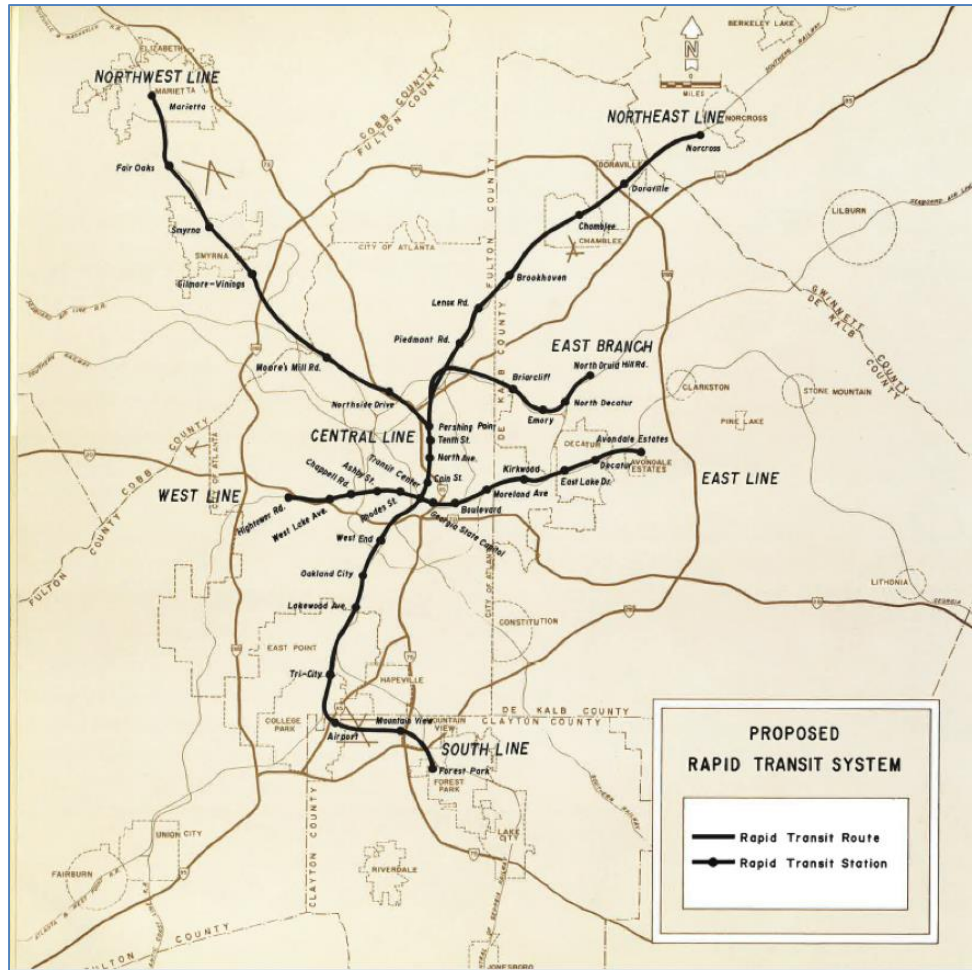


Region's Plan Transit Project Review

Regional
Transit
Committee
July 9th, 2015



Patrick Bradshaw | Senior Planner | Atlanta Regional Commission

Constrained RTP Projects



Northwest Transit Corridor
Environmental Assessment

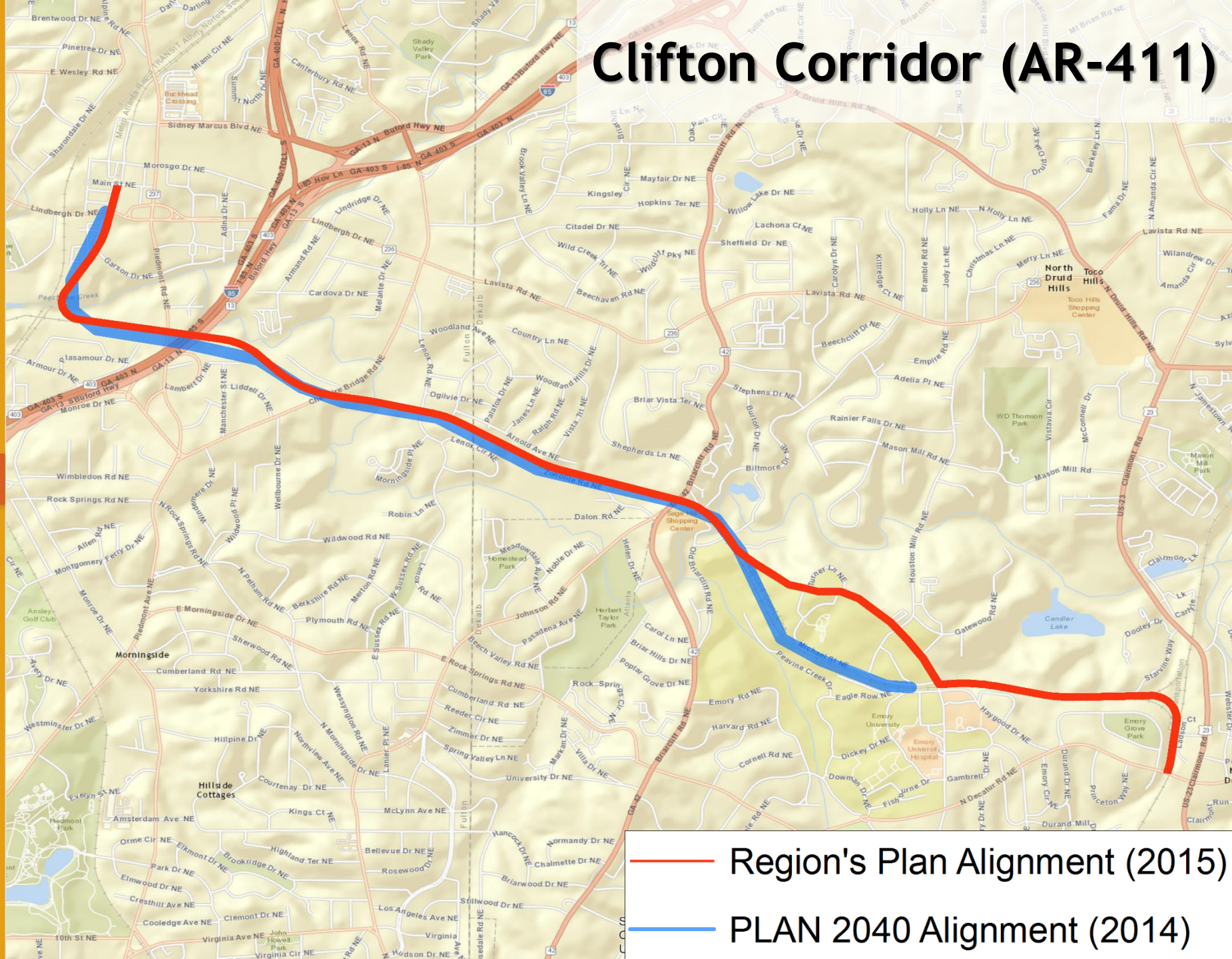


Clifton Corridor (AR-411)

local relevance

+

regional impact

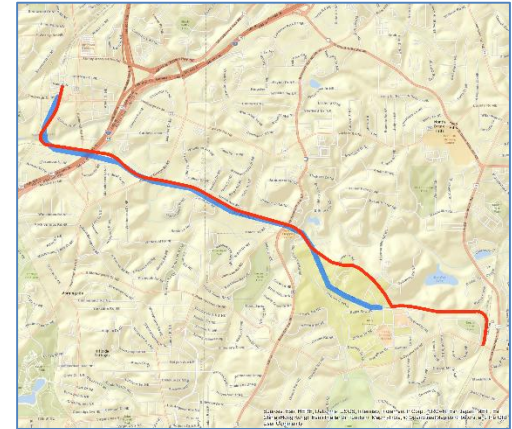


— Region's Plan Alignment (2015)

— PLAN 2040 Alignment (2014)

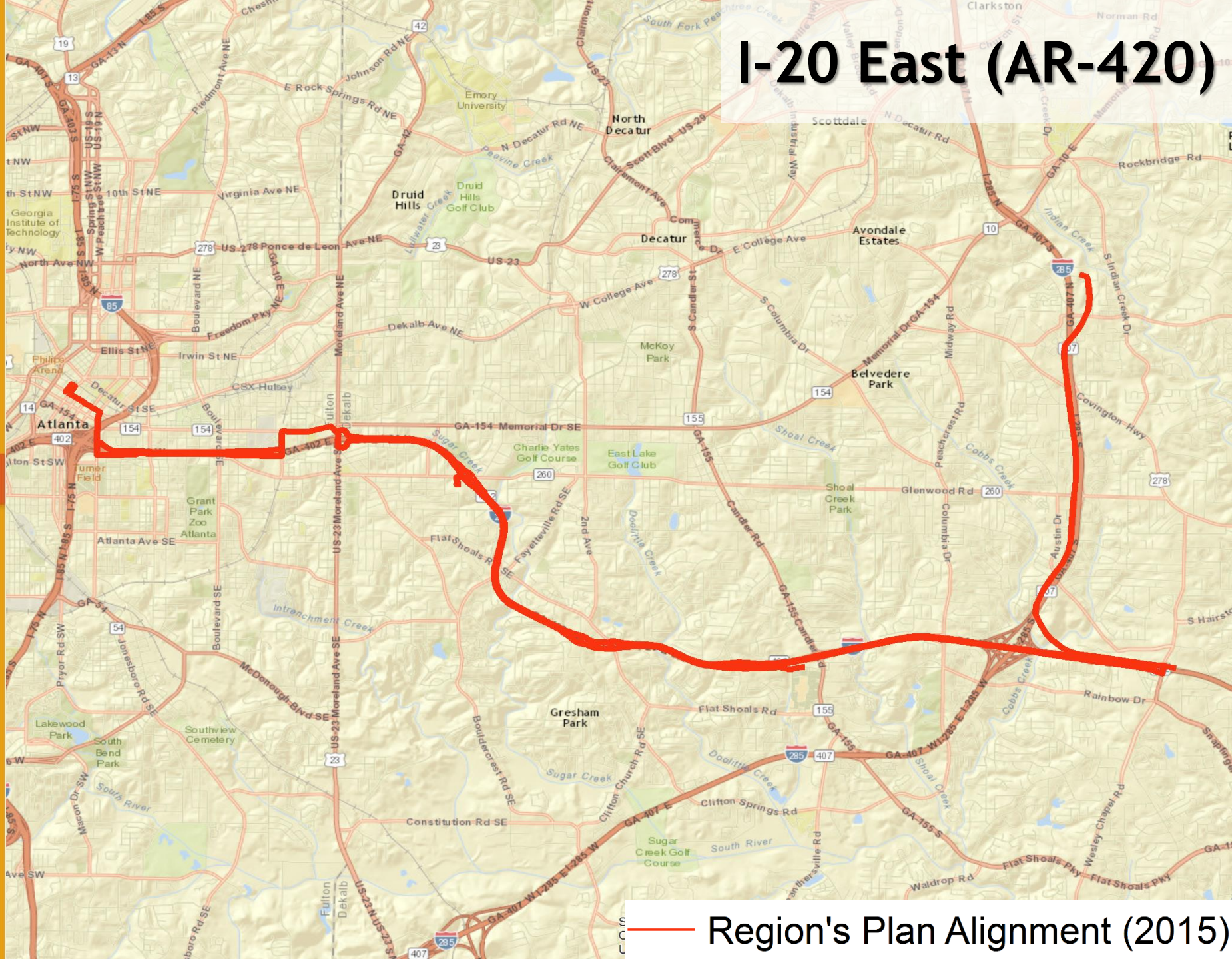
Clifton Corridor (AR-411)

- Light rail transit from Lindbergh Center to North Decatur Road
- Current RTP status
 - Phase 1 to North Decatur Road in long range
 - Phase 2 to Avondale unconstrained
- Project development status
 - Current alternative refines earlier LPA; new terminus at North Decatur Road
 - Draft EIS by 2016
 - Final EIS by early 2017
- Cost estimate update
 - Current RTP funding - \$479 million
 - Updated cost estimate - \$1.73 billion



I-20 East (AR-420)

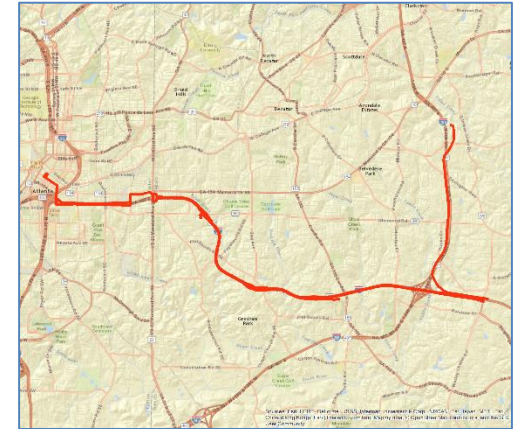
regional impact + local relevance



— Region's Plan Alignment (2015)

I-20 East (AR-420)

- Bus Rapid Transit from Five Points to Wesley Chapel Road; Heavy Rail from Indian Creek MARTA to Wesley Chapel Road
- Current RTP status
 - Phase 1 (BRT/HRT) is in long range
 - Phase 2 HRT to Stonecrest is unconstrained
- + ■ Project Development Status
 - Minor shifts in alignment
 - Final EIS (HRT component) by fall 2016
 - Final EA (BRT component) by fall 2015
- Cost estimate Update
 - Current RTP funding - \$1.4 billion
 - Updated cost estimate- \$1.46 billion



GA 400 (AR-470)

regional impact + local relevance



Region's Plan Alignment (2015)

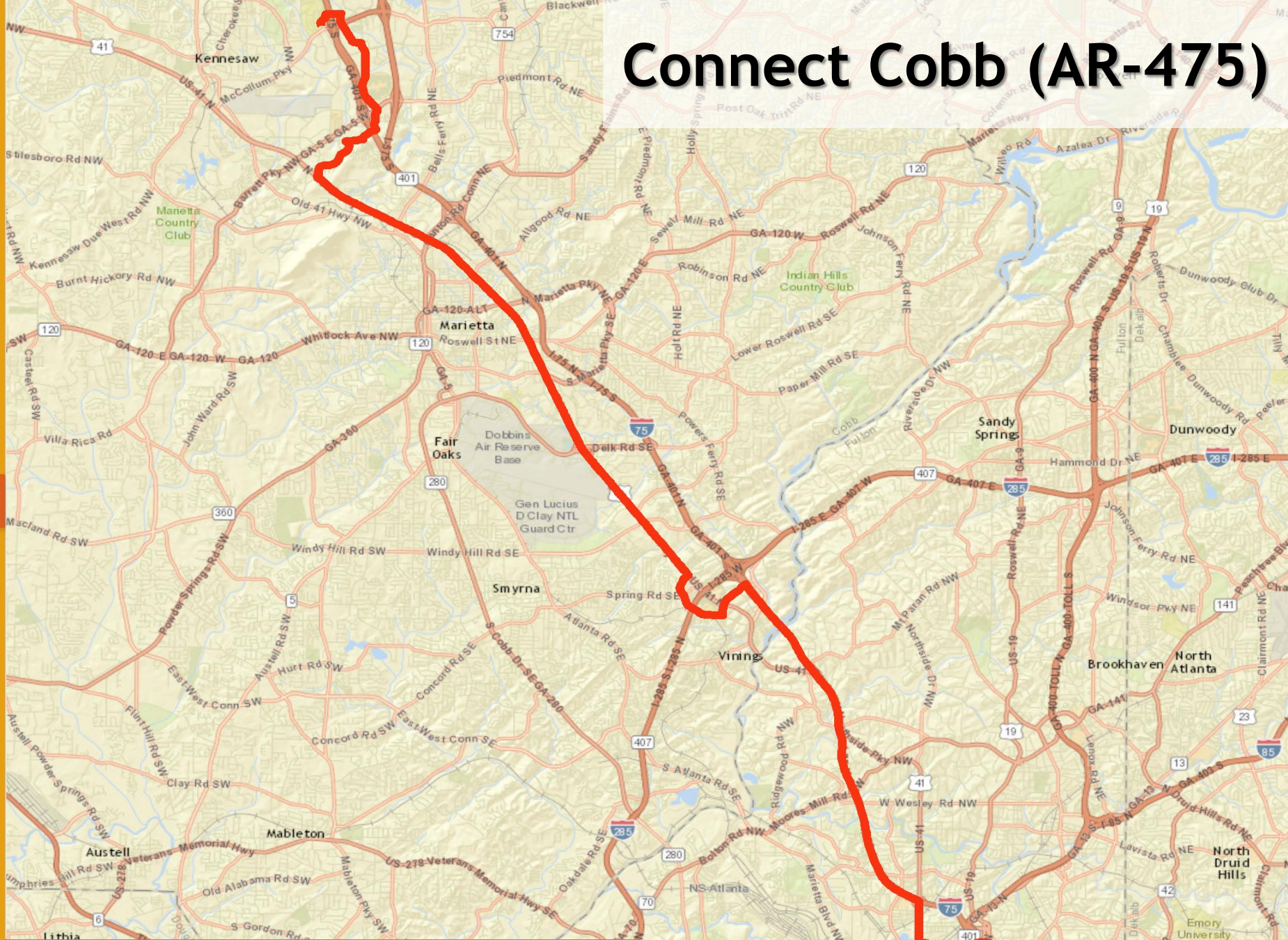
GA 400 (AR-470)

- Proposed Heavy Rail extension of MARTA Red Line to Holcomb Bridge Road
- Current RTP status
 - Scope describes bus transfer areas; new service
 - Project in long range
- + ■ Project Development Status
 - Major shift in scope and budget; from bus transfer centers to heavy rail
 - Phase 1 – North Springs to Holcomb Bridge (long range)
 - Phase 2 – Holcomb Bridge to Windward Parkway (unconstrained)
 - HRT LPA adopted by MARTA Board in April 2015
 - Final EIS by winter 2017
- Cost estimate Update
 - Current RTP funding - \$300 million
 - Updated cost estimate- \$1.29 billion



Connect Cobb (AR-475)

local relevance
+
regional impact

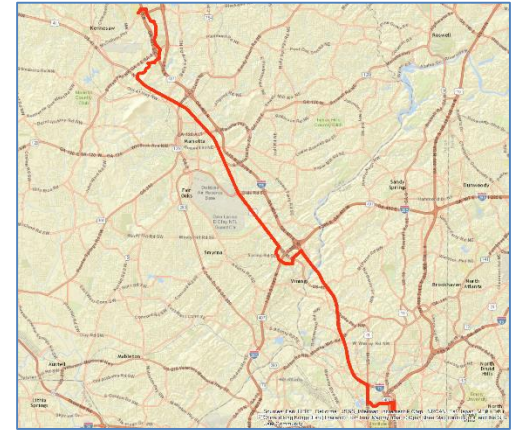


Region's Plan Alignment (2015)

Sources: Esri, HERE, DeLorme, USGS, Intermap, increment P Corp., NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

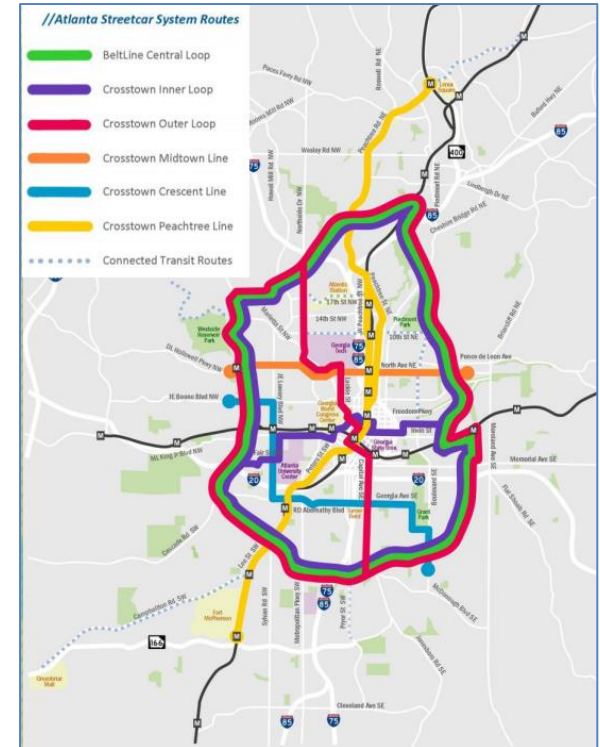
Connect Cobb (AR-475)

- Arterial bus rapid transit between Town Center at Cobb and Arts Center MARTA by way of US 41 and I-75
- Current RTP status
 - Project in long range
- Project Development Status
 - Minor refinements to budget
 - Phase 2 proposed for additional Atlanta bus stations (unconstrained)
 - Final EA Completed in April 2015
- Cost estimate Update
 - Current RTP funding - \$502 million
 - Updated cost estimate- \$491 million



Beltline/Streetcar (AR-490)

- Builds priority alignments outlined in Beltline/Streetcar Implementation strategy (2012)
- Current RTP status
 - Various alignments
 - Project in long range
- Project Development Status
 - Three EA studies underway
 - Completion by fall 2015
- Cost estimate Update
 - Current RTP funding- \$581 million
 - Updated cost estimate- \$1.33 billion



Other Updates

- Multimodal Passenger Terminal
 - Current RTP funding - \$522 million
 - Updated cost estimate - \$1.14 billion



- Revive 285 ROW Acquisition
 - Two projects in constrained RTP
 - No change in cost estimate



- Unconstrained Project Updates
 - Removed over 30 obsolete/duplicated projects
 - Added/retained various 'Phase 2' concepts of existing constrained projects
 - Consolidating/generalizing less developed concepts

Next Steps

- Follow-up outreach with project sponsors to confirm findings of preliminary outreach
 - Opportunity to incorporate recent COA recommendations
 - Discuss funding assumptions and project cost estimates
- Technical evaluation
- Unconstrained element refinement

Questions/Contact

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