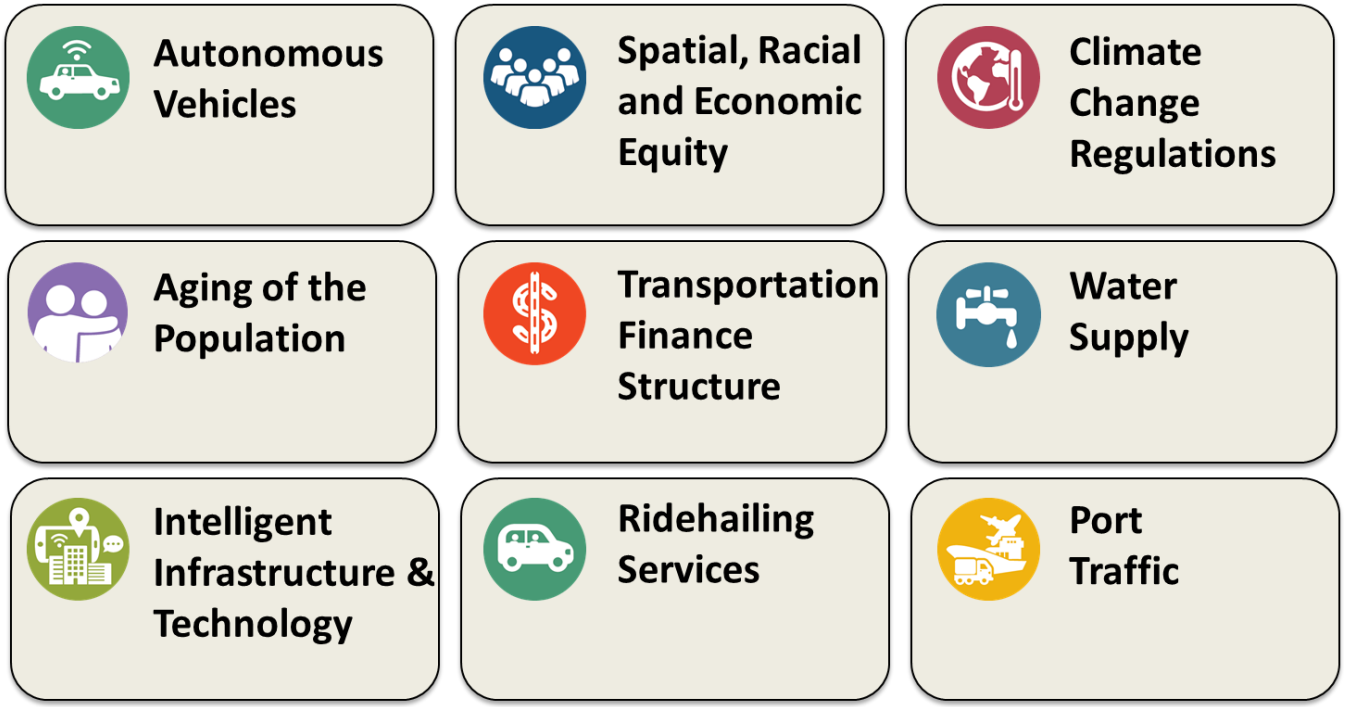
In 2008, Fifty Forward laid the groundwork for an ongoing discussion about our rapidly changing world and how the Region must prepare itself. ARC has continued to build on Fifty Forward's outcomes and has used long range scenario planning to explore the implications of

advancements in technologies and other disruptive changes that could have significant impacts on the way residents live, work, and move around the Region.

During development of *The Atlanta Region's Plan*, three scenarios were considered: technological advancement, autonomous vehicles, and transit connected regional centers. The exercise attempted to determine likely or possible outcomes of: 1) advancements in communication technology for work, residential, and transportation decisions of residents, businesses, and transit providers in the Atlanta region; 2) potential effects of new vehicle technology to help revise and prioritize what types of transportation investments are made in the region; and 3) potential outcomes of focusing growth around transit connected regional centers to inform future efforts to revise and prioritize the regional unconstrained vision for transit expansion. Furthermore, in collaboration with the Environmental Protection Agency (EPA), ARC was also able to explore emission reduction strategies that are more difficult to analyze with travel modes, such as pricing strategies, travel demand management strategies, transit efficiency, and land use strategies.

Throughout 2016 and into 2017, leveraging the help of a USDOT SHRP2 grant, ARC undertook a scenario planning process to further explore global and regional drivers of change. This work began with the identification of nine key disruptive influences or "drivers of change" which are most likely to have major implications on our ability to win the future.

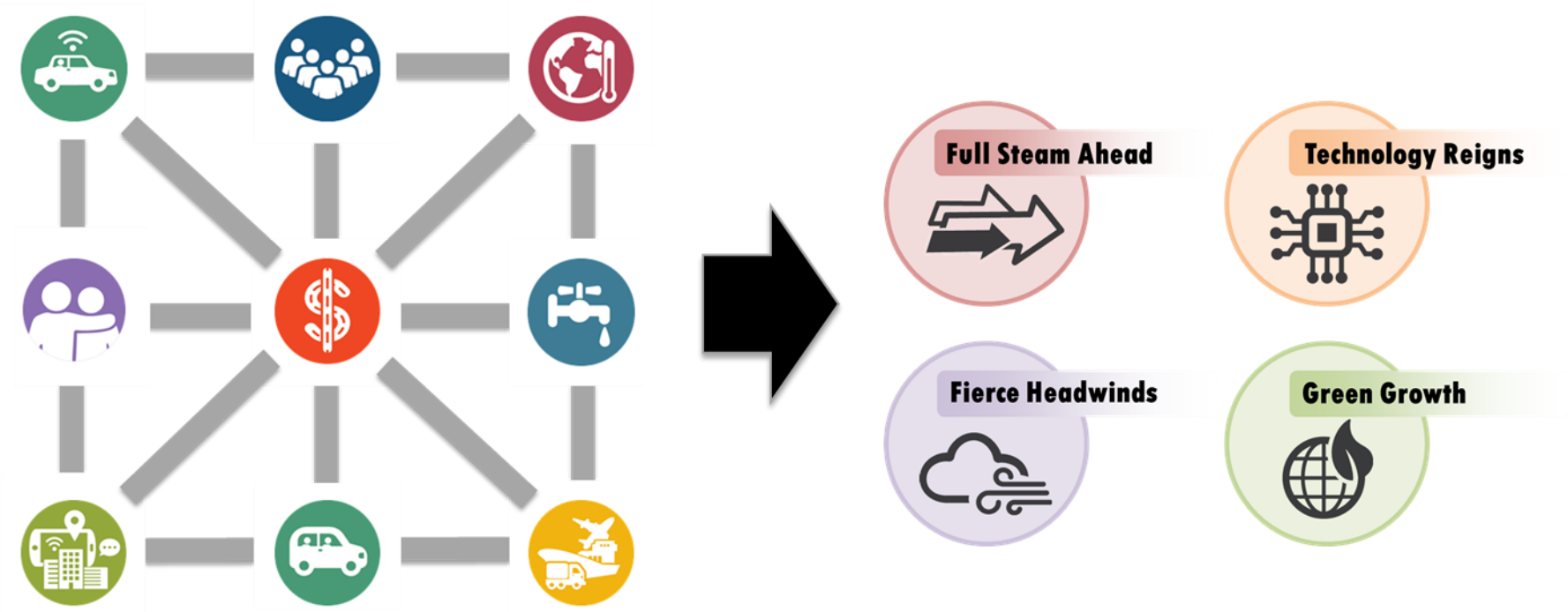
Key drivers of change for the Atlanta Region



The next step in this exploratory scenario process involved identifying plausible relationships between these nine drivers of change and weaving them into four distinct alternate futures, which were then analyzed for transportation impacts using a variety of modeling tools. The intent was not to attempt to predict a precise future and determine its relative likelihood, but merely to present a set of possibilities to help inform future policy discussions. In addition to the scenario narratives and the analysis results, a key deliverable of the effort was an online gaming tool which will allow individuals to indicate their viewpoints on the likelihood of various trends. After completing the exercise, the user will be informed on which alternate future most closely aligns with their responses and to explore that scenario (as well as the other three) in more detail. This tool, as well as all associated SHRP2 documentation, will be launched concurrent with the community engagement process leading to the next major update of *The Atlanta Region's Plan*.

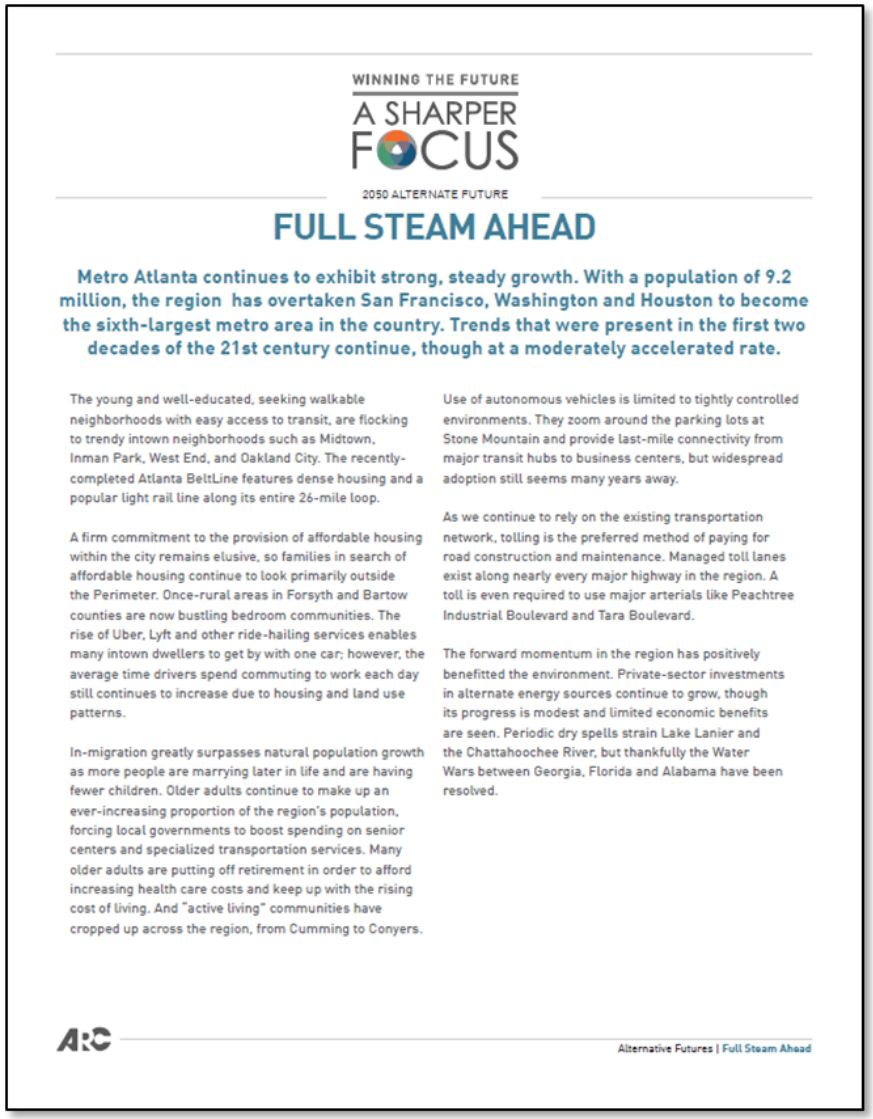
Work under the SHRP2 grant was completed in the summer of 2017. ARC possesses a strong desire to build on the momentum this work has prompted. The level of engagement and interest from committee members and other stakeholders related to drivers of change and alternate futures is at a level rarely seen around any initiative undertaken by the agency. We consider submittal of final SHRP2 documentation to USDOT to be a point of transition, not a conclusion, on our work in these areas. While many questions remain on how to best proceed and where those paths may ultimately lead, there are numerous opportunities available to us moving forward.

Relationships between the nine drivers were used to develop four alternate futures



Sample narrative summary of an alternate future

Full Steam Ahead was one of the four alternate futures which ARC analyzed under the SHRP2 grant. Each scenario was presented as a rich narrative and analyzed using a variety of models. ARC will continue to build on this work in the coming years by incorporating these scenarios, and the concepts of drivers of change and exploratory planning in general, into many of its regular planning functions.



WINNING THE FUTURE

A SHARPER FOCUS

2050 ALTERNATE FUTURE

FULL STEAM AHEAD

Metro Atlanta continues to exhibit strong, steady growth. With a population of 9.2 million, the region has overtaken San Francisco, Washington and Houston to become the sixth-largest metro area in the country. Trends that were present in the first two decades of the 21st century continue, though at a moderately accelerated rate.

The young and well-educated, seeking walkable neighborhoods with easy access to transit, are flocking to trendy intown neighborhoods such as Midtown, Inman Park, West End, and Oakland City. The recently-completed Atlanta BeltLine features dense housing and a popular light rail line along its entire 26-mile loop.

A firm commitment to the provision of affordable housing within the city remains elusive, so families in search of affordable housing continue to look primarily outside the Perimeter. Once-rural areas in Forsyth and Bartow counties are now bustling bedroom communities. The rise of Uber, Lyft and other ride-hailing services enables many intown dwellers to get by with one car; however, the average time drivers spend commuting to work each day still continues to increase due to housing and land use patterns.

In-migration greatly surpasses natural population growth as more people are marrying later in life and are having fewer children. Older adults continue to make up an ever-increasing proportion of the region's population, forcing local governments to boost spending on senior centers and specialized transportation services. Many older adults are putting off retirement in order to afford increasing health care costs and keep up with the rising cost of living. And "active living" communities have cropped up across the region, from Cumming to Conyers.

Use of autonomous vehicles is limited to tightly controlled environments. They zoom around the parking lots at Stone Mountain and provide last-mile connectivity from major transit hubs to business centers, but widespread adoption still seems many years away.

As we continue to rely on the existing transportation network, tolling is the preferred method of paying for road construction and maintenance. Managed toll lanes exist along nearly every major highway in the region. A toll is even required to use major arterials like Peachtree Industrial Boulevard and Tara Boulevard.

The forward momentum in the region has positively benefitted the environment. Private-sector investments in alternate energy sources continue to grow, though its progress is modest and limited economic benefits are seen. Periodic dry spells strain Lake Lanier and the Chattahoochee River, but thankfully the Water Wars between Georgia, Florida and Alabama have been resolved.

ARC

Alternative Futures | Full Steam Ahead

KEY DRIVERS

FULL STEAM AHEAD

Autonomous Vehicles

Human operated vehicles continue to dominate on most roadways due to safety and security concerns. Autonomous vehicles are limited to tightly controlled environments and on certain designated roadways.

Aging of the Population

Longer life expectancies keep adults employed into old age. The desire to stay in their existing homes remains strong in suburban environments, but many wealthy empty nesters have moved into urban areas for ease of travel.

Intelligent Infrastructure/ Technology

Gas powered transportation still dominates in rural areas and for long-distance travel, but electric and hydrogen fuel cell vehicles are common in urban areas where supportive infrastructure exists. Fuel prices continue to be volatile, but improvements in technology have kept major increases in check. Teleworking is available to some workers, but it is not widespread.

Spatial, Racial and Economic Equity

Intown, walkable living continues to be trendy, which drives up housing costs. Families in search of affordable housing continue to look outside the Perimeter. The availability of entry level jobs continues to erode due to mechanization and offshoring of industry.

Transportation Finance Structure

Federal and state transportation revenues stabilize, yet tolling of freeways and other major roadways become has common practice as public private partnerships thrive. Focus is on maintaining state of good repair, but transportation spending remains insufficient to keep pace with growth.

Ridesharding/Carsharing

Congestion and declining roadway expansion has led to increased funding for rideshare/carshare programs. Ridesharing services such as Uber and Lyft are expanded, so fewer young adults have driver's licenses. As a result, the demand for transit growth is also curbed.

Climate Change Regulations

Investment in renewable energy continues to eclipse fossil fuels, but market barriers prevent wind and solar generation from becoming the primary energy sources. Meanwhile, modest progress is made on climate change legislation. Suburban development patterns continue, and the consumer-driven economy remains strong.

Water Supply

Water supply continues to be a concern due to the increasing frequency of dry periods, but legal challenges related to access to sources have been resolved.

Port Traffic

Truck traffic from the Port of Savannah and other ports has increased significantly. The Atlanta Region is the most important freight location in the southeast because of the size of its economy, manufacturing base, and its role as a multistate distribution hub.

ARC

Alternative Futures | Full Steam Ahead

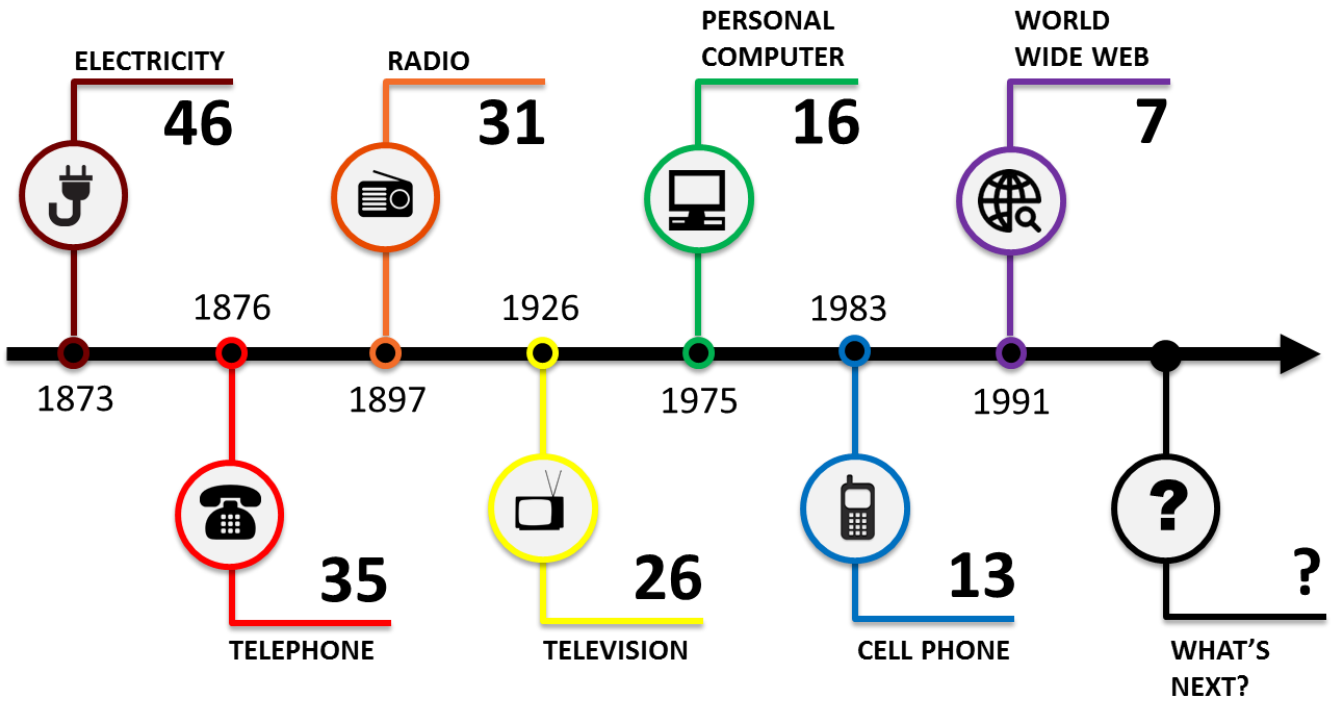
Transportation Technology

Several of the key drivers of change identified in ARC's SHRP2 scenario planning work are related to the impacts which technology will have on mobility options and how we interface with them. In few places is technological advancement more evident than in the transportation industry, where the promise of technologies such as autonomous vehicles moves seemingly overnight from a science fiction writer's dream to a near-future reality.

Even the timelines themselves for delivery of such technologies are subject to rapid and unpredictable change. Can we even rely on past paradigms to predict the large-scale deployment of this technology or will widespread adoption of these vehicles occur even more quickly than the smartphone? How will such technologies begin to transform the Atlanta Region and how does this morph our long-term vision for transportation?

Recognizing the importance that technology has on future (and current) travel behavior, ARC began a robust review of technological trends in 2016. The resulting *Regional Transportation Technology Policy Report* includes a detailed look at how these trends might influence national

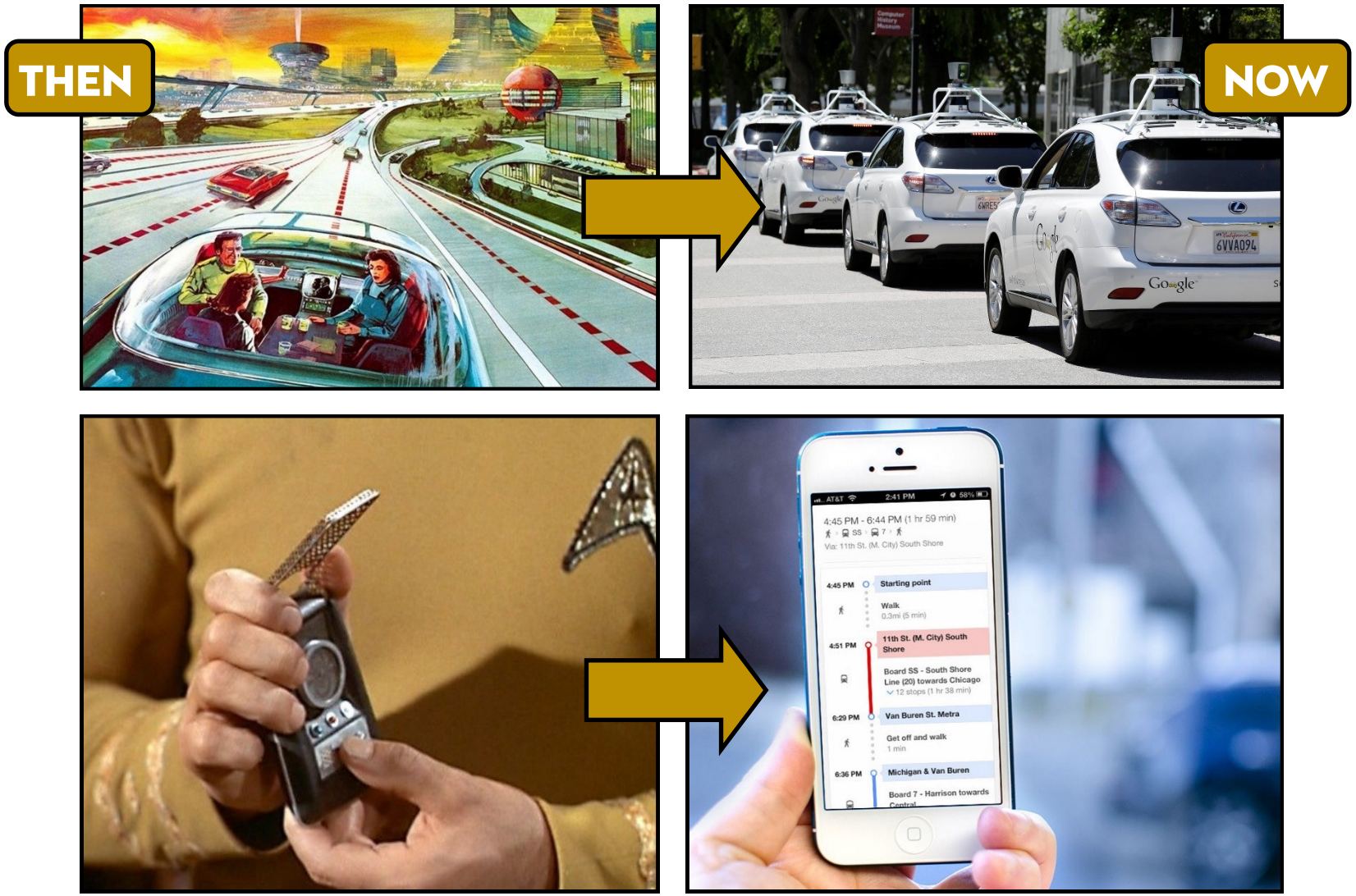
Number of years until technology was used by one-fourth of Americans



Credit: Adapted from NCHRP Report 750 Series – Informing Transportation's Future

The Impacts of Technology on Travel

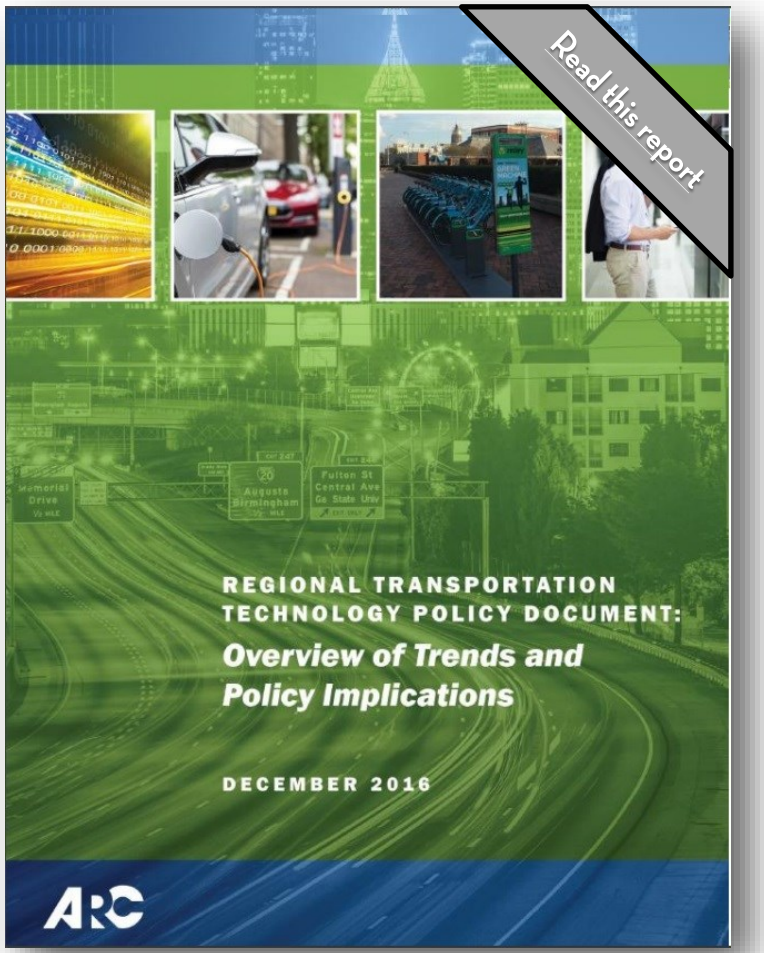
What once was purely the realm of science fiction and fantasy is now rapidly becoming part of our everyday lives. An effective plan must be flexible and responsive to dramatic shifts in the way we may travel in the future.



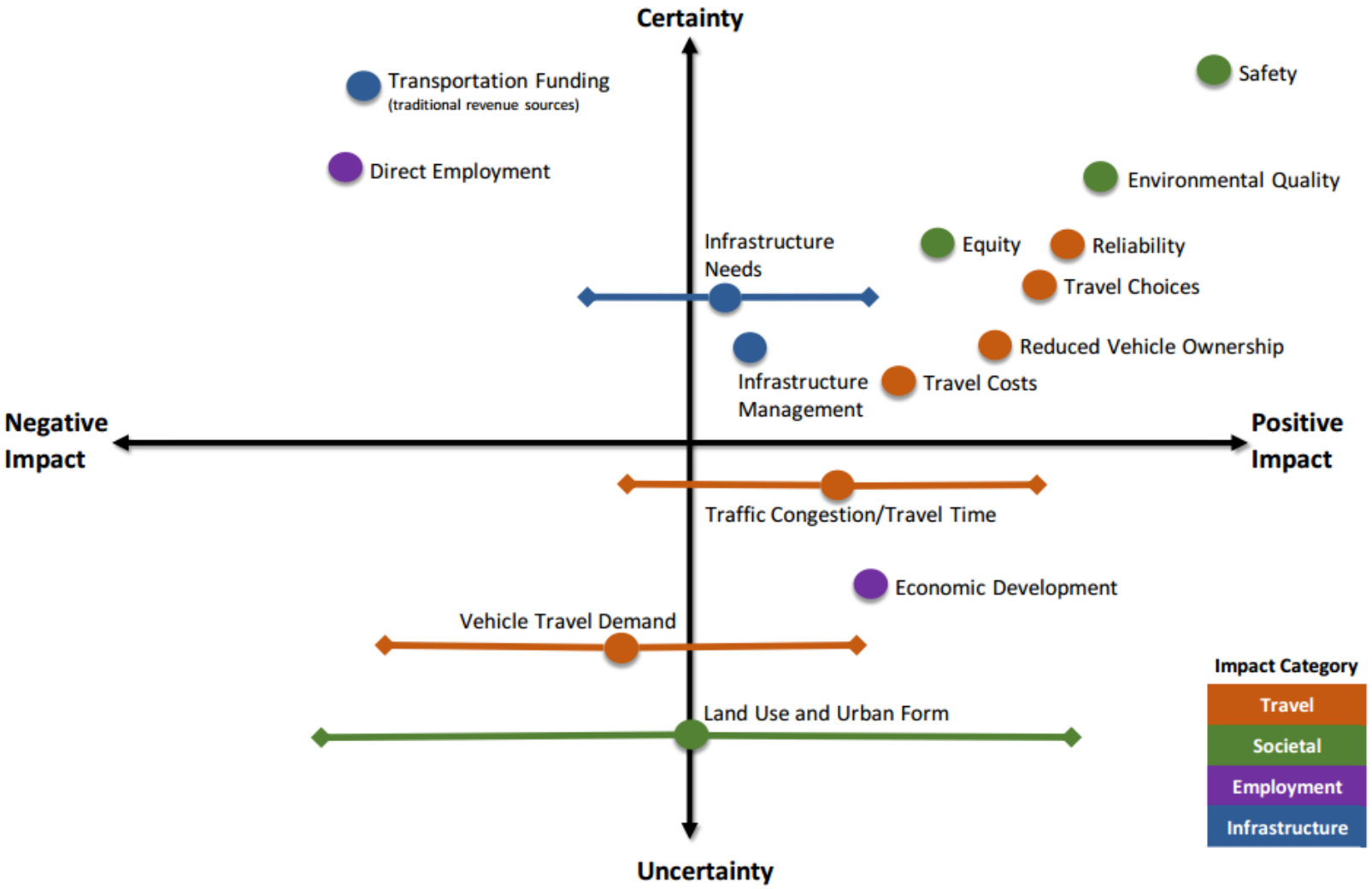
and regional travel behavior and the implications for current policy. The report also recommends policy responses to adapt to and guide these changes towards positive outcomes. These policies are grouped into six areas of focus and future updates to *The Atlanta Region's Plan (Transportation)* will draw increasingly from this policy analysis.

The growth of technology, like all trends we attempt to forecast into the future, is uncertain and ultimately unforeseeable. Just as the RTP responds to changes in land use and travel patterns, so too will the *Regional Transportation Technology Policy Report* respond to changes in the technological landscape. The trend areas we consider important and transformative today may have minor roles to play in the future. Likewise, topics that have not yet risen into our field of view may come to dominate the landscape in years to come. For this reason, a major product of the analysis was an assessment of the direction and certainty of certain technological changes.

The direction of the impact is important to understand in order to assess which trends may contribute to positive outcomes, negative outcomes, and where outcomes might vary or have no or little effect. Technology trends with potentially negative outcomes may be a cause for concern and a focus area for policy intervention. Another dimension of importance relates to how certain the impact is: highly certain, somewhat certain, or uncertain. The certainty of the impact is partly determined by whether the impact is a direct result of the technology or an indirect result, influenced by external factors.



Framework for assessing the implications of transportation technology trends



Improving Program Delivery

Since the early 2000s, ARC has been monitoring the Region's performance in delivering projects in the TIP by phase. The actual responsibility of delivering projects belongs to multiple agencies, including the Georgia Department of Transportation, State Road and Tollway Authority, Georgia Regional Transportation Authority, community improvement districts, local transit operators, and numerous local governments. The results of monitoring the Region's performance has traditionally been published annually in ARC's Breaking Ground report which is currently an online dashboard. The Breaking Ground Dashboard is designed for the general public to better understand project delivery rates in the metro Atlanta Region. Projects are measured based on whether they have advanced, delayed, or dropped. A detailed analysis is also included based on service type, sponsor, or phase.

ARC, in collaboration with our planning partners and project implementation agencies, created the Project Delivery Task Force (PDTF) in 2014 as directed by its Board of Directors to identify the barriers to more effective and timely transportation project delivery in metro Atlanta.

MAP-21* strongly encourages state and metropolitan planning organizations to seek ways to expedite project delivery as a means to maintaining the economic competitiveness of the United States. More specific to Georgia, streamlining project delivery is also tied to several state and regional goals related to relieving traffic congestion, improving access to jobs, reducing fatalities, injuries, and crashes, and providing more travel options for people and goods.

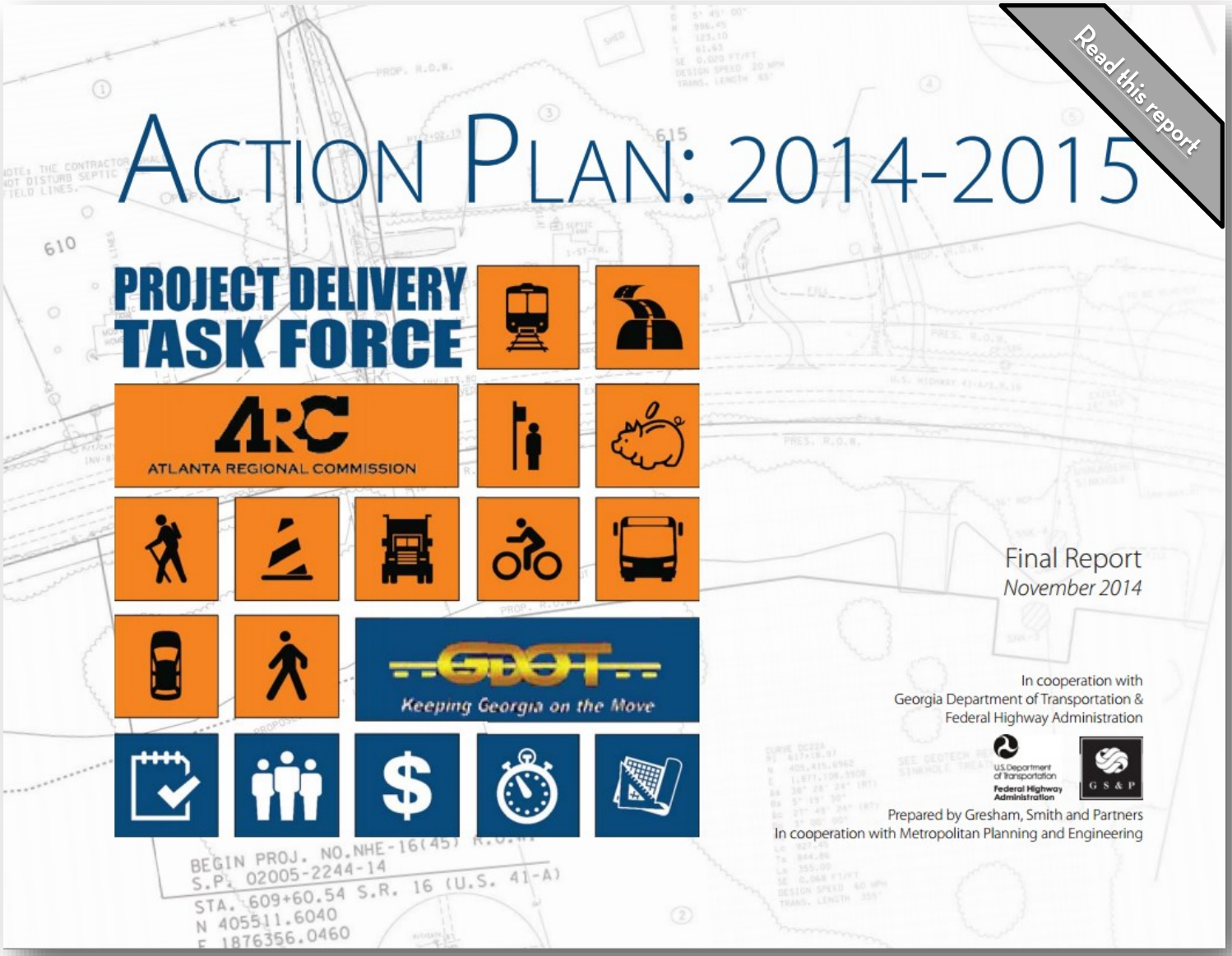
The PDTF was tasked with conducting a more in-depth examination of project concept development requirements, identifying specific, actionable options to improve project delivery rates, and improving the overall transparency of the processes and decisions that impact project delivery performance.

Members of the PDTF included federal agencies (FHWA and FTA), state agencies (GDOT and GAEPD), regional agencies (ARC and MARTA), numerous local governments, and planning partners such as community improvement districts, non-profit organizations, and adjacent MPOs. In its formative stages, the PDTF focused on barriers to project implementation, prioritized identified issues and barriers, reviewed peer case studies, developed recommendations, and formalized a development plan.

The PDTF identified and prioritized a list of specific issues negatively impacting project delivery that fell into five major categories: streamlining environmental analysis, project feasibility and programming, dealing with change after a project starts, delivering 'smaller' or 'less complex' projects, and cross-cutting issues that pertain to two or more of the other categories. Some of the recommendations were short-term in nature, while others were more complex and long term challenges.

Regular meetings of the PDTF concluded in 2016 and ARC has now transitioned into implementing the group's recommendations through ongoing collaboration with planning partners and development of regional policies and programs to support project delivery. It's likely the group will be reconvened at some point in the future to assess progress and identify any necessary course corrections.

* *The federal MAP-21 legislation in effect at the time was superseded by the FAST Act in December 2015.*


Read this report
ACTION PLAN: 2014-2015
PROJECT DELIVERY TASK FORCE
ARC
ATLANTA REGIONAL COMMISSION
GDOT
Keeping Georgia on the Move
Final Report
November 2014
In cooperation with
Georgia Department of Transportation &
Federal Highway Administration
U.S. Department of Transportation
Federal Highway Administration
G S & P
Prepared by Gresham, Smith and Partners
In cooperation with Metropolitan Planning and Engineering

Leveraging Other Planning Initiatives

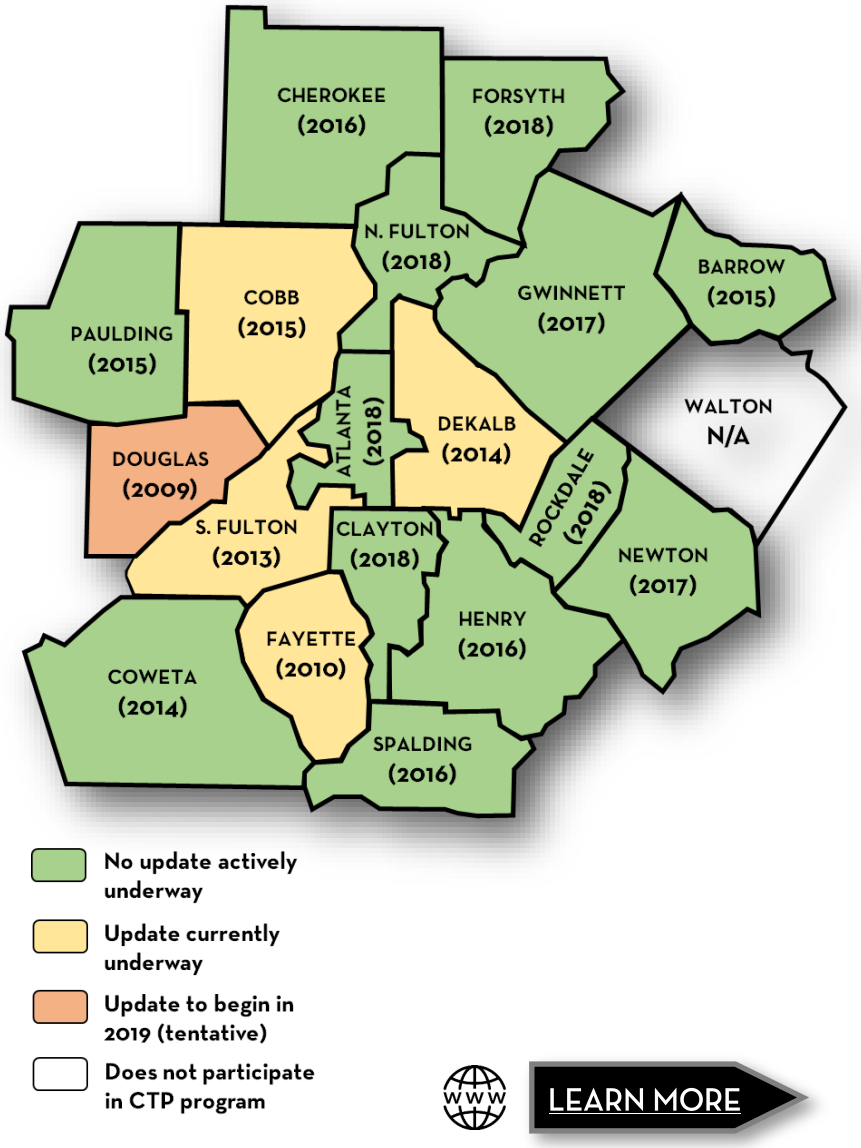
In addition to the major initiatives highlighted previously in this section, there are a number of ongoing work program activities led by ARC which will impact the direction and recommendations of future updates to The Atlanta Region's Plan (Transportation). Many of these efforts will require close coordination with and development of partnerships with other agencies and stakeholder groups to realize their full potential in helping the Region to Win the Future.

Comprehensive Transportation Plans

When the last major update of *The Atlanta Region's Plan (Transportation)* was in its final stages in late 2015 and early 2016, several CTPs were still actively being revised. That schedule overlap increased the challenge of ensuring local transportation needs and priorities were fully integrated into recommendations of the regional plan. Key recommendations of those CTPs have since been integrated in the regional through a series of amendments.

Future CTP updates should be completed with the RTP development cycle in mind, preferably well in advance of the initiation of ARC's project evaluation and modeling activities. With this goal in mind, eleven CTP updates will have been completed prior to the summer of 2019. Completion on this schedule will allow sufficient time for ARC to thoroughly synthesize these plans into the next RTP update which must be completed by early 2020. It is expected, however, that three of the four CTP updates currently underway (as of May 2019) will not be fully complete in time to be integrated into the pending RTP update, so additional work remains to be done related to aligning CTP and RTP update cycles.

CTP Adoption Dates and Update Status (as of May 2019)



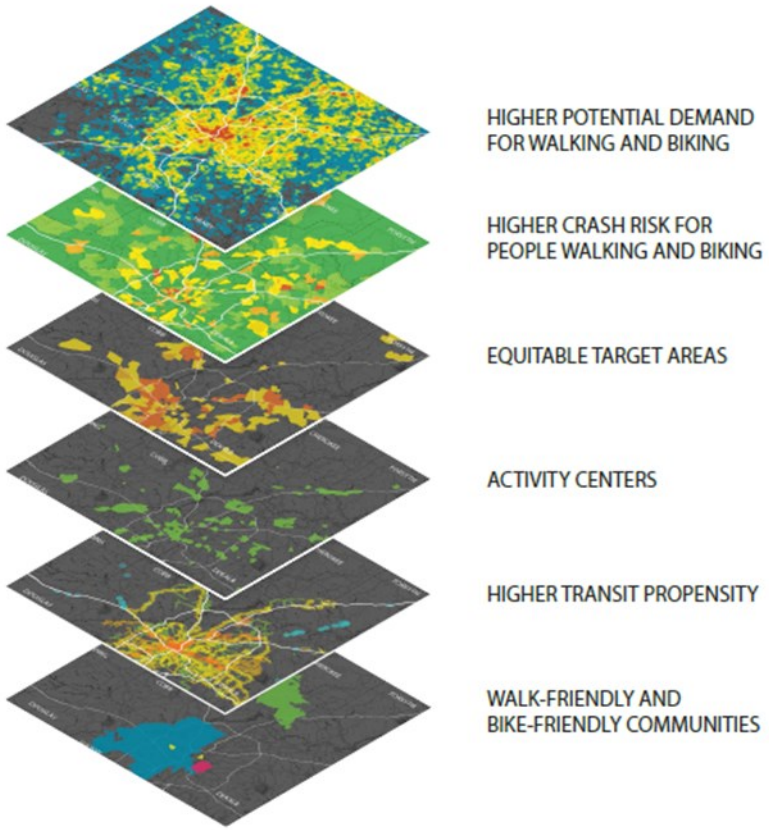
Bicycling and Walking Planning

As described in the Solutions section, an update to the bicycling and walking component of *The Atlanta Region's Plan (Transportation)* was completed in 2015 in conjunction with the overall plan update. With this work completed, efforts have pivoted towards assisting city, county and state implementation agency partners with the project and programmatic recommendations outlined in *Walk! Bike! Thrive!* Some of the specific activities in which it may be appropriate for ARC may take a lead role include:

- Establishing a Walk Friendly and Bike Friendly Communities resource center
- Developing a technical assistance program
- Convening an annual Walk Friendly and Bike Friendly Communities forum
- Identifying high crash corridors and a safety action plan that could include securing Highway Safety Improvement Program (HSIP) funds for improvements
- Aligning scoring criteria for federal Transportation Alternatives Program (TAP) with plan recommendations
- Providing performance measuring and reporting assistance for local governments
- Offering training on bicycling and walking issues for elected officials
- Providing regional trail development and coordination assistance

Development of a bicycle and pedestrian safety action plan was completed in 2018. This plan identified critical safety issues and developed specific actions to improve safety for people walking and bicycling within the region. It focused on outcomes for walking and bicycling transportation and incorporated recommendations for motorized modes, land use, regional trails, regional transit, or other elements as necessary for creating a comprehensive mobility vision.

Walking and Biking High Priority Focus Areas



Freight Planning

The *Atlanta Regional Freight Mobility Plan*, which serves as the freight component of *The Atlanta Region's Plan (Transportation)*, was completed in 2015 in conjunction with the overall plan update. Following this update, freight planning efforts over the next four years will focus on integration of freight planning in the overall transportation planning process, new studies and initiatives, and determining what role technology changes may have on freight transportation.

The freight component analyzed regional freight data and used previous plans to identify and prioritize freight projects in the region. One of those previous plans was the *Fulton Industrial Boulevard CID Master Plan*, completed in 2013 by the Fulton Industrial Boulevard CID with support from ARC. Master plans like this provide the opportunity for more detailed analysis than regional planning efforts, identifying improvements such as intersection operations projects, wayfinding signage needs, and other local transportation enhancements. Detailed analysis can also be conducted in plans focused on specific issues or initiatives such as truck parking or off-hours freight delivery. To serve regional planning efforts and conduct detailed analysis, ARC may pursue additional cluster area master plans and/or plans focused on specific issues in future years.

Photo credit: Go By Truck

Technological innovations, such as connected vehicle technology and similar initiatives, may make moving freight safer and more efficient. Changes to the supply chain and logistics industry may also help more effectively manage freight movements and demand of existing infrastructure. Private and public sector organizations are conducting research and pilot initiatives in these areas, including in our region at private companies as well as at the Physical Internet Center at Georgia Tech. ARC will stay informed of the potential impact that changing technology may have on freight transportation and help identify efforts that may reduce traffic congestion in our region.

A regional truck parking study was completed in 2018. The *Atlanta Regional Freight Mobility Plan* identified inadequate truck parking as an issue for the Atlanta Region. Truck drivers must frequently park in unofficial and unsafe locations due to hours-of-service regulations or while waiting for scheduled pickup/delivery appointments. With total freight movement in the Atlanta Region expected to grow by 76% between now and 2040, finding parking solutions that work for both the freight movement industry and local communities is an important endeavor.

Human Services Transportation (HST) Planning

The most recent HST Plan for the Atlanta Region was updated in early 2017. The plan is driven by a few key concepts explained in the "Process" section of the RTP. These key concepts include 1) people and diversity of needs, 2) individual decision making processes, 3) effect successful HST has on both non-HST and HST populations, 4) the planning process itself, and 5) verifying results. The plan includes a variety of strategies as outlined in the "Strategies" section of the RTP in order to pinpoint regional priorities.

A key element of the 2017 HST Plan is a new focus on training local staff and consultants who work on HST Plans (county and municipality levels) on planning and implementing HST. In addition, achievement levels will be established for HST that enable local-level entities to define their own, contextually appropriate HST targets.

Because the HST plan was completed after the original adoption of *The Atlanta Region's Plan* in February 2016, its recommendations will be thoroughly integrated into this document during the next update.

Resiliency Planning

The transportation system is vulnerable to extreme weather events. Flash flooding, extreme heat, snow and ice all have negative impacts on the movement of people and goods in the Atlanta Region. It is important to protect our citizens, particularly those most at risk of isolation, as well as our infrastructure investments by ensuring the system is adaptable and resilient.

As the I-85 bridge fire and collapse demonstrated in 2017, extreme weather is not the only threat. Fortunately, the Region proved its resiliency through enactment of alternate routes for drivers, modifying and enhancing transit services to reduce roadway traffic, and providing regularly updated information to all system users on travel conditions and options.

Resiliency programs involve evaluating existing infrastructure for vulnerability to a variety of events, whether they be natural or caused by deliberate action. A well-prepared region will have a plan in place to ensure existing vulnerable infrastructure is proactively redesigned to minimize risk whenever possible. The plan will also identify redundant infrastructure, services or programs which will be necessary if a portion of the system is rendered inoperable for an extended period of time.

ARC is currently assessing what a cost effective vulnerability and resiliency assessment program for the Region should include. It will be impossible for any plan to identify and safeguard against any possible threat to every single piece of infrastructure, so the analysis will focus on those elements which are most at risk and would also have the greatest impact on mobility, safety and access if they were to be lost. Initial recommendations on the form that a long-term program should take were completed in 2017.

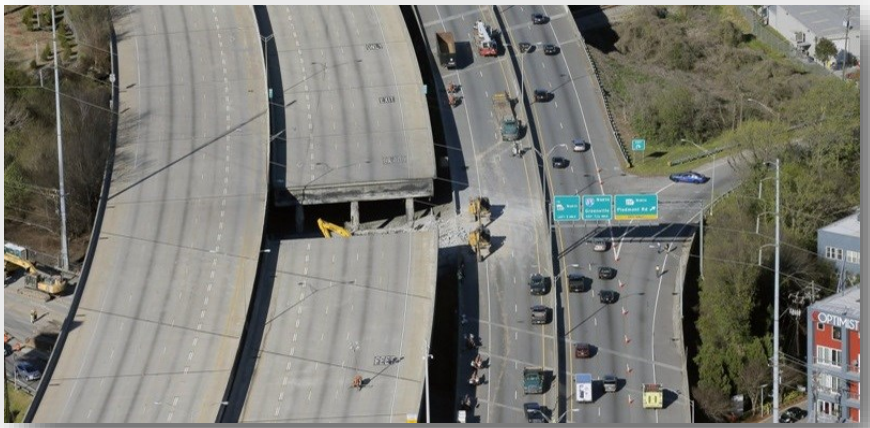


Photo credit: Atlanta Journal Constitution

Updating Priority Networks

With the completion of numerous county CTPs and corridor studies in recent years, as well as a comprehensive update of the Region's roadway functional classification designations completed in 2015, the Regional Strategic Transportation System (RSTS) and Regional Thoroughfares Network (RTN) must be reconsidered. Since these facilities receive priority consideration for federal funding, assessing whether these networks still represent the most important corridors for regional mobility will be an important undertaking.

Aerotropolis Blueprint Implementation

ARC has formed a partnership with the Aerotropolis Atlanta Alliance (AAA) to develop a strategic vision for the area around Hartsfield-Jackson Atlanta International Airport (ATL), the busiest airport in the world. The Alliance includes businesses, local governments, nonprofits and other interested parties located near Hartsfield Jackson and beyond. In total, more than 20 entities are currently involved in the effort.

Despite the critical importance of ATL to the Atlanta region, the surrounding area has often lagged behind the metropolitan area as development has occurred in a spontaneous fashion producing results in some areas that detract from its economic efficiency, aesthetic appeal, and social and environmental sustainability. The purpose of *The Aerotropolis Atlanta Blueprint* is to provide a well thought out and coordinated plan of action that can be utilized for future development and reinvestment, transportation improvements, and greater economic development in the study area. The Blueprint was completed in late 2015 included an analysis of transportation and land use issues in the area, identified potential catalyst development sites, recommended marketing and brand development strategies, and put forth an action plan for the Aerotropolis Atlanta Alliance and other planning and implementation partners.

With the initial Blueprint complete, efforts can now pivot to implementation of recommendations. Because the Blueprint is a high level analysis, few specific transportation projects are defined, but the plan does clearly indicate several challenges and opportunities for transportation in the area. These include improved transit accessibility, more intuitive circulation patterns in the airport vicinity, convenient access via arterials and freeways, greenway connections to improve the appeal of surrounding communities for redevelopment, and better delineated truck routes to serve consolidated cargo handling facilities on the south side of the airport property. ARC is now working with the AAA to identify the need for any in-depth studies to turn concepts into more specific proposals that can be positioned for future transportation funding opportunities.

Atlanta Aerotropolis Blueprint Concept

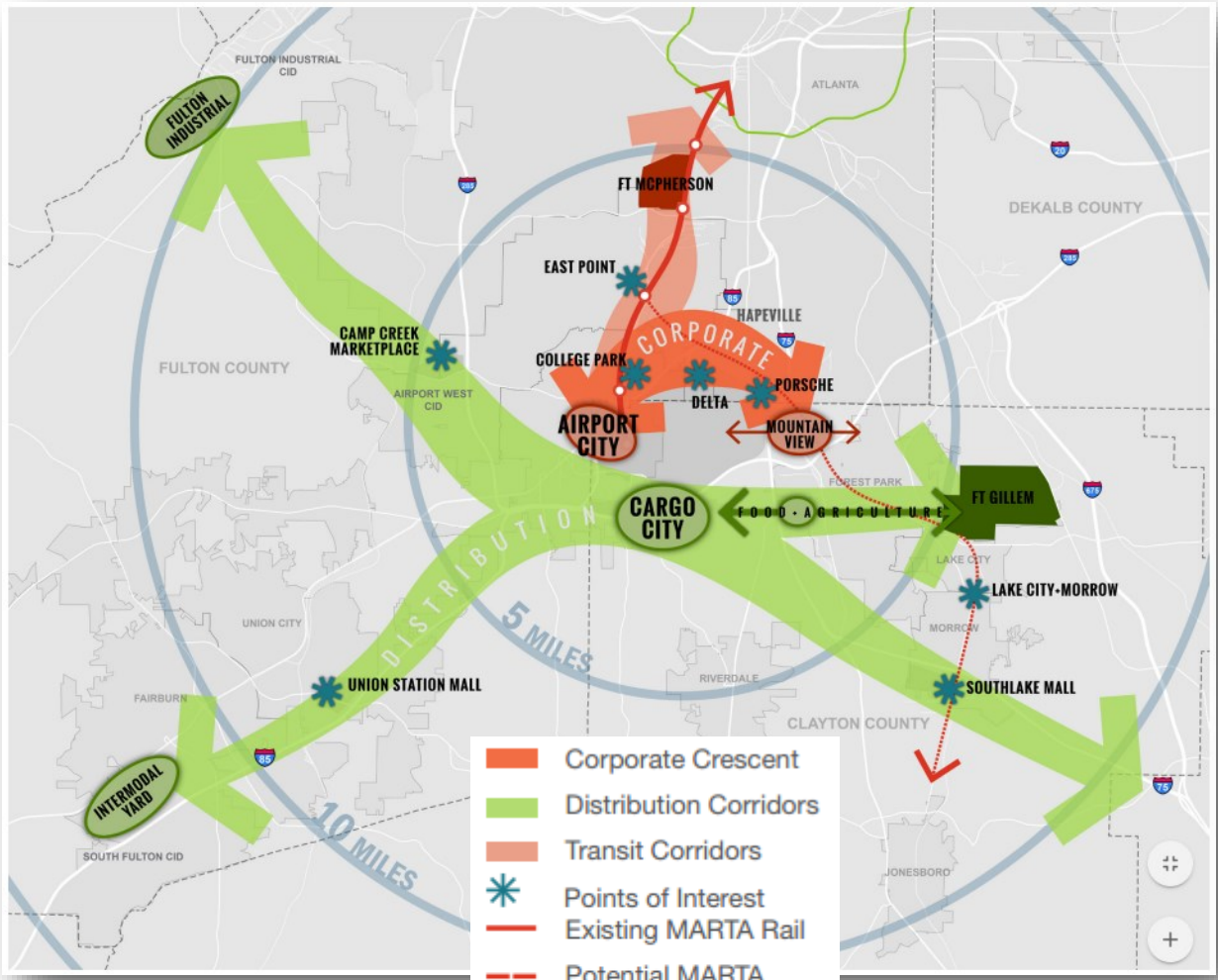


Image credit: Atlanta Aerotropolis Alliance

Greenhouse Gas Emissions and Climate Impacts

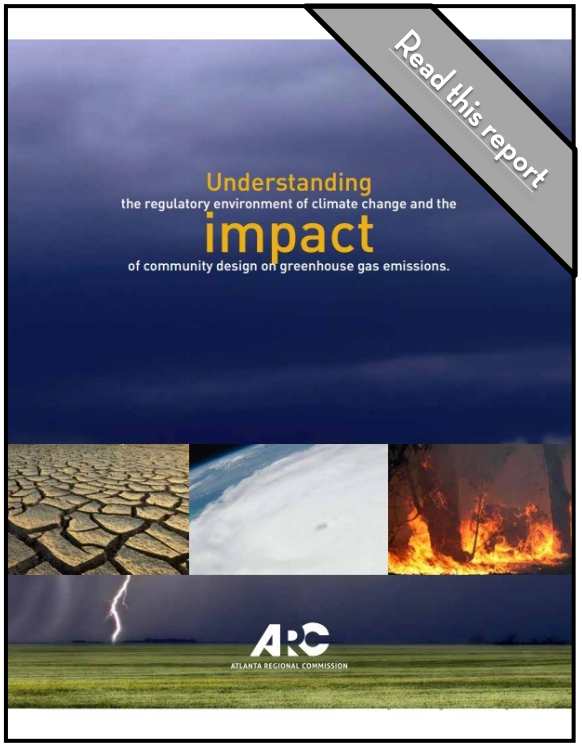
CO_2 emissions are directly related to the types of communities we have built in the Atlanta Region. Previous efforts by ARC to quantify greenhouse gas emissions focused at a regional level, with little detail about how community characteristics impact emissions directly. In 2014, ARC conducted a study to calculate the Atlanta Region's contribution to CO_2 emissions produced by transportation and household energy use, at a community scale.

This report was designed to serve three primary goals. First, it briefly explained how greenhouse gas emissions are believed by the majority of scientists to be a major contributor to observed global climactic variability and change over the past several decades. Second, the report outlined some of the local, regional and federal policies enacted in recent years to address the issue of climate change and its potential impacts. Finally, the report detailed an analysis by ARC to develop a basic greenhouse gas inventory from residential electricity usage and automobile travel at a neighborhood level. This work was the primary focus of the paper.

The major finding of the research was that the presence of multifamily housing, the size of residences, a community's residential density, the community's walkability, multimodal accessibility, the distance to regional activity centers and a community's share of transit ridership were the most significant indicators of greenhouse gas emissions per household.

With improved knowledge of how planning and development decisions impact CO_2 emissions and patterns found throughout the Atlanta region, planners, policy-makers and citizens can make more informed decisions for future growth. Communities with sustainability goals that include greenhouse gas mitigation should consider the key findings in this report when drawing up future changes to land use and transportation plans.

Whether or not Congress enacts federal climate change action remains to be seen. Other branches of the federal government, states, regions and cities across the United States have begun to investigate their greenhouse gas emissions and are devising plans to reduce their contribution to climate change. Regions that take steps to understand their greenhouse gas emissions, and provide their communities with policy options, are taking a seat at the climate change national table. These communities will help to inform federal policy on the issue in the future.



Atlanta Regional Commission

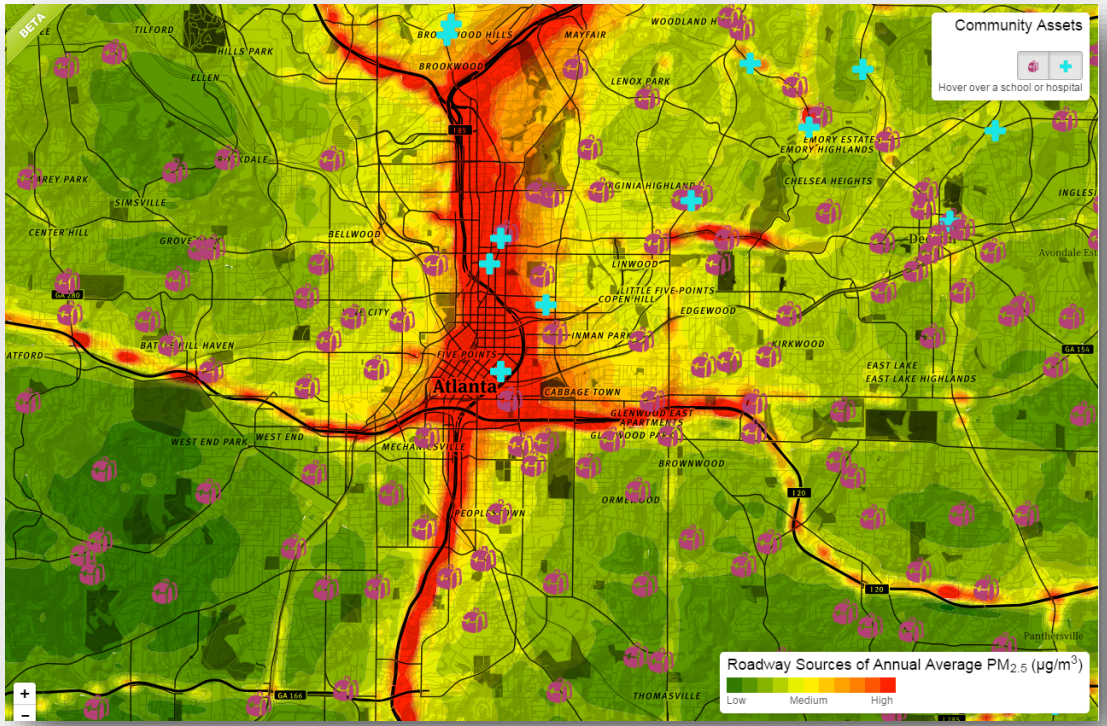
Atlanta Roadside Emissions Exposure Study (AREES)

The transportation system is a significant source of unhealthy atmospheric pollutants in the Atlanta Region. Research indicates that elevated air pollution is measurable up to several hundred meters from traffic. Factors like traffic volume, topography and weather all impact where that pollution spreads and how it affects neighborhoods in our Region. The growth of vehicle travel in the Atlanta Region and increasing population density make it more important than ever to understand how air pollution spreads throughout our Region. By understanding how pollution disperses, we can take steps to reduce exposure and improve public health.

Over the past three years ARC, in partnership with the Georgia Environmental Protection Division, has developed a new tool to evaluate how transportation projects impact local-scale emissions exposure. This tool, named AREES, will help planners better understand how decisions on land use and transportation intersect public health.

The resulting output data can then be crafted into an emissions exposure performance measure for use in transportation project evaluation, scenario planning and decision-making. Tying census and land-use data into the AREES outputs allows planners to evaluate a variety of additional topics such as: health risks among vulnerable populations, environmental justice, and siting of sensitive land uses such as hospitals and grade schools.

AREES Analysis Results for Downtown and Midtown Atlanta



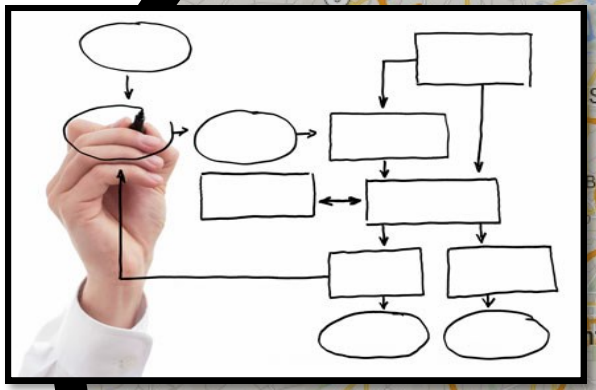
Atlanta Regional Commission

The Atlanta Region has many strengths which has fueled its spectacular growth over the years. But we cannot rest on our laurels. To remain competitive in a 21st century global economy and provide a high quality of life for all of our citizens, both current and future, we must open ourselves to new ideas and new ways of thinking. Nowhere is that need more apparent than with transportation. This plan provides a path forward to ensure that we will, indeed...

Win the Future.

APPENDICES

THE ATLANTA REGION'S PLAN
TRANSPORTATION



THE ATLANTA REGION'S PLAN 2040 RTP

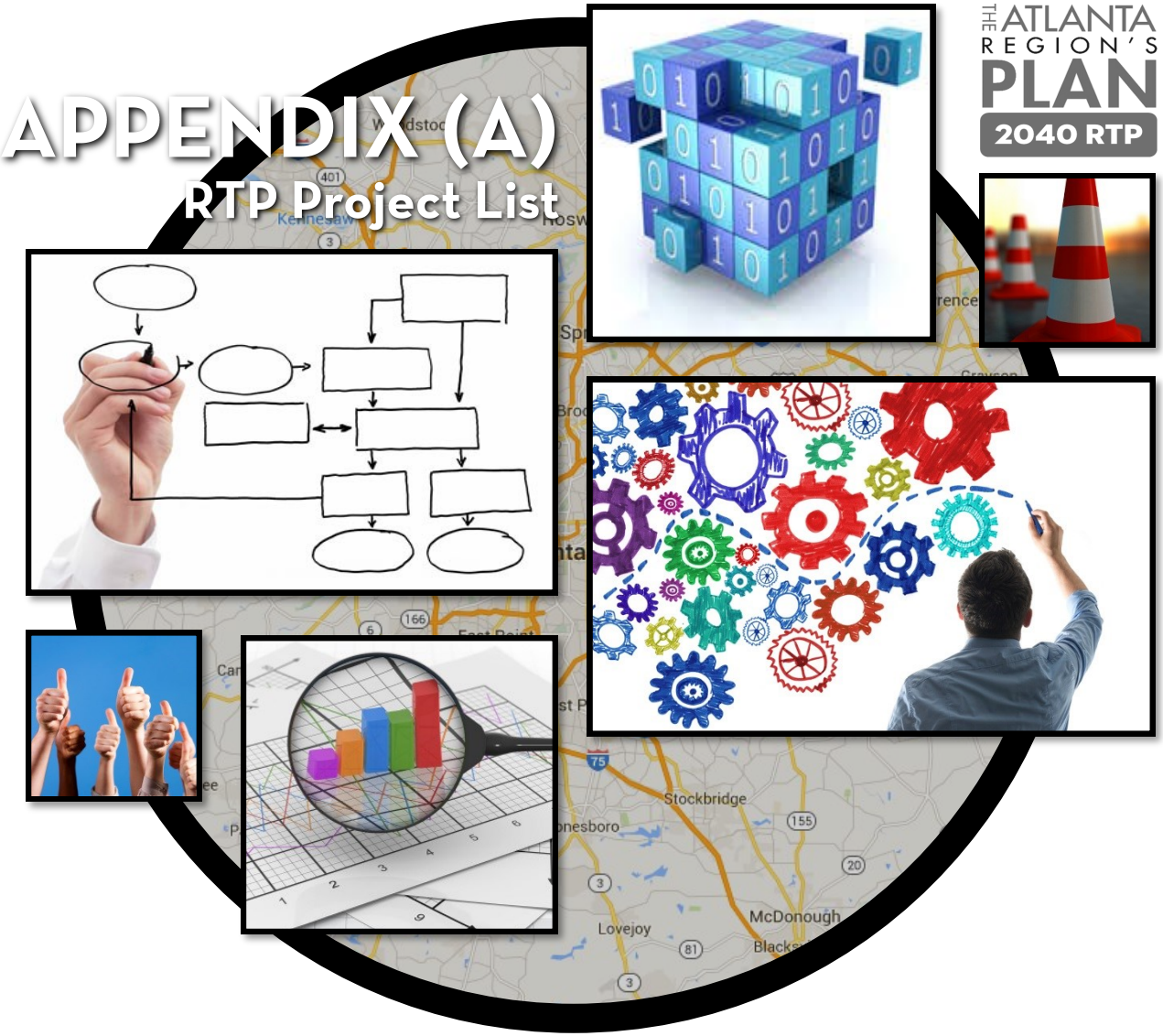
APPENDICES

Want more details on some of the topics covered in this plan? You're in the right place!

- (A) RTP Project List
- (B) FY 2018-2023 TIP Project List
- (C) Transit Program of Projects
- (D) Year of Expenditure Calculations
- (E) Federal Financial Forecasts and Demonstration of Fiscal Constraint
- (F) State Financial Forecasts
- (G) Local Financial Forecasts
- (H) Project Evaluation Procedures
- (I) Supplemental Performance Measures
- (J) Equitable Target Area Methodology
- (K) Community Engagement Report
- (L) Financially Unconstrained Projects
- (M) Supplemental Performance Based Planning Process Documentation
- (N) The Atlanta Region's Plan Resolutions

APPENDIX (A)

RTP Project List



THE ATLANTA REGION'S PLAN
2040 RTP

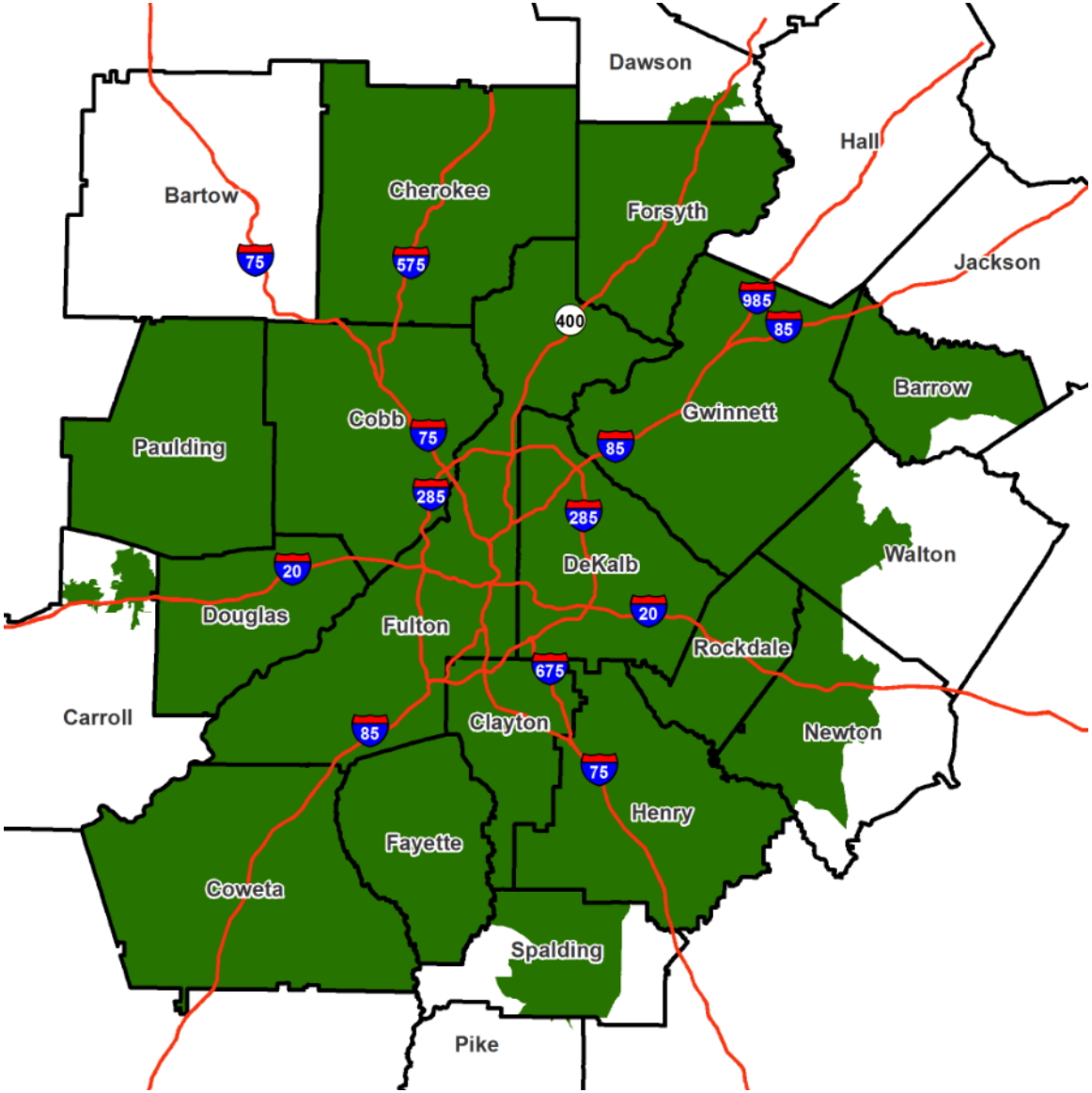
QUICK START GUIDE
The Atlanta Region's Plan RTP Project List
(Sorted by ARC project number)

What's included in this list?

Transportation projects and programs in the financially constrained long-range plan within the MPO planning area.

Metropolitan Planning Organizations (MPO) develop transportation plans for the current urbanized areas, as well as any areas anticipated to become urbanized over the next 20 years. In August 2015, ARC adopted a new MPO planning boundary which encompasses all of 13 counties and parts of seven other counties, as shown on the map to the right.

The Atlanta Region's Plan RTP is the long-range transportation plan for the 20-county MPO area. The plan is financially constrained, meaning project costs and revenue streams are balanced. An RTP will not be approved by the federal government unless it is financially constrained.



SAMPLE PROJECT – Explanation of "description" fields

FT-086 (1)	SR 369 PASSING LANES (3)	Jurisdiction: Forsyth County (6)	Existing: 2	Planned: 2	Length (mi.): 3.3	Network Year: TBD	
0013552 (2)	FROM CHEROKEE COUNTY LINE TO HIGHTOWER CIRCLE (WESTERN INTERSECTION) (4)	Sponsor: GDOT (7)					
Long Range (8)		Service Type: Roadway / Operations & Safety (5)	Analysis: Exempt from Air Quality Analysis (40 CFR 93)			LCI ☐	Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2016	SAFETEA-LU Earmark	~~$113,170~~	~~$28,293~~	~~$0,000~~	~~$0,000~~	$141,463
PE	AUTH	2016	Federal Earmark Funding	~~$126,830~~	~~$31,707~~	~~$0,000~~	~~$0,000~~	$158,537
PE	AUTH	2016	STP - Urban (>200K) (ARC)	~~$800,000~~	~~$0,000~~	~~$200,000~~	~~$0,000~~	$1,000,000
ROW		LR 2031-2040	General Federal Aid 2024-2040	$2,703,200	$675,800	$0,000	$0,000	$3,379,000
CST		LR 2031-2040	General Federal Aid 2024-2040	$4,215,490	$1,053,872	$0,000	$0,000	$5,269,362
				$7,958,690	$1,789,672	$200,000	$0,000	$9,948,362

(1) **ARC project number.** The first two letters represent the county in which the project is located, with a few exceptions. Projects within the City of Atlanta are identified separately with an "AT" prefix. MARTA projects have an "M" prefix, but projects sponsored by other transit operators (such as CCT) are included within the appropriate county's listing (Cobb County "CO" projects in the case of CCT). Projects of a regional nature or which cross multiple counties use an "AR" designation. The numbers after the prefix have no particular significance. Some projects have a suffix which indicate that this is one phase of a multi-phased project.

(2) **GDOT project identification (PI) number.** This is typically a seven or eight digit number used as a unique project identifier by GDOT. Long range projects typically do not have a PI number assigned yet.

(3) (4) **Project short title description.** Projects which cannot be mapped (such as regionwide programs) will not have limits shown in Box 4.

(5) **Service type.** General description of the type of project.

(6) **Jurisdiction.** Physical location of the project. Generally, this information is provided at the county level, but "City of Atlanta", "Multi-County" and "Regional" are also acceptable values.

(7) **Sponsor.** Agency responsible for implementing the project and providing any matching funds. To directly contract for federal funds, the sponsor must be a qualified local, regional or state government.

(8) **Status.** "Programmed" indicates that one or more phase is scheduled to be undertaken during the years covered by the TIP (2018-2023). "Long Range" indicates that all phases are not scheduled until 2024 or later. These are the only two statuses which comprise the adopted and conforming TIP and RTP project list.

A more complete description of the scope for each project is provided on individual fact sheets.

SAMPLE PROJECT – Explanation of "conformity" fields

FT-086	SR 369 PASSING LANES	Jurisdiction: Forsyth County	10 Existing	11 Planned	12 Length (mi.)	Network Year	
0013552	FROM CHEROKEE COUNTY LINE TO HIGHTOWER CIRCLE (WESTERN INTERSECTION)	Sponsor: GDOT	2	2	3.3	TBD (13)	
Long Range		Service Type: Roadway / Operations & Safety	Analysis: Exempt from Air Quality Analysis (40 CFR 93) (9)			LCI ☐ Flex ☐	

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2016	SAFETEA-LU Earmark	~~$113,170~~	~~$28,293~~	~~$0,000~~	~~$0,000~~	$141,463
PE	AUTH	2016	Federal Earmark Funding	~~$126,830~~	~~$31,707~~	~~$0,000~~	~~$0,000~~	$158,537
PE	AUTH	2016	STP - Urban (>200K) (ARC)	~~$800,000~~	~~$0,000~~	~~$200,000~~	~~$0,000~~	$1,000,000
ROW		LR 2031-2040	General Federal Aid 2024-2040	$2,703,200	$675,800	$0,000	$0,000	$3,379,000
CST		LR 2031-2040	General Federal Aid 2024-2040	$4,215,490	$1,053,872	$0,000	$0,000	$5,269,362
				$7,958,690	$1,789,672	$200,000	$0,000	$9,948,362

9 **Conformity analysis.** Indicates whether or not the project was included in the regional travel demand model and air quality conformity analysis. Most types of smaller-scale projects, such as safety improvements, bicycle lanes, sidewalks and regional programs, are not modeled and are classified as "exempt".

10 **Existing lanes**. For roadway capacity projects, the number of existing travel lanes. This information is also typically included for operational improvements. For other types of projects, this field usually shows "N/A".

11 **Planned lanes.** For roadway capacity projects, the number of planned travel lanes following construction. This information is also typically included for operational improvements and will be the same as existing lanes. For other types of projects, this field usually shows "N/A".

12 **Length.** The length of the construction limits of the project. For many types of projects, such as short bridges, intersection upgrades and regional programs, this field will show "N/A".

13 **Network year**. Indicates the "group" of projects into which this particular project was included for modeling purposes. The network years defined for the Atlanta Region's Plan RTP are 2020, 2030 and 2040. For projects which were not modeled, this information is not relevant.

Additional information on the air quality conformity determination process can be found in The Atlanta Region's Plan Conformity Determination Report document.

SAMPLE PROJECT – Explanation of "funding" fields

FT-086	SR 369 PASSING LANES	Jurisdiction: Forsyth County	Existing	Planned	Length (mi.)	Network Year
0013552	FROM CHEROKEE COUNTY LINE TO HIGHTOWER CIRCLE (WESTERN INTERSECTION)	Sponsor: GDOT	2	2	3.3	TBD
Long Range		Service Type: Roadway / Operations & Safety	Analysis: Exempt from Air Quality Analysis (40 CFR 93)			LCI ☐ Flex ☐

	Status	Year (15)	Fund Type (16)	Federal	State	Local (17)	Bonds	Total
PE	AUTH		SAFETEA-LU Earmark	~~$113,170~~	~~$28,293~~	~~$0,000~~	~~$0,000~~	$141,463
PE	AUTH	2016	Federal Earmark Funding	~~$126,830~~	~~$31,707~~	~~$0,000~~	~~$0,000~~	$158,537
PE	AUTH	2016	STP - Urban (>200K) (ARC)	~~$800,000~~	~~$0,000~~	~~$200,000~~	~~$0,000~~	$1,000,000
ROW		LR 2031-2040	General Federal Aid 2024-2040	$2,703,200	$675,800	$0,000	$0,000	$3,379,000
CST		LR 2031-2040	General Federal Aid 2024-2040	$4,215,490	$1,053,872	$0,000	$0,000	$5,269,362
				$7,958,690	$1,789,672	$200,000	$0,000	$9,948,362

(14) **Project phase.** SCP is scoping. PE is preliminary engineering, design and/or study. PE-OV is GDOT oversight services for engineering. ROW is right-of-way acquisition. UTL is utility relocation. CST is construction and/or implementation. ALL is the total estimated cost, inclusive of all phases. There may be multiple years of a single phase.

(15) **Funding year**. If funding is programmed in the TIP, a specific fiscal year is shown. If funds were committed in years prior to the timeframe covered by the TIP (i.e., 2017 or earlier), this field shows "AUTH", which means "Authorized". If funding is in the long range period of the plan, it will show either 'LR 2024-2030" or "LR 2031-2040". The state of Georgia's fiscal year begins on July 1 (meaning that July 1, 2016 is the first day of FY 2017).

(16) **Fund type.** The funding source for the phase. A project which is financed 100% by a local or state sponsor is identified as "LOCAL", "GDOT", "State Bonds" or other as appropriate. If federal funds are used for any portion, the specific funding program is shown. Refer to the TIP for more information on the various funding sources available for transportation projects.

(17) **Funding obligations.** Includes federal, state and local obligations. The three left columns represent "pay as you go" funding, while the "Bonds" column represents debt which will be accrued beginning in a particular year and repaid through some combination of funds from the other three sources.

AR-001-2019 | **LIVABLE CENTERS INITIATIVE (LCI) PLANNING PROGRAM - FY 2019**

0014980

Programmed

Jurisdiction: Regional
Sponsor: ARC
Service Type: Other / LCI Program
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI: X
Flex:

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE		2019	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$2,000,000	$0,000	$500,000	$0,000	**$2,500,000**
				$2,000,000	**$0,000**	**$500,000**	**$0,000**	**$2,500,000**

AR-001-2020 | **LIVABLE CENTERS INITIATIVE (LCI) PLANNING PROGRAM - FY 2020**

0014981

Programmed

Jurisdiction: Regional
Sponsor: ARC
Service Type: Other / LCI Program
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI: X
Flex:

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE		2020	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$2,000,000	$0,000	$500,000	$0,000	**$2,500,000**
				$2,000,000	**$0,000**	**$500,000**	**$0,000**	**$2,500,000**

AR-001-2021 | **LIVABLE CENTERS INITIATIVE (LCI) PLANNING PROGRAM - FY 2021**

0014982

Programmed

Jurisdiction: Regional
Sponsor: ARC
Service Type: Other / LCI Program
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI: X
Flex:

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE		2021	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$2,000,000	$0,000	$500,000	$0,000	**$2,500,000**
				$2,000,000	**$0,000**	**$500,000**	**$0,000**	**$2,500,000**

AR-001-2022 | **LIVABLE CENTERS INITIATIVE (LCI) PLANNING PROGRAM - FY 2022**

0015833

Programmed

Jurisdiction: Regional
Sponsor: ARC
Service Type: Other / LCI Program
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI: X
Flex:

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE		2022	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$2,000,000	$0,000	$500,000	$0,000	**$2,500,000**
				$2,000,000	**$0,000**	**$500,000**	**$0,000**	**$2,500,000**

AR-001-2023 | **LIVABLE CENTERS INITIATIVE (LCI) PLANNING PROGRAM - FY 2023**

0015843

Programmed

Jurisdiction: Regional
Sponsor: ARC
Service Type: Other / LCI Program
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI: X
Flex:

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE		2023	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$2,000,000	$0,000	$500,000	$0,000	**$2,500,000**
				$2,000,000	**$0,000**	**$500,000**	**$0,000**	**$2,500,000**

AR-002-2019 | **LIVABLE CENTERS INITATIVE (LCI) IMPLEMENTATION PROGRAM - FY 2019**

TBD

Programmed

Jurisdiction: Regional
Sponsor: ARC
Service Type: Other / LCI Program
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI: X
Flex:

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2019	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$0,000	$0,000	$0,000	$0,000	**$0,000**
				$0,000	**$0,000**	**$0,000**	**$0,000**	**$0,000**

AR-002-2020 | **LIVABLE CENTERS INITATIVE (LCI) IMPLEMENTATION PROGRAM - FY 2020**

TBD

Programmed

Jurisdiction: Regional
Sponsor: ARC
Service Type: Other / LCI Program
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI: X
Flex:

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2020	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$4,192,402	$0,000	$1,048,100	$0,000	**$5,240,502**
				$4,192,402	**$0,000**	**$1,048,100**	**$0,000**	**$5,240,502**

AR-002-2021 | **LIVABLE CENTERS INITATIVE (LCI) IMPLEMENTATION PROGRAM - FY 2021**

TBD

Programmed

Jurisdiction: Regional
Sponsor: ARC
Service Type: Other / LCI Program
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI: X
Flex:

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2021	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$1,531,078	$0,000	$382,769	$0,000	**$1,913,847**
				$1,531,078	**$0,000**	**$382,769**	**$0,000**	**$1,913,847**

AR-002-2022 | **LIVABLE CENTERS INITATIVE (LCI) IMPLEMENTATION PROGRAM - FY 2022**

TBD

Programmed

Jurisdiction: Regional
Sponsor: ARC
Service Type: Other / LCI Program
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI: X
Flex:

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2022	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$9,276,520	$0,000	$2,319,130	$0,000	**$11,595,650**
				$9,276,520	**$0,000**	**$2,319,130**	**$0,000**	**$11,595,650**

AR-002-2023 | **LIVABLE CENTERS INITATIVE (LCI) IMPLEMENTATION PROGRAM - FY 2023**

TBD

Programmed

Jurisdiction: Regional
Sponsor: ARC
Service Type: Other / LCI Program
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI: X
Flex:

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2023	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$20,000,000	$0,000	$5,000,000	$0,000	**$25,000,000**
				$20,000,000	**$0,000**	**$5,000,000**	**$0,000**	**$25,000,000**

AR-003-LR1 | **LIVABLE CENTERS INITIATIVE (LCI) PLANNING AND IMPLEMENTATION PROGRAMS - FY 2024-2030 (LONG RANGE EXTENSION OF TIP SERIES AR-001 AND AR-002)**

TBD

Long Range

Jurisdiction: Regional
Sponsor: ARC
Service Type: Other / LCI Program
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI:
Flex:

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		LR 2024-2030	General Federal Aid 2024-2040	$90,000,000	$0,000	$22,500,000	$0,000	**$112,500,000**
				$90,000,000	**$0,000**	**$22,500,000**	**$0,000**	**$112,500,000**

AR-003-LR2 | **LIVABLE CENTERS INITIATIVE (LCI) PLANNING AND IMPLEMENTATION LUMP SUM - FY 2031-2040 (LONG RANGE EXTENSION OF TIP SERIES AR-001 AND AR-002)**

TBD

Long Range

Jurisdiction: Regional
Sponsor: ARC
Service Type: Other / LCI Program
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI:
Flex:

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		LR 2031-2040	General Federal Aid 2024-2040	$60,000,000	$0,000	$15,000,000	$0,000	**$75,000,000**
				$60,000,000	**$0,000**	**$15,000,000**	**$0,000**	**$75,000,000**

AR-004-2018 | **COUNTY COMPREHENSIVE TRANSPORTATION PLAN (CTP) ASSISTANCE PROGRAM - FY 2018**

0014983

Programmed

Jurisdiction: Regional | Sponsor: ARC | Service Type: **Other / Planning** | Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2018	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$2,500,000~~	~~$0,000~~	~~$625,000~~	~~$0,000~~	**$3,125,000**
				$2,500,000	**$0,000**	**$625,000**	**$0,000**	**$3,125,000**

AR-004-2019 | **COUNTY COMPREHENSIVE TRANSPORTATION PLAN (CTP) ASSISTANCE PROGRAM - FY 2019**

0014984

Programmed

Jurisdiction: Regional | Sponsor: ARC | Service Type: **Other / Planning** | Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE		2019	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$1,500,000	$0,000	$375,000	$0,000	**$1,875,000**
				$1,500,000	**$0,000**	**$375,000**	**$0,000**	**$1,875,000**

AR-004-2020 | **COUNTY COMPREHENSIVE TRANSPORTATION PLAN (CTP) ASSISTANCE PROGRAM - FY 2020**

0014985

Programmed

Jurisdiction: Regional | Sponsor: ARC | Service Type: **Other / Planning** | Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE		2020	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$2,000,000	$0,000	$500,000	$0,000	**$2,500,000**
				$2,000,000	**$0,000**	**$500,000**	**$0,000**	**$2,500,000**

AR-004-2021

COUNTY COMPREHENSIVE TRANSPORTATION PLAN (CTP) ASSISTANCE PROGRAM - FY 2021

0014986

Programmed

Jurisdiction Regional

Sponsor ARC

Service Type **Other / Planning**

Analysis Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year TBD

LCI ☐

Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE		2021	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$2,000,000	$0,000	$500,000	$0,000	**$2,500,000**
				$2,000,000	**$0,000**	**$500,000**	**$0,000**	**$2,500,000**

AR-004-2022

COUNTY COMPREHENSIVE TRANSPORTATION PLAN (CTP) ASSISTANCE PROGRAM - FY 2022

0015834

Programmed

Jurisdiction Regional

Sponsor ARC

Service Type **Other / Planning**

Analysis Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year TBD

LCI ☐

Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE		2022	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$2,000,000	$0,000	$500,000	$0,000	**$2,500,000**
				$2,000,000	**$0,000**	**$500,000**	**$0,000**	**$2,500,000**

AR-004-2023

COUNTY COMPREHENSIVE TRANSPORTATION PLAN (CTP) ASSISTANCE PROGRAM - FY 2023

0015835

Programmed

Jurisdiction Regional

Sponsor ARC

Service Type **Other / Planning**

Analysis Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year TBD

LCI ☐

Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE		2023	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$2,000,000	$0,000	$500,000	$0,000	**$2,500,000**
				$2,000,000	**$0,000**	**$500,000**	**$0,000**	**$2,500,000**

AR-004-LR1 | **COUNTY COMPREHENSIVE TRANSPORTATION PLAN (CTP) ASSISTANCE PROGRAM - FY 2024-2030**

TBD

Long Range

Jurisdiction: Regional
Sponsor: ARC
Service Type: Other / Planning
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE		LR 2024-2030	General Federal Aid 2024-2040	$20,000,000	$0,000	$5,000,000	$0,000	**$25,000,000**
				$20,000,000	**$0,000**	**$5,000,000**	**$0,000**	**$25,000,000**

AR-004-LR2 | **COUNTY COMPREHENSIVE TRANSPORTATION PLAN (CTP) ASSISTANCE PROGRAM - FY 2031-2040**

TBD

Long Range

Jurisdiction: Regional
Sponsor: ARC
Service Type: Other / Planning
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE		LR 2031-2040	General Federal Aid 2024-2040	$20,000,000	$0,000	$5,000,000	$0,000	**$25,000,000**
				$20,000,000	**$0,000**	**$5,000,000**	**$0,000**	**$25,000,000**

AR-010-2020 | **TRANSPORTATION DEMAND MANAGEMENT (TDM) EMPLOYER SERVICES PROGRAM - FY 2020-2021**

0014987

Programmed

Jurisdiction: Regional
Sponsor: ARC
Service Type: Other / TDM & Air Quality
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE		2020	Congestion Mitigation & Air Quality Improvement (CMAQ)	$3,200,000	$0,000	$800,000	$0,000	**$4,000,000**
				$3,200,000	**$0,000**	**$800,000**	**$0,000**	**$4,000,000**

AR-010-2022 | **TRANSPORTATION DEMAND MANAGEMENT (TDM) EMPLOYER SERVICES PROGRAM - FY 2022-2023**

0015836

Programmed

Jurisdiction: Regional
Sponsor: ARC
Service Type: Other / TDM & Air Quality
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year: TBD
LCI: ☐
Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE		2022	Congestion Mitigation & Air Quality Improvement (CMAQ)	$3,200,000	$0,000	$800,000	$0,000	**$4,000,000**
				$3,200,000	**$0,000**	**$800,000**	**$0,000**	**$4,000,000**

AR-011-2018 | **RIDESHARING AND REGIONAL TRANSPORTATION DEMAND MANAGEMENT (TDM) PROGRAMS - FY 2018-2019**

0013128

Programmed

Jurisdiction: Regional
Sponsor: ARC
Service Type: Other / TDM & Air Quality
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year: TBD
LCI: ☐
Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2018	Redistribution of Certain Authorized Funds	~~$1,506,452~~	~~$0,000~~	~~$0,000~~	~~$0,000~~	**$1,506,452**
PE	AUTH	2018	Projects to Reduce PM 2.5 Emissions	~~$2,843,548~~	~~$0,000~~	~~$0,000~~	~~$0,000~~	**$2,843,548**
				$4,350,000	**$0,000**	**$0,000**	**$0,000**	**$4,350,000**

AR-011-2020 | **RIDESHARING AND REGIONAL TRANSPORTATION DEMAND MANAGEMENT (TDM) PROGRAMS - FY 2020-2021**

0014988

Programmed

Jurisdiction: Regional
Sponsor: ARC
Service Type: Other / TDM & Air Quality
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year: TBD
LCI: ☐
Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE		2020	Congestion Mitigation & Air Quality Improvement (CMAQ)	$4,350,000	$0,000	$0,000	$0,000	**$4,350,000**
				$4,350,000	**$0,000**	**$0,000**	**$0,000**	**$4,350,000**

AR-011-2022 | **RIDESHARING AND REGIONAL TRANSPORTATION DEMAND MANAGEMENT (TDM) PROGRAMS - FY 2022-2023**

TBD

Programmed

Jurisdiction: Regional | **Sponsor:** ARC | **Service Type:** **Other / TDM & Air Quality** | **Analysis:** Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE		2022	Congestion Mitigation & Air Quality Improvement (CMAQ)	$4,350,000	$0,000	$0,000	$0,000	**$4,350,000**
				$4,350,000	**$0,000**	**$0,000**	**$0,000**	**$4,350,000**

AR-012-LR1 | **TRANSPORTATION DEMAND MANAGEMENT (TDM) PROGRAMS - FY 2024-2030 (LONG RANGE EXTENSION OF TIP SERIES AR-010 AND AR-011)**

TBD

Long Range

Jurisdiction: Regional | **Sponsor:** ARC | **Service Type:** **Other / TDM & Air Quality** | **Analysis:** Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE		LR 2024-2030	General Federal Aid 2024-2040	$37,750,000	$0,000	$9,437,500	$0,000	**$47,187,500**
				$37,750,000	**$0,000**	**$9,437,500**	**$0,000**	**$47,187,500**

AR-012-LR2 | **TRANSPORTATION DEMAND MANAGEMENT (TDM) PROGRAMS - FY 2031-2040 (LONG RANGE EXTENSION OF TIP SERIES AR-010 AND AR-011)**

TBD

Long Range

Jurisdiction: Regional | **Sponsor:** ARC | **Service Type:** **Other / TDM & Air Quality** | **Analysis:** Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE		LR 2031-2040	General Federal Aid 2024-2040	$37,750,000	$0,000	$9,437,500	$0,000	**$47,187,500**
				$37,750,000	**$0,000**	**$9,437,500**	**$0,000**	**$47,187,500**

AR-038-2019 | **REGIONAL TRANSPORTATION PLANNING STUDY (RTPS) PROGRAM - FY 2019**

0016077

Programmed

Jurisdiction: Regional
Sponsor: ARC
Service Type: Other / Planning
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year: TBD
LCI: ☐
Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
SCP	AUTH	2019	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$1,180,000~~	~~$0,000~~	~~$295,000~~	~~$0,000~~	**$1,475,000**
				$1,180,000	**$0,000**	**$295,000**	**$0,000**	**$1,475,000**

AR-038-2020 | **REGIONAL TRANSPORTATION PLANNING STUDY (RTPS) PROGRAM- FY 2020**

0016027

Programmed

Jurisdiction: Regional
Sponsor: ARC
Service Type: Other / Planning
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year: TBD
LCI: ☐
Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
SCP		2020	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$1,320,000	$0,000	$330,000	$0,000	**$1,650,000**
				$1,320,000	**$0,000**	**$330,000**	**$0,000**	**$1,650,000**

AR-039 | **TRAVEL DEMAND MODELING CONSULTANT ASSISTANCE**

0016538

Programmed

Jurisdiction: Regional
Sponsor: ARC
Service Type: Other / Planning
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year: TBD
LCI: ☐
Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
SCP		2019	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$304,000	$0,000	$76,000	$0,000	**$380,000**
				$304,000	**$0,000**	**$76,000**	**$0,000**	**$380,000**

AR-044 | **REGIONAL HST PARATRANSIT BROKERAGE STUDY**

0016537

Programmed

Jurisdiction: Regional | Sponsor: ARC | Service Type: **Other / Planning** | Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
SCP		2019	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$320,000	$0,000	$80,000	$0,000	**$400,000**
				$320,000	**$0,000**	**$80,000**	**$0,000**	**$400,000**

AR-047 | **REGIONAL LAND USE FORECASTING MODEL REFINEMENT CONSULTANT ASSISTANCE**

0016782

Programmed

Jurisdiction: Regional | Sponsor: ARC | Service Type: **Other / Planning** | Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
SCP		2019	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$140,000	$0,000	$35,000	$0,000	**$175,000**
				$140,000	**$0,000**	**$35,000**	**$0,000**	**$175,000**

AR-050-2018 | **REGIONAL CMAQ PROGRAM - FY 2018**

TBD

Completed

Jurisdiction: Regional | Sponsor: TBD | Service Type: **Other / Miscellaneous** | Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ALL	AUTH	2018	Congestion Mitigation & Air Quality Improvement (CMAQ)	~~$866,575~~	~~$216,644~~	~~$0,000~~	~~$0,000~~	**$1,083,219**
				$866,575	**$216,644**	**$0,000**	**$0,000**	**$1,083,219**

AR-050-2019 | **REGIONAL CMAQ PROGRAM - FY 2019**

TBD

Programmed

Jurisdiction: Regional
Sponsor: TBD
Service Type: **Other / Miscellaneous**
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ALL		2019	Congestion Mitigation & Air Quality Improvement (CMAQ)	$0,000	$0,000	$0,000	$0,000	**$0,000**
				$0,000	**$0,000**	**$0,000**	**$0,000**	**$0,000**

AR-050-2020 | **REGIONAL CMAQ PROGRAM - FY 2020**

TBD

Programmed

Jurisdiction: Regional
Sponsor: TBD
Service Type: **Other / Miscellaneous**
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ALL		2020	Congestion Mitigation & Air Quality Improvement (CMAQ)	$5,421,654	$0,000	$1,355,413	$0,000	**$6,777,067**
				$5,421,654	**$0,000**	**$1,355,413**	**$0,000**	**$6,777,067**

AR-050-2021 | **REGIONAL CMAQ PROGRAM - FY 2021**

TBD

Programmed

Jurisdiction: Regional
Sponsor: TBD
Service Type: **Other / Miscellaneous**
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ALL		2021	Congestion Mitigation & Air Quality Improvement (CMAQ)	$8,744,399	$0,000	$2,186,099	$0,000	**$10,930,498**
				$8,744,399	**$0,000**	**$2,186,099**	**$0,000**	**$10,930,498**

AR-050-2022 | **REGIONAL CMAQ PROGRAM - FY 2022**

TBD

Programmed

Jurisdiction: Regional
Sponsor: TBD
Service Type: Other / Miscellaneous
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year: TBD
LCI: ☐
Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ALL		2022	Congestion Mitigation & Air Quality Improvement (CMAQ)	$15,030,055	$0,000	$3,757,514	$0,000	**$18,787,569**
				$15,030,055	**$0,000**	**$3,757,514**	**$0,000**	**$18,787,569**

AR-050-2023 | **REGIONAL CMAQ PROGRAM - FY 2023**

TBD

Programmed

Jurisdiction: Regional
Sponsor: TBD
Service Type: Other / Miscellaneous
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year: TBD
LCI: ☐
Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ALL		2023	Congestion Mitigation & Air Quality Improvement (CMAQ)	$28,600,000	$0,000	$7,150,000	$0,000	**$35,750,000**
				$28,600,000	**$0,000**	**$7,150,000**	**$0,000**	**$35,750,000**

AR-051-2018 | **REGIONAL TRANSPORTATION ALTERNATIVES PROGRAM - FY 2018**

TBD

Completed

Jurisdiction: Regional
Sponsor: TBD
Service Type: Other / Bicycle and Pedestrian
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year: TBD
LCI: ☐
Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ALL	AUTH	2018	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	~~$512,115~~	~~$0,000~~	~~$128,028~~	~~$0,000~~	**$640,143**
				$512,115	**$0,000**	**$128,028**	**$0,000**	**$640,143**

AR-051-2019 | **REGIONAL TRANSPORTATION ALTERNATIVES PROGRAM - FY 2019**

TBD

Programmed

Jurisdiction: Regional
Sponsor: TBD
Service Type: Other / Bicycle and Pedestrian
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year: TBD
LCI: ☐
Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ALL		2019	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	$0,000	$0,000	$0,000	$0,000	**$0,000**
				$0,000	**$0,000**	**$0,000**	**$0,000**	**$0,000**

AR-051-2020 | **REGIONAL TRANSPORTATION ALTERNATIVES PROGRAM - FY 2020**

TBD

Programmed

Jurisdiction: Regional
Sponsor: TBD
Service Type: Other / Bicycle and Pedestrian
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year: TBD
LCI: ☐
Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ALL		2020	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	$5,136,915	$0,000	$1,284,229	$0,000	**$6,421,144**
				$5,136,915	**$0,000**	**$1,284,229**	**$0,000**	**$6,421,144**

AR-051-2021 | **REGIONAL TRANSPORTATION ALTERNATIVES PROGRAM - FY 2021**

TBD

Programmed

Jurisdiction: Regional
Sponsor: TBD
Service Type: Other / Bicycle and Pedestrian
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year: TBD
LCI: ☐
Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ALL		2021	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	$5,492,000	$0,000	$1,373,000	$0,000	**$6,865,000**
				$5,492,000	**$0,000**	**$1,373,000**	**$0,000**	**$6,865,000**

AR-051-2022 | **REGIONAL TRANSPORTATION ALTERNATIVES PROGRAM - FY 2022**

TBD

Programmed

Jurisdiction: Regional
Sponsor: TBD
Service Type: **Other / Bicycle and Pedestrian**
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year: **TBD**
LCI: ☐
Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ALL		2022	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	$2,529,331	$0,000	$632,332	$0,000	**$3,161,663**
				$2,529,331	**$0,000**	**$632,332**	**$0,000**	**$3,161,663**

AR-051-2023 | **REGIONAL TRANSPORTATION ALTERNATIVES PROGRAM - FY 2023**

TBD

Programmed

Jurisdiction: Regional
Sponsor: TBD
Service Type: **Other / Bicycle and Pedestrian**
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year: **TBD**
LCI: ☐
Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ALL		2023	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	$7,000,000	$0,000	$1,750,000	$0,000	**$8,750,000**
				$7,000,000	**$0,000**	**$1,750,000**	**$0,000**	**$8,750,000**

AR-051-LR1 | **ACTIVE MODES PROGRAM - FY 2024-2030**

N/A

Long Range

Jurisdiction: Regional
Sponsor: TBD
Service Type: **Other / Bicycle and Pedestrian**
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year: **TBD**
LCI: ☐
Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		LR 2024-2030	General Federal Aid 2024-2040	$90,000,000	$0,000	$22,500,000	$0,000	**$112,500,000**
				$90,000,000	**$0,000**	**$22,500,000**	**$0,000**	**$112,500,000**

AR-051-LR2 | **ACTIVE MODES PROGRAM - FY 2031-2040**

N/A

Long Range

Jurisdiction: Regional | **Sponsor:** TBD

Service Type: Other / Bicycle and Pedestrian

Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year: TBD

LCI: ☐ **Flex:** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		LR 2031-2040	General Federal Aid 2024-2040	$100,000,000	$0,000	$25,000,000	$0,000	**$125,000,000**
				$100,000,000	**$0,000**	**$25,000,000**	**$0,000**	**$125,000,000**

AR-052-2018 | **REGIONAL STP URBAN PROGRAM - FY 2018**

TBD

Completed

Jurisdiction: Regional | **Sponsor:** TBD

Service Type: Other / Miscellaneous

Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year: TBD

LCI: ☐ **Flex:** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ALL	AUTH	2018	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$3,340,360~~	~~$0,000~~	~~$835,090~~	~~$0,000~~	**$4,175,450**
				$3,340,360	**$0,000**	**$835,090**	**$0,000**	**$4,175,450**

AR-052-2019 | **REGIONAL STP URBAN PROGRAM - FY 2019**

TBD

Programmed

Jurisdiction: Regional | **Sponsor:** TBD

Service Type: Other / Miscellaneous

Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year: TBD

LCI: ☐ **Flex:** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ALL		2019	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$151,998	$0,000	$37,999	$0,000	**$189,997**
				$151,998	**$0,000**	**$37,999**	**$0,000**	**$189,997**

AR-052-2020 | **REGIONAL STP URBAN PROGRAM - FY 2020**

TBD

Programmed

Jurisdiction: Regional | **Sponsor:** TBD | **Service Type:** Other / Miscellaneous | **Analysis:** Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ALL		2020	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$8,837,565	$0,000	$2,209,391	$0,000	**$11,046,956**
				$8,837,565	**$0,000**	**$2,209,391**	**$0,000**	**$11,046,956**

AR-052-2021 | **REGIONAL STP URBAN PROGRAM - FY 2021**

TBD

Programmed

Jurisdiction: Regional | **Sponsor:** TBD | **Service Type:** Other / Miscellaneous | **Analysis:** Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ALL		2021	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$9,510,759	$0,000	$2,377,690	$0,000	**$11,888,449**
				$9,510,759	**$0,000**	**$2,377,690**	**$0,000**	**$11,888,449**

AR-052-2022 | **REGIONAL STP URBAN PROGRAM - FY 2022**

TBD

Programmed

Jurisdiction: Regional | **Sponsor:** TBD | **Service Type:** Other / Miscellaneous | **Analysis:** Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ALL		2022	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$17,652,890	$0,000	$4,413,222	$0,000	**$22,066,112**
				$17,652,890	**$0,000**	**$4,413,222**	**$0,000**	**$22,066,112**

AR-052-2023 | **REGIONAL STP URBAN PROGRAM - FY 2023**

TBD

Programmed

Jurisdiction: Regional | Sponsor: TBD | Service Type: **Other / Miscellaneous** | Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ALL		2023	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$45,613,337	$0,000	$11,403,334	$0,000	**$57,016,671**
				$45,613,337	**$0,000**	**$11,403,334**	**$0,000**	**$57,016,671**

AR-100-2020 | **GDOT ITS OPERATIONS AND SUPPORT PROGRAM - FY 2020**

0007704

Programmed

Jurisdiction: Regional | Sponsor: GDOT | Service Type: **Roadway / Operations & Safety** | Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2020	National Highway Performance Program (NHPP)	$10,000,000	$2,500,000	$0,000	$0,000	**$12,500,000**
				$10,000,000	**$2,500,000**	**$0,000**	**$0,000**	**$12,500,000**

AR-100-2021 | **GDOT ITS OPERATIONS AND SUPPORT PROGRAM - FY 2021**

0007705

Programmed

Jurisdiction: Regional | Sponsor: GDOT | Service Type: **Roadway / Operations & Safety** | Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2021	National Highway Performance Program (NHPP)	$10,000,000	$2,500,000	$0,000	$0,000	**$12,500,000**
				$10,000,000	**$2,500,000**	**$0,000**	**$0,000**	**$12,500,000**

AR-100-2022 | **GDOT ITS OPERATIONS AND SUPPORT PROGRAM - FY 2022**

0007706

Programmed

Jurisdiction: Regional
Sponsor: GDOT
Service Type: Roadway / Operations & Safety
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year: TBD
LCI: ☐
Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2022	National Highway Performance Program (NHPP)	$6,000,000	$1,500,000	$0,000	$0,000	**$7,500,000**
				$6,000,000	**$1,500,000**	**$0,000**	**$0,000**	**$7,500,000**

AR-100-2023 | **GDOT ITS OPERATIONS AND SUPPORT PROGRAM - FY 2023**

0007707

Programmed

Jurisdiction: Regional
Sponsor: GDOT
Service Type: Roadway / Operations & Safety
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year: TBD
LCI: ☐
Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2023	National Highway Performance Program (NHPP)	$6,000,000	$1,500,000	$0,000	$0,000	**$7,500,000**
				$6,000,000	**$1,500,000**	**$0,000**	**$0,000**	**$7,500,000**

AR-101-2018 | **INCIDENT MANAGEMENT AND SUPPORT PROGRAM STATEWIDE - FY 2018**

0007720

Programmed

Jurisdiction: Regional
Sponsor: GDOT
Service Type: Roadway / Operations & Safety
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year: TBD
LCI: ☐
Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST	AUTH	2018	National Highway Performance Program (NHPP)	~~$8,000,000~~	~~$2,000,000~~	~~$0,000~~	~~$0,000~~	**$10,000,000**
				$8,000,000	**$2,000,000**	**$0,000**	**$0,000**	**$10,000,000**

AR-101-2020 | **INCIDENT MANAGEMENT AND SUPPORT PROGRAM STATEWIDE - FY 2020**

0007722

Programmed

Jurisdiction: Regional
Sponsor: GDOT
Service Type: **Roadway / Operations & Safety**
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year: **TBD**
LCI: ☐
Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2020	National Highway Performance Program (NHPP)	$12,000,000	$3,000,000	$0,000	$0,000	**$15,000,000**
				$12,000,000	**$3,000,000**	**$0,000**	**$0,000**	**$15,000,000**

AR-101-2021 | **INCIDENT MANAGEMENT AND SUPPORT PROGRAM STATEWIDE - FY 2021**

0007723

Programmed

Jurisdiction: Regional
Sponsor: GDOT
Service Type: **Roadway / Operations & Safety**
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year: **TBD**
LCI: ☐
Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2021	National Highway Performance Program (NHPP)	$12,000,000	$3,000,000	$0,000	$0,000	**$15,000,000**
				$12,000,000	**$3,000,000**	**$0,000**	**$0,000**	**$15,000,000**

AR-101-2022 | **INCIDENT MANAGEMENT AND SUPPORT PROGRAM STATEWIDE - FY 2022**

0007724

Programmed

Jurisdiction: Regional
Sponsor: GDOT
Service Type: **Roadway / Operations & Safety**
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year: **TBD**
LCI: ☐
Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2022	National Highway Performance Program (NHPP)	$8,000,000	$2,000,000	$0,000	$0,000	**$10,000,000**
				$8,000,000	**$2,000,000**	**$0,000**	**$0,000**	**$10,000,000**

AR-101-2023 | **INCIDENT MANAGEMENT AND SUPPORT PROGRAM STATEWIDE - FY 2023**

0007725

Programmed

Jurisdiction: Regional | Sponsor: GDOT | Service Type: **Roadway / Operations & Safety** | Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2023	National Highway Performance Program (NHPP)	$8,000,000	$2,000,000	$0,000	$0,000	**$10,000,000**
				$8,000,000	**$2,000,000**	**$0,000**	**$0,000**	**$10,000,000**

AR-102-2018 | **GDOT MAINTENANCE OF ITS EQUIPMENT PROGRAM - FY 2018**

0007738

Programmed

Jurisdiction: Regional | Sponsor: GDOT | Service Type: **Roadway / Operations & Safety** | Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST	AUTH	2018	National Highway Performance Program (NHPP)	~~$8,400,000~~	~~$2,100,000~~	~~$0,000~~	~~$0,000~~	**$10,500,000**
				$8,400,000	**$2,100,000**	**$0,000**	**$0,000**	**$10,500,000**

AR-102-2020 | **GDOT MAINTENANCE OF ATMS EQUIPMENT PROGRAM - FY 2020**

0007740

Programmed

Jurisdiction: Regional | Sponsor: GDOT | Service Type: **Roadway / Operations & Safety** | Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2020	National Highway Performance Program (NHPP)	$7,200,000	$1,800,000	$0,000	$0,000	**$9,000,000**
				$7,200,000	**$1,800,000**	**$0,000**	**$0,000**	**$9,000,000**

AR-102-2021 | **GDOT MAINTENANCE OF ATMS EQUIPMENT PROGRAM - FY 2021**

0007741

Programmed

Jurisdiction: Regional
Sponsor: GDOT
Service Type: Roadway / Operations & Safety
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year: TBD
LCI: ☐
Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2021	National Highway Performance Program (NHPP)	$7,200,000	$1,800,000	$0,000	$0,000	**$9,000,000**
				$7,200,000	**$1,800,000**	**$0,000**	**$0,000**	**$9,000,000**

AR-102-2022 | **GDOT MAINTENANCE OF ATMS EQUIPMENT PROGRAM - FY 2022**

0007742

Programmed

Jurisdiction: Regional
Sponsor: GDOT
Service Type: Roadway / Operations & Safety
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year: TBD
LCI: ☐
Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2022	National Highway Performance Program (NHPP)	$7,200,000	$1,800,000	$0,000	$0,000	**$9,000,000**
				$7,200,000	**$1,800,000**	**$0,000**	**$0,000**	**$9,000,000**

AR-102-2023 | **GDOT MAINTENANCE OF ATMS EQUIPMENT PROGRAM - FY 2023**

0007743

Programmed

Jurisdiction: Regional
Sponsor: GDOT
Service Type: Roadway / Operations & Safety
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year: TBD
LCI: ☐
Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2023	National Highway Performance Program (NHPP)	$7,200,000	$1,800,000	$0,000	$0,000	**$9,000,000**
				$7,200,000	**$1,800,000**	**$0,000**	**$0,000**	**$9,000,000**

AR-103-2020 | **GDOT ATMS SYSTEM INTEGRATION AND NAVIGATOR DEVELOPMENT PROGRAM - FY 2020**

0007758

Programmed

Jurisdiction: Regional
Sponsor: GDOT
Service Type: Roadway / Operations & Safety
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year: TBD
LCI: ☐
Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2020	National Highway Performance Program (NHPP)	$2,400,000	$600,000	$0,000	$0,000	**$3,000,000**
				$2,400,000	**$600,000**	**$0,000**	**$0,000**	**$3,000,000**

AR-103-2021 | **GDOT ATMS SYSTEM INTEGRATION AND NAVIGATOR DEVELOPMENT PROGRAM - FY 2021**

0007759

Programmed

Jurisdiction: Regional
Sponsor: GDOT
Service Type: Roadway / Operations & Safety
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year: TBD
LCI: ☐
Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2021	National Highway Performance Program (NHPP)	$2,400,000	$600,000	$0,000	$0,000	**$3,000,000**
				$2,400,000	**$600,000**	**$0,000**	**$0,000**	**$3,000,000**

AR-103-2022 | **ITS: SYSTEM INTEGRATION & NAVIGATOR DEVELOPMENT - 2022**

0007760

Programmed

Jurisdiction: Regional
Sponsor: GDOT
Service Type: Roadway / Operations & Safety
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year: TBD
LCI: ☐
Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2022	National Highway Performance Program (NHPP)	$2,400,000	$600,000	$0,000	$0,000	**$3,000,000**
				$2,400,000	**$600,000**	**$0,000**	**$0,000**	**$3,000,000**

AR-103-2023 | **ITS: SYSTEM INTEGRATION & NAVIGATOR DEVELOPMENT - 2023**

0007761

Programmed

Jurisdiction: Regional
Sponsor: GDOT
Service Type: **Roadway / Operations & Safety**
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year: **TBD**
LCI: ☐
Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2023	National Highway Performance Program (NHPP)	$2,400,000	$600,000	$0,000	$0,000	**$3,000,000**
				$2,400,000	**$600,000**	**$0,000**	**$0,000**	**$3,000,000**

AR-104-2019 | **GDOT REPLACEMENT OF OUTDATED HARDWARE PROGRAM - FY 2019**

0007775

Programmed

Jurisdiction: Regional
Sponsor: GDOT
Service Type: **Roadway / Operations & Safety**
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year: **TBD**
LCI: ☐
Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2019	National Highway Performance Program (NHPP)	$2,400,000	$600,000	$0,000	$0,000	**$3,000,000**
				$2,400,000	**$600,000**	**$0,000**	**$0,000**	**$3,000,000**

AR-104-2020 | **GDOT REPLACEMENT OF OUTDATED HARDWARE PROGRAM - FY 2020**

0007776

Programmed

Jurisdiction: Regional
Sponsor: GDOT
Service Type: **Roadway / Operations & Safety**
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year: **TBD**
LCI: ☐
Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2020	National Highway Performance Program (NHPP)	$2,400,000	$600,000	$0,000	$0,000	**$3,000,000**
				$2,400,000	**$600,000**	**$0,000**	**$0,000**	**$3,000,000**

AR-104-2021 | **GDOT REPLACEMENT OF OUTDATED HARDWARE PROGRAM - FY 2021**

0007777

Programmed

Jurisdiction: Regional
Sponsor: GDOT
Service Type: **Roadway / Operations & Safety**
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2021	National Highway Performance Program (NHPP)	$2,400,000	$600,000	$0,000	$0,000	**$3,000,000**
				$2,400,000	**$600,000**	**$0,000**	**$0,000**	**$3,000,000**

AR-104-2022 | **GDOT REPLACEMENT OF OUTDATED HARDWARE PROGRAM - FY 2022**

0007778

Programmed

Jurisdiction: Regional
Sponsor: GDOT
Service Type: **Roadway / Operations & Safety**
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2022	National Highway Performance Program (NHPP)	$2,400,000	$600,000	$0,000	$0,000	**$3,000,000**
				$2,400,000	**$600,000**	**$0,000**	**$0,000**	**$3,000,000**

AR-104-2023 | **GDOT REPLACEMENT OF OUTDATED HARDWARE PROGRAM - FY 2023**

0007779

Programmed

Jurisdiction: Regional
Sponsor: GDOT
Service Type: **Roadway / Operations & Safety**
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2023	National Highway Performance Program (NHPP)	$2,400,000	$600,000	$0,000	$0,000	**$3,000,000**
				$2,400,000	**$600,000**	**$0,000**	**$0,000**	**$3,000,000**

AR-105-2021 | **GDOT REGIONAL TRAFFIC SIGNAL OPTIMIZATION PROGRAM - FY 2021**

0015327

Programmed

Jurisdiction: Regional
Sponsor: GDOT
Service Type: **Roadway / Operations & Safety**
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2021	National Highway Performance Program (NHPP)	$18,800,000	$0,000	$0,000	$0,000	**$18,800,000**
CST		2021	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$4,700,000	$0,000	$0,000	$0,000	**$4,700,000**
				$23,500,000	**$0,000**	**$0,000**	**$0,000**	**$23,500,000**

AR-105-2022 | **GDOT REGIONAL TRAFFIC SIGNAL OPTIMIZATION PROGRAM - FY 2022**

0015328

Programmed

Jurisdiction: Regional
Sponsor: GDOT
Service Type: **Roadway / Operations & Safety**
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2022	National Highway Performance Program (NHPP)	$18,800,000	$0,000	$0,000	$0,000	**$18,800,000**
CST		2022	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$4,700,000	$0,000	$0,000	$0,000	**$4,700,000**
				$23,500,000	**$0,000**	**$0,000**	**$0,000**	**$23,500,000**

AR-105-2023 | **GDOT REGIONAL TRAFFIC SIGNAL OPTIMIZATION PROGRAM - FY 2023**

0015329

Programmed

Jurisdiction: Regional
Sponsor: GDOT
Service Type: **Roadway / Operations & Safety**
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2023	National Highway Performance Program (NHPP)	$18,800,000	$0,000	$0,000	$0,000	**$18,800,000**
CST		2023	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$4,700,000	$0,000	$0,000	$0,000	**$4,700,000**
				$23,500,000	**$0,000**	**$0,000**	**$0,000**	**$23,500,000**

AR-106-2019 | **GDOT ROADWAY OPERATIONAL IMPROVEMENTS PROGRAM IN THE METROPOLITAN ATLANTA AREA - FY 2019**

0009793

Programmed

Jurisdiction: Regional | **Sponsor:** GDOT | **Service Type:** Roadway / Operations & Safety | **Analysis:** Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2019	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$4,474,400	$1,118,600	$0,000	$0,000	**$5,593,000**
				$4,474,400	**$1,118,600**	**$0,000**	**$0,000**	**$5,593,000**

AR-106-2020 | **GDOT ROADWAY OPERATIONAL IMPROVEMENTS PROGRAM IN THE METROPOLITAN ATLANTA AREA - FY 2020**

0014143

Programmed

Jurisdiction: Regional | **Sponsor:** GDOT | **Service Type:** Roadway / Operations & Safety | **Analysis:** Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2020	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$4,474,400	$1,118,600	$0,000	$0,000	**$5,593,000**
				$4,474,400	**$1,118,600**	**$0,000**	**$0,000**	**$5,593,000**

AR-106-2021 | **GDOT ROADWAY OPERATIONAL IMPROVEMENTS PROGRAM IN THE METROPOLITAN ATLANTA AREA - FY 2021**

0015505

Programmed

Jurisdiction: Regional | **Sponsor:** GDOT | **Service Type:** Roadway / Operations & Safety | **Analysis:** Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2021	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$4,474,400	$1,118,600	$0,000	$0,000	**$5,593,000**
				$4,474,400	**$1,118,600**	**$0,000**	**$0,000**	**$5,593,000**

AR-106-2022 | **GDOT ROADWAY OPERATIONAL IMPROVEMENTS PROGRAM IN THE METROPOLITAN ATLANTA AREA - FY 2022**

TBD

Programmed

Jurisdiction: Regional | **Sponsor:** GDOT | **Service Type:** Roadway / Operations & Safety | **Analysis:** Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2022	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$4,474,400	$1,118,600	$0,000	$0,000	**$5,593,000**
				$4,474,400	**$1,118,600**	**$0,000**	**$0,000**	**$5,593,000**

AR-106-2023 | **GDOT ROADWAY OPERATIONAL IMPROVEMENTS PROGRAM IN THE METROPOLITAN ATLANTA AREA - FY 2023**

TBD

Programmed

Jurisdiction: Regional | **Sponsor:** GDOT | **Service Type:** Roadway / Operations & Safety | **Analysis:** Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2023	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$4,474,400	$1,118,600	$0,000	$0,000	**$5,593,000**
				$4,474,400	**$1,118,600**	**$0,000**	**$0,000**	**$5,593,000**

AR-110-2019 | **GDOT CONSTRUCTION MANAGEMENT PROGRAM - FY 2019**

0012956

Programmed

Jurisdiction: Regional | **Sponsor:** GDOT | **Service Type:** Roadway / Operations & Safety | **Analysis:** Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST	AUTH	2019	National Highway Performance Program (NHPP)	~~$11,186,400~~	~~$2,796,600~~	~~$0,000~~	~~$0,000~~	**$13,983,000**
				$11,186,400	**$2,796,600**	**$0,000**	**$0,000**	**$13,983,000**

AR-110-2020 | **GDOT CONSTRUCTION MANAGEMENT PROGRAM - FY 2020**

0012957

Programmed

Jurisdiction: Regional
Sponsor: GDOT
Service Type: Roadway / Operations & Safety
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year: TBD
LCI: ☐
Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2020	National Highway Performance Program (NHPP)	$11,186,400	$2,796,600	$0,000	$0,000	**$13,983,000**
				$11,186,400	**$2,796,600**	**$0,000**	**$0,000**	**$13,983,000**

AR-110-2021 | **GDOT CONSTRUCTION MANAGEMENT PROGRAM - FY 2021**

0012958

Programmed

Jurisdiction: Regional
Sponsor: GDOT
Service Type: Roadway / Operations & Safety
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year: TBD
LCI: ☐
Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2021	National Highway Performance Program (NHPP)	$11,186,400	$2,796,600	$0,000	$0,000	**$13,983,000**
				$11,186,400	**$2,796,600**	**$0,000**	**$0,000**	**$13,983,000**

AR-110-2022 | **GDOT CONSTRUCTION MANAGEMENT PROGRAM - FY 2022**

0012959

Programmed

Jurisdiction: Regional
Sponsor: GDOT
Service Type: Roadway / Operations & Safety
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year: TBD
LCI: ☐
Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2022	National Highway Performance Program (NHPP)	$11,186,400	$2,796,600	$0,000	$0,000	**$13,983,000**
				$11,186,400	**$2,796,600**	**$0,000**	**$0,000**	**$13,983,000**

AR-110-2023 | **GDOT CONSTRUCTION MANAGEMENT PROGRAM - FY 2023**

0013505

Programmed

Jurisdiction: Regional | Sponsor: GDOT | Service Type: **Roadway / Operations & Safety** | Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2023	National Highway Performance Program (NHPP)	$11,186,400	$2,796,600	$0,000	$0,000	**$13,983,000**
				$11,186,400	**$2,796,600**	**$0,000**	**$0,000**	**$13,983,000**

AR-111-2018 | **GDOT NATIONAL HIGHWAY SYSTEM (NHS) RESURFACING AND MAINTENANCE PROGRAM - FY 2018**

0009768

Programmed

Jurisdiction: Regional | Sponsor: GDOT | Service Type: **Roadway / Maintenance** | Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST	AUTH	2018	National Highway Performance Program (NHPP)	~~$143,200,000~~	~~$35,800,000~~	~~$0,000~~	~~$0,000~~	**$179,000,000**
				$143,200,000	**$35,800,000**	**$0,000**	**$0,000**	**$179,000,000**

AR-111-2019 | **GDOT NATIONAL HIGHWAY SYSTEM (NHS) RESURFACING AND MAINTENANCE PROGRAM - FY 2019**

0009769

Programmed

Jurisdiction: Regional | Sponsor: GDOT | Service Type: **Roadway / Maintenance** | Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2019	National Highway Performance Program (NHPP)	$66,745,600	$16,686,400	$0,000	$0,000	**$83,432,000**
				$66,745,600	**$16,686,400**	**$0,000**	**$0,000**	**$83,432,000**

AR-111-2020 | **GDOT NATIONAL HIGHWAY SYSTEM (NHS) RESURFACING AND MAINTENANCE PROGRAM - FY 2020**

0014139

Programmed

Jurisdiction: Regional | **Sponsor:** GDOT | **Service Type:** **Roadway / Maintenance** | **Analysis:** Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2020	National Highway Performance Program (NHPP)	$41,016,800	$10,254,200	$0,000	$0,000	**$51,271,000**
				$41,016,800	**$10,254,200**	**$0,000**	**$0,000**	**$51,271,000**

AR-111-2021 | **GDOT NATIONAL HIGHWAY SYSTEM (NHS) RESURFACING AND MAINTENANCE PROGRAM - FY 2021**

0015497

Programmed

Jurisdiction: Regional | **Sponsor:** GDOT | **Service Type:** **Roadway / Maintenance** | **Analysis:** Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2021	National Highway Performance Program (NHPP)	$41,016,800	$10,254,200	$0,000	$0,000	**$51,271,000**
				$41,016,800	**$10,254,200**	**$0,000**	**$0,000**	**$51,271,000**

AR-111-2022 | **GDOT NATIONAL HIGHWAY SYSTEM (NHS) RESURFACING AND MAINTENANCE PROGRAM - FY 2022**

TBD

Programmed

Jurisdiction: Regional | **Sponsor:** GDOT | **Service Type:** **Roadway / Maintenance** | **Analysis:** Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2022	National Highway Performance Program (NHPP)	$41,016,800	$10,254,200	$0,000	$0,000	**$51,271,000**
				$41,016,800	**$10,254,200**	**$0,000**	**$0,000**	**$51,271,000**

AR-111-2023 | **GDOT NATIONAL HIGHWAY SYSTEM (NHS) RESURFACING AND MAINTENANCE PROGRAM - FY 2023**

TBD

Programmed

Jurisdiction: Regional | **Sponsor:** GDOT | **Service Type:** Roadway / Maintenance | **Analysis:** Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2023	National Highway Performance Program (NHPP)	$41,016,800	$10,254,200	$0,000	$0,000	**$51,271,000**
				$41,016,800	**$10,254,200**	**$0,000**	**$0,000**	**$51,271,000**

AR-113-2019 | **GDOT SURFACE TRANSPORTATION PROGRAM (STP) BRIDGE REPAINTING PROGRAM - FY 2019**

0009749

Programmed

Jurisdiction: Regional | **Sponsor:** GDOT | **Service Type:** Roadway / Maintenance | **Analysis:** Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2019	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$5,593,600	$1,398,400	$0,000	$0,000	**$6,992,000**
				$5,593,600	**$1,398,400**	**$0,000**	**$0,000**	**$6,992,000**

AR-113-2020 | **GDOT SURFACE TRANSPORTATION PROGRAM (STP) BRIDGE REPAINTING PROGRAM - FY 2020**

0014148

Programmed

Jurisdiction: Regional | **Sponsor:** GDOT | **Service Type:** Roadway / Maintenance | **Analysis:** Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2020	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$5,593,600	$1,398,400	$0,000	$0,000	**$6,992,000**
				$5,593,600	**$1,398,400**	**$0,000**	**$0,000**	**$6,992,000**

AR-113-2021 | **GDOT SURFACE TRANSPORTATION PROGRAM (STP) BRIDGE REPAINTING PROGRAM - FY 2021**

0015498

Programmed

Jurisdiction: Regional
Sponsor: GDOT
Service Type: Roadway / Maintenance
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2021	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$5,593,600	$1,398,400	$0,000	$0,000	**$6,992,000**
				$5,593,600	**$1,398,400**	**$0,000**	**$0,000**	**$6,992,000**

AR-113-2022 | **GDOT SURFACE TRANSPORTATION PROGRAM (STP) BRIDGE REPAINTING PROGRAM - FY 2022**

TBD

Programmed

Jurisdiction: Regional
Sponsor: GDOT
Service Type: Roadway / Maintenance
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2022	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$5,593,600	$1,398,400	$0,000	$0,000	**$6,992,000**
				$5,593,600	**$1,398,400**	**$0,000**	**$0,000**	**$6,992,000**

AR-113-2023 | **GDOT SURFACE TRANSPORTATION PROGRAM (STP) BRIDGE REPAINTING PROGRAM - FY 2023**

TBD

Programmed

Jurisdiction: Regional
Sponsor: GDOT
Service Type: Roadway / Maintenance
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2023	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$5,593,600	$1,398,400	$0,000	$0,000	**$6,992,000**
				$5,593,600	**$1,398,400**	**$0,000**	**$0,000**	**$6,992,000**

AR-114-2019 | **GDOT INTERSTATE BRIDGE REPAINTING PROGRAM - FY 2019**

0010303

Programmed

Jurisdiction: Regional
Sponsor: GDOT
Service Type: Roadway / Maintenance
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year: TBD
LCI: ☐
Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2019	National Highway Performance Program (NHPP)	$11,186,400	$2,796,600	$0,000	$0,000	**$13,983,000**
				$11,186,400	**$2,796,600**	**$0,000**	**$0,000**	**$13,983,000**

AR-114-2020 | **GDOT INTERSTATE BRIDGE REPAINTING PROGRAM - FY 2020**

0014147

Programmed

Jurisdiction: Regional
Sponsor: GDOT
Service Type: Roadway / Maintenance
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year: TBD
LCI: ☐
Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2020	National Highway Performance Program (NHPP)	$11,186,400	$2,796,600	$0,000	$0,000	**$13,983,000**
				$11,186,400	**$2,796,600**	**$0,000**	**$0,000**	**$13,983,000**

AR-114-2021 | **GDOT INTERSTATE BRIDGE REPAINTING PROGRAM - FY 2021**

0015499

Programmed

Jurisdiction: Regional
Sponsor: GDOT
Service Type: Roadway / Maintenance
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year: TBD
LCI: ☐
Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2021	National Highway Performance Program (NHPP)	$11,186,400	$2,796,600	$0,000	$0,000	**$13,983,000**
				$11,186,400	**$2,796,600**	**$0,000**	**$0,000**	**$13,983,000**

AR-114-2022 | **GDOT INTERSTATE BRIDGE REPAINTING PROGRAM - FY 2022**

TBD

Programmed

Jurisdiction: Regional
Sponsor: GDOT
Service Type: **Roadway / Maintenance**
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2022	National Highway Performance Program (NHPP)	$11,186,400	$2,796,600	$0,000	$0,000	**$13,983,000**
				$11,186,400	**$2,796,600**	**$0,000**	**$0,000**	**$13,983,000**

AR-114-2023 | **GDOT INTERSTATE BRIDGE REPAINTING PROGRAM - FY 2023**

TBD

Programmed

Jurisdiction: Regional
Sponsor: GDOT
Service Type: **Roadway / Maintenance**
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2023	National Highway Performance Program (NHPP)	$11,186,400	$2,796,600	$0,000	$0,000	**$13,983,000**
				$11,186,400	**$2,796,600**	**$0,000**	**$0,000**	**$13,983,000**

AR-116-2019 | **GDOT SURFACE TRANSPORTATION PROGRAM (STP) WETLAND MITIGATION SITE RESTORATION PROGRAM - FY 2019**

0013630

Programmed

Jurisdiction: Regional
Sponsor: GDOT
Service Type: **Other / Miscellaneous**
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2019	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$447,200	$111,800	$0,000	$0,000	**$559,000**
				$447,200	**$111,800**	**$0,000**	**$0,000**	**$559,000**

AR-116-2020 | **GDOT SURFACE TRANSPORTATION PROGRAM (STP) WETLAND MITIGATION SITE RESTORATION PROGRAM - FY 2020**

0014152

Programmed

Jurisdiction: Regional | **Sponsor:** GDOT | **Service Type:** Other / Miscellaneous | **Analysis:** Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2020	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$447,200	$111,800	$0,000	$0,000	**$559,000**
				$447,200	**$111,800**	**$0,000**	**$0,000**	**$559,000**

AR-116-2021 | **GDOT SURFACE TRANSPORTATION PROGRAM (STP) WETLAND MITIGATION SITE RESTORATION PROGRAM - FY 2021**

0015510

Programmed

Jurisdiction: Regional | **Sponsor:** GDOT | **Service Type:** Other / Miscellaneous | **Analysis:** Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2021	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$447,200	$111,800	$0,000	$0,000	**$559,000**
				$447,200	**$111,800**	**$0,000**	**$0,000**	**$559,000**

AR-116-2022 | **GDOT SURFACE TRANSPORTATION PROGRAM (STP) WETLAND MITIGATION SITE RESTORATION PROGRAM - FY 2022**

TBD

Programmed

Jurisdiction: Regional | **Sponsor:** GDOT | **Service Type:** Other / Miscellaneous | **Analysis:** Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2022	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$447,200	$111,800	$0,000	$0,000	**$559,000**
				$447,200	**$111,800**	**$0,000**	**$0,000**	**$559,000**

AR-116-2023 | **GDOT SURFACE TRANSPORTATION PROGRAM (STP) WETLAND MITIGATION SITE RESTORATION PROGRAM - FY 2023**

TBD

Programmed

Jurisdiction: Regional | **Sponsor:** GDOT | **Service Type:** Other / Miscellaneous | **Analysis:** Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2023	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$447,200	$111,800	$0,000	$0,000	**$559,000**
				$447,200	**$111,800**	**$0,000**	**$0,000**	**$559,000**

AR-117-2019 | **GDOT SURFACE TRANSPORTATION PROGRAM (STP) RAILROAD/HIGHWAY HAZARD ELIMINATION PROGRAM - FY 2019**

0009773

Programmed

Jurisdiction: Regional | **Sponsor:** GDOT | **Service Type:** Roadway / Operations & Safety | **Analysis:** Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2019	Railway-Highway - Hazard Elimination	$1,864,800	$466,200	$0,000	$0,000	**$2,331,000**
				$1,864,800	**$466,200**	**$0,000**	**$0,000**	**$2,331,000**

AR-117-2020 | **GDOT SURFACE TRANSPORTATION PROGRAM (STP) RAILROAD/HIGHWAY HAZARD ELIMINATION PROGRAM - FY 2020**

0014145

Programmed

Jurisdiction: Regional | **Sponsor:** GDOT | **Service Type:** Roadway / Operations & Safety | **Analysis:** Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2020	Railway-Highway - Hazard Elimination	$1,864,800	$466,200	$0,000	$0,000	**$2,331,000**
				$1,864,800	**$466,200**	**$0,000**	**$0,000**	**$2,331,000**

AR-117-2021

GDOT SURFACE TRANSPORTATION PROGRAM (STP)
RAILROAD/HIGHWAY HAZARD ELIMINATION PROGRAM - FY 2021

0015501

Programmed

Jurisdiction Regional
Sponsor GDOT
Service Type **Roadway / Operations & Safety**

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year TBD
Analysis Exempt from Air Quality Analysis (40 CFR 93)
LCI ☐
Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2021	Railway-Highway - Hazard Elimination	$1,864,800	$466,200	$0,000	$0,000	**$2,331,000**
				$1,864,800	**$466,200**	**$0,000**	**$0,000**	**$2,331,000**

AR-117-2022

GDOT SURFACE TRANSPORTATION PROGRAM (STP)
RAILROAD/HIGHWAY HAZARD ELIMINATION PROGRAM - FY 2022

TBD

Programmed

Jurisdiction Regional
Sponsor GDOT
Service Type **Roadway / Operations & Safety**

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year TBD
Analysis Exempt from Air Quality Analysis (40 CFR 93)
LCI ☐
Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2022	Railway-Highway - Hazard Elimination	$1,864,800	$466,200	$0,000	$0,000	**$2,331,000**
				$1,864,800	**$466,200**	**$0,000**	**$0,000**	**$2,331,000**

AR-117-2023

GDOT SURFACE TRANSPORTATION PROGRAM (STP)
RAILROAD/HIGHWAY HAZARD ELIMINATION PROGRAM - FY 2023

TBD

Programmed

Jurisdiction Regional
Sponsor GDOT
Service Type **Roadway / Operations & Safety**

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year TBD
Analysis Exempt from Air Quality Analysis (40 CFR 93)
LCI ☐
Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2023	Railway-Highway - Hazard Elimination	$1,864,800	$466,200	$0,000	$0,000	**$2,331,000**
				$1,864,800	**$466,200**	**$0,000**	**$0,000**	**$2,331,000**

AR-118-2019 | **GDOT SURFACE TRANSPORTATION PROGRAM (STP) SAFETY PROGRAM - FY 2019**

0009745

Programmed

Jurisdiction: Regional | **Sponsor:** GDOT | **Service Type:** Roadway / Operations & Safety | **Analysis:** Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2019	Highway Safety Improvement Program (HSIP)	$37,288,000	$9,322,000	$0,000	$0,000	**$46,610,000**
				$37,288,000	**$9,322,000**	**$0,000**	**$0,000**	**$46,610,000**

AR-118-2020 | **GDOT SURFACE TRANSPORTATION PROGRAM (STP) SAFETY PROGRAM - FY 2020**

0014144

Programmed

Jurisdiction: Regional | **Sponsor:** GDOT | **Service Type:** Roadway / Operations & Safety | **Analysis:** Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2020	Highway Safety Improvement Program (HSIP)	$37,288,000	$9,322,000	$0,000	$0,000	**$46,610,000**
				$37,288,000	**$9,322,000**	**$0,000**	**$0,000**	**$46,610,000**

AR-118-2021 | **GDOT SURFACE TRANSPORTATION PROGRAM (STP) SAFETY PROGRAM - FY 2021**

0015504

Programmed

Jurisdiction: Regional | **Sponsor:** GDOT | **Service Type:** Roadway / Operations & Safety | **Analysis:** Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2021	Highway Safety Improvement Program (HSIP)	$37,288,000	$9,322,000	$0,000	$0,000	**$46,610,000**
				$37,288,000	**$9,322,000**	**$0,000**	**$0,000**	**$46,610,000**

AR-118-2022 | **GDOT SURFACE TRANSPORTATION PROGRAM (STP) SAFETY PROGRAM - FY 2022**

TBD

Programmed

Jurisdiction: Regional | **Sponsor:** GDOT | **Service Type:** Roadway / Operations & Safety | **Analysis:** Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2022	Highway Safety Improvement Program (HSIP)	$37,288,000	$9,322,000	$0,000	$0,000	**$46,610,000**
				$37,288,000	**$9,322,000**	**$0,000**	**$0,000**	**$46,610,000**

AR-118-2023 | **GDOT SURFACE TRANSPORTATION PROGRAM (STP) SAFETY PROGRAM - FY 2023**

TBD

Programmed

Jurisdiction: Regional | **Sponsor:** GDOT | **Service Type:** Roadway / Operations & Safety | **Analysis:** Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2023	Highway Safety Improvement Program (HSIP)	$37,288,000	$9,322,000	$0,000	$0,000	**$46,610,000**
				$37,288,000	**$9,322,000**	**$0,000**	**$0,000**	**$46,610,000**

AR-119-2019 | **GDOT SURFACE TRANSPORTATION PROGRAM (STP) RIGHT OF WAY PROTECTIVE BUYING PROGRAM - FY 2019**

0009777

Programmed

Jurisdiction: Regional | **Sponsor:** GDOT | **Service Type:** Other / Miscellaneous | **Analysis:** Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ROW		2019	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$559,200	$139,800	$0,000	$0,000	**$699,000**
				$559,200	**$139,800**	**$0,000**	**$0,000**	**$699,000**

AR-119-2020 | **GDOT SURFACE TRANSPORTATION PROGRAM (STP) RIGHT OF WAY PROTECTIVE BUYING PROGRAM - FY 2020**

0014150

Programmed

Jurisdiction: Regional | **Sponsor:** GDOT | **Service Type:** Other / Miscellaneous | **Analysis:** Exempt from Air Quality Analysis (40 CFR 93)

	Existing	Planned	Length (mi.)	Network Year
	N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ROW		2020	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$559,200	$139,800	$0,000	$0,000	**$699,000**
				$559,200	**$139,800**	**$0,000**	**$0,000**	**$699,000**

AR-119-2021 | **GDOT SURFACE TRANSPORTATION PROGRAM (STP) RIGHT OF WAY PROTECTIVE BUYING PROGRAM - FY 2021**

0015503

Programmed

Jurisdiction: Regional | **Sponsor:** GDOT | **Service Type:** Other / Miscellaneous | **Analysis:** Exempt from Air Quality Analysis (40 CFR 93)

	Existing	Planned	Length (mi.)	Network Year
	N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ROW		2021	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$559,200	$139,800	$0,000	$0,000	**$699,000**
				$559,200	**$139,800**	**$0,000**	**$0,000**	**$699,000**

AR-119-2022 | **GDOT SURFACE TRANSPORTATION PROGRAM (STP) RIGHT OF WAY PROTECTIVE BUYING PROGRAM - FY 2022**

TBD

Programmed

Jurisdiction: Regional | **Sponsor:** GDOT | **Service Type:** Other / Miscellaneous | **Analysis:** Exempt from Air Quality Analysis (40 CFR 93)

	Existing	Planned	Length (mi.)	Network Year
	N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ROW		2022	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$559,200	$139,800	$0,000	$0,000	**$699,000**
				$559,200	**$139,800**	**$0,000**	**$0,000**	**$699,000**

AR-119-2023 | **GDOT SURFACE TRANSPORTATION PROGRAM (STP) RIGHT OF WAY PROTECTIVE BUYING PROGRAM - FY 2023**

TBD

Programmed

Jurisdiction: Regional | **Sponsor:** GDOT | **Service Type:** Other / Miscellaneous | **Analysis:** Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ROW		2023	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$559,200	$139,800	$0,000	$0,000	**$699,000**
				$559,200	**$139,800**	**$0,000**	**$0,000**	**$699,000**

AR-121-2019 | **GDOT NATIONAL HIGHWAY SYSTEM (NHS) INTERCHANGE AND ROADWAY LIGHTING PROGRAM - FY 2019**

0009756

Programmed

Jurisdiction: Regional | **Sponsor:** GDOT | **Service Type:** Roadway / Operations & Safety | **Analysis:** Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2019	National Highway Performance Program (NHPP)	$372,800	$93,200	$0,000	$0,000	**$466,000**
				$372,800	**$93,200**	**$0,000**	**$0,000**	**$466,000**

AR-121-2020 | **GDOT NATIONAL HIGHWAY SYSTEM (NHS) INTERCHANGE AND ROADWAY LIGHTING PROGRAM - FY 2020**

0009757

Programmed

Jurisdiction: Regional | **Sponsor:** GDOT | **Service Type:** Roadway / Operations & Safety | **Analysis:** Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2020	National Highway Performance Program (NHPP)	$372,800	$93,200	$0,000	$0,000	**$466,000**
				$372,800	**$93,200**	**$0,000**	**$0,000**	**$466,000**

AR-121-2021 | **GDOT NATIONAL HIGHWAY SYSTEM (NHS) INTERCHANGE AND ROADWAY LIGHTING PROGRAM - FY 2021**

0015500

Programmed

Jurisdiction: Regional | **Sponsor:** GDOT | **Service Type:** Roadway / Operations & Safety | **Analysis:** Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2021	National Highway Performance Program (NHPP)	$372,800	$93,200	$0,000	$0,000	**$466,000**
				$372,800	**$93,200**	**$0,000**	**$0,000**	**$466,000**

AR-121-2022 | **GDOT NATIONAL HIGHWAY SYSTEM (NHS) INTERCHANGE AND ROADWAY LIGHTING PROGRAM - FY 2022**

TBD

Programmed

Jurisdiction: Regional | **Sponsor:** GDOT | **Service Type:** Roadway / Operations & Safety | **Analysis:** Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2022	National Highway Performance Program (NHPP)	$372,800	$93,200	$0,000	$0,000	**$466,000**
				$372,800	**$93,200**	**$0,000**	**$0,000**	**$466,000**

AR-121-2023 | **GDOT NATIONAL HIGHWAY SYSTEM (NHS) INTERCHANGE AND ROADWAY LIGHTING PROGRAM - FY 2023**

TBD

Programmed

Jurisdiction: Regional | **Sponsor:** GDOT | **Service Type:** Roadway / Operations & Safety | **Analysis:** Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2023	National Highway Performance Program (NHPP)	$372,800	$93,200	$0,000	$0,000	**$466,000**
				$372,800	**$93,200**	**$0,000**	**$0,000**	**$466,000**

AR-122-2019 | **STP RAILROAD/HIGHWAY PROTECTION DEVICE LUMP SUM - FY 2019**

0009781

Programmed

Jurisdiction: Regional
Sponsor: GDOT
Service Type: Roadway / Operations & Safety
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2019	Railway-Highway - Protective Devices	$1,491,200	$372,800	$0,000	$0,000	**$1,864,000**
				$1,491,200	**$372,800**	**$0,000**	**$0,000**	**$1,864,000**

AR-122-2020 | **STP RAILROAD/HIGHWAY PROTECTION DEVICE LUMP SUM - FY 2020**

0014146

Programmed

Jurisdiction: Regional
Sponsor: GDOT
Service Type: Roadway / Operations & Safety
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2020	Railway-Highway - Protective Devices	$1,491,200	$372,800	$0,000	$0,000	**$1,864,000**
				$1,491,200	**$372,800**	**$0,000**	**$0,000**	**$1,864,000**

AR-122-2021 | **STP RAILROAD/HIGHWAY PROTECTION DEVICE LUMP SUM - FY 2021**

0015502

Programmed

Jurisdiction: Regional
Sponsor: GDOT
Service Type: Roadway / Operations & Safety
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2021	Railway-Highway - Protective Devices	$1,491,200	$372,800	$0,000	$0,000	**$1,864,000**
				$1,491,200	**$372,800**	**$0,000**	**$0,000**	**$1,864,000**

AR-122-2022 | **STP RAILROAD/HIGHWAY PROTECTION DEVICE LUMP SUM - FY 2022**

TBD

Programmed

Jurisdiction: Regional
Sponsor: GDOT
Service Type: Roadway / Operations & Safety
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2022	Railway-Highway - Protective Devices	$1,491,200	$372,800	$0,000	$0,000	**$1,864,000**
				$1,491,200	**$372,800**	**$0,000**	**$0,000**	**$1,864,000**

AR-122-2023 | **STP RAILROAD/HIGHWAY PROTECTION DEVICE LUMP SUM - FY 2023**

TBD

Programmed

Jurisdiction: Regional
Sponsor: GDOT
Service Type: Roadway / Operations & Safety
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2023	Railway-Highway - Protective Devices	$1,491,200	$372,800	$0,000	$0,000	**$1,864,000**
				$1,491,200	**$372,800**	**$0,000**	**$0,000**	**$1,864,000**

AR-123-2019 | **GDOT SURFACE TRANSPORTATION PROGRAM (STP) SIGNAL INSTALLATION AND UPGRADE PROGRAM - FY 2019**

0009785

Programmed

Jurisdiction: Regional
Sponsor: GDOT
Service Type: Roadway / Operations & Safety
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2019	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$11,186,400	$2,796,600	$0,000	$0,000	**$13,983,000**
				$11,186,400	**$2,796,600**	**$0,000**	**$0,000**	**$13,983,000**

AR-123-2020 | **GDOT SURFACE TRANSPORTATION PROGRAM (STP) SIGNAL INSTALLATION AND UPGRADE PROGRAM - FY 2020**

0014142

Programmed

Jurisdiction: Regional | **Sponsor:** GDOT | **Service Type:** Roadway / Operations & Safety | **Analysis:** Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2020	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$2,237,600	$559,400	$0,000	$0,000	**$2,797,000**
				$2,237,600	**$559,400**	**$0,000**	**$0,000**	**$2,797,000**

AR-123-2021 | **GDOT SURFACE TRANSPORTATION PROGRAM (STP) SIGNAL INSTALLATION AND UPGRADE PROGRAM - FY 2021**

0015506

Programmed

Jurisdiction: Regional | **Sponsor:** GDOT | **Service Type:** Roadway / Operations & Safety | **Analysis:** Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2021	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$2,237,600	$559,400	$0,000	$0,000	**$2,797,000**
				$2,237,600	**$559,400**	**$0,000**	**$0,000**	**$2,797,000**

AR-123-2022 | **GDOT SURFACE TRANSPORTATION PROGRAM (STP) SIGNAL INSTALLATION AND UPGRADE PROGRAM - FY 2022**

TBD

Programmed

Jurisdiction: Regional | **Sponsor:** GDOT | **Service Type:** Roadway / Operations & Safety | **Analysis:** Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2022	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$2,237,600	$559,400	$0,000	$0,000	**$2,797,000**
				$2,237,600	**$559,400**	**$0,000**	**$0,000**	**$2,797,000**

AR-123-2023

GDOT SURFACE TRANSPORTATION PROGRAM (STP) SIGNAL INSTALLATION AND UPGRADE PROGRAM - FY 2023

TBD

Programmed

Jurisdiction Regional

Sponsor GDOT

Service Type **Roadway / Operations & Safety**

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Analysis Exempt from Air Quality Analysis (40 CFR 93)

Network Year TBD

LCI ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2023	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$2,237,600	$559,400	$0,000	$0,000	**$2,797,000**
				$2,237,600	**$559,400**	**$0,000**	**$0,000**	**$2,797,000**

AR-125-2018

GDOT SURFACE TRANSPORTATION PROGRAM (STP) RESURFACING AND MAINTENANCE PROGRAM - FY 2018

0009760

Programmed

Jurisdiction Regional

Sponsor GDOT

Service Type **Roadway / Maintenance**

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Analysis Exempt from Air Quality Analysis (40 CFR 93)

Network Year TBD

LCI ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2018	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$59,660,800	$14,915,200	$0,000	$0,000	**$74,576,000**
				$59,660,800	**$14,915,200**	**$0,000**	**$0,000**	**$74,576,000**

AR-125-2019

GDOT SURFACE TRANSPORTATION PROGRAM (STP) RESURFACING AND MAINTENANCE PROGRAM - FY 2019

0009761

Programmed

Jurisdiction Regional

Sponsor GDOT

Service Type **Roadway / Maintenance**

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Analysis Exempt from Air Quality Analysis (40 CFR 93)

Network Year TBD

LCI ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2019	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$59,660,800	$14,915,200	$0,000	$0,000	**$74,576,000**
				$59,660,800	**$14,915,200**	**$0,000**	**$0,000**	**$74,576,000**

AR-125-2020

GDOT SURFACE TRANSPORTATION PROGRAM (STP) RESURFACING AND MAINTENANCE PROGRAM - FY 2020

0014141

Programmed

Jurisdiction Regional

Sponsor GDOT

Service Type **Roadway / Maintenance**

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Analysis Exempt from Air Quality Analysis (40 CFR 93)

Network Year TBD

LCI ☐

Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2020	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$50,339,200	$12,584,800	$0,000	$0,000	**$62,924,000**
				$50,339,200	**$12,584,800**	**$0,000**	**$0,000**	**$62,924,000**

AR-125-2021

GDOT SURFACE TRANSPORTATION PROGRAM (STP) RESURFACING AND MAINTENANCE PROGRAM - FY 2021

0015495

Programmed

Jurisdiction Regional

Sponsor GDOT

Service Type **Roadway / Maintenance**

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Analysis Exempt from Air Quality Analysis (40 CFR 93)

Network Year TBD

LCI ☐

Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2021	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$50,339,200	$12,584,800	$0,000	$0,000	**$62,924,000**
				$50,339,200	**$12,584,800**	**$0,000**	**$0,000**	**$62,924,000**

AR-125-2022

GDOT SURFACE TRANSPORTATION PROGRAM (STP) RESURFACING AND MAINTENANCE PROGRAM - FY 2022

TBD

Programmed

Jurisdiction Regional

Sponsor GDOT

Service Type **Roadway / Maintenance**

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Analysis Exempt from Air Quality Analysis (40 CFR 93)

Network Year TBD

LCI ☐

Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2022	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$50,339,200	$12,584,800	$0,000	$0,000	**$62,924,000**
				$50,339,200	**$12,584,800**	**$0,000**	**$0,000**	**$62,924,000**

AR-125-2023

GDOT SURFACE TRANSPORTATION PROGRAM (STP) RESURFACING AND MAINTENANCE PROGRAM - FY 2023

TBD

Programmed

Jurisdiction Regional

Sponsor GDOT

Service Type **Roadway / Maintenance**

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year TBD

Analysis Exempt from Air Quality Analysis (40 CFR 93)

LCI ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2023	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$50,339,200	$12,584,800	$0,000	$0,000	**$62,924,000**
				$50,339,200	**$12,584,800**	**$0,000**	**$0,000**	**$62,924,000**

AR-127-2022

GDOT SURFACE TRANSPORTATION PROGRAM (STP) FORCE ACCOUNT MAINTENANCE PROGRAM - FY 2022

TBD

Programmed

Jurisdiction Regional

Sponsor GDOT

Service Type **Roadway / Maintenance**

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year TBD

Analysis Exempt from Air Quality Analysis (40 CFR 93)

LCI ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2022	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$5,593,600	$1,398,400	$0,000	$0,000	**$6,992,000**
				$5,593,600	**$1,398,400**	**$0,000**	**$0,000**	**$6,992,000**

AR-127-2023

GDOT SURFACE TRANSPORTATION PROGRAM (STP) FORCE ACCOUNT MAINTENANCE PROGRAM - FY 2023

TBD

Programmed

Jurisdiction Regional

Sponsor GDOT

Service Type **Roadway / Maintenance**

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year TBD

Analysis Exempt from Air Quality Analysis (40 CFR 93)

LCI ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2023	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$5,593,600	$1,398,400	$0,000	$0,000	**$6,992,000**
				$5,593,600	**$1,398,400**	**$0,000**	**$0,000**	**$6,992,000**

AR-129-2019 | **GDOT LOW IMPACT BRIDGE PROGRAM - FY 2019**

0013189

Programmed

Jurisdiction: Regional | **Sponsor:** GDOT | **Service Type:** Roadway / Bridge Upgrade | **Analysis:** Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2019	Surface Transportation Block Grant (STBG) Program Off-System Bridge	$9,695,200	$2,423,800	$0,000	$0,000	**$12,119,000**
				$9,695,200	**$2,423,800**	**$0,000**	**$0,000**	**$12,119,000**

AR-129-2020 | **GDOT LOW IMPACT BRIDGE PROGRAM - FY 2020**

0014149

Programmed

Jurisdiction: Regional | **Sponsor:** GDOT | **Service Type:** Roadway / Bridge Upgrade | **Analysis:** Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2020	Surface Transportation Block Grant (STBG) Program Off-System Bridge	$9,695,200	$2,423,800	$0,000	$0,000	**$12,119,000**
				$9,695,200	**$2,423,800**	**$0,000**	**$0,000**	**$12,119,000**

AR-129-2021 | **GDOT LOW IMPACT BRIDGE PROGRAM - FY 2021**

0015508

Programmed

Jurisdiction: Regional | **Sponsor:** GDOT | **Service Type:** Roadway / Bridge Upgrade | **Analysis:** Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2021	Surface Transportation Block Grant (STBG) Program Off-System Bridge	$9,695,200	$2,423,800	$0,000	$0,000	**$12,119,000**
				$9,695,200	**$2,423,800**	**$0,000**	**$0,000**	**$12,119,000**

AR-129-2022 | **GDOT LOW IMPACT BRIDGE PROGRAM - FY 2022**

TBD

Programmed

Jurisdiction: Regional | **Sponsor:** GDOT

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

Service Type: Roadway / Bridge Upgrade

Analysis: Exempt from Air Quality Analysis (40 CFR 93)

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2022	Surface Transportation Block Grant (STBG) Program Off-System Bridge	$9,695,200	$2,423,800	$0,000	$0,000	**$12,119,000**
				$9,695,200	**$2,423,800**	**$0,000**	**$0,000**	**$12,119,000**

AR-129-2023 | **GDOT LOW IMPACT BRIDGE PROGRAM - FY 2023**

TBD

Programmed

Jurisdiction: Regional | **Sponsor:** GDOT

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

Service Type: Roadway / Bridge Upgrade

Analysis: Exempt from Air Quality Analysis (40 CFR 93)

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2023	Surface Transportation Block Grant (STBG) Program Off-System Bridge	$9,695,200	$2,423,800	$0,000	$0,000	**$12,119,000**
				$9,695,200	**$2,423,800**	**$0,000**	**$0,000**	**$12,119,000**

AR-135-2018 | **STP TRANSPORTATION ENHANCEMENT ACTIVITIES PROGRAM - FY 2018**

0009740

Programmed

Jurisdiction: Regional | **Sponsor:** GDOT

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

Service Type: Last Mile Connectivity / Joint Bike-Ped Facilities

Analysis: Exempt from Air Quality Analysis (40 CFR 93)

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST	AUTH	2018	STP - Enhancements	~~$15,200,000~~	~~$3,800,000~~	~~$0,000~~	~~$0,000~~	**$19,000,000**
				$15,200,000	**$3,800,000**	**$0,000**	**$0,000**	**$19,000,000**

AR-135-2019 | **STP TRANSPORTATION ENHANCEMENT ACTIVITIES PROGRAM - FY 2019**

0009741

Programmed

Jurisdiction: Regional | Sponsor: GDOT | Service Type: **Last Mile Connectivity / Joint Bike-Ped Facilities** | Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2019	STP - Enhancements	$7,084,800	$1,771,200	$0,000	$0,000	**$8,856,000**
				$7,084,800	**$1,771,200**	**$0,000**	**$0,000**	**$8,856,000**

AR-135-2020 | **STP TRANSPORTATION ENHANCEMENT ACTIVITIES PROGRAM - FY 2020**

0014151

Programmed

Jurisdiction: Regional | Sponsor: GDOT | Service Type: **Last Mile Connectivity / Joint Bike-Ped Facilities** | Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2020	STP - Enhancements	$7,084,800	$1,771,200	$0,000	$0,000	**$8,856,000**
				$7,084,800	**$1,771,200**	**$0,000**	**$0,000**	**$8,856,000**

AR-135-2021 | **STP TRANSPORTATION ENHANCEMENT ACTIVITIES PROGRAM - FY 2021**

0015494

Programmed

Jurisdiction: Regional | Sponsor: GDOT | Service Type: **Last Mile Connectivity / Joint Bike-Ped Facilities** | Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2021	STP - Enhancements	$7,084,800	$1,771,200	$0,000	$0,000	**$8,856,000**
				$7,084,800	**$1,771,200**	**$0,000**	**$0,000**	**$8,856,000**

AR-135-2022 | **STP TRANSPORTATION ENHANCEMENT ACTIVITIES PROGRAM - FY 2022**

TBD

Programmed

Jurisdiction: Regional
Sponsor: GDOT
Service Type: Last Mile Connectivity / Joint Bike-Ped Facilities
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2022	STP - Enhancements	$7,084,800	$1,771,200	$0,000	$0,000	**$8,856,000**
				$7,084,800	**$1,771,200**	**$0,000**	**$0,000**	**$8,856,000**

AR-135-2023 | **STP TRANSPORTATION ENHANCEMENT ACTIVITIES PROGRAM - FY 2023**

TBD

Programmed

Jurisdiction: Regional
Sponsor: GDOT
Service Type: Last Mile Connectivity / Joint Bike-Ped Facilities
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2023	STP - Enhancements	$7,084,800	$1,771,200	$0,000	$0,000	**$8,856,000**
				$7,084,800	**$1,771,200**	**$0,000**	**$0,000**	**$8,856,000**

AR-136-2018 | **RECREATIONAL TRAILS PROGRAM - FY 2018**

0009795

Programmed

Jurisdiction: Regional
Sponsor: Dept. of Natural Resources
Service Type: Last Mile Connectivity / Sidepaths and Trails
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST	AUTH	2018	Recreational Trails Program	~~$1,000,000~~	~~$250,000~~	~~$0,000~~	~~$0,000~~	**$1,250,000**
				$1,000,000	**$250,000**	**$0,000**	**$0,000**	**$1,250,000**

AR-136-2019 | **RECREATIONAL TRAILS PROGRAM - FY 2019**

0009796

Programmed

Jurisdiction: Regional
Sponsor: Dept. of Natural Resources
Service Type: Last Mile Connectivity / Sidepaths and Trails
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2019	Recreational Trails Program	$466,400	$116,600	$0,000	$0,000	**$583,000**
				$466,400	**$116,600**	**$0,000**	**$0,000**	**$583,000**

AR-136-2020 | **RECREATIONAL TRAILS PROGRAM - FY 2020**

0009797

Programmed

Jurisdiction: Regional
Sponsor: Dept. of Natural Resources
Service Type: Last Mile Connectivity / Sidepaths and Trails
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2020	Recreational Trails Program	$466,400	$116,600	$0,000	$0,000	**$583,000**
				$466,400	**$116,600**	**$0,000**	**$0,000**	**$583,000**

AR-136-2021 | **RECREATIONAL TRAILS PROGRAM - FY 2021**

0015509

Programmed

Jurisdiction: Regional
Sponsor: Dept. of Natural Resources
Service Type: Last Mile Connectivity / Sidepaths and Trails
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2021	Recreational Trails Program	$466,400	$116,600	$0,000	$0,000	**$583,000**
				$466,400	**$116,600**	**$0,000**	**$0,000**	**$583,000**

AR-136-2022 | **RECREATIONAL TRAILS PROGRAM - FY 2022**

TBD

Programmed

Jurisdiction: Regional
Sponsor: Dept. of Natural Resources
Service Type: Last Mile Connectivity / Sidepaths and Trails
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year: TBD
LCI: ☐
Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2022	Recreational Trails Program	$466,400	$116,600	$0,000	$0,000	**$583,000**
				$466,400	**$116,600**	**$0,000**	**$0,000**	**$583,000**

AR-136-2023 | **RECREATIONAL TRAILS PROGRAM - FY 2023**

TBD

Programmed

Jurisdiction: Regional
Sponsor: Dept. of Natural Resources
Service Type: Last Mile Connectivity / Sidepaths and Trails
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year: TBD
LCI: ☐
Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2023	Recreational Trails Program	$466,400	$116,600	$0,000	$0,000	**$583,000**
				$466,400	**$116,600**	**$0,000**	**$0,000**	**$583,000**

AR-137-2019 | **TOWING AND RECOVERY INCENTIVE PROGRAM - FY 2019**

0013191

Programmed

Jurisdiction: Regional
Sponsor: GDOT
Service Type: Roadway / Operations & Safety
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year: TBD
LCI: ☐
Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST	AUTH	2019	Congestion Mitigation & Air Quality Improvement (CMAQ)	~~$400,000~~	~~$100,000~~	~~$0,000~~	~~$0,000~~	**$500,000**
				$400,000	**$100,000**	**$0,000**	**$0,000**	**$500,000**

AR-137-2020 | **TOWING AND RECOVERY INCENTIVE PROGRAM - FY 2020**

0010502

Programmed

Jurisdiction: Regional
Sponsor: GDOT
Service Type: Roadway / Operations & Safety
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year: TBD
LCI: ☐
Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2020	Congestion Mitigation & Air Quality Improvement (CMAQ)	$468,664	$117,166	$0,000	$0,000	**$585,830**
				$468,664	**$117,166**	**$0,000**	**$0,000**	**$585,830**

AR-137-2021 | **TOWING AND RECOVERY INCENTIVE PROGRAM - FY 2021**

TBD

Programmed

Jurisdiction: Regional
Sponsor: GDOT
Service Type: Roadway / Operations & Safety
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year: TBD
LCI: ☐
Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2021	Congestion Mitigation & Air Quality Improvement (CMAQ)	$400,000	$100,000	$0,000	$0,000	**$500,000**
				$400,000	**$100,000**	**$0,000**	**$0,000**	**$500,000**

AR-137-2022 | **TOWING AND RECOVERY INCENTIVE PROGRAM - FY 2022**

TBD

Programmed

Jurisdiction: Regional
Sponsor: GDOT
Service Type: Roadway / Operations & Safety
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year: TBD
LCI: ☐
Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2022	Congestion Mitigation & Air Quality Improvement (CMAQ)	$400,000	$100,000	$0,000	$0,000	**$500,000**
				$400,000	**$100,000**	**$0,000**	**$0,000**	**$500,000**

AR-137-2023 | **TOWING AND RECOVERY INCENTIVE PROGRAM - FY 2023**

TBD

Programmed

Jurisdiction: Regional | **Sponsor:** GDOT | **Service Type:** Roadway / Operations & Safety | **Analysis:** Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year: TBD | **LCI:** ☐ | **Flex:** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2023	Congestion Mitigation & Air Quality Improvement (CMAQ)	$400,000	$100,000	$0,000	$0,000	**$500,000**
				$400,000	**$100,000**	**$0,000**	**$0,000**	**$500,000**

AR-138-2019 | **OVERSIGHT SERVICES FOR STP URBAN, CMAQ AND TAP FUNDED PROJECTS - FY 2019**

0013193

Programmed

Jurisdiction: Regional | **Sponsor:** GDOT | **Service Type:** Other / Miscellaneous | **Analysis:** Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year: TBD | **LCI:** ☐ | **Flex:** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE		2019	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$1,000,000	$250,000	$0,000	$0,000	**$1,250,000**
				$1,000,000	**$250,000**	**$0,000**	**$0,000**	**$1,250,000**

AR-138-2020 | **OVERSIGHT SERVICES FOR STP URBAN, CMAQ AND TAP FUNDED PROJECTS - FY 2020**

0014989

Programmed

Jurisdiction: Regional | **Sponsor:** GDOT | **Service Type:** Other / Miscellaneous | **Analysis:** Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year: TBD | **LCI:** ☐ | **Flex:** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE		2020	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$1,000,000	$250,000	$0,000	$0,000	**$1,250,000**
				$1,000,000	**$250,000**	**$0,000**	**$0,000**	**$1,250,000**

AR-138-2021 | **OVERSIGHT SERVICES FOR STP URBAN, CMAQ AND TAP FUNDED PROJECTS - FY 2021**

0014990

Programmed

Jurisdiction: Regional
Sponsor: GDOT
Service Type: Other / Miscellaneous
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year: TBD
LCI: ☐
Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE		2021	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$1,000,000	$250,000	$0,000	$0,000	**$1,250,000**
				$1,000,000	**$250,000**	**$0,000**	**$0,000**	**$1,250,000**

AR-138-2022 | **OVERSIGHT SERVICES FOR STP URBAN, CMAQ AND TAP FUNDED PROJECTS - FY 2022**

0015837

Programmed

Jurisdiction: Regional
Sponsor: GDOT
Service Type: Other / Miscellaneous
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year: TBD
LCI: ☐
Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE		2022	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$1,000,000	$250,000	$0,000	$0,000	**$1,250,000**
				$1,000,000	**$250,000**	**$0,000**	**$0,000**	**$1,250,000**

AR-138-2023 | **OVERSIGHT SERVICES FOR STP URBAN, CMAQ AND TAP FUNDED PROJECTS - FY 2023**

0015838

Programmed

Jurisdiction: Regional
Sponsor: GDOT
Service Type: Other / Miscellaneous
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year: TBD
LCI: ☐
Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE		2023	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$1,000,000	$250,000	$0,000	$0,000	**$1,250,000**
				$1,000,000	**$250,000**	**$0,000**	**$0,000**	**$1,250,000**

AR-138-LR1 | **OVERSIGHT SERVICES FOR STP URBAN, CMAQ AND TAP FUNDED PROJECTS - FY 2024-2030**

N/A

Long Range

Jurisdiction: Regional | **Sponsor:** GDOT | **Service Type:** Other / Miscellaneous | **Analysis:** Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE		LR 2024-2030	General Federal Aid 2024-2040	$4,500,000	$1,125,000	$0,000	$0,000	**$5,625,000**
				$4,500,000	**$1,125,000**	**$0,000**	**$0,000**	**$5,625,000**

AR-138-LR2 | **OVERSIGHT SERVICES FOR STP URBAN, CMAQ AND TAP FUNDED PROJECTS - FY 2031-2040**

N/A

Long Range

Jurisdiction: Regional | **Sponsor:** GDOT | **Service Type:** Other / Miscellaneous | **Analysis:** Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE		LR 2031-2040	General Federal Aid 2024-2040	$5,000,000	$1,250,000	$0,000	$0,000	**$6,250,000**
				$5,000,000	**$1,250,000**	**$0,000**	**$0,000**	**$6,250,000**

AR-139-2019 | **GDOT SURFACE TRANSPORTATION PROGRAM (NHS) SIGNAL INSTALLATION AND UPGRADE PROGRAM - FY 2019**

0015234

Programmed

Jurisdiction: Regional | **Sponsor:** GDOT | **Service Type:** Roadway / Operations & Safety | **Analysis:** Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2019	National Highway Performance Program (NHPP)	$1,864,800	$466,200	$0,000	$0,000	**$2,331,000**
				$1,864,800	**$466,200**	**$0,000**	**$0,000**	**$2,331,000**

AR-139-2020 | **GDOT SURFACE TRANSPORTATION PROGRAM (NHS) SIGNAL INSTALLATION AND UPGRADE PROGRAM - FY 2020**

0015235

Programmed

Jurisdiction: Regional | **Sponsor:** GDOT | **Service Type:** Roadway / Operations & Safety | **Analysis:** Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2020	National Highway Performance Program (NHPP)	$8,948,800	$2,237,200	$0,000	$0,000	**$11,186,000**
				$8,948,800	**$2,237,200**	**$0,000**	**$0,000**	**$11,186,000**

AR-139-2021 | **GDOT SURFACE TRANSPORTATION PROGRAM (NHS) SIGNAL INSTALLATION AND UPGRADE PROGRAM - FY 2021**

0015507

Programmed

Jurisdiction: Regional | **Sponsor:** GDOT | **Service Type:** Roadway / Operations & Safety | **Analysis:** Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2021	National Highway Performance Program (NHPP)	$8,948,800	$2,237,200	$0,000	$0,000	**$11,186,000**
				$8,948,800	**$2,237,200**	**$0,000**	**$0,000**	**$11,186,000**

AR-190-2017 | **GRTA XPRESS BUS SYSTEM OPERATING ASSISTANCE - FY 2017**

TBD

Programmed

Jurisdiction: Regional | **Sponsor:** GRTA | **Service Type:** Transit / Operations & Maintenance | **Analysis:** Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST	AUTH	2017	State of Georgia	~~$0,000~~	~~$12,000,000~~	~~$0,000~~	~~$0,000~~	**$12,000,000**
				$0,000	**$12,000,000**	**$0,000**	**$0,000**	**$12,000,000**

AR-190-2018 | **GRTA XPRESS BUS SYSTEM OPERATING ASSISTANCE - FY 2018**

TBD

Programmed

Jurisdiction: Regional
Sponsor: GRTA
Service Type: Transit / Operations & Maintenance
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year: TBD
LCI: ☐
Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST	AUTH	2018	State of Georgia	~~$0,000~~	~~$12,000,000~~	~~$0,000~~	~~$0,000~~	**$12,000,000**
				$0,000	**$12,000,000**	**$0,000**	**$0,000**	**$12,000,000**

AR-190-2019 | **GRTA XPRESS BUS SYSTEM OPERATING ASSISTANCE - FY 2019**

TBD

Programmed

Jurisdiction: Regional
Sponsor: GRTA
Service Type: Transit / Operations & Maintenance
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year: TBD
LCI: ☐
Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2019	State of Georgia	$0,000	$12,000,000	$0,000	$0,000	**$12,000,000**
				$0,000	**$12,000,000**	**$0,000**	**$0,000**	**$12,000,000**

AR-190-2020 | **GRTA XPRESS BUS SYSTEM OPERATING ASSISTANCE - FY 2020**

TBD

Programmed

Jurisdiction: Regional
Sponsor: GRTA
Service Type: Transit / Operations & Maintenance
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year: TBD
LCI: ☐
Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2020	State of Georgia	$0,000	$12,000,000	$0,000	$0,000	**$12,000,000**
				$0,000	**$12,000,000**	**$0,000**	**$0,000**	**$12,000,000**

AR-190-2021 | **GRTA XPRESS BUS SYSTEM OPERATING ASSISTANCE - FY 2021**

TBD

Programmed

Jurisdiction: Regional
Sponsor: GRTA
Service Type: Transit / Operations & Maintenance
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2021	State of Georgia	$0,000	$12,000,000	$0,000	$0,000	**$12,000,000**
				$0,000	**$12,000,000**	**$0,000**	**$0,000**	**$12,000,000**

AR-190-2022 | **GRTA XPRESS BUS SYSTEM OPERATING ASSISTANCE - FY 2022**

TBD

Programmed

Jurisdiction: Regional
Sponsor: GRTA
Service Type: Transit / Operations & Maintenance
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2022	State of Georgia	$0,000	$12,000,000	$0,000	$0,000	**$12,000,000**
				$0,000	**$12,000,000**	**$0,000**	**$0,000**	**$12,000,000**

AR-190-2023 | **GRTA XPRESS BUS SYSTEM OPERATING ASSISTANCE - FY 2023**

TBD

Programmed

Jurisdiction: Regional
Sponsor: GRTA
Service Type: Transit / Operations & Maintenance
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2023	State of Georgia	$0,000	$12,000,000	$0,000	$0,000	**$12,000,000**
				$0,000	**$12,000,000**	**$0,000**	**$0,000**	**$12,000,000**

AR-190-LR1 | **GRTA XPRESS BUS SYSTEM OPERATING ASSISTANCE - FY 2024-2030**

N/A

Long Range

Jurisdiction: Regional
Sponsor: GRTA
Service Type: **Transit / Operations & Maintenance**
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		LR 2024-2030	State of Georgia	$0,000	$108,000,000	$0,000	$0,000	**$108,000,000**
				$0,000	**$108,000,000**	**$0,000**	**$0,000**	**$108,000,000**

AR-190-LR2 | **GRTA XPRESS BUS SYSTEM OPERATING ASSISTANCE - FY 2031-2040**

N/A

Long Range

Jurisdiction: Regional
Sponsor: GRTA
Service Type: **Transit / Operations & Maintenance**
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		LR 2031-2040	State of Georgia	$0,000	$120,000,000	$0,000	$0,000	**$120,000,000**
				$0,000	**$120,000,000**	**$0,000**	**$0,000**	**$120,000,000**

AR-200-LR1 | **ROADWAY PAVEMENT PRESERVATION PROGRAM (INTERSTATES) - FY 2024-2030**

N/A

Long Range

Jurisdiction: Regional
Sponsor: GDOT
Service Type: **Roadway / Maintenance**
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		LR 2024-2030	General Federal Aid 2024-2040	$900,000,000	$225,000,000	$0,000	$0,000	**$1,125,000,000**
				$900,000,000	**$225,000,000**	**$0,000**	**$0,000**	**$1,125,000,000**

AR-200-LR2

ROADWAY PAVEMENT PRESERVATION PROGRAM (INTERSTATES) - FY 2031-2040

N/A

Long Range

Jurisdiction Regional

Sponsor GDOT

Service Type **Roadway / Maintenance**

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Analysis Exempt from Air Quality Analysis (40 CFR 93)

Network Year TBD

LCI ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		LR 2031-2040	General Federal Aid 2024-2040	$1,000,000,000	$250,000,000	$0,000	$0,000	**$1,250,000,000**
				$1,000,000,000	**$250,000,000**	**$0,000**	**$0,000**	**$1,250,000,000**

AR-210-LR1

ROADWAY PAVEMENT PRESERVATION PROGRAM (STATE SYSTEM) - FY 2024-2030

N/A

Long Range

Jurisdiction Regional

Sponsor GDOT

Service Type **Roadway / Maintenance**

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Analysis Exempt from Air Quality Analysis (40 CFR 93)

Network Year TBD

LCI ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		LR 2024-2030	General Federal Aid 2024-2040	$487,500,000	$325,000,000	$0,000	$0,000	**$812,500,000**
				$487,500,000	**$325,000,000**	**$0,000**	**$0,000**	**$812,500,000**

AR-210-LR2

ROADWAY PAVEMENT PRESERVATION PROGRAM (STATE SYSTEM) - FY 2031-2040

N/A

Long Range

Jurisdiction Regional

Sponsor GDOT

Service Type **Roadway / Maintenance**

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Analysis Exempt from Air Quality Analysis (40 CFR 93)

Network Year TBD

LCI ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		LR 2031-2040	General Federal Aid 2024-2040	$525,000,000	$350,000,000	$0,000	$0,000	**$875,000,000**
				$525,000,000	**$350,000,000**	**$0,000**	**$0,000**	**$875,000,000**

AR-220-LR1 | **ROADWAY PAVEMENT PRESERVATION PROGRAM (LOCAL RSTS FACILITIES) - FY 2024-2030**

N/A

Long Range

Jurisdiction: Regional
Sponsor: GDOT
Service Type: Roadway / Maintenance
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year: TBD
LCI: ☐
Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		LR 2024-2030	General Federal Aid 2024-2040	$96,000,000	$0,000	$144,000,000	$0,000	**$240,000,000**
				$96,000,000	**$0,000**	**$144,000,000**	**$0,000**	**$240,000,000**

AR-220-LR2 | **ROADWAY PAVEMENT PRESERVATION PROGRAM (LOCAL RSTS FACILITIES) - FY 2031-2040**

N/A

Long Range

Jurisdiction: Regional
Sponsor: GDOT
Service Type: Roadway / Maintenance
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year: TBD
LCI: ☐
Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		LR 2031-2040	General Federal Aid 2024-2040	$150,000,000	$0,000	$150,000,000	$0,000	**$300,000,000**
				$150,000,000	**$0,000**	**$150,000,000**	**$0,000**	**$300,000,000**

AR-230-LR1 | **BRIDGE PRESERVATION PROGRAM (INTERSTATE) - FY 2024-2030**

N/A

Long Range

Jurisdiction: Regional
Sponsor: GDOT
Service Type: Roadway / Bridge Upgrade
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year: TBD
LCI: ☐
Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		LR 2024-2030	General Federal Aid 2024-2040	$400,000,000	$100,000,000	$0,000	$0,000	**$500,000,000**
				$400,000,000	**$100,000,000**	**$0,000**	**$0,000**	**$500,000,000**

AR-230-LR2 | **BRIDGE PRESERVATION PROGRAM (INTERSTATE) - FY 2031-2040**

N/A

Long Range

Jurisdiction: Regional
Sponsor: GDOT
Service Type: Roadway / Bridge Upgrade
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year: TBD
LCI: ☐
Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		LR 2031-2040	General Federal Aid 2024-2040	$1,025,920,000	$256,480,000	$0,000	$0,000	**$1,282,400,000**
				$1,025,920,000	**$256,480,000**	**$0,000**	**$0,000**	**$1,282,400,000**

AR-240-LR1 | **BRIDGE PRESERVATION PROGRAM (STATE SYSTEM) - FY 2024-2030**

N/A

Long Range

Jurisdiction: Regional
Sponsor: GDOT
Service Type: Roadway / Bridge Upgrade
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year: TBD
LCI: ☐
Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		LR 2024-2030	General Federal Aid 2024-2040	$300,000,000	$200,000,000	$0,000	$0,000	**$500,000,000**
				$300,000,000	**$200,000,000**	**$0,000**	**$0,000**	**$500,000,000**

AR-240-LR2 | **BRIDGE PRESERVATION PROGRAM (STATE SYSTEM) - FY 2031-2040**

N/A

Long Range

Jurisdiction: Regional
Sponsor: GDOT
Service Type: Roadway / Bridge Upgrade
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year: TBD
LCI: ☐
Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		LR 2031-2040	General Federal Aid 2024-2040	$582,000,000	$388,000,000	$0,000	$0,000	**$970,000,000**
				$582,000,000	**$388,000,000**	**$0,000**	**$0,000**	**$970,000,000**

AR-250-LR1 | **BRIDGE PRESERVATION PROGRAM (LOCAL RSTS FACILITIES) - FY 2024-2030**

N/A

Long Range

Jurisdiction: Regional
Sponsor: GDOT
Service Type: Roadway / Bridge Upgrade
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year: TBD
LCI: ☐
Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		LR 2024-2030	General Federal Aid 2024-2040	$32,000,000	$0,000	$48,000,000	$0,000	**$80,000,000**
				$32,000,000	**$0,000**	**$48,000,000**	**$0,000**	**$80,000,000**

AR-250-LR2 | **BRIDGE PRESERVATION PROGRAM (LOCAL RSTS FACILITIES) - FY 2031-2040**

N/A

Long Range

Jurisdiction: Regional
Sponsor: GDOT
Service Type: Roadway / Bridge Upgrade
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year: TBD
LCI: ☐
Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		LR 2031-2040	General Federal Aid 2024-2040	$46,856,250	$0,000	$46,856,250	$0,000	**$93,712,500**
				$46,856,250	**$0,000**	**$46,856,250**	**$0,000**	**$93,712,500**

AR-295-LR1 | **OTHER GDOT MAINTENANCE AND OPERATIONS PROGRAMS - FY 2024-2030**

N/A

Long Range

Jurisdiction: Regional
Sponsor: GDOT
Service Type: Roadway / Operations & Safety
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year: TBD
LCI: ☐
Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		LR 2024-2030	General Federal Aid 2024-2040	$900,000,000	$225,000,000	$13,750,000	$0,000	**$1,138,750,000**
				$900,000,000	**$225,000,000**	**$13,750,000**	**$0,000**	**$1,138,750,000**

AR-295-LR2 | **OTHER GDOT MAINTENANCE AND OPERATIONS PROGRAMS - FY 2031-2040**

N/A

Long Range

Jurisdiction: Regional | **Sponsor:** GDOT | **Service Type:** Roadway / Operations & Safety | **Analysis:** Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		LR 2031-2040	General Federal Aid 2024-2040	$1,000,000,000	$250,000,000	$12,500,000	$0,000	**$1,262,500,000**
				$1,000,000,000	**$250,000,000**	**$12,500,000**	**$0,000**	**$1,262,500,000**

AR-300 | **SR 140 OPERATIONAL AND SAFETY IMPROVEMENTS IN CHEROKEE COUNTY AND NORTHERN FULTON COUNTY**

TBD

FROM I-575 TO SR 9 (ALPHARETTA HIGHWAY)

Long Range

Jurisdiction: Multi-County | **Sponsor:** GDOT | **Service Type:** Roadway / Operations & Safety | **Analysis:** Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
2	2	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ALL		LR 2024-2030	General Federal Aid 2024-2040	$16,000,000	$4,000,000	$0,000	$0,000	**$20,000,000**
				$16,000,000	**$4,000,000**	**$0,000**	**$0,000**	**$20,000,000**

AR-301 | **US 78 OPERATIONAL AND SAFETY IMPROVEMENTS IN DOUGLAS COUNTY**

TBD

FROM SR 6 (THORNTON ROAD) TO SR 92

Long Range

Jurisdiction: Multi-County | **Sponsor:** GDOT | **Service Type:** Roadway / Operations & Safety | **Analysis:** Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
2	2	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ALL		LR 2031-2040	General Federal Aid 2024-2040	$16,000,000	$4,000,000	$0,000	$0,000	**$20,000,000**
				$16,000,000	**$4,000,000**	**$0,000**	**$0,000**	**$20,000,000**

AR-302	**SR 85 OPERATIONAL AND SAFETY IMPROVEMENTS**	**Jurisdiction** Multi-County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**	
TBD	FROM SR 92 IN FAYETTE COUNTY TO SR 16 IN COWETA COUNTY	**Sponsor** GDOT	**2**	**2**	**N/A**	**TBD**	
Long Range		**Service Type** **Roadway / Operations & Safety**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐	

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ALL		LR 2024-2030	General Federal Aid 2024-2040	$12,000,000	$3,000,000	$0,000	$0,000	**$15,000,000**
				$12,000,000	**$3,000,000**	**$0,000**	**$0,000**	**$15,000,000**

AR-318

I-75 COMMERCIAL VEHICLE LANES (NORTHBOUND DIRECTION ONLY)

0014203

FROM I-475 TO SR 155

Programmed

Jurisdiction Henry County,Spalding County

Sponsor GDOT

Existing	Planned	Length (mi.)	Network Year
0	2	38.6	2030

Service Type
Roadway / Managed Lanes

Analysis
In the Region's Air Quality Conformity Analysis

LCI ☐
Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2017	Transportation Funding Act (HB 170)	~~$0,000~~	~~$977,865~~	~~$0,000~~	~~$0,000~~	**$977,865**
PE	AUTH	2018	National Highway System	~~$70,002~~	~~$17,501~~	~~$0,000~~	~~$0,000~~	**$87,503**
PE	AUTH	2018	Repurposed Earmark	~~$844,999~~	~~$211,250~~	~~$0,000~~	~~$0,000~~	**$1,056,249**
PE	AUTH	2018	National Highway Performance Program (NHPP)	~~$739,200~~	~~$184,800~~	~~$0,000~~	~~$0,000~~	**$924,000**
PE	AUTH	2019	Repurposed Earmark (RPF9)	~~$113,967~~	~~$28,492~~	~~$0,000~~	~~$0,000~~	**$142,459**
PE	AUTH	2019	National Highway Performance Program (NHPP)	~~$1,030,033~~	~~$257,508~~	~~$0,000~~	~~$0,000~~	**$1,287,541**
PE		2020	National Highway Performance Program (NHPP)	$1,232,000	$308,000	$0,000	$0,000	**$1,540,000**
PE		2021	National Highway Performance Program (NHPP)	$880,000	$220,000	$0,000	$0,000	**$1,100,000**
PE		2022	National Highway Performance Program (NHPP)	$528,000	$132,000	$0,000	$0,000	**$660,000**
PE		2023	National Highway Performance Program (NHPP)	$176,000	$44,000	$0,000	$0,000	**$220,000**
ROW		2020	National Highway Performance Program (NHPP)	$2,006,400	$501,600	$0,000	$0,000	**$2,508,000**
ROW		2023	National Highway Performance Program (NHPP)	$3,995,200	$998,800	$0,000	$0,000	**$4,994,000**
ROW		LR 2024-2030	General Federal Aid 2024-2040	$3,995,200	$998,800	$0,000	$0,000	**$4,994,000**
CST		LR 2024-2030	General Federal Aid 2024-2040	$49,139,200	$12,284,800	$0,000	$0,000	**$61,424,000**
CST		LR 2024-2030	Transportation Funding Act (HB 170)	$0,000	$4,092,000	$0,000	$0,000	**$4,092,000**
CST		LR 2031-2040	General Federal Aid 2024-2040	$203,280,000	$50,820,000	$0,000	$0,000	**$254,100,000**
CST		LR 2031-2040	Transportation Funding Act (HB 170)	$0,000	$40,920,000	$0,000	$0,000	**$40,920,000**
CST		LR 2041+	General Federal Aid 2041+	$585,200,000	$146,300,000	$0,000	$0,000	**$731,500,000**
CST		LR 2041+	Transportation Funding Act (HB 170)	$0,000	$98,208,000	$0,000	$0,000	**$98,208,000**
				$853,230,201	**$357,505,416**	**$0,000**	**$0,000**	**$1,210,735,617**

AR-319 | **I-20 MOVABLE BARRIER ZIPPER LANE**

0015244 | FROM COLUMBIA DRIVE TO PANOLA ROAD

Programmed

Jurisdiction: DeKalb County
Sponsor: GDOT
Service Type: **Roadway / Managed Lanes**
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)
6	6	4.9

Network Year: **2020**
LCI: ☐
Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2017	Transportation Funding Act (HB 170)	~~$0,000~~	~~$1,000,000~~	~~$0,000~~	~~$0,000~~	**$1,000,000**
PE	AUTH	2018	National Highway Performance Program (NHPP)	~~$1,800,000~~	~~$200,000~~	~~$0,000~~	~~$0,000~~	**$2,000,000**
CST		2020	National Highway Performance Program (NHPP)	$16,578,000	$1,842,000	$0,000	$0,000	**$18,420,000**
				$18,378,000	**$3,042,000**	**$0,000**	**$0,000**	**$21,420,000**

AR-321 | **ENVIRONMENTAL JUSTICE POST SURVEY FOR I-85 HOT EXTENSION**

0015771

Programmed

Jurisdiction: Regional
Sponsor: GDOT
Service Type: **Other / Planning**
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year: **TBD**
LCI: ☐
Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2019	National Highway Performance Program (NHPP)	~~$960,000~~	~~$240,000~~	~~$0,000~~	~~$0,000~~	**$1,200,000**
				$960,000	**$240,000**	**$0,000**	**$0,000**	**$1,200,000**

AR-322 | **ENVIRONMENTAL JUSTICE POST SURVEY FOR NORTHWEST CORRIDOR**

0015772

Programmed

Jurisdiction: Regional
Sponsor: GDOT
Service Type: **Other / Planning**
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year: **TBD**
LCI: ☐
Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2019	National Highway Performance Program (NHPP)	~~$960,000~~	~~$240,000~~	~~$0,000~~	~~$0,000~~	**$1,200,000**
				$960,000	**$240,000**	**$0,000**	**$0,000**	**$1,200,000**

AR-323-2020 | **I-20 MOVABLE BARRIERS - OPERATION & MAINTENANCE - FY 2020**

0015253 | FROM FROM COLUMBIA DRIVE TO PANOLA ROAD

Programmed

Jurisdiction DeKalb County | **Sponsor** GDOT | **Service Type** Roadway / Operations & Safety | **Analysis** Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	4.9	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE		2020	National Highway Performance Program (NHPP)	$2,000,000	$500,000	$0,000	$0,000	**$2,500,000**
				$2,000,000	**$500,000**	**$0,000**	**$0,000**	**$2,500,000**

AR-323-2021 | **I-20 MOVABLE BARRIERS - OPERATION & MAINTENANCE - FY 2021**

0015254 | FROM FROM COLUMBIA DRIVE TO PANOLA ROAD

Programmed

Jurisdiction DeKalb County | **Sponsor** GDOT | **Service Type** Roadway / Operations & Safety | **Analysis** Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	4.9	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE		2021	National Highway Performance Program (NHPP)	$2,000,000	$500,000	$0,000	$0,000	**$2,500,000**
				$2,000,000	**$500,000**	**$0,000**	**$0,000**	**$2,500,000**

AR-323-2022 | **I-20 MOVABLE BARRIERS - OPERATION & MAINTENANCE - FY 2022**

0015255 | FROM FROM COLUMBIA DRIVE TO PANOLA ROAD

Programmed

Jurisdiction DeKalb County | **Sponsor** GDOT | **Service Type** Roadway / Operations & Safety | **Analysis** Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	4.9	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE		2022	National Highway Performance Program (NHPP)	$2,000,000	$500,000	$0,000	$0,000	**$2,500,000**
				$2,000,000	**$500,000**	**$0,000**	**$0,000**	**$2,500,000**

AR-323-2023	**I-20 MOVABLE BARRIERS - OPERATION & MAINTENANCE - FY 2023**	**Jurisdiction** DeKalb County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0015256	FROM FROM COLUMBIA DRIVE TO PANOLA ROAD	**Sponsor** GDOT	**N/A**	**N/A**	**4.9**	**TBD**
Programmed		**Service Type** **Roadway / Operations & Safety**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE		2023	National Highway Performance Program (NHPP)	$2,000,000	$500,000	$0,000	$0,000	**$2,500,000**
				$2,000,000	**$500,000**	**$0,000**	**$0,000**	**$2,500,000**

AR-323-LR1	**I-20 MOVABLE BARRIERS - OPERATION & MAINTENANCE - FY 2024-2030**	**Jurisdiction** DeKalb County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
N/A	FROM FROM COLUMBIA DRIVE TO PANOLA ROAD	**Sponsor** GDOT	**N/A**	**N/A**	**4.9**	**TBD**
Long Range		**Service Type** **Roadway / Operations & Safety**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE		LR 2024-2030	General Federal Aid 2024-2040	$14,000,000	$3,500,000	$0,000	$0,000	**$17,500,000**
				$14,000,000	**$3,500,000**	**$0,000**	**$0,000**	**$17,500,000**

AR-323-LR2	**I-20 MOVABLE BARRIERS - OPERATION & MAINTENANCE - FY 2031-2040**	**Jurisdiction** DeKalb County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
N/A	FROM COLUMBIA DRIVE TO PANOLA ROAD	**Sponsor** GDOT	**N/A**	**N/A**	**4.9**	**TBD**
Long Range		**Service Type** **Roadway / Operations & Safety**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE		LR 2031-2040	General Federal Aid 2024-2040	$10,000,000	$2,500,000	$0,000	$0,000	**$12,500,000**
				$10,000,000	**$2,500,000**	**$0,000**	**$0,000**	**$12,500,000**

AR-400 | **GEORGIA MULTIMODAL PASSENGER TERMINAL (MMPT)**

770311-

Long Range

Jurisdiction: Regional | **Sponsor:** GDOT | **Service Type:** Transit / Facilities Capital | **Analysis:** In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	2040

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
SCP	AUTH	2012	National Highway System	~~$800,000~~	~~$200,000~~	~~$0,000~~	~~$0,000~~	**$1,000,000**
PE	AUTH	2012	Transit Fund (21533)	~~$0,000~~	~~$16,280,637~~	~~$0,000~~	~~$0,000~~	**$16,280,637**
PE	AUTH	2012	STP - Urban (>200K) (ARC)	~~$1,000,000~~	~~$250,000~~	~~$0,000~~	~~$0,000~~	**$1,250,000**
PE		LR 2031-2040	New Starts	$53,750,000	$0,000	$0,000	$0,000	**$53,750,000**
ROW		LR 2031-2040	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$74,724,040	$0,000	**$74,724,040**
CST		LR 2031-2040	Local Sources - PPP	$0,000	$0,000	$655,380,000	$0,000	**$655,380,000**
CST		LR 2031-2040	Private Sources - PPP	$0,000	$0,000	$337,620,000	$0,000	**$337,620,000**
				$55,550,000	**$16,730,637**	**$1,067,724,040**	**$0,000**	**$1,140,004,677**

AR-409A | **REVIVE 285 - I-285 NORTH CORRIDOR HIGH CAPACITY RAIL SERVICE - PROTECTIVE RIGHT OF WAY ACQUISITION**

0003534

FROM CUMBERLAND/GALLERIA AREA TO PERIMETER CENTER

Long Range

Jurisdiction: Regional - Perimeter | **Sponsor:** GDOT | **Service Type:** Transit / Facilities Capital | **Analysis:** Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	8.8	2040

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ROW		LR 2031-2040	State of Georgia	$0,000	$147,000,000	$0,000	$0,000	**$147,000,000**
				$0,000	**$147,000,000**	**$0,000**	**$0,000**	**$147,000,000**

AR-410A

REVIVE 285 - I-285 NORTH CORRIDOR HIGH CAPACITY RAIL SERVICE - PROTECTIVE RIGHT OF WAY ACQUISITION

0013251

FROM PERIMETER CENTER TO DORAVILLE

Long Range

Jurisdiction Regional - Perimeter

Sponsor GDOT

Service Type **Transit / Facilities Capital**

Analysis Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	4.5	2040

LCI ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ROW		LR 2031-2040	State of Georgia	$0,000	$144,000,000	$0,000	$0,000	**$144,000,000**
				$0,000	**$144,000,000**	**$0,000**	**$0,000**	**$144,000,000**

AR-411

CLIFTON CORRIDOR LIGHT RAIL TRANSIT - PHASE 1

N/A

FROM LINDBERGH MARTA STATION TO NORTH DECATUR STATION (NEAR INTERSECTION OF SR 155 (CLAIRMONT ROAD) AND NORTH DECATUR ROAD)

Long Range

Jurisdiction Regional - Central

Sponsor MARTA

Service Type **Transit / Rail Capital**

Analysis In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	6	2040

LCI ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2006	5307 Discretionary	~~$2,999,539~~	~~$0,000~~	~~$4,295,050~~	~~$0,000~~	**$7,294,589**
PE	AUTH	2012	STP - Urban (>200K) (ARC)	~~$1,266,666~~	~~$0,000~~	~~$2,733,334~~	~~$0,000~~	**$4,000,000**
ALL		LR 2031-2040	New Starts	$781,424,661	$0,000	$955,074,585	$0,000	**$1,736,499,246**
				$785,690,866	**$0,000**	**$962,102,969**	**$0,000**	**$1,747,793,835**

AR-420 | **I-20 EAST TRANSIT INITIATIVE - PHASE I HEAVY RAIL TRANSIT EXTENSION**

0015525

Long Range

FROM INDIAN CREEK MARTA STATION TO WESLEY CHAPEL ROAD AND BUS RAPID TRANSIT SERVICE FROM FIVE POINTS MARTA STATION TO WESLEY CHAPEL ROAD

Jurisdiction: Regional - East
Sponsor: MARTA
Service Type: Transit / Rail Capital
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	19.1	2040

LCI: ☐ Flex: X

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2006	5307 Discretionary	~~$3,454,233~~	~~$0,000~~	~~$3,099,243~~	~~$0,000~~	**$6,553,476**
PE	AUTH	2017	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$518,400~~	~~$0,000~~	~~$129,600~~	~~$0,000~~	**$648,000**
ALL		LR 2031-2040	New Starts	$659,070,450	$0,000	$805,530,550	$0,000	**$1,464,601,000**
				$663,043,083	**$0,000**	**$808,759,393**	**$0,000**	**$1,471,802,476**

AR-450A | **BELTLINE CORRIDOR MULTI-USE TRAIL AND STREETSCAPES**

0009395

Programmed

FROM LINDBERGH CENTER TO 10TH STREET / MONROE DRIVE

Jurisdiction: City of Atlanta
Sponsor: Atlanta Development Authority
Service Type: Last Mile Connectivity / Sidepaths and Trails
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	3.4	TBD

LCI: ☐ Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2013	STP - Urban (>200K) (ARC)	~~$1,146,788~~	~~$0,000~~	~~$286,697~~	~~$0,000~~	**$1,433,485**
PE	AUTH	2016	TAP - Urban (>200K) (ARC)	~~$856,374~~	~~$0,000~~	~~$6,258,015~~	~~$0,000~~	**$7,114,389**
PE	AUTH	2018	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$2,700,000~~	~~$0,000~~	~~$675,000~~	~~$0,000~~	**$3,375,000**
PE	AUTH	2018	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	~~$1,300,000~~	~~$0,000~~	~~$325,000~~	~~$0,000~~	**$1,625,000**
ROW		2020	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$15,000,000	$0,000	**$15,000,000**
UTL		2022	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$1,557,570	$0,000	**$1,557,570**
CST		2022	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$7,970,000	$0,000	$52,003,674	$0,000	**$59,973,674**
				$13,973,162	**$0,000**	**$76,105,956**	**$0,000**	**$90,079,118**

AR-450C | **BELTLINE CORRIDOR MULTI-USE TRAIL AND STREETSCAPES**

0009397 | FROM GLENWOOD AVENUE TO UNIVERSITY AVENUE

Programmed

Jurisdiction: City of Atlanta
Sponsor: Atlanta Development Authority
Service Type: Last Mile Connectivity / Sidepaths and Trails
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	3.8	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2011	STP - Urban (>200K) (ARC)	~~$1,008,901~~	~~$0,000~~	~~$252,225~~	~~$0,000~~	**$1,261,126**
PE	AUTH	2014	TAP - Urban (>200K) (ARC)	~~$719,000~~	~~$0,000~~	~~$179,750~~	~~$0,000~~	**$898,750**
PE	AUTH	2016	STP - Urban (>200K) (ARC)	~~$740,000~~	~~$0,000~~	~~$185,000~~	~~$0,000~~	**$925,000**
PE	AUTH	2016	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	~~$1,500,000~~	~~$0,000~~	~~$375,000~~	~~$0,000~~	**$1,875,000**
PE	AUTH	2018	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	~~$2,400,000~~	~~$0,000~~	~~$600,000~~	~~$0,000~~	**$3,000,000**
ROW		2019	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$41,531,000	$0,000	**$41,531,000**
UTL		2020	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$1,225,500	$0,000	**$1,225,500**
CST		2020	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$67,186,290	$0,000	**$67,186,290**
				$6,367,901	**$0,000**	**$111,534,765**	**$0,000**	**$117,902,666**

AR-450D | **BELTLINE CORRIDOR MULTI-USE TRAIL AND STREETSCAPES**

0009398 | FROM DELLWOOD DRIVE TO GARSON DRIVE

Long Range

Jurisdiction: City of Atlanta
Sponsor: Atlanta Development Authority
Service Type: Last Mile Connectivity / Sidepaths and Trails
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	2	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ALL		LR 2024-2030	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$5,630,101	$0,000	**$5,630,101**
				$0,000	**$0,000**	**$5,630,101**	**$0,000**	**$5,630,101**

AR-454 | **SUMMERHILL BRT CORRIDOR**

N/A

FROM ARTS CENTER MARTA STATION TO GEORGIA STATE UNIVERSITY STADIUM

Programmed

Jurisdiction: Regional - Central | Sponsor: MARTA | Service Type: **Transit / BRT Capital** | Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	9.4	2030

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2020	TIGER Discretionary Grants	$12,629,760	$0,000	$35,946,240	$0,000	**$48,576,000**
				$12,629,760	**$0,000**	**$35,946,240**	**$0,000**	**$48,576,000**

AR-470 | **GA 400 TRANSIT INITIATIVE - PHASE 1**

N/A

FROM NORTH SPRINGS MARTA STATION TO HOLCOMB BRIDGE ROAD

Long Range

Jurisdiction: Regional - North | Sponsor: MARTA | Service Type: **Transit / Rail Capital** | Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	5.5	2040

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2006	5307 Discretionary	~~$763,203~~	~~$0,000~~	~~$3,453,357~~	~~$0,000~~	**$4,216,560**
ALL		LR 2031-2040	New Starts	$579,946,050	$0,000	$708,822,950	$0,000	**$1,288,769,000**
				$580,709,253	**$0,000**	**$712,276,307**	**$0,000**	**$1,292,985,560**

AR-475 | **CONNECT COBB / NORTHWEST ATLANTA TRANSIT CORRIDOR BUS RAPID TRANSIT**

N/A

Long Range

Jurisdiction: Regional - Northwest | Sponsor: Cobb County | Service Type: **Transit / BRT Capital** | Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	25.3	2040

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2012	STP - Urban (>200K) (ARC)	~~$1,266,667~~	~~$0,000~~	~~$433,333~~	~~$0,000~~	**$1,700,000**
ALL		LR 2031-2040	New Starts	$220,950,000	$0,000	$270,050,000	$0,000	**$491,000,000**
				$222,216,667	**$0,000**	**$270,483,333**	**$0,000**	**$492,700,000**

AR-480 | **AMTRAK STATION RELOCATION**

T004056

Long Range

Jurisdiction: Regional
Sponsor: GDOT
Service Type: Transit / Facilities Capital
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	2030

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2013	Transit Nonurbanized Area Formula	~~$4,000,000~~	~~$0,000~~	~~$0,000~~	~~$0,000~~	**$4,000,000**
CST		LR 2024-2030	Transit Nonurbanized Area Formula	$5,000,000	$0,000	$0,000	$0,000	**$5,000,000**
CST		LR 2024-2030	Local Sources - PPP	$0,000	$0,000	$5,000,000	$0,000	**$5,000,000**
CST		LR 2024-2030	Private Sources - PPP	$0,000	$0,000	$21,000,000	$0,000	**$21,000,000**
				$9,000,000	**$0,000**	**$26,000,000**	**$0,000**	**$35,000,000**

AR-485A | **CLAYTON COUNTY HIGH CAPACITY TRANSIT INITIATIVE - PHASE 1**

TBD

FROM EAST POINT MARTA RAIL STATION TO JONESBORO

Long Range

Jurisdiction: Regional - South
Sponsor: MARTA
Service Type: Transit / Rail Capital
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	15	2030

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ALL		LR 2024-2030	New Starts	$135,000,000	$0,000	$165,000,000	$0,000	**$300,000,000**
				$135,000,000	**$0,000**	**$165,000,000**	**$0,000**	**$300,000,000**

AR-485B | **CLAYTON COUNTY HIGH CAPACITY TRANSIT INITIATIVE - PHASE 2**

TBD | FROM JONESBORO TO LOVEJOY

Long Range

Jurisdiction: Regional - South | Sponsor: MARTA | Service Type: **Transit / Rail Capital** | Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	6.8	2040

LCI: | Flex:

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ALL		LR 2031-2040	New Starts	$45,000,000	$0,000	$55,000,000	$0,000	**$100,000,000**
				$45,000,000	**$0,000**	**$55,000,000**	**$0,000**	**$100,000,000**

AR-490A | **ATLANTA STREETCAR DOWNTOWN CROSSTOWN EXTENSION - NEPA CLEARANCE AND INITIAL ENGINEERING INVESTIGATION**

0014991 | FROM ATLANTA BELTLINE WEST AT WESTVIEW TO ATLANTA BELTLINE EAST AT PONCE DE LEON AVENUE

Programmed

Jurisdiction: Regional - Central | Sponsor: Atlanta BeltLine Inc.,City of Atlanta | Service Type: **Transit / Rail Capital** | Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	4.6	2030

LCI: | Flex: X

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2016	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$2,800,000~~	~~$0,000~~	~~$700,000~~	~~$0,000~~	**$3,500,000**
				$2,800,000	**$0,000**	**$700,000**	**$0,000**	**$3,500,000**

AR-490A1 | **ATLANTA STREETCAR EAST EXTENSION**

N/A | FROM JACKSON STREET TO ATLANTA BELTLINE/IRWIN STREET

Long Range

Jurisdiction: City of Atlanta | Sponsor: City of Atlanta/Atlanta BeltLine, Inc. | Service Type: **Transit / Rail Capital** | Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	2030

LCI: | Flex:

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ROW		LR 2024-2030	New Starts	$1,409,400	$0,000	$1,722,600	$0,000	**$3,132,000**
UTL		LR 2024-2030	New Starts	$4,228,200	$0,000	$5,167,800	$0,000	**$9,396,000**
CST		LR 2024-2030	New Starts	$22,550,400	$0,000	$27,561,600	$0,000	**$50,112,000**
				$28,188,000	**$0,000**	**$34,452,000**	**$0,000**	**$62,640,000**

AR-490B | **ATLANTA STREETCAR - ATLANTA BELTLINE EAST CORRIDOR**

TBD | FROM MONTGOMERY FERRY ROAD TO GLENWOOD AVENUE

Long Range

Jurisdiction: Regional - Central
Sponsor: City of Atlanta
Service Type: **Transit / Rail Capital**
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	5.1	2040

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ALL		LR 2031-2040	New Starts	$165,240,000	$0,000	$201,960,000	$0,000	**$367,200,000**
				$165,240,000	**$0,000**	**$201,960,000**	**$0,000**	**$367,200,000**

AR-490C | **ATLANTA STREETCAR - MIDTOWN / CROSSTOWN CORRIDOR**

TBD | FROM BELTLINE EAST CORRIDOR TO BELTLINE WEST CORRIDOR

Long Range

Jurisdiction: Regional - Central
Sponsor: City of Atlanta
Service Type: **Transit / Rail Capital**
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	4.8	2040

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ALL		LR 2031-2040	New Starts	$155,520,000	$0,000	$190,080,000	$0,000	**$345,600,000**
				$155,520,000	**$0,000**	**$190,080,000**	**$0,000**	**$345,600,000**

AR-490D | **ATLANTA STREETCAR - ATLANTA BELTLINE WEST CORRIDOR**

TBD | FROM CROSSTOWN/MIDTOWN CORRIDOR TO MARTA SOUTH RAIL LINE

Long Range

Jurisdiction: Regional - Central
Sponsor: City of Atlanta
Service Type: **Transit / Rail Capital**
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	4.6	2040

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ALL		LR 2031-2040	New Starts	$149,040,000	$0,000	$182,160,000	$0,000	**$331,200,000**
				$149,040,000	**$0,000**	**$182,160,000**	**$0,000**	**$331,200,000**

AR-490E	**ATLANTA STREETCAR - PEACHTREE CORRIDOR**	**Jurisdiction**	Regional - Central	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
TBD	FROM MARTA FIVE POINTS RAIL STATION TO MARTA NORTH AVENUE RAIL STATION	**Sponsor**	City of Atlanta	**N/A**	**N/A**	**2.1**	**2040**
Long Range		**Service Type**	**Transit / Rail Capital**	**Analysis**	In the Region's Air Quality Conformity Analysis		**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ALL		LR 2031-2040	New Starts	$67,230,000	$0,000	$82,170,000	$0,000	**$149,400,000**
				$67,230,000	**$0,000**	**$82,170,000**	**$0,000**	**$149,400,000**

AR-512	**GRTA XPRESS BREEZE MIGRATION & MOBILE TICKETING**	**Jurisdiction**	Multi-County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0015994		**Sponsor**	SRTA	**N/A**	**N/A**	**N/A**	**TBD**
Programmed		**Service Type**	**Transit / Bus Capital**	**Analysis**	Exempt from Air Quality Analysis (40 CFR 93)		**LCI** ☐ **Flex** X

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST	AUTH	2018	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$2,000,000~~	~~$500,000~~	~~$0,000~~	~~$0,000~~	**$2,500,000**
				$2,000,000	**$500,000**	**$0,000**	**$0,000**	**$2,500,000**

AR-513	**XPRESS SUGARLOAF PARK-AND-RIDE EXPANSION**	**Jurisdiction** Gwinnett County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0015995	AT VICINITY OF SUGARLOAF PARK-AND-RIDE LOT	**Sponsor** SRTA	**N/A**	**N/A**	**N/A**	**TBD**
Programmed		**Service Type** **Transit / Bus Capital**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** X

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2018	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$600,000~~	~~$450,000~~	~~$0,000~~	~~$0,000~~	**$1,050,000**
ROW	AUTH	2018	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$1,200,000~~	~~$450,000~~	~~$0,000~~	~~$0,000~~	**$1,650,000**
CST	AUTH	2018	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$5,200,000~~	~~$1,300,000~~	~~$0,000~~	~~$0,000~~	**$6,500,000**
CST		2019	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$1,000,000	$250,000	$0,000	$0,000	**$1,250,000**
				$8,000,000	**$2,450,000**	**$0,000**	**$0,000**	**$10,450,000**

AR-514	**XPRESS ROCKDALE PARK-AND-RIDE EXPANSION**	**Jurisdiction** Rockdale County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0015996	AT SR 138 AT I-20	**Sponsor** SRTA	**N/A**	**N/A**	**N/A**	**TBD**
Programmed		**Service Type** **Transit / Bus Capital**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** X

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE		2020	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$600,000	$0,000	$0,000	$150,000	**$750,000**
CST		2020	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$2,800,000	$0,000	$0,000	$700,000	**$3,500,000**
				$3,400,000	**$0,000**	**$0,000**	**$850,000**	**$4,250,000**

AR-5307-ARC	**FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR ARC**	**Jurisdiction** Regional	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
N/A		**Sponsor** ARC	**N/A**	**N/A**	**N/A**	**TBD**
Programmed		**Service Type** **Transit / Formula Lump Sum**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST	AUTH	2013	Transit Urbanized Area Formula Program	~~$301,251~~	~~$0,000~~	~~$75,313~~	~~$0,000~~	**$376,564**
CST	AUTH	2014	Transit Urbanized Area Formula Program	~~$303,662~~	~~$0,000~~	~~$75,916~~	~~$0,000~~	**$379,578**
CST	AUTH	2015	Transit Urbanized Area Formula Program	~~$300,971~~	~~$0,000~~	~~$75,243~~	~~$0,000~~	**$376,214**
CST	AUTH	2016	Transit Urbanized Area Formula Program	~~$297,700~~	~~$0,000~~	~~$74,425~~	~~$0,000~~	**$372,125**
CST	AUTH	2017	Transit Urbanized Area Formula Program	~~$320,294~~	~~$0,000~~	~~$80,073~~	~~$0,000~~	**$400,367**
CST	AUTH	2018	Transit Urbanized Area Formula Program	~~$330,239~~	~~$0,000~~	~~$82,560~~	~~$0,000~~	**$412,799**
CST		2019	Transit Urbanized Area Formula Program	$332,136	$0,000	$83,034	$0,000	**$415,170**
CST		2020	Transit Urbanized Area Formula Program	$300,000	$0,000	$75,000	$0,000	**$375,000**
CST		2021	Transit Urbanized Area Formula Program	$300,000	$0,000	$75,000	$0,000	**$375,000**
CST		2022	Transit Urbanized Area Formula Program	$300,000	$0,000	$75,000	$0,000	**$375,000**
CST		2023	Transit Urbanized Area Formula Program	$300,000	$0,000	$75,000	$0,000	**$375,000**
				$3,386,253	**$0,000**	**$846,564**	**$0,000**	**$4,232,817**

AR-5307-BA

FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR BARROW COUNTY

N/A

Programmed

Jurisdiction Barrow County

Sponsor Barrow County

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

Service Type
Transit / Formula Lump Sum

Analysis
Exempt from Air Quality Analysis (40 CFR 93)

LCI ☐
Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST	AUTH	2013	Transit Urbanized Area Formula Program	~~$38,349~~	~~$0,000~~	~~$9,587~~	~~$0,000~~	**$47,936**
CST	AUTH	2014	Transit Urbanized Area Formula Program	~~$40,647~~	~~$0,000~~	~~$10,162~~	~~$0,000~~	**$50,809**
CST	AUTH	2015	Transit Urbanized Area Formula Program	~~$40,338~~	~~$0,000~~	~~$10,085~~	~~$0,000~~	**$50,423**
CST	AUTH	2016	Transit Urbanized Area Formula Program	~~$39,979~~	~~$0,000~~	~~$9,995~~	~~$0,000~~	**$49,974**
CST	AUTH	2017	Transit Urbanized Area Formula Program	~~$42,582~~	~~$0,000~~	~~$10,646~~	~~$0,000~~	**$53,228**
CST	AUTH	2018	Transit Urbanized Area Formula Program	~~$36,301~~	~~$0,000~~	~~$9,075~~	~~$0,000~~	**$45,376**
CST		2019	Transit Urbanized Area Formula Program	$44,695	$0,000	$11,174	$0,000	**$55,869**
CST		2020	Transit Urbanized Area Formula Program	$38,300	$0,000	$9,575	$0,000	**$47,875**
CST		2021	Transit Urbanized Area Formula Program	$38,300	$0,000	$9,575	$0,000	**$47,875**
CST		2022	Transit Urbanized Area Formula Program	$38,300	$0,000	$9,575	$0,000	**$47,875**
CST		2023	Transit Urbanized Area Formula Program	$38,300	$0,000	$9,575	$0,000	**$47,875**
				$436,091	**$0,000**	**$109,024**	**$0,000**	**$545,115**

AR-5307-BT	**FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR BARTOW COUNTY**	**Jurisdiction** Bartow County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
N/A		**Sponsor** Bartow County	**N/A**	**N/A**	**N/A**	**TBD**
Programmed		**Service Type** **Transit / Formula Lump Sum**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST	AUTH	2013	Transit Urbanized Area Formula Program	~~$25,547~~	~~$0,000~~	~~$6,387~~	~~$0,000~~	**$31,934**
CST	AUTH	2014	Transit Urbanized Area Formula Program	~~$27,078~~	~~$0,000~~	~~$6,769~~	~~$0,000~~	**$33,847**
CST	AUTH	2015	Transit Urbanized Area Formula Program	~~$26,872~~	~~$0,000~~	~~$6,718~~	~~$0,000~~	**$33,590**
CST	AUTH	2016	Transit Urbanized Area Formula Program	~~$26,633~~	~~$0,000~~	~~$6,658~~	~~$0,000~~	**$33,291**
CST	AUTH	2017	Transit Urbanized Area Formula Program	~~$28,367~~	~~$0,000~~	~~$7,092~~	~~$0,000~~	**$35,459**
CST	AUTH	2018	Transit Urbanized Area Formula Program	~~$24,183~~	~~$0,000~~	~~$6,046~~	~~$0,000~~	**$30,229**
CST		2019	Transit Urbanized Area Formula Program	$29,775	$0,000	$7,444	$0,000	**$37,219**
CST		2020	Transit Urbanized Area Formula Program	$25,600	$0,000	$6,400	$0,000	**$32,000**
CST		2021	Transit Urbanized Area Formula Program	$25,600	$0,000	$6,400	$0,000	**$32,000**
CST		2022	Transit Urbanized Area Formula Program	$25,600	$0,000	$6,400	$0,000	**$32,000**
CST		2023	Transit Urbanized Area Formula Program	$25,600	$0,000	$6,400	$0,000	**$32,000**
				$290,855	**$0,000**	**$72,714**	**$0,000**	**$363,569**

AR-5307-CA	**FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR CARROLL COUNTY**	**Jurisdiction** Carroll County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
N/A		**Sponsor** Carroll County	**N/A**	**N/A**	**N/A**	**TBD**
Programmed		**Service Type** **Transit / Formula Lump Sum**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST	AUTH	2013	Transit Urbanized Area Formula Program	~~$73,406~~	~~$0,000~~	~~$18,352~~	~~$0,000~~	**$91,758**
CST	AUTH	2014	Transit Urbanized Area Formula Program	~~$77,804~~	~~$0,000~~	~~$19,450~~	~~$0,000~~	**$97,254**
CST	AUTH	2015	Transit Urbanized Area Formula Program	~~$77,214~~	~~$0,000~~	~~$19,304~~	~~$0,000~~	**$96,518**
CST	AUTH	2016	Transit Urbanized Area Formula Program	~~$76,525~~	~~$0,000~~	~~$19,131~~	~~$0,000~~	**$95,656**
CST	AUTH	2017	Transit Urbanized Area Formula Program	~~$81,509~~	~~$0,000~~	~~$20,377~~	~~$0,000~~	**$101,886**
CST	AUTH	2018	Transit Urbanized Area Formula Program	~~$69,486~~	~~$0,000~~	~~$17,371~~	~~$0,000~~	**$86,857**
CST		2019	Transit Urbanized Area Formula Program	$85,553	$0,000	$21,388	$0,000	**$106,941**
CST		2020	Transit Urbanized Area Formula Program	$73,400	$0,000	$18,350	$0,000	**$91,750**
CST		2021	Transit Urbanized Area Formula Program	$73,400	$0,000	$18,350	$0,000	**$91,750**
CST		2022	Transit Urbanized Area Formula Program	$73,400	$0,000	$18,350	$0,000	**$91,750**
CST		2023	Transit Urbanized Area Formula Program	$73,400	$0,000	$18,350	$0,000	**$91,750**
				$835,097	**$0,000**	**$208,773**	**$0,000**	**$1,043,870**

AR-5307-CH	**FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR CHEROKEE COUNTY**	**Jurisdiction** Cherokee County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
N/A		**Sponsor** Cherokee County	**N/A**	**N/A**	**N/A**	**TBD**
Programmed		**Service Type** **Transit / Formula Lump Sum**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST	AUTH	2013	Transit Urbanized Area Formula Program	~~$680,043~~	~~$0,000~~	~~$170,011~~	~~$0,000~~	**$850,054**
CST	AUTH	2014	Transit Urbanized Area Formula Program	~~$772,995~~	~~$0,000~~	~~$193,249~~	~~$0,000~~	**$966,244**
CST	AUTH	2015	Transit Urbanized Area Formula Program	~~$803,208~~	~~$0,000~~	~~$200,802~~	~~$0,000~~	**$1,004,010**
CST	AUTH	2016	Transit Urbanized Area Formula Program	~~$795,877~~	~~$0,000~~	~~$198,969~~	~~$0,000~~	**$994,846**
CST	AUTH	2017	Transit Urbanized Area Formula Program	~~$867,069~~	~~$0,000~~	~~$216,767~~	~~$0,000~~	**$1,083,836**
CST	AUTH	2018	Transit Urbanized Area Formula Program	~~$761,907~~	~~$0,000~~	~~$190,477~~	~~$0,000~~	**$952,384**
CST		2019	Transit Urbanized Area Formula Program	$910,127	$0,000	$227,532	$0,000	**$1,137,659**
CST		2020	Transit Urbanized Area Formula Program	$680,000	$0,000	$170,000	$0,000	**$850,000**
CST		2021	Transit Urbanized Area Formula Program	$680,000	$0,000	$170,000	$0,000	**$850,000**
CST		2022	Transit Urbanized Area Formula Program	$680,000	$0,000	$170,000	$0,000	**$850,000**
CST		2023	Transit Urbanized Area Formula Program	$680,000	$0,000	$170,000	$0,000	**$850,000**
				$8,311,226	**$0,000**	**$2,077,807**	**$0,000**	**$10,389,033**

AR-5307-CL	**FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR CLAYTON COUNTY**	**Jurisdiction** Clayton County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
N/A		**Sponsor** Clayton County	**N/A**	**N/A**	**N/A**	**TBD**
Delete		**Service Type** **Transit / Formula Lump Sum**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST	AUTH	2013	Transit Urbanized Area Formula Program	~~$1,253,393~~	~~$0,000~~	~~$313,348~~	~~$0,000~~	**$1,566,741**
CST	AUTH	2014	Transit Urbanized Area Formula Program	~~$1,328,477~~	~~$0,000~~	~~$332,119~~	~~$0,000~~	**$1,660,596**
CST	AUTH	2015	Transit Urbanized Area Formula Program	~~$0,000~~	~~$0,000~~	~~$0,000~~	~~$0,000~~	**$0,000**
CST	AUTH	2016	Transit Urbanized Area Formula Program	~~$0,000~~	~~$0,000~~	~~$0,000~~	~~$0,000~~	**$0,000**
CST		2017	Transit Urbanized Area Formula Program	$0,000	$0,000	$0,000	$0,000	**$0,000**
CST		2018	Transit Urbanized Area Formula Program	$0,000	$0,000	$0,000	$0,000	**$0,000**
CST		2019	Transit Urbanized Area Formula Program	$0,000	$0,000	$0,000	$0,000	**$0,000**
CST		2020	Transit Urbanized Area Formula Program	$0,000	$0,000	$0,000	$0,000	**$0,000**
CST		2021	Transit Urbanized Area Formula Program	$0,000	$0,000	$0,000	$0,000	**$0,000**
				$2,581,870	**$0,000**	**$645,467**	**$0,000**	**$3,227,337**

AR-5307-CO

FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR COBB COUNTY

T000583

Programmed

Jurisdiction Cobb County

Sponsor Cobb County

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

Service Type Transit / Formula Lump Sum

Analysis Exempt from Air Quality Analysis (40 CFR 93)

LCI ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST	AUTH	2013	Transit Urbanized Area Formula Program	~~$5,217,524~~	~~$0,000~~	~~$1,304,381~~	~~$0,000~~	**$6,521,905**
CST	AUTH	2014	Transit Urbanized Area Formula Program	~~$5,035,678~~	~~$0,000~~	~~$1,258,919~~	~~$0,000~~	**$6,294,597**
CST	AUTH	2015	Transit Urbanized Area Formula Program	~~$4,921,282~~	~~$0,000~~	~~$1,230,321~~	~~$0,000~~	**$6,151,603**
CST	AUTH	2016	Transit Urbanized Area Formula Program	~~$4,874,615~~	~~$0,000~~	~~$1,218,654~~	~~$0,000~~	**$6,093,269**
CST	AUTH	2017	Transit Urbanized Area Formula Program	~~$5,289,569~~	~~$0,000~~	~~$1,322,392~~	~~$0,000~~	**$6,611,961**
CST	AUTH	2018	Transit Urbanized Area Formula Program	~~$5,463,371~~	~~$0,000~~	~~$1,365,843~~	~~$0,000~~	**$6,829,214**
CST		2019	Transit Urbanized Area Formula Program	$5,601,539	$0,000	$1,400,385	$0,000	**$7,001,924**
CST		2020	Transit Urbanized Area Formula Program	$5,200,000	$0,000	$1,300,000	$0,000	**$6,500,000**
CST		2021	Transit Urbanized Area Formula Program	$5,200,000	$0,000	$1,300,000	$0,000	**$6,500,000**
CST		2022	Transit Urbanized Area Formula Program	$5,200,000	$0,000	$1,300,000	$0,000	**$6,500,000**
CST		2023	Transit Urbanized Area Formula Program	$5,200,000	$0,000	$1,300,000	$0,000	**$6,500,000**
				$57,203,578	**$0,000**	**$14,300,895**	**$0,000**	**$71,504,473**

AR-5307-COA

FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR CITY OF ATLANTA

N/A

Programmed

Jurisdiction City of Atlanta

Sponsor City of Atlanta

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

Service Type Transit / Formula Lump Sum

Analysis Exempt from Air Quality Analysis (40 CFR 93)

LCI ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2019	Transit Urbanized Area Formula Program	$262,162	$0,000	$64,541	$0,000	**$326,703**
				$262,162	**$0,000**	**$64,541**	**$0,000**	**$326,703**

AR-5307-CPACS

FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR CENTER FOR PAN ASIAN COMMUNITY SERVICES (CPACS)

N/A

Programmed

Jurisdiction: DeKalb County
Sponsor: CPACS
Service Type: Transit / Formula Lump Sum
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year: TBD
LCI: ☐
Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2019	Transit Urbanized Area Formula Program	$42,179	$0,000	$10,545	$0,000	**$52,724**
				$42,179	**$0,000**	**$10,545**	**$0,000**	**$52,724**

AR-5307-CW

FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR COWETA COUNTY

N/A

Programmed

Jurisdiction: Coweta County
Sponsor: Coweta County
Service Type: Transit / Formula Lump Sum
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year: TBD
LCI: ☐
Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST	AUTH	2013	Transit Urbanized Area Formula Program	~~$290,226~~	~~$0,000~~	~~$72,556~~	~~$0,000~~	**$362,782**
CST	AUTH	2014	Transit Urbanized Area Formula Program	~~$307,611~~	~~$0,000~~	~~$76,903~~	~~$0,000~~	**$384,514**
CST	AUTH	2015	Transit Urbanized Area Formula Program	~~$305,280~~	~~$0,000~~	~~$76,320~~	~~$0,000~~	**$381,600**
CST	AUTH	2016	Transit Urbanized Area Formula Program	~~$302,558~~	~~$0,000~~	~~$75,640~~	~~$0,000~~	**$378,198**
CST	AUTH	2017	Transit Urbanized Area Formula Program	~~$322,261~~	~~$0,000~~	~~$80,565~~	~~$0,000~~	**$402,826**
CST	AUTH	2018	Transit Urbanized Area Formula Program	~~$274,726~~	~~$0,000~~	~~$68,681~~	~~$0,000~~	**$343,407**
CST		2019	Transit Urbanized Area Formula Program	$338,250	$0,000	$84,563	$0,000	**$422,813**
CST		2020	Transit Urbanized Area Formula Program	$290,000	$0,000	$72,500	$0,000	**$362,500**
CST		2021	Transit Urbanized Area Formula Program	$290,000	$0,000	$72,500	$0,000	**$362,500**
CST		2022	Transit Urbanized Area Formula Program	$290,000	$0,000	$72,500	$0,000	**$362,500**
CST		2023	Transit Urbanized Area Formula Program	$290,000	$0,000	$72,500	$0,000	**$362,500**
				$3,300,912	**$0,000**	**$825,228**	**$0,000**	**$4,126,140**

AR-5307-DA	**FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR DAWSON COUNTY**	**Jurisdiction** Dawson County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
N/A		**Sponsor** Dawson County	**N/A**	**N/A**	**N/A**	**TBD**
Programmed		**Service Type** **Transit / Formula Lump Sum**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST	AUTH	2013	Transit Urbanized Area Formula Program	~~$13,386~~	~~$0,000~~	~~$3,347~~	~~$0,000~~	**$16,733**
CST	AUTH	2014	Transit Urbanized Area Formula Program	~~$14,189~~	~~$0,000~~	~~$3,547~~	~~$0,000~~	**$17,736**
CST	AUTH	2015	Transit Urbanized Area Formula Program	~~$14,081~~	~~$0,000~~	~~$3,520~~	~~$0,000~~	**$17,601**
CST	AUTH	2016	Transit Urbanized Area Formula Program	~~$13,955~~	~~$0,000~~	~~$3,489~~	~~$0,000~~	**$17,444**
CST	AUTH	2017	Transit Urbanized Area Formula Program	~~$14,864~~	~~$0,000~~	~~$3,716~~	~~$0,000~~	**$18,580**
CST	AUTH	2018	Transit Urbanized Area Formula Program	~~$12,671~~	~~$0,000~~	~~$3,168~~	~~$0,000~~	**$15,839**
CST		2019	Transit Urbanized Area Formula Program	$15,601	$0,000	$3,900	$0,000	**$19,501**
CST		2020	Transit Urbanized Area Formula Program	$13,400	$0,000	$3,350	$0,000	**$16,750**
CST		2021	Transit Urbanized Area Formula Program	$13,400	$0,000	$3,350	$0,000	**$16,750**
CST		2022	Transit Urbanized Area Formula Program	$13,400	$0,000	$3,350	$0,000	**$16,750**
CST		2023	Transit Urbanized Area Formula Program	$13,400	$0,000	$3,350	$0,000	**$16,750**
				$152,347	**$0,000**	**$38,087**	**$0,000**	**$190,434**

AR-5307-DO

FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR DOUGLAS COUNTY

N/A

Programmed

Jurisdiction Douglas County

Sponsor Douglas County

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

Service Type
Transit / Formula Lump Sum

Analysis
Exempt from Air Quality Analysis (40 CFR 93)

LCI ☐
Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST	AUTH	2013	Transit Urbanized Area Formula Program	~~$1,186,831~~	~~$0,000~~	~~$296,708~~	~~$0,000~~	**$1,483,539**
CST	AUTH	2014	Transit Urbanized Area Formula Program	~~$1,260,677~~	~~$0,000~~	~~$315,169~~	~~$0,000~~	**$1,575,846**
CST	AUTH	2015	Transit Urbanized Area Formula Program	~~$1,138,083~~	~~$0,000~~	~~$284,521~~	~~$0,000~~	**$1,422,604**
CST	AUTH	2016	Transit Urbanized Area Formula Program	~~$1,126,618~~	~~$0,000~~	~~$281,654~~	~~$0,000~~	**$1,408,272**
CST	AUTH	2017	Transit Urbanized Area Formula Program	~~$1,041,953~~	~~$0,000~~	~~$260,488~~	~~$0,000~~	**$1,302,441**
CST	AUTH	2018	Transit Urbanized Area Formula Program	~~$785,403~~	~~$0,000~~	~~$196,351~~	~~$0,000~~	**$981,754**
CST		2019	Transit Urbanized Area Formula Program	$872,712	$0,000	$218,178	$0,000	**$1,090,890**
CST		2020	Transit Urbanized Area Formula Program	$1,200,000	$0,000	$300,000	$0,000	**$1,500,000**
CST		2021	Transit Urbanized Area Formula Program	$1,200,000	$0,000	$300,000	$0,000	**$1,500,000**
CST		2022	Transit Urbanized Area Formula Program	$1,200,000	$0,000	$300,000	$0,000	**$1,500,000**
CST		2023	Transit Urbanized Area Formula Program	$1,200,000	$0,000	$300,000	$0,000	**$1,500,000**
				$12,212,277	**$0,000**	**$3,053,069**	**$0,000**	**$15,265,346**

AR-5307-FA	**FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR FAYETTE COUNTY**	**Jurisdiction** Fayette County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
N/A		**Sponsor** Fayette County	**N/A**	**N/A**	**N/A**	**TBD**
Programmed		**Service Type** **Transit / Formula Lump Sum**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST	AUTH	2013	Transit Urbanized Area Formula Program	~~$309,289~~	~~$0,000~~	~~$77,322~~	~~$0,000~~	**$386,611**
CST	AUTH	2014	Transit Urbanized Area Formula Program	~~$327,816~~	~~$0,000~~	~~$81,954~~	~~$0,000~~	**$409,770**
CST	AUTH	2015	Transit Urbanized Area Formula Program	~~$325,331~~	~~$0,000~~	~~$81,333~~	~~$0,000~~	**$406,664**
CST	AUTH	2016	Transit Urbanized Area Formula Program	~~$322,431~~	~~$0,000~~	~~$80,608~~	~~$0,000~~	**$403,039**
CST	AUTH	2017	Transit Urbanized Area Formula Program	~~$343,428~~	~~$0,000~~	~~$85,857~~	~~$0,000~~	**$429,285**
CST	AUTH	2018	Transit Urbanized Area Formula Program	~~$292,771~~	~~$0,000~~	~~$73,193~~	~~$0,000~~	**$365,964**
CST		2019	Transit Urbanized Area Formula Program	$360,468	$0,000	$90,117	$0,000	**$450,585**
CST		2020	Transit Urbanized Area Formula Program	$310,000	$0,000	$77,500	$0,000	**$387,500**
CST		2021	Transit Urbanized Area Formula Program	$310,000	$0,000	$77,500	$0,000	**$387,500**
CST		2022	Transit Urbanized Area Formula Program	$310,000	$0,000	$77,500	$0,000	**$387,500**
CST		2023	Transit Urbanized Area Formula Program	$310,000	$0,000	$77,500	$0,000	**$387,500**
				$3,521,534	**$0,000**	**$880,384**	**$0,000**	**$4,401,918**

AR-5307-FT	**FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR FORSYTH COUNTY**	**Jurisdiction** Forsyth County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
N/A		**Sponsor** Forsyth County	**N/A**	**N/A**	**N/A**	**TBD**
Programmed		**Service Type** **Transit / Formula Lump Sum**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST	AUTH	2013	Transit Urbanized Area Formula Program	~~$552,874~~	~~$0,000~~	~~$138,218~~	~~$0,000~~	**$691,092**
CST	AUTH	2014	Transit Urbanized Area Formula Program	~~$585,993~~	~~$0,000~~	~~$146,498~~	~~$0,000~~	**$732,491**
CST	AUTH	2015	Transit Urbanized Area Formula Program	~~$581,551~~	~~$0,000~~	~~$145,388~~	~~$0,000~~	**$726,939**
CST	AUTH	2016	Transit Urbanized Area Formula Program	~~$576,367~~	~~$0,000~~	~~$144,092~~	~~$0,000~~	**$720,459**
CST	AUTH	2017	Transit Urbanized Area Formula Program	~~$613,899~~	~~$0,000~~	~~$153,475~~	~~$0,000~~	**$767,374**
CST	AUTH	2018	Transit Urbanized Area Formula Program	~~$523,347~~	~~$0,000~~	~~$130,837~~	~~$0,000~~	**$654,184**
CST		2019	Transit Urbanized Area Formula Program	$644,359	$0,000	$161,090	$0,000	**$805,449**
CST		2020	Transit Urbanized Area Formula Program	$550,000	$0,000	$137,500	$0,000	**$687,500**
CST		2021	Transit Urbanized Area Formula Program	$550,000	$0,000	$137,500	$0,000	**$687,500**
CST		2022	Transit Urbanized Area Formula Program	$550,000	$0,000	$137,500	$0,000	**$687,500**
CST		2023	Transit Urbanized Area Formula Program	$550,000	$0,000	$137,500	$0,000	**$687,500**
				$6,278,390	**$0,000**	**$1,569,598**	**$0,000**	**$7,847,988**

AR-5307-GRTA	**FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR GRTA**	**Jurisdiction** Regional	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0015973		**Sponsor** GRTA	**N/A**	**N/A**	**N/A**	**TBD**
Programmed		**Service Type** **Transit / Formula Lump Sum**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** X

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST	AUTH	2013	Transit Urbanized Area Formula Program	~~$4,814,102~~	~~$1,203,526~~	~~$0,000~~	~~$0,000~~	**$6,017,628**
CST	AUTH	2014	Transit Urbanized Area Formula Program	~~$5,335,198~~	~~$1,333,800~~	~~$0,000~~	~~$0,000~~	**$6,668,998**
CST	AUTH	2015	Transit Urbanized Area Formula Program	~~$5,790,784~~	~~$1,447,696~~	~~$0,000~~	~~$0,000~~	**$7,238,480**
CST	AUTH	2016	Transit Urbanized Area Formula Program	~~$5,727,850~~	~~$1,431,963~~	~~$0,000~~	~~$0,000~~	**$7,159,813**
CST	AUTH	2017	Transit Urbanized Area Formula Program	~~$5,255,478~~	~~$1,313,869~~	~~$0,000~~	~~$0,000~~	**$6,569,347**
CST	AUTH	2018	Transit Urbanized Area Formula Program	~~$5,623,463~~	~~$1,405,866~~	~~$0,000~~	~~$0,000~~	**$7,029,329**
CST	AUTH	2018	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$1,000,000~~	~~$250,000~~	~~$0,000~~	~~$0,000~~	**$1,250,000**
CST		2019	Transit Urbanized Area Formula Program	$3,880,164	$970,041	$0,000	$0,000	**$4,850,205**
CST		2020	Transit Urbanized Area Formula Program	$4,800,000	$1,200,000	$0,000	$0,000	**$6,000,000**
CST		2021	Transit Urbanized Area Formula Program	$4,800,000	$1,200,000	$0,000	$0,000	**$6,000,000**
CST		2022	Transit Urbanized Area Formula Program	$4,800,000	$1,200,000	$0,000	$0,000	**$6,000,000**
CST		2023	Transit Urbanized Area Formula Program	$4,800,000	$1,200,000	$0,000	$0,000	**$6,000,000**
				$56,627,039	**$14,156,761**	**$0,000**	**$0,000**	**$70,783,800**

AR-5307-GW	**FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR GWINNETT COUNTY**	**Jurisdiction** Gwinnett County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
N/A		**Sponsor** Gwinnett County	**N/A**	**N/A**	**N/A**	**TBD**
Programmed		**Service Type** **Transit / Formula Lump Sum**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST	AUTH	2013	Transit Urbanized Area Formula Program	~~$5,356,817~~	~~$0,000~~	~~$1,339,204~~	~~$0,000~~	**$6,696,021**
CST	AUTH	2014	Transit Urbanized Area Formula Program	~~$5,435,014~~	~~$0,000~~	~~$1,358,753~~	~~$0,000~~	**$6,793,767**
CST	AUTH	2015	Transit Urbanized Area Formula Program	~~$5,288,613~~	~~$0,000~~	~~$1,322,153~~	~~$0,000~~	**$6,610,766**
CST	AUTH	2016	Transit Urbanized Area Formula Program	~~$5,238,896~~	~~$0,000~~	~~$1,309,724~~	~~$0,000~~	**$6,548,620**
CST	AUTH	2017	Transit Urbanized Area Formula Program	~~$5,437,936~~	~~$0,000~~	~~$1,359,484~~	~~$0,000~~	**$6,797,420**
CST	AUTH	2018	Transit Urbanized Area Formula Program	~~$4,702,455~~	~~$0,000~~	~~$1,175,614~~	~~$0,000~~	**$5,878,069**
CST		2019	Transit Urbanized Area Formula Program	$5,467,963	$0,000	$1,366,991	$0,000	**$6,834,954**
CST		2020	Transit Urbanized Area Formula Program	$5,400,000	$0,000	$1,350,000	$0,000	**$6,750,000**
CST		2021	Transit Urbanized Area Formula Program	$5,400,000	$0,000	$1,350,000	$0,000	**$6,750,000**
CST		2022	Transit Urbanized Area Formula Program	$5,400,000	$0,000	$1,350,000	$0,000	**$6,750,000**
CST		2023	Transit Urbanized Area Formula Program	$5,400,000	$0,000	$1,350,000	$0,000	**$6,750,000**
				$58,527,694	**$0,000**	**$14,631,923**	**$0,000**	**$73,159,617**

AR-5307-HA	**FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR HALL COUNTY**	**Jurisdiction** Hall County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
N/A		**Sponsor** Hall County	**N/A**	**N/A**	**N/A**	**TBD**
Programmed		**Service Type** **Transit / Formula Lump Sum**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST	AUTH	2013	Transit Urbanized Area Formula Program	~~$45,638~~	~~$0,000~~	~~$11,409~~	~~$0,000~~	**$57,047**
CST	AUTH	2014	Transit Urbanized Area Formula Program	~~$48,372~~	~~$0,000~~	~~$12,093~~	~~$0,000~~	**$60,465**
CST	AUTH	2015	Transit Urbanized Area Formula Program	~~$48,005~~	~~$0,000~~	~~$12,001~~	~~$0,000~~	**$60,006**
CST	AUTH	2016	Transit Urbanized Area Formula Program	~~$47,577~~	~~$0,000~~	~~$11,894~~	~~$0,000~~	**$59,471**
CST	AUTH	2017	Transit Urbanized Area Formula Program	~~$50,675~~	~~$0,000~~	~~$12,669~~	~~$0,000~~	**$63,344**
CST	AUTH	2018	Transit Urbanized Area Formula Program	~~$43,200~~	~~$0,000~~	~~$10,800~~	~~$0,000~~	**$54,000**
CST		2019	Transit Urbanized Area Formula Program	$53,190	$0,000	$13,298	$0,000	**$66,488**
CST		2020	Transit Urbanized Area Formula Program	$45,600	$0,000	$11,400	$0,000	**$57,000**
CST		2021	Transit Urbanized Area Formula Program	$45,600	$0,000	$11,400	$0,000	**$57,000**
CST		2022	Transit Urbanized Area Formula Program	$45,600	$0,000	$11,400	$0,000	**$57,000**
CST		2023	Transit Urbanized Area Formula Program	$45,600	$0,000	$11,400	$0,000	**$57,000**
				$519,057	**$0,000**	**$129,764**	**$0,000**	**$648,821**

AR-5307-HE	**FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR HENRY COUNTY**	**Jurisdiction** Henry County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
N/A		**Sponsor** Henry County	**N/A**	**N/A**	**N/A**	**TBD**
Programmed		**Service Type** **Transit / Formula Lump Sum**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST	AUTH	2013	Transit Urbanized Area Formula Program	~~$624,231~~	~~$0,000~~	~~$156,058~~	~~$0,000~~	**$780,289**
CST	AUTH	2014	Transit Urbanized Area Formula Program	~~$799,476~~	~~$0,000~~	~~$199,870~~	~~$0,000~~	**$999,346**
CST	AUTH	2015	Transit Urbanized Area Formula Program	~~$806,447~~	~~$0,000~~	~~$201,612~~	~~$0,000~~	**$1,008,059**
CST	AUTH	2016	Transit Urbanized Area Formula Program	~~$798,966~~	~~$0,000~~	~~$199,741~~	~~$0,000~~	**$998,707**
CST	AUTH	2017	Transit Urbanized Area Formula Program	~~$853,554~~	~~$0,000~~	~~$213,389~~	~~$0,000~~	**$1,066,943**
CST	AUTH	2018	Transit Urbanized Area Formula Program	~~$776,541~~	~~$0,000~~	~~$194,135~~	~~$0,000~~	**$970,676**
CST		2019	Transit Urbanized Area Formula Program	$905,467	$0,000	$226,367	$0,000	**$1,131,834**
CST		2020	Transit Urbanized Area Formula Program	$620,000	$0,000	$155,000	$0,000	**$775,000**
CST		2021	Transit Urbanized Area Formula Program	$620,000	$0,000	$155,000	$0,000	**$775,000**
CST		2022	Transit Urbanized Area Formula Program	$620,000	$0,000	$155,000	$0,000	**$775,000**
CST		2023	Transit Urbanized Area Formula Program	$620,000	$0,000	$155,000	$0,000	**$775,000**
				$8,044,682	**$0,000**	**$2,011,172**	**$0,000**	**$10,055,854**

AR-5307-JA | **FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR JACKSON COUNTY**

N/A

Programmed

Jurisdiction: Jackson County | **Sponsor:** Jackson County

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

Service Type: Transit / Formula Lump Sum

Analysis: Exempt from Air Quality Analysis (40 CFR 93)

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST	AUTH	2013	Transit Urbanized Area Formula Program	~~$20,701~~	~~$0,000~~	~~$5,175~~	~~$0,000~~	**$25,876**
CST	AUTH	2014	Transit Urbanized Area Formula Program	~~$21,941~~	~~$0,000~~	~~$5,486~~	~~$0,000~~	**$27,427**
CST	AUTH	2015	Transit Urbanized Area Formula Program	~~$21,774~~	~~$0,000~~	~~$5,444~~	~~$0,000~~	**$27,218**
CST	AUTH	2016	Transit Urbanized Area Formula Program	~~$21,580~~	~~$0,000~~	~~$5,395~~	~~$0,000~~	**$26,975**
CST	AUTH	2017	Transit Urbanized Area Formula Program	~~$22,986~~	~~$0,000~~	~~$5,746~~	~~$0,000~~	**$28,732**
CST	AUTH	2018	Transit Urbanized Area Formula Program	~~$19,595~~	~~$0,000~~	~~$4,899~~	~~$0,000~~	**$24,494**
CST		2019	Transit Urbanized Area Formula Program	$24,126	$0,000	$6,032	$0,000	**$30,158**
CST		2020	Transit Urbanized Area Formula Program	$20,700	$0,000	$5,175	$0,000	**$25,875**
CST		2021	Transit Urbanized Area Formula Program	$20,700	$0,000	$5,175	$0,000	**$25,875**
CST		2022	Transit Urbanized Area Formula Program	$20,700	$0,000	$5,175	$0,000	**$25,875**
CST		2023	Transit Urbanized Area Formula Program	$20,700	$0,000	$5,175	$0,000	**$25,875**
				$235,503	**$0,000**	**$58,877**	**$0,000**	**$294,380**

AR-5307-LR1 | **FTA SECTION 5307 FORMULA FUNDS - REGIONAL LUMP SUM FOR FY 2024-2030**

N/A

Long Range

Jurisdiction: Regional | **Sponsor:** TBD

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

Service Type: Transit / Formula Lump Sum

Analysis: Exempt from Air Quality Analysis (40 CFR 93)

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		LR 2024-2030	Transit Urbanized Area Formula Program	$438,807,600	$0,000	$109,701,900	$0,000	**$548,509,500**
				$438,807,600	**$0,000**	**$109,701,900**	**$0,000**	**$548,509,500**

AR-5307-LR2

FTA SECTION 5307 FORMULA FUNDS - REGIONAL LUMP SUM FOR FY 2031-2040

N/A

Long Range

Jurisdiction Regional

Sponsor TBD

Service Type **Transit / Formula Lump Sum**

Analysis Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year TBD

LCI ☐

Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		LR 2031-2040	Transit Urbanized Area Formula Program	$650,000,000	$0,000	$162,500,000	$0,000	**$812,500,000**
				$650,000,000	**$0,000**	**$162,500,000**	**$0,000**	**$812,500,000**

AR-5307-M

FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR MARTA AND FLEXED FHWA FUNDS PURPOSED FOR SECTION 5307/5340 ELIGIBLE PROJECTS

N/A

Programmed

Jurisdiction Regional - Central

Sponsor MARTA

Service Type **Transit / Formula Lump Sum**

Analysis Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year TBD

LCI ☐

Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST	AUTH	2011	STP - Urban (>200K) (ARC)	~~$40,336,094~~	~~$0,000~~	~~$10,084,023~~	~~$0,000~~	**$50,420,117**
CST	AUTH	2013	Transit Urbanized Area Formula Program	~~$41,164,263~~	~~$0,000~~	~~$10,291,066~~	~~$0,000~~	**$51,455,329**
CST	AUTH	2014	Transit Urbanized Area Formula Program	~~$41,772,673~~	~~$0,000~~	~~$10,443,168~~	~~$0,000~~	**$52,215,841**
CST	AUTH	2015	Transit Urbanized Area Formula Program	~~$42,469,796~~	~~$0,000~~	~~$10,617,449~~	~~$0,000~~	**$53,087,245**
CST	AUTH	2016	Transit Urbanized Area Formula Program	~~$42,028,114~~	~~$0,000~~	~~$10,507,029~~	~~$0,000~~	**$52,535,143**
CST	AUTH	2017	Transit Urbanized Area Formula Program	~~$46,235,952~~	~~$0,000~~	~~$11,558,988~~	~~$0,000~~	**$57,794,940**
CST	AUTH	2018	Transit Urbanized Area Formula Program	~~$45,939,431~~	~~$0,000~~	~~$11,484,858~~	~~$0,000~~	**$57,424,289**
CST		2019	Transit Urbanized Area Formula Program	$49,701,643	$0,000	$12,425,411	$0,000	**$62,127,054**
CST		2020	Transit Urbanized Area Formula Program	$41,000,000	$0,000	$10,250,000	$0,000	**$51,250,000**
CST		2021	Transit Urbanized Area Formula Program	$41,000,000	$0,000	$10,250,000	$0,000	**$51,250,000**
CST		2022	Transit Urbanized Area Formula Program	$41,000,000	$0,000	$10,250,000	$0,000	**$51,250,000**
CST		2023	Transit Urbanized Area Formula Program	$41,000,000	$0,000	$10,250,000	$0,000	**$51,250,000**
				$513,647,966	**$0,000**	**$128,411,992**	**$0,000**	**$642,059,958**

AR-5307-NE	**FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR NEWTON COUNTY**	**Jurisdiction** Newton County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
N/A		**Sponsor** Newton County	**N/A**	**N/A**	**N/A**	**TBD**
Programmed		**Service Type** **Transit / Formula Lump Sum**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST	AUTH	2013	Transit Urbanized Area Formula Program	~~$245,571~~	~~$0,000~~	~~$61,393~~	~~$0,000~~	**$306,964**
CST	AUTH	2014	Transit Urbanized Area Formula Program	~~$260,282~~	~~$0,000~~	~~$65,070~~	~~$0,000~~	**$325,352**
CST	AUTH	2015	Transit Urbanized Area Formula Program	~~$258,309~~	~~$0,000~~	~~$64,577~~	~~$0,000~~	**$322,886**
CST	AUTH	2016	Transit Urbanized Area Formula Program	~~$256,006~~	~~$0,000~~	~~$64,002~~	~~$0,000~~	**$320,008**
CST	AUTH	2017	Transit Urbanized Area Formula Program	~~$272,677~~	~~$0,000~~	~~$68,169~~	~~$0,000~~	**$340,846**
CST	AUTH	2018	Transit Urbanized Area Formula Program	~~$232,456~~	~~$0,000~~	~~$58,114~~	~~$0,000~~	**$290,570**
CST		2019	Transit Urbanized Area Formula Program	$286,206	$0,000	$71,552	$0,000	**$357,758**
CST		2020	Transit Urbanized Area Formula Program	$245,000	$0,000	$61,250	$0,000	**$306,250**
CST		2021	Transit Urbanized Area Formula Program	$245,000	$0,000	$61,250	$0,000	**$306,250**
CST		2022	Transit Urbanized Area Formula Program	$245,000	$0,000	$61,250	$0,000	**$306,250**
CST		2023	Transit Urbanized Area Formula Program	$245,000	$0,000	$61,250	$0,000	**$306,250**
				$2,791,507	**$0,000**	**$697,877**	**$0,000**	**$3,489,384**

AR-5307-PA

FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR PAULDING COUNTY

N/A

Programmed

Jurisdiction Paulding County

Sponsor Paulding County

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

Service Type
Transit / Formula Lump Sum

Analysis
Exempt from Air Quality Analysis (40 CFR 93)

LCI ☐
Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST	AUTH	2013	Transit Urbanized Area Formula Program	~~$391,405~~	~~$0,000~~	~~$97,851~~	~~$0,000~~	**$489,256**
CST	AUTH	2014	Transit Urbanized Area Formula Program	~~$414,852~~	~~$0,000~~	~~$103,713~~	~~$0,000~~	**$518,565**
CST	AUTH	2015	Transit Urbanized Area Formula Program	~~$411,707~~	~~$0,000~~	~~$102,927~~	~~$0,000~~	**$514,634**
CST	AUTH	2016	Transit Urbanized Area Formula Program	~~$408,037~~	~~$0,000~~	~~$102,009~~	~~$0,000~~	**$510,046**
CST	AUTH	2017	Transit Urbanized Area Formula Program	~~$434,608~~	~~$0,000~~	~~$108,652~~	~~$0,000~~	**$543,260**
CST	AUTH	2018	Transit Urbanized Area Formula Program	~~$370,502~~	~~$0,000~~	~~$92,625~~	~~$0,000~~	**$463,127**
CST		2019	Transit Urbanized Area Formula Program	$456,172	$0,000	$114,043	$0,000	**$570,215**
CST		2020	Transit Urbanized Area Formula Program	$390,000	$0,000	$97,500	$0,000	**$487,500**
CST		2021	Transit Urbanized Area Formula Program	$390,000	$0,000	$97,500	$0,000	**$487,500**
CST		2022	Transit Urbanized Area Formula Program	$390,000	$0,000	$97,500	$0,000	**$487,500**
CST		2023	Transit Urbanized Area Formula Program	$390,000	$0,000	$97,500	$0,000	**$487,500**
				$4,447,283	**$0,000**	**$1,111,820**	**$0,000**	**$5,559,103**

AR-5307-PI	**FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR PIKE COUNTY**	**Jurisdiction** Pike County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
N/A		**Sponsor** Pike County	**N/A**	**N/A**	**N/A**	**TBD**
Programmed		**Service Type** **Transit / Formula Lump Sum**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST	AUTH	2013	Transit Urbanized Area Formula Program	~~$0,562~~	~~$0,000~~	~~$0,140~~	~~$0,000~~	**$0,702**
CST	AUTH	2014	Transit Urbanized Area Formula Program	~~$0,595~~	~~$0,000~~	~~$0,149~~	~~$0,000~~	**$0,744**
CST	AUTH	2015	Transit Urbanized Area Formula Program	~~$0,591~~	~~$0,000~~	~~$0,148~~	~~$0,000~~	**$0,739**
CST	AUTH	2016	Transit Urbanized Area Formula Program	~~$0,586~~	~~$0,000~~	~~$0,146~~	~~$0,000~~	**$0,732**
CST	AUTH	2017	Transit Urbanized Area Formula Program	~~$0,624~~	~~$0,000~~	~~$0,156~~	~~$0,000~~	**$0,780**
CST	AUTH	2018	Transit Urbanized Area Formula Program	~~$0,532~~	~~$0,000~~	~~$0,133~~	~~$0,000~~	**$0,665**
CST		2019	Transit Urbanized Area Formula Program	$0,655	$0,000	$0,164	$0,000	**$0,819**
CST		2020	Transit Urbanized Area Formula Program	$20,700	$0,000	$5,175	$0,000	**$25,875**
CST		2021	Transit Urbanized Area Formula Program	$20,700	$0,000	$5,175	$0,000	**$25,875**
CST		2022	Transit Urbanized Area Formula Program	$20,700	$0,000	$5,175	$0,000	**$25,875**
CST		2023	Transit Urbanized Area Formula Program	$20,700	$0,000	$5,175	$0,000	**$25,875**
				$86,945	**$0,000**	**$21,736**	**$0,000**	**$108,681**

AR-5307-RO	**FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR ROCKDALE COUNTY**	**Jurisdiction** Rockdale County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
N/A		**Sponsor** Rockdale County	**N/A**	**N/A**	**N/A**	**TBD**
Programmed		**Service Type** **Transit / Formula Lump Sum**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST	AUTH	2013	Transit Urbanized Area Formula Program	~~$275,540~~	~~$0,000~~	~~$68,885~~	~~$0,000~~	**$344,425**
CST	AUTH	2014	Transit Urbanized Area Formula Program	~~$292,046~~	~~$0,000~~	~~$73,011~~	~~$0,000~~	**$365,057**
CST	AUTH	2015	Transit Urbanized Area Formula Program	~~$289,832~~	~~$0,000~~	~~$72,458~~	~~$0,000~~	**$362,290**
CST	AUTH	2016	Transit Urbanized Area Formula Program	~~$287,249~~	~~$0,000~~	~~$71,812~~	~~$0,000~~	**$359,061**
CST	AUTH	2017	Transit Urbanized Area Formula Program	~~$305,954~~	~~$0,000~~	~~$76,488~~	~~$0,000~~	**$382,442**
CST	AUTH	2018	Transit Urbanized Area Formula Program	~~$260,824~~	~~$0,000~~	~~$65,206~~	~~$0,000~~	**$326,030**
CST		2019	Transit Urbanized Area Formula Program	$321,135	$0,000	$80,284	$0,000	**$401,419**
CST		2020	Transit Urbanized Area Formula Program	$275,000	$0,000	$68,750	$0,000	**$343,750**
CST		2021	Transit Urbanized Area Formula Program	$275,000	$0,000	$68,750	$0,000	**$343,750**
CST		2022	Transit Urbanized Area Formula Program	$275,000	$0,000	$68,750	$0,000	**$343,750**
CST		2023	Transit Urbanized Area Formula Program	$275,000	$0,000	$68,750	$0,000	**$343,750**
				$3,132,580	**$0,000**	**$783,144**	**$0,000**	**$3,915,724**

AR-5307-RTC

FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR REGIONAL TRANSIT COMMITTEE

N/A

Delete

Jurisdiction Regional

Sponsor RTC

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

Service Type
Transit / Formula Lump Sum

Analysis
Exempt from Air Quality Analysis (40 CFR 93)

LCI ☐
Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST	AUTH	2012	Transit Urbanized Area Formula Program	~~$807,545~~	~~$0,000~~	~~$201,886~~	~~$0,000~~	**$1,009,431**
CST	AUTH	2013	Transit Urbanized Area Formula Program	~~$956,684~~	~~$0,000~~	~~$239,171~~	~~$0,000~~	**$1,195,855**
CST	AUTH	2014	Transit Urbanized Area Formula Program	~~$0,000~~	~~$0,000~~	~~$0,000~~	~~$0,000~~	**$0,000**
CST	AUTH	2015	Transit Urbanized Area Formula Program	~~$0,000~~	~~$0,000~~	~~$0,000~~	~~$0,000~~	**$0,000**
CST	AUTH	2016	Transit Urbanized Area Formula Program	~~$950,000~~	~~$0,000~~	~~$237,500~~	~~$0,000~~	**$1,187,500**
CST		2017	Transit Urbanized Area Formula Program	$950,000	$0,000	$237,500	$0,000	**$1,187,500**
CST		2018	Transit Urbanized Area Formula Program	$950,000	$0,000	$237,500	$0,000	**$1,187,500**
CST		2019	Transit Urbanized Area Formula Program	$950,000	$0,000	$237,500	$0,000	**$1,187,500**
CST		2020	Transit Urbanized Area Formula Program	$950,000	$0,000	$237,500	$0,000	**$1,187,500**
CST		2021	Transit Urbanized Area Formula Program	$950,000	$0,000	$237,500	$0,000	**$1,187,500**
CST		2022	Transit Urbanized Area Formula Program	$950,000	$0,000	$237,500	$0,000	**$1,187,500**
CST		2023	Transit Urbanized Area Formula Program	$950,000	$0,000	$237,500	$0,000	**$1,187,500**
				$9,364,229	**$0,000**	**$2,341,057**	**$0,000**	**$11,705,286**

AR-5307-SP	**FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR SPALDING COUNTY**	**Jurisdiction** Spalding County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
N/A		**Sponsor** Spalding County	**N/A**	**N/A**	**N/A**	**TBD**
Programmed		**Service Type** **Transit / Formula Lump Sum**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST	AUTH	2013	Transit Urbanized Area Formula Program	~~$147,171~~	~~$0,000~~	~~$36,793~~	~~$0,000~~	**$183,964**
CST	AUTH	2014	Transit Urbanized Area Formula Program	~~$155,987~~	~~$0,000~~	~~$38,997~~	~~$0,000~~	**$194,984**
CST	AUTH	2015	Transit Urbanized Area Formula Program	~~$154,804~~	~~$0,000~~	~~$38,701~~	~~$0,000~~	**$193,505**
CST	AUTH	2016	Transit Urbanized Area Formula Program	~~$153,425~~	~~$0,000~~	~~$38,356~~	~~$0,000~~	**$191,781**
CST	AUTH	2017	Transit Urbanized Area Formula Program	~~$163,415~~	~~$0,000~~	~~$40,854~~	~~$0,000~~	**$204,269**
CST	AUTH	2018	Transit Urbanized Area Formula Program	~~$139,311~~	~~$0,000~~	~~$34,828~~	~~$0,000~~	**$174,139**
CST		2019	Transit Urbanized Area Formula Program	$171,523	$0,000	$42,881	$0,000	**$214,404**
CST		2020	Transit Urbanized Area Formula Program	$147,000	$0,000	$36,750	$0,000	**$183,750**
CST		2021	Transit Urbanized Area Formula Program	$147,000	$0,000	$36,750	$0,000	**$183,750**
CST		2022	Transit Urbanized Area Formula Program	$147,000	$0,000	$36,750	$0,000	**$183,750**
CST		2023	Transit Urbanized Area Formula Program	$147,000	$0,000	$36,750	$0,000	**$183,750**
				$1,673,636	**$0,000**	**$418,410**	**$0,000**	**$2,092,046**

AR-5307-WA	**FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR WALTON COUNTY**	**Jurisdiction** Walton County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
N/A		**Sponsor** Walton County	**N/A**	**N/A**	**N/A**	**TBD**
Programmed		**Service Type** **Transit / Formula Lump Sum**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST	AUTH	2013	Transit Urbanized Area Formula Program	~~$92,120~~	~~$0,000~~	~~$23,030~~	~~$0,000~~	**$115,150**
CST	AUTH	2014	Transit Urbanized Area Formula Program	~~$97,639~~	~~$0,000~~	~~$24,410~~	~~$0,000~~	**$122,049**
CST	AUTH	2015	Transit Urbanized Area Formula Program	~~$96,899~~	~~$0,000~~	~~$24,225~~	~~$0,000~~	**$121,124**
CST	AUTH	2016	Transit Urbanized Area Formula Program	~~$96,035~~	~~$0,000~~	~~$24,009~~	~~$0,000~~	**$120,044**
CST	AUTH	2017	Transit Urbanized Area Formula Program	~~$102,289~~	~~$0,000~~	~~$25,572~~	~~$0,000~~	**$127,861**
CST	AUTH	2018	Transit Urbanized Area Formula Program	~~$87,201~~	~~$0,000~~	~~$21,800~~	~~$0,000~~	**$109,001**
CST		2019	Transit Urbanized Area Formula Program	$107,364	$0,000	$26,841	$0,000	**$134,205**
CST		2020	Transit Urbanized Area Formula Program	$92,100	$0,000	$23,025	$0,000	**$115,125**
CST		2021	Transit Urbanized Area Formula Program	$92,100	$0,000	$23,025	$0,000	**$115,125**
CST		2022	Transit Urbanized Area Formula Program	$92,100	$0,000	$23,025	$0,000	**$115,125**
CST		2023	Transit Urbanized Area Formula Program	$92,100	$0,000	$23,025	$0,000	**$115,125**
				$1,047,947	**$0,000**	**$261,987**	**$0,000**	**$1,309,934**

AR-5310

N/A

Programmed

FTA SECTION 5310 TRANSIT FOR ELDERLY AND PERSONS WITH DISABILITIES FUNDS - REGIONAL LUMP SUM

Jurisdiction Regional

Sponsor Georgia DHS

Service Type **Transit / Formula Lump Sum**

Analysis Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year TBD

LCI ☐

Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST	AUTH	2012	Enhanced Mobility of Seniors and Individuals with Disabilities	~~$3,404,731~~	~~$0,000~~	~~$766,064~~	~~$0,000~~	**$4,170,795**
CST	AUTH	2013	Enhanced Mobility of Seniors and Individuals with Disabilities	~~$2,506,297~~	~~$0,000~~	~~$0,000~~	~~$0,000~~	**$2,506,297**
CST	AUTH	2014	Enhanced Mobility of Seniors and Individuals with Disabilities	~~$2,783,277~~	~~$0,000~~	~~$695,819~~	~~$0,000~~	**$3,479,096**
CST	AUTH	2015	Enhanced Mobility of Seniors and Individuals with Disabilities	~~$2,778,345~~	~~$0,000~~	~~$694,586~~	~~$0,000~~	**$3,472,931**
CST	AUTH	2016	Enhanced Mobility of Seniors and Individuals with Disabilities	~~$2,931,342~~	~~$0,000~~	~~$732,836~~	~~$0,000~~	**$3,664,178**
CST	AUTH	2017	Enhanced Mobility of Seniors and Individuals with Disabilities	~~$3,006,156~~	~~$0,000~~	~~$751,539~~	~~$0,000~~	**$3,757,695**
CST	AUTH	2018	Enhanced Mobility of Seniors and Individuals with Disabilities	~~$3,131,351~~	~~$0,000~~	~~$782,838~~	~~$0,000~~	**$3,914,189**
CST		2019	Enhanced Mobility of Seniors and Individuals with Disabilities	$1,220,796	$0,000	$305,199	$0,000	**$1,525,995**
CST		2020	Enhanced Mobility of Seniors and Individuals with Disabilities	$1,200,000	$0,000	$300,000	$0,000	**$1,500,000**
CST		2021	Enhanced Mobility of Seniors and Individuals with Disabilities	$1,200,000	$0,000	$300,000	$0,000	**$1,500,000**
CST		2022	Enhanced Mobility of Seniors and Individuals with Disabilities	$1,200,000	$0,000	$300,000	$0,000	**$1,500,000**
CST		2023	Enhanced Mobility of Seniors and Individuals with Disabilities	$1,200,000	$0,000	$300,000	$0,000	**$1,500,000**
				$26,562,295	**$0,000**	**$5,928,881**	**$0,000**	**$32,491,176**

AR-5310-LR1

N/A

Long Range

FTA SECTION 5310 TRANSIT FOR ELDERLY AND PERSONS WITH DISABILITIES - REGIONAL LUMP SUM FOR FY 2024-2030

Jurisdiction Regional

Sponsor GDOT

Service Type **Transit / Formula Lump Sum**

Analysis Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year TBD

LCI ☐

Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		LR 2024-2030	Enhanced Mobility of Seniors and Individuals with Disabilities	$8,400,000	$0,000	$2,100,000	$0,000	**$10,500,000**
				$8,400,000	**$0,000**	**$2,100,000**	**$0,000**	**$10,500,000**

AR-5310-LR2

FTA SECTION 5310 TRANSIT FOR ELDERLY AND PERSONS WITH DISABILITIES FUNDS - REGIONAL LUMP SUM FOR FY 2031-2040

N/A

Long Range

Jurisdiction: Regional
Sponsor: GDOT
Service Type: Transit / Formula Lump Sum
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		LR 2031-2040	Enhanced Mobility of Seniors and Individuals with Disabilities	$12,000,000	$0,000	$3,000,000	$0,000	**$15,000,000**
				$12,000,000	**$0,000**	**$3,000,000**	**$0,000**	**$15,000,000**

AR-5311

FTA SECTION 5311 NONURBANIZED AREA SECTION 5311 TRANSIT FORMULA PROGRAM FUNDS - REGIONAL LUMP SUM

N/A

Programmed

Jurisdiction: Regional
Sponsor: TBD
Service Type: Transit / Formula Lump Sum
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST	AUTH	2012	Transit Nonurbanized Area Formula	~~$723,249~~	~~$0,000~~	~~$180,812~~	~~$0,000~~	**$904,061**
CST	AUTH	2013	Transit Nonurbanized Area Formula	~~$737,714~~	~~$0,000~~	~~$184,429~~	~~$0,000~~	**$922,143**
CST	AUTH	2014	Transit Nonurbanized Area Formula	~~$2,319,143~~	~~$62,787~~	~~$1,620,760~~	~~$0,000~~	**$4,002,690**
CST	AUTH	2015	Transit Nonurbanized Area Formula	~~$2,167,842~~	~~$19,021~~	~~$1,382,682~~	~~$0,000~~	**$3,569,545**
CST	AUTH	2016	Transit Nonurbanized Area Formula	~~$1,466,837~~	~~$19,487~~	~~$839,318~~	~~$0,000~~	**$2,325,642**
CST	AUTH	2017	Transit Nonurbanized Area Formula	~~$1,375,759~~	~~$52,967~~	~~$1,004,990~~	~~$0,000~~	**$2,433,716**
CST	AUTH	2018	Transit Nonurbanized Area Formula	~~$1,838,321~~	~~$0,000~~	~~$110,787~~	~~$0,000~~	**$1,949,108**
CST		2019	Transit Nonurbanized Area Formula	$1,161,399	$0,000	$346,001	$0,000	**$1,507,400**
CST		2020	Transit Nonurbanized Area Formula	$760,000	$0,000	$190,000	$0,000	**$950,000**
CST		2021	Transit Nonurbanized Area Formula	$760,000	$0,000	$190,000	$0,000	**$950,000**
CST		2022	Transit Nonurbanized Area Formula	$760,000	$0,000	$190,000	$0,000	**$950,000**
CST		2023	Transit Nonurbanized Area Formula	$760,000	$0,000	$190,000	$0,000	**$950,000**
				$14,830,264	**$154,262**	**$6,429,779**	**$0,000**	**$21,414,305**

AR-5311-LR1

FTA SECTION 5311 NONURBANIZED AREA SECTION 5311 TRANSIT FORMULA PROGRAM FUNDS - REGIONAL LUMP SUM FOR FY 2024-2030

N/A

Long Range

Jurisdiction: Regional

Sponsor: TBD

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

Service Type: Transit / Formula Lump Sum

Analysis: Exempt from Air Quality Analysis (40 CFR 93)

LCI: ☐ **Flex:** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		LR 2024-2030	Transit Nonurbanized Area Formula	$5,320,000	$0,000	$1,330,000	$0,000	**$6,650,000**
				$5,320,000	**$0,000**	**$1,330,000**	**$0,000**	**$6,650,000**

AR-5311-LR2

FTA SECTION 5311 NONURBANIZED AREA SECTION 5311 TRANSIT FORMULA PROGRAM FUNDS - REGIONAL LUMP SUM FOR FY 2031-2040

N/A

Long Range

Jurisdiction: Regional

Sponsor: TBD

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

Service Type: Transit / Formula Lump Sum

Analysis: Exempt from Air Quality Analysis (40 CFR 93)

LCI: ☐ **Flex:** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		LR 2031-2040	Transit Nonurbanized Area Formula	$7,600,000	$0,000	$1,900,000	$0,000	**$9,500,000**
				$7,600,000	**$0,000**	**$1,900,000**	**$0,000**	**$9,500,000**

AR-5337A

FTA SECTION 5337 HIGH INTENSITY FIXED GUIDEWAY STATE OF GOOD REPAIR FORMULA FUNDS - REGIONAL LUMP SUM FOR MARTA

N/A

Programmed

Jurisdiction Regional

Sponsor MARTA

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

Service Type Transit / Formula Lump Sum

Analysis Exempt from Air Quality Analysis (40 CFR 93)

LCI ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST	AUTH	2013	State of Good Repair Grants	~~$46,194,324~~	~~$0,000~~	~~$11,548,581~~	~~$0,000~~	**$57,742,905**
CST	AUTH	2014	State of Good Repair Grants	~~$41,707,261~~	~~$0,000~~	~~$10,426,815~~	~~$0,000~~	**$52,134,076**
CST	AUTH	2015	State of Good Repair Grants	~~$39,652,743~~	~~$0,000~~	~~$9,913,186~~	~~$0,000~~	**$49,565,929**
CST	AUTH	2016	State of Good Repair Grants	~~$45,733,773~~	~~$0,000~~	~~$11,433,443~~	~~$0,000~~	**$57,167,216**
CST	AUTH	2017	State of Good Repair Grants	~~$48,969,526~~	~~$0,000~~	~~$12,242,382~~	~~$0,000~~	**$61,211,908**
CST	AUTH	2018	State of Good Repair Grants	~~$57,429,452~~	~~$0,000~~	~~$14,357,363~~	~~$0,000~~	**$71,786,815**
CST		2019	State of Good Repair Grants	$55,464,725	$0,000	$13,866,181	$0,000	**$69,330,906**
CST		2020	State of Good Repair Grants	$46,194,324	$0,000	$11,548,581	$0,000	**$57,742,905**
CST		2021	State of Good Repair Grants	$46,194,324	$0,000	$11,548,581	$0,000	**$57,742,905**
CST		2022	State of Good Repair Grants	$46,194,324	$0,000	$11,548,581	$0,000	**$57,742,905**
CST		2023	State of Good Repair Grants	$46,194,324	$0,000	$11,548,581	$0,000	**$57,742,905**
				$519,929,100	**$0,000**	**$129,982,275**	**$0,000**	**$649,911,375**

AR-5337A-LR1

FTA SECTION 5337 HIGH INTENSITY FIXED GUIDEWAY STATE OF GOOD REPAIR FORMULA FUNDS - REGIONAL LUMP SUM FOR MARTA FOR FY 2024-2030

N/A

Long Range

Jurisdiction Regional

Sponsor MARTA

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

Service Type Transit / Formula Lump Sum

Analysis Exempt from Air Quality Analysis (40 CFR 93)

LCI ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		LR 2024-2030	State of Good Repair Grants	$415,800,000	$0,000	$103,950,000	$0,000	**$519,750,000**
				$415,800,000	**$0,000**	**$103,950,000**	**$0,000**	**$519,750,000**

AR-5337A-LR2

FTA SECTION 5337 HIGH INTENSITY FIXED GUIDEWAY STATE OF GOOD REPAIR FORMULA FUNDS - REGIONAL LUMP SUM FOR MARTA FOR FY 2031-2040

N/A

Long Range

Jurisdiction Regional

Sponsor MARTA

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

Service Type Transit / Formula Lump Sum

Analysis Exempt from Air Quality Analysis (40 CFR 93)

LCI ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		LR 2031-2040	State of Good Repair Grants	$462,000,000	$0,000	$115,500,000	$0,000	**$577,500,000**
				$462,000,000	**$0,000**	**$115,500,000**	**$0,000**	**$577,500,000**

AR-5337B-CO

HIGH INTENSITY MOTORBUS STATE OF GOOD REPAIR FORMULA FUNDS FOR COBB COUNTY

N/A

Programmed

Jurisdiction Cobb County

Sponsor Cobb County

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

Service Type Transit / Formula Lump Sum

Analysis Exempt from Air Quality Analysis (40 CFR 93)

LCI ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST	AUTH	2014	State of Good Repair Grants	~~$317,234~~	~~$0,000~~	~~$79,309~~	~~$0,000~~	**$396,543**
CST	AUTH	2015	State of Good Repair Grants	~~$297,775~~	~~$0,000~~	~~$74,444~~	~~$0,000~~	**$372,219**
CST	AUTH	2016	State of Good Repair Grants	~~$392,441~~	~~$0,000~~	~~$98,110~~	~~$0,000~~	**$490,551**
CST	AUTH	2017	State of Good Repair Grants	~~$473,628~~	~~$0,000~~	~~$118,407~~	~~$0,000~~	**$592,035**
CST	AUTH	2018	State of Good Repair Grants	~~$569,719~~	~~$0,000~~	~~$142,430~~	~~$0,000~~	**$712,149**
CST		2019	State of Good Repair Grants	$510,022	$0,000	$127,506	$0,000	**$637,528**
CST		2020	State of Good Repair Grants	$311,982	$0,000	$77,996	$0,000	**$389,978**
CST		2021	State of Good Repair Grants	$311,982	$0,000	$77,996	$0,000	**$389,978**
CST		2022	State of Good Repair Grants	$311,982	$0,000	$77,996	$0,000	**$389,978**
CST		2023	State of Good Repair Grants	$311,982	$0,000	$77,996	$0,000	**$389,978**
				$3,808,747	**$0,000**	**$952,190**	**$0,000**	**$4,760,937**

AR-5337B-GRTA	**HIGH INTENSITY MOTORBUS STATE OF GOOD REPAIR FORMULA FUNDS FOR GRTA**	**Jurisdiction** Regional	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
N/A		**Sponsor** GRTA	**N/A**	**N/A**	**N/A**	**TBD**
Programmed		**Service Type** **Transit / Formula Lump Sum**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST	AUTH	2014	State of Good Repair Grants	~~$822,397~~	~~$205,599~~	~~$0,000~~	~~$0,000~~	**$1,027,996**
CST	AUTH	2015	State of Good Repair Grants	~~$1,056,615~~	~~$264,154~~	~~$0,000~~	~~$0,000~~	**$1,320,769**
CST	AUTH	2016	State of Good Repair Grants	~~$1,281,641~~	~~$320,410~~	~~$0,000~~	~~$0,000~~	**$1,602,051**
CST	AUTH	2017	State of Good Repair Grants	~~$1,455,529~~	~~$363,882~~	~~$0,000~~	~~$0,000~~	**$1,819,411**
CST	AUTH	2018	State of Good Repair Grants	~~$1,769,131~~	~~$442,283~~	~~$0,000~~	~~$0,000~~	**$2,211,414**
CST		2019	State of Good Repair Grants	$1,367,190	$341,798	$0,000	$0,000	**$1,708,988**
CST		2020	State of Good Repair Grants	$611,792	$152,948	$0,000	$0,000	**$764,740**
CST		2021	State of Good Repair Grants	$611,792	$152,948	$0,000	$0,000	**$764,740**
CST		2022	State of Good Repair Grants	$611,792	$152,948	$0,000	$0,000	**$764,740**
CST		2023	State of Good Repair Grants	$611,792	$152,948	$0,000	$0,000	**$764,740**
				$10,199,671	**$2,549,918**	**$0,000**	**$0,000**	**$12,749,589**

AR-5337B-GW | **HIGH INTENSITY MOTORBUS STATE OF GOOD REPAIR FORMULA FUNDS FOR GWINNETT COUNTY**

0015526

Programmed

Jurisdiction: Gwinnett County
Sponsor: Gwinnett County
Service Type: Transit / Formula Lump Sum
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI: ☐ Flex: X

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST	AUTH	2014	State of Good Repair Grants	~~$1,261,473~~	~~$0,000~~	~~$315,368~~	~~$0,000~~	**$1,576,841**
CST	AUTH	2015	State of Good Repair Grants	~~$1,114,222~~	~~$0,000~~	~~$278,556~~	~~$0,000~~	**$1,392,778**
CST	AUTH	2016	State of Good Repair Grants	~~$1,525,108~~	~~$0,000~~	~~$381,277~~	~~$0,000~~	**$1,906,385**
CST	AUTH	2017	State of Good Repair Grants	~~$1,726,134~~	~~$0,000~~	~~$431,534~~	~~$0,000~~	**$2,157,668**
CST	AUTH	2017	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$1,726,134~~	~~$0,000~~	~~$431,534~~	~~$0,000~~	**$2,157,668**
CST	AUTH	2018	State of Good Repair Grants	~~$1,710,620~~	~~$0,000~~	~~$427,655~~	~~$0,000~~	**$2,138,275**
CST		2019	State of Good Repair Grants	$1,240,419	$0,000	$310,105	$0,000	**$1,550,524**
CST		2019	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$540,000	$0,000	$135,000	$0,000	**$675,000**
CST		2020	State of Good Repair Grants	$1,087,461	$0,000	$271,865	$0,000	**$1,359,326**
CST		2021	State of Good Repair Grants	$1,087,461	$0,000	$271,865	$0,000	**$1,359,326**
CST		2022	State of Good Repair Grants	$1,087,461	$0,000	$271,865	$0,000	**$1,359,326**
CST		2023	State of Good Repair Grants	$1,087,461	$0,000	$271,865	$0,000	**$1,359,326**
				$15,193,954	**$0,000**	**$3,798,489**	**$0,000**	**$18,992,443**

AR-5337B-LR1 | **HIGH INTENSITY MOTORBUS STATE OF GOOD REPAIR FORMULA FUNDS - REGIONAL LUMP SUM FOR FY 2024-2030**

N/A

Long Range

Jurisdiction: Regional
Sponsor: TBD
Service Type: Transit / Formula Lump Sum
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI: ☐ Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		LR 2024-2030	State of Good Repair Grants	$21,573,000	$0,000	$5,393,250	$0,000	**$26,966,250**
				$21,573,000	**$0,000**	**$5,393,250**	**$0,000**	**$26,966,250**

AR-5337B-LR2 | **HIGH INTENSITY MOTORBUS STATE OF GOOD REPAIR FORMULA FUNDS - REGIONAL LUMP SUM FOR FY 2031-2040**

N/A

Long Range

Jurisdiction: Regional
Sponsor: TBD
Service Type: Transit / Formula Lump Sum
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		LR 2031-2040	State of Good Repair Grants	$23,970,000	$0,000	$5,992,500	$0,000	**$29,962,500**
				$23,970,000	**$0,000**	**$5,992,500**	**$0,000**	**$29,962,500**

AR-5337B-M | **HIGH INTENSITY MOTORBUS STATE OF GOOD REPAIR FORMULA FUNDS FOR MARTA**

N/A

Programmed

Jurisdiction: Regional - Central
Sponsor: MARTA
Service Type: Transit / Formula Lump Sum
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST	AUTH	2014	State of Good Repair Grants	~~$294,189~~	~~$0,000~~	~~$73,547~~	~~$0,000~~	**$367,736**
CST	AUTH	2015	State of Good Repair Grants	~~$281,441~~	~~$0,000~~	~~$70,360~~	~~$0,000~~	**$351,801**
CST	AUTH	2016	State of Good Repair Grants	~~$403,256~~	~~$0,000~~	~~$100,814~~	~~$0,000~~	**$504,070**
CST	AUTH	2017	State of Good Repair Grants	~~$386,238~~	~~$0,000~~	~~$96,560~~	~~$0,000~~	**$482,798**
CST	AUTH	2018	State of Good Repair Grants	~~$545,198~~	~~$0,000~~	~~$136,300~~	~~$0,000~~	**$681,498**
CST		2019	State of Good Repair Grants	$539,562	$0,000	$134,891	$0,000	**$674,453**
CST		2020	State of Good Repair Grants	$386,238	$0,000	$96,560	$0,000	**$482,798**
CST		2021	State of Good Repair Grants	$386,238	$0,000	$96,560	$0,000	**$482,798**
CST		2022	State of Good Repair Grants	$386,238	$0,000	$96,560	$0,000	**$482,798**
CST		2023	State of Good Repair Grants	$386,238	$0,000	$96,560	$0,000	**$482,798**
				$3,994,836	**$0,000**	**$998,712**	**$0,000**	**$4,993,548**

AR-5339-CH

FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR CHEROKEE COUNTY

N/A

Programmed

Jurisdiction Cherokee County

Sponsor Cherokee County

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

Service Type
Transit / Formula Lump Sum

Analysis
Exempt from Air Quality Analysis (40 CFR 93)

LCI ☐
Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST	AUTH	2013	Bus and Bus Facilities Program	~~$85,445~~	~~$0,000~~	~~$21,361~~	~~$0,000~~	**$106,806**
CST	AUTH	2014	Bus and Bus Facilities Program	~~$94,443~~	~~$0,000~~	~~$23,611~~	~~$0,000~~	**$118,054**
CST	AUTH	2015	Bus and Bus Facilities Program	~~$99,862~~	~~$0,000~~	~~$24,965~~	~~$0,000~~	**$124,827**
CST	AUTH	2016	Bus and Bus Facilities Program	~~$84,855~~	~~$0,000~~	~~$21,214~~	~~$0,000~~	**$106,069**
CST	AUTH	2017	Bus and Bus Facilities Program	~~$99,520~~	~~$0,000~~	~~$24,880~~	~~$0,000~~	**$124,400**
CST	AUTH	2018	Bus and Bus Facilities Program	~~$137,233~~	~~$0,000~~	~~$34,308~~	~~$0,000~~	**$171,541**
CST		2019	Bus and Bus Facilities Program	$122,394	$0,000	$30,599	$0,000	**$152,993**
CST		2020	Bus and Bus Facilities Program	$85,445	$0,000	$21,361	$0,000	**$106,806**
CST		2021	Bus and Bus Facilities Program	$85,445	$0,000	$21,361	$0,000	**$106,806**
CST		2022	Bus and Bus Facilities Program	$85,445	$0,000	$21,361	$0,000	**$106,806**
CST		2023	Bus and Bus Facilities Program	$85,445	$0,000	$21,361	$0,000	**$106,806**
				$1,065,532	**$0,000**	**$266,382**	**$0,000**	**$1,331,914**

AR-5339-CO

FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR COBB COUNTY

N/A

Programmed

Jurisdiction Cobb County

Sponsor Cobb County

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

Service Type Transit / Formula Lump Sum

Analysis Exempt from Air Quality Analysis (40 CFR 93)

LCI ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST	AUTH	2013	Bus and Bus Facilities Program	~~$674,048~~	~~$0,000~~	~~$168,512~~	~~$0,000~~	**$842,560**
CST	AUTH	2014	Bus and Bus Facilities Program	~~$648,909~~	~~$0,000~~	~~$162,227~~	~~$0,000~~	**$811,136**
CST	AUTH	2015	Bus and Bus Facilities Program	~~$619,913~~	~~$0,000~~	~~$154,978~~	~~$0,000~~	**$774,891**
CST	AUTH	2016	Bus and Bus Facilities Program	~~$573,126~~	~~$0,000~~	~~$143,282~~	~~$0,000~~	**$716,408**
CST	AUTH	2017	Bus and Bus Facilities Program	~~$602,660~~	~~$0,000~~	~~$150,665~~	~~$0,000~~	**$753,325**
CST	AUTH	2018	Bus and Bus Facilities Program	~~$830,905~~	~~$0,000~~	~~$207,726~~	~~$0,000~~	**$1,038,631**
CST		2019	Bus and Bus Facilities Program	$741,800	$0,000	$185,450	$0,000	**$927,250**
CST		2020	Bus and Bus Facilities Program	$674,048	$0,000	$168,512	$0,000	**$842,560**
CST		2021	Bus and Bus Facilities Program	$674,048	$0,000	$168,512	$0,000	**$842,560**
CST		2022	Bus and Bus Facilities Program	$674,048	$0,000	$168,512	$0,000	**$842,560**
CST		2023	Bus and Bus Facilities Program	$674,048	$0,000	$168,512	$0,000	**$842,560**
				$7,387,553	**$0,000**	**$1,846,888**	**$0,000**	**$9,234,441**

AR-5339-CPACS

FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR CPACS

N/A

Programmed

Jurisdiction DeKalb County

Sponsor CPACS

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

Service Type Transit / Formula Lump Sum

Analysis Exempt from Air Quality Analysis (40 CFR 93)

LCI ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2019	Bus and Bus Facilities Program	$6,438	$0,000	$1,610	$0,000	**$8,048**
				$6,438	**$0,000**	**$1,610**	**$0,000**	**$8,048**

AR-5339-CW

FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR COWETA COUNTY

N/A

Programmed

Jurisdiction Coweta County

Sponsor Coweta County

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

Service Type
Transit / Formula Lump Sum

Analysis
Exempt from Air Quality Analysis (40 CFR 93)

LCI ☐
Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST	AUTH	2013	Bus and Bus Facilities Program	~~$38,143~~	~~$0,000~~	~~$9,536~~	~~$0,000~~	**$47,679**
CST	AUTH	2014	Bus and Bus Facilities Program	~~$39,077~~	~~$0,000~~	~~$9,769~~	~~$0,000~~	**$48,846**
CST	AUTH	2015	Bus and Bus Facilities Program	~~$39,273~~	~~$0,000~~	~~$9,818~~	~~$0,000~~	**$49,091**
CST	AUTH	2016	Bus and Bus Facilities Program	~~$39,273~~	~~$0,000~~	~~$9,818~~	~~$0,000~~	**$49,091**
CST	AUTH	2017	Bus and Bus Facilities Program	~~$37,134~~	~~$0,000~~	~~$9,284~~	~~$0,000~~	**$46,418**
CST	AUTH	2018	Bus and Bus Facilities Program	~~$50,818~~	~~$0,000~~	~~$12,705~~	~~$0,000~~	**$63,523**
CST		2019	Bus and Bus Facilities Program	$46,539	$0,000	$11,635	$0,000	**$58,174**
CST		2020	Bus and Bus Facilities Program	$38,143	$0,000	$9,536	$0,000	**$47,679**
CST		2021	Bus and Bus Facilities Program	$38,143	$0,000	$9,536	$0,000	**$47,679**
CST		2022	Bus and Bus Facilities Program	$38,143	$0,000	$9,536	$0,000	**$47,679**
CST		2023	Bus and Bus Facilities Program	$38,143	$0,000	$9,536	$0,000	**$47,679**
				$442,829	**$0,000**	**$110,709**	**$0,000**	**$553,538**

AR-5339-DO	**FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR DOUGLAS COUNTY**	**Jurisdiction** Douglas County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
N/A		**Sponsor** Douglas County	**N/A**	**N/A**	**N/A**	**TBD**
Programmed		**Service Type** **Transit / Formula Lump Sum**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST	AUTH	2013	Bus and Bus Facilities Program	~~$175,923~~	~~$0,000~~	~~$43,981~~	~~$0,000~~	**$219,904**
CST	AUTH	2014	Bus and Bus Facilities Program	~~$189,186~~	~~$0,000~~	~~$47,296~~	~~$0,000~~	**$236,482**
CST	AUTH	2015	Bus and Bus Facilities Program	~~$172,725~~	~~$0,000~~	~~$43,181~~	~~$0,000~~	**$215,906**
CST	AUTH	2016	Bus and Bus Facilities Program	~~$120,582~~	~~$0,000~~	~~$30,146~~	~~$0,000~~	**$150,728**
CST	AUTH	2017	Bus and Bus Facilities Program	~~$118,329~~	~~$0,000~~	~~$29,582~~	~~$0,000~~	**$147,911**
CST	AUTH	2018	Bus and Bus Facilities Program	~~$139,669~~	~~$0,000~~	~~$34,917~~	~~$0,000~~	**$174,586**
CST		2019	Bus and Bus Facilities Program	$126,988	$0,000	$31,747	$0,000	**$158,735**
CST		2020	Bus and Bus Facilities Program	$175,923	$0,000	$43,981	$0,000	**$219,904**
CST		2021	Bus and Bus Facilities Program	$175,923	$0,000	$43,981	$0,000	**$219,904**
CST		2022	Bus and Bus Facilities Program	$175,923	$0,000	$43,981	$0,000	**$219,904**
CST		2023	Bus and Bus Facilities Program	$175,923	$0,000	$43,981	$0,000	**$219,904**
				$1,747,094	**$0,000**	**$436,774**	**$0,000**	**$2,183,868**

AR-5339-GRTA	**FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR GRTA**	**Jurisdiction** Regional	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
N/A		**Sponsor** GRTA	**N/A**	**N/A**	**N/A**	**TBD**
Programmed		**Service Type** **Transit / Formula Lump Sum**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST	AUTH	2013	Bus and Bus Facilities Program	~~$769,138~~	~~$192,284~~	~~$0,000~~	~~$0,000~~	**$961,422**
CST	AUTH	2014	Bus and Bus Facilities Program	~~$888,455~~	~~$222,114~~	~~$0,000~~	~~$0,000~~	**$1,110,569**
CST	AUTH	2015	Bus and Bus Facilities Program	~~$842,084~~	~~$210,521~~	~~$0,000~~	~~$0,000~~	**$1,052,605**
CST	AUTH	2016	Bus and Bus Facilities Program	~~$542,689~~	~~$135,672~~	~~$0,000~~	~~$0,000~~	**$678,361**
CST	AUTH	2017	Bus and Bus Facilities Program	~~$516,782~~	~~$129,196~~	~~$0,000~~	~~$0,000~~	**$645,978**
CST	AUTH	2018	Bus and Bus Facilities Program	~~$700,320~~	~~$175,080~~	~~$0,000~~	~~$0,000~~	**$875,400**
CST		2019	Bus and Bus Facilities Program	$578,509	$144,627	$0,000	$0,000	**$723,136**
CST		2020	Bus and Bus Facilities Program	$769,138	$192,284	$0,000	$0,000	**$961,422**
CST		2021	Bus and Bus Facilities Program	$769,138	$192,284	$0,000	$0,000	**$961,422**
CST		2022	Bus and Bus Facilities Program	$769,138	$192,284	$0,000	$0,000	**$961,422**
CST		2023	Bus and Bus Facilities Program	$769,138	$192,284	$0,000	$0,000	**$961,422**
				$7,914,529	**$1,978,630**	**$0,000**	**$0,000**	**$9,893,159**

AR-5339-GW

FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR GWINNETT COUNTY

N/A

Programmed

Jurisdiction Gwinnett County

Sponsor Gwinnett County

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

Service Type
Transit / Formula Lump Sum

Analysis
Exempt from Air Quality Analysis (40 CFR 93)

LCI ☐
Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST	AUTH	2013	Bus and Bus Facilities Program	~~$696,415~~	~~$0,000~~	~~$174,104~~	~~$0,000~~	**$870,519**
CST	AUTH	2014	Bus and Bus Facilities Program	~~$690,982~~	~~$0,000~~	~~$172,746~~	~~$0,000~~	**$863,728**
CST	AUTH	2015	Bus and Bus Facilities Program	~~$677,770~~	~~$0,000~~	~~$169,443~~	~~$0,000~~	**$847,213**
CST	AUTH	2016	Bus and Bus Facilities Program	~~$569,925~~	~~$0,000~~	~~$142,481~~	~~$0,000~~	**$712,406**
CST	AUTH	2017	Bus and Bus Facilities Program	~~$596,134~~	~~$0,000~~	~~$149,034~~	~~$0,000~~	**$745,168**
CST	AUTH	2018	Bus and Bus Facilities Program	~~$798,321~~	~~$0,000~~	~~$199,580~~	~~$0,000~~	**$997,901**
CST		2019	Bus and Bus Facilities Program	$710,496	$0,000	$177,624	$0,000	**$888,120**
CST		2020	Bus and Bus Facilities Program	$696,415	$0,000	$174,104	$0,000	**$870,519**
CST		2021	Bus and Bus Facilities Program	$696,415	$0,000	$174,104	$0,000	**$870,519**
CST		2022	Bus and Bus Facilities Program	$696,415	$0,000	$174,104	$0,000	**$870,519**
CST		2023	Bus and Bus Facilities Program	$696,415	$0,000	$174,104	$0,000	**$870,519**
				$7,525,703	**$0,000**	**$1,881,428**	**$0,000**	**$9,407,131**

AR-5339-HA

FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR HALL COUNTY

N/A

Programmed

Jurisdiction Hall County

Sponsor Hall County

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

Service Type
Transit / Formula Lump Sum

Analysis
Exempt from Air Quality Analysis (40 CFR 93)

LCI ☐
Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST	AUTH	2013	Bus and Bus Facilities Program	~~$6,015~~	~~$0,000~~	~~$1,504~~	~~$0,000~~	**$7,519**
CST	AUTH	2014	Bus and Bus Facilities Program	~~$6,162~~	~~$0,000~~	~~$1,541~~	~~$0,000~~	**$7,703**
CST	AUTH	2015	Bus and Bus Facilities Program	~~$6,193~~	~~$0,000~~	~~$1,548~~	~~$0,000~~	**$7,741**
CST	AUTH	2016	Bus and Bus Facilities Program	~~$5,710~~	~~$0,000~~	~~$1,428~~	~~$0,000~~	**$7,138**
CST	AUTH	2017	Bus and Bus Facilities Program	~~$5,855~~	~~$0,000~~	~~$1,464~~	~~$0,000~~	**$7,319**
CST	AUTH	2018	Bus and Bus Facilities Program	~~$8,013~~	~~$0,000~~	~~$2,003~~	~~$0,000~~	**$10,016**
CST		2019	Bus and Bus Facilities Program	$7,338	$0,000	$1,835	$0,000	**$9,173**
CST		2020	Bus and Bus Facilities Program	$6,015	$0,000	$1,504	$0,000	**$7,519**
CST		2021	Bus and Bus Facilities Program	$6,015	$0,000	$1,504	$0,000	**$7,519**
CST		2022	Bus and Bus Facilities Program	$6,015	$0,000	$1,504	$0,000	**$7,519**
CST		2023	Bus and Bus Facilities Program	$6,015	$0,000	$1,504	$0,000	**$7,519**
				$69,346	**$0,000**	**$17,339**	**$0,000**	**$86,685**

AR-5339-HE | **FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR HENRY COUNTY**

N/A

Programmed

Jurisdiction: Henry County | **Sponsor:** Henry County | **Service Type:** Transit / Formula Lump Sum | **Analysis:** Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST	AUTH	2013	Bus and Bus Facilities Program	~~$81,517~~	~~$0,000~~	~~$20,379~~	~~$0,000~~	**$101,896**
CST	AUTH	2014	Bus and Bus Facilities Program	~~$101,320~~	~~$0,000~~	~~$25,330~~	~~$0,000~~	**$126,650**
CST	AUTH	2015	Bus and Bus Facilities Program	~~$103,927~~	~~$0,000~~	~~$25,982~~	~~$0,000~~	**$129,909**
CST	AUTH	2016	Bus and Bus Facilities Program	~~$98,942~~	~~$0,000~~	~~$24,735~~	~~$0,000~~	**$123,677**
CST	AUTH	2017	Bus and Bus Facilities Program	~~$102,559~~	~~$0,000~~	~~$25,640~~	~~$0,000~~	**$128,199**
CST	AUTH	2018	Bus and Bus Facilities Program	~~$145,045~~	~~$0,000~~	~~$36,261~~	~~$0,000~~	**$181,306**
CST		2019	Bus and Bus Facilities Program	$126,645	$0,000	$34,661	$0,000	**$161,306**
CST		2020	Bus and Bus Facilities Program	$81,517	$0,000	$20,379	$0,000	**$101,896**
CST		2021	Bus and Bus Facilities Program	$81,517	$0,000	$20,379	$0,000	**$101,896**
CST		2022	Bus and Bus Facilities Program	$81,517	$0,000	$20,379	$0,000	**$101,896**
CST		2023	Bus and Bus Facilities Program	$81,517	$0,000	$20,379	$0,000	**$101,896**
				$1,086,023	**$0,000**	**$274,504**	**$0,000**	**$1,360,527**

AR-5339-LR1 | **FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS - REGIONAL LUMP SUM FOR 2024-2030**

N/A

Long Range

Jurisdiction: Regional | **Sponsor:** TBD | **Service Type:** Transit / Formula Lump Sum | **Analysis:** Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		LR 2024-2030	Bus and Bus Facilities Program	$31,789,401	$0,000	$7,947,350	$0,000	**$39,736,751**
				$31,789,401	**$0,000**	**$7,947,350**	**$0,000**	**$39,736,751**

AR-5339-LR2

FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS - REGIONAL LUMP SUM FOR 2031-2040

N/A

Long Range

Jurisdiction Regional

Sponsor TBD

Service Type **Transit / Formula Lump Sum**

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year TBD

Analysis Exempt from Air Quality Analysis (40 CFR 93)

LCI ☐

Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		LR 2031-2040	Bus and Bus Facilities Program	$54,160,000	$0,000	$13,540,000	$0,000	**$67,700,000**
				$54,160,000	**$0,000**	**$13,540,000**	**$0,000**	**$67,700,000**

AR-5339-M

FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR MARTA

N/A

Programmed

Jurisdiction Regional - Central

Sponsor MARTA

Service Type **Transit / Formula Lump Sum**

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year TBD

Analysis Exempt from Air Quality Analysis (40 CFR 93)

LCI ☐

Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST	AUTH	2013	Bus and Bus Facilities Program	~~$2,888,868~~	~~$0,000~~	~~$722,217~~	~~$0,000~~	**$3,611,085**
CST	AUTH	2014	Bus and Bus Facilities Program	~~$3,035,877~~	~~$0,000~~	~~$758,969~~	~~$0,000~~	**$3,794,846**
CST	AUTH	2015	Bus and Bus Facilities Program	~~$3,027,194~~	~~$0,000~~	~~$756,798~~	~~$0,000~~	**$3,783,992**
CST	AUTH	2016	Bus and Bus Facilities Program	~~$2,926,602~~	~~$0,000~~	~~$731,651~~	~~$0,000~~	**$3,658,253**
CST	AUTH	2017	Bus and Bus Facilities Program	~~$3,105,427~~	~~$0,000~~	~~$776,357~~	~~$0,000~~	**$3,881,784**
CST	AUTH	2018	Bus and Bus Facilities Program	~~$4,371,064~~	~~$0,000~~	~~$1,092,766~~	~~$0,000~~	**$5,463,830**
CST		2019	Bus and Bus Facilities Program	$4,032,037	$0,000	$1,008,009	$0,000	**$5,040,046**
CST		2020	Bus and Bus Facilities Program	$2,888,868	$0,000	$722,217	$0,000	**$3,611,085**
CST		2021	Bus and Bus Facilities Program	$2,014,699	$0,000	$503,675	$0,000	**$2,518,374**
CST		2022	Bus and Bus Facilities Program	$2,014,699	$0,000	$503,675	$0,000	**$2,518,374**
CST		2023	Bus and Bus Facilities Program	$2,014,699	$0,000	$503,675	$0,000	**$2,518,374**
				$32,320,034	**$0,000**	**$8,080,009**	**$0,000**	**$40,400,043**

AR-551 | **COBB EXPRESS BUS REHABILITATION**

0015527

Programmed

Jurisdiction: Cobb County
Sponsor: Cobb Community Transit,Cobb County
Service Type: Transit / Operations & Maintenance
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI: ☐ **Flex:** X

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST	AUTH	2017	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$1,000,000~~	~~$0,000~~	~~$250,000~~	~~$0,000~~	**$1,250,000**
CST		2019	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$1,000,000	$0,000	$250,000	$0,000	**$1,250,000**
				$2,000,000	**$0,000**	**$500,000**	**$0,000**	**$2,500,000**

AR-604 | **GRTA MANAGED LANES SYSTEM PARK AND RIDE EXPANSION - COBB COUNTY**

TBD

Programmed

Jurisdiction: Regional - Northwest
Sponsor: GRTA
Service Type: Transit / Facilities Capital
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI: ☐ **Flex:** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2017	Bus and Bus Facilities	~~$38,433~~	~~$0,000~~	~~$0,000~~	~~$9,608~~	**$48,041**
PE	AUTH	2018	Bus and Bus Facilities	~~$442,309~~	~~$0,000~~	~~$0,000~~	~~$110,577~~	**$552,886**
CST	AUTH	2018	Bus and Bus Facilities	~~$1,847,540~~	~~$369,508~~	~~$0,000~~	~~$0,000~~	**$2,217,048**
CST		2019	Bus and Bus Facilities	$1,835,875	$1,480,492	$0,000	$0,000	**$3,316,367**
				$4,164,157	**$1,850,000**	**$0,000**	**$120,185**	**$6,134,342**

AR-651 | **SRTA XPRESS NORTHWEST CORRIDOR SERVICE EXPANSION (OPERATING ASSISTANCE)**

0016364 | **Programmed**

Jurisdiction: Regional | Sponsor: GRTA | Service Type: **Transit / Operations & Maintenance** | Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI: ☐ Flex: X

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2019	Congestion Mitigation & Air Quality Improvement (CMAQ)	$1,300,000	$325,000	$0,000	$0,000	**$1,625,000**
CST		2020	Congestion Mitigation & Air Quality Improvement (CMAQ)	$1,700,000	$425,000	$0,000	$0,000	**$2,125,000**
CST		2021	Congestion Mitigation & Air Quality Improvement (CMAQ)	$1,700,000	$425,000	$0,000	$0,000	**$2,125,000**
				$4,700,000	**$1,175,000**	**$0,000**	**$0,000**	**$5,875,000**

AR-701 | **GREYHOUND ATLANTA TERMINAL IMPROVEMENTS**

T005164 | **Programmed**

Jurisdiction: City of Atlanta | Sponsor: GDOT | Service Type: **Transit / Facilities Capital** | Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI: ☐ Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2017	Intercity Bus Program	~~$852,226~~	~~$0,000~~	~~$213,057~~	~~$0,000~~	**$1,065,283**
CST	AUTH	2018	Intercity Bus Program	~~$10,162,390~~	~~$0,000~~	~~$2,540,597~~	~~$0,000~~	**$12,702,987**
				$11,014,616	**$0,000**	**$2,753,654**	**$0,000**	**$13,768,270**

AR-955 | **I-75 SOUTH - NEW INTERCHANGE**

TBD | **Long Range** | AT BETHLEHEM ROAD

Jurisdiction: Henry County | Sponsor: Henry County | Service Type: **Roadway / Interchange Capacity** | Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	2040

LCI: ☐ Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ALL		LR 2031-2040	General Federal Aid 2024-2040	$20,000,000	$5,000,000	$0,000	$0,000	**$25,000,000**
				$20,000,000	**$5,000,000**	**$0,000**	**$0,000**	**$25,000,000**

AR-957A

I-285 INTERCHANGE RECONSTRUCTION AND COLLECTOR/DISTRIBUTOR

0013546

AT SR 400

Programmed

Jurisdiction Fulton County (North)

Sponsor GDOT

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	4.6	2030

Service Type
Roadway / Interchange Capacity

Analysis
In the Region's Air Quality Conformity Analysis

LCI ☐
Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST	AUTH	2016	National Highway Freight Program (NHFP)	~~$31,536,000~~	~~$7,884,000~~	~~$0,000~~	~~$0,000~~	**$39,420,000**
CST	AUTH	2017	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$1,000,000~~	~~$0,000~~	**$1,000,000**
CST	AUTH	2017	National Highway Freight Program (NHFP)	~~$15,728,000~~	~~$3,932,000~~	~~$0,000~~	~~$0,000~~	**$19,660,000**
CST	AUTH	2018	Local Participation	~~$0,000~~	~~$11,000,000~~	~~$0,000~~	~~$0,000~~	**$11,000,000**
CST	AUTH	2018	Transportation Funding Act (HB 170)	~~$0,000~~	~~$2,354,177~~	~~$0,000~~	~~$0,000~~	**$2,354,177**
CST	AUTH	2018	Federal Earmark Funding	~~$1,799,800~~	~~$449,950~~	~~$0,000~~	~~$0,000~~	**$2,249,750**
CST	AUTH	2018	National Highway Performance Program (NHPP)	~~$75,447,359~~	~~$18,861,840~~	~~$0,000~~	~~$0,000~~	**$94,309,199**
CST	AUTH	2018	National Highway Freight Program (NHFP)	~~$38,354,907~~	~~$9,588,727~~	~~$0,000~~	~~$0,000~~	**$47,943,634**
CST	AUTH	2019	National Highway Performance Program (NHPP)	~~$56,262,257~~	~~$14,065,564~~	~~$0,000~~	~~$0,000~~	**$70,327,821**
CST	AUTH	2019	National Highway Freight Program (NHFP)	~~$43,293,257~~	~~$10,823,314~~	~~$0,000~~	~~$0,000~~	**$54,116,571**
CST		2020	National Highway Performance Program (NHPP)	$51,684,438	$12,921,109	$0,000	$0,000	**$64,605,547**
CST		2020	National Highway Freight Program (NHFP)	$40,323,538	$10,080,885	$0,000	$0,000	**$50,404,423**
CST		2021	National Highway Performance Program (NHPP)	$47,367,286	$11,841,821	$0,000	$0,000	**$59,209,107**
CST		2021	National Highway Freight Program (NHFP)	$40,726,733	$10,181,693	$0,000	$0,000	**$50,908,426**
CST		2022	National Highway Freight Program (NHFP)	$18,359,670	$4,589,918	$0,000	$0,000	**$22,949,588**
				$460,883,245	**$128,574,998**	**$1,000,000**	**$0,000**	**$590,458,243**

AR-962 | **I-85 NORTH**

0010814 | AT I-985 - NEW FLYOVER RAMP

Long Range

Jurisdiction: Gwinnett County
Sponsor: GDOT
Service Type: **Roadway / Interchange Capacity**
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	2040

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ALL		LR 2031-2040	General Federal Aid 2024-2040	$89,714,454	$22,428,613	$0,000	$0,000	**$112,143,067**
				$89,714,454	**$22,428,613**	**$0,000**	**$0,000**	**$112,143,067**

AR-ML-200 | **TOP END 285 - I-285 NORTH EXPRESS LANES AND COLLECTOR/DISTRIBUTOR LANE IMPROVEMENTS**

0001758 | FROM I-75 NORTH TO I-85 NORTH AND NORTH ALONG SR 400 FROM I-285 TO NORTH SPRINGS MARTA STATION

Programmed

Jurisdiction: Regional - Perimeter
Sponsor: GDOT
Service Type: **Roadway / Express Lanes**
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
0	4	15.79	2030

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2003	National Highway System	~~$800,000~~	~~$200,000~~	~~$0,000~~	~~$0,000~~	**$1,000,000**
PE	AUTH	2006	National Highway System	~~$16,954,318~~	~~$4,238,579~~	~~$0,000~~	~~$0,000~~	**$21,192,897**
PE	AUTH	2007	Interstate Maintenance	~~$1,125,000~~	~~$125,000~~	~~$0,000~~	~~$0,000~~	**$1,250,000**
PE	AUTH	2007	Transit Project Bond (2007) - State	~~$0,000~~	~~$217,190~~	~~$0,000~~	~~$0,000~~	**$217,190**
PE	AUTH	2007	Interstate Maintenance	~~$2,161,305~~	~~$540,326~~	~~$0,000~~	~~$0,000~~	**$2,701,631**
PE	AUTH	2017	Transportation Funding Act (HB 170)	~~$0,000~~	~~$9,000,000~~	~~$0,000~~	~~$0,000~~	**$9,000,000**
PE	AUTH	2018	Repurposed Earmark	~~$1,617,432~~	~~$404,358~~	~~$0,000~~	~~$0,000~~	**$2,021,790**
PE	AUTH	2018	National Highway Performance Program (NHPP)	~~$2,142,568~~	~~$535,642~~	~~$0,000~~	~~$0,000~~	**$2,678,210**
PE	AUTH	2019	Transportation Funding Act (HB 170)	~~$0,000~~	~~$4,400,000~~	~~$0,000~~	~~$0,000~~	**$4,400,000**
PE		2020	Transportation Funding Act (HB 170)	$0,000	$7,100,000	$0,000	$0,000	**$7,100,000**
PE		2021	Transportation Funding Act (HB 170)	$0,000	$3,000,000	$0,000	$0,000	**$3,000,000**
PE		2022	National Highway Performance Program (NHPP)	$1,600,000	$400,000	$0,000	$0,000	**$2,000,000**
ROW	AUTH	2018	State Bonds (42234)	~~$0,000~~	~~$60,000,000~~	~~$0,000~~	~~$0,000~~	**$60,000,000**
ROW	AUTH	2018	State Bonds (42235)	~~$0,000~~	~~$15,000,000~~	~~$0,000~~	~~$0,000~~	**$15,000,000**
ROW		2020	Grant Anticipation Revenue Bond	$0,000	$0,000	$0,000	$100,000,000	**$100,000,000**
ROW		2021	Grant Anticipation Revenue Bond	$0,000	$0,000	$0,000	$75,000,000	**$75,000,000**

ROW		2022	Grant Anticipation Revenue Bond	$0,000	$0,000	$0,000	$125,000,000	**$125,000,000**
ROW		2023	Grant Anticipation Revenue Bond	$0,000	$0,000	$0,000	$150,000,000	**$150,000,000**
ROW		LR 2024-2030	Grant Anticipation Revenue Bond	$0,000	$0,000	$0,000	$150,000,000	**$150,000,000**
CST		2023	Transportation Funding Act (HB 170)	$0,000	$49,700,000	$0,000	$0,000	**$49,700,000**
CST		LR 2024-2030	General Federal Aid 2024-2040	$734,240,000	$183,560,000	$0,000	$0,000	**$917,800,000**
CST		LR 2024-2030	Transportation Funding Act (HB 170)	$0,000	$247,000,000	$0,000	$0,000	**$247,000,000**
CST		LR 2031-2040	General Federal Aid 2024-2040	$2,308,000,000	$577,000,000	$0,000	$0,000	**$2,885,000,000**
CST		LR 2031-2040	Transportation Funding Act (HB 170)	$0,000	$437,400,000	$0,000	$0,000	**$437,400,000**
CST		LR 2041+	General Federal Aid 2041+	$6,016,000,000	$1,504,000,000	$0,000	$0,000	**$7,520,000,000**
CST		LR 2041+	Transportation Funding Act (HB 170)	$0,000	$1,345,400,000	$0,000	$0,000	**$1,345,400,000**
				$9,084,640,623	**$4,449,221,095**	**$0,000**	**$600,000,000**	**$14,133,861,718**

AR-ML-210	**I-285 WEST EXPRESS LANES**	**Jurisdiction** Regional - Perimeter	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0013917	FROM I-20 WEST TO I-75 NORTH	**Sponsor** GDOT	**0**	**2**	**9.6**	**2030**
Programmed		**Service Type** **Roadway / Express Lanes**	**Analysis** In the Region's Air Quality Conformity Analysis			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2017	Transportation Funding Act (HB 170)	~~$0,000~~	~~$1,500,000~~	~~$0,000~~	~~$0,000~~	**$1,500,000**
PE	AUTH	2018	Repurposed Earmark	~~$1,958,864~~	~~$489,716~~	~~$0,000~~	~~$0,000~~	**$2,448,580**
PE	AUTH	2019	National Highway Performance Program (NHPP)	~~$3,200,000~~	~~$800,000~~	~~$0,000~~	~~$0,000~~	**$4,000,000**
PE		2019	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$1,700,000	$425,000	$0,000	$0,000	**$2,125,000**
PE		2020	Highway Infrastructure – 23 USC 133(b)(1)(A) Activities in Areas With a Population Over 200,000	$2,400,000	$600,000	$0,000	$0,000	**$3,000,000**
PE		2021	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$5,600,000	$1,400,000	$0,000	$0,000	**$7,000,000**
PE		2022	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$2,240,000	$560,000	$0,000	$0,000	**$2,800,000**
ROW		2019	Repurposed Earmark	$202,799	$50,700	$0,000	$0,000	**$253,499**
ROW		2020	National Highway Performance Program (NHPP)	$3,797,201	$949,300	$0,000	$0,000	**$4,746,501**
ROW		2021	Transportation Funding Act (HB 170)	$0,000	$10,000,000	$0,000	$0,000	**$10,000,000**
ROW		2022	National Highway Performance Program (NHPP)	$8,000,000	$2,000,000	$0,000	$0,000	**$10,000,000**
CST		2023	National Highway Performance Program (NHPP)	$47,760,000	$11,940,000	$0,000	$0,000	**$59,700,000**
CST		LR 2024-2030	General Federal Aid 2024-2040	$195,680,000	$48,920,000	$0,000	$0,000	**$244,600,000**
CST		LR 2024-2030	Transportation Funding Act (HB 170)	$0,000	$164,500,000	$0,000	$0,000	**$164,500,000**
CST		LR 2031-2040	Transportation Funding Act (HB 170)	$0,000	$157,500,000	$0,000	$0,000	**$157,500,000**
CST		LR 2041+	Transportation Funding Act (HB 170)	$0,000	$528,000,000	$0,000	$0,000	**$528,000,000**
				$272,538,864	**$929,634,716**	**$0,000**	**$0,000**	**$1,202,173,580**

AR-ML-240	**I-285 EAST EXPRESS LANES**	**Jurisdiction** Regional - Perimeter	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0013914	FROM I-20 EAST TO I-85 NORTH	**Sponsor** GDOT	**0**	**2**	**13.4**	**2030**
Programmed		**Service Type** **Roadway / Express Lanes**	**Analysis** In the Region's Air Quality Conformity Analysis			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2017	Transportation Funding Act (HB 170)	~~$0,000~~	~~$1,400,000~~	~~$0,000~~	~~$0,000~~	**$1,400,000**
PE	AUTH	2018	Transportation Funding Act (HB 170)	~~$0,000~~	~~$3,555,158~~	~~$0,000~~	~~$0,000~~	**$3,555,158**
PE	AUTH	2019	Repurposed Earmark (RPF9)	~~$365,670~~	~~$91,418~~	~~$0,000~~	~~$0,000~~	**$457,088**
PE	AUTH	2019	Repurposed Earmark	~~$3,506,710~~	~~$876,678~~	~~$0,000~~	~~$0,000~~	**$4,383,388**
PE	AUTH	2019	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$2,013,290~~	~~$503,323~~	~~$0,000~~	~~$0,000~~	**$2,516,613**
PE		2020	Transportation Funding Act (HB 170)	$0,000	$14,000,000	$0,000	$0,000	**$14,000,000**
PE		2021	Highway Infrastructure – 23 USC 133(b)(1)(A) Activities in Areas With a Population Over 200,000	$4,320,000	$1,080,000	$0,000	$0,000	**$5,400,000**
CST		2022	National Highway Performance Program (NHPP)	$92,000,000	$23,000,000	$0,000	$0,000	**$115,000,000**
CST		2023	National Highway Performance Program (NHPP)	$96,640,000	$24,160,000	$0,000	$0,000	**$120,800,000**
CST		LR 2024-2030	General Federal Aid 2024-2040	$389,040,000	$97,260,000	$0,000	$0,000	**$486,300,000**
CST		LR 2024-2030	Transportation Funding Act (HB 170)	$0,000	$201,400,000	$0,000	$0,000	**$201,400,000**
CST		LR 2031-2040	Transportation Funding Act (HB 170)	$0,000	$212,800,000	$0,000	$0,000	**$212,800,000**
CST		LR 2041+	Transportation Funding Act (HB 170)	$0,000	$697,900,000	$0,000	$0,000	**$697,900,000**
				$587,885,670	**$1,278,026,577**	**$0,000**	**$0,000**	**$1,865,912,247**

AR-ML-300	**SR 400 EXPRESS LANES**	**Jurisdiction** Regional - North	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0001757	FROM NORTH SPRINGS MARTA STATION TO MCFARLAND ROAD	**Sponsor** GDOT	**0**	**4**	**14.4**	**2030**
Programmed		**Service Type** **Roadway / Express Lanes**	**Analysis** In the Region's Air Quality Conformity Analysis			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2005	Interstate Maintenance	~~$7,684,904~~	~~$853,878~~	~~$0,000~~	~~$0,000~~	**$8,538,782**
PE	AUTH	2005	National Highway System	~~$368,974~~	~~$92,244~~	~~$0,000~~	~~$0,000~~	**$461,218**
PE	AUTH	2010	Federal Earmark	~~$136,876~~	~~$34,219~~	~~$0,000~~	~~$0,000~~	**$171,095**
PE	AUTH	2010	Federal Earmark Funding	~~$583,045~~	~~$145,761~~	~~$0,000~~	~~$0,000~~	**$728,806**
PE	AUTH	2011	SRTA - Toll Revenue	~~$0,000~~	~~$0,000~~	~~$2,060,253~~	~~$0,000~~	**$2,060,253**
PE	AUTH	2017	Transportation Funding Act (HB 170)	~~$0,000~~	~~$5,000,000~~	~~$0,000~~	~~$0,000~~	**$5,000,000**
PE	AUTH	2018	National Highway Performance Program (NHPP)	~~$7,520,000~~	~~$1,880,000~~	~~$0,000~~	~~$0,000~~	**$9,400,000**
PE	AUTH	2019	National Highway Performance Program (NHPP)	~~$13,920,000~~	~~$3,480,000~~	~~$0,000~~	~~$0,000~~	**$17,400,000**
PE		2020	National Highway Performance Program (NHPP)	$1,920,000	$480,000	$0,000	$0,000	**$2,400,000**
ROW		2019	National Highway Performance Program (NHPP)	$16,000,000	$4,000,000	$0,000	$0,000	**$20,000,000**
ROW		2020	National Highway Performance Program (NHPP)	$16,000,000	$4,000,000	$0,000	$0,000	**$20,000,000**
ROW		2021	National Highway Performance Program (NHPP)	$11,200,000	$2,800,000	$0,000	$0,000	**$14,000,000**
CST		2021	Transportation Funding Act (HB 170)	$0,000	$31,500,000	$0,000	$0,000	**$31,500,000**
CST		2022	INFRA Discretionary Grants	$61,400,000	$0,000	$0,000	$0,000	**$61,400,000**
CST		2022	National Highway Performance Program (NHPP)	$32,160,000	$8,040,000	$0,000	$0,000	**$40,200,000**
CST		2023	Transportation Funding Act (HB 170)	$0,000	$35,800,000	$0,000	$0,000	**$35,800,000**
CST		2023	INFRA Discretionary Grants	$61,400,000	$0,000	$0,000	$0,000	**$61,400,000**
CST		LR 2024-2030	General Federal Aid 2024-2040	$258,720,000	$64,680,000	$0,000	$0,000	**$323,400,000**
CST		LR 2024-2030	Transportation Funding Act (HB 170)	$0,000	$214,900,000	$0,000	$0,000	**$214,900,000**
CST		LR 2024-2030	INFRA Discretionary Grants	$61,400,000	$0,000	$0,000	$0,000	**$61,400,000**
CST		LR 2031-2040	General Federal Aid 2024-2040	$536,000,000	$134,000,000	$0,000	$0,000	**$670,000,000**
CST		LR 2031-2040	Transportation Funding Act (HB 170)	$0,000	$329,400,000	$0,000	$0,000	**$329,400,000**
CST		LR 2041+	General Federal Aid 2041+	$1,224,000,000	$306,000,000	$0,000	$0,000	**$1,530,000,000**
CST		LR 2041+	Transportation Funding Act (HB 170)	$0,000	$984,400,000	$0,000	$0,000	**$984,400,000**
				$2,310,413,799	**$2,131,486,102**	**$2,060,253**	**$0,000**	**$4,443,960,154**

AR-ML-420	**I-85 NORTH EXPRESS LANES**	**Jurisdiction** Regional - Northeast	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0013920	FROM I-285 TO OLD PEACHTREE ROAD	**Sponsor** GDOT	**2**	**4**	**17**	**2040**
Long Range		**Service Type** **Roadway / Express Lanes**	**Analysis** In the Region's Air Quality Conformity Analysis			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE		LR 2024-2030	General Federal Aid 2024-2040	$9,885,147	$2,471,287	$0,000	$0,000	**$12,356,434**
ROW		LR 2031-2040	General Federal Aid 2024-2040	$35,226,182	$8,806,546	$0,000	$0,000	**$44,032,728**
CST		LR 2031-2040	General Federal Aid 2024-2040	$121,826,536	$30,456,634	$0,000	$0,000	**$152,283,170**
CST		LR 2031-2040	Public Private Partnership	$0,000	$0,000	$0,000	$124,595,321	**$124,595,321**
				$166,937,865	**$41,734,467**	**$0,000**	**$124,595,321**	**$333,267,653**

AR-ML-510	**I-20 EAST EXPRESS LANES**	**Jurisdiction** Regional - East	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0013913	FROM I-285 EAST TO SR 124 (TURNER HILL ROAD)	**Sponsor** GDOT	**0**	**2**	**9.8**	**2040**
Programmed		**Service Type** **Roadway / Express Lanes**	**Analysis** In the Region's Air Quality Conformity Analysis			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2018	National Highway Performance Program (NHPP)	~~$800,000~~	~~$200,000~~	~~$0,000~~	~~$0,000~~	**$1,000,000**
PE		LR 2031-2040	General Federal Aid 2024-2040	$29,160,000	$7,290,000	$0,000	$0,000	**$36,450,000**
ROW		LR 2031-2040	General Federal Aid 2024-2040	$26,640,000	$6,660,000	$0,000	$0,000	**$33,300,000**
CST		LR 2031-2040	General Federal Aid 2024-2040	$98,720,000	$24,680,000	$0,000	$0,000	**$123,400,000**
CST		LR 2031-2040	Public Private Partnership	$0,000	$0,000	$0,000	$25,750,000	**$25,750,000**
CST		LR 2041+	General Federal Aid 2041+	$445,384,918	$111,346,230	$0,000	$0,000	**$556,731,148**
				$600,704,918	**$150,176,230**	**$0,000**	**$25,750,000**	**$776,631,148**

AR-ML-610 | **I-75 SOUTH EXPRESS LANES**

0013919 | FROM C.W. GRANT PARKWAY TO SR 138

Long Range

Jurisdiction: Regional - Southeast
Sponsor: GDOT
Service Type: **Roadway / Express Lanes**
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
0	2	10.6	2040

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE		LR 2024-2030	General Federal Aid 2024-2040	$10,035,970	$2,508,993	$0,000	$0,000	**$12,544,963**
ROW		LR 2024-2030	General Federal Aid 2024-2040	$20,903,213	$5,225,803	$0,000	$0,000	**$26,129,016**
CST		LR 2031-2040	General Federal Aid 2024-2040	$120,630,516	$30,157,629	$0,000	$0,000	**$150,788,145**
CST		LR 2031-2040	Public Private Partnership	$0,000	$0,000	$0,000	$123,372,118	**$123,372,118**
				$151,569,699	**$37,892,425**	**$0,000**	**$123,372,118**	**$312,834,242**

AR-ML-800 | **I-20 WEST EXPRESS LANES**

0013916 | FROM I-285 WEST TO SR 92 (FAIRBURN ROAD)

Programmed

Jurisdiction: Regional - West
Sponsor: GDOT
Service Type: **Roadway / Express Lanes**
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
0	2	10.5	2040

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2018	National Highway Performance Program (NHPP)	~~$800,000~~	~~$200,000~~	~~$0,000~~	~~$0,000~~	**$1,000,000**
PE		LR 2024-2030	National Highway Performance Program (NHPP)	$33,288,000	$8,322,000	$0,000	$0,000	**$41,610,000**
ROW		LR 2024-2030	National Highway Performance Program (NHPP)	$7,736,000	$1,934,000	$0,000	$0,000	**$9,670,000**
ROW		LR 2031-2040	National Highway Performance Program (NHPP)	$7,736,000	$1,934,000	$0,000	$0,000	**$9,670,000**
CST		LR 2031-2040	National Highway Performance Program (NHPP)	$571,704,000	$142,926,000	$0,000	$0,000	**$714,630,000**
CST		LR 2041+	General Federal Aid 2041+	$231,898,153	$57,974,538	$0,000	$0,000	**$289,872,691**
ALL		LR 2031-2040	Toll Revenue Bonds	$0,000	$0,000	$0,000	$165,000,000	**$165,000,000**
				$853,162,153	**$213,290,538**	**$0,000**	**$165,000,000**	**$1,231,452,691**

AT-228 | **US 41/SR 3 (NORTHSIDE DRIVE) BRIDGE REPLACEMENT**

0007174 | AT PEACHTREE CREEK

Programmed

Jurisdiction: City of Atlanta
Sponsor: GDOT
Service Type: **Roadway / Bridge Upgrade**
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
2	2	0.2	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2007	Bridge (On-System)	~~$300,591~~	~~$75,148~~	~~$0,000~~	~~$0,000~~	**$375,739**
PE	AUTH	2007	STP - Statewide Flexible (GDOT)	~~$523,409~~	~~$130,852~~	~~$0,000~~	~~$0,000~~	**$654,261**
PE	AUTH	2015	On-System Bridges	~~$32,000~~	~~$8,000~~	~~$0,000~~	~~$0,000~~	**$40,000**
ROW	AUTH	2018	STATE (41613)	~~$0,000~~	~~$1,162,500~~	~~$0,000~~	~~$0,000~~	**$1,162,500**
ROW	AUTH	2018	Transportation Funding Act (HB 170)	~~$0,000~~	~~$87,500~~	~~$0,000~~	~~$0,000~~	**$87,500**
UTL	AUTH	2019	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$2,643,530~~	~~$0,000~~	**$2,643,530**
CST	AUTH	2019	41621	~~$0,000~~	~~$12,639,202~~	~~$0,000~~	~~$0,000~~	**$12,639,202**
CST	AUTH	2019	Transportation Funding Act (HB 170)	~~$0,000~~	~~$315,182~~	~~$0,000~~	~~$0,000~~	**$315,182**
				$856,000	**$14,418,384**	**$2,643,530**	**$0,000**	**$17,917,914**

AT-229 | **US 19/SR 9 (PEACHTREE ROAD) BRIDGE REPLACEMENT**

N/A | AT CSX RAILROAD

Delete

Jurisdiction: City of Atlanta
Sponsor: GDOT
Service Type: **Roadway / Bridge Upgrade**
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
6	6	0.4	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2008	Bridge (On-System)	~~$170,415~~	~~$42,604~~	~~$0,000~~	~~$0,000~~	**$213,019**
PE	AUTH	2017	Bridge (On-System)	~~$8,000~~	~~$2,000~~	~~$0,000~~	~~$0,000~~	**$10,000**
ROW		2020	National Highway Performance Program (NHPP)	$400,000	$100,000	$0,000	$0,000	**$500,000**
CST		2020	National Highway Performance Program (NHPP)	$6,751,129	$1,687,782	$0,000	$0,000	**$8,438,911**
				$7,329,544	**$1,832,386**	**$0,000**	**$0,000**	**$9,161,930**

AT-240

US 78/278/SR 8 (D.L. HOLLOWELL PARKWAY) PEDESTRIAN FACILITY - PHASE A

0010322

FROM WEST LAKE AVENUE/FLORENCE PLACE TO PROCTOR CREEK (WEST OF GARY AVENUE)

Programmed

Jurisdiction City of Atlanta

Sponsor City of Atlanta

Existing	Planned	Length (mi.)	Network Year
4	4	0.8	TBD

Service Type **Last Mile Connectivity / Joint Bike-Ped Facilities**

Analysis Exempt from Air Quality Analysis (40 CFR 93)

LCI X

Flex

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2011	STP - Urban (>200K) (ARC)	~~$469,833~~	~~$0,000~~	~~$228,167~~	~~$0,000~~	**$698,000**
ROW		2019	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$1,373,213	$0,000	**$1,373,213**
UTL		2021	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$998,589	$0,000	**$998,589**
CST		2021	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$2,956,055	$739,014	$0,000	$0,000	**$3,695,069**
				$3,425,888	**$739,014**	**$2,599,969**	**$0,000**	**$6,764,871**

AT-241

SR 260 (GLENWOOD AVENUE) INTERSECTION REALIGNMENT

0010323

AT US 23 (MORELAND AVENUE)

Programmed

Jurisdiction City of Atlanta

Sponsor City of Atlanta

Existing	Planned	Length (mi.)	Network Year
2	2	0.1	TBD

Service Type **Roadway / Operations & Safety**

Analysis Exempt from Air Quality Analysis (40 CFR 93)

LCI X

Flex

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2011	STP - Urban (>200K) (ARC)	~~$256,000~~	~~$0,000~~	~~$64,000~~	~~$0,000~~	**$320,000**
PE	AUTH	2017	STP - Urban (>200K) (ARC)	~~$89,600~~	~~$0,000~~	~~$22,400~~	~~$0,000~~	**$112,000**
ROW	AUTH	2016	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$1,930,000~~	~~$0,000~~	**$1,930,000**
ROW	AUTH	2018	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$2,130,000~~	~~$0,000~~	**$2,130,000**
UTL	AUTH	2019	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$531,049~~	~~$0,000~~	~~$132,762~~	~~$0,000~~	**$663,811**
CST	AUTH	2019	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$1,639,462~~	~~$0,000~~	~~$409,866~~	~~$0,000~~	**$2,049,328**
				$2,516,111	**$0,000**	**$4,689,028**	**$0,000**	**$7,205,139**

AT-243	**SR 154 (MEMORIAL DRIVE) CORRIDOR IMPROVEMENTS**	**Jurisdiction** City of Atlanta	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0007952	FROM I-75/85 TO SR 155 (CANDLER ROAD)	**Sponsor** City of Atlanta	**Var**	**Var**	**5.5**	**TBD**
Programmed		**Service Type** **Roadway / Operations & Safety**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2013	Federal Earmark Funding	~~$350,000~~	~~$0,000~~	~~$87,500~~	~~$0,000~~	**$437,500**
ROW		2021	Federal Earmark Funding	$139,840	$0,000	$34,960	$0,000	**$174,800**
CST		2022	Federal Earmark Funding	$950,000	$0,000	$359,219	$0,000	**$1,309,219**
				$1,439,840	**$0,000**	**$481,679**	**$0,000**	**$1,921,519**

AT-244	**I-285 INTERCHANGE IMPROVEMENTS**	**Jurisdiction** Regional	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0013918	AT I-20 WEST	**Sponsor** GDOT	**N/A**	**N/A**	**0.8**	**2030**
Programmed		**Service Type** **Roadway / Interchange Capacity**	**Analysis** In the Region's Air Quality Conformity Analysis			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2017	Transportation Funding Act (HB 170)	~~$0,000~~	~~$1,500,000~~	~~$0,000~~	~~$0,000~~	**$1,500,000**
PE	AUTH	2018	SAFETEA-LU Earmark	~~$364,277~~	~~$91,069~~	~~$0,000~~	~~$0,000~~	**$455,346**
PE	AUTH	2018	Federal Earmark Funding	~~$1,078,102~~	~~$269,525~~	~~$0,000~~	~~$0,000~~	**$1,347,627**
PE	AUTH	2018	Repurposed Earmark	~~$5,443,046~~	~~$1,360,762~~	~~$0,000~~	~~$0,000~~	**$6,803,808**
PE	AUTH	2018	National Highway Performance Program (NHPP)	~~$1,442,379~~	~~$360,595~~	~~$0,000~~	~~$0,000~~	**$1,802,974**
PE		2020	Highway Infrastructure – 23 USC 133(b)(1)(A) Activities in Areas With a Population Over 200,000	$1,000,000	$250,000	$0,000	$0,000	**$1,250,000**
PE		2020	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$2,200,000	$550,000	$0,000	$0,000	**$2,750,000**
PE		2021	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$5,040,000	$1,260,000	$0,000	$0,000	**$6,300,000**
PE		2022	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$3,600,000	$900,000	$0,000	$0,000	**$4,500,000**
CST		2023	National Highway Performance Program (NHPP)	$46,640,000	$11,660,000	$0,000	$0,000	**$58,300,000**
CST		LR 2024-2030	General Federal Aid 2024-2040	$255,920,000	$63,980,000	$0,000	$0,000	**$319,900,000**
CST		LR 2024-2030	Transportation Funding Act (HB 170)	$0,000	$80,200,000	$0,000	$0,000	**$80,200,000**
CST		LR 2031-2040	Transportation Funding Act (HB 170)	$0,000	$73,600,000	$0,000	$0,000	**$73,600,000**
CST		LR 2041+	Transportation Funding Act (HB 170)	$0,000	$221,700,000	$0,000	$0,000	**$221,700,000**
				$322,727,804	**$457,681,951**	**$0,000**	**$0,000**	**$780,409,755**

AT-269 | **PONCE DE LEON AVENUE / BELTLINE PEDESTRIAN CONNECTION**

0012586 | FROM BOULEVARD/MONROE DRIVE TO FREEDOM PARKWAY

Programmed

Jurisdiction: City of Atlanta
Sponsor: Atlanta BeltLine Inc.,City of Atlanta

Existing	Planned	Length (mi.)	Network Year
5	4	0.6	TBD

Service Type: Last Mile Connectivity / Pedestrian Facility
Analysis: Exempt from Air Quality Analysis (40 CFR 93)
LCI: X
Flex:

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2013	STP - Urban (>200K) (ARC)	~~$396,793~~	~~$0,000~~	~~$99,198~~	~~$0,000~~	**$495,991**
ROW	AUTH	2016	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$1,720,000~~	~~$0,000~~	~~$1,340,000~~	~~$0,000~~	**$3,060,000**
CST		2019	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$5,274,028	$0,000	$1,318,507	$0,000	**$6,592,535**
				$7,390,821	**$0,000**	**$2,757,705**	**$0,000**	**$10,148,526**

AT-270 | **PEACHTREE CORRIDOR COMPLETE STREET RETROFIT - PHASE 3**

0006684 | FROM SHADOWLAWN AVENUE TO MAPLE DRIVE

Programmed

Jurisdiction: City of Atlanta
Sponsor: Buckhead CID,City of Atlanta

Existing	Planned	Length (mi.)	Network Year
6	4	0.2	TBD

Service Type: Last Mile Connectivity / Complete Street Retrofit
Analysis: Exempt from Air Quality Analysis (40 CFR 93)
LCI: X
Flex:

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2011	STP - Statewide Flexible (GDOT)	~~$80,000~~	~~$20,000~~	~~$0,000~~	~~$0,000~~	**$100,000**
PE	AUTH	2014	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$200,000~~	~~$0,000~~	**$200,000**
ROW	AUTH	2016	STP - Urban (>200K) (ARC)	~~$1,252,800~~	~~$0,000~~	~~$313,200~~	~~$0,000~~	**$1,566,000**
ROW	AUTH	2017	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$1,406,640~~	~~$0,000~~	~~$5,089,860~~	~~$0,000~~	**$6,496,500**
ROW	AUTH	2018	Georgia Transportation Infrastructure Bank	~~$0,000~~	~~$1,750,000~~	~~$0,000~~	~~$0,000~~	**$1,750,000**
UTL		2020	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$1,526,400	$0,000	**$1,526,400**
CST		2020	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$1,531,078	$0,000	$382,769	$0,000	**$1,913,847**
				$4,270,518	**$1,770,000**	**$7,512,229**	**$0,000**	**$13,552,747**

AT-277A | **CYCLE ATLANTA PHASE 1.0 - IMPLEMENTATION**

0014993 | AT VARIOUS LOCATIONS

Programmed

Jurisdiction: City of Atlanta
Sponsor: City of Atlanta
Service Type: Last Mile Connectivity / Pedestrian Facility
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	4.6	TBD

LCI: ☐ **Flex:** X

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2017	TAP - Urban (>200K) (ARC)	~~$190,000~~	~~$0,000~~	~~$47,500~~	~~$0,000~~	**$237,500**
CST		2019	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$2,950,000	$0,000	**$2,950,000**
				$190,000	**$0,000**	**$2,997,500**	**$0,000**	**$3,187,500**

AT-280 | **US 23/SR 42 (MORELAND AVENUE) MULTIMODAL INTERSECTION IMPROVEMENTS**

0012596 | AT ARKWRIGHT PLACE

Programmed

Jurisdiction: City of Atlanta
Sponsor: GDOT
Service Type: Roadway / Operations & Safety
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
5	5	0.1	TBD

LCI: ☐ **Flex:** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2014	STP - Urban (>200K) (ARC)	~~$320,000~~	~~$80,000~~	~~$0,000~~	~~$0,000~~	**$400,000**
PE	AUTH	2014	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	~~$213,600~~	~~$53,400~~	~~$0,000~~	~~$0,000~~	**$267,000**
ROW		2021	Congestion Mitigation & Air Quality Improvement (CMAQ)	$845,600	$211,400	$0,000	$0,000	**$1,057,000**
UTL		2022	Congestion Mitigation & Air Quality Improvement (CMAQ)	$78,654	$19,664	$0,000	$0,000	**$98,318**
CST		2022	Congestion Mitigation & Air Quality Improvement (CMAQ)	$984,323	$246,081	$0,000	$0,000	**$1,230,404**
				$2,442,177	**$610,545**	**$0,000**	**$0,000**	**$3,052,722**

AT-281	**SR 154 (MEMORIAL DRIVE) MULTIMODAL SAFETY IMPROVEMENTS**	**Jurisdiction** City of Atlanta	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0012597	FROM US 23 (MORELAND AVENUE) TO SR 155 (CANDLER ROAD)	**Sponsor** GDOT	**4**	**4**	**3.3**	**TBD**
Programmed		**Service Type** **Last Mile Connectivity / Joint Bike-Ped Facilities**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2014	STP - Urban (>200K) (ARC)	~~$360,000~~	~~$90,000~~	~~$0,000~~	~~$0,000~~	**$450,000**
ROW		2020	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$269,600	$67,400	$0,000	$0,000	**$337,000**
CST		2021	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$1,764,000	$441,000	$0,000	$0,000	**$2,205,000**
				$2,393,600	**$598,400**	**$0,000**	**$0,000**	**$2,992,000**

AT-282	**ATLANTA TRAFFIC CONTROL CENTER - ITS SYSTEM EXPANSION/CONGESTION REDUCTION AND TRAFFIC FLOW IMPROVEMENTS**	**Jurisdiction** City of Atlanta	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0012598		**Sponsor** City of Atlanta	**N/A**	**N/A**	**N/A**	**TBD**
Programmed		**Service Type** **Roadway / Operations & Safety**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2020	Congestion Mitigation & Air Quality Improvement (CMAQ)	$402,741	$0,000	$100,685	$0,000	**$503,426**
				$402,741	**$0,000**	**$100,685**	**$0,000**	**$503,426**

AT-287 | **US 19/41 (NORTHSIDE DRIVE) SIGNAL UPGRADES**

0012823 | AT 13 LOCATIONS

Programmed

Jurisdiction: City of Atlanta
Sponsor: GDOT
Service Type: Roadway / Operations & Safety
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
6	6	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2014	STP - Urban (>200K) (ARC)	~~$325,000~~	~~$0,000~~	~~$0,000~~	~~$0,000~~	**$325,000**
PE	AUTH	2018	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	~~$106,000~~	~~$0,000~~	~~$0,000~~	~~$0,000~~	**$106,000**
ROW		2020	Congestion Mitigation & Air Quality Improvement (CMAQ)	$466,140	$0,000	$0,000	$0,000	**$466,140**
UTL		2022	Congestion Mitigation & Air Quality Improvement (CMAQ)	$502,700	$0,000	$0,000	$0,000	**$502,700**
CST		2022	Congestion Mitigation & Air Quality Improvement (CMAQ)	$1,758,398	$0,000	$0,000	$0,000	**$1,758,398**
				$3,158,238	**$0,000**	**$0,000**	**$0,000**	**$3,158,238**

AT-288 | **US 41 (NORTHSIDE DRIVE) AND US 19 (14TH STREET) SIGNAL UPGRADES**

0012821 | AT 11 LOCATIONS

Programmed

Jurisdiction: City of Atlanta
Sponsor: GDOT
Service Type: Roadway / Operations & Safety
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
4	4	4.6	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2014	STP - Urban (>200K) (ARC)	~~$276,161~~	~~$0,000~~	~~$0,000~~	~~$0,000~~	**$276,161**
PE	AUTH	2018	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	~~$113,000~~	~~$0,000~~	~~$0,000~~	~~$0,000~~	**$113,000**
ROW		2020	Congestion Mitigation & Air Quality Improvement (CMAQ)	$980,220	$0,000	$0,000	$0,000	**$980,220**
UTL		2022	Congestion Mitigation & Air Quality Improvement (CMAQ)	$275,000	$0,000	$0,000	$0,000	**$275,000**
CST		2022	Congestion Mitigation & Air Quality Improvement (CMAQ)	$1,564,870	$0,000	$0,000	$0,000	**$1,564,870**
				$3,209,251	**$0,000**	**$0,000**	**$0,000**	**$3,209,251**

AT-289 | **SR 237 (PIEDMONT ROAD) SIGNAL UPGRADES**

0012825 | AT 10 LOCATIONS

Programmed

Jurisdiction: City of Atlanta
Sponsor: GDOT
Service Type: Roadway / Operations & Safety
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
6	6	3.8	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2015	STP - Statewide Flexible (GDOT)	~~$404,293~~	~~$0,000~~	~~$0,000~~	~~$0,000~~	**$404,293**
ROW	AUTH	2017	Congestion Mitigation & Air Quality Improvement (CMAQ)	~~$408,000~~	~~$102,000~~	~~$0,000~~	~~$0,000~~	**$510,000**
UTL		2019	Congestion Mitigation & Air Quality Improvement (CMAQ)	$96,477	$24,119	$0,000	$0,000	**$120,596**
CST	AUTH	2019	Congestion Mitigation & Air Quality Improvement (CMAQ)	~~$2,861,980~~	~~$715,495~~	~~$0,000~~	~~$0,000~~	**$3,577,475**
				$3,770,750	**$841,614**	**$0,000**	**$0,000**	**$4,612,364**

AT-293 | **US 23 (MORELAND AVENUE) AND SR 154 (MEMORIAL DRIVE) SIGNAL UPGRADES**

0012827 | AT 14 LOCATIONS

Programmed

Jurisdiction: City of Atlanta
Sponsor: GDOT
Service Type: Roadway / Operations & Safety
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
4	4	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2016	STP - Statewide Flexible (GDOT)	~~$350,000~~	~~$0,000~~	~~$0,000~~	~~$0,000~~	**$350,000**
PE	AUTH	2018	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	~~$45,000~~	~~$0,000~~	~~$0,000~~	~~$0,000~~	**$45,000**
ROW		2020	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$1,027,140	$0,000	$0,000	$0,000	**$1,027,140**
CST		LR 2024-2030	General Federal Aid 2024-2040	$1,820,000	$0,000	$0,000	$0,000	**$1,820,000**
				$3,242,140	**$0,000**	**$0,000**	**$0,000**	**$3,242,140**

AT-295 | **US 29/SR 14 (LEE STREET) BRIDGE UPGRADE**

0013810 | AT ABANDONED CSX RAIL LINE BETWEEN WHITE STREET AND DONNELLY AVENUE

Programmed

Jurisdiction: City of Atlanta
Sponsor: GDOT
Service Type: **Roadway / Bridge Upgrade**
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
2	2	0.4	TBD

LCI: ☐ Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2016	STP - Statewide Flexible (GDOT)	~~$820,000~~	~~$205,000~~	~~$0,000~~	~~$0,000~~	**$1,025,000**
ROW		2020	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$400,000	$100,000	$0,000	$0,000	**$500,000**
CST		2021	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$3,200,000	$800,000	$0,000	$0,000	**$4,000,000**
				$4,420,000	**$1,105,000**	**$0,000**	**$0,000**	**$5,525,000**

AT-299 | **LEE STREET TRAIL**

0014997 | FROM WEST END MARTA STATION TO LAKEWOOD/FORT MCPHERSON MARTA STATION

Completed

Jurisdiction: City of Atlanta
Sponsor: City of Atlanta
Service Type: **Last Mile Connectivity / Sidepaths and Trails**
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	2.6	TBD

LCI: X Flex: X

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2017	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	~~$264,000~~	~~$0,000~~	~~$66,000~~	~~$0,000~~	**$330,000**
ROW	AUTH	2018	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$50,000~~	~~$0,000~~	**$50,000**
CST	AUTH	2018	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$6,253,040~~	~~$0,000~~	~~$1,563,260~~	~~$0,000~~	**$7,816,300**
				$6,517,040	**$0,000**	**$1,679,260**	**$0,000**	**$8,196,300**

AT-303 | **SR 237 (PIEDMONT ROAD) WIDENING - PHASE 1**

0015000 | FROM LENOX ROAD TO PEACHTREE ROAD

Programmed

Jurisdiction: City of Atlanta
Sponsor: Buckhead CID,City of Atlanta

Existing	Planned	Length (mi.)	Network Year
4	6	0.4	2030

Service Type: Roadway / General Purpose Capacity
Analysis: In the Region's Air Quality Conformity Analysis
LCI: ☐ **Flex:** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2017	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$640,000~~	~~$0,000~~	~~$160,000~~	~~$0,000~~	**$800,000**
ROW		2020	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$17,155,000	$0,000	**$17,155,000**
UTL		2021	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$4,500,000	$0,000	**$4,500,000**
CST		2021	Georgia Transportation Infrastructure Bank	$0,000	$1,600,000	$0,000	$0,000	**$1,600,000**
CST		2021	Transportation Funding Act (HB 170)	$0,000	$1,534,690	$0,000	$0,000	**$1,534,690**
CST		2021	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$3,000,000	$0,000	**$3,000,000**
				$640,000	**$3,134,690**	**$24,815,000**	**$0,000**	**$28,589,690**

AT-306 | **15TH STREET EXTENSION**

0015019 | FROM WEST PEACHTREE STREET TO WILLIAMS STREET

Programmed

Jurisdiction: City of Atlanta
Sponsor: City of Atlanta,Midtown Alliance

Existing	Planned	Length (mi.)	Network Year
0	1	0.2	2030

Service Type: Roadway / General Purpose Capacity
Analysis: In the Region's Air Quality Conformity Analysis
LCI: ☒ **Flex:** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2016	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$188,625~~	~~$0,000~~	~~$128,322~~	~~$0,000~~	**$316,947**
ROW		2020	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$15,000	$0,000	**$15,000**
UTL		2021	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$75,000	$0,000	**$75,000**
CST		2021	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$2,867,371	$0,000	**$2,867,371**
CST		2021	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$800,000	$200,000	$0,000	$0,000	**$1,000,000**
				$988,625	**$200,000**	**$3,085,693**	**$0,000**	**$4,274,318**

AT-307A	**PATH 400 TRAIL**	**Jurisdiction** City of Atlanta	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0015997	FROM WIEUCA ROAD TO LORIDANS DRIVE	**Sponsor** City of Atlanta,Livable Buckhead	**N/A**	**N/A**	**N/A**	**TBD**
Programmed		**Service Type** **Last Mile Connectivity / Sidepaths and Trails**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2019	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$632,000~~	~~$0,000~~	~~$158,000~~	~~$0,000~~	**$790,000**
ROW		2021	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$80,000	$0,000	$20,000	$0,000	**$100,000**
UTL		2022	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$240,000	$0,000	$60,000	$0,000	**$300,000**
CST		2022	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$6,468,000	$0,000	$4,032,000	$0,000	**$10,500,000**
				$7,420,000	**$0,000**	**$4,270,000**	**$0,000**	**$11,690,000**

AT-307B	**PATH 400 TRAIL**	**Jurisdiction** City of Atlanta	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
N/A	FROM LORIDANS DRIVE TO SANDY SPRINGS LIMIT	**Sponsor** City of Atlanta,Livable Buckhead	**N/A**	**N/A**	**N/A**	**TBD**
Programmed		**Service Type** **Last Mile Connectivity / Sidepaths and Trails**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2023	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$100,000	$0,000	**$100,000**
				$0,000	**$0,000**	**$100,000**	**$0,000**	**$100,000**

AT-308 | **SR 139 (MARTIN LUTHER KING JR DRIVE) CORRIDOR IMPROVEMENT INITIATIVE**

0015549 | FROM ATLANTA CITY LIMITS TO NORTHSIDE DRIVE

Programmed

Jurisdiction: City of Atlanta
Sponsor: City of Atlanta
Service Type: **Roadway / Operations & Safety**
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
4	4	6.2	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2019	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$1,904,570~~	~~$0,000~~	**$1,904,570**
ROW	AUTH	2019	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$611,395~~	~~$0,000~~	**$611,395**
CST	AUTH	2019	TIGER Discretionary Grants	~~$10,000,000~~	~~$0,000~~	~~$10,424,535~~	~~$0,000~~	**$20,424,535**
				$10,000,000	**$0,000**	**$12,940,500**	**$0,000**	**$22,940,500**

AT-309 | **MARTIN LUTHER KING JR DRIVE BRIDGE REPLACEMENT**

0015294 | FROM FORSYTH STREET TO TED TURNER DRIVE

Programmed

Jurisdiction: City of Atlanta
Sponsor: City of Atlanta
Service Type: **Roadway / Operations & Safety**
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
4	4	0.2	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2017	Transportation Funding Act (HB 170)	~~$0,000~~	~~$20,000~~	~~$0,000~~	~~$0,000~~	**$20,000**
PE	AUTH	2017	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$1,999,200~~	~~$0,000~~	**$1,999,200**
ROW		2019	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$1,999,200	$0,000	**$1,999,200**
UTL		2022	Transportation Funding Act (HB 170)	$0,000	$4,000,000	$0,000	$0,000	**$4,000,000**
UTL		2022	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$3,998,400	$0,000	**$3,998,400**
CST		2022	Transportation Funding Act (HB 170)	$0,000	$13,250,000	$0,000	$0,000	**$13,250,000**
CST		2022	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$30,734,000	$0,000	**$30,734,000**
				$0,000	**$17,270,000**	**$38,730,800**	**$0,000**	**$56,000,800**

AT-310 | **CENTRAL AVENUE BRIDGE REPLACEMENT**

0015295 | FROM DECATUR STREET TO MARTIN LUTHER KING JR DRIVE

Programmed

Jurisdiction: City of Atlanta
Sponsor: City of Atlanta
Service Type: **Roadway / Operations & Safety**
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
4	4	0.2	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2017	Transportation Funding Act (HB 170)	~~$0,000~~	~~$20,000~~	~~$0,000~~	~~$0,000~~	**$20,000**
PE	AUTH	2017	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$1,728,240~~	~~$0,000~~	**$1,728,240**
ROW		2020	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$8,620,000	$0,000	**$8,620,000**
UTL		2022	Transportation Funding Act (HB 170)	$0,000	$2,625,000	$0,000	$0,000	**$2,625,000**
CST		2022	Transportation Funding Act (HB 170)	$0,000	$12,032,400	$0,000	$0,000	**$12,032,400**
CST		2022	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$9,250,000	$0,000	$2,832,819	$0,000	**$12,082,819**
				$9,250,000	**$14,677,400**	**$13,181,059**	**$0,000**	**$37,108,459**

AT-312 | **WEST LAKE AVENUE BRIDGE REPLACEMENT**

0015298 | AT CSX RAILROAD

Programmed

Jurisdiction: City of Atlanta
Sponsor: City of Atlanta
Service Type: **Roadway / Operations & Safety**
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
2	2	0.4	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2017	Transportation Funding Act (HB 170)	~~$0,000~~	~~$20,000~~	~~$0,000~~	~~$0,000~~	**$20,000**
PE	AUTH	2018	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$340,000~~	~~$0,000~~	**$340,000**
ROW		2021	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$425,000	$0,000	**$425,000**
UTL		2022	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$340,000	$0,000	**$340,000**
CST		2022	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$850,000	$0,000	**$850,000**
CST		2022	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$1,700,000	$425,000	$0,000	$0,000	**$2,125,000**
				$1,700,000	**$445,000**	**$1,955,000**	**$0,000**	**$4,100,000**

AT-313	**SR 14 (PETERS STREET) BRIDGE REPLACEMENT**	**Jurisdiction** City of Atlanta	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0015546	AT NORFOLK SOUTHERN RAIL LINE	**Sponsor** GDOT	**2**	**2**	**0.2**	**TBD**
Programmed		**Service Type** **Roadway / Bridge Upgrade**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
SCP	AUTH	2019	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	~~$240,000~~	~~$60,000~~	~~$0,000~~	~~$0,000~~	**$300,000**
PE		2020	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$480,000	$120,000	$0,000	$0,000	**$600,000**
ROW		2022	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$200,000	$50,000	$0,000	$0,000	**$250,000**
UTL		LR 2024-2030	General Federal Aid 2024-2040	$40,000	$10,000	$0,000	$0,000	**$50,000**
CST		LR 2024-2030	General Federal Aid 2024-2040	$6,400,000	$1,600,000	$0,000	$0,000	**$8,000,000**
				$7,360,000	**$1,840,000**	**$0,000**	**$0,000**	**$9,200,000**

AT-314	**SPRING STREET BRIDGE REPLACEMENT**	**Jurisdiction** City of Atlanta	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0015606	AT CSX RAILROAD	**Sponsor** GDOT	**4**	**4**	**0.4**	**TBD**
Completed		**Service Type** **Roadway / Bridge Upgrade**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2017	Transportation Funding Act (HB 170)	~~$0,000~~	~~$20,000~~	~~$0,000~~	~~$0,000~~	**$20,000**
CST	AUTH	2018	Transportation Funding Act (HB 170)	~~$0,000~~	~~$3,734,170~~	~~$0,000~~	~~$0,000~~	**$3,734,170**
CST	AUTH	2018	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	~~$6,235,775~~	~~$1,558,944~~	~~$0,000~~	~~$0,000~~	**$7,794,719**
				$6,235,775	**$5,313,114**	**$0,000**	**$0,000**	**$11,548,889**

AT-315 | **NORTHSIDE DRIVE PEDESTRIAN SAFETY IMPROVEMENTS**

0015998 | FROM RHODES STREET TO MARTIN LUTHER KING JR. DRIVE

Programmed

Jurisdiction: City of Atlanta
Sponsor: ADID,City of Atlanta
Service Type: **Last Mile Connectivity / Pedestrian Facility**
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2019	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$240,000~~	~~$0,000~~	~~$60,000~~	~~$0,000~~	**$300,000**
ROW		2021	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$1,520,000	$0,000	$380,000	$0,000	**$1,900,000**
UTL		2022	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$360,000	$0,000	$90,000	$0,000	**$450,000**
CST		2022	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$1,919,520	$0,000	$479,880	$0,000	**$2,399,400**
				$4,039,520	**$0,000**	**$1,009,880**	**$0,000**	**$5,049,400**

AT-316 | **LENOX ROAD CORRIDOR TRAIL AND SAFETY IMPROVEMENTS**

0015999 | FROM FROM EAST PACES FERRY ROAD TO SR 141 (PEACHTREE ROAD)

Programmed

Jurisdiction: City of Atlanta
Sponsor: Buckhead CID,City of Atlanta
Service Type: **Last Mile Connectivity / Pedestrian Facility**
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2019	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$300,000~~	~~$0,000~~	**$300,000**
ROW		2020	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$1,000,000	$0,000	**$1,000,000**
UTL		2021	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$250,000	$0,000	**$250,000**
CST		2021	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$2,400,000	$0,000	$600,000	$0,000	**$3,000,000**
				$2,400,000	**$0,000**	**$2,150,000**	**$0,000**	**$4,550,000**

AT-372 | **10TH STREET BRIDGE MULTI-MODAL CONNECTION PROJECT**

0015890 | FROM TECHWOOD DRIVE TO WILLIAMS STREET

Programmed

Jurisdiction: City of Atlanta
Sponsor: City of Atlanta,Midtown Alliance

Existing	Planned	Length (mi.)	Network Year
6/3	5/2	0.4	2030

Service Type: **Last Mile Connectivity / Bicycle Facility**
Analysis: In the Region's Air Quality Conformity Analysis
LCI: X
Flex:

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE		2020	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$581,100	$0,000	**$581,100**
ROW		2021	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$25,000	$0,000	**$25,000**
UTL		2022	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$125,000	$0,000	**$125,000**
CST		2022	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$2,640,600	$0,000	$1,976,400	$0,000	**$4,617,000**
				$2,640,600	**$0,000**	**$2,707,500**	**$0,000**	**$5,348,100**

BA-005C | **WINDER WEST BYPASS: PHASE 3 - NEW INTERCHANGE**

0010555 | AT SR 316

Programmed

Jurisdiction: Barrow County
Sponsor: Barrow County

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	0.8	2030

Service Type: **Roadway / Interchange Capacity**
Analysis: In the Region's Air Quality Conformity Analysis
LCI:
Flex:

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2013	STP - Statewide Flexible (GDOT)	~~$52,795~~	~~$13,199~~	~~$0,000~~	~~$0,000~~	**$65,994**
PE	AUTH	2016	Transportation Funding Act (HB 170)	~~$0,000~~	~~$1,400,000~~	~~$0,000~~	~~$0,000~~	**$1,400,000**
PE		2020	Transportation Funding Act (HB 170)	$0,000	$180,000	$0,000	$0,000	**$180,000**
ROW		2020	Transportation Funding Act (HB 170)	$0,000	$3,783,000	$0,000	$0,000	**$3,783,000**
UTL		2022	Transportation Funding Act (HB 170)	$0,000	$520,700	$0,000	$0,000	**$520,700**
CST		2022	Transportation Funding Act (HB 170)	$0,000	$19,079,487	$0,000	$0,000	**$19,079,487**
				$52,795	**$24,976,386**	**$0,000**	**$0,000**	**$25,029,181**

BA-005D	**WINDER WEST BYPASS: PHASE 4 - NEW ALIGNMENT**	**Jurisdiction** Barrow County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
TBD	FROM SR 211 NEAR CEDAR CREEK TO SR 53 NEAR ROCKWELL CHURCH ROAD	**Sponsor** Barrow County	**0**	**4**	**3**	**2040**
Long Range		**Service Type** **Roadway / General Purpose Capacity**	**Analysis** In the Region's Air Quality Conformity Analysis			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ALL		LR 2031-2040	General Federal Aid 2024-2040	$20,000,000	$5,000,000	$0,000	$0,000	**$25,000,000**
				$20,000,000	**$5,000,000**	**$0,000**	**$0,000**	**$25,000,000**

BA-008	**I-85 NORTH WIDENING (FUNDING FOR ATLANTA MPO PORTION)**	**Jurisdiction** Multi-County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0013545	FROM SR 211 IN BARROW COUNTY TO NORTH OF SR 11/US 129	**Sponsor** GDOT	**4**	**6**	**3.3**	**2030**
Long Range		**Service Type** **Roadway / General Purpose Capacity**	**Analysis** In the Region's Air Quality Conformity Analysis			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2017	Transportation Funding Act (HB 170)	~~$0,000~~	~~$308,000~~	~~$0,000~~	~~$0,000~~	**$308,000**
CST		LR 2024-2030	General Federal Aid 2024-2040	$24,208,800	$6,052,200	$0,000	$0,000	**$30,261,000**
				$24,208,800	**$6,360,200**	**$0,000**	**$0,000**	**$30,569,000**

BA-010 | **SR 316 - NEW INTERCHANGE** | AT SR 211 (BETHLEHEM ROAD) | 0010352 | **Programmed**

Jurisdiction: Regional - Northeast | Sponsor: GDOT | Service Type: **Roadway / Interchange Capacity** | Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	0.4	2030

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE		2023	Transportation Funding Act (HB 170)	$0,000	$2,800,000	$0,000	$0,000	**$2,800,000**
ROW		LR 2024-2030	General Federal Aid 2024-2040	$5,174,427	$1,293,607	$0,000	$0,000	**$6,468,034**
UTL		LR 2024-2030	General Federal Aid 2024-2040	$53,835	$13,459	$0,000	$0,000	**$67,294**
CST		LR 2024-2030	General Federal Aid 2024-2040	$13,889,361	$3,472,340	$0,000	$0,000	**$17,361,701**
				$19,117,623	**$7,579,406**	**$0,000**	**$0,000**	**$26,697,029**

BA-027 | **SR 316 - NEW INTERCHANGE** | AT SR 11 | 0008430 | **Programmed**

Jurisdiction: Regional - Northeast | Sponsor: GDOT | Service Type: **Roadway / Interchange Capacity** | Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	1.8	2030

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2012	National Highway System	~~$480,000~~	~~$120,000~~	~~$0,000~~	~~$0,000~~	**$600,000**
PE	AUTH	2019	National Highway Performance Program (NHPP)	~~$160,000~~	~~$40,000~~	~~$0,000~~	~~$0,000~~	**$200,000**
ROW		2019	Repurposed Earmark	$1,898,920	$474,730	$0,000	$0,000	**$2,373,650**
ROW		2019	National Highway Performance Program (NHPP)	$1,705,080	$426,270	$0,000	$0,000	**$2,131,350**
UTL		2020	Transportation Funding Act (HB 170)	$0,000	$510,300	$0,000	$0,000	**$510,300**
CST		2020	Better Utilizing Investments to Leverage Development (BUILD) Transportation Grant	$12,400,000	$0,000	$0,000	$0,000	**$12,400,000**
CST		2020	Transportation Funding Act (HB 170)	$0,000	$724,648	$0,000	$0,000	**$724,648**
				$16,644,000	**$2,295,948**	**$0,000**	**$0,000**	**$18,939,948**

BA-028 | **SR 316 - NEW INTERCHANGE**

0008431 | AT SR 53

Programmed

Jurisdiction: Regional - Northeast
Sponsor: GDOT
Service Type: Roadway / Interchange Capacity
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	0.8	2030

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2012	National Highway System	~~$400,000~~	~~$100,000~~	~~$0,000~~	~~$0,000~~	**$500,000**
PE	AUTH	2017	Transportation Funding Act (HB 170)	~~$0,000~~	~~$400,000~~	~~$0,000~~	~~$0,000~~	**$400,000**
ROW	AUTH	2018	Transportation Funding Act (HB 170)	~~$0,000~~	~~$2,740,000~~	~~$0,000~~	~~$0,000~~	**$2,740,000**
UTL		2020	Transportation Funding Act (HB 170)	$0,000	$253,380	$0,000	$0,000	**$253,380**
CST		2020	Transportation Funding Act (HB 170)	$0,000	$25,137,772	$0,000	$0,000	**$25,137,772**
				$400,000	**$28,631,152**	**$0,000**	**$0,000**	**$29,031,152**

BA-032 | **SR 82 BRIDGE UPGRADE**

0013819 | AT MIDDLE OCONEE RIVER FIVE MILES NORTHEAST OF STATHAM

Programmed

Jurisdiction: Barrow County
Sponsor: GDOT
Service Type: Roadway / Bridge Upgrade
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
2	2	0.4	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2016	STP - Statewide Flexible (GDOT)	~~$340,000~~	~~$85,000~~	~~$0,000~~	~~$0,000~~	**$425,000**
ROW		2020	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$135,864	$33,966	$0,000	$0,000	**$169,830**
UTL		2021	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$18,677	$4,669	$0,000	$0,000	**$23,346**
CST		2021	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$1,432,342	$358,085	$0,000	$0,000	**$1,790,427**
				$1,926,883	**$481,720**	**$0,000**	**$0,000**	**$2,408,603**

BA-033A | **SR 211 (OLD WINDER HIGHWAY) WIDENING - PHASE 1**

0013988 | FROM SR 124 IN BARROW COUNTY TO PINOT NOIR DRIVE

Programmed

Jurisdiction: Barrow County,Gwinnett County
Sponsor: City of Braselton
Service Type: **Roadway / General Purpose Capacity**
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
2	4	0.8	2030

LCI: ☐ Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2018	Transportation Funding Act (HB 170)	~~$0,000~~	~~$379,129~~	~~$0,000~~	~~$0,000~~	**$379,129**
ROW		2022	Transportation Funding Act (HB 170)	$0,000	$1,700,000	$0,000	$0,000	**$1,700,000**
UTL		LR 2024-2030	Transportation Funding Act (HB 170)	$0,000	$1,125,000	$0,000	$0,000	**$1,125,000**
CST		LR 2024-2030	Transportation Funding Act (HB 170)	$0,000	$9,150,000	$0,000	$0,000	**$9,150,000**
				$0,000	**$12,354,129**	**$0,000**	**$0,000**	**$12,354,129**

BA-033B | **SR 211 (OLD WINDER HIGHWAY) WIDENING - PHASE 2**

0016089 | FROM PINOT NOIR DRIVE TO SR 347

Long Range

Jurisdiction: Barrow County,Gwinnett County
Sponsor: City of Braselton
Service Type: **Roadway / General Purpose Capacity**
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
2	4	1.6	2030

LCI: ☐ Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2018	Transportation Funding Act (HB 170)	~~$0,000~~	~~$200,000~~	~~$0,000~~	~~$0,000~~	**$200,000**
ROW		LR 2024-2030	Transportation Funding Act (HB 170)	$0,000	$9,300,000	$0,000	$0,000	**$9,300,000**
UTL		LR 2024-2030	Transportation Funding Act (HB 170)	$0,000	$3,250,000	$0,000	$0,000	**$3,250,000**
CST		LR 2024-2030	Transportation Funding Act (HB 170)	$0,000	$18,700,000	$0,000	$0,000	**$18,700,000**
				$0,000	**$31,450,000**	**$0,000**	**$0,000**	**$31,450,000**

BA-038 | **PATRICK MILL ROAD BRIDGE REPLACEMENT**

0015609 | AT APALACHEE RIVER

Programmed

Jurisdiction: Barrow County,Gwinnett County
Sponsor: GDOT
Service Type: Roadway / Bridge Upgrade
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
2	2	0.4	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2019	Surface Transportation Block Grant (STBG) Program Off-System Bridge	~~$400,000~~	~~$100,000~~	~~$0,000~~	~~$0,000~~	**$500,000**
ROW	AUTH	2018	STATE (40301)	~~$0,000~~	~~$0,000~~	~~$0,000~~	~~$104,500~~	**$104,500**
ROW		2021	Surface Transportation Block Grant (STBG) Program Off-System Bridge	$83,600	$20,900	$0,000	$0,000	**$104,500**
UTL		2023	Surface Transportation Block Grant (STBG) Program Off-System Bridge	$8,000	$2,000	$0,000	$0,000	**$10,000**
CST		2023	Surface Transportation Block Grant (STBG) Program Off-System Bridge	$1,040,000	$260,000	$0,000	$0,000	**$1,300,000**
				$1,531,600	**$382,900**	**$0,000**	**$104,500**	**$2,019,000**

BA-039 | **OLD THOMPSON MILL ROAD BRIDGE REPLACEMENT**

0015610 | AT LITTLE MULBERRY RIVER NORTH OF WINDER

Programmed

Jurisdiction: Barrow County
Sponsor: GDOT
Service Type: Roadway / Bridge Upgrade
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
2	2	0.4	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2019	Surface Transportation Block Grant (STBG) Program Off-System Bridge	~~$400,000~~	~~$100,000~~	~~$0,000~~	~~$0,000~~	**$500,000**
ROW	AUTH	2018	STATE (40301)	~~$0,000~~	~~$0,000~~	~~$0,000~~	~~$128,500~~	**$128,500**
ROW		2021	Surface Transportation Block Grant (STBG) Program Off-System Bridge	$102,800	$25,700	$0,000	$0,000	**$128,500**
CST		2023	Surface Transportation Block Grant (STBG) Program Off-System Bridge	$880,000	$220,000	$0,000	$0,000	**$1,100,000**
				$1,382,800	**$345,700**	**$0,000**	**$128,500**	**$1,857,000**

BA-040

EXCHANGE BOULEVARD EXTENSION

0015323

FROM HARRY MCCARTY ROAD TO SR 11

Programmed

Jurisdiction Barrow County

Sponsor GDOT

Existing	Planned	Length (mi.)	Network Year
0	2	1.01	2030

Service Type **Roadway / General Purpose Capacity**

Analysis In the Region's Air Quality Conformity Analysis

LCI ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2018	Transportation Funding Act (HB 170)	~~$0,000~~	~~$600,000~~	~~$0,000~~	~~$0,000~~	**$600,000**
ROW		LR 2024-2030	Transportation Funding Act (HB 170)	$0,000	$10,503,000	$0,000	$0,000	**$10,503,000**
ALL		LR 2024-2030	Transportation Funding Act (HB 170)	$0,000	$8,294,418	$0,000	$0,000	**$8,294,418**
				$0,000	**$19,397,418**	**$0,000**	**$0,000**	**$19,397,418**

BT-193

GLADE ROAD SAFETY IMPROVEMENTS

0012599

FROM WILDFLOWER TRAIL TO CAMP DRIVE

Programmed

Jurisdiction Bartow County

Sponsor Bartow County

Existing	Planned	Length (mi.)	Network Year
2	2	0.4	TBD

Service Type **Roadway / Operations & Safety**

Analysis Exempt from Air Quality Analysis (40 CFR 93)

LCI ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2013	STP - Urban (>200K) (ARC)	~~$220,000~~	~~$0,000~~	~~$55,000~~	~~$0,000~~	**$275,000**
PE	AUTH	2017	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$156,560~~	~~$0,000~~	~~$39,140~~	~~$0,000~~	**$195,700**
ROW	AUTH	2017	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$588,000~~	~~$0,000~~	~~$382,000~~	~~$0,000~~	**$970,000**
UTL	AUTH	2018	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$100,000~~	~~$0,000~~	~~$25,000~~	~~$0,000~~	**$125,000**
CST	AUTH	2018	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$1,440,000~~	~~$0,000~~	~~$692,646~~	~~$0,000~~	**$2,132,646**
				$2,504,560	**$0,000**	**$1,193,786**	**$0,000**	**$3,698,346**

CA-007 | **SR 61 CONNECTOR**

662540-

FROM SR 61 TO SOUTH OF SHORELINE PARKWAY

Long Range

Jurisdiction: Carroll County
Sponsor: City of Villa Rica
Service Type: Roadway / General Purpose Capacity
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
0	2	1.5	2040

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ROW		LR 2031-2040	General Federal Aid 2024-2040	$7,708,223	$1,927,056	$0,000	$0,000	**$9,635,279**
CST		LR 2031-2040	General Federal Aid 2024-2040	$5,690,051	$1,422,513	$0,000	$0,000	**$7,112,564**
				$13,398,274	**$3,349,569**	**$0,000**	**$0,000**	**$16,747,843**

CA-011 | **VILLA RICA BYPASS**

631490-

FROM PROPOSED SR 61 BYPASS TO SR 101

Programmed

Jurisdiction: Carroll County
Sponsor: City of Villa Rica
Service Type: Roadway / General Purpose Capacity
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
0	2	1.9	2030

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2000	STP Area (between 5k and 200k)	~~$29,600~~	~~$7,400~~	~~$0,000~~	~~$0,000~~	**$37,000**
PE	AUTH	2012	STP - Rural (<200K)	~~$32,000~~	~~$8,000~~	~~$0,000~~	~~$0,000~~	**$40,000**
PE	AUTH	2017	Transportation Funding Act (HB 170)	~~$0,000~~	~~$592,000~~	~~$0,000~~	~~$0,000~~	**$592,000**
PE	AUTH	2019	Transportation Funding Act (HB 170)	~~$0,000~~	~~$50,000~~	~~$0,000~~	~~$0,000~~	**$50,000**
ROW	AUTH	2016	Transportation Funding Act (HB 170)	~~$0,000~~	~~$7,990,000~~	~~$0,000~~	~~$0,000~~	**$7,990,000**
UTL		LR 2024-2030	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$930,016	$0,000	**$930,016**
CST		LR 2024-2030	General Federal Aid 2024-2040	$6,292,925	$1,573,231	$0,000	$0,000	**$7,866,156**
				$6,354,525	**$10,220,631**	**$930,016**	**$0,000**	**$17,505,172**

CH-010A2	**BELLS FERRY ROAD WIDENING**	**Jurisdiction**	Cherokee County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0013526	FROM NORTH OF VICTORY DRIVE TO PORT VICTORIA WAY	**Sponsor**	Cherokee County	**2**	**4**	**2.3**	**2030**
Programmed		**Service Type**	**Roadway / General Purpose Capacity**	**Analysis**	In the Region's Air Quality Conformity Analysis	**LCI** ☐ **Flex** ☐	

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2016	STP - Statewide Flexible (GDOT)	~~$1,600,000~~	~~$400,000~~	~~$0,000~~	~~$0,000~~	**$2,000,000**
ROW		2020	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$16,049,000	$0,000	**$16,049,000**
ALL		LR 2024-2030	Transportation Funding Act (HB 170)	$0,000	$35,324,569	$0,000	$0,000	**$35,324,569**
				$1,600,000	**$35,724,569**	**$16,049,000**	**$0,000**	**$53,373,569**

CH-010B	**BELLS FERRY ROAD BRIDGE REPLACEMENT AND APPROACH IMPROVEMENTS**	**Jurisdiction**	Cherokee County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0013525	FROM NORTH VICTORIA ROAD TO NORTH OF LITTLE RIVER	**Sponsor**	GDOT	**2**	**2**	**0.8**	**TBD**
Programmed		**Service Type**	**Roadway / Bridge Upgrade**	**Analysis**	Exempt from Air Quality Analysis (40 CFR 93)	**LCI** ☐ **Flex** ☐	

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2016	STP - Statewide Flexible (GDOT)	~~$800,000~~	~~$200,000~~	~~$0,000~~	~~$0,000~~	**$1,000,000**
PE	AUTH	2019	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	~~$640,000~~	~~$160,000~~	~~$0,000~~	~~$0,000~~	**$800,000**
ROW		2020	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$1,808,215	$0,000	**$1,808,215**
UTL		2022	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$730,702	$182,676	$0,000	$0,000	**$913,378**
CST		2022	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$13,176,562	$3,294,141	$0,000	$0,000	**$16,470,703**
				$15,347,264	**$3,836,817**	**$1,808,215**	**$0,000**	**$20,992,296**

CH-020A2 | **SR 20 (CUMMING HIGHWAY / KNOX BRIDGE HIGHWAY) WIDENING**

0007836 | FROM I-75 NORTH IN BARTOW COUNTY TO I-575 IN CHEROKEE COUNTY

Programmed

Jurisdiction: Regional - Northwest
Sponsor: GDOT
Service Type: **Roadway / General Purpose Capacity**
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
2	4	19.4	2030

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
SCP	AUTH	2013	STP - Statewide Flexible (GDOT)	~~$1,560,000~~	~~$390,000~~	~~$0,000~~	~~$0,000~~	**$1,950,000**
PE	AUTH	2016	National Highway Performance Program (NHPP)	~~$3,809,067~~	~~$952,267~~	~~$0,000~~	~~$0,000~~	**$4,761,334**
PE	AUTH	2018	Transportation Funding Act (HB 170)	~~$0,000~~	~~$4,063,753~~	~~$0,000~~	~~$0,000~~	**$4,063,753**
ROW		LR 2024-2030	General Federal Aid 2024-2040	$24,092,542	$6,023,135	$0,000	$0,000	**$30,115,677**
UTL		LR 2024-2030	General Federal Aid 2024-2040	$4,332,550	$1,083,137	$0,000	$0,000	**$5,415,687**
CST		LR 2024-2030	General Federal Aid 2024-2040	$84,787,772	$21,196,943	$0,000	$0,000	**$105,984,715**
				$118,581,931	**$33,709,235**	**$0,000**	**$0,000**	**$152,291,166**

CH-020A3 | **SR 20 (CUMMING HIGHWAY) WIDENING**

0009164 | FROM I-575 TO SCOTT ROAD

Programmed

Jurisdiction: Regional - North
Sponsor: GDOT
Service Type: **Roadway / General Purpose Capacity**
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
2	6	1	2030

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2012	STP - Statewide Flexible (GDOT)	~~$254,690~~	~~$63,672~~	~~$0,000~~	~~$0,000~~	**$318,362**
PE	AUTH	2016	Transportation Funding Act (HB 170)	~~$0,000~~	~~$3,000,000~~	~~$0,000~~	~~$0,000~~	**$3,000,000**
ROW	AUTH	2017	Transportation Funding Act (HB 170)	~~$0,000~~	~~$7,394,274~~	~~$0,000~~	~~$0,000~~	**$7,394,274**
ROW	AUTH	2018	Transportation Funding Act (HB 170)	~~$0,000~~	~~$17,722,226~~	~~$0,000~~	~~$0,000~~	**$17,722,226**
ROW	AUTH	2019	Transportation Funding Act (HB 170)	~~$0,000~~	~~$17,722,226~~	~~$0,000~~	~~$0,000~~	**$17,722,226**
UTL		2020	Transportation Funding Act (HB 170)	$0,000	$2,555,015	$0,000	$0,000	**$2,555,015**
CST		2020	Transportation Funding Act (HB 170)	$0,000	$24,401,795	$0,000	$0,000	**$24,401,795**
				$254,690	**$72,859,208**	**$0,000**	**$0,000**	**$73,113,898**

CH-020B

SR 20 (CUMMING HIGHWAY) WIDENING (PE FOR CH-231, CH-232 AND CH-233)

0003681

FROM I-575 TO SR 369

Programmed

Jurisdiction Regional - North

Sponsor GDOT

Existing	Planned	Length (mi.)	Network Year
2	4	8.6	TBD

Service Type Roadway / General Purpose Capacity

Analysis In the Region's Air Quality Conformity Analysis

LCI ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2006	STP - Statewide Flexible (GDOT)	~~$2,322,961~~	~~$580,740~~	~~$0,000~~	~~$0,000~~	**$2,903,701**
PE	AUTH	2006	Federal Earmark Funding	~~$1,799,800~~	~~$449,950~~	~~$0,000~~	~~$0,000~~	**$2,249,750**
PE	AUTH	2014	National Highway Performance Program (NHPP)	~~$1,600,000~~	~~$400,000~~	~~$0,000~~	~~$0,000~~	**$2,000,000**
PE	AUTH	2016	Transportation Funding Act (HB 170)	~~$0,000~~	~~$13,000,000~~	~~$0,000~~	~~$0,000~~	**$13,000,000**
				$5,722,761	**$14,430,690**	**$0,000**	**$0,000**	**$20,153,451**

CH-030

SR 92 (ALABAMA ROAD) INTERSECTION IMPROVEMENTS

0016365

AT TRICKUM ROAD

Programmed

Jurisdiction Cherokee County

Sponsor Cherokee County

Existing	Planned	Length (mi.)	Network Year
2	4	N/A	2030

Service Type Roadway / General Purpose Capacity

Analysis In the Region's Air Quality Conformity Analysis

LCI ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2019	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$500,000~~	~~$0,000~~	**$500,000**
ROW		2020	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$1,000,000	$0,000	$400,000	$0,000	**$1,400,000**
CST		2022	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$2,200,000	$0,000	$550,000	$0,000	**$2,750,000**
				$3,200,000	**$0,000**	**$1,450,000**	**$0,000**	**$4,650,000**

CH-167 | **ARNOLD MILL ROAD EXTENSION/CONNECTOR - NEW ALIGNMENT**

N/A

Long Range

FROM MAIN STREET SOUTH OF RIDGEWALK PARKWAY TO ARNOLD MILL ROAD AT NEESE ROAD

Jurisdiction: Cherokee County
Sponsor: Cherokee County
Service Type: Roadway / General Purpose Capacity
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
0	2	1.1	2030

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ALL		LR 2024-2030	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$20,000,000	$0,000	**$20,000,000**
				$0,000	**$0,000**	**$20,000,000**	**$0,000**	**$20,000,000**

CH-180 | **SR 372 SPUR (BALL GROUND BYPASS) - NEW ALIGNMENT**

0002525

Long Range

FROM SR 5 BUSINESS (INTERSECTION OF CANTON HIGHWAY AND HOWELL BRIDGE ROAD) TO SR 372 (BALL GROUND ROAD) SOUTH OF BALL GROUND

Jurisdiction: Cherokee County
Sponsor: City of Ball Ground
Service Type: Roadway / General Purpose Capacity
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
0	4	1.2	2040

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
SCP	AUTH	2018	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$150,000~~	~~$0,000~~	**$150,000**
ALL		LR 2031-2040	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$14,700,000	$0,000	**$14,700,000**
				$0,000	**$0,000**	**$14,850,000**	**$0,000**	**$14,850,000**

CH-215 | **HICKORY SPRINGS PARKWAY - NEW ALIGNMENT**

N/A

Programmed

FROM HOLLY SPRINGS PARKWAY TO HICKORY ROAD

Jurisdiction: Cherokee County
Sponsor: City of Holly Springs
Service Type: Roadway / General Purpose Capacity
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
0	4	0.7	2030

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE		2020	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$1,750,000	$0,000	**$1,750,000**
ROW		2022	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$5,655,000	$0,000	**$5,655,000**
CST		2023	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$12,001,000	$0,000	**$12,001,000**
				$0,000	**$0,000**	**$19,406,000**	**$0,000**	**$19,406,000**

CH-225	**SR 369 (HIGHTOWER ROAD) BRIDGE REPLACEMENT**	**Jurisdiction** Cherokee County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0007028	AT BOARD TREE CREEK	**Sponsor** GDOT	**2**	**2**	**0.3**	**TBD**
Programmed		**Service Type** **Roadway / Bridge Upgrade**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2016	Bridge (On-System)	~~$456,639~~	~~$114,160~~	~~$0,000~~	~~$0,000~~	**$570,799**
PE	AUTH	2016	STP - Statewide Flexible (GDOT)	~~$75,917~~	~~$18,979~~	~~$0,000~~	~~$0,000~~	**$94,896**
ROW	AUTH	2018	STATE (41613)	~~$0,000~~	~~$300,000~~	~~$0,000~~	~~$0,000~~	**$300,000**
CST	AUTH	2020	Transportation Funding Act (HB 170)	~~$0,000~~	~~$4,990,245~~	~~$0,000~~	~~$0,000~~	**$4,990,245**
				$532,556	**$5,423,384**	**$0,000**	**$0,000**	**$5,955,940**

CH-227	**CANTON ROAD PEDESTRIAN FACILITIES**	**Jurisdiction** Cherokee County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0012601	FROM COBB COUNTY LINE TO STOCKWOOD DRIVE	**Sponsor** Cherokee County	**N/A**	**N/A**	**0.6**	**TBD**
Programmed		**Service Type** **Last Mile Connectivity / Pedestrian Facility**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2014	STP - Urban (>200K) (ARC)	~~$120,000~~	~~$0,000~~	~~$30,000~~	~~$0,000~~	**$150,000**
ROW	AUTH	2017	STP - Urban (>200K) (ARC)	~~$104,960~~	~~$0,000~~	~~$415,040~~	~~$0,000~~	**$520,000**
UTL		2019	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$239,916	$0,000	$59,979	$0,000	**$299,895**
CST		2019	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$444,503	$0,000	$111,126	$0,000	**$555,629**
				$909,379	**$0,000**	**$616,145**	**$0,000**	**$1,525,524**

CH-231 | **SR 20 (CUMMING HIGHWAY) WIDENING**

0014131 | FROM SCOTT ROAD TO UNION HILL ROAD

Programmed

Jurisdiction: Cherokee County
Sponsor: GDOT
Service Type: Roadway / General Purpose Capacity
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
2	6	2	2030

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ROW	AUTH	2017	Transportation Funding Act (HB 170)	~~$0,000~~	~~$650,000~~	~~$0,000~~	~~$0,000~~	**$650,000**
ROW	AUTH	2018	Transportation Funding Act (HB 170)	~~$0,000~~	~~$5,000,000~~	~~$0,000~~	~~$0,000~~	**$5,000,000**
ROW	AUTH	2019	Transportation Funding Act (HB 170)	~~$0,000~~	~~$4,158,500~~	~~$0,000~~	~~$0,000~~	**$4,158,500**
ROW		2020	Transportation Funding Act (HB 170)	$0,000	$6,471,500	$0,000	$0,000	**$6,471,500**
UTL		2022	Transportation Funding Act (HB 170)	$0,000	$1,975,000	$0,000	$0,000	**$1,975,000**
CST		2022	Transportation Funding Act (HB 170)	$0,000	$22,316,055	$0,000	$0,000	**$22,316,055**
				$0,000	**$40,571,055**	**$0,000**	**$0,000**	**$40,571,055**

CH-232 | **SR 20 (CUMMING HIGHWAY) WIDENING**

0014132 | FROM UNION HILL ROAD TO EAST CHEROKEE DRIVE

Programmed

Jurisdiction: Cherokee County
Sponsor: GDOT
Service Type: Roadway / General Purpose Capacity
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
2	6	3.2	2030

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ROW	AUTH	2017	Transportation Funding Act (HB 170)	~~$0,000~~	~~$1,600,000~~	~~$0,000~~	~~$0,000~~	**$1,600,000**
ROW		2022	Transportation Funding Act (HB 170)	$0,000	$23,980,000	$0,000	$0,000	**$23,980,000**
UTL		LR 2024-2030	Transportation Funding Act (HB 170)	$0,000	$2,900,000	$0,000	$0,000	**$2,900,000**
CST		LR 2024-2030	Transportation Funding Act (HB 170)	$0,000	$29,117,359	$0,000	$0,000	**$29,117,359**
				$0,000	**$57,597,359**	**$0,000**	**$0,000**	**$57,597,359**

CH-233 | **SR 20 (CUMMING HIGHWAY) WIDENING**

0014133 | FROM EAST CHEROKEE DRIVE TO SR 369 (HIGHTOWER ROAD)

Programmed

Jurisdiction: Cherokee County
Sponsor: GDOT
Service Type: Roadway / General Purpose Capacity
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
2	6	2.1	2030

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ROW		2023	Transportation Funding Act (HB 170)	$0,000	$12,801,000	$0,000	$0,000	**$12,801,000**
UTL		LR 2024-2030	Transportation Funding Act (HB 170)	$0,000	$2,425,000	$0,000	$0,000	**$2,425,000**
CST		LR 2024-2030	Transportation Funding Act (HB 170)	$0,000	$24,030,621	$0,000	$0,000	**$24,030,621**
				$0,000	**$39,256,621**	**$0,000**	**$0,000**	**$39,256,621**

CH-240 | **NOONDAY CREEK TRAIL EXTENSION**

0016015 | FROM FROM SR 92 TO NOONDAY CREEK PARK

Programmed

Jurisdiction: Cherokee County
Sponsor: City of Woodstock
Service Type: Last Mile Connectivity / Sidepaths and Trails
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	1.8	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2019	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	~~$248,000~~	~~$0,000~~	~~$62,000~~	~~$0,000~~	**$310,000**
ROW		2021	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	$256,000	$0,000	$64,000	$0,000	**$320,000**
UTL		2022	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	$80,000	$0,000	$20,000	$0,000	**$100,000**
CST		2022	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	$1,950,669	$0,000	$487,668	$0,000	**$2,438,337**
				$2,534,669	**$0,000**	**$633,668**	**$0,000**	**$3,168,337**

CH-260	**I-575 INTERCHANGE IMPROVEMENTS**	**Jurisdiction** Cherokee County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0016016	AT TOWNE LAKE PARKWAY	**Sponsor** Cherokee County	**N/A**	**N/A**	**N/A**	**TBD**
Programmed		**Service Type** **Other / Scoping**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
SCP	AUTH	2018	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$352,788~~	~~$0,000~~	~~$88,197~~	~~$0,000~~	**$440,985**
				$352,788	**$0,000**	**$88,197**	**$0,000**	**$440,985**

CL-014	**SR 85 WIDENING (SCOPING ACTIVITIES ONLY)**	**Jurisdiction** Clayton County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0013524	FROM ADAMS DRIVE TO I-75 SOUTH - INCLUDING INTERCHANGE AT FOREST PARKWAY	**Sponsor** GDOT	**4**	**6**	**3.1**	**2030**
Programmed		**Service Type** **Roadway / General Purpose Capacity**	**Analysis** In the Region's Air Quality Conformity Analysis			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
SCP		2020	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$725,280	$181,320	$0,000	$0,000	**$906,600**
ROW		2022	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$5,953,600	$1,488,400	$0,000	$0,000	**$7,442,000**
CST		LR 2024-2030	General Federal Aid 2024-2040	$7,252,800	$1,813,200	$0,000	$0,000	**$9,066,000**
				$13,931,680	**$3,482,920**	**$0,000**	**$0,000**	**$17,414,600**

CL-015 | **SR 85 WIDENING**

721290-

Programmed

FROM SR 279 (OLD NATIONAL HIGHWAY) IN FAYETTE COUNTY TO ROBERTS DRIVE IN CITY OF RIVERDALE

Jurisdiction: Clayton County
Sponsor: GDOT
Service Type: Roadway / General Purpose Capacity
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
4	6	4.1	2030

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	1992	STP Statewide Flexible	~~$345,162~~	~~$86,290~~	~~$0,000~~	~~$0,000~~	**$431,452**
PE	AUTH	2014	National Highway Performance Program (NHPP)	~~$640,000~~	~~$160,000~~	~~$0,000~~	~~$0,000~~	**$800,000**
PE	AUTH	2017	Transportation Funding Act (HB 170)	~~$0,000~~	~~$1,701,545~~	~~$0,000~~	~~$0,000~~	**$1,701,545**
PE	AUTH	2019	Transportation Funding Act (HB 170)	~~$0,000~~	~~$325,000~~	~~$0,000~~	~~$0,000~~	**$325,000**
ROW	AUTH	2018	Transportation Funding Act (HB 170)	~~$0,000~~	~~$3,350,000~~	~~$0,000~~	~~$0,000~~	**$3,350,000**
UTL		2021	Transportation Funding Act (HB 170)	$0,000	$1,298,125	$0,000	$0,000	**$1,298,125**
CST		2021	Transportation Funding Act (HB 170)	$0,000	$28,860,476	$0,000	$0,000	**$28,860,476**
				$985,162	**$35,781,436**	**$0,000**	**$0,000**	**$36,766,598**

CL-017 | **BATTLE CREEK ROAD WIDENING**

751775-

Programmed

FROM VALLEY HILL ROAD TO SOUTHLAKE PARKWAY

Jurisdiction: Clayton County
Sponsor: Clayton County
Service Type: Roadway / General Purpose Capacity
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
2	4	2.1	2030

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	1997	STP - Urban (>200K) (ARC)	~~$112,000~~	~~$28,000~~	~~$0,000~~	~~$0,000~~	**$140,000**
PE	AUTH	2014	STP - Urban (>200K) (ARC)	~~$40,000~~	~~$10,000~~	~~$0,000~~	~~$0,000~~	**$50,000**
ROW	AUTH	2016	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$9,760,000~~	~~$0,000~~	**$9,760,000**
CST		2020	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$13,062,862	$2,347,400	$918,316	$0,000	**$16,328,578**
				$13,214,862	**$2,385,400**	**$10,678,316**	**$0,000**	**$26,278,578**

CL-019

751770-

Programmed

MOUNT ZION BOULEVARD WIDENING

FROM SOUTHLAKE PARKWAY TO SOMERTON DRIVE

Jurisdiction Clayton County

Sponsor Clayton County

Existing	Planned	Length (mi.)	Network Year
2	4	3.5	2030

Service Type Roadway / General Purpose Capacity

Analysis In the Region's Air Quality Conformity Analysis

LCI ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	1997	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$1,162,865~~	~~$0,000~~	**$1,162,865**
PE	AUTH	1997	STP - Statewide Flexible (GDOT)	~~$68,000~~	~~$17,000~~	~~$0,000~~	~~$0,000~~	**$85,000**
PE	AUTH	2014	STP - Statewide Flexible (GDOT)	~~$40,000~~	~~$10,000~~	~~$0,000~~	~~$0,000~~	**$50,000**
ROW	AUTH	2016	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$12,550,000~~	~~$0,000~~	**$12,550,000**
UTL		2020	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$2,057,256	$0,000	**$2,057,256**
CST		2020	Transportation Funding Act (HB 170)	$0,000	$12,801,064	$0,000	$0,000	**$12,801,064**
CST		2020	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$5,800,889	$924,000	$526,222	$0,000	**$7,251,111**
				$5,908,889	**$13,752,064**	**$16,296,343**	**$0,000**	**$35,957,296**

CL-063

N/A

Programmed

MOUNT ZION ROAD WIDENING

FROM RICHARDSON PARKWAY TO SR 138

Jurisdiction Clayton County

Sponsor Clayton County

Existing	Planned	Length (mi.)	Network Year
2	4	2.1	2030

Service Type Roadway / General Purpose Capacity

Analysis In the Region's Air Quality Conformity Analysis

LCI ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2005	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$650,000~~	~~$0,000~~	**$650,000**
ROW		LR 2024-2030	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$4,100,000	$0,000	**$4,100,000**
CST		LR 2024-2030	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$10,000,000	$0,000	**$10,000,000**
				$0,000	**$0,000**	**$14,750,000**	**$0,000**	**$14,750,000**

CL-064	**US 23 WIDENING**	**Jurisdiction** Clayton County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
322050-	FROM SR 138 (NORTH HENRY BOULEVARD) TO I-675 IN CLAYTON COUNTY	**Sponsor** GDOT	**2**	**4**	**2.5**	**2030**
Programmed		**Service Type** **Roadway / General Purpose Capacity**	**Analysis** In the Region's Air Quality Conformity Analysis			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	1992	STP - Urban (>200K) (ARC)	~~$926,856~~	~~$231,714~~	~~$0,000~~	~~$0,000~~	**$1,158,570**
PE	AUTH	2013	STP - Statewide Flexible (GDOT)	~~$240,000~~	~~$60,000~~	~~$0,000~~	~~$0,000~~	**$300,000**
PE	AUTH	2014	STP - Statewide Flexible (GDOT)	~~$960,000~~	~~$240,000~~	~~$0,000~~	~~$0,000~~	**$1,200,000**
PE	AUTH	2018	Transportation Funding Act (HB 170)	~~$0,000~~	~~$400,000~~	~~$0,000~~	~~$0,000~~	**$400,000**
PE	AUTH	2019	Transportation Funding Act (HB 170)	~~$0,000~~	~~$700,000~~	~~$0,000~~	~~$0,000~~	**$700,000**
ROW	AUTH	2018	Transportation Funding Act (HB 170)	~~$0,000~~	~~$11,182,000~~	~~$0,000~~	~~$0,000~~	**$11,182,000**
UTL		2022	Transportation Funding Act (HB 170)	$0,000	$2,130,000	$0,000	$0,000	**$2,130,000**
CST		2022	Transportation Funding Act (HB 170)	$0,000	$24,932,647	$0,000	$0,000	**$24,932,647**
				$2,126,856	**$39,876,361**	**$0,000**	**$0,000**	**$42,003,217**

CL-101

SR 920 (MCDONOUGH ROAD) WIDENING

742870-

FROM SR 54 (JONESBORO ROAD) IN FAYETTE COUNTY TO US 19/41 (TARA BOULEVARD) IN CLAYTON COUNTY

Programmed

Jurisdiction: Regional - South
Sponsor: GDOT
Service Type: Roadway / General Purpose Capacity
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
2	4	5.8	2030

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2006	STP - Statewide Flexible (GDOT)	~~$0,000~~	~~$0,000~~	~~$0,000~~	~~$0,000~~	**$0,000**
PE	AUTH	2017	Transportation Funding Act (HB 170)	~~$0,000~~	~~$414,000~~	~~$0,000~~	~~$0,000~~	**$414,000**
PE	AUTH	2018	Transportation Funding Act (HB 170)	~~$0,000~~	~~$3,833,714~~	~~$0,000~~	~~$0,000~~	**$3,833,714**
ROW		2019	Transportation Funding Act (HB 170)	$0,000	$5,865,000	$0,000	$0,000	**$5,865,000**
ROW		2020	Transportation Funding Act (HB 170)	$0,000	$9,775,000	$0,000	$0,000	**$9,775,000**
ROW		2021	Transportation Funding Act (HB 170)	$0,000	$3,910,000	$0,000	$0,000	**$3,910,000**
UTL		LR 2024-2030	General Federal Aid 2024-2040	$1,862,423	$465,606	$0,000	$0,000	**$2,328,029**
CST		LR 2024-2030	General Federal Aid 2024-2040	$21,920,000	$5,480,000	$0,000	$0,000	**$27,400,000**
CST		LR 2024-2030	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$24,316,168	$0,000	**$24,316,168**
				$23,782,423	**$29,743,320**	**$24,316,168**	**$0,000**	**$77,841,911**

CL-200

FOREST PARKWAY PAVEMENT REHABILITATION

0016023

FROM SR 54 (JONESBORO ROAD) TO US 23/SR 42 (MORELAND AVENUE)

Programmed

Jurisdiction: Clayton County
Sponsor: Clayton County
Service Type: Roadway / Maintenance
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	3	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2019	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$4,000,000	$0,000	$1,000,000	$0,000	**$5,000,000**
				$4,000,000	**$0,000**	**$1,000,000**	**$0,000**	**$5,000,000**

CL-243 | **VALLEY HILL ROAD WIDENING**

N/A

FROM UPPER RIVERDALE ROAD TO BATTLE CREEK ROAD

Programmed

Jurisdiction: Clayton County
Sponsor: Clayton County
Service Type: Roadway / General Purpose Capacity
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
2	4	2.2	2030

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2006	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$1,470,000~~	~~$0,000~~	**$1,470,000**
ROW	AUTH	2017	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$5,000,000~~	~~$0,000~~	**$5,000,000**
CST		2019	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$12,460,800	$0,000	**$12,460,800**
				$0,000	**$0,000**	**$18,930,800**	**$0,000**	**$18,930,800**

CL-267 | **VALLEY HILL ROAD BRIDGE REPLACEMENT**

0012603

AT FLINT RIVER

Programmed

Jurisdiction: Clayton County
Sponsor: Clayton County
Service Type: Roadway / Bridge Upgrade
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	0.5	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2014	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$503,000~~	~~$0,000~~	**$503,000**
PE	AUTH	2014	STP - Urban (>200K) (ARC)	~~$160,000~~	~~$0,000~~	~~$40,000~~	~~$0,000~~	**$200,000**
ROW	AUTH	2017	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$178,578~~	~~$0,000~~	~~$291,422~~	~~$0,000~~	**$470,000**
CST		2019	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$4,905,810	$0,000	$2,225,862	$0,000	**$7,131,672**
				$5,244,388	**$0,000**	**$3,060,284**	**$0,000**	**$8,304,672**

CL-269 | **BROWN ROAD BRIDGE REPLACEMENT**

0015631 | AT SWAMP CREEK

Programmed

Jurisdiction: Clayton County | **Sponsor:** GDOT

Existing	Planned	Length (mi.)	Network Year
2	2	0.4	TBD

Service Type: Roadway / Bridge Upgrade

Analysis: Exempt from Air Quality Analysis (40 CFR 93)

LCI ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2019	Surface Transportation Block Grant (STBG) Program Off-System Bridge	~~$400,000~~	~~$100,000~~	~~$0,000~~	~~$0,000~~	**$500,000**
ROW	AUTH	2019	STATE (40301)	~~$0,000~~	~~$0,000~~	~~$147,000~~	~~$0,000~~	**$147,000**
ROW		2021	Surface Transportation Block Grant (STBG) Program Off-System Bridge	$117,600	$29,400	$0,000	$0,000	**$147,000**
UTL		2023	Surface Transportation Block Grant (STBG) Program Off-System Bridge	$24,000	$6,000	$0,000	$0,000	**$30,000**
CST		2023	Surface Transportation Block Grant (STBG) Program Off-System Bridge	$640,000	$160,000	$0,000	$0,000	**$800,000**
				$1,181,600	**$295,400**	**$147,000**	**$0,000**	**$1,624,000**

CL-AR-180 | **I-75 SOUTHBOUND COLLECTOR/DISTRIBUTOR LANES**

0012759 | FROM I-285 TO SR 331 (FOREST PARKWAY)

Programmed

Jurisdiction: Regional | **Sponsor:** GDOT

Existing	Planned	Length (mi.)	Network Year
0	2	0.4	2030

Service Type: Roadway / Interchange Capacity

Analysis: In the Region's Air Quality Conformity Analysis

LCI ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
SCP	AUTH	2019	Transportation Funding Act (HB 170)	~~$0,000~~	~~$1,000,000~~	~~$0,000~~	~~$0,000~~	**$1,000,000**
PE		LR 2024-2030	General Federal Aid 2024-2040	$2,400,000	$600,000	$0,000	$0,000	**$3,000,000**
ROW		LR 2024-2030	General Federal Aid 2024-2040	$4,000,000	$1,000,000	$0,000	$0,000	**$5,000,000**
CST		LR 2024-2030	General Federal Aid 2024-2040	$32,000,000	$8,000,000	$0,000	$0,000	**$40,000,000**
				$38,400,000	**$10,600,000**	**$0,000**	**$0,000**	**$49,000,000**

CL-AR-181	**I-75 NORTHBOUND COLLECTOR/DISTRIBUTOR LANES**	**Jurisdiction** Regional	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
713210-	FROM SR 331 (FOREST PARKWAY) TO I-285	**Sponsor** GDOT	**0**	**2**	**2**	**2030**
Programmed		**Service Type** **Roadway / Interchange Capacity**	**Analysis** In the Region's Air Quality Conformity Analysis			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2014	National Highway Performance Program (NHPP)	~~$1,743,301~~	~~$193,700~~	~~$0,000~~	~~$0,000~~	**$1,937,001**
ROW	AUTH	2016	National Highway Performance Program (NHPP)	~~$2,381,120~~	~~$595,280~~	~~$0,000~~	~~$0,000~~	**$2,976,400**
UTL		2019	National Highway Performance Program (NHPP)	$267,195	$66,799	$0,000	$0,000	**$333,994**
CST	AUTH	2019	National Highway Performance Program (NHPP)	~~$45,695,213~~	~~$11,423,803~~	~~$0,000~~	~~$0,000~~	**$57,119,016**
CST	AUTH	2019	Repurposed Earmark	~~$5,958,628~~	~~$1,489,657~~	~~$0,000~~	~~$0,000~~	**$7,448,285**
CST	AUTH	2019	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$5,600,000~~	~~$1,400,000~~	~~$0,000~~	~~$0,000~~	**$7,000,000**
				$61,645,457	**$15,169,239**	**$0,000**	**$0,000**	**$76,814,696**

CL-AR-247	**US 19/41 (TARA BOULEVARD) WIDENING**	**Jurisdiction** Clayton County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
722030-	FROM SOUTH OF TARA ROAD TO SOUTH OF SR 54 (FAYETTEVILLE ROAD)	**Sponsor** GDOT	**4**	**6**	**3.5**	**2030**
Programmed		**Service Type** **Roadway / General Purpose Capacity**	**Analysis** In the Region's Air Quality Conformity Analysis			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2011	National Highway System	~~$3,344,879~~	~~$836,220~~	~~$0,000~~	~~$0,000~~	**$4,181,099**
ROW	AUTH	2017	Transportation Funding Act (HB 170)	~~$0,000~~	~~$5,794,325~~	~~$0,000~~	~~$0,000~~	**$5,794,325**
UTL		2020	Transportation Funding Act (HB 170)	$0,000	$874,288	$0,000	$0,000	**$874,288**
CST		2020	Transportation Funding Act (HB 170)	$0,000	$27,006,241	$0,000	$0,000	**$27,006,241**
				$3,344,879	**$34,511,074**	**$0,000**	**$0,000**	**$37,855,953**

CO-100A | **HYDE FARM - JOHNSON FERRY TRAIL (PE ACTIVITIES ONLY)**

N/A

FROM WEST SHORE OF CHATTAHOOCHEE RIVER AT JOHNSON FERRY ROAD TO LOWER ROSWELL ROAD NEAR FOREST POND DRIVE

Programmed

Jurisdiction: Cobb County
Sponsor: National Park Service
Service Type: **Last Mile Connectivity / Sidepaths and Trails**
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year: TBD
LCI: ☐
Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE		2020	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	$43,200	$0,000	$10,800	$0,000	**$54,000**
				$43,200	**$0,000**	**$10,800**	**$0,000**	**$54,000**

CO-206D | **STILESBORO ROAD WIDENING**

N/A

FROM ROSEHEDGE WAY TO KENNESAW DUE WEST ROAD

Long Range

Jurisdiction: Cobb County
Sponsor: Cobb County
Service Type: **Roadway / General Purpose Capacity**
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)
2	4	4.3

Network Year: 2030
LCI: ☐
Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ALL		LR 2024-2030	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$28,000,000	$0,000	**$28,000,000**
				$0,000	**$0,000**	**$28,000,000**	**$0,000**	**$28,000,000**

CO-297B | **BIG SHANTY ROAD WIDENING - PHASE IV**

N/A

FROM CHASTAIN MEADOWS PARKWAY TO BELLS FERRY ROAD

Long Range

Jurisdiction: Cobb County
Sponsor: Cobb County
Service Type: **Roadway / General Purpose Capacity**
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)
2	4	0.4

Network Year: 2030
LCI: ☐
Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ALL		LR 2024-2030	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$5,400,000	$0,000	**$5,400,000**
				$0,000	**$0,000**	**$5,400,000**	**$0,000**	**$5,400,000**

CO-301	**SR 92 (LAKE ACWORTH DRIVE / COWAN ROAD) WIDENING**	**Jurisdiction** Cobb County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0006862	FROM SR 3/US 41 (NORTH COBB PARKWAY) TO GLADE ROAD	**Sponsor** GDOT	**2**	**4**	**2.8**	**2020**
Completed		**Service Type** **Roadway / General Purpose Capacity**	**Analysis** In the Region's Air Quality Conformity Analysis			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2006	STP - Statewide Flexible (GDOT)	~~$2,003,098~~	~~$500,775~~	~~$0,000~~	~~$0,000~~	**$2,503,873**
PE	AUTH	2014	STP - Statewide Flexible (GDOT)	~~$1,979,821~~	~~$494,955~~	~~$0,000~~	~~$0,000~~	**$2,474,776**
ROW	AUTH	2015	ROW Surplus Property	~~$0,000~~	~~$0,000~~	~~$570,000~~	~~$0,000~~	**$570,000**
ROW	AUTH	2016	STP - Urban (>200K) (ARC)	~~$4,697,600~~	~~$1,174,400~~	~~$1,558,000~~	~~$0,000~~	**$7,430,000**
ROW	AUTH	2019	Transportation Funding Act (HB 170)	~~$0,000~~	~~$1,950,000~~	~~$0,000~~	~~$0,000~~	**$1,950,000**
CST	AUTH	2019	Transportation Funding Act (HB 170)	~~$0,000~~	~~$41,222,736~~	~~$0,000~~	~~$0,000~~	**$41,222,736**
				$8,680,519	**$45,342,866**	**$2,128,000**	**$0,000**	**$56,151,385**

CO-311	**SR 92 (LAKE ACWORTH DRIVE) BRIDGE REPLACEMENT AND WIDENING**	**Jurisdiction** Cobb County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
731865-	AT PROCTOR CREEK	**Sponsor** GDOT	**2**	**4**	**0.6**	**2020**
Completed		**Service Type** **Roadway / Bridge Capacity**	**Analysis** In the Region's Air Quality Conformity Analysis			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2000	On-System Bridges	~~$772,643~~	~~$193,161~~	~~$0,000~~	~~$0,000~~	**$965,804**
PE	AUTH	2014	National Highway Performance Program (NHPP)	~~$424,000~~	~~$106,000~~	~~$0,000~~	~~$0,000~~	**$530,000**
ROW	AUTH	2016	National Highway Performance Program (NHPP)	~~$840,000~~	~~$210,000~~	~~$0,000~~	~~$0,000~~	**$1,050,000**
CST	AUTH	2019	41621	~~$0,000~~	~~$18,705,779~~	~~$0,000~~	~~$0,000~~	**$18,705,779**
CST	AUTH	2019	Transportation Funding Act (HB 170)	~~$0,000~~	~~$415,386~~	~~$0,000~~	~~$0,000~~	**$415,386**
				$2,036,643	**$19,630,326**	**$0,000**	**$0,000**	**$21,666,969**

CO-329 | **SR 92 (DALLAS ACWORTH HIGHWAY) WIDENING**

0006866 | FROM PAULDING COUNTY LINE TO US 41 (NORTH COBB PARKWAY)

Long Range

Jurisdiction: Regional - Northwest
Sponsor: GDOT
Service Type: Roadway / General Purpose Capacity
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
2	4	2.1	2030

LCI: ☐ Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2006	STP - Statewide Flexible (GDOT)	~~$1,399,944~~	~~$349,986~~	~~$0,000~~	~~$0,000~~	**$1,749,930**
PE	AUTH	2014	Equity Bonus Limitation	~~$447,141~~	~~$111,785~~	~~$0,000~~	~~$0,000~~	**$558,926**
ROW	AUTH	2017	Transportation Funding Act (HB 170)	~~$0,000~~	~~$3,605,000~~	~~$0,000~~	~~$0,000~~	**$3,605,000**
ROW	AUTH	2018	Transportation Funding Act (HB 170)	~~$0,000~~	~~$5,845,000~~	~~$0,000~~	~~$0,000~~	**$5,845,000**
CST		LR 2024-2030	General Federal Aid 2024-2040	$10,145,712	$2,536,428	$0,000	$0,000	**$12,682,140**
				$11,992,797	**$12,448,199**	**$0,000**	**$0,000**	**$24,440,996**

CO-341 | **DUE WEST ROAD WIDENING**

N/A | FROM KENNESAW DUE WEST ROAD TO SR 120 (DALLAS HIGHWAY)

Long Range

Jurisdiction: Cobb County
Sponsor: Cobb County
Service Type: Roadway / General Purpose Capacity
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
2	4	1.3	2040

LCI: ☐ Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ALL		LR 2031-2040	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$8,700,000	$0,000	**$8,700,000**
				$0,000	**$0,000**	**$8,700,000**	**$0,000**	**$8,700,000**

CO-367 | **SR 360 (MACLAND ROAD) WIDENING**

0006049

Long Range

FROM SR 120 (MARIETTA HIGHWAY) IN PAULDING COUNTY TO SR 176 (NEW MACLAND ROAD / LOST MOUNTAIN ROAD) IN COBB COUNTY

Jurisdiction: Cobb County
Sponsor: GDOT
Service Type: Roadway / General Purpose Capacity
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
2	4	6.2	2040

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2005	STP - Statewide Flexible (GDOT)	~~$4,125,353~~	~~$1,031,338~~	~~$0,000~~	~~$0,000~~	**$5,156,691**
PE	AUTH	2014	STP - Statewide Flexible (GDOT)	~~$1,300,000~~	~~$325,000~~	~~$0,000~~	~~$0,000~~	**$1,625,000**
ROW	AUTH	2012	STP - Statewide Flexible (GDOT)	~~$8,800,000~~	~~$2,200,000~~	~~$0,000~~	~~$0,000~~	**$11,000,000**
ROW	AUTH	2013	STP - Statewide Flexible (GDOT)	~~$2,384,000~~	~~$596,000~~	~~$0,000~~	~~$0,000~~	**$2,980,000**
UTL		LR 2031-2040	General Federal Aid 2024-2040	$793,566	$198,391	$0,000	$0,000	**$991,957**
CST		LR 2031-2040	General Federal Aid 2024-2040	$35,395,893	$8,848,973	$0,000	$0,000	**$44,244,866**
				$52,798,812	**$13,199,702**	**$0,000**	**$0,000**	**$65,998,514**

CO-380 | **WINDY HILL ROAD - TERRELL MILL ROAD CONNECTOR**

0013967

Programmed

Jurisdiction: Cobb County
Sponsor: Cobb County
Service Type: Roadway / General Purpose Capacity
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
0	4	0.8	2020

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2016	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$1,262,000~~	~~$0,000~~	**$1,262,000**
PE	AUTH	2017	STATE (40304)	~~$0,000~~	~~$0,000~~	~~$20,000~~	~~$0,000~~	**$20,000**
ROW	AUTH	2018	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$22,242,900~~	~~$0,000~~	**$22,242,900**
ROW		2019	Georgia Transportation Infrastructure Bank	$0,000	$1,500,000	$0,000	$0,000	**$1,500,000**
UTL		2019	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$550,000	$0,000	**$550,000**
CST		2019	Transportation Funding Act (HB 170)	$0,000	$11,995,130	$0,000	$0,000	**$11,995,130**
CST		2019	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$3,096,282	$0,000	**$3,096,282**
				$0,000	**$13,495,130**	**$27,171,182**	**$0,000**	**$40,666,312**

CO-381 | **POWERS FERRY ROAD WIDENING - NORTHBOUND ONLY**

N/A

FROM WILDWOOD PARKWAY TO TERRELL MILL ROAD

Programmed

Jurisdiction: Cobb County | Sponsor: Cobb County

Existing	Planned	Length (mi.)	Network Year
3	4	0.3	2030

Service Type: **Roadway / General Purpose Capacity**

Analysis: In the Region's Air Quality Conformity Analysis

LCI: ☐ Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2007	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$0,000~~	~~$0,000~~	**$0,000**
ROW	AUTH	2008	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$757,422~~	~~$0,000~~	**$757,422**
CST		2022	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$1,748,392	$0,000	**$1,748,392**
				$0,000	**$0,000**	**$2,505,814**	**$0,000**	**$2,505,814**

CO-384A | **MULKEY ROAD EXTENSION (WEST) - NEW ALIGNMENT**

N/A

FROM NEAR CLIFF WAY TO EAST-WEST CONNECTOR

Long Range

Jurisdiction: Cobb County | Sponsor: Cobb County

Existing	Planned	Length (mi.)	Network Year
0	2	0.5	2030

Service Type: **Roadway / General Purpose Capacity**

Analysis: In the Region's Air Quality Conformity Analysis

LCI: ☐ Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE		LR 2024-2030	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$300,000	$0,000	**$300,000**
ROW		LR 2024-2030	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$1,000,000	$0,000	**$1,000,000**
CST		LR 2024-2030	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$3,100,000	$0,000	**$3,100,000**
				$0,000	**$0,000**	**$4,400,000**	**$0,000**	**$4,400,000**

CO-384B	**MULKEY ROAD EXTENSION (EAST) - NEW ALIGNMENT**	**Jurisdiction**	Cobb County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
N/A	FROM BROOKWOOD ROAD TO FLOYD ROAD	**Sponsor**	Cobb County	**0**	**2**	**0.3**	**2030**
Long Range		**Service Type**	**Roadway / General Purpose Capacity**	**Analysis**	In the Region's Air Quality Conformity Analysis		**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE		LR 2024-2030	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$70,000	$0,000	**$70,000**
ROW		LR 2024-2030	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$200,000	$0,000	**$200,000**
CST		LR 2024-2030	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$700,000	$0,000	**$700,000**
				$0,000	**$0,000**	**$970,000**	**$0,000**	**$970,000**

CO-401	**NORTH COBB PARK AND RIDE LOT**	**Jurisdiction**	Cobb County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
N/A		**Sponsor**	Cobb County	**N/A**	**N/A**	**N/A**	**TBD**
Delete		**Service Type**	**Transit / Facilities Capital**	**Analysis**	In the Region's Air Quality Conformity Analysis		**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2015	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$1,000,000~~	~~$0,000~~	**$1,000,000**
CST		2019	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$14,000,000	$0,000	**$14,000,000**
				$0,000	**$0,000**	**$15,000,000**	**$0,000**	**$15,000,000**

CO-402 | **GRTA MANAGED LANES SYSTEM PARK AND RIDE EXPANSION - COBB COUNTY**

TBD

Programmed

Jurisdiction: Regional - Northwest
Sponsor: GRTA
Service Type: Transit / Facilities Capital
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2017	Bus and Bus Facilities	~~$113,674~~	~~$0,000~~	~~$0,000~~	~~$28,419~~	**$142,093**
PE	AUTH	2018	Bus and Bus Facilities	~~$1,086,326~~	~~$120,000~~	~~$0,000~~	~~$151,581~~	**$1,357,907**
CST	AUTH	2018	Bus and Bus Facilities	~~$1,837,343~~	~~$4,015,000~~	~~$0,000~~	~~$0,000~~	**$5,852,343**
CST		2019	Bus and Bus Facilities	$1,103,829	$4,015,000	$0,000	$0,000	**$5,118,829**
				$4,141,172	**$8,150,000**	**$0,000**	**$180,000**	**$12,471,172**

CO-442 | **SR 5 (ATLANTA STREET) INTERSECTION IMPROVEMENTS**

0016431

AT SR 120

Programmed

Jurisdiction: Cobb County
Sponsor: City of Marietta
Service Type: Roadway / Operations & Safety
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	0.6	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE		2019	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$432,536	$0,000	**$432,536**
UTL		2020	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$19,275	$0,000	**$19,275**
CST		2020	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$463,505	$0,000	**$463,505**
				$0,000	**$0,000**	**$915,316**	**$0,000**	**$915,316**

CO-445A	**KENNESAW TRUCK ROUTE SIGNAGE PHASE I - JILES ROAD**	**Jurisdiction** Cobb County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0012609	FROM NORTH OF PAULDING STREET TO OLD 41 HIGHWAY NORTHWEST	**Sponsor** City of Kennesaw	**N/A**	**N/A**	**N/A**	**TBD**
Programmed		**Service Type** **Roadway / Operations & Safety**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST	AUTH	2019	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$550,415~~	~~$0,000~~	~~$137,604~~	~~$0,000~~	**$688,019**
				$550,415	**$0,000**	**$137,604**	**$0,000**	**$688,019**

CO-445B	**KENNESAW TRUCK ROUTE SIGNAGE PHASE II - CHEROKEE STREET**	**Jurisdiction** Cobb County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0015699	FROM BEN KING ROAD TO SHILOH ROAD	**Sponsor** City of Kennesaw	**N/A**	**N/A**	**N/A**	**TBD**
Programmed		**Service Type** **Roadway / Operations & Safety**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST	AUTH	2019	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$240,075~~	~~$0,000~~	~~$60,019~~	~~$0,000~~	**$300,094**
				$240,075	**$0,000**	**$60,019**	**$0,000**	**$300,094**

CO-447 | **BOB CALLAN TRUNK TRAIL PHASE II - SECTION B**

0012808

Programmed

FROM INTERSTATE NORTH PARKWAY AT ROTTENWOOD CREEK BRIDGE (TERMINUS OF BOB CALLAN TRAIL 2A) TO SOUTH OF WINDY HILL ROAD (WINDY HILL ATHLETIC CLUB DRIVEWAY)

Jurisdiction: Cobb County
Sponsor: Cobb County
Service Type: Last Mile Connectivity / Sidepaths and Trails
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	0.3	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2014	TAP - Urban (>200K) (ARC)	~~$500,000~~	~~$0,000~~	~~$125,000~~	~~$0,000~~	**$625,000**
PE	AUTH	2019	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	~~$352,000~~	~~$0,000~~	~~$88,000~~	~~$0,000~~	**$440,000**
ROW		2020	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$237,000	$0,000	**$237,000**
CST		2020	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$1,979,746	$0,000	$494,937	$0,000	**$2,474,683**
				$2,831,746	**$0,000**	**$944,937**	**$0,000**	**$3,776,683**

CO-450B | **SOUTH BARRETT PARKWAY RELIEVER: PHASE 3**

0013239

Programmed

FROM BARRETT LAKES BOULEVARD TO SR 5 CONNECTOR

Jurisdiction: Cobb County
Sponsor: Cobb County
Service Type: Roadway / General Purpose Capacity
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
2	4	0.9	2030

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2016	STATE (40304)	~~$0,000~~	~~$72,000~~	~~$0,000~~	~~$0,000~~	**$72,000**
PE	AUTH	2016	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$1,781,000~~	~~$0,000~~	**$1,781,000**
ROW		2019	Georgia Transportation Infrastructure Bank	$0,000	$1,500,000	$0,000	$0,000	**$1,500,000**
ROW		2019	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$4,824,000	$0,000	$1,206,000	$0,000	**$6,030,000**
UTL		2021	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$95,000	$0,000	**$95,000**
CST		2021	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$7,200,000	$0,000	$16,914,248	$0,000	**$24,114,248**
				$12,024,000	**$1,572,000**	**$19,996,248**	**$0,000**	**$33,592,248**

CO-453	**COBB COMMUNITY TRANSIT ROUTE 10X OPERATING ASSISTANCE**	**Jurisdiction** Cobb County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
TBD		**Sponsor** Cobb County	**N/A**	**N/A**	**N/A**	**TBD**
Programmed		**Service Type** **Transit / Operations & Maintenance**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** X

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST	AUTH	2015	Congestion Mitigation & Air Quality Improvement (CMAQ)	~~$1,600,000~~	~~$0,000~~	~~$400,000~~	~~$0,000~~	**$2,000,000**
CST	AUTH	2017	Congestion Mitigation & Air Quality Improvement (CMAQ)	~~$2,960,000~~	~~$0,000~~	~~$740,000~~	~~$0,000~~	**$3,700,000**
				$4,560,000	**$0,000**	**$1,140,000**	**$0,000**	**$5,700,000**

CO-462	**ROTTENWOOD CREEK TRAIL - PHASE 1**	**Jurisdiction** Cobb County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0015042	FROM ALUMNI DRIVE (KSU-MARIETTA CAMPUS/EAST OF SOUTH COBB DRIVE) TO FRANKLIN ROAD	**Sponsor** City of Marietta	**N/A**	**N/A**	**3.2**	**TBD**
Programmed		**Service Type** **Last Mile Connectivity / Sidepaths and Trails**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** X **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2016	TAP - Urban (>200K) (ARC)	~~$400,000~~	~~$0,000~~	~~$100,000~~	~~$0,000~~	**$500,000**
PE	AUTH	2019	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	~~$720,000~~	~~$0,000~~	~~$180,000~~	~~$0,000~~	**$900,000**
ROW		2020	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$1,040,000	$0,000	$260,000	$0,000	**$1,300,000**
CST		2021	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$3,500,000	$0,000	**$3,500,000**
				$2,160,000	**$0,000**	**$4,040,000**	**$0,000**	**$6,200,000**

CO-464 | **WINDY HILL BOULEVARD WIDENING AND COMPLETE STREETS**

N/A

FROM BENSON POOLE ROAD TO ATLANTA ROAD

Programmed

Jurisdiction: Cobb County
Sponsor: City of Smyrna
Service Type: **Roadway / General Purpose Capacity**
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
4	6	1.3	2030

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2017	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$4,050,000~~	~~$0,000~~	**$4,050,000**
ROW		2019	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$18,000,000	$0,000	**$18,000,000**
CST		2021	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$20,000,000	$0,000	**$20,000,000**
				$0,000	**$0,000**	**$42,050,000**	**$0,000**	**$42,050,000**

CO-467 | **ROTTENWOOD CREEK - PHASE 2**

0015049

FROM FROM FRANKLIN ROAD TO TERRELL MILL ROAD

Programmed

Jurisdiction: Cobb County
Sponsor: City of Marietta
Service Type: **Other / Scoping**
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
SCP	AUTH	2017	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	~~$78,695~~	~~$0,000~~	~~$19,674~~	~~$0,000~~	**$98,369**
SCP	AUTH	2019	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	~~$400,000~~	~~$0,000~~	~~$100,000~~	~~$0,000~~	**$500,000**
				$478,695	**$0,000**	**$119,674**	**$0,000**	**$598,369**

CO-468 | **KENNESAW MOUNTAIN TRAIL PEDESTRIAN IMPROVEMENTS**

0015279

Programmed

Jurisdiction: Cobb County
Sponsor: Cobb County
Service Type: Last Mile Connectivity / Sidepaths and Trails
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI: ☐ Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2016	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$1,000,000~~	~~$0,000~~	**$1,000,000**
ROW		2019	Federal Earmark Funding	$1,248,000	$0,000	$312,000	$0,000	**$1,560,000**
UTL		2021	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$488,146	$0,000	**$488,146**
CST		2021	Federal Lands Transportation Program	$1,690,000	$0,000	$0,000	$0,000	**$1,690,000**
CST		2021	Federal Land Access Program	$4,000,000	$0,000	$6,079,382	$0,000	**$10,079,382**
				$6,938,000	**$0,000**	**$7,879,528**	**$0,000**	**$14,817,528**

CO-469 | **COBBLINC WEEKEND TRANSIT SERVICE (OPERATING ASSISTANCE)**

0016366

Programmed

Jurisdiction: Cobb County
Sponsor: Cobb County
Service Type: Transit / Operations & Maintenance
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI: ☐ Flex: ☒

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST	AUTH	2019	Congestion Mitigation & Air Quality Improvement (CMAQ)	~~$1,360,000~~	~~$0,000~~	~~$340,000~~	~~$0,000~~	**$1,700,000**
CST		2020	Congestion Mitigation & Air Quality Improvement (CMAQ)	$1,360,000	$0,000	$340,000	$0,000	**$1,700,000**
CST		2021	Congestion Mitigation & Air Quality Improvement (CMAQ)	$1,360,000	$0,000	$340,000	$0,000	**$1,700,000**
				$4,080,000	**$0,000**	**$1,020,000**	**$0,000**	**$5,100,000**

CO-470	**WEST ATLANTA STREET TRAIL**	**Jurisdiction** Cobb County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0016028	FROM FROM DUNN AVENUE TO PEARL STREET	**Sponsor** Cobb County	**N/A**	**N/A**	**0.7**	**TBD**
Programmed		**Service Type** **Last Mile Connectivity / Sidepaths and Trails**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** X

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2019	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	~~$240,000~~	~~$0,000~~	~~$60,000~~	~~$0,000~~	**$300,000**
ROW	AUTH	2019	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	~~$776,000~~	~~$0,000~~	~~$194,000~~	~~$0,000~~	**$970,000**
CST	AUTH	2019	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	~~$740,000~~	~~$0,000~~	~~$185,000~~	~~$0,000~~	**$925,000**
				$1,756,000	**$0,000**	**$439,000**	**$0,000**	**$2,195,000**

CO-471	**SR 139 (MABLETON PARKWAY) TRAIL - PHASE I**	**Jurisdiction** Cobb County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0016034	FROM FACTORY SHOALS ROAD TO CHATTAHOOCHEE RIVER	**Sponsor** Cobb County	**N/A**	**N/A**	**2.6**	**TBD**
Programmed		**Service Type** **Last Mile Connectivity / Sidepaths and Trails**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** X

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2016	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$567,275~~	~~$0,000~~	**$567,275**
ROW	AUTH	2018	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$1,800,000~~	~~$0,000~~	**$1,800,000**
UTL		2019	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$300,000	$0,000	**$300,000**
CST		2019	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$2,042,400	$0,000	$510,600	$0,000	**$2,553,000**
CST		2019	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	$1,237,600	$0,000	$309,400	$0,000	**$1,547,000**
				$3,280,000	**$0,000**	**$3,487,275**	**$0,000**	**$6,767,275**

CO-AR-100 | **CHATTAHOOCHEE RIVER GREENWAY PLAN**

0016037

Programmed

Jurisdiction: Regional
Sponsor: Cobb County
Service Type: Other / Planning
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year: TBD
LCI: ☐
Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
SCP	AUTH	2018	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	~~$1,200,000~~	~~$0,000~~	~~$300,000~~	~~$0,000~~	**$1,500,000**
				$1,200,000	**$0,000**	**$300,000**	**$0,000**	**$1,500,000**

CO-AR-308 | **I-75 NORTH MANAGED LANE ACCESS RAMPS**

0015051

AT AKERS MILL ROAD

Programmed

Jurisdiction: Regional - Perimeter
Sponsor: Cobb County,Cumberland CID
Service Type: Roadway / Express Lanes
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)
N/A	N/A	1.2

Network Year: 2030
LCI: ☐
Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2016	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$1,400,582~~	~~$0,000~~	**$1,400,582**
ROW		2020	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$687,000	$0,000	**$687,000**
UTL		2021	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$1,930,000	$0,000	**$1,930,000**
CST		2021	Georgia Transportation Infrastructure Bank	$0,000	$1,500,000	$0,000	$0,000	**$1,500,000**
CST		2021	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$6,000,000	$0,000	$7,209,934	$0,000	**$13,209,934**
				$6,000,000	**$1,500,000**	**$11,227,516**	**$0,000**	**$18,727,516**

CW-011 | **SR 16 INTERSECTION IMPROVEMENTS**

332180- | AT SR 54

Programmed

Jurisdiction: Coweta County | Sponsor: GDOT

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	0.2	TBD

Service Type: **Roadway / Operations & Safety**

Analysis: Exempt from Air Quality Analysis (40 CFR 93)

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2013	STP - Statewide Flexible (GDOT)	~~$650,000~~	~~$0,000~~	~~$0,000~~	~~$0,000~~	**$650,000**
PE	AUTH	2018	Transportation Funding Act (HB 170)	~~$0,000~~	~~$264,000~~	~~$0,000~~	~~$0,000~~	**$264,000**
PE	AUTH	2019	Transportation Funding Act (HB 170)	~~$0,000~~	~~$500,000~~	~~$0,000~~	~~$0,000~~	**$500,000**
ROW		2019	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$613,000	$0,000	**$613,000**
UTL		2020	Transportation Funding Act (HB 170)	$0,000	$725,800	$0,000	$0,000	**$725,800**
CST		2020	Transportation Funding Act (HB 170)	$0,000	$4,991,128	$0,000	$0,000	**$4,991,128**
				$650,000	**$6,480,928**	**$613,000**	**$0,000**	**$7,743,928**

CW-028 | **SR 74/85 BRIDGE REPLACEMENT**

333176- | AT NORFOLK SOUTHERN LINE IN SENOIA

Programmed

Jurisdiction: Coweta County | Sponsor: GDOT

Existing	Planned	Length (mi.)	Network Year
2	2	0.4	TBD

Service Type: **Roadway / Bridge Upgrade**

Analysis: Exempt from Air Quality Analysis (40 CFR 93)

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2000	On-System Bridges	~~$16,000~~	~~$4,000~~	~~$0,000~~	~~$0,000~~	**$20,000**
PE	AUTH	2014	STP - Statewide Flexible (GDOT)	~~$160,000~~	~~$40,000~~	~~$0,000~~	~~$0,000~~	**$200,000**
PE	AUTH	2017	Transportation Funding Act (HB 170)	~~$0,000~~	~~$421,000~~	~~$0,000~~	~~$0,000~~	**$421,000**
ROW	AUTH	2017	Repurposed Earmark	~~$264,000~~	~~$66,000~~	~~$0,000~~	~~$0,000~~	**$330,000**
UTL		2019	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$88,160	$22,040	$0,000	$0,000	**$110,200**
CST	AUTH	2019	Repurposed Earmark (RPF9)	~~$121,891~~	~~$30,473~~	~~$0,000~~	~~$0,000~~	**$152,364**
CST	AUTH	2019	Repurposed Earmark	~~$815,879~~	~~$203,970~~	~~$0,000~~	~~$0,000~~	**$1,019,849**
CST	AUTH	2019	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	~~$3,905,066~~	~~$976,267~~	~~$0,000~~	~~$0,000~~	**$4,881,333**
				$5,370,996	**$1,763,750**	**$0,000**	**$0,000**	**$7,134,746**

CW-049 | **CHATTAHOOCHEE HILL COUNTRY REGIONAL GREENWAY TRAIL SYSTEM: COWETA COUNTY PILOT SEGMENT**

0009294

Programmed

Jurisdiction: Coweta County
Sponsor: Coweta County
Service Type: Last Mile Connectivity / Sidepaths and Trails
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	1.6	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2014	Federal Earmark Funding	~~$127,399~~	~~$0,000~~	~~$31,850~~	~~$0,000~~	**$159,249**
CST		2019	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$242,618	$0,000	**$242,618**
CST		2019	Federal Earmark Funding	$333,751	$0,000	$83,438	$0,000	**$417,189**
				$461,150	**$0,000**	**$357,906**	**$0,000**	**$819,056**

CW-063 | **SR 154 (SHARPSBURG MCCOLLUM ROAD) WIDENING**

0008619

FROM SR 54 TO US 29

Programmed

Jurisdiction: Coweta County
Sponsor: GDOT
Service Type: Roadway / General Purpose Capacity
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
2	4	8.6	2030

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE		2022	Transportation Funding Act (HB 170)	$0,000	$1,400,000	$0,000	$0,000	**$1,400,000**
ROW		LR 2024-2030	Transportation Funding Act (HB 170)	$0,000	$1,155,000	$0,000	$0,000	**$1,155,000**
CST		LR 2024-2030	General Federal Aid 2024-2040	$17,365,189	$4,341,297	$0,000	$0,000	**$21,706,486**
				$17,365,189	**$6,896,297**	**$0,000**	**$0,000**	**$24,261,486**

CW-075

SR 16 INTERSECTION IMPROVEMENTS AND BRIDGE REPLACEMENT

0012610

AT PYLANT STREET AND DEAD OAK CREEK BRIDGE ON PYLANT STREET

Completed

Jurisdiction Coweta County

Sponsor City of Senoia

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	0.5	TBD

Service Type Roadway / Operations & Safety

Analysis Exempt from Air Quality Analysis (40 CFR 93)

LCI ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2014	STP - Urban (>200K) (ARC)	~~$120,000~~	~~$0,000~~	~~$30,000~~	~~$0,000~~	**$150,000**
PE	AUTH	2016	STP - Urban (>200K) (ARC)	~~$120,000~~	~~$0,000~~	~~$30,000~~	~~$0,000~~	**$150,000**
PE	AUTH	2018	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$32,000~~	~~$0,000~~	~~$68,000~~	~~$0,000~~	**$100,000**
ROW	AUTH	2017	STP - Urban (>200K) (ARC)	~~$80,000~~	~~$0,000~~	~~$100,000~~	~~$0,000~~	**$180,000**
UTL	AUTH	2018	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$40,000~~	~~$0,000~~	~~$10,000~~	~~$0,000~~	**$50,000**
CST	AUTH	2018	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$1,822,544~~	~~$0,000~~	~~$455,636~~	~~$0,000~~	**$2,278,180**
CST		2019	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$500,000	$0,000	$125,100	$0,000	**$625,100**
				$2,714,544	**$0,000**	**$818,736**	**$0,000**	**$3,533,280**

CW-076

MADRAS CONNECTOR - PHASE 1

0013195

FROM US 29/SR 14 TO HERRING ROAD (INCLUDES NEW BRIDGE OVER CSX RAILROAD)

Programmed

Jurisdiction Coweta County

Sponsor Coweta County

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	0.5	TBD

Service Type Roadway / Operations & Safety

Analysis Exempt from Air Quality Analysis (40 CFR 93)

LCI ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2016	STATE (40304)	~~$0,000~~	~~$0,000~~	~~$65,000~~	~~$0,000~~	**$65,000**
PE	AUTH	2017	STP - Urban (>200K) (ARC)	~~$593,919~~	~~$0,000~~	~~$148,480~~	~~$0,000~~	**$742,399**
ROW		2020	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$1,431,000	$0,000	**$1,431,000**
UTL		2021	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$64,038	$0,000	**$64,038**
CST		2021	Georgia Transportation Infrastructure Bank	$0,000	$1,500,000	$0,000	$0,000	**$1,500,000**
CST		2021	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$4,634,867	$0,000	**$4,634,867**
CST		2021	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$3,211,911	$802,978	$0,000	$0,000	**$4,014,889**
				$3,805,830	**$2,302,978**	**$6,343,385**	**$0,000**	**$12,452,193**

CW-077	**SENOIA IVY RIDGE TRAIL**	**Jurisdiction** Coweta County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0012879		**Sponsor** City of Senoia	**N/A**	**N/A**	**N/A**	**TBD**
Programmed		**Service Type** **Last Mile Connectivity / Sidepaths and Trails**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2014	TAP - Urban (>200K) (ARC)	~~$92,000~~	~~$0,000~~	~~$23,000~~	~~$0,000~~	**$115,000**
PE	AUTH	2016	TAP - Urban (>200K) (ARC)	~~$140,000~~	~~$0,000~~	~~$35,000~~	~~$0,000~~	**$175,000**
ROW	AUTH	2018	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$220,000~~	~~$0,000~~	**$220,000**
CST	AUTH	2019	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	~~$1,040,000~~	~~$0,000~~	~~$541,729~~	~~$0,000~~	**$1,581,729**
				$1,272,000	**$0,000**	**$819,729**	**$0,000**	**$2,091,729**

CW-078	**SR 54 BRIDGE REPLACEMENT**	**Jurisdiction** Coweta County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0013717	AT BEAR CREEK	**Sponsor** GDOT	**2**	**2**	**0.4**	**TBD**
Programmed		**Service Type** **Roadway / Bridge Upgrade**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2016	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	~~$853,618~~	~~$213,404~~	~~$0,000~~	~~$0,000~~	**$1,067,022**
ROW		2020	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$84,897	$21,224	$0,000	$0,000	**$106,121**
UTL		2023	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$52,996	$13,249	$0,000	$0,000	**$66,245**
CST		2023	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$5,653,239	$1,413,310	$0,000	$0,000	**$7,066,549**
				$6,644,750	**$1,661,187**	**$0,000**	**$0,000**	**$8,305,937**

CW-079	**SR 54 BRIDGE REPLACEMENT**	**Jurisdiction** Coweta County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0013930	AT SHOAL CREEK	**Sponsor** GDOT	**2**	**2**	**0.4**	**TBD**
Programmed		**Service Type** **Roadway / Bridge Upgrade**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2017	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	~~$720,000~~	~~$180,000~~	~~$0,000~~	~~$0,000~~	**$900,000**
ROW		2020	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$149,328	$37,332	$0,000	$0,000	**$186,660**
UTL		2023	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$212,242	$53,060	$0,000	$0,000	**$265,302**
CST		2023	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$4,019,858	$1,004,964	$0,000	$0,000	**$5,024,822**
				$5,101,428	**$1,275,356**	**$0,000**	**$0,000**	**$6,376,784**

DK-030	**OLD COVINGTON HIGHWAY WIDENING**	**Jurisdiction** DeKalb County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0013566	FROM SR 124 (TURNER HILL ROAD) TO LAKE CAPRI ROAD	**Sponsor** GDOT	**2**	**4**	**1.1**	**2030**
Long Range		**Service Type** **Roadway / General Purpose Capacity**	**Analysis** In the Region's Air Quality Conformity Analysis			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE		LR 2024-2030	General Federal Aid 2024-2040	$1,200,000	$300,000	$0,000	$0,000	**$1,500,000**
ROW		LR 2024-2030	General Federal Aid 2024-2040	$2,400,000	$600,000	$0,000	$0,000	**$3,000,000**
CST		LR 2024-2030	General Federal Aid 2024-2040	$2,781,600	$695,400	$0,000	$0,000	**$3,477,000**
				$6,381,600	**$1,595,400**	**$0,000**	**$0,000**	**$7,977,000**

DK-032B | **GLENWOOD ROAD PEDESTRIAN FACILITIES**

0002415 | FROM SR 155 (CANDLER ROAD) TO COLUMBIA DRIVE: PHASE II

Programmed

Jurisdiction: DeKalb County
Sponsor: DeKalb County
Service Type: **Last Mile Connectivity / Pedestrian Facility**
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	1.9	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2003	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$0,000~~	~~$0,000~~	**$0,000**
PE	AUTH	2013	STP - Statewide Flexible (GDOT)	~~$24,000~~	~~$6,000~~	~~$0,000~~	~~$0,000~~	**$30,000**
ROW	AUTH	2013	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$3,960,000~~	~~$0,000~~	**$3,960,000**
ROW	AUTH	2013	Federal Earmark Funding	~~$600,000~~	~~$0,000~~	~~$0,000~~	~~$0,000~~	**$600,000**
UTL	AUTH	2017	STP - Enhancements	~~$192,000~~	~~$0,000~~	~~$48,000~~	~~$0,000~~	**$240,000**
CST	AUTH	2017	STP - Enhancements	~~$2,365,043~~	~~$0,000~~	~~$591,261~~	~~$0,000~~	**$2,956,304**
CST	AUTH	2017	Federal Earmark Funding	~~$380,000~~	~~$0,000~~	~~$0,000~~	~~$0,000~~	**$380,000**
				$3,561,043	**$6,000**	**$4,599,261**	**$0,000**	**$8,166,304**

DK-065A | **PANOLA ROAD: SEGMENT 1 OPERATION IMPROVEMENTS**

0006880 | FROM SR 155 (SNAPFINGER ROAD) TO SR 212 (BROWNS MILL ROAD)

Long Range

Jurisdiction: DeKalb County
Sponsor: DeKalb County
Service Type: **Roadway / Operations & Safety**
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
2	2	1.4	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	AUTH	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$901,256~~	~~$0,000~~	**$901,256**
PE		LR 2024-2030	General Federal Aid 2024-2040	$12,215,121	$0,000	$8,896,930	$0,000	**$21,112,051**
ROW		LR 2041+	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$2,530,430	$0,000	**$2,530,430**
UTL		LR 2041+	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$3,312,720	$0,000	**$3,312,720**
CST		LR 2041+	General Federal Aid 2041+	$14,108,465	$0,000	$3,527,116	$0,000	**$17,635,581**
				$26,323,586	**$0,000**	**$19,168,452**	**$0,000**	**$45,492,038**

DK-065B | **PANOLA ROAD: SEGMENT 2 OPERATION IMPROVEMENTS**

0006879 | FROM SR 212 (BROWNS MILL ROAD) TO FAIRINGTON ROAD

Programmed

Jurisdiction: DeKalb County | **Sponsor:** DeKalb County | **Service Type:** Roadway / Operations & Safety | **Analysis:** Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
2	2	2.1	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	AUTH	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$482,000~~	~~$0,000~~	**$482,000**
PE-OV	AUTH	2011	STP - Statewide Flexible (GDOT)	~~$40,000~~	~~$10,000~~	~~$0,000~~	~~$0,000~~	**$50,000**
ROW	AUTH	2019	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$4,800,000~~	~~$0,000~~	~~$2,280,000~~	~~$0,000~~	**$7,080,000**
UTL		2022	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$4,100,000	$0,000	**$4,100,000**
CST		2022	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$4,865,184	$0,000	$14,549,094	$0,000	**$19,414,278**
				$9,705,184	**$10,000**	**$21,411,094**	**$0,000**	**$31,126,278**

DK-274 | **SR 236 (LAVISTA ROAD) INTERSECTION IMPROVEMENTS**

0013971 | AT SR 42 (BRIARCLIFF ROAD)

Programmed

Jurisdiction: DeKalb County | **Sponsor:** GDOT | **Service Type:** Roadway / Operations & Safety | **Analysis:** Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
5	5	0.4	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2016	STP - Statewide Flexible (GDOT)	~~$800,000~~	~~$200,000~~	~~$0,000~~	~~$0,000~~	**$1,000,000**
ROW	AUTH	2019	Transportation Funding Act (HB 170)	~~$0,000~~	~~$5,662,500~~	~~$0,000~~	~~$0,000~~	**$5,662,500**
UTL		2021	Transportation Funding Act (HB 170)	$0,000	$700,000	$0,000	$0,000	**$700,000**
CST		2021	Transportation Funding Act (HB 170)	$0,000	$2,194,173	$0,000	$0,000	**$2,194,173**
				$800,000	**$8,756,673**	**$0,000**	**$0,000**	**$9,556,673**

DK-327A	**HAYDEN QUARRY ROAD / SIGMAN ROAD EXTENSION - NEW ALIGNMENT**	**Jurisdiction** DeKalb County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0006888	FROM TURNER HILL ROAD IN DEKALB COUNTY TO ROCKDALE COUNTY LINE	**Sponsor** DeKalb County	**0**	**4**	**0.7**	**2040**
Long Range		**Service Type** **Roadway / General Purpose Capacity**	**Analysis** In the Region's Air Quality Conformity Analysis			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ALL		LR 2031-2040	General Federal Aid 2024-2040	$8,970,400	$0,000	$2,242,600	$0,000	**$11,213,000**
				$8,970,400	**$0,000**	**$2,242,600**	**$0,000**	**$11,213,000**

DK-328B	**LITHONIA INDUSTRIAL BOULEVARD EXTENSION: PHASE IV - NEW ALIGNMENT**	**Jurisdiction** DeKalb County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0013756	FROM WOODROW ROAD TO EVANS MILL ROAD	**Sponsor** DeKalb County	**0**	**4**	**0.6**	**2030**
Long Range		**Service Type** **Roadway / General Purpose Capacity**	**Analysis** In the Region's Air Quality Conformity Analysis			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		LR 2024-2030	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$5,000,000	$0,000	**$5,000,000**
				$0,000	**$0,000**	**$5,000,000**	**$0,000**	**$5,000,000**

DK-330 | **TURNER HILL ROAD WIDENING**

0006891

Programmed

FROM MALL PARKWAY TO 1500 FEET WEST OF MCDANIEL MILL ROAD - DESIGN PHASE WILL INCLUDE ACCESS MANAGEMENT PLAN

Jurisdiction: DeKalb County
Sponsor: DeKalb County
Service Type: Roadway / General Purpose Capacity
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
2	4	1.2	2030

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2007	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$233,000~~	~~$0,000~~	**$233,000**
PE-OV	AUTH	2011	Highway Infrastructure	~~$40,000~~	~~$10,000~~	~~$0,000~~	~~$0,000~~	**$50,000**
ROW	AUTH	2014	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$5,977,000~~	~~$0,000~~	**$5,977,000**
CST		2023	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$8,280,442	$0,000	$2,070,111	$0,000	**$10,350,553**
				$8,320,442	**$10,000**	**$8,280,111**	**$0,000**	**$16,610,553**

DK-344A | **UPGRADES TO APPROXIMATELY 40 SIGNALS IN DEKALB COUNTY**

0002669

Programmed

Jurisdiction: DeKalb County
Sponsor: GDOT
Service Type: Roadway / Operations & Safety
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2005	STP - Statewide Flexible (GDOT)	~~$2,000,000~~	~~$500,000~~	~~$0,000~~	~~$0,000~~	**$2,500,000**
PE	AUTH	2014	STP - Statewide Flexible (GDOT)	~~$339,261~~	~~$0,000~~	~~$0,000~~	~~$0,000~~	**$339,261**
ROW	AUTH	2009	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$500,000~~	~~$0,000~~	**$500,000**
ROW	AUTH	2011	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$500,000~~	~~$0,000~~	**$500,000**
ROW	AUTH	2018	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$1,500,000~~	~~$0,000~~	**$1,500,000**
ROW	AUTH	2018	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	~~$1,020,000~~	~~$0,000~~	~~$0,000~~	~~$0,000~~	**$1,020,000**
UTL		2020	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$452,574	$0,000	$0,000	$0,000	**$452,574**
CST		2020	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$6,471,285	$0,000	$0,000	$0,000	**$6,471,285**
				$10,283,120	**$500,000**	**$2,500,000**	**$0,000**	**$13,283,120**

DK-344C | **UPGRADES TO APPROXIMATELY 25 SIGNALS IN DEKALB COUNTY**

0006999

Programmed

Jurisdiction: DeKalb County
Sponsor: GDOT
Service Type: Roadway / Operations & Safety
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2014	STP - Statewide Flexible (GDOT)	~~$898,862~~	~~$0,000~~	~~$0,000~~	~~$0,000~~	**$898,862**
ROW		2020	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$2,560,000	$0,000	$640,000	$0,000	**$3,200,000**
UTL		2020	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$443,700	$0,000	$0,000	$0,000	**$443,700**
CST		2020	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$3,398,776	$0,000	$0,000	$0,000	**$3,398,776**
				$7,301,338	**$0,000**	**$640,000**	**$0,000**	**$7,941,338**

DK-348 | **US 29/78/278/SR 8 (PONCE DE LEON AVENUE) BRIDGE REPLACEMENT**

N/A

AT LULLWATER CREEK

Programmed

Jurisdiction: DeKalb County
Sponsor: GDOT
Service Type: Roadway / Bridge Upgrade
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
4	4	0.4	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2007	On-System Bridges	~~$559,097~~	~~$139,774~~	~~$0,000~~	~~$0,000~~	**$698,871**
PE	AUTH	2017	Bridge (On-System)	~~$8,000~~	~~$2,000~~	~~$0,000~~	~~$0,000~~	**$10,000**
CST		2019	National Highway Performance Program (NHPP)	$883,455	$220,864	$0,000	$0,000	**$1,104,319**
				$1,450,552	**$362,638**	**$0,000**	**$0,000**	**$1,813,190**

DK-376 | **SR 141 (PEACHTREE ROAD) PEDESTRIAN IMPROVEMENTS**

0010326 | FROM NORTH DRUID HILLS ROAD TO ASHFORD DUNWOODY ROAD

Programmed

Jurisdiction: DeKalb County
Sponsor: City of Brookhaven

Existing	Planned	Length (mi.)	Network Year
5	5	1.4	TBD

Service Type: Last Mile Connectivity / Pedestrian Facility
Analysis: Exempt from Air Quality Analysis (40 CFR 93)
LCI: X
Flex:

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2011	STP - Urban (>200K) (ARC)	~~$400,000~~	~~$0,000~~	~~$100,000~~	~~$0,000~~	**$500,000**
ROW		2020	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$3,951,000	$0,000	**$3,951,000**
UTL		2021	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$748,000	$0,000	**$748,000**
CST		2021	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$2,400,000	$0,000	$5,813,266	$0,000	**$8,213,266**
				$2,800,000	**$0,000**	**$10,612,266**	**$0,000**	**$13,412,266**

DK-381 | **PEACHTREE CREEK GREENWAY TRAIL PHASE II**

0016053 | FROM CITY OF ATLANTA TO NORTH DRUID HILLS ROAD

Programmed

Jurisdiction: DeKalb County
Sponsor: City of Brookhaven

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

Service Type: Last Mile Connectivity / Sidepaths and Trails
Analysis: Exempt from Air Quality Analysis (40 CFR 93)
LCI:
Flex:

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2019	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	~~$200,000~~	~~$0,000~~	~~$50,000~~	~~$0,000~~	**$250,000**
ROW		2021	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	$80,000	$0,000	$20,000	$0,000	**$100,000**
UTL		2022	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	$40,000	$0,000	$10,000	$0,000	**$50,000**
CST		2022	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	$2,400,000	$0,000	$600,000	$0,000	**$3,000,000**
				$2,720,000	**$0,000**	**$680,000**	**$0,000**	**$3,400,000**

DK-382 | **I-85 NORTH INTERCHANGE IMPROVEMENTS**

0016054 | AT SR 42 (NORTH DRUID HILLS ROAD)

Programmed

Jurisdiction: DeKalb County
Sponsor: City of Brookhaven
Service Type: Other / Scoping
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI: ☐ **Flex:** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2019	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$400,000~~	~~$0,000~~	~~$100,000~~	~~$0,000~~	**$500,000**
PE	AUTH	2019	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	~~$1,040,000~~	~~$260,000~~	~~$0,000~~	~~$0,000~~	**$1,300,000**
ROW		2021	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$3,600,000	$900,000	$0,000	$0,000	**$4,500,000**
UTL		2023	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$400,000	$100,000	$0,000	$0,000	**$500,000**
CST		2023	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$8,025,000	$0,000	**$8,025,000**
CST		2023	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$7,900,000	$1,975,000	$0,000	$0,000	**$9,875,000**
				$13,340,000	**$3,235,000**	**$8,125,000**	**$0,000**	**$24,700,000**

DK-406 | **CLAIREMONT-COMMERCE-CHURCH BICYCLE/PEDESTRIAN IMPROVEMENTS**

0012611

Programmed

Jurisdiction: DeKalb County
Sponsor: City of Decatur
Service Type: Last Mile Connectivity / Complete Street Retrofit
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
4	2	1.3	2020

LCI: X **Flex:** X

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2013	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$400,000~~	~~$0,000~~	**$400,000**
ROW	AUTH	2014	STP - Urban (>200K) (ARC)	~~$287,200~~	~~$0,000~~	~~$71,800~~	~~$0,000~~	**$359,000**
CST	AUTH	2014	STP - Urban (>200K) (ARC)	~~$1,822,230~~	~~$0,000~~	~~$455,560~~	~~$0,000~~	**$2,277,790**
CST	AUTH	2016	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$900,000~~	~~$0,000~~	~~$225,000~~	~~$0,000~~	**$1,125,000**
CST		2019	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$1,357,768	$0,000	$339,442	$0,000	**$1,697,210**
				$4,367,198	**$0,000**	**$1,491,802**	**$0,000**	**$5,859,000**

DK-413 | **ROCKBRIDGE ROAD BICYCLE AND PEDESTRIAN IMPROVEMENTS**

0008121 | FROM ALLGOOD ROAD TO ROLAND ROAD

Programmed

Jurisdiction: DeKalb County | Sponsor: DeKalb County

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	0.3	TBD

Service Type: **Last Mile Connectivity / Joint Bike-Ped Facilities**

Analysis: Exempt from Air Quality Analysis (40 CFR 93)

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2014	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$36,000~~	~~$0,000~~	**$36,000**
ROW	AUTH	2016	Federal Earmark Funding	~~$296,000~~	~~$0,000~~	~~$74,000~~	~~$0,000~~	**$370,000**
UTL		2019	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$621,498	$0,000	**$621,498**
UTL		2019	Federal Earmark Funding	$416,000	$0,000	$104,000	$0,000	**$520,000**
CST		2019	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$2,262,549	$0,000	**$2,262,549**
CST		2019	Federal Earmark Funding	$344,827	$0,000	$181,748	$0,000	**$526,575**
CST		2019	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$500,000	$0,000	$125,000	$0,000	**$625,000**
				$1,556,827	**$0,000**	**$3,404,795**	**$0,000**	**$4,961,622**

DK-416 | **US 23/29 (PONCE DE LEON AVENUE)**

0010474 | FROM N. PONCE DE LEON AVENUE TO S. PONCE DE LEON AVENUE (VICINITY OF LULLWATER CREEK)

Programmed

Jurisdiction: DeKalb County | Sponsor: GDOT

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	0.7	TBD

Service Type: **Roadway / Maintenance**

Analysis: Exempt from Air Quality Analysis (40 CFR 93)

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2014	STP - Statewide Flexible (GDOT)	~~$789,255~~	~~$197,314~~	~~$0,000~~	~~$0,000~~	**$986,569**
PE	AUTH	2019	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	~~$320,000~~	~~$80,000~~	~~$0,000~~	~~$0,000~~	**$400,000**
ROW		2019	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$526,400	$131,600	$0,000	$0,000	**$658,000**
CST		2023	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$1,870,891	$467,723	$0,000	$0,000	**$2,338,614**
				$3,506,546	**$876,637**	**$0,000**	**$0,000**	**$4,383,183**

DK-417 | **CHAMBLEE DUNWOODY ROAD (GEORGETOWN GATEWAY PROJECT)**

0012875 | FROM COTILLION DRIVE TO PEELER ROAD

Programmed

Jurisdiction: DeKalb County
Sponsor: City of Dunwoody
Service Type: Last Mile Connectivity / Joint Bike-Ped Facilities
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
2	2	0.7	TBD

LCI: X
Flex:

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
SCP	AUTH	2014	TAP - Urban (>200K) (ARC)	~~$200,000~~	~~$0,000~~	~~$50,000~~	~~$0,000~~	**$250,000**
PE	AUTH	2014	STP - Urban (>200K) (ARC)	~~$260,000~~	~~$0,000~~	~~$65,000~~	~~$0,000~~	**$325,000**
ROW	AUTH	2017	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$316,000~~	~~$0,000~~	**$316,000**
UTL		2020	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$1,200,000	$0,000	**$1,200,000**
CST		2020	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$4,500,000	$0,000	$2,000,000	$0,000	**$6,500,000**
				$4,960,000	**$0,000**	**$3,631,000**	**$0,000**	**$8,591,000**

DK-419 | **ASHFORD DUNWOODY ROAD AND DRESDEN DRIVE - ITS SYSTEM EXPANSION**

0013138

Programmed

Jurisdiction: DeKalb County
Sponsor: City of Brookhaven
Service Type: Roadway / Operations & Safety
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI:
Flex:

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2015	STP - Urban (>200K) (ARC)	~~$150,000~~	~~$0,000~~	~~$37,500~~	~~$0,000~~	**$187,500**
CST	AUTH	2019	Congestion Mitigation & Air Quality Improvement (CMAQ)	~~$1,613,575~~	~~$0,000~~	~~$403,394~~	~~$0,000~~	**$2,016,969**
				$1,763,575	**$0,000**	**$440,894**	**$0,000**	**$2,204,469**

DK-420	**DUNWOODY CITYWIDE SIGNAL COMMUNICATIONS NETWORK**	**Jurisdiction** DeKalb County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0013139		**Sponsor** City of Dunwoody	**N/A**	**N/A**	**N/A**	**TBD**
Programmed		**Service Type** **Roadway / Operations & Safety**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2014	STP - Urban (>200K) (ARC)	~~$100,000~~	~~$0,000~~	~~$40,000~~	~~$0,000~~	**$140,000**
UTL	AUTH	2018	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$125,000~~	~~$0,000~~	**$125,000**
CST	AUTH	2018	Congestion Mitigation & Air Quality Improvement (CMAQ)	~~$1,204,273~~	~~$0,000~~	~~$301,069~~	~~$0,000~~	**$1,505,342**
				$1,304,273	**$0,000**	**$466,069**	**$0,000**	**$1,770,342**

DK-421	**US 78/278/SR 8 (PONCE DE LEON AVENUE) SIGNAL UPGRADES**	**Jurisdiction** DeKalb County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0012824	AT SPRINGDALE ROAD, OAKDALE ROAD, LULLWATER ROAD AND CLIFTON ROAD	**Sponsor** GDOT	**N/A**	**N/A**	**1.6**	**TBD**
Completed		**Service Type** **Roadway / Operations & Safety**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2014	STP - Urban (>200K) (ARC)	~~$335,352~~	~~$0,000~~	~~$0,000~~	~~$0,000~~	**$335,352**
ROW	AUTH	2018	Congestion Mitigation & Air Quality Improvement (CMAQ)	~~$112,000~~	~~$28,000~~	~~$0,000~~	~~$0,000~~	**$140,000**
CST	AUTH	2019	Congestion Mitigation & Air Quality Improvement (CMAQ)	~~$772,394~~	~~$0,000~~	~~$0,000~~	~~$0,000~~	**$772,394**
				$1,219,746	**$28,000**	**$0,000**	**$0,000**	**$1,247,746**

DK-422	**US 23/SR 42 (MORELAND AVENUE) SIGNAL UPGRADES**	**Jurisdiction** Multi-County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0012819	AT 12 LOCATIONS	**Sponsor** GDOT	**N/A**	**N/A**	**4.6**	**TBD**
Programmed		**Service Type** **Roadway / Operations & Safety**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2014	STP - Urban (>200K) (ARC)	~~$599,988~~	~~$0,000~~	~~$0,000~~	~~$0,000~~	**$599,988**
ROW	AUTH	2017	Congestion Mitigation & Air Quality Improvement (CMAQ)	~~$480,000~~	~~$120,000~~	~~$0,000~~	~~$0,000~~	**$600,000**
UTL		2019	Congestion Mitigation & Air Quality Improvement (CMAQ)	$244,800	$61,200	$0,000	$0,000	**$306,000**
CST	AUTH	2019	Congestion Mitigation & Air Quality Improvement (CMAQ)	~~$1,831,774~~	~~$457,943~~	~~$0,000~~	~~$0,000~~	**$2,289,717**
				$3,156,562	**$639,143**	**$0,000**	**$0,000**	**$3,795,705**

DK-428	**BUFORD / PEACHTREE CONNECTOR**	**Jurisdiction** DeKalb County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
N/A	FROM SR 13 (BUFORD HIGHWAY) TO SR 141 (PEACHTREE BOULEVARD)	**Sponsor** City of Doraville	**0**	**4**	**1**	**2030**
Long Range		**Service Type** **Roadway / General Purpose Capacity**	**Analysis** In the Region's Air Quality Conformity Analysis			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ALL		LR 2024-2030	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$48,500,000	$0,000	**$48,500,000**
				$0,000	**$0,000**	**$48,500,000**	**$0,000**	**$48,500,000**

DK-429 | **PARK AVENUE EXTENSION**

N/A

Long Range

FROM SR 13 (BUFORD HIGHWAY) TO SR 141 (PEACHTREE BOULEVARD)

Jurisdiction: DeKalb County
Sponsor: City of Doraville
Service Type: Roadway / General Purpose Capacity
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
0	2	0.3	2030

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ALL		LR 2024-2030	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$90,000,000	$0,000	**$90,000,000**
				$0,000	**$0,000**	**$90,000,000**	**$0,000**	**$90,000,000**

DK-430 | **WEST AVENUE**

N/A

Long Range

FROM PEACHTREE ROAD TO MOTORS INDUSTRIAL WAY

Jurisdiction: DeKalb County
Sponsor: City of Doraville
Service Type: Roadway / General Purpose Capacity
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
0	4	0.5	2030

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ALL		LR 2024-2030	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$12,700,000	$0,000	**$12,700,000**
				$0,000	**$0,000**	**$12,700,000**	**$0,000**	**$12,700,000**

DK-431 | **SOUTH RIVER TRAIL - PHASE V**

0009029

Programmed

FROM SOUTH RIVER TRAIL - PHASE 1 TO WALDROP ROAD

Jurisdiction: DeKalb County
Sponsor: DeKalb County
Service Type: Last Mile Connectivity / Sidepaths and Trails
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ROW	AUTH	2017	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	~~$440,000~~	~~$0,000~~	~~$580,000~~	~~$0,000~~	**$1,020,000**
CST	AUTH	2019	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	~~$1,120,000~~	~~$0,000~~	~~$280,000~~	~~$0,000~~	**$1,400,000**
				$1,560,000	**$0,000**	**$860,000**	**$0,000**	**$2,420,000**

DK-441 | **US 278 IMPROVEMENTS**

0015071 | FROM ASHTON PLACE TO SAMS CROSSING

Programmed

Jurisdiction: DeKalb County
Sponsor: City of Avondale Estates
Service Type: **Roadway / Operations & Safety**
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
4	2	0.8	2030

LCI: X
Flex:

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2017	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$128,000~~	~~$0,000~~	~~$32,000~~	~~$0,000~~	**$160,000**
PE	AUTH	2018	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$272,000~~	~~$0,000~~	~~$68,000~~	~~$0,000~~	**$340,000**
ROW		2020	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$1,600,000	$0,000	$400,000	$0,000	**$2,000,000**
CST		2022	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$2,400,000	$0,000	$600,000	$0,000	**$3,000,000**
				$4,400,000	**$0,000**	**$1,100,000**	**$0,000**	**$5,500,000**

DK-442 | **SR 42 BRIDGE REPLACEMENT**

0013991 | AT SOUTH FORK PEACHTREE CREEK

Programmed

Jurisdiction: DeKalb County
Sponsor: GDOT
Service Type: **Roadway / Bridge Upgrade**
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
2	2	0.4	TBD

LCI:
Flex:

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2017	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	~~$720,000~~	~~$180,000~~	~~$0,000~~	~~$0,000~~	**$900,000**
ROW		2020	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$200,000	$50,000	$0,000	$0,000	**$250,000**
UTL		2021	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$133,171	$33,293	$0,000	$0,000	**$166,464**
CST		2021	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$4,320,138	$1,080,034	$0,000	$0,000	**$5,400,172**
				$5,373,309	**$1,343,327**	**$0,000**	**$0,000**	**$6,716,636**

DK-443 | **SR 236 (LAVISTA ROAD) PEDESTRIAN IMPROVEMENTS**

0015629 | FROM OAK GROVE ROAD TO PANGBORN ROAD

Programmed

Jurisdiction: DeKalb County
Sponsor: GDOT
Service Type: **Last Mile Connectivity / Pedestrian Facility**
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	0.9	TBD

LCI ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2019	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	~~$200,000~~	~~$50,000~~	~~$0,000~~	~~$0,000~~	**$250,000**
ROW		2021	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$200,000	$0,000	**$200,000**
ROW		2021	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$320,000	$80,000	$0,000	$0,000	**$400,000**
CST		2022	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$1,120,000	$280,000	$0,000	$0,000	**$1,400,000**
				$1,640,000	**$410,000**	**$200,000**	**$0,000**	**$2,250,000**

DK-444 | **MERCER UNIVERSITY DRIVE BRIDGE REPLACEMENT**

0015646 | AT NORTH FORK PEACHTREE CREEK

Programmed

Jurisdiction: DeKalb County
Sponsor: GDOT
Service Type: **Roadway / Bridge Upgrade**
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
2	2	0.4	TBD

LCI ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2019	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	~~$400,000~~	~~$100,000~~	~~$0,000~~	~~$0,000~~	**$500,000**
ROW		2021	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$125,000	$0,000	**$125,000**
ROW		2021	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$100,000	$25,000	$0,000	$0,000	**$125,000**
UTL		2023	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$80,000	$20,000	$0,000	$0,000	**$100,000**
CST		2023	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$960,000	$240,000	$0,000	$0,000	**$1,200,000**
				$1,540,000	**$385,000**	**$125,000**	**$0,000**	**$2,050,000**

DK-452 | **ASHFORD DUNWOODY ROAD**

0016056 | AT AT WINDSOR PARKWAY

Programmed

Jurisdiction: DeKalb County
Sponsor: City of Brookhaven
Service Type: Roadway / Operations & Safety
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2019	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$240,000~~	~~$0,000~~	~~$60,000~~	~~$0,000~~	**$300,000**
ROW		2021	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$320,000	$0,000	$80,000	$0,000	**$400,000**
CST		2023	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$1,900,000	$0,000	**$1,900,000**
				$560,000	**$0,000**	**$2,040,000**	**$0,000**	**$2,600,000**

DK-AR-207 | **I-285 SOUTH INTERCHANGE IMPROVEMENTS**

713300- | AT BOULDERCREST ROAD

Programmed

Jurisdiction: Regional - Perimeter
Sponsor: GDOT
Service Type: Roadway / Interchange Capacity
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
4	6	2.9	2030

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	1999	Interstate Maintenance	~~$3,700,800~~	~~$411,200~~	~~$0,000~~	~~$0,000~~	**$4,112,000**
PE	AUTH	2014	Interstate Maintenance	~~$108,000~~	~~$12,000~~	~~$0,000~~	~~$0,000~~	**$120,000**
PE	AUTH	2017	Transportation Funding Act (HB 170)	~~$0,000~~	~~$1,000,000~~	~~$0,000~~	~~$0,000~~	**$1,000,000**
PE	AUTH	2019	National Highway Performance Program (NHPP)	~~$2,000,000~~	~~$500,000~~	~~$0,000~~	~~$0,000~~	**$2,500,000**
ROW	AUTH	2014	National Highway Performance Program (NHPP)	~~$560,000~~	~~$140,000~~	~~$0,000~~	~~$0,000~~	**$700,000**
ROW	AUTH	2018	National Highway Performance Program (NHPP) Exempt	~~$18,184,000~~	~~$4,546,000~~	~~$0,000~~	~~$0,000~~	**$22,730,000**
UTL		2023	National Highway Performance Program (NHPP)	$367,561	$91,890	$0,000	$0,000	**$459,451**
CST		2023	National Highway Performance Program (NHPP)	$39,832,994	$9,958,249	$0,000	$0,000	**$49,791,243**
				$64,753,355	**$16,659,339**	**$0,000**	**$0,000**	**$81,412,694**

DK-AR-241	**I-285 INTERCHANGE IMPROVEMENTS**	**Jurisdiction** Regional	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0013915	AT I-20 EAST	**Sponsor** GDOT	**N/A**	**N/A**	**8.4**	**2030**
Programmed		**Service Type** **Roadway / Interchange Capacity**	**Analysis** In the Region's Air Quality Conformity Analysis			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2017	Transportation Funding Act (HB 170)	~~$0,000~~	~~$3,800,000~~	~~$0,000~~	~~$0,000~~	**$3,800,000**
PE	AUTH	2019	Repurposed Earmark (RPF9)	~~$227,530~~	~~$56,883~~	~~$0,000~~	~~$0,000~~	**$284,413**
PE	AUTH	2019	Repurposed Earmark	~~$2,567,477~~	~~$641,869~~	~~$0,000~~	~~$0,000~~	**$3,209,346**
PE	AUTH	2019	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$1,832,523~~	~~$458,131~~	~~$0,000~~	~~$0,000~~	**$2,290,654**
PE		2020	Highway Infrastructure – 23 USC 133(b)(1)(A) Activities in Areas With a Population Over 200,000	$8,240,000	$2,060,000	$0,000	$0,000	**$10,300,000**
PE		2021	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$3,440,000	$860,000	$0,000	$0,000	**$4,300,000**
ROW		2020	National Highway Performance Program (NHPP)	$14,400,000	$3,600,000	$0,000	$0,000	**$18,000,000**
ROW		2021	Transportation Funding Act (HB 170)	$0,000	$13,000,000	$0,000	$0,000	**$13,000,000**
CST		2022	National Highway Performance Program (NHPP)	$50,960,000	$12,740,000	$0,000	$0,000	**$63,700,000**
CST		2023	National Highway Performance Program (NHPP)	$52,800,000	$13,200,000	$0,000	$0,000	**$66,000,000**
CST		LR 2024-2030	General Federal Aid 2024-2040	$232,000,000	$58,000,000	$0,000	$0,000	**$290,000,000**
CST		LR 2024-2030	Transportation Funding Act (HB 170)	$0,000	$75,800,000	$0,000	$0,000	**$75,800,000**
CST		LR 2031-2040	Transportation Funding Act (HB 170)	$0,000	$48,900,000	$0,000	$0,000	**$48,900,000**
CST		LR 2041+	Transportation Funding Act (HB 170)	$0,000	$138,900,000	$0,000	$0,000	**$138,900,000**
				$366,467,530	**$372,016,883**	**$0,000**	**$0,000**	**$738,484,413**

DK-AR-242

PANOLA ROAD: SEGMENT 3 OPERATIONS IMPROVEMENTS - INCLUDES I-20 INTERCHANGE

0002868

FROM FAIRINGTON ROAD TO SNAPFINGER WOODS DRIVE

Programmed

Jurisdiction Regional - East

Sponsor GDOT

Service Type **Roadway / General Purpose Capacity**

Analysis In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
Var	Var	0.6	2030

LCI ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
SCP	AUTH	2011	National Highway System	~~$800,000~~	~~$200,000~~	~~$0,000~~	~~$0,000~~	**$1,000,000**
PE	AUTH	2011	National Highway System	~~$4,784,141~~	~~$1,196,035~~	~~$0,000~~	~~$0,000~~	**$5,980,176**
ROW		2023	National Highway Performance Program (NHPP)	$21,699,162	$5,424,791	$0,000	$0,000	**$27,123,953**
CST		LR 2024-2030	General Federal Aid 2024-2040	$21,851,056	$5,462,764	$0,000	$0,000	**$27,313,820**
				$49,134,359	**$12,283,590**	**$0,000**	**$0,000**	**$61,417,949**

DO-019

SR 166 (FAIRBURN ROAD / CAMPBELLTON ROAD) WIDENING

721770-

FROM OLD LOWER RIVER ROAD IN DOUGLAS COUNTY TO SR 70 IN FULTON COUNTY

Programmed

Jurisdiction Douglas County

Sponsor GDOT

Service Type **Roadway / General Purpose Capacity**

Analysis In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
2	4	3.4	2030

LCI ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	1992	STP - Urban (>200K) (ARC)	~~$1,282,335~~	~~$320,584~~	~~$0,000~~	~~$0,000~~	**$1,602,919**
PE	AUTH	2016	Transportation Funding Act (HB 170)	~~$0,000~~	~~$500,000~~	~~$0,000~~	~~$0,000~~	**$500,000**
PE		2020	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$1,200,000	$300,000	$0,000	$0,000	**$1,500,000**
ROW		2022	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$15,308,743	$3,827,186	$0,000	$0,000	**$19,135,929**
UTL		LR 2024-2030	General Federal Aid 2024-2040	$920,933	$230,233	$0,000	$0,000	**$1,151,166**
CST		LR 2024-2030	General Federal Aid 2024-2040	$9,076,835	$2,269,209	$1,320,173	$0,000	**$12,666,217**
				$27,788,846	**$7,447,212**	**$1,320,173**	**$0,000**	**$36,556,231**

DO-022 | **LEE ROAD / SOUTH SWEETWATER ROAD WIDENING**

0013563

Programmed

FROM VULCAN DRIVE TO SKYVIEW DRIVE AND OPERATIONAL IMPROVEMENTS
FROM SKYVIEW DRIVE TO US 78 (BANKHEAD HIGHWAY) TO I-20 WEST

Jurisdiction: Douglas County
Sponsor: Douglas County
Service Type: **Roadway / General Purpose Capacity**
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
2	4	1.9	2030

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2016	STP - Urban (>200K) (ARC)	~~$453,600~~	~~$0,000~~	~~$113,400~~	~~$0,000~~	**$567,000**
ROW		2020	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$5,155,348	$0,000	**$5,155,348**
CST		2022	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$11,339,308	$0,000	**$11,339,308**
				$453,600	**$0,000**	**$16,608,056**	**$0,000**	**$17,061,656**

DO-031A | **DOUGLAS BOULEVARD EXTENSION - NEW ALIGNMENT**

N/A

Long Range

FROM CHAPEL HILL ROAD TO MIDWAY ROAD

Jurisdiction: Douglas County
Sponsor: City of Douglasville
Service Type: **Roadway / General Purpose Capacity**
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
Var	4	2.6	2040

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ALL		LR 2031-2040	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$21,000,000	$0,000	**$21,000,000**
				$0,000	**$0,000**	**$21,000,000**	**$0,000**	**$21,000,000**

DO-220A | **LEE ROAD: SEGMENT 2 - WIDENING**

0004428 | FROM SR 92 (FAIRBURN ROAD) TO MONIER AVENUE

Programmed

Jurisdiction: Douglas County
Sponsor: Douglas County
Service Type: Roadway / General Purpose Capacity
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
2	4	2.5	2020

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2004	State Bonds	~~$0,000~~	~~$532,770~~	~~$0,000~~	~~$0,000~~	**$532,770**
PE	AUTH	2004	STP - Statewide Flexible (GDOT)	~~$438,653~~	~~$109,663~~	~~$0,000~~	~~$0,000~~	**$548,316**
PE	AUTH	2014	STP - Statewide Flexible (GDOT)	~~$40,000~~	~~$10,000~~	~~$0,000~~	~~$0,000~~	**$50,000**
ROW	AUTH	2010	STP - Statewide Flexible (GDOT)	~~$5,040,000~~	~~$1,260,000~~	~~$0,000~~	~~$0,000~~	**$6,300,000**
ROW	AUTH	2012	STP - Statewide Flexible (GDOT)	~~$4,930,645~~	~~$1,232,661~~	~~$1,936,694~~	~~$0,000~~	**$8,100,000**
CST		LR 2024-2030	Transportation Funding Act (HB 170)	$0,000	$3,950,300	$0,000	$0,000	**$3,950,300**
CST		LR 2024-2030	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$13,533,108	$0,000	**$13,533,108**
				$10,449,298	**$7,095,394**	**$15,469,802**	**$0,000**	**$33,014,494**

DO-252A | **CHAPEL HILL ROAD WIDENING**

N/A | FROM CENTRAL CHURCH ROAD TO STEWARTS MILL ROAD

Long Range

Jurisdiction: Douglas County
Sponsor: Douglas County
Service Type: Roadway / General Purpose Capacity
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
2	4	2.4	2030

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ALL		LR 2024-2030	General Federal Aid 2024-2040	$12,640,000	$0,000	$3,160,000	$0,000	**$15,800,000**
				$12,640,000	**$0,000**	**$3,160,000**	**$0,000**	**$15,800,000**

DO-252B | **CHAPEL HILL ROAD WIDENING**

N/A | FROM DORSETT SHOALS ROAD TO CENTRAL CHURCH ROAD

Long Range

Jurisdiction: Douglas County
Sponsor: Douglas County
Service Type: **Roadway / General Purpose Capacity**
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
2	4	0.9	2040

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ALL		LR 2031-2040	General Federal Aid 2024-2040	$4,800,000	$0,000	$1,200,000	$0,000	**$6,000,000**
				$4,800,000	**$0,000**	**$1,200,000**	**$0,000**	**$6,000,000**

DO-290 | **SR 5 (BILL ARP ROAD) CONGESTION REDUCTION AND TRAFFIC FLOW IMPROVEMENTS**

0012618 | FROM ROSE AVENUE/BRIGHT STAR CONNECTOR TO CENTRAL CHURCH ROAD

Programmed

Jurisdiction: Douglas County
Sponsor: Douglas County
Service Type: **Roadway / Operations & Safety**
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
2	2	0.8	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2013	STP - Urban (>200K) (ARC)	~~$100,000~~	~~$0,000~~	~~$25,000~~	~~$0,000~~	**$125,000**
PE	AUTH	2016	STP - Urban (>200K) (ARC)	~~$81,114~~	~~$0,000~~	~~$20,279~~	~~$0,000~~	**$101,393**
ROW	AUTH	2017	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$300,000~~	~~$0,000~~	**$300,000**
UTL		2019	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$19,632	$0,000	**$19,632**
CST	AUTH	2019	Congestion Mitigation & Air Quality Improvement (CMAQ)	~~$859,489~~	~~$0,000~~	~~$214,872~~	~~$0,000~~	**$1,074,361**
				$1,040,603	**$0,000**	**$579,783**	**$0,000**	**$1,620,386**

DO-296

MAXHAM ROAD CONGESTION REDUCTION AND TRAFFIC FLOW IMPROVEMENTS

0012621

FROM SR 6 (THORNTON ROAD) TO TREE TERRACE PARKWAY

Programmed

Jurisdiction Douglas County

Sponsor Douglas County

Existing	Planned	Length (mi.)	Network Year
4	4	0.5	TBD

Service Type **Roadway / Operations & Safety**

Analysis Exempt from Air Quality Analysis (40 CFR 93)

LCI ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2013	STP - Urban (>200K) (ARC)	~~$141,844~~	~~$0,000~~	~~$35,461~~	~~$0,000~~	**$177,305**
ROW	AUTH	2018	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$172,000~~	~~$0,000~~	**$172,000**
CST		2019	Congestion Mitigation & Air Quality Improvement (CMAQ)	$1,798,256	$0,000	$449,564	$0,000	**$2,247,820**
				$1,940,100	**$0,000**	**$657,025**	**$0,000**	**$2,597,125**

DO-298

CHC REGIONAL GREENWAY TRAIL - DOUGLAS COUNTY EXTENSION

0012877

FROM BOUNDARY OF WATERS PARK TO SWEETWATER CREEK STATE PARK

Programmed

Jurisdiction Douglas County

Sponsor Douglas County

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

Service Type **Last Mile Connectivity / Sidepaths and Trails**

Analysis Exempt from Air Quality Analysis (40 CFR 93)

LCI ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2014	TAP - Urban (>200K) (ARC)	~~$1,300,000~~	~~$0,000~~	~~$325,000~~	~~$0,000~~	**$1,625,000**
ROW		2019	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$741,300	$0,000	**$741,300**
CST		2020	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$9,303,700	$0,000	**$9,303,700**
				$1,300,000	**$0,000**	**$10,370,000**	**$0,000**	**$11,670,000**

DO-299 | **SR 6 (THORNTON ROAD) TRUCK FRIENDLY LANES**

0010821 | FROM I-20 WEST IN DOUGLAS COUNTY TO SR 6 SPUR (GARRETT ROAD) IN COBB COUNTY

Programmed

Jurisdiction: Cobb County,Douglas County
Sponsor: GDOT
Service Type: Roadway / Operations & Safety
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
Var	Var	5.2	2030

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
SCP	AUTH	2015	National Highway System	~~$800,000~~	~~$200,000~~	~~$0,000~~	~~$0,000~~	**$1,000,000**
PE	AUTH	2017	National Highway Performance Program (NHPP)	~~$1,319,835~~	~~$329,959~~	~~$0,000~~	~~$0,000~~	**$1,649,794**
ROW		LR 2024-2030	Transportation Funding Act (HB 170)	$0,000	$6,000,000	$0,000	$0,000	**$6,000,000**
UTL		LR 2024-2030	Transportation Funding Act (HB 170)	$0,000	$2,000,000	$0,000	$0,000	**$2,000,000**
CST		LR 2024-2030	Transportation Funding Act (HB 170)	$0,000	$35,654,850	$0,000	$0,000	**$35,654,850**
				$2,119,835	**$44,184,809**	**$0,000**	**$0,000**	**$46,304,644**

DO-300 | **RIVERSIDE PARKWAY BRIDGE UPGRADE**

0015072 | AT SWEETWATER CREEK

Programmed

Jurisdiction: Douglas County
Sponsor: City of Douglasville
Service Type: Roadway / Bridge Upgrade
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
2	2	0.4	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2017	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$80,660~~	~~$0,000~~	~~$20,165~~	~~$0,000~~	**$100,825**
CST		2021	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$504,000	$0,000	$126,000	$0,000	**$630,000**
				$584,660	**$0,000**	**$146,165**	**$0,000**	**$730,825**

DO-450

DOUGLAS COUNTY FIXED ROUTE PUBLIC BUS SERVICE (OPERATING ASSISTANCE)

0016367

Programmed

Jurisdiction Douglas County

Sponsor Douglas County

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

Service Type **Transit / Operations & Maintenance**

Analysis Exempt from Air Quality Analysis (40 CFR 93)

LCI ☐ **Flex** X

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST	AUTH	2019	Congestion Mitigation & Air Quality Improvement (CMAQ)	~~$1,600,000~~	~~$0,000~~	~~$400,000~~	~~$0,000~~	**$2,000,000**
CST		2020	Congestion Mitigation & Air Quality Improvement (CMAQ)	$1,600,000	$0,000	$400,000	$0,000	**$2,000,000**
CST		2021	Congestion Mitigation & Air Quality Improvement (CMAQ)	$1,600,000	$0,000	$400,000	$0,000	**$2,000,000**
				$4,800,000	**$0,000**	**$1,200,000**	**$0,000**	**$6,000,000**

FA-085

SR 85 WIDENING

321960-

FROM SR 92 TO GRADY AVENUE

Long Range

Jurisdiction Fayette County

Sponsor GDOT

Existing	Planned	Length (mi.)	Network Year
2	4	0.8	2030

Service Type **Roadway / General Purpose Capacity**

Analysis In the Region's Air Quality Conformity Analysis

LCI ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	1992	STP - Statewide Flexible (GDOT)	~~$2,489,812~~	~~$622,453~~	~~$0,000~~	~~$0,000~~	**$3,112,265**
PE	AUTH	2014	STP - Urban (>200K) (ARC)	~~$32,000~~	~~$8,000~~	~~$0,000~~	~~$0,000~~	**$40,000**
ROW		LR 2024-2030	General Federal Aid 2024-2040	$20,511,427	$5,127,857	$0,000	$0,000	**$25,639,284**
UTL		LR 2024-2030	General Federal Aid 2024-2040	$465,698	$0,000	$116,425	$0,000	**$582,123**
CST		LR 2024-2030	General Federal Aid 2024-2040	$33,501,294	$8,375,323	$0,000	$0,000	**$41,876,617**
				$57,000,231	**$14,133,633**	**$116,425**	**$0,000**	**$71,250,289**

FA-100A | **FAYETTE COUNTY RESURFACING PROGRAM - FY 2019**

0016058

Programmed

Jurisdiction: Fayette County
Sponsor: Fayette County
Service Type: Roadway / Maintenance
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	25	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2019	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$2,896,311	$0,000	$724,078	$0,000	**$3,620,389**
				$2,896,311	**$0,000**	**$724,078**	**$0,000**	**$3,620,389**

FA-100B | **FAYETTE COUNTY RESURFACING PROGRAM - FY 2020**

0016083

Programmed

Jurisdiction: Fayette County
Sponsor: Fayette County
Service Type: Roadway / Maintenance
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	25	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2020	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$3,113,444	$0,000	$778,361	$0,000	**$3,891,805**
				$3,113,444	**$0,000**	**$778,361**	**$0,000**	**$3,891,805**

FA-349 | **EBENEZER CHURCH ROAD BRIDGE REPLACEMENT**

0008598 | AT WHITEWATER CREEK

Programmed

Jurisdiction: Fayette County
Sponsor: GDOT
Service Type: Roadway / Bridge Upgrade
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
2	2	0.4	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2016	STP - Urban (>200K) (ARC)	~~$572,746~~	~~$143,187~~	~~$0,000~~	~~$0,000~~	**$715,933**
ROW		2020	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$463,000	$0,000	**$463,000**
UTL		2020	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$196,500	$0,000	**$196,500**
CST		2020	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$720,000	$0,000	$1,562,363	$0,000	**$2,282,363**
				$1,292,746	**$143,187**	**$2,221,863**	**$0,000**	**$3,657,796**

FA-352 | **REDWINE ROAD AND STARRS MILL SCHOOL COMPLEX MULTI-USE PATH**

0012624

Programmed

Jurisdiction: Fayette County
Sponsor: Fayette County
Service Type: Last Mile Connectivity / Joint Bike-Ped Facilities
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	1.5	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2014	STP - Urban (>200K) (ARC)	~~$91,200~~	~~$0,000~~	~~$22,800~~	~~$0,000~~	**$114,000**
PE	AUTH	2019	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$56,064~~	~~$0,000~~	~~$14,016~~	~~$0,000~~	**$70,080**
ROW	AUTH	2017	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$200,000~~	~~$0,000~~	~~$50,000~~	~~$0,000~~	**$250,000**
CST	AUTH	2017	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$667,200~~	~~$0,000~~	~~$166,800~~	~~$0,000~~	**$834,000**
CST	AUTH	2017	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	~~$306,938~~	~~$0,000~~	~~$76,735~~	~~$0,000~~	**$383,673**
				$1,321,402	**$0,000**	**$330,351**	**$0,000**	**$1,651,753**

FA-353 | **FAYETTEVILLE MULTI-USE BRIDGE AND PATHS**

0012878

Programmed

Jurisdiction: Fayette County
Sponsor: Fayette County
Service Type: Last Mile Connectivity / Sidepaths and Trails
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	0.8	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2014	TAP - Urban (>200K) (ARC)	~~$749,000~~	~~$0,000~~	~~$187,250~~	~~$0,000~~	**$936,250**
PE	AUTH	2016	TAP - Urban (>200K) (ARC)	~~$320,000~~	~~$0,000~~	~~$80,000~~	~~$0,000~~	**$400,000**
ROW	AUTH	2017	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	~~$672,000~~	~~$0,000~~	~~$168,000~~	~~$0,000~~	**$840,000**
UTL		2021	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$100,000	$0,000	**$100,000**
CST		2021	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$2,472,434	$0,000	$625,132	$0,000	**$3,097,566**
				$4,213,434	**$0,000**	**$1,160,382**	**$0,000**	**$5,373,816**

FA-355 | **SR 85 BRIDGE REPLACEMENT**

0013734 | AT WHITEWATER CREEK

Programmed

Jurisdiction: Fayette County
Sponsor: GDOT
Service Type: Roadway / Bridge Upgrade
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
2	2	0.4	2030

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2016	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	~~$672,800~~	~~$168,200~~	~~$0,000~~	~~$0,000~~	**$841,000**
ROW		2020	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$200,000	$50,000	$0,000	$0,000	**$250,000**
UTL		2023	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$46,720	$11,680	$0,000	$0,000	**$58,400**
CST		2023	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$2,852,886	$713,222	$0,000	$0,000	**$3,566,108**
				$3,772,406	**$943,102**	**$0,000**	**$0,000**	**$4,715,508**

FA-358 | **COASTLINE ROAD BRIDGE REPLACEMENT**

0015647 | AT CSX RAILROAD

Programmed

Jurisdiction: Fayette County
Sponsor: GDOT
Service Type: Roadway / Bridge Upgrade
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
2	2	0.4	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2018	Surface Transportation Block Grant (STBG) Program Off-System Bridge	~~$400,000~~	~~$100,000~~	~~$0,000~~	~~$0,000~~	**$500,000**
ROW	AUTH	2018	STATE (40301)	~~$0,000~~	~~$0,000~~	~~$0,000~~	~~$83,500~~	**$83,500**
ROW		2021	Surface Transportation Block Grant (STBG) Program Off-System Bridge	$66,800	$16,700	$0,000	$0,000	**$83,500**
CST		2023	Surface Transportation Block Grant (STBG) Program Off-System Bridge	$880,000	$220,000	$0,000	$0,000	**$1,100,000**
				$1,346,800	**$336,700**	**$0,000**	**$83,500**	**$1,767,000**

FN-067A | **SR 9 (NORTH MAIN STREET / CUMMING HIGHWAY) WIDENING**

721780- | FROM ACADEMY STREET TO WINDWARD PARKWAY

Programmed

Jurisdiction: Fulton County (North)
Sponsor: GDOT
Service Type: Roadway / General Purpose Capacity
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
2	4	2	2030

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	1993	STP - Statewide Flexible (GDOT)	~~$816,000~~	~~$204,000~~	~~$500,000~~	~~$0,000~~	**$1,520,000**
PE	AUTH	2007	STP - Urban (>200K) (ARC)	~~$740,064~~	~~$185,016~~	~~$0,000~~	~~$0,000~~	**$925,080**
PE	AUTH	2013	STP - Statewide Flexible (GDOT)	~~$1,600,000~~	~~$400,000~~	~~$0,000~~	~~$0,000~~	**$2,000,000**
ROW	AUTH	2016	Transportation Funding Act (HB 170)	~~$0,000~~	~~$23,330,000~~	~~$0,000~~	~~$0,000~~	**$23,330,000**
UTL		2021	Transportation Funding Act (HB 170)	$0,000	$2,028,400	$0,000	$0,000	**$2,028,400**
CST		2021	Transportation Funding Act (HB 170)	$0,000	$18,077,852	$0,000	$0,000	**$18,077,852**
				$3,156,064	**$44,225,268**	**$500,000**	**$0,000**	**$47,881,332**

FN-067B

SR 9 (ALPHARETTA HIGHWAY / MAIN STREET) OPERATIONAL IMPROVEMENTS

721790

FROM UPPER HEMBREE ROAD TO ACADEMY STREET

Programmed

Jurisdiction: Fulton County (North)
Sponsor: GDOT
Service Type: **Roadway / Operations & Safety**
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
4	4	1.8	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	1993	STP - Urban (>200K) (ARC)	~~$816,000~~	~~$204,000~~	~~$500,000~~	~~$0,000~~	**$1,520,000**
PE	AUTH	2007	STP - Urban (>200K) (ARC)	~~$768,331~~	~~$192,083~~	~~$0,000~~	~~$0,000~~	**$960,414**
PE	AUTH	2013	STP - Statewide Flexible (GDOT)	~~$1,600,000~~	~~$400,000~~	~~$0,000~~	~~$0,000~~	**$2,000,000**
ROW	AUTH	2017	Transportation Funding Act (HB 170)	~~$0,000~~	~~$15,860,000~~	~~$0,000~~	~~$0,000~~	**$15,860,000**
UTL		2021	Transportation Funding Act (HB 170)	$0,000	$2,694,090	$0,000	$0,000	**$2,694,090**
CST		2021	Transportation Funding Act (HB 170)	$0,000	$15,160,935	$0,000	$0,000	**$15,160,935**
				$3,184,331	**$34,511,108**	**$500,000**	**$0,000**	**$38,195,439**

FN-140

MANSELL ROAD EXTENSION - NEW ALIGNMENT

N/A

FROM SR 92 (CROSSVILLE ROAD) TO SR 9 (ALPHARETTA STREET)

Long Range

Jurisdiction: Fulton County (North)
Sponsor: City of Roswell
Service Type: **Roadway / General Purpose Capacity**
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
0	2	0.3	2040

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ALL		LR 2031-2040	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$8,600,000	$0,000	**$8,600,000**
				$0,000	**$0,000**	**$8,600,000**	**$0,000**	**$8,600,000**

FN-145	**COMMERCE PARKWAY EXTENSION - NEW ALIGNMENT**	**Jurisdiction** Fulton County (North)	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
N/A	FROM OLD ROSWELL ROAD TO SR 140 (HOLCOMB BRIDGE ROAD)	**Sponsor** City of Roswell	**0**	**4**	**0.4**	**2040**
Long Range		**Service Type** **Roadway / General Purpose Capacity**	**Analysis** In the Region's Air Quality Conformity Analysis			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ALL		LR 2031-2040	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$8,600,000	$0,000	**$8,600,000**
				$0,000	**$0,000**	**$8,600,000**	**$0,000**	**$8,600,000**

FN-170	**WINDWARD PARKWAY**	**Jurisdiction** Fulton County (North)	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
N/A	FROM NORTH POINT PARKWAY TO UNION HILL ROAD	**Sponsor** City of Alpharetta	**4**	**6**	**1.35**	**2030**
Programmed		**Service Type** **Roadway / General Purpose Capacity**	**Analysis** In the Region's Air Quality Conformity Analysis			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2018	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$500,000~~	~~$0,000~~	**$500,000**
ROW		2019	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$500,000	$0,000	**$500,000**
CST		2020	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$14,000,000	$0,000	**$14,000,000**
				$0,000	**$0,000**	**$15,000,000**	**$0,000**	**$15,000,000**

FN-175 | **HAYNES BRIDGE ROAD**

N/A

FROM OLD ALABAMA ROAD TO MANSELL ROAD

Programmed

Jurisdiction: Fulton County (North)
Sponsor: City of Alpharetta
Service Type: **Roadway / General Purpose Capacity**
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
2	4	1.8	2030

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2018	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$700,000~~	~~$0,000~~	**$700,000**
ROW		2019	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$1,000,000	$0,000	**$1,000,000**
CST		2020	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$8,000,000	$0,000	**$8,000,000**
				$0,000	**$0,000**	**$9,700,000**	**$0,000**	**$9,700,000**

FN-176 | **SR 120 (OLD MILTON PARKWAY)**

TBD

FROM SR 400 TO STATE BRIDGE ROAD

Programmed

Jurisdiction: Fulton County (North)
Sponsor: City of Alpharetta
Service Type: **Roadway / General Purpose Capacity**
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
4	6	2.53	2030

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2018	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$1,250,000~~	~~$0,000~~	**$1,250,000**
ROW		2019	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$2,000,000	$0,000	**$2,000,000**
CST		2020	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$15,000,000	$0,000	**$15,000,000**
				$0,000	**$0,000**	**$18,250,000**	**$0,000**	**$18,250,000**

FN-178A	**MEDLOCK BRIDGE ROAD WIDENING (PHASE 1)**	**Jurisdiction**	Fulton County (North)	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
TBD	FROM CHATTAHOOCHEE RIVER TO OLD ALABAMA ROAD	**Sponsor**	City of Johns Creek	**4**	**6**	**1.1**	**2030**
Programmed		**Service Type**	**Roadway / General Purpose Capacity**	**Analysis**	In the Region's Air Quality Conformity Analysis		**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE		2019	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$250,000	$0,000	**$250,000**
ROW		2020	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$200,000	$0,000	**$200,000**
CST		2021	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$1,800,000	$0,000	**$1,800,000**
				$0,000	**$0,000**	**$2,250,000**	**$0,000**	**$2,250,000**

FN-178B	**MEDLOCK BRIDGE ROAD WIDENING (PHASE 2)**	**Jurisdiction**	Fulton County (North)	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
TBD	FROM OLD ALABAMA ROAD TO GROVE POINT ROAD	**Sponsor**	City of Johns Creek	**4**	**6**	**1**	**2030**
Programmed		**Service Type**	**Roadway / General Purpose Capacity**	**Analysis**	In the Region's Air Quality Conformity Analysis		**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE		2019	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$100,000	$0,000	**$100,000**
ROW		2020	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$50,000	$0,000	**$50,000**
CST		2021	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$1,000,000	$0,000	**$1,000,000**
				$0,000	**$0,000**	**$1,150,000**	**$0,000**	**$1,150,000**

FN-178C | **MEDLOCK BRIDGE ROAD WIDENING (PHASE 3)**

TBD | FROM GROVE POINT ROAD TO MCGINNIS FERRY ROAD

Programmed

Jurisdiction: Fulton County (North)
Sponsor: City of Johns Creek

Existing	Planned	Length (mi.)	Network Year
4	6	3.3	2030

Service Type: Roadway / General Purpose Capacity
Analysis: In the Region's Air Quality Conformity Analysis
LCI: ☐ **Flex:** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE		2019	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$350,000	$0,000	**$350,000**
ROW		2020	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$200,000	$0,000	**$200,000**
CST		2021	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$6,050,000	$0,000	**$6,050,000**
				$0,000	**$0,000**	**$6,600,000**	**$0,000**	**$6,600,000**

FN-205 | **SR 9/US 19 (ROSWELL ROAD) TRANSIT ACCESS PROJECT**

0016061 | FROM MEADOWBROOK DRIVE TO I-285

Programmed

Jurisdiction: Fulton County (North)
Sponsor: City of Sandy Springs,MARTA

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	2.6	TBD

Service Type: Last Mile Connectivity / Pedestrian Facility
Analysis: Exempt from Air Quality Analysis (40 CFR 93)
LCI: X **Flex:** X

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2019	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$498,000~~	~~$0,000~~	~~$124,500~~	~~$0,000~~	**$622,500**
ROW	AUTH	2019	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$2,560,200~~	~~$0,000~~	~~$640,050~~	~~$0,000~~	**$3,200,250**
UTL	AUTH	2019	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$320,000~~	~~$0,000~~	~~$80,000~~	~~$0,000~~	**$400,000**
CST	AUTH	2019	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$2,865,575~~	~~$0,000~~	~~$716,394~~	~~$0,000~~	**$3,581,969**
				$6,243,775	**$0,000**	**$1,560,944**	**$0,000**	**$7,804,719**

FN-222 | **SR 9 (CUMMING HIGHWAY) WIDENING**

0007838 | FROM WINDWARD PARKWAY TO FORSYTH COUNTY LINE

Programmed

Jurisdiction: Fulton County (North)
Sponsor: GDOT
Service Type: Roadway / General Purpose Capacity
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
2	4	3	2030

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2013	STP - Statewide Flexible (GDOT)	~~$2,609,882~~	~~$652,471~~	~~$0,000~~	~~$0,000~~	**$3,262,353**
PE	AUTH	2019	Transportation Funding Act (HB 170)	~~$0,000~~	~~$300,000~~	~~$0,000~~	~~$0,000~~	**$300,000**
ROW	AUTH	2018	Transportation Funding Act (HB 170)	~~$0,000~~	~~$15,710,000~~	~~$0,000~~	~~$0,000~~	**$15,710,000**
UTL		2023	Transportation Funding Act (HB 170)	$0,000	$1,664,775	$0,000	$0,000	**$1,664,775**
CST		2023	Transportation Funding Act (HB 170)	$0,000	$28,249,598	$0,000	$0,000	**$28,249,598**
				$2,609,882	**$46,576,844**	**$0,000**	**$0,000**	**$49,186,726**

FN-225 | **STATE BRIDGE ROAD / PLEASANT HILL ROAD WIDENING**

0007839 | FROM SR 141 (MEDLOCK BRIDGE ROAD) TO CHATTAHOOCHEE RIVER

Programmed

Jurisdiction: Fulton County (North)
Sponsor: City of Johns Creek
Service Type: Roadway / General Purpose Capacity
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
4	6	1.5	2030

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2018	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$300,000~~	~~$0,000~~	**$300,000**
ROW	AUTH	2019	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$100,000~~	~~$0,000~~	**$100,000**
CST		2020	Georgia Transportation Infrastructure Bank	$0,000	$1,500,000	$3,600,000	$0,000	**$5,100,000**
				$0,000	**$1,500,000**	**$4,000,000**	**$0,000**	**$5,500,000**

FN-233A | **McGINNIS FERRY ROAD: SEGMENT 1 - WIDENING**

0004634 | FROM UNION HILL ROAD TO SARGENT ROAD

Programmed

Jurisdiction: Fulton County (North)
Sponsor: Forsyth County

Existing	Planned	Length (mi.)	Network Year
2	4	7.8	2030

Service Type: Roadway / General Purpose Capacity
Analysis: In the Region's Air Quality Conformity Analysis
LCI: ☐ **Flex:** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2018	Transportation Funding Act (HB 170)	~~$0,000~~	~~$50,000~~	~~$0,000~~	~~$0,000~~	**$50,000**
PE	AUTH	2018	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$1,931,261~~	~~$0,000~~	**$1,931,261**
ROW	AUTH	2020	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$18,749,000~~	~~$0,000~~	**$18,749,000**
UTL		2022	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$3,852,000	$0,000	**$3,852,000**
CST		2022	Transportation Funding Act (HB 170)	$0,000	$10,000,000	$27,013,590	$0,000	**$37,013,590**
				$0,000	**$10,050,000**	**$51,545,851**	**$0,000**	**$61,595,851**

FN-253 | **SR 9 (ROSWELL ROAD / ATLANTA STREET) PEDESTRIAN IMPROVEMENTS**

0009640 | AT CHATTAHOOCHEE RIVER

Programmed

Jurisdiction: Fulton County (North)
Sponsor: City of Roswell

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	0.2	TBD

Service Type: Last Mile Connectivity / Pedestrian Facility
Analysis: Exempt from Air Quality Analysis (40 CFR 93)
LCI: ☐ **Flex:** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2011	Bridge Discretionary	~~$400,000~~	~~$0,000~~	~~$100,000~~	~~$0,000~~	**$500,000**
PE	AUTH	2011	STP - Statewide Flexible (GDOT)	~~$40,000~~	~~$10,000~~	~~$0,000~~	~~$0,000~~	**$50,000**
PE	AUTH	2015	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$200,000~~	~~$0,000~~	**$200,000**
ROW		2021	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$79,070	$0,000	**$79,070**
CST		2022	Bridge Discretionary	$2,580,500	$0,000	$2,645,242	$0,000	**$5,225,742**
				$3,020,500	**$10,000**	**$3,024,312**	**$0,000**	**$6,054,812**

FN-264

SR 120 (ABBOTTS BRIDGE ROAD / DULUTH HIGHWAY) WIDENING

721000-

FROM PEACHTREE INDUSTRIAL BOULEVARD TO PRIMROSE PARKWAY

Programmed

Jurisdiction Fulton County (North)

Sponsor GDOT

Existing	Planned	Length (mi.)	Network Year
2	4	2.2	2030

Service Type Roadway / General Purpose Capacity

Analysis In the Region's Air Quality Conformity Analysis

LCI ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2012	STP - Statewide Flexible (GDOT)	~~$4,742,093~~	~~$1,185,523~~	~~$0,000~~	~~$0,000~~	**$5,927,616**
ROW	AUTH	1991	State Right-of-Way Funds	~~$0,000~~	~~$2,263,449~~	~~$0,000~~	~~$0,000~~	**$2,263,449**
ROW		2019	Repurposed Earmark	$719,920	$179,980	$0,000	$0,000	**$899,900**
ROW		2019	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$4,469,321	$1,117,330	$0,000	$0,000	**$5,586,651**
UTL		2022	Transportation Funding Act (HB 170)	$0,000	$2,110,000	$0,000	$0,000	**$2,110,000**
CST		2022	Transportation Funding Act (HB 170)	$0,000	$28,000,751	$0,000	$0,000	**$28,000,751**
				$9,931,334	**$34,857,033**	**$0,000**	**$0,000**	**$44,788,367**

FN-265

SR 120 (ABBOTTS BRIDGE ROAD) WIDENING

TBD

FROM JONES BRIDGE ROAD TO SR 141 (MEDLOCK BRIDGE ROAD)

Programmed

Jurisdiction Fulton County (North)

Sponsor City of Johns Creek

Existing	Planned	Length (mi.)	Network Year
2	4	2.4	2030

Service Type Roadway / General Purpose Capacity

Analysis In the Region's Air Quality Conformity Analysis

LCI ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2020	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$50,000	$0,000	**$50,000**
				$0,000	**$0,000**	**$50,000**	**$0,000**	**$50,000**

FN-267 | **HAMMOND DRIVE WIDENING**

N/A

FROM SR 9 (ROSWELL ROAD) TO GLENRIDGE DRIVE

Long Range

Jurisdiction: Fulton County (North)
Sponsor: City of Sandy Springs
Service Type: **Roadway / General Purpose Capacity**
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
2	4	2.5	2040

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ALL		LR 2031-2040	General Federal Aid 2024-2040	$12,000,000	$0,000	$3,000,000	$0,000	**$15,000,000**
				$12,000,000	**$0,000**	**$3,000,000**	**$0,000**	**$15,000,000**

FN-269 | **SR 9 (ATLANTA STREET) REVERSIBLE LANE REMOVAL AND WIDENING**

721010-

FROM MARIETTA HIGHWAY TO RIVERSIDE ROAD/AZALEA DRIVE

Programmed

Jurisdiction: Fulton County (North)
Sponsor: City of Roswell
Service Type: **Roadway / General Purpose Capacity**
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
2	4	1.1	2030

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2016	STP - Urban (>200K) (ARC)	~~$800,000~~	~~$0,000~~	~~$2,100,000~~	~~$0,000~~	**$2,900,000**
PE	AUTH	2016	STP - Urban (>200K) (ARC)	~~$400,000~~	~~$100,000~~	~~$0,000~~	~~$0,000~~	**$500,000**
PE	AUTH	2016	National Highway Performance Program (NHPP)	~~$79,200~~	~~$19,800~~	~~$0,000~~	~~$0,000~~	**$99,000**
PE	AUTH	2016	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$57,656~~	~~$14,414~~	~~$0,000~~	~~$0,000~~	**$72,070**
ROW	AUTH	2018	Transportation Funding Act (HB 170)	~~$0,000~~	~~$11,607,882~~	~~$0,000~~	~~$0,000~~	**$11,607,882**
UTL		LR 2024-2030	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$0,000	$1,360,637	**$1,360,637**
CST		LR 2024-2030	General Federal Aid 2024-2040	$11,554,993	$2,888,748	$0,000	$0,000	**$14,443,741**
				$12,891,849	**$14,630,844**	**$2,100,000**	**$1,360,637**	**$30,983,330**

FN-270	**JONES BRIDGE ROAD WIDENING**	**Jurisdiction**	Fulton County (North)	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
TBD	FROM DOUGLAS ROAD TO MCGINNIS FERRY ROAD	**Sponsor**	City of Johns Creek	**2**	**4**	**1.4**	**2030**
Programmed		**Service Type**	**Roadway / General Purpose Capacity**	**Analysis**	In the Region's Air Quality Conformity Analysis		**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE		2020	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$250,000	$0,000	**$250,000**
ROW		2021	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$750,000	$0,000	**$750,000**
CST		2022	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$6,000,000	$0,000	**$6,000,000**
				$0,000	**$0,000**	**$7,000,000**	**$0,000**	**$7,000,000**

FN-275	**SANDY SPRINGS CIRCLE COMPLETE STREET - PHASE II**	**Jurisdiction**	Fulton County (North)	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0010385	FROM HAMMOND DRIVE TO MOUNT VERNON HIGHWAY	**Sponsor**	City of Sandy Springs	**4**	**3**	**0.7**	**2020**
Programmed		**Service Type**	**Last Mile Connectivity / Complete Street Retrofit**	**Analysis**	In the Region's Air Quality Conformity Analysis		**LCI** ☒ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2013	STP - Urban (>200K) (ARC)	~~$340,000~~	~~$0,000~~	~~$85,000~~	~~$0,000~~	**$425,000**
ROW	AUTH	2016	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$2,160,000~~	~~$0,000~~	~~$540,000~~	~~$0,000~~	**$2,700,000**
UTL		2019	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$895,982	$0,000	$223,996	$0,000	**$1,119,978**
CST	AUTH	2019	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$2,411,565~~	~~$0,000~~	~~$602,891~~	~~$0,000~~	**$3,014,456**
				$5,807,547	**$0,000**	**$1,451,887**	**$0,000**	**$7,259,434**

FN-278 | **WINDWARD PARKWAY WESTBOUND AUXILIARY LANE**

0010768 | FROM SR 400 TO DEERFIELD PARKWAY

Programmed

Jurisdiction: Fulton County (North)
Sponsor: City of Alpharetta
Service Type: **Roadway / General Purpose Capacity**
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
0	1	0.4	2020

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2012	Local Jurisdiction/Municipality Funds	~~$40,000~~	~~$10,000~~	~~$0,000~~	~~$0,000~~	**$50,000**
ROW	AUTH	2013	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$810,000~~	~~$0,000~~	**$810,000**
ROW	AUTH	2017	Georgia Transportation Infrastructure Bank	~~$0,000~~	~~$1,350,000~~	~~$0,000~~	~~$0,000~~	**$1,350,000**
ROW	AUTH	2017	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$104,000~~	~~$0,000~~	**$104,000**
CST	AUTH	2018	Georgia Transportation Infrastructure Bank	~~$0,000~~	~~$1,433,200~~	~~$0,000~~	~~$0,000~~	**$1,433,200**
CST	AUTH	2018	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$500,000~~	~~$0,000~~	**$500,000**
CST	AUTH	2018	National Highway Performance Program (NHPP)	~~$1,336,000~~	~~$334,000~~	~~$0,000~~	~~$0,000~~	**$1,670,000**
				$1,376,000	**$3,127,200**	**$1,414,000**	**$0,000**	**$5,917,200**

FN-287 | **SR 120 (ABBOTTS BRIDGE ROAD) OPERATIONAL AND SAFETY IMPROVEMENTS INCLUDING PEDESTRIAN CONNECTIVITY**

0012788 | FROM PARSONS ROAD (WEST) TO PRIMROSE PARKWAY

Long Range

Jurisdiction: Fulton County (North)
Sponsor: City of Johns Creek
Service Type: **Roadway / Operations & Safety**
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
2	2	1.5	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2014	High Priority Projects from TEA-21	~~$400,000~~	~~$0,000~~	~~$100,000~~	~~$0,000~~	**$500,000**
PE	AUTH	2017	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$400,000~~	~~$0,000~~	~~$100,000~~	~~$0,000~~	**$500,000**
PE	AUTH	2018	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$100,000~~	~~$0,000~~	~~$25,000~~	~~$0,000~~	**$125,000**
ROW	AUTH	2017	Transportation Funding Act (HB 170)	~~$0,000~~	~~$2,400,000~~	~~$0,000~~	~~$0,000~~	**$2,400,000**
ROW	AUTH	2017	High Priority Projects from TEA-21	~~$133,322~~	~~$0,000~~	~~$1,516,678~~	~~$0,000~~	**$1,650,000**
ROW	AUTH	2018	Transportation Funding Act (HB 170)	~~$0,000~~	~~$600,000~~	~~$0,000~~	~~$0,000~~	**$600,000**
ROW	AUTH	2018	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$1,483,347~~	~~$0,000~~	**$1,483,347**
CST		LR 2024-2030	General Federal Aid 2024-2040	$3,200,000	$0,000	$9,778,699	$0,000	**$12,978,699**
				$4,233,322	**$3,000,000**	**$13,003,724**	**$0,000**	**$20,237,046**

FN-288A | **BARNWELL ROAD OPERATIONAL IMPROVEMENTS**

0013947 | FROM SR 140 (HOLCOMB BRIDGE ROAD) TO NIBLICK DRIVE

Programmed

Jurisdiction: Fulton County (North)
Sponsor: City of Johns Creek
Service Type: **Roadway / Operations & Safety**
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	0.5	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2016	High Priority Projects from TEA-21	~~$166,680~~	~~$0,000~~	~~$41,670~~	~~$0,000~~	**$208,350**
PE	AUTH	2016	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$80,000~~	~~$0,000~~	~~$20,000~~	~~$0,000~~	**$100,000**
ROW		2019	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$1,600,000	$0,000	$400,000	$0,000	**$2,000,000**
CST		2020	Transportation Funding Act (HB 170)	$0,000	$1,000,000	$0,000	$0,000	**$1,000,000**
CST		2020	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$4,000,000	$0,000	$1,000,000	$0,000	**$5,000,000**
				$5,846,680	**$1,000,000**	**$1,461,670**	**$0,000**	**$8,308,350**

FN-292 | **BIG CREEK PARKWAY - PHASE II**

TBD | FROM WARSAW ROAD TO OLD ALABAMA ROAD

Programmed

Jurisdiction: Fulton County (North)
Sponsor: City of Roswell
Service Type: **Roadway / General Purpose Capacity**
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
0	2	1.9	2030

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2013	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$52,500~~	~~$0,000~~	**$52,500**
PE	AUTH	2017	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$2,395,800~~	~~$0,000~~	**$2,395,800**
ROW		2019	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$15,000,000	$0,000	**$15,000,000**
CST		2020	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$36,293,009	$0,000	**$36,293,009**
				$0,000	**$0,000**	**$53,741,309**	**$0,000**	**$53,741,309**

FN-300	**JONES BRIDGE ROAD WIDENING**	**Jurisdiction**	Fulton County (North)	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
TBD	FROM WATERS ROAD TO STATE BRIDGE ROAD	**Sponsor**	City of Johns Creek	**2**	**4**	**1.7**	**2030**
Programmed		**Service Type**	**Roadway / General Purpose Capacity**	**Analysis**	In the Region's Air Quality Conformity Analysis	**LCI** ☐ **Flex** ☐	

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE		2020	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$250,000	$0,000	**$250,000**
ROW		2021	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$3,250,000	$0,000	**$3,250,000**
CST		2022	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$7,500,000	$0,000	**$7,500,000**
				$0,000	**$0,000**	**$11,000,000**	**$0,000**	**$11,000,000**

FN-301	**WINDWARD PARKWAY WIDENING AND COMPLETE STREETS**	**Jurisdiction**	Fulton County (North)	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
N/A	FROM SR 400 INTERCHANGE TO SR 9	**Sponsor**	City of Alpharetta	**4**	**6**	**1.1**	**2020**
Programmed		**Service Type**	**Roadway / Interchange Capacity**	**Analysis**	In the Region's Air Quality Conformity Analysis	**LCI** ☐ **Flex** ☐	

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2016	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$800,000~~	~~$0,000~~	~~$200,000~~	~~$0,000~~	**$1,000,000**
ROW	AUTH	2018	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$1,000,000~~	~~$0,000~~	**$1,000,000**
CST		2020	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$6,000,000	$0,000	**$6,000,000**
				$800,000	**$0,000**	**$7,200,000**	**$0,000**	**$8,000,000**

FN-302	BIG CREEK GREENWAY CONNECTION	Jurisdiction: Fulton County (North)	Existing	Planned	Length (mi.)	Network Year
0015078	FROM COGBURN ROAD/BETHANY BEND TO BIG CREEK GREENWAY AT MARCONI DRIVE	Sponsor: City of Milton	N/A	N/A	5.6	TBD
Programmed		Service Type: Last Mile Connectivity / Sidepaths and Trails	Analysis: Exempt from Air Quality Analysis (40 CFR 93)			LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2017	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$400,000~~	~~$0,000~~	~~$100,000~~	~~$0,000~~	**$500,000**
ROW		2019	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$1,000,000	$0,000	**$1,000,000**
UTL		2021	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$50,000	$0,000	**$50,000**
CST		2021	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$3,000,000	$0,000	**$3,000,000**
				$400,000	**$0,000**	**$4,150,000**	**$0,000**	**$4,550,000**

FN-304	PATH 400 TRAIL EXTENSION	Jurisdiction: Fulton County (North)	Existing	Planned	Length (mi.)	Network Year
0015023	FROM LORIDANS DRIVE TO JOHNSON FERRY ROAD	Sponsor: City of Sandy Springs	N/A	N/A	2.3	TBD
Programmed		Service Type: Last Mile Connectivity / Sidepaths and Trails	Analysis: Exempt from Air Quality Analysis (40 CFR 93)			LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2016	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$144,000~~	~~$0,000~~	~~$36,000~~	~~$0,000~~	**$180,000**
PE	AUTH	2016	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	~~$496,000~~	~~$0,000~~	~~$124,000~~	~~$0,000~~	**$620,000**
PE		2019	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$830,400	$0,000	$207,600	$0,000	**$1,038,000**
ROW		2021	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$356,000	$0,000	**$356,000**
CST		2022	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$3,120,000	$0,000	**$3,120,000**
				$1,470,400	**$0,000**	**$3,843,600**	**$0,000**	**$5,314,000**

FS-209 | **SOUTH FULTON SCENIC BYWAY MULTI-USE TRAIL - PHASE I**

0009643 | FROM COCHRAN MILL PARK TO PHILLIPS ROAD

Programmed

Jurisdiction: Fulton County (South)
Sponsor: Chattahoochee Hills

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	3.1	TBD

Service Type: Last Mile Connectivity / Sidepaths and Trails
Analysis: Exempt from Air Quality Analysis (40 CFR 93)
LCI: ☐ **Flex:** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ROW	AUTH	2017	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$25,000~~	~~$0,000~~	**$25,000**
CST		2019	Federal Earmark Funding	$449,950	$0,000	$112,487	$0,000	**$562,437**
				$449,950	**$0,000**	**$137,487**	**$0,000**	**$587,437**

FS-211 | **SEMMES STREET BICYCLE AND PEDESTRIAN IMPROVEMENTS - PHASE 1**

0007540 | FROM WASHINGTON ROAD TO NORMAN BERRY DRIVE

Programmed

Jurisdiction: Fulton County (South)
Sponsor: City of East Point

Existing	Planned	Length (mi.)	Network Year
2	2	0.7	TBD

Service Type: Last Mile Connectivity / Joint Bike-Ped Facilities
Analysis: Exempt from Air Quality Analysis (40 CFR 93)
LCI: ☐ **Flex:** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2009	Federal Earmark Funding	~~$192,000~~	~~$0,000~~	~~$48,000~~	~~$0,000~~	**$240,000**
ROW	AUTH	2013	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$100,000~~	~~$0,000~~	**$100,000**
CST		2019	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$475,083	$0,000	**$475,083**
CST	AUTH	2019	Federal Earmark Funding	~~$652,236~~	~~$0,000~~	~~$163,059~~	~~$0,000~~	**$815,295**
				$844,236	**$0,000**	**$786,142**	**$0,000**	**$1,630,378**

FS-215	**WELCOME ALL ROAD INTERSECTION STUDY**	**Jurisdiction** Fulton County (South)	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0016063	AT AT SR 6 (CAMP CREEK PARKWAY)	**Sponsor** City of East Point	**N/A**	**N/A**	**N/A**	**TBD**
Completed		**Service Type** **Other / Scoping**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
SCP	AUTH	2018	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$500,000~~	~~$0,000~~	**$500,000**
				$0,000	**$0,000**	**$500,000**	**$0,000**	**$500,000**

FS-217	**CAMPBELLTON ROAD INTERSECTION IMPROVEMENT**	**Jurisdiction** Fulton County (South)	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
731830-	AT NEW HOPE ROAD / BOAT ROCK ROAD	**Sponsor** GDOT	**N/A**	**N/A**	**N/A**	**TBD**
Programmed		**Service Type** **Roadway / Operations & Safety**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2013	STP - Statewide Flexible (GDOT)	~~$350,000~~	~~$0,000~~	~~$0,000~~	~~$0,000~~	**$350,000**
ROW	AUTH	2018	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	~~$2,390,000~~	~~$0,000~~	~~$0,000~~	~~$0,000~~	**$2,390,000**
UTL		2019	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$1,081,041	$0,000	$0,000	$0,000	**$1,081,041**
CST	AUTH	2019	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$1,312,000~~	~~$0,000~~	~~$0,000~~	~~$0,000~~	**$1,312,000**
CST	AUTH	2019	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	~~$4,170,797~~	~~$0,000~~	~~$0,000~~	~~$0,000~~	**$4,170,797**
				$9,303,838	**$0,000**	**$0,000**	**$0,000**	**$9,303,838**

FS-234 | **WEST BROAD STREET BICYCLE AND PEDESTRIAN FACILITIES**

0012636 | FROM SMITH STREET TO SR 138

Programmed

Jurisdiction: Fulton County (South)
Sponsor: City of Fairburn
Service Type: **Last Mile Connectivity / Joint Bike-Ped Facilities**
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	0.5	TBD

LCI: X
Flex:

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2013	STP - Urban (>200K) (ARC)	~~$100,000~~	~~$0,000~~	~~$25,000~~	~~$0,000~~	**$125,000**
PE	AUTH	2014	STP - Urban (>200K) (ARC)	~~$490,000~~	~~$0,000~~	~~$122,500~~	~~$0,000~~	**$612,500**
ROW	AUTH	2017	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$456,000~~	~~$0,000~~	~~$114,000~~	~~$0,000~~	**$570,000**
CST		2019	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$3,321,940	$0,000	$830,485	$0,000	**$4,152,425**
				$4,367,940	**$0,000**	**$1,091,985**	**$0,000**	**$5,459,925**

FS-235 | **NEW HOPE ROAD PEDESTRIAN FACILTIIES**

0012637 | FROM SR 166 (CAMPBELL ROAD) TO TO DANFORTH ROAD

Programmed

Jurisdiction: Fulton County (South)
Sponsor: City of South Fulton
Service Type: **Last Mile Connectivity / Pedestrian Facility**
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	1.8	TBD

LCI:
Flex:

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2013	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$126,247~~	~~$0,000~~	**$126,247**
ROW	AUTH	2017	STP - Urban (>200K) (ARC)	~~$603,628~~	~~$0,000~~	~~$1,306,372~~	~~$0,000~~	**$1,910,000**
UTL		2022	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$80,000	$0,000	$20,000	$0,000	**$100,000**
CST		2022	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$800,000	$0,000	$1,203,974	$0,000	**$2,003,974**
				$1,483,628	**$0,000**	**$2,656,593**	**$0,000**	**$4,140,221**

FS-279 | **DOWNTOWN EAST POINT/MARTA STATION MULTIMODAL IMPROVEMENTS**

0012638

Programmed

Jurisdiction: Fulton County (South)
Sponsor: City of East Point

Existing	Planned	Length (mi.)	Network Year
4	3	N/A	2020

Service Type: Last Mile Connectivity / Complete Street Retrofit
Analysis: In the Region's Air Quality Conformity Analysis
LCI: X
Flex:

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2013	STP - Urban (>200K) (ARC)	~~$0,000~~	~~$0,000~~	~~$0,000~~	~~$0,000~~	**$0,000**
PE	AUTH	2014	STP - Urban (>200K) (ARC)	~~$547,137~~	~~$0,000~~	~~$136,784~~	~~$0,000~~	**$683,921**
ROW	AUTH	2019	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$1,352,000~~	~~$0,000~~	~~$338,000~~	~~$0,000~~	**$1,690,000**
CST		2022	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$3,082,880	$0,000	$2,561,320	$0,000	**$5,644,200**
				$4,982,017	**$0,000**	**$3,036,104**	**$0,000**	**$8,018,121**

FS-280 | **GLOBAL GATEWAY CONNECTOR**

0015080/0012882

Programmed

Jurisdiction: Fulton County (South)
Sponsor: City of College Park

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	1.2	TBD

Service Type: Last Mile Connectivity / Sidepaths and Trails
Analysis: Exempt from Air Quality Analysis (40 CFR 93)
LCI:
Flex:

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
SCP	AUTH	2014	TAP - Urban (>200K) (ARC)	~~$200,000~~	~~$0,000~~	~~$50,000~~	~~$0,000~~	**$250,000**
PE	AUTH	2016	TAP - Urban (>200K) (ARC)	~~$535,626~~	~~$0,000~~	~~$133,907~~	~~$0,000~~	**$669,533**
ROW		2019	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$25,000	$0,000	**$25,000**
UTL		2020	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$50,000	$0,000	**$50,000**
CST		2020	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$6,351,364	$0,000	**$6,351,364**
				$735,626	**$0,000**	**$6,610,271**	**$0,000**	**$7,345,897**

FS-282

US 19/41/SR 3 (METROPOLITAN PARKWAY) AND SR 6 (CAMP CREEK PARKWAY) SIGNAL UPGRADES

0012818

AT 16 LOCATIONS

Programmed

Jurisdiction Fulton County (South)

Sponsor GDOT

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

Service Type Roadway / Operations & Safety

Analysis Exempt from Air Quality Analysis (40 CFR 93)

LCI ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2014	STP - Urban (>200K) (ARC)	~~$320,000~~	~~$0,000~~	~~$80,000~~	~~$0,000~~	**$400,000**
ROW	AUTH	2017	Congestion Mitigation & Air Quality Improvement (CMAQ)	~~$344,000~~	~~$86,000~~	~~$0,000~~	~~$0,000~~	**$430,000**
UTL		2019	Congestion Mitigation & Air Quality Improvement (CMAQ)	$83,232	$20,808	$0,000	$0,000	**$104,040**
CST	AUTH	2019	Congestion Mitigation & Air Quality Improvement (CMAQ)	~~$2,003,237~~	~~$0,000~~	~~$0,000~~	~~$0,000~~	**$2,003,237**
				$2,750,469	**$106,808**	**$80,000**	**$0,000**	**$2,937,277**

FS-283

SR/14 US 29 BRIDGE UPGRADE

0013809

AT CSX RAIL LINE 2.6 MILES NORTHEAST OF UNION CITY

Programmed

Jurisdiction Fulton County (South)

Sponsor GDOT

Existing	Planned	Length (mi.)	Network Year
2	2	0.4	TBD

Service Type Roadway / Bridge Upgrade

Analysis Exempt from Air Quality Analysis (40 CFR 93)

LCI ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2016	National Highway System	~~$800,000~~	~~$200,000~~	~~$0,000~~	~~$0,000~~	**$1,000,000**
ROW		2020	National Highway Performance Program (NHPP)	$200,000	$50,000	$0,000	$0,000	**$250,000**
CST		2022	National Highway Performance Program (NHPP)	$1,840,000	$460,000	$0,000	$0,000	**$2,300,000**
				$2,840,000	**$710,000**	**$0,000**	**$0,000**	**$3,550,000**

FS-286A	SOUTH FULTON BRIDGE REPLACEMENT PROGRAM	Jurisdiction: Fulton County (South)	Existing	Planned	Length (mi.)	Network Year
0015083	AT DEMONEY ROAD AT DEEP CREEK	Sponsor: Fulton County	N/A	N/A	0.4	TBD
Programmed		Service Type: Roadway / Bridge Upgrade	Analysis: Exempt from Air Quality Analysis (40 CFR 93)			LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2017	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$240,000~~	~~$0,000~~	~~$60,000~~	~~$0,000~~	**$300,000**
ROW		2020	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$185,000	$0,000	**$185,000**
CST		2021	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$2,724,107	$0,000	**$2,724,107**
				$240,000	**$0,000**	**$2,969,107**	**$0,000**	**$3,209,107**

FS-286B	SOUTH FULTON BRIDGE REPLACEMENT PROGRAM	Jurisdiction: Fulton County (South)	Existing	Planned	Length (mi.)	Network Year
0015529	AT COCHRAN ROAD AT DEEP CREEK	Sponsor: Fulton County	N/A	N/A	0.4	TBD
Programmed		Service Type: Roadway / Bridge Upgrade	Analysis: Exempt from Air Quality Analysis (40 CFR 93)			LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2017	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$240,000~~	~~$0,000~~	~~$60,000~~	~~$0,000~~	**$300,000**
ROW		2020	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$145,000	$0,000	**$145,000**
CST		2021	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$1,719,827	$0,000	**$1,719,827**
				$240,000	**$0,000**	**$1,924,827**	**$0,000**	**$2,164,827**

FS-286C	**SOUTH FULTON BRIDGE REPLACEMENT PROGRAM**	**Jurisdiction** Fulton County (South)	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0015530	AT COCHRAN ROAD AT CAMP CREEK	**Sponsor** Fulton County	**N/A**	**N/A**	**0.4**	**TBD**
Programmed		**Service Type** **Roadway / Bridge Upgrade**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2017	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$240,000~~	~~$0,000~~	~~$60,000~~	~~$0,000~~	**$300,000**
ROW		2020	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$138,000	$0,000	**$138,000**
CST		2021	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$1,923,252	$0,000	**$1,923,252**
				$240,000	**$0,000**	**$2,121,252**	**$0,000**	**$2,361,252**

FS-288	**SR 279 (OLD NATIONAL HIGHWAY) SIDEWALKS - PHASE II**	**Jurisdiction** Fulton County (South)	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0015624	FROM FLAT SHOALS ROAD TO JONESBORO ROAD	**Sponsor** Fulton County	**N/A**	**N/A**	**N/A**	**TBD**
Programmed		**Service Type** **Last Mile Connectivity / Pedestrian Facility**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ROW		2020	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$300,000	$0,000	$748,000	$0,000	**$1,048,000**
UTL		2021	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$160,000	$0,000	$40,000	$0,000	**$200,000**
CST		2021	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$1,588,000	$0,000	$1,062,000	$0,000	**$2,650,000**
				$2,048,000	**$0,000**	**$1,850,000**	**$0,000**	**$3,898,000**

FS-289 | **BUFFINGTON ROAD WIDENING**

0013948 | FROM ROCK QUARRY ROAD TO SR 14/US 29

Programmed

Jurisdiction: Fulton County (South)
Sponsor: GDOT
Service Type: Roadway / General Purpose Capacity
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
2	4	0.9	2030

LCI ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2016	Transportation Funding Act (HB 170)	~~$0,000~~	~~$1,160,683~~	~~$0,000~~	~~$0,000~~	**$1,160,683**
PE	AUTH	2019	Transportation Funding Act (HB 170)	~~$0,000~~	~~$800,000~~	~~$0,000~~	~~$0,000~~	**$800,000**
ROW		2019	Transportation Funding Act (HB 170)	$0,000	$14,625,000	$0,000	$0,000	**$14,625,000**
UTL		2021	Transportation Funding Act (HB 170)	$0,000	$2,306,600	$0,000	$0,000	**$2,306,600**
CST		2021	Transportation Funding Act (HB 170)	$0,000	$11,993,327	$0,000	$0,000	**$11,993,327**
				$0,000	**$30,885,610**	**$0,000**	**$0,000**	**$30,885,610**

FS-290 | **OAKLEY ROAD BRIDGE REPLACEMENT**

0015642 | AT BROADANAX CREEK

Programmed

Jurisdiction: Fulton County (South)
Sponsor: GDOT
Service Type: Roadway / Bridge Upgrade
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
2	2	0.4	TBD

LCI ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2019	Surface Transportation Block Grant (STBG) Program Off-System Bridge	~~$400,000~~	~~$100,000~~	~~$0,000~~	~~$0,000~~	**$500,000**
ROW		2021	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$125,000	$0,000	**$125,000**
ROW		2021	Surface Transportation Block Grant (STBG) Program Off-System Bridge	$100,000	$25,000	$0,000	$0,000	**$125,000**
UTL		2023	Surface Transportation Block Grant (STBG) Program Off-System Bridge	$24,000	$6,000	$0,000	$0,000	**$30,000**
CST		2023	Surface Transportation Block Grant (STBG) Program Off-System Bridge	$800,000	$200,000	$0,000	$0,000	**$1,000,000**
				$1,324,000	**$331,000**	**$125,000**	**$0,000**	**$1,780,000**

FS-AR-182	**I-85 SOUTH INTERCHANGE IMPROVEMENTS**	**Jurisdiction**	Regional - Southwest	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0007841	AT SR 74 (SENOIA ROAD)	**Sponsor**	City of Fairburn	**Var**	**Var**	**0.4**	**2030**
Programmed		**Service Type**	**Roadway / Interchange Capacity**	**Analysis**	In the Region's Air Quality Conformity Analysis		**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
SCP	AUTH	2011	National Highway System	~~$40,000~~	~~$10,000~~	~~$0,000~~	~~$0,000~~	**$50,000**
PE	AUTH	2012	National Highway System	~~$1,170,702~~	~~$292,675~~	~~$0,000~~	~~$0,000~~	**$1,463,377**
PE	AUTH	2016	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$831,600~~	~~$207,900~~	~~$0,000~~	~~$0,000~~	**$1,039,500**
PE	AUTH	2017	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$150,000~~	~~$0,000~~	~~$37,500~~	~~$0,000~~	**$187,500**
ROW	AUTH	2019	National Highway Performance Program (NHPP)	~~$13,355,090~~	~~$3,338,773~~	~~$0,000~~	~~$0,000~~	**$16,693,863**
ROW		2020	National Highway Performance Program (NHPP)	$11,151,568	$2,787,892	$0,000	$0,000	**$13,939,460**
UTL		2021	National Highway Performance Program (NHPP)	$282,989	$70,747	$0,000	$0,000	**$353,736**
CST		2021	National Highway Performance Program (NHPP)	$25,198,193	$6,299,548	$0,000	$0,000	**$31,497,741**
CST		2021	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$7,000,000	$1,750,000	$0,000	$0,000	**$8,750,000**
				$59,180,142	**$14,757,535**	**$37,500**	**$0,000**	**$73,975,177**

FS-AR-183	**I-85 SOUTH INTERCHANGE IMPROVEMENTS**	**Jurisdiction**	Regional - Southwest	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0007842	AT SR 138 (JONESBORO ROAD)	**Sponsor**	GDOT	**N/A**	**N/A**	**0.4**	**2030**
Programmed		**Service Type**	**Roadway / Interchange Upgrade**	**Analysis**	In the Region's Air Quality Conformity Analysis		**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2014	National Highway System	~~$2,523,703~~	~~$630,926~~	~~$0,000~~	~~$0,000~~	**$3,154,629**
PE	AUTH	2019	National Highway Performance Program (NHPP)	~~$160,000~~	~~$40,000~~	~~$0,000~~	~~$0,000~~	**$200,000**
ROW		2023	National Highway Performance Program (NHPP)	$10,552,415	$2,638,104	$0,000	$0,000	**$13,190,519**
UTL		LR 2024-2030	General Federal Aid 2024-2040	$1,743,429	$435,857	$0,000	$0,000	**$2,179,286**
CST		LR 2024-2030	General Federal Aid 2024-2040	$28,591,010	$7,147,752	$0,000	$0,000	**$35,738,762**
				$43,570,557	**$10,892,639**	**$0,000**	**$0,000**	**$54,463,196**

FS-AR-184	**I-285 INTERCHANGE IMPROVEMENTS**	**Jurisdiction** Regional - Southwest	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
TBD	AT CASCADE ROAD	**Sponsor** Fulton County	**N/A**	**N/A**	**N/A**	**TBD**
Long Range		**Service Type** **Roadway / Interchange Upgrade**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ALL		LR 2031-2040	General Federal Aid 2024-2040	$14,240,000	$0,000	$3,560,000	$0,000	**$17,800,000**
				$14,240,000	**$0,000**	**$3,560,000**	**$0,000**	**$17,800,000**

FT-001A	**SR 9 (ATLANTA HIGHWAY) WIDENING**	**Jurisdiction** Forsyth County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0007843	FROM FULTON COUNTY LINE TO MCFARLAND ROAD	**Sponsor** GDOT	**2**	**4**	**0.9**	**2030**
Programmed		**Service Type** **Roadway / General Purpose Capacity**	**Analysis** In the Region's Air Quality Conformity Analysis			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2011	STP - Statewide Flexible (GDOT)	~~$620,833~~	~~$155,208~~	~~$0,000~~	~~$0,000~~	**$776,041**
PE	AUTH	2016	Transportation Funding Act (HB 170)	~~$0,000~~	~~$1,505,000~~	~~$0,000~~	~~$0,000~~	**$1,505,000**
PE	AUTH	2019	Transportation Funding Act (HB 170)	~~$0,000~~	~~$300,000~~	~~$0,000~~	~~$0,000~~	**$300,000**
ROW	AUTH	2017	Transportation Funding Act (HB 170)	~~$0,000~~	~~$7,440,000~~	~~$0,000~~	~~$0,000~~	**$7,440,000**
UTL		2022	Transportation Funding Act (HB 170)	$0,000	$1,318,919	$0,000	$0,000	**$1,318,919**
CST		2022	Transportation Funding Act (HB 170)	$0,000	$8,718,719	$0,000	$0,000	**$8,718,719**
				$620,833	**$19,437,846**	**$0,000**	**$0,000**	**$20,058,679**

FT-001B | **SR 9 (ATLANTA HIGHWAY): SEGMENT 2 - WIDENING**

0007844 | FROM MCFARLAND ROAD TO SR 371 (POST ROAD)

Programmed

Jurisdiction: Forsyth County | Sponsor: GDOT | Service Type: **Roadway / General Purpose Capacity** | Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
2	4	2.2	2030

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2007	STP - Statewide Flexible (GDOT)	~~$893,696~~	~~$223,424~~	~~$0,000~~	~~$0,000~~	**$1,117,120**
PE	AUTH	2016	Transportation Funding Act (HB 170)	~~$0,000~~	~~$2,070,000~~	~~$0,000~~	~~$0,000~~	**$2,070,000**
PE	AUTH	2019	Transportation Funding Act (HB 170)	~~$0,000~~	~~$300,000~~	~~$0,000~~	~~$0,000~~	**$300,000**
ROW	AUTH	2017	Transportation Funding Act (HB 170)	~~$0,000~~	~~$20,870,000~~	~~$0,000~~	~~$0,000~~	**$20,870,000**
UTL		2022	Transportation Funding Act (HB 170)	$0,000	$1,872,031	$0,000	$0,000	**$1,872,031**
CST		2022	Transportation Funding Act (HB 170)	$0,000	$19,077,575	$0,000	$0,000	**$19,077,575**
				$893,696	**$44,413,030**	**$0,000**	**$0,000**	**$45,306,726**

FT-001C | **SR 9 (ATLANTA HIGHWAY): SEGMENT 3 - WIDENING**

0008357 | FROM SR 371 (POST ROAD) TO SR 141 (PEACHTREE PARKWAY)

Programmed

Jurisdiction: Forsyth County | Sponsor: GDOT | Service Type: **Roadway / General Purpose Capacity** | Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
2	4	3.8	2030

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2011	STP - Statewide Flexible (GDOT)	~~$1,921,733~~	~~$480,433~~	~~$0,000~~	~~$0,000~~	**$2,402,166**
PE	AUTH	2016	Transportation Funding Act (HB 170)	~~$0,000~~	~~$2,002,024~~	~~$0,000~~	~~$0,000~~	**$2,002,024**
PE	AUTH	2019	Transportation Funding Act (HB 170)	~~$0,000~~	~~$300,000~~	~~$0,000~~	~~$0,000~~	**$300,000**
ROW	AUTH	2018	Transportation Funding Act (HB 170)	~~$0,000~~	~~$9,220,000~~	~~$0,000~~	~~$0,000~~	**$9,220,000**
UTL		2022	Transportation Funding Act (HB 170)	$0,000	$4,745,281	$0,000	$0,000	**$4,745,281**
CST		2022	Transportation Funding Act (HB 170)	$0,000	$27,000,786	$0,000	$0,000	**$27,000,786**
				$1,921,733	**$43,748,524**	**$0,000**	**$0,000**	**$45,670,257**

FT-001D

SR 9 (ATLANTA HIGHWAY): SEGMENT 4 - WIDENING

121690-

FROM SR 141 (PEACHTREE PARKWAY / BETHELVIEW ROAD) TO SR 20 (BUFORD HIGHWAY)

Programmed

Jurisdiction Forsyth County

Sponsor GDOT

Service Type **Roadway / General Purpose Capacity**

Existing	Planned	Length (mi.)	Network Year
2	4	2.9	2030

Analysis In the Region's Air Quality Conformity Analysis

LCI ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	1992	STP - Rural	~~$510,026~~	~~$127,507~~	~~$0,000~~	~~$0,000~~	**$637,533**
PE	AUTH	1992	STP - Statewide Flexible (GDOT)	~~$2,896,054~~	~~$724,014~~	~~$0,000~~	~~$0,000~~	**$3,620,068**
PE	AUTH	2013	STP - Urban (>200K) (ARC)	~~$800,000~~	~~$200,000~~	~~$0,000~~	~~$0,000~~	**$1,000,000**
ROW	AUTH	1997	State Right-of-Way Funds	~~$0,000~~	~~$250,000~~	~~$0,000~~	~~$0,000~~	**$250,000**
ROW	AUTH	2013	STP - Statewide Flexible (GDOT)	~~$424,000~~	~~$106,000~~	~~$0,000~~	~~$0,000~~	**$530,000**
ROW	AUTH	2017	Transportation Funding Act (HB 170)	~~$0,000~~	~~$25,370,000~~	~~$0,000~~	~~$0,000~~	**$25,370,000**
ROW	AUTH	2017	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	~~$11,570,913~~	~~$2,892,728~~	~~$0,000~~	~~$0,000~~	**$14,463,641**
UTL		2023	Transportation Funding Act (HB 170)	$0,000	$1,831,930	$0,000	$0,000	**$1,831,930**
CST		2023	Transportation Funding Act (HB 170)	$0,000	$16,219,924	$0,000	$0,000	**$16,219,924**
				$16,200,993	**$47,722,103**	**$0,000**	**$0,000**	**$63,923,096**

FT-001E

SR 9 (ATLANTA ROAD / PILGRIM MILL ROAD): SEGMENT 5 - WIDENING

141890-

FROM SR 20 (BUFORD HIGHWAY) TO SR 306 (KEITH BRIDGE ROAD)

Long Range

Jurisdiction Forsyth County

Sponsor GDOT

Service Type **Roadway / General Purpose Capacity**

Existing	Planned	Length (mi.)	Network Year
2	4	2.9	2030

Analysis In the Region's Air Quality Conformity Analysis

LCI ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2008	STP - Statewide Flexible (GDOT)	~~$0,000~~	~~$0,000~~	~~$0,000~~	~~$0,000~~	**$0,000**
ROW		LR 2024-2030	Transportation Funding Act (HB 170)	$0,000	$2,921,000	$0,000	$0,000	**$2,921,000**
CST		LR 2024-2030	Transportation Funding Act (HB 170)	$0,000	$8,836,000	$0,000	$0,000	**$8,836,000**
				$0,000	**$11,757,000**	**$0,000**	**$0,000**	**$11,757,000**

FT-030 | **SR 371 (POST ROAD)**

0006915 | FROM SR 9 (ATLANTA HIGHWAY) TO KELLY MILL ROAD

Programmed

Jurisdiction: Forsyth County
Sponsor: Forsyth County
Service Type: Roadway / General Purpose Capacity
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
2	4	3.8	2030

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2016	Transportation Funding Act (HB 170)	~~$0,000~~	~~$50,000~~	~~$0,000~~	~~$0,000~~	**$50,000**
PE	AUTH	2016	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$1,301,270~~	~~$0,000~~	**$1,301,270**
PE	AUTH	2019	Transportation Funding Act (HB 170)	~~$0,000~~	~~$80,000~~	~~$0,000~~	~~$0,000~~	**$80,000**
PE		2022	Transportation Funding Act (HB 170)	$0,000	$5,000	$0,000	$0,000	**$5,000**
ROW		LR 2024-2030	Transportation Funding Act (HB 170)	$0,000	$15,045,000	$0,000	$0,000	**$15,045,000**
UTL		LR 2024-2030	Transportation Funding Act (HB 170)	$0,000	$3,119,000	$0,000	$0,000	**$3,119,000**
CST		LR 2024-2030	Transportation Funding Act (HB 170)	$0,000	$40,962,962	$0,000	$0,000	**$40,962,962**
				$0,000	**$59,261,962**	**$1,301,270**	**$0,000**	**$60,563,232**

FT-031 | **SR 371 (POST ROAD)**

0013965 | FROM KELLY MILL ROAD TO SR 20 (CANTON HIGHWAY)

Long Range

Jurisdiction: Forsyth County
Sponsor: Forsyth County
Service Type: Roadway / General Purpose Capacity
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
2	4	2.2	2040

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2018	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$647,500~~	~~$0,000~~	**$647,500**
ALL		LR 2031-2040	Transportation Funding Act (HB 170)	$0,000	$38,570,521	$0,000	$0,000	**$38,570,521**
				$0,000	**$38,570,521**	**$647,500**	**$0,000**	**$39,218,021**

FT-060 | **SR 369 (MATT HIGHWAY) BRIDGE REPLACEMENT**

0013627 | AT SETTINGDOWN CREEK

Programmed

Jurisdiction: Forsyth County | **Sponsor:** GDOT

Existing	Planned	Length (mi.)	Network Year
2	2	0.4	TBD

Service Type: Roadway / Bridge Upgrade

Analysis: Exempt from Air Quality Analysis (40 CFR 93)

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2016	STP - Statewide Flexible (GDOT)	~~$412,000~~	~~$103,000~~	~~$0,000~~	~~$0,000~~	**$515,000**
ROW	AUTH	2018	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	~~$464,000~~	~~$116,000~~	~~$0,000~~	~~$0,000~~	**$580,000**
UTL		2020	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$208,000	$52,000	$0,000	$0,000	**$260,000**
CST		2020	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$2,737,866	$684,467	$0,000	$0,000	**$3,422,333**
				$3,821,866	**$955,467**	**$0,000**	**$0,000**	**$4,777,333**

FT-061A | **SR 20 (CANTON HIGHWAY / CUMMING HIGHWAY) WIDENING**

0002862 | FROM SR 369 (HIGHTOWER ROAD) IN CHEROKEE COUNTY TO SR 371 (POST ROAD) IN FORSYTH COUNTY

Programmed

Jurisdiction: Regional - North | **Sponsor:** GDOT

Existing	Planned	Length (mi.)	Network Year
2	6	6.3	2030

Service Type: Roadway / General Purpose Capacity

Analysis: In the Region's Air Quality Conformity Analysis

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2004	STP - Statewide Flexible (GDOT)	~~$2,336,449~~	~~$584,112~~	~~$0,000~~	~~$0,000~~	**$2,920,561**
PE	AUTH	2014	National Highway Performance Program (NHPP)	~~$1,600,000~~	~~$400,000~~	~~$0,000~~	~~$0,000~~	**$2,000,000**
ROW	AUTH	2019	Transportation Funding Act (HB 170)	~~$0,000~~	~~$15,153,282~~	~~$0,000~~	~~$0,000~~	**$15,153,282**
ROW		2020	Transportation Funding Act (HB 170)	$0,000	$44,216,718	$0,000	$0,000	**$44,216,718**
UTL		2023	Transportation Funding Act (HB 170)	$0,000	$5,371,504	$0,000	$0,000	**$5,371,504**
CST		2023	Transportation Funding Act (HB 170)	$0,000	$68,622,085	$0,000	$0,000	**$68,622,085**
				$3,936,449	**$134,347,701**	**$0,000**	**$0,000**	**$138,284,150**

FT-062A	**SR 369 (BROWNS BRIDGE ROAD) WIDENING**	**Jurisdiction** Forsyth County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0015762	FROM SR 9 (DAHLONEGA HIGHWAY) TO SR 306 (KEITH BRIDGE ROAD)	**Sponsor** GDOT	**2**	**4**	**1.8**	**2020**
Programmed		**Service Type** **Roadway / General Purpose Capacity**	**Analysis** In the Region's Air Quality Conformity Analysis			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2016	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$600,000~~	~~$0,000~~	**$600,000**
ROW	AUTH	2017	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$2,400,000~~	~~$0,000~~	**$2,400,000**
CST		2020	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$12,000,000	$0,000	**$12,000,000**
				$0,000	**$0,000**	**$15,000,000**	**$0,000**	**$15,000,000**

FT-062C	**SR 369 (BROWNS BRIDGE ROAD) BRIDGE REPLACEMENT**	**Jurisdiction** Forsyth County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
122017-	AT TWO MILE CREEK / LAKE LANIER	**Sponsor** GDOT	**2**	**2**	**0.6**	**TBD**
Programmed		**Service Type** **Roadway / Bridge Upgrade**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	1993	On-System Bridges	~~$1,389,073~~	~~$347,268~~	~~$0,000~~	~~$0,000~~	**$1,736,341**
ROW	AUTH	2016	On-System Bridges	~~$384,000~~	~~$96,000~~	~~$0,000~~	~~$0,000~~	**$480,000**
CST	AUTH	2017	STATE (41607)	~~$0,000~~	~~$10,110,778~~	~~$0,000~~	~~$0,000~~	**$10,110,778**
				$1,773,073	**$10,554,046**	**$0,000**	**$0,000**	**$12,327,119**

FT-062D | **SR 400 - NEW INTERCHANGE**

0013369 | AT SR 369 (BROWNS BRIDGE ROAD)

Programmed

Jurisdiction: Forsyth County
Sponsor: GDOT
Service Type: Roadway / Interchange Capacity
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	0.4	2030

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2016	Transportation Funding Act (HB 170)	~~$0,000~~	~~$55,000~~	~~$0,000~~	~~$0,000~~	**$55,000**
PE	AUTH	2016	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$1,013,008~~	~~$0,000~~	**$1,013,008**
ROW	AUTH	2018	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$10,600,000~~	~~$0,000~~	**$10,600,000**
UTL		2020	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$1,546,000	$0,000	**$1,546,000**
CST		2020	Transportation Funding Act (HB 170)	$0,000	$7,000,000	$0,000	$0,000	**$7,000,000**
CST		2020	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$18,247,499	$0,000	**$18,247,499**
				$0,000	**$7,055,000**	**$31,406,507**	**$0,000**	**$38,461,507**

FT-065A | **MCFARLAND ROAD: SEGMENT 1 - WIDENING**

N/A | FROM MCGINNIS FERRY ROAD TO SR 400

Long Range

Jurisdiction: Forsyth County
Sponsor: Forsyth County
Service Type: Roadway / General Purpose Capacity
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
4	6	1.1	2030

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ALL		LR 2024-2030	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$5,700,000	$0,000	**$5,700,000**
				$0,000	**$0,000**	**$5,700,000**	**$0,000**	**$5,700,000**

FT-077B | **RONALD REAGAN BOULEVARD: SEGMENT 2 - NEW ALIGNMENT**

N/A | FROM MCFARLAND ROAD TO SHILOH ROAD

Programmed

Jurisdiction: Forsyth County
Sponsor: Forsyth County
Service Type: **Roadway / General Purpose Capacity**
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
0	4	1.2	2020

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2015	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$650,000~~	~~$0,000~~	**$650,000**
ROW	AUTH	2018	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$4,550,000~~	~~$0,000~~	**$4,550,000**
CST		2020	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$13,550,000	$0,000	**$13,550,000**
				$0,000	**$0,000**	**$18,750,000**	**$0,000**	**$18,750,000**

FT-077C | **RONALD REAGAN BOULEVARD: SEGMENT 3 - NEW ALIGNMENT**

N/A | FROM SHILOH ROAD TO MAJORS ROAD

Programmed

Jurisdiction: Forsyth County
Sponsor: Forsyth County
Service Type: **Roadway / General Purpose Capacity**
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
0	4	2	2020

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2015	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$1,000,000~~	~~$0,000~~	**$1,000,000**
ROW	AUTH	2018	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$2,000,000~~	~~$0,000~~	**$2,000,000**
CST		2020	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$21,680,000	$0,000	**$21,680,000**
				$0,000	**$0,000**	**$24,680,000**	**$0,000**	**$24,680,000**

FT-080	**BAGLEY DRIVE WIDENING**	**Jurisdiction** Forsyth County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
N/A	FROM SR 141 (PEACHTREE PARKWAY) TO MATHIS AIRPORT ROAD	**Sponsor** Forsyth County	**2**	**4**	**0.9**	**2030**
Long Range		**Service Type** **Roadway / General Purpose Capacity**	**Analysis** In the Region's Air Quality Conformity Analysis			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ALL		LR 2024-2030	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$3,100,000	$0,000	**$3,100,000**
				$0,000	**$0,000**	**$3,100,000**	**$0,000**	**$3,100,000**

FT-081	**OLD ALPHARETTA ROAD WIDENING**	**Jurisdiction** Forsyth County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
N/A	FROM MCGINNIS FERRY ROAD TO SR 141 (PEACHTREE PARKWAY)	**Sponsor** Forsyth County	**2**	**4**	**2.5**	**2030**
Long Range		**Service Type** **Roadway / General Purpose Capacity**	**Analysis** In the Region's Air Quality Conformity Analysis			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ALL		LR 2024-2030	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$16,600,000	$0,000	**$16,600,000**
				$0,000	**$0,000**	**$16,600,000**	**$0,000**	**$16,600,000**

FT-086 | **SR 369 PASSING LANES**

0013552 | FROM CHEROKEE COUNTY LINE TO WALLACE TATUM ROAD

Long Range

Jurisdiction: Forsyth County
Sponsor: Forsyth County
Service Type: Roadway / Operations & Safety
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
2	2	3.3	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2016	SAFETEA-LU Earmark	~~$113,170~~	~~$28,293~~	~~$0,000~~	~~$0,000~~	**$141,463**
PE	AUTH	2016	Federal Earmark Funding	~~$126,830~~	~~$31,707~~	~~$0,000~~	~~$0,000~~	**$158,537**
PE	AUTH	2016	STP - Urban (>200K) (ARC)	~~$800,000~~	~~$0,000~~	~~$200,000~~	~~$0,000~~	**$1,000,000**
ALL		LR 2031-2040	General Federal Aid 2024-2040	$15,188,899	$3,797,225	$0,000	$0,000	**$18,986,124**
				$16,228,899	**$3,857,225**	**$200,000**	**$0,000**	**$20,286,124**

FT-306B | **SR 306 (KEITH BRIDGE ROAD): SEGMENT 2 - WIDENING**

0013571 | FROM SR 400 TO PARKS ROAD (INCLUDING BALDRIDGE & SIX MILE CREEK)

Long Range

Jurisdiction: Forsyth County
Sponsor: GDOT
Service Type: Roadway / General Purpose Capacity
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
2	4	2.42	2040

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2018	Transportation Funding Act (HB 170)	~~$0,000~~	~~$30,000~~	~~$0,000~~	~~$0,000~~	**$30,000**
PE	AUTH	2018	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$475,000~~	~~$0,000~~	**$475,000**
ALL		LR 2031-2040	Transportation Funding Act (HB 170)	$0,000	$37,297,000	$0,000	$0,000	**$37,297,000**
				$0,000	**$37,327,000**	**$475,000**	**$0,000**	**$37,802,000**

FT-313	**SR 20 WIDENING**	**Jurisdiction** Regional - North	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0003682	FROM SR 371 TO EAST OF NORTH CORNERS PARKWAY	**Sponsor** GDOT	**2**	**6**	**5.2**	**2030**
Programmed		**Service Type** **Roadway / General Purpose Capacity**	**Analysis** In the Region's Air Quality Conformity Analysis			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2006	Federal Earmark Funding	~~$320,000~~	~~$80,000~~	~~$0,000~~	~~$0,000~~	**$400,000**
PE	AUTH	2006	STP - Statewide Flexible (GDOT)	~~$3,128,666~~	~~$782,167~~	~~$0,000~~	~~$0,000~~	**$3,910,833**
ROW	AUTH	2018	Transportation Funding Act (HB 170)	~~$0,000~~	~~$8,788,537~~	~~$0,000~~	~~$0,000~~	**$8,788,537**
ROW	AUTH	2019	Transportation Funding Act (HB 170)	~~$0,000~~	~~$16,180,971~~	~~$0,000~~	~~$0,000~~	**$16,180,971**
ROW		2020	Transportation Funding Act (HB 170)	$0,000	$16,904,745	$0,000	$0,000	**$16,904,745**
ROW		2021	Transportation Funding Act (HB 170)	$0,000	$19,305,747	$0,000	$0,000	**$19,305,747**
UTL		2021	Transportation Funding Act (HB 170)	$0,000	$3,166,800	$0,000	$0,000	**$3,166,800**
CST		2021	Transportation Funding Act (HB 170)	$0,000	$53,599,150	$0,000	$0,000	**$53,599,150**
				$3,448,666	**$118,808,117**	**$0,000**	**$0,000**	**$122,256,783**

FT-324

SR 400 - NEW INTERCHANGE INCLUDING WIDENING AND AUXILIARY LANES

0007526

AT MCGINNIS FERRY ROAD

Programmed

Jurisdiction Forsyth County

Sponsor Forsyth County

Existing	Planned	Length (mi.)	Network Year
Var	Var	4.5	2030

Service Type Roadway / Interchange Capacity

Analysis In the Region's Air Quality Conformity Analysis

LCI ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
SCP	AUTH	2013	Federal Earmark Funding	~~$2,089,938~~	~~$0,000~~	~~$522,484~~	~~$0,000~~	**$2,612,422**
PE	AUTH	2012	Federal Earmark	~~$250,000~~	~~$0,000~~	~~$62,500~~	~~$0,000~~	**$312,500**
ROW	AUTH	2017	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$3,630,000~~	~~$0,000~~	**$3,630,000**
ROW	AUTH	2017	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$4,000,000~~	~~$0,000~~	~~$1,000,000~~	~~$0,000~~	**$5,000,000**
ROW	AUTH	2018	Transportation Funding Act (HB 170)	~~$0,000~~	~~$4,330,000~~	~~$0,000~~	~~$0,000~~	**$4,330,000**
UTL		2020	Transportation Funding Act (HB 170)	$0,000	$3,747,942	$0,000	$0,000	**$3,747,942**
CST		2020	Transportation Funding Act (HB 170)	$0,000	$23,893,515	$0,000	$0,000	**$23,893,515**
CST		2020	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$10,378,014	$0,000	**$10,378,014**
				$6,339,938	**$31,971,457**	**$15,592,998**	**$0,000**	**$53,904,393**

FT-330

OLD ATLANTA ROAD: SEGMENT 3 - WIDENING

N/A

FROM JAMES BURGESS ROAD TO OLD ATLANTA CLUB

Programmed

Jurisdiction Forsyth County

Sponsor Forsyth County

Existing	Planned	Length (mi.)	Network Year
2	4	1.1	2020

Service Type Roadway / General Purpose Capacity

Analysis In the Region's Air Quality Conformity Analysis

LCI ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ROW	AUTH	2015	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$1,187,500~~	~~$0,000~~	**$1,187,500**
CST		2020	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$12,812,500	$0,000	**$12,812,500**
				$0,000	**$0,000**	**$14,000,000**	**$0,000**	**$14,000,000**

FT-331	**OLD ATLANTA ROAD: SEGMENT 4 - WIDENING**	**Jurisdiction** Forsyth County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**	
N/A	FROM OLD ATLANTA CLUB TO ST. MARLO COUNTRY CLUB WAY	**Sponsor** Forsyth County	**2**	**4**	**1.2**	**2020**	
Programmed		**Service Type** **Roadway / General Purpose Capacity**	**Analysis** In the Region's Air Quality Conformity Analysis			**LCI** ☐ **Flex** ☐	

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ROW	AUTH	2015	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$950,000~~	~~$0,000~~	**$950,000**
CST		2020	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$8,550,000	$0,000	**$8,550,000**
				$0,000	**$0,000**	**$9,500,000**	**$0,000**	**$9,500,000**

FT-335	**SR 9 (DAHLONEGA HIGHWAY) INTERSECTION IMPROVEMENTS**	**Jurisdiction** Forsyth County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**	
0016066	AT AT JEWELL BENNETT ROAD	**Sponsor** Forsyth County	**N/A**	**N/A**	**N/A**	**TBD**	
Programmed		**Service Type** **Roadway / Operations & Safety**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐	

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2019	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$160,000~~	~~$0,000~~	~~$40,000~~	~~$0,000~~	**$200,000**
ROW		2021	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$160,000	$0,000	$40,000	$0,000	**$200,000**
UTL		2022	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$80,000	$0,000	$20,000	$0,000	**$100,000**
CST		2022	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$880,000	$0,000	$220,000	$0,000	**$1,100,000**
				$1,280,000	**$0,000**	**$320,000**	**$0,000**	**$1,600,000**

GW-020D

SR 20 (BUFORD DRIVE) WIDENING

0007850

FROM I-85 NORTH TO ROCK SPRINGS ROAD

Programmed

Jurisdiction Regional - Northeast

Sponsor GDOT

Existing	Planned	Length (mi.)	Network Year
4	8	0.8	2030

Service Type Roadway / General Purpose Capacity

Analysis In the Region's Air Quality Conformity Analysis

LCI ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE		2023	Transportation Funding Act (HB 170)	$0,000	$699,953	$0,000	$0,000	**$699,953**
ROW		LR 2024-2030	Transportation Funding Act (HB 170)	$0,000	$3,148,187	$0,000	$0,000	**$3,148,187**
CST		LR 2024-2030	General Federal Aid 2024-2040	$12,159,184	$3,039,796	$0,000	$0,000	**$15,198,980**
				$12,159,184	**$6,887,936**	**$0,000**	**$0,000**	**$19,047,120**

GW-269

SR 124 (SCENIC HIGHWAY) WIDENING

0006921

FROM US 78 (MAIN STREET) TO TO SUGARLOAF PARKWAY

Long Range

Jurisdiction Gwinnett County

Sponsor GDOT

Existing	Planned	Length (mi.)	Network Year
4	6	4.3	2040

Service Type Roadway / General Purpose Capacity

Analysis In the Region's Air Quality Conformity Analysis

LCI ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2019	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$4,800,000~~	~~$0,000~~	~~$1,200,000~~	~~$0,000~~	**$6,000,000**
ALL		LR 2024-2030	Transportation Funding Act (HB 170)	$30,638,223	$7,659,556	$0,000	$0,000	**$38,297,779**
				$35,438,223	**$7,659,556**	**$1,200,000**	**$0,000**	**$44,297,779**

GW-290	**SR 120 (DULUTH HIGHWAY) BRIDGE REPLACEMENT**	**Jurisdiction** Gwinnett County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
132986-	AT SINGLETON CREEK	**Sponsor** GDOT	**2**	**2**	**0.4**	**TBD**
Programmed		**Service Type** **Roadway / Bridge Upgrade**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2014	STP - Statewide Flexible (GDOT)	~~$560,000~~	~~$140,000~~	~~$0,000~~	~~$0,000~~	**$700,000**
ROW	AUTH	2005	On-System Bridges	~~$172,585~~	~~$43,146~~	~~$0,000~~	~~$0,000~~	**$215,731**
UTL		2020	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$894,316	$223,579	$0,000	$0,000	**$1,117,895**
CST		2020	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$3,568,023	$892,006	$0,000	$0,000	**$4,460,029**
				$5,194,924	**$1,298,731**	**$0,000**	**$0,000**	**$6,493,655**

GW-308B	**SUGARLOAF PARKWAY EXTENSION: PHASE 2 - NEW ALIGNMENT**	**Jurisdiction** Regional - Northeast	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0006924	FROM SR 316 EAST OF LAWRENCEVILLE TO I-85	**Sponsor** Gwinnett County	**0**	**4**	**6.8**	**2040**
Programmed		**Service Type** **Roadway / General Purpose Capacity**	**Analysis** In the Region's Air Quality Conformity Analysis			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2006	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$10,000,000~~	~~$0,000~~	**$10,000,000**
PE	AUTH	2018	Federal Earmark Funding	~~$4,499,500~~	~~$0,000~~	~~$4,950,500~~	~~$0,000~~	**$9,450,000**
PE-OV	AUTH	2011	STP - Statewide Flexible (GDOT)	~~$40,000~~	~~$10,000~~	~~$0,000~~	~~$0,000~~	**$50,000**
ROW		2020	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$39,597,000	$0,000	**$39,597,000**
UTL		LR 2031-2040	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$6,414,500	$0,000	**$6,414,500**
CST		LR 2031-2040	General Federal Aid 2024-2040	$165,427,567	$41,356,892	$32,873,241	$0,000	**$239,657,700**
				$169,967,067	**$41,366,892**	**$93,835,241**	**$0,000**	**$305,169,200**

GW-308C | **SUGARLOAF PARKWAY EXTENSION: PHASE 3 - NEW ALIGNMENT**

N/A

FROM I-85 TO PEACHTREE INDUSTRIAL BOULEVARD

Programmed

Jurisdiction: Gwinnett County
Sponsor: Gwinnett County
Service Type: Roadway / General Purpose Capacity
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
0	4	5.8	2040

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2006	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$8,000,000~~	~~$0,000~~	**$8,000,000**
ROW	AUTH	2010	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$8,000,000~~	~~$0,000~~	**$8,000,000**
UTL		LR 2031-2040	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$6,106,500	$0,000	**$6,106,500**
CST		LR 2031-2040	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$109,415,586	$0,000	**$109,415,586**
				$0,000	**$0,000**	**$131,522,086**	**$0,000**	**$131,522,086**

GW-309 | **WEST LIDDELL ROAD / CLUB DRIVE CONNECTOR - NEW ALIGNMENT**

TBD

FROM STEVE REYNOLDS BOULEVARD TO SATELLITE BOULEVARD (INCLUDES I-85 BRIDGE) - DESIGN PHASE WILL INCLUDE ACCESS MANAGEMENT PLAN

Long Range

Jurisdiction: Gwinnett County
Sponsor: Gwinnett County
Service Type: Roadway / General Purpose Capacity
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
2	4	1.1	2030

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2006	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$700,000~~	~~$0,000~~	**$700,000**
PE-OV	AUTH	2011	STP - Statewide Flexible (GDOT)	~~$40,000~~	~~$10,000~~	~~$0,000~~	~~$0,000~~	**$50,000**
ROW	AUTH	2011	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$7,000,000~~	~~$0,000~~	**$7,000,000**
ROW		LR 2024-2030	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$16,600,000	$0,000	**$16,600,000**
UTL		LR 2024-2030	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$300,000	$0,000	**$300,000**
CST		LR 2024-2030	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$17,586,000	$0,000	**$17,586,000**
				$40,000	**$10,000**	**$42,186,000**	**$0,000**	**$42,236,000**

GW-331 | **NORTH EVERMORE PARKWAY - NEW ALIGNMENT**

0007535 | FROM HEWATT ROAD TO BRITT ROAD

Programmed

Jurisdiction: Gwinnett County
Sponsor: Gwinnett County
Service Type: Roadway / General Purpose Capacity
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
0	2	1	2020

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2008	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$0,000~~	~~$0,000~~	**$0,000**
PE	AUTH	2014	Federal Earmark	~~$40,000~~	~~$0,000~~	~~$10,000~~	~~$0,000~~	**$50,000**
PE	AUTH	2015	Georgia Transportation Infrastructure Bank	~~$0,000~~	~~$763,961~~	~~$0,000~~	~~$0,000~~	**$763,961**
ROW	AUTH	2015	Federal Earmark	~~$2,058,746~~	~~$0,000~~	~~$514,687~~	~~$0,000~~	**$2,573,433**
ROW	AUTH	2015	SAFETEA-LU Earmark	~~$364,403~~	~~$91,101~~	~~$0,000~~	~~$0,000~~	**$455,504**
ROW	AUTH	2015	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$1,767,563~~	~~$0,000~~	**$1,767,563**
ROW	AUTH	2015	Federal Earmark Funding	~~$781,254~~	~~$0,000~~	~~$195,314~~	~~$0,000~~	**$976,568**
ROW	AUTH	2015	Federal Earmark Funding	~~$85,547~~	~~$21,387~~	~~$0,000~~	~~$0,000~~	**$106,934**
ROW	AUTH	2016	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$2,000,000~~	~~$0,000~~	~~$500,000~~	~~$0,000~~	**$2,500,000**
ROW	AUTH	2017	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$820,000~~	~~$0,000~~	~~$205,000~~	~~$0,000~~	**$1,025,000**
UTL		2020	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$1,591,628	$0,000	**$1,591,628**
CST		2020	Federal Earmark Funding	$2,184,426	$0,000	$2,745,179	$0,000	**$4,929,605**
				$8,334,376	**$876,449**	**$7,529,371**	**$0,000**	**$16,740,196**

GW-364 | **SR 20 (BUFORD DRIVE) WIDENING**

0013974 | FROM SR 124 (BRASELTON HIGHWAY) TO HURRICANE SHOALS ROAD

Long Range

Jurisdiction: Gwinnett County
Sponsor: GDOT
Service Type: Roadway / General Purpose Capacity
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
4	6	1.2	2030

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ALL		LR 2024-2030	Transportation Funding Act (HB 170)	$0,000	$25,289,000	$0,000	$0,000	**$25,289,000**
				$0,000	**$25,289,000**	**$0,000**	**$0,000**	**$25,289,000**

GW-371 | **SR 140 (JIMMY CARTER BOULEVARD) WIDENING**

0013972

Long Range

FROM SR 13 (BUFORD HIGHWAY) TO SR 141 (PEACHTREE INDUSTRIAL BOULEVARD)

Jurisdiction: Gwinnett County
Sponsor: GDOT
Service Type: Roadway / General Purpose Capacity
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
4	6	1.4	2030

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ALL		LR 2024-2030	General Federal Aid 2024-2040	$12,200,000	$3,100,000	$0,000	$0,000	**$15,300,000**
				$12,200,000	**$3,100,000**	**$0,000**	**$0,000**	**$15,300,000**

GW-382 | **SR 378 (BEAVER RUIN ROAD) SAFE ROUTES TO SCHOOL (SRTS) IMPROVEMENTS**

0012640

Completed

FROM PRICE PLACE TO INDIAN TRAIL-LILBURN ROAD

Jurisdiction: Gwinnett County
Sponsor: City of Norcross,Gateway 85 Gwinnett CID
Service Type: Last Mile Connectivity / Joint Bike-Ped Facilities
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	1.5	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2013	STP - Urban (>200K) (ARC)	~~$100,000~~	~~$0,000~~	~~$25,000~~	~~$0,000~~	**$125,000**
PE	AUTH	2014	Local Participation	~~$0,000~~	~~$0,000~~	~~$0,000~~	~~$14,000~~	**$14,000**
ROW	AUTH	2016	STP - Urban (>200K) (ARC)	~~$582,000~~	~~$0,000~~	~~$1,428,000~~	~~$0,000~~	**$2,010,000**
UTL	AUTH	2018	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$202,000~~	~~$0,000~~	~~$50,500~~	~~$0,000~~	**$252,500**
CST	AUTH	2018	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$1,707,887~~	~~$0,000~~	~~$426,972~~	~~$0,000~~	**$2,134,859**
				$2,591,887	**$0,000**	**$1,930,472**	**$14,000**	**$4,536,359**

GW-384 | **WESTERN GWINNETT BIKEWAY EXTENSION**

0012883 | FROM WEST OF ROGERS BRIDGE ROAD TO MCGINNIS FERRY ROAD

Programmed

Jurisdiction: Gwinnett County
Sponsor: Gwinnett County
Service Type: Last Mile Connectivity / Bicycle Facility
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	4	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2014	TAP - Urban (>200K) (ARC)	~~$900,000~~	~~$0,000~~	~~$225,000~~	~~$0,000~~	**$1,125,000**
ROW	AUTH	2018	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	~~$312,000~~	~~$0,000~~	~~$78,000~~	~~$0,000~~	**$390,000**
UTL		2020	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$343,100	$0,000	**$343,100**
CST		2020	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	$3,000,000	$0,000	$10,198,755	$0,000	**$13,198,755**
				$4,212,000	**$0,000**	**$10,844,855**	**$0,000**	**$15,056,855**

GW-385 | **NORCROSS TO LILBURN MULTIUSE TRAIL**

0012884 | FROM WILLOW TRAIL PARKWAY TO BURNS ROAD

Programmed

Jurisdiction: Gwinnett County
Sponsor: Gwinnett County
Service Type: Last Mile Connectivity / Joint Bike-Ped Facilities
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	2	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2014	TAP - Urban (>200K) (ARC)	~~$300,000~~	~~$0,000~~	~~$75,000~~	~~$0,000~~	**$375,000**
PE	AUTH	2018	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	~~$251,885~~	~~$0,000~~	~~$62,971~~	~~$0,000~~	**$314,856**
ROW	AUTH	2017	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	~~$1,240,000~~	~~$0,000~~	~~$310,000~~	~~$0,000~~	**$1,550,000**
UTL		2021	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$471,000	$0,000	**$471,000**
CST		2021	STP - Enhancements	$1,070,000	$0,000	$267,500	$0,000	**$1,337,500**
CST		2021	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$2,166,286	$0,000	$541,572	$0,000	**$2,707,858**
				$5,028,171	**$0,000**	**$1,728,043**	**$0,000**	**$6,756,214**

GW-386	**I-85 NORTH WIDENING (PROGRAMMING FOR ATLANTA MPO PORTION ONLY)**	**Jurisdiction** Barrow County,Gwinnett County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
110610-	FROM I-985 IN GWINNETT COUNTY TO SR 53 IN JACKSON COUNTY	**Sponsor** GDOT	**4/5**	**6/7**	**16.4**	**2030**
Programmed		**Service Type** **Roadway / General Purpose Capacity**	**Analysis** In the Region's Air Quality Conformity Analysis			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2001	National Highway System	~~$2,791,427~~	~~$697,857~~	~~$0,000~~	~~$0,000~~	**$3,489,284**
PE	AUTH	2016	National Highway System	~~$3,028,480~~	~~$757,120~~	~~$0,000~~	~~$0,000~~	**$3,785,600**
PE	AUTH	2017	National Highway Performance Program (NHPP)	~~$3,840,000~~	~~$960,000~~	~~$0,000~~	~~$0,000~~	**$4,800,000**
CST	AUTH	2018	Transportation Funding Act (HB 170)	~~$0,000~~	~~$21,750,250~~	~~$0,000~~	~~$0,000~~	**$21,750,250**
CST	AUTH	2018	Repurposed Earmark	~~$1,799,800~~	~~$449,950~~	~~$0,000~~	~~$0,000~~	**$2,249,750**
CST	AUTH	2019	Transportation Funding Act (HB 170)	~~$0,000~~	~~$51,595,000~~	~~$0,000~~	~~$0,000~~	**$51,595,000**
CST		2020	National Highway Performance Program (NHPP)	$25,908,000	$6,477,000	$0,000	$0,000	**$32,385,000**
				$37,367,707	**$82,687,177**	**$0,000**	**$0,000**	**$120,054,884**

GW-388	**I-85 NORTH - NEW INTERCHANGE**	**Jurisdiction** Gwinnett County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0012698	AT SR 324 (GRAVEL SPRINGS ROAD)	**Sponsor** Gwinnett County	**N/A**	**N/A**	**3.6**	**2030**
Programmed		**Service Type** **Roadway / Interchange Capacity**	**Analysis** In the Region's Air Quality Conformity Analysis			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2014	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$650,000~~	~~$0,000~~	**$650,000**
PE	AUTH	2015	STP - Statewide Flexible (GDOT)	~~$40,000~~	~~$10,000~~	~~$0,000~~	~~$0,000~~	**$50,000**
ROW	AUTH	2017	Repurposed Earmark	~~$2,159,760~~	~~$0,000~~	~~$539,940~~	~~$0,000~~	**$2,699,700**
ROW	AUTH	2017	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$3,864,240~~	~~$0,000~~	~~$966,060~~	~~$0,000~~	**$4,830,300**
ROW	AUTH	2018	Georgia Transportation Infrastructure Bank	~~$0,000~~	~~$2,000,000~~	~~$0,000~~	~~$0,000~~	**$2,000,000**
UTL	AUTH	2019	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$82,000~~	~~$0,000~~	**$82,000**
CST	AUTH	2019	Transportation Funding Act (HB 170)	~~$0,000~~	~~$1,300,000~~	~~$0,000~~	~~$0,000~~	**$1,300,000**
CST		2019	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$4,548,225	$0,000	**$4,548,225**
CST	AUTH	2019	National Highway Performance Program (NHPP)	~~$9,835,869~~	~~$2,458,967~~	~~$0,000~~	~~$0,000~~	**$12,294,836**
				$15,899,869	**$5,768,967**	**$6,786,225**	**$0,000**	**$28,455,061**

GW-389	**I-85 NORTH - NEW INTERCHANGE**	**Jurisdiction** Gwinnett County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0013104	AT MCGINNIS FERRY ROAD	**Sponsor** Gwinnett County	**N/A**	**N/A**	**0.8**	**2030**
Programmed		**Service Type** **Roadway / Interchange Capacity**	**Analysis** In the Region's Air Quality Conformity Analysis			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2015	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$2,000,000~~	~~$0,000~~	**$2,000,000**
PE	AUTH	2018	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$2,500,000~~	~~$0,000~~	~~$625,000~~	~~$0,000~~	**$3,125,000**
ROW		2020	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$4,000,000	$0,000	**$4,000,000**
CST		2022	National Highway Performance Program (NHPP)	$10,640,000	$2,660,000	$0,000	$0,000	**$13,300,000**
				$13,140,000	**$2,660,000**	**$6,625,000**	**$0,000**	**$22,425,000**

GW-391	**US 78/ SR 10 (EAST MAIN STREET / ATHENS HIGHWAY) SIGNAL UPGRADES**	**Jurisdiction** Gwinnett County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0012817	AT 5 LOCATIONS	**Sponsor** GDOT	**N/A**	**N/A**	**N/A**	**TBD**
Programmed		**Service Type** **Roadway / Operations & Safety**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2014	STP - Statewide Flexible (GDOT)	~~$355,000~~	~~$0,000~~	~~$0,000~~	~~$0,000~~	**$355,000**
ROW		2020	National Highway Performance Program (NHPP)	$321,000	$0,000	$0,000	$0,000	**$321,000**
CST		2021	National Highway Performance Program (NHPP)	$1,403,906	$0,000	$0,000	$0,000	**$1,403,906**
				$2,079,906	**$0,000**	**$0,000**	**$0,000**	**$2,079,906**

GW-392	**SR 13 INTERSECTION IMPROVEMENTS**	**Jurisdiction** Gwinnett County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0013062	AT PLEASANT HILL ROAD	**Sponsor** City of Duluth	**N/A**	**N/A**	**0.4**	**TBD**
Programmed		**Service Type** **Roadway / Operations & Safety**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2014	STP - Statewide Flexible (GDOT)	~~$216,000~~	~~$0,000~~	~~$54,000~~	~~$0,000~~	**$270,000**
CST		2019	Transportation Funding Act (HB 170)	$0,000	$744,000	$0,000	$0,000	**$744,000**
CST		2019	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$186,000	$0,000	**$186,000**
				$216,000	**$744,000**	**$240,000**	**$0,000**	**$1,200,000**

GW-393	**SR 141 SOUTHBOUND IMPROVEMENTS**	**Jurisdiction** Gwinnett County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
TBD	FROM JIMMY CARTER BOULEVARD TO GWINNETT-DEKALB COUNTY LINE	**Sponsor** City of Peachtree Corners	**3**	**4**	**1.8**	**2030**
Programmed		**Service Type** **Roadway / General Purpose Capacity**	**Analysis** In the Region's Air Quality Conformity Analysis			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2017	Transportation Funding Act (HB 170)	~~$0,000~~	~~$1,016,000~~	~~$0,000~~	~~$0,000~~	**$1,016,000**
ROW		2019	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$500,000	$0,000	**$500,000**
CST		2020	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$4,000,000	$0,000	**$4,000,000**
				$0,000	**$1,016,000**	**$4,500,000**	**$0,000**	**$5,516,000**

GW-394	**SR 316 INTERCHANGE**	**Jurisdiction** Regional - Northeast	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0013897	AT US 29	**Sponsor** Gwinnett County	**N/A**	**N/A**	**0.8**	**2030**
Programmed		**Service Type** **Roadway / Interchange Capacity**	**Analysis** In the Region's Air Quality Conformity Analysis			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2017	Transportation Funding Act (HB 170)	~~$0,000~~	~~$1,016,000~~	~~$0,000~~	~~$0,000~~	**$1,016,000**
PE		2020	Transportation Funding Act (HB 170)	$0,000	$1,750,000	$0,000	$0,000	**$1,750,000**
PE		2021	Transportation Funding Act (HB 170)	$0,000	$1,750,000	$0,000	$0,000	**$1,750,000**
ROW		2022	Transportation Funding Act (HB 170)	$0,000	$18,000,000	$0,000	$0,000	**$18,000,000**
UTL		LR 2024-2030	Transportation Funding Act (HB 170)	$0,000	$4,000,000	$0,000	$0,000	**$4,000,000**
CST		LR 2024-2030	Transportation Funding Act (HB 170)	$0,000	$47,000,000	$0,000	$0,000	**$47,000,000**
				$0,000	**$73,516,000**	**$0,000**	**$0,000**	**$73,516,000**

GW-395 | **BUFORD HIGHWAY WIDENING**

TBD | FROM SR 378 (BEAVER RUIN ROAD) TO LANGFORD ROAD

Programmed

Jurisdiction: Gwinnett County
Sponsor: Gwinnett County
Service Type: Roadway / General Purpose Capacity
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
4	6	0.5	2030

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE		2020	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$850,000	$0,000	**$850,000**
ROW		2021	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$2,550,000	$0,000	**$2,550,000**
CST		2023	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$5,100,000	$0,000	**$5,100,000**
				$0,000	**$0,000**	**$8,500,000**	**$0,000**	**$8,500,000**

GW-398 | **PEACHTREE INDUSTRIAL BOULEVARD WIDENING**

TBD | FROM SR 141 (PEACHTREE PARKWAY) TO MEDLOCK BRIDGE ROAD (NORTHBOUND ONLY)

Long Range

Jurisdiction: Gwinnett County
Sponsor: Gwinnett County
Service Type: Roadway / General Purpose Capacity
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
2	3	2	2030

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2017	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$1,000,000~~	~~$0,000~~	**$1,000,000**
ROW		LR 2024-2030	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$500,000	$0,000	**$500,000**
CST		LR 2024-2030	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$4,960,000	$0,000	**$4,960,000**
				$0,000	**$0,000**	**$6,460,000**	**$0,000**	**$6,460,000**

GW-399 | **SPALDING DRIVE WIDENING**

TBD

Programmed

FROM WINTERS CHAPEL ROAD TO SR 140 (HOLCOMB BRIDGE ROAD)

Jurisdiction: Gwinnett County
Sponsor: Gwinnett County
Service Type: Roadway / General Purpose Capacity
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
2	4	0.5	2030

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2017	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$1,000,000~~	~~$0,000~~	**$1,000,000**
ROW		2019	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$1,500,000	$0,000	**$1,500,000**
UTL		2020	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$1,000,000	$0,000	**$1,000,000**
CST		2020	Georgia Transportation Infrastructure Bank	$0,000	$2,000,000	$0,000	$0,000	**$2,000,000**
CST		2020	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$6,000,000	$0,000	**$6,000,000**
				$0,000	**$2,000,000**	**$9,500,000**	**$0,000**	**$11,500,000**

GW-402 | **ROGERS BRIDGE CONNECTION**

0014160

Programmed

FROM ROGERS BRIDGE TRAIL IN THE CITY OF JOHNS CREEK TO ROGERS BRIDGE TRAIL IN THE CITY OF DULUTH

Jurisdiction: Gwinnett County
Sponsor: City of Duluth
Service Type: Last Mile Connectivity / Sidepaths and Trails
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	0.4	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2016	TAP - Urban (>200K) (ARC)	~~$400,000~~	~~$0,000~~	~~$100,000~~	~~$0,000~~	**$500,000**
PE	AUTH	2019	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	~~$160,000~~	~~$0,000~~	~~$40,000~~	~~$0,000~~	**$200,000**
ROW	AUTH	2018	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$50,000~~	~~$0,000~~	**$50,000**
UTL		2020	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	$240,000	$0,000	$60,000	$0,000	**$300,000**
CST		2020	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	$3,440,000	$0,000	$964,000	$0,000	**$4,404,000**
				$4,240,000	**$0,000**	**$1,214,000**	**$0,000**	**$5,454,000**

GW-406	**SR 324 IMPROVEMENTS AND WIDENING**	**Jurisdiction** Gwinnett County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
TBD	AT SR 124	**Sponsor** Gwinnett County	**2**	**3/4**	**0.6**	**2020**
Programmed		**Service Type** **Roadway / General Purpose Capacity**	**Analysis** In the Region's Air Quality Conformity Analysis			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2016	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$300,000~~	~~$0,000~~	**$300,000**
ROW	AUTH	2017	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$900,000~~	~~$0,000~~	**$900,000**
CST		2019	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$1,800,000	$0,000	**$1,800,000**
				$0,000	**$0,000**	**$3,000,000**	**$0,000**	**$3,000,000**

GW-408	**MORENO STREET BICYCLE/PEDESTRIAN IMPROVEMENTS**	**Jurisdiction** Gwinnett County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0015088	FROM WEST MAIN STREET TO EAST MAIN STREET	**Sponsor** City of Buford	**N/A**	**N/A**	**0.9**	**TBD**
Programmed		**Service Type** **Last Mile Connectivity / Joint Bike-Ped Facilities**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☒ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2017	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$184,000~~	~~$0,000~~	~~$46,000~~	~~$0,000~~	**$230,000**
ROW		2019	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$438,600	$0,000	**$438,600**
CST		2021	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$2,554,552	$0,000	**$2,554,552**
				$184,000	**$0,000**	**$3,039,152**	**$0,000**	**$3,223,152**

GW-409 | **I-985 WIDENING**

0014130 | FROM I-85 IN GWINNETT COUNTY TO SR 53 IN HALL COUNTY

Programmed

Jurisdiction: Gwinnett County
Sponsor: GDOT
Service Type: **Roadway / General Purpose Capacity**
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
4	6	16	2030

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
SCP	AUTH	2016	Transportation Funding Act (HB 170)	~~$0,000~~	~~$282,000~~	~~$0,000~~	~~$0,000~~	**$282,000**
PE	AUTH	2018	Transportation Funding Act (HB 170)	~~$0,000~~	~~$1,128,000~~	~~$0,000~~	~~$0,000~~	**$1,128,000**
PE	AUTH	2019	Transportation Funding Act (HB 170)	~~$0,000~~	~~$1,410,000~~	~~$0,000~~	~~$0,000~~	**$1,410,000**
CST		2023	Transportation Funding Act (HB 170)	$0,000	$37,957,200	$0,000	$0,000	**$37,957,200**
				$0,000	**$40,777,200**	**$0,000**	**$0,000**	**$40,777,200**

GW-410 | **SR 20 (NELSON BROGDON BOULEVARD) WIDENING**

0015439 | FROM PEACHTREE INDUSTRIAL BLVD TO SR 13 (BUFORD HIGHWAY)

Programmed

Jurisdiction: Gwinnett County
Sponsor: Gwinnett County
Service Type: **Roadway / General Purpose Capacity**
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
4	6	1.2	2030

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2018	Transportation Funding Act (HB 170)	~~$0,000~~	~~$0,000~~	~~$50,000~~	~~$0,000~~	**$50,000**
PE	AUTH	2018	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$1,300,000~~	~~$0,000~~	**$1,300,000**
ROW		2020	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$1,500,000	$0,000	**$1,500,000**
UTL		2022	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$700,000	$0,000	**$700,000**
CST		2022	Transportation Funding Act (HB 170)	$0,000	$9,279,436	$0,000	$0,000	**$9,279,436**
				$0,000	**$9,279,436**	**$3,550,000**	**$0,000**	**$12,829,436**

GW-411	**MARTIN FARM ROAD BRIDGE REPLACEMENT**	**Jurisdiction** Gwinnett County	**Existing**	**Planned**	**Length (mi.)**	**Network Year** TBD
0015618	AT SUWANEE CREEK	**Sponsor** GDOT	**2**	**2**	**0.4**	
Programmed		**Service Type** **Roadway / Bridge Upgrade**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2019	Surface Transportation Block Grant (STBG) Program Off-System Bridge	~~$400,000~~	~~$100,000~~	~~$0,000~~	~~$0,000~~	**$500,000**
ROW	AUTH	2018	STATE (40301)	~~$0,000~~	~~$0,000~~	~~$125,000~~	~~$0,000~~	**$125,000**
ROW		2021	Surface Transportation Block Grant (STBG) Program Off-System Bridge	$252,000	$63,000	$0,000	$0,000	**$315,000**
UTL		2023	Surface Transportation Block Grant (STBG) Program Off-System Bridge	$56,000	$14,000	$0,000	$0,000	**$70,000**
CST		2023	Surface Transportation Block Grant (STBG) Program Off-System Bridge	$1,280,000	$320,000	$0,000	$0,000	**$1,600,000**
				$1,988,000	**$497,000**	**$125,000**	**$0,000**	**$2,610,000**

GW-412	**NORCROSS LCI GREENWAY - PRIORITY ONE NETWORK SEGMENTS**	**Jurisdiction** Gwinnett County	**Existing**	**Planned**	**Length (mi.)**	**Network Year** TBD
0016067		**Sponsor** City of Norcross	**N/A**	**N/A**	**N/A**	
Programmed		**Service Type** **Last Mile Connectivity / Sidepaths and Trails**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** X **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2019	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$720,000~~	~~$0,000~~	~~$180,000~~	~~$0,000~~	**$900,000**
ROW		2021	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$168,000	$0,000	$42,000	$0,000	**$210,000**
UTL		2023	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$264,000	$0,000	$66,000	$0,000	**$330,000**
CST		2023	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$3,548,020	$0,000	$887,005	$0,000	**$4,435,025**
				$4,700,020	**$0,000**	**$1,175,005**	**$0,000**	**$5,875,025**

GW-413 | **PEACHTREE INDUSTRIAL BOULEVARD - SMART CORRIDOR IMPROVEMENTS**

0016068 | FROM HOLCOMB BRIDGE ROAD TO HALL COUNTY LINE

Programmed

Jurisdiction: Gwinnett County | Sponsor: Gwinnett County | Service Type: **Roadway / Operations & Safety** | Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	20	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2020	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$2,117,320	$0,000	$529,330	$0,000	**$2,646,650**
				$2,117,320	**$0,000**	**$529,330**	**$0,000**	**$2,646,650**

GW-414A | **SR 20 (LOGANVILLE HIGHWAY) ITS ENHANCEMENTS**

0016069 | FROM FROM OZORA ROAD TO BRAND ROAD

Programmed

Jurisdiction: Gwinnett County | Sponsor: Gwinnett County | Service Type: **Roadway / Operations & Safety** | Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	2.7	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE		2019	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$70,000	$0,000	**$70,000**
CST		2021	Congestion Mitigation & Air Quality Improvement (CMAQ)	$503,731	$0,000	$125,933	$0,000	**$629,664**
				$503,731	**$0,000**	**$195,933**	**$0,000**	**$699,664**

GW-414B | **SR 13 (BUFORD HIGHWAY) ITS ENHANCEMENTS**

0016404 | FROM FROM NELSON BROGDON BLVD/BUFORD DRIVE TO HALL COUNTY LINE

Programmed

Jurisdiction: Gwinnett County | Sponsor: Gwinnett County | Service Type: **Roadway / Operations & Safety** | Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	3.7	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE		2019	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$95,000	$0,000	**$95,000**
CST		2021	Congestion Mitigation & Air Quality Improvement (CMAQ)	$690,299	$0,000	$172,575	$0,000	**$862,874**
				$690,299	**$0,000**	**$267,575**	**$0,000**	**$957,874**

GW-414C | **ARCADO RROAD/KILIAN HILL ROAD ITS ENHANCEMENTS**

0016405 | FROM FROM FIVE FORKS TRICKUM ROAD TO US 29 (LAWRENCEVILLE HIGHWAY)

Programmed

Jurisdiction: Gwinnett County | **Sponsor:** Gwinnett County | **Service Type:** Roadway / Operations & Safety | **Analysis:** Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	3.5	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE		2019	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$94,000	$0,000	**$94,000**
CST		2021	Congestion Mitigation & Air Quality Improvement (CMAQ)	$652,985	$0,000	$163,246	$0,000	**$816,231**
				$652,985	**$0,000**	**$257,246**	**$0,000**	**$910,231**

GW-414D | **WEST LAWRENCEVILLE AREA ITS ENHANCEMENTS**

0016406 | FROM SR 120 (DULUTH HIGHWAY) TO CRUSE ROAD

Programmed

Jurisdiction: Gwinnett County | **Sponsor:** Gwinnett County | **Service Type:** Roadway / Operations & Safety | **Analysis:** Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	4.4	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE		2019	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$120,000	$0,000	**$120,000**
CST		2021	Congestion Mitigation & Air Quality Improvement (CMAQ)	$820,896	$0,000	$205,224	$0,000	**$1,026,120**
				$820,896	**$0,000**	**$325,224**	**$0,000**	**$1,146,120**

GW-414E | **SUGARLOAF PARKWAY ITS ENHANCEMENTS**

0016407 | FROM SR 20 (GRAYSON PARKWAY) TO SR 316 (UNIVERSITY PARKWAY)

Programmed

Jurisdiction: Gwinnett County | **Sponsor:** Gwinnett County | **Service Type:** Roadway / Operations & Safety | **Analysis:** Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	5.8	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE		2019	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$140,000	$0,000	**$140,000**
CST		2021	Congestion Mitigation & Air Quality Improvement (CMAQ)	$1,082,090	$0,000	$270,522	$0,000	**$1,352,612**
				$1,082,090	**$0,000**	**$410,522**	**$0,000**	**$1,492,612**

GW-415 | **GWINNETT COUNTY ITS ENHANCEMENTS - PHASE 2**

0016070

Programmed

Jurisdiction: Gwinnett County
Sponsor: Gwinnett County
Service Type: Roadway / Operations & Safety
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI: ☐ Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2021	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$2,000,000	$0,000	$4,803,500	$0,000	**$6,803,500**
				$2,000,000	**$0,000**	**$4,803,500**	**$0,000**	**$6,803,500**

GW-416 | **GWINNETT TRANSIT SERVICE ENHANCEMENT (OPERATING ASSISTANCE) - PHASE 1**

0016368

Programmed

Jurisdiction: Gwinnett County
Sponsor: Gwinnett County
Service Type: Transit / Operations & Maintenance
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI: ☐ Flex: X

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2019	Congestion Mitigation & Air Quality Improvement (CMAQ)	~~$1,344,000~~	~~$0,000~~	~~$336,000~~	~~$0,000~~	**$1,680,000**
CST		2020	Congestion Mitigation & Air Quality Improvement (CMAQ)	$1,344,000	$0,000	$336,000	$0,000	**$1,680,000**
CST		2021	Congestion Mitigation & Air Quality Improvement (CMAQ)	$1,344,000	$0,000	$336,000	$0,000	**$1,680,000**
				$4,032,000	**$0,000**	**$1,008,000**	**$0,000**	**$5,040,000**

GW-417 | **GWINNETT TRANSIT SERVICE ENHANCEMENT (OPERATING ASSISTANCE) - PHASE 2**

0016369

Programmed

Jurisdiction: Gwinnett County
Sponsor: Gwinnett County
Service Type: Transit / Operations & Maintenance
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI: ☐ **Flex:** X

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2020	Congestion Mitigation & Air Quality Improvement (CMAQ)	$856,000	$0,000	$214,000	$0,000	**$1,070,000**
CST		2021	Congestion Mitigation & Air Quality Improvement (CMAQ)	$856,000	$0,000	$214,000	$0,000	**$1,070,000**
CST		2022	Congestion Mitigation & Air Quality Improvement (CMAQ)	$856,000	$0,000	$214,000	$0,000	**$1,070,000**
				$2,568,000	**$0,000**	**$642,000**	**$0,000**	**$3,210,000**

GW-418 | **INDIAN TRAIL PARK AND RIDE LOT IMPROVEMENTS**

0016071

AT I-85 AT INDIAN TRAIL ROAD

Programmed

Jurisdiction: Gwinnett County
Sponsor: Gwinnett County
Service Type: Transit / Facilities Capital
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI: ☐ **Flex:** X

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST	AUTH	2018	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$1,600,000~~	~~$0,000~~	~~$400,000~~	~~$0,000~~	**$2,000,000**
CST		2019	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$460,000	$0,000	$115,000	$0,000	**$575,000**
				$2,060,000	**$0,000**	**$515,000**	**$0,000**	**$2,575,000**

GW-419 | **PEACHTREE INDUSTRIAL BOULEVARD - RESURFACING**

0016072 | FROM ROGERS BRIDGE ROAD TO SUWANEE DAM ROAD

Programmed

Jurisdiction: Gwinnett County
Sponsor: Gwinnett County
Service Type: Roadway / Maintenance
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	5	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2020	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$1,840,000	$0,000	$460,000	$0,000	**$2,300,000**
				$1,840,000	**$0,000**	**$460,000**	**$0,000**	**$2,300,000**

GW-420 | **KILLIAN HILL ROAD WIDENING**

TBD | FROM CHURCH STREET TO ARCADO ROAD

Programmed

Jurisdiction: Gwinnett County
Sponsor: Gwinnett County
Service Type: Roadway / General Purpose Capacity
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
2	4	1.4	2040

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE		2020	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$1,500,000	$0,000	**$1,500,000**
ROW		LR 2024-2030	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$2,000,000	$0,000	**$2,000,000**
CST		LR 2024-2030	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$15,000,000	$0,000	**$15,000,000**
				$0,000	**$0,000**	**$18,500,000**	**$0,000**	**$18,500,000**

GW-421	**SR 316 - NEW INTERCHANGE**	**Jurisdiction** Gwinnett County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
N/A	AT HARBINS ROAD	**Sponsor** Gwinnett County	**N/A**	**N/A**	**N/A**	**2020**
Programmed		**Service Type** **Roadway / Interchange Capacity**	**Analysis** In the Region's Air Quality Conformity Analysis			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2016	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$1,000,000~~	~~$0,000~~	**$1,000,000**
ROW	AUTH	2017	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$10,000,000~~	~~$0,000~~	**$10,000,000**
UTL		2019	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$4,000,000	$0,000	**$4,000,000**
CST		2019	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$45,000,000	$0,000	**$45,000,000**
				$0,000	**$0,000**	**$60,000,000**	**$0,000**	**$60,000,000**

GW-422	**SR 124 (BRASELTON PARKWAY)**	**Jurisdiction** Gwinnett County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
N/A	FROM PINE ROAD TO SPOUT SPRINGS ROAD	**Sponsor** Gwinnett County	**2**	**4**	**1**	**2030**
Programmed		**Service Type** **Roadway / Interchange Capacity**	**Analysis** In the Region's Air Quality Conformity Analysis			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2017	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$200,000~~	~~$0,000~~	**$200,000**
ROW		2019	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$1,800,000	$0,000	**$1,800,000**
CST		2021	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$3,000,000	$0,000	**$3,000,000**
				$0,000	**$0,000**	**$5,000,000**	**$0,000**	**$5,000,000**

HE-005 | **SR 81 WIDENING**

0015089 | FROM EAST OF LEMON STREET TO BETHANY ROAD

Programmed

Jurisdiction: Henry County
Sponsor: Henry County
Service Type: Roadway / General Purpose Capacity
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
2	4	3	2030

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2017	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$1,200,000~~	~~$0,000~~	~~$300,000~~	~~$0,000~~	**$1,500,000**
ROW		2020	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$6,000,000	$0,000	$7,040,000	$0,000	**$13,040,000**
CST		LR 2024-2030	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$15,520,000	$0,000	**$15,520,000**
				$7,200,000	**$0,000**	**$22,860,000**	**$0,000**	**$30,060,000**

HE-020A | **SR 20/81 (HAMPTON STREET): SEGMENT 1 - NEW ALIGNMENT**

0013531 | FROM EAST OF I-75 SOUTH TO PHILLIPS DRIVE

Programmed

Jurisdiction: Henry County
Sponsor: GDOT
Service Type: Roadway / General Purpose Capacity
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
2	4	1.4	2030

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2013	STP - Statewide Flexible (GDOT)	~~$56,000~~	~~$14,000~~	~~$0,000~~	~~$0,000~~	**$70,000**
PE	AUTH	2016	STP - Statewide Flexible (GDOT)	~~$1,986,376~~	~~$496,594~~	~~$0,000~~	~~$0,000~~	**$2,482,970**
ROW	AUTH	2018	Transportation Funding Act (HB 170)	~~$0,000~~	~~$3,642,000~~	~~$0,000~~	~~$0,000~~	**$3,642,000**
ROW	AUTH	2019	Transportation Funding Act (HB 170)	~~$0,000~~	~~$7,978,000~~	~~$0,000~~	~~$0,000~~	**$7,978,000**
UTL		2021	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$2,120,054	$0,000	**$2,120,054**
CST		2021	Transportation Funding Act (HB 170)	$0,000	$13,601,829	$0,000	$0,000	**$13,601,829**
				$2,042,376	**$25,732,423**	**$2,120,054**	**$0,000**	**$29,894,853**

HE-107	**US 23 WIDENING**	**Jurisdiction** Henry County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0007855	FROM DOWNTOWN MCDONOUGH TO SR 138 (NORTH HENRY BOULEVARD)	**Sponsor** GDOT	**2**	**4**	**7.3**	**2030**
Programmed		**Service Type** **Roadway / General Purpose Capacity**	**Analysis** In the Region's Air Quality Conformity Analysis			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
SCP	AUTH	2015	STP - Statewide Flexible (GDOT)	~~$455,214~~	~~$113,803~~	~~$0,000~~	~~$0,000~~	**$569,017**
PE	AUTH	2017	Transportation Funding Act (HB 170)	~~$0,000~~	~~$3,787,485~~	~~$0,000~~	~~$0,000~~	**$3,787,485**
ROW		2022	Transportation Funding Act (HB 170)	$0,000	$14,649,667	$0,000	$0,000	**$14,649,667**
ROW		2023	Transportation Funding Act (HB 170)	$0,000	$14,649,667	$0,000	$0,000	**$14,649,667**
UTL		2023	Transportation Funding Act (HB 170)	$0,000	$8,179,300	$0,000	$0,000	**$8,179,300**
CST		2023	Transportation Funding Act (HB 170)	$0,000	$64,138,927	$0,000	$0,000	**$64,138,927**
				$455,214	**$105,518,849**	**$0,000**	**$0,000**	**$105,974,063**

HE-109	**ROCK QUARRY ROAD EXTENSION - NEW ALIGNMENT**	**Jurisdiction** Henry County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
N/A	FROM SR 138 / US 23 TO INTERSECTION OF EAST ATLANTA ROAD AND VALLEY HILL ROAD	**Sponsor** City of Stockbridge	**0**	**2**	**0.8**	**2040**
Long Range		**Service Type** **Roadway / General Purpose Capacity**	**Analysis** In the Region's Air Quality Conformity Analysis			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2009	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$320,000~~	~~$0,000~~	**$320,000**
ROW		LR 2031-2040	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$2,000,000	$0,000	**$2,000,000**
CST		LR 2031-2040	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$3,120,000	$0,000	**$3,120,000**
				$0,000	**$0,000**	**$5,440,000**	**$0,000**	**$5,440,000**

HE-113	**SR 155 WIDENING**	**Jurisdiction** Henry County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0007856	FROM I-75 SOUTH TO SR 42/US 23	**Sponsor** GDOT	**2**	**4**	**1.6**	**2030**
Programmed		**Service Type** **Roadway / General Purpose Capacity**	**Analysis** In the Region's Air Quality Conformity Analysis			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
SCP	AUTH	2016	Transportation Funding Act (HB 170)	~~$0,000~~	~~$709,302~~	~~$0,000~~	~~$0,000~~	**$709,302**
PE	AUTH	2016	Transportation Funding Act (HB 170)	~~$0,000~~	~~$2,290,698~~	~~$0,000~~	~~$0,000~~	**$2,290,698**
ROW		2021	Transportation Funding Act (HB 170)	$0,000	$7,602,000	$0,000	$0,000	**$7,602,000**
UTL		LR 2024-2030	Transportation Funding Act (HB 170)	$0,000	$3,300,000	$0,000	$0,000	**$3,300,000**
CST		LR 2024-2030	Transportation Funding Act (HB 170)	$0,000	$36,121,215	$0,000	$0,000	**$36,121,215**
				$0,000	**$50,023,215**	**$0,000**	**$0,000**	**$50,023,215**

HE-118C	**MCDONOUGH PKWY EXTENSION (MCDONOUGH BYPASS): PHASE III**	**Jurisdiction** Regional - Southeast	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
N/A	FROM SR 155 (DECATUR ROAD) TO SR 20 (CONYERS HIGHWAY / LAWRENCEVILLE STREET)	**Sponsor** Henry County	**0**	**2**	**1.2**	**2030**
Long Range		**Service Type** **Roadway / General Purpose Capacity**	**Analysis** In the Region's Air Quality Conformity Analysis			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ALL		LR 2024-2030	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$9,700,000	$0,000	**$9,700,000**
				$0,000	**$0,000**	**$9,700,000**	**$0,000**	**$9,700,000**

HE-118D | **MCDONOUGH PKWY EXTENSION (MCDONOUGH BYPASS): PHASE IV - NEW ALIGNMENT**

N/A | FROM SR 20 (LAWRENCEVILLE STREET) TO SR 81 (KEYS FERRY ROAD)

Long Range

Jurisdiction: Henry County | Sponsor: Henry County | Service Type: **Roadway / General Purpose Capacity** | Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
0	2	2.5	2030

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ALL		LR 2024-2030	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$25,000,000	$0,000	**$25,000,000**
				$0,000	**$0,000**	**$25,000,000**	**$0,000**	**$25,000,000**

HE-118E | **MCDONOUGH PKWY EXTENSION (MCDONOUGH BYPASS): PHASE V - NEW ALIGNMENT**

N/A | FROM SR 20/81 (HAMPTON STREET) TO HENRY PARKWAY

Programmed

Jurisdiction: Henry County | Sponsor: Henry County | Service Type: **Roadway / General Purpose Capacity** | Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
0	2	0.6	2020

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ALL	AUTH	2016	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$5,000,000~~	~~$0,000~~	**$5,000,000**
ALL		2019	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$5,000,000	$0,000	**$5,000,000**
				$0,000	**$0,000**	**$10,000,000**	**$0,000**	**$10,000,000**

HE-126A1 | **HAMPTON LOCUST GROVE ROAD WIDENING**

N/A | FROM SR 20 (MCDONOUGH ROAD) TO SR 155

Long Range

Jurisdiction: Henry County | Sponsor: Henry County | Service Type: **Roadway / General Purpose Capacity** | Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
2	4	5.8	2040

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ALL		LR 2031-2040	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$18,000,000	$0,000	**$18,000,000**
				$0,000	**$0,000**	**$18,000,000**	**$0,000**	**$18,000,000**

HE-126B | **BILL GARDNER PARKWAY WIDENING**

0000562 | AT SR 155 TO LESTER MILL ROAD (4 LANES) AND FROM LESTER MILL ROAD TO I-75 SOUTH (6 LANES)

Long Range

Jurisdiction: Henry County | Sponsor: Henry County | Service Type: **Roadway / General Purpose Capacity** | Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
2	4/6	3.4	2030

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ALL		LR 2024-2030	General Federal Aid 2024-2040	$14,400,000	$0,000	$3,600,000	$0,000	**$18,000,000**
				$14,400,000	**$0,000**	**$3,600,000**	**$0,000**	**$18,000,000**

HE-132C | **EAGLES LANDING PARKWAY WIDENING**

N/A | FROM EAGLES POINTE PARKWAY TO US 23

Long Range

Jurisdiction: Henry County | Sponsor: Henry County | Service Type: **Roadway / General Purpose Capacity** | Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
4	6	2.2	2040

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ALL		LR 2031-2040	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$19,000,000	$0,000	**$19,000,000**
				$0,000	**$0,000**	**$19,000,000**	**$0,000**	**$19,000,000**

HE-134B | **FAIRVIEW ROAD: PHASE II**

N/A | FROM SCRAGGINS MEMORIAL PARKWAY TO SWAN LAKE ROAD

Long Range

Jurisdiction: Henry County | Sponsor: Henry County | Service Type: **Roadway / General Purpose Capacity** | Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
2	4	1.6	2030

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ALL		LR 2024-2030	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$10,500,000	$0,000	**$10,500,000**
				$0,000	**$0,000**	**$10,500,000**	**$0,000**	**$10,500,000**

HE-134C | **FAIRVIEW ROAD: PHASE III**

N/A

Long Range

FROM DEKALB COUNTY LINE TO COOK ROAD

Jurisdiction: Henry County
Sponsor: Henry County
Service Type: Roadway / General Purpose Capacity
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
2	4	1.3	2030

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ALL		LR 2024-2030	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$5,300,000	$0,000	**$5,300,000**
				$0,000	**$0,000**	**$5,300,000**	**$0,000**	**$5,300,000**

HE-137 | **EAST ATLANTA ROAD WIDENING**

N/A

Long Range

FROM VALLEY HILL ROAD TO FAIRVIEW ROAD

Jurisdiction: Henry County
Sponsor: Henry County
Service Type: Roadway / General Purpose Capacity
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
2	4	5.4	2030

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ALL		LR 2024-2030	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$39,000,000	$0,000	**$39,000,000**
				$0,000	**$0,000**	**$39,000,000**	**$0,000**	**$39,000,000**

HE-138 | **OLD CONYERS ROAD WIDENING**

N/A

Long Range

FROM EAST ATLANTA ROAD TO FLAT ROCK ROAD

Jurisdiction: Henry County
Sponsor: Henry County
Service Type: Roadway / General Purpose Capacity
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
2	4	2.5	2040

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ALL		LR 2031-2040	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$15,700,000	$0,000	**$15,700,000**
				$0,000	**$0,000**	**$15,700,000**	**$0,000**	**$15,700,000**

HE-139 | **KELLEYTOWN ROAD WIDENING**

N/A

FROM SR 155 TO AIRLINE ROAD

Long Range

Jurisdiction: Henry County
Sponsor: Henry County
Service Type: **Roadway / General Purpose Capacity**
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
2	4	3.5	2040

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ALL		LR 2031-2040	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$22,300,000	$0,000	**$22,300,000**
				$0,000	**$0,000**	**$22,300,000**	**$0,000**	**$22,300,000**

HE-140 | **MILLERS MILL ROAD WIDENING**

N/A

FROM SR 138 TO SR 155

Long Range

Jurisdiction: Henry County
Sponsor: Henry County
Service Type: **Roadway / General Purpose Capacity**
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
2	4	3.8	2040

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ALL		LR 2031-2040	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$17,600,000	$0,000	**$17,600,000**
				$0,000	**$0,000**	**$17,600,000**	**$0,000**	**$17,600,000**

HE-141 | **SWAN LAKE ROAD / OLD CONYERS ROAD WIDENING**

N/A

FROM FAIRVIEW ROAD TO FLAT ROCK ROAD

Long Range

Jurisdiction: Henry County
Sponsor: Henry County
Service Type: **Roadway / General Purpose Capacity**
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
2	4	3.1	2040

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ALL		LR 2031-2040	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$19,600,000	$0,000	**$19,600,000**
				$0,000	**$0,000**	**$19,600,000**	**$0,000**	**$19,600,000**

HE-161A	ROCK QUARRY ROAD WIDENING	Jurisdiction: Henry County	Existing	Planned	Length (mi.)	Network Year
0015090	FROM EAGLES LANDING PARKWAY TO SR 42 / SR 138	Sponsor: Henry County	2	4	2.6	2030
Programmed		Service Type: Roadway / General Purpose Capacity	Analysis: In the Region's Air Quality Conformity Analysis			LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2017	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$1,200,000~~	~~$0,000~~	~~$300,000~~	~~$0,000~~	**$1,500,000**
ROW		2020	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$5,600,000	$0,000	$1,571,200	$0,000	**$7,171,200**
CST		LR 2024-2030	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$24,310,000	$0,000	**$24,310,000**
				$6,800,000	**$0,000**	**$26,181,200**	**$0,000**	**$32,981,200**

HE-165B	PATRICK HENRY PARKWAY: SEGMENT 2 - WIDENING	Jurisdiction: Henry County	Existing	Planned	Length (mi.)	Network Year
N/A	FROM JODECO ROAD TO EAGLES LANDING PARKWAY	Sponsor: Henry County	2	4	2	2040
Long Range		Service Type: Roadway / General Purpose Capacity	Analysis: In the Region's Air Quality Conformity Analysis			LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ALL		LR 2031-2040	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$12,700,000	$0,000	**$12,700,000**
				$0,000	**$0,000**	**$12,700,000**	**$0,000**	**$12,700,000**

HE-179 | **WESTERN PARALLEL CONNECTOR - NEW ALIGNMENT**

0014482 | FROM JONESBORO ROAD TO HUDSON BRIDGE ROAD

Programmed

Jurisdiction: Henry County
Sponsor: GDOT
Service Type: Roadway / General Purpose Capacity
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
0	4	3.3	2030

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
SCP	AUTH	2017	Transportation Funding Act (HB 170)	~~$0,000~~	~~$1,000,000~~	~~$0,000~~	~~$0,000~~	**$1,000,000**
PE	AUTH	2018	Transportation Funding Act (HB 170)	~~$0,000~~	~~$2,000,000~~	~~$0,000~~	~~$0,000~~	**$2,000,000**
ROW		2020	Transportation Funding Act (HB 170)	$0,000	$6,000,000	$0,000	$0,000	**$6,000,000**
UTL		2023	Transportation Funding Act (HB 170)	$0,000	$1,200,000	$0,000	$0,000	**$1,200,000**
CST		2023	Transportation Funding Act (HB 170)	$0,000	$43,974,000	$0,000	$0,000	**$43,974,000**
				$0,000	**$54,174,000**	**$0,000**	**$0,000**	**$54,174,000**

HE-198 | **PANOLA MOUNTAIN GREENWAY TRAIL**

0015743 | FROM AUSTIN MIDDLE SCHOOL TO FAIRVIEW LIBRARY

Programmed

Jurisdiction: Henry County
Sponsor: Henry County
Service Type: Last Mile Connectivity / Sidepaths and Trails
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2021	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	$1,172,000	$0,000	$293,000	$0,000	**$1,465,000**
				$1,172,000	**$0,000**	**$293,000**	**$0,000**	**$1,465,000**

HE-200	**SR 81 BRIDGE REPLACEMENT**	**Jurisdiction** Henry County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0013363	AT SOUTH RIVER	**Sponsor** GDOT	**2**	**2**	**0.4**	**TBD**
Programmed		**Service Type** **Roadway / Bridge Upgrade**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2017	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	~~$408,000~~	~~$102,000~~	~~$0,000~~	~~$0,000~~	**$510,000**
ROW		2019	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$204,000	$51,000	$0,000	$0,000	**$255,000**
UTL		2020	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$64,000	$16,000	$0,000	$0,000	**$80,000**
CST		2020	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$2,880,000	$720,000	$0,000	$0,000	**$3,600,000**
				$3,556,000	**$889,000**	**$0,000**	**$0,000**	**$4,445,000**

HE-201	**SR 42 BRIDGE REPLACEMENT**	**Jurisdiction** Henry County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0013995	AT NORFOLK SOUTHERN LINE 5 MILES SOUTH OF MCDONOUGH	**Sponsor** GDOT	**2**	**2**	**0.4**	**TBD**
Programmed		**Service Type** **Roadway / Bridge Upgrade**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2017	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	~~$400,000~~	~~$100,000~~	~~$0,000~~	~~$0,000~~	**$500,000**
ROW		2020	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$288,864	$722,016	$0,000	$0,000	**$1,010,880**
CST		2021	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$3,690,457	$922,614	$0,000	$0,000	**$4,613,071**
				$4,379,321	**$1,744,630**	**$0,000**	**$0,000**	**$6,123,951**

HE-202	**SR 42 / US 23 WIDENING**	**Jurisdiction** Henry County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0015823	FROM BILL GARDNER PARKWAY TO PEEKSVILLE ROAD	**Sponsor** GDOT	**2**	**3**	**0.4**	**2030**
Programmed		**Service Type** **Roadway / General Purpose Capacity**	**Analysis** In the Region's Air Quality Conformity Analysis			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2018	Transportation Funding Act (HB 170)	~~$0,000~~	~~$200,000~~	~~$0,000~~	~~$0,000~~	**$200,000**
UTL		2023	Transportation Funding Act (HB 170)	$0,000	$250,000	$0,000	$0,000	**$250,000**
CST		2023	Transportation Funding Act (HB 170)	$0,000	$1,200,000	$0,000	$0,000	**$1,200,000**
				$0,000	**$1,650,000**	**$0,000**	**$0,000**	**$1,650,000**

HE-203	**WEST VILLAGE PARKWAY WIDENING**	**Jurisdiction** Henry County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
TBD	FROM CLAYTON COUNTY LINE TO FAIRVIEW ROAD	**Sponsor** Henry County	**2**	**4**	**1**	**2030**
Programmed		**Service Type** **Roadway / General Purpose Capacity**	**Analysis** In the Region's Air Quality Conformity Analysis			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2015	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$400,000~~	~~$0,000~~	**$400,000**
ROW	AUTH	2018	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$1,000,000~~	~~$0,000~~	**$1,000,000**
CST		2020	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$8,000,000	$0,000	**$8,000,000**
				$0,000	**$0,000**	**$9,400,000**	**$0,000**	**$9,400,000**

HE-920B

342970-

Long Range

SR 920 (MCDONOUGH ROAD / JONESBORO ROAD) WIDENING

FROM US 19/41 (TARA BOULEVARD) IN CLAYTON COUNTY TO I-75 SOUTH IN HENRY COUNTY

Jurisdiction Regional - Southeast

Sponsor GDOT

Service Type **Roadway / General Purpose Capacity**

Existing	Planned	Length (mi.)
2	4	7.4

Network Year 2030

Analysis In the Region's Air Quality Conformity Analysis

LCI ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2006	STP - Statewide Flexible (GDOT)	~~$5,405,348~~	~~$1,351,337~~	~~$0,000~~	~~$0,000~~	**$6,756,685**
PE	AUTH	2014	Equity Bonus Limitation	~~$2,551,388~~	~~$637,847~~	~~$0,000~~	~~$0,000~~	**$3,189,235**
ROW		LR 2024-2030	Transportation Funding Act (HB 170)	$0,000	$17,576,000	$0,000	$0,000	**$17,576,000**
UTL		LR 2024-2030	General Federal Aid 2024-2040	$3,751,760	$937,940	$164,400	$0,000	**$4,854,100**
CST		LR 2024-2030	General Federal Aid 2024-2040	$40,590,766	$10,147,692	$927,767	$0,000	**$51,666,225**
				$52,299,262	**$30,650,816**	**$1,092,167**	**$0,000**	**$84,042,245**

M-AR-274B2

0015137

Programmed

MARTA CLEAN BUS PROCUREMENT

Jurisdiction Regional - Central

Sponsor MARTA

Service Type **Transit / Bus Capital**

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year TBD

Analysis Exempt from Air Quality Analysis (40 CFR 93)

LCI ☐ **Flex** ☒

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST	AUTH	2012	Bus - New (80/20)	~~$1,500,000~~	~~$0,000~~	~~$375,000~~	~~$0,000~~	**$1,875,000**
CST	AUTH	2013	Bus - New (80/20)	~~$1,550,000~~	~~$0,000~~	~~$387,500~~	~~$0,000~~	**$1,937,500**
CST	AUTH	2014	Bus - New (80/20)	~~$1,550,000~~	~~$0,000~~	~~$387,500~~	~~$0,000~~	**$1,937,500**
CST	AUTH	2015	Bus - New (80/20)	~~$1,550,000~~	~~$0,000~~	~~$387,500~~	~~$0,000~~	**$1,937,500**
CST	AUTH	2016	Bus - New (80/20)	~~$1,550,000~~	~~$0,000~~	~~$387,500~~	~~$0,000~~	**$1,937,500**
CST	AUTH	2016	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$1,391,263~~	~~$0,000~~	~~$347,816~~	~~$0,000~~	**$1,739,079**
CST	AUTH	2017	Congestion Mitigation & Air Quality Improvement (CMAQ)	~~$4,000,000~~	~~$0,000~~	~~$1,000,000~~	~~$0,000~~	**$5,000,000**
CST		2018	Bus - New (80/20)	$1,550,000	$0,000	$387,500	$0,000	**$1,937,500**
CST	AUTH	2018	Congestion Mitigation & Air Quality Improvement (CMAQ)	~~$4,000,000~~	~~$0,000~~	~~$1,000,000~~	~~$0,000~~	**$5,000,000**
CST		2019	Bus - New (80/20)	$1,550,000	$0,000	$387,500	$0,000	**$1,937,500**
				$20,191,263	**$0,000**	**$5,047,816**	**$0,000**	**$25,239,079**

M-AR-274B2-LR1	**MARTA CLEAN BUS PROCUREMENT**	**Jurisdiction** Regional - Central	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
N/A		**Sponsor** MARTA	**N/A**	**N/A**	**N/A**	**TBD**
Long Range		**Service Type** **Transit / Bus Capital**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		LR 2024-2030	Bus - New (80/20)	$10,850,000	$0,000	$2,712,500	$0,000	**$13,562,500**
				$10,850,000	**$0,000**	**$2,712,500**	**$0,000**	**$13,562,500**

M-AR-274B2-LR2	**MARTA CLEAN BUS PROCUREMENT**	**Jurisdiction** Regional - Central	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
N/A		**Sponsor** MARTA	**N/A**	**N/A**	**N/A**	**TBD**
Long Range		**Service Type** **Transit / Bus Capital**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		LR 2031-2040	Bus - New (80/20)	$15,500,000	$0,000	$3,875,000	$0,000	**$19,375,000**
				$15,500,000	**$0,000**	**$3,875,000**	**$0,000**	**$19,375,000**

M-AR-274B3 | **MARTA CLEAN BUS PROCUREMENT**

N/A

Programmed

Jurisdiction: Regional - Central
Sponsor: MARTA
Service Type: Transit / Bus Capital
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST	AUTH	2012	Clean Fuels Formula Program	~~$3,450,000~~	~~$0,000~~	~~$862,500~~	~~$0,000~~	**$4,312,500**
CST	AUTH	2013	Clean Fuels Formula Program	~~$3,896,160~~	~~$0,000~~	~~$974,040~~	~~$0,000~~	**$4,870,200**
CST	AUTH	2014	Clean Fuels Formula Program	~~$3,700,000~~	~~$0,000~~	~~$925,000~~	~~$0,000~~	**$4,625,000**
CST	AUTH	2015	Clean Fuels Formula Program	~~$3,700,000~~	~~$0,000~~	~~$925,000~~	~~$0,000~~	**$4,625,000**
CST	AUTH	2016	Clean Fuels Formula Program	~~$3,700,000~~	~~$0,000~~	~~$925,000~~	~~$0,000~~	**$4,625,000**
CST	AUTH	2017	Clean Fuels Formula Program	~~$3,700,000~~	~~$0,000~~	~~$925,000~~	~~$0,000~~	**$4,625,000**
CST		2018	Clean Fuels Formula Program	$3,700,000	$0,000	$925,000	$0,000	**$4,625,000**
CST		2019	Clean Fuels Formula Program	$3,700,000	$0,000	$925,000	$0,000	**$4,625,000**
				$29,546,160	**$0,000**	**$7,386,540**	**$0,000**	**$36,932,700**

M-AR-274B3-LR1 | **MARTA CLEAN BUS PROCUREMENT**

N/A

Long Range

Jurisdiction: Regional - Central
Sponsor: MARTA
Service Type: Transit / Bus Capital
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		LR 2024-2030	Clean Fuels Formula Program	$25,900,000	$0,000	$6,475,000	$0,000	**$32,375,000**
				$25,900,000	**$0,000**	**$6,475,000**	**$0,000**	**$32,375,000**

M-AR-274B3-LR2	**MARTA CLEAN BUS PROCUREMENT**	**Jurisdiction** Regional - Central	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
N/A		**Sponsor** MARTA	**N/A**	**N/A**	**N/A**	**TBD**
Long Range		**Service Type** **Transit / Bus Capital**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		LR 2031-2040	Clean Fuels Formula Program	$37,000,000	$0,000	$9,250,000	$0,000	**$46,250,000**
				$37,000,000	**$0,000**	**$9,250,000**	**$0,000**	**$46,250,000**

M-AR-314	**MARTA COMPRESSED NATURAL GAS (CNG) BUS ACQUISITION**	**Jurisdiction** Regional	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0013146		**Sponsor** MARTA	**N/A**	**N/A**	**N/A**	**TBD**
Programmed		**Service Type** **Transit / Bus Capital**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** X

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST	AUTH	2015	Congestion Mitigation & Air Quality Improvement (CMAQ)	~~$5,784,450~~	~~$0,000~~	~~$1,446,113~~	~~$0,000~~	**$7,230,563**
CST		2019	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$1,000,000	$0,000	$250,000	$0,000	**$1,250,000**
				$6,784,450	**$0,000**	**$1,696,113**	**$0,000**	**$8,480,563**

M-AR-450 | **MORE MARTA INITIATIVE SERVICE EXPANSION (OPERATING ASSISTANCE) - PHASE I**

0016371

Programmed

Jurisdiction: City of Atlanta | Sponsor: MARTA

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

Service Type: **Transit / Operations & Maintenance**

Analysis: Exempt from Air Quality Analysis (40 CFR 93)

LCI: ☐ Flex: X

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2019	Projects to Reduce PM 2.5 Emissions	$2,282,793	$0,000	$570,698	$0,000	**$2,853,491**
CST		2019	Congestion Mitigation & Air Quality Improvement (CMAQ)	$6,117,207	$0,000	$1,529,302	$0,000	**$7,646,509**
CST		2020	Congestion Mitigation & Air Quality Improvement (CMAQ)	$8,400,000	$0,000	$2,100,000	$0,000	**$10,500,000**
CST		2021	Congestion Mitigation & Air Quality Improvement (CMAQ)	$8,400,000	$0,000	$2,100,000	$0,000	**$10,500,000**
				$25,200,000	**$0,000**	**$6,300,000**	**$0,000**	**$31,500,000**

NE-003 | **SR 36 (EAST COVINGTON BYPASS) WIDENING**

0006666

FROM SR 36 (JACKSON HIGHWAY) TO US 278

Long Range

Jurisdiction: Newton County | Sponsor: GDOT

Existing	Planned	Length (mi.)	Network Year
2	4	2.5	2030

Service Type: **Roadway / General Purpose Capacity**

Analysis: In the Region's Air Quality Conformity Analysis

LCI: ☐ Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE		LR 2024-2030	General Federal Aid 2024-2040	$1,350,970	$337,743	$0,000	$0,000	**$1,688,713**
ROW		LR 2024-2030	General Federal Aid 2024-2040	$2,853,564	$731,391	$0,000	$0,000	**$3,584,955**
UTL		LR 2024-2030	General Federal Aid 2024-2040	$4,067,340	$1,016,835	$0,000	$0,000	**$5,084,175**
CST		LR 2024-2030	General Federal Aid 2024-2040	$16,887,127	$4,221,782	$0,000	$0,000	**$21,108,909**
				$25,159,001	**$6,307,751**	**$0,000**	**$0,000**	**$31,466,752**

NE-004	**SR 162 (SALEM ROAD) WIDENING**	**Jurisdiction** Newton County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
231210-	FROM OLD SALEM ROAD TO BROWN BRIDGE ROAD	**Sponsor** GDOT	**2**	**6**	**1.8**	**2030**
Programmed		**Service Type** **Roadway / General Purpose Capacity**	**Analysis** In the Region's Air Quality Conformity Analysis			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	1999	STP - Statewide Flexible (GDOT)	~~$30,180~~	~~$7,545~~	~~$0,000~~	~~$0,000~~	**$37,725**
PE	AUTH	2005	STP - Statewide Flexible (GDOT)	~~$1,840,000~~	~~$460,000~~	~~$0,000~~	~~$0,000~~	**$2,300,000**
PE	AUTH	2019	Transportation Funding Act (HB 170)	~~$0,000~~	~~$565,000~~	~~$0,000~~	~~$0,000~~	**$565,000**
ROW	AUTH	2018	Transportation Funding Act (HB 170)	~~$0,000~~	~~$11,675,000~~	~~$0,000~~	~~$0,000~~	**$11,675,000**
UTL		2023	Transportation Funding Act (HB 170)	$0,000	$1,070,108	$0,000	$0,000	**$1,070,108**
CST		2023	Transportation Funding Act (HB 170)	$0,000	$12,117,565	$0,000	$0,000	**$12,117,565**
				$1,870,180	**$25,895,218**	**$0,000**	**$0,000**	**$27,765,398**

NE-021	**CROWELL ROAD WIDENING**	**Jurisdiction** Newton County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0007859	FROM BROWN BRIDGE ROAD TO I-20 EAST	**Sponsor** GDOT	**2**	**4**	**2.3**	**2040**
Long Range		**Service Type** **Roadway / General Purpose Capacity**	**Analysis** In the Region's Air Quality Conformity Analysis			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ALL		LR 2031-2040	General Federal Aid 2024-2040	$26,854,252	$6,713,563	$3,480,826	$0,000	**$37,048,641**
				$26,854,252	**$6,713,563**	**$3,480,826**	**$0,000**	**$37,048,641**

NE-033A	**SR 162 (SALEM ROAD) WIDENING**	**Jurisdiction** Newton County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
N/A	FROM BROWN BRIDGE ROAD TO SR 81	**Sponsor** GDOT	**2**	**4**	**3**	**2040**
Long Range		**Service Type** **Roadway / General Purpose Capacity**	**Analysis** In the Region's Air Quality Conformity Analysis			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ALL		LR 2031-2040	General Federal Aid 2024-2040	$14,560,000	$3,640,000	$0,000	$0,000	**$18,200,000**
				$14,560,000	**$3,640,000**	**$0,000**	**$0,000**	**$18,200,000**

NE-033C	**LOVERS LANE EXTENSION - NEW ALIGNMENT**	**Jurisdiction** Newton County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0007861	FROM INTERSECTION WITH SR 162 CONNECTOR TO FLAT SHOALS ROAD NORTH OF INTERSECTION WITH WHITE LAUREL ROAD	**Sponsor** GDOT	**0**	**4**	**2.2**	**2040**
Long Range		**Service Type** **Roadway / General Purpose Capacity**	**Analysis** In the Region's Air Quality Conformity Analysis			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ALL		LR 2031-2040	General Federal Aid 2024-2040	$10,982,400	$0,000	$4,987,600	$0,000	**$15,970,000**
				$10,982,400	**$0,000**	**$4,987,600**	**$0,000**	**$15,970,000**

NE-069 | **ALMON ROAD OPERATIONS AND SAFETY IMPROVEMENTS**

0009706 | FROM ROCKDALE COUNTY LINE TO I-20 EAST

Long Range

Jurisdiction: Newton County
Sponsor: Newton County
Service Type: **Roadway / Operations & Safety**
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
Var	Var	2.2	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2010	ARRA - Urban (>200K) (ARC)	~~$500,000~~	~~$0,000~~	~~$0,000~~	~~$0,000~~	**$500,000**
ROW	AUTH	2015	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$4,204,000~~	~~$0,000~~	**$4,204,000**
UTL		LR 2024-2030	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$200,000	$0,000	**$200,000**
CST		LR 2024-2030	General Federal Aid 2024-2040	$3,672,327	$0,000	$918,082	$0,000	**$4,590,409**
				$4,172,327	**$0,000**	**$5,322,082**	**$0,000**	**$9,494,409**

NE-100 | **SR 81 (EMORY STREET) BICYCLE AND PEDESTRIAN BRIDGE AND OTHER FACILITIES OVER I-20 BETWEEN CITIES OF COVINGTON AND OXFORD**

0012647

Programmed

Jurisdiction: Newton County
Sponsor: City of Covington,City of Oxford
Service Type: **Last Mile Connectivity / Joint Bike-Ped Facilities**
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	1	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2012	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$100,000~~	~~$0,000~~	**$100,000**
CST	AUTH	2018	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$520,823~~	~~$0,000~~	~~$130,206~~	~~$0,000~~	**$651,029**
				$520,823	**$0,000**	**$230,206**	**$0,000**	**$751,029**

NE-102	**US 278 BRIDGE REPLACEMENT**	**Jurisdiction** Newton County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
231635-	AT ALCOVY RIVER	**Sponsor** GDOT	**N/A**	**N/A**	**0.2**	**TBD**
Programmed		**Service Type** **Roadway / Bridge Upgrade**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	1999	Bridge (On-System)	~~$272,000~~	~~$68,000~~	~~$0,000~~	~~$0,000~~	**$340,000**
PE	AUTH	2015	STP - Statewide Flexible (GDOT)	~~$120,000~~	~~$30,000~~	~~$0,000~~	~~$0,000~~	**$150,000**
CST	AUTH	2017	STATE (41607)	~~$0,000~~	~~$9,682,319~~	~~$0,000~~	~~$0,000~~	**$9,682,319**
				$392,000	**$9,780,319**	**$0,000**	**$0,000**	**$10,172,319**

NE-103	**FRONTAGE ROAD BRIDGE UPGRADE**	**Jurisdiction** Newton County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0013602	AT YELLOW RIVER	**Sponsor** GDOT	**2**	**2**	**0.4**	**TBD**
Programmed		**Service Type** **Roadway / Bridge Upgrade**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2016	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	~~$608,000~~	~~$152,000~~	~~$0,000~~	~~$0,000~~	**$760,000**
ROW		2020	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$95,717	$23,929	$0,000	$0,000	**$119,646**
UTL		2021	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$134,137	$33,534	$0,000	$0,000	**$167,671**
CST		2021	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$3,997,088	$999,272	$0,000	$0,000	**$4,996,360**
				$4,834,942	**$1,208,735**	**$0,000**	**$0,000**	**$6,043,677**

NE-104 | **SR 81 BRIDGE REPLACEMENT**

0013751 | AT DRIED INDIAN CREEK

Programmed

Jurisdiction: Newton County
Sponsor: GDOT
Service Type: Roadway / Bridge Upgrade
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
2	2	0.4	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
SCP	AUTH	2016	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	~~$514,000~~	~~$129,000~~	~~$0,000~~	~~$0,000~~	**$643,000**
PE	AUTH	2017	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	~~$816,514~~	~~$204,129~~	~~$0,000~~	~~$0,000~~	**$1,020,643**
ROW		2020	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$1,004,610	$251,153	$0,000	$0,000	**$1,255,763**
CST		2023	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$2,537,956	$634,489	$0,000	$0,000	**$3,172,445**
				$4,873,080	**$1,218,771**	**$0,000**	**$0,000**	**$6,091,851**

NE-105 | **CROWELL ROAD/ALMON ROAD ACCESS ROAD**

0015095 | AT I-20

Programmed

Jurisdiction: Newton County
Sponsor: Newton County
Service Type: Roadway / Operations & Safety
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	1.2	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2016	STP - Urban (>200K) (ARC)	~~$320,000~~	~~$0,000~~	~~$80,000~~	~~$0,000~~	**$400,000**
PE	AUTH	2017	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	~~$40,000~~	~~$10,000~~	~~$0,000~~	~~$0,000~~	**$50,000**
PE	AUTH	2018	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$20,800~~	~~$0,000~~	~~$5,200~~	~~$0,000~~	**$26,000**
ROW		2021	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$845,000	$0,000	**$845,000**
UTL		2022	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$400,000	$0,000	**$400,000**
CST		2022	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$2,855,000	$0,000	**$2,855,000**
CST		2022	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$400,000	$100,000	$0,000	$0,000	**$500,000**
				$780,800	**$110,000**	**$4,185,200**	**$0,000**	**$5,076,000**

NE-106

BROWN BRIDGE ROAD WIDENING AND BRIDGE REPLACEMENT OVER YELLOW RIVER

0015096

FROM EAST OF RAM DRIVE TO EAST OF SPILLERS LANE

Programmed

Jurisdiction Newton County

Sponsor Newton County

Existing	Planned	Length (mi.)	Network Year
2	2	0.4	2030

Service Type Roadway / General Purpose Capacity

Analysis In the Region's Air Quality Conformity Analysis

LCI ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2017	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$480,000~~	~~$0,000~~	~~$120,000~~	~~$0,000~~	**$600,000**
PE	AUTH	2018	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$47,800~~	~~$0,000~~	~~$11,950~~	~~$0,000~~	**$59,750**
ROW		2020	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$400,000	$0,000	$100,000	$0,000	**$500,000**
UTL		2022	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$240,000	$0,000	$60,000	$0,000	**$300,000**
CST		2022	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$2,743,200	$0,000	$4,096,806	$0,000	**$6,840,006**
				$3,911,000	**$0,000**	**$4,388,756**	**$0,000**	**$8,299,756**

NE-107

BROWN BRIDGE ROAD BRIDGE REPLACEMENT

0015097

FROM WEST OF SHOALS CREEK ROAD TO WEST OF SALEM BRANCH ROAD

Programmed

Jurisdiction Newton County

Sponsor Newton County

Existing	Planned	Length (mi.)	Network Year
2	2	0.5	TBD

Service Type Roadway / Bridge Upgrade

Analysis Exempt from Air Quality Analysis (40 CFR 93)

LCI ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2016	STP - Urban (>200K) (ARC)	~~$189,652~~	~~$0,000~~	~~$47,413~~	~~$0,000~~	**$237,065**
PE	AUTH	2018	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$198,348~~	~~$0,000~~	~~$49,587~~	~~$0,000~~	**$247,935**
ROW		2021	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$480,000	$0,000	$120,000	$0,000	**$600,000**
UTL		2022	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$12,000	$0,000	$42,000	$0,000	**$54,000**
CST		2022	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$2,370,655	$0,000	$710,085	$0,000	**$3,080,740**
				$3,250,655	**$0,000**	**$969,085**	**$0,000**	**$4,219,740**

NE-108

SR 81 BRIDGE UPGRADE

0015560

AT YELLOW RIVER IN PORTERDALE

Programmed

Jurisdiction Newton County

Sponsor GDOT

Existing	Planned	Length (mi.)	Network Year
2	2	0.4	TBD

Service Type Roadway / Bridge Upgrade

Analysis Exempt from Air Quality Analysis (40 CFR 93)

LCI ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2019	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	~~$480,000~~	~~$120,000~~	~~$0,000~~	~~$0,000~~	**$600,000**
ROW		2022	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$200,000	$50,000	$0,000	$0,000	**$250,000**
UTL		2023	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$40,000	$10,000	$0,000	$0,000	**$50,000**
CST		2023	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$2,720,000	$680,000	$0,000	$0,000	**$3,400,000**
				$3,440,000	**$860,000**	**$0,000**	**$0,000**	**$4,300,000**

PA-036B

CEDARCREST ROAD WIDENING

0013700

FROM HARMONY GROVE CHURCH ROAD TO COBB COUNTY LINE

Programmed

Jurisdiction Paulding County

Sponsor Paulding County

Existing	Planned	Length (mi.)	Network Year
2	4	2.7	2030

Service Type Roadway / General Purpose Capacity

Analysis In the Region's Air Quality Conformity Analysis

LCI ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2018	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$2,582,898~~	~~$0,000~~	**$2,582,898**
ROW		2021	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$4,750,000	$0,000	**$4,750,000**
ROW		2021	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$5,000,000	$0,000	$1,250,000	$0,000	**$6,250,000**
CST		2023	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$23,500,000	$0,000	**$23,500,000**
				$5,000,000	**$0,000**	**$32,082,898**	**$0,000**	**$37,082,898**

PA-036C	**CEDARCREST ROAD WIDENING**	**Jurisdiction** Paulding County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
N/A	FROM SR 92 TO SEVEN HILL EXTENSION	**Sponsor** Paulding County	**2**	**4**	**1.8**	**2040**
Long Range		**Service Type** **Roadway / General Purpose Capacity**	**Analysis** In the Region's Air Quality Conformity Analysis			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ALL		LR 2031-2040	General Federal Aid 2024-2040	$16,303,000	$8,151,500	$8,151,500	$0,000	**$32,606,000**
				$16,303,000	**$8,151,500**	**$8,151,500**	**$0,000**	**$32,606,000**

PA-061C1	**SR 61 (VILLA RICA HIGHWAY): SEGMENT 3 - WIDENING**	**Jurisdiction** Paulding County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0013702	FROM DALLAS-NEBO ROAD TO US 278 (JIMMY CAMPBELL PARKWAY)	**Sponsor** GDOT	**2**	**4**	**3.8**	**2030**
Programmed		**Service Type** **Roadway / General Purpose Capacity**	**Analysis** In the Region's Air Quality Conformity Analysis			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2016	Transportation Funding Act (HB 170)	~~$0,000~~	~~$3,000,000~~	~~$0,000~~	~~$0,000~~	**$3,000,000**
ROW		2019	Transportation Funding Act (HB 170)	$0,000	$11,994,000	$0,000	$0,000	**$11,994,000**
UTL		LR 2024-2030	Transportation Funding Act (HB 170)	$0,000	$3,719,133	$0,000	$0,000	**$3,719,133**
CST		LR 2024-2030	Transportation Funding Act (HB 170)	$0,000	$41,592,199	$0,000	$0,000	**$41,592,199**
				$0,000	**$60,305,332**	**$0,000**	**$0,000**	**$60,305,332**

PA-062

PAULDING COUNTY BUSINESS AND TECHNOLOGY PARK ROADWAY - NEW ALIGNMENT

0007285

FROM END OF EXISTING AIRPORT PARKWAY ON NEW LOCATION TO A CUL-DE-SAC

Programmed

Jurisdiction: Paulding County
Sponsor: Paulding County
Service Type: Roadway / General Purpose Capacity
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
0	2	0.6	2030

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2006	Federal Earmark Funding	~~$1,982,980~~	~~$0,000~~	~~$0,000~~	~~$0,000~~	**$1,982,980**
PE	AUTH	2013	STP - Statewide Flexible (GDOT)	~~$8,000~~	~~$2,000~~	~~$0,000~~	~~$0,000~~	**$10,000**
ROW		2019	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$2,725,848	$0,000	**$2,725,848**
CST		2019	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$3,248,536	$0,000	**$3,248,536**
				$1,990,980	**$2,000**	**$5,974,384**	**$0,000**	**$7,967,364**

PA-063

PAULDING COUNTY TECHNOLOGY PARK LOCAL ACCESS ROAD: PHASE 2 - NEW ALIGNMENT

0008037

FROM PAULDING COUNTY BUSINESS AND TECHNOLOGY PARK ROADWAY ON NEW LOCATION TO A CUL-DE-SAC

Programmed

Jurisdiction: Paulding County
Sponsor: Paulding County
Service Type: Roadway / General Purpose Capacity
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
0	2	0.5	2030

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2009	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$126,000~~	~~$0,000~~	**$126,000**
PE-OV	AUTH	2012	STP - Statewide Flexible (GDOT)	~~$40,000~~	~~$10,000~~	~~$0,000~~	~~$0,000~~	**$50,000**
ROW		2019	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$1,513,000	$0,000	**$1,513,000**
CST		2020	Appalachian Local Access	$1,000,000	$0,000	$978,790	$0,000	**$1,978,790**
				$1,040,000	**$10,000**	**$2,617,790**	**$0,000**	**$3,667,790**

PA-092B1	**SR 92 (HIRAM ACWORTH HIGHWAY) WIDENING**	**Jurisdiction** Regional - Northwest	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
621720-	FROM NEBO ROAD TO SR 120 (MARIETTA HIGHWAY)	**Sponsor** GDOT	**2**	**4**	**4.4**	**2030**
Programmed		**Service Type** **Roadway / General Purpose Capacity**	**Analysis** In the Region's Air Quality Conformity Analysis			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2002	STP - Statewide Flexible (GDOT)	~~$2,070,471~~	~~$517,618~~	~~$0,000~~	~~$0,000~~	**$2,588,089**
PE	AUTH	2015	STP - Statewide Flexible (GDOT)	~~$2,475,200~~	~~$618,800~~	~~$0,000~~	~~$0,000~~	**$3,094,000**
ROW	AUTH	2005	STP - Urban (>200K) (ARC)	~~$1,464,000~~	~~$366,000~~	~~$0,000~~	~~$0,000~~	**$1,830,000**
ROW	AUTH	2006	STP - Urban (>200K) (ARC)	~~$3,568,576~~	~~$892,144~~	~~$0,000~~	~~$0,000~~	**$4,460,720**
ROW		2021	Transportation Funding Act (HB 170)	$0,000	$22,176,280	$0,000	$0,000	**$22,176,280**
UTL		LR 2024-2030	General Federal Aid 2024-2040	$2,972,598	$743,150	$0,000	$0,000	**$3,715,748**
CST		LR 2024-2030	General Federal Aid 2024-2040	$35,353,301	$8,838,325	$0,000	$0,000	**$44,191,626**
				$47,904,146	**$34,152,317**	**$0,000**	**$0,000**	**$82,056,463**

PA-092C	**SR 92 (HIRAM ACWORTH HIGHWAY) WIDENING**	**Jurisdiction** Regional - Northwest	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0007692	FROM EAST PAULDING MIDDLE SCHOOL TO OLD BURNT HICKORY ROAD	**Sponsor** GDOT	**2**	**4**	**8.17**	**2030**
Programmed		**Service Type** **Roadway / General Purpose Capacity**	**Analysis** In the Region's Air Quality Conformity Analysis			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2007	STP - Statewide Flexible (GDOT)	~~$1,786,665~~	~~$446,666~~	~~$0,000~~	~~$0,000~~	**$2,233,331**
PE	AUTH	2015	Equity Bonus Limitation	~~$2,636,335~~	~~$659,084~~	~~$0,000~~	~~$0,000~~	**$3,295,419**
PE	AUTH	2019	Transportation Funding Act (HB 170)	~~$0,000~~	~~$1,400,000~~	~~$0,000~~	~~$0,000~~	**$1,400,000**
ROW		2022	Transportation Funding Act (HB 170)	$0,000	$16,395,000	$0,000	$0,000	**$16,395,000**
UTL		LR 2024-2030	General Federal Aid 2024-2040	$8,522,557	$2,130,639	$0,000	$0,000	**$10,653,196**
CST		LR 2024-2030	General Federal Aid 2024-2040	$36,684,814	$9,171,204	$0,000	$0,000	**$45,856,018**
				$49,630,371	**$30,202,593**	**$0,000**	**$0,000**	**$79,832,964**

PA-092E	**SR 92 (DALLAS ACWORTH HIGHWAY) WIDENING**	**Jurisdiction** Regional - Northwest	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0006857	FROM OLD BURNT HICKORY ROAD TO COBB COUNTY LINE NEAR PICKETTS MILL PLACE	**Sponsor** GDOT	2	4	2.3	2030
Long Range		**Service Type** **Roadway / General Purpose Capacity**	**Analysis** In the Region's Air Quality Conformity Analysis			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2006	STP - Statewide Flexible (GDOT)	~~$1,445,733~~	~~$361,433~~	~~$0,000~~	~~$0,000~~	**$1,807,166**
PE	AUTH	2014	STP - Statewide Flexible (GDOT)	~~$270,129~~	~~$67,532~~	~~$0,000~~	~~$0,000~~	**$337,661**
ROW	AUTH	2017	Transportation Funding Act (HB 170)	~~$0,000~~	~~$2,876,000~~	~~$0,000~~	~~$0,000~~	**$2,876,000**
ROW	AUTH	2018	Transportation Funding Act (HB 170)	~~$0,000~~	~~$9,834,000~~	~~$0,000~~	~~$0,000~~	**$9,834,000**
CST		LR 2024-2030	General Federal Aid 2024-2040	$14,439,480	$3,587,370	$0,000	$0,000	**$18,026,850**
				$16,155,342	**$16,726,335**	**$0,000**	**$0,000**	**$32,881,677**

PA-092F	**SR 381 (DALLAS ACWORTH HIGHWAY) WIDENING**	**Jurisdiction** Paulding County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
N/A	FROM MOUNT TABOR CHURCH ROAD TO SR 92 (CEDARCREST ROAD)	**Sponsor** Paulding County	2	4	2.3	2030
Programmed		**Service Type** **Roadway / General Purpose Capacity**	**Analysis** In the Region's Air Quality Conformity Analysis			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE		2020	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$1,200,000	$0,000	**$1,200,000**
ROW		2023	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$4,000,000	$0,000	**$4,000,000**
CST		LR 2024-2030	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$20,000,000	$0,000	**$20,000,000**
				$0,000	**$0,000**	**$25,200,000**	**$0,000**	**$25,200,000**

PA-095 | **JOHNSTON STREET, GRIFFIN STREET, SPRING STREET, AND PARK STREET PEDESTRIAN FACILITIES**

0010332

Programmed

Jurisdiction: Paulding County
Sponsor: City of Dallas
Service Type: Last Mile Connectivity / Pedestrian Facility
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	0.7	TBD

LCI: X
Flex:

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2011	STP - Urban (>200K) (ARC)	~~$160,000~~	~~$0,000~~	~~$40,000~~	~~$0,000~~	**$200,000**
PE	AUTH	2014	STP - Urban (>200K) (ARC)	~~$52,000~~	~~$0,000~~	~~$13,000~~	~~$0,000~~	**$65,000**
PE	AUTH	2017	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$100,000~~	~~$0,000~~	~~$25,000~~	~~$0,000~~	**$125,000**
ROW	AUTH	2015	STP - Urban (>200K) (ARC)	~~$120,000~~	~~$0,000~~	~~$350,000~~	~~$0,000~~	**$470,000**
ROW	AUTH	2017	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$50,000~~	~~$0,000~~	~~$12,500~~	~~$0,000~~	**$62,500**
UTL	AUTH	2018	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$296,000~~	~~$0,000~~	~~$74,000~~	~~$0,000~~	**$370,000**
CST	AUTH	2018	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$1,600,000~~	~~$0,000~~	~~$465,000~~	~~$0,000~~	**$2,065,000**
				$2,378,000	**$0,000**	**$979,500**	**$0,000**	**$3,357,500**

PA-100 | **DALLAS BATTLEFIELD TRAIL PHASE 2**

0012885

Programmed

Jurisdiction: Paulding County
Sponsor: City of Dallas
Service Type: Last Mile Connectivity / Sidepaths and Trails
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	2.1	TBD

LCI:
Flex:

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
SCP	AUTH	2014	TAP - Urban (>200K) (ARC)	~~$200,000~~	~~$0,000~~	~~$50,000~~	~~$0,000~~	**$250,000**
PE	AUTH	2016	TAP - Urban (>200K) (ARC)	~~$300,000~~	~~$0,000~~	~~$75,000~~	~~$0,000~~	**$375,000**
PE	AUTH	2019	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	~~$56,000~~	~~$0,000~~	~~$14,000~~	~~$0,000~~	**$70,000**
ROW		2019	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$228,909	$0,000	$57,227	$0,000	**$286,136**
ROW		2019	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	$60,000	$0,000	$15,000	$0,000	**$75,000**
CST		2021	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$2,100,000	$0,000	$2,100,000	$0,000	**$4,200,000**
				$2,944,909	**$0,000**	**$2,311,227**	**$0,000**	**$5,256,136**

PA-101A | **PAULDING COUNTY ATMS SYSTEM EXPANSION - PHASE I**

0013147

Programmed

Jurisdiction: Paulding County
Sponsor: Paulding County
Service Type: Roadway / Operations & Safety
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2015	STP - Urban (>200K) (ARC)	~~$195,126~~	~~$0,000~~	~~$48,782~~	~~$0,000~~	**$243,908**
CST		2019	Congestion Mitigation & Air Quality Improvement (CMAQ)	$2,292,253	$0,000	$573,063	$0,000	**$2,865,316**
				$2,487,379	**$0,000**	**$621,845**	**$0,000**	**$3,109,224**

PA-101B | **PAULDING COUNTY ATMS SYSTEM EXPANSION - PHASE II**

0013148

Programmed

Jurisdiction: Paulding County
Sponsor: Paulding County
Service Type: Roadway / Operations & Safety
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2015	STP - Urban (>200K) (ARC)	~~$150,338~~	~~$0,000~~	~~$227,135~~	~~$0,000~~	**$377,473**
CST		2019	Congestion Mitigation & Air Quality Improvement (CMAQ)	$892,315	$0,000	$223,079	$0,000	**$1,115,394**
				$1,042,653	**$0,000**	**$450,214**	**$0,000**	**$1,492,867**

PA-103	**MORNINGSIDE DRIVE BRIDGE REPLACEMENT**	**Jurisdiction** Paulding County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0015604	AT LICK LOG CREEK	**Sponsor** GDOT	**2**	**2**	**0.4**	**TBD**
Programmed		**Service Type** **Roadway / Bridge Upgrade**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2019	Surface Transportation Block Grant (STBG) Program Off-System Bridge	~~$400,000~~	~~$100,000~~	~~$0,000~~	~~$0,000~~	**$500,000**
ROW	AUTH	2019	STATE (40301)	~~$0,000~~	~~$0,000~~	~~$0,000~~	~~$187,500~~	**$187,500**
ROW		2021	Surface Transportation Block Grant (STBG) Program Off-System Bridge	$150,000	$37,500	$0,000	$0,000	**$187,500**
UTL		2023	Surface Transportation Block Grant (STBG) Program Off-System Bridge	$16,000	$4,000	$0,000	$0,000	**$20,000**
CST		2023	Surface Transportation Block Grant (STBG) Program Off-System Bridge	$2,080,000	$520,000	$0,000	$0,000	**$2,600,000**
				$2,646,000	**$661,500**	**$0,000**	**$187,500**	**$3,495,000**

RO-015F	**MILLERS CHAPEL ROAD WIDENING**	**Jurisdiction** Rockdale County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
N/A	FROM SR 138 (STOCKBRIDGE HIGHWAY) TO SR 20 (MCDONOUGH HIGHWAY)	**Sponsor** Rockdale County	**2**	**4**	**0.6**	**2030**
Long Range		**Service Type** **Roadway / General Purpose Capacity**	**Analysis** In the Region's Air Quality Conformity Analysis			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ALL		LR 2024-2030	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$5,000,000	$0,000	**$5,000,000**
				$0,000	**$0,000**	**$5,000,000**	**$0,000**	**$5,000,000**

RO-025C	**FLAT SHOALS ROAD WIDENING**	**Jurisdiction** Rockdale County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
N/A	FROM OLD SALEM ROAD TO SALEM ROAD	**Sponsor** Rockdale County	**2**	**4**	**1.4**	**2030**
Long Range		**Service Type** **Roadway / General Purpose Capacity**	**Analysis** In the Region's Air Quality Conformity Analysis			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ALL		LR 2024-2030	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$9,218,000	$0,000	**$9,218,000**
				$0,000	**$0,000**	**$9,218,000**	**$0,000**	**$9,218,000**

RO-138B	**SR 138 (STOCKBRIDGE HIGHWAY) OPERATIONS AND SAFETY IMPROVEMENTS**	**Jurisdiction** Rockdale County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0002040	FROM EAST OF ALMAND CREEK TO EAST OF AMHERST LANE	**Sponsor** GDOT	**2**	**2**	**1.1**	**TBD**
Programmed		**Service Type** **Roadway / Operations & Safety**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2013	National Highway Performance Program (NHPP)	~~$626,448~~	~~$156,612~~	~~$0,000~~	~~$0,000~~	**$783,060**
ROW		2019	Transportation Funding Act (HB 170)	$0,000	$327,000	$0,000	$0,000	**$327,000**
CST		2020	Transportation Funding Act (HB 170)	$0,000	$1,052,170	$0,000	$0,000	**$1,052,170**
				$626,448	**$1,535,782**	**$0,000**	**$0,000**	**$2,162,230**

RO-138C

OLD SALEM ROAD CONNECTOR - REALIGNMENT AND INTERSECTION RECONSTRUCTION

721582-

FROM IRIS DRIVE WEST OF SR 20/138 TO IRIS DRIVE EAST OF SR 20/138

Programmed

Jurisdiction Rockdale County

Sponsor Rockdale County

Existing	Planned	Length (mi.)	Network Year
3	3	0.8	TBD

Service Type Roadway / Operations & Safety

Analysis Exempt from Air Quality Analysis (40 CFR 93)

LCI ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2018	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$200,000~~	~~$0,000~~	**$200,000**
PE-OV	AUTH	2011	STP - Statewide Flexible (GDOT)	~~$40,000~~	~~$10,000~~	~~$0,000~~	~~$0,000~~	**$50,000**
ROW		2020	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$18,005,040	$4,501,260	$0,000	$0,000	**$22,506,300**
CST		2021	Transportation Funding Act (HB 170)	$0,000	$3,093,090	$0,000	$0,000	**$3,093,090**
				$18,045,040	**$7,604,350**	**$200,000**	**$0,000**	**$25,849,390**

RO-206

SR 162 (SALEM ROAD) WIDENING

0013628

FROM FLAT SHOALS ROAD IN ROCKDALE COUNTY TO OLD SALEM ROAD IN NEWTON COUNTY

Programmed

Jurisdiction Rockdale County

Sponsor GDOT

Existing	Planned	Length (mi.)	Network Year
2	6	1.9	2030

Service Type Roadway / General Purpose Capacity

Analysis In the Region's Air Quality Conformity Analysis

LCI ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2016	Transportation Funding Act (HB 170)	~~$0,000~~	~~$2,300,000~~	~~$0,000~~	~~$0,000~~	**$2,300,000**
PE	AUTH	2019	Transportation Funding Act (HB 170)	~~$0,000~~	~~$500,000~~	~~$0,000~~	~~$0,000~~	**$500,000**
ROW	AUTH	2018	Transportation Funding Act (HB 170)	~~$0,000~~	~~$14,544,000~~	~~$0,000~~	~~$0,000~~	**$14,544,000**
UTL		2023	Transportation Funding Act (HB 170)	$0,000	$1,513,260	$0,000	$0,000	**$1,513,260**
CST		2023	Transportation Funding Act (HB 170)	$0,000	$13,015,974	$0,000	$0,000	**$13,015,974**
				$0,000	**$31,873,234**	**$0,000**	**$0,000**	**$31,873,234**

RO-217A | **OLD SALEM ROAD - WIDENING**

N/A

FROM FLAT SHOALS ROAD TO 650-FEET NORTH OF SALEM GATE DRIVE

Long Range

Jurisdiction: Rockdale County
Sponsor: Rockdale County
Service Type: Roadway / General Purpose Capacity
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
2	4	1	2040

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ALL		LR 2031-2040	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$5,600,000	$0,000	**$5,600,000**
				$0,000	**$0,000**	**$5,600,000**	**$0,000**	**$5,600,000**

RO-222B | **EAST FREEWAY DRIVE EXTENSION: PHASE II - NEW ALIGNMENT**

N/A

FROM OLD MCDONOUGH HIGHWAY TO PARKER ROAD

Long Range

Jurisdiction: Rockdale County
Sponsor: Rockdale County
Service Type: Roadway / General Purpose Capacity
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
0	4	0.6	2040

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ALL		LR 2031-2040	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$5,600,000	$0,000	**$5,600,000**
				$0,000	**$0,000**	**$5,600,000**	**$0,000**	**$5,600,000**

RO-235C | **SIGMAN ROAD WIDENING**

0013163

Programmed

FROM EAST OF LESTER ROAD TO IRWIN BRIDGE ROAD

Jurisdiction: Rockdale County
Sponsor: Rockdale County
Service Type: Roadway / General Purpose Capacity
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
2	4	1.3	2020

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	1996	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$0,000~~	~~$0,000~~	**$0,000**
PE	AUTH	2015	National Highway Performance Program (NHPP)	~~$80,000~~	~~$20,000~~	~~$0,000~~	~~$0,000~~	**$100,000**
ROW	AUTH	2017	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$1,480,000~~	~~$0,000~~	~~$370,000~~	~~$0,000~~	**$1,850,000**
CST		2020	National Highway Performance Program (NHPP)	$10,819,225	$2,704,806	$0,000	$0,000	**$13,524,031**
				$12,379,225	**$2,724,806**	**$370,000**	**$0,000**	**$15,474,031**

RO-235D | **SIGMAN ROAD WIDENING**

0013594

Programmed

FROM IRWIN BRIDGE ROAD TO SR 138 (WALNUT GROVE ROAD) [ONLY PORTION FROM LOGANVILLE HIGHWAY TO SR 138 IS ON THE ARTERIAL PERIMETER]

Jurisdiction: Rockdale County
Sponsor: Rockdale County
Service Type: Roadway / General Purpose Capacity
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
2	4	2.9	2030

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE		2020	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$1,160,000	$0,000	$290,000	$0,000	**$1,450,000**
PE		2022	Transportation Funding Act (HB 170)	$0,000	$1,000,000	$0,000	$0,000	**$1,000,000**
ALL		LR 2024-2030	General Federal Aid 2024-2040	$21,238,398	$5,309,600	$9,738,638	$0,000	**$36,286,636**
				$22,398,398	**$6,309,600**	**$10,028,638**	**$0,000**	**$38,736,636**

RO-235E1	**SIGMAN ROAD WIDENING**	**Jurisdiction** Rockdale County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
752210-	FROM SR 20/138 (WALNUT GROVE ROAD) TO OLD COVINGTON ROAD / DOGWOOD DRIVE	**Sponsor** Rockdale County	**2**	**4**	**2.4**	**2030**
Programmed		**Service Type** **Roadway / General Purpose Capacity**	**Analysis** In the Region's Air Quality Conformity Analysis			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE		2019	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$500,000	$0,000	**$500,000**
ALL		LR 2024-2030	General Federal Aid 2024-2040	$5,348,800	$1,215,600	$21,646,095	$0,000	**$28,210,495**
				$5,348,800	**$1,215,600**	**$22,146,095**	**$0,000**	**$28,710,495**

RO-237	**KLONDIKE ROAD INTERSECTION REALIGNMENT**	**Jurisdiction** Rockdale County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0006932	AT MCDANIEL MILL ROAD	**Sponsor** Rockdale County	**N/A**	**N/A**	**N/A**	**TBD**
Programmed		**Service Type** **Roadway / Operations & Safety**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2007	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$300,000~~	~~$0,000~~	**$300,000**
PE-OV	AUTH	2011	STP - Statewide Flexible (GDOT)	~~$20,000~~	~~$5,000~~	~~$0,000~~	~~$0,000~~	**$25,000**
ROW	AUTH	2017	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$1,220,000~~	~~$0,000~~	**$1,220,000**
UTL		2019	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$647,000	$0,000	**$647,000**
CST		2019	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$1,924,800	$0,000	$1,297,115	$0,000	**$3,221,915**
				$1,944,800	**$5,000**	**$3,464,115**	**$0,000**	**$5,413,915**

RO-242A	SR 20 (LOGANVILLE HIGHWAY) WIDENING	Jurisdiction: Regional - East	Existing	Planned	Length (mi.)	Network Year
0007869	FROM SIGMAN ROAD TO PLEASANT HILL ROAD	Sponsor: GDOT	2	4	7.1	2040
Long Range		Service Type: Roadway / General Purpose Capacity	Analysis: In the Region's Air Quality Conformity Analysis			LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ALL		LR 2031-2040	General Federal Aid 2024-2040	$103,911,286	$25,977,821	$0,000	$0,000	**$129,889,107**
				$103,911,286	**$25,977,821**	**$0,000**	**$0,000**	**$129,889,107**

RO-243	COURTESY PARKWAY EXTENSION / I-20 OVERPASS - NEW ALIGNMENT	Jurisdiction: Rockdale County	Existing	Planned	Length (mi.)	Network Year
0006934	FROM CURRENT ALIGNMENT OF COURTESY PARKWAY SOUTH OF OLD COVINGTON HIGHWAY TO INTERSECTION OF FLAT SHOALS ROAD AND MISSION RIDGE DRIVE	Sponsor: Rockdale County	0	4	1.5	2030
Programmed		Service Type: Roadway / General Purpose Capacity	Analysis: In the Region's Air Quality Conformity Analysis			LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2011	Surface Transportation Priorities (Earmark)	~~$499,915~~	~~$0,000~~	~~$0,000~~	~~$0,000~~	**$499,915**
PE	AUTH	2011	STP - Statewide Flexible (GDOT)	~~$40,000~~	~~$10,000~~	~~$0,000~~	~~$0,000~~	**$50,000**
PE	AUTH	2016	STP - Urban (>200K) (ARC)	~~$800,000~~	~~$0,000~~	~~$200,000~~	~~$0,000~~	**$1,000,000**
ROW		2020	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$6,500,000	$0,000	$2,600,000	$0,000	**$9,100,000**
UTL		LR 2024-2030	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$88,000	$0,000	**$88,000**
CST		LR 2024-2030	General Federal Aid 2024-2040	$10,240,000	$0,000	$2,560,000	$0,000	**$12,800,000**
				$18,079,915	**$10,000**	**$5,448,000**	**$0,000**	**$23,537,915**

RO-247 | **GEORGIA VETERANS MEMORIAL PARK IN ROCKDALE COUNTY**

0006697

Programmed

Jurisdiction: Rockdale County
Sponsor: Rockdale County
Service Type: Last Mile Connectivity / Pedestrian Facility
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2019	Federal Earmark Funding	$500,000	$0,000	$0,000	$0,000	**$500,000**
CST		2019	Federal Earmark Funding	$931,935	$0,000	$232,984	$0,000	**$1,164,919**
CST		2019	Federal Earmark Funding	$449,950	$0,000	$112,487	$0,000	**$562,437**
				$1,881,885	**$0,000**	**$345,471**	**$0,000**	**$2,227,356**

RO-256 | **SIGMAN ROAD MULTI-USE TRAIL - SEGMENT 1**

0012886

FROM EAST OF LESTER ROAD TO IRWIN BRIDGE ROAD

Programmed

Jurisdiction: Rockdale County
Sponsor: Rockdale County
Service Type: Last Mile Connectivity / Joint Bike-Ped Facilities
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	1.3	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2014	STP - Urban (>200K) (ARC)	~~$250,000~~	~~$0,000~~	~~$62,500~~	~~$0,000~~	**$312,500**
ROW	AUTH	2017	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$472,800~~	~~$0,000~~	~~$118,200~~	~~$0,000~~	**$591,000**
ROW	AUTH	2017	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	~~$160,000~~	~~$0,000~~	~~$209,000~~	~~$0,000~~	**$369,000**
CST		2020	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$627,894	$0,000	**$627,894**
				$882,800	**$0,000**	**$1,017,594**	**$0,000**	**$1,900,394**

RO-257 | **SR 138 (MCDONOUGH HIGHWAY) SIGNAL UPGRADES**

0012816 | AT OLD MCDONOUGH ROAD AND OLD SALEM ROAD

Programmed

Jurisdiction: Rockdale County | Sponsor: GDOT

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	0.8	TBD

Service Type: **Roadway / Operations & Safety**

Analysis: Exempt from Air Quality Analysis (40 CFR 93)

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2014	STP - Urban (>200K) (ARC)	~~$50,000~~	~~$0,000~~	~~$0,000~~	~~$0,000~~	**$50,000**
PE	AUTH	2017	National Highway Performance Program (NHPP)	~~$112,963~~	~~$0,000~~	~~$0,000~~	~~$0,000~~	**$112,963**
PE	AUTH	2018	National Highway Performance Program (NHPP)	~~$142,000~~	~~$0,000~~	~~$0,000~~	~~$0,000~~	**$142,000**
UTL		2020	Congestion Mitigation & Air Quality Improvement (CMAQ)	$785,400	$0,000	$0,000	$0,000	**$785,400**
CST		2020	Congestion Mitigation & Air Quality Improvement (CMAQ)	$1,691,973	$0,000	$0,000	$0,000	**$1,691,973**
				$2,782,336	**$0,000**	**$0,000**	**$0,000**	**$2,782,336**

RO-258 | **I-20 INTERCHANGE LIGHTING IMPROVEMENTS**

0015099 | AT SIGMAN ROAD AND SR 162 (SALEM ROAD)

Programmed

Jurisdiction: Rockdale County | Sponsor: Rockdale County

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

Service Type: **Roadway / Operations & Safety**

Analysis: Exempt from Air Quality Analysis (40 CFR 93)

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2016	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$560,000~~	~~$0,000~~	~~$140,000~~	~~$0,000~~	**$700,000**
CST		2019	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$1,849,114	$0,000	$462,279	$0,000	**$2,311,393**
				$2,409,114	**$0,000**	**$602,279**	**$0,000**	**$3,011,393**

RO-259 | **HONEY CREEK ROAD BRIDGE REPLACEMENT**

0015100 | AT SNAPPING SHOALS CREEK

Programmed

Jurisdiction: Rockdale County
Sponsor: Rockdale County
Service Type: Roadway / Bridge Upgrade
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
2	2	0.2	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2016	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$240,000~~	~~$0,000~~	~~$60,000~~	~~$0,000~~	**$300,000**
ROW		2022	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$50,000	$0,000	**$50,000**
CST		2023	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$2,500,000	$0,000	**$2,500,000**
				$240,000	**$0,000**	**$2,610,000**	**$0,000**	**$2,850,000**

RO-AR-138 | **I-20 EAST INTERCHANGE IMPROVEMENTS**

731048- | AT SR 138/20 (WALNUT GROVE ROAD / MCDONOUGH HIGHWAY)

Programmed

Jurisdiction: Rockdale County
Sponsor: GDOT
Service Type: Roadway / Interchange Capacity
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
5	5	0.3	2030

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
SCP	AUTH	2013	National Highway Performance Program (NHPP)	~~$800,000~~	~~$200,000~~	~~$0,000~~	~~$0,000~~	**$1,000,000**
PE	AUTH	2016	National Highway Performance Program (NHPP)	~~$3,533,059~~	~~$883,265~~	~~$0,000~~	~~$0,000~~	**$4,416,324**
ROW		2022	National Highway Performance Program (NHPP)	$8,519,378	$2,129,844	$0,000	$0,000	**$10,649,222**
CST		LR 2024-2030	General Federal Aid 2024-2040	$35,241,501	$8,870,375	$0,000	$0,000	**$44,111,876**
				$48,093,938	**$12,083,484**	**$0,000**	**$0,000**	**$60,177,422**

SP-019	**JORDAN HILL ROAD BRIDGE REPLACEMENT**	**Jurisdiction** Spalding County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
331910-	AT TROUBLESOME CREEK (NORTHERN CROSSING NORTH OF BAPTIST CAMP ROAD)	**Sponsor** Spalding County	**2**	**2**	**0.2**	**TBD**
Programmed		**Service Type** **Roadway / Bridge Upgrade**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2017	Local Participation	~~$0,000~~	~~$0,000~~	~~$0,000~~	~~$200,000~~	**$200,000**
ROW	AUTH	2019	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$201,000~~	~~$0,000~~	**$201,000**
CST		2020	Surface Transportation Block Grant (STBG) Program Off-System Bridge	$1,016,029	$254,007	$0,000	$0,000	**$1,270,036**
				$1,016,029	**$254,007**	**$201,000**	**$200,000**	**$1,671,036**

SP-066	**GRIFFIN SOUTH BYPASS: PHASE 1 (SCOPING ACTIVITIES ONLY)**	**Jurisdiction** Spalding County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0016792	FROM INTERSECTION OF SR 155 AND JACKSON ROAD ALONG EXISTING ALIGNMENT OF NORTH MCDONOUGH ROAD TO SR 16 (ARTHUR K. BOLTON PARKWAY)	**Sponsor** GDOT	**2**	**2**	**3.8**	**TBD**
Programmed		**Service Type** **Other / Scoping**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
SCP		2019	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$250,000	$0,000	$62,500	$0,000	**$312,500**
				$250,000	**$0,000**	**$62,500**	**$0,000**	**$312,500**

SP-067A	**GRIFFIN SOUTH BYPASS: PHASE 1**	**Jurisdiction** Spalding County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0008682	FROM INTERSECTION OF SR 155 AND JACKSON ROAD ALONG EXISTING ALIGNMENT OF NORTH MCDONOUGH ROAD TO SR 16 (ARTHUR K. BOLTON PARKWAY)	**Sponsor** GDOT	**2**	**2**	**3.8**	**TBD**
Programmed		**Service Type** **Roadway / Operations & Safety**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ALL		LR 2031-2040	General Federal Aid 2024-2040	$5,100,913	$1,275,228	$0,000	$0,000	**$6,376,141**
				$5,100,913	**$1,275,228**	**$0,000**	**$0,000**	**$6,376,141**

SP-067B	**GRIFFIN SOUTH BYPASS: PHASE 2 - WIDENING**	**Jurisdiction** Spalding County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0007871	FROM SR 16 (ARTHUR K. BOLTON PARKWAY) ALONG EXISTING ALIGNMENT OF SOUTH MCDONOUGH ROAD AND COUNTY LINE ROAD TO US 19/41	**Sponsor** GDOT	**2**	**4**	**7.2**	**2040**
Long Range		**Service Type** **Roadway / General Purpose Capacity**	**Analysis** In the Region's Air Quality Conformity Analysis			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ALL		LR 2031-2040	General Federal Aid 2024-2040	$25,382,477	$6,345,619	$6,939,100	$0,000	**$38,667,196**
				$25,382,477	**$6,345,619**	**$6,939,100**	**$0,000**	**$38,667,196**

SP-100	**EAST SOLOMON STREET INTERSECTION IMPROVEMENTS**	**Jurisdiction** Spalding County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0016076	AT SPALDING STREET/SEARCY AVENUE	**Sponsor** City of Griffin	**N/A**	**N/A**	**N/A**	**TBD**
Programmed		**Service Type** **Roadway / Operations & Safety**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2019	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$240,000~~	~~$0,000~~	~~$60,000~~	~~$0,000~~	**$300,000**
ROW		2021	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$480,000	$0,000	$120,000	$0,000	**$600,000**
UTL		2023	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$250,000	$0,000	**$250,000**
CST		2023	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$1,200,000	$0,000	$300,000	$0,000	**$1,500,000**
				$1,920,000	**$0,000**	**$730,000**	**$0,000**	**$2,650,000**

SP-168

DOWNTOWN GRIFFIN PEDESTRIAN AND BICYCLE FACILITIES ON SR 155 (HILL STREET), EAST SOLOMON STREET AND SOUTH 5TH STREET

0010333

Programmed

Jurisdiction Spalding County

Sponsor City of Griffin

Existing	Planned	Length (mi.)	Network Year
4	4	0.4	2020

Service Type: Last Mile Connectivity / Complete Street Retrofit

Analysis: In the Region's Air Quality Conformity Analysis

LCI: X

Flex:

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2011	STP - Urban (>200K) (ARC)	~~$202,000~~	~~$0,000~~	~~$50,500~~	~~$0,000~~	**$252,500**
UTL	AUTH	2017	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$85,000~~	~~$0,000~~	**$85,000**
CST	AUTH	2018	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$3,280,000~~	~~$0,000~~	~~$820,000~~	~~$0,000~~	**$4,100,000**
CST		2019	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$1,272,136	$0,000	$318,034	$0,000	**$1,590,170**
CST		2019	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	$205,883	$0,000	$51,471	$0,000	**$257,354**
				$4,960,019	**$0,000**	**$1,325,005**	**$0,000**	**$6,285,024**

WA-003

SR 83 CONNECTOR - NEW ALIGNMENT

0000411

FROM SR 11 AT LOWER INDUSTRIAL PARK ROAD SOUTH OF MONROE TO INTERSECTION OF SR 83 (UNISIA DRIVE) AND GOOD HOPE ROAD EAST OF MONROE

Programmed

Jurisdiction Walton County

Sponsor GDOT

Existing	Planned	Length (mi.)	Network Year
0	4	4.7	2030

Service Type: Roadway / General Purpose Capacity

Analysis: In the Region's Air Quality Conformity Analysis

LCI:

Flex:

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2003	STP - Rural	~~$44,000~~	~~$11,000~~	~~$0,000~~	~~$0,000~~	**$55,000**
PE	AUTH	2014	STP Statewide Flexible	~~$40,000~~	~~$10,000~~	~~$0,000~~	~~$0,000~~	**$50,000**
PE	AUTH	2016	Transportation Funding Act (HB 170)	~~$0,000~~	~~$1,184,000~~	~~$0,000~~	~~$0,000~~	**$1,184,000**
PE	AUTH	2016	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$110,000~~	~~$0,000~~	**$110,000**
PE	AUTH	2019	Transportation Funding Act (HB 170)	~~$0,000~~	~~$590,000~~	~~$0,000~~	~~$0,000~~	**$590,000**
ROW		2020	Transportation Funding Act (HB 170)	$0,000	$8,491,000	$0,000	$0,000	**$8,491,000**
CST		2022	Transportation Funding Act (HB 170)	$0,000	$25,139,530	$0,000	$0,000	**$25,139,530**
				$84,000	**$35,425,530**	**$110,000**	**$0,000**	**$35,619,530**

WA-021

142000-

Completed

SR 20 (LAWRENCEVILLE ROAD / CONYERS ROAD) WIDENING - PE ACTIVITIES ONLY

FROM SHARON CHURCH ROAD TO BRAND ROAD [INCLUDES ONE-WAY PAIR IN LOGANVILLE]

Jurisdiction Regional - East

Sponsor GDOT

Service Type **Roadway / General Purpose Capacity**

Analysis Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
2	4	2.3	TBD

LCI ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	1999	STP - Statewide Flexible (GDOT)	~~$1,977,616~~	~~$494,404~~	~~$0,000~~	~~$0,000~~	**$2,472,020**
PE	AUTH	2013	STP - Statewide Flexible (GDOT)	~~$842,677~~	~~$210,669~~	~~$0,000~~	~~$0,000~~	**$1,053,346**
PE	AUTH	2016	Transportation Funding Act (HB 170)	~~$0,000~~	~~$1,475,103~~	~~$0,000~~	~~$0,000~~	**$1,475,103**
				$2,820,293	**$2,180,176**	**$0,000**	**$0,000**	**$5,000,469**

WA-031

132981-

Programmed

SR 11 BRIDGE REPLACEMENT

AT APALACHEE RIVER

Jurisdiction Walton County

Sponsor GDOT,Walton County

Service Type **Roadway / Bridge Upgrade**

Analysis Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	0.6	TBD

LCI ☐ **Flex** ☐

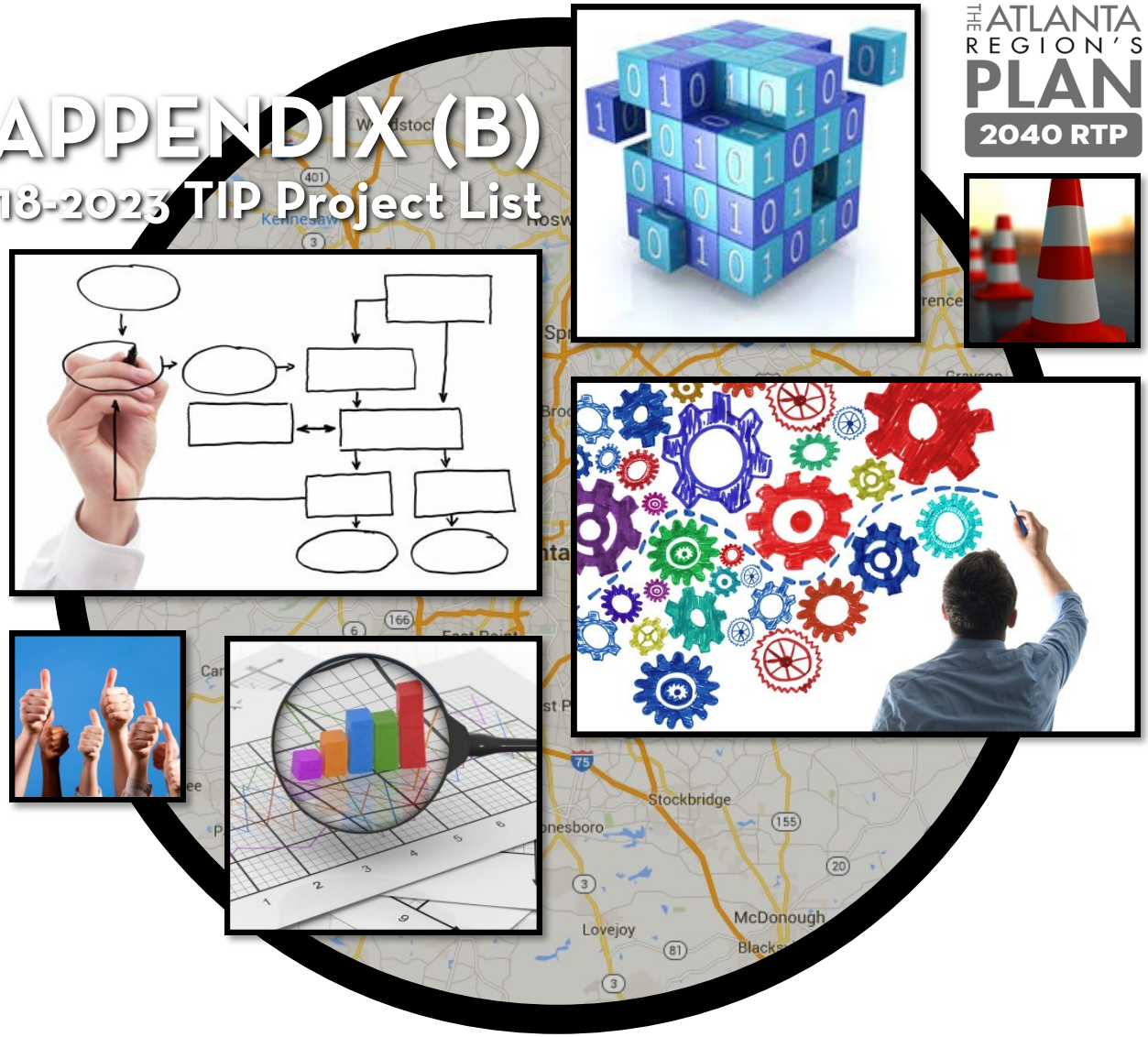
	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2013	STP - Urban (>200K) (ARC)	~~$487,200~~	~~$121,800~~	~~$0,000~~	~~$0,000~~	**$609,000**
ROW	AUTH	2017	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$1,080,000~~	~~$270,000~~	~~$0,000~~	~~$0,000~~	**$1,350,000**
CST		2020	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$4,397,786	$1,099,446	$0,000	$0,000	**$5,497,232**
				$5,964,986	**$1,491,246**	**$0,000**	**$0,000**	**$7,456,232**

WA-032	**SR 20 (CONYERS ROAD)**	**Jurisdiction** Walton County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0016387	FROM NORTH SHARON CHURCH ROAD TO US 78 / SR 10 (ATHENS HIGHWAY)	**Sponsor** GDOT	**2**	**4**	**1**	**2030**
Programmed		**Service Type** **Roadway / General Purpose Capacity**	**Analysis** In the Region's Air Quality Conformity Analysis			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2019	Transportation Funding Act (HB 170)	~~$0,000~~	~~$1,000,000~~	~~$0,000~~	~~$0,000~~	**$1,000,000**
ROW		2022	Transportation Funding Act (HB 170)	$0,000	$3,090,000	$0,000	$0,000	**$3,090,000**
CST		LR 2024-2030	Transportation Funding Act (HB 170)	$0,000	$12,897,993	$0,000	$0,000	**$12,897,993**
				$0,000	**$16,987,993**	**$0,000**	**$0,000**	**$16,987,993**

APPENDIX (B)

FY 2018-2023 TIP Project List



THE ATLANTA REGION'S PLAN 2040 RTP

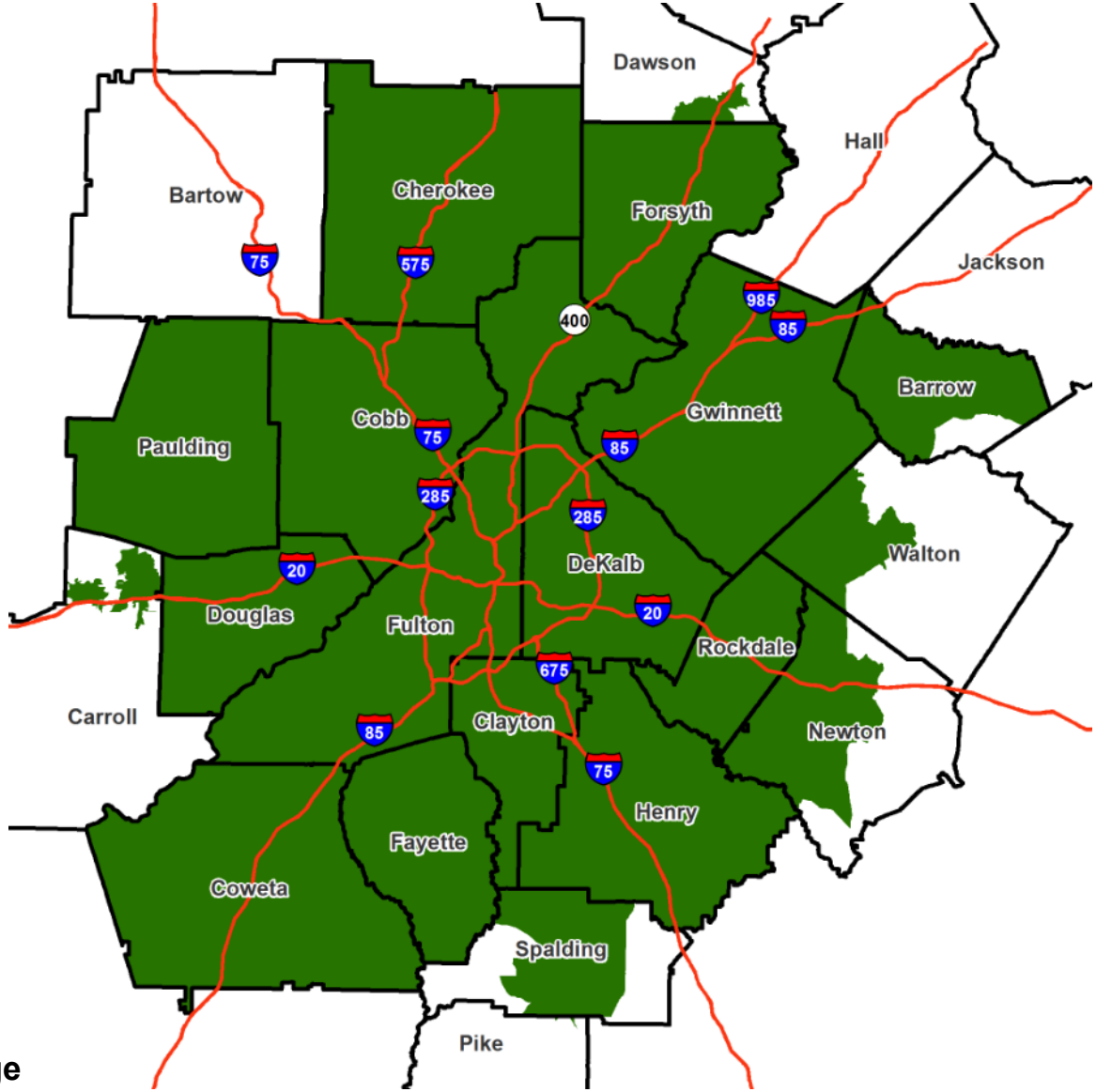
QUICK START GUIDE
FY 2018-2023 Project List
(Sorted by ARC project number)

What's included in this list?

Transportation projects and programs in the financially constrained long-range plan within the MPO planning area.

Metropolitan Planning Organizations (MPO) develop transportation plans for the current urbanized areas, as well as any areas anticipated to become urbanized over the next 20 years. In August 2015, ARC adopted a new MPO planning boundary which encompasses all of 13 counties and parts of seven other counties, as shown on the map to the right.

The Atlanta Region's Plan RTP is the long-range transportation plan for the 20-county MPO area. The plan is financially constrained, meaning project costs and revenue streams are balanced. An RTP will not be approved by the federal government unless it is financially constrained.



NOTE:
This list includes only projects in the short-range element of The Atlanta Region's Plan RTP (FY 2018-2023 TIP).

SAMPLE PROJECT – Explanation of "description" fields

FT-086 (1)	SR 369 PASSING LANES (3)	Jurisdiction: Forsyth County (6)	Existing: 2	Planned: 2	Length (mi.): 3.3	Network Year: TBD	
0013552 (2)	FROM CHEROKEE COUNTY LINE TO HIGHTOWER CIRCLE (WESTERN INTERSECTION) (4)	Sponsor: GDOT (7)					
Long Range (8)		Service Type: Roadway / Operations & Safety (5)	Analysis: Exempt from Air Quality Analysis (40 CFR 93)			LCI ☐	Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2016	SAFETEA-LU Earmark	~~$113,170~~	~~$28,293~~	~~$0,000~~	~~$0,000~~	$141,463
PE	AUTH	2016	Federal Earmark Funding	~~$126,830~~	~~$31,707~~	~~$0,000~~	~~$0,000~~	$158,537
PE	AUTH	2016	STP - Urban (>200K) (ARC)	~~$800,000~~	~~$0,000~~	~~$200,000~~	~~$0,000~~	$1,000,000
ROW		LR 2031-2040	General Federal Aid 2024-2040	$2,703,200	$675,800	$0,000	$0,000	$3,379,000
CST		LR 2031-2040	General Federal Aid 2024-2040	$4,215,490	$1,053,872	$0,000	$0,000	$5,269,362
				$7,958,690	$1,789,672	$200,000	$0,000	$9,948,362

(1) **ARC project number.** The first two letters represent the county in which the project is located, with a few exceptions. Projects within the City of Atlanta are identified separately with an "AT" prefix. MARTA projects have an "M" prefix, but projects sponsored by other transit operators (such as CCT) are included within the appropriate county's listing (Cobb County "CO" projects in the case of CCT). Projects of a regional nature or which cross multiple counties use an "AR" designation. The numbers after the prefix have no particular significance. Some projects have a suffix which indicate that this is one phase of a multi-phased project.

(2) **GDOT project identification (PI) number.** This is typically a seven or eight digit number used as a unique project identifier by GDOT. Long range projects typically do not have a PI number assigned yet.

(3) (4) **Project short title description.** Projects which cannot be mapped (such as regionwide programs) will not have limits shown in Box 4.

(5) **Service type.** General description of the type of project.

(6) **Jurisdiction.** Physical location of the project. Generally, this information is provided at the county level, but "City of Atlanta", "Multi-County" and "Regional" are also acceptable values.

(7) **Sponsor.** Agency responsible for implementing the project and providing any matching funds. To directly contract for federal funds, the sponsor must be a qualified local, regional or state government.

(8) **Status.** "Programmed" indicates that one or more phase is scheduled to be undertaken during the years covered by the TIP (2018-2023). "Long Range" indicates that all phases are not scheduled until 2024 or later. These are the only two statuses which comprise the adopted and conforming TIP and RTP project list.

A more complete description of the scope for each project is provided on individual fact sheets.

SAMPLE PROJECT – Explanation of "conformity" fields

FT-086	SR 369 PASSING LANES	Jurisdiction: Forsyth County	10 Existing	11 Planned	12 Length (mi.)	Network Year	
0013552	FROM CHEROKEE COUNTY LINE TO HIGHTOWER CIRCLE (WESTERN INTERSECTION)	Sponsor: GDOT	2	2	3.3	TBD (13)	
Long Range		Service Type: Roadway / Operations & Safety	Analysis: Exempt from Air Quality Analysis (40 CFR 93) (9)			LCI ☐ Flex ☐	

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2016	SAFETEA-LU Earmark	~~$113,170~~	~~$28,293~~	~~$0,000~~	~~$0,000~~	$141,463
PE	AUTH	2016	Federal Earmark Funding	~~$126,830~~	~~$31,707~~	~~$0,000~~	~~$0,000~~	$158,537
PE	AUTH	2016	STP - Urban (>200K) (ARC)	~~$800,000~~	~~$0,000~~	~~$200,000~~	~~$0,000~~	$1,000,000
ROW		LR 2031-2040	General Federal Aid 2024-2040	$2,703,200	$675,800	$0,000	$0,000	$3,379,000
CST		LR 2031-2040	General Federal Aid 2024-2040	$4,215,490	$1,053,872	$0,000	$0,000	$5,269,362
				$7,958,690	$1,789,672	$200,000	$0,000	$9,948,362

9 **Conformity analysis.** Indicates whether or not the project was included in the regional travel demand model and air quality conformity analysis. Most types of smaller-scale projects, such as safety improvements, bicycle lanes, sidewalks and regional programs, are not modeled and are classified as "exempt".

10 **Existing lanes**. For roadway capacity projects, the number of existing travel lanes. This information is also typically included for operational improvements. For other types of projects, this field usually shows "N/A".

11 **Planned lanes.** For roadway capacity projects, the number of planned travel lanes following construction. This information is also typically included for operational improvements and will be the same as existing lanes. For other types of projects, this field usually shows "N/A".

12 **Length.** The length of the construction limits of the project. For many types of projects, such as short bridges, intersection upgrades and regional programs, this field will show "N/A".

13 **Network year**. Indicates the "group" of projects into which this particular project was included for modeling purposes. The network years defined for the Atlanta Region's Plan RTP are 2020, 2030 and 2040. For projects which were not modeled, this information is not relevant.

Additional information on the air quality conformity determination process can be found in The Atlanta Region's Plan Conformity Determination Report document.

SAMPLE PROJECT – Explanation of "funding" fields

FT-086	SR 369 PASSING LANES	Jurisdiction: Forsyth County	Existing	Planned	Length (mi.)	Network Year
0013552	FROM CHEROKEE COUNTY LINE TO HIGHTOWER CIRCLE (WESTERN INTERSECTION)	Sponsor: GDOT	2	2	3.3	TBD
Long Range		Service Type: Roadway / Operations & Safety	Analysis: Exempt from Air Quality Analysis (40 CFR 93)			LCI ☐ Flex ☐

	Status	Year (15)	Fund Type (16)	Federal	State	Local (17)	Bonds	Total
PE	AUTH		SAFETEA-LU Earmark	~~$113,170~~	~~$28,293~~	~~$0,000~~	~~$0,000~~	$141,463
PE	AUTH	2016	Federal Earmark Funding	~~$126,830~~	~~$31,707~~	~~$0,000~~	~~$0,000~~	$158,537
PE	AUTH	2016	STP - Urban (>200K) (ARC)	~~$800,000~~	~~$0,000~~	~~$200,000~~	~~$0,000~~	$1,000,000
ROW		LR 2031-2040	General Federal Aid 2024-2040	$2,703,200	$675,800	$0,000	$0,000	$3,379,000
CST		LR 2031-2040	General Federal Aid 2024-2040	$4,215,490	$1,053,872	$0,000	$0,000	$5,269,362
				$7,958,690	$1,789,672	$200,000	$0,000	$9,948,362

(14) **Project phase.** SCP is scoping. PE is preliminary engineering, design and/or study. PE-OV is GDOT oversight services for engineering. ROW is right-of-way acquisition. UTL is utility relocation. CST is construction and/or implementation. ALL is the total estimated cost, inclusive of all phases. There may be multiple years of a single phase.

(15) **Funding year**. If funding is programmed in the TIP, a specific fiscal year is shown. If funds were committed in years prior to the timeframe covered by the TIP (i.e., 2017 or earlier), this field shows "AUTH", which means "Authorized". If funding is in the long range period of the plan, it will show either 'LR 2024-2030" or "LR 2031-2040". The state of Georgia's fiscal year begins on July 1 (meaning that July 1, 2016 is the first day of FY 2017).

(16) **Fund type.** The funding source for the phase. A project which is financed 100% by a local or state sponsor is identified as "LOCAL", "GDOT", "State Bonds" or other as appropriate. If federal funds are used for any portion, the specific funding program is shown. Refer to the TIP for more information on the various funding sources available for transportation projects.

(17) **Funding obligations.** Includes federal, state and local obligations. The three left columns represent "pay as you go" funding, while the "Bonds" column represents debt which will be accrued beginning in a particular year and repaid through some combination of funds from the other three sources.

AR-001-2019 | **LIVABLE CENTERS INITIATIVE (LCI) PLANNING PROGRAM - FY 2019**

0014980

Programmed

Jurisdiction: Regional
Sponsor: ARC
Service Type: Other / LCI Program
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI: X
Flex:

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE		2019	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$2,000,000	$0,000	$500,000	$0,000	**$2,500,000**
				$2,000,000	**$0,000**	**$500,000**	**$0,000**	**$2,500,000**

AR-001-2020 | **LIVABLE CENTERS INITIATIVE (LCI) PLANNING PROGRAM - FY 2020**

0014981

Programmed

Jurisdiction: Regional
Sponsor: ARC
Service Type: Other / LCI Program
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI: X
Flex:

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE		2020	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$2,000,000	$0,000	$500,000	$0,000	**$2,500,000**
				$2,000,000	**$0,000**	**$500,000**	**$0,000**	**$2,500,000**

AR-001-2021 | **LIVABLE CENTERS INITIATIVE (LCI) PLANNING PROGRAM - FY 2021**

0014982

Programmed

Jurisdiction: Regional
Sponsor: ARC
Service Type: Other / LCI Program
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI: X
Flex:

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE		2021	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$2,000,000	$0,000	$500,000	$0,000	**$2,500,000**
				$2,000,000	**$0,000**	**$500,000**	**$0,000**	**$2,500,000**

AR-001-2022 | **LIVABLE CENTERS INITIATIVE (LCI) PLANNING PROGRAM - FY 2022**

0015833

Programmed

Jurisdiction: Regional
Sponsor: ARC
Service Type: Other / LCI Program
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year: TBD
LCI: X
Flex:

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE		2022	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$2,000,000	$0,000	$500,000	$0,000	**$2,500,000**
				$2,000,000	**$0,000**	**$500,000**	**$0,000**	**$2,500,000**

AR-001-2023 | **LIVABLE CENTERS INITIATIVE (LCI) PLANNING PROGRAM - FY 2023**

0015843

Programmed

Jurisdiction: Regional
Sponsor: ARC
Service Type: Other / LCI Program
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year: TBD
LCI: X
Flex:

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE		2023	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$2,000,000	$0,000	$500,000	$0,000	**$2,500,000**
				$2,000,000	**$0,000**	**$500,000**	**$0,000**	**$2,500,000**

AR-002-2019 | **LIVABLE CENTERS INITATIVE (LCI) IMPLEMENTATION PROGRAM - FY 2019**

TBD

Programmed

Jurisdiction: Regional
Sponsor: ARC
Service Type: Other / LCI Program
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year: TBD
LCI: X
Flex:

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2019	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$0,000	$0,000	$0,000	$0,000	**$0,000**
				$0,000	**$0,000**	**$0,000**	**$0,000**	**$0,000**

AR-002-2020 | **LIVABLE CENTERS INITATIVE (LCI) IMPLEMENTATION PROGRAM - FY 2020**

TBD

Programmed

Jurisdiction: Regional
Sponsor: ARC
Service Type: Other / LCI Program
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI: X
Flex:

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2020	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$4,192,402	$0,000	$1,048,100	$0,000	**$5,240,502**
				$4,192,402	**$0,000**	**$1,048,100**	**$0,000**	**$5,240,502**

AR-002-2021 | **LIVABLE CENTERS INITATIVE (LCI) IMPLEMENTATION PROGRAM - FY 2021**

TBD

Programmed

Jurisdiction: Regional
Sponsor: ARC
Service Type: Other / LCI Program
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI: X
Flex:

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2021	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$1,531,078	$0,000	$382,769	$0,000	**$1,913,847**
				$1,531,078	**$0,000**	**$382,769**	**$0,000**	**$1,913,847**

AR-002-2022 | **LIVABLE CENTERS INITATIVE (LCI) IMPLEMENTATION PROGRAM - FY 2022**

TBD

Programmed

Jurisdiction: Regional
Sponsor: ARC
Service Type: Other / LCI Program
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI: X
Flex:

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2022	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$9,276,520	$0,000	$2,319,130	$0,000	**$11,595,650**
				$9,276,520	**$0,000**	**$2,319,130**	**$0,000**	**$11,595,650**

AR-002-2023 | **LIVABLE CENTERS INITATIVE (LCI) IMPLEMENTATION PROGRAM - FY 2023**

TBD

Programmed

Jurisdiction: Regional
Sponsor: ARC
Service Type: Other / LCI Program
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI: X
Flex:

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2023	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$20,000,000	$0,000	$5,000,000	$0,000	**$25,000,000**
				$20,000,000	**$0,000**	**$5,000,000**	**$0,000**	**$25,000,000**

AR-004-2018 | **COUNTY COMPREHENSIVE TRANSPORTATION PLAN (CTP) ASSISTANCE PROGRAM - FY 2018**

0014983

Programmed

Jurisdiction: Regional
Sponsor: ARC
Service Type: Other / Planning
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI:
Flex:

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2018	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$2,500,000~~	~~$0,000~~	~~$625,000~~	~~$0,000~~	**$3,125,000**
				$2,500,000	**$0,000**	**$625,000**	**$0,000**	**$3,125,000**

AR-004-2019 | **COUNTY COMPREHENSIVE TRANSPORTATION PLAN (CTP) ASSISTANCE PROGRAM - FY 2019**

0014984

Programmed

Jurisdiction: Regional
Sponsor: ARC
Service Type: Other / Planning
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI:
Flex:

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE		2019	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$1,500,000	$0,000	$375,000	$0,000	**$1,875,000**
				$1,500,000	**$0,000**	**$375,000**	**$0,000**	**$1,875,000**

AR-004-2020

COUNTY COMPREHENSIVE TRANSPORTATION PLAN (CTP) ASSISTANCE PROGRAM - FY 2020

0014985

Programmed

Jurisdiction Regional

Sponsor ARC

Service Type **Other / Planning**

Analysis Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year TBD

LCI ☐

Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE		2020	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$2,000,000	$0,000	$500,000	$0,000	**$2,500,000**
				$2,000,000	**$0,000**	**$500,000**	**$0,000**	**$2,500,000**

AR-004-2021

COUNTY COMPREHENSIVE TRANSPORTATION PLAN (CTP) ASSISTANCE PROGRAM - FY 2021

0014986

Programmed

Jurisdiction Regional

Sponsor ARC

Service Type **Other / Planning**

Analysis Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year TBD

LCI ☐

Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE		2021	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$2,000,000	$0,000	$500,000	$0,000	**$2,500,000**
				$2,000,000	**$0,000**	**$500,000**	**$0,000**	**$2,500,000**

AR-004-2022

COUNTY COMPREHENSIVE TRANSPORTATION PLAN (CTP) ASSISTANCE PROGRAM - FY 2022

0015834

Programmed

Jurisdiction Regional

Sponsor ARC

Service Type **Other / Planning**

Analysis Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year TBD

LCI ☐

Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE		2022	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$2,000,000	$0,000	$500,000	$0,000	**$2,500,000**
				$2,000,000	**$0,000**	**$500,000**	**$0,000**	**$2,500,000**

AR-004-2023 | **COUNTY COMPREHENSIVE TRANSPORTATION PLAN (CTP) ASSISTANCE PROGRAM - FY 2023**

0015835

Programmed

Jurisdiction: Regional
Sponsor: ARC
Service Type: Other / Planning
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year: TBD
LCI: ☐
Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE		2023	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$2,000,000	$0,000	$500,000	$0,000	**$2,500,000**
				$2,000,000	**$0,000**	**$500,000**	**$0,000**	**$2,500,000**

AR-010-2020 | **TRANSPORTATION DEMAND MANAGEMENT (TDM) EMPLOYER SERVICES PROGRAM - FY 2020-2021**

0014987

Programmed

Jurisdiction: Regional
Sponsor: ARC
Service Type: Other / TDM & Air Quality
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year: TBD
LCI: ☐
Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE		2020	Congestion Mitigation & Air Quality Improvement (CMAQ)	$3,200,000	$0,000	$800,000	$0,000	**$4,000,000**
				$3,200,000	**$0,000**	**$800,000**	**$0,000**	**$4,000,000**

AR-010-2022 | **TRANSPORTATION DEMAND MANAGEMENT (TDM) EMPLOYER SERVICES PROGRAM - FY 2022-2023**

0015836

Programmed

Jurisdiction: Regional
Sponsor: ARC
Service Type: Other / TDM & Air Quality
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year: TBD
LCI: ☐
Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE		2022	Congestion Mitigation & Air Quality Improvement (CMAQ)	$3,200,000	$0,000	$800,000	$0,000	**$4,000,000**
				$3,200,000	**$0,000**	**$800,000**	**$0,000**	**$4,000,000**

AR-011-2018 | **RIDESHARING AND REGIONAL TRANSPORTATION DEMAND MANAGEMENT (TDM) PROGRAMS - FY 2018-2019**

0013128

Programmed

Jurisdiction: Regional | **Sponsor:** ARC | **Service Type:** Other / TDM & Air Quality | **Analysis:** Exempt from Air Quality Analysis (40 CFR 93)

	Existing	Planned	Length (mi.)	Network Year
	N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2018	Redistribution of Certain Authorized Funds	~~$1,506,452~~	~~$0,000~~	~~$0,000~~	~~$0,000~~	**$1,506,452**
PE	AUTH	2018	Projects to Reduce PM 2.5 Emissions	~~$2,843,548~~	~~$0,000~~	~~$0,000~~	~~$0,000~~	**$2,843,548**
				$4,350,000	**$0,000**	**$0,000**	**$0,000**	**$4,350,000**

AR-011-2020 | **RIDESHARING AND REGIONAL TRANSPORTATION DEMAND MANAGEMENT (TDM) PROGRAMS - FY 2020-2021**

0014988

Programmed

Jurisdiction: Regional | **Sponsor:** ARC | **Service Type:** Other / TDM & Air Quality | **Analysis:** Exempt from Air Quality Analysis (40 CFR 93)

	Existing	Planned	Length (mi.)	Network Year
	N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE		2020	Congestion Mitigation & Air Quality Improvement (CMAQ)	$4,350,000	$0,000	$0,000	$0,000	**$4,350,000**
				$4,350,000	**$0,000**	**$0,000**	**$0,000**	**$4,350,000**

AR-011-2022 | **RIDESHARING AND REGIONAL TRANSPORTATION DEMAND MANAGEMENT (TDM) PROGRAMS - FY 2022-2023**

TBD

Programmed

Jurisdiction: Regional | **Sponsor:** ARC | **Service Type:** Other / TDM & Air Quality | **Analysis:** Exempt from Air Quality Analysis (40 CFR 93)

	Existing	Planned	Length (mi.)	Network Year
	N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE		2022	Congestion Mitigation & Air Quality Improvement (CMAQ)	$4,350,000	$0,000	$0,000	$0,000	**$4,350,000**
				$4,350,000	**$0,000**	**$0,000**	**$0,000**	**$4,350,000**

AR-038-2019 | **REGIONAL TRANSPORTATION PLANNING STUDY (RTPS) PROGRAM - FY 2019**

0016077

Programmed

Jurisdiction Regional | **Sponsor** ARC | **Service Type** Other / Planning | **Analysis** Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
SCP	AUTH	2019	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$1,180,000~~	~~$0,000~~	~~$295,000~~	~~$0,000~~	**$1,475,000**
				$1,180,000	**$0,000**	**$295,000**	**$0,000**	**$1,475,000**

AR-038-2020 | **REGIONAL TRANSPORTATION PLANNING STUDY (RTPS) PROGRAM- FY 2020**

0016027

Programmed

Jurisdiction Regional | **Sponsor** ARC | **Service Type** Other / Planning | **Analysis** Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
SCP		2020	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$1,320,000	$0,000	$330,000	$0,000	**$1,650,000**
				$1,320,000	**$0,000**	**$330,000**	**$0,000**	**$1,650,000**

AR-039 | **TRAVEL DEMAND MODELING CONSULTANT ASSISTANCE**

0016538

Programmed

Jurisdiction Regional | **Sponsor** ARC | **Service Type** Other / Planning | **Analysis** Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
SCP		2019	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$304,000	$0,000	$76,000	$0,000	**$380,000**
				$304,000	**$0,000**	**$76,000**	**$0,000**	**$380,000**

AR-044 | **REGIONAL HST PARATRANSIT BROKERAGE STUDY**

0016537

Programmed

Jurisdiction: Regional | Sponsor: ARC | Service Type: **Other / Planning** | Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
SCP		2019	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$320,000	$0,000	$80,000	$0,000	**$400,000**
				$320,000	**$0,000**	**$80,000**	**$0,000**	**$400,000**

AR-047 | **REGIONAL LAND USE FORECASTING MODEL REFINEMENT CONSULTANT ASSISTANCE**

0016782

Programmed

Jurisdiction: Regional | Sponsor: ARC | Service Type: **Other / Planning** | Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
SCP		2019	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$140,000	$0,000	$35,000	$0,000	**$175,000**
				$140,000	**$0,000**	**$35,000**	**$0,000**	**$175,000**

AR-050-2018 | **REGIONAL CMAQ PROGRAM - FY 2018**

TBD

Completed

Jurisdiction: Regional | Sponsor: TBD | Service Type: **Other / Miscellaneous** | Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ALL	AUTH	2018	Congestion Mitigation & Air Quality Improvement (CMAQ)	~~$866,575~~	~~$216,644~~	~~$0,000~~	~~$0,000~~	**$1,083,219**
				$866,575	**$216,644**	**$0,000**	**$0,000**	**$1,083,219**

AR-050-2019 | **REGIONAL CMAQ PROGRAM - FY 2019**

TBD

Programmed

Jurisdiction: Regional
Sponsor: TBD
Service Type: Other / Miscellaneous
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ALL		2019	Congestion Mitigation & Air Quality Improvement (CMAQ)	$0,000	$0,000	$0,000	$0,000	**$0,000**
				$0,000	**$0,000**	**$0,000**	**$0,000**	**$0,000**

AR-050-2020 | **REGIONAL CMAQ PROGRAM - FY 2020**

TBD

Programmed

Jurisdiction: Regional
Sponsor: TBD
Service Type: Other / Miscellaneous
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ALL		2020	Congestion Mitigation & Air Quality Improvement (CMAQ)	$5,421,654	$0,000	$1,355,413	$0,000	**$6,777,067**
				$5,421,654	**$0,000**	**$1,355,413**	**$0,000**	**$6,777,067**

AR-050-2021 | **REGIONAL CMAQ PROGRAM - FY 2021**

TBD

Programmed

Jurisdiction: Regional
Sponsor: TBD
Service Type: Other / Miscellaneous
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ALL		2021	Congestion Mitigation & Air Quality Improvement (CMAQ)	$8,744,399	$0,000	$2,186,099	$0,000	**$10,930,498**
				$8,744,399	**$0,000**	**$2,186,099**	**$0,000**	**$10,930,498**

AR-050-2022 | **REGIONAL CMAQ PROGRAM - FY 2022**

TBD

Programmed

Jurisdiction: Regional
Sponsor: TBD
Service Type: Other / Miscellaneous
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year: TBD
LCI: ☐
Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ALL		2022	Congestion Mitigation & Air Quality Improvement (CMAQ)	$15,030,055	$0,000	$3,757,514	$0,000	**$18,787,569**
				$15,030,055	**$0,000**	**$3,757,514**	**$0,000**	**$18,787,569**

AR-050-2023 | **REGIONAL CMAQ PROGRAM - FY 2023**

TBD

Programmed

Jurisdiction: Regional
Sponsor: TBD
Service Type: Other / Miscellaneous
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year: TBD
LCI: ☐
Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ALL		2023	Congestion Mitigation & Air Quality Improvement (CMAQ)	$28,600,000	$0,000	$7,150,000	$0,000	**$35,750,000**
				$28,600,000	**$0,000**	**$7,150,000**	**$0,000**	**$35,750,000**

AR-051-2018 | **REGIONAL TRANSPORTATION ALTERNATIVES PROGRAM - FY 2018**

TBD

Completed

Jurisdiction: Regional
Sponsor: TBD
Service Type: Other / Bicycle and Pedestrian
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year: TBD
LCI: ☐
Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ALL	AUTH	2018	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	~~$512,115~~	~~$0,000~~	~~$128,028~~	~~$0,000~~	**$640,143**
				$512,115	**$0,000**	**$128,028**	**$0,000**	**$640,143**

AR-051-2019 | **REGIONAL TRANSPORTATION ALTERNATIVES PROGRAM - FY 2019**

TBD

Programmed

Jurisdiction: Regional
Sponsor: TBD
Service Type: Other / Bicycle and Pedestrian
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ALL		2019	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	$0,000	$0,000	$0,000	$0,000	**$0,000**
				$0,000	**$0,000**	**$0,000**	**$0,000**	**$0,000**

AR-051-2020 | **REGIONAL TRANSPORTATION ALTERNATIVES PROGRAM - FY 2020**

TBD

Programmed

Jurisdiction: Regional
Sponsor: TBD
Service Type: Other / Bicycle and Pedestrian
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ALL		2020	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	$5,136,915	$0,000	$1,284,229	$0,000	**$6,421,144**
				$5,136,915	**$0,000**	**$1,284,229**	**$0,000**	**$6,421,144**

AR-051-2021 | **REGIONAL TRANSPORTATION ALTERNATIVES PROGRAM - FY 2021**

TBD

Programmed

Jurisdiction: Regional
Sponsor: TBD
Service Type: Other / Bicycle and Pedestrian
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ALL		2021	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	$5,492,000	$0,000	$1,373,000	$0,000	**$6,865,000**
				$5,492,000	**$0,000**	**$1,373,000**	**$0,000**	**$6,865,000**

AR-051-2022 | **REGIONAL TRANSPORTATION ALTERNATIVES PROGRAM - FY 2022**

TBD

Programmed

Jurisdiction: Regional
Sponsor: TBD
Service Type: Other / Bicycle and Pedestrian
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year: TBD
LCI: ☐
Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ALL		2022	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	$2,529,331	$0,000	$632,332	$0,000	**$3,161,663**
				$2,529,331	**$0,000**	**$632,332**	**$0,000**	**$3,161,663**

AR-051-2023 | **REGIONAL TRANSPORTATION ALTERNATIVES PROGRAM - FY 2023**

TBD

Programmed

Jurisdiction: Regional
Sponsor: TBD
Service Type: Other / Bicycle and Pedestrian
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year: TBD
LCI: ☐
Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ALL		2023	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	$7,000,000	$0,000	$1,750,000	$0,000	**$8,750,000**
				$7,000,000	**$0,000**	**$1,750,000**	**$0,000**	**$8,750,000**

AR-052-2018 | **REGIONAL STP URBAN PROGRAM - FY 2018**

TBD

Completed

Jurisdiction: Regional
Sponsor: TBD
Service Type: Other / Miscellaneous
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year: TBD
LCI: ☐
Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ALL	AUTH	2018	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$3,340,360~~	~~$0,000~~	~~$835,090~~	~~$0,000~~	**$4,175,450**
				$3,340,360	**$0,000**	**$835,090**	**$0,000**	**$4,175,450**

AR-052-2019 | **REGIONAL STP URBAN PROGRAM - FY 2019**

TBD

Programmed

Jurisdiction: Regional
Sponsor: TBD
Service Type: Other / Miscellaneous
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ALL		2019	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$151,998	$0,000	$37,999	$0,000	**$189,997**
				$151,998	**$0,000**	**$37,999**	**$0,000**	**$189,997**

AR-052-2020 | **REGIONAL STP URBAN PROGRAM - FY 2020**

TBD

Programmed

Jurisdiction: Regional
Sponsor: TBD
Service Type: Other / Miscellaneous
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ALL		2020	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$8,837,565	$0,000	$2,209,391	$0,000	**$11,046,956**
				$8,837,565	**$0,000**	**$2,209,391**	**$0,000**	**$11,046,956**

AR-052-2021 | **REGIONAL STP URBAN PROGRAM - FY 2021**

TBD

Programmed

Jurisdiction: Regional
Sponsor: TBD
Service Type: Other / Miscellaneous
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ALL		2021	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$9,510,759	$0,000	$2,377,690	$0,000	**$11,888,449**
				$9,510,759	**$0,000**	**$2,377,690**	**$0,000**	**$11,888,449**

AR-052-2022 | **REGIONAL STP URBAN PROGRAM - FY 2022**

TBD

Programmed

Jurisdiction: Regional | **Sponsor:** TBD | **Service Type:** Other / Miscellaneous | **Analysis:** Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ALL		2022	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$17,652,890	$0,000	$4,413,222	$0,000	**$22,066,112**
				$17,652,890	**$0,000**	**$4,413,222**	**$0,000**	**$22,066,112**

AR-052-2023 | **REGIONAL STP URBAN PROGRAM - FY 2023**

TBD

Programmed

Jurisdiction: Regional | **Sponsor:** TBD | **Service Type:** Other / Miscellaneous | **Analysis:** Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ALL		2023	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$45,613,337	$0,000	$11,403,334	$0,000	**$57,016,671**
				$45,613,337	**$0,000**	**$11,403,334**	**$0,000**	**$57,016,671**

AR-100-2020 | **GDOT ITS OPERATIONS AND SUPPORT PROGRAM - FY 2020**

0007704

Programmed

Jurisdiction: Regional | **Sponsor:** GDOT | **Service Type:** Roadway / Operations & Safety | **Analysis:** Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2020	National Highway Performance Program (NHPP)	$10,000,000	$2,500,000	$0,000	$0,000	**$12,500,000**
				$10,000,000	**$2,500,000**	**$0,000**	**$0,000**	**$12,500,000**

AR-100-2021 | **GDOT ITS OPERATIONS AND SUPPORT PROGRAM - FY 2021**

0007705

Programmed

Jurisdiction: Regional | **Sponsor:** GDOT | **Service Type:** Roadway / Operations & Safety | **Analysis:** Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2021	National Highway Performance Program (NHPP)	$10,000,000	$2,500,000	$0,000	$0,000	**$12,500,000**
				$10,000,000	**$2,500,000**	**$0,000**	**$0,000**	**$12,500,000**

AR-100-2022 | **GDOT ITS OPERATIONS AND SUPPORT PROGRAM - FY 2022**

0007706

Programmed

Jurisdiction: Regional | **Sponsor:** GDOT | **Service Type:** Roadway / Operations & Safety | **Analysis:** Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2022	National Highway Performance Program (NHPP)	$6,000,000	$1,500,000	$0,000	$0,000	**$7,500,000**
				$6,000,000	**$1,500,000**	**$0,000**	**$0,000**	**$7,500,000**

AR-100-2023 | **GDOT ITS OPERATIONS AND SUPPORT PROGRAM - FY 2023**

0007707

Programmed

Jurisdiction: Regional | **Sponsor:** GDOT | **Service Type:** Roadway / Operations & Safety | **Analysis:** Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2023	National Highway Performance Program (NHPP)	$6,000,000	$1,500,000	$0,000	$0,000	**$7,500,000**
				$6,000,000	**$1,500,000**	**$0,000**	**$0,000**	**$7,500,000**

AR-101-2018 | **INCIDENT MANAGEMENT AND SUPPORT PROGRAM STATEWIDE - FY 2018**

0007720

Programmed

Jurisdiction: Regional
Sponsor: GDOT
Service Type: **Roadway / Operations & Safety**
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year: **TBD**
LCI: ☐
Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST	AUTH	2018	National Highway Performance Program (NHPP)	~~$8,000,000~~	~~$2,000,000~~	~~$0,000~~	~~$0,000~~	**$10,000,000**
				$8,000,000	**$2,000,000**	**$0,000**	**$0,000**	**$10,000,000**

AR-101-2020 | **INCIDENT MANAGEMENT AND SUPPORT PROGRAM STATEWIDE - FY 2020**

0007722

Programmed

Jurisdiction: Regional
Sponsor: GDOT
Service Type: **Roadway / Operations & Safety**
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year: **TBD**
LCI: ☐
Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2020	National Highway Performance Program (NHPP)	$12,000,000	$3,000,000	$0,000	$0,000	**$15,000,000**
				$12,000,000	**$3,000,000**	**$0,000**	**$0,000**	**$15,000,000**

AR-101-2021 | **INCIDENT MANAGEMENT AND SUPPORT PROGRAM STATEWIDE - FY 2021**

0007723

Programmed

Jurisdiction: Regional
Sponsor: GDOT
Service Type: **Roadway / Operations & Safety**
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year: **TBD**
LCI: ☐
Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2021	National Highway Performance Program (NHPP)	$12,000,000	$3,000,000	$0,000	$0,000	**$15,000,000**
				$12,000,000	**$3,000,000**	**$0,000**	**$0,000**	**$15,000,000**

AR-101-2022 | **INCIDENT MANAGEMENT AND SUPPORT PROGRAM STATEWIDE - FY 2022**

0007724

Programmed

Jurisdiction: Regional
Sponsor: GDOT
Service Type: Roadway / Operations & Safety
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year: TBD
LCI: ☐
Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2022	National Highway Performance Program (NHPP)	$8,000,000	$2,000,000	$0,000	$0,000	**$10,000,000**
				$8,000,000	**$2,000,000**	**$0,000**	**$0,000**	**$10,000,000**

AR-101-2023 | **INCIDENT MANAGEMENT AND SUPPORT PROGRAM STATEWIDE - FY 2023**

0007725

Programmed

Jurisdiction: Regional
Sponsor: GDOT
Service Type: Roadway / Operations & Safety
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year: TBD
LCI: ☐
Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2023	National Highway Performance Program (NHPP)	$8,000,000	$2,000,000	$0,000	$0,000	**$10,000,000**
				$8,000,000	**$2,000,000**	**$0,000**	**$0,000**	**$10,000,000**

AR-102-2018 | **GDOT MAINTENANCE OF ITS EQUIPMENT PROGRAM - FY 2018**

0007738

Programmed

Jurisdiction: Regional
Sponsor: GDOT
Service Type: Roadway / Operations & Safety
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year: TBD
LCI: ☐
Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST	AUTH	2018	National Highway Performance Program (NHPP)	~~$8,400,000~~	~~$2,100,000~~	~~$0,000~~	~~$0,000~~	**$10,500,000**
				$8,400,000	**$2,100,000**	**$0,000**	**$0,000**	**$10,500,000**

AR-102-2020	**GDOT MAINTENANCE OF ATMS EQUIPMENT PROGRAM - FY 2020**	**Jurisdiction** Regional	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0007740		**Sponsor** GDOT	**N/A**	**N/A**	**N/A**	**TBD**
Programmed		**Service Type** **Roadway / Operations & Safety**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2020	National Highway Performance Program (NHPP)	$7,200,000	$1,800,000	$0,000	$0,000	**$9,000,000**
				$7,200,000	**$1,800,000**	**$0,000**	**$0,000**	**$9,000,000**

AR-102-2021	**GDOT MAINTENANCE OF ATMS EQUIPMENT PROGRAM - FY 2021**	**Jurisdiction** Regional	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0007741		**Sponsor** GDOT	**N/A**	**N/A**	**N/A**	**TBD**
Programmed		**Service Type** **Roadway / Operations & Safety**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2021	National Highway Performance Program (NHPP)	$7,200,000	$1,800,000	$0,000	$0,000	**$9,000,000**
				$7,200,000	**$1,800,000**	**$0,000**	**$0,000**	**$9,000,000**

AR-102-2022	**GDOT MAINTENANCE OF ATMS EQUIPMENT PROGRAM - FY 2022**	**Jurisdiction** Regional	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0007742		**Sponsor** GDOT	**N/A**	**N/A**	**N/A**	**TBD**
Programmed		**Service Type** **Roadway / Operations & Safety**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2022	National Highway Performance Program (NHPP)	$7,200,000	$1,800,000	$0,000	$0,000	**$9,000,000**
				$7,200,000	**$1,800,000**	**$0,000**	**$0,000**	**$9,000,000**

AR-102-2023 | **GDOT MAINTENANCE OF ATMS EQUIPMENT PROGRAM - FY 2023**

0007743

Programmed

Jurisdiction: Regional
Sponsor: GDOT
Service Type: Roadway / Operations & Safety
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year: TBD
LCI: ☐
Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2023	National Highway Performance Program (NHPP)	$7,200,000	$1,800,000	$0,000	$0,000	**$9,000,000**
				$7,200,000	**$1,800,000**	**$0,000**	**$0,000**	**$9,000,000**

AR-103-2020 | **GDOT ATMS SYSTEM INTEGRATION AND NAVIGATOR DEVELOPMENT PROGRAM - FY 2020**

0007758

Programmed

Jurisdiction: Regional
Sponsor: GDOT
Service Type: Roadway / Operations & Safety
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year: TBD
LCI: ☐
Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2020	National Highway Performance Program (NHPP)	$2,400,000	$600,000	$0,000	$0,000	**$3,000,000**
				$2,400,000	**$600,000**	**$0,000**	**$0,000**	**$3,000,000**

AR-103-2021 | **GDOT ATMS SYSTEM INTEGRATION AND NAVIGATOR DEVELOPMENT PROGRAM - FY 2021**

0007759

Programmed

Jurisdiction: Regional
Sponsor: GDOT
Service Type: Roadway / Operations & Safety
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year: TBD
LCI: ☐
Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2021	National Highway Performance Program (NHPP)	$2,400,000	$600,000	$0,000	$0,000	**$3,000,000**
				$2,400,000	**$600,000**	**$0,000**	**$0,000**	**$3,000,000**

AR-103-2022 | **ITS: SYSTEM INTEGRATION & NAVIGATOR DEVELOPMENT - 2022**

0007760

Programmed

Jurisdiction: Regional
Sponsor: GDOT
Service Type: **Roadway / Operations & Safety**
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year: **TBD**
LCI: ☐
Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2022	National Highway Performance Program (NHPP)	$2,400,000	$600,000	$0,000	$0,000	**$3,000,000**
				$2,400,000	**$600,000**	**$0,000**	**$0,000**	**$3,000,000**

AR-103-2023 | **ITS: SYSTEM INTEGRATION & NAVIGATOR DEVELOPMENT - 2023**

0007761

Programmed

Jurisdiction: Regional
Sponsor: GDOT
Service Type: **Roadway / Operations & Safety**
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year: **TBD**
LCI: ☐
Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2023	National Highway Performance Program (NHPP)	$2,400,000	$600,000	$0,000	$0,000	**$3,000,000**
				$2,400,000	**$600,000**	**$0,000**	**$0,000**	**$3,000,000**

AR-104-2019 | **GDOT REPLACEMENT OF OUTDATED HARDWARE PROGRAM - FY 2019**

0007775

Programmed

Jurisdiction: Regional
Sponsor: GDOT
Service Type: **Roadway / Operations & Safety**
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year: **TBD**
LCI: ☐
Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2019	National Highway Performance Program (NHPP)	$2,400,000	$600,000	$0,000	$0,000	**$3,000,000**
				$2,400,000	**$600,000**	**$0,000**	**$0,000**	**$3,000,000**

AR-104-2020 | **GDOT REPLACEMENT OF OUTDATED HARDWARE PROGRAM - FY 2020**

0007776

Programmed

Jurisdiction: Regional | Sponsor: GDOT | Service Type: **Roadway / Operations & Safety** | Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2020	National Highway Performance Program (NHPP)	$2,400,000	$600,000	$0,000	$0,000	**$3,000,000**
				$2,400,000	**$600,000**	**$0,000**	**$0,000**	**$3,000,000**

AR-104-2021 | **GDOT REPLACEMENT OF OUTDATED HARDWARE PROGRAM - FY 2021**

0007777

Programmed

Jurisdiction: Regional | Sponsor: GDOT | Service Type: **Roadway / Operations & Safety** | Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2021	National Highway Performance Program (NHPP)	$2,400,000	$600,000	$0,000	$0,000	**$3,000,000**
				$2,400,000	**$600,000**	**$0,000**	**$0,000**	**$3,000,000**

AR-104-2022 | **GDOT REPLACEMENT OF OUTDATED HARDWARE PROGRAM - FY 2022**

0007778

Programmed

Jurisdiction: Regional | Sponsor: GDOT | Service Type: **Roadway / Operations & Safety** | Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2022	National Highway Performance Program (NHPP)	$2,400,000	$600,000	$0,000	$0,000	**$3,000,000**
				$2,400,000	**$600,000**	**$0,000**	**$0,000**	**$3,000,000**

AR-104-2023 | **GDOT REPLACEMENT OF OUTDATED HARDWARE PROGRAM - FY 2023**

0007779

Programmed

Jurisdiction: Regional | Sponsor: GDOT | Service Type: **Roadway / Operations & Safety** | Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2023	National Highway Performance Program (NHPP)	$2,400,000	$600,000	$0,000	$0,000	**$3,000,000**
				$2,400,000	**$600,000**	**$0,000**	**$0,000**	**$3,000,000**

AR-105-2021 | **GDOT REGIONAL TRAFFIC SIGNAL OPTIMIZATION PROGRAM - FY 2021**

0015327

Programmed

Jurisdiction: Regional | Sponsor: GDOT | Service Type: **Roadway / Operations & Safety** | Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2021	National Highway Performance Program (NHPP)	$18,800,000	$0,000	$0,000	$0,000	**$18,800,000**
CST		2021	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$4,700,000	$0,000	$0,000	$0,000	**$4,700,000**
				$23,500,000	**$0,000**	**$0,000**	**$0,000**	**$23,500,000**

AR-105-2022 | **GDOT REGIONAL TRAFFIC SIGNAL OPTIMIZATION PROGRAM - FY 2022**

0015328

Programmed

Jurisdiction: Regional | Sponsor: GDOT | Service Type: **Roadway / Operations & Safety** | Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2022	National Highway Performance Program (NHPP)	$18,800,000	$0,000	$0,000	$0,000	**$18,800,000**
CST		2022	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$4,700,000	$0,000	$0,000	$0,000	**$4,700,000**
				$23,500,000	**$0,000**	**$0,000**	**$0,000**	**$23,500,000**

AR-105-2023 | **GDOT REGIONAL TRAFFIC SIGNAL OPTIMIZATION PROGRAM - FY 2023**

0015329

Programmed

Jurisdiction: Regional
Sponsor: GDOT
Service Type: Roadway / Operations & Safety
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year: TBD
LCI: ☐
Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2023	National Highway Performance Program (NHPP)	$18,800,000	$0,000	$0,000	$0,000	**$18,800,000**
CST		2023	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$4,700,000	$0,000	$0,000	$0,000	**$4,700,000**
				$23,500,000	**$0,000**	**$0,000**	**$0,000**	**$23,500,000**

AR-106-2019 | **GDOT ROADWAY OPERATIONAL IMPROVEMENTS PROGRAM IN THE METROPOLITAN ATLANTA AREA - FY 2019**

0009793

Programmed

Jurisdiction: Regional
Sponsor: GDOT
Service Type: Roadway / Operations & Safety
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year: TBD
LCI: ☐
Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2019	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$4,474,400	$1,118,600	$0,000	$0,000	**$5,593,000**
				$4,474,400	**$1,118,600**	**$0,000**	**$0,000**	**$5,593,000**

AR-106-2020 | **GDOT ROADWAY OPERATIONAL IMPROVEMENTS PROGRAM IN THE METROPOLITAN ATLANTA AREA - FY 2020**

0014143

Programmed

Jurisdiction: Regional
Sponsor: GDOT
Service Type: Roadway / Operations & Safety
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year: TBD
LCI: ☐
Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2020	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$4,474,400	$1,118,600	$0,000	$0,000	**$5,593,000**
				$4,474,400	**$1,118,600**	**$0,000**	**$0,000**	**$5,593,000**

AR-106-2021 | **GDOT ROADWAY OPERATIONAL IMPROVEMENTS PROGRAM IN THE METROPOLITAN ATLANTA AREA - FY 2021**

0015505

Programmed

Jurisdiction: Regional | **Sponsor:** GDOT | **Service Type:** Roadway / Operations & Safety | **Analysis:** Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2021	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$4,474,400	$1,118,600	$0,000	$0,000	**$5,593,000**
				$4,474,400	**$1,118,600**	**$0,000**	**$0,000**	**$5,593,000**

AR-106-2022 | **GDOT ROADWAY OPERATIONAL IMPROVEMENTS PROGRAM IN THE METROPOLITAN ATLANTA AREA - FY 2022**

TBD

Programmed

Jurisdiction: Regional | **Sponsor:** GDOT | **Service Type:** Roadway / Operations & Safety | **Analysis:** Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2022	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$4,474,400	$1,118,600	$0,000	$0,000	**$5,593,000**
				$4,474,400	**$1,118,600**	**$0,000**	**$0,000**	**$5,593,000**

AR-106-2023 | **GDOT ROADWAY OPERATIONAL IMPROVEMENTS PROGRAM IN THE METROPOLITAN ATLANTA AREA - FY 2023**

TBD

Programmed

Jurisdiction: Regional | **Sponsor:** GDOT | **Service Type:** Roadway / Operations & Safety | **Analysis:** Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2023	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$4,474,400	$1,118,600	$0,000	$0,000	**$5,593,000**
				$4,474,400	**$1,118,600**	**$0,000**	**$0,000**	**$5,593,000**

AR-110-2019 | **GDOT CONSTRUCTION MANAGEMENT PROGRAM - FY 2019**

0012956

Programmed

Jurisdiction	Existing	Planned	Length (mi.)	Network Year
Regional	N/A	N/A	N/A	TBD

Sponsor: GDOT

Service Type: Roadway / Operations & Safety

Analysis: Exempt from Air Quality Analysis (40 CFR 93)

LCI ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST	AUTH	2019	National Highway Performance Program (NHPP)	~~$11,186,400~~	~~$2,796,600~~	~~$0,000~~	~~$0,000~~	**$13,983,000**
				$11,186,400	**$2,796,600**	**$0,000**	**$0,000**	**$13,983,000**

AR-110-2020 | **GDOT CONSTRUCTION MANAGEMENT PROGRAM - FY 2020**

0012957

Programmed

Jurisdiction	Existing	Planned	Length (mi.)	Network Year
Regional	N/A	N/A	N/A	TBD

Sponsor: GDOT

Service Type: Roadway / Operations & Safety

Analysis: Exempt from Air Quality Analysis (40 CFR 93)

LCI ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2020	National Highway Performance Program (NHPP)	$11,186,400	$2,796,600	$0,000	$0,000	**$13,983,000**
				$11,186,400	**$2,796,600**	**$0,000**	**$0,000**	**$13,983,000**

AR-110-2021 | **GDOT CONSTRUCTION MANAGEMENT PROGRAM - FY 2021**

0012958

Programmed

Jurisdiction	Existing	Planned	Length (mi.)	Network Year
Regional	N/A	N/A	N/A	TBD

Sponsor: GDOT

Service Type: Roadway / Operations & Safety

Analysis: Exempt from Air Quality Analysis (40 CFR 93)

LCI ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2021	National Highway Performance Program (NHPP)	$11,186,400	$2,796,600	$0,000	$0,000	**$13,983,000**
				$11,186,400	**$2,796,600**	**$0,000**	**$0,000**	**$13,983,000**

AR-110-2022 | **GDOT CONSTRUCTION MANAGEMENT PROGRAM - FY 2022**

0012959

Programmed

Jurisdiction: Regional
Sponsor: GDOT
Service Type: Roadway / Operations & Safety
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year: TBD
LCI: ☐
Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2022	National Highway Performance Program (NHPP)	$11,186,400	$2,796,600	$0,000	$0,000	**$13,983,000**
				$11,186,400	**$2,796,600**	**$0,000**	**$0,000**	**$13,983,000**

AR-110-2023 | **GDOT CONSTRUCTION MANAGEMENT PROGRAM - FY 2023**

0013505

Programmed

Jurisdiction: Regional
Sponsor: GDOT
Service Type: Roadway / Operations & Safety
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year: TBD
LCI: ☐
Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2023	National Highway Performance Program (NHPP)	$11,186,400	$2,796,600	$0,000	$0,000	**$13,983,000**
				$11,186,400	**$2,796,600**	**$0,000**	**$0,000**	**$13,983,000**

AR-111-2018 | **GDOT NATIONAL HIGHWAY SYSTEM (NHS) RESURFACING AND MAINTENANCE PROGRAM - FY 2018**

0009768

Programmed

Jurisdiction: Regional
Sponsor: GDOT
Service Type: Roadway / Maintenance
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year: TBD
LCI: ☐
Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST	AUTH	2018	National Highway Performance Program (NHPP)	~~$143,200,000~~	~~$35,800,000~~	~~$0,000~~	~~$0,000~~	**$179,000,000**
				$143,200,000	**$35,800,000**	**$0,000**	**$0,000**	**$179,000,000**

AR-111-2019 | **GDOT NATIONAL HIGHWAY SYSTEM (NHS) RESURFACING AND MAINTENANCE PROGRAM - FY 2019**

0009769

Programmed

Jurisdiction Regional | **Sponsor** GDOT | **Service Type** **Roadway / Maintenance**

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Analysis Exempt from Air Quality Analysis (40 CFR 93)

Network Year TBD

LCI ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2019	National Highway Performance Program (NHPP)	$66,745,600	$16,686,400	$0,000	$0,000	**$83,432,000**
				$66,745,600	**$16,686,400**	**$0,000**	**$0,000**	**$83,432,000**

AR-111-2020 | **GDOT NATIONAL HIGHWAY SYSTEM (NHS) RESURFACING AND MAINTENANCE PROGRAM - FY 2020**

0014139

Programmed

Jurisdiction Regional | **Sponsor** GDOT | **Service Type** **Roadway / Maintenance**

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Analysis Exempt from Air Quality Analysis (40 CFR 93)

Network Year TBD

LCI ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2020	National Highway Performance Program (NHPP)	$41,016,800	$10,254,200	$0,000	$0,000	**$51,271,000**
				$41,016,800	**$10,254,200**	**$0,000**	**$0,000**	**$51,271,000**

AR-111-2021 | **GDOT NATIONAL HIGHWAY SYSTEM (NHS) RESURFACING AND MAINTENANCE PROGRAM - FY 2021**

0015497

Programmed

Jurisdiction Regional | **Sponsor** GDOT | **Service Type** **Roadway / Maintenance**

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Analysis Exempt from Air Quality Analysis (40 CFR 93)

Network Year TBD

LCI ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2021	National Highway Performance Program (NHPP)	$41,016,800	$10,254,200	$0,000	$0,000	**$51,271,000**
				$41,016,800	**$10,254,200**	**$0,000**	**$0,000**	**$51,271,000**

AR-111-2022 | **GDOT NATIONAL HIGHWAY SYSTEM (NHS) RESURFACING AND MAINTENANCE PROGRAM - FY 2022**

TBD

Programmed

Jurisdiction: Regional | **Sponsor:** GDOT | **Service Type:** Roadway / Maintenance | **Analysis:** Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2022	National Highway Performance Program (NHPP)	$41,016,800	$10,254,200	$0,000	$0,000	**$51,271,000**
				$41,016,800	**$10,254,200**	**$0,000**	**$0,000**	**$51,271,000**

AR-111-2023 | **GDOT NATIONAL HIGHWAY SYSTEM (NHS) RESURFACING AND MAINTENANCE PROGRAM - FY 2023**

TBD

Programmed

Jurisdiction: Regional | **Sponsor:** GDOT | **Service Type:** Roadway / Maintenance | **Analysis:** Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2023	National Highway Performance Program (NHPP)	$41,016,800	$10,254,200	$0,000	$0,000	**$51,271,000**
				$41,016,800	**$10,254,200**	**$0,000**	**$0,000**	**$51,271,000**

AR-113-2019 | **GDOT SURFACE TRANSPORTATION PROGRAM (STP) BRIDGE REPAINTING PROGRAM - FY 2019**

0009749

Programmed

Jurisdiction: Regional | **Sponsor:** GDOT | **Service Type:** Roadway / Maintenance | **Analysis:** Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2019	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$5,593,600	$1,398,400	$0,000	$0,000	**$6,992,000**
				$5,593,600	**$1,398,400**	**$0,000**	**$0,000**	**$6,992,000**

AR-113-2020 | **GDOT SURFACE TRANSPORTATION PROGRAM (STP) BRIDGE REPAINTING PROGRAM - FY 2020**

0014148

Programmed

Jurisdiction: Regional | **Sponsor:** GDOT | **Service Type:** Roadway / Maintenance | **Analysis:** Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2020	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$5,593,600	$1,398,400	$0,000	$0,000	**$6,992,000**
				$5,593,600	**$1,398,400**	**$0,000**	**$0,000**	**$6,992,000**

AR-113-2021 | **GDOT SURFACE TRANSPORTATION PROGRAM (STP) BRIDGE REPAINTING PROGRAM - FY 2021**

0015498

Programmed

Jurisdiction: Regional | **Sponsor:** GDOT | **Service Type:** Roadway / Maintenance | **Analysis:** Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2021	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$5,593,600	$1,398,400	$0,000	$0,000	**$6,992,000**
				$5,593,600	**$1,398,400**	**$0,000**	**$0,000**	**$6,992,000**

AR-113-2022 | **GDOT SURFACE TRANSPORTATION PROGRAM (STP) BRIDGE REPAINTING PROGRAM - FY 2022**

TBD

Programmed

Jurisdiction: Regional | **Sponsor:** GDOT | **Service Type:** Roadway / Maintenance | **Analysis:** Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2022	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$5,593,600	$1,398,400	$0,000	$0,000	**$6,992,000**
				$5,593,600	**$1,398,400**	**$0,000**	**$0,000**	**$6,992,000**

AR-113-2023 | **GDOT SURFACE TRANSPORTATION PROGRAM (STP) BRIDGE REPAINTING PROGRAM - FY 2023**

TBD

Programmed

Jurisdiction: Regional | **Sponsor:** GDOT | **Service Type:** Roadway / Maintenance | **Analysis:** Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2023	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$5,593,600	$1,398,400	$0,000	$0,000	**$6,992,000**
				$5,593,600	**$1,398,400**	**$0,000**	**$0,000**	**$6,992,000**

AR-114-2019 | **GDOT INTERSTATE BRIDGE REPAINTING PROGRAM - FY 2019**

0010303

Programmed

Jurisdiction: Regional | **Sponsor:** GDOT | **Service Type:** Roadway / Maintenance | **Analysis:** Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2019	National Highway Performance Program (NHPP)	$11,186,400	$2,796,600	$0,000	$0,000	**$13,983,000**
				$11,186,400	**$2,796,600**	**$0,000**	**$0,000**	**$13,983,000**

AR-114-2020 | **GDOT INTERSTATE BRIDGE REPAINTING PROGRAM - FY 2020**

0014147

Programmed

Jurisdiction: Regional | **Sponsor:** GDOT | **Service Type:** Roadway / Maintenance | **Analysis:** Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2020	National Highway Performance Program (NHPP)	$11,186,400	$2,796,600	$0,000	$0,000	**$13,983,000**
				$11,186,400	**$2,796,600**	**$0,000**	**$0,000**	**$13,983,000**

AR-114-2021 | **GDOT INTERSTATE BRIDGE REPAINTING PROGRAM - FY 2021**

0015499

Programmed

Jurisdiction: Regional
Sponsor: GDOT
Service Type: Roadway / Maintenance
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year: TBD
LCI: ☐
Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2021	National Highway Performance Program (NHPP)	$11,186,400	$2,796,600	$0,000	$0,000	**$13,983,000**
				$11,186,400	**$2,796,600**	**$0,000**	**$0,000**	**$13,983,000**

AR-114-2022 | **GDOT INTERSTATE BRIDGE REPAINTING PROGRAM - FY 2022**

TBD

Programmed

Jurisdiction: Regional
Sponsor: GDOT
Service Type: Roadway / Maintenance
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year: TBD
LCI: ☐
Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2022	National Highway Performance Program (NHPP)	$11,186,400	$2,796,600	$0,000	$0,000	**$13,983,000**
				$11,186,400	**$2,796,600**	**$0,000**	**$0,000**	**$13,983,000**

AR-114-2023 | **GDOT INTERSTATE BRIDGE REPAINTING PROGRAM - FY 2023**

TBD

Programmed

Jurisdiction: Regional
Sponsor: GDOT
Service Type: Roadway / Maintenance
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year: TBD
LCI: ☐
Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2023	National Highway Performance Program (NHPP)	$11,186,400	$2,796,600	$0,000	$0,000	**$13,983,000**
				$11,186,400	**$2,796,600**	**$0,000**	**$0,000**	**$13,983,000**

AR-116-2019 | **GDOT SURFACE TRANSPORTATION PROGRAM (STP) WETLAND MITIGATION SITE RESTORATION PROGRAM - FY 2019**

0013630

Programmed

Jurisdiction: Regional | **Sponsor:** GDOT | **Service Type:** Other / Miscellaneous | **Analysis:** Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2019	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$447,200	$111,800	$0,000	$0,000	**$559,000**
				$447,200	**$111,800**	**$0,000**	**$0,000**	**$559,000**

AR-116-2020 | **GDOT SURFACE TRANSPORTATION PROGRAM (STP) WETLAND MITIGATION SITE RESTORATION PROGRAM - FY 2020**

0014152

Programmed

Jurisdiction: Regional | **Sponsor:** GDOT | **Service Type:** Other / Miscellaneous | **Analysis:** Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2020	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$447,200	$111,800	$0,000	$0,000	**$559,000**
				$447,200	**$111,800**	**$0,000**	**$0,000**	**$559,000**

AR-116-2021 | **GDOT SURFACE TRANSPORTATION PROGRAM (STP) WETLAND MITIGATION SITE RESTORATION PROGRAM - FY 2021**

0015510

Programmed

Jurisdiction: Regional | **Sponsor:** GDOT | **Service Type:** Other / Miscellaneous | **Analysis:** Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2021	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$447,200	$111,800	$0,000	$0,000	**$559,000**
				$447,200	**$111,800**	**$0,000**	**$0,000**	**$559,000**

AR-116-2022 | **GDOT SURFACE TRANSPORTATION PROGRAM (STP) WETLAND MITIGATION SITE RESTORATION PROGRAM - FY 2022**

TBD

Programmed

Jurisdiction: Regional | **Sponsor:** GDOT | **Service Type:** Other / Miscellaneous | **Analysis:** Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2022	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$447,200	$111,800	$0,000	$0,000	**$559,000**
				$447,200	**$111,800**	**$0,000**	**$0,000**	**$559,000**

AR-116-2023 | **GDOT SURFACE TRANSPORTATION PROGRAM (STP) WETLAND MITIGATION SITE RESTORATION PROGRAM - FY 2023**

TBD

Programmed

Jurisdiction: Regional | **Sponsor:** GDOT | **Service Type:** Other / Miscellaneous | **Analysis:** Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2023	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$447,200	$111,800	$0,000	$0,000	**$559,000**
				$447,200	**$111,800**	**$0,000**	**$0,000**	**$559,000**

AR-117-2019 | **GDOT SURFACE TRANSPORTATION PROGRAM (STP) RAILROAD/HIGHWAY HAZARD ELIMINATION PROGRAM - FY 2019**

0009773

Programmed

Jurisdiction: Regional | **Sponsor:** GDOT | **Service Type:** Roadway / Operations & Safety | **Analysis:** Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2019	Railway-Highway - Hazard Elimination	$1,864,800	$466,200	$0,000	$0,000	**$2,331,000**
				$1,864,800	**$466,200**	**$0,000**	**$0,000**	**$2,331,000**

AR-117-2020 | **GDOT SURFACE TRANSPORTATION PROGRAM (STP) RAILROAD/HIGHWAY HAZARD ELIMINATION PROGRAM - FY 2020**

0014145

Programmed

Jurisdiction: Regional | **Sponsor:** GDOT | **Service Type:** Roadway / Operations & Safety | **Analysis:** Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2020	Railway-Highway - Hazard Elimination	$1,864,800	$466,200	$0,000	$0,000	**$2,331,000**
				$1,864,800	**$466,200**	**$0,000**	**$0,000**	**$2,331,000**

AR-117-2021 | **GDOT SURFACE TRANSPORTATION PROGRAM (STP) RAILROAD/HIGHWAY HAZARD ELIMINATION PROGRAM - FY 2021**

0015501

Programmed

Jurisdiction: Regional | **Sponsor:** GDOT | **Service Type:** Roadway / Operations & Safety | **Analysis:** Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2021	Railway-Highway - Hazard Elimination	$1,864,800	$466,200	$0,000	$0,000	**$2,331,000**
				$1,864,800	**$466,200**	**$0,000**	**$0,000**	**$2,331,000**

AR-117-2022 | **GDOT SURFACE TRANSPORTATION PROGRAM (STP) RAILROAD/HIGHWAY HAZARD ELIMINATION PROGRAM - FY 2022**

TBD

Programmed

Jurisdiction: Regional | **Sponsor:** GDOT | **Service Type:** Roadway / Operations & Safety | **Analysis:** Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2022	Railway-Highway - Hazard Elimination	$1,864,800	$466,200	$0,000	$0,000	**$2,331,000**
				$1,864,800	**$466,200**	**$0,000**	**$0,000**	**$2,331,000**

AR-117-2023 | **GDOT SURFACE TRANSPORTATION PROGRAM (STP) RAILROAD/HIGHWAY HAZARD ELIMINATION PROGRAM - FY 2023**

TBD

Programmed

Jurisdiction: Regional | **Sponsor:** GDOT | **Service Type:** Roadway / Operations & Safety | **Analysis:** Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2023	Railway-Highway - Hazard Elimination	$1,864,800	$466,200	$0,000	$0,000	**$2,331,000**
				$1,864,800	**$466,200**	**$0,000**	**$0,000**	**$2,331,000**

AR-118-2019 | **GDOT SURFACE TRANSPORTATION PROGRAM (STP) SAFETY PROGRAM - FY 2019**

0009745

Programmed

Jurisdiction: Regional | **Sponsor:** GDOT | **Service Type:** Roadway / Operations & Safety | **Analysis:** Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2019	Highway Safety Improvement Program (HSIP)	$37,288,000	$9,322,000	$0,000	$0,000	**$46,610,000**
				$37,288,000	**$9,322,000**	**$0,000**	**$0,000**	**$46,610,000**

AR-118-2020 | **GDOT SURFACE TRANSPORTATION PROGRAM (STP) SAFETY PROGRAM - FY 2020**

0014144

Programmed

Jurisdiction: Regional | **Sponsor:** GDOT | **Service Type:** Roadway / Operations & Safety | **Analysis:** Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2020	Highway Safety Improvement Program (HSIP)	$37,288,000	$9,322,000	$0,000	$0,000	**$46,610,000**
				$37,288,000	**$9,322,000**	**$0,000**	**$0,000**	**$46,610,000**

AR-118-2021 | **GDOT SURFACE TRANSPORTATION PROGRAM (STP) SAFETY PROGRAM - FY 2021**

0015504

Programmed

Jurisdiction: Regional | **Sponsor:** GDOT | **Service Type:** Roadway / Operations & Safety | **Analysis:** Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2021	Highway Safety Improvement Program (HSIP)	$37,288,000	$9,322,000	$0,000	$0,000	**$46,610,000**
				$37,288,000	**$9,322,000**	**$0,000**	**$0,000**	**$46,610,000**

AR-118-2022 | **GDOT SURFACE TRANSPORTATION PROGRAM (STP) SAFETY PROGRAM - FY 2022**

TBD

Programmed

Jurisdiction: Regional | **Sponsor:** GDOT | **Service Type:** Roadway / Operations & Safety | **Analysis:** Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2022	Highway Safety Improvement Program (HSIP)	$37,288,000	$9,322,000	$0,000	$0,000	**$46,610,000**
				$37,288,000	**$9,322,000**	**$0,000**	**$0,000**	**$46,610,000**

AR-118-2023 | **GDOT SURFACE TRANSPORTATION PROGRAM (STP) SAFETY PROGRAM - FY 2023**

TBD

Programmed

Jurisdiction: Regional | **Sponsor:** GDOT | **Service Type:** Roadway / Operations & Safety | **Analysis:** Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2023	Highway Safety Improvement Program (HSIP)	$37,288,000	$9,322,000	$0,000	$0,000	**$46,610,000**
				$37,288,000	**$9,322,000**	**$0,000**	**$0,000**	**$46,610,000**

AR-119-2019 | **GDOT SURFACE TRANSPORTATION PROGRAM (STP) RIGHT OF WAY PROTECTIVE BUYING PROGRAM - FY 2019**

0009777

Programmed

Jurisdiction: Regional | **Sponsor:** GDOT | **Service Type:** Other / Miscellaneous | **Analysis:** Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ROW		2019	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$559,200	$139,800	$0,000	$0,000	**$699,000**
				$559,200	**$139,800**	**$0,000**	**$0,000**	**$699,000**

AR-119-2020 | **GDOT SURFACE TRANSPORTATION PROGRAM (STP) RIGHT OF WAY PROTECTIVE BUYING PROGRAM - FY 2020**

0014150

Programmed

Jurisdiction: Regional | **Sponsor:** GDOT | **Service Type:** Other / Miscellaneous | **Analysis:** Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ROW		2020	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$559,200	$139,800	$0,000	$0,000	**$699,000**
				$559,200	**$139,800**	**$0,000**	**$0,000**	**$699,000**

AR-119-2021 | **GDOT SURFACE TRANSPORTATION PROGRAM (STP) RIGHT OF WAY PROTECTIVE BUYING PROGRAM - FY 2021**

0015503

Programmed

Jurisdiction: Regional | **Sponsor:** GDOT | **Service Type:** Other / Miscellaneous | **Analysis:** Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ROW		2021	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$559,200	$139,800	$0,000	$0,000	**$699,000**
				$559,200	**$139,800**	**$0,000**	**$0,000**	**$699,000**

AR-119-2022 | **GDOT SURFACE TRANSPORTATION PROGRAM (STP) RIGHT OF WAY PROTECTIVE BUYING PROGRAM - FY 2022**

TBD

Programmed

Jurisdiction: Regional | **Sponsor:** GDOT | **Service Type:** Other / Miscellaneous | **Analysis:** Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ROW		2022	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$559,200	$139,800	$0,000	$0,000	**$699,000**
				$559,200	**$139,800**	**$0,000**	**$0,000**	**$699,000**

AR-119-2023 | **GDOT SURFACE TRANSPORTATION PROGRAM (STP) RIGHT OF WAY PROTECTIVE BUYING PROGRAM - FY 2023**

TBD

Programmed

Jurisdiction: Regional | **Sponsor:** GDOT | **Service Type:** Other / Miscellaneous | **Analysis:** Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ROW		2023	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$559,200	$139,800	$0,000	$0,000	**$699,000**
				$559,200	**$139,800**	**$0,000**	**$0,000**	**$699,000**

AR-121-2019 | **GDOT NATIONAL HIGHWAY SYSTEM (NHS) INTERCHANGE AND ROADWAY LIGHTING PROGRAM - FY 2019**

0009756

Programmed

Jurisdiction: Regional | **Sponsor:** GDOT | **Service Type:** Roadway / Operations & Safety | **Analysis:** Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2019	National Highway Performance Program (NHPP)	$372,800	$93,200	$0,000	$0,000	**$466,000**
				$372,800	**$93,200**	**$0,000**	**$0,000**	**$466,000**

AR-121-2020 | **GDOT NATIONAL HIGHWAY SYSTEM (NHS) INTERCHANGE AND ROADWAY LIGHTING PROGRAM - FY 2020**

0009757

Programmed

Jurisdiction: Regional | **Sponsor:** GDOT | **Service Type:** Roadway / Operations & Safety | **Analysis:** Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2020	National Highway Performance Program (NHPP)	$372,800	$93,200	$0,000	$0,000	**$466,000**
				$372,800	**$93,200**	**$0,000**	**$0,000**	**$466,000**

AR-121-2021 | **GDOT NATIONAL HIGHWAY SYSTEM (NHS) INTERCHANGE AND ROADWAY LIGHTING PROGRAM - FY 2021**

0015500

Programmed

Jurisdiction: Regional | **Sponsor:** GDOT | **Service Type:** Roadway / Operations & Safety | **Analysis:** Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2021	National Highway Performance Program (NHPP)	$372,800	$93,200	$0,000	$0,000	**$466,000**
				$372,800	**$93,200**	**$0,000**	**$0,000**	**$466,000**

AR-121-2022 | **GDOT NATIONAL HIGHWAY SYSTEM (NHS) INTERCHANGE AND ROADWAY LIGHTING PROGRAM - FY 2022**

TBD

Programmed

Jurisdiction: Regional | **Sponsor:** GDOT | **Service Type:** Roadway / Operations & Safety | **Analysis:** Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2022	National Highway Performance Program (NHPP)	$372,800	$93,200	$0,000	$0,000	**$466,000**
				$372,800	**$93,200**	**$0,000**	**$0,000**	**$466,000**

AR-121-2023 | **GDOT NATIONAL HIGHWAY SYSTEM (NHS) INTERCHANGE AND ROADWAY LIGHTING PROGRAM - FY 2023**

TBD

Programmed

Jurisdiction: Regional
Sponsor: GDOT
Service Type: Roadway / Operations & Safety
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year: TBD
LCI: ☐
Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2023	National Highway Performance Program (NHPP)	$372,800	$93,200	$0,000	$0,000	**$466,000**
				$372,800	**$93,200**	**$0,000**	**$0,000**	**$466,000**

AR-122-2019 | **STP RAILROAD/HIGHWAY PROTECTION DEVICE LUMP SUM - FY 2019**

0009781

Programmed

Jurisdiction: Regional
Sponsor: GDOT
Service Type: Roadway / Operations & Safety
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year: TBD
LCI: ☐
Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2019	Railway-Highway - Protective Devices	$1,491,200	$372,800	$0,000	$0,000	**$1,864,000**
				$1,491,200	**$372,800**	**$0,000**	**$0,000**	**$1,864,000**

AR-122-2020 | **STP RAILROAD/HIGHWAY PROTECTION DEVICE LUMP SUM - FY 2020**

0014146

Programmed

Jurisdiction: Regional
Sponsor: GDOT
Service Type: Roadway / Operations & Safety
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year: TBD
LCI: ☐
Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2020	Railway-Highway - Protective Devices	$1,491,200	$372,800	$0,000	$0,000	**$1,864,000**
				$1,491,200	**$372,800**	**$0,000**	**$0,000**	**$1,864,000**

AR-122-2021 | **STP RAILROAD/HIGHWAY PROTECTION DEVICE LUMP SUM - FY 2021**

0015502

Programmed

Jurisdiction: Regional
Sponsor: GDOT
Service Type: Roadway / Operations & Safety
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year: TBD
LCI: ☐
Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2021	Railway-Highway - Protective Devices	$1,491,200	$372,800	$0,000	$0,000	**$1,864,000**
				$1,491,200	**$372,800**	**$0,000**	**$0,000**	**$1,864,000**

AR-122-2022 | **STP RAILROAD/HIGHWAY PROTECTION DEVICE LUMP SUM - FY 2022**

TBD

Programmed

Jurisdiction: Regional
Sponsor: GDOT
Service Type: Roadway / Operations & Safety
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year: TBD
LCI: ☐
Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2022	Railway-Highway - Protective Devices	$1,491,200	$372,800	$0,000	$0,000	**$1,864,000**
				$1,491,200	**$372,800**	**$0,000**	**$0,000**	**$1,864,000**

AR-122-2023 | **STP RAILROAD/HIGHWAY PROTECTION DEVICE LUMP SUM - FY 2023**

TBD

Programmed

Jurisdiction: Regional
Sponsor: GDOT
Service Type: Roadway / Operations & Safety
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year: TBD
LCI: ☐
Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2023	Railway-Highway - Protective Devices	$1,491,200	$372,800	$0,000	$0,000	**$1,864,000**
				$1,491,200	**$372,800**	**$0,000**	**$0,000**	**$1,864,000**

AR-123-2019 | **GDOT SURFACE TRANSPORTATION PROGRAM (STP) SIGNAL INSTALLATION AND UPGRADE PROGRAM - FY 2019**

0009785

Programmed

Jurisdiction: Regional | **Sponsor:** GDOT | **Service Type:** Roadway / Operations & Safety | **Analysis:** Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2019	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$11,186,400	$2,796,600	$0,000	$0,000	**$13,983,000**
				$11,186,400	**$2,796,600**	**$0,000**	**$0,000**	**$13,983,000**

AR-123-2020 | **GDOT SURFACE TRANSPORTATION PROGRAM (STP) SIGNAL INSTALLATION AND UPGRADE PROGRAM - FY 2020**

0014142

Programmed

Jurisdiction: Regional | **Sponsor:** GDOT | **Service Type:** Roadway / Operations & Safety | **Analysis:** Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2020	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$2,237,600	$559,400	$0,000	$0,000	**$2,797,000**
				$2,237,600	**$559,400**	**$0,000**	**$0,000**	**$2,797,000**

AR-123-2021 | **GDOT SURFACE TRANSPORTATION PROGRAM (STP) SIGNAL INSTALLATION AND UPGRADE PROGRAM - FY 2021**

0015506

Programmed

Jurisdiction: Regional | **Sponsor:** GDOT | **Service Type:** Roadway / Operations & Safety | **Analysis:** Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2021	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$2,237,600	$559,400	$0,000	$0,000	**$2,797,000**
				$2,237,600	**$559,400**	**$0,000**	**$0,000**	**$2,797,000**

AR-123-2022

GDOT SURFACE TRANSPORTATION PROGRAM (STP) SIGNAL INSTALLATION AND UPGRADE PROGRAM - FY 2022

TBD

Programmed

Jurisdiction Regional

Sponsor GDOT

Service Type **Roadway / Operations & Safety**

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Analysis Exempt from Air Quality Analysis (40 CFR 93)

Network Year TBD

LCI ☐

Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2022	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$2,237,600	$559,400	$0,000	$0,000	**$2,797,000**
				$2,237,600	**$559,400**	**$0,000**	**$0,000**	**$2,797,000**

AR-123-2023

GDOT SURFACE TRANSPORTATION PROGRAM (STP) SIGNAL INSTALLATION AND UPGRADE PROGRAM - FY 2023

TBD

Programmed

Jurisdiction Regional

Sponsor GDOT

Service Type **Roadway / Operations & Safety**

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Analysis Exempt from Air Quality Analysis (40 CFR 93)

Network Year TBD

LCI ☐

Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2023	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$2,237,600	$559,400	$0,000	$0,000	**$2,797,000**
				$2,237,600	**$559,400**	**$0,000**	**$0,000**	**$2,797,000**

AR-125-2018

GDOT SURFACE TRANSPORTATION PROGRAM (STP) RESURFACING AND MAINTENANCE PROGRAM - FY 2018

0009760

Programmed

Jurisdiction Regional

Sponsor GDOT

Service Type **Roadway / Maintenance**

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Analysis Exempt from Air Quality Analysis (40 CFR 93)

Network Year TBD

LCI ☐

Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2018	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$59,660,800	$14,915,200	$0,000	$0,000	**$74,576,000**
				$59,660,800	**$14,915,200**	**$0,000**	**$0,000**	**$74,576,000**

AR-125-2019

GDOT SURFACE TRANSPORTATION PROGRAM (STP) RESURFACING AND MAINTENANCE PROGRAM - FY 2019

0009761

Programmed

Jurisdiction Regional

Sponsor GDOT

Service Type **Roadway / Maintenance**

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year TBD

Analysis Exempt from Air Quality Analysis (40 CFR 93)

LCI ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2019	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$59,660,800	$14,915,200	$0,000	$0,000	**$74,576,000**
				$59,660,800	**$14,915,200**	**$0,000**	**$0,000**	**$74,576,000**

AR-125-2020

GDOT SURFACE TRANSPORTATION PROGRAM (STP) RESURFACING AND MAINTENANCE PROGRAM - FY 2020

0014141

Programmed

Jurisdiction Regional

Sponsor GDOT

Service Type **Roadway / Maintenance**

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year TBD

Analysis Exempt from Air Quality Analysis (40 CFR 93)

LCI ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2020	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$50,339,200	$12,584,800	$0,000	$0,000	**$62,924,000**
				$50,339,200	**$12,584,800**	**$0,000**	**$0,000**	**$62,924,000**

AR-125-2021

GDOT SURFACE TRANSPORTATION PROGRAM (STP) RESURFACING AND MAINTENANCE PROGRAM - FY 2021

0015495

Programmed

Jurisdiction Regional

Sponsor GDOT

Service Type **Roadway / Maintenance**

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year TBD

Analysis Exempt from Air Quality Analysis (40 CFR 93)

LCI ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2021	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$50,339,200	$12,584,800	$0,000	$0,000	**$62,924,000**
				$50,339,200	**$12,584,800**	**$0,000**	**$0,000**	**$62,924,000**

AR-125-2022 | **GDOT SURFACE TRANSPORTATION PROGRAM (STP) RESURFACING AND MAINTENANCE PROGRAM - FY 2022**

TBD

Programmed

Jurisdiction: Regional | **Sponsor:** GDOT | **Service Type:** Roadway / Maintenance | **Analysis:** Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2022	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$50,339,200	$12,584,800	$0,000	$0,000	**$62,924,000**
				$50,339,200	**$12,584,800**	**$0,000**	**$0,000**	**$62,924,000**

AR-125-2023 | **GDOT SURFACE TRANSPORTATION PROGRAM (STP) RESURFACING AND MAINTENANCE PROGRAM - FY 2023**

TBD

Programmed

Jurisdiction: Regional | **Sponsor:** GDOT | **Service Type:** Roadway / Maintenance | **Analysis:** Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2023	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$50,339,200	$12,584,800	$0,000	$0,000	**$62,924,000**
				$50,339,200	**$12,584,800**	**$0,000**	**$0,000**	**$62,924,000**

AR-127-2022 | **GDOT SURFACE TRANSPORTATION PROGRAM (STP) FORCE ACCOUNT MAINTENANCE PROGRAM - FY 2022**

TBD

Programmed

Jurisdiction: Regional | **Sponsor:** GDOT | **Service Type:** Roadway / Maintenance | **Analysis:** Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2022	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$5,593,600	$1,398,400	$0,000	$0,000	**$6,992,000**
				$5,593,600	**$1,398,400**	**$0,000**	**$0,000**	**$6,992,000**

AR-127-2023 | **GDOT SURFACE TRANSPORTATION PROGRAM (STP) FORCE ACCOUNT MAINTENANCE PROGRAM - FY 2023**

TBD

Programmed

Jurisdiction: Regional | **Sponsor:** GDOT | **Service Type:** Roadway / Maintenance | **Analysis:** Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2023	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$5,593,600	$1,398,400	$0,000	$0,000	**$6,992,000**
				$5,593,600	**$1,398,400**	**$0,000**	**$0,000**	**$6,992,000**

AR-129-2019 | **GDOT LOW IMPACT BRIDGE PROGRAM - FY 2019**

0013189

Programmed

Jurisdiction: Regional | **Sponsor:** GDOT | **Service Type:** Roadway / Bridge Upgrade | **Analysis:** Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2019	Surface Transportation Block Grant (STBG) Program Off-System Bridge	$9,695,200	$2,423,800	$0,000	$0,000	**$12,119,000**
				$9,695,200	**$2,423,800**	**$0,000**	**$0,000**	**$12,119,000**

AR-129-2020 | **GDOT LOW IMPACT BRIDGE PROGRAM - FY 2020**

0014149

Programmed

Jurisdiction: Regional | **Sponsor:** GDOT | **Service Type:** Roadway / Bridge Upgrade | **Analysis:** Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2020	Surface Transportation Block Grant (STBG) Program Off-System Bridge	$9,695,200	$2,423,800	$0,000	$0,000	**$12,119,000**
				$9,695,200	**$2,423,800**	**$0,000**	**$0,000**	**$12,119,000**

AR-129-2021 | **GDOT LOW IMPACT BRIDGE PROGRAM - FY 2021**

0015508

Programmed

Jurisdiction: Regional
Sponsor: GDOT
Service Type: Roadway / Bridge Upgrade
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year: TBD
LCI: ☐
Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2021	Surface Transportation Block Grant (STBG) Program Off-System Bridge	$9,695,200	$2,423,800	$0,000	$0,000	**$12,119,000**
				$9,695,200	**$2,423,800**	**$0,000**	**$0,000**	**$12,119,000**

AR-129-2022 | **GDOT LOW IMPACT BRIDGE PROGRAM - FY 2022**

TBD

Programmed

Jurisdiction: Regional
Sponsor: GDOT
Service Type: Roadway / Bridge Upgrade
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year: TBD
LCI: ☐
Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2022	Surface Transportation Block Grant (STBG) Program Off-System Bridge	$9,695,200	$2,423,800	$0,000	$0,000	**$12,119,000**
				$9,695,200	**$2,423,800**	**$0,000**	**$0,000**	**$12,119,000**

AR-129-2023 | **GDOT LOW IMPACT BRIDGE PROGRAM - FY 2023**

TBD

Programmed

Jurisdiction: Regional
Sponsor: GDOT
Service Type: Roadway / Bridge Upgrade
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year: TBD
LCI: ☐
Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2023	Surface Transportation Block Grant (STBG) Program Off-System Bridge	$9,695,200	$2,423,800	$0,000	$0,000	**$12,119,000**
				$9,695,200	**$2,423,800**	**$0,000**	**$0,000**	**$12,119,000**

AR-135-2018 | **STP TRANSPORTATION ENHANCEMENT ACTIVITIES PROGRAM - FY 2018**

0009740

Programmed

Jurisdiction: Regional
Sponsor: GDOT
Service Type: **Last Mile Connectivity / Joint Bike-Ped Facilities**
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year: **TBD**
LCI: ☐
Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST	AUTH	2018	STP - Enhancements	~~$15,200,000~~	~~$3,800,000~~	~~$0,000~~	~~$0,000~~	**$19,000,000**
				$15,200,000	**$3,800,000**	**$0,000**	**$0,000**	**$19,000,000**

AR-135-2019 | **STP TRANSPORTATION ENHANCEMENT ACTIVITIES PROGRAM - FY 2019**

0009741

Programmed

Jurisdiction: Regional
Sponsor: GDOT
Service Type: **Last Mile Connectivity / Joint Bike-Ped Facilities**
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year: **TBD**
LCI: ☐
Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2019	STP - Enhancements	$7,084,800	$1,771,200	$0,000	$0,000	**$8,856,000**
				$7,084,800	**$1,771,200**	**$0,000**	**$0,000**	**$8,856,000**

AR-135-2020 | **STP TRANSPORTATION ENHANCEMENT ACTIVITIES PROGRAM - FY 2020**

0014151

Programmed

Jurisdiction: Regional
Sponsor: GDOT
Service Type: **Last Mile Connectivity / Joint Bike-Ped Facilities**
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year: **TBD**
LCI: ☐
Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2020	STP - Enhancements	$7,084,800	$1,771,200	$0,000	$0,000	**$8,856,000**
				$7,084,800	**$1,771,200**	**$0,000**	**$0,000**	**$8,856,000**

AR-135-2021 | **STP TRANSPORTATION ENHANCEMENT ACTIVITIES PROGRAM - FY 2021**

0015494

Programmed

Jurisdiction: Regional
Sponsor: GDOT
Service Type: **Last Mile Connectivity / Joint Bike-Ped Facilities**
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year: **TBD**
LCI: ☐
Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2021	STP - Enhancements	$7,084,800	$1,771,200	$0,000	$0,000	**$8,856,000**
				$7,084,800	**$1,771,200**	**$0,000**	**$0,000**	**$8,856,000**

AR-135-2022 | **STP TRANSPORTATION ENHANCEMENT ACTIVITIES PROGRAM - FY 2022**

TBD

Programmed

Jurisdiction: Regional
Sponsor: GDOT
Service Type: **Last Mile Connectivity / Joint Bike-Ped Facilities**
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year: **TBD**
LCI: ☐
Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2022	STP - Enhancements	$7,084,800	$1,771,200	$0,000	$0,000	**$8,856,000**
				$7,084,800	**$1,771,200**	**$0,000**	**$0,000**	**$8,856,000**

AR-135-2023 | **STP TRANSPORTATION ENHANCEMENT ACTIVITIES PROGRAM - FY 2023**

TBD

Programmed

Jurisdiction: Regional
Sponsor: GDOT
Service Type: **Last Mile Connectivity / Joint Bike-Ped Facilities**
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year: **TBD**
LCI: ☐
Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2023	STP - Enhancements	$7,084,800	$1,771,200	$0,000	$0,000	**$8,856,000**
				$7,084,800	**$1,771,200**	**$0,000**	**$0,000**	**$8,856,000**

AR-136-2018 | **RECREATIONAL TRAILS PROGRAM - FY 2018**

0009795

Programmed

Jurisdiction: Regional
Sponsor: Dept. of Natural Resources
Service Type: Last Mile Connectivity / Sidepaths and Trails
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST	AUTH	2018	Recreational Trails Program	~~$1,000,000~~	~~$250,000~~	~~$0,000~~	~~$0,000~~	**$1,250,000**
				$1,000,000	**$250,000**	**$0,000**	**$0,000**	**$1,250,000**

AR-136-2019 | **RECREATIONAL TRAILS PROGRAM - FY 2019**

0009796

Programmed

Jurisdiction: Regional
Sponsor: Dept. of Natural Resources
Service Type: Last Mile Connectivity / Sidepaths and Trails
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2019	Recreational Trails Program	$466,400	$116,600	$0,000	$0,000	**$583,000**
				$466,400	**$116,600**	**$0,000**	**$0,000**	**$583,000**

AR-136-2020 | **RECREATIONAL TRAILS PROGRAM - FY 2020**

0009797

Programmed

Jurisdiction: Regional
Sponsor: Dept. of Natural Resources
Service Type: Last Mile Connectivity / Sidepaths and Trails
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2020	Recreational Trails Program	$466,400	$116,600	$0,000	$0,000	**$583,000**
				$466,400	**$116,600**	**$0,000**	**$0,000**	**$583,000**

AR-136-2021 | **RECREATIONAL TRAILS PROGRAM - FY 2021**

0015509

Programmed

Jurisdiction: Regional
Sponsor: Dept. of Natural Resources
Service Type: Last Mile Connectivity / Sidepaths and Trails
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year: TBD
LCI: ☐
Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2021	Recreational Trails Program	$466,400	$116,600	$0,000	$0,000	**$583,000**
				$466,400	**$116,600**	**$0,000**	**$0,000**	**$583,000**

AR-136-2022 | **RECREATIONAL TRAILS PROGRAM - FY 2022**

TBD

Programmed

Jurisdiction: Regional
Sponsor: Dept. of Natural Resources
Service Type: Last Mile Connectivity / Sidepaths and Trails
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year: TBD
LCI: ☐
Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2022	Recreational Trails Program	$466,400	$116,600	$0,000	$0,000	**$583,000**
				$466,400	**$116,600**	**$0,000**	**$0,000**	**$583,000**

AR-136-2023 | **RECREATIONAL TRAILS PROGRAM - FY 2023**

TBD

Programmed

Jurisdiction: Regional
Sponsor: Dept. of Natural Resources
Service Type: Last Mile Connectivity / Sidepaths and Trails
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year: TBD
LCI: ☐
Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2023	Recreational Trails Program	$466,400	$116,600	$0,000	$0,000	**$583,000**
				$466,400	**$116,600**	**$0,000**	**$0,000**	**$583,000**

AR-137-2019 | **TOWING AND RECOVERY INCENTIVE PROGRAM - FY 2019**

0013191

Programmed

Jurisdiction: Regional
Sponsor: GDOT
Service Type: Roadway / Operations & Safety
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year: TBD
LCI: ☐
Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST	AUTH	2019	Congestion Mitigation & Air Quality Improvement (CMAQ)	~~$400,000~~	~~$100,000~~	~~$0,000~~	~~$0,000~~	**$500,000**
				$400,000	**$100,000**	**$0,000**	**$0,000**	**$500,000**

AR-137-2020 | **TOWING AND RECOVERY INCENTIVE PROGRAM - FY 2020**

0010502

Programmed

Jurisdiction: Regional
Sponsor: GDOT
Service Type: Roadway / Operations & Safety
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year: TBD
LCI: ☐
Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2020	Congestion Mitigation & Air Quality Improvement (CMAQ)	$468,664	$117,166	$0,000	$0,000	**$585,830**
				$468,664	**$117,166**	**$0,000**	**$0,000**	**$585,830**

AR-137-2021 | **TOWING AND RECOVERY INCENTIVE PROGRAM - FY 2021**

TBD

Programmed

Jurisdiction: Regional
Sponsor: GDOT
Service Type: Roadway / Operations & Safety
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year: TBD
LCI: ☐
Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2021	Congestion Mitigation & Air Quality Improvement (CMAQ)	$400,000	$100,000	$0,000	$0,000	**$500,000**
				$400,000	**$100,000**	**$0,000**	**$0,000**	**$500,000**

AR-137-2022 | **TOWING AND RECOVERY INCENTIVE PROGRAM - FY 2022**

TBD

Programmed

Jurisdiction: Regional
Sponsor: GDOT
Service Type: Roadway / Operations & Safety
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year: TBD
LCI: ☐
Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2022	Congestion Mitigation & Air Quality Improvement (CMAQ)	$400,000	$100,000	$0,000	$0,000	**$500,000**
				$400,000	**$100,000**	**$0,000**	**$0,000**	**$500,000**

AR-137-2023 | **TOWING AND RECOVERY INCENTIVE PROGRAM - FY 2023**

TBD

Programmed

Jurisdiction: Regional
Sponsor: GDOT
Service Type: Roadway / Operations & Safety
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year: TBD
LCI: ☐
Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2023	Congestion Mitigation & Air Quality Improvement (CMAQ)	$400,000	$100,000	$0,000	$0,000	**$500,000**
				$400,000	**$100,000**	**$0,000**	**$0,000**	**$500,000**

AR-138-2019 | **OVERSIGHT SERVICES FOR STP URBAN, CMAQ AND TAP FUNDED PROJECTS - FY 2019**

0013193

Programmed

Jurisdiction: Regional
Sponsor: GDOT
Service Type: Other / Miscellaneous
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year: TBD
LCI: ☐
Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE		2019	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$1,000,000	$250,000	$0,000	$0,000	**$1,250,000**
				$1,000,000	**$250,000**	**$0,000**	**$0,000**	**$1,250,000**

AR-138-2020 | **OVERSIGHT SERVICES FOR STP URBAN, CMAQ AND TAP FUNDED PROJECTS - FY 2020**

0014989

Programmed

Jurisdiction: Regional
Sponsor: GDOT
Service Type: Other / Miscellaneous
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year: TBD
LCI: ☐
Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE		2020	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$1,000,000	$250,000	$0,000	$0,000	**$1,250,000**
				$1,000,000	**$250,000**	**$0,000**	**$0,000**	**$1,250,000**

AR-138-2021 | **OVERSIGHT SERVICES FOR STP URBAN, CMAQ AND TAP FUNDED PROJECTS - FY 2021**

0014990

Programmed

Jurisdiction: Regional
Sponsor: GDOT
Service Type: Other / Miscellaneous
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year: TBD
LCI: ☐
Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE		2021	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$1,000,000	$250,000	$0,000	$0,000	**$1,250,000**
				$1,000,000	**$250,000**	**$0,000**	**$0,000**	**$1,250,000**

AR-138-2022 | **OVERSIGHT SERVICES FOR STP URBAN, CMAQ AND TAP FUNDED PROJECTS - FY 2022**

0015837

Programmed

Jurisdiction: Regional
Sponsor: GDOT
Service Type: Other / Miscellaneous
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year: TBD
LCI: ☐
Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE		2022	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$1,000,000	$250,000	$0,000	$0,000	**$1,250,000**
				$1,000,000	**$250,000**	**$0,000**	**$0,000**	**$1,250,000**

AR-138-2023 | **OVERSIGHT SERVICES FOR STP URBAN, CMAQ AND TAP FUNDED PROJECTS - FY 2023**

0015838

Programmed

Jurisdiction: Regional
Sponsor: GDOT
Service Type: Other / Miscellaneous
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE		2023	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$1,000,000	$250,000	$0,000	$0,000	**$1,250,000**
				$1,000,000	**$250,000**	**$0,000**	**$0,000**	**$1,250,000**

AR-139-2019 | **GDOT SURFACE TRANSPORTATION PROGRAM (NHS) SIGNAL INSTALLATION AND UPGRADE PROGRAM - FY 2019**

0015234

Programmed

Jurisdiction: Regional
Sponsor: GDOT
Service Type: Roadway / Operations & Safety
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2019	National Highway Performance Program (NHPP)	$1,864,800	$466,200	$0,000	$0,000	**$2,331,000**
				$1,864,800	**$466,200**	**$0,000**	**$0,000**	**$2,331,000**

AR-139-2020 | **GDOT SURFACE TRANSPORTATION PROGRAM (NHS) SIGNAL INSTALLATION AND UPGRADE PROGRAM - FY 2020**

0015235

Programmed

Jurisdiction: Regional
Sponsor: GDOT
Service Type: Roadway / Operations & Safety
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2020	National Highway Performance Program (NHPP)	$8,948,800	$2,237,200	$0,000	$0,000	**$11,186,000**
				$8,948,800	**$2,237,200**	**$0,000**	**$0,000**	**$11,186,000**

AR-139-2021 | **GDOT SURFACE TRANSPORTATION PROGRAM (NHS) SIGNAL INSTALLATION AND UPGRADE PROGRAM - FY 2021**

0015507

Programmed

Jurisdiction: Regional
Sponsor: GDOT
Service Type: Roadway / Operations & Safety
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year: TBD
LCI: ☐
Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2021	National Highway Performance Program (NHPP)	$8,948,800	$2,237,200	$0,000	$0,000	**$11,186,000**
				$8,948,800	**$2,237,200**	**$0,000**	**$0,000**	**$11,186,000**

AR-190-2017 | **GRTA XPRESS BUS SYSTEM OPERATING ASSISTANCE - FY 2017**

TBD

Programmed

Jurisdiction: Regional
Sponsor: GRTA
Service Type: Transit / Operations & Maintenance
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year: TBD
LCI: ☐
Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST	AUTH	2017	State of Georgia	~~$0,000~~	~~$12,000,000~~	~~$0,000~~	~~$0,000~~	**$12,000,000**
				$0,000	**$12,000,000**	**$0,000**	**$0,000**	**$12,000,000**

AR-190-2018 | **GRTA XPRESS BUS SYSTEM OPERATING ASSISTANCE - FY 2018**

TBD

Programmed

Jurisdiction: Regional
Sponsor: GRTA
Service Type: Transit / Operations & Maintenance
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year: TBD
LCI: ☐
Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST	AUTH	2018	State of Georgia	~~$0,000~~	~~$12,000,000~~	~~$0,000~~	~~$0,000~~	**$12,000,000**
				$0,000	**$12,000,000**	**$0,000**	**$0,000**	**$12,000,000**

AR-190-2019 | **GRTA XPRESS BUS SYSTEM OPERATING ASSISTANCE - FY 2019**

TBD

Programmed

Jurisdiction: Regional
Sponsor: GRTA
Service Type: Transit / Operations & Maintenance
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2019	State of Georgia	$0,000	$12,000,000	$0,000	$0,000	**$12,000,000**
				$0,000	**$12,000,000**	**$0,000**	**$0,000**	**$12,000,000**

AR-190-2020 | **GRTA XPRESS BUS SYSTEM OPERATING ASSISTANCE - FY 2020**

TBD

Programmed

Jurisdiction: Regional
Sponsor: GRTA
Service Type: Transit / Operations & Maintenance
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2020	State of Georgia	$0,000	$12,000,000	$0,000	$0,000	**$12,000,000**
				$0,000	**$12,000,000**	**$0,000**	**$0,000**	**$12,000,000**

AR-190-2021 | **GRTA XPRESS BUS SYSTEM OPERATING ASSISTANCE - FY 2021**

TBD

Programmed

Jurisdiction: Regional
Sponsor: GRTA
Service Type: Transit / Operations & Maintenance
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2021	State of Georgia	$0,000	$12,000,000	$0,000	$0,000	**$12,000,000**
				$0,000	**$12,000,000**	**$0,000**	**$0,000**	**$12,000,000**

AR-190-2022 | **GRTA XPRESS BUS SYSTEM OPERATING ASSISTANCE - FY 2022**

TBD

Programmed

Jurisdiction: Regional
Sponsor: GRTA
Service Type: Transit / Operations & Maintenance
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2022	State of Georgia	$0,000	$12,000,000	$0,000	$0,000	**$12,000,000**
				$0,000	**$12,000,000**	**$0,000**	**$0,000**	**$12,000,000**

AR-190-2023 | **GRTA XPRESS BUS SYSTEM OPERATING ASSISTANCE - FY 2023**

TBD

Programmed

Jurisdiction: Regional
Sponsor: GRTA
Service Type: Transit / Operations & Maintenance
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2023	State of Georgia	$0,000	$12,000,000	$0,000	$0,000	**$12,000,000**
				$0,000	**$12,000,000**	**$0,000**	**$0,000**	**$12,000,000**

AR-318	**I-75 COMMERCIAL VEHICLE LANES (NORTHBOUND DIRECTION ONLY)**	**Jurisdiction** Henry County,Spalding County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0014203	FROM I-475 TO SR 155	**Sponsor** GDOT	**0**	**2**	**38.6**	**2030**
Programmed		**Service Type** **Roadway / Managed Lanes**	**Analysis** In the Region's Air Quality Conformity Analysis			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2017	Transportation Funding Act (HB 170)	~~$0,000~~	~~$977,865~~	~~$0,000~~	~~$0,000~~	**$977,865**
PE	AUTH	2018	National Highway System	~~$70,002~~	~~$17,501~~	~~$0,000~~	~~$0,000~~	**$87,503**
PE	AUTH	2018	Repurposed Earmark	~~$844,999~~	~~$211,250~~	~~$0,000~~	~~$0,000~~	**$1,056,249**
PE	AUTH	2018	National Highway Performance Program (NHPP)	~~$739,200~~	~~$184,800~~	~~$0,000~~	~~$0,000~~	**$924,000**
PE	AUTH	2019	Repurposed Earmark (RPF9)	~~$113,967~~	~~$28,492~~	~~$0,000~~	~~$0,000~~	**$142,459**
PE	AUTH	2019	National Highway Performance Program (NHPP)	~~$1,030,033~~	~~$257,508~~	~~$0,000~~	~~$0,000~~	**$1,287,541**
PE		2020	National Highway Performance Program (NHPP)	$1,232,000	$308,000	$0,000	$0,000	**$1,540,000**
PE		2021	National Highway Performance Program (NHPP)	$880,000	$220,000	$0,000	$0,000	**$1,100,000**
PE		2022	National Highway Performance Program (NHPP)	$528,000	$132,000	$0,000	$0,000	**$660,000**
PE		2023	National Highway Performance Program (NHPP)	$176,000	$44,000	$0,000	$0,000	**$220,000**
ROW		2020	National Highway Performance Program (NHPP)	$2,006,400	$501,600	$0,000	$0,000	**$2,508,000**
ROW		2023	National Highway Performance Program (NHPP)	$3,995,200	$998,800	$0,000	$0,000	**$4,994,000**
ROW		LR 2024-2030	General Federal Aid 2024-2040	$3,995,200	$998,800	$0,000	$0,000	**$4,994,000**
CST		LR 2024-2030	General Federal Aid 2024-2040	$49,139,200	$12,284,800	$0,000	$0,000	**$61,424,000**
CST		LR 2024-2030	Transportation Funding Act (HB 170)	$0,000	$4,092,000	$0,000	$0,000	**$4,092,000**
CST		LR 2031-2040	General Federal Aid 2024-2040	$203,280,000	$50,820,000	$0,000	$0,000	**$254,100,000**
CST		LR 2031-2040	Transportation Funding Act (HB 170)	$0,000	$40,920,000	$0,000	$0,000	**$40,920,000**
CST		LR 2041+	General Federal Aid 2041+	$585,200,000	$146,300,000	$0,000	$0,000	**$731,500,000**
CST		LR 2041+	Transportation Funding Act (HB 170)	$0,000	$98,208,000	$0,000	$0,000	**$98,208,000**
				$853,230,201	**$357,505,416**	**$0,000**	**$0,000**	**$1,210,735,617**

AR-319 | **I-20 MOVABLE BARRIER ZIPPER LANE**

0015244 | FROM COLUMBIA DRIVE TO PANOLA ROAD

Programmed

Jurisdiction: DeKalb County
Sponsor: GDOT
Service Type: Roadway / Managed Lanes
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
6	6	4.9	2020

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2017	Transportation Funding Act (HB 170)	~~$0,000~~	~~$1,000,000~~	~~$0,000~~	~~$0,000~~	**$1,000,000**
PE	AUTH	2018	National Highway Performance Program (NHPP)	~~$1,800,000~~	~~$200,000~~	~~$0,000~~	~~$0,000~~	**$2,000,000**
CST		2020	National Highway Performance Program (NHPP)	$16,578,000	$1,842,000	$0,000	$0,000	**$18,420,000**
				$18,378,000	**$3,042,000**	**$0,000**	**$0,000**	**$21,420,000**

AR-321 | **ENVIRONMENTAL JUSTICE POST SURVEY FOR I-85 HOT EXTENSION**

0015771

Programmed

Jurisdiction: Regional
Sponsor: GDOT
Service Type: Other / Planning
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2019	National Highway Performance Program (NHPP)	~~$960,000~~	~~$240,000~~	~~$0,000~~	~~$0,000~~	**$1,200,000**
				$960,000	**$240,000**	**$0,000**	**$0,000**	**$1,200,000**

AR-322 | **ENVIRONMENTAL JUSTICE POST SURVEY FOR NORTHWEST CORRIDOR**

0015772

Programmed

Jurisdiction: Regional
Sponsor: GDOT
Service Type: Other / Planning
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2019	National Highway Performance Program (NHPP)	~~$960,000~~	~~$240,000~~	~~$0,000~~	~~$0,000~~	**$1,200,000**
				$960,000	**$240,000**	**$0,000**	**$0,000**	**$1,200,000**

AR-323-2020 | **I-20 MOVABLE BARRIERS - OPERATION & MAINTENANCE - FY 2020**

0015253 | FROM FROM COLUMBIA DRIVE TO PANOLA ROAD

Programmed

Jurisdiction: DeKalb County | **Sponsor:** GDOT | **Service Type:** Roadway / Operations & Safety | **Analysis:** Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	4.9	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE		2020	National Highway Performance Program (NHPP)	$2,000,000	$500,000	$0,000	$0,000	**$2,500,000**
				$2,000,000	**$500,000**	**$0,000**	**$0,000**	**$2,500,000**

AR-323-2021 | **I-20 MOVABLE BARRIERS - OPERATION & MAINTENANCE - FY 2021**

0015254 | FROM FROM COLUMBIA DRIVE TO PANOLA ROAD

Programmed

Jurisdiction: DeKalb County | **Sponsor:** GDOT | **Service Type:** Roadway / Operations & Safety | **Analysis:** Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	4.9	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE		2021	National Highway Performance Program (NHPP)	$2,000,000	$500,000	$0,000	$0,000	**$2,500,000**
				$2,000,000	**$500,000**	**$0,000**	**$0,000**	**$2,500,000**

AR-323-2022 | **I-20 MOVABLE BARRIERS - OPERATION & MAINTENANCE - FY 2022**

0015255 | FROM FROM COLUMBIA DRIVE TO PANOLA ROAD

Programmed

Jurisdiction: DeKalb County | **Sponsor:** GDOT | **Service Type:** Roadway / Operations & Safety | **Analysis:** Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	4.9	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE		2022	National Highway Performance Program (NHPP)	$2,000,000	$500,000	$0,000	$0,000	**$2,500,000**
				$2,000,000	**$500,000**	**$0,000**	**$0,000**	**$2,500,000**

AR-323-2023	**I-20 MOVABLE BARRIERS - OPERATION & MAINTENANCE - FY 2023**	**Jurisdiction** DeKalb County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0015256	FROM FROM COLUMBIA DRIVE TO PANOLA ROAD	**Sponsor** GDOT	**N/A**	**N/A**	**4.9**	**TBD**
Programmed		**Service Type** **Roadway / Operations & Safety**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE		2023	National Highway Performance Program (NHPP)	$2,000,000	$500,000	$0,000	$0,000	**$2,500,000**
				$2,000,000	**$500,000**	**$0,000**	**$0,000**	**$2,500,000**

AR-450A	**BELTLINE CORRIDOR MULTI-USE TRAIL AND STREETSCAPES**	**Jurisdiction** City of Atlanta	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0009395	FROM LINDBERGH CENTER TO 10TH STREET / MONROE DRIVE	**Sponsor** Atlanta Development Authority	**N/A**	**N/A**	**3.4**	**TBD**
Programmed		**Service Type** **Last Mile Connectivity / Sidepaths and Trails**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2013	STP - Urban (>200K) (ARC)	~~$1,146,788~~	~~$0,000~~	~~$286,697~~	~~$0,000~~	**$1,433,485**
PE	AUTH	2016	TAP - Urban (>200K) (ARC)	~~$856,374~~	~~$0,000~~	~~$6,258,015~~	~~$0,000~~	**$7,114,389**
PE	AUTH	2018	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$2,700,000~~	~~$0,000~~	~~$675,000~~	~~$0,000~~	**$3,375,000**
PE	AUTH	2018	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	~~$1,300,000~~	~~$0,000~~	~~$325,000~~	~~$0,000~~	**$1,625,000**
ROW		2020	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$15,000,000	$0,000	**$15,000,000**
UTL		2022	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$1,557,570	$0,000	**$1,557,570**
CST		2022	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$7,970,000	$0,000	$52,003,674	$0,000	**$59,973,674**
				$13,973,162	**$0,000**	**$76,105,956**	**$0,000**	**$90,079,118**

AR-450C | **BELTLINE CORRIDOR MULTI-USE TRAIL AND STREETSCAPES**

0009397 | FROM GLENWOOD AVENUE TO UNIVERSITY AVENUE

Programmed

Jurisdiction: City of Atlanta
Sponsor: Atlanta Development Authority

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	3.8	TBD

Service Type: Last Mile Connectivity / Sidepaths and Trails

Analysis: Exempt from Air Quality Analysis (40 CFR 93)

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2011	STP - Urban (>200K) (ARC)	~~$1,008,901~~	~~$0,000~~	~~$252,225~~	~~$0,000~~	**$1,261,126**
PE	AUTH	2014	TAP - Urban (>200K) (ARC)	~~$719,000~~	~~$0,000~~	~~$179,750~~	~~$0,000~~	**$898,750**
PE	AUTH	2016	STP - Urban (>200K) (ARC)	~~$740,000~~	~~$0,000~~	~~$185,000~~	~~$0,000~~	**$925,000**
PE	AUTH	2016	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	~~$1,500,000~~	~~$0,000~~	~~$375,000~~	~~$0,000~~	**$1,875,000**
PE	AUTH	2018	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	~~$2,400,000~~	~~$0,000~~	~~$600,000~~	~~$0,000~~	**$3,000,000**
ROW		2019	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$41,531,000	$0,000	**$41,531,000**
UTL		2020	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$1,225,500	$0,000	**$1,225,500**
CST		2020	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$67,186,290	$0,000	**$67,186,290**
				$6,367,901	**$0,000**	**$111,534,765**	**$0,000**	**$117,902,666**

AR-454 | **SUMMERHILL BRT CORRIDOR**

N/A | FROM ARTS CENTER MARTA STATION TO GEORGIA STATE UNIVERSITY STADIUM

Programmed

Jurisdiction: Regional - Central
Sponsor: MARTA

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	9.4	2030

Service Type: Transit / BRT Capital

Analysis: Exempt from Air Quality Analysis (40 CFR 93)

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2020	TIGER Discretionary Grants	$12,629,760	$0,000	$35,946,240	$0,000	**$48,576,000**
				$12,629,760	**$0,000**	**$35,946,240**	**$0,000**	**$48,576,000**

AR-490A

ATLANTA STREETCAR DOWNTOWN CROSSTOWN EXTENSION - NEPA CLEARANCE AND INITIAL ENGINEERING INVESTIGATION

0014991

FROM ATLANTA BELTLINE WEST AT WESTVIEW TO ATLANTA BELTLINE EAST AT PONCE DE LEON AVENUE

Programmed

Jurisdiction: Regional - Central

Sponsor: Atlanta BeltLine Inc.,City of Atlanta

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	4.6	2030

Service Type: Transit / Rail Capital

Analysis: In the Region's Air Quality Conformity Analysis

LCI: ☐ **Flex:** X

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2016	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$2,800,000~~	~~$0,000~~	~~$700,000~~	~~$0,000~~	**$3,500,000**
				$2,800,000	**$0,000**	**$700,000**	**$0,000**	**$3,500,000**

AR-512

GRTA XPRESS BREEZE MIGRATION & MOBILE TICKETING

0015994

Programmed

Jurisdiction: Multi-County

Sponsor: SRTA

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

Service Type: Transit / Bus Capital

Analysis: Exempt from Air Quality Analysis (40 CFR 93)

LCI: ☐ **Flex:** X

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST	AUTH	2018	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$2,000,000~~	~~$500,000~~	~~$0,000~~	~~$0,000~~	**$2,500,000**
				$2,000,000	**$500,000**	**$0,000**	**$0,000**	**$2,500,000**

AR-513 | **XPRESS SUGARLOAF PARK-AND-RIDE EXPANSION**

0015995 | AT VICINITY OF SUGARLOAF PARK-AND-RIDE LOT

Programmed

Jurisdiction: Gwinnett County
Sponsor: SRTA
Service Type: Transit / Bus Capital
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI: ☐ **Flex:** X

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2018	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$600,000~~	~~$450,000~~	~~$0,000~~	~~$0,000~~	**$1,050,000**
ROW	AUTH	2018	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$1,200,000~~	~~$450,000~~	~~$0,000~~	~~$0,000~~	**$1,650,000**
CST	AUTH	2018	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$5,200,000~~	~~$1,300,000~~	~~$0,000~~	~~$0,000~~	**$6,500,000**
CST		2019	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$1,000,000	$250,000	$0,000	$0,000	**$1,250,000**
				$8,000,000	**$2,450,000**	**$0,000**	**$0,000**	**$10,450,000**

AR-514 | **XPRESS ROCKDALE PARK-AND-RIDE EXPANSION**

0015996 | AT SR 138 AT I-20

Programmed

Jurisdiction: Rockdale County
Sponsor: SRTA
Service Type: Transit / Bus Capital
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI: ☐ **Flex:** X

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE		2020	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$600,000	$0,000	$0,000	$150,000	**$750,000**
CST		2020	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$2,800,000	$0,000	$0,000	$700,000	**$3,500,000**
				$3,400,000	**$0,000**	**$0,000**	**$850,000**	**$4,250,000**

AR-5307-ARC	**FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR ARC**	**Jurisdiction** Regional	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
N/A		**Sponsor** ARC	**N/A**	**N/A**	**N/A**	**TBD**
Programmed		**Service Type** **Transit / Formula Lump Sum**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST	AUTH	2013	Transit Urbanized Area Formula Program	~~$301,251~~	~~$0,000~~	~~$75,313~~	~~$0,000~~	**$376,564**
CST	AUTH	2014	Transit Urbanized Area Formula Program	~~$303,662~~	~~$0,000~~	~~$75,916~~	~~$0,000~~	**$379,578**
CST	AUTH	2015	Transit Urbanized Area Formula Program	~~$300,971~~	~~$0,000~~	~~$75,243~~	~~$0,000~~	**$376,214**
CST	AUTH	2016	Transit Urbanized Area Formula Program	~~$297,700~~	~~$0,000~~	~~$74,425~~	~~$0,000~~	**$372,125**
CST	AUTH	2017	Transit Urbanized Area Formula Program	~~$320,294~~	~~$0,000~~	~~$80,073~~	~~$0,000~~	**$400,367**
CST	AUTH	2018	Transit Urbanized Area Formula Program	~~$330,239~~	~~$0,000~~	~~$82,560~~	~~$0,000~~	**$412,799**
CST		2019	Transit Urbanized Area Formula Program	$332,136	$0,000	$83,034	$0,000	**$415,170**
CST		2020	Transit Urbanized Area Formula Program	$300,000	$0,000	$75,000	$0,000	**$375,000**
CST		2021	Transit Urbanized Area Formula Program	$300,000	$0,000	$75,000	$0,000	**$375,000**
CST		2022	Transit Urbanized Area Formula Program	$300,000	$0,000	$75,000	$0,000	**$375,000**
CST		2023	Transit Urbanized Area Formula Program	$300,000	$0,000	$75,000	$0,000	**$375,000**
				$3,386,253	**$0,000**	**$846,564**	**$0,000**	**$4,232,817**

AR-5307-BA	**FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR BARROW COUNTY**	**Jurisdiction** Barrow County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
N/A		**Sponsor** Barrow County	**N/A**	**N/A**	**N/A**	**TBD**
Programmed		**Service Type** **Transit / Formula Lump Sum**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST	AUTH	2013	Transit Urbanized Area Formula Program	~~$38,349~~	~~$0,000~~	~~$9,587~~	~~$0,000~~	**$47,936**
CST	AUTH	2014	Transit Urbanized Area Formula Program	~~$40,647~~	~~$0,000~~	~~$10,162~~	~~$0,000~~	**$50,809**
CST	AUTH	2015	Transit Urbanized Area Formula Program	~~$40,338~~	~~$0,000~~	~~$10,085~~	~~$0,000~~	**$50,423**
CST	AUTH	2016	Transit Urbanized Area Formula Program	~~$39,979~~	~~$0,000~~	~~$9,995~~	~~$0,000~~	**$49,974**
CST	AUTH	2017	Transit Urbanized Area Formula Program	~~$42,582~~	~~$0,000~~	~~$10,646~~	~~$0,000~~	**$53,228**
CST	AUTH	2018	Transit Urbanized Area Formula Program	~~$36,301~~	~~$0,000~~	~~$9,075~~	~~$0,000~~	**$45,376**
CST		2019	Transit Urbanized Area Formula Program	$44,695	$0,000	$11,174	$0,000	**$55,869**
CST		2020	Transit Urbanized Area Formula Program	$38,300	$0,000	$9,575	$0,000	**$47,875**
CST		2021	Transit Urbanized Area Formula Program	$38,300	$0,000	$9,575	$0,000	**$47,875**
CST		2022	Transit Urbanized Area Formula Program	$38,300	$0,000	$9,575	$0,000	**$47,875**
CST		2023	Transit Urbanized Area Formula Program	$38,300	$0,000	$9,575	$0,000	**$47,875**
				$436,091	**$0,000**	**$109,024**	**$0,000**	**$545,115**

AR-5307-BT

FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR BARTOW COUNTY

N/A

Programmed

Jurisdiction Bartow County

Sponsor Bartow County

Service Type **Transit / Formula Lump Sum**

Analysis Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐

Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST	AUTH	2013	Transit Urbanized Area Formula Program	~~$25,547~~	~~$0,000~~	~~$6,387~~	~~$0,000~~	**$31,934**
CST	AUTH	2014	Transit Urbanized Area Formula Program	~~$27,078~~	~~$0,000~~	~~$6,769~~	~~$0,000~~	**$33,847**
CST	AUTH	2015	Transit Urbanized Area Formula Program	~~$26,872~~	~~$0,000~~	~~$6,718~~	~~$0,000~~	**$33,590**
CST	AUTH	2016	Transit Urbanized Area Formula Program	~~$26,633~~	~~$0,000~~	~~$6,658~~	~~$0,000~~	**$33,291**
CST	AUTH	2017	Transit Urbanized Area Formula Program	~~$28,367~~	~~$0,000~~	~~$7,092~~	~~$0,000~~	**$35,459**
CST	AUTH	2018	Transit Urbanized Area Formula Program	~~$24,183~~	~~$0,000~~	~~$6,046~~	~~$0,000~~	**$30,229**
CST		2019	Transit Urbanized Area Formula Program	$29,775	$0,000	$7,444	$0,000	**$37,219**
CST		2020	Transit Urbanized Area Formula Program	$25,600	$0,000	$6,400	$0,000	**$32,000**
CST		2021	Transit Urbanized Area Formula Program	$25,600	$0,000	$6,400	$0,000	**$32,000**
CST		2022	Transit Urbanized Area Formula Program	$25,600	$0,000	$6,400	$0,000	**$32,000**
CST		2023	Transit Urbanized Area Formula Program	$25,600	$0,000	$6,400	$0,000	**$32,000**
				$290,855	**$0,000**	**$72,714**	**$0,000**	**$363,569**

AR-5307-CA	**FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR CARROLL COUNTY**	**Jurisdiction** Carroll County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
N/A		**Sponsor** Carroll County	**N/A**	**N/A**	**N/A**	**TBD**
Programmed		**Service Type** **Transit / Formula Lump Sum**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST	AUTH	2013	Transit Urbanized Area Formula Program	~~$73,406~~	~~$0,000~~	~~$18,352~~	~~$0,000~~	**$91,758**
CST	AUTH	2014	Transit Urbanized Area Formula Program	~~$77,804~~	~~$0,000~~	~~$19,450~~	~~$0,000~~	**$97,254**
CST	AUTH	2015	Transit Urbanized Area Formula Program	~~$77,214~~	~~$0,000~~	~~$19,304~~	~~$0,000~~	**$96,518**
CST	AUTH	2016	Transit Urbanized Area Formula Program	~~$76,525~~	~~$0,000~~	~~$19,131~~	~~$0,000~~	**$95,656**
CST	AUTH	2017	Transit Urbanized Area Formula Program	~~$81,509~~	~~$0,000~~	~~$20,377~~	~~$0,000~~	**$101,886**
CST	AUTH	2018	Transit Urbanized Area Formula Program	~~$69,486~~	~~$0,000~~	~~$17,371~~	~~$0,000~~	**$86,857**
CST		2019	Transit Urbanized Area Formula Program	$85,553	$0,000	$21,388	$0,000	**$106,941**
CST		2020	Transit Urbanized Area Formula Program	$73,400	$0,000	$18,350	$0,000	**$91,750**
CST		2021	Transit Urbanized Area Formula Program	$73,400	$0,000	$18,350	$0,000	**$91,750**
CST		2022	Transit Urbanized Area Formula Program	$73,400	$0,000	$18,350	$0,000	**$91,750**
CST		2023	Transit Urbanized Area Formula Program	$73,400	$0,000	$18,350	$0,000	**$91,750**
				$835,097	**$0,000**	**$208,773**	**$0,000**	**$1,043,870**

AR-5307-CH	**FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR CHEROKEE COUNTY**	**Jurisdiction** Cherokee County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
N/A		**Sponsor** Cherokee County	**N/A**	**N/A**	**N/A**	**TBD**
Programmed		**Service Type** **Transit / Formula Lump Sum**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST	AUTH	2013	Transit Urbanized Area Formula Program	~~$680,043~~	~~$0,000~~	~~$170,011~~	~~$0,000~~	**$850,054**
CST	AUTH	2014	Transit Urbanized Area Formula Program	~~$772,995~~	~~$0,000~~	~~$193,249~~	~~$0,000~~	**$966,244**
CST	AUTH	2015	Transit Urbanized Area Formula Program	~~$803,208~~	~~$0,000~~	~~$200,802~~	~~$0,000~~	**$1,004,010**
CST	AUTH	2016	Transit Urbanized Area Formula Program	~~$795,877~~	~~$0,000~~	~~$198,969~~	~~$0,000~~	**$994,846**
CST	AUTH	2017	Transit Urbanized Area Formula Program	~~$867,069~~	~~$0,000~~	~~$216,767~~	~~$0,000~~	**$1,083,836**
CST	AUTH	2018	Transit Urbanized Area Formula Program	~~$761,907~~	~~$0,000~~	~~$190,477~~	~~$0,000~~	**$952,384**
CST		2019	Transit Urbanized Area Formula Program	$910,127	$0,000	$227,532	$0,000	**$1,137,659**
CST		2020	Transit Urbanized Area Formula Program	$680,000	$0,000	$170,000	$0,000	**$850,000**
CST		2021	Transit Urbanized Area Formula Program	$680,000	$0,000	$170,000	$0,000	**$850,000**
CST		2022	Transit Urbanized Area Formula Program	$680,000	$0,000	$170,000	$0,000	**$850,000**
CST		2023	Transit Urbanized Area Formula Program	$680,000	$0,000	$170,000	$0,000	**$850,000**
				$8,311,226	**$0,000**	**$2,077,807**	**$0,000**	**$10,389,033**

AR-5307-CL	**FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR CLAYTON COUNTY**	**Jurisdiction** Clayton County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
N/A		**Sponsor** Clayton County	**N/A**	**N/A**	**N/A**	**TBD**
Delete		**Service Type** **Transit / Formula Lump Sum**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST	AUTH	2013	Transit Urbanized Area Formula Program	~~$1,253,393~~	~~$0,000~~	~~$313,348~~	~~$0,000~~	**$1,566,741**
CST	AUTH	2014	Transit Urbanized Area Formula Program	~~$1,328,477~~	~~$0,000~~	~~$332,119~~	~~$0,000~~	**$1,660,596**
CST	AUTH	2015	Transit Urbanized Area Formula Program	~~$0,000~~	~~$0,000~~	~~$0,000~~	~~$0,000~~	**$0,000**
CST	AUTH	2016	Transit Urbanized Area Formula Program	~~$0,000~~	~~$0,000~~	~~$0,000~~	~~$0,000~~	**$0,000**
CST		2017	Transit Urbanized Area Formula Program	$0,000	$0,000	$0,000	$0,000	**$0,000**
CST		2018	Transit Urbanized Area Formula Program	$0,000	$0,000	$0,000	$0,000	**$0,000**
CST		2019	Transit Urbanized Area Formula Program	$0,000	$0,000	$0,000	$0,000	**$0,000**
CST		2020	Transit Urbanized Area Formula Program	$0,000	$0,000	$0,000	$0,000	**$0,000**
CST		2021	Transit Urbanized Area Formula Program	$0,000	$0,000	$0,000	$0,000	**$0,000**
				$2,581,870	**$0,000**	**$645,467**	**$0,000**	**$3,227,337**

AR-5307-CO | **FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR COBB COUNTY**

T000583

Programmed

Jurisdiction: Cobb County | **Sponsor:** Cobb County

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

Service Type: Transit / Formula Lump Sum

Analysis: Exempt from Air Quality Analysis (40 CFR 93)

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST	AUTH	2013	Transit Urbanized Area Formula Program	~~$5,217,524~~	~~$0,000~~	~~$1,304,381~~	~~$0,000~~	**$6,521,905**
CST	AUTH	2014	Transit Urbanized Area Formula Program	~~$5,035,678~~	~~$0,000~~	~~$1,258,919~~	~~$0,000~~	**$6,294,597**
CST	AUTH	2015	Transit Urbanized Area Formula Program	~~$4,921,282~~	~~$0,000~~	~~$1,230,321~~	~~$0,000~~	**$6,151,603**
CST	AUTH	2016	Transit Urbanized Area Formula Program	~~$4,874,615~~	~~$0,000~~	~~$1,218,654~~	~~$0,000~~	**$6,093,269**
CST	AUTH	2017	Transit Urbanized Area Formula Program	~~$5,289,569~~	~~$0,000~~	~~$1,322,392~~	~~$0,000~~	**$6,611,961**
CST	AUTH	2018	Transit Urbanized Area Formula Program	~~$5,463,371~~	~~$0,000~~	~~$1,365,843~~	~~$0,000~~	**$6,829,214**
CST		2019	Transit Urbanized Area Formula Program	$5,601,539	$0,000	$1,400,385	$0,000	**$7,001,924**
CST		2020	Transit Urbanized Area Formula Program	$5,200,000	$0,000	$1,300,000	$0,000	**$6,500,000**
CST		2021	Transit Urbanized Area Formula Program	$5,200,000	$0,000	$1,300,000	$0,000	**$6,500,000**
CST		2022	Transit Urbanized Area Formula Program	$5,200,000	$0,000	$1,300,000	$0,000	**$6,500,000**
CST		2023	Transit Urbanized Area Formula Program	$5,200,000	$0,000	$1,300,000	$0,000	**$6,500,000**
				$57,203,578	**$0,000**	**$14,300,895**	**$0,000**	**$71,504,473**

AR-5307-COA | **FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR CITY OF ATLANTA**

N/A

Programmed

Jurisdiction: City of Atlanta | **Sponsor:** City of Atlanta

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

Service Type: Transit / Formula Lump Sum

Analysis: Exempt from Air Quality Analysis (40 CFR 93)

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2019	Transit Urbanized Area Formula Program	$262,162	$0,000	$64,541	$0,000	**$326,703**
				$262,162	**$0,000**	**$64,541**	**$0,000**	**$326,703**

AR-5307-CPACS

FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR CENTER FOR PAN ASIAN COMMUNITY SERVICES (CPACS)

N/A

Programmed

Jurisdiction DeKalb County

Sponsor CPACS

Service Type **Transit / Formula Lump Sum**

Analysis Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year TBD

LCI ☐

Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2019	Transit Urbanized Area Formula Program	$42,179	$0,000	$10,545	$0,000	**$52,724**
				$42,179	**$0,000**	**$10,545**	**$0,000**	**$52,724**

AR-5307-CW

FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR COWETA COUNTY

N/A

Programmed

Jurisdiction Coweta County

Sponsor Coweta County

Service Type **Transit / Formula Lump Sum**

Analysis Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year TBD

LCI ☐

Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST	AUTH	2013	Transit Urbanized Area Formula Program	~~$290,226~~	~~$0,000~~	~~$72,556~~	~~$0,000~~	**$362,782**
CST	AUTH	2014	Transit Urbanized Area Formula Program	~~$307,611~~	~~$0,000~~	~~$76,903~~	~~$0,000~~	**$384,514**
CST	AUTH	2015	Transit Urbanized Area Formula Program	~~$305,280~~	~~$0,000~~	~~$76,320~~	~~$0,000~~	**$381,600**
CST	AUTH	2016	Transit Urbanized Area Formula Program	~~$302,558~~	~~$0,000~~	~~$75,640~~	~~$0,000~~	**$378,198**
CST	AUTH	2017	Transit Urbanized Area Formula Program	~~$322,261~~	~~$0,000~~	~~$80,565~~	~~$0,000~~	**$402,826**
CST	AUTH	2018	Transit Urbanized Area Formula Program	~~$274,726~~	~~$0,000~~	~~$68,681~~	~~$0,000~~	**$343,407**
CST		2019	Transit Urbanized Area Formula Program	$338,250	$0,000	$84,563	$0,000	**$422,813**
CST		2020	Transit Urbanized Area Formula Program	$290,000	$0,000	$72,500	$0,000	**$362,500**
CST		2021	Transit Urbanized Area Formula Program	$290,000	$0,000	$72,500	$0,000	**$362,500**
CST		2022	Transit Urbanized Area Formula Program	$290,000	$0,000	$72,500	$0,000	**$362,500**
CST		2023	Transit Urbanized Area Formula Program	$290,000	$0,000	$72,500	$0,000	**$362,500**
				$3,300,912	**$0,000**	**$825,228**	**$0,000**	**$4,126,140**

AR-5307-DA	**FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR DAWSON COUNTY**	**Jurisdiction** Dawson County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
N/A		**Sponsor** Dawson County	**N/A**	**N/A**	**N/A**	**TBD**
Programmed		**Service Type** **Transit / Formula Lump Sum**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST	AUTH	2013	Transit Urbanized Area Formula Program	~~$13,386~~	~~$0,000~~	~~$3,347~~	~~$0,000~~	**$16,733**
CST	AUTH	2014	Transit Urbanized Area Formula Program	~~$14,189~~	~~$0,000~~	~~$3,547~~	~~$0,000~~	**$17,736**
CST	AUTH	2015	Transit Urbanized Area Formula Program	~~$14,081~~	~~$0,000~~	~~$3,520~~	~~$0,000~~	**$17,601**
CST	AUTH	2016	Transit Urbanized Area Formula Program	~~$13,955~~	~~$0,000~~	~~$3,489~~	~~$0,000~~	**$17,444**
CST	AUTH	2017	Transit Urbanized Area Formula Program	~~$14,864~~	~~$0,000~~	~~$3,716~~	~~$0,000~~	**$18,580**
CST	AUTH	2018	Transit Urbanized Area Formula Program	~~$12,671~~	~~$0,000~~	~~$3,168~~	~~$0,000~~	**$15,839**
CST		2019	Transit Urbanized Area Formula Program	$15,601	$0,000	$3,900	$0,000	**$19,501**
CST		2020	Transit Urbanized Area Formula Program	$13,400	$0,000	$3,350	$0,000	**$16,750**
CST		2021	Transit Urbanized Area Formula Program	$13,400	$0,000	$3,350	$0,000	**$16,750**
CST		2022	Transit Urbanized Area Formula Program	$13,400	$0,000	$3,350	$0,000	**$16,750**
CST		2023	Transit Urbanized Area Formula Program	$13,400	$0,000	$3,350	$0,000	**$16,750**
				$152,347	**$0,000**	**$38,087**	**$0,000**	**$190,434**

AR-5307-DO	**FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR DOUGLAS COUNTY**	**Jurisdiction** Douglas County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
N/A		**Sponsor** Douglas County	**N/A**	**N/A**	**N/A**	**TBD**
Programmed		**Service Type** **Transit / Formula Lump Sum**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST	AUTH	2013	Transit Urbanized Area Formula Program	~~$1,186,831~~	~~$0,000~~	~~$296,708~~	~~$0,000~~	**$1,483,539**
CST	AUTH	2014	Transit Urbanized Area Formula Program	~~$1,260,677~~	~~$0,000~~	~~$315,169~~	~~$0,000~~	**$1,575,846**
CST	AUTH	2015	Transit Urbanized Area Formula Program	~~$1,138,083~~	~~$0,000~~	~~$284,521~~	~~$0,000~~	**$1,422,604**
CST	AUTH	2016	Transit Urbanized Area Formula Program	~~$1,126,618~~	~~$0,000~~	~~$281,654~~	~~$0,000~~	**$1,408,272**
CST	AUTH	2017	Transit Urbanized Area Formula Program	~~$1,041,953~~	~~$0,000~~	~~$260,488~~	~~$0,000~~	**$1,302,441**
CST	AUTH	2018	Transit Urbanized Area Formula Program	~~$785,403~~	~~$0,000~~	~~$196,351~~	~~$0,000~~	**$981,754**
CST		2019	Transit Urbanized Area Formula Program	$872,712	$0,000	$218,178	$0,000	**$1,090,890**
CST		2020	Transit Urbanized Area Formula Program	$1,200,000	$0,000	$300,000	$0,000	**$1,500,000**
CST		2021	Transit Urbanized Area Formula Program	$1,200,000	$0,000	$300,000	$0,000	**$1,500,000**
CST		2022	Transit Urbanized Area Formula Program	$1,200,000	$0,000	$300,000	$0,000	**$1,500,000**
CST		2023	Transit Urbanized Area Formula Program	$1,200,000	$0,000	$300,000	$0,000	**$1,500,000**
				$12,212,277	**$0,000**	**$3,053,069**	**$0,000**	**$15,265,346**

AR-5307-FA	**FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR FAYETTE COUNTY**	**Jurisdiction** Fayette County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
N/A		**Sponsor** Fayette County	**N/A**	**N/A**	**N/A**	**TBD**
Programmed		**Service Type** **Transit / Formula Lump Sum**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST	AUTH	2013	Transit Urbanized Area Formula Program	~~$309,289~~	~~$0,000~~	~~$77,322~~	~~$0,000~~	**$386,611**
CST	AUTH	2014	Transit Urbanized Area Formula Program	~~$327,816~~	~~$0,000~~	~~$81,954~~	~~$0,000~~	**$409,770**
CST	AUTH	2015	Transit Urbanized Area Formula Program	~~$325,331~~	~~$0,000~~	~~$81,333~~	~~$0,000~~	**$406,664**
CST	AUTH	2016	Transit Urbanized Area Formula Program	~~$322,431~~	~~$0,000~~	~~$80,608~~	~~$0,000~~	**$403,039**
CST	AUTH	2017	Transit Urbanized Area Formula Program	~~$343,428~~	~~$0,000~~	~~$85,857~~	~~$0,000~~	**$429,285**
CST	AUTH	2018	Transit Urbanized Area Formula Program	~~$292,771~~	~~$0,000~~	~~$73,193~~	~~$0,000~~	**$365,964**
CST		2019	Transit Urbanized Area Formula Program	$360,468	$0,000	$90,117	$0,000	**$450,585**
CST		2020	Transit Urbanized Area Formula Program	$310,000	$0,000	$77,500	$0,000	**$387,500**
CST		2021	Transit Urbanized Area Formula Program	$310,000	$0,000	$77,500	$0,000	**$387,500**
CST		2022	Transit Urbanized Area Formula Program	$310,000	$0,000	$77,500	$0,000	**$387,500**
CST		2023	Transit Urbanized Area Formula Program	$310,000	$0,000	$77,500	$0,000	**$387,500**
				$3,521,534	**$0,000**	**$880,384**	**$0,000**	**$4,401,918**

AR-5307-FT	**FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR FORSYTH COUNTY**	**Jurisdiction** Forsyth County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**	
N/A		**Sponsor** Forsyth County	**N/A**	**N/A**	**N/A**	**TBD**	
Programmed		**Service Type** **Transit / Formula Lump Sum**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐	

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST	AUTH	2013	Transit Urbanized Area Formula Program	~~$552,874~~	~~$0,000~~	~~$138,218~~	~~$0,000~~	**$691,092**
CST	AUTH	2014	Transit Urbanized Area Formula Program	~~$585,993~~	~~$0,000~~	~~$146,498~~	~~$0,000~~	**$732,491**
CST	AUTH	2015	Transit Urbanized Area Formula Program	~~$581,551~~	~~$0,000~~	~~$145,388~~	~~$0,000~~	**$726,939**
CST	AUTH	2016	Transit Urbanized Area Formula Program	~~$576,367~~	~~$0,000~~	~~$144,092~~	~~$0,000~~	**$720,459**
CST	AUTH	2017	Transit Urbanized Area Formula Program	~~$613,899~~	~~$0,000~~	~~$153,475~~	~~$0,000~~	**$767,374**
CST	AUTH	2018	Transit Urbanized Area Formula Program	~~$523,347~~	~~$0,000~~	~~$130,837~~	~~$0,000~~	**$654,184**
CST		2019	Transit Urbanized Area Formula Program	$644,359	$0,000	$161,090	$0,000	**$805,449**
CST		2020	Transit Urbanized Area Formula Program	$550,000	$0,000	$137,500	$0,000	**$687,500**
CST		2021	Transit Urbanized Area Formula Program	$550,000	$0,000	$137,500	$0,000	**$687,500**
CST		2022	Transit Urbanized Area Formula Program	$550,000	$0,000	$137,500	$0,000	**$687,500**
CST		2023	Transit Urbanized Area Formula Program	$550,000	$0,000	$137,500	$0,000	**$687,500**
				$6,278,390	**$0,000**	**$1,569,598**	**$0,000**	**$7,847,988**

AR-5307-GRTA	**FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR GRTA**	**Jurisdiction**	Regional	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0015973		**Sponsor**	GRTA	**N/A**	**N/A**	**N/A**	**TBD**
Programmed		**Service Type**	**Transit / Formula Lump Sum**	**Analysis**	Exempt from Air Quality Analysis (40 CFR 93)		**LCI** ☐ **Flex** X

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST	AUTH	2013	Transit Urbanized Area Formula Program	~~$4,814,102~~	~~$1,203,526~~	~~$0,000~~	~~$0,000~~	**$6,017,628**
CST	AUTH	2014	Transit Urbanized Area Formula Program	~~$5,335,198~~	~~$1,333,800~~	~~$0,000~~	~~$0,000~~	**$6,668,998**
CST	AUTH	2015	Transit Urbanized Area Formula Program	~~$5,790,784~~	~~$1,447,696~~	~~$0,000~~	~~$0,000~~	**$7,238,480**
CST	AUTH	2016	Transit Urbanized Area Formula Program	~~$5,727,850~~	~~$1,431,963~~	~~$0,000~~	~~$0,000~~	**$7,159,813**
CST	AUTH	2017	Transit Urbanized Area Formula Program	~~$5,255,478~~	~~$1,313,869~~	~~$0,000~~	~~$0,000~~	**$6,569,347**
CST	AUTH	2018	Transit Urbanized Area Formula Program	~~$5,623,463~~	~~$1,405,866~~	~~$0,000~~	~~$0,000~~	**$7,029,329**
CST	AUTH	2018	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$1,000,000~~	~~$250,000~~	~~$0,000~~	~~$0,000~~	**$1,250,000**
CST		2019	Transit Urbanized Area Formula Program	$3,880,164	$970,041	$0,000	$0,000	**$4,850,205**
CST		2020	Transit Urbanized Area Formula Program	$4,800,000	$1,200,000	$0,000	$0,000	**$6,000,000**
CST		2021	Transit Urbanized Area Formula Program	$4,800,000	$1,200,000	$0,000	$0,000	**$6,000,000**
CST		2022	Transit Urbanized Area Formula Program	$4,800,000	$1,200,000	$0,000	$0,000	**$6,000,000**
CST		2023	Transit Urbanized Area Formula Program	$4,800,000	$1,200,000	$0,000	$0,000	**$6,000,000**
				$56,627,039	**$14,156,761**	**$0,000**	**$0,000**	**$70,783,800**

AR-5307-GW	**FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR GWINNETT COUNTY**	**Jurisdiction** Gwinnett County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
N/A		**Sponsor** Gwinnett County	**N/A**	**N/A**	**N/A**	**TBD**
Programmed		**Service Type** **Transit / Formula Lump Sum**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST	AUTH	2013	Transit Urbanized Area Formula Program	~~$5,356,817~~	~~$0,000~~	~~$1,339,204~~	~~$0,000~~	**$6,696,021**
CST	AUTH	2014	Transit Urbanized Area Formula Program	~~$5,435,014~~	~~$0,000~~	~~$1,358,753~~	~~$0,000~~	**$6,793,767**
CST	AUTH	2015	Transit Urbanized Area Formula Program	~~$5,288,613~~	~~$0,000~~	~~$1,322,153~~	~~$0,000~~	**$6,610,766**
CST	AUTH	2016	Transit Urbanized Area Formula Program	~~$5,238,896~~	~~$0,000~~	~~$1,309,724~~	~~$0,000~~	**$6,548,620**
CST	AUTH	2017	Transit Urbanized Area Formula Program	~~$5,437,936~~	~~$0,000~~	~~$1,359,484~~	~~$0,000~~	**$6,797,420**
CST	AUTH	2018	Transit Urbanized Area Formula Program	~~$4,702,455~~	~~$0,000~~	~~$1,175,614~~	~~$0,000~~	**$5,878,069**
CST		2019	Transit Urbanized Area Formula Program	$5,467,963	$0,000	$1,366,991	$0,000	**$6,834,954**
CST		2020	Transit Urbanized Area Formula Program	$5,400,000	$0,000	$1,350,000	$0,000	**$6,750,000**
CST		2021	Transit Urbanized Area Formula Program	$5,400,000	$0,000	$1,350,000	$0,000	**$6,750,000**
CST		2022	Transit Urbanized Area Formula Program	$5,400,000	$0,000	$1,350,000	$0,000	**$6,750,000**
CST		2023	Transit Urbanized Area Formula Program	$5,400,000	$0,000	$1,350,000	$0,000	**$6,750,000**
				$58,527,694	**$0,000**	**$14,631,923**	**$0,000**	**$73,159,617**

AR-5307-HA	**FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR HALL COUNTY**	**Jurisdiction** Hall County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
N/A		**Sponsor** Hall County	**N/A**	**N/A**	**N/A**	**TBD**
Programmed		**Service Type** **Transit / Formula Lump Sum**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST	AUTH	2013	Transit Urbanized Area Formula Program	~~$45,638~~	~~$0,000~~	~~$11,409~~	~~$0,000~~	**$57,047**
CST	AUTH	2014	Transit Urbanized Area Formula Program	~~$48,372~~	~~$0,000~~	~~$12,093~~	~~$0,000~~	**$60,465**
CST	AUTH	2015	Transit Urbanized Area Formula Program	~~$48,005~~	~~$0,000~~	~~$12,001~~	~~$0,000~~	**$60,006**
CST	AUTH	2016	Transit Urbanized Area Formula Program	~~$47,577~~	~~$0,000~~	~~$11,894~~	~~$0,000~~	**$59,471**
CST	AUTH	2017	Transit Urbanized Area Formula Program	~~$50,675~~	~~$0,000~~	~~$12,669~~	~~$0,000~~	**$63,344**
CST	AUTH	2018	Transit Urbanized Area Formula Program	~~$43,200~~	~~$0,000~~	~~$10,800~~	~~$0,000~~	**$54,000**
CST		2019	Transit Urbanized Area Formula Program	$53,190	$0,000	$13,298	$0,000	**$66,488**
CST		2020	Transit Urbanized Area Formula Program	$45,600	$0,000	$11,400	$0,000	**$57,000**
CST		2021	Transit Urbanized Area Formula Program	$45,600	$0,000	$11,400	$0,000	**$57,000**
CST		2022	Transit Urbanized Area Formula Program	$45,600	$0,000	$11,400	$0,000	**$57,000**
CST		2023	Transit Urbanized Area Formula Program	$45,600	$0,000	$11,400	$0,000	**$57,000**
				$519,057	**$0,000**	**$129,764**	**$0,000**	**$648,821**

AR-5307-HE	**FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR HENRY COUNTY**	**Jurisdiction** Henry County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
N/A		**Sponsor** Henry County	**N/A**	**N/A**	**N/A**	**TBD**
Programmed		**Service Type** **Transit / Formula Lump Sum**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST	AUTH	2013	Transit Urbanized Area Formula Program	~~$624,231~~	~~$0,000~~	~~$156,058~~	~~$0,000~~	**$780,289**
CST	AUTH	2014	Transit Urbanized Area Formula Program	~~$799,476~~	~~$0,000~~	~~$199,870~~	~~$0,000~~	**$999,346**
CST	AUTH	2015	Transit Urbanized Area Formula Program	~~$806,447~~	~~$0,000~~	~~$201,612~~	~~$0,000~~	**$1,008,059**
CST	AUTH	2016	Transit Urbanized Area Formula Program	~~$798,966~~	~~$0,000~~	~~$199,741~~	~~$0,000~~	**$998,707**
CST	AUTH	2017	Transit Urbanized Area Formula Program	~~$853,554~~	~~$0,000~~	~~$213,389~~	~~$0,000~~	**$1,066,943**
CST	AUTH	2018	Transit Urbanized Area Formula Program	~~$776,541~~	~~$0,000~~	~~$194,135~~	~~$0,000~~	**$970,676**
CST		2019	Transit Urbanized Area Formula Program	$905,467	$0,000	$226,367	$0,000	**$1,131,834**
CST		2020	Transit Urbanized Area Formula Program	$620,000	$0,000	$155,000	$0,000	**$775,000**
CST		2021	Transit Urbanized Area Formula Program	$620,000	$0,000	$155,000	$0,000	**$775,000**
CST		2022	Transit Urbanized Area Formula Program	$620,000	$0,000	$155,000	$0,000	**$775,000**
CST		2023	Transit Urbanized Area Formula Program	$620,000	$0,000	$155,000	$0,000	**$775,000**
				$8,044,682	**$0,000**	**$2,011,172**	**$0,000**	**$10,055,854**

AR-5307-JA	**FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR JACKSON COUNTY**	**Jurisdiction**	Jackson County	**Existing**	**Planned**	**Length (mi.)**
N/A		**Sponsor**	Jackson County	**N/A**	**N/A**	**N/A**
Programmed		**Service Type**	**Transit / Formula Lump Sum**	**Analysis**	Exempt from Air Quality Analysis (40 CFR 93)	

Network Year: **TBD**

LCI ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST	AUTH	2013	Transit Urbanized Area Formula Program	~~$20,701~~	~~$0,000~~	~~$5,175~~	~~$0,000~~	**$25,876**
CST	AUTH	2014	Transit Urbanized Area Formula Program	~~$21,941~~	~~$0,000~~	~~$5,486~~	~~$0,000~~	**$27,427**
CST	AUTH	2015	Transit Urbanized Area Formula Program	~~$21,774~~	~~$0,000~~	~~$5,444~~	~~$0,000~~	**$27,218**
CST	AUTH	2016	Transit Urbanized Area Formula Program	~~$21,580~~	~~$0,000~~	~~$5,395~~	~~$0,000~~	**$26,975**
CST	AUTH	2017	Transit Urbanized Area Formula Program	~~$22,986~~	~~$0,000~~	~~$5,746~~	~~$0,000~~	**$28,732**
CST	AUTH	2018	Transit Urbanized Area Formula Program	~~$19,595~~	~~$0,000~~	~~$4,899~~	~~$0,000~~	**$24,494**
CST		2019	Transit Urbanized Area Formula Program	$24,126	$0,000	$6,032	$0,000	**$30,158**
CST		2020	Transit Urbanized Area Formula Program	$20,700	$0,000	$5,175	$0,000	**$25,875**
CST		2021	Transit Urbanized Area Formula Program	$20,700	$0,000	$5,175	$0,000	**$25,875**
CST		2022	Transit Urbanized Area Formula Program	$20,700	$0,000	$5,175	$0,000	**$25,875**
CST		2023	Transit Urbanized Area Formula Program	$20,700	$0,000	$5,175	$0,000	**$25,875**
				$235,503	**$0,000**	**$58,877**	**$0,000**	**$294,380**

AR-5307-M	**FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR MARTA AND FLEXED FHWA FUNDS PURPOSED FOR SECTION 5307/5340 ELIGIBLE PROJECTS**	**Jurisdiction** Regional - Central	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
N/A		**Sponsor** MARTA	**N/A**	**N/A**	**N/A**	**TBD**
Programmed		**Service Type** **Transit / Formula Lump Sum**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST	AUTH	2011	STP - Urban (>200K) (ARC)	~~$40,336,094~~	~~$0,000~~	~~$10,084,023~~	~~$0,000~~	**$50,420,117**
CST	AUTH	2013	Transit Urbanized Area Formula Program	~~$41,164,263~~	~~$0,000~~	~~$10,291,066~~	~~$0,000~~	**$51,455,329**
CST	AUTH	2014	Transit Urbanized Area Formula Program	~~$41,772,673~~	~~$0,000~~	~~$10,443,168~~	~~$0,000~~	**$52,215,841**
CST	AUTH	2015	Transit Urbanized Area Formula Program	~~$42,469,796~~	~~$0,000~~	~~$10,617,449~~	~~$0,000~~	**$53,087,245**
CST	AUTH	2016	Transit Urbanized Area Formula Program	~~$42,028,114~~	~~$0,000~~	~~$10,507,029~~	~~$0,000~~	**$52,535,143**
CST	AUTH	2017	Transit Urbanized Area Formula Program	~~$46,235,952~~	~~$0,000~~	~~$11,558,988~~	~~$0,000~~	**$57,794,940**
CST	AUTH	2018	Transit Urbanized Area Formula Program	~~$45,939,431~~	~~$0,000~~	~~$11,484,858~~	~~$0,000~~	**$57,424,289**
CST		2019	Transit Urbanized Area Formula Program	$49,701,643	$0,000	$12,425,411	$0,000	**$62,127,054**
CST		2020	Transit Urbanized Area Formula Program	$41,000,000	$0,000	$10,250,000	$0,000	**$51,250,000**
CST		2021	Transit Urbanized Area Formula Program	$41,000,000	$0,000	$10,250,000	$0,000	**$51,250,000**
CST		2022	Transit Urbanized Area Formula Program	$41,000,000	$0,000	$10,250,000	$0,000	**$51,250,000**
CST		2023	Transit Urbanized Area Formula Program	$41,000,000	$0,000	$10,250,000	$0,000	**$51,250,000**
				$513,647,966	**$0,000**	**$128,411,992**	**$0,000**	**$642,059,958**

AR-5307-NE	**FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR NEWTON COUNTY**	**Jurisdiction** Newton County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
N/A		**Sponsor** Newton County	**N/A**	**N/A**	**N/A**	**TBD**
Programmed		**Service Type** **Transit / Formula Lump Sum**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST	AUTH	2013	Transit Urbanized Area Formula Program	~~$245,571~~	~~$0,000~~	~~$61,393~~	~~$0,000~~	**$306,964**
CST	AUTH	2014	Transit Urbanized Area Formula Program	~~$260,282~~	~~$0,000~~	~~$65,070~~	~~$0,000~~	**$325,352**
CST	AUTH	2015	Transit Urbanized Area Formula Program	~~$258,309~~	~~$0,000~~	~~$64,577~~	~~$0,000~~	**$322,886**
CST	AUTH	2016	Transit Urbanized Area Formula Program	~~$256,006~~	~~$0,000~~	~~$64,002~~	~~$0,000~~	**$320,008**
CST	AUTH	2017	Transit Urbanized Area Formula Program	~~$272,677~~	~~$0,000~~	~~$68,169~~	~~$0,000~~	**$340,846**
CST	AUTH	2018	Transit Urbanized Area Formula Program	~~$232,456~~	~~$0,000~~	~~$58,114~~	~~$0,000~~	**$290,570**
CST		2019	Transit Urbanized Area Formula Program	$286,206	$0,000	$71,552	$0,000	**$357,758**
CST		2020	Transit Urbanized Area Formula Program	$245,000	$0,000	$61,250	$0,000	**$306,250**
CST		2021	Transit Urbanized Area Formula Program	$245,000	$0,000	$61,250	$0,000	**$306,250**
CST		2022	Transit Urbanized Area Formula Program	$245,000	$0,000	$61,250	$0,000	**$306,250**
CST		2023	Transit Urbanized Area Formula Program	$245,000	$0,000	$61,250	$0,000	**$306,250**
				$2,791,507	**$0,000**	**$697,877**	**$0,000**	**$3,489,384**

AR-5307-PA	**FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR PAULDING COUNTY**	**Jurisdiction** Paulding County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
N/A		**Sponsor** Paulding County	**N/A**	**N/A**	**N/A**	**TBD**
Programmed		**Service Type** **Transit / Formula Lump Sum**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST	AUTH	2013	Transit Urbanized Area Formula Program	~~$391,405~~	~~$0,000~~	~~$97,851~~	~~$0,000~~	**$489,256**
CST	AUTH	2014	Transit Urbanized Area Formula Program	~~$414,852~~	~~$0,000~~	~~$103,713~~	~~$0,000~~	**$518,565**
CST	AUTH	2015	Transit Urbanized Area Formula Program	~~$411,707~~	~~$0,000~~	~~$102,927~~	~~$0,000~~	**$514,634**
CST	AUTH	2016	Transit Urbanized Area Formula Program	~~$408,037~~	~~$0,000~~	~~$102,009~~	~~$0,000~~	**$510,046**
CST	AUTH	2017	Transit Urbanized Area Formula Program	~~$434,608~~	~~$0,000~~	~~$108,652~~	~~$0,000~~	**$543,260**
CST	AUTH	2018	Transit Urbanized Area Formula Program	~~$370,502~~	~~$0,000~~	~~$92,625~~	~~$0,000~~	**$463,127**
CST		2019	Transit Urbanized Area Formula Program	$456,172	$0,000	$114,043	$0,000	**$570,215**
CST		2020	Transit Urbanized Area Formula Program	$390,000	$0,000	$97,500	$0,000	**$487,500**
CST		2021	Transit Urbanized Area Formula Program	$390,000	$0,000	$97,500	$0,000	**$487,500**
CST		2022	Transit Urbanized Area Formula Program	$390,000	$0,000	$97,500	$0,000	**$487,500**
CST		2023	Transit Urbanized Area Formula Program	$390,000	$0,000	$97,500	$0,000	**$487,500**
				$4,447,283	**$0,000**	**$1,111,820**	**$0,000**	**$5,559,103**

AR-5307-PI	**FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR PIKE COUNTY**	**Jurisdiction** Pike County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
N/A		**Sponsor** Pike County	**N/A**	**N/A**	**N/A**	**TBD**
Programmed		**Service Type** **Transit / Formula Lump Sum**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST	AUTH	2013	Transit Urbanized Area Formula Program	~~$0,562~~	~~$0,000~~	~~$0,140~~	~~$0,000~~	**$0,702**
CST	AUTH	2014	Transit Urbanized Area Formula Program	~~$0,595~~	~~$0,000~~	~~$0,149~~	~~$0,000~~	**$0,744**
CST	AUTH	2015	Transit Urbanized Area Formula Program	~~$0,591~~	~~$0,000~~	~~$0,148~~	~~$0,000~~	**$0,739**
CST	AUTH	2016	Transit Urbanized Area Formula Program	~~$0,586~~	~~$0,000~~	~~$0,146~~	~~$0,000~~	**$0,732**
CST	AUTH	2017	Transit Urbanized Area Formula Program	~~$0,624~~	~~$0,000~~	~~$0,156~~	~~$0,000~~	**$0,780**
CST	AUTH	2018	Transit Urbanized Area Formula Program	~~$0,532~~	~~$0,000~~	~~$0,133~~	~~$0,000~~	**$0,665**
CST		2019	Transit Urbanized Area Formula Program	$0,655	$0,000	$0,164	$0,000	**$0,819**
CST		2020	Transit Urbanized Area Formula Program	$20,700	$0,000	$5,175	$0,000	**$25,875**
CST		2021	Transit Urbanized Area Formula Program	$20,700	$0,000	$5,175	$0,000	**$25,875**
CST		2022	Transit Urbanized Area Formula Program	$20,700	$0,000	$5,175	$0,000	**$25,875**
CST		2023	Transit Urbanized Area Formula Program	$20,700	$0,000	$5,175	$0,000	**$25,875**
				$86,945	**$0,000**	**$21,736**	**$0,000**	**$108,681**

AR-5307-RO	**FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR ROCKDALE COUNTY**	**Jurisdiction** Rockdale County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
N/A		**Sponsor** Rockdale County	**N/A**	**N/A**	**N/A**	**TBD**
Programmed		**Service Type** **Transit / Formula Lump Sum**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST	AUTH	2013	Transit Urbanized Area Formula Program	~~$275,540~~	~~$0,000~~	~~$68,885~~	~~$0,000~~	**$344,425**
CST	AUTH	2014	Transit Urbanized Area Formula Program	~~$292,046~~	~~$0,000~~	~~$73,011~~	~~$0,000~~	**$365,057**
CST	AUTH	2015	Transit Urbanized Area Formula Program	~~$289,832~~	~~$0,000~~	~~$72,458~~	~~$0,000~~	**$362,290**
CST	AUTH	2016	Transit Urbanized Area Formula Program	~~$287,249~~	~~$0,000~~	~~$71,812~~	~~$0,000~~	**$359,061**
CST	AUTH	2017	Transit Urbanized Area Formula Program	~~$305,954~~	~~$0,000~~	~~$76,488~~	~~$0,000~~	**$382,442**
CST	AUTH	2018	Transit Urbanized Area Formula Program	~~$260,824~~	~~$0,000~~	~~$65,206~~	~~$0,000~~	**$326,030**
CST		2019	Transit Urbanized Area Formula Program	$321,135	$0,000	$80,284	$0,000	**$401,419**
CST		2020	Transit Urbanized Area Formula Program	$275,000	$0,000	$68,750	$0,000	**$343,750**
CST		2021	Transit Urbanized Area Formula Program	$275,000	$0,000	$68,750	$0,000	**$343,750**
CST		2022	Transit Urbanized Area Formula Program	$275,000	$0,000	$68,750	$0,000	**$343,750**
CST		2023	Transit Urbanized Area Formula Program	$275,000	$0,000	$68,750	$0,000	**$343,750**
				$3,132,580	**$0,000**	**$783,144**	**$0,000**	**$3,915,724**

AR-5307-RTC

FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR REGIONAL TRANSIT COMMITTEE

N/A

Delete

Jurisdiction Regional

Sponsor RTC

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

Service Type
Transit / Formula Lump Sum

Analysis
Exempt from Air Quality Analysis (40 CFR 93)

LCI ☐
Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST	AUTH	2012	Transit Urbanized Area Formula Program	~~$807,545~~	~~$0,000~~	~~$201,886~~	~~$0,000~~	**$1,009,431**
CST	AUTH	2013	Transit Urbanized Area Formula Program	~~$956,684~~	~~$0,000~~	~~$239,171~~	~~$0,000~~	**$1,195,855**
CST	AUTH	2014	Transit Urbanized Area Formula Program	~~$0,000~~	~~$0,000~~	~~$0,000~~	~~$0,000~~	**$0,000**
CST	AUTH	2015	Transit Urbanized Area Formula Program	~~$0,000~~	~~$0,000~~	~~$0,000~~	~~$0,000~~	**$0,000**
CST	AUTH	2016	Transit Urbanized Area Formula Program	~~$950,000~~	~~$0,000~~	~~$237,500~~	~~$0,000~~	**$1,187,500**
CST		2017	Transit Urbanized Area Formula Program	$950,000	$0,000	$237,500	$0,000	**$1,187,500**
CST		2018	Transit Urbanized Area Formula Program	$950,000	$0,000	$237,500	$0,000	**$1,187,500**
CST		2019	Transit Urbanized Area Formula Program	$950,000	$0,000	$237,500	$0,000	**$1,187,500**
CST		2020	Transit Urbanized Area Formula Program	$950,000	$0,000	$237,500	$0,000	**$1,187,500**
CST		2021	Transit Urbanized Area Formula Program	$950,000	$0,000	$237,500	$0,000	**$1,187,500**
CST		2022	Transit Urbanized Area Formula Program	$950,000	$0,000	$237,500	$0,000	**$1,187,500**
CST		2023	Transit Urbanized Area Formula Program	$950,000	$0,000	$237,500	$0,000	**$1,187,500**
				$9,364,229	**$0,000**	**$2,341,057**	**$0,000**	**$11,705,286**

AR-5307-SP	**FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR SPALDING COUNTY**	**Jurisdiction** Spalding County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
N/A		**Sponsor** Spalding County	**N/A**	**N/A**	**N/A**	**TBD**
Programmed		**Service Type** **Transit / Formula Lump Sum**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST	AUTH	2013	Transit Urbanized Area Formula Program	~~$147,171~~	~~$0,000~~	~~$36,793~~	~~$0,000~~	**$183,964**
CST	AUTH	2014	Transit Urbanized Area Formula Program	~~$155,987~~	~~$0,000~~	~~$38,997~~	~~$0,000~~	**$194,984**
CST	AUTH	2015	Transit Urbanized Area Formula Program	~~$154,804~~	~~$0,000~~	~~$38,701~~	~~$0,000~~	**$193,505**
CST	AUTH	2016	Transit Urbanized Area Formula Program	~~$153,425~~	~~$0,000~~	~~$38,356~~	~~$0,000~~	**$191,781**
CST	AUTH	2017	Transit Urbanized Area Formula Program	~~$163,415~~	~~$0,000~~	~~$40,854~~	~~$0,000~~	**$204,269**
CST	AUTH	2018	Transit Urbanized Area Formula Program	~~$139,311~~	~~$0,000~~	~~$34,828~~	~~$0,000~~	**$174,139**
CST		2019	Transit Urbanized Area Formula Program	$171,523	$0,000	$42,881	$0,000	**$214,404**
CST		2020	Transit Urbanized Area Formula Program	$147,000	$0,000	$36,750	$0,000	**$183,750**
CST		2021	Transit Urbanized Area Formula Program	$147,000	$0,000	$36,750	$0,000	**$183,750**
CST		2022	Transit Urbanized Area Formula Program	$147,000	$0,000	$36,750	$0,000	**$183,750**
CST		2023	Transit Urbanized Area Formula Program	$147,000	$0,000	$36,750	$0,000	**$183,750**
				$1,673,636	**$0,000**	**$418,410**	**$0,000**	**$2,092,046**

AR-5307-WA	**FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR WALTON COUNTY**	**Jurisdiction** Walton County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
N/A		**Sponsor** Walton County	**N/A**	**N/A**	**N/A**	**TBD**
Programmed		**Service Type** **Transit / Formula Lump Sum**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST	AUTH	2013	Transit Urbanized Area Formula Program	~~$92,120~~	~~$0,000~~	~~$23,030~~	~~$0,000~~	**$115,150**
CST	AUTH	2014	Transit Urbanized Area Formula Program	~~$97,639~~	~~$0,000~~	~~$24,410~~	~~$0,000~~	**$122,049**
CST	AUTH	2015	Transit Urbanized Area Formula Program	~~$96,899~~	~~$0,000~~	~~$24,225~~	~~$0,000~~	**$121,124**
CST	AUTH	2016	Transit Urbanized Area Formula Program	~~$96,035~~	~~$0,000~~	~~$24,009~~	~~$0,000~~	**$120,044**
CST	AUTH	2017	Transit Urbanized Area Formula Program	~~$102,289~~	~~$0,000~~	~~$25,572~~	~~$0,000~~	**$127,861**
CST	AUTH	2018	Transit Urbanized Area Formula Program	~~$87,201~~	~~$0,000~~	~~$21,800~~	~~$0,000~~	**$109,001**
CST		2019	Transit Urbanized Area Formula Program	$107,364	$0,000	$26,841	$0,000	**$134,205**
CST		2020	Transit Urbanized Area Formula Program	$92,100	$0,000	$23,025	$0,000	**$115,125**
CST		2021	Transit Urbanized Area Formula Program	$92,100	$0,000	$23,025	$0,000	**$115,125**
CST		2022	Transit Urbanized Area Formula Program	$92,100	$0,000	$23,025	$0,000	**$115,125**
CST		2023	Transit Urbanized Area Formula Program	$92,100	$0,000	$23,025	$0,000	**$115,125**
				$1,047,947	**$0,000**	**$261,987**	**$0,000**	**$1,309,934**

AR-5310

FTA SECTION 5310 TRANSIT FOR ELDERLY AND PERSONS WITH DISABILITIES FUNDS - REGIONAL LUMP SUM

N/A

Programmed

Jurisdiction Regional

Sponsor Georgia DHS

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

Service Type
Transit / Formula Lump Sum

Analysis
Exempt from Air Quality Analysis (40 CFR 93)

LCI ☐
Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST	AUTH	2012	Enhanced Mobility of Seniors and Individuals with Disabilities	~~$3,404,731~~	~~$0,000~~	~~$766,064~~	~~$0,000~~	**$4,170,795**
CST	AUTH	2013	Enhanced Mobility of Seniors and Individuals with Disabilities	~~$2,506,297~~	~~$0,000~~	~~$0,000~~	~~$0,000~~	**$2,506,297**
CST	AUTH	2014	Enhanced Mobility of Seniors and Individuals with Disabilities	~~$2,783,277~~	~~$0,000~~	~~$695,819~~	~~$0,000~~	**$3,479,096**
CST	AUTH	2015	Enhanced Mobility of Seniors and Individuals with Disabilities	~~$2,778,345~~	~~$0,000~~	~~$694,586~~	~~$0,000~~	**$3,472,931**
CST	AUTH	2016	Enhanced Mobility of Seniors and Individuals with Disabilities	~~$2,931,342~~	~~$0,000~~	~~$732,836~~	~~$0,000~~	**$3,664,178**
CST	AUTH	2017	Enhanced Mobility of Seniors and Individuals with Disabilities	~~$3,006,156~~	~~$0,000~~	~~$751,539~~	~~$0,000~~	**$3,757,695**
CST	AUTH	2018	Enhanced Mobility of Seniors and Individuals with Disabilities	~~$3,131,351~~	~~$0,000~~	~~$782,838~~	~~$0,000~~	**$3,914,189**
CST		2019	Enhanced Mobility of Seniors and Individuals with Disabilities	$1,220,796	$0,000	$305,199	$0,000	**$1,525,995**
CST		2020	Enhanced Mobility of Seniors and Individuals with Disabilities	$1,200,000	$0,000	$300,000	$0,000	**$1,500,000**
CST		2021	Enhanced Mobility of Seniors and Individuals with Disabilities	$1,200,000	$0,000	$300,000	$0,000	**$1,500,000**
CST		2022	Enhanced Mobility of Seniors and Individuals with Disabilities	$1,200,000	$0,000	$300,000	$0,000	**$1,500,000**
CST		2023	Enhanced Mobility of Seniors and Individuals with Disabilities	$1,200,000	$0,000	$300,000	$0,000	**$1,500,000**
				$26,562,295	**$0,000**	**$5,928,881**	**$0,000**	**$32,491,176**

AR-5311	**FTA SECTION 5311 NONURBANIZED AREA SECTION 5311 TRANSIT FORMULA PROGRAM FUNDS - REGIONAL LUMP SUM**	**Jurisdiction** Regional	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
N/A		**Sponsor** TBD	**N/A**	**N/A**	**N/A**	**TBD**
Programmed		**Service Type** **Transit / Formula Lump Sum**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST	AUTH	2012	Transit Nonurbanized Area Formula	~~$723,249~~	~~$0,000~~	~~$180,812~~	~~$0,000~~	**$904,061**
CST	AUTH	2013	Transit Nonurbanized Area Formula	~~$737,714~~	~~$0,000~~	~~$184,429~~	~~$0,000~~	**$922,143**
CST	AUTH	2014	Transit Nonurbanized Area Formula	~~$2,319,143~~	~~$62,787~~	~~$1,620,760~~	~~$0,000~~	**$4,002,690**
CST	AUTH	2015	Transit Nonurbanized Area Formula	~~$2,167,842~~	~~$19,021~~	~~$1,382,682~~	~~$0,000~~	**$3,569,545**
CST	AUTH	2016	Transit Nonurbanized Area Formula	~~$1,466,837~~	~~$19,487~~	~~$839,318~~	~~$0,000~~	**$2,325,642**
CST	AUTH	2017	Transit Nonurbanized Area Formula	~~$1,375,759~~	~~$52,967~~	~~$1,004,990~~	~~$0,000~~	**$2,433,716**
CST	AUTH	2018	Transit Nonurbanized Area Formula	~~$1,838,321~~	~~$0,000~~	~~$110,787~~	~~$0,000~~	**$1,949,108**
CST		2019	Transit Nonurbanized Area Formula	$1,161,399	$0,000	$346,001	$0,000	**$1,507,400**
CST		2020	Transit Nonurbanized Area Formula	$760,000	$0,000	$190,000	$0,000	**$950,000**
CST		2021	Transit Nonurbanized Area Formula	$760,000	$0,000	$190,000	$0,000	**$950,000**
CST		2022	Transit Nonurbanized Area Formula	$760,000	$0,000	$190,000	$0,000	**$950,000**
CST		2023	Transit Nonurbanized Area Formula	$760,000	$0,000	$190,000	$0,000	**$950,000**
				$14,830,264	**$154,262**	**$6,429,779**	**$0,000**	**$21,414,305**

AR-5337A

FTA SECTION 5337 HIGH INTENSITY FIXED GUIDEWAY STATE OF GOOD REPAIR FORMULA FUNDS - REGIONAL LUMP SUM FOR MARTA

N/A

Programmed

Jurisdiction Regional

Sponsor MARTA

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

Service Type
Transit / Formula Lump Sum

Analysis
Exempt from Air Quality Analysis (40 CFR 93)

LCI ☐
Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST	AUTH	2013	State of Good Repair Grants	~~$46,194,324~~	~~$0,000~~	~~$11,548,581~~	~~$0,000~~	**$57,742,905**
CST	AUTH	2014	State of Good Repair Grants	~~$41,707,261~~	~~$0,000~~	~~$10,426,815~~	~~$0,000~~	**$52,134,076**
CST	AUTH	2015	State of Good Repair Grants	~~$39,652,743~~	~~$0,000~~	~~$9,913,186~~	~~$0,000~~	**$49,565,929**
CST	AUTH	2016	State of Good Repair Grants	~~$45,733,773~~	~~$0,000~~	~~$11,433,443~~	~~$0,000~~	**$57,167,216**
CST	AUTH	2017	State of Good Repair Grants	~~$48,969,526~~	~~$0,000~~	~~$12,242,382~~	~~$0,000~~	**$61,211,908**
CST	AUTH	2018	State of Good Repair Grants	~~$57,429,452~~	~~$0,000~~	~~$14,357,363~~	~~$0,000~~	**$71,786,815**
CST		2019	State of Good Repair Grants	$55,464,725	$0,000	$13,866,181	$0,000	**$69,330,906**
CST		2020	State of Good Repair Grants	$46,194,324	$0,000	$11,548,581	$0,000	**$57,742,905**
CST		2021	State of Good Repair Grants	$46,194,324	$0,000	$11,548,581	$0,000	**$57,742,905**
CST		2022	State of Good Repair Grants	$46,194,324	$0,000	$11,548,581	$0,000	**$57,742,905**
CST		2023	State of Good Repair Grants	$46,194,324	$0,000	$11,548,581	$0,000	**$57,742,905**
				$519,929,100	**$0,000**	**$129,982,275**	**$0,000**	**$649,911,375**

AR-5337B-CO	**HIGH INTENSITY MOTORBUS STATE OF GOOD REPAIR FORMULA FUNDS FOR COBB COUNTY**	**Jurisdiction** Cobb County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
N/A		**Sponsor** Cobb County	**N/A**	**N/A**	**N/A**	**TBD**
Programmed		**Service Type** **Transit / Formula Lump Sum**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST	AUTH	2014	State of Good Repair Grants	~~$317,234~~	~~$0,000~~	~~$79,309~~	~~$0,000~~	**$396,543**
CST	AUTH	2015	State of Good Repair Grants	~~$297,775~~	~~$0,000~~	~~$74,444~~	~~$0,000~~	**$372,219**
CST	AUTH	2016	State of Good Repair Grants	~~$392,441~~	~~$0,000~~	~~$98,110~~	~~$0,000~~	**$490,551**
CST	AUTH	2017	State of Good Repair Grants	~~$473,628~~	~~$0,000~~	~~$118,407~~	~~$0,000~~	**$592,035**
CST	AUTH	2018	State of Good Repair Grants	~~$569,719~~	~~$0,000~~	~~$142,430~~	~~$0,000~~	**$712,149**
CST		2019	State of Good Repair Grants	$510,022	$0,000	$127,506	$0,000	**$637,528**
CST		2020	State of Good Repair Grants	$311,982	$0,000	$77,996	$0,000	**$389,978**
CST		2021	State of Good Repair Grants	$311,982	$0,000	$77,996	$0,000	**$389,978**
CST		2022	State of Good Repair Grants	$311,982	$0,000	$77,996	$0,000	**$389,978**
CST		2023	State of Good Repair Grants	$311,982	$0,000	$77,996	$0,000	**$389,978**
				$3,808,747	**$0,000**	**$952,190**	**$0,000**	**$4,760,937**

AR-5337B-GRTA	**HIGH INTENSITY MOTORBUS STATE OF GOOD REPAIR FORMULA FUNDS FOR GRTA**	**Jurisdiction** Regional	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
N/A		**Sponsor** GRTA	**N/A**	**N/A**	**N/A**	**TBD**
Programmed		**Service Type** **Transit / Formula Lump Sum**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST	AUTH	2014	State of Good Repair Grants	~~$822,397~~	~~$205,599~~	~~$0,000~~	~~$0,000~~	**$1,027,996**
CST	AUTH	2015	State of Good Repair Grants	~~$1,056,615~~	~~$264,154~~	~~$0,000~~	~~$0,000~~	**$1,320,769**
CST	AUTH	2016	State of Good Repair Grants	~~$1,281,641~~	~~$320,410~~	~~$0,000~~	~~$0,000~~	**$1,602,051**
CST	AUTH	2017	State of Good Repair Grants	~~$1,455,529~~	~~$363,882~~	~~$0,000~~	~~$0,000~~	**$1,819,411**
CST	AUTH	2018	State of Good Repair Grants	~~$1,769,131~~	~~$442,283~~	~~$0,000~~	~~$0,000~~	**$2,211,414**
CST		2019	State of Good Repair Grants	$1,367,190	$341,798	$0,000	$0,000	**$1,708,988**
CST		2020	State of Good Repair Grants	$611,792	$152,948	$0,000	$0,000	**$764,740**
CST		2021	State of Good Repair Grants	$611,792	$152,948	$0,000	$0,000	**$764,740**
CST		2022	State of Good Repair Grants	$611,792	$152,948	$0,000	$0,000	**$764,740**
CST		2023	State of Good Repair Grants	$611,792	$152,948	$0,000	$0,000	**$764,740**
				$10,199,671	**$2,549,918**	**$0,000**	**$0,000**	**$12,749,589**

AR-5337B-GW	**HIGH INTENSITY MOTORBUS STATE OF GOOD REPAIR FORMULA FUNDS FOR GWINNETT COUNTY**	**Jurisdiction**	Gwinnett County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0015526		**Sponsor**	Gwinnett County	**N/A**	**N/A**	**N/A**	**TBD**
Programmed		**Service Type**	**Transit / Formula Lump Sum**	**Analysis**	Exempt from Air Quality Analysis (40 CFR 93)		**LCI** ☐ **Flex** X

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST	AUTH	2014	State of Good Repair Grants	~~$1,261,473~~	~~$0,000~~	~~$315,368~~	~~$0,000~~	**$1,576,841**
CST	AUTH	2015	State of Good Repair Grants	~~$1,114,222~~	~~$0,000~~	~~$278,556~~	~~$0,000~~	**$1,392,778**
CST	AUTH	2016	State of Good Repair Grants	~~$1,525,108~~	~~$0,000~~	~~$381,277~~	~~$0,000~~	**$1,906,385**
CST	AUTH	2017	State of Good Repair Grants	~~$1,726,134~~	~~$0,000~~	~~$431,534~~	~~$0,000~~	**$2,157,668**
CST	AUTH	2017	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$1,726,134~~	~~$0,000~~	~~$431,534~~	~~$0,000~~	**$2,157,668**
CST	AUTH	2018	State of Good Repair Grants	~~$1,710,620~~	~~$0,000~~	~~$427,655~~	~~$0,000~~	**$2,138,275**
CST		2019	State of Good Repair Grants	$1,240,419	$0,000	$310,105	$0,000	**$1,550,524**
CST		2019	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$540,000	$0,000	$135,000	$0,000	**$675,000**
CST		2020	State of Good Repair Grants	$1,087,461	$0,000	$271,865	$0,000	**$1,359,326**
CST		2021	State of Good Repair Grants	$1,087,461	$0,000	$271,865	$0,000	**$1,359,326**
CST		2022	State of Good Repair Grants	$1,087,461	$0,000	$271,865	$0,000	**$1,359,326**
CST		2023	State of Good Repair Grants	$1,087,461	$0,000	$271,865	$0,000	**$1,359,326**
				$15,193,954	**$0,000**	**$3,798,489**	**$0,000**	**$18,992,443**

AR-5337B-M	**HIGH INTENSITY MOTORBUS STATE OF GOOD REPAIR FORMULA FUNDS FOR MARTA**	**Jurisdiction** Regional - Central	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
N/A		**Sponsor** MARTA	**N/A**	**N/A**	**N/A**	**TBD**
Programmed		**Service Type** **Transit / Formula Lump Sum**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST	AUTH	2014	State of Good Repair Grants	~~$294,189~~	~~$0,000~~	~~$73,547~~	~~$0,000~~	**$367,736**
CST	AUTH	2015	State of Good Repair Grants	~~$281,441~~	~~$0,000~~	~~$70,360~~	~~$0,000~~	**$351,801**
CST	AUTH	2016	State of Good Repair Grants	~~$403,256~~	~~$0,000~~	~~$100,814~~	~~$0,000~~	**$504,070**
CST	AUTH	2017	State of Good Repair Grants	~~$386,238~~	~~$0,000~~	~~$96,560~~	~~$0,000~~	**$482,798**
CST	AUTH	2018	State of Good Repair Grants	~~$545,198~~	~~$0,000~~	~~$136,300~~	~~$0,000~~	**$681,498**
CST		2019	State of Good Repair Grants	$539,562	$0,000	$134,891	$0,000	**$674,453**
CST		2020	State of Good Repair Grants	$386,238	$0,000	$96,560	$0,000	**$482,798**
CST		2021	State of Good Repair Grants	$386,238	$0,000	$96,560	$0,000	**$482,798**
CST		2022	State of Good Repair Grants	$386,238	$0,000	$96,560	$0,000	**$482,798**
CST		2023	State of Good Repair Grants	$386,238	$0,000	$96,560	$0,000	**$482,798**
				$3,994,836	**$0,000**	**$998,712**	**$0,000**	**$4,993,548**

AR-5339-CH

FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR CHEROKEE COUNTY

N/A

Programmed

Jurisdiction Cherokee County

Sponsor Cherokee County

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

Service Type
Transit / Formula Lump Sum

Analysis
Exempt from Air Quality Analysis (40 CFR 93)

LCI ☐
Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST	AUTH	2013	Bus and Bus Facilities Program	~~$85,445~~	~~$0,000~~	~~$21,361~~	~~$0,000~~	**$106,806**
CST	AUTH	2014	Bus and Bus Facilities Program	~~$94,443~~	~~$0,000~~	~~$23,611~~	~~$0,000~~	**$118,054**
CST	AUTH	2015	Bus and Bus Facilities Program	~~$99,862~~	~~$0,000~~	~~$24,965~~	~~$0,000~~	**$124,827**
CST	AUTH	2016	Bus and Bus Facilities Program	~~$84,855~~	~~$0,000~~	~~$21,214~~	~~$0,000~~	**$106,069**
CST	AUTH	2017	Bus and Bus Facilities Program	~~$99,520~~	~~$0,000~~	~~$24,880~~	~~$0,000~~	**$124,400**
CST	AUTH	2018	Bus and Bus Facilities Program	~~$137,233~~	~~$0,000~~	~~$34,308~~	~~$0,000~~	**$171,541**
CST		2019	Bus and Bus Facilities Program	$122,394	$0,000	$30,599	$0,000	**$152,993**
CST		2020	Bus and Bus Facilities Program	$85,445	$0,000	$21,361	$0,000	**$106,806**
CST		2021	Bus and Bus Facilities Program	$85,445	$0,000	$21,361	$0,000	**$106,806**
CST		2022	Bus and Bus Facilities Program	$85,445	$0,000	$21,361	$0,000	**$106,806**
CST		2023	Bus and Bus Facilities Program	$85,445	$0,000	$21,361	$0,000	**$106,806**
				$1,065,532	**$0,000**	**$266,382**	**$0,000**	**$1,331,914**

AR-5339-CO

FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR COBB COUNTY

N/A

Programmed

Jurisdiction Cobb County

Sponsor Cobb County

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

Service Type Transit / Formula Lump Sum

Analysis Exempt from Air Quality Analysis (40 CFR 93)

LCI ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST	AUTH	2013	Bus and Bus Facilities Program	~~$674,048~~	~~$0,000~~	~~$168,512~~	~~$0,000~~	**$842,560**
CST	AUTH	2014	Bus and Bus Facilities Program	~~$648,909~~	~~$0,000~~	~~$162,227~~	~~$0,000~~	**$811,136**
CST	AUTH	2015	Bus and Bus Facilities Program	~~$619,913~~	~~$0,000~~	~~$154,978~~	~~$0,000~~	**$774,891**
CST	AUTH	2016	Bus and Bus Facilities Program	~~$573,126~~	~~$0,000~~	~~$143,282~~	~~$0,000~~	**$716,408**
CST	AUTH	2017	Bus and Bus Facilities Program	~~$602,660~~	~~$0,000~~	~~$150,665~~	~~$0,000~~	**$753,325**
CST	AUTH	2018	Bus and Bus Facilities Program	~~$830,905~~	~~$0,000~~	~~$207,726~~	~~$0,000~~	**$1,038,631**
CST		2019	Bus and Bus Facilities Program	$741,800	$0,000	$185,450	$0,000	**$927,250**
CST		2020	Bus and Bus Facilities Program	$674,048	$0,000	$168,512	$0,000	**$842,560**
CST		2021	Bus and Bus Facilities Program	$674,048	$0,000	$168,512	$0,000	**$842,560**
CST		2022	Bus and Bus Facilities Program	$674,048	$0,000	$168,512	$0,000	**$842,560**
CST		2023	Bus and Bus Facilities Program	$674,048	$0,000	$168,512	$0,000	**$842,560**
				$7,387,553	**$0,000**	**$1,846,888**	**$0,000**	**$9,234,441**

AR-5339-CPACS

FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR CPACS

N/A

Programmed

Jurisdiction DeKalb County

Sponsor CPACS

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

Service Type Transit / Formula Lump Sum

Analysis Exempt from Air Quality Analysis (40 CFR 93)

LCI ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2019	Bus and Bus Facilities Program	$6,438	$0,000	$1,610	$0,000	**$8,048**
				$6,438	**$0,000**	**$1,610**	**$0,000**	**$8,048**

AR-5339-CW

FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR COWETA COUNTY

N/A

Programmed

Jurisdiction Coweta County

Sponsor Coweta County

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

Service Type
Transit / Formula Lump Sum

Analysis
Exempt from Air Quality Analysis (40 CFR 93)

LCI ☐
Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST	AUTH	2013	Bus and Bus Facilities Program	~~$38,143~~	~~$0,000~~	~~$9,536~~	~~$0,000~~	**$47,679**
CST	AUTH	2014	Bus and Bus Facilities Program	~~$39,077~~	~~$0,000~~	~~$9,769~~	~~$0,000~~	**$48,846**
CST	AUTH	2015	Bus and Bus Facilities Program	~~$39,273~~	~~$0,000~~	~~$9,818~~	~~$0,000~~	**$49,091**
CST	AUTH	2016	Bus and Bus Facilities Program	~~$39,273~~	~~$0,000~~	~~$9,818~~	~~$0,000~~	**$49,091**
CST	AUTH	2017	Bus and Bus Facilities Program	~~$37,134~~	~~$0,000~~	~~$9,284~~	~~$0,000~~	**$46,418**
CST	AUTH	2018	Bus and Bus Facilities Program	~~$50,818~~	~~$0,000~~	~~$12,705~~	~~$0,000~~	**$63,523**
CST		2019	Bus and Bus Facilities Program	$46,539	$0,000	$11,635	$0,000	**$58,174**
CST		2020	Bus and Bus Facilities Program	$38,143	$0,000	$9,536	$0,000	**$47,679**
CST		2021	Bus and Bus Facilities Program	$38,143	$0,000	$9,536	$0,000	**$47,679**
CST		2022	Bus and Bus Facilities Program	$38,143	$0,000	$9,536	$0,000	**$47,679**
CST		2023	Bus and Bus Facilities Program	$38,143	$0,000	$9,536	$0,000	**$47,679**
				$442,829	**$0,000**	**$110,709**	**$0,000**	**$553,538**

AR-5339-DO	**FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR DOUGLAS COUNTY**	**Jurisdiction**	Douglas County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
N/A		**Sponsor**	Douglas County	**N/A**	**N/A**	**N/A**	**TBD**
Programmed		**Service Type**	**Transit / Formula Lump Sum**	**Analysis**	Exempt from Air Quality Analysis (40 CFR 93)		**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST	AUTH	2013	Bus and Bus Facilities Program	~~$175,923~~	~~$0,000~~	~~$43,981~~	~~$0,000~~	**$219,904**
CST	AUTH	2014	Bus and Bus Facilities Program	~~$189,186~~	~~$0,000~~	~~$47,296~~	~~$0,000~~	**$236,482**
CST	AUTH	2015	Bus and Bus Facilities Program	~~$172,725~~	~~$0,000~~	~~$43,181~~	~~$0,000~~	**$215,906**
CST	AUTH	2016	Bus and Bus Facilities Program	~~$120,582~~	~~$0,000~~	~~$30,146~~	~~$0,000~~	**$150,728**
CST	AUTH	2017	Bus and Bus Facilities Program	~~$118,329~~	~~$0,000~~	~~$29,582~~	~~$0,000~~	**$147,911**
CST	AUTH	2018	Bus and Bus Facilities Program	~~$139,669~~	~~$0,000~~	~~$34,917~~	~~$0,000~~	**$174,586**
CST		2019	Bus and Bus Facilities Program	$126,988	$0,000	$31,747	$0,000	**$158,735**
CST		2020	Bus and Bus Facilities Program	$175,923	$0,000	$43,981	$0,000	**$219,904**
CST		2021	Bus and Bus Facilities Program	$175,923	$0,000	$43,981	$0,000	**$219,904**
CST		2022	Bus and Bus Facilities Program	$175,923	$0,000	$43,981	$0,000	**$219,904**
CST		2023	Bus and Bus Facilities Program	$175,923	$0,000	$43,981	$0,000	**$219,904**
				$1,747,094	**$0,000**	**$436,774**	**$0,000**	**$2,183,868**

AR-5339-GRTA	**FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR GRTA**	**Jurisdiction** Regional	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
N/A		**Sponsor** GRTA	**N/A**	**N/A**	**N/A**	**TBD**
Programmed		**Service Type** **Transit / Formula Lump Sum**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST	AUTH	2013	Bus and Bus Facilities Program	~~$769,138~~	~~$192,284~~	~~$0,000~~	~~$0,000~~	**$961,422**
CST	AUTH	2014	Bus and Bus Facilities Program	~~$888,455~~	~~$222,114~~	~~$0,000~~	~~$0,000~~	**$1,110,569**
CST	AUTH	2015	Bus and Bus Facilities Program	~~$842,084~~	~~$210,521~~	~~$0,000~~	~~$0,000~~	**$1,052,605**
CST	AUTH	2016	Bus and Bus Facilities Program	~~$542,689~~	~~$135,672~~	~~$0,000~~	~~$0,000~~	**$678,361**
CST	AUTH	2017	Bus and Bus Facilities Program	~~$516,782~~	~~$129,196~~	~~$0,000~~	~~$0,000~~	**$645,978**
CST	AUTH	2018	Bus and Bus Facilities Program	~~$700,320~~	~~$175,080~~	~~$0,000~~	~~$0,000~~	**$875,400**
CST		2019	Bus and Bus Facilities Program	$578,509	$144,627	$0,000	$0,000	**$723,136**
CST		2020	Bus and Bus Facilities Program	$769,138	$192,284	$0,000	$0,000	**$961,422**
CST		2021	Bus and Bus Facilities Program	$769,138	$192,284	$0,000	$0,000	**$961,422**
CST		2022	Bus and Bus Facilities Program	$769,138	$192,284	$0,000	$0,000	**$961,422**
CST		2023	Bus and Bus Facilities Program	$769,138	$192,284	$0,000	$0,000	**$961,422**
				$7,914,529	**$1,978,630**	**$0,000**	**$0,000**	**$9,893,159**

AR-5339-GW	**FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR GWINNETT COUNTY**	**Jurisdiction**	Gwinnett County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
N/A		**Sponsor**	Gwinnett County	**N/A**	**N/A**	**N/A**	**TBD**
Programmed		**Service Type**	**Transit / Formula Lump Sum**	**Analysis**	Exempt from Air Quality Analysis (40 CFR 93)		**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST	AUTH	2013	Bus and Bus Facilities Program	~~$696,415~~	~~$0,000~~	~~$174,104~~	~~$0,000~~	**$870,519**
CST	AUTH	2014	Bus and Bus Facilities Program	~~$690,982~~	~~$0,000~~	~~$172,746~~	~~$0,000~~	**$863,728**
CST	AUTH	2015	Bus and Bus Facilities Program	~~$677,770~~	~~$0,000~~	~~$169,443~~	~~$0,000~~	**$847,213**
CST	AUTH	2016	Bus and Bus Facilities Program	~~$569,925~~	~~$0,000~~	~~$142,481~~	~~$0,000~~	**$712,406**
CST	AUTH	2017	Bus and Bus Facilities Program	~~$596,134~~	~~$0,000~~	~~$149,034~~	~~$0,000~~	**$745,168**
CST	AUTH	2018	Bus and Bus Facilities Program	~~$798,321~~	~~$0,000~~	~~$199,580~~	~~$0,000~~	**$997,901**
CST		2019	Bus and Bus Facilities Program	$710,496	$0,000	$177,624	$0,000	**$888,120**
CST		2020	Bus and Bus Facilities Program	$696,415	$0,000	$174,104	$0,000	**$870,519**
CST		2021	Bus and Bus Facilities Program	$696,415	$0,000	$174,104	$0,000	**$870,519**
CST		2022	Bus and Bus Facilities Program	$696,415	$0,000	$174,104	$0,000	**$870,519**
CST		2023	Bus and Bus Facilities Program	$696,415	$0,000	$174,104	$0,000	**$870,519**
				$7,525,703	**$0,000**	**$1,881,428**	**$0,000**	**$9,407,131**

AR-5339-HA

FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR HALL COUNTY

N/A

Programmed

Jurisdiction Hall County

Sponsor Hall County

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

Service Type
Transit / Formula Lump Sum

Analysis
Exempt from Air Quality Analysis (40 CFR 93)

LCI ☐
Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST	AUTH	2013	Bus and Bus Facilities Program	~~$6,015~~	~~$0,000~~	~~$1,504~~	~~$0,000~~	**$7,519**
CST	AUTH	2014	Bus and Bus Facilities Program	~~$6,162~~	~~$0,000~~	~~$1,541~~	~~$0,000~~	**$7,703**
CST	AUTH	2015	Bus and Bus Facilities Program	~~$6,193~~	~~$0,000~~	~~$1,548~~	~~$0,000~~	**$7,741**
CST	AUTH	2016	Bus and Bus Facilities Program	~~$5,710~~	~~$0,000~~	~~$1,428~~	~~$0,000~~	**$7,138**
CST	AUTH	2017	Bus and Bus Facilities Program	~~$5,855~~	~~$0,000~~	~~$1,464~~	~~$0,000~~	**$7,319**
CST	AUTH	2018	Bus and Bus Facilities Program	~~$8,013~~	~~$0,000~~	~~$2,003~~	~~$0,000~~	**$10,016**
CST		2019	Bus and Bus Facilities Program	$7,338	$0,000	$1,835	$0,000	**$9,173**
CST		2020	Bus and Bus Facilities Program	$6,015	$0,000	$1,504	$0,000	**$7,519**
CST		2021	Bus and Bus Facilities Program	$6,015	$0,000	$1,504	$0,000	**$7,519**
CST		2022	Bus and Bus Facilities Program	$6,015	$0,000	$1,504	$0,000	**$7,519**
CST		2023	Bus and Bus Facilities Program	$6,015	$0,000	$1,504	$0,000	**$7,519**
				$69,346	**$0,000**	**$17,339**	**$0,000**	**$86,685**

AR-5339-HE	**FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR HENRY COUNTY**	**Jurisdiction** Henry County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
N/A		**Sponsor** Henry County	**N/A**	**N/A**	**N/A**	**TBD**
Programmed		**Service Type** **Transit / Formula Lump Sum**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST	AUTH	2013	Bus and Bus Facilities Program	~~$81,517~~	~~$0,000~~	~~$20,379~~	~~$0,000~~	**$101,896**
CST	AUTH	2014	Bus and Bus Facilities Program	~~$101,320~~	~~$0,000~~	~~$25,330~~	~~$0,000~~	**$126,650**
CST	AUTH	2015	Bus and Bus Facilities Program	~~$103,927~~	~~$0,000~~	~~$25,982~~	~~$0,000~~	**$129,909**
CST	AUTH	2016	Bus and Bus Facilities Program	~~$98,942~~	~~$0,000~~	~~$24,735~~	~~$0,000~~	**$123,677**
CST	AUTH	2017	Bus and Bus Facilities Program	~~$102,559~~	~~$0,000~~	~~$25,640~~	~~$0,000~~	**$128,199**
CST	AUTH	2018	Bus and Bus Facilities Program	~~$145,045~~	~~$0,000~~	~~$36,261~~	~~$0,000~~	**$181,306**
CST		2019	Bus and Bus Facilities Program	$126,645	$0,000	$34,661	$0,000	**$161,306**
CST		2020	Bus and Bus Facilities Program	$81,517	$0,000	$20,379	$0,000	**$101,896**
CST		2021	Bus and Bus Facilities Program	$81,517	$0,000	$20,379	$0,000	**$101,896**
CST		2022	Bus and Bus Facilities Program	$81,517	$0,000	$20,379	$0,000	**$101,896**
CST		2023	Bus and Bus Facilities Program	$81,517	$0,000	$20,379	$0,000	**$101,896**
				$1,086,023	**$0,000**	**$274,504**	**$0,000**	**$1,360,527**

AR-5339-M | **FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR MARTA**

N/A

Programmed

Jurisdiction: Regional - Central
Sponsor: MARTA
Service Type: Transit / Formula Lump Sum
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI: ☐ Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST	AUTH	2013	Bus and Bus Facilities Program	~~$2,888,868~~	~~$0,000~~	~~$722,217~~	~~$0,000~~	**$3,611,085**
CST	AUTH	2014	Bus and Bus Facilities Program	~~$3,035,877~~	~~$0,000~~	~~$758,969~~	~~$0,000~~	**$3,794,846**
CST	AUTH	2015	Bus and Bus Facilities Program	~~$3,027,194~~	~~$0,000~~	~~$756,798~~	~~$0,000~~	**$3,783,992**
CST	AUTH	2016	Bus and Bus Facilities Program	~~$2,926,602~~	~~$0,000~~	~~$731,651~~	~~$0,000~~	**$3,658,253**
CST	AUTH	2017	Bus and Bus Facilities Program	~~$3,105,427~~	~~$0,000~~	~~$776,357~~	~~$0,000~~	**$3,881,784**
CST	AUTH	2018	Bus and Bus Facilities Program	~~$4,371,064~~	~~$0,000~~	~~$1,092,766~~	~~$0,000~~	**$5,463,830**
CST		2019	Bus and Bus Facilities Program	$4,032,037	$0,000	$1,008,009	$0,000	**$5,040,046**
CST		2020	Bus and Bus Facilities Program	$2,888,868	$0,000	$722,217	$0,000	**$3,611,085**
CST		2021	Bus and Bus Facilities Program	$2,014,699	$0,000	$503,675	$0,000	**$2,518,374**
CST		2022	Bus and Bus Facilities Program	$2,014,699	$0,000	$503,675	$0,000	**$2,518,374**
CST		2023	Bus and Bus Facilities Program	$2,014,699	$0,000	$503,675	$0,000	**$2,518,374**
				$32,320,034	**$0,000**	**$8,080,009**	**$0,000**	**$40,400,043**

AR-551 | **COBB EXPRESS BUS REHABILITATION**

0015527

Programmed

Jurisdiction: Cobb County
Sponsor: Cobb Community Transit,Cobb County
Service Type: Transit / Operations & Maintenance
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI: ☐ Flex: ☒

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST	AUTH	2017	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$1,000,000~~	~~$0,000~~	~~$250,000~~	~~$0,000~~	**$1,250,000**
CST		2019	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$1,000,000	$0,000	$250,000	$0,000	**$1,250,000**
				$2,000,000	**$0,000**	**$500,000**	**$0,000**	**$2,500,000**

AR-604 | **GRTA MANAGED LANES SYSTEM PARK AND RIDE EXPANSION - COBB COUNTY**

TBD

Programmed

Jurisdiction: Regional - Northwest
Sponsor: GRTA
Service Type: Transit / Facilities Capital
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI: ☐ Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2017	Bus and Bus Facilities	~~$38,433~~	~~$0,000~~	~~$0,000~~	~~$9,608~~	**$48,041**
PE	AUTH	2018	Bus and Bus Facilities	~~$442,309~~	~~$0,000~~	~~$0,000~~	~~$110,577~~	**$552,886**
CST	AUTH	2018	Bus and Bus Facilities	~~$1,847,540~~	~~$369,508~~	~~$0,000~~	~~$0,000~~	**$2,217,048**
CST		2019	Bus and Bus Facilities	$1,835,875	$1,480,492	$0,000	$0,000	**$3,316,367**
				$4,164,157	**$1,850,000**	**$0,000**	**$120,185**	**$6,134,342**

AR-651 | **SRTA XPRESS NORTHWEST CORRIDOR SERVICE EXPANSION (OPERATING ASSISTANCE)**

0016364

Programmed

Jurisdiction: Regional
Sponsor: GRTA
Service Type: Transit / Operations & Maintenance
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI: ☐ Flex: ☒

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2019	Congestion Mitigation & Air Quality Improvement (CMAQ)	$1,300,000	$325,000	$0,000	$0,000	**$1,625,000**
CST		2020	Congestion Mitigation & Air Quality Improvement (CMAQ)	$1,700,000	$425,000	$0,000	$0,000	**$2,125,000**
CST		2021	Congestion Mitigation & Air Quality Improvement (CMAQ)	$1,700,000	$425,000	$0,000	$0,000	**$2,125,000**
				$4,700,000	**$1,175,000**	**$0,000**	**$0,000**	**$5,875,000**

AR-701	**GREYHOUND ATLANTA TERMINAL IMPROVEMENTS**	**Jurisdiction** City of Atlanta	**Existing**	**Planned**	**Length (mi.)**	**Network Year** **TBD**
T005164		**Sponsor** GDOT	**N/A**	**N/A**	**N/A**	
Programmed		**Service Type** **Transit / Facilities Capital**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2017	Intercity Bus Program	~~$852,226~~	~~$0,000~~	~~$213,057~~	~~$0,000~~	**$1,065,283**
CST	AUTH	2018	Intercity Bus Program	~~$10,162,390~~	~~$0,000~~	~~$2,540,597~~	~~$0,000~~	**$12,702,987**
				$11,014,616	**$0,000**	**$2,753,654**	**$0,000**	**$13,768,270**

AR-957A

I-285 INTERCHANGE RECONSTRUCTION AND COLLECTOR/DISTRIBUTOR

0013546

AT SR 400

Programmed

Jurisdiction Fulton County (North)

Sponsor GDOT

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	4.6	2030

Service Type Roadway / Interchange Capacity

Analysis In the Region's Air Quality Conformity Analysis

LCI ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST	AUTH	2016	National Highway Freight Program (NHFP)	~~$31,536,000~~	~~$7,884,000~~	~~$0,000~~	~~$0,000~~	**$39,420,000**
CST	AUTH	2017	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$1,000,000~~	~~$0,000~~	**$1,000,000**
CST	AUTH	2017	National Highway Freight Program (NHFP)	~~$15,728,000~~	~~$3,932,000~~	~~$0,000~~	~~$0,000~~	**$19,660,000**
CST	AUTH	2018	Local Participation	~~$0,000~~	~~$11,000,000~~	~~$0,000~~	~~$0,000~~	**$11,000,000**
CST	AUTH	2018	Transportation Funding Act (HB 170)	~~$0,000~~	~~$2,354,177~~	~~$0,000~~	~~$0,000~~	**$2,354,177**
CST	AUTH	2018	Federal Earmark Funding	~~$1,799,800~~	~~$449,950~~	~~$0,000~~	~~$0,000~~	**$2,249,750**
CST	AUTH	2018	National Highway Performance Program (NHPP)	~~$75,447,359~~	~~$18,861,840~~	~~$0,000~~	~~$0,000~~	**$94,309,199**
CST	AUTH	2018	National Highway Freight Program (NHFP)	~~$38,354,907~~	~~$9,588,727~~	~~$0,000~~	~~$0,000~~	**$47,943,634**
CST	AUTH	2019	National Highway Performance Program (NHPP)	~~$56,262,257~~	~~$14,065,564~~	~~$0,000~~	~~$0,000~~	**$70,327,821**
CST	AUTH	2019	National Highway Freight Program (NHFP)	~~$43,293,257~~	~~$10,823,314~~	~~$0,000~~	~~$0,000~~	**$54,116,571**
CST		2020	National Highway Performance Program (NHPP)	$51,684,438	$12,921,109	$0,000	$0,000	**$64,605,547**
CST		2020	National Highway Freight Program (NHFP)	$40,323,538	$10,080,885	$0,000	$0,000	**$50,404,423**
CST		2021	National Highway Performance Program (NHPP)	$47,367,286	$11,841,821	$0,000	$0,000	**$59,209,107**
CST		2021	National Highway Freight Program (NHFP)	$40,726,733	$10,181,693	$0,000	$0,000	**$50,908,426**
CST		2022	National Highway Freight Program (NHFP)	$18,359,670	$4,589,918	$0,000	$0,000	**$22,949,588**
				$460,883,245	**$128,574,998**	**$1,000,000**	**$0,000**	**$590,458,243**

AR-ML-200

TOP END 285 - I-285 NORTH EXPRESS LANES AND COLLECTOR/DISTRIBUTOR LANE IMPROVEMENTS

0001758

FROM I-75 NORTH TO I-85 NORTH AND NORTH ALONG SR 400 FROM I-285 TO NORTH SPRINGS MARTA STATION

Programmed

Jurisdiction Regional - Perimeter

Sponsor GDOT

Existing	Planned	Length (mi.)	Network Year
0	4	15.79	2030

Service Type Roadway / Express Lanes

Analysis In the Region's Air Quality Conformity Analysis

LCI ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2003	National Highway System	~~$800,000~~	~~$200,000~~	~~$0,000~~	~~$0,000~~	**$1,000,000**
PE	AUTH	2006	National Highway System	~~$16,954,318~~	~~$4,238,579~~	~~$0,000~~	~~$0,000~~	**$21,192,897**

The Atlanta Region's Plan
FY 2018-2023 Transportation Improvement Program - Sorted by ARC Project Number

PE	AUTH	2007	Interstate Maintenance	~~$1,125,000~~	~~$125,000~~	~~$0,000~~	~~$0,000~~	**$1,250,000**
PE	AUTH	2007	Transit Project Bond (2007) - State	~~$0,000~~	~~$217,190~~	~~$0,000~~	~~$0,000~~	**$217,190**
PE	AUTH	2007	Interstate Maintenance	~~$2,161,305~~	~~$540,326~~	~~$0,000~~	~~$0,000~~	**$2,701,631**
PE	AUTH	2017	Transportation Funding Act (HB 170)	~~$0,000~~	~~$9,000,000~~	~~$0,000~~	~~$0,000~~	**$9,000,000**
PE	AUTH	2018	Repurposed Earmark	~~$1,617,432~~	~~$404,358~~	~~$0,000~~	~~$0,000~~	**$2,021,790**
PE	AUTH	2018	National Highway Performance Program (NHPP)	~~$2,142,568~~	~~$535,642~~	~~$0,000~~	~~$0,000~~	**$2,678,210**
PE	AUTH	2019	Transportation Funding Act (HB 170)	~~$0,000~~	~~$4,400,000~~	~~$0,000~~	~~$0,000~~	**$4,400,000**
PE		2020	Transportation Funding Act (HB 170)	$0,000	$7,100,000	$0,000	$0,000	**$7,100,000**
PE		2021	Transportation Funding Act (HB 170)	$0,000	$3,000,000	$0,000	$0,000	**$3,000,000**
PE		2022	National Highway Performance Program (NHPP)	$1,600,000	$400,000	$0,000	$0,000	**$2,000,000**
ROW	AUTH	2018	State Bonds (42234)	~~$0,000~~	~~$60,000,000~~	~~$0,000~~	~~$0,000~~	**$60,000,000**
ROW	AUTH	2018	State Bonds (42235)	~~$0,000~~	~~$15,000,000~~	~~$0,000~~	~~$0,000~~	**$15,000,000**
ROW		2020	Grant Anticipation Revenue Bond	$0,000	$0,000	$0,000	$100,000,000	**$100,000,000**
ROW		2021	Grant Anticipation Revenue Bond	$0,000	$0,000	$0,000	$75,000,000	**$75,000,000**
ROW		2022	Grant Anticipation Revenue Bond	$0,000	$0,000	$0,000	$125,000,000	**$125,000,000**
ROW		2023	Grant Anticipation Revenue Bond	$0,000	$0,000	$0,000	$150,000,000	**$150,000,000**
ROW		LR 2024-2030	Grant Anticipation Revenue Bond	$0,000	$0,000	$0,000	$150,000,000	**$150,000,000**
CST		2023	Transportation Funding Act (HB 170)	$0,000	$49,700,000	$0,000	$0,000	**$49,700,000**
CST		LR 2024-2030	General Federal Aid 2024-2040	$734,240,000	$183,560,000	$0,000	$0,000	**$917,800,000**
CST		LR 2024-2030	Transportation Funding Act (HB 170)	$0,000	$247,000,000	$0,000	$0,000	**$247,000,000**
CST		LR 2031-2040	General Federal Aid 2024-2040	$2,308,000,000	$577,000,000	$0,000	$0,000	**$2,885,000,000**
CST		LR 2031-2040	Transportation Funding Act (HB 170)	$0,000	$437,400,000	$0,000	$0,000	**$437,400,000**
CST		LR 2041+	General Federal Aid 2041+	$6,016,000,000	$1,504,000,000	$0,000	$0,000	**$7,520,000,000**
CST		LR 2041+	Transportation Funding Act (HB 170)	$0,000	$1,345,400,000	$0,000	$0,000	**$1,345,400,000**
				$9,084,640,623	**$4,449,221,095**	**$0,000**	**$600,000,000**	**$14,133,861,718**

AR-ML-210	**I-285 WEST EXPRESS LANES**	**Jurisdiction**	Regional - Perimeter	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0013917	FROM I-20 WEST TO I-75 NORTH	**Sponsor**	GDOT	**0**	**2**	**9.6**	**2030**
Programmed		**Service Type**	**Roadway / Express Lanes**	**Analysis**	In the Region's Air Quality Conformity Analysis	**LCI** ☐ **Flex** ☐	

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2017	Transportation Funding Act (HB 170)	~~$0,000~~	~~$1,500,000~~	~~$0,000~~	~~$0,000~~	**$1,500,000**
PE	AUTH	2018	Repurposed Earmark	~~$1,958,864~~	~~$489,716~~	~~$0,000~~	~~$0,000~~	**$2,448,580**
PE	AUTH	2019	National Highway Performance Program (NHPP)	~~$3,200,000~~	~~$800,000~~	~~$0,000~~	~~$0,000~~	**$4,000,000**
PE		2019	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$1,700,000	$425,000	$0,000	$0,000	**$2,125,000**
PE		2020	Highway Infrastructure – 23 USC 133(b)(1)(A) Activities in Areas With a Population Over 200,000	$2,400,000	$600,000	$0,000	$0,000	**$3,000,000**
PE		2021	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$5,600,000	$1,400,000	$0,000	$0,000	**$7,000,000**
PE		2022	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$2,240,000	$560,000	$0,000	$0,000	**$2,800,000**
ROW		2019	Repurposed Earmark	$202,799	$50,700	$0,000	$0,000	**$253,499**
ROW		2020	National Highway Performance Program (NHPP)	$3,797,201	$949,300	$0,000	$0,000	**$4,746,501**
ROW		2021	Transportation Funding Act (HB 170)	$0,000	$10,000,000	$0,000	$0,000	**$10,000,000**
ROW		2022	National Highway Performance Program (NHPP)	$8,000,000	$2,000,000	$0,000	$0,000	**$10,000,000**
CST		2023	National Highway Performance Program (NHPP)	$47,760,000	$11,940,000	$0,000	$0,000	**$59,700,000**
CST		LR 2024-2030	General Federal Aid 2024-2040	$195,680,000	$48,920,000	$0,000	$0,000	**$244,600,000**
CST		LR 2024-2030	Transportation Funding Act (HB 170)	$0,000	$164,500,000	$0,000	$0,000	**$164,500,000**
CST		LR 2031-2040	Transportation Funding Act (HB 170)	$0,000	$157,500,000	$0,000	$0,000	**$157,500,000**
CST		LR 2041+	Transportation Funding Act (HB 170)	$0,000	$528,000,000	$0,000	$0,000	**$528,000,000**
				$272,538,864	**$929,634,716**	**$0,000**	**$0,000**	**$1,202,173,580**

AR-ML-240	**I-285 EAST EXPRESS LANES**	**Jurisdiction**	Regional - Perimeter	**Existing**	**Planned**	**Length (mi.)**
0013914	FROM I-20 EAST TO I-85 NORTH	**Sponsor**	GDOT	**0**	**2**	**13.4**
Programmed		**Service Type**	**Roadway / Express Lanes**	**Analysis**	In the Region's Air Quality Conformity Analysis	

Network Year 2030

LCI ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2017	Transportation Funding Act (HB 170)	~~$0,000~~	~~$1,400,000~~	~~$0,000~~	~~$0,000~~	**$1,400,000**
PE	AUTH	2018	Transportation Funding Act (HB 170)	~~$0,000~~	~~$3,555,158~~	~~$0,000~~	~~$0,000~~	**$3,555,158**
PE	AUTH	2019	Repurposed Earmark (RPF9)	~~$365,670~~	~~$91,418~~	~~$0,000~~	~~$0,000~~	**$457,088**
PE	AUTH	2019	Repurposed Earmark	~~$3,506,710~~	~~$876,678~~	~~$0,000~~	~~$0,000~~	**$4,383,388**
PE	AUTH	2019	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$2,013,290~~	~~$503,323~~	~~$0,000~~	~~$0,000~~	**$2,516,613**
PE		2020	Transportation Funding Act (HB 170)	$0,000	$14,000,000	$0,000	$0,000	**$14,000,000**
PE		2021	Highway Infrastructure – 23 USC 133(b)(1)(A) Activities in Areas With a Population Over 200,000	$4,320,000	$1,080,000	$0,000	$0,000	**$5,400,000**
CST		2022	National Highway Performance Program (NHPP)	$92,000,000	$23,000,000	$0,000	$0,000	**$115,000,000**
CST		2023	National Highway Performance Program (NHPP)	$96,640,000	$24,160,000	$0,000	$0,000	**$120,800,000**
CST		LR 2024-2030	General Federal Aid 2024-2040	$389,040,000	$97,260,000	$0,000	$0,000	**$486,300,000**
CST		LR 2024-2030	Transportation Funding Act (HB 170)	$0,000	$201,400,000	$0,000	$0,000	**$201,400,000**
CST		LR 2031-2040	Transportation Funding Act (HB 170)	$0,000	$212,800,000	$0,000	$0,000	**$212,800,000**
CST		LR 2041+	Transportation Funding Act (HB 170)	$0,000	$697,900,000	$0,000	$0,000	**$697,900,000**
				$587,885,670	**$1,278,026,577**	**$0,000**	**$0,000**	**$1,865,912,247**

AR-ML-300	**SR 400 EXPRESS LANES**	**Jurisdiction** Regional - North	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0001757	FROM NORTH SPRINGS MARTA STATION TO MCFARLAND ROAD	**Sponsor** GDOT	**0**	**4**	**14.4**	**2030**
Programmed		**Service Type** **Roadway / Express Lanes**	**Analysis** In the Region's Air Quality Conformity Analysis			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2005	Interstate Maintenance	~~$7,684,904~~	~~$853,878~~	~~$0,000~~	~~$0,000~~	**$8,538,782**
PE	AUTH	2005	National Highway System	~~$368,974~~	~~$92,244~~	~~$0,000~~	~~$0,000~~	**$461,218**
PE	AUTH	2010	Federal Earmark	~~$136,876~~	~~$34,219~~	~~$0,000~~	~~$0,000~~	**$171,095**
PE	AUTH	2010	Federal Earmark Funding	~~$583,045~~	~~$145,761~~	~~$0,000~~	~~$0,000~~	**$728,806**
PE	AUTH	2011	SRTA - Toll Revenue	~~$0,000~~	~~$0,000~~	~~$2,060,253~~	~~$0,000~~	**$2,060,253**
PE	AUTH	2017	Transportation Funding Act (HB 170)	~~$0,000~~	~~$5,000,000~~	~~$0,000~~	~~$0,000~~	**$5,000,000**
PE	AUTH	2018	National Highway Performance Program (NHPP)	~~$7,520,000~~	~~$1,880,000~~	~~$0,000~~	~~$0,000~~	**$9,400,000**
PE	AUTH	2019	National Highway Performance Program (NHPP)	~~$13,920,000~~	~~$3,480,000~~	~~$0,000~~	~~$0,000~~	**$17,400,000**
PE		2020	National Highway Performance Program (NHPP)	$1,920,000	$480,000	$0,000	$0,000	**$2,400,000**
ROW		2019	National Highway Performance Program (NHPP)	$16,000,000	$4,000,000	$0,000	$0,000	**$20,000,000**
ROW		2020	National Highway Performance Program (NHPP)	$16,000,000	$4,000,000	$0,000	$0,000	**$20,000,000**
ROW		2021	National Highway Performance Program (NHPP)	$11,200,000	$2,800,000	$0,000	$0,000	**$14,000,000**
CST		2021	Transportation Funding Act (HB 170)	$0,000	$31,500,000	$0,000	$0,000	**$31,500,000**
CST		2022	INFRA Discretionary Grants	$61,400,000	$0,000	$0,000	$0,000	**$61,400,000**
CST		2022	National Highway Performance Program (NHPP)	$32,160,000	$8,040,000	$0,000	$0,000	**$40,200,000**
CST		2023	Transportation Funding Act (HB 170)	$0,000	$35,800,000	$0,000	$0,000	**$35,800,000**
CST		2023	INFRA Discretionary Grants	$61,400,000	$0,000	$0,000	$0,000	**$61,400,000**
CST		LR 2024-2030	General Federal Aid 2024-2040	$258,720,000	$64,680,000	$0,000	$0,000	**$323,400,000**
CST		LR 2024-2030	Transportation Funding Act (HB 170)	$0,000	$214,900,000	$0,000	$0,000	**$214,900,000**
CST		LR 2024-2030	INFRA Discretionary Grants	$61,400,000	$0,000	$0,000	$0,000	**$61,400,000**
CST		LR 2031-2040	General Federal Aid 2024-2040	$536,000,000	$134,000,000	$0,000	$0,000	**$670,000,000**
CST		LR 2031-2040	Transportation Funding Act (HB 170)	$0,000	$329,400,000	$0,000	$0,000	**$329,400,000**
CST		LR 2041+	General Federal Aid 2041+	$1,224,000,000	$306,000,000	$0,000	$0,000	**$1,530,000,000**
CST		LR 2041+	Transportation Funding Act (HB 170)	$0,000	$984,400,000	$0,000	$0,000	**$984,400,000**
				$2,310,413,799	**$2,131,486,102**	**$2,060,253**	**$0,000**	**$4,443,960,154**

AR-ML-510 | **I-20 EAST EXPRESS LANES**

0013913 | FROM I-285 EAST TO SR 124 (TURNER HILL ROAD)

Programmed

Jurisdiction: Regional - East
Sponsor: GDOT
Service Type: Roadway / Express Lanes
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
0	2	9.8	2040

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2018	National Highway Performance Program (NHPP)	~~$800,000~~	~~$200,000~~	~~$0,000~~	~~$0,000~~	**$1,000,000**
PE		LR 2031-2040	General Federal Aid 2024-2040	$29,160,000	$7,290,000	$0,000	$0,000	**$36,450,000**
ROW		LR 2031-2040	General Federal Aid 2024-2040	$26,640,000	$6,660,000	$0,000	$0,000	**$33,300,000**
CST		LR 2031-2040	General Federal Aid 2024-2040	$98,720,000	$24,680,000	$0,000	$0,000	**$123,400,000**
CST		LR 2031-2040	Public Private Partnership	$0,000	$0,000	$0,000	$25,750,000	**$25,750,000**
CST		LR 2041+	General Federal Aid 2041+	$445,384,918	$111,346,230	$0,000	$0,000	**$556,731,148**
				$600,704,918	**$150,176,230**	**$0,000**	**$25,750,000**	**$776,631,148**

AR-ML-800 | **I-20 WEST EXPRESS LANES**

0013916 | FROM I-285 WEST TO SR 92 (FAIRBURN ROAD)

Programmed

Jurisdiction: Regional - West
Sponsor: GDOT
Service Type: Roadway / Express Lanes
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
0	2	10.5	2040

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2018	National Highway Performance Program (NHPP)	~~$800,000~~	~~$200,000~~	~~$0,000~~	~~$0,000~~	**$1,000,000**
PE		LR 2024-2030	National Highway Performance Program (NHPP)	$33,288,000	$8,322,000	$0,000	$0,000	**$41,610,000**
ROW		LR 2024-2030	National Highway Performance Program (NHPP)	$7,736,000	$1,934,000	$0,000	$0,000	**$9,670,000**
ROW		LR 2031-2040	National Highway Performance Program (NHPP)	$7,736,000	$1,934,000	$0,000	$0,000	**$9,670,000**
CST		LR 2031-2040	National Highway Performance Program (NHPP)	$571,704,000	$142,926,000	$0,000	$0,000	**$714,630,000**
CST		LR 2041+	General Federal Aid 2041+	$231,898,153	$57,974,538	$0,000	$0,000	**$289,872,691**
ALL		LR 2031-2040	Toll Revenue Bonds	$0,000	$0,000	$0,000	$165,000,000	**$165,000,000**
				$853,162,153	**$213,290,538**	**$0,000**	**$165,000,000**	**$1,231,452,691**

AT-228	US 41/SR 3 (NORTHSIDE DRIVE) BRIDGE REPLACEMENT	Jurisdiction: City of Atlanta	Existing	Planned	Length (mi.)	Network Year
0007174	AT PEACHTREE CREEK	Sponsor: GDOT	2	2	0.2	TBD
Programmed		Service Type: Roadway / Bridge Upgrade	Analysis: Exempt from Air Quality Analysis (40 CFR 93)			LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2007	Bridge (On-System)	~~$300,591~~	~~$75,148~~	~~$0,000~~	~~$0,000~~	**$375,739**
PE	AUTH	2007	STP - Statewide Flexible (GDOT)	~~$523,409~~	~~$130,852~~	~~$0,000~~	~~$0,000~~	**$654,261**
PE	AUTH	2015	On-System Bridges	~~$32,000~~	~~$8,000~~	~~$0,000~~	~~$0,000~~	**$40,000**
ROW	AUTH	2018	STATE (41613)	~~$0,000~~	~~$1,162,500~~	~~$0,000~~	~~$0,000~~	**$1,162,500**
ROW	AUTH	2018	Transportation Funding Act (HB 170)	~~$0,000~~	~~$87,500~~	~~$0,000~~	~~$0,000~~	**$87,500**
UTL	AUTH	2019	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$2,643,530~~	~~$0,000~~	**$2,643,530**
CST	AUTH	2019	41621	~~$0,000~~	~~$12,639,202~~	~~$0,000~~	~~$0,000~~	**$12,639,202**
CST	AUTH	2019	Transportation Funding Act (HB 170)	~~$0,000~~	~~$315,182~~	~~$0,000~~	~~$0,000~~	**$315,182**
				$856,000	**$14,418,384**	**$2,643,530**	**$0,000**	**$17,917,914**

AT-229	US 19/SR 9 (PEACHTREE ROAD) BRIDGE REPLACEMENT	Jurisdiction: City of Atlanta	Existing	Planned	Length (mi.)	Network Year
N/A	AT CSX RAILROAD	Sponsor: GDOT	6	6	0.4	TBD
Delete		Service Type: Roadway / Bridge Upgrade	Analysis: Exempt from Air Quality Analysis (40 CFR 93)			LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2008	Bridge (On-System)	~~$170,415~~	~~$42,604~~	~~$0,000~~	~~$0,000~~	**$213,019**
PE	AUTH	2017	Bridge (On-System)	~~$8,000~~	~~$2,000~~	~~$0,000~~	~~$0,000~~	**$10,000**
ROW		2020	National Highway Performance Program (NHPP)	$400,000	$100,000	$0,000	$0,000	**$500,000**
CST		2020	National Highway Performance Program (NHPP)	$6,751,129	$1,687,782	$0,000	$0,000	**$8,438,911**
				$7,329,544	**$1,832,386**	**$0,000**	**$0,000**	**$9,161,930**

AT-240

US 78/278/SR 8 (D.L. HOLLOWELL PARKWAY) PEDESTRIAN FACILITY - PHASE A

0010322

FROM WEST LAKE AVENUE/FLORENCE PLACE TO PROCTOR CREEK (WEST OF GARY AVENUE)

Programmed

Jurisdiction City of Atlanta

Sponsor City of Atlanta

Existing	Planned	Length (mi.)	Network Year
4	4	0.8	TBD

Service Type **Last Mile Connectivity / Joint Bike-Ped Facilities**

Analysis Exempt from Air Quality Analysis (40 CFR 93)

LCI X

Flex

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2011	STP - Urban (>200K) (ARC)	~~$469,833~~	~~$0,000~~	~~$228,167~~	~~$0,000~~	**$698,000**
ROW		2019	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$1,373,213	$0,000	**$1,373,213**
UTL		2021	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$998,589	$0,000	**$998,589**
CST		2021	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$2,956,055	$739,014	$0,000	$0,000	**$3,695,069**
				$3,425,888	**$739,014**	**$2,599,969**	**$0,000**	**$6,764,871**

AT-241

SR 260 (GLENWOOD AVENUE) INTERSECTION REALIGNMENT

0010323

AT US 23 (MORELAND AVENUE)

Programmed

Jurisdiction City of Atlanta

Sponsor City of Atlanta

Existing	Planned	Length (mi.)	Network Year
2	2	0.1	TBD

Service Type **Roadway / Operations & Safety**

Analysis Exempt from Air Quality Analysis (40 CFR 93)

LCI X

Flex

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2011	STP - Urban (>200K) (ARC)	~~$256,000~~	~~$0,000~~	~~$64,000~~	~~$0,000~~	**$320,000**
PE	AUTH	2017	STP - Urban (>200K) (ARC)	~~$89,600~~	~~$0,000~~	~~$22,400~~	~~$0,000~~	**$112,000**
ROW	AUTH	2016	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$1,930,000~~	~~$0,000~~	**$1,930,000**
ROW	AUTH	2018	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$2,130,000~~	~~$0,000~~	**$2,130,000**
UTL	AUTH	2019	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$531,049~~	~~$0,000~~	~~$132,762~~	~~$0,000~~	**$663,811**
CST	AUTH	2019	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$1,639,462~~	~~$0,000~~	~~$409,866~~	~~$0,000~~	**$2,049,328**
				$2,516,111	**$0,000**	**$4,689,028**	**$0,000**	**$7,205,139**

AT-243	**SR 154 (MEMORIAL DRIVE) CORRIDOR IMPROVEMENTS**	**Jurisdiction** City of Atlanta	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0007952	FROM I-75/85 TO SR 155 (CANDLER ROAD)	**Sponsor** City of Atlanta	**Var**	**Var**	**5.5**	**TBD**
Programmed		**Service Type** **Roadway / Operations & Safety**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2013	Federal Earmark Funding	~~$350,000~~	~~$0,000~~	~~$87,500~~	~~$0,000~~	**$437,500**
ROW		2021	Federal Earmark Funding	$139,840	$0,000	$34,960	$0,000	**$174,800**
CST		2022	Federal Earmark Funding	$950,000	$0,000	$359,219	$0,000	**$1,309,219**
				$1,439,840	**$0,000**	**$481,679**	**$0,000**	**$1,921,519**

AT-244	**I-285 INTERCHANGE IMPROVEMENTS**	**Jurisdiction** Regional	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0013918	AT I-20 WEST	**Sponsor** GDOT	**N/A**	**N/A**	**0.8**	**2030**
Programmed		**Service Type** **Roadway / Interchange Capacity**	**Analysis** In the Region's Air Quality Conformity Analysis			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2017	Transportation Funding Act (HB 170)	~~$0,000~~	~~$1,500,000~~	~~$0,000~~	~~$0,000~~	**$1,500,000**
PE	AUTH	2018	SAFETEA-LU Earmark	~~$364,277~~	~~$91,069~~	~~$0,000~~	~~$0,000~~	**$455,346**
PE	AUTH	2018	Federal Earmark Funding	~~$1,078,102~~	~~$269,525~~	~~$0,000~~	~~$0,000~~	**$1,347,627**
PE	AUTH	2018	Repurposed Earmark	~~$5,443,046~~	~~$1,360,762~~	~~$0,000~~	~~$0,000~~	**$6,803,808**
PE	AUTH	2018	National Highway Performance Program (NHPP)	~~$1,442,379~~	~~$360,595~~	~~$0,000~~	~~$0,000~~	**$1,802,974**
PE		2020	Highway Infrastructure – 23 USC 133(b)(1)(A) Activities in Areas With a Population Over 200,000	$1,000,000	$250,000	$0,000	$0,000	**$1,250,000**
PE		2020	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$2,200,000	$550,000	$0,000	$0,000	**$2,750,000**
PE		2021	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$5,040,000	$1,260,000	$0,000	$0,000	**$6,300,000**
PE		2022	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$3,600,000	$900,000	$0,000	$0,000	**$4,500,000**
CST		2023	National Highway Performance Program (NHPP)	$46,640,000	$11,660,000	$0,000	$0,000	**$58,300,000**
CST		LR 2024-2030	General Federal Aid 2024-2040	$255,920,000	$63,980,000	$0,000	$0,000	**$319,900,000**
CST		LR 2024-2030	Transportation Funding Act (HB 170)	$0,000	$80,200,000	$0,000	$0,000	**$80,200,000**
CST		LR 2031-2040	Transportation Funding Act (HB 170)	$0,000	$73,600,000	$0,000	$0,000	**$73,600,000**
CST		LR 2041+	Transportation Funding Act (HB 170)	$0,000	$221,700,000	$0,000	$0,000	**$221,700,000**
				$322,727,804	**$457,681,951**	**$0,000**	**$0,000**	**$780,409,755**

AT-269 | **PONCE DE LEON AVENUE / BELTLINE PEDESTRIAN CONNECTION**

0012586 | FROM BOULEVARD/MONROE DRIVE TO FREEDOM PARKWAY

Programmed

Jurisdiction: City of Atlanta
Sponsor: Atlanta BeltLine Inc.,City of Atlanta

Existing	Planned	Length (mi.)	Network Year
5	4	0.6	TBD

Service Type: Last Mile Connectivity / Pedestrian Facility
Analysis: Exempt from Air Quality Analysis (40 CFR 93)
LCI: X
Flex:

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2013	STP - Urban (>200K) (ARC)	~~$396,793~~	~~$0,000~~	~~$99,198~~	~~$0,000~~	**$495,991**
ROW	AUTH	2016	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$1,720,000~~	~~$0,000~~	~~$1,340,000~~	~~$0,000~~	**$3,060,000**
CST		2019	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$5,274,028	$0,000	$1,318,507	$0,000	**$6,592,535**
				$7,390,821	**$0,000**	**$2,757,705**	**$0,000**	**$10,148,526**

AT-270 | **PEACHTREE CORRIDOR COMPLETE STREET RETROFIT - PHASE 3**

0006684 | FROM SHADOWLAWN AVENUE TO MAPLE DRIVE

Programmed

Jurisdiction: City of Atlanta
Sponsor: Buckhead CID,City of Atlanta

Existing	Planned	Length (mi.)	Network Year
6	4	0.2	TBD

Service Type: Last Mile Connectivity / Complete Street Retrofit
Analysis: Exempt from Air Quality Analysis (40 CFR 93)
LCI: X
Flex:

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2011	STP - Statewide Flexible (GDOT)	~~$80,000~~	~~$20,000~~	~~$0,000~~	~~$0,000~~	**$100,000**
PE	AUTH	2014	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$200,000~~	~~$0,000~~	**$200,000**
ROW	AUTH	2016	STP - Urban (>200K) (ARC)	~~$1,252,800~~	~~$0,000~~	~~$313,200~~	~~$0,000~~	**$1,566,000**
ROW	AUTH	2017	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$1,406,640~~	~~$0,000~~	~~$5,089,860~~	~~$0,000~~	**$6,496,500**
ROW	AUTH	2018	Georgia Transportation Infrastructure Bank	~~$0,000~~	~~$1,750,000~~	~~$0,000~~	~~$0,000~~	**$1,750,000**
UTL		2020	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$1,526,400	$0,000	**$1,526,400**
CST		2020	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$1,531,078	$0,000	$382,769	$0,000	**$1,913,847**
				$4,270,518	**$1,770,000**	**$7,512,229**	**$0,000**	**$13,552,747**

AT-277A | **CYCLE ATLANTA PHASE 1.0 - IMPLEMENTATION**

0014993 | AT VARIOUS LOCATIONS

Programmed

Jurisdiction: City of Atlanta
Sponsor: City of Atlanta
Service Type: **Last Mile Connectivity / Pedestrian Facility**
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	4.6	TBD

LCI: ☐ Flex: X

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2017	TAP - Urban (>200K) (ARC)	~~$190,000~~	~~$0,000~~	~~$47,500~~	~~$0,000~~	**$237,500**
CST		2019	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$2,950,000	$0,000	**$2,950,000**
				$190,000	**$0,000**	**$2,997,500**	**$0,000**	**$3,187,500**

AT-280 | **US 23/SR 42 (MORELAND AVENUE) MULTIMODAL INTERSECTION IMPROVEMENTS**

0012596 | AT ARKWRIGHT PLACE

Programmed

Jurisdiction: City of Atlanta
Sponsor: GDOT
Service Type: **Roadway / Operations & Safety**
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
5	5	0.1	TBD

LCI: ☐ Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2014	STP - Urban (>200K) (ARC)	~~$320,000~~	~~$80,000~~	~~$0,000~~	~~$0,000~~	**$400,000**
PE	AUTH	2014	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	~~$213,600~~	~~$53,400~~	~~$0,000~~	~~$0,000~~	**$267,000**
ROW		2021	Congestion Mitigation & Air Quality Improvement (CMAQ)	$845,600	$211,400	$0,000	$0,000	**$1,057,000**
UTL		2022	Congestion Mitigation & Air Quality Improvement (CMAQ)	$78,654	$19,664	$0,000	$0,000	**$98,318**
CST		2022	Congestion Mitigation & Air Quality Improvement (CMAQ)	$984,323	$246,081	$0,000	$0,000	**$1,230,404**
				$2,442,177	**$610,545**	**$0,000**	**$0,000**	**$3,052,722**

AT-281	SR 154 (MEMORIAL DRIVE) MULTIMODAL SAFETY IMPROVEMENTS	Jurisdiction: City of Atlanta	Existing	Planned	Length (mi.)	Network Year
0012597	FROM US 23 (MORELAND AVENUE) TO SR 155 (CANDLER ROAD)	Sponsor: GDOT	4	4	3.3	TBD
Programmed		Service Type: Last Mile Connectivity / Joint Bike-Ped Facilities	Analysis: Exempt from Air Quality Analysis (40 CFR 93)			LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2014	STP - Urban (>200K) (ARC)	~~$360,000~~	~~$90,000~~	~~$0,000~~	~~$0,000~~	**$450,000**
ROW		2020	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$269,600	$67,400	$0,000	$0,000	**$337,000**
CST		2021	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$1,764,000	$441,000	$0,000	$0,000	**$2,205,000**
				$2,393,600	**$598,400**	**$0,000**	**$0,000**	**$2,992,000**

AT-282	ATLANTA TRAFFIC CONTROL CENTER - ITS SYSTEM EXPANSION/CONGESTION REDUCTION AND TRAFFIC FLOW IMPROVEMENTS	Jurisdiction: City of Atlanta	Existing	Planned	Length (mi.)	Network Year
0012598		Sponsor: City of Atlanta	N/A	N/A	N/A	TBD
Programmed		Service Type: Roadway / Operations & Safety	Analysis: Exempt from Air Quality Analysis (40 CFR 93)			LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2020	Congestion Mitigation & Air Quality Improvement (CMAQ)	$402,741	$0,000	$100,685	$0,000	**$503,426**
				$402,741	**$0,000**	**$100,685**	**$0,000**	**$503,426**

AT-287 | **US 19/41 (NORTHSIDE DRIVE) SIGNAL UPGRADES**

0012823 | AT 13 LOCATIONS

Programmed

Jurisdiction: City of Atlanta
Sponsor: GDOT
Service Type: Roadway / Operations & Safety
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
6	6	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2014	STP - Urban (>200K) (ARC)	~~$325,000~~	~~$0,000~~	~~$0,000~~	~~$0,000~~	**$325,000**
PE	AUTH	2018	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	~~$106,000~~	~~$0,000~~	~~$0,000~~	~~$0,000~~	**$106,000**
ROW		2020	Congestion Mitigation & Air Quality Improvement (CMAQ)	$466,140	$0,000	$0,000	$0,000	**$466,140**
UTL		2022	Congestion Mitigation & Air Quality Improvement (CMAQ)	$502,700	$0,000	$0,000	$0,000	**$502,700**
CST		2022	Congestion Mitigation & Air Quality Improvement (CMAQ)	$1,758,398	$0,000	$0,000	$0,000	**$1,758,398**
				$3,158,238	**$0,000**	**$0,000**	**$0,000**	**$3,158,238**

AT-288 | **US 41 (NORTHSIDE DRIVE) AND US 19 (14TH STREET) SIGNAL UPGRADES**

0012821 | AT 11 LOCATIONS

Programmed

Jurisdiction: City of Atlanta
Sponsor: GDOT
Service Type: Roadway / Operations & Safety
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
4	4	4.6	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2014	STP - Urban (>200K) (ARC)	~~$276,161~~	~~$0,000~~	~~$0,000~~	~~$0,000~~	**$276,161**
PE	AUTH	2018	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	~~$113,000~~	~~$0,000~~	~~$0,000~~	~~$0,000~~	**$113,000**
ROW		2020	Congestion Mitigation & Air Quality Improvement (CMAQ)	$980,220	$0,000	$0,000	$0,000	**$980,220**
UTL		2022	Congestion Mitigation & Air Quality Improvement (CMAQ)	$275,000	$0,000	$0,000	$0,000	**$275,000**
CST		2022	Congestion Mitigation & Air Quality Improvement (CMAQ)	$1,564,870	$0,000	$0,000	$0,000	**$1,564,870**
				$3,209,251	**$0,000**	**$0,000**	**$0,000**	**$3,209,251**

AT-289	**SR 237 (PIEDMONT ROAD) SIGNAL UPGRADES**	**Jurisdiction** City of Atlanta	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0012825	AT 10 LOCATIONS	**Sponsor** GDOT	**6**	**6**	**3.8**	**TBD**
Programmed		**Service Type** **Roadway / Operations & Safety**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2015	STP - Statewide Flexible (GDOT)	~~$404,293~~	~~$0,000~~	~~$0,000~~	~~$0,000~~	**$404,293**
ROW	AUTH	2017	Congestion Mitigation & Air Quality Improvement (CMAQ)	~~$408,000~~	~~$102,000~~	~~$0,000~~	~~$0,000~~	**$510,000**
UTL		2019	Congestion Mitigation & Air Quality Improvement (CMAQ)	$96,477	$24,119	$0,000	$0,000	**$120,596**
CST	AUTH	2019	Congestion Mitigation & Air Quality Improvement (CMAQ)	~~$2,861,980~~	~~$715,495~~	~~$0,000~~	~~$0,000~~	**$3,577,475**
				$3,770,750	**$841,614**	**$0,000**	**$0,000**	**$4,612,364**

AT-293	**US 23 (MORELAND AVENUE) AND SR 154 (MEMORIAL DRIVE) SIGNAL UPGRADES**	**Jurisdiction** City of Atlanta	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0012827	AT 14 LOCATIONS	**Sponsor** GDOT	**4**	**4**	**N/A**	**TBD**
Programmed		**Service Type** **Roadway / Operations & Safety**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2016	STP - Statewide Flexible (GDOT)	~~$350,000~~	~~$0,000~~	~~$0,000~~	~~$0,000~~	**$350,000**
PE	AUTH	2018	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	~~$45,000~~	~~$0,000~~	~~$0,000~~	~~$0,000~~	**$45,000**
ROW		2020	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$1,027,140	$0,000	$0,000	$0,000	**$1,027,140**
CST		LR 2024-2030	General Federal Aid 2024-2040	$1,820,000	$0,000	$0,000	$0,000	**$1,820,000**
				$3,242,140	**$0,000**	**$0,000**	**$0,000**	**$3,242,140**

AT-295	**US 29/SR 14 (LEE STREET) BRIDGE UPGRADE**	**Jurisdiction** City of Atlanta	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0013810	AT ABANDONED CSX RAIL LINE BETWEEN WHITE STREET AND DONNELLY AVENUE	**Sponsor** GDOT	**2**	**2**	**0.4**	**TBD**
Programmed		**Service Type** **Roadway / Bridge Upgrade**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2016	STP - Statewide Flexible (GDOT)	~~$820,000~~	~~$205,000~~	~~$0,000~~	~~$0,000~~	**$1,025,000**
ROW		2020	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$400,000	$100,000	$0,000	$0,000	**$500,000**
CST		2021	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$3,200,000	$800,000	$0,000	$0,000	**$4,000,000**
				$4,420,000	**$1,105,000**	**$0,000**	**$0,000**	**$5,525,000**

AT-299	**LEE STREET TRAIL**	**Jurisdiction** City of Atlanta	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0014997	FROM WEST END MARTA STATION TO LAKEWOOD/FORT MCPHERSON MARTA STATION	**Sponsor** City of Atlanta	**N/A**	**N/A**	**2.6**	**TBD**
Completed		**Service Type** **Last Mile Connectivity / Sidepaths and Trails**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** X **Flex** X

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2017	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	~~$264,000~~	~~$0,000~~	~~$66,000~~	~~$0,000~~	**$330,000**
ROW	AUTH	2018	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$50,000~~	~~$0,000~~	**$50,000**
CST	AUTH	2018	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$6,253,040~~	~~$0,000~~	~~$1,563,260~~	~~$0,000~~	**$7,816,300**
				$6,517,040	**$0,000**	**$1,679,260**	**$0,000**	**$8,196,300**

AT-303 | **SR 237 (PIEDMONT ROAD) WIDENING - PHASE 1**

0015000 | FROM LENOX ROAD TO PEACHTREE ROAD

Programmed

Jurisdiction: City of Atlanta
Sponsor: Buckhead CID,City of Atlanta
Service Type: Roadway / General Purpose Capacity
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
4	6	0.4	2030

LCI: ☐ **Flex:** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2017	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$640,000~~	~~$0,000~~	~~$160,000~~	~~$0,000~~	**$800,000**
ROW		2020	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$17,155,000	$0,000	**$17,155,000**
UTL		2021	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$4,500,000	$0,000	**$4,500,000**
CST		2021	Georgia Transportation Infrastructure Bank	$0,000	$1,600,000	$0,000	$0,000	**$1,600,000**
CST		2021	Transportation Funding Act (HB 170)	$0,000	$1,534,690	$0,000	$0,000	**$1,534,690**
CST		2021	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$3,000,000	$0,000	**$3,000,000**
				$640,000	**$3,134,690**	**$24,815,000**	**$0,000**	**$28,589,690**

AT-306 | **15TH STREET EXTENSION**

0015019 | FROM WEST PEACHTREE STREET TO WILLIAMS STREET

Programmed

Jurisdiction: City of Atlanta
Sponsor: City of Atlanta,Midtown Alliance
Service Type: Roadway / General Purpose Capacity
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
0	1	0.2	2030

LCI: X **Flex:** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2016	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$188,625~~	~~$0,000~~	~~$128,322~~	~~$0,000~~	**$316,947**
ROW		2020	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$15,000	$0,000	**$15,000**
UTL		2021	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$75,000	$0,000	**$75,000**
CST		2021	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$2,867,371	$0,000	**$2,867,371**
CST		2021	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$800,000	$200,000	$0,000	$0,000	**$1,000,000**
				$988,625	**$200,000**	**$3,085,693**	**$0,000**	**$4,274,318**

AT-307A	**PATH 400 TRAIL**	**Jurisdiction** City of Atlanta	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0015997	FROM WIEUCA ROAD TO LORIDANS DRIVE	**Sponsor** City of Atlanta,Livable Buckhead	**N/A**	**N/A**	**N/A**	**TBD**
Programmed		**Service Type** **Last Mile Connectivity / Sidepaths and Trails**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2019	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$632,000~~	~~$0,000~~	~~$158,000~~	~~$0,000~~	**$790,000**
ROW		2021	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$80,000	$0,000	$20,000	$0,000	**$100,000**
UTL		2022	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$240,000	$0,000	$60,000	$0,000	**$300,000**
CST		2022	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$6,468,000	$0,000	$4,032,000	$0,000	**$10,500,000**
				$7,420,000	**$0,000**	**$4,270,000**	**$0,000**	**$11,690,000**

AT-307B	**PATH 400 TRAIL**	**Jurisdiction** City of Atlanta	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
N/A	FROM LORIDANS DRIVE TO SANDY SPRINGS LIMIT	**Sponsor** City of Atlanta,Livable Buckhead	**N/A**	**N/A**	**N/A**	**TBD**
Programmed		**Service Type** **Last Mile Connectivity / Sidepaths and Trails**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2023	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$100,000	$0,000	**$100,000**
				$0,000	**$0,000**	**$100,000**	**$0,000**	**$100,000**

AT-308	SR 139 (MARTIN LUTHER KING JR DRIVE) CORRIDOR IMPROVEMENT INITIATIVE	Jurisdiction: City of Atlanta	Existing: 4	Planned: 4	Length (mi.): 6.2	Network Year: TBD
0015549	FROM ATLANTA CITY LIMITS TO NORTHSIDE DRIVE	Sponsor: City of Atlanta				
Programmed		Service Type: Roadway / Operations & Safety	Analysis: Exempt from Air Quality Analysis (40 CFR 93)			LCI: ☐ Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2019	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$1,904,570~~	~~$0,000~~	**$1,904,570**
ROW	AUTH	2019	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$611,395~~	~~$0,000~~	**$611,395**
CST	AUTH	2019	TIGER Discretionary Grants	~~$10,000,000~~	~~$0,000~~	~~$10,424,535~~	~~$0,000~~	**$20,424,535**
				$10,000,000	**$0,000**	**$12,940,500**	**$0,000**	**$22,940,500**

AT-309	MARTIN LUTHER KING JR DRIVE BRIDGE REPLACEMENT	Jurisdiction: City of Atlanta	Existing: 4	Planned: 4	Length (mi.): 0.2	Network Year: TBD
0015294	FROM FORSYTH STREET TO TED TURNER DRIVE	Sponsor: City of Atlanta				
Programmed		Service Type: Roadway / Operations & Safety	Analysis: Exempt from Air Quality Analysis (40 CFR 93)			LCI: ☐ Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2017	Transportation Funding Act (HB 170)	~~$0,000~~	~~$20,000~~	~~$0,000~~	~~$0,000~~	**$20,000**
PE	AUTH	2017	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$1,999,200~~	~~$0,000~~	**$1,999,200**
ROW		2019	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$1,999,200	$0,000	**$1,999,200**
UTL		2022	Transportation Funding Act (HB 170)	$0,000	$4,000,000	$0,000	$0,000	**$4,000,000**
UTL		2022	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$3,998,400	$0,000	**$3,998,400**
CST		2022	Transportation Funding Act (HB 170)	$0,000	$13,250,000	$0,000	$0,000	**$13,250,000**
CST		2022	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$30,734,000	$0,000	**$30,734,000**
				$0,000	**$17,270,000**	**$38,730,800**	**$0,000**	**$56,000,800**

AT-310 | **CENTRAL AVENUE BRIDGE REPLACEMENT**

0015295 | FROM DECATUR STREET TO MARTIN LUTHER KING JR DRIVE

Programmed

Jurisdiction: City of Atlanta
Sponsor: City of Atlanta
Service Type: Roadway / Operations & Safety
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
4	4	0.2	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2017	Transportation Funding Act (HB 170)	~~$0,000~~	~~$20,000~~	~~$0,000~~	~~$0,000~~	**$20,000**
PE	AUTH	2017	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$1,728,240~~	~~$0,000~~	**$1,728,240**
ROW		2020	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$8,620,000	$0,000	**$8,620,000**
UTL		2022	Transportation Funding Act (HB 170)	$0,000	$2,625,000	$0,000	$0,000	**$2,625,000**
CST		2022	Transportation Funding Act (HB 170)	$0,000	$12,032,400	$0,000	$0,000	**$12,032,400**
CST		2022	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$9,250,000	$0,000	$2,832,819	$0,000	**$12,082,819**
				$9,250,000	**$14,677,400**	**$13,181,059**	**$0,000**	**$37,108,459**

AT-312 | **WEST LAKE AVENUE BRIDGE REPLACEMENT**

0015298 | AT CSX RAILROAD

Programmed

Jurisdiction: City of Atlanta
Sponsor: City of Atlanta
Service Type: Roadway / Operations & Safety
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
2	2	0.4	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2017	Transportation Funding Act (HB 170)	~~$0,000~~	~~$20,000~~	~~$0,000~~	~~$0,000~~	**$20,000**
PE	AUTH	2018	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$340,000~~	~~$0,000~~	**$340,000**
ROW		2021	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$425,000	$0,000	**$425,000**
UTL		2022	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$340,000	$0,000	**$340,000**
CST		2022	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$850,000	$0,000	**$850,000**
CST		2022	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$1,700,000	$425,000	$0,000	$0,000	**$2,125,000**
				$1,700,000	**$445,000**	**$1,955,000**	**$0,000**	**$4,100,000**

AT-313	**SR 14 (PETERS STREET) BRIDGE REPLACEMENT**	**Jurisdiction** City of Atlanta	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0015546	AT NORFOLK SOUTHERN RAIL LINE	**Sponsor** GDOT	**2**	**2**	**0.2**	**TBD**
Programmed		**Service Type** **Roadway / Bridge Upgrade**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
SCP	AUTH	2019	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	~~$240,000~~	~~$60,000~~	~~$0,000~~	~~$0,000~~	**$300,000**
PE		2020	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$480,000	$120,000	$0,000	$0,000	**$600,000**
ROW		2022	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$200,000	$50,000	$0,000	$0,000	**$250,000**
UTL		LR 2024-2030	General Federal Aid 2024-2040	$40,000	$10,000	$0,000	$0,000	**$50,000**
CST		LR 2024-2030	General Federal Aid 2024-2040	$6,400,000	$1,600,000	$0,000	$0,000	**$8,000,000**
				$7,360,000	**$1,840,000**	**$0,000**	**$0,000**	**$9,200,000**

AT-314	**SPRING STREET BRIDGE REPLACEMENT**	**Jurisdiction** City of Atlanta	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0015606	AT CSX RAILROAD	**Sponsor** GDOT	**4**	**4**	**0.4**	**TBD**
Completed		**Service Type** **Roadway / Bridge Upgrade**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2017	Transportation Funding Act (HB 170)	~~$0,000~~	~~$20,000~~	~~$0,000~~	~~$0,000~~	**$20,000**
CST	AUTH	2018	Transportation Funding Act (HB 170)	~~$0,000~~	~~$3,734,170~~	~~$0,000~~	~~$0,000~~	**$3,734,170**
CST	AUTH	2018	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	~~$6,235,775~~	~~$1,558,944~~	~~$0,000~~	~~$0,000~~	**$7,794,719**
				$6,235,775	**$5,313,114**	**$0,000**	**$0,000**	**$11,548,889**

AT-315 | **NORTHSIDE DRIVE PEDESTRIAN SAFETY IMPROVEMENTS**

0015998 | FROM RHODES STREET TO MARTIN LUTHER KING JR. DRIVE

Programmed

Jurisdiction: City of Atlanta
Sponsor: ADID,City of Atlanta
Service Type: **Last Mile Connectivity / Pedestrian Facility**
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2019	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$240,000~~	~~$0,000~~	~~$60,000~~	~~$0,000~~	**$300,000**
ROW		2021	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$1,520,000	$0,000	$380,000	$0,000	**$1,900,000**
UTL		2022	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$360,000	$0,000	$90,000	$0,000	**$450,000**
CST		2022	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$1,919,520	$0,000	$479,880	$0,000	**$2,399,400**
				$4,039,520	**$0,000**	**$1,009,880**	**$0,000**	**$5,049,400**

AT-316 | **LENOX ROAD CORRIDOR TRAIL AND SAFETY IMPROVEMENTS**

0015999 | FROM FROM EAST PACES FERRY ROAD TO SR 141 (PEACHTREE ROAD)

Programmed

Jurisdiction: City of Atlanta
Sponsor: Buckhead CID,City of Atlanta
Service Type: **Last Mile Connectivity / Pedestrian Facility**
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2019	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$300,000~~	~~$0,000~~	**$300,000**
ROW		2020	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$1,000,000	$0,000	**$1,000,000**
UTL		2021	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$250,000	$0,000	**$250,000**
CST		2021	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$2,400,000	$0,000	$600,000	$0,000	**$3,000,000**
				$2,400,000	**$0,000**	**$2,150,000**	**$0,000**	**$4,550,000**

AT-372 | **10TH STREET BRIDGE MULTI-MODAL CONNECTION PROJECT**

0015890 | FROM TECHWOOD DRIVE TO WILLIAMS STREET

Programmed

Jurisdiction: City of Atlanta
Sponsor: City of Atlanta,Midtown Alliance

Existing	Planned	Length (mi.)	Network Year
6/3	5/2	0.4	2030

Service Type: **Last Mile Connectivity / Bicycle Facility**
Analysis: In the Region's Air Quality Conformity Analysis
LCI: X
Flex:

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE		2020	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$581,100	$0,000	**$581,100**
ROW		2021	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$25,000	$0,000	**$25,000**
UTL		2022	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$125,000	$0,000	**$125,000**
CST		2022	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$2,640,600	$0,000	$1,976,400	$0,000	**$4,617,000**
				$2,640,600	**$0,000**	**$2,707,500**	**$0,000**	**$5,348,100**

BA-005C | **WINDER WEST BYPASS: PHASE 3 - NEW INTERCHANGE**

0010555 | AT SR 316

Programmed

Jurisdiction: Barrow County
Sponsor: Barrow County

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	0.8	2030

Service Type: **Roadway / Interchange Capacity**
Analysis: In the Region's Air Quality Conformity Analysis
LCI:
Flex:

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2013	STP - Statewide Flexible (GDOT)	~~$52,795~~	~~$13,199~~	~~$0,000~~	~~$0,000~~	**$65,994**
PE	AUTH	2016	Transportation Funding Act (HB 170)	~~$0,000~~	~~$1,400,000~~	~~$0,000~~	~~$0,000~~	**$1,400,000**
PE		2020	Transportation Funding Act (HB 170)	$0,000	$180,000	$0,000	$0,000	**$180,000**
ROW		2020	Transportation Funding Act (HB 170)	$0,000	$3,783,000	$0,000	$0,000	**$3,783,000**
UTL		2022	Transportation Funding Act (HB 170)	$0,000	$520,700	$0,000	$0,000	**$520,700**
CST		2022	Transportation Funding Act (HB 170)	$0,000	$19,079,487	$0,000	$0,000	**$19,079,487**
				$52,795	**$24,976,386**	**$0,000**	**$0,000**	**$25,029,181**

BA-010	**SR 316 - NEW INTERCHANGE**	**Jurisdiction**	Regional - Northeast	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0010352	AT SR 211 (BETHLEHEM ROAD)	**Sponsor**	GDOT	**N/A**	**N/A**	**0.4**	**2030**
Programmed		**Service Type**	**Roadway / Interchange Capacity**	**Analysis**	In the Region's Air Quality Conformity Analysis		**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE		2023	Transportation Funding Act (HB 170)	$0,000	$2,800,000	$0,000	$0,000	**$2,800,000**
ROW		LR 2024-2030	General Federal Aid 2024-2040	$5,174,427	$1,293,607	$0,000	$0,000	**$6,468,034**
UTL		LR 2024-2030	General Federal Aid 2024-2040	$53,835	$13,459	$0,000	$0,000	**$67,294**
CST		LR 2024-2030	General Federal Aid 2024-2040	$13,889,361	$3,472,340	$0,000	$0,000	**$17,361,701**
				$19,117,623	**$7,579,406**	**$0,000**	**$0,000**	**$26,697,029**

BA-027	**SR 316 - NEW INTERCHANGE**	**Jurisdiction**	Regional - Northeast	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0008430	AT SR 11	**Sponsor**	GDOT	**N/A**	**N/A**	**1.8**	**2030**
Programmed		**Service Type**	**Roadway / Interchange Capacity**	**Analysis**	In the Region's Air Quality Conformity Analysis		**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2012	National Highway System	~~$480,000~~	~~$120,000~~	~~$0,000~~	~~$0,000~~	**$600,000**
PE	AUTH	2019	National Highway Performance Program (NHPP)	~~$160,000~~	~~$40,000~~	~~$0,000~~	~~$0,000~~	**$200,000**
ROW		2019	Repurposed Earmark	$1,898,920	$474,730	$0,000	$0,000	**$2,373,650**
ROW		2019	National Highway Performance Program (NHPP)	$1,705,080	$426,270	$0,000	$0,000	**$2,131,350**
UTL		2020	Transportation Funding Act (HB 170)	$0,000	$510,300	$0,000	$0,000	**$510,300**
CST		2020	Better Utilizing Investments to Leverage Development (BUILD) Transportation Grant	$12,400,000	$0,000	$0,000	$0,000	**$12,400,000**
CST		2020	Transportation Funding Act (HB 170)	$0,000	$724,648	$0,000	$0,000	**$724,648**
				$16,644,000	**$2,295,948**	**$0,000**	**$0,000**	**$18,939,948**

BA-028 | **SR 316 - NEW INTERCHANGE**

0008431 | AT SR 53

Programmed

Jurisdiction: Regional - Northeast
Sponsor: GDOT
Service Type: Roadway / Interchange Capacity
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	0.8	2030

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2012	National Highway System	~~$400,000~~	~~$100,000~~	~~$0,000~~	~~$0,000~~	**$500,000**
PE	AUTH	2017	Transportation Funding Act (HB 170)	~~$0,000~~	~~$400,000~~	~~$0,000~~	~~$0,000~~	**$400,000**
ROW	AUTH	2018	Transportation Funding Act (HB 170)	~~$0,000~~	~~$2,740,000~~	~~$0,000~~	~~$0,000~~	**$2,740,000**
UTL		2020	Transportation Funding Act (HB 170)	$0,000	$253,380	$0,000	$0,000	**$253,380**
CST		2020	Transportation Funding Act (HB 170)	$0,000	$25,137,772	$0,000	$0,000	**$25,137,772**
				$400,000	**$28,631,152**	**$0,000**	**$0,000**	**$29,031,152**

BA-032 | **SR 82 BRIDGE UPGRADE**

0013819 | AT MIDDLE OCONEE RIVER FIVE MILES NORTHEAST OF STATHAM

Programmed

Jurisdiction: Barrow County
Sponsor: GDOT
Service Type: Roadway / Bridge Upgrade
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
2	2	0.4	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2016	STP - Statewide Flexible (GDOT)	~~$340,000~~	~~$85,000~~	~~$0,000~~	~~$0,000~~	**$425,000**
ROW		2020	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$135,864	$33,966	$0,000	$0,000	**$169,830**
UTL		2021	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$18,677	$4,669	$0,000	$0,000	**$23,346**
CST		2021	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$1,432,342	$358,085	$0,000	$0,000	**$1,790,427**
				$1,926,883	**$481,720**	**$0,000**	**$0,000**	**$2,408,603**

BA-033A	**SR 211 (OLD WINDER HIGHWAY) WIDENING - PHASE 1**	**Jurisdiction**	Barrow County,Gwinnett County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0013988	FROM SR 124 IN BARROW COUNTY TO PINOT NOIR DRIVE	**Sponsor**	City of Braselton	**2**	**4**	**0.8**	**2030**
Programmed		**Service Type**	**Roadway / General Purpose Capacity**	**Analysis**	In the Region's Air Quality Conformity Analysis	**LCI** ☐ **Flex** ☐	

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2018	Transportation Funding Act (HB 170)	~~$0,000~~	~~$379,129~~	~~$0,000~~	~~$0,000~~	**$379,129**
ROW		2022	Transportation Funding Act (HB 170)	$0,000	$1,700,000	$0,000	$0,000	**$1,700,000**
UTL		LR 2024-2030	Transportation Funding Act (HB 170)	$0,000	$1,125,000	$0,000	$0,000	**$1,125,000**
CST		LR 2024-2030	Transportation Funding Act (HB 170)	$0,000	$9,150,000	$0,000	$0,000	**$9,150,000**
				$0,000	**$12,354,129**	**$0,000**	**$0,000**	**$12,354,129**

BA-038	**PATRICK MILL ROAD BRIDGE REPLACEMENT**	**Jurisdiction**	Barrow County,Gwinnett County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0015609	AT APALACHEE RIVER	**Sponsor**	GDOT	**2**	**2**	**0.4**	**TBD**
Programmed		**Service Type**	**Roadway / Bridge Upgrade**	**Analysis**	Exempt from Air Quality Analysis (40 CFR 93)	**LCI** ☐ **Flex** ☐	

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2019	Surface Transportation Block Grant (STBG) Program Off-System Bridge	~~$400,000~~	~~$100,000~~	~~$0,000~~	~~$0,000~~	**$500,000**
ROW	AUTH	2018	STATE (40301)	~~$0,000~~	~~$0,000~~	~~$0,000~~	~~$104,500~~	**$104,500**
ROW		2021	Surface Transportation Block Grant (STBG) Program Off-System Bridge	$83,600	$20,900	$0,000	$0,000	**$104,500**
UTL		2023	Surface Transportation Block Grant (STBG) Program Off-System Bridge	$8,000	$2,000	$0,000	$0,000	**$10,000**
CST		2023	Surface Transportation Block Grant (STBG) Program Off-System Bridge	$1,040,000	$260,000	$0,000	$0,000	**$1,300,000**
				$1,531,600	**$382,900**	**$0,000**	**$104,500**	**$2,019,000**

BA-039 | **OLD THOMPSON MILL ROAD BRIDGE REPLACEMENT**

0015610 | AT LITTLE MULBERRY RIVER NORTH OF WINDER

Programmed

Jurisdiction: Barrow County
Sponsor: GDOT
Service Type: Roadway / Bridge Upgrade
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
2	2	0.4	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2019	Surface Transportation Block Grant (STBG) Program Off-System Bridge	~~$400,000~~	~~$100,000~~	~~$0,000~~	~~$0,000~~	**$500,000**
ROW	AUTH	2018	STATE (40301)	~~$0,000~~	~~$0,000~~	~~$0,000~~	~~$128,500~~	**$128,500**
ROW		2021	Surface Transportation Block Grant (STBG) Program Off-System Bridge	$102,800	$25,700	$0,000	$0,000	**$128,500**
CST		2023	Surface Transportation Block Grant (STBG) Program Off-System Bridge	$880,000	$220,000	$0,000	$0,000	**$1,100,000**
				$1,382,800	**$345,700**	**$0,000**	**$128,500**	**$1,857,000**

BA-040 | **EXCHANGE BOULEVARD EXTENSION**

0015323 | FROM HARRY MCCARTY ROAD TO SR 11

Programmed

Jurisdiction: Barrow County
Sponsor: GDOT
Service Type: Roadway / General Purpose Capacity
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
0	2	1.01	2030

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2018	Transportation Funding Act (HB 170)	~~$0,000~~	~~$600,000~~	~~$0,000~~	~~$0,000~~	**$600,000**
ROW		LR 2024-2030	Transportation Funding Act (HB 170)	$0,000	$10,503,000	$0,000	$0,000	**$10,503,000**
ALL		LR 2024-2030	Transportation Funding Act (HB 170)	$0,000	$8,294,418	$0,000	$0,000	**$8,294,418**
				$0,000	**$19,397,418**	**$0,000**	**$0,000**	**$19,397,418**

BT-193 | **GLADE ROAD SAFETY IMPROVEMENTS**

0012599 | FROM WILDFLOWER TRAIL TO CAMP DRIVE

Programmed

Jurisdiction: Bartow County
Sponsor: Bartow County
Service Type: Roadway / Operations & Safety
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
2	2	0.4	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2013	STP - Urban (>200K) (ARC)	~~$220,000~~	~~$0,000~~	~~$55,000~~	~~$0,000~~	**$275,000**
PE	AUTH	2017	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$156,560~~	~~$0,000~~	~~$39,140~~	~~$0,000~~	**$195,700**
ROW	AUTH	2017	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$588,000~~	~~$0,000~~	~~$382,000~~	~~$0,000~~	**$970,000**
UTL	AUTH	2018	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$100,000~~	~~$0,000~~	~~$25,000~~	~~$0,000~~	**$125,000**
CST	AUTH	2018	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$1,440,000~~	~~$0,000~~	~~$692,646~~	~~$0,000~~	**$2,132,646**
				$2,504,560	**$0,000**	**$1,193,786**	**$0,000**	**$3,698,346**

CA-011 | **VILLA RICA BYPASS**

631490- | FROM PROPOSED SR 61 BYPASS TO SR 101

Programmed

Jurisdiction: Carroll County
Sponsor: City of Villa Rica
Service Type: Roadway / General Purpose Capacity
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
0	2	1.9	2030

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2000	STP Area (between 5k and 200k)	~~$29,600~~	~~$7,400~~	~~$0,000~~	~~$0,000~~	**$37,000**
PE	AUTH	2012	STP - Rural (<200K)	~~$32,000~~	~~$8,000~~	~~$0,000~~	~~$0,000~~	**$40,000**
PE	AUTH	2017	Transportation Funding Act (HB 170)	~~$0,000~~	~~$592,000~~	~~$0,000~~	~~$0,000~~	**$592,000**
PE	AUTH	2019	Transportation Funding Act (HB 170)	~~$0,000~~	~~$50,000~~	~~$0,000~~	~~$0,000~~	**$50,000**
ROW	AUTH	2016	Transportation Funding Act (HB 170)	~~$0,000~~	~~$7,990,000~~	~~$0,000~~	~~$0,000~~	**$7,990,000**
UTL		LR 2024-2030	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$930,016	$0,000	**$930,016**
CST		LR 2024-2030	General Federal Aid 2024-2040	$6,292,925	$1,573,231	$0,000	$0,000	**$7,866,156**
				$6,354,525	**$10,220,631**	**$930,016**	**$0,000**	**$17,505,172**

CH-010A2	**BELLS FERRY ROAD WIDENING**	**Jurisdiction**	Cherokee County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0013526	FROM NORTH OF VICTORY DRIVE TO PORT VICTORIA WAY	**Sponsor**	Cherokee County	**2**	**4**	**2.3**	**2030**
Programmed		**Service Type**	**Roadway / General Purpose Capacity**	**Analysis**	In the Region's Air Quality Conformity Analysis	**LCI** ☐ **Flex** ☐	

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2016	STP - Statewide Flexible (GDOT)	~~$1,600,000~~	~~$400,000~~	~~$0,000~~	~~$0,000~~	**$2,000,000**
ROW		2020	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$16,049,000	$0,000	**$16,049,000**
ALL		LR 2024-2030	Transportation Funding Act (HB 170)	$0,000	$35,324,569	$0,000	$0,000	**$35,324,569**
				$1,600,000	**$35,724,569**	**$16,049,000**	**$0,000**	**$53,373,569**

CH-010B	**BELLS FERRY ROAD BRIDGE REPLACEMENT AND APPROACH IMPROVEMENTS**	**Jurisdiction**	Cherokee County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0013525	FROM NORTH VICTORIA ROAD TO NORTH OF LITTLE RIVER	**Sponsor**	GDOT	**2**	**2**	**0.8**	**TBD**
Programmed		**Service Type**	**Roadway / Bridge Upgrade**	**Analysis**	Exempt from Air Quality Analysis (40 CFR 93)	**LCI** ☐ **Flex** ☐	

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2016	STP - Statewide Flexible (GDOT)	~~$800,000~~	~~$200,000~~	~~$0,000~~	~~$0,000~~	**$1,000,000**
PE	AUTH	2019	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	~~$640,000~~	~~$160,000~~	~~$0,000~~	~~$0,000~~	**$800,000**
ROW		2020	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$1,808,215	$0,000	**$1,808,215**
UTL		2022	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$730,702	$182,676	$0,000	$0,000	**$913,378**
CST		2022	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$13,176,562	$3,294,141	$0,000	$0,000	**$16,470,703**
				$15,347,264	**$3,836,817**	**$1,808,215**	**$0,000**	**$20,992,296**

CH-020A2	**SR 20 (CUMMING HIGHWAY / KNOX BRIDGE HIGHWAY) WIDENING**	**Jurisdiction** Regional - Northwest	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0007836	FROM I-75 NORTH IN BARTOW COUNTY TO I-575 IN CHEROKEE COUNTY	**Sponsor** GDOT	2	4	19.4	2030
Programmed		**Service Type** Roadway / General Purpose Capacity	**Analysis** In the Region's Air Quality Conformity Analysis			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
SCP	AUTH	2013	STP - Statewide Flexible (GDOT)	~~$1,560,000~~	~~$390,000~~	~~$0,000~~	~~$0,000~~	**$1,950,000**
PE	AUTH	2016	National Highway Performance Program (NHPP)	~~$3,809,067~~	~~$952,267~~	~~$0,000~~	~~$0,000~~	**$4,761,334**
PE	AUTH	2018	Transportation Funding Act (HB 170)	~~$0,000~~	~~$4,063,753~~	~~$0,000~~	~~$0,000~~	**$4,063,753**
ROW		LR 2024-2030	General Federal Aid 2024-2040	$24,092,542	$6,023,135	$0,000	$0,000	**$30,115,677**
UTL		LR 2024-2030	General Federal Aid 2024-2040	$4,332,550	$1,083,137	$0,000	$0,000	**$5,415,687**
CST		LR 2024-2030	General Federal Aid 2024-2040	$84,787,772	$21,196,943	$0,000	$0,000	**$105,984,715**
				$118,581,931	**$33,709,235**	**$0,000**	**$0,000**	**$152,291,166**

CH-020A3	**SR 20 (CUMMING HIGHWAY) WIDENING**	**Jurisdiction** Regional - North	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0009164	FROM I-575 TO SCOTT ROAD	**Sponsor** GDOT	2	6	1	2030
Programmed		**Service Type** Roadway / General Purpose Capacity	**Analysis** In the Region's Air Quality Conformity Analysis			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2012	STP - Statewide Flexible (GDOT)	~~$254,690~~	~~$63,672~~	~~$0,000~~	~~$0,000~~	**$318,362**
PE	AUTH	2016	Transportation Funding Act (HB 170)	~~$0,000~~	~~$3,000,000~~	~~$0,000~~	~~$0,000~~	**$3,000,000**
ROW	AUTH	2017	Transportation Funding Act (HB 170)	~~$0,000~~	~~$7,394,274~~	~~$0,000~~	~~$0,000~~	**$7,394,274**
ROW	AUTH	2018	Transportation Funding Act (HB 170)	~~$0,000~~	~~$17,722,226~~	~~$0,000~~	~~$0,000~~	**$17,722,226**
ROW	AUTH	2019	Transportation Funding Act (HB 170)	~~$0,000~~	~~$17,722,226~~	~~$0,000~~	~~$0,000~~	**$17,722,226**
UTL		2020	Transportation Funding Act (HB 170)	$0,000	$2,555,015	$0,000	$0,000	**$2,555,015**
CST		2020	Transportation Funding Act (HB 170)	$0,000	$24,401,795	$0,000	$0,000	**$24,401,795**
				$254,690	**$72,859,208**	**$0,000**	**$0,000**	**$73,113,898**

CH-020B | **SR 20 (CUMMING HIGHWAY) WIDENING (PE FOR CH-231, CH-232 AND CH-233)**

0003681 | FROM I-575 TO SR 369

Programmed

Jurisdiction: Regional - North | Sponsor: GDOT

Existing	Planned	Length (mi.)	Network Year
2	4	8.6	TBD

Service Type: **Roadway / General Purpose Capacity**

Analysis: In the Region's Air Quality Conformity Analysis

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2006	STP - Statewide Flexible (GDOT)	~~$2,322,961~~	~~$580,740~~	~~$0,000~~	~~$0,000~~	**$2,903,701**
PE	AUTH	2006	Federal Earmark Funding	~~$1,799,800~~	~~$449,950~~	~~$0,000~~	~~$0,000~~	**$2,249,750**
PE	AUTH	2014	National Highway Performance Program (NHPP)	~~$1,600,000~~	~~$400,000~~	~~$0,000~~	~~$0,000~~	**$2,000,000**
PE	AUTH	2016	Transportation Funding Act (HB 170)	~~$0,000~~	~~$13,000,000~~	~~$0,000~~	~~$0,000~~	**$13,000,000**
				$5,722,761	**$14,430,690**	**$0,000**	**$0,000**	**$20,153,451**

CH-030 | **SR 92 (ALABAMA ROAD) INTERSECTION IMPROVEMENTS**

0016365 | AT TRICKUM ROAD

Programmed

Jurisdiction: Cherokee County | Sponsor: Cherokee County

Existing	Planned	Length (mi.)	Network Year
2	4	N/A	2030

Service Type: **Roadway / General Purpose Capacity**

Analysis: In the Region's Air Quality Conformity Analysis

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2019	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$500,000~~	~~$0,000~~	**$500,000**
ROW		2020	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$1,000,000	$0,000	$400,000	$0,000	**$1,400,000**
CST		2022	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$2,200,000	$0,000	$550,000	$0,000	**$2,750,000**
				$3,200,000	**$0,000**	**$1,450,000**	**$0,000**	**$4,650,000**

CH-215	**HICKORY SPRINGS PARKWAY - NEW ALIGNMENT**	**Jurisdiction** Cherokee County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
N/A	FROM HOLLY SPRINGS PARKWAY TO HICKORY ROAD	**Sponsor** City of Holly Springs	**0**	**4**	**0.7**	**2030**
Programmed		**Service Type** **Roadway / General Purpose Capacity**	**Analysis** In the Region's Air Quality Conformity Analysis			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE		2020	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$1,750,000	$0,000	**$1,750,000**
ROW		2022	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$5,655,000	$0,000	**$5,655,000**
CST		2023	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$12,001,000	$0,000	**$12,001,000**
				$0,000	**$0,000**	**$19,406,000**	**$0,000**	**$19,406,000**

CH-225	**SR 369 (HIGHTOWER ROAD) BRIDGE REPLACEMENT**	**Jurisdiction** Cherokee County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0007028	AT BOARD TREE CREEK	**Sponsor** GDOT	**2**	**2**	**0.3**	**TBD**
Programmed		**Service Type** **Roadway / Bridge Upgrade**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2016	Bridge (On-System)	~~$456,639~~	~~$114,160~~	~~$0,000~~	~~$0,000~~	**$570,799**
PE	AUTH	2016	STP - Statewide Flexible (GDOT)	~~$75,917~~	~~$18,979~~	~~$0,000~~	~~$0,000~~	**$94,896**
ROW	AUTH	2018	STATE (41613)	~~$0,000~~	~~$300,000~~	~~$0,000~~	~~$0,000~~	**$300,000**
CST	AUTH	2020	Transportation Funding Act (HB 170)	~~$0,000~~	~~$4,990,245~~	~~$0,000~~	~~$0,000~~	**$4,990,245**
				$532,556	**$5,423,384**	**$0,000**	**$0,000**	**$5,955,940**

CH-227 | **CANTON ROAD PEDESTRIAN FACILITIES**

0012601 | FROM COBB COUNTY LINE TO STOCKWOOD DRIVE

Programmed

Jurisdiction: Cherokee County
Sponsor: Cherokee County

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	0.6	TBD

Service Type: Last Mile Connectivity / Pedestrian Facility
Analysis: Exempt from Air Quality Analysis (40 CFR 93)
LCI: ☐ **Flex:** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2014	STP - Urban (>200K) (ARC)	~~$120,000~~	~~$0,000~~	~~$30,000~~	~~$0,000~~	**$150,000**
ROW	AUTH	2017	STP - Urban (>200K) (ARC)	~~$104,960~~	~~$0,000~~	~~$415,040~~	~~$0,000~~	**$520,000**
UTL		2019	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$239,916	$0,000	$59,979	$0,000	**$299,895**
CST		2019	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$444,503	$0,000	$111,126	$0,000	**$555,629**
				$909,379	**$0,000**	**$616,145**	**$0,000**	**$1,525,524**

CH-231 | **SR 20 (CUMMING HIGHWAY) WIDENING**

0014131 | FROM SCOTT ROAD TO UNION HILL ROAD

Programmed

Jurisdiction: Cherokee County
Sponsor: GDOT

Existing	Planned	Length (mi.)	Network Year
2	6	2	2030

Service Type: Roadway / General Purpose Capacity
Analysis: In the Region's Air Quality Conformity Analysis
LCI: ☐ **Flex:** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ROW	AUTH	2017	Transportation Funding Act (HB 170)	~~$0,000~~	~~$650,000~~	~~$0,000~~	~~$0,000~~	**$650,000**
ROW	AUTH	2018	Transportation Funding Act (HB 170)	~~$0,000~~	~~$5,000,000~~	~~$0,000~~	~~$0,000~~	**$5,000,000**
ROW	AUTH	2019	Transportation Funding Act (HB 170)	~~$0,000~~	~~$4,158,500~~	~~$0,000~~	~~$0,000~~	**$4,158,500**
ROW		2020	Transportation Funding Act (HB 170)	$0,000	$6,471,500	$0,000	$0,000	**$6,471,500**
UTL		2022	Transportation Funding Act (HB 170)	$0,000	$1,975,000	$0,000	$0,000	**$1,975,000**
CST		2022	Transportation Funding Act (HB 170)	$0,000	$22,316,055	$0,000	$0,000	**$22,316,055**
				$0,000	**$40,571,055**	**$0,000**	**$0,000**	**$40,571,055**

CH-232 | **SR 20 (CUMMING HIGHWAY) WIDENING**

0014132 | FROM UNION HILL ROAD TO EAST CHEROKEE DRIVE

Programmed

Jurisdiction: Cherokee County
Sponsor: GDOT
Service Type: Roadway / General Purpose Capacity
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
2	6	3.2	2030

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ROW	AUTH	2017	Transportation Funding Act (HB 170)	~~$0,000~~	~~$1,600,000~~	~~$0,000~~	~~$0,000~~	**$1,600,000**
ROW		2022	Transportation Funding Act (HB 170)	$0,000	$23,980,000	$0,000	$0,000	**$23,980,000**
UTL		LR 2024-2030	Transportation Funding Act (HB 170)	$0,000	$2,900,000	$0,000	$0,000	**$2,900,000**
CST		LR 2024-2030	Transportation Funding Act (HB 170)	$0,000	$29,117,359	$0,000	$0,000	**$29,117,359**
				$0,000	**$57,597,359**	**$0,000**	**$0,000**	**$57,597,359**

CH-233 | **SR 20 (CUMMING HIGHWAY) WIDENING**

0014133 | FROM EAST CHEROKEE DRIVE TO SR 369 (HIGHTOWER ROAD)

Programmed

Jurisdiction: Cherokee County
Sponsor: GDOT
Service Type: Roadway / General Purpose Capacity
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
2	6	2.1	2030

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ROW		2023	Transportation Funding Act (HB 170)	$0,000	$12,801,000	$0,000	$0,000	**$12,801,000**
UTL		LR 2024-2030	Transportation Funding Act (HB 170)	$0,000	$2,425,000	$0,000	$0,000	**$2,425,000**
CST		LR 2024-2030	Transportation Funding Act (HB 170)	$0,000	$24,030,621	$0,000	$0,000	**$24,030,621**
				$0,000	**$39,256,621**	**$0,000**	**$0,000**	**$39,256,621**

CH-240 | **NOONDAY CREEK TRAIL EXTENSION**

0016015 | FROM FROM SR 92 TO NOONDAY CREEK PARK

Programmed

Jurisdiction: Cherokee County
Sponsor: City of Woodstock

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	1.8	TBD

Service Type: Last Mile Connectivity / Sidepaths and Trails

Analysis: Exempt from Air Quality Analysis (40 CFR 93)

LCI ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2019	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	~~$248,000~~	~~$0,000~~	~~$62,000~~	~~$0,000~~	**$310,000**
ROW		2021	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	$256,000	$0,000	$64,000	$0,000	**$320,000**
UTL		2022	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	$80,000	$0,000	$20,000	$0,000	**$100,000**
CST		2022	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	$1,950,669	$0,000	$487,668	$0,000	**$2,438,337**
				$2,534,669	**$0,000**	**$633,668**	**$0,000**	**$3,168,337**

CH-260 | **I-575 INTERCHANGE IMPROVEMENTS**

0016016 | AT TOWNE LAKE PARKWAY

Programmed

Jurisdiction: Cherokee County
Sponsor: Cherokee County

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

Service Type: Other / Scoping

Analysis: Exempt from Air Quality Analysis (40 CFR 93)

LCI ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
SCP	AUTH	2018	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$352,788~~	~~$0,000~~	~~$88,197~~	~~$0,000~~	**$440,985**
				$352,788	**$0,000**	**$88,197**	**$0,000**	**$440,985**

CL-014	**SR 85 WIDENING (SCOPING ACTIVITIES ONLY)**	**Jurisdiction** Clayton County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0013524	FROM ADAMS DRIVE TO I-75 SOUTH - INCLUDING INTERCHANGE AT FOREST PARKWAY	**Sponsor** GDOT	**4**	**6**	**3.1**	**2030**
Programmed		**Service Type** **Roadway / General Purpose Capacity**	**Analysis** In the Region's Air Quality Conformity Analysis			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
SCP		2020	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$725,280	$181,320	$0,000	$0,000	**$906,600**
ROW		2022	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$5,953,600	$1,488,400	$0,000	$0,000	**$7,442,000**
CST		LR 2024-2030	General Federal Aid 2024-2040	$7,252,800	$1,813,200	$0,000	$0,000	**$9,066,000**
				$13,931,680	**$3,482,920**	**$0,000**	**$0,000**	**$17,414,600**

CL-015	**SR 85 WIDENING**	**Jurisdiction** Clayton County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
721290-	FROM SR 279 (OLD NATIONAL HIGHWAY) IN FAYETTE COUNTY TO ROBERTS DRIVE IN CITY OF RIVERDALE	**Sponsor** GDOT	**4**	**6**	**4.1**	**2030**
Programmed		**Service Type** **Roadway / General Purpose Capacity**	**Analysis** In the Region's Air Quality Conformity Analysis			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	1992	STP Statewide Flexible	~~$345,162~~	~~$86,290~~	~~$0,000~~	~~$0,000~~	**$431,452**
PE	AUTH	2014	National Highway Performance Program (NHPP)	~~$640,000~~	~~$160,000~~	~~$0,000~~	~~$0,000~~	**$800,000**
PE	AUTH	2017	Transportation Funding Act (HB 170)	~~$0,000~~	~~$1,701,545~~	~~$0,000~~	~~$0,000~~	**$1,701,545**
PE	AUTH	2019	Transportation Funding Act (HB 170)	~~$0,000~~	~~$325,000~~	~~$0,000~~	~~$0,000~~	**$325,000**
ROW	AUTH	2018	Transportation Funding Act (HB 170)	~~$0,000~~	~~$3,350,000~~	~~$0,000~~	~~$0,000~~	**$3,350,000**
UTL		2021	Transportation Funding Act (HB 170)	$0,000	$1,298,125	$0,000	$0,000	**$1,298,125**
CST		2021	Transportation Funding Act (HB 170)	$0,000	$28,860,476	$0,000	$0,000	**$28,860,476**
				$985,162	**$35,781,436**	**$0,000**	**$0,000**	**$36,766,598**

CL-017 | **BATTLE CREEK ROAD WIDENING**

751775-

FROM VALLEY HILL ROAD TO SOUTHLAKE PARKWAY

Programmed

Jurisdiction: Clayton County
Sponsor: Clayton County
Service Type: Roadway / General Purpose Capacity
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
2	4	2.1	2030

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	1997	STP - Urban (>200K) (ARC)	~~$112,000~~	~~$28,000~~	~~$0,000~~	~~$0,000~~	**$140,000**
PE	AUTH	2014	STP - Urban (>200K) (ARC)	~~$40,000~~	~~$10,000~~	~~$0,000~~	~~$0,000~~	**$50,000**
ROW	AUTH	2016	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$9,760,000~~	~~$0,000~~	**$9,760,000**
CST		2020	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$13,062,862	$2,347,400	$918,316	$0,000	**$16,328,578**
				$13,214,862	**$2,385,400**	**$10,678,316**	**$0,000**	**$26,278,578**

CL-019 | **MOUNT ZION BOULEVARD WIDENING**

751770-

FROM SOUTHLAKE PARKWAY TO SOMERTON DRIVE

Programmed

Jurisdiction: Clayton County
Sponsor: Clayton County
Service Type: Roadway / General Purpose Capacity
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
2	4	3.5	2030

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	1997	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$1,162,865~~	~~$0,000~~	**$1,162,865**
PE	AUTH	1997	STP - Statewide Flexible (GDOT)	~~$68,000~~	~~$17,000~~	~~$0,000~~	~~$0,000~~	**$85,000**
PE	AUTH	2014	STP - Statewide Flexible (GDOT)	~~$40,000~~	~~$10,000~~	~~$0,000~~	~~$0,000~~	**$50,000**
ROW	AUTH	2016	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$12,550,000~~	~~$0,000~~	**$12,550,000**
UTL		2020	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$2,057,256	$0,000	**$2,057,256**
CST		2020	Transportation Funding Act (HB 170)	$0,000	$12,801,064	$0,000	$0,000	**$12,801,064**
CST		2020	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$5,800,889	$924,000	$526,222	$0,000	**$7,251,111**
				$5,908,889	**$13,752,064**	**$16,296,343**	**$0,000**	**$35,957,296**

CL-063	**MOUNT ZION ROAD WIDENING**	**Jurisdiction** Clayton County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
N/A	FROM RICHARDSON PARKWAY TO SR 138	**Sponsor** Clayton County	**2**	**4**	**2.1**	**2030**
Programmed		**Service Type** **Roadway / General Purpose Capacity**	**Analysis** In the Region's Air Quality Conformity Analysis			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2005	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$650,000~~	~~$0,000~~	**$650,000**
ROW		LR 2024-2030	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$4,100,000	$0,000	**$4,100,000**
CST		LR 2024-2030	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$10,000,000	$0,000	**$10,000,000**
				$0,000	**$0,000**	**$14,750,000**	**$0,000**	**$14,750,000**

CL-064	**US 23 WIDENING**	**Jurisdiction** Clayton County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
322050-	FROM SR 138 (NORTH HENRY BOULEVARD) TO I-675 IN CLAYTON COUNTY	**Sponsor** GDOT	**2**	**4**	**2.5**	**2030**
Programmed		**Service Type** **Roadway / General Purpose Capacity**	**Analysis** In the Region's Air Quality Conformity Analysis			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	1992	STP - Urban (>200K) (ARC)	~~$926,856~~	~~$231,714~~	~~$0,000~~	~~$0,000~~	**$1,158,570**
PE	AUTH	2013	STP - Statewide Flexible (GDOT)	~~$240,000~~	~~$60,000~~	~~$0,000~~	~~$0,000~~	**$300,000**
PE	AUTH	2014	STP - Statewide Flexible (GDOT)	~~$960,000~~	~~$240,000~~	~~$0,000~~	~~$0,000~~	**$1,200,000**
PE	AUTH	2018	Transportation Funding Act (HB 170)	~~$0,000~~	~~$400,000~~	~~$0,000~~	~~$0,000~~	**$400,000**
PE	AUTH	2019	Transportation Funding Act (HB 170)	~~$0,000~~	~~$700,000~~	~~$0,000~~	~~$0,000~~	**$700,000**
ROW	AUTH	2018	Transportation Funding Act (HB 170)	~~$0,000~~	~~$11,182,000~~	~~$0,000~~	~~$0,000~~	**$11,182,000**
UTL		2022	Transportation Funding Act (HB 170)	$0,000	$2,130,000	$0,000	$0,000	**$2,130,000**
CST		2022	Transportation Funding Act (HB 170)	$0,000	$24,932,647	$0,000	$0,000	**$24,932,647**
				$2,126,856	**$39,876,361**	**$0,000**	**$0,000**	**$42,003,217**

CL-101 | **SR 920 (MCDONOUGH ROAD) WIDENING**

742870-

Programmed

FROM SR 54 (JONESBORO ROAD) IN FAYETTE COUNTY TO US 19/41 (TARA BOULEVARD) IN CLAYTON COUNTY

Jurisdiction: Regional - South
Sponsor: GDOT
Service Type: Roadway / General Purpose Capacity
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
2	4	5.8	2030

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2006	STP - Statewide Flexible (GDOT)	~~$0,000~~	~~$0,000~~	~~$0,000~~	~~$0,000~~	**$0,000**
PE	AUTH	2017	Transportation Funding Act (HB 170)	~~$0,000~~	~~$414,000~~	~~$0,000~~	~~$0,000~~	**$414,000**
PE	AUTH	2018	Transportation Funding Act (HB 170)	~~$0,000~~	~~$3,833,714~~	~~$0,000~~	~~$0,000~~	**$3,833,714**
ROW		2019	Transportation Funding Act (HB 170)	$0,000	$5,865,000	$0,000	$0,000	**$5,865,000**
ROW		2020	Transportation Funding Act (HB 170)	$0,000	$9,775,000	$0,000	$0,000	**$9,775,000**
ROW		2021	Transportation Funding Act (HB 170)	$0,000	$3,910,000	$0,000	$0,000	**$3,910,000**
UTL		LR 2024-2030	General Federal Aid 2024-2040	$1,862,423	$465,606	$0,000	$0,000	**$2,328,029**
CST		LR 2024-2030	General Federal Aid 2024-2040	$21,920,000	$5,480,000	$0,000	$0,000	**$27,400,000**
CST		LR 2024-2030	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$24,316,168	$0,000	**$24,316,168**
				$23,782,423	**$29,743,320**	**$24,316,168**	**$0,000**	**$77,841,911**

CL-200 | **FOREST PARKWAY PAVEMENT REHABILITATION**

0016023

Programmed

FROM SR 54 (JONESBORO ROAD) TO US 23/SR 42 (MORELAND AVENUE)

Jurisdiction: Clayton County
Sponsor: Clayton County
Service Type: Roadway / Maintenance
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	3	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2019	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$4,000,000	$0,000	$1,000,000	$0,000	**$5,000,000**
				$4,000,000	**$0,000**	**$1,000,000**	**$0,000**	**$5,000,000**

CL-243	**VALLEY HILL ROAD WIDENING**	**Jurisdiction** Clayton County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
N/A	FROM UPPER RIVERDALE ROAD TO BATTLE CREEK ROAD	**Sponsor** Clayton County	**2**	**4**	**2.2**	**2030**
Programmed		**Service Type** **Roadway / General Purpose Capacity**	**Analysis** In the Region's Air Quality Conformity Analysis			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2006	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$1,470,000~~	~~$0,000~~	**$1,470,000**
ROW	AUTH	2017	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$5,000,000~~	~~$0,000~~	**$5,000,000**
CST		2019	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$12,460,800	$0,000	**$12,460,800**
				$0,000	**$0,000**	**$18,930,800**	**$0,000**	**$18,930,800**

CL-267	**VALLEY HILL ROAD BRIDGE REPLACEMENT**	**Jurisdiction** Clayton County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0012603	AT FLINT RIVER	**Sponsor** Clayton County	**N/A**	**N/A**	**0.5**	**TBD**
Programmed		**Service Type** **Roadway / Bridge Upgrade**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2014	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$503,000~~	~~$0,000~~	**$503,000**
PE	AUTH	2014	STP - Urban (>200K) (ARC)	~~$160,000~~	~~$0,000~~	~~$40,000~~	~~$0,000~~	**$200,000**
ROW	AUTH	2017	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$178,578~~	~~$0,000~~	~~$291,422~~	~~$0,000~~	**$470,000**
CST		2019	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$4,905,810	$0,000	$2,225,862	$0,000	**$7,131,672**
				$5,244,388	**$0,000**	**$3,060,284**	**$0,000**	**$8,304,672**

CL-269 | **BROWN ROAD BRIDGE REPLACEMENT**

0015631 | AT SWAMP CREEK

Programmed

Jurisdiction: Clayton County | **Sponsor:** GDOT

Existing	Planned	Length (mi.)	Network Year
2	2	0.4	TBD

Service Type: Roadway / Bridge Upgrade

Analysis: Exempt from Air Quality Analysis (40 CFR 93)

LCI ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2019	Surface Transportation Block Grant (STBG) Program Off-System Bridge	~~$400,000~~	~~$100,000~~	~~$0,000~~	~~$0,000~~	**$500,000**
ROW	AUTH	2019	STATE (40301)	~~$0,000~~	~~$0,000~~	~~$147,000~~	~~$0,000~~	**$147,000**
ROW		2021	Surface Transportation Block Grant (STBG) Program Off-System Bridge	$117,600	$29,400	$0,000	$0,000	**$147,000**
UTL		2023	Surface Transportation Block Grant (STBG) Program Off-System Bridge	$24,000	$6,000	$0,000	$0,000	**$30,000**
CST		2023	Surface Transportation Block Grant (STBG) Program Off-System Bridge	$640,000	$160,000	$0,000	$0,000	**$800,000**
				$1,181,600	**$295,400**	**$147,000**	**$0,000**	**$1,624,000**

CL-AR-180 | **I-75 SOUTHBOUND COLLECTOR/DISTRIBUTOR LANES**

0012759 | FROM I-285 TO SR 331 (FOREST PARKWAY)

Programmed

Jurisdiction: Regional | **Sponsor:** GDOT

Existing	Planned	Length (mi.)	Network Year
0	2	0.4	2030

Service Type: Roadway / Interchange Capacity

Analysis: In the Region's Air Quality Conformity Analysis

LCI ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
SCP	AUTH	2019	Transportation Funding Act (HB 170)	~~$0,000~~	~~$1,000,000~~	~~$0,000~~	~~$0,000~~	**$1,000,000**
PE		LR 2024-2030	General Federal Aid 2024-2040	$2,400,000	$600,000	$0,000	$0,000	**$3,000,000**
ROW		LR 2024-2030	General Federal Aid 2024-2040	$4,000,000	$1,000,000	$0,000	$0,000	**$5,000,000**
CST		LR 2024-2030	General Federal Aid 2024-2040	$32,000,000	$8,000,000	$0,000	$0,000	**$40,000,000**
				$38,400,000	**$10,600,000**	**$0,000**	**$0,000**	**$49,000,000**

CL-AR-181 | **I-75 NORTHBOUND COLLECTOR/DISTRIBUTOR LANES**

713210-

FROM SR 331 (FOREST PARKWAY) TO I-285

Programmed

Jurisdiction: Regional | Sponsor: GDOT | Service Type: **Roadway / Interchange Capacity** | Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
0	2	2	2030

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2014	National Highway Performance Program (NHPP)	~~$1,743,301~~	~~$193,700~~	~~$0,000~~	~~$0,000~~	**$1,937,001**
ROW	AUTH	2016	National Highway Performance Program (NHPP)	~~$2,381,120~~	~~$595,280~~	~~$0,000~~	~~$0,000~~	**$2,976,400**
UTL		2019	National Highway Performance Program (NHPP)	$267,195	$66,799	$0,000	$0,000	**$333,994**
CST	AUTH	2019	National Highway Performance Program (NHPP)	~~$45,695,213~~	~~$11,423,803~~	~~$0,000~~	~~$0,000~~	**$57,119,016**
CST	AUTH	2019	Repurposed Earmark	~~$5,958,628~~	~~$1,489,657~~	~~$0,000~~	~~$0,000~~	**$7,448,285**
CST	AUTH	2019	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$5,600,000~~	~~$1,400,000~~	~~$0,000~~	~~$0,000~~	**$7,000,000**
				$61,645,457	**$15,169,239**	**$0,000**	**$0,000**	**$76,814,696**

CL-AR-247 | **US 19/41 (TARA BOULEVARD) WIDENING**

722030-

FROM SOUTH OF TARA ROAD TO SOUTH OF SR 54 (FAYETTEVILLE ROAD)

Programmed

Jurisdiction: Clayton County | Sponsor: GDOT | Service Type: **Roadway / General Purpose Capacity** | Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
4	6	3.5	2030

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2011	National Highway System	~~$3,344,879~~	~~$836,220~~	~~$0,000~~	~~$0,000~~	**$4,181,099**
ROW	AUTH	2017	Transportation Funding Act (HB 170)	~~$0,000~~	~~$5,794,325~~	~~$0,000~~	~~$0,000~~	**$5,794,325**
UTL		2020	Transportation Funding Act (HB 170)	$0,000	$874,288	$0,000	$0,000	**$874,288**
CST		2020	Transportation Funding Act (HB 170)	$0,000	$27,006,241	$0,000	$0,000	**$27,006,241**
				$3,344,879	**$34,511,074**	**$0,000**	**$0,000**	**$37,855,953**

CO-100A	**HYDE FARM - JOHNSON FERRY TRAIL (PE ACTIVITIES ONLY)**	**Jurisdiction** Cobb County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
N/A	FROM WEST SHORE OF CHATTAHOOCHEE RIVER AT JOHNSON FERRY ROAD TO LOWER ROSWELL ROAD NEAR FOREST POND DRIVE	**Sponsor** National Park Service	**N/A**	**N/A**	**N/A**	**TBD**
Programmed		**Service Type** **Last Mile Connectivity / Sidepaths and Trails**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE		2020	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	$43,200	$0,000	$10,800	$0,000	**$54,000**
				$43,200	**$0,000**	**$10,800**	**$0,000**	**$54,000**

CO-301	**SR 92 (LAKE ACWORTH DRIVE / COWAN ROAD) WIDENING**	**Jurisdiction** Cobb County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0006862	FROM SR 3/US 41 (NORTH COBB PARKWAY) TO GLADE ROAD	**Sponsor** GDOT	**2**	**4**	**2.8**	**2020**
Completed		**Service Type** **Roadway / General Purpose Capacity**	**Analysis** In the Region's Air Quality Conformity Analysis			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2006	STP - Statewide Flexible (GDOT)	~~$2,003,098~~	~~$500,775~~	~~$0,000~~	~~$0,000~~	**$2,503,873**
PE	AUTH	2014	STP - Statewide Flexible (GDOT)	~~$1,979,821~~	~~$494,955~~	~~$0,000~~	~~$0,000~~	**$2,474,776**
ROW	AUTH	2015	ROW Surplus Property	~~$0,000~~	~~$0,000~~	~~$570,000~~	~~$0,000~~	**$570,000**
ROW	AUTH	2016	STP - Urban (>200K) (ARC)	~~$4,697,600~~	~~$1,174,400~~	~~$1,558,000~~	~~$0,000~~	**$7,430,000**
ROW	AUTH	2019	Transportation Funding Act (HB 170)	~~$0,000~~	~~$1,950,000~~	~~$0,000~~	~~$0,000~~	**$1,950,000**
CST	AUTH	2019	Transportation Funding Act (HB 170)	~~$0,000~~	~~$41,222,736~~	~~$0,000~~	~~$0,000~~	**$41,222,736**
				$8,680,519	**$45,342,866**	**$2,128,000**	**$0,000**	**$56,151,385**

CO-311 | **SR 92 (LAKE ACWORTH DRIVE) BRIDGE REPLACEMENT AND WIDENING**

731865- | AT PROCTOR CREEK

Completed

Jurisdiction: Cobb County | Sponsor: GDOT | Service Type: **Roadway / Bridge Capacity** | Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
2	4	0.6	2020

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2000	On-System Bridges	~~$772,643~~	~~$193,161~~	~~$0,000~~	~~$0,000~~	**$965,804**
PE	AUTH	2014	National Highway Performance Program (NHPP)	~~$424,000~~	~~$106,000~~	~~$0,000~~	~~$0,000~~	**$530,000**
ROW	AUTH	2016	National Highway Performance Program (NHPP)	~~$840,000~~	~~$210,000~~	~~$0,000~~	~~$0,000~~	**$1,050,000**
CST	AUTH	2019	41621	~~$0,000~~	~~$18,705,779~~	~~$0,000~~	~~$0,000~~	**$18,705,779**
CST	AUTH	2019	Transportation Funding Act (HB 170)	~~$0,000~~	~~$415,386~~	~~$0,000~~	~~$0,000~~	**$415,386**
				$2,036,643	**$19,630,326**	**$0,000**	**$0,000**	**$21,666,969**

CO-380 | **WINDY HILL ROAD - TERRELL MILL ROAD CONNECTOR**

0013967

Programmed

Jurisdiction: Cobb County | Sponsor: Cobb County | Service Type: **Roadway / General Purpose Capacity** | Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
0	4	0.8	2020

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2016	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$1,262,000~~	~~$0,000~~	**$1,262,000**
PE	AUTH	2017	STATE (40304)	~~$0,000~~	~~$0,000~~	~~$20,000~~	~~$0,000~~	**$20,000**
ROW	AUTH	2018	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$22,242,900~~	~~$0,000~~	**$22,242,900**
ROW		2019	Georgia Transportation Infrastructure Bank	$0,000	$1,500,000	$0,000	$0,000	**$1,500,000**
UTL		2019	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$550,000	$0,000	**$550,000**
CST		2019	Transportation Funding Act (HB 170)	$0,000	$11,995,130	$0,000	$0,000	**$11,995,130**
CST		2019	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$3,096,282	$0,000	**$3,096,282**
				$0,000	**$13,495,130**	**$27,171,182**	**$0,000**	**$40,666,312**

CO-381	**POWERS FERRY ROAD WIDENING - NORTHBOUND ONLY**	**Jurisdiction** Cobb County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
N/A	FROM WILDWOOD PARKWAY TO TERRELL MILL ROAD	**Sponsor** Cobb County	**3**	**4**	**0.3**	**2030**
Programmed		**Service Type** **Roadway / General Purpose Capacity**	**Analysis** In the Region's Air Quality Conformity Analysis			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2007	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$0,000~~	~~$0,000~~	**$0,000**
ROW	AUTH	2008	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$757,422~~	~~$0,000~~	**$757,422**
CST		2022	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$1,748,392	$0,000	**$1,748,392**
				$0,000	**$0,000**	**$2,505,814**	**$0,000**	**$2,505,814**

CO-401	**NORTH COBB PARK AND RIDE LOT**	**Jurisdiction** Cobb County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
N/A		**Sponsor** Cobb County	**N/A**	**N/A**	**N/A**	**TBD**
Delete		**Service Type** **Transit / Facilities Capital**	**Analysis** In the Region's Air Quality Conformity Analysis			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2015	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$1,000,000~~	~~$0,000~~	**$1,000,000**
CST		2019	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$14,000,000	$0,000	**$14,000,000**
				$0,000	**$0,000**	**$15,000,000**	**$0,000**	**$15,000,000**

CO-402 | **GRTA MANAGED LANES SYSTEM PARK AND RIDE EXPANSION - COBB COUNTY**

TBD

Programmed

Jurisdiction: Regional - Northwest
Sponsor: GRTA
Service Type: Transit / Facilities Capital
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2017	Bus and Bus Facilities	~~$113,674~~	~~$0,000~~	~~$0,000~~	~~$28,419~~	**$142,093**
PE	AUTH	2018	Bus and Bus Facilities	~~$1,086,326~~	~~$120,000~~	~~$0,000~~	~~$151,581~~	**$1,357,907**
CST	AUTH	2018	Bus and Bus Facilities	~~$1,837,343~~	~~$4,015,000~~	~~$0,000~~	~~$0,000~~	**$5,852,343**
CST		2019	Bus and Bus Facilities	$1,103,829	$4,015,000	$0,000	$0,000	**$5,118,829**
				$4,141,172	**$8,150,000**	**$0,000**	**$180,000**	**$12,471,172**

CO-442 | **SR 5 (ATLANTA STREET) INTERSECTION IMPROVEMENTS**

0016431

AT SR 120

Programmed

Jurisdiction: Cobb County
Sponsor: City of Marietta
Service Type: Roadway / Operations & Safety
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	0.6	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE		2019	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$432,536	$0,000	**$432,536**
UTL		2020	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$19,275	$0,000	**$19,275**
CST		2020	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$463,505	$0,000	**$463,505**
				$0,000	**$0,000**	**$915,316**	**$0,000**	**$915,316**

CO-445A	**KENNESAW TRUCK ROUTE SIGNAGE PHASE I - JILES ROAD**	**Jurisdiction** Cobb County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0012609	FROM NORTH OF PAULDING STREET TO OLD 41 HIGHWAY NORTHWEST	**Sponsor** City of Kennesaw	**N/A**	**N/A**	**N/A**	**TBD**
Programmed		**Service Type** **Roadway / Operations & Safety**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST	AUTH	2019	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$550,415~~	~~$0,000~~	~~$137,604~~	~~$0,000~~	**$688,019**
				$550,415	**$0,000**	**$137,604**	**$0,000**	**$688,019**

CO-445B	**KENNESAW TRUCK ROUTE SIGNAGE PHASE II - CHEROKEE STREET**	**Jurisdiction** Cobb County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0015699	FROM BEN KING ROAD TO SHILOH ROAD	**Sponsor** City of Kennesaw	**N/A**	**N/A**	**N/A**	**TBD**
Programmed		**Service Type** **Roadway / Operations & Safety**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST	AUTH	2019	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$240,075~~	~~$0,000~~	~~$60,019~~	~~$0,000~~	**$300,094**
				$240,075	**$0,000**	**$60,019**	**$0,000**	**$300,094**

CO-447 | **BOB CALLAN TRUNK TRAIL PHASE II - SECTION B**

0012808 | FROM INTERSTATE NORTH PARKWAY AT ROTTENWOOD CREEK BRIDGE (TERMINUS OF BOB CALLAN TRAIL 2A) TO SOUTH OF WINDY HILL ROAD (WINDY HILL ATHLETIC CLUB DRIVEWAY)

Programmed

Jurisdiction: Cobb County
Sponsor: Cobb County
Service Type: Last Mile Connectivity / Sidepaths and Trails
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	0.3	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2014	TAP - Urban (>200K) (ARC)	~~$500,000~~	~~$0,000~~	~~$125,000~~	~~$0,000~~	**$625,000**
PE	AUTH	2019	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	~~$352,000~~	~~$0,000~~	~~$88,000~~	~~$0,000~~	**$440,000**
ROW		2020	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$237,000	$0,000	**$237,000**
CST		2020	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$1,979,746	$0,000	$494,937	$0,000	**$2,474,683**
				$2,831,746	**$0,000**	**$944,937**	**$0,000**	**$3,776,683**

CO-450B | **SOUTH BARRETT PARKWAY RELIEVER: PHASE 3**

0013239 | FROM BARRETT LAKES BOULEVARD TO SR 5 CONNECTOR

Programmed

Jurisdiction: Cobb County
Sponsor: Cobb County
Service Type: Roadway / General Purpose Capacity
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
2	4	0.9	2030

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2016	STATE (40304)	~~$0,000~~	~~$72,000~~	~~$0,000~~	~~$0,000~~	**$72,000**
PE	AUTH	2016	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$1,781,000~~	~~$0,000~~	**$1,781,000**
ROW		2019	Georgia Transportation Infrastructure Bank	$0,000	$1,500,000	$0,000	$0,000	**$1,500,000**
ROW		2019	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$4,824,000	$0,000	$1,206,000	$0,000	**$6,030,000**
UTL		2021	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$95,000	$0,000	**$95,000**
CST		2021	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$7,200,000	$0,000	$16,914,248	$0,000	**$24,114,248**
				$12,024,000	**$1,572,000**	**$19,996,248**	**$0,000**	**$33,592,248**

CO-453	COBB COMMUNITY TRANSIT ROUTE 10X OPERATING ASSISTANCE	Jurisdiction: Cobb County	Existing	Planned	Length (mi.)	Network Year
TBD		Sponsor: Cobb County	N/A	N/A	N/A	TBD
Programmed		Service Type: Transit / Operations & Maintenance	Analysis: Exempt from Air Quality Analysis (40 CFR 93)			LCI: ☐ Flex: X

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST	AUTH	2015	Congestion Mitigation & Air Quality Improvement (CMAQ)	~~$1,600,000~~	~~$0,000~~	~~$400,000~~	~~$0,000~~	**$2,000,000**
CST	AUTH	2017	Congestion Mitigation & Air Quality Improvement (CMAQ)	~~$2,960,000~~	~~$0,000~~	~~$740,000~~	~~$0,000~~	**$3,700,000**
				$4,560,000	**$0,000**	**$1,140,000**	**$0,000**	**$5,700,000**

CO-462	ROTTENWOOD CREEK TRAIL - PHASE 1	Jurisdiction: Cobb County	Existing	Planned	Length (mi.)	Network Year
0015042	FROM ALUMNI DRIVE (KSU-MARIETTA CAMPUS/EAST OF SOUTH COBB DRIVE) TO FRANKLIN ROAD	Sponsor: City of Marietta	N/A	N/A	3.2	TBD
Programmed		Service Type: Last Mile Connectivity / Sidepaths and Trails	Analysis: Exempt from Air Quality Analysis (40 CFR 93)			LCI: X Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2016	TAP - Urban (>200K) (ARC)	~~$400,000~~	~~$0,000~~	~~$100,000~~	~~$0,000~~	**$500,000**
PE	AUTH	2019	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	~~$720,000~~	~~$0,000~~	~~$180,000~~	~~$0,000~~	**$900,000**
ROW		2020	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$1,040,000	$0,000	$260,000	$0,000	**$1,300,000**
CST		2021	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$3,500,000	$0,000	**$3,500,000**
				$2,160,000	**$0,000**	**$4,040,000**	**$0,000**	**$6,200,000**

CO-464	**WINDY HILL BOULEVARD WIDENING AND COMPLETE STREETS**	**Jurisdiction** Cobb County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
N/A	FROM BENSON POOLE ROAD TO ATLANTA ROAD	**Sponsor** City of Smyrna	**4**	**6**	**1.3**	**2030**
Programmed		**Service Type** **Roadway / General Purpose Capacity**	**Analysis** In the Region's Air Quality Conformity Analysis			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2017	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$4,050,000~~	~~$0,000~~	**$4,050,000**
ROW		2019	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$18,000,000	$0,000	**$18,000,000**
CST		2021	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$20,000,000	$0,000	**$20,000,000**
				$0,000	**$0,000**	**$42,050,000**	**$0,000**	**$42,050,000**

CO-467	**ROTTENWOOD CREEK - PHASE 2**	**Jurisdiction** Cobb County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0015049	FROM FROM FRANKLIN ROAD TO TERRELL MILL ROAD	**Sponsor** City of Marietta	**N/A**	**N/A**	**N/A**	**TBD**
Programmed		**Service Type** **Other / Scoping**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
SCP	AUTH	2017	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	~~$78,695~~	~~$0,000~~	~~$19,674~~	~~$0,000~~	**$98,369**
SCP	AUTH	2019	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	~~$400,000~~	~~$0,000~~	~~$100,000~~	~~$0,000~~	**$500,000**
				$478,695	**$0,000**	**$119,674**	**$0,000**	**$598,369**

CO-468 | **KENNESAW MOUNTAIN TRAIL PEDESTRIAN IMPROVEMENTS**

0015279

Programmed

Jurisdiction: Cobb County
Sponsor: Cobb County
Service Type: Last Mile Connectivity / Sidepaths and Trails
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI: ☐ Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2016	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$1,000,000~~	~~$0,000~~	**$1,000,000**
ROW		2019	Federal Earmark Funding	$1,248,000	$0,000	$312,000	$0,000	**$1,560,000**
UTL		2021	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$488,146	$0,000	**$488,146**
CST		2021	Federal Lands Transportation Program	$1,690,000	$0,000	$0,000	$0,000	**$1,690,000**
CST		2021	Federal Land Access Program	$4,000,000	$0,000	$6,079,382	$0,000	**$10,079,382**
				$6,938,000	**$0,000**	**$7,879,528**	**$0,000**	**$14,817,528**

CO-469 | **COBBLINC WEEKEND TRANSIT SERVICE (OPERATING ASSISTANCE)**

0016366

Programmed

Jurisdiction: Cobb County
Sponsor: Cobb County
Service Type: Transit / Operations & Maintenance
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI: ☐ Flex: ☒

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST	AUTH	2019	Congestion Mitigation & Air Quality Improvement (CMAQ)	~~$1,360,000~~	~~$0,000~~	~~$340,000~~	~~$0,000~~	**$1,700,000**
CST		2020	Congestion Mitigation & Air Quality Improvement (CMAQ)	$1,360,000	$0,000	$340,000	$0,000	**$1,700,000**
CST		2021	Congestion Mitigation & Air Quality Improvement (CMAQ)	$1,360,000	$0,000	$340,000	$0,000	**$1,700,000**
				$4,080,000	**$0,000**	**$1,020,000**	**$0,000**	**$5,100,000**

CO-470	WEST ATLANTA STREET TRAIL	Jurisdiction: Cobb County	Existing	Planned	Length (mi.)	Network Year
0016028	FROM FROM DUNN AVENUE TO PEARL STREET	Sponsor: Cobb County	N/A	N/A	0.7	TBD
Programmed		Service Type: Last Mile Connectivity / Sidepaths and Trails	Analysis: Exempt from Air Quality Analysis (40 CFR 93)			LCI: ☐ Flex: X

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2019	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	~~$240,000~~	~~$0,000~~	~~$60,000~~	~~$0,000~~	**$300,000**
ROW	AUTH	2019	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	~~$776,000~~	~~$0,000~~	~~$194,000~~	~~$0,000~~	**$970,000**
CST	AUTH	2019	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	~~$740,000~~	~~$0,000~~	~~$185,000~~	~~$0,000~~	**$925,000**
				$1,756,000	**$0,000**	**$439,000**	**$0,000**	**$2,195,000**

CO-471	SR 139 (MABLETON PARKWAY) TRAIL - PHASE I	Jurisdiction: Cobb County	Existing	Planned	Length (mi.)	Network Year
0016034	FROM FACTORY SHOALS ROAD TO CHATTAHOOCHEE RIVER	Sponsor: Cobb County	N/A	N/A	2.6	TBD
Programmed		Service Type: Last Mile Connectivity / Sidepaths and Trails	Analysis: Exempt from Air Quality Analysis (40 CFR 93)			LCI: ☐ Flex: X

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2016	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$567,275~~	~~$0,000~~	**$567,275**
ROW	AUTH	2018	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$1,800,000~~	~~$0,000~~	**$1,800,000**
UTL		2019	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$300,000	$0,000	**$300,000**
CST		2019	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$2,042,400	$0,000	$510,600	$0,000	**$2,553,000**
CST		2019	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	$1,237,600	$0,000	$309,400	$0,000	**$1,547,000**
				$3,280,000	**$0,000**	**$3,487,275**	**$0,000**	**$6,767,275**

CO-AR-100	**CHATTAHOOCHEE RIVER GREENWAY PLAN**	**Jurisdiction** Regional	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0016037		**Sponsor** Cobb County	**N/A**	**N/A**	**N/A**	**TBD**
Programmed		**Service Type** **Other / Planning**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
SCP	AUTH	2018	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	~~$1,200,000~~	~~$0,000~~	~~$300,000~~	~~$0,000~~	**$1,500,000**
				$1,200,000	**$0,000**	**$300,000**	**$0,000**	**$1,500,000**

CO-AR-308	**I-75 NORTH MANAGED LANE ACCESS RAMPS**	**Jurisdiction** Regional - Perimeter	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0015051	AT AKERS MILL ROAD	**Sponsor** Cobb County,Cumberland CID	**N/A**	**N/A**	**1.2**	**2030**
Programmed		**Service Type** **Roadway / Express Lanes**	**Analysis** In the Region's Air Quality Conformity Analysis			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2016	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$1,400,582~~	~~$0,000~~	**$1,400,582**
ROW		2020	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$687,000	$0,000	**$687,000**
UTL		2021	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$1,930,000	$0,000	**$1,930,000**
CST		2021	Georgia Transportation Infrastructure Bank	$0,000	$1,500,000	$0,000	$0,000	**$1,500,000**
CST		2021	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$6,000,000	$0,000	$7,209,934	$0,000	**$13,209,934**
				$6,000,000	**$1,500,000**	**$11,227,516**	**$0,000**	**$18,727,516**

CW-011 | **SR 16 INTERSECTION IMPROVEMENTS**

332180- | AT SR 54

Programmed

Jurisdiction: Coweta County | Sponsor: GDOT | Service Type: **Roadway / Operations & Safety** | Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	0.2	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2013	STP - Statewide Flexible (GDOT)	~~$650,000~~	~~$0,000~~	~~$0,000~~	~~$0,000~~	**$650,000**
PE	AUTH	2018	Transportation Funding Act (HB 170)	~~$0,000~~	~~$264,000~~	~~$0,000~~	~~$0,000~~	**$264,000**
PE	AUTH	2019	Transportation Funding Act (HB 170)	~~$0,000~~	~~$500,000~~	~~$0,000~~	~~$0,000~~	**$500,000**
ROW		2019	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$613,000	$0,000	**$613,000**
UTL		2020	Transportation Funding Act (HB 170)	$0,000	$725,800	$0,000	$0,000	**$725,800**
CST		2020	Transportation Funding Act (HB 170)	$0,000	$4,991,128	$0,000	$0,000	**$4,991,128**
				$650,000	**$6,480,928**	**$613,000**	**$0,000**	**$7,743,928**

CW-028 | **SR 74/85 BRIDGE REPLACEMENT**

333176- | AT NORFOLK SOUTHERN LINE IN SENOIA

Programmed

Jurisdiction: Coweta County | Sponsor: GDOT | Service Type: **Roadway / Bridge Upgrade** | Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
2	2	0.4	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2000	On-System Bridges	~~$16,000~~	~~$4,000~~	~~$0,000~~	~~$0,000~~	**$20,000**
PE	AUTH	2014	STP - Statewide Flexible (GDOT)	~~$160,000~~	~~$40,000~~	~~$0,000~~	~~$0,000~~	**$200,000**
PE	AUTH	2017	Transportation Funding Act (HB 170)	~~$0,000~~	~~$421,000~~	~~$0,000~~	~~$0,000~~	**$421,000**
ROW	AUTH	2017	Repurposed Earmark	~~$264,000~~	~~$66,000~~	~~$0,000~~	~~$0,000~~	**$330,000**
UTL		2019	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$88,160	$22,040	$0,000	$0,000	**$110,200**
CST	AUTH	2019	Repurposed Earmark (RPF9)	~~$121,891~~	~~$30,473~~	~~$0,000~~	~~$0,000~~	**$152,364**
CST	AUTH	2019	Repurposed Earmark	~~$815,879~~	~~$203,970~~	~~$0,000~~	~~$0,000~~	**$1,019,849**
CST	AUTH	2019	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	~~$3,905,066~~	~~$976,267~~	~~$0,000~~	~~$0,000~~	**$4,881,333**
				$5,370,996	**$1,763,750**	**$0,000**	**$0,000**	**$7,134,746**

CW-049 | **CHATTAHOOCHEE HILL COUNTRY REGIONAL GREENWAY TRAIL SYSTEM: COWETA COUNTY PILOT SEGMENT**

0009294

Programmed

Jurisdiction: Coweta County
Sponsor: Coweta County
Service Type: Last Mile Connectivity / Sidepaths and Trails
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	1.6	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2014	Federal Earmark Funding	~~$127,399~~	~~$0,000~~	~~$31,850~~	~~$0,000~~	**$159,249**
CST		2019	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$242,618	$0,000	**$242,618**
CST		2019	Federal Earmark Funding	$333,751	$0,000	$83,438	$0,000	**$417,189**
				$461,150	**$0,000**	**$357,906**	**$0,000**	**$819,056**

CW-063 | **SR 154 (SHARPSBURG MCCOLLUM ROAD) WIDENING**

0008619

FROM SR 54 TO US 29

Programmed

Jurisdiction: Coweta County
Sponsor: GDOT
Service Type: Roadway / General Purpose Capacity
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
2	4	8.6	2030

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE		2022	Transportation Funding Act (HB 170)	$0,000	$1,400,000	$0,000	$0,000	**$1,400,000**
ROW		LR 2024-2030	Transportation Funding Act (HB 170)	$0,000	$1,155,000	$0,000	$0,000	**$1,155,000**
CST		LR 2024-2030	General Federal Aid 2024-2040	$17,365,189	$4,341,297	$0,000	$0,000	**$21,706,486**
				$17,365,189	**$6,896,297**	**$0,000**	**$0,000**	**$24,261,486**

CW-075

SR 16 INTERSECTION IMPROVEMENTS AND BRIDGE REPLACEMENT

0012610

AT PYLANT STREET AND DEAD OAK CREEK BRIDGE ON PYLANT STREET

Completed

Jurisdiction Coweta County

Sponsor City of Senoia

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	0.5	TBD

Service Type Roadway / Operations & Safety

Analysis Exempt from Air Quality Analysis (40 CFR 93)

LCI ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2014	STP - Urban (>200K) (ARC)	~~$120,000~~	~~$0,000~~	~~$30,000~~	~~$0,000~~	**$150,000**
PE	AUTH	2016	STP - Urban (>200K) (ARC)	~~$120,000~~	~~$0,000~~	~~$30,000~~	~~$0,000~~	**$150,000**
PE	AUTH	2018	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$32,000~~	~~$0,000~~	~~$68,000~~	~~$0,000~~	**$100,000**
ROW	AUTH	2017	STP - Urban (>200K) (ARC)	~~$80,000~~	~~$0,000~~	~~$100,000~~	~~$0,000~~	**$180,000**
UTL	AUTH	2018	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$40,000~~	~~$0,000~~	~~$10,000~~	~~$0,000~~	**$50,000**
CST	AUTH	2018	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$1,822,544~~	~~$0,000~~	~~$455,636~~	~~$0,000~~	**$2,278,180**
CST		2019	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$500,000	$0,000	$125,100	$0,000	**$625,100**
				$2,714,544	**$0,000**	**$818,736**	**$0,000**	**$3,533,280**

CW-076

MADRAS CONNECTOR - PHASE 1

0013195

FROM US 29/SR 14 TO HERRING ROAD (INCLUDES NEW BRIDGE OVER CSX RAILROAD)

Programmed

Jurisdiction Coweta County

Sponsor Coweta County

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	0.5	TBD

Service Type Roadway / Operations & Safety

Analysis Exempt from Air Quality Analysis (40 CFR 93)

LCI ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2016	STATE (40304)	~~$0,000~~	~~$0,000~~	~~$65,000~~	~~$0,000~~	**$65,000**
PE	AUTH	2017	STP - Urban (>200K) (ARC)	~~$593,919~~	~~$0,000~~	~~$148,480~~	~~$0,000~~	**$742,399**
ROW		2020	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$1,431,000	$0,000	**$1,431,000**
UTL		2021	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$64,038	$0,000	**$64,038**
CST		2021	Georgia Transportation Infrastructure Bank	$0,000	$1,500,000	$0,000	$0,000	**$1,500,000**
CST		2021	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$4,634,867	$0,000	**$4,634,867**
CST		2021	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$3,211,911	$802,978	$0,000	$0,000	**$4,014,889**
				$3,805,830	**$2,302,978**	**$6,343,385**	**$0,000**	**$12,452,193**

CW-077 | **SENOIA IVY RIDGE TRAIL**

0012879

Programmed

Jurisdiction: Coweta County
Sponsor: City of Senoia
Service Type: Last Mile Connectivity / Sidepaths and Trails
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year: TBD
LCI: ☐
Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2014	TAP - Urban (>200K) (ARC)	~~$92,000~~	~~$0,000~~	~~$23,000~~	~~$0,000~~	**$115,000**
PE	AUTH	2016	TAP - Urban (>200K) (ARC)	~~$140,000~~	~~$0,000~~	~~$35,000~~	~~$0,000~~	**$175,000**
ROW	AUTH	2018	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$220,000~~	~~$0,000~~	**$220,000**
CST	AUTH	2019	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	~~$1,040,000~~	~~$0,000~~	~~$541,729~~	~~$0,000~~	**$1,581,729**
				$1,272,000	**$0,000**	**$819,729**	**$0,000**	**$2,091,729**

CW-078 | **SR 54 BRIDGE REPLACEMENT**

0013717

AT BEAR CREEK

Programmed

Jurisdiction: Coweta County
Sponsor: GDOT
Service Type: Roadway / Bridge Upgrade
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)
2	2	0.4

Network Year: TBD
LCI: ☐
Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2016	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	~~$853,618~~	~~$213,404~~	~~$0,000~~	~~$0,000~~	**$1,067,022**
ROW		2020	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$84,897	$21,224	$0,000	$0,000	**$106,121**
UTL		2023	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$52,996	$13,249	$0,000	$0,000	**$66,245**
CST		2023	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$5,653,239	$1,413,310	$0,000	$0,000	**$7,066,549**
				$6,644,750	**$1,661,187**	**$0,000**	**$0,000**	**$8,305,937**

CW-079	**SR 54 BRIDGE REPLACEMENT**	**Jurisdiction** Coweta County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0013930	AT SHOAL CREEK	**Sponsor** GDOT	**2**	**2**	**0.4**	**TBD**
Programmed		**Service Type** **Roadway / Bridge Upgrade**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2017	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	~~$720,000~~	~~$180,000~~	~~$0,000~~	~~$0,000~~	**$900,000**
ROW		2020	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$149,328	$37,332	$0,000	$0,000	**$186,660**
UTL		2023	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$212,242	$53,060	$0,000	$0,000	**$265,302**
CST		2023	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$4,019,858	$1,004,964	$0,000	$0,000	**$5,024,822**
				$5,101,428	**$1,275,356**	**$0,000**	**$0,000**	**$6,376,784**

DK-032B	**GLENWOOD ROAD PEDESTRIAN FACILITIES**	**Jurisdiction** DeKalb County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0002415	FROM SR 155 (CANDLER ROAD) TO COLUMBIA DRIVE: PHASE II	**Sponsor** DeKalb County	**N/A**	**N/A**	**1.9**	**TBD**
Programmed		**Service Type** **Last Mile Connectivity / Pedestrian Facility**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2003	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$0,000~~	~~$0,000~~	**$0,000**
PE	AUTH	2013	STP - Statewide Flexible (GDOT)	~~$24,000~~	~~$6,000~~	~~$0,000~~	~~$0,000~~	**$30,000**
ROW	AUTH	2013	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$3,960,000~~	~~$0,000~~	**$3,960,000**
ROW	AUTH	2013	Federal Earmark Funding	~~$600,000~~	~~$0,000~~	~~$0,000~~	~~$0,000~~	**$600,000**
UTL	AUTH	2017	STP - Enhancements	~~$192,000~~	~~$0,000~~	~~$48,000~~	~~$0,000~~	**$240,000**
CST	AUTH	2017	STP - Enhancements	~~$2,365,043~~	~~$0,000~~	~~$591,261~~	~~$0,000~~	**$2,956,304**
CST	AUTH	2017	Federal Earmark Funding	~~$380,000~~	~~$0,000~~	~~$0,000~~	~~$0,000~~	**$380,000**
				$3,561,043	**$6,000**	**$4,599,261**	**$0,000**	**$8,166,304**

DK-065B | **PANOLA ROAD: SEGMENT 2 OPERATION IMPROVEMENTS**

0006879 | FROM SR 212 (BROWNS MILL ROAD) TO FAIRINGTON ROAD

Programmed

Jurisdiction: DeKalb County
Sponsor: DeKalb County
Service Type: Roadway / Operations & Safety
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
2	2	2.1	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	AUTH	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$482,000~~	~~$0,000~~	**$482,000**
PE-OV	AUTH	2011	STP - Statewide Flexible (GDOT)	~~$40,000~~	~~$10,000~~	~~$0,000~~	~~$0,000~~	**$50,000**
ROW	AUTH	2019	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$4,800,000~~	~~$0,000~~	~~$2,280,000~~	~~$0,000~~	**$7,080,000**
UTL		2022	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$4,100,000	$0,000	**$4,100,000**
CST		2022	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$4,865,184	$0,000	$14,549,094	$0,000	**$19,414,278**
				$9,705,184	**$10,000**	**$21,411,094**	**$0,000**	**$31,126,278**

DK-274 | **SR 236 (LAVISTA ROAD) INTERSECTION IMPROVEMENTS**

0013971 | AT SR 42 (BRIARCLIFF ROAD)

Programmed

Jurisdiction: DeKalb County
Sponsor: GDOT
Service Type: Roadway / Operations & Safety
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
5	5	0.4	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2016	STP - Statewide Flexible (GDOT)	~~$800,000~~	~~$200,000~~	~~$0,000~~	~~$0,000~~	**$1,000,000**
ROW	AUTH	2019	Transportation Funding Act (HB 170)	~~$0,000~~	~~$5,662,500~~	~~$0,000~~	~~$0,000~~	**$5,662,500**
UTL		2021	Transportation Funding Act (HB 170)	$0,000	$700,000	$0,000	$0,000	**$700,000**
CST		2021	Transportation Funding Act (HB 170)	$0,000	$2,194,173	$0,000	$0,000	**$2,194,173**
				$800,000	**$8,756,673**	**$0,000**	**$0,000**	**$9,556,673**

DK-330 | **TURNER HILL ROAD WIDENING**

0006891

Programmed

FROM MALL PARKWAY TO 1500 FEET WEST OF MCDANIEL MILL ROAD - DESIGN PHASE WILL INCLUDE ACCESS MANAGEMENT PLAN

Jurisdiction: DeKalb County
Sponsor: DeKalb County
Service Type: Roadway / General Purpose Capacity
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
2	4	1.2	2030

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2007	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$233,000~~	~~$0,000~~	**$233,000**
PE-OV	AUTH	2011	Highway Infrastructure	~~$40,000~~	~~$10,000~~	~~$0,000~~	~~$0,000~~	**$50,000**
ROW	AUTH	2014	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$5,977,000~~	~~$0,000~~	**$5,977,000**
CST		2023	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$8,280,442	$0,000	$2,070,111	$0,000	**$10,350,553**
				$8,320,442	**$10,000**	**$8,280,111**	**$0,000**	**$16,610,553**

DK-344A | **UPGRADES TO APPROXIMATELY 40 SIGNALS IN DEKALB COUNTY**

0002669

Programmed

Jurisdiction: DeKalb County
Sponsor: GDOT
Service Type: Roadway / Operations & Safety
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2005	STP - Statewide Flexible (GDOT)	~~$2,000,000~~	~~$500,000~~	~~$0,000~~	~~$0,000~~	**$2,500,000**
PE	AUTH	2014	STP - Statewide Flexible (GDOT)	~~$339,261~~	~~$0,000~~	~~$0,000~~	~~$0,000~~	**$339,261**
ROW	AUTH	2009	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$500,000~~	~~$0,000~~	**$500,000**
ROW	AUTH	2011	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$500,000~~	~~$0,000~~	**$500,000**
ROW	AUTH	2018	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$1,500,000~~	~~$0,000~~	**$1,500,000**
ROW	AUTH	2018	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	~~$1,020,000~~	~~$0,000~~	~~$0,000~~	~~$0,000~~	**$1,020,000**
UTL		2020	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$452,574	$0,000	$0,000	$0,000	**$452,574**
CST		2020	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$6,471,285	$0,000	$0,000	$0,000	**$6,471,285**
				$10,283,120	**$500,000**	**$2,500,000**	**$0,000**	**$13,283,120**

DK-344C	**UPGRADES TO APPROXIMATELY 25 SIGNALS IN DEKALB COUNTY**	**Jurisdiction** DeKalb County	**Existing**	**Planned**	**Length (mi.)**	**Network Year** TBD
0006999		**Sponsor** GDOT	**N/A**	**N/A**	**N/A**	
Programmed		**Service Type** **Roadway / Operations & Safety**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2014	STP - Statewide Flexible (GDOT)	~~$898,862~~	~~$0,000~~	~~$0,000~~	~~$0,000~~	**$898,862**
ROW		2020	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$2,560,000	$0,000	$640,000	$0,000	**$3,200,000**
UTL		2020	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$443,700	$0,000	$0,000	$0,000	**$443,700**
CST		2020	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$3,398,776	$0,000	$0,000	$0,000	**$3,398,776**
				$7,301,338	**$0,000**	**$640,000**	**$0,000**	**$7,941,338**

DK-348	**US 29/78/278/SR 8 (PONCE DE LEON AVENUE) BRIDGE REPLACEMENT**	**Jurisdiction** DeKalb County	**Existing**	**Planned**	**Length (mi.)**	**Network Year** TBD
N/A	AT LULLWATER CREEK	**Sponsor** GDOT	**4**	**4**	**0.4**	
Programmed		**Service Type** **Roadway / Bridge Upgrade**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2007	On-System Bridges	~~$559,097~~	~~$139,774~~	~~$0,000~~	~~$0,000~~	**$698,871**
PE	AUTH	2017	Bridge (On-System)	~~$8,000~~	~~$2,000~~	~~$0,000~~	~~$0,000~~	**$10,000**
CST		2019	National Highway Performance Program (NHPP)	$883,455	$220,864	$0,000	$0,000	**$1,104,319**
				$1,450,552	**$362,638**	**$0,000**	**$0,000**	**$1,813,190**

DK-376	**SR 141 (PEACHTREE ROAD) PEDESTRIAN IMPROVEMENTS**	**Jurisdiction** DeKalb County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0010326	FROM NORTH DRUID HILLS ROAD TO ASHFORD DUNWOODY ROAD	**Sponsor** City of Brookhaven	**5**	**5**	**1.4**	**TBD**
Programmed		**Service Type** **Last Mile Connectivity / Pedestrian Facility**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** X **Flex**

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2011	STP - Urban (>200K) (ARC)	~~$400,000~~	~~$0,000~~	~~$100,000~~	~~$0,000~~	**$500,000**
ROW		2020	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$3,951,000	$0,000	**$3,951,000**
UTL		2021	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$748,000	$0,000	**$748,000**
CST		2021	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$2,400,000	$0,000	$5,813,266	$0,000	**$8,213,266**
				$2,800,000	**$0,000**	**$10,612,266**	**$0,000**	**$13,412,266**

DK-381	**PEACHTREE CREEK GREENWAY TRAIL PHASE II**	**Jurisdiction** DeKalb County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0016053	FROM CITY OF ATLANTA TO NORTH DRUID HILLS ROAD	**Sponsor** City of Brookhaven	**N/A**	**N/A**	**N/A**	**TBD**
Programmed		**Service Type** **Last Mile Connectivity / Sidepaths and Trails**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** **Flex**

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2019	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	~~$200,000~~	~~$0,000~~	~~$50,000~~	~~$0,000~~	**$250,000**
ROW		2021	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	$80,000	$0,000	$20,000	$0,000	**$100,000**
UTL		2022	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	$40,000	$0,000	$10,000	$0,000	**$50,000**
CST		2022	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	$2,400,000	$0,000	$600,000	$0,000	**$3,000,000**
				$2,720,000	**$0,000**	**$680,000**	**$0,000**	**$3,400,000**

DK-382 | **I-85 NORTH INTERCHANGE IMPROVEMENTS**

0016054 | AT SR 42 (NORTH DRUID HILLS ROAD)

Programmed

Jurisdiction: DeKalb County
Sponsor: City of Brookhaven
Service Type: Other / Scoping
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI: ☐ Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2019	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$400,000~~	~~$0,000~~	~~$100,000~~	~~$0,000~~	**$500,000**
PE	AUTH	2019	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	~~$1,040,000~~	~~$260,000~~	~~$0,000~~	~~$0,000~~	**$1,300,000**
ROW		2021	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$3,600,000	$900,000	$0,000	$0,000	**$4,500,000**
UTL		2023	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$400,000	$100,000	$0,000	$0,000	**$500,000**
CST		2023	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$8,025,000	$0,000	**$8,025,000**
CST		2023	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$7,900,000	$1,975,000	$0,000	$0,000	**$9,875,000**
				$13,340,000	**$3,235,000**	**$8,125,000**	**$0,000**	**$24,700,000**

DK-406 | **CLAIREMONT-COMMERCE-CHURCH BICYCLE/PEDESTRIAN IMPROVEMENTS**

0012611

Programmed

Jurisdiction: DeKalb County
Sponsor: City of Decatur
Service Type: Last Mile Connectivity / Complete Street Retrofit
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
4	2	1.3	2020

LCI: X Flex: X

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2013	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$400,000~~	~~$0,000~~	**$400,000**
ROW	AUTH	2014	STP - Urban (>200K) (ARC)	~~$287,200~~	~~$0,000~~	~~$71,800~~	~~$0,000~~	**$359,000**
CST	AUTH	2014	STP - Urban (>200K) (ARC)	~~$1,822,230~~	~~$0,000~~	~~$455,560~~	~~$0,000~~	**$2,277,790**
CST	AUTH	2016	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$900,000~~	~~$0,000~~	~~$225,000~~	~~$0,000~~	**$1,125,000**
CST		2019	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$1,357,768	$0,000	$339,442	$0,000	**$1,697,210**
				$4,367,198	**$0,000**	**$1,491,802**	**$0,000**	**$5,859,000**

DK-413 | **ROCKBRIDGE ROAD BICYCLE AND PEDESTRIAN IMPROVEMENTS**

0008121 | FROM ALLGOOD ROAD TO ROLAND ROAD

Programmed

Jurisdiction: DeKalb County
Sponsor: DeKalb County
Service Type: **Last Mile Connectivity / Joint Bike-Ped Facilities**
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	0.3	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2014	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$36,000~~	~~$0,000~~	**$36,000**
ROW	AUTH	2016	Federal Earmark Funding	~~$296,000~~	~~$0,000~~	~~$74,000~~	~~$0,000~~	**$370,000**
UTL		2019	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$621,498	$0,000	**$621,498**
UTL		2019	Federal Earmark Funding	$416,000	$0,000	$104,000	$0,000	**$520,000**
CST		2019	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$2,262,549	$0,000	**$2,262,549**
CST		2019	Federal Earmark Funding	$344,827	$0,000	$181,748	$0,000	**$526,575**
CST		2019	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$500,000	$0,000	$125,000	$0,000	**$625,000**
				$1,556,827	**$0,000**	**$3,404,795**	**$0,000**	**$4,961,622**

DK-416 | **US 23/29 (PONCE DE LEON AVENUE)**

0010474 | FROM N. PONCE DE LEON AVENUE TO S. PONCE DE LEON AVENUE (VICINITY OF LULLWATER CREEK)

Programmed

Jurisdiction: DeKalb County
Sponsor: GDOT
Service Type: **Roadway / Maintenance**
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	0.7	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2014	STP - Statewide Flexible (GDOT)	~~$789,255~~	~~$197,314~~	~~$0,000~~	~~$0,000~~	**$986,569**
PE	AUTH	2019	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	~~$320,000~~	~~$80,000~~	~~$0,000~~	~~$0,000~~	**$400,000**
ROW		2019	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$526,400	$131,600	$0,000	$0,000	**$658,000**
CST		2023	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$1,870,891	$467,723	$0,000	$0,000	**$2,338,614**
				$3,506,546	**$876,637**	**$0,000**	**$0,000**	**$4,383,183**

DK-417 | **CHAMBLEE DUNWOODY ROAD (GEORGETOWN GATEWAY PROJECT)**

0012875 | FROM COTILLION DRIVE TO PEELER ROAD

Programmed

Jurisdiction: DeKalb County
Sponsor: City of Dunwoody

Existing	Planned	Length (mi.)	Network Year
2	2	0.7	TBD

Service Type: **Last Mile Connectivity / Joint Bike-Ped Facilities**
Analysis: Exempt from Air Quality Analysis (40 CFR 93)
LCI: X
Flex:

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
SCP	AUTH	2014	TAP - Urban (>200K) (ARC)	~~$200,000~~	~~$0,000~~	~~$50,000~~	~~$0,000~~	**$250,000**
PE	AUTH	2014	STP - Urban (>200K) (ARC)	~~$260,000~~	~~$0,000~~	~~$65,000~~	~~$0,000~~	**$325,000**
ROW	AUTH	2017	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$316,000~~	~~$0,000~~	**$316,000**
UTL		2020	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$1,200,000	$0,000	**$1,200,000**
CST		2020	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$4,500,000	$0,000	$2,000,000	$0,000	**$6,500,000**
				$4,960,000	**$0,000**	**$3,631,000**	**$0,000**	**$8,591,000**

DK-419 | **ASHFORD DUNWOODY ROAD AND DRESDEN DRIVE - ITS SYSTEM EXPANSION**

0013138

Programmed

Jurisdiction: DeKalb County
Sponsor: City of Brookhaven

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

Service Type: **Roadway / Operations & Safety**
Analysis: Exempt from Air Quality Analysis (40 CFR 93)
LCI:
Flex:

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2015	STP - Urban (>200K) (ARC)	~~$150,000~~	~~$0,000~~	~~$37,500~~	~~$0,000~~	**$187,500**
CST	AUTH	2019	Congestion Mitigation & Air Quality Improvement (CMAQ)	~~$1,613,575~~	~~$0,000~~	~~$403,394~~	~~$0,000~~	**$2,016,969**
				$1,763,575	**$0,000**	**$440,894**	**$0,000**	**$2,204,469**

DK-420 | **DUNWOODY CITYWIDE SIGNAL COMMUNICATIONS NETWORK**

0013139

Programmed

Jurisdiction: DeKalb County
Sponsor: City of Dunwoody
Service Type: **Roadway / Operations & Safety**
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2014	STP - Urban (>200K) (ARC)	~~$100,000~~	~~$0,000~~	~~$40,000~~	~~$0,000~~	**$140,000**
UTL	AUTH	2018	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$125,000~~	~~$0,000~~	**$125,000**
CST	AUTH	2018	Congestion Mitigation & Air Quality Improvement (CMAQ)	~~$1,204,273~~	~~$0,000~~	~~$301,069~~	~~$0,000~~	**$1,505,342**
				$1,304,273	**$0,000**	**$466,069**	**$0,000**	**$1,770,342**

DK-421 | **US 78/278/SR 8 (PONCE DE LEON AVENUE) SIGNAL UPGRADES**

0012824

AT SPRINGDALE ROAD, OAKDALE ROAD, LULLWATER ROAD AND CLIFTON ROAD

Completed

Jurisdiction: DeKalb County
Sponsor: GDOT
Service Type: **Roadway / Operations & Safety**
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	1.6	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2014	STP - Urban (>200K) (ARC)	~~$335,352~~	~~$0,000~~	~~$0,000~~	~~$0,000~~	**$335,352**
ROW	AUTH	2018	Congestion Mitigation & Air Quality Improvement (CMAQ)	~~$112,000~~	~~$28,000~~	~~$0,000~~	~~$0,000~~	**$140,000**
CST	AUTH	2019	Congestion Mitigation & Air Quality Improvement (CMAQ)	~~$772,394~~	~~$0,000~~	~~$0,000~~	~~$0,000~~	**$772,394**
				$1,219,746	**$28,000**	**$0,000**	**$0,000**	**$1,247,746**

DK-422 | **US 23/SR 42 (MORELAND AVENUE) SIGNAL UPGRADES**

0012819 | AT 12 LOCATIONS

Programmed

Jurisdiction: Multi-County
Sponsor: GDOT
Service Type: Roadway / Operations & Safety
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	4.6	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2014	STP - Urban (>200K) (ARC)	~~$599,988~~	~~$0,000~~	~~$0,000~~	~~$0,000~~	**$599,988**
ROW	AUTH	2017	Congestion Mitigation & Air Quality Improvement (CMAQ)	~~$480,000~~	~~$120,000~~	~~$0,000~~	~~$0,000~~	**$600,000**
UTL		2019	Congestion Mitigation & Air Quality Improvement (CMAQ)	$244,800	$61,200	$0,000	$0,000	**$306,000**
CST	AUTH	2019	Congestion Mitigation & Air Quality Improvement (CMAQ)	~~$1,831,774~~	~~$457,943~~	~~$0,000~~	~~$0,000~~	**$2,289,717**
				$3,156,562	**$639,143**	**$0,000**	**$0,000**	**$3,795,705**

DK-431 | **SOUTH RIVER TRAIL - PHASE V**

0009029 | FROM SOUTH RIVER TRAIL - PHASE 1 TO WALDROP ROAD

Programmed

Jurisdiction: DeKalb County
Sponsor: DeKalb County
Service Type: Last Mile Connectivity / Sidepaths and Trails
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ROW	AUTH	2017	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	~~$440,000~~	~~$0,000~~	~~$580,000~~	~~$0,000~~	**$1,020,000**
CST	AUTH	2019	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	~~$1,120,000~~	~~$0,000~~	~~$280,000~~	~~$0,000~~	**$1,400,000**
				$1,560,000	**$0,000**	**$860,000**	**$0,000**	**$2,420,000**

DK-441 | **US 278 IMPROVEMENTS**

0015071 | FROM ASHTON PLACE TO SAMS CROSSING

Programmed

Jurisdiction: DeKalb County
Sponsor: City of Avondale Estates
Service Type: Roadway / Operations & Safety
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
4	2	0.8	2030

LCI: X
Flex:

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2017	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$128,000~~	~~$0,000~~	~~$32,000~~	~~$0,000~~	**$160,000**
PE	AUTH	2018	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$272,000~~	~~$0,000~~	~~$68,000~~	~~$0,000~~	**$340,000**
ROW		2020	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$1,600,000	$0,000	$400,000	$0,000	**$2,000,000**
CST		2022	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$2,400,000	$0,000	$600,000	$0,000	**$3,000,000**
				$4,400,000	**$0,000**	**$1,100,000**	**$0,000**	**$5,500,000**

DK-442 | **SR 42 BRIDGE REPLACEMENT**

0013991 | AT SOUTH FORK PEACHTREE CREEK

Programmed

Jurisdiction: DeKalb County
Sponsor: GDOT
Service Type: Roadway / Bridge Upgrade
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
2	2	0.4	TBD

LCI:
Flex:

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2017	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	~~$720,000~~	~~$180,000~~	~~$0,000~~	~~$0,000~~	**$900,000**
ROW		2020	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$200,000	$50,000	$0,000	$0,000	**$250,000**
UTL		2021	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$133,171	$33,293	$0,000	$0,000	**$166,464**
CST		2021	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$4,320,138	$1,080,034	$0,000	$0,000	**$5,400,172**
				$5,373,309	**$1,343,327**	**$0,000**	**$0,000**	**$6,716,636**

DK-443 | **SR 236 (LAVISTA ROAD) PEDESTRIAN IMPROVEMENTS**

0015629 | FROM OAK GROVE ROAD TO PANGBORN ROAD

Programmed

Jurisdiction: DeKalb County
Sponsor: GDOT
Service Type: **Last Mile Connectivity / Pedestrian Facility**
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	0.9	TBD

LCI ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2019	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	~~$200,000~~	~~$50,000~~	~~$0,000~~	~~$0,000~~	**$250,000**
ROW		2021	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$200,000	$0,000	**$200,000**
ROW		2021	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$320,000	$80,000	$0,000	$0,000	**$400,000**
CST		2022	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$1,120,000	$280,000	$0,000	$0,000	**$1,400,000**
				$1,640,000	**$410,000**	**$200,000**	**$0,000**	**$2,250,000**

DK-444 | **MERCER UNIVERSITY DRIVE BRIDGE REPLACEMENT**

0015646 | AT NORTH FORK PEACHTREE CREEK

Programmed

Jurisdiction: DeKalb County
Sponsor: GDOT
Service Type: **Roadway / Bridge Upgrade**
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
2	2	0.4	TBD

LCI ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2019	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	~~$400,000~~	~~$100,000~~	~~$0,000~~	~~$0,000~~	**$500,000**
ROW		2021	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$125,000	$0,000	**$125,000**
ROW		2021	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$100,000	$25,000	$0,000	$0,000	**$125,000**
UTL		2023	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$80,000	$20,000	$0,000	$0,000	**$100,000**
CST		2023	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$960,000	$240,000	$0,000	$0,000	**$1,200,000**
				$1,540,000	**$385,000**	**$125,000**	**$0,000**	**$2,050,000**

DK-452 | **ASHFORD DUNWOODY ROAD**

0016056 | AT AT WINDSOR PARKWAY

Programmed

Jurisdiction: DeKalb County
Sponsor: City of Brookhaven
Service Type: Roadway / Operations & Safety
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2019	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$240,000~~	~~$0,000~~	~~$60,000~~	~~$0,000~~	**$300,000**
ROW		2021	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$320,000	$0,000	$80,000	$0,000	**$400,000**
CST		2023	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$1,900,000	$0,000	**$1,900,000**
				$560,000	**$0,000**	**$2,040,000**	**$0,000**	**$2,600,000**

DK-AR-207 | **I-285 SOUTH INTERCHANGE IMPROVEMENTS**

713300- | AT BOULDERCREST ROAD

Programmed

Jurisdiction: Regional - Perimeter
Sponsor: GDOT
Service Type: Roadway / Interchange Capacity
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
4	6	2.9	2030

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	1999	Interstate Maintenance	~~$3,700,800~~	~~$411,200~~	~~$0,000~~	~~$0,000~~	**$4,112,000**
PE	AUTH	2014	Interstate Maintenance	~~$108,000~~	~~$12,000~~	~~$0,000~~	~~$0,000~~	**$120,000**
PE	AUTH	2017	Transportation Funding Act (HB 170)	~~$0,000~~	~~$1,000,000~~	~~$0,000~~	~~$0,000~~	**$1,000,000**
PE	AUTH	2019	National Highway Performance Program (NHPP)	~~$2,000,000~~	~~$500,000~~	~~$0,000~~	~~$0,000~~	**$2,500,000**
ROW	AUTH	2014	National Highway Performance Program (NHPP)	~~$560,000~~	~~$140,000~~	~~$0,000~~	~~$0,000~~	**$700,000**
ROW	AUTH	2018	National Highway Performance Program (NHPP) Exempt	~~$18,184,000~~	~~$4,546,000~~	~~$0,000~~	~~$0,000~~	**$22,730,000**
UTL		2023	National Highway Performance Program (NHPP)	$367,561	$91,890	$0,000	$0,000	**$459,451**
CST		2023	National Highway Performance Program (NHPP)	$39,832,994	$9,958,249	$0,000	$0,000	**$49,791,243**
				$64,753,355	**$16,659,339**	**$0,000**	**$0,000**	**$81,412,694**

DK-AR-241	**I-285 INTERCHANGE IMPROVEMENTS**	**Jurisdiction** Regional	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0013915	AT I-20 EAST	**Sponsor** GDOT	**N/A**	**N/A**	**8.4**	**2030**
Programmed		**Service Type** **Roadway / Interchange Capacity**	**Analysis** In the Region's Air Quality Conformity Analysis			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2017	Transportation Funding Act (HB 170)	~~$0,000~~	~~$3,800,000~~	~~$0,000~~	~~$0,000~~	**$3,800,000**
PE	AUTH	2019	Repurposed Earmark (RPF9)	~~$227,530~~	~~$56,883~~	~~$0,000~~	~~$0,000~~	**$284,413**
PE	AUTH	2019	Repurposed Earmark	~~$2,567,477~~	~~$641,869~~	~~$0,000~~	~~$0,000~~	**$3,209,346**
PE	AUTH	2019	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$1,832,523~~	~~$458,131~~	~~$0,000~~	~~$0,000~~	**$2,290,654**
PE		2020	Highway Infrastructure – 23 USC 133(b)(1)(A) Activities in Areas With a Population Over 200,000	$8,240,000	$2,060,000	$0,000	$0,000	**$10,300,000**
PE		2021	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$3,440,000	$860,000	$0,000	$0,000	**$4,300,000**
ROW		2020	National Highway Performance Program (NHPP)	$14,400,000	$3,600,000	$0,000	$0,000	**$18,000,000**
ROW		2021	Transportation Funding Act (HB 170)	$0,000	$13,000,000	$0,000	$0,000	**$13,000,000**
CST		2022	National Highway Performance Program (NHPP)	$50,960,000	$12,740,000	$0,000	$0,000	**$63,700,000**
CST		2023	National Highway Performance Program (NHPP)	$52,800,000	$13,200,000	$0,000	$0,000	**$66,000,000**
CST		LR 2024-2030	General Federal Aid 2024-2040	$232,000,000	$58,000,000	$0,000	$0,000	**$290,000,000**
CST		LR 2024-2030	Transportation Funding Act (HB 170)	$0,000	$75,800,000	$0,000	$0,000	**$75,800,000**
CST		LR 2031-2040	Transportation Funding Act (HB 170)	$0,000	$48,900,000	$0,000	$0,000	**$48,900,000**
CST		LR 2041+	Transportation Funding Act (HB 170)	$0,000	$138,900,000	$0,000	$0,000	**$138,900,000**
				$366,467,530	**$372,016,883**	**$0,000**	**$0,000**	**$738,484,413**

DK-AR-242

PANOLA ROAD: SEGMENT 3 OPERATIONS IMPROVEMENTS - INCLUDES I-20 INTERCHANGE

0002868

FROM FAIRINGTON ROAD TO SNAPFINGER WOODS DRIVE

Programmed

Jurisdiction Regional - East

Sponsor GDOT

Existing	Planned	Length (mi.)	Network Year
Var	Var	0.6	2030

Service Type Roadway / General Purpose Capacity

Analysis In the Region's Air Quality Conformity Analysis

LCI ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
SCP	AUTH	2011	National Highway System	~~$800,000~~	~~$200,000~~	~~$0,000~~	~~$0,000~~	**$1,000,000**
PE	AUTH	2011	National Highway System	~~$4,784,141~~	~~$1,196,035~~	~~$0,000~~	~~$0,000~~	**$5,980,176**
ROW		2023	National Highway Performance Program (NHPP)	$21,699,162	$5,424,791	$0,000	$0,000	**$27,123,953**
CST		LR 2024-2030	General Federal Aid 2024-2040	$21,851,056	$5,462,764	$0,000	$0,000	**$27,313,820**
				$49,134,359	**$12,283,590**	**$0,000**	**$0,000**	**$61,417,949**

DO-019

SR 166 (FAIRBURN ROAD / CAMPBELLTON ROAD) WIDENING

721770-

FROM OLD LOWER RIVER ROAD IN DOUGLAS COUNTY TO SR 70 IN FULTON COUNTY

Programmed

Jurisdiction Douglas County

Sponsor GDOT

Existing	Planned	Length (mi.)	Network Year
2	4	3.4	2030

Service Type Roadway / General Purpose Capacity

Analysis In the Region's Air Quality Conformity Analysis

LCI ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	1992	STP - Urban (>200K) (ARC)	~~$1,282,335~~	~~$320,584~~	~~$0,000~~	~~$0,000~~	**$1,602,919**
PE	AUTH	2016	Transportation Funding Act (HB 170)	~~$0,000~~	~~$500,000~~	~~$0,000~~	~~$0,000~~	**$500,000**
PE		2020	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$1,200,000	$300,000	$0,000	$0,000	**$1,500,000**
ROW		2022	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$15,308,743	$3,827,186	$0,000	$0,000	**$19,135,929**
UTL		LR 2024-2030	General Federal Aid 2024-2040	$920,933	$230,233	$0,000	$0,000	**$1,151,166**
CST		LR 2024-2030	General Federal Aid 2024-2040	$9,076,835	$2,269,209	$1,320,173	$0,000	**$12,666,217**
				$27,788,846	**$7,447,212**	**$1,320,173**	**$0,000**	**$36,556,231**

DO-022 | **LEE ROAD / SOUTH SWEETWATER ROAD WIDENING**

0013563 | FROM VULCAN DRIVE TO SKYVIEW DRIVE AND OPERATIONAL IMPROVEMENTS FROM SKYVIEW DRIVE TO US 78 (BANKHEAD HIGHWAY) TO I-20 WEST

Programmed

Jurisdiction: Douglas County
Sponsor: Douglas County
Service Type: Roadway / General Purpose Capacity
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
2	4	1.9	2030

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2016	STP - Urban (>200K) (ARC)	~~$453,600~~	~~$0,000~~	~~$113,400~~	~~$0,000~~	**$567,000**
ROW		2020	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$5,155,348	$0,000	**$5,155,348**
CST		2022	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$11,339,308	$0,000	**$11,339,308**
				$453,600	**$0,000**	**$16,608,056**	**$0,000**	**$17,061,656**

DO-220A | **LEE ROAD: SEGMENT 2 - WIDENING**

0004428 | FROM SR 92 (FAIRBURN ROAD) TO MONIER AVENUE

Programmed

Jurisdiction: Douglas County
Sponsor: Douglas County
Service Type: Roadway / General Purpose Capacity
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
2	4	2.5	2020

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2004	State Bonds	~~$0,000~~	~~$532,770~~	~~$0,000~~	~~$0,000~~	**$532,770**
PE	AUTH	2004	STP - Statewide Flexible (GDOT)	~~$438,653~~	~~$109,663~~	~~$0,000~~	~~$0,000~~	**$548,316**
PE	AUTH	2014	STP - Statewide Flexible (GDOT)	~~$40,000~~	~~$10,000~~	~~$0,000~~	~~$0,000~~	**$50,000**
ROW	AUTH	2010	STP - Statewide Flexible (GDOT)	~~$5,040,000~~	~~$1,260,000~~	~~$0,000~~	~~$0,000~~	**$6,300,000**
ROW	AUTH	2012	STP - Statewide Flexible (GDOT)	~~$4,930,645~~	~~$1,232,661~~	~~$1,936,694~~	~~$0,000~~	**$8,100,000**
CST		LR 2024-2030	Transportation Funding Act (HB 170)	$0,000	$3,950,300	$0,000	$0,000	**$3,950,300**
CST		LR 2024-2030	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$13,533,108	$0,000	**$13,533,108**
				$10,449,298	**$7,095,394**	**$15,469,802**	**$0,000**	**$33,014,494**

DO-290	**SR 5 (BILL ARP ROAD) CONGESTION REDUCTION AND TRAFFIC FLOW IMPROVEMENTS**	**Jurisdiction** Douglas County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0012618	FROM ROSE AVENUE/BRIGHT STAR CONNECTOR TO CENTRAL CHURCH ROAD	**Sponsor** Douglas County	**2**	**2**	**0.8**	**TBD**
Programmed		**Service Type** **Roadway / Operations & Safety**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2013	STP - Urban (>200K) (ARC)	~~$100,000~~	~~$0,000~~	~~$25,000~~	~~$0,000~~	**$125,000**
PE	AUTH	2016	STP - Urban (>200K) (ARC)	~~$81,114~~	~~$0,000~~	~~$20,279~~	~~$0,000~~	**$101,393**
ROW	AUTH	2017	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$300,000~~	~~$0,000~~	**$300,000**
UTL		2019	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$19,632	$0,000	**$19,632**
CST	AUTH	2019	Congestion Mitigation & Air Quality Improvement (CMAQ)	~~$859,489~~	~~$0,000~~	~~$214,872~~	~~$0,000~~	**$1,074,361**
				$1,040,603	**$0,000**	**$579,783**	**$0,000**	**$1,620,386**

DO-296	**MAXHAM ROAD CONGESTION REDUCTION AND TRAFFIC FLOW IMPROVEMENTS**	**Jurisdiction** Douglas County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0012621	FROM SR 6 (THORNTON ROAD) TO TREE TERRACE PARKWAY	**Sponsor** Douglas County	**4**	**4**	**0.5**	**TBD**
Programmed		**Service Type** **Roadway / Operations & Safety**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2013	STP - Urban (>200K) (ARC)	~~$141,844~~	~~$0,000~~	~~$35,461~~	~~$0,000~~	**$177,305**
ROW	AUTH	2018	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$172,000~~	~~$0,000~~	**$172,000**
CST		2019	Congestion Mitigation & Air Quality Improvement (CMAQ)	$1,798,256	$0,000	$449,564	$0,000	**$2,247,820**
				$1,940,100	**$0,000**	**$657,025**	**$0,000**	**$2,597,125**

DO-298

CHC REGIONAL GREENWAY TRAIL - DOUGLAS COUNTY EXTENSION

0012877

FROM BOUNDARY OF WATERS PARK TO SWEETWATER CREEK STATE PARK

Programmed

Jurisdiction Douglas County

Sponsor Douglas County

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

Service Type: **Last Mile Connectivity / Sidepaths and Trails**

Analysis: Exempt from Air Quality Analysis (40 CFR 93)

LCI ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2014	TAP - Urban (>200K) (ARC)	~~$1,300,000~~	~~$0,000~~	~~$325,000~~	~~$0,000~~	**$1,625,000**
ROW		2019	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$741,300	$0,000	**$741,300**
CST		2020	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$9,303,700	$0,000	**$9,303,700**
				$1,300,000	**$0,000**	**$10,370,000**	**$0,000**	**$11,670,000**

DO-299

SR 6 (THORNTON ROAD) TRUCK FRIENDLY LANES

0010821

FROM I-20 WEST IN DOUGLAS COUNTY TO SR 6 SPUR (GARRETT ROAD) IN COBB COUNTY

Programmed

Jurisdiction Cobb County,Douglas County

Sponsor GDOT

Existing	Planned	Length (mi.)	Network Year
Var	Var	5.2	2030

Service Type: **Roadway / Operations & Safety**

Analysis: In the Region's Air Quality Conformity Analysis

LCI ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
SCP	AUTH	2015	National Highway System	~~$800,000~~	~~$200,000~~	~~$0,000~~	~~$0,000~~	**$1,000,000**
PE	AUTH	2017	National Highway Performance Program (NHPP)	~~$1,319,835~~	~~$329,959~~	~~$0,000~~	~~$0,000~~	**$1,649,794**
ROW		LR 2024-2030	Transportation Funding Act (HB 170)	$0,000	$6,000,000	$0,000	$0,000	**$6,000,000**
UTL		LR 2024-2030	Transportation Funding Act (HB 170)	$0,000	$2,000,000	$0,000	$0,000	**$2,000,000**
CST		LR 2024-2030	Transportation Funding Act (HB 170)	$0,000	$35,654,850	$0,000	$0,000	**$35,654,850**
				$2,119,835	**$44,184,809**	**$0,000**	**$0,000**	**$46,304,644**

DO-300 | **RIVERSIDE PARKWAY BRIDGE UPGRADE**

0015072 | AT SWEETWATER CREEK

Programmed

Jurisdiction: Douglas County
Sponsor: City of Douglasville
Service Type: Roadway / Bridge Upgrade
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
2	2	0.4	TBD

LCI: ☐ Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2017	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$80,660~~	~~$0,000~~	~~$20,165~~	~~$0,000~~	**$100,825**
CST		2021	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$504,000	$0,000	$126,000	$0,000	**$630,000**
				$584,660	**$0,000**	**$146,165**	**$0,000**	**$730,825**

DO-450 | **DOUGLAS COUNTY FIXED ROUTE PUBLIC BUS SERVICE (OPERATING ASSISTANCE)**

0016367

Programmed

Jurisdiction: Douglas County
Sponsor: Douglas County
Service Type: Transit / Operations & Maintenance
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI: ☐ Flex: ☒

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST	AUTH	2019	Congestion Mitigation & Air Quality Improvement (CMAQ)	~~$1,600,000~~	~~$0,000~~	~~$400,000~~	~~$0,000~~	**$2,000,000**
CST		2020	Congestion Mitigation & Air Quality Improvement (CMAQ)	$1,600,000	$0,000	$400,000	$0,000	**$2,000,000**
CST		2021	Congestion Mitigation & Air Quality Improvement (CMAQ)	$1,600,000	$0,000	$400,000	$0,000	**$2,000,000**
				$4,800,000	**$0,000**	**$1,200,000**	**$0,000**	**$6,000,000**

FA-100A	FAYETTE COUNTY RESURFACING PROGRAM - FY 2019	Jurisdiction: Fayette County	Existing	Planned	Length (mi.)	Network Year
0016058		Sponsor: Fayette County	N/A	N/A	25	TBD
Programmed		Service Type: Roadway / Maintenance	Analysis: Exempt from Air Quality Analysis (40 CFR 93)			LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2019	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$2,896,311	$0,000	$724,078	$0,000	**$3,620,389**
				$2,896,311	**$0,000**	**$724,078**	**$0,000**	**$3,620,389**

FA-100B	FAYETTE COUNTY RESURFACING PROGRAM - FY 2020	Jurisdiction: Fayette County	Existing	Planned	Length (mi.)	Network Year
0016083		Sponsor: Fayette County	N/A	N/A	25	TBD
Programmed		Service Type: Roadway / Maintenance	Analysis: Exempt from Air Quality Analysis (40 CFR 93)			LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2020	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$3,113,444	$0,000	$778,361	$0,000	**$3,891,805**
				$3,113,444	**$0,000**	**$778,361**	**$0,000**	**$3,891,805**

FA-349	**EBENEZER CHURCH ROAD BRIDGE REPLACEMENT**	**Jurisdiction** Fayette County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0008598	AT WHITEWATER CREEK	**Sponsor** GDOT	**2**	**2**	**0.4**	**TBD**
Programmed		**Service Type** **Roadway / Bridge Upgrade**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2016	STP - Urban (>200K) (ARC)	~~$572,746~~	~~$143,187~~	~~$0,000~~	~~$0,000~~	**$715,933**
ROW		2020	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$463,000	$0,000	**$463,000**
UTL		2020	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$196,500	$0,000	**$196,500**
CST		2020	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$720,000	$0,000	$1,562,363	$0,000	**$2,282,363**
				$1,292,746	**$143,187**	**$2,221,863**	**$0,000**	**$3,657,796**

FA-352	**REDWINE ROAD AND STARRS MILL SCHOOL COMPLEX MULTI-USE PATH**	**Jurisdiction** Fayette County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0012624		**Sponsor** Fayette County	**N/A**	**N/A**	**1.5**	**TBD**
Programmed		**Service Type** **Last Mile Connectivity / Joint Bike-Ped Facilities**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2014	STP - Urban (>200K) (ARC)	~~$91,200~~	~~$0,000~~	~~$22,800~~	~~$0,000~~	**$114,000**
PE	AUTH	2019	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$56,064~~	~~$0,000~~	~~$14,016~~	~~$0,000~~	**$70,080**
ROW	AUTH	2017	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$200,000~~	~~$0,000~~	~~$50,000~~	~~$0,000~~	**$250,000**
CST	AUTH	2017	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$667,200~~	~~$0,000~~	~~$166,800~~	~~$0,000~~	**$834,000**
CST	AUTH	2017	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	~~$306,938~~	~~$0,000~~	~~$76,735~~	~~$0,000~~	**$383,673**
				$1,321,402	**$0,000**	**$330,351**	**$0,000**	**$1,651,753**

FA-353 | **FAYETTEVILLE MULTI-USE BRIDGE AND PATHS**

0012878

Programmed

Jurisdiction: Fayette County
Sponsor: Fayette County
Service Type: Last Mile Connectivity / Sidepaths and Trails
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	0.8	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2014	TAP - Urban (>200K) (ARC)	~~$749,000~~	~~$0,000~~	~~$187,250~~	~~$0,000~~	**$936,250**
PE	AUTH	2016	TAP - Urban (>200K) (ARC)	~~$320,000~~	~~$0,000~~	~~$80,000~~	~~$0,000~~	**$400,000**
ROW	AUTH	2017	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	~~$672,000~~	~~$0,000~~	~~$168,000~~	~~$0,000~~	**$840,000**
UTL		2021	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$100,000	$0,000	**$100,000**
CST		2021	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$2,472,434	$0,000	$625,132	$0,000	**$3,097,566**
				$4,213,434	**$0,000**	**$1,160,382**	**$0,000**	**$5,373,816**

FA-355 | **SR 85 BRIDGE REPLACEMENT**

0013734 | AT WHITEWATER CREEK

Programmed

Jurisdiction: Fayette County
Sponsor: GDOT
Service Type: Roadway / Bridge Upgrade
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
2	2	0.4	2030

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2016	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	~~$672,800~~	~~$168,200~~	~~$0,000~~	~~$0,000~~	**$841,000**
ROW		2020	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$200,000	$50,000	$0,000	$0,000	**$250,000**
UTL		2023	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$46,720	$11,680	$0,000	$0,000	**$58,400**
CST		2023	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$2,852,886	$713,222	$0,000	$0,000	**$3,566,108**
				$3,772,406	**$943,102**	**$0,000**	**$0,000**	**$4,715,508**

FA-358 | **COASTLINE ROAD BRIDGE REPLACEMENT**

0015647 | AT CSX RAILROAD

Programmed

Jurisdiction: Fayette County | **Sponsor:** GDOT

Existing	Planned	Length (mi.)	Network Year
2	2	0.4	TBD

Service Type: Roadway / Bridge Upgrade

Analysis: Exempt from Air Quality Analysis (40 CFR 93)

LCI ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2018	Surface Transportation Block Grant (STBG) Program Off-System Bridge	~~$400,000~~	~~$100,000~~	~~$0,000~~	~~$0,000~~	**$500,000**
ROW	AUTH	2018	STATE (40301)	~~$0,000~~	~~$0,000~~	~~$0,000~~	~~$83,500~~	**$83,500**
ROW		2021	Surface Transportation Block Grant (STBG) Program Off-System Bridge	$66,800	$16,700	$0,000	$0,000	**$83,500**
CST		2023	Surface Transportation Block Grant (STBG) Program Off-System Bridge	$880,000	$220,000	$0,000	$0,000	**$1,100,000**
				$1,346,800	**$336,700**	**$0,000**	**$83,500**	**$1,767,000**

FN-067A | **SR 9 (NORTH MAIN STREET / CUMMING HIGHWAY) WIDENING**

721780- | FROM ACADEMY STREET TO WINDWARD PARKWAY

Programmed

Jurisdiction: Fulton County (North) | **Sponsor:** GDOT

Existing	Planned	Length (mi.)	Network Year
2	4	2	2030

Service Type: Roadway / General Purpose Capacity

Analysis: In the Region's Air Quality Conformity Analysis

LCI ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	1993	STP - Statewide Flexible (GDOT)	~~$816,000~~	~~$204,000~~	~~$500,000~~	~~$0,000~~	**$1,520,000**
PE	AUTH	2007	STP - Urban (>200K) (ARC)	~~$740,064~~	~~$185,016~~	~~$0,000~~	~~$0,000~~	**$925,080**
PE	AUTH	2013	STP - Statewide Flexible (GDOT)	~~$1,600,000~~	~~$400,000~~	~~$0,000~~	~~$0,000~~	**$2,000,000**
ROW	AUTH	2016	Transportation Funding Act (HB 170)	~~$0,000~~	~~$23,330,000~~	~~$0,000~~	~~$0,000~~	**$23,330,000**
UTL		2021	Transportation Funding Act (HB 170)	$0,000	$2,028,400	$0,000	$0,000	**$2,028,400**
CST		2021	Transportation Funding Act (HB 170)	$0,000	$18,077,852	$0,000	$0,000	**$18,077,852**
				$3,156,064	**$44,225,268**	**$500,000**	**$0,000**	**$47,881,332**

FN-067B | **SR 9 (ALPHARETTA HIGHWAY / MAIN STREET) OPERATIONAL IMPROVEMENTS**

721790 | FROM UPPER HEMBREE ROAD TO ACADEMY STREET

Programmed

Jurisdiction: Fulton County (North) | Sponsor: GDOT | Service Type: **Roadway / Operations & Safety** | Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
4	4	1.8	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	1993	STP - Urban (>200K) (ARC)	~~$816,000~~	~~$204,000~~	~~$500,000~~	~~$0,000~~	**$1,520,000**
PE	AUTH	2007	STP - Urban (>200K) (ARC)	~~$768,331~~	~~$192,083~~	~~$0,000~~	~~$0,000~~	**$960,414**
PE	AUTH	2013	STP - Statewide Flexible (GDOT)	~~$1,600,000~~	~~$400,000~~	~~$0,000~~	~~$0,000~~	**$2,000,000**
ROW	AUTH	2017	Transportation Funding Act (HB 170)	~~$0,000~~	~~$15,860,000~~	~~$0,000~~	~~$0,000~~	**$15,860,000**
UTL		2021	Transportation Funding Act (HB 170)	$0,000	$2,694,090	$0,000	$0,000	**$2,694,090**
CST		2021	Transportation Funding Act (HB 170)	$0,000	$15,160,935	$0,000	$0,000	**$15,160,935**
				$3,184,331	**$34,511,108**	**$500,000**	**$0,000**	**$38,195,439**

FN-170 | **WINDWARD PARKWAY**

N/A | FROM NORTH POINT PARKWAY TO UNION HILL ROAD

Programmed

Jurisdiction: Fulton County (North) | Sponsor: City of Alpharetta | Service Type: **Roadway / General Purpose Capacity** | Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
4	6	1.35	2030

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2018	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$500,000~~	~~$0,000~~	**$500,000**
ROW		2019	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$500,000	$0,000	**$500,000**
CST		2020	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$14,000,000	$0,000	**$14,000,000**
				$0,000	**$0,000**	**$15,000,000**	**$0,000**	**$15,000,000**

FN-175 | **HAYNES BRIDGE ROAD**

N/A

FROM OLD ALABAMA ROAD TO MANSELL ROAD

Programmed

Jurisdiction: Fulton County (North)
Sponsor: City of Alpharetta
Service Type: **Roadway / General Purpose Capacity**
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
2	4	1.8	2030

LCI ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2018	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$700,000~~	~~$0,000~~	**$700,000**
ROW		2019	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$1,000,000	$0,000	**$1,000,000**
CST		2020	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$8,000,000	$0,000	**$8,000,000**
				$0,000	**$0,000**	**$9,700,000**	**$0,000**	**$9,700,000**

FN-176 | **SR 120 (OLD MILTON PARKWAY)**

TBD

FROM SR 400 TO STATE BRIDGE ROAD

Programmed

Jurisdiction: Fulton County (North)
Sponsor: City of Alpharetta
Service Type: **Roadway / General Purpose Capacity**
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
4	6	2.53	2030

LCI ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2018	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$1,250,000~~	~~$0,000~~	**$1,250,000**
ROW		2019	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$2,000,000	$0,000	**$2,000,000**
CST		2020	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$15,000,000	$0,000	**$15,000,000**
				$0,000	**$0,000**	**$18,250,000**	**$0,000**	**$18,250,000**

FN-178A | **MEDLOCK BRIDGE ROAD WIDENING (PHASE 1)**

TBD | FROM CHATTAHOOCHEE RIVER TO OLD ALABAMA ROAD

Programmed

Jurisdiction: Fulton County (North)
Sponsor: City of Johns Creek

Existing	Planned	Length (mi.)	Network Year
4	6	1.1	2030

Service Type: Roadway / General Purpose Capacity
Analysis: In the Region's Air Quality Conformity Analysis
LCI: ☐ **Flex:** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE		2019	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$250,000	$0,000	**$250,000**
ROW		2020	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$200,000	$0,000	**$200,000**
CST		2021	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$1,800,000	$0,000	**$1,800,000**
				$0,000	**$0,000**	**$2,250,000**	**$0,000**	**$2,250,000**

FN-178B | **MEDLOCK BRIDGE ROAD WIDENING (PHASE 2)**

TBD | FROM OLD ALABAMA ROAD TO GROVE POINT ROAD

Programmed

Jurisdiction: Fulton County (North)
Sponsor: City of Johns Creek

Existing	Planned	Length (mi.)	Network Year
4	6	1	2030

Service Type: Roadway / General Purpose Capacity
Analysis: In the Region's Air Quality Conformity Analysis
LCI: ☐ **Flex:** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE		2019	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$100,000	$0,000	**$100,000**
ROW		2020	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$50,000	$0,000	**$50,000**
CST		2021	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$1,000,000	$0,000	**$1,000,000**
				$0,000	**$0,000**	**$1,150,000**	**$0,000**	**$1,150,000**

FN-178C	**MEDLOCK BRIDGE ROAD WIDENING (PHASE 3)**	**Jurisdiction** Fulton County (North)	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
TBD	FROM GROVE POINT ROAD TO MCGINNIS FERRY ROAD	**Sponsor** City of Johns Creek	**4**	**6**	**3.3**	**2030**
Programmed		**Service Type** **Roadway / General Purpose Capacity**	**Analysis** In the Region's Air Quality Conformity Analysis			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE		2019	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$350,000	$0,000	**$350,000**
ROW		2020	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$200,000	$0,000	**$200,000**
CST		2021	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$6,050,000	$0,000	**$6,050,000**
				$0,000	**$0,000**	**$6,600,000**	**$0,000**	**$6,600,000**

FN-205	**SR 9/US 19 (ROSWELL ROAD) TRANSIT ACCESS PROJECT**	**Jurisdiction** Fulton County (North)	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0016061	FROM MEADOWBROOK DRIVE TO I-285	**Sponsor** City of Sandy Springs,MARTA	**N/A**	**N/A**	**2.6**	**TBD**
Programmed		**Service Type** **Last Mile Connectivity / Pedestrian Facility**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** X **Flex** X

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2019	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$498,000~~	~~$0,000~~	~~$124,500~~	~~$0,000~~	**$622,500**
ROW	AUTH	2019	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$2,560,200~~	~~$0,000~~	~~$640,050~~	~~$0,000~~	**$3,200,250**
UTL	AUTH	2019	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$320,000~~	~~$0,000~~	~~$80,000~~	~~$0,000~~	**$400,000**
CST	AUTH	2019	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$2,865,575~~	~~$0,000~~	~~$716,394~~	~~$0,000~~	**$3,581,969**
				$6,243,775	**$0,000**	**$1,560,944**	**$0,000**	**$7,804,719**

FN-222 | **SR 9 (CUMMING HIGHWAY) WIDENING**

0007838 | FROM WINDWARD PARKWAY TO FORSYTH COUNTY LINE

Programmed

Jurisdiction: Fulton County (North)
Sponsor: GDOT
Service Type: Roadway / General Purpose Capacity
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
2	4	3	2030

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2013	STP - Statewide Flexible (GDOT)	~~$2,609,882~~	~~$652,471~~	~~$0,000~~	~~$0,000~~	**$3,262,353**
PE	AUTH	2019	Transportation Funding Act (HB 170)	~~$0,000~~	~~$300,000~~	~~$0,000~~	~~$0,000~~	**$300,000**
ROW	AUTH	2018	Transportation Funding Act (HB 170)	~~$0,000~~	~~$15,710,000~~	~~$0,000~~	~~$0,000~~	**$15,710,000**
UTL		2023	Transportation Funding Act (HB 170)	$0,000	$1,664,775	$0,000	$0,000	**$1,664,775**
CST		2023	Transportation Funding Act (HB 170)	$0,000	$28,249,598	$0,000	$0,000	**$28,249,598**
				$2,609,882	**$46,576,844**	**$0,000**	**$0,000**	**$49,186,726**

FN-225 | **STATE BRIDGE ROAD / PLEASANT HILL ROAD WIDENING**

0007839 | FROM SR 141 (MEDLOCK BRIDGE ROAD) TO CHATTAHOOCHEE RIVER

Programmed

Jurisdiction: Fulton County (North)
Sponsor: City of Johns Creek
Service Type: Roadway / General Purpose Capacity
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
4	6	1.5	2030

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2018	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$300,000~~	~~$0,000~~	**$300,000**
ROW	AUTH	2019	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$100,000~~	~~$0,000~~	**$100,000**
CST		2020	Georgia Transportation Infrastructure Bank	$0,000	$1,500,000	$3,600,000	$0,000	**$5,100,000**
				$0,000	**$1,500,000**	**$4,000,000**	**$0,000**	**$5,500,000**

FN-233A | **McGINNIS FERRY ROAD: SEGMENT 1 - WIDENING**

0004634 | FROM UNION HILL ROAD TO SARGENT ROAD

Programmed

Jurisdiction: Fulton County (North)
Sponsor: Forsyth County

Existing	Planned	Length (mi.)	Network Year
2	4	7.8	2030

Service Type: Roadway / General Purpose Capacity
Analysis: In the Region's Air Quality Conformity Analysis
LCI: ☐ **Flex:** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2018	Transportation Funding Act (HB 170)	~~$0,000~~	~~$50,000~~	~~$0,000~~	~~$0,000~~	**$50,000**
PE	AUTH	2018	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$1,931,261~~	~~$0,000~~	**$1,931,261**
ROW	AUTH	2020	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$18,749,000~~	~~$0,000~~	**$18,749,000**
UTL		2022	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$3,852,000	$0,000	**$3,852,000**
CST		2022	Transportation Funding Act (HB 170)	$0,000	$10,000,000	$27,013,590	$0,000	**$37,013,590**
				$0,000	**$10,050,000**	**$51,545,851**	**$0,000**	**$61,595,851**

FN-253 | **SR 9 (ROSWELL ROAD / ATLANTA STREET) PEDESTRIAN IMPROVEMENTS**

0009640 | AT CHATTAHOOCHEE RIVER

Programmed

Jurisdiction: Fulton County (North)
Sponsor: City of Roswell

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	0.2	TBD

Service Type: Last Mile Connectivity / Pedestrian Facility
Analysis: Exempt from Air Quality Analysis (40 CFR 93)
LCI: ☐ **Flex:** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2011	Bridge Discretionary	~~$400,000~~	~~$0,000~~	~~$100,000~~	~~$0,000~~	**$500,000**
PE	AUTH	2011	STP - Statewide Flexible (GDOT)	~~$40,000~~	~~$10,000~~	~~$0,000~~	~~$0,000~~	**$50,000**
PE	AUTH	2015	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$200,000~~	~~$0,000~~	**$200,000**
ROW		2021	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$79,070	$0,000	**$79,070**
CST		2022	Bridge Discretionary	$2,580,500	$0,000	$2,645,242	$0,000	**$5,225,742**
				$3,020,500	**$10,000**	**$3,024,312**	**$0,000**	**$6,054,812**

FN-264	**SR 120 (ABBOTTS BRIDGE ROAD / DULUTH HIGHWAY) WIDENING**	**Jurisdiction** Fulton County (North)	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
721000-	FROM PEACHTREE INDUSTRIAL BOULEVARD TO PRIMROSE PARKWAY	**Sponsor** GDOT	**2**	**4**	**2.2**	**2030**
Programmed		**Service Type** **Roadway / General Purpose Capacity**	**Analysis** In the Region's Air Quality Conformity Analysis			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2012	STP - Statewide Flexible (GDOT)	~~$4,742,093~~	~~$1,185,523~~	~~$0,000~~	~~$0,000~~	**$5,927,616**
ROW	AUTH	1991	State Right-of-Way Funds	~~$0,000~~	~~$2,263,449~~	~~$0,000~~	~~$0,000~~	**$2,263,449**
ROW		2019	Repurposed Earmark	$719,920	$179,980	$0,000	$0,000	**$899,900**
ROW		2019	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$4,469,321	$1,117,330	$0,000	$0,000	**$5,586,651**
UTL		2022	Transportation Funding Act (HB 170)	$0,000	$2,110,000	$0,000	$0,000	**$2,110,000**
CST		2022	Transportation Funding Act (HB 170)	$0,000	$28,000,751	$0,000	$0,000	**$28,000,751**
				$9,931,334	**$34,857,033**	**$0,000**	**$0,000**	**$44,788,367**

FN-265	**SR 120 (ABBOTTS BRIDGE ROAD) WIDENING**	**Jurisdiction** Fulton County (North)	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
TBD	FROM JONES BRIDGE ROAD TO SR 141 (MEDLOCK BRIDGE ROAD)	**Sponsor** City of Johns Creek	**2**	**4**	**2.4**	**2030**
Programmed		**Service Type** **Roadway / General Purpose Capacity**	**Analysis** In the Region's Air Quality Conformity Analysis			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2020	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$50,000	$0,000	**$50,000**
				$0,000	**$0,000**	**$50,000**	**$0,000**	**$50,000**

FN-269	**SR 9 (ATLANTA STREET) REVERSIBLE LANE REMOVAL AND WIDENING**	**Jurisdiction** Fulton County (North)	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
721010-	FROM MARIETTA HIGHWAY TO RIVERSIDE ROAD/AZALEA DRIVE	**Sponsor** City of Roswell	**2**	**4**	**1.1**	**2030**
Programmed		**Service Type** **Roadway / General Purpose Capacity**	**Analysis** In the Region's Air Quality Conformity Analysis			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2016	STP - Urban (>200K) (ARC)	~~$800,000~~	~~$0,000~~	~~$2,100,000~~	~~$0,000~~	**$2,900,000**
PE	AUTH	2016	STP - Urban (>200K) (ARC)	~~$400,000~~	~~$100,000~~	~~$0,000~~	~~$0,000~~	**$500,000**
PE	AUTH	2016	National Highway Performance Program (NHPP)	~~$79,200~~	~~$19,800~~	~~$0,000~~	~~$0,000~~	**$99,000**
PE	AUTH	2016	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$57,656~~	~~$14,414~~	~~$0,000~~	~~$0,000~~	**$72,070**
ROW	AUTH	2018	Transportation Funding Act (HB 170)	~~$0,000~~	~~$11,607,882~~	~~$0,000~~	~~$0,000~~	**$11,607,882**
UTL		LR 2024-2030	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$0,000	$1,360,637	**$1,360,637**
CST		LR 2024-2030	General Federal Aid 2024-2040	$11,554,993	$2,888,748	$0,000	$0,000	**$14,443,741**
				$12,891,849	**$14,630,844**	**$2,100,000**	**$1,360,637**	**$30,983,330**

FN-270	**JONES BRIDGE ROAD WIDENING**	**Jurisdiction** Fulton County (North)	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
TBD	FROM DOUGLAS ROAD TO MCGINNIS FERRY ROAD	**Sponsor** City of Johns Creek	**2**	**4**	**1.4**	**2030**
Programmed		**Service Type** **Roadway / General Purpose Capacity**	**Analysis** In the Region's Air Quality Conformity Analysis			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE		2020	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$250,000	$0,000	**$250,000**
ROW		2021	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$750,000	$0,000	**$750,000**
CST		2022	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$6,000,000	$0,000	**$6,000,000**
				$0,000	**$0,000**	**$7,000,000**	**$0,000**	**$7,000,000**

FN-275	**SANDY SPRINGS CIRCLE COMPLETE STREET - PHASE II**	**Jurisdiction** Fulton County (North)	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0010385	FROM HAMMOND DRIVE TO MOUNT VERNON HIGHWAY	**Sponsor** City of Sandy Springs	**4**	**3**	**0.7**	**2020**
Programmed		**Service Type** **Last Mile Connectivity / Complete Street Retrofit**	**Analysis** In the Region's Air Quality Conformity Analysis			**LCI** X **Flex**

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2013	STP - Urban (>200K) (ARC)	~~$340,000~~	~~$0,000~~	~~$85,000~~	~~$0,000~~	**$425,000**
ROW	AUTH	2016	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$2,160,000~~	~~$0,000~~	~~$540,000~~	~~$0,000~~	**$2,700,000**
UTL		2019	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$895,982	$0,000	$223,996	$0,000	**$1,119,978**
CST	AUTH	2019	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$2,411,565~~	~~$0,000~~	~~$602,891~~	~~$0,000~~	**$3,014,456**
				$5,807,547	**$0,000**	**$1,451,887**	**$0,000**	**$7,259,434**

FN-278	**WINDWARD PARKWAY WESTBOUND AUXILIARY LANE**	**Jurisdiction** Fulton County (North)	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0010768	FROM SR 400 TO DEERFIELD PARKWAY	**Sponsor** City of Alpharetta	**0**	**1**	**0.4**	**2020**
Programmed		**Service Type** **Roadway / General Purpose Capacity**	**Analysis** In the Region's Air Quality Conformity Analysis			**LCI** **Flex**

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2012	Local Jurisdiction/Municipality Funds	~~$40,000~~	~~$10,000~~	~~$0,000~~	~~$0,000~~	**$50,000**
ROW	AUTH	2013	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$810,000~~	~~$0,000~~	**$810,000**
ROW	AUTH	2017	Georgia Transportation Infrastructure Bank	~~$0,000~~	~~$1,350,000~~	~~$0,000~~	~~$0,000~~	**$1,350,000**
ROW	AUTH	2017	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$104,000~~	~~$0,000~~	**$104,000**
CST	AUTH	2018	Georgia Transportation Infrastructure Bank	~~$0,000~~	~~$1,433,200~~	~~$0,000~~	~~$0,000~~	**$1,433,200**
CST	AUTH	2018	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$500,000~~	~~$0,000~~	**$500,000**
CST	AUTH	2018	National Highway Performance Program (NHPP)	~~$1,336,000~~	~~$334,000~~	~~$0,000~~	~~$0,000~~	**$1,670,000**
				$1,376,000	**$3,127,200**	**$1,414,000**	**$0,000**	**$5,917,200**

FN-288A | **BARNWELL ROAD OPERATIONAL IMPROVEMENTS**

0013947 | FROM SR 140 (HOLCOMB BRIDGE ROAD) TO NIBLICK DRIVE

Programmed

Jurisdiction: Fulton County (North)
Sponsor: City of Johns Creek
Service Type: **Roadway / Operations & Safety**
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	0.5	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2016	High Priority Projects from TEA-21	~~$166,680~~	~~$0,000~~	~~$41,670~~	~~$0,000~~	**$208,350**
PE	AUTH	2016	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$80,000~~	~~$0,000~~	~~$20,000~~	~~$0,000~~	**$100,000**
ROW		2019	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$1,600,000	$0,000	$400,000	$0,000	**$2,000,000**
CST		2020	Transportation Funding Act (HB 170)	$0,000	$1,000,000	$0,000	$0,000	**$1,000,000**
CST		2020	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$4,000,000	$0,000	$1,000,000	$0,000	**$5,000,000**
				$5,846,680	**$1,000,000**	**$1,461,670**	**$0,000**	**$8,308,350**

FN-292 | **BIG CREEK PARKWAY - PHASE II**

TBD | FROM WARSAW ROAD TO OLD ALABAMA ROAD

Programmed

Jurisdiction: Fulton County (North)
Sponsor: City of Roswell
Service Type: **Roadway / General Purpose Capacity**
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
0	2	1.9	2030

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2013	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$52,500~~	~~$0,000~~	**$52,500**
PE	AUTH	2017	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$2,395,800~~	~~$0,000~~	**$2,395,800**
ROW		2019	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$15,000,000	$0,000	**$15,000,000**
CST		2020	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$36,293,009	$0,000	**$36,293,009**
				$0,000	**$0,000**	**$53,741,309**	**$0,000**	**$53,741,309**

FN-300	**JONES BRIDGE ROAD WIDENING**	**Jurisdiction**	Fulton County (North)	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
TBD	FROM WATERS ROAD TO STATE BRIDGE ROAD	**Sponsor**	City of Johns Creek	**2**	**4**	**1.7**	**2030**
Programmed		**Service Type**	**Roadway / General Purpose Capacity**	**Analysis**	In the Region's Air Quality Conformity Analysis	**LCI** ☐ **Flex** ☐	

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE		2020	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$250,000	$0,000	**$250,000**
ROW		2021	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$3,250,000	$0,000	**$3,250,000**
CST		2022	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$7,500,000	$0,000	**$7,500,000**
				$0,000	**$0,000**	**$11,000,000**	**$0,000**	**$11,000,000**

FN-301	**WINDWARD PARKWAY WIDENING AND COMPLETE STREETS**	**Jurisdiction**	Fulton County (North)	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
N/A	FROM SR 400 INTERCHANGE TO SR 9	**Sponsor**	City of Alpharetta	**4**	**6**	**1.1**	**2020**
Programmed		**Service Type**	**Roadway / Interchange Capacity**	**Analysis**	In the Region's Air Quality Conformity Analysis	**LCI** ☐ **Flex** ☐	

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2016	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$800,000~~	~~$0,000~~	~~$200,000~~	~~$0,000~~	**$1,000,000**
ROW	AUTH	2018	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$1,000,000~~	~~$0,000~~	**$1,000,000**
CST		2020	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$6,000,000	$0,000	**$6,000,000**
				$800,000	**$0,000**	**$7,200,000**	**$0,000**	**$8,000,000**

FN-302	**BIG CREEK GREENWAY CONNECTION**	**Jurisdiction**	Fulton County (North)	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0015078	FROM COGBURN ROAD/BETHANY BEND TO BIG CREEK GREENWAY AT MARCONI DRIVE	**Sponsor**	City of Milton	**N/A**	**N/A**	**5.6**	**TBD**
Programmed		**Service Type**	**Last Mile Connectivity / Sidepaths and Trails**	**Analysis**	Exempt from Air Quality Analysis (40 CFR 93)		**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2017	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$400,000~~	~~$0,000~~	~~$100,000~~	~~$0,000~~	**$500,000**
ROW		2019	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$1,000,000	$0,000	**$1,000,000**
UTL		2021	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$50,000	$0,000	**$50,000**
CST		2021	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$3,000,000	$0,000	**$3,000,000**
				$400,000	**$0,000**	**$4,150,000**	**$0,000**	**$4,550,000**

FN-304	**PATH 400 TRAIL EXTENSION**	**Jurisdiction**	Fulton County (North)	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0015023	FROM LORIDANS DRIVE TO JOHNSON FERRY ROAD	**Sponsor**	City of Sandy Springs	**N/A**	**N/A**	**2.3**	**TBD**
Programmed		**Service Type**	**Last Mile Connectivity / Sidepaths and Trails**	**Analysis**	Exempt from Air Quality Analysis (40 CFR 93)		**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2016	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$144,000~~	~~$0,000~~	~~$36,000~~	~~$0,000~~	**$180,000**
PE	AUTH	2016	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	~~$496,000~~	~~$0,000~~	~~$124,000~~	~~$0,000~~	**$620,000**
PE		2019	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$830,400	$0,000	$207,600	$0,000	**$1,038,000**
ROW		2021	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$356,000	$0,000	**$356,000**
CST		2022	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$3,120,000	$0,000	**$3,120,000**
				$1,470,400	**$0,000**	**$3,843,600**	**$0,000**	**$5,314,000**

FS-209	**SOUTH FULTON SCENIC BYWAY MULTI-USE TRAIL - PHASE I**	**Jurisdiction** Fulton County (South)	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0009643	FROM COCHRAN MILL PARK TO PHILLIPS ROAD	**Sponsor** Chattahoochee Hills	**N/A**	**N/A**	**3.1**	**TBD**
Programmed		**Service Type** **Last Mile Connectivity / Sidepaths and Trails**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ROW	AUTH	2017	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$25,000~~	~~$0,000~~	**$25,000**
CST		2019	Federal Earmark Funding	$449,950	$0,000	$112,487	$0,000	**$562,437**
				$449,950	**$0,000**	**$137,487**	**$0,000**	**$587,437**

FS-211	**SEMMES STREET BICYCLE AND PEDESTRIAN IMPROVEMENTS - PHASE 1**	**Jurisdiction** Fulton County (South)	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0007540	FROM WASHINGTON ROAD TO NORMAN BERRY DRIVE	**Sponsor** City of East Point	**2**	**2**	**0.7**	**TBD**
Programmed		**Service Type** **Last Mile Connectivity / Joint Bike-Ped Facilities**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2009	Federal Earmark Funding	~~$192,000~~	~~$0,000~~	~~$48,000~~	~~$0,000~~	**$240,000**
ROW	AUTH	2013	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$100,000~~	~~$0,000~~	**$100,000**
CST		2019	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$475,083	$0,000	**$475,083**
CST	AUTH	2019	Federal Earmark Funding	~~$652,236~~	~~$0,000~~	~~$163,059~~	~~$0,000~~	**$815,295**
				$844,236	**$0,000**	**$786,142**	**$0,000**	**$1,630,378**

FS-215	**WELCOME ALL ROAD INTERSECTION STUDY**	**Jurisdiction** Fulton County (South)	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0016063	AT AT SR 6 (CAMP CREEK PARKWAY)	**Sponsor** City of East Point	**N/A**	**N/A**	**N/A**	**TBD**
Completed		**Service Type** **Other / Scoping**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
SCP	AUTH	2018	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$500,000~~	~~$0,000~~	**$500,000**
				$0,000	**$0,000**	**$500,000**	**$0,000**	**$500,000**

FS-217	**CAMPBELLTON ROAD INTERSECTION IMPROVEMENT**	**Jurisdiction** Fulton County (South)	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
731830-	AT NEW HOPE ROAD / BOAT ROCK ROAD	**Sponsor** GDOT	**N/A**	**N/A**	**N/A**	**TBD**
Programmed		**Service Type** **Roadway / Operations & Safety**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2013	STP - Statewide Flexible (GDOT)	~~$350,000~~	~~$0,000~~	~~$0,000~~	~~$0,000~~	**$350,000**
ROW	AUTH	2018	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	~~$2,390,000~~	~~$0,000~~	~~$0,000~~	~~$0,000~~	**$2,390,000**
UTL		2019	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$1,081,041	$0,000	$0,000	$0,000	**$1,081,041**
CST	AUTH	2019	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$1,312,000~~	~~$0,000~~	~~$0,000~~	~~$0,000~~	**$1,312,000**
CST	AUTH	2019	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	~~$4,170,797~~	~~$0,000~~	~~$0,000~~	~~$0,000~~	**$4,170,797**
				$9,303,838	**$0,000**	**$0,000**	**$0,000**	**$9,303,838**

FS-234	WEST BROAD STREET BICYCLE AND PEDESTRIAN FACILITIES	Jurisdiction: Fulton County (South)	Existing	Planned	Length (mi.)	Network Year
0012636	FROM SMITH STREET TO SR 138	Sponsor: City of Fairburn	N/A	N/A	0.5	TBD
Programmed		Service Type: Last Mile Connectivity / Joint Bike-Ped Facilities	Analysis: Exempt from Air Quality Analysis (40 CFR 93)			LCI: X; Flex:

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2013	STP - Urban (>200K) (ARC)	~~$100,000~~	~~$0,000~~	~~$25,000~~	~~$0,000~~	**$125,000**
PE	AUTH	2014	STP - Urban (>200K) (ARC)	~~$490,000~~	~~$0,000~~	~~$122,500~~	~~$0,000~~	**$612,500**
ROW	AUTH	2017	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$456,000~~	~~$0,000~~	~~$114,000~~	~~$0,000~~	**$570,000**
CST		2019	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$3,321,940	$0,000	$830,485	$0,000	**$4,152,425**
				$4,367,940	**$0,000**	**$1,091,985**	**$0,000**	**$5,459,925**

FS-235	NEW HOPE ROAD PEDESTRIAN FACILTIIES	Jurisdiction: Fulton County (South)	Existing	Planned	Length (mi.)	Network Year
0012637	FROM SR 166 (CAMPBELL ROAD) TO TO DANFORTH ROAD	Sponsor: City of South Fulton	N/A	N/A	1.8	TBD
Programmed		Service Type: Last Mile Connectivity / Pedestrian Facility	Analysis: Exempt from Air Quality Analysis (40 CFR 93)			LCI: ; Flex:

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2013	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$126,247~~	~~$0,000~~	**$126,247**
ROW	AUTH	2017	STP - Urban (>200K) (ARC)	~~$603,628~~	~~$0,000~~	~~$1,306,372~~	~~$0,000~~	**$1,910,000**
UTL		2022	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$80,000	$0,000	$20,000	$0,000	**$100,000**
CST		2022	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$800,000	$0,000	$1,203,974	$0,000	**$2,003,974**
				$1,483,628	**$0,000**	**$2,656,593**	**$0,000**	**$4,140,221**

FS-279 | **DOWNTOWN EAST POINT/MARTA STATION MULTIMODAL IMPROVEMENTS**

0012638

Programmed

Jurisdiction: Fulton County (South)
Sponsor: City of East Point

Existing	Planned	Length (mi.)	Network Year
4	3	N/A	2020

Service Type: Last Mile Connectivity / Complete Street Retrofit
Analysis: In the Region's Air Quality Conformity Analysis
LCI: X
Flex:

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2013	STP - Urban (>200K) (ARC)	~~$0,000~~	~~$0,000~~	~~$0,000~~	~~$0,000~~	**$0,000**
PE	AUTH	2014	STP - Urban (>200K) (ARC)	~~$547,137~~	~~$0,000~~	~~$136,784~~	~~$0,000~~	**$683,921**
ROW	AUTH	2019	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$1,352,000~~	~~$0,000~~	~~$338,000~~	~~$0,000~~	**$1,690,000**
CST		2022	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$3,082,880	$0,000	$2,561,320	$0,000	**$5,644,200**
				$4,982,017	**$0,000**	**$3,036,104**	**$0,000**	**$8,018,121**

FS-280 | **GLOBAL GATEWAY CONNECTOR**

0015080/0012882

Programmed

Jurisdiction: Fulton County (South)
Sponsor: City of College Park

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	1.2	TBD

Service Type: Last Mile Connectivity / Sidepaths and Trails
Analysis: Exempt from Air Quality Analysis (40 CFR 93)
LCI:
Flex:

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
SCP	AUTH	2014	TAP - Urban (>200K) (ARC)	~~$200,000~~	~~$0,000~~	~~$50,000~~	~~$0,000~~	**$250,000**
PE	AUTH	2016	TAP - Urban (>200K) (ARC)	~~$535,626~~	~~$0,000~~	~~$133,907~~	~~$0,000~~	**$669,533**
ROW		2019	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$25,000	$0,000	**$25,000**
UTL		2020	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$50,000	$0,000	**$50,000**
CST		2020	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$6,351,364	$0,000	**$6,351,364**
				$735,626	**$0,000**	**$6,610,271**	**$0,000**	**$7,345,897**

FS-282	**US 19/41/SR 3 (METROPOLITAN PARKWAY) AND SR 6 (CAMP CREEK PARKWAY) SIGNAL UPGRADES**	**Jurisdiction** Fulton County (South)	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0012818	AT 16 LOCATIONS	**Sponsor** GDOT	**N/A**	**N/A**	**N/A**	**TBD**
Programmed		**Service Type** **Roadway / Operations & Safety**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2014	STP - Urban (>200K) (ARC)	~~$320,000~~	~~$0,000~~	~~$80,000~~	~~$0,000~~	**$400,000**
ROW	AUTH	2017	Congestion Mitigation & Air Quality Improvement (CMAQ)	~~$344,000~~	~~$86,000~~	~~$0,000~~	~~$0,000~~	**$430,000**
UTL		2019	Congestion Mitigation & Air Quality Improvement (CMAQ)	$83,232	$20,808	$0,000	$0,000	**$104,040**
CST	AUTH	2019	Congestion Mitigation & Air Quality Improvement (CMAQ)	~~$2,003,237~~	~~$0,000~~	~~$0,000~~	~~$0,000~~	**$2,003,237**
				$2,750,469	**$106,808**	**$80,000**	**$0,000**	**$2,937,277**

FS-283	**SR/14 US 29 BRIDGE UPGRADE**	**Jurisdiction** Fulton County (South)	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0013809	AT CSX RAIL LINE 2.6 MILES NORTHEAST OF UNION CITY	**Sponsor** GDOT	**2**	**2**	**0.4**	**TBD**
Programmed		**Service Type** **Roadway / Bridge Upgrade**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2016	National Highway System	~~$800,000~~	~~$200,000~~	~~$0,000~~	~~$0,000~~	**$1,000,000**
ROW		2020	National Highway Performance Program (NHPP)	$200,000	$50,000	$0,000	$0,000	**$250,000**
CST		2022	National Highway Performance Program (NHPP)	$1,840,000	$460,000	$0,000	$0,000	**$2,300,000**
				$2,840,000	**$710,000**	**$0,000**	**$0,000**	**$3,550,000**

FS-286A	SOUTH FULTON BRIDGE REPLACEMENT PROGRAM	Jurisdiction: Fulton County (South)	Existing	Planned	Length (mi.)	Network Year
0015083	AT DEMONEY ROAD AT DEEP CREEK	Sponsor: Fulton County	N/A	N/A	0.4	TBD
Programmed		Service Type: Roadway / Bridge Upgrade	Analysis: Exempt from Air Quality Analysis (40 CFR 93)			LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2017	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$240,000~~	~~$0,000~~	~~$60,000~~	~~$0,000~~	**$300,000**
ROW		2020	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$185,000	$0,000	**$185,000**
CST		2021	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$2,724,107	$0,000	**$2,724,107**
				$240,000	**$0,000**	**$2,969,107**	**$0,000**	**$3,209,107**

FS-286B	SOUTH FULTON BRIDGE REPLACEMENT PROGRAM	Jurisdiction: Fulton County (South)	Existing	Planned	Length (mi.)	Network Year
0015529	AT COCHRAN ROAD AT DEEP CREEK	Sponsor: Fulton County	N/A	N/A	0.4	TBD
Programmed		Service Type: Roadway / Bridge Upgrade	Analysis: Exempt from Air Quality Analysis (40 CFR 93)			LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2017	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$240,000~~	~~$0,000~~	~~$60,000~~	~~$0,000~~	**$300,000**
ROW		2020	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$145,000	$0,000	**$145,000**
CST		2021	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$1,719,827	$0,000	**$1,719,827**
				$240,000	**$0,000**	**$1,924,827**	**$0,000**	**$2,164,827**

FS-286C	**SOUTH FULTON BRIDGE REPLACEMENT PROGRAM**	**Jurisdiction**	Fulton County (South)	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0015530	AT COCHRAN ROAD AT CAMP CREEK	**Sponsor**	Fulton County	**N/A**	**N/A**	**0.4**	**TBD**
Programmed		**Service Type**	**Roadway / Bridge Upgrade**	**Analysis**	Exempt from Air Quality Analysis (40 CFR 93)		**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2017	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$240,000~~	~~$0,000~~	~~$60,000~~	~~$0,000~~	**$300,000**
ROW		2020	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$138,000	$0,000	**$138,000**
CST		2021	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$1,923,252	$0,000	**$1,923,252**
				$240,000	**$0,000**	**$2,121,252**	**$0,000**	**$2,361,252**

FS-288	**SR 279 (OLD NATIONAL HIGHWAY) SIDEWALKS - PHASE II**	**Jurisdiction**	Fulton County (South)	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0015624	FROM FLAT SHOALS ROAD TO JONESBORO ROAD	**Sponsor**	Fulton County	**N/A**	**N/A**	**N/A**	**TBD**
Programmed		**Service Type**	**Last Mile Connectivity / Pedestrian Facility**	**Analysis**	Exempt from Air Quality Analysis (40 CFR 93)		**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ROW		2020	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$300,000	$0,000	$748,000	$0,000	**$1,048,000**
UTL		2021	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$160,000	$0,000	$40,000	$0,000	**$200,000**
CST		2021	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$1,588,000	$0,000	$1,062,000	$0,000	**$2,650,000**
				$2,048,000	**$0,000**	**$1,850,000**	**$0,000**	**$3,898,000**

FS-289 | **BUFFINGTON ROAD WIDENING**

0013948 | FROM ROCK QUARRY ROAD TO SR 14/US 29

Programmed

Jurisdiction: Fulton County (South)
Sponsor: GDOT
Service Type: Roadway / General Purpose Capacity
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
2	4	0.9	2030

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2016	Transportation Funding Act (HB 170)	~~$0,000~~	~~$1,160,683~~	~~$0,000~~	~~$0,000~~	**$1,160,683**
PE	AUTH	2019	Transportation Funding Act (HB 170)	~~$0,000~~	~~$800,000~~	~~$0,000~~	~~$0,000~~	**$800,000**
ROW		2019	Transportation Funding Act (HB 170)	$0,000	$14,625,000	$0,000	$0,000	**$14,625,000**
UTL		2021	Transportation Funding Act (HB 170)	$0,000	$2,306,600	$0,000	$0,000	**$2,306,600**
CST		2021	Transportation Funding Act (HB 170)	$0,000	$11,993,327	$0,000	$0,000	**$11,993,327**
				$0,000	**$30,885,610**	**$0,000**	**$0,000**	**$30,885,610**

FS-290 | **OAKLEY ROAD BRIDGE REPLACEMENT**

0015642 | AT BROADANAX CREEK

Programmed

Jurisdiction: Fulton County (South)
Sponsor: GDOT
Service Type: Roadway / Bridge Upgrade
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
2	2	0.4	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2019	Surface Transportation Block Grant (STBG) Program Off-System Bridge	~~$400,000~~	~~$100,000~~	~~$0,000~~	~~$0,000~~	**$500,000**
ROW		2021	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$125,000	$0,000	**$125,000**
ROW		2021	Surface Transportation Block Grant (STBG) Program Off-System Bridge	$100,000	$25,000	$0,000	$0,000	**$125,000**
UTL		2023	Surface Transportation Block Grant (STBG) Program Off-System Bridge	$24,000	$6,000	$0,000	$0,000	**$30,000**
CST		2023	Surface Transportation Block Grant (STBG) Program Off-System Bridge	$800,000	$200,000	$0,000	$0,000	**$1,000,000**
				$1,324,000	**$331,000**	**$125,000**	**$0,000**	**$1,780,000**

FS-AR-182	I-85 SOUTH INTERCHANGE IMPROVEMENTS	Jurisdiction: Regional - Southwest	Existing	Planned	Length (mi.)	Network Year
0007841	AT SR 74 (SENOIA ROAD)	Sponsor: City of Fairburn	Var	Var	0.4	2030
Programmed		Service Type: Roadway / Interchange Capacity	Analysis: In the Region's Air Quality Conformity Analysis			LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
SCP	AUTH	2011	National Highway System	~~$40,000~~	~~$10,000~~	~~$0,000~~	~~$0,000~~	**$50,000**
PE	AUTH	2012	National Highway System	~~$1,170,702~~	~~$292,675~~	~~$0,000~~	~~$0,000~~	**$1,463,377**
PE	AUTH	2016	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$831,600~~	~~$207,900~~	~~$0,000~~	~~$0,000~~	**$1,039,500**
PE	AUTH	2017	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$150,000~~	~~$0,000~~	~~$37,500~~	~~$0,000~~	**$187,500**
ROW	AUTH	2019	National Highway Performance Program (NHPP)	~~$13,355,090~~	~~$3,338,773~~	~~$0,000~~	~~$0,000~~	**$16,693,863**
ROW		2020	National Highway Performance Program (NHPP)	$11,151,568	$2,787,892	$0,000	$0,000	**$13,939,460**
UTL		2021	National Highway Performance Program (NHPP)	$282,989	$70,747	$0,000	$0,000	**$353,736**
CST		2021	National Highway Performance Program (NHPP)	$25,198,193	$6,299,548	$0,000	$0,000	**$31,497,741**
CST		2021	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$7,000,000	$1,750,000	$0,000	$0,000	**$8,750,000**
				$59,180,142	**$14,757,535**	**$37,500**	**$0,000**	**$73,975,177**

FS-AR-183	I-85 SOUTH INTERCHANGE IMPROVEMENTS	Jurisdiction: Regional - Southwest	Existing	Planned	Length (mi.)	Network Year
0007842	AT SR 138 (JONESBORO ROAD)	Sponsor: GDOT	N/A	N/A	0.4	2030
Programmed		Service Type: Roadway / Interchange Upgrade	Analysis: In the Region's Air Quality Conformity Analysis			LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2014	National Highway System	~~$2,523,703~~	~~$630,926~~	~~$0,000~~	~~$0,000~~	**$3,154,629**
PE	AUTH	2019	National Highway Performance Program (NHPP)	~~$160,000~~	~~$40,000~~	~~$0,000~~	~~$0,000~~	**$200,000**
ROW		2023	National Highway Performance Program (NHPP)	$10,552,415	$2,638,104	$0,000	$0,000	**$13,190,519**
UTL		LR 2024-2030	General Federal Aid 2024-2040	$1,743,429	$435,857	$0,000	$0,000	**$2,179,286**
CST		LR 2024-2030	General Federal Aid 2024-2040	$28,591,010	$7,147,752	$0,000	$0,000	**$35,738,762**
				$43,570,557	**$10,892,639**	**$0,000**	**$0,000**	**$54,463,196**

FT-001A | **SR 9 (ATLANTA HIGHWAY) WIDENING**

0007843 | FROM FULTON COUNTY LINE TO MCFARLAND ROAD

Programmed

Jurisdiction Forsyth County | **Sponsor** GDOT

Existing	Planned	Length (mi.)	Network Year
2	4	0.9	2030

Service Type: Roadway / General Purpose Capacity

Analysis: In the Region's Air Quality Conformity Analysis

LCI ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2011	STP - Statewide Flexible (GDOT)	~~$620,833~~	~~$155,208~~	~~$0,000~~	~~$0,000~~	**$776,041**
PE	AUTH	2016	Transportation Funding Act (HB 170)	~~$0,000~~	~~$1,505,000~~	~~$0,000~~	~~$0,000~~	**$1,505,000**
PE	AUTH	2019	Transportation Funding Act (HB 170)	~~$0,000~~	~~$300,000~~	~~$0,000~~	~~$0,000~~	**$300,000**
ROW	AUTH	2017	Transportation Funding Act (HB 170)	~~$0,000~~	~~$7,440,000~~	~~$0,000~~	~~$0,000~~	**$7,440,000**
UTL		2022	Transportation Funding Act (HB 170)	$0,000	$1,318,919	$0,000	$0,000	**$1,318,919**
CST		2022	Transportation Funding Act (HB 170)	$0,000	$8,718,719	$0,000	$0,000	**$8,718,719**
				$620,833	**$19,437,846**	**$0,000**	**$0,000**	**$20,058,679**

FT-001B | **SR 9 (ATLANTA HIGHWAY): SEGMENT 2 - WIDENING**

0007844 | FROM MCFARLAND ROAD TO SR 371 (POST ROAD)

Programmed

Jurisdiction Forsyth County | **Sponsor** GDOT

Existing	Planned	Length (mi.)	Network Year
2	4	2.2	2030

Service Type: Roadway / General Purpose Capacity

Analysis: In the Region's Air Quality Conformity Analysis

LCI ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2007	STP - Statewide Flexible (GDOT)	~~$893,696~~	~~$223,424~~	~~$0,000~~	~~$0,000~~	**$1,117,120**
PE	AUTH	2016	Transportation Funding Act (HB 170)	~~$0,000~~	~~$2,070,000~~	~~$0,000~~	~~$0,000~~	**$2,070,000**
PE	AUTH	2019	Transportation Funding Act (HB 170)	~~$0,000~~	~~$300,000~~	~~$0,000~~	~~$0,000~~	**$300,000**
ROW	AUTH	2017	Transportation Funding Act (HB 170)	~~$0,000~~	~~$20,870,000~~	~~$0,000~~	~~$0,000~~	**$20,870,000**
UTL		2022	Transportation Funding Act (HB 170)	$0,000	$1,872,031	$0,000	$0,000	**$1,872,031**
CST		2022	Transportation Funding Act (HB 170)	$0,000	$19,077,575	$0,000	$0,000	**$19,077,575**
				$893,696	**$44,413,030**	**$0,000**	**$0,000**	**$45,306,726**

FT-001C | **SR 9 (ATLANTA HIGHWAY): SEGMENT 3 - WIDENING**

0008357 | FROM SR 371 (POST ROAD) TO SR 141 (PEACHTREE PARKWAY)

Programmed

Jurisdiction: Forsyth County | **Sponsor:** GDOT | **Service Type:** Roadway / General Purpose Capacity | **Analysis:** In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
2	4	3.8	2030

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2011	STP - Statewide Flexible (GDOT)	~~$1,921,733~~	~~$480,433~~	~~$0,000~~	~~$0,000~~	**$2,402,166**
PE	AUTH	2016	Transportation Funding Act (HB 170)	~~$0,000~~	~~$2,002,024~~	~~$0,000~~	~~$0,000~~	**$2,002,024**
PE	AUTH	2019	Transportation Funding Act (HB 170)	~~$0,000~~	~~$300,000~~	~~$0,000~~	~~$0,000~~	**$300,000**
ROW	AUTH	2018	Transportation Funding Act (HB 170)	~~$0,000~~	~~$9,220,000~~	~~$0,000~~	~~$0,000~~	**$9,220,000**
UTL		2022	Transportation Funding Act (HB 170)	$0,000	$4,745,281	$0,000	$0,000	**$4,745,281**
CST		2022	Transportation Funding Act (HB 170)	$0,000	$27,000,786	$0,000	$0,000	**$27,000,786**
				$1,921,733	**$43,748,524**	**$0,000**	**$0,000**	**$45,670,257**

FT-001D | **SR 9 (ATLANTA HIGHWAY): SEGMENT 4 - WIDENING**

121690- | FROM SR 141 (PEACHTREE PARKWAY / BETHELVIEW ROAD) TO SR 20 (BUFORD HIGHWAY)

Programmed

Jurisdiction: Forsyth County | **Sponsor:** GDOT | **Service Type:** Roadway / General Purpose Capacity | **Analysis:** In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
2	4	2.9	2030

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	1992	STP - Rural	~~$510,026~~	~~$127,507~~	~~$0,000~~	~~$0,000~~	**$637,533**
PE	AUTH	1992	STP - Statewide Flexible (GDOT)	~~$2,896,054~~	~~$724,014~~	~~$0,000~~	~~$0,000~~	**$3,620,068**
PE	AUTH	2013	STP - Urban (>200K) (ARC)	~~$800,000~~	~~$200,000~~	~~$0,000~~	~~$0,000~~	**$1,000,000**
ROW	AUTH	1997	State Right-of-Way Funds	~~$0,000~~	~~$250,000~~	~~$0,000~~	~~$0,000~~	**$250,000**
ROW	AUTH	2013	STP - Statewide Flexible (GDOT)	~~$424,000~~	~~$106,000~~	~~$0,000~~	~~$0,000~~	**$530,000**
ROW	AUTH	2017	Transportation Funding Act (HB 170)	~~$0,000~~	~~$25,370,000~~	~~$0,000~~	~~$0,000~~	**$25,370,000**
ROW	AUTH	2017	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	~~$11,570,913~~	~~$2,892,728~~	~~$0,000~~	~~$0,000~~	**$14,463,641**
UTL		2023	Transportation Funding Act (HB 170)	$0,000	$1,831,930	$0,000	$0,000	**$1,831,930**
CST		2023	Transportation Funding Act (HB 170)	$0,000	$16,219,924	$0,000	$0,000	**$16,219,924**
				$16,200,993	**$47,722,103**	**$0,000**	**$0,000**	**$63,923,096**

FT-030 | **SR 371 (POST ROAD)**

0006915 | FROM SR 9 (ATLANTA HIGHWAY) TO KELLY MILL ROAD

Programmed

Jurisdiction: Forsyth County
Sponsor: Forsyth County
Service Type: Roadway / General Purpose Capacity
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
2	4	3.8	2030

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2016	Transportation Funding Act (HB 170)	~~$0,000~~	~~$50,000~~	~~$0,000~~	~~$0,000~~	**$50,000**
PE	AUTH	2016	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$1,301,270~~	~~$0,000~~	**$1,301,270**
PE	AUTH	2019	Transportation Funding Act (HB 170)	~~$0,000~~	~~$80,000~~	~~$0,000~~	~~$0,000~~	**$80,000**
PE		2022	Transportation Funding Act (HB 170)	$0,000	$5,000	$0,000	$0,000	**$5,000**
ROW		LR 2024-2030	Transportation Funding Act (HB 170)	$0,000	$15,045,000	$0,000	$0,000	**$15,045,000**
UTL		LR 2024-2030	Transportation Funding Act (HB 170)	$0,000	$3,119,000	$0,000	$0,000	**$3,119,000**
CST		LR 2024-2030	Transportation Funding Act (HB 170)	$0,000	$40,962,962	$0,000	$0,000	**$40,962,962**
				$0,000	**$59,261,962**	**$1,301,270**	**$0,000**	**$60,563,232**

FT-060 | **SR 369 (MATT HIGHWAY) BRIDGE REPLACEMENT**

0013627 | AT SETTINGDOWN CREEK

Programmed

Jurisdiction: Forsyth County
Sponsor: GDOT
Service Type: Roadway / Bridge Upgrade
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
2	2	0.4	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2016	STP - Statewide Flexible (GDOT)	~~$412,000~~	~~$103,000~~	~~$0,000~~	~~$0,000~~	**$515,000**
ROW	AUTH	2018	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	~~$464,000~~	~~$116,000~~	~~$0,000~~	~~$0,000~~	**$580,000**
UTL		2020	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$208,000	$52,000	$0,000	$0,000	**$260,000**
CST		2020	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$2,737,866	$684,467	$0,000	$0,000	**$3,422,333**
				$3,821,866	**$955,467**	**$0,000**	**$0,000**	**$4,777,333**

FT-061A

SR 20 (CANTON HIGHWAY / CUMMING HIGHWAY) WIDENING

0002862

FROM SR 369 (HIGHTOWER ROAD) IN CHEROKEE COUNTY TO SR 371 (POST ROAD) IN FORSYTH COUNTY

Programmed

Jurisdiction Regional - North

Sponsor GDOT

Existing	Planned	Length (mi.)	Network Year
2	6	6.3	2030

Service Type Roadway / General Purpose Capacity

Analysis In the Region's Air Quality Conformity Analysis

LCI ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2004	STP - Statewide Flexible (GDOT)	~~$2,336,449~~	~~$584,112~~	~~$0,000~~	~~$0,000~~	**$2,920,561**
PE	AUTH	2014	National Highway Performance Program (NHPP)	~~$1,600,000~~	~~$400,000~~	~~$0,000~~	~~$0,000~~	**$2,000,000**
ROW	AUTH	2019	Transportation Funding Act (HB 170)	~~$0,000~~	~~$15,153,282~~	~~$0,000~~	~~$0,000~~	**$15,153,282**
ROW		2020	Transportation Funding Act (HB 170)	$0,000	$44,216,718	$0,000	$0,000	**$44,216,718**
UTL		2023	Transportation Funding Act (HB 170)	$0,000	$5,371,504	$0,000	$0,000	**$5,371,504**
CST		2023	Transportation Funding Act (HB 170)	$0,000	$68,622,085	$0,000	$0,000	**$68,622,085**
				$3,936,449	**$134,347,701**	**$0,000**	**$0,000**	**$138,284,150**

FT-062A

SR 369 (BROWNS BRIDGE ROAD) WIDENING

0015762

FROM SR 9 (DAHLONEGA HIGHWAY) TO SR 306 (KEITH BRIDGE ROAD)

Programmed

Jurisdiction Forsyth County

Sponsor GDOT

Existing	Planned	Length (mi.)	Network Year
2	4	1.8	2020

Service Type Roadway / General Purpose Capacity

Analysis In the Region's Air Quality Conformity Analysis

LCI ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2016	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$600,000~~	~~$0,000~~	**$600,000**
ROW	AUTH	2017	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$2,400,000~~	~~$0,000~~	**$2,400,000**
CST		2020	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$12,000,000	$0,000	**$12,000,000**
				$0,000	**$0,000**	**$15,000,000**	**$0,000**	**$15,000,000**

FT-062C | **SR 369 (BROWNS BRIDGE ROAD) BRIDGE REPLACEMENT**

122017- | AT TWO MILE CREEK / LAKE LANIER

Programmed

Jurisdiction: Forsyth County | Sponsor: GDOT

Existing	Planned	Length (mi.)	Network Year
2	2	0.6	TBD

Service Type: Roadway / Bridge Upgrade

Analysis: Exempt from Air Quality Analysis (40 CFR 93)

LCI: ☐ Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	1993	On-System Bridges	~~$1,389,073~~	~~$347,268~~	~~$0,000~~	~~$0,000~~	**$1,736,341**
ROW	AUTH	2016	On-System Bridges	~~$384,000~~	~~$96,000~~	~~$0,000~~	~~$0,000~~	**$480,000**
CST	AUTH	2017	STATE (41607)	~~$0,000~~	~~$10,110,778~~	~~$0,000~~	~~$0,000~~	**$10,110,778**
				$1,773,073	**$10,554,046**	**$0,000**	**$0,000**	**$12,327,119**

FT-062D | **SR 400 - NEW INTERCHANGE**

0013369 | AT SR 369 (BROWNS BRIDGE ROAD)

Programmed

Jurisdiction: Forsyth County | Sponsor: GDOT

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	0.4	2030

Service Type: Roadway / Interchange Capacity

Analysis: In the Region's Air Quality Conformity Analysis

LCI: ☐ Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2016	Transportation Funding Act (HB 170)	~~$0,000~~	~~$55,000~~	~~$0,000~~	~~$0,000~~	**$55,000**
PE	AUTH	2016	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$1,013,008~~	~~$0,000~~	**$1,013,008**
ROW	AUTH	2018	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$10,600,000~~	~~$0,000~~	**$10,600,000**
UTL		2020	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$1,546,000	$0,000	**$1,546,000**
CST		2020	Transportation Funding Act (HB 170)	$0,000	$7,000,000	$0,000	$0,000	**$7,000,000**
CST		2020	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$18,247,499	$0,000	**$18,247,499**
				$0,000	**$7,055,000**	**$31,406,507**	**$0,000**	**$38,461,507**

FT-077B	**RONALD REAGAN BOULEVARD: SEGMENT 2 - NEW ALIGNMENT**	**Jurisdiction**	Forsyth County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
N/A	FROM MCFARLAND ROAD TO SHILOH ROAD	**Sponsor**	Forsyth County	**0**	**4**	**1.2**	**2020**
Programmed		**Service Type**	**Roadway / General Purpose Capacity**	**Analysis**	In the Region's Air Quality Conformity Analysis	**LCI** ☐ **Flex** ☐	

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2015	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$650,000~~	~~$0,000~~	**$650,000**
ROW	AUTH	2018	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$4,550,000~~	~~$0,000~~	**$4,550,000**
CST		2020	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$13,550,000	$0,000	**$13,550,000**
				$0,000	**$0,000**	**$18,750,000**	**$0,000**	**$18,750,000**

FT-077C	**RONALD REAGAN BOULEVARD: SEGMENT 3 - NEW ALIGNMENT**	**Jurisdiction**	Forsyth County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
N/A	FROM SHILOH ROAD TO MAJORS ROAD	**Sponsor**	Forsyth County	**0**	**4**	**2**	**2020**
Programmed		**Service Type**	**Roadway / General Purpose Capacity**	**Analysis**	In the Region's Air Quality Conformity Analysis	**LCI** ☐ **Flex** ☐	

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2015	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$1,000,000~~	~~$0,000~~	**$1,000,000**
ROW	AUTH	2018	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$2,000,000~~	~~$0,000~~	**$2,000,000**
CST		2020	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$21,680,000	$0,000	**$21,680,000**
				$0,000	**$0,000**	**$24,680,000**	**$0,000**	**$24,680,000**

FT-313	**SR 20 WIDENING**	**Jurisdiction**	Regional - North	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0003682	FROM SR 371 TO EAST OF NORTH CORNERS PARKWAY	**Sponsor**	GDOT	**2**	**6**	**5.2**	**2030**
Programmed		**Service Type**	**Roadway / General Purpose Capacity**	**Analysis**	In the Region's Air Quality Conformity Analysis		**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2006	Federal Earmark Funding	~~$320,000~~	~~$80,000~~	~~$0,000~~	~~$0,000~~	**$400,000**
PE	AUTH	2006	STP - Statewide Flexible (GDOT)	~~$3,128,666~~	~~$782,167~~	~~$0,000~~	~~$0,000~~	**$3,910,833**
ROW	AUTH	2018	Transportation Funding Act (HB 170)	~~$0,000~~	~~$8,788,537~~	~~$0,000~~	~~$0,000~~	**$8,788,537**
ROW	AUTH	2019	Transportation Funding Act (HB 170)	~~$0,000~~	~~$16,180,971~~	~~$0,000~~	~~$0,000~~	**$16,180,971**
ROW		2020	Transportation Funding Act (HB 170)	$0,000	$16,904,745	$0,000	$0,000	**$16,904,745**
ROW		2021	Transportation Funding Act (HB 170)	$0,000	$19,305,747	$0,000	$0,000	**$19,305,747**
UTL		2021	Transportation Funding Act (HB 170)	$0,000	$3,166,800	$0,000	$0,000	**$3,166,800**
CST		2021	Transportation Funding Act (HB 170)	$0,000	$53,599,150	$0,000	$0,000	**$53,599,150**
				$3,448,666	**$118,808,117**	**$0,000**	**$0,000**	**$122,256,783**

FT-324

SR 400 - NEW INTERCHANGE INCLUDING WIDENING AND AUXILIARY LANES

0007526

AT MCGINNIS FERRY ROAD

Programmed

Jurisdiction Forsyth County

Sponsor Forsyth County

Existing	Planned	Length (mi.)	Network Year
Var	Var	4.5	2030

Service Type: Roadway / Interchange Capacity

Analysis: In the Region's Air Quality Conformity Analysis

LCI ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
SCP	AUTH	2013	Federal Earmark Funding	~~$2,089,938~~	~~$0,000~~	~~$522,484~~	~~$0,000~~	**$2,612,422**
PE	AUTH	2012	Federal Earmark	~~$250,000~~	~~$0,000~~	~~$62,500~~	~~$0,000~~	**$312,500**
ROW	AUTH	2017	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$3,630,000~~	~~$0,000~~	**$3,630,000**
ROW	AUTH	2017	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$4,000,000~~	~~$0,000~~	~~$1,000,000~~	~~$0,000~~	**$5,000,000**
ROW	AUTH	2018	Transportation Funding Act (HB 170)	~~$0,000~~	~~$4,330,000~~	~~$0,000~~	~~$0,000~~	**$4,330,000**
UTL		2020	Transportation Funding Act (HB 170)	$0,000	$3,747,942	$0,000	$0,000	**$3,747,942**
CST		2020	Transportation Funding Act (HB 170)	$0,000	$23,893,515	$0,000	$0,000	**$23,893,515**
CST		2020	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$10,378,014	$0,000	**$10,378,014**
				$6,339,938	**$31,971,457**	**$15,592,998**	**$0,000**	**$53,904,393**

FT-330

OLD ATLANTA ROAD: SEGMENT 3 - WIDENING

N/A

FROM JAMES BURGESS ROAD TO OLD ATLANTA CLUB

Programmed

Jurisdiction Forsyth County

Sponsor Forsyth County

Existing	Planned	Length (mi.)	Network Year
2	4	1.1	2020

Service Type: Roadway / General Purpose Capacity

Analysis: In the Region's Air Quality Conformity Analysis

LCI ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ROW	AUTH	2015	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$1,187,500~~	~~$0,000~~	**$1,187,500**
CST		2020	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$12,812,500	$0,000	**$12,812,500**
				$0,000	**$0,000**	**$14,000,000**	**$0,000**	**$14,000,000**

FT-331	**OLD ATLANTA ROAD: SEGMENT 4 - WIDENING**	**Jurisdiction** Forsyth County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
N/A	FROM OLD ATLANTA CLUB TO ST. MARLO COUNTRY CLUB WAY	**Sponsor** Forsyth County	**2**	**4**	**1.2**	**2020**
Programmed		**Service Type** **Roadway / General Purpose Capacity**	**Analysis** In the Region's Air Quality Conformity Analysis			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ROW	AUTH	2015	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$950,000~~	~~$0,000~~	**$950,000**
CST		2020	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$8,550,000	$0,000	**$8,550,000**
				$0,000	**$0,000**	**$9,500,000**	**$0,000**	**$9,500,000**

FT-335	**SR 9 (DAHLONEGA HIGHWAY) INTERSECTION IMPROVEMENTS**	**Jurisdiction** Forsyth County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0016066	AT AT JEWELL BENNETT ROAD	**Sponsor** Forsyth County	**N/A**	**N/A**	**N/A**	**TBD**
Programmed		**Service Type** **Roadway / Operations & Safety**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2019	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$160,000~~	~~$0,000~~	~~$40,000~~	~~$0,000~~	**$200,000**
ROW		2021	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$160,000	$0,000	$40,000	$0,000	**$200,000**
UTL		2022	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$80,000	$0,000	$20,000	$0,000	**$100,000**
CST		2022	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$880,000	$0,000	$220,000	$0,000	**$1,100,000**
				$1,280,000	**$0,000**	**$320,000**	**$0,000**	**$1,600,000**

GW-020D	**SR 20 (BUFORD DRIVE) WIDENING**	**Jurisdiction**	Regional - Northeast	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0007850	FROM I-85 NORTH TO ROCK SPRINGS ROAD	**Sponsor**	GDOT	**4**	**8**	**0.8**	**2030**
Programmed		**Service Type**	**Roadway / General Purpose Capacity**	**Analysis**	In the Region's Air Quality Conformity Analysis	**LCI** ☐ **Flex** ☐	

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE		2023	Transportation Funding Act (HB 170)	$0,000	$699,953	$0,000	$0,000	**$699,953**
ROW		LR 2024-2030	Transportation Funding Act (HB 170)	$0,000	$3,148,187	$0,000	$0,000	**$3,148,187**
CST		LR 2024-2030	General Federal Aid 2024-2040	$12,159,184	$3,039,796	$0,000	$0,000	**$15,198,980**
				$12,159,184	**$6,887,936**	**$0,000**	**$0,000**	**$19,047,120**

GW-290	**SR 120 (DULUTH HIGHWAY) BRIDGE REPLACEMENT**	**Jurisdiction**	Gwinnett County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
132986-	AT SINGLETON CREEK	**Sponsor**	GDOT	**2**	**2**	**0.4**	**TBD**
Programmed		**Service Type**	**Roadway / Bridge Upgrade**	**Analysis**	Exempt from Air Quality Analysis (40 CFR 93)	**LCI** ☐ **Flex** ☐	

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2014	STP - Statewide Flexible (GDOT)	~~$560,000~~	~~$140,000~~	~~$0,000~~	~~$0,000~~	**$700,000**
ROW	AUTH	2005	On-System Bridges	~~$172,585~~	~~$43,146~~	~~$0,000~~	~~$0,000~~	**$215,731**
UTL		2020	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$894,316	$223,579	$0,000	$0,000	**$1,117,895**
CST		2020	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$3,568,023	$892,006	$0,000	$0,000	**$4,460,029**
				$5,194,924	**$1,298,731**	**$0,000**	**$0,000**	**$6,493,655**

GW-308B | **SUGARLOAF PARKWAY EXTENSION: PHASE 2 - NEW ALIGNMENT**

0006924 | FROM SR 316 EAST OF LAWRENCEVILLE TO I-85

Programmed

Jurisdiction: Regional - Northeast
Sponsor: Gwinnett County
Service Type: Roadway / General Purpose Capacity
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
0	4	6.8	2040

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2006	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$10,000,000~~	~~$0,000~~	**$10,000,000**
PE	AUTH	2018	Federal Earmark Funding	~~$4,499,500~~	~~$0,000~~	~~$4,950,500~~	~~$0,000~~	**$9,450,000**
PE-OV	AUTH	2011	STP - Statewide Flexible (GDOT)	~~$40,000~~	~~$10,000~~	~~$0,000~~	~~$0,000~~	**$50,000**
ROW		2020	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$39,597,000	$0,000	**$39,597,000**
UTL		LR 2031-2040	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$6,414,500	$0,000	**$6,414,500**
CST		LR 2031-2040	General Federal Aid 2024-2040	$165,427,567	$41,356,892	$32,873,241	$0,000	**$239,657,700**
				$169,967,067	**$41,366,892**	**$93,835,241**	**$0,000**	**$305,169,200**

GW-308C | **SUGARLOAF PARKWAY EXTENSION: PHASE 3 - NEW ALIGNMENT**

N/A | FROM I-85 TO PEACHTREE INDUSTRIAL BOULEVARD

Programmed

Jurisdiction: Gwinnett County
Sponsor: Gwinnett County
Service Type: Roadway / General Purpose Capacity
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
0	4	5.8	2040

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2006	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$8,000,000~~	~~$0,000~~	**$8,000,000**
ROW	AUTH	2010	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$8,000,000~~	~~$0,000~~	**$8,000,000**
UTL		LR 2031-2040	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$6,106,500	$0,000	**$6,106,500**
CST		LR 2031-2040	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$109,415,586	$0,000	**$109,415,586**
				$0,000	**$0,000**	**$131,522,086**	**$0,000**	**$131,522,086**

GW-331	**NORTH EVERMORE PARKWAY - NEW ALIGNMENT**	**Jurisdiction** Gwinnett County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0007535	FROM HEWATT ROAD TO BRITT ROAD	**Sponsor** Gwinnett County	**0**	**2**	**1**	**2020**
Programmed		**Service Type** **Roadway / General Purpose Capacity**	**Analysis** In the Region's Air Quality Conformity Analysis			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2008	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$0,000~~	~~$0,000~~	**$0,000**
PE	AUTH	2014	Federal Earmark	~~$40,000~~	~~$0,000~~	~~$10,000~~	~~$0,000~~	**$50,000**
PE	AUTH	2015	Georgia Transportation Infrastructure Bank	~~$0,000~~	~~$763,961~~	~~$0,000~~	~~$0,000~~	**$763,961**
ROW	AUTH	2015	Federal Earmark	~~$2,058,746~~	~~$0,000~~	~~$514,687~~	~~$0,000~~	**$2,573,433**
ROW	AUTH	2015	SAFETEA-LU Earmark	~~$364,403~~	~~$91,101~~	~~$0,000~~	~~$0,000~~	**$455,504**
ROW	AUTH	2015	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$1,767,563~~	~~$0,000~~	**$1,767,563**
ROW	AUTH	2015	Federal Earmark Funding	~~$781,254~~	~~$0,000~~	~~$195,314~~	~~$0,000~~	**$976,568**
ROW	AUTH	2015	Federal Earmark Funding	~~$85,547~~	~~$21,387~~	~~$0,000~~	~~$0,000~~	**$106,934**
ROW	AUTH	2016	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$2,000,000~~	~~$0,000~~	~~$500,000~~	~~$0,000~~	**$2,500,000**
ROW	AUTH	2017	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$820,000~~	~~$0,000~~	~~$205,000~~	~~$0,000~~	**$1,025,000**
UTL		2020	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$1,591,628	$0,000	**$1,591,628**
CST		2020	Federal Earmark Funding	$2,184,426	$0,000	$2,745,179	$0,000	**$4,929,605**
				$8,334,376	**$876,449**	**$7,529,371**	**$0,000**	**$16,740,196**

GW-382

SR 378 (BEAVER RUIN ROAD) SAFE ROUTES TO SCHOOL (SRTS) IMPROVEMENTS

0012640

FROM PRICE PLACE TO INDIAN TRAIL-LILBURN ROAD

Completed

Jurisdiction: Gwinnett County
Sponsor: City of Norcross,Gateway 85 Gwinnett CID
Service Type: **Last Mile Connectivity / Joint Bike-Ped Facilities**
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	1.5	TBD

LCI ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2013	STP - Urban (>200K) (ARC)	~~$100,000~~	~~$0,000~~	~~$25,000~~	~~$0,000~~	**$125,000**
PE	AUTH	2014	Local Participation	~~$0,000~~	~~$0,000~~	~~$0,000~~	~~$14,000~~	**$14,000**
ROW	AUTH	2016	STP - Urban (>200K) (ARC)	~~$582,000~~	~~$0,000~~	~~$1,428,000~~	~~$0,000~~	**$2,010,000**
UTL	AUTH	2018	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$202,000~~	~~$0,000~~	~~$50,500~~	~~$0,000~~	**$252,500**
CST	AUTH	2018	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$1,707,887~~	~~$0,000~~	~~$426,972~~	~~$0,000~~	**$2,134,859**
				$2,591,887	**$0,000**	**$1,930,472**	**$14,000**	**$4,536,359**

GW-384

WESTERN GWINNETT BIKEWAY EXTENSION

0012883

FROM WEST OF ROGERS BRIDGE ROAD TO MCGINNIS FERRY ROAD

Programmed

Jurisdiction: Gwinnett County
Sponsor: Gwinnett County
Service Type: **Last Mile Connectivity / Bicycle Facility**
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	4	TBD

LCI ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2014	TAP - Urban (>200K) (ARC)	~~$900,000~~	~~$0,000~~	~~$225,000~~	~~$0,000~~	**$1,125,000**
ROW	AUTH	2018	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	~~$312,000~~	~~$0,000~~	~~$78,000~~	~~$0,000~~	**$390,000**
UTL		2020	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$343,100	$0,000	**$343,100**
CST		2020	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	$3,000,000	$0,000	$10,198,755	$0,000	**$13,198,755**
				$4,212,000	**$0,000**	**$10,844,855**	**$0,000**	**$15,056,855**

GW-385 | **NORCROSS TO LILBURN MULTIUSE TRAIL**

0012884 | FROM WILLOW TRAIL PARKWAY TO BURNS ROAD

Programmed

Jurisdiction: Gwinnett County
Sponsor: Gwinnett County
Service Type: Last Mile Connectivity / Joint Bike-Ped Facilities
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	2	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2014	TAP - Urban (>200K) (ARC)	~~$300,000~~	~~$0,000~~	~~$75,000~~	~~$0,000~~	**$375,000**
PE	AUTH	2018	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	~~$251,885~~	~~$0,000~~	~~$62,971~~	~~$0,000~~	**$314,856**
ROW	AUTH	2017	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	~~$1,240,000~~	~~$0,000~~	~~$310,000~~	~~$0,000~~	**$1,550,000**
UTL		2021	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$471,000	$0,000	**$471,000**
CST		2021	STP - Enhancements	$1,070,000	$0,000	$267,500	$0,000	**$1,337,500**
CST		2021	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$2,166,286	$0,000	$541,572	$0,000	**$2,707,858**
				$5,028,171	**$0,000**	**$1,728,043**	**$0,000**	**$6,756,214**

GW-386 | **I-85 NORTH WIDENING (PROGRAMMING FOR ATLANTA MPO PORTION ONLY)**

110610- | FROM I-985 IN GWINNETT COUNTY TO SR 53 IN JACKSON COUNTY

Programmed

Jurisdiction: Barrow County,Gwinnett County
Sponsor: GDOT
Service Type: Roadway / General Purpose Capacity
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
4/5	6/7	16.4	2030

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2001	National Highway System	~~$2,791,427~~	~~$697,857~~	~~$0,000~~	~~$0,000~~	**$3,489,284**
PE	AUTH	2016	National Highway System	~~$3,028,480~~	~~$757,120~~	~~$0,000~~	~~$0,000~~	**$3,785,600**
PE	AUTH	2017	National Highway Performance Program (NHPP)	~~$3,840,000~~	~~$960,000~~	~~$0,000~~	~~$0,000~~	**$4,800,000**
CST	AUTH	2018	Transportation Funding Act (HB 170)	~~$0,000~~	~~$21,750,250~~	~~$0,000~~	~~$0,000~~	**$21,750,250**
CST	AUTH	2018	Repurposed Earmark	~~$1,799,800~~	~~$449,950~~	~~$0,000~~	~~$0,000~~	**$2,249,750**
CST	AUTH	2019	Transportation Funding Act (HB 170)	~~$0,000~~	~~$51,595,000~~	~~$0,000~~	~~$0,000~~	**$51,595,000**
CST		2020	National Highway Performance Program (NHPP)	$25,908,000	$6,477,000	$0,000	$0,000	**$32,385,000**
				$37,367,707	**$82,687,177**	**$0,000**	**$0,000**	**$120,054,884**

GW-388	**I-85 NORTH - NEW INTERCHANGE**	**Jurisdiction** Gwinnett County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0012698	AT SR 324 (GRAVEL SPRINGS ROAD)	**Sponsor** Gwinnett County	**N/A**	**N/A**	**3.6**	**2030**
Programmed		**Service Type** **Roadway / Interchange Capacity**	**Analysis** In the Region's Air Quality Conformity Analysis			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2014	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$650,000~~	~~$0,000~~	**$650,000**
PE	AUTH	2015	STP - Statewide Flexible (GDOT)	~~$40,000~~	~~$10,000~~	~~$0,000~~	~~$0,000~~	**$50,000**
ROW	AUTH	2017	Repurposed Earmark	~~$2,159,760~~	~~$0,000~~	~~$539,940~~	~~$0,000~~	**$2,699,700**
ROW	AUTH	2017	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$3,864,240~~	~~$0,000~~	~~$966,060~~	~~$0,000~~	**$4,830,300**
ROW	AUTH	2018	Georgia Transportation Infrastructure Bank	~~$0,000~~	~~$2,000,000~~	~~$0,000~~	~~$0,000~~	**$2,000,000**
UTL	AUTH	2019	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$82,000~~	~~$0,000~~	**$82,000**
CST	AUTH	2019	Transportation Funding Act (HB 170)	~~$0,000~~	~~$1,300,000~~	~~$0,000~~	~~$0,000~~	**$1,300,000**
CST		2019	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$4,548,225	$0,000	**$4,548,225**
CST	AUTH	2019	National Highway Performance Program (NHPP)	~~$9,835,869~~	~~$2,458,967~~	~~$0,000~~	~~$0,000~~	**$12,294,836**
				$15,899,869	**$5,768,967**	**$6,786,225**	**$0,000**	**$28,455,061**

GW-389	**I-85 NORTH - NEW INTERCHANGE**	**Jurisdiction** Gwinnett County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0013104	AT MCGINNIS FERRY ROAD	**Sponsor** Gwinnett County	**N/A**	**N/A**	**0.8**	**2030**
Programmed		**Service Type** **Roadway / Interchange Capacity**	**Analysis** In the Region's Air Quality Conformity Analysis			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2015	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$2,000,000~~	~~$0,000~~	**$2,000,000**
PE	AUTH	2018	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$2,500,000~~	~~$0,000~~	~~$625,000~~	~~$0,000~~	**$3,125,000**
ROW		2020	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$4,000,000	$0,000	**$4,000,000**
CST		2022	National Highway Performance Program (NHPP)	$10,640,000	$2,660,000	$0,000	$0,000	**$13,300,000**
				$13,140,000	**$2,660,000**	**$6,625,000**	**$0,000**	**$22,425,000**

GW-391	**US 78/ SR 10 (EAST MAIN STREET / ATHENS HIGHWAY) SIGNAL UPGRADES**	**Jurisdiction** Gwinnett County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0012817	AT 5 LOCATIONS	**Sponsor** GDOT	**N/A**	**N/A**	**N/A**	**TBD**
Programmed		**Service Type** **Roadway / Operations & Safety**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2014	STP - Statewide Flexible (GDOT)	~~$355,000~~	~~$0,000~~	~~$0,000~~	~~$0,000~~	**$355,000**
ROW		2020	National Highway Performance Program (NHPP)	$321,000	$0,000	$0,000	$0,000	**$321,000**
CST		2021	National Highway Performance Program (NHPP)	$1,403,906	$0,000	$0,000	$0,000	**$1,403,906**
				$2,079,906	**$0,000**	**$0,000**	**$0,000**	**$2,079,906**

GW-392	**SR 13 INTERSECTION IMPROVEMENTS**	**Jurisdiction** Gwinnett County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0013062	AT PLEASANT HILL ROAD	**Sponsor** City of Duluth	**N/A**	**N/A**	**0.4**	**TBD**
Programmed		**Service Type** **Roadway / Operations & Safety**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2014	STP - Statewide Flexible (GDOT)	~~$216,000~~	~~$0,000~~	~~$54,000~~	~~$0,000~~	**$270,000**
CST		2019	Transportation Funding Act (HB 170)	$0,000	$744,000	$0,000	$0,000	**$744,000**
CST		2019	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$186,000	$0,000	**$186,000**
				$216,000	**$744,000**	**$240,000**	**$0,000**	**$1,200,000**

GW-393	**SR 141 SOUTHBOUND IMPROVEMENTS**	**Jurisdiction** Gwinnett County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
TBD	FROM JIMMY CARTER BOULEVARD TO GWINNETT-DEKALB COUNTY LINE	**Sponsor** City of Peachtree Corners	**3**	**4**	**1.8**	**2030**
Programmed		**Service Type** **Roadway / General Purpose Capacity**	**Analysis** In the Region's Air Quality Conformity Analysis			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2017	Transportation Funding Act (HB 170)	~~$0,000~~	~~$1,016,000~~	~~$0,000~~	~~$0,000~~	**$1,016,000**
ROW		2019	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$500,000	$0,000	**$500,000**
CST		2020	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$4,000,000	$0,000	**$4,000,000**
				$0,000	**$1,016,000**	**$4,500,000**	**$0,000**	**$5,516,000**

GW-394	**SR 316 INTERCHANGE**	**Jurisdiction** Regional - Northeast	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0013897	AT US 29	**Sponsor** Gwinnett County	**N/A**	**N/A**	**0.8**	**2030**
Programmed		**Service Type** **Roadway / Interchange Capacity**	**Analysis** In the Region's Air Quality Conformity Analysis			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2017	Transportation Funding Act (HB 170)	~~$0,000~~	~~$1,016,000~~	~~$0,000~~	~~$0,000~~	**$1,016,000**
PE		2020	Transportation Funding Act (HB 170)	$0,000	$1,750,000	$0,000	$0,000	**$1,750,000**
PE		2021	Transportation Funding Act (HB 170)	$0,000	$1,750,000	$0,000	$0,000	**$1,750,000**
ROW		2022	Transportation Funding Act (HB 170)	$0,000	$18,000,000	$0,000	$0,000	**$18,000,000**
UTL		LR 2024-2030	Transportation Funding Act (HB 170)	$0,000	$4,000,000	$0,000	$0,000	**$4,000,000**
CST		LR 2024-2030	Transportation Funding Act (HB 170)	$0,000	$47,000,000	$0,000	$0,000	**$47,000,000**
				$0,000	**$73,516,000**	**$0,000**	**$0,000**	**$73,516,000**

GW-395 | **BUFORD HIGHWAY WIDENING**

TBD | FROM SR 378 (BEAVER RUIN ROAD) TO LANGFORD ROAD

Programmed

Jurisdiction: Gwinnett County
Sponsor: Gwinnett County
Service Type: Roadway / General Purpose Capacity
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
4	6	0.5	2030

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE		2020	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$850,000	$0,000	**$850,000**
ROW		2021	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$2,550,000	$0,000	**$2,550,000**
CST		2023	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$5,100,000	$0,000	**$5,100,000**
				$0,000	**$0,000**	**$8,500,000**	**$0,000**	**$8,500,000**

GW-399 | **SPALDING DRIVE WIDENING**

TBD | FROM WINTERS CHAPEL ROAD TO SR 140 (HOLCOMB BRIDGE ROAD)

Programmed

Jurisdiction: Gwinnett County
Sponsor: Gwinnett County
Service Type: Roadway / General Purpose Capacity
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
2	4	0.5	2030

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2017	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$1,000,000~~	~~$0,000~~	**$1,000,000**
ROW		2019	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$1,500,000	$0,000	**$1,500,000**
UTL		2020	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$1,000,000	$0,000	**$1,000,000**
CST		2020	Georgia Transportation Infrastructure Bank	$0,000	$2,000,000	$0,000	$0,000	**$2,000,000**
CST		2020	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$6,000,000	$0,000	**$6,000,000**
				$0,000	**$2,000,000**	**$9,500,000**	**$0,000**	**$11,500,000**

GW-402	**ROGERS BRIDGE CONNECTION**	**Jurisdiction** Gwinnett County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0014160	FROM ROGERS BRIDGE TRAIL IN THE CITY OF JOHNS CREEK TO ROGERS BRIDGE TRAIL IN THE CITY OF DULUTH	**Sponsor** City of Duluth	**N/A**	**N/A**	**0.4**	**TBD**
Programmed		**Service Type** **Last Mile Connectivity / Sidepaths and Trails**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2016	TAP - Urban (>200K) (ARC)	~~$400,000~~	~~$0,000~~	~~$100,000~~	~~$0,000~~	**$500,000**
PE	AUTH	2019	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	~~$160,000~~	~~$0,000~~	~~$40,000~~	~~$0,000~~	**$200,000**
ROW	AUTH	2018	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$50,000~~	~~$0,000~~	**$50,000**
UTL		2020	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	$240,000	$0,000	$60,000	$0,000	**$300,000**
CST		2020	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	$3,440,000	$0,000	$964,000	$0,000	**$4,404,000**
				$4,240,000	**$0,000**	**$1,214,000**	**$0,000**	**$5,454,000**

GW-406	**SR 324 IMPROVEMENTS AND WIDENING**	**Jurisdiction** Gwinnett County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
TBD	AT SR 124	**Sponsor** Gwinnett County	**2**	**3/4**	**0.6**	**2020**
Programmed		**Service Type** **Roadway / General Purpose Capacity**	**Analysis** In the Region's Air Quality Conformity Analysis			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2016	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$300,000~~	~~$0,000~~	**$300,000**
ROW	AUTH	2017	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$900,000~~	~~$0,000~~	**$900,000**
CST		2019	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$1,800,000	$0,000	**$1,800,000**
				$0,000	**$0,000**	**$3,000,000**	**$0,000**	**$3,000,000**

GW-408	**MORENO STREET BICYCLE/PEDESTRIAN IMPROVEMENTS**	**Jurisdiction** Gwinnett County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0015088	FROM WEST MAIN STREET TO EAST MAIN STREET	**Sponsor** City of Buford	**N/A**	**N/A**	**0.9**	**TBD**
Programmed		**Service Type** **Last Mile Connectivity / Joint Bike-Ped Facilities**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** X **Flex**

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2017	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$184,000~~	~~$0,000~~	~~$46,000~~	~~$0,000~~	**$230,000**
ROW		2019	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$438,600	$0,000	**$438,600**
CST		2021	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$2,554,552	$0,000	**$2,554,552**
				$184,000	**$0,000**	**$3,039,152**	**$0,000**	**$3,223,152**

GW-409	**I-985 WIDENING**	**Jurisdiction** Gwinnett County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0014130	FROM I-85 IN GWINNETT COUNTY TO SR 53 IN HALL COUNTY	**Sponsor** GDOT	**4**	**6**	**16**	**2030**
Programmed		**Service Type** **Roadway / General Purpose Capacity**	**Analysis** In the Region's Air Quality Conformity Analysis			**LCI** **Flex**

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
SCP	AUTH	2016	Transportation Funding Act (HB 170)	~~$0,000~~	~~$282,000~~	~~$0,000~~	~~$0,000~~	**$282,000**
PE	AUTH	2018	Transportation Funding Act (HB 170)	~~$0,000~~	~~$1,128,000~~	~~$0,000~~	~~$0,000~~	**$1,128,000**
PE	AUTH	2019	Transportation Funding Act (HB 170)	~~$0,000~~	~~$1,410,000~~	~~$0,000~~	~~$0,000~~	**$1,410,000**
CST		2023	Transportation Funding Act (HB 170)	$0,000	$37,957,200	$0,000	$0,000	**$37,957,200**
				$0,000	**$40,777,200**	**$0,000**	**$0,000**	**$40,777,200**

GW-410 | **SR 20 (NELSON BROGDON BOULEVARD) WIDENING**

0015439 | FROM PEACHTREE INDUSTRIAL BLVD TO SR 13 (BUFORD HIGHWAY)

Programmed

Jurisdiction Gwinnett County | **Sponsor** Gwinnett County

Existing	Planned	Length (mi.)	Network Year
4	6	1.2	2030

Service Type Roadway / General Purpose Capacity

Analysis In the Region's Air Quality Conformity Analysis

LCI ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2018	Transportation Funding Act (HB 170)	~~$0,000~~	~~$0,000~~	~~$50,000~~	~~$0,000~~	**$50,000**
PE	AUTH	2018	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$1,300,000~~	~~$0,000~~	**$1,300,000**
ROW		2020	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$1,500,000	$0,000	**$1,500,000**
UTL		2022	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$700,000	$0,000	**$700,000**
CST		2022	Transportation Funding Act (HB 170)	$0,000	$9,279,436	$0,000	$0,000	**$9,279,436**
				$0,000	**$9,279,436**	**$3,550,000**	**$0,000**	**$12,829,436**

GW-411 | **MARTIN FARM ROAD BRIDGE REPLACEMENT**

0015618 | AT SUWANEE CREEK

Programmed

Jurisdiction Gwinnett County | **Sponsor** GDOT

Existing	Planned	Length (mi.)	Network Year
2	2	0.4	TBD

Service Type Roadway / Bridge Upgrade

Analysis Exempt from Air Quality Analysis (40 CFR 93)

LCI ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2019	Surface Transportation Block Grant (STBG) Program Off-System Bridge	~~$400,000~~	~~$100,000~~	~~$0,000~~	~~$0,000~~	**$500,000**
ROW	AUTH	2018	STATE (40301)	~~$0,000~~	~~$0,000~~	~~$125,000~~	~~$0,000~~	**$125,000**
ROW		2021	Surface Transportation Block Grant (STBG) Program Off-System Bridge	$252,000	$63,000	$0,000	$0,000	**$315,000**
UTL		2023	Surface Transportation Block Grant (STBG) Program Off-System Bridge	$56,000	$14,000	$0,000	$0,000	**$70,000**
CST		2023	Surface Transportation Block Grant (STBG) Program Off-System Bridge	$1,280,000	$320,000	$0,000	$0,000	**$1,600,000**
				$1,988,000	**$497,000**	**$125,000**	**$0,000**	**$2,610,000**

GW-412 | **NORCROSS LCI GREENWAY - PRIORITY ONE NETWORK SEGMENTS**

0016067

Programmed

Jurisdiction: Gwinnett County
Sponsor: City of Norcross
Service Type: Last Mile Connectivity / Sidepaths and Trails
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI: X
Flex:

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2019	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$720,000~~	~~$0,000~~	~~$180,000~~	~~$0,000~~	**$900,000**
ROW		2021	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$168,000	$0,000	$42,000	$0,000	**$210,000**
UTL		2023	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$264,000	$0,000	$66,000	$0,000	**$330,000**
CST		2023	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$3,548,020	$0,000	$887,005	$0,000	**$4,435,025**
				$4,700,020	**$0,000**	**$1,175,005**	**$0,000**	**$5,875,025**

GW-413 | **PEACHTREE INDUSTRIAL BOULEVARD - SMART CORRIDOR IMPROVEMENTS**

0016068

FROM HOLCOMB BRIDGE ROAD TO HALL COUNTY LINE

Programmed

Jurisdiction: Gwinnett County
Sponsor: Gwinnett County
Service Type: Roadway / Operations & Safety
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	20	TBD

LCI:
Flex:

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2020	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$2,117,320	$0,000	$529,330	$0,000	**$2,646,650**
				$2,117,320	**$0,000**	**$529,330**	**$0,000**	**$2,646,650**

GW-414A | **SR 20 (LOGANVILLE HIGHWAY) ITS ENHANCEMENTS**

0016069 | FROM FROM OZORA ROAD TO BRAND ROAD

Programmed

Jurisdiction: Gwinnett County | Sponsor: Gwinnett County | Service Type: **Roadway / Operations & Safety** | Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	2.7	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE		2019	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$70,000	$0,000	**$70,000**
CST		2021	Congestion Mitigation & Air Quality Improvement (CMAQ)	$503,731	$0,000	$125,933	$0,000	**$629,664**
				$503,731	**$0,000**	**$195,933**	**$0,000**	**$699,664**

GW-414B | **SR 13 (BUFORD HIGHWAY) ITS ENHANCEMENTS**

0016404 | FROM FROM NELSON BROGDON BLVD/BUFORD DRIVE TO HALL COUNTY LINE

Programmed

Jurisdiction: Gwinnett County | Sponsor: Gwinnett County | Service Type: **Roadway / Operations & Safety** | Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	3.7	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE		2019	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$95,000	$0,000	**$95,000**
CST		2021	Congestion Mitigation & Air Quality Improvement (CMAQ)	$690,299	$0,000	$172,575	$0,000	**$862,874**
				$690,299	**$0,000**	**$267,575**	**$0,000**	**$957,874**

GW-414C | **ARCADO RROAD/KILIAN HILL ROAD ITS ENHANCEMENTS**

0016405 | FROM FROM FIVE FORKS TRICKUM ROAD TO US 29 (LAWRENCEVILLE HIGHWAY)

Programmed

Jurisdiction: Gwinnett County | Sponsor: Gwinnett County | Service Type: **Roadway / Operations & Safety** | Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	3.5	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE		2019	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$94,000	$0,000	**$94,000**
CST		2021	Congestion Mitigation & Air Quality Improvement (CMAQ)	$652,985	$0,000	$163,246	$0,000	**$816,231**
				$652,985	**$0,000**	**$257,246**	**$0,000**	**$910,231**

GW-414D | **WEST LAWRENCEVILLE AREA ITS ENHANCEMENTS**

0016406 | FROM SR 120 (DULUTH HIGHWAY) TO CRUSE ROAD

Programmed

Jurisdiction: Gwinnett County
Sponsor: Gwinnett County
Service Type: Roadway / Operations & Safety
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	4.4	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE		2019	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$120,000	$0,000	**$120,000**
CST		2021	Congestion Mitigation & Air Quality Improvement (CMAQ)	$820,896	$0,000	$205,224	$0,000	**$1,026,120**
				$820,896	**$0,000**	**$325,224**	**$0,000**	**$1,146,120**

GW-414E | **SUGARLOAF PARKWAY ITS ENHANCEMENTS**

0016407 | FROM SR 20 (GRAYSON PARKWAY) TO SR 316 (UNIVERSITY PARKWAY)

Programmed

Jurisdiction: Gwinnett County
Sponsor: Gwinnett County
Service Type: Roadway / Operations & Safety
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	5.8	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE		2019	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$140,000	$0,000	**$140,000**
CST		2021	Congestion Mitigation & Air Quality Improvement (CMAQ)	$1,082,090	$0,000	$270,522	$0,000	**$1,352,612**
				$1,082,090	**$0,000**	**$410,522**	**$0,000**	**$1,492,612**

GW-415 | **GWINNETT COUNTY ITS ENHANCEMENTS - PHASE 2**

0016070

Programmed

Jurisdiction: Gwinnett County
Sponsor: Gwinnett County
Service Type: Roadway / Operations & Safety
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2021	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$2,000,000	$0,000	$4,803,500	$0,000	**$6,803,500**
				$2,000,000	**$0,000**	**$4,803,500**	**$0,000**	**$6,803,500**

GW-416

GWINNETT TRANSIT SERVICE ENHANCEMENT (OPERATING ASSISTANCE) - PHASE 1

0016368

Programmed

Jurisdiction Gwinnett County

Sponsor Gwinnett County

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

Service Type Transit / Operations & Maintenance

Analysis Exempt from Air Quality Analysis (40 CFR 93)

LCI ☐ **Flex** X

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2019	Congestion Mitigation & Air Quality Improvement (CMAQ)	~~$1,344,000~~	~~$0,000~~	~~$336,000~~	~~$0,000~~	**$1,680,000**
CST		2020	Congestion Mitigation & Air Quality Improvement (CMAQ)	$1,344,000	$0,000	$336,000	$0,000	**$1,680,000**
CST		2021	Congestion Mitigation & Air Quality Improvement (CMAQ)	$1,344,000	$0,000	$336,000	$0,000	**$1,680,000**
				$4,032,000	**$0,000**	**$1,008,000**	**$0,000**	**$5,040,000**

GW-417

GWINNETT TRANSIT SERVICE ENHANCEMENT (OPERATING ASSISTANCE) - PHASE 2

0016369

Programmed

Jurisdiction Gwinnett County

Sponsor Gwinnett County

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

Service Type Transit / Operations & Maintenance

Analysis Exempt from Air Quality Analysis (40 CFR 93)

LCI ☐ **Flex** X

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2020	Congestion Mitigation & Air Quality Improvement (CMAQ)	$856,000	$0,000	$214,000	$0,000	**$1,070,000**
CST		2021	Congestion Mitigation & Air Quality Improvement (CMAQ)	$856,000	$0,000	$214,000	$0,000	**$1,070,000**
CST		2022	Congestion Mitigation & Air Quality Improvement (CMAQ)	$856,000	$0,000	$214,000	$0,000	**$1,070,000**
				$2,568,000	**$0,000**	**$642,000**	**$0,000**	**$3,210,000**

GW-418	**INDIAN TRAIL PARK AND ROAD LOT IMPROVEMENTS**	**Jurisdiction** Gwinnett County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0016071	AT I-85 AT INDIAN TRAIL ROAD	**Sponsor** Gwinnett County	**N/A**	**N/A**	**N/A**	**TBD**
Programmed		**Service Type** **Transit / Facilities Capital**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** X

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST	AUTH	2018	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$1,600,000~~	~~$0,000~~	~~$400,000~~	~~$0,000~~	**$2,000,000**
CST		2019	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$460,000	$0,000	$115,000	$0,000	**$575,000**
				$2,060,000	**$0,000**	**$515,000**	**$0,000**	**$2,575,000**

GW-419	**PEACHTREE INDUSTRIAL BOULEVARD - RESURFACING**	**Jurisdiction** Gwinnett County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0016072	FROM ROGERS BRIDGE ROAD TO SUWANEE DAM ROAD	**Sponsor** Gwinnett County	**N/A**	**N/A**	**5**	**TBD**
Programmed		**Service Type** **Roadway / Maintenance**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2020	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$1,840,000	$0,000	$460,000	$0,000	**$2,300,000**
				$1,840,000	**$0,000**	**$460,000**	**$0,000**	**$2,300,000**

GW-420 | **KILLIAN HILL ROAD WIDENING**

TBD | FROM CHURCH STREET TO ARCADO ROAD

Programmed

Jurisdiction: Gwinnett County
Sponsor: Gwinnett County
Service Type: **Roadway / General Purpose Capacity**
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
2	4	1.4	2040

LCI: ☐ Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE		2020	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$1,500,000	$0,000	**$1,500,000**
ROW		LR 2024-2030	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$2,000,000	$0,000	**$2,000,000**
CST		LR 2024-2030	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$15,000,000	$0,000	**$15,000,000**
				$0,000	**$0,000**	**$18,500,000**	**$0,000**	**$18,500,000**

GW-421 | **SR 316 - NEW INTERCHANGE**

N/A | AT HARBINS ROAD

Programmed

Jurisdiction: Gwinnett County
Sponsor: Gwinnett County
Service Type: **Roadway / Interchange Capacity**
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	2020

LCI: ☐ Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2016	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$1,000,000~~	~~$0,000~~	**$1,000,000**
ROW	AUTH	2017	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$10,000,000~~	~~$0,000~~	**$10,000,000**
UTL		2019	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$4,000,000	$0,000	**$4,000,000**
CST		2019	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$45,000,000	$0,000	**$45,000,000**
				$0,000	**$0,000**	**$60,000,000**	**$0,000**	**$60,000,000**

GW-422 | **SR 124 (BRASELTON PARKWAY)**

N/A | FROM PINE ROAD TO SPOUT SPRINGS ROAD

Programmed

Jurisdiction: Gwinnett County
Sponsor: Gwinnett County
Service Type: **Roadway / Interchange Capacity**
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
2	4	1	2030

LCI ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2017	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$200,000~~	~~$0,000~~	**$200,000**
ROW		2019	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$1,800,000	$0,000	**$1,800,000**
CST		2021	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$3,000,000	$0,000	**$3,000,000**
				$0,000	**$0,000**	**$5,000,000**	**$0,000**	**$5,000,000**

HE-005 | **SR 81 WIDENING**

0015089 | FROM EAST OF LEMON STREET TO BETHANY ROAD

Programmed

Jurisdiction: Henry County
Sponsor: Henry County
Service Type: **Roadway / General Purpose Capacity**
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
2	4	3	2030

LCI ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2017	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$1,200,000~~	~~$0,000~~	~~$300,000~~	~~$0,000~~	**$1,500,000**
ROW		2020	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$6,000,000	$0,000	$7,040,000	$0,000	**$13,040,000**
CST		LR 2024-2030	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$15,520,000	$0,000	**$15,520,000**
				$7,200,000	**$0,000**	**$22,860,000**	**$0,000**	**$30,060,000**

HE-020A | **SR 20/81 (HAMPTON STREET): SEGMENT 1 - NEW ALIGNMENT**

0013531 | FROM EAST OF I-75 SOUTH TO PHILLIPS DRIVE

Programmed

Jurisdiction: Henry County | Sponsor: GDOT

Existing	Planned	Length (mi.)	Network Year
2	4	1.4	2030

Service Type: **Roadway / General Purpose Capacity**

Analysis: In the Region's Air Quality Conformity Analysis

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2013	STP - Statewide Flexible (GDOT)	~~$56,000~~	~~$14,000~~	~~$0,000~~	~~$0,000~~	**$70,000**
PE	AUTH	2016	STP - Statewide Flexible (GDOT)	~~$1,986,376~~	~~$496,594~~	~~$0,000~~	~~$0,000~~	**$2,482,970**
ROW	AUTH	2018	Transportation Funding Act (HB 170)	~~$0,000~~	~~$3,642,000~~	~~$0,000~~	~~$0,000~~	**$3,642,000**
ROW	AUTH	2019	Transportation Funding Act (HB 170)	~~$0,000~~	~~$7,978,000~~	~~$0,000~~	~~$0,000~~	**$7,978,000**
UTL		2021	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$2,120,054	$0,000	**$2,120,054**
CST		2021	Transportation Funding Act (HB 170)	$0,000	$13,601,829	$0,000	$0,000	**$13,601,829**
				$2,042,376	**$25,732,423**	**$2,120,054**	**$0,000**	**$29,894,853**

HE-107 | **US 23 WIDENING**

0007855 | FROM DOWNTOWN MCDONOUGH TO SR 138 (NORTH HENRY BOULEVARD)

Programmed

Jurisdiction: Henry County | Sponsor: GDOT

Existing	Planned	Length (mi.)	Network Year
2	4	7.3	2030

Service Type: **Roadway / General Purpose Capacity**

Analysis: In the Region's Air Quality Conformity Analysis

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
SCP	AUTH	2015	STP - Statewide Flexible (GDOT)	~~$455,214~~	~~$113,803~~	~~$0,000~~	~~$0,000~~	**$569,017**
PE	AUTH	2017	Transportation Funding Act (HB 170)	~~$0,000~~	~~$3,787,485~~	~~$0,000~~	~~$0,000~~	**$3,787,485**
ROW		2022	Transportation Funding Act (HB 170)	$0,000	$14,649,667	$0,000	$0,000	**$14,649,667**
ROW		2023	Transportation Funding Act (HB 170)	$0,000	$14,649,667	$0,000	$0,000	**$14,649,667**
UTL		2023	Transportation Funding Act (HB 170)	$0,000	$8,179,300	$0,000	$0,000	**$8,179,300**
CST		2023	Transportation Funding Act (HB 170)	$0,000	$64,138,927	$0,000	$0,000	**$64,138,927**
				$455,214	**$105,518,849**	**$0,000**	**$0,000**	**$105,974,063**

HE-113	**SR 155 WIDENING**	**Jurisdiction** Henry County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0007856	FROM I-75 SOUTH TO SR 42/US 23	**Sponsor** GDOT	**2**	**4**	**1.6**	**2030**
Programmed		**Service Type** **Roadway / General Purpose Capacity**	**Analysis** In the Region's Air Quality Conformity Analysis			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
SCP	AUTH	2016	Transportation Funding Act (HB 170)	~~$0,000~~	~~$709,302~~	~~$0,000~~	~~$0,000~~	**$709,302**
PE	AUTH	2016	Transportation Funding Act (HB 170)	~~$0,000~~	~~$2,290,698~~	~~$0,000~~	~~$0,000~~	**$2,290,698**
ROW		2021	Transportation Funding Act (HB 170)	$0,000	$7,602,000	$0,000	$0,000	**$7,602,000**
UTL		LR 2024-2030	Transportation Funding Act (HB 170)	$0,000	$3,300,000	$0,000	$0,000	**$3,300,000**
CST		LR 2024-2030	Transportation Funding Act (HB 170)	$0,000	$36,121,215	$0,000	$0,000	**$36,121,215**
				$0,000	**$50,023,215**	**$0,000**	**$0,000**	**$50,023,215**

HE-118E	**MCDONOUGH PKWY EXTENSION (MCDONOUGH BYPASS): PHASE V - NEW ALIGNMENT**	**Jurisdiction** Henry County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
N/A	FROM SR 20/81 (HAMPTON STREET) TO HENRY PARKWAY	**Sponsor** Henry County	**0**	**2**	**0.6**	**2020**
Programmed		**Service Type** **Roadway / General Purpose Capacity**	**Analysis** In the Region's Air Quality Conformity Analysis			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ALL	AUTH	2016	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$5,000,000~~	~~$0,000~~	**$5,000,000**
ALL		2019	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$5,000,000	$0,000	**$5,000,000**
				$0,000	**$0,000**	**$10,000,000**	**$0,000**	**$10,000,000**

HE-161A | **ROCK QUARRY ROAD WIDENING**

0015090 | FROM EAGLES LANDING PARKWAY TO SR 42 / SR 138

Programmed

Jurisdiction: Henry County | Sponsor: Henry County | Service Type: **Roadway / General Purpose Capacity** | Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
2	4	2.6	2030

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2017	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$1,200,000~~	~~$0,000~~	~~$300,000~~	~~$0,000~~	**$1,500,000**
ROW		2020	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$5,600,000	$0,000	$1,571,200	$0,000	**$7,171,200**
CST		LR 2024-2030	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$24,310,000	$0,000	**$24,310,000**
				$6,800,000	**$0,000**	**$26,181,200**	**$0,000**	**$32,981,200**

HE-179 | **WESTERN PARALLEL CONNECTOR - NEW ALIGNMENT**

0014482 | FROM JONESBORO ROAD TO HUDSON BRIDGE ROAD

Programmed

Jurisdiction: Henry County | Sponsor: GDOT | Service Type: **Roadway / General Purpose Capacity** | Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
0	4	3.3	2030

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
SCP	AUTH	2017	Transportation Funding Act (HB 170)	~~$0,000~~	~~$1,000,000~~	~~$0,000~~	~~$0,000~~	**$1,000,000**
PE	AUTH	2018	Transportation Funding Act (HB 170)	~~$0,000~~	~~$2,000,000~~	~~$0,000~~	~~$0,000~~	**$2,000,000**
ROW		2020	Transportation Funding Act (HB 170)	$0,000	$6,000,000	$0,000	$0,000	**$6,000,000**
UTL		2023	Transportation Funding Act (HB 170)	$0,000	$1,200,000	$0,000	$0,000	**$1,200,000**
CST		2023	Transportation Funding Act (HB 170)	$0,000	$43,974,000	$0,000	$0,000	**$43,974,000**
				$0,000	**$54,174,000**	**$0,000**	**$0,000**	**$54,174,000**

HE-198	**PANOLA MOUNTAIN GREENWAY TRAIL**	**Jurisdiction** Henry County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0015743	FROM AUSTIN MIDDLE SCHOOL TO FAIRVIEW LIBRARY	**Sponsor** Henry County	**N/A**	**N/A**	**N/A**	**TBD**
Programmed		**Service Type** **Last Mile Connectivity / Sidepaths and Trails**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2021	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	$1,172,000	$0,000	$293,000	$0,000	**$1,465,000**
				$1,172,000	**$0,000**	**$293,000**	**$0,000**	**$1,465,000**

HE-200	**SR 81 BRIDGE REPLACEMENT**	**Jurisdiction** Henry County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0013363	AT SOUTH RIVER	**Sponsor** GDOT	**2**	**2**	**0.4**	**TBD**
Programmed		**Service Type** **Roadway / Bridge Upgrade**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2017	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	~~$408,000~~	~~$102,000~~	~~$0,000~~	~~$0,000~~	**$510,000**
ROW		2019	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$204,000	$51,000	$0,000	$0,000	**$255,000**
UTL		2020	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$64,000	$16,000	$0,000	$0,000	**$80,000**
CST		2020	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$2,880,000	$720,000	$0,000	$0,000	**$3,600,000**
				$3,556,000	**$889,000**	**$0,000**	**$0,000**	**$4,445,000**

HE-201	SR 42 BRIDGE REPLACEMENT	Jurisdiction: Henry County	Existing	Planned	Length (mi.)	Network Year
0013995	AT NORFOLK SOUTHERN LINE 5 MILES SOUTH OF MCDONOUGH	Sponsor: GDOT	2	2	0.4	TBD
Programmed		Service Type: Roadway / Bridge Upgrade	Analysis: Exempt from Air Quality Analysis (40 CFR 93)			LCI: ☐ Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2017	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	~~$400,000~~	~~$100,000~~	~~$0,000~~	~~$0,000~~	**$500,000**
ROW		2020	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$288,864	$722,016	$0,000	$0,000	**$1,010,880**
CST		2021	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$3,690,457	$922,614	$0,000	$0,000	**$4,613,071**
				$4,379,321	**$1,744,630**	**$0,000**	**$0,000**	**$6,123,951**

HE-202	SR 42 / US 23 WIDENING	Jurisdiction: Henry County	Existing	Planned	Length (mi.)	Network Year
0015823	FROM BILL GARDNER PARKWAY TO PEEKSVILLE ROAD	Sponsor: GDOT	2	3	0.4	2030
Programmed		Service Type: Roadway / General Purpose Capacity	Analysis: In the Region's Air Quality Conformity Analysis			LCI: ☐ Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2018	Transportation Funding Act (HB 170)	~~$0,000~~	~~$200,000~~	~~$0,000~~	~~$0,000~~	**$200,000**
UTL		2023	Transportation Funding Act (HB 170)	$0,000	$250,000	$0,000	$0,000	**$250,000**
CST		2023	Transportation Funding Act (HB 170)	$0,000	$1,200,000	$0,000	$0,000	**$1,200,000**
				$0,000	**$1,650,000**	**$0,000**	**$0,000**	**$1,650,000**

HE-203 | **WEST VILLAGE PARKWAY WIDENING**

TBD | FROM CLAYTON COUNTY LINE TO FAIRVIEW ROAD

Programmed

Jurisdiction: Henry County
Sponsor: Henry County
Service Type: Roadway / General Purpose Capacity
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
2	4	1	2030

LCI: ☐ Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2015	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$400,000~~	~~$0,000~~	**$400,000**
ROW	AUTH	2018	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$1,000,000~~	~~$0,000~~	**$1,000,000**
CST		2020	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$8,000,000	$0,000	**$8,000,000**
				$0,000	**$0,000**	**$9,400,000**	**$0,000**	**$9,400,000**

M-AR-274B2 | **MARTA CLEAN BUS PROCUREMENT**

0015137

Programmed

Jurisdiction: Regional - Central
Sponsor: MARTA
Service Type: Transit / Bus Capital
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI: ☐ Flex: ☒

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST	AUTH	2012	Bus - New (80/20)	~~$1,500,000~~	~~$0,000~~	~~$375,000~~	~~$0,000~~	**$1,875,000**
CST	AUTH	2013	Bus - New (80/20)	~~$1,550,000~~	~~$0,000~~	~~$387,500~~	~~$0,000~~	**$1,937,500**
CST	AUTH	2014	Bus - New (80/20)	~~$1,550,000~~	~~$0,000~~	~~$387,500~~	~~$0,000~~	**$1,937,500**
CST	AUTH	2015	Bus - New (80/20)	~~$1,550,000~~	~~$0,000~~	~~$387,500~~	~~$0,000~~	**$1,937,500**
CST	AUTH	2016	Bus - New (80/20)	~~$1,550,000~~	~~$0,000~~	~~$387,500~~	~~$0,000~~	**$1,937,500**
CST	AUTH	2016	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$1,391,263~~	~~$0,000~~	~~$347,816~~	~~$0,000~~	**$1,739,079**
CST	AUTH	2017	Congestion Mitigation & Air Quality Improvement (CMAQ)	~~$4,000,000~~	~~$0,000~~	~~$1,000,000~~	~~$0,000~~	**$5,000,000**
CST		2018	Bus - New (80/20)	$1,550,000	$0,000	$387,500	$0,000	**$1,937,500**
CST	AUTH	2018	Congestion Mitigation & Air Quality Improvement (CMAQ)	~~$4,000,000~~	~~$0,000~~	~~$1,000,000~~	~~$0,000~~	**$5,000,000**
CST		2019	Bus - New (80/20)	$1,550,000	$0,000	$387,500	$0,000	**$1,937,500**
				$20,191,263	**$0,000**	**$5,047,816**	**$0,000**	**$25,239,079**

M-AR-274B3 | **MARTA CLEAN BUS PROCUREMENT**

N/A

Programmed

Jurisdiction: Regional - Central
Sponsor: MARTA
Service Type: Transit / Bus Capital
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI: ☐ Flex: ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST	AUTH	2012	Clean Fuels Formula Program	~~$3,450,000~~	~~$0,000~~	~~$862,500~~	~~$0,000~~	**$4,312,500**
CST	AUTH	2013	Clean Fuels Formula Program	~~$3,896,160~~	~~$0,000~~	~~$974,040~~	~~$0,000~~	**$4,870,200**
CST	AUTH	2014	Clean Fuels Formula Program	~~$3,700,000~~	~~$0,000~~	~~$925,000~~	~~$0,000~~	**$4,625,000**
CST	AUTH	2015	Clean Fuels Formula Program	~~$3,700,000~~	~~$0,000~~	~~$925,000~~	~~$0,000~~	**$4,625,000**
CST	AUTH	2016	Clean Fuels Formula Program	~~$3,700,000~~	~~$0,000~~	~~$925,000~~	~~$0,000~~	**$4,625,000**
CST	AUTH	2017	Clean Fuels Formula Program	~~$3,700,000~~	~~$0,000~~	~~$925,000~~	~~$0,000~~	**$4,625,000**
CST		2018	Clean Fuels Formula Program	$3,700,000	$0,000	$925,000	$0,000	**$4,625,000**
CST		2019	Clean Fuels Formula Program	$3,700,000	$0,000	$925,000	$0,000	**$4,625,000**
				$29,546,160	**$0,000**	**$7,386,540**	**$0,000**	**$36,932,700**

M-AR-314 | **MARTA COMPRESSED NATURAL GAS (CNG) BUS ACQUISITION**

0013146

Programmed

Jurisdiction: Regional
Sponsor: MARTA
Service Type: Transit / Bus Capital
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI: ☐ Flex: X

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST	AUTH	2015	Congestion Mitigation & Air Quality Improvement (CMAQ)	~~$5,784,450~~	~~$0,000~~	~~$1,446,113~~	~~$0,000~~	**$7,230,563**
CST		2019	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$1,000,000	$0,000	$250,000	$0,000	**$1,250,000**
				$6,784,450	**$0,000**	**$1,696,113**	**$0,000**	**$8,480,563**

M-AR-450 | **MORE MARTA INITIATIVE SERVICE EXPANSION (OPERATING ASSISTANCE) - PHASE I**

0016371

Programmed

Jurisdiction: City of Atlanta | Sponsor: MARTA

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

Service Type: **Transit / Operations & Maintenance**

Analysis: Exempt from Air Quality Analysis (40 CFR 93)

LCI: | Flex: X

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2019	Projects to Reduce PM 2.5 Emissions	$2,282,793	$0,000	$570,698	$0,000	**$2,853,491**
CST		2019	Congestion Mitigation & Air Quality Improvement (CMAQ)	$6,117,207	$0,000	$1,529,302	$0,000	**$7,646,509**
CST		2020	Congestion Mitigation & Air Quality Improvement (CMAQ)	$8,400,000	$0,000	$2,100,000	$0,000	**$10,500,000**
CST		2021	Congestion Mitigation & Air Quality Improvement (CMAQ)	$8,400,000	$0,000	$2,100,000	$0,000	**$10,500,000**
				$25,200,000	**$0,000**	**$6,300,000**	**$0,000**	**$31,500,000**

NE-004 | **SR 162 (SALEM ROAD) WIDENING**

231210-

FROM OLD SALEM ROAD TO BROWN BRIDGE ROAD

Programmed

Jurisdiction: Newton County | Sponsor: GDOT

Existing	Planned	Length (mi.)	Network Year
2	6	1.8	2030

Service Type: **Roadway / General Purpose Capacity**

Analysis: In the Region's Air Quality Conformity Analysis

LCI: | Flex:

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	1999	STP - Statewide Flexible (GDOT)	~~$30,180~~	~~$7,545~~	~~$0,000~~	~~$0,000~~	**$37,725**
PE	AUTH	2005	STP - Statewide Flexible (GDOT)	~~$1,840,000~~	~~$460,000~~	~~$0,000~~	~~$0,000~~	**$2,300,000**
PE	AUTH	2019	Transportation Funding Act (HB 170)	~~$0,000~~	~~$565,000~~	~~$0,000~~	~~$0,000~~	**$565,000**
ROW	AUTH	2018	Transportation Funding Act (HB 170)	~~$0,000~~	~~$11,675,000~~	~~$0,000~~	~~$0,000~~	**$11,675,000**
UTL		2023	Transportation Funding Act (HB 170)	$0,000	$1,070,108	$0,000	$0,000	**$1,070,108**
CST		2023	Transportation Funding Act (HB 170)	$0,000	$12,117,565	$0,000	$0,000	**$12,117,565**
				$1,870,180	**$25,895,218**	**$0,000**	**$0,000**	**$27,765,398**

NE-100	**SR 81 (EMORY STREET) BICYCLE AND PEDESTRIAN BRIDGE AND OTHER FACILITIES OVER I-20 BETWEEN CITIES OF COVINGTON AND OXFORD**	**Jurisdiction** Newton County	**Existing**	**Planned**	**Length (mi.)**	**Network Year** TBD
0012647		**Sponsor** City of Covington,City of Oxford	**N/A**	**N/A**	**1**	
Programmed		**Service Type** **Last Mile Connectivity / Joint Bike-Ped Facilities**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2012	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$100,000~~	~~$0,000~~	**$100,000**
CST	AUTH	2018	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$520,823~~	~~$0,000~~	~~$130,206~~	~~$0,000~~	**$651,029**
				$520,823	**$0,000**	**$230,206**	**$0,000**	**$751,029**

NE-102	**US 278 BRIDGE REPLACEMENT**	**Jurisdiction** Newton County	**Existing**	**Planned**	**Length (mi.)**	**Network Year** TBD
231635-	AT ALCOVY RIVER	**Sponsor** GDOT	**N/A**	**N/A**	**0.2**	
Programmed		**Service Type** **Roadway / Bridge Upgrade**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	1999	Bridge (On-System)	~~$272,000~~	~~$68,000~~	~~$0,000~~	~~$0,000~~	**$340,000**
PE	AUTH	2015	STP - Statewide Flexible (GDOT)	~~$120,000~~	~~$30,000~~	~~$0,000~~	~~$0,000~~	**$150,000**
CST	AUTH	2017	STATE (41607)	~~$0,000~~	~~$9,682,319~~	~~$0,000~~	~~$0,000~~	**$9,682,319**
				$392,000	**$9,780,319**	**$0,000**	**$0,000**	**$10,172,319**

NE-103	**FRONTAGE ROAD BRIDGE UPGRADE**	**Jurisdiction** Newton County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0013602	AT YELLOW RIVER	**Sponsor** GDOT	**2**	**2**	**0.4**	**TBD**
Programmed		**Service Type** **Roadway / Bridge Upgrade**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2016	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	~~$608,000~~	~~$152,000~~	~~$0,000~~	~~$0,000~~	**$760,000**
ROW		2020	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$95,717	$23,929	$0,000	$0,000	**$119,646**
UTL		2021	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$134,137	$33,534	$0,000	$0,000	**$167,671**
CST		2021	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$3,997,088	$999,272	$0,000	$0,000	**$4,996,360**
				$4,834,942	**$1,208,735**	**$0,000**	**$0,000**	**$6,043,677**

NE-104	**SR 81 BRIDGE REPLACEMENT**	**Jurisdiction** Newton County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0013751	AT DRIED INDIAN CREEK	**Sponsor** GDOT	**2**	**2**	**0.4**	**TBD**
Programmed		**Service Type** **Roadway / Bridge Upgrade**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
SCP	AUTH	2016	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	~~$514,000~~	~~$129,000~~	~~$0,000~~	~~$0,000~~	**$643,000**
PE	AUTH	2017	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	~~$816,514~~	~~$204,129~~	~~$0,000~~	~~$0,000~~	**$1,020,643**
ROW		2020	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$1,004,610	$251,153	$0,000	$0,000	**$1,255,763**
CST		2023	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$2,537,956	$634,489	$0,000	$0,000	**$3,172,445**
				$4,873,080	**$1,218,771**	**$0,000**	**$0,000**	**$6,091,851**

NE-105	CROWELL ROAD/ALMON ROAD ACCESS ROAD	Jurisdiction: Newton County	Existing	Planned	Length (mi.)	Network Year
0015095	AT I-20	Sponsor: Newton County	N/A	N/A	1.2	TBD
Programmed		Service Type: Roadway / Operations & Safety	Analysis: Exempt from Air Quality Analysis (40 CFR 93)			LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2016	STP - Urban (>200K) (ARC)	~~$320,000~~	~~$0,000~~	~~$80,000~~	~~$0,000~~	**$400,000**
PE	AUTH	2017	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	~~$40,000~~	~~$10,000~~	~~$0,000~~	~~$0,000~~	**$50,000**
PE	AUTH	2018	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$20,800~~	~~$0,000~~	~~$5,200~~	~~$0,000~~	**$26,000**
ROW		2021	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$845,000	$0,000	**$845,000**
UTL		2022	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$400,000	$0,000	**$400,000**
CST		2022	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$2,855,000	$0,000	**$2,855,000**
CST		2022	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$400,000	$100,000	$0,000	$0,000	**$500,000**
				$780,800	**$110,000**	**$4,185,200**	**$0,000**	**$5,076,000**

NE-106	BROWN BRIDGE ROAD WIDENING AND BRIDGE REPLACEMENT OVER YELLOW RIVER	Jurisdiction: Newton County	Existing	Planned	Length (mi.)	Network Year
0015096	FROM EAST OF RAM DRIVE TO EAST OF SPILLERS LANE	Sponsor: Newton County	2	2	0.4	2030
Programmed		Service Type: Roadway / General Purpose Capacity	Analysis: In the Region's Air Quality Conformity Analysis			LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2017	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$480,000~~	~~$0,000~~	~~$120,000~~	~~$0,000~~	**$600,000**
PE	AUTH	2018	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$47,800~~	~~$0,000~~	~~$11,950~~	~~$0,000~~	**$59,750**
ROW		2020	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$400,000	$0,000	$100,000	$0,000	**$500,000**
UTL		2022	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$240,000	$0,000	$60,000	$0,000	**$300,000**
CST		2022	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$2,743,200	$0,000	$4,096,806	$0,000	**$6,840,006**
				$3,911,000	**$0,000**	**$4,388,756**	**$0,000**	**$8,299,756**

NE-107 | **BROWN BRIDGE ROAD BRIDGE REPLACEMENT**

0015097 | FROM WEST OF SHOALS CREEK ROAD TO WEST OF SALEM BRANCH ROAD

Programmed

Jurisdiction: Newton County
Sponsor: Newton County
Service Type: Roadway / Bridge Upgrade
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
2	2	0.5	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2016	STP - Urban (>200K) (ARC)	~~$189,652~~	~~$0,000~~	~~$47,413~~	~~$0,000~~	**$237,065**
PE	AUTH	2018	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$198,348~~	~~$0,000~~	~~$49,587~~	~~$0,000~~	**$247,935**
ROW		2021	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$480,000	$0,000	$120,000	$0,000	**$600,000**
UTL		2022	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$12,000	$0,000	$42,000	$0,000	**$54,000**
CST		2022	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$2,370,655	$0,000	$710,085	$0,000	**$3,080,740**
				$3,250,655	**$0,000**	**$969,085**	**$0,000**	**$4,219,740**

NE-108 | **SR 81 BRIDGE UPGRADE**

0015560 | AT YELLOW RIVER IN PORTERDALE

Programmed

Jurisdiction: Newton County
Sponsor: GDOT
Service Type: Roadway / Bridge Upgrade
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
2	2	0.4	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2019	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	~~$480,000~~	~~$120,000~~	~~$0,000~~	~~$0,000~~	**$600,000**
ROW		2022	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$200,000	$50,000	$0,000	$0,000	**$250,000**
UTL		2023	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$40,000	$10,000	$0,000	$0,000	**$50,000**
CST		2023	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$2,720,000	$680,000	$0,000	$0,000	**$3,400,000**
				$3,440,000	**$860,000**	**$0,000**	**$0,000**	**$4,300,000**

PA-036B | **CEDARCREST ROAD WIDENING**

0013700 | FROM HARMONY GROVE CHURCH ROAD TO COBB COUNTY LINE

Programmed

Jurisdiction: Paulding County
Sponsor: Paulding County
Service Type: Roadway / General Purpose Capacity
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
2	4	2.7	2030

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2018	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$2,582,898~~	~~$0,000~~	**$2,582,898**
ROW		2021	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$4,750,000	$0,000	**$4,750,000**
ROW		2021	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$5,000,000	$0,000	$1,250,000	$0,000	**$6,250,000**
CST		2023	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$23,500,000	$0,000	**$23,500,000**
				$5,000,000	**$0,000**	**$32,082,898**	**$0,000**	**$37,082,898**

PA-061C1 | **SR 61 (VILLA RICA HIGHWAY): SEGMENT 3 - WIDENING**

0013702 | FROM DALLAS-NEBO ROAD TO US 278 (JIMMY CAMPBELL PARKWAY)

Programmed

Jurisdiction: Paulding County
Sponsor: GDOT
Service Type: Roadway / General Purpose Capacity
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
2	4	3.8	2030

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2016	Transportation Funding Act (HB 170)	~~$0,000~~	~~$3,000,000~~	~~$0,000~~	~~$0,000~~	**$3,000,000**
ROW		2019	Transportation Funding Act (HB 170)	$0,000	$11,994,000	$0,000	$0,000	**$11,994,000**
UTL		LR 2024-2030	Transportation Funding Act (HB 170)	$0,000	$3,719,133	$0,000	$0,000	**$3,719,133**
CST		LR 2024-2030	Transportation Funding Act (HB 170)	$0,000	$41,592,199	$0,000	$0,000	**$41,592,199**
				$0,000	**$60,305,332**	**$0,000**	**$0,000**	**$60,305,332**

PA-062

PAULDING COUNTY BUSINESS AND TECHNOLOGY PARK ROADWAY - NEW ALIGNMENT

0007285

FROM END OF EXISTING AIRPORT PARKWAY ON NEW LOCATION TO A CUL-DE-SAC

Programmed

Jurisdiction Paulding County
Sponsor Paulding County
Service Type Roadway / General Purpose Capacity
Analysis In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
0	2	0.6	2030

LCI ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2006	Federal Earmark Funding	~~$1,982,980~~	~~$0,000~~	~~$0,000~~	~~$0,000~~	**$1,982,980**
PE	AUTH	2013	STP - Statewide Flexible (GDOT)	~~$8,000~~	~~$2,000~~	~~$0,000~~	~~$0,000~~	**$10,000**
ROW		2019	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$2,725,848	$0,000	**$2,725,848**
CST		2019	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$3,248,536	$0,000	**$3,248,536**
				$1,990,980	**$2,000**	**$5,974,384**	**$0,000**	**$7,967,364**

PA-063

PAULDING COUNTY TECHNOLOGY PARK LOCAL ACCESS ROAD: PHASE 2 - NEW ALIGNMENT

0008037

FROM PAULDING COUNTY BUSINESS AND TECHNOLOGY PARK ROADWAY ON NEW LOCATION TO A CUL-DE-SAC

Programmed

Jurisdiction Paulding County
Sponsor Paulding County
Service Type Roadway / General Purpose Capacity
Analysis In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
0	2	0.5	2030

LCI ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2009	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$126,000~~	~~$0,000~~	**$126,000**
PE-OV	AUTH	2012	STP - Statewide Flexible (GDOT)	~~$40,000~~	~~$10,000~~	~~$0,000~~	~~$0,000~~	**$50,000**
ROW		2019	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$1,513,000	$0,000	**$1,513,000**
CST		2020	Appalachian Local Access	$1,000,000	$0,000	$978,790	$0,000	**$1,978,790**
				$1,040,000	**$10,000**	**$2,617,790**	**$0,000**	**$3,667,790**

PA-092B1	**SR 92 (HIRAM ACWORTH HIGHWAY) WIDENING**	**Jurisdiction** Regional - Northwest	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
621720-	FROM NEBO ROAD TO SR 120 (MARIETTA HIGHWAY)	**Sponsor** GDOT	**2**	**4**	**4.4**	**2030**
Programmed		**Service Type** **Roadway / General Purpose Capacity**	**Analysis** In the Region's Air Quality Conformity Analysis			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2002	STP - Statewide Flexible (GDOT)	~~$2,070,471~~	~~$517,618~~	~~$0,000~~	~~$0,000~~	**$2,588,089**
PE	AUTH	2015	STP - Statewide Flexible (GDOT)	~~$2,475,200~~	~~$618,800~~	~~$0,000~~	~~$0,000~~	**$3,094,000**
ROW	AUTH	2005	STP - Urban (>200K) (ARC)	~~$1,464,000~~	~~$366,000~~	~~$0,000~~	~~$0,000~~	**$1,830,000**
ROW	AUTH	2006	STP - Urban (>200K) (ARC)	~~$3,568,576~~	~~$892,144~~	~~$0,000~~	~~$0,000~~	**$4,460,720**
ROW		2021	Transportation Funding Act (HB 170)	$0,000	$22,176,280	$0,000	$0,000	**$22,176,280**
UTL		LR 2024-2030	General Federal Aid 2024-2040	$2,972,598	$743,150	$0,000	$0,000	**$3,715,748**
CST		LR 2024-2030	General Federal Aid 2024-2040	$35,353,301	$8,838,325	$0,000	$0,000	**$44,191,626**
				$47,904,146	**$34,152,317**	**$0,000**	**$0,000**	**$82,056,463**

PA-092C	**SR 92 (HIRAM ACWORTH HIGHWAY) WIDENING**	**Jurisdiction** Regional - Northwest	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0007692	FROM EAST PAULDING MIDDLE SCHOOL TO OLD BURNT HICKORY ROAD	**Sponsor** GDOT	**2**	**4**	**8.17**	**2030**
Programmed		**Service Type** **Roadway / General Purpose Capacity**	**Analysis** In the Region's Air Quality Conformity Analysis			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2007	STP - Statewide Flexible (GDOT)	~~$1,786,665~~	~~$446,666~~	~~$0,000~~	~~$0,000~~	**$2,233,331**
PE	AUTH	2015	Equity Bonus Limitation	~~$2,636,335~~	~~$659,084~~	~~$0,000~~	~~$0,000~~	**$3,295,419**
PE	AUTH	2019	Transportation Funding Act (HB 170)	~~$0,000~~	~~$1,400,000~~	~~$0,000~~	~~$0,000~~	**$1,400,000**
ROW		2022	Transportation Funding Act (HB 170)	$0,000	$16,395,000	$0,000	$0,000	**$16,395,000**
UTL		LR 2024-2030	General Federal Aid 2024-2040	$8,522,557	$2,130,639	$0,000	$0,000	**$10,653,196**
CST		LR 2024-2030	General Federal Aid 2024-2040	$36,684,814	$9,171,204	$0,000	$0,000	**$45,856,018**
				$49,630,371	**$30,202,593**	**$0,000**	**$0,000**	**$79,832,964**

PA-092F | **SR 381 (DALLAS ACWORTH HIGHWAY) WIDENING**

N/A

FROM MOUNT TABOR CHURCH ROAD TO SR 92 (CEDARCREST ROAD)

Programmed

Jurisdiction: Paulding County
Sponsor: Paulding County
Service Type: **Roadway / General Purpose Capacity**
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
2	4	2.3	2030

LCI: ☐ **Flex:** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE		2020	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$1,200,000	$0,000	**$1,200,000**
ROW		2023	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$4,000,000	$0,000	**$4,000,000**
CST		LR 2024-2030	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$20,000,000	$0,000	**$20,000,000**
				$0,000	**$0,000**	**$25,200,000**	**$0,000**	**$25,200,000**

PA-095 | **JOHNSTON STREET, GRIFFIN STREET, SPRING STREET, AND PARK STREET PEDESTRIAN FACILITIES**

0010332

Programmed

Jurisdiction: Paulding County
Sponsor: City of Dallas
Service Type: **Last Mile Connectivity / Pedestrian Facility**
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	0.7	TBD

LCI: X **Flex:** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2011	STP - Urban (>200K) (ARC)	~~$160,000~~	~~$0,000~~	~~$40,000~~	~~$0,000~~	**$200,000**
PE	AUTH	2014	STP - Urban (>200K) (ARC)	~~$52,000~~	~~$0,000~~	~~$13,000~~	~~$0,000~~	**$65,000**
PE	AUTH	2017	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$100,000~~	~~$0,000~~	~~$25,000~~	~~$0,000~~	**$125,000**
ROW	AUTH	2015	STP - Urban (>200K) (ARC)	~~$120,000~~	~~$0,000~~	~~$350,000~~	~~$0,000~~	**$470,000**
ROW	AUTH	2017	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$50,000~~	~~$0,000~~	~~$12,500~~	~~$0,000~~	**$62,500**
UTL	AUTH	2018	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$296,000~~	~~$0,000~~	~~$74,000~~	~~$0,000~~	**$370,000**
CST	AUTH	2018	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$1,600,000~~	~~$0,000~~	~~$465,000~~	~~$0,000~~	**$2,065,000**
				$2,378,000	**$0,000**	**$979,500**	**$0,000**	**$3,357,500**

PA-100 | **DALLAS BATTLEFIELD TRAIL PHASE 2**

0012885

Programmed

Jurisdiction: Paulding County
Sponsor: City of Dallas
Service Type: Last Mile Connectivity / Sidepaths and Trails
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	2.1	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
SCP	AUTH	2014	TAP - Urban (>200K) (ARC)	~~$200,000~~	~~$0,000~~	~~$50,000~~	~~$0,000~~	**$250,000**
PE	AUTH	2016	TAP - Urban (>200K) (ARC)	~~$300,000~~	~~$0,000~~	~~$75,000~~	~~$0,000~~	**$375,000**
PE	AUTH	2019	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	~~$56,000~~	~~$0,000~~	~~$14,000~~	~~$0,000~~	**$70,000**
ROW		2019	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$228,909	$0,000	$57,227	$0,000	**$286,136**
ROW		2019	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	$60,000	$0,000	$15,000	$0,000	**$75,000**
CST		2021	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$2,100,000	$0,000	$2,100,000	$0,000	**$4,200,000**
				$2,944,909	**$0,000**	**$2,311,227**	**$0,000**	**$5,256,136**

PA-101A | **PAULDING COUNTY ATMS SYSTEM EXPANSION - PHASE I**

0013147

Programmed

Jurisdiction: Paulding County
Sponsor: Paulding County
Service Type: Roadway / Operations & Safety
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2015	STP - Urban (>200K) (ARC)	~~$195,126~~	~~$0,000~~	~~$48,782~~	~~$0,000~~	**$243,908**
CST		2019	Congestion Mitigation & Air Quality Improvement (CMAQ)	$2,292,253	$0,000	$573,063	$0,000	**$2,865,316**
				$2,487,379	**$0,000**	**$621,845**	**$0,000**	**$3,109,224**

PA-101B	**PAULDING COUNTY ATMS SYSTEM EXPANSION - PHASE II**	**Jurisdiction** Paulding County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0013148		**Sponsor** Paulding County	**N/A**	**N/A**	**N/A**	**TBD**
Programmed		**Service Type** **Roadway / Operations & Safety**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2015	STP - Urban (>200K) (ARC)	~~$150,338~~	~~$0,000~~	~~$227,135~~	~~$0,000~~	**$377,473**
CST		2019	Congestion Mitigation & Air Quality Improvement (CMAQ)	$892,315	$0,000	$223,079	$0,000	**$1,115,394**
				$1,042,653	**$0,000**	**$450,214**	**$0,000**	**$1,492,867**

PA-103	**MORNINGSIDE DRIVE BRIDGE REPLACEMENT**	**Jurisdiction** Paulding County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0015604	AT LICK LOG CREEK	**Sponsor** GDOT	**2**	**2**	**0.4**	**TBD**
Programmed		**Service Type** **Roadway / Bridge Upgrade**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2019	Surface Transportation Block Grant (STBG) Program Off-System Bridge	~~$400,000~~	~~$100,000~~	~~$0,000~~	~~$0,000~~	**$500,000**
ROW	AUTH	2019	STATE (40301)	~~$0,000~~	~~$0,000~~	~~$0,000~~	~~$187,500~~	**$187,500**
ROW		2021	Surface Transportation Block Grant (STBG) Program Off-System Bridge	$150,000	$37,500	$0,000	$0,000	**$187,500**
UTL		2023	Surface Transportation Block Grant (STBG) Program Off-System Bridge	$16,000	$4,000	$0,000	$0,000	**$20,000**
CST		2023	Surface Transportation Block Grant (STBG) Program Off-System Bridge	$2,080,000	$520,000	$0,000	$0,000	**$2,600,000**
				$2,646,000	**$661,500**	**$0,000**	**$187,500**	**$3,495,000**

RO-138B | **SR 138 (STOCKBRIDGE HIGHWAY) OPERATIONS AND SAFETY IMPROVEMENTS**

0002040 | FROM EAST OF ALMAND CREEK TO EAST OF AMHERST LANE

Programmed

Jurisdiction: Rockdale County
Sponsor: GDOT
Service Type: **Roadway / Operations & Safety**
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
2	2	1.1	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2013	National Highway Performance Program (NHPP)	~~$626,448~~	~~$156,612~~	~~$0,000~~	~~$0,000~~	**$783,060**
ROW		2019	Transportation Funding Act (HB 170)	$0,000	$327,000	$0,000	$0,000	**$327,000**
CST		2020	Transportation Funding Act (HB 170)	$0,000	$1,052,170	$0,000	$0,000	**$1,052,170**
				$626,448	**$1,535,782**	**$0,000**	**$0,000**	**$2,162,230**

RO-138C | **OLD SALEM ROAD CONNECTOR - REALIGNMENT AND INTERSECTION RECONSTRUCTION**

721582- | FROM IRIS DRIVE WEST OF SR 20/138 TO IRIS DRIVE EAST OF SR 20/138

Programmed

Jurisdiction: Rockdale County
Sponsor: Rockdale County
Service Type: **Roadway / Operations & Safety**
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
3	3	0.8	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2018	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$200,000~~	~~$0,000~~	**$200,000**
PE-OV	AUTH	2011	STP - Statewide Flexible (GDOT)	~~$40,000~~	~~$10,000~~	~~$0,000~~	~~$0,000~~	**$50,000**
ROW		2020	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	$18,005,040	$4,501,260	$0,000	$0,000	**$22,506,300**
CST		2021	Transportation Funding Act (HB 170)	$0,000	$3,093,090	$0,000	$0,000	**$3,093,090**
				$18,045,040	**$7,604,350**	**$200,000**	**$0,000**	**$25,849,390**

RO-206 | **SR 162 (SALEM ROAD) WIDENING**

0013628 | FROM FLAT SHOALS ROAD IN ROCKDALE COUNTY TO OLD SALEM ROAD IN NEWTON COUNTY

Programmed

Jurisdiction: Rockdale County | **Sponsor:** GDOT | **Service Type:** Roadway / General Purpose Capacity | **Analysis:** In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
2	6	1.9	2030

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2016	Transportation Funding Act (HB 170)	~~$0,000~~	~~$2,300,000~~	~~$0,000~~	~~$0,000~~	**$2,300,000**
PE	AUTH	2019	Transportation Funding Act (HB 170)	~~$0,000~~	~~$500,000~~	~~$0,000~~	~~$0,000~~	**$500,000**
ROW	AUTH	2018	Transportation Funding Act (HB 170)	~~$0,000~~	~~$14,544,000~~	~~$0,000~~	~~$0,000~~	**$14,544,000**
UTL		2023	Transportation Funding Act (HB 170)	$0,000	$1,513,260	$0,000	$0,000	**$1,513,260**
CST		2023	Transportation Funding Act (HB 170)	$0,000	$13,015,974	$0,000	$0,000	**$13,015,974**
				$0,000	**$31,873,234**	**$0,000**	**$0,000**	**$31,873,234**

RO-235C | **SIGMAN ROAD WIDENING**

0013163 | FROM EAST OF LESTER ROAD TO IRWIN BRIDGE ROAD

Programmed

Jurisdiction: Rockdale County | **Sponsor:** Rockdale County | **Service Type:** Roadway / General Purpose Capacity | **Analysis:** In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
2	4	1.3	2020

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	1996	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$0,000~~	~~$0,000~~	**$0,000**
PE	AUTH	2015	National Highway Performance Program (NHPP)	~~$80,000~~	~~$20,000~~	~~$0,000~~	~~$0,000~~	**$100,000**
ROW	AUTH	2017	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$1,480,000~~	~~$0,000~~	~~$370,000~~	~~$0,000~~	**$1,850,000**
CST		2020	National Highway Performance Program (NHPP)	$10,819,225	$2,704,806	$0,000	$0,000	**$13,524,031**
				$12,379,225	**$2,724,806**	**$370,000**	**$0,000**	**$15,474,031**

RO-235D	**SIGMAN ROAD WIDENING**	**Jurisdiction** Rockdale County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0013594	FROM IRWIN BRIDGE ROAD TO SR 138 (WALNUT GROVE ROAD) [ONLY PORTION FROM LOGANVILLE HIGHWAY TO SR 138 IS ON THE ARTERIAL PERIMETER]	**Sponsor** Rockdale County	**2**	**4**	**2.9**	**2030**
Programmed		**Service Type** **Roadway / General Purpose Capacity**	**Analysis** In the Region's Air Quality Conformity Analysis			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE		2020	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$1,160,000	$0,000	$290,000	$0,000	**$1,450,000**
PE		2022	Transportation Funding Act (HB 170)	$0,000	$1,000,000	$0,000	$0,000	**$1,000,000**
ALL		LR 2024-2030	General Federal Aid 2024-2040	$21,238,398	$5,309,600	$9,738,638	$0,000	**$36,286,636**
				$22,398,398	**$6,309,600**	**$10,028,638**	**$0,000**	**$38,736,636**

RO-235E1	**SIGMAN ROAD WIDENING**	**Jurisdiction** Rockdale County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
752210-	FROM SR 20/138 (WALNUT GROVE ROAD) TO OLD COVINGTON ROAD / DOGWOOD DRIVE	**Sponsor** Rockdale County	**2**	**4**	**2.4**	**2030**
Programmed		**Service Type** **Roadway / General Purpose Capacity**	**Analysis** In the Region's Air Quality Conformity Analysis			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE		2019	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$500,000	$0,000	**$500,000**
ALL		LR 2024-2030	General Federal Aid 2024-2040	$5,348,800	$1,215,600	$21,646,095	$0,000	**$28,210,495**
				$5,348,800	**$1,215,600**	**$22,146,095**	**$0,000**	**$28,710,495**

RO-237 | **KLONDIKE ROAD INTERSECTION REALIGNMENT**

0006932 | AT MCDANIEL MILL ROAD

Programmed

Jurisdiction: Rockdale County
Sponsor: Rockdale County
Service Type: Roadway / Operations & Safety
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2007	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$300,000~~	~~$0,000~~	**$300,000**
PE-OV	AUTH	2011	STP - Statewide Flexible (GDOT)	~~$20,000~~	~~$5,000~~	~~$0,000~~	~~$0,000~~	**$25,000**
ROW	AUTH	2017	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$1,220,000~~	~~$0,000~~	**$1,220,000**
UTL		2019	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$647,000	$0,000	**$647,000**
CST		2019	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$1,924,800	$0,000	$1,297,115	$0,000	**$3,221,915**
				$1,944,800	**$5,000**	**$3,464,115**	**$0,000**	**$5,413,915**

RO-243 | **COURTESY PARKWAY EXTENSION / I-20 OVERPASS - NEW ALIGNMENT**

0006934 | FROM CURRENT ALIGNMENT OF COURTESY PARKWAY SOUTH OF OLD COVINGTON HIGHWAY TO INTERSECTION OF FLAT SHOALS ROAD AND MISSION RIDGE DRIVE

Programmed

Jurisdiction: Rockdale County
Sponsor: Rockdale County
Service Type: Roadway / General Purpose Capacity
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
0	4	1.5	2030

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2011	Surface Transportation Priorities (Earmark)	~~$499,915~~	~~$0,000~~	~~$0,000~~	~~$0,000~~	**$499,915**
PE	AUTH	2011	STP - Statewide Flexible (GDOT)	~~$40,000~~	~~$10,000~~	~~$0,000~~	~~$0,000~~	**$50,000**
PE	AUTH	2016	STP - Urban (>200K) (ARC)	~~$800,000~~	~~$0,000~~	~~$200,000~~	~~$0,000~~	**$1,000,000**
ROW		2020	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$6,500,000	$0,000	$2,600,000	$0,000	**$9,100,000**
UTL		LR 2024-2030	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$88,000	$0,000	**$88,000**
CST		LR 2024-2030	General Federal Aid 2024-2040	$10,240,000	$0,000	$2,560,000	$0,000	**$12,800,000**
				$18,079,915	**$10,000**	**$5,448,000**	**$0,000**	**$23,537,915**

RO-247 | **GEORGIA VETERANS MEMORIAL PARK IN ROCKDALE COUNTY**

0006697

Programmed

Jurisdiction: Rockdale County
Sponsor: Rockdale County
Service Type: Last Mile Connectivity / Pedestrian Facility
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	N/A	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2019	Federal Earmark Funding	$500,000	$0,000	$0,000	$0,000	**$500,000**
CST		2019	Federal Earmark Funding	$931,935	$0,000	$232,984	$0,000	**$1,164,919**
CST		2019	Federal Earmark Funding	$449,950	$0,000	$112,487	$0,000	**$562,437**
				$1,881,885	**$0,000**	**$345,471**	**$0,000**	**$2,227,356**

RO-256 | **SIGMAN ROAD MULTI-USE TRAIL - SEGMENT 1**

0012886

FROM EAST OF LESTER ROAD TO IRWIN BRIDGE ROAD

Programmed

Jurisdiction: Rockdale County
Sponsor: Rockdale County
Service Type: Last Mile Connectivity / Joint Bike-Ped Facilities
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
N/A	N/A	1.3	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2014	STP - Urban (>200K) (ARC)	~~$250,000~~	~~$0,000~~	~~$62,500~~	~~$0,000~~	**$312,500**
ROW	AUTH	2017	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$472,800~~	~~$0,000~~	~~$118,200~~	~~$0,000~~	**$591,000**
ROW	AUTH	2017	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	~~$160,000~~	~~$0,000~~	~~$209,000~~	~~$0,000~~	**$369,000**
CST		2020	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$627,894	$0,000	**$627,894**
				$882,800	**$0,000**	**$1,017,594**	**$0,000**	**$1,900,394**

RO-257	SR 138 (MCDONOUGH HIGHWAY) SIGNAL UPGRADES	Jurisdiction: Rockdale County	Existing	Planned	Length (mi.)	Network Year
0012816	AT OLD MCDONOUGH ROAD AND OLD SALEM ROAD	Sponsor: GDOT	N/A	N/A	0.8	TBD
Programmed		Service Type: Roadway / Operations & Safety	Analysis: Exempt from Air Quality Analysis (40 CFR 93)			LCI / Flex

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2014	STP - Urban (>200K) (ARC)	~~$50,000~~	~~$0,000~~	~~$0,000~~	~~$0,000~~	**$50,000**
PE	AUTH	2017	National Highway Performance Program (NHPP)	~~$112,963~~	~~$0,000~~	~~$0,000~~	~~$0,000~~	**$112,963**
PE	AUTH	2018	National Highway Performance Program (NHPP)	~~$142,000~~	~~$0,000~~	~~$0,000~~	~~$0,000~~	**$142,000**
UTL		2020	Congestion Mitigation & Air Quality Improvement (CMAQ)	$785,400	$0,000	$0,000	$0,000	**$785,400**
CST		2020	Congestion Mitigation & Air Quality Improvement (CMAQ)	$1,691,973	$0,000	$0,000	$0,000	**$1,691,973**
				$2,782,336	**$0,000**	**$0,000**	**$0,000**	**$2,782,336**

RO-258	I-20 INTERCHANGE LIGHTING IMPROVEMENTS	Jurisdiction: Rockdale County	Existing	Planned	Length (mi.)	Network Year
0015099	AT SIGMAN ROAD AND SR 162 (SALEM ROAD)	Sponsor: Rockdale County	N/A	N/A	N/A	TBD
Programmed		Service Type: Roadway / Operations & Safety	Analysis: Exempt from Air Quality Analysis (40 CFR 93)			LCI / Flex

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2016	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$560,000~~	~~$0,000~~	~~$140,000~~	~~$0,000~~	**$700,000**
CST		2019	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$1,849,114	$0,000	$462,279	$0,000	**$2,311,393**
				$2,409,114	**$0,000**	**$602,279**	**$0,000**	**$3,011,393**

RO-259 | **HONEY CREEK ROAD BRIDGE REPLACEMENT**

0015100 | AT SNAPPING SHOALS CREEK

Programmed

Jurisdiction: Rockdale County
Sponsor: Rockdale County
Service Type: Roadway / Bridge Upgrade
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
2	2	0.2	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2016	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$240,000~~	~~$0,000~~	~~$60,000~~	~~$0,000~~	**$300,000**
ROW		2022	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$50,000	$0,000	**$50,000**
CST		2023	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$2,500,000	$0,000	**$2,500,000**
				$240,000	**$0,000**	**$2,610,000**	**$0,000**	**$2,850,000**

RO-AR-138 | **I-20 EAST INTERCHANGE IMPROVEMENTS**

731048- | AT SR 138/20 (WALNUT GROVE ROAD / MCDONOUGH HIGHWAY)

Programmed

Jurisdiction: Rockdale County
Sponsor: GDOT
Service Type: Roadway / Interchange Capacity
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
5	5	0.3	2030

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
SCP	AUTH	2013	National Highway Performance Program (NHPP)	~~$800,000~~	~~$200,000~~	~~$0,000~~	~~$0,000~~	**$1,000,000**
PE	AUTH	2016	National Highway Performance Program (NHPP)	~~$3,533,059~~	~~$883,265~~	~~$0,000~~	~~$0,000~~	**$4,416,324**
ROW		2022	National Highway Performance Program (NHPP)	$8,519,378	$2,129,844	$0,000	$0,000	**$10,649,222**
CST		LR 2024-2030	General Federal Aid 2024-2040	$35,241,501	$8,870,375	$0,000	$0,000	**$44,111,876**
				$48,093,938	**$12,083,484**	**$0,000**	**$0,000**	**$60,177,422**

SP-019	**JORDAN HILL ROAD BRIDGE REPLACEMENT**	**Jurisdiction** Spalding County	**Existing**	**Planned**	**Length (mi.)**	**Network Year** TBD
331910-	AT TROUBLESOME CREEK (NORTHERN CROSSING NORTH OF BAPTIST CAMP ROAD)	**Sponsor** Spalding County	2	2	0.2	
Programmed		**Service Type** **Roadway / Bridge Upgrade**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2017	Local Participation	~~$0,000~~	~~$0,000~~	~~$0,000~~	~~$200,000~~	**$200,000**
ROW	AUTH	2019	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$201,000~~	~~$0,000~~	**$201,000**
CST		2020	Surface Transportation Block Grant (STBG) Program Off-System Bridge	$1,016,029	$254,007	$0,000	$0,000	**$1,270,036**
				$1,016,029	**$254,007**	**$201,000**	**$200,000**	**$1,671,036**

SP-066	**GRIFFIN SOUTH BYPASS: PHASE 1 (SCOPING ACTIVITIES ONLY)**	**Jurisdiction** Spalding County	**Existing**	**Planned**	**Length (mi.)**	**Network Year** TBD
0016792	FROM INTERSECTION OF SR 155 AND JACKSON ROAD ALONG EXISTING ALIGNMENT OF NORTH MCDONOUGH ROAD TO SR 16 (ARTHUR K. BOLTON PARKWAY)	**Sponsor** GDOT	2	2	3.8	
Programmed		**Service Type** **Other / Scoping**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
SCP		2019	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$250,000	$0,000	$62,500	$0,000	**$312,500**
				$250,000	**$0,000**	**$62,500**	**$0,000**	**$312,500**

SP-067A	**GRIFFIN SOUTH BYPASS: PHASE 1**	**Jurisdiction** Spalding County	**Existing**	**Planned**	**Length (mi.)**	**Network Year** TBD
0008682	FROM INTERSECTION OF SR 155 AND JACKSON ROAD ALONG EXISTING ALIGNMENT OF NORTH MCDONOUGH ROAD TO SR 16 (ARTHUR K. BOLTON PARKWAY)	**Sponsor** GDOT	2	2	3.8	
Programmed		**Service Type** **Roadway / Operations & Safety**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ALL		LR 2031-2040	General Federal Aid 2024-2040	$5,100,913	$1,275,228	$0,000	$0,000	**$6,376,141**
				$5,100,913	**$1,275,228**	**$0,000**	**$0,000**	**$6,376,141**

SP-100	**EAST SOLOMON STREET INTERSECTION IMPROVEMENTS**	**Jurisdiction** Spalding County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0016076	AT SPALDING STREET/SEARCY AVENUE	**Sponsor** City of Griffin	**N/A**	**N/A**	**N/A**	**TBD**
Programmed		**Service Type** **Roadway / Operations & Safety**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2019	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$240,000~~	~~$0,000~~	~~$60,000~~	~~$0,000~~	**$300,000**
ROW		2021	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$480,000	$0,000	$120,000	$0,000	**$600,000**
UTL		2023	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$250,000	$0,000	**$250,000**
CST		2023	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$1,200,000	$0,000	$300,000	$0,000	**$1,500,000**
				$1,920,000	**$0,000**	**$730,000**	**$0,000**	**$2,650,000**

SP-168	**DOWNTOWN GRIFFIN PEDESTRIAN AND BICYCLE FACILITIES ON SR 155 (HILL STREET), EAST SOLOMON STREET AND SOUTH 5TH STREET**	**Jurisdiction** Spalding County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0010333		**Sponsor** City of Griffin	**4**	**4**	**0.4**	**2020**
Programmed		**Service Type** **Last Mile Connectivity / Complete Street Retrofit**	**Analysis** In the Region's Air Quality Conformity Analysis			**LCI** X **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2011	STP - Urban (>200K) (ARC)	~~$202,000~~	~~$0,000~~	~~$50,500~~	~~$0,000~~	**$252,500**
UTL	AUTH	2017	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$85,000~~	~~$0,000~~	**$85,000**
CST	AUTH	2018	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$3,280,000~~	~~$0,000~~	~~$820,000~~	~~$0,000~~	**$4,100,000**
CST		2019	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$1,272,136	$0,000	$318,034	$0,000	**$1,590,170**
CST		2019	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	$205,883	$0,000	$51,471	$0,000	**$257,354**
				$4,960,019	**$0,000**	**$1,325,005**	**$0,000**	**$6,285,024**

WA-003 | **SR 83 CONNECTOR - NEW ALIGNMENT**

0000411 | FROM SR 11 AT LOWER INDUSTRIAL PARK ROAD SOUTH OF MONROE TO INTERSECTION OF SR 83 (UNISIA DRIVE) AND GOOD HOPE ROAD EAST OF MONROE

Programmed

Jurisdiction: Walton County | **Sponsor:** GDOT | **Service Type:** Roadway / General Purpose Capacity | **Analysis:** In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year
0	4	4.7	2030

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2003	STP - Rural	~~$44,000~~	~~$11,000~~	~~$0,000~~	~~$0,000~~	**$55,000**
PE	AUTH	2014	STP Statewide Flexible	~~$40,000~~	~~$10,000~~	~~$0,000~~	~~$0,000~~	**$50,000**
PE	AUTH	2016	Transportation Funding Act (HB 170)	~~$0,000~~	~~$1,184,000~~	~~$0,000~~	~~$0,000~~	**$1,184,000**
PE	AUTH	2016	Local Jurisdiction/Municipality Funds	~~$0,000~~	~~$0,000~~	~~$110,000~~	~~$0,000~~	**$110,000**
PE	AUTH	2019	Transportation Funding Act (HB 170)	~~$0,000~~	~~$590,000~~	~~$0,000~~	~~$0,000~~	**$590,000**
ROW		2020	Transportation Funding Act (HB 170)	$0,000	$8,491,000	$0,000	$0,000	**$8,491,000**
CST		2022	Transportation Funding Act (HB 170)	$0,000	$25,139,530	$0,000	$0,000	**$25,139,530**
				$84,000	**$35,425,530**	**$110,000**	**$0,000**	**$35,619,530**

WA-021 | **SR 20 (LAWRENCEVILLE ROAD / CONYERS ROAD) WIDENING - PE ACTIVITIES ONLY**

142000- | FROM SHARON CHURCH ROAD TO BRAND ROAD [INCLUDES ONE-WAY PAIR IN LOGANVILLE]

Completed

Jurisdiction: Regional - East | **Sponsor:** GDOT | **Service Type:** Roadway / General Purpose Capacity | **Analysis:** Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year
2	4	2.3	TBD

LCI ☐ Flex ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	1999	STP - Statewide Flexible (GDOT)	~~$1,977,616~~	~~$494,404~~	~~$0,000~~	~~$0,000~~	**$2,472,020**
PE	AUTH	2013	STP - Statewide Flexible (GDOT)	~~$842,677~~	~~$210,669~~	~~$0,000~~	~~$0,000~~	**$1,053,346**
PE	AUTH	2016	Transportation Funding Act (HB 170)	~~$0,000~~	~~$1,475,103~~	~~$0,000~~	~~$0,000~~	**$1,475,103**
				$2,820,293	**$2,180,176**	**$0,000**	**$0,000**	**$5,000,469**

WA-031	**SR 11 BRIDGE REPLACEMENT**	**Jurisdiction** Walton County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
132981-	AT APALACHEE RIVER	**Sponsor** GDOT,Walton County	**N/A**	**N/A**	**0.6**	**TBD**
Programmed		**Service Type** **Roadway / Bridge Upgrade**	**Analysis** Exempt from Air Quality Analysis (40 CFR 93)			**LCI** ☐ **Flex** ☐

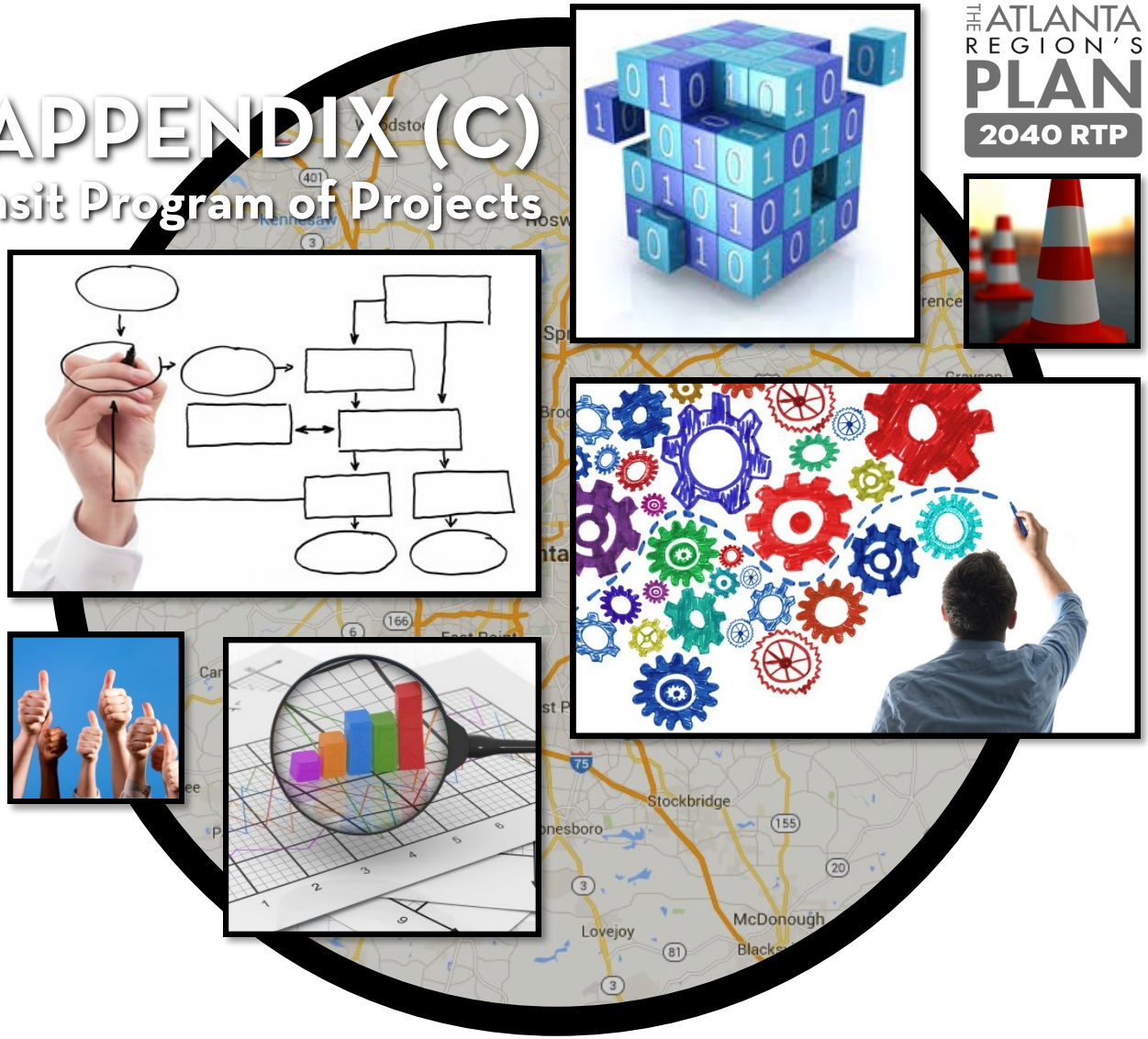
	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2013	STP - Urban (>200K) (ARC)	~~$487,200~~	~~$121,800~~	~~$0,000~~	~~$0,000~~	**$609,000**
ROW	AUTH	2017	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	~~$1,080,000~~	~~$270,000~~	~~$0,000~~	~~$0,000~~	**$1,350,000**
CST		2020	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	$4,397,786	$1,099,446	$0,000	$0,000	**$5,497,232**
				$5,964,986	**$1,491,246**	**$0,000**	**$0,000**	**$7,456,232**

WA-032	**SR 20 (CONYERS ROAD)**	**Jurisdiction** Walton County	**Existing**	**Planned**	**Length (mi.)**	**Network Year**
0016387	FROM NORTH SHARON CHURCH ROAD TO US 78 / SR 10 (ATHENS HIGHWAY)	**Sponsor** GDOT	**2**	**4**	**1**	**2030**
Programmed		**Service Type** **Roadway / General Purpose Capacity**	**Analysis** In the Region's Air Quality Conformity Analysis			**LCI** ☐ **Flex** ☐

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2019	Transportation Funding Act (HB 170)	~~$0,000~~	~~$1,000,000~~	~~$0,000~~	~~$0,000~~	**$1,000,000**
ROW		2022	Transportation Funding Act (HB 170)	$0,000	$3,090,000	$0,000	$0,000	**$3,090,000**
CST		LR 2024-2030	Transportation Funding Act (HB 170)	$0,000	$12,897,993	$0,000	$0,000	**$12,897,993**
				$0,000	**$16,987,993**	**$0,000**	**$0,000**	**$16,987,993**

APPENDIX (C)

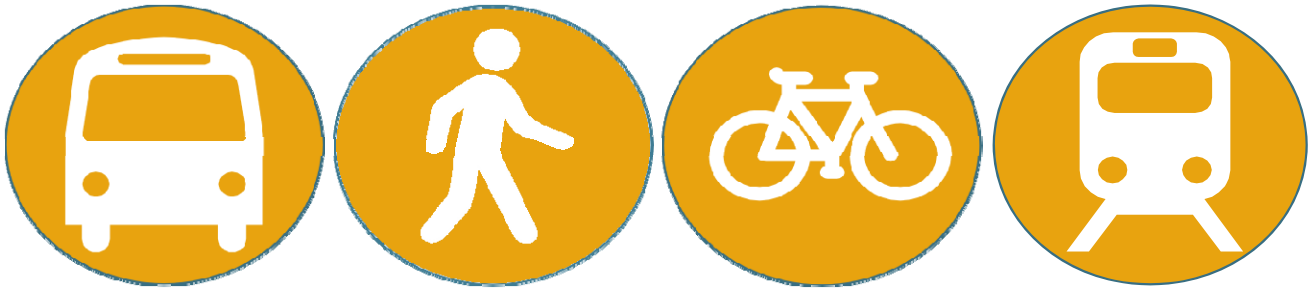
Transit Program of Projects



THE ATLANTA REGION'S PLAN 2040 RTP

THE
ATLANTA REGION'S

Transit Programs Of Projects



Last Updated: **June 19, 2019**

FTA Formula Programs

The Program of Projects (POP) outlines the Federal Transit Administration (FTA) formula funds allocated to the region and shows the projects that local governments apply the funds towards. These FTA formula funds include the Section 5307 Urbanized Area Formula Program, the 5337 State of Good Repair Grants Program and the 5339 Bus and Bus Facilities Program. The POP compliments the Atlanta Region MPO's Transportation Improvement Program (TIP) which lists how all federal transportation funds are programmed. The TIP lists the sub-allocation amounts for the FTA formula funds while the POP goes into detail to include the specific projects that local governments spend these funds on. The POP also includes information on if a local government has spent their funds in a grant, banked the funds for later use, transfered the funds or returned the funds to the region to be reallocated among transit providers that can use the funds.

ARC conducts public involvement activities for the proposed POP in conjunction with the public involvement process required for updating or amending the TIP and as defined by the federally mandated regional planning process 23 Code of Federal Regulations (CFR) Part 450.104. However, ARC public involvement process does not preclude local governments and municipalities from proactively conducting public involvement and/or public outreach as part of their individual planning process.

The table below lists the recipients for each FTA formula fund program in the Atlanta region. A local government must either be a Direct Recipient or partner with one to access any of these funds. For more information on eligible project, local match requirements and other fund requirements, please refer to the fact sheets and circulars below.

FTA Programs	Designated Recipients	Sub-Recipients
Section 5307 Urbanized Area Formula (Large UZA of 200,000 or more in population)	The ATL *Direct Recipients:* Cherokee County, Cobb County, Douglas County, Henry County, Gwinnett County, MARTA and GRTA	ARC, Barrow County, Bartow County, Carroll County, Cherokee County, Cobb County, Coweta County, Dawson County, Douglas County, Fayette County, Forsyth County, GRTA, Gwinnett County, Hall County, Henry County, Jackson County, Newton County, Paulding County, Pike County, Rockdale County, RTC, Spalding County, Walton County
Section 5337 State of Good Repair	The ATL	Cobb County, GRTA, Gwinnett County, MARTA
Section 5339 Bus and Bus Facilities	The ATL	Cherokee County, Cobb County, Coweta County, Douglas County, GRTA, Gwinnett County, Hall County, Henry County

5307
Circular: https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/FINAL_FTA_circular9030.1E.pdf
Fact Sheet: https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/funding/grants/37961/fast-act-section-5307-fact-sheet.pdf

5337
Circular: https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/FTA_Circular_5300_published_02-28-
Fact Sheet: https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/funding/grants/38011/5337-state-good-repair-fact-sheet.pdf

5339
Circular: https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/Final_FTA_C_5100_4-16-15.pdf
Fact Sheet: https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/5339_Bus_and_Bus_Facilities_Fact_Sheet.pdf

Atlanta Regional Commission

Section 5307 (Years of Fund Availability: Year + 5)

Funding Balance Summary: Annual Allocations, Fund Usage, Transfers & Funding Balance

FY	Annual Funding Summary	Total Federal Funding
2013	FY13 Allocation - Continuing Resolution Partial Amount	$145,024
	FY13 Allocation - Full Year Remainder	$156,227
	Funds applied to ARC (GA-2017-013)	-$301,251
	Balance Carried Forward	**$0**
2014	FY14 Allocation	$303,662
	FY13 / FY14 Low Income Component	$250,000
	Funds applied to ARC (GA-2017-013)	-$303,662
	CPACS 5307 Low Income Fund Award (GA-90-X345)	-$250,000
	Balance Carried Forward	**$0**
2015	FY15 Allocation - Continuing Resolution Partial Amount	$200,373
	FY15 Allocation - Full Year Remainder	$100,598
	FY15 Low Income Component (CPACS)	$250,000
	Funds applied to ARC (GA-2017-013)	-$195,087
	CPACS 5307 Low Income Fund Award (GA-2017-008)	-$250,000
	GTFS Workflow Workshops	-$60,000
	Regional Transit Planning Software	-$45,884
	Balance Carried Forward	**$0**
2016	FY16 Allocation	$297,700
	FY16 Low Income Component (CPACS)	$250,000
	CPACS 5307 Low Income Fund Award (GA-2018-002)	-$250,000
	Regional Transit Planning Software	-$185,335
	Balance Carried Forward	**$112,365**
2017	FY17 Allocation - Continuing Resolution Partial Amount	$180,131
	FY17 Allocation - Full Year Remainder	$140,163
	CPACS 5307 Low Income Fund Award	$304,471
	Balance Carried Forward	**$737,130**
2018	FY18 Allocation	$330,239
	Balance Carried Forward	**$1,067,369**
2019	FY19 Allocation	$332,136
	Balance Carried Forward	**$1,399,505**

Funding Used Itemized by Activity

	FY13 5307 Activities Funded	Federal	State	Local	Total
2013	Fulton County Transit Master Plan	$301,251	$0	$75,313	$376,564
	Regional Transit Planning Software	$139,845	$0	$34,961	$174,806
	Total Funding	$441,096	$0	$110,274	$551,370

	FY14 5307 Activities Funded	Federal	State	Local	Total
2014	Fulton County Transit Master Plan	$303,662	$0	$75,916	$379,578
	JARC/Low-Income Component	$250,000	$0	$205,777	$455,777
	Total Funding	$553,662	$0	$281,693	$835,355

	FY15 5307 Activities Funded	Federal	State	Local	Total
2015	Fulton County Transit Master Plan	$195,087	$0	$48,772	$243,859
	JARC/Low-Income Component	$250,000	$0	$205,777	$455,777
	GTFS Workflow Workshops	$60,000	$0	$15,000	$75,000
	Regional Transit Planning Software	$45,884	$0	$11,471	$57,355
	Total Funding	$445,087	$0	$254,549	$699,636

ARC cont'd

	FY16 5307 Activities Funded	Federal	State	Local	Total
2016	Regional Transit Planning Software	$185,335	$0	$46,334	$231,669
	Total Funding				

	FY17 5307 Activities Funded	Federal	State	Local	Total
2017					
	Total Funding				

	FY18 5307 Activities Funded	Federal	State	Local	Total
2018					
	Total Funding				

Atlanta Regional Commission

Funding Used Itemized by Activity - JARC - Low Income Suballocation Component

	FY13 JARC Activities Funded	Federal	State	Local	Total
2013					
	Total Funding				

	FY14 JARC Activities Funded	Federal	State	Local	Total
2014	AR-ARC-5307CPMM Mobility Management	$10,000	$0	$40,000	$50,000
	AR-ARC-5307CP-OP Operating	$195,777	$0	$195,777	$391,554
	Administration	$14,223	$0	$0	$14,223
	JARC/Low-Income Component	$250,000	$0	$205,777	$455,777
	Total Funding	$470,000	$0	$441,554	$911,554

	FY15 JARC Activities Funded	Federal	State	Local	Total
2015	AR-ARC-5307CPMM Mobility Management	$40,000	$0	$10,000	$50,000
	AR-ARC-5307CP-OP Operating	$210,000	$0	$210,000	$420,000
	JARC/Low-Income Component	$250,000	$0	$205,777	$455,777
	Total Funding	$500,000	$0	$425,777	$925,777

	FY16 JARC Activities Funded	Federal	State	Local	Total
2016	AR-ARC-5307CPMM Mobility Management	$45,440	$0	$11,360	$56,800
	AR-ARC-5307CP-OP Operating	$204,560	$0	$204,560	$409,120
	Total Funding	$250,000	$0	$215,920	$465,920

	FY17 JARC Activities Funded	Federal	State	Local	Total
2017	CPACS - JARC/Low Income - Mobility Manager	$40,000	$0	$10,000	$50,000
	CPACS - JARC/Low Income - Operations	$264,471	$0	$264,471	$528,942
	Total Funding	$304,471	$0	$274,471	$578,942

	FY18 JARC Activities Funded	Federal	State	Local	Total
2018	CPACS - JARC/Low Income - Mobility Manager	$40,000	$0	$10,000	$50,000
	CPACS - JARC/Low Income - Operations	$264,471	$0	$264,471	$528,942
	Total Funding	$304,471	$0	$274,471	$578,942

Barrow County

Section 5307 (Years of Fund Availability: Year + 5)

Funding Balance Summary: Annual Allocations, Fund Usage, Transfers & Funding Balance

FY	Annual Funding Summary	Total Federal Funding
2013	FY13 Allocation - Continuing Resolution Partial Amount	$18,457
	FY13 Allocation - Full Year Remainder	$19,892
	Amount Returned to Regional Residual	-$38,349
	Balance Carried Forward	**$0**
2014	FY14 Allocation	$40,647
	Amount Returned to the Regional Residual	-$40,647
	Balance Carried Forward	$0
2015	FY15 Allocation - Continuing Resolution Partial Amount	$26,855
	FY15 Allocation - Full Year Remainder	$13,483
	Amount Returned to the Regional Residual	-$40,338
	Balance Carried Forward	**$0**
2016	FY16 Allocation	$39,979
	Adjusted Section 5340	$286
	Amount Trasnferred to Regional Residual	-$39,979
	Balance Carried Forward	**$286**
2017	FY17 Allocation - Continuing Resolution Partial Amount	$24,143
	FY17 Allocation - Full Year Remainder	$18,439
	Amount Returned to Regional Residual	-$42,582
	Amount Returned to Regional Residual (FY16 5340)	-$286
	Balance Carried Forward	**$0**
2018	FY18 Allocation	$44,652
	Balance Carried Forward	**$44,652**
2019	FY19 Allocation	$44,695
	Balance Carried Forward	**$89,347**

Bartow County

Section 5307 (Years of Fund Availability: Year + 5)

Funding Balance Summary: Annual Allocations, Fund Usage, Transfers & Funding Balance

FY	Annual Funding Summary	Total Federal Funding
2013	FY13 Allocation - Continuing Resolution Partial Amount	$12,296
	FY13 Allocation - Full Year Remainder	$13,251
	Amount Returned to Regional Residual	-$25,547
	Balance Carried Forward	**$0**
2014	FY14 Allocation	$27,078
	Balance Carried Forward	**$27,078**
2015	FY15 Allocation - Continuing Resolution Partial Amount	$17,890
	FY15 Allocation - Full Year Remainder	$8,982
	Balance Carried Forward	**$53,950**
2016	FY16 Allocation	$26,633
	Adjusted Section 5340	$190
	Balance Carried Forward	**$80,773**
2017	FY17 Allocation - Continuing Resolution Partial Amount	$16,083
	FY17 Allocation - Full Year Remainder	$12,284
	Balance Carried Forward	**$109,140**
2018	FY18 Allocation	$29,746
	Amount Returned to Regional Residual	-$29,746
	Balance Carried Forward	**$109,140**
2019	FY19 Allocation	$29,775
	Balance Carried Forward	**$138,915**

Carroll County

Section 5307 (Years of Fund Availability: Year + 5)

Funding Balance Summary: Annual Allocations, Fund Usage, Transfers & Funding Balance

FY	Annual Funding Summary	Total Federal Funding
2013	FY13 Allocation - Continuing Resolution Partial Amount	$35,330
	FY13 Allocation - Full Year Remainder	$38,076
	Amount Returned to Regional Residual	-$73,406
	Balance Carried Forward	**$0**
2014	FY14 Allocation	$77,803
	Amount Returned to Regional Residual	-$77,803
	Balance Carried Forward	**$0**
2015	FY15 Allocation - Continuing Resolution Partial Amount	$51,405
	FY15 Allocation - Full Year Remainder	$25,809
	Amount Returned to Regional Residual	-$77,214
	Balance Carried Forward	**$0**
2016	FY16 Allocation	$76,525
	Adjusted Section 5340	$547
	Amount Returned to Regional Residual	-$76,525
	Balance Carried Forward	**$547**
2017	FY17 Allocation - Continuing Resolution Partial Amount	$46,213
	FY17 Allocation - Full Year Remainder	$35,295
	Amount Returned to Regional Residual	-$81,508
	Amount Returned to Regional Residual (FY16 5340)	-$547
	Balance Carried Forward	**$0**
2018	FY18 Allocation	$85,471
	Balance Carried Forward	**$85,471**
2019	FY19 Allocation	$85,553
	Balance Carried Forward	**$171,024**

Cherokee County

Section 5307 (Years of Fund Availability: Year + 5)

Funding Balance Summary: Annual Allocations, Fund Usage, Transfers & Funding Balance

FY	Annual Funding Summary	Total Federal Funding
2013	FY13 Allocation - Continuing Resolution Partial Amount	$327,298
	FY13 Allocation - Full Year Remainder	$352,745
	Amount Transferred to GRTA	-$680,043
	Balance Carried Forward	**$0**
2014	FY14 Allocation	$772,996
	Funds applied to CATS Operating Assistance (GA-90-X344)	-$76,606
	Amount Transferred to GRTA	-$696,390
	Balance Carried Forward	**$0**
2015	FY15 Allocation - Continuing Resolution Partial Amount	$534,739
	FY15 Allocation - Full Year Remainder	$268,469
	Funds applied to CATS Operating Assistance (GA-90-X348)	-$132,689
	Amount Transferred to GRTA	-$670,519
	Balance Carried Forward	**$0**
2016	Reallocate Residual FY13-FY15	$2,126
	FY16 Allocation	$795,877
	Adjusted Section 5340	$5,070
	Funds applied to CATS Operating Assistance (GA-2017-026)	-$114,876
	Reallocated Regional Residual FY16	$667
	Balance Carried Forward	**$688,864**
2017	FY17 Allocation - Continuing Resolution Partial Amount	$491,092
	FY17 Allocation - Full Year Remainder	$375,977
	Reallocated Regional Residual FY17	$346
	Funds applied to CATS Operating Assistance (GA-2018-008)	-$249,651
	Balance Carried Forward	**$1,306,628**
2018	FY18 Allocation	$909,993
	Funds Applied to CATS (Grant App. # Forthcoming)	-$668,070
	Balance Carried Forward	**$1,548,551**
2019	FY19 Allocation	$910,127
	Funds Applied to CATS	-$455,477
	Balance Carried Forward	**$2,003,201**

Funding Used Itemized by Activity

	FY13 5307 Activities Funded	Federal	State	Local	Total
2013					
	Total Funding				

	FY14 5307 Activities Funded	Federal	State	Local	Total
2014	AR-CH-5307 Operating Assistance	$76,606	$0	$25,535	$102,141
	Total Funding	$76,606	$0	$25,535	$102,141

	FY15 5307 Activities Funded	Federal	State	Local	Total
2015	AR-CH-5307 Operating Assistance	$199,306	$0	$110,847	$310,153
	Total Funding	$199,306	$0	$110,847	$310,153

	FY16 5307 Activities Funded	Federal	State	Local	Total
2016	AR-CH-5307 Operating Assistance	$48,259	$0	$48,259	$96,518
	Total Funding	$48,259	$0	$48,259	$96,518

Cherokee cont'd

	FY17 5307 Activities Funded	Federal	State	Local	Total
2017	AR-CH-5307 Operating Assistance	$249,651	$0	$249,651	$499,302
	AR-CH-5307 Transit Bus Facility	$100,000	$0	$25,000	$125,000
	AR-CH-5307 Pre-Maintenance	$55,000	$0	$13,750	$68,750
	AR-CH-5307 Support Equipment	$100,000	$0	$25,000	$125,000
	AR-CH-5307 Mobility Mgmt.	$50,000	$0	$12,500	$62,500
	AR-CH-5307 Employee Education	$15,000	$0	$3,750	$18,750
	Total Funding	$569,651	$0	$329,651	$899,302

	FY18 5307 Activities Funded	Federal	State	Local	Total
2018	AR-CH-5307 Operating Assistance	$268,070	$0	$268,070	$536,140
	AR-CH-5307 Transit Bus Facilities	$100,000	$0	$25,000	$125,000
	AR-CH-5307 Preventive Maintenance	$100,000	$0	$25,000	$125,000
	AR-CH-5307 Support Equipment	$50,000	$0	$12,500	$62,500
	AR-CH-5307 Mobility Management	$100,000	$0	$25,000	$125,000
	AR-CH-5307 Employee Education and Training	$50,000	$0	$12,500	$62,500
	Total Funding	$668,070	$0	$368,070	$1,036,140

	FY18 5307 Activities Funded	Federal	State	Local	Total
2019	AR-CH-5307 Operating Assistance	$255,477	$0	$255,477	$510,954
	AR-CH-5307 Capital Cost of 3rd Party Contracting	$200,000	$0	$50,000	$250,000
	Total Funding	$455,477	$0	$305,477	$760,954

Section 5339 (Years of Fund Availability: Year + 3)

Funding Balance Summary: Annual Allocations, Fund Usage, Transfers & Funding Balance

FY	Annual Funding Summary	Total Federal Funding
2013	FY13 Allocation	$85,445
	Amount Returned to Regional Residual	-$85,445
	Balance Carried Forward	**$0**
2014	FY14 Allocation	$94,443
	Amount Returned to Regional Residual	-$94,443
	Balance Carried Forward	**$0**
2015	FY15 Allocation - Continuing Resolution Partial Amount	$66,476
	FY15 Allocation - Full Year Remainder	$33,386
	Amount Returned to Regional Residual	-$99,862
	Balance Carried Forward	**$0**
2016	FY16 Allocation	$84,855
	Funds applied to CATS	-$84,855
	Balance Carried Forward	**$0**
2017	FY17 Allocation - Continuing Resolution Partial Amount	$55,681
	FY17 Allocation - Full Year Remainder	$43,839
	Funds applied to CATS	-$99,520
	Balance Carried Forward	**$0**
2018	FY18 Allocation	$137,233
	Funds Applied to CATS (Grant App. # Forthcoming)	-$137,233
	Balance Carried Forward	**$0**
2019	FY19 Allocation	$122,394
	Funds Applied to CATS	-$122,394
	Balance Carried Forward	**$0**

Funding Used Itemized by Activity - Cherokee County

2013	FY13 5339 Activities Funded	Federal	State	Local	Total
	Total Funding				

2014	FY14 5339 Activities Funded	Federal	State	Local	Total
	Total Funding				

2015	FY15 5339 Activities Funded	Federal	State	Local	Total
	Total Funding				

2016	FY16 5339 Activities Funded	Federal	State	Local	Total
	AR-CH- 5339A Transit Bus Replacement	$84,855	$0	$21,214	$106,069
	Total Funding	$84,855	$0	$21,214	$106,069

2017	FY17 5339 Activities Funded	Federal	State	Local	Total
	AR-CH- 5339 Transit Bus Replacement	$99,520	$0	$24,880	$124,400
	Total Funding	$99,520	$0	$24,880	$124,400

2018	FY18 5339 Activities Funded	Federal	State	Local	Total
	AR-CH-5307 Transit Bus Replacement	$137,233	$0	$34,308	$171,541
	Total Funding				

2019	FY19 5339 Activities Funded	Federal	State	Local	Total
	AR-CH-5307 Transit Bus Replacement	$122,394	$0	$30,599	$152,993
	Total Funding				

City of Atlanta

Section 5307 (Years of Fund Availability: Year + 5)

Funding Balance Summary: Annual Allocations, Fund Usage, Transfers & Funding Balance

FY	Annual Funding Summary	Total Federal Funding
2019	FY19 Allocation	$262,162
	Balance Carried Forward	**$262,162**

Funding Used Itemized by Activity

	FY19 5307 Activities Funded	Federal	State	Local	Total
2019					
	Total Funding				

Cobb County

Section 5307 (Years of Fund Availability: Year + 5)

Funding Balance Summary: Annual Allocations, Fund Usage, Transfers & Funding Balance

FY	Annual Funding Summary	Total Federal Funding
2013	FY13 Allocation - Continuing Resolution Partial Amount	$2,511,366
	FY13 Allocation - Full Year Remainder	$2,706,158
	FY13 Low Income Component	$800,000
	Funds applied to CobbLinc (GA-90-X323-00/01)	-$6,017,524
	Balance Carried Forward	**$0**
2014	FY14 Allocation	$5,035,678
	FY14 Low Income Component	$1,081,546
	Funds applied to CobbLinc (GA-90-X337-00/01)	-$6,117,224
	Balance Carried Forward	**$0**
2015	FY15 Allocation - Continuing Resolution Partial Amount	$3,276,361
	FY15 Allocation - Full Year Remainder	$1,644,921
	FY15 Low Income Component	$1,078,930
	Funds applied to CobbLinc (GA-90-X337-02)	-$3,626,361
	Funds applied to CobbLinc (GA-90-X337-03)	-$1,294,921
	Balance Carried Forward	**$1,078,930**
2016	Reallocate Residual FY13-FY15	$50,911
	FY16 Allocation	$4,874,615
	FY16 Low Income Component	$1,000,000
	Adjusted Section 5340	$24,722
	Reallocated Regional Residual FY16	$37,806
	Funds applied to CobbLinc (GA-2016-022)	-$5,921,739
	Balance Carried Forward	**$1,145,245**
2017	FY17 Allocation - Continuing Resolution Partial Amount	$2,991,682
	FY17 Allocation - Full Year Remainder	$2,297,886
	Reallocated Regional Residual FY17	$19,590
	Funds applied to CobbLinc (GA-2017-025)	-$4,067,205
	Funds applied to CobbLinc (GA-2017-025)	-$2,357,198
	Balance Carried Forward	**$30,000**
2018	FY18 Allocation	$5,463,371
	FY17 Job Access Reverse Commute Award	$1,000,000
	Funds applied to CobbLinc	-$6,493,371
	Balance Carried Forward	**$0**
2019	FY19 Allocation	$5,601,539
	Funds applied to CobbLinc	-$5,601,539
	Balance Carried Forward	**$0**

Funding Used Itemized by Activity - Cobb County

	FY13 5307 Activities Funded	Federal	State	Local	Total
2013	AR-CO-5307M Paratransit Operating	$68,399	$501,600	$0	$569,999
	AR-CO-5307B Transit Bus Facility	$536,000	$67,000	$67,000	$670,000
	AR-CO-5307D Transit Enhancements	$0	$1,551,143	$0	$1,551,143
	AR-CO-5307E Transit Planning Program	$15,000	$240,000	$0	$255,000
	AR-CO-5307F Computer/Computer Relate	$80,000	$0	$30,150	$110,150
	AR-CO-5307 Preventive Maintenance	$210,000	$16,000,000	$0	$16,210,000
	AR-CO-5307 K Fare Collection Equipment	$0	$160,000	$0	$160,000
	AR-CO-5307L ITS/ATMS and Equipment	$0	$80,000	$0	$80,000
	Total Funding	$909,399	$18,599,743	$97,150	$19,606,292

	FY14 5307 Activities Funded	Federal	State	Local	Total
2014	AR-CO-5307M Paratransit Operating	$400,000	$0	$100,000	$500,000
	AR-CO-5307B Transit Bus Facility	$160,000	$0	$40,000	$200,000
	AR-CO-5307D Transit Enhancements	$542,678	$0	$135,670	$678,348
	AR-CO-5307E Transit Planning Program	$200,000	$0	$50,000	$250,000
	AR-CO-5307F Computer/Computer Relate	$48,000	$0	$12,000	$60,000
	AR-CO-5307 Preventive Maintenance	$800,000	$0	$200,000	$1,000,000
	AR-CO-5307K Fare Collection Equipment	$40,000	$0	$10,000	$50,000
	AR-CO-5307L ITS/ATMS and Equipment	$80,000	$0	$20,000	$100,000
	AR-CO-5307MM Mobility Management	$28,000	$0	$7,000	$35,000
	AR-CO-5307 E Education/Training	$768,000	$0	$192,000	$960,000
	AR-CO-5307 E Education/Training	$4,000	$0	$1,000	$5,000
	AR-CO-5307J JARC	$1,081,546	$0	$270,387	$1,351,933
	Total Funding	$3,066,678	$0	$766,670	$3,833,348

	FY15 5307 Activities Funded	Federal	State	Local	Total
2015	AR-CO-5307P Paratransit Vehicle Purchase	$1,600,000	$0	$400,000	$2,000,000
	AR-CO-5307F Fixed Route Bus Purchase	$1,294,921	$0	$323,730	$1,618,651
	AR-CO-5307B Transit Bus Facilities	$173,252	$0	$43,313	$216,565
	AR-CO-5307D Transit Enhancements	$878,000	$0	$219,500	$1,097,500
	AR-CO-5307E Transit Planning Program	$40,000	$0	$10,000	$50,000
	AR-CO-5307 F Computer/Computer Related	$40,000	$0	$10,000	$50,000
	AR-CO-5307E Education and Training	$4,000	$0	$1,000	$5,000
	AR-CO-5307 MM Mobility Management	$28,000	$0	$7,000	$35,000
	AR-CO-5307 Preventive Maintenance	$400,000	$0	$100,000	$500,000
	AR-CO-5307K Fare Collection Equipment	$28,000	$0	$7,000	$35,000
	AR-CO-5307L ITS and Related Equipment	$48,000	$0	$12,000	$60,000
	AR-CO-5307M Paratransit Operations	$262,109	$0	$65,527	$327,636
	AR-CO-5307O Operating Assistance	$125,000	$0	$125,000	$250,000
	Total Funding	$4,921,282	$0	$1,324,070	$6,245,352

	FY16 5307 Activities Funded	Federal	State	Local	Total
2016	AR-CO-5307 P Paratransit Vehicle Replacement	$414,410	$0	$103,603	$518,013
	AR-CO-5307F Fixed Route Buses Rehab	$1,617,458	$0	$404,364	$2,021,822
	AR-CO-5307B Transit Center Facilities Equipment	$360,000	$0	$90,000	$450,000
	AR-CO-5307D Transit System Automation	$60,000	$0	$15,000	$75,000
	AR-CO-5307A Assoc. Transit Improvements	$1,200,000	$0	$300,000	$1,500,000
	AR-CO-5307P Transit Planning Program	$80,000	$0	$20,000	$100,000
	AR-CO-5307E Education and Training	$4,000	$0	$1,000	$5,000
	AR-CO-5307 MM Mobility Management	$20,000	$0	$5,000	$25,000
	AR-CO-5307V Support Vehicles	$49,306	$0	$12,326	$61,632
	AR-CO-5307 Preventive Maintenance	$407,219	$0	$101,805	$509,024
	AR-CO-5307M Paratransit Operations	$492,553	$0	$123,138	$615,691
	AR-CO-5307 JARC Operating Assistance	$1,078,930	$0	$1,078,929	$2,157,859
	AR-CO-5307O Operating Assistance	$137,863	$0	$137,862	$275,725
	Total Funding	$5,921,739	$0	$2,393,027	$8,314,766

Cobb cont'd

	FY17 5307 Activities Funded	Federal	State	Local	Total
2017	AR-CO-5307 Fixed Route Buses	$1,975,694	$0	$493,924	$2,469,618
	AR-CO-5307 Transit Ctr. Facilities/Equip.	$624,000	$0	$156,000	$780,000
	AR-CO-5307 Transit System Automation	$320,000	$0	$80,000	$400,000
	AR-CO-5307 Assoc. Transit Improvements	$24,000	$0	$6,000	$30,000
	AR-CO-5307 Transit Planning	$80,000	$0	$20,000	$100,000
	AR-CO-5307 Education and Training	$4,000	$0	$1,000	$5,000
	AR-CO-5307 Mobility Management	$40,000	$0	$10,000	$50,000
	AR-CO-5307 Project Mgmt. and Inspection	$80,000	$0	$20,000	$100,000
	AR-CO-5307 Support Vehicles	$40,000	$0	$10,000	$50,000
	AR-CO-5307 Preventive Maintenance	$1,035,828	$0	$258,957	$1,294,785
	AR-CO-5307 Paratransit Operations	$1,075,881	$0	$268,970	$1,344,851
	AR-CO-5307 Operating Assistance	$75,000	$0	$124,999	$250,000
	AR-CO-5307 JARC Operating Asst. (RT. 30)	$1,000,000	$0	$1,000,000	$2,000,000
	Total Funding	$6,424,403	$0	$2,449,850	$8,874,254

	FY18 5307 Activities Funded	Federal	State	Local	Total
2018	Express Bus Rebuild	$800,000	$0	$200,000	$1,000,000
	Transit Center Facilities and Equipment	$320,000	$0	$80,000	$400,000
	Transit System Automation (ITS, Computer & Fare Collection E	$300,000	$0	$75,000	$375,000
	Transit Planning Program	$200,000	$0	$50,000	$250,000
	Education and Training	$16,000	$0	$4,000	$20,000
	Project Management & Inspection Services	$100,000	$0	$25,000	$125,000
	Support Vehicles	$80,000	$0	$20,000	$100,000
	Preventive Maintenance	$1,440,000	$0	$360,000	$1,800,000
	Paratransit Operations	$2,057,371	$0	$514,343	$2,571,714
	Operating Assistance	$180,000	$0	$180,000	$360,000
	JARC Operating Assistance (Route 30)	$1,000,000	$0	$1,000,000	$2,000,000
	Total Funding	$6,493,371	$0	$2,508,343	$9,001,714

	FY19 5307 Activities Funded	Federal	State	Local	Total
2019	Express Bus Rebuild	$80,000	$0	$20,000	$100,000
	Transit Center Facilities and Equipment	$80,000	$0	$20,000	$100,000
	Transit System Automation (ITS, Computer & Fare Collection Equipment)	$198,200	$0	$49,550	$247,750
	Transit Planning Program	$80,000	$0	$20,000	$100,000
	Education and Training	$12,000	$0	$3,000	$15,000
	Project Management & Inspection Services	$60,000	$0	$15,000	$75,000
	Support Vehicles	$64,000	$0	$16,000	$80,000
	Preventive Maintenance	$1,607,031	$0	$401,758	$2,008,789
	Paratransit Operations	$1,120,308	$0	$280,077	$1,400,385
	Operating Assistance	$2,300,000	$0	$2,300,000	$4,600,000
	Total Funding	$5,601,539	$0	$3,125,385	$8,726,924

Cobb County

Section 5337 High Intensity Motorbus (Years of Fund Availability: Year + 3)

Funding Balance Summary: Annual Allocations, Fund Usage, Transfers & Funding Balance

FY	Annual Funding Summary	Total Federal Funding
2013	FY13 Allocation	$311,982
	Balance Carried Forward	**$311,982**
2014	FY14 Allocation	$317,234
	Funds applied to CobbLinc (GA-54-0002)	-$629,216
	Balance Carried Forward	$0
2015	FY15 Allocation - Continuing Resolution Partial Amount	$231,532
	FY15 Allocation - Full Year Remainder	$66,243
	Funds applied to CobbLinc (GA-54-0002 -01)	-$215,000
	Balance Carried Forward	**$82,775**
2016	FY16 Allocation	$392,441
	FY14 - FY16 Unallocated Shared Segment	$150,000
	Funds applied to CobbLinc (GA-2016-024)	-$475,216
	Balance Carried Forward	**$150,000**
2017	FY17 Allocation - Continuing Resolution Partial Amount	$267,176
	FY17 Allocation - Full Year Remainder	$206,452
	Funds applied to CobbLinc (GA-2016-024-01)	-$267,176
	Funds applied to CobbLinc (GA-2016-024-02)	-$356,452
	Balance Carried Forward	**$0**
2018	FY18 Allocation	$569,719
	Funds applied to CobbLinc	-$569,719
	Balance Carried Forward	**$0**
2019	FY19 Allocation	$510,022
	Balance Carried Forward	**$510,022**

Funding Used Itemized by Activity

	FY13 5337 Activities Funded	Federal	State	Local	Total
2013					
	Total Funding				

	FY14 5337 Activities Funded	Federal	State	Local	Total
2014					
	Total Funding				

	FY15 5337 Activities Funded	Federal	State	Local	Total
2015	AR-CO-5337A Fixed Route Bus Purchase	$347,775	$0	$86,944	$434,719
	Total Funding	$347,775	$0	$86,944	$434,719

	FY16 5337 Activities Funded	Federal	State	Local	Total
2016	AR-CO-5337 Paratransit Bus Replacement	$347,775	$0	$86,944	$434,719
	AR-CO-5337 Preventive Maintenance	$80,000	$0	$20,000	$100,000
	AR-CO-5337 Transit Ctr. Facilities & Equip.	$118,942	$0	$29,736	$148,678
	Total Funding	$475,216	$0	$118,804	$594,020

Cobb cont'd

	FY17 5337 Activities Funded	Federal	State	Local	Total
2017	AR-CO-5337 Computers and Related Equip.	$24,000	$0	$6,000	$30,000
	AR-CO-5337 Preventive Maintenance	$516,452	$0	$129,113	$645,565
	AR-CO-5337 Transit Ctr. Facilities & Equip.	$83,176	$0	$20,794	$103,970
	Total Funding	$623,628	$0	$155,907	$779,535

	FY18 5337 Activities Funded	Federal	State	Local	Total
2018	Preventive Maintenance	$569,719	$0	$142,430	$712,149
	Total Funding				

Cobb County

Section 5339 (Years of Fund Availability: Year + 3)

Funding Balance Summary: Annual Allocations, Fund Usage, Transfers & Funding Balance

FY	Annual Funding Summary	Total Federal Funding
2013	FY13 Allocation	$674,048
	FY13 Residual	$13,249
	Balance Carried Forward	**$687,297**
2014	FY14 Allocation	$630,268
	FY14 5339 Prog Admin MARTA xfer	$5,392
	FY14 5339 Lapsing @26Jun17	$338,061
	FY14 Residual@7Mar17	$7,809
	Funds applied to CobbLinc (GA-2016-024-01)	-$7,809
	Funds applied to CobbLinc (GA-34-0003)	-$1,322,957
	Balance Carried Forward	**$338,061**
2015	FY15 Allocation - Continuing Resolution Partial Amount	$412,604
	FY15 Allocation - Full Year Remainder	$207,309
	Funds applied to CobbLinc (GA-34-0003-01)	-$412,604
	Balance Carried Forward	**$545,370**
2016	FY16 Allocation	$573,126
	FY13-15 Residual @Mar16	$4,355
	Funds applied to CobbLinc (GA-34-0003-02)	-$262,310
	Funds applied to CobbLinc (GA-2016-024)	-$522,480
	Balance Carried Forward	**$338,061**
2017	FY17 Allocation - Continuing Resolution Partial Amount	$337,186
	FY17 Allocation - Full Year Remainder	$265,474
	Funds applied to CobbLinc (GA-2016-024-01)	-$337,186
	Funds applied to CobbLinc (GA-2016-024-02)	-$603,535
	Balance Carried Forward	**$0**
2018	FY18 Allocation	$830,905
	Funds applied to CobbLinc	-$830,905
	Balance Carried Forward	**$0**
2019	FY19 Allocation	$741,800
	Balance Carried Forward	**$741,800**

Funding Used Itemized by Activity - Cobb County

2013	FY13 5339 Activities Funded	Federal	State	Local	Total
	Total Funding				

2014	FY14 5339 Activities Funded	Federal	State	Local	Total
	Total Funding				

2015	FY15 5339 Activities Funded	Federal	State	Local	Total
	AR-CO- 5339A Fixed Route Bus Purchase	$619,914	$0	$154,978	$774,892
	Total Funding	$619,914	$0	$154,978	$774,892

2016	FY16 5339 Activities Funded	Federal	State	Local	Total
	AR-CO-5339A Paratransit Vehicle/Bus Replacement	$414,410	$0	$103,603	$518,013
	AR-CO-5339A Transit Center Facilities and Equipment	$108,070	$0	$27,017	$135,087
	Total Funding	$522,480	$0	$130,620	$653,100

2017	FY17 5339 Activities Funded	Federal	State	Local	Total
	AR-CO-5339 Computers and Related Equipment	$80,000	$0	$20,000	$100,000
	AR-CO-5339 Transit Center Facilities and Equipment	$264,995	$0	$66,248	$331,244
	AR-CO-5339 Fixed Route Buses	$603,535	$0	$150,884	$754,419
	Total Funding	$344,995	$0	$86,249	$431,244

2018	FY18 5339 Activities Funded	Federal	State	Local	Total
	Computers and Related Equipment	$80,000	$0	$20,000	$100,000
	Transit Center Facilities and Equipment	$320,000	$0	$80,000	$400,000
	Express Bus Rebuild	$430,905	$0	$107,726	$538,631
	Total Funding	$830,905	$0	$207,726	$1,038,631

Coweta County

Section 5307 (Years of Fund Availability: Year + 5)

Funding Balance Summary: Annual Allocations, Fund Usage, Transfers & Funding Balance

FY	Annual Funding Summary	Total Federal Funding
2013	FY13 Allocation - Continuing Resolution Partial Amount	$139,683
	FY13 Allocation - Full Year Remainder	$150,543
	Amount Transferred to GRTA	-$290,226
	Balance Carried Forward	**$0**
2014	FY14 Allocation	$307,611
	Balance Carried Forward	**$307,611**
2015	FY15 Allocation - Continuing Resolution Partial Amount	$203,241
	FY15 Allocation - Full Year Remainder	$102,039
	Balance Carried Forward	**$612,891**
2016	FY16 Allocation	$302,558
	Adjusted Section 5340	$2,164
	Balance Carried Forward	**$917,613**
2017	FY17 Allocation - Continuing Resolution Partial Amount	$182,713
	FY17 Allocation - Full Year Remainder	$139,547
	Balance Carried Forward	**$1,239,873**
2018	FY18 Allocation	$337,925
	Balance Carried Forward	**$1,577,798**
2019	FY19 Allocation	$338,250
	Balance Carried Forward	**$1,916,048**

Section 5339 (Years of Fund Availability: Year + 3)

Funding Balance Summary: Annual Allocations, Fund Usage, Transfers & Funding Balance

FY	Annual Funding Summary	Total Federal Funding
2013	FY13 Allocation	$38,143
	Amount Transferred to GRTA	-$38,143
	Balance Carried Forward	**$0**
2014	FY14 Allocation	$39,077
	Amount Transferred to GRTA	-$39,077
	Balance Carried Forward	$0
2015	FY15 Allocation - Continuing Resolution Partial Amount	$26,144
	FY15 Allocation - Full Year Remainder	$13,129
	Amount Transferred to GRTA	-$39,273
	Balance Carried Forward	**$0**
2016	FY16 Allocation	$36,213
	Balance Carried Forward	$36,213
2017	FY17 Allocation - Continuing Resolution Partial Amount	$20,776
	FY17 Allocation - Full Year Remainder	$16,358
	Balance Carried Forward	**$73,347**
2018	FY18 Allocation	$50,818
	Balance Carried Forward	**$124,165**
2019	FY19 Allocation	$46,539
	Balance Carried Forward	**$170,704**

CPACS (Center for Pan-Asian Community Services)

Section 5307 (Years of Fund Availability: Year + 5)

Funding Balance Summary: Annual Allocations, Fund Usage, Transfers & Funding Balance

FY	Annual Funding Summary	Total Federal Funding
2019	FY19 Allocation	$42,179
	Balance Carried Forward	**$42,179**

Section 5339 (Years of Fund Availability: Year + 3)

Funding Balance Summary: Annual Allocations, Fund Usage, Transfers & Funding Balance

FY	Annual Funding Summary	Total Federal Funding
2019	FY19 Allocation	$6,438
	Balance Carried Forward	**$6,438**

Dawson County

Section 5307 (Years of Fund Availability: Year + 5)

Funding Balance Summary: Annual Allocations, Fund Usage, Transfers & Funding Balance

FY	Annual Funding Summary	Total Federal Funding
2013	FY13 Allocation - Continuing Resolution Partial Amount	$6,443
	FY13 Allocation - Full Year Remainder	$6,943
	Amount Returned to Regional Residual	-$13,386
	Balance Carried Forward	**$0**
2014	FY14 Allocation	$14,188
	Amount Returned to Regional Residual	-$14,188
	Balance Carried Forward	**$0**
2015	FY15 Allocation - Continuing Resolution Partial Amount	$9,374
	FY15 Allocation - Full Year Remainder	$4,707
	Amount Returned to Regional Residual	-$14,081
	Balance Carried Forward	**$0**
2016	FY16 Allocation	$13,955
	Adjusted Section 5340	$100
	Amount Returned to Regional Residual	-$13,955
	Balance Carried Forward	**$100**
2017	FY17 Allocation - Continuing Resolution Partial Amount	$8,427
	FY17 Allocation - Full Year Remainder	$6,436
	Amount Returned to Regional Residual	-$14,863
	Amount Returned to Regional Residual (FY16 5340)	-$100
	Balance Carried Forward	**$0**
2018	FY18 Allocation	$15,586
	Amount Returned to Regional Residual	-$15,586
	Balance Carried Forward	**$0**
2019	FY19 Allocation	$15,601
	Balance Carried Forward	**$15,601**

Douglas County

Section 5307 (Years of Fund Availability: Year + 5)

Funding Balance Summary: Annual Allocations, Fund Usage, Transfers & Funding Balance

FY	Annual Funding Summary	Total Federal Funding
2013	FY13 Allocation - Continuing Resolution Partial Amount	$571,297
	FY13 Allocation - Full Year Remainder	$615,534
	Funds applied to Douglas County (GA-2017-023)	-$540,390
	Balance Carried Forward	**$646,441**
2014	FY14 Allocation	$1,260,677
	Funds applied to Douglas County (GA-2017-023)	-$104,120
	Balance Carried Forward	**$1,802,998**
2015	FY15 Allocation - Continuing Resolution Partial Amount	$757,685
	FY15 Allocation - Full Year Remainder	$380,398
	Reallocated Regional Residual FY13 - FY15	$20,750
	Funds applied to Douglas County (GA-2017-023)	-$240,000
	Balance Carried Forward	**$2,721,831**
2016	FY16 Allocation	$1,126,618
	Adjusted Section 5340	$3,276
	Reallocated Regional Residual FY16	$14,686
	Balance Carried Forward	**$3,866,411**
2017	FY17 Allocation - Continuing Resolution Partial Amount	$588,223
	FY17 Allocation - Full Year Remainder	$453,731
	Reallocated Regional Residual FY17	$7,610
	Balance Carried Forward	**$4,915,975**
2018	FY18 Allocation	$881,094
	Funds Applied to Douglas County (Grant App. # Forthcoming)	-$881,094
	Balance Carried Forward	**$4,915,975**
2019	FY19 Allocation	$872,712
	Balance Carried Forward	**$5,788,687**

Funding Used Itemized by Activity

	FY13 5307 Activities Funded	Federal	State	Local	Total
2013	AR-DO-5307A Purchase Vans (Replacement)	$200,000	$0	$50,000	$250,000
	AR-DO-5307A Purchase Service Expansion	$200,000	$0	$50,000	$250,000
	AR-DO-5307PM Preventive Maintenance	$40,000	$0	$10,000	$50,000
	AR-DO-5307E Construct Maintenance Facility	$746,831	$0	$186,708	$933,539
	Total Funding	$1,186,831	$0	$296,708	$1,483,539

	FY14 5307 Activities Funded	Federal	State	Local	Total
2014	AR-DO-5307A Purchase Vans (Replacement)	$160,000	$0	$40,000	$200,000
	AR-D0-5307A Purchase Vans Expansion	$160,000	$0	$40,000	$200,000
	AR-DO-5307PM Preventive Maintenance	$40,000	$0	$10,000	$50,000
	AR-DO-5307E Equipment Maintenance Facility	$400,000	$0	$100,000	$500,000
	AR-DO-5307T Computer Technology Upgrades	$80,000	$0	$20,000	$100,000
	AR-DO-5307l Park and Ride Expansion	$420,677	$0	$105,169	$525,846
	Total Funding	$1,260,677	$0	$315,169	$1,575,846

Douglas cont'd

	FY15 5307 Activities Funded	Federal	State	Local	Total
2015	AR-DO-5307A Purchase Replacement Vans	$320,000	$0	$80,000	$400,000
	AR-DO-5307PM Preventive Maintenance	$0	$0	$0	$0
	AR-DO-5307L Land Acquisition Park/Ride lots	$578,083	$0	$144,521	$722,604
	AR-DO-5307F Transp. Center Furnishings, Equip.	$240,000	$0	$60,000	$300,000
	AR-DO-5307S Transit Implementation Study	$0	$0	$0	$0
	Total Funding	$1,138,083	$0	$284,521	$1,422,604

	FY16 5307 Activities Funded	Federal	State	Local	Total
2016	AR-DO-5307A Purchase Replacement Vans	$320,000	$0	$80,000	$400,000
	AR-DO-5307O Operating Assistance	$379,366	$0	$94,842	$474,208
	AR-DO-5307PM Preventive Maintenance	$80,000	$0	$20,000	$100,000
	AR-DO-5307C Parking/Ride Lot Construction	$347,252	$0	$86,812	$434,064
	Total Funding	$1,126,618	$0	$281,654	$1,408,272

	FY17 5307 Activities Funded	Federal	State	Local	Total
2017	AR-DO-5307O Operating Assistance	$216,460	$0	$54,115	$270,575
	AR-DO-5307PM Preventive Maintenance	$48,000	$0	$12,000	$60,000
	AR-DO-5307A 10 Replacement Commuter Vans	$320,000	$0	$80,000	$400,000
	AR-DO-5307B Purchase 9 Fifteen Passenger Buses	$465,104	$0	$116,276	$581,380
	Total Funding	$1,049,564	$0	$262,391	$1,311,955

	FY18 5307 Activities Funded	Federal	State	Local	Total
2018	Operating Assistance	$300,565	$0	$300,565	$601,130
	Fixed Route Cutaways	$548,529	$0	$137,132	$685,661
	Staff Vehicles	$32,000	$0	$8,000	$40,000
	Total Funding	$881,094	$0	$445,697	$1,326,791

Douglas County

Section 5339 (Years of Fund Availability: Year + 3)

Funding Balance Summary: Annual Allocations, Fund Usage, Transfers & Funding Balance

FY	Annual Funding Summary	Total Federal Funding
2013	FY13 Allocation	$175,923
	FY13 Residual	$3,775
	Amount Returned to Regional Residual	-$175,923
	Balance Carried Forward	**$3,775**
2014	FY14 Allocation	$185,411
	Funds applied to Douglas County (GA-2017-019)	-$189,186
	Balance Carried Forward	**$0**
2015	FY15 Allocation - Continuing Resolution Partial Amount	$114,968
	FY15 Allocation - Full Year Remainder	$57,757
	Funds applied to Douglas County (GA-2017-019)	-$172,725
	Balance Carried Forward	**$0**
2016	FY13 - FY15 Reallocated Residual	$1,316
	FY16 Allocation	$120,582
	Funds applied to Douglas County (GA-2017-019)	-$120,582
	Balance Carried Forward	**$1,316**
2017	FY17 Allocation - Continuing Resolution Partial Amount	$66,205
	FY17 Allocation - Full Year Remainder	$52,124
	Balance Carried Forward	**$119,645**
2018	FY18 Allocation	$139,669
	Funds Applied to Douglas County (Grant App. # Forthcoming)	-$139,669
	Balance Carried Forward	**$119,645**
2019	FY19 Allocation	$126,988
	Balance Carried Forward	**$246,633**

Funding Used Itemized by Activity

	FY13 5339 Activities Funded	Federal	State	Local	Total
2013	AR-DO-5339B Purchase (4) Vehicles for flex zone bus and demand response service	$175,923	$0	$43,981	$219,904
	Total Funding	$175,923	$0	$43,981	$219,904

	FY14 5339 Activities Funded	Federal	State	Local	Total
2014	AR-DO-5339B Purchase (4) Vehicles for flex zone bus and demand response service	$189,186	$0	$47,297	$236,483
	Total Funding	$189,186	$0	$47,297	$236,483

	FY15 5339 Activities Funded	Federal	State	Local	Total
2015	AR-DO-5339B Purchase (4) Vehicles for flex zone bus and demand response service	$172,725	$0	$43,181	$215,906
	Total Funding	$172,725	$0	$43,181	$215,906

Douglas cont'd

	FY16 5339 Activities Funded	Federal	State	Local	Total
2016	AR-DO-5339C Construct bus-related facilities	$121,898	$0	$30,475	$152,373
	Total Funding	$121,898	$0	$30,475	$152,373

	FY17 5339 Activities Funded	Federal	State	Local	Total
2017	AR-DO-5339 ADA Paratransit Vehicles	$115,870	$0	$28,968	$144,838
	Total Funding	$115,870	$0	$28,968	$144,838

	FY18 5339 Activities Funded	Federal	State	Local	Total
2018	Fare Box Upgrades	$139,669	$0	$34,917	$174,586
	Total Funding				

Fayette County

Section 5307 (Years of Fund Availability: Year + 5)

Funding Balance Summary: Annual Allocations, Fund Usage, Transfers & Funding Balance

FY	Annual Funding Summary	Total Federal Funding
2013	FY13 Allocation - Continuing Resolution Partial Amount	$148,858
	FY13 Allocation - Full Year Remainder	$160,431
	Amount Returned to Regional Residual	-$309,289
	Balance Carried Forward	**$0**
2014	FY14 Allocation	$327,816
	Amount Returned to Regional Residual	-$327,816
	Balance Carried Forward	**$0**
2015	FY15 Allocation - Continuing Resolution Partial Amount	$216,590
	FY15 Allocation - Full Year Remainder	$108,741
	Amount Returned to Regional Residual	-$325,331
	Balance Carried Forward	**$0**
2016	FY16 Allocation	$322,431
	Adjusted Section 5340	$2,306
	Amount Returned to Regional Residual	-$322,431
	Balance Carried Forward	**$2,306**
2017	FY17 Allocation - Continuing Resolution Partial Amount	$194,714
	FY17 Allocation - Full Year Remainder	$148,713
	Amount Returned to Regional Residual (FY16 5340)	-$2,306
	Balance Carried Forward	**$343,427**
2018	FY18 Allocation	$360,121
	Balance Carried Forward	**$703,548**
2019	FY19 Allocation	$360,468
	Balance Carried Forward	**$1,064,016**

Forsyth County

Section 5307 (Years of Fund Availability: Year + 5)

Funding Balance Summary: Annual Allocations, Fund Usage, Transfers & Funding Balance

FY	Annual Funding Summary	Total Federal Funding
2013	FY13 Allocation - Continuing Resolution Partial Amount	$266,093
	FY13 Allocation - Full Year Remainder	$286,781
	Amount Transferred to GRTA	-$552,874
	Balance Carried Forward	**$0**
2014	FY14 Allocation	$585,993
	Amount Transferred to GRTA	-$585,993
	Balance Carried Forward	$0
2015	FY15 Allocation - Continuing Resolution Partial Amount	$387,169
	FY15 Allocation - Full Year Remainder	$194,382
	Amount Transferred to GRTA	-$581,551
	Balance Carried Forward	**$0**
2016	FY16 Allocation	$576,367
	Adjusted Section 5340	$4,121
	Amount Transferred to GRTA	-$580,488
	Balance Carried Forward	**$0**
2017	FY17 Allocation - Continuing Resolution Partial Amount	$348,065
	FY17 Allocation - Full Year Remainder	$265,835
	Amount Transferred to GRTA	-$613,900
	Balance Carried Forward	**$0**
2018	FY18 Allocation	$643,740
	Funds applied to Forsyth County	-$200,000
	Amount Transferred to GRTA	-$443,740
	Balance Carried Forward	**$0**
2019	FY19 Allocation	$644,359
	Balance Carried Forward	**$644,359**

Funding Used Itemized by Activity

	FY13 5307 Activities Funded	Federal	State	Local	Total
2013					
	Total Funding				

	FY14 5307 Activities Funded	Federal	State	Local	Total
2014					
	Total Funding				

	FY15 5307 Activities Funded	Federal	State	Local	Total
2015					
	Total Funding				

Forsyth cont'd

	FY16 5307 Activities Funded	Federal	State	Local	Total
2016					
	Total Funding				

	FY17 5307 Activities Funded	Federal	State	Local	Total
2017					
	Total Funding				

	FY18 5307 Activities Funded	Federal	State	Local	Total
2018	Forsyth County Transit Study	$200,000	$0	$50,000	$250,000
	Total Funding				

GRTA

Section 5307 (Years of Fund Availability: Year + 5)

Funding Balance Summary: Annual Allocations, Fund Usage, Transfers & Funding Balance

FY	Annual Funding Summary	Total Federal Funding
2013	FY13 Allocation - Continuing Resolution Partial Amount	$2,317,542
	FY13 Allocation - Full Year Remainder	$2,496,560
	Transfer from Paulding - FY13	$391,405
	Transfer from Rockdale - FY13	$275,540
	Transfer from Forsyth -FY13	$552,874
	Transfer from Coweta -FY13	$290,226
	Funds applied to GRTA (GA-90-X341)	-$560,000
	Funds applied to GRTA (GA-90-X325 Operating)	-$1,396,754
	Funds applied to GRTA (GA-2016-014)	-$1,869,912
	Funds applied to GRTA (GA-2017-001)	-$572,255
	Balance Carried Forward	**$1,925,226**
2014	FY14 Allocation	$5,335,198
	Transfer from Paulding - FY14	$414,852
	Transfer from Rockdale - FY14	$292,046
	Transfer from Forsyth -FY14	$585,993
	Funds applied to GRTA (GA-90-X352)	-$3,300,000
	Funds applied to GRTA (GA-2016-014)	-$470,918
	Funds applied to GRTA (GA-2016-014-01)	-$292,574
	Funds applied to GRTA (GA-2017-010)	-$1,250,000
	Funds applied to GRTA (GA-2017-001)	-$339,745
	Balance Carried Forward	**$2,900,078**
2015	FY15 Allocation - Continuing Resolution Partial Amount	$3,855,234
	FY15 Allocation - Full Year Remainder	$1,935,550
	Transfer from Forsyth -FY15	$581,551
	Transfer from Paulding - FY15	$411,707
	Transfer from Rockdale - FY15	$289,832
	Funds applied to GRTA (GA-2016-014-01)	-$2,732,426
	Funds applied to GRTA (GA-2017-001-01)	-$850,000
	Balance Carried Forward	**$6,391,526**
2016	FY16 Allocation	$5,727,850
	FY16 Low Income	$200,000
	Transfer from Forsyth -FY16	$580,488
	Transfer from Paulding - FY16	$410,955
	Transfer from Rockdale - FY16	$289,303
	Reallocate Residual FY13-FY15	$158,901
	Funds applied to GRTA (GA-2016-001)	-$2,195,000
	Funds applied to GRTA (GA-2017-001-01)	-$200,000
	Reallocated Regional Residual FY16	$116,686
	Balance Carried Forward	**$11,480,709**
2017	FY17 Allocation - Continuing Resolution Partial Amount	$2,955,646
	FY17 Allocation - Full Year Remainder	$2,299,832
	Transfer from Forsyth -FY17	$613,900
	Transfer from Paulding - FY17	$434,608
	Transfer from Rockdale - FY17	$305,954
	Reallocated Regional Residual FY17	$60,462
	Balance Carried Forward	**$18,151,111**
2018	Transfer to SRTA@Sep17	-$17,860,885
	Transfer from SRTA@13Apr18	
	(GRTA$17,860,885 & Cherokee $2,046,952)	$19,907,837
	FY18 Allocation	$5,623,463
	Balance Carried Forward	**$25,821,526**
2019	FY 2019 Allocation	$3,880,164
	Balance Carried Forward	**$29,701,690**

Funding Used Itemized by Activity - GRTA

2013	FY13 5307 Activities Funded	Federal	State	Local	Total
	AR-GRTA-5307O Operating Assistance	$1,396,754	$1,396,754	$0	$2,793,508
	AR-GRTA-5307PM Preventive Maintenance	$2,195,000	$548,750	$0	$2,743,750
	GRTA-5307C Xpress Capital Cost of Contracting	$1,869,912	$5,843,475	$0	$7,713,387
	GRTA-5307S Short Range Planning	$572,255	$143,064	$0	$715,319
	GRTA/SRTA-5307 Purchase Asset Management Software	$480,000	$120,000	$0	$600,000
	5307-5307 Project Administration	$200,043	$50,011	$0	$250,054
	Total Funding	$6,713,964	$8,102,054	$0	$14,816,018

2014	FY14 5307 Activities Funded	Federal	State	Local	Total
	AR-GRTA-5307C Xpress Capital Cost of Contracting	$2,100,000	$6,562,500	$0	$8,662,500
	GRTA-5307C Capital Cost of Contracting Vanpool	$2,960,000	$7,400,000	$0	$10,360,000
	GRTA-5307P Transit Planning	$339,745	$84,936	$0	$424,681
	AR-GRTA-5307P Transit Planning	$35,369	$8,842	$0	$44,211
	AR-GRTA-5307PM Preventive Maintenance	$728,123	$182,031	$0	$910,154
	AR-GRTA-5307MM Mobility Management	$50,000	$12,500	$0	$62,500
	AR-GRTA/SRTA-5307-XPRESS Fleet Reinvestment	$1,111,242	$277,811	$0	$1,389,053
	Total Funding	$7,324,479	$14,528,620	$0	$21,853,099

2015	FY15 5307 Activities Funded	Federal	State	Local	Total
	AR-GRTA-5307C Capital Cost of Contracting	$475,000	$1,484,375	$0	$1,959,375
	AR-GRTA-5307P Transit Planning	$850,000	$212,500	$0	$1,062,500
	AR-GRTA-5307PM Preventive Maintenance	$2,257,426	$926,857	$0	$3,184,283
	GRTA/SRTA-5307- XPRESS Fleet Reinvestment	$1,677,303	$419,326	$0	$2,096,629
	GRTA/SRTA-5307-TAM State of Good Repair Upgrades	$2,484,664	$621,166	$0	$3,105,830
	Total Funding	$7,744,393	$3,664,224	$0	$11,408,617

2016	FY16 5307 Activities Funded	Federal	State	Local	Total
	AR-GRTA-5307 XPRESS Airport Service Planning (JARC/Low-In	$200,000	$50,000	$0	$250,000
	AR-GRTA-5307 Xpress Fleet Reinvestment	$1,514,710	$378,678	$0	$1,893,388
	AR-GRTA/SRTA-5307-Project Administration	$201,451	$50,363	$0	$251,814
	AR-GRTA/SRTA-5307-Capital Cost of Contracting - Xpress	$2,032,675	$4,319,434	$0	$6,352,109
	AR-GRTA/SRTA-5307-Capital Cost of Contracting - Vanpool	$1,681,875	$2,859,188	$0	$4,541,063
	AR-GRTA/SRTA-5307-Preventive Maintenance	$944,471	$236,118	$0	$1,180,589
	AR-GRTA/SRTA-5307-Mobility Management	$40,000	$10,000	$0	$50,000
	AR-GRTA/SRTA-5307-Short Range Transit Planning	$869,001	$217,250	$0	$1,086,251
	Total Funding	$7,484,183	$8,121,030	$0	$15,605,213

2017	FY17 5307 Activities Funded	Federal	State	Local	Total
	Short Range Transit Planning	$1,030,999	$257,750	$0	$1,288,749
	Total Funding	$1,030,999	$257,750	$0	$1,288,749

2018	FY18 5307 Activities Funded	Federal	State	Local	Total
	Total Funding				

GRTA

Section 5337 High Intensity Motorbus (Years of Fund Availability: Year + 3)

Funding Balance Summary: Annual Allocations, Fund Usage, Transfers & Funding Balance

FY	Annual Funding Summary	Total Federal Funding
2013	FY13 Allocation	$611,792
	Funds applied to GRTA (GA-2016-008)	-$611,792
	Balance Carried Forward	**$0**
2014	FY14 Allocation	$822,397
	Funds applied to GRTA (GA-2016-008)	-$822,397
	Balance Carried Forward	$0
2015	FY15 Allocation - Continuing Resolution Partial Amount	$703,445
	FY15 Allocation - Full Year Remainder	$303,170
	Funds applied to GRTA (GA-2016-008)	-$1,006,615
	Balance Carried Forward	**$0**
2016	FY16 Allocation	$1,281,641
	FY15 - FY16 Unallocated Shared Segment	$100,000
	Funds applied to GRTA (GA-2017-022)	-$1,281,641
	Balance Carried Forward	$100,000
2017	FY17 Allocation - Continuing Resolution Partial Amount	$821,100
	FY17 Allocation - Full Year Remainder	$634,429
	Balance Carried Forward	**$1,555,529**
2018	Transfer to SRTA	-$1,555,529
	Transfer from SRTA	$1,555,529
	FY18 Allocation	$1,769,131
	Balance Carried Forward	**$3,324,660**
2019	FY19 Allocation	$1,367,190
	Balance Carried Forward	**$4,691,850**

Funding Used Itemized by Activity

	FY13 5337 Activities Funded	Federal	State	Local	Total
2013	AR-GRTA-5337PM - XPRESS Preventive Maintenance	$611,792	$152,948	$0	$764,740
	Total Funding	$611,792	$152,948	$0	$764,740

	FY14 5337 Activities Funded	Federal	State	Local	Total
2014	AR-GRTA-5337PM - XPRESS Preventive Maintenance	$822,397	$205,599	$0	$1,027,996
	Total Funding	$822,397	$205,599	$0	$1,027,996

	FY15 5337 Activities Funded	Federal	State	Local	Total
2015	AR-GRTA-5337PM - XPRESS Preventive Maintenance	$1,056,615	$264,154	$0	$1,320,769
	Total Funding	$1,056,615	$264,154	$0	$1,320,769

	FY16 5337 Activities Funded	Federal	State	Local	Total
2016	AR-GRTA-5337PM - XPRESS Preventive Maintenance	$1,281,641	$320,410	$0	$1,602,051
	AR-GRTA/SRTA-5337PM - Preventive Maintenance	$100,000	$25,000	$0	$125,000
	Total Funding	$1,381,641	$345,410	$0	$1,727,051

	FY17 5337 Activities Funded	Federal	State	Local	Total
2017	Preventive Maintenance	$1,455,529	$363,882	$0	$1,819,411
	Total Funding	$1,455,529	$363,882	$0	$1,819,411

GRTA cont'd

	FY18 5337 Activities Funded	Federal	State	Local	Total
2018					
	Total Funding				

GRTA

Section 5339 (Years of Fund Availability: Year + 3)

Funding Balance Summary: Annual Allocations, Fund Usage, Transfers & Funding Balance

FY	Annual Funding Summary	Total Federal Funding
2013	FY13 Allocation	$769,138
	FY13 Residual	$27,070
	Funds applied to GRTA (GA-2016-010)	-$796,208
	Balance Carried Forward	**$0**
2014	FY14 Allocation	$861,385
	FY14 Residual	$25,070
	Transfer from Coweta	$39,077
	Funds applied to GRTA (GA-2016-010-01)	-$925,532
	Balance Carried Forward	**$0**
2015	FY15 Allocation - Continuing Resolution Partial Amount	$561,414
	FY15 Allocation - Full Year Remainder	$280,670
	Transfer from Coweta	$39,273
	Funds applied to GRTA (GA-2016-010-01)	-$842,084
	Balance Carried Forward	**$39,273**
2016	FY13 - FY15 Residual	$9,593
	FY16 Allocation	$542,689
	Funds applied to GRTA (GA-2016-010-01)	-$552,282
	Balance Carried Forward	$39,273
2017	FY17 Allocation - Continuing Resolution Partial Amount	$289,141
	FY17 Allocation - Full Year Remainder	$227,641
	Balance Carried Forward	**$556,055**
2018	Transfer to SRTA@Sept17	-$516,782
	Transfer from SRTA@13Apr18	$516,782
	FY18 Allocation	$700,320
	Balance Carried Forward	**$1,256,375**
2019	FY 2019 Allocation	$578,509
	Balance Carried Forward	**$1,834,884**

Funding Used Itemized by Activity - GRTA

2013	FY13 5339 Activities Funded	Federal	State	Local	Total
	Total Funding				

2014	FY14 5339 Activities Funded	Federal	State	Local	Total
	Total Funding				

2015	FY15 5339 Activities Funded	Federal	State	Local	Total
	Total Funding				

2016	FY16 5339 Activities Funded	Federal	State	Local	Total
	Grants/GA-2016-010	$796,208	$199,052	$0	$995,260
	Total Funding	$796,208	$199,052	$0	$995,260

2017	FY17 5339 Activities Funded	Federal	State	Local	Total
	Grants/GA-2016-010-01	$2,319,898	$579,975	$0	$2,899,873
	Total Funding	$2,319,898	$579,975	$0	$2,899,873

2018	FY18 5339 Activities Funded	Federal	State	Local	Total
	Total Funding				

Gwinnett County

Section 5307 (Years of Fund Availability: Year + 5)

Funding Balance Summary: Annual Allocations, Fund Usage, Transfers & Funding Balance

FY	Annual Funding Summary	Total Federal Funding
2013	FY13 Allocation - Continuing Resolution Partial Amount	$2,578,369
	FY13 Allocation - Full Year Remainder	$2,778,448
	Funds applied to Gwinnett County (GA-90-X349 Operating)	-$1,681,383
	Funds applied to Gwinnett County (GA-90-X349)	-$3,675,434
	Balance Carried Forward	**$0**
2014	FY14 Allocation	$5,435,014
	Funds applied to Gwinnett County (GA-2017-004)	-$5,435,014
	Balance Carried Forward	$0
2015	FY15 Allocation - Continuing Resolution Partial Amount	$3,520,913
	FY15 Allocation - Full Year Remainder	$1,767,700
	Funds applied to Gwinnett County (GA-2017-004-01)	-$5,288,613
	Balance Carried Forward	**$0**
2016	Reallocate Residual FY13-FY15	$40,394
	FY16 Allocation	$5,238,896
	Adjusted Section 5340	$28,142
	Reallocated Regional Residual FY16	$28,757
	Funds applied to Gwinnett County (GA-2018-001)	-$5,308,047
	Balance Carried Forward	**$28,142**
2017	FY17 Allocation - Continuing Resolution Partial Amount	$3,077,456
	FY17 Allocation - Full Year Remainder	$2,360,479
	Reallocated Regional Residual FY17	$14,901
	Balance Carried Forward	**$5,480,978**
2018	FY18 Allocation	$5,524,433
	Balance Carried Forward	**$5,524,433**
2019	FY19 Allocation	$5,467,963
	Balance Carried Forward	**$10,992,396**

Funding Used Itemized by Activity

	FY13 5307 Activities Funded	Federal	State	Local	Total
2013	AR-GW-5307A Operating Assistance	$1,681,383	$0	$1,681,383	$3,362,766
	AR-GW-5307C Paratransit Operating	$535,680	$66,960	$66,960	$669,600
	AR-GW-5307G Assoc. Transit Improvement	$53,600	$0	$13,400	$67,000
	AR-GW-5307G Capital Cost of Contracting	$3,026,154	$378,269	$378,270	$3,750,000
	AR-GW-5307P Preventive Maintenance	$60,000	$0	$15,000	$75,000
	Total Funding	$6,033,921	$0	$315,169	$14,777,467

	FY14 5307 Activities Funded	Federal	State	Local	Total
2014	AR-GW-5307A Operating Assistance	$1,702,496	$0	$1,702,496	$3,404,992
	AR-GW-5307 Paratransit Operating	$543,500	$67,937	$67,938	$679,375
	AR-GW-5307 Assoc. Transit Enhancements	$54,400	$0	$13,600	$68,000
	AR-GW-5307G Capital Cost of Contracting	$2,474,618	$309,327	$309,328	$3,093,273
	AR-GW-5307P Paratransit Vehicle	$600,000	$0	$75,000	$750,000
	AR-GW-5307P Preventive Maintenance	$60,000	$0	$15,000	$75,000
	Total Funding	$5,435,014	$452,264	$2,183,362	$8,070,640

Gwinnett cont'd

	FY15 5307 Activities Funded	Federal	State	Local	Total
2015	AR-GW-5307A Operating Assistance	$1,702,496	$0	$1,702,496	$3,404,992
	AR-GW-5307C Paratransit Operating Assistance	$434,801	$0	$108,700	$543,501
	AR-GW-5307G Associated Transit Improvements	$43,480	$0	$10,870	$54,350
	AR-GW-5307G Capital Cost of Contracting	$3,060,635	$0	$765,159	$3,825,794
	AR-GW-5307P Preventive Maintenance	$60,000	$0	$15,000	$75,000
	AR-GW-5307P Short Range Planning	$17,600	$0	$4,400	$22,000
	AR-GW-5307L Facility Lease Transit Center	$116,002	$0	$29,001	$145,003
	Total Funding	$5,435,014	$0	$2,635,626	$8,070,640

	FY16 5307 Activities Funded	Federal	State	Local	Total
2016	AR-GW-5307A Operating Assistance	$1,657,456	$0	$1,657,456	$3,314,912
	AR-GW-5307C ADA Paratransit	$530,805	$0	$132,701	$663,506
	AR-GW-5307G Capital Cost of Contracting	$3,066,706	$0	$766,677	$3,833,383
	AR-GW-5307S Security Equipment	$53,080	$0	$13,270	$66,350
	Total Funding	$5,308,047	$0	$2,570,104	$7,878,151

	FY17 5307 Activities Funded	Federal	State	Local	Total
2017	AR-GW-5307A Operating Assistance (A)	$1,768,324	$0	$1,768,324	$3,536,648
	AR-GW-5307C ADA Paratransit	$543,794	$0	$135,948	$679,742
	AR-GW-5307G Capital Cost of Contracting	$3,071,438	$0	$767,860	$3,839,298
	AR-GW-5307S Security Equipment	$54,379	$0	$13,595	$67,974
	Total Funding	$5,437,935	$0	$2,685,727	$8,123,662

	FY18 5307 Activities Funded	Federal	State	Local	Total
2018					
	Total Funding				

Gwinnett County

Section 5337 High Intensity Motorbus (Years of Fund Availability: Year + 3)

Funding Balance Summary: Annual Allocations, Fund Usage, Transfers & Funding Balance

FY	Annual Funding Summary	Total Federal Funding
2013	FY13 Allocation	$1,087,461
	Funds applied to Gwinnett County (GA-2016-019)	-$1,087,461
	Balance Carried Forward	**$0**
2014	FY14 Allocation	$1,261,473
	Funds applied to Gwinnett County (GA-2016-019-01)	-$1,261,473
	Balance Carried Forward	**$0**
2015	FY15 Allocation - Continuing Resolution Partial Amount	$741,797
	FY15 Allocation - Full Year Remainder	$372,425
	Funds applied to Gwinnett County (GA-2016-019-01)	-$1,114,222
	Balance Carried Forward	**$0**
2016	FY16 Allocation	$1,525,108
	FY16 Unallocated Shared Segment	$50,000
	Balance Carried Forward	**$1,575,108**
2017	FY17 Allocation - Continuing Resolution Partial Amount	$973,742
	FY17 Allocation - Full Year Remainder	$752,392
	Balance Carried Forward	**$3,301,242**
2018	FY18 Allocation	$1,710,620
	Balance Carried Forward	**$5,011,862**
2019	FY19 Allocation	$1,240,419
	Balance Carried Forward	**$6,252,281**

Funding Used Itemized by Activity

	FY13 5337 Activities Funded	Federal	State	Local	Total
2013	AR-GW-5337PM Commuter Bus Midlife Overhaul	$1,087,461	$0	$271,865	$1,359,326
	Total Funding	$1,087,461	$0	$271,865	$1,359,326

	FY14 5337 Activities Funded	Federal	State	Local	Total
2014	AR-GW-5337PM Commuter Bus Midlife Overhaul	$1,261,473	$0	$315,368	$1,576,841
	Total Funding	$1,261,473	$0	$315,368	$1,576,841

	FY15 5337 Activities Funded	Federal	State	Local	Total
2015	AR-GW-5337PM Commuter Bus Midlife Overhaul	$1,114,222	$0	$278,556	$1,392,778
	Total Funding	$1,114,222	$0	$278,556	$1,392,778

	FY16 5337 Activities Funded	Federal	State	Local	Total
2016	AR-GW-5337PM Commuter Bus Midlife Overhaul	$1,575,108	$0	$393,777	$1,968,885
	Total Funding	$1,525,108	$0	$393,777	$1,968,885

	FY17 5337 Activities Funded	Federal	State	Local	Total
2017	AR-GW-5337PM Commuter Bus Midlife Overhaul	$1,726,134	$0	$431,534	$2,157,668
	Total Funding	$1,726,134	$0	$431,534	$2,157,668

	FY18 5337 Activities Funded	Federal	State	Local	Total
2018					
	Total Funding				

Gwinnett County

Section 5339 (Years of Fund Availability: Year + 3)

Funding Balance Summary: Annual Allocations, Fund Usage, Transfers & Funding Balance

FY	Annual Funding Summary	Total Federal Funding
2013	FY13 Allocation	$696,415
	FY13 Residual	$7,325
	Funds applied to Gwinnett County (GA-2016-020)	-$696,415
	Balance Carried Forward	**$7,325**
2014	FY14 Allocation	$683,657
	Funds applied to Gwinnett County (GA-2016-020-01)	-$683,657
	Balance Carried Forward	**$7,325**
2015	FY15 Allocation - Continuing Resolution Partial Amount	$451,134
	FY15 Allocation - Full Year Remainder	$226,636
	Funds applied to Gwinnett County (GA-2016-020-01)	-$685,095
	Balance Carried Forward	**$0**
2016	FY13 - FY15 Residual @ March15	$2,540
	FY16 Allocation	$569,925
	Balance Carried Forward	**$572,465**
2017	FY17 Allocation - Continuing Resolution Partial Amount	$333,534
	FY17 Allocation - Full Year Remainder	$262,600
	Balance Carried Forward	**$1,168,599**
2018	FY18 Allocation	$798,321
	Balance Carried Forward	**$1,966,920**
2019	FY19 Allocation	$710,496
	Balance Carried Forward	**$2,677,416**

Funding Used Itemized by Activity

	FY13 5339 Activities Funded	Federal	State	Local	Total
2013	AR-GW-5339A Transit Bus Replacement	$696,415	$0	$174,104	$870,519
	Total Funding	$696,415	$0	$174,104	$870,519

	FY14 5339 Activities Funded	Federal	State	Local	Total
2014	AR-GW-5339A Transit Bus Expansion	$690,982	$0	$172,746	$863,728
	Total Funding	$690,982	$0	$172,746	$863,728

	FY15 5339 Activities Funded	Federal	State	Local	Total
2015	AR-GW-5339A Transit Bus Expansion	$677,770	$0	$169,443	$847,213
	Total Funding	$677,770	$0	$169,443	$847,213

	FY16 5339 Activities Funded	Federal	State	Local	Total
2016	AR-GW-5339A Transit Bus Expansion	$572,465	$0	$143,116	$715,581
	Total Funding	$572,465	$0	$143,116	$715,581

	FY17 5339 Activities Funded	Federal	State	Local	Total
2017	AR-GW-5339 Transit Bus Expansion	$596,134	$0	$149,034	$745,168
	Total Funding	$596,134	$0	$149,034	$745,168

	FY18 5339 Activities Funded	Federal	State	Local	Total
2018					
	Total Funding				

Hall County

Section 5307 (Years of Fund Availability: Year + 5)

Funding Balance Summary: Annual Allocations, Fund Usage, Transfers & Funding Balance

FY	Annual Funding Summary	Total Federal Funding
2013	FY13 Allocation - Continuing Resolution Partial Amount	$21,965
	FY13 Allocation - Full Year Remainder	$23,673
	Amount Returned to Regional Residual	-$45,638
	Balance Carried Forward	**$0**
2014	FY14 Allocation	$48,372
	Amount Returned to Regional Residual	-$48,372
	Balance Carried Forward	**$0**
2015	FY15 Allocation - Continuing Resolution Partial Amount	$31,959
	FY15 Allocation - Full Year Remainder	$16,046
	Amount Returned to Regional Residual	-$48,005
	Balance Carried Forward	**$0**
2016	FY16 Allocation	$47,577
	Adjusted Section 5340	$340
	Balance Carried Forward	**$47,917**
2017	FY17 Allocation - Continuing Resolution Partial Amount	$28,731
	FY17 Allocation - Full Year Remainder	$21,944
	Balance Carried Forward	**$98,592**
2018	FY18 Allocation	$53,138
	Balance Carried Forward	**$151,730**
2019	FY19 Allocation	$53,190
	Balance Carried Forward	**$204,920**

Hall County

Section 5339 (Years of Fund Availability: Year + 3)

Funding Balance Summary: Annual Allocations, Fund Usage, Transfers & Funding Balance

FY	Annual Funding Summary	Total Federal Funding
2013	FY13 Allocation	$6,015
	Amount Returned to Regional Residual	-$6,015
	Balance Carried Forward	**$0**
2014	FY14 Allocation	$6,162
	Amount Returned to Regional Residual	-$6,162
	Balance Carried Forward	**$0**
2015	FY15 Allocation - Continuing Resolution Partial Amount	$4,122
	FY15 Allocation - Full Year Remainder	$2,071
	Amount Returned to Regional Residual	-$6,193
	Balance Carried Forward	**$0**
2016	FY16 Allocation	$5,710
	Balance Carried Forward	**$5,710**
2017	FY17 Allocation - Continuing Resolution Partial Amount	$3,276
	FY17 Allocation - Full Year Remainder	$2,579
	Balance Carried Forward	**$11,565**
2018	FY18 Allocation	$8,013
	Balance Carried Forward	**$19,578**
2019	FY19 Allocation	$7,338
	Balance Carried Forward	**$26,916**

Henry County

Section 5307 (Years of Fund Availability: Year + 5)

Funding Balance Summary: Annual Allocations, Fund Usage, Transfers & Funding Balance

FY	Annual Funding Summary	Total Federal Funding
2013	FY13 Allocation - Continuing Resolution Partial Amount	$300,437
	FY13 Allocation - Full Year Remainder	$323,795
	Balance Carried Forward	**$624,231**
2014	FY14 Allocation	$799,477
	Balance Carried Forward	**$1,423,708**
2015	FY15 Allocation - Continuing Resolution Partial Amount	$536,894
	FY15 Allocation - Full Year Remainder	$269,553
	Balance Carried Forward	**$2,230,155**
2016	Reallocate Residual FY13-FY15	$4,010
	FY16 Allocation	$798,966
	Adjusted Section 5340	$4,654
	Reallocated Regional Residual FY16	$4,014
	Balance Carried Forward	**$3,041,799**
2017	FY17 Allocation - Continuing Resolution Partial Amount	$483,208
	FY17 Allocation - Full Year Remainder	$370,346
	Reallocated Regional Residual FY17	$2,080
	Balance Carried Forward	**$3,897,433**
2018	FY18 Allocation	$912,473
	Balance Carried Forward	**$4,809,906**
2019	FY19 Allocation	$905,467
	Balance Carried Forward	**$5,715,373**

Funding Used Itemized by Activity

	FY13 5307 Activities Funded	Federal	State	Local	Total
2013	AR-HE-5307 Bus Replacement	$315,123	$0	$78,781	$393,904
	AR-HE-5307PM Preventive Maintenance	$120,000	$0	$30,000	$150,000
	AR-HE-5307SE Support Equipment	$32,000	$0	$8,000	$40,000
	AR-HE-5307E Employee Ed. Training	$16,000	$0	$4,000	$20,000
	Total Funding	$483,123	$0	$120,781	$603,904

	FY14 5307 Activities Funded	Federal	State	Local	Total
2014	AR-HE-5307 Bus Replacement	$196,952	$0	$49,238	$246,190
	AR-HE-5307PM Preventive Maintenance	$120,000	$0	$30,000	$150,000
	AR-HE-5307B Bus Expansion	$240,000	$0	$60,000	$300,000
	AR-HE-5307E Employee Ed. Training	$16,000	$0	$4,000	$20,000
	Total Funding	$572,952	$0	$143,238	$716,190

	FY15 5307 Activities Funded	Federal	State	Local	Total
2015	AR-HE-5307 Bus Replacement	$196,952	$0	$49,238	$246,190
	AR-HE-5307PM Preventive Maintenance	$120,000	$0	$30,000	$150,000
	AR-HE-5307B Bus Expansion	$240,000	$0	$60,000	$300,000
	AR-HE-5307E Employee Ed. Training	$16,000	$0	$4,000	$20,000
	Total Funding	$572,952	$0	$143,238	$716,190

Henry cont'd

	FY16 5307 Activities Funded	Federal	State	Local	Total
2016	AR-HE-5307O Operating	$435,858	$0	$435,858	$871,716
	AR-HE-5307 Bus Replacement	$196,952	$0	$49,238	$246,190
	AR-HE-5307PM Preventive Maintenance	$120,000	$0	$30,000	$150,000
	AR-HE-5307B Bus Expansion	$240,000	$0	$60,000	$300,000
	AR-HE-5307E Employee Ed. Training	$16,000	$0	$4,000	$20,000
	Total Funding	$1,008,810	$0	$579,096	$1,587,906

	FY17 5307 Activities Funded	Federal	State	Local	Total
2017	AR-HE-5307O Operating	$4,450,307	$0	$450,307	$900,614
	AR-HE-5307 Bus Replacement	$196,952	$0	$49,238	$246,190
	AR-HE-5307PM Preventive Maintenance	$120,000	$0	$30,000	$150,000
	AR-HE-5307B Bus Expansion	$240,000	$0	$60,000	$300,000
	AR-HE-5307E Employee Ed. Training	$16,000	$0	$4,000	$20,000
	Total Funding	$1,023,259	$0	$593,545	$1,607,906

	FY18 5307 Activities Funded	Federal	State	Local	Total
2018					
	Total Funding				

Henry County

Section 5339 (Years of Fund Availability: Year + 3)

Funding Balance Summary: Annual Allocations, Fund Usage, Transfers & Funding Balance

FY	Annual Funding Summary	Total Federal Funding
2013	FY13 Allocation	$81,517
	Amount Returned to Regional Residual	-$81,517
	Balance Carried Forward	**$0**
2014	FY14 Allocation	$101,320
	Amount Returned to Regional Residual	$748
	Funds applied to Henry County (GA-2017-024)	-$96,990
	Lapsed Funds	-$5,078
	Balance Carried Forward	**$0**
2015	FY15 Allocation - Continuing Resolution Partial Amount	$69,185
	FY15 Allocation - Full Year Remainder	$34,742
	Balance Carried Forward	**$103,927**
2016	FY16 Allocation	$98,942
	Balance Carried Forward	**$202,869**
2017	FY17 Allocation - Continuing Resolution Partial Amount	$57,381
	FY17 Allocation - Full Year Remainder	$45,178
	Balance Carried Forward	**$305,428**
2018	FY18 Allocation	$145,045
	Balance Carried Forward	**$450,473**
2019	FY19 Allocation	$126,645
	Balance Carried Forward	**$577,118**

Funding Used Itemized by Activity

	FY13 5339 Activities Funded	Federal	State	Local	Total
2013					
	Total Funding				

	FY14 5339 Activities Funded	Federal	State	Local	Total
2014	AR-HE-5339 Bus Replacement	$39,390	$0	$9,848	$49,238
	AR-HE-5339 Transit Bus Canopy	$4,800	$0	$1,200	$6,000
	AR-HE-5339 Support Equipment	$28,000	$0	$7,000	$35,000
	Total Funding	$72,190	$0	$18,048	$90,238

	FY15 5339 Activities Funded	Federal	State	Local	Total
2015	AR-HE-5339 Bus Replacement	$39,390	$0	$9,848	$49,238
	AR-HE-5339PM Preventive Maintenance	$40,000	$0	$10,000	$50,000
	Total Funding	$79,390	$0	$19,848	$99,238

	FY16 5339 Activities Funded	Federal	State	Local	Total
2016	AR-HE-5339 Bus Expansion	$35,517	$0	$8,879	$44,396
	AR-HE-5339PM Preventive Maintenance	$63,425	$0	$15,857	$79,281
	Total Funding	$98,942	$0	$24,736	$123,677

Henry cont'd

2017	FY17 5339 Activities Funded	Federal	State	Local	Total
	AR-HE-5339PM Preventive Maintenance	$0	$0	$10,000	$10,000
	Total Funding	$0	$0	$10,000	$10,000

2018	FY18 5339 Activities Funded	Federal	State	Local	Total
	Total Funding				

Jackson County

Section 5307 (Years of Fund Availability: Year + 5)

Funding Balance Summary: Annual Allocations, Fund Usage, Transfers & Funding Balance

FY	Annual Funding Summary	Total Federal Funding
2013	FY13 Allocation - Continuing Resolution Partial Amount	$9,963
	FY13 Allocation - Full Year Remainder	$10,738
	Amount Returned to Regional Residual	-$20,701
	Balance Carried Forward	**$0**
2014	FY14 Allocation	$21,941
	Amount Returned to Regional Residual	-$21,941
	Balance Carried Forward	**$0**
2015	FY15 Allocation - Continuing Resolution Partial Amount	$14,496
	FY15 Allocation - Full Year Remainder	$7,278
	Amount Returned to Regional Residual	-$21,774
	Balance Carried Forward	**$0**
2016	FY16 Allocation	$21,580
	Adjusted Section 5340	$154
	Balance Carried Forward	**$21,734**
2017	FY17 Allocation - Continuing Resolution Partial Amount	$13,032
	FY17 Allocation - Full Year Remainder	$9,953
	Balance Carried Forward	**$44,719**
2018	FY18 Allocation	$24,103
	Balance Carried Forward	**$68,822**
2019	FY19 Allocation	$24,126
	Balance Carried Forward	**$92,948**

MARTA

Section 5307 (Years of Fund Availability: Year + 5)

Funding Balance Summary: Annual Allocations, Fund Usage, Transfers & Funding Balance

FY	Annual Funding Summary	Total Federal Funding
2013	FY13 Allocation - Continuing Resolution Partial Amount	$19,815,778
	FY13 Allocation - Full Year Remainder	$21,348,485
	FY13 Low Income Component	$800,000
	Funds applied to MARTA (GA-90-X328-01)	-$17,066,325
	Funds applied to MARTA (GA-90-X328)	-$24,897,938
	Balance Carried Forward	**$0**
2014	FY14 Allocation	$41,772,673
	FY14 Low Income Component	$1,081,546
	Funds applied to MARTA (GA-90-X335)	-$33,273,575
	Funds applied to MARTA (GA-90-X350)	-$6,000,000
	Balance Carried Forward	**$3,580,644**
2015	FY15 Allocation - Continuing Resolution Partial Amount	$28,274,408
	FY15 Allocation - Full Year Remainder	$14,195,388
	FY15 Low Income Component	$1,078,929
	ARC Transfer for FY12 Regional Bus Stop Signage	$355,655
	Funds applied to MARTA (GA-90-x350)	-$28,274,408
	Funds applied to MARTA (GA-90-X350-01)	-$8,497,241
	Balance Carried Forward	**$10,713,375**
2016	FY16 Allocation	$42,028,114
	FY16 Low Income Component	$1,000,000
	Reallocate Residual FY13-FY15	$770,513
	Adjusted Section 5340	$72,094
	Funds applied to MARTA (GA-2016-016)	-$49,800,000
	Reallocated Regional Residual FY16	$602,902
	Balance Carried Forward	**$5,386,998**
2017	FY17 Allocation - Continuing Resolution Partial Amount	$26,051,973
	FY17 Allocation - Full Year Remainder	$20,183,980
	Funds applied to MARTA (GA-2017-021)	-$31,000,000
	Reallocated Regional Residual FY17	$312,403
	Funds applied to MARTA (GA-2017-021-01)	-$20,579,699
	Balance Carried Forward	**$355,655**
2018	FY18 Allocation	$48,045,219
	Funds applied to MARTA	-$48,045,219
	Balance Carried Forward	**$355,655**
2019	FY19 Allocation	$49,701,643
	Balance Carried Forward	**$50,057,298**

Funding Used Itemized by Activity

	FY13 5307 Activities Funded	Federal	State	Local	Total
2013	AR-5307 Security Equipment	$472,000	$0	$118,000	$590,000
	AR-5307E Env. Rehab/Renovation	$0	$300,000	$0	$300,000
	AR-5307G Regional Transit Planning	$0	$0	$640,000	$640,000
	AR-5307L Preventive Maintenance	$41,208,000	$0	$10,302,000	$51,510,000
	AR-5307N Transit Enhancements	$472,000	$400,000	$118,000	$990,000
	AR-5307O Operating Assistance	$2,000,000	$0	$500,000	$2,500,000
	Total Funding	$44,152,000	$700,000	$1,946,333	$56,530,000

	FY14 5307 Activities Funded	Federal	State	Local	Total
2014	AR-5307O ADA Operating Assistance	$2,000,000	$0	$500,000	$2,500,000
	AR-5307L Bus/Rail Preventive Maintenance	$30,304,000	$0	$7,576,000	$37,880,000
	AR-5307LI Low Income (JARC)	$1,081,000	$0	$1,082,000	$2,163,000
	AR-5307B Security Equipment	$500,000	$0	$125,000	$625,000
	AR-5307N Transit Enhancements	$470,000	$0	$118,000	$588,000
	Total Funding	$34,355,000	$0	$9,401,000	$43,756,000

	FY15 5307 Activities Funded	Federal	State	Local	Total
2015	AR-5307 ADA Operating Assistance	$2,800,000	$0	$700,000	$3,500,000
	AR-5307L Bus/Rail Preventive Maintenance	$31,612,000	$0	$7,903,000	$39,515,000
	AR-5307B Security Equipment	$480,000	$0	$120,000	$600,000
	AR-5307N Transit Enhancements	$480,000	$0	$120,000	$600,000
	Total Funding	$35,372,000	$0	$8,843,000	$44,215,000

	FY16 5307 Activities Funded	Federal	State	Local	Total
2016	AR-5307O ADA Operating Assistance	$2,800,000	$0	$700,000	$3,500,000
	AR-5307B Bus Replacement Program	$35,300,000	$0	$8,825,000	$44,125,000
	AR-5307LI Low-Income (JARC)	$350,000	$0	$350,000	$700,000
	AR-5307 Facilities Rehab	$160,000	$0	$40,000	$200,000
	AR-5307 Line Structure	$160,000	$0	$40,000	$200,000
	AR-5307 Long Range Transp. Planning	$160,000	$0	$40,000	$200,000
	AR-5307G Regional Transit Planning	$160,000	$0	$40,000	$200,000
	AR-5307E Security Equipment	$640,000	$0	$160,000	$800,000
	AR-5307- Short Range Transit Planning	$160,000	$0	$40,000	$200,000
	AR-5307 Tools and Equipment	$360,000	$0	$90,000	$450,000
	AR-5307 Training	$60,000	$0	$15,000	$75,000
	AR-5307N Transit Enhancements	$480,000	$0	$120,000	$600,000
	Total Funding	$40,790,000	$0	$10,460,000	$51,250,000

MARTA cont'd

	FY17 5307 Activities Funded	Federal	State	Local	Total
2017	AR-5307O ADA Operating Assistance	$2,800,000	$0	$700,000	$3,500,000
	AR-5307 Bus Replacement Program	$960,000	$0	$240,000	$1,200,000
	AR-5307P Preventive Maintenance	$32,096,000	$0	$8,024,000	$40,120,000
	AR-5307LI Low-Income (JARC)	$350,000	$0	$350,000	$700,000
	AR-5307E Environmental Rehab	$300,000	$0	$75,000	$375,000
	AR-5307 Facilities Rehab	$424,000	$0	$106,000	$530,000
	AR-5307 Line Structure	$400,000	$0	$100,000	$500,000
	AR-5307 Long Range Transp. Planning	$760,000	$0	$190,000	$950,000
	AR-5307G Regional Transit Planning	$640,000	$0	$160,000	$800,000
	AR-5307B Security Equipment	$640,000	$0	$160,000	$800,000
	AR-5307- Short Range Transit Planning	$160,000	$0	$40,000	$200,000
	AR-5307 TOD Implementation Avondale	$360,000	$0	$90,000	$450,000
	AR-5307 Tools and Equipment	$360,000	$0	$90,000	$450,000
	AR-5307 Training	$60,000	$0	$15,000	$75,000
	AR-5307N Transit Enhancements	$480,000	$0	$120,000	$600,000
	Total Funding	$40,790,000	$0	$10,460,000	$51,250,000

	FY18 5307 Activities Funded	Federal	State	Local	Total
2018	Preventive Maintenance	$25,840,781	$0	$6,460,195	$32,300,976
	Facilities Rehab	$6,500,000	$0	$1,625,000	$8,125,000
	Bus Overhaul Program	$1,220,598	$0	$305,150	$1,525,748
	Bus Procurement	$4,699,318	$0	$1,174,830	$5,874,148
	Long Range Transportation Planning	$1,201,131	$0	$300,283	$1,501,414
	Short Range Transportation Planning	$1,201,130	$0	$300,283	$1,501,413
	Workforce Development/Training	$2,402,261	$0	$600,565	$3,002,826
	Security Equipment	$480,000	$0	$120,000	$600,000
	Transit Enhancements	$4,500,000	$0	$1,125,000	$5,625,000
	Total Funding	$48,045,219	$0	$12,011,305	$60,056,524

MARTA

Section 5337 High Intensity Motorbus (Years of Fund Availability: Year + 3)

Funding Balance Summary: Annual Allocations, Fund Usage, Transfers & Funding Balance

FY	Annual Funding Summary	Total Federal Funding
2013	FY13 Allocation	$386,238
	Funds applied to MARTA (GA-2016-013)	-$386,238
	Balance Carried Forward	**$0**
2014	FY14 Allocation	$294,189
	Funds applied to MARTA (GA-2016-013)	-$294,189
	Balance Carried Forward	**$0**
2015	FY15 Allocation - Continuing Resolution Partial Amount	$220,658
	FY15 Allocation - Full Year Remainder	$60,783
	FY15 Funds June 2018 (lapsing per FTA)	$308,537
	Funds applied to MARTA (GA-2016-013)	-$281,441
	Balance Carried Forward	**$308,537**
2016	FY16 Allocation	$403,256
	FY14 - FY16 Unallocated Shared Segment	$50,000
	Funds applied to MARTA (GA-2016-013)	-$403,256
	Balance Carried Forward	**$358,537**
2017	FY17 Allocation - Continuing Resolution Partial Amount	$256,944
	FY17 Allocation - Full Year Remainder	$198,540
	Balance Carried Forward	**$814,021**
2018	FY18 Allocation	$545,198
	Funds applied to MARTA	-$545,198
	Balance Carried Forward	**$814,021**
2019	FY19 Allocation	$539,562
	Balance Carried Forward	**$1,353,583**

Funding Used Itemized by Activity

	FY13 Activities Funded	Federal	State	Local	Total
2013					
	Total Funding				

	FY14 Activities Funded	Federal	State	Local	Total
2014					
	Total Funding				

	FY15 Activities Funded	Federal	State	Local	Total
2015					
	Total Funding				

	FY16 Activities Funded	Federal	State	Local	Total
2016					
	Total Funding				

MARTA cont'd

	FY17 Activities Funded	Federal	State	Local	Total
2017					
	Total Funding				

	FY18 Activities Funded	Federal	State	Local	Total
2018	Preventive Maintenance	$545,198	$0	$136,300	$681,498
	Total Funding	$545,198	$0	$136,300	$681,498

MARTA

Section 5337 Fixed Guideway (Years of Fund Availability: Year + 3)

Funding Balance Summary: Annual Allocations, Fund Usage, Transfers & Funding Balance

FY	Annual Funding Summary	Total Federal Funding
2013	FY13 Allocation	$46,194,324
	Funds applied to MARTA (GA-54-0001)	-$26,000,000
	Funds applied to MARTA (GA-54-0001-01)	-$18,000,000
	Balance Carried Forward	**$2,194,324**
2014	FY14 Allocation	$41,707,261
	Funds applied to MARTA (GA-54-0001-02)	-$27,707,000
	Funds applied to MARTA (GA-54-0001-01)	-$14,000,000
	FY14 funds June 2017 (lapsing per FTA)	$99,956
	FY14 funds March 2017 (lapsing)	$261
	Balance Carried Forward	**$2,294,802**
2015	FY15 Allocation	$39,652,743
	Funds applied to MARTA (GA-54-0001-02)	-$10,000,000
	Funds applied to MARTA (GA-2016-013)	-$29,284,876
	Balance Carried Forward	**$2,662,669**
2016	FY16 Allocation	$45,733,773
	Funds applied to MARTA (GA-2017-032)	-$47,784,388
	Balance Carried Forward	**$612,054**
2017	FY17 Allocation - Continuing Resolution Partial Amount	$27,624,589
	FY17 Allocation - Full Year Remainder	$21,344,937
	Balance Carried Forward	**$49,581,580**
2018	FY18 Allocation	$57,429,452
	Funds applied to MARTA	-$57,429,453
	Balance Carried Forward	**$49,581,579**
2019	FY19 Allocation	$55,464,725
	Balance Carried Forward	**$105,046,304**

Funding Used Itemized by Activity

	FY13 5337 Activities Funded	Federal	State	Local	Total
2013					
	Total Funding				

	FY14 5337 Activities Funded	Federal	State	Local	Total
2014	AR-5337A Line Structure Rehab	$11,707,000	$0	$2,927,000	$14,634,000
	AR-5337A Preventive Maint.	$20,000,000	$0	$5,000,000	$25,000,000
	AR-5337A Station Rehab/Equipment	$10,000,000	$0	$2,500,000	$12,500,000
	AR-5337A Clean Fuel Buses	$294,000	$0	$74,000	$368,000
	Total Funding	$42,001,000	$0	$10,501,000	$52,502,000

MARTA cont'd

	FY15 5337 Activities Funded	Federal	State	Local	Total
2015	AR-5337A Line Structure Rehab	$9,638,000	$0	$2,410,000	$12,048,000
	AR-5337A Preventive Maint.	$20,000,000	$0	$5,000,000	$25,000,000
	AR-5337A Station Rehab/Equip	$10,000,000	$0	$2,500,000	$12,500,000
	AR-5337 A Clean Fuel Bus	$299,000	$0	$75,000	$374,000
	Total Funding	$39,937,000	$0	$9,985,000	$49,922,000

	FY16 5337 Activities Funded	Federal	State	Local	Total
2016	AR-5337A Line Structure Rehab	$10,480,000	$0	$2,620,000	$13,100,000
	AR-5337A Rail Car Procurement	$400,000	$0	$100,000	$500,000
	AR-5337A Rail Car Rehab	$320,000	$0	$80,000	$400,000
	AR-5337A Preventive Maint.	$20,000,000	$0	$5,000,000	$25,000,000
	AR-5337A Station Rehab/Equipment	$10,000,000	$0	$2,500,000	$12,500,000
	AR-5337A Clean Fuel Buses	$800,000	$0	$200,000	$1,000,000
	Total Funding	$42,000,000	$0	$10,500,000	$52,500,000

	FY17 5337 Activities Funded	Federal	State	Local	Total
2017	AR-5337A Line Structure Rehab	$10,080,000	$0	$2,520,000	$12,600,000
	AR-5337A Rail Car Procurement	$400,000	$0	$100,000	$500,000
	AR-5337A Rail Car Rehab	$320,000	$0	$80,000	$400,000
	AR-5337A Preventive Maintenance	$20,000,000	$0	$5,000,000	$25,000,000
	AR-5337A TOD Avondale	$400,000	$0	$100,000	$500,000
	AR-5337A Station Rehab/Equipment	$10,000,000	$0	$2,500,000	$12,500,000
	AR-5337A Clean Fuel Buses	$800,000	$0	$200,000	$1,000,000
	Total Funding	$42,000,000	$0	$10,500,000	$52,500,000

	FY18 5337 Activities Funded	Federal	State	Local	Total
2018	Preventive Maintenance	$31,431,097	$0	$7,857,774	$39,288,871
	Rail Station Rehab Program	$9,000,000	$0	$2,250,000	$11,250,000
	Line Structure	$16,998,355	$0	$4,249,589	$21,247,944
	Total Funding	$57,429,452	$0	$14,357,363	$71,786,815

MARTA

Section 5339 (Years of Fund Availability: Year + 3)

Funding Balance Summary: Annual Allocations, Fund Usage, Transfers & Funding Balance

FY	Annual Funding Summary	Total Federal Funding
2013	FY13 Allocation	$2,888,868
	Funds applied to MARTA (GA-34-0001)	-$2,619,929
	FY13 Residual	$94,480
	Balance Carried Forward	**$363,419**
2014	FY14 Allocation	$2,941,397
	FY14 Residual	$66,979
	Funds applied to MARTA (GA-34-0001-01)	-$3,304,816
	Funds applied to MARTA (GA-2017-029)	-$66,979
	Balance Carried Forward	**$0**
2015	FY15 Allocation - Continuing Resolution Partial Amount	$2,014,699
	FY15 Allocation - Full Year Remainder	$1,012,495
	Funds applied to MARTA (GA-2017-029)	-$1,012,495
	Funds applied to MARTA (GA-34-0001-02)	-$2,014,699
	Balance Carried Forward	**$0**
2016	FY13 - FY15 Residual	$32,694
	FY16 Allocation	$2,926,602
	Funds applied to MARTA (GA-2017-029)	-$2,959,296
	Balance Carried Forward	**$0**
2017	FY17 Allocation - Continuing Resolution Partial Amount	$1,737,484
	FY17 Allocation - Full Year Remainder	$1,367,943
	Balance Carried Forward	**$3,105,427**
2018	FY18 Allocation	$4,371,064
	Balance Carried Forward	**$7,476,491**
2019	FY19 Allocation	$4,032,037
	Balance Carried Forward	**$11,508,528**

FY	Balance Forward Project Administation Suballocation	$0
2013	FY13 Allocation	$27,078
	Funds transferred to Cobb County (GA-34-0003)	-$5,392
	Balance Carried Forward	**$21,686**
2014	FY14 Allocation	$27,855
	Funds applied to MARTA (GA-2017-029)	-$49,541
	Balance Carried Forward	**$0**

Funding Used Itemized by Activity

2013	FY13 Activities Funded	Federal	State	Local	Total
	Total Funding				

2014	FY14 Activities Funded	Federal	State	Local	Total
	Total Funding				

2015	FY15 Activities Funded	Federal	State	Local	Total
	Total Funding				

2016	FY16 Activities Funded	Federal	State	Local	Total
	Total Funding				

2017	FY17 Activities Funded	Federal	State	Local	Total
	Total Funding				

2018	FY18 Activities Funded	Federal	State	Local	Total
	Facilities Rehab	$2,175,809	$0	$543,952	$2,719,761
	Bus Procurement	$2,195,255	$0	$548,814	$2,744,069
	Total Funding	$4,371,064	$0	$1,092,766	$5,463,830

Newton County

Section 5307 (Years of Fund Availability: Year + 5)

Funding Balance Summary: Annual Allocations, Fund Usage, Transfers & Funding Balance

FY	Annual Funding Summary	Total Federal Funding
2013	FY13 Allocation - Continuing Resolution Partial Amount	$118,191
	FY13 Allocation - Full Year Remainder	$127,380
	Amount Returned to Regional Residual	-$245,571
	Balance Carried Forward	**$0**
2014	FY14 Allocation	$260,282
	Amount Returned to Regional Residual	-$260,282
	Balance Carried Forward	$0
2015	FY15 Allocation - Continuing Resolution Partial Amount	$171,970
	FY15 Allocation - Full Year Remainder	$86,339
	Amount Returned to Regional Residual	-$258,309
	Balance Carried Forward	**$0**
2016	FY16 Allocation	$256,006
	Adjusted Section 5340	$1,831
	Amount Returned to Regional Residual	-$256,006
	Balance Carried Forward	**$1,831**
2017	FY17 Allocation - Continuing Resolution Partial Amount	$154,601
	FY17 Allocation - Full Year Remainder	$118,076
	Amount Returned to Regional Residual	-$272,677
	Amount Returned to Regional Residual (FY16 5340)	-$1,831
	Balance Carried Forward	**$0**
2018	FY18 Allocation	$285,931
	Balance Carried Forward	**$285,931**
2019	FY19 Allocation	$286,206
	Balance Carried Forward	**$572,137**

Paulding County

Section 5307 (Years of Fund Availability: Year + 5)

Funding Balance Summary: Annual Allocations, Fund Usage, Transfers & Funding Balance

FY	Annual Funding Summary	Total Federal Funding
2013	FY13 Allocation - Continuing Resolution Partial Amount	$188,379
	FY13 Allocation - Full Year Remainder	$203,026
	Amount Transferred to GRTA	-$391,405
	Balance Carried Forward	**$0**
2014	FY14 Allocation	$414,852
	Amount Transferred to GRTA	-$414,852
	Balance Carried Forward	**$0**
2015	FY15 Allocation - Continuing Resolution Partial Amount	$274,095
	FY15 Allocation - Full Year Remainder	$137,612
	Amount Transferred to GRTA	-$411,707
	Balance Carried Forward	**$0**
2016	FY16 Allocation	$408,037
	Adjusted Section 5340	$2,918
	Amount Transferred to GRTA	-$410,955
	Balance Carried Forward	**$0**
2017	FY17 Allocation - Continuing Resolution Partial Amount	$246,411
	FY17 Allocation - Full Year Remainder	$188,197
	Amount Transferred to GRTA	-$434,608
	Balance Carried Forward	**$0**
2018	FY18 Allocation	$455,734
	Amount Transferred to GRTA	-$455,734
	Balance Carried Forward	**$0**
2019	FY19 Allocation	$456,172
	Funds Applied to Paulding County	-$250,000
	Amount Transferred to GRTA	-$206,172
	Balance Carried Forward	**$0**

Funding Used Itemized by Activity

	FY19 Activities Funded	Federal	State	Local	Total
2019	Paulding County Transit Assessment and Needs Study	$250,000	$0	$62,500	$312,500
	Total Funding	$250,000	$0	$62,500	$312,500

Pike County

Section 5307 (Years of Fund Availability: Year + 5)

Funding Balance Summary: Annual Allocations, Fund Usage, Transfers & Funding Balance

FY	Annual Funding Summary	Total Federal Funding
2013	FY13 Allocation - Continuing Resolution Partial Amount	$270
	FY13 Allocation - Full Year Remainder	$292
	Amount Returned to Regional Residual	-$562
	Balance Carried Forward	**$0**
2014	FY14 Allocation	$596
	Amount Returned to Regional Residual	-$596
	Balance Carried Forward	**$0**
2015	FY15 Allocation - Continuing Resolution Partial Amount	$394
	FY15 Allocation - Full Year Remainder	$197
	Amount Returned to Regional Residual	-$591
	Balance Carried Forward	**$0**
2016	FY16 Allocation	$586
	Adjusted Section 5340	$5
	Amount Returned to Regional Residual	-$586
	Balance Carried Forward	**$5**
2017	FY17 Allocation - Continuing Resolution Partial Amount	$354
	FY17 Allocation - Full Year Remainder	$270
	Amount Returned to Regional Residual (FY16 5340)	-$5
	Amount Transferred to GDOT FY17	-$624
	Balance Carried Forward	**$0**
2018	FY18 Allocation	$654
	Balance Carried Forward	**$654**
2019	FY19 Allocation	$655
	Balance Carried Forward	**$1,309**

Rockdale County

Section 5307 (Years of Fund Availability: Year + 5)

Funding Balance Summary: Annual Allocations, Fund Usage, Transfers & Funding Balance

FY	Annual Funding Summary	Total Federal Funding
2013	FY13 Allocation - Continuing Resolution Partial Amount	$132,615
	FY13 Allocation - Full Year Remainder	$142,925
	Amount Transferred to GRTA	-$275,540
	Balance Carried Forward	**$0**
2014	FY14 Allocation	$292,046
	Amount Transferred to GRTA	-$292,046
	Balance Carried Forward	**$0**
2015	FY15 Allocation - Continuing Resolution Partial Amount	$192,957
	FY15 Allocation - Full Year Remainder	$96,975
	Amount Transferred to GRTA	-$289,932
	Balance Carried Forward	**$0**
2016	FY16 Allocation	$287,249
	Adjusted Section 5340	$2,054
	Amount Transferred to GRTA	-$289,303
	Balance Carried Forward	**$0**
2017	FY17 Allocation - Continuing Resolution Partial Amount	$173,468
	FY17 Allocation - Full Year Remainder	$132,486
	Amount Transferred to GRTA	-$305,954
	Balance Carried Forward	**$0**
2018	FY18 Allocation	$320,826
	Amount Transferred to GRTA	-$320,826
	Balance Carried Forward	**$0**
2019	FY19 Allocation	$321,135
	Balance Carried Forward	**$321,135**

Spalding County

Section 5307 (Years of Fund Availability: Year + 5)

Funding Balance Summary: Annual Allocations, Fund Usage, Transfers & Funding Balance

FY	Annual Funding Summary	Total Federal Funding
2013	FY13 Allocation - Continuing Resolution Partial Amount	$70,832
	FY13 Allocation - Full Year Remainder	$76,339
	Amount Returned to Regional Residual	-$147,171
	Balance Carried Forward	**$0**
2014	FY14 Allocation	$155,987
	Balance Carried Forward	**$155,987**
2015	FY15 Allocation - Continuing Resolution Partial Amount	$103,062
	FY15 Allocation - Full Year Remainder	$51,742
	Balance Carried Forward	**$310,791**
2016	FY16 Allocation	$153,425
	Adjusted Section 5340	$1,097
	Balance Carried Forward	**$465,313**
2017	FY17 Allocation - Continuing Resolution Partial Amount	$92,652
	FY17 Allocation - Full Year Remainder	$70,763
	Balance Carried Forward	**$628,728**
2018	FY18 Allocation	$171,359
	Balance Carried Forward	**$800,087**
2019	FY19 Allocation	$171,523
	Balance Carried Forward	**$971,610**

Funding Used Itemized by Activity

	FY13 5307 Activities Funded	Federal	State	Local	Total
2013					
	Total Funding				

	FY14 5307 Activities Funded	Federal	State	Local	Total
2014	AR-SP-5307 Mobility Management Study	$155,987	$0	$38,997	$194,984
	Total Funding	$155,987	$0	$38,997	$194,984

	FY15 5307 Activities Funded	Federal	State	Local	Total
2015					
	Total Funding				

	FY16 5307 Activities Funded	Federal	State	Local	Total
2016					
	Total Funding				

Spalding cont'd

	FY17 5307 Activities Funded	Federal	State	Local	Total
2017					
	Total Funding				

	FY18 5307 Activities Funded	Federal	State	Local	Total
2018					
	Total Funding				

Walton County

Section 5307 (Years of Fund Availability: Year + 5)

Funding Balance Summary: Annual Allocations, Fund Usage, Transfers & Funding Balance

FY	Annual Funding Summary	Total Federal Funding
2013	FY13 Allocation - Continuing Resolution Partial Amount	$44,337
	FY13 Allocation - Full Year Remainder	$47,783
	Amount Returned to Regional Residual	-$92,120
	Balance Carried Forward	**$0**
2014	FY14 Allocation	$97,639
	Amount Returned to Regional Residual	-$97,639
	Balance Carried Forward	**$0**
2015	FY15 Allocation - Continuing Resolution Partial Amount	$64,511
	FY15 Allocation - Full Year Remainder	$32,388
	Amount Returned to Regional Residual	-$96,899
	Balance Carried Forward	**$0**
2016	FY16 Allocation	$96,035
	Adjusted Section 5340	-$96,035
	Amount Returned to Regional Residual	$687
	Balance Carried Forward	**$687**
2017	FY17 Allocation - Continuing Resolution Partial Amount	$57,995
	FY17 Allocation - Full Year Remainder	$44,294
	Amount Returned to Regional Residual (FY16 5340)	-$687
	Balance Carried Forward	**$102,289**
2018	FY18 Allocation	$107,261
	Balance Carried Forward	**$209,550**
2019	FY19 Allocation	$107,364
	Balance Carried Forward	**$316,914**

Projects Flexed from Federal Highway Administration to the Federal Transit Administration

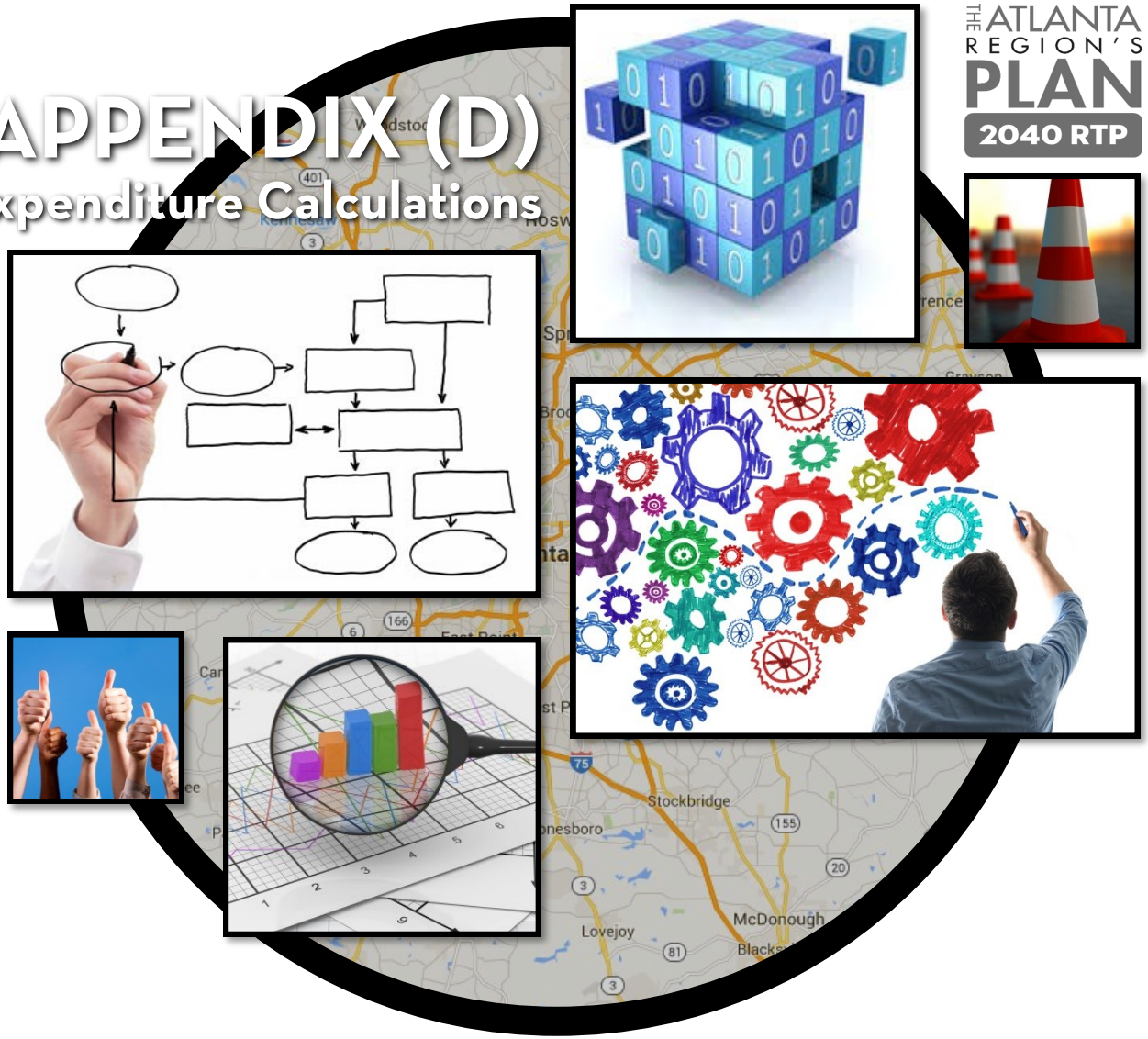
ARC ID	GDOT PI	Temporary FAIN Number	Agency	Fund Source	Fiscal Year	State	Local	Flex Project Description
FY 2014 Flex Projects								
AT-290	0013133	GA-95-X034	City of Atlanta	CMAQ	2014		$3,050,000	OPERATIONS ASSISTANCE (START-UP) FOR ATLANTA STREETCAR SERVICE
AT-284	0012872	GA-95-X035	City of Atlanta	TAP	2014		$1,145,000	CITY OF ATLANTA PEDESTRIAN ACCESSIBILITY IMPROVEMENTS
M-AR-313	0013144	GA-95-X033	MARTA	CMAQ	2014		$1,621,113	MARTA RAIL SERVICE FREQUENCY IMPROVEMENTS
M-AR-312	0012644	GA-95-X031	MARTA	STP - Urban	2014		$205,000	MARTA RAIL STATIONS - TRANSIT BICYCLE AND PEDESTRIAN ACCESS IMPROVEMENTS
AR-046-M	0013055	GA-95-X027-02	MARTA	STP - Urban	2014		$2,500,000	TRANSIT SYSTEM CAPITAL AND PREVENTIVE MAINTENANCE PROGRAM - MARTA FY 2014 ALLOCATION
AR-046-CO	0013054	GA-95-X025	Cobb County	STP - Urban	2014		$900,000	COBB COMMUNITY TRANSIT FIXED ROUTE BUS PURCHASE
AR-046-CO	0013054	GA-95-X025	Cobb County	STP - Urban	2014		$150,000	COBB COMMUNITY TRANSIT PEDESTRIAN AND BICYCLE FACILITIES
AR-046-CO	0013054	GA-95-X025	Cobb County	STP - Urban	2014		$100,000	COBB COMMUNITY TRANSIT PREVENTIVE MAINTENANCE
AR-046-CO	0013054	GA-95-X025	Cobb County	STP - Urban	2014		$100,000	COBB COMMUNITY TRANSIT ADA PARATRANSIT OPERATIONS
DK-406	0012611	GA-95-X030	GDOT	STP - Urban	2014	$527,360		CLAIREMONT-COMMERCE-CHURCH BICYCLE/PEDESTRIAN IMPROVEMENTS
DK-407	0012612	GA-05-X030	GDOT	STP - Urban	2014	$569,500		NEW PEACHTREE ROAD BICYCLE/PEDESTRIAN IMPROVEMENTS FROM NORTH OF SHALLOWFORD ROAD TO STEWART ROAD
FY 2015 Flex Projects								
AT-273	0012589		City of Atlanta	STP - Urban	2015		$400,000	MOORES MILL ROAD EXTENSION & TRANSIT LAYOVER FACILITY
M-AR-314	0013146	GA-95-X033-01	MARTA	CMAQ	2015		$1,446,113	PURCHASE OF CNG BUSES-REPLACEMENT
M-AR-313A	0013145	GA-95-X033-01	MARTA	CMAQ	2015		$128,778	MARTA RAIL SERVICE FREQUENCY IMPROVEMENTS
CO-453	0013137	GA-95-X036	Cobb County	CMAQ	2015		$400,000	COBB COMMUNITY TRANSIT ROUTE 10X OPERATING ASSISTANCE
AT-271	0012587	GA-95-X035	City of Atlanta	STP - Urban	2015		$1,824,335	JUNIPER STREET BICYCLE/PEDESTRIAN FACILITIES FROM PONCE DE LEON AVENUE TO 14TH STREET
AT-279	0012595	GA-95-X035	City of Atlanta	STP - Urban	2015		$47,000	US 19 (SPRING STREET) PEDESTRIAN MOBILITY AND SAFETY IMPROVEMENTS FROM PEACHTREE STREET TO 17TH STREET (PE ONLY)
FY 2016 Flex Projects								
AR-490A	0014991	GA-95-X052	City of Atlanta	STP - Urban	2016		$700,000	ATLANTA STREETCAR EAST EXTENSION
AT-291	0013134	GA-95-X051	City of Atlanta	CMAQ	2016		$75,000	TRANSIT REAL TIME ARRIVAL INFORMATION PILOT PROJECT
AT-284	0012872	GA-95-X054	City of Atlanta	TAP	2016		$325,000	CITY OF ATLANTA PEDESTRIAN ACCESSIBILITY IMPROVEMENTS
AT-272	0012588	GA-95-X035	City of Atlanta	STP - Urban	2016		$387,725	MARTIN LUTHER KING JR. DRIVE COMPLETE STREET RETROFIT
DK-406	0012611	GA-95-X030-00	GDOT	STP - Urban	2016	$225,000		CLAIREMONT-COMMERCE-CHURCH BICYCLE/PEDESTRIAN IMPROVEMENTS
CO-550	0015134	GA-95-X055	Cobb County	STP - Urban	2016		$347,816	CCT - FIXED ROUTE BUS REPLACEMENT
AR-550	0015135	GA-95-X056	GRTA	STP - Urban	2016	$347,816		GRTA - XPRESS BUS MAINTENANCE & REHABILITATION
GW-550	0015133	GA-95-X057	Gwinnett County	STP - Urban	2016		$106,891	GCT - PURCHASE PARATRANSIT VEHICLES
M-AR-274B2	0015137	GA-95-X050	MARTA	STP - Urban	2016		$347,816	MARTA - BUS PROCUREMENT - REPLACEMENT
DK-440	0015070	GA-95-X050	MARTA	STP - Urban	2016		$1,055,000	MEDICAL CENTER TO DUNWOODY MARTA PEDESTRIAN/BICYCLE AND TRANSIT CONNECTIVITY IMPROVEMENTS
M-AR-316	0015092	GA-95-X050	MARTA	STP - Urban	2016		$1,000,000	AVONDALE MARTA STATION INTERMODAL FACILITY

Projects Flexed from Federal Highway Administration to the Federal Transit Administration

ARC ID	GDOT PI	Temporary FAIN Number	Agency	Fund Source	Fiscal Year	State	Local	Flex Project Description
FY 2017 Flex Projects								
AR-375E	15698	5891-2017-3	GRTA	CMAQ	2017	$500,000		GRTA BUS PURCHASE IN SUPPORT OF MANAGED LANES EXPANSION
M-AR-318	0015094	1101-2016-6	MARTA	STP - Urban	2017		$375,000	REGIONAL BUS STOP SIGNAGE UPGRADE
M-AR-274B2	0015137	1101-2017-2	MARTA	CMAQ	2017		$1,000,000	MARTA - BUS PROCUREMENT - REPLACEMENT
AR-420	15525	1101-2016-6	MARTA	STP - Urban	2017		$129,600	I-20 EAST TRANSIT INITIATIVE - PHASE I HEAVY RAIL TRANSIT EXTENSION
AR-5337B-GW	15526	5440-2017-2	Gwinnett County	STP - Urban	2017		$8,950,000	HIGH INTENSITY MOTORBUS STATE OF GOOD REPAIR FORMULA FUNDS FOR GWINNETT COUNTY
AR-551	0015527	GA-2874-2017-1	Cobb County	STP - Urban	2017		$250,000	COBB EXPRESS BUS REHABILITATION
CO-453	0013137	GA-2874-2017-2	Cobb County	CMAQ	2017		$740,000	COBB COMMUNITY TRANSIT ROUTE 10X OPERATING ASSISTANCE
AR-550	0015135	GA-2017-002-01	GRTA	STP - Urban	2017	$8,171,168		GRTA - XPRESS BUS MAINTENANCE & REHABILITATION
AT-299	14997	2879-2017-1	City of Atlanta	TAP	2017		$66,000	LEE STREET TRAIL
AT-277A	14993	2879-2016-P1	City of Atlanta	TAP	2017		$47,500	CYCLE ATLANTA PHASE 1.0 - IMPLEMENTATION
M-AR-317	15093	1101-2016-6	MARTA	STP - Urban	2017		$500,000	BROOKHAVEN MARTA STATION PEDESTRIAN ACCESS IMPROVEMENTS
FY 2018 Flex Projects								
AR-512	0015994	5891-2018-3	SRTA	STBG	2018	$500,000		GRTA XPRESS BREEZE MIGRATION & MOBILE TICKETING
AR-5307-GRTA	0015973	5891-2018-3	SRTA	STBG	2018	$250,000		FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR GRTA
AR-375E	0015698	5891-2018-3	SRTA	CMAQ	2018	$250,000		GRTA BUS PURCHASE IN SUPPORT OF MANAGED LANES EXPANSION
AR-513	0015995	5891-2018-3	SRTA	STBG	2018	$2,200,000		XPRESS SUGARLOAF PARK-AND-RIDE EXPANSION
AR-550	0015135	5891-2018-3	SRTA	STBG	2018	$850,000		XPRESS BUS MAINTENANCE AND REHABILITATION
AT-299	0014997	2879-2017-1	City of Atlanta	STBG	2018		$1,563,260	LEE STREET TRAIL
GW-418	0016071	5440-2018-4	Gwinnett County	STBG	2018		$400,000	INDIAN TRAIL PARK AND RIDE LOT IMPROVEMENTS
M-AR-274B2	0015137	1101-2018-2	MARTA	CMAQ	2018		$1,000,000	MARTA CLEAN BUS PROCUREMENT
M-AR-320	0016075	1101-2018-1	MARTA	STBG	2018		$940,000	EDGEWOOD/CANDLER PARK MARTA STATION IMPROVEMENTS
FY 2019 Flex Projects								
AR-513	0015995	5891-2018-3	SRTA	STBG	2019	$250,000		XPRESS SUGARLOAF PARK-AND-RIDE EXPANSION
AR-5337B-GW	0015526	-007-00 and GA-2016	Gwinnett County	STBG	2019		$135,000	INDIAN TRAIL PARK AND RIDE LOT IMPROVEMENTS
AR-551	0015527	GA-2016-006	Cobb County	STBG	2019		$250,000	COBB EXPRESS BUS REHABILITATION
AR-651	0016364	5891-2018-3	GRTA	CMAQ	2019	$325,000		GRTA XPRESS NORTHWEST CORRIDOR SERVICE EXPANSION (OPERATING ASSISTANCE)
CO-469	0016366	2874-2018-1	Cobb County	CMAQ	2019		$340,000	COBBLINC WEEKEND TRANSIT SERVICE (OPERATING ASSISTANCE)
CO-470	0016028	2874-2018-1	Cobb County	TAP	2019		$146,333	WEST ATLANTA STREET TRAIL
CO-471	0016034	2874-2019-1	Cobb County	STBG	2019		$510,600	SR 139 (MABLETON PARKWAY) TRAIL - PHASE I
CO-471	0016034	2874-2019-1	Cobb County	TAP	2019		$309,400	SR 139 (MABLETON PARKWAY) TRAIL - PHASE I
CO-472	0016036	2874-2018-1	Cobb County	STBG	2019		$100,000	SR 139 (MABLETON PARKWAY) TRAIL - PHASE II
DK-406	0012611	GA-2017-037-00	GDOT	STBG	2019		$339,442	CLAIREMONT-COMMERCE-CHURCH BICYCLE/PEDESTRIAN IMPROVEMENTS
DO-450	0016367	5409-2018-3	Douglas County	CMAQ	2019		$400,000	DOUGLAS COUNTY FIXED ROUTE PUBLIC BUS SERVICE (OPERATING ASSISTANCE)
FN-205	0016061	1101-2018-5	City of Sandy Springs (MARTA serves as FTA recipient)	STBG	2019		$1,560,944	SR 9/US 19 (ROSWELL ROAD) TRANSIT ACCESS PROJECT
GW-416	0016368	5440-2018-5	Gwinnett County	CMAQ	2019		$336,000	GWINNETT TRANSIT SERVICE ENHANCEMENT (OPERATING ASSISTANCE) - PHASE 1
GW-418	0016071	GA-2018-015-00	Gwinnett County	STBG	2019		$115,000	HIGH INTENSITY MOTORBUS STATE OF GOOD REPAIR FORMULA FUNDS FOR GWINNETT COUNTY
M-AR-314	0013146	1101-2018-2	MARTA	STBG	2019		$250,000	PURCHASE OF CNG BUSES-REPLACEMENT
M-AR-450	0016371	1101-2018-6	MARTA	CMAQ	2019		$2,100,000	MORE MARTA INITIATIVE SERVICE EXPANSION (OPERATING ASSISTANCE) - PHASE I

APPENDIX (D)

Year of Expenditure Calculations



THE ATLANTA REGION'S PLAN 2040 RTP

Calculation of Project Costs in Year of Expenditure Dollars

Phases within the FY 2018-2023 TIP period are already inflated in the project list. Phases in long range (2023-2030 and 2031-2040) are inflated at 2.1% annually to a midpoint year of each time period, with the exception of transit formula funding programs which are inflated at 1.4% annually. MMIP projects are also shown in project list already inflated at a rate varying from 3.0% to 4.0% annually (thus a YOE multiplier of 1.0000 is shown in this table to prevent "double inflation").

									Year of Expenditure Costs				
ARC Project Number	GDOT Project Number	Description	Limits	Project Type	Phase	Fund Source	Fiscal Year	YOE Multiplier	Federal	State	Local	Bond	Total
AR-001-2019	14980	LIVABLE CENTERS INITIATIVE (LCI) PLANNING PROGRAM - FY 2019		Other / LCI Program	PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2019	1.0000	$ 2,000,000	$ -	$ 500,000	$ -	$ 2,500,000
AR-001-2020	14981	LIVABLE CENTERS INITIATIVE (LCI) PLANNING PROGRAM - FY 2020		Other / LCI Program	PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2020	1.0000	$ 2,000,000	$ -	$ 500,000	$ -	$ 2,500,000
AR-001-2021	14982	LIVABLE CENTERS INITIATIVE (LCI) PLANNING PROGRAM - FY 2021		Other / LCI Program	PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2021	1.0000	$ 2,000,000	$ -	$ 500,000	$ -	$ 2,500,000
AR-001-2022	15833	LIVABLE CENTERS INITIATIVE (LCI) PLANNING PROGRAM - FY 2022		Other / LCI Program	PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2022	1.0000	$ 2,000,000	$ -	$ 500,000	$ -	$ 2,500,000
AR-001-2023	15843	LIVABLE CENTERS INITIATIVE (LCI) PLANNING PROGRAM - FY 2023		Other / LCI Program	PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2023	1.0000	$ 2,000,000	$ -	$ 500,000	$ -	$ 2,500,000
AR-002-2019	TBD	LIVABLE CENTERS INITATIVE (LCI) IMPLEMENTATION PROGRAM - FY 2019		Other / LCI Program	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2019	1.0000	$ -	$ -	$ -	$ -	$ -
AR-002-2020	TBD	LIVABLE CENTERS INITATIVE (LCI) IMPLEMENTATION PROGRAM - FY 2020		Other / LCI Program	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2020	1.0000	$ 4,192,402	$ -	$ 1,048,100	$ -	$ 5,240,502
AR-002-2021	TBD	LIVABLE CENTERS INITATIVE (LCI) IMPLEMENTATION PROGRAM - FY 2021		Other / LCI Program	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2021	1.0000	$ 1,531,078	$ -	$ 382,769	$ -	$ 1,913,847
AR-002-2022	TBD	LIVABLE CENTERS INITATIVE (LCI) IMPLEMENTATION PROGRAM - FY 2022		Other / LCI Program	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2022	1.0000	$ 9,276,520	$ -	$ 2,319,130	$ -	$ 11,595,650
AR-002-2023	TBD	LIVABLE CENTERS INITATIVE (LCI) IMPLEMENTATION PROGRAM - FY 2023		Other / LCI Program	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2023	1.0000	$ 20,000,000	$ -	$ 5,000,000	$ -	$ 25,000,000
AR-003-LR1	TBD	LIVABLE CENTERS INITIATIVE (LCI) PLANNING AND IMPLEMENTATION PROGRAMS - FY 2024-2030 (LONG RANGE EXTENSION OF TIP SERIES AR-001 AND AR-002)		Other / LCI Program	CST	General Federal Aid 2024-2040	LR 2024-2030	1.2057	$ 108,513,000	$ -	$ 27,128,250	$ -	$ 135,641,250
AR-003-LR2	TBD	LIVABLE CENTERS INITIATIVE (LCI) PLANNING AND IMPLEMENTATION LUMP SUM - FY 2031-2040 (LONG RANGE EXTENSION OF TIP SERIES AR-001 AND AR-002)		Other / LCI Program	CST	General Federal Aid 2024-2040	LR 2031-2040	1.4238	$ 85,428,000	$ -	$ 21,357,000	$ -	$ 106,785,000
AR-004-2018	14983	COUNTY COMPREHENSIVE TRANSPORTATION PLAN (CTP) ASSISTANCE PROGRAM - FY 2018		Other / Planning	PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2018	1.0000	$ 2,500,000	$ -	$ 625,000	$ -	$ 3,125,000
AR-004-2019	14984	COUNTY COMPREHENSIVE TRANSPORTATION PLAN (CTP) ASSISTANCE PROGRAM - FY 2019		Other / Planning	PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2019	1.0000	$ 1,500,000	$ -	$ 375,000	$ -	$ 1,875,000
AR-004-2020	14985	COUNTY COMPREHENSIVE TRANSPORTATION PLAN (CTP) ASSISTANCE PROGRAM - FY 2020		Other / Planning	PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2020	1.0000	$ 2,000,000	$ -	$ 500,000	$ -	$ 2,500,000
AR-004-2021	14986	COUNTY COMPREHENSIVE TRANSPORTATION PLAN (CTP) ASSISTANCE PROGRAM - FY 2021		Other / Planning	PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2021	1.0000	$ 2,000,000	$ -	$ 500,000	$ -	$ 2,500,000
AR-004-2022	15834	COUNTY COMPREHENSIVE TRANSPORTATION PLAN (CTP) ASSISTANCE PROGRAM - FY 2022		Other / Planning	PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2022	1.0000	$ 2,000,000	$ -	$ 500,000	$ -	$ 2,500,000
AR-004-2023	15835	COUNTY COMPREHENSIVE TRANSPORTATION PLAN (CTP) ASSISTANCE PROGRAM - FY 2023		Other / Planning	PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2023	1.0000	$ 2,000,000	$ -	$ 500,000	$ -	$ 2,500,000
AR-004-LR1	TBD	COUNTY COMPREHENSIVE TRANSPORTATION PLAN (CTP) ASSISTANCE PROGRAM - FY 2024-2030		Other / Planning	PE	General Federal Aid 2024-2040	LR 2024-2030	1.2057	$ 24,114,000	$ -	$ 6,028,500	$ -	$ 30,142,500

Calculation of Project Costs in Year of Expenditure Dollars

Phases within the FY 2018-2023 TIP period are already inflated in the project list. Phases in long range (2023-2030 and 2031-2040) are inflated at 2.1% annually to a midpoint year of each time period, with the exception of transit formula funding programs which are inflated at 1.4% annually. MMIP projects are also shown in project list already inflated at a rate varying from 3.0% to 4.0% annually (thus a YOE multiplier of 1.0000 is shown in this table to prevent "double inflation").

									Year of Expenditure Costs				
ARC Project Number	GDOT Project Number	Description	Limits	Project Type	Phase	Fund Source	Fiscal Year	YOE Multiplier	Federal	State	Local	Bond	Total
AR-004-LR2	TBD	COUNTY COMPREHENSIVE TRANSPORTATION PLAN (CTP) ASSISTANCE PROGRAM - FY 2031-2040		Other / Planning	PE	General Federal Aid 2024-2040	LR 2031-2040	1.4238	$ 28,476,000	$ -	$ 7,119,000	$ -	$ 35,595,000
AR-010-2020	14987	TRANSPORTATION DEMAND MANAGEMENT (TDM) EMPLOYER SERVICES PROGRAM - FY 2020-2021		Other / TDM & Air Quality	PE	Congestion Mitigation & Air Quality Improvement (CMAQ)	2020	1.0000	$ 3,200,000	$ -	$ 800,000	$ -	$ 4,000,000
AR-010-2022	15836	TRANSPORTATION DEMAND MANAGEMENT (TDM) EMPLOYER SERVICES PROGRAM - FY 2022-2023		Other / TDM & Air Quality	PE	Congestion Mitigation & Air Quality Improvement (CMAQ)	2022	1.0000	$ 3,200,000	$ -	$ 800,000	$ -	$ 4,000,000
AR-011-2018	13128	RIDESHARING AND REGIONAL TRANSPORTATION DEMAND MANAGEMENT (TDM) PROGRAMS - FY 2018-2019		Other / TDM & Air Quality	PE	Redistribution of Certain Authorized Funds	2018	1.0000	$ 1,506,452	$ -	$ -	$ -	$ 1,506,452
AR-011-2018	13128	RIDESHARING AND REGIONAL TRANSPORTATION DEMAND MANAGEMENT (TDM) PROGRAMS - FY 2018-2019		Other / TDM & Air Quality	PE	Projects to Reduce PM 2.5 Emissions	2018	1.0000	$ 2,843,548	$ -	$ -	$ -	$ 2,843,548
AR-011-2020	14988	RIDESHARING AND REGIONAL TRANSPORTATION DEMAND MANAGEMENT (TDM) PROGRAMS - FY 2020-2021		Other / TDM & Air Quality	PE	Congestion Mitigation & Air Quality Improvement (CMAQ)	2020	1.0000	$ 4,350,000	$ -	$ -	$ -	$ 4,350,000
AR-011-2022	TBD	RIDESHARING AND REGIONAL TRANSPORTATION DEMAND MANAGEMENT (TDM) PROGRAMS - FY 2022-2023		Other / TDM & Air Quality	PE	Congestion Mitigation & Air Quality Improvement (CMAQ)	2022	1.0000	$ 4,350,000	$ -	$ -	$ -	$ 4,350,000
AR-012-LR1	TBD	TRANSPORTATION DEMAND MANAGEMENT (TDM) PROGRAMS - FY 2024-2030 (LONG RANGE EXTENSION OF TIP SERIES AR-010 AND AR-011)		Other / TDM & Air Quality	PE	General Federal Aid 2024-2040	LR 2024-2030	1.2057	$ 45,515,175	$ -	$ 11,378,794	$ -	$ 56,893,969
AR-012-LR2	TBD	TRANSPORTATION DEMAND MANAGEMENT (TDM) PROGRAMS - FY 2031-2040 (LONG RANGE EXTENSION OF TIP SERIES AR-010 AND AR-011)		Other / TDM & Air Quality	PE	General Federal Aid 2024-2040	LR 2031-2040	1.4238	$ 53,748,450	$ -	$ 13,437,113	$ -	$ 67,185,563
AR-038-2019	16077	REGIONAL TRANSPORTATION PLANNING STUDY (RTPS) PROGRAM - FY 2019		Other / Planning	SCP	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2019	1.0000	$ 1,180,000	$ -	$ 295,000	$ -	$ 1,475,000
AR-038-2020	16027	REGIONAL TRANSPORTATION PLANNING STUDY (RTPS) PROGRAM- FY 2020		Other / Planning	SCP	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2020	1.0000	$ 1,320,000	$ -	$ 330,000	$ -	$ 1,650,000
AR-039	16538	TRAVEL DEMAND MODELING CONSULTANT ASSISTANCE		Other / Planning	SCP	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2019	1.0000	$ 304,000	$ -	$ 76,000	$ -	$ 380,000
AR-044	16537	REGIONAL HST PARATRANSIT BROKERAGE STUDY		Other / Planning	SCP	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2019	1.0000	$ 320,000	$ -	$ 80,000	$ -	$ 400,000
AR-047	16782	REGIONAL LAND USE FORECASTING MODEL REFINEMENT CONSULTANT ASSISTANCE		Other / Planning	SCP	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2019	1.0000	$ 140,000	$ -	$ 35,000	$ -	$ 175,000
AR-050-2018	TBD	REGIONAL CMAQ PROGRAM - FY 2018		Other / Miscellaneous	ALL	Congestion Mitigation & Air Quality Improvement (CMAQ)	2018	1.0000	$ 866,575	$ 216,644	$ -	$ -	$ 1,083,219
AR-050-2019	TBD	REGIONAL CMAQ PROGRAM - FY 2019		Other / Miscellaneous	ALL	Congestion Mitigation & Air Quality Improvement (CMAQ)	2019	1.0000	$ -	$ -	$ -	$ -	$ -
AR-050-2020	TBD	REGIONAL CMAQ PROGRAM - FY 2020		Other / Miscellaneous	ALL	Congestion Mitigation & Air Quality Improvement (CMAQ)	2020	1.0000	$ 5,421,654	$ -	$ 1,355,413	$ -	$ 6,777,067
AR-050-2021	TBD	REGIONAL CMAQ PROGRAM - FY 2021		Other / Miscellaneous	ALL	Congestion Mitigation & Air Quality Improvement (CMAQ)	2021	1.0000	$ 8,744,399	$ -	$ 2,186,099	$ -	$ 10,930,498
AR-050-2022	TBD	REGIONAL CMAQ PROGRAM - FY 2022		Other / Miscellaneous	ALL	Congestion Mitigation & Air Quality Improvement (CMAQ)	2022	1.0000	$ 15,030,055	$ -	$ 3,757,514	$ -	$ 18,787,569
AR-050-2023	TBD	REGIONAL CMAQ PROGRAM - FY 2023		Other / Miscellaneous	ALL	Congestion Mitigation & Air Quality Improvement (CMAQ)	2023	1.0000	$ 28,600,000	$ -	$ 7,150,000	$ -	$ 35,750,000
AR-051-2018	TBD	REGIONAL TRANSPORTATION ALTERNATIVES PROGRAM - FY 2018		Other / Bicycle and Pedestrian	ALL	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	2018	1.0000	$ 512,115	$ -	$ 128,028	$ -	$ 640,143

Calculation of Project Costs in Year of Expenditure Dollars

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									Year of Expenditure Costs				
ARC Project Number	GDOT Project Number	Description	Limits	Project Type	Phase	Fund Source	Fiscal Year	YOE Multiplier	Federal	State	Local	Bond	Total
AR-051-2019	TBD	REGIONAL TRANSPORTATION ALTERNATIVES PROGRAM - FY 2019		Other / Bicycle and Pedestrian	ALL	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	2019	1.0000	$ -	$ -	$ -	$ -	$ -
AR-051-2020	TBD	REGIONAL TRANSPORTATION ALTERNATIVES PROGRAM - FY 2020		Other / Bicycle and Pedestrian	ALL	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	2020	1.0000	$ 5,136,915	$ -	$ 1,284,229	$ -	$ 6,421,144
AR-051-2021	TBD	REGIONAL TRANSPORTATION ALTERNATIVES PROGRAM - FY 2021		Other / Bicycle and Pedestrian	ALL	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	2021	1.0000	$ 5,492,000	$ -	$ 1,373,000	$ -	$ 6,865,000
AR-051-2022	TBD	REGIONAL TRANSPORTATION ALTERNATIVES PROGRAM - FY 2022		Other / Bicycle and Pedestrian	ALL	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	2022	1.0000	$ 2,529,331	$ -	$ 632,332	$ -	$ 3,161,663
AR-051-2023	TBD	REGIONAL TRANSPORTATION ALTERNATIVES PROGRAM - FY 2023		Other / Bicycle and Pedestrian	ALL	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	2023	1.0000	$ 7,000,000	$ -	$ 1,750,000	$ -	$ 8,750,000
AR-051-LR1	N/A	ACTIVE MODES PROGRAM - FY 2024-2030		Other / Bicycle and Pedestrian	CST	General Federal Aid 2024-2040	LR 2024-2030	1.2057	$ 108,513,000	$ -	$ 27,128,250	$ -	$ 135,641,250
AR-051-LR2	N/A	ACTIVE MODES PROGRAM - FY 2031-2040		Other / Bicycle and Pedestrian	CST	General Federal Aid 2024-2040	LR 2031-2040	1.4238	$ 142,380,000	$ -	$ 35,595,000	$ -	$ 177,975,000
AR-052-2018	TBD	REGIONAL STP URBAN PROGRAM - FY 2018		Other / Miscellaneous	ALL	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2018	1.0000	$ 3,340,360	$ -	$ 835,090	$ -	$ 4,175,450
AR-052-2019	TBD	REGIONAL STP URBAN PROGRAM - FY 2019		Other / Miscellaneous	ALL	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2019	1.0000	$ 151,998	$ -	$ 37,999	$ -	$ 189,997
AR-052-2020	TBD	REGIONAL STP URBAN PROGRAM - FY 2020		Other / Miscellaneous	ALL	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2020	1.0000	$ 8,837,565	$ -	$ 2,209,391	$ -	$ 11,046,956
AR-052-2021	TBD	REGIONAL STP URBAN PROGRAM - FY 2021		Other / Miscellaneous	ALL	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2021	1.0000	$ 9,510,759	$ -	$ 2,377,690	$ -	$ 11,888,449
AR-052-2022	TBD	REGIONAL STP URBAN PROGRAM - FY 2022		Other / Miscellaneous	ALL	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2022	1.0000	$ 17,652,890	$ -	$ 4,413,222	$ -	$ 22,066,112
AR-052-2023	TBD	REGIONAL STP URBAN PROGRAM - FY 2023		Other / Miscellaneous	ALL	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2023	1.0000	$ 45,613,337	$ -	$ 11,403,334	$ -	$ 57,016,671
AR-100-2020	7704	GDOT ITS OPERATIONS AND SUPPORT PROGRAM - FY 2020		Roadway / Operations & Safety	CST	National Highway Performance Program (NHPP)	2020	1.0000	$ 10,000,000	$ 2,500,000	$ -	$ -	$ 12,500,000
AR-100-2021	7705	GDOT ITS OPERATIONS AND SUPPORT PROGRAM - FY 2021		Roadway / Operations & Safety	CST	National Highway Performance Program (NHPP)	2021	1.0000	$ 10,000,000	$ 2,500,000	$ -	$ -	$ 12,500,000
AR-100-2022	7706	GDOT ITS OPERATIONS AND SUPPORT PROGRAM - FY 2022		Roadway / Operations & Safety	CST	National Highway Performance Program (NHPP)	2022	1.0000	$ 6,000,000	$ 1,500,000	$ -	$ -	$ 7,500,000
AR-100-2023	7707	GDOT ITS OPERATIONS AND SUPPORT PROGRAM - FY 2023		Roadway / Operations & Safety	CST	National Highway Performance Program (NHPP)	2023	1.0000	$ 6,000,000	$ 1,500,000	$ -	$ -	$ 7,500,000
AR-101-2018	7720	INCIDENT MANAGEMENT AND SUPPORT PROGRAM STATEWIDE - FY 2018		Roadway / Operations & Safety	CST	National Highway Performance Program (NHPP)	2018	1.0000	$ 8,000,000	$ 2,000,000	$ -	$ -	$ 10,000,000
AR-101-2020	7722	INCIDENT MANAGEMENT AND SUPPORT PROGRAM STATEWIDE - FY 2020		Roadway / Operations & Safety	CST	National Highway Performance Program (NHPP)	2020	1.0000	$ 12,000,000	$ 3,000,000	$ -	$ -	$ 15,000,000
AR-101-2021	7723	INCIDENT MANAGEMENT AND SUPPORT PROGRAM STATEWIDE - FY 2021		Roadway / Operations & Safety	CST	National Highway Performance Program (NHPP)	2021	1.0000	$ 12,000,000	$ 3,000,000	$ -	$ -	$ 15,000,000
AR-101-2022	7724	INCIDENT MANAGEMENT AND SUPPORT PROGRAM STATEWIDE - FY 2022		Roadway / Operations & Safety	CST	National Highway Performance Program (NHPP)	2022	1.0000	$ 8,000,000	$ 2,000,000	$ -	$ -	$ 10,000,000
AR-101-2023	7725	INCIDENT MANAGEMENT AND SUPPORT PROGRAM STATEWIDE - FY 2023		Roadway / Operations & Safety	CST	National Highway Performance Program (NHPP)	2023	1.0000	$ 8,000,000	$ 2,000,000	$ -	$ -	$ 10,000,000
AR-102-2018	7738	GDOT MAINTENANCE OF ITS EQUIPMENT PROGRAM - FY 2018		Roadway / Operations & Safety	CST	National Highway Performance Program (NHPP)	2018	1.0000	$ 8,400,000	$ 2,100,000	$ -	$ -	$ 10,500,000

Calculation of Project Costs in Year of Expenditure Dollars

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									Year of Expenditure Costs				
ARC Project Number	GDOT Project Number	Description	Limits	Project Type	Phase	Fund Source	Fiscal Year	YOE Multiplier	Federal	State	Local	Bond	Total
AR-102-2020	7740	GDOT MAINTENANCE OF ATMS EQUIPMENT PROGRAM - FY 2020		Roadway / Operations & Safety	CST	National Highway Performance Program (NHPP)	2020	1.0000	$ 7,200,000	$ 1,800,000	$ -	$ -	$ 9,000,000
AR-102-2021	7741	GDOT MAINTENANCE OF ATMS EQUIPMENT PROGRAM - FY 2021		Roadway / Operations & Safety	CST	National Highway Performance Program (NHPP)	2021	1.0000	$ 7,200,000	$ 1,800,000	$ -	$ -	$ 9,000,000
AR-102-2022	7742	GDOT MAINTENANCE OF ATMS EQUIPMENT PROGRAM - FY 2022		Roadway / Operations & Safety	CST	National Highway Performance Program (NHPP)	2022	1.0000	$ 7,200,000	$ 1,800,000	$ -	$ -	$ 9,000,000
AR-102-2023	7743	GDOT MAINTENANCE OF ATMS EQUIPMENT PROGRAM - FY 2023		Roadway / Operations & Safety	CST	National Highway Performance Program (NHPP)	2023	1.0000	$ 7,200,000	$ 1,800,000	$ -	$ -	$ 9,000,000
AR-103-2020	7758	GDOT ATMS SYSTEM INTEGRATION AND NAVIGATOR DEVELOPMENT PROGRAM - FY 2020		Roadway / Operations & Safety	CST	National Highway Performance Program (NHPP)	2020	1.0000	$ 2,400,000	$ 600,000	$ -	$ -	$ 3,000,000
AR-103-2021	7759	GDOT ATMS SYSTEM INTEGRATION AND NAVIGATOR DEVELOPMENT PROGRAM - FY 2021		Roadway / Operations & Safety	CST	National Highway Performance Program (NHPP)	2021	1.0000	$ 2,400,000	$ 600,000	$ -	$ -	$ 3,000,000
AR-103-2022	7760	ITS: SYSTEM INTEGRATION & NAVIGATOR DEVELOPMENT - 2022		Roadway / Operations & Safety	CST	National Highway Performance Program (NHPP)	2022	1.0000	$ 2,400,000	$ 600,000	$ -	$ -	$ 3,000,000
AR-103-2023	7761	ITS: SYSTEM INTEGRATION & NAVIGATOR DEVELOPMENT - 2023		Roadway / Operations & Safety	CST	National Highway Performance Program (NHPP)	2023	1.0000	$ 2,400,000	$ 600,000	$ -	$ -	$ 3,000,000
AR-104-2019	7775	GDOT REPLACEMENT OF OUTDATED HARDWARE PROGRAM - FY 2019		Roadway / Operations & Safety	CST	National Highway Performance Program (NHPP)	2019	1.0000	$ 2,400,000	$ 600,000	$ -	$ -	$ 3,000,000
AR-104-2020	7776	GDOT REPLACEMENT OF OUTDATED HARDWARE PROGRAM - FY 2020		Roadway / Operations & Safety	CST	National Highway Performance Program (NHPP)	2020	1.0000	$ 2,400,000	$ 600,000	$ -	$ -	$ 3,000,000
AR-104-2021	7777	GDOT REPLACEMENT OF OUTDATED HARDWARE PROGRAM - FY 2021		Roadway / Operations & Safety	CST	National Highway Performance Program (NHPP)	2021	1.0000	$ 2,400,000	$ 600,000	$ -	$ -	$ 3,000,000
AR-104-2022	7778	GDOT REPLACEMENT OF OUTDATED HARDWARE PROGRAM - FY 2022		Roadway / Operations & Safety	CST	National Highway Performance Program (NHPP)	2022	1.0000	$ 2,400,000	$ 600,000	$ -	$ -	$ 3,000,000
AR-104-2023	7779	GDOT REPLACEMENT OF OUTDATED HARDWARE PROGRAM - FY 2023		Roadway / Operations & Safety	CST	National Highway Performance Program (NHPP)	2023	1.0000	$ 2,400,000	$ 600,000	$ -	$ -	$ 3,000,000
AR-105-2021	15327	GDOT REGIONAL TRAFFIC SIGNAL OPTIMIZATION PROGRAM - FY 2021		Roadway / Operations & Safety	CST	National Highway Performance Program (NHPP)	2021	1.0000	$ 18,800,000	$ -	$ -	$ -	$ 18,800,000
AR-105-2021	15327	GDOT REGIONAL TRAFFIC SIGNAL OPTIMIZATION PROGRAM - FY 2021		Roadway / Operations & Safety	CST	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	2021	1.0000	$ 4,700,000	$ -	$ -	$ -	$ 4,700,000
AR-105-2022	15328	GDOT REGIONAL TRAFFIC SIGNAL OPTIMIZATION PROGRAM - FY 2022		Roadway / Operations & Safety	CST	National Highway Performance Program (NHPP)	2022	1.0000	$ 18,800,000	$ -	$ -	$ -	$ 18,800,000
AR-105-2022	15328	GDOT REGIONAL TRAFFIC SIGNAL OPTIMIZATION PROGRAM - FY 2022		Roadway / Operations & Safety	CST	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	2022	1.0000	$ 4,700,000	$ -	$ -	$ -	$ 4,700,000
AR-105-2023	15329	GDOT REGIONAL TRAFFIC SIGNAL OPTIMIZATION PROGRAM - FY 2023		Roadway / Operations & Safety	CST	National Highway Performance Program (NHPP)	2023	1.0000	$ 18,800,000	$ -	$ -	$ -	$ 18,800,000
AR-105-2023	15329	GDOT REGIONAL TRAFFIC SIGNAL OPTIMIZATION PROGRAM - FY 2023		Roadway / Operations & Safety	CST	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	2023	1.0000	$ 4,700,000	$ -	$ -	$ -	$ 4,700,000
AR-106-2019	9793	GDOT ROADWAY OPERATIONAL IMPROVEMENTS PROGRAM IN THE METROPOLITAN ATLANTA AREA - FY 2019		Roadway / Operations & Safety	CST	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	2019	1.0000	$ 4,474,400	$ 1,118,600	$ -	$ -	$ 5,593,000
AR-106-2020	14143	GDOT ROADWAY OPERATIONAL IMPROVEMENTS PROGRAM IN THE METROPOLITAN ATLANTA AREA - FY 2020		Roadway / Operations & Safety	CST	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	2020	1.0000	$ 4,474,400	$ 1,118,600	$ -	$ -	$ 5,593,000
AR-106-2021	15505	GDOT ROADWAY OPERATIONAL IMPROVEMENTS PROGRAM IN THE METROPOLITAN ATLANTA AREA - FY 2021		Roadway / Operations & Safety	CST	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	2021	1.0000	$ 4,474,400	$ 1,118,600	$ -	$ -	$ 5,593,000
AR-106-2022	TBD	GDOT ROADWAY OPERATIONAL IMPROVEMENTS PROGRAM IN THE METROPOLITAN ATLANTA AREA - FY 2022		Roadway / Operations & Safety	CST	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	2022	1.0000	$ 4,474,400	$ 1,118,600	$ -	$ -	$ 5,593,000

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									Year of Expenditure Costs				
ARC Project Number	GDOT Project Number	Description	Limits	Project Type	Phase	Fund Source	Fiscal Year	YOE Multiplier	Federal	State	Local	Bond	Total
AR-106-2023	TBD	GDOT ROADWAY OPERATIONAL IMPROVEMENTS PROGRAM IN THE METROPOLITAN ATLANTA AREA - FY 2023		Roadway / Operations & Safety	CST	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	2023	1.0000	$ 4,474,400	$ 1,118,600	$ -	$ -	$ 5,593,000
AR-110-2019	12956	GDOT CONSTRUCTION MANAGEMENT PROGRAM - FY 2019		Roadway / Operations & Safety	CST	National Highway Performance Program (NHPP)	2019	1.0000	$ 11,186,400	$ 2,796,600	$ -	$ -	$ 13,983,000
AR-110-2020	12957	GDOT CONSTRUCTION MANAGEMENT PROGRAM - FY 2020		Roadway / Operations & Safety	CST	National Highway Performance Program (NHPP)	2020	1.0000	$ 11,186,400	$ 2,796,600	$ -	$ -	$ 13,983,000
AR-110-2021	12958	GDOT CONSTRUCTION MANAGEMENT PROGRAM - FY 2021		Roadway / Operations & Safety	CST	National Highway Performance Program (NHPP)	2021	1.0000	$ 11,186,400	$ 2,796,600	$ -	$ -	$ 13,983,000
AR-110-2022	12959	GDOT CONSTRUCTION MANAGEMENT PROGRAM - FY 2022		Roadway / Operations & Safety	CST	National Highway Performance Program (NHPP)	2022	1.0000	$ 11,186,400	$ 2,796,600	$ -	$ -	$ 13,983,000
AR-110-2023	13505	GDOT CONSTRUCTION MANAGEMENT PROGRAM - FY 2023		Roadway / Operations & Safety	CST	National Highway Performance Program (NHPP)	2023	1.0000	$ 11,186,400	$ 2,796,600	$ -	$ -	$ 13,983,000
AR-111-2018	9768	GDOT NATIONAL HIGHWAY SYSTEM (NHS) RESURFACING AND MAINTENANCE PROGRAM - FY 2018		Roadway / Maintenance	CST	National Highway Performance Program (NHPP)	2018	1.0000	$ 143,200,000	$ 35,800,000	$ -	$ -	$ 179,000,000
AR-111-2019	9769	GDOT NATIONAL HIGHWAY SYSTEM (NHS) RESURFACING AND MAINTENANCE PROGRAM - FY 2019		Roadway / Maintenance	CST	National Highway Performance Program (NHPP)	2019	1.0000	$ 66,745,600	$ 16,686,400	$ -	$ -	$ 83,432,000
AR-111-2020	14139	GDOT NATIONAL HIGHWAY SYSTEM (NHS) RESURFACING AND MAINTENANCE PROGRAM - FY 2020		Roadway / Maintenance	CST	National Highway Performance Program (NHPP)	2020	1.0000	$ 41,016,800	$ 10,254,200	$ -	$ -	$ 51,271,000
AR-111-2021	15497	GDOT NATIONAL HIGHWAY SYSTEM (NHS) RESURFACING AND MAINTENANCE PROGRAM - FY 2021		Roadway / Maintenance	CST	National Highway Performance Program (NHPP)	2021	1.0000	$ 41,016,800	$ 10,254,200	$ -	$ -	$ 51,271,000
AR-111-2022	TBD	GDOT NATIONAL HIGHWAY SYSTEM (NHS) RESURFACING AND MAINTENANCE PROGRAM - FY 2022		Roadway / Maintenance	CST	National Highway Performance Program (NHPP)	2022	1.0000	$ 41,016,800	$ 10,254,200	$ -	$ -	$ 51,271,000
AR-111-2023	TBD	GDOT NATIONAL HIGHWAY SYSTEM (NHS) RESURFACING AND MAINTENANCE PROGRAM - FY 2023		Roadway / Maintenance	CST	National Highway Performance Program (NHPP)	2023	1.0000	$ 41,016,800	$ 10,254,200	$ -	$ -	$ 51,271,000
AR-113-2019	9749	GDOT SURFACE TRANSPORTATION PROGRAM (STP) BRIDGE REPAINTING PROGRAM - FY 2019		Roadway / Maintenance	CST	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	2019	1.0000	$ 5,593,600	$ 1,398,400	$ -	$ -	$ 6,992,000
AR-113-2020	14148	GDOT SURFACE TRANSPORTATION PROGRAM (STP) BRIDGE REPAINTING PROGRAM - FY 2020		Roadway / Maintenance	CST	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	2020	1.0000	$ 5,593,600	$ 1,398,400	$ -	$ -	$ 6,992,000
AR-113-2021	15498	GDOT SURFACE TRANSPORTATION PROGRAM (STP) BRIDGE REPAINTING PROGRAM - FY 2021		Roadway / Maintenance	CST	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	2021	1.0000	$ 5,593,600	$ 1,398,400	$ -	$ -	$ 6,992,000
AR-113-2022	TBD	GDOT SURFACE TRANSPORTATION PROGRAM (STP) BRIDGE REPAINTING PROGRAM - FY 2022		Roadway / Maintenance	CST	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	2022	1.0000	$ 5,593,600	$ 1,398,400	$ -	$ -	$ 6,992,000
AR-113-2023	TBD	GDOT SURFACE TRANSPORTATION PROGRAM (STP) BRIDGE REPAINTING PROGRAM - FY 2023		Roadway / Maintenance	CST	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	2023	1.0000	$ 5,593,600	$ 1,398,400	$ -	$ -	$ 6,992,000
AR-114-2019	10303	GDOT INTERSTATE BRIDGE REPAINTING PROGRAM - FY 2019		Roadway / Maintenance	CST	National Highway Performance Program (NHPP)	2019	1.0000	$ 11,186,400	$ 2,796,600	$ -	$ -	$ 13,983,000
AR-114-2020	14147	GDOT INTERSTATE BRIDGE REPAINTING PROGRAM - FY 2020		Roadway / Maintenance	CST	National Highway Performance Program (NHPP)	2020	1.0000	$ 11,186,400	$ 2,796,600	$ -	$ -	$ 13,983,000
AR-114-2021	15499	GDOT INTERSTATE BRIDGE REPAINTING PROGRAM - FY 2021		Roadway / Maintenance	CST	National Highway Performance Program (NHPP)	2021	1.0000	$ 11,186,400	$ 2,796,600	$ -	$ -	$ 13,983,000
AR-114-2022	TBD	GDOT INTERSTATE BRIDGE REPAINTING PROGRAM - FY 2022		Roadway / Maintenance	CST	National Highway Performance Program (NHPP)	2022	1.0000	$ 11,186,400	$ 2,796,600	$ -	$ -	$ 13,983,000
AR-114-2023	TBD	GDOT INTERSTATE BRIDGE REPAINTING PROGRAM - FY 2023		Roadway / Maintenance	CST	National Highway Performance Program (NHPP)	2023	1.0000	$ 11,186,400	$ 2,796,600	$ -	$ -	$ 13,983,000
AR-116-2019	13630	GDOT SURFACE TRANSPORTATION PROGRAM (STP) WETLAND MITIGATION SITE RESTORATION PROGRAM - FY 2019		Other / Miscellaneous	CST	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	2019	1.0000	$ 447,200	$ 111,800	$ -	$ -	$ 559,000

Calculation of Project Costs in Year of Expenditure Dollars

Phases within the FY 2018-2023 TIP period are already inflated in the project list. Phases in long range (2023-2030 and 2031-2040) are inflated at 2.1% annually to a midpoint year of each time period, with the exception of transit formula funding programs which are inflated at 1.4% annually. MMIP projects are also shown in project list already inflated at a rate varying from 3.0% to 4.0% annually (thus a YOE multiplier of 1.0000 is shown in this table to prevent "double inflation").

									Year of Expenditure Costs				
ARC Project Number	GDOT Project Number	Description	Limits	Project Type	Phase	Fund Source	Fiscal Year	YOE Multiplier	Federal	State	Local	Bond	Total
AR-116-2020	14152	GDOT SURFACE TRANSPORTATION PROGRAM (STP) WETLAND MITIGATION SITE RESTORATION PROGRAM - FY 2020		Other / Miscellaneous	CST	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	2020	1.0000	$ 447,200	$ 111,800	$ -	$ -	$ 559,000
AR-116-2021	15510	GDOT SURFACE TRANSPORTATION PROGRAM (STP) WETLAND MITIGATION SITE RESTORATION PROGRAM - FY 2021		Other / Miscellaneous	CST	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	2021	1.0000	$ 447,200	$ 111,800	$ -	$ -	$ 559,000
AR-116-2022	TBD	GDOT SURFACE TRANSPORTATION PROGRAM (STP) WETLAND MITIGATION SITE RESTORATION PROGRAM - FY 2022		Other / Miscellaneous	CST	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	2022	1.0000	$ 447,200	$ 111,800	$ -	$ -	$ 559,000
AR-116-2023	TBD	GDOT SURFACE TRANSPORTATION PROGRAM (STP) WETLAND MITIGATION SITE RESTORATION PROGRAM - FY 2023		Other / Miscellaneous	CST	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	2023	1.0000	$ 447,200	$ 111,800	$ -	$ -	$ 559,000
AR-117-2019	9773	GDOT SURFACE TRANSPORTATION PROGRAM (STP) RAILROAD/HIGHWAY HAZARD ELIMINATION PROGRAM - FY 2019		Roadway / Operations & Safety	CST	Railway-Highway - Hazard Elimination	2019	1.0000	$ 1,864,800	$ 466,200	$ -	$ -	$ 2,331,000
AR-117-2020	14145	GDOT SURFACE TRANSPORTATION PROGRAM (STP) RAILROAD/HIGHWAY HAZARD ELIMINATION PROGRAM - FY 2020		Roadway / Operations & Safety	CST	Railway-Highway - Hazard Elimination	2020	1.0000	$ 1,864,800	$ 466,200	$ -	$ -	$ 2,331,000
AR-117-2021	15501	GDOT SURFACE TRANSPORTATION PROGRAM (STP) RAILROAD/HIGHWAY HAZARD ELIMINATION PROGRAM - FY 2021		Roadway / Operations & Safety	CST	Railway-Highway - Hazard Elimination	2021	1.0000	$ 1,864,800	$ 466,200	$ -	$ -	$ 2,331,000
AR-117-2022	TBD	GDOT SURFACE TRANSPORTATION PROGRAM (STP) RAILROAD/HIGHWAY HAZARD ELIMINATION PROGRAM - FY 2022		Roadway / Operations & Safety	CST	Railway-Highway - Hazard Elimination	2022	1.0000	$ 1,864,800	$ 466,200	$ -	$ -	$ 2,331,000
AR-117-2023	TBD	GDOT SURFACE TRANSPORTATION PROGRAM (STP) RAILROAD/HIGHWAY HAZARD ELIMINATION PROGRAM - FY 2023		Roadway / Operations & Safety	CST	Railway-Highway - Hazard Elimination	2023	1.0000	$ 1,864,800	$ 466,200	$ -	$ -	$ 2,331,000
AR-118-2019	9745	GDOT SURFACE TRANSPORTATION PROGRAM (STP) SAFETY PROGRAM - FY 2019		Roadway / Operations & Safety	CST	Highway Safety Improvement Program (HSIP)	2019	1.0000	$ 37,288,000	$ 9,322,000	$ -	$ -	$ 46,610,000
AR-118-2020	14144	GDOT SURFACE TRANSPORTATION PROGRAM (STP) SAFETY PROGRAM - FY 2020		Roadway / Operations & Safety	CST	Highway Safety Improvement Program (HSIP)	2020	1.0000	$ 37,288,000	$ 9,322,000	$ -	$ -	$ 46,610,000
AR-118-2021	15504	GDOT SURFACE TRANSPORTATION PROGRAM (STP) SAFETY PROGRAM - FY 2021		Roadway / Operations & Safety	CST	Highway Safety Improvement Program (HSIP)	2021	1.0000	$ 37,288,000	$ 9,322,000	$ -	$ -	$ 46,610,000
AR-118-2022	TBD	GDOT SURFACE TRANSPORTATION PROGRAM (STP) SAFETY PROGRAM - FY 2022		Roadway / Operations & Safety	CST	Highway Safety Improvement Program (HSIP)	2022	1.0000	$ 37,288,000	$ 9,322,000	$ -	$ -	$ 46,610,000
AR-118-2023	TBD	GDOT SURFACE TRANSPORTATION PROGRAM (STP) SAFETY PROGRAM - FY 2023		Roadway / Operations & Safety	CST	Highway Safety Improvement Program (HSIP)	2023	1.0000	$ 37,288,000	$ 9,322,000	$ -	$ -	$ 46,610,000
AR-119-2019	9777	GDOT SURFACE TRANSPORTATION PROGRAM (STP) RIGHT OF WAY PROTECTIVE BUYING PROGRAM - FY 2019		Other / Miscellaneous	ROW	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	2019	1.0000	$ 559,200	$ 139,800	$ -	$ -	$ 699,000
AR-119-2020	14150	GDOT SURFACE TRANSPORTATION PROGRAM (STP) RIGHT OF WAY PROTECTIVE BUYING PROGRAM - FY 2020		Other / Miscellaneous	ROW	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	2020	1.0000	$ 559,200	$ 139,800	$ -	$ -	$ 699,000
AR-119-2021	15503	GDOT SURFACE TRANSPORTATION PROGRAM (STP) RIGHT OF WAY PROTECTIVE BUYING PROGRAM - FY 2021		Other / Miscellaneous	ROW	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	2021	1.0000	$ 559,200	$ 139,800	$ -	$ -	$ 699,000
AR-119-2022	TBD	GDOT SURFACE TRANSPORTATION PROGRAM (STP) RIGHT OF WAY PROTECTIVE BUYING PROGRAM - FY 2022		Other / Miscellaneous	ROW	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	2022	1.0000	$ 559,200	$ 139,800	$ -	$ -	$ 699,000
AR-119-2023	TBD	GDOT SURFACE TRANSPORTATION PROGRAM (STP) RIGHT OF WAY PROTECTIVE BUYING PROGRAM - FY 2023		Other / Miscellaneous	ROW	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	2023	1.0000	$ 559,200	$ 139,800	$ -	$ -	$ 699,000
AR-121-2019	9756	GDOT NATIONAL HIGHWAY SYSTEM (NHS) INTERCHANGE AND ROADWAY LIGHTING PROGRAM - FY 2019		Roadway / Operations & Safety	CST	National Highway Performance Program (NHPP)	2019	1.0000	$ 372,800	$ 93,200	$ -	$ -	$ 466,000
AR-121-2020	9757	GDOT NATIONAL HIGHWAY SYSTEM (NHS) INTERCHANGE AND ROADWAY LIGHTING PROGRAM - FY 2020		Roadway / Operations & Safety	CST	National Highway Performance Program (NHPP)	2020	1.0000	$ 372,800	$ 93,200	$ -	$ -	$ 466,000

Calculation of Project Costs in Year of Expenditure Dollars

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									Year of Expenditure Costs				
ARC Project Number	GDOT Project Number	Description	Limits	Project Type	Phase	Fund Source	Fiscal Year	YOE Multiplier	Federal	State	Local	Bond	Total
AR-121-2021	15500	GDOT NATIONAL HIGHWAY SYSTEM (NHS) INTERCHANGE AND ROADWAY LIGHTING PROGRAM - FY 2021		Roadway / Operations & Safety	CST	National Highway Performance Program (NHPP)	2021	1.0000	$ 372,800	$ 93,200	$ -	$ -	$ 466,000
AR-121-2022	TBD	GDOT NATIONAL HIGHWAY SYSTEM (NHS) INTERCHANGE AND ROADWAY LIGHTING PROGRAM - FY 2022		Roadway / Operations & Safety	CST	National Highway Performance Program (NHPP)	2022	1.0000	$ 372,800	$ 93,200	$ -	$ -	$ 466,000
AR-121-2023	TBD	GDOT NATIONAL HIGHWAY SYSTEM (NHS) INTERCHANGE AND ROADWAY LIGHTING PROGRAM - FY 2023		Roadway / Operations & Safety	CST	National Highway Performance Program (NHPP)	2023	1.0000	$ 372,800	$ 93,200	$ -	$ -	$ 466,000
AR-122-2019	9781	STP RAILROAD/HIGHWAY PROTECTION DEVICE LUMP SUM - FY 2019		Roadway / Operations & Safety	CST	Railway-Highway - Protective Devices	2019	1.0000	$ 1,491,200	$ 372,800	$ -	$ -	$ 1,864,000
AR-122-2020	14146	STP RAILROAD/HIGHWAY PROTECTION DEVICE LUMP SUM - FY 2020		Roadway / Operations & Safety	CST	Railway-Highway - Protective Devices	2020	1.0000	$ 1,491,200	$ 372,800	$ -	$ -	$ 1,864,000
AR-122-2021	15502	STP RAILROAD/HIGHWAY PROTECTION DEVICE LUMP SUM - FY 2021		Roadway / Operations & Safety	CST	Railway-Highway - Protective Devices	2021	1.0000	$ 1,491,200	$ 372,800	$ -	$ -	$ 1,864,000
AR-122-2022	TBD	STP RAILROAD/HIGHWAY PROTECTION DEVICE LUMP SUM - FY 2022		Roadway / Operations & Safety	CST	Railway-Highway - Protective Devices	2022	1.0000	$ 1,491,200	$ 372,800	$ -	$ -	$ 1,864,000
AR-122-2023	TBD	STP RAILROAD/HIGHWAY PROTECTION DEVICE LUMP SUM - FY 2023		Roadway / Operations & Safety	CST	Railway-Highway - Protective Devices	2023	1.0000	$ 1,491,200	$ 372,800	$ -	$ -	$ 1,864,000
AR-123-2019	9785	GDOT SURFACE TRANSPORTATION PROGRAM (STP) SIGNAL INSTALLATION AND UPGRADE PROGRAM - FY 2019		Roadway / Operations & Safety	CST	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	2019	1.0000	$ 11,186,400	$ 2,796,600	$ -	$ -	$ 13,983,000
AR-123-2020	14142	GDOT SURFACE TRANSPORTATION PROGRAM (STP) SIGNAL INSTALLATION AND UPGRADE PROGRAM - FY 2020		Roadway / Operations & Safety	CST	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	2020	1.0000	$ 2,237,600	$ 559,400	$ -	$ -	$ 2,797,000
AR-123-2021	15506	GDOT SURFACE TRANSPORTATION PROGRAM (STP) SIGNAL INSTALLATION AND UPGRADE PROGRAM - FY 2021		Roadway / Operations & Safety	CST	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	2021	1.0000	$ 2,237,600	$ 559,400	$ -	$ -	$ 2,797,000
AR-123-2022	TBD	GDOT SURFACE TRANSPORTATION PROGRAM (STP) SIGNAL INSTALLATION AND UPGRADE PROGRAM - FY 2022		Roadway / Operations & Safety	CST	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	2022	1.0000	$ 2,237,600	$ 559,400	$ -	$ -	$ 2,797,000
AR-123-2023	TBD	GDOT SURFACE TRANSPORTATION PROGRAM (STP) SIGNAL INSTALLATION AND UPGRADE PROGRAM - FY 2023		Roadway / Operations & Safety	CST	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	2023	1.0000	$ 2,237,600	$ 559,400	$ -	$ -	$ 2,797,000
AR-125-2018	9760	GDOT SURFACE TRANSPORTATION PROGRAM (STP) RESURFACING AND MAINTENANCE PROGRAM - FY 2018		Roadway / Maintenance	CST	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	2018	1.0000	$ 59,660,800	$ 14,915,200	$ -	$ -	$ 74,576,000
AR-125-2019	9761	GDOT SURFACE TRANSPORTATION PROGRAM (STP) RESURFACING AND MAINTENANCE PROGRAM - FY 2019		Roadway / Maintenance	CST	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	2019	1.0000	$ 59,660,800	$ 14,915,200	$ -	$ -	$ 74,576,000
AR-125-2020	14141	GDOT SURFACE TRANSPORTATION PROGRAM (STP) RESURFACING AND MAINTENANCE PROGRAM - FY 2020		Roadway / Maintenance	CST	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	2020	1.0000	$ 50,339,200	$ 12,584,800	$ -	$ -	$ 62,924,000
AR-125-2021	15495	GDOT SURFACE TRANSPORTATION PROGRAM (STP) RESURFACING AND MAINTENANCE PROGRAM - FY 2021		Roadway / Maintenance	CST	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	2021	1.0000	$ 50,339,200	$ 12,584,800	$ -	$ -	$ 62,924,000
AR-125-2022	TBD	GDOT SURFACE TRANSPORTATION PROGRAM (STP) RESURFACING AND MAINTENANCE PROGRAM - FY 2022		Roadway / Maintenance	CST	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	2022	1.0000	$ 50,339,200	$ 12,584,800	$ -	$ -	$ 62,924,000
AR-125-2023	TBD	GDOT SURFACE TRANSPORTATION PROGRAM (STP) RESURFACING AND MAINTENANCE PROGRAM - FY 2023		Roadway / Maintenance	CST	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	2023	1.0000	$ 50,339,200	$ 12,584,800	$ -	$ -	$ 62,924,000
AR-127-2022	TBD	GDOT SURFACE TRANSPORTATION PROGRAM (STP) FORCE ACCOUNT MAINTENANCE PROGRAM - FY 2022		Roadway / Maintenance	CST	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	2022	1.0000	$ 5,593,600	$ 1,398,400	$ -	$ -	$ 6,992,000
AR-127-2023	TBD	GDOT SURFACE TRANSPORTATION PROGRAM (STP) FORCE ACCOUNT MAINTENANCE PROGRAM - FY 2023		Roadway / Maintenance	CST	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	2023	1.0000	$ 5,593,600	$ 1,398,400	$ -	$ -	$ 6,992,000
AR-129-2019	13189	GDOT LOW IMPACT BRIDGE PROGRAM - FY 2019		Roadway / Bridge Upgrade	CST	Surface Transportation Block Grant (STBG) Program Off-System Bridge	2019	1.0000	$ 9,695,200	$ 2,423,800	$ -	$ -	$ 12,119,000

Calculation of Project Costs in Year of Expenditure Dollars

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									Year of Expenditure Costs				
ARC Project Number	GDOT Project Number	Description	Limits	Project Type	Phase	Fund Source	Fiscal Year	YOE Multiplier	Federal	State	Local	Bond	Total
AR-129-2020	14149	GDOT LOW IMPACT BRIDGE PROGRAM - FY 2020		Roadway / Bridge Upgrade	CST	Surface Transportation Block Grant (STBG) Program Off-System Bridge	2020	1.0000	$ 9,695,200	$ 2,423,800	$ -	$ -	$ 12,119,000
AR-129-2021	15508	GDOT LOW IMPACT BRIDGE PROGRAM - FY 2021		Roadway / Bridge Upgrade	CST	Surface Transportation Block Grant (STBG) Program Off-System Bridge	2021	1.0000	$ 9,695,200	$ 2,423,800	$ -	$ -	$ 12,119,000
AR-129-2022	TBD	GDOT LOW IMPACT BRIDGE PROGRAM - FY 2022		Roadway / Bridge Upgrade	CST	Surface Transportation Block Grant (STBG) Program Off-System Bridge	2022	1.0000	$ 9,695,200	$ 2,423,800	$ -	$ -	$ 12,119,000
AR-129-2023	TBD	GDOT LOW IMPACT BRIDGE PROGRAM - FY 2023		Roadway / Bridge Upgrade	CST	Surface Transportation Block Grant (STBG) Program Off-System Bridge	2023	1.0000	$ 9,695,200	$ 2,423,800	$ -	$ -	$ 12,119,000
AR-135-2018	9740	STP TRANSPORTATION ENHANCEMENT ACTIVITIES PROGRAM - FY 2018		Last Mile Connectivity / Joint Bike-Ped Facilities	CST	STP - Enhancements	2018	1.0000	$ 15,200,000	$ 3,800,000	$ -	$ -	$ 19,000,000
AR-135-2019	9741	STP TRANSPORTATION ENHANCEMENT ACTIVITIES PROGRAM - FY 2019		Last Mile Connectivity / Joint Bike-Ped Facilities	CST	STP - Enhancements	2019	1.0000	$ 7,084,800	$ 1,771,200	$ -	$ -	$ 8,856,000
AR-135-2020	14151	STP TRANSPORTATION ENHANCEMENT ACTIVITIES PROGRAM - FY 2020		Last Mile Connectivity / Joint Bike-Ped Facilities	CST	STP - Enhancements	2020	1.0000	$ 7,084,800	$ 1,771,200	$ -	$ -	$ 8,856,000
AR-135-2021	15494	STP TRANSPORTATION ENHANCEMENT ACTIVITIES PROGRAM - FY 2021		Last Mile Connectivity / Joint Bike-Ped Facilities	CST	STP - Enhancements	2021	1.0000	$ 7,084,800	$ 1,771,200	$ -	$ -	$ 8,856,000
AR-135-2022	TBD	STP TRANSPORTATION ENHANCEMENT ACTIVITIES PROGRAM - FY 2022		Last Mile Connectivity / Joint Bike-Ped Facilities	CST	STP - Enhancements	2022	1.0000	$ 7,084,800	$ 1,771,200	$ -	$ -	$ 8,856,000
AR-135-2023	TBD	STP TRANSPORTATION ENHANCEMENT ACTIVITIES PROGRAM - FY 2023		Last Mile Connectivity / Joint Bike-Ped Facilities	CST	STP - Enhancements	2023	1.0000	$ 7,084,800	$ 1,771,200	$ -	$ -	$ 8,856,000
AR-136-2018	9795	RECREATIONAL TRAILS PROGRAM - FY 2018		Last Mile Connectivity / Sidepaths and Trails	CST	Recreational Trails Program	2018	1.0000	$ 1,000,000	$ 250,000	$ -	$ -	$ 1,250,000
AR-136-2019	9796	RECREATIONAL TRAILS PROGRAM - FY 2019		Last Mile Connectivity / Sidepaths and Trails	CST	Recreational Trails Program	2019	1.0000	$ 466,400	$ 116,600	$ -	$ -	$ 583,000
AR-136-2020	9797	RECREATIONAL TRAILS PROGRAM - FY 2020		Last Mile Connectivity / Sidepaths and Trails	CST	Recreational Trails Program	2020	1.0000	$ 466,400	$ 116,600	$ -	$ -	$ 583,000
AR-136-2021	15509	RECREATIONAL TRAILS PROGRAM - FY 2021		Last Mile Connectivity / Sidepaths and Trails	CST	Recreational Trails Program	2021	1.0000	$ 466,400	$ 116,600	$ -	$ -	$ 583,000
AR-136-2022	TBD	RECREATIONAL TRAILS PROGRAM - FY 2022		Last Mile Connectivity / Sidepaths and Trails	CST	Recreational Trails Program	2022	1.0000	$ 466,400	$ 116,600	$ -	$ -	$ 583,000
AR-136-2023	TBD	RECREATIONAL TRAILS PROGRAM - FY 2023		Last Mile Connectivity / Sidepaths and Trails	CST	Recreational Trails Program	2023	1.0000	$ 466,400	$ 116,600	$ -	$ -	$ 583,000
AR-137-2019	13191	TOWING AND RECOVERY INCENTIVE PROGRAM - FY 2019		Roadway / Operations & Safety	CST	Congestion Mitigation & Air Quality Improvement (CMAQ)	2019	1.0000	$ 400,000	$ 100,000	$ -	$ -	$ 500,000
AR-137-2020	10502	TOWING AND RECOVERY INCENTIVE PROGRAM - FY 2020		Roadway / Operations & Safety	CST	Congestion Mitigation & Air Quality Improvement (CMAQ)	2020	1.0000	$ 468,664	$ 117,166	$ -	$ -	$ 585,830
AR-137-2021	TBD	TOWING AND RECOVERY INCENTIVE PROGRAM - FY 2021		Roadway / Operations & Safety	CST	Congestion Mitigation & Air Quality Improvement (CMAQ)	2021	1.0000	$ 400,000	$ 100,000	$ -	$ -	$ 500,000
AR-137-2022	TBD	TOWING AND RECOVERY INCENTIVE PROGRAM - FY 2022		Roadway / Operations & Safety	CST	Congestion Mitigation & Air Quality Improvement (CMAQ)	2022	1.0000	$ 400,000	$ 100,000	$ -	$ -	$ 500,000
AR-137-2023	TBD	TOWING AND RECOVERY INCENTIVE PROGRAM - FY 2023		Roadway / Operations & Safety	CST	Congestion Mitigation & Air Quality Improvement (CMAQ)	2023	1.0000	$ 400,000	$ 100,000	$ -	$ -	$ 500,000
AR-138-2019	13193	OVERSIGHT SERVICES FOR STP URBAN, CMAQ AND TAP FUNDED PROJECTS - FY 2019		Other / Miscellaneous	PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2019	1.0000	$ 1,000,000	$ 250,000	$ -	$ -	$ 1,250,000
AR-138-2020	14989	OVERSIGHT SERVICES FOR STP URBAN, CMAQ AND TAP FUNDED PROJECTS - FY 2020		Other / Miscellaneous	PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2020	1.0000	$ 1,000,000	$ 250,000	$ -	$ -	$ 1,250,000
AR-138-2021	14990	OVERSIGHT SERVICES FOR STP URBAN, CMAQ AND TAP FUNDED PROJECTS - FY 2021		Other / Miscellaneous	PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2021	1.0000	$ 1,000,000	$ 250,000	$ -	$ -	$ 1,250,000
AR-138-2022	15837	OVERSIGHT SERVICES FOR STP URBAN, CMAQ AND TAP FUNDED PROJECTS - FY 2022		Other / Miscellaneous	PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2022	1.0000	$ 1,000,000	$ 250,000	$ -	$ -	$ 1,250,000

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ARC Project Number	GDOT Project Number	Description	Limits	Project Type	Phase	Fund Source	Fiscal Year	YOE Multiplier	Federal	State	Local	Bond	Total
AR-138-2023	15838	OVERSIGHT SERVICES FOR STP URBAN, CMAQ AND TAP FUNDED PROJECTS - FY 2023		Other / Miscellaneous	PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2023	1.0000	$ 1,000,000	$ 250,000	$ -	$ -	$ 1,250,000
AR-138-LR1	N/A	OVERSIGHT SERVICES FOR STP URBAN, CMAQ AND TAP FUNDED PROJECTS - FY 2024-2030		Other / Miscellaneous	PE	General Federal Aid 2024-2040	LR 2024-2030	1.2057	$ 5,425,650	$ 1,356,413	$ -	$ -	$ 6,782,063
AR-138-LR2	N/A	OVERSIGHT SERVICES FOR STP URBAN, CMAQ AND TAP FUNDED PROJECTS - FY 2031-2040		Other / Miscellaneous	PE	General Federal Aid 2024-2040	LR 2031-2040	1.4238	$ 7,119,000	$ 1,779,750	$ -	$ -	$ 8,898,750
AR-139-2019	15234	GDOT SURFACE TRANSPORTATION PROGRAM (NHS) SIGNAL INSTALLATION AND UPGRADE PROGRAM - FY 2019		Roadway / Operations & Safety	CST	National Highway Performance Program (NHPP)	2019	1.0000	$ 1,864,800	$ 466,200	$ -	$ -	$ 2,331,000
AR-139-2020	15235	GDOT SURFACE TRANSPORTATION PROGRAM (NHS) SIGNAL INSTALLATION AND UPGRADE PROGRAM - FY 2020		Roadway / Operations & Safety	CST	National Highway Performance Program (NHPP)	2020	1.0000	$ 8,948,800	$ 2,237,200	$ -	$ -	$ 11,186,000
AR-139-2021	15507	GDOT SURFACE TRANSPORTATION PROGRAM (NHS) SIGNAL INSTALLATION AND UPGRADE PROGRAM - FY 2021		Roadway / Operations & Safety	CST	National Highway Performance Program (NHPP)	2021	1.0000	$ 8,948,800	$ 2,237,200	$ -	$ -	$ 11,186,000
AR-190-2018	TBD	GRTA XPRESS BUS SYSTEM OPERATING ASSISTANCE - FY 2018		Transit / Operations & Maintenance	CST	State of Georgia	2018	1.0000	$ -	$ 12,000,000	$ -	$ -	$ 12,000,000
AR-190-2019	TBD	GRTA XPRESS BUS SYSTEM OPERATING ASSISTANCE - FY 2019		Transit / Operations & Maintenance	CST	State of Georgia	2019	1.0000	$ -	$ 12,000,000	$ -	$ -	$ 12,000,000
AR-190-2020	TBD	GRTA XPRESS BUS SYSTEM OPERATING ASSISTANCE - FY 2020		Transit / Operations & Maintenance	CST	State of Georgia	2020	1.0000	$ -	$ 12,000,000	$ -	$ -	$ 12,000,000
AR-190-2021	TBD	GRTA XPRESS BUS SYSTEM OPERATING ASSISTANCE - FY 2021		Transit / Operations & Maintenance	CST	State of Georgia	2021	1.0000	$ -	$ 12,000,000	$ -	$ -	$ 12,000,000
AR-190-2022	TBD	GRTA XPRESS BUS SYSTEM OPERATING ASSISTANCE - FY 2022		Transit / Operations & Maintenance	CST	State of Georgia	2022	1.0000	$ -	$ 12,000,000	$ -	$ -	$ 12,000,000
AR-190-2023	TBD	GRTA XPRESS BUS SYSTEM OPERATING ASSISTANCE - FY 2023		Transit / Operations & Maintenance	CST	State of Georgia	2023	1.0000	$ -	$ 12,000,000	$ -	$ -	$ 12,000,000
AR-190-LR1	N/A	GRTA XPRESS BUS SYSTEM OPERATING ASSISTANCE - FY 2024-2030		Transit / Operations & Maintenance	CST	State of Georgia	LR 2024-2030	1.2057	$ -	$ 130,215,600	$ -	$ -	$ 130,215,600
AR-190-LR2	N/A	GRTA XPRESS BUS SYSTEM OPERATING ASSISTANCE - FY 2031-2040		Transit / Operations & Maintenance	CST	State of Georgia	LR 2031-2040	1.4238	$ -	$ 170,856,000	$ -	$ -	$ 170,856,000
AR-200-LR1	N/A	ROADWAY PAVEMENT PRESERVATION PROGRAM (INTERSTATES) - FY 2024-2030		Roadway / Maintenance	CST	General Federal Aid 2024-2040	LR 2024-2030	1.2057	$ 1,085,130,000	$ 271,282,500	$ -	$ -	$ 1,356,412,500
AR-200-LR2	N/A	ROADWAY PAVEMENT PRESERVATION PROGRAM (INTERSTATES) - FY 2031-2040		Roadway / Maintenance	CST	General Federal Aid 2024-2040	LR 2031-2040	1.4238	$ 1,423,800,000	$ 355,950,000	$ -	$ -	$ 1,779,750,000
AR-210-LR1	N/A	ROADWAY PAVEMENT PRESERVATION PROGRAM (STATE SYSTEM) - FY 2024-2030		Roadway / Maintenance	CST	General Federal Aid 2024-2040	LR 2024-2030	1.2057	$ 587,778,750	$ 391,852,500	$ -	$ -	$ 979,631,250
AR-210-LR2	N/A	ROADWAY PAVEMENT PRESERVATION PROGRAM (STATE SYSTEM) - FY 2031-2040		Roadway / Maintenance	CST	General Federal Aid 2024-2040	LR 2031-2040	1.4238	$ 747,495,000	$ 498,330,000	$ -	$ -	$ 1,245,825,000
AR-220-LR1	N/A	ROADWAY PAVEMENT PRESERVATION PROGRAM (LOCAL RSTS FACILITIES) - FY 2024-2030		Roadway / Maintenance	CST	General Federal Aid 2024-2040	LR 2024-2030	1.2057	$ 115,747,200	$ -	$ 173,620,800	$ -	$ 289,368,000
AR-220-LR2	N/A	ROADWAY PAVEMENT PRESERVATION PROGRAM (LOCAL RSTS FACILITIES) - FY 2031-2040		Roadway / Maintenance	CST	General Federal Aid 2024-2040	LR 2031-2040	1.4238	$ 213,570,000	$ -	$ 213,570,000	$ -	$ 427,140,000
AR-230-LR1	N/A	BRIDGE PRESERVATION PROGRAM (INTERSTATE) - FY 2024-2030		Roadway / Bridge Upgrade	CST	General Federal Aid 2024-2040	LR 2024-2030	1.2057	$ 482,280,000	$ 120,570,000	$ -	$ -	$ 602,850,000
AR-230-LR2	N/A	BRIDGE PRESERVATION PROGRAM (INTERSTATE) - FY 2031-2040		Roadway / Bridge Upgrade	CST	General Federal Aid 2024-2040	LR 2031-2040	1.4238	$ 1,460,704,896	$ 365,176,224	$ -	$ -	$ 1,825,881,120
AR-240-LR1	N/A	BRIDGE PRESERVATION PROGRAM (STATE SYSTEM) - FY 2024-2030		Roadway / Bridge Upgrade	CST	General Federal Aid 2024-2040	LR 2024-2030	1.2057	$ 361,710,000	$ 241,140,000	$ -	$ -	$ 602,850,000
AR-240-LR2	N/A	BRIDGE PRESERVATION PROGRAM (STATE SYSTEM) - FY 2031-2040		Roadway / Bridge Upgrade	CST	General Federal Aid 2024-2040	LR 2031-2040	1.4238	$ 828,651,600	$ 552,434,400	$ -	$ -	$ 1,381,086,000
AR-250-LR1	N/A	BRIDGE PRESERVATION PROGRAM (LOCAL RSTS FACILITIES) - FY 2024-2030		Roadway / Bridge Upgrade	CST	General Federal Aid 2024-2040	LR 2024-2030	1.2057	$ 38,582,400	$ -	$ 57,873,600	$ -	$ 96,456,000
AR-250-LR2	N/A	BRIDGE PRESERVATION PROGRAM (LOCAL RSTS FACILITIES) - FY 2031-2040		Roadway / Bridge Upgrade	CST	General Federal Aid 2024-2040	LR 2031-2040	1.4238	$ 66,713,929	$ -	$ 66,713,929	$ -	$ 133,427,858
AR-295-LR1	N/A	OTHER GDOT MAINTENANCE AND OPERATIONS PROGRAMS - FY 2024-2030		Roadway / Operations & Safety	CST	General Federal Aid 2024-2040	LR 2024-2030	1.2057	$ 1,085,130,000	$ 271,282,500	$ 16,578,375	$ -	$ 1,372,990,875
AR-295-LR2	N/A	OTHER GDOT MAINTENANCE AND OPERATIONS PROGRAMS - FY 2031-2040		Roadway / Operations & Safety	CST	General Federal Aid 2024-2040	LR 2031-2040	1.4238	$ 1,423,800,000	$ 355,950,000	$ 17,797,500	$ -	$ 1,797,547,500
AR-300	TBD	SR 140 OPERATIONAL AND SAFETY IMPROVEMENTS IN CHEROKEE COUNTY AND NORTHERN FULTON COUNTY	FROM I-575 TO SR 9 (ALPHARETTA HIGHWAY)	Roadway / Operations & Safety	ALL	General Federal Aid 2024-2040	LR 2024-2030	1.2057	$ 19,291,200	$ 4,822,800	$ -	$ -	$ 24,114,000
AR-301	TBD	US 78 OPERATIONAL AND SAFETY IMPROVEMENTS IN DOUGLAS COUNTY	FROM SR 6 (THORNTON ROAD) TO SR 92	Roadway / Operations & Safety	ALL	General Federal Aid 2024-2040	LR 2031-2040	1.4238	$ 22,780,800	$ 5,695,200	$ -	$ -	$ 28,476,000
AR-302	TBD	SR 85 OPERATIONAL AND SAFETY IMPROVEMENTS	FROM SR 92 IN FAYETTE COUNTY TO SR 16 IN COWETA COUNTY	Roadway / Operations & Safety	ALL	General Federal Aid 2024-2040	LR 2024-2030	1.2057	$ 14,468,400	$ 3,617,100	$ -	$ -	$ 18,085,500
AR-318	14203	I-75 COMMERCIAL VEHICLE LANES (NORTHBOUND DIRECTION ONLY)	FROM I-475 TO SR 155	Roadway / Managed Lanes	PE	National Highway System	2018	1.0000	$ 70,002	$ 17,501	$ -	$ -	$ 87,503
AR-318	14203	I-75 COMMERCIAL VEHICLE LANES (NORTHBOUND DIRECTION ONLY)	FROM I-475 TO SR 155	Roadway / Managed Lanes	PE	Repurposed Earmark	2018	1.0000	$ 844,999	$ 211,250	$ -	$ -	$ 1,056,249

Calculation of Project Costs in Year of Expenditure Dollars

Phases within the FY 2018-2023 TIP period are already inflated in the project list. Phases in long range (2023-2030 and 2031-2040) are inflated at 2.1% annually to a midpoint year of each time period, with the exception of transit formula funding programs which are inflated at 1.4% annually. MMIP projects are also shown in project list already inflated at a rate varying from 3.0% to 4.0% annually (thus a YOE multiplier of 1.0000 is shown in this table to prevent "double inflation").

									Year of Expenditure Costs				
ARC Project Number	GDOT Project Number	Description	Limits	Project Type	Phase	Fund Source	Fiscal Year	YOE Multiplier	Federal	State	Local	Bond	Total
AR-318	14203	I-75 COMMERCIAL VEHICLE LANES (NORTHBOUND DIRECTION ONLY)	FROM I-475 TO SR 155	Roadway / Managed Lanes	PE	National Highway Performance Program (NHPP)	2018	1.0000	$ 739,200	$ 184,800	$ -	$ -	$ 924,000
AR-318	14203	I-75 COMMERCIAL VEHICLE LANES (NORTHBOUND DIRECTION ONLY)	FROM I-475 TO SR 155	Roadway / Managed Lanes	PE	Repurposed Earmark (RPF9)	2019	1.0000	$ 113,967	$ 28,492	$ -	$ -	$ 142,459
AR-318	14203	I-75 COMMERCIAL VEHICLE LANES (NORTHBOUND DIRECTION ONLY)	FROM I-475 TO SR 155	Roadway / Managed Lanes	PE	National Highway Performance Program (NHPP)	2019	1.0000	$ 1,030,033	$ 257,508	$ -	$ -	$ 1,287,541
AR-318	14203	I-75 COMMERCIAL VEHICLE LANES (NORTHBOUND DIRECTION ONLY)	FROM I-475 TO SR 155	Roadway / Managed Lanes	PE	National Highway Performance Program (NHPP)	2020	1.0000	$ 1,232,000	$ 308,000	$ -	$ -	$ 1,540,000
AR-318	14203	I-75 COMMERCIAL VEHICLE LANES (NORTHBOUND DIRECTION ONLY)	FROM I-475 TO SR 155	Roadway / Managed Lanes	ROW	National Highway Performance Program (NHPP)	2020	1.0000	$ 2,006,400	$ 501,600	$ -	$ -	$ 2,508,000
AR-318	14203	I-75 COMMERCIAL VEHICLE LANES (NORTHBOUND DIRECTION ONLY)	FROM I-475 TO SR 155	Roadway / Managed Lanes	PE	National Highway Performance Program (NHPP)	2021	1.0000	$ 880,000	$ 220,000	$ -	$ -	$ 1,100,000
AR-318	14203	I-75 COMMERCIAL VEHICLE LANES (NORTHBOUND DIRECTION ONLY)	FROM I-475 TO SR 155	Roadway / Managed Lanes	PE	National Highway Performance Program (NHPP)	2022	1.0000	$ 528,000	$ 132,000	$ -	$ -	$ 660,000
AR-318	14203	I-75 COMMERCIAL VEHICLE LANES (NORTHBOUND DIRECTION ONLY)	FROM I-475 TO SR 155	Roadway / Managed Lanes	PE	National Highway Performance Program (NHPP)	2023	1.0000	$ 176,000	$ 44,000	$ -	$ -	$ 220,000
AR-318	14203	I-75 COMMERCIAL VEHICLE LANES (NORTHBOUND DIRECTION ONLY)	FROM I-475 TO SR 155	Roadway / Managed Lanes	ROW	National Highway Performance Program (NHPP)	2023	1.0000	$ 3,995,200	$ 998,800	$ -	$ -	$ 4,994,000
AR-318	14203	I-75 COMMERCIAL VEHICLE LANES (NORTHBOUND DIRECTION ONLY)	FROM I-475 TO SR 155	Roadway / Managed Lanes	ROW	General Federal Aid 2024-2040	LR 2024-2030	1.0000	$ 3,995,200	$ 998,800	$ -	$ -	$ 4,994,000
AR-318	14203	I-75 COMMERCIAL VEHICLE LANES (NORTHBOUND DIRECTION ONLY)	FROM I-475 TO SR 155	Roadway / Managed Lanes	CST	General Federal Aid 2024-2040	LR 2024-2030	1.0000	$ 49,139,200	$ 12,284,800	$ -	$ -	$ 61,424,000
AR-318	14203	I-75 COMMERCIAL VEHICLE LANES (NORTHBOUND DIRECTION ONLY)	FROM I-475 TO SR 155	Roadway / Managed Lanes	CST	Transportation Funding Act (HB 170)	LR 2024-2030	1.0000	$ -	$ 4,092,000	$ -	$ -	$ 4,092,000
AR-318	14203	I-75 COMMERCIAL VEHICLE LANES (NORTHBOUND DIRECTION ONLY)	FROM I-475 TO SR 155	Roadway / Managed Lanes	CST	General Federal Aid 2024-2040	LR 2031-2040	1.0000	$ 203,280,000	$ 50,820,000	$ -	$ -	$ 254,100,000
AR-318	14203	I-75 COMMERCIAL VEHICLE LANES (NORTHBOUND DIRECTION ONLY)	FROM I-475 TO SR 155	Roadway / Managed Lanes	CST	Transportation Funding Act (HB 170)	LR 2031-2040	1.0000	$ -	$ 40,920,000	$ -	$ -	$ 40,920,000
AR-319	15244	I-20 MOVABLE BARRIER ZIPPER LANE	FROM COLUMBIA DRIVE TO PANOLA ROAD	Roadway / Managed Lanes	PE	National Highway Performance Program (NHPP)	2018	1.0000	$ 1,800,000	$ 200,000	$ -	$ -	$ 2,000,000
AR-319	15244	I-20 MOVABLE BARRIER ZIPPER LANE	FROM COLUMBIA DRIVE TO PANOLA ROAD	Roadway / Managed Lanes	CST	National Highway Performance Program (NHPP)	2020	1.0000	$ 16,578,000	$ 1,842,000	$ -	$ -	$ 18,420,000
AR-321	15771	ENVIRONMENTAL JUSTICE POST SURVEY FOR I-85 HOT EXTENSION		Other / Planning	PE	National Highway Performance Program (NHPP)	2019	1.0000	$ 960,000	$ 240,000	$ -	$ -	$ 1,200,000
AR-322	15772	ENVIRONMENTAL JUSTICE POST SURVEY FOR NORTHWEST CORRIDOR		Other / Planning	PE	National Highway Performance Program (NHPP)	2019	1.0000	$ 960,000	$ 240,000	$ -	$ -	$ 1,200,000
AR-323-2020	15253	I-20 MOVABLE BARRIERS - OPERATION & MAINTENANCE - FY 2020	FROM FROM COLUMBIA DRIVE TO PANOLA ROAD	Roadway / Operations & Safety	PE	National Highway Performance Program (NHPP)	2020	1.0000	$ 2,000,000	$ 500,000	$ -	$ -	$ 2,500,000
AR-323-2021	15254	I-20 MOVABLE BARRIERS - OPERATION & MAINTENANCE - FY 2021	FROM FROM COLUMBIA DRIVE TO PANOLA ROAD	Roadway / Operations & Safety	PE	National Highway Performance Program (NHPP)	2021	1.0000	$ 2,000,000	$ 500,000	$ -	$ -	$ 2,500,000
AR-323-2022	15255	I-20 MOVABLE BARRIERS - OPERATION & MAINTENANCE - FY 2022	FROM FROM COLUMBIA DRIVE TO PANOLA ROAD	Roadway / Operations & Safety	PE	National Highway Performance Program (NHPP)	2022	1.0000	$ 2,000,000	$ 500,000	$ -	$ -	$ 2,500,000
AR-323-2023	15256	I-20 MOVABLE BARRIERS - OPERATION & MAINTENANCE - FY 2023	FROM FROM COLUMBIA DRIVE TO PANOLA ROAD	Roadway / Operations & Safety	PE	National Highway Performance Program (NHPP)	2023	1.0000	$ 2,000,000	$ 500,000	$ -	$ -	$ 2,500,000
AR-323-LR1	N/A	I-20 MOVABLE BARRIERS - OPERATION & MAINTENANCE - FY 2024-2030	FROM FROM COLUMBIA DRIVE TO PANOLA ROAD	Roadway / Operations & Safety	PE	General Federal Aid 2024-2040	LR 2024-2030	1.2057	$ 16,879,800	$ 4,219,950	$ -	$ -	$ 21,099,750
AR-323-LR2	N/A	I-20 MOVABLE BARRIERS - OPERATION & MAINTENANCE - FY 2031-2040	FROM COLUMBIA DRIVE TO PANOLA ROAD	Roadway / Operations & Safety	PE	General Federal Aid 2024-2040	LR 2031-2040	1.4238	$ 14,238,000	$ 3,559,500	$ -	$ -	$ 17,797,500
AR-400	770311-	GEORGIA MULTIMODAL PASSENGER TERMINAL (MMPT)		Transit / Facilities Capital	PE	New Starts	LR 2031-2040	1.4238	$ 76,529,250	$ -	$ -	$ -	$ 76,529,250
AR-400	770311-	GEORGIA MULTIMODAL PASSENGER TERMINAL (MMPT)		Transit / Facilities Capital	ROW	Local Jurisdiction/Municipality Funds	LR 2031-2040	1.4238	$ -	$ -	$ 106,392,088	$ -	$ 106,392,088
AR-400	770311-	GEORGIA MULTIMODAL PASSENGER TERMINAL (MMPT)		Transit / Facilities Capital	CST	Local Sources - PPP	LR 2031-2040	1.4238	$ -	$ -	$ 933,130,044	$ -	$ 933,130,044
AR-400	770311-	GEORGIA MULTIMODAL PASSENGER TERMINAL (MMPT)		Transit / Facilities Capital	CST	Private Sources - PPP	LR 2031-2040	1.4238	$ -	$ -	$ 480,703,356	$ -	$ 480,703,356
AR-409A	3534	REVIVE 285 - I-285 NORTH CORRIDOR HIGH CAPACITY RAIL SERVICE - PROTECTIVE RIGHT OF WAY ACQUISITION	FROM CUMBERLAND/GALLERIA AREA TO PERIMETER CENTER	Transit / Facilities Capital	ROW	State of Georgia	LR 2031-2040	1.4238	$ -	$ 209,298,600	$ -	$ -	$ 209,298,600

Calculation of Project Costs in Year of Expenditure Dollars

Phases within the FY 2018-2023 TIP period are already inflated in the project list. Phases in long range (2023-2030 and 2031-2040) are inflated at 2.1% annually to a midpoint year of each time period, with the exception of transit formula funding programs which are inflated at 1.4% annually. MMIP projects are also shown in project list already inflated at a rate varying from 3.0% to 4.0% annually (thus a YOE multiplier of 1.0000 is shown in this table to prevent "double inflation").

									Year of Expenditure Costs				
ARC Project Number	GDOT Project Number	Description	Limits	Project Type	Phase	Fund Source	Fiscal Year	YOE Multiplier	Federal	State	Local	Bond	Total
AR-410A	13251	REVIVE 285 - I-285 NORTH CORRIDOR HIGH CAPACITY RAIL SERVICE - PROTECTIVE RIGHT OF WAY ACQUISITION	FROM PERIMETER CENTER TO DORAVILLE	Transit / Facilities Capital	ROW	State of Georgia	LR 2031-2040	1.4238	$ -	$ 205,027,200	$ -	$ -	$ 205,027,200
AR-411	N/A	CLIFTON CORRIDOR LIGHT RAIL TRANSIT - PHASE 1	FROM LINDBERGH MARTA STATION TO NORTH DECATUR STATION (NEAR INTERSECTION OF SR 155 (CLAIRMONT ROAD) AND NORTH DECATUR ROAD)	Transit / Rail Capital	ALL	New Starts	LR 2031-2040	1.4238	$ 1,112,592,432	$ -	$ 1,359,835,194	$ -	$ 2,472,427,626
AR-420	15525	I-20 EAST TRANSIT INITIATIVE - PHASE I HEAVY RAIL TRANSIT EXTENSION	FROM INDIAN CREEK MARTA STATION TO WESLEY CHAPEL ROAD AND BUS RAPID TRANSIT SERVICE FROM FIVE POINTS MARTA STATION TO WESLEY CHAPEL ROAD	Transit / Rail Capital	ALL	New Starts	LR 2031-2040	1.4238	$ 938,384,507	$ -	$ 1,146,914,397	$ -	$ 2,085,298,904
AR-450A	9395	BELTLINE CORRIDOR MULTI-USE TRAIL AND STREETSCAPES	FROM LINDBERGH CENTER TO 10TH STREET / MONROE DRIVE	Last Mile Connectivity / Sidepaths and Trails	PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2018	1.0000	$ 2,700,000	$ -	$ 675,000	$ -	$ 3,375,000
AR-450A	9395	BELTLINE CORRIDOR MULTI-USE TRAIL AND STREETSCAPES	FROM LINDBERGH CENTER TO 10TH STREET / MONROE DRIVE	Last Mile Connectivity / Sidepaths and Trails	PE	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	2018	1.0000	$ 1,300,000	$ -	$ 325,000	$ -	$ 1,625,000
AR-450A	9395	BELTLINE CORRIDOR MULTI-USE TRAIL AND STREETSCAPES	FROM LINDBERGH CENTER TO 10TH STREET / MONROE DRIVE	Last Mile Connectivity / Sidepaths and Trails	ROW	Local Jurisdiction/Municipality Funds	2020	1.0000	$ -	$ -	$ 15,000,000	$ -	$ 15,000,000
AR-450A	9395	BELTLINE CORRIDOR MULTI-USE TRAIL AND STREETSCAPES	FROM LINDBERGH CENTER TO 10TH STREET / MONROE DRIVE	Last Mile Connectivity / Sidepaths and Trails	UTL	Local Jurisdiction/Municipality Funds	2022	1.0000	$ -	$ -	$ 1,557,570	$ -	$ 1,557,570
AR-450A	9395	BELTLINE CORRIDOR MULTI-USE TRAIL AND STREETSCAPES	FROM LINDBERGH CENTER TO 10TH STREET / MONROE DRIVE	Last Mile Connectivity / Sidepaths and Trails	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2022	1.0000	$ 7,970,000	$ -	$ 52,003,674	$ -	$ 59,973,674
AR-450C	9397	BELTLINE CORRIDOR MULTI-USE TRAIL AND STREETSCAPES	FROM GLENWOOD AVENUE TO UNIVERSITY AVENUE	Last Mile Connectivity / Sidepaths and Trails	PE	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	2018	1.0000	$ 2,400,000	$ -	$ 600,000	$ -	$ 3,000,000
AR-450C	9397	BELTLINE CORRIDOR MULTI-USE TRAIL AND STREETSCAPES	FROM GLENWOOD AVENUE TO UNIVERSITY AVENUE	Last Mile Connectivity / Sidepaths and Trails	ROW	Local Jurisdiction/Municipality Funds	2019	1.0000	$ -	$ -	$ 41,531,000	$ -	$ 41,531,000
AR-450C	9397	BELTLINE CORRIDOR MULTI-USE TRAIL AND STREETSCAPES	FROM GLENWOOD AVENUE TO UNIVERSITY AVENUE	Last Mile Connectivity / Sidepaths and Trails	UTL	Local Jurisdiction/Municipality Funds	2020	1.0000	$ -	$ -	$ 1,225,500	$ -	$ 1,225,500
AR-450C	9397	BELTLINE CORRIDOR MULTI-USE TRAIL AND STREETSCAPES	FROM GLENWOOD AVENUE TO UNIVERSITY AVENUE	Last Mile Connectivity / Sidepaths and Trails	CST	Local Jurisdiction/Municipality Funds	2020	1.0000	$ -	$ -	$ 67,186,290	$ -	$ 67,186,290
AR-450D	9398	BELTLINE CORRIDOR MULTI-USE TRAIL AND STREETSCAPES	FROM DELLWOOD DRIVE TO GARSON DRIVE	Last Mile Connectivity / Sidepaths and Trails	ALL	Local Jurisdiction/Municipality Funds	LR 2024-2030	1.2057	$ -	$ -	$ 6,788,213	$ -	$ 6,788,213
AR-454	N/A	SUMMERHILL BRT CORRIDOR	FROM ARTS CENTER MARTA STATION TO GEORGIA STATE UNIVERSITY STADIUM	Transit / BRT Capital	CST	TIGER Discretionary Grants	2020	1.0000	$ 12,629,760	$ -	$ 35,946,240	$ -	$ 48,576,000
AR-470	N/A	GA 400 TRANSIT INITIATIVE - PHASE 1	FROM NORTH SPRINGS MARTA STATION TO HOLCOMB BRIDGE ROAD	Transit / Rail Capital	ALL	New Starts	LR 2031-2040	1.4238	$ 825,727,186	$ -	$ 1,009,222,116	$ -	$ 1,834,949,302
AR-475	N/A	CONNECT COBB / NORTHWEST ATLANTA TRANSIT CORRIDOR BUS RAPID TRANSIT		Transit / BRT Capital	ALL	New Starts	LR 2031-2040	1.4238	$ 314,588,610	$ -	$ 384,497,190	$ -	$ 699,085,800
AR-480	T004056	AMTRAK STATION RELOCATION		Transit / Facilities Capital	CST	Transit Nonurbanized Area Formula	LR 2024-2030	1.2057	$ 6,028,500	$ -	$ -	$ -	$ 6,028,500
AR-480	T004056	AMTRAK STATION RELOCATION		Transit / Facilities Capital	CST	Local Sources - PPP	LR 2024-2030	1.2057	$ -	$ -	$ 6,028,500	$ -	$ 6,028,500
AR-480	T004056	AMTRAK STATION RELOCATION		Transit / Facilities Capital	CST	Private Sources - PPP	LR 2024-2030	1.2057	$ -	$ -	$ 25,319,700	$ -	$ 25,319,700
AR-485A	TBD	CLAYTON COUNTY HIGH CAPACITY TRANSIT INITIATIVE - PHASE 1	FROM EAST POINT MARTA RAIL STATION TO JONESBORO	Transit / Rail Capital	ALL	New Starts	LR 2024-2030	1.2057	$ 162,769,500	$ -	$ 198,940,500	$ -	$ 361,710,000
AR-485B	TBD	CLAYTON COUNTY HIGH CAPACITY TRANSIT INITIATIVE - PHASE 2	FROM JONESBORO TO LOVEJOY	Transit / Rail Capital	ALL	New Starts	LR 2031-2040	1.4238	$ 64,071,000	$ -	$ 78,309,000	$ -	$ 142,380,000
AR-490A1	N/A	ATLANTA STREETCAR EAST EXTENSION	FROM JACKSON STREET TO ATLANTA BELTLINE/IRWIN STREET	Transit / Rail Capital	ROW	New Starts	LR 2024-2030	1.2057	$ 1,699,314	$ -	$ 2,076,939	$ -	$ 3,776,252
AR-490A1	N/A	ATLANTA STREETCAR EAST EXTENSION	FROM JACKSON STREET TO ATLANTA BELTLINE/IRWIN STREET	Transit / Rail Capital	UTL	New Starts	LR 2024-2030	1.2057	$ 5,097,941	$ -	$ 6,230,816	$ -	$ 11,328,757
AR-490A1	N/A	ATLANTA STREETCAR EAST EXTENSION	FROM JACKSON STREET TO ATLANTA BELTLINE/IRWIN STREET	Transit / Rail Capital	CST	New Starts	LR 2024-2030	1.2057	$ 27,189,017	$ -	$ 33,231,021	$ -	$ 60,420,038
AR-490B	TBD	ATLANTA STREETCAR - ATLANTA BELTLINE EAST CORRIDOR	FROM MONTGOMERY FERRY ROAD TO GLENWOOD AVENUE	Transit / Rail Capital	ALL	New Starts	LR 2031-2040	1.4238	$ 235,268,712	$ -	$ 287,550,648	$ -	$ 522,819,360
AR-490C	TBD	ATLANTA STREETCAR - MIDTOWN / CROSSTOWN CORRIDOR	FROM BELTLINE EAST CORRIDOR TO BELTLINE WEST CORRIDOR	Transit / Rail Capital	ALL	New Starts	LR 2031-2040	1.4238	$ 221,429,376	$ -	$ 270,635,904	$ -	$ 492,065,280
AR-490D	TBD	ATLANTA STREETCAR - ATLANTA BELTLINE WEST CORRIDOR	FROM CROSSTOWN/MIDTOWN CORRIDOR TO MARTA SOUTH RAIL LINE	Transit / Rail Capital	ALL	New Starts	LR 2031-2040	1.4238	$ 212,203,152	$ -	$ 259,359,408	$ -	$ 471,562,560
AR-490E	TBD	ATLANTA STREETCAR - PEACHTREE CORRIDOR	FROM MARTA FIVE POINTS RAIL STATION TO MARTA NORTH AVENUE RAIL STATION	Transit / Rail Capital	ALL	New Starts	LR 2031-2040	1.4238	$ 95,722,074	$ -	$ 116,993,646	$ -	$ 212,715,720

Calculation of Project Costs in Year of Expenditure Dollars

Phases within the FY 2018-2023 TIP period are already inflated in the project list. Phases in long range (2023-2030 and 2031-2040) are inflated at 2.1% annually to a midpoint year of each time period, with the exception of transit formula funding programs which are inflated at 1.4% annually. MMIP projects are also shown in project list already inflated at a rate varying from 3.0% to 4.0% annually (thus a YOE multiplier of 1.0000 is shown in this table to prevent "double inflation").

									Year of Expenditure Costs				
ARC Project Number	GDOT Project Number	Description	Limits	Project Type	Phase	Fund Source	Fiscal Year	YOE Multiplier	Federal	State	Local	Bond	Total
AR-512	15994	GRTA XPRESS BREEZE MIGRATION & MOBILE TICKETING		Transit / Bus Capital	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2018	1.0000	$ 2,000,000	$ 500,000	$ -	$ -	$ 2,500,000
AR-513	15995	XPRESS SUGARLOAF PARK-AND-RIDE EXPANSION	AT VICINITY OF SUGARLOAF PARK-AND-RIDE LOT	Transit / Bus Capital	PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2018	1.0000	$ 600,000	$ 450,000	$ -	$ -	$ 1,050,000
AR-513	15995	XPRESS SUGARLOAF PARK-AND-RIDE EXPANSION	AT VICINITY OF SUGARLOAF PARK-AND-RIDE LOT	Transit / Bus Capital	ROW	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2018	1.0000	$ 1,200,000	$ 450,000	$ -	$ -	$ 1,650,000
AR-513	15995	XPRESS SUGARLOAF PARK-AND-RIDE EXPANSION	AT VICINITY OF SUGARLOAF PARK-AND-RIDE LOT	Transit / Bus Capital	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2018	1.0000	$ 5,200,000	$ 1,300,000	$ -	$ -	$ 6,500,000
AR-513	15995	XPRESS SUGARLOAF PARK-AND-RIDE EXPANSION	AT VICINITY OF SUGARLOAF PARK-AND-RIDE LOT	Transit / Bus Capital	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2019	1.0000	$ 1,000,000	$ 250,000	$ -	$ -	$ 1,250,000
AR-514	15996	XPRESS ROCKDALE PARK-AND-RIDE EXPANSION	AT SR 138 AT I-20	Transit / Bus Capital	PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2020	1.0000	$ 600,000	$ -	$ -	$ 150,000	$ 750,000
AR-514	15996	XPRESS ROCKDALE PARK-AND-RIDE EXPANSION	AT SR 138 AT I-20	Transit / Bus Capital	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2020	1.0000	$ 2,800,000	$ -	$ -	$ 700,000	$ 3,500,000
AR-5307-ARC	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR ARC		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2018	1.0000	$ 330,239	$ -	$ 82,560	$ -	$ 412,799
AR-5307-ARC	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR ARC		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2019	1.0000	$ 332,136	$ -	$ 83,034	$ -	$ 415,170
AR-5307-ARC	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR ARC		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2020	1.0000	$ 300,000	$ -	$ 75,000	$ -	$ 375,000
AR-5307-ARC	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR ARC		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2021	1.0000	$ 300,000	$ -	$ 75,000	$ -	$ 375,000
AR-5307-ARC	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR ARC		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2022	1.0000	$ 300,000	$ -	$ 75,000	$ -	$ 375,000
AR-5307-ARC	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR ARC		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2023	1.0000	$ 300,000	$ -	$ 75,000	$ -	$ 375,000
AR-5307-BA	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR BARROW COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2018	1.0000	$ 36,301	$ -	$ 9,075	$ -	$ 45,376
AR-5307-BA	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR BARROW COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2019	1.0000	$ 44,695	$ -	$ 11,174	$ -	$ 55,869
AR-5307-BA	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR BARROW COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2020	1.0000	$ 38,300	$ -	$ 9,575	$ -	$ 47,875
AR-5307-BA	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR BARROW COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2021	1.0000	$ 38,300	$ -	$ 9,575	$ -	$ 47,875
AR-5307-BA	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR BARROW COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2022	1.0000	$ 38,300	$ -	$ 9,575	$ -	$ 47,875
AR-5307-BA	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR BARROW COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2023	1.0000	$ 38,300	$ -	$ 9,575	$ -	$ 47,875
AR-5307-BT	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR BARTOW COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2018	1.0000	$ 24,183	$ -	$ 6,046	$ -	$ 30,229
AR-5307-BT	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR BARTOW COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2019	1.0000	$ 29,775	$ -	$ 7,444	$ -	$ 37,219
AR-5307-BT	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR BARTOW COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2020	1.0000	$ 25,600	$ -	$ 6,400	$ -	$ 32,000
AR-5307-BT	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR BARTOW COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2021	1.0000	$ 25,600	$ -	$ 6,400	$ -	$ 32,000
AR-5307-BT	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR BARTOW COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2022	1.0000	$ 25,600	$ -	$ 6,400	$ -	$ 32,000
AR-5307-BT	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR BARTOW COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2023	1.0000	$ 25,600	$ -	$ 6,400	$ -	$ 32,000

Calculation of Project Costs in Year of Expenditure Dollars

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									Year of Expenditure Costs				
ARC Project Number	GDOT Project Number	Description	Limits	Project Type	Phase	Fund Source	Fiscal Year	YOE Multiplier	Federal	State	Local	Bond	Total
AR-5307-CA	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR CARROLL COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2018	1.0000	$ 69,486	$ -	$ 17,371	$ -	$ 86,857
AR-5307-CA	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR CARROLL COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2019	1.0000	$ 85,553	$ -	$ 21,388	$ -	$ 106,941
AR-5307-CA	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR CARROLL COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2020	1.0000	$ 73,400	$ -	$ 18,350	$ -	$ 91,750
AR-5307-CA	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR CARROLL COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2021	1.0000	$ 73,400	$ -	$ 18,350	$ -	$ 91,750
AR-5307-CA	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR CARROLL COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2022	1.0000	$ 73,400	$ -	$ 18,350	$ -	$ 91,750
AR-5307-CA	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR CARROLL COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2023	1.0000	$ 73,400	$ -	$ 18,350	$ -	$ 91,750
AR-5307-CH	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR CHEROKEE COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2018	1.0000	$ 761,907	$ -	$ 190,477	$ -	$ 952,384
AR-5307-CH	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR CHEROKEE COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2019	1.0000	$ 910,127	$ -	$ 227,532	$ -	$ 1,137,659
AR-5307-CH	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR CHEROKEE COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2020	1.0000	$ 680,000	$ -	$ 170,000	$ -	$ 850,000
AR-5307-CH	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR CHEROKEE COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2021	1.0000	$ 680,000	$ -	$ 170,000	$ -	$ 850,000
AR-5307-CH	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR CHEROKEE COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2022	1.0000	$ 680,000	$ -	$ 170,000	$ -	$ 850,000
AR-5307-CH	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR CHEROKEE COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2023	1.0000	$ 680,000	$ -	$ 170,000	$ -	$ 850,000
AR-5307-CL	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR CLAYTON COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2018	1.0000	$ -	$ -	$ -	$ -	$ -
AR-5307-CL	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR CLAYTON COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2019	1.0000	$ -	$ -	$ -	$ -	$ -
AR-5307-CL	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR CLAYTON COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2020	1.0000	$ -	$ -	$ -	$ -	$ -
AR-5307-CL	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR CLAYTON COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2021	1.0000	$ -	$ -	$ -	$ -	$ -
AR-5307-CO	T000583	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR COBB COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2018	1.0000	$ 5,463,371	$ -	$ 1,365,843	$ -	$ 6,829,214
AR-5307-CO	T000583	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR COBB COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2019	1.0000	$ 5,601,539	$ -	$ 1,400,385	$ -	$ 7,001,924
AR-5307-CO	T000583	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR COBB COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2020	1.0000	$ 5,200,000	$ -	$ 1,300,000	$ -	$ 6,500,000
AR-5307-CO	T000583	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR COBB COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2021	1.0000	$ 5,200,000	$ -	$ 1,300,000	$ -	$ 6,500,000
AR-5307-CO	T000583	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR COBB COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2022	1.0000	$ 5,200,000	$ -	$ 1,300,000	$ -	$ 6,500,000
AR-5307-CO	T000583	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR COBB COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2023	1.0000	$ 5,200,000	$ -	$ 1,300,000	$ -	$ 6,500,000
AR-5307-COA	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR CITY OF ATLANTA		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2019	1.0000	$ 262,162	$ -	$ 64,541	$ -	$ 326,703
AR-5307-CPACS	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR CENTER FOR PAN ASIAN COMMUNITY SERVICES (CPACS)		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2019	1.0000	$ 42,179	$ -	$ 10,545	$ -	$ 52,724
AR-5307-CW	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR COWETA COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2018	1.0000	$ 274,726	$ -	$ 68,681	$ -	$ 343,407
AR-5307-CW	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR COWETA COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2019	1.0000	$ 338,250	$ -	$ 84,563	$ -	$ 422,813
AR-5307-CW	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR COWETA COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2020	1.0000	$ 290,000	$ -	$ 72,500	$ -	$ 362,500

Calculation of Project Costs in Year of Expenditure Dollars

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									Year of Expenditure Costs				
ARC Project Number	GDOT Project Number	Description	Limits	Project Type	Phase	Fund Source	Fiscal Year	YOE Multiplier	Federal	State	Local	Bond	Total
AR-5307-CW	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR COWETA COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2021	1.0000	$ 290,000	$ -	$ 72,500	$ -	$ 362,500
AR-5307-CW	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR COWETA COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2022	1.0000	$ 290,000	$ -	$ 72,500	$ -	$ 362,500
AR-5307-CW	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR COWETA COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2023	1.0000	$ 290,000	$ -	$ 72,500	$ -	$ 362,500
AR-5307-DA	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR DAWSON COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2018	1.0000	$ 12,671	$ -	$ 3,168	$ -	$ 15,839
AR-5307-DA	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR DAWSON COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2019	1.0000	$ 15,601	$ -	$ 3,900	$ -	$ 19,501
AR-5307-DA	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR DAWSON COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2020	1.0000	$ 13,400	$ -	$ 3,350	$ -	$ 16,750
AR-5307-DA	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR DAWSON COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2021	1.0000	$ 13,400	$ -	$ 3,350	$ -	$ 16,750
AR-5307-DA	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR DAWSON COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2022	1.0000	$ 13,400	$ -	$ 3,350	$ -	$ 16,750
AR-5307-DA	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR DAWSON COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2023	1.0000	$ 13,400	$ -	$ 3,350	$ -	$ 16,750
AR-5307-DO	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR DOUGLAS COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2018	1.0000	$ 785,403	$ -	$ 196,351	$ -	$ 981,754
AR-5307-DO	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR DOUGLAS COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2019	1.0000	$ 872,712	$ -	$ 218,178	$ -	$ 1,090,890
AR-5307-DO	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR DOUGLAS COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2020	1.0000	$ 1,200,000	$ -	$ 300,000	$ -	$ 1,500,000
AR-5307-DO	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR DOUGLAS COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2021	1.0000	$ 1,200,000	$ -	$ 300,000	$ -	$ 1,500,000
AR-5307-DO	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR DOUGLAS COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2022	1.0000	$ 1,200,000	$ -	$ 300,000	$ -	$ 1,500,000
AR-5307-DO	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR DOUGLAS COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2023	1.0000	$ 1,200,000	$ -	$ 300,000	$ -	$ 1,500,000
AR-5307-FA	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR FAYETTE COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2018	1.0000	$ 292,771	$ -	$ 73,193	$ -	$ 365,964
AR-5307-FA	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR FAYETTE COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2019	1.0000	$ 360,468	$ -	$ 90,117	$ -	$ 450,585
AR-5307-FA	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR FAYETTE COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2020	1.0000	$ 310,000	$ -	$ 77,500	$ -	$ 387,500
AR-5307-FA	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR FAYETTE COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2021	1.0000	$ 310,000	$ -	$ 77,500	$ -	$ 387,500
AR-5307-FA	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR FAYETTE COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2022	1.0000	$ 310,000	$ -	$ 77,500	$ -	$ 387,500
AR-5307-FA	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR FAYETTE COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2023	1.0000	$ 310,000	$ -	$ 77,500	$ -	$ 387,500
AR-5307-FT	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR FORSYTH COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2018	1.0000	$ 523,347	$ -	$ 130,837	$ -	$ 654,184
AR-5307-FT	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR FORSYTH COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2019	1.0000	$ 644,359	$ -	$ 161,090	$ -	$ 805,449
AR-5307-FT	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR FORSYTH COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2020	1.0000	$ 550,000	$ -	$ 137,500	$ -	$ 687,500
AR-5307-FT	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR FORSYTH COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2021	1.0000	$ 550,000	$ -	$ 137,500	$ -	$ 687,500
AR-5307-FT	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR FORSYTH COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2022	1.0000	$ 550,000	$ -	$ 137,500	$ -	$ 687,500

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AR-5307-FT	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR FORSYTH COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2023	1.0000	$ 550,000	$ -	$ 137,500	$ -	$ 687,500
AR-5307-GRTA	15973	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR GRTA		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2018	1.0000	$ 5,623,463	$ 1,405,866	$ -	$ -	$ 7,029,329
AR-5307-GRTA	15973	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR GRTA		Transit / Formula Lump Sum	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2018	1.0000	$ 1,000,000	$ 250,000	$ -	$ -	$ 1,250,000
AR-5307-GRTA	15973	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR GRTA		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2019	1.0000	$ 3,880,164	$ 970,041	$ -	$ -	$ 4,850,205
AR-5307-GRTA	15973	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR GRTA		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2020	1.0000	$ 4,800,000	$ 1,200,000	$ -	$ -	$ 6,000,000
AR-5307-GRTA	15973	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR GRTA		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2021	1.0000	$ 4,800,000	$ 1,200,000	$ -	$ -	$ 6,000,000
AR-5307-GRTA	15973	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR GRTA		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2022	1.0000	$ 4,800,000	$ 1,200,000	$ -	$ -	$ 6,000,000
AR-5307-GRTA	15973	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR GRTA		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2023	1.0000	$ 4,800,000	$ 1,200,000	$ -	$ -	$ 6,000,000
AR-5307-GW	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR GWINNETT COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2018	1.0000	$ 4,702,455	$ -	$ 1,175,614	$ -	$ 5,878,069
AR-5307-GW	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR GWINNETT COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2019	1.0000	$ 5,467,963	$ -	$ 1,366,991	$ -	$ 6,834,954
AR-5307-GW	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR GWINNETT COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2020	1.0000	$ 5,400,000	$ -	$ 1,350,000	$ -	$ 6,750,000
AR-5307-GW	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR GWINNETT COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2021	1.0000	$ 5,400,000	$ -	$ 1,350,000	$ -	$ 6,750,000
AR-5307-GW	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR GWINNETT COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2022	1.0000	$ 5,400,000	$ -	$ 1,350,000	$ -	$ 6,750,000
AR-5307-GW	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR GWINNETT COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2023	1.0000	$ 5,400,000	$ -	$ 1,350,000	$ -	$ 6,750,000
AR-5307-HA	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR HALL COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2018	1.0000	$ 43,200	$ -	$ 10,800	$ -	$ 54,000
AR-5307-HA	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR HALL COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2019	1.0000	$ 53,190	$ -	$ 13,298	$ -	$ 66,488
AR-5307-HA	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR HALL COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2020	1.0000	$ 45,600	$ -	$ 11,400	$ -	$ 57,000
AR-5307-HA	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR HALL COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2021	1.0000	$ 45,600	$ -	$ 11,400	$ -	$ 57,000
AR-5307-HA	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR HALL COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2022	1.0000	$ 45,600	$ -	$ 11,400	$ -	$ 57,000
AR-5307-HA	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR HALL COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2023	1.0000	$ 45,600	$ -	$ 11,400	$ -	$ 57,000
AR-5307-HE	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR HENRY COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2018	1.0000	$ 776,541	$ -	$ 194,135	$ -	$ 970,676
AR-5307-HE	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR HENRY COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2019	1.0000	$ 905,467	$ -	$ 226,367	$ -	$ 1,131,834
AR-5307-HE	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR HENRY COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2020	1.0000	$ 620,000	$ -	$ 155,000	$ -	$ 775,000
AR-5307-HE	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR HENRY COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2021	1.0000	$ 620,000	$ -	$ 155,000	$ -	$ 775,000
AR-5307-HE	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR HENRY COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2022	1.0000	$ 620,000	$ -	$ 155,000	$ -	$ 775,000
AR-5307-HE	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR HENRY COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2023	1.0000	$ 620,000	$ -	$ 155,000	$ -	$ 775,000
AR-5307-JA	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR JACKSON COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2018	1.0000	$ 19,595	$ -	$ 4,899	$ -	$ 24,494
AR-5307-JA	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR JACKSON COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2019	1.0000	$ 24,126	$ -	$ 6,032	$ -	$ 30,158
AR-5307-JA	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR JACKSON COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2020	1.0000	$ 20,700	$ -	$ 5,175	$ -	$ 25,875

Calculation of Project Costs in Year of Expenditure Dollars

Phases within the FY 2018-2023 TIP period are already inflated in the project list. Phases in long range (2023-2030 and 2031-2040) are inflated at 2.1% annually to a midpoint year of each time period, with the exception of transit formula funding programs which are inflated at 1.4% annually. MMIP projects are also shown in project list already inflated at a rate varying from 3.0% to 4.0% annually (thus a YOE multiplier of 1.0000 is shown in this table to prevent "double inflation").

									Year of Expenditure Costs				
ARC Project Number	GDOT Project Number	Description	Limits	Project Type	Phase	Fund Source	Fiscal Year	YOE Multiplier	Federal	State	Local	Bond	Total
AR-5307-JA	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR JACKSON COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2021	1.0000	$ 20,700	$ -	$ 5,175	$ -	$ 25,875
AR-5307-JA	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR JACKSON COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2022	1.0000	$ 20,700	$ -	$ 5,175	$ -	$ 25,875
AR-5307-JA	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR JACKSON COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2023	1.0000	$ 20,700	$ -	$ 5,175	$ -	$ 25,875
AR-5307-LR1	N/A	FTA SECTION 5307 FORMULA FUNDS - REGIONAL LUMP SUM FOR FY 2024-2030		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	LR 2024-2030	1.1333	$ 497,300,653	$ -	$ 124,325,163	$ -	$ 621,625,816
AR-5307-LR2	N/A	FTA SECTION 5307 FORMULA FUNDS - REGIONAL LUMP SUM FOR FY 2031-2040		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	LR 2031-2040	1.2666	$ 823,290,000	$ -	$ 205,822,500	$ -	$ 1,029,112,500
AR-5307-M	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR MARTA AND FLEXED FHWA FUNDS PURPOSED FOR SECTION 5307/5340 ELIGIBLE PROJECTS		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2018	1.0000	$ 45,939,431	$ -	$ 11,484,858	$ -	$ 57,424,289
AR-5307-M	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR MARTA AND FLEXED FHWA FUNDS PURPOSED FOR SECTION 5307/5340 ELIGIBLE PROJECTS		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2019	1.0000	$ 49,701,643	$ -	$ 12,425,411	$ -	$ 62,127,054
AR-5307-M	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR MARTA AND FLEXED FHWA FUNDS PURPOSED FOR SECTION 5307/5340 ELIGIBLE PROJECTS		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2020	1.0000	$ 41,000,000	$ -	$ 10,250,000	$ -	$ 51,250,000
AR-5307-M	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR MARTA AND FLEXED FHWA FUNDS PURPOSED FOR SECTION 5307/5340 ELIGIBLE PROJECTS		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2021	1.0000	$ 41,000,000	$ -	$ 10,250,000	$ -	$ 51,250,000
AR-5307-M	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR MARTA AND FLEXED FHWA FUNDS PURPOSED FOR SECTION 5307/5340 ELIGIBLE PROJECTS		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2022	1.0000	$ 41,000,000	$ -	$ 10,250,000	$ -	$ 51,250,000
AR-5307-M	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR MARTA AND FLEXED FHWA FUNDS PURPOSED FOR SECTION 5307/5340 ELIGIBLE PROJECTS		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2023	1.0000	$ 41,000,000	$ -	$ 10,250,000	$ -	$ 51,250,000
AR-5307-NE	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR NEWTON COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2018	1.0000	$ 232,456	$ -	$ 58,114	$ -	$ 290,570
AR-5307-NE	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR NEWTON COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2019	1.0000	$ 286,206	$ -	$ 71,552	$ -	$ 357,758
AR-5307-NE	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR NEWTON COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2020	1.0000	$ 245,000	$ -	$ 61,250	$ -	$ 306,250
AR-5307-NE	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR NEWTON COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2021	1.0000	$ 245,000	$ -	$ 61,250	$ -	$ 306,250
AR-5307-NE	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR NEWTON COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2022	1.0000	$ 245,000	$ -	$ 61,250	$ -	$ 306,250
AR-5307-NE	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR NEWTON COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2023	1.0000	$ 245,000	$ -	$ 61,250	$ -	$ 306,250
AR-5307-PA	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR PAULDING COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2018	1.0000	$ 370,502	$ -	$ 92,625	$ -	$ 463,127
AR-5307-PA	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR PAULDING COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2019	1.0000	$ 456,172	$ -	$ 114,043	$ -	$ 570,215
AR-5307-PA	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR PAULDING COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2020	1.0000	$ 390,000	$ -	$ 97,500	$ -	$ 487,500
AR-5307-PA	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR PAULDING COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2021	1.0000	$ 390,000	$ -	$ 97,500	$ -	$ 487,500
AR-5307-PA	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR PAULDING COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2022	1.0000	$ 390,000	$ -	$ 97,500	$ -	$ 487,500
AR-5307-PA	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR PAULDING COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2023	1.0000	$ 390,000	$ -	$ 97,500	$ -	$ 487,500
AR-5307-PI	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR PIKE COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2018	1.0000	$ 532	$ -	$ 133	$ -	$ 665
AR-5307-PI	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR PIKE COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2019	1.0000	$ 655	$ -	$ 164	$ -	$ 819

Calculation of Project Costs in Year of Expenditure Dollars

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									Year of Expenditure Costs				
ARC Project Number	GDOT Project Number	Description	Limits	Project Type	Phase	Fund Source	Fiscal Year	YOE Multiplier	Federal	State	Local	Bond	Total
AR-5307-PI	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR PIKE COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2020	1.0000	$ 20,700	$ -	$ 5,175	$ -	$ 25,875
AR-5307-PI	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR PIKE COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2021	1.0000	$ 20,700	$ -	$ 5,175	$ -	$ 25,875
AR-5307-PI	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR PIKE COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2022	1.0000	$ 20,700	$ -	$ 5,175	$ -	$ 25,875
AR-5307-PI	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR PIKE COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2023	1.0000	$ 20,700	$ -	$ 5,175	$ -	$ 25,875
AR-5307-RO	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR ROCKDALE COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2018	1.0000	$ 260,824	$ -	$ 65,206	$ -	$ 326,030
AR-5307-RO	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR ROCKDALE COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2019	1.0000	$ 321,135	$ -	$ 80,284	$ -	$ 401,419
AR-5307-RO	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR ROCKDALE COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2020	1.0000	$ 275,000	$ -	$ 68,750	$ -	$ 343,750
AR-5307-RO	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR ROCKDALE COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2021	1.0000	$ 275,000	$ -	$ 68,750	$ -	$ 343,750
AR-5307-RO	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR ROCKDALE COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2022	1.0000	$ 275,000	$ -	$ 68,750	$ -	$ 343,750
AR-5307-RO	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR ROCKDALE COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2023	1.0000	$ 275,000	$ -	$ 68,750	$ -	$ 343,750
AR-5307-RTC	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR REGIONAL TRANSIT COMMITTEE		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2018	1.0000	$ 950,000	$ -	$ 237,500	$ -	$ 1,187,500
AR-5307-RTC	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR REGIONAL TRANSIT COMMITTEE		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2019	1.0000	$ 950,000	$ -	$ 237,500	$ -	$ 1,187,500
AR-5307-RTC	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR REGIONAL TRANSIT COMMITTEE		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2020	1.0000	$ 950,000	$ -	$ 237,500	$ -	$ 1,187,500
AR-5307-RTC	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR REGIONAL TRANSIT COMMITTEE		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2021	1.0000	$ 950,000	$ -	$ 237,500	$ -	$ 1,187,500
AR-5307-RTC	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR REGIONAL TRANSIT COMMITTEE		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2022	1.0000	$ 950,000	$ -	$ 237,500	$ -	$ 1,187,500
AR-5307-RTC	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR REGIONAL TRANSIT COMMITTEE		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2023	1.0000	$ 950,000	$ -	$ 237,500	$ -	$ 1,187,500
AR-5307-SP	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR SPALDING COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2018	1.0000	$ 139,311	$ -	$ 34,828	$ -	$ 174,139
AR-5307-SP	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR SPALDING COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2019	1.0000	$ 171,523	$ -	$ 42,881	$ -	$ 214,404
AR-5307-SP	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR SPALDING COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2020	1.0000	$ 147,000	$ -	$ 36,750	$ -	$ 183,750
AR-5307-SP	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR SPALDING COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2021	1.0000	$ 147,000	$ -	$ 36,750	$ -	$ 183,750
AR-5307-SP	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR SPALDING COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2022	1.0000	$ 147,000	$ -	$ 36,750	$ -	$ 183,750
AR-5307-SP	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR SPALDING COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2023	1.0000	$ 147,000	$ -	$ 36,750	$ -	$ 183,750
AR-5307-WA	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR WALTON COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2018	1.0000	$ 87,201	$ -	$ 21,800	$ -	$ 109,001
AR-5307-WA	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR WALTON COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2019	1.0000	$ 107,364	$ -	$ 26,841	$ -	$ 134,205
AR-5307-WA	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR WALTON COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2020	1.0000	$ 92,100	$ -	$ 23,025	$ -	$ 115,125
AR-5307-WA	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR WALTON COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2021	1.0000	$ 92,100	$ -	$ 23,025	$ -	$ 115,125
AR-5307-WA	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR WALTON COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2022	1.0000	$ 92,100	$ -	$ 23,025	$ -	$ 115,125

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									Year of Expenditure Costs				
ARC Project Number	GDOT Project Number	Description	Limits	Project Type	Phase	Fund Source	Fiscal Year	YOE Multiplier	Federal	State	Local	Bond	Total
AR-5307-WA	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR WALTON COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2023	1.0000	$ 92,100	$ -	$ 23,025	$ -	$ 115,125
AR-5310	N/A	FTA SECTION 5310 TRANSIT FOR ELDERLY AND PERSONS WITH DISABILITIES FUNDS - REGIONAL LUMP SUM		Transit / Formula Lump Sum	CST	Enhanced Mobility of Seniors and Individuals with Disabilities	2018	1.0000	$ 3,131,351	$ -	$ 782,838	$ -	$ 3,914,189
AR-5310	N/A	FTA SECTION 5310 TRANSIT FOR ELDERLY AND PERSONS WITH DISABILITIES FUNDS - REGIONAL LUMP SUM		Transit / Formula Lump Sum	CST	Enhanced Mobility of Seniors and Individuals with Disabilities	2019	1.0000	$ 1,220,796	$ -	$ 305,199	$ -	$ 1,525,995
AR-5310	N/A	FTA SECTION 5310 TRANSIT FOR ELDERLY AND PERSONS WITH DISABILITIES FUNDS - REGIONAL LUMP SUM		Transit / Formula Lump Sum	CST	Enhanced Mobility of Seniors and Individuals with Disabilities	2020	1.0000	$ 1,200,000	$ -	$ 300,000	$ -	$ 1,500,000
AR-5310	N/A	FTA SECTION 5310 TRANSIT FOR ELDERLY AND PERSONS WITH DISABILITIES FUNDS - REGIONAL LUMP SUM		Transit / Formula Lump Sum	CST	Enhanced Mobility of Seniors and Individuals with Disabilities	2021	1.0000	$ 1,200,000	$ -	$ 300,000	$ -	$ 1,500,000
AR-5310	N/A	FTA SECTION 5310 TRANSIT FOR ELDERLY AND PERSONS WITH DISABILITIES FUNDS - REGIONAL LUMP SUM		Transit / Formula Lump Sum	CST	Enhanced Mobility of Seniors and Individuals with Disabilities	2022	1.0000	$ 1,200,000	$ -	$ 300,000	$ -	$ 1,500,000
AR-5310	N/A	FTA SECTION 5310 TRANSIT FOR ELDERLY AND PERSONS WITH DISABILITIES FUNDS - REGIONAL LUMP SUM		Transit / Formula Lump Sum	CST	Enhanced Mobility of Seniors and Individuals with Disabilities	2023	1.0000	$ 1,200,000	$ -	$ 300,000	$ -	$ 1,500,000
AR-5310-LR1	N/A	FTA SECTION 5310 TRANSIT FOR ELDERLY AND PERSONS WITH DISABILITIES - REGIONAL LUMP SUM FOR FY 2024-2030		Transit / Formula Lump Sum	CST	Enhanced Mobility of Seniors and Individuals with Disabilities	LR 2024-2030	1.1333	$ 9,519,720	$ -	$ 2,379,930	$ -	$ 11,899,650
AR-5310-LR2	N/A	FTA SECTION 5310 TRANSIT FOR ELDERLY AND PERSONS WITH DISABILITIES FUNDS - REGIONAL LUMP SUM FOR FY 2031-2040		Transit / Formula Lump Sum	CST	Enhanced Mobility of Seniors and Individuals with Disabilities	LR 2031-2040	1.2666	$ 15,199,200	$ -	$ 3,799,800	$ -	$ 18,999,000
AR-5311	N/A	FTA SECTION 5311 NONURBANIZED AREA SECTION 5311 TRANSIT FORMULA PROGRAM FUNDS - REGIONAL LUMP SUM		Transit / Formula Lump Sum	CST	Transit Nonurbanized Area Formula	2018	1.0000	$ 1,838,321	$ -	$ 110,787	$ -	$ 1,949,108
AR-5311	N/A	FTA SECTION 5311 NONURBANIZED AREA SECTION 5311 TRANSIT FORMULA PROGRAM FUNDS - REGIONAL LUMP SUM		Transit / Formula Lump Sum	CST	Transit Nonurbanized Area Formula	2019	1.0000	$ 1,161,399	$ -	$ 346,001	$ -	$ 1,507,400
AR-5311	N/A	FTA SECTION 5311 NONURBANIZED AREA SECTION 5311 TRANSIT FORMULA PROGRAM FUNDS - REGIONAL LUMP SUM		Transit / Formula Lump Sum	CST	Transit Nonurbanized Area Formula	2020	1.0000	$ 760,000	$ -	$ 190,000	$ -	$ 950,000
AR-5311	N/A	FTA SECTION 5311 NONURBANIZED AREA SECTION 5311 TRANSIT FORMULA PROGRAM FUNDS - REGIONAL LUMP SUM		Transit / Formula Lump Sum	CST	Transit Nonurbanized Area Formula	2021	1.0000	$ 760,000	$ -	$ 190,000	$ -	$ 950,000
AR-5311	N/A	FTA SECTION 5311 NONURBANIZED AREA SECTION 5311 TRANSIT FORMULA PROGRAM FUNDS - REGIONAL LUMP SUM		Transit / Formula Lump Sum	CST	Transit Nonurbanized Area Formula	2022	1.0000	$ 760,000	$ -	$ 190,000	$ -	$ 950,000
AR-5311	N/A	FTA SECTION 5311 NONURBANIZED AREA SECTION 5311 TRANSIT FORMULA PROGRAM FUNDS - REGIONAL LUMP SUM		Transit / Formula Lump Sum	CST	Transit Nonurbanized Area Formula	2023	1.0000	$ 760,000	$ -	$ 190,000	$ -	$ 950,000
AR-5311-LR1	N/A	FTA SECTION 5311 NONURBANIZED AREA SECTION 5311 TRANSIT FORMULA PROGRAM FUNDS - REGIONAL LUMP SUM FOR FY 2024-2030		Transit / Formula Lump Sum	CST	Transit Nonurbanized Area Formula	LR 2024-2030	1.1333	$ 6,029,156	$ -	$ 1,507,289	$ -	$ 7,536,445
AR-5311-LR2	N/A	FTA SECTION 5311 NONURBANIZED AREA SECTION 5311 TRANSIT FORMULA PROGRAM FUNDS - REGIONAL LUMP SUM FOR FY 2031-2040		Transit / Formula Lump Sum	CST	Transit Nonurbanized Area Formula	LR 2031-2040	1.2666	$ 9,626,160	$ -	$ 2,406,540	$ -	$ 12,032,700
AR-5337A	N/A	FTA SECTION 5337 HIGH INTENSITY FIXED GUIDEWAY STATE OF GOOD REPAIR FORMULA FUNDS - REGIONAL LUMP SUM FOR MARTA		Transit / Formula Lump Sum	CST	State of Good Repair Grants	2018	1.0000	$ 57,429,452	$ -	$ 14,357,363	$ -	$ 71,786,815
AR-5337A	N/A	FTA SECTION 5337 HIGH INTENSITY FIXED GUIDEWAY STATE OF GOOD REPAIR FORMULA FUNDS - REGIONAL LUMP SUM FOR MARTA		Transit / Formula Lump Sum	CST	State of Good Repair Grants	2019	1.0000	$ 55,464,725	$ -	$ 13,866,181	$ -	$ 69,330,906

Calculation of Project Costs in Year of Expenditure Dollars

Phases within the FY 2018-2023 TIP period are already inflated in the project list. Phases in long range (2023-2030 and 2031-2040) are inflated at 2.1% annually to a midpoint year of each time period, with the exception of transit formula funding programs which are inflated at 1.4% annually. MMIP projects are also shown in project list already inflated at a rate varying from 3.0% to 4.0% annually (thus a YOE multiplier of 1.0000 is shown in this table to prevent "double inflation").

									Year of Expenditure Costs				
ARC Project Number	GDOT Project Number	Description	Limits	Project Type	Phase	Fund Source	Fiscal Year	YOE Multiplier	Federal	State	Local	Bond	Total
AR-5337A	N/A	FTA SECTION 5337 HIGH INTENSITY FIXED GUIDEWAY STATE OF GOOD REPAIR FORMULA FUNDS - REGIONAL LUMP SUM FOR MARTA		Transit / Formula Lump Sum	CST	State of Good Repair Grants	2020	1.0000	$ 46,194,324	$ -	$ 11,548,581	$ -	$ 57,742,905
AR-5337A	N/A	FTA SECTION 5337 HIGH INTENSITY FIXED GUIDEWAY STATE OF GOOD REPAIR FORMULA FUNDS - REGIONAL LUMP SUM FOR MARTA		Transit / Formula Lump Sum	CST	State of Good Repair Grants	2021	1.0000	$ 46,194,324	$ -	$ 11,548,581	$ -	$ 57,742,905
AR-5337A	N/A	FTA SECTION 5337 HIGH INTENSITY FIXED GUIDEWAY STATE OF GOOD REPAIR FORMULA FUNDS - REGIONAL LUMP SUM FOR MARTA		Transit / Formula Lump Sum	CST	State of Good Repair Grants	2022	1.0000	$ 46,194,324	$ -	$ 11,548,581	$ -	$ 57,742,905
AR-5337A	N/A	FTA SECTION 5337 HIGH INTENSITY FIXED GUIDEWAY STATE OF GOOD REPAIR FORMULA FUNDS - REGIONAL LUMP SUM FOR MARTA		Transit / Formula Lump Sum	CST	State of Good Repair Grants	2023	1.0000	$ 46,194,324	$ -	$ 11,548,581	$ -	$ 57,742,905
AR-5337A-LR1	N/A	FTA SECTION 5337 HIGH INTENSITY FIXED GUIDEWAY STATE OF GOOD REPAIR FORMULA FUNDS - REGIONAL LUMP SUM FOR MARTA FOR FY 2024-2030		Transit / Formula Lump Sum	CST	State of Good Repair Grants	LR 2024-2030	1.1333	$ 471,226,140	$ -	$ 117,806,535	$ -	$ 589,032,675
AR-5337A-LR2	N/A	FTA SECTION 5337 HIGH INTENSITY FIXED GUIDEWAY STATE OF GOOD REPAIR FORMULA FUNDS - REGIONAL LUMP SUM FOR MARTA FOR FY 2031-2040		Transit / Formula Lump Sum	CST	State of Good Repair Grants	LR 2031-2040	1.2666	$ 585,169,200	$ -	$ 146,292,300	$ -	$ 731,461,500
AR-5337B-CO	N/A	HIGH INTENSITY MOTORBUS STATE OF GOOD REPAIR FORMULA FUNDS FOR COBB COUNTY		Transit / Formula Lump Sum	CST	State of Good Repair Grants	2018	1.0000	$ 569,719	$ -	$ 142,430	$ -	$ 712,149
AR-5337B-CO	N/A	HIGH INTENSITY MOTORBUS STATE OF GOOD REPAIR FORMULA FUNDS FOR COBB COUNTY		Transit / Formula Lump Sum	CST	State of Good Repair Grants	2019	1.0000	$ 510,022	$ -	$ 127,506	$ -	$ 637,528
AR-5337B-CO	N/A	HIGH INTENSITY MOTORBUS STATE OF GOOD REPAIR FORMULA FUNDS FOR COBB COUNTY		Transit / Formula Lump Sum	CST	State of Good Repair Grants	2020	1.0000	$ 311,982	$ -	$ 77,996	$ -	$ 389,978
AR-5337B-CO	N/A	HIGH INTENSITY MOTORBUS STATE OF GOOD REPAIR FORMULA FUNDS FOR COBB COUNTY		Transit / Formula Lump Sum	CST	State of Good Repair Grants	2021	1.0000	$ 311,982	$ -	$ 77,996	$ -	$ 389,978
AR-5337B-CO	N/A	HIGH INTENSITY MOTORBUS STATE OF GOOD REPAIR FORMULA FUNDS FOR COBB COUNTY		Transit / Formula Lump Sum	CST	State of Good Repair Grants	2022	1.0000	$ 311,982	$ -	$ 77,996	$ -	$ 389,978
AR-5337B-CO	N/A	HIGH INTENSITY MOTORBUS STATE OF GOOD REPAIR FORMULA FUNDS FOR COBB COUNTY		Transit / Formula Lump Sum	CST	State of Good Repair Grants	2023	1.0000	$ 311,982	$ -	$ 77,996	$ -	$ 389,978
AR-5337B-GRTA	N/A	HIGH INTENSITY MOTORBUS STATE OF GOOD REPAIR FORMULA FUNDS FOR GRTA		Transit / Formula Lump Sum	CST	State of Good Repair Grants	2018	1.0000	$ 1,769,131	$ 442,283	$ -	$ -	$ 2,211,414
AR-5337B-GRTA	N/A	HIGH INTENSITY MOTORBUS STATE OF GOOD REPAIR FORMULA FUNDS FOR GRTA		Transit / Formula Lump Sum	CST	State of Good Repair Grants	2019	1.0000	$ 1,367,190	$ 341,798	$ -	$ -	$ 1,708,988
AR-5337B-GRTA	N/A	HIGH INTENSITY MOTORBUS STATE OF GOOD REPAIR FORMULA FUNDS FOR GRTA		Transit / Formula Lump Sum	CST	State of Good Repair Grants	2020	1.0000	$ 611,792	$ 152,948	$ -	$ -	$ 764,740
AR-5337B-GRTA	N/A	HIGH INTENSITY MOTORBUS STATE OF GOOD REPAIR FORMULA FUNDS FOR GRTA		Transit / Formula Lump Sum	CST	State of Good Repair Grants	2021	1.0000	$ 611,792	$ 152,948	$ -	$ -	$ 764,740
AR-5337B-GRTA	N/A	HIGH INTENSITY MOTORBUS STATE OF GOOD REPAIR FORMULA FUNDS FOR GRTA		Transit / Formula Lump Sum	CST	State of Good Repair Grants	2022	1.0000	$ 611,792	$ 152,948	$ -	$ -	$ 764,740
AR-5337B-GRTA	N/A	HIGH INTENSITY MOTORBUS STATE OF GOOD REPAIR FORMULA FUNDS FOR GRTA		Transit / Formula Lump Sum	CST	State of Good Repair Grants	2023	1.0000	$ 611,792	$ 152,948	$ -	$ -	$ 764,740
AR-5337B-GW	15526	HIGH INTENSITY MOTORBUS STATE OF GOOD REPAIR FORMULA FUNDS FOR GWINNETT COUNTY		Transit / Formula Lump Sum	CST	State of Good Repair Grants	2018	1.0000	$ 1,710,620	$ -	$ 427,655	$ -	$ 2,138,275
AR-5337B-GW	15526	HIGH INTENSITY MOTORBUS STATE OF GOOD REPAIR FORMULA FUNDS FOR GWINNETT COUNTY		Transit / Formula Lump Sum	CST	State of Good Repair Grants	2019	1.0000	$ 1,240,419	$ -	$ 310,105	$ -	$ 1,550,524
AR-5337B-GW	15526	HIGH INTENSITY MOTORBUS STATE OF GOOD REPAIR FORMULA FUNDS FOR GWINNETT COUNTY		Transit / Formula Lump Sum	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2019	1.0000	$ 540,000	$ -	$ 135,000	$ -	$ 675,000
AR-5337B-GW	15526	HIGH INTENSITY MOTORBUS STATE OF GOOD REPAIR FORMULA FUNDS FOR GWINNETT COUNTY		Transit / Formula Lump Sum	CST	State of Good Repair Grants	2020	1.0000	$ 1,087,461	$ -	$ 271,865	$ -	$ 1,359,326
AR-5337B-GW	15526	HIGH INTENSITY MOTORBUS STATE OF GOOD REPAIR FORMULA FUNDS FOR GWINNETT COUNTY		Transit / Formula Lump Sum	CST	State of Good Repair Grants	2021	1.0000	$ 1,087,461	$ -	$ 271,865	$ -	$ 1,359,326

Calculation of Project Costs in Year of Expenditure Dollars

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									Year of Expenditure Costs				
ARC Project Number	GDOT Project Number	Description	Limits	Project Type	Phase	Fund Source	Fiscal Year	YOE Multiplier	Federal	State	Local	Bond	Total
AR-5337B-GW	15526	HIGH INTENSITY MOTORBUS STATE OF GOOD REPAIR FORMULA FUNDS FOR GWINNETT COUNTY		Transit / Formula Lump Sum	CST	State of Good Repair Grants	2022	1.0000	$ 1,087,461	$ -	$ 271,865	$ -	$ 1,359,326
AR-5337B-GW	15526	HIGH INTENSITY MOTORBUS STATE OF GOOD REPAIR FORMULA FUNDS FOR GWINNETT COUNTY		Transit / Formula Lump Sum	CST	State of Good Repair Grants	2023	1.0000	$ 1,087,461	$ -	$ 271,865	$ -	$ 1,359,326
AR-5337B-LR1	N/A	HIGH INTENSITY MOTORBUS STATE OF GOOD REPAIR FORMULA FUNDS - REGIONAL LUMP SUM FOR FY 2024-2030		Transit / Formula Lump Sum	CST	State of Good Repair Grants	LR 2024-2030	1.1333	$ 24,448,681	$ -	$ 6,112,170	$ -	$ 30,560,851
AR-5337B-LR2	N/A	HIGH INTENSITY MOTORBUS STATE OF GOOD REPAIR FORMULA FUNDS - REGIONAL LUMP SUM FOR FY 2031-2040		Transit / Formula Lump Sum	CST	State of Good Repair Grants	LR 2031-2040	1.2666	$ 30,360,402	$ -	$ 7,590,101	$ -	$ 37,950,503
AR-5337B-M	N/A	HIGH INTENSITY MOTORBUS STATE OF GOOD REPAIR FORMULA FUNDS FOR MARTA		Transit / Formula Lump Sum	CST	State of Good Repair Grants	2018	1.0000	$ 545,198	$ -	$ 136,300	$ -	$ 681,498
AR-5337B-M	N/A	HIGH INTENSITY MOTORBUS STATE OF GOOD REPAIR FORMULA FUNDS FOR MARTA		Transit / Formula Lump Sum	CST	State of Good Repair Grants	2019	1.0000	$ 539,562	$ -	$ 134,891	$ -	$ 674,453
AR-5337B-M	N/A	HIGH INTENSITY MOTORBUS STATE OF GOOD REPAIR FORMULA FUNDS FOR MARTA		Transit / Formula Lump Sum	CST	State of Good Repair Grants	2020	1.0000	$ 386,238	$ -	$ 96,560	$ -	$ 482,798
AR-5337B-M	N/A	HIGH INTENSITY MOTORBUS STATE OF GOOD REPAIR FORMULA FUNDS FOR MARTA		Transit / Formula Lump Sum	CST	State of Good Repair Grants	2021	1.0000	$ 386,238	$ -	$ 96,560	$ -	$ 482,798
AR-5337B-M	N/A	HIGH INTENSITY MOTORBUS STATE OF GOOD REPAIR FORMULA FUNDS FOR MARTA		Transit / Formula Lump Sum	CST	State of Good Repair Grants	2022	1.0000	$ 386,238	$ -	$ 96,560	$ -	$ 482,798
AR-5337B-M	N/A	HIGH INTENSITY MOTORBUS STATE OF GOOD REPAIR FORMULA FUNDS FOR MARTA		Transit / Formula Lump Sum	CST	State of Good Repair Grants	2023	1.0000	$ 386,238	$ -	$ 96,560	$ -	$ 482,798
AR-5339-CH	N/A	FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR CHEROKEE COUNTY		Transit / Formula Lump Sum	CST	Bus and Bus Facilities Program	2018	1.0000	$ 137,233	$ -	$ 34,308	$ -	$ 171,541
AR-5339-CH	N/A	FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR CHEROKEE COUNTY		Transit / Formula Lump Sum	CST	Bus and Bus Facilities Program	2019	1.0000	$ 122,394	$ -	$ 30,599	$ -	$ 152,993
AR-5339-CH	N/A	FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR CHEROKEE COUNTY		Transit / Formula Lump Sum	CST	Bus and Bus Facilities Program	2020	1.0000	$ 85,445	$ -	$ 21,361	$ -	$ 106,806
AR-5339-CH	N/A	FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR CHEROKEE COUNTY		Transit / Formula Lump Sum	CST	Bus and Bus Facilities Program	2021	1.0000	$ 85,445	$ -	$ 21,361	$ -	$ 106,806
AR-5339-CH	N/A	FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR CHEROKEE COUNTY		Transit / Formula Lump Sum	CST	Bus and Bus Facilities Program	2022	1.0000	$ 85,445	$ -	$ 21,361	$ -	$ 106,806
AR-5339-CH	N/A	FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR CHEROKEE COUNTY		Transit / Formula Lump Sum	CST	Bus and Bus Facilities Program	2023	1.0000	$ 85,445	$ -	$ 21,361	$ -	$ 106,806
AR-5339-CO	N/A	FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR COBB COUNTY		Transit / Formula Lump Sum	CST	Bus and Bus Facilities Program	2018	1.0000	$ 830,905	$ -	$ 207,726	$ -	$ 1,038,631
AR-5339-CO	N/A	FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR COBB COUNTY		Transit / Formula Lump Sum	CST	Bus and Bus Facilities Program	2019	1.0000	$ 741,800	$ -	$ 185,450	$ -	$ 927,250
AR-5339-CO	N/A	FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR COBB COUNTY		Transit / Formula Lump Sum	CST	Bus and Bus Facilities Program	2020	1.0000	$ 674,048	$ -	$ 168,512	$ -	$ 842,560
AR-5339-CO	N/A	FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR COBB COUNTY		Transit / Formula Lump Sum	CST	Bus and Bus Facilities Program	2021	1.0000	$ 674,048	$ -	$ 168,512	$ -	$ 842,560
AR-5339-CO	N/A	FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR COBB COUNTY		Transit / Formula Lump Sum	CST	Bus and Bus Facilities Program	2022	1.0000	$ 674,048	$ -	$ 168,512	$ -	$ 842,560
AR-5339-CO	N/A	FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR COBB COUNTY		Transit / Formula Lump Sum	CST	Bus and Bus Facilities Program	2023	1.0000	$ 674,048	$ -	$ 168,512	$ -	$ 842,560
AR-5339-CPACS	N/A	FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR CPACS		Transit / Formula Lump Sum	CST	Bus and Bus Facilities Program	2019	1.0000	$ 6,438	$ -	$ 1,610	$ -	$ 8,048
AR-5339-CW	N/A	FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR COWETA COUNTY		Transit / Formula Lump Sum	CST	Bus and Bus Facilities Program	2018	1.0000	$ 50,818	$ -	$ 12,705	$ -	$ 63,523
AR-5339-CW	N/A	FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR COWETA COUNTY		Transit / Formula Lump Sum	CST	Bus and Bus Facilities Program	2019	1.0000	$ 46,539	$ -	$ 11,635	$ -	$ 58,174
AR-5339-CW	N/A	FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR COWETA COUNTY		Transit / Formula Lump Sum	CST	Bus and Bus Facilities Program	2020	1.0000	$ 38,143	$ -	$ 9,536	$ -	$ 47,679

Calculation of Project Costs in Year of Expenditure Dollars

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									Year of Expenditure Costs				
ARC Project Number	GDOT Project Number	Description	Limits	Project Type	Phase	Fund Source	Fiscal Year	YOE Multiplier	Federal	State	Local	Bond	Total
AR-5339-CW	N/A	FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR COWETA COUNTY		Transit / Formula Lump Sum	CST	Bus and Bus Facilities Program	2021	1.0000	$ 38,143	$ -	$ 9,536	$ -	$ 47,679
AR-5339-CW	N/A	FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR COWETA COUNTY		Transit / Formula Lump Sum	CST	Bus and Bus Facilities Program	2022	1.0000	$ 38,143	$ -	$ 9,536	$ -	$ 47,679
AR-5339-CW	N/A	FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR COWETA COUNTY		Transit / Formula Lump Sum	CST	Bus and Bus Facilities Program	2023	1.0000	$ 38,143	$ -	$ 9,536	$ -	$ 47,679
AR-5339-DO	N/A	FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR DOUGLAS COUNTY		Transit / Formula Lump Sum	CST	Bus and Bus Facilities Program	2018	1.0000	$ 139,669	$ -	$ 34,917	$ -	$ 174,586
AR-5339-DO	N/A	FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR DOUGLAS COUNTY		Transit / Formula Lump Sum	CST	Bus and Bus Facilities Program	2019	1.0000	$ 126,988	$ -	$ 31,747	$ -	$ 158,735
AR-5339-DO	N/A	FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR DOUGLAS COUNTY		Transit / Formula Lump Sum	CST	Bus and Bus Facilities Program	2020	1.0000	$ 175,923	$ -	$ 43,981	$ -	$ 219,904
AR-5339-DO	N/A	FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR DOUGLAS COUNTY		Transit / Formula Lump Sum	CST	Bus and Bus Facilities Program	2021	1.0000	$ 175,923	$ -	$ 43,981	$ -	$ 219,904
AR-5339-DO	N/A	FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR DOUGLAS COUNTY		Transit / Formula Lump Sum	CST	Bus and Bus Facilities Program	2022	1.0000	$ 175,923	$ -	$ 43,981	$ -	$ 219,904
AR-5339-DO	N/A	FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR DOUGLAS COUNTY		Transit / Formula Lump Sum	CST	Bus and Bus Facilities Program	2023	1.0000	$ 175,923	$ -	$ 43,981	$ -	$ 219,904
AR-5339-GRTA	N/A	FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR GRTA		Transit / Formula Lump Sum	CST	Bus and Bus Facilities Program	2018	1.0000	$ 700,320	$ 175,080	$ -	$ -	$ 875,400
AR-5339-GRTA	N/A	FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR GRTA		Transit / Formula Lump Sum	CST	Bus and Bus Facilities Program	2019	1.0000	$ 578,509	$ 144,627	$ -	$ -	$ 723,136
AR-5339-GRTA	N/A	FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR GRTA		Transit / Formula Lump Sum	CST	Bus and Bus Facilities Program	2020	1.0000	$ 769,138	$ 192,284	$ -	$ -	$ 961,422
AR-5339-GRTA	N/A	FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR GRTA		Transit / Formula Lump Sum	CST	Bus and Bus Facilities Program	2021	1.0000	$ 769,138	$ 192,284	$ -	$ -	$ 961,422
AR-5339-GRTA	N/A	FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR GRTA		Transit / Formula Lump Sum	CST	Bus and Bus Facilities Program	2022	1.0000	$ 769,138	$ 192,284	$ -	$ -	$ 961,422
AR-5339-GRTA	N/A	FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR GRTA		Transit / Formula Lump Sum	CST	Bus and Bus Facilities Program	2023	1.0000	$ 769,138	$ 192,284	$ -	$ -	$ 961,422
AR-5339-GW	N/A	FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR GWINNETT COUNTY		Transit / Formula Lump Sum	CST	Bus and Bus Facilities Program	2018	1.0000	$ 798,321	$ -	$ 199,580	$ -	$ 997,901
AR-5339-GW	N/A	FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR GWINNETT COUNTY		Transit / Formula Lump Sum	CST	Bus and Bus Facilities Program	2019	1.0000	$ 710,496	$ -	$ 177,624	$ -	$ 888,120
AR-5339-GW	N/A	FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR GWINNETT COUNTY		Transit / Formula Lump Sum	CST	Bus and Bus Facilities Program	2020	1.0000	$ 696,415	$ -	$ 174,104	$ -	$ 870,519
AR-5339-GW	N/A	FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR GWINNETT COUNTY		Transit / Formula Lump Sum	CST	Bus and Bus Facilities Program	2021	1.0000	$ 696,415	$ -	$ 174,104	$ -	$ 870,519
AR-5339-GW	N/A	FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR GWINNETT COUNTY		Transit / Formula Lump Sum	CST	Bus and Bus Facilities Program	2022	1.0000	$ 696,415	$ -	$ 174,104	$ -	$ 870,519
AR-5339-GW	N/A	FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR GWINNETT COUNTY		Transit / Formula Lump Sum	CST	Bus and Bus Facilities Program	2023	1.0000	$ 696,415	$ -	$ 174,104	$ -	$ 870,519
AR-5339-HA	N/A	FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR HALL COUNTY		Transit / Formula Lump Sum	CST	Bus and Bus Facilities Program	2018	1.0000	$ 8,013	$ -	$ 2,003	$ -	$ 10,016
AR-5339-HA	N/A	FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR HALL COUNTY		Transit / Formula Lump Sum	CST	Bus and Bus Facilities Program	2019	1.0000	$ 7,338	$ -	$ 1,835	$ -	$ 9,173
AR-5339-HA	N/A	FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR HALL COUNTY		Transit / Formula Lump Sum	CST	Bus and Bus Facilities Program	2020	1.0000	$ 6,015	$ -	$ 1,504	$ -	$ 7,519
AR-5339-HA	N/A	FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR HALL COUNTY		Transit / Formula Lump Sum	CST	Bus and Bus Facilities Program	2021	1.0000	$ 6,015	$ -	$ 1,504	$ -	$ 7,519
AR-5339-HA	N/A	FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR HALL COUNTY		Transit / Formula Lump Sum	CST	Bus and Bus Facilities Program	2022	1.0000	$ 6,015	$ -	$ 1,504	$ -	$ 7,519
AR-5339-HA	N/A	FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR HALL COUNTY		Transit / Formula Lump Sum	CST	Bus and Bus Facilities Program	2023	1.0000	$ 6,015	$ -	$ 1,504	$ -	$ 7,519
AR-5339-HE	N/A	FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR HENRY COUNTY		Transit / Formula Lump Sum	CST	Bus and Bus Facilities Program	2018	1.0000	$ 145,045	$ -	$ 36,261	$ -	$ 181,306

Calculation of Project Costs in Year of Expenditure Dollars

Phases within the FY 2018-2023 TIP period are already inflated in the project list. Phases in long range (2023-2030 and 2031-2040) are inflated at 2.1% annually to a midpoint year of each time period, with the exception of transit formula funding programs which are inflated at 1.4% annually. MMIP projects are also shown in project list already inflated at a rate varying from 3.0% to 4.0% annually (thus a YOE multiplier of 1.0000 is shown in this table to prevent "double inflation").

									Year of Expenditure Costs				
ARC Project Number	GDOT Project Number	Description	Limits	Project Type	Phase	Fund Source	Fiscal Year	YOE Multiplier	Federal	State	Local	Bond	Total
AR-5339-HE	N/A	FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR HENRY COUNTY		Transit / Formula Lump Sum	CST	Bus and Bus Facilities Program	2019	1.0000	$ 126,645	$ -	$ 34,661	$ -	$ 161,306
AR-5339-HE	N/A	FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR HENRY COUNTY		Transit / Formula Lump Sum	CST	Bus and Bus Facilities Program	2020	1.0000	$ 81,517	$ -	$ 20,379	$ -	$ 101,896
AR-5339-HE	N/A	FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR HENRY COUNTY		Transit / Formula Lump Sum	CST	Bus and Bus Facilities Program	2021	1.0000	$ 81,517	$ -	$ 20,379	$ -	$ 101,896
AR-5339-HE	N/A	FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR HENRY COUNTY		Transit / Formula Lump Sum	CST	Bus and Bus Facilities Program	2022	1.0000	$ 81,517	$ -	$ 20,379	$ -	$ 101,896
AR-5339-HE	N/A	FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR HENRY COUNTY		Transit / Formula Lump Sum	CST	Bus and Bus Facilities Program	2023	1.0000	$ 81,517	$ -	$ 20,379	$ -	$ 101,896
AR-5339-LR1	N/A	FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS - REGIONAL LUMP SUM FOR 2024-2030		Transit / Formula Lump Sum	CST	Bus and Bus Facilities Program	LR 2024-2030	1.1333	$ 36,026,928	$ -	$ 9,006,732	$ -	$ 45,033,660
AR-5339-LR2	N/A	FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS - REGIONAL LUMP SUM FOR 2031-2040		Transit / Formula Lump Sum	CST	Bus and Bus Facilities Program	LR 2031-2040	1.2666	$ 68,599,056	$ -	$ 17,149,764	$ -	$ 85,748,820
AR-5339-M	N/A	FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR MARTA		Transit / Formula Lump Sum	CST	Bus and Bus Facilities Program	2018	1.0000	$ 4,371,064	$ -	$ 1,092,766	$ -	$ 5,463,830
AR-5339-M	N/A	FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR MARTA		Transit / Formula Lump Sum	CST	Bus and Bus Facilities Program	2019	1.0000	$ 4,032,037	$ -	$ 1,008,009	$ -	$ 5,040,046
AR-5339-M	N/A	FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR MARTA		Transit / Formula Lump Sum	CST	Bus and Bus Facilities Program	2020	1.0000	$ 2,888,868	$ -	$ 722,217	$ -	$ 3,611,085
AR-5339-M	N/A	FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR MARTA		Transit / Formula Lump Sum	CST	Bus and Bus Facilities Program	2021	1.0000	$ 2,014,699	$ -	$ 503,675	$ -	$ 2,518,374
AR-5339-M	N/A	FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR MARTA		Transit / Formula Lump Sum	CST	Bus and Bus Facilities Program	2022	1.0000	$ 2,014,699	$ -	$ 503,675	$ -	$ 2,518,374
AR-5339-M	N/A	FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR MARTA		Transit / Formula Lump Sum	CST	Bus and Bus Facilities Program	2023	1.0000	$ 2,014,699	$ -	$ 503,675	$ -	$ 2,518,374
AR-551	15527	COBB EXPRESS BUS REHABILITATION		Transit / Operations & Maintenance	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2019	1.0000	$ 1,000,000	$ -	$ 250,000	$ -	$ 1,250,000
AR-604	TBD	GRTA MANAGED LANES SYSTEM PARK AND RIDE EXPANSION - COBB COUNTY		Transit / Facilities Capital	PE	Bus and Bus Facilities	2018	1.0000	$ 442,309	$ -	$ -	$ 110,577	$ 552,886
AR-604	TBD	GRTA MANAGED LANES SYSTEM PARK AND RIDE EXPANSION - COBB COUNTY		Transit / Facilities Capital	CST	Bus and Bus Facilities	2018	1.0000	$ 1,847,540	$ 369,508	$ -	$ -	$ 2,217,048
AR-604	TBD	GRTA MANAGED LANES SYSTEM PARK AND RIDE EXPANSION - COBB COUNTY		Transit / Facilities Capital	CST	Bus and Bus Facilities	2019	1.0000	$ 1,835,875	$ 1,480,492	$ -	$ -	$ 3,316,367
AR-651	16364	SRTA XPRESS NORTHWEST CORRIDOR SERVICE EXPANSION (OPERATING ASSISTANCE)		Transit / Operations & Maintenance	CST	Congestion Mitigation & Air Quality Improvement (CMAQ)	2019	1.0000	$ 1,300,000	$ 325,000	$ -	$ -	$ 1,625,000
AR-651	16364	SRTA XPRESS NORTHWEST CORRIDOR SERVICE EXPANSION (OPERATING ASSISTANCE)		Transit / Operations & Maintenance	CST	Congestion Mitigation & Air Quality Improvement (CMAQ)	2020	1.0000	$ 1,700,000	$ 425,000	$ -	$ -	$ 2,125,000
AR-651	16364	SRTA XPRESS NORTHWEST CORRIDOR SERVICE EXPANSION (OPERATING ASSISTANCE)		Transit / Operations & Maintenance	CST	Congestion Mitigation & Air Quality Improvement (CMAQ)	2021	1.0000	$ 1,700,000	$ 425,000	$ -	$ -	$ 2,125,000
AR-701	T005164	GREYHOUND ATLANTA TERMINAL IMPROVEMENTS		Transit / Facilities Capital	CST	Intercity Bus Program	2018	1.0000	$ 10,162,390	$ -	$ 2,540,597	$ -	$ 12,702,987
AR-955	TBD	I-75 SOUTH - NEW INTERCHANGE	AT BETHLEHEM ROAD	Roadway / Interchange Capacity	ALL	General Federal Aid 2024-2040	LR 2031-2040	1.4238	$ 28,476,000	$ 7,119,000	$ -	$ -	$ 35,595,000
AR-957A	13546	I-285 INTERCHANGE RECONSTRUCTION AND COLLECTOR/DISTRIBUTOR	AT SR 400	Roadway / Interchange Capacity	CST	Local Participation	2018	1.0000	$ -	$ 11,000,000	$ -	$ -	$ 11,000,000
AR-957A	13546	I-285 INTERCHANGE RECONSTRUCTION AND COLLECTOR/DISTRIBUTOR	AT SR 400	Roadway / Interchange Capacity	CST	Transportation Funding Act (HB 170)	2018	1.0000	$ -	$ 2,354,177	$ -	$ -	$ 2,354,177
AR-957A	13546	I-285 INTERCHANGE RECONSTRUCTION AND COLLECTOR/DISTRIBUTOR	AT SR 400	Roadway / Interchange Capacity	CST	Federal Earmark Funding	2018	1.0000	$ 1,799,800	$ 449,950	$ -	$ -	$ 2,249,750
AR-957A	13546	I-285 INTERCHANGE RECONSTRUCTION AND COLLECTOR/DISTRIBUTOR	AT SR 400	Roadway / Interchange Capacity	CST	National Highway Performance Program (NHPP)	2018	1.0000	$ 75,447,359	$ 18,861,840	$ -	$ -	$ 94,309,199
AR-957A	13546	I-285 INTERCHANGE RECONSTRUCTION AND COLLECTOR/DISTRIBUTOR	AT SR 400	Roadway / Interchange Capacity	CST	National Highway Freight Program (NHFP)	2018	1.0000	$ 38,354,907	$ 9,588,727	$ -	$ -	$ 47,943,634
AR-957A	13546	I-285 INTERCHANGE RECONSTRUCTION AND COLLECTOR/DISTRIBUTOR	AT SR 400	Roadway / Interchange Capacity	CST	National Highway Performance Program (NHPP)	2019	1.0000	$ 56,262,257	$ 14,065,564	$ -	$ -	$ 70,327,821

Calculation of Project Costs in Year of Expenditure Dollars

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									Year of Expenditure Costs				
ARC Project Number	GDOT Project Number	Description	Limits	Project Type	Phase	Fund Source	Fiscal Year	YOE Multiplier	Federal	State	Local	Bond	Total
AR-957A	13546	I-285 INTERCHANGE RECONSTRUCTION AND COLLECTOR/DISTRIBUTOR	AT SR 400	Roadway / Interchange Capacity	CST	National Highway Freight Program (NHFP)	2019	1.0000	$ 43,293,257	$ 10,823,314	$ -	$ -	$ 54,116,571
AR-957A	13546	I-285 INTERCHANGE RECONSTRUCTION AND COLLECTOR/DISTRIBUTOR	AT SR 400	Roadway / Interchange Capacity	CST	National Highway Performance Program (NHPP)	2020	1.0000	$ 51,684,438	$ 12,921,109	$ -	$ -	$ 64,605,547
AR-957A	13546	I-285 INTERCHANGE RECONSTRUCTION AND COLLECTOR/DISTRIBUTOR	AT SR 400	Roadway / Interchange Capacity	CST	National Highway Freight Program (NHFP)	2020	1.0000	$ 40,323,538	$ 10,080,885	$ -	$ -	$ 50,404,423
AR-957A	13546	I-285 INTERCHANGE RECONSTRUCTION AND COLLECTOR/DISTRIBUTOR	AT SR 400	Roadway / Interchange Capacity	CST	National Highway Performance Program (NHPP)	2021	1.0000	$ 47,367,286	$ 11,841,821	$ -	$ -	$ 59,209,107
AR-957A	13546	I-285 INTERCHANGE RECONSTRUCTION AND COLLECTOR/DISTRIBUTOR	AT SR 400	Roadway / Interchange Capacity	CST	National Highway Freight Program (NHFP)	2021	1.0000	$ 40,726,733	$ 10,181,693	$ -	$ -	$ 50,908,426
AR-957A	13546	I-285 INTERCHANGE RECONSTRUCTION AND COLLECTOR/DISTRIBUTOR	AT SR 400	Roadway / Interchange Capacity	CST	National Highway Freight Program (NHFP)	2022	1.0000	$ 18,359,670	$ 4,589,918	$ -	$ -	$ 22,949,588
AR-962	10814	I-85 NORTH	AT I-985 - NEW FLYOVER RAMP	Roadway / Interchange Capacity	ALL	General Federal Aid 2024-2040	LR 2031-2040	1.4238	$ 127,735,440	$ 31,933,859	$ -	$ -	$ 159,669,299
AR-ML-200	1758	TOP END 285 - I-285 NORTH EXPRESS LANES AND COLLECTOR/DISTRIBUTOR LANE IMPROVEMENTS	FROM I-75 NORTH TO I-85 NORTH AND NORTH ALONG SR 400 FROM I-285 TO NORTH SPRINGS MARTA STATION	Roadway / Express Lanes	PE	Repurposed Earmark	2018	1.0000	$ 1,617,432	$ 404,358	$ -	$ -	$ 2,021,790
AR-ML-200	1758	TOP END 285 - I-285 NORTH EXPRESS LANES AND COLLECTOR/DISTRIBUTOR LANE IMPROVEMENTS	FROM I-75 NORTH TO I-85 NORTH AND NORTH ALONG SR 400 FROM I-285 TO NORTH SPRINGS MARTA STATION	Roadway / Express Lanes	PE	National Highway Performance Program (NHPP)	2018	1.0000	$ 2,142,568	$ 535,642	$ -	$ -	$ 2,678,210
AR-ML-200	1758	TOP END 285 - I-285 NORTH EXPRESS LANES AND COLLECTOR/DISTRIBUTOR LANE IMPROVEMENTS	FROM I-75 NORTH TO I-85 NORTH AND NORTH ALONG SR 400 FROM I-285 TO NORTH SPRINGS MARTA STATION	Roadway / Express Lanes	ROW	State Bonds (42234)	2018	1.0000	$ -	$ 60,000,000	$ -	$ -	$ 60,000,000
AR-ML-200	1758	TOP END 285 - I-285 NORTH EXPRESS LANES AND COLLECTOR/DISTRIBUTOR LANE IMPROVEMENTS	FROM I-75 NORTH TO I-85 NORTH AND NORTH ALONG SR 400 FROM I-285 TO NORTH SPRINGS MARTA STATION	Roadway / Express Lanes	ROW	State Bonds (42235)	2018	1.0000	$ -	$ 15,000,000	$ -	$ -	$ 15,000,000
AR-ML-200	1758	TOP END 285 - I-285 NORTH EXPRESS LANES AND COLLECTOR/DISTRIBUTOR LANE IMPROVEMENTS	FROM I-75 NORTH TO I-85 NORTH AND NORTH ALONG SR 400 FROM I-285 TO NORTH SPRINGS MARTA STATION	Roadway / Express Lanes	PE	Transportation Funding Act (HB 170)	2019	1.0000	$ -	$ 4,400,000	$ -	$ -	$ 4,400,000
AR-ML-200	1758	TOP END 285 - I-285 NORTH EXPRESS LANES AND COLLECTOR/DISTRIBUTOR LANE IMPROVEMENTS	FROM I-75 NORTH TO I-85 NORTH AND NORTH ALONG SR 400 FROM I-285 TO NORTH SPRINGS MARTA STATION	Roadway / Express Lanes	PE	Transportation Funding Act (HB 170)	2020	1.0000	$ -	$ 7,100,000	$ -	$ -	$ 7,100,000
AR-ML-200	1758	TOP END 285 - I-285 NORTH EXPRESS LANES AND COLLECTOR/DISTRIBUTOR LANE IMPROVEMENTS	FROM I-75 NORTH TO I-85 NORTH AND NORTH ALONG SR 400 FROM I-285 TO NORTH SPRINGS MARTA STATION	Roadway / Express Lanes	ROW	Grant Anticipation Revenue Bond	2020	1.0000	$ -	$ -	$ -	$ 100,000,000	$ 100,000,000
AR-ML-200	1758	TOP END 285 - I-285 NORTH EXPRESS LANES AND COLLECTOR/DISTRIBUTOR LANE IMPROVEMENTS	FROM I-75 NORTH TO I-85 NORTH AND NORTH ALONG SR 400 FROM I-285 TO NORTH SPRINGS MARTA STATION	Roadway / Express Lanes	PE	Transportation Funding Act (HB 170)	2021	1.0000	$ -	$ 3,000,000	$ -	$ -	$ 3,000,000
AR-ML-200	1758	TOP END 285 - I-285 NORTH EXPRESS LANES AND COLLECTOR/DISTRIBUTOR LANE IMPROVEMENTS	FROM I-75 NORTH TO I-85 NORTH AND NORTH ALONG SR 400 FROM I-285 TO NORTH SPRINGS MARTA STATION	Roadway / Express Lanes	ROW	Grant Anticipation Revenue Bond	2021	1.0000	$ -	$ -	$ -	$ 75,000,000	$ 75,000,000
AR-ML-200	1758	TOP END 285 - I-285 NORTH EXPRESS LANES AND COLLECTOR/DISTRIBUTOR LANE IMPROVEMENTS	FROM I-75 NORTH TO I-85 NORTH AND NORTH ALONG SR 400 FROM I-285 TO NORTH SPRINGS MARTA STATION	Roadway / Express Lanes	PE	National Highway Performance Program (NHPP)	2022	1.0000	$ 1,600,000	$ 400,000	$ -	$ -	$ 2,000,000
AR-ML-200	1758	TOP END 285 - I-285 NORTH EXPRESS LANES AND COLLECTOR/DISTRIBUTOR LANE IMPROVEMENTS	FROM I-75 NORTH TO I-85 NORTH AND NORTH ALONG SR 400 FROM I-285 TO NORTH SPRINGS MARTA STATION	Roadway / Express Lanes	ROW	Grant Anticipation Revenue Bond	2022	1.0000	$ -	$ -	$ -	$ 125,000,000	$ 125,000,000
AR-ML-200	1758	TOP END 285 - I-285 NORTH EXPRESS LANES AND COLLECTOR/DISTRIBUTOR LANE IMPROVEMENTS	FROM I-75 NORTH TO I-85 NORTH AND NORTH ALONG SR 400 FROM I-285 TO NORTH SPRINGS MARTA STATION	Roadway / Express Lanes	ROW	Grant Anticipation Revenue Bond	2023	1.0000	$ -	$ -	$ -	$ 150,000,000	$ 150,000,000
AR-ML-200	1758	TOP END 285 - I-285 NORTH EXPRESS LANES AND COLLECTOR/DISTRIBUTOR LANE IMPROVEMENTS	FROM I-75 NORTH TO I-85 NORTH AND NORTH ALONG SR 400 FROM I-285 TO NORTH SPRINGS MARTA STATION	Roadway / Express Lanes	CST	Transportation Funding Act (HB 170)	2023	1.0000	$ -	$ 49,700,000	$ -	$ -	$ 49,700,000
AR-ML-200	1758	TOP END 285 - I-285 NORTH EXPRESS LANES AND COLLECTOR/DISTRIBUTOR LANE IMPROVEMENTS	FROM I-75 NORTH TO I-85 NORTH AND NORTH ALONG SR 400 FROM I-285 TO NORTH SPRINGS MARTA STATION	Roadway / Express Lanes	ROW	Grant Anticipation Revenue Bond	LR 2024-2030	1.0000	$ -	$ -	$ -	$ 150,000,000	$ 150,000,000
AR-ML-200	1758	TOP END 285 - I-285 NORTH EXPRESS LANES AND COLLECTOR/DISTRIBUTOR LANE IMPROVEMENTS	FROM I-75 NORTH TO I-85 NORTH AND NORTH ALONG SR 400 FROM I-285 TO NORTH SPRINGS MARTA STATION	Roadway / Express Lanes	CST	General Federal Aid 2024-2040	LR 2024-2030	1.0000	$ 734,240,000	$ 183,560,000	$ -	$ -	$ 917,800,000
AR-ML-200	1758	TOP END 285 - I-285 NORTH EXPRESS LANES AND COLLECTOR/DISTRIBUTOR LANE IMPROVEMENTS	FROM I-75 NORTH TO I-85 NORTH AND NORTH ALONG SR 400 FROM I-285 TO NORTH SPRINGS MARTA STATION	Roadway / Express Lanes	CST	Transportation Funding Act (HB 170)	LR 2024-2030	1.0000	$ -	$ 247,000,000	$ -	$ -	$ 247,000,000
AR-ML-200	1758	TOP END 285 - I-285 NORTH EXPRESS LANES AND COLLECTOR/DISTRIBUTOR LANE IMPROVEMENTS	FROM I-75 NORTH TO I-85 NORTH AND NORTH ALONG SR 400 FROM I-285 TO NORTH SPRINGS MARTA STATION	Roadway / Express Lanes	CST	General Federal Aid 2024-2040	LR 2031-2040	1.0000	$ 2,308,000,000	$ 577,000,000	$ -	$ -	$ 2,885,000,000
AR-ML-200	1758	TOP END 285 - I-285 NORTH EXPRESS LANES AND COLLECTOR/DISTRIBUTOR LANE IMPROVEMENTS	FROM I-75 NORTH TO I-85 NORTH AND NORTH ALONG SR 400 FROM I-285 TO NORTH SPRINGS MARTA STATION	Roadway / Express Lanes	CST	Transportation Funding Act (HB 170)	LR 2031-2040	1.0000	$ -	$ 437,400,000	$ -	$ -	$ 437,400,000
AR-ML-210	13917	I-285 WEST EXPRESS LANES	FROM I-20 WEST TO I-75 NORTH	Roadway / Express Lanes	PE	Repurposed Earmark	2018	1.0000	$ 1,958,864	$ 489,716	$ -	$ -	$ 2,448,580

Calculation of Project Costs in Year of Expenditure Dollars

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									Year of Expenditure Costs				
ARC Project Number	GDOT Project Number	Description	Limits	Project Type	Phase	Fund Source	Fiscal Year	YOE Multiplier	Federal	State	Local	Bond	Total
AR-ML-210	13917	I-285 WEST EXPRESS LANES	FROM I-20 WEST TO I-75 NORTH	Roadway / Express Lanes	PE	National Highway Performance Program (NHPP)	2019	1.0000	$ 3,200,000	$ 800,000	$ -	$ -	$ 4,000,000
AR-ML-210	13917	I-285 WEST EXPRESS LANES	FROM I-20 WEST TO I-75 NORTH	Roadway / Express Lanes	PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2019	1.0000	$ 1,700,000	$ 425,000	$ -	$ -	$ 2,125,000
AR-ML-210	13917	I-285 WEST EXPRESS LANES	FROM I-20 WEST TO I-75 NORTH	Roadway / Express Lanes	ROW	Repurposed Earmark	2019	1.0000	$ 202,799	$ 50,700	$ -	$ -	$ 253,499
AR-ML-210	13917	I-285 WEST EXPRESS LANES	FROM I-20 WEST TO I-75 NORTH	Roadway / Express Lanes	PE	Highway Infrastructure – 23 USC 133(b)(1)(A) Activities in Areas With a Population Over 200,000	2020	1.0000	$ 2,400,000	$ 600,000	$ -	$ -	$ 3,000,000
AR-ML-210	13917	I-285 WEST EXPRESS LANES	FROM I-20 WEST TO I-75 NORTH	Roadway / Express Lanes	ROW	National Highway Performance Program (NHPP)	2020	1.0000	$ 3,797,201	$ 949,300	$ -	$ -	$ 4,746,501
AR-ML-210	13917	I-285 WEST EXPRESS LANES	FROM I-20 WEST TO I-75 NORTH	Roadway / Express Lanes	PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2021	1.0000	$ 5,600,000	$ 1,400,000	$ -	$ -	$ 7,000,000
AR-ML-210	13917	I-285 WEST EXPRESS LANES	FROM I-20 WEST TO I-75 NORTH	Roadway / Express Lanes	ROW	Transportation Funding Act (HB 170)	2021	1.0000	$ -	$ 10,000,000	$ -	$ -	$ 10,000,000
AR-ML-210	13917	I-285 WEST EXPRESS LANES	FROM I-20 WEST TO I-75 NORTH	Roadway / Express Lanes	PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2022	1.0000	$ 2,240,000	$ 560,000	$ -	$ -	$ 2,800,000
AR-ML-210	13917	I-285 WEST EXPRESS LANES	FROM I-20 WEST TO I-75 NORTH	Roadway / Express Lanes	ROW	National Highway Performance Program (NHPP)	2022	1.0000	$ 8,000,000	$ 2,000,000	$ -	$ -	$ 10,000,000
AR-ML-210	13917	I-285 WEST EXPRESS LANES	FROM I-20 WEST TO I-75 NORTH	Roadway / Express Lanes	CST	National Highway Performance Program (NHPP)	2023	1.0000	$ 47,760,000	$ 11,940,000	$ -	$ -	$ 59,700,000
AR-ML-210	13917	I-285 WEST EXPRESS LANES	FROM I-20 WEST TO I-75 NORTH	Roadway / Express Lanes	CST	General Federal Aid 2024-2040	LR 2024-2030	1.0000	$ 195,680,000	$ 48,920,000	$ -	$ -	$ 244,600,000
AR-ML-210	13917	I-285 WEST EXPRESS LANES	FROM I-20 WEST TO I-75 NORTH	Roadway / Express Lanes	CST	Transportation Funding Act (HB 170)	LR 2024-2030	1.0000	$ -	$ 164,500,000	$ -	$ -	$ 164,500,000
AR-ML-210	13917	I-285 WEST EXPRESS LANES	FROM I-20 WEST TO I-75 NORTH	Roadway / Express Lanes	CST	Transportation Funding Act (HB 170)	LR 2031-2040	1.0000	$ -	$ 157,500,000	$ -	$ -	$ 157,500,000
AR-ML-240	13914	I-285 EAST EXPRESS LANES	FROM I-20 EAST TO I-85 NORTH	Roadway / Express Lanes	PE	Transportation Funding Act (HB 170)	2018	1.0000	$ -	$ 3,555,158	$ -	$ -	$ 3,555,158
AR-ML-240	13914	I-285 EAST EXPRESS LANES	FROM I-20 EAST TO I-85 NORTH	Roadway / Express Lanes	PE	Repurposed Earmark (RPF9)	2019	1.0000	$ 365,670	$ 91,418	$ -	$ -	$ 457,088
AR-ML-240	13914	I-285 EAST EXPRESS LANES	FROM I-20 EAST TO I-85 NORTH	Roadway / Express Lanes	PE	Repurposed Earmark	2019	1.0000	$ 3,506,710	$ 876,678	$ -	$ -	$ 4,383,388
AR-ML-240	13914	I-285 EAST EXPRESS LANES	FROM I-20 EAST TO I-85 NORTH	Roadway / Express Lanes	PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2019	1.0000	$ 2,013,290	$ 503,323	$ -	$ -	$ 2,516,613
AR-ML-240	13914	I-285 EAST EXPRESS LANES	FROM I-20 EAST TO I-85 NORTH	Roadway / Express Lanes	PE	Transportation Funding Act (HB 170)	2020	1.0000	$ -	$ 14,000,000	$ -	$ -	$ 14,000,000
AR-ML-240	13914	I-285 EAST EXPRESS LANES	FROM I-20 EAST TO I-85 NORTH	Roadway / Express Lanes	PE	Highway Infrastructure – 23 USC 133(b)(1)(A) Activities in Areas With a Population Over 200,000	2021	1.0000	$ 4,320,000	$ 1,080,000	$ -	$ -	$ 5,400,000
AR-ML-240	13914	I-285 EAST EXPRESS LANES	FROM I-20 EAST TO I-85 NORTH	Roadway / Express Lanes	CST	National Highway Performance Program (NHPP)	2022	1.0000	$ 92,000,000	$ 23,000,000	$ -	$ -	$ 115,000,000
AR-ML-240	13914	I-285 EAST EXPRESS LANES	FROM I-20 EAST TO I-85 NORTH	Roadway / Express Lanes	CST	National Highway Performance Program (NHPP)	2023	1.0000	$ 96,640,000	$ 24,160,000	$ -	$ -	$ 120,800,000
AR-ML-240	13914	I-285 EAST EXPRESS LANES	FROM I-20 EAST TO I-85 NORTH	Roadway / Express Lanes	CST	General Federal Aid 2024-2040	LR 2024-2030	1.0000	$ 389,040,000	$ 97,260,000	$ -	$ -	$ 486,300,000
AR-ML-240	13914	I-285 EAST EXPRESS LANES	FROM I-20 EAST TO I-85 NORTH	Roadway / Express Lanes	CST	Transportation Funding Act (HB 170)	LR 2024-2030	1.0000	$ -	$ 201,400,000	$ -	$ -	$ 201,400,000
AR-ML-240	13914	I-285 EAST EXPRESS LANES	FROM I-20 EAST TO I-85 NORTH	Roadway / Express Lanes	CST	Transportation Funding Act (HB 170)	LR 2031-2040	1.0000	$ -	$ 212,800,000	$ -	$ -	$ 212,800,000
AR-ML-300	1757	SR 400 EXPRESS LANES	FROM NORTH SPRINGS MARTA STATION TO MCFARLAND ROAD	Roadway / Express Lanes	PE	National Highway Performance Program (NHPP)	2018	1.0000	$ 7,520,000	$ 1,880,000	$ -	$ -	$ 9,400,000
AR-ML-300	1757	SR 400 EXPRESS LANES	FROM NORTH SPRINGS MARTA STATION TO MCFARLAND ROAD	Roadway / Express Lanes	PE	National Highway Performance Program (NHPP)	2019	1.0000	$ 13,920,000	$ 3,480,000	$ -	$ -	$ 17,400,000

Calculation of Project Costs in Year of Expenditure Dollars

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									Year of Expenditure Costs				
ARC Project Number	GDOT Project Number	Description	Limits	Project Type	Phase	Fund Source	Fiscal Year	YOE Multiplier	Federal	State	Local	Bond	Total
AR-ML-300	1757	SR 400 EXPRESS LANES	FROM NORTH SPRINGS MARTA STATION TO MCFARLAND ROAD	Roadway / Express Lanes	ROW	National Highway Performance Program (NHPP)	2019	1.0000	$ 16,000,000	$ 4,000,000	$ -	$ -	$ 20,000,000
AR-ML-300	1757	SR 400 EXPRESS LANES	FROM NORTH SPRINGS MARTA STATION TO MCFARLAND ROAD	Roadway / Express Lanes	PE	National Highway Performance Program (NHPP)	2020	1.0000	$ 1,920,000	$ 480,000	$ -	$ -	$ 2,400,000
AR-ML-300	1757	SR 400 EXPRESS LANES	FROM NORTH SPRINGS MARTA STATION TO MCFARLAND ROAD	Roadway / Express Lanes	ROW	National Highway Performance Program (NHPP)	2020	1.0000	$ 16,000,000	$ 4,000,000	$ -	$ -	$ 20,000,000
AR-ML-300	1757	SR 400 EXPRESS LANES	FROM NORTH SPRINGS MARTA STATION TO MCFARLAND ROAD	Roadway / Express Lanes	ROW	National Highway Performance Program (NHPP)	2021	1.0000	$ 11,200,000	$ 2,800,000	$ -	$ -	$ 14,000,000
AR-ML-300	1757	SR 400 EXPRESS LANES	FROM NORTH SPRINGS MARTA STATION TO MCFARLAND ROAD	Roadway / Express Lanes	CST	Transportation Funding Act (HB 170)	2021	1.0000	$ -	$ 31,500,000	$ -	$ -	$ 31,500,000
AR-ML-300	1757	SR 400 EXPRESS LANES	FROM NORTH SPRINGS MARTA STATION TO MCFARLAND ROAD	Roadway / Express Lanes	CST	INFRA Discretionary Grants	2022	1.0000	$ 61,400,000	$ -	$ -	$ -	$ 61,400,000
AR-ML-300	1757	SR 400 EXPRESS LANES	FROM NORTH SPRINGS MARTA STATION TO MCFARLAND ROAD	Roadway / Express Lanes	CST	National Highway Performance Program (NHPP)	2022	1.0000	$ 32,160,000	$ 8,040,000	$ -	$ -	$ 40,200,000
AR-ML-300	1757	SR 400 EXPRESS LANES	FROM NORTH SPRINGS MARTA STATION TO MCFARLAND ROAD	Roadway / Express Lanes	CST	Transportation Funding Act (HB 170)	2023	1.0000	$ -	$ 35,800,000	$ -	$ -	$ 35,800,000
AR-ML-300	1757	SR 400 EXPRESS LANES	FROM NORTH SPRINGS MARTA STATION TO MCFARLAND ROAD	Roadway / Express Lanes	CST	INFRA Discretionary Grants	2023	1.0000	$ 61,400,000	$ -	$ -	$ -	$ 61,400,000
AR-ML-300	1757	SR 400 EXPRESS LANES	FROM NORTH SPRINGS MARTA STATION TO MCFARLAND ROAD	Roadway / Express Lanes	CST	General Federal Aid 2024-2040	LR 2024-2030	1.0000	$ 258,720,000	$ 64,680,000	$ -	$ -	$ 323,400,000
AR-ML-300	1757	SR 400 EXPRESS LANES	FROM NORTH SPRINGS MARTA STATION TO MCFARLAND ROAD	Roadway / Express Lanes	CST	Transportation Funding Act (HB 170)	LR 2024-2030	1.0000	$ -	$ 214,900,000	$ -	$ -	$ 214,900,000
AR-ML-300	1757	SR 400 EXPRESS LANES	FROM NORTH SPRINGS MARTA STATION TO MCFARLAND ROAD	Roadway / Express Lanes	CST	INFRA Discretionary Grants	LR 2024-2030	1.0000	$ 61,400,000	$ -	$ -	$ -	$ 61,400,000
AR-ML-300	1757	SR 400 EXPRESS LANES	FROM NORTH SPRINGS MARTA STATION TO MCFARLAND ROAD	Roadway / Express Lanes	CST	General Federal Aid 2024-2040	LR 2031-2040	1.0000	$ 536,000,000	$ 134,000,000	$ -	$ -	$ 670,000,000
AR-ML-300	1757	SR 400 EXPRESS LANES	FROM NORTH SPRINGS MARTA STATION TO MCFARLAND ROAD	Roadway / Express Lanes	CST	Transportation Funding Act (HB 170)	LR 2031-2040	1.0000	$ -	$ 329,400,000	$ -	$ -	$ 329,400,000
AR-ML-420	13920	I-85 NORTH EXPRESS LANES	FROM I-285 TO OLD PEACHTREE ROAD	Roadway / Express Lanes	PE	General Federal Aid 2024-2040	LR 2024-2030	1.0000	$ 9,885,147	$ 2,471,287	$ -	$ -	$ 12,356,434
AR-ML-420	13920	I-85 NORTH EXPRESS LANES	FROM I-285 TO OLD PEACHTREE ROAD	Roadway / Express Lanes	ROW	General Federal Aid 2024-2040	LR 2031-2040	1.0000	$ 35,226,182	$ 8,806,546	$ -	$ -	$ 44,032,728
AR-ML-420	13920	I-85 NORTH EXPRESS LANES	FROM I-285 TO OLD PEACHTREE ROAD	Roadway / Express Lanes	CST	General Federal Aid 2024-2040	LR 2031-2040	1.4238	$ 173,456,622	$ 43,364,155	$ -	$ -	$ 216,820,777
AR-ML-420	13920	I-85 NORTH EXPRESS LANES	FROM I-285 TO OLD PEACHTREE ROAD	Roadway / Express Lanes	CST	Public Private Partnership	LR 2031-2040	1.4238	$ -	$ -	$ -	$ 177,398,818	$ 177,398,818
AR-ML-510	13913	I-20 EAST EXPRESS LANES	FROM I-285 EAST TO SR 124 (TURNER HILL ROAD)	Roadway / Express Lanes	PE	National Highway Performance Program (NHPP)	2018	1.0000	$ 800,000	$ 200,000	$ -	$ -	$ 1,000,000
AR-ML-510	13913	I-20 EAST EXPRESS LANES	FROM I-285 EAST TO SR 124 (TURNER HILL ROAD)	Roadway / Express Lanes	PE	General Federal Aid 2024-2040	LR 2031-2040	1.4238	$ 41,518,008	$ 10,379,502	$ -	$ -	$ 51,897,510
AR-ML-510	13913	I-20 EAST EXPRESS LANES	FROM I-285 EAST TO SR 124 (TURNER HILL ROAD)	Roadway / Express Lanes	ROW	General Federal Aid 2024-2040	LR 2031-2040	1.4238	$ 37,930,032	$ 9,482,508	$ -	$ -	$ 47,412,540
AR-ML-510	13913	I-20 EAST EXPRESS LANES	FROM I-285 EAST TO SR 124 (TURNER HILL ROAD)	Roadway / Express Lanes	CST	General Federal Aid 2024-2040	LR 2031-2040	1.4238	$ 140,557,536	$ 35,139,384	$ -	$ -	$ 175,696,920
AR-ML-510	13913	I-20 EAST EXPRESS LANES	FROM I-285 EAST TO SR 124 (TURNER HILL ROAD)	Roadway / Express Lanes	CST	Public Private Partnership	LR 2031-2040	1.4238	$ -	$ -	$ -	$ 36,662,850	$ 36,662,850
AR-ML-610	13919	I-75 SOUTH EXPRESS LANES	FROM C.W. GRANT PARKWAY TO SR 138	Roadway / Express Lanes	PE	General Federal Aid 2024-2040	LR 2024-2030	1.2057	$ 12,100,369	$ 3,025,093	$ -	$ -	$ 15,125,462
AR-ML-610	13919	I-75 SOUTH EXPRESS LANES	FROM C.W. GRANT PARKWAY TO SR 138	Roadway / Express Lanes	ROW	General Federal Aid 2024-2040	LR 2024-2030	1.2057	$ 25,203,004	$ 6,300,751	$ -	$ -	$ 31,503,755
AR-ML-610	13919	I-75 SOUTH EXPRESS LANES	FROM C.W. GRANT PARKWAY TO SR 138	Roadway / Express Lanes	CST	General Federal Aid 2024-2040	LR 2031-2040	1.0000	$ 120,630,516	$ 30,157,629	$ -	$ -	$ 150,788,145
AR-ML-610	13919	I-75 SOUTH EXPRESS LANES	FROM C.W. GRANT PARKWAY TO SR 138	Roadway / Express Lanes	CST	Public Private Partnership	LR 2031-2040	1.0000	$ -	$ -	$ -	$ 123,372,118	$ 123,372,118
AR-ML-800	13916	I-20 WEST EXPRESS LANES	FROM I-285 WEST TO SR 92 (FAIRBURN ROAD)	Roadway / Express Lanes	PE	National Highway Performance Program (NHPP)	2018	1.0000	$ 800,000	$ 200,000	$ -	$ -	$ 1,000,000
AR-ML-800	13916	I-20 WEST EXPRESS LANES	FROM I-285 WEST TO SR 92 (FAIRBURN ROAD)	Roadway / Express Lanes	PE	National Highway Performance Program (NHPP)	LR 2024-2030	1.2057	$ 40,135,342	$ 10,033,835	$ -	$ -	$ 50,169,177
AR-ML-800	13916	I-20 WEST EXPRESS LANES	FROM I-285 WEST TO SR 92 (FAIRBURN ROAD)	Roadway / Express Lanes	ROW	National Highway Performance Program (NHPP)	LR 2024-2030	1.2057	$ 9,327,295	$ 2,331,824	$ -	$ -	$ 11,659,119
AR-ML-800	13916	I-20 WEST EXPRESS LANES	FROM I-285 WEST TO SR 92 (FAIRBURN ROAD)	Roadway / Express Lanes	ROW	National Highway Performance Program (NHPP)	LR 2031-2040	1.4238	$ 11,014,517	$ 2,753,629	$ -	$ -	$ 13,768,146
AR-ML-800	13916	I-20 WEST EXPRESS LANES	FROM I-285 WEST TO SR 92 (FAIRBURN ROAD)	Roadway / Express Lanes	CST	National Highway Performance Program (NHPP)	LR 2031-2040	1.4238	$ 813,992,155	$ 203,498,039	$ -	$ -	$ 1,017,490,194
AR-ML-800	13916	I-20 WEST EXPRESS LANES	FROM I-285 WEST TO SR 92 (FAIRBURN ROAD)	Roadway / Express Lanes	ALL	Toll Revenue Bonds	LR 2031-2040	1.4238	$ -	$ -	$ -	$ 234,927,000	$ 234,927,000

Calculation of Project Costs in Year of Expenditure Dollars

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									Year of Expenditure Costs				
ARC Project Number	GDOT Project Number	Description	Limits	Project Type	Phase	Fund Source	Fiscal Year	YOE Multiplier	Federal	State	Local	Bond	Total
AT-228	7174	US 41/SR 3 (NORTHSIDE DRIVE) BRIDGE REPLACEMENT	AT PEACHTREE CREEK	Roadway / Bridge Upgrade	ROW	STATE (41613)	2018	1.0000	$ -	$ 1,162,500	$ -	$ -	$ 1,162,500
AT-228	7174	US 41/SR 3 (NORTHSIDE DRIVE) BRIDGE REPLACEMENT	AT PEACHTREE CREEK	Roadway / Bridge Upgrade	ROW	Transportation Funding Act (HB 170)	2018	1.0000	$ -	$ 87,500	$ -	$ -	$ 87,500
AT-228	7174	US 41/SR 3 (NORTHSIDE DRIVE) BRIDGE REPLACEMENT	AT PEACHTREE CREEK	Roadway / Bridge Upgrade	UTL	Local Jurisdiction/Municipality Funds	2019	1.0000	$ -	$ -	$ 2,643,530	$ -	$ 2,643,530
AT-228	7174	US 41/SR 3 (NORTHSIDE DRIVE) BRIDGE REPLACEMENT	AT PEACHTREE CREEK	Roadway / Bridge Upgrade	CST	41621	2019	1.0000	$ -	$ 12,639,202	$ -	$ -	$ 12,639,202
AT-228	7174	US 41/SR 3 (NORTHSIDE DRIVE) BRIDGE REPLACEMENT	AT PEACHTREE CREEK	Roadway / Bridge Upgrade	CST	Transportation Funding Act (HB 170)	2019	1.0000	$ -	$ 315,182	$ -	$ -	$ 315,182
AT-229	N/A	US 19/SR 9 (PEACHTREE ROAD) BRIDGE REPLACEMENT	AT CSX RAILROAD	Roadway / Bridge Upgrade	ROW	National Highway Performance Program (NHPP)	2020	1.0000	$ 400,000	$ 100,000	$ -	$ -	$ 500,000
AT-229	N/A	US 19/SR 9 (PEACHTREE ROAD) BRIDGE REPLACEMENT	AT CSX RAILROAD	Roadway / Bridge Upgrade	CST	National Highway Performance Program (NHPP)	2020	1.0000	$ 6,751,129	$ 1,687,782	$ -	$ -	$ 8,438,911
AT-240	10322	US 78/278/SR 8 (D.L. HOLLOWELL PARKWAY) PEDESTRIAN FACILITY - PHASE A	FROM WEST LAKE AVENUE/FLORENCE PLACE TO PROCTOR CREEK (WEST OF GARY AVENUE)	Last Mile Connectivity / Joint Bike-Ped Facilities	ROW	Local Jurisdiction/Municipality Funds	2019	1.0000	$ -	$ -	$ 1,373,213	$ -	$ 1,373,213
AT-240	10322	US 78/278/SR 8 (D.L. HOLLOWELL PARKWAY) PEDESTRIAN FACILITY - PHASE A	FROM WEST LAKE AVENUE/FLORENCE PLACE TO PROCTOR CREEK (WEST OF GARY AVENUE)	Last Mile Connectivity / Joint Bike-Ped Facilities	UTL	Local Jurisdiction/Municipality Funds	2021	1.0000	$ -	$ -	$ 998,589	$ -	$ 998,589
AT-240	10322	US 78/278/SR 8 (D.L. HOLLOWELL PARKWAY) PEDESTRIAN FACILITY - PHASE A	FROM WEST LAKE AVENUE/FLORENCE PLACE TO PROCTOR CREEK (WEST OF GARY AVENUE)	Last Mile Connectivity / Joint Bike-Ped Facilities	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2021	1.0000	$ 2,956,055	$ 739,014	$ -	$ -	$ 3,695,069
AT-241	10323	SR 260 (GLENWOOD AVENUE) INTERSECTION REALIGNMENT	AT US 23 (MORELAND AVENUE)	Roadway / Operations & Safety	ROW	Local Jurisdiction/Municipality Funds	2018	1.0000	$ -	$ -	$ 2,130,000	$ -	$ 2,130,000
AT-241	10323	SR 260 (GLENWOOD AVENUE) INTERSECTION REALIGNMENT	AT US 23 (MORELAND AVENUE)	Roadway / Operations & Safety	UTL	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2019	1.0000	$ 531,049	$ -	$ 132,762	$ -	$ 663,811
AT-241	10323	SR 260 (GLENWOOD AVENUE) INTERSECTION REALIGNMENT	AT US 23 (MORELAND AVENUE)	Roadway / Operations & Safety	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2019	1.0000	$ 1,639,462	$ -	$ 409,866	$ -	$ 2,049,328
AT-243	7952	SR 154 (MEMORIAL DRIVE) CORRIDOR IMPROVEMENTS	FROM I-75/85 TO SR 155 (CANDLER ROAD)	Roadway / Operations & Safety	ROW	Federal Earmark Funding	2021	1.0000	$ 139,840	$ -	$ 34,960	$ -	$ 174,800
AT-243	7952	SR 154 (MEMORIAL DRIVE) CORRIDOR IMPROVEMENTS	FROM I-75/85 TO SR 155 (CANDLER ROAD)	Roadway / Operations & Safety	CST	Federal Earmark Funding	2022	1.0000	$ 950,000	$ -	$ 359,219	$ -	$ 1,309,219
AT-244	13918	I-285 INTERCHANGE IMPROVEMENTS	AT I-20 WEST	Roadway / Interchange Capacity	PE	SAFETEA-LU Earmark	2018	1.0000	$ 364,277	$ 91,069	$ -	$ -	$ 455,346
AT-244	13918	I-285 INTERCHANGE IMPROVEMENTS	AT I-20 WEST	Roadway / Interchange Capacity	PE	Federal Earmark Funding	2018	1.0000	$ 1,078,102	$ 269,525	$ -	$ -	$ 1,347,627
AT-244	13918	I-285 INTERCHANGE IMPROVEMENTS	AT I-20 WEST	Roadway / Interchange Capacity	PE	Repurposed Earmark	2018	1.0000	$ 5,443,046	$ 1,360,762	$ -	$ -	$ 6,803,808
AT-244	13918	I-285 INTERCHANGE IMPROVEMENTS	AT I-20 WEST	Roadway / Interchange Capacity	PE	National Highway Performance Program (NHPP)	2018	1.0000	$ 1,442,379	$ 360,595	$ -	$ -	$ 1,802,974
AT-244	13918	I-285 INTERCHANGE IMPROVEMENTS	AT I-20 WEST	Roadway / Interchange Capacity	PE	Highway Infrastructure – 23 USC 133(b)(1)(A) Activities in Areas With a Population Over 200,000	2020	1.0000	$ 1,000,000	$ 250,000	$ -	$ -	$ 1,250,000
AT-244	13918	I-285 INTERCHANGE IMPROVEMENTS	AT I-20 WEST	Roadway / Interchange Capacity	PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2020	1.0000	$ 2,200,000	$ 550,000	$ -	$ -	$ 2,750,000
AT-244	13918	I-285 INTERCHANGE IMPROVEMENTS	AT I-20 WEST	Roadway / Interchange Capacity	PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2021	1.0000	$ 5,040,000	$ 1,260,000	$ -	$ -	$ 6,300,000
AT-244	13918	I-285 INTERCHANGE IMPROVEMENTS	AT I-20 WEST	Roadway / Interchange Capacity	PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2022	1.0000	$ 3,600,000	$ 900,000	$ -	$ -	$ 4,500,000
AT-244	13918	I-285 INTERCHANGE IMPROVEMENTS	AT I-20 WEST	Roadway / Interchange Capacity	CST	National Highway Performance Program (NHPP)	2023	1.0000	$ 46,640,000	$ 11,660,000	$ -	$ -	$ 58,300,000
AT-244	13918	I-285 INTERCHANGE IMPROVEMENTS	AT I-20 WEST	Roadway / Interchange Capacity	CST	General Federal Aid 2024-2040	LR 2024-2030	1.0000	$ 255,920,000	$ 63,980,000	$ -	$ -	$ 319,900,000
AT-244	13918	I-285 INTERCHANGE IMPROVEMENTS	AT I-20 WEST	Roadway / Interchange Capacity	CST	Transportation Funding Act (HB 170)	LR 2024-2030	1.0000	$ -	$ 80,200,000	$ -	$ -	$ 80,200,000
AT-244	13918	I-285 INTERCHANGE IMPROVEMENTS	AT I-20 WEST	Roadway / Interchange Capacity	CST	Transportation Funding Act (HB 170)	LR 2031-2040	1.0000	$ -	$ 73,600,000	$ -	$ -	$ 73,600,000

Calculation of Project Costs in Year of Expenditure Dollars

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									Year of Expenditure Costs				
ARC Project Number	GDOT Project Number	Description	Limits	Project Type	Phase	Fund Source	Fiscal Year	YOE Multiplier	Federal	State	Local	Bond	Total
AT-269	12586	PONCE DE LEON AVENUE / BELTLINE PEDESTRIAN CONNECTION	FROM BOULEVARD/MONROE DRIVE TO FREEDOM PARKWAY	Last Mile Connectivity / Pedestrian Facility	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2019	1.0000	$ 5,274,028	$ -	$ 1,318,507	$ -	$ 6,592,535
AT-270	6684	PEACHTREE CORRIDOR COMPLETE STREET RETROFIT - PHASE 3	FROM SHADOWLAWN AVENUE TO MAPLE DRIVE	Last Mile Connectivity / Complete Street Retrofit	ROW	Georgia Transportation Infrastructure Bank	2018	1.0000	$ -	$ 1,750,000	$ -	$ -	$ 1,750,000
AT-270	6684	PEACHTREE CORRIDOR COMPLETE STREET RETROFIT - PHASE 3	FROM SHADOWLAWN AVENUE TO MAPLE DRIVE	Last Mile Connectivity / Complete Street Retrofit	UTL	Local Jurisdiction/Municipality Funds	2020	1.0000	$ -	$ -	$ 1,526,400	$ -	$ 1,526,400
AT-270	6684	PEACHTREE CORRIDOR COMPLETE STREET RETROFIT - PHASE 3	FROM SHADOWLAWN AVENUE TO MAPLE DRIVE	Last Mile Connectivity / Complete Street Retrofit	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2020	1.0000	$ 1,531,078	$ -	$ 382,769	$ -	$ 1,913,847
AT-277A	14993	CYCLE ATLANTA PHASE 1.0 - IMPLEMENTATION	AT VARIOUS LOCATIONS	Last Mile Connectivity / Pedestrian Facility	CST	Local Jurisdiction/Municipality Funds	2019	1.0000	$ -	$ -	$ 2,950,000	$ -	$ 2,950,000
AT-280	12596	US 23/SR 42 (MORELAND AVENUE) MULTIMODAL INTERSECTION IMPROVEMENTS	AT ARKWRIGHT PLACE	Roadway / Operations & Safety	ROW	Congestion Mitigation & Air Quality Improvement (CMAQ)	2021	1.0000	$ 845,600	$ 211,400	$ -	$ -	$ 1,057,000
AT-280	12596	US 23/SR 42 (MORELAND AVENUE) MULTIMODAL INTERSECTION IMPROVEMENTS	AT ARKWRIGHT PLACE	Roadway / Operations & Safety	UTL	Congestion Mitigation & Air Quality Improvement (CMAQ)	2022	1.0000	$ 78,654	$ 19,664	$ -	$ -	$ 98,318
AT-280	12596	US 23/SR 42 (MORELAND AVENUE) MULTIMODAL INTERSECTION IMPROVEMENTS	AT ARKWRIGHT PLACE	Roadway / Operations & Safety	CST	Congestion Mitigation & Air Quality Improvement (CMAQ)	2022	1.0000	$ 984,323	$ 246,081	$ -	$ -	$ 1,230,404
AT-281	12597	SR 154 (MEMORIAL DRIVE) MULTIMODAL SAFETY IMPROVEMENTS	FROM US 23 (MORELAND AVENUE) TO SR 155 (CANDLER ROAD)	Last Mile Connectivity / Joint Bike-Ped Facilities	ROW	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2020	1.0000	$ 269,600	$ 67,400	$ -	$ -	$ 337,000
AT-281	12597	SR 154 (MEMORIAL DRIVE) MULTIMODAL SAFETY IMPROVEMENTS	FROM US 23 (MORELAND AVENUE) TO SR 155 (CANDLER ROAD)	Last Mile Connectivity / Joint Bike-Ped Facilities	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2021	1.0000	$ 1,764,000	$ 441,000	$ -	$ -	$ 2,205,000
AT-282	12598	ATLANTA TRAFFIC CONTROL CENTER - ITS SYSTEM EXPANSION/CONGESTION REDUCTION AND TRAFFIC FLOW IMPROVEMENTS		Roadway / Operations & Safety	CST	Congestion Mitigation & Air Quality Improvement (CMAQ)	2020	1.0000	$ 402,741	$ -	$ 100,685	$ -	$ 503,426
AT-287	12823	US 19/41 (NORTHSIDE DRIVE) SIGNAL UPGRADES	AT 13 LOCATIONS	Roadway / Operations & Safety	PE	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	2018	1.0000	$ 106,000	$ -	$ -	$ -	$ 106,000
AT-287	12823	US 19/41 (NORTHSIDE DRIVE) SIGNAL UPGRADES	AT 13 LOCATIONS	Roadway / Operations & Safety	ROW	Congestion Mitigation & Air Quality Improvement (CMAQ)	2020	1.0000	$ 466,140	$ -	$ -	$ -	$ 466,140
AT-287	12823	US 19/41 (NORTHSIDE DRIVE) SIGNAL UPGRADES	AT 13 LOCATIONS	Roadway / Operations & Safety	UTL	Congestion Mitigation & Air Quality Improvement (CMAQ)	2022	1.0000	$ 502,700	$ -	$ -	$ -	$ 502,700
AT-287	12823	US 19/41 (NORTHSIDE DRIVE) SIGNAL UPGRADES	AT 13 LOCATIONS	Roadway / Operations & Safety	CST	Congestion Mitigation & Air Quality Improvement (CMAQ)	2022	1.0000	$ 1,758,398	$ -	$ -	$ -	$ 1,758,398
AT-288	12821	US 41 (NORTHSIDE DRIVE) AND US 19 (14TH STREET) SIGNAL UPGRADES	AT 11 LOCATIONS	Roadway / Operations & Safety	PE	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	2018	1.0000	$ 113,000	$ -	$ -	$ -	$ 113,000
AT-288	12821	US 41 (NORTHSIDE DRIVE) AND US 19 (14TH STREET) SIGNAL UPGRADES	AT 11 LOCATIONS	Roadway / Operations & Safety	ROW	Congestion Mitigation & Air Quality Improvement (CMAQ)	2020	1.0000	$ 980,220	$ -	$ -	$ -	$ 980,220
AT-288	12821	US 41 (NORTHSIDE DRIVE) AND US 19 (14TH STREET) SIGNAL UPGRADES	AT 11 LOCATIONS	Roadway / Operations & Safety	UTL	Congestion Mitigation & Air Quality Improvement (CMAQ)	2022	1.0000	$ 275,000	$ -	$ -	$ -	$ 275,000
AT-288	12821	US 41 (NORTHSIDE DRIVE) AND US 19 (14TH STREET) SIGNAL UPGRADES	AT 11 LOCATIONS	Roadway / Operations & Safety	CST	Congestion Mitigation & Air Quality Improvement (CMAQ)	2022	1.0000	$ 1,564,870	$ -	$ -	$ -	$ 1,564,870
AT-289	12825	SR 237 (PIEDMONT ROAD) SIGNAL UPGRADES	AT 10 LOCATIONS	Roadway / Operations & Safety	UTL	Congestion Mitigation & Air Quality Improvement (CMAQ)	2019	1.0000	$ 96,477	$ 24,119	$ -	$ -	$ 120,596
AT-289	12825	SR 237 (PIEDMONT ROAD) SIGNAL UPGRADES	AT 10 LOCATIONS	Roadway / Operations & Safety	CST	Congestion Mitigation & Air Quality Improvement (CMAQ)	2019	1.0000	$ 2,861,980	$ 715,495	$ -	$ -	$ 3,577,475
AT-293	12827	US 23 (MORELAND AVENUE) AND SR 154 (MEMORIAL DRIVE) SIGNAL UPGRADES	AT 14 LOCATIONS	Roadway / Operations & Safety	PE	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	2018	1.0000	$ 45,000	$ -	$ -	$ -	$ 45,000
AT-293	12827	US 23 (MORELAND AVENUE) AND SR 154 (MEMORIAL DRIVE) SIGNAL UPGRADES	AT 14 LOCATIONS	Roadway / Operations & Safety	ROW	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	2020	1.0000	$ 1,027,140	$ -	$ -	$ -	$ 1,027,140

Calculation of Project Costs in Year of Expenditure Dollars

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									Year of Expenditure Costs				
ARC Project Number	GDOT Project Number	Description	Limits	Project Type	Phase	Fund Source	Fiscal Year	YOE Multiplier	Federal	State	Local	Bond	Total
AT-293	12827	US 23 (MORELAND AVENUE) AND SR 154 (MEMORIAL DRIVE) SIGNAL UPGRADES	AT 14 LOCATIONS	Roadway / Operations & Safety	CST	General Federal Aid 2024-2040	LR 2024-2030	1.2057	$ 2,194,374	$ -	$ -	$ -	$ 2,194,374
AT-295	13810	US 29/SR 14 (LEE STREET) BRIDGE UPGRADE	AT ABANDONED CSX RAIL LINE BETWEEN WHITE STREET AND DONNELLY AVENUE	Roadway / Bridge Upgrade	ROW	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	2020	1.0000	$ 400,000	$ 100,000	$ -	$ -	$ 500,000
AT-295	13810	US 29/SR 14 (LEE STREET) BRIDGE UPGRADE	AT ABANDONED CSX RAIL LINE BETWEEN WHITE STREET AND DONNELLY AVENUE	Roadway / Bridge Upgrade	CST	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	2021	1.0000	$ 3,200,000	$ 800,000	$ -	$ -	$ 4,000,000
AT-299	14997	LEE STREET TRAIL	FROM WEST END MARTA STATION TO LAKEWOOD/FORT MCPHERSON MARTA STATION	Last Mile Connectivity / Sidepaths and Trails	ROW	Local Jurisdiction/Municipality Funds	2018	1.0000	$ -	$ -	$ 50,000	$ -	$ 50,000
AT-299	14997	LEE STREET TRAIL	FROM WEST END MARTA STATION TO LAKEWOOD/FORT MCPHERSON MARTA STATION	Last Mile Connectivity / Sidepaths and Trails	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2018	1.0000	$ 6,253,040	$ -	$ 1,563,260	$ -	$ 7,816,300
AT-303	15000	SR 237 (PIEDMONT ROAD) WIDENING - PHASE 1	FROM LENOX ROAD TO PEACHTREE ROAD	Roadway / General Purpose Capacity	ROW	Local Jurisdiction/Municipality Funds	2020	1.0000	$ -	$ -	$ 17,155,000	$ -	$ 17,155,000
AT-303	15000	SR 237 (PIEDMONT ROAD) WIDENING - PHASE 1	FROM LENOX ROAD TO PEACHTREE ROAD	Roadway / General Purpose Capacity	UTL	Local Jurisdiction/Municipality Funds	2021	1.0000	$ -	$ -	$ 4,500,000	$ -	$ 4,500,000
AT-303	15000	SR 237 (PIEDMONT ROAD) WIDENING - PHASE 1	FROM LENOX ROAD TO PEACHTREE ROAD	Roadway / General Purpose Capacity	CST	Georgia Transportation Infrastructure Bank	2021	1.0000	$ -	$ 1,600,000	$ -	$ -	$ 1,600,000
AT-303	15000	SR 237 (PIEDMONT ROAD) WIDENING - PHASE 1	FROM LENOX ROAD TO PEACHTREE ROAD	Roadway / General Purpose Capacity	CST	Transportation Funding Act (HB 170)	2021	1.0000	$ -	$ 1,534,690	$ -	$ -	$ 1,534,690
AT-303	15000	SR 237 (PIEDMONT ROAD) WIDENING - PHASE 1	FROM LENOX ROAD TO PEACHTREE ROAD	Roadway / General Purpose Capacity	CST	Local Jurisdiction/Municipality Funds	2021	1.0000	$ -	$ -	$ 3,000,000	$ -	$ 3,000,000
AT-306	15019	15TH STREET EXTENSION	FROM WEST PEACHTREE STREET TO WILLIAMS STREET	Roadway / General Purpose Capacity	ROW	Local Jurisdiction/Municipality Funds	2020	1.0000	$ -	$ -	$ 15,000	$ -	$ 15,000
AT-306	15019	15TH STREET EXTENSION	FROM WEST PEACHTREE STREET TO WILLIAMS STREET	Roadway / General Purpose Capacity	UTL	Local Jurisdiction/Municipality Funds	2021	1.0000	$ -	$ -	$ 75,000	$ -	$ 75,000
AT-306	15019	15TH STREET EXTENSION	FROM WEST PEACHTREE STREET TO WILLIAMS STREET	Roadway / General Purpose Capacity	CST	Local Jurisdiction/Municipality Funds	2021	1.0000	$ -	$ -	$ 2,867,371	$ -	$ 2,867,371
AT-306	15019	15TH STREET EXTENSION	FROM WEST PEACHTREE STREET TO WILLIAMS STREET	Roadway / General Purpose Capacity	CST	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	2021	1.0000	$ 800,000	$ 200,000	$ -	$ -	$ 1,000,000
AT-307A	15997	PATH 400 TRAIL	FROM WIEUCA ROAD TO LORIDANS DRIVE	Last Mile Connectivity / Sidepaths and Trails	PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2019	1.0000	$ 632,000	$ -	$ 158,000	$ -	$ 790,000
AT-307A	15997	PATH 400 TRAIL	FROM WIEUCA ROAD TO LORIDANS DRIVE	Last Mile Connectivity / Sidepaths and Trails	ROW	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2021	1.0000	$ 80,000	$ -	$ 20,000	$ -	$ 100,000
AT-307A	15997	PATH 400 TRAIL	FROM WIEUCA ROAD TO LORIDANS DRIVE	Last Mile Connectivity / Sidepaths and Trails	UTL	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2022	1.0000	$ 240,000	$ -	$ 60,000	$ -	$ 300,000
AT-307A	15997	PATH 400 TRAIL	FROM WIEUCA ROAD TO LORIDANS DRIVE	Last Mile Connectivity / Sidepaths and Trails	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2022	1.0000	$ 6,468,000	$ -	$ 4,032,000	$ -	$ 10,500,000
AT-307B	N/A	PATH 400 TRAIL	FROM LORIDANS DRIVE TO SANDY SPRINGS LIMIT	Last Mile Connectivity / Sidepaths and Trails	CST	Local Jurisdiction/Municipality Funds	2023	1.0000	$ -	$ -	$ 100,000	$ -	$ 100,000
AT-308	15549	SR 139 (MARTIN LUTHER KING JR DRIVE) CORRIDOR IMPROVEMENT INITIATIVE	FROM ATLANTA CITY LIMITS TO NORTHSIDE DRIVE	Roadway / Operations & Safety	PE	Local Jurisdiction/Municipality Funds	2019	1.0000	$ -	$ -	$ 1,904,570	$ -	$ 1,904,570
AT-308	15549	SR 139 (MARTIN LUTHER KING JR DRIVE) CORRIDOR IMPROVEMENT INITIATIVE	FROM ATLANTA CITY LIMITS TO NORTHSIDE DRIVE	Roadway / Operations & Safety	ROW	Local Jurisdiction/Municipality Funds	2019	1.0000	$ -	$ -	$ 611,395	$ -	$ 611,395
AT-308	15549	SR 139 (MARTIN LUTHER KING JR DRIVE) CORRIDOR IMPROVEMENT INITIATIVE	FROM ATLANTA CITY LIMITS TO NORTHSIDE DRIVE	Roadway / Operations & Safety	CST	TIGER Discretionary Grants	2019	1.0000	$ 10,000,000	$ -	$ 10,424,535	$ -	$ 20,424,535
AT-309	15294	MARTIN LUTHER KING JR DRIVE BRIDGE REPLACEMENT	FROM FORSYTH STREET TO TED TURNER DRIVE	Roadway / Operations & Safety	ROW	Local Jurisdiction/Municipality Funds	2019	1.0000	$ -	$ -	$ 1,999,200	$ -	$ 1,999,200
AT-309	15294	MARTIN LUTHER KING JR DRIVE BRIDGE REPLACEMENT	FROM FORSYTH STREET TO TED TURNER DRIVE	Roadway / Operations & Safety	UTL	Transportation Funding Act (HB 170)	2022	1.0000	$ -	$ 4,000,000	$ -	$ -	$ 4,000,000

Calculation of Project Costs in Year of Expenditure Dollars

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									Year of Expenditure Costs				
ARC Project Number	GDOT Project Number	Description	Limits	Project Type	Phase	Fund Source	Fiscal Year	YOE Multiplier	Federal	State	Local	Bond	Total
AT-309	15294	MARTIN LUTHER KING JR DRIVE BRIDGE REPLACEMENT	FROM FORSYTH STREET TO TED TURNER DRIVE	Roadway / Operations & Safety	UTL	Local Jurisdiction/Municipality Funds	2022	1.0000	$ -	$ -	$ 3,998,400	$ -	$ 3,998,400
AT-309	15294	MARTIN LUTHER KING JR DRIVE BRIDGE REPLACEMENT	FROM FORSYTH STREET TO TED TURNER DRIVE	Roadway / Operations & Safety	CST	Transportation Funding Act (HB 170)	2022	1.0000	$ -	$ 13,250,000	$ -	$ -	$ 13,250,000
AT-309	15294	MARTIN LUTHER KING JR DRIVE BRIDGE REPLACEMENT	FROM FORSYTH STREET TO TED TURNER DRIVE	Roadway / Operations & Safety	CST	Local Jurisdiction/Municipality Funds	2022	1.0000	$ -	$ -	$ 30,734,000	$ -	$ 30,734,000
AT-310	15295	CENTRAL AVENUE BRIDGE REPLACEMENT	FROM DECATUR STREET TO MARTIN LUTHER KING JR DRIVE	Roadway / Operations & Safety	ROW	Local Jurisdiction/Municipality Funds	2020	1.0000	$ -	$ -	$ 8,620,000	$ -	$ 8,620,000
AT-310	15295	CENTRAL AVENUE BRIDGE REPLACEMENT	FROM DECATUR STREET TO MARTIN LUTHER KING JR DRIVE	Roadway / Operations & Safety	UTL	Transportation Funding Act (HB 170)	2022	1.0000	$ -	$ 2,625,000	$ -	$ -	$ 2,625,000
AT-310	15295	CENTRAL AVENUE BRIDGE REPLACEMENT	FROM DECATUR STREET TO MARTIN LUTHER KING JR DRIVE	Roadway / Operations & Safety	CST	Transportation Funding Act (HB 170)	2022	1.0000	$ -	$ 12,032,400	$ -	$ -	$ 12,032,400
AT-310	15295	CENTRAL AVENUE BRIDGE REPLACEMENT	FROM DECATUR STREET TO MARTIN LUTHER KING JR DRIVE	Roadway / Operations & Safety	CST	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	2022	1.0000	$ 9,250,000	$ -	$ 2,832,819	$ -	$ 12,082,819
AT-312	15298	WEST LAKE AVENUE BRIDGE REPLACEMENT	AT CSX RAILROAD	Roadway / Operations & Safety	PE	Local Jurisdiction/Municipality Funds	2018	1.0000	$ -	$ -	$ 340,000	$ -	$ 340,000
AT-312	15298	WEST LAKE AVENUE BRIDGE REPLACEMENT	AT CSX RAILROAD	Roadway / Operations & Safety	ROW	Local Jurisdiction/Municipality Funds	2021	1.0000	$ -	$ -	$ 425,000	$ -	$ 425,000
AT-312	15298	WEST LAKE AVENUE BRIDGE REPLACEMENT	AT CSX RAILROAD	Roadway / Operations & Safety	UTL	Local Jurisdiction/Municipality Funds	2022	1.0000	$ -	$ -	$ 340,000	$ -	$ 340,000
AT-312	15298	WEST LAKE AVENUE BRIDGE REPLACEMENT	AT CSX RAILROAD	Roadway / Operations & Safety	CST	Local Jurisdiction/Municipality Funds	2022	1.0000	$ -	$ -	$ 850,000	$ -	$ 850,000
AT-312	15298	WEST LAKE AVENUE BRIDGE REPLACEMENT	AT CSX RAILROAD	Roadway / Operations & Safety	CST	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	2022	1.0000	$ 1,700,000	$ 425,000	$ -	$ -	$ 2,125,000
AT-313	15546	SR 14 (PETERS STREET) BRIDGE REPLACEMENT	AT NORFOLK SOUTHERN RAIL LINE	Roadway / Bridge Upgrade	SCP	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	2019	1.0000	$ 240,000	$ 60,000	$ -	$ -	$ 300,000
AT-313	15546	SR 14 (PETERS STREET) BRIDGE REPLACEMENT	AT NORFOLK SOUTHERN RAIL LINE	Roadway / Bridge Upgrade	PE	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	2020	1.0000	$ 480,000	$ 120,000	$ -	$ -	$ 600,000
AT-313	15546	SR 14 (PETERS STREET) BRIDGE REPLACEMENT	AT NORFOLK SOUTHERN RAIL LINE	Roadway / Bridge Upgrade	ROW	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	2022	1.0000	$ 200,000	$ 50,000	$ -	$ -	$ 250,000
AT-313	15546	SR 14 (PETERS STREET) BRIDGE REPLACEMENT	AT NORFOLK SOUTHERN RAIL LINE	Roadway / Bridge Upgrade	UTL	General Federal Aid 2024-2040	LR 2024-2030	1.2057	$ 48,228	$ 12,057	$ -	$ -	$ 60,285
AT-313	15546	SR 14 (PETERS STREET) BRIDGE REPLACEMENT	AT NORFOLK SOUTHERN RAIL LINE	Roadway / Bridge Upgrade	CST	General Federal Aid 2024-2040	LR 2024-2030	1.2057	$ 7,716,480	$ 1,929,120	$ -	$ -	$ 9,645,600
AT-314	15606	SPRING STREET BRIDGE REPLACEMENT	AT CSX RAILROAD	Roadway / Bridge Upgrade	CST	Transportation Funding Act (HB 170)	2018	1.0000	$ -	$ 3,734,170	$ -	$ -	$ 3,734,170
AT-314	15606	SPRING STREET BRIDGE REPLACEMENT	AT CSX RAILROAD	Roadway / Bridge Upgrade	CST	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	2018	1.0000	$ 6,235,775	$ 1,558,944	$ -	$ -	$ 7,794,719
AT-315	15998	NORTHSIDE DRIVE PEDESTRIAN SAFETY IMPROVEMENTS	FROM RHODES STREET TO MARTIN LUTHER KING JR. DRIVE	Last Mile Connectivity / Pedestrian Facility	PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2019	1.0000	$ 240,000	$ -	$ 60,000	$ -	$ 300,000
AT-315	15998	NORTHSIDE DRIVE PEDESTRIAN SAFETY IMPROVEMENTS	FROM RHODES STREET TO MARTIN LUTHER KING JR. DRIVE	Last Mile Connectivity / Pedestrian Facility	ROW	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2021	1.0000	$ 1,520,000	$ -	$ 380,000	$ -	$ 1,900,000
AT-315	15998	NORTHSIDE DRIVE PEDESTRIAN SAFETY IMPROVEMENTS	FROM RHODES STREET TO MARTIN LUTHER KING JR. DRIVE	Last Mile Connectivity / Pedestrian Facility	UTL	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2022	1.0000	$ 360,000	$ -	$ 90,000	$ -	$ 450,000
AT-315	15998	NORTHSIDE DRIVE PEDESTRIAN SAFETY IMPROVEMENTS	FROM RHODES STREET TO MARTIN LUTHER KING JR. DRIVE	Last Mile Connectivity / Pedestrian Facility	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2022	1.0000	$ 1,919,520	$ -	$ 479,880	$ -	$ 2,399,400
AT-316	15999	LENOX ROAD CORRIDOR TRAIL AND SAFETY IMPROVEMENTS	FROM FROM EAST PACES FERRY ROAD TO SR 141 (PEACHTREE ROAD)	Last Mile Connectivity / Pedestrian Facility	PE	Local Jurisdiction/Municipality Funds	2019	1.0000	$ -	$ -	$ 300,000	$ -	$ 300,000

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									Year of Expenditure Costs				
ARC Project Number	GDOT Project Number	Description	Limits	Project Type	Phase	Fund Source	Fiscal Year	YOE Multiplier	Federal	State	Local	Bond	Total
AT-316	15999	LENOX ROAD CORRIDOR TRAIL AND SAFETY IMPROVEMENTS	FROM FROM EAST PACES FERRY ROAD TO SR 141 (PEACHTREE ROAD)	Last Mile Connectivity / Pedestrian Facility	ROW	Local Jurisdiction/Municipality Funds	2020	1.0000	$ -	$ -	$ 1,000,000	$ -	$ 1,000,000
AT-316	15999	LENOX ROAD CORRIDOR TRAIL AND SAFETY IMPROVEMENTS	FROM FROM EAST PACES FERRY ROAD TO SR 141 (PEACHTREE ROAD)	Last Mile Connectivity / Pedestrian Facility	UTL	Local Jurisdiction/Municipality Funds	2021	1.0000	$ -	$ -	$ 250,000	$ -	$ 250,000
AT-316	15999	LENOX ROAD CORRIDOR TRAIL AND SAFETY IMPROVEMENTS	FROM FROM EAST PACES FERRY ROAD TO SR 141 (PEACHTREE ROAD)	Last Mile Connectivity / Pedestrian Facility	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2021	1.0000	$ 2,400,000	$ -	$ 600,000	$ -	$ 3,000,000
AT-372	15890	10TH STREET BRIDGE MULTI-MODAL CONNECTION PROJECT	FROM TECHWOOD DRIVE TO WILLIAMS STREET	Last Mile Connectivity / Bicycle Facility	PE	Local Jurisdiction/Municipality Funds	2020	1.0000	$ -	$ -	$ 581,100	$ -	$ 581,100
AT-372	15890	10TH STREET BRIDGE MULTI-MODAL CONNECTION PROJECT	FROM TECHWOOD DRIVE TO WILLIAMS STREET	Last Mile Connectivity / Bicycle Facility	ROW	Local Jurisdiction/Municipality Funds	2021	1.0000	$ -	$ -	$ 25,000	$ -	$ 25,000
AT-372	15890	10TH STREET BRIDGE MULTI-MODAL CONNECTION PROJECT	FROM TECHWOOD DRIVE TO WILLIAMS STREET	Last Mile Connectivity / Bicycle Facility	UTL	Local Jurisdiction/Municipality Funds	2022	1.0000	$ -	$ -	$ 125,000	$ -	$ 125,000
AT-372	15890	10TH STREET BRIDGE MULTI-MODAL CONNECTION PROJECT	FROM TECHWOOD DRIVE TO WILLIAMS STREET	Last Mile Connectivity / Bicycle Facility	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2022	1.0000	$ 2,640,600	$ -	$ 1,976,400	$ -	$ 4,617,000
BA-005C	10555	WINDER WEST BYPASS: PHASE 3 - NEW INTERCHANGE	AT SR 316	Roadway / Interchange Capacity	PE	Transportation Funding Act (HB 170)	2020	1.0000	$ -	$ 180,000	$ -	$ -	$ 180,000
BA-005C	10555	WINDER WEST BYPASS: PHASE 3 - NEW INTERCHANGE	AT SR 316	Roadway / Interchange Capacity	ROW	Transportation Funding Act (HB 170)	2020	1.0000	$ -	$ 3,783,000	$ -	$ -	$ 3,783,000
BA-005C	10555	WINDER WEST BYPASS: PHASE 3 - NEW INTERCHANGE	AT SR 316	Roadway / Interchange Capacity	UTL	Transportation Funding Act (HB 170)	2022	1.0000	$ -	$ 520,700	$ -	$ -	$ 520,700
BA-005C	10555	WINDER WEST BYPASS: PHASE 3 - NEW INTERCHANGE	AT SR 316	Roadway / Interchange Capacity	CST	Transportation Funding Act (HB 170)	2022	1.0000	$ -	$ 19,079,487	$ -	$ -	$ 19,079,487
BA-005D	TBD	WINDER WEST BYPASS: PHASE 4 - NEW ALIGNMENT	FROM SR 211 NEAR CEDAR CREEK TO SR 53 NEAR ROCKWELL CHURCH ROAD	Roadway / General Purpose Capacity	ALL	General Federal Aid 2024-2040	LR 2031-2040	1.4238	$ 28,476,000	$ 7,119,000	$ -	$ -	$ 35,595,000
BA-008	13545	I-85 NORTH WIDENING (FUNDING FOR ATLANTA MPO PORTION)	FROM SR 211 IN BARROW COUNTY TO NORTH OF SR 11/US 129	Roadway / General Purpose Capacity	CST	General Federal Aid 2024-2040	LR 2024-2030	1.0000	$ 24,208,800	$ 6,052,200	$ -	$ -	$ 30,261,000
BA-010	10352	SR 316 - NEW INTERCHANGE	AT SR 211 (BETHLEHEM ROAD)	Roadway / Interchange Capacity	PE	Transportation Funding Act (HB 170)	2023	1.0000	$ -	$ 2,800,000	$ -	$ -	$ 2,800,000
BA-010	10352	SR 316 - NEW INTERCHANGE	AT SR 211 (BETHLEHEM ROAD)	Roadway / Interchange Capacity	ROW	General Federal Aid 2024-2040	LR 2024-2030	1.2057	$ 6,238,807	$ 1,559,702	$ -	$ -	$ 7,798,509
BA-010	10352	SR 316 - NEW INTERCHANGE	AT SR 211 (BETHLEHEM ROAD)	Roadway / Interchange Capacity	UTL	General Federal Aid 2024-2040	LR 2024-2030	1.2057	$ 64,909	$ 16,228	$ -	$ -	$ 81,136
BA-010	10352	SR 316 - NEW INTERCHANGE	AT SR 211 (BETHLEHEM ROAD)	Roadway / Interchange Capacity	CST	General Federal Aid 2024-2040	LR 2024-2030	1.2057	$ 16,746,403	$ 4,186,600	$ -	$ -	$ 20,933,003
BA-027	8430	SR 316 - NEW INTERCHANGE	AT SR 11	Roadway / Interchange Capacity	PE	National Highway Performance Program (NHPP)	2019	1.0000	$ 160,000	$ 40,000	$ -	$ -	$ 200,000
BA-027	8430	SR 316 - NEW INTERCHANGE	AT SR 11	Roadway / Interchange Capacity	ROW	Repurposed Earmark	2019	1.0000	$ 1,898,920	$ 474,730	$ -	$ -	$ 2,373,650
BA-027	8430	SR 316 - NEW INTERCHANGE	AT SR 11	Roadway / Interchange Capacity	ROW	National Highway Performance Program (NHPP)	2019	1.0000	$ 1,705,080	$ 426,270	$ -	$ -	$ 2,131,350
BA-027	8430	SR 316 - NEW INTERCHANGE	AT SR 11	Roadway / Interchange Capacity	UTL	Transportation Funding Act (HB 170)	2020	1.0000	$ -	$ 510,300	$ -	$ -	$ 510,300
BA-027	8430	SR 316 - NEW INTERCHANGE	AT SR 11	Roadway / Interchange Capacity	CST	Better Utilizing Investments to Leverage Development (BUILD) Transportation Grant	2020	1.0000	$ 12,400,000	$ -	$ -	$ -	$ 12,400,000
BA-027	8430	SR 316 - NEW INTERCHANGE	AT SR 11	Roadway / Interchange Capacity	CST	Transportation Funding Act (HB 170)	2020	1.0000	$ -	$ 724,648	$ -	$ -	$ 724,648
BA-028	8431	SR 316 - NEW INTERCHANGE	AT SR 53	Roadway / Interchange Capacity	ROW	Transportation Funding Act (HB 170)	2018	1.0000	$ -	$ 2,740,000	$ -	$ -	$ 2,740,000
BA-028	8431	SR 316 - NEW INTERCHANGE	AT SR 53	Roadway / Interchange Capacity	UTL	Transportation Funding Act (HB 170)	2020	1.0000	$ -	$ 253,380	$ -	$ -	$ 253,380
BA-028	8431	SR 316 - NEW INTERCHANGE	AT SR 53	Roadway / Interchange Capacity	CST	Transportation Funding Act (HB 170)	2020	1.0000	$ -	$ 25,137,772	$ -	$ -	$ 25,137,772
BA-032	13819	SR 82 BRIDGE UPGRADE	AT MIDDLE OCONEE RIVER FIVE MILES NORTHEAST OF STATHAM	Roadway / Bridge Upgrade	ROW	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	2020	1.0000	$ 135,864	$ 33,966	$ -	$ -	$ 169,830
BA-032	13819	SR 82 BRIDGE UPGRADE	AT MIDDLE OCONEE RIVER FIVE MILES NORTHEAST OF STATHAM	Roadway / Bridge Upgrade	UTL	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	2021	1.0000	$ 18,677	$ 4,669	$ -	$ -	$ 23,346
BA-032	13819	SR 82 BRIDGE UPGRADE	AT MIDDLE OCONEE RIVER FIVE MILES NORTHEAST OF STATHAM	Roadway / Bridge Upgrade	CST	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	2021	1.0000	$ 1,432,342	$ 358,085	$ -	$ -	$ 1,790,427

Calculation of Project Costs in Year of Expenditure Dollars

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									Year of Expenditure Costs				
ARC Project Number	GDOT Project Number	Description	Limits	Project Type	Phase	Fund Source	Fiscal Year	YOE Multiplier	Federal	State	Local	Bond	Total
BA-033A	13988	SR 211 (OLD WINDER HIGHWAY) WIDENING - PHASE 1	FROM SR 124 IN BARROW COUNTY TO PINOT NOIR DRIVE	Roadway / General Purpose Capacity	PE	Transportation Funding Act (HB 170)	2018	1.0000	$ -	$ 379,129	$ -	$ -	$ 379,129
BA-033A	13988	SR 211 (OLD WINDER HIGHWAY) WIDENING - PHASE 1	FROM SR 124 IN BARROW COUNTY TO PINOT NOIR DRIVE	Roadway / General Purpose Capacity	ROW	Transportation Funding Act (HB 170)	2022	1.0000	$ -	$ 1,700,000	$ -	$ -	$ 1,700,000
BA-033A	13988	SR 211 (OLD WINDER HIGHWAY) WIDENING - PHASE 1	FROM SR 124 IN BARROW COUNTY TO PINOT NOIR DRIVE	Roadway / General Purpose Capacity	UTL	Transportation Funding Act (HB 170)	LR 2024-2030	1.2057	$ -	$ 1,356,413	$ -	$ -	$ 1,356,413
BA-033A	13988	SR 211 (OLD WINDER HIGHWAY) WIDENING - PHASE 1	FROM SR 124 IN BARROW COUNTY TO PINOT NOIR DRIVE	Roadway / General Purpose Capacity	CST	Transportation Funding Act (HB 170)	LR 2024-2030	1.2057	$ -	$ 11,032,155	$ -	$ -	$ 11,032,155
BA-033B	16089	SR 211 (OLD WINDER HIGHWAY) WIDENING - PHASE 2	FROM PINOT NOIR DRIVE TO SR 347	Roadway / General Purpose Capacity	PE	Transportation Funding Act (HB 170)	2018	1.0000	$ -	$ 200,000	$ -	$ -	$ 200,000
BA-033B	16089	SR 211 (OLD WINDER HIGHWAY) WIDENING - PHASE 2	FROM PINOT NOIR DRIVE TO SR 347	Roadway / General Purpose Capacity	ROW	Transportation Funding Act (HB 170)	LR 2024-2030	1.2057	$ -	$ 11,213,010	$ -	$ -	$ 11,213,010
BA-033B	16089	SR 211 (OLD WINDER HIGHWAY) WIDENING - PHASE 2	FROM PINOT NOIR DRIVE TO SR 347	Roadway / General Purpose Capacity	UTL	Transportation Funding Act (HB 170)	LR 2024-2030	1.2057	$ -	$ 3,918,525	$ -	$ -	$ 3,918,525
BA-033B	16089	SR 211 (OLD WINDER HIGHWAY) WIDENING - PHASE 2	FROM PINOT NOIR DRIVE TO SR 347	Roadway / General Purpose Capacity	CST	Transportation Funding Act (HB 170)	LR 2024-2030	1.2057	$ -	$ 22,546,590	$ -	$ -	$ 22,546,590
BA-038	15609	PATRICK MILL ROAD BRIDGE REPLACEMENT	AT APALACHEE RIVER	Roadway / Bridge Upgrade	ROW	STATE (40301)	2018	1.0000	$ -	$ -	$ -	$ 104,500	$ 104,500
BA-038	15609	PATRICK MILL ROAD BRIDGE REPLACEMENT	AT APALACHEE RIVER	Roadway / Bridge Upgrade	PE	Surface Transportation Block Grant (STBG) Program Off-System Bridge	2019	1.0000	$ 400,000	$ 100,000	$ -	$ -	$ 500,000
BA-038	15609	PATRICK MILL ROAD BRIDGE REPLACEMENT	AT APALACHEE RIVER	Roadway / Bridge Upgrade	ROW	Surface Transportation Block Grant (STBG) Program Off-System Bridge	2021	1.0000	$ 83,600	$ 20,900	$ -	$ -	$ 104,500
BA-038	15609	PATRICK MILL ROAD BRIDGE REPLACEMENT	AT APALACHEE RIVER	Roadway / Bridge Upgrade	UTL	Surface Transportation Block Grant (STBG) Program Off-System Bridge	2023	1.0000	$ 8,000	$ 2,000	$ -	$ -	$ 10,000
BA-038	15609	PATRICK MILL ROAD BRIDGE REPLACEMENT	AT APALACHEE RIVER	Roadway / Bridge Upgrade	CST	Surface Transportation Block Grant (STBG) Program Off-System Bridge	2023	1.0000	$ 1,040,000	$ 260,000	$ -	$ -	$ 1,300,000
BA-039	15610	OLD THOMPSON MILL ROAD BRIDGE REPLACEMENT	AT LITTLE MULBERRY RIVER NORTH OF WINDER	Roadway / Bridge Upgrade	ROW	STATE (40301)	2018	1.0000	$ -	$ -	$ -	$ 128,500	$ 128,500
BA-039	15610	OLD THOMPSON MILL ROAD BRIDGE REPLACEMENT	AT LITTLE MULBERRY RIVER NORTH OF WINDER	Roadway / Bridge Upgrade	PE	Surface Transportation Block Grant (STBG) Program Off-System Bridge	2019	1.0000	$ 400,000	$ 100,000	$ -	$ -	$ 500,000
BA-039	15610	OLD THOMPSON MILL ROAD BRIDGE REPLACEMENT	AT LITTLE MULBERRY RIVER NORTH OF WINDER	Roadway / Bridge Upgrade	ROW	Surface Transportation Block Grant (STBG) Program Off-System Bridge	2021	1.0000	$ 102,800	$ 25,700	$ -	$ -	$ 128,500
BA-039	15610	OLD THOMPSON MILL ROAD BRIDGE REPLACEMENT	AT LITTLE MULBERRY RIVER NORTH OF WINDER	Roadway / Bridge Upgrade	CST	Surface Transportation Block Grant (STBG) Program Off-System Bridge	2023	1.0000	$ 880,000	$ 220,000	$ -	$ -	$ 1,100,000
BA-040	15323	EXCHANGE BOULEVARD EXTENSION	FROM HARRY MCCARTY ROAD TO SR 11	Roadway / General Purpose Capacity	PE	Transportation Funding Act (HB 170)	2018	1.0000	$ -	$ 600,000	$ -	$ -	$ 600,000
BA-040	15323	EXCHANGE BOULEVARD EXTENSION	FROM HARRY MCCARTY ROAD TO SR 11	Roadway / General Purpose Capacity	ROW	Transportation Funding Act (HB 170)	LR 2024-2030	1.2057	$ -	$ 12,663,467	$ -	$ -	$ 12,663,467
BA-040	15323	EXCHANGE BOULEVARD EXTENSION	FROM HARRY MCCARTY ROAD TO SR 11	Roadway / General Purpose Capacity	ALL	Transportation Funding Act (HB 170)	LR 2024-2030	1.2057	$ -	$ 10,000,580	$ -	$ -	$ 10,000,580
BT-193	12599	GLADE ROAD SAFETY IMPROVEMENTS	FROM WILDFLOWER TRAIL TO CAMP DRIVE	Roadway / Operations & Safety	UTL	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2018	1.0000	$ 100,000	$ -	$ 25,000	$ -	$ 125,000
BT-193	12599	GLADE ROAD SAFETY IMPROVEMENTS	FROM WILDFLOWER TRAIL TO CAMP DRIVE	Roadway / Operations & Safety	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2018	1.0000	$ 1,440,000	$ -	$ 692,646	$ -	$ 2,132,646
CA-007	662540-	SR 61 CONNECTOR	FROM SR 61 TO SOUTH OF SHORELINE PARKWAY	Roadway / General Purpose Capacity	ROW	General Federal Aid 2024-2040	LR 2031-2040	1.4238	$ 10,974,968	$ 2,743,742	$ -	$ -	$ 13,718,710
CA-007	662540-	SR 61 CONNECTOR	FROM SR 61 TO SOUTH OF SHORELINE PARKWAY	Roadway / General Purpose Capacity	CST	General Federal Aid 2024-2040	LR 2031-2040	1.4238	$ 8,101,495	$ 2,025,374	$ -	$ -	$ 10,126,869
CA-011	631490-	VILLA RICA BYPASS	FROM PROPOSED SR 61 BYPASS TO SR 101	Roadway / General Purpose Capacity	PE	Transportation Funding Act (HB 170)	2019	1.0000	$ -	$ 50,000	$ -	$ -	$ 50,000
CA-011	631490-	VILLA RICA BYPASS	FROM PROPOSED SR 61 BYPASS TO SR 101	Roadway / General Purpose Capacity	UTL	Local Jurisdiction/Municipality Funds	LR 2024-2030	1.2057	$ -	$ -	$ 1,121,320	$ -	$ 1,121,320
CA-011	631490-	VILLA RICA BYPASS	FROM PROPOSED SR 61 BYPASS TO SR 101	Roadway / General Purpose Capacity	CST	General Federal Aid 2024-2040	LR 2024-2030	1.2057	$ 7,587,380	$ 1,896,845	$ -	$ -	$ 9,484,224
CH-010A2	13526	BELLS FERRY ROAD WIDENING	FROM NORTH OF VICTORY DRIVE TO PORT VICTORIA WAY	Roadway / General Purpose Capacity	ROW	Local Jurisdiction/Municipality Funds	2020	1.0000	$ -	$ -	$ 16,049,000	$ -	$ 16,049,000

Calculation of Project Costs in Year of Expenditure Dollars

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									Year of Expenditure Costs				
ARC Project Number	GDOT Project Number	Description	Limits	Project Type	Phase	Fund Source	Fiscal Year	YOE Multiplier	Federal	State	Local	Bond	Total
CH-010A2	13526	BELLS FERRY ROAD WIDENING	FROM NORTH OF VICTORY DRIVE TO PORT VICTORIA WAY	Roadway / General Purpose Capacity	ALL	Transportation Funding Act (HB 170)	LR 2024-2030	1.2057	$ -	$ 42,590,833	$ -	$ -	$ 42,590,833
CH-010B	13525	BELLS FERRY ROAD BRIDGE REPLACEMENT AND APPROACH IMPROVEMENTS	FROM NORTH VICTORIA ROAD TO NORTH OF LITTLE RIVER	Roadway / Bridge Upgrade	PE	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	2019	1.0000	$ 640,000	$ 160,000	$ -	$ -	$ 800,000
CH-010B	13525	BELLS FERRY ROAD BRIDGE REPLACEMENT AND APPROACH IMPROVEMENTS	FROM NORTH VICTORIA ROAD TO NORTH OF LITTLE RIVER	Roadway / Bridge Upgrade	ROW	Local Jurisdiction/Municipality Funds	2020	1.0000	$ -	$ -	$ 1,808,215	$ -	$ 1,808,215
CH-010B	13525	BELLS FERRY ROAD BRIDGE REPLACEMENT AND APPROACH IMPROVEMENTS	FROM NORTH VICTORIA ROAD TO NORTH OF LITTLE RIVER	Roadway / Bridge Upgrade	UTL	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	2022	1.0000	$ 730,702	$ 182,676	$ -	$ -	$ 913,378
CH-010B	13525	BELLS FERRY ROAD BRIDGE REPLACEMENT AND APPROACH IMPROVEMENTS	FROM NORTH VICTORIA ROAD TO NORTH OF LITTLE RIVER	Roadway / Bridge Upgrade	CST	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	2022	1.0000	$ 13,176,562	$ 3,294,141	$ -	$ -	$ 16,470,703
CH-020A2	7836	SR 20 (CUMMING HIGHWAY / KNOX BRIDGE HIGHWAY) WIDENING	FROM I-75 NORTH IN BARTOW COUNTY TO I-575 IN CHEROKEE COUNTY	Roadway / General Purpose Capacity	PE	Transportation Funding Act (HB 170)	2018	1.0000	$ -	$ 4,063,753	$ -	$ -	$ 4,063,753
CH-020A2	7836	SR 20 (CUMMING HIGHWAY / KNOX BRIDGE HIGHWAY) WIDENING	FROM I-75 NORTH IN BARTOW COUNTY TO I-575 IN CHEROKEE COUNTY	Roadway / General Purpose Capacity	ROW	General Federal Aid 2024-2040	LR 2024-2030	1.2057	$ 29,048,378	$ 7,262,094	$ -	$ -	$ 36,310,472
CH-020A2	7836	SR 20 (CUMMING HIGHWAY / KNOX BRIDGE HIGHWAY) WIDENING	FROM I-75 NORTH IN BARTOW COUNTY TO I-575 IN CHEROKEE COUNTY	Roadway / General Purpose Capacity	UTL	General Federal Aid 2024-2040	LR 2024-2030	1.2057	$ 5,223,756	$ 1,305,938	$ -	$ -	$ 6,529,694
CH-020A2	7836	SR 20 (CUMMING HIGHWAY / KNOX BRIDGE HIGHWAY) WIDENING	FROM I-75 NORTH IN BARTOW COUNTY TO I-575 IN CHEROKEE COUNTY	Roadway / General Purpose Capacity	CST	General Federal Aid 2024-2040	LR 2024-2030	1.2057	$ 102,228,617	$ 25,557,154	$ -	$ -	$ 127,785,771
CH-020A3	9164	SR 20 (CUMMING HIGHWAY) WIDENING	FROM I-575 TO SCOTT ROAD	Roadway / General Purpose Capacity	ROW	Transportation Funding Act (HB 170)	2018	1.0000	$ -	$ 17,722,226	$ -	$ -	$ 17,722,226
CH-020A3	9164	SR 20 (CUMMING HIGHWAY) WIDENING	FROM I-575 TO SCOTT ROAD	Roadway / General Purpose Capacity	ROW	Transportation Funding Act (HB 170)	2019	1.0000	$ -	$ 17,722,226	$ -	$ -	$ 17,722,226
CH-020A3	9164	SR 20 (CUMMING HIGHWAY) WIDENING	FROM I-575 TO SCOTT ROAD	Roadway / General Purpose Capacity	UTL	Transportation Funding Act (HB 170)	2020	1.0000	$ -	$ 2,555,015	$ -	$ -	$ 2,555,015
CH-020A3	9164	SR 20 (CUMMING HIGHWAY) WIDENING	FROM I-575 TO SCOTT ROAD	Roadway / General Purpose Capacity	CST	Transportation Funding Act (HB 170)	2020	1.0000	$ -	$ 24,401,795	$ -	$ -	$ 24,401,795
CH-030	16365	SR 92 (ALABAMA ROAD) INTERSECTION IMPROVEMENTS	AT TRICKUM ROAD	Roadway / General Purpose Capacity	PE	Local Jurisdiction/Municipality Funds	2019	1.0000	$ -	$ -	$ 500,000	$ -	$ 500,000
CH-030	16365	SR 92 (ALABAMA ROAD) INTERSECTION IMPROVEMENTS	AT TRICKUM ROAD	Roadway / General Purpose Capacity	ROW	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2020	1.0000	$ 1,000,000	$ -	$ 400,000	$ -	$ 1,400,000
CH-030	16365	SR 92 (ALABAMA ROAD) INTERSECTION IMPROVEMENTS	AT TRICKUM ROAD	Roadway / General Purpose Capacity	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2022	1.0000	$ 2,200,000	$ -	$ 550,000	$ -	$ 2,750,000
CH-167	N/A	ARNOLD MILL ROAD EXTENSION/CONNECTOR - NEW ALIGNMENT	FROM MAIN STREET SOUTH OF RIDGEWALK PARKWAY TO ARNOLD MILL ROAD AT NEESE ROAD	Roadway / General Purpose Capacity	ALL	Local Jurisdiction/Municipality Funds	LR 2024-2030	1.2057	$ -	$ -	$ 24,114,000	$ -	$ 24,114,000
CH-180	2525	SR 372 SPUR (BALL GROUND BYPASS) - NEW ALIGNMENT	FROM SR 5 BUSINESS (INTERSECTION OF CANTON HIGHWAY AND HOWELL BRIDGE ROAD) TO SR 372 (BALL GROUND ROAD) SOUTH OF BALL GROUND	Roadway / General Purpose Capacity	SCP	Local Jurisdiction/Municipality Funds	2018	1.0000	$ -	$ -	$ 150,000	$ -	$ 150,000
CH-180	2525	SR 372 SPUR (BALL GROUND BYPASS) - NEW ALIGNMENT	FROM SR 5 BUSINESS (INTERSECTION OF CANTON HIGHWAY AND HOWELL BRIDGE ROAD) TO SR 372 (BALL GROUND ROAD) SOUTH OF BALL GROUND	Roadway / General Purpose Capacity	ALL	Local Jurisdiction/Municipality Funds	LR 2031-2040	1.4238	$ -	$ -	$ 20,929,860	$ -	$ 20,929,860
CH-215	N/A	HICKORY SPRINGS PARKWAY - NEW ALIGNMENT	FROM HOLLY SPRINGS PARKWAY TO HICKORY ROAD	Roadway / General Purpose Capacity	PE	Local Jurisdiction/Municipality Funds	2020	1.0000	$ -	$ -	$ 1,750,000	$ -	$ 1,750,000
CH-215	N/A	HICKORY SPRINGS PARKWAY - NEW ALIGNMENT	FROM HOLLY SPRINGS PARKWAY TO HICKORY ROAD	Roadway / General Purpose Capacity	ROW	Local Jurisdiction/Municipality Funds	2022	1.0000	$ -	$ -	$ 5,655,000	$ -	$ 5,655,000
CH-215	N/A	HICKORY SPRINGS PARKWAY - NEW ALIGNMENT	FROM HOLLY SPRINGS PARKWAY TO HICKORY ROAD	Roadway / General Purpose Capacity	CST	Local Jurisdiction/Municipality Funds	2023	1.0000	$ -	$ -	$ 12,001,000	$ -	$ 12,001,000
CH-225	7028	SR 369 (HIGHTOWER ROAD) BRIDGE REPLACEMENT	AT BOARD TREE CREEK	Roadway / Bridge Upgrade	ROW	STATE (41613)	2018	1.0000	$ -	$ 300,000	$ -	$ -	$ 300,000
CH-225	7028	SR 369 (HIGHTOWER ROAD) BRIDGE REPLACEMENT	AT BOARD TREE CREEK	Roadway / Bridge Upgrade	CST	Transportation Funding Act (HB 170)	2020	1.0000	$ -	$ 4,990,245	$ -	$ -	$ 4,990,245
CH-227	12601	CANTON ROAD PEDESTRIAN FACILITIES	FROM COBB COUNTY LINE TO STOCKWOOD DRIVE	Last Mile Connectivity / Pedestrian Facility	UTL	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2019	1.0000	$ 239,916	$ -	$ 59,979	$ -	$ 299,895
CH-227	12601	CANTON ROAD PEDESTRIAN FACILITIES	FROM COBB COUNTY LINE TO STOCKWOOD DRIVE	Last Mile Connectivity / Pedestrian Facility	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2019	1.0000	$ 444,503	$ -	$ 111,126	$ -	$ 555,629
CH-231	14131	SR 20 (CUMMING HIGHWAY) WIDENING	FROM SCOTT ROAD TO UNION HILL ROAD	Roadway / General Purpose Capacity	ROW	Transportation Funding Act (HB 170)	2018	1.0000	$ -	$ 5,000,000	$ -	$ -	$ 5,000,000
CH-231	14131	SR 20 (CUMMING HIGHWAY) WIDENING	FROM SCOTT ROAD TO UNION HILL ROAD	Roadway / General Purpose Capacity	ROW	Transportation Funding Act (HB 170)	2019	1.0000	$ -	$ 4,158,500	$ -	$ -	$ 4,158,500

Calculation of Project Costs in Year of Expenditure Dollars

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									Year of Expenditure Costs				
ARC Project Number	GDOT Project Number	Description	Limits	Project Type	Phase	Fund Source	Fiscal Year	YOE Multiplier	Federal	State	Local	Bond	Total
CH-231	14131	SR 20 (CUMMING HIGHWAY) WIDENING	FROM SCOTT ROAD TO UNION HILL ROAD	Roadway / General Purpose Capacity	ROW	Transportation Funding Act (HB 170)	2020	1.0000	$ -	$ 6,471,500	$ -	$ -	$ 6,471,500
CH-231	14131	SR 20 (CUMMING HIGHWAY) WIDENING	FROM SCOTT ROAD TO UNION HILL ROAD	Roadway / General Purpose Capacity	UTL	Transportation Funding Act (HB 170)	2022	1.0000	$ -	$ 1,975,000	$ -	$ -	$ 1,975,000
CH-231	14131	SR 20 (CUMMING HIGHWAY) WIDENING	FROM SCOTT ROAD TO UNION HILL ROAD	Roadway / General Purpose Capacity	CST	Transportation Funding Act (HB 170)	2022	1.0000	$ -	$ 22,316,055	$ -	$ -	$ 22,316,055
CH-232	14132	SR 20 (CUMMING HIGHWAY) WIDENING	FROM UNION HILL ROAD TO EAST CHEROKEE DRIVE	Roadway / General Purpose Capacity	ROW	Transportation Funding Act (HB 170)	2022	1.0000	$ -	$ 23,980,000	$ -	$ -	$ 23,980,000
CH-232	14132	SR 20 (CUMMING HIGHWAY) WIDENING	FROM UNION HILL ROAD TO EAST CHEROKEE DRIVE	Roadway / General Purpose Capacity	UTL	Transportation Funding Act (HB 170)	LR 2024-2030	1.2057	$ -	$ 3,496,530	$ -	$ -	$ 3,496,530
CH-232	14132	SR 20 (CUMMING HIGHWAY) WIDENING	FROM UNION HILL ROAD TO EAST CHEROKEE DRIVE	Roadway / General Purpose Capacity	CST	Transportation Funding Act (HB 170)	LR 2024-2030	1.2057	$ -	$ 35,106,800	$ -	$ -	$ 35,106,800
CH-233	14133	SR 20 (CUMMING HIGHWAY) WIDENING	FROM EAST CHEROKEE DRIVE TO SR 369 (HIGHTOWER ROAD)	Roadway / General Purpose Capacity	ROW	Transportation Funding Act (HB 170)	2023	1.0000	$ -	$ 12,801,000	$ -	$ -	$ 12,801,000
CH-233	14133	SR 20 (CUMMING HIGHWAY) WIDENING	FROM EAST CHEROKEE DRIVE TO SR 369 (HIGHTOWER ROAD)	Roadway / General Purpose Capacity	UTL	Transportation Funding Act (HB 170)	LR 2024-2030	1.2057	$ -	$ 2,923,823	$ -	$ -	$ 2,923,823
CH-233	14133	SR 20 (CUMMING HIGHWAY) WIDENING	FROM EAST CHEROKEE DRIVE TO SR 369 (HIGHTOWER ROAD)	Roadway / General Purpose Capacity	CST	Transportation Funding Act (HB 170)	LR 2024-2030	1.2057	$ -	$ 28,973,720	$ -	$ -	$ 28,973,720
CH-240	16015	NOONDAY CREEK TRAIL EXTENSION	FROM FROM SR 92 TO NOONDAY CREEK PARK	Last Mile Connectivity / Sidepaths and Trails	PE	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	2019	1.0000	$ 248,000	$ -	$ 62,000	$ -	$ 310,000
CH-240	16015	NOONDAY CREEK TRAIL EXTENSION	FROM FROM SR 92 TO NOONDAY CREEK PARK	Last Mile Connectivity / Sidepaths and Trails	ROW	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	2021	1.0000	$ 256,000	$ -	$ 64,000	$ -	$ 320,000
CH-240	16015	NOONDAY CREEK TRAIL EXTENSION	FROM FROM SR 92 TO NOONDAY CREEK PARK	Last Mile Connectivity / Sidepaths and Trails	UTL	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	2022	1.0000	$ 80,000	$ -	$ 20,000	$ -	$ 100,000
CH-240	16015	NOONDAY CREEK TRAIL EXTENSION	FROM FROM SR 92 TO NOONDAY CREEK PARK	Last Mile Connectivity / Sidepaths and Trails	CST	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	2022	1.0000	$ 1,950,669	$ -	$ 487,668	$ -	$ 2,438,337
CH-260	16016	I-575 INTERCHANGE IMPROVEMENTS	AT TOWNE LAKE PARKWAY	Other / Scoping	SCP	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2018	1.0000	$ 352,788	$ -	$ 88,197	$ -	$ 440,985
CL-014	13524	SR 85 WIDENING (SCOPING ACTIVITIES ONLY)	FROM ADAMS DRIVE TO I-75 SOUTH - INCLUDING INTERCHANGE AT FOREST PARKWAY	Roadway / General Purpose Capacity	SCP	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2020	1.0000	$ 725,280	$ 181,320	$ -	$ -	$ 906,600
CL-014	13524	SR 85 WIDENING (SCOPING ACTIVITIES ONLY)	FROM ADAMS DRIVE TO I-75 SOUTH - INCLUDING INTERCHANGE AT FOREST PARKWAY	Roadway / General Purpose Capacity	ROW	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2022	1.0000	$ 5,953,600	$ 1,488,400	$ -	$ -	$ 7,442,000
CL-014	13524	SR 85 WIDENING (SCOPING ACTIVITIES ONLY)	FROM ADAMS DRIVE TO I-75 SOUTH - INCLUDING INTERCHANGE AT FOREST PARKWAY	Roadway / General Purpose Capacity	CST	General Federal Aid 2024-2040	LR 2024-2030	1.2057	$ 8,744,701	$ 2,186,175	$ -	$ -	$ 10,930,876
CL-015	721290-	SR 85 WIDENING	FROM SR 279 (OLD NATIONAL HIGHWAY) IN FAYETTE COUNTY TO ROBERTS DRIVE IN CITY OF RIVERDALE	Roadway / General Purpose Capacity	ROW	Transportation Funding Act (HB 170)	2018	1.0000	$ -	$ 3,350,000	$ -	$ -	$ 3,350,000
CL-015	721290-	SR 85 WIDENING	FROM SR 279 (OLD NATIONAL HIGHWAY) IN FAYETTE COUNTY TO ROBERTS DRIVE IN CITY OF RIVERDALE	Roadway / General Purpose Capacity	PE	Transportation Funding Act (HB 170)	2019	1.0000	$ -	$ 325,000	$ -	$ -	$ 325,000
CL-015	721290-	SR 85 WIDENING	FROM SR 279 (OLD NATIONAL HIGHWAY) IN FAYETTE COUNTY TO ROBERTS DRIVE IN CITY OF RIVERDALE	Roadway / General Purpose Capacity	UTL	Transportation Funding Act (HB 170)	2021	1.0000	$ -	$ 1,298,125	$ -	$ -	$ 1,298,125
CL-015	721290-	SR 85 WIDENING	FROM SR 279 (OLD NATIONAL HIGHWAY) IN FAYETTE COUNTY TO ROBERTS DRIVE IN CITY OF RIVERDALE	Roadway / General Purpose Capacity	CST	Transportation Funding Act (HB 170)	2021	1.0000	$ -	$ 28,860,476	$ -	$ -	$ 28,860,476
CL-017	751775-	BATTLE CREEK ROAD WIDENING	FROM VALLEY HILL ROAD TO SOUTHLAKE PARKWAY	Roadway / General Purpose Capacity	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2020	1.0000	$ 13,062,862	$ 2,347,400	$ 918,316	$ -	$ 16,328,578
CL-019	751770-	MOUNT ZION BOULEVARD WIDENING	FROM SOUTHLAKE PARKWAY TO SOMERTON DRIVE	Roadway / General Purpose Capacity	UTL	Local Jurisdiction/Municipality Funds	2020	1.0000	$ -	$ -	$ 2,057,256	$ -	$ 2,057,256
CL-019	751770-	MOUNT ZION BOULEVARD WIDENING	FROM SOUTHLAKE PARKWAY TO SOMERTON DRIVE	Roadway / General Purpose Capacity	CST	Transportation Funding Act (HB 170)	2020	1.0000	$ -	$ 12,801,064	$ -	$ -	$ 12,801,064
CL-019	751770-	MOUNT ZION BOULEVARD WIDENING	FROM SOUTHLAKE PARKWAY TO SOMERTON DRIVE	Roadway / General Purpose Capacity	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2020	1.0000	$ 5,800,889	$ 924,000	$ 526,222	$ -	$ 7,251,111
CL-063	N/A	MOUNT ZION ROAD WIDENING	FROM RICHARDSON PARKWAY TO SR 138	Roadway / General Purpose Capacity	ROW	Local Jurisdiction/Municipality Funds	LR 2024-2030	1.2057	$ -	$ -	$ 4,943,370	$ -	$ 4,943,370

Calculation of Project Costs in Year of Expenditure Dollars

Phases within the FY 2018-2023 TIP period are already inflated in the project list. Phases in long range (2023-2030 and 2031-2040) are inflated at 2.1% annually to a midpoint year of each time period, with the exception of transit formula funding programs which are inflated at 1.4% annually. MMIP projects are also shown in project list already inflated at a rate varying from 3.0% to 4.0% annually (thus a YOE multiplier of 1.0000 is shown in this table to prevent "double inflation").

									Year of Expenditure Costs				
ARC Project Number	GDOT Project Number	Description	Limits	Project Type	Phase	Fund Source	Fiscal Year	YOE Multiplier	Federal	State	Local	Bond	Total
CL-063	N/A	MOUNT ZION ROAD WIDENING	FROM RICHARDSON PARKWAY TO SR 138	Roadway / General Purpose Capacity	CST	Local Jurisdiction/Municipality Funds	LR 2024-2030	1.2057	$ -	$ -	$ 12,057,000	$ -	$ 12,057,000
CL-064	322050-	US 23 WIDENING	FROM SR 138 (NORTH HENRY BOULEVARD) TO I-675 IN CLAYTON COUNTY	Roadway / General Purpose Capacity	PE	Transportation Funding Act (HB 170)	2018	1.0000	$ -	$ 400,000	$ -	$ -	$ 400,000
CL-064	322050-	US 23 WIDENING	FROM SR 138 (NORTH HENRY BOULEVARD) TO I-675 IN CLAYTON COUNTY	Roadway / General Purpose Capacity	ROW	Transportation Funding Act (HB 170)	2018	1.0000	$ -	$ 11,182,000	$ -	$ -	$ 11,182,000
CL-064	322050-	US 23 WIDENING	FROM SR 138 (NORTH HENRY BOULEVARD) TO I-675 IN CLAYTON COUNTY	Roadway / General Purpose Capacity	PE	Transportation Funding Act (HB 170)	2019	1.0000	$ -	$ 700,000	$ -	$ -	$ 700,000
CL-064	322050-	US 23 WIDENING	FROM SR 138 (NORTH HENRY BOULEVARD) TO I-675 IN CLAYTON COUNTY	Roadway / General Purpose Capacity	UTL	Transportation Funding Act (HB 170)	2022	1.0000	$ -	$ 2,130,000	$ -	$ -	$ 2,130,000
CL-064	322050-	US 23 WIDENING	FROM SR 138 (NORTH HENRY BOULEVARD) TO I-675 IN CLAYTON COUNTY	Roadway / General Purpose Capacity	CST	Transportation Funding Act (HB 170)	2022	1.0000	$ -	$ 24,932,647	$ -	$ -	$ 24,932,647
CL-101	742870-	SR 920 (MCDONOUGH ROAD) WIDENING	FROM SR 54 (JONESBORO ROAD) IN FAYETTE COUNTY TO US 19/41 (TARA BOULEVARD) IN CLAYTON COUNTY	Roadway / General Purpose Capacity	PE	Transportation Funding Act (HB 170)	2018	1.0000	$ -	$ 3,833,714	$ -	$ -	$ 3,833,714
CL-101	742870-	SR 920 (MCDONOUGH ROAD) WIDENING	FROM SR 54 (JONESBORO ROAD) IN FAYETTE COUNTY TO US 19/41 (TARA BOULEVARD) IN CLAYTON COUNTY	Roadway / General Purpose Capacity	ROW	Transportation Funding Act (HB 170)	2019	1.0000	$ -	$ 5,865,000	$ -	$ -	$ 5,865,000
CL-101	742870-	SR 920 (MCDONOUGH ROAD) WIDENING	FROM SR 54 (JONESBORO ROAD) IN FAYETTE COUNTY TO US 19/41 (TARA BOULEVARD) IN CLAYTON COUNTY	Roadway / General Purpose Capacity	ROW	Transportation Funding Act (HB 170)	2020	1.0000	$ -	$ 9,775,000	$ -	$ -	$ 9,775,000
CL-101	742870-	SR 920 (MCDONOUGH ROAD) WIDENING	FROM SR 54 (JONESBORO ROAD) IN FAYETTE COUNTY TO US 19/41 (TARA BOULEVARD) IN CLAYTON COUNTY	Roadway / General Purpose Capacity	ROW	Transportation Funding Act (HB 170)	2021	1.0000	$ -	$ 3,910,000	$ -	$ -	$ 3,910,000
CL-101	742870-	SR 920 (MCDONOUGH ROAD) WIDENING	FROM SR 54 (JONESBORO ROAD) IN FAYETTE COUNTY TO US 19/41 (TARA BOULEVARD) IN CLAYTON COUNTY	Roadway / General Purpose Capacity	UTL	General Federal Aid 2024-2040	LR 2024-2030	1.2057	$ 2,245,523	$ 561,381	$ -	$ -	$ 2,806,905
CL-101	742870-	SR 920 (MCDONOUGH ROAD) WIDENING	FROM SR 54 (JONESBORO ROAD) IN FAYETTE COUNTY TO US 19/41 (TARA BOULEVARD) IN CLAYTON COUNTY	Roadway / General Purpose Capacity	CST	General Federal Aid 2024-2040	LR 2024-2030	1.2057	$ 26,428,944	$ 6,607,236	$ -	$ -	$ 33,036,180
CL-101	742870-	SR 920 (MCDONOUGH ROAD) WIDENING	FROM SR 54 (JONESBORO ROAD) IN FAYETTE COUNTY TO US 19/41 (TARA BOULEVARD) IN CLAYTON COUNTY	Roadway / General Purpose Capacity	CST	Local Jurisdiction/Municipality Funds	LR 2024-2030	1.2057	$ -	$ -	$ 29,318,004	$ -	$ 29,318,004
CL-200	16023	FOREST PARKWAY PAVEMENT REHABILITATION	FROM SR 54 (JONESBORO ROAD) TO US 23/SR 42 (MORELAND AVENUE)	Roadway / Maintenance	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2019	1.0000	$ 4,000,000	$ -	$ 1,000,000	$ -	$ 5,000,000
CL-243	N/A	VALLEY HILL ROAD WIDENING	FROM UPPER RIVERDALE ROAD TO BATTLE CREEK ROAD	Roadway / General Purpose Capacity	CST	Local Jurisdiction/Municipality Funds	2019	1.0000	$ -	$ -	$ 12,460,800	$ -	$ 12,460,800
CL-267	12603	VALLEY HILL ROAD BRIDGE REPLACEMENT	AT FLINT RIVER	Roadway / Bridge Upgrade	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2019	1.0000	$ 4,905,810	$ -	$ 2,225,862	$ -	$ 7,131,672
CL-269	15631	BROWN ROAD BRIDGE REPLACEMENT	AT SWAMP CREEK	Roadway / Bridge Upgrade	PE	Surface Transportation Block Grant (STBG) Program Off-System Bridge	2019	1.0000	$ 400,000	$ 100,000	$ -	$ -	$ 500,000
CL-269	15631	BROWN ROAD BRIDGE REPLACEMENT	AT SWAMP CREEK	Roadway / Bridge Upgrade	ROW	STATE (40301)	2019	1.0000	$ -	$ -	$ 147,000	$ -	$ 147,000
CL-269	15631	BROWN ROAD BRIDGE REPLACEMENT	AT SWAMP CREEK	Roadway / Bridge Upgrade	ROW	Surface Transportation Block Grant (STBG) Program Off-System Bridge	2021	1.0000	$ 117,600	$ 29,400	$ -	$ -	$ 147,000
CL-269	15631	BROWN ROAD BRIDGE REPLACEMENT	AT SWAMP CREEK	Roadway / Bridge Upgrade	UTL	Surface Transportation Block Grant (STBG) Program Off-System Bridge	2023	1.0000	$ 24,000	$ 6,000	$ -	$ -	$ 30,000
CL-269	15631	BROWN ROAD BRIDGE REPLACEMENT	AT SWAMP CREEK	Roadway / Bridge Upgrade	CST	Surface Transportation Block Grant (STBG) Program Off-System Bridge	2023	1.0000	$ 640,000	$ 160,000	$ -	$ -	$ 800,000
CL-AR-180	12759	I-75 SOUTHBOUND COLLECTOR/DISTRIBUTOR LANES	FROM I-285 TO SR 331 (FOREST PARKWAY)	Roadway / Interchange Capacity	SCP	Transportation Funding Act (HB 170)	2019	1.0000	$ -	$ 1,000,000	$ -	$ -	$ 1,000,000
CL-AR-180	12759	I-75 SOUTHBOUND COLLECTOR/DISTRIBUTOR LANES	FROM I-285 TO SR 331 (FOREST PARKWAY)	Roadway / Interchange Capacity	PE	General Federal Aid 2024-2040	LR 2024-2030	1.2057	$ 2,893,680	$ 723,420	$ -	$ -	$ 3,617,100
CL-AR-180	12759	I-75 SOUTHBOUND COLLECTOR/DISTRIBUTOR LANES	FROM I-285 TO SR 331 (FOREST PARKWAY)	Roadway / Interchange Capacity	ROW	General Federal Aid 2024-2040	LR 2024-2030	1.2057	$ 4,822,800	$ 1,205,700	$ -	$ -	$ 6,028,500
CL-AR-180	12759	I-75 SOUTHBOUND COLLECTOR/DISTRIBUTOR LANES	FROM I-285 TO SR 331 (FOREST PARKWAY)	Roadway / Interchange Capacity	CST	General Federal Aid 2024-2040	LR 2024-2030	1.2057	$ 38,582,400	$ 9,645,600	$ -	$ -	$ 48,228,000
CL-AR-181	713210-	I-75 NORTHBOUND COLLECTOR/DISTRIBUTOR LANES	FROM SR 331 (FOREST PARKWAY) TO I-285	Roadway / Interchange Capacity	UTL	National Highway Performance Program (NHPP)	2019	1.0000	$ 267,195	$ 66,799	$ -	$ -	$ 333,994
CL-AR-181	713210-	I-75 NORTHBOUND COLLECTOR/DISTRIBUTOR LANES	FROM SR 331 (FOREST PARKWAY) TO I-285	Roadway / Interchange Capacity	CST	National Highway Performance Program (NHPP)	2019	1.0000	$ 45,695,213	$ 11,423,803	$ -	$ -	$ 57,119,016

Calculation of Project Costs in Year of Expenditure Dollars

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									Year of Expenditure Costs				
ARC Project Number	GDOT Project Number	Description	Limits	Project Type	Phase	Fund Source	Fiscal Year	YOE Multiplier	Federal	State	Local	Bond	Total
CL-AR-181	713210-	I-75 NORTHBOUND COLLECTOR/DISTRIBUTOR LANES	FROM SR 331 (FOREST PARKWAY) TO I-285	Roadway / Interchange Capacity	CST	Repurposed Earmark	2019	1.0000	$ 5,958,628	$ 1,489,657	$ -	$ -	$ 7,448,285
CL-AR-181	713210-	I-75 NORTHBOUND COLLECTOR/DISTRIBUTOR LANES	FROM SR 331 (FOREST PARKWAY) TO I-285	Roadway / Interchange Capacity	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2019	1.0000	$ 5,600,000	$ 1,400,000	$ -	$ -	$ 7,000,000
CL-AR-247	722030-	US 19/41 (TARA BOULEVARD) WIDENING	FROM SOUTH OF TARA ROAD TO SOUTH OF SR 54 (FAYETTEVILLE ROAD)	Roadway / General Purpose Capacity	UTL	Transportation Funding Act (HB 170)	2020	1.0000	$ -	$ 874,288	$ -	$ -	$ 874,288
CL-AR-247	722030-	US 19/41 (TARA BOULEVARD) WIDENING	FROM SOUTH OF TARA ROAD TO SOUTH OF SR 54 (FAYETTEVILLE ROAD)	Roadway / General Purpose Capacity	CST	Transportation Funding Act (HB 170)	2020	1.0000	$ -	$ 27,006,241	$ -	$ -	$ 27,006,241
CO-100A	N/A	HYDE FARM - JOHNSON FERRY TRAIL (PE ACTIVITIES ONLY)	FROM WEST SHORE OF CHATTAHOOCHEE RIVER AT JOHNSON FERRY ROAD TO LOWER ROSWELL ROAD NEAR FOREST POND DRIVE	Last Mile Connectivity / Sidepaths and Trails	PE	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	2020	1.0000	$ 43,200	$ -	$ 10,800	$ -	$ 54,000
CO-206D	N/A	STILESBORO ROAD WIDENING	FROM ROSEHEDGE WAY TO KENNESAW DUE WEST ROAD	Roadway / General Purpose Capacity	ALL	Local Jurisdiction/Municipality Funds	LR 2024-2030	1.2057	$ -	$ -	$ 33,759,600	$ -	$ 33,759,600
CO-297B	N/A	BIG SHANTY ROAD WIDENING - PHASE IV	FROM CHASTAIN MEADOWS PARKWAY TO BELLS FERRY ROAD	Roadway / General Purpose Capacity	ALL	Local Jurisdiction/Municipality Funds	LR 2024-2030	1.2057	$ -	$ -	$ 6,510,780	$ -	$ 6,510,780
CO-301	6862	SR 92 (LAKE ACWORTH DRIVE / COWAN ROAD) WIDENING	FROM SR 3/US 41 (NORTH COBB PARKWAY) TO GLADE ROAD	Roadway / General Purpose Capacity	ROW	Transportation Funding Act (HB 170)	2019	1.0000	$ -	$ 1,950,000	$ -	$ -	$ 1,950,000
CO-301	6862	SR 92 (LAKE ACWORTH DRIVE / COWAN ROAD) WIDENING	FROM SR 3/US 41 (NORTH COBB PARKWAY) TO GLADE ROAD	Roadway / General Purpose Capacity	CST	Transportation Funding Act (HB 170)	2019	1.0000	$ -	$ 41,222,736	$ -	$ -	$ 41,222,736
CO-311	731865-	SR 92 (LAKE ACWORTH DRIVE) BRIDGE REPLACEMENT AND WIDENING	AT PROCTOR CREEK	Roadway / Bridge Capacity	CST	41621	2019	1.0000	$ -	$ 18,705,779	$ -	$ -	$ 18,705,779
CO-311	731865-	SR 92 (LAKE ACWORTH DRIVE) BRIDGE REPLACEMENT AND WIDENING	AT PROCTOR CREEK	Roadway / Bridge Capacity	CST	Transportation Funding Act (HB 170)	2019	1.0000	$ -	$ 415,386	$ -	$ -	$ 415,386
CO-329	6866	SR 92 (DALLAS ACWORTH HIGHWAY) WIDENING	FROM PAULDING COUNTY LINE TO US 41 (NORTH COBB PARKWAY)	Roadway / General Purpose Capacity	ROW	Transportation Funding Act (HB 170)	2018	1.0000	$ -	$ 5,845,000	$ -	$ -	$ 5,845,000
CO-329	6866	SR 92 (DALLAS ACWORTH HIGHWAY) WIDENING	FROM PAULDING COUNTY LINE TO US 41 (NORTH COBB PARKWAY)	Roadway / General Purpose Capacity	CST	General Federal Aid 2024-2040	LR 2024-2030	1.2057	$ 12,232,685	$ 3,058,171	$ -	$ -	$ 15,290,856
CO-341	N/A	DUE WEST ROAD WIDENING	FROM KENNESAW DUE WEST ROAD TO SR 120 (DALLAS HIGHWAY)	Roadway / General Purpose Capacity	ALL	Local Jurisdiction/Municipality Funds	LR 2031-2040	1.4238	$ -	$ -	$ 12,387,060	$ -	$ 12,387,060
CO-367	6049	SR 360 (MACLAND ROAD) WIDENING	FROM SR 120 (MARIETTA HIGHWAY) IN PAULDING COUNTY TO SR 176 (NEW MACLAND ROAD / LOST MOUNTAIN ROAD) IN COBB COUNTY	Roadway / General Purpose Capacity	UTL	General Federal Aid 2024-2040	LR 2031-2040	1.4238	$ 1,129,879	$ 282,469	$ -	$ -	$ 1,412,348
CO-367	6049	SR 360 (MACLAND ROAD) WIDENING	FROM SR 120 (MARIETTA HIGHWAY) IN PAULDING COUNTY TO SR 176 (NEW MACLAND ROAD / LOST MOUNTAIN ROAD) IN COBB COUNTY	Roadway / General Purpose Capacity	CST	General Federal Aid 2024-2040	LR 2031-2040	1.4238	$ 50,396,672	$ 12,599,168	$ -	$ -	$ 62,995,840
CO-380	13967	WINDY HILL ROAD - TERRELL MILL ROAD CONNECTOR		Roadway / General Purpose Capacity	ROW	Local Jurisdiction/Municipality Funds	2018	1.0000	$ -	$ -	$ 22,242,900	$ -	$ 22,242,900
CO-380	13967	WINDY HILL ROAD - TERRELL MILL ROAD CONNECTOR		Roadway / General Purpose Capacity	ROW	Georgia Transportation Infrastructure Bank	2019	1.0000	$ -	$ 1,500,000	$ -	$ -	$ 1,500,000
CO-380	13967	WINDY HILL ROAD - TERRELL MILL ROAD CONNECTOR		Roadway / General Purpose Capacity	UTL	Local Jurisdiction/Municipality Funds	2019	1.0000	$ -	$ -	$ 550,000	$ -	$ 550,000
CO-380	13967	WINDY HILL ROAD - TERRELL MILL ROAD CONNECTOR		Roadway / General Purpose Capacity	CST	Transportation Funding Act (HB 170)	2019	1.0000	$ -	$ 11,995,130	$ -	$ -	$ 11,995,130
CO-380	13967	WINDY HILL ROAD - TERRELL MILL ROAD CONNECTOR		Roadway / General Purpose Capacity	CST	Local Jurisdiction/Municipality Funds	2019	1.0000	$ -	$ -	$ 3,096,282	$ -	$ 3,096,282
CO-381	N/A	POWERS FERRY ROAD WIDENING - NORTHBOUND ONLY	FROM WILDWOOD PARKWAY TO TERRELL MILL ROAD	Roadway / General Purpose Capacity	CST	Local Jurisdiction/Municipality Funds	2022	1.0000	$ -	$ -	$ 1,748,392	$ -	$ 1,748,392
CO-384A	N/A	MULKEY ROAD EXTENSION (WEST) - NEW ALIGNMENT	FROM NEAR CLIFF WAY TO EAST-WEST CONNECTOR	Roadway / General Purpose Capacity	PE	Local Jurisdiction/Municipality Funds	LR 2024-2030	1.2057	$ -	$ -	$ 361,710	$ -	$ 361,710
CO-384A	N/A	MULKEY ROAD EXTENSION (WEST) - NEW ALIGNMENT	FROM NEAR CLIFF WAY TO EAST-WEST CONNECTOR	Roadway / General Purpose Capacity	ROW	Local Jurisdiction/Municipality Funds	LR 2024-2030	1.2057	$ -	$ -	$ 1,205,700	$ -	$ 1,205,700
CO-384A	N/A	MULKEY ROAD EXTENSION (WEST) - NEW ALIGNMENT	FROM NEAR CLIFF WAY TO EAST-WEST CONNECTOR	Roadway / General Purpose Capacity	CST	Local Jurisdiction/Municipality Funds	LR 2024-2030	1.2057	$ -	$ -	$ 3,737,670	$ -	$ 3,737,670
CO-384B	N/A	MULKEY ROAD EXTENSION (EAST) - NEW ALIGNMENT	FROM BROOKWOOD ROAD TO FLOYD ROAD	Roadway / General Purpose Capacity	PE	Local Jurisdiction/Municipality Funds	LR 2024-2030	1.2057	$ -	$ -	$ 84,399	$ -	$ 84,399
CO-384B	N/A	MULKEY ROAD EXTENSION (EAST) - NEW ALIGNMENT	FROM BROOKWOOD ROAD TO FLOYD ROAD	Roadway / General Purpose Capacity	ROW	Local Jurisdiction/Municipality Funds	LR 2024-2030	1.2057	$ -	$ -	$ 241,140	$ -	$ 241,140
CO-384B	N/A	MULKEY ROAD EXTENSION (EAST) - NEW ALIGNMENT	FROM BROOKWOOD ROAD TO FLOYD ROAD	Roadway / General Purpose Capacity	CST	Local Jurisdiction/Municipality Funds	LR 2024-2030	1.2057	$ -	$ -	$ 843,990	$ -	$ 843,990

Calculation of Project Costs in Year of Expenditure Dollars

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									Year of Expenditure Costs				
ARC Project Number	GDOT Project Number	Description	Limits	Project Type	Phase	Fund Source	Fiscal Year	YOE Multiplier	Federal	State	Local	Bond	Total
CO-401	N/A	NORTH COBB PARK AND RIDE LOT		Transit / Facilities Capital	CST	Local Jurisdiction/Municipality Funds	2019	1.0000	$ -	$ -	$ 14,000,000	$ -	$ 14,000,000
CO-402	TBD	GRTA MANAGED LANES SYSTEM PARK AND RIDE EXPANSION - COBB COUNTY		Transit / Facilities Capital	PE	Bus and Bus Facilities	2018	1.0000	$ 1,086,326	$ 120,000	$ -	$ 151,581	$ 1,357,907
CO-402	TBD	GRTA MANAGED LANES SYSTEM PARK AND RIDE EXPANSION - COBB COUNTY		Transit / Facilities Capital	CST	Bus and Bus Facilities	2018	1.0000	$ 1,837,343	$ 4,015,000	$ -	$ -	$ 5,852,343
CO-402	TBD	GRTA MANAGED LANES SYSTEM PARK AND RIDE EXPANSION - COBB COUNTY		Transit / Facilities Capital	CST	Bus and Bus Facilities	2019	1.0000	$ 1,103,829	$ 4,015,000	$ -	$ -	$ 5,118,829
CO-442	16431	SR 5 (ATLANTA STREET) INTERSECTION IMPROVEMENTS	AT SR 120	Roadway / Operations & Safety	PE	Local Jurisdiction/Municipality Funds	2019	1.0000	$ -	$ -	$ 432,536	$ -	$ 432,536
CO-442	16431	SR 5 (ATLANTA STREET) INTERSECTION IMPROVEMENTS	AT SR 120	Roadway / Operations & Safety	UTL	Local Jurisdiction/Municipality Funds	2020	1.0000	$ -	$ -	$ 19,275	$ -	$ 19,275
CO-442	16431	SR 5 (ATLANTA STREET) INTERSECTION IMPROVEMENTS	AT SR 120	Roadway / Operations & Safety	CST	Local Jurisdiction/Municipality Funds	2020	1.0000	$ -	$ -	$ 463,505	$ -	$ 463,505
CO-445A	12609	KENNESAW TRUCK ROUTE SIGNAGE PHASE I - JILES ROAD	FROM NORTH OF PAULDING STREET TO OLD 41 HIGHWAY NORTHWEST	Roadway / Operations & Safety	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2019	1.0000	$ 550,415	$ -	$ 137,604	$ -	$ 688,019
CO-445B	15699	KENNESAW TRUCK ROUTE SIGNAGE PHASE II - CHEROKEE STREET	FROM BEN KING ROAD TO SHILOH ROAD	Roadway / Operations & Safety	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2019	1.0000	$ 240,075	$ -	$ 60,019	$ -	$ 300,094
CO-447	12808	BOB CALLAN TRUNK TRAIL PHASE II - SECTION B	FROM INTERSTATE NORTH PARKWAY AT ROTTENWOOD CREEK BRIDGE (TERMINUS OF BOB CALLAN TRAIL 2A) TO SOUTH OF WINDY HILL ROAD (WINDY HILL ATHLETIC CLUB DRIVEWAY)	Last Mile Connectivity / Sidepaths and Trails	PE	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	2019	1.0000	$ 352,000	$ -	$ 88,000	$ -	$ 440,000
CO-447	12808	BOB CALLAN TRUNK TRAIL PHASE II - SECTION B	FROM INTERSTATE NORTH PARKWAY AT ROTTENWOOD CREEK BRIDGE (TERMINUS OF BOB CALLAN TRAIL 2A) TO SOUTH OF WINDY HILL ROAD (WINDY HILL ATHLETIC CLUB DRIVEWAY)	Last Mile Connectivity / Sidepaths and Trails	ROW	Local Jurisdiction/Municipality Funds	2020	1.0000	$ -	$ -	$ 237,000	$ -	$ 237,000
CO-447	12808	BOB CALLAN TRUNK TRAIL PHASE II - SECTION B	FROM INTERSTATE NORTH PARKWAY AT ROTTENWOOD CREEK BRIDGE (TERMINUS OF BOB CALLAN TRAIL 2A) TO SOUTH OF WINDY HILL ROAD (WINDY HILL ATHLETIC CLUB DRIVEWAY)	Last Mile Connectivity / Sidepaths and Trails	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2020	1.0000	$ 1,979,746	$ -	$ 494,937	$ -	$ 2,474,683
CO-450B	13239	SOUTH BARRETT PARKWAY RELIEVER: PHASE 3	FROM BARRETT LAKES BOULEVARD TO SR 5 CONNECTOR	Roadway / General Purpose Capacity	ROW	Georgia Transportation Infrastructure Bank	2019	1.0000	$ -	$ 1,500,000	$ -	$ -	$ 1,500,000
CO-450B	13239	SOUTH BARRETT PARKWAY RELIEVER: PHASE 3	FROM BARRETT LAKES BOULEVARD TO SR 5 CONNECTOR	Roadway / General Purpose Capacity	ROW	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2019	1.0000	$ 4,824,000	$ -	$ 1,206,000	$ -	$ 6,030,000
CO-450B	13239	SOUTH BARRETT PARKWAY RELIEVER: PHASE 3	FROM BARRETT LAKES BOULEVARD TO SR 5 CONNECTOR	Roadway / General Purpose Capacity	UTL	Local Jurisdiction/Municipality Funds	2021	1.0000	$ -	$ -	$ 95,000	$ -	$ 95,000
CO-450B	13239	SOUTH BARRETT PARKWAY RELIEVER: PHASE 3	FROM BARRETT LAKES BOULEVARD TO SR 5 CONNECTOR	Roadway / General Purpose Capacity	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2021	1.0000	$ 7,200,000	$ -	$ 16,914,248	$ -	$ 24,114,248
CO-462	15042	ROTTENWOOD CREEK TRAIL - PHASE 1	FROM ALUMNI DRIVE (KSU-MARIETTA CAMPUS/EAST OF SOUTH COBB DRIVE) TO FRANKLIN ROAD	Last Mile Connectivity / Sidepaths and Trails	PE	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	2019	1.0000	$ 720,000	$ -	$ 180,000	$ -	$ 900,000
CO-462	15042	ROTTENWOOD CREEK TRAIL - PHASE 1	FROM ALUMNI DRIVE (KSU-MARIETTA CAMPUS/EAST OF SOUTH COBB DRIVE) TO FRANKLIN ROAD	Last Mile Connectivity / Sidepaths and Trails	ROW	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2020	1.0000	$ 1,040,000	$ -	$ 260,000	$ -	$ 1,300,000
CO-462	15042	ROTTENWOOD CREEK TRAIL - PHASE 1	FROM ALUMNI DRIVE (KSU-MARIETTA CAMPUS/EAST OF SOUTH COBB DRIVE) TO FRANKLIN ROAD	Last Mile Connectivity / Sidepaths and Trails	CST	Local Jurisdiction/Municipality Funds	2021	1.0000	$ -	$ -	$ 3,500,000	$ -	$ 3,500,000
CO-464	N/A	WINDY HILL BOULEVARD WIDENING AND COMPLETE STREETS	FROM BENSON POOLE ROAD TO ATLANTA ROAD	Roadway / General Purpose Capacity	ROW	Local Jurisdiction/Municipality Funds	2019	1.0000	$ -	$ -	$ 18,000,000	$ -	$ 18,000,000
CO-464	N/A	WINDY HILL BOULEVARD WIDENING AND COMPLETE STREETS	FROM BENSON POOLE ROAD TO ATLANTA ROAD	Roadway / General Purpose Capacity	CST	Local Jurisdiction/Municipality Funds	2021	1.0000	$ -	$ -	$ 20,000,000	$ -	$ 20,000,000
CO-467	15049	ROTTENWOOD CREEK - PHASE 2	FROM FROM FRANKLIN ROAD TO TERRELL MILL ROAD	Other / Scoping	SCP	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	2019	1.0000	$ 400,000	$ -	$ 100,000	$ -	$ 500,000
CO-468	15279	KENNESAW MOUNTAIN TRAIL PEDESTRIAN IMPROVEMENTS		Last Mile Connectivity / Sidepaths and Trails	ROW	Federal Earmark Funding	2019	1.0000	$ 1,248,000	$ -	$ 312,000	$ -	$ 1,560,000
CO-468	15279	KENNESAW MOUNTAIN TRAIL PEDESTRIAN IMPROVEMENTS		Last Mile Connectivity / Sidepaths and Trails	UTL	Local Jurisdiction/Municipality Funds	2021	1.0000	$ -	$ -	$ 488,146	$ -	$ 488,146

Calculation of Project Costs in Year of Expenditure Dollars

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									Year of Expenditure Costs				
ARC Project Number	GDOT Project Number	Description	Limits	Project Type	Phase	Fund Source	Fiscal Year	YOE Multiplier	Federal	State	Local	Bond	Total
CO-468	15279	KENNESAW MOUNTAIN TRAIL PEDESTRIAN IMPROVEMENTS		Last Mile Connectivity / Sidepaths and Trails	CST	Federal Lands Transportation Program	2021	1.0000	$ 1,690,000	$ -	$ -	$ -	$ 1,690,000
CO-468	15279	KENNESAW MOUNTAIN TRAIL PEDESTRIAN IMPROVEMENTS		Last Mile Connectivity / Sidepaths and Trails	CST	Federal Land Access Program	2021	1.0000	$ 4,000,000	$ -	$ 6,079,382	$ -	$ 10,079,382
CO-469	16366	COBBLINC WEEKEND TRANSIT SERVICE (OPERATING ASSISTANCE)		Transit / Operations & Maintenance	CST	Congestion Mitigation & Air Quality Improvement (CMAQ)	2019	1.0000	$ 1,360,000	$ -	$ 340,000	$ -	$ 1,700,000
CO-469	16366	COBBLINC WEEKEND TRANSIT SERVICE (OPERATING ASSISTANCE)		Transit / Operations & Maintenance	CST	Congestion Mitigation & Air Quality Improvement (CMAQ)	2020	1.0000	$ 1,360,000	$ -	$ 340,000	$ -	$ 1,700,000
CO-469	16366	COBBLINC WEEKEND TRANSIT SERVICE (OPERATING ASSISTANCE)		Transit / Operations & Maintenance	CST	Congestion Mitigation & Air Quality Improvement (CMAQ)	2021	1.0000	$ 1,360,000	$ -	$ 340,000	$ -	$ 1,700,000
CO-470	16028	WEST ATLANTA STREET TRAIL	FROM FROM DUNN AVENUE TO PEARL STREET	Last Mile Connectivity / Sidepaths and Trails	PE	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	2019	1.0000	$ 240,000	$ -	$ 60,000	$ -	$ 300,000
CO-470	16028	WEST ATLANTA STREET TRAIL	FROM FROM DUNN AVENUE TO PEARL STREET	Last Mile Connectivity / Sidepaths and Trails	ROW	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	2019	1.0000	$ 776,000	$ -	$ 194,000	$ -	$ 970,000
CO-470	16028	WEST ATLANTA STREET TRAIL	FROM FROM DUNN AVENUE TO PEARL STREET	Last Mile Connectivity / Sidepaths and Trails	CST	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	2019	1.0000	$ 740,000	$ -	$ 185,000	$ -	$ 925,000
CO-471	16034	SR 139 (MABLETON PARKWAY) TRAIL - PHASE I	FROM FACTORY SHOALS ROAD TO CHATTAHOOCHEE RIVER	Last Mile Connectivity / Sidepaths and Trails	ROW	Local Jurisdiction/Municipality Funds	2018	1.0000	$ -	$ -	$ 1,800,000	$ -	$ 1,800,000
CO-471	16034	SR 139 (MABLETON PARKWAY) TRAIL - PHASE I	FROM FACTORY SHOALS ROAD TO CHATTAHOOCHEE RIVER	Last Mile Connectivity / Sidepaths and Trails	UTL	Local Jurisdiction/Municipality Funds	2019	1.0000	$ -	$ -	$ 300,000	$ -	$ 300,000
CO-471	16034	SR 139 (MABLETON PARKWAY) TRAIL - PHASE I	FROM FACTORY SHOALS ROAD TO CHATTAHOOCHEE RIVER	Last Mile Connectivity / Sidepaths and Trails	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2019	1.0000	$ 2,042,400	$ -	$ 510,600	$ -	$ 2,553,000
CO-471	16034	SR 139 (MABLETON PARKWAY) TRAIL - PHASE I	FROM FACTORY SHOALS ROAD TO CHATTAHOOCHEE RIVER	Last Mile Connectivity / Sidepaths and Trails	CST	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	2019	1.0000	$ 1,237,600	$ -	$ 309,400	$ -	$ 1,547,000
CO-AR-100	16037	CHATTAHOOCHEE RIVER GREENWAY PLAN		Other / Planning	SCP	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	2018	1.0000	$ 1,200,000	$ -	$ 300,000	$ -	$ 1,500,000
CO-AR-308	15051	I-75 NORTH MANAGED LANE ACCESS RAMPS	AT AKERS MILL ROAD	Roadway / Express Lanes	ROW	Local Jurisdiction/Municipality Funds	2020	1.0000	$ -	$ -	$ 687,000	$ -	$ 687,000
CO-AR-308	15051	I-75 NORTH MANAGED LANE ACCESS RAMPS	AT AKERS MILL ROAD	Roadway / Express Lanes	UTL	Local Jurisdiction/Municipality Funds	2021	1.0000	$ -	$ -	$ 1,930,000	$ -	$ 1,930,000
CO-AR-308	15051	I-75 NORTH MANAGED LANE ACCESS RAMPS	AT AKERS MILL ROAD	Roadway / Express Lanes	CST	Georgia Transportation Infrastructure Bank	2021	1.0000	$ -	$ 1,500,000	$ -	$ -	$ 1,500,000
CO-AR-308	15051	I-75 NORTH MANAGED LANE ACCESS RAMPS	AT AKERS MILL ROAD	Roadway / Express Lanes	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2021	1.0000	$ 6,000,000	$ -	$ 7,209,934	$ -	$ 13,209,934
CW-011	332180-	SR 16 INTERSECTION IMPROVEMENTS	AT SR 54	Roadway / Operations & Safety	PE	Transportation Funding Act (HB 170)	2018	1.0000	$ -	$ 264,000	$ -	$ -	$ 264,000
CW-011	332180-	SR 16 INTERSECTION IMPROVEMENTS	AT SR 54	Roadway / Operations & Safety	PE	Transportation Funding Act (HB 170)	2019	1.0000	$ -	$ 500,000	$ -	$ -	$ 500,000
CW-011	332180-	SR 16 INTERSECTION IMPROVEMENTS	AT SR 54	Roadway / Operations & Safety	ROW	Local Jurisdiction/Municipality Funds	2019	1.0000	$ -	$ -	$ 613,000	$ -	$ 613,000
CW-011	332180-	SR 16 INTERSECTION IMPROVEMENTS	AT SR 54	Roadway / Operations & Safety	UTL	Transportation Funding Act (HB 170)	2020	1.0000	$ -	$ 725,800	$ -	$ -	$ 725,800
CW-011	332180-	SR 16 INTERSECTION IMPROVEMENTS	AT SR 54	Roadway / Operations & Safety	CST	Transportation Funding Act (HB 170)	2020	1.0000	$ -	$ 4,991,128	$ -	$ -	$ 4,991,128
CW-028	333176-	SR 74/85 BRIDGE REPLACEMENT	AT NORFOLK SOUTHERN LINE IN SENOIA	Roadway / Bridge Upgrade	UTL	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	2019	1.0000	$ 88,160	$ 22,040	$ -	$ -	$ 110,200
CW-028	333176-	SR 74/85 BRIDGE REPLACEMENT	AT NORFOLK SOUTHERN LINE IN SENOIA	Roadway / Bridge Upgrade	CST	Repurposed Earmark (RPF9)	2019	1.0000	$ 121,891	$ 30,473	$ -	$ -	$ 152,364
CW-028	333176-	SR 74/85 BRIDGE REPLACEMENT	AT NORFOLK SOUTHERN LINE IN SENOIA	Roadway / Bridge Upgrade	CST	Repurposed Earmark	2019	1.0000	$ 815,879	$ 203,970	$ -	$ -	$ 1,019,849

Calculation of Project Costs in Year of Expenditure Dollars

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									Year of Expenditure Costs				
ARC Project Number	GDOT Project Number	Description	Limits	Project Type	Phase	Fund Source	Fiscal Year	YOE Multiplier	Federal	State	Local	Bond	Total
CW-028	333176-	SR 74/85 BRIDGE REPLACEMENT	AT NORFOLK SOUTHERN LINE IN SENOIA	Roadway / Bridge Upgrade	CST	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	2019	1.0000	$ 3,905,066	$ 976,267	$ -	$ -	$ 4,881,333
CW-049	9294	CHATTAHOOCHEE HILL COUNTRY REGIONAL GREENWAY TRAIL SYSTEM: COWETA COUNTY PILOT SEGMENT		Last Mile Connectivity / Sidepaths and Trails	CST	Local Jurisdiction/Municipality Funds	2019	1.0000	$ -	$ -	$ 242,618	$ -	$ 242,618
CW-049	9294	CHATTAHOOCHEE HILL COUNTRY REGIONAL GREENWAY TRAIL SYSTEM: COWETA COUNTY PILOT SEGMENT		Last Mile Connectivity / Sidepaths and Trails	CST	Federal Earmark Funding	2019	1.0000	$ 333,751	$ -	$ 83,438	$ -	$ 417,189
CW-063	8619	SR 154 (SHARPSBURG MCCOLLUM ROAD) WIDENING	FROM SR 54 TO US 29	Roadway / General Purpose Capacity	PE	Transportation Funding Act (HB 170)	2022	1.0000	$ -	$ 1,400,000	$ -	$ -	$ 1,400,000
CW-063	8619	SR 154 (SHARPSBURG MCCOLLUM ROAD) WIDENING	FROM SR 54 TO US 29	Roadway / General Purpose Capacity	ROW	Transportation Funding Act (HB 170)	LR 2024-2030	1.2057	$ -	$ 1,392,584	$ -	$ -	$ 1,392,584
CW-063	8619	SR 154 (SHARPSBURG MCCOLLUM ROAD) WIDENING	FROM SR 54 TO US 29	Roadway / General Purpose Capacity	CST	General Federal Aid 2024-2040	LR 2024-2030	1.2057	$ 20,937,208	$ 5,234,302	$ -	$ -	$ 26,171,510
CW-075	12610	SR 16 INTERSECTION IMPROVEMENTS AND BRIDGE REPLACEMENT	AT PYLANT STREET AND DEAD OAK CREEK BRIDGE ON PYLANT STREET	Roadway / Operations & Safety	PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2018	1.0000	$ 32,000	$ -	$ 68,000	$ -	$ 100,000
CW-075	12610	SR 16 INTERSECTION IMPROVEMENTS AND BRIDGE REPLACEMENT	AT PYLANT STREET AND DEAD OAK CREEK BRIDGE ON PYLANT STREET	Roadway / Operations & Safety	UTL	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2018	1.0000	$ 40,000	$ -	$ 10,000	$ -	$ 50,000
CW-075	12610	SR 16 INTERSECTION IMPROVEMENTS AND BRIDGE REPLACEMENT	AT PYLANT STREET AND DEAD OAK CREEK BRIDGE ON PYLANT STREET	Roadway / Operations & Safety	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2018	1.0000	$ 1,822,544	$ -	$ 455,636	$ -	$ 2,278,180
CW-075	12610	SR 16 INTERSECTION IMPROVEMENTS AND BRIDGE REPLACEMENT	AT PYLANT STREET AND DEAD OAK CREEK BRIDGE ON PYLANT STREET	Roadway / Operations & Safety	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2019	1.0000	$ 500,000	$ -	$ 125,100	$ -	$ 625,100
CW-076	13195	MADRAS CONNECTOR - PHASE 1	FROM US 29/SR 14 TO HERRING ROAD (INCLUDES NEW BRIDGE OVER CSX RAILROAD)	Roadway / Operations & Safety	ROW	Local Jurisdiction/Municipality Funds	2020	1.0000	$ -	$ -	$ 1,431,000	$ -	$ 1,431,000
CW-076	13195	MADRAS CONNECTOR - PHASE 1	FROM US 29/SR 14 TO HERRING ROAD (INCLUDES NEW BRIDGE OVER CSX RAILROAD)	Roadway / Operations & Safety	UTL	Local Jurisdiction/Municipality Funds	2021	1.0000	$ -	$ -	$ 64,038	$ -	$ 64,038
CW-076	13195	MADRAS CONNECTOR - PHASE 1	FROM US 29/SR 14 TO HERRING ROAD (INCLUDES NEW BRIDGE OVER CSX RAILROAD)	Roadway / Operations & Safety	CST	Georgia Transportation Infrastructure Bank	2021	1.0000	$ -	$ 1,500,000	$ -	$ -	$ 1,500,000
CW-076	13195	MADRAS CONNECTOR - PHASE 1	FROM US 29/SR 14 TO HERRING ROAD (INCLUDES NEW BRIDGE OVER CSX RAILROAD)	Roadway / Operations & Safety	CST	Local Jurisdiction/Municipality Funds	2021	1.0000	$ -	$ -	$ 4,634,867	$ -	$ 4,634,867
CW-076	13195	MADRAS CONNECTOR - PHASE 1	FROM US 29/SR 14 TO HERRING ROAD (INCLUDES NEW BRIDGE OVER CSX RAILROAD)	Roadway / Operations & Safety	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2021	1.0000	$ 3,211,911	$ 802,978	$ -	$ -	$ 4,014,889
CW-077	12879	SENOIA IVY RIDGE TRAIL		Last Mile Connectivity / Sidepaths and Trails	ROW	Local Jurisdiction/Municipality Funds	2018	1.0000	$ -	$ -	$ 220,000	$ -	$ 220,000
CW-077	12879	SENOIA IVY RIDGE TRAIL		Last Mile Connectivity / Sidepaths and Trails	CST	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	2019	1.0000	$ 1,040,000	$ -	$ 541,729	$ -	$ 1,581,729
CW-078	13717	SR 54 BRIDGE REPLACEMENT	AT BEAR CREEK	Roadway / Bridge Upgrade	ROW	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	2020	1.0000	$ 84,897	$ 21,224	$ -	$ -	$ 106,121
CW-078	13717	SR 54 BRIDGE REPLACEMENT	AT BEAR CREEK	Roadway / Bridge Upgrade	UTL	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	2023	1.0000	$ 52,996	$ 13,249	$ -	$ -	$ 66,245
CW-078	13717	SR 54 BRIDGE REPLACEMENT	AT BEAR CREEK	Roadway / Bridge Upgrade	CST	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	2023	1.0000	$ 5,653,239	$ 1,413,310	$ -	$ -	$ 7,066,549
CW-079	13930	SR 54 BRIDGE REPLACEMENT	AT SHOAL CREEK	Roadway / Bridge Upgrade	ROW	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	2020	1.0000	$ 149,328	$ 37,332	$ -	$ -	$ 186,660
CW-079	13930	SR 54 BRIDGE REPLACEMENT	AT SHOAL CREEK	Roadway / Bridge Upgrade	UTL	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	2023	1.0000	$ 212,242	$ 53,060	$ -	$ -	$ 265,302

Calculation of Project Costs in Year of Expenditure Dollars

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									Year of Expenditure Costs				
ARC Project Number	GDOT Project Number	Description	Limits	Project Type	Phase	Fund Source	Fiscal Year	YOE Multiplier	Federal	State	Local	Bond	Total
CW-079	13930	SR 54 BRIDGE REPLACEMENT	AT SHOAL CREEK	Roadway / Bridge Upgrade	CST	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	2023	1.0000	$ 4,019,858	$ 1,004,964	$ -	$ -	$ 5,024,822
DK-030	13566	OLD COVINGTON HIGHWAY WIDENING	FROM SR 124 (TURNER HILL ROAD) TO LAKE CAPRI ROAD	Roadway / General Purpose Capacity	PE	General Federal Aid 2024-2040	LR 2024-2030	1.2057	$ 1,446,840	$ 361,710	$ -	$ -	$ 1,808,550
DK-030	13566	OLD COVINGTON HIGHWAY WIDENING	FROM SR 124 (TURNER HILL ROAD) TO LAKE CAPRI ROAD	Roadway / General Purpose Capacity	ROW	General Federal Aid 2024-2040	LR 2024-2030	1.2057	$ 2,893,680	$ 723,420	$ -	$ -	$ 3,617,100
DK-030	13566	OLD COVINGTON HIGHWAY WIDENING	FROM SR 124 (TURNER HILL ROAD) TO LAKE CAPRI ROAD	Roadway / General Purpose Capacity	CST	General Federal Aid 2024-2040	LR 2024-2030	1.2057	$ 3,353,775	$ 838,444	$ -	$ -	$ 4,192,219
DK-065A	6880	PANOLA ROAD: SEGMENT 1 OPERATION IMPROVEMENTS	FROM SR 155 (SNAPFINGER ROAD) TO SR 212 (BROWNS MILL ROAD)	Roadway / Operations & Safety	PE	Local Jurisdiction/Municipality Funds	AUTH	1.0000	$ -	$ -	$ 901,256	$ -	$ 901,256
DK-065A	6880	PANOLA ROAD: SEGMENT 1 OPERATION IMPROVEMENTS	FROM SR 155 (SNAPFINGER ROAD) TO SR 212 (BROWNS MILL ROAD)	Roadway / Operations & Safety	PE	General Federal Aid 2024-2040	LR 2024-2030	1.2057	$ 14,727,771	$ -	$ 10,727,029	$ -	$ 25,454,800
DK-065B	6879	PANOLA ROAD: SEGMENT 2 OPERATION IMPROVEMENTS	FROM SR 212 (BROWNS MILL ROAD) TO FAIRINGTON ROAD	Roadway / Operations & Safety	ROW	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2019	1.0000	$ 4,800,000	$ -	$ 2,280,000	$ -	$ 7,080,000
DK-065B	6879	PANOLA ROAD: SEGMENT 2 OPERATION IMPROVEMENTS	FROM SR 212 (BROWNS MILL ROAD) TO FAIRINGTON ROAD	Roadway / Operations & Safety	UTL	Local Jurisdiction/Municipality Funds	2022	1.0000	$ -	$ -	$ 4,100,000	$ -	$ 4,100,000
DK-065B	6879	PANOLA ROAD: SEGMENT 2 OPERATION IMPROVEMENTS	FROM SR 212 (BROWNS MILL ROAD) TO FAIRINGTON ROAD	Roadway / Operations & Safety	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2022	1.0000	$ 4,865,184	$ -	$ 14,549,094	$ -	$ 19,414,278
DK-065B	6879	PANOLA ROAD: SEGMENT 2 OPERATION IMPROVEMENTS	FROM SR 212 (BROWNS MILL ROAD) TO FAIRINGTON ROAD	Roadway / Operations & Safety	PE	Local Jurisdiction/Municipality Funds	AUTH	1.0000	$ -	$ -	$ 482,000	$ -	$ 482,000
DK-274	13971	SR 236 (LAVISTA ROAD) INTERSECTION IMPROVEMENTS	AT SR 42 (BRIARCLIFF ROAD)	Roadway / Operations & Safety	ROW	Transportation Funding Act (HB 170)	2019	1.0000	$ -	$ 5,662,500	$ -	$ -	$ 5,662,500
DK-274	13971	SR 236 (LAVISTA ROAD) INTERSECTION IMPROVEMENTS	AT SR 42 (BRIARCLIFF ROAD)	Roadway / Operations & Safety	UTL	Transportation Funding Act (HB 170)	2021	1.0000	$ -	$ 700,000	$ -	$ -	$ 700,000
DK-274	13971	SR 236 (LAVISTA ROAD) INTERSECTION IMPROVEMENTS	AT SR 42 (BRIARCLIFF ROAD)	Roadway / Operations & Safety	CST	Transportation Funding Act (HB 170)	2021	1.0000	$ -	$ 2,194,173	$ -	$ -	$ 2,194,173
DK-327A	6888	HAYDEN QUARRY ROAD / SIGMAN ROAD EXTENSION - NEW ALIGNMENT	FROM TURNER HILL ROAD IN DEKALB COUNTY TO ROCKDALE COUNTY LINE	Roadway / General Purpose Capacity	ALL	General Federal Aid 2024-2040	LR 2031-2040	1.4238	$ 12,772,056	$ -	$ 3,193,014	$ -	$ 15,965,069
DK-328B	13756	LITHONIA INDUSTRIAL BOULEVARD EXTENSION: PHASE IV - NEW ALIGNMENT	FROM WOODROW ROAD TO EVANS MILL ROAD	Roadway / General Purpose Capacity	CST	Local Jurisdiction/Municipality Funds	LR 2024-2030	1.2057	$ -	$ -	$ 6,028,500	$ -	$ 6,028,500
DK-330	6891	TURNER HILL ROAD WIDENING	FROM MALL PARKWAY TO 1500 FEET WEST OF MCDANIEL MILL ROAD - DESIGN PHASE WILL INCLUDE ACCESS MANAGEMENT PLAN	Roadway / General Purpose Capacity	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2023	1.0000	$ 8,280,442	$ -	$ 2,070,111	$ -	$ 10,350,553
DK-344A	2669	UPGRADES TO APPROXIMATELY 40 SIGNALS IN DEKALB COUNTY		Roadway / Operations & Safety	ROW	Local Jurisdiction/Municipality Funds	2018	1.0000	$ -	$ -	$ 1,500,000	$ -	$ 1,500,000
DK-344A	2669	UPGRADES TO APPROXIMATELY 40 SIGNALS IN DEKALB COUNTY		Roadway / Operations & Safety	ROW	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	2018	1.0000	$ 1,020,000	$ -	$ -	$ -	$ 1,020,000
DK-344A	2669	UPGRADES TO APPROXIMATELY 40 SIGNALS IN DEKALB COUNTY		Roadway / Operations & Safety	UTL	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	2020	1.0000	$ 452,574	$ -	$ -	$ -	$ 452,574
DK-344A	2669	UPGRADES TO APPROXIMATELY 40 SIGNALS IN DEKALB COUNTY		Roadway / Operations & Safety	CST	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	2020	1.0000	$ 6,471,285	$ -	$ -	$ -	$ 6,471,285
DK-344C	6999	UPGRADES TO APPROXIMATELY 25 SIGNALS IN DEKALB COUNTY		Roadway / Operations & Safety	ROW	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2020	1.0000	$ 2,560,000	$ -	$ 640,000	$ -	$ 3,200,000
DK-344C	6999	UPGRADES TO APPROXIMATELY 25 SIGNALS IN DEKALB COUNTY		Roadway / Operations & Safety	UTL	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	2020	1.0000	$ 443,700	$ -	$ -	$ -	$ 443,700
DK-344C	6999	UPGRADES TO APPROXIMATELY 25 SIGNALS IN DEKALB COUNTY		Roadway / Operations & Safety	CST	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	2020	1.0000	$ 3,398,776	$ -	$ -	$ -	$ 3,398,776
DK-348	N/A	US 29/78/278/SR 8 (PONCE DE LEON AVENUE) BRIDGE REPLACEMENT	AT LULLWATER CREEK	Roadway / Bridge Upgrade	CST	National Highway Performance Program (NHPP)	2019	1.0000	$ 883,455	$ 220,864	$ -	$ -	$ 1,104,319
DK-376	10326	SR 141 (PEACHTREE ROAD) PEDESTRIAN IMPROVEMENTS	FROM NORTH DRUID HILLS ROAD TO ASHFORD DUNWOODY ROAD	Last Mile Connectivity / Pedestrian Facility	ROW	Local Jurisdiction/Municipality Funds	2020	1.0000	$ -	$ -	$ 3,951,000	$ -	$ 3,951,000

Calculation of Project Costs in Year of Expenditure Dollars

Phases within the FY 2018-2023 TIP period are already inflated in the project list. Phases in long range (2023-2030 and 2031-2040) are inflated at 2.1% annually to a midpoint year of each time period, with the exception of transit formula funding programs which are inflated at 1.4% annually. MMIP projects are also shown in project list already inflated at a rate varying from 3.0% to 4.0% annually (thus a YOE multiplier of 1.0000 is shown in this table to prevent "double inflation").

									Year of Expenditure Costs				
ARC Project Number	GDOT Project Number	Description	Limits	Project Type	Phase	Fund Source	Fiscal Year	YOE Multiplier	Federal	State	Local	Bond	Total
DK-376	10326	SR 141 (PEACHTREE ROAD) PEDESTRIAN IMPROVEMENTS	FROM NORTH DRUID HILLS ROAD TO ASHFORD DUNWOODY ROAD	Last Mile Connectivity / Pedestrian Facility	UTL	Local Jurisdiction/Municipality Funds	2021	1.0000	$ -	$ -	$ 748,000	$ -	$ 748,000
DK-376	10326	SR 141 (PEACHTREE ROAD) PEDESTRIAN IMPROVEMENTS	FROM NORTH DRUID HILLS ROAD TO ASHFORD DUNWOODY ROAD	Last Mile Connectivity / Pedestrian Facility	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2021	1.0000	$ 2,400,000	$ -	$ 5,813,266	$ -	$ 8,213,266
DK-381	16053	PEACHTREE CREEK GREENWAY TRAIL PHASE II	FROM CITY OF ATLANTA TO NORTH DRUID HILLS ROAD	Last Mile Connectivity / Sidepaths and Trails	PE	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	2019	1.0000	$ 200,000	$ -	$ 50,000	$ -	$ 250,000
DK-381	16053	PEACHTREE CREEK GREENWAY TRAIL PHASE II	FROM CITY OF ATLANTA TO NORTH DRUID HILLS ROAD	Last Mile Connectivity / Sidepaths and Trails	ROW	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	2021	1.0000	$ 80,000	$ -	$ 20,000	$ -	$ 100,000
DK-381	16053	PEACHTREE CREEK GREENWAY TRAIL PHASE II	FROM CITY OF ATLANTA TO NORTH DRUID HILLS ROAD	Last Mile Connectivity / Sidepaths and Trails	UTL	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	2022	1.0000	$ 40,000	$ -	$ 10,000	$ -	$ 50,000
DK-381	16053	PEACHTREE CREEK GREENWAY TRAIL PHASE II	FROM CITY OF ATLANTA TO NORTH DRUID HILLS ROAD	Last Mile Connectivity / Sidepaths and Trails	CST	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	2022	1.0000	$ 2,400,000	$ -	$ 600,000	$ -	$ 3,000,000
DK-382	16054	I-85 NORTH INTERCHANGE IMPROVEMENTS	AT SR 42 (NORTH DRUID HILLS ROAD)	Other / Scoping	PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2019	1.0000	$ 400,000	$ -	$ 100,000	$ -	$ 500,000
DK-382	16054	I-85 NORTH INTERCHANGE IMPROVEMENTS	AT SR 42 (NORTH DRUID HILLS ROAD)	Other / Scoping	PE	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	2019	1.0000	$ 1,040,000	$ 260,000	$ -	$ -	$ 1,300,000
DK-382	16054	I-85 NORTH INTERCHANGE IMPROVEMENTS	AT SR 42 (NORTH DRUID HILLS ROAD)	Other / Scoping	ROW	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	2021	1.0000	$ 3,600,000	$ 900,000	$ -	$ -	$ 4,500,000
DK-382	16054	I-85 NORTH INTERCHANGE IMPROVEMENTS	AT SR 42 (NORTH DRUID HILLS ROAD)	Other / Scoping	UTL	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	2023	1.0000	$ 400,000	$ 100,000	$ -	$ -	$ 500,000
DK-382	16054	I-85 NORTH INTERCHANGE IMPROVEMENTS	AT SR 42 (NORTH DRUID HILLS ROAD)	Other / Scoping	CST	Local Jurisdiction/Municipality Funds	2023	1.0000	$ -	$ -	$ 8,025,000	$ -	$ 8,025,000
DK-382	16054	I-85 NORTH INTERCHANGE IMPROVEMENTS	AT SR 42 (NORTH DRUID HILLS ROAD)	Other / Scoping	CST	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	2023	1.0000	$ 7,900,000	$ 1,975,000	$ -	$ -	$ 9,875,000
DK-406	12611	CLAIREMONT-COMMERCE-CHURCH BICYCLE/PEDESTRIAN IMPROVEMENTS		Last Mile Connectivity / Complete Street Retrofit	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2019	1.0000	$ 1,357,768	$ -	$ 339,442	$ -	$ 1,697,210
DK-413	8121	ROCKBRIDGE ROAD BICYCLE AND PEDESTRIAN IMPROVEMENTS	FROM ALLGOOD ROAD TO ROLAND ROAD	Last Mile Connectivity / Joint Bike-Ped Facilities	UTL	Local Jurisdiction/Municipality Funds	2019	1.0000	$ -	$ -	$ 621,498	$ -	$ 621,498
DK-413	8121	ROCKBRIDGE ROAD BICYCLE AND PEDESTRIAN IMPROVEMENTS	FROM ALLGOOD ROAD TO ROLAND ROAD	Last Mile Connectivity / Joint Bike-Ped Facilities	UTL	Federal Earmark Funding	2019	1.0000	$ 416,000	$ -	$ 104,000	$ -	$ 520,000
DK-413	8121	ROCKBRIDGE ROAD BICYCLE AND PEDESTRIAN IMPROVEMENTS	FROM ALLGOOD ROAD TO ROLAND ROAD	Last Mile Connectivity / Joint Bike-Ped Facilities	CST	Local Jurisdiction/Municipality Funds	2019	1.0000	$ -	$ -	$ 2,262,549	$ -	$ 2,262,549
DK-413	8121	ROCKBRIDGE ROAD BICYCLE AND PEDESTRIAN IMPROVEMENTS	FROM ALLGOOD ROAD TO ROLAND ROAD	Last Mile Connectivity / Joint Bike-Ped Facilities	CST	Federal Earmark Funding	2019	1.0000	$ 344,827	$ -	$ 181,748	$ -	$ 526,575
DK-413	8121	ROCKBRIDGE ROAD BICYCLE AND PEDESTRIAN IMPROVEMENTS	FROM ALLGOOD ROAD TO ROLAND ROAD	Last Mile Connectivity / Joint Bike-Ped Facilities	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2019	1.0000	$ 500,000	$ -	$ 125,000	$ -	$ 625,000
DK-416	10474	US 23/29 (PONCE DE LEON AVENUE)	FROM N. PONCE DE LEON AVENUE TO S. PONCE DE LEON AVENUE (VICINITY OF LULLWATER CREEK)	Roadway / Maintenance	PE	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	2019	1.0000	$ 320,000	$ 80,000	$ -	$ -	$ 400,000
DK-416	10474	US 23/29 (PONCE DE LEON AVENUE)	FROM N. PONCE DE LEON AVENUE TO S. PONCE DE LEON AVENUE (VICINITY OF LULLWATER CREEK)	Roadway / Maintenance	ROW	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	2019	1.0000	$ 526,400	$ 131,600	$ -	$ -	$ 658,000
DK-416	10474	US 23/29 (PONCE DE LEON AVENUE)	FROM N. PONCE DE LEON AVENUE TO S. PONCE DE LEON AVENUE (VICINITY OF LULLWATER CREEK)	Roadway / Maintenance	CST	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	2023	1.0000	$ 1,870,891	$ 467,723	$ -	$ -	$ 2,338,614

Calculation of Project Costs in Year of Expenditure Dollars

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									Year of Expenditure Costs				
ARC Project Number	GDOT Project Number	Description	Limits	Project Type	Phase	Fund Source	Fiscal Year	YOE Multiplier	Federal	State	Local	Bond	Total
DK-417	12875	CHAMBLEE DUNWOODY ROAD (GEORGETOWN GATEWAY PROJECT)	FROM COTILLION DRIVE TO PEELER ROAD	Last Mile Connectivity / Joint Bike-Ped Facilities	UTL	Local Jurisdiction/Municipality Funds	2020	1.0000	$ -	$ -	$ 1,200,000	$ -	$ 1,200,000
DK-417	12875	CHAMBLEE DUNWOODY ROAD (GEORGETOWN GATEWAY PROJECT)	FROM COTILLION DRIVE TO PEELER ROAD	Last Mile Connectivity / Joint Bike-Ped Facilities	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2020	1.0000	$ 4,500,000	$ -	$ 2,000,000	$ -	$ 6,500,000
DK-419	13138	ASHFORD DUNWOODY ROAD AND DRESDEN DRIVE - ITS SYSTEM EXPANSION		Roadway / Operations & Safety	CST	Congestion Mitigation & Air Quality Improvement (CMAQ)	2019	1.0000	$ 1,613,575	$ -	$ 403,394	$ -	$ 2,016,969
DK-420	13139	DUNWOODY CITYWIDE SIGNAL COMMUNICATIONS NETWORK		Roadway / Operations & Safety	UTL	Local Jurisdiction/Municipality Funds	2018	1.0000	$ -	$ -	$ 125,000	$ -	$ 125,000
DK-420	13139	DUNWOODY CITYWIDE SIGNAL COMMUNICATIONS NETWORK		Roadway / Operations & Safety	CST	Congestion Mitigation & Air Quality Improvement (CMAQ)	2018	1.0000	$ 1,204,273	$ -	$ 301,069	$ -	$ 1,505,342
DK-421	12824	US 78/278/SR 8 (PONCE DE LEON AVENUE) SIGNAL UPGRADES	AT SPRINGDALE ROAD, OAKDALE ROAD, LULLWATER ROAD AND CLIFTON ROAD	Roadway / Operations & Safety	ROW	Congestion Mitigation & Air Quality Improvement (CMAQ)	2018	1.0000	$ 112,000	$ 28,000	$ -	$ -	$ 140,000
DK-421	12824	US 78/278/SR 8 (PONCE DE LEON AVENUE) SIGNAL UPGRADES	AT SPRINGDALE ROAD, OAKDALE ROAD, LULLWATER ROAD AND CLIFTON ROAD	Roadway / Operations & Safety	CST	Congestion Mitigation & Air Quality Improvement (CMAQ)	2019	1.0000	$ 772,394	$ -	$ -	$ -	$ 772,394
DK-422	12819	US 23/SR 42 (MORELAND AVENUE) SIGNAL UPGRADES	AT 12 LOCATIONS	Roadway / Operations & Safety	UTL	Congestion Mitigation & Air Quality Improvement (CMAQ)	2019	1.0000	$ 244,800	$ 61,200	$ -	$ -	$ 306,000
DK-422	12819	US 23/SR 42 (MORELAND AVENUE) SIGNAL UPGRADES	AT 12 LOCATIONS	Roadway / Operations & Safety	CST	Congestion Mitigation & Air Quality Improvement (CMAQ)	2019	1.0000	$ 1,831,774	$ 457,943	$ -	$ -	$ 2,289,717
DK-428	N/A	BUFORD / PEACHTREE CONNECTOR	FROM SR 13 (BUFORD HIGHWAY) TO SR 141 (PEACHTREE BOULEVARD)	Roadway / General Purpose Capacity	ALL	Local Jurisdiction/Municipality Funds	LR 2024-2030	1.2057	$ -	$ -	$ 58,476,450	$ -	$ 58,476,450
DK-429	N/A	PARK AVENUE EXTENSION	FROM SR 13 (BUFORD HIGHWAY) TO SR 141 (PEACHTREE BOULEVARD)	Roadway / General Purpose Capacity	ALL	Local Jurisdiction/Municipality Funds	LR 2024-2030	1.2057	$ -	$ -	$ 108,513,000	$ -	$ 108,513,000
DK-430	N/A	WEST AVENUE	FROM PEACHTREE ROAD TO MOTORS INDUSTRIAL WAY	Roadway / General Purpose Capacity	ALL	Local Jurisdiction/Municipality Funds	LR 2024-2030	1.2057	$ -	$ -	$ 15,312,390	$ -	$ 15,312,390
DK-431	9029	SOUTH RIVER TRAIL - PHASE V	FROM SOUTH RIVER TRAIL - PHASE 1 TO WALDROP ROAD	Last Mile Connectivity / Sidepaths and Trails	CST	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	2019	1.0000	$ 1,120,000	$ -	$ 280,000	$ -	$ 1,400,000
DK-441	15071	US 278 IMPROVEMENTS	FROM ASHTON PLACE TO SAMS CROSSING	Roadway / Operations & Safety	PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2018	1.0000	$ 272,000	$ -	$ 68,000	$ -	$ 340,000
DK-441	15071	US 278 IMPROVEMENTS	FROM ASHTON PLACE TO SAMS CROSSING	Roadway / Operations & Safety	ROW	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2020	1.0000	$ 1,600,000	$ -	$ 400,000	$ -	$ 2,000,000
DK-441	15071	US 278 IMPROVEMENTS	FROM ASHTON PLACE TO SAMS CROSSING	Roadway / Operations & Safety	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2022	1.0000	$ 2,400,000	$ -	$ 600,000	$ -	$ 3,000,000
DK-442	13991	SR 42 BRIDGE REPLACEMENT	AT SOUTH FORK PEACHTREE CREEK	Roadway / Bridge Upgrade	ROW	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	2020	1.0000	$ 200,000	$ 50,000	$ -	$ -	$ 250,000
DK-442	13991	SR 42 BRIDGE REPLACEMENT	AT SOUTH FORK PEACHTREE CREEK	Roadway / Bridge Upgrade	UTL	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	2021	1.0000	$ 133,171	$ 33,293	$ -	$ -	$ 166,464
DK-442	13991	SR 42 BRIDGE REPLACEMENT	AT SOUTH FORK PEACHTREE CREEK	Roadway / Bridge Upgrade	CST	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	2021	1.0000	$ 4,320,138	$ 1,080,034	$ -	$ -	$ 5,400,172
DK-443	15629	SR 236 (LAVISTA ROAD) PEDESTRIAN IMPROVEMENTS	FROM OAK GROVE ROAD TO PANGBORN ROAD	Last Mile Connectivity / Pedestrian Facility	PE	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	2019	1.0000	$ 200,000	$ 50,000	$ -	$ -	$ 250,000
DK-443	15629	SR 236 (LAVISTA ROAD) PEDESTRIAN IMPROVEMENTS	FROM OAK GROVE ROAD TO PANGBORN ROAD	Last Mile Connectivity / Pedestrian Facility	ROW	Local Jurisdiction/Municipality Funds	2021	1.0000	$ -	$ -	$ 200,000	$ -	$ 200,000
DK-443	15629	SR 236 (LAVISTA ROAD) PEDESTRIAN IMPROVEMENTS	FROM OAK GROVE ROAD TO PANGBORN ROAD	Last Mile Connectivity / Pedestrian Facility	ROW	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	2021	1.0000	$ 320,000	$ 80,000	$ -	$ -	$ 400,000

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ARC Project Number	GDOT Project Number	Description	Limits	Project Type	Phase	Fund Source	Fiscal Year	YOE Multiplier	Federal	State	Local	Bond	Total
DK-443	15629	SR 236 (LAVISTA ROAD) PEDESTRIAN IMPROVEMENTS	FROM OAK GROVE ROAD TO PANGBORN ROAD	Last Mile Connectivity / Pedestrian Facility	CST	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	2022	1.0000	$ 1,120,000	$ 280,000	$ -	$ -	$ 1,400,000
DK-444	15646	MERCER UNIVERSITY DRIVE BRIDGE REPLACEMENT	AT NORTH FORK PEACHTREE CREEK	Roadway / Bridge Upgrade	PE	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	2019	1.0000	$ 400,000	$ 100,000	$ -	$ -	$ 500,000
DK-444	15646	MERCER UNIVERSITY DRIVE BRIDGE REPLACEMENT	AT NORTH FORK PEACHTREE CREEK	Roadway / Bridge Upgrade	ROW	Local Jurisdiction/Municipality Funds	2021	1.0000	$ -	$ -	$ 125,000	$ -	$ 125,000
DK-444	15646	MERCER UNIVERSITY DRIVE BRIDGE REPLACEMENT	AT NORTH FORK PEACHTREE CREEK	Roadway / Bridge Upgrade	ROW	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	2021	1.0000	$ 100,000	$ 25,000	$ -	$ -	$ 125,000
DK-444	15646	MERCER UNIVERSITY DRIVE BRIDGE REPLACEMENT	AT NORTH FORK PEACHTREE CREEK	Roadway / Bridge Upgrade	UTL	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	2023	1.0000	$ 80,000	$ 20,000	$ -	$ -	$ 100,000
DK-444	15646	MERCER UNIVERSITY DRIVE BRIDGE REPLACEMENT	AT NORTH FORK PEACHTREE CREEK	Roadway / Bridge Upgrade	CST	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	2023	1.0000	$ 960,000	$ 240,000	$ -	$ -	$ 1,200,000
DK-452	16056	ASHFORD DUNWOODY ROAD	AT AT WINDSOR PARKWAY	Roadway / Operations & Safety	PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2019	1.0000	$ 240,000	$ -	$ 60,000	$ -	$ 300,000
DK-452	16056	ASHFORD DUNWOODY ROAD	AT AT WINDSOR PARKWAY	Roadway / Operations & Safety	ROW	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2021	1.0000	$ 320,000	$ -	$ 80,000	$ -	$ 400,000
DK-452	16056	ASHFORD DUNWOODY ROAD	AT AT WINDSOR PARKWAY	Roadway / Operations & Safety	CST	Local Jurisdiction/Municipality Funds	2023	1.0000	$ -	$ -	$ 1,900,000	$ -	$ 1,900,000
DK-AR-207	713300-	I-285 SOUTH INTERCHANGE IMPROVEMENTS	AT BOULDERCREST ROAD	Roadway / Interchange Capacity	ROW	National Highway Performance Program (NHPP) Exempt	2018	1.0000	$ 18,184,000	$ 4,546,000	$ -	$ -	$ 22,730,000
DK-AR-207	713300-	I-285 SOUTH INTERCHANGE IMPROVEMENTS	AT BOULDERCREST ROAD	Roadway / Interchange Capacity	PE	National Highway Performance Program (NHPP)	2019	1.0000	$ 2,000,000	$ 500,000	$ -	$ -	$ 2,500,000
DK-AR-207	713300-	I-285 SOUTH INTERCHANGE IMPROVEMENTS	AT BOULDERCREST ROAD	Roadway / Interchange Capacity	UTL	National Highway Performance Program (NHPP)	2023	1.0000	$ 367,561	$ 91,890	$ -	$ -	$ 459,451
DK-AR-207	713300-	I-285 SOUTH INTERCHANGE IMPROVEMENTS	AT BOULDERCREST ROAD	Roadway / Interchange Capacity	CST	National Highway Performance Program (NHPP)	2023	1.0000	$ 39,832,994	$ 9,958,249	$ -	$ -	$ 49,791,243
DK-AR-241	13915	I-285 INTERCHANGE IMPROVEMENTS	AT I-20 EAST	Roadway / Interchange Capacity	PE	Repurposed Earmark (RPF9)	2019	1.0000	$ 227,530	$ 56,883	$ -	$ -	$ 284,413
DK-AR-241	13915	I-285 INTERCHANGE IMPROVEMENTS	AT I-20 EAST	Roadway / Interchange Capacity	PE	Repurposed Earmark	2019	1.0000	$ 2,567,477	$ 641,869	$ -	$ -	$ 3,209,346
DK-AR-241	13915	I-285 INTERCHANGE IMPROVEMENTS	AT I-20 EAST	Roadway / Interchange Capacity	PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2019	1.0000	$ 1,832,523	$ 458,131	$ -	$ -	$ 2,290,654
DK-AR-241	13915	I-285 INTERCHANGE IMPROVEMENTS	AT I-20 EAST	Roadway / Interchange Capacity	PE	Highway Infrastructure – 23 USC 133(b)(1)(A) Activities in Areas With a Population Over 200,000	2020	1.0000	$ 8,240,000	$ 2,060,000	$ -	$ -	$ 10,300,000
DK-AR-241	13915	I-285 INTERCHANGE IMPROVEMENTS	AT I-20 EAST	Roadway / Interchange Capacity	ROW	National Highway Performance Program (NHPP)	2020	1.0000	$ 14,400,000	$ 3,600,000	$ -	$ -	$ 18,000,000
DK-AR-241	13915	I-285 INTERCHANGE IMPROVEMENTS	AT I-20 EAST	Roadway / Interchange Capacity	PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2021	1.0000	$ 3,440,000	$ 860,000	$ -	$ -	$ 4,300,000
DK-AR-241	13915	I-285 INTERCHANGE IMPROVEMENTS	AT I-20 EAST	Roadway / Interchange Capacity	ROW	Transportation Funding Act (HB 170)	2021	1.0000	$ -	$ 13,000,000	$ -	$ -	$ 13,000,000
DK-AR-241	13915	I-285 INTERCHANGE IMPROVEMENTS	AT I-20 EAST	Roadway / Interchange Capacity	CST	National Highway Performance Program (NHPP)	2022	1.0000	$ 50,960,000	$ 12,740,000	$ -	$ -	$ 63,700,000
DK-AR-241	13915	I-285 INTERCHANGE IMPROVEMENTS	AT I-20 EAST	Roadway / Interchange Capacity	CST	National Highway Performance Program (NHPP)	2023	1.0000	$ 52,800,000	$ 13,200,000	$ -	$ -	$ 66,000,000
DK-AR-241	13915	I-285 INTERCHANGE IMPROVEMENTS	AT I-20 EAST	Roadway / Interchange Capacity	CST	General Federal Aid 2024-2040	LR 2024-2030	1.0000	$ 232,000,000	$ 58,000,000	$ -	$ -	$ 290,000,000

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ARC Project Number	GDOT Project Number	Description	Limits	Project Type	Phase	Fund Source	Fiscal Year	YOE Multiplier	Federal	State	Local	Bond	Total
DK-AR-241	13915	I-285 INTERCHANGE IMPROVEMENTS	AT I-20 EAST	Roadway / Interchange Capacity	CST	Transportation Funding Act (HB 170)	LR 2024-2030	1.0000	$ -	$ 75,800,000	$ -	$ -	$ 75,800,000
DK-AR-241	13915	I-285 INTERCHANGE IMPROVEMENTS	AT I-20 EAST	Roadway / Interchange Capacity	CST	Transportation Funding Act (HB 170)	LR 2031-2040	1.0000	$ -	$ 48,900,000	$ -	$ -	$ 48,900,000
DK-AR-242	2868	PANOLA ROAD: SEGMENT 3 OPERATIONS IMPROVEMENTS - INCLUDES I-20 INTERCHANGE	FROM FAIRINGTON ROAD TO SNAPFINGER WOODS DRIVE	Roadway / General Purpose Capacity	ROW	National Highway Performance Program (NHPP)	2023	1.0000	$ 21,699,162	$ 5,424,791	$ -	$ -	$ 27,123,953
DK-AR-242	2868	PANOLA ROAD: SEGMENT 3 OPERATIONS IMPROVEMENTS - INCLUDES I-20 INTERCHANGE	FROM FAIRINGTON ROAD TO SNAPFINGER WOODS DRIVE	Roadway / General Purpose Capacity	CST	General Federal Aid 2024-2040	LR 2024-2030	1.2057	$ 26,345,818	$ 6,586,455	$ -	$ -	$ 32,932,273
DO-019	721770-	SR 166 (FAIRBURN ROAD / CAMPBELLTON ROAD) WIDENING	FROM OLD LOWER RIVER ROAD IN DOUGLAS COUNTY TO SR 70 IN FULTON COUNTY	Roadway / General Purpose Capacity	PE	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	2020	1.0000	$ 1,200,000	$ 300,000	$ -	$ -	$ 1,500,000
DO-019	721770-	SR 166 (FAIRBURN ROAD / CAMPBELLTON ROAD) WIDENING	FROM OLD LOWER RIVER ROAD IN DOUGLAS COUNTY TO SR 70 IN FULTON COUNTY	Roadway / General Purpose Capacity	ROW	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	2022	1.0000	$ 15,308,743	$ 3,827,186	$ -	$ -	$ 19,135,929
DO-019	721770-	SR 166 (FAIRBURN ROAD / CAMPBELLTON ROAD) WIDENING	FROM OLD LOWER RIVER ROAD IN DOUGLAS COUNTY TO SR 70 IN FULTON COUNTY	Roadway / General Purpose Capacity	UTL	General Federal Aid 2024-2040	LR 2024-2030	1.2057	$ 1,110,369	$ 277,592	$ -	$ -	$ 1,387,961
DO-019	721770-	SR 166 (FAIRBURN ROAD / CAMPBELLTON ROAD) WIDENING	FROM OLD LOWER RIVER ROAD IN DOUGLAS COUNTY TO SR 70 IN FULTON COUNTY	Roadway / General Purpose Capacity	CST	General Federal Aid 2024-2040	LR 2024-2030	1.2057	$ 10,943,940	$ 2,735,985	$ 1,591,733	$ -	$ 15,271,658
DO-022	13563	LEE ROAD / SOUTH SWEETWATER ROAD WIDENING	FROM VULCAN DRIVE TO SKYVIEW DRIVE AND OPERATIONAL IMPROVEMENTS FROM SKYVIEW DRIVE TO US 78 (BANKHEAD HIGHWAY) TO I-20 WEST	Roadway / General Purpose Capacity	ROW	Local Jurisdiction/Municipality Funds	2020	1.0000	$ -	$ -	$ 5,155,348	$ -	$ 5,155,348
DO-022	13563	LEE ROAD / SOUTH SWEETWATER ROAD WIDENING	FROM VULCAN DRIVE TO SKYVIEW DRIVE AND OPERATIONAL IMPROVEMENTS FROM SKYVIEW DRIVE TO US 78 (BANKHEAD HIGHWAY) TO I-20 WEST	Roadway / General Purpose Capacity	CST	Local Jurisdiction/Municipality Funds	2022	1.0000	$ -	$ -	$ 11,339,308	$ -	$ 11,339,308
DO-031A	N/A	DOUGLAS BOULEVARD EXTENSION - NEW ALIGNMENT	FROM CHAPEL HILL ROAD TO MIDWAY ROAD	Roadway / General Purpose Capacity	ALL	Local Jurisdiction/Municipality Funds	LR 2031-2040	1.4238	$ -	$ -	$ 29,899,800	$ -	$ 29,899,800
DO-220A	4428	LEE ROAD: SEGMENT 2 - WIDENING	FROM SR 92 (FAIRBURN ROAD) TO MONIER AVENUE	Roadway / General Purpose Capacity	CST	Transportation Funding Act (HB 170)	LR 2024-2030	1.2057	$ -	$ 4,762,877	$ -	$ -	$ 4,762,877
DO-220A	4428	LEE ROAD: SEGMENT 2 - WIDENING	FROM SR 92 (FAIRBURN ROAD) TO MONIER AVENUE	Roadway / General Purpose Capacity	CST	Local Jurisdiction/Municipality Funds	LR 2024-2030	1.2057	$ -	$ -	$ 16,316,868	$ -	$ 16,316,868
DO-252A	N/A	CHAPEL HILL ROAD WIDENING	FROM CENTRAL CHURCH ROAD TO STEWARTS MILL ROAD	Roadway / General Purpose Capacity	ALL	General Federal Aid 2024-2040	LR 2024-2030	1.2057	$ 15,240,048	$ -	$ 3,810,012	$ -	$ 19,050,060
DO-252B	N/A	CHAPEL HILL ROAD WIDENING	FROM DORSETT SHOALS ROAD TO CENTRAL CHURCH ROAD	Roadway / General Purpose Capacity	ALL	General Federal Aid 2024-2040	LR 2031-2040	1.4238	$ 6,834,240	$ -	$ 1,708,560	$ -	$ 8,542,800
DO-290	12618	SR 5 (BILL ARP ROAD) CONGESTION REDUCTION AND TRAFFIC FLOW IMPROVEMENTS	FROM ROSE AVENUE/BRIGHT STAR CONNECTOR TO CENTRAL CHURCH ROAD	Roadway / Operations & Safety	UTL	Local Jurisdiction/Municipality Funds	2019	1.0000	$ -	$ -	$ 19,632	$ -	$ 19,632
DO-290	12618	SR 5 (BILL ARP ROAD) CONGESTION REDUCTION AND TRAFFIC FLOW IMPROVEMENTS	FROM ROSE AVENUE/BRIGHT STAR CONNECTOR TO CENTRAL CHURCH ROAD	Roadway / Operations & Safety	CST	Congestion Mitigation & Air Quality Improvement (CMAQ)	2019	1.0000	$ 859,489	$ -	$ 214,872	$ -	$ 1,074,361
DO-296	12621	MAXHAM ROAD CONGESTION REDUCTION AND TRAFFIC FLOW IMPROVEMENTS	FROM SR 6 (THORNTON ROAD) TO TREE TERRACE PARKWAY	Roadway / Operations & Safety	ROW	Local Jurisdiction/Municipality Funds	2018	1.0000	$ -	$ -	$ 172,000	$ -	$ 172,000
DO-296	12621	MAXHAM ROAD CONGESTION REDUCTION AND TRAFFIC FLOW IMPROVEMENTS	FROM SR 6 (THORNTON ROAD) TO TREE TERRACE PARKWAY	Roadway / Operations & Safety	CST	Congestion Mitigation & Air Quality Improvement (CMAQ)	2019	1.0000	$ 1,798,256	$ -	$ 449,564	$ -	$ 2,247,820
DO-298	12877	CHC REGIONAL GREENWAY TRAIL - DOUGLAS COUNTY EXTENSION	FROM BOUNDARY OF WATERS PARK TO SWEETWATER CREEK STATE PARK	Last Mile Connectivity / Sidepaths and Trails	ROW	Local Jurisdiction/Municipality Funds	2019	1.0000	$ -	$ -	$ 741,300	$ -	$ 741,300
DO-298	12877	CHC REGIONAL GREENWAY TRAIL - DOUGLAS COUNTY EXTENSION	FROM BOUNDARY OF WATERS PARK TO SWEETWATER CREEK STATE PARK	Last Mile Connectivity / Sidepaths and Trails	CST	Local Jurisdiction/Municipality Funds	2020	1.0000	$ -	$ -	$ 9,303,700	$ -	$ 9,303,700
DO-299	10821	SR 6 (THORNTON ROAD) TRUCK FRIENDLY LANES	FROM I-20 WEST IN DOUGLAS COUNTY TO SR 6 SPUR (GARRETT ROAD) IN COBB COUNTY	Roadway / Operations & Safety	ROW	Transportation Funding Act (HB 170)	LR 2024-2030	1.2057	$ -	$ 7,234,200	$ -	$ -	$ 7,234,200
DO-299	10821	SR 6 (THORNTON ROAD) TRUCK FRIENDLY LANES	FROM I-20 WEST IN DOUGLAS COUNTY TO SR 6 SPUR (GARRETT ROAD) IN COBB COUNTY	Roadway / Operations & Safety	UTL	Transportation Funding Act (HB 170)	LR 2024-2030	1.2057	$ -	$ 2,411,400	$ -	$ -	$ 2,411,400
DO-299	10821	SR 6 (THORNTON ROAD) TRUCK FRIENDLY LANES	FROM I-20 WEST IN DOUGLAS COUNTY TO SR 6 SPUR (GARRETT ROAD) IN COBB COUNTY	Roadway / Operations & Safety	CST	Transportation Funding Act (HB 170)	LR 2024-2030	1.2057	$ -	$ 42,989,053	$ -	$ -	$ 42,989,053
DO-300	15072	RIVERSIDE PARKWAY BRIDGE UPGRADE	AT SWEETWATER CREEK	Roadway / Bridge Upgrade	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2021	1.0000	$ 504,000	$ -	$ 126,000	$ -	$ 630,000
DO-450	16367	DOUGLAS COUNTY FIXED ROUTE PUBLIC BUS SERVICE (OPERATING ASSISTANCE)		Transit / Operations & Maintenance	CST	Congestion Mitigation & Air Quality Improvement (CMAQ)	2019	1.0000	$ 1,600,000	$ -	$ 400,000	$ -	$ 2,000,000
DO-450	16367	DOUGLAS COUNTY FIXED ROUTE PUBLIC BUS SERVICE (OPERATING ASSISTANCE)		Transit / Operations & Maintenance	CST	Congestion Mitigation & Air Quality Improvement (CMAQ)	2020	1.0000	$ 1,600,000	$ -	$ 400,000	$ -	$ 2,000,000

Calculation of Project Costs in Year of Expenditure Dollars

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									Year of Expenditure Costs				
ARC Project Number	GDOT Project Number	Description	Limits	Project Type	Phase	Fund Source	Fiscal Year	YOE Multiplier	Federal	State	Local	Bond	Total
DO-450	16367	DOUGLAS COUNTY FIXED ROUTE PUBLIC BUS SERVICE (OPERATING ASSISTANCE)		Transit / Operations & Maintenance	CST	Congestion Mitigation & Air Quality Improvement (CMAQ)	2021	1.0000	$ 1,600,000	$ -	$ 400,000	$ -	$ 2,000,000
FA-085	321960-	SR 85 WIDENING	FROM SR 92 TO GRADY AVENUE	Roadway / General Purpose Capacity	ROW	General Federal Aid 2024-2040	LR 2024-2030	1.2057	$ 24,730,628	$ 6,182,657	$ -	$ -	$ 30,913,285
FA-085	321960-	SR 85 WIDENING	FROM SR 92 TO GRADY AVENUE	Roadway / General Purpose Capacity	UTL	General Federal Aid 2024-2040	LR 2024-2030	1.2057	$ 561,492	$ -	$ 140,374	$ -	$ 701,866
FA-085	321960-	SR 85 WIDENING	FROM SR 92 TO GRADY AVENUE	Roadway / General Purpose Capacity	CST	General Federal Aid 2024-2040	LR 2024-2030	1.2057	$ 40,392,510	$ 10,098,127	$ -	$ -	$ 50,490,637
FA-100A	16058	FAYETTE COUNTY RESURFACING PROGRAM - FY 2019		Roadway / Maintenance	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2019	1.0000	$ 2,896,311	$ -	$ 724,078	$ -	$ 3,620,389
FA-100B	16083	FAYETTE COUNTY RESURFACING PROGRAM - FY 2020		Roadway / Maintenance	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2020	1.0000	$ 3,113,444	$ -	$ 778,361	$ -	$ 3,891,805
FA-349	8598	EBENEZER CHURCH ROAD BRIDGE REPLACEMENT	AT WHITEWATER CREEK	Roadway / Bridge Upgrade	ROW	Local Jurisdiction/Municipality Funds	2020	1.0000	$ -	$ -	$ 463,000	$ -	$ 463,000
FA-349	8598	EBENEZER CHURCH ROAD BRIDGE REPLACEMENT	AT WHITEWATER CREEK	Roadway / Bridge Upgrade	UTL	Local Jurisdiction/Municipality Funds	2020	1.0000	$ -	$ -	$ 196,500	$ -	$ 196,500
FA-349	8598	EBENEZER CHURCH ROAD BRIDGE REPLACEMENT	AT WHITEWATER CREEK	Roadway / Bridge Upgrade	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2020	1.0000	$ 720,000	$ -	$ 1,562,363	$ -	$ 2,282,363
FA-352	12624	REDWINE ROAD AND STARRS MILL SCHOOL COMPLEX MULTI-USE PATH		Last Mile Connectivity / Joint Bike-Ped Facilities	PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2019	1.0000	$ 56,064	$ -	$ 14,016	$ -	$ 70,080
FA-353	12878	FAYETTEVILLE MULTI-USE BRIDGE AND PATHS		Last Mile Connectivity / Sidepaths and Trails	UTL	Local Jurisdiction/Municipality Funds	2021	1.0000	$ -	$ -	$ 100,000	$ -	$ 100,000
FA-353	12878	FAYETTEVILLE MULTI-USE BRIDGE AND PATHS		Last Mile Connectivity / Sidepaths and Trails	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2021	1.0000	$ 2,472,434	$ -	$ 625,132	$ -	$ 3,097,566
FA-355	13734	SR 85 BRIDGE REPLACEMENT	AT WHITEWATER CREEK	Roadway / Bridge Upgrade	ROW	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	2020	1.0000	$ 200,000	$ 50,000	$ -	$ -	$ 250,000
FA-355	13734	SR 85 BRIDGE REPLACEMENT	AT WHITEWATER CREEK	Roadway / Bridge Upgrade	UTL	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	2023	1.0000	$ 46,720	$ 11,680	$ -	$ -	$ 58,400
FA-355	13734	SR 85 BRIDGE REPLACEMENT	AT WHITEWATER CREEK	Roadway / Bridge Upgrade	CST	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	2023	1.0000	$ 2,852,886	$ 713,222	$ -	$ -	$ 3,566,108
FA-358	15647	COASTLINE ROAD BRIDGE REPLACEMENT	AT CSX RAILROAD	Roadway / Bridge Upgrade	PE	Surface Transportation Block Grant (STBG) Program Off-System Bridge	2018	1.0000	$ 400,000	$ 100,000	$ -	$ -	$ 500,000
FA-358	15647	COASTLINE ROAD BRIDGE REPLACEMENT	AT CSX RAILROAD	Roadway / Bridge Upgrade	ROW	STATE (40301)	2018	1.0000	$ -	$ -	$ -	$ 83,500	$ 83,500
FA-358	15647	COASTLINE ROAD BRIDGE REPLACEMENT	AT CSX RAILROAD	Roadway / Bridge Upgrade	ROW	Surface Transportation Block Grant (STBG) Program Off-System Bridge	2021	1.0000	$ 66,800	$ 16,700	$ -	$ -	$ 83,500
FA-358	15647	COASTLINE ROAD BRIDGE REPLACEMENT	AT CSX RAILROAD	Roadway / Bridge Upgrade	CST	Surface Transportation Block Grant (STBG) Program Off-System Bridge	2023	1.0000	$ 880,000	$ 220,000	$ -	$ -	$ 1,100,000
FN-067A	721780-	SR 9 (NORTH MAIN STREET / CUMMING HIGHWAY) WIDENING	FROM ACADEMY STREET TO WINDWARD PARKWAY	Roadway / General Purpose Capacity	UTL	Transportation Funding Act (HB 170)	2021	1.0000	$ -	$ 2,028,400	$ -	$ -	$ 2,028,400
FN-067A	721780-	SR 9 (NORTH MAIN STREET / CUMMING HIGHWAY) WIDENING	FROM ACADEMY STREET TO WINDWARD PARKWAY	Roadway / General Purpose Capacity	CST	Transportation Funding Act (HB 170)	2021	1.0000	$ -	$ 18,077,852	$ -	$ -	$ 18,077,852
FN-067B	721790	SR 9 (ALPHARETTA HIGHWAY / MAIN STREET) OPERATIONAL IMPROVEMENTS	FROM UPPER HEMBREE ROAD TO ACADEMY STREET	Roadway / Operations & Safety	UTL	Transportation Funding Act (HB 170)	2021	1.0000	$ -	$ 2,694,090	$ -	$ -	$ 2,694,090
FN-067B	721790	SR 9 (ALPHARETTA HIGHWAY / MAIN STREET) OPERATIONAL IMPROVEMENTS	FROM UPPER HEMBREE ROAD TO ACADEMY STREET	Roadway / Operations & Safety	CST	Transportation Funding Act (HB 170)	2021	1.0000	$ -	$ 15,160,935	$ -	$ -	$ 15,160,935
FN-140	N/A	MANSELL ROAD EXTENSION - NEW ALIGNMENT	FROM SR 92 (CROSSVILLE ROAD) TO SR 9 (ALPHARETTA STREET)	Roadway / General Purpose Capacity	ALL	Local Jurisdiction/Municipality Funds	LR 2031-2040	1.4238	$ -	$ -	$ 12,244,680	$ -	$ 12,244,680
FN-145	N/A	COMMERCE PARKWAY EXTENSION - NEW ALIGNMENT	FROM OLD ROSWELL ROAD TO SR 140 (HOLCOMB BRIDGE ROAD)	Roadway / General Purpose Capacity	ALL	Local Jurisdiction/Municipality Funds	LR 2031-2040	1.4238	$ -	$ -	$ 12,244,680	$ -	$ 12,244,680

Calculation of Project Costs in Year of Expenditure Dollars

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									Year of Expenditure Costs				
ARC Project Number	GDOT Project Number	Description	Limits	Project Type	Phase	Fund Source	Fiscal Year	YOE Multiplier	Federal	State	Local	Bond	Total
FN-170	N/A	WINDWARD PARKWAY	FROM NORTH POINT PARKWAY TO UNION HILL ROAD	Roadway / General Purpose Capacity	PE	Local Jurisdiction/Municipality Funds	2018	1.0000	$ -	$ -	$ 500,000	$ -	$ 500,000
FN-170	N/A	WINDWARD PARKWAY	FROM NORTH POINT PARKWAY TO UNION HILL ROAD	Roadway / General Purpose Capacity	ROW	Local Jurisdiction/Municipality Funds	2019	1.0000	$ -	$ -	$ 500,000	$ -	$ 500,000
FN-170	N/A	WINDWARD PARKWAY	FROM NORTH POINT PARKWAY TO UNION HILL ROAD	Roadway / General Purpose Capacity	CST	Local Jurisdiction/Municipality Funds	2020	1.0000	$ -	$ -	$ 14,000,000	$ -	$ 14,000,000
FN-175	N/A	HAYNES BRIDGE ROAD	FROM OLD ALABAMA ROAD TO MANSELL ROAD	Roadway / General Purpose Capacity	PE	Local Jurisdiction/Municipality Funds	2018	1.0000	$ -	$ -	$ 700,000	$ -	$ 700,000
FN-175	N/A	HAYNES BRIDGE ROAD	FROM OLD ALABAMA ROAD TO MANSELL ROAD	Roadway / General Purpose Capacity	ROW	Local Jurisdiction/Municipality Funds	2019	1.0000	$ -	$ -	$ 1,000,000	$ -	$ 1,000,000
FN-175	N/A	HAYNES BRIDGE ROAD	FROM OLD ALABAMA ROAD TO MANSELL ROAD	Roadway / General Purpose Capacity	CST	Local Jurisdiction/Municipality Funds	2020	1.0000	$ -	$ -	$ 8,000,000	$ -	$ 8,000,000
FN-176	TBD	SR 120 (OLD MILTON PARKWAY)	FROM SR 400 TO STATE BRIDGE ROAD	Roadway / General Purpose Capacity	PE	Local Jurisdiction/Municipality Funds	2018	1.0000	$ -	$ -	$ 1,250,000	$ -	$ 1,250,000
FN-176	TBD	SR 120 (OLD MILTON PARKWAY)	FROM SR 400 TO STATE BRIDGE ROAD	Roadway / General Purpose Capacity	ROW	Local Jurisdiction/Municipality Funds	2019	1.0000	$ -	$ -	$ 2,000,000	$ -	$ 2,000,000
FN-176	TBD	SR 120 (OLD MILTON PARKWAY)	FROM SR 400 TO STATE BRIDGE ROAD	Roadway / General Purpose Capacity	CST	Local Jurisdiction/Municipality Funds	2020	1.0000	$ -	$ -	$ 15,000,000	$ -	$ 15,000,000
FN-178A	TBD	MEDLOCK BRIDGE ROAD WIDENING (PHASE 1)	FROM CHATTAHOOCHEE RIVER TO OLD ALABAMA ROAD	Roadway / General Purpose Capacity	PE	Local Jurisdiction/Municipality Funds	2019	1.0000	$ -	$ -	$ 250,000	$ -	$ 250,000
FN-178A	TBD	MEDLOCK BRIDGE ROAD WIDENING (PHASE 1)	FROM CHATTAHOOCHEE RIVER TO OLD ALABAMA ROAD	Roadway / General Purpose Capacity	ROW	Local Jurisdiction/Municipality Funds	2020	1.0000	$ -	$ -	$ 200,000	$ -	$ 200,000
FN-178A	TBD	MEDLOCK BRIDGE ROAD WIDENING (PHASE 1)	FROM CHATTAHOOCHEE RIVER TO OLD ALABAMA ROAD	Roadway / General Purpose Capacity	CST	Local Jurisdiction/Municipality Funds	2021	1.0000	$ -	$ -	$ 1,800,000	$ -	$ 1,800,000
FN-178B	TBD	MEDLOCK BRIDGE ROAD WIDENING (PHASE 2)	FROM OLD ALABAMA ROAD TO GROVE POINT ROAD	Roadway / General Purpose Capacity	PE	Local Jurisdiction/Municipality Funds	2019	1.0000	$ -	$ -	$ 100,000	$ -	$ 100,000
FN-178B	TBD	MEDLOCK BRIDGE ROAD WIDENING (PHASE 2)	FROM OLD ALABAMA ROAD TO GROVE POINT ROAD	Roadway / General Purpose Capacity	ROW	Local Jurisdiction/Municipality Funds	2020	1.0000	$ -	$ -	$ 50,000	$ -	$ 50,000
FN-178B	TBD	MEDLOCK BRIDGE ROAD WIDENING (PHASE 2)	FROM OLD ALABAMA ROAD TO GROVE POINT ROAD	Roadway / General Purpose Capacity	CST	Local Jurisdiction/Municipality Funds	2021	1.0000	$ -	$ -	$ 1,000,000	$ -	$ 1,000,000
FN-178C	TBD	MEDLOCK BRIDGE ROAD WIDENING (PHASE 3)	FROM GROVE POINT ROAD TO MCGINNIS FERRY ROAD	Roadway / General Purpose Capacity	PE	Local Jurisdiction/Municipality Funds	2019	1.0000	$ -	$ -	$ 350,000	$ -	$ 350,000
FN-178C	TBD	MEDLOCK BRIDGE ROAD WIDENING (PHASE 3)	FROM GROVE POINT ROAD TO MCGINNIS FERRY ROAD	Roadway / General Purpose Capacity	ROW	Local Jurisdiction/Municipality Funds	2020	1.0000	$ -	$ -	$ 200,000	$ -	$ 200,000
FN-178C	TBD	MEDLOCK BRIDGE ROAD WIDENING (PHASE 3)	FROM GROVE POINT ROAD TO MCGINNIS FERRY ROAD	Roadway / General Purpose Capacity	CST	Local Jurisdiction/Municipality Funds	2021	1.0000	$ -	$ -	$ 6,050,000	$ -	$ 6,050,000
FN-205	16061	SR 9/US 19 (ROSWELL ROAD) TRANSIT ACCESS PROJECT	FROM MEADOWBROOK DRIVE TO I-285	Last Mile Connectivity / Pedestrian Facility	PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2019	1.0000	$ 498,000	$ -	$ 124,500	$ -	$ 622,500
FN-205	16061	SR 9/US 19 (ROSWELL ROAD) TRANSIT ACCESS PROJECT	FROM MEADOWBROOK DRIVE TO I-285	Last Mile Connectivity / Pedestrian Facility	ROW	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2019	1.0000	$ 2,560,200	$ -	$ 640,050	$ -	$ 3,200,250
FN-205	16061	SR 9/US 19 (ROSWELL ROAD) TRANSIT ACCESS PROJECT	FROM MEADOWBROOK DRIVE TO I-285	Last Mile Connectivity / Pedestrian Facility	UTL	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2019	1.0000	$ 320,000	$ -	$ 80,000	$ -	$ 400,000
FN-205	16061	SR 9/US 19 (ROSWELL ROAD) TRANSIT ACCESS PROJECT	FROM MEADOWBROOK DRIVE TO I-285	Last Mile Connectivity / Pedestrian Facility	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2019	1.0000	$ 2,865,575	$ -	$ 716,394	$ -	$ 3,581,969
FN-222	7838	SR 9 (CUMMING HIGHWAY) WIDENING	FROM WINDWARD PARKWAY TO FORSYTH COUNTY LINE	Roadway / General Purpose Capacity	ROW	Transportation Funding Act (HB 170)	2018	1.0000	$ -	$ 15,710,000	$ -	$ -	$ 15,710,000
FN-222	7838	SR 9 (CUMMING HIGHWAY) WIDENING	FROM WINDWARD PARKWAY TO FORSYTH COUNTY LINE	Roadway / General Purpose Capacity	PE	Transportation Funding Act (HB 170)	2019	1.0000	$ -	$ 300,000	$ -	$ -	$ 300,000
FN-222	7838	SR 9 (CUMMING HIGHWAY) WIDENING	FROM WINDWARD PARKWAY TO FORSYTH COUNTY LINE	Roadway / General Purpose Capacity	UTL	Transportation Funding Act (HB 170)	2023	1.0000	$ -	$ 1,664,775	$ -	$ -	$ 1,664,775
FN-222	7838	SR 9 (CUMMING HIGHWAY) WIDENING	FROM WINDWARD PARKWAY TO FORSYTH COUNTY LINE	Roadway / General Purpose Capacity	CST	Transportation Funding Act (HB 170)	2023	1.0000	$ -	$ 28,249,598	$ -	$ -	$ 28,249,598

Calculation of Project Costs in Year of Expenditure Dollars

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									Year of Expenditure Costs				
ARC Project Number	GDOT Project Number	Description	Limits	Project Type	Phase	Fund Source	Fiscal Year	YOE Multiplier	Federal	State	Local	Bond	Total
FN-225	7839	STATE BRIDGE ROAD / PLEASANT HILL ROAD WIDENING	FROM SR 141 (MEDLOCK BRIDGE ROAD) TO CHATTAHOOCHEE RIVER	Roadway / General Purpose Capacity	PE	Local Jurisdiction/Municipality Funds	2018	1.0000	$ -	$ -	$ 300,000	$ -	$ 300,000
FN-225	7839	STATE BRIDGE ROAD / PLEASANT HILL ROAD WIDENING	FROM SR 141 (MEDLOCK BRIDGE ROAD) TO CHATTAHOOCHEE RIVER	Roadway / General Purpose Capacity	ROW	Local Jurisdiction/Municipality Funds	2019	1.0000	$ -	$ -	$ 100,000	$ -	$ 100,000
FN-225	7839	STATE BRIDGE ROAD / PLEASANT HILL ROAD WIDENING	FROM SR 141 (MEDLOCK BRIDGE ROAD) TO CHATTAHOOCHEE RIVER	Roadway / General Purpose Capacity	CST	Georgia Transportation Infrastructure Bank	2020	1.0000	$ -	$ 1,500,000	$ 3,600,000	$ -	$ 5,100,000
FN-233A	4634	McGINNIS FERRY ROAD: SEGMENT 1 - WIDENING	FROM UNION HILL ROAD TO SARGENT ROAD	Roadway / General Purpose Capacity	PE	Transportation Funding Act (HB 170)	2018	1.0000	$ -	$ 50,000	$ -	$ -	$ 50,000
FN-233A	4634	McGINNIS FERRY ROAD: SEGMENT 1 - WIDENING	FROM UNION HILL ROAD TO SARGENT ROAD	Roadway / General Purpose Capacity	PE	Local Jurisdiction/Municipality Funds	2018	1.0000	$ -	$ -	$ 1,931,261	$ -	$ 1,931,261
FN-233A	4634	McGINNIS FERRY ROAD: SEGMENT 1 - WIDENING	FROM UNION HILL ROAD TO SARGENT ROAD	Roadway / General Purpose Capacity	ROW	Local Jurisdiction/Municipality Funds	2020	1.0000	$ -	$ -	$ 18,749,000	$ -	$ 18,749,000
FN-233A	4634	McGINNIS FERRY ROAD: SEGMENT 1 - WIDENING	FROM UNION HILL ROAD TO SARGENT ROAD	Roadway / General Purpose Capacity	UTL	Local Jurisdiction/Municipality Funds	2022	1.0000	$ -	$ -	$ 3,852,000	$ -	$ 3,852,000
FN-233A	4634	McGINNIS FERRY ROAD: SEGMENT 1 - WIDENING	FROM UNION HILL ROAD TO SARGENT ROAD	Roadway / General Purpose Capacity	CST	Transportation Funding Act (HB 170)	2022	1.0000	$ -	$ 10,000,000	$ 27,013,590	$ -	$ 37,013,590
FN-253	9640	SR 9 (ROSWELL ROAD / ATLANTA STREET) PEDESTRIAN IMPROVEMENTS	AT CHATTAHOOCHEE RIVER	Last Mile Connectivity / Pedestrian Facility	ROW	Local Jurisdiction/Municipality Funds	2021	1.0000	$ -	$ -	$ 79,070	$ -	$ 79,070
FN-253	9640	SR 9 (ROSWELL ROAD / ATLANTA STREET) PEDESTRIAN IMPROVEMENTS	AT CHATTAHOOCHEE RIVER	Last Mile Connectivity / Pedestrian Facility	CST	Bridge Discretionary	2022	1.0000	$ 2,580,500	$ -	$ 2,645,242	$ -	$ 5,225,742
FN-264	721000-	SR 120 (ABBOTTS BRIDGE ROAD / DULUTH HIGHWAY) WIDENING	FROM PEACHTREE INDUSTRIAL BOULEVARD TO PRIMROSE PARKWAY	Roadway / General Purpose Capacity	ROW	Repurposed Earmark	2019	1.0000	$ 719,920	$ 179,980	$ -	$ -	$ 899,900
FN-264	721000-	SR 120 (ABBOTTS BRIDGE ROAD / DULUTH HIGHWAY) WIDENING	FROM PEACHTREE INDUSTRIAL BOULEVARD TO PRIMROSE PARKWAY	Roadway / General Purpose Capacity	ROW	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	2019	1.0000	$ 4,469,321	$ 1,117,330	$ -	$ -	$ 5,586,651
FN-264	721000-	SR 120 (ABBOTTS BRIDGE ROAD / DULUTH HIGHWAY) WIDENING	FROM PEACHTREE INDUSTRIAL BOULEVARD TO PRIMROSE PARKWAY	Roadway / General Purpose Capacity	UTL	Transportation Funding Act (HB 170)	2022	1.0000	$ -	$ 2,110,000	$ -	$ -	$ 2,110,000
FN-264	721000-	SR 120 (ABBOTTS BRIDGE ROAD / DULUTH HIGHWAY) WIDENING	FROM PEACHTREE INDUSTRIAL BOULEVARD TO PRIMROSE PARKWAY	Roadway / General Purpose Capacity	CST	Transportation Funding Act (HB 170)	2022	1.0000	$ -	$ 28,000,751	$ -	$ -	$ 28,000,751
FN-265	TBD	SR 120 (ABBOTTS BRIDGE ROAD) WIDENING	FROM JONES BRIDGE ROAD TO SR 141 (MEDLOCK BRIDGE ROAD)	Roadway / General Purpose Capacity	CST	Local Jurisdiction/Municipality Funds	2020	1.0000	$ -	$ -	$ 50,000	$ -	$ 50,000
FN-267	N/A	HAMMOND DRIVE WIDENING	FROM SR 9 (ROSWELL ROAD) TO GLENRIDGE DRIVE	Roadway / General Purpose Capacity	ALL	General Federal Aid 2024-2040	LR 2031-2040	1.4238	$ 17,085,600	$ -	$ 4,271,400	$ -	$ 21,357,000
FN-269	721010-	SR 9 (ATLANTA STREET) REVERSIBLE LANE REMOVAL AND WIDENING	FROM MARIETTA HIGHWAY TO RIVERSIDE ROAD/AZALEA DRIVE	Roadway / General Purpose Capacity	ROW	Transportation Funding Act (HB 170)	2018	1.0000	$ -	$ 11,607,882	$ -	$ -	$ 11,607,882
FN-269	721010-	SR 9 (ATLANTA STREET) REVERSIBLE LANE REMOVAL AND WIDENING	FROM MARIETTA HIGHWAY TO RIVERSIDE ROAD/AZALEA DRIVE	Roadway / General Purpose Capacity	UTL	Local Jurisdiction/Municipality Funds	LR 2024-2030	1.2057	$ -	$ -	$ -	$ 1,640,520	$ 1,640,520
FN-269	721010-	SR 9 (ATLANTA STREET) REVERSIBLE LANE REMOVAL AND WIDENING	FROM MARIETTA HIGHWAY TO RIVERSIDE ROAD/AZALEA DRIVE	Roadway / General Purpose Capacity	CST	General Federal Aid 2024-2040	LR 2024-2030	1.2057	$ 13,931,855	$ 3,482,963	$ -	$ -	$ 17,414,819
FN-270	TBD	JONES BRIDGE ROAD WIDENING	FROM DOUGLAS ROAD TO MCGINNIS FERRY ROAD	Roadway / General Purpose Capacity	PE	Local Jurisdiction/Municipality Funds	2020	1.0000	$ -	$ -	$ 250,000	$ -	$ 250,000
FN-270	TBD	JONES BRIDGE ROAD WIDENING	FROM DOUGLAS ROAD TO MCGINNIS FERRY ROAD	Roadway / General Purpose Capacity	ROW	Local Jurisdiction/Municipality Funds	2021	1.0000	$ -	$ -	$ 750,000	$ -	$ 750,000
FN-270	TBD	JONES BRIDGE ROAD WIDENING	FROM DOUGLAS ROAD TO MCGINNIS FERRY ROAD	Roadway / General Purpose Capacity	CST	Local Jurisdiction/Municipality Funds	2022	1.0000	$ -	$ -	$ 6,000,000	$ -	$ 6,000,000
FN-275	10385	SANDY SPRINGS CIRCLE COMPLETE STREET - PHASE II	FROM HAMMOND DRIVE TO MOUNT VERNON HIGHWAY	Last Mile Connectivity / Complete Street Retrofit	UTL	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2019	1.0000	$ 895,982	$ -	$ 223,996	$ -	$ 1,119,978
FN-275	10385	SANDY SPRINGS CIRCLE COMPLETE STREET - PHASE II	FROM HAMMOND DRIVE TO MOUNT VERNON HIGHWAY	Last Mile Connectivity / Complete Street Retrofit	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2019	1.0000	$ 2,411,565	$ -	$ 602,891	$ -	$ 3,014,456
FN-278	10768	WINDWARD PARKWAY WESTBOUND AUXILIARY LANE	FROM SR 400 TO DEERFIELD PARKWAY	Roadway / General Purpose Capacity	CST	Georgia Transportation Infrastructure Bank	2018	1.0000	$ -	$ 1,433,200	$ -	$ -	$ 1,433,200
FN-278	10768	WINDWARD PARKWAY WESTBOUND AUXILIARY LANE	FROM SR 400 TO DEERFIELD PARKWAY	Roadway / General Purpose Capacity	CST	Local Jurisdiction/Municipality Funds	2018	1.0000	$ -	$ -	$ 500,000	$ -	$ 500,000
FN-278	10768	WINDWARD PARKWAY WESTBOUND AUXILIARY LANE	FROM SR 400 TO DEERFIELD PARKWAY	Roadway / General Purpose Capacity	CST	National Highway Performance Program (NHPP)	2018	1.0000	$ 1,336,000	$ 334,000	$ -	$ -	$ 1,670,000

Calculation of Project Costs in Year of Expenditure Dollars

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									Year of Expenditure Costs				
ARC Project Number	GDOT Project Number	Description	Limits	Project Type	Phase	Fund Source	Fiscal Year	YOE Multiplier	Federal	State	Local	Bond	Total
FN-287	12788	SR 120 (ABBOTTS BRIDGE ROAD) OPERATIONAL AND SAFETY IMPROVEMENTS INCLUDING PEDESTRIAN CONNECTIVITY	FROM PARSONS ROAD (WEST) TO PRIMROSE PARKWAY	Roadway / Operations & Safety	PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2018	1.0000	$ 100,000	$ -	$ 25,000	$ -	$ 125,000
FN-287	12788	SR 120 (ABBOTTS BRIDGE ROAD) OPERATIONAL AND SAFETY IMPROVEMENTS INCLUDING PEDESTRIAN CONNECTIVITY	FROM PARSONS ROAD (WEST) TO PRIMROSE PARKWAY	Roadway / Operations & Safety	ROW	Transportation Funding Act (HB 170)	2018	1.0000	$ -	$ 600,000	$ -	$ -	$ 600,000
FN-287	12788	SR 120 (ABBOTTS BRIDGE ROAD) OPERATIONAL AND SAFETY IMPROVEMENTS INCLUDING PEDESTRIAN CONNECTIVITY	FROM PARSONS ROAD (WEST) TO PRIMROSE PARKWAY	Roadway / Operations & Safety	ROW	Local Jurisdiction/Municipality Funds	2018	1.0000	$ -	$ -	$ 1,483,347	$ -	$ 1,483,347
FN-287	12788	SR 120 (ABBOTTS BRIDGE ROAD) OPERATIONAL AND SAFETY IMPROVEMENTS INCLUDING PEDESTRIAN CONNECTIVITY	FROM PARSONS ROAD (WEST) TO PRIMROSE PARKWAY	Roadway / Operations & Safety	CST	General Federal Aid 2024-2040	LR 2024-2030	1.2057	$ 3,858,240	$ -	$ 11,790,177	$ -	$ 15,648,417
FN-288A	13947	BARNWELL ROAD OPERATIONAL IMPROVEMENTS	FROM SR 140 (HOLCOMB BRIDGE ROAD) TO NIBLICK DRIVE	Roadway / Operations & Safety	ROW	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2019	1.0000	$ 1,600,000	$ -	$ 400,000	$ -	$ 2,000,000
FN-288A	13947	BARNWELL ROAD OPERATIONAL IMPROVEMENTS	FROM SR 140 (HOLCOMB BRIDGE ROAD) TO NIBLICK DRIVE	Roadway / Operations & Safety	CST	Transportation Funding Act (HB 170)	2020	1.0000	$ -	$ 1,000,000	$ -	$ -	$ 1,000,000
FN-288A	13947	BARNWELL ROAD OPERATIONAL IMPROVEMENTS	FROM SR 140 (HOLCOMB BRIDGE ROAD) TO NIBLICK DRIVE	Roadway / Operations & Safety	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2020	1.0000	$ 4,000,000	$ -	$ 1,000,000	$ -	$ 5,000,000
FN-292	TBD	BIG CREEK PARKWAY - PHASE II	FROM WARSAW ROAD TO OLD ALABAMA ROAD	Roadway / General Purpose Capacity	ROW	Local Jurisdiction/Municipality Funds	2019	1.0000	$ -	$ -	$ 15,000,000	$ -	$ 15,000,000
FN-292	TBD	BIG CREEK PARKWAY - PHASE II	FROM WARSAW ROAD TO OLD ALABAMA ROAD	Roadway / General Purpose Capacity	CST	Local Jurisdiction/Municipality Funds	2020	1.0000	$ -	$ -	$ 36,293,009	$ -	$ 36,293,009
FN-300	TBD	JONES BRIDGE ROAD WIDENING	FROM WATERS ROAD TO STATE BRIDGE ROAD	Roadway / General Purpose Capacity	PE	Local Jurisdiction/Municipality Funds	2020	1.0000	$ -	$ -	$ 250,000	$ -	$ 250,000
FN-300	TBD	JONES BRIDGE ROAD WIDENING	FROM WATERS ROAD TO STATE BRIDGE ROAD	Roadway / General Purpose Capacity	ROW	Local Jurisdiction/Municipality Funds	2021	1.0000	$ -	$ -	$ 3,250,000	$ -	$ 3,250,000
FN-300	TBD	JONES BRIDGE ROAD WIDENING	FROM WATERS ROAD TO STATE BRIDGE ROAD	Roadway / General Purpose Capacity	CST	Local Jurisdiction/Municipality Funds	2022	1.0000	$ -	$ -	$ 7,500,000	$ -	$ 7,500,000
FN-301	N/A	WINDWARD PARKWAY WIDENING AND COMPLETE STREETS	FROM SR 400 INTERCHANGE TO SR 9	Roadway / Interchange Capacity	ROW	Local Jurisdiction/Municipality Funds	2018	1.0000	$ -	$ -	$ 1,000,000	$ -	$ 1,000,000
FN-301	N/A	WINDWARD PARKWAY WIDENING AND COMPLETE STREETS	FROM SR 400 INTERCHANGE TO SR 9	Roadway / Interchange Capacity	CST	Local Jurisdiction/Municipality Funds	2020	1.0000	$ -	$ -	$ 6,000,000	$ -	$ 6,000,000
FN-302	15078	BIG CREEK GREENWAY CONNECTION	FROM COGBURN ROAD/BETHANY BEND TO BIG CREEK GREENWAY AT MARCONI DRIVE	Last Mile Connectivity / Sidepaths and Trails	ROW	Local Jurisdiction/Municipality Funds	2019	1.0000	$ -	$ -	$ 1,000,000	$ -	$ 1,000,000
FN-302	15078	BIG CREEK GREENWAY CONNECTION	FROM COGBURN ROAD/BETHANY BEND TO BIG CREEK GREENWAY AT MARCONI DRIVE	Last Mile Connectivity / Sidepaths and Trails	UTL	Local Jurisdiction/Municipality Funds	2021	1.0000	$ -	$ -	$ 50,000	$ -	$ 50,000
FN-302	15078	BIG CREEK GREENWAY CONNECTION	FROM COGBURN ROAD/BETHANY BEND TO BIG CREEK GREENWAY AT MARCONI DRIVE	Last Mile Connectivity / Sidepaths and Trails	CST	Local Jurisdiction/Municipality Funds	2021	1.0000	$ -	$ -	$ 3,000,000	$ -	$ 3,000,000
FN-304	15023	PATH 400 TRAIL EXTENSION	FROM LORIDANS DRIVE TO JOHNSON FERRY ROAD	Last Mile Connectivity / Sidepaths and Trails	PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2019	1.0000	$ 830,400	$ -	$ 207,600	$ -	$ 1,038,000
FN-304	15023	PATH 400 TRAIL EXTENSION	FROM LORIDANS DRIVE TO JOHNSON FERRY ROAD	Last Mile Connectivity / Sidepaths and Trails	ROW	Local Jurisdiction/Municipality Funds	2021	1.0000	$ -	$ -	$ 356,000	$ -	$ 356,000
FN-304	15023	PATH 400 TRAIL EXTENSION	FROM LORIDANS DRIVE TO JOHNSON FERRY ROAD	Last Mile Connectivity / Sidepaths and Trails	CST	Local Jurisdiction/Municipality Funds	2022	1.0000	$ -	$ -	$ 3,120,000	$ -	$ 3,120,000
FS-209	9643	SOUTH FULTON SCENIC BYWAY MULTI-USE TRAIL - PHASE I	FROM COCHRAN MILL PARK TO PHILLIPS ROAD	Last Mile Connectivity / Sidepaths and Trails	CST	Federal Earmark Funding	2019	1.0000	$ 449,950	$ -	$ 112,487	$ -	$ 562,437
FS-211	7540	SEMMES STREET BICYCLE AND PEDESTRIAN IMPROVEMENTS - PHASE 1	FROM WASHINGTON ROAD TO NORMAN BERRY DRIVE	Last Mile Connectivity / Joint Bike-Ped Facilities	CST	Local Jurisdiction/Municipality Funds	2019	1.0000	$ -	$ -	$ 475,083	$ -	$ 475,083
FS-211	7540	SEMMES STREET BICYCLE AND PEDESTRIAN IMPROVEMENTS - PHASE 1	FROM WASHINGTON ROAD TO NORMAN BERRY DRIVE	Last Mile Connectivity / Joint Bike-Ped Facilities	CST	Federal Earmark Funding	2019	1.0000	$ 652,236	$ -	$ 163,059	$ -	$ 815,295
FS-215	16063	WELCOME ALL ROAD INTERSECTION STUDY	AT AT SR 6 (CAMP CREEK PARKWAY)	Other / Scoping	SCP	Local Jurisdiction/Municipality Funds	2018	1.0000	$ -	$ -	$ 500,000	$ -	$ 500,000

Calculation of Project Costs in Year of Expenditure Dollars

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									Year of Expenditure Costs				
ARC Project Number	GDOT Project Number	Description	Limits	Project Type	Phase	Fund Source	Fiscal Year	YOE Multiplier	Federal	State	Local	Bond	Total
FS-217	731830-	CAMPBELLTON ROAD INTERSECTION IMPROVEMENT	AT NEW HOPE ROAD / BOAT ROCK ROAD	Roadway / Operations & Safety	ROW	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	2018	1.0000	$ 2,390,000	$ -	$ -	$ -	$ 2,390,000
FS-217	731830-	CAMPBELLTON ROAD INTERSECTION IMPROVEMENT	AT NEW HOPE ROAD / BOAT ROCK ROAD	Roadway / Operations & Safety	UTL	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	2019	1.0000	$ 1,081,041	$ -	$ -	$ -	$ 1,081,041
FS-217	731830-	CAMPBELLTON ROAD INTERSECTION IMPROVEMENT	AT NEW HOPE ROAD / BOAT ROCK ROAD	Roadway / Operations & Safety	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2019	1.0000	$ 1,312,000	$ -	$ -	$ -	$ 1,312,000
FS-217	731830-	CAMPBELLTON ROAD INTERSECTION IMPROVEMENT	AT NEW HOPE ROAD / BOAT ROCK ROAD	Roadway / Operations & Safety	CST	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	2019	1.0000	$ 4,170,797	$ -	$ -	$ -	$ 4,170,797
FS-234	12636	WEST BROAD STREET BICYCLE AND PEDESTRIAN FACILITIES	FROM SMITH STREET TO SR 138	Last Mile Connectivity / Joint Bike-Ped Facilities	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2019	1.0000	$ 3,321,940	$ -	$ 830,485	$ -	$ 4,152,425
FS-235	12637	NEW HOPE ROAD PEDESTRIAN FACILTIIES	FROM SR 166 (CAMPBELL ROAD) TO TO DANFORTH ROAD	Last Mile Connectivity / Pedestrian Facility	UTL	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2022	1.0000	$ 80,000	$ -	$ 20,000	$ -	$ 100,000
FS-235	12637	NEW HOPE ROAD PEDESTRIAN FACILTIIES	FROM SR 166 (CAMPBELL ROAD) TO TO DANFORTH ROAD	Last Mile Connectivity / Pedestrian Facility	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2022	1.0000	$ 800,000	$ -	$ 1,203,974	$ -	$ 2,003,974
FS-279	12638	DOWNTOWN EAST POINT/MARTA STATION MULTIMODAL IMPROVEMENTS		Last Mile Connectivity / Complete Street Retrofit	ROW	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2019	1.0000	$ 1,352,000	$ -	$ 338,000	$ -	$ 1,690,000
FS-279	12638	DOWNTOWN EAST POINT/MARTA STATION MULTIMODAL IMPROVEMENTS		Last Mile Connectivity / Complete Street Retrofit	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2022	1.0000	$ 3,082,880	$ -	$ 2,561,320	$ -	$ 5,644,200
FS-280	0015080/0012882	GLOBAL GATEWAY CONNECTOR		Last Mile Connectivity / Sidepaths and Trails	ROW	Local Jurisdiction/Municipality Funds	2019	1.0000	$ -	$ -	$ 25,000	$ -	$ 25,000
FS-280	0015080/0012882	GLOBAL GATEWAY CONNECTOR		Last Mile Connectivity / Sidepaths and Trails	UTL	Local Jurisdiction/Municipality Funds	2020	1.0000	$ -	$ -	$ 50,000	$ -	$ 50,000
FS-280	0015080/0012882	GLOBAL GATEWAY CONNECTOR		Last Mile Connectivity / Sidepaths and Trails	CST	Local Jurisdiction/Municipality Funds	2020	1.0000	$ -	$ -	$ 6,351,364	$ -	$ 6,351,364
FS-282	12818	US 19/41/SR 3 (METROPOLITAN PARKWAY) AND SR 6 (CAMP CREEK PARKWAY) SIGNAL UPGRADES	AT 16 LOCATIONS	Roadway / Operations & Safety	UTL	Congestion Mitigation & Air Quality Improvement (CMAQ)	2019	1.0000	$ 83,232	$ 20,808	$ -	$ -	$ 104,040
FS-282	12818	US 19/41/SR 3 (METROPOLITAN PARKWAY) AND SR 6 (CAMP CREEK PARKWAY) SIGNAL UPGRADES	AT 16 LOCATIONS	Roadway / Operations & Safety	CST	Congestion Mitigation & Air Quality Improvement (CMAQ)	2019	1.0000	$ 2,003,237	$ -	$ -	$ -	$ 2,003,237
FS-283	13809	SR/14 US 29 BRIDGE UPGRADE	AT CSX RAIL LINE 2.6 MILES NORTHEAST OF UNION CITY	Roadway / Bridge Upgrade	ROW	National Highway Performance Program (NHPP)	2020	1.0000	$ 200,000	$ 50,000	$ -	$ -	$ 250,000
FS-283	13809	SR/14 US 29 BRIDGE UPGRADE	AT CSX RAIL LINE 2.6 MILES NORTHEAST OF UNION CITY	Roadway / Bridge Upgrade	CST	National Highway Performance Program (NHPP)	2022	1.0000	$ 1,840,000	$ 460,000	$ -	$ -	$ 2,300,000
FS-286A	15083	SOUTH FULTON BRIDGE REPLACEMENT PROGRAM	AT DEMONEY ROAD AT DEEP CREEK	Roadway / Bridge Upgrade	ROW	Local Jurisdiction/Municipality Funds	2020	1.0000	$ -	$ -	$ 185,000	$ -	$ 185,000
FS-286A	15083	SOUTH FULTON BRIDGE REPLACEMENT PROGRAM	AT DEMONEY ROAD AT DEEP CREEK	Roadway / Bridge Upgrade	CST	Local Jurisdiction/Municipality Funds	2021	1.0000	$ -	$ -	$ 2,724,107	$ -	$ 2,724,107
FS-286B	15529	SOUTH FULTON BRIDGE REPLACEMENT PROGRAM	AT COCHRAN ROAD AT DEEP CREEK	Roadway / Bridge Upgrade	ROW	Local Jurisdiction/Municipality Funds	2020	1.0000	$ -	$ -	$ 145,000	$ -	$ 145,000
FS-286B	15529	SOUTH FULTON BRIDGE REPLACEMENT PROGRAM	AT COCHRAN ROAD AT DEEP CREEK	Roadway / Bridge Upgrade	CST	Local Jurisdiction/Municipality Funds	2021	1.0000	$ -	$ -	$ 1,719,827	$ -	$ 1,719,827
FS-286C	15530	SOUTH FULTON BRIDGE REPLACEMENT PROGRAM	AT COCHRAN ROAD AT CAMP CREEK	Roadway / Bridge Upgrade	ROW	Local Jurisdiction/Municipality Funds	2020	1.0000	$ -	$ -	$ 138,000	$ -	$ 138,000
FS-286C	15530	SOUTH FULTON BRIDGE REPLACEMENT PROGRAM	AT COCHRAN ROAD AT CAMP CREEK	Roadway / Bridge Upgrade	CST	Local Jurisdiction/Municipality Funds	2021	1.0000	$ -	$ -	$ 1,923,252	$ -	$ 1,923,252

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ARC Project Number	GDOT Project Number	Description	Limits	Project Type	Phase	Fund Source	Fiscal Year	YOE Multiplier	Federal	State	Local	Bond	Total
FS-288	15624	SR 279 (OLD NATIONAL HIGHWAY) SIDEWALKS - PHASE II	FROM FLAT SHOALS ROAD TO JONESBORO ROAD	Last Mile Connectivity / Pedestrian Facility	ROW	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2020	1.0000	$ 300,000	$ -	$ 748,000	$ -	$ 1,048,000
FS-288	15624	SR 279 (OLD NATIONAL HIGHWAY) SIDEWALKS - PHASE II	FROM FLAT SHOALS ROAD TO JONESBORO ROAD	Last Mile Connectivity / Pedestrian Facility	UTL	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2021	1.0000	$ 160,000	$ -	$ 40,000	$ -	$ 200,000
FS-288	15624	SR 279 (OLD NATIONAL HIGHWAY) SIDEWALKS - PHASE II	FROM FLAT SHOALS ROAD TO JONESBORO ROAD	Last Mile Connectivity / Pedestrian Facility	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2021	1.0000	$ 1,588,000	$ -	$ 1,062,000	$ -	$ 2,650,000
FS-289	13948	BUFFINGTON ROAD WIDENING	FROM ROCK QUARRY ROAD TO SR 14/US 29	Roadway / General Purpose Capacity	PE	Transportation Funding Act (HB 170)	2019	1.0000	$ -	$ 800,000	$ -	$ -	$ 800,000
FS-289	13948	BUFFINGTON ROAD WIDENING	FROM ROCK QUARRY ROAD TO SR 14/US 29	Roadway / General Purpose Capacity	ROW	Transportation Funding Act (HB 170)	2019	1.0000	$ -	$ 14,625,000	$ -	$ -	$ 14,625,000
FS-289	13948	BUFFINGTON ROAD WIDENING	FROM ROCK QUARRY ROAD TO SR 14/US 29	Roadway / General Purpose Capacity	UTL	Transportation Funding Act (HB 170)	2021	1.0000	$ -	$ 2,306,600	$ -	$ -	$ 2,306,600
FS-289	13948	BUFFINGTON ROAD WIDENING	FROM ROCK QUARRY ROAD TO SR 14/US 29	Roadway / General Purpose Capacity	CST	Transportation Funding Act (HB 170)	2021	1.0000	$ -	$ 11,993,327	$ -	$ -	$ 11,993,327
FS-290	15642	OAKLEY ROAD BRIDGE REPLACEMENT	AT BROADANAX CREEK	Roadway / Bridge Upgrade	PE	Surface Transportation Block Grant (STBG) Program Off-System Bridge	2019	1.0000	$ 400,000	$ 100,000	$ -	$ -	$ 500,000
FS-290	15642	OAKLEY ROAD BRIDGE REPLACEMENT	AT BROADANAX CREEK	Roadway / Bridge Upgrade	ROW	Local Jurisdiction/Municipality Funds	2021	1.0000	$ -	$ -	$ 125,000	$ -	$ 125,000
FS-290	15642	OAKLEY ROAD BRIDGE REPLACEMENT	AT BROADANAX CREEK	Roadway / Bridge Upgrade	ROW	Surface Transportation Block Grant (STBG) Program Off-System Bridge	2021	1.0000	$ 100,000	$ 25,000	$ -	$ -	$ 125,000
FS-290	15642	OAKLEY ROAD BRIDGE REPLACEMENT	AT BROADANAX CREEK	Roadway / Bridge Upgrade	UTL	Surface Transportation Block Grant (STBG) Program Off-System Bridge	2023	1.0000	$ 24,000	$ 6,000	$ -	$ -	$ 30,000
FS-290	15642	OAKLEY ROAD BRIDGE REPLACEMENT	AT BROADANAX CREEK	Roadway / Bridge Upgrade	CST	Surface Transportation Block Grant (STBG) Program Off-System Bridge	2023	1.0000	$ 800,000	$ 200,000	$ -	$ -	$ 1,000,000
FS-AR-182	7841	I-85 SOUTH INTERCHANGE IMPROVEMENTS	AT SR 74 (SENOIA ROAD)	Roadway / Interchange Capacity	ROW	National Highway Performance Program (NHPP)	2019	1.0000	$ 13,355,090	$ 3,338,773	$ -	$ -	$ 16,693,863
FS-AR-182	7841	I-85 SOUTH INTERCHANGE IMPROVEMENTS	AT SR 74 (SENOIA ROAD)	Roadway / Interchange Capacity	ROW	National Highway Performance Program (NHPP)	2020	1.0000	$ 11,151,568	$ 2,787,892	$ -	$ -	$ 13,939,460
FS-AR-182	7841	I-85 SOUTH INTERCHANGE IMPROVEMENTS	AT SR 74 (SENOIA ROAD)	Roadway / Interchange Capacity	UTL	National Highway Performance Program (NHPP)	2021	1.0000	$ 282,989	$ 70,747	$ -	$ -	$ 353,736
FS-AR-182	7841	I-85 SOUTH INTERCHANGE IMPROVEMENTS	AT SR 74 (SENOIA ROAD)	Roadway / Interchange Capacity	CST	National Highway Performance Program (NHPP)	2021	1.0000	$ 25,198,193	$ 6,299,548	$ -	$ -	$ 31,497,741
FS-AR-182	7841	I-85 SOUTH INTERCHANGE IMPROVEMENTS	AT SR 74 (SENOIA ROAD)	Roadway / Interchange Capacity	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2021	1.0000	$ 7,000,000	$ 1,750,000	$ -	$ -	$ 8,750,000
FS-AR-183	7842	I-85 SOUTH INTERCHANGE IMPROVEMENTS	AT SR 138 (JONESBORO ROAD)	Roadway / Interchange Upgrade	PE	National Highway Performance Program (NHPP)	2019	1.0000	$ 160,000	$ 40,000	$ -	$ -	$ 200,000
FS-AR-183	7842	I-85 SOUTH INTERCHANGE IMPROVEMENTS	AT SR 138 (JONESBORO ROAD)	Roadway / Interchange Upgrade	ROW	National Highway Performance Program (NHPP)	2023	1.0000	$ 10,552,415	$ 2,638,104	$ -	$ -	$ 13,190,519
FS-AR-183	7842	I-85 SOUTH INTERCHANGE IMPROVEMENTS	AT SR 138 (JONESBORO ROAD)	Roadway / Interchange Upgrade	UTL	General Federal Aid 2024-2040	LR 2024-2030	1.2057	$ 2,102,052	$ 525,513	$ -	$ -	$ 2,627,565
FS-AR-183	7842	I-85 SOUTH INTERCHANGE IMPROVEMENTS	AT SR 138 (JONESBORO ROAD)	Roadway / Interchange Upgrade	CST	General Federal Aid 2024-2040	LR 2024-2030	1.2057	$ 34,472,181	$ 8,618,045	$ -	$ -	$ 43,090,225
FS-AR-184	TBD	I-285 INTERCHANGE IMPROVEMENTS	AT CASCADE ROAD	Roadway / Interchange Upgrade	ALL	General Federal Aid 2024-2040	LR 2031-2040	1.4238	$ 20,274,912	$ -	$ 5,068,728	$ -	$ 25,343,640
FT-001A	7843	SR 9 (ATLANTA HIGHWAY) WIDENING	FROM FULTON COUNTY LINE TO MCFARLAND ROAD	Roadway / General Purpose Capacity	PE	Transportation Funding Act (HB 170)	2019	1.0000	$ -	$ 300,000	$ -	$ -	$ 300,000
FT-001A	7843	SR 9 (ATLANTA HIGHWAY) WIDENING	FROM FULTON COUNTY LINE TO MCFARLAND ROAD	Roadway / General Purpose Capacity	UTL	Transportation Funding Act (HB 170)	2022	1.0000	$ -	$ 1,318,919	$ -	$ -	$ 1,318,919
FT-001A	7843	SR 9 (ATLANTA HIGHWAY) WIDENING	FROM FULTON COUNTY LINE TO MCFARLAND ROAD	Roadway / General Purpose Capacity	CST	Transportation Funding Act (HB 170)	2022	1.0000	$ -	$ 8,718,719	$ -	$ -	$ 8,718,719
FT-001B	7844	SR 9 (ATLANTA HIGHWAY): SEGMENT 2 - WIDENING	FROM MCFARLAND ROAD TO SR 371 (POST ROAD)	Roadway / General Purpose Capacity	PE	Transportation Funding Act (HB 170)	2019	1.0000	$ -	$ 300,000	$ -	$ -	$ 300,000
FT-001B	7844	SR 9 (ATLANTA HIGHWAY): SEGMENT 2 - WIDENING	FROM MCFARLAND ROAD TO SR 371 (POST ROAD)	Roadway / General Purpose Capacity	UTL	Transportation Funding Act (HB 170)	2022	1.0000	$ -	$ 1,872,031	$ -	$ -	$ 1,872,031

Calculation of Project Costs in Year of Expenditure Dollars

Phases within the FY 2018-2023 TIP period are already inflated in the project list. Phases in long range (2023-2030 and 2031-2040) are inflated at 2.1% annually to a midpoint year of each time period, with the exception of transit formula funding programs which are inflated at 1.4% annually. MMIP projects are also shown in project list already inflated at a rate varying from 3.0% to 4.0% annually (thus a YOE multiplier of 1.0000 is shown in this table to prevent "double inflation").

									Year of Expenditure Costs				
ARC Project Number	GDOT Project Number	Description	Limits	Project Type	Phase	Fund Source	Fiscal Year	YOE Multiplier	Federal	State	Local	Bond	Total
FT-001B	7844	SR 9 (ATLANTA HIGHWAY): SEGMENT 2 - WIDENING	FROM MCFARLAND ROAD TO SR 371 (POST ROAD)	Roadway / General Purpose Capacity	CST	Transportation Funding Act (HB 170)	2022	1.0000	$ -	$ 19,077,575	$ -	$ -	$ 19,077,575
FT-001C	8357	SR 9 (ATLANTA HIGHWAY): SEGMENT 3 - WIDENING	FROM SR 371 (POST ROAD) TO SR 141 (PEACHTREE PARKWAY)	Roadway / General Purpose Capacity	ROW	Transportation Funding Act (HB 170)	2018	1.0000	$ -	$ 9,220,000	$ -	$ -	$ 9,220,000
FT-001C	8357	SR 9 (ATLANTA HIGHWAY): SEGMENT 3 - WIDENING	FROM SR 371 (POST ROAD) TO SR 141 (PEACHTREE PARKWAY)	Roadway / General Purpose Capacity	PE	Transportation Funding Act (HB 170)	2019	1.0000	$ -	$ 300,000	$ -	$ -	$ 300,000
FT-001C	8357	SR 9 (ATLANTA HIGHWAY): SEGMENT 3 - WIDENING	FROM SR 371 (POST ROAD) TO SR 141 (PEACHTREE PARKWAY)	Roadway / General Purpose Capacity	UTL	Transportation Funding Act (HB 170)	2022	1.0000	$ -	$ 4,745,281	$ -	$ -	$ 4,745,281
FT-001C	8357	SR 9 (ATLANTA HIGHWAY): SEGMENT 3 - WIDENING	FROM SR 371 (POST ROAD) TO SR 141 (PEACHTREE PARKWAY)	Roadway / General Purpose Capacity	CST	Transportation Funding Act (HB 170)	2022	1.0000	$ -	$ 27,000,786	$ -	$ -	$ 27,000,786
FT-001D	121690-	SR 9 (ATLANTA HIGHWAY): SEGMENT 4 - WIDENING	FROM SR 141 (PEACHTREE PARKWAY / BETHELVIEW ROAD) TO SR 20 (BUFORD HIGHWAY)	Roadway / General Purpose Capacity	UTL	Transportation Funding Act (HB 170)	2023	1.0000	$ -	$ 1,831,930	$ -	$ -	$ 1,831,930
FT-001D	121690-	SR 9 (ATLANTA HIGHWAY): SEGMENT 4 - WIDENING	FROM SR 141 (PEACHTREE PARKWAY / BETHELVIEW ROAD) TO SR 20 (BUFORD HIGHWAY)	Roadway / General Purpose Capacity	CST	Transportation Funding Act (HB 170)	2023	1.0000	$ -	$ 16,219,924	$ -	$ -	$ 16,219,924
FT-001E	141890-	SR 9 (ATLANTA ROAD / PILGRIM MILL ROAD): SEGMENT 5 - WIDENING	FROM SR 20 (BUFORD HIGHWAY) TO SR 306 (KEITH BRIDGE ROAD)	Roadway / General Purpose Capacity	ROW	Transportation Funding Act (HB 170)	LR 2024-2030	1.2057	$ -	$ 3,521,850	$ -	$ -	$ 3,521,850
FT-001E	141890-	SR 9 (ATLANTA ROAD / PILGRIM MILL ROAD): SEGMENT 5 - WIDENING	FROM SR 20 (BUFORD HIGHWAY) TO SR 306 (KEITH BRIDGE ROAD)	Roadway / General Purpose Capacity	CST	Transportation Funding Act (HB 170)	LR 2024-2030	1.2057	$ -	$ 10,653,565	$ -	$ -	$ 10,653,565
FT-030	6915	SR 371 (POST ROAD)	FROM SR 9 (ATLANTA HIGHWAY) TO KELLY MILL ROAD	Roadway / General Purpose Capacity	PE	Transportation Funding Act (HB 170)	2019	1.0000	$ -	$ 80,000	$ -	$ -	$ 80,000
FT-030	6915	SR 371 (POST ROAD)	FROM SR 9 (ATLANTA HIGHWAY) TO KELLY MILL ROAD	Roadway / General Purpose Capacity	PE	Transportation Funding Act (HB 170)	2022	1.0000	$ -	$ 5,000	$ -	$ -	$ 5,000
FT-030	6915	SR 371 (POST ROAD)	FROM SR 9 (ATLANTA HIGHWAY) TO KELLY MILL ROAD	Roadway / General Purpose Capacity	ROW	Transportation Funding Act (HB 170)	LR 2024-2030	1.2057	$ -	$ 18,139,757	$ -	$ -	$ 18,139,757
FT-030	6915	SR 371 (POST ROAD)	FROM SR 9 (ATLANTA HIGHWAY) TO KELLY MILL ROAD	Roadway / General Purpose Capacity	UTL	Transportation Funding Act (HB 170)	LR 2024-2030	1.2057	$ -	$ 3,760,578	$ -	$ -	$ 3,760,578
FT-030	6915	SR 371 (POST ROAD)	FROM SR 9 (ATLANTA HIGHWAY) TO KELLY MILL ROAD	Roadway / General Purpose Capacity	CST	Transportation Funding Act (HB 170)	LR 2024-2030	1.2057	$ -	$ 49,389,043	$ -	$ -	$ 49,389,043
FT-031	13965	SR 371 (POST ROAD)	FROM KELLY MILL ROAD TO SR 20 (CANTON HIGHWAY)	Roadway / General Purpose Capacity	PE	Local Jurisdiction/Municipality Funds	2018	1.0000	$ -	$ -	$ 647,500	$ -	$ 647,500
FT-031	13965	SR 371 (POST ROAD)	FROM KELLY MILL ROAD TO SR 20 (CANTON HIGHWAY)	Roadway / General Purpose Capacity	ALL	Transportation Funding Act (HB 170)	LR 2031-2040	1.4238	$ -	$ 54,916,708	$ -	$ -	$ 54,916,708
FT-060	13627	SR 369 (MATT HIGHWAY) BRIDGE REPLACEMENT	AT SETTINGDOWN CREEK	Roadway / Bridge Upgrade	ROW	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	2018	1.0000	$ 464,000	$ 116,000	$ -	$ -	$ 580,000
FT-060	13627	SR 369 (MATT HIGHWAY) BRIDGE REPLACEMENT	AT SETTINGDOWN CREEK	Roadway / Bridge Upgrade	UTL	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	2020	1.0000	$ 208,000	$ 52,000	$ -	$ -	$ 260,000
FT-060	13627	SR 369 (MATT HIGHWAY) BRIDGE REPLACEMENT	AT SETTINGDOWN CREEK	Roadway / Bridge Upgrade	CST	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	2020	1.0000	$ 2,737,866	$ 684,467	$ -	$ -	$ 3,422,333
FT-061A	2862	SR 20 (CANTON HIGHWAY / CUMMING HIGHWAY) WIDENING	FROM SR 369 (HIGHTOWER ROAD) IN CHEROKEE COUNTY TO SR 371 (POST ROAD) IN FORSYTH COUNTY	Roadway / General Purpose Capacity	ROW	Transportation Funding Act (HB 170)	2019	1.0000	$ -	$ 15,153,282	$ -	$ -	$ 15,153,282
FT-061A	2862	SR 20 (CANTON HIGHWAY / CUMMING HIGHWAY) WIDENING	FROM SR 369 (HIGHTOWER ROAD) IN CHEROKEE COUNTY TO SR 371 (POST ROAD) IN FORSYTH COUNTY	Roadway / General Purpose Capacity	ROW	Transportation Funding Act (HB 170)	2020	1.0000	$ -	$ 44,216,718	$ -	$ -	$ 44,216,718
FT-061A	2862	SR 20 (CANTON HIGHWAY / CUMMING HIGHWAY) WIDENING	FROM SR 369 (HIGHTOWER ROAD) IN CHEROKEE COUNTY TO SR 371 (POST ROAD) IN FORSYTH COUNTY	Roadway / General Purpose Capacity	UTL	Transportation Funding Act (HB 170)	2023	1.0000	$ -	$ 5,371,504	$ -	$ -	$ 5,371,504
FT-061A	2862	SR 20 (CANTON HIGHWAY / CUMMING HIGHWAY) WIDENING	FROM SR 369 (HIGHTOWER ROAD) IN CHEROKEE COUNTY TO SR 371 (POST ROAD) IN FORSYTH COUNTY	Roadway / General Purpose Capacity	CST	Transportation Funding Act (HB 170)	2023	1.0000	$ -	$ 68,622,085	$ -	$ -	$ 68,622,085
FT-062A	15762	SR 369 (BROWNS BRIDGE ROAD) WIDENING	FROM SR 9 (DAHLONEGA HIGHWAY) TO SR 306 (KEITH BRIDGE ROAD)	Roadway / General Purpose Capacity	CST	Local Jurisdiction/Municipality Funds	2020	1.0000	$ -	$ -	$ 12,000,000	$ -	$ 12,000,000
FT-062D	13369	SR 400 - NEW INTERCHANGE	AT SR 369 (BROWNS BRIDGE ROAD)	Roadway / Interchange Capacity	ROW	Local Jurisdiction/Municipality Funds	2018	1.0000	$ -	$ -	$ 10,600,000	$ -	$ 10,600,000
FT-062D	13369	SR 400 - NEW INTERCHANGE	AT SR 369 (BROWNS BRIDGE ROAD)	Roadway / Interchange Capacity	UTL	Local Jurisdiction/Municipality Funds	2020	1.0000	$ -	$ -	$ 1,546,000	$ -	$ 1,546,000
FT-062D	13369	SR 400 - NEW INTERCHANGE	AT SR 369 (BROWNS BRIDGE ROAD)	Roadway / Interchange Capacity	CST	Transportation Funding Act (HB 170)	2020	1.0000	$ -	$ 7,000,000	$ -	$ -	$ 7,000,000
FT-062D	13369	SR 400 - NEW INTERCHANGE	AT SR 369 (BROWNS BRIDGE ROAD)	Roadway / Interchange Capacity	CST	Local Jurisdiction/Municipality Funds	2020	1.0000	$ -	$ -	$ 18,247,499	$ -	$ 18,247,499
FT-065A	N/A	MCFARLAND ROAD: SEGMENT 1 - WIDENING	FROM MCGINNIS FERRY ROAD TO SR 400	Roadway / General Purpose Capacity	ALL	Local Jurisdiction/Municipality Funds	LR 2024-2030	1.2057	$ -	$ -	$ 6,872,490	$ -	$ 6,872,490

Calculation of Project Costs in Year of Expenditure Dollars

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									Year of Expenditure Costs				
ARC Project Number	GDOT Project Number	Description	Limits	Project Type	Phase	Fund Source	Fiscal Year	YOE Multiplier	Federal	State	Local	Bond	Total
FT-077B	N/A	RONALD REAGAN BOULEVARD: SEGMENT 2 - NEW ALIGNMENT	FROM MCFARLAND ROAD TO SHILOH ROAD	Roadway / General Purpose Capacity	ROW	Local Jurisdiction/Municipality Funds	2018	1.0000	$ -	$ -	$ 4,550,000	$ -	$ 4,550,000
FT-077B	N/A	RONALD REAGAN BOULEVARD: SEGMENT 2 - NEW ALIGNMENT	FROM MCFARLAND ROAD TO SHILOH ROAD	Roadway / General Purpose Capacity	CST	Local Jurisdiction/Municipality Funds	2020	1.0000	$ -	$ -	$ 13,550,000	$ -	$ 13,550,000
FT-077C	N/A	RONALD REAGAN BOULEVARD: SEGMENT 3 - NEW ALIGNMENT	FROM SHILOH ROAD TO MAJORS ROAD	Roadway / General Purpose Capacity	ROW	Local Jurisdiction/Municipality Funds	2018	1.0000	$ -	$ -	$ 2,000,000	$ -	$ 2,000,000
FT-077C	N/A	RONALD REAGAN BOULEVARD: SEGMENT 3 - NEW ALIGNMENT	FROM SHILOH ROAD TO MAJORS ROAD	Roadway / General Purpose Capacity	CST	Local Jurisdiction/Municipality Funds	2020	1.0000	$ -	$ -	$ 21,680,000	$ -	$ 21,680,000
FT-080	N/A	BAGLEY DRIVE WIDENING	FROM SR 141 (PEACHTREE PARKWAY) TO MATHIS AIRPORT ROAD	Roadway / General Purpose Capacity	ALL	Local Jurisdiction/Municipality Funds	LR 2024-2030	1.2057	$ -	$ -	$ 3,737,670	$ -	$ 3,737,670
FT-081	N/A	OLD ALPHARETTA ROAD WIDENING	FROM MCGINNIS FERRY ROAD TO SR 141 (PEACHTREE PARKWAY)	Roadway / General Purpose Capacity	ALL	Local Jurisdiction/Municipality Funds	LR 2024-2030	1.2057	$ -	$ -	$ 20,014,620	$ -	$ 20,014,620
FT-086	13552	SR 369 PASSING LANES	FROM CHEROKEE COUNTY LINE TO WALLACE TATUM ROAD	Roadway / Operations & Safety	ALL	General Federal Aid 2024-2040	LR 2031-2040	1.4238	$ 21,625,954	$ 5,406,489	$ -	$ -	$ 27,032,443
FT-306B	13571	SR 306 (KEITH BRIDGE ROAD): SEGMENT 2 - WIDENING	FROM SR 400 TO PARKS ROAD (INCLUDING BALDRIDGE & SIX MILE CREEK)	Roadway / General Purpose Capacity	PE	Transportation Funding Act (HB 170)	2018	1.0000	$ -	$ 30,000	$ -	$ -	$ 30,000
FT-306B	13571	SR 306 (KEITH BRIDGE ROAD): SEGMENT 2 - WIDENING	FROM SR 400 TO PARKS ROAD (INCLUDING BALDRIDGE & SIX MILE CREEK)	Roadway / General Purpose Capacity	PE	Local Jurisdiction/Municipality Funds	2018	1.0000	$ -	$ -	$ 475,000	$ -	$ 475,000
FT-306B	13571	SR 306 (KEITH BRIDGE ROAD): SEGMENT 2 - WIDENING	FROM SR 400 TO PARKS ROAD (INCLUDING BALDRIDGE & SIX MILE CREEK)	Roadway / General Purpose Capacity	ALL	Transportation Funding Act (HB 170)	LR 2031-2040	1.4238	$ -	$ 53,103,469	$ -	$ -	$ 53,103,469
FT-313	3682	SR 20 WIDENING	FROM SR 371 TO EAST OF NORTH CORNERS PARKWAY	Roadway / General Purpose Capacity	ROW	Transportation Funding Act (HB 170)	2018	1.0000	$ -	$ 8,788,537	$ -	$ -	$ 8,788,537
FT-313	3682	SR 20 WIDENING	FROM SR 371 TO EAST OF NORTH CORNERS PARKWAY	Roadway / General Purpose Capacity	ROW	Transportation Funding Act (HB 170)	2019	1.0000	$ -	$ 16,180,971	$ -	$ -	$ 16,180,971
FT-313	3682	SR 20 WIDENING	FROM SR 371 TO EAST OF NORTH CORNERS PARKWAY	Roadway / General Purpose Capacity	ROW	Transportation Funding Act (HB 170)	2020	1.0000	$ -	$ 16,904,745	$ -	$ -	$ 16,904,745
FT-313	3682	SR 20 WIDENING	FROM SR 371 TO EAST OF NORTH CORNERS PARKWAY	Roadway / General Purpose Capacity	ROW	Transportation Funding Act (HB 170)	2021	1.0000	$ -	$ 19,305,747	$ -	$ -	$ 19,305,747
FT-313	3682	SR 20 WIDENING	FROM SR 371 TO EAST OF NORTH CORNERS PARKWAY	Roadway / General Purpose Capacity	UTL	Transportation Funding Act (HB 170)	2021	1.0000	$ -	$ 3,166,800	$ -	$ -	$ 3,166,800
FT-313	3682	SR 20 WIDENING	FROM SR 371 TO EAST OF NORTH CORNERS PARKWAY	Roadway / General Purpose Capacity	CST	Transportation Funding Act (HB 170)	2021	1.0000	$ -	$ 53,599,150	$ -	$ -	$ 53,599,150
FT-324	7526	SR 400 - NEW INTERCHANGE INCLUDING WIDENING AND AUXILIARY LANES	AT MCGINNIS FERRY ROAD	Roadway / Interchange Capacity	ROW	Transportation Funding Act (HB 170)	2018	1.0000	$ -	$ 4,330,000	$ -	$ -	$ 4,330,000
FT-324	7526	SR 400 - NEW INTERCHANGE INCLUDING WIDENING AND AUXILIARY LANES	AT MCGINNIS FERRY ROAD	Roadway / Interchange Capacity	UTL	Transportation Funding Act (HB 170)	2020	1.0000	$ -	$ 3,747,942	$ -	$ -	$ 3,747,942
FT-324	7526	SR 400 - NEW INTERCHANGE INCLUDING WIDENING AND AUXILIARY LANES	AT MCGINNIS FERRY ROAD	Roadway / Interchange Capacity	CST	Transportation Funding Act (HB 170)	2020	1.0000	$ -	$ 23,893,515	$ -	$ -	$ 23,893,515
FT-324	7526	SR 400 - NEW INTERCHANGE INCLUDING WIDENING AND AUXILIARY LANES	AT MCGINNIS FERRY ROAD	Roadway / Interchange Capacity	CST	Local Jurisdiction/Municipality Funds	2020	1.0000	$ -	$ -	$ 10,378,014	$ -	$ 10,378,014
FT-330	N/A	OLD ATLANTA ROAD: SEGMENT 3 - WIDENING	FROM JAMES BURGESS ROAD TO OLD ATLANTA CLUB	Roadway / General Purpose Capacity	CST	Local Jurisdiction/Municipality Funds	2020	1.0000	$ -	$ -	$ 12,812,500	$ -	$ 12,812,500
FT-331	N/A	OLD ATLANTA ROAD: SEGMENT 4 - WIDENING	FROM OLD ATLANTA CLUB TO ST. MARLO COUNTRY CLUB WAY	Roadway / General Purpose Capacity	CST	Local Jurisdiction/Municipality Funds	2020	1.0000	$ -	$ -	$ 8,550,000	$ -	$ 8,550,000
FT-335	16066	SR 9 (DAHLONEGA HIGHWAY) INTERSECTION IMPROVEMENTS	AT AT JEWELL BENNETT ROAD	Roadway / Operations & Safety	PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2019	1.0000	$ 160,000	$ -	$ 40,000	$ -	$ 200,000
FT-335	16066	SR 9 (DAHLONEGA HIGHWAY) INTERSECTION IMPROVEMENTS	AT AT JEWELL BENNETT ROAD	Roadway / Operations & Safety	ROW	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2021	1.0000	$ 160,000	$ -	$ 40,000	$ -	$ 200,000
FT-335	16066	SR 9 (DAHLONEGA HIGHWAY) INTERSECTION IMPROVEMENTS	AT AT JEWELL BENNETT ROAD	Roadway / Operations & Safety	UTL	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2022	1.0000	$ 80,000	$ -	$ 20,000	$ -	$ 100,000
FT-335	16066	SR 9 (DAHLONEGA HIGHWAY) INTERSECTION IMPROVEMENTS	AT AT JEWELL BENNETT ROAD	Roadway / Operations & Safety	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2022	1.0000	$ 880,000	$ -	$ 220,000	$ -	$ 1,100,000
GW-020D	7850	SR 20 (BUFORD DRIVE) WIDENING	FROM I-85 NORTH TO ROCK SPRINGS ROAD	Roadway / General Purpose Capacity	PE	Transportation Funding Act (HB 170)	2023	1.0000	$ -	$ 699,953	$ -	$ -	$ 699,953
GW-020D	7850	SR 20 (BUFORD DRIVE) WIDENING	FROM I-85 NORTH TO ROCK SPRINGS ROAD	Roadway / General Purpose Capacity	ROW	Transportation Funding Act (HB 170)	LR 2024-2030	1.2057	$ -	$ 3,795,769	$ -	$ -	$ 3,795,769
GW-020D	7850	SR 20 (BUFORD DRIVE) WIDENING	FROM I-85 NORTH TO ROCK SPRINGS ROAD	Roadway / General Purpose Capacity	CST	General Federal Aid 2024-2040	LR 2024-2030	1.2057	$ 14,660,328	$ 3,665,082	$ -	$ -	$ 18,325,410

Calculation of Project Costs in Year of Expenditure Dollars

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									Year of Expenditure Costs				
ARC Project Number	GDOT Project Number	Description	Limits	Project Type	Phase	Fund Source	Fiscal Year	YOE Multiplier	Federal	State	Local	Bond	Total
GW-269	6921	SR 124 (SCENIC HIGHWAY) WIDENING	FROM US 78 (MAIN STREET) TO TO SUGARLOAF PARKWAY	Roadway / General Purpose Capacity	PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2019	1.0000	$ 4,800,000	$ -	$ 1,200,000	$ -	$ 6,000,000
GW-269	6921	SR 124 (SCENIC HIGHWAY) WIDENING	FROM US 78 (MAIN STREET) TO TO SUGARLOAF PARKWAY	Roadway / General Purpose Capacity	ALL	Transportation Funding Act (HB 170)	LR 2024-2030	1.2057	$ 36,940,505	$ 9,235,127	$ -	$ -	$ 46,175,632
GW-290	132986-	SR 120 (DULUTH HIGHWAY) BRIDGE REPLACEMENT	AT SINGLETON CREEK	Roadway / Bridge Upgrade	UTL	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	2020	1.0000	$ 894,316	$ 223,579	$ -	$ -	$ 1,117,895
GW-290	132986-	SR 120 (DULUTH HIGHWAY) BRIDGE REPLACEMENT	AT SINGLETON CREEK	Roadway / Bridge Upgrade	CST	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	2020	1.0000	$ 3,568,023	$ 892,006	$ -	$ -	$ 4,460,029
GW-308B	6924	SUGARLOAF PARKWAY EXTENSION: PHASE 2 - NEW ALIGNMENT	FROM SR 316 EAST OF LAWRENCEVILLE TO I-85	Roadway / General Purpose Capacity	PE	Federal Earmark Funding	2018	1.0000	$ 4,499,500	$ -	$ 4,950,500	$ -	$ 9,450,000
GW-308B	6924	SUGARLOAF PARKWAY EXTENSION: PHASE 2 - NEW ALIGNMENT	FROM SR 316 EAST OF LAWRENCEVILLE TO I-85	Roadway / General Purpose Capacity	ROW	Local Jurisdiction/Municipality Funds	2020	1.0000	$ -	$ -	$ 39,597,000	$ -	$ 39,597,000
GW-308B	6924	SUGARLOAF PARKWAY EXTENSION: PHASE 2 - NEW ALIGNMENT	FROM SR 316 EAST OF LAWRENCEVILLE TO I-85	Roadway / General Purpose Capacity	UTL	Local Jurisdiction/Municipality Funds	LR 2031-2040	1.4238	$ -	$ -	$ 9,132,965	$ -	$ 9,132,965
GW-308B	6924	SUGARLOAF PARKWAY EXTENSION: PHASE 2 - NEW ALIGNMENT	FROM SR 316 EAST OF LAWRENCEVILLE TO I-85	Roadway / General Purpose Capacity	CST	General Federal Aid 2024-2040	LR 2031-2040	1.4238	$ 235,535,770	$ 58,883,943	$ 46,804,921	$ -	$ 341,224,633
GW-308C	N/A	SUGARLOAF PARKWAY EXTENSION: PHASE 3 - NEW ALIGNMENT	FROM I-85 TO PEACHTREE INDUSTRIAL BOULEVARD	Roadway / General Purpose Capacity	UTL	Local Jurisdiction/Municipality Funds	LR 2031-2040	1.4238	$ -	$ -	$ 8,694,435	$ -	$ 8,694,435
GW-308C	N/A	SUGARLOAF PARKWAY EXTENSION: PHASE 3 - NEW ALIGNMENT	FROM I-85 TO PEACHTREE INDUSTRIAL BOULEVARD	Roadway / General Purpose Capacity	CST	Local Jurisdiction/Municipality Funds	LR 2031-2040	1.4238	$ -	$ -	$ 155,785,911	$ -	$ 155,785,911
GW-309	TBD	WEST LIDDELL ROAD / CLUB DRIVE CONNECTOR - NEW ALIGNMENT	FROM STEVE REYNOLDS BOULEVARD TO SATELLITE BOULEVARD (INCLUDES I-85 BRIDGE) - DESIGN PHASE WILL INCLUDE ACCESS MANAGEMENT PLAN	Roadway / General Purpose Capacity	ROW	Local Jurisdiction/Municipality Funds	LR 2024-2030	1.2057	$ -	$ -	$ 20,014,620	$ -	$ 20,014,620
GW-309	TBD	WEST LIDDELL ROAD / CLUB DRIVE CONNECTOR - NEW ALIGNMENT	FROM STEVE REYNOLDS BOULEVARD TO SATELLITE BOULEVARD (INCLUDES I-85 BRIDGE) - DESIGN PHASE WILL INCLUDE ACCESS MANAGEMENT PLAN	Roadway / General Purpose Capacity	UTL	Local Jurisdiction/Municipality Funds	LR 2024-2030	1.2057	$ -	$ -	$ 361,710	$ -	$ 361,710
GW-309	TBD	WEST LIDDELL ROAD / CLUB DRIVE CONNECTOR - NEW ALIGNMENT	FROM STEVE REYNOLDS BOULEVARD TO SATELLITE BOULEVARD (INCLUDES I-85 BRIDGE) - DESIGN PHASE WILL INCLUDE ACCESS MANAGEMENT PLAN	Roadway / General Purpose Capacity	CST	Local Jurisdiction/Municipality Funds	LR 2024-2030	1.2057	$ -	$ -	$ 21,203,440	$ -	$ 21,203,440
GW-331	7535	NORTH EVERMORE PARKWAY - NEW ALIGNMENT	FROM HEWATT ROAD TO BRITT ROAD	Roadway / General Purpose Capacity	UTL	Local Jurisdiction/Municipality Funds	2020	1.0000	$ -	$ -	$ 1,591,628	$ -	$ 1,591,628
GW-331	7535	NORTH EVERMORE PARKWAY - NEW ALIGNMENT	FROM HEWATT ROAD TO BRITT ROAD	Roadway / General Purpose Capacity	CST	Federal Earmark Funding	2020	1.0000	$ 2,184,426	$ -	$ 2,745,179	$ -	$ 4,929,605
GW-364	13974	SR 20 (BUFORD DRIVE) WIDENING	FROM SR 124 (BRASELTON HIGHWAY) TO HURRICANE SHOALS ROAD	Roadway / General Purpose Capacity	ALL	Transportation Funding Act (HB 170)	LR 2024-2030	1.2057	$ -	$ 30,490,947	$ -	$ -	$ 30,490,947
GW-371	13972	SR 140 (JIMMY CARTER BOULEVARD) WIDENING	FROM SR 13 (BUFORD HIGHWAY) TO SR 141 (PEACHTREE INDUSTRIAL BOULEVARD)	Roadway / General Purpose Capacity	ALL	General Federal Aid 2024-2040	LR 2024-2030	1.2057	$ 14,709,540	$ 3,737,670	$ -	$ -	$ 18,447,210
GW-382	12640	SR 378 (BEAVER RUIN ROAD) SAFE ROUTES TO SCHOOL (SRTS) IMPROVEMENTS	FROM PRICE PLACE TO INDIAN TRAIL-LILBURN ROAD	Last Mile Connectivity / Joint Bike-Ped Facilities	UTL	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2018	1.0000	$ 202,000	$ -	$ 50,500	$ -	$ 252,500
GW-382	12640	SR 378 (BEAVER RUIN ROAD) SAFE ROUTES TO SCHOOL (SRTS) IMPROVEMENTS	FROM PRICE PLACE TO INDIAN TRAIL-LILBURN ROAD	Last Mile Connectivity / Joint Bike-Ped Facilities	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2018	1.0000	$ 1,707,887	$ -	$ 426,972	$ -	$ 2,134,859
GW-384	12883	WESTERN GWINNETT BIKEWAY EXTENSION	FROM WEST OF ROGERS BRIDGE ROAD TO MCGINNIS FERRY ROAD	Last Mile Connectivity / Bicycle Facility	ROW	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	2018	1.0000	$ 312,000	$ -	$ 78,000	$ -	$ 390,000
GW-384	12883	WESTERN GWINNETT BIKEWAY EXTENSION	FROM WEST OF ROGERS BRIDGE ROAD TO MCGINNIS FERRY ROAD	Last Mile Connectivity / Bicycle Facility	UTL	Local Jurisdiction/Municipality Funds	2020	1.0000	$ -	$ -	$ 343,100	$ -	$ 343,100
GW-384	12883	WESTERN GWINNETT BIKEWAY EXTENSION	FROM WEST OF ROGERS BRIDGE ROAD TO MCGINNIS FERRY ROAD	Last Mile Connectivity / Bicycle Facility	CST	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	2020	1.0000	$ 3,000,000	$ -	$ 10,198,755	$ -	$ 13,198,755
GW-385	12884	NORCROSS TO LILBURN MULTIUSE TRAIL	FROM WILLOW TRAIL PARKWAY TO BURNS ROAD	Last Mile Connectivity / Joint Bike-Ped Facilities	PE	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	2018	1.0000	$ 251,885	$ -	$ 62,971	$ -	$ 314,856
GW-385	12884	NORCROSS TO LILBURN MULTIUSE TRAIL	FROM WILLOW TRAIL PARKWAY TO BURNS ROAD	Last Mile Connectivity / Joint Bike-Ped Facilities	UTL	Local Jurisdiction/Municipality Funds	2021	1.0000	$ -	$ -	$ 471,000	$ -	$ 471,000

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GW-385	12884	NORCROSS TO LILBURN MULTIUSE TRAIL	FROM WILLOW TRAIL PARKWAY TO BURNS ROAD	Last Mile Connectivity / Joint Bike-Ped Facilities	CST	STP - Enhancements	2021	1.0000	$ 1,070,000	$ -	$ 267,500	$ -	$ 1,337,500
GW-385	12884	NORCROSS TO LILBURN MULTIUSE TRAIL	FROM WILLOW TRAIL PARKWAY TO BURNS ROAD	Last Mile Connectivity / Joint Bike-Ped Facilities	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2021	1.0000	$ 2,166,286	$ -	$ 541,572	$ -	$ 2,707,858
GW-386	110610-	I-85 NORTH WIDENING (PROGRAMMING FOR ATLANTA MPO PORTION ONLY)	FROM I-985 IN GWINNETT COUNTY TO SR 53 IN JACKSON COUNTY	Roadway / General Purpose Capacity	CST	Transportation Funding Act (HB 170)	2018	1.0000	$ -	$ 21,750,250	$ -	$ -	$ 21,750,250
GW-386	110610-	I-85 NORTH WIDENING (PROGRAMMING FOR ATLANTA MPO PORTION ONLY)	FROM I-985 IN GWINNETT COUNTY TO SR 53 IN JACKSON COUNTY	Roadway / General Purpose Capacity	CST	Repurposed Earmark	2018	1.0000	$ 1,799,800	$ 449,950	$ -	$ -	$ 2,249,750
GW-386	110610-	I-85 NORTH WIDENING (PROGRAMMING FOR ATLANTA MPO PORTION ONLY)	FROM I-985 IN GWINNETT COUNTY TO SR 53 IN JACKSON COUNTY	Roadway / General Purpose Capacity	CST	Transportation Funding Act (HB 170)	2019	1.0000	$ -	$ 51,595,000	$ -	$ -	$ 51,595,000
GW-386	110610-	I-85 NORTH WIDENING (PROGRAMMING FOR ATLANTA MPO PORTION ONLY)	FROM I-985 IN GWINNETT COUNTY TO SR 53 IN JACKSON COUNTY	Roadway / General Purpose Capacity	CST	National Highway Performance Program (NHPP)	2020	1.0000	$ 25,908,000	$ 6,477,000	$ -	$ -	$ 32,385,000
GW-388	12698	I-85 NORTH - NEW INTERCHANGE	AT SR 324 (GRAVEL SPRINGS ROAD)	Roadway / Interchange Capacity	ROW	Georgia Transportation Infrastructure Bank	2018	1.0000	$ -	$ 2,000,000	$ -	$ -	$ 2,000,000
GW-388	12698	I-85 NORTH - NEW INTERCHANGE	AT SR 324 (GRAVEL SPRINGS ROAD)	Roadway / Interchange Capacity	UTL	Local Jurisdiction/Municipality Funds	2019	1.0000	$ -	$ -	$ 82,000	$ -	$ 82,000
GW-388	12698	I-85 NORTH - NEW INTERCHANGE	AT SR 324 (GRAVEL SPRINGS ROAD)	Roadway / Interchange Capacity	CST	Transportation Funding Act (HB 170)	2019	1.0000	$ -	$ 1,300,000	$ -	$ -	$ 1,300,000
GW-388	12698	I-85 NORTH - NEW INTERCHANGE	AT SR 324 (GRAVEL SPRINGS ROAD)	Roadway / Interchange Capacity	CST	Local Jurisdiction/Municipality Funds	2019	1.0000	$ -	$ -	$ 4,548,225	$ -	$ 4,548,225
GW-388	12698	I-85 NORTH - NEW INTERCHANGE	AT SR 324 (GRAVEL SPRINGS ROAD)	Roadway / Interchange Capacity	CST	National Highway Performance Program (NHPP)	2019	1.0000	$ 9,835,869	$ 2,458,967	$ -	$ -	$ 12,294,836
GW-389	13104	I-85 NORTH - NEW INTERCHANGE	AT MCGINNIS FERRY ROAD	Roadway / Interchange Capacity	PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2018	1.0000	$ 2,500,000	$ -	$ 625,000	$ -	$ 3,125,000
GW-389	13104	I-85 NORTH - NEW INTERCHANGE	AT MCGINNIS FERRY ROAD	Roadway / Interchange Capacity	ROW	Local Jurisdiction/Municipality Funds	2020	1.0000	$ -	$ -	$ 4,000,000	$ -	$ 4,000,000
GW-389	13104	I-85 NORTH - NEW INTERCHANGE	AT MCGINNIS FERRY ROAD	Roadway / Interchange Capacity	CST	National Highway Performance Program (NHPP)	2022	1.0000	$ 10,640,000	$ 2,660,000	$ -	$ -	$ 13,300,000
GW-391	12817	US 78/ SR 10 (EAST MAIN STREET / ATHENS HIGHWAY) SIGNAL UPGRADES	AT 5 LOCATIONS	Roadway / Operations & Safety	ROW	National Highway Performance Program (NHPP)	2020	1.0000	$ 321,000	$ -	$ -	$ -	$ 321,000
GW-391	12817	US 78/ SR 10 (EAST MAIN STREET / ATHENS HIGHWAY) SIGNAL UPGRADES	AT 5 LOCATIONS	Roadway / Operations & Safety	CST	National Highway Performance Program (NHPP)	2021	1.0000	$ 1,403,906	$ -	$ -	$ -	$ 1,403,906
GW-392	13062	SR 13 INTERSECTION IMPROVEMENTS	AT PLEASANT HILL ROAD	Roadway / Operations & Safety	CST	Transportation Funding Act (HB 170)	2019	1.0000	$ -	$ 744,000	$ -	$ -	$ 744,000
GW-392	13062	SR 13 INTERSECTION IMPROVEMENTS	AT PLEASANT HILL ROAD	Roadway / Operations & Safety	CST	Local Jurisdiction/Municipality Funds	2019	1.0000	$ -	$ -	$ 186,000	$ -	$ 186,000
GW-393	TBD	SR 141 SOUTHBOUND IMPROVEMENTS	FROM JIMMY CARTER BOULEVARD TO GWINNETT-DEKALB COUNTY LINE	Roadway / General Purpose Capacity	ROW	Local Jurisdiction/Municipality Funds	2019	1.0000	$ -	$ -	$ 500,000	$ -	$ 500,000
GW-393	TBD	SR 141 SOUTHBOUND IMPROVEMENTS	FROM JIMMY CARTER BOULEVARD TO GWINNETT-DEKALB COUNTY LINE	Roadway / General Purpose Capacity	CST	Local Jurisdiction/Municipality Funds	2020	1.0000	$ -	$ -	$ 4,000,000	$ -	$ 4,000,000
GW-394	13897	SR 316 INTERCHANGE	AT US 29	Roadway / Interchange Capacity	PE	Transportation Funding Act (HB 170)	2020	1.0000	$ -	$ 1,750,000	$ -	$ -	$ 1,750,000
GW-394	13897	SR 316 INTERCHANGE	AT US 29	Roadway / Interchange Capacity	PE	Transportation Funding Act (HB 170)	2021	1.0000	$ -	$ 1,750,000	$ -	$ -	$ 1,750,000
GW-394	13897	SR 316 INTERCHANGE	AT US 29	Roadway / Interchange Capacity	ROW	Transportation Funding Act (HB 170)	2022	1.0000	$ -	$ 18,000,000	$ -	$ -	$ 18,000,000
GW-394	13897	SR 316 INTERCHANGE	AT US 29	Roadway / Interchange Capacity	UTL	Transportation Funding Act (HB 170)	LR 2024-2030	1.2057	$ -	$ 4,822,800	$ -	$ -	$ 4,822,800
GW-394	13897	SR 316 INTERCHANGE	AT US 29	Roadway / Interchange Capacity	CST	Transportation Funding Act (HB 170)	LR 2024-2030	1.2057	$ -	$ 56,667,900	$ -	$ -	$ 56,667,900
GW-395	TBD	BUFORD HIGHWAY WIDENING	FROM SR 378 (BEAVER RUIN ROAD) TO LANGFORD ROAD	Roadway / General Purpose Capacity	PE	Local Jurisdiction/Municipality Funds	2020	1.0000	$ -	$ -	$ 850,000	$ -	$ 850,000
GW-395	TBD	BUFORD HIGHWAY WIDENING	FROM SR 378 (BEAVER RUIN ROAD) TO LANGFORD ROAD	Roadway / General Purpose Capacity	ROW	Local Jurisdiction/Municipality Funds	2021	1.0000	$ -	$ -	$ 2,550,000	$ -	$ 2,550,000
GW-395	TBD	BUFORD HIGHWAY WIDENING	FROM SR 378 (BEAVER RUIN ROAD) TO LANGFORD ROAD	Roadway / General Purpose Capacity	CST	Local Jurisdiction/Municipality Funds	2023	1.0000	$ -	$ -	$ 5,100,000	$ -	$ 5,100,000

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ARC Project Number	GDOT Project Number	Description	Limits	Project Type	Phase	Fund Source	Fiscal Year	YOE Multiplier	Federal	State	Local	Bond	Total
GW-398	TBD	PEACHTREE INDUSTRIAL BOULEVARD WIDENING	FROM SR 141 (PEACHTREE PARKWAY) TO MEDLOCK BRIDGE ROAD (NORTHBOUND ONLY)	Roadway / General Purpose Capacity	ROW	Local Jurisdiction/Municipality Funds	LR 2024-2030	1.2057	$ -	$ -	$ 602,850	$ -	$ 602,850
GW-398	TBD	PEACHTREE INDUSTRIAL BOULEVARD WIDENING	FROM SR 141 (PEACHTREE PARKWAY) TO MEDLOCK BRIDGE ROAD (NORTHBOUND ONLY)	Roadway / General Purpose Capacity	CST	Local Jurisdiction/Municipality Funds	LR 2024-2030	1.2057	$ -	$ -	$ 5,980,272	$ -	$ 5,980,272
GW-399	TBD	SPALDING DRIVE WIDENING	FROM WINTERS CHAPEL ROAD TO SR 140 (HOLCOMB BRIDGE ROAD)	Roadway / General Purpose Capacity	ROW	Local Jurisdiction/Municipality Funds	2019	1.0000	$ -	$ -	$ 1,500,000	$ -	$ 1,500,000
GW-399	TBD	SPALDING DRIVE WIDENING	FROM WINTERS CHAPEL ROAD TO SR 140 (HOLCOMB BRIDGE ROAD)	Roadway / General Purpose Capacity	UTL	Local Jurisdiction/Municipality Funds	2020	1.0000	$ -	$ -	$ 1,000,000	$ -	$ 1,000,000
GW-399	TBD	SPALDING DRIVE WIDENING	FROM WINTERS CHAPEL ROAD TO SR 140 (HOLCOMB BRIDGE ROAD)	Roadway / General Purpose Capacity	CST	Georgia Transportation Infrastructure Bank	2020	1.0000	$ -	$ 2,000,000	$ -	$ -	$ 2,000,000
GW-399	TBD	SPALDING DRIVE WIDENING	FROM WINTERS CHAPEL ROAD TO SR 140 (HOLCOMB BRIDGE ROAD)	Roadway / General Purpose Capacity	CST	Local Jurisdiction/Municipality Funds	2020	1.0000	$ -	$ -	$ 6,000,000	$ -	$ 6,000,000
GW-402	14160	ROGERS BRIDGE CONNECTION	FROM ROGERS BRIDGE TRAIL IN THE CITY OF JOHNS CREEK TO ROGERS BRIDGE TRAIL IN THE CITY OF DULUTH	Last Mile Connectivity / Sidepaths and Trails	ROW	Local Jurisdiction/Municipality Funds	2018	1.0000	$ -	$ -	$ 50,000	$ -	$ 50,000
GW-402	14160	ROGERS BRIDGE CONNECTION	FROM ROGERS BRIDGE TRAIL IN THE CITY OF JOHNS CREEK TO ROGERS BRIDGE TRAIL IN THE CITY OF DULUTH	Last Mile Connectivity / Sidepaths and Trails	PE	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	2019	1.0000	$ 160,000	$ -	$ 40,000	$ -	$ 200,000
GW-402	14160	ROGERS BRIDGE CONNECTION	FROM ROGERS BRIDGE TRAIL IN THE CITY OF JOHNS CREEK TO ROGERS BRIDGE TRAIL IN THE CITY OF DULUTH	Last Mile Connectivity / Sidepaths and Trails	UTL	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	2020	1.0000	$ 240,000	$ -	$ 60,000	$ -	$ 300,000
GW-402	14160	ROGERS BRIDGE CONNECTION	FROM ROGERS BRIDGE TRAIL IN THE CITY OF JOHNS CREEK TO ROGERS BRIDGE TRAIL IN THE CITY OF DULUTH	Last Mile Connectivity / Sidepaths and Trails	CST	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	2020	1.0000	$ 3,440,000	$ -	$ 964,000	$ -	$ 4,404,000
GW-406	TBD	SR 324 IMPROVEMENTS AND WIDENING	AT SR 124	Roadway / General Purpose Capacity	CST	Local Jurisdiction/Municipality Funds	2019	1.0000	$ -	$ -	$ 1,800,000	$ -	$ 1,800,000
GW-408	15088	MORENO STREET BICYCLE/PEDESTRIAN IMPROVEMENTS	FROM WEST MAIN STREET TO EAST MAIN STREET	Last Mile Connectivity / Joint Bike-Ped Facilities	ROW	Local Jurisdiction/Municipality Funds	2019	1.0000	$ -	$ -	$ 438,600	$ -	$ 438,600
GW-408	15088	MORENO STREET BICYCLE/PEDESTRIAN IMPROVEMENTS	FROM WEST MAIN STREET TO EAST MAIN STREET	Last Mile Connectivity / Joint Bike-Ped Facilities	CST	Local Jurisdiction/Municipality Funds	2021	1.0000	$ -	$ -	$ 2,554,552	$ -	$ 2,554,552
GW-409	14130	I-985 WIDENING	FROM I-85 IN GWINNETT COUNTY TO SR 53 IN HALL COUNTY	Roadway / General Purpose Capacity	PE	Transportation Funding Act (HB 170)	2018	1.0000	$ -	$ 1,128,000	$ -	$ -	$ 1,128,000
GW-409	14130	I-985 WIDENING	FROM I-85 IN GWINNETT COUNTY TO SR 53 IN HALL COUNTY	Roadway / General Purpose Capacity	PE	Transportation Funding Act (HB 170)	2019	1.0000	$ -	$ 1,410,000	$ -	$ -	$ 1,410,000
GW-409	14130	I-985 WIDENING	FROM I-85 IN GWINNETT COUNTY TO SR 53 IN HALL COUNTY	Roadway / General Purpose Capacity	CST	Transportation Funding Act (HB 170)	2023	1.0000	$ -	$ 37,957,200	$ -	$ -	$ 37,957,200
GW-410	15439	SR 20 (NELSON BROGDON BOULEVARD) WIDENING	FROM PEACHTREE INDUSTRIAL BLVD TO SR 13 (BUFORD HIGHWAY)	Roadway / General Purpose Capacity	PE	Transportation Funding Act (HB 170)	2018	1.0000	$ -	$ -	$ 50,000	$ -	$ 50,000
GW-410	15439	SR 20 (NELSON BROGDON BOULEVARD) WIDENING	FROM PEACHTREE INDUSTRIAL BLVD TO SR 13 (BUFORD HIGHWAY)	Roadway / General Purpose Capacity	PE	Local Jurisdiction/Municipality Funds	2018	1.0000	$ -	$ -	$ 1,300,000	$ -	$ 1,300,000
GW-410	15439	SR 20 (NELSON BROGDON BOULEVARD) WIDENING	FROM PEACHTREE INDUSTRIAL BLVD TO SR 13 (BUFORD HIGHWAY)	Roadway / General Purpose Capacity	ROW	Local Jurisdiction/Municipality Funds	2020	1.0000	$ -	$ -	$ 1,500,000	$ -	$ 1,500,000
GW-410	15439	SR 20 (NELSON BROGDON BOULEVARD) WIDENING	FROM PEACHTREE INDUSTRIAL BLVD TO SR 13 (BUFORD HIGHWAY)	Roadway / General Purpose Capacity	UTL	Local Jurisdiction/Municipality Funds	2022	1.0000	$ -	$ -	$ 700,000	$ -	$ 700,000
GW-410	15439	SR 20 (NELSON BROGDON BOULEVARD) WIDENING	FROM PEACHTREE INDUSTRIAL BLVD TO SR 13 (BUFORD HIGHWAY)	Roadway / General Purpose Capacity	CST	Transportation Funding Act (HB 170)	2022	1.0000	$ -	$ 9,279,436	$ -	$ -	$ 9,279,436
GW-411	15618	MARTIN FARM ROAD BRIDGE REPLACEMENT	AT SUWANEE CREEK	Roadway / Bridge Upgrade	ROW	STATE (40301)	2018	1.0000	$ -	$ -	$ 125,000	$ -	$ 125,000
GW-411	15618	MARTIN FARM ROAD BRIDGE REPLACEMENT	AT SUWANEE CREEK	Roadway / Bridge Upgrade	PE	Surface Transportation Block Grant (STBG) Program Off-System Bridge	2019	1.0000	$ 400,000	$ 100,000	$ -	$ -	$ 500,000
GW-411	15618	MARTIN FARM ROAD BRIDGE REPLACEMENT	AT SUWANEE CREEK	Roadway / Bridge Upgrade	ROW	Surface Transportation Block Grant (STBG) Program Off-System Bridge	2021	1.0000	$ 252,000	$ 63,000	$ -	$ -	$ 315,000
GW-411	15618	MARTIN FARM ROAD BRIDGE REPLACEMENT	AT SUWANEE CREEK	Roadway / Bridge Upgrade	UTL	Surface Transportation Block Grant (STBG) Program Off-System Bridge	2023	1.0000	$ 56,000	$ 14,000	$ -	$ -	$ 70,000

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GW-411	15618	MARTIN FARM ROAD BRIDGE REPLACEMENT	AT SUWANEE CREEK	Roadway / Bridge Upgrade	CST	Surface Transportation Block Grant (STBG) Program Off-System Bridge	2023	1.0000	$ 1,280,000	$ 320,000	$ -	$ -	$ 1,600,000
GW-412	16067	NORCROSS LCI GREENWAY - PRIORITY ONE NETWORK SEGMENTS		Last Mile Connectivity / Sidepaths and Trails	PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2019	1.0000	$ 720,000	$ -	$ 180,000	$ -	$ 900,000
GW-412	16067	NORCROSS LCI GREENWAY - PRIORITY ONE NETWORK SEGMENTS		Last Mile Connectivity / Sidepaths and Trails	ROW	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2021	1.0000	$ 168,000	$ -	$ 42,000	$ -	$ 210,000
GW-412	16067	NORCROSS LCI GREENWAY - PRIORITY ONE NETWORK SEGMENTS		Last Mile Connectivity / Sidepaths and Trails	UTL	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2023	1.0000	$ 264,000	$ -	$ 66,000	$ -	$ 330,000
GW-412	16067	NORCROSS LCI GREENWAY - PRIORITY ONE NETWORK SEGMENTS		Last Mile Connectivity / Sidepaths and Trails	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2023	1.0000	$ 3,548,020	$ -	$ 887,005	$ -	$ 4,435,025
GW-413	16068	PEACHTREE INDUSTRIAL BOULEVARD - SMART CORRIDOR IMPROVEMENTS	FROM HOLCOMB BRIDGE ROAD TO HALL COUNTY LINE	Roadway / Operations & Safety	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2020	1.0000	$ 2,117,320	$ -	$ 529,330	$ -	$ 2,646,650
GW-414A	16069	SR 20 (LOGANVILLE HIGHWAY) ITS ENHANCEMENTS	FROM FROM OZORA ROAD TO BRAND ROAD	Roadway / Operations & Safety	PE	Local Jurisdiction/Municipality Funds	2019	1.0000	$ -	$ -	$ 70,000	$ -	$ 70,000
GW-414A	16069	SR 20 (LOGANVILLE HIGHWAY) ITS ENHANCEMENTS	FROM FROM OZORA ROAD TO BRAND ROAD	Roadway / Operations & Safety	CST	Congestion Mitigation & Air Quality Improvement (CMAQ)	2021	1.0000	$ 503,731	$ -	$ 125,933	$ -	$ 629,664
GW-414B	16404	SR 13 (BUFORD HIGHWAY) ITS ENHANCEMENTS	FROM FROM NELSON BROGDON BLVD/BUFORD DRIVE TO HALL COUNTY LINE	Roadway / Operations & Safety	PE	Local Jurisdiction/Municipality Funds	2019	1.0000	$ -	$ -	$ 95,000	$ -	$ 95,000
GW-414B	16404	SR 13 (BUFORD HIGHWAY) ITS ENHANCEMENTS	FROM FROM NELSON BROGDON BLVD/BUFORD DRIVE TO HALL COUNTY LINE	Roadway / Operations & Safety	CST	Congestion Mitigation & Air Quality Improvement (CMAQ)	2021	1.0000	$ 690,299	$ -	$ 172,575	$ -	$ 862,874
GW-414C	16405	ARCADO RROAD/KILIAN HILL ROAD ITS ENHANCEMENTS	FROM FROM FIVE FORKS TRICKUM ROAD TO US 29 (LAWRENCEVILLE HIGHWAY)	Roadway / Operations & Safety	PE	Local Jurisdiction/Municipality Funds	2019	1.0000	$ -	$ -	$ 94,000	$ -	$ 94,000
GW-414C	16405	ARCADO RROAD/KILIAN HILL ROAD ITS ENHANCEMENTS	FROM FROM FIVE FORKS TRICKUM ROAD TO US 29 (LAWRENCEVILLE HIGHWAY)	Roadway / Operations & Safety	CST	Congestion Mitigation & Air Quality Improvement (CMAQ)	2021	1.0000	$ 652,985	$ -	$ 163,246	$ -	$ 816,231
GW-414D	16406	WEST LAWRENCEVILLE AREA ITS ENHANCEMENTS	FROM SR 120 (DULUTH HIGHWAY) TO CRUSE ROAD	Roadway / Operations & Safety	PE	Local Jurisdiction/Municipality Funds	2019	1.0000	$ -	$ -	$ 120,000	$ -	$ 120,000
GW-414D	16406	WEST LAWRENCEVILLE AREA ITS ENHANCEMENTS	FROM SR 120 (DULUTH HIGHWAY) TO CRUSE ROAD	Roadway / Operations & Safety	CST	Congestion Mitigation & Air Quality Improvement (CMAQ)	2021	1.0000	$ 820,896	$ -	$ 205,224	$ -	$ 1,026,120
GW-414E	16407	SUGARLOAF PARKWAY ITS ENHANCEMENTS	FROM SR 20 (GRAYSON PARKWAY) TO SR 316 (UNIVERSITY PARKWAY)	Roadway / Operations & Safety	PE	Local Jurisdiction/Municipality Funds	2019	1.0000	$ -	$ -	$ 140,000	$ -	$ 140,000
GW-414E	16407	SUGARLOAF PARKWAY ITS ENHANCEMENTS	FROM SR 20 (GRAYSON PARKWAY) TO SR 316 (UNIVERSITY PARKWAY)	Roadway / Operations & Safety	CST	Congestion Mitigation & Air Quality Improvement (CMAQ)	2021	1.0000	$ 1,082,090	$ -	$ 270,522	$ -	$ 1,352,612
GW-415	16070	GWINNETT COUNTY ITS ENHANCEMENTS - PHASE 2		Roadway / Operations & Safety	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2021	1.0000	$ 2,000,000	$ -	$ 4,803,500	$ -	$ 6,803,500
GW-416	16368	GWINNETT TRANSIT SERVICE ENHANCEMENT (OPERATING ASSISTANCE) - PHASE 1		Transit / Operations & Maintenance	PE	Congestion Mitigation & Air Quality Improvement (CMAQ)	2019	1.0000	$ 1,344,000	$ -	$ 336,000	$ -	$ 1,680,000
GW-416	16368	GWINNETT TRANSIT SERVICE ENHANCEMENT (OPERATING ASSISTANCE) - PHASE 1		Transit / Operations & Maintenance	CST	Congestion Mitigation & Air Quality Improvement (CMAQ)	2020	1.0000	$ 1,344,000	$ -	$ 336,000	$ -	$ 1,680,000
GW-416	16368	GWINNETT TRANSIT SERVICE ENHANCEMENT (OPERATING ASSISTANCE) - PHASE 1		Transit / Operations & Maintenance	CST	Congestion Mitigation & Air Quality Improvement (CMAQ)	2021	1.0000	$ 1,344,000	$ -	$ 336,000	$ -	$ 1,680,000
GW-417	16369	GWINNETT TRANSIT SERVICE ENHANCEMENT (OPERATING ASSISTANCE) - PHASE 2		Transit / Operations & Maintenance	CST	Congestion Mitigation & Air Quality Improvement (CMAQ)	2020	1.0000	$ 856,000	$ -	$ 214,000	$ -	$ 1,070,000
GW-417	16369	GWINNETT TRANSIT SERVICE ENHANCEMENT (OPERATING ASSISTANCE) - PHASE 2		Transit / Operations & Maintenance	CST	Congestion Mitigation & Air Quality Improvement (CMAQ)	2021	1.0000	$ 856,000	$ -	$ 214,000	$ -	$ 1,070,000
GW-417	16369	GWINNETT TRANSIT SERVICE ENHANCEMENT (OPERATING ASSISTANCE) - PHASE 2		Transit / Operations & Maintenance	CST	Congestion Mitigation & Air Quality Improvement (CMAQ)	2022	1.0000	$ 856,000	$ -	$ 214,000	$ -	$ 1,070,000

Calculation of Project Costs in Year of Expenditure Dollars

Phases within the FY 2018-2023 TIP period are already inflated in the project list. Phases in long range (2023-2030 and 2031-2040) are inflated at 2.1% annually to a midpoint year of each time period, with the exception of transit formula funding programs which are inflated at 1.4% annually. MMIP projects are also shown in project list already inflated at a rate varying from 3.0% to 4.0% annually (thus a YOE multiplier of 1.0000 is shown in this table to prevent "double inflation").

									Year of Expenditure Costs				
ARC Project Number	GDOT Project Number	Description	Limits	Project Type	Phase	Fund Source	Fiscal Year	YOE Multiplier	Federal	State	Local	Bond	Total
GW-418	16071	INDIAN TRAIL PARK AND RIDE LOT IMPROVEMENTS	AT I-85 AT INDIAN TRAIL ROAD	Transit / Facilities Capital	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2018	1.0000	$ 1,600,000	$ -	$ 400,000	$ -	$ 2,000,000
GW-418	16071	INDIAN TRAIL PARK AND RIDE LOT IMPROVEMENTS	AT I-85 AT INDIAN TRAIL ROAD	Transit / Facilities Capital	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2019	1.0000	$ 460,000	$ -	$ 115,000	$ -	$ 575,000
GW-419	16072	PEACHTREE INDUSTRIAL BOULEVARD - RESURFACING	FROM ROGERS BRIDGE ROAD TO SUWANEE DAM ROAD	Roadway / Maintenance	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2020	1.0000	$ 1,840,000	$ -	$ 460,000	$ -	$ 2,300,000
GW-420	TBD	KILLIAN HILL ROAD WIDENING	FROM CHURCH STREET TO ARCADO ROAD	Roadway / General Purpose Capacity	PE	Local Jurisdiction/Municipality Funds	2020	1.0000	$ -	$ -	$ 1,500,000	$ -	$ 1,500,000
GW-420	TBD	KILLIAN HILL ROAD WIDENING	FROM CHURCH STREET TO ARCADO ROAD	Roadway / General Purpose Capacity	ROW	Local Jurisdiction/Municipality Funds	LR 2024-2030	1.2057	$ -	$ -	$ 2,411,400	$ -	$ 2,411,400
GW-420	TBD	KILLIAN HILL ROAD WIDENING	FROM CHURCH STREET TO ARCADO ROAD	Roadway / General Purpose Capacity	CST	Local Jurisdiction/Municipality Funds	LR 2024-2030	1.2057	$ -	$ -	$ 18,085,500	$ -	$ 18,085,500
GW-421	N/A	SR 316 - NEW INTERCHANGE	AT HARBINS ROAD	Roadway / Interchange Capacity	UTL	Local Jurisdiction/Municipality Funds	2019	1.0000	$ -	$ -	$ 4,000,000	$ -	$ 4,000,000
GW-421	N/A	SR 316 - NEW INTERCHANGE	AT HARBINS ROAD	Roadway / Interchange Capacity	CST	Local Jurisdiction/Municipality Funds	2019	1.0000	$ -	$ -	$ 45,000,000	$ -	$ 45,000,000
GW-422	N/A	SR 124 (BRASELTON PARKWAY)	FROM PINE ROAD TO SPOUT SPRINGS ROAD	Roadway / Interchange Capacity	ROW	Local Jurisdiction/Municipality Funds	2019	1.0000	$ -	$ -	$ 1,800,000	$ -	$ 1,800,000
GW-422	N/A	SR 124 (BRASELTON PARKWAY)	FROM PINE ROAD TO SPOUT SPRINGS ROAD	Roadway / Interchange Capacity	CST	Local Jurisdiction/Municipality Funds	2021	1.0000	$ -	$ -	$ 3,000,000	$ -	$ 3,000,000
HE-005	15089	SR 81 WIDENING	FROM EAST OF LEMON STREET TO BETHANY ROAD	Roadway / General Purpose Capacity	ROW	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2020	1.0000	$ 6,000,000	$ -	$ 7,040,000	$ -	$ 13,040,000
HE-005	15089	SR 81 WIDENING	FROM EAST OF LEMON STREET TO BETHANY ROAD	Roadway / General Purpose Capacity	CST	Local Jurisdiction/Municipality Funds	LR 2024-2030	1.2057	$ -	$ -	$ 18,712,464	$ -	$ 18,712,464
HE-020A	13531	SR 20/81 (HAMPTON STREET): SEGMENT 1 - NEW ALIGNMENT	FROM EAST OF I-75 SOUTH TO PHILLIPS DRIVE	Roadway / General Purpose Capacity	ROW	Transportation Funding Act (HB 170)	2018	1.0000	$ -	$ 3,642,000	$ -	$ -	$ 3,642,000
HE-020A	13531	SR 20/81 (HAMPTON STREET): SEGMENT 1 - NEW ALIGNMENT	FROM EAST OF I-75 SOUTH TO PHILLIPS DRIVE	Roadway / General Purpose Capacity	ROW	Transportation Funding Act (HB 170)	2019	1.0000	$ -	$ 7,978,000	$ -	$ -	$ 7,978,000
HE-020A	13531	SR 20/81 (HAMPTON STREET): SEGMENT 1 - NEW ALIGNMENT	FROM EAST OF I-75 SOUTH TO PHILLIPS DRIVE	Roadway / General Purpose Capacity	UTL	Local Jurisdiction/Municipality Funds	2021	1.0000	$ -	$ -	$ 2,120,054	$ -	$ 2,120,054
HE-020A	13531	SR 20/81 (HAMPTON STREET): SEGMENT 1 - NEW ALIGNMENT	FROM EAST OF I-75 SOUTH TO PHILLIPS DRIVE	Roadway / General Purpose Capacity	CST	Transportation Funding Act (HB 170)	2021	1.0000	$ -	$ 13,601,829	$ -	$ -	$ 13,601,829
HE-107	7855	US 23 WIDENING	FROM DOWNTOWN MCDONOUGH TO SR 138 (NORTH HENRY BOULEVARD)	Roadway / General Purpose Capacity	ROW	Transportation Funding Act (HB 170)	2022	1.0000	$ -	$ 14,649,667	$ -	$ -	$ 14,649,667
HE-107	7855	US 23 WIDENING	FROM DOWNTOWN MCDONOUGH TO SR 138 (NORTH HENRY BOULEVARD)	Roadway / General Purpose Capacity	ROW	Transportation Funding Act (HB 170)	2023	1.0000	$ -	$ 14,649,667	$ -	$ -	$ 14,649,667
HE-107	7855	US 23 WIDENING	FROM DOWNTOWN MCDONOUGH TO SR 138 (NORTH HENRY BOULEVARD)	Roadway / General Purpose Capacity	UTL	Transportation Funding Act (HB 170)	2023	1.0000	$ -	$ 8,179,300	$ -	$ -	$ 8,179,300
HE-107	7855	US 23 WIDENING	FROM DOWNTOWN MCDONOUGH TO SR 138 (NORTH HENRY BOULEVARD)	Roadway / General Purpose Capacity	CST	Transportation Funding Act (HB 170)	2023	1.0000	$ -	$ 64,138,927	$ -	$ -	$ 64,138,927
HE-109	N/A	ROCK QUARRY ROAD EXTENSION - NEW ALIGNMENT	FROM SR 138 / US 23 TO INTERSECTION OF EAST ATLANTA ROAD AND VALLEY HILL ROAD	Roadway / General Purpose Capacity	ROW	Local Jurisdiction/Municipality Funds	LR 2031-2040	1.4238	$ -	$ -	$ 2,847,600	$ -	$ 2,847,600
HE-109	N/A	ROCK QUARRY ROAD EXTENSION - NEW ALIGNMENT	FROM SR 138 / US 23 TO INTERSECTION OF EAST ATLANTA ROAD AND VALLEY HILL ROAD	Roadway / General Purpose Capacity	CST	Local Jurisdiction/Municipality Funds	LR 2031-2040	1.4238	$ -	$ -	$ 4,442,256	$ -	$ 4,442,256
HE-113	7856	SR 155 WIDENING	FROM I-75 SOUTH TO SR 42/US 23	Roadway / General Purpose Capacity	ROW	Transportation Funding Act (HB 170)	2021	1.0000	$ -	$ 7,602,000	$ -	$ -	$ 7,602,000
HE-113	7856	SR 155 WIDENING	FROM I-75 SOUTH TO SR 42/US 23	Roadway / General Purpose Capacity	UTL	Transportation Funding Act (HB 170)	LR 2024-2030	1.2057	$ -	$ 3,978,810	$ -	$ -	$ 3,978,810
HE-113	7856	SR 155 WIDENING	FROM I-75 SOUTH TO SR 42/US 23	Roadway / General Purpose Capacity	CST	Transportation Funding Act (HB 170)	LR 2024-2030	1.2057	$ -	$ 43,551,349	$ -	$ -	$ 43,551,349
HE-118C	N/A	MCDONOUGH PKWY EXTENSION (MCDONOUGH BYPASS): PHASE III	FROM SR 155 (DECATUR ROAD) TO SR 20 (CONYERS HIGHWAY / LAWRENCEVILLE STREET)	Roadway / General Purpose Capacity	ALL	Local Jurisdiction/Municipality Funds	LR 2024-2030	1.2057	$ -	$ -	$ 11,695,290	$ -	$ 11,695,290
HE-118D	N/A	MCDONOUGH PKWY EXTENSION (MCDONOUGH BYPASS): PHASE IV - NEW ALIGNMENT	FROM SR 20 (LAWRENCEVILLE STREET) TO SR 81 (KEYS FERRY ROAD)	Roadway / General Purpose Capacity	ALL	Local Jurisdiction/Municipality Funds	LR 2024-2030	1.2057	$ -	$ -	$ 30,142,500	$ -	$ 30,142,500
HE-118E	N/A	MCDONOUGH PKWY EXTENSION (MCDONOUGH BYPASS): PHASE V - NEW ALIGNMENT	FROM SR 20/81 (HAMPTON STREET) TO HENRY PARKWAY	Roadway / General Purpose Capacity	ALL	Local Jurisdiction/Municipality Funds	2019	1.0000	$ -	$ -	$ 5,000,000	$ -	$ 5,000,000

Calculation of Project Costs in Year of Expenditure Dollars

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									Year of Expenditure Costs				
ARC Project Number	GDOT Project Number	Description	Limits	Project Type	Phase	Fund Source	Fiscal Year	YOE Multiplier	Federal	State	Local	Bond	Total
HE-126A1	N/A	HAMPTON LOCUST GROVE ROAD WIDENING	FROM SR 20 (MCDONOUGH ROAD) TO SR 155	Roadway / General Purpose Capacity	ALL	Local Jurisdiction/Municipality Funds	LR 2031-2040	1.4238	$ -	$ -	$ 25,628,400	$ -	$ 25,628,400
HE-126B	562	BILL GARDNER PARKWAY WIDENING	AT SR 155 TO LESTER MILL ROAD (4 LANES) AND FROM LESTER MILL ROAD TO I-75 SOUTH (6 LANES)	Roadway / General Purpose Capacity	ALL	General Federal Aid 2024-2040	LR 2024-2030	1.2057	$ 17,362,080	$ -	$ 4,340,520	$ -	$ 21,702,600
HE-132C	N/A	EAGLES LANDING PARKWAY WIDENING	FROM EAGLES POINTE PARKWAY TO US 23	Roadway / General Purpose Capacity	ALL	Local Jurisdiction/Municipality Funds	LR 2031-2040	1.4238	$ -	$ -	$ 27,052,200	$ -	$ 27,052,200
HE-134B	N/A	FAIRVIEW ROAD: PHASE II	FROM SCRAGGINS MEMORIAL PARKWAY TO SWAN LAKE ROAD	Roadway / General Purpose Capacity	ALL	Local Jurisdiction/Municipality Funds	LR 2024-2030	1.2057	$ -	$ -	$ 12,659,850	$ -	$ 12,659,850
HE-134C	N/A	FAIRVIEW ROAD: PHASE III	FROM DEKALB COUNTY LINE TO COOK ROAD	Roadway / General Purpose Capacity	ALL	Local Jurisdiction/Municipality Funds	LR 2024-2030	1.2057	$ -	$ -	$ 6,390,210	$ -	$ 6,390,210
HE-137	N/A	EAST ATLANTA ROAD WIDENING	FROM VALLEY HILL ROAD TO FAIRVIEW ROAD	Roadway / General Purpose Capacity	ALL	Local Jurisdiction/Municipality Funds	LR 2024-2030	1.2057	$ -	$ -	$ 47,022,300	$ -	$ 47,022,300
HE-138	N/A	OLD CONYERS ROAD WIDENING	FROM EAST ATLANTA ROAD TO FLAT ROCK ROAD	Roadway / General Purpose Capacity	ALL	Local Jurisdiction/Municipality Funds	LR 2031-2040	1.4238	$ -	$ -	$ 22,353,660	$ -	$ 22,353,660
HE-139	N/A	KELLEYTOWN ROAD WIDENING	FROM SR 155 TO AIRLINE ROAD	Roadway / General Purpose Capacity	ALL	Local Jurisdiction/Municipality Funds	LR 2031-2040	1.4238	$ -	$ -	$ 31,750,740	$ -	$ 31,750,740
HE-140	N/A	MILLERS MILL ROAD WIDENING	FROM SR 138 TO SR 155	Roadway / General Purpose Capacity	ALL	Local Jurisdiction/Municipality Funds	LR 2031-2040	1.4238	$ -	$ -	$ 25,058,880	$ -	$ 25,058,880
HE-141	N/A	SWAN LAKE ROAD / OLD CONYERS ROAD WIDENING	FROM FAIRVIEW ROAD TO FLAT ROCK ROAD	Roadway / General Purpose Capacity	ALL	Local Jurisdiction/Municipality Funds	LR 2031-2040	1.4238	$ -	$ -	$ 27,906,480	$ -	$ 27,906,480
HE-161A	15090	ROCK QUARRY ROAD WIDENING	FROM EAGLES LANDING PARKWAY TO SR 42 / SR 138	Roadway / General Purpose Capacity	ROW	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2020	1.0000	$ 5,600,000	$ -	$ 1,571,200	$ -	$ 7,171,200
HE-161A	15090	ROCK QUARRY ROAD WIDENING	FROM EAGLES LANDING PARKWAY TO SR 42 / SR 138	Roadway / General Purpose Capacity	CST	Local Jurisdiction/Municipality Funds	LR 2024-2030	1.2057	$ -	$ -	$ 29,310,567	$ -	$ 29,310,567
HE-165B	N/A	PATRICK HENRY PARKWAY: SEGMENT 2 - WIDENING	FROM JODECO ROAD TO EAGLES LANDING PARKWAY	Roadway / General Purpose Capacity	ALL	Local Jurisdiction/Municipality Funds	LR 2031-2040	1.4238	$ -	$ -	$ 18,082,260	$ -	$ 18,082,260
HE-179	14482	WESTERN PARALLEL CONNECTOR - NEW ALIGNMENT	FROM JONESBORO ROAD TO HUDSON BRIDGE ROAD	Roadway / General Purpose Capacity	PE	Transportation Funding Act (HB 170)	2018	1.0000	$ -	$ 2,000,000	$ -	$ -	$ 2,000,000
HE-179	14482	WESTERN PARALLEL CONNECTOR - NEW ALIGNMENT	FROM JONESBORO ROAD TO HUDSON BRIDGE ROAD	Roadway / General Purpose Capacity	ROW	Transportation Funding Act (HB 170)	2020	1.0000	$ -	$ 6,000,000	$ -	$ -	$ 6,000,000
HE-179	14482	WESTERN PARALLEL CONNECTOR - NEW ALIGNMENT	FROM JONESBORO ROAD TO HUDSON BRIDGE ROAD	Roadway / General Purpose Capacity	UTL	Transportation Funding Act (HB 170)	2023	1.0000	$ -	$ 1,200,000	$ -	$ -	$ 1,200,000
HE-179	14482	WESTERN PARALLEL CONNECTOR - NEW ALIGNMENT	FROM JONESBORO ROAD TO HUDSON BRIDGE ROAD	Roadway / General Purpose Capacity	CST	Transportation Funding Act (HB 170)	2023	1.0000	$ -	$ 43,974,000	$ -	$ -	$ 43,974,000
HE-198	15743	PANOLA MOUNTAIN GREENWAY TRAIL	FROM AUSTIN MIDDLE SCHOOL TO FAIRVIEW LIBRARY	Last Mile Connectivity / Sidepaths and Trails	CST	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	2021	1.0000	$ 1,172,000	$ -	$ 293,000	$ -	$ 1,465,000
HE-200	13363	SR 81 BRIDGE REPLACEMENT	AT SOUTH RIVER	Roadway / Bridge Upgrade	ROW	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	2019	1.0000	$ 204,000	$ 51,000	$ -	$ -	$ 255,000
HE-200	13363	SR 81 BRIDGE REPLACEMENT	AT SOUTH RIVER	Roadway / Bridge Upgrade	UTL	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	2020	1.0000	$ 64,000	$ 16,000	$ -	$ -	$ 80,000
HE-200	13363	SR 81 BRIDGE REPLACEMENT	AT SOUTH RIVER	Roadway / Bridge Upgrade	CST	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	2020	1.0000	$ 2,880,000	$ 720,000	$ -	$ -	$ 3,600,000
HE-201	13995	SR 42 BRIDGE REPLACEMENT	AT NORFOLK SOUTHERN LINE 5 MILES SOUTH OF MCDONOUGH	Roadway / Bridge Upgrade	ROW	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	2020	1.0000	$ 288,864	$ 722,016	$ -	$ -	$ 1,010,880
HE-201	13995	SR 42 BRIDGE REPLACEMENT	AT NORFOLK SOUTHERN LINE 5 MILES SOUTH OF MCDONOUGH	Roadway / Bridge Upgrade	CST	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	2021	1.0000	$ 3,690,457	$ 922,614	$ -	$ -	$ 4,613,071
HE-202	15823	SR 42 / US 23 WIDENING	FROM BILL GARDNER PARKWAY TO PEEKSVILLE ROAD	Roadway / General Purpose Capacity	PE	Transportation Funding Act (HB 170)	2018	1.0000	$ -	$ 200,000	$ -	$ -	$ 200,000
HE-202	15823	SR 42 / US 23 WIDENING	FROM BILL GARDNER PARKWAY TO PEEKSVILLE ROAD	Roadway / General Purpose Capacity	UTL	Transportation Funding Act (HB 170)	2023	1.0000	$ -	$ 250,000	$ -	$ -	$ 250,000
HE-202	15823	SR 42 / US 23 WIDENING	FROM BILL GARDNER PARKWAY TO PEEKSVILLE ROAD	Roadway / General Purpose Capacity	CST	Transportation Funding Act (HB 170)	2023	1.0000	$ -	$ 1,200,000	$ -	$ -	$ 1,200,000

Calculation of Project Costs in Year of Expenditure Dollars

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									Year of Expenditure Costs				
ARC Project Number	GDOT Project Number	Description	Limits	Project Type	Phase	Fund Source	Fiscal Year	YOE Multiplier	Federal	State	Local	Bond	Total
HE-203	TBD	WEST VILLAGE PARKWAY WIDENING	FROM CLAYTON COUNTY LINE TO FAIRVIEW ROAD	Roadway / General Purpose Capacity	ROW	Local Jurisdiction/Municipality Funds	2018	1.0000	$ -	$ -	$ 1,000,000	$ -	$ 1,000,000
HE-203	TBD	WEST VILLAGE PARKWAY WIDENING	FROM CLAYTON COUNTY LINE TO FAIRVIEW ROAD	Roadway / General Purpose Capacity	CST	Local Jurisdiction/Municipality Funds	2020	1.0000	$ -	$ -	$ 8,000,000	$ -	$ 8,000,000
HE-920B	342970-	SR 920 (MCDONOUGH ROAD / JONESBORO ROAD) WIDENING	FROM US 19/41 (TARA BOULEVARD) IN CLAYTON COUNTY TO I-75 SOUTH IN HENRY COUNTY	Roadway / General Purpose Capacity	ROW	Transportation Funding Act (HB 170)	LR 2024-2030	1.2057	$ -	$ 21,191,383	$ -	$ -	$ 21,191,383
HE-920B	342970-	SR 920 (MCDONOUGH ROAD / JONESBORO ROAD) WIDENING	FROM US 19/41 (TARA BOULEVARD) IN CLAYTON COUNTY TO I-75 SOUTH IN HENRY COUNTY	Roadway / General Purpose Capacity	UTL	General Federal Aid 2024-2040	LR 2024-2030	1.2057	$ 4,523,497	$ 1,130,874	$ 198,217	$ -	$ 5,852,588
HE-920B	342970-	SR 920 (MCDONOUGH ROAD / JONESBORO ROAD) WIDENING	FROM US 19/41 (TARA BOULEVARD) IN CLAYTON COUNTY TO I-75 SOUTH IN HENRY COUNTY	Roadway / General Purpose Capacity	CST	General Federal Aid 2024-2040	LR 2024-2030	1.2057	$ 48,940,287	$ 12,235,072	$ 1,118,609	$ -	$ 62,293,967
M-AR-274B2	15137	MARTA CLEAN BUS PROCUREMENT		Transit / Bus Capital	CST	Bus - New (80/20)	2018	1.0000	$ 1,550,000	$ -	$ 387,500	$ -	$ 1,937,500
M-AR-274B2	15137	MARTA CLEAN BUS PROCUREMENT		Transit / Bus Capital	CST	Congestion Mitigation & Air Quality Improvement (CMAQ)	2018	1.0000	$ 4,000,000	$ -	$ 1,000,000	$ -	$ 5,000,000
M-AR-274B2	15137	MARTA CLEAN BUS PROCUREMENT		Transit / Bus Capital	CST	Bus - New (80/20)	2019	1.0000	$ 1,550,000	$ -	$ 387,500	$ -	$ 1,937,500
M-AR-274B2-LR1	N/A	MARTA CLEAN BUS PROCUREMENT		Transit / Bus Capital	CST	Bus - New (80/20)	LR 2024-2030	1.2057	$ 13,081,845	$ -	$ 3,270,461	$ -	$ 16,352,306
M-AR-274B2-LR2	N/A	MARTA CLEAN BUS PROCUREMENT		Transit / Bus Capital	CST	Bus - New (80/20)	LR 2031-2040	1.4238	$ 22,068,900	$ -	$ 5,517,225	$ -	$ 27,586,125
M-AR-274B3	N/A	MARTA CLEAN BUS PROCUREMENT		Transit / Bus Capital	CST	Clean Fuels Formula Program	2018	1.0000	$ 3,700,000	$ -	$ 925,000	$ -	$ 4,625,000
M-AR-274B3	N/A	MARTA CLEAN BUS PROCUREMENT		Transit / Bus Capital	CST	Clean Fuels Formula Program	2019	1.0000	$ 3,700,000	$ -	$ 925,000	$ -	$ 4,625,000
M-AR-274B3-LR1	N/A	MARTA CLEAN BUS PROCUREMENT		Transit / Bus Capital	CST	Clean Fuels Formula Program	LR 2024-2030	1.2057	$ 31,227,630	$ -	$ 7,806,908	$ -	$ 39,034,538
M-AR-274B3-LR2	N/A	MARTA CLEAN BUS PROCUREMENT		Transit / Bus Capital	CST	Clean Fuels Formula Program	LR 2031-2040	1.4238	$ 52,680,600	$ -	$ 13,170,150	$ -	$ 65,850,750
M-AR-314	13146	MARTA COMPRESSED NATURAL GAS (CNG) BUS ACQUISITION		Transit / Bus Capital	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2019	1.0000	$ 1,000,000	$ -	$ 250,000	$ -	$ 1,250,000
M-AR-450	16371	MORE MARTA INITIATIVE SERVICE EXPANSION (OPERATING ASSISTANCE) - PHASE I		Transit / Operations & Maintenance	CST	Projects to Reduce PM 2.5 Emissions	2019	1.0000	$ 2,282,793	$ -	$ 570,698	$ -	$ 2,853,491
M-AR-450	16371	MORE MARTA INITIATIVE SERVICE EXPANSION (OPERATING ASSISTANCE) - PHASE I		Transit / Operations & Maintenance	CST	Congestion Mitigation & Air Quality Improvement (CMAQ)	2019	1.0000	$ 6,117,207	$ -	$ 1,529,302	$ -	$ 7,646,509
M-AR-450	16371	MORE MARTA INITIATIVE SERVICE EXPANSION (OPERATING ASSISTANCE) - PHASE I		Transit / Operations & Maintenance	CST	Congestion Mitigation & Air Quality Improvement (CMAQ)	2020	1.0000	$ 8,400,000	$ -	$ 2,100,000	$ -	$ 10,500,000
M-AR-450	16371	MORE MARTA INITIATIVE SERVICE EXPANSION (OPERATING ASSISTANCE) - PHASE I		Transit / Operations & Maintenance	CST	Congestion Mitigation & Air Quality Improvement (CMAQ)	2021	1.0000	$ 8,400,000	$ -	$ 2,100,000	$ -	$ 10,500,000
NE-003	6666	SR 36 (EAST COVINGTON BYPASS) WIDENING	FROM SR 36 (JACKSON HIGHWAY) TO US 278	Roadway / General Purpose Capacity	PE	General Federal Aid 2024-2040	LR 2024-2030	1.2057	$ 1,628,865	$ 407,217	$ -	$ -	$ 2,036,081
NE-003	6666	SR 36 (EAST COVINGTON BYPASS) WIDENING	FROM SR 36 (JACKSON HIGHWAY) TO US 278	Roadway / General Purpose Capacity	ROW	General Federal Aid 2024-2040	LR 2024-2030	1.2057	$ 3,440,542	$ 881,838	$ -	$ -	$ 4,322,380
NE-003	6666	SR 36 (EAST COVINGTON BYPASS) WIDENING	FROM SR 36 (JACKSON HIGHWAY) TO US 278	Roadway / General Purpose Capacity	UTL	General Federal Aid 2024-2040	LR 2024-2030	1.2057	$ 4,903,992	$ 1,225,998	$ -	$ -	$ 6,129,990
NE-003	6666	SR 36 (EAST COVINGTON BYPASS) WIDENING	FROM SR 36 (JACKSON HIGHWAY) TO US 278	Roadway / General Purpose Capacity	CST	General Federal Aid 2024-2040	LR 2024-2030	1.2057	$ 20,360,809	$ 5,090,203	$ -	$ -	$ 25,451,012
NE-004	231210-	SR 162 (SALEM ROAD) WIDENING	FROM OLD SALEM ROAD TO BROWN BRIDGE ROAD	Roadway / General Purpose Capacity	ROW	Transportation Funding Act (HB 170)	2018	1.0000	$ -	$ 11,675,000	$ -	$ -	$ 11,675,000
NE-004	231210-	SR 162 (SALEM ROAD) WIDENING	FROM OLD SALEM ROAD TO BROWN BRIDGE ROAD	Roadway / General Purpose Capacity	PE	Transportation Funding Act (HB 170)	2019	1.0000	$ -	$ 565,000	$ -	$ -	$ 565,000
NE-004	231210-	SR 162 (SALEM ROAD) WIDENING	FROM OLD SALEM ROAD TO BROWN BRIDGE ROAD	Roadway / General Purpose Capacity	UTL	Transportation Funding Act (HB 170)	2023	1.0000	$ -	$ 1,070,108	$ -	$ -	$ 1,070,108
NE-004	231210-	SR 162 (SALEM ROAD) WIDENING	FROM OLD SALEM ROAD TO BROWN BRIDGE ROAD	Roadway / General Purpose Capacity	CST	Transportation Funding Act (HB 170)	2023	1.0000	$ -	$ 12,117,565	$ -	$ -	$ 12,117,565
NE-021	7859	CROWELL ROAD WIDENING	FROM BROWN BRIDGE ROAD TO I-20 EAST	Roadway / General Purpose Capacity	ALL	General Federal Aid 2024-2040	LR 2031-2040	1.4238	$ 38,235,084	$ 9,558,771	$ 4,956,000	$ -	$ 52,749,855
NE-033A	N/A	SR 162 (SALEM ROAD) WIDENING	FROM BROWN BRIDGE ROAD TO SR 81	Roadway / General Purpose Capacity	ALL	General Federal Aid 2024-2040	LR 2031-2040	1.4238	$ 20,730,528	$ 5,182,632	$ -	$ -	$ 25,913,160
NE-033C	7861	LOVERS LANE EXTENSION - NEW ALIGNMENT	FROM INTERSECTION WITH SR 162 CONNECTOR TO FLAT SHOALS ROAD NORTH OF INTERSECTION WITH WHITE LAUREL ROAD	Roadway / General Purpose Capacity	ALL	General Federal Aid 2024-2040	LR 2031-2040	1.4238	$ 15,636,741	$ -	$ 7,101,345	$ -	$ 22,738,086
NE-069	9706	ALMON ROAD OPERATIONS AND SAFETY IMPROVEMENTS	FROM ROCKDALE COUNTY LINE TO I-20 EAST	Roadway / Operations & Safety	UTL	Local Jurisdiction/Municipality Funds	LR 2024-2030	1.2057	$ -	$ -	$ 241,140	$ -	$ 241,140
NE-069	9706	ALMON ROAD OPERATIONS AND SAFETY IMPROVEMENTS	FROM ROCKDALE COUNTY LINE TO I-20 EAST	Roadway / Operations & Safety	CST	General Federal Aid 2024-2040	LR 2024-2030	1.2057	$ 4,427,725	$ -	$ 1,106,931	$ -	$ 5,534,656
NE-100	12647	SR 81 (EMORY STREET) BICYCLE AND PEDESTRIAN BRIDGE AND OTHER FACILITIES OVER I-20 BETWEEN CITIES OF COVINGTON AND OXFORD		Last Mile Connectivity / Joint Bike-Ped Facilities	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2018	1.0000	$ 520,823	$ -	$ 130,206	$ -	$ 651,029

Calculation of Project Costs in Year of Expenditure Dollars

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									Year of Expenditure Costs				
ARC Project Number	GDOT Project Number	Description	Limits	Project Type	Phase	Fund Source	Fiscal Year	YOE Multiplier	Federal	State	Local	Bond	Total
NE-103	13602	FRONTAGE ROAD BRIDGE UPGRADE	AT YELLOW RIVER	Roadway / Bridge Upgrade	ROW	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	2020	1.0000	$ 95,717	$ 23,929	$ -	$ -	$ 119,646
NE-103	13602	FRONTAGE ROAD BRIDGE UPGRADE	AT YELLOW RIVER	Roadway / Bridge Upgrade	UTL	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	2021	1.0000	$ 134,137	$ 33,534	$ -	$ -	$ 167,671
NE-103	13602	FRONTAGE ROAD BRIDGE UPGRADE	AT YELLOW RIVER	Roadway / Bridge Upgrade	CST	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	2021	1.0000	$ 3,997,088	$ 999,272	$ -	$ -	$ 4,996,360
NE-104	13751	SR 81 BRIDGE REPLACEMENT	AT DRIED INDIAN CREEK	Roadway / Bridge Upgrade	ROW	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	2020	1.0000	$ 1,004,610	$ 251,153	$ -	$ -	$ 1,255,763
NE-104	13751	SR 81 BRIDGE REPLACEMENT	AT DRIED INDIAN CREEK	Roadway / Bridge Upgrade	CST	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	2023	1.0000	$ 2,537,956	$ 634,489	$ -	$ -	$ 3,172,445
NE-105	15095	CROWELL ROAD/ALMON ROAD ACCESS ROAD	AT I-20	Roadway / Operations & Safety	PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2018	1.0000	$ 20,800	$ -	$ 5,200	$ -	$ 26,000
NE-105	15095	CROWELL ROAD/ALMON ROAD ACCESS ROAD	AT I-20	Roadway / Operations & Safety	ROW	Local Jurisdiction/Municipality Funds	2021	1.0000	$ -	$ -	$ 845,000	$ -	$ 845,000
NE-105	15095	CROWELL ROAD/ALMON ROAD ACCESS ROAD	AT I-20	Roadway / Operations & Safety	UTL	Local Jurisdiction/Municipality Funds	2022	1.0000	$ -	$ -	$ 400,000	$ -	$ 400,000
NE-105	15095	CROWELL ROAD/ALMON ROAD ACCESS ROAD	AT I-20	Roadway / Operations & Safety	CST	Local Jurisdiction/Municipality Funds	2022	1.0000	$ -	$ -	$ 2,855,000	$ -	$ 2,855,000
NE-105	15095	CROWELL ROAD/ALMON ROAD ACCESS ROAD	AT I-20	Roadway / Operations & Safety	CST	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	2022	1.0000	$ 400,000	$ 100,000	$ -	$ -	$ 500,000
NE-106	15096	BROWN BRIDGE ROAD WIDENING AND BRIDGE REPLACEMENT OVER YELLOW RIVER	FROM EAST OF RAM DRIVE TO EAST OF SPILLERS LANE	Roadway / General Purpose Capacity	PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2018	1.0000	$ 47,800	$ -	$ 11,950	$ -	$ 59,750
NE-106	15096	BROWN BRIDGE ROAD WIDENING AND BRIDGE REPLACEMENT OVER YELLOW RIVER	FROM EAST OF RAM DRIVE TO EAST OF SPILLERS LANE	Roadway / General Purpose Capacity	ROW	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2020	1.0000	$ 400,000	$ -	$ 100,000	$ -	$ 500,000
NE-106	15096	BROWN BRIDGE ROAD WIDENING AND BRIDGE REPLACEMENT OVER YELLOW RIVER	FROM EAST OF RAM DRIVE TO EAST OF SPILLERS LANE	Roadway / General Purpose Capacity	UTL	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2022	1.0000	$ 240,000	$ -	$ 60,000	$ -	$ 300,000
NE-106	15096	BROWN BRIDGE ROAD WIDENING AND BRIDGE REPLACEMENT OVER YELLOW RIVER	FROM EAST OF RAM DRIVE TO EAST OF SPILLERS LANE	Roadway / General Purpose Capacity	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2022	1.0000	$ 2,743,200	$ -	$ 4,096,806	$ -	$ 6,840,006
NE-107	15097	BROWN BRIDGE ROAD BRIDGE REPLACEMENT	FROM WEST OF SHOALS CREEK ROAD TO WEST OF SALEM BRANCH ROAD	Roadway / Bridge Upgrade	PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2018	1.0000	$ 198,348	$ -	$ 49,587	$ -	$ 247,935
NE-107	15097	BROWN BRIDGE ROAD BRIDGE REPLACEMENT	FROM WEST OF SHOALS CREEK ROAD TO WEST OF SALEM BRANCH ROAD	Roadway / Bridge Upgrade	ROW	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2021	1.0000	$ 480,000	$ -	$ 120,000	$ -	$ 600,000
NE-107	15097	BROWN BRIDGE ROAD BRIDGE REPLACEMENT	FROM WEST OF SHOALS CREEK ROAD TO WEST OF SALEM BRANCH ROAD	Roadway / Bridge Upgrade	UTL	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2022	1.0000	$ 12,000	$ -	$ 42,000	$ -	$ 54,000
NE-107	15097	BROWN BRIDGE ROAD BRIDGE REPLACEMENT	FROM WEST OF SHOALS CREEK ROAD TO WEST OF SALEM BRANCH ROAD	Roadway / Bridge Upgrade	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2022	1.0000	$ 2,370,655	$ -	$ 710,085	$ -	$ 3,080,740
NE-108	15560	SR 81 BRIDGE UPGRADE	AT YELLOW RIVER IN PORTERDALE	Roadway / Bridge Upgrade	PE	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	2019	1.0000	$ 480,000	$ 120,000	$ -	$ -	$ 600,000
NE-108	15560	SR 81 BRIDGE UPGRADE	AT YELLOW RIVER IN PORTERDALE	Roadway / Bridge Upgrade	ROW	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	2022	1.0000	$ 200,000	$ 50,000	$ -	$ -	$ 250,000

Calculation of Project Costs in Year of Expenditure Dollars

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									Year of Expenditure Costs				
ARC Project Number	GDOT Project Number	Description	Limits	Project Type	Phase	Fund Source	Fiscal Year	YOE Multiplier	Federal	State	Local	Bond	Total
NE-108	15560	SR 81 BRIDGE UPGRADE	AT YELLOW RIVER IN PORTERDALE	Roadway / Bridge Upgrade	UTL	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	2023	1.0000	$ 40,000	$ 10,000	$ -	$ -	$ 50,000
NE-108	15560	SR 81 BRIDGE UPGRADE	AT YELLOW RIVER IN PORTERDALE	Roadway / Bridge Upgrade	CST	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	2023	1.0000	$ 2,720,000	$ 680,000	$ -	$ -	$ 3,400,000
PA-036B	13700	CEDARCREST ROAD WIDENING	FROM HARMONY GROVE CHURCH ROAD TO COBB COUNTY LINE	Roadway / General Purpose Capacity	PE	Local Jurisdiction/Municipality Funds	2018	1.0000	$ -	$ -	$ 2,582,898	$ -	$ 2,582,898
PA-036B	13700	CEDARCREST ROAD WIDENING	FROM HARMONY GROVE CHURCH ROAD TO COBB COUNTY LINE	Roadway / General Purpose Capacity	ROW	Local Jurisdiction/Municipality Funds	2021	1.0000	$ -	$ -	$ 4,750,000	$ -	$ 4,750,000
PA-036B	13700	CEDARCREST ROAD WIDENING	FROM HARMONY GROVE CHURCH ROAD TO COBB COUNTY LINE	Roadway / General Purpose Capacity	ROW	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2021	1.0000	$ 5,000,000	$ -	$ 1,250,000	$ -	$ 6,250,000
PA-036B	13700	CEDARCREST ROAD WIDENING	FROM HARMONY GROVE CHURCH ROAD TO COBB COUNTY LINE	Roadway / General Purpose Capacity	CST	Local Jurisdiction/Municipality Funds	2023	1.0000	$ -	$ -	$ 23,500,000	$ -	$ 23,500,000
PA-036C	N/A	CEDARCREST ROAD WIDENING	FROM SR 92 TO SEVEN HILL EXTENSION	Roadway / General Purpose Capacity	ALL	General Federal Aid 2024-2040	LR 2031-2040	1.4238	$ 23,212,211	$ 11,606,106	$ 11,606,106	$ -	$ 46,424,423
PA-061C1	13702	SR 61 (VILLA RICA HIGHWAY): SEGMENT 3 - WIDENING	FROM DALLAS-NEBO ROAD TO US 278 (JIMMY CAMPBELL PARKWAY)	Roadway / General Purpose Capacity	ROW	Transportation Funding Act (HB 170)	2019	1.0000	$ -	$ 11,994,000	$ -	$ -	$ 11,994,000
PA-061C1	13702	SR 61 (VILLA RICA HIGHWAY): SEGMENT 3 - WIDENING	FROM DALLAS-NEBO ROAD TO US 278 (JIMMY CAMPBELL PARKWAY)	Roadway / General Purpose Capacity	UTL	Transportation Funding Act (HB 170)	LR 2024-2030	1.2057	$ -	$ 4,484,159	$ -	$ -	$ 4,484,159
PA-061C1	13702	SR 61 (VILLA RICA HIGHWAY): SEGMENT 3 - WIDENING	FROM DALLAS-NEBO ROAD TO US 278 (JIMMY CAMPBELL PARKWAY)	Roadway / General Purpose Capacity	CST	Transportation Funding Act (HB 170)	LR 2024-2030	1.2057	$ -	$ 50,147,714	$ -	$ -	$ 50,147,714
PA-062	7285	PAULDING COUNTY BUSINESS AND TECHNOLOGY PARK ROADWAY - NEW ALIGNMENT	FROM END OF EXISTING AIRPORT PARKWAY ON NEW LOCATION TO A CUL-DE-SAC	Roadway / General Purpose Capacity	ROW	Local Jurisdiction/Municipality Funds	2019	1.0000	$ -	$ -	$ 2,725,848	$ -	$ 2,725,848
PA-062	7285	PAULDING COUNTY BUSINESS AND TECHNOLOGY PARK ROADWAY - NEW ALIGNMENT	FROM END OF EXISTING AIRPORT PARKWAY ON NEW LOCATION TO A CUL-DE-SAC	Roadway / General Purpose Capacity	CST	Local Jurisdiction/Municipality Funds	2019	1.0000	$ -	$ -	$ 3,248,536	$ -	$ 3,248,536
PA-063	8037	PAULDING COUNTY TECHNOLOGY PARK LOCAL ACCESS ROAD: PHASE 2 - NEW ALIGNMENT	FROM PAULDING COUNTY BUSINESS AND TECHNOLOGY PARK ROADWAY ON NEW LOCATION TO A CUL-DE-SAC	Roadway / General Purpose Capacity	ROW	Local Jurisdiction/Municipality Funds	2019	1.0000	$ -	$ -	$ 1,513,000	$ -	$ 1,513,000
PA-063	8037	PAULDING COUNTY TECHNOLOGY PARK LOCAL ACCESS ROAD: PHASE 2 - NEW ALIGNMENT	FROM PAULDING COUNTY BUSINESS AND TECHNOLOGY PARK ROADWAY ON NEW LOCATION TO A CUL-DE-SAC	Roadway / General Purpose Capacity	CST	Appalachian Local Access	2020	1.0000	$ 1,000,000	$ -	$ 978,790	$ -	$ 1,978,790
PA-092B1	621720-	SR 92 (HIRAM ACWORTH HIGHWAY) WIDENING	FROM NEBO ROAD TO SR 120 (MARIETTA HIGHWAY)	Roadway / General Purpose Capacity	ROW	Transportation Funding Act (HB 170)	2021	1.0000	$ -	$ 22,176,280	$ -	$ -	$ 22,176,280
PA-092B1	621720-	SR 92 (HIRAM ACWORTH HIGHWAY) WIDENING	FROM NEBO ROAD TO SR 120 (MARIETTA HIGHWAY)	Roadway / General Purpose Capacity	UTL	General Federal Aid 2024-2040	LR 2024-2030	1.2057	$ 3,584,061	$ 896,016	$ -	$ -	$ 4,480,077
PA-092B1	621720-	SR 92 (HIRAM ACWORTH HIGHWAY) WIDENING	FROM NEBO ROAD TO SR 120 (MARIETTA HIGHWAY)	Roadway / General Purpose Capacity	CST	General Federal Aid 2024-2040	LR 2024-2030	1.2057	$ 42,625,475	$ 10,656,368	$ -	$ -	$ 53,281,843
PA-092C	7692	SR 92 (HIRAM ACWORTH HIGHWAY) WIDENING	FROM EAST PAULDING MIDDLE SCHOOL TO OLD BURNT HICKORY ROAD	Roadway / General Purpose Capacity	PE	Transportation Funding Act (HB 170)	2019	1.0000	$ -	$ 1,400,000	$ -	$ -	$ 1,400,000
PA-092C	7692	SR 92 (HIRAM ACWORTH HIGHWAY) WIDENING	FROM EAST PAULDING MIDDLE SCHOOL TO OLD BURNT HICKORY ROAD	Roadway / General Purpose Capacity	ROW	Transportation Funding Act (HB 170)	2022	1.0000	$ -	$ 16,395,000	$ -	$ -	$ 16,395,000
PA-092C	7692	SR 92 (HIRAM ACWORTH HIGHWAY) WIDENING	FROM EAST PAULDING MIDDLE SCHOOL TO OLD BURNT HICKORY ROAD	Roadway / General Purpose Capacity	UTL	General Federal Aid 2024-2040	LR 2024-2030	1.2057	$ 10,275,647	$ 2,568,911	$ -	$ -	$ 12,844,558
PA-092C	7692	SR 92 (HIRAM ACWORTH HIGHWAY) WIDENING	FROM EAST PAULDING MIDDLE SCHOOL TO OLD BURNT HICKORY ROAD	Roadway / General Purpose Capacity	CST	General Federal Aid 2024-2040	LR 2024-2030	1.2057	$ 44,230,880	$ 11,057,721	$ -	$ -	$ 55,288,601
PA-092E	6857	SR 92 (DALLAS ACWORTH HIGHWAY) WIDENING	FROM OLD BURNT HICKORY ROAD TO COBB COUNTY LINE NEAR PICKETTS MILL PLACE	Roadway / General Purpose Capacity	ROW	Transportation Funding Act (HB 170)	2018	1.0000	$ -	$ 9,834,000	$ -	$ -	$ 9,834,000
PA-092E	6857	SR 92 (DALLAS ACWORTH HIGHWAY) WIDENING	FROM OLD BURNT HICKORY ROAD TO COBB COUNTY LINE NEAR PICKETTS MILL PLACE	Roadway / General Purpose Capacity	CST	General Federal Aid 2024-2040	LR 2024-2030	1.2057	$ 17,409,681	$ 4,325,292	$ -	$ -	$ 21,734,973
PA-092F	N/A	SR 381 (DALLAS ACWORTH HIGHWAY) WIDENING	FROM MOUNT TABOR CHURCH ROAD TO SR 92 (CEDARCREST ROAD)	Roadway / General Purpose Capacity	PE	Local Jurisdiction/Municipality Funds	2020	1.0000	$ -	$ -	$ 1,200,000	$ -	$ 1,200,000
PA-092F	N/A	SR 381 (DALLAS ACWORTH HIGHWAY) WIDENING	FROM MOUNT TABOR CHURCH ROAD TO SR 92 (CEDARCREST ROAD)	Roadway / General Purpose Capacity	ROW	Local Jurisdiction/Municipality Funds	2023	1.0000	$ -	$ -	$ 4,000,000	$ -	$ 4,000,000
PA-092F	N/A	SR 381 (DALLAS ACWORTH HIGHWAY) WIDENING	FROM MOUNT TABOR CHURCH ROAD TO SR 92 (CEDARCREST ROAD)	Roadway / General Purpose Capacity	CST	Local Jurisdiction/Municipality Funds	LR 2024-2030	1.2057	$ -	$ -	$ 24,114,000	$ -	$ 24,114,000
PA-095	10332	JOHNSTON STREET, GRIFFIN STREET, SPRING STREET, AND PARK STREET PEDESTRIAN FACILITIES		Last Mile Connectivity / Pedestrian Facility	UTL	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2018	1.0000	$ 296,000	$ -	$ 74,000	$ -	$ 370,000
PA-095	10332	JOHNSTON STREET, GRIFFIN STREET, SPRING STREET, AND PARK STREET PEDESTRIAN FACILITIES		Last Mile Connectivity / Pedestrian Facility	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2018	1.0000	$ 1,600,000	$ -	$ 465,000	$ -	$ 2,065,000

Calculation of Project Costs in Year of Expenditure Dollars

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									Year of Expenditure Costs				
ARC Project Number	GDOT Project Number	Description	Limits	Project Type	Phase	Fund Source	Fiscal Year	YOE Multiplier	Federal	State	Local	Bond	Total
PA-100	12885	DALLAS BATTLEFIELD TRAIL PHASE 2		Last Mile Connectivity / Sidepaths and Trails	PE	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	2019	1.0000	$ 56,000	$ -	$ 14,000	$ -	$ 70,000
PA-100	12885	DALLAS BATTLEFIELD TRAIL PHASE 2		Last Mile Connectivity / Sidepaths and Trails	ROW	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2019	1.0000	$ 228,909	$ -	$ 57,227	$ -	$ 286,136
PA-100	12885	DALLAS BATTLEFIELD TRAIL PHASE 2		Last Mile Connectivity / Sidepaths and Trails	ROW	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	2019	1.0000	$ 60,000	$ -	$ 15,000	$ -	$ 75,000
PA-100	12885	DALLAS BATTLEFIELD TRAIL PHASE 2		Last Mile Connectivity / Sidepaths and Trails	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2021	1.0000	$ 2,100,000	$ -	$ 2,100,000	$ -	$ 4,200,000
PA-101A	13147	PAULDING COUNTY ATMS SYSTEM EXPANSION - PHASE I		Roadway / Operations & Safety	CST	Congestion Mitigation & Air Quality Improvement (CMAQ)	2019	1.0000	$ 2,292,253	$ -	$ 573,063	$ -	$ 2,865,316
PA-101B	13148	PAULDING COUNTY ATMS SYSTEM EXPANSION - PHASE II		Roadway / Operations & Safety	CST	Congestion Mitigation & Air Quality Improvement (CMAQ)	2019	1.0000	$ 892,315	$ -	$ 223,079	$ -	$ 1,115,394
PA-103	15604	MORNINGSIDE DRIVE BRIDGE REPLACEMENT	AT LICK LOG CREEK	Roadway / Bridge Upgrade	PE	Surface Transportation Block Grant (STBG) Program Off-System Bridge	2019	1.0000	$ 400,000	$ 100,000	$ -	$ -	$ 500,000
PA-103	15604	MORNINGSIDE DRIVE BRIDGE REPLACEMENT	AT LICK LOG CREEK	Roadway / Bridge Upgrade	ROW	STATE (40301)	2019	1.0000	$ -	$ -	$ -	$ 187,500	$ 187,500
PA-103	15604	MORNINGSIDE DRIVE BRIDGE REPLACEMENT	AT LICK LOG CREEK	Roadway / Bridge Upgrade	ROW	Surface Transportation Block Grant (STBG) Program Off-System Bridge	2021	1.0000	$ 150,000	$ 37,500	$ -	$ -	$ 187,500
PA-103	15604	MORNINGSIDE DRIVE BRIDGE REPLACEMENT	AT LICK LOG CREEK	Roadway / Bridge Upgrade	UTL	Surface Transportation Block Grant (STBG) Program Off-System Bridge	2023	1.0000	$ 16,000	$ 4,000	$ -	$ -	$ 20,000
PA-103	15604	MORNINGSIDE DRIVE BRIDGE REPLACEMENT	AT LICK LOG CREEK	Roadway / Bridge Upgrade	CST	Surface Transportation Block Grant (STBG) Program Off-System Bridge	2023	1.0000	$ 2,080,000	$ 520,000	$ -	$ -	$ 2,600,000
RO-015F	N/A	MILLERS CHAPEL ROAD WIDENING	FROM SR 138 (STOCKBRIDGE HIGHWAY) TO SR 20 (MCDONOUGH HIGHWAY)	Roadway / General Purpose Capacity	ALL	Local Jurisdiction/Municipality Funds	LR 2024-2030	1.2057	$ -	$ -	$ 6,028,500	$ -	$ 6,028,500
RO-025C	N/A	FLAT SHOALS ROAD WIDENING	FROM OLD SALEM ROAD TO SALEM ROAD	Roadway / General Purpose Capacity	ALL	Local Jurisdiction/Municipality Funds	LR 2024-2030	1.2057	$ -	$ -	$ 11,114,143	$ -	$ 11,114,143
RO-138B	2040	SR 138 (STOCKBRIDGE HIGHWAY) OPERATIONS AND SAFETY IMPROVEMENTS	FROM EAST OF ALMAND CREEK TO EAST OF AMHERST LANE	Roadway / Operations & Safety	ROW	Transportation Funding Act (HB 170)	2019	1.0000	$ -	$ 327,000	$ -	$ -	$ 327,000
RO-138B	2040	SR 138 (STOCKBRIDGE HIGHWAY) OPERATIONS AND SAFETY IMPROVEMENTS	FROM EAST OF ALMAND CREEK TO EAST OF AMHERST LANE	Roadway / Operations & Safety	CST	Transportation Funding Act (HB 170)	2020	1.0000	$ -	$ 1,052,170	$ -	$ -	$ 1,052,170
RO-138C	721582-	OLD SALEM ROAD CONNECTOR - REALIGNMENT AND INTERSECTION RECONSTRUCTION	FROM IRIS DRIVE WEST OF SR 20/138 TO IRIS DRIVE EAST OF SR 20/138	Roadway / Operations & Safety	PE	Local Jurisdiction/Municipality Funds	2018	1.0000	$ -	$ -	$ 200,000	$ -	$ 200,000
RO-138C	721582-	OLD SALEM ROAD CONNECTOR - REALIGNMENT AND INTERSECTION RECONSTRUCTION	FROM IRIS DRIVE WEST OF SR 20/138 TO IRIS DRIVE EAST OF SR 20/138	Roadway / Operations & Safety	ROW	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	2020	1.0000	$ 18,005,040	$ 4,501,260	$ -	$ -	$ 22,506,300
RO-138C	721582-	OLD SALEM ROAD CONNECTOR - REALIGNMENT AND INTERSECTION RECONSTRUCTION	FROM IRIS DRIVE WEST OF SR 20/138 TO IRIS DRIVE EAST OF SR 20/138	Roadway / Operations & Safety	CST	Transportation Funding Act (HB 170)	2021	1.0000	$ -	$ 3,093,090	$ -	$ -	$ 3,093,090
RO-206	13628	SR 162 (SALEM ROAD) WIDENING	FROM FLAT SHOALS ROAD IN ROCKDALE COUNTY TO OLD SALEM ROAD IN NEWTON COUNTY	Roadway / General Purpose Capacity	ROW	Transportation Funding Act (HB 170)	2018	1.0000	$ -	$ 14,544,000	$ -	$ -	$ 14,544,000
RO-206	13628	SR 162 (SALEM ROAD) WIDENING	FROM FLAT SHOALS ROAD IN ROCKDALE COUNTY TO OLD SALEM ROAD IN NEWTON COUNTY	Roadway / General Purpose Capacity	PE	Transportation Funding Act (HB 170)	2019	1.0000	$ -	$ 500,000	$ -	$ -	$ 500,000
RO-206	13628	SR 162 (SALEM ROAD) WIDENING	FROM FLAT SHOALS ROAD IN ROCKDALE COUNTY TO OLD SALEM ROAD IN NEWTON COUNTY	Roadway / General Purpose Capacity	UTL	Transportation Funding Act (HB 170)	2023	1.0000	$ -	$ 1,513,260	$ -	$ -	$ 1,513,260
RO-206	13628	SR 162 (SALEM ROAD) WIDENING	FROM FLAT SHOALS ROAD IN ROCKDALE COUNTY TO OLD SALEM ROAD IN NEWTON COUNTY	Roadway / General Purpose Capacity	CST	Transportation Funding Act (HB 170)	2023	1.0000	$ -	$ 13,015,974	$ -	$ -	$ 13,015,974
RO-217A	N/A	OLD SALEM ROAD - WIDENING	FROM FLAT SHOALS ROAD TO 650-FEET NORTH OF SALEM GATE DRIVE	Roadway / General Purpose Capacity	ALL	Local Jurisdiction/Municipality Funds	LR 2031-2040	1.4238	$ -	$ -	$ 7,973,280	$ -	$ 7,973,280
RO-222B	N/A	EAST FREEWAY DRIVE EXTENSION: PHASE II - NEW ALIGNMENT	FROM OLD MCDONOUGH HIGHWAY TO PARKER ROAD	Roadway / General Purpose Capacity	ALL	Local Jurisdiction/Municipality Funds	LR 2031-2040	1.4238	$ -	$ -	$ 7,973,280	$ -	$ 7,973,280

Calculation of Project Costs in Year of Expenditure Dollars

Phases within the FY 2018-2023 TIP period are already inflated in the project list. Phases in long range (2023-2030 and 2031-2040) are inflated at 2.1% annually to a midpoint year of each time period, with the exception of transit formula funding programs which are inflated at 1.4% annually. MMIP projects are also shown in project list already inflated at a rate varying from 3.0% to 4.0% annually (thus a YOE multiplier of 1.0000 is shown in this table to prevent "double inflation").

									Year of Expenditure Costs				
ARC Project Number	GDOT Project Number	Description	Limits	Project Type	Phase	Fund Source	Fiscal Year	YOE Multiplier	Federal	State	Local	Bond	Total
RO-235C	13163	SIGMAN ROAD WIDENING	FROM EAST OF LESTER ROAD TO IRWIN BRIDGE ROAD	Roadway / General Purpose Capacity	CST	National Highway Performance Program (NHPP)	2020	1.0000	$ 10,819,225	$ 2,704,806	$ -	$ -	$ 13,524,031
RO-235D	13594	SIGMAN ROAD WIDENING	FROM IRWIN BRIDGE ROAD TO SR 138 (WALNUT GROVE ROAD) [ONLY PORTION FROM LOGANVILLE HIGHWAY TO SR 138 IS ON THE ARTERIAL PERIMETER]	Roadway / General Purpose Capacity	PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2020	1.0000	$ 1,160,000	$ -	$ 290,000	$ -	$ 1,450,000
RO-235D	13594	SIGMAN ROAD WIDENING	FROM IRWIN BRIDGE ROAD TO SR 138 (WALNUT GROVE ROAD) [ONLY PORTION FROM LOGANVILLE HIGHWAY TO SR 138 IS ON THE ARTERIAL PERIMETER]	Roadway / General Purpose Capacity	PE	Transportation Funding Act (HB 170)	2022	1.0000	$ -	$ 1,000,000	$ -	$ -	$ 1,000,000
RO-235D	13594	SIGMAN ROAD WIDENING	FROM IRWIN BRIDGE ROAD TO SR 138 (WALNUT GROVE ROAD) [ONLY PORTION FROM LOGANVILLE HIGHWAY TO SR 138 IS ON THE ARTERIAL PERIMETER]	Roadway / General Purpose Capacity	ALL	General Federal Aid 2024-2040	LR 2024-2030	1.2057	$ 25,607,136	$ 6,401,785	$ 11,741,876	$ -	$ 43,750,797
RO-235E1	752210-	SIGMAN ROAD WIDENING	FROM SR 20/138 (WALNUT GROVE ROAD) TO OLD COVINGTON ROAD / DOGWOOD DRIVE	Roadway / General Purpose Capacity	PE	Local Jurisdiction/Municipality Funds	2019	1.0000	$ -	$ -	$ 500,000	$ -	$ 500,000
RO-235E1	752210-	SIGMAN ROAD WIDENING	FROM SR 20/138 (WALNUT GROVE ROAD) TO OLD COVINGTON ROAD / DOGWOOD DRIVE	Roadway / General Purpose Capacity	ALL	General Federal Aid 2024-2040	LR 2024-2030	1.2057	$ 6,449,048	$ 1,465,649	$ 26,098,697	$ -	$ 34,013,394
RO-237	6932	KLONDIKE ROAD INTERSECTION REALIGNMENT	AT MCDANIEL MILL ROAD	Roadway / Operations & Safety	UTL	Local Jurisdiction/Municipality Funds	2019	1.0000	$ -	$ -	$ 647,000	$ -	$ 647,000
RO-237	6932	KLONDIKE ROAD INTERSECTION REALIGNMENT	AT MCDANIEL MILL ROAD	Roadway / Operations & Safety	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2019	1.0000	$ 1,924,800	$ -	$ 1,297,115	$ -	$ 3,221,915
RO-242A	7869	SR 20 (LOGANVILLE HIGHWAY) WIDENING	FROM SIGMAN ROAD TO PLEASANT HILL ROAD	Roadway / General Purpose Capacity	ALL	General Federal Aid 2024-2040	LR 2031-2040	1.4238	$ 147,948,889	$ 36,987,222	$ -	$ -	$ 184,936,111
RO-243	6934	COURTESY PARKWAY EXTENSION / I-20 OVERPASS - NEW ALIGNMENT	FROM CURRENT ALIGNMENT OF COURTESY PARKWAY SOUTH OF OLD COVINGTON HIGHWAY TO INTERSECTION OF FLAT SHOALS ROAD AND MISSION RIDGE DRIVE	Roadway / General Purpose Capacity	ROW	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2020	1.0000	$ 6,500,000	$ -	$ 2,600,000	$ -	$ 9,100,000
RO-243	6934	COURTESY PARKWAY EXTENSION / I-20 OVERPASS - NEW ALIGNMENT	FROM CURRENT ALIGNMENT OF COURTESY PARKWAY SOUTH OF OLD COVINGTON HIGHWAY TO INTERSECTION OF FLAT SHOALS ROAD AND MISSION RIDGE DRIVE	Roadway / General Purpose Capacity	UTL	Local Jurisdiction/Municipality Funds	LR 2024-2030	1.2057	$ -	$ -	$ 106,102	$ -	$ 106,102
RO-243	6934	COURTESY PARKWAY EXTENSION / I-20 OVERPASS - NEW ALIGNMENT	FROM CURRENT ALIGNMENT OF COURTESY PARKWAY SOUTH OF OLD COVINGTON HIGHWAY TO INTERSECTION OF FLAT SHOALS ROAD AND MISSION RIDGE DRIVE	Roadway / General Purpose Capacity	CST	General Federal Aid 2024-2040	LR 2024-2030	1.2057	$ 12,346,368	$ -	$ 3,086,592	$ -	$ 15,432,960
RO-247	6697	GEORGIA VETERANS MEMORIAL PARK IN ROCKDALE COUNTY		Last Mile Connectivity / Pedestrian Facility	CST	Federal Earmark Funding	2019	1.0000	$ 500,000	$ -	$ -	$ -	$ 500,000
RO-247	6697	GEORGIA VETERANS MEMORIAL PARK IN ROCKDALE COUNTY		Last Mile Connectivity / Pedestrian Facility	CST	Federal Earmark Funding	2019	1.0000	$ 931,935	$ -	$ 232,984	$ -	$ 1,164,919
RO-247	6697	GEORGIA VETERANS MEMORIAL PARK IN ROCKDALE COUNTY		Last Mile Connectivity / Pedestrian Facility	CST	Federal Earmark Funding	2019	1.0000	$ 449,950	$ -	$ 112,487	$ -	$ 562,437
RO-256	12886	SIGMAN ROAD MULTI-USE TRAIL - SEGMENT 1	FROM EAST OF LESTER ROAD TO IRWIN BRIDGE ROAD	Last Mile Connectivity / Joint Bike-Ped Facilities	CST	Local Jurisdiction/Municipality Funds	2020	1.0000	$ -	$ -	$ 627,894	$ -	$ 627,894
RO-257	12816	SR 138 (MCDONOUGH HIGHWAY) SIGNAL UPGRADES	AT OLD MCDONOUGH ROAD AND OLD SALEM ROAD	Roadway / Operations & Safety	PE	National Highway Performance Program (NHPP)	2018	1.0000	$ 142,000	$ -	$ -	$ -	$ 142,000
RO-257	12816	SR 138 (MCDONOUGH HIGHWAY) SIGNAL UPGRADES	AT OLD MCDONOUGH ROAD AND OLD SALEM ROAD	Roadway / Operations & Safety	UTL	Congestion Mitigation & Air Quality Improvement (CMAQ)	2020	1.0000	$ 785,400	$ -	$ -	$ -	$ 785,400
RO-257	12816	SR 138 (MCDONOUGH HIGHWAY) SIGNAL UPGRADES	AT OLD MCDONOUGH ROAD AND OLD SALEM ROAD	Roadway / Operations & Safety	CST	Congestion Mitigation & Air Quality Improvement (CMAQ)	2020	1.0000	$ 1,691,973	$ -	$ -	$ -	$ 1,691,973
RO-258	15099	I-20 INTERCHANGE LIGHTING IMPROVEMENTS	AT SIGMAN ROAD AND SR 162 (SALEM ROAD)	Roadway / Operations & Safety	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2019	1.0000	$ 1,849,114	$ -	$ 462,279	$ -	$ 2,311,393
RO-259	15100	HONEY CREEK ROAD BRIDGE REPLACEMENT	AT SNAPPING SHOALS CREEK	Roadway / Bridge Upgrade	ROW	Local Jurisdiction/Municipality Funds	2022	1.0000	$ -	$ -	$ 50,000	$ -	$ 50,000
RO-259	15100	HONEY CREEK ROAD BRIDGE REPLACEMENT	AT SNAPPING SHOALS CREEK	Roadway / Bridge Upgrade	CST	Local Jurisdiction/Municipality Funds	2023	1.0000	$ -	$ -	$ 2,500,000	$ -	$ 2,500,000
RO-AR-138	731048-	I-20 EAST INTERCHANGE IMPROVEMENTS	AT SR 138/20 (WALNUT GROVE ROAD / MCDONOUGH HIGHWAY)	Roadway / Interchange Capacity	ROW	National Highway Performance Program (NHPP)	2022	1.0000	$ 8,519,378	$ 2,129,844	$ -	$ -	$ 10,649,222
RO-AR-138	731048-	I-20 EAST INTERCHANGE IMPROVEMENTS	AT SR 138/20 (WALNUT GROVE ROAD / MCDONOUGH HIGHWAY)	Roadway / Interchange Capacity	CST	General Federal Aid 2024-2040	LR 2024-2030	1.2057	$ 42,490,678	$ 10,695,011	$ -	$ -	$ 53,185,689
SP-019	331910-	JORDAN HILL ROAD BRIDGE REPLACEMENT	AT TROUBLESOME CREEK (NORTHERN CROSSING NORTH OF BAPTIST CAMP ROAD)	Roadway / Bridge Upgrade	ROW	Local Jurisdiction/Municipality Funds	2019	1.0000	$ -	$ -	$ 201,000	$ -	$ 201,000

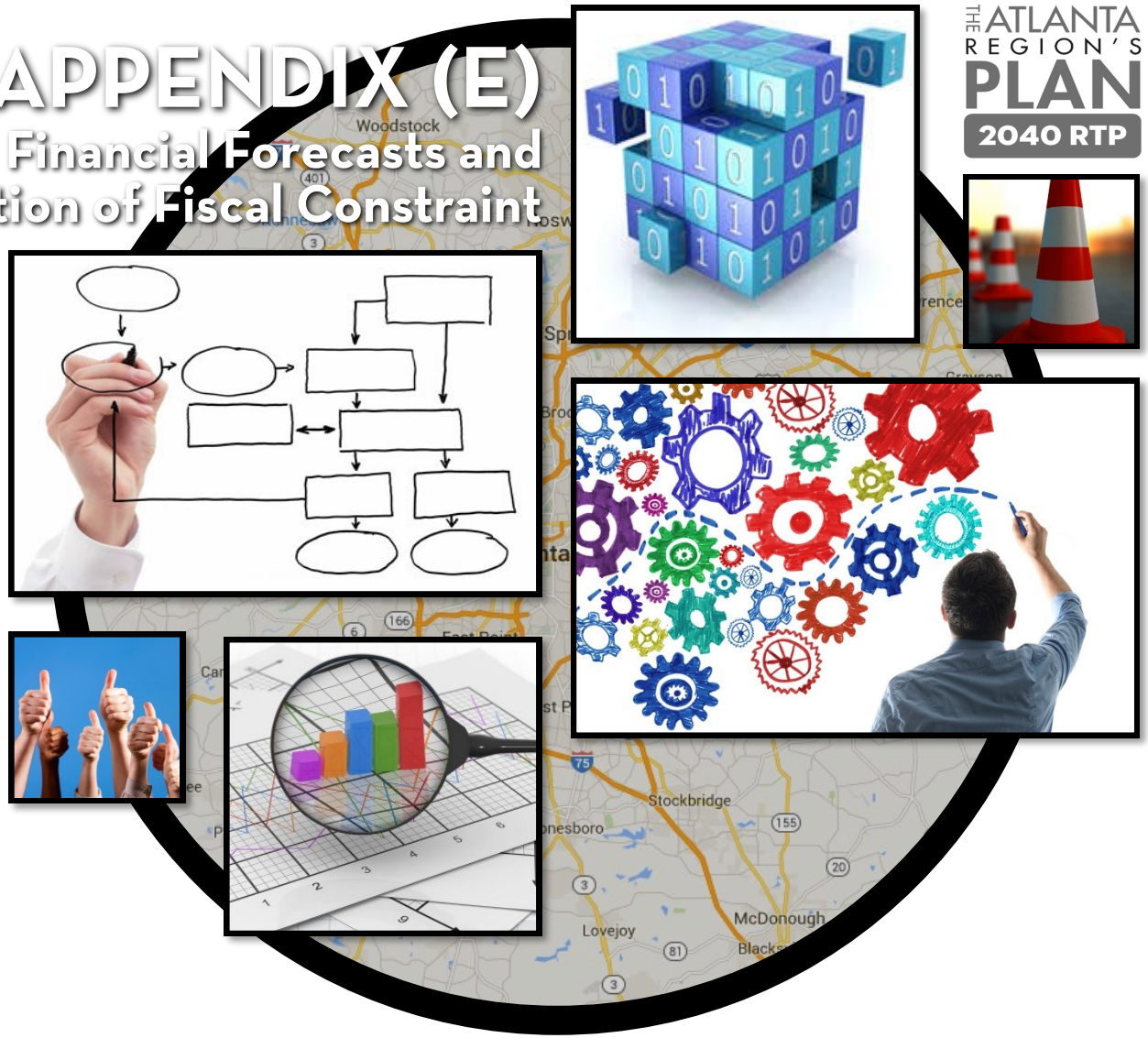
Calculation of Project Costs in Year of Expenditure Dollars

Phases within the FY 2018-2023 TIP period are already inflated in the project list. Phases in long range (2023-2030 and 2031-2040) are inflated at 2.1% annually to a midpoint year of each time period, with the exception of transit formula funding programs which are inflated at 1.4% annually. MMIP projects are also shown in project list already inflated at a rate varying from 3.0% to 4.0% annually (thus a YOE multiplier of 1.0000 is shown in this table to prevent "double inflation").

									Year of Expenditure Costs				
ARC Project Number	GDOT Project Number	Description	Limits	Project Type	Phase	Fund Source	Fiscal Year	YOE Multiplier	Federal	State	Local	Bond	Total
SP-019	331910-	JORDAN HILL ROAD BRIDGE REPLACEMENT	AT TROUBLESOME CREEK (NORTHERN CROSSING NORTH OF BAPTIST CAMP ROAD)	Roadway / Bridge Upgrade	CST	Surface Transportation Block Grant (STBG) Program Off-System Bridge	2020	1.0000	$ 1,016,029	$ 254,007	$ -	$ -	$ 1,270,036
SP-066	16792	GRIFFIN SOUTH BYPASS: PHASE 1 (SCOPING ACTIVITIES ONLY)	FROM INTERSECTION OF SR 155 AND JACKSON ROAD ALONG EXISTING ALIGNMENT OF NORTH MCDONOUGH ROAD TO SR 16 (ARTHUR K. BOLTON PARKWAY)	Other / Scoping	SCP	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2019	1.0000	$ 250,000	$ -	$ 62,500	$ -	$ 312,500
SP-067A	8682	GRIFFIN SOUTH BYPASS: PHASE 1	FROM INTERSECTION OF SR 155 AND JACKSON ROAD ALONG EXISTING ALIGNMENT OF NORTH MCDONOUGH ROAD TO SR 16 (ARTHUR K. BOLTON PARKWAY)	Roadway / Operations & Safety	ALL	General Federal Aid 2024-2040	LR 2031-2040	1.4238	$ 7,262,680	$ 1,815,670	$ -	$ -	$ 9,078,350
SP-067B	7871	GRIFFIN SOUTH BYPASS: PHASE 2 - WIDENING	FROM SR 16 (ARTHUR K. BOLTON PARKWAY) ALONG EXISTING ALIGNMENT OF SOUTH MCDONOUGH ROAD AND COUNTY LINE ROAD TO US 19/41	Roadway / General Purpose Capacity	ALL	General Federal Aid 2024-2040	LR 2031-2040	1.4238	$ 36,139,571	$ 9,034,892	$ 9,879,891	$ -	$ 55,054,354
SP-100	16076	EAST SOLOMON STREET INTERSECTION IMPROVEMENTS	AT SPALDING STREET/SEARCY AVENUE	Roadway / Operations & Safety	PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2019	1.0000	$ 240,000	$ -	$ 60,000	$ -	$ 300,000
SP-100	16076	EAST SOLOMON STREET INTERSECTION IMPROVEMENTS	AT SPALDING STREET/SEARCY AVENUE	Roadway / Operations & Safety	ROW	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2021	1.0000	$ 480,000	$ -	$ 120,000	$ -	$ 600,000
SP-100	16076	EAST SOLOMON STREET INTERSECTION IMPROVEMENTS	AT SPALDING STREET/SEARCY AVENUE	Roadway / Operations & Safety	UTL	Local Jurisdiction/Municipality Funds	2023	1.0000	$ -	$ -	$ 250,000	$ -	$ 250,000
SP-100	16076	EAST SOLOMON STREET INTERSECTION IMPROVEMENTS	AT SPALDING STREET/SEARCY AVENUE	Roadway / Operations & Safety	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2023	1.0000	$ 1,200,000	$ -	$ 300,000	$ -	$ 1,500,000
SP-168	10333	DOWNTOWN GRIFFIN PEDESTRIAN AND BICYCLE FACILITIES ON SR 155 (HILL STREET), EAST SOLOMON STREET AND SOUTH 5TH STREET		Last Mile Connectivity / Complete Street Retrofit	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2018	1.0000	$ 3,280,000	$ -	$ 820,000	$ -	$ 4,100,000
SP-168	10333	DOWNTOWN GRIFFIN PEDESTRIAN AND BICYCLE FACILITIES ON SR 155 (HILL STREET), EAST SOLOMON STREET AND SOUTH 5TH STREET		Last Mile Connectivity / Complete Street Retrofit	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2019	1.0000	$ 1,272,136	$ -	$ 318,034	$ -	$ 1,590,170
SP-168	10333	DOWNTOWN GRIFFIN PEDESTRIAN AND BICYCLE FACILITIES ON SR 155 (HILL STREET), EAST SOLOMON STREET AND SOUTH 5TH STREET		Last Mile Connectivity / Complete Street Retrofit	CST	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	2019	1.0000	$ 205,883	$ -	$ 51,471	$ -	$ 257,354
WA-003	411	SR 83 CONNECTOR - NEW ALIGNMENT	FROM SR 11 AT LOWER INDUSTRIAL PARK ROAD SOUTH OF MONROE TO INTERSECTION OF SR 83 (UNISIA DRIVE) AND GOOD HOPE ROAD EAST OF MONROE	Roadway / General Purpose Capacity	PE	Transportation Funding Act (HB 170)	2019	1.0000	$ -	$ 590,000	$ -	$ -	$ 590,000
WA-003	411	SR 83 CONNECTOR - NEW ALIGNMENT	FROM SR 11 AT LOWER INDUSTRIAL PARK ROAD SOUTH OF MONROE TO INTERSECTION OF SR 83 (UNISIA DRIVE) AND GOOD HOPE ROAD EAST OF MONROE	Roadway / General Purpose Capacity	ROW	Transportation Funding Act (HB 170)	2020	1.0000	$ -	$ 8,491,000	$ -	$ -	$ 8,491,000
WA-003	411	SR 83 CONNECTOR - NEW ALIGNMENT	FROM SR 11 AT LOWER INDUSTRIAL PARK ROAD SOUTH OF MONROE TO INTERSECTION OF SR 83 (UNISIA DRIVE) AND GOOD HOPE ROAD EAST OF MONROE	Roadway / General Purpose Capacity	CST	Transportation Funding Act (HB 170)	2022	1.0000	$ -	$ 25,139,530	$ -	$ -	$ 25,139,530
WA-031	132981-	SR 11 BRIDGE REPLACEMENT	AT APALACHEE RIVER	Roadway / Bridge Upgrade	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2020	1.0000	$ 4,397,786	$ 1,099,446	$ -	$ -	$ 5,497,232
WA-032	16387	SR 20 (CONYERS ROAD)	FROM NORTH SHARON CHURCH ROAD TO US 78 / SR 10 (ATHENS HIGHWAY)	Roadway / General Purpose Capacity	PE	Transportation Funding Act (HB 170)	2019	1.0000	$ -	$ 1,000,000	$ -	$ -	$ 1,000,000
WA-032	16387	SR 20 (CONYERS ROAD)	FROM NORTH SHARON CHURCH ROAD TO US 78 / SR 10 (ATHENS HIGHWAY)	Roadway / General Purpose Capacity	ROW	Transportation Funding Act (HB 170)	2022	1.0000	$ -	$ 3,090,000	$ -	$ -	$ 3,090,000
WA-032	16387	SR 20 (CONYERS ROAD)	FROM NORTH SHARON CHURCH ROAD TO US 78 / SR 10 (ATHENS HIGHWAY)	Roadway / General Purpose Capacity	CST	Transportation Funding Act (HB 170)	LR 2024-2030	1.2057	$ -	$ 15,551,110	$ -	$ -	$ 15,551,110

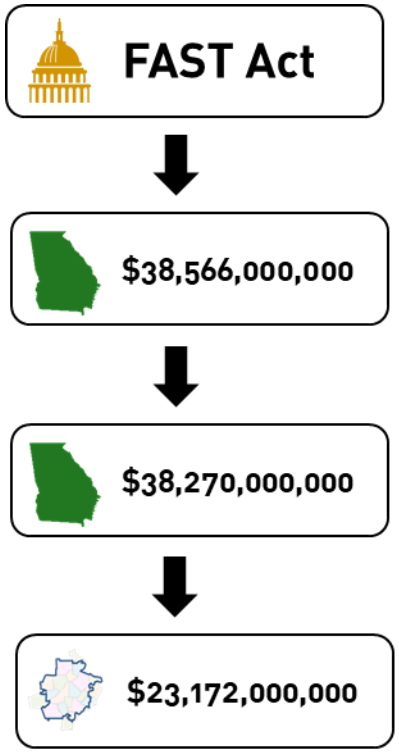
APPENDIX (E)

Federal Financial Forecasts and Demonstration of Fiscal Constraint



THE ATLANTA REGION'S PLAN
2040 RTP

Summary of FHWA Revenue Forecast Calculations



E.1 - Calculation of Forecast Federal Highway Administration (FHWA) Funds Apportioned to the State of Georgia*

	PROGRAM							
Year	National Highway Performance Program	Surface Transportation Program	Highway Safety Improvement Program	Rail Highway Crossings Program	CMAQ	National Highway Freight Program	Transportation Alternatives	Apportioned Total (YOE Dollars)
2018	$ 771,840,636	$ 385,966,713	$ 76,370,019	$ 8,329,305	$ 70,252,987	$ 36,604,321	$ 34,406,802	**$ 1,383,770,783**
2019	$ 788,821,130	$ 394,457,981	$ 78,050,159	$ 8,512,550	$ 71,798,553	$ 37,409,616	$ 35,163,752	**$ 1,414,213,741**
2020	$ 806,175,195	$ 403,136,056	$ 79,767,263	$ 8,699,826	$ 73,378,121	$ 38,232,628	$ 35,937,354	**$ 1,445,326,443**
2021	$ 823,911,049	$ 412,005,050	$ 81,522,143	$ 8,891,222	$ 74,992,440	$ 39,073,745	$ 36,727,976	**$ 1,477,123,625**
2022	$ 842,037,092	$ 421,069,161	$ 83,315,630	$ 9,086,829	$ 76,642,273	$ 39,933,368	$ 37,535,992	**$ 1,509,620,344**
2023	$ 860,561,908	$ 430,332,682	$ 85,148,574	$ 9,286,739	$ 78,328,403	$ 40,811,902	$ 38,361,784	**$ 1,542,831,992**
2024	$ 872,609,775	$ 436,357,340	$ 86,340,654	$ 9,416,754	$ 79,425,001	$ 41,383,268	$ 38,898,848	**$ 1,564,431,640**
2025	$ 884,826,312	$ 442,466,343	$ 87,549,423	$ 9,548,588	$ 80,536,951	$ 41,962,634	$ 39,443,432	**$ 1,586,333,683**
2026	$ 897,213,880	$ 448,660,871	$ 88,775,115	$ 9,682,268	$ 81,664,468	$ 42,550,111	$ 39,995,640	**$ 1,608,542,354**
2027	$ 909,774,874	$ 454,942,124	$ 90,017,966	$ 9,817,820	$ 82,807,771	$ 43,145,813	$ 40,555,579	**$ 1,631,061,947**
2028	$ 922,511,722	$ 461,311,313	$ 91,278,218	$ 9,955,270	$ 83,967,080	$ 43,749,854	$ 41,123,357	**$ 1,653,896,815**
2029	$ 935,426,887	$ 467,769,672	$ 92,556,113	$ 10,094,643	$ 85,142,619	$ 44,362,352	$ 41,699,084	**$ 1,677,051,370**
2030	$ 948,522,863	$ 474,318,447	$ 93,851,899	$ 10,235,968	$ 86,334,616	$ 44,983,425	$ 42,282,872	**$ 1,700,530,089**
2031	$ 961,802,183	$ 480,958,905	$ 95,165,825	$ 10,379,272	$ 87,543,300	$ 45,613,193	$ 42,874,832	**$ 1,724,337,510**
2032	$ 975,267,414	$ 487,692,330	$ 96,498,147	$ 10,524,582	$ 88,768,906	$ 46,251,778	$ 43,475,080	**$ 1,748,478,236**
2033	$ 988,921,157	$ 494,520,023	$ 97,849,121	$ 10,671,926	$ 90,011,671	$ 46,899,302	$ 44,083,731	**$ 1,772,956,931**
2034	$ 1,002,766,054	$ 501,443,303	$ 99,219,008	$ 10,821,333	$ 91,271,834	$ 47,555,893	$ 44,700,903	**$ 1,797,778,328**
2035	$ 1,016,804,778	$ 508,463,509	$ 100,608,075	$ 10,972,831	$ 92,549,640	$ 48,221,675	$ 45,326,716	**$ 1,822,947,225**
2036	$ 1,031,040,045	$ 515,581,998	$ 102,016,588	$ 11,126,451	$ 93,845,335	$ 48,896,779	$ 45,961,290	**$ 1,848,468,486**
2037	$ 1,045,474,606	$ 522,800,146	$ 103,444,820	$ 11,282,221	$ 95,159,170	$ 49,581,334	$ 46,604,748	**$ 1,874,347,044**
2038	$ 1,060,111,250	$ 530,119,348	$ 104,893,047	$ 11,440,173	$ 96,491,398	$ 50,275,472	$ 47,257,214	**$ 1,900,587,903**
2039	$ 1,074,952,808	$ 537,541,019	$ 106,361,550	$ 11,600,335	$ 97,842,278	$ 50,979,329	$ 47,918,815	**$ 1,927,196,134**
2040	$ 1,090,002,147	$ 545,066,593	$ 107,850,612	$ 11,762,740	$ 99,212,070	$ 51,693,039	$ 48,589,678	**$ 1,954,176,880**
TOTAL	**$ 21,511,375,764**	**$ 10,756,980,928**	**$ 2,128,449,967**	**$ 232,139,646**	**$ 1,957,966,887**	**$ 1,020,170,830**	**$ 958,925,479**	**$ 38,566,009,502**

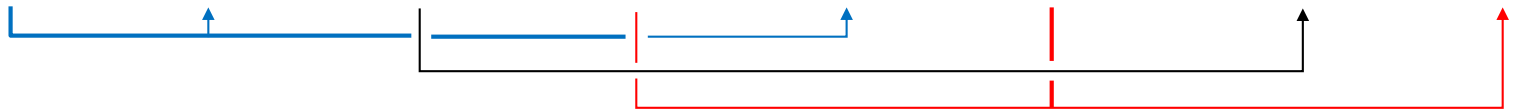
** Assumes 100% obligation authority and 1.4% annual forecast revenue increase, resulting in values shown in YOE dollars. Excludes Metropolitan Planning funds.*

E.2 - Calculation of State Debt Service

This table identifies previously committed statewide bond issuances and the payback schedule associated with them. It is used to determine how much federal and state funding remains available for commitment to other projects in the plan.

Financing costs for MMIP projects are not part of these existing bond programs and are managed in the fiscal constraint process differently. Unlike previous statewide bond programs, MMIP debt service is incorporated directly into the programming details for each project (see project list contained in Appendix B), not aggregated and summarized in this table.

			GARVEE Payback Sources			GRB Payback Source		
Year	Total Debt Service*	GARVEE Debt Service	FHWA Apportionments (80%)	State Motor Fuel Tax Collections (20%)	GRB Debt Service	State Motor Fuel Tax Collections (100%)	Total FHWA Payback	Total State Motor Fuel Tax Payback
2018	$ 239,240,535	$ 185,246,410	$ 148,197,128	$ 37,049,282	$ 53,994,125	$ 53,994,125	$ 148,197,128	$ 91,043,407
2019	$ 188,329,460	$ 134,331,960	$ 107,465,568	$ 26,866,392	$ 53,997,500	$ 53,997,500	$ 107,465,568	$ 80,863,892
2020	$ 188,329,970	$ 134,331,470	$ 107,465,176	$ 26,866,294	$ 53,998,500	$ 53,998,500	$ 107,465,176	$ 80,864,794
2021	$ 120,782,450	$ 66,785,700	$ 53,428,560	$ 13,357,140	$ 53,996,750	$ 53,996,750	$ 53,428,560	$ 67,353,890
2022	$ 24,406,625	$ -	$ -	$ -	$ 24,406,625	$ 24,406,625	$ -	$ 24,406,625
2023	$ 24,406,750	$ -	$ -	$ -	$ 24,406,750	$ 24,406,750	$ -	$ 24,406,750
2024	$ 24,405,250	$ -	$ -	$ -	$ 24,405,250	$ 24,405,250	$ -	$ 24,405,250
2025	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
2026	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
2027	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
2028	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
2029	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
2030	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
2031	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
2032	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
2033	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
2034	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
2035	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
2036	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
2037	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
2038	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
2039	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
2040	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	$ 809,901,040	$ 520,695,540	$ 416,556,432	$ 104,139,108	$ 289,205,500	$ 289,205,500	$ 416,556,432	$ 393,344,608



** Debt schedule information provided by GDOT.*

E.3 - Calculation of Georgia's Available FTWA Apportionments

Year	State of Georgia Apportionments (from Table E.1)		Redistribution*		FHWA Apportionment Debt Service *(from Table E.2)*		Georgia's Available Apportionment
2018	$ 1,383,770,783	+	$ 4,078,072	-	$ 148,197,128	=	**$ 1,239,651,727**
2019	$ 1,414,213,741	+	$ 4,167,789	-	$ 107,465,568	=	**$ 1,310,915,962**
2020	$ 1,445,326,443	+	$ 4,259,481	-	$ 107,465,176	=	**$ 1,342,120,748**
2021	$ 1,477,123,625	+	$ 4,353,189	-	$ 53,428,560	=	**$ 1,428,048,254**
2022	$ 1,509,620,344	+	$ 4,448,960	-	$ -	=	**$ 1,514,069,304**
2023	$ 1,542,831,992	+	$ 4,546,837	-	$ -	=	**$ 1,547,378,829**
2024	$ 1,564,431,640	+	$ 4,646,867	-	$ -	=	**$ 1,569,078,507**
2025	$ 1,586,333,683	+	$ 4,749,098	-	$ -	=	**$ 1,591,082,781**
2026	$ 1,608,542,354	+	$ 4,853,578	-	$ -	=	**$ 1,613,395,933**
2027	$ 1,631,061,947	+	$ 4,960,357	-	$ -	=	**$ 1,636,022,304**
2028	$ 1,653,896,815	+	$ 5,069,485	-	$ -	=	**$ 1,658,966,299**
2029	$ 1,677,051,370	+	$ 5,181,014	-	$ -	=	**$ 1,682,232,384**
2030	$ 1,700,530,089	+	$ 5,294,996	-	$ -	=	**$ 1,705,825,085**
2031	$ 1,724,337,510	+	$ 5,411,486	-	$ -	=	**$ 1,729,748,996**
2032	$ 1,748,478,236	+	$ 5,530,538	-	$ -	=	**$ 1,754,008,774**
2033	$ 1,772,956,931	+	$ 5,652,210	-	$ -	=	**$ 1,778,609,141**
2034	$ 1,797,778,328	+	$ 5,776,559	-	$ -	=	**$ 1,803,554,887**
2035	$ 1,822,947,225	+	$ 5,903,643	-	$ -	=	**$ 1,828,850,868**
2036	$ 1,848,468,486	+	$ 6,033,523	-	$ -	=	**$ 1,854,502,009**
2037	$ 1,874,347,044	+	$ 6,166,261	-	$ -	=	**$ 1,880,513,305**
2038	$ 1,900,587,903	+	$ 6,301,919	-	$ -	=	**$ 1,906,889,822**
2039	$ 1,927,196,134	+	$ 6,440,561	-	$ -	=	**$ 1,933,636,695**
2040	$ 1,954,176,880	+	$ 6,582,253	-	$ -	=	**$ 1,960,759,133**
TOTALS	**$ 38,566,009,502**	+	**$ 120,408,675**	-	**$ 416,556,432**	=	**$ 38,269,861,745**

** Each year a small amount of incremental funding is available for transfer to Georgia from states which do not fully obligate their available funding. This estimate assumes continuation of that practice by USDOT and that the annual amount available to Georgia remains constant (before accounting for inflation).*

E.4 - Calculation of Atlanta Share of Available Statewide FHWA Apportionment

Year	Georgia's Available Apportionment *(from Table E.3)*	Atlanta Region Share* Percent	Atlanta Region Share* Amount (YOE Dollars)
2018	$ 1,239,651,727	58.2%	$ 722,089,681
2019	$ 1,310,915,962	58.5%	$ 766,502,379
2020	$ 1,342,120,748	58.7%	$ 787,663,544
2021	$ 1,428,048,254	58.9%	$ 841,137,612
2022	$ 1,514,069,304	59.1%	$ 894,974,430
2023	$ 1,547,378,829	59.3%	$ 917,844,332
2024	$ 1,569,078,507	59.5%	$ 933,882,927
2025	$ 1,591,082,781	59.7%	$ 950,133,914
2026	$ 1,613,395,933	59.9%	$ 966,600,831
2027	$ 1,636,022,304	60.1%	$ 983,287,253
2028	$ 1,658,966,299	60.3%	$ 1,000,196,789
2029	$ 1,682,232,384	60.5%	$ 1,017,333,086
2030	$ 1,705,825,085	60.7%	$ 1,034,699,831
2031	$ 1,729,748,996	60.8%	$ 1,052,300,747
2032	$ 1,754,008,774	61.0%	$ 1,070,139,601
2033	$ 1,778,609,141	61.2%	$ 1,088,220,200
2034	$ 1,803,554,887	61.4%	$ 1,106,546,393
2035	$ 1,828,850,868	61.5%	$ 1,125,122,075
2036	$ 1,854,502,009	61.7%	$ 1,143,951,184
2037	$ 1,880,513,305	61.8%	$ 1,163,037,705
2038	$ 1,906,889,822	62.0%	$ 1,182,385,668
2039	$ 1,933,636,695	62.2%	$ 1,201,999,153
2040	$ 1,960,759,133	62.3%	$ 1,221,882,289
TOTALS	**$ 38,269,861,745**		**$ 23,171,931,622**

* *Percentage based on the Atlanta metropolitan area's share of statewide employment.*

Summary of FTA Revenue Forecast Calculations

FAST Act

Provides the baseline for estimating national federal funding totals.

↓

$3,544,000,000

Amount of FTA formula funds transit operators in the Atlanta Region can expect to receive if baseline FAST Act funding levels/trends and the distribution formula remain consistent through 2040. *See Table E.5 for calculations.*

+

$4,401,000,000

Amount of FTA New Starts discretionary funds which reflect a "fair share" calculation based on historical per capita funding awards to other metro areas. *See Table E.6 for calculations.*

↓

$7,945,000,000

Total amount of FTA funds which may be available to support existing services and expand the system in the Atlanta Region through 2040.

E.5 - Calculation of Forecast Federal Transit Administration (FTA) Formula Funds Apportioned to the Atlanta Region

	PROGRAM						
Year	Urbanized Area Formula	Enhanced Mobility for Older Adults and People with Disabilities	Non-Urbanized Area Formula	State of Good Repair	Clean Fuels Formula	Bus and Bus Facilities	Total (YOE Dollars)
2018	$ 68,049,855	$ 3,013,994	$ 781,429	$ 50,932,942	$ 3,804,325	$ 5,098,459	**$ 131,681,004**
2019	$ 69,002,553	$ 3,056,190	$ 792,369	$ 51,646,003	$ 3,857,586	$ 5,169,837	**$ 133,524,538**
2020	$ 69,968,588	$ 3,098,977	$ 803,462	$ 52,369,047	$ 3,911,592	$ 5,242,215	**$ 135,393,882**
2021	$ 70,948,149	$ 3,142,362	$ 814,711	$ 53,102,214	$ 3,966,354	$ 5,315,606	**$ 137,289,396**
2022	$ 71,941,423	$ 3,186,355	$ 826,117	$ 53,845,645	$ 4,021,883	$ 5,390,025	**$ 139,211,447**
2023	$ 72,948,603	$ 3,230,964	$ 837,682	$ 54,599,484	$ 4,078,189	$ 5,465,485	**$ 141,160,408**
2024	$ 73,969,883	$ 3,276,198	$ 849,410	$ 55,363,877	$ 4,135,284	$ 5,542,002	**$ 143,136,653**
2025	$ 75,005,461	$ 3,322,065	$ 861,301	$ 56,138,971	$ 4,193,178	$ 5,619,590	**$ 145,140,567**
2026	$ 76,055,538	$ 3,368,574	$ 873,360	$ 56,924,917	$ 4,251,882	$ 5,698,264	**$ 147,172,534**
2027	$ 77,120,315	$ 3,415,734	$ 885,587	$ 57,721,866	$ 4,311,409	$ 5,778,040	**$ 149,232,950**
2028	$ 78,200,000	$ 3,463,554	$ 897,985	$ 58,529,972	$ 4,371,769	$ 5,858,932	**$ 151,322,211**
2029	$ 79,294,800	$ 3,512,044	$ 910,557	$ 59,349,391	$ 4,432,973	$ 5,940,957	**$ 153,440,722**
2030	$ 80,404,927	$ 3,561,212	$ 923,305	$ 60,180,283	$ 4,495,035	$ 6,024,131	**$ 155,588,892**
2031	$ 81,530,596	$ 3,611,069	$ 936,231	$ 61,022,807	$ 4,557,965	$ 6,108,469	**$ 157,767,137**
2032	$ 82,672,024	$ 3,661,624	$ 949,338	$ 61,877,126	$ 4,621,777	$ 6,193,987	**$ 159,975,877**
2033	$ 83,829,433	$ 3,712,887	$ 962,629	$ 62,743,406	$ 4,686,482	$ 6,280,703	**$ 162,215,539**
2034	$ 85,003,045	$ 3,764,867	$ 976,106	$ 63,621,814	$ 4,752,093	$ 6,368,633	**$ 164,486,557**
2035	$ 86,193,087	$ 3,817,576	$ 989,771	$ 64,512,519	$ 4,818,622	$ 6,457,794	**$ 166,789,368**
2036	$ 87,399,791	$ 3,871,022	$ 1,003,628	$ 65,415,694	$ 4,886,083	$ 6,548,203	**$ 169,124,419**
2037	$ 88,623,388	$ 3,925,216	$ 1,017,679	$ 66,331,514	$ 4,954,488	$ 6,639,878	**$ 171,492,161**
2038	$ 89,864,115	$ 3,980,169	$ 1,031,926	$ 67,260,155	$ 5,023,851	$ 6,732,836	**$ 173,893,052**
2039	$ 91,122,213	$ 4,035,891	$ 1,046,373	$ 68,201,797	$ 5,094,184	$ 6,827,096	**$ 176,327,554**
2040	$ 92,397,924	$ 4,092,394	$ 1,061,022	$ 69,156,622	$ 5,165,503	$ 6,922,675	**$ 178,796,140**
TOTAL	**$ 1,831,545,709**	**$ 81,120,937**	**$ 21,031,975**	**$ 1,370,848,068**	**$ 102,392,506**	**$ 137,223,814**	**$ 3,544,163,009**

** Assumes 1.4% annual forecast revenue increase, resulting in values shown in YOE dollars.*

E.6 - Calculation of Atlanta Region New Starts Funding Forecast

(BASED ON HISTORICAL DATA ON NEW STARTS PROJECTS WITH FULL FUNDING GRANT AGREEMENTS FOR CONSTRUCTION 2001-2016)

Area	Project	Section 5309 New Starts (Millions)	Other (Millions)	Total (Millions)	Urbanized Area Population	New Starts Funding Per Capita (Millions)	15 Year Annual Average from 2001 to 2016 (Millions)
Boston	South Boston Piers Transitway	$330.73	$270.27	$601.00			
Boston	Green Line Extension	$996.12	$1,301.49	$2,297.61			
BOSTON TOTALS		**$1,326.85**	**$1,571.76**	**$2,898.61**	**4,181,019**	**$317**	**$21.16**
Charlotte	South Corridor LRT	$192.94	$233.91	$426.85			
Charlotte	Blue Line Extension-Northeast Corridor	$580.04	$580.04	$1,160.08			
CHARLOTTE TOTALS		**$772.98**	**$813.95**	**$1,586.93**	**1,249,442**	**$619**	**$41.24**
Chicago, IL-IN-WI	South West Corridor Commuter Rail	$103.02	$95.08	$198.10			
Chicago, IL-IN-WI	North Central Corridor Commuter Rail	$135.32	$90.18	$225.50			
Chicago, IL-IN-WI	Union Pacific West Line Extension	$80.76	$53.80	$134.56			
Chicago, IL-IN-WI	Douglas Branch Reconstruction	$320.10	$162.58	$482.68			
Chicago, IL-IN-WI	Ravenswood Line Extension	$245.52	$284.39	$529.91			
CHICAGO TOTALS		**$884.72**	**$686.03**	**$1,570.75**	**8,608,208**	**$103**	**$6.85**
Baltimore	Central LRT Double-Track	$120.00	$33.70	$153.70			
BALTIMORE TOTALS		**$120.00**	**$33.70**	**$153.70**	**2,203,663**	**$54**	**$3.63**
Dallas	North Central LRT Extension	$333.00	$184.20	$517.20			
Dallas	Northwest/Southeast LRT MOS	$700.00	$706.22	$1,406.22			
DALLAS TOTALS		**$1,033.00**	**$890.42**	**$1,923.42**	**5,121,892**	**$202**	**$13.45**
Denver	Eagle Commuter Rail	$1,030.45	$1,012.69	$2,043.14			
Denver	West Corridor LRT	$308.68	$401.15	$709.83			
Denver	Southeast Corridor LRT	$525.00	$354.27	$879.27			
DENVER TOTALS		**$1,864.13**	**$1,768.11**	**$3,632.24**	**2,374,203**	**$785**	**$52.34**
Hartford	Hartford Busway	$275.30	$291.75	$567.05			
HARTFORD TOTALS		**$275.30**	**$291.75**	**$567.05**	**924,859**	**$298**	**$19.84**
Honolulu	High Capacity Transit Corridor	$1,550.00	$3,571.69	$5,121.69			
HONOLULU TOTALS		**$1,550.00**	**$3,571.69**	**$5,121.69**	**802,459**	**$1,932**	**$128.77**
Houston	Regional Bus Plan	$500.00	$125.00	$625.00			
Houston	Southeast Corridor LRT	$450.00	$372.91	$822.91			
Houston	North Corridor LRT	$450.00	$306.00	$756.00			
HOUSTON TOTALS		**$1,400.00**	**$803.91**	**$2,203.91**	**4,944,332**	**$283**	**$18.88**

E.6 - Calculation of Atlanta Region New Starts Funding Forecast

(BASED ON HISTORICAL DATA ON NEW STARTS PROJECTS WITH FULL FUNDING GRANT AGREEMENTS FOR CONSTRUCTION 2001-2016)

Area	Project	Section 5309 New Starts (Millions)	Other (Millions)	Total (Millions)	Urbanized Area Population	New Starts Funding Per Capita (Millions)	15 Year Annual Average from 2001 to 2016 (Millions)
Los Angeles	Metro Gold Line Eastside Extension	$490.70	$408.11	$898.81			
Los Angeles	MOS-3 North Hollywood Extension	$681.04	$629.78	$1,310.82			
Los Angeles	Regional Connector Transit Corridor	$669.90	$733.03	$1,402.93			
Los Angeles	Westside Subway Extension - Section 1	$1,250.00	$1,571.95	$2,821.95			
LOS ANGELES TOTALS		**$3,091.64**	**$3,342.87**	**$6,434.51**	**12,150,996**	**$254**	**$16.96**
Minneapolis	Central Corridor LRT	$473.95	$482.95	$956.90			
Minneapolis	Hiawatha Corridor LRT	$334.28	$341.14	$675.42			
MINNEAPOLIS TOTALS		**$808.23**	**$824.09**	**$1,632.32**	**2,650,890**	**$305**	**$20.33**
Miami / Ft. Lauderdale	South Florida Regional Transportation Authority Commuter Rail Upgrades, Segment 5	$110.50	$223.39	$333.89			
MIAMI / FT. LAUDERDALE TOTALS		**$110.50**	**$223.39**	**$333.89**	**5,502,379**	**$20**	**$1.34**
New York / Newark, NY-NJ-CT	Newark Rail Link (MOS-1)	$141.95	$65.75	$207.70			
New York / Newark, NY-NJ-CT	Long Island Rail Road East Side Access	$2,632.11	$4,753.89	$7,386.00			
New York / Newark, NY-NJ-CT	Second Avenue Subway Phase I	$1,300.00	$3,566.61	$4,866.61			
New York / Newark, NY-NJ-CT	Northern New Jersey Access to the Region's Core	$3,000.00	$5,699.98	$8,699.98			
New York / Newark, NY-NJ-CT	Hudson-Bergen MOS-1	$604.09	$388.05	$992.14			
New York / Newark, NY-NJ-CT	Hudson-Bergen MOS-2	$500.00	$715.40	$1,215.40			
NEW YORK / NEWARK TOTALS		**$8,178.15**	**$15,189.68**	**$23,367.83**	**18,351,295**	**$446**	**$29.71**
Orlando	Central Florida Commuter Rail Transit – Initial Operating Segment	$178.61	$178.62	$357.23			
ORLANDO TOTALS	Central Florida Commuter Rail Transit – Initial Operating Segment	**$178.61**	**$178.62**	**$357.23**	**1,510,516**	**$118**	**$7.88**

E.6 - Calculation of Atlanta Region New Starts Funding Forecast

(BASED ON HISTORICAL DATA ON NEW STARTS PROJECTS WITH FULL FUNDING GRANT AGREEMENTS FOR CONSTRUCTION 2001-2016)

Area	Project	Section 5309 New Starts (Millions)	Other (Millions)	Total (Millions)	Urbanized Area Population	New Starts Funding Per Capita (Millions)	15 Year Annual Average from 2001 to 2016 (Millions)
Portland	South Corridor I-205 / Portland Mall LRT	$345.40	$230.30	$575.70			
Portland	Interstate MAX LRT Extension	$256.50	$92.50	$349.00			
Portland	Milwaukie LRT	$745.17	$745.18	$1,490.35			
PORTLAND TOTALS		**$1,347.07**	**$1,067.98**	**$2,415.05**	**1,849,898**	**$728**	**$48.55**
Phoenix	Central Phoenix/East Valley Light Rail	$587.20	$824.92	$1,412.12			
PHOENIX TOTALS		**$587.20**	**$824.92**	**$1,412.12**	**3,629,114**	**$162**	**$10.79**
Pittsburgh	North Shore LRT Connector	$235.70	$199.30	$435.00			
Pittsburgh	Stage II LRT Reconstruction	$100.20	$286.26	$386.46			
PITTSBURGH TOTALS		**$335.90**	**$485.56**	**$821.46**	**1,733,853**	**$194**	**$12.92**
San Diego	Mission Valley East LRT Extension	$329.96	$101.00	$430.96			
SAN DIEGO TOTALS		**$329.96**	**$101.00**	**$430.96**	**2,956,746**	**$112**	**$7.44**
San Francisco	BART Extension to SFO	$750.00	$760.20	$1,510.20			
San Francisco	Third Street Light Rail-Central Subway	$942.20	$636.10	$1,578.30			
SAN FRANCISCO TOTALS		**$1,692.20**	**$1,396.30**	**$3,088.50**	**3,281,212**	**$516**	**$34.38**
San Jose	Silicon Valley Berryessa Extension	$900.00	$1,330.02	$2,230.02			
SAN JOSE TOTALS		**$900.00**	**$1,330.02**	**$2,230.02**	**1,664,496**	**$541**	**$36.05**
San Juan	Tren Urbano	$307.41	$1,346.20	$1,653.61			
SAN JUAN TOTALS		**$307.41**	**$1,346.20**	**$1,653.61**	**2,148,346**	**$143**	**$9.54**
Salt Lake	CBD to University LRT	$88.43	$30.07	$118.50			
Salt Lake	Medical Center Extension	$53.63	$35.77	$89.40			
Salt Lake	Draper LRT Transit Corridor	$116.18	$77.46	$193.64			
Salt Lake	Weber County to Salt Lake City Commuter Rail	$489.35	$122.33	$611.68			
Salt Lake	Mid Jordan LRT	$428.29	$107.08	$535.37			
SALT LAKE TOTALS		**$1,175.88**	**$372.71**	**$1,548.59**	**1,021,243**	**$1,151**	**$76.76**
Seattle	University Link LRT Extension	$813.00	$1,134.68	$1,947.68			
Seattle	Central Link Initial Segment	$500.00	$1,936.90	$2,436.90			
SEATTLE TOTALS		**$1,313.00**	**$3,071.58**	**$4,384.58**	**3,059,393**	**$429**	**$28.61**
St. Louis	Metrolink St.Clair Extension	$243.94	$95.26	$339.20			
ST. LOUIS TOTALS		**$243.94**	**$95.26**	**$339.20**	**2,150,706**	**$113**	**$7.56**

E.6 - Calculation of Atlanta Region New Starts Funding Forecast

(BASED ON HISTORICAL DATA ON NEW STARTS PROJECTS WITH FULL FUNDING GRANT AGREEMENTS FOR CONSTRUCTION 2001-2016)

Area	Project	Section 5309 New Starts (Millions)	Other (Millions)	Total (Millions)	Urbanized Area Population	New Starts Funding Per Capita (Millions)	15 Year Annual Average from 2001 to 2016 (Millions)
Washington D.C.	Dulles Corridor Metrorail Project – HRT Extension to Wiehle Avenue	$900.00	$2,242.00	$3,142.00			
Washington D.C.	Largo Metrorail Extension	$265.95	$167.95	$433.90			
WASHINGTON TOTALS		**$1,165.95**	**$2,409.95**	**$3,575.90**	**4,586,770**	**$254**	**$16.95**

Average Annual New Starts Funding Per Capita Across All Areas	**$403**	**$26.88**
		x 23
Estimated Per Capita Funding Available to Atlanta Region (2018-2040)	=	**$618.17**
		x
Atlanta Urbanized Area Population (2020 approximation)		**5,000,000**
Estimated Atlanta Area New Starts Funding in Current Year Dollars (2018-2040)	=	**$ 3,090,835,317**
YOE Multiplier (2.1% annual increase; assumed 17 years as midpoint of grant agreements)		1.424
Estimated Atlanta Area New Starts Funding in YOE Dollars (2018-2040)	=	**$ 4,400,616,082**

Summary of Demonstration of the RTP's Federal Funding Fiscal Constraint

FHWA		FTA
$23,172,000,000	ESTIMATED REVENUE	$7,945,000,000
$22,985,000,000	ESTIMATED PROJECT COSTS	$7,588,000,000
$187,000,000	PROJECTED BALANCE	$357,000,000

See Table E.7 for detailed calculations

See Table E.8 for detailed calculations

E.7 - Demonstration of Fiscal Constraint (FHWA Funds) - May 2019

ESTIMATED AGGREGATE COST OF PROGRAMMED PROJECTS

FHWA Program *(See Note 4)*	2018	2019	2020	2021	2022 *See Note 2*	2023 *See Note 2*	LR 2024-2030	LR 2031-2040	Total
(CMAQ)	$ 16,025,339	$ 27,201,688	$ 32,026,376	$ 28,883,963	$ 34,163,945	$ 29,000,000	$ -	$ -	$ 167,301,311
TAP - Urban (>200K) (ARC)	$ 7,000,000	$ 7,936,000	$ 7,000,000	$ 7,000,000	$ 7,000,000	$ 7,000,000	$ -	$ -	$ 42,936,000
TAP - Statewide (Recreational Trails Program)	$ 1,000,000	$ 466,400	$ 466,400	$ 466,400	$ 466,400	$ 466,400	$ -	$ -	$ 3,332,000
Highway Safety Improvement Program (HSIP)	$ 85,500,000	$ 37,288,000	$ 37,288,000	$ 37,288,000	$ 37,288,000	$ 37,288,000	$ -	$ -	$ 271,940,000
Railway Highway Hazard Elimination Setaside	$ 4,500,000	$ 1,864,800	$ 1,864,800	$ 1,864,800	$ 1,864,800	$ 1,864,800	$ -	$ -	$ 13,824,000
Railway Highway Protective Devices Setaside	$ 3,600,000	$ 1,491,200	$ 1,491,200	$ 1,491,200	$ 1,491,200	$ 1,491,200	$ -	$ -	$ 11,056,000
National Highway Freight Program (NHFP)	$ 38,354,907	$ 43,293,257	$ 40,323,538	$ 40,726,733	$ 18,359,670	$ -	$ -	$ -	$ 181,058,105
National Highway Performance Program (NHPP)	$ 357,231,973	$ 291,477,994	$ 284,322,960	$ 227,291,778	$ 316,652,266	$ 431,025,732	$ -	$ -	$ 1,908,002,703
STBG - Statewide Flexible (GDOT)	$ 120,437,754	$ 101,407,165	$ 114,210,521	$ 90,097,210	$ 118,805,155	$ 98,705,353	$ -	$ -	$ 643,663,158
Enhancements Setaside	$ 15,200,000	$ 7,084,800	$ 7,084,800	$ 8,154,800	$ 7,084,800	$ 7,084,800	$ -	$ -	$ 51,694,000
Off-System Bridge Setaside	$ 10,095,200	$ 15,094,064	$ 9,695,200	$ 10,450,400	$ 9,695,200	$ 17,423,200	$ -	$ -	$ 72,453,264
STBG - Urban (>200K) (ARC)	$ 79,613,894	$ 82,475,701	$ 90,161,893	$ 80,652,523	$ 93,121,449	$ 104,905,799	$ -	$ -	$ 530,931,259
Highway Infrastructure	$ 2,800,000	$ 25,340,861	$ 3,400,000	$ 4,320,000	$ -	$ -	$ -	$ -	$ 35,860,861
General Federal Aid 2024-2040 (Non-MMIP Only)	$ -	$ -	$ -	$ -	$ -	$ -	$ 4,210,812,859	$ 6,193,192,865	$ 10,404,005,724
Total Project Costs (Except Long Range MMIP)	**$ 741,359,067**	**$ 642,421,930**	**$ 629,335,688**	**$ 538,687,807**	**$ 645,992,885**	**$ 736,255,284**	**$ 4,210,812,859**	**$ 6,193,192,865**	**$ 14,338,058,385**
Year of Expenditure (YOE) Multiplier	**1.0000**	**1.0000**	**1.0000**	**1.0000**	**1.0000**	**1.0000**	**1.1773**	**1.3860**	
Total YOE Project Costs (Except Long Range MMIP)	**$ 741,359,067**	**$ 642,421,930**	**$ 629,335,688**	**$ 538,687,807**	**$ 645,992,885**	**$ 736,255,284**	**$ 4,957,328,048**	**$ 8,583,769,396**	**$ 17,475,150,105**
YOE Long Range MMIP Project Costs *See Note 3*	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 2,204,343,200**	**$ 3,047,280,000**	**$ 5,251,623,200**
Total Project Costs	**$ 741,359,067**	**$ 642,421,930**	**$ 629,335,688**	**$ 538,687,807**	**$ 645,992,885**	**$ 736,255,284**	**$ 7,161,671,248**	**$ 11,631,049,396**	**$ 22,726,773,305**

ESTIMATED AGGREGATE REVENUE (FROM TABLE E.4)

Estimated FHWA Revenue (YOE) *See Note 1*	**$ 722,089,681**	**$ 766,502,379**	**$ 787,663,544**	**$ 841,137,612**	**$ 894,974,430**	**$ 917,844,332**	**$ 6,886,134,630**	**$ 11,355,585,014**	**$ 23,171,931,622**

NET REVENUES MINUS COSTS

Running Total Revenue (YOE) *See Note 1*	**$ 722,089,681**	**$ 1,488,592,060**	**$ 2,276,255,603**	**$ 3,117,393,215**	**$ 4,012,367,645**	**$ 4,930,211,977**	**$ 11,816,346,607**	**$ 23,171,931,622**	**$ 23,171,931,622**
Running Total Cost (YOE)	**$ 741,359,067**	**$ 1,383,780,997**	**$ 2,013,116,685**	**$ 2,551,804,492**	**$ 3,197,797,377**	**$ 3,934,052,661**	**$ 11,095,723,909**	**$ 22,726,773,305**	**$ 22,726,773,305**
Running Total Balance (YOE)	$ (19,269,386)	$ 104,811,063	$ 263,138,918	$ 565,588,723	$ 814,570,268	$ 996,159,316	$ 720,622,698	$ 445,158,317	$ 445,158,317

(1) Note that all revenue estimates are based on assumptions about the average share of statewide revenues which will be directed to programs and projects in the Atlanta region. Actual amounts in any given year will fluctuate from these averages, as evidenced by the cost of projects programmed within the TIP period. GDOT has reviewed all TIP project commitments and confirms that financial resources are available to ensure no shortfall actually occurs within any individual fiscal year. Over the four year federally required TIP period (FY 2018-2021), the program is balanced and is less than revenue estimates.

(2) Fiscal years 2022 and 2023 are not considered to be part of the federally required four year TIP. For financial constraint purposes, project costs and revenue estimates are presented for information purposes only.

(3) For purposes of developing financing packages for negotiations with private sector partners, GDOT assumes a 3% to 4% annual cost inflation factor for MMIP projects, which is higher than the 2.2% long range inflation rate used for other RTP projects. For MMIP projects only, the long-range project list shows YOE costs rather than current year costs.

(4) Italicized programs denote those which are funded from setasides established by GDOT at the statewide level. The amounts shown are in addition to commitments made from the original source program as listed above the setaside line items.

E.8 - Demonstration of Fiscal Constraint (FTA Funds) - May 2019

ESTIMATED FORMULA FUNDING ALLOCATIONS AND AGGREGATE COST OF PROGRAMMED PROJECTS

FTA Program	2018	2019	2020	2021	2022 *See Note 2*	2023 *See Note 2*	LR 2024-2030	LR 2031-2040	Total
Bus - New (80/20)	$ 1,550,000	$ 1,550,000	$ -	$ -	$ -	$ -	$ 10,850,000	$ 15,500,000	$ 29,450,000
Bus and Bus Facilities Program	$ 18,294,866	$ 8,124,104	$ 5,415,512	$ 4,541,343	$ 4,541,343	$ 4,541,343	$ 31,789,401	$ 54,160,000	$ 131,407,912
Clean Fuels Formula Program	$ 3,700,000	$ 3,700,000	$ -	$ -	$ -	$ -	$ 25,900,000	$ 37,000,000	$ 70,300,000
Enhanced Mobility of Seniors and Individuals with Disabilities	$ 3,131,351	$ 1,220,796	$ 1,200,000	$ 1,200,000	$ 1,200,000	$ 1,200,000	$ 8,400,000	$ 12,000,000	$ 29,552,147
New Starts	$ -	$ -	$ -	$ -	$ -	$ -	$ 163,188,000	$ 2,877,171,161	$ 3,040,359,161
State of Good Repair Grants	$ 62,024,120	$ 53,011,055	$ 48,591,797	$ 48,591,797	$ 48,591,797	$ 48,591,797	$ 437,373,000	$ 485,970,000	$ 1,232,745,363
Transit Nonurbanized Area Formula	$ 1,838,321	$ 760,000	$ 760,000	$ 760,000	$ 760,000	$ 760,000	$ 10,320,000	$ 7,600,000	$ 23,558,321
Transit Urbanized Area Formula Program	$ 66,997,301	$ 69,047,037	$ 62,686,800	$ 62,686,800	$ 62,686,800	$ 62,686,800	$ 438,807,600	$ 650,000,000	$ 1,475,599,138
Total Project Costs (CY)	**$ 157,535,959**	**$ 137,412,992**	**$ 118,654,109**	**$ 117,779,940**	**$ 117,779,940**	**$ 117,779,940**	**$ 1,126,628,001**	**$ 4,139,401,161**	**$ 6,032,972,042**
Year of Expenditure Multiplier (Formula Programs)	**1.0000**	**1.0000**	**1.0140**	**1.0282**	**1.0426**	**1.0572**	**1.1099**	**1.2319**	
Year of Expenditure Multiplier (New Starts Capital)	**N/A**	**N/A**	**N/A**	**N/A**	**N/A**	**N/A**	**1.1773**	**1.3860**	
Formula Program Costs (YOE)	**$ 157,535,959**	**$ 137,412,992**	**$ 120,315,267**	**$ 121,100,863**	**$ 122,796,275**	**$ 124,515,423**	**$ 1,069,324,054**	**$ 1,554,919,188**	**$ 3,407,920,022**
New Starts Capital Project Costs (YOE)	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 192,118,832**	**$ 3,987,761,127**	**$ 4,179,879,959**
Total Project Costs (YOE)	**$ 157,535,959**	**$ 137,412,992**	**$ 120,315,267**	**$ 121,100,863**	**$ 122,796,275**	**$ 124,515,423**	**$ 1,261,442,886**	**$ 5,542,680,316**	**$ 7,587,799,981**

ESTIMATED AGGREGATE REVENUE (FROM TABLES E.5 AND E.6)

Estimated FTA Formula Revenue (YOE) *See Note 1*	**$ 131,681,004**	**$ 133,524,538**	**$ 135,393,882**	**$ 137,289,396**	**$ 139,211,447**	**$ 141,160,408**	**$ 1,045,034,530**	**$ 1,680,867,804**	**$ 3,544,163,008**
Estimated FTA New Starts Revenue (YOE) *See Note 1*	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 200,000,000**	**$ 4,200,616,082**	**$ 4,400,616,082**
Estimated Total FTA Revenue (YOE)	**$ 131,681,004**	**$ 133,524,538**	**$ 135,393,882**	**$ 137,289,396**	**$ 139,211,447**	**$ 141,160,408**	**$ 1,245,034,530**	**$ 5,881,483,886**	**$ 7,944,779,090**

NET REVENUES MINUS COSTS

Running Total Revenue (YOE)	**$ 131,681,004**	**$ 265,205,542**	**$ 400,599,423**	**$ 537,888,819**	**$ 677,100,267**	**$ 818,260,674**	**$ 2,063,295,204**	**$ 7,944,779,090**	**$ 7,944,779,090**
Running Total Cost (YOE)	**$ 157,535,959**	**$ 294,948,951**	**$ 415,264,218**	**$ 536,365,081**	**$ 659,161,356**	**$ 783,676,779**	**$ 2,045,119,666**	**$ 7,587,799,981**	**$ 7,587,799,981**
Running Total Balance (YOE)	**$ (25,854,955)**	**$ (29,743,409)**	**$ (14,664,794)**	**$ 1,523,739**	**$ 17,938,911**	**$ 34,583,895**	**$ 18,175,539**	**$ 356,979,109**	**$ 356,979,109**

(1) May not match data from Table E.5. Project and program expenditures by transit agency recipients are estimates based on historical spending levels and previously encumbered commitments. Line items will be adjusted periodically via future amendment processes to match actual allocation amounts each year. Over the four year federally required TIP period (FY 2018-2021), the program is balanced.

(2) Fiscal years 2022 and 2023 are not considered to be part of the federally required four year TIP. For financial constraint purposes, project costs and revenue estimates are presented for information purposes only.

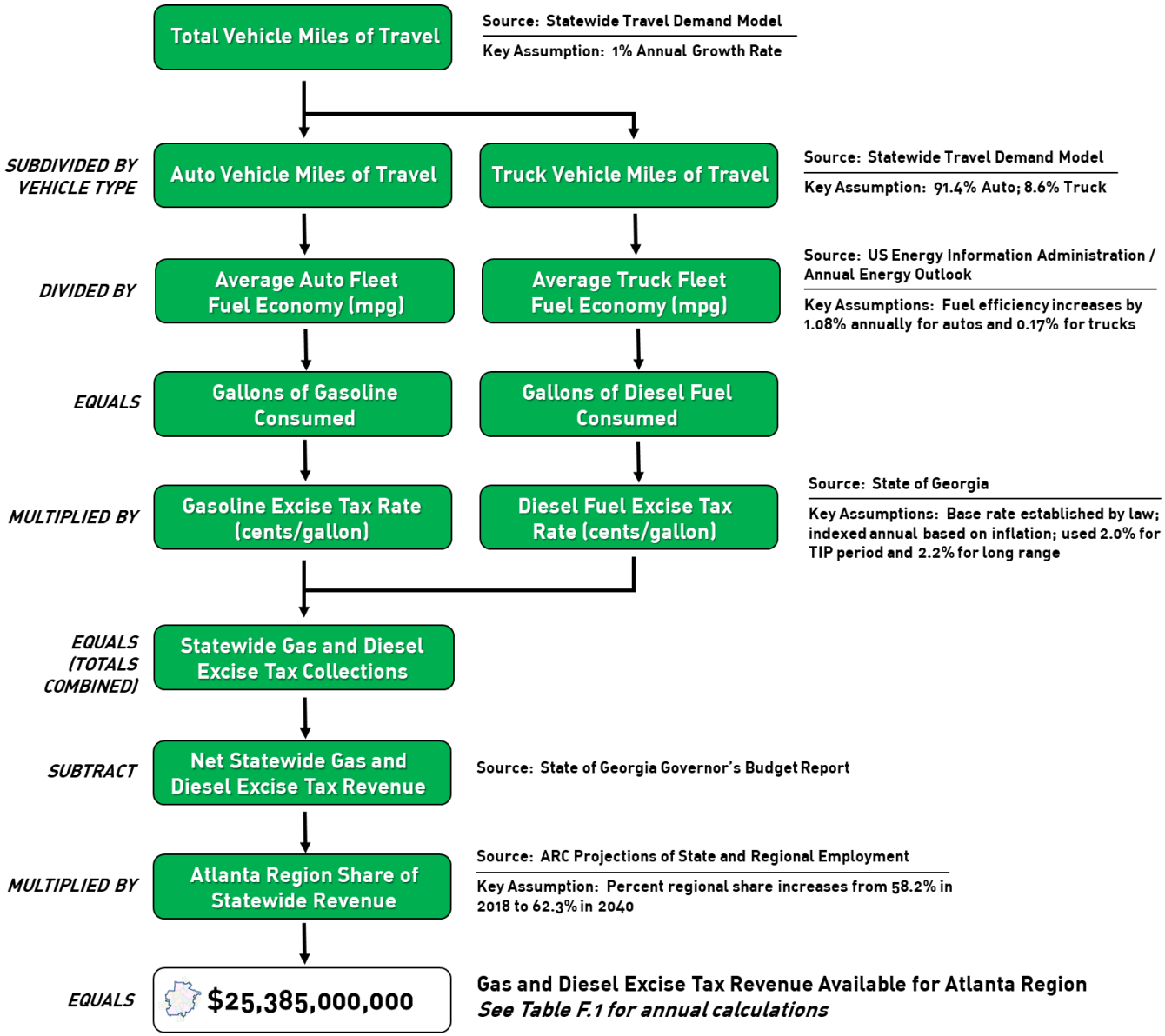
(3) Initial years of the TIP period may reflect carryover balances from previous years which were not obligated in grants during the year of apportionment. This will inflate costs assigned to that year and may result in the appearance of a funding shortfall since revenues include that year's actual apportionment. Refer to Appendix C of the RTP documentation for more information on how carryover balances are managed.

APPENDIX (F)

State Financial Forecasts

THE ATLANTA REGION'S PLAN
2040 RTP

Summary of Methodology for Projecting Gas/Diesel Excise Tax Available for the Atlanta Region



Summary of Methodology for Estimating Transportation Fees Available for the Atlanta Region

LODGING FEE - $5 per room per night

KEY ASSUMPTIONS
- 1.4% annual growth in room inventory (STR Global Limited projections)
- 63% of state inventory located in Atlanta Region (industry data; held constant through 2040)

HEAVY VEHICLE IMPACT FEE - $100 annually for vehicles greater than 26,000 pounds; $50 for other vehicles greater than 15,500 pounds

KEY ASSUMPTIONS
- Baseline tax collection data grown at 0.356% annually, based on national fleet inventory projections from US Energy Information Administration / Annual Energy Outlook
- Statewide distribution of registrations tracks with employment distribution

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ELECTRIC VEHICLE REGISTRATION FEE - $300 annually for commercial vehicles; $200 annually for private vehicles

KEY ASSUMPTIONS
- Baseline tax collection data grown at 3.34% annually, based on national fleet inventory projections from US Energy Information Administration / Annual Energy Outlook
- 63% of statewide vehicles are registered in the Atlanta Region

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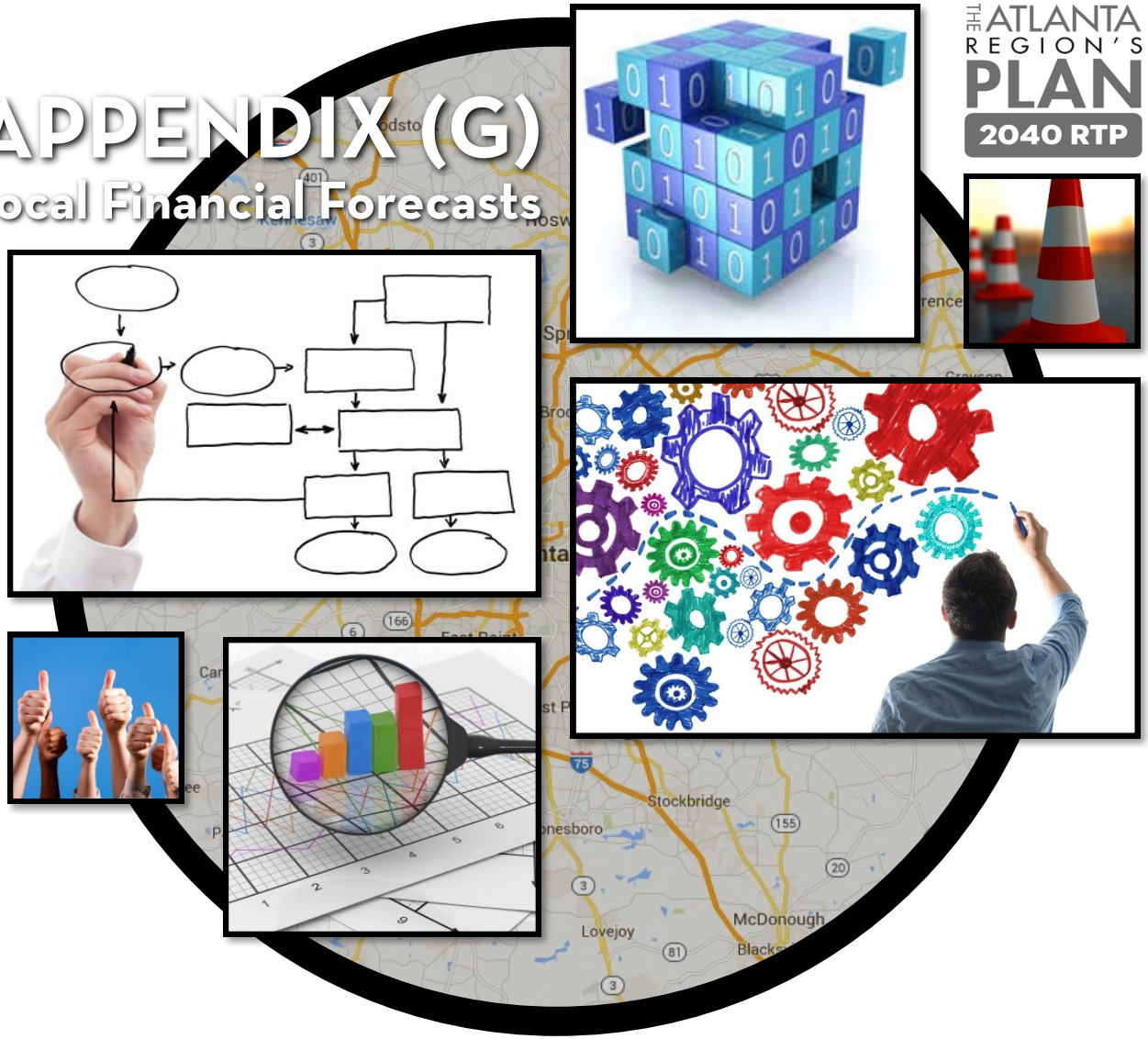
See Table F.1 for annual calculations

F.1 - Calculation of State Transportation Funds Available to the Atlanta Region

Year	Net Excise Tax Revenue	Lodging Fees	Alt Fuel Vehicle Registration Fees	Heavy Impact Vehicle Fees	General Fund Appropriations	Total (YOE Dollars)
2018	$888,776,526	$97,599,819	$6,132,769	$8,443,066	$111,077,075	$ 1,112,029,255
2019	$912,778,503	$98,966,217	$6,337,556	$8,505,330	$112,948,661	$ 1,139,536,267
2020	$930,666,475	$100,351,744	$6,549,181	$8,567,330	$114,842,075	$ 1,160,976,804
2021	$955,422,470	$101,756,668	$6,767,873	$8,629,076	$116,757,689	$ 1,189,333,776
2022	$979,366,875	$103,181,261	$6,993,867	$8,690,580	$118,695,878	$ 1,216,928,462
2023	$994,424,705	$104,625,799	$7,227,408	$8,751,854	$120,657,019	$ 1,235,686,785
2024	$1,009,347,311	$106,090,560	$7,468,747	$8,812,908	$122,641,490	$ 1,254,361,017
2025	$1,023,568,440	$107,575,828	$7,718,145	$8,873,753	$124,649,674	$ 1,272,385,840
2026	$1,039,222,910	$109,081,890	$7,975,871	$8,934,398	$126,681,954	$ 1,291,897,023
2027	$1,056,140,947	$110,609,036	$8,242,204	$8,994,853	$128,738,719	$ 1,312,725,757
2028	$1,069,602,777	$112,157,563	$8,517,429	$9,055,127	$130,820,357	$ 1,330,153,253
2029	$1,084,771,491	$113,727,768	$8,801,845	$9,115,230	$132,927,263	$ 1,349,343,598
2030	$1,101,595,693	$115,319,957	$9,095,758	$9,175,170	$135,059,834	$ 1,370,246,412
2031	$1,120,170,542	$116,934,437	$9,399,486	$9,234,956	$137,218,468	$ 1,392,957,888
2032	$1,140,521,432	$118,571,519	$9,713,355	$9,294,596	$139,403,569	$ 1,417,504,471
2033	$1,162,683,102	$120,231,520	$10,037,706	$9,354,097	$141,615,545	$ 1,443,921,970
2034	$1,186,579,576	$121,914,761	$10,372,887	$9,413,468	$143,854,805	$ 1,472,135,499
2035	$1,212,416,992	$123,621,568	$10,719,261	$9,472,717	$146,121,765	$ 1,502,352,303
2036	$1,240,156,584	$125,352,270	$11,077,201	$9,531,849	$148,416,842	$ 1,534,534,746
2037	$1,269,877,437	$127,107,202	$11,447,093	$9,590,874	$150,740,458	$ 1,568,763,063
2038	$1,301,474,420	$128,886,702	$11,829,337	$9,649,796	$153,093,041	$ 1,604,933,296
2039	$1,334,972,060	$130,691,116	$12,224,345	$9,708,623	$155,475,020	$ 1,643,071,164
2040	$1,370,298,178	$132,520,792	$12,632,543	$9,767,362	$157,886,830	$ 1,683,105,705
TOTAL	$ 25,384,835,446	$ 2,626,875,996	$ 207,281,868	$ 209,567,011	$ 3,070,324,032	$ 31,498,884,353

APPENDIX (G)

Local Financial Forecasts



THE ATLANTA REGION'S PLAN
2040 RTP

G.1 - Calculation of MARTA Sales Tax Revenue*

Year	Base 1% Sales Tax (Fulton, DeKalb & Clayton)	Atlanta Incremental 0.5% Sales Tax	Total (YOE Dollars)
2018	$ 472,557,000	$ 62,500,000	**$ 535,057,000**
2019	$ 494,760,000	$ 62,500,000	**$ 557,260,000**
2020	$ 522,386,000	$ 62,500,000	**$ 584,886,000**
2021	$ 551,128,000	$ 62,500,000	**$ 613,628,000**
2022	$ 577,540,000	$ 62,500,000	**$ 640,040,000**
2023	$ 604,151,000	$ 62,500,000	**$ 666,651,000**
2024	$ 626,114,000	$ 62,500,000	**$ 688,614,000**
2025	$ 649,436,000	$ 62,500,000	**$ 711,936,000**
2026	$ 682,863,000	$ 62,500,000	**$ 745,363,000**
2027	$ 717,000,000	$ 62,500,000	**$ 779,500,000**
2028	$ 751,916,000	$ 62,500,000	**$ 814,416,000**
2029	$ 789,896,000	$ 62,500,000	**$ 852,396,000**
2030	$ 823,702,000	$ 62,500,000	**$ 886,202,000**
2031	$ 848,966,000	$ 62,500,000	**$ 911,466,000**
2032	$ 871,043,000	$ 62,500,000	**$ 933,543,000**
2033	$ 903,570,000	$ 62,500,000	**$ 966,070,000**
2034	$ 940,565,000	$ 62,500,000	**$ 1,003,065,000**
2035	$ 977,629,000	$ 62,500,000	**$ 1,040,129,000**
2036	$ 1,015,516,000	$ 62,500,000	**$ 1,078,016,000**
2037	$ 1,050,058,000	$ 62,500,000	**$ 1,112,558,000**
2038	$ 1,079,683,000	$ 62,500,000	**$ 1,142,183,000**
2039	$ 1,109,109,000	$ 62,500,000	**$ 1,171,609,000**
2040	$ 1,149,556,000	$ 62,500,000	**$ 1,212,056,000**
TOTAL			**$ 19,646,644,000**

** As calculated by Georgia State University Fiscal Research Center, with adjustments made by ARC to account for passage of additional 0.5 cent sales tax within the City of Atlanta in November 2016.*

G.2 - Calculation of MARTA Farebox Receipts and Other Revenue Sources*

Year	Farebox Receipts Forecast (YOE Dollars)	Other Revenue Sources Forecast (YOE Dollars)
2018	$ 146,268,000	$ 16,646,400
2019	$ 149,193,360	$ 16,979,328
2020	$ 152,177,227	$ 17,318,915
2021	$ 155,220,772	$ 17,665,293
2022	$ 158,325,187	$ 18,036,264
2023	$ 161,491,691	$ 18,415,026
2024	$ 165,044,508	$ 18,801,741
2025	$ 168,675,487	$ 19,196,578
2026	$ 172,386,348	$ 19,599,706
2027	$ 176,178,848	$ 20,011,300
2028	$ 180,054,782	$ 20,431,537
2029	$ 184,015,988	$ 20,860,599
2030	$ 188,064,339	$ 21,298,672
2031	$ 192,201,755	$ 21,745,944
2032	$ 196,430,193	$ 22,202,609
2033	$ 200,751,658	$ 22,668,863
2034	$ 205,168,194	$ 23,144,910
2035	$ 209,681,894	$ 23,630,953
2036	$ 214,294,896	$ 24,127,203
2037	$ 219,009,384	$ 24,633,874
2038	$ 223,827,590	$ 25,151,185
2039	$ 228,751,797	$ 25,679,360
2040	$ 233,784,337	$ 26,218,627
TOTAL	**$ 4,280,998,235**	**$ 484,464,884**
		$ 4,765,463,119

** Based on baseline data and grown at rate of inflation*

G.3 - Calculation of Other Transit Systems Farebox Receipts*

Year	Xpress	CobbLinc	Gwinnett County Transit	CATS	Douglas Rideshare	Total (YOE Dollars)
2018	$ 6,372,668	$ 5,790,862	$ 4,117,539	$ 25,120	$ 387,007	**$ 16,693,196**
2019	$ 6,500,121	$ 5,906,680	$ 4,199,890	$ 25,622	$ 394,747	**$ 17,027,059**
2020	$ 6,630,123	$ 6,024,813	$ 4,283,888	$ 26,135	$ 402,642	**$ 17,367,601**
2021	$ 6,762,726	$ 6,145,310	$ 4,369,565	$ 26,657	$ 410,695	**$ 17,714,953**
2022	$ 6,897,980	$ 6,268,216	$ 4,456,957	$ 27,191	$ 418,908	**$ 18,069,252**
2023	$ 7,035,940	$ 6,393,580	$ 4,546,096	$ 27,734	$ 427,287	**$ 18,430,637**
2024	$ 7,190,731	$ 6,534,239	$ 4,646,110	$ 28,345	$ 436,687	**$ 18,836,111**
2025	$ 7,348,927	$ 6,677,992	$ 4,748,324	$ 28,968	$ 446,294	**$ 19,250,505**
2026	$ 7,510,603	$ 6,824,908	$ 4,852,787	$ 29,605	$ 456,112	**$ 19,674,016**
2027	$ 7,675,836	$ 6,975,056	$ 4,959,549	$ 30,257	$ 466,147	**$ 20,106,845**
2028	$ 7,844,705	$ 7,128,507	$ 5,068,659	$ 30,922	$ 476,402	**$ 20,549,195**
2029	$ 8,017,288	$ 7,285,334	$ 5,180,169	$ 31,603	$ 486,883	**$ 21,001,278**
2030	$ 8,193,669	$ 7,445,612	$ 5,294,133	$ 32,298	$ 497,594	**$ 21,463,306**
2031	$ 8,373,929	$ 7,609,415	$ 5,410,604	$ 33,008	$ 508,542	**$ 21,935,498**
2032	$ 8,558,156	$ 7,776,822	$ 5,529,637	$ 33,735	$ 519,729	**$ 22,418,079**
2033	$ 8,746,435	$ 7,947,912	$ 5,651,289	$ 34,477	$ 531,164	**$ 22,911,277**
2034	$ 8,938,857	$ 8,122,766	$ 5,775,618	$ 35,235	$ 542,849	**$ 23,415,325**
2035	$ 9,135,512	$ 8,301,467	$ 5,902,681	$ 36,010	$ 554,792	**$ 23,930,462**
2036	$ 9,336,493	$ 8,484,099	$ 6,032,540	$ 36,803	$ 566,997	**$ 24,456,933**
2037	$ 9,541,896	$ 8,670,750	$ 6,165,256	$ 37,612	$ 579,471	**$ 24,994,985**
2038	$ 9,751,817	$ 8,861,506	$ 6,300,892	$ 38,440	$ 592,220	**$ 25,544,875**
2039	$ 9,966,357	$ 9,056,459	$ 6,439,511	$ 39,286	$ 605,248	**$ 26,106,862**
2040	$ 10,185,617	$ 9,255,701	$ 6,581,181	$ 40,150	$ 618,564	**$ 26,681,213**
					TOTAL	**$ 488,579,462**

** Based on most recent annual data reported to the National Transit Database and grown at rate of inflation.*

Historical Collections and Growth Rates for Atlanta Region SPLOSTs

COUNTY	2012	2013	2014	2015	2016
BARROW	Minimal Transportation Funding Based on Department of Revenue Website Data				
CARROLL	Not Calculated Due to Minimal Area Within Atlanta Region				
CHEROKEE	$30,190,822	$30,515,283	$30,837,799	$33,362,515	$35,173,135
CLAYTON	$46,116,970	$47,928,918	$42,475,983	$43,784,483	$51,578,178
COBB	$130,892,968	$130,245,421	$130,329,377	$136,095,754	$138,778,070
COWETA	$20,596,959	$20,162,354	$19,183,493	$20,492,689	$20,632,842
DAWSON	Not Calculated Due to Minimal Area Within Atlanta Region				
DEKALB	No SPLOST				
DOUGLAS	$22,427,693	$21,927,063	$21,832,881	$24,102,969	$23,551,828
FAYETTE	Minimal Transportation Funding Based on Department of Revenue Website Data				
FORSYTH	$30,067,601	$30,971,488	$31,274,751	$34,061,644	$34,374,306
FULTON	No SPLOST				
GWINNETT	$139,526,031	$140,635,941	$138,210,138	$144,674,758	$142,427,060
HENRY	$29,643,664	$30,111,277	$29,514,182	$31,137,473	$34,257,434
NEWTON	$10,792,595	$10,891,197	$10,476,395	$10,851,687	$10,748,415
PIKE	Not Calculated Due to Minimal Area Within Atlanta Region				
PAULDING	$14,305,791	$14,409,239	$14,075,657	$14,774,206	$15,108,307
ROCKDALE	$13,871,714	$13,958,713	$13,854,711	$14,004,992	$14,259,019
SPALDING	Minimal Transportation Funding Based on Department of Revenue Website Data				
WALTON	$9,576,838	$9,765,282	$9,333,047	$9,750,708	$9,671,215
TOTALS	**$498,009,646**	**$501,522,176**	**$491,398,416**	**$517,093,879**	**$530,559,809**

Average Annual Growth for All SPLOSTs **1.60%**

Calculation of Future SPLOST and TSPLOST Collections

YEAR	TOTAL REGIONAL SPLOST COLLECTIONS*	TOTAL REGIONAL TSPLOST COLLECTIONS**
2018	$565,130,938	$176,641,760
2019	$574,173,033	$179,468,028
2020	$583,359,802	$182,339,517
2021	$592,693,559	$185,256,949
2022	$602,176,656	$188,221,060
2023	$611,811,482	$191,232,597
2024	$621,600,466	$194,292,319
2025	$631,546,073	$197,400,996
2026	$641,650,811	$200,559,412
2027	$651,917,224	$203,768,362
2028	$662,347,899	$207,028,656
2029	$672,945,466	$210,341,114
2030	$683,712,593	$213,706,572
2031	$694,651,994	$217,125,877
2032	$705,766,426	$220,599,892
2033	$717,058,689	$224,129,490
2034	$728,531,628	$227,715,562
2035	$740,188,134	$231,359,011
2036	$752,031,144	$235,060,755
2037	$764,063,643	$238,821,727
2038	$776,288,661	$242,642,874
2039	$788,709,280	$246,525,160
2040	$801,328,628	$250,469,563
Total Collections	**$15,563,684,230**	**$4,864,707,252**
Percent Dedicated to Transportation	**x 50%**	**x 100%**
Transportation Revenue	**$7,781,842,115**	**$4,864,707,252** → **$12,646,549,367**

* Assumes continuation of SPLOSTs in all counties currently collecting the tax as shown in the previous table, with revenues growing at 1.60% annually.

* Assumes continuation of TSPLOSTs in the City of Atlanta and Fulton County at the current rates, with revenues growing at 1.60% annually. Does not assume imposition of TSPLOST within DeKalb County or any other jurisdictions.

Calculation of County General Fund Appropriations for Transportation

Year	Appropriations* (YOE Dollars)
2018	$ 70,397,036
2019	$ 71,804,977
2020	$ 73,241,076
2021	$ 74,705,898
2022	$ 76,258,320
2023	$ 77,843,074
2024	$ 79,555,621
2025	$ 81,305,845
2026	$ 83,094,574
2027	$ 84,922,654
2028	$ 86,790,953
2029	$ 88,700,354
2030	$ 90,651,762
2031	$ 92,646,100
2032	$ 94,684,314
2033	$ 96,767,369
2034	$ 98,896,252
2035	$ 101,071,969
2036	$ 103,295,552
2037	$ 105,568,055
2038	$ 107,890,552
2039	$ 110,264,144
2040	$ 112,689,955
TOTAL	$ 2,063,046,407

** Incomplete data. Assumes average of 3.6% allocation of general fund revenues are committed to transportation. Totals include only Clayton, Cobb, DeKalb, Fulton, Gwinnett, Douglas, Henry and Spalding County. Information from additional counties will be reported in future TIP/RTP updates as data is made available.*

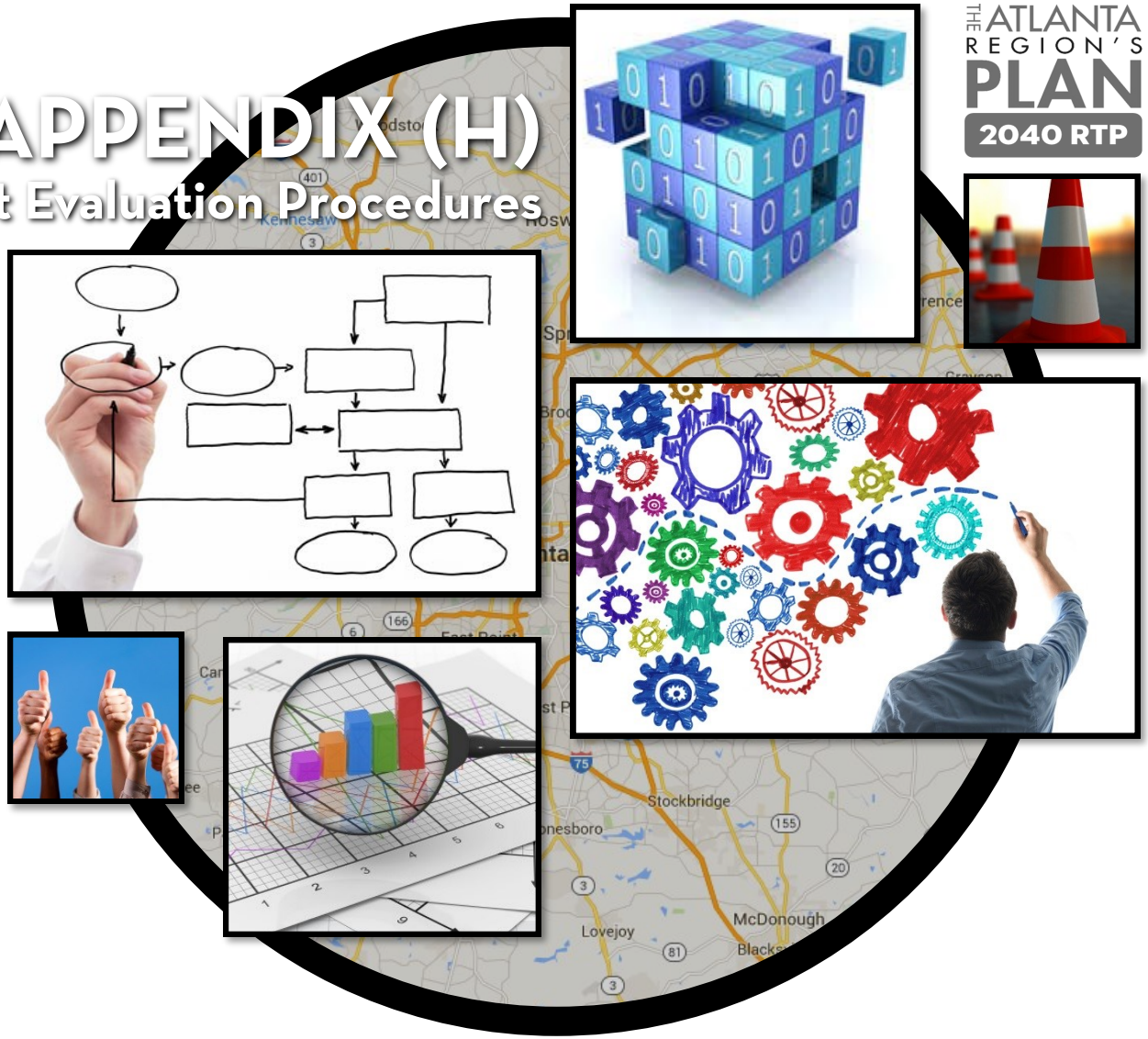
Calculation of Municipal General Fund Appropriations for Transportation

Year	Appropriations* (YOE Dollars)
2018	$ 95,952,239
2019	$ 97,871,284
2020	$ 99,828,710
2021	$ 101,825,284
2022	$ 103,880,630
2023	$ 105,977,498
2024	$ 108,309,003
2025	$ 110,691,801
2026	$ 113,127,020
2027	$ 115,615,815
2028	$ 118,159,363
2029	$ 120,758,869
2030	$ 123,415,564
2031	$ 126,130,706
2032	$ 128,905,582
2033	$ 131,741,504
2034	$ 134,639,818
2035	$ 137,601,894
2036	$ 140,629,135
2037	$ 143,722,976
2038	$ 146,884,882
2039	$ 150,116,349
2040	$ 153,418,909
TOTAL	$ 2,809,204,832

** Incomplete data. Assumes average of 9.0% allocation of general fund revenues are committed to transportation. Totals include ten of the largest cities in the region, including Atlanta, Sandy Springs, Roswell, Johns Creek, Alpharetta, Marietta, Smyrna, Brookhaven, Dunwoody and Peachtree Corners. Information from additional cities will be reported in future TIP/RTP updates as data is made available.*

APPENDIX (H)

Project Evaluation Procedures



THE ATLANTA REGION'S PLAN 2040 RTP

ARC is always improving its methods for project evaluation. This appendix explains the latest iteration of evaluation methods. Using big data and modeled data, ARC has separated future performance and current need, as well as developed new tools for evaluating and analyzing projects.

Introduction

Project evaluation is one of ARC's key technical functions as an MPO. Project evaluation is frequently seen as primarily a planning effort. However, knowledge of policy, politics, modeling, and big data are all essential to gain a higher level of understanding of projects. Each of these perspectives is equally important when deciding which metrics to use, how to weigh them, and which projects should be prioritized. This improved methodology has sought to bring together these perspectives for a holistic evaluation of transportation projects in the Atlanta region.

Since a metropolitan area can include communities that are diverse in development and demographic patterns, it is important for an MPO to formulate an objective evaluation process that accounts for the differences in priorities among the region's communities. There are several methods that most MPOs use to evaluate projects including:

- Benefit/Cost (B/C) Ratio – in which all projects are run through a travel demand model to estimate their future benefit, which is monetized and divided by cost to determine the overall value of the projects.

- Criteria Method – in which individual performance metrics, both observed and modeled, are indexed, weighted, and summed together to give each project a score for their performance.

ARC has used both of these methods in tandem over the past decade. During this time all projects were run through the travel demand model at the same time and these results were used to calculate their B/C ratios, as well as some performance metrics. However, using this method led to several uncertainties. First, running all projects at once can distort individual project performance due to the synergy of transportation projects. Also, since all projects were run for the same year, the impact of timing on a project's benefit was obscured. For example, a project meant for 2016 may not perform well in 2040 due to the increase in population and congestion. Finally, using modeled data and observed data in the same performance score blurred the line between need and performance. Therefore, a new methodology was created to try to solve these issues. While this new method still uses B/C and the criteria method, more information for both has been calculated and made available through a web-based visualization application.

The Two Dimensions of Project Evaluation

ARC has made changes to previous methodologies to promote transparency, objectivity, and greater accuracy. In light of these goals and to promote a deeper understanding of the projects themselves, current needs and future performance were separated as two distinct dimensions of transportation projects.

A proposed project's need demonstrates the current conditions that necessitate a project through real world data and tools including measures for safety, congestion, social equity, reliability, air quality, and freight usage. A project's performance focuses on the forecasted potential impacts a project could have on the network and its estimated effect on future measures such as congestion, reliability and accessibility. A project's performance is also adjusted by the anticipated deliverability problems based on environmental obstacles, such as historic landmarks or cemeteries, which can increase the amount of

time and resources needed to complete a project. The metrics used for both need and performance reflect FHWA's The Moving Ahead for Progress in the 21st Century Act (MAP-21) policy goals, as well as the Georgia Department of Transportation (GDOT) and the Atlanta region's goals and visions.

Big Data

Current need is measured using internally produced maps such as the Atlanta Strategic Truck Route Master Plan (ASTRoMaP), as well as by big data, historic or trending data available from private data collection companies such as NAVTEQ.

Big data is important for understanding real world conditions quantitatively. However, these data sources can often be difficult to work with. Each data provider uses a slightly different network, which can make joining the data together extremely difficult. The ARC used several sources of big datasets including NAVTEQ, HERE, and INRIX Analytics. These data sets are massive in size and came on different networks with different sized links. Since spatial joins using GIS would not be accurate enough for this process, getting all of the data into a single, usable network took months of tedious consolidation. While all data sources use Traffic Management Center (TMC) codes, the different link sizes had to be consolidated individually to the network with the most links and coverage, which in this case was NAVTEQ. Finally, safety data and policy networks, such as ASTRoMaP and GDOT's count station codes, Georgia State Transportation and Report Statistics (GASTARS), were added.

Integrating roadway-based performance data required a considerable amount of initial spatial data preparation. The very first step in calculating roadway-based performance measures involved rectifying the GIS-roadway centerline data, so that the performance data could be displayed appropriately. The HERE travel speed data is packaged as a proprietary roadway centerline and TMC code. The crash data references a different roadway centerline than the travel speed data. Furthermore, the regional travel demand model network had to be referenced to crash location data in order to complete the crash rate analysis. The travel demand model derived Employment Center Accessibility ratio also had to be consistently referenced with the speed and crash data. Lastly, the RTP project location information was integrated so that project-level results could be calculated and presented.

To carry out this referencing exercise, ARC prepared a customized HERE/ ARC Travel Demand Model Network as the single point of integration for performance data. This platform facilitated the integration of all relevant spatial performance data. This "fused" centerline network was not immediately ready and had to be modified using ESRI ArcMap (GIS software). The most important outcome of this process was the ability to reconcile the spatial variation and segmentation formatting among the various datasets. Figure 1 illustrates some of the spatial inconsistencies of all of the road-based performance data.

As previously mentioned, this analysis was performed for virtually the entire roadway network in the region, as well as for each applicable roadway project. Therefore, the "fused" centerline roadway network was populated with project identifiers.

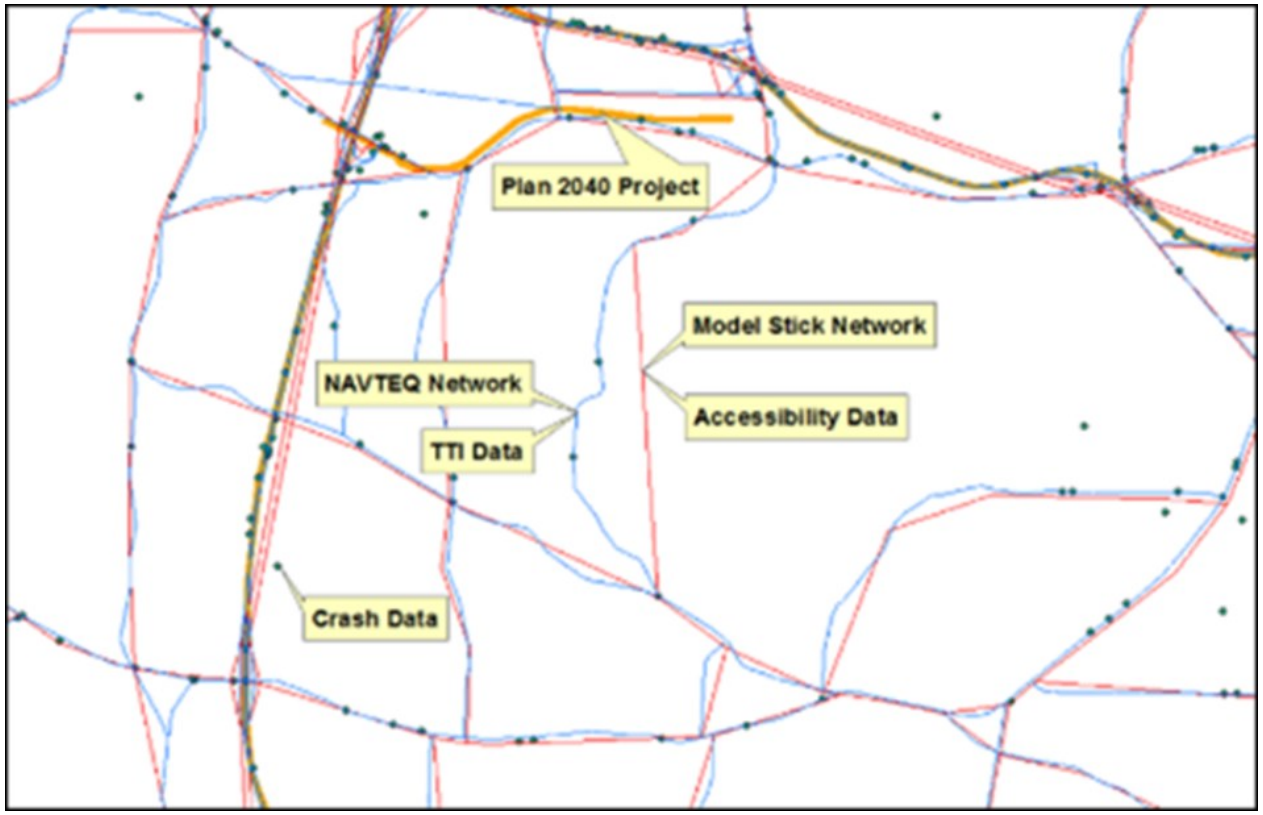
The final "fused" centerline network, called Key 2015 Network, included attributes representing: RTP roadway project termini information, the TBM and ABM networks, speed, travel time index data and buffer index from INRIX and HERE, ASTRoMaP, National Highway System (NHS), the

* *The federal MAP-21 legislation in effect at the time was superseded by the FAST Act in December 2015.*

Regional Thoroughfare Network (RTN), GASTARS, TMC codes, HERE link information, integrated 2013 severe injury and fatality crash location data, all with the spatial accuracy of the proprietary HERE Streets centerline file. This network was used to perform the congestion and crash rate analyses by roadway segment and by project location. Figure 2 reveals the final version of the fused network.

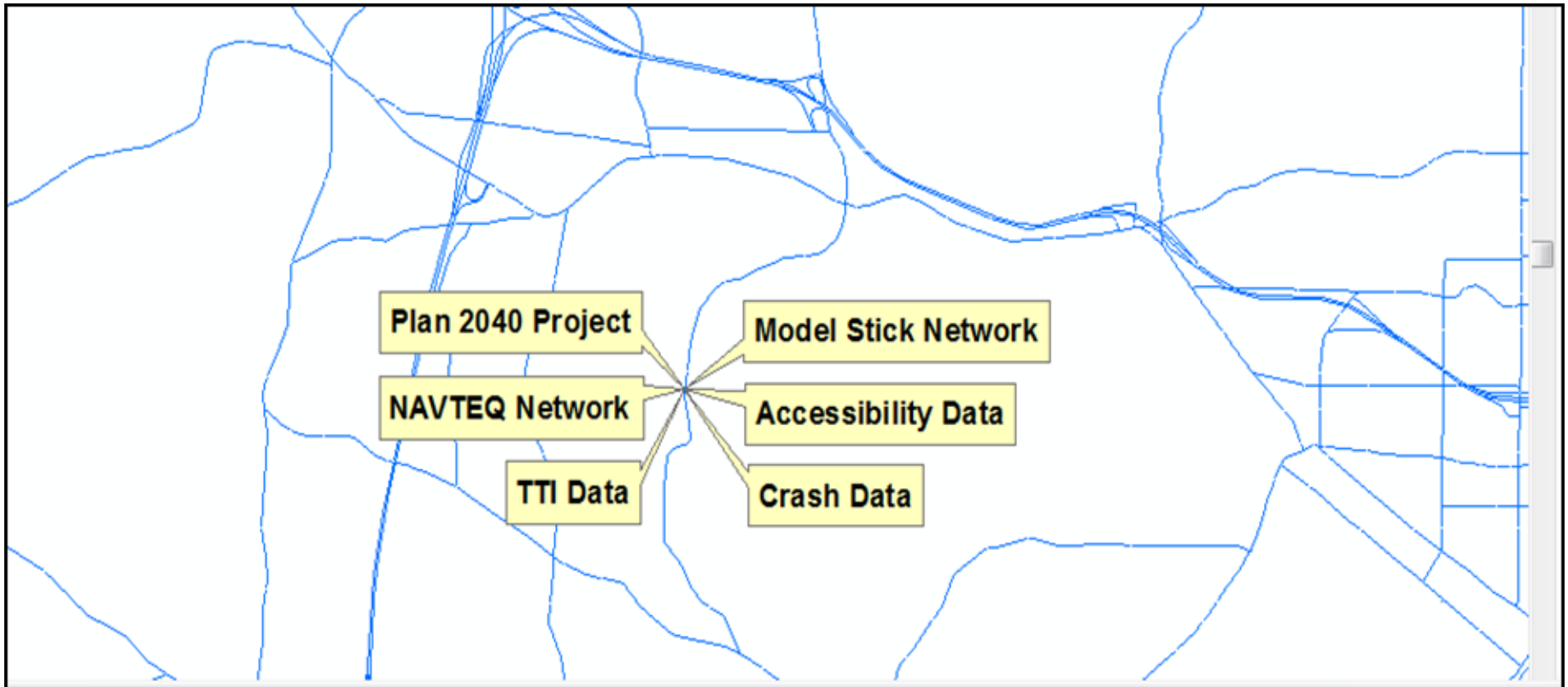
The combination of all of these data into one key network gives an undeniable picture of real world conditions, as well as allows for an unprecedented amount of information to be understood on a project by project basis.

Figure 1 - Example of Uncombined Data and Networks



Includes Plan 2040 Projects, NAVTEQ network, model stick network and Critical Analysis Reporting Environment (CARE) crash data

Figure 2 - Networks and Data Included in Key 2015 Network



ted_Performance_ARCID

ONODE	ST_NAME	ARCID_1	ARCID_2	ARCID_3	ARCID_4	ARCID_5	ARCID_6	TTI_Max	ACS_AB	ACS_BA	ACS_M	Injuries	Fatalties
53772	I-20	ASP-AR-408	ASP-AR-ML-510	RO-235A				1	0.26286	0.26286	0.26286	3	0
11383	GA-81	ASP-NE-097	ASP-NE-098	NE-006				1.341463	0	0	0	2	0
61133	GA-155	ASP-HE-189	ASP-AR-ML-620	HE-113				1.611111	0	0	0	7	0
31942	JIMMY CART	ASP-AR-401	ASP-AR-402	GW-345A				1.454545	0	0	0	2	0
66654	PLEASANT H	ASP-GW-376	GW-271B	GW-326				1.684211	0.24338	0.28704	0.28704	3	0
92945	PLEASANT H	ASP-GW-376	GW-271B	GW-326				1.882353	0	0	0	8	0

Modeling

The big data used to calculate current conditions was also used to validate the ARC's new Activity-Based Model (ABM), which was completed this year. Calibrated using HERE data, the ABM is being used in many analyses, including transit and managed lane project evaluation and scenario testing.

To address some of the issues discussed earlier, projects had to be run through a model separately using both 2015 and 2040 socioeconomic (SE) data. Despite the enhanced capabilities of the ABM, its run time is too long for this kind of analysis. To reduce runtime and make individual project evaluation possible, VISUM from PTV was utilized for assignment using the ABM's vehicle OD matrices, taking less than one hour for each run. Even with this time savings, the current 798 projects on the unconstrained RTP project list would have been impractical. Consequently, it was decided that only the 163 roadway capacity projects with scheduled federal funding would be run through VISUM.

VISUM is a PTV Group software application that offers fully-integrated network modeling capabilities, including, but not limited to: 4-step travel demand modeling; convergent static traffic assignment; dynamic assignment; and supply-side editing such as traffic signal control, signal optimization features, and post-assignment intersection level-of-service results. As previously stated, VISUM was used to overcome ABM runtime issues, because some utilities in the VISUM model allow faster and more thorough project evaluations and has a unique ability to manage scenarios efficiently. Also, VISUM's Version (VER) file, is very beneficial to manage network data, because all network objects and layers for highway and transit are interconnected within a VER file where objects can be edited and updated.

One obstacle to using VISUM, however, was the 5,000 TAZ limit on ARC's version. Therefore, the first step was to develop an Excel script to consolidate the 5,981 to 4,999. This script worked by incorporating the smaller zones into bigger zones. Changing the TAZs meant that some parts of the ABM network had to be changed as well including some centroids, nodes, and connectors, which was done using GIS. Then a VISUM network with links, nodes, centroids, and, zones was created with VISUM's CUBE importer and the link attributes including link type number, number of lanes, capacity, and speed were set. Finally the attributes permitted transport systems (TSysSet) according to OD trips on each link were assigned and the true link length was calculated using VISUM GIS.

To calibrate and validate VISUM model by running a highway assignment the OD vehicle trips were imported into VISUM from the ABM for five peak periods. After specifying the procedure sequence, assignment is run with those OD tables for each peak period and the resulting link volumes were compared with count data. Any necessary adjustments were then identified and corrected. The Flow Bundle tool was used to calculate accessibility to and from the 13 designated activity centers. All of the zones located inside an activity center were assigned as a main zone. The demand segments and traffic type for each main zone was set and the flow bundle tool executed. Then accessibility was measured using the total volumes and the result volumes of the flow bundle analysis on each link.

One of the greatest benefits of using VISUM is its ability to efficiently handle scenario management. This was utilized to run each project separately. First a no-build version was created as a base and each new project's coding was created as a modification. Scenarios were then defined as the base version with one or more modifications and run. This was done for both 2015 and 2040 assumptions to determine if there were any programming insights that could be found. The full list of VISUM outputs used in project evaluation are listed in Table 1 where project-build (PB) means only one project was added to the network, no-build (NB) means using the base network and full-build (FB) means all projects were added to the network.

Table 1 - VISUM Output

Metric	Level
B/C	PB Link, PB Regional, FB Link
Annualized Benefits	PB Link, PB Regional, FB Link
Vehicle Miles Traveled (VMT)	Regional: NB, PB
Vehicle Hours of Travel (VHT)	Regional: NB, PB
Vehicle Hours of Delay (VHD)	Regional: NB, PB
Tuck VMT	Regional: NB, PB
Accessibility	Link: NB, PB, FB

Benefit Cost Method

ARC implemented a comprehensive benefit cost analysis for use in the 2016 RTP update. This section outlines the independent components of the benefit-cost ratio. Project impacts and externalities were monetized and placed in the benefit-cost equation provided below. If the resulting ratio is greater than 1, a project has a net positive impact, from an economic perspective. If the ratio is less than 1, a project's costs outweighs the expected monetized benefits. Due to the mix of variables used to assess benefits and costs, a negative value was possible. In that situation, the project was assumed to have negative benefits.

Equation 1

$$B/C = Benefits/Annualized\ Cost$$

B/C	benefit-cost ratio
Benefits	combination of project benefits over regional area (as described below)
Annualized Cost	annualized project costs (as described below)

Travel demand model inputs for the 2040 build and no build scenarios were utilized to compare each projects relative impact. Table 2 outlines the inputs in the benefit-cost equation. Depending on how a project impacted travel speeds and delay along corridors, some project variables could be either a benefit or cost to the region. Each of the inputs will be discussed in the following sub sections.

Table 2 - Benefit/Cost Inputs

Input Variable	Annualized Cost	Annualized Benefits
Project Construction	✓	
Project Maintenance & Operations	✓	
Fuel Cost		✓
Delay Cost		✓
Criteria Pollutants		✓
Greenhouse Gas Emissions		✓

Project Construction, Maintenance and Operations Costs

Equation 2 defines annualized project cost. This equation was modified as implemented by GDOT in its project prioritization efforts as well as the Atlanta region's last RTP, by including a term for future operations and maintenance costs.

Equation 2

$$A = (P + FP) \times \frac{i}{1-(1+i)^{-n}}$$

A	annualized project cost
P	total cost of project (engineering, right of way and construction)
FP	future operations and maintenance cost (as described in Equation 3)
n	design life (set at 25 years)
i	interest rate

Where future costs (FP) were calculated by:

Equation 3

$$FP = (LM_B - LM_{NB}) \times UC \times LC$$

FP	future costs
LMB	lane miles of build scenario
LMNB	lane miles of no-build scenario
UC	rehabilitation cost per lane mile, which varies by roadway type
LC	number of rehabilitation cycles over the course of the 25 year analysis. Two cycles were assumed.

Fuel Savings

Fuel consumption was developed using Equations 4 through 7. Since fuel use is correlated with traffic speeds, these costs use a series of equations that take into consideration the difference in project speeds between the build and no build scenarios. These equations were based on models developed by FHWA for use in its Highway Economic Requirements System (HERS) software. It is possible to calculate a negative fuel cost saving, signifying a net increase in fuel consumed along the corridor after a project is constructed.

Equation 4

Autos with congested flow speed (CFS) ≤ 40 MPH

$$C = 89.72 - 3.336 \times CFS + 0.053 \times CFS^2$$

Equation 5

Autos with congested flow speed > 40 MPH

$$C = 87 - 2.211 \times CFS + 0.029 \times CFS^2$$

Equation 6

Trucks with congested flow speed ≤ 20 MPH

$$C = 262.18 - 1.021 \times CFS - 0.062 \times CFS^2 + 0.001 \times CFS^3$$

Equation 7

Trucks with congested flow speed > 20 MPH

$$C = 1262.7 - 586.87 \times LN(CFS) + 80.96 \times LN(CFS)^2$$

C	fuel consumption (gallons per 1,000 miles)
CFS	congested flow speed

Once fuel consumption was estimated for each project in both the build and no build scenario, fuel cost savings were calculated through Equation 8.

Equation 8

$$FC = \left[\frac{VMT_{NBA}}{1000} \times C_{ANB} \times Fuel\ Price + \frac{VMT_{NBT}}{1000} \times C_{TNB} \times Fuel\ Price\right] - \left[\frac{VMT_{BA}}{1000} \times C_{AB} \times Fuel\ Price + \frac{VMT_{BT}}{1000} \times C_{TB} \times Fuel\ Price\right]$$

FC	fuel cost savings
VMT_{NBA}	automobile vehicle miles traveled – no build
C_{ANB}	fuel consumption rate – autos, no build (as calculated above)
Fuel Price	assumed as $3.22 per gallon
VMT_{NBT}	truck vehicle miles traveled – no build
C_{TNB}	fuel consumption rate – trucks, no build (as calculated above)
VMT_{BA}	vehicle miles traveled – build
C_{AB}	fuel consumption rate – autos, build (as calculated above)
VMT_{BT}	truck vehicle miles traveled – build
C_{TB}	fuel consumption rate – trucks, build (as calculated above)

Delay Cost Savings

Delay cost savings were determined using the anticipated difference in delay between the build and no build scenario for each project, along with a value of time. The value of time was determined separately for trucks and automobiles. This methodology is consistent with what ARC used in previous RTPs.

Equation 9

$$DC = (VHD_{NB} - VHD_B) \times Value_A \times (1 - T) + Value_T \times T$$

DC	delay costs savings
VHD_{NB}	vehicle hours delay – no build
VHD_B	vehicle hours delay – build
$Value_A$	value of time for automobiles ($13.75 per hour)
T	medium and heavy truck percent
$Value_T$	value of time for trucks ($72.65 per hour)

Criteria Pollutants and Greenhouse Gas Emissions

Finally, criteria pollutant and greenhouse gas (GHG) emissions were monetized so they could be included in the benefit-cost analysis. Fine particulate matter ($PM_{2.5}$), NO_x, volatile organic compounds (VOC), and CO_2e were included in this analysis. Monetary values were determined based on US EPA estimates of the value of health and welfare-related damages (incurred or avoided through project implementation). These estimates, measured as dollars per ton, are based on the benefits associated with Clean Air Act regulations that limit emissions of air pollutants from mobile sources. The draft environmental impact statement for the 2011-2015 Corporate Average Fuel Economy (CAFÉ) standard proposal utilizes cost per ton estimates as displayed in Table 3.

Table 3 - Criteria Pollutant Emission Damage Costs

Pollutant	Emission Damage Cost ($/ton)
$PM_{2.5}$	$164,000
NO_x	$3,900
VOC	$1,700

Emission factor data was provided for criteria pollutant from ARC's MOVES lookup tables. Total criteria pollutant costs savings were evaluated using Equation 10. All three criteria pollutant values were summed to form the total criteria pollutant cost saving portion of the benefit-cost analysis.

Equation 10

$$CP = \left[\left\{\left(VMT_{NBF} \times EF_{cpf} + VMT_{NBNF} \times EF_{cpnf}\right) - \left(VMT_{BF} \times EF_{cpf} + VMT_{BNF} \times EF_{cpnf}\right)\right\} / 907185\right] \times CPC$$

CP	criteria pollutant (PM, VOC, NOx) cost savings
VMT_{NBF}	no-build freeway VMT by time period
EF_{cpf}	criteria pollutant emissions factor for freeway; based on emissions factor lookup table of speed and facility type constructed from the most current ARC MOVES emission factors (consistent with interagency planning assumptions for the Atlanta 8-hour ozone nonattainment area and PM2.5 nonattainment area)
VMT_{NBNF}	no-build non-freeway VMT by time period
EF_{cpnf}	criteria pollutant emissions factor for non-freeway; based on emissions factor lookup table of speed and facility type constructed from the most current MOVES emission factors (consistent with interagency planning assumptions for the Atlanta 8-hour ozone nonattainment area and PM2.5 nonattainment area).
VMT_{BF}	build freeway VMT by time period
VMT_{BNF}	build non-freeway VMT by time period
907185	grams to ton conversion factor
CPC	criteria pollutant cost per ton (see Table 3, above)

Assigning a cost to CO_2 is in continued debate at the national level. The logic behind assigning a cost is based on the concept that lowering CO_2 emissions from transportation is likely to slow the projected pace, and reduce the extent, of future climate change. This action, in turn, reduces future economic damages incurred from the resulting changing weather patterns.

The cost of carbon was pulled directly from a White House executive order. The order sought to monetize the social cost of carbon and apply discount rates to future years for all official cost estimates from federal government activities. Table 4 illustrates the recommended costs associated with each ton of CO_2 emission under the moderate 3% discount rate scenario. The order was created with participation by a variety of federal agencies and organizations including the US EPA, the Council of Economic Advisors, the Department of Commerce, the Department of Transportation and the Department of Treasury (to name a few).

Table 4 - Price of Carbon for Benefit/Cost Analysis

Price of Carbon	2015	2040
($/metric ton of CO_2)	$37	$61

Since the final benefit-cost analysis was performed on the build and no build 2040 networks assumes a cost of GHG emissions of $61/ metric ton. Since MOVES now provides GHG emissions factors, Equation 10 was also used to calculate GHG emissions.

[1]Technical Support Document: - Technical Update of the Social Costs of Carbon for Regulatory Impact Analysis – Under Executive Order 12866 – Interagency Working Group on the Social Cost of Carbon, United States

Criteria Method

As previously discussed, it was important to keep current and future metrics separated to get a better understanding of the context of the projects. Using the Key 2015 Network, the measures used to determine need, listed in Table 5, provide a picture of the current conditions along the corridors where projects are proposed using observed data. The only exceptions include accessibility, which is a modeled measure. Also, new alignment projects where there are no current conditions had to be left out.

Table 5 - Needs Measures

Variable	Measure	Calculation	Source
Congestion	Travel Time Index (TTI)	Avg. TTI by Project	NAVTEQ and INRIX
Accessibility	Percent Volume	Flow Bundle Analysis	VISUM
Safety	Crash Rate	Crash Rate/ Avg. Crash Rate by Facility Type	Georgia Electronic Accident Reporting System (GEARS)
Air Quality	Particulate Matter (PM)	Avg. Level of PM by Project	Atlanta Roadside Emissions Exposure Study (AREES)
Reliability	Buffer Index	95th Percentile – Avg. Travel Time	INRIX Analytics and NAVTEQ
Equity	Equitable Target Area (ETA)	Inside or Outside	ETA Index
Freight	Truck Network	On or Off Network	ASTRoMaP

All of the performance measure inputs were obtained through VISUM with the exception of deliverability, which used environmental data to determine the impact on each project. These measures show the possible effect a project will have on a regional basis (Table 6).

Table 6 - Performance Measures

Variable	Measure	Calculation
Congestion	VHD	Regional PB VHD - Regional NB VHD
Accessibility	Percent Volume	% Volume on project link PB- % Volume NB
Freight	Truck VMT	Regional PB Truck VMT - Regional NB Truck VMT
Air Quality	PM	PM kg/year 2040 PB- PM kg/year 2040 NB
Deliverability	Environmental Impacts	Avg. Number of Environmental Obstacles
Impact	Volume/Mile	Categorized

Each measure for both need and performance were indexed on a 0-1 scale. Deliverability was given an inverse scale so that the presence of zero environmental obstacles around the proposed project would equal an index of 1. The measures were then weighted according to a sensitivity test, as well as based on ARC's policies and objectives. All of the measures and weights reflect policies pertaining to the visions and goals that make up the basis for the policies and objectives in The Region's Plan. Table 7 outlines the weight used for each measure.

Table 7 - Measures and Weights

	Current Needs		Future Performance	
Variable	**Measure**	**Weight**	**Measure**	**Weight**
Congestion	TTI	20	VHD	30
Access**	Volume	20	Volume	25
Safety	Crash Rate	15	N/A	N/A
Air Quality	Particulates	10	Particulates	15
Reliability	Buffer Index	10	N/A	N/A
EJ	ETA	15	N/A	N/A
Freight	Truck network	10	Truck VMT	10
Deliverability	N/A	N/A	Environmental Impacts	10
Impact	N/A	N/A	Volume/Mile	10

Project Evaluation Visualization

The amount of information gathered in this project evaluation would be impossible to digest separately without a way to visualize the comparisons. Table 8 illustrates the amount of data available for each project. Therefore, the Project Evaluation Visualization (PEV) web application was created to make it easy to navigate and interact with the data and to allow for on-the-fly analysis and comparisons of each of these different measures. This tool also allows the public to examine all of the aspects and variables included in project evaluation, creating a more transparent process.

The visualization web app was built using a variety of widely available JavaScript libraries, including, Leaflet for web mapping, d3 for data manipulation, and Highcharts for the scatter and bar charts. It is hosted on GitHub Pages, a free hosting environment for static websites, where the source code is also available.

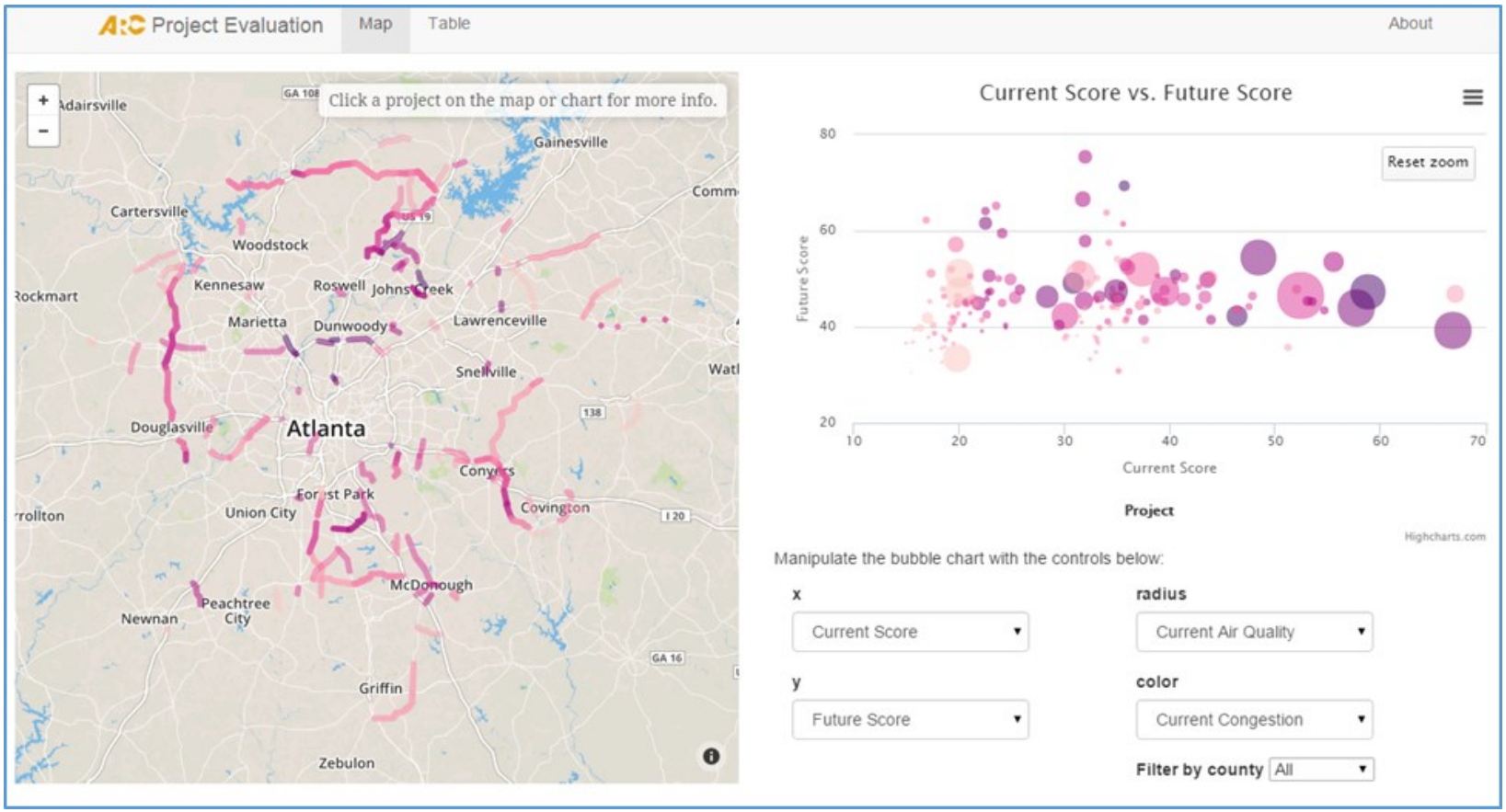
PEV allows the user to choose variables from a pull down menu to populate the scatterplot, adjust the point size and color, and filter by county or project type. The scatterplot and filters are also linked to an interactive map and clicking on a project in the map or scatterplot takes the user to a bar chart and table of all of the data for that project. Additionally, a table of projects and their data is available to browse and is searchable for any terms that could be included in the project description. Screenshots of PEV can be seen in Figures 3 and 4.

The advantage of this delivery method is that the focus is no longer on one metric, such as B/C, but on many measures in a regional context. For example, plotting need versus performance and using B/C as point size could give the user an instant picture of the projects in areas with the highest need, that return the most benefits, at the most reasonable price point. Alternatively, a user could plot safety versus cost using performance for point size and instantly see which projects in areas with a high crash rate are the most affordable and have the most benefits. This kind of functionality lends itself to being incorporating into project prioritization by creating quadrants indicating high or low performance or needs. The projects can then be ranked depending on which quadrant they fall into.

Table 8 - Sample Results for Need, Performance and B/C

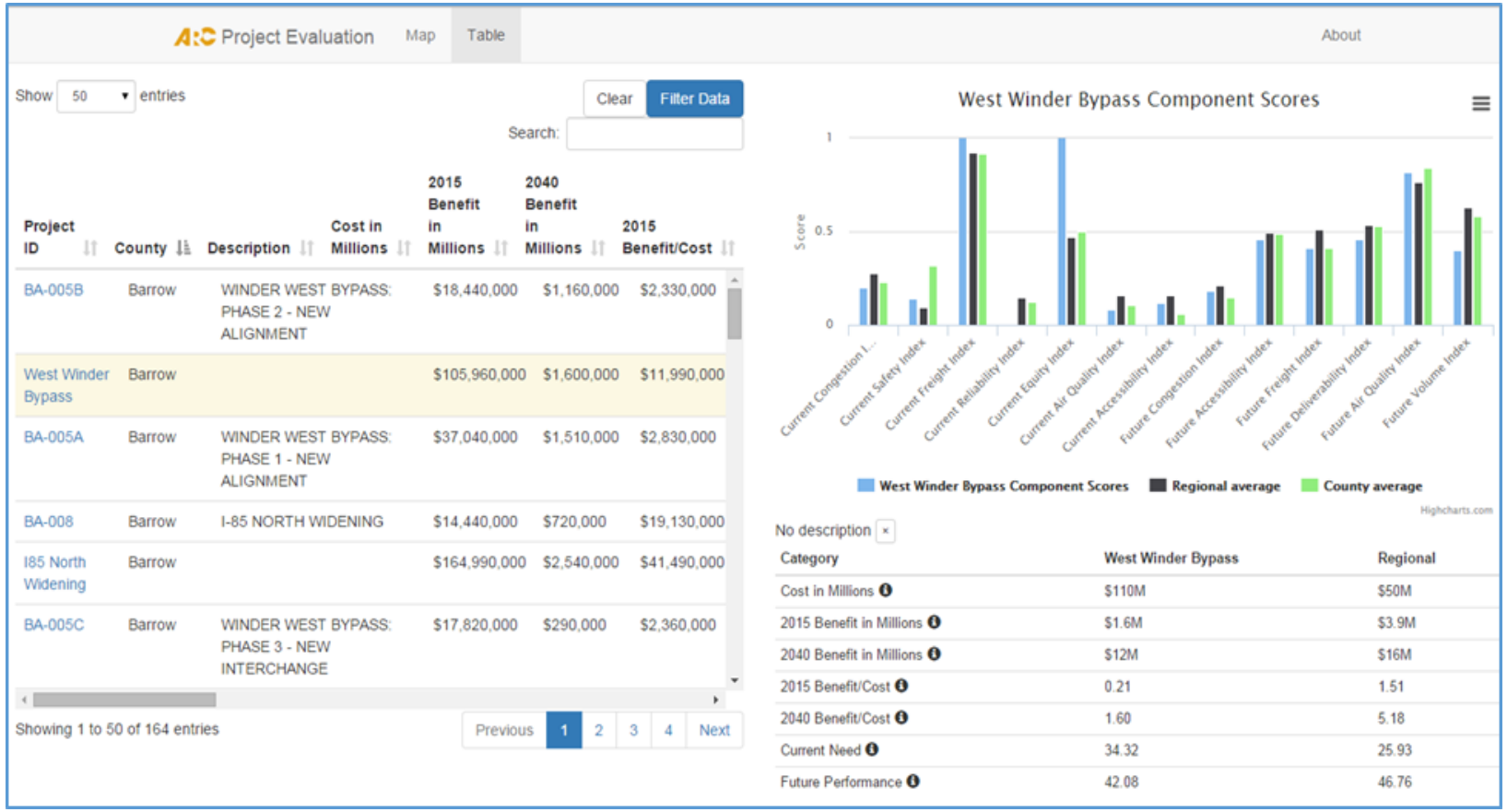
Project ID	Current Need							Future Performance							
	TTI	Crash Rate	Accessibility	Freight	Buffer Index	ETA	Air Quality	B/C	Benefit	VHD	Accessibility	Freight	Deliverability	Air Quality	Impact
1	0.32	0.01	0.5	1	0.13	1	0.82	3.34	6.47	0.14	0.54	0.23	0.47	0.78	1
2	0.21	0	0.15	1	0.01	0	0.11	11.83	19.13	0.26	0.47	0.26	0.79	0.85	0.5
3	0.2	1	0	1	0	0	0.12	1.01	1.37	0.09	0.39	0.31	0.73	0.79	0.3
4	0.21	0	0.17	1	0	0	0.13	3.62	41.52	0.48	0.47	0.06	0.76	0.9	0.4
5	0.33	0.03	0.11	1	0.18	1	0.23	0.59	0.59	0.08	0.47	0.29	0.8	0.79	0.9

Figure 3 - Project Evaluation Visualization Homepage



http://atlregional.github.io/proj-eval/

Figure 4 - Project Evaluation Visualization Table and Individual Project Chart



Travel Time Index Analysis

Once the "fused" centerline roadway network was completed, it then became possible to incorporate the mega speed data from NAVTEQ and INRIX. ARC purchased 2010 travel time data from INRIX for the entire 20 county region. This data has 15 minute time segments for the average over each day of the week, by month. This is over 75M individual records of travel speed on over 8,500 TMC locations in the metro Atlanta region. After working with the INRIX data, and researching other datasets, the ARC purchased the 2012 NAVTEQ speed profile data as an add-on to the PTV Group VISUM license expansion in early 2013. The NAVTEQ dataset is comparable to the INRIX dataset, but it was important to be able to compare them against each other.

In order to evaluate and calculate, INRIX and NAVTEQ speed data had to be imported to Microsoft SQL Server Management Studio because of the data size. This process involved very intense computer resources and took several hours to import and analyze data with SQL scripts.

Regional TTI Analysis

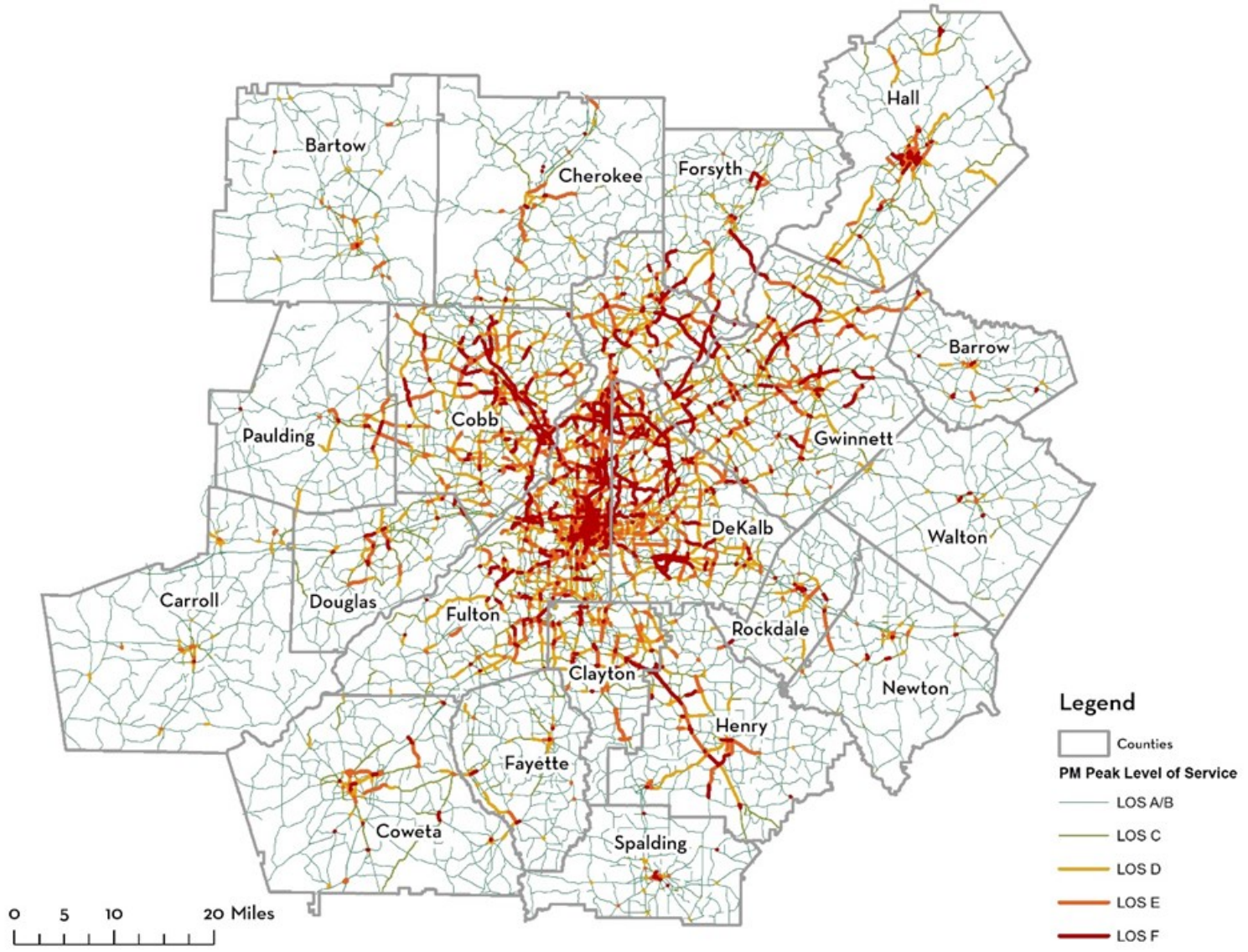
INRIX and NAVTEQ data for the weekday were combined to calculate TTI. The weekday values are an average of three day-of-week categories: Monday, Tuesday through Thursday, and Friday. INRIX data were used on the TMC locations, which covers about 45% of total network links. NAVTEQ data were used for the links that are not related to TMC code.

Integrating the exported INRIX and NAVTEQ data with the "fused" centerline roadway network resulted in a new dataset that included various types of speed (average speeds, maximum speeds, minimum speeds, 5th percentile speed, 95th percentile speed) by roadway segment. For the PLAN 2016 RTP, the 5th percentile travel time over the 95th percentile travel time for each peak period were subsequently used to calculate a maximum weekday travel time index (TTI) value. The final result can be seen in Figure 5.

RTP Project-Level TTI Analysis

Given the variation in RTP roadway project distances, best engineering/ planning judgment revealed that the maximum values should be normalized or weighted based on the distance of each project. For instance, a 2-mile long widening project will consist of several observed average speed values along it because the project will include multiple reported segments. So, ARC conducted a weighted average calculation for each project, whereby the individual TTI values for each link of the project were divided by the corresponding link distance, and then each TTI/ distance values along the extent of the project were accumulated into a single, weighted average value to represent congestion occurring within the project footprint.

Figure 5 - Final Travel Time Index Map Showing Level of Service for the PM Peak



Crash Rate Analysis

According to The Region's Plan Policy Framework, Objective Four is to provide for a safe and secure transportation network. This crash rate analysis satisfies this objective in a number of ways. As described below, the ARC looks at not only the simple crash rate along projects, but the crash rate of these projects compared to regional averages by facility type. This is an improvement over previous methods of simply reporting crash rate and comparing it to the overall regional average, regardless of facility type.

Crash rates are measured as total number of crashes per 100 million vehicle miles traveled (VMT). As discussed in the Methodology Section, the first task involved transferring the travel demand model data from its "stick network" geography to the "fused" centerline network. This was only necessary because the crash locations were geo-coded to represent actual roadway alignment and not the alignment of the "stick network." It was imperative to match the right crash locations with the travel demand model "stick network" segmentation so that the correct VMT would be captured for the crash rate calculations. Currently, the travel demand model is the only source of disaggregated VMT by roadway segment.

The crash data used for this analysis was downloaded from the Georgia DOT maintained "Georgia Electronic Accident Reporting System ("GEARS"). The crash data was downloaded county-by-county, for eighteen counties of Atlanta Region and for the calendar years 2012 through 2013. All eighteen files were merged into a single file, then mapped by latitude and longitude using ArcGIS.

Regional Safety Analysis

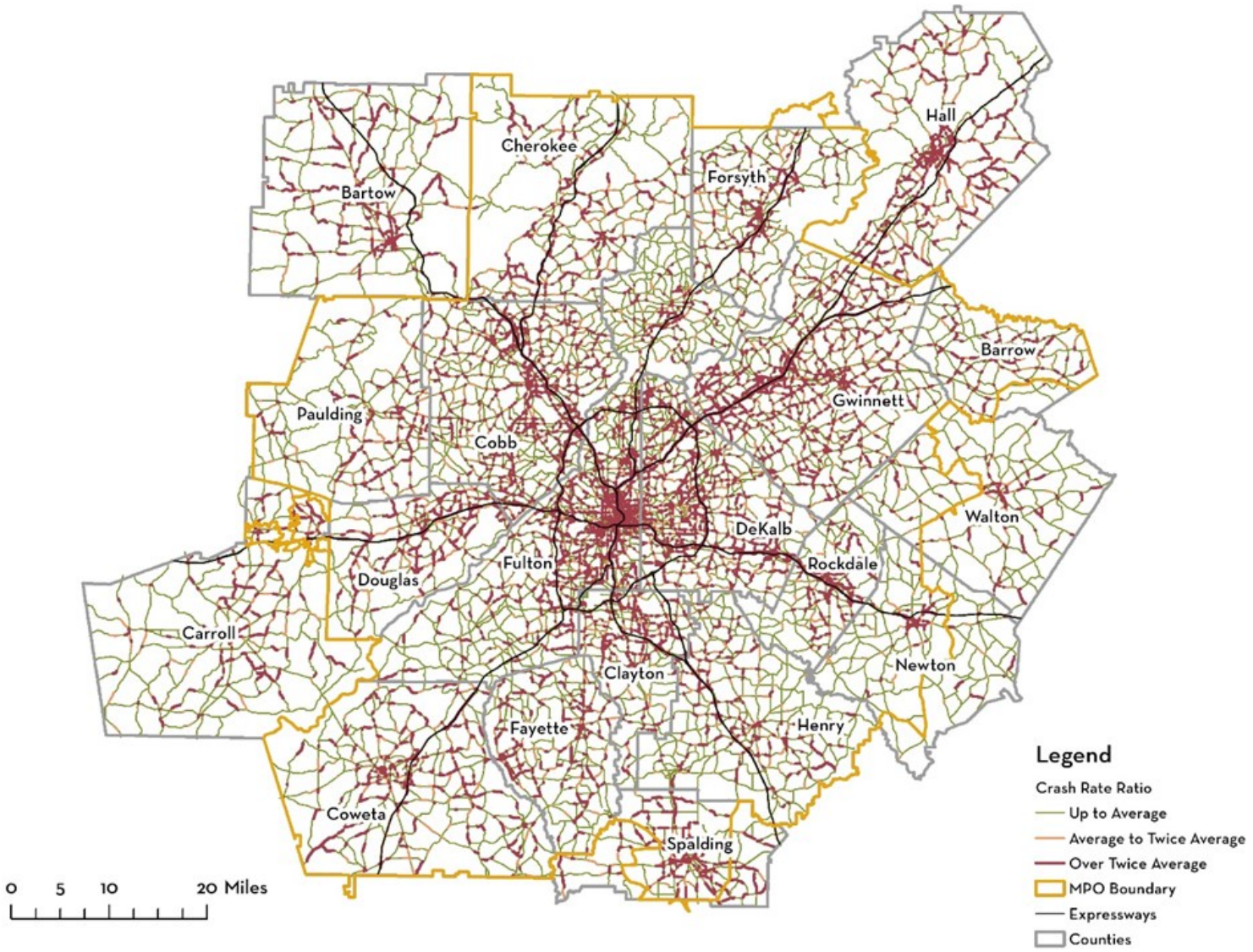
After mapping the crashes, and combining them with the Travel Demand Model, the crash rate per 100 million VMT was calculated by all facility types on the network. Figure 6 shows the results of this calculation. This method also allowed a ratio of crash rates to be calculated for project-level analysis, as described below.

RTP Project-Level Safety Analysis

Next, the crash rates per 100 million VMT for each of the projects were calculated. The calculations were done using PTV VISUM, and was part of the output for project evaluation. Next, a ratio of this crash rate was calculated using the regional average crash rates by facility type, as described above. If a project was across several different facility types, the dominant facility type was chose to calculate its crash rate ratio.

As mentioned previously, VMT is an output from the ARC Regional Travel Demand Model. The inclusion of a crash rate ratio was an improvement over previous methods, as it allows cross-facility comparisons. Previously, projects on limited access facilities were not comparable to, for example, principal arterials, because limited access facilities have a much lower crash rate. By creating a ratio, it can be calculated that a project addresses a location with a crash rate twice the average regional crash rate for that facility type, compared to another project on a different facility type that has a crash rate 1.5 the average crash rate.

Figure 6 - Crash Rate Ratios



Air Quality Measures

Need Measure

The need measure was determined by looking at the average concentration of PM2.5 (in µg/m3) along the project corridor. The concentration was determined by using ARC's newly developed Atlanta Roadside Emissions Exposure Study (AREES) tool. AREES determines an estimated average annual PM2.5 concentration from transportation emissions by tying the regional travel demand model to the MOVES emissions model to determine mass of pollution emitted. This mass is then dispersed using the EPA's RLINE emissions dispersion model. Characteristic emissions for the year 2010 were used for this analysis. The output allows for an understanding of the existing PM2.5 concentration near the roadway being evaluated.

Performance Measure

Expanding roadways, reconfiguring existing roadways, or building brand new facilities has an impact on traffic variables, such as volume and speed, which impact pollution emission. Projects were evaluated for their impact on the regional amount of PM2.5 emissions (in kg) produced in the year 2040 using the build model developed for project evaluation. MOVES emission rates were developed for this exercise using the latest planning assumptions and were averaged to freeway and non-freeway values.

Emissions are determined by multiplying the freeway and non-freeway regional VMT in the no-build scenario by the appropriate emissions rate then comparing that value to a similar calculation for the build scenario (Equation 11). Projects which free up traffic flow, but induce extra VMT anywhere in the region, may produce more emissions and receive a poor performance score.

Equation 11

$$AQ\ Score = [\{(VMT_{NBF} \times EF_{cpf} + VMT_{NBNF} \times EF_{cpnf}) - (VMT_{BF} \times EF_{cpf} + VMT_{BNF} \times EF_{cpnf})\}$$

VMT_{NBF}	regional no-build freeway VMT by time period
EF_{cpf}	$PM_{2.5}$ emissions factor for freeway facilities
VMT_{NBNF}	regional no-build non-freeway VMT by time period
EF_{cpnf}	$PM_{2.5}$ emissions factor for non-freeway facilities
VMT_{BF}	regional build freeway VMT by time period
VMT_{BNF}	regional build non-freeway VMT by time period

RTP Analysis of Environmental Variables using Zonal Statistics

The purpose of this analysis is to use GIS to derive a simple quantitative measure for the relative environmental impact of proposed transportation project right of ways. This is done using a composite raster dataset of 14 environmental datasets and process called Generate Zonal Statistics, resulting in several useful statistical measures for each project based on area and degree of encroachment on the input variables.

Datasets used in this analysis are:

Natural Resources

- Draft 2014 305(b) / 303 (d) List of Waters (TMDL) – GAEPD
- Brownfields – GAEPD
- Darter Habitat – UFWS
- Endangered Species – GADNR
- Floodplain – FEMA
- Groundwater Recharge – GAEPD
- Hazardous Sites Inventory – GAEPD
- Trout Streams – GAEPD
- Water Supply Watersheds – ARC
- Wetlands – USGS

Historic & Other

- Historic Resources – ARC/GDOT/HPD/NPS
- Landpro (Ag / Forest) – ARC
- Greenspace – ARC
- UGPM Rural Category - ARC

Methods

The analysis is performed using ESRI's ArcGIS Desktop v10.2.2 software including the Spatial Analyst raster analysis extension and processing tools. The vector datasets above were transformed into raster datasets for the analysis using a cell resolution of 10m. In the case of point and line datasets, these were buffered to produce the polygons necessary for the analysis.

These rasters are then "stacked" like layers, and the values added together resulting in a new composite raster layer with each cell containing a count of the number of environmental variables that are found at that location. In this case each layer is considered equally important and no variable weighting is assigned. Out of 14 variables, the lowest number found in any given location is 0 and the highest number of variables found at any given location is 9.

Once the composite raster has been created, information on each project is generated using a process called Generate Zonal Statistics. The Generate Zonal Statistics tool overlays the RTP polygons representing the project right of way and calculates statistics for all the raster cells intersected by each project buffer. The resulting table gives a count of the number of grid cells within each project buffer that can be used to derive the area of impacted cells. In addition to the pixel count the following statistics are generated for each project:

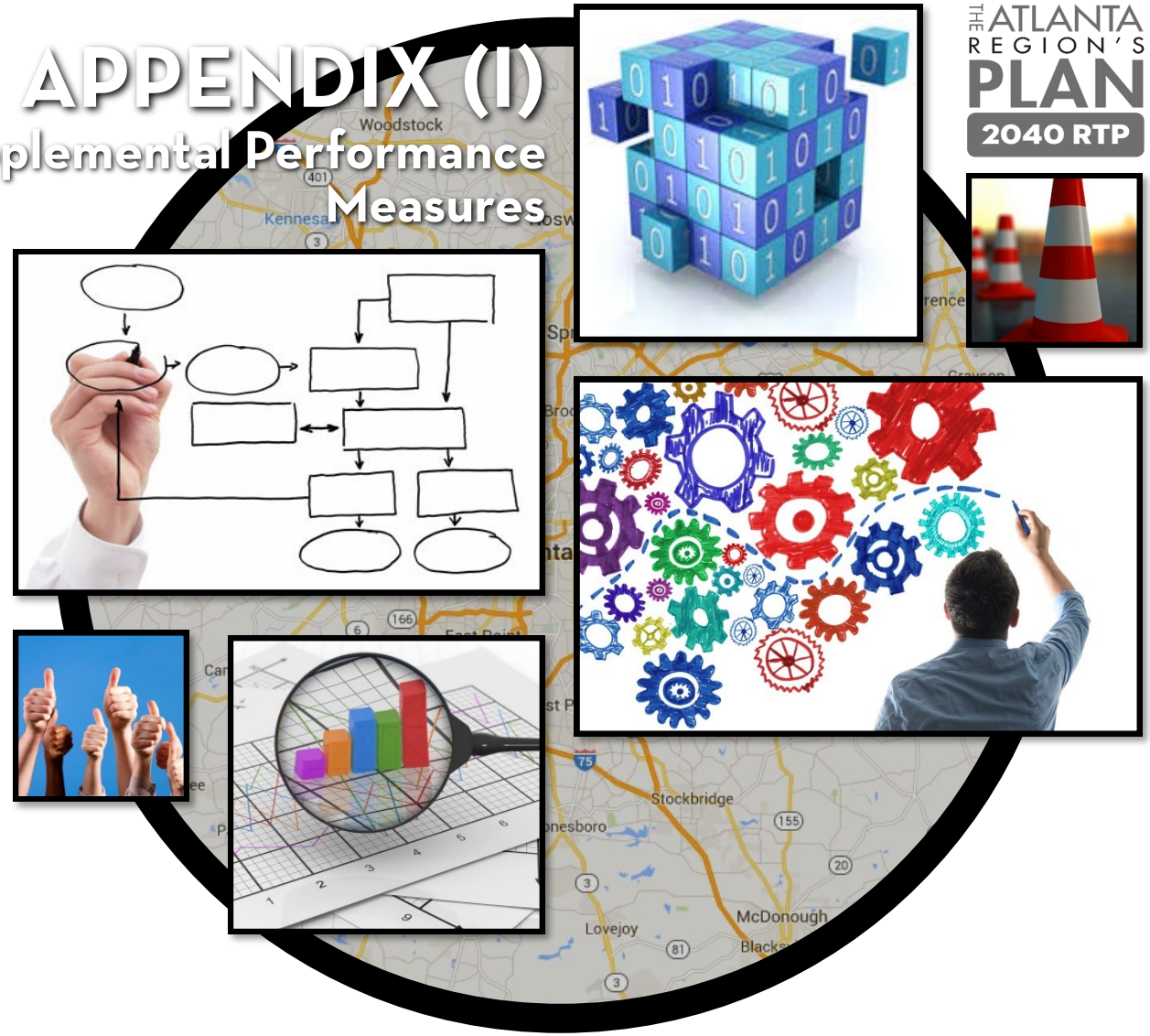
- MIN – minimum number of environmental variables found in a pixel within the project buffer, from 0-14
- MAX – maximum number of environmental variables found in a pixel within the project buffer, from 0-14
- RANGE – Difference between highest and lowest pixel values found within a project buffer
- MEAN – Average of all pixel values found within the project buffer indicating the average number of environmental variables impacted across the project extent.
- MEDIAN – Median or middle pixel value within the project buffer
- STD – Standard deviation, used to quantify the amount of variation or dispersion around the MEAN value found in the pixels within the project buffer.
- SUM – Sum of all pixel values found within the project buffer, a measure of total impact of project on all 14 environmental data layers.

So for instance a project intersecting 100 pixels all having 7 variables present would have a MIN, MAX, MEAN and MEDIAN score of 7, RANGE and STD of 0, and SUM score of 700.

MEAN is useful and indicates the average environmental sensitivity/ impact/encroachment over the entire project and is the measure used for this project evaluation. However, mean does not capture the total impact that larger projects tend to have and over-represents smaller projects. Future evaluation will consider using a new variable for Weighted Mean score that will represent aspects from both mean and sum. It remains to be seen which measure is most useful for project evaluation and the process will continue to be refined and improved in the future.

APPENDIX (I)

Supplemental Performance Measures



THE ATLANTA REGION'S PLAN
2040 RTP

Introduction

This appendix serves as an overview of plan-level performance measures used to assess the forecasted performance of The Atlanta Region's Plan. The results showcase the plan's expected impact on key regional indices such as mobility, safety, economic growth and environmental impact in the year 2040. Most of the impacts were derived from the ARC 20-county Activity-Based travel demand model by comparing the financially constrained Atlanta Region's Plan scenario with one or more additional scenarios. All the scenarios are listed below:

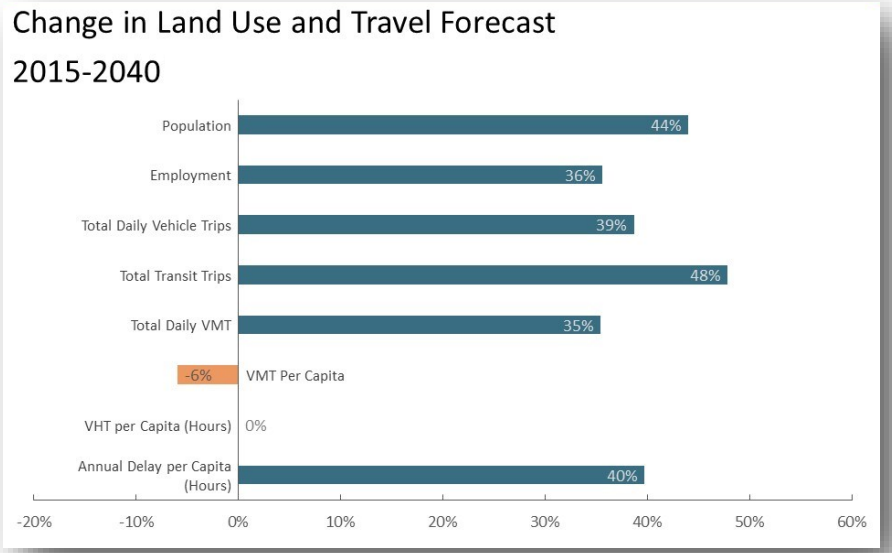
- **2015 Base Scenario** – This scenario correlates to near current conditions in the Atlanta region. Population, employment, and the transportation network are held at projected 2015 levels.

- **2040 No-Build Scenario** – This scenario assumes no projects are built after the year 2015 through the year 2040. Population and employment are set at forecasted 2040 levels. This helps to create a worst-case scenario. Due to the complex nature of transit in the Activity Based Model, some of the transit measures do not have a No-Build Scenario metric available.

- **The Atlanta Region's Plan Constrained Scenario (2040 Build Scenario)** – This scenario is the financially constrained portion of The Atlanta Region's Plan. Funding for transportation infrastructure improvements is limited to what can reasonably assumed to be available based on expected federal, state and local sources. Population and employment are set at forecasted 2040 levels.

The No-Build and Build scenarios all assume an equal population and employment forecasted out to the year 2040. The only variable allowed to change is the transportation network, which ensures changes in plan-level performance measures are a result of changes in the modeled infrastructure and not population or employment altering trip destinations choice.

Plan-level performance measure scores have been evaluated for each scenario in the areas of mobility, connections/access, economic growth and health and safety. All of the maps, tables, charts, and figures for the plan level performance analysis are included in the following portfolio. The table on the opposite page contains a summary of these findings. Values that are based on an index set 2015 levels at 1.0. A lower ratio indicates a decline in that variable, while a higher ratio indicates an increase.



Summary of Regional Performance Measures

Performance Emphasis Area	Measure Description	2015 Base		2040 No Build		2040 Constrained	
Mobility	Average commute travel time in minutes	Transit	59	Transit	59	Transit	59
		Automobile	31	Automobile	35	Automobile	33
Connections / Accessibility	Worker Access to employment centers within 45 minutes by car (index)	1.00		1.07		1.19	
	Worker Access to employment centers within 45 minutes by transit (index)	1.00		1.24		1.36	
	Average number of jobs within 45 minutes across region	803,207		711,477		823,754	
	Total number of jobs within 45 minutes transit ride from ETAs	1,632,099		2,110,474		2,152,291	
Economic Growth	Total congestion cost per person	$1,403		$2,671		$1,916	
	Commercial vehicle delay cost per mile	$39.78		$78.81		$55.38	
	Number of daily reliable trips	392,701		537,620		1,116,719	
	Number of transit trips in PM peak period (index)	1.00		1.29		1.47	
	Number of transit trips from Equitable Target Areas (index)	1.00		1.16		1.28	
	Highway VMT in PM peak period	46,685,214		62,387,096		62,500,357	
	Average congested speed (mph)	General Purpose	46.0	General Purpose	37.6	General Purpose	41.2
		Managed Lanes	56.3	Managed Lanes	50.9	Managed Lanes	56.6
Safety	Percent of all regional crashes on RTP project corridors	-		-		25%	
	Percent of RTP projects that intersect with above average crash rate facilities	-		-		86%	

Base Data

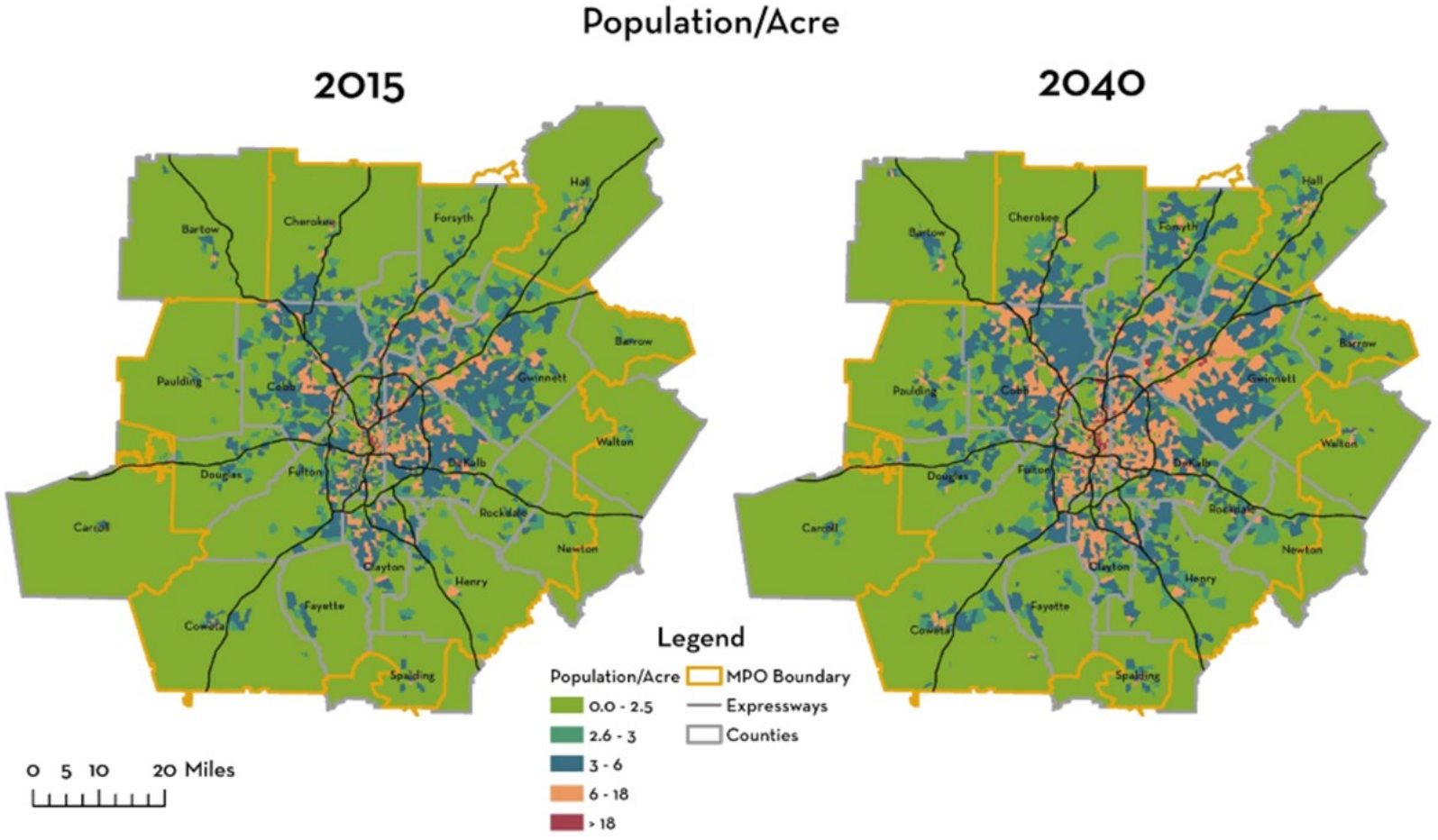
Projected Population Density by TAZ (Transportation Analysis Zone) – The population in the 20-county region between the years 2015 and 2040 is projected to increase from around 5.5 million to 7.9 million people.

Change in Major Activity Center Population – Population growth will occur throughout the region, but activity centers will continue to grow at a fast pace. Many of these areas are already highly populated because of their accessibility to jobs and services. While most of the region's housing remains low density, these major activity centers and transit nodes are expected to see further increases in density with large increases projected in Midtown and Downtown. Targeting multimodal investments in these areas will be key to ensuring future mobility.

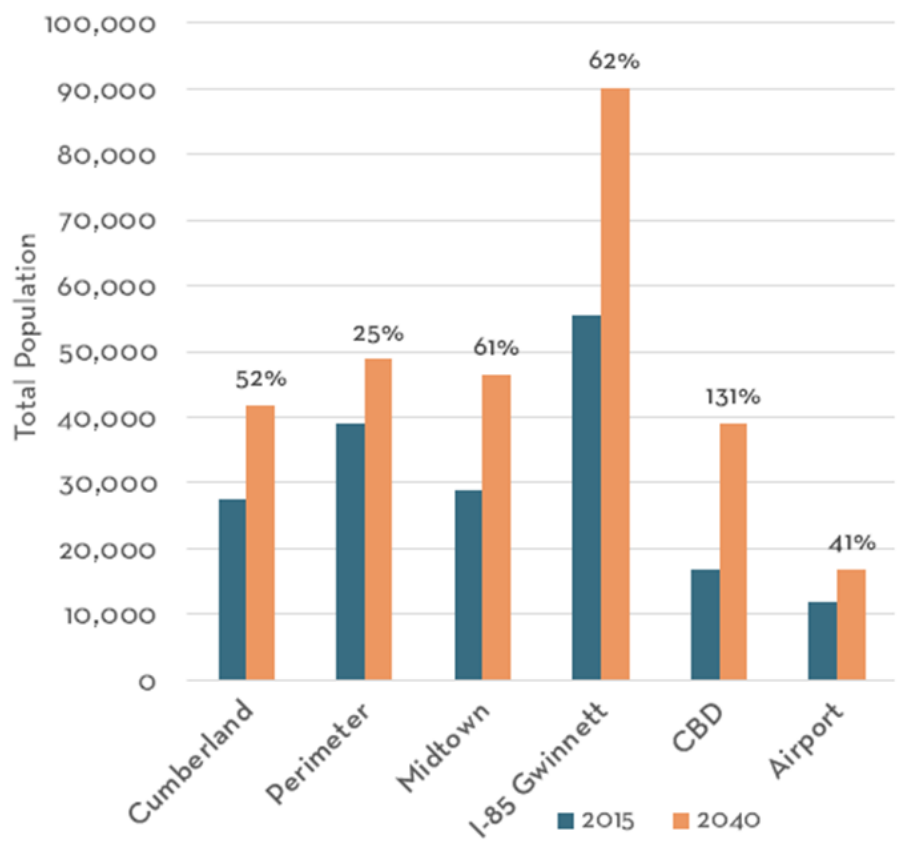
Projected Employment Density by TAZ – The employment is projected to rise in the 20-county region from approximately 2.9 million jobs to around 4 million jobs by 2040. The area around Emory, downtown, and the perimeter in particular are expected to see an increased density of jobs.

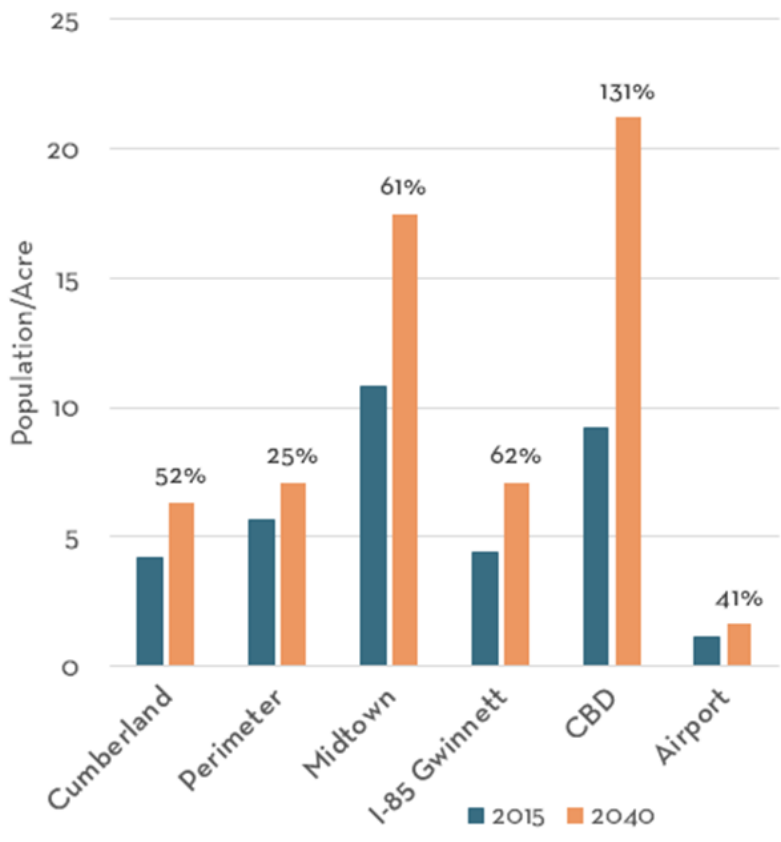
Change in Major Activity Center Jobs – Jobs will continue to cluster primarily in locations where they have historically been located (the region's core, airport, and major activity centers). Some of these employment centers are projected to see more than a 30 percent increase in the number of jobs. Since jobs are expected to grow mostly within current employment centers, the densities in these areas do not see major changes. Instead, growth is fairly consistent across activity centers.

Base Data – Projected Population Density by TAZ

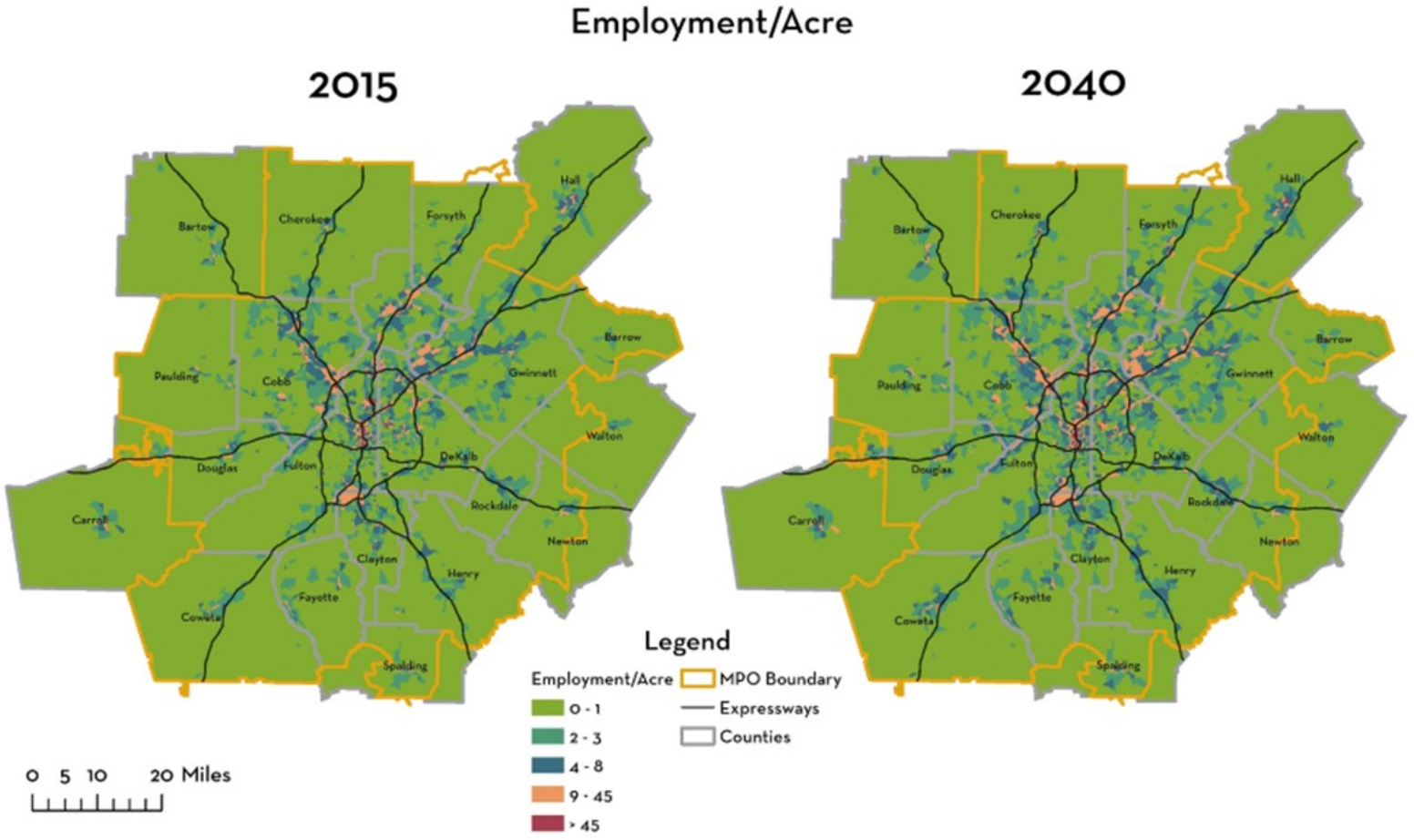


Base Data- Change in Major Activity Center Population

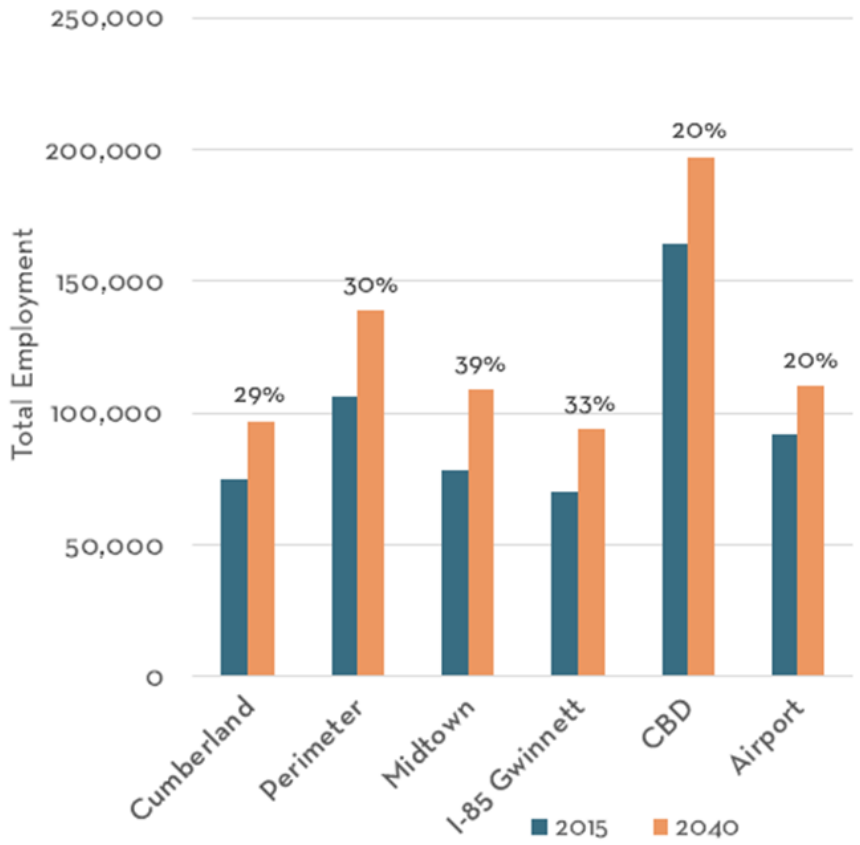


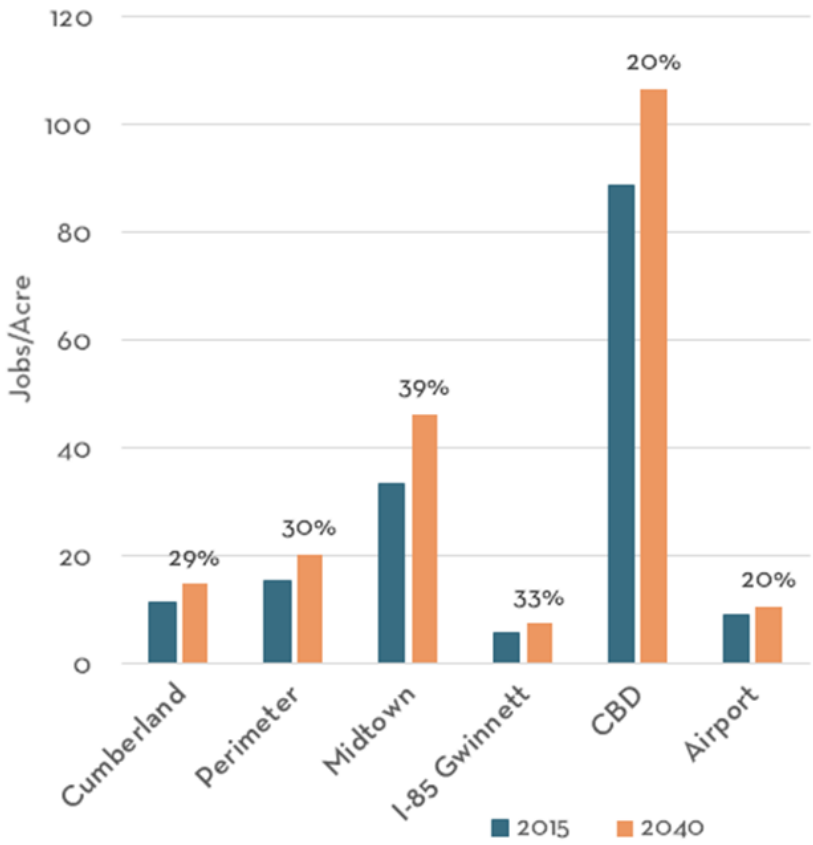


Base Data – Projected Employment Density by TAZ



Base Data – Change in Major Activity Center Jobs





Mobility

Daily Regional Travel Demand Between Super Districts – These maps illustrate the change in expected travel patterns between 2015 and 2040 due to changes in population and employment. Travel demand is projected to increase in volume strengthening current connections and developing others around the region. Routes that connect Cobb, Fulton, DeKalb and Gwinnett counties will continue to see the greatest demand. In addition, some routes in the southern portion of the metropolitan area are projected to see a substantial demand increase.

Daily Regional Travel Demand Inside Super Districts – Travel that stays within super districts also affects the regional transportation system. Areas with high internal demand that also bring in many external trips, such as Gwinnett, can have compounded issues on their roads and highways. These maps illustrate that most super district will see increased internal trip demand.

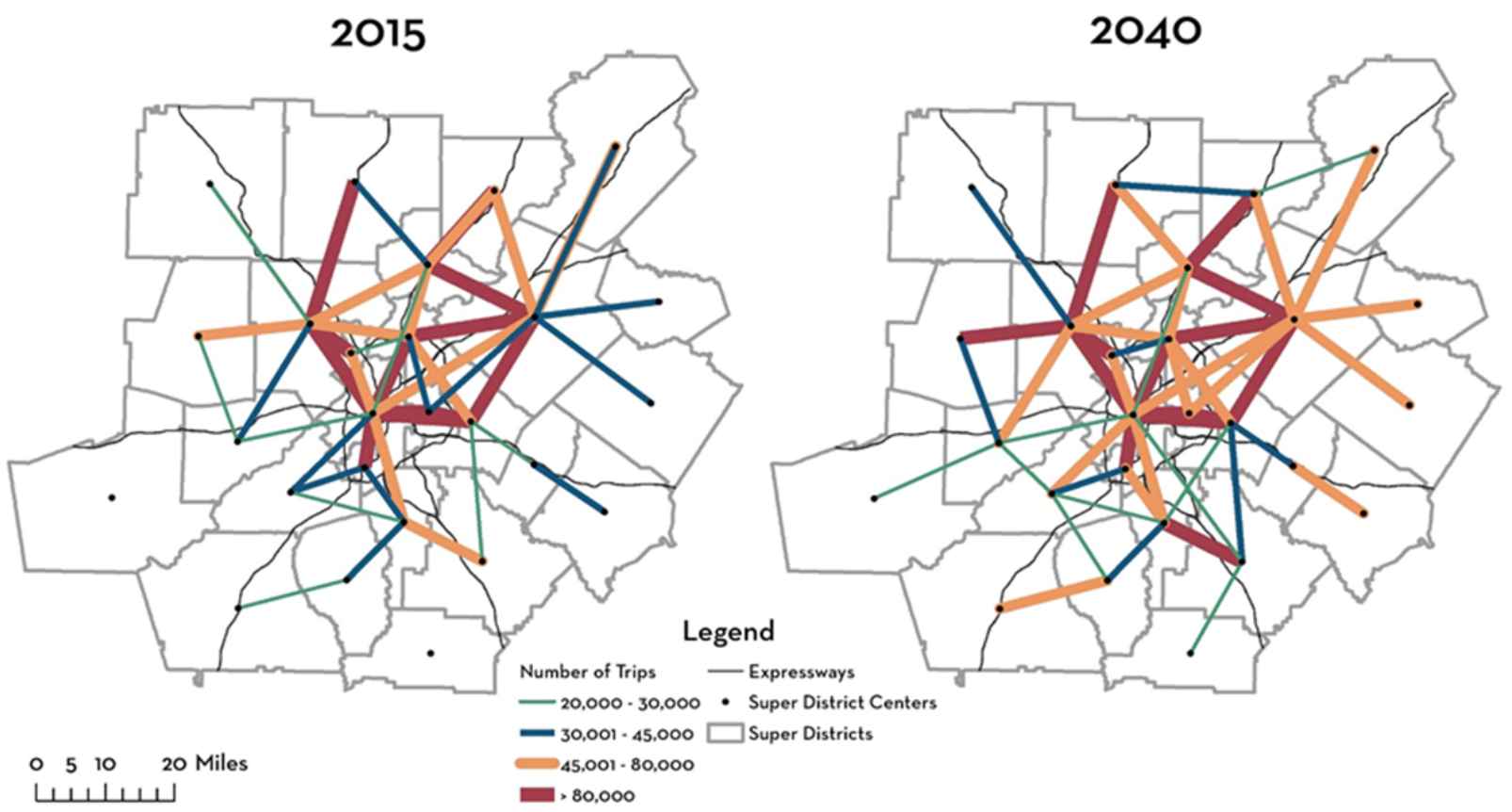
Increased Speeds from 2015 to 2040 Build – As population and employment rise, congestion increases usually leading to slower speeds. However, transportation improvement projects can help alleviate some of the increased congestion. This map clearly shows where transportation projects would improve congestion in the year 2040.

Decreased Speeds from 2015: – These maps show where congested speeds are slower in the future, with and without transportation investments. The No Build scenario shows a dramatic decrease in congested speeds throughout the region, specifically in the northeast. The Build scenario demonstrates how transportation improvement projects will relieve the inevitable increase in congestion.

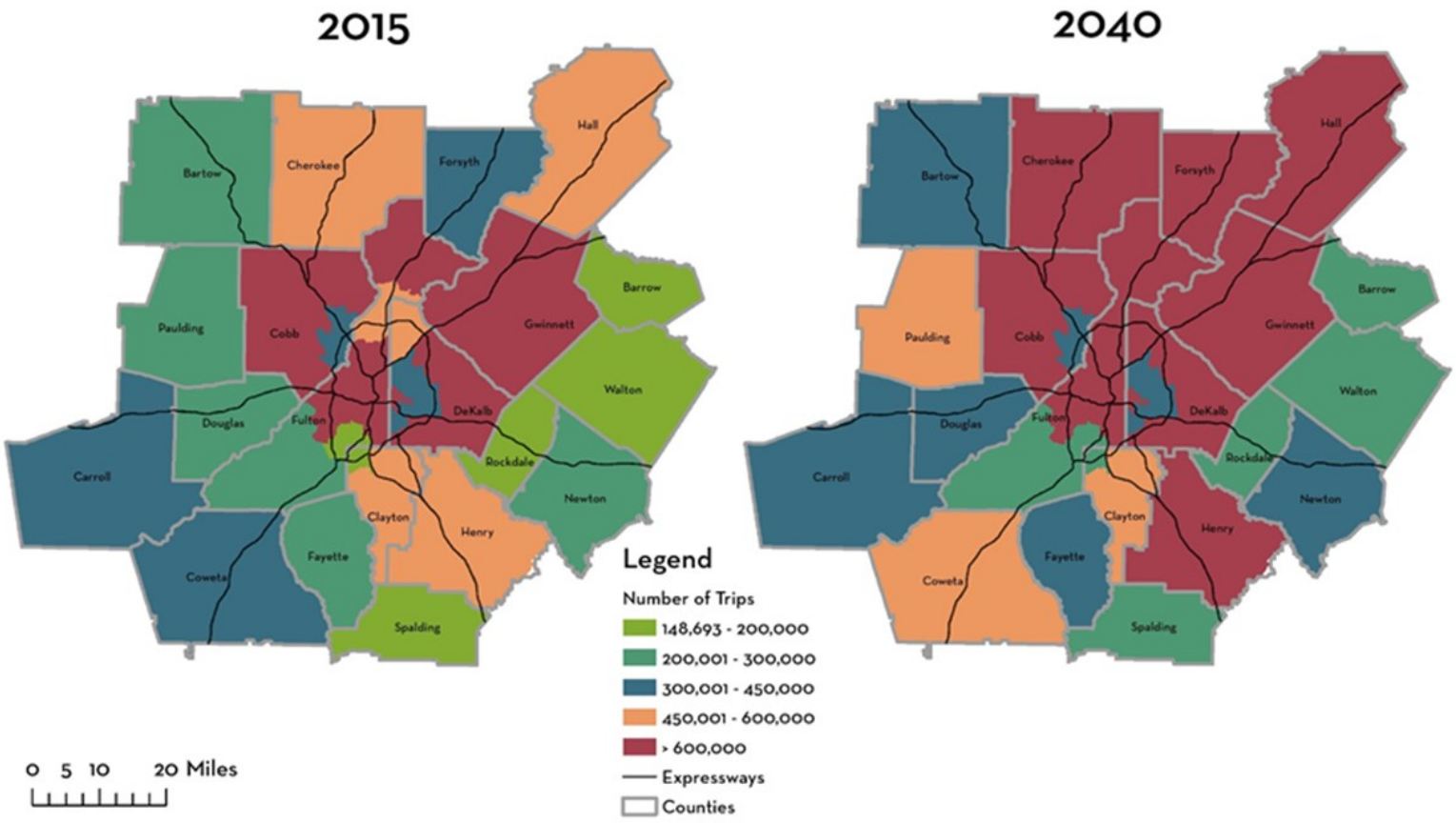
Costs Per Capita – This measure assesses the region's average annual congestion and total transportation costs per capita. Annual congestion cost is calculated based on hours of delay in traffic, and the wasted fuel associated with that delay for passenger vehicles. Annual total transportation cost is calculated the same way, but also includes commercial vehicles.

Transit and Highway Reliability Network – As mobility is decreased due to the increase in population in the region in the future, it becomes increasingly important to provide the region with better options and more consistent travel times through a reliable regional transportation network. In the Atlanta region, trips made on premium transit (rail or bus rapid transit) or on a toll managed lane facility are considered reliable. The 2015 Base scenario of MARTA heavy rail and the I-85 High Occupancy Toll (HOT) lanes are extended in the 2040 Build scenario due to the investments in toll lanes, streetcar, bus rapid transit, light rail and heavy rail lines.

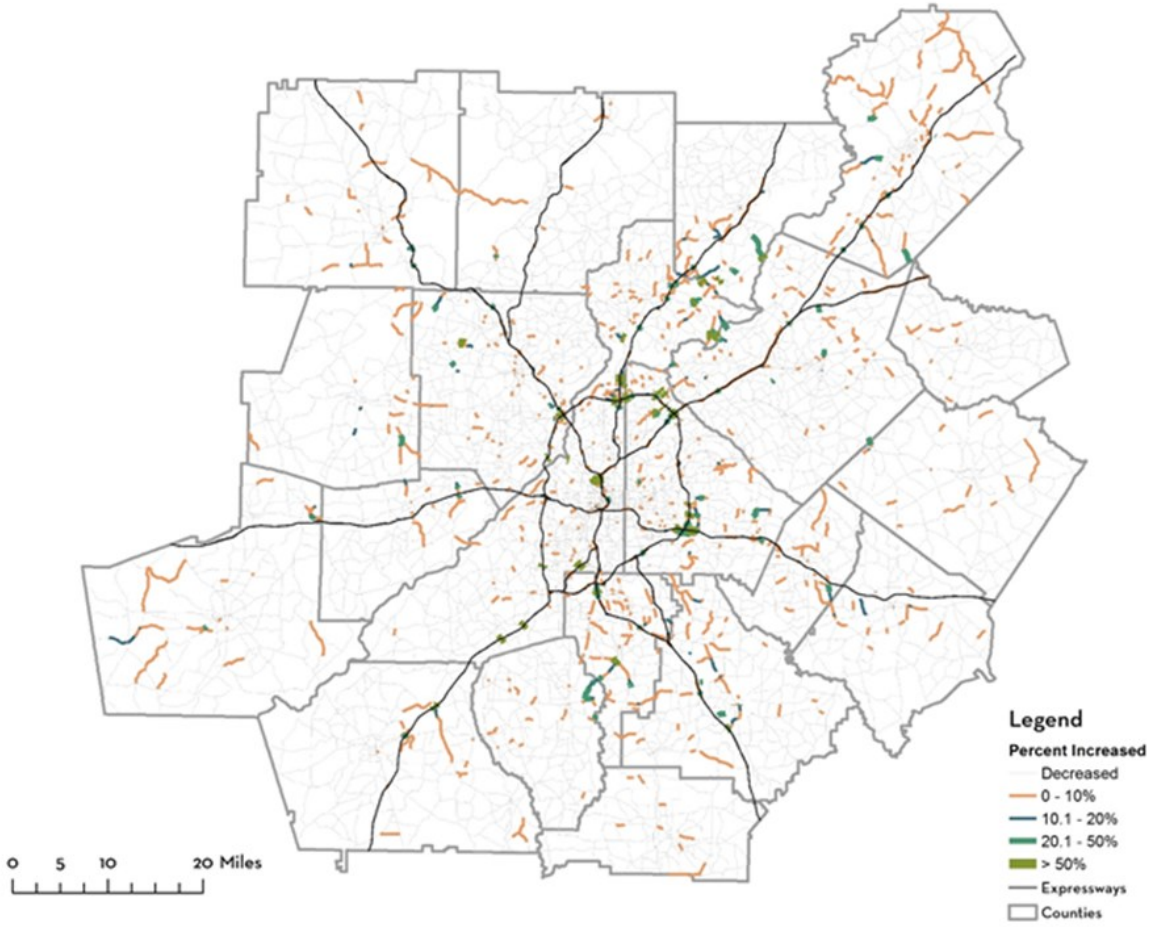
Mobility – Daily Regional Travel Demand Between Super Districts



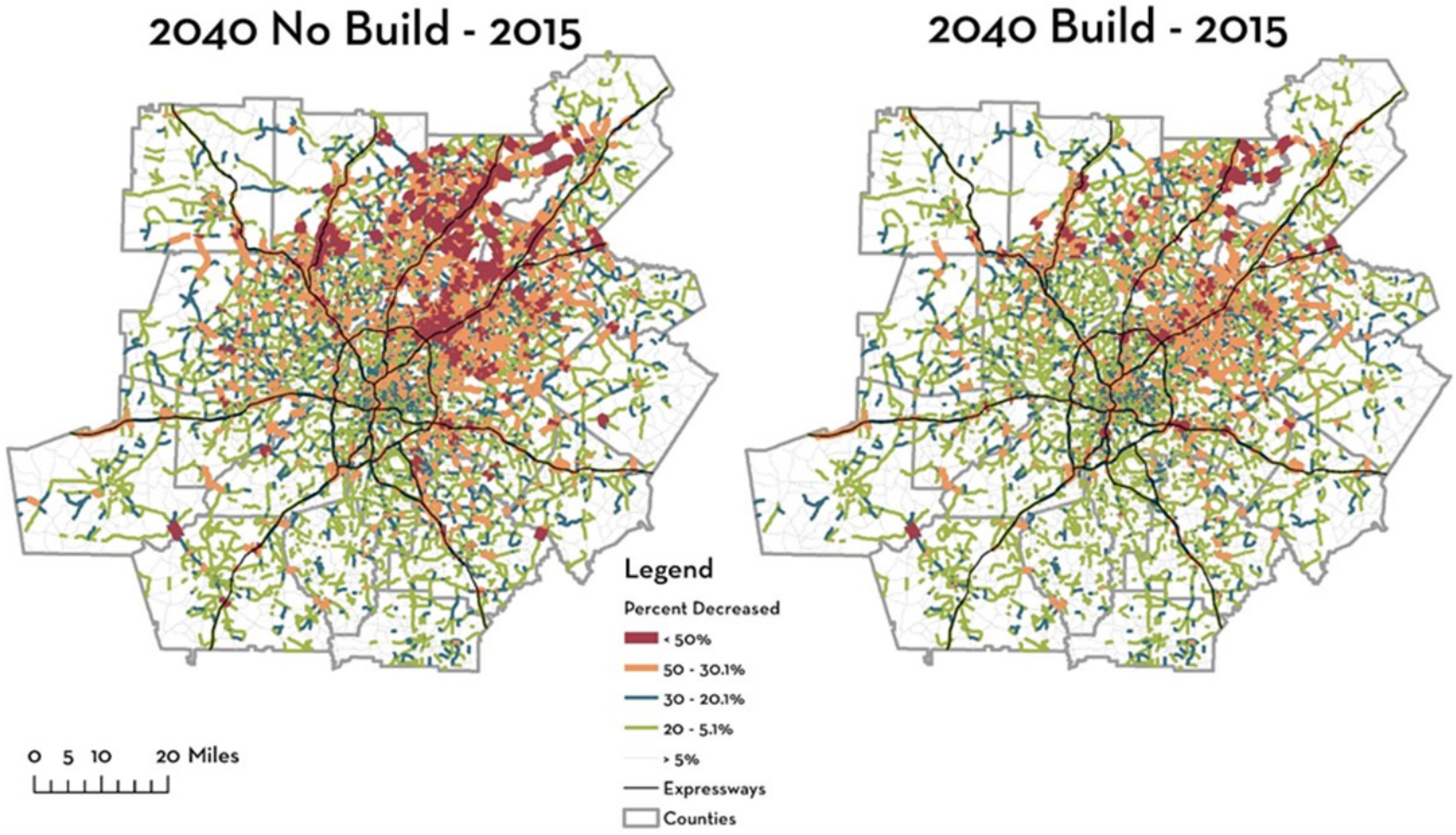
Mobility – Daily Regional Travel Demand Inside Super Districts



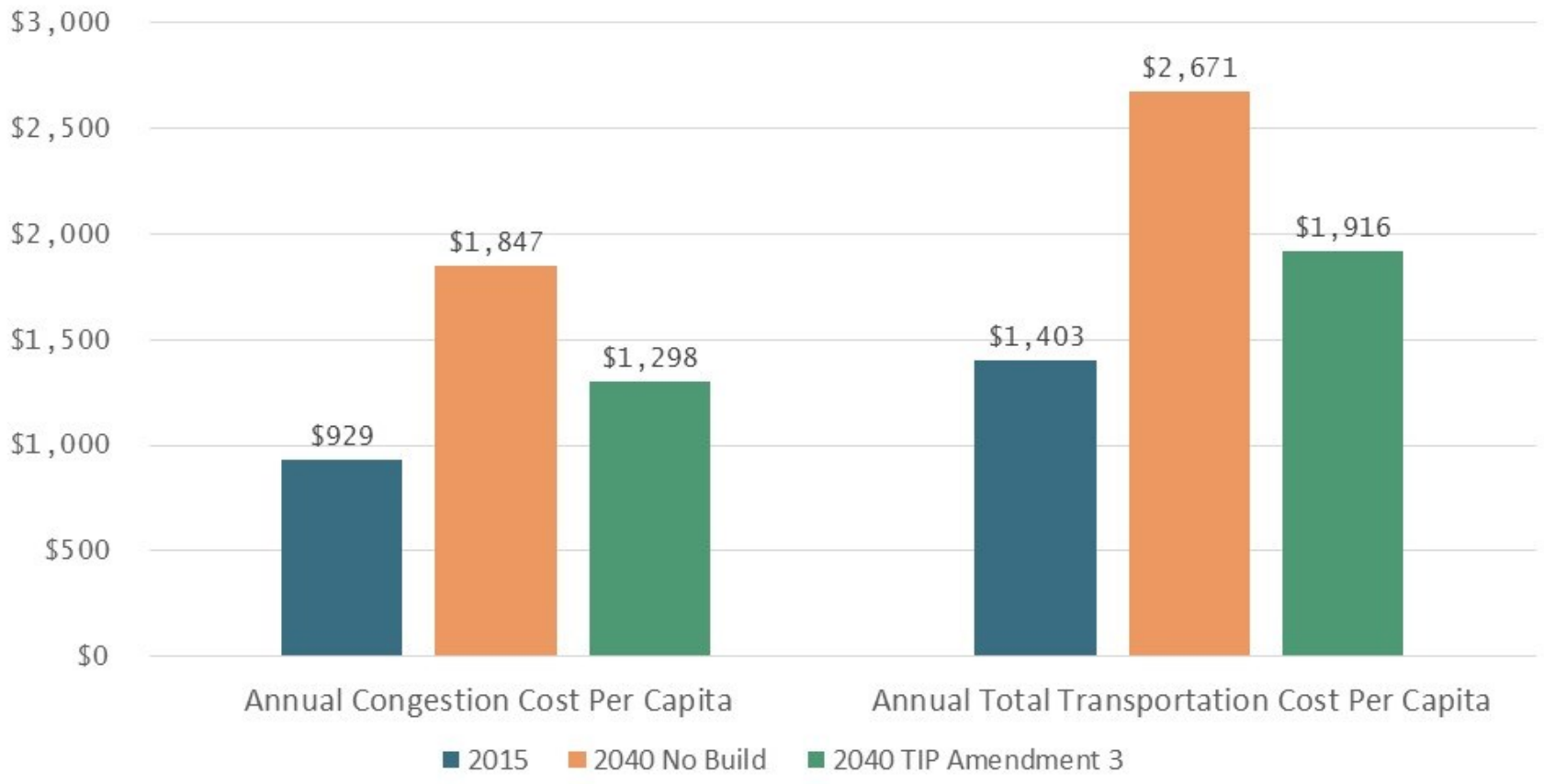
Mobility – Increased Speeds from 2015 to 2040 Build

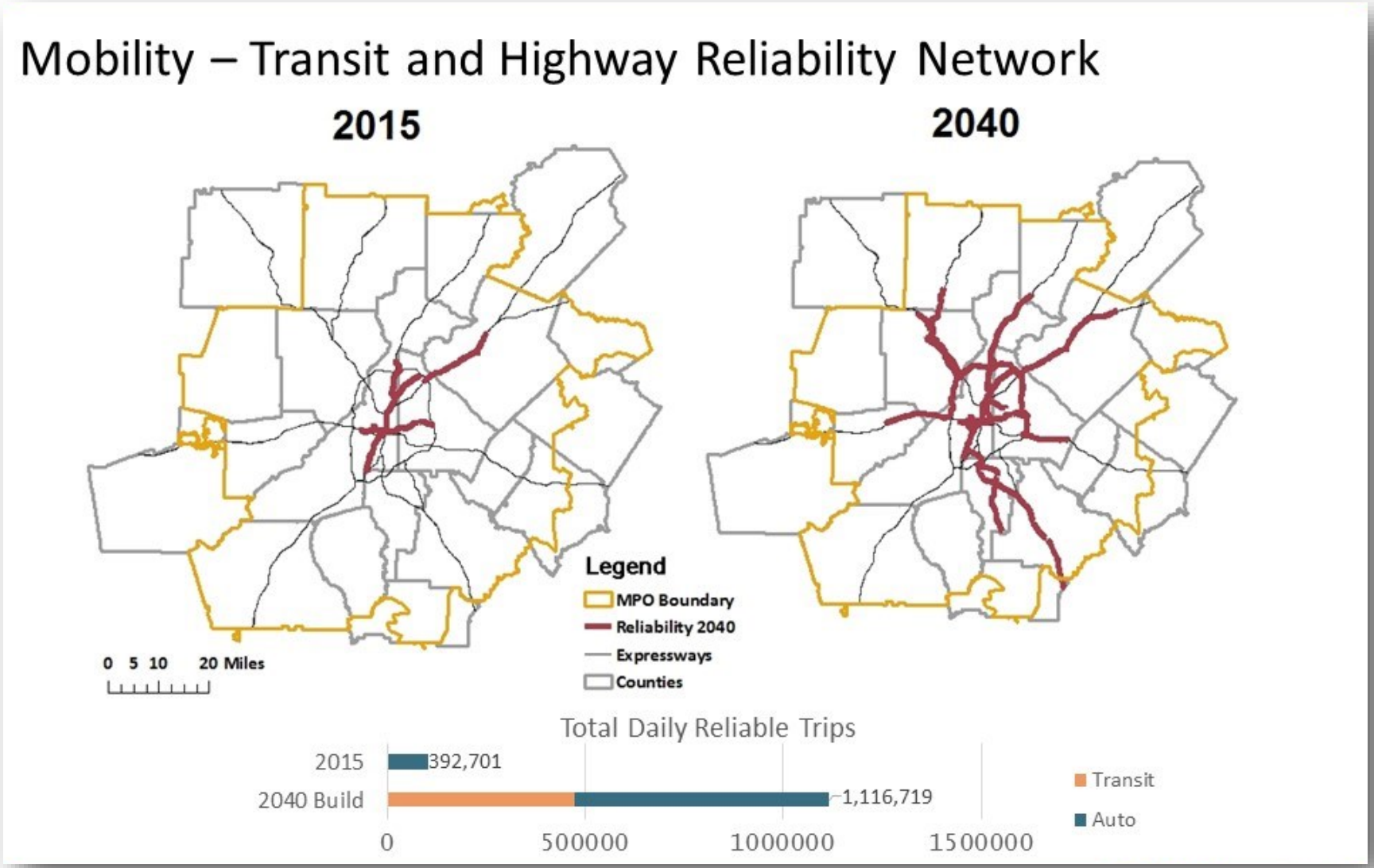


Mobility –Decreased Speeds from 2015



Mobility –Costs Per Capita




Mobility – Transit and Highway Reliability Network
2015
2040
Legend
MPO Boundary
Reliability 2040
Expressways
Counties
0 5 10 20 Miles
Total Daily Reliable Trips
2015
392,701
2040 Build
1,116,719
0
500000
1000000
1500000
Transit
Auto

Connections and Accessibility

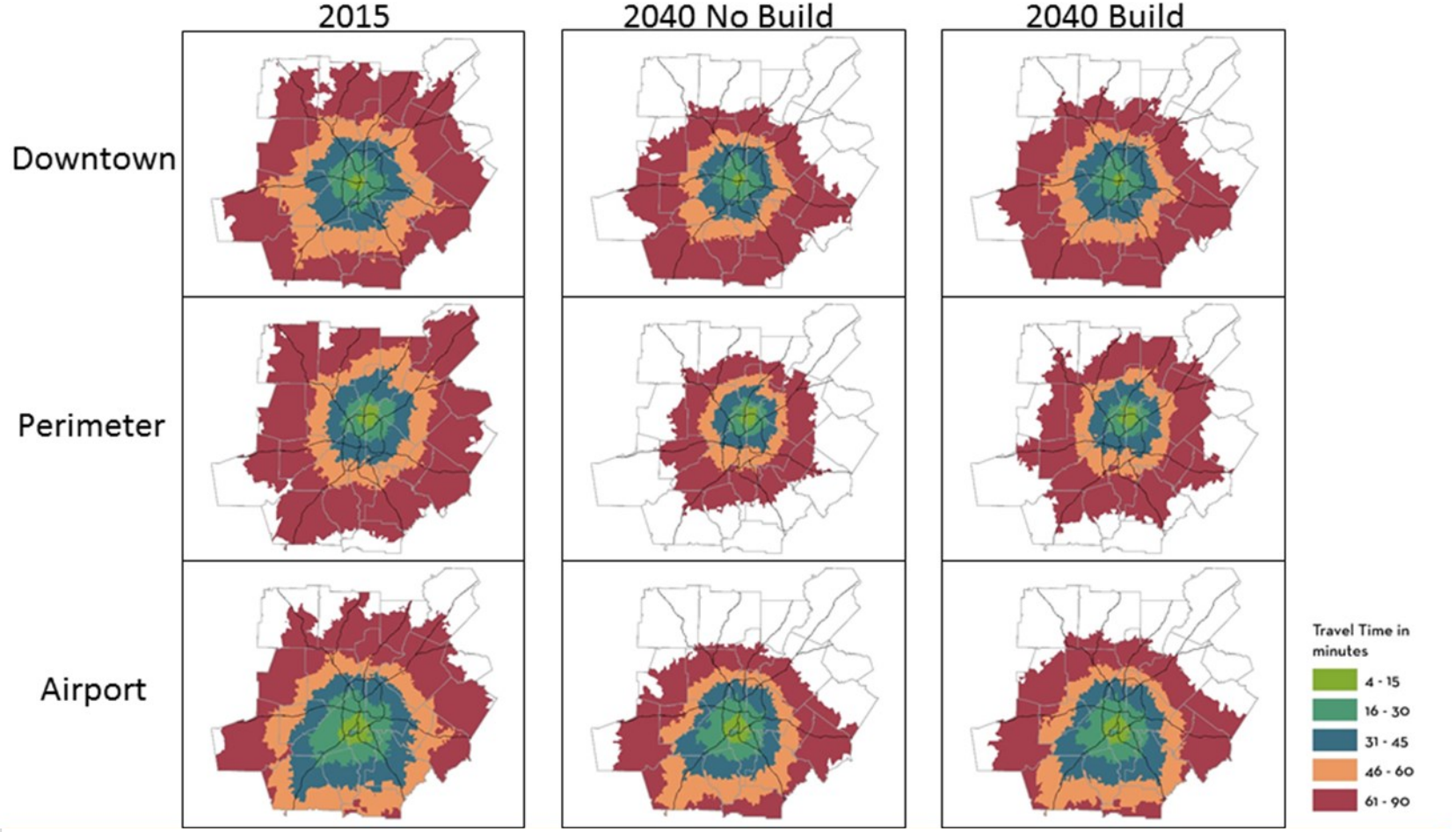
PM Peak Automobile Travel Sheds – This graphic illustrates the travel time one can expect departing from select locations in the region. The Travel shed in the 2040 Constrained/Build scenario is reduced from current conditions due to an increase in congestion in the region.

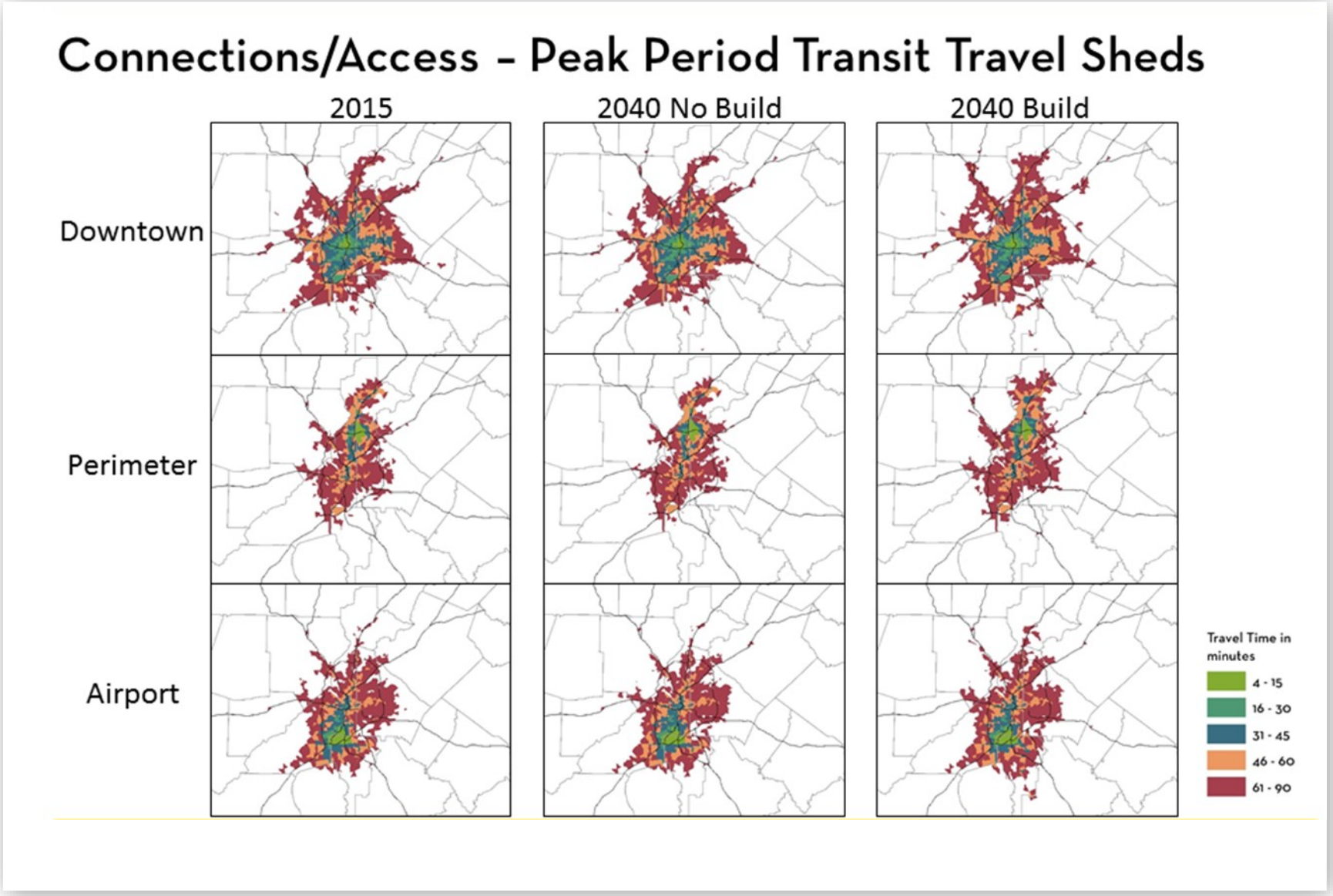
Peak Transit Travel Sheds – Similar to the automobile travel sheds, the transit travel shed shows how far/where someone could expect to travel around the region using transit within set time limits. Planned investments in The Atlanta Region's Plan Constrained/Build network approximately maintains existing levels of accessibility. Some loss of accessibility is a result of an increase in congestion.

Potential Walking Demand in 2040 – This graphic shows the ARC developed Potential Walking Demand Measure. This index measures the likelihood of walking trips occurring in an area of the region by looking at the number of households, the intersection grid and the numberof service and retail jobs a person could walk to for work or to receive goods/services. Areas with high or medium-high scores should be priorities for the investment of funding for pedestrian infrastructure and include major employment centers, in town neighborhoods and regional town centers.

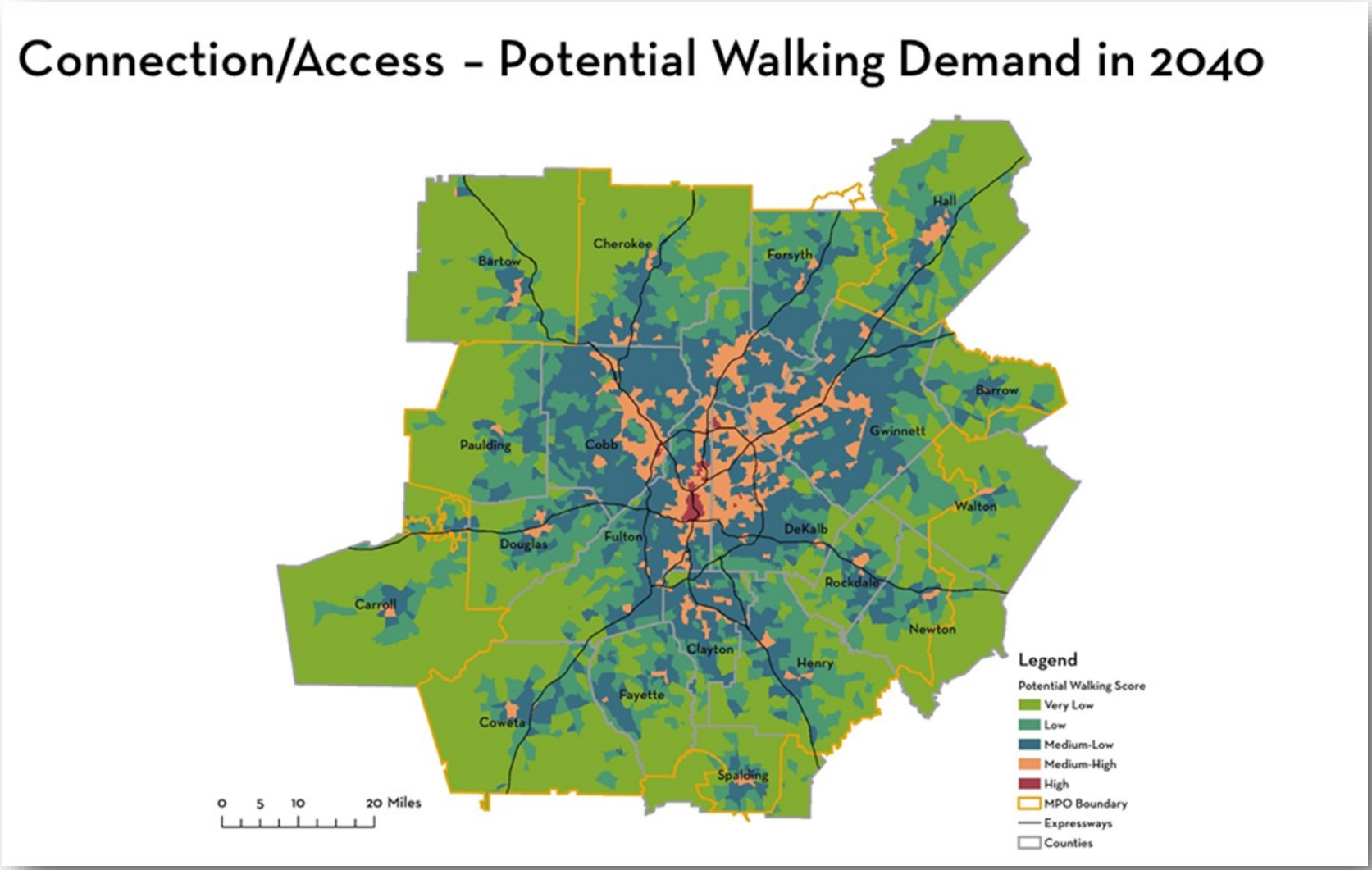
Potential Bicycle Demand in 2040 – This map shows the number of trips taken that at less than 3 miles per acre. The higher density of short trips indicate areas that could potentially have a high propensity to use bicycles given the appropriate infrastructure.

Connections/Access – Peak Period Auto Travel Sheds

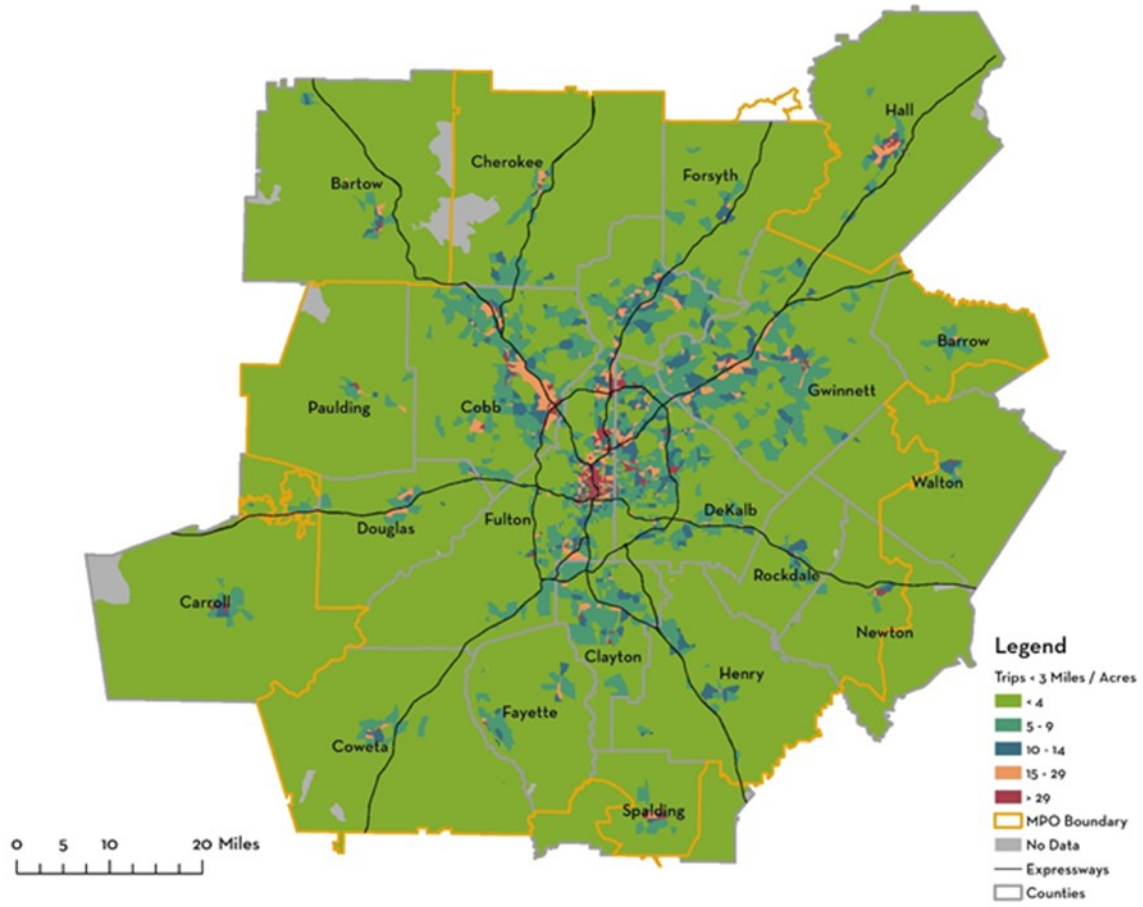



Connections/Access - Peak Period Transit Travel Sheds
2015
2040 No Build
2040 Build
Downtown
Perimeter
Airport
Travel Time in minutes
4 - 15
16 - 30
31 - 45
46 - 60
61 - 90

Connection/Access – Potential Walking Demand in 2040



Connection/Access – Potential Bicycle Demand in 2040



Community and Environment

Ozone Precursors Emissions – A 15-county portion of the Atlanta area is in maintenance for the 2008 eight-hour ozone standard. ARC performs an emissions analysis to ensure compliance with the Clean Air Act's Transportation Conformity Rule. More information on transportation conformity is available in the Conformity Determination Report. Currently, the Atlanta Region's Plan Constrained scenario is below the emissions budgets established in Georgia's 2008 Ozone Maintenance State Implementation Plan.

$PM_{2.5}$ Emissions – In addition, a 20-county portion of the Atlanta region (plus parts of two adjacent counties) is in maintenance for the 1997 annual $PM_{2.5}$ standard. Since the region also attained the standard for the more recent 2012 $PM_{2.5}$ standard, there are no requirements for transportation conformity for $PM_{2.5}$.

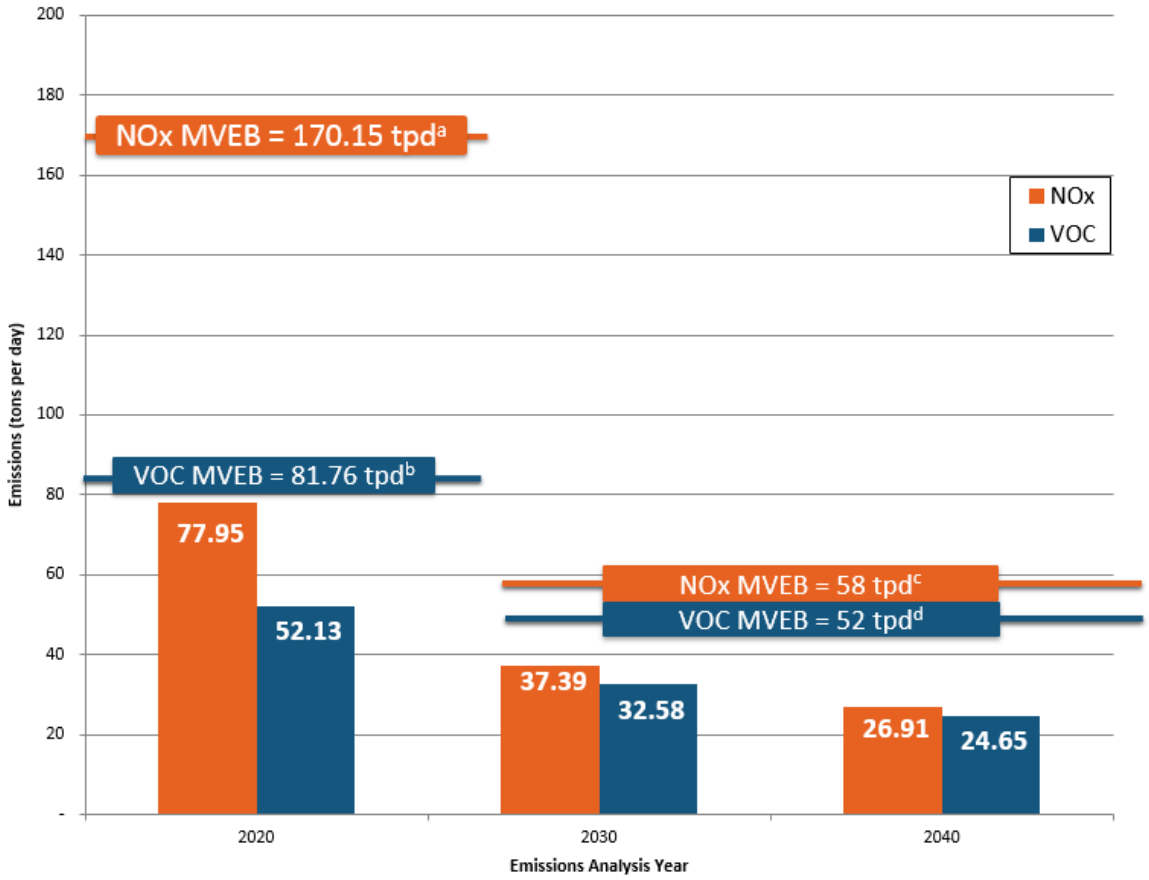
CO_2e Emissions – ARC looked at expected on-road CO_2e emissions resulting from the Atlanta Region's Plan Constrained scenario using EPA's latest emissions model, MOVES2014. This version of the model accounts for new fuel economy standards that helps drive down transportation emissions, as illustrated through the year 2030 in the graphic. By year 2040 total emissions curb back upwards, due to increasing population and limitations on the emissions model to predict future changes in fuel economy. Per capita emissions are projected to decrease by approximately 50% through the horizon year of the plan.

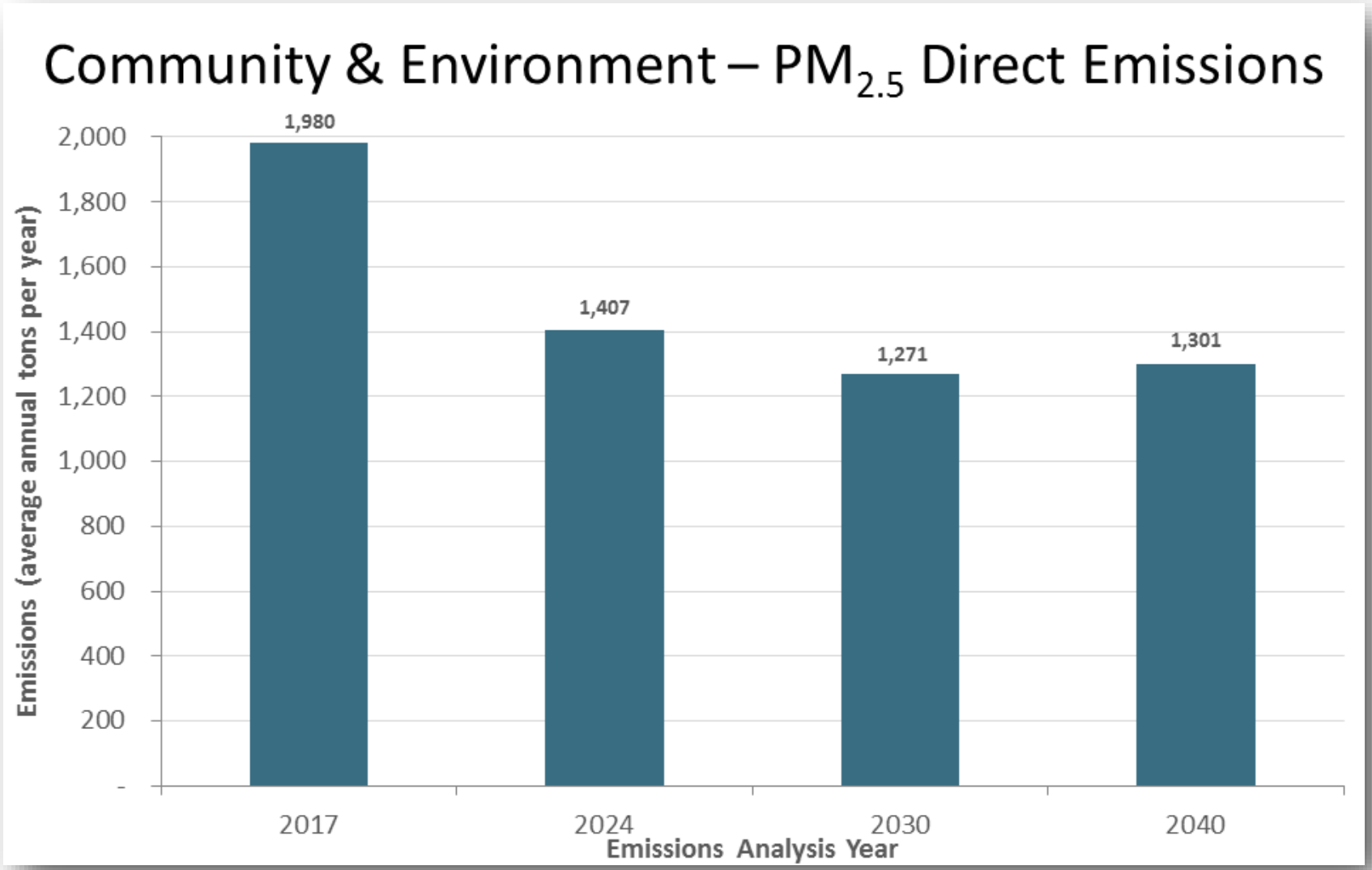
Investments in Equitable Target Areas (ETA) – The ETA index identifies areas in the Atlanta region with high concentrations of environmental justice communities. Appendix J explains ETA areas in more detail. In evaluating The Atlanta Region's Plan Constrained scenario's transportation investments in the region, it was found that over 50% of transportation projects go through ETAs and they make up 67% of the total constrained investments in the region.

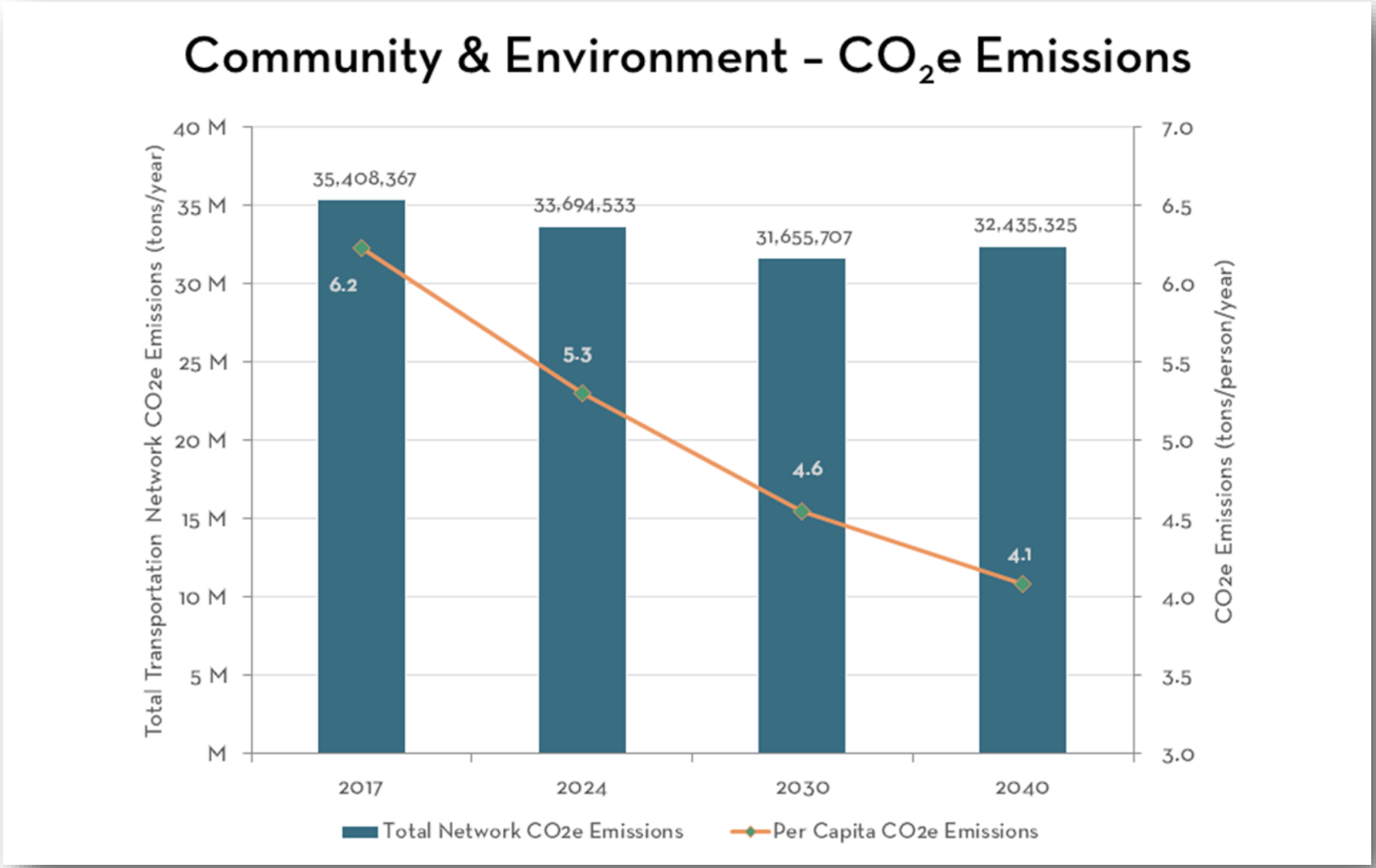
Crash Rate Ratio – This map displays the crash rate ratio throughout the region. The crash rates are measured in the number of injury or fatality crashes per 100 million vehicle miles traveled by facility type. Above average rates tend to focus around high density areas such as downtown Atlanta and the county seats.

Project Crash Rate Ratio – This map shows the crash rate ratio of each project in The Atlanta Region's Plan. Almost all projects intersect with an above average crash link.

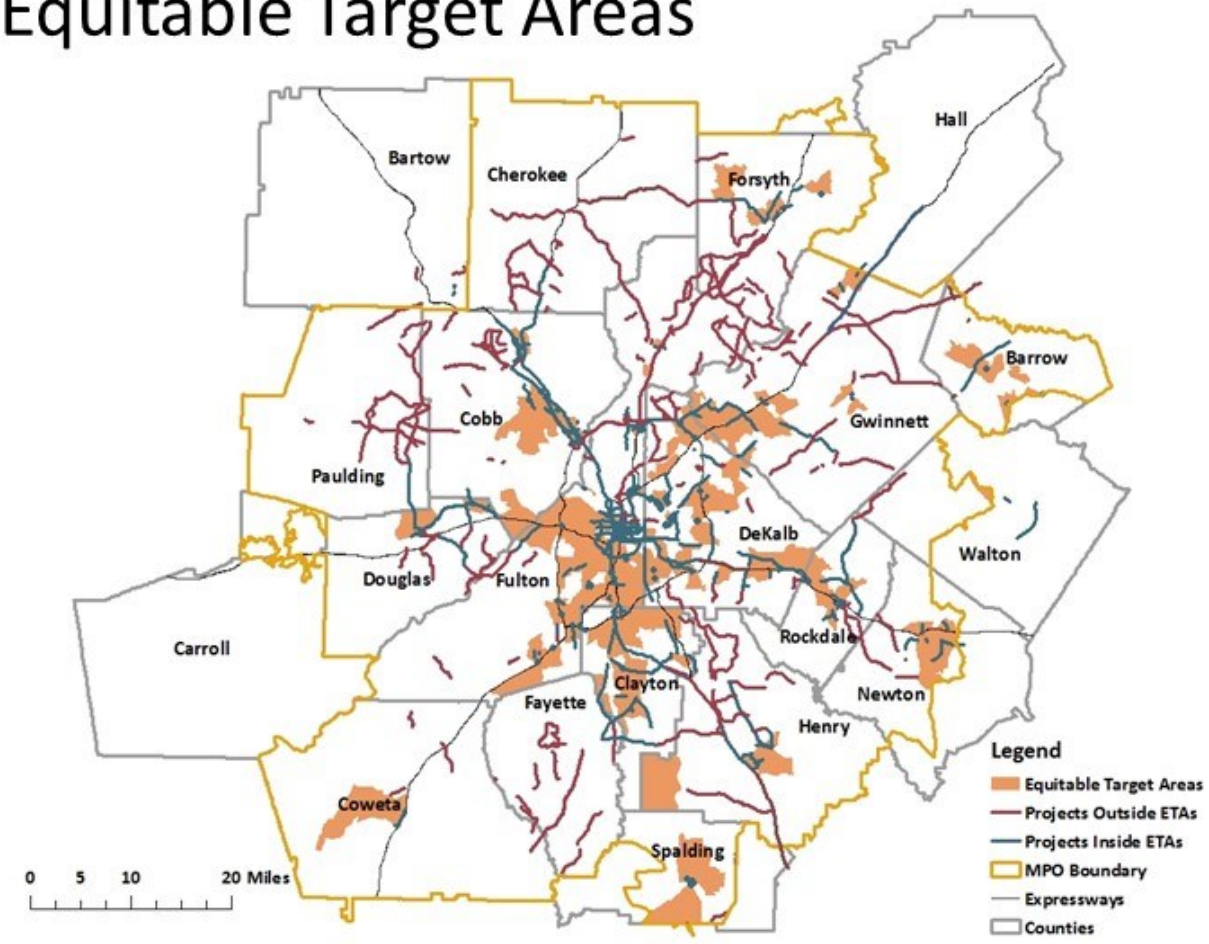
Community & Environment – Ozone Precursor Emissions

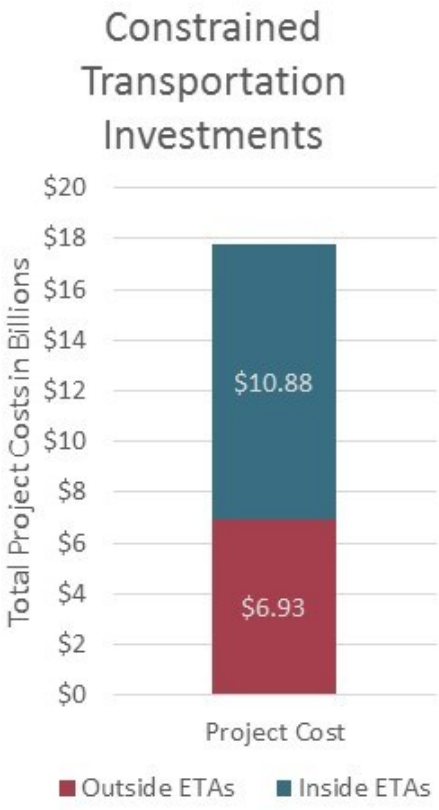



Community & Environment – PM2.5 Direct Emissions
Emissions (average annual tons per year)
2,000
1,800
1,600
1,400
1,200
1,000
800
600
400
200
-
1,980
1,407
1,271
1,301
2017
2024
2030
2040
Emissions Analysis Year

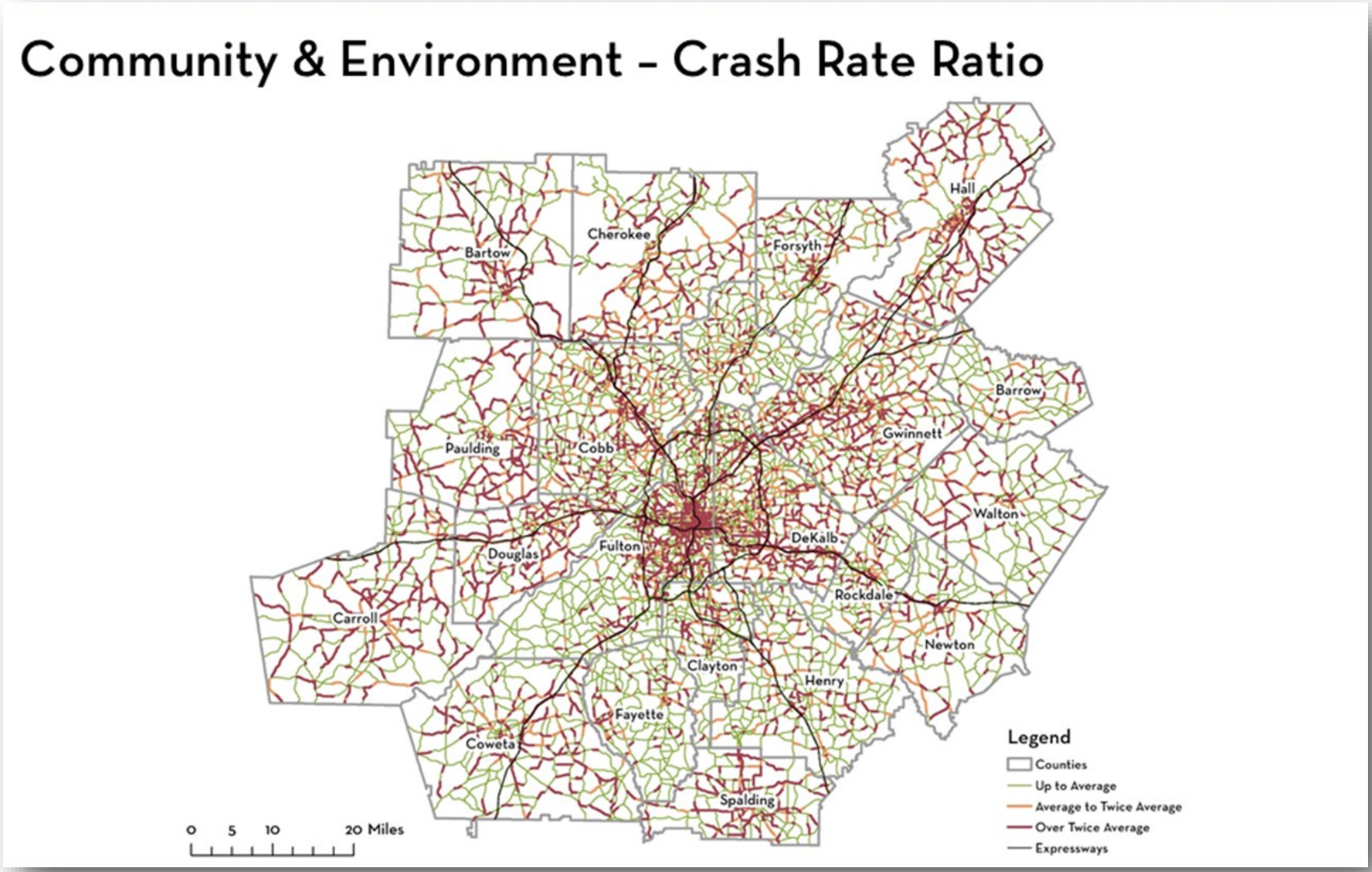

Community & Environment – CO_2e Emissions
Total Transportation Network CO2e Emissions (tons/year)
CO2e Emissions (tons/person/year)
40 M
35 M
30 M
25 M
20 M
15 M
10 M
5 M
M
7.0
6.5
6.0
5.5
5.0
4.5
4.0
3.5
3.0
35,408,367
33,694,533
31,655,707
32,435,325
6.2
5.3
4.6
4.1
2017
2024
2030
2040
Total Network CO2e Emissions
Per Capita CO2e Emissions

Community & Environment – Investments in Equitable Target Areas

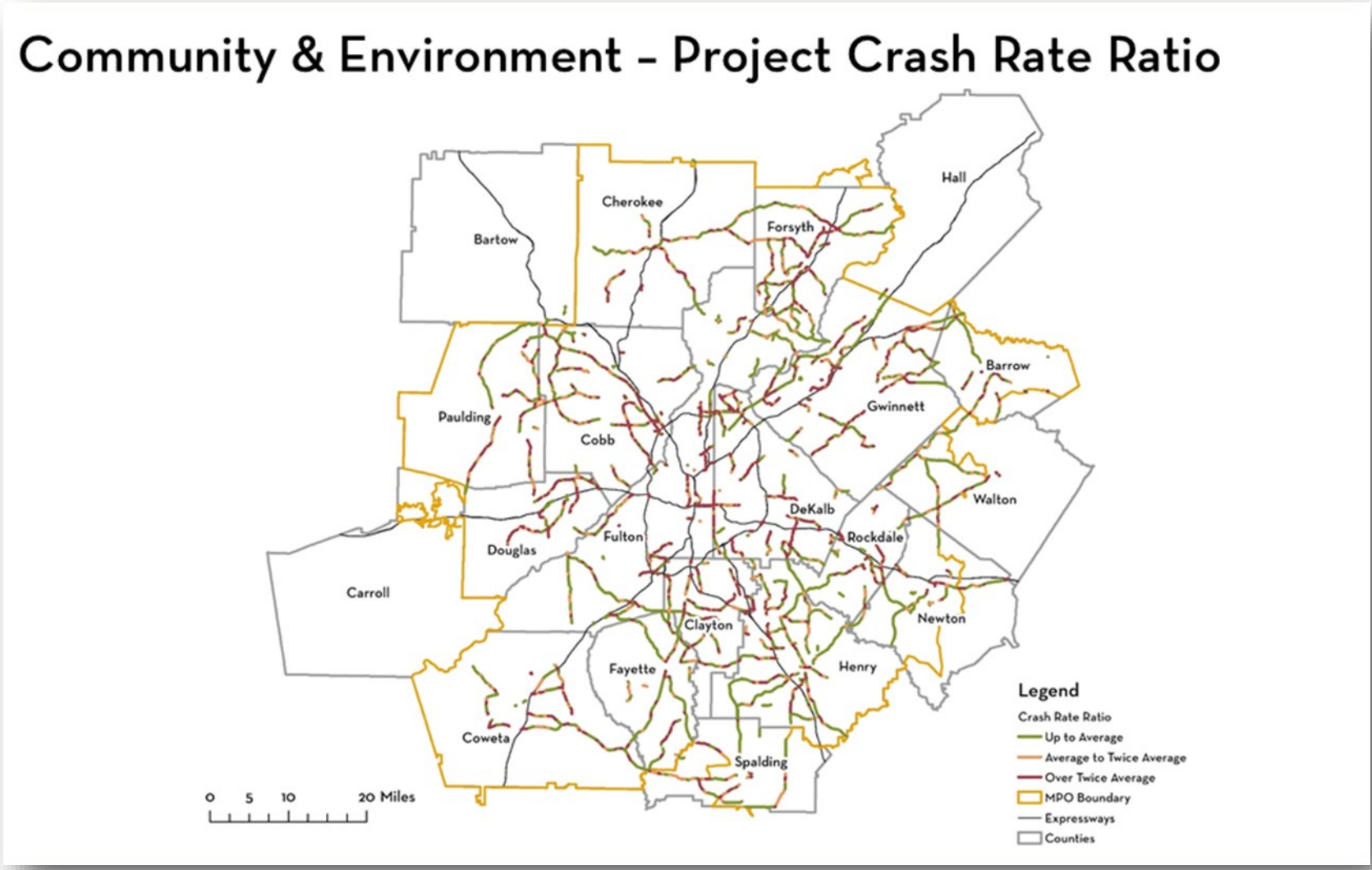




Community & Environment – Crash Rate Ratio



Community & Environment – Project Crash Rate Ratio

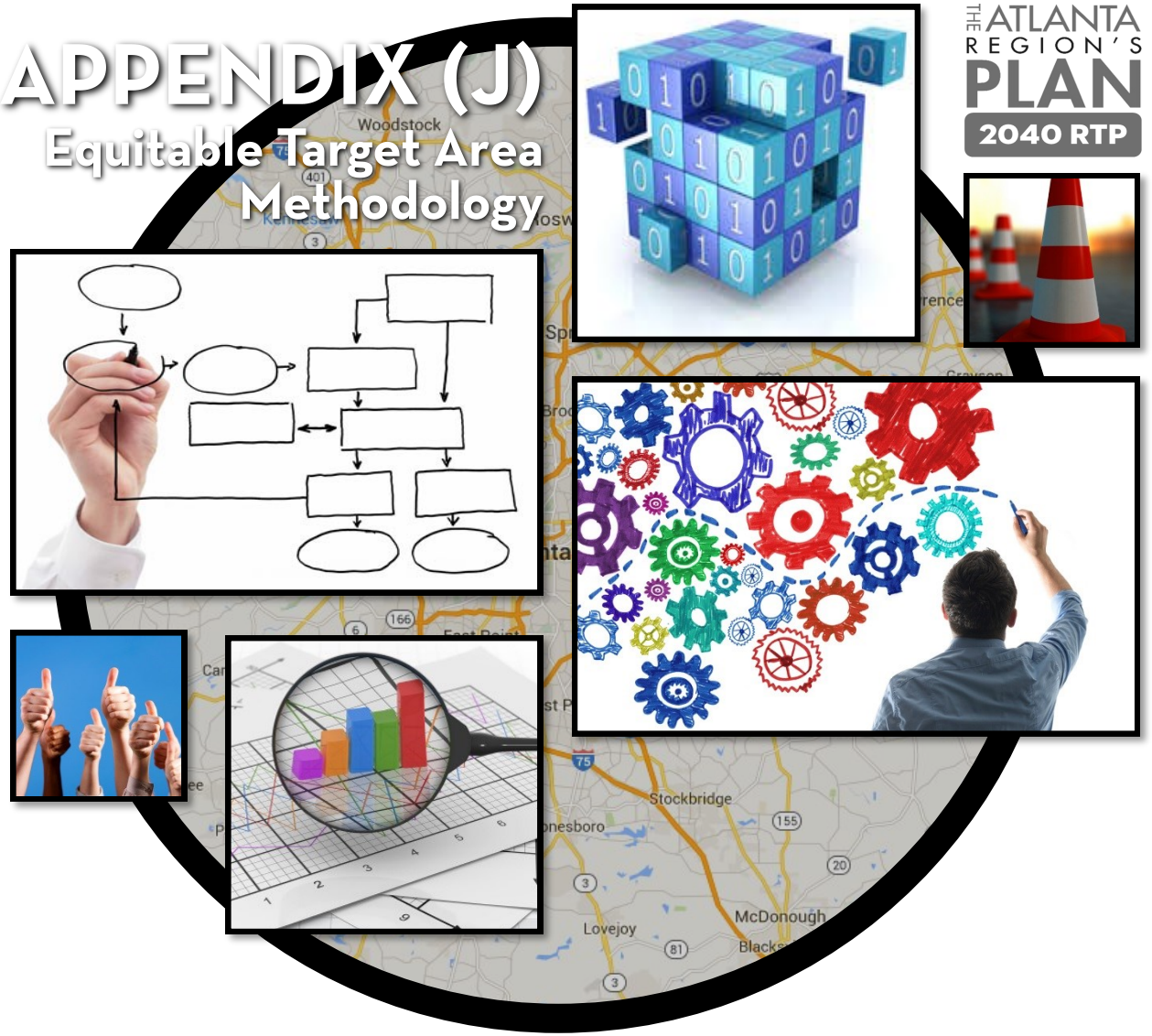


THE ATLANTA REGION'S PLAN - 2040 TRANSIT EXPANSION PROJECT BOARDINGS

TRANSIT PROJECT	PROJECT BEGIN & END	AVERAGE WEEKDAY BOARDINGS
ATLANTA STREETCAR	BLUE/GREEN/PURPLE/RED/YELLOW LINES	15,300
CCT COBB BRT	KENNESAW STATE - ARTS CENTER	17,000
MARTA CLAYTON RAIL	EAST POINT - JONESBORO	2,300
MARTA CLIFTON LRT	LINDBERGH CENTER - NORTH DECATUR	19,800
MARTA GA-400	NORTH SPRINGS - HOLCOMB BRIDGE	12,800
MARTA I-20 EAST	INDIAN CREEK - WESLEY CHAPEL	9,300
MARTA I-20 EAST BRT	FIVE POINTS - WESLEY CHAPEL	7,200
TOTAL TRANSIT		**803,000**

APPENDIX (J)

Equitable Target Area Methodology



THE ATLANTA REGION'S PLAN
2040 RTP

Equitable Target Area Methodology

The Equitable Target Area Index was created to identify environmental justice communities. The federal government defines environmental justice communities as minority and low income communities. Regulations such as Title VI of the Civil Rights Act of 1964 and Executive Order 12898 protect these communities and require planning organizations to identify and address any disproportionately high health or environmental effects on them. Our index is updated whenever new data is available and the methodologies are revised to more precisely identify environmental justice communities.

Index Methodology

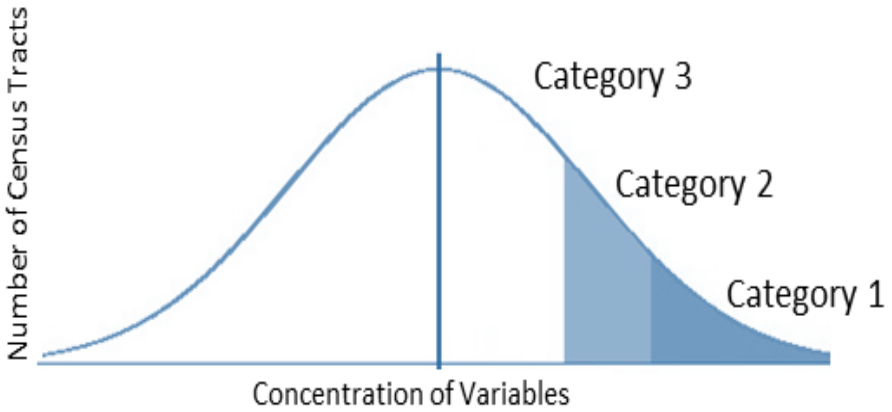
The current version of the ETA Index was created using data from the 2012 5 year American Community Survey (ACS) and the 2010 Census. All of the data was aggregated at the census tract level. Since environmental justice communities are defined as low income and minority communities, our variables include:

- Percent of population in Census Tract considered to be in Poverty
- Percent of population in Census Tract that responded as African American
- Percent of population in Census Tract that responded as Asian
- Percent of population in Census Tract that responded as Hispanic
- Percent of population in Census Tract that responded as another race that is not White

The poverty data was obtained through the American Community Survey and all other variables were found using the 2010 Census, which is a more accurate representation of the population.

Categories were created for each variable based on the percentages of that population within each census tract. Standard deviations were then found, excluding outliers, using ArcGIS. A census tract was considered Category 1 if its percentage exceeded the highest standard deviation, Category 2 if it was between the second highest and highest standard deviation and Category 3 if it was below the second highest standard deviation. The graph below illustrates this process using a normal distribution.

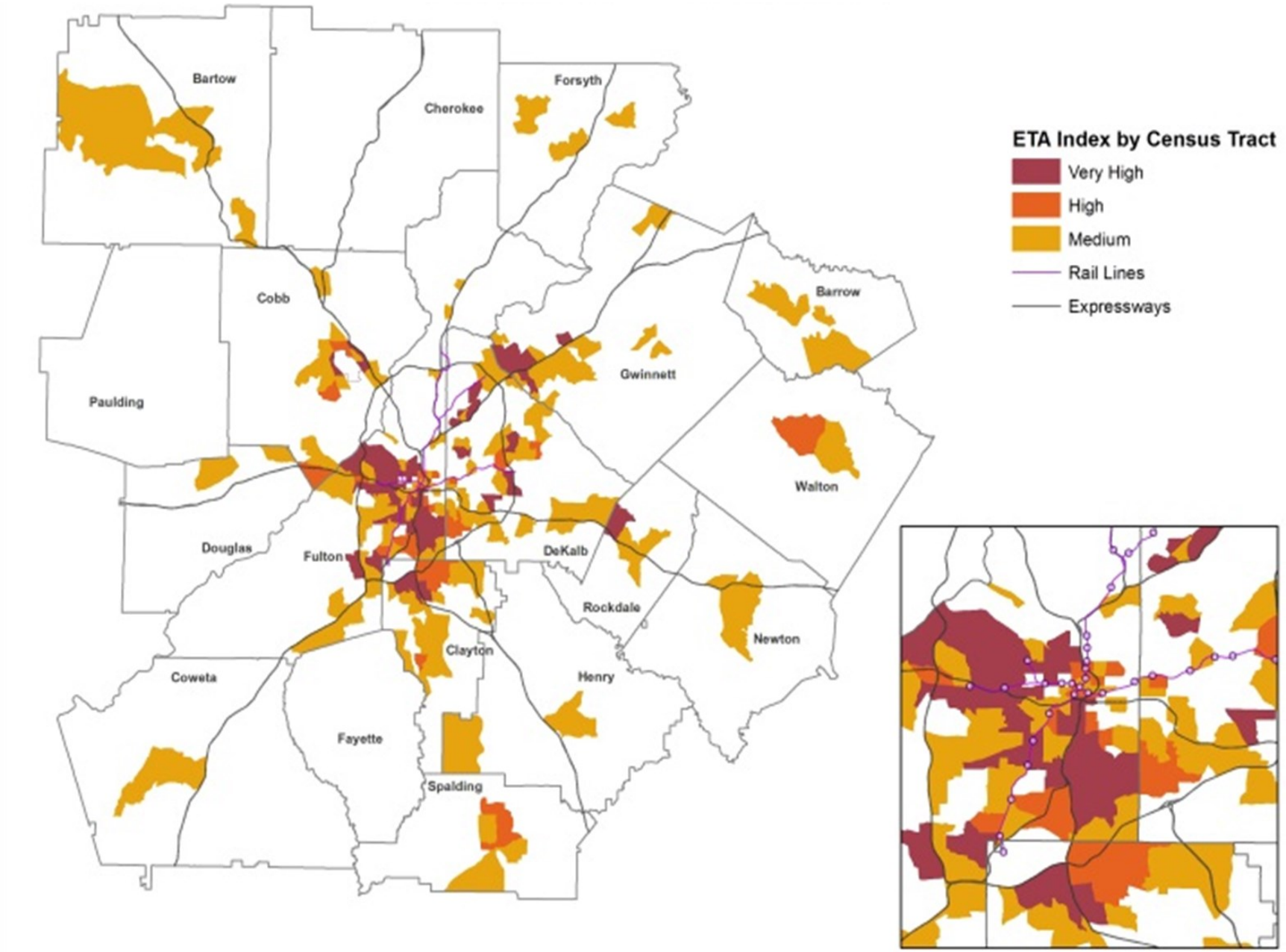
Example of Standard Deviation Categories



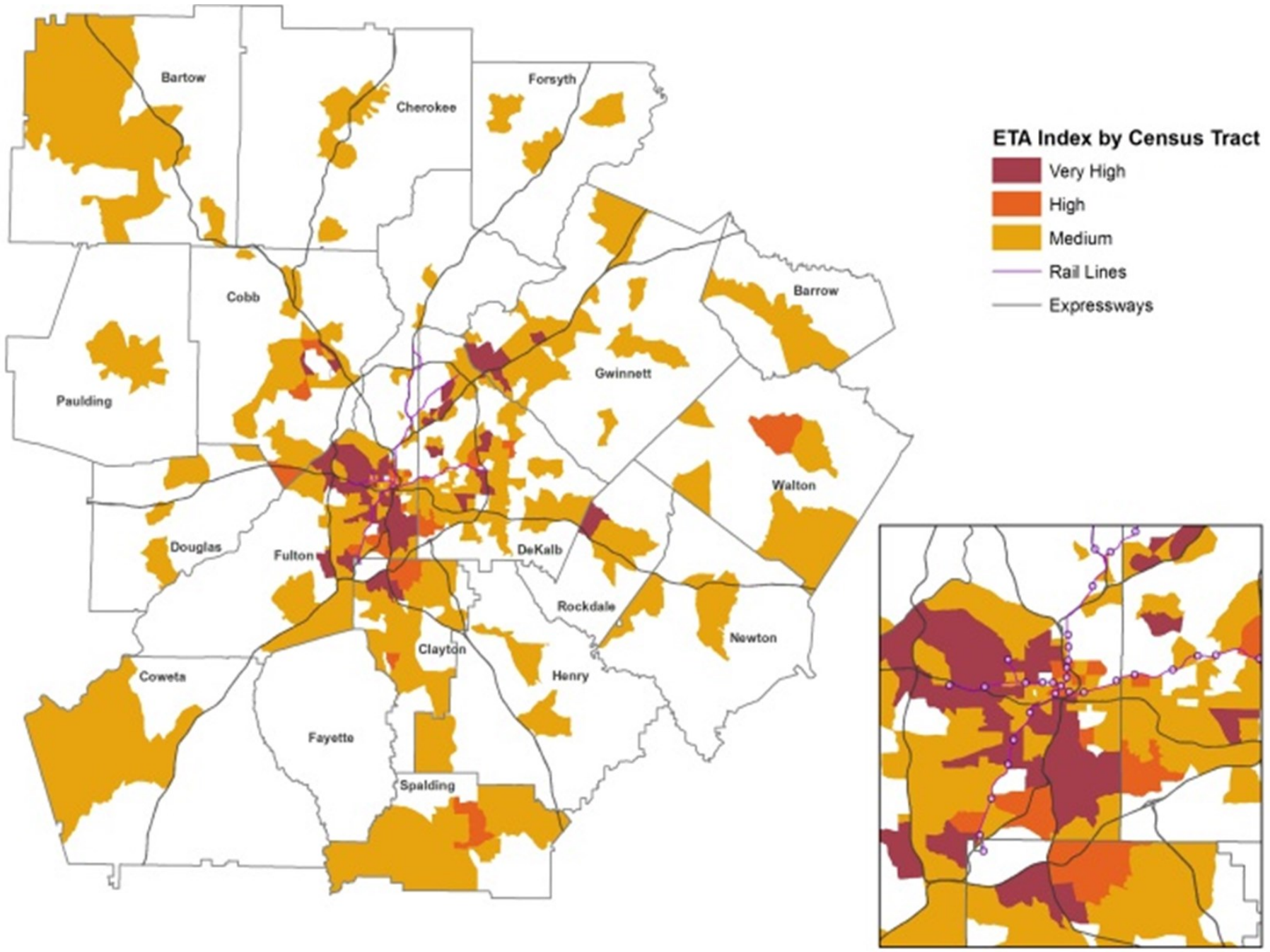
In the maps on the following pages, the darkest area would include census tracts with a Category 1 ranking for this variable and the lighter area would include census tracts with a Category 2 ranking for this variable. While regional average had been used in the past, the number of tracts clustered near the average was found to dilute the areas in greatest need. This method solves that issue and switches the focus to the communities in greatest need. A comparison of these two options is shown in the maps.

After the categories were set, the race and ethnicity variables were consolidated across census tracts. This was done by using the highest ranked variables category. Therefore, if a census tract ranked 1 for Asian and 3

Equitable Target Areas Using Standard Deviation



Equitable Target Areas Using Averages



for all other race and ethnicity categories, the race ranking for the census tract is 1.

The poverty and race categories are then used to create a unified ETA Index. Concentration of poverty was used as a limiting factor for being considered an ETA and concentrations of minority populations affect whether an area is high or very high. This is meant to give a clearer image of the areas with the greatest need.

ETA Index Categories

Poverty Category	Race Category	ETA Index
1	1	Very High
	2	High
	3	
2	1	Medium
	2	
	3	
3	1	Non-ETA
	2	

Category Percent Ranges by Variable

Variable	Category 1	Category 2	Category 3
Poverty	86% - 34%	33% - 22%	21% - 0
African American	98% - 80%	79% - 50%	50% - 0
Hispanic	92% - 40%	39% - 28%	28% - 0
Asian	46% - 13%	12% - 7%	7% - 0
Other Non-White Race	7% - 4%	3.9% - 3%	2.9% - 0

Population Percentages by Final Category

Index	2010 Population	Percent of Population
Very High	233,273	4.7%
High	114,065	2.3%
Medium	752,792	15.1%
Total	1,100,130	22.1%

Spatial Analysis Methodologies

Once the ETAs were located, spatial analyses could be done. Most of the analysis focused on accessibility, due to the high transit dependent population within most ETAs. ARC also analyzed Ladders of Opportunity through accessibility to specific essential services based on the type and availability of data.

Further analysis was also done on other factors relating to ETAs such as zero car households and low wage jobs. There are many more factors that could be included as well, including highest obtained education level, high school dropout rates, and crime statistics. However, for the purpose of transportation related issues, they were left out of this study.

Buffering

The simplest way of determining accessibility is through proximity. For certain amenities, such as parks and transit stops, it can be assumed that they are most useful for those who can walk to them. Therefore, for these amenities a 0.5 mile buffer was used and overlaid onto the ETA map. While this method does not take into consideration actual travel distance or sidewalk conditions, it does serve to point out areas with little to no access anywhere near them. The resulting maps were presented in the Process / Ladders of Opportunity section of this document.

Open Trip Planner Analyst

Open Trip Planner Analyst provides more in depth accessibility analysis by using transit schedule information and route finding algorithms to create transit travel sheds based on duration of trip. One way to utilize this tool would be to enter an address and see how far you could go, where you could go, and how long it would take you if you took transit. Open Trip Planner Analyst also allows a script to be used to find travel sheds using multiple locations.

To analyze how accessible different places within the ETAs were to different services, the ARC found point locations for grade schools, grocery stores, higher education, hospitals, and libraries. Since the ETAs cover a wide area of the region, it made more sense to use the destinations as the starting place to see how much of the ETAs were covered by their transit sheds. The resulting maps were presented in the Process / Ladders of Opportunity section of this document.

All travelsheds assume a 60 minute travel time except grocery stores, which is 30 minutes. These travelsheds include about 0.5 miles of walking distance. Only transitsheds within ETAs are shown in order to more easily understand where there are gaps in service for ETAs.

There are several caveats to these maps, however. For example, because Open Trip Planner only has access to schedule data, choosing different time periods can affect the travelsheds. These maps were all created using a 9:00 am departure time, but that level of service may not be available for those using the system at 12:00 pm. Also, most of the commuter bus systems only run service in one direction during peak periods and only during weekdays. Another factor regarding schedule information is the lack of on-demand transit options. These services greatly increase accessibility for people with disabilities and aging populations.

Zero Car Households

15% of households in the Region do not own a car. These households tend to have more burdens with mobility and less access to services. Access to transit is especially important in these areas. The map contained in the Process / Ladders of Opportunity section of this document shows that many of the census tracts with an above average concentration of zero car households are also ETAs. Zero car household data was found by census tract using 2012 ACS and are broken into categories using natural breaks starting from the regional mean.

Entry Level Jobs

For some, entry level low wage jobs can provide the first step out of poverty. However, travel time to and from these jobs can often come a large costs for things such as day care or an inability to schedule time for a second job. Therefore, availability and accessibility to low wage jobs from ETAs are crucial. The map contained in the Process / Ladders of Opportunity section of this document shows that most low wage jobs are outside ETAs and many are not well connected to transit. Total low wage jobs were found by census tract using 2012 ACS and are broken into categories using natural breaks starting from the regional mean.

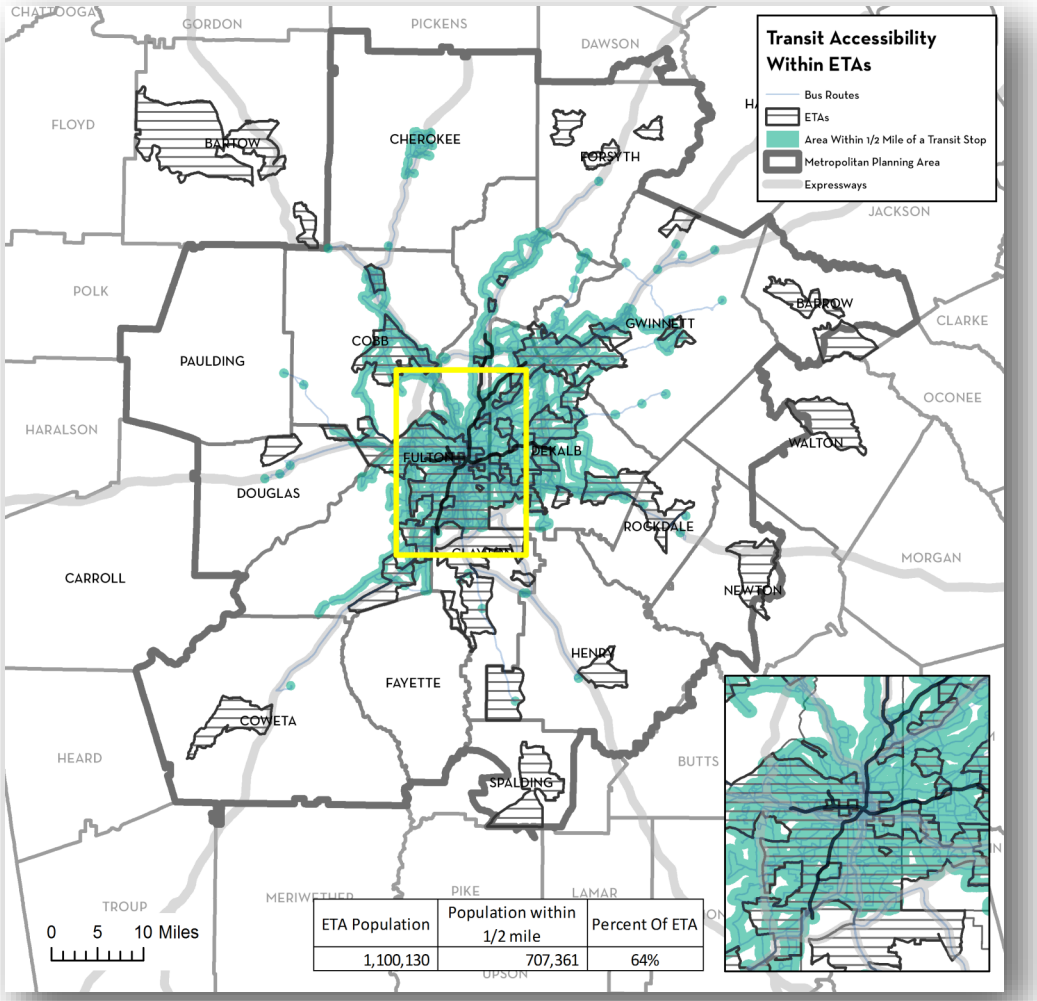
Transit Accessibility to Key Destinations

Existing transit services with a half mile buffer around stations are shown here, along with ETAs, to indicate walking access to a transit stop. It is evident that most of the areas in the core of the Region are served by local or express transit systems. However, many of the areas in the outer rural counties do not have access to scheduled transit services. While Clayton County has just approved the MARTA tax, more needs to be done for areas where many households do not have a car.

The lack of transit access in some of these areas, particularly those within historic suburban town centers, means that getting to and from many essential services can be difficult. Even residents within a stop buffer may find that they are served only by a single bus route with infrequent service, which can still be severely limiting to mobility.

In order to determine actual transit access, ARC conducted an analysis using essential services such as libraries, schools, grocery stores, and major hospitals. The transit travelshed, furthest distance that can be traveled within a certain time by transit, was calculated for each service using Open Trip Planner. For this analysis it was assumed that a transit rider would be willing and able to walk up to one-half mile during their trip. The results shown in the following series of maps only include the travel sheds within ETAs for simplicity. The portions of ETAs shown in grey cannot use transit to get to that service within the defined time period.

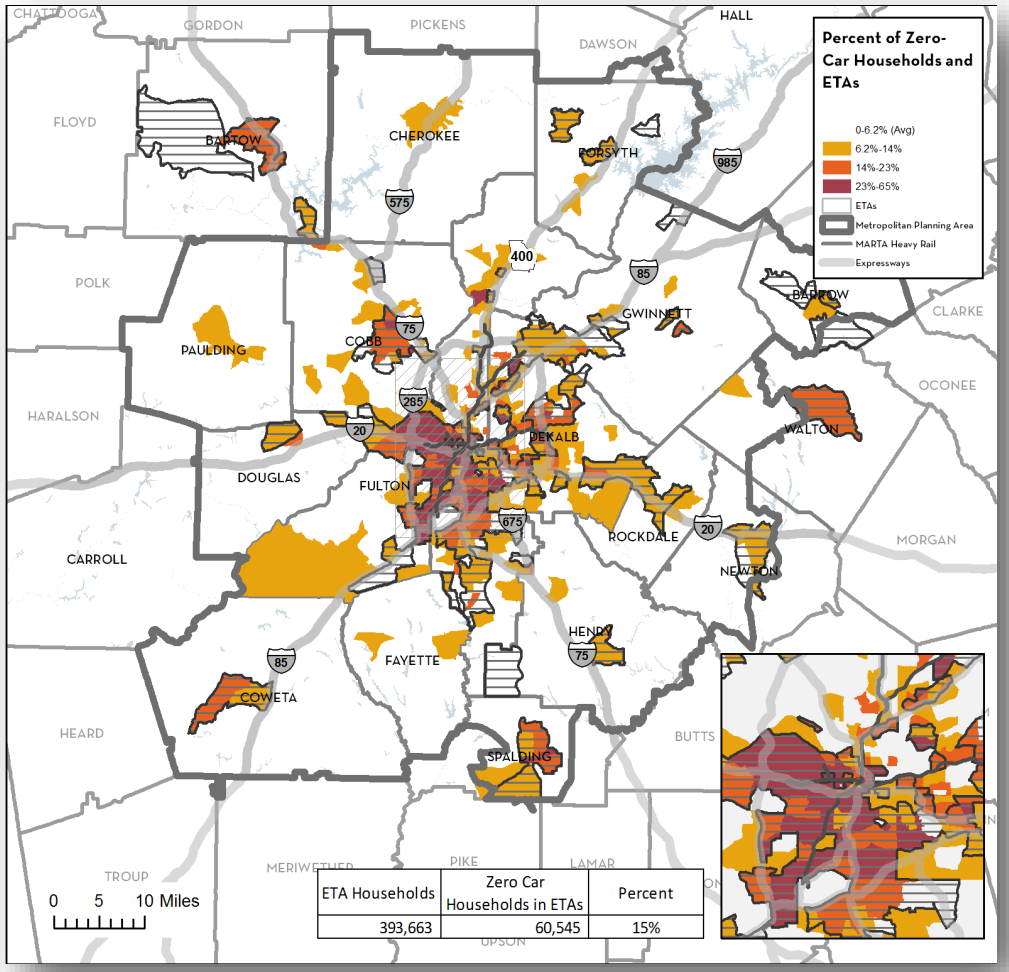
It's important to note that Open Trip Planner only utilizes transit schedule data and does not account for individuals who could walk to a service within the time period or the availability of on demand transit services.



Zero Car Households and Equitable Target Areas

The majority of transportation dollars in Georgia are dedicated to residents who drive. Infrastructure investments and fuel subsidies support those who have the ability and the funds to use an automobile as their primary mode of transportation. Georgia has few options for those who are unable or unwilling to drive. Suburban and rural areas in particular lack the options non-drivers need. According to the 2012 5-year American Community Survey, 6.2% of households in the 18-county Region do not own a car. Some of the zero car concentrations reach up to over 50% of households within a census tract.

As would be expected, there is a correlation between areas identified as ETAs and those with a high percentage of households without access to a private vehicle. Over the next 30 years the Region will need to take a more comprehensive approach to transportation to assist the growing numbers of residents that cannot drive or choose not to drive. Investing in transportation options now will better prepare the Region and the state to manage an increasingly diverse population with increasingly diverse needs. Additionally, the greater interest at the federal level in transportation options is evident as many states and regions are investing significant dollars into transportation alternatives.

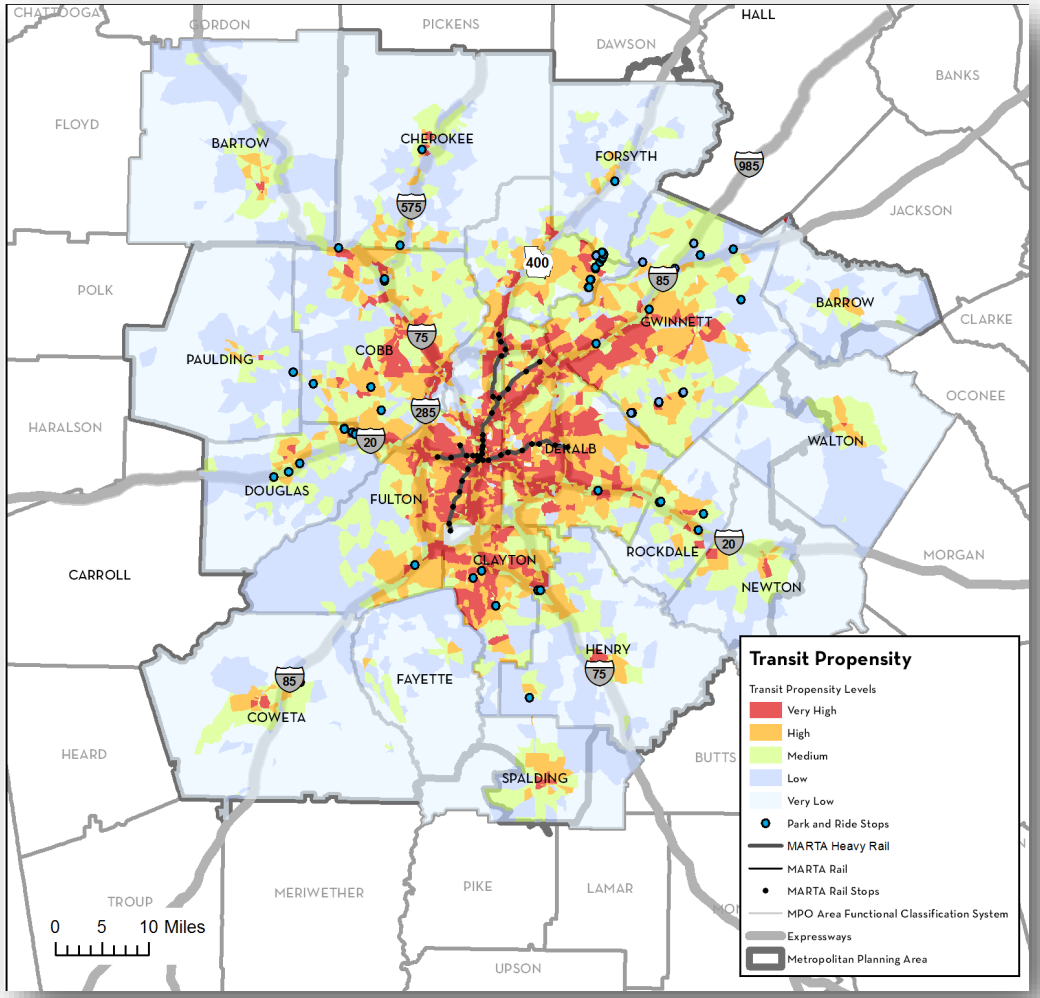


Transit Propensity

The Region's current transportation infrastructure fits the needs of many, but there are several areas where it may be difficult or impossible to travel efficiently without a vehicle or where the level of congestion makes using transit an attractive option for people who would ordinarily drive. The Region must focus attention on these areas, particularly where they intersect with disadvantaged populations and a high percentage of choice riders.

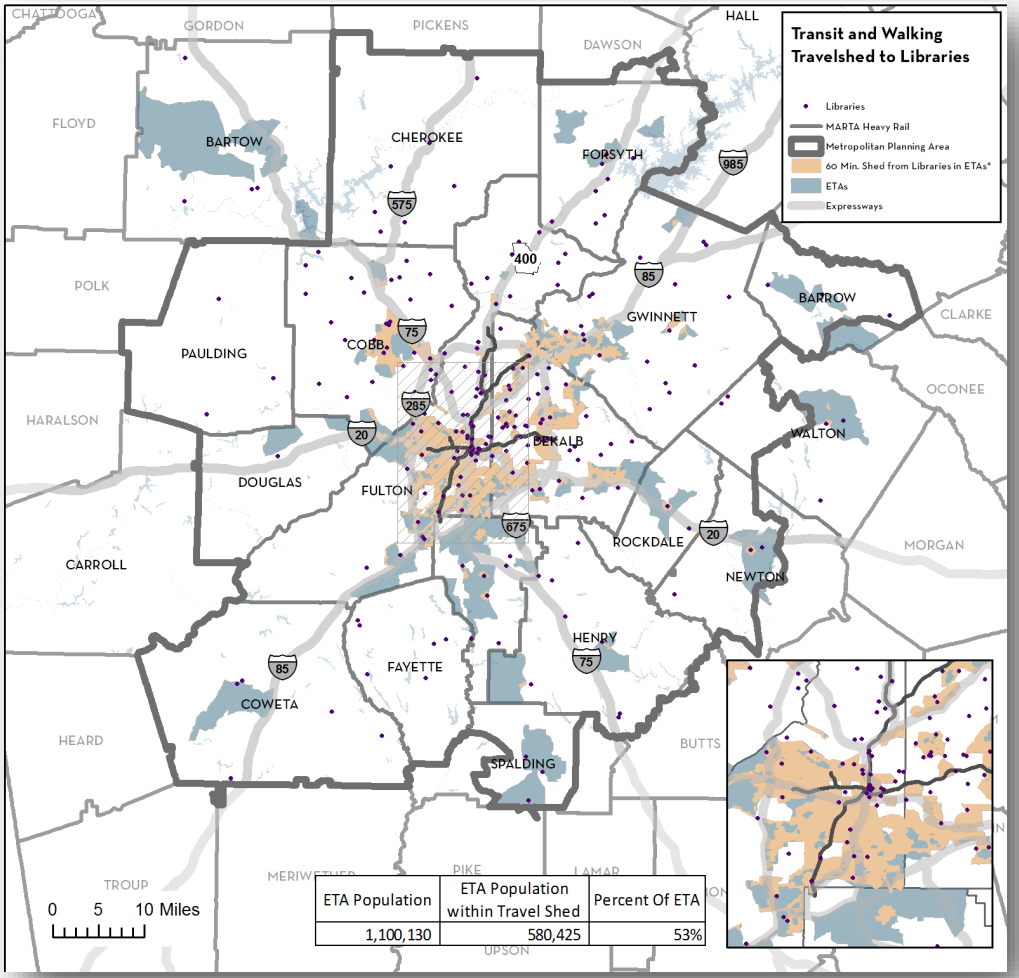
Population density, employment density, low income households (making less than $25,000), congestion level, and the percent of minorities were used to find areas with dependent riders and choice riders. In other words, those communities with the highest propensity to use transit services if they were available. The most obvious need is in Clayton County where MARTA was just approved to start service. There are also some pockets of transit need in the suburban town centers, where express and circulator bus services might be considered. One issue that needs to be researched more, however, is the frequency and types of services currently provided within the existing transit footprint. Upgrading heavily used bus lines to rail, and increasing the frequency and connectivity of the existing bus lines could bring a new level of alternative transportation mobility to the Region.

Accommodating the needs of those unable to drive must be a critical strategy in developing a program of transportation strategies that strengthens our economy and addresses the full spectrum of travel needs in the Region. A healthy transportation system also needs to have a diverse array of options, so the traveler can choose how to get to their destination.



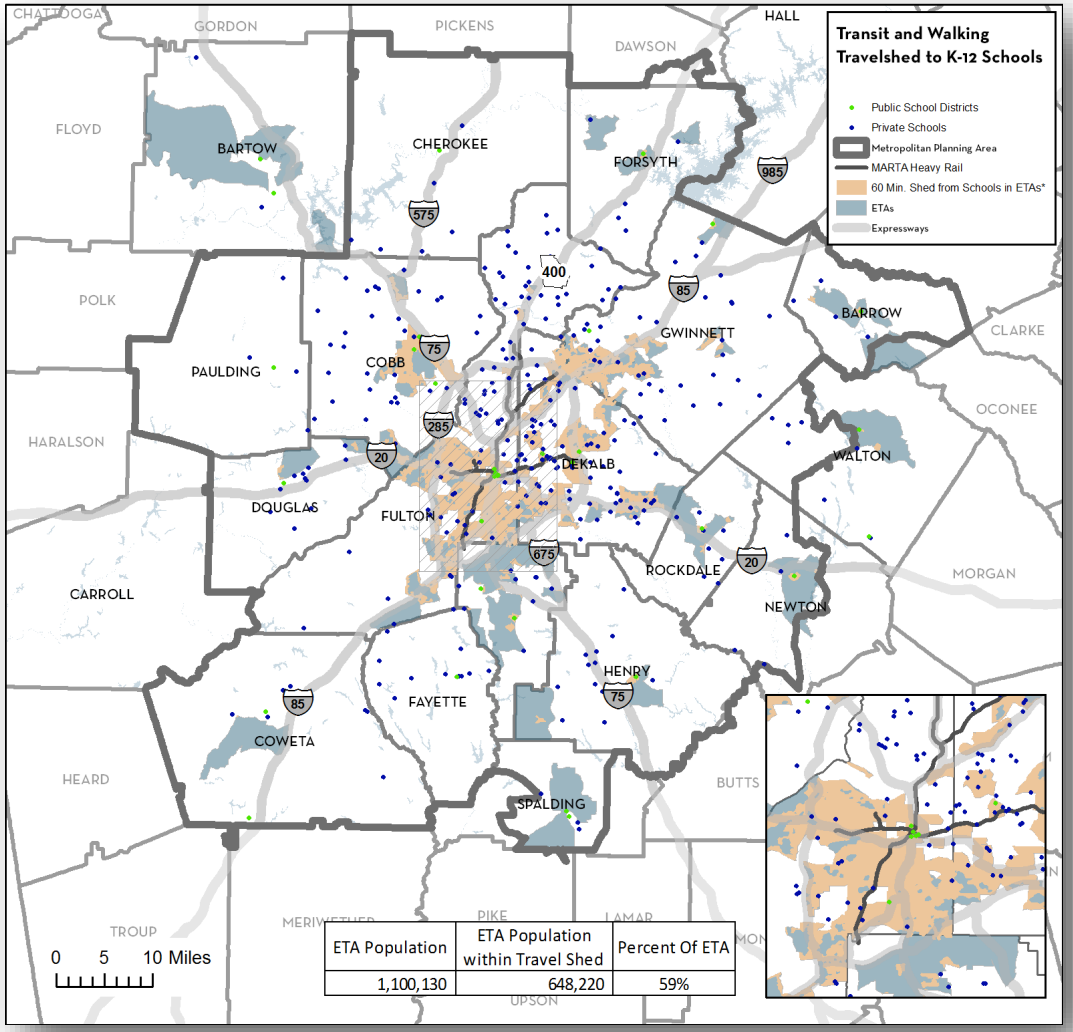
Transit and Walking Travelsheds to Libraries

Libraries are a crucial resource for many households in poverty that may not have access to a computer or internet in their homes. The proliferation of online education and job applications make access to free internet an important way to connect people to opportunity. Libraries and ETAs tend to be centrally located in dense areas, therefore many people within the suburban ETAs shown in grey on this map might be able to walk or bike to the library within an hour provided the infrastructure is in place. There does not appear to be a serious disconnect between the proximity of libraries to ETAs versus non-ETAs, but the bicycle and pedestrian infrastructure in these areas should be analyzed for any gaps in connectivity.



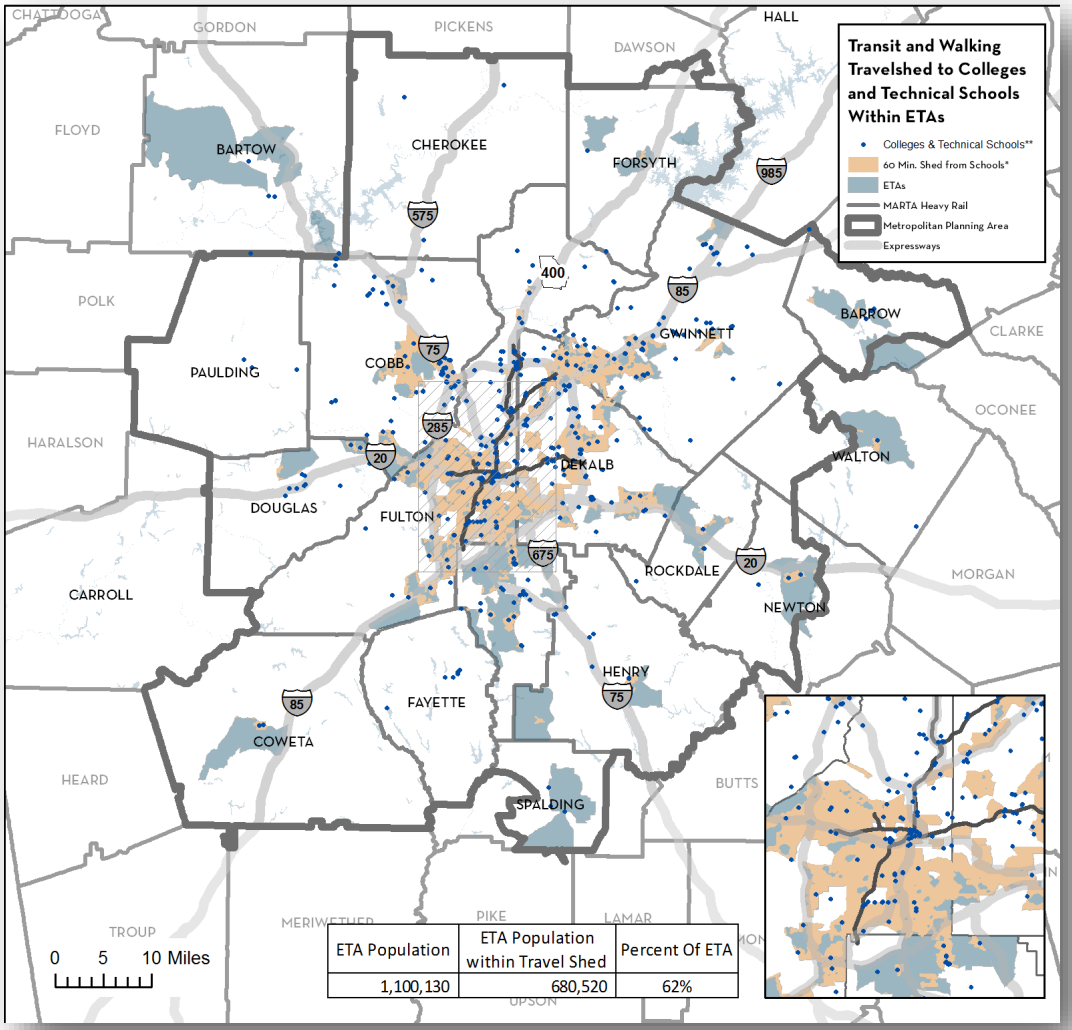
Transit and Walking Travelsheds to K-12 Schools

Schools will typically be sited in close proximity to where people with children live. Although there are a handful of examples of new schools being located close to town centers, a trend has emerged in recent years of new schools being built in undeveloped areas with less expensive land to accommodate all grades on a single site and future growth. As this trend continues it may be increasingly challenging to access those schools by public transit, bicycling or walking.



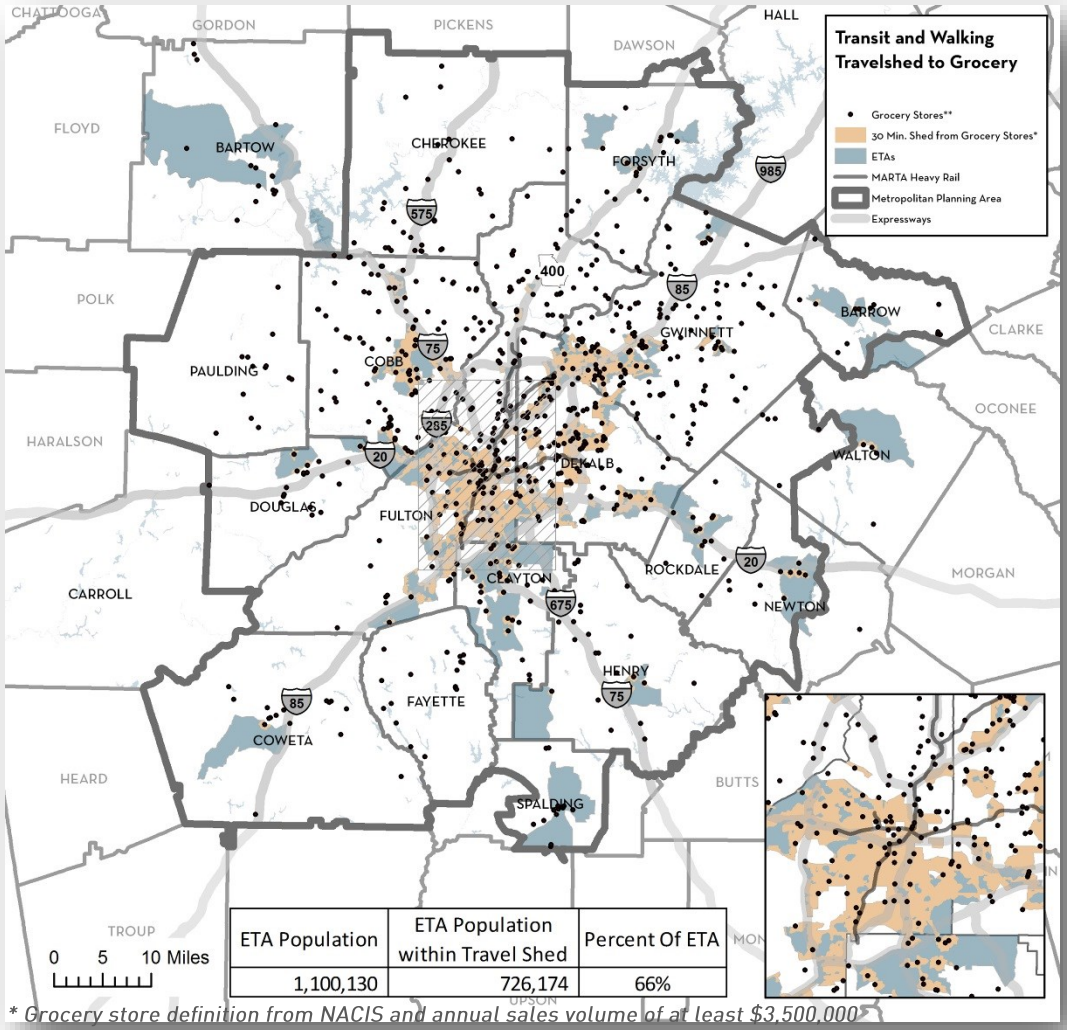
Transit and Walking Travelsheds to Colleges and Technical Schools

It is particularly difficult to estimate a transit travel shed to higher education facilities because of their specialized nature. A person inside of a transit shed on this map may still not be able to get to the school they want to attend or have been accepted to. Travel surveys have a much higher accuracy of how students living in high poverty areas travel to school and where they attend classes. ARC has conducted an extensive travel survey in 2010 and has access to MARTA's latest on-board ridership survey. These resources will be used to continue analyzing this aspect of accessibility.



Transit and Walking Travelsheds to Grocery Stores*

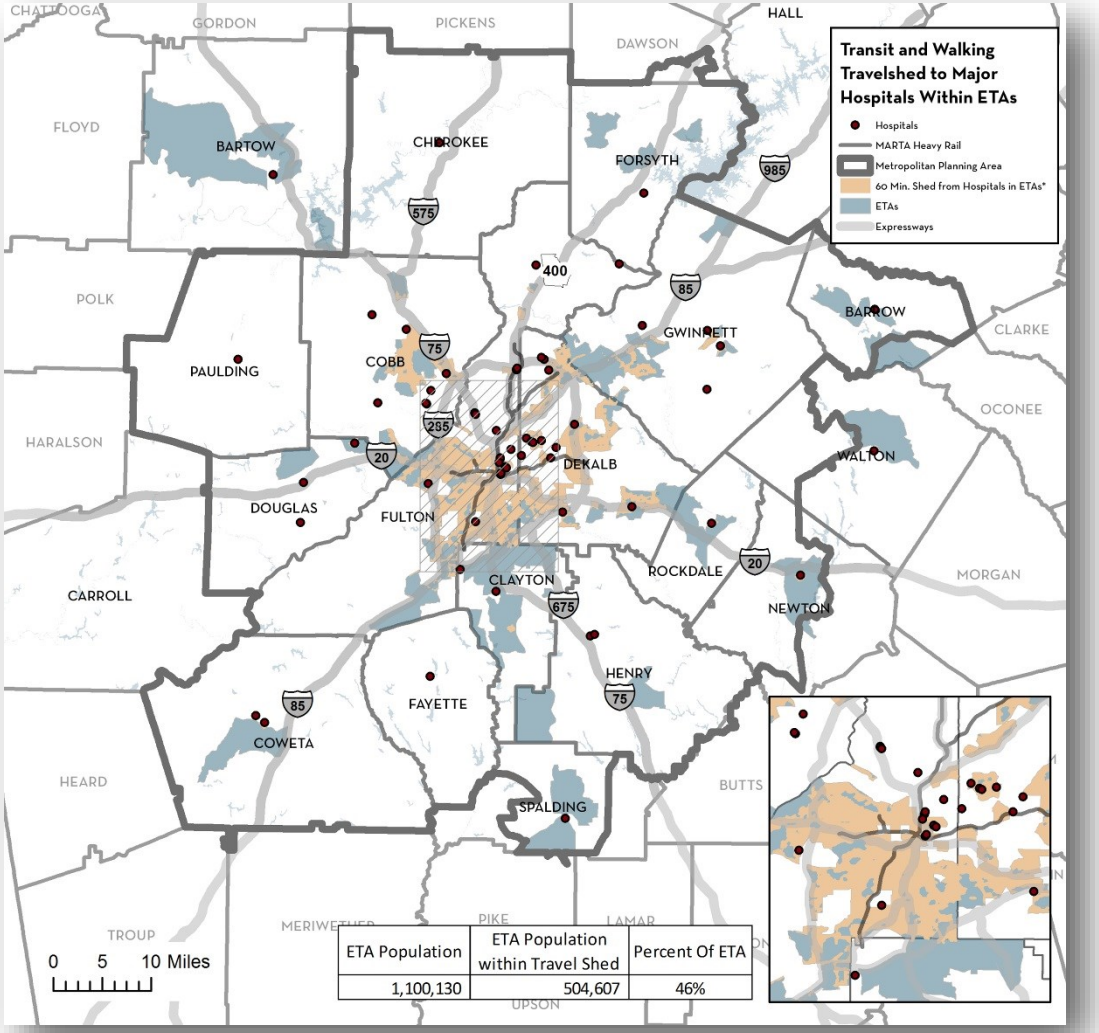
Grocery stores are much more widely scattered around the Region than the other essential services included in this analysis. Since many items purchased will be perishable, such as fresh fruits and vegetables or frozen items, a 30 minute maximum travel time was assumed rather than 60 minutes. This map would seem to indicate that levels of access are reasonably good, especially if one considers the possibility of trips completed entirely by walking, but it's likely that many facilities shown are not full-service grocery stores. Being able to purchase packaged and processed foods at a local convenience store is not the same as having the range of options afforded by a full-service grocery. In order to better determine the level of convenient access individuals living within ETA areas have to groceries, it will be necessary to refine this analysis and better differentiate between the services and products actually provided by each facility shown.



** Grocery store definition from NACIS and annual sales volume of at least $3,500,000*

Transit and Walking Travelsheds to Hospitals

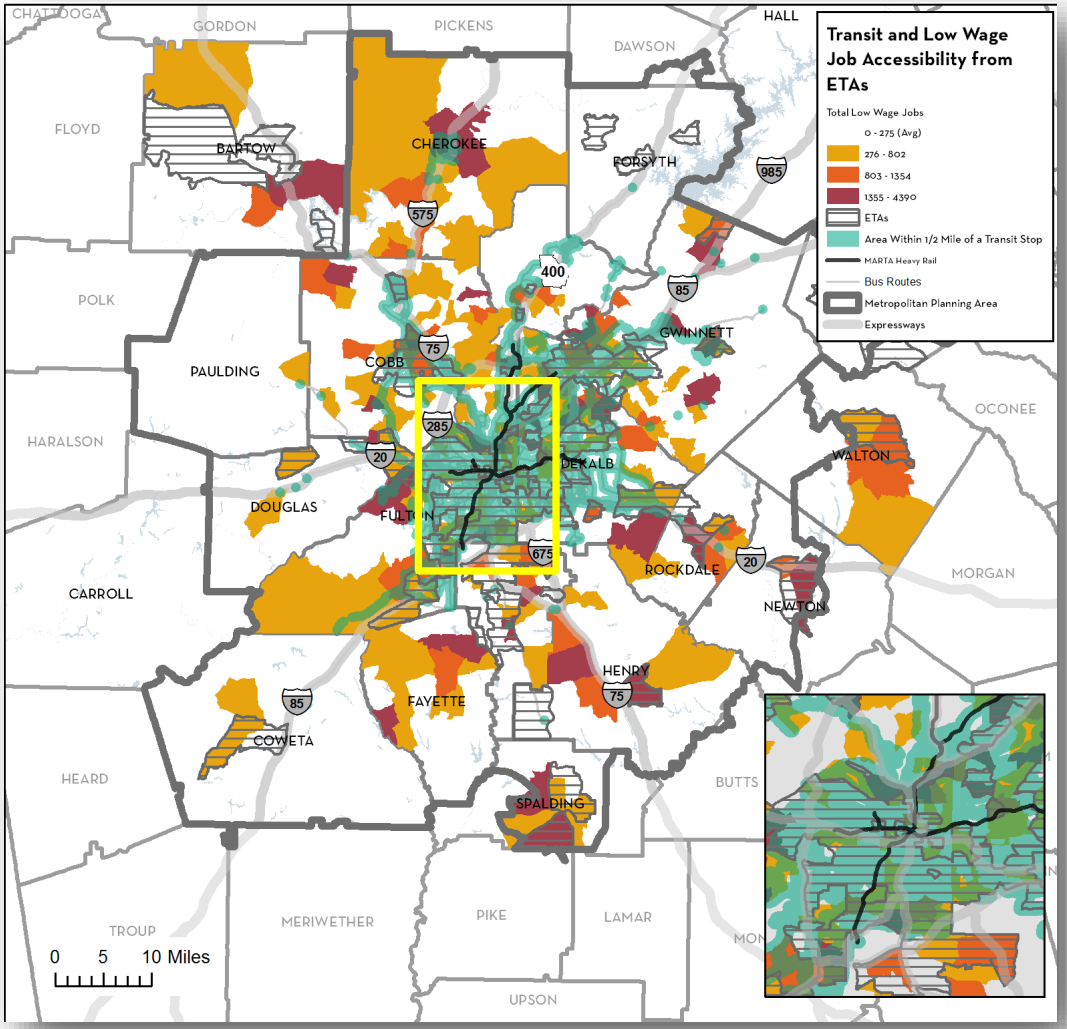
Many households in poverty have historically not had access to healthcare and have therefore have not had access to preventative care. As healthcare becomes more affordable, more individuals living in poverty will regularly have access to this service. Most clinics can handle basic healthcare, but some specialized needs still require frequent visits to full-service hospitals. However, without accurate information about which clinics and hospitals are most frequented by people in poverty, assumptions about access are impossible to make. ARC would like to partner with public health organizations to gather and share data to gain a better understanding of where our Region has gaps in access to healthcare services.



Transit and Walking Travelsheds to Entry Level Jobs

Access to entry level jobs, which frequently pay low wages, can provide a first step out of poverty. However, if it costs too much or takes too much time to get there, the benefits of having that job are decreased by detracting that amount of time they would be able to spend in school, at a second job, or the amount of money they would have to spend on child care. Using census data, the number of low wage jobs (earning less than $1200/month) by census tract was found and compared to the Equitable Target Areas.

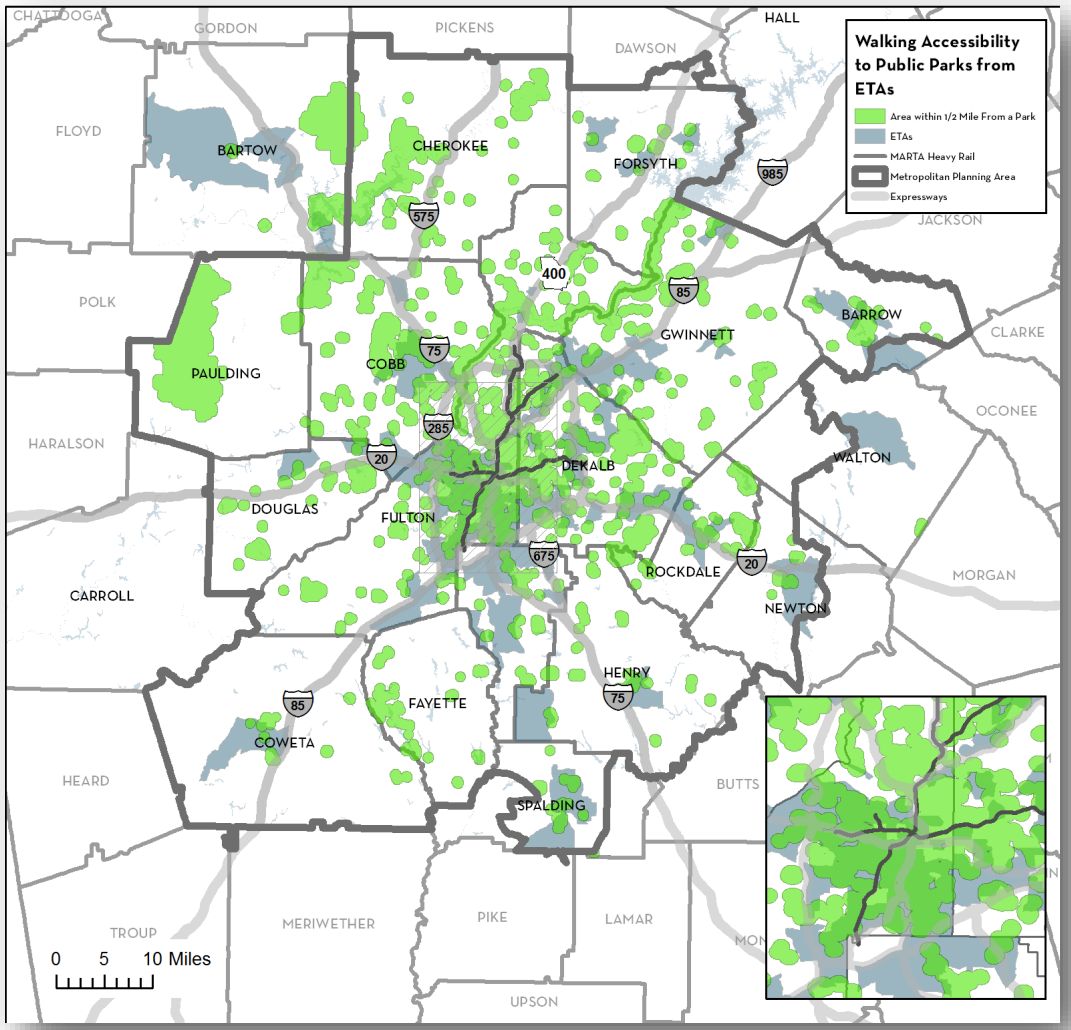
Many low wage jobs around the Region are in located in widely dispersed retail developments built over the last couple of decades. Even when in close proximity to ETAs, accessibility by transit to these suburban developments is often not possible. Retail developments cluster in areas where incomes and population densities are highest to have the best opportunity to make a profit. In order to continue providing those shopping opportunities to local residents, the Region must be deliberate about ensuring the people hired to run the registers, stock the shelves and sweep the floors can get to their jobs.



Transit and Walking Travelsheds to Public Parks

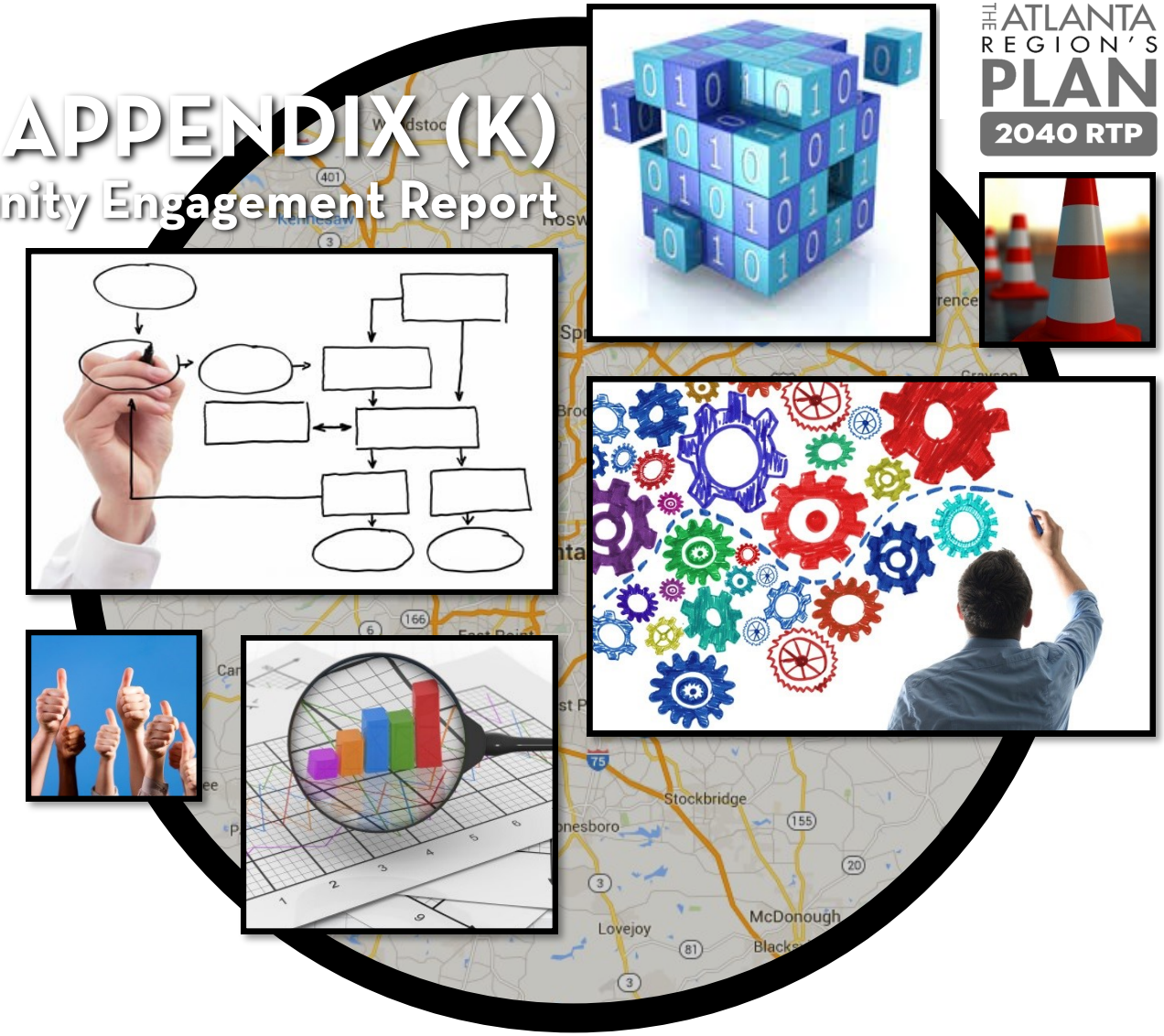
Accessibility to parks is important to support public health. We have many parks in the region, but some areas still have limited accessibility to them via active transportation.

While parks are widely distributed around the region, our overall number and acreage lag behind other metro areas. While the Region is making improvements in this area, it's clear that the most sensitive ETAs tend to be those with the least access to a public park. Many of the individuals in living in ETAs also live in apartments with no access to the private yards. If the Region wants to be viewed around the nation as having a great quality of life, ensuring that communities have convenient access to nature, whether in a wilderness, a park, or in their own back yard, is essential.



APPENDIX (K)

Community Engagement Report



RTP Community Engagement Overview

As the Metropolitan Planning Organization for the metropolitan Atlanta Region, ARC has a distinctive role in the engagement process, which is to facilitate regional stewardship by bringing diverse perspectives and coalitions together. ARC serves as a connector between communities. ARC is also responsible for sharing information with the public early and often, and ensuring that the information is presented in a manner that is clear and understandable.

Sample of The Atlanta Region's Plan Campaign Materials

This report endeavors to document how these commitments were accomplished for *The Atlanta Region's Plan (Transportation)*, its associated Transportation Improvement Program and the Conformity Determination Report. All of this is integrated with the Georgia Department of Community Affairs (DCA) required Regional Agenda and coordinated with the Area Agency on Aging programs.

The official public comment period for the RTP and associated FY 2016-2021 TIP started December 7, 2015 and ended January 15, 2016. This report summarizes all stakeholder and public outreach and comments throughout the development of *The Atlanta Region's Plan*. Responses to specific comments received on the draft plan during the final comment period are also contained in this report. This document is included as an appendix to *The Atlanta Region's Plan (Transportation)*.

A legal ad was published in the Fulton County Daily Report on December 6, 2015 summarizing the intent and content of the RTP and inviting public review and comment through email, fax, phone or TTY. A special website was also created for *The Atlanta Region's Plan* with details of the plan development process, and specific components of the plan, as well as the draft CDR and findings. This website address was broadcast widely through the ARC community networks in publications such as the Regional Briefings, the Community Engagement Network newsletter, and social media accounts like Facebook and Twitter. The total audience reached was over 25,000 individuals. There were announcements at all of the ARC, GRTA, and GDOT transportation committee and board meetings of the review period.

The Atlanta Region's Plan Website

www.atlantaregionsplan.com

Community Engagement Protocol

Federal Guidance

The public participation process is guided by federal regulation for the Federal Highway Administration: 23 CFR Part 450.316: Interested parties, participation, and consultation as well as the Federal Transit Administration regulation: 49 CFR Part 613.300:

- Provide adequate public notice of public participation activities and time for public review and comment at key decision points, including but not limited to a reasonable opportunity to comment on the proposed metropolitan transportation plan and the TIP;
- Provide timely notice and reasonable access to information about transportation issues and processes;
- Employ visualization techniques to describe metropolitan transportation plans and TIPs.
- Make public information (technical information and meeting notices) available in electronically accessible formats and means, such as the World Wide Web;
- Hold any public meetings at convenient and accessible locations and times;
- Demonstrate explicit consideration and response to public input received during the development of the metropolitan transportation plan and the TIP;
- Seek out and consider the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services;
- Provide an additional opportunity for public comment, if the final metropolitan transportation plan or TIP differs significantly from the version that was initially made available for public comment; and
- When significant written and oral comments are received on the draft metropolitan transportation plan and TIP (including financial plans) as a result of the participation process or the interagency consultation process required under EPA transportation conformity regulations (40 CFR Part 93), a summary, analysis, and report on the disposition of comments shall be made as part of the final metropolitan transportation plan and TIP.

Regional Community Engagement Plan Guidance

ARC's purpose is to serve the citizens of the Atlanta region, local governments and the broader regional community by providing services, support and leadership on issues that cross jurisdictional lines and require comprehensive regional solutions. ARC strives to be a regional leader in identifying values, developing policies and executing plans that matter to residents and communities. Its mission is to demonstrate professional and forward-looking leadership to ensure sustainable growth, livability and competitive advantage by focusing and balancing environmental responsibility, economic growth and social needs.

In 2011, ARC adopted the Regional Community Engagement Plan, an internal strategic plan, to ensure meaningful community outreach for every regional plan. This section outlines the key guiding principles from this plan and the subsequent update in 2014.

ARC Core Organizational Values

The strategic plan emphasizes ARC's organizational values that illustrate its culture, beliefs and characteristics. The following concepts are pertinent to meaningful and effective community engagement:

Creative Regional Solutions: We anticipate challenges and develop creative solutions based on professional knowledge, public involvement and collaboration with our partners.

Public Service: We are accountable to our stakeholders, try to exceed their expectations and exhibit the highest standard of ethical conduct.

Collaborative Teamwork: We work with each other, with partners and with residents of the region in a concerted effort to build the highest quality of life for the metropolitan region.

ARC Community Engagement Vision

Community engagement is a philosophy and a process that is developed over time and through efforts that show metro Atlantans that ARC cares about making a connection with them. This cannot be manufactured and there is no one-size-fits-all for regional plans and programs – each activity seeks creative relationship building.

The vision for public involvement directed by the Regional Community Engagement Plan and benefiting The Atlanta Region's Plan is to provide an engagement process that facilitates identification of community values, development of policies and implementation of plans that matter to residents and communities, ensuring competitive advantage and preserving long term sustainability for the region.

Community Engagement Goals

There is a realization that regional planning depends on a core understand of community input. A primary objective in gathering community input is to listen and learn from a broad spectrum of the population. Through the community engagement process ARC's Transportation Access and Mobility Division strives to:

- Implement and open and ongoing public dialog
- Provide full public access and information to key decisions in the regional planning process
- Disseminate clear, concise and timely information
- Enhance the participation process, including reaching out to those communities that have been underrepresented and/or underserved

Participants at a Community Meeting

- Enhance the impact of participation on transportation decision-making
- Increase the coordination of participation activities between ARC, local jurisdictions and transportation agencies in the Atlanta Region to more effectively provide outreach mechanisms

Community Engagement Procedures

Implementation of procedures related to these guidelines for ARC's planning and participation processes in accordance with policies, include:

- Public notice of review and comment period through a legal organ, the ARC website, media advisories and extensive mailing lists;
- Reasonable opportunity for review and comment inclusive of a 30-day review and comment period;
- Comment documentation and distribution to policy makers and the general public;
- Opportunities for citizens to participate through focus groups, listening sessions, task forces and planning teams;
- A formal ARC committee structure for approvals and recommendations: Transportation Coordinating Committee, Transportation and Air Quality Committee and ARC Board;
- Opportunities for oral and written comment by email, survey responses, fax, phone calls, regular mail, telephone conversation, public hearings or face-to-face conversations; and,
- A participation evaluation process to assess the effectiveness of public outreach activities.

Community Engagement Process

Community engagement occurs continuously not just around a planning process. In this way, relationships are built over time and knowledge is current and useful to all concerned. The following components are essential steps in the public involvement. These components do not represent all of the possibilities for outreach and discussion – only the major components:

- Public dialogue about the needs in the community
- Public consideration and discussion of a proposed project
- Review and comment on a proposed project
- Public input on regional policies, goals and strategies that will determine how the project will look in the future
- Public review of a plan's technical framework during its development
- Public review of results of plan testing for financial constraints and air quality conformity to federal and state requirements
- Public review of draft plan
- Feedback to public on how their input influenced the planning effort
- Plan presented to ARC committees for consideration and adoption with public comment period
- Formal public hearing on major plan changes
- Plan is adopted by governmental agencies and projects within the plan are then available for funding

ARC's Role in the Community Engagement Process

ARC has a distinctive role in the engagement process which is to facilitate regional stewardship by bringing diverse perspectives and coalitions together, by being a connector between communities.

To ensure continuous and inclusive participation the ARC utilized a seven point check list to guide the community engagement process.

1. Partner with other organizations and agencies to maximize participation, with an emphasis on reaching groups that are typically underrepresented in planning processes;
2. Design a community engagement strategy that incorporates a complementary mix of smaller, community-based forums, large-scale public forums and online opportunities for engagement;
3. Encourage participants to remain involved in the full continuum of The Atlanta Region's Plan public input opportunities;
4. Ensure that online content is easy to understand, regularly updated and readily available;
5. Evaluate the effectiveness of activities, modifying the plan as necessary to achieve desired outcomes;
6. Be accountable to participants by reporting back to them at regular intervals, and provide a means for all interested individuals to stay informed and involved with The Atlanta Region's Plan; and
7. Be highly visible in efforts to engage the public to participate and in sharing the results of the project with planners, policymakers and elected officials.

Community Engagement Partnerships

In a planning region that encompasses much of northern Georgia, including 19 counties and approximately 5.2 million people within the metropolitan planning boundary, there are bound to be immensely diverse opinions and perspectives. The myriad of viewpoints, visions and goals can be a challenge for developing regional consensus on key issues, but this same diversity is a valuable asset and a hallmark of our region.

Metro residents value their individual community needs and place a high premium on options for personal lifestyle and community choices. Because of this, it can be challenging to see the interconnections between these local communities and issues of regional importance. In response, ARC, articulated in its strategic plan an emphasis on Regional Impact | Local Relevance. Regional planning must have a core understanding of community input, and proposed solutions should reflect what the community wants and needs. Therefore, community engagement must leverage work done in local settings and tie those together for collective solutions.

Three Broad Audiences

The Atlanta Region's Plan participation process involves anyone expressing interest in its activities and outcomes; however for planning purposes, three broad audiences are identified within the jurisdictions served by the Atlanta Regional Commission:

- Policy–making elected/appointed officials from local, regional and state jurisdictions; as well as public planning partner staffs who prepare jurisdictional plans, provide background information and advise other public officials;
- State and local private sector leadership and interested people within special interest groups that consistently engage in issues addressed within The Atlanta Region's Plan; and
- Individuals or groups that participate in ARC activities based on short term, issue -driven concerns.

To better define appropriate activities for these three broad audiences' engagement in The Atlanta Region's Plan, the following is a more targeted list of stakeholders who need to have a voice in plan development. By cross-cutting the region's population into these segments, it becomes possible to tailor outreach and engagement activities to meet the different expectations of different groups.

The Atlanta Region's Plan Stakeholders

ARC Board and Committees

The ARC Board and Policy Committees represent ARC's decision-makers. To this end, they direct staff in both planning and implementation activities.

The Board was brought into dialogue about direction and policy for The Atlanta Region's Plan at their annual retreat and monthly meetings in 2014 and 2015. In addition, briefings on the development of The Atlanta Region's Plan, including vision, goals, strategies, activities and outcomes of broader Stakeholder involvement were shared throughout the plan development process, prior to key decision milestones. This timely engagement ensured that their input was guiding The Atlanta Region's Plan throughout its development. In addition, Board and committee members, including citizen members, were invited to reach out to their constituents for virtual input and to participate in local meetings.

Local governments

Local governments include county and city governments, local planning commissions, and any economic development and public works departments located in the Atlanta Regional Commission boundaries.

Meetings of various types occurred between counties, bringing together local government staff, elected officials, and ARC staff. These meetings sought to help local governments understand ARC's role; present issues identified in The Atlanta Region's Plan; as well as collaborate to identify strategies or projects that are supported by both local and regional policy. Discussions also included the region's cities, through interactions at local municipal association meetings. This outreach occurred through ARC's on-going work as well as the newly developed Government Outreach Teams (GO Teams).

State legislators

State legislators that represent the districts covered by the ARC planning areas are a key partner for the ARC.

ARC's Government Affairs Manager works closely with Board members and local governments to ensure that there is a unified regional voice on important issues, such as The Atlanta Region's Plan. As The Atlanta Region's Plan identifies important policy issues, additional topics for discussion with state legislators become clear.

Chambers of Commerce and other business organizations

Chambers of Commerce stakeholders include the individual county chambers as well as umbrella, ethnic, regional and state chambers, land trusts, real estate, trade and other economic development organizations.

ARC is presently leading development and implementation of a regional economic competitiveness strategy in concert with The Atlanta Region's Plan.

Targeted private/public professional organizations

We worked with organizations who target workforce and energy concerns as well as health, housing, public safety and environmental issues.

ARC identified and solicited the involvement of public and professional organizations that are interested The Atlanta Region's Plan. Meetings occurred throughout The Atlanta Region's Plan development process. The groups were asked to review and assist with issues identified in the plan. They were also asked for input on strategies that can be undertaken by their organizations as well as local governments and ARC to implement The Atlanta Region's Plan.

Citizens groups

These are groups who have mission statements, concerns, and activities that intersect ARC planning goals. These groups are diverse and numerous, including ARC's New Voices program which focuses on foreign -born populations, as well as ARC's new Millennial Advisory Panel for younger residents of the region.

All groups were welcome to participate to the fullest extent, particularly if they have mission statements, concerns, and activities that intersect ARC planning goals.

Civic

Civic involvement includes leadership and other community groups serving geographic, youth, and senior categories.

Leadership of other community groups serving geographic areas and senior interests are an important bridge to their focus groups and were welcome to participate in virtual engagement opportunities, local meetings or to request briefings by ARC staff.

Neighborhoods

Neighborhood groups include homeowners associations as well as other community, activity or service‐based organizations.

Homeowners associations as well as other community, activity or service based organizations were welcome to participate in virtual engagement opportunities and local meetings.

Population focused

Representatives from social equity, seniors, youth, disability, limited English proficiency (LEP), ethnic, minorities and low‐income groups make up the population focused sector.

Population-focused groups were also welcome to participate in the same manner as neighborhoods. ARC will identify and solicit the involvement of stakeholders who are traditionally underrepresented in the planning process, including individuals protected under Title VI of the Civil Rights Act of 1964, Nondiscrimination in Federally Assisted Programs, and the Americans with Disabilities Act of 1990. The purpose of this dialogue was to help low‐income and minority communities and their planning representatives better understand and more effectively engage across a wide range of urban issues, as well as for ARC to achieve sound solutions when addressing social equity concerns relating to land use and transportation issues. ARC partnered with religious and/or advocacy groups to reach these individuals.

Advocacy

Advocacy sectors include persons and organizations whose issue areas might include social equity, environment, housing, sustainability, conservation, historic preservation, greenspace, transportation modes, parks and recreation, health, energy and the needs of the older adult population.

Advocacy groups as well as other community, activity or service based organizations were welcome to participate in virtual engagement opportunities, local meetings or to request briefings by ARC staff. Many advocacy groups regularly participate in ARC task forces, advising on a variety of issues related to planning.

Religious

The religious sector includes umbrella religious groups as well as other ecumenical councils.

Leadership of religious groups are an important bridge to their congregations and groups and were welcome to participate in virtual engagement opportunities, local meetings or to request briefings by ARC staff. ARC occasionally participates in providing educational resources about regional planning to pastoral leadership development programs, by request.

Educational institutions

Educational institutions are especially important to engage in long range planning because they represent the changing future. They include K-12 school leadership and parent organizations; university leadership and students; as well as trade school leadership and students.

ARC shared information about The Atlanta Region's Plan through university networks and local school districts.

Metropolitan Planning Organization (MPO) interested parties

Public transit users' representatives, public transit employees' representatives, providers of freight transit services, private providers of transit, and freight shippers have a focused interest in transportation and distinct knowledge that is important to gather during plan development.

Interested parties groups as well as other advocacy, community, activity or service based organizations were welcome to participate in virtual engagement opportunities, local meetings or to request briefings by ARC staff. Many interested parties, representing the public or private sector regularly participate in ARC task forces, advising on a variety of issues related to planning.

General Public

This group represents the "public", a broad definition for all residents of the Atlanta Region.

Broad involvement and support from the general public in development of The Atlanta Region's Plan will be sought. ARC identified and solicit the involvement of the general public through community and advocacy organizations, diverse media outlets, speaking engagements, surveys and internet communications. Local pop-up meetings will be held along key transportation corridors to allow the public an opportunity to comment on work underway. Specific webpages for The Atlanta Region's Plan are established to provide up to date process, document, mapping resources and input linkages for any interested resident or group.

Strategies for Connecting with the Community

Over the last 2 years, the Atlanta Regional Commission has had 25,000+ interactions via online, phone, and personal touch points to inform three policy dimensions of The Region's Plan.

Online Surveys

ARC conducted a series of three online surveys to gather feedback on draft planning goals and strategies. These results were also used to guide other community discussions throughout 2015 and 2016. Effort was made to reach as many regional citizens as possible using online as well as face-to-face promotions.

The Region's Plan Online Survey Phase I: Regional Vision and Goals

The first Region's Plan survey was conducted in the summer of 2014, from June to September. The survey was emailed to the full mailing list of nearly 40,000 people. Many of our partners such as non-profits, county governments, planners, and art leaders also helped promote the survey through social media and their websites.

Over 8,000 responses were received from throughout the region, including 10,300 written comments of resident suggested-solutions. This survey asked respondents to consider strategies to ensure that Metro Atlanta remains globally competitive, raises the best workforce possible and continues to be a great place to live.

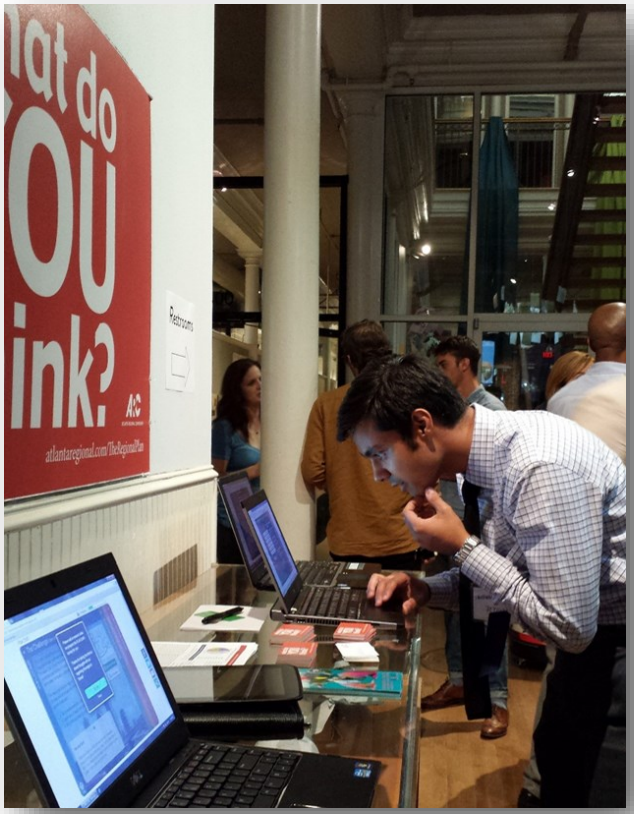
The Region's Plan Online Survey Phase II: Alternative Futures

In Phase II of The Atlanta Region's Plan Survey, ARC asked residents how the region should address a future of rapid change and innovation. The survey was open and from January through March 2015, and was promoted in the same manner and in conjunction with the same organizations as Phase 1. More than 7,000 responses were received. The survey focused on specific solutions including: autonomous vehicles, technological improvements (shared vehicles, mobile and telework technology), and regional job growth and transit expansion.

The Region's Plan Online Survey Phase III: Plan Recommendations

In Phase III of the Region's Plan survey, ARC asked residents to review, rate and respond to key plan recommendations contained within the land use and transportation elements of The Atlanta Region's Plan. The survey was open during the official public comment period from December 7, 2015 through January 15, 2016. It was promoted to ARC's mailing list of all people who participated in any outreach activities associated with the development of the plan, as well as targeted mailing lists. The survey was also promoted via e-blasts, social media and ARC's website. More than 1,500 responses were received.

Taking an Online Survey



Building Opportunity Workshops

The Building Opportunity Workshop Series brought together community leaders, representatives from equity groups and others to give input on issues related to equity and policy in Atlanta region. This 4-part series was focused on policy areas of transportation access, community development, economic opportunity and livability. To assist with targeted outreach, objective agenda development and community organizing, ARC entered into a formal partnership with a local non-profit, Partnership for Southern Equity (PSE). PSE helped ARC develop content and manage outreach activities throughout the plan development. As a trusted community voice, PSE was integral in helping ARC coordinate outreach activities as well as generate solid community guidance.

Equitable Target Area Workshop

In September 2014, 60+ civic & non-profit leaders, equity stakeholders and locally elected officials, including previous Social Equity Committee members as well as members of the Poverty Equity Opportunity Committee, convened to share specific policy suggestions and feedback on the Equitable Target Area Index methodology and maps. The Equitable Target Areas (ETA) index is a tool used by ARC to better understand complexities in communities of concern – high percentage of people living in poverty or high minority population – and how to make wise decisions regarding investments.

Building Opportunity Workshop #1: A Conversation on Poverty and Transportation Access in Metro Atlanta

This workshop took place January 2015, with outreach similar to the Equitable Target Workshops. At the workshop, 175+ attendees gathered to hear a presentation from Rebecca Burns of Atlanta Magazine, and a response panel of Keith Parker (CEO & General Manager, MARTA); Dr. Michael Rich (Exec. Director, Emory Center for Community Partnerships); and Nathaniel Smith (CEO & Founder, Partnership for Southern Equity). Participants then had an opportunity to give their suggestions for moving the region forward.

Building Opportunity Workshop # 2: Livability Through an Equitable Lens

This workshop, focusing on Livability and Equity, was held in April 2015 to engage key stakeholders in a conversation of what livability means through an equitable lens. ARC worked with a local arts organization, The Creatives Project, to highlight key issues of community development and livability through personal portraits and stories of individuals living in local neighborhoods. Approximately 30 people participated in this deep-dive discussion, providing rich feedback which was translated into policy suggestions.

Building Opportunity Workshop # 3: Economic Opportunity: The State of the South

In September 2015, ARC invited MDC, a non-profit from Durham, NC to deliver a key-note at the third Building Opportunity Workshop. This presentation highlighted recent work by MDC articulating the key economic challenges facing youth in the American South; indicating key policy recommendations toward increase economic opportunity for all people. More than 100 people participated in discussion groups responding to this presentation.

Building Opportunity Workshop # 4: Community Voices in Planning

On January 28, 2016, ARC hosted the fourth and final Building Opportunities Workshop. This time, a speaker from the Center for Social Inclusion in New York, NY, shared insights on successful community-based planning initiatives. Attendees responded with their feedback on attributes of excellent community engagement, as well as those that make public involvement activities less successful. Attendees were also invited to participate in an evaluation of ARC's outreach efforts throughout the development of The Atlanta Region's Plan.

Building Opportunity Panel Discussion and Workshops

Community Conversations

Community Policy Discussion Groups

More than 105 individuals from community groups that advocate on behalf of ethnic minorities; public safety; bicycle and pedestrian needs; and aging services participated in a series of community discussions during April and May 2015. In these discussions, ARC shared details on regional policy development and listened to needs and concerns highlighted by the groups.

Metro Atlanta Speaks

This public opinion telephone survey was conducted in 2013 and 2014, with 6,300 participants. The survey was a random digit dial survey conducted by Burris Institute at Kennesaw State and the Shapiro Group. It has statistical significance down to the county-level with 400 or more respondents in each of the 10 counties surveyed. The survey results gauge community perceptions of key regional issues and general satisfaction with life in Metro Atlanta.

Millennial Advisory Panel

Metro Atlanta millennials gathered March 10, 2015 for the kickoff of ARC's Millennial Advisory Panel. Of the 300 applications, 135 young adults age 18-35 were selected from throughout the 10-county Atlanta region to participate, representing the next generation of residents who will live and work in the Atlanta region. Throughout 2015, this group gathered at a series of self-conducted civic dinner parties to generate lively discussion and gather feedback to share regarding the policies of The Atlanta Region's Plan, ultimately engaging more than 300 people. The panel developed a series of "solutions" to key regional issues, in the form of 5-minute pitches and op-eds.

Community Conversations

Communication Techniques

The Atlanta Region's Plan Presentations

Throughout 2015 and 2016, presentations were developed, customized and presented to specific audiences. These presentations occurred at ARC standing committee meetings as well as throughout the region at civic events, neighborhood meetings and regularly established advocacy meetings. ARC presented to each request made by a community agency, but also solicited opportunities to present on plan recommendations to key stakeholders. A full account of presentation is available upon request.

Media Outreach

Milestones, forecasts and statistics were used to pique interest of media through a series of press releases and advisories. In addition, the following tactics were employed, specific to the reporter and editorial board as needed:

- Hold "desk side" meetings with reporters and editors from key media outlets
- Target key outlets and "personalize" message to their audience

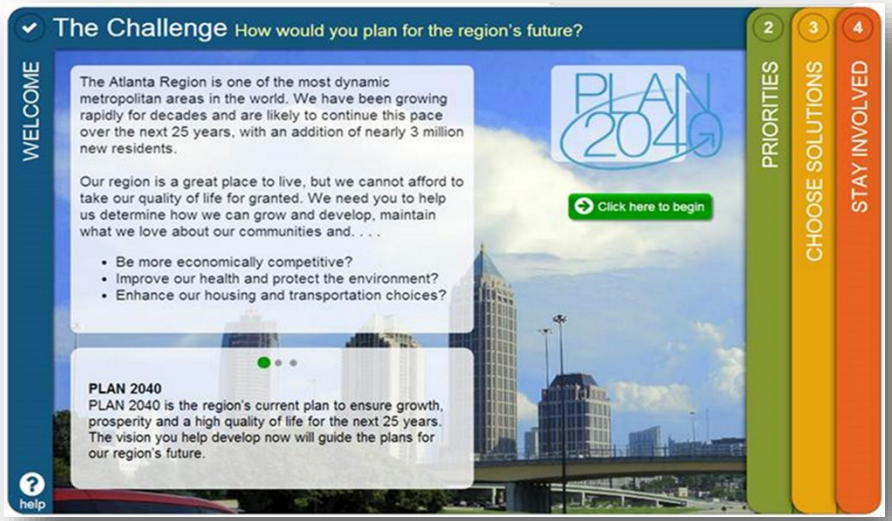
The Atlanta Region's Plan Web Page

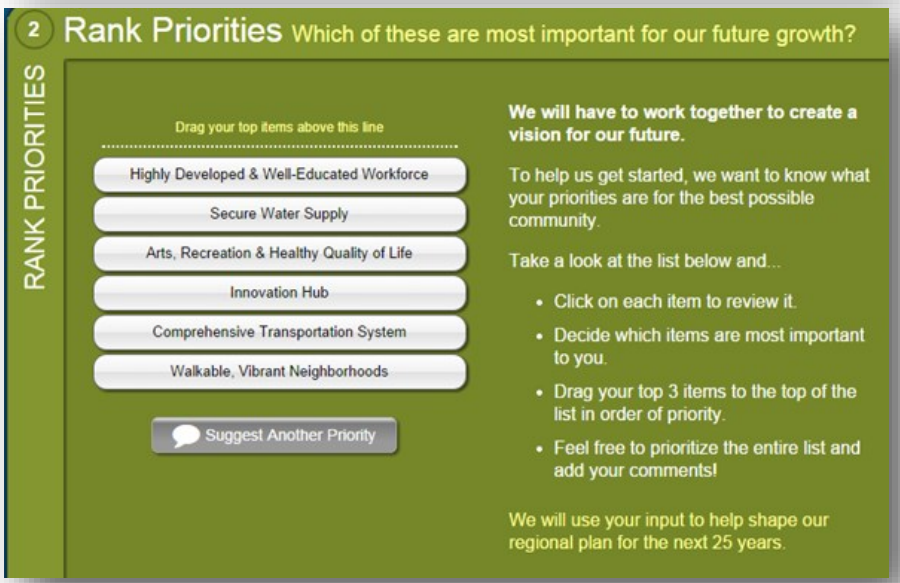
In addition to strategic outreach with identified stakeholders, ARC created a web page dedicated to distribution of information regarding The Atlanta Region's Plan. This site was developed to be nimble, easily adding new modules as needed or desired. It has a clean looking interface and incorporates data, infographics and examples of specific projects and programs to support The Atlanta Region's Plan policies. The website included:

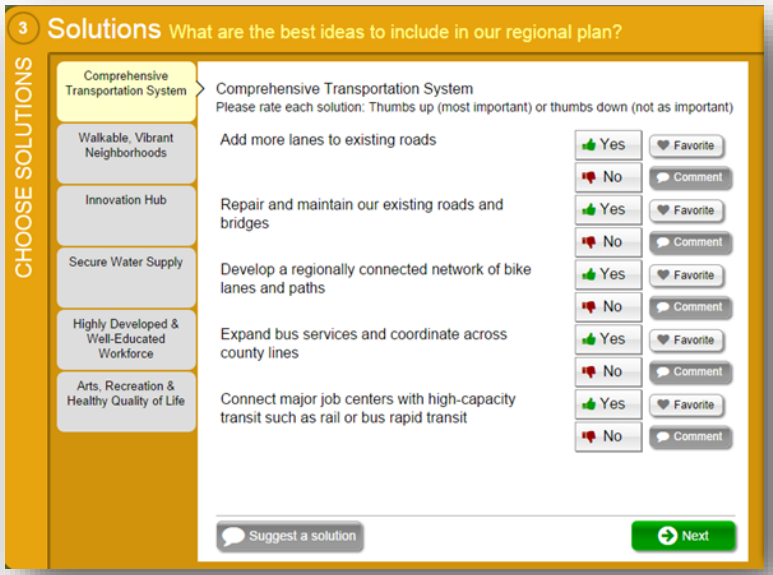
- Public comment section including: dates of comment period, contact information, event/public meeting calendar, survey and comment archives
- Summaries of planning activities
- Maps of planning areas and activities
- "What Do You Think" solicitation for responses to online survey
- Documentation section for regulatory materials
- Connection to ARC social media: Facebook, Twitter, and LinkedIn
- Links and glossary information

Engagement Exhibits

ARC gathered stakeholder feedback through a series of three online surveys

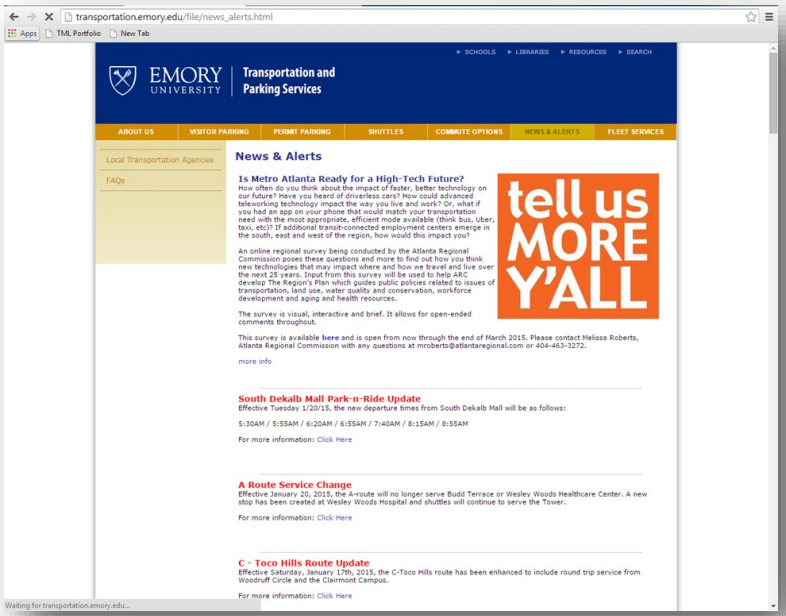


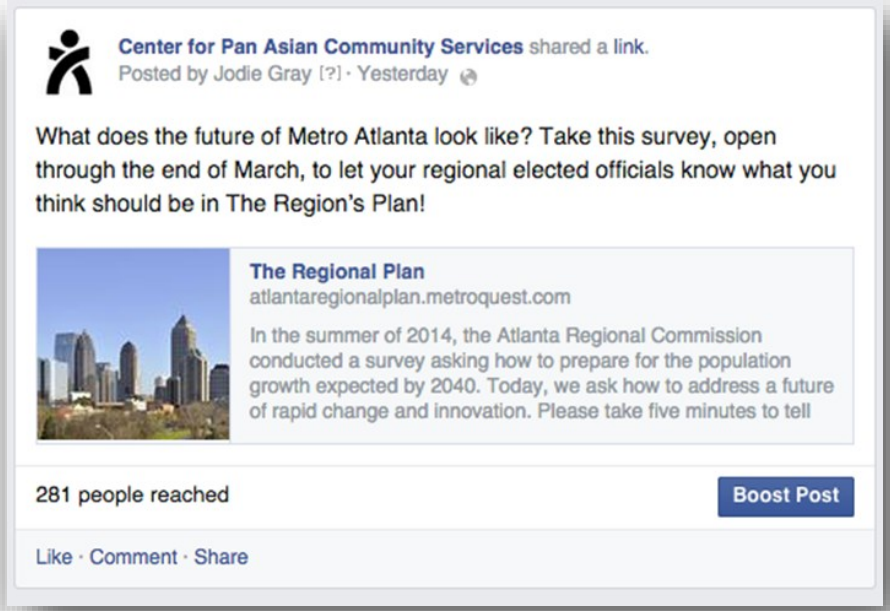




ARC promoted the surveys through our website and social media accounts

Planning partners, the media and other organizations also promoted the surveys





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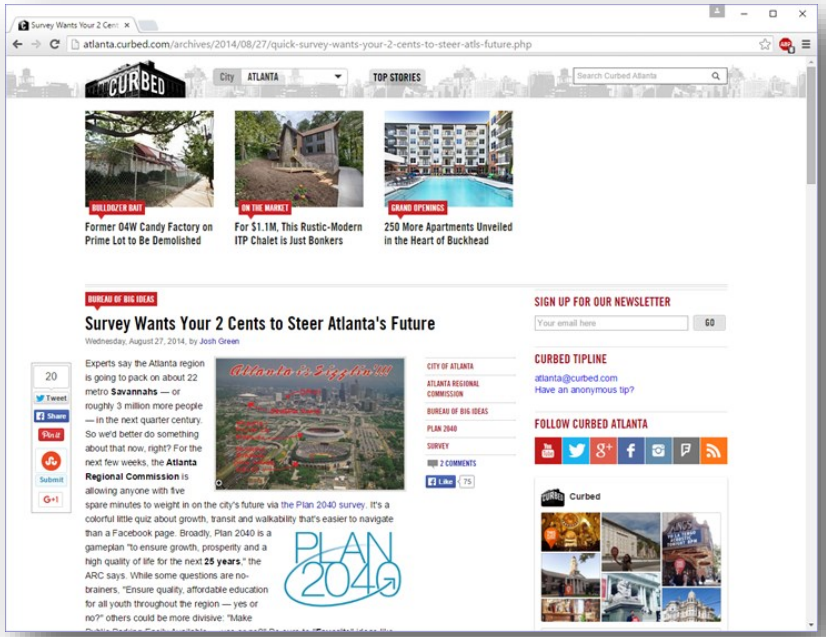
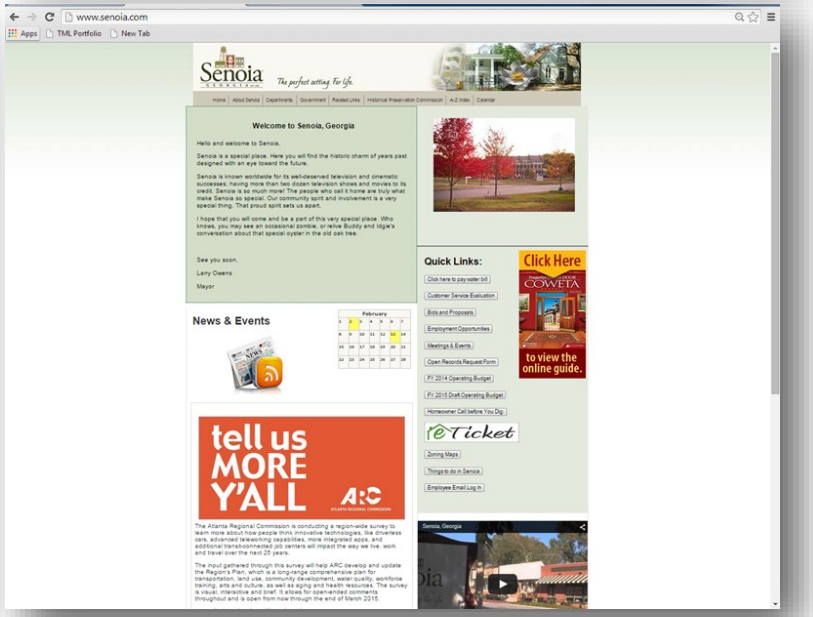
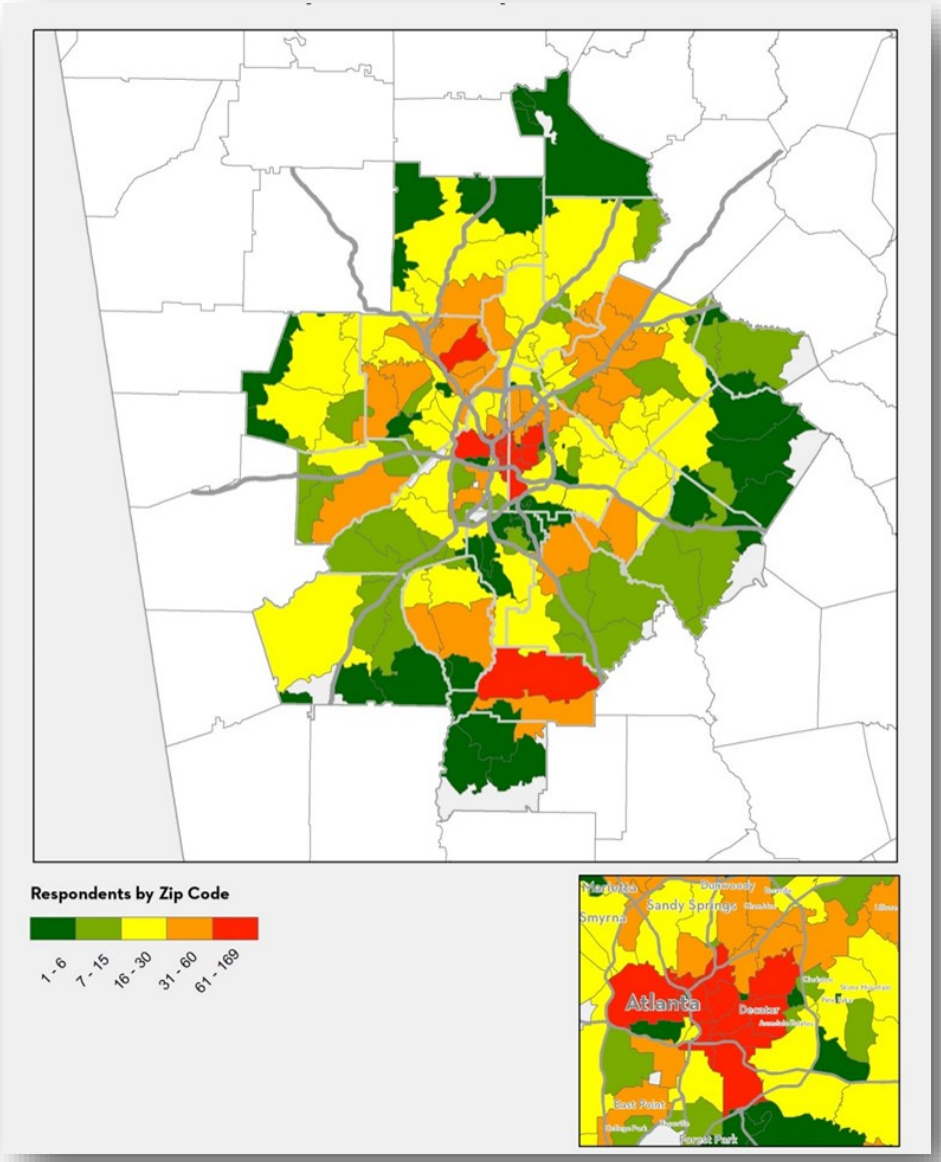
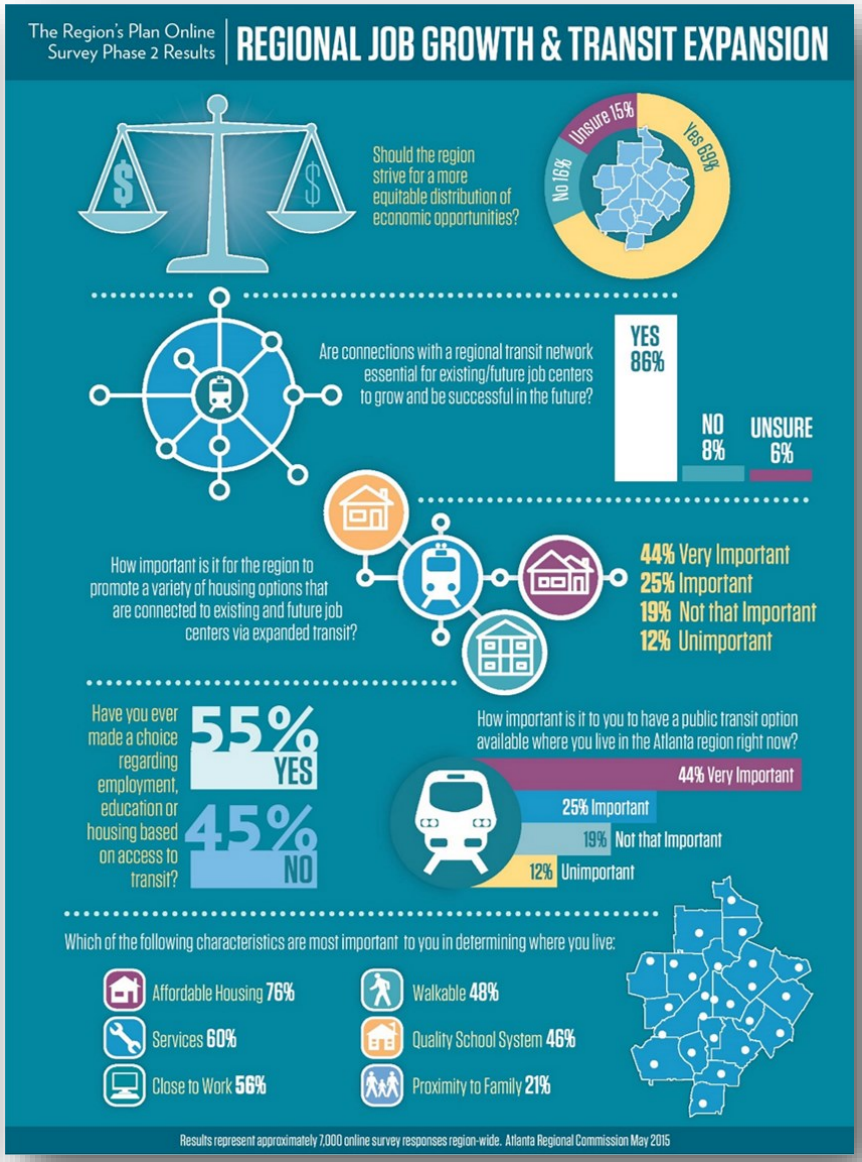




Key survey findings were presented in user-friendly formats





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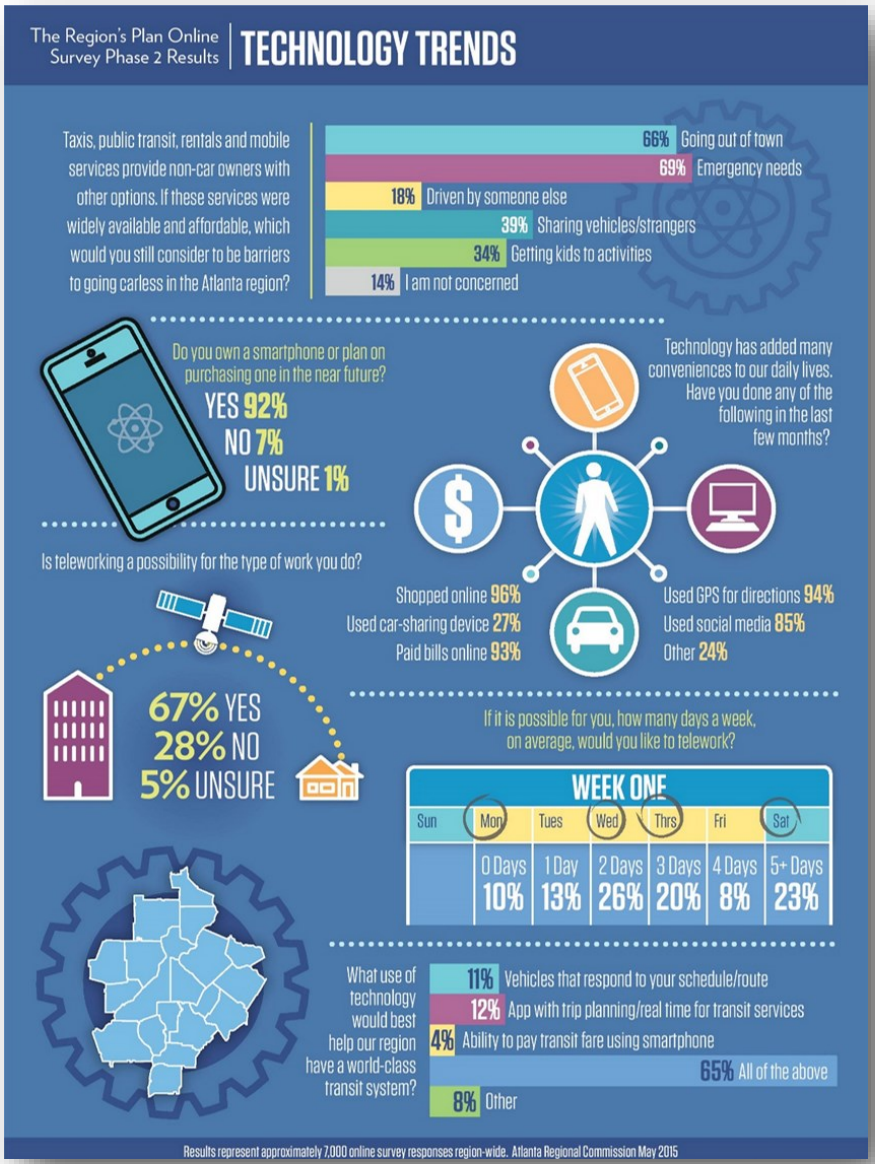
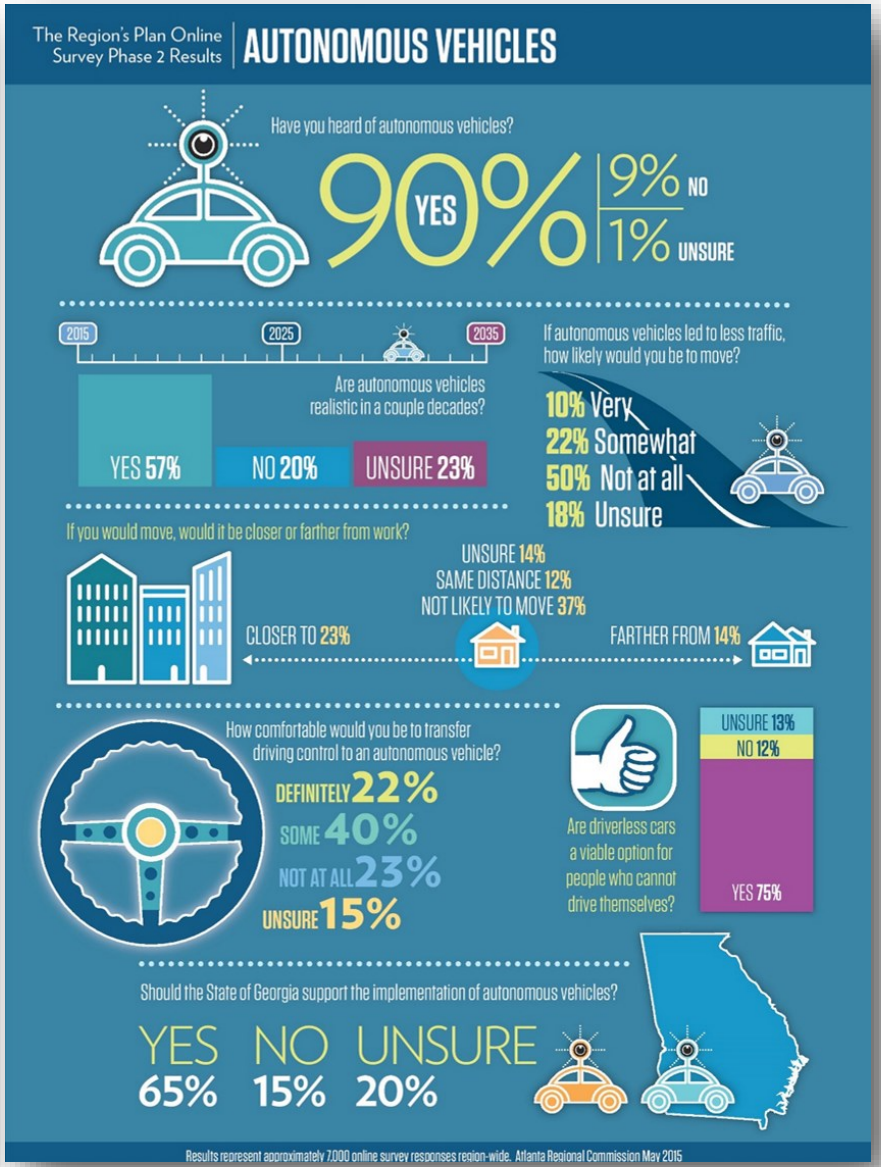
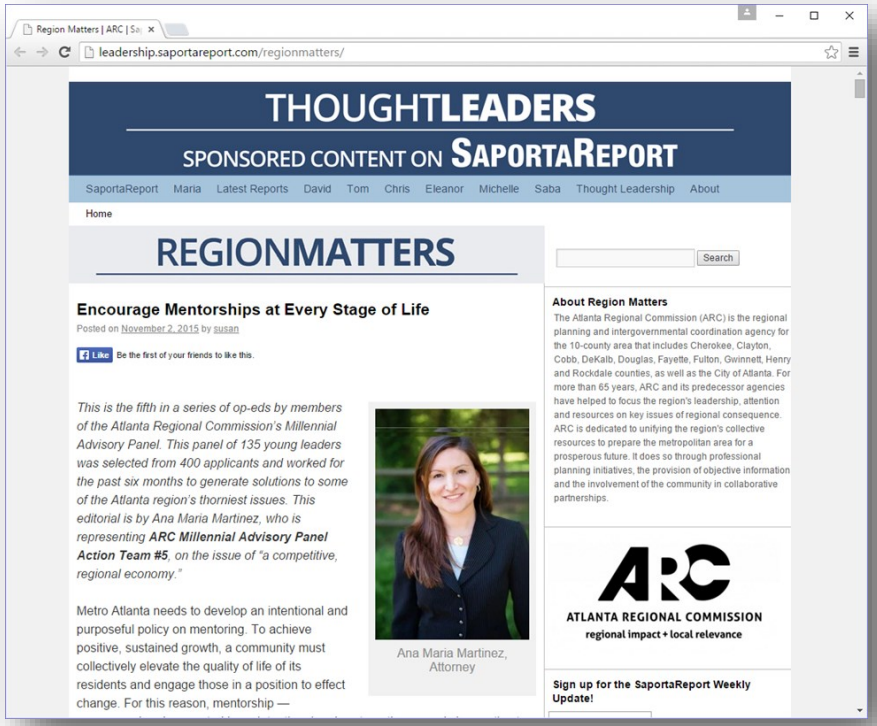
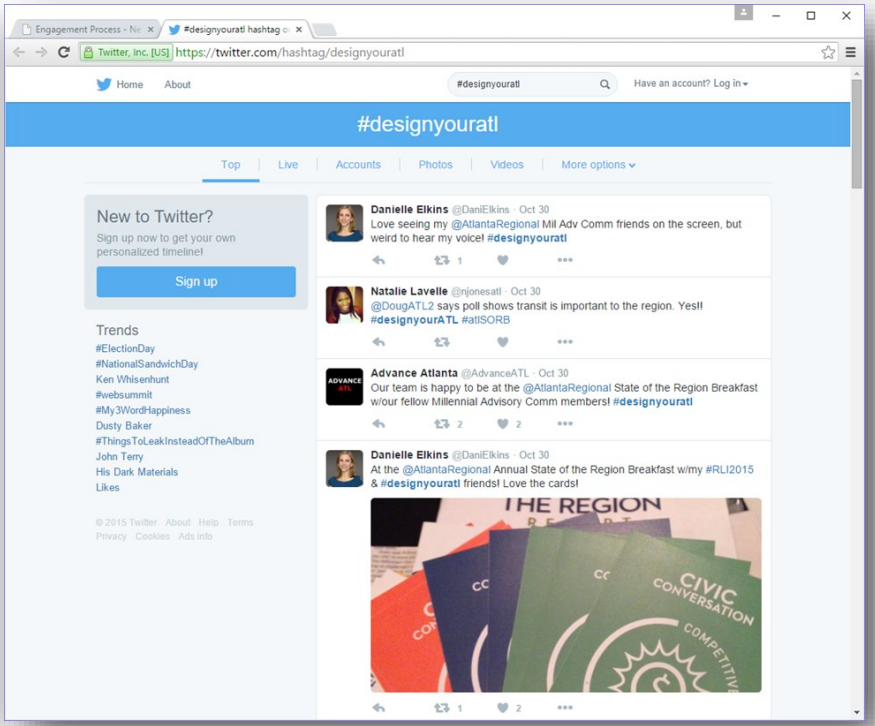




The survey prompted related media articles

The Millenial Advisory Panel produced guest columns and new forums for sharing ideas





Draft Plan Comments and Responses

The official public comment period for The Atlanta Region's Plan occurred from December 7, 2015 through January 15, 2016. An email was sent to everyone who had participated in online surveys, public meetings, community forums and panel discussions since June 2014, as well as various transportation committee mailing lists, inviting them to review the plan. A microsite was created to display the framework, draft policies and plans. Additionally, the request for review was advertised via various ARC newsletters and presentations, as well as through published legal notices.

ARC received a total of 24 comments from the general public on the draft documentation. Of these, 21 were submitted via email and two were provided during an open house conducted on Thursday, January 14, 2016. The Southern Environmental Law Center also submitted a set of comments via regular mail.

The comments and response are presented on the following pages. Note that no spelling, capitalization or grammatical corrections have been made to the comments as submitted. Where appropriate, any alterations made to the plan's recommendations or the accompanying documentation as a result of a specific comment are also described as part of ARC's response.

Finally, ARC continued to work with project sponsors and other public agency partners throughout the comment period to address minor issues with project descriptions, schedules and budgets, as well as correcting non-substantive errors and providing additional clarification in the documentation. The only change of note was a reduction of approximately $400 million in the estimated cost of the I-285 / SR 400 interchange. This change was only financial in nature and did not affect the scope or schedule of the project.

Public Comment #1

My husband and I are in favor of a MARTA station in this area for all the reasons stated by Ken Dishman and more. [Regarding proposed Northridge station]

ARC Response:

> *This transit corridor and placement of stations along the line are being actively studied by MARTA. The Atlanta Region's Plan (Transportation) incorporates the latest available information from MARTA's community engagement efforts regarding the alignment and station locations. We have shared your comment of support with MARTA.*

Public Comment #2

SUBJECT: Northridge extension of MARTA

I'm a resident of the Huntcliffe area and would like to register strong approval for extending Marta to Northridge and beyond. I believe it will be a great catalyst for development of the neighborhood.

ARC Response:

> *This transit corridor and placement of stations along the line are being actively studied by MARTA. The Atlanta Region's Plan (Transportation) incorporates the latest available information from MARTA's community engagement efforts regarding the alignment and station locations. We have shared your comment of support with MARTA.*

Public Comment #3

SUBJECT: Proposed MARTA Station at Northridge

I live in Huntcliff Subdivision and agree whole heartedly with plans to put a MARTA station at Northridge.

I have spent considerable time in the town of Evanston, Ill when our daughter was at Northwestern University and it is a very upscale community. Apparently it was not always that way and the train made a big difference.

Another of my daughters and her family lives in upper Manhattan and apartments/condos sell for much more $$ with a nearby Metro station. Nearby METRO stations are advertised as an amenity.

I also believe that it would raise property values around the Northridge station (look at what is going on development wise at Sandy Springs station), which would drive out the low rent, high crime apartments in the surrounding area. In the process of doing that, it would potentially make the areas around Northridge more desirable but still low enough cost that people who work in SS could afford to live in SS, AND GET OUT OF THEIR CARS.

Sandy Springs is trying to get housing that people who work in SS can afford AND WANT TO LIVE IN. Many of the developments around other MARTA stations are geared toward millennials that would be well served by MARTA and are the kind of people we need living in SS.

Bottom line: Recent history says that rapid transit stations are a plus for nearby property values, and at the same time a plus for making affordable, quality housing for younger people who would work in Sandy Springs.

This Northridge station could be a win-win. Attract quality young people who currently have no place to live in SS while revitalizing the north end of Sandy Springs..

NOTE: The Big Creek bike and walking trail was heavily resisted by residents. Now that it is in, apartments and home sellers advertise the trail as an amenity. Same is true for MARTA stations in Decatur which has become a trendy younger person's place to live and play.

ARC Response:

> *This transit corridor and placement of stations along the line are being actively studied by MARTA. The Atlanta Region's Plan (Transportation) incorporates the latest available information from MARTA's community engagement efforts regarding the alignment and station locations. We have shared your comment of support with MARTA.*

Public Comment #4

SUBJECT: West side MARTA extension at Northridge

You have got to be kidding me. The original location was on the east side of northridge. Those neighborhoods fought it like crazy that they did NOT want it. It got dumped on us because we were asleep at the wheel. Our neighborhood will not be better served with with a transit station on our side of the highway.

We can drive ten minutes to the north springs station. Send it over the river and don't add a stop at our home center. Fortunately there is no money for this this is pure speculation but we already lost the battle by not speaking up like the east side did. Pay attention huntcliff neighbors. I am a real estate agent fighting to keep our oasis beautiful, valuable, and a safe place to live. Please vote against this.

ARC Response:

> *This transit corridor and placement of stations along the line are being actively studied by MARTA. The Atlanta Region's Plan (Transportation) incorporates the latest available information from MARTA's community engagement efforts regarding the alignment and station locations. We have shared your comment expressing concern with MARTA.*

Public Comment #5

SUBJECT: northview marta

As a resident of Huntcliff with probably one of the larger property tax bills in the neighborhood, I am absolutely not in favor of a marta station at Northridge.

ARC Response:

> *This transit corridor and placement of stations along the line are being actively studied by MARTA. The Atlanta Region's Plan (Transportation) incorporates the latest available information from MARTA's community engagement efforts regarding the alignment and station locations. We have shared your comment expressing concern with MARTA.*

Public Comment #6

SUBJECT: Northridge MARTA Station

A Very Good Thing. West Side is Best.

ARC Response:

> *This transit corridor and placement of stations along the line are being actively studied by MARTA. The Atlanta Region's Plan (Transportation) incorporates the latest available information from MARTA's community engagement efforts regarding the alignment and station locations. We have shared your comment of support with MARTA.*

Public Comment #7

Just read your plans in the Sandy Springs Reporter. As usual the priorities are backwards. If the region is to avoid choking to death on traffic thus becoming unattractive to new business we must focus first on mass transit, not last. I was in New York last week and recently in Washington. We must emulate the great cities and get used to using subways and busses instead of cars.

Thank you for the work you do.

ARC Response:

The Atlanta Region's Plan (Transportation) is required to be multimodal. Through extensive local and regional planning efforts that include community and stakeholder engagement, key transit expansion projects have been identified as priorities for the communities they serve and the region. Transit is a critical component of a regional network serving a large and diverse metropolitan area, where many people who are unable to afford or incapable of operating a private automobile rely on it to access jobs, medical services and educational opportunities.

Funding at the local, regional, state and federal levels continues to be a principal challenge to implementation of the Region's transit vision. There is positive momentum, with the recent addition of Clayton County to the MARTA service area, new opportunities for local transit funding via the Transportation Funding Act of 2015, improved relationships between transit operators and state officials, and a slight increase in federal funding under a new five-year transportation bill (FAST Act) passed in December 2015.

Public Comment #8

The plan has a major hole in it. There is no transit connection from Gwinnett to existing transit in Doraville and to the dotted line across the top end perimeter. It is not an if but a when on it becoming reality. If not included this time when will it be added? It is ludicrous for a 'placeholder' to be included for transit across the top end perimeter but not to include the same for Gwinnett in the I-85 corridor. There should be no question that funding will be found for Gwinnett's piece during the time period this plan covers.

ARC Response

Gwinnett County's current Comprehensive Transportation Plan (CTP) was approved in 2008 and it considered a variety of transit options, including light rail, heavy rail and commuter rail. None of the alternatives were determined to be cost effective or a priority for the county for inclusion in the fiscally constrained component of the plan. Expansion of transit options was identified as a long-term need. The unconstrained "aspirations" element of the CTP does include the options analyzed. The CTP makes a strong recommendation for exploring transit oriented development opportunities at key nodes in the interim, which would enhance the viability of any future transit services which may be reconsidered.

Due to the current lack of a local proponent, a viable implementation agency or a reasonably available funding source, ARC was not able to include premium transit service in Gwinnett County in the update to the Atlanta Region's Plan. Gwinnett County is currently updating their CTP, so it's possible that recommendations on transit may change. If so, ARC would work

with the county to include those projects in a future update to the regional plan. ARC encourages you to contact the Gwinnett County Department of Transportation (770.822.7400) for more information about the CTP update process and how you can become involved in shaping the county's transportation future.

Regarding the project shown on I-285 in the draft plan, this is a placeholder for right-of-way acquisition for a future transit service along that corridor. This ensures that as the individual projects identified through the Revive285 study process are implemented (managed lanes, interchange upgrades, etc.), the ability to provide a premium transit service at some point is not precluded. The fiscally constrained plan does not include any funding to actually build, operate or maintain any service along I -285.

Public Comment #9

SUBJECT: Improving Transit

Your transit communications don't take into account those who cannot take transit, thus disenfranchising them. Have you thought about this?

An example is me. I cannot take mass transit to and from my job. I live in the suburbs and work downtown. To take mass transit, I would have to either walk 1.9 miles on a 45 mph road without sidewalks to the closest GRTA Xpress stop or park illegally in the shopping center at that stop, then take three trips on mass transit, then walk another half a mile to work, rain or shine. It would take longer each way than the longest traffic jam has ever taken when driving. I simply won't do it and neither will thousands of others. Not to mention the time involved means I literally cannot do it because the mass transit system doesn't start each day early enough for me to make it to work on time.

ARC Response:

With a region as geographically large and as low density as ours, providing comprehensive transit service in a cost effective manner is a challenge. Limited resources require focusing service along corridors and connecting centers where densities and land use patterns provide the greatest opportunity for financial viability. The plan recognizes that reality and includes a number of programs for local communities to redevelop and grow in ways that will support more efficient transit service coverage in the future. The Livable Centers Initiative and Lifelong Communities are two examples. In addition, services must be complemented by first-mile and last-mile connectivity so that patrons can walk and ride bikes safely between transit stops and their homes, businesses and other destinations. The region's bicycle and pedestrian plan (link provided on page 120) explores this fundamental relationship in greater detail. In lower density areas and to serve trips which do not fit a traditional hub -and-spoke pattern, ridesharing and vanpooling programs may be better solutions than traditional transit services. Expansion of these programs are a core goal of the region's Transportation Demand Management Plan (link provided on page 138).

Public Comment #10

Please consider an express bus from Vine City Station to Atlantic Station!

ARC Response:

The City of Atlanta, the Georgia Department of Transportation (GDOT) and MARTA have been considering a variety of improvements along the US 41 / Northside Drive corridor

between I-75 and I-20. We will share your support for improved transit service along this roadway with those agencies.

Public Comment #11

I would love to see the traffic that could bypass Atlanta be channeled on a separate highway so that it does not unnecessarily clog our already busy highways. I have been driving on Atlanta's highways for 27 year and have always hoped the non-Atlanta destination drivers could have another route. It would be better for them and better for us.

My children have attended Heards Ferry Elementary and Riverwood High schools which have been placed right on the edge of 285. I have found it distressing that young children on playgrounds and high school students on sports fields and courts are breathing all the diesel fumes of trucks carrying freight through our city unnecessarily. One of my children developed asthma which sometimes is caused by diesel fumes. I would love to have a Metropolitan area where the air quality is improved.

Please look at making a true bypass.

ARC Response:

The Region's plans once included a bypass, called the Outer Perimeter, similar to what you propose. The route was reduced to just include the portion between I-75 and I-85 on the north side of the Region and it was included in the plan as the "Northern Arc" until 2002. It was removed at that time due to a variety of concerns about cost, effectiveness at reducing traffic, and impacts to local communities along the proposed alignment.

The Statewide Transportation Plan developed by GDOT (link provided on page 51) recognizes the impact that through traffic has on congestion within the Atlanta Region. A general concept for a route on the west and south sides of the region is proposed to provide an option for traffic on the I-75 corridor to bypass the Region. However, this project is not currently a priority for the state due to cost and more immediate congestion issues. ARC has no official position on such a bypass since most, if not all, of the route would lie outside our transportation planning boundary.

Regarding exposure to diesel fumes, ARC has been developing a new model that will estimate the exposure of the population to emissions from on-road sources. This model will be used in the near future to help inform stakeholders about the citing of sensitive land uses, like schools, and has been used in project evaluation and prioritization for The Atlanta Region's Plan. For more information see page 211 of this document.

Public Comment #12

SUBJECT: Regional Traffic Operations Program

Local jurisdictions don't maintain their own traffic operations. I'm talking specifically about traffic signal synchronization and communication. Examples include not fixing synchronization that has broken and not repainting faded solid white stop lines such that vehicles don't pull up to trigger in-road sensors.

Knowing this, if your plan does not provide for fixing things like that -- including either the ARC paying to fix things or forcing locals jurisdictions to do so, how do you expect improvements in these areas?

ARC Response:

> *The plan includes over $24 billion for routine maintenance and repairing roadways and bridges. But even this level of investment is only sufficient to keep conditions at or near what they are today. Much of the deterioration of the network in recent years has been due to the lack of financial resources at the state level and within those communities which have been unable to levy a local sales tax for transportation improvements. With the recent passage of the Transportation Funding Act of 2015 by the Georgia Legislature, along with its provisions for incremental voter-approved sales tax increases at the county level, ARC is confident that this trend will soon be reversed. As described in a section beginning on page 88, getting the most of our existing system is a priority for the plan and is critical to the long-term economic success of the Region.*

Public Comment #13

SUBJECT: Cap the connector

I just wanted to put in a quick opinion on Atlanta's future.

I think one of the long term priorities for the city should be capping the connector. The current highway through the city bisects neighborhoods too dramatically, and the economic prospect of an additional live/work/play possibility there is very enticing.

We also need to focus on people-oriented projects, like the Beltline. Concentrating on these types of things will only increase quality of life and attract business/people.

Thanks for the work you do for Atlanta.

ARC Response:

> *GDOT is currently in the early stages of a study of the Downtown Connector to examine a variety of projects which have been proposed over the years, including capping it. The effort will determine feasibility and order-of-magnitude costs, which will then be considered in future updates of The Atlanta Region's Plan (Transportation).*
>
> *The plan includes funding for expansion of the Beltline and similar projects which provide travel options for people and support community redevelopment goals. Specific reference to the Beltline can be found on pages 116 and 141, as well as in the regional bicycle and pedestrian plan (link provided on page 120).*

Public Comment #14

SUBJECT: Affordable Living

We live in Decatur and rent is going through the roof in our area. I work at Emory and make a decent salary and we are seeing any possibility of staying in a good school district close to work slipping away.

New mixed use developments like Emory Point are built around town and no one but the wealthiest can afford them. We need mixed use spaces for real middle class families and we need more diversity. It is getting wealthier and whiter here in our part of town everyday and my mixed family wants to live in a diverse community of all colors.

Public transit, real, frequent, reliable transit would do a lot to address this - we could live a little further out and not have a 90 minute commute. Thanks for listening,

ARC Response:

> *The Atlanta Region's Plan is based on a number of objectives and policies which recognize your concerns about affordability, diverse housing options and accessibility to major job centers. These circumstances are not unique to the Emory University and Decatur areas, but they are perhaps amplified in those areas compared to other parts of the Region. Responsibilities for zoning and development decisions rest with local governments, but ARC does provide a number of programs and services to assist in more inclusive planning, including the Livable Centers Initiative, the Community Choices Implementation Assistance program and the Community Planning Academy. ARC will share your concerns with the City of Decatur, but we encourage you to also contact your elected officials directly.*

Public Comment #15

SUBJECT: would like to have some sidewalks outside our community

I live at the intersection of Dunwoody Club Rd and Winter Chapel Rd. Outside of my community (Mayfair), except one side for about a mile, we don't have sidewalks for pushing a stroller or talk a walk. I saw people walking in the dirt or grass surface constantly along the road, which is both dangerous and inconvenient. I wonder if it is possible to build some sidewalk outside our community.

ARC Response

> *Federal funding for neighborhood sidewalks is limited, with emphasis placed on facilities that connect with schools, major employment centers, shopping centers, government offices, medical facilities, bus routes and train stations. Some allowance is also given for locations with a documented safety issue. Sidewalks which primarily serve a recreational or fitness purpose, however, are generally the responsibility of local agencies. ARC encourages you to work with your local government to identify funding opportunities and solutions.*

Public Comment #16

Set a priority for alternative transportation.
Bring MARTA rail to Cobb County.
Connect the Silver Comet Rail Trail to Atlanta's Beltline.
STOP SPENDING MONEY ON ROADS!!!!

ARC Response

> *Thank you for expressing your project and policy preferences. The Atlanta Region's Plan (Transportation) represents a consensus of local and state transportation agencies regarding projects, programs and priorities. The Region has identified the need to expand travel options as a priority, but also supports the strategic expansion of our roadway network where it is a reasonable and cost effective strategy.*
>
> *Cobb County has proposed a bus rapid transit project along the US 41 corridor which would connect with the MARTA rail line in Midtown Atlanta. Any future decision to expand the MARTA service area to include Cobb County, however, rests entirely with the County Commission, following the direction of their constituents.*
>
> *Closing the gap between the Silver Comet Trail and the Atlanta Beltline has been identified as a high priority for the regional bicycle and pedestrian plan (link provided on page 120).*

Public Comment #17

The Plan's Emphasis on transit and bicycle and pedestrian infrastructure is encouraging as it is a crucial need for Atlanta. I believe resources should be prioritized in these areas first before expanding roads and areas for cars. As the population of Atlanta increases, transit and active transportation have much more potential to reduce traffic, improve the environment and health, and make Atlanta a more desirable city. Traffic won't be fixed by extra lanes because of the expanding population.

I would like to see bike lanes and facilities place on all downtown streets especially one way streets like Piedmont that are heavily used by GSU students.

I also think that I-75 N needs accompanying transit as cars are almost the only way currently to travel southeast to the city or anywhere else.

ARC Response

> *Thank you for expressing your project and policy preferences. The Atlanta Region's Plan (Transportation) represents a consensus of local and state transportation agencies regarding projects, programs and priorities. The Region has identified the need to expand travel options as a priority.*
>
> *The City of Atlanta recently hired a "bicycle czar" to examine the types of improvements you propose. The downtown area has seen rapid increases in pedestrian and bicycle traffic in recent years, driven largely by GSU students, so creating a safer and more inviting multimodal environmental is essential for the long -term success of both the city and the university.*
>
> *GRTA, MARTA and CCT express bus services are currently provided along the I-75 North corridor. Service frequencies may increase in the future when the Connect Cobb bus rapid transit project is implemented along the US 41 corridor. Buses running on this route would access the HOV lanes along I-75 within the Perimeter to access Midtown and Downtown.*

Public Comment #18

Thank you to you all for the time and effort you put into creating a very impressive plan. I look forward to seeing many of these efforts transpiring in the near future.

I have one overarching concern, though. There does not seem to be anything explicit about climate mitigation, adaptation or resiliency efforts. I do realize that transforming how we move through the region and what we live in will affect our emissions, but there is nothing about encouraging behavior change, mitigating urban heat island effects, the energy sector, existing and upcoming climate action plans, sourcing, agriculture, etc. I realize that some of these may not fall under the ARC's current planning purview, but their absence in the plan is worrisome.

I have read the ARC's impacts of design (2014) report on the GHG inventory and see some of the suggestions in the regional plan. The focus is on designing neighborhoods and regions that promote ideal behaviors, but it stops short of exploring the potential to affect how people use resources in different spaces and specific features that can be added to or included in the construction of new structures that can mitigate heat effects, conserve water, conserve energy, etc. It also stops short of discussing sourcing for construction and food. The transportation and production methods require a lot of water, chemicals and energy that increase the carbon footprint greatly. Perhaps because the GHG Inventory did not include these sources of emissions, they were not addressed, but the plan, therefore, cannot holistically address processes that contribute to CO2e. I would love to see a regional plan that takes bold steps to promote regional production, recycling, reuse and consumption of materials and food. We need to be leaders in efficiently and effectively using fewer and fewer resources.

I have been a part of the Millennial Advisory Panel this past year and was struck by the lack of focus on these same issues. I realize that many concerns and needs must be balanced, but climate action requires intentional planning, funding and community engagement to be effective. It cannot be an afterthought, and it affects everyone, though not in the same way.

I apologize for the long-winded nature of this commentary. If there is a document that explains how the regional plan may integrate/align with/ complement an existing regional climate action plan, I would love to read it.

Thank you for your patience in reading this. I appreciate the opportunity to submit feedback. Please let me know if you have any questions about my comments.

ARC Response

> *Thank you for your participation on the Millennial Advisory Panel and your interest in climate change and resiliency. ARC is building on recent resiliency planning activities by committing resources in 2016 to establish a framework for addressing the impacts of severe weather events and a warming climate in the agency's work. This work will expand on recent inventory research activities which you noted in your remarks.*
>
> *You are correct in remarking that climate change is a big issue that will take a very broad approach to solve. ARC's research shows the most carbon reduction comes from major federal action, like improved fuel standards and the Clean Power Plan. ARC's role in the conversation will be to understand the broader context, but focus our efforts on where we have some control, like helping to establish low-carbon supportive land uses, encouraging a more efficient transportation system and planning for system resiliency and adaptation to future conditions.*

Public Comment #19

I attended the meeting the other night that presented an overview of the plan. I was surprised that there is not much incorporation of environmental interests. There was mention of water management, but it seems to me there are other areas, such as brownfields or stream and wetland restoration that would be useful to incorporate into the plan. Projects within the city, such as Proctor Creek, seem useful to highlight, particularly if there is an interest to incorporate equitable interests.

I am currently working on a fellowship at the EPA and would be happy to speak with someone about some of the relevant projects that could be incorporated into the Atlanta Region's Plan.

Thanks for a great presentation and overview of the plan!

ARC Response

> *ARC also staffs the Metropolitan North Georgia Metro Water District. The Metro Water District and various stakeholders, as part of the Metro Water District's 2016 Plan update, are currently developing a green infrastructure strategy. This strategy will not only provide definitional context, but also create a framework for planning for implementation of green infrastructure at different scales in a way that is feasible. This plan details strategies to meet the Atlanta Region's Plan goal to provide a Secure, Long-Term Water Supply. As this plan is developed, more elements will be included on The Atlanta Region's Plan website. The Transportation Element of The Atlanta Region's Plan is developed to work alongside the Metro Water District 2016 Plan Update.*

Public Comment #20

SUBJECT: Aging Population

Things that promote jobs and shopping do not address the needs of an aging population. Although you do have some things in place to accommodate an aging population is it enough? Will everyone who lives and works in Atlanta now want to leave when the retire?

ARC Response

> *The Atlanta Region's Plan (Transportation) has been developed in concert with the Strategic Aging Plan which supports the effort of the Atlanta Area Agency on Aging, also housed at ARC. More information about the specific plan to support an aging population can be found in that strategic plan and within the ARC website.*

Public Comment #21

You have stated that "metro Atlanta's population is expected to grow by 50 percent by 2040, to 8 million." I would like to know on what information or by whose authority that expectation is based.

ARC Response

ARC develops population and employment forecasts for the 20-county region through the year 2040 as part of the Region's long-range plan for sustainable growth. This is accomplished through the analysis of national forecasts, review of regional development patterns and trends, and extensive coordination with local governments to understand their development expectations.

More detail on the forecasting methodology used by ARC's Research and Analytics Division can be found online at www.atlantaregional.com/info-center/forecasts/documentation.

Public Comment #22

Very impressive, ambitious plan that will work to bring Atlanta into a clean, viable city.

ARC Response:

Thank you for your participation. Please stay in touch to learn more about the plan as it evolves and projects are implemented over time at www.atlantaregionsplan.com.

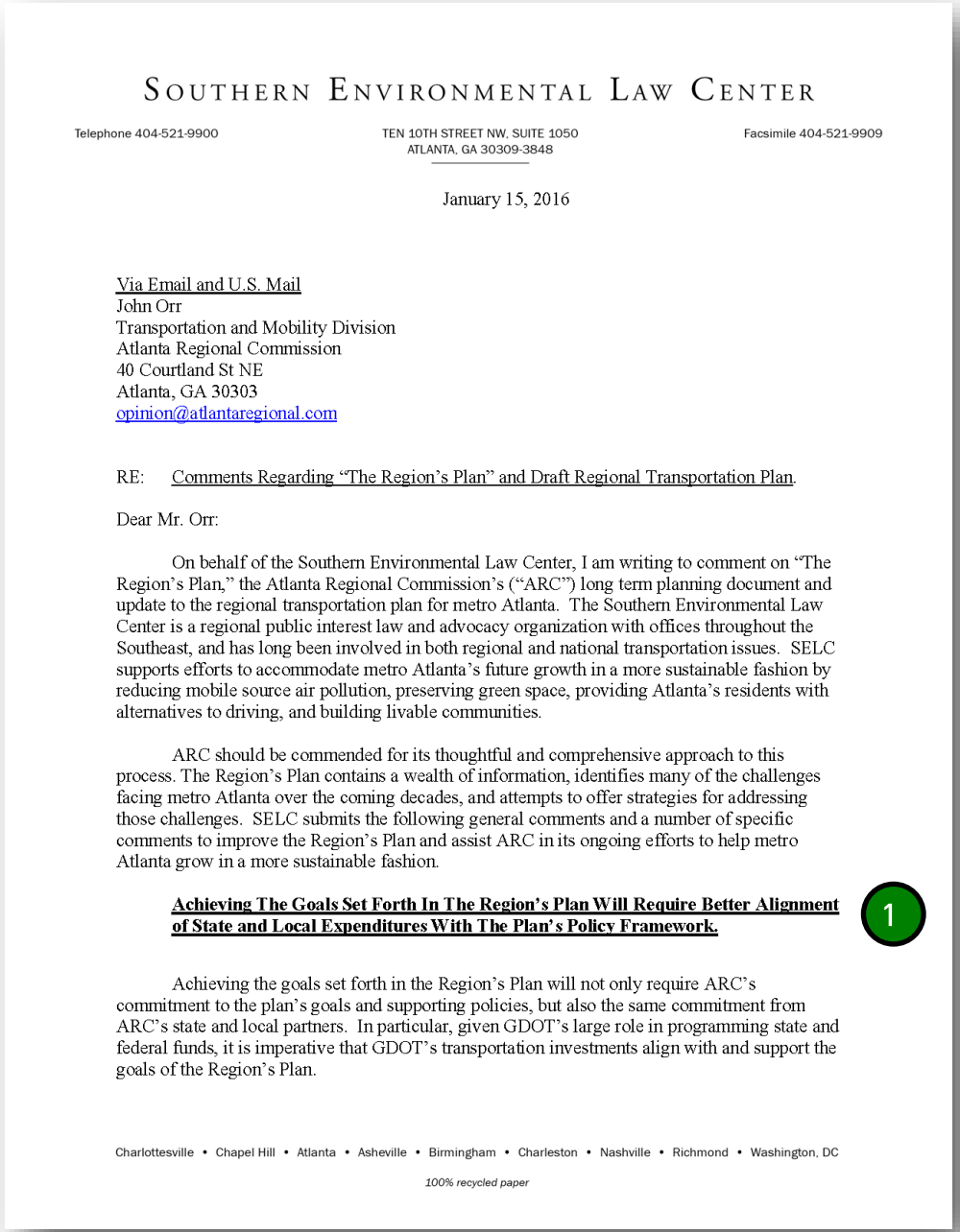
Public Comment #23

Good Morning. Congratulations on launching this outstanding site. I am interested to find out how public safety will play a part in this overall plan.

ARC Response:

Thank you for your participation. Please stay in touch to learn more about the plan as it evolves and projects are implemented over time at www.atlantaregionsplan.com.

Public Comment #24



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January 15, 2016

Via Email and U.S. Mail
John Orr
Transportation and Mobility Division
Atlanta Regional Commission
40 Courtland St NE
Atlanta, GA 30303
opinion@atlantaregional.com

RE: Comments Regarding "The Region's Plan" and Draft Regional Transportation Plan.

Dear Mr. Orr:

On behalf of the Southern Environmental Law Center, I am writing to comment on "The Region's Plan," the Atlanta Regional Commission's ("ARC") long term planning document and update to the regional transportation plan for metro Atlanta. The Southern Environmental Law Center is a regional public interest law and advocacy organization with offices throughout the Southeast, and has long been involved in both regional and national transportation issues. SELC supports efforts to accommodate metro Atlanta's future growth in a more sustainable fashion by reducing mobile source air pollution, preserving green space, providing Atlanta's residents with alternatives to driving, and building livable communities.

ARC should be commended for its thoughtful and comprehensive approach to this process. The Region's Plan contains a wealth of information, identifies many of the challenges facing metro Atlanta over the coming decades, and attempts to offer strategies for addressing those challenges. SELC submits the following general comments and a number of specific comments to improve the Region's Plan and assist ARC in its ongoing efforts to help metro Atlanta grow in a more sustainable fashion.

Achieving The Goals Set Forth In The Region's Plan Will Require Better Alignment of State and Local Expenditures With The Plan's Policy Framework. 1

Achieving the goals set forth in the Region's Plan will not only require ARC's commitment to the plan's goals and supporting policies, but also the same commitment from ARC's state and local partners. In particular, given GDOT's large role in programming state and federal funds, it is imperative that GDOT's transportation investments align with and support the goals of the Region's Plan.

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ARC Response

Thank you for the detailed and thoughtful comments. Several of the suggestions made are consistent with the plans of ARC and our partner agencies as we implement The Atlanta Region's Plan. Others are policy ideas which are worthy of additional investigation. ARC would be pleased to work with SELC to better understand your positions on these issues and to identify ways to ensure they are given full consideration.

Following are responses to specific points made in your letter.

1 *ARC and GDOT worked closely on the plan update and will continue to partner on future updates to ensure state and regional goals, priorities, funding investment strategies and desired outcomes are complementary. .*

GDOT's transportation goals and priorities are enumerated in the Statewide Strategic Transportation Plan. The investment strategies identified in the 2013 SSTP are:

- Add capacity where it will create the most benefit;
- Coordinate transportation investments with development patterns;
- Get the most out of existing infrastructure; and
- Implement plans for aviation, ports, and state-owned rail.

(SSTP at 7). For mobility in the metro Atlanta region, the SSTP recommends that funds currently available (as of 2013) for mobility in metro Atlanta be used as follows:

- Focus local improvement funds and pedestrian infrastructure investment on existing employment centers that have mixed-use zoning, transit, and clear plans to attract residential development;
- Operate express buses in HOT/express lanes;
- Weight arterial allocation toward employment center mobility/connectivity; and
- Weight towards high occupancy toll (HOT)/express lanes on Interstate vs. arterial roads.

(SSTP at 10). For the use of new funds, such as those collected through HB170, the SSTP recommends the following investment priorities for mobility in metro Atlanta:

- Augment the Bus Rapid Transit (BRT) network and premium circulators with other long-haul rail transit that connects suburbs to the core;
- Augment the BRT network with new short-haul transit services (circulators) and BRT stations;
- Ensure the core transit system can operate at levels that maintain Atlanta's competitiveness with peer cities; and
- Expand BRT to major employment centers.

(SSTP at 10). These goals and investment recommendations are not wholly consistent with the goals and policies set forth in the Region's Plan, but they are not irreconcilable. 2

It is important that GDOT and ARC are working to achieve the same policy goals. Given the intricacies of transportation planning and transportation funding, GDOT's and ARC's planning efforts and transportation investments must serve to reinforce, rather than undermine, each other. The same is true for ARC's coordination with local governments. Unless the planning and investment decisions throughout the metro Atlanta region are in alignment, the lack of coordination and friction between the various efforts will present a significant barrier to achieving the goals set forth in the Region's Plan.

ARC Response

2 *ARC believes the SSTP investment strategies and the plan's transportation recommendations are consistent, as are how currently available funds are prioritized across the network. The plan was developed through close and regular coordination with a wide spectrum of public and private sector partnerships. The directors and Board chairs of the key state and regional planning and implementation agencies met frequently throughout the planning process to review findings, discuss options and to give staff additional direction.*

The Transportation Funding Act of 2015 (TFA 2015 / HB 170) provides the opportunity to reassess how incremental funds should be invested to advance both state and regional plans, especially with respect to transit investments. ARC would be pleased to meet with SELC to gain additional insight into where you have identified potential inconsistencies between state and regional policies.

Flexible Transportation Funds Must Be Prioritized For Non-Roadway Purposes.

The need for transportation options, multimodal connectivity, and alternatives to SOV transportation are consistent themes throughout the Region's Plan. However, for years the Atlanta region has under-invested in these types of projects and the problem is compounded by the fact that the majority of available transportation funds are dedicated to roadway projects. Therefore, it is imperative that ARC and its partners are strategic in their use of flexible funds that can be used for bicycle, pedestrian, and other non-automobile transportation projects.

For example, the federal CMAQ and STP funds are not only eligible for use on non-roadway projects, but using them for this purpose squarely aligns with Congress' intent in creating these programs. The new federal transportation legislation – the FAST Act - merged TAP with STP as the "Surface Transportation Block Grant Set-aside Program." Given the region's immense need for non-motorized transportation infrastructure and the limited funding options available, it is imperative that ARC and its partners continue to use all of the Surface Transportation Block Grant Set-aside Program funds for bicycle, pedestrian, and other non-roadway transportation infrastructure. 3

There are also important options at the state level for funding non-roadway projects. A significant portion of the funds raised by Georgia's 2015 state transportation funding bill, widely known as HB170, come from the collection of various fees. This fee-based revenue, approximately $170 million per year, is not subject to the gasoline tax limitations found in the Georgia Constitution. As a result, these funds can be used for a wider range of transportation purposes than gasoline tax revenues. Likewise, the millions of dollars of current and future toll revenue collected from the region's toll lanes are not subject to the constitutional restriction and can be used for the wider range of purposes. 4

Given the region's massive need for investment in non-roadway infrastructure and the limited options available for funding such projects, it is imperative that ARC and its partners take full advantage of the funds that can be used for these purposes.

ARC Should Maintain Its Commitment to Addressing Land Use Patterns As An Important Strategy For Addressing Growth in Metro Atlanta.

As the saying goes, if you find yourself at the bottom of a hole the first thing to do is stop digging. This is essentially the challenge faced by metro Atlanta with respect to land use.

Metro Atlanta's rapid expansion and auto-centric growth over recent decades have led to a region with a large geographic footprint and a transportation network heavily reliant on automobile travel over large distances. This growth is the root cause of many of the challenges identified in the Region's Plan, from traffic congestion to air quality to social equity. To begin addressing these problems, metro Atlanta must first stop growing in the sprawling, unplanned fashion it has in the past.

3

ARC Response

3 *ARC concurs with the observation that federal funding programs for non-roadway projects are limited in scope and additional revenue is needed. Our member local governments have expressed the desire to maintain flexibility in how funds from STP and similar programs are used.*

4 *ARC will work with its state partners to determine policy on this issue.*

Metro Atlanta's previous long range plan, Plan 2040, squarely identifies the challenge presented by the region's sprawling growth and the need to curb that trend.

> The dynamic of increasing urbanized area size adversely impacts the ability of the region to implement needed transportation programs and projects, in addition to local challenges of meeting service needs in growing communities. Land use and land cover changes have significant impacts on stream conditions, as well as impacting many services provided by local governments, including water and wastewater systems, parks, libraries, fire and public safety services.

(Plan 2040 Regional Transportation Program at 2-9). Plan 2040 therefore concluded that: "Further outward expansion will adversely impact the region's capacity and future needs." (Plan 2040 Framework at 7).

The goals and objectives of the Region's Plan are similar to those set forth in Plan 2040, but the Region's Plan no longer includes the clear policy statement against further outward expansion. Although such a statement may not directly control the variety of decisions that feed into the region's sprawling growth, it represents a clear, unequivocal acknowledgement of the problem and serves as guidance for other decisions. Accordingly, the Region's Plan should include a clear policy recommendation against further outward expansion of the metro area like that found in Plan 2040.

5

ARC Should Focus On Accessibility And Prioritize Other Mode Neutral Metrics As The Primary Means For Assessing Transportation Performance.

Both in its implementation of the Region's Plan and moving forward, ARC must focus on mode-neutral transportation performance metrics, like accessibly, in its evaluation of transportation plans and individual projects. Historically, transportation engineers and planners have evaluated the performance of transportation projects and plans using metrics designed to evaluate the performance of roads. These measures, such as level of service, travel time index, and even congestion itself, are narrowly focused on the engineering performance of a road and fail to address the larger purposes of a transportation network.

When we leave our house, our purpose is not to engage in the trip itself but to reach our destination. Road-centric metrics miss this larger purpose, focusing on how road conditions compare to some engineering standard rather than assessing how easy it is to accomplish the actual purpose of travel, which is to reach our destination. This redefinition of the purpose of transportation comes at a cost, as trips taken by transit, biking or walking either perform poorly or cannot be calculated at all under these road-based metrics. Further, these road-based metrics generally ignore key variables, like the distance of the trip, which plays a prominent role in how easily we can access a given destination.

The Region's Plan implicitly acknowledges this issue and includes a variety of policy statements underscoring the need to focus on accessibility. (RTP at 47; Transportation Assessment at 143). But it also describes accessibility as a strategy to "attract and retain millennials and aging adults." (RTP at 39). Instead of marginalizing accessibility metrics in this

ARC Response

5 *The Region has recognized that continuing the development patterns which characterized our growth in the latter half of the 20th century presents challenges. This recognition has led to clear policies and programs over the past couple of decades which enable suburban communities to grow in a more sustainable manner, such as the LCI program, the Lifelong Communities program, transit oriented development initiatives, the Unified Growth Policy Map and complete street policies. Rather than a broad statement about suburban growth, the plan places emphasis on ways in which ARC can work with communities to achieve both local and regional objectives related to land use patterns.*

fashion, these metrics should be given priority as the preferred approach for assessing transportation performance in the Region's Plan and going forward. Many of these metrics – accessibility, job catchment areas, and trip reliability – are already considered to some degree in the plan. However, they must be given greater weight if the region is to shift its transportation focus toward the more multi-modal, cost-effective, and efficient vision set forth in the Region's Plan.

Accessibility is also important in the context of transportation equity. The Region's Plan currently considers whether a project is located in an equitable target area. But whether a project actually benefits the residents of that area is not merely an issue of location, but a more nuanced question that road performance metrics fail to adequately address. If the purpose of a project in an equitable target area is to allow drivers from outside that area to traverse it more quickly, the project may score well under road performance metrics but does nothing to benefit the area residents. But if the project is evaluated instead using accessibility and mobility metrics, then it would be clear whether a project located in an equitable target area actually benefits the area residents by improving their mobility and accessibility.

6

ARC Must Continue Its Leadership On the Issue of Climate Change.

ARC has shown a great deal of leadership, both among governments and among MPOs, in its consideration of greenhouse gas emissions. The Region's Plan underscores the importance of this issue and the need for ARC to address it through the regional plan: "Climate Change Continues to Grow As An Issue That the Region must Address." (Transportation Assessment at 105) Further, "[t]o meet federal requirements and to be good stewards of our environment for future generations, The Region's Plan must contain strategies that lead to reductions of primary pollutants as well as associated CO_2 emissions." Id.

ARC's efforts to address climate change to date have focused primarily on research and data analysis. This includes the 2014 report on the impact of community design on GHG emissions and the 2009 report on transportation and land use scenarios. The Region's Plan draws from these documents, as well as additional modeling, to provide information on the region's GHG emissions. However, ARC must take the next step forward and begin to act on this analysis to curb the region's emission of greenhouse gases and to prepare the region for a changing climate.

As the Region's Plan notes, many of the strategies for reducing transportation-related GHG emissions align closely with other goals adopted by the plan. Others, such as fuel economy, are not within ARC's control. However, there are three areas where ARC can continue to lead on this issue. First, the Region could adopt an aspirational GHG emissions target. Second, ARC could adopt policies specifically directed at reducing per capita VMT in the region. Third, ARC could undertake an assessment of the region's vulnerability to climate change with a particular focus on severe weather events.[1] Given the number of recent severe

7

[1] This recommendation is consistent with the Transportation Assessment's recommendation that ARC's future efforts on climate change "focus on system resiliency and adapting the existing

ARC Response

6 *ARC concurs with the recommendation that the Region continue to explore metrics which emphasize accessibility and equity. Appendices (I) and (J) contain additional information on the status of our current methodologies and results. Measuring accessibility and equity are subject areas which have received a great deal of national attention in recent years and much research is ongoing on the best way to quantify the positive and negative impacts of transportation investments. ARC has a robust engagement process with social equity advocates already in place and is committed to continuing a dialogue on the topic and integrating recommendations in future plan updates.*

7 *ARC is building on recent resiliency planning activities conducted by the Metropolitan North Georgia Water Planning District (MNGWPD), climate change research led by our Transportation Access and Mobility Division, and transportation demand management programs run by our Mobility Services Divisions by committing resources in 2016 to establish a framework for addressing the impacts of severe weather events and a warming climate in the agency's work. We look forward to working with SELC on this important issue and identifying ways to leverage your expertise to inform and support ARC's future programs and initiatives.*

rainfall events, one issue particularly ripe for review would be an evaluation of the region's stormwater and transportation infrastructure to identify areas which are particularly vulnerable to flooding during severe rainfall events.

Pursuing any of these efforts would continue to show leadership by ARC on the issue of climate change and would begin to translate ARC's research and data analysis efforts into real world policies.

The Individual Projects In The Region's Plan Must Be Reviewed Further Through NEPA.

Recent years have seen various attempts to streamline the project delivery process and to better align project review under the National Environmental Policy Act with project decisions made by MPOs and local governments through local transportation and land use plans. Better aligning these processes and providing more efficient project evaluations are worthwhile goals. However, given the dramatic influence transportation projects can have on our communities, it is important that projects are fully evaluated and understood before they are built. Given the limited information available for the proje

cts in the Regional Transportation Plan and Transportation Improvement Program project lists, any project with the potential for significant environmental impact must be thoroughly evaluated through the NEPA process before it is undertaken.

Additional Comments

In addition to the general comments set forth above, SELC also submits the following specific comments.

- The discussion of federal air quality standards for ozone in the Region's Plan focuses primarily on the region's compliance with the 2008 ozone standard (75 ppb) rather than the newer standard adopted by EPA in 2015 (70 ppb). (RTP at 184). As the Region's Plan is a forward-looking document, it should focus on how recent data compares with this more stringent standard metro Atlanta will have to achieve in the future. In addition, the Region's Plan does not contain data or graphs documenting the year-to-year trend in the

system to the expected impacts of more intense and frequent weather events which could occur as a result of changes in the global climate." (Transportation Assessment at 107).

ARC Response

8 *ARC has spent a significant amount of time identifying methods to proactively understand a project's potential environmental impacts and using that information in the decision making process. Recent efforts are detailed on pages 58-61 and pages 198-199 of this document. Work in this area will continue in future plan updates.*

9 *Since ARC does not yet know how much of the region will be designated as being in nonattainment for the next 70 ppb ozone standard, it would not be appropriate for the plan to speculate on which counties may be impacted.*

region's design value for ozone. Design value, not the number of exceedances, is used to determine whether a region complies with air quality standards under the Clean Air Act. Although the number of exceedances is important, the Region's Plan should also include year-to-year data on the region's ozone design value in the same way it does for $PM_{2.5}$. (RTP at 184) 10

- Map 2.5 in the Transportation Assessment does not contain MARTA service in Clayton County. 11

- All of the region's project lists – including the Transportation Improvement Program, Constrained Regional Transportation Plan, and Unconstrained Regional Transportation Plan – should be made available to the public in a searchable database. This capability will not only allow users to find relevant entries more quickly, but will allow these documents to be reviewed and evaluated in their entirety. 12

- The contents of the TIP should be broken down by category, like RTP expenditures were broken down in the table on page 170 of the RTP. 13

- The RTP's financial constraint documentation (Appendices E, F, and G to the RTP) does not reflect toll revenue generated from current and future managed lane projects. In the event these projects are not expected to operate at a profit, their operating costs should be anticipated and documented. In either case, the expected profit or ongoing cost of these projects should be documented in the RTP. 14

- Transportation Objective #2 currently states: "Improve transit and non-SOV options that boost economic competitiveness and reduce environmental impacts." However, none of the supporting policies address non-SOV travel options. Further, the decisions to convert the I-85 HOV lanes to HOT lanes and to construct the I-75 managed lane projects as ETL rather than HOT have undermined the region's commitment to incentivizing HOV travel. The Region's Plan should address this error by incorporating Transportation Policies specifically encouraging programs to incentivize HOV travel. 15

- Two of the proposed "Transportation Solutions" must be clarified to ensure they are consistent with the Transportation Objectives and Policies enumerated in the Region's Plan.

    - The solution of "Expanding Arterial and Freeway Capacity" is problematic. (RTP at 98). This "solution" is too broad and potentially undermines other policy objectives at the core of the Region's plan. For example, this statement does not clarify that new capacity should not be added in locations where current traffic demand does not exist, in locations where it will spur additional outward development, or in locations where the latent demand is so great that it will 16

ARC Response

10 *This is a good suggestion and a chart with design value information will be included on page 184 in the final documentation.*

11 *The Transportation Assessment document was developed in late 2014 and early 2015, prior to the full extent of MARTA routes in Clayton County being known. Services were incorporated into the regional travel demand modeling and air quality analysis efforts associated with the final plan.*

12 *Once the final plan is approved, online search capabilities will be provided via standard websites which have been in place for several years. ARC will continue to explore ways in the future to make draft project information more accessible.*

13 *The project list is available in a spreadsheet format for any agency, organization or individual to conduct that analysis. Consideration to this recommendation will be given in future updates of the plan.*

14 *As stated on page 105 of this document, "[t]his plan does not assume that any excess revenue will be available above and beyond that needed to maintain and operate the tolling operations." These expenditures are incorporated into GDOT's overall operating budget. As more facilities come on-line and long-term revenue and maintenance/*

provide no mobility benefits. Transportation Policies 3.1, 3.2, 3.3, 4.1, 5.4, and 6.1 all limit the types and form of arterials; the "solution" should be narrowed to support these policies.

- The solution of "Creative Reliable Travel Options With Managed Lanes" must also be refined. (RTP at 102). Future managed lane projects are only consistent with the goals set forth in the Region's Plan if several steps are taken. First, future managed lane projects must be operated as HOT lanes, not ETL lanes, to provide an incentive for non-SOV travel. (Transportation Policy 2). Second, future managed lane projects must not only allow transit vehicles, but must use a portion of the toll revenue to support increased transit service. (Transportation Policies 1.3, 2.1, and 3.1). Several other states (including Minnesota, Washington, and California) have "tolls for transit" programs in place to ensure that their HOT lanes are actually helping transit service. Finally, Georgia must initiate a more robust low-income access program to ensure that drivers of all income levels benefit from these lanes. (Transportation Policy 5.1). Without these qualifications, the "solution" of adding additional managed lanes runs counter to numerous other policy objectives contained in the plan.

17

Conclusion

Thank you for the opportunity to submit these comments and for ARC's hard work in preparing the Region's Plan. It provides a wealth of information and represents a clear step forward toward a more livable, sustainable, successful Atlanta region. If you have any questions or concerns, please contact me at (404) 521-9900 or bgist@selcga.org.

Sincerely,

Brian Gist

8

ARC Response

operating trends become evident in the coming years, the plan documentation can be modified to present financial aspects of these facilities in greater detail.

15 *The policies associated with the referenced objective do support increasing transit, bicycling, walking and TDM programs. While HOV travel is not individually listed in the Policy Framework, it remains an important element in reducing roadway congestion and emissions and is discussed in the Regional TDM Plan. A link is provided on page 138 of this document.*

16 *This section has been retitled as "Expanding Arterial and Freeway Capacity Strategically" and the subsequent text was modified to incorporate these suggestions.*

17 *These suggestions will be shared with GDOT and SRTA for consideration as the system is implemented and state/regional policy on utilization continue* to evolve.

May 2016 Amendment Comments and Responses

This amendment to The Atlanta Region's Plan RTP and FY 2016-2021 Transportation Improvement Program was developed to:

- Incorporate major cost increases for existing STP and TAP project phases in FY 2016.
- Program residual FY 2016 funds available from the Urbanized Area suballocation of the Surface Transportation Program.

Regarding the required conformity determination for the TIP amendment, ARC determined that the changes reflected in the amendment do not require a new technical evaluation for conformity. ARC provided this information to the adjacent Gainesville-Hall MPO and Cartersville-Bartow MPO, also in the Atlanta Nonattainment Area. Prior to the formal public comment period, ARC received concurrence as required through the Interagency Consultation process that the conformity determination for the amendment does not necessitate a new regional emissions analysis.

Pursuant to the ARC Community Engagement Plan, a 10 day public comment period was conducted from January 4, 2017 to January 13, 2017, and the results provided to TCC, TAQC and the ARC Board.

ARC received no formal comments on the proposed amendment. During the comment period, ARC continued to work with project sponsors and other public agency partners to address minor issues with project descriptions, schedules and budgets, as well as correcting non-substantive errors and providing additional clarification in the documentation.

February 2017 Amendment Comments and Responses

This amendment to The Atlanta Region's Plan RTP and FY 2016-2021 Transportation Improvement Program was developed to:

- Program residual FY 2017 CMAQ funds.
- Incorporate new GDOT projects into the TIP.
- Reflect routine schedule and cost updates.

Regarding the required conformity determination for the TIP amendment, ARC determined that the changes reflected in the amendment did not require a new technical evaluation for conformity. ARC provided this information to the adjacent Gainesville-Hall MPO and Cartersville-Bartow MPO, also in the Atlanta Nonattainment Area. Prior to the formal public comment period, ARC received concurrence as required through the Interagency Consultation process that the conformity determination for the amendment does not necessitate a new regional emissions analysis.

Pursuant to the ARC Community Engagement Plan, a 10 day public comment period was conducted, April 18 to April 29, 2016, and the results provided to TCC, TAQC and the ARC Board.

ARC received no formal comments on the proposed amendment. During the comment period, ARC continued to work with project sponsors and other public agency partners to address minor issues with project descriptions, schedules and budgets, as well as correcting non-substantive errors and providing additional clarification in the documentation.

August 2017 RTP Amendment / TIP Update Comments and Responses

This amendment to The Atlanta Region's Plan RTP and update to the FY 2016-2021 Transportation Improvement Program was developed to:

- Extend the period of time covered by the TIP from FY 2016-2021 to FY 2018-2023.
- Reflect programming and financial details for projects being advanced under the Major Mobility Investment Program (MMIP);.
- Include new bridge replacement and intersection improvement projects within the TIP period.
- Modify existing long range capacity projects or include new ones to the long range RTP period.
- Update revenue forecasts for federal, state and local funding sources.
- Adjust financial information for existing TIP projects where changes exceed the threshold for processing as an administrative modification.
- Incorporate changes to the regional travel demand model coding.

Regarding the air quality conformity analysis requirements, ARC determined the changes required a new technical evaluation for conformity. ARC coordinated the technical evaluation process with the adjacent Cartersville-Bartow MPO, also in the Atlanta air quality maintenance area. Prior to the formal public comment period, ARC received concurrence on modeling assumptions through the Interagency Consultation process.

Pursuant to the ARC Community Engagement Plan, a 30-day public comment period was conducted from June 21, 2017 to July 20, 2017. Engagement opportunities included an advance briefing with the Transportation Equity Advisory Group on June 12, two informational open houses for the general public on June 22 and a formal public hearing in conjunction with the TAQC meeting on July 13.

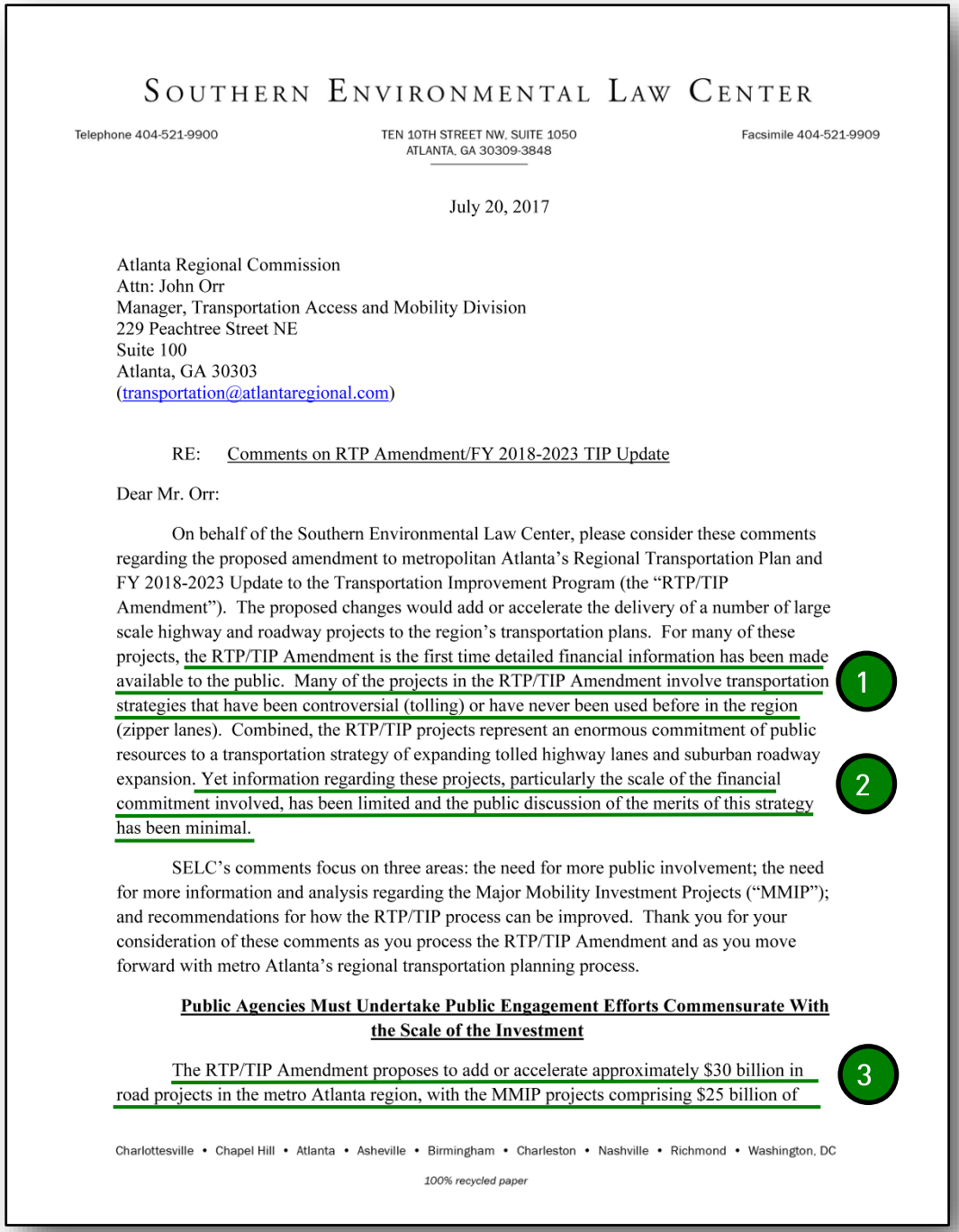
Approximately 85 people participated in the open houses and 33 completed a short online survey to capture their comments. When asked if the transportation projects associated with the amendment will benefit the region, 88% responded in the affirmative, with 12% disagreeing. Another key question asked how frequently they would utilize the express lanes proposed as part of the MMIP. About 18% indicated they would use the lanes daily and 61% would use them occasionally, while 21% reported they would never use the lanes.

No comments were received at the public hearing on July 13.

Prior to the conclusion of the comment period on July 20, ARC received one formal comment from the Southern Environmental Law Center. That letter, along with responses to key points, is presented on the following pages.

Copies of comments received, and responses to those comments, were provided to TCC, TAQC and the ARC Board prior to action being taken.

During the comment period, ARC continued to work with project sponsors and other public agency partners to address minor issues with project descriptions, schedules and budgets, as well as correcting non-substantive errors and providing additional clarification in the documentation.



SOUTHERN ENVIRONMENTAL LAW CENTER

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July 20, 2017

Atlanta Regional Commission
Attn: John Orr
Manager, Transportation Access and Mobility Division
229 Peachtree Street NE
Suite 100
Atlanta, GA 30303
(transportation@atlantaregional.com)

RE: Comments on RTP Amendment/FY 2018-2023 TIP Update

Dear Mr. Orr:

On behalf of the Southern Environmental Law Center, please consider these comments regarding the proposed amendment to metropolitan Atlanta's Regional Transportation Plan and FY 2018-2023 Update to the Transportation Improvement Program (the "RTP/TIP Amendment"). The proposed changes would add or accelerate the delivery of a number of large scale highway and roadway projects to the region's transportation plans. For many of these projects, the RTP/TIP Amendment is the first time detailed financial information has been made available to the public. Many of the projects in the RTP/TIP Amendment involve transportation strategies that have been controversial (tolling) or have never been used before in the region (zipper lanes). Combined, the RTP/TIP projects represent an enormous commitment of public resources to a transportation strategy of expanding tolled highway lanes and suburban roadway expansion. Yet information regarding these projects, particularly the scale of the financial commitment involved, has been limited and the public discussion of the merits of this strategy has been minimal.

SELC's comments focus on three areas: the need for more public involvement; the need for more information and analysis regarding the Major Mobility Investment Projects ("MMIP"); and recommendations for how the RTP/TIP process can be improved. Thank you for your consideration of these comments as you process the RTP/TIP Amendment and as you move forward with metro Atlanta's regional transportation planning process.

Public Agencies Must Undertake Public Engagement Efforts Commensurate With the Scale of the Investment

The RTP/TIP Amendment proposes to add or accelerate approximately $30 billion in road projects in the metro Atlanta region, with the MMIP projects comprising $25 billion of

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ARC and GDOT Response

Thank you for the detailed and thoughtful comments. ARC and GDOT concur with the general position that the projects included in this amendment represent a large commitment of regional transportation funds and that additional community engagement and opportunity for comment is warranted as they progress through the environmental review and design stages of implementation. We ask that SELC continue to be an engaged partner in this process and help us build upon and expand our engagement with those stakeholders who have questions or concerns about the MMIP or the planning process in general.

Responses to specific points made in your letter are provided on the following pages.

these expenses.[1] Much of this cost will be incurred through the use of GARVEE bonds and other debt instruments to pay for these projects, and the lengthy financing periods are necessary due to the size of these projects. Despite the scale and duration of these proposed investments, the public awareness of these decisions and the public discussion of their merits have been minimal.

Public engagement should be viewed as an essential part of transportation planning and project delivery, not as a technical requirement to be minimally satisfied. The importance of robust, meaningful public engagement is heightened for actions like the RTP/TIP Amendment because the projects involved are enormously expensive, will dramatically impact the operation of metro Atlanta's roadway network, and because of the substantial commitment to tolling as a primary mobility strategy in the region. 4

The MMIP projects were announced in January 2016 with little prior notice and no public involvement. Although some of these projects were drawn from previously studied concepts, there has been no discussion of why these particular projects were chosen and how their performance compares to that of other potential projects. The Georgia State Auditor has highlighted the opacity of the transportation project selection process and used one of the MMIP projects - the truck-only lanes on I-75 - to illustrate the lack of transparency.[2] According to a media monitoring service, less than two dozen articles have mentioned the MMIP in any fashion since it was announced two years ago. There have been few, if any, public meetings to educate Georgians on the merits of the MMIP projects and why a $25 billion investment is justified. There has been no attempt to reconcile this investment with the stated preference of metro Atlantans to focus on transit projects instead of roadway projects.[3] ARC's own "Metro Atlanta Speaks" survey found that "43 percent of respondents said expanding public transit is the best long-term solution to the region's traffic problems, while 32 percent preferred improving roads and highways." 5

The accelerated, but self-imposed, time table imposed on these projects only magnifies concerns about the lack of public involvement. As it stands, the MMIP projects are poised to advance through a series of administrative decisions (like amendments to regional transportation plans) that require limited public engagement and draw little meaningful participation from the public. 6

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[1] The fact sheets and other information provided regarding the MMIP projects and other projects in the RTP/TIP Amendment have not included the financing costs associated with these projects or the estimated length of the financing term. This information has been drawn from a March 2017 Presentation to ARC's TCC Subcommittee. http://atlantaregional.org/wp-content/uploads/rtp-tip-amendment3-1.pdf

[2] Georgia Department of Audits and Accounts, Performance Audit Division "Transportation Project Selection and Prioritization." Special Examination Report No. 16-17 (December 2016). ("The [GDOT] Planning Division lacks detailed policies and procedures to guide key selection and programming decisions, and the basis for the decisions are not well-documented.")

[3] http://atlantaregional.org/plans-reports/2016-metro-atlanta-speaks-survey-report/

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ARC has undertaken some additional outreach efforts related to the RTP/TIP Amendment, such as the meeting of the transportation equity group, the pop-up open house, and the second public information session. And ARC should be commended for these steps. But the immense scale of these projects and the potential long term commitment of funding involved requires a public discussion substantially more comprehensive than what has been undertaken to date. This public discourse should be broader than the RTP/TIP Amendment and should not be limited to ARC. Instead, on-going dialogue should be undertaken between all of the transportation agencies involved and the public as the details of the MMIP concept and the individual projects are developed. But as the primary project sponsor and the metropolitan planning organization, GDOT and ARC have the ultimate obligation to ensure that this discussion occurs.

Prior to the 2012 regional TSPLOST vote, metro Atlanta engaged in a robust public dialogue about the direction for transportation of the region and how our transportation money should be used. This discussion occurred in the news media, in public meetings, between elected officials and their constituents, and among individuals. This public discourse raised awareness and engaged Georgians in the planning decisions being made on their behalf. In contrast, the public is largely unaware that we are poised to spend approximately three times more money than the TSPLOST and lock up a significant portion of our transportation funding decades into the future. Such a generational investment should not be undertaken lightly, it should not be rushed, and it should not be made with so little public involvement.

MMIP Specific Concerns

There are also several concerns specific to the information provided regarding the MMIP projects in the RTP/TIP Amendment and related documentation.

Transit Service and Projected Users

More information should be provided regarding how the MMIP toll lane projects are expected to operate and the demographics of the drivers expected to use them. Specifically, information should be provided regarding the operation of transit service in the new projects and the demographic profile of the drivers using the lanes. 7

Like the underlying plan it changes, the RTP/TIP Amendment is subject to federal environmental justice requirements. The MMIP projects must be shown to not disproportionately impact, nor disproportionately benefit, drivers based on race, sex, income, and other factors. To the extent ARC's activity based transportation model has the ability to model the demographic profile of the drivers expected to use these lanes, that information should be compiled and released to the public. 8

The potential use of the managed lanes by transit vehicles is frequently touted as a benefit of the MMIP toll lane projects. However, it is unclear whether this will actually occur. The

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RTP/TIP Amendment should identify the assumptions it uses regarding transit service in these lanes, including the assumed routes, frequency of service, and funding availability. This information is relevant for air quality modeling and considering the environmental justice impacts of these projects, but it is also necessary for the public to understand how these projects are likely to operate. 9

Toll Revenue and Debt Financing

The RTP/TIP Amendment should provide more financial information regarding the toll revenue and bond indebtedness for the managed lane projects. Most of the proposed managed lanes projects in the RTP/TIP Amendment would use GARVEE bonds or toll revenue bonds.[4] Although the proposed amendment identifies the amount of potential funding, it does not include other important information regarding this potential indebtedness including the duration of the GARVEE bonds and each project's estimated toll revenue.

Financial planning is a central part of the federal transportation planning process and a financial plan is a key part of the RTP/TIP. 23 C.F.R. § 450.324(g)(11). The required financial plan must identify "system-level estimates of costs and revenue sources that are reasonably expected to be available" and "an assessment of the appropriateness of innovative finance techniques (for example, tolling, pricing, bonding, public private partnerships, or other strategies) as revenue sources for projects in the plan." Id. (emphasis added). With respect to the GARVEE bonds, it is necessary to understand both the duration of these bonds and how the interest paid on these bonds will increase the total cost of the projects. Without this information, it is not possible to fully understand the true cost of these projects.

However, the RTP/TIP Amendment fact sheets do not disclose the total project cost including financing, nor do they state the length of the financing period.[5] The underlying RTP/TIP does include a "Calculation of State Debt Service" schedule, but it does not appear that this document was updated to reflect the bonds contemplated in the RTP/TIP Amendment. See, Regional Transportation Plan at Appendix E. The length of the debt obligation and the total project cost including debt service should be provided as part of the RTP/TIP Amendment. 10

Likewise, the RTP/TIP Amendment must identify the amount of toll revenue these new toll projects are expected to generate. Federal regulations require the disclosure of all reasonably expected sources of revenue, and this includes the toll revenue from these new toll projects. This information should be provided for each individual project and for the system as a whole. Project specific information is necessary to help understand the relationship between the toll revenue and toll bonds; without this information it is not possible to understand when the projects will pay off their bonds and begin generating revenue. 11

[4] See, e.g., AR-ML-200, AR-ML-210, AR-ML-240, AR-ML-300, AR-ML-420, AR-ML-510, AR-ML-610, AR-ML-800.
[5] http://atlantaregional.org/wp-content/uploads/tip-open-house-materials-for-web.pdf

Even if the final details of the toll revenue and the debt obligations are not know at this time, federal law requires that reasonable assumptions be made and this information should be provided to the public as part of the RTP/TIP Amendment.

General Comments

In addition to the specific concerns related to the MMIP, there are also two general concerns related to how financial information is provided and one related to performance-based planning.

Retroactive Changes to Project Expenditures

The RTP/TIP Amendment includes a number of retroactive changes to prior expenditures that occurred during previous TIP periods. Many of these changes involve expenditures that occurred a decade or more in the past and change the funding sources used for these past expenditures. These retroactive changes include: 12

- AR-ML-200 added the expenditure of $2.7 million in Interstate Maintenance funds for preliminary engineering in 2007;
- AR-ML-300 reduced the amount of local funds spent on preliminary engineering in 2011 from $8 million to $2 million;
- AR-ML-300 also reprogrammed federal funds spent on preliminary engineering in 2005 and 2010. The prior expenditure years for these funds were LR 2031-2040 and "N/A";
- AT-244 "deleted" $600,000 in federal earmark funding for scoping in 2011;
- CL-019 added $50,000 in Statewide STP funds for 2014;
- CL-017 changed the funding source, funding amount, and fiscal year for preliminary engineering funds. The funding source changed from Local to STP/Urban and the funding year changed from 1997 to 2014;
- FN-067B added $1.5 million in new preliminary engineering in 1993, including $800,000 in STP/Urban funds.
- FN-264 added $2.2 million in state funds for right of way in 1991;
- FS-289 was added as a new project, and then added preliminary engineering expenditures in 2016;
- FT-001D added $3.6 million in STP/Urban funds in 1992 and $250,000 in state funds for right of way in 1997; and
- NE-004 added the expenditure of $2 million in STPBG funds for preliminary engineering in 1999 and 2005.

Minor corrections to prior expenditures can be expected as actual costs are reconciled and work is carried over from related projects. However, many of these changes reach back over a decade and alter the source of funds that were already spent. These changes obviously raise questions about the accuracy of the accounting for these projects. Further, these changes raise

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questions about how these expenditures comply with federal reimbursement and reporting requirements.[6]

None of these projects include information explaining the changes in the "Notes" section of the spreadsheet. In the future, any retroactive change to expenditures in the RTP or TIP should include the necessary explanation unless the nature of the change is obvious or if the amount of money involved is de minimis. 13

Tracking the Transfer of Federal Funds Between Programs

The RTP and TIP documents should also provide information to allow the public to better track the transfer of federal funds between programs. Federal law permits certain types of transportation funding to be moved between different funding programs. For example, a portion of funds from the Surface Transportation Block Grant Program can be transferred to the National Highway Performance Program, National Highway Freight Program, Highway Safety Improvement Program, and Congestion Mitigation and Air Quality Improvement Program.[7] When these funds are shifted between programs they become subject to different limitations on how they can be used. As a result, the amount of flexibility afforded to these funds can be increased or decreased depending on the requirements of the funding programs involved. This flexibility is necessary to build projects that are difficult to fund otherwise, such as bicycle, pedestrian, and transit projects. If funds are moved from a flexible category to a less flexible category, the region has less ability to fund these projects. Currently, it is virtually impossible to determine whether and how much money is being moved between programs. ARC should provide a clear accounting of how funds are transferred between different federal funding programs. 14

[6] For example, federally funded PE expenditures must be monitored "to ensure they progress to the next phase of work within 10 years from the date of authorization." Federal Highway Administration "Project Funds Management Guide for State Grants: Attachment 1 Obligation Funds Management Guide." https://www.fhwa.dot.gov/cfo/projfundsmgta1.cfm#ftnref20
Federal guidance directs FHWA Division offices to review:

> PE projects that have been authorized for 3 years and 7 years to ensure work is progressing according to schedule. At 10 years, such projects should be reviewed to confirm right-of-way or construction has proceeded and if not, to determine if a time extension is warranted, or if payback of Federal funds is required.

The list above includes five changes involving federal transportation funds used for PE that are more than ten years old.

[7] https://www.fhwa.dot.gov/fastact/factsheets/stbgfs.cfm

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Project Evaluation Framework

Finally, ARC recently developed a process evaluating and prioritizing transportation projects. The primary purpose of the Project Evaluation Framework is to assist ARC in prioritizing projects submitted for funding through its project solicitations. However, this Framework is also intended to help ARC evaluate the performance of all transportation projects in the region and demonstrate compliance with federal standards for performance-based transportation planning. The RTP/TIP Amendment is the first opportunity for ARC to use this new Framework to evaluate the projects in the Regional Transportation Plan. Even if the results of this analysis are not used to select or prioritize the projects, the data itself will provide valuable information and further ARC's efforts to engage in performance-based planning.

ARC should evaluate all of the projects in the RTP/TIP Amendment through its Project Evaluation Framework and publish the results of this analysis. 15

Conclusion

Thank you for your consideration of these comments. The scale and cost of the highway projects detailed in the RTP/TIP Amendment is virtually unprecedented in the region. Providing all relevant information and ensuring a robust civic conversation on these projects are necessary because we are points to make a generational decision on transportation in the metro Atlanta region.

Please contact me with any questions or concerns at (404) 521-9900 or bgist@selcga.org.

Sincerely,

Brian Gist

cc:

Mr. Jay Roberts
Director of Planning
Georgia Department of Transportation
One Georgia Center
600 West Peachtree NW
Atlanta, GA 30308

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1 ARC and GDOT Response

Most of the projects in question have been included in the Regional Transportation Plan (RTP) for several years. The variable toll managed lanes represent the expansion of a planned network which build upon a base of two existing facilities and a third which is currently under construction. The zipper lanes, while a new concept for the region, have been successfully used elsewhere around the nation and the world for many years and GDOT believes them to an effective and cost efficient solution for the corridor on which they are planned.

2 ARC and GDOT Response

In accordance with the ARC Community Engagement Plan, a 30 day public comment period was held (June 21 to July 20), the standard time period for a major plan amendment or update.

We concur that this amendment involves a significant commitment of financial resources and acknowledge that this is the first time the full scope of the costs and financing arrangements are being made public for review and comment. Information on the Major Mobility Investment Program (MMIP) projects was posted by GDOT at www.garoads.org in early 2016, with additional information posted since then by both GDOT and ARC as it became available. See Comment #4 for a complete summary of key milestone dates when information was released for review by the public in advance of this amendment action.

3 ARC and GDOT Response

This comment references a preliminary analysis conducted by ARC posted to that agency's website shortly after full programming details were provided by GDOT in February 2017. The $25 billion figure reflects the full year-of-expenditure cost of nine MMIP projects which are either partially or entirely within the Atlanta region, plus debt service and dedicated operating and maintenance costs. Upon additional discussion with GDOT and their consultants, costs for public comment purposes were updated and simplified for clarity. Information presented during the public comment period was intended to be a high level summary so that discussion could focus on the overall merits of the investments. Project costs were shown in current year dollars and reflected only the capital cost of construction, as noted on the public comment collateral items. In addition, two projects are located only partially within the Atlanta Region, so the funding commitments required for just those sections and attributable towards the Region were adjusted proportionally. Full financial details outlining year-of-expenditure payments (including debt service) and the payback schedule were available on the ARC website throughout the comment period. Links to that website were provided on public comment materials.

4 ARC and GDOT Response

As information became incrementally available during the process of developing the amendment, ARC and GDOT shared it through a variety of means, including informal and formal agenda items at Board and committee meetings, email notifications and social media posts. The full timeline of key milestones leading up to the formal comment period follows:

- *2015 - Transportation Funding Act (TFA) approved, which significantly increased the available level of state funding for transportation projects and programs. General discussions occur at numerous ARC committee meetings (open to the public) throughout the year about potential implications to the plan. Most funding remains constitutionally restricted for use only on roads and bridges.*
- *January 12, 2016 - Announcement of the MMIP by Governor*

Deal. GDOT launches www.garoads.org website with supplemental information on the MMIP and how other TFA funds will be used.

- *January 14, 2016 - Informal discussion on MMIP announcement at Transportation and Air Quality Committee meeting.*
- *January 22 and May 6, 2016 - ARC staff overview presentations on MMIP to Transportation Coordinating Committee (TCC).*
- *May 2, 2016 - GDOT releases a report prepared by Cambridge Systematics which provides additional details on the MMIP and its potential benefits. The report is posted on the garoads.org website.*
- *June 9, 2016 - GDOT staff presentation on MMIP to Transportation and Air Quality Committee (TAQC).*
- *February 24, 2017 - Full programming details for projects impacted by the amendment provided to ARC by GDOT.*
- *March 3 and 8, 2017 - ARC staff presentations of amendment process to TCC and TAQC.*
- *March 17, 2017 - Detailed presentation on amendment elements and cost/finance arrangements for MMIP projects provided by ARC staff to TCC. Presentation posted to ARC website.*
- *April 20, 2017 - GDOT staff presentation on MMIP to State Transportation Board.*
- *April 26, 2017 - Detailed presentation on amendment elements and cost/finance arrangements for MMIP projects provided by ARC staff to TAQC Subcommittee.*
- *June 12, 2017 - Preliminary outreach meeting on the amendment held with Transportation Equity Advisory Group. ARC, GDOT and consultant staff were in attendance.*
- *June 21, 2017 - Full programming details and associated RTP documentation posted on ARC website. Public notice for the amendment is published (English and Spanish) and comment period officially opens. Approximately 1,600 individuals were notified of the amendment directly by ARC and GDOT through email, with thousands more reached through social media posts, media releases, and secondary email distribution lists maintained by planning partners.*

5 ARC and GDOT Response

Managed lanes perform a key role in the region's transit vision, enabling express bus routes between suburban counties and the region's major job centers to travel at a reliably high speed. Transit options are also being expanded in the region and the plan reflects the addition of Clayton County into the MARTA service area. A future amendment will also incorporate the recent More MARTA tax passed within the City of Atlanta. When and if subsequent transit funding referenda are passed in Fulton County, DeKalb County and other jurisdictions, they will also be reflected in the RTP.

6 ARC and GDOT Response

Characterizing future actions related to implementation of the MMIP projects as administrative in nature is not accurate. Numerous opportunities remain for interested members of the public to provide meaningful input before any of the projects in the amendment advance to construction. Every project proceeds through a series of formal review and approval steps before being implemented, with inclusion in the Regional Transportation Plan being one of the first formal steps. This step generally follows a study process where the merits of the project are assessed by a sponsoring agency. Future steps required

before construction can proceed include negotiating financing agreements, issuance of bonds to support those agreements (to be discussed at State Transportation Board meetings which are open to the public) and providing multiple opportunities for public and stakeholder review and comment during the environmental review and design stages (as required by federal law under the National Environmental Policy Act (NEPA)).

7 ARC and GDOT Response

Details related to MMIP toll lane operations will be studied during the NEPA phase for these projects. The MMIP toll lane projects will serve drivers across markets (i.e. local drivers and through travelers), and experience in Georgia and nationally suggests that these drivers have diverse demographic characteristics. Analysis will be conducted during the NEPA phase to forecast utilization of these projects. While demographics of individual drivers may be not possible to forecast, the analysis will seek to understand toll lane utilization from areas with various income levels. The business rules for the MMIP toll lane projects include allowing transit vehicles to use the lanes at no charge. In addition, design considerations related to transit vehicles will be included in future analysis.

For additional information on travel demand modeling assumptions for transit service along the corridors with express lanes, see Comment 9.

8 ARC and GDOT Response

As projects proceed through the environmental and design stages, ARC would be willing to provide such an analysis if requested by stakeholders and if it would be beneficial to decision makers.

9 ARC and GDOT Response

The ARC travel demand modeling process has consistently assumed that existing and proposed express bus routes operating along corridors where managed lanes are planned would shift from the general purpose lanes to those managed lanes upon completion. By advancing the timeframe for implementation of these facilities, this amendment enables earlier use by transit services than under the current RTP. No assumptions were made as part of this amendment regarding the near-term expansion of route coverage or the frequency of service. When and if additional transit services are provided through a funding referendum or other mechanisms, the assumptions about any new routes and improved headways will be provided prior to inclusion in a conformity determination.

10 ARC and GDOT Response

Detailed information on the length of the financing period associated with each MMIP project was provided at a TCC meeting on March 17. A spreadsheet containing full programming details, including payback amount throughout the timeframe of the RTP (and beyond in some cases), was posted on ARC's amendment webpage on June 21.

The table referenced in the comment letter identifies previously committed statewide bond issuances and the payback schedule associated with them. This table is used to determine how much federal and state funding remains available for commitment to other projects in the plan. These existing bond programs have relatively short remaining payback periods, thus the lack of values in the table throughout most of the long-range years of the plan.

Financing costs for MMIP projects are not part of these existing bond programs and are managed in the fiscal constraint process differently. Unlike previous statewide bond programs, MMIP debt service is

incorporated directly into the programming details for each project, not aggregated and summarized in this table. ARC will add notes to relevant pages of the final RTP document to clarify how MMIP debt service is reflected.

11 **ARC and GDOT Response**

The longstanding assumption used in the fiscal constraint analysis for the RTP has been that toll revenue generated by express lanes would be dedicated to debt service and ongoing maintenance and operation of the facilities. This assumption has been validated through the Interagency consultation process, meaning federal requirements related to the finances of the plan are being met. Since the project level financial information included in the project listings (posted on ARC's website in conjunction with the opening of the public comment period on June 20, 2017) includes expected bonding and payback assumptions, future toll revenues are assumed to be applied to debt service and operations and maintenance of the facility on which they are collected. When and if it is determined by SRTA that excess revenue will be available for commitment on other projects and programs, revised assumptions used in the RTP related to the amount of funds and how they will be used will be vetted through the Interagency consultation process.

Excess revenues, if any, and the use thereof, are also governed by FHWA regulations encapsulated by the language "any lawful purpose." GDOT and SRTA will abide by this moving forward. While preliminary, high level estimates of gross revenues were developed and included in the Managed Lanes Implementation Plan (incorporated into the RTP by reference on page 102), the final details of the toll revenue and debt service obligations are not known at this time. Detailed toll revenue analysis will be conducted for these projects in accordance with applicable guidelines for these types of studies. The results will be used to develop detailed finance plans, if required, during the NEPA phase of these projects.

12 **ARC and GDOT Response**

During each administrative modification, amendment or update process, GDOT reviews historical accounting information. As projects evolve and/or are closed out, discrepancies between information contained in planning documents and the actual amounts and fund sources used during implementation are occasionally revealed and corrected. As noted, some of these corrections may date back more than 10 years. During that time, the procedures used by ARC and GDOT to ensure the consistency of data presented in public documents has continued to improve and changes of this nature should become less common in the future.

13 **ARC and GDOT Response**

To the extent that such information is available, this is a good suggestion for ARC to implement during future amendments.

14 **ARC and GDOT Response**

Nearly all of the flexing activity which occurs between federal funding programs occurs at the statewide level. GDOT is given authority under federal law to make such decisions.

15 **ARC and GDOT Response**

During project solicitation activities, ARC will occasionally work with project sponsors at their request to transfer funds if doing so provides benefits to the implementation schedule. This typically occurs in situations where there is a direct relationship to transit and the request is to flex FHWA funds to FTA for management and oversight purposes. These changes are documented during the solicitation process.

15 **ARC and GDOT Response**

The project evaluation framework is intended for use when large numbers of new projects are being considered for addition to the plan or as part of a comprehensive reassessment of all projects during a major plan update. As this amendment primarily deals with updating the costs, scheduling and financing details of existing projects, the referenced evaluation methodology was not employed. ARC does intend to conduct a technical analysis of all major capacity projects in the plan, including the MMIP, during the next update cycle. Previous analysis work by Cambridge Systematics for GDOT will be considered in that review effort.

February 2018 Amendment Comments and Responses

The Transportation Improvement Program (TIP) is the mechanism by which federal, state and local funds are approved for all significant surface transportation projects and programs in the region. The FY 2018 -2023 TIP comprises the first six years of the Regional Transportation Plan (RTP) for the Atlanta region. As the federally recognized Metropolitan Planning Organization (MPO) for a 20-county region, ARC is responsible for developing and amending/updating the TIP and RTP to meet federal planning requirements and address local needs.

This amendment to The Atlanta Region's Plan RTP and associated FY 2018-2023 TIP was developed to:

- Program funding commitments from the 2017 Project Solicitation under the Atlanta Urbanized Area sub-allocation of the Surface Transportation Block Grant (STBG) – Urban, Transportation Alternatives Program (TAP), and Congestion Mitigation & Air Quality Program*
- Reflect financial changes to projects in the Major Mobility and Investment Program (MMIP)
- Address project cost estimate and programmatic changes that are of a time sensitive nature or cannot be handled administratively

The most recent regional emissions analysis was approved by FHWA and EPA on September 15, 2017. The review and comment period for The FY 2018-2023 Transportation Improvement Program Amendment #4 occurred from December 18, 2017 – January 16, 2018. An email was sent to ARC's interested parties distribution list indicating the TIP Amendment was open for public review. Details regarding the amendment project list, process, and timeline were posted on ARC's website. Additionally, the request for review was advertised via newspapers and various ARC newsletters and presentations.

ARC received 33 public comments via email. The comments and responses from ARC are summarized on the following pages by category.

This document, along with specific comments were shared with ARC's Transportation Coordinating Committee (TCC), the Transportation & Air Quality Committee (TAQC) and the ARC Board in advance of action being taken, as well as all appropriate regional transportation project sponsors. Additionally, it was shared with respondents who submitted public comment, via a link to the Amendment webpage at www.atlantaregional.org/amendment.

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* *In June 2018 a subsequent TIP Amendment added solicitation recommendations to the Atlanta Region's Plan which required modeling for air quality conformity.*

General Comments

Public Comment #1

Comments addressing specific points are provided on the pages following the letter.

SOUTHERN ENVIRONMENTAL LAW CENTER

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January 16, 2018

Via Electronic Mail (transportation@atlantaregional.org) and Ordinary Mail
John Orr
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Atlanta Regional Commission
International Tower
229 Peachtree Street NE, Suite 100
Atlanta, GA 30303

RE: 2017 Project Solicitation - TIP Amendment #4

Dear Mr. Orr:

On behalf of the Southern Environmental Law Center, I am writing to submit comments on the proposed fourth amendment to Transportation Improvement Program for metropolitan Atlanta (the "proposed TIP Amendment"). SELC is a non-partisan, non-profit organization that works to promote transportation and land use decisions that protect natural resources, strengthen communities, and improve the quality of life across the Southeast.

This amendment is an important decision for ARC, both because it implements the project prioritization framework developed in 2017 and because it will program several key categories of flexible federal funding which are necessary to move metro Atlanta toward a more sustainable, multi-modal transportation system. The proposed TIP Amendment's substantive recommendations, as well as the process used to develop them, are positive in many respects. However, there are several key ways in which the process and the recommendations should be improved.

IMPORTANCE OF FLEXIBLE FUNDS

The proposed TIP Amendment will program federal funding received through the Surface Transportation Block Grant program (STBG), Congestion Mitigation Air Quality program (CMAQ), and Transportation Alternatives Program (TAP). These three funding programs are particularly important because they can be used for a wider variety of purposes than many of the large federal and state transportation funding programs. ARC's regional transportation plan recognizes the importance of investing in a comprehensive transportation system, which requires money not only for road projects but also for planning, transit operations, trail construction, and bike/ped projects. However, most of the large transportation funding

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programs are only used for road projects.[1] Therefore, when flexible funds are available it is essential that they be used strategically to ensure that non-roadway projects are funded as well.

COMMENTS ON FUNDING RECOMMENDATIONS

The proposed TIP Amendment largely succeeds in utilizing these flexible funds to further non-roadway projects, with several notable exceptions.

First, the significant investment in transit expansion must be recognized. The recommendations include over a dozen transit expansion projects spread across five different providers (including new service in Douglas County). The size and scope of this investment acknowledges the indisputable importance of transit throughout metro Atlanta. The funding recommendations are also sound because they address a specific use – operational costs – that is particularly difficult to fund through other means. The funding recommendations are also wise to include transit access projects, as the ability to safely access a bus or train stop is necessary for any transit service to be successful.

Second, the significant recommended investment in active transportation projects is also important. The funding recommendations include over two dozen active transportation projects that will improve safety for walkers and bicyclists, increase access to activity centers, fill in key gaps in the region's bike/ped network, and expand recreational opportunities. Like the transit investments, these active transportation projects are spread throughout the region, underscoring the fact that active transportation is not an issue exclusively for the urban core. Finally, many of these projects help complete the planning/project delivery cycle by implementing recommendations found in ARC's *Walk, Bike, Thrive!* plan.

The one area where ARC's funding recommendations fall short is the proposed use of STBG/Urban funds for highway capacity projects. This decision is particularly unfortunate because STBG/Urban is the one category of funding which ARC directly controls. The proposed TIP Amendment recommends using $16.5 million in STBG/Urban funds for the I-285 toll lane mega-project[2] and $28.9 million for interstate interchange projects.[3] An additional $22.5 million in STBG/Urban funds would be used for new highway capacity projects.[4] In total, ARC has recommended spending over 20% of all STBG/Urban funds on new roadway capacity projects.[5] Nine of the fifteen largest awards are for "widening" projects. This substantial investment in new road capacity is misplaced for several reasons.

First, these highway capacity projects should not be funded with STBG/Urban funds because they are eligible for funding through other, much larger funding sources. According to

[1] The decision to limit the use of certain federal and state transportation funds to roadway projects is in part a result of legal limitations but at other times is a policy decision.
[2] AR-ML-210 and AR-ML-240.
[3] AT-244, CH-260, CH-261, DK-382, DK-AR-241 and GW-389.
[4] CO-450B, CW-004, CW-083, FN-265, FT-001F, PA-036B, RO-235D, and SP-067A
[5] Funding figures are drawn either from the documentation for the current proposed TIP amendment or information contained in *The Region's Plan*, the regional transportation plan for metropolitan Atlanta. As funding information has changed in the time between the adoption of *The Region's Plan* and the pending amendment, the funding information between the two documents may not exactly align.

1

the ARC's regional transportation plan, the roadway-focused funding programs will provide approximately $6 billion for maintenance, improvement, and expansion of metro Atlanta's highway network over the next four years, [6] In comparison, over that same period only $298 million in STBG/Urban will be available.[7] STBG/Urban funds should not be used for highway projects when those projects can be funded with the numerous other funding streams that are much larger than STBG/Urban and are limited to roadway projects.

Second, using STBG/Urban funds for billion dollar mega-projects wastes the opportunity to use these funds for greater impact. For example, the I-285 toll lane project is expected to cost in excess of $4 billion dollars. ARC's proposed contribution of $16.5 million in STBG/Urban funds would represent 0.4% of the project cost (and far less when financing costs are considered). In the context of such a large project, this contribution of STBG/Urban funds is essentially a symbolic gesture. Allocating this money has essentially no impact on when, how, or if the project is built. But for smaller projects without alternative funding sources, small grants of STBG/Urban funds can determine whether or not worthy projects are built. Using STBG/Urban funds as token contributions to large road projects misses an opportunity to use the money more effectively.

2

Third, a number of projects appear to be included for the sole purpose of geographically balancing the expenditures. Specifically, the funding recommendations include three widening projects that were rated as "low" in ARC's prioritization framework and do not appear to advance any regional policy goal.[8] All three projects are located in suburban areas that received limited funding through other requests. Nothing in the proposed TIP Amendment or supporting materials indicates that these projects were included based on their merits. Instead, these projects appear to be included so that every county is awarded something in the funding recommendations.

3

FHWA guidance states that STBG/Urban funds should be allocated based on a project's merits, not based on a local government's perceived entitlement to a "share" of the funds.[9] Allocating funds based on a perceived share runs counter to the notion that funding decisions should be driven by project merits rather than political considerations. STBG/Urban funds are an opportunity for ARC to directly invest in impactful projects, balance the type of projects that are built, and advance regional policy priorities. Giving every county a share of funding no matter the merits of their project may be more expedient, but it misses the opportunity use the funds most strategically.

Fourth, the use of STBG/Urban funds is an opportunity for ARC to fill the gaps in existing expenditures help advance regional goals. Metro Atlanta's long range transportation

[6] Highway Safety Improvement Program, National Highway Performance Program, National Highway Performance Program Exempt, and state gas tax funds. *The Region's Plan*, Financial Forecast Appendices E and F.
[7] *The Region's Plan*, Financial Forecasts Appendix E.
[8] PA-036B, HE-161A, and RO-243
[9] "Procedures or agreements that distribute suballocated STBG funds to individual jurisdictions …. by pre-determined percentages or formulas are inconsistent with the legislative provisions that require the MPO, in cooperation with the State and the public transportation operator, to develop a prioritized and financially constrained TIP ." *Suballocation of Apportioned Funds Questions & Answers*, FHWA, April 4, 2016 at Question 5. https://www.fhwa.dot.gov/cfo/suballocation_qa.cfm

plan, *The Region's Plan*, contains numerous recommendations related to improving mobility, increasing transportation choices, and building more sustainable communities. Many of these goals are regional in nature: they are broader than local concerns but do not rise to the level of statewide priorities. ARC's flexible funds allow it to invest in regional-scale projects that advance regional policy goals. But using those funds on road widening projects that are either state or local priorities misses an opportunity to implement regional goals.

COMMENTS ON PERFORMANCE EVALUATION FRAMEWORK

4 The proposed TIP Amendment's use of ARC's project prioritization framework represents an important step forward for transportation planning in metro Atlanta. This data-driven approach, and the transparency afforded by releasing the project analysis, is intended to help select better projects and allow the public a greater understanding of how transportation funds are used. The proposed TIP Amendment's use of this process to evaluate projects and the release of that analysis in the Project Funding Recommendations Report is an important first step and should be expanded to include all projects in the next update to the full regional transportation plan. However, there are two key areas where the project prioritization framework must be improved.

Advancing Low Performing Projects Without Explanation

First, as discussed above, the funding recommendations contain a number of projects that performed poorly in the KDP2 analysis but were nonetheless recommended for funding. The Project Funding Recommendations Report states that low performing projects were scrutinized at KDP3 and, in some cases, recommended for funding despite their low score based on "uncaptured benefits, deliverability, regional continuity, social equity and geographic distribution."[10]

As a threshold matter, the use of this subjective review as the final step in ARC's project prioritization process is problematic. Injecting vague and unquantified considerations into the project prioritization process undermines the objective analysis that precedes it. However, one can envision extraordinary circumstances in which a low-rated project should nonetheless be funded. In such cases, ARC should provide a clear explanation justifying that decision. The current proposed TIP Amendment recommends funding at least fifteen projects that received a "low" score and did not fund five projects that received a "high" score. The public deserves an explanation for this discrepancy.

5 In concept, ARC's project prioritization process represents progress toward funding decisions that are more objective, data driven, and transparent. But these outcomes are only achieved if ARC follows the prioritization in most cases and provides clear explanations when it does not.

Social Equity Criterion

ARC's attempt to incorporate social equity into its project selection process is commendable in its intent but falls well short in its execution. In ARC's KDP2 framework, a

[10] Project Funding Recommendations Report at 5.

project's social equity impact is evaluated based on the sponsor's "written assessment of how developing the project will support [Equitable Target Areas]."[11] This assessment appears to be primarily geographic in nature, in which projects proximate to ETA areas are deemed to "support" those areas.

Under this approach, nearly half of the recommended projects were found to "serve" ETA communities.[12] The list of projects serving ETA communities includes projects to repave roads, upgrade traffic signals, reconstruct highway interchanges, and install traffic control technology. If the intent of the social equity criterion is to identify and prioritize projects that actually benefit ETA communities, the current approach does not appear to be working.

Perhaps the most misguided example of the current approach's shortcomings is the characterization of toll lane projects as "serving" ETA communities. The list of ETA-serving projects includes three managed lane projects. This conclusion is curious, because multiple studies have found that Atlanta's managed lanes are disproportionately used by high income drivers.[13] Given that the new managed lane projects will exclude carpools (which the HOT lanes do not), it is likely that the disproportionate use will continue or get worse. Thus, under the current social equity criterion, these projects are deemed to serve ETA communities based on their geographic location despite contrary research showing that they are likely to be disproportionately used by high income drivers. In short, the current social equity metric appears to be producing the exactly wrong result.

6 Across the country, the transportation planning community is struggling with how to best consider social equity in the planning process and no method has emerged as the ideal process. However, the shortcomings of the proximity-based approach are well known and are reaffirmed by the shortcomings of the analysis here. ARC should reevaluate its method for assessing social equity and adopt an approach the focuses on actual project performance. In particular, ARC should explore ways to model how a given project improves access to and from ETA communities.

[11] Scrutinizing whether a project "supports" an ETA community is a curious phrasing. Federal environmental justice regulations focus on the distribution of a project's benefits and impacts, and whether those benefits and impacts are disproportionately borne by sensitive communities. Although assessing benefits and impacts can be challenging, "supporting" an ETA community is an vague and subjective standard that is even more difficult to evaluate in an objective manner.

[12] Project Funding Recommendations Report at 20.

[13] S. Khoeini and R. Guensler, *HOV-to-HOT Conversion Socioeconomic Assessment: Atlanta I-85 HOV-to-HOT Conversion*, Georgia Institute of Technology (November 2013) ("The HOT and HOV/HOT markets included high-income users almost 50% more frequently than the very-low-income and low-income users."); *Exploring the Equity Impacts of Two Road Pricing Implementations Using a Traveler Behavior Panel Survey: Full Facility Pricing on SR 520 in Seattle and the I-85 HOV-2 to HOT-3 Conversion in Atlanta*, U.S. Department of Transportation, Volpe National Transportation Systems Center, Report for Federal Highway Administration (April 2014) ("Income was a significant predictor of transponder ownership and higher income respondents were more likely to use the priced facility."); and *Urban Partnership Agreement and Congestion Reduction Demonstration Programs: Lessons Learned on Congestion Pricing from the Seattle and Atlanta Household Travel Behavior Surveys*, U.S. Department of Transportation, Volpe National Transportation Systems Center (April 2014) ("[R]espondents of all income groups used the tolled facilities… [but] the heaviest users were disproportionately from upper-income households.").

MISCELLANEOUS COMMENTS

7 ARC's Project Funding Recommendations Report identifies a number of projects that are recommended for funding through the CMAQ program.[14] However, the spreadsheet of proposed changes to the TIP only lists two projects that would be funded with CMAQ funds. The other CMAQ projects identified in the Report appear to be omitted from the TIP spreadsheet. If this omission is intentional it should be explained; if it is inadvertent it should be corrected.

8 The proposed TIP Amendment would retroactively add an expenditure of $217,190 in transit project bonds to project AR-ML-200 in fiscal year 2007. This change follows the adoption of multiple retroactive TIP changes made as part of TIP Amendment #3. Even if such retroactive changes are permissible under federal regulations, making them is a poor practice. ARC should not adopt retroactive changes whenever a sponsoring entity requests them. Retroactive changes to the TIP should be strongly discouraged and, in the rare instance when they are justified, explanatory comments should be provided.

CONCLUSION

Thank you for your consideration of these comments. The proposed TIP Amendment is positive in many respects, particularly its support for transit, recreational trails, and its transparent approach to project selection. However, the recommended use of STBG/Urban funds for new roadway capacity projects is a missed opportunity for ARC to better achieve its regional goals. Please contact me with any questions or concerns at (4040 521-9900 or bgist@selcga.org.

Sincerely,

Brian Gist

[14] Project Funding Recommendations Report at Table 9.

1 *ARC Response*

STBG/Urban funds are eligible to be used for a wide range of purposes, including roadway operation improvement projects seeking to relieve congestion within the Region's local communities. ARC reviewed all submitted projects for this competitive application process and made decisions based on a policy-maker approved evaluation framework. It is not regional policy to restrict certain project types from this available fund source. ARC makes funding decisions for a regional selection of projects based on the regional goals and strategies outlined in the Atlanta Region's Plan.

2 *ARC Response*

While a few projects may have scored lower in the KDP2 stage of the evaluation process, in KDP3 it was determined these same projects fulfilled regional policy goals. Based on public comments, we've included more detailed info in TIP Amendment website to indicate some of the factors considered related to these determination about how various projects fulfilled regional goals.

3 *ARC Response*

Funds committed during this competitive application process are not allocated based on a perceived geographical share, nor via any type of formula distribution. The competitive process outlined in ARC's evaluation framework was developed with extensive stakeholder participation and ultimately approved by ARC policy-makers. The project submittals were reviewed according to regional policy goals through a three step, Key Decision Point process, accounting for both quantitative and qualitative project attributes.

4 *ARC Response*

This TIP project solicitation was the first to use the evaluation framework developed with extensive stakeholder involvement and adopted by regional policy makers. As with any aspect of regional planning, this will be an iterative process seeking continuous improvement. As we move forward, these are the types of conversations we will continue to have with our staff, policy makers, and stakeholders.

5 *ARC Response*

Based on public comments, ARC has provided additional information about the type of criteria considered in KDP3 of the evaluation process on the TIP Amendment webpage. It is important to keep in mind that projects were scored against similar projects, so a "low" score does not necessarily correlate to a "bad" project, simply that it did fare as well quantitatively relative to other submitted projects. Similarly, a "high" score may not reflect a project's ability to be implemented at this time. Throughout the life of the evaluation process, ARC conducted technical analysis, as well as deliverability analysis and general review with both ARC staff and planning partners. Many factors were taken into account in order to arrive at what we believe is the best project mix for this point in time.

6 *ARC Response*

ARC continues to work with its Transportation Equity Advisory Group to determine appropriate methodologies to define what equity means and how transportation funding investments can help the region achieve that outcome. We recognize that this is a complicated issue with no easy answers and appreciate SELC's ongoing participation in the dialogue.

One key aspect of the equity conversation is the region's challenges in providing upward mobility opportunities for low income residents. Improving access to jobs and educational opportunities by bridging the large geographic divides between ETAs and those areas is paramount if we wish to make progress on that front. To do this will require a wide range of mobility options and buses operating at reliably high speeds for long distances in managed lanes will need to be part of the solution. Localized improvements within the communities themselves, such as safe access to bus stops, sidewalks and routine maintenance, are important as well. But regional scale mobility options will also be crucial in expanding economic opportunities for disadvantaged individuals.

7 *ARC Response*

These projects will be accounted for in the upcoming Amendment to FY 2018-2023 Transportation Improvement Program.

8 *ARC Response*

During each administrative modification, amendment, or update process, GDOT reviews historical accounting information. As projects evolve and/or are closed out, discrepancies between information contained in planning documents and actual amounts and funding sources used during implementation are occasionally reviewed and corrected. The procedures used by ARC and GDOT to ensure the consistency of data presented in public documents has continued to improve and changes of this nature should become less common in the future.

Public Comment #2

Good Day,

For feedback on the TIP Project Funding Recommendations for 2017, I have organized comments into two key sections:

- Easy of Understanding, a review of the layout and presentation factors, gauging effectiveness and relatability.
- Last section is directed toward content - what should be present, but perhaps is not, or could use more input overall.

Easy of Understanding

Similar to other ARC public documents, an Acronym and definitions could be useful, some abbreviations are spelled-out, others are not:

- ETA - Equitable Target Area
- CMAQ - GDOT Congestion Mitigation and Air Quality (CMAQ) funds
- TMS&O Transportation System Management and Operations

Overview section – p. 2, this could use an brief description of the scope and purpose of the TIP Project Funding Recommendations as outlined in the Public Comment press release, with particular focus on when the selected projects would be implemented or available within the projected range, 2018-2023.

Clarity on project descriptions, with an option (hyperlink) to obtain more details as either an appendix or external link. Here are a few examples that were either not well stated or too brief:

- GW-ITS1 ITS Expansion – PH1 (ITS = ?) p10
- DK-414 Ped to Schools, p26
- Atlanta-03 Peachtree Strategy – p12

For reference on presenting more project details - source, purpose, etc., while the maps in the TIP document provide a general geographic reference, in using a single color indicator and no project tag, it is difficult to follow the scale and placement. (Ex. pg 7, Map 1 – Active Mode Funded Solicitation Projects)

Detail view suggestion as per the City of Alpharetta, utilizing two key interactive project status views, one more detailed than the other:

Bond/T-SPLOST Capital Project Dashboard
https://alpharetta.projects.socrata.com/projects

City Projects, In-Progress
http://alpharetta.maps.arcgis.com/apps/MapJournal/index.html?appid=c2930590bb57457b908c8d9ec82caba0

Defining Performance Criteria - Helpful to have an abbreviated summary of each to understand the context, in addition can there be a scoring reference added, ie what constitutes a good or acceptable scoring? (p.19 Figure 5 – Mean Performance of Funded and Unfunded Projects by Performance Criterion)

- Mobility & Congestion
- Reliability
- Network Connectivity
- Multimodalism
- Asset Management/Resiliency
- Safety
- Air Quality & Climate Change
- Cultural & Environmental Resources
- Social Equity
- Goods Movement
- Employment Accessibility

Content and Priorities

While this is only a short-term representation of transportation projects, from a personal and area resident view (including survey responses) there is a general consensus for more transit system oriented projects, specifically for toward rail as a more comprehensive and accessible network. Given the time, investment, and demand, project related research and discovery studies should be given priority. In this assessment, it appears only Bus-Transit was given consideration. Ultimately given our regional transportation needs, this effort requires a state sponsored solution for funding and an operating agency versus the current disparate and underfunded per county or municipality approach.

At reference is the Fulton County Transportation Plan, which was re-introduced to the public back on 01/10, to start a third round of public meetings, sharing community feedback from the first two phases of priorities and scenario development. This includes several 1/4 and 1/2 cent proposals, while a step in the right direction, these are insufficient given the limited Sales Tax-only funding model. This gap becomes more apparent in funding and policy when considering the regional perspective, with intersecting corridors that cross other jurisdictions, as with the proposed light rail system to span the Top-end of I-285, an agreement would be needed to connect Cobb, Fulton, and Dekalb counties. In this particular example, Gwinnett may likely be willing to support some aspect of the project as this could be a route for those traveling to and from the northeast.

Fulton County Transit Master Plan
http://www.fultoncountyga.gov/tmp-home

Recent Presentation - Options and Funding:
http://www.fultoncountyga.gov/images/stories/2017-12-14_Fulton_Transit_Mayors_BOC_Presentation_.pdf

Overall it feels like our region is close to 20 years behind on transportation planning and project delivery efforts. We had built-up to the '96 Olympics, but since then have little to show for the region aside from adding a few bus routes, expanding roadways, along with the airport's fifth runway. At a minimum we should be pursuing all matters to ensure potential routes and right of way are secured to build a system to accommodate a growing and aging population that wants and needs mobility options.

Thanks in advance for the comment consideration and looking forward to the next instance!

Dennis Carman
Johns Creek, GA

ARC Response

Thank you for your detailed comments regarding how to improve the clarity of our documentation. We have reviewed alongside our prioritization report for a sense of understanding, and will account for as many of your suggested edits as possible to future documents of a similar nature.

Regarding your comments related to the overall transit project selection, ARC did not receive any submittals for funding rail projects for this competitive application process related to these funding sources for inclusion in the short-range Transportation Improvement Program. Overall, we reviewed the full project applications submitted and made recommendations based on those.

Active Transportation – Bicycle, Pedestrian, Trails

Public Comment #3

Please fund the grant to extend the Noonday Creek Trail from Highway 92 in Cherokee County to Noonday Creek Park in Cobb County. Trails like this promote exercise and help get cars off the road, enhancing the livability of our community. This part of the trail would almost make the trail complete; there would be a small portion...from Bells Ferry Road to Noonday Creek Park that remains to be completed.

Thank you for your consideration.

ARC Response
Thank you for your comment regarding the Noonday Creek Trail; we will share this with the County project sponsors in Cherokee and Cobb. Please remember to participate in local and county meetings regarding this trail as well.

Public Comment #4

To whom it may concern,

I would like to comment on the expansion plans for the Noonday Creek Trail in Woodstock and Marietta.

I'm in favor of it. I live in Woodstock and use the trail on a daily basis. I'm looking forward to, at some point in the future, being able to ride my bike or run all the way down to potentially the the silver comet.

I speak not only for myself but for a group of runners up here in Woodstock. We all are heavy users of the trails and look forward to increasing connectivity.

Thank you very much for this opportunity to comment.

Sincerely,
Jessica Ruiz

ARC Response
Thank you for your comment regarding the Noonday Creek Trail; we will share this with the County project sponsors in Cherokee and Cobb. Please remember to participate in local and county meetings regarding this trail as well.

Public Comment #5

ARC allocation suggestions

- Bike lanes throughout the West End, connecting to Westview on Abernathy and contiuing on Cascade to at least to the Cascade Nature Preserve.
- Also, Whitehall beginning at Abernathy, continuing on Peters to connect to Castleberry Hill and downtown.

ARC Response
We will share your feedback with the City of Atlanta. Please remember to participate in local meetings regarding Atlanta transportation and community planning.

Public Comment #6

Transit and trail expansion should be prioritized over road expansions.

Carl Holt

ARC Response
Thank you for your comment.

Transit Expansion

Public Comment #7

Hello Marta,

When will you begin building the six infill stations on the Atlanta Beltline?

When will transit began on the Atlanta Beltline?

When will you totally renovate Airport, Garnett, Five Points and Civic Center Stations?

When will you break ground on the new LRT Lines for Emory/CDC & SW Atlanta from Lakewood to Camp Creek Market Place and HRT under Peachtree Road through Buckhead Village to I-285 @ Roswell Road and HRT under Northside Drive from Five Points to Atlantic Station & Cobb County Line?

It's time for Marta to partner with the private sector and Wall Street to get additional resources to go with the most recent ½ penny tax increase and the matching Federal Funds that will come with this approval for Marta Rail Expansion so we can aggressively build out the rail network inside the city limits.

We have been talking and talking and talking ..... We are tired of this talk!!!! Let's get building!!!! I'm tired of seeing NY, Chicago, LA, San Fran and others build out their networks and we are just PF'ing alone and doing nothing but talking!

Please review the attachments of the old, nasty, ugly and ghetto Amtrak, Greyhound and Marta Stations in the City of Atlanta that need to be renovated. Please look at the newly renovated stations in NYC and the currently under construction Amtrak Stations in Miami and San Fran then look at ours, its night and day.

Atlanta should be embarrassed of the old, ghetto and nasty looking Amtrak, Greyhound and downtown Marta Stations. When will City and State Officials are going to get tired and hold Marta's feet to the fire and have them do a total renovation of Airport, Garnett, Five Points and Civic Center Marta Stations?

When will State of GA Officials get tired of looking at the old ugly 1930 looking Amtrak Station and build the new GA MMPT a few hundred yards down at Atlantic Station?

Please review my ideas and proposals for the new GA MMPT to be built at Atlantic Station's back parking lot a few hundred yards from the current Amtrak Station and to renovate and remodel the downtown and airport Marta Stations.

Marta:
Marta & Robbie Ash-Marta Board Chairman,

Please review my ideas to renovate, expand and change the name to Five Points Marta Station:

Marta Station Enhancements

New underground passageways would be built underneath the entire gulch south from Marietta Street to Peters Street and east from Centennial Olympic Park Drive to Ted Turner Drive and Forsyth Street at Marta's Five Points Station. The new underground passageways would connect Five Points and CNN/GA Dome/GWCC and Garnett Marta Stations. Also, new passageways would be built to connect other parts of

the gulch, Peters Street, Marietta Street, Ted Turner Drive and MLK, Jr. Drive.

Marta would expand the Five Points station under Forsyth Street to Ted Turner Drive (A.T.L. Live). Marta would build new HRT/LRT Tunnels under the surface lot inside the gulch (under the A.T.L. Live) for future rail expansions under Northside Drive & Capital/Piedmont Avenues. Marta would rename, remodel and expand the Five Points Station on the same scale of Fulton and WTC Transit Centers in downtown NYC. The new name for the Five Points Station would be "Five Points Center" Five Points Station would add new Uber, Lyft, Cab Stations. Also, the station would add a temporary Greyhound Bus Station until the State of GA and the City of Atlanta builds the GA MMPT at Atlantic Station.

Marta also will expand the HRT line from East Point Marta Station through Hapeville, GA to the international terminal at Hartsfield-Jackson International Airport.

Marta will build all six infill Marta Stations to connect with the current Atlanta Beltline and future LRT Transit on the Atlanta Beltline.

Marta will expand HRT Transit under Northside Drive from Five Points Center through Atlantic Station west alone I-75 to Cobb County and north under Peachtree Road with stops at Piedmont Hospital, West Buckhead (Buckhead Village), under Roswell Road to Chastain Park, I-285/Roswell Road, etc.

Marta will build the LRT Transit Line from Lindbergh Station to Emory University/CDC Campus.

Marta will build the LRT Transit Line from Lakewood Station west down GA Hwy 166 through Greenbriar Mall, Barge Road Park n Ride to Camp Creek Market Place on Redwine Road in SW Atlanta.
Marta will expand the Green Line from Bankhead Station through Atlantic Station to the future Amour Yard Marta Station.

The Hard Rock Hotel, currently under construction next to the gulch and Mercedes Benz Stadium, Phillips Arena would build underground access to A.T.L. Live and CNN/Dome/GWCC & Five Points Marta Stations.

Marta would expand the Five Points station under Forsyth Street to Ted Turner Drive (A.T.L. Live). Marta would build new HRT/LRT Tunnels under the surface lot inside the gulch (under the A.T.L. Live) for future rail expansions under Northside Drive & Capital/Piedmont Avenues. Marta would tear off the Army Bunker style roof and build two new levels above with Class A retail and restaurants i.e. WTC & Fulton Center Transit Stations in downtown NYC. The new name for the Five Points Station would be "Five Points Center" Five Points Station would add new Uber, Lyft, and Cheeker Cab Stations. Also, the station would add a temporary Greyhound Bus Station until the State of GA and the City of Atlanta builds the GA MMPT at Atlantic Station. The current conditions of Five Points & Garnett Marta Stations are grimy. The bathrooms inside Five Points are terrible. The lighting is old and dull. The signage designs are old and outdated. The tile work is old and dated. The train platforms are dirty and need to be renovated. The PA system speakers are bad and the paint on the Broad St Wall and the station soccer is lack luster.
Marta would also renovate the entrance ways to Peachtree Center Marta Station with the renovation of Peachtree Center Mall in downtown Atlanta.

Marta would also renovate Civic Center Marta Station for the development of the "Stitch" and Garnett Marta Station for "HQ2", if Amazon choose the "Stitch" location.

Marta would rename the Garnett Marta Station to "Atlanta Trade Center" Station once the ATC/HQ2 Campus is built on top and around the Garnett Marta Station.

Marta would rename the Civic Center Station to "Emory-Midtown" Station.

Marta would rename the Five Points Station to "Five Points Center".

Marta would also renovate the Airport Marta Station.

CIM Group, WRS, Inc., NewportUSA, Atlanta Falcons, Atlanta Hawks, John Portman, Inc., The State of GA, The City of Atlanta, Hartsfield-Jackson International Airport and The Georgia World Congress Center:

You guys are spending buildings of dollars in south downtown Atlanta/ Airport near Marta Stations. When are you going to demand that Marta steps up to the plate and renovate these downtown stations? It's not fair that you guys spend all this money in downtown/Atlanta Airport and Marta lets these stations remain in the conditions they are currently in.

Marta Expansion Priorities:

Marta needs to expand the Green Line through Atlantic Station, under Peachtree Road with stops at Piedmont Hospital, West Buckhead (Buckhead Village), Chastain Park and Roswell @ I-285, to Lindbergh Station and Amour Yard.

Marta needs to expand from the Arts Center Station to Amour Yard Station (Infill Station).

Marta needs to expand from Lakewood Station down GA Hwy 166 through Greenbriar Mall, Barge Road Park n Ride to Camp Creek Market Place.

Marta needs to expand from East Point Marta Station through downtown Hapeville to International Terminal @ Hartsfield-Jackson International Airport.

Marta needs to build all six infill Marta Stations & start construction on the LRT on the Eastside Trail.

Marta needs to build the LRT line from Lindbergh to Emory/CDC Campus.

The GA MMPT:

State Senator Brandon Beach, R-Alpharetta & Pro Speaker Tem Jan Jones, R-Milton, Robbie Ash-Marta Board Chairman,

Please review my ideas/proposal for the new location for the GA MMPT:

The planned GA MMPT should be built in the back parking lot of Atlantic Station on the banks of I-75/85 South. This location is a few hundred yards from the current Amtrak Station. This location has a direct site line to midtown & downtown Atlanta. This would be the perfect location for the new station. This location for the station would be less expensive to build and Amtrak would not have to change the route/direction of its trains. This station would service Greyhound, Mega Bus, GRTA Bus, Atlantic Station Bus Shuttle Service, Uber, Amtrak; GRTA Commuter Rail & Marta Rail (Green Line Extension-through Atlantic Station to West Buckhead/Paces Ferry & Rowell Road & north through SunTrust Park, Marietta Square to KSU). The station would be built before the Marta Green Line extension so a shell of a Marta Green Line platform would be built and ready for the extension. Until the green line extension comes to the GA MMPT, Marta would build a Marta SkyTrain over I-75/85 North & South (i.e. Atlanta Airport SkyTrain over I-85 North/South to the College Park Convention Center/Rental Car/Hotel Area) on top of the Arts Center Marta Station for direct connection from the GA MMPT to Atlanta's subway system. The State of Georgia DOT would build a transport bridge for transit transportation vehicles from West Peachtree Street across I-

75/85 to the GA MMPT. Please review the San Fran MTA Transbay Terminal Construction, The Atlanta Airport SkyTrain & the Atlantic Station back surface parking lots near the current Amtrak Station/ Tracks for an example of how to build the GA MMPT at Atlantic Station in Midtown Atlanta.

Thank you,
Kevin R. Williams

ARC Response
Thank you for your comments regarding the MARTA system. We will review your attachments and share your comments with MARTA as well.

Hello Atlanta Regional Commission,

My name is Kevin Williams and I'm from Atlanta. I'm writing you in your ideas/plans to improve transportation in Metro Atlanta.

I have a hard time figuring out why you guys don't like rail. I read your plans and I'm just disgusted that you guys want to improve the lack luster bus service for Gwinnett and Cobb Counties and create another lake luster bus service for Douglass County. I can't believe you guys want to fall back into the same isolation thinking of creating stand-alone multiple transit services instead of expanding Marta Rail and Bus Service in the Metro Area Counties. This plan goes back to the 1960's racist thinking of transit in Georgia. This is why we will never have a world class transit system in Georgia because of this isolation mentality.

When Marta Rail was created, the plan was to build out the rail and bus service in Cobb, Gwinnett, DeKalb, Fulton and Clayton Counties. White folks in Clayton, Cobb and Gwinnett said no thanks because they didn't want black folks coming across the Chattahoochee River into their communities. We all know the history in this town when it comes to Marta and suburban white folks; it's a race issue, period.
Cobb County is where the cop was caught on tape saying "We only kill black people".

Clayton County has joined the Marta party simply because now, the county government is controlled by black democratic politicians in a very diverse county in 2017. Cobb & Gwinnett are very large diverse counties but are still controlled by white republican politicians that thumb their noses at minority transit dependent citizens and Marta. That's why they won't put a Marta vote on the ballot because they know it will win. They use to say Marta is in the red and not making money but the truth is that the State of Georgia does not help to fund Marta operations, the only state in the country that does not contribute to their main transportation system, so it struggled for a long time. When Keith Parker joined Marta, he had to make some tough and difficult decisions alone with getting very creative to get Marta into the black/profit. Now, Marta is making money against the tough financial budgets it has and a non-supportive state government but Cobb and Gwinnett still has an excuse not to join Marta. The bottom line is that Marta and the city of Atlanta is led by African Americans and white republicans can't stomach paying their tax dollars to Marta that is led and ran by African Americans. If the city of Atlanta & Marta was controlled and led by whites, they would have joined Marta years ago; they cut their nose to spit their faces.

Please see below:

85 percent of American transit systems have been forced to cut services or raise fares. Pittsburgh was forced to eliminate a third of its bus routes, while Detroit has lost half of its bus lines since 2005. Now it looks as though Philadelphia will be next.

Neither the rail infrastructure, nor the bus service, is going to be improved any time soon because SEPTA's tiny capital budget—$308

million—is not even large enough to maintain the current system. Harrisburg is run by hard right, mostly white Republicans, while transit systems are in urban areas with majority black, solidly Democratic populations. (Pittsburgh is Philadelphia's only other urban ally with a strong public transit system.) The likelihood that Republicans will substantially increase revenue for public transit in cities where no one votes for them is exceedingly slim. And this is a relatively common political dynamic. From the perspective of a rural or exurban Republican politician, Lind's desire for more rail lines and Yglesias' advocacy for upgraded bus systems look equally unpalatable.

Atlanta is a poster child for sprawl, and its transportation system certainly isn't what you would call resilient.

The transit system fails to connect urban residents to job centers, and ridership is low. When a dusting of snow fell on roadways in 2014, the city was plunged into chaos. Stranded people had to sleep in drug stores.

How did Atlanta find itself in such a mess? The story can't be told without examining the region's history of racial discrimination. Leah Binkovitz at The Urban Edge files this dispatch on a recent report from the Partnership for Southern Equity [PDF] about Atlanta's transportation legacy and what it means for the future:

Like other cities, Atlanta was transformed by transportation and housing policies in the mid-1900s that subsidized suburban growth for white homeowners, leaving the city core underfunded and crippling the ability of black families to build wealth.

"The effects have lasted for generations," the report reads, describing what some have called the "$120 billion head start." Those policies fueling residential segregation were inextricably tied to transportation in the region, said Alex Karner, a city planning professor with the Georgia Institute of Technology and co-author of the report.

As white families took advantage of racist housing policies and lending practices and headed to the suburbs, "the economic activity was still concentrated in the cities, so they needed some sort of link," he said. Shortly after the U.S. Supreme Court ruled that segregated schools were illegal, "the freeway system comes online," often running right through communities of color.

Enter MARTA. Though the metro area was largely segregated between suburbs and the central city, business elites still maintained an interest in making downtown economically vibrant and facilitating connections to the suburbs to manage traffic. Their interest in rail helped create MARTA, thanks to an act of the state legislature in 1965. Early on, the agency faced opposition from black voters, who rejected a proposed property tax in 1968 because they were "dissatisfied with a lack of input and the proposed design's emphasis on suburb-to-downtown access," the report explains.
In response, MARTA appointed a key critic to its board and reworked plans to include a major bus expansion and a rail line serving largely black neighborhoods as well as other changes. Black voters, in turn, helped pass the next funding referendum in 1971. But the measure failed in two of the four counties where MARTA was established. The two counties, notes the report, were rural and largely white. "Racial fears were certainly part of their opposition."

Other scholars have chronicled "this racialized animosity toward transit" in Atlanta, including Jason Henderson, a geography professor at San Francisco State University. "Since it was established in the 1960s," he wrote in a 2006 paper on the politics of automobility in Atlanta, MARTA "was jokingly referred to as 'Moving Africans Rapidly Through Atlanta.'" Indeed, he continued, "Every county in metropolitan Atlanta, with the exception of Fulton and DeKalb, had contentious local debates or

referendums on either joining MARTA or establishing an independent, stand-alone transit system."

Voters in suburban Gwinnett County rejected MARTA three separate times "under a cloud of racialized rhetoric," he wrote. One suburban politician interviewed for his paper told Henderson that, the day a sign went up for a new park and ride lot in his district, ahead of the 1996 Olympics, "the county had to reroute overwhelmed phone lines in county offices due to radicalized, anti-transit anger." The run-up to the Olympics, the report from the Partnership for Southern Equity notes, "was also when Atlanta began demolishing all of its public housing projects."

What emerged was a sort of two-tiered system: highways for the largely white suburbs and a chronically underfunded public transit system for people of color and low-income people, many of whom had to get by without cars, said Karner.

Atlanta may finally be making progress, as measures to build a more connected transit system pick up steam, but a lot of the damage has already been done.

More recommended reading: Aaron Williams explains why a Virginia town is wasting $54 million trying to solve traffic safety issues by creating a "super street." And Bike Portland says the city is reporting it doesn't have money for truck side guards — a life-saving piece of safety equipment.

So, why should we want to keep feeding into this bad way of thinking by helping Douglas County create a lack luster bus service? Why use our tax dollars to help Cobb and Gwinnett with their struggling bus service? This gets state funding by the way. Cobb should have used the money they blew on the Cobb Braves and SunTrust Park to improve their bus service or joined Marta. I do not want to bail them out, period!

I think we should improve the interchanges on I-285 at I-20 on both ends, build more trails with future LRT Transit that connects to the Atlanta Beltline, build more sections of the Atlanta Beltline with LRT/ Streetcar Transit, create and build GRTA Commuter Rail Station in the back parking lots on the banks of I-85 at Atlantic Station in Midtown Atlanta, and build I-285 East/West Express Lanes.

If Cobb, Gwinnett and Douglas Counties want our tax dollars for transit, they need to help themselves by joining Marta and pay a 1 penny tax for bus and rail service just like Fulton, DeKalb, Clayton and the city of Atlanta!

Thank you,
Kevin Williams

ARC Response
Thank you for your comments regarding rail, in particular the MARTA system. In the current Regional Transportation Plan, the largest transit investments are included to expand MARTA within the City of Atlanta. ARC is a regional entity and for this competitive funding opportunity, we received requests from throughout the metro region. We believe the projects selected for funding to be of good quality.

Public Comment #8

Mr. Hooker,

Your most recent issue of the ARC Snapshot is interesting since it highlights transportation as citizen interest number one. It makes me

wonder why, when you have so many smart people working for you and the public wants transportation improvements, the ARC is not able to make transportation improvements happen in Atlanta. Could it be that the ARC has the wrong people working on the problem? Or could it be that the ARC is really not interested in improving transportation. It must be one or the other.

The ARC asked me to be a part of your transit consulting team, yet only politicians seem to have actually been invited to participate, according to the AJC. I was not included, although my engineering and financial education and experience could be very helpful to your cause.
But there is more to the reason the ARC is not getting transportation improved. The ARC plan is weak.

First: There is not enough money in the ARC plan to even begin to do what ARC plans. In a perfect world, ARC would have enough money to build what it wants. That limited money must be impossibly stretched to give you all the rapid transit you need. But you must begin thinking outside the box and open your minds to new ideas. Here's a new idea.

A. Figure out what the Region needs. Do a simple ridership needs analysis based on MARTA's 30+ years of rail experience. Lower the standard to a safe level, based on actual experience in Fulton County, Atlanta and DeKalb County. We have done this for you. The attachment is called "RIDERSHIP ANALYSIS 2017".

B. Select a transit technology that is (a) effective {carries more people and is faster than MARTA rail}, (b) affordable {can be paid for with a much better financing plan}, and (c) sustainable {doesn't need new taxes to pay for the usual operating losses. Notably, there are none.}. We have done this for you; this technology is called HighRoad. It earned its patents based on its superior features, much better than MARTA rail. The attachment is called "HIGHROAD TECHNOLOGY - 2017". HighRoad has not been built yet, but has been waiting for years for ARC to be open to look at it. It is vastly superior to bus service, BRT, LRT, MARTA rail, and especially maglev. Here is what you need to study.

C. The financing arrangement is simply presented in the attachment, using the Federal plan recently proposed for new infrastructure: (a) a Federal grant of not more than 20% of the amount needed, coupled with (b) not more than 8.6% of the needed funds provided by the State of Georgia and (c) providing the balance from Georgia-backed revenue bonds paid for over 30 years from passenger fares. The simple one-page financial analysis called "ATLANTA 2017 100 MILE HIGHROAD SYSTEM" is attached. Supporting details are available.

So, with this simple outline of a solution you are now equipped to discuss it with me and our list of mostly-Georgia vendors and engineers. Your time with us will be very helpful to you. A full regional transit system is proposed. No new taxes are needed. And the ARC will have established a positive reputation. But it is not succeeding as it stands without some big changes.

If your engineers, transit planners and financial analysts like what we propose, good, then we can present it to the politicians. It's your choice.

Sincerely,
William E. Owen, P.E., BME, MEA

ARC Response

Thank you for your comment. We will review your attachments.

Public Comment #9

I think the Atlanta Regional Transportation Plan should think train service first to help reduce traffic. The new train service should go around 285 N/S 75/85N/S 20E/W and 675S. If you build near each interstate I feel you could save money and neighborhoods. The operation 24hrs full-time and part-time jobs union and nonunion. Funding, federal money grant money private money and local tax payer money.

ARC Response
Thank you for your comment. Please continue to stay involved in regional as well as active transit plans so that you can be aware of current need assessments, funding challenges and opportunities, as well as future plans.

Public Comment #10

Just got through reviewing the ARC TIP and I'm disappointed. More bus service is NOT the solution. I like the trail portion of the plan but more buses will not help. Buses get stuck on the road with all other traffic and we certainly don't need more roads, bus lanes, carpool lanes, etc. Please put our limited funding towards rail projects which make a clear impact.

James Goff

ARC Response
The Region's long range transportation includes a significant investment in expanding the region's transit options, including rail investments. The projects under consideration for addition to the plan through this amendment reflect proposals by local project sponsors to improve bus services in the short term. A financially viable and sustainable transit network which reaches the greatest number of people and destinations must include a wide variety of services, including buses operating in mixed traffic.

Public Comment #11

Dear all,

I'm very excited that a plan is moving ahead with many positive attributes.

My priorities, as Atlanta resident of 10 years, daily bike and MARTA commuter, and GaTech educator:
-more public transport, especially with low income people, and millenials in mind.
-longterm and resiliency also priorities.

Thank you!
Melissa

ARC Response
Thank you for your comments. We will continue to incorporate these priorities into our regional planning.

Public Comment #12

Hi,

I see that a lot of money is going to be spent on expanding Bus transit. However, I do not think that is a good use of money. Expanding bus services will continue the sprawl and congestion even further. Bus transit, to me, is a short term fix that will be useless in <10 years. I think we should invest more of our money in LRT or HRT as that will do more for the economy and the future of transit in Atlanta. Marta stops are starting to become destinations and I believe we should take advantage of this opportunity to beef up the stations and lines. I would love to see a line towards Suntrust Park.

Thanks,
Paul Callaway

ARC Response
The Region's long range transportation includes a significant investment in expanding the region's transit options, including rail investments. The projects under consideration for addition to the plan through this amendment reflect proposals by local project sponsors to improve bus services in the short term. A financially viable and sustainable transit network which reaches the greatest number of people and destinations must include a wide variety of services, including buses operating in mixed traffic.

Douglas County Transit Service

Due to the similar nature of the comments received, a single ARC response is provided at the conclusion of this section.

Public Comment #13

As a citizen of Douglas County we do not want buses! We have been very vocal over the past couple of months and Commissioner Kelly Robinson along with chair Romona Jackson refuse to listen to the very citizens they are suppose to serve! Take the time to look at the social media groups that have been formed against the buses!

Public Comment #14

To The Atlanta Regional Commission:

Douglas County does not want bus service in Douglas County. Our Board of Commissioners lied to us about it, in fact. They told us it was being tabled for another year, until 2019, when in all actuality they've already approved it because they're getting money from you. They told us they were spending $50,000 to market it in 2018 to try and change the citizens' minds.

Yes you did that survey and it showed 42% supported bus service in Douglas County. BUT--you only polled about 400 citizens IN Douglas County! How can you tell from just 400 citizens that bus service will be successful? I created a petition for people to sign who are against bus service in Douglas County. It has over 3,000 signatures so far, and almost ALL of these signatures are from people who live in Douglas County. Go read the comments. https://www.change.org/p/douglas-county-board-of-commissioners-citizens-against-public-transit-proposed-bus-lines-in-douglasville There are thousands of people who do not want this bus service because #1, it WILL bring crime and #2 Douglas County's crime is already bad and #3 after the grants run out, Douglas County won't be able to pay it because they won't be able to afford it.

Did you know that before getting the budget balanced for 2018, Douglas County had a budget deficit of over $11 MILLION? That's right--when they had their budget retreat (in the county, btw) they couldn't get the budget balanced because every department wanted something. They trimmed the budget down quite a lot yet added a list of items that was so long, it filled an entire PowerPoint slide in probably 10 or 12 point font. In addition to this, the Douglas County Coroner had gone over budget by almost 60% for the year. Why, you might ask? Mainly because 70% of the calls were being responded to by the CARROLL County Coroner. In addition to this, one person obtained open records from the coroner's office and discovered she had gone to Las Vegas on the taxpayer's dime and spent $700 at the Golden Nugget. In addition to this, she had hired two deputy coroners without county approval. She also, upon getting into office, asked for a salary increase. She wanted to get paid over $58,000 for a part-time job. That salary increase was denied, but she was still $80,000 over budget for the year.

Many residents, so many more than your polled 400, are against this. There are two groups and one page on Facebook that have been created to voice our opposition to the bus service. Our population is just over 143,000. Most people have vehicles. A transportation study was done in 2016 that showed only about 3% of people didn't have a car. Only 12% of the population are senior citizens. You tell me how these senior citizens are supposed to walk MILES from their homes and climb onto a shuttle bus by themselves. The routes will only be in the city and the eastern part of the county where Board of Commissioner Kelly Robinson lives. The county spent over $500,000 to put street lights on Riverside Parkway this year and another $500,000 for bike paths that do NOT get used. There are multiple videos on Facebook of entire groups of bikers

using the right hand lane to drive in, causing traffic problems for the vehicles behind them. We are a small community. We don't have MARTA--and we LIKE it that way. We don't have skyscrapers--and we LIKE it that way. We don't have buses...and WE LIKE IT THAT WAY! Please keep your buses out of our county!

Sincerely,
Faye Elizabeth Davis

Public Comment #15

To The Atlanta Regional Commission:

Douglas County does not want bus service in Douglas County. Our Board of Commissioners lied to us about it, in fact. They told us it was being tabled for another year, until 2019, when in all actuality they've already approved it because they're getting money from you. They told us they were spending $50,000 to market it in 2018 to try and change the citizens' minds.

Yes you did that survey and it showed 42% supported bus service in Douglas County. BUT--you only polled about 400 citizens IN Douglas County! How can you tell from just 400 citizens that bus service will be successful? I created a petition for people to sign who are against bus service in Douglas County. It has over 3,000 signatures so far, and almost ALL of these signatures are from people who live in Douglas County. Go read the comments. https://www.change.org/p/douglas-county-board-of-commission... There are thousands of people who do not want this bus service because #1, it WILL bring crime and #2 Douglas County's crime is already bad and #3 after the grants run out, Douglas County won't be able to pay it because they won't be able to afford it.

Did you know that before getting the budget balanced for 2018, Douglas County had a budget deficit of over $11 MILLION? That's right--when they had their budget retreat (in the county, btw) they couldn't get the budget balanced because every department wanted something. They trimmed the budget down quite a lot yet added a list of items that was so long, it filled an entire PowerPoint slide in probably 10 or 12 point font. In addition to this, the Douglas County Coroner had gone over budget by almost 60% for the year. In addition to this, she had hired two deputy coroners without county approval. She also, upon getting into office, asked for a salary increase. She wanted to get paid over $58,000 for a part-time job. That salary increase was denied, but she was still $80,000 over budget for the year.

Many residents, so many more than your polled 400, are against this. There are two groups and one page on Facebook that have been created to voice our opposition to the bus service. Our population is just over 143,000. Most people have vehicles. A transportation study was done in 2016 that showed only about 3% of people didn't have a car. Only 12% of the population are senior citizens. You tell me how these senior citizens are supposed to walk MILES from their homes and climb onto a shuttle bus by themselves. The routes will only be in the city and the eastern part of the county where Board of Commissioner Kelly Robinson lives. The county spent over $500,000 to put street lights on Riverside Parkway this year and another $500,000 for bike paths that do NOT get used. There are multiple videos on Facebook of entire groups of bikers using the right hand lane to drive in, causing traffic problems for the vehicles behind them. We are a small community. We don't have MARTA--and we LIKE it that way. We don't have skyscrapers--and we LIKE it that way. We don't have buses...and WE LIKE IT THAT WAY! Please keep your buses out of our county!

Sincerely,
Sue Watson.

Comment #16

There is a petition circulating that has thousands of signatures on it informing the Douglas County Commissioners that we do not want a bus system in Douglas County. These as well as many other forms of requests have been blatantly ignored by the BOC. There has been no legitimate feasibility of sustainability studies conducted to determine long term impact on the taxpayers or usefulness of the proposed system for the public let alone economic development. A resolution was passed to move forward with application for grant funding on a proposed system that was based on an "Adopted Transportation Study."

I have included a link to that "study." It is a poorly conducted survey with 200 participants in only 2 of the county's districts and an exaggerated census analysis and forcast. It has no veracity in determining feasibility or sustainability because there are no long term objectives or budgeting examined. It is fiscally irresponsible to use this as a basis for encumbering taxpayers for years to pay for the proposed bus service that the study doesn't even recommend. Take a few minutes to read this study and it becomes very apparent what nonsense the BOC is spinning to validate this fiscally impactful and irrational decision. http://www.trbtoolsofthetrade.org/.../D6-2-presentation.pdf.

The taxpaying citizens do not want this bus system or to front the $1.6 million grant match required to implement. They most certainly don't want the millions it will require to sustain it when the grant funding runs out. It is fiscally irresponsible and contrary to the Vison statement of Douglas county and the Commissioner's oaths of office to encumber their constituency in this fashion.

Stephanie Aylworth
Concerned Douglas County Citizen

Comment #17

Our county is in decline and the ARC is being lied to about what is going on in our county especially about the bus service. The majority county leaders want this but the county population does not. Please investigate further before you get wrapped up in the wool being pulled over the citizens lives.

Mike Carver

Comment #18

I am a 60 year resident of Douglas County and I vote NO to the bus situation. We have a local transportation program already and bus access to our mall that is enough.

Thank you
Susie Nichols

Comment #19

To Whom It May Concern,

As a citizen of Douglas County, I do not want a bus system. We have enough problems the way it is now. A bus system will bring more problems and lower income families into our county. We have a bus system that takes people to work downtown Atlanta, etc. That system is doing a fantastic job in our community.

Thank you,
Jane Conn

Comment #20

Mr. Orr,

This letter is to provide input to potential bus system proposals for Douglas County. The bus system is extremely controversial to Douglas County tax payers. The Board of Commissioners has struggled to get the 2018 budget approved, which is not inclusive of any operating costs for a bus system. For example, the Board had to remove almost $12 million from the proposed budget to stay balanced. Douglas County cannot afford to operate a bus system. It would be better served to augment current services with credits that could be used for "pay per ride" services that currently exist. There is also no data that indicates a bus system would benefit the county that has been shared with constituents.

Thank you,
Patrick Hendricks

Comment #21

As a taxpayer in Douglas County, I am against buses here. The proposed routes are of no use to me as I live in the country on the south west side. Douglas County does not have the money for buses. I will be on a fixed income next year and do not want my taxes to go up. The statistics and numbers in this county do not support the need for buses.

Thank you,
Sharon Bachtel

Comment #22

I am writing to advise you of my wish that there be no public buses in Douglas County. Aside from the fact that these buses were originally purchased to help take elderly residents to the doctor or shopping venues and have been hikacked for this half-baked scheme...the intended bus lines will NOT serve a majority of County residents. Most of the intended routes are within the city limits of Douglasville, not out in the rural areas of the County. My own father, who is 73, and lives in a rural part of the County would be unable to utilize this service, as the closest route/stop to his house is approximately 11miles away. I am also concerned about the cost to taxpayers, once any grant funding runs out. It is my understanding through other public forums that approximately 1800 riders a day will be necessary for this venture to pay for itself. I simply cannot fathom that amount of usage. People move to rural areas to avoid public transportation. We do not have the infrastructure to support it. Traffic is already a nightmare in the areas where these proposed buses will be running with no plans to address that being presented to the citizens. We have repeatedly advised our BOC of our concerns but certain members have railroaded this through without any consideration for the wants of the rest of the community who would be stuck with the burden of paying for it while not being able to utilize it. With these bus routes also connecting to the HE Holmes Marta station and Arbor Place Mall, we believe it would facilitate criminals coming here via public bus and committing crimes in our area, such as stealing a car and then using that to commit other crimes. We already have enough criminals from Atlanta coming here to commit crimes, we don't need to make it easier for them to get here.

Please take the wishes of the residents of the rural parts of Douglas County into consideration when making your decision.

Maria L.
Lifelong Douglas County Resident

Comment #23

We don't need buses in Douglasville. The drivers here are shitty enough.

Comment #24

No buses in Douglas County!!! We moved here from Riverdale back in the 90s bc the buses ruined that city. Please keep them out!!!!!!

Comment #25

It has been brought up that Douglas County government is moving forward with a bus line in our county. 1. The citizens of the county were not asked. 2. There was no vote. 3. Our county can not afford this system. 4. Our roads are not equipped for such transportation. Please do not pass or fund this project. The citizens will not use the system. There are vans that the county purchased and do not use.

Concerned citizen,
Amy B.

Comment #26

I do NOT want buses in Douglas County! They are not fiscally responsible and the tax base in this county cannot support or pay for it. Grants cannot pay for this and much like Cobb County they will be a burden the taxpayers will have to pay inflated taxes for. Douglas County's appeal in part is semi-rural, low tax, diverse population. Please leave it alone. Your false and misleading polls are nothing but propaganda to promote your agenda.
#NoDCBuses

Sincerely,
Robert J Stack
Douglas County resident

Comment #27

I do NOT want buses in Douglas County! They are not fiscally responsible and the tax base in this county cannot support or pay for it.
Grants (still my tax dollars) cannot pay for this and much like Cobb County they will be a burden to the taxpayers. Douglas County's appeal in part is semi-rural with a diverse population. Please leave it alone.
At a recent county sponsored meeting, an overwhelming majority said they wanted Douglas County to remain a bedroom community.
Your false and misleading polls are nothing but propaganda to promote your agenda. In an article, you state people said they would have trouble if they have a $400 emergency. Well, being on a fixed income I cannot afford to keep paying higher property taxes for buses that will provide no benefits. The few people (strangers) who think it is okay to raise my property taxes to support the buses don't think they should ask family and friends for a ride.

#NoDCBuses

Sincerely,
Teresa Phillips
Long Time Douglas County Resident

Comment #28

Hi, i live in douglasville and keep hearing a rumor theres going to be a public transportation system. Please dont. Douglasville is already filled with so much traffic, it takes 20 min to go from walmart to the mall when it shold only take 5 min. The city is so congested that the bus would make it worse. There are other reasons too but please dont put it here

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Comment #29

I personally do not want any of this ARC association or your and the DCBOC plans to bleed residents out to connect the County with crime ridden Fulton and the ring of crime Counties circling Fulton County. We the residents have made our votes known and are fighting hard for our safety, homes and rural lives you are trying to destroy. Go peddle your can of beans somewhere else.

Comment #30

We do not need another bus system!!!! We already have Xpress bus system. I feel this will increase crime and we are already 24 out of 25 metro crime! We are 2nd highest! This is benefiting someone's pocketbook !!! An action that will hurt more than help our community!!!!

Comment #31

Citizens of Douglas County:

Just say NO to the buses, hear our protest now,
Just say no to the buses, we want to show you how.
Our pockets are all empty, we can't afford the bus
The numbers don't support it, the bus costs way too much.
The ARC is plotting, the BOC is too,
But we are not that stupid, so hear our point of view.
This all comes down to money, a feather in their cap,
They want to ram it down our throats, but were not down with that.
Citizens of Douglas County, open up your eyes,
See just what their up to, don't listen to their lies.
We want our voices to be heard, not stifled by their plan,
they can ignore us all they want, but united is where we stand.
Call and write your officials, we must stand up and fight
We must stick together, we need to do whats right.
Just say NO to the buses, no to the taxes too,
Just say NO to the buses, its all now up to you!

I could write a book on all the reasons I am opposed to this bus system. The ARC needs to stay out of Douglas County. Unless you live here and pay taxes here, you have no business coming to our county and telling us what we need. WE DO NOT NEED OR WANT THIS SYSTEM. Period.

DawnRae Sealy-Leonard

Comment #32

As a lifelong resident of Douglas County I am writing to voice my opposal of buses in Douglas County. This community does not want buses here that will eventually lead to the Atlanta Regional Commission and MARTA.

I am requesting that you all vote NO on the funding for buses in Douglas County.

Thank you,
Sherrie Dowda

Comment #33

Please see the information below regarding buses in Douglas County. There is also a petition against buses which currently has 3400 signatures. Our bedroom community does not want buses and according to the 2016 Douglas County Transportation study, there isn't a need. Please DO NOT BURDEN the taxpayers with a grant that will run out and inevitably increase our taxes due to no monies to keep a bus system up and running. NO BUSES IN DOUGLASVILLE!!!!!
Please stop throwing money away on projects such as this and fix our existing roads.

Thank you
Kathy B

PUBLIC BUS SYSTEM - MY OPINION

Douglas County CANNOT afford or need a full-blown transit system with 4-routes, 2 of which actually travelling outside Douglas County into Cobb and Fulton counties.

- The original intent of the Board of Commissioners and the staff of Douglas County was1-2 routes looping INSIDE Douglas County, mostly to improve the mobility for senior citizens and the disabled. The "buses" are actually 18-passenger vans. Although DC has a Voucher System for Seniors and the disabled for transportation, it only fills about half the need.
- The GRTA Express bus system, now in place, is a federally funded system connecting to places outside Douglas County.
- However, the original plan has been grossly deviated from by Commissioner Kelly Robinson, Chair of the Transportation Committee, who brought MARTA and a consulting firm with close ties to them to the table, and who suggested expanding the system to 4 routes, including 2 routes extending outside Douglas County into Cobb and Fulton counties. They also recommended applying for a CMAQ (Federal) grant using these 4 routes, which was done.
- Although Commissioner Robinson has stated in an open BOC meeting that there would be public meetings to "determine the routes", DC Director Watson stated in the Jan 9th BOC meeting that Douglas County would pretty much "be obligated to the 4 routes" used in grant application, if the grant is ACCEPTED by a majority vote of the BOC in a open meeting.
- This grant would be for $6.4 million over 3 years with about $400k county match, hopefully being mostly paid with estimated RIDER FARES, although the cost to ride has not been determined. Douglasville would not sign off on this grant application. Any shortfall would be paid out of the county General Fund.
- For the past two years, Douglas County's budgets have come up $8 million short. The REVISED and adopted 2018 budget was balanced by using $600k from the Capital Transportation Fund (where funds are set aside for road and bridge emergencies), $500 from SPLOST FUNDS for the local match on our annual paving grant (LMIG), $3.4 million from reserves, and eliminating most of the critical Budget Improvement Requests requested by the other elected officials and department heads.
- If the HOPE of the 2017 budget, closing under budget and/or with additional revenues to roll into the 2018 budget, does not come to fruition, a tax increase could be on the horizon. This has been hinted by the District 1 commissioner.
- Douglas County has additional facilities that will be coming on line

either in 2018 or 2019...the renovated John Bleakley Building that will house the Tax Commissioner's Tag and Tax offices and the Appraisal office; the new SPLOST funded Senior Center in Lithia Springs, the Youth Center at Boundary Waters Park, and the new Fire Station off Douglas Hill Road. All of these facilities will required additional employees and maintenance and operational costs.$$$$

- DOUGLAS COUNTY CANNOT AFFORD to bring on a large Bus System where any short fall of estimated funds OR operational costs will come out of the General Fund. Once the grant funds end in 3 years, the TOTAL COST for operating the system will be funded by the taxpayers of Douglas County! This is the main reason for the refusal by the City of Douglasville to sign the recently submitted grant application. Cobb County's 2019 budget is $30 million short and one of the first things they are considering cutting is their bus system BECAUSE OF LACK OF RIDERSHIP.

Contact your Board of Commissioners by calling (770) 920-7266 or emailing bdcommissioners@co.douglas.ga.us.

Thank you Mr. "K" for removing the annoying sign on Mason Creek Road.....you are truly a man of your word!

"Truth will ultimately prevail where there is pains taken to bring it to light."
George Washington

ARC Response

Part of ARC's function and responsibility is to coordinate regional transportation planning within a Committee structure that includes local, state and federal officials. The projects selected for funding in the recent competitive application process were submitted by communities that reflect the direction of policy officials. ARC appreciates your participation in the public review of regional transportation decisions. We encourage you first, and always, to be involved on a local level with your county representatives, as transportation funding decisions are normally made via local plans and then are submitted to ARC as part of an application process.

Several comments reference a recent regional survey. This survey is an on-going survey conducted annually to help inform our work and that in other communities regarding public perceptions and opinions on issues. These surveys ask questions on a broad variety of items and are not focused exclusively on transit:

- *The Metro Atlanta Speaks public perception poll is a statistically significant random digit dial telephone survey conducted by the Kennesaw State University's A.L. Burruss Institute of Public Service and Research.*
- *In 2017, this survey asked questions of more than 5,450 people from across 13 counties about key quality-of-life issues.*
- *The survey is statistically valid for each county and the city of Atlanta, with a margin of error of 1.3 % for the 13-county region as a whole, and 4-7% for the individual counties.*
- *Full results of this survey, including reports specific to each county are available at ARC's website.*

June 2018 Amendment Comments and Responses

The Transportation Improvement Program (TIP) is the mechanism by which federal, state and local funds are approved for all significant surface transportation projects and programs in the region. The FY 2018 -2023 TIP comprises the first six years of the Regional Transportation Plan (RTP) for the Atlanta region. As the federally recognized Metropolitan Planning Organization (MPO) for a 20-county region, ARC is responsible for developing and amending/updating the TIP and RTP to meet federal planning requirements and address local needs.

This amendment to The Atlanta Region's Plan RTP and associated FY 2018-2023 TIP was developed to:

- Program remaining non-exempt funding commitments from the 2017 Project Solicitation under the Atlanta Urbanized Area sub-allocation of the Surface Transportation Block Grant Program – Urban (STBGP) , Transportation Alternatives Program (TAP), and Congestion Mitigation & Air Quality Program (CMAQ).
- Address project cost estimate and programmatic changes that are of a time sensitive nature or cannot be handled administratively.
- Incorporate changes to the travel demand model coding.

Due to changes to the travel demand model, a new regional emissions analysis was conducted for this amendment. The most recent prior analysis was approved by FHWA and EPA on September 15, 2017.

The review and comment period occurred from March 26, 2018 to April 24, 2018. An email was sent to ARC's interested parties distribution list indicating the TIP/RTP Amendment was open for public review. Details regarding the amendment project list, process, and timeline were posted on ARC's website. Additionally, the request for review was advertised via newspapers and various ARC newsletters and presentations.

ARC received a total of 72 public comments. All but one comment related to a proposed funding recommendation for transit services in Douglas County.

The breakdown by mode of delivery was:

- Letter (41)
- Email (25)
- Verbal at TAQC meeting (5)
- Phone transcription (1)

The comments, as well as responses from ARC, are presented on the following pages.

This document, along with specific comments were shared with ARC's Transportation Coordinating Committee (TCC), the Transportation & Air Quality Committee (TAQC) and the ARC Board in advance of action being taken, as well as all appropriate regional transportation project sponsors. Additionally, it was shared with respondents who submitted public comment, via a link to the Amendment webpage at www.atlantaregional.org/amendment.

Douglas County Transit

ARC Note
A single consolidated response by ARC is provided at the conclusion of this section.

ARC Note
Comments #1 through #16 were received by email and express opposition to the proposed bus services.

Public Comment #1

Hi,

We did not vote or approve a bus system in Douglas County. This needs to be voted on and passed through the correct channels of legislation. It is your job to make sure the laws are followed properly.

Please email me back as soon as possible with your solution and course of action to fix the problem.

Thank you for your time,

Rett Webb
Douglasville, Ga resident

Public Comment #2

As a citizen of Douglas County I wish to express my opinion on the bus service that is being proposed by the Douglas County Board of Commissioners.

The BOC has NOT voted on the two routes that were added by the urging of the ARC. In addition, a feasibility study was NOT done, so the county has no idea how much it will cost them and doesn't even have a price for fares. This is not acceptable, as they have no way to inform the citizens of what they would be voting on.

I and many of my fellow citizens request that you deny them the CMAQ.

Charles Garvin

Public Comment #3

We say NO to buses in Douglasville, Ga (Douglas County)!! We don't need additional taxpayer expense as well as additional traffic and people! Please! We say NO!!!

Kim Vegas

Public Comment #4

Deny Douglas County the CMAQ!

Brian Moyer

Public Comment #5

As a Douglas County, tax paying citizen, I am strongly against the CMAQ approval and request it be denied.

I appreciate your consideration of this request.

Myra Garland

Public Comment #6

To Whom It May Concern:

As a long time resident of Douglas County, I implore you to deny the CMAQ to Douglas County. This whole process with our County Board of Commissioners has been totally underhanded and sneaky to relation to the citizens of our county. I attended the BOC meeting where this was discussed and I was totally disgusted with our representation and their attitude toward the people that entrusted this county into their hands.

These busses are something that we definitely DON'T need and it seems to me that one of the Board members must have something financially to gain by pushing this through.

After 47 years we have been considering leaving Douglas County because things are going down hill rapidly.

AGAIN, PLEASE DENY THE CMAQ.

Thank you for your attention to this matter.

Linda Smith

Public Comment #7

Please deny the Douglas County CMAQ. I have been a citizen of Douglas County for over 40 years. It is of great concern to me that the current Board of Commissioners has not done due diligence re a proposed local transit system.

Rebecca Dessell

Public Comment #8

Dear Mr Orr, or to Whom it May Concern:

I am a Douglas County resident, and I would like to express my opposition to the inclusion of Douglas County in the new Atlanta regional transit scheme. Douglas County is ill prepared, nor has the available funding needed for any proposal involving mass transit in Douglas County, while most residents of the County are opposed in principle due to the unknown future costs, as well as many other factors that have not been fully studied or investigated.

I am requesting that this letter of opposition may be added to the record.

Thank you,

Joseph Kalcso

Public Comment #9

Please take into consideration my bore and request of NO transit system in Douglas County.

I am a native of Douglas County and even though we have grown and developed in my past forty something years we have paid the price with incoming negativity as well. I used to commute to Atlanta everyday and used our van pool and express bus system. It is a great aspect . These services are still intact and a great value.

I have heard various stories of how this system would work. If it is only for local need , we don't need this. Our young people should still be taught how to grow, save their own money, buy a car, home etc... and make their own way.

We already have a senior services program that is wonderful for needs and transportation of senior and or disabled citizens. When I did take our van pool downtown I noticed several times that a person had chosen to " camp out" in our bus depot waiting on the next bus, and sometimes would ask for monetary assistance to those of us departing . We don't need this!

Thank you for the consideration and reading my views.

Loren Reynolds

Public Comment #10

Dear TAQC Board Members:

As a concerned citizen of Douglas County, I am writing to you in regards to the TIP/CMAQ application the Douglas County Board of Commissioners has submitted, in hopes of funding the proposed bus system.

A supplement to the original application was submitted by Douglas County Director of Intermodal Transportation Gary Watson, on October 13, 2017. This supplement was never approved by the Douglas County Board of Commissioners. Mr. Watson received permission from the Douglas County Transportation Committee on October 10, 2017 to supplement the original application, changing the system from 2 routes to 4. The Transportation Committee is only a suggestive committee with no authority to approve the submittal nor submit the TIP/CMAQ application supplement to ARC.

When the Transportation Committee did not present the supplement to the Board of Commissioners for a vote, they violated the trust of the

citizens and they nullified any semblance of fair representation of the people. Additionally, they disrespected and ignored lawful process and procedure that governs their position. For these reasons, I am asking you to reject Douglas County's CMAQ application for the proposed bus system based on lack of regard for rule of law.

In addition, Douglas County has not performed a fesibility study regarding the proposed bus system. This is a gross irresponsibility on the Douglas County Board of Commissioners' part to make sound fiscal decisions for our county.

Our current transportation systems are experiencing a 45% decline in ridership.....shouldn't we fix what is broken before adding to it?

Sincerely,

Kathy Beveridge

Public Comment #11

Dear TAQC Board Members:

As a concerned citizen of Douglas County, I am writing to you in regards to the TIP/CMAQ application the Douglas County Board of Commissioners has submitted, in hopes of funding the proposed bus system.

A supplement to the original application was submitted by Douglas County Director of Intermodal Transportation Gary Watson, on October 13, 2017. This supplement was never approved by the Douglas County Board of Commissioners. Mr. Watson received permission from the Douglas County Transportation Committee on October 10, 2017 to supplement the original application, changing the system from 2 routes to 4. The Transportation Committee is only a suggestive committee with no authority to approve the submittal nor submit the TIP/CMAQ application supplement to ARC.

When the Transportation Committee did not present the supplement to the Board of Commissioners for a vote, they violated the trust of the citizens and they nullified any semblance of fair representation of the people. Additionally, they disrespected and ignored lawful process and procedure that governs their position. For these reasons, I am asking you to reject Douglas County's CMAQ application for the proposed bus system based on lack of regard for rule of law.

Sincerely,

April Streetman

Public Comment #12

To whom it may concern:

As a 43 year resident of Douglas County Georgia, I am writing urging you to rescind the grant application for public transportation in this county. My request is made because of the following items:

1) A supplement to the original application was submitted by Douglas County Director of Intermodal Transportation Gary Watson, on October 13, 2017. This supplement was never approved by the Douglas County Board of Commissioners. Mr. Watson received permission from the Douglas County Transportation Committee on October 10, 2017, to supplement the original application, changing the system from 2 routes to 4. The Transportation Committee is only a suggestive committee with no authority to approve the submittal nor submit the TIP/CMAQ application supplement to ARC. When the Transportation Committee did not present the supplement to the Board of Commissioners for a vote, they violated the trust of the citizens and they nullified any semblance of fair representation of the people. Additionally, they disrespected and ignored lawful process and procedure that governs their position. For these reasons, I am asking you to reject Douglas County's CMAQ application for the proposed bus system based on lack of regard for rule of law.

2) Douglas County is not able to carry the tax burden this will cost after the 3-year grant is complete.

3) No studies have been conducted to ascertain the feasibility of a public transportation system in this county.

As mentioned in #1 above, this whole process has been pushed through without due process and the liability to this county and its citizens is undeniable.

Please reconsider your position on this grant.

Thank you,
Debbie Swafford
Douglasville, Georgia

Public Comment #13

Deny Douglas County public transportation. It is not needed.

Sonya

Public Comment #14

I don't think that Douglas County needs any more bus service than it currently has. I am opposed to the additional service being proposed by the Board of commissioners.

Thank you.

Sincerely,
Bobby Peavy

Public Comment #15

GA House Bill 930 has been approved which means a regional transit authority will be formed, which includes Douglas County. However, in order to get funding, citizens will need to vote on whether the county can add a 1% sales tax. This new transit authority makes the transit system that Douglas County is trying to propose, well, useless. Please understand that the BOC has NOT voted on the two routes that were added by the urging of the ARC. In addition, a feasibility study was NOT done, so Douglas county has no idea how much it will cost them and doesn't even have a price for fares. We do not need this useless and unnecessary waste of our tax dollars. Please Deny Douglas County the CMAQ!

Rulon Stucki

Public Comment #16

WE DON'T NEED BUS ROUTE IN DOUGLAS COUNTY, GA!!!

Don

ARC Note

Comments #17 through #23 on the following pages are scanned copies of letters received by mail and express opposition to the proposed bus services.

Public Comment #17

Received 3/5/2018

J. COLLINS
REPRESENTATIVE, DISTRICT 68
206 SOUTH CARROLL ROAD
VILLA RICA, GEORGIA 30180
770-295-8143
EMAIL: j.collins@house.ga.gov

HOUSE OF REPRESENTATIVES
COVERDELL LEGISLATIVE OFFICE BUILDING
ROOM 404
ATLANTA, GEORGIA 30334
404-656-0109
404-656-0250 (FAX)

STANDING COMMITTEES
JUVENILE JUSTICE
GOVERNMENTAL AFFAIRS
PUBLIC SAFETY & HOMELAND SECURITY

February 28, 2018

Atlanta Regional Commission
229 Peachtree St NE, Suite 100
Atlanta, Georgia 30303

Dear Commissioner:

I am writing this letter with great concern over the proposed bus system routes currently being reviewed for grant application in Douglas County.

Over the past weeks, I have met with and listened to the constituents I represent in House District 68. After speaking with the citizens I represent, it is evident their opposition to this proposed measure stems from the lack of clarity regarding the financial impact this system could impose on the taxpayers of Douglas County.

It is evident there is major opposition in my district to the proposed four route bus system in Douglas County. Additionally, two of the proposed new routes traveling outside Douglas County were added without the knowledge or approval of the majority of the BOC.

At this time, I would ask the Commission to please consider the breadth of opposition this proposed bus system has received and the concerns of locally elected officials alike; both of whom have brought forth serious financial apprehensions regarding Douglas County's proposed bus system. With an extensive transit package currently being discussed in the legislature, I believe any locally proposed bus systems in Douglas County should be tabled until a more in depth study on the financial impact and long-term sustainability can be performed.

Thank You,

J. Collins

Public Comment #18

Received 3/1/2018

House of Representatives

MICAH GRAVLEY
REPRESENTATIVE, DISTRICT 67
94 BRIDGE PLACE
DOUGLASVILLE, GEORGIA 30134
(404) 759-5876 (C)
E-MAIL: micah.gravley@house.ga.gov

18 CAPITOL SQUARE, SW
COVERDELL LEGISLATIVE OFFICE BUILDING, SUITE 401
ATLANTA, GEORGIA 30334
(404) 656-0157

STANDING COMMITTEES:
CODE REVISION – Vice Chairman
JUDICIARY NON-CIVIL – Secretary
ECONOMIC DEVELOPMENT & TOURISM
PUBLIC SAFETY & HOMELAND SECURITY
APPROPRIATIONS – Public Safety
JUVENILE JUSTICE COMMITTEE

February 20th, 2018

Atlanta Regional Commission
229 Peachtree St, NE
Suite 100
Atlanta, GA 30303

I am writing today with great concern over the proposed bus system routes currently being reviewed for grant application in Douglas County. Over the course of the past several weeks I have met with, and listened to, the constituents I represent in House District 67 (western portion of Douglas County.) After speaking with the citizens I represent, it is evident their opposition to this proposed measure stems from the lack of clarity regarding the financial impact this system could impose on the taxpayers of Douglas County. Additionally, I share the concerns of my constituents that both a short and long term feasibility study outlining the county's budgetary requirements for this proposal has not been performed.

I have spoken publicly at a county town hall meeting regarding my concerns about the financial burden my constituents will be forced to incur once the CMAQ grant expires. It is evident there is major opposition, in my district, to the proposed four route bus system in Douglas County. Additionally, two of the proposed new routes traveling outside Douglas County were added without the knowledge or approval of the majority of the BOC.

Douglasville City Councilman Michael Miller has also reached out to me to express his opposition to the proposed bus route system, as well as Douglas County Commissioner Ann Jones Guider, who represents a large portion of my House District on the County Commission. Their opposition echoes that of my constituents and brings to light the disapproval of locally elected officials who share the same financial concerns and budgetary uncertainty this bus system would pose on the citizens we represent.

At this time, I would ask the Commission to please consider the breadth of opposition this proposed bus system has received from the citizens I represent and the concerns of locally elected officials alike; both of whom have brought forth serious financial apprehensions regarding Douglas County's proposed bus system. With an extensive transit package currently being discussed in the legislature, I believe any and all locally proposed bus systems in Douglas County should be tabled until a more in depth study on the financial impact and long-term sustainability can be performed.

Sincerely,

Micah Gravley

Public Comment #19

4-4-18

Atlanta Regional Commission
Transportation and Air Quality Committee
229 Peachtree Street, NE
International Tower, Suite 100
Atlanta, GA 30303

Dear TAQC Board Members:

As a concerned citizen of Douglas County, I am writing to you in regards to the TIP/CMAQ application the Douglas County Board of Commissioners has submitted, in hopes of funding the proposed bus system.

A supplement to the original application was submitted by Douglas County Director of Intermodal Transportation Gary Watson, on October 13, 2017. This supplement was never approved by the Douglas County Board of Commissioners. Mr. Watson received permission from the Douglas County Transportation Committee on October 10, 2017 to supplement the original application, changing the system from 2 routes to 4. The Transportation Committee is only a suggestive committee with no authority to approve the submittal nor submit the TIP/CMAQ application supplement to ARC.

When the Transportation Committee did not present the supplement to the Board of Commissioners for a vote, they violated the trust of the citizens and they nullified any semblance of fair representation of the people. Additionally, they disrespected and ignored lawful process and procedure that governs their position. For these reasons, I am asking you to reject Douglas County's CMAQ application for the proposed bus system based on lack of regard for rule of law.

In addition, Douglas County has not performed a feasibility study regarding the proposed bus system. This is a gross irresponsibility on the Douglas County Board of Commissioners' part to make sound fiscal decisions for our county.

Our current transportation systems are experiencing a 45% decline in ridership.....shouldn't we fix what is broken before adding to it?

Sincerely,

Kathy Beveridge

Kathy Beveridge

Public Comment #20

Date: 4.4.18

Atlanta Regional Commission
Transportation and Air Quality Committee
229 Peachtree Street, NE
International Tower, Suite 100
Atlanta, GA 30303

Dear TAQC Board Members:

As a concerned citizen of Douglas County, I am writing to you in regards to the TIP/CMAQ application the Douglas County Board of Commissioners has submitted, in hopes of funding the proposed bus system.

A supplement to the original application was submitted by Douglas County Director of Intermodal Transportation Gary Watson, on October 13, 2017. This supplement was never approved by the Douglas County Board of Commissioners. Mr. Watson received permission from the Douglas County Transportation Committee on October 10, 2017 to supplement the original application, changing the system from 2 routes to 4. The Transportation Committee is only a suggestive committee with no authority to approve the submittal nor submit the TIP/CMAQ application supplement to ARC.

When the Transportation Committee did not present the supplement to the Board of Commissioners for a vote, they violated the trust of the citizens and they nullified any semblance of fair representation of the people. Additionally, they disrespected and ignored lawful process and procedure that governs their position. For these reasons, I am asking you to reject Douglas County's CMAQ application for the proposed bus system based on lack of regard for rule of law.

Sincerely,

Margaret H. Long

THIS PROJECT HAS BEEN DECIDED WITH NO TRANSPARENCY FROM OUR COMM: NOT EVEN A FEASIBILITY STUDY

PLEASE DO NOT APPROVE THIS GRANT FOR DOUGLAS COUNTY! WHY SHOULD WE INVEST FEDERAL, COUNTY TAX DOLLARS IN SOMETHING THAT WILL SOON BE REPLACED BY THE STATE'S PLAN FOR LINKING 13 COUNTIES? WASTE OF $$$

Public Comment #21

April 12, 2018

Atlanta Regional Commission
229 Peachtree Street NE
International Tower, Suite 100
Atlanta, GA 30303

Dear TAQC Members,

Thank you for allowing our team to address our concerns during your public hearing, today. Once again, your board was gracious and hospitable; it was much appreciated. We certainly feel that you have heard us, and we hope that our local officials have heard us, too.

We anxiously wait to see the progress the next month will bring for your projects. Of course, you know our position and what we desire. However, we respect your decisions and will in either outcome continue our mission to hold our Douglas County officials responsible to transparency, wise financial planning, good stewardship of county resources, and fair representation of the people.

Thank you again for your time and ear.

Sincerely,

Heather Denis
Committee Chair, DCPAC

infodcpac@gmail.com | P.O. Box 1442, Douglasville, GA 30133

Public Comment #22

March 16, 2018

Atlanta Regional Commission
229 Peachtree Street NE
International Tower, Suite 100
Atlanta, GA 30303

Dear ARC TAQC,

Thank you for allowing our committee Douglas County Peoples' Action Committee to visit your meeting Thursday morning and for allowing us to speak during the public comments portion of the agenda. We recognize time is valuable and appreciate your being willing to share yours with us.

It is my hope that our concerns were clearly conveyed and were received with our full intention of respect for your committee. Our aim is that our local leaders will recognize the concern the citizens in their county have over the matter of the proposed bus system and the manner in which it has been handled. Buses/transportation is not the issue; the issue is respect for lawful procedure and fair representation of the tax payers. For this reason we came to you in an effort to help hold local government accountable to the truth. We greatly appreciate any support or advice you may have to offer.

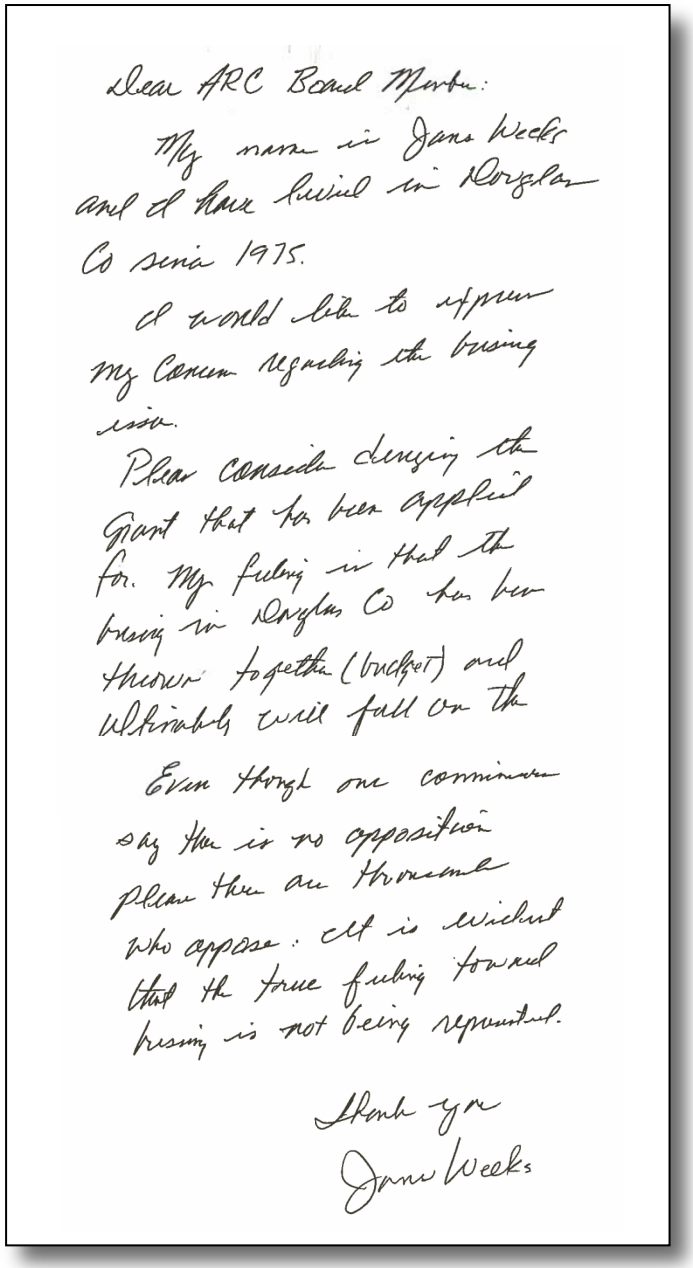
Again, thank you for allowing us to visit your team and for hearing our concerns.

Sincerely,

Heather Denis
Committee Chair, DCPAC

infodcpac@gmail.com | P.O. Box 1442, Douglasville, GA 30133

Public Comment #23



Dear ARC Board Members:

My name is Jane Weeks and I have lived in Douglas Co since 1975.

I would like to express my concern regarding the housing issue.

Please consider denying the Grant that has been applied for. My feeling is that the housing in Douglas Co has been thrown together (bucket) and ultimately will fall on the

Even though one commissioner say there is no opposition please there are thousands who oppose. It is wished that the true feeling toward housing is not being represented.

Thank you
Jane Weeks

ARC Note

Comments #24 to #28 were made verbally in opposition to the proposed bus services at a meeting of ARC's Transportation and Air Quality Committee on April 12, 2018.

Public Comment #24

DOUGLAS COUNTY BOARD OF COMMISSIONERS
8700 Hospital Drive • Douglasville, GA 30134 • Telephone (770) 920-7266 • Fax (770) 920-7357

ANN JONES GUIDER
District IV

April 9, 2018

Distinguished Committee Members:

My name is Ann Jones Guider, and I am Commissioner of District 4 in Douglas County. Back in 2015, the then Board of Commissioners (BOC), called for a transportation study to help determine our transportation needs. The study came back with 3 tiers of actions from which the BOC could choose, and in 2016 the BOC passed a resolution to start with the LOWER level recommendation with a cost estimate of $500k capital and $100k m & o cost. Following the model of Floyd County, who had one looping in-county bus system, our BOC felt this was what Douglas County could afford to operate

We presently have several GRTA routes that originate in Douglas County during the peak hours and over 40 Rideshare vans traveling to the Metro Atlanta area and west of Douglas County. The ridership of both programs has fallen around 30% since 2014.

Up until August, 2017, the BOC's discussion for the Douglas County transit system has centered on 2 looping routes INSIDE the boundaries of our county, and focusing on the needs of the senior and disabled population. The original CMAQ grant application reflected these two routes.

The original CMAQ grant application included only the two looping routes. The City of Douglasville would not sign off on the application because there was division on the Council. After submission, ARC came back later suggesting adding two out-of-county routes; one travelling into Cobb County and another DIRECT line from Douglas County to H E Holmes. Although this was approved by our Transportation Committee, who is a recommending body, the entire Board never approved this amendment. Three Commissioners were upset as was a large segment of the public after having been told for over two years there would be two looping routes inside the county. I have been told that Douglas County would be obligated to operate the 4 routes if we accept the CMAQ grant.

Although I cannot speak for the other commissioners, under these restrictions I would not vote to accept this grant, if it is awarded to Douglas County. I believe it was amended illegally and does not follow the original intent of the Douglas County BOC.

Sincerely,

Ann Jones Guider

Ann Jones Guider
District 4 Commissioner

Public Comment #25

First of all I would like to say thank you to the ARC for allowing us to come speak with you today. Your hospitality is very much appreciated.

We are new to this governmental web and we are learning as we go. Often times we look to others for guidance, and sometimes the people

we need to assist us elude us. In our quest for the truth, we found that we have a Citizens Rep for the ARC. Several of us have reached out

to him numerous times, and eventually he did contact one of our DC citizens. He advised that he was doing his own investigation into the

proposed bus system and would call back after his meeting with Mayor Robinson and Chairwoman Jones, but offered no guidance.

Initially, he was unaware of the opposition to the buses in Douglas County. I want to ask him how he could know so little about what's going

on with the proposed bus system, when he has served so many years as the citizens rep with ARC. He was surprised that we know all of the

facts, figures and the overall issue facing Douglas County, but offered no assistance except to speak with our BOC to

Public Comment #25 (cont'd)

let them know

our concerns.

He stated multiple times that the ARC Transportation Committee wasn't going to stop the grant, that they are all about transportation. That the

CMAQ grant has a life of its own, that it's a done deal, and that our only hope is for the DCBOC to stop the grant. But, as you can see,

we are a passionate and persistent lot. We won't roll over.

Mr. Berry, I'm not quite sure what you feel your responsibilities are to the people you represent, but when they call on you, it is your

duty and responsibility to act. There is a very high level of frustration in Douglas County at present over this proposed bus system,

and we look to you assist those you were chosen to serve.

Our BOC needs to stop wasting the taxpayers money and focus on the framework of HB930. Today, as in the past, we

implore The Atlanta Regional Commission to deny Douglas County the CMAQ grant.

Thank you.

Comments by Dawn Rae Leonard

Public Comment #26

April 12, 2018
Heather Denis, Douglas County citizen

Good morning. I am Heather Denis a resident of Douglas County and the Chairperson for Douglas County Peoples' Action Committee. I'm here, again, to ask you to recall the approval of the CMAQ Application for the proposed bus system in Douglas County.

In May of 2017, the Douglas County BOC submitted an application to ARC for the CMAQ grant. This was for a 2 route intra-county bus system as voted on and approved by the BOC in June of 2016. As noted in the application, there was no opposition by the public to this small transportation plan.

On October 10, 2017, the Douglas County Transportation Committee, which is a suggestive committee, approved supplementing the original CMAQ application by adding 2 routes to the system, with one going to HE Holmes Marta Station. The Committee led by Commissioner Robinson agreed in that meeting that this did not have to go back before the BOC for approval and that Director Gary Watson was granted permission by the committee to move forward with the recommended supplement and submission to ARC. The submittal was made via email on October 13th, thus violating lawful process of the BOC whose responsibility it is to vote on such changes.

In the BOC Work Session on October 16, the possibility of changes to the proposed bus plan was discussed. However, it was not divulged that the new plan had already been submitted three days prior with no vote by the Board.

Now, there IS opposition by many Douglas County citizens to this proposed bus system. The Transportation Committee sidestepped due process, to push through the supplement to ARC without BOC approval. By doing so, the commissioners, who represent the tax payers, have not had the opportunity to speak on behalf of their constituents, thus nullifying any semblance of fair representation. For this reason, I implore you again to please reject Douglas County's CMAQ application for the proposed bus system based on lack of regard for lawful procedure.

Public Comment #27

Hello, My name is Kelly Honey. I am a resident of Douglas County and a member of the Douglas County People's Action Committee. I am here today to express my opposition to the proposed bus system in Douglas County and to ask all of you to recall the approval of the CMAQ Application.

First of all I would like to bring to your attention that the city of Douglasville never sent a letter of support to be included in the CMAQ Application. On May 16, 2017 the City of Douglasville was identified as a major stakeholder in the project.A letter of support was requested from the county the day before the CMAQ application was submitted and the city REFUSED to send that letter. Since the city is a major stakeholder you would hope they would have some input on the project.

There is growing opposition to this bus system. We even have opposition from some of our State Representatives. Micah Gravely asked Ramona Jackson-Jones during her walk the talk meeting in February, for information regarding the cost to the taxpayers. To my understanding that information has never been given. Jay Collins has written a letter of opposition. Senator Mike Dugan has come out and said that since House bill 930 and Senate bill 386 have passed, it would not be a good idea for Douglas County to proceed with the proposed bus system.

The bills going through the capital right now should have the ARC hesitant to proceed. It is a waste of time and TAXPAYERS money. The grant received from CMAQ is not free money, it is paid by American taxpayers and all of you should NOT take that lightly.

Since there has been NO feasibility study conducted, no written support from the city of Douglasville and the passage of two major transportation bills at the state level, I and my neighbors ask you to reject the CMAQ Grant for the proposed bus system in Douglas County.

Thank you

Public Comment #28

Atlanta Regional Commission Committee Meeting

Aril 12, 2018

Roy Sparks from Douglas County

The proposed 4 route bus system and CMAQ Grant application that was submitted on October 13, 2017 to the Atlanta Regional Commission was done through an act of ultra vires with a guise to malfeasance.

Two wrongs don't make a right. Today, I am requesting that you reject the amended application and deny the CMAQ Grant to Douglas County.

There has not been a feasibility study done to know whether the proposed 4 route bus system will be viable and work. Please don't waste 4.3 million dollars of grant money on stubbornness.

Award this money to a county that has done their homework.

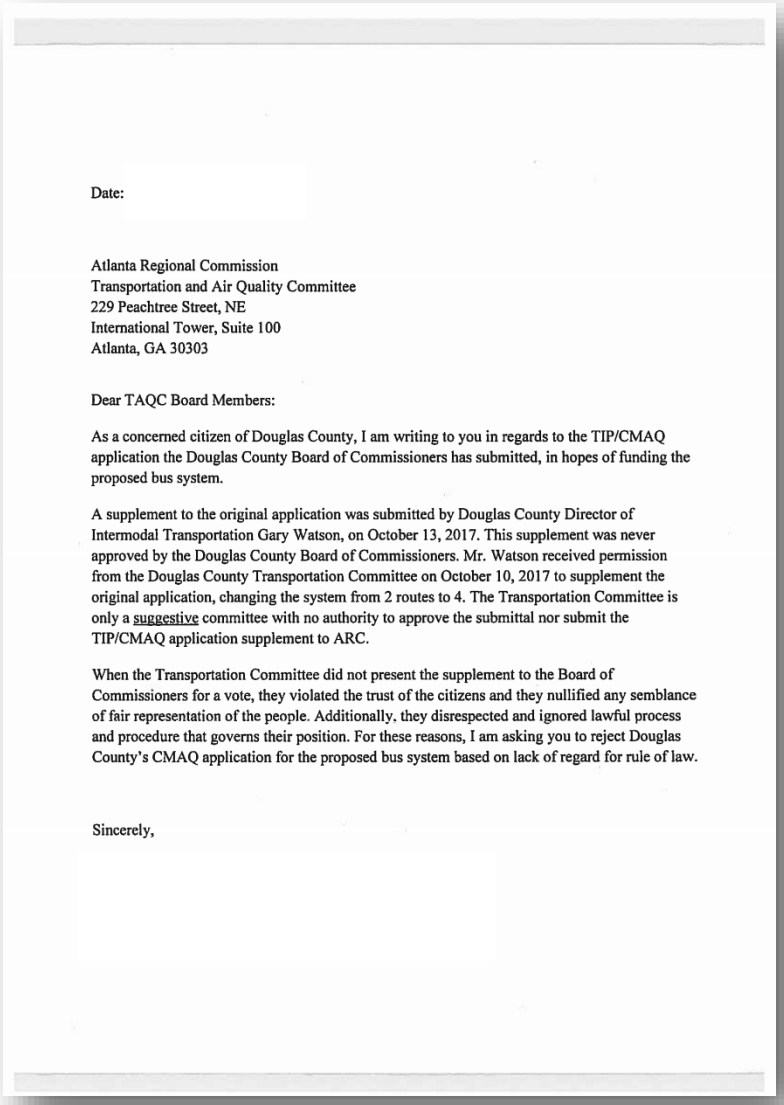
Today it's not about who wants buses or who doesn't want buses. It's about fiscal responsibility. You have heard over and over how the later part of this process was done without full board approval; the reason today for you to say NO to the CMAQ Grant for Douglas County.

Thank You.

ARC Note

On this page is a representative copy of one of 34 form letters received in opposition to the proposed bus services. The text of each letter was identical. The signatories of the letters are provided separately.

Public Comment #29 to #62



Date:

Atlanta Regional Commission
Transportation and Air Quality Committee
229 Peachtree Street, NE
International Tower, Suite 100
Atlanta, GA 30303

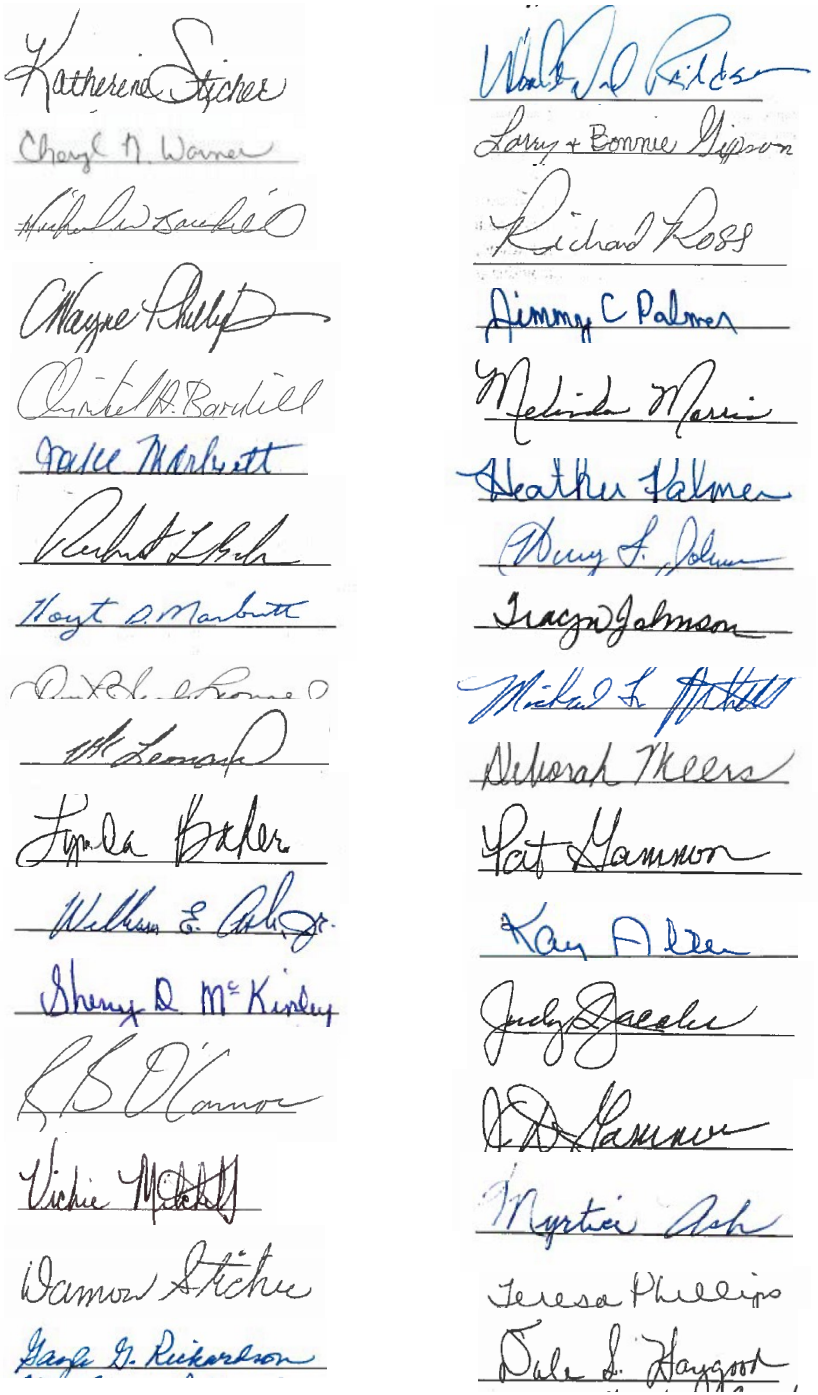
Dear TAQC Board Members:

As a concerned citizen of Douglas County, I am writing to you in regards to the TIP/CMAQ application the Douglas County Board of Commissioners has submitted, in hopes of funding the proposed bus system.

A supplement to the original application was submitted by Douglas County Director of Intermodal Transportation Gary Watson, on October 13, 2017. This supplement was never approved by the Douglas County Board of Commissioners. Mr. Watson received permission from the Douglas County Transportation Committee on October 10, 2017 to supplement the original application, changing the system from 2 routes to 4. The Transportation Committee is only a suggestive committee with no authority to approve the submittal nor submit the TIP/CMAQ application supplement to ARC.

When the Transportation Committee did not present the supplement to the Board of Commissioners for a vote, they violated the trust of the citizens and they nullified any semblance of fair representation of the people. Additionally, they disrespected and ignored lawful process and procedure that governs their position. For these reasons, I am asking you to reject Douglas County's CMAQ application for the proposed bus system based on lack of regard for rule of law.

Sincerely,



ARC Note
Comments #63 through #70 were received by email and express support for the proposed bus services.

Public Comment #63

My name is Robin Zuniga and I am a resident of Douglas County. I am writing to express my strong support for the Douglas County Connect bus service.

I have been excited about the possibility of a public van service in Douglas County since I first heard about it at a community meeting. There is a need for this service by young and old.

Everyday as I leave my neighborhood on my way to work, I see a young mother walking across Bill Arp and down Stewart Mill with her young son to day care. I assume she then walks back to work and does the same trip in the evening. Young people without cars would benefit from the van service and it would make it possible for them to take jobs at the companies on the van routes.

I have a friend who is a senior who, due to health problems, can no longer drive herself. The van service would give her mobility that she currently doesn't have. Several older adult acquaintances have told me how difficult it is to travel back and forth to the doctor and hospital without public transportation.

I would be very interested myself in taking the bus to the Holmes MARTA stop; to shop downtown and perhaps to even go to my job in Decatur.

I am confident in our County leaders reports on the health of our county finances and the responsible way in which they are financing and planning for this public transportation service.

Sincerely,
Robin Zuniga

Public Comment #64

Dear Atlanta Regional Transportation:

Please support the initiation of an internal Douglas County bus system. Positive growth for the county and the welfare of many of our citizens may depend on it.

1. Unless one is able-bodied and has a functioning car, getting around Douglas County is an almost insurmountable obstacle. And that problem can hit anyone at any time. Car troubles and medical difficulties can lock an active resident in their home. A dependable bus service for the able bodied and a dial-a-ride program for those with disabilities would be a huge benefit for residents and a great advantage to the tax base of the County since employees would be more plentiful and dependable.

2. Millennials are less likely to own a car and are seeking homes where secure transportation exists. Douglas County's affordable housing stock makes it of interest, it's lack of transportation currently makes it less attractive. Connect Douglas will make the County more desirable for relocation purposes.

3. Once bus routes are established planning and zoning can concentrate new housing developments around planned bus hubs, maximizing smart growth and decreasing suburban sprawl.

4. Limited transportation service already exists to transport residents to Atlanta for work. Connect Douglas would mesh well with that existing program once residents are at home in Douglas County.

5. The initial reliance on grants to implement the flex service will provide services without raising taxes or placing additional burden on the county budget. Also, starting with small 12-

passenger vans will require a more moderate initial investment and give the county financial flexibility.

As a Douglas County resident I urge you to support a program that will enhance the lives of citizens today and simultaneously lay the groundwork for organized and positive growth for the County in the future.
Give your support to implementing Connect Douglas.

Sandra Campagnone
Douglasville, GA

Public Comment #65

To Whom it May Concern:

I would like to express my unwavering support for the CMAQ grant in Douglas County. As a 28-year resident of Douglas County, I feel that there is a legitimate need for small-scale transit.

I would have like to come to the meeting to express my support in person, but my schedule would not permit me to do so.

Sincerely,
Deborah Brons

Public Comment #66

TO: ARC Transportation and Air Quality Committee
FROM: Ingrid Landis-Davis, Property-Owner and Resident of Douglas County

I want to voice my SUPPORT of the Douglas County public transportation service proposal for our citizenry. The group that is opposing this plan is small but very vocal and politically active; that does not mean that they are the majority. When this plan was being formulated and public hearings were going forth, it was very well received in as a service that is sorely needed in this community for various very valid reasons, that I won't go into here but is well known.

Thank you for servicing the people of this community and not letting a small handful of self-centered people dictate the program and go against the will of the majority.

Public Comment #67

Hello I'm a resident of Douglasville and work downtown. We need to maximize our residents' ability to get to work and to travel to perform essential tasks. I attended the meeting that was held earlier this year and was upset at the number of people, with cars, I might add, who want to make it more difficult for others to get around. Their loud voices are not reflective of the residents in surrounding areas. Additionally, this area is growing and for the sake of our children and grandchildren's environment, we need to reduce the number of cars on the road.

This is a very important issue and I hope that the voices of a few, even though they are loud, don't deny others the ability to get to work and to perform essential tasks.

thank you
Mona Matthews

Public Comment #68

To Whom It Concerns:

I am a long time resident of Douglas County and support the leaders in this county for transit transportation. We can no longer live as though we are in the 19th century. The transit system is very much needed for all ages, gender and races.

If we want jobs all over the State, we need transit.

Thanks,
Barbara J. Smith
Concern Citizen
Lithia Springs, Georgia

Public Comment #69

Dear TAQC Board Members,

I support the Connect Douglas Bus Service. Positive growth for the county may depend on it.

As a resident of Douglas County, I believe that there is lost potential in Douglas County. Although this proposal is small in scale, I think it's an important beginning that is long past due. The service should help the county's senior citizens and others without a car get to work, shop and/or tend to other important matters.

In the long term, it's unlikely MARTA will provide transit services in Douglas County, if the county doesn't even operate bus services. So we must start at the beginning. The Atlanta Regional Commission can't help foster livable communities, promote smart growth, and build competitive economies in the region which includes Douglas County, if Douglas doesn't even have public transit options.

The argument I've heard against Connect Douglas is a tiresome, archaic and untruthful one: that investing in public transportation brings in a bad element. The racial undertones of this argument are obvious and offensive.

I urge this committee to approve the funding for Connect Douglas, a valuable public service that is in the interest of the citizens of Douglas County and the region. This proposal will enhance the lives of citizens today and simultaneously lay the groundwork for organized and positive growth for the County in the future.

Sincerely,
Susan Berryman-Rodriguez

Public Comment #70

Douglas County Transportation

Planning for the future is critical. The baby boom generation is transitioning through life, work into retirement. People are living longer, i.e. First Lady Barbara Bush, into her 90's. In addition there are other factors such as economic and medical problems that are also associated with aging. Therefore making sure there is viable transportation in order for older adults to be able to continue to "AGE IN PLACE." Older adults may also go without because they do not want to burden family members, after having to give up their independence, their cars, etc.

According to AARP, "Aging in Place, Stuck without Options," the dollar amount for Social Security Benefits is quite low, and represent a large percentage of low income retirees, household. The median Social Security benefit for low income adults is less than $10,000 a year. Equally important, other individuals' economy well-being is greatly increase when they are able access cheaper transportation. When looking for a job, they can now broaden their search because they do not have to worry about the high cost of transportation. As incomes increase, the more individuals tend to spend, oftentimes in their own communities.

Henceforth, I implore you to consider 10,000 baby boomers who turned 65 today, and according to Pew Research Center, about 10,000 more will cross that threshold every day for years to come. This will dramatically change the composition of this area. Giving individuals the opportunity to access shopping areas, groceries, medical facilities and jobs, ultimately help their wellbeing and a vision for their future. According to the Atlanta Journal-Constitution, "in a few years, if nothing is done, 90 percent of metro Atlantans over the age of w 65 will be living in neighborhoods with little or no access to bus or rail lines, says Transportation for America." In addition, there are over 1.3. Million baby boomers in the metro Atlanta area, and if you are 80 years or older, you have the biggest transportation hardship. A transportation system is vital to residents without access, to become a thriving community through wholesomeness, gratification, and hopefulness.

Connecticut's U.S. Rep. John Larson said, when speaking at a House Session,

"Do What is Fair for the American People."

I would add, "Do What is right for the Citizens of Douglas County."

Nobie Mitchell --Concerned Citizen

References:

Alvarez, D. & Lynott, J. (n.d.), Aging in Place, Stuck without Options: AARP. Retrieved from: http://t4america.org/docs/SeniorsMobilityCrisis.pdf

Baby Boomers Retire. (2010, December 29). Pew Research Center. Retrieved from http://www.pewresearch.org/fact-tank/2010/12/29/baby-boomers-retire/

Joyner, T., (n.d.). A Growing Concern. The Atlanta Journal-Constitution. Retrieved from: https://www.ajc.com/news/state--regional-govt--politics/transport-needs-elderly-issue/qgl3a3x0F2Mpxewvtqv3jM/

Larson: Insurance not entitlements (2018, April 13). Clip of Connecticut's U.S. Rep. John Larson House Session, Part 1. C-Span. Retrieved from https://www.c-span.org/video/?c4723781/larson-insurance-entitlements

ARC Note
Comment #71 was transcribed by ARC staff based on a telephone call and expresses support for the proposed bus services.

Public Comment #71

I am in support of Douglas County receiving the CMAQ grant because we have a lot of people who live in bedroom communities, but still live, work, and play in the entire region. There are certain people who live in Douglasville, but may not have the income to own a car or take an Uber ride up Riverside, or to get to the mall, or to the Government Center, or to downtown Douglasville.

When it comes to the sustainability part, we must remember that people who live in the downtown center part of Douglasville should have the option if they like to be able to get to Cobb County, Atlanta, or even the rest of Douglas County.

I've been to meetings where there are companies in Douglasville and Douglas County who say they are unable to employ some people because they do not have reliable transportation. I've been told there are many vacancies. The proposed system will provide the reliable transportation necessary for economic development.

We are a growing community and we understand there is a rural part and a business part of this county. We must find a way to move people around Douglas County and to Atlanta, no matter where they live within the County. We already have GRTA, so we have regional transportation. We just need transportation for people who live in other areas of the County and/or need transportation when GRTA is not running .

David (last name withheld on request)

ARC Response
The requested Douglas County transit system operating assistance application has generated significant public comment. Many of the comments received follow common themes. ARC's response to these comments is grouped together in the following paragraphs. One area that generated significant comment relates to process questions, specifically route changes that occurred between May and October 2017.

The need and purpose for expanded community transit services was identified in the Douglas County Transportation Services Study, with approval by the County Commission on June 21, 2016. On May 17, 2017, the Douglas County Board of Commissioners approved a resolution in support of 1) the filing of a bus system start-up operations application with ARC and 2) identifying a maximum project cost of $8,000,000. ARC requires a local government resolution in order to determine 1) the policy support for the request and 2) demonstrate the local government's commitment to provide the required 20% local funding match.

Based on an ARC staff review of the project application details, questions were raised regarding the number of routes and expected costs of the system. While the application identified two fixed routes to begin service in 2018, a third route was identified as being planned for 2019. A review of costs associated with the proposed services indicated that the application's forecast operating costs were above industry norms. ARC asked Douglas staff to reassess the application, including the expected services and routes, and refine it prior to ARC staff making draft recommendations to policymakers.

On October 13, 2017, Douglas County staff provided ARC with supplemental information for the proposed funding request. This supplemental information reflected a proposed four-route start up concept. Furthermore, the total funding cost decreased from $8,000,000 to $6,000,000. Because the 1) project purpose (start-up of a bus system) did not change and 2) the cost did not increase (decrease of $2,000,000), ARC staff did not require an updated resolution from the local government.

Several comments assert that local government procedures were not followed as the system concept was refined. ARC understands that the Douglas County Commission's Transportation Committee reviewed the adjusted route assumptions and that staff briefed the Commission. Each jurisdiction in the Atlanta region has a different internal process to arrive at funding request decisions. ARC inquired of local staff if local processes were followed and received an affirmative response.

Additional questions were raised related to potential adverse impacts resulting from increased transit service in the community, including funding and community impact concerns. Douglas County currently operates the 2nd largest transit vanpool program in the state of Georgia—with 52 vehicles operated in maximum service. The proposed local system expansion anticipates an additional 8 van -type vehicles to be added to the County system. The Georgia Regional Transportation Authority (GRTA) currently operates multiple express routes—from two park and ride lot locations—to and from the City of Atlanta. As part of the acceptance of the funding, the federal government will also require more detailed information on the longer-term operational funding for the system.

ARC also received several comments in favor of the proposed transit services, for reasons ranging from increasing accessibility options for people who cannot drive, expanding job and educational opportunities for lower income individuals, and increasing the county's economic competitiveness.

As it relates to local community review and local Commission actions in the future, several steps remain if the application is approved by ARC. The Federal Transit Administration (FTA) will require the Douglas County Commission to approve final routes and their associated fare levels. Adjustments to both routes and fare levels can also occur as part of this process and public input will be required. Also, the Commission will be required to take a vote to accept the grant. These procedural steps will provide additional opportunities for the residents of Douglas County to express their viewpoints on the proposed services with local elected officials and staff.

Other

Public Comment #72

I only learned of today's meeting moments ago. While my questions/ concerns may not be raised today, I nevertheless wanted to provide some thoughts and hopefully a reply will be provided or the issues placed on the agenda for the next meeting.

- I would strongly agree that a light rail solution is desirable by most citizens that support/supported the Beltline initiative and voted for the half penny sales tax increase. A BRT solution is not value added and would not build upon investments (Atlanta Streetcar) already made.

- The ARC and City of Atlanta have already developed proposed expansion efforts for the streetcar which includes:

    - Expanding the system down to the Ponce City Market area,
    - Expanding the system over to the Atlanta University System, and
    - Expanding the system around the Beltline.

    Have these project proposals been considered and prioritized as efforts that may be closer to being "shovel ready", and if not, why?

- A Light Rail system around the Beltline would make good on a long time plan to creating a loop around the city much like the 285 loop. It also creates an opportunity for future growth to underserved areas in the western and southern parts of the City and metro areas.

MARTA presented a Light Rail project that would run on Campbellton Road and touted the previous efforts under previous Mayor's Campbell's administration to widen the road as a great place for light rail. Why hasn't this project been discussed? It would certainly serve as a long needed investment of transit on the south side of Atlanta.

I look forward to your reply and/or having these topics placed on the next agenda.

Regards,
Monty Montgomery

ARC Response

ARC is currently working with the City of Atlanta and MARTA to determine which transit investments will be funded using proceeds from the 2016 More MARTA referendum. Many of the projects you reference are under consideration. Once final recommendations are agreed upon, those projects will be added to the TIP/RTP via a future referendum.

We encourage you to remain engaged and express your opinions at any future community engagement events sponsored by either the City of Atlanta or MARTA on their transit expansion plans.

December 2018 Amendment Comments and Responses

The Transportation Improvement Program (TIP) is the mechanism by which federal, state and local funds are approved for all significant surface transportation projects and programs in the region. The FY 2018 -2023 TIP comprises the first six years of the Regional Transportation Plan (RTP) for the Atlanta region. As the federally recognized Metropolitan Planning Organization (MPO) for a 20-county region, ARC is responsible for developing and amending/updating the TIP and RTP to meet federal planning requirements and address local needs.

This amendment to The Atlanta Region's Plan RTP and associated FY 2018-2023 TIP was developed to:

- Update programming and financial details for the Major Mobility Investment Program (MMIP) and other projects with a substantial state interest.
- Program planning activities in support of the ongoing updated to the Atlanta Region's Plan RTP.
- Address project cost estimate and programmatic changes that are of a time sensitive nature or cannot be handled administratively.

The review and comment period occurred from October 15, 2018 to October 24, 2018. An email was sent to ARC's interested parties distribution list indicating the TIP Amendment was open for public review. Details regarding the amendment project list, process, and timeline were posted on ARC's website. Additionally, the request for review was advertised via newspapers and various ARC newsletters and presentations.

ARC received 1 public comments via email. The comment received it listed below. This document, along with specific comments will be shared with ARC Transportation Coordinating and Transportation & Air Quality Committee members, as well as all appropriate regional transportation project sponsors. Additionally, this document will be shared with respondents who submitted public comment, via a link to the Amendment webpage, where this report will be posted, available at www.atlantaregional.org/amendment.

Public Comment #1

A comment was received from the Georgia Department of Transportation (GDOT) to request that ARC retain project FS-290 in FY 2023 and disregard previously requested changes.

ARC Response
The requested change to FS-290 was withdrawn and will not be reflected in the updated project list produced as a result of this amendment.

May 2019 Amendment Comments and Responses

The Transportation Improvement Program (TIP) is the mechanism by which federal, state and local funds are approved for all significant surface transportation projects and programs in the region. The FY 2018 -2023 TIP comprises the first six years of the Regional Transportation Plan (RTP) for the Atlanta region. As the federally recognized Metropolitan Planning Organization (MPO) for a 20-county region, ARC is responsible for developing and amending/updating the TIP and RTP to meet federal planning requirements and address local needs.

This amendment to The Atlanta Region's Plan RTP and associated FY 2018-2023 TIP was developed to:

- Include the programming of new projects that impact air quality conformity
- Update programming and financial details for projects in the Major Mobility Investment Program (MMIP)
- Address project cost estimate and programmatic changes that are of a time sensitive nature or cannot be handled administratively
- Incorporate changes to the travel demand model coding.

The review and comment period occurred from April 4, 2019 to April 19, 2019. An email was sent to ARC's interested parties distribution list indicating the TIP Amendment was open for public review. Details regarding the amendment project list, process, and timeline were posted on ARC's website. Additionally, the request for review was advertised via newspapers and various ARC newsletters and presentations.

ARC received five public comments submitted verbally at the April 5th Transportation Coordinating Committee. The summary of the comments received are listed below. This document, along with specific comments will be shared with ARC Transportation Coordinating and Transportation & Air Quality Committee members, as well as all appropriate regional transportation project sponsors. Additionally, this document will be shared with respondents who submitted public comment, via a link to the Amendment webpage, where this report will be posted, available at www.atlantaregional.org/amendment.

Public Comments #1-5

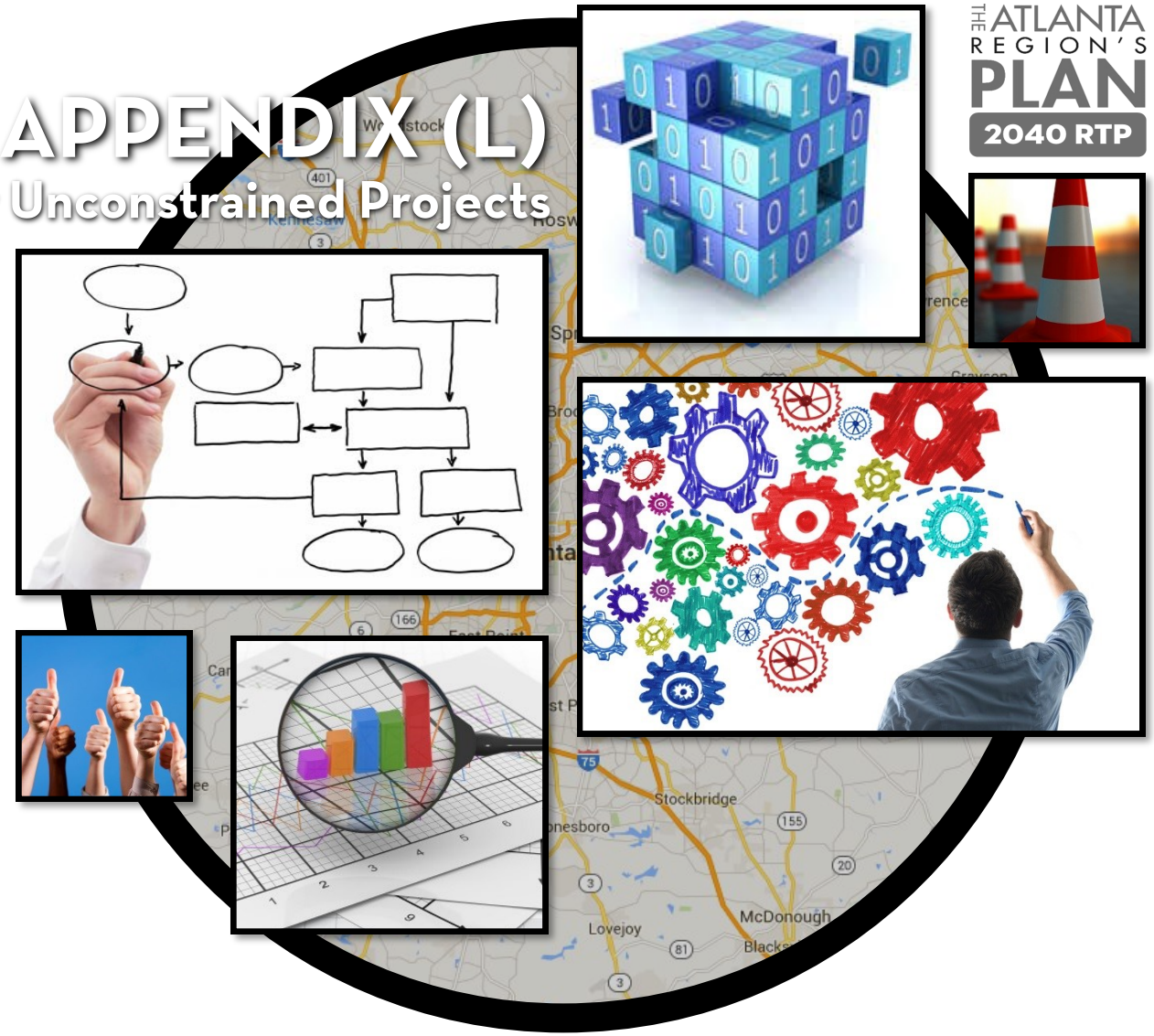
Five people spoke during the public comment period. Four of the speakers were from the City of Atlanta and one was from DeKalb county. All five of the speakers spoke concerning the need to increase funding in order to build light rail along the entire Beltline corridor. While ARC convened a public hearing in regards to TIP Amendment #7 during this meeting, these five speakers signed up for and spoke during the standard public comment period at the beginning of the meeting, prior to the official public hearing.

No other comments were received via writing or verbally during the public comment and review period.

ARC Response
As these comments did not directly relate to the changes being considered under the amendment process, no action was taken. However, this input will be considered during ongoing development of the next major update of the RTP/TIP, due for completion by February 2020.

APPENDIX (L)

Financially Unconstrained Projects



THE ATLANTA REGION'S PLAN 2040 RTP

The Atlanta Region's Plan (Transportation) recognizes the following managed lanes projects as being priorities for consideration in a future update of a fiscally constrained RTP if supplemental revenues can be identified. This list is based on the findings of GDOT's 2015 Managed Lanes Implementation Plan (MLIP) and additional discussions with key stakeholders conducted during the plan development process. The order does not indicate priority and the list is subject

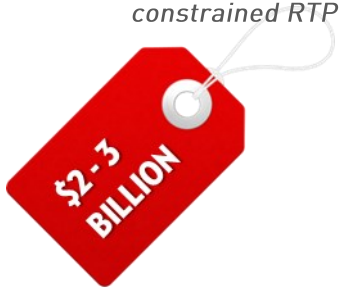
Tier One: Identified as Feasible in Managed Lanes Implementation Plan

- I-20 East Managed Lanes from SR 124 (Turner Hill Road) in DeKalb County to SR 162 (Salem Road) in Rockdale County
- I-20 West Managed Lanes from SR 92 (Fairburn Road) to Post Road in Douglas County
- I-75 / I-85 Bridge and Managed Lanes Interchange at 15th Street in City of Atlanta
- SR 316 Managed Lanes from I-85 North to SR 120 (Duluth Highway) in Gwinnett County
- SR 400 Managed Lanes from McFarland Road to SR 20 in Forsyth County

Tier Two: Recommended for Reconsideration in Future Managed Lanes Implementation Plan Update

- I-85 South from I-285 in Fulton County to SR 74 in Fulton County
- I-285 South from I-20 West in Fulton County to I-20 East in DeKalb County
- Additional dedicated ramps and system-to-system interchanges along all managed lane corridors

Estimated current year cost of all proposed interchange projects not currently included in the fiscally constrained RTP



The Atlanta Region's Plan (Transportation) recognizes the following interchange projects as being priorities for consideration in a future update of a fiscally constrained RTP if supplemental revenues can be identified. This list is based on a variety of engineering analyses and planning studies conducted in recent years by GDOT and local governments. The viability of some may have been eliminated or reduced due to other system improvements in the area and will need to be reassessed. The order does not indicate priority and the list is subject to change.

New Interchanges

- I-20 West at North County Line Road in Douglas County
- I-75 North at Third Army Road in Cobb County / Bartow County
- I-85 South at Gullatt Road in Fulton County
- I-85 North at Monroe Drive in City of Atlanta
- I-285 West at Greenbriar Parkway in City of Atlanta
- I-285 East at Redan Road in DeKalb County
- I-285 South at SR 314 (Fayetteville Road) in Clayton County / Pickens County
- I-575 at Appalachian Highway in Cherokee County
- I-675 at Cedar Grove Road in Clayton County
- I-675 at Constitution Road Extension in Clayton County
- Peachtree Industrial Boulevard from SR 141 (Peachtree Parkway) to Sugarloaf Parkway in Gwinnett County
- SR 316 at Harbins Road in Gwinnett County

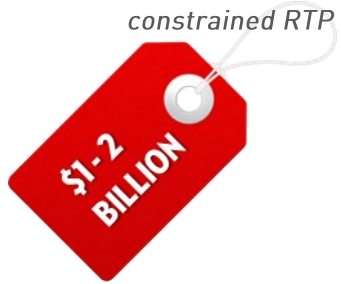
Upgrades or Reconstructions of Existing Interchanges

- I-20 East at US 23 (Moreland Avenue) in City of Atlanta / DeKalb Avenue
- I-75 / I-85 at Freedom Parkway in City of Atlanta
- I-75 / I-85 at Spring Street / Williams Street / Courtland Street in City of Atlanta
- I-285 West at SR 166 (Langford Parkway) in City of Atlanta

Collector / Distributor Lanes

- I-85 South from SR 74 in Fulton County to Collinsworth Road in Coweta County
- I-85 North from I-985 to SR 20 in Gwinnett County

Estimated current year cost of all proposed interchange projects not currently included in the fiscally constrained RTP



The Atlanta Region's Plan (Transportation) recognizes the following arterial capacity projects as being priorities for consideration in a future update of a fiscally constrained RTP if supplemental revenues can be identified. This list is based on a variety of engineering analyses and planning studies conducted in recent years by GDOT and local governments. The viability of some may have been eliminated or reduced due to other system improvements in the area and will need to be reassessed. The order does not indicate priority and the list is subject to change.

Arterial Capacity (U.S. Highways)

- US 19 / US 41 from SR 81 in Henry County to Laprade Road in Spalding County
- US 19 / US 41 (Old Dixie Highway) from I-75 South to I-285 South in Clayton County
- US 23 (Buford Highway) from Old Peachtree Road to SR 20 (Nelson Brogdon Boulevard) in Gwinnett County
- US 23 / SR 42 from Old Griffin Road to County Line Road in Henry County
- US 27 Alt from Wagers Mill Road to SR 34 Bypass in Coweta County
- US 29 (Roosevelt Highway) from SR 6 (Camp Creek Parkway) to SR 14 Spur (South Fulton Parkway) in Fulton County
- US 29 (East Crogan Street / Winder Highway) from SR 124 (Scenic Highway) in Gwinnett County to SR 324 (Hill's Shop Road) in Barrow County
- US 41 (Cobb Parkway) from Windy Ridge Parkway to Third Army Road Connector in Cobb County
- US 78 (Athens Highway) from SR 84 (Grayson Parkway) in Gwinnett County to SR 10 Business (West Spring Street) in Walton County
- US 78 (Bankhead Highway) from SR 6 (Thornton Road) to SR 92 in Douglas County
- US 278 / SR 6 (Thornton Road / C.H. James Parkway) from US 78 (Bankhead Highway) in Cobb County to SR 92 (Hiram Douglasville Highway) in Paulding County
- US 278 from I-20 East to SR 142 (Martin Luther King, Jr. Avenue / John R. Williams Highway) in Newton County

The Atlanta Region's Plan (Transportation) recognizes the following arterial capacity projects as being priorities for consideration in a future update of a fiscally constrained RTP if supplemental revenues can be identified. This list is based on a variety of engineering analyses and planning studies conducted in recent years by GDOT and local governments. The viability of some may have been eliminated or reduced due to other system improvements in the area and will need to be reassessed. The order does not indicate priority and the list is subject to change.

Arterial Capacity (State Routes)

- SR 5 (Bill Arp Road) from Dorsett Shoals Road / Pool Road / Banks Mill Road in Kings Highway in Douglas County
- SR 6 (Camp Creek Parkway) from I-285 West to I-85 South in Fulton County
- SR 8 / SR 53 (East May Street) from SR 81 (South Broad Street) to US 29 in Barrow County
- SR 9 (Dahlonega Highway) from SR 306 (Keith Bridge Road) to Hopewell Road in Forsyth County
- SR 11 (Monroe Highway) from Punkin Junction Road in Barrow County to Emmett Doster Road in Walton County
- SR 13 (Buford Highway) from Sidney Marcus Boulevard to Lenox Road / Cheshire Bridge Road in City of Atlanta
- SR 16 (Newnan Road) from I-75 South in Spalding County to Newnan Bypass Extension in Coweta County
- SR 20 (Buford Drive) from Rock Springs Road to Old Peachtree Road in Gwinnett County
- SR 20 from US 19 / US 41 to I-75 South in Henry County
- SR 20 from McDonough Bypass in Henry County to Honey Creek Road in Rockdale County
- SR 34 Bypass from SR 34 to US 27A in Coweta County
- SR 61 (Confederate Avenue / Cartersville Highway) from SR 6 (Memorial Drive) to Dabbs Bridge Road in Paulding County
- SR 61 (Villa Rica Highway) from High Point Road / Ledbetter Road to Dallas Nebo Road in Paulding County
- SR 70 (Fulton Industrial Boulevard) from SR 154 / SR 166 (Campbellton Road) to SR 6 (Camp Creek Parkway) in Fulton County
- SR 81 from SR 20 (McDonough Hampton Road) to US 19 / US 41 in Henry County
- SR 81 from SR 142 (Industrial Park Boulevard) in Newton County to SR 8 (Mays Street) in Barrow County
- SR 81 from SR 212 to Turner Lake Road in Newton County
- SR 85 from SR 74 (Joel Cowan Parkway) to SR 92 South of Fayetteville in Fayette County

The Atlanta Region's Plan (Transportation) recognizes the following arterial capacity projects as being priorities for consideration in a future update of a fiscally constrained RTP if supplemental revenues can be identified. This list is based on a variety of engineering analyses and planning studies conducted in recent years by GDOT and local governments. The viability of some may have been eliminated or reduced due to other system improvements in the area and will need to be reassessed. The order does not indicate priority and the list is subject to change.

Arterial Capacity (State Routes - continued)

- SR 85 from SR 92 North of Fayetteville to SR 279 in Fayette County
- SR 92 from Vaughn Road to Helen Sims Parkway in Fayette County
- SR 92 from SR 85 in Fayette County to Oakley Industrial Boulevard in Fulton County
- SR 92 from SR 14 Spur (South Fulton Parkway) to SR 70 (Fulton Industrial Boulevard) in Fulton County
- SR 92 from Westmoreland Road to Vaughn Road in Spalding County
- SR 120 (Dallas Highway) from John Ward Road to East Paulding Drive in Cobb County
- SR 120 (Old Milton Parkway) from SR 400 to Kimball Bridge Road in Fulton County
- SR 120 (Roswell Road) from Bridgegate Drive in Cobb County to Coleman Road in Fulton County
- SR 124 (Braselton Highway) from SR 20 (Buford Drive) in Gwinnett County to SR 211 in Barrow County
- SR 124 (Rock Chapel Road / Centerville Highway) from Stephenson Road in DeKalb County to Norris Lake Road in Gwinnett County
- SR 138 (Walnut Grove Road) from Dennard Road / Hi Roc Road in Rockdale County to US 78 in Walton County
- SR 138 (Stockbridge Highway) from US 23 / SR 42 in Henry County to Miller Chapel Road in Rockdale County
- SR 138 from Stockbridge Road in Clayton County to SR 14 Spur (South Fulton Parkway) in Fulton County
- SR 138 from I-75 South to US 23 / SR 42 (North Henry Boulevard) in Henry County
- SR 139 (Mableton Parkway) from US 78 / 278 (Veterans Memorial Highway) to Discovery Boulevard
- SR 140 (Hickory Flat Road / Arnold Mill Road) from I-575 in Cherokee County to Rucker Road in Fulton County

The Atlanta Region's Plan (Transportation) recognizes the following arterial capacity projects as being priorities for consideration in a future update of a fiscally constrained RTP if supplemental revenues can be identified. This list is based on a variety of engineering analyses and planning studies conducted in recent years by GDOT and local governments. The viability of some may have been eliminated or reduced due to other system improvements in the area and will need to be reassessed. The order does not indicate priority and the list is subject to change.

Arterial Capacity (State Routes - continued)

- SR 140 (Reinhardt College Parkway) from SR 5 Business (Riverstone Parkway) to Lower Burris Road in Cherokee County
- SR 141 (Peachtree Industrial Boulevard) from Johnson Ferry Road to I-285 Frontage Road in DeKalb County
- SR 141 (Peachtree Parkway / Medlock Bridge Road) from SR 141 (Peachtree Industrial Boulevard) in Gwinnett County to State Bridge Road in Fulton County
- SR 141 (Peachtree Parkway) from McGinnis Ferry Road to SR 9 (Atlanta Highway) in Forsyth County
- SR 154 (Cascade Palmetto Highway) from US 29 (Roosevelt Highway) to SR 92 in Fulton County
- SR 155 (McDonough Road) from Panola Road to McDonough Bypass in Henry County
- SR 155 (Snapfinger Road) from SR 212 (Browns Mill Road) to Panola Road in DeKalb County
- SR 155 (McDonough Road) from Frog Road / Heron Bay Boulevard to I-75 South in Henry County
- SR 162 Connector from SR 162 to SR 81 in Newton County
- SR 162 from SR 81 to SR 162 Connector in Newton County
- SR 211 from SR 347 in Gwinnett County to Proposed Winder West Bypass in Barrow County
- SR 212 (Browns Mill Road) from SR 155 (Snapfinger Road) in DeKalb County to SR 138 (Stockbridge Highway) in Rockdale County
- SR 279 from SR 138 (Jonesboro Road) to SR 85 in Fayette County
- SR 280 (South Cobb Drive) from US 41 (Cobb Parkway) in Cobb Parkway to Bolton Road in City of Atlanta
- SR 306 (Keith Bridge Road) from SR 9 (Dahlonega Highway) to SR 400 in Forsyth County
- SR 306 (Keith Bridge Road) from SR 369 (Browns Bridge Road) to SR 53 (Dawsonville Highway) in Forsyth County

The Atlanta Region's Plan (Transportation) recognizes the following arterial capacity projects as being priorities for consideration in a future update of a fiscally constrained RTP if supplemental revenues can be identified. This list is based on a variety of engineering analyses and planning studies conducted in recent years by GDOT and local governments. The viability of some may have been eliminated or reduced due to other system improvements in the area and will need to be reassessed. The order does not indicate priority and the list is subject to change.

Arterial Capacity (State Routes - continued)

- SR 314 (West Fayetteville Road) from SR 279 in Fayette County to SR 139 (Riverdale Road) in Clayton County
- SR 324 (Auburn Road) from SR 124 (Braselton Highway) in Gwinnett County to SR 8 (Atlanta Highway) in Barrow County
- SR 360 (Macland Road) from Macland Road / Windy Hill Connector to Lost Mountain Road / New Macland Road in Cobb County
- SR 362 (Williamson Road) from Moreland Road to US 19 / US 41 in Spalding County
- SR 369 (Matt Highway) from SR 20 (Cumming Highway) to SR 9 (Dahlonega Highway) in Forsyth County
- SR 369 (Browns Bridge Road) from SR 306 (Keith Bridge Road) to Waldrip Road in Forsyth County
- SR 371 (Post Road) from Kelly Mill Road to SR 20 (Canton Highway) in Forsyth County
- SR 378 (Beaver Ruin Road) from Ronald Reagan Parkway Extension to I-85 North in Gwinnett County

The Atlanta Region's Plan (Transportation) recognizes the following arterial capacity projects as being priorities for consideration in a future update of a fiscally constrained RTP if supplemental revenues can be identified. This list is based on a variety of engineering analyses and planning studies conducted in recent years by GDOT and local governments. The viability of some may have been eliminated or reduced due to other system improvements in the area and will need to be reassessed. The order does not indicate priority and the list is subject to change.

Arterial Capacity (Other Routes)

- Conley Road / C.W. Grant Parkway from Realigned Conley Road Near I-285 East to SR 54 (Jonesboro Road) in Clayton County
- Douglas County Inner Southern Arc from New Interchange at I-20 / North County Line Road to Intersection of SR 5 (Bill Arp Road) and Central Church Road in Douglas County
- Griffin Bypass from Intersection of SR 155 and Teamon Road to Intersection of SR 16 and Vaughn Road / Rover Zetella Road in Spalding County
- Hairston Road from SR 10 (Memorial Drive) to Redan Road
- Hammond Drive from SR 400 to Ashford Dunwoody Road
- Holly Springs Parkway from Sixes Road to Rabbit Hill Road in Cherokee County
- Lost Mountain Road / Mars Hill Road from US 41 (Cobb Parkway) to SR 360 (Macland Road) in Cobb County
- Main Street from Nance Road to Cowan Road in Cobb County
- McGinnis Ferry Road from McFarland Parkway in Forsyth County to Peachtree Industrial Boulevard in Gwinnett County
- North Dallas Bypass from SR 6 West of Dallas to SR 61 North of Dallas in Paulding County
- Oakley Industrial Boulevard from Gullatt Road to Flat Shoals Road in Fulton County
- Old Covington Highway from Lake Capri Road to Sigman Road in Rockdale County
- Poplar Road from I-85 South to SR 16 in Coweta County
- Redan Road from Panola Road to Holcombe Road in DeKalb County
- Ronald Reagan Parkway Extension from Current Terminus at Pleasant Hill Road Westward to SR 378 (Beaver Ruin Road) and Northward to Steve Reynolds Boulevard in Gwinnett County

The Atlanta Region's Plan (Transportation) recognizes the following arterial capacity projects as being priorities for consideration in a future update of a fiscally constrained RTP if supplemental revenues can be identified. This list is based on a variety of engineering analyses and planning studies conducted in recent years by GDOT and local governments. The viability of some may have been eliminated or reduced due to other system improvements in the area and will need to be reassessed. The order does not indicate priority and the list is subject to change.

Arterial Capacity (Other Routes)

- Satellite Boulevard from Pleasant Hill Road to SR 20 (Buford Drive) in Gwinnett County
- South Douglas Loop from Intersection of Bright Star Road at I-20 West to Intersection of SR 92 and Bomar Road in Douglas County
- Southwest Newnan Bypass from Intersection of US 27 Alt / US 29 and SR 16 to Intersection of SR 34 (Franklin Road) and Ishman Ballard Road in Coweta County

Estimated current year cost of all proposed arterial capacity projects not currently included in the fiscally constrained RTP

The Atlanta Region's Plan (Transportation) recognizes the following transit expansion projects as being priorities for consideration in a future update of a fiscally constrained RTP if supplemental revenues can be identified. This list is based on a variety of feasibility studies and alternatives analyses conducted in recent years by MARTA and other transit operators. The viability of some may have been eliminated or reduced due to other system improvements in the area and will need to be reassessed. The order does not indicate priority and the list is subject to change.

Transit Expansion Tier One (Latest Transit Agency Planning Recommendations)

- Clifton Corridor Light Rail Transit (Phase 2) from Emory University Area to MARTA Avondale Station in DeKalb County
- I-20 East Heavy Rail Transit (Phase 2) from Wesley Chapel Road to Stonecrest Mall Area in DeKalb County
- SR 400 Transit Initiative (Phase 2) from Holcomb Bridge Road to Windward Parkway in Fulton County
- Atlanta Streetcar System Expansion on Multiple Corridors in City of Atlanta
- I-285 Transit Service from Cumberland Mall Area in Cobb County to MARTA Doraville Station in DeKalb County
- GRTA Regional Xpress Bus Service Expansion

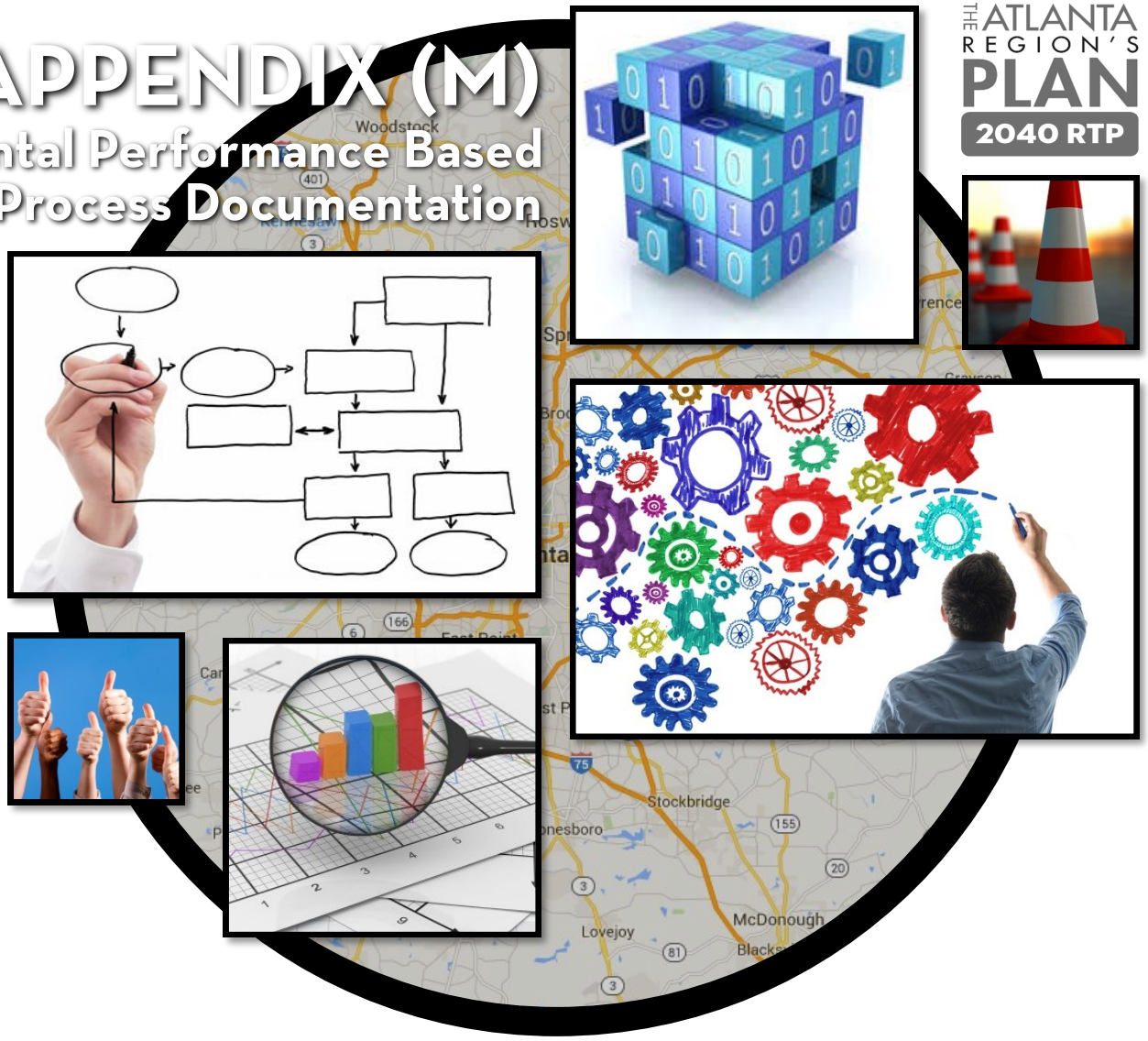
Transit Expansion Tier Two (Other Projects Identified in Regional Transit Vision - 2008)

- Northeast Corridor Rail Service from MARTA Doraville Station in DeKalb County to Gwinnett Arena in Gwinnett County
- Heavy Rail Extension from MARTA H.E. Holmes Station to Martin Luther King, Jr. Drive
- Commuter Rail Service on Multiple Corridors
- MARTA Infill Rail Stations at Armour Drive, Mechanicsville, Miami Circle and Boone Boulevard

Estimated current year cost of all proposed transit expansion projects not currently included in the fiscally constrained RTP

APPENDIX (M)

Supplemental Performance Based Planning Process Documentation



THE ATLANTA REGION'S PLAN 2040 RTP

Performance Management Process Agreement (GDOT / MPOs)

GEORGIA PERFORMANCE MANAGEMENT AGREEMENT
Per 23 CFR 450.314(h)

WHEREAS, the United States Department of Transportation promulgated transportation planning regulations in 23 CFR 450.314, and

WHEREAS, Metropolitan Planning Organizations (MPO(s)), State(s), and providers of public transportation are required by 23 CFR 450.314 to cooperatively determine their mutual responsibilities in carrying out the performance-based planning and programming requirements established by federal law, and

WHEREAS, the 23 CFR 450.314(h) requires that MPO(s), State(s), and providers of public transportation shall jointly agree upon and develop specific written procedures for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO, and the collection of data for the State asset management plan for the National Highway System (NHS).

NOW, THEREFORE, BE IT RESOLVED, that the parties do hereby agree to adhere to the following coordination mechanisms to meet performance-based planning and programming requirements for highways in accordance with 23 CFR 450.314(h) and established federal guidance.

1. Development of transportation performance data
   a. The Georgia Department of Transportation (GDOT) will collect data used in developing statewide targets to meet the federal performance management requirements for highways[1] to include the following:
      - Targets for assessing the **Highway Safety Improvement Program (PM1)** for the following measures[2]:
        1. Number of fatalities;
        2. Rate of fatalities per 100 million Vehicle Miles Traveled (VMT);
        3. Number of serious injuries;
        4. Rate of serious injuries per 100 million VMT; and
        5. Number of combined non-motorized fatalities and non-motorized serious injuries.
      - Targets for assessing **Pavement and Bridge Condition for the National Highway Performance Program (PM2)** for the following measures:
        1. Percentage of pavements on the Interstate System in Good condition;
        2. Percentage of pavements on the Interstate System in Poor condition;
        3. Percentage of pavements on the NHS (excluding the Interstate System) in Good condition;
        4. Percentage of pavements on the NHS (excluding the Interstate System) in Poor condition;
        5. Percentage of NHS bridge deck area classified as in Good condition; and
        6. Percentage of NHS bridge deck area classified as in Poor condition.

[1] 23 CFR Part 490
[2] PM1/Safety performance measures and targets are applicable to all public roads regardless of ownership or functional classification; 23 CFR Part 924

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      - Targets for assessing performance of the **National Highway System, Freight Movement on the Interstate System, and Congestion Mitigation and Air Quality Improvement Program (PM3)** for the following performance measures:
        1. Percent of Person-Miles Traveled on the Interstate System That Are Reliable;
        2. Percent of Person-Miles Traveled on the Non-Interstate NHS That Are Reliable;
        3. Percent Change in Tailpipe CO2 Emissions on the NHS from the Calendar Year 2017[3];
        4. Percentage of the Interstate System Mileage providing for Reliable Truck Travel Times;
        5. Annual Hours of Peak-Hour Excessive Delay Per Capita;
        6. Percent of Non-Single-Occupant-Vehicle (SOV) Travel; and
        7. Total Emissions Reduction.

   b. Those MPOs that are currently designated as being in non-attainment or maintenance for air quality[4] and GDOT will coordinate on the collection and provision of data used in developing targets for the Congestion Mitigation and Air Quality (CMAQ) traffic congestion measures (Annual Hours of Peak-Hour Excessive Delay per Capita and Percent of Non-SOV Travel) and the Total Emission Reduction measures.

   c. GDOT will coordinate directly with the Georgia Association of Metropolitan Planning Organizations (GAMPO) to distribute transportation performance data used in developing statewide highway targets to each Georgia MPO.
      - GDOT will provide performance data each time a statewide target is established or revised, per Section 2 of this agreement.
      - Where possible and practicable, GDOT will provide performance data for each MPO planning area for purposes of tracking progress towards attainment of critical outcomes for each region's required System Performance Reports, per Section 4 of this agreement.

   d. If an MPO chooses to develop its own target for any highway measure, it will collect and provide GDOT with the performance target(s) and any supplemental data used in association with the MPO target setting process.

2. Selection of transportation performance targets
   a. GDOT and the MPOs will establish or revise performance targets in coordination with each other.
      - Coordination may include the following opportunities, as deemed appropriate, for each performance measure and target: in-person GAMPO meetings, webinars, conference calls, and email/written communication.

[3] This measure and associated target will only be required if it is not repealed. Reference: Federal Register / Vol. 82, No. 215 / Wednesday, November 8, 2017 / Proposed Rules; FHWA Docket No. FHWA–2017–0025.
[4] As determined through annual *Applicability Determination: CMAQ Traffic Congestion and CMAQ On-Road Mobile Source Emissions Measures*, 23 CFR Part 490.

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- MPOs shall be given an opportunity to provide comment on GDOT targets no less than 30-days prior to GDOT's establishment or revision of highway targets.
- If an MPO chooses to set its own target, the MPO will develop the target in coordination with GDOT. The MPO will provide GDOT the opportunity to comment on MPO targets no less than 30-days prior to MPO adoption of targets.

b. GDOT will select statewide performance targets to meet the federal performance management requirements for highways.

- GDOT will provide written notice to GAMPO (for distribution to each Georgia MPO) when GDOT selects a target. This notice will provide the target and the date GDOT set the target, which will begin the 180-day time-period in which the MPO must set a corresponding performance target.
- If an MPO chooses to support the statewide target, the MPO will provide written documentation to GDOT that the MPO agrees to plan and program projects that will contribute toward the achievement of the statewide highway performance target.
- If the MPO chooses to set its own target, the MPO will provide GDOT documentation that includes the target and the date the MPO plans to adopt. Documentation will be provided no less than 30-days prior to MPO adoption of target (consistent with Section 2a).

c. Those MPOs currently in non-attainment or maintenance for air quality[4] and GDOT will coordinate to select single, unified targets for the CMAQ traffic congestion measures (Annual Hours of Peak-Hour Excessive Delay per Capita and Percent of Non-SOV Travel) and to select mobile source emission reduction targets for their respective nonattainment areas for ozone.

3. Reporting of performance targets.

a. GDOT will report all highway targets to the Federal Highway Administration (FHWA) as applicable and in accordance with 23 CFR Part 490.

- Through the Highway Safety Improvement Program Annual Report for PM1 measures;
- Through the required Baseline, Mid and Full Performance Reports and the Transportation Asset Management Plan (TAMP) for PM2 measures; and
- Through the required Baseline, Mid and Full Performance Period Reports for PM3 measures, to include CMAQ Performance Plans where applicable.

b. GDOT will include a description of performance measures and performance targets, along with a System Performance Report, in accordance with 23 CFR 450.216(f) in any statewide transportation plan amended or adopted after May 27, 2018, and in accordance with 23 CFR 450.218(q) in any State Transportation Improvement Program amended or adopted after May 27, 2018.

4. Reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO.

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a. Each Georgia MPO will include a description of performance measures and performance targets, along with a System Performance Report, in accordance with 23 CFR 450.324(f)(3-4) in any Metropolitan Transportation Plan amended or adopted after May 27, 2018, and in accordance with 23 CFR 450.326(d) in any Transportation Improvement Program amended or adopted after May 27, 2018, for PM1 measures.

b. Each Georgia MPO will include a description of performance measures and performance targets, along with a System Performance Report, in accordance with 23 CFR 450.324(f)(3-4) in any Metropolitan Transportation Plan amended or adopted after May 20, 2019, and in accordance with 23 CFR 450.326(d) in any Transportation Improvement Program amended or adopted after May 20, 2019, for PM2 and PM3 measures.

c. Each Georgia MPO will include a description of performance measures and performance targets, along with a System Performance Report, in accordance with 23 CFR 450.324(f)(3-4) in any Metropolitan Transportation Plan amended or adopted after October 1, 2019, and in accordance with 23 CFR 450.326(d) in any Transportation Improvement Program amended or adopted after October 1, 2019, for the GHG measure.

5. The collection of data for the State asset management plans for the NHS.

a. GDOT will be responsible for collecting bridge and pavement condition data for the NHS. This includes NHS roads are that are not on the State highway system, but instead are under the ownership of local jurisdictions, if such roads exist.

All parties agree that email communications shall be considered written notice for all portions of this agreement.

[signature page to follow]

Signature page

GAMPO Chair — Date: 4/12/18

GDOT (Commissioner) — Date: 4/30/18

Performance Management Process Agreement (ARC / Regional Transit Providers)

The 23 CFR 450.314(h) requires that Metropolitan Planning Organizations (MPO)(s), State(s), and providers of public transportation shall jointly agree upon and develop specific written procedures for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, and the reporting of performance to be used in tracking progress toward achievement of critical outcomes for the region of the MPO.

To meet the requirements, the parties will adhere to the following protocols for coordination to meet performance-based planning and programming requirements in accordance with 23 CFR 450 and established federal guidance.

Transportation Performance Data

GDOT will collect and provide (or otherwise make available) data used in developing statewide asset targets. The providers of public transportation will collect and provide (or otherwise make available) asset data to the Atlanta Regional Commission.

Selection of Regional Asset Performance Targets

GDOT, the MPO, and the provider(s) of public transportation will set performance targets in coordination with each other. Coordination will primarily occur at in-person meetings of the ARC's Transit Operators Subcommittee. Webinars and email/written communication will be used to supplement in-person meetings. For all asset-related performance measures, ARC will use the targets set by the public transportation providers as a guide. The targets will be adopted through consensus. Each July, the established targets will be reviewed by the Transit Operators Subcommittee and altered, if necessary. ARC will provide GDOT with MPO-wide performance data used to develop the target.

The Sharing of Public Transportation Targets

The provider of public transportation will provide written notice to ARC and GDOT when they establish target(s). This notice will provide the targets and the date the target was set. The date the initial targets were set will begin the 180-day time-period within which ARC must establish their transit-related performance targets. ARC may choose to update their targets annually, upon approval of the Transit Operators Subcommittee, or when ARC amends its Regional Transportation Plan (RTP). At a minimum, ARC shall update their transit-related targets when they update the RTP by extending the RTP's horizon year in accordance with 23 CFR 450.324 (c).

For Tier 2 providers of public transportation that choose to participate in ARC's group plan: ARC shall notify those participating Tier 2 providers within 30 days of establishment of transit-related targets.

Reporting of Performance Targets

Reporting of targets and performance will be done as specified in 23 CFR 490, 23 CFR 450, 49 CFR 625, and 49 CFR 673. GDOT will report all targets to FTA as applicable.

GDOT will provide written notice of the targets to ARC within 15 business days of reporting targets. Where available and practicable, GDOT will provide ARC with the statewide performance data used in developing statewide targets. All updates of this data will include prior performance data, as available and practicable.

ARC will report its asset targets to GDOT within 15 business days after the MPO establishes a target. The MPO will provide documentation of target establishment to GDOT and the provider of public transportation in the form of TOS notes.

ARC and GDOT will report its asset targets to FTA as required.

ARC Resolution Supporting State Safety Targets (2019)

Draft for approval by TCC on 2/8; TAQC on 2/14; ARC on 2/27

ATLANTA REGIONAL COMMISSION

A RESOLUTION SUPPORTING THE
STATEWIDE TRANSPORTATION SAFETY TARGETS

WHEREAS, the Atlanta Regional Commission is the designated Metropolitan Planning Organization (MPO) for transportation planning within the Atlanta Metropolitan Area Boundary which includes all or portions of 20 counties; and

WHEREAS, federal legislation and rulemaking under MAP-21 (Moving Ahead for Progress in the 21st Century) and the FAST Act (Fixing America's Surface Transportation) established new performance management requirements to ensure state Departments of Transportation (DOT) and MPOs focus the use of federal transportation funds on projects which address national transportation goals; and

WHEREAS, State DOTs are required to establish performance targets and assess performance in 12 areas; and

WHEREAS, five of the required performance targets relate to the safety of the transportation system:

- Number of fatalities
- Rate of fatalities
- Number of serious injuries
- Rate of serious injuries
- Number of non-motorized fatalities and non-motorized serious injuries

WHEREAS, the Georgia Department of Transportation (GDOT) established statewide targets for 2010 for these five measures via the Highway Safety Improvement Program (HSIP) annual report, submitted in August 2018; and

WHEREAS, GDOT set the statewide targets using five-year rolling averages for each measure, as required by USDOT; and

WHEREAS, the 2019 targets are to maintain the five-year rolling average below these values:

- Number of fatalities – 1,655 annually (for the period of 2015-2019)
- Rate of fatalities – 1.31 per 100 million vehicles miles traveled (VMT) (for the period of 2015-2019)

Draft for approval by TCC on 2/8; TAQC on 2/14; ARC on 2/27

- Number of serious injuries – 24,324 annually (for the period of 2015-2019)
- Rate of serious injuries – 18.9 per 100 million VMT (for the period of 2015-2019, a reduction of 3% from the 2012-2016 baseline rate of 19.6 per million VMT)
- Number of non-motorized fatalities and non-motorized serious injuries – 1,126 annually (for the period of 2017-2021)

WHEREAS, MPOs are required to establish targets for these measures within their planning areas within 180 days after the state DOT establishes and reports statewide targets, and

WHEREAS, the 180-day deadline for ARC to establish targets is February 27, 2019; and

WHEREAS, MPOs may establish targets by either: 1) agreeing to plan and program projects which contribute toward the accomplishment of the state DOT targets, or 2) committing to a separate quantifiable target for their planning area, and

WHEREAS, establishing reasonable and feasible targets requires access to high quality data, an exhaustive analysis of the data, a comprehensive stakeholder engagement process, and the authority to commit funds to projects and programs which will produce significant results, and

WHEREAS, the numbers and rates of fatalities and serious injuries have increased in recent years and the five-year rolling averages used by GDOT anticipate a continuation of those undesirable trends, and

WHEREAS, ARC recognizes the challenges of setting statewide targets and believes it can best assist GDOT in reversing recent upward trends in overall fatalities and injuries by identifying the causes and locations of the most critical safety issues in the Atlanta Region and focusing ARC's efforts and resources on those issues.

NOW, THEREFORE, BE IT RESOLVED that the Atlanta Regional Commission agrees to plan and program projects which contribute toward the accomplishment of statewide safety targets established by GDOT.

BE IT FURTHER RESOLVED that the ARC directs staff to conduct additional investigation into the causes and locations of fatalities and injuries within the Atlanta Region and recommend an appropriate course of action for the agency to follow in improving safety outcomes on our transportation system for all users, with the long-term goal of slowing and eventually reversing recent trends.

BE IT FURTHER RESOLVED that staff will report periodically to ARC committees and the Board on their progress and to receive additional direction on any preliminary recommendations before a formal course of action is approved.

ARC Resolution Supporting State Pavement Condition, Bridge Condition, Reliability, Congestion and Environmental Targets

Draft for approval by TCC on 11/9; TAQC on 11/15; ARC on 12/5

ATLANTA REGIONAL COMMISSION

A RESOLUTION SUPPORTING
ARC CONCURRENCE WITH STATE PERFORMANCE TARGETS

WHEREAS, the Atlanta Regional Commission is the designated Metropolitan Planning Organization (MPO) for transportation planning within the Atlanta Metropolitan Area Boundary which includes all or portions of 20 counties; and

WHEREAS, federal legislation and rulemaking under MAP-21 (Moving Ahead for Progress in the 21st Century) and the FAST Act (Fixing America's Surface Transportation) established new performance management requirements to ensure state Departments of Transportation (DOT) and MPOs focus the use of federal transportation funds on projects which address national transportation goals; and

WHEREAS, State DOTs are required to establish performance targets and assess performance for safety, pavement condition, bridge condition, reliability, congestion and air quality; and

WHEREAS, five safety targets were developed by the Georgia Department of Transportation (GDOT) and subsequently approved by ARC in February 2018; and

WHEREAS, GDOT established statewide targets for the remaining categories of targets in May 2018; and

WHEREAS, the 13 targets associated with these four categories are as follows:

- Pavement Condition
  - Percent of pavement on interstate system in good condition = 50% or greater (four year target)
  - Percent on pavement on interstate system in poor condition = 5% or less (four year target)
  - Percent of pavement on non-interstate NHS in good condition = 40% or greater (four year target)
  - Percent of pavement on non-interstate NHS in poor condition = 12% or less (four year target)
- Bridge Condition
  - Percent of NHS bridges classified as in good condition = 60% or greater (two and four year targets)
  - Percent of NHS bridges classified as in poor condition = 10% or less (two and four year targets)

Draft for approval by TCC on 11/9; TAQC on 11/15; ARC on 12/5

- Reliability
  - Percent of person miles traveled on interstate system that are reliable = 73.0% or greater (two year target); 67.0% or greater (four year target)
  - Percent of person miles traveled on the non-interstate system that are reliable = 81.0% or greater (four year target)
  - Truck travel time reliability index = 1.66 or less (two year target); 1.78 or less (four year target)
- Congestion
  - Annual hours of peak-hour excessive delay per capita = 24.6 or less (four year target)
  - Percent of non-single-occupant vehicle travel = 22.1% or greater (two year and four year targets)
- Air Quality
  - Total VOC emissions reductions = 205.7 kg/day or greater (two year target); 386.6 kg/day or greater (four year target)
  - Total NOx emissions reductions = 563.3 kg/day or greater (two year target); 1085.0 kg/day or greater (four year target)

WHEREAS, MPOs are required to establish targets for these measures within their planning areas within 180 days after the state DOT establishes and reports statewide targets, and

WHEREAS, the 180 day deadline for ARC to establish targets is November 16, 2018; and

WHEREAS, MPOs may establish targets by either: 1) agreeing to plan and program projects which contribute toward the accomplishment of the state DOT targets, or 2) committing to a separate quantifiable target for their planning area, and

WHEREAS, establishing reasonable and feasible targets requires access to high quality data, an exhaustive analysis of the data, a comprehensive stakeholder engagement process, and the authority to commit funds to projects and programs which will produce significant results, and

WHEREAS, ARC recognizes the challenges of setting statewide targets and believes negative trends related to roadway congestion and travel time reliability are not desirable and that additional efforts and resources should be dedicated to mitigate those trends.

NOW, THEREFORE, BE IT RESOLVED that the Atlanta Regional Commission agrees to plan and program projects which contribute toward the accomplishment of the 13 statewide targets established by GDOT.

BE IT FURTHER RESOLVED that the ARC directs staff to continue reviewing data and best practice methodologies to better understand trends within the Atlanta Region and recommend an appropriate course of action for the agency to follow in improving outcomes on our transportation system for all users, with the long-term goal of slowing and eventually reversing recent negative trends.

ARC Resolution Supporting State Pavement Condition, Bridge Condition, Reliability, Congestion and Environmental Targets

Draft for approval by TCC on 11/9; TAQC on 11/15; ARC on 12/5

BE IT FURTHER RESOLVED that staff will report periodically to ARC committees and the Board on their progress and to receive additional direction on any preliminary recommendations before a formal course of action is approved.

Baseline System Performance Report - Highway Safety

Effective April 14, 2016, FHWA established the highway safety performance measures to carry out the *Highway Safety Improvement Program (HSIP)*. These performance measures are:

- Number of fatalities
- Rate of fatalities per 100 million vehicle miles traveled
- Number of serious injuries
- Rate of serious injuries per 100 million vehicle miles traveled
- Number of combined non-motorized fatalities and non-motorized serious injuries.

Safety performance targets are provided by the States to FHWA for each safety performance measure. Current safety targets address calendar year 2019 and are based on a five-year rolling average (2015-2019). Georgia statewide safety performance targets for 2019 are included in the table. ARC approved a resolution on February 27, 2019 concurring with and agreeing to support the Georgia statewide safety performance targets.

The latest safety conditions will be updated on a rolling 5-year window and reflected within each subsequent System Performance Report, to track performance over time in relation to baseline conditions and established targets.

ARC recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the FY 2018-2023 TIP planning process directly reflects the goals, objectives, performance measures, and targets as they are available and described in other State and public transportation plans

Table 1. Highway Safety/PM1, System Conditions and Performance

Performance Measures	Georgia Statewide Performance (Five-Year Rolling Average 2012-2016)	Georgia Statewide Performance (Five-Year Rolling Average 2013-2017)	2019 Georgia Statewide Performance Target (Five-Year Rolling Average 2015-2019)
Number of Fatalities	1,305.2	1376.6	1,655.0
Rate of Fatalities per 100 Million Vehicle Miles Traveled	1.148	1.172	1.310
Number of Serious Injuries	17,404.6	23,126.8	24,324.0
Rate of Serious Injuries per 100 Million Vehicle Miles Traveled	15.348	19.756	18.900
Number of Combined Non-Motorized Fatalities and Non-Motorized Serious Injuries	1,138.0	978.4	1,126.0

and processes; specifically, the *Georgia Strategic Highway Safety Plan (SHSP)*, the *Georgia Highway Safety Improvement Program (HSIP)*, the current *Georgia Statewide Transportation Plan (SWTP)*, and *The Atlanta Region's Plan (Transportation)*.

- The *Georgia SHSP* is intended to reduce the number of fatalities and serious injuries resulting from motor vehicle crashes on public roads in Georgia. Existing highway safety plans are aligned and coordinated with the SHSP, including (but not limited to) the *Georgia HSIP*, MPO and local agencies' safety plans. The SHSP guides GDOT, the Georgia MPOs, and other safety partners in addressing safety and defines a framework for implementation activities to be carried out across Georgia.

- The *GDOT HSIP* annual report provides for a continuous and systematic process that identifies and reviews traffic safety issues around the state to identify locations with potential for improvement. The ultimate goal of the *HSIP* process is to reduce the number of crashes, injuries and fatalities by eliminating

certain predominant types of crashes through the implementation of engineering solutions.

- The *GDOT SWTP* summarizes transportation deficiencies across the state and defines an investment portfolio across highway and transit capacity, highway preservation, highway safety, and highway operations over the 25-year plan horizon. Investment priorities reflect optimal performance impacts across each investment program given anticipated transportation revenues.

- *The Atlanta Region's Plan (Transportation)* increases the safety of the transportation system for motorized and non-motorized users as required by The Planning Rule. The RTP identifies safety needs within the metropolitan planning area and provides funding for targeted safety improvements.

To support progress towards approved highway safety targets, the FY 2018-2023 TIP includes significant safety investments. GDOT's work program averages approximately $88 million each year for a variety of projects specifically designed to improve safety, such as ITS, intersection upgrades, railroad crossing improvements, traffic signals, roundabouts, rumble strips, signing, sidewalks and guardrails. Over the timeframe of the TIP, this will amount to well over $500 million of direct investment in improving safety for highway users. These figures do not include the ancillary safety benefits likely to be generated by some large -scale capacity expansion projects.

Baseline System Performance Report - Pavement and Bridge Condition

Effective May 20, 2017, FHWA established performance measures to assess pavement condition and bridge condition for the National Highway Performance Program. This second FHWA performance measure rule (PM2) established six performance measures:

- Percent of Interstate pavements in good condition;
- Percent of Interstate pavements in poor condition;
- Percent of non-Interstate National Highway System (NHS) pavements in good condition;
- Percent of non-Interstate NHS pavements in poor condition;
- Percent of NHS bridges by deck area classified as in good condition; and
- Percent of NHS bridges by deck area classified as in poor condition.
- Pavement Condition Measures

The pavement condition measures represent the percentage of lane-miles on the Interstate or non-Interstate NHS that are in good condition or poor condition. FHWA established five metrics to assess pavement condition: International Roughness Index (IRI); cracking percent; rutting; faulting; and Present Serviceability Rating (PSR). For each metric, a threshold is used to establish good, fair, or poor condition.

Pavement condition is assessed using these metrics and thresholds. A pavement section in good condition if three metric ratings are good, and in poor condition if two or more metric ratings are poor. Pavement sections that are not good or poor are considered fair.

The pavement condition measures are expressed as a percentage of all applicable roads in good or poor condition. Pavement in good condition suggests that no major investment is needed. Pavement in poor condition suggests major reconstruction investment is needed due to either ride quality or a structural deficiency.

Bridge Condition Measures

The bridge condition measures represent the percentage of bridges, by deck area, on the NHS that are in good condition or poor condition. The condition of each bridge is evaluated by assessing four bridge components: deck, superstructure, substructure, and culverts. FHWA created a metric rating threshold for each component to establish good, fair, or poor condition. Every bridge on the NHS is evaluated using these component ratings. If the lowest rating of the four metrics is greater than or equal to seven, the structure is classified as good. If the lowest rating is less than or equal to four, the structure is classified as poor. If the lowest rating is five or six, it is classified as fair.

To determine the percent of bridges in good or in poor condition, the sum of total deck area of good or poor NHS bridges is divided by the total deck area of bridges carrying the NHS. Deck area is computed using structure length and either deck width or approach roadway width. Good condition suggests that no major investment is needed. Bridges in poor condition are safe to drive on; however, they are nearing a point where substantial reconstruction or replacement is needed.

Pavement and Bridge Targets

Pavement and bridge condition performance is assessed and reported over a four-year performance period. The first performance period began on January 1, 2018, and runs through December 31, 2021. GDOT reported baseline PM2 performance and targets to FHWA on October 1, 2018, and will report updated performance information at the midpoint

and end of the performance period. The second four-year performance period will cover January 1, 2022, to December 31, 2025, with additional performance periods following every four years.

The PM2 rule requires states and MPOs to establish two-year and/or four-year performance targets for each PM2 measure. Current two-year targets represent expected pavement and bridge condition at the end of calendar year 2019, while the current four-year targets represent expected condition at the end of calendar year 2021.

States establish targets as follows:

- Percent of Interstate pavements in good and poor condition – four-year targets;
- Percent of non-Interstate NHS pavements in good and poor condition – two-year and four-year targets; and
- Percent of NHS bridges by deck area in good and poor condition – two-year and four-year targets.

MPOs establish four-year targets for each measure by either agreeing to program projects that will support the statewide targets, or setting quantifiable targets for the MPO's planning area that differ from the state targets.

GDOT established current statewide two-year and four-year PM2 targets on May 16, 2018. ARC approved a resolution on December 5, 2018 concurring with and agreeing to support the Georgia statewide PM2 targets. The table presents statewide baseline performance for each PM2 measure as well as the current two-year and four-year statewide targets established by GDOT.

On or before October 1, 2020, GDOT will provide FHWA a detailed report of pavement and bridge condition performance covering the period of January 1, 2018, to December 31, 2019. GDOT and the Atlanta Regional Commission will have the opportunity at that time to revisit the four-year PM2 targets.

Performance Measures	Georgia Performance (Baseline)	Georgia 2-year Target (2019)	Georgia 4-year Target (2021)
Percent of Interstate pavements in good condition	60%	N/A	≥50%
Percent of Interstate pavements in poor condition	4%	N/A	≤5%
Percent of non-Interstate NHS pavements in good condition	44%	≥40%	≥40%
Percent of non-Interstate NHS pavements in poor condition	10%	≤12%	≤12%
Percent of NHS bridges (by deck area) in good condition	49.1%	≥60%	≥60%
Percent of NHS bridges (by deck area) in poor condition	1.35%	≤10%	≤10%

The Atlanta Regional Commission recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the FY 2018-2023 TIP planning process directly reflects the goals, objectives, performance measures, and targets as they are available and described in other State and public transportation plans and processes; specifically *Georgia's Transportation Asset Management Plan (TAMP)*, the *Georgia Interstate Preservation Plan*, the current *2040 Georgia Statewide Transportation Plan (SWTP)*, and *The Atlanta Region's Plan (Transportation)*.

- MAP-21 requires GDOT to develop a TAMP for all NHS pavements and bridges within the state. GDOT's *TAMP* must include investment strategies leading to a program of projects that would make progress toward achievement of GDOT's statewide pavement and bridge condition targets.

- The *Georgia Interstate Preservation Plan* applied a risk profile to identify and communicate Interstate preservation priorities; this process leveraged a combination of asset management techniques with risk management concepts to prioritize specific investment strategies for the Interstate system in Georgia.

- The GDOT *SWTP* summarizes transportation deficiencies across the state and defines an investment portfolio across highway and transit capacity, highway preservation, highway safety, and highway operations over the 25-year plan horizon. Investment priorities reflect optimal performance impacts across each investment program given anticipated transportation revenues.

- *The Atlanta Region's Plan (Transportation)* addresses infrastructure preservation and identifies pavement and bridge infrastructure needs within the metropolitan planning area, and allocates funding for targeted infrastructure improvements.

To support progress towards GDOT's statewide PM2 targets, the FY 2018 -2023 TIP includes a number of investments that will maintain pavement and bridge condition performance. Investments in pavement and bridge condition include pavement replacement and reconstruction, bridge replacement and reconstruction, new bridge and pavement capacity, and system resiliency projects that improve NHS bridge components (e.g., upgrading culverts).

The Region's work program over the first four years of the FY 2018-2023 TIP to address PM2 targets totals nearly $935 million, or over $233 million annually.

Baseline System Performance Report - Reliability and Congestion

Effective May 20, 2017, FHWA established measures to assess performance of the National Highway System, freight movement on the Interstate system, and the Congestion Mitigation and Air Quality Improvement (CMAQ) Program. This third FHWA performance measure rule (PM3) established six performance measures, described below.

National Highway System Performance

- Percent of person-miles on the Interstate system that are reliable
- Percent of person-miles on the non-Interstate NHS that are reliable

Freight Movement on the Interstate

- Truck Travel Time Reliability Index (TTTR)

Congestion Mitigation and Air Quality Improvement (CMAQ) Program

- Annual hours of peak hour excessive delay per capita (PHED)
- Percent of non-single occupant vehicle travel (Non-SOV)
- Cumulative two-year and four-year reduction of on-road mobile source emissions for CMAQ funded projects (CMAQ Emission Reduction)

System Performance Measures

The two System Performance measures assess the reliability of travel times on the Interstate or non-Interstate NHS system. The performance metric used to calculate reliability is the Level of Travel Time Reliability (LOTTR). LOTTR is defined as the ratio of longer travel times (80th percentile) to a normal travel time (50th percentile) over all applicable roads during four time periods (AM peak, Mid-day, PM peak, and weekends) that cover the hours of 6 AM to 8 PM each day.

The LOTTR ratio is calculated for each segment of applicable roadway, essentially comparing the segment with itself. A segment is deemed to be reliable if its LOTTR is less than 1.5 during all four time periods. If one or more time periods has a LOTTR of 1.5 or above, that segment is unreliable.

The measures are expressed as the percent of person-miles traveled on the Interstate or non-Interstate NHS system that are reliable. Person-miles take into account the number of people traveling in buses, cars, and trucks over these roadway segments. To determine total person miles traveled, the vehicle miles traveled (VMT) on each segment is multiplied by average vehicle occupancy. To calculate the percent of person miles traveled that are reliable, the sum of the number of reliable person miles traveled is divided by the sum of total person miles traveled.

Freight Movement Performance Measure

The Freight Movement performance measure assesses reliability for trucks traveling on the Interstate. A TTTR ratio is generated by dividing the 95th percentile truck travel time by a normal travel time (50th percentile) for each segment of the Interstate system over five time periods throughout weekdays and weekends (AM peak, Mid-day, PM peak, weekend, and overnight) that cover all hours of the day. For each segment, the highest TTTR value among the five time periods is multiplied by the length of the segment. The sum of all length-weighted segments is then divided by the total length of Interstate to generate the TTTR Index.

CMAQ Performance Measures

The PHED measure assesses the hours of delay resulting from traffic congestion on the NHS during morning and afternoon weekday peak travel times. Peak travel hours are defined as 6 AM to 10 AM on weekday mornings, and either 3 PM to 7 PM or 4 PM to 8 PM on weekday afternoons. The threshold for excessive delay is based on the travel time at 20 miles per hour or 60% of the posted speed limit travel time, whichever is greater, and is measured in 15-minute intervals.

Total excessive delay is weighted by vehicle volumes and occupancy, and is expressed as the annual hours of excessive delay during the peak hours on a per capita basis. Thus, PHED is a measure of person-hours of delay, rather than vehicle-hours.

The Non-SOV measure assesses the percent of vehicle travel that occurs with more than one occupant in the vehicle. This measure is based on person travel within the region, and non-SOV travel includes travel via carpool, van, public transportation, commuter rail, walking, or bicycling as well as telecommuting.

The CMAQ Emission Reduction measure assesses performance of the CMAQ Program through measurement of total emission reductions of on -road mobile source emissions. Total emissions reduction is calculated by summing two year and four year totals of emission reductions of applicable pollutants, in kilograms per day, resulting from all CMAQ funded projects.

Applicability of the CMAQ Measures

The PHED and Non-SOV measures apply only within the boundaries of each U.S. Census Bureau-designated urbanized area (UZA) that contains a NHS road, has a population of more than one million, and contains any part of a nonattainment or maintenance area for ozone, carbon monoxide or particulate matter. States and MPOs within an applicable UZA must coordinate to set a single, unified four-year target for the entire UZA for PHED, and single, unified two- and four-year targets for Non-SOV travel.

In Georgia, the PHED and Non-SOV measures currently apply only to the Atlanta, GA UZA. The Atlanta Regional Commission (ARC) and the Cartersville-Bartow MPO (CBMPO) have planning area boundaries that overlap with the UZA, thus GDOT and the two MPOs coordinate to establish single, unified PHED and Non-SOV Travel performance targets.

The CMAQ Emission Reduction measure is applicable to any state and MPO with projects financed with CMAQ funds whose boundary contains any part of a nonattainment or maintenance area for ozone, carbon monoxide or particulate matter. In Georgia, the CMAQ Emission reduction measure applies statewide for GDOT as well as individually for ARC and CBMPO.

PM3 Performance Targets

Performance for the PM3 measures is assessed and reported over a four-year performance period. For all PM3 measures except the CMAQ Emission Reduction measure, the first performance period began on January 1, 2018, and will end on December 31, 2021. For the CMAQ Emission Reduction measure, the first performance period began on October 1, 2017, and will end on September 30, 2021. GDOT reported baseline PM3 performance and targets to FHWA on October 1, 2018, and will report updated performance information at the midpoint and end of the performance period. The second four-year performance period will cover January 1, 2022, to December 31, 2025 (October 1, 2021, to September 30, 2025 for the CMAQ Emission Reduction Measure), with additional performance periods following every four years.

The PM3 rule requires state DOTs and MPOs to establish two-year and/or four-year performance targets for each PM3 measure. For all targets except CMAQ Emission Reductions, the current two-year and four-year targets represent expected performance at the end of calendar years 2019 and 2021, respectively. For the current CMAQ Emission Reduction measure, the two-year and four-year targets represent cumulative VOC and NOx emission reductions from CMAQ-funded projects during the periods of October 1, 2017 to September 30, 2019 (for the two-year target) and October 1, 2017 to September 30, 2021 (for the four-year target).

States establish targets as follows:

- Percent of person-miles on the Interstate system that are reliable – two-year and four-year targets
- Percent of person-miles on the non-Interstate NHS that are reliable – four-year targets
- Truck Travel Time Reliability – two-year and four-year targets;
- Annual hours of peak hour excessive delay per capita (PHED) – four-year targets
- Percent of non-single occupant vehicle travel (Non-SOV) – two-year and four-year targets
- CMAQ Emission Reductions – two-year and four-year targets

MPOs establish four-year targets for the System Performance, Freight Movement, and PHED measures, and two-year and four-year targets for the Non-SOV and CMAQ Emission Reduction measures. MPOs establish targets by either agreeing to program projects that will support the statewide targets, or setting quantifiable targets for the MPO's planning area that differ from the state targets.

GDOT established statewide PM3 targets on May 16, 2018. ARC approved a resolution on December 5, 2018 concurring with and agreeing to support the Georgia statewide PM3 targets. The table presents the statewide baseline performance for each PM3 measure as well as the current two-year and four-year statewide targets established by GDOT.

Performance Measure	Georgia Performance (Baseline)	Georgia 2-year Target (2019)	Georgia 4-year Target (2021)
Percent of person-miles on the Interstate system that are reliable	80.4%	73.0%	67.0%
Percent of person-miles on the non-Interstate NHS that are reliable	84.9%	N/A	81.0%
Truck Travel Time Reliability Index	1.44	1.66	1.78
Annual hours of peak hour excessive delay per capita (PHED)	20.4 hours	N/A	24.6 hours
Percent Non-SOV travel	22.1%	22.1%	22.1%
CMAQ VOC Cumulative Emission Reductions	839.000 kg/day	205.700 kg/day	386.600 kg/day
CMAQ NOx Cumulative Emission Reductions	1,594.000 kg/day	563.300 kg/day	1,085.000 kg/day

On or before October 1, 2020, GDOT will provide FHWA a detailed report of PM3 performance covering the period of January 1, 2018, to December 31, 2019. GDOT and ARC will have the opportunity at that time to revisit the four-year PM3 targets.

The Atlanta Regional Commission recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the FY 2018-2023 TIP planning process directly reflects the goals, objectives, performance measures, and targets as they are available and described in other State and public transportation plans and processes; specifically, the *Georgia Statewide Freight and Logistics Action Plan*, the current *2040 Georgia Statewide Transportation Plan (SWTP)*, and *The Atlanta Region's Plan (Transportation)*.

- GDOT's *Statewide Freight and Logistics Action Plan* defines the conditions and performance of the state freight system and identifies the policies and investments that will enhance Georgia's highway freight mobility well into the future. The Plan identifies freight needs and the criteria Georgia will use to

determine investments in freight, and prioritizes freight investments across modes.

- The GDOT *SWTP* summarizes transportation deficiencies across the state and defines an investment portfolio across highway and transit capacity, highway preservation, highway safety, and highway operations over the 25-year plan horizon. Investment priorities reflect optimal performance impacts across each investment program given anticipated transportation revenues.

- T*he Atlanta Region's Plan (Transportation)* addresses reliability, freight movement, congestion, and emissions and identifies needs for each of these issues within the metropolitan planning area and allocates funding for targeted improvements.

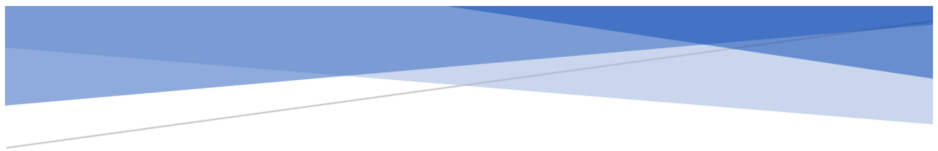
To support progress towards GDOT's statewide PM3 targets, the FY 2018 -2023 TIP devotes a significant amount of resources to projects that will address passenger and highway freight reliability and delay, reduce SOV travel, and reduce emissions.

A total of $669 million has been programmed in the first four years fo the FY 2018-2023 TIP to address peak hour system delay, averaging approximately $167 million per year.

A total of $916 million has been programmed in the first four years of the FY 2018-2023 TIP to address truck travel time reliability, averaging approximately $229 million per year.

A total of $34 million has been programmed in the first four years of the FY 2018-2023 TIP to address congestion mitigation and air quality, averaging approximately $8.5 million per year.

Baseline System Performance Report - Air Quality (CMAQ)



CMAQ PERFORMANCE PLAN

To be submitted with GDOT's Baseline Performance Period Report for the 2018-2021 Reporting Period

Prepared by: The Atlanta Regional Commission
For: The Atlanta Urbanized Area in Georgia

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Baseline System Performance Report - Air Quality (CMAQ)

Introduction

The purpose of this report is to document how Congestion Mitigation and Air Quality (CMAQ) transportation projects allocated in the Atlanta urbanized area help the region meet its two and four-year targets established jointly by the Atlanta Regional Commission (ARC) and the Georgia Department of Transportation (GDOT). This report completes ARC's requirement to document baseline conditions and targets for the CMAQ program as a part of 23 CFR 490.107(c).

Baseline Condition

To establish targets, ARC and GDOT looked at baseline conditions in the Atlanta urbanized area for three specific measures that relate to the CMAQ program:

- Peak-Hour Excessive Delay Measure (PHED)
- Non-Single-Occupant-Vehicle Measure (Non-SOV)
- On-Road Mobile Source Emissions Measure

The results of these analyses for the baseline year 2017 are documented below.

Traffic Condition Measures

Two of the measures relate to traffic conditions: PHED and Non-SOV. The PHED measure is defined as the annual hours of peak hour excessive delay per capita. Excessive delay refers to the additional time spent in congestion based on an established speed threshold. Peak periods are defined as Monday through Friday 6:00AM – 10:00AM and 3:00PM – 7:00PM. The baseline annual 2017 PHED per capita measure for the Atlanta urbanized area is 20.4 hours.

The Non-SOV measure is computed as the percent of working population that do not drive alone to work in a car, van or truck. A variety of data sources are available to calculate this measure. ARC and GDOT settled on using the American Community Survey (ACS) Journey to Work data. ACS data is aggregated in five-year bins. The baseline 2012-2016 calculated Non-SOV measure for the Atlanta urbanized area is 22.1%.

On-Road Mobile Source Emissions Measures

ARC and GDOT used the CMAQ Public Access System to compile the estimated emissions reduction benefits of projects in the Atlanta urbanized area. Projects in federal fiscal years 2014-2017 were summed in kg/day to determine the baseline.

Table 1 – Baseline On-Road Mobile Source Emissions by Pollutant

Pollutant	2014-2017 Baseline Emissions Sum (kg/day)	Baseline Emissions per Year (kg/day)
NO_x	4,084	1,021
VOC	1,383	346
$PM_{2.5}$[1]	184	46
$CO_2(e)$ [2]	51,351	12,838

[1] The Atlanta urbanized area is a former annual $PM_{2.5}$ nonattainment area. $PM_{2.5}$ is reported for information purposes only. There is no target associated with $PM_{2.5}$.
[2] $CO_2(e)$ is a greenhouse gas equivalent and is reported for information purposes only. There is no target associated with GHG emissions.

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Baseline System Performance Report - CMAQ

Targets

For the first performance period, between 2018 and 2021, ARC and GDOT coordinated to establish targets for the CMAQ traffic congestion and on-road emissions measures. GDOT was required to set targets by May 20, 2018. ARC then has 180 days to approve the targets. ARC's policy committee reviewed the performance measures on November 15, 2018 and the Board acted on December 5, 2018. Below are the targets that GDOT and ARC approved.

Table 2 – Established State CMAQ-focused 2 and 4-year Targets

Performance Measure	2-Year Target	4-Year Target
Annual PHED per Capita	N/A	24.6 hours
Percent of Non-SOV Travel	22.1%	22.1%
Emissions – NO_x	563.3 kg/day	1,085.0 kg/day
Emissions - VOC	205.7 kg/day	386.6 kg/day

Description of Projects

ARC and GDOT coordinate in the selection of CMAQ projects for deployment in the Atlanta ozone nonattainment area. These projects are selected to meet the program goals of reducing congestion and/or reducing emissions of ozone precursor pollutants. Nearly all projects selected for CMAQ funding pass through ARC's CMAQ Calculator, a tool maintained by ARC since 2013 to estimate the congestion and emissions benefits of CMAQ projects. The results from the calculator are uploaded by GDOT into the CMAQ Public Access System upon the obligation of funding to projects and are accounted for in the expected benefits outlined in the table below. To simplify reporting, projects are grouped in the table based on general categories ARC uses to report project types in the Transportation Improvement Program (TIP).

ARC and GDOT are not required to report benefits for pollutants other than VOC and NO_x. The table below reports on expected $PM_{2.5}$ and CO_2(e) benefits for legacy and tracking purposes only, respectively. Benefits for later years in the reporting period tend to be lower than nearer years. ARC has not fully programed all CMAQ funding in the TIP. Expected emissions benefits will increase as more CMAQ projects are programmed later in the reporting period.

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Baseline System Performance Report - CMAQ

Table 3 – Expected Benefits of CMAQ Projects in the Atlanta Urbanized Area

Project	Project Description	Year of Anticipated CMAQ Obligation	NO_x Benefit (kg/day)	VOC Benefit (kg/day)	$PM_{2.5}$ Benefit (kg/day)	$CO_2(e)$ Benefit (kg/day)	PHED Benefit	Non-SOV Benefit
Transit	Transit bus replacement & service for new routes	2018	14.6	3.4	1.1	5,208	Yes – reduced peak hour delay	Yes – increased non-SOV travel
Transportation System Management & Operations	Projects to smooth traffic and reduce idling emissions	2018	24.0	8.4	1.6	11,874	Yes – reduced peak hour delay	No
Transportation Demand Management & Outreach	Ridesharing, transit incentives and public outreach	2018	134.6	67.4	5.8	190,565	Yes – reduced peak hour delay	Yes – increased non-SOV travel
Towing & Recovery	Support for regional freeway clearing and recovery	2018	217.2	58.6	11.3	-	Yes – reduced peak hour delay	No
Transit	Transit bus replacement & new routes	2019	67.1	37.7	2.4	82,313	Yes – reduced peak hour delay	Yes – increased non-SOV travel
Transportation System Management & Operations	Projects to smooth traffic and reduce idling emissions	2019	11.7	5.2	2.4	187,386	Yes – reduced peak hour delay	No
Transportation Demand Management & Outreach	Ridesharing, transit incentives and public outreach	2019	116.3	59.1	5.5	180,162	Yes – reduced peak hour delay	Yes – increased non-SOV travel

Baseline System Performance Report - CMAQ

Project	Project Description	Year of Anticipated CMAQ Obligation	NO_x Benefit (kg/day)	VOC Benefit (kg/day)	$PM_{2.5}$ Benefit (kg/day)	$CO_2(e)$ Benefit (kg/day)	PHED Benefit	Non-SOV Benefit
Towing & Recovery	Support for regional freeway clearing and recovery	2019	217.2	58.6	11.3	-	Yes – reduced peak hour delay	No
Transit	Transit bus replacement & new routes	2020	0.0	0.0	0.0	-	Yes – reduced peak hour delay	Yes – increased non-SOV travel
Transportation System Management & Operations	Projects to smooth traffic and reduce idling emissions	2020	2.0	1.1	0.2	1,140	Yes – reduced peak hour delay	No
Transportation Demand Management & Outreach	Ridesharing, transit incentives and public outreach	2020	104.2	51.3	5.4	173,837	Yes – reduced peak hour delay	Yes – increased non-SOV travel
Towing & Recovery	Support for regional freeway clearing and recovery	2020	217.2	58.6	11.3	-	Yes – reduced peak hour delay	No
Transit	Transit bus replacement & new routes	2021	0.0	0.0	0.0	-	Yes – reduced peak hour delay	Yes – increased non-SOV travel
Transportation System Management & Operations	Projects to smooth traffic and reduce idling emissions	2021	8.7	2.5	0.5	3,635	Yes – reduced peak hour delay	No
Transportation Demand Management & Outreach	Ridesharing, transit incentives, and public outreach	2021	87.9	43.3	5.1	165,029	Yes – reduced peak hour delay	Yes – increased non-SOV travel

Baseline System Performance Report - CMAQ

Project	Project Description	Year of Anticipated CMAQ Obligation	NO_x Benefit (kg/day)	VOC Benefit (kg/day)	$PM_{2.5}$ Benefit (kg/day)	$CO_2(e)$ Benefit (kg/day)	PHED Benefit	Non-SOV Benefit
Towing & Recovery	Support for regional freeway clearing and recovery	2021	217.2	58.6	11.3	-	Yes – reduced peak hour delay	No

Table 4 – Summarized Annual CMAQ Emission Benefits and Unobligated Balance by Year

Federal Fiscal Year	NO_x Benefit (kg/day)	VOC Benefit (kg/day)	$PM_{2.5}$ Benefit (kg/day)	$CO_2(e)$ Benefit (kg/day)	Unobligated Federal CMAQ Balance	Approximate Percent of CMAQ Funds Unobligated
2018	390.4	137.8	19.9	207,647	$866,575	3%
2019	412.3	160.6	21.7	449,860	$1,793,390	6%
2020	323.4	111.1	16.9	174,977	$1,353,592	5%
2021	313.9	104.4	16.9	168,664	$8,628,362	30%

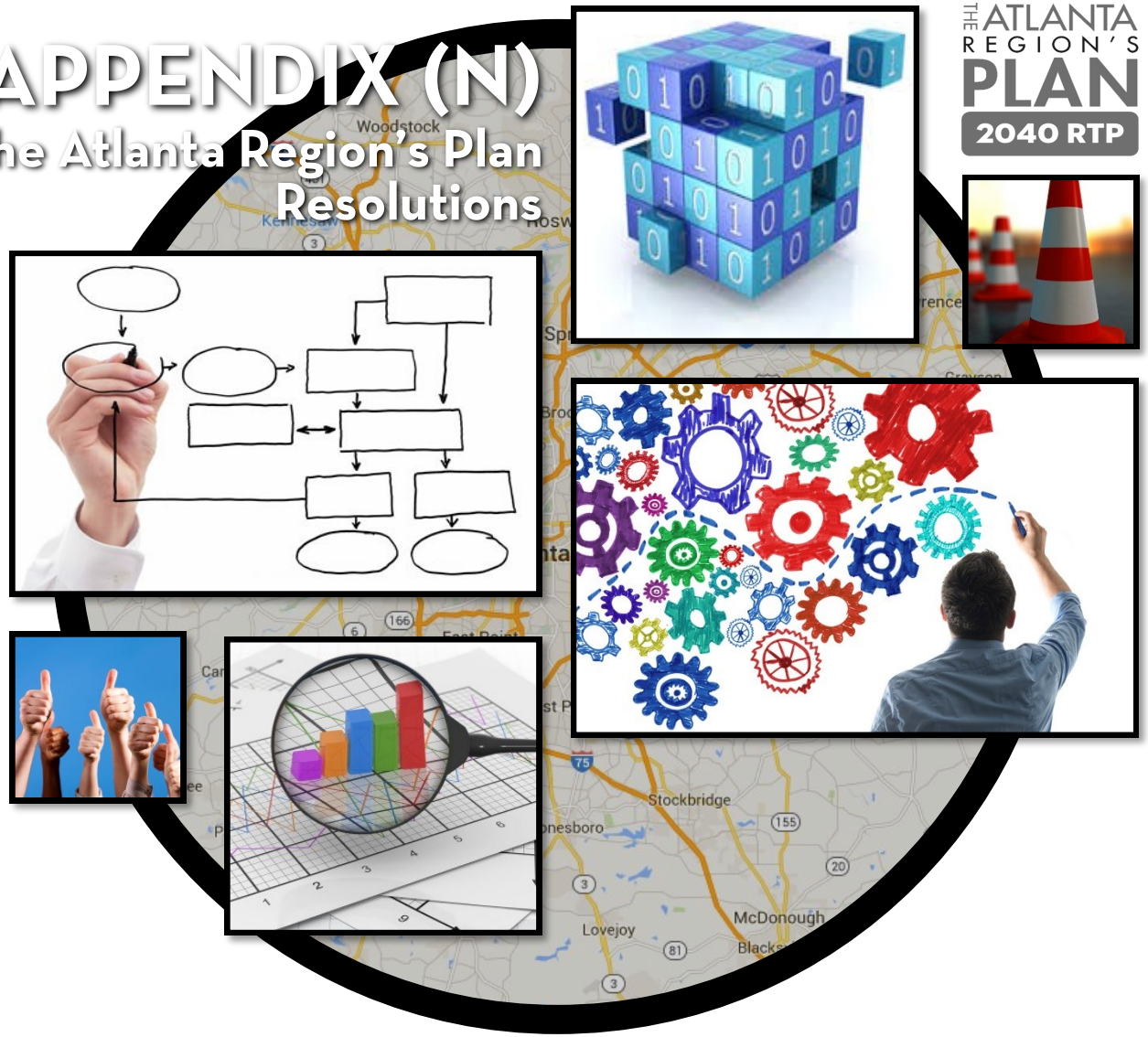
System Performance Report - Transit Asset and Safety

ARC is currently developing an online system performance dashboard using the Tableau platform. Among other features, the dashboard will be used to track the region's progress against its transit asset management goals and targets. It will be updated annually and will contain an inventory of all of the region's transit assets. By aggregating the assets, the dashboard will be able to display the progress of each operator, as well as the overall region, regarding transit asset management. It will also project the future costs of asset replacement, enabling the region to foresee major capital expenditures in advance. Thus, the dashboard will serve as a tool both for tracking the region's progress and anticipating spending for future TIPs and RTPs.

More information on the Tableau dashboard and a link to the site will be provided in future versions of this plan once it is launched.

APPENDIX (N)

The Atlanta Region's Plan Resolutions



THE ATLANTA REGION'S PLAN
2040 RTP

ARC Resolution Adopting a Draft Aspirational Agenda

ARC Action: June 25, 2014
(First Read): May 28, 2014

ISSUE SUMMARY: RESOLUTION ADOPTING A DRAFT ASPIRATIONAL AGENDA TO GUIDE THE UPDATE OF THE 2016 REGIONAL PLAN

FROM: Douglas Hooker, Executive Director

IMPORTANCE:

As discussed and directed by the ARC Board at its April 2014 Work Session, staff developed a draft Aspirational Agenda to guide the Agency's planning and to encourage public dialogue around "How does the Atlanta Region Win the Future?"

This draft resolution presents aspirational ideals that are aligned with ARC's Strategic Plan and the Economic Competiveness Strategy.

The Commission is being asked to adopt the draft Aspirational Statements so that the concepts can be discussed and tested with the community at large. Once ARC has learned from and received ideas from local governments, the public and its partners the aspirational vision statements will be revised for a final adoption to set a framework for the 2016 Regional Plan update.

The 2016 Regional Plan update, with an aspirational focus, will continue to have outcomes of developing creative solutions for long-term, sustainable investment in the region as well as a complementary framework of agency policies and programs to support Plan implementation.

ACTION REQUIRED:

Resolution first reading at the May 28, 2014 Commission meeting. Resolution adoption at the Commission's June 25, 2014 meeting.

A RESOLUTION BY THE ATLANTA REGIONAL COMMISSION ADOPTING A DRAFT ASPIRATIONAL AGENDA TO GUIDE THE UPDATE OF THE 2016 REGIONAL PLAN

WHEREAS, the Atlanta Regional Commission (ARC) is a Georgia Regional Commission with multiple designations such as the Metropolitan Planning Organization (MPO) for transportation planning; the Area Agency on Aging (AAA) for programming services for the elderly and a U.S. Department of Commerce Economic Development District (EDD) for the Atlanta region; and

WHEREAS, ARC provides planning and administrative support to the Atlanta Region Workforce Board (Area 7) and the Metropolitan North Georgia Water Planning District; and

WHEREAS, these designations and responsibilities require ARC to develop regional plans; and

WHEREAS, the Commission deliberated extensively on the Aspirations at their April 2014 work session and asked staff to develop a draft Aspirational Agenda to guide future plan development.

NOW, THEREFORE, BE IT RESOLVED that the Atlanta Regional Commission adopts the attached draft Aspirational Agenda and instructs the Executive Director and staff to discuss the aspirational concepts with local governments, planning partners and the public for insights and collaborative opportunities for implementation.

BE IT FURTHER RESOLVED, the Commission desires periodic progress reports on the discussions for potential revisions in preparation of adopting a final draft.

How Metro Atlanta Will Win the Future?
World-Class Infrastructure
Comprehensive transportation network, incorporating regional transit and 21st Century technology
Secured, long-term water supply
Winning The Future
Innovation Economy
Building the region as a globally recognized hub of innovation
Developing a highly educated and desired workforce, able to meet the needs of 21st Century employers
Healthy, Livable Communities
Promoting health, arts and other aspects of a high quality of life
Developing additional walkable, vibrant centers, that support people of all ages and abilities
Atlanta is one of the world's most dynamic metropolitan areas, competing globally on the strength of our diverse population, robust economy, myriad cultural assets and attractive lifestyles. We will 'win the future' through intensive collaboration that honors and leverages the uniqueness of our communities.
ARC
regional impact + local relevance

ARC Resolution Adopting The Atlanta Region's Plan Policy Framework

Draft for approval by TCC on 8/7, CRC and TAQC on 8/13 and ARC on 8/26/15

A RESOLUTION BY THE
ATLANTA REGIONAL COMMISSION
ADOPTING THE REGION'S PLAN POLICY FRAMEWORK
TO GUIDE DEVELOPMENT OF THE REGION'S PLAN

WHEREAS, in February 2016, ARC will adopt **The Region's Plan**, an agency-wide comprehensive plan to win the future through an emphasis on world class infrastructure, support for a competitive economy, and establishing healthy livable communities, and

WHEREAS, **The Region's Plan Policy Framework** unifies the work undertaken by ARC through identifying objectives and policies to support the vision adopted by ARC in June 2014 ("A Draft Aspirational Agenda to Guide the Update of the 2016 Regional Plan"), and

WHEREAS, to guide development of **The Region's Plan**, this **Policy Framework** was developed through the ARC Committee structure with input from regional stakeholders, local governments and the public, and

WHEREAS, the Policy Framework will provide guidance agency-wide to ARC Divisions in their development of upcoming plans and programs; and

WHEREAS, examples of ARC planning initiatives that the Policy Framework will influence include:

- Aging & Health Resources Division – Regional Strategic Plan
- Community Development Division – Regional Development Guide and Unified Growth Policy Map
- Mobility Services Division – Transportation Demand Management Plan
- Natural Resources Division – Water District Plan
- Research & Analytics Division – Forecasts, other data
- Transportation, Access & Mobility Division - Regional Transportation Plan and Transportation Improvement Program
- Workforce Solutions Division – Local Area Plan

WHEREAS, ARC will also apply the **Policy Framework** when developing the agency work program and continue to coordinate with stakeholders to make the Policy Framework a living and holistic document.

NOW, THEREFORE, BE IT RESOLVED that the Atlanta Regional Commission adopts **The Region's Plan Policy Framework** to guide development over time of agency-wide plans and programs, and

BE IT FURTHER RESOLVED that **The Region's Plan Policy Framework** will be periodically revisited and refined to assure sustainable growth for the Atlanta Region.

ARC Resolution Adopting The Atlanta Region's Plan

For approval by TCC, TAQC, LCC, CRC and ARC Board in February 2016

RESOLUTION BY THE ATLANTA REGIONAL COMMISSION TO ADOPTING
THE ATLANTA REGION'S PLAN

WHEREAS, since 1952, the Atlanta Regional Commission has developed and adopted regional plan for the Atlanta region; and

WHEREAS, the Atlanta Region's Plan is an agency-wide comprehensive plan to win the future through an emphasis on world class infrastructure, support for a competitive economy, and establishing healthy, livable communities; and

WHEREAS, the Atlanta Region's Plan Policy Framework, adopted in August 2015, unifies the work undertaken by ARC through identifying objectives and policies to support the vision adopted by ARC in June 2014 (A Draft Aspirational Agenda to Guide the Update of the 2016 Regional Plan); and

WHEREAS, the Atlanta Region's Plan was prepared pursuant to the Georgia Planning Act of 1989 and consistent with Minimum Standards and Procedures for Regional Planning developed by the Georgia Department of Community Affairs (DCA); and

WHEREAS, the Atlanta Region's Plan was prepared for the 20-county area pursuant to the transportation reauthorization, Moving Ahead for Progress in the 21st Century Act (MAP-21), and is consistent with the Fixing America's Surface Transportation (FAST) Act, signed into law December 4, 2015, and the Clean Air Act Amendments of 1990; and

WHEREAS, ARC developed the Atlanta Region's Plan, a regional unified plan that encompasses both the Regional Agenda and RTP/TIP, and has sought comprehensive approaches to accommodate economic and population growth sustainably in the Atlanta region during the next 25 years; and

WHEREAS, the Atlanta Region's plan incorporates all of ARC's planning areas, including transportation, community development, water resources, aging and health services, and workforce development; and

WHEREAS, ARC has sought to protect critical environmental resources, rural landscapes, critical habitat and other environmental features while meeting the overall regional needs to manage growth; and

WHEREAS, the regional plan has incorporated both regional and local growth policy as outlined in local government Comprehensive Plans; and

WHEREAS, the Atlanta Region's Plan incorporated strategies and projects outlined in existing plans and programs including the Livable Centers Initiative (LCI), Bicycle and Pedestrian Mobility Plan, Freight Mobility Study, Project Delivery, Atlanta Aerotropolis Blueprint, and others; and

WHEREAS, the Atlanta Region's Plan incorporates plan highlights and programs from ARC's major community partners, such as the United Way of Metropolitan Atlanta, The Community Foundation of Greater Atlanta, and the Metro Atlanta Chamber.

For approval by TCC, TAQC, LCC, CRC and ARC Board in February 2016

WHEREAS, ARC implemented a communication process that provided regular updates on plan development to local government officials and other planning partners and provide opportunities for local government, citizens and non-governmental organization engagement in key steps in the plan development; and

NOW, THEREFORE, BE IT RESOLVED that the Atlanta Regional Commission adopts the Atlanta Region's Plan, a unified plan for the Atlanta region, as defined above; and

BE IT FURTHER RESOLVED that the Commission authorizes staff, with approval of the Chair of the Atlanta Regional Commission, to make non-substantive technical corrections to the final documents as necessary; and

BE IT FURTHER RESOLVED that the Commission directs staff to begin regular reporting of the Atlanta Region's Plan management and implementation.

ARC Resolution Approving May 2016 Amendment to The Atlanta Region's Plan

For approval by TCC on 5/6; TAQC on 5/12 and ARC on 5/25/16

ATLANTA REGIONAL COMMISSION

A RESOLUTION ADOPTING AMENDMENT #1
PLAN 2040 RTP AND TIP

WHEREAS, the Atlanta Regional Commission is the designated Metropolitan Planning Organization (MPO) for transportation planning in Atlanta Metropolitan Transportation Planning Area which includes all or parts of twenty counties; and

WHEREAS, Fixing America's Surface Transportation (FAST Act) and the Clean Air Act (CAA) Amendments of 1990 require the MPO to develop and adopt a long-range regional transportation plan (RTP) and short-range transportation improvement program (TIP) that conforms with the applicable State Implementation Plan (SIP) for air quality; and

WHEREAS, in February 2016, ARC adopted the Atlanta Region's Plan, incorporating updated planning assumptions, and an FY 2016-2021 Transportation Improvement Program (TIP) for the twenty county area; and

WHEREAS, a conformity determination was made on The Atlanta Region's Plan RTP/TIP on March 16, 2016, by the US Department of Transportation in consultation with the US Environmental Protection Agency, which determined based on The Atlanta Region's Plan Conformity Determination Report, that The Atlanta Region's Plan RTP and TIP conform to the requirements of the Clean Air Act under 40 CFR Part 93 for the 8 hour ozone 2008 standards (15 county nonattainment area) and particulate matter 2.5 standard (22 county nonattainment area); and

WHEREAS, ARC did not perform a technical evaluation as no changes to the scope or schedule of any non-exempt status project was proposed in Amendment #1; and

WHEREAS, ARC did notify the Gainesville-Hall MPO and Carterville-Bartow MPO, also in the Atlanta Nonattainment Area, that such a technical evaluation would not be performed for the entire Atlanta Nonattainment Area; and

WHEREAS, prior to releasing the amendment for a formal public comment period, ARC received concurrence through the Interagency Consultation process that Amendment #1 consists of changes that did not necessitate a new technical evaluation for conformity, and

For approval by TCC on 5/6; TAQC on 5/12 and ARC on 5/25/16

WHEREAS, Amendment #1 to The Atlanta Region's Plan RTP/FY 2016-2021 TIP was developed consistently with the requirements of 23 CFR 450.316 and in adherence with the participation processes and guidelines outlined in ARC Community Engagement Plan, 2014 Update as follows:

- Notice of such an amendment was published in a legal organ for a 10 day public comment period on April 18 to April 29, 2016;
- Interested parties were provided the opportunity to comment on the amendment through the ARC website.
- Results of this public comment period were provided to the Transportation Coordinating Committee, the Transportation & Air Quality Committee and the ARC Board for consideration.

NOW, THEREFORE, BE IT RESOLVED that the Atlanta Regional Commission adopts Amendment #1 to The Atlanta Region's Plan RTP/TIP, as defined above; and

BE IT FURTHER RESOLVED that the Commission authorizes staff, with approval of the Chair of the Atlanta Regional Commission, to make non-substantive technical corrections to the final documents as necessary; and

BE IT FURTHER RESOLVED that the Commission directs the staff to continue the regular reporting on The Atlanta Region's Plan management and implementation.

ARC Resolution Approving February 2017 Amendment to The Atlanta Region's Plan

For approval by TCC, TAQC, and ARC Board in February 2017.

ATLANTA REGIONAL COMMISSION

A RESOLUTION ADOPTING AMENDMENT #2
PLAN 2040 RTP AND TIP

WHEREAS, the Atlanta Regional Commission is the designated Metropolitan Planning Organization (MPO) for transportation planning in Atlanta Metropolitan Transportation Planning Area which includes all or parts of twenty counties; and

WHEREAS, Fixing America's Surface Transportation (FAST Act) and the Clean Air Act (CAA) Amendments of 1990 require the MPO to develop and adopt a long-range regional transportation plan (RTP) and short-range transportation improvement program (TIP) that conforms with the applicable State Implementation Plan (SIP) for air quality; and

WHEREAS, in February 2016, ARC adopted the Atlanta Region's Plan, incorporating updated planning assumptions, and an FY 2016-2021 Transportation Improvement Program (TIP) for the twenty county area; and

WHEREAS, a conformity determination was made on The Atlanta Region's Plan RTP/TIP on March 16, 2016, by the US Department of Transportation in consultation with the US Environmental Protection Agency, which determined based on The Atlanta Region's Plan Conformity Determination Report, that The Atlanta Region's Plan RTP and TIP conform to the requirements of the Clean Air Act under 40 CFR Part 93 for the 8 hour ozone 2008 standards (15 county nonattainment area) and particulate matter 2.5 standard (22 county nonattainment area); and

WHEREAS, ARC did not perform a technical evaluation as no changes to the scope or schedule of any non-exempt status project was proposed in Amendment #2; and

WHEREAS, ARC did notify the Carterville-Bartow MPO, also in the Atlanta Nonattainment Area, that such a technical evaluation would not be performed for the entire Atlanta Nonattainment Area; and

WHEREAS, prior to releasing the amendment for a formal public comment period, ARC received concurrence through the Interagency Consultation process that Amendment #2 consists of changes that did not necessitate a new technical evaluation for conformity, and

For approval by TCC, TAQC, and ARC Board in February 2017.

WHEREAS, Amendment #2 to The Atlanta Region's Plan RTP/FY 2016-2021 TIP was developed consistently with the requirements of 23 CFR 450.316 and in adherence with the participation processes and guidelines outlined in ARC Community Engagement Plan, 2014 Update as follows:

- Notice of such an amendment was published in a legal organ for a 10-day public comment period on January 4 to January 13, 2017;
- Interested parties were provided the opportunity to comment on the amendment through the ARC website.
- Results of this public comment period were provided to the Transportation Coordinating Committee, the Transportation & Air Quality Committee and the ARC Board for consideration.

NOW, THEREFORE, BE IT RESOLVED that the Atlanta Regional Commission adopts Amendment #2 to The Atlanta Region's Plan RTP/TIP, as defined above; and

BE IT FURTHER RESOLVED that the Commission authorizes staff, with approval of the Chair of the Atlanta Regional Commission, to make non-substantive technical corrections to the final documents as necessary; and

BE IT FURTHER RESOLVED that the Commission directs the staff to continue the regular reporting on The Atlanta Region's Plan management and implementation.

ARC Resolution Approving August 2017 TIP Update / RTP Amendment to The Atlanta Region's Plan

For approval by TCC, TAQC, and ARC Board in August 2017.

ATLANTA REGIONAL COMMISSION

A RESOLUTION ADOPTING:

AUGUST 2017 RTP AMENDMENT / TIP UPDATE
THE ATLANTA REGION'S PLAN

WHEREAS, the Atlanta Regional Commission is the designated Metropolitan Planning Organization (MPO) for transportation planning in Atlanta Metropolitan Transportation Planning Area which includes all or parts of twenty counties; and

WHEREAS, Fixing America's Surface Transportation (FAST Act) and the Clean Air Act (CAA) Amendments of 1990 require the MPO to develop and adopt a long-range Regional Transportation Plan (RTP) and short-range Transportation Improvement Program (TIP) that conforms with the applicable State Implementation Plan (SIP) for air quality; and

WHEREAS, in February 2016, ARC adopted the Atlanta Region's Plan, incorporating updated planning assumptions, and an FY 2016-2021 Transportation Improvement Program (TIP) for the twenty county area; and

WHEREAS, a conformity determination was made on The Atlanta Region's Plan RTP/TIP on March 16, 2016, by the US Department of Transportation in consultation with the US Environmental Protection Agency, which determined based on The Atlanta Region's Plan Conformity Determination Report, that The Atlanta Region's Plan RTP and TIP conform to the requirements of the Clean Air Act under 40 CFR Part 93 for the 8 hour ozone 2008 standards (15 county nonattainment area) and particulate matter 2.5 standard (22 county nonattainment area); and

WHEREAS, the Atlanta Region has since been redesignated as a maintenance area for both the ozone and particulate matter standards; and

WHEREAS, ARC conducted a technical evaluation to reflect changes to the scopes and schedules of certain non-exempt status projects as part of this amendment process; and

WHEREAS, ARC did notify the Carterville-Bartow MPO, also in the Atlanta air quality maintenance area, that such a technical evaluation would be performed for the entire maintenance area and would include necessary changes in that region as well; and

WHEREAS, prior to releasing the amendment for a formal public comment period, ARC received concurrence through the Interagency Consultation process on modeling assumptions, and

For approval by TCC, TAQC, and ARC Board in August 2017.

WHEREAS, the August 2017 RTP Amendment / TIP Update was developed consistent with the requirements of 23 CFR 450.316 and in adherence with the participation processes and guidelines outlined in the ARC Community Engagement Plan as follows:

- Notice of such an amendment was published in a legal organ for a 30-day public comment period from June 21, 2017 to July 20, 2017;
- Interested parties were provided the opportunity to comment on the RTP amendment / TIP update through the ARC website; and
- Results of this public comment period were provided to the Transportation Coordinating Committee, the Transportation & Air Quality Committee and the ARC Board for consideration.

NOW, THEREFORE, BE IT RESOLVED that the Atlanta Regional Commission adopts the August 2017 RTP Amendment / TIP Update, as defined above; and

BE IT FURTHER RESOLVED that the Commission authorizes staff, with approval of the Chair of the Atlanta Regional Commission, to make non-substantive technical corrections to the final documents as necessary; and

BE IT FURTHER RESOLVED that the Commission directs the staff to continue the regular reporting on The Atlanta Region's Plan management and implementation.

ARC Resolution Approving February 2018 TIP/RTP Amendment to The Atlanta Region's Plan

For approval by TCC, TAQC, and ARC Board in February 2018.

ATLANTA REGIONAL COMMISSION

A RESOLUTION ADOPTING:

February 2018 Transportation Improvement Program (TIP) Amendment #4

WHEREAS, the Atlanta Regional Commission is the designated Metropolitan Planning Organization (MPO) for transportation planning in Atlanta Metropolitan Transportation Planning Area which includes all or parts of twenty counties; and

WHEREAS, Fixing America's Surface Transportation (FAST Act) and the Clean Air Act (CAA) Amendments of 1990 require the MPO to develop and adopt a long-range Regional Transportation Plan (RTP) and short-range Transportation Improvement Program (TIP) that conforms with the applicable State Implementation Plan (SIP) for air quality; and

WHEREAS, in 2016-2017, ARC developed a Project Evaluation Framework to guide the process for a project solicitation and accepted applications through May 2017; and

WHEREAS, projects were evaluated during the Summer/early Fall of 2017 with draft recommendations announced in December 2017;

WHEREAS, a conformity determination was made on The Atlanta Region's Plan RTP/TIP on March 16, 2016, by the US Department of Transportation in consultation with the US Environmental Protection Agency, which determined based on The Atlanta Region's Plan Conformity Determination Report, that The Atlanta Region's Plan RTP and TIP conform to the requirements of the Clean Air Act under 40 CFR Part 93 for the 8 hour ozone 2008 standards (15 county nonattainment area) and particulate matter 2.5 standard (22 county nonattainment area); and

WHEREAS, the Atlanta Region has since been redesignated as a maintenance area for both the ozone and particulate matter standards; and

WHEREAS, ARC did not perform a technical evaluation as no changes to the scopes and schedules of certain non-exempt status projects were proposed as part of this amendment process; and

WHEREAS, prior to releasing the amendment for a formal public comment period, ARC received concurrence through the Interagency Consultation process that Amendment #4 consists of changes that did not necessitate a new technical evaluation for conformity, and

For approval by TCC, TAQC, and ARC Board in February 2018.

WHEREAS, Amendment #4 to the Atlanta Region's Plan RTP/FY 2018-2023 TIP was developed consistently with the requirements of 23 CFR 450.316 and in adherence with the participation processes and guidelines outlined in the ARC Community Engagement Plan as follows:

- Notice of such an amendment was published in a legal organ for a 30-day public comment period from December 18, 2017 to January 16, 2018.
- Interested parties were provided the opportunity to comment on the amendment through the ARC website; and
- Results of this public comment period were provided to the Transportation Coordinating Committee, the Transportation & Air Quality Committee and the ARC Board for consideration.

NOW, THEREFORE, BE IT RESOLVED that the Atlanta Regional Commission adopts the Amendment #4 to The Atlanta Region's Plan RTP/FY 2018-2023 TIP, as defined above; and

BE IT FURTHER RESOLVED that the Commission authorizes staff, with approval of the Chair of the Atlanta Regional Commission, to make non-substantive technical corrections to the final documents as necessary; and

BE IT FURTHER RESOLVED that the Commission directs the staff to continue the regular reporting on The Atlanta Region's Plan management and implementation.

ARC Resolution Approving June 2018 TIP/RTP Amendment to The Atlanta Region's Plan

For approval by TCC on 6/8; TAQC on 6/14 and ARC Board on 6/27

ATLANTA REGIONAL COMMISSION

A RESOLUTION ADOPTING:

FY 2018-2023 Transportation Improvement Program (TIP) Amendment #5

WHEREAS, the Atlanta Regional Commission is the designated Metropolitan Planning Organization (MPO) for transportation planning in Atlanta Metropolitan Transportation Planning Area which includes all or parts of twenty counties; and

WHEREAS, Fixing America's Surface Transportation (FAST Act) and the Clean Air Act (CAA) Amendments of 1990 require the MPO to develop and adopt a long-range Regional Transportation Plan (RTP) and short-range Transportation Improvement Program (TIP) that conforms with the applicable State Implementation Plan (SIP) for air quality; and

WHEREAS, a conformity determination was made on The Atlanta Region's Plan RTP/TIP on March 16, 2016, by the US Department of Transportation in consultation with the US Environmental Protection Agency, which determined based on The Atlanta Region's Plan Conformity Determination Report, that The Atlanta Region's Plan RTP and TIP conform to the requirements of the Clean Air Act under 40 CFR Part 93 for the 8 hour ozone 2008 standards (15 county nonattainment area) and particulate matter 2.5 standard (22 county nonattainment area); and

WHEREAS, the Atlanta Region has since been redesignated as a maintenance area for both the ozone and particulate matter standards; and

WHEREAS, ARC conducted a technical evaluation to reflect changes to the scopes and schedules of certain non-exempt status projects as part of this amendment process; and

WHEREAS, ARC did notify the Carterville-Bartow MPO, also in the Atlanta air quality maintenance area, that such a technical evaluation would be performed for the entire maintenance area and would include necessary changes in that region as well; and

WHEREAS, prior to releasing the amendment for a formal public comment period, ARC received concurrence through the Interagency Consultation process that Amendment #5 consists of changes that required a new technical evaluation for conformity, and

For approval by TCC on 6/8; TAQC on 6/14 and ARC Board on 6/27

WHEREAS, Amendment #5 to the Atlanta Region's Plan RTP/FY 2018-2023 TIP was developed consistently with the requirements of 23 CFR 450.316 and in adherence with the participation processes and guidelines outlined in the ARC Community Engagement Plan as follows:

- Notice of such an amendment was published in a legal organ for a 30-day public comment period from March 26, 2018 to April 24, 2018.
- Interested parties were provided the opportunity to comment on the amendment through the ARC website; and
- Results of this public comment period were provided to the Transportation Coordinating Committee, the Transportation & Air Quality Committee and the ARC Board for consideration.

NOW, THEREFORE, BE IT RESOLVED that the Atlanta Regional Commission adopts the Amendment #5 to The Atlanta Region's Plan RTP/FY 2018-2023 TIP, as defined above; and

BE IT FURTHER RESOLVED that the Commission authorizes staff, with approval of the Chair of the Atlanta Regional Commission, to make non-substantive technical corrections to the final documents as necessary; and

BE IT FURTHER RESOLVED that the Commission directs the staff to continue the regular reporting on The Atlanta Region's Plan management and implementation.

ARC Resolution Approving December 2018 TIP/RTP Amendment to The Atlanta Region's Plan

For approval by TCC on 11/9; TAQC on 11/15 and ARC Board on 12/5

ATLANTA REGIONAL COMMISSION

A RESOLUTION ADOPTING:

FY 2018-2023 Transportation Improvement Program (TIP) Amendment #6

WHEREAS, the Atlanta Regional Commission is the designated Metropolitan Planning Organization (MPO) for transportation planning in Atlanta Metropolitan Transportation Planning Area which includes all or parts of twenty counties; and

WHEREAS, Fixing America's Surface Transportation (FAST Act) and the Clean Air Act (CAA) Amendments of 1990 require the MPO to develop and adopt a long-range Regional Transportation Plan (RTP) and short-range Transportation Improvement Program (TIP) that conforms with the applicable State Implementation Plan (SIP) for air quality; and

WHEREAS, a conformity determination was made on The Atlanta Region's Plan RTP/TIP on March 16, 2016, by the US Department of Transportation in consultation with the US Environmental Protection Agency, which determined based on The Atlanta Region's Plan Conformity Determination Report, that The Atlanta Region's Plan RTP and TIP conform to the requirements of the Clean Air Act under 40 CFR Part 93 for the 8 hour ozone 2008 standards (15 county nonattainment area) and particulate matter 2.5 standard (22 county nonattainment area); and

WHEREAS, the Atlanta Region has since been redesignated as a maintenance area for both the 1997 and 2008 ozone standards and the particulate matter standard. A seven-county portion of the Atlanta Region was designated nonattainment for the 2015 ozone standard on June 4, 2018; and

WHEREAS, ARC did not perform a technical evaluation as no changes to the scope or schedule of any non-exempt status project was proposed in Amendment #6; and

WHEREAS, ARC did notify the Carterville-Bartow MPO and the Gainesville-Hall MPO that such a technical evaluation would not be performed for the entire Atlanta Nonattainment Area; and

WHEREAS, prior to releasing the amendment for a formal public comment period, ARC received concurrence through the Interagency Consultation process that Amendment #6 consists of changes that did not necessitate a new technical evaluation for conformity, and

For approval by TCC on 11/9; TAQC on 11/15 and ARC Board on 12/5

WHEREAS, Amendment #6 to the Atlanta Region's Plan RTP/FY 2018-2023 TIP was developed consistently with the requirements of 23 CFR 450.316 and in adherence with the participation processes and guidelines outlined in the ARC Community Engagement Plan as follows:

- Notice of such an amendment was published in a legal organ for a 10-day public comment period from October 15, 2018 to October 24, 2018;
- Interested parties were provided the opportunity to comment on the amendment through the ARC website; and
- Results of this public comment period were provided to the Transportation Coordinating Committee, the Transportation & Air Quality Committee and the ARC Board for consideration.

NOW, THEREFORE, BE IT RESOLVED that the Atlanta Regional Commission adopts the Amendment #6 to The Atlanta Region's Plan RTP/FY 2018-2023 TIP, as defined above; and

BE IT FURTHER RESOLVED that the Commission authorizes staff, with approval of the Chair of the Atlanta Regional Commission, to make non-substantive technical corrections to the final documents as necessary; and

BE IT FURTHER RESOLVED that the Commission directs the staff to continue the regular reporting on The Atlanta Region's Plan management and implementation.

ARC Resolution Approving May 2019 TIP/RTP Amendment to The Atlanta Region's Plan

For approval by TCC on 5/3; TAQC on 5/9 and ARC Board on 5/22

ATLANTA REGIONAL COMMISSION

A RESOLUTION ADOPTING:

FY 2018-2023 Transportation Improvement Program (TIP) Amendment #7

WHEREAS, the Atlanta Regional Commission is the designated Metropolitan Planning Organization (MPO) for transportation planning in Atlanta Metropolitan Transportation Planning Area which includes all or parts of twenty counties; and

WHEREAS, Fixing America's Surface Transportation (FAST Act) and the Clean Air Act (CAA) Amendments of 1990 require the MPO to develop and adopt a long-range Regional Transportation Plan (RTP) and short-range Transportation Improvement Program (TIP) that conforms with the applicable State Implementation Plan (SIP) for air quality; and

WHEREAS, a conformity determination was made on The Atlanta Region's Plan RTP/TIP on March 16, 2016, by the US Department of Transportation in consultation with the US Environmental Protection Agency, which determined based on The Atlanta Region's Plan Conformity Determination Report, that The Atlanta Region's Plan RTP and TIP conform to the requirements of the Clean Air Act under 40 CFR Part 93 for the 8 hour ozone 2008 standards (15 county nonattainment area) and 1997 annual particulate matter 2.5 standards (22 county maintenance area); and

WHEREAS, the Atlanta Region has since been redesignated as a maintenance area for the 8-hour 2008 ozone standards, designated attainment for the 2012 annual PM2.5 standards, and designated as a nonattainment area for the 8 hour 2015 ozone standards (7 counties); and

WHEREAS, ARC conducted a technical evaluation to reflect changes to the scopes and schedules of certain non-exempt status projects as part of this amendment process; and

WHEREAS, ARC did notify the Carterville-Bartow MPO and Gainesville Hall MPO, that such a technical evaluation would be performed for the entire maintenance area and would include necessary changes in that region as well; and

WHEREAS, prior to releasing the amendment for a formal public comment period, ARC received concurrence through the Interagency Consultation process that Amendment #7 consists of changes that required a new technical evaluation for conformity, and

For approval by TCC on 5/3; TAQC on 5/9 and ARC Board on 5/22

WHEREAS, Amendment #7 to the Atlanta Region's Plan RTP/FY 2018-2023 TIP was developed consistently with the requirements of 23 CFR 450.316 and in adherence with the participation processes and guidelines outlined in the ARC Community Engagement Plan as follows:

- Notice of such an amendment was published in a legal organ for a 15-day public comment period from April 4, 2019 to April 18, 2019.
- Interested parties were provided the opportunity to comment on the amendment through the ARC website; and
- Results of this public comment period were provided to the Transportation Coordinating Committee, the Transportation & Air Quality Committee and the ARC Board for consideration.

NOW, THEREFORE, BE IT RESOLVED that the Atlanta Regional Commission adopts the Amendment #7 to The Atlanta Region's Plan RTP/FY 2018-2023 TIP, as defined above; and

BE IT FURTHER RESOLVED that the Commission authorizes staff, with approval of the Chair of the Atlanta Regional Commission, to make non-substantive technical corrections to the final documents as necessary; and

BE IT FURTHER RESOLVED that the Commission directs the staff to continue the regular reporting on The Atlanta Region's Plan management and implementation.

I do hereby certify that the foregoing resolution was adopted by the Atlanta Regional Commission on May 22, 2019.

Charissa White-Fulks

Charissa White-Fulks, ARC Board Secretary